PORTHCAWL WATERFRONT REGENERATION

TRANSPORT ASSESSMENT

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BRIDGEND COUNTY BOROUGH COUNCIL

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TABLE OF CONTENTS

1. INTRODUCTION 8
2. POLICY 12
3. BASELINE CONDITIONS 27
4. DEVELOPMENT PROPOSALS 50
5. MULTI-MODAL TRAFFIC 63
6. HIGHWAY IMPACT 94
7. IMPACT 98
8. HIGHWAY CAPACITY ANALYSIS 100
9. TRANSPORT IMPLEMENTATION STRATEGY 106
10. SUMMARY AND CONCLUSION 111

LIST OF FIGURES

FIGURE 1: RED LINE BOUNDARY 8

FIGURE 2: PROJECT AIMS 10

FIGURE 3: USER NEEDS FOR ACTIVE TRAVEL ROUTES 14

FIGURE 4: PPW SUSTAINABLE TRANSPORT HIERARCHY 16

FIGURE 5: PORTHCAWL PLACEMAKING STRATEGY CONNECTIVITY (EXTRACT – ASL, MAY 2022) . 22

FIGURE 6: PORTHCAWL PLACEMAKING STRATEGY MIX, DISTRIBUTION AND SCALE (EXTRACT – ASL, MAY 2022) 24

FIGURE 7: SITE IN A LOCAL CONTEXT 27

FIGURE 8: SITE IN A STRATEGIC CONTEXT 28

FIGURE 9: WORKPLACE DESTINATION PROPORTIONS (CENSUS 2011) 29

FIGURE 10: WORKPLACE DESTINATIONS FLOW MAP (CENSUS 2011) 30

FIGURE 11: STUDY AREA AND DATA POINTS 33

FIGURE 12: A4106 BRIDGEND ROAD ATC 24-HOUR TRAFFIC FLOWS 34

FIGURE 13: PYLE ROAD ATC 24-HOUR TRAFFIC FLOWS 35

FIGURE 14: THE PORTWAY ATC 24-HOUR TRAFFIC FLOWS 36

FIGURE 15: NEW ROAD ATC 24-HOUR TRAFFIC FLOWS 37

FIGURE 16: ATAG RECOMMENDED ACTIVE TRAVEL DISTANCES 38

FIGURE 17: WALKING ACCESSIBILITY 38

FIGURE 18: AVERAGE FOOTWAY WIDTHS IN VICINITY 39

FIGURE 19: CYCLING ACCESSIBILITY 40

FIGURE 20: EXISTING ROUTES ATNM 41

FIGURE 21: FUTURE ROUTES ATNM 41

FIGURE 22: OTHER (NON-ATNM) CYCLE ROUTES 42

FIGURE 23: GRIFFIN PARK EASTBOUND BUS STOP 43

FIGURE 24: 400M BUS STOP BUFFER 44

FIGURE 25: UNSERVED WESTBOUND NEW ROAD BUS STOP 44

FIGURE 26: PUBLIC TRANSPORT ACCESSIBILITY 46

FIGURE 27: PERSONAL INJURY COLLISIONS 2020-2024 47

FIGURE 28: CD123 (FIGURES 2.3.1) APPROXIMATE PRIORITY JUNCTION PROVISION ON SINGLE CARRIAGEWAY ROADS 52

FIGURE 29: EXTRACT OF D&A CYCLING FRAMEWORK (THE URBANISTS) 54

FIGURE 30: RESIDENTIAL MODAL SPLIT – AM (0800-0900) 65

FIGURE 31: RESIDENTIAL MODAL SPLIT – PM (1700-1800) 65

FIGURE 32: RETIREMENT FLATS MODAL SPLIT – AM (0800-0900) 68

FIGURE 33: RETIREMENT FLATS MODAL SPLIT – PM (1700-1800) 68

FIGURE 34: SPA/FITNESS TRAFFIC MODAL SPLIT – AM (0800-0900) 70

FIGURE 35: SPA/FITNESS TRAFFIC MODAL SPLIT – PM (1700-1800) 70

FIGURE 36: HOTEL MODAL SPLIT – AM (0800-0900) 73

FIGURE 37: HOTEL TRAFFIC MODAL SPLIT – PM (1700-1800) 73

FIGURE 38: SMALL RETAIL TRAFFIC MODAL SPLIT – AM (0800-0900) 75

FIGURE 39: SMALL RETAIL TRAFFIC MODAL SPLIT – PM (1700-1800) 75

FIGURE 40: STUDIA/MAKER SPACE TRAFFIC MODAL SPLIT – AM (0800-0900) 78

FIGURE 41: STUDIO/MAKER SPACE TRAFFIC MODAL SPLIT – PM (1700-1800) 78

FIGURE 42: CAFÉ/RESTAURANT/BAR TRAFFIC MODAL SPLIT – AM (0800-0900) 80

FIGURE 43: CAFÉ/RESTAURANT/BAR TRAFFIC MODAL SPLIT – PM (1700-1800) 80

FIGURE 44: SPECIALITY RETAILER TRAFFIC MODAL SPLIT – AM (0800-0900) 83

FIGURE 45: SPECIALTY RETAILER TRAFFIC MODAL SPLIT – PM (1700-1800) 83

FIGURE 46: FLEXIBLE COMMUNITY SPACE TRAFFIC MODAL SPLIT – AM (0800-0900) 85

FIGURE 47: FLEXIBLE COMMUNITY SPACE TRAFFIC MODAL SPLIT – PM (1700-1800) 85

FIGURE 48: ASSEMBLY AND LEISURE TRAFFIC MODAL SPLIT – AM (0800-0900) 88

FIGURE 49: ASSEMBLY AND LEISURE TRAFFIC MODAL SPLIT – PM (1700-1800) 88

FIGURE 50: DISTRIBUTION ZONING 96

LIST OF TABLES

TABLE 1: STRUCTURE OF TRANSPORT ASSESSMENT 11
TABLE 2: CAR OWNERSHIP – PORTHCAWL (CENSUS 2021) 31
TABLE 3: SUGGESTED WALKING DISTANCES TO PUBLIC TRANSPORT NODES 43
TABLE 4: PIC SUMMARY 2020-2024 48
TABLE 5: SUSTAINABILITY APPRAISAL BASED ON SPG 17 57
TABLE 6: PROPOSED RESIDENTIAL MULTI-MODAL TRIP RATE (TRICS) 64
TABLE 7: PROPOSED RESIDENTIAL MULTI-MODAL TRIP GENERATION (TRICS) 64
TABLE 8: RESIDENTIAL VEHICLE TRIP RATE (TRICS) 66
TABLE 9: RESIDENTIAL VEHICLE TRIP GENERATION (TRICS) 66
TABLE 10: PROPOSED RETIREMENT LIVING MULTI-MODAL TRIP RATE (TRICS) 67
TABLE 11: PROPOSED RETIREMENT LIVING MULTI-MODAL TRIP GENERATION (TRICS) 67
TABLE 12: RETIREMENT LIVING VEHICLE TRIP RATE (TRICS) 68
TABLE 13: RETIREMENT LIVING VEHICLE TRIP GENERATION (TRICS) 68
TABLE 14: PROPOSED SPA WELLNESS HUB MULTI-MODAL TRIP RATE (TRICS) 69
TABLE 15: PROPOSED SPA WELLNESS HUB MULTI-MODAL TRIP GENERATION (TRICS) 70
TABLE 16: SPA WELLNESS HUB VEHICLE TRIP RATE (TRICS) 71
TABLE 17: SPA WELLNESS HUB VEHICLE TRIP GENERATION (TRICS) 71
TABLE 18: PROPOSED HOTEL MULTI-MODAL TRIP RATE (TRICS) 72
TABLE 19: PROPOSED HOTEL MULTI-MODAL TRIP GENERATION (TRICS) 72
TABLE 20: HOTEL VEHICLE TRIP RATE (TRICS) 73
TABLE 21: HOTEL VEHICLE TRIP GENERATION (TRICS) 73
TABLE 22: PROPOSED SMALL RETAIL MULTI-MODAL TRIP RATE (TRICS) 74
TABLE 23: PROPOSED SMALL RETAIL MULTI-MODAL TRIP GENERATION (TRICS) 75
TABLE 24: SMALL RETAIL VEHICLE TRIP RATE (TRICS) 76
TABLE 25: SMALL RETAIL VEHICLE TRIP GENERATION (TRICS) 76
TABLE 26: PROPOSED STUDIO/MAKER SPACE MULTI-MODAL TRIP RATE (TRICS) 77
TABLE 27: PROPOSED STUDIO/MAKER SPACE MULTI-MODAL TRIP GENERATION (TRICS) 77
TABLE 28: STUDIO/MAKER SPACE VEHICLE TRIP RATE (TRICS) 78

TABLE 29: STUDIO/MAKER SPACE VEHICLE TRIP GENERATION (TRICS) 78
TABLE 30: PROPOSED CAFÉ/RESTAURANT/BAR MULTI-MODAL TRIP RATE (TRICS) 79
TABLE 31: PROPOSED CAFÉ/RESTAURANT/BAR MULTI-MODAL TRIP GENERATION (TRICS) 79
TABLE 32: CAFÉ/RESTAURANT/BAR VEHICLE TRIP RATE (TRICS) 81
TABLE 33: CAFÉ/RESTAURANT/BAR VEHICLE TRIP GENERATION (TRICS) 81
TABLE 34: PROPOSED SPECIALITY RETAILERS MULTI-MODAL TRIP RATE (TRICS) 82
TABLE 35: PROPOSED SPECIALITY RETAILERS MULTI-MODAL TRIP GENERATION (TRICS) 82
TABLE 36: SPECIALITY RETAILERS VEHICLE TRIP RATE (TRICS) 83
TABLE 37: SPECIALITY RETAILERS VEHICLE TRIP GENERATION (TRICS) 83
TABLE 38: PROPOSED FLEXIBLE COMMUNITY SPACE MULTI-MODAL TRIP RATE (TRICS) 84
TABLE 39: PROPOSED FLEXIBLE COMMUNITY SPACE MULTI-MODAL TRIP GENERATION (TRICS) . 84
TABLE 40: FLEXIBLE COMMUNITY SPACE VEHICLE TRIP RATE (TRICS) 86
TABLE 41: FLEXIBLE COMMUNITY SPACE VEHICLE TRIP GENERATION (TRICS) 86
TABLE 42: PROPOSED ASSEMBLY AND LEISURE MULTI-MODAL TRIP RATE (TRICS) 87
TABLE 43: PROPOSED ASSEMBLY AND LEISURE MULTI-MODAL TRIP GENERATION (TRICS) 87
TABLE 44: ASSEMBLY AND LEISURE VEHICLE TRIP RATE (TRICS) 88
TABLE 45: ASSEMBLY AND LEISURE VEHICLE TRIP GENERATION (TRICS) 88
TABLE 46: LIDO VEHICLE TRAFFIC FORECASTS 90
TABLE 47: INDOOR LEISURE ZONE TRIP RATE (TRICS) 90
TABLE 48: INDOOR LEISURE ZONE VEHICLE TRIP GENERATION (TRICS) 91
TABLE 49: EDUCATION USE VEHICLE TRIP RATE (TRICS) 92
TABLE 50: EDUCATION USE VEHICLE TRIP GENERATION (TRICS) 92
TABLE 51: TRAFFIC GROWTH ASSUMPTIONS (TEMPRO) 95
TABLE 52: AM PEAK DEVELOPMENT TRAFFIC O/D MATRIX 97
TABLE 53: PM PEAK DEVELOPMENT TRAFFIC O/D MATRIX 97
TABLE 54: WEEKDAY AM PEAK IMPACT ASSESSMENT 98
TABLE 55: WEEKDAY PM PEAK IMPACT ASSESSMENT 99
TABLE 56: SITE ACCESS CAPACITY ANALYSIS RESULTS 101
TABLE 57: OFF-SITE JUNCTION CAPACITY ANALYSIS RESULTS 104

TABLE 58: DEVELOPMENT MITIGATION 109

APPENDICES

APPENDIX A – PORTHCAWL WATERFRONT REGENERATION MASTERPLAN

APPENDIX B – 2025 TRAFFIC SURVEYS

APPENDIX C – PORTHCAWL PARKING STRATEGY 2021-2024

APPENDIX D – SWEPT PATH ANALYSIS

APPENDIX E – TRICS OUTPUTS

APPENDIX F – NETWORK FLOW DIAGRAMS

APPENDIX G – JUNCTIONS 11 CAPACITY MODELLING OUTPUTS (SITE ACCESS)

APPENDIX H – JUNCTIONS 11 CAPACITY MODELLING OUTPUTS (OFF-SITE)

1. INTRODUCTION

1.1 Context

1.1.1 Link Transport Planning has been commissioned by Bridgend County Borough Council (BCBC) to prepare a Transport Assessment (TA) in support of the Porthcawl Waterfront Regeneration proposals in Porthcawl, Bridgend County Borough.

1.1.2 The site forms part of the Porthcawl Waterfront Regeneration Area, allocated for mixed-use redevelopment in BCBCs adopted Replacement Local Development Plan 2018–2033. Within this policy framework, the current master plan being taken forward for assessment proposes up to 980 dwellings within a range of other mixed-use developments and public realm enhancements. A red line boundary plan for the application (43.82 ha) is shown in Figure 1.

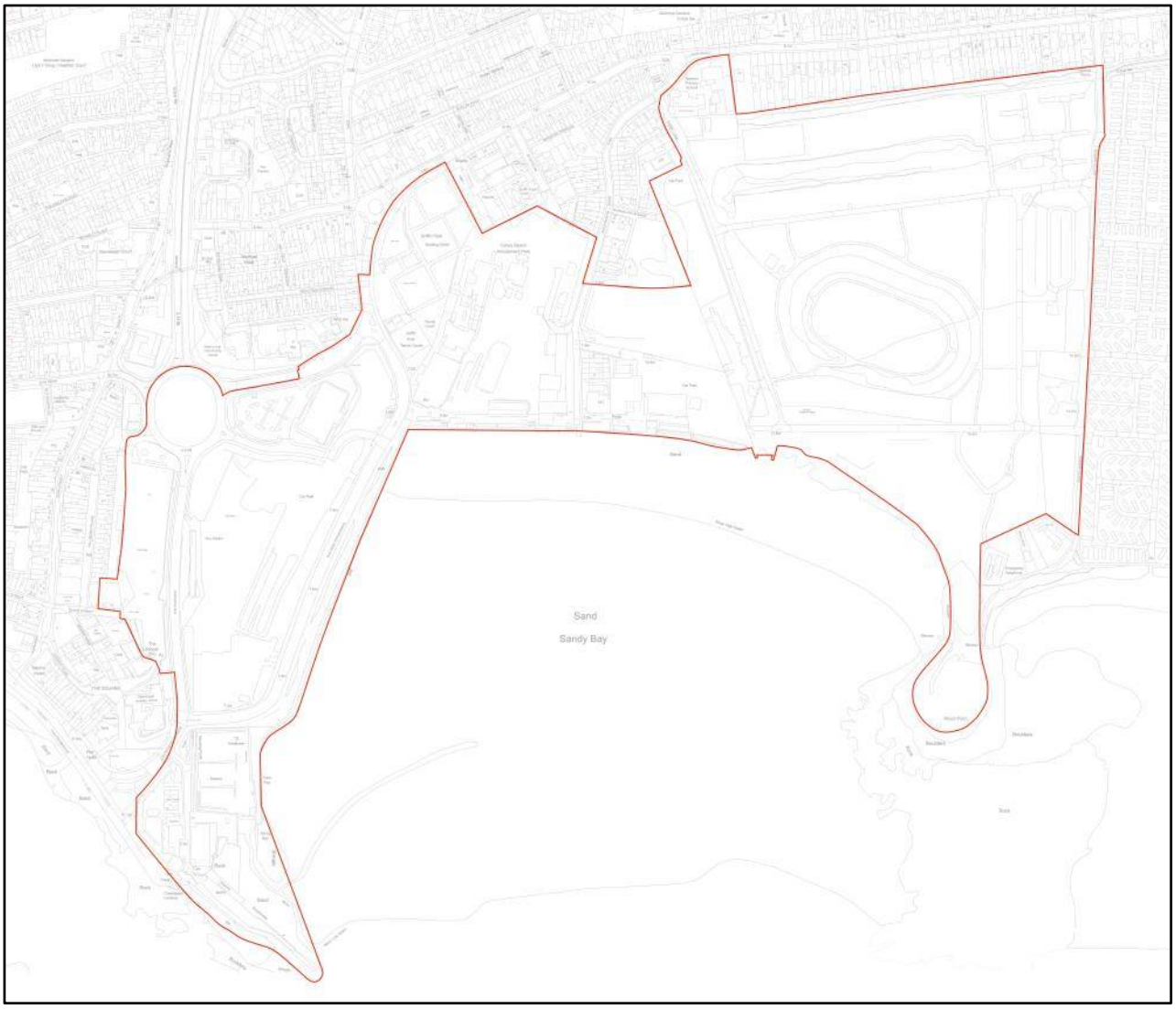

Figure 1: Red Line Boundary

1.1.3 Alongside this site-specific TA, BCBC previously commissioned a Strategic Transport Assessment to consider the cumulative impacts of RLDP allocations. Its findings inform the proportionality and focus of this TA.

1.2 Scope

1.2.1 The scope has been developed through ongoing discussions with BCBC Highway Development Control to agree on the study network, assessment years, datasets, and technical methods appropriate to the hybrid planning submission.

1.2.2 The following junctions were requested to be considered in detail as part of the Transport Assessment process:

- J1 – Eastern Promenade (north junction to northeast of Aldi)
- J2 – The Portway / A4106 / Lias Road / Hillsboro (North) Car Park Roundabout
- J3 – New Road / Eastern Promenade Roundabout
- J4 – New Road / Mackworth Road Mini-roundabout
- J5 – New Road / Aldenham Road Mini-roundabout
- J6 – A4106 / Bridgend Road (Danygraig) Roundabout
- J7 – A4106 / Pyle Road / Fulmar Road (Nottage) Roundabout
- J8 – Eastern Promenade / The Portway Priority T-junction
- J9 – A4106 / Newton Nottage Road Linked T-junctions
- J10 – Bridgend Road / Newton Nottage Road / Aldenham Road Crossroads
- J11 – Bridgend Road / Manor Grove T-junction

1.2.3 The TA accords with Welsh Government Technical Advice Note (TAN) 18: Transport (2007) and reflects the principles of Planning Policy Wales (Edition 12) and the Active Travel (Wales) Act 2013. In line with these, emphasis is placed on:

- enabling walkable neighbourhoods and high-quality active travel links;
- integrating public transport with the town centre and the existing bus hub; and
- managing car demand through layout, parking strategy, and travel planning.

1.2.4 The TA provides a transparent evidence base covering:

- existing highway, public transport, parking and active travel conditions;
- multi-modal trip generation and distribution for the development (up to 980 homes plus mixed uses);
- highway network and junction performance in agreed future years; and
- a proportionate package of mitigation and sustainable transport measures to support safe, efficient and low-carbon access.

1.3 Aims

1.3.1 The aims of this report have been set to closely align with the guidance provided in TAN18. These aims are provided in Figure 2.

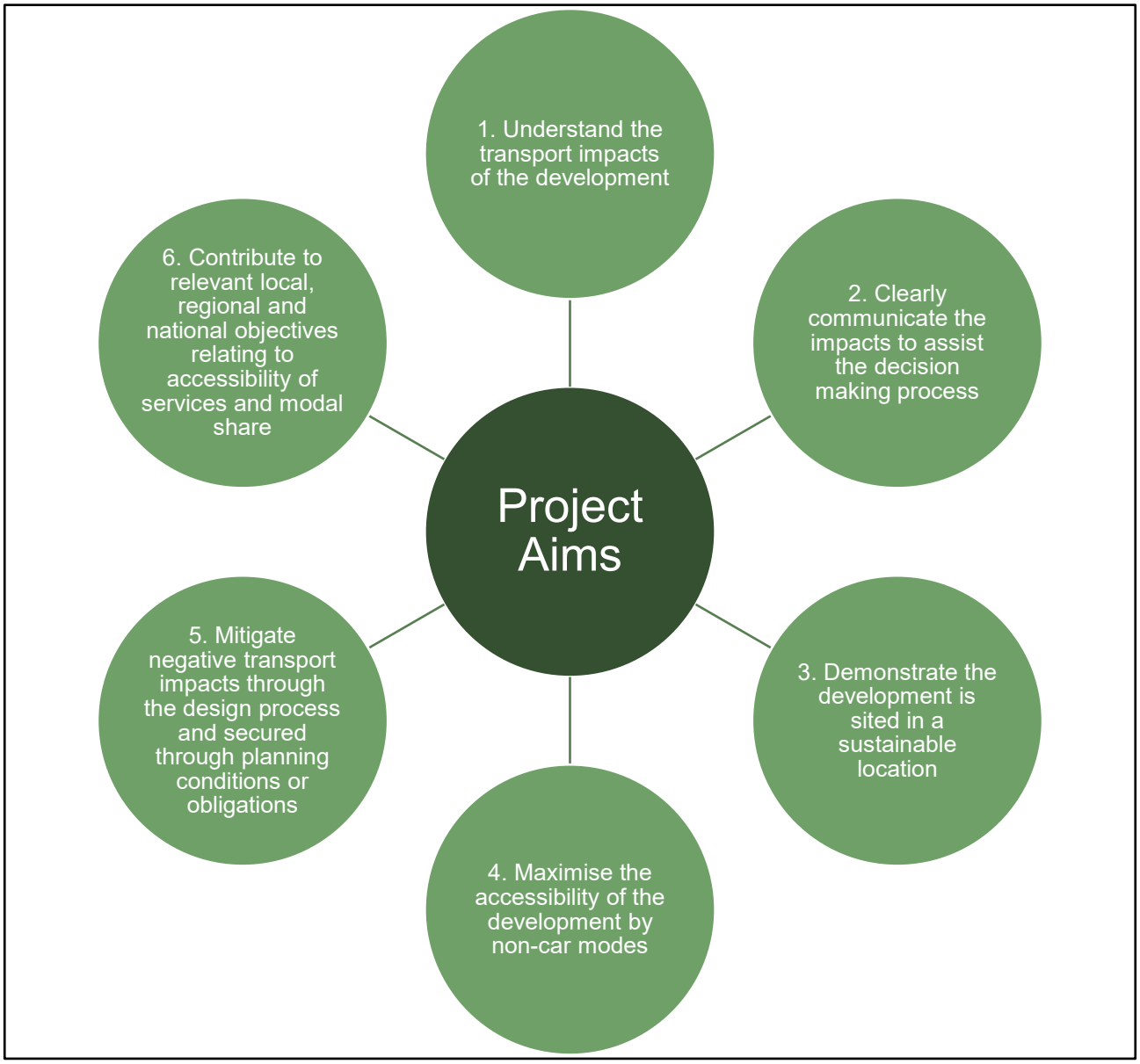

Figure 2: Project Aims

1.4 Structure of the Report

1.4.1 The structure of this report is set out in Table 1.

Chapter	Title	Summary of Content
1	Introduction	Context, scope, aims, application strategy, and report structure
2	Policy Context	Relevant national and local transport/active travel policy and guidance
3	Baseline Conditions	Existing highway operation, public transport provision, socio-demographic data, parking, and active travel networks
4	Development Proposals	Development schedule, access strategy, spine road parameters, internal layout, active travel, and parking principles
5	Multi-Modal Traffic Forecast	Trip generation, mode share, temporal profiles
6	Highway Impact	Forecasting scenarios, traffic distribution and assignment, link and junction traffic increases
7	Junction Capacity Analysis	Operational assessments of key junctions under various scenarios
8	Transport Implementation Strategy	Mitigation, sustainable transport enhancements, parking management and Travel Plan framework
9	Summary and Conclusion	Key findings and conclusions

Table 1: Structure of Transport Assessment

2. POLICY

2.1 Introduction

2.1.1 This Chapter will provide a review of key policy and legislation with a focus on whether the development proposal is complementary to transport aspirations at a national, regional and local level.

2.2 Well-being of Future Generations (Wales) Act 2015

2.2.1 The Well-being of Future Generations (Wales) Act 2015 represents a landmark legislation in the United Kingdom, aiming to make the public bodies in Wales think more about the long-term, work better with people, communities and each other, look to prevent problems, and take a more joined-up approach.

Five Ways of Working

2.2.2 The Act has identified five ways of working that public bodies need to think about to show that they have applied the sustainable development principle. These are:

1) **Long-term**: The importance of balancing short-term needs with the need to safeguard the ability to also meet long-term needs.
2) **Prevention**: Acting to prevent problems occurring or getting worse may help public bodies meet their objectives.
3) **Integration**: Considering how public bodies' well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies.
4) **Collaboration**: Acting in collaboration with any other person (or different parts of the body itself) can help public bodies meet their well-being objectives.
5) **Involvement**: The importance of involving people with an interest in achieving the well-being goals and ensuring that those people reflect the diversity of the area.

Seven Well-being Goals

2.2.3 The Act also establishes seven well-being goals for Wales. These are:

1) **A Prosperous Wales**: A more innovative, productive and low carbon society which recognises the limits of the global environment and uses resources efficiently and proportionately.
2) **A Resilient Wales**: A society that maintains and enhances a biodiverse natural environment with healthy functioning ecosystems.
3) **A Healthier Wales**: A society where people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.
4) **A More Equal Wales**: A society that enables people to fulfil their potential no matter what their background or circumstances.

5) **A Wales of Cohesive Communities**: Attractive, viable, safe and well-connected communities.
6) **A Wales of Vibrant Culture and Thriving Welsh Language**: A society that promotes and protects culture, heritage and the Welsh language, and encourages participation in the arts, sports, and recreation.
7) **A Globally Responsible Wales**: A society that, in a globally responsible manner, takes account of all the potential impacts of decisions both locally and globally.

2.2.4 The well-being goals are closely linked to the transportation sector, which has a significant impact on a range of social, environmental, economic and cultural issues.

2.3 Active Travel (Wales) Act 2013 and Guidance (2021)

2.3.1 The Active Travel (Wales) Act 2013 was enacted on 4 November 2013, representing a significant commitment by the Welsh Government to make walking and cycling the most natural and normal way of getting about. The Act provides for the creation of Active Travel Maps and places duties on local authorities to continuously improve facilities and routes for pedestrians and cyclists.

2.3.2 To support the Act, the Welsh Government has published an accompanying guidance document (Active Travel Act Guidance – July 2021) to ensure correct procedures and outcomes in respect of scheme implementation. This document also covers best practice for what is expected of new development in terms of high-quality walking and cycling infrastructure.

2.3.3 The Act highlights the requirement for the user hierarchy to be followed when considering transport interventions and the key criteria for high-quality active travel infrastructure. These are provided in Figure 3.

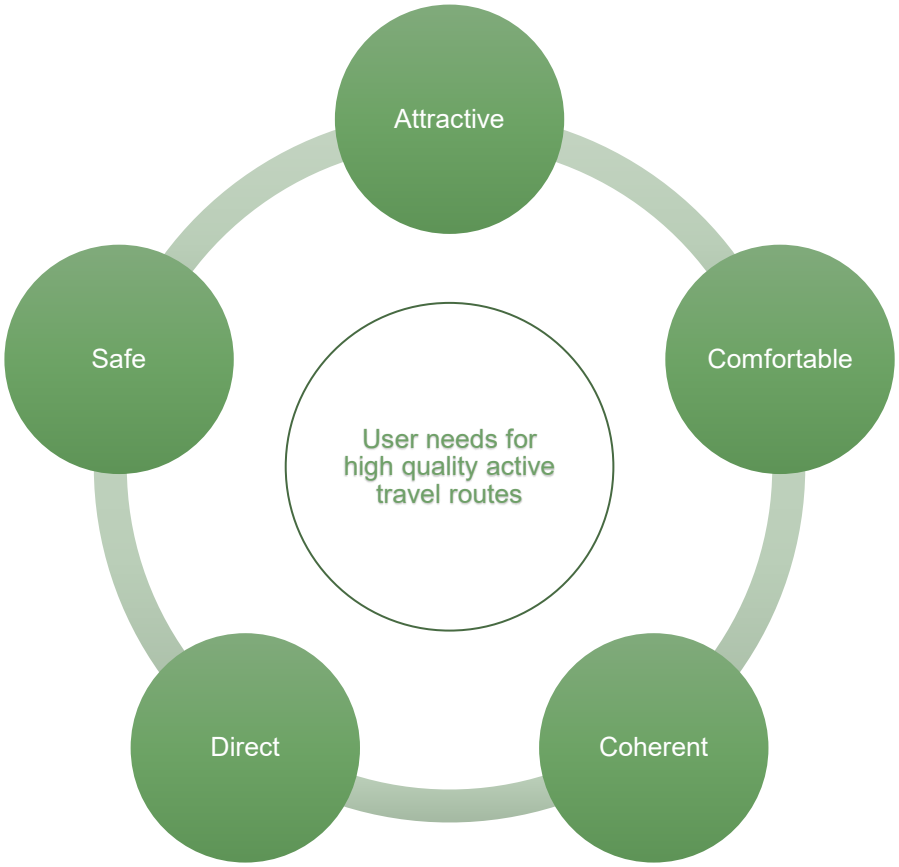

Figure 3: User needs for active travel routes

2.3.4 The Act makes it clear that consideration of the needs of walking and cycling must be at the forefront of all transport interventions exercised as part of local authority statutory functions.

2.4 Llwybr Newydd: The Wales Transport Strategy (2021)[1]

Vision

2.4.1 The Welsh Government's Llwybr Newydd - The Wales Transport Strategy 2021 (WTS) presents a comprehensive vision for the future of transportation in Wales.

2.4.2 The overarching vision of the strategy is to establish:

> *'An accessible, sustainable, and efficient transport system.'*

2.4.3 This vision underscores the government's commitment to ensuring that the transport system is not only efficient in its operations but also environmentally friendly and easily accessible to all residents of Wales.

[1] *Llwybr Newydd - The Wales Transport Strategy 2021, Welsh Government (2021)*

Priorities

2.4.4 The WTS has outlined three headline priorities to guide the nation's transport decisions and initiatives over the next five years. These priorities align with the broader vision of creating an accessible, sustainable, and efficient transport system for Wales.

2.4.5 **Priority 1 - bring services to people in order to reduce the need to travel**: The strategy emphasises the importance of bringing services closer to the people, thereby reducing the need for travel. This approach not only minimises the environmental impact of transportation but also enhances the convenience and accessibility of essential services for the residents of Wales.

2.4.6 **Priority 2 - allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure:** The strategy envisions a transport system where both people and goods can move effortlessly from one location to another. This entails the provision of accessible, sustainable, and efficient transport services and infrastructure that facilitate door-to-door movement without any hindrances.

2.4.7 **Priority 3 - encourage people to make the change to more sustainable transport**: The third priority underscores the importance of encouraging individuals to transition to more sustainable modes of transport. By promoting eco-friendly transportation options, the strategy aims to reduce the carbon footprint of the transport sector and contribute to a greener and more sustainable Wales.

Working from Home

2.4.8 The strategy aims to increase journeys by walking, cycling and public transport in Wales from a 2019 baseline of 32% to 45% by 2040.

2.4.9 The document has also set a separate working from home target for:

> *'30% of the workforce to work from home or near home in the long term.'*

2.5 Planning Policy Wales – Edition 12 (2024)

2.5.1 Planning Policy Wales – Edition 12 (Welsh Government, 2024) (PPW) provides guidance on various aspects of planning and development in Wales. It covers topics such as placemaking, sustainable development, strategic choices, transportation, housing, and commercial development. The primary aim of the document is to promote well-being, sustainable practices, and the creation of active and social places in Wales.

Strategic and Spatial Choices

2.5.2 In most areas, new development should be located in settlements with relatively good accessibility by non-car modes. Development should embrace the national sustainable placemaking outcomes and offer good active travel connections to the centres of settlements.

2.5.3 Higher densities should be encouraged in urban centres and near major public transport nodes. Development sites highly accessible to non-car modes should be allocated for travel-intensive uses, while sites unlikely to be well-served by walking, cycling, and public transport should not be allocated for development.

Active and Social Places

2.5.4 This theme highlights the need for planning authorities to ensure that both existing and new community residents have easy access to job opportunities and a variety of community facilities such as recreation, leisure, health, and education.

2.5.5 Additionally, the theme aims to design and locate new developments in a manner that reduces the need to travel, cuts down on private car dependency, and promotes sustainable access to jobs, services, and community facilities. This can be achieved by integrating these developments with sustainable transport infrastructure and designing them to prioritise sustainable travel modes over private cars.

2.5.6 PPW highlights the Welsh Government commitment to reducing reliance on the private car and supporting modal shift to walking cycling and public transport. It recognised that the planning system is critical to this commitment by ensuring appropriately located and well-designed development to facilitate and encourage sustainable travel.

2.5.7 The sustainable transport hierarchy is integral to Planning Policy Wales. It is intended to be used as a tool to minimise the need to travel, deter car-reliant developments in unsuitable areas, and promote projects that prioritise environmentally friendly and active transportation.

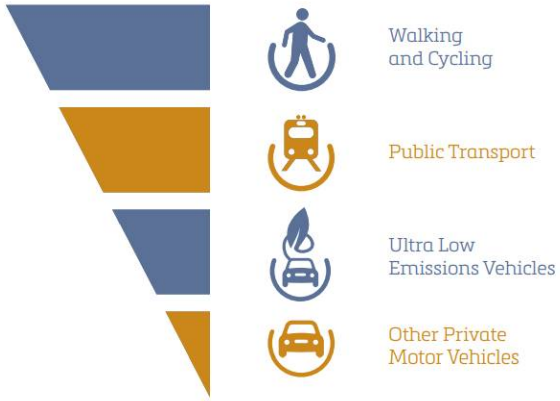

Figure 4: PPW Sustainable Transport Hierarchy

2.5.8 This hierarchy should be central to the creation of development plans, site allocations, and the evaluation of planning applications.

2.5.9 Paragraph 4.1.29 stresses that:

> *'The planning system has an important role to play in promoting and supporting the delivery of the Active Travel Act and creating the right environments and infrastructure to make it easier for people to walk and cycle, including new and improved routes and related facilities.'*

2.5.10 Paragraph 4.1.30 continues to state that:

> *'…Developing local active travel networks can help to mitigate the impact of new development, by providing an alternative mode of travel to the private car, particularly for shorter journeys. Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are*

designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice.'

2.5.11 With regards to public transport, Planning Policy Wales highlights that new developments should be situated in areas where there is either existing robust access to public transport or the potential to introduce such access. The design, layout, density, and mix of uses in these areas should be structured in a way that actively supports and promotes the use of public transport services.

2.5.12 Planning Policy Wales requires planning authorities to evaluate whether the scale of public transport services is sufficient to make it an appealing and feasible travel option for new development sites. The potential traffic impact of a development should be scrutinised, with the aim of reducing the number of car trips it might generate.

2.5.13 With regards to traffic management, Planning Policy Wales references The Road Traffic Reduction Act 1997[2], which requires local authorities to assess the traffic on the roads for which it is the local highway authority and provide forecasts of expected changes in traffic levels. This process should also contain targets for reducing levels of local road traffic or the rate of growth of those levels.

2.5.14 Regarding car parking, para 4.1.50 recognises that:

'Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.'

2.5.15 Further, para 4.1.51 states that:

'A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.'

2.5.16 Para 4.1.53 advises that:

'…Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high quality places.'

2.6 Future Wales: The National Plan 2040 (2021)

2.6.1 Future Wales replaces the Wales Spatial Plan and applies the key principles of Planning Policy Wales. It forms part of the development plan for Bridgend County Borough Council, alongside the adopted local development plan.

[2] *Road Traffic Reduction Act 1997 http://www.legislation.gov.uk/ukpga/1997/54/contents*

Policy 36 – South East Metro

2.6.2 The Welsh Government supports the development of the South East Metro and will work with Transport for Wales, local authorities and other partners to enable its delivery and maximise associated opportunities. Strategic and Local Development Plans must support the South East Metro. Planning authorities should plan growth and regeneration to maximise the opportunities arising from better regional connectivity, including identifying opportunities for higher density,

2.7 Bridgend County Borough Local Development Plan 2018-2033 (Adopted March 2024)

2.7.1 The application site forms part of the adopted Local Development Plan (LDP) under allocation 'COM(1)5'.

2.7.2 Key policies are quoted below, with sections underlined to highlight aspects that are critical to the Site:

SP3: Good Design and Sustainable Place Making

'All development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment.

Planning applications… must:

a) Have a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character;

b) Be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density;

c) Use land efficiently by being of a density which maximises the development potential of the land whilst respecting that of the surrounding development;

d) Provide for an appropriate mix of land uses to promote compact, walkable urban neighbourhoods;

e) Maximise opportunities for active travel and increased public transport use and promote connections within and outside the site to ensure efficient and equality of access for all;

f) Minimise opportunities for crime to be generated or increased, whilst promoting community safety in accordance with Secure by Design principles;

g) Avoid or minimise noise, air, and soil and water pollution;

h) Incorporate methods to ensure the site is free from contamination (including invasive species);

i) Safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks;

j) Make sustainable use of natural resources, including land and water, and adopt circular economy principles that:

i. prioritise locally sourced construction materials to help reduce transport emissions

ii. Demonstrate that consideration has been given to the use of secondary recycled aggregates or materials before using primary materials to help ensure the availability of materials in the long term;

k) Ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected;

l) Incorporate appropriate arrangements for the disposal of foul sewage, waste and water;

m) Respond to the climate emergency by:

i. Reducing energy demands and maximising opportunities for renewable or low carbon energy generation, incorporating resource efficient/adaptable buildings and layouts using sustainable design and construction techniques

ii. Protecting and increasing the resilience of both ecosystems and communities to address the inevitable effects of climate change; and

n) Appropriately contribute towards local, physical, social and community infrastructure which is affected by the development.'

SP4: Mitigating the Impact of Climate Change

'All development proposals must make a positive contribution towards tackling the causes of, and adapting to the impacts of Climate Change. Means of achieving this may include:

1) Having a location and layout which reflects sustainable transport and access principles, thereby reducing the overall need to travel (active travel)'

SP5: Sustainable Transport and Accessibility

'Development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development must also be supported by appropriate transport measures and infrastructure, and depending on the nature, scale and siting of the proposal will be required to:

1) Accord with the sustainable transport hierarchy for planning (as set out in PPW);

2) Be designed to provide safe and efficient access to the transport network, which includes the active travel, public transport and street networks;

3) Safeguard, enhance and expand the active travel networks identified in the Council's Existing Routes Map and Active Travel Network Maps, including links to those networks as a means of improving connectivity;

4) Prioritise the delivery of the key transport measures and schemes identified in the Bridgend Local Transport Plan, which must be delivered in an efficient and timely manner in accordance with land use development. This includes resolving localised junction capacity issues where they restrain growth;

5) Reduce reliance on private car use by maximising the potential of movement to/from the development by public transport, including for the urban area ensuring developments are served by walking route to public transport networks;

6) Adopt a placemaking approach in the identification, design and delivery of all transport measures in order to maximise their contribution to sustainable development;

7) Provide new transport infrastructure and improvement measures to mitigate the impact of the development and demonstrate the level and acceptability of impacts on the surrounding road network;

8) Help to reduce transport related airborne pollution by enabling more sustainable travel choices and reducing the demand for travel by car; and

9) Ensure that developments are served by appropriate parking provision, in accordance with the Council's parking guidance, including infrastructure which caters for future technological developments such as electric vehicle charging points, and circulation areas, including adequate road widths to allow access for service vehicles.

Development that would have a negative impact on the safe and efficient operation of the transport network will not be permitted.'

PLA11: Parking Standards

'All development must be served by appropriate levels of parking. This should be in accordance with adopted parking standards. Consideration must be given to the requirements for cycles, cars, motorcycles and service vehicles.'

2.7.3 Para 5.2.76 of the document states that:

'The availability of car parking has a major influence on how people choose to travel, therefore, the Council will seek to restrict developments that generate a high level of trips (e.g. offices, shops and leisure uses) to locations well served by public transport. A carefully considered approach is required to ensure that appropriate parking is provided to serve developments, alongside the recognition that the availability of parking spaces and parking charges applied, are key tools in facilitating a reduction in journeys by private car and encouraging a change in mode choice towards more sustainable means of travel.'

2.8 Porthcawl Placemaking Strategy (March 2022)

2.8.1 This Porthcawl Placemaking Strategy, produced by Austin Smith Lord (ASL), is a 'material consideration' when determining planning applications and appeals within the relevant topic/land-use area and will be afforded 'substantial weight' in Council planning decisions and those of the Welsh Government and Planning Inspectorate in Wales.

2.8.2 The Porthcawl Placemaking Strategy aims to establish a comprehensive framework guiding the development of Porthcawl Waterfront. This framework is designed to be applicable over short, medium, and long-term periods.

2.8.3 The core principle of this strategy is 'placemaking', a concept that focuses on leveraging the unique potential of an area to foster high-quality development and public spaces. These developments are

intended not only to enhance the physical environment but also to significantly contribute to the prosperity, health, happiness, and overall wellbeing of individuals.

2.8.4 Furthermore, placemaking encompasses social, economic, environmental, and cultural aspects, ensuring that the value added by any development extends beyond its physical boundaries and positively impacts the broader community.

2.8.5 The document highlights that Porthcawl's lack of a railway station contributes to its current challenges with car dominance, particularly noticeable during peak seasons and weekends. The area, especially around Salt Lake, is often overrun with parked cars, leading to visual clutter and a less than ideal first impression for visitors, while also inefficiently using valuable seafront land. The environmental effects of petrol and diesel vehicles add to these concerns.

2.8.6 Addressing these issues is a priority for future development in Porthcawl. Strategies include improving public transport options such as enhanced bus services, establishing park and ride schemes, and promoting car-sharing initiatives. Feedback from consultations has indicated a strong community desire to move away from car reliance and dominance. Although there is a shift towards electric vehicles, their presence still affects the quality of the environment and limits opportunities for active travel.

2.8.7 New developments should primarily focus on enhancing pedestrian and cycle movement, fostering active travel. This objective will be achieved by constructing a comprehensive, high-quality network of pedestrian and cycle paths. These routes will not only improve movement within the development area but also provide seamless connectivity with the town centre and coastal regions, thereby elevating the overall travel experience and reducing the necessity for private car use.

2.8.8 The ten principal connectivity aims of the Porthcawl Placemaking Strategy are:

1) Provide a multi storey car park on Hillsboro to cater for both tourist and resident needs.
2) Remove vehicles from Eastern Promenade with the exception of restricted servicing.
3) Create a high quality facility for arrival by bus, linked to cycle hire and community facilities.
4) Incorporate EV charging opportunities throughout all areas of the development.
5) Reduce the number of car spaces provided within the development areas below current standards to promote more active and greener travel.
6) Enhance Active Travel routes and prioritise the pedestrian and cyclist throughout the whole development.
7) Create stronger pedestrian and cycle linkages between the town centre and the coast, particularly through the extension of Dock Street as an Active Travel route.
8) Ensure the whole development is permeable to pedestrians and cyclists and easy to navigate.

9) Open up the Sandy Bay development areas through a new access road for both vehicles and Active Travel and prevent vehicular access to the new development areas from Mackworth Road, Sandy Lane and Rhych Avenue.

10) Divert vehicular access to High Tide off Mackworth Road and Sandy Lane onto the new access road.

2.8.9 Figure 5 provides an extract of the Porthcawl Placemaking Strategy connectivity principal strategy plan.

Figure 5: Porthcawl Placemaking Strategy Connectivity (Extract – ASL, May 2022)

2.8.10 The Porthcawl Waterfront development aims to enhance the commercial, leisure, tourist, and residential sectors, reinforcing Porthcawl's status as a tourist hub.

2.8.11 It plans for approximately 1,105 new homes of diverse types, complemented by substantial commercial and leisure spaces, estimated at 4,000 sqm, potentially featuring a mix of cafes, retail, workshops, and health and education facilities.

2.8.12 A focus on sustainable, high-quality architecture is emphasised, with building heights varying from 4-5 storeys in key areas to 2-3 storeys near traditional homes, possibly including a standout taller structure in Salt Lake South. The project envisages dynamic public spaces for events and activities, fostering an active, community-oriented environment.

2.8.13 The ten principal 'mix, distribution and scale' aims of the Porthcawl Placemaking Strategy are:

1) Create a rich mix of use and activity with long-term viability, attracting new residents, visitors, and investors, encompassing leisure, commercial, retail, community, recreation, and housing.
2) Graduate the blend of residential to other uses east-west across the site, with residential primarily to the east and leisure and commercial primarily to the west and town centre.
3) Build upon the successful leisure development around the marina, increasing the variety of high-quality offerings for residents and tourists.
4) Complement the commercial, leisure, and cultural facilities of the town centre.
5) Characterise residential development in the east largely by family housing and in the west by apartments located next to and above other uses such as commercial and community.
6) Blend home living, work, and play activities to co-exist successfully and meet the needs of a wide range of people.
7) Create a stunning place to live with a wide range of homes and tenures that are genuinely affordable.
8) Create flexible spaces whose uses can change over short, medium, or long term as the development is realised.
9) Create spaces for community use, including clubs, co-working, artists and craftspeople, performance, celebrations, education, entrepreneurs, and charities.
10) Enable the expansion of Newton Primary School.
11) Provide space that could accommodate healthcare facilities, whether a full-time primary healthcare surgery or a drop-in satellite facility.
12) Provide shelter.
13) Create a place that is exciting, forward-looking, inspiring, aspirational, innovative, and memorable.
14) Create the scale of development required to ensure viability and deliverability, which is permeable and welcoming with excellent amenity spaces and access to fresh air and nature.

2.8.14 Figure 6 provides an extract of the Porthcawl Placemaking Strategy plan showing the wider development mix, distribution and scale.

Figure 6: Porthcawl Placemaking Strategy Mix, Distribution and Scale (Extract – ASL, May 2022)

2.9 Bridgend County Borough Council Corporate Plan 2023-28

2.9.1 The Bridgend Corporate Plan 2023-2028 serves as a strategic document for Bridgend County Borough, outlining its vision and priorities for the next five years. The Council's seven wellbeing objectives are:

1) A County Borough where we protect our most vulnerable;
2) A County Borough with fair work, skilled, high-quality jobs and thriving towns;
3) A County Borough with thriving valleys communities;
4) A County Borough where we help people meet their potential;
5) A County Borough that is responding to the climate and nature emergency;

6) A County Borough where people feel valued, heard and part of their community; and
7) A County Borough where we support people to live healthy and happy lives.

2.9.2 The plan aims to guide the development and management of the area, focusing on sustainable growth and community wellbeing. The plan's transport planning aspects are integral to this vision, emphasising improved public transport, the promotion of active travel like walking and cycling, and the need for an efficient, accessible, and environmentally sustainable transport network.

2.9.3 The report states that:

'Sustainability is at the centre of all we do, including our commitment to achieving net-zero carbon status by 2030.'

2.9.4 With reference to Objective 7, it is noted that the Council aims to:

'Improve sustainable and active travel choices, including the Metrolink bus facility in Porthcawl, to increase connectivity and greener travel choices.'

2.10 Cwm Taf Morgannwg Public Services Board 'Our Well Being Plan' 2023-2028

2.10.1 The Cwm Taf Morgannwg Public Services Board (PSB), merging former PSBs from Merthyr Tydfil, Rhondda Cynon Taf, and Bridgend, focuses on improving social, economic, environmental, and cultural well-being in the area. This board, comprising local public bodies, operates under the Well-being of Future Generations (Wales) Act 2015, aiming to achieve specific Well-being Goals. Central to its mandate is the sustainable development principle, ensuring decisions made today positively impact future generations in Wales.

2.10.2 The plan has two distinct objectives, as highlighted below.

Objective One – Healthy local neighbourhoods

2.10.3 This objective seeks a 'Cwm Taf Morgannwg where our communities are inclusive and feel cohesive and people feel safe, supported, and valued.'

Objective Two - Sustainable and resilient local neighbourhoods

2.10.4 This objective strives for a 'Cwm Taf Morgannwg where we understand and respond to the risk of climate change to our communities. To do this we must value, manage and enjoy our green and blue spaces responsibly'.

2.11 Summary of Key Findings

2.11.1 The Chapter has provided a comprehensive review of the existing legislation and policy frameworks which provides a clear narrative for development to be located such that the need to travel is reduced and that where travel is required, there is genuine user choice that reflects the user hierarchy.

2.11.2 The following Chapter will review the site context in relation to proximity to trip attractors and sustainable travel opportunities.

3. BASELINE CONDITIONS

3.1 Location

3.1.1 The site lies within Porthcawl, a coastal town in South Wales within Bridgend County Borough. It comprises approximately 32 ha of seafront land centred on Sandy Bay, extending east-west between Porthcawl Harbour and the Trecco Bay holiday park.

3.1.2 The southern boundary is the coastline (beach and sea). To the north and west the site interfaces with the established town centre and mixed commercial uses; to the north and east it sits alongside predominantly residential neighbourhoods and tourism uses (including Trecco Bay).

3.1.3 New Road forms much of the northern edge, while the eastern boundary adjoins Trecco Bay Holiday Park. The western edge fronts The Portway, which functions as a key town approach and accommodates the Porthcawl Metrolink bus station immediately east of the high street.

3.1.4 The site, in a local context, is provided in Figure 7.

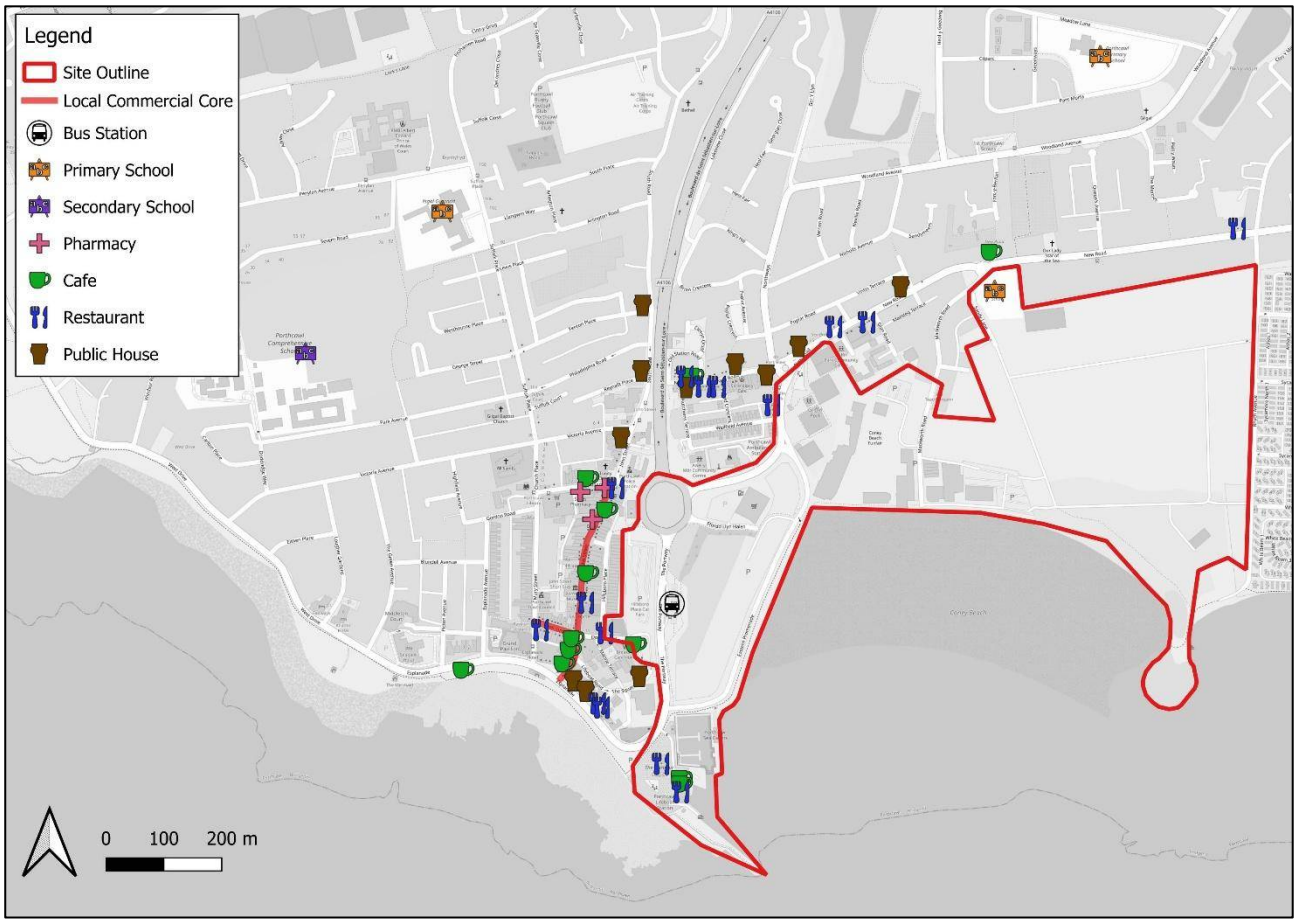

Figure 7: Site in a Local Context

3.1.5 The location benefits from proximity to a wide range of services and trip attractors within walking distance of the waterfront including shops and hospitality, leisure, beaches, the marina and RNLI station, community facilities and schools, and seasonal leisure uses.

3.1.6 As observed during regular site visits, the town centre and promenade are well used by elderly residents and visitors, with frequent mobility scooter activity and regular use of the seafront by inclusive cycling initiatives.

3.1.7 Within the immediate vicinity, there are several controlled crossing opportunities along New Road (Zebra and Toucan formats) as well as a new controlled (Toucan) crossing immediately south of the The Portway roundabout. These are supplemented by uncontrolled crossings along key desire lines.

3.1.8 There are also detailed plans being progressed for a new controlled (Toucan) crossing to facilitates safe access from Dock Street to the Metrolink station.

3.1.9 The default 20 mph urban speed limit in Wales applies on local streets within the study area, including New Road and The Portway. Traffic calming, frontage activity and frequent pedestrian movements were evident along these corridors during site observations.

3.1.10 The site, in a wider strategic context, is also shown in Figure 8.

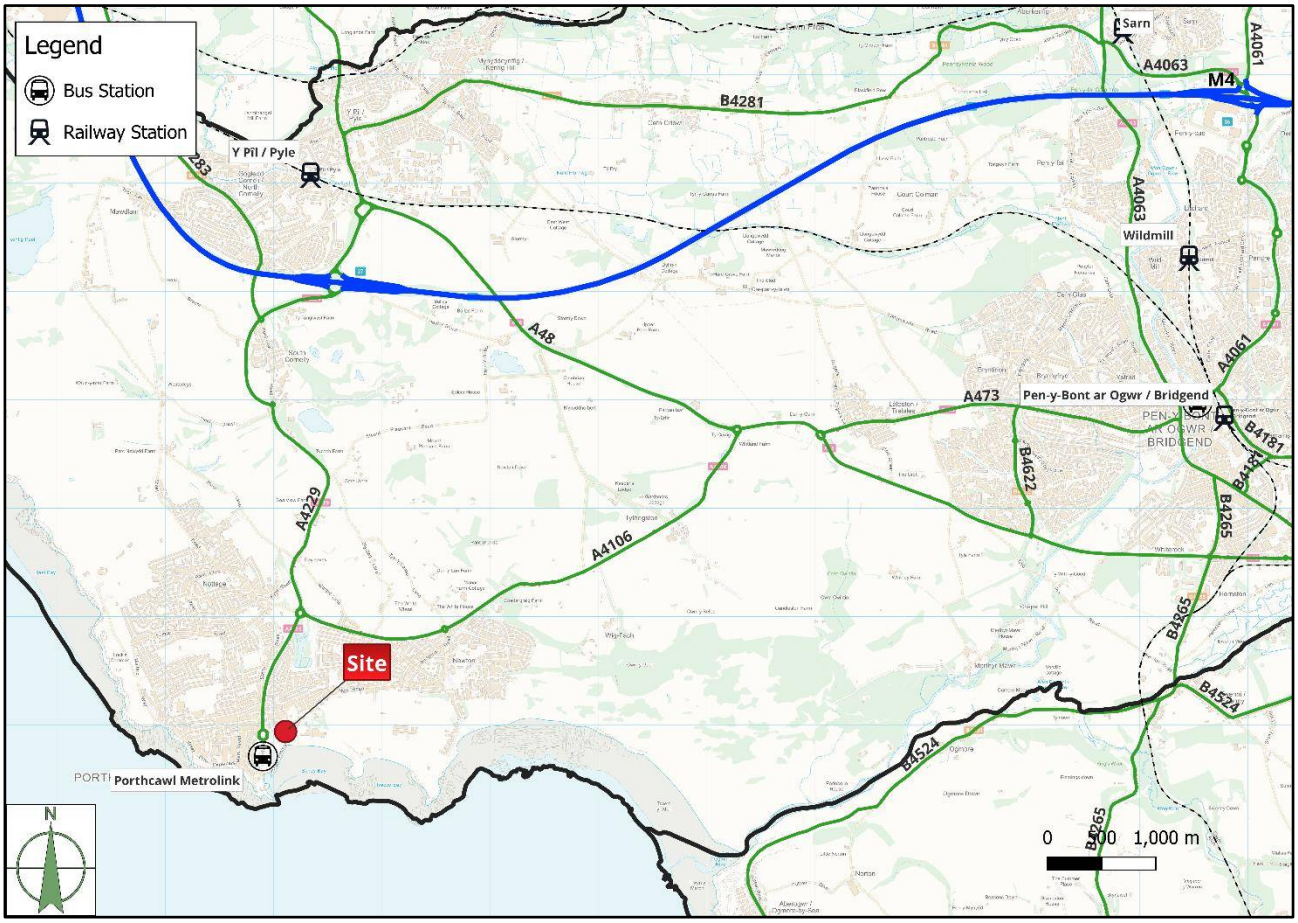

Figure 8: Site in a Strategic Context

© OpenStreetMap contributors

3.1.11 As shown in Figure 8, the site connects to the wider highway network via two principal corridors, the A4106 and A4229. These routes provide north–south connections towards Pyle and the M4 (Junction 37) for regional movements to Cardiff, Port Talbot and Swansea, and east–west links towards Bridgend.

3.2 Geospatial Analysis

Census Origin/Destination Work Patterns

3.2.1 This section provides an insight into the origin and destination patterns of home-to-work related journeys for existing local residents of the local area.

3.2.2 Due to recognised quality concerns with the 2021 Census regarding home/work travel patterns attributed to the COVID-19 pandemic, the 2011 Census data has been utilised as it is considered to represent the most reliable dataset for understanding current origin and destination trip patterns for this journey purpose[3].

3.2.3 Figure 9 highlights the place of work existing local residents (area 'Bridgend 019'), whilst Figure 10 provides visual context to represent the proportionate flow between areas.

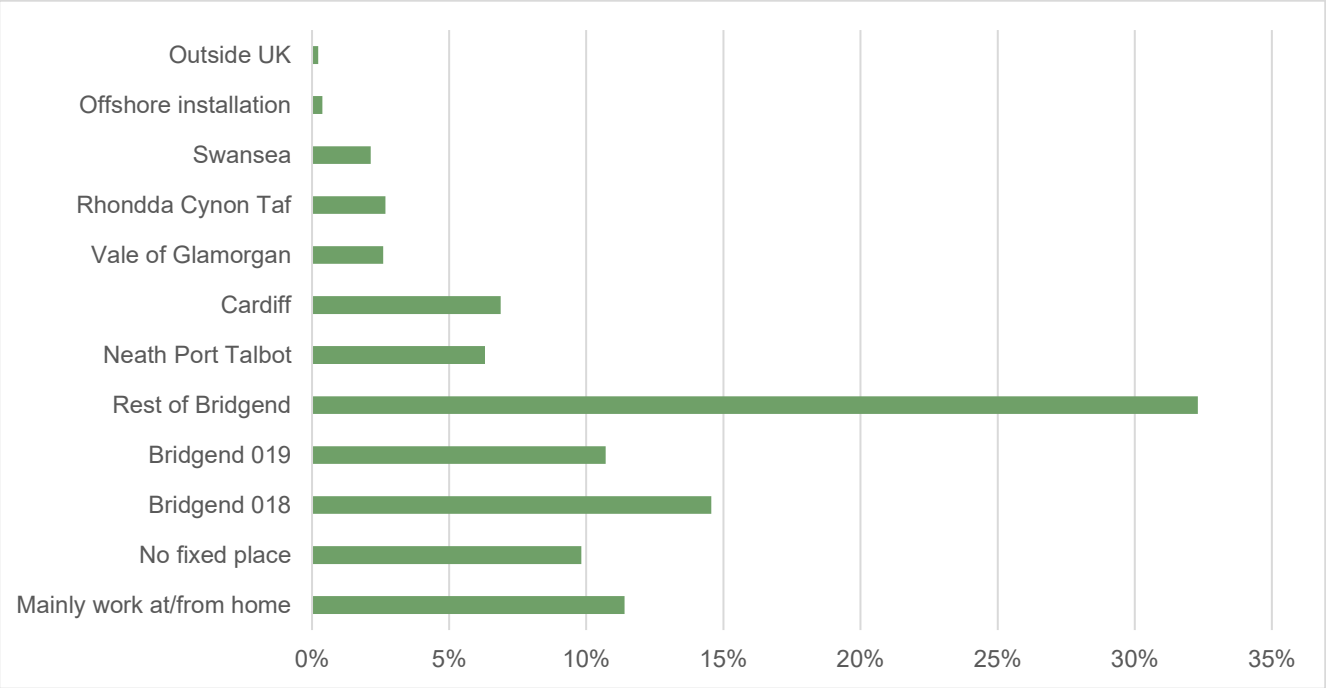

Figure 9: Workplace Destination Proportions (Census 2011)

[3] *Data obtained from Office for National Statistics (ONS) (2011). Table WU03EW.*

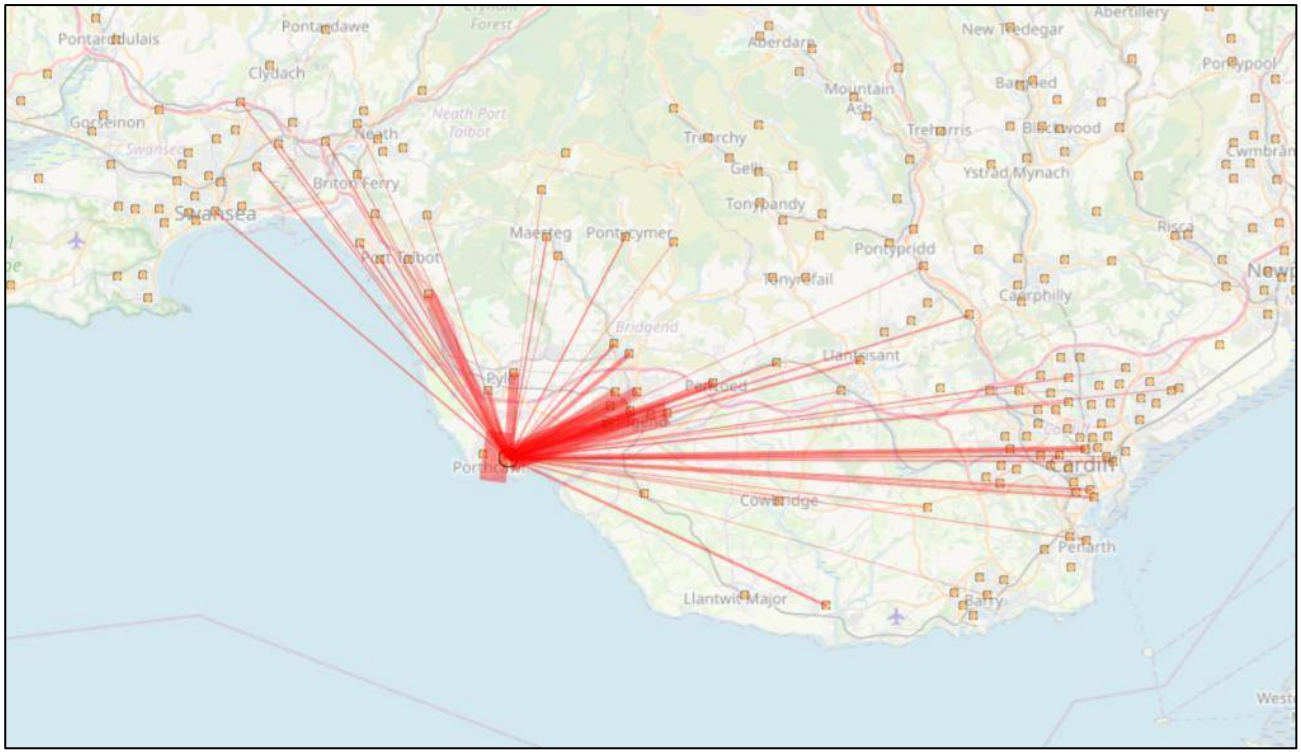

Figure 10: Workplace Destinations Flow Map (Census 2011)[4]

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3.2.4 Figure 9 and Figure 10 indicate a significant inclination towards local employment and sustainable commuting practices. A majority of the residents in the dataset, constituting 58%, work within the county borough of Bridgend, underscoring a preference or possibility for local employment.

3.2.5 Additionally, a noteworthy 11% of residents have flexible working arrangements that allow them to work primarily from home, which is likely to have increased since the COVID-19 pandemic and will continue to increase in line with Welsh Government home 30% working aspirations.

3.2.6 This data provides reasonable justification to conclude that prospective residents looking to maintain short and sustainable commute distances would find the application site favourable. These short commuter distances help reduce reliance on private vehicles, enabling movement by walking, cycling, and public transport, which aligns with the principles of active travel and sustainable urban planning.

[4] *Visualisation from commute.datashine.org.uk*

Car Ownership

3.2.7 To understand prevailing car availability in the immediate area, 2021 Census data (Table TS045: Car or van availability) has been used. Car availability is a relatively stable, household-level indicator and is therefore less susceptible than many transport metrics to short-term COVID-19 effects.

3.2.8 The Census 2021 results are summarised in Table 2:

Number of cars or vans	Porthcawl East Central		Porthcawl West Central		Bridgend CBC	
	number	%	number	%	number	%
Total: All households	2,671	100	1,205	100	62,358	100
No cars or vans in household	659	24.7	253	21	11,366	18.2
1 car or van in household	1,137	42.6	522	43.3	26,108	41.9
2 cars or vans in household	628	23.5	309	25.6	18,425	29.5
3 or more cars or vans in household	247	9.2	121	10	6,459	10.4

Table 2: Car Ownership – Porthcawl (Census 2021)

3.2.9 The data indicates that car availability in central Porthcawl is notably lower than the wider county average. Households without access to a car are proportionally higher, with 24.7% of households in Porthcawl East Central and 21.0% in West Central having no car, compared with 18.2% across Bridgend County Borough. One-car households are the most common, accounting for around 43% in both central areas, slightly above the countywide average of 41.9%. Conversely, multi-car ownership is less prevalent, with around 33.6% of households in central Porthcawl having access to two or more cars, compared with almost 40% across Bridgend County Borough.

3.2.10 In headline terms, roughly two-thirds of central Porthcawl households have either no car or a single car (approximately 66%), compared with around 60% countywide. This pattern suggests a more “car-light” local population, consistent with the town’s compact urban form, walkable coastal setting, and proximity to a wide range of local services and amenities, as observed on site. These baseline conditions are an important context for subsequent chapters addressing site access, parking provision and wider travel demand management.

3.3 Traffic Surveys

3.3.1 To inform the Transport Assessment, an extensive programme of traffic and parking surveys was undertaken in 2025. The purpose of this data collection was to ensure a robust and representative baseline covering both typical weekday conditions to inform the capacity analysis and seasonal peaks associated with Porthcawl’s coastal tourism economy to inform the parking strategy.

3.3.2 The 2025 surveys supplement traffic and parking data collected during previous years, providing a multi-year dataset that reflects both neutral and peak-season travel conditions. The combined dataset supports a comprehensive understanding of existing movement patterns and demand across the local and strategic highway network.

3.3.3 Car Park Accumulation Surveys were undertaken across the Salt Lake, Hillsboro North, Hillsboro South, and Sandy Bay car parks between 07:00 and 19:00 over six consecutive weekends, including the August Bank Holiday, during the 2025 summer holiday period. The survey weekends were:

- 19–20 July
- 26–27 July
- 2–3 August
- 9–10 August
- 16–17 August
- 23–25 August
- 30–31 August

3.3.4 Additional surveys were carried out at the Salt Lake car park during the Porthcawl Elvis Festival (Thursday 25 to Sunday 28 September 2025) to capture exceptional event-day parking behaviour.

3.3.5 Automatic Traffic Counts (ATCs) were installed at four strategic locations to measure daily traffic flow and temporal profiles across the study network:

- ATC 1 – A4106 (access corridor to Pyle / M4 J37)
- ATC 2 – A4229 (access corridor to Bridgend)
  - Both in place between 3 July and 12 September 2025
- ATC 3 – The Portway
- ATC 4 – New Road
  - Installed for one week commencing 3 July 2025

3.3.6 Manual Classified Turning Counts (MCCs) were completed at eleven key junctions to capture turning movements and composition during the weekday AM (07:30–09:30) and PM (15:00–18:30) peak periods.

- Wednesday 9 July 2025
  - J1 – Eastern Promenade (north junction)
  - J2 – The Portway / A4106 / Lias Road / Hillsboro (North) Car Park Roundabout
  - J3 – New Road / Eastern Promenade Roundabout
  - J4 – New Road / Mackworth Road Mini-roundabout
  - J5 – New Road / Aldenham Road Mini-roundabout
  - J8 – Eastern Promenade / The Portway Priority T-junction
  - J10 – Bridgend Road / Newton Nottage Road / Aldenham Road Crossroads
  - J11 – Bridgend Road / Manor Grove T-junction
- Thursday 18 September 2025
  - J6 – A4106 / Bridgend Road (Danygraig) Roundabout

- J7 – A4106 / Pyle Road / Fulmar Road (Nottage) Roundabout
- J9 – A4106 / Newton Nottage Road Linked T-junctions

3.3.7 To complement the local survey dataset, data has also been obtained from the Transport for Wales South East Wales Transport Model (SEWTM) for five strategic junctions between Porthcawl, Pyle, Bridgend and the M4 corridor:

- J12 – A4106 / Heol-y-Splot Roundabout
- J13 – A4229 / B4283 Roundabout
- J14 – M4 Junction 37 Roundabout
- J15 – A48 / Bridgend Road Roundabout
- J16 – A48 / A473 Roundabout

3.3.8 The combined dataset provides a comprehensive and current understanding of baseline highway and parking conditions across Porthcawl and its approach routes. Data collection was timed to capture both neutral (early July and September) and peak-season (August) conditions, ensuring the Transport Assessment reflects the full range of demand experienced in this coastal town.

3.3.9 All survey outputs are included herein as **Appendix B**.

3.3.10 An overview of the data collection points used to inform the study is provided in Figure 11.

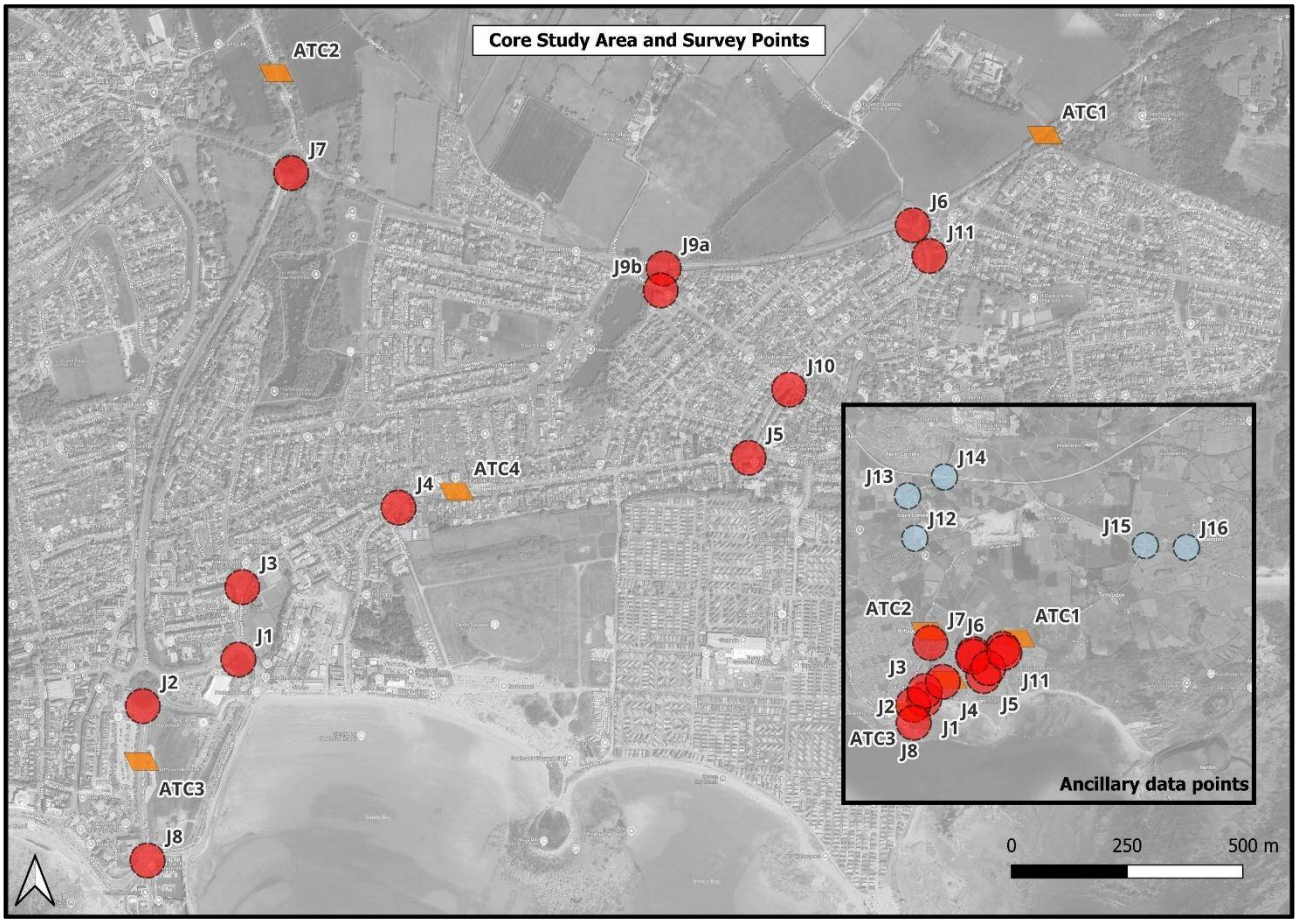

Figure 11: Study Area and Data Points

Traffic summary – A4106 Bridgend Road

3.3.11 A speed and volumetric 7-day Automatic Traffic Counter (ATC) was deployed on the A4106 Bridgend Road, one of the main arteries into Porthcawl from 11th July to determine prevailing traffic conditions[5].

3.3.12 The 85th percentile speeds were recorded as:

- Northbound – 43.1mph
- Southbound – 47.4mph

3.3.13 Figure 12 provides traffic volume data, as obtained from the ATC for July 3rd to 10th 2025.

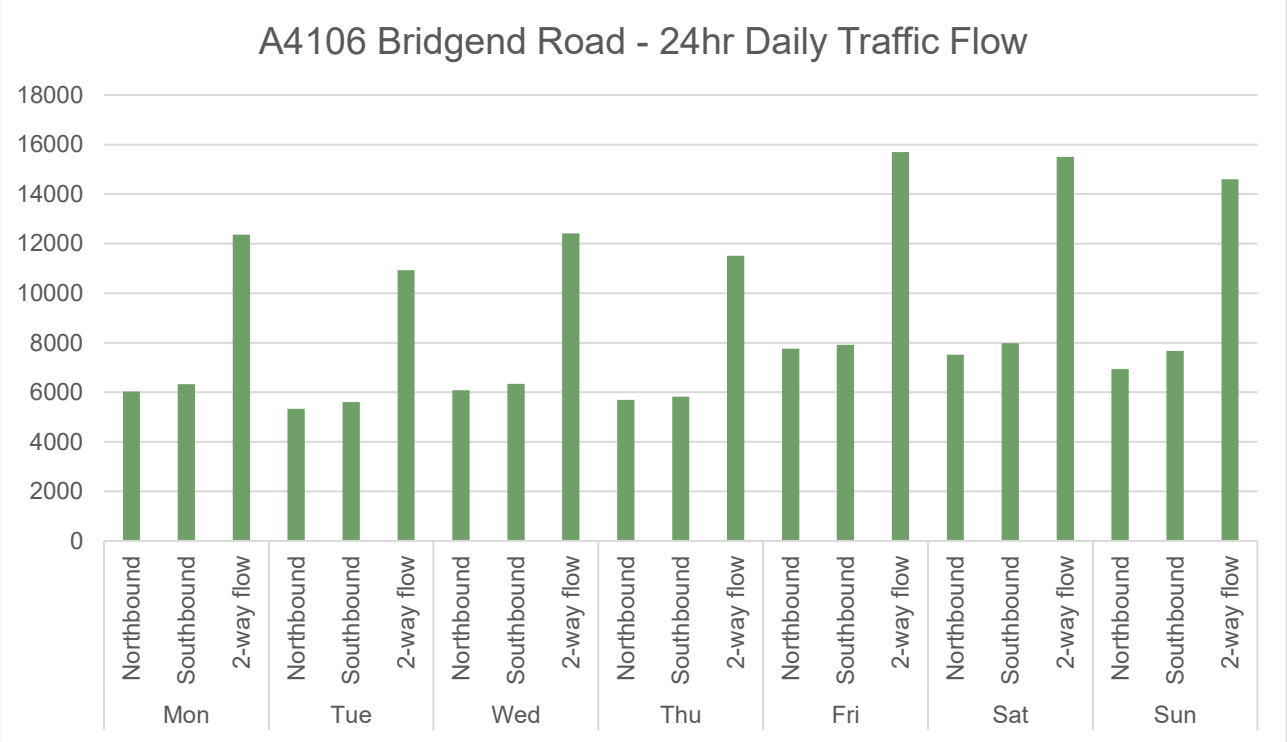

Figure 12: A4106 Bridgend Road ATC 24-hour Traffic Flows

3.3.14 Figure 12 highlights that the A4106 Bridgend Road experiences high flows, with typical weekday 24-hour traffic volumes of between 10,933 and 15,690 vehicles.

Traffic Summary – A4229 Pyle Road

3.3.15 A speed and volumetric 7-day Automatic Traffic Counter (ATC) was deployed on A4229 Pyle Road, one of the main arteries into Porthcawl from 3rd July to 12th September to determine prevailing traffic conditions.

3.3.16 The 85th percentile speeds were recorded as:

Northbound – 34.2mph

Southbound – 32.3mph

3.3.17 Figure 13 provides traffic volume data, as obtained from the ATC for the 3rd to 10th July 2025.

[5] *Note that this is later than the other three ATCs due to on-site technical difficulties.*

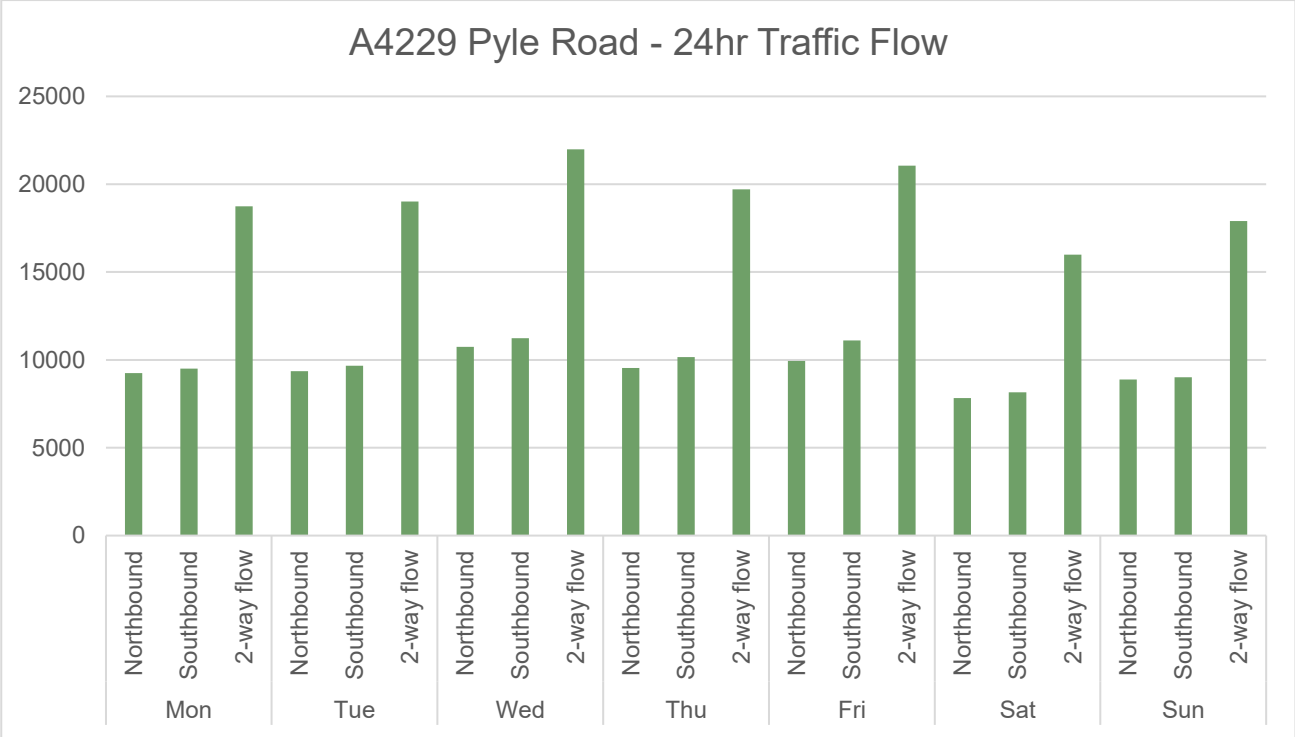

Figure 13: Pyle Road ATC 24-hour Traffic Flows

3.3.18 Figure 13 highlights that Pyle Road experiences high flows, with typical weekday 24-hour traffic volumes of between 15,928 and 21,992 vehicles.

Traffic summary – The Portway

3.3.19 A speed and volumetric 7-day Automatic Traffic Counter (ATC) was deployed on The Portway, a busy road within Porthcawl from 3rd to 10th July 2025 to determine prevailing traffic conditions.

3.3.20 The 85th percentile speeds were recorded as:

Northbound – 32.9mph

Southbound – 31.7mph

3.3.21 Figure 14 provides traffic volume data, as obtained from the ATC.

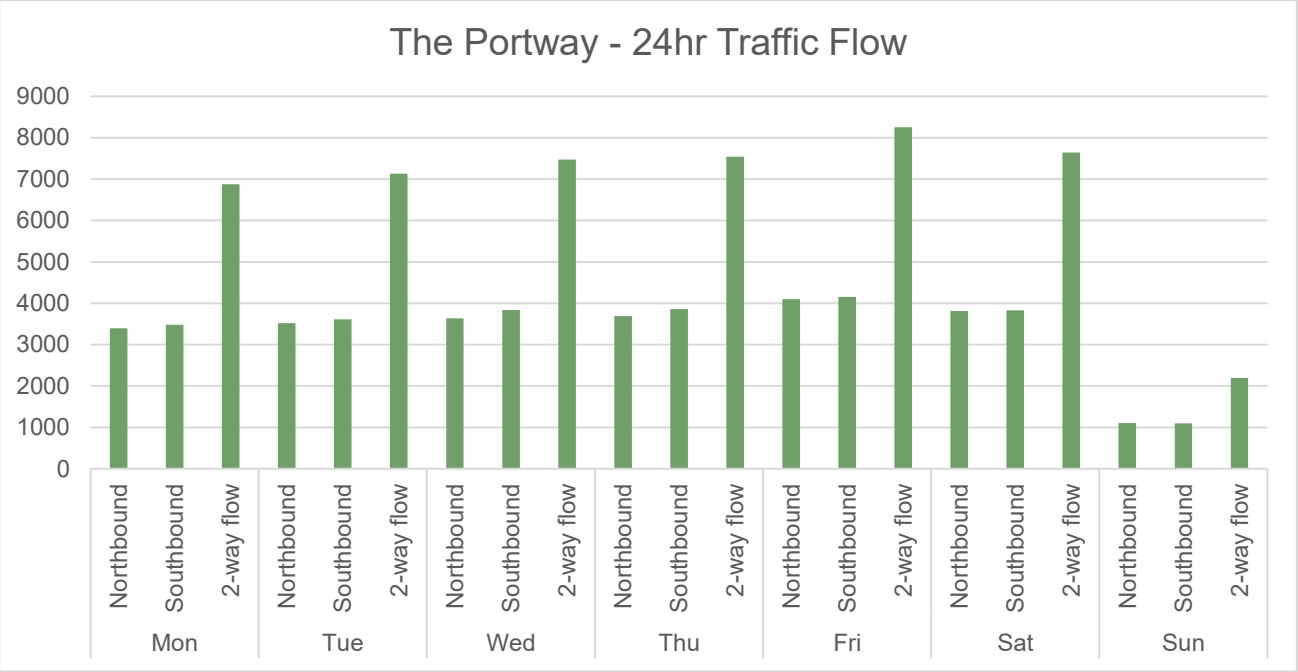

Figure 14: The Portway ATC 24-hour Traffic Flows

3.3.22 Figure 14 highlights that The Portway experiences relatively lower flows than the main corridors into Porthcawl, with typical weekday 24-hour traffic volumes of between 2,199 and 8,252 vehicles.

Traffic Volumes – New Road

3.3.23 A speed and volumetric 7-day Automatic Traffic Counter (ATC) was deployed on New Road from 3rd to 10th July 2025 to determine prevailing traffic conditions.

3.3.24 The 85th percentile speeds were recorded as:

Northbound – 22.5mph

Southbound – 22.8mph

3.3.25 Figure 15 provides traffic volume data, as obtained from the ATC.

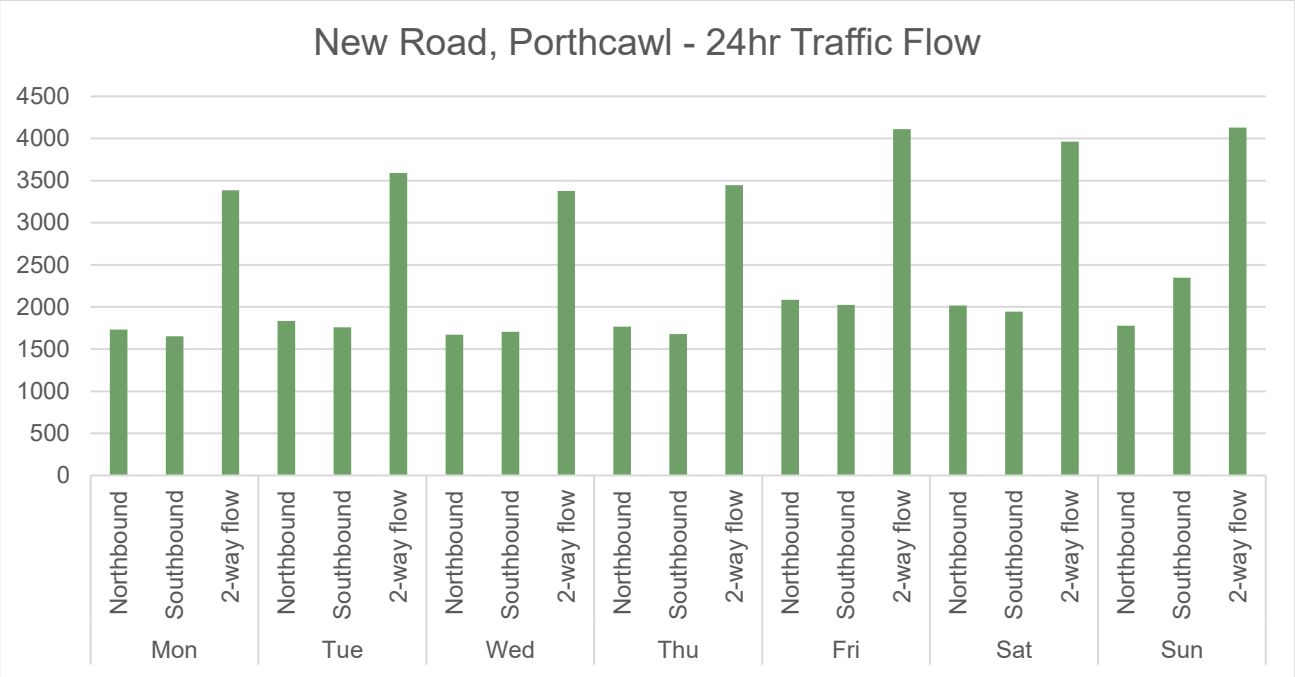

Figure 15: New Road ATC 24-hour Traffic Flows

3.3.26 Figure 15 highlights that New Road experiences expectedly relatively low flows compared to the other strategic route ATC results, with typical weekday 24-hour traffic volumes of between 3,376 and 4,128 vehicles.

3.3.27 Further interrogation of the ATC data shows consistent weekday peak periods, typically between 08:00–09:00 (AM) and 16:00–17:00 (PM), which represent the highest hourly traffic flows across the network. At the principal approach roads (A4106 and A4229), weekend peaks were between 10% and 30% lower than the weekday maxima, while The Portway and New Road recorded later, flatter weekend profiles associated with visitor and leisure activity rather than commuter movements. Sunday peaks were typically 20-40% lower than weekday levels, except for a modest midday uplift on New Road. These findings confirm that the weekday AM and PM peaks remain the most demanding and representative periods for assessing network capacity and mitigation requirements in this assessment. It is acknowledged, however, that certain weekends during the school summer holidays and local events can generate higher demand. Such occasional surges are best managed through event-specific and parking management strategies, as it would be neither realistic nor consistent with the local, regional, and national sustainable transport objectives for the development to be designed around infrequent, car-dominated peak conditions.

3.4 Active Travel Baseline

3.4.1 To assess the accessibility of active modes of travel, reference has been made to the Active Travel (Wales) Act Guidance (2021), hereon referred to as ATAG.

3.4.2 The ATAG provides a table indicating distances that can be reasonably covered by active travel, as shown below.

Mode	Less than 1 mile	Up to 2 miles	Up to 3 miles	Up to 4 miles	Up to 5 miles	Up to 7.5 miles	Up to 15 miles
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●
e-	●	●	●	●	●	●	●

Colour	Average active user likelihood
●	Many users likely to travel this distance for utility journeys
●	Some users likely to travel this distance for utility journeys
●	Few or no users likely to travel this distance for utility journeys

Figure 16: ATAG Recommended Active Travel Distances

Pedestrian Accessibility

3.4.3 Based on ATAG, in reviewing pedestrian accessibility for the site, a walking distance of 2 miles (3.21km) has been considered. Isochrones for this distance are provided in the walking accessibility plan, which also includes an average walking distance plot for 0.85 miles (1.37km) based on information provided in Planning for Walking (CIHT, 2015). These isochrones have been overlayed upon key facilities and amenities, as shown in Figure 17.

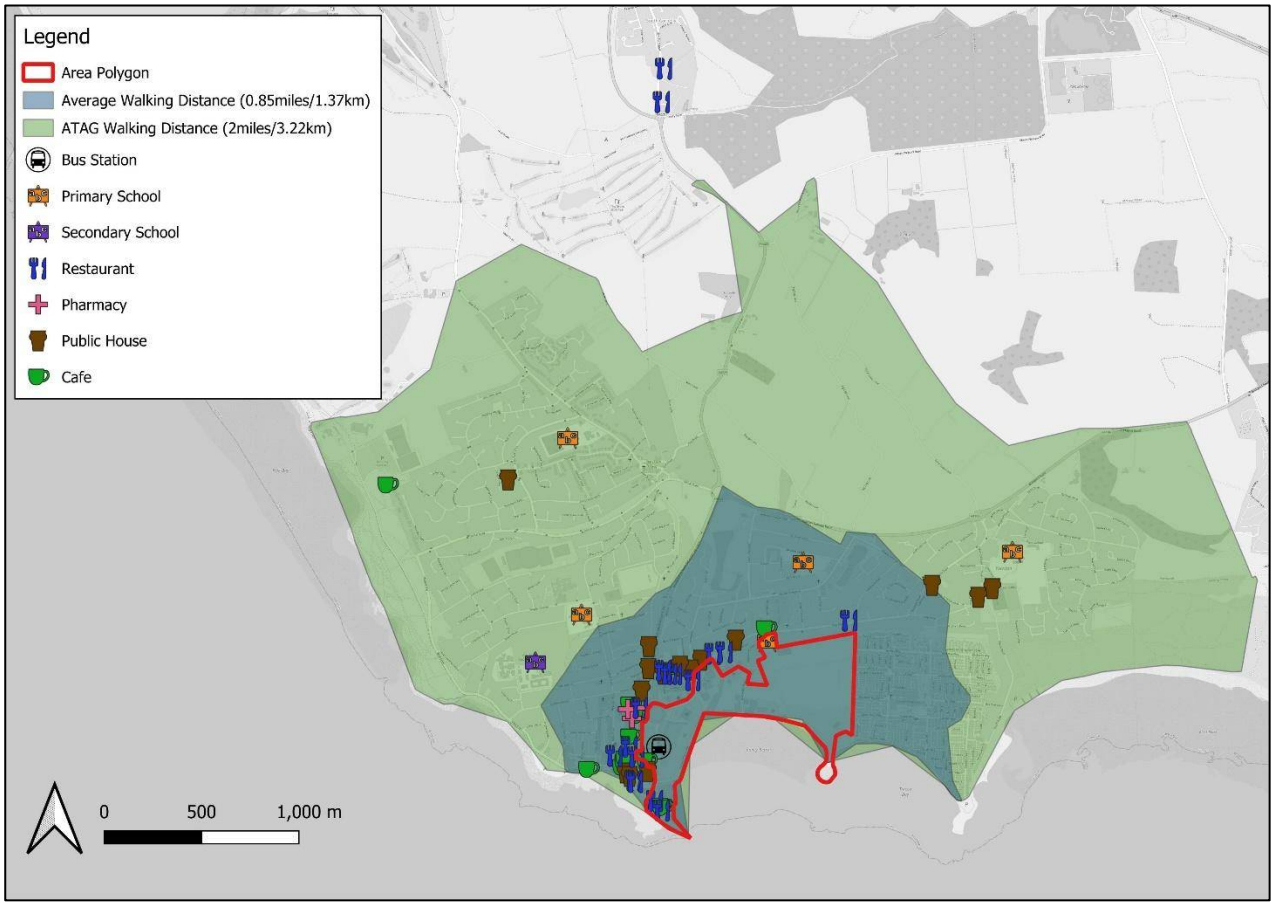

Figure 17: Walking Accessibility

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3.4.4 Figure 17 highlights that the site is favourable in relation to amenities and facilities. Within the stipulated ATAG walking distance of 2 miles, which many users are likely to travel for utility journeys, there are several primary schools, a comprehensive school, cafes, restaurants and various leisure uses. For trips further afield, there is the nearby Porthcawl Metrolink Station. The site benefits from a very short walking distance to Porthcawl's commercial and retail core.

3.4.5 When considering infrastructure requirements to support and promote walking, ATAG and Manual for Streets (2007) recommend footway widths of 2.0m in most circumstances. This is reiterated in DfT 'Inclusive Mobility' (2021), which provides further guidance on mobility requirements for different users:

> *'Someone who does not use a walking aid can walk along a passageway less than 700mm wide, but just using a stick requires greater width than this: a minimum of 750mm. A person who uses two sticks or crutches, or a walking frame, needs a minimum of 900mm, while a vision-impaired person using a long cane or with an assistance dog needs 1100mm. A vision-impaired person being guided needs a width of 1200mm. A wheelchair user and a non-wheelchair using person side-by-side need 1500mm width.'*

3.4.6 Site visits and Figure 18 confirm that the area has an established pedestrian footway network, with controlled crossings generally provided along key desire lines.

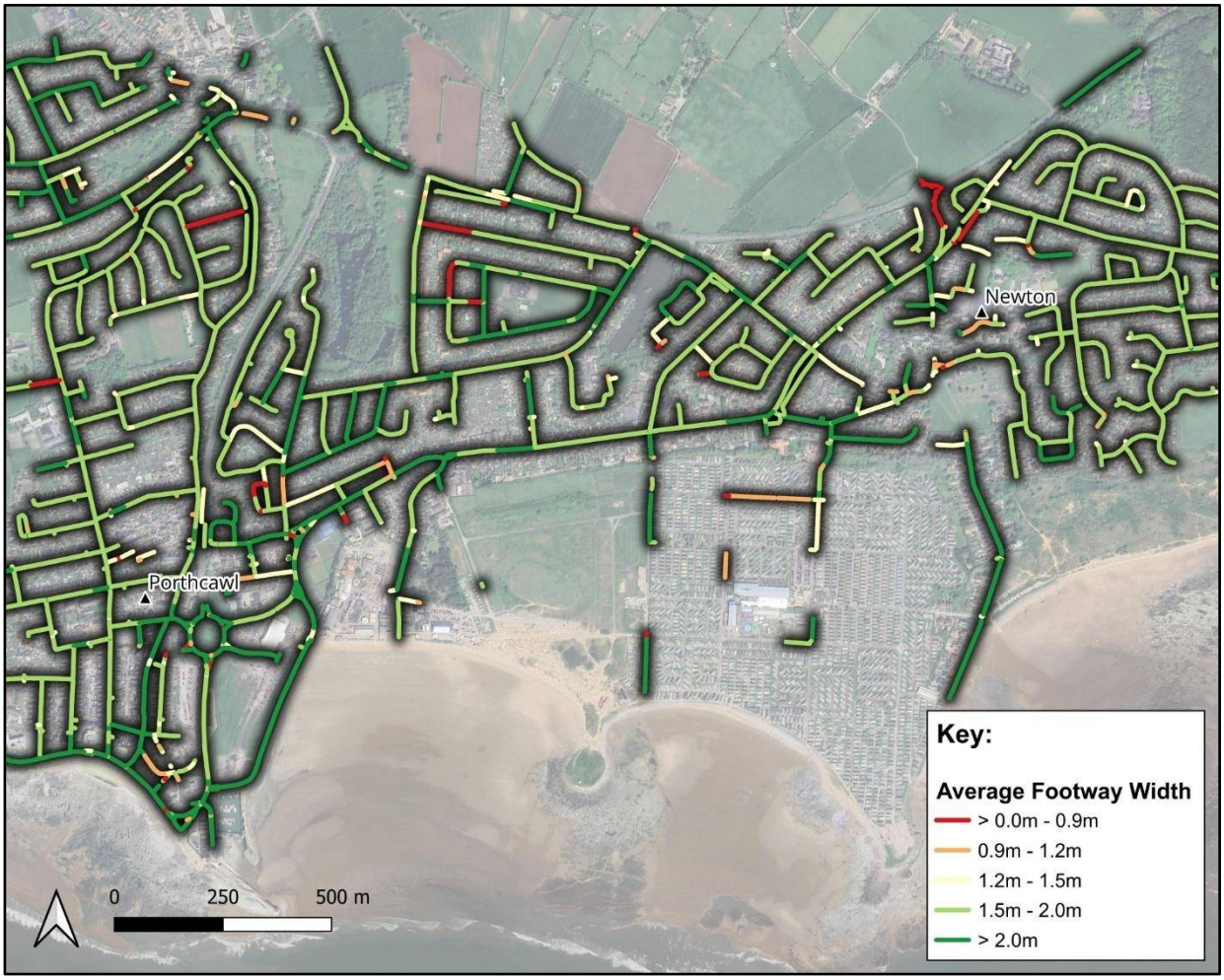

Figure 18: Average Footway Widths in Vicinity

3.4.7 Figure 18 illustrates the existing pedestrian infrastructure derived from the Ordnance Survey (OS) National Geographic Database (NGD), which provides a consistent, high-accuracy record of footway coverage across Great Britain. The dataset identifies the presence and average width of footways on each side of the carriageway, offering a reliable indication of pedestrian provision and overall network quality. The mapping shows that average footway widths are inclusive for a variety of users, supporting accessibility for pedestrians, wheelchair users and families with pushchairs.

3.4.8 Although the data represent generalised averages rather than site-specific measurements, the NGD provides a robust basis for strategic assessment of walkability and active-travel potential, enabling comparison of infrastructure quality across routes and settlements and helping to identify corridors with strong potential for improvement.

Cycling Accessibility

3.4.9 A cycling accessibility plan illustrating the ATAG cycling distance of 5 miles (8.05km) is provided in Figure 19.

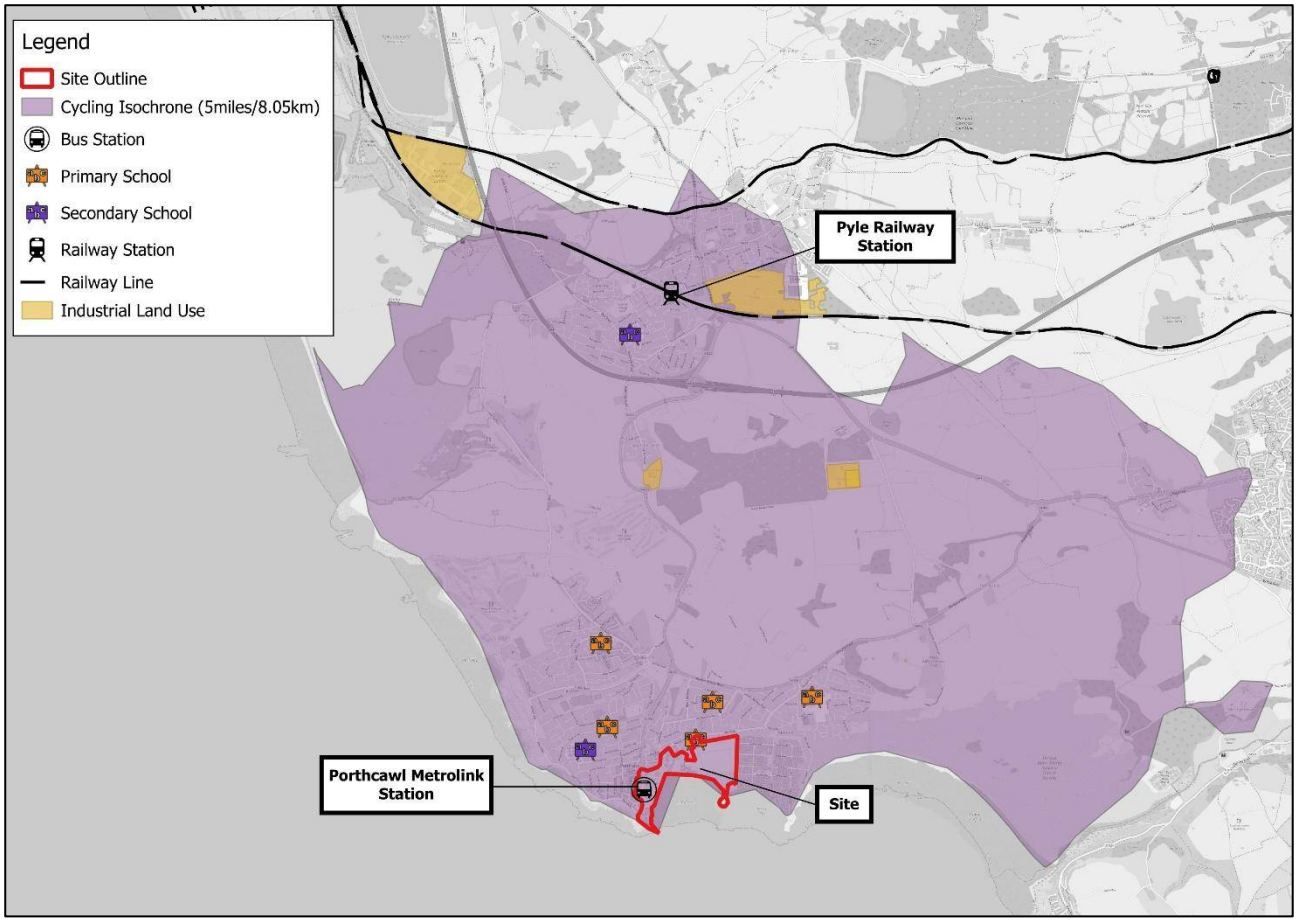

Figure 19: Cycling Accessibility

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3.4.10 Figure 19 shows that the site is within the recommended ATAG 5-mile (8.05km) cycling distance of Pyle and the west of Bridgend. Porthcawl Metrolink Station is within the cycling isochrone, as well as Pyle railway station, which facilitates integrated sustainable travel.

3.4.11 Figure 20 and Figure 21 provide an extract of the existing and future routes active travel network map[6] for the locality.

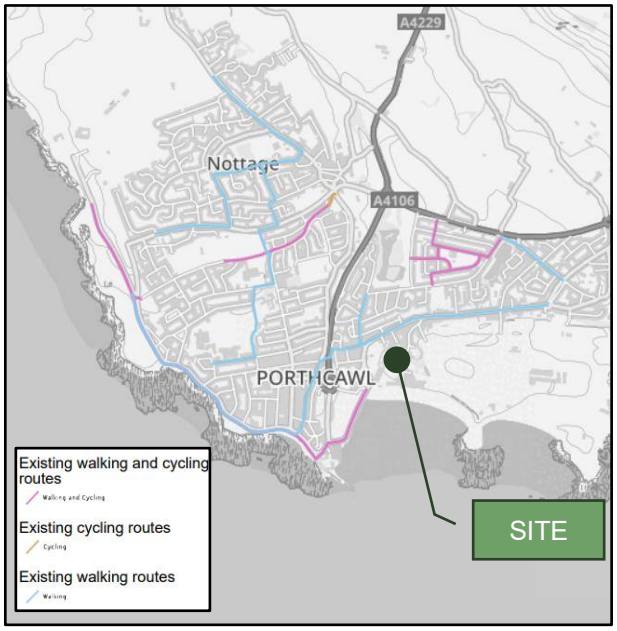

Figure 20: Existing routes ATNM

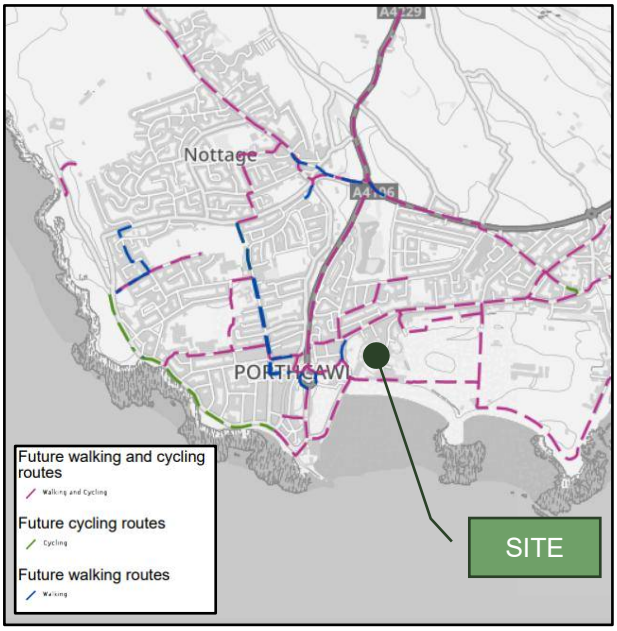

Figure 21: Future routes ATNM

3.4.12 Figure 20 highlights the existing walking and cycling routes in Porthcawl. There are multiple routes that have been formally designated as active travel routes. Figure 21 also confirms that Bridgend County Borough Council has aspirations for designated active travel walking and cycling routes in Porthcawl and specifically located close to the application site.

3.4.13 The ATNM also notes that there are aspirations for shared walking and cycling routes in and around the application site, which will offer valuable benefits for users by enhancing accessibility and promoting active travel.

3.4.14 In addition to formally designated active travel routes, there are local cycle routes which are well used but may not be designated on the active travel network map due to requiring upgrades or due to not having been formally assessed for ATAG criteria compliance. These are shown in Figure 22.

[6] *Welsh Government: Accessible from DataMapWales*

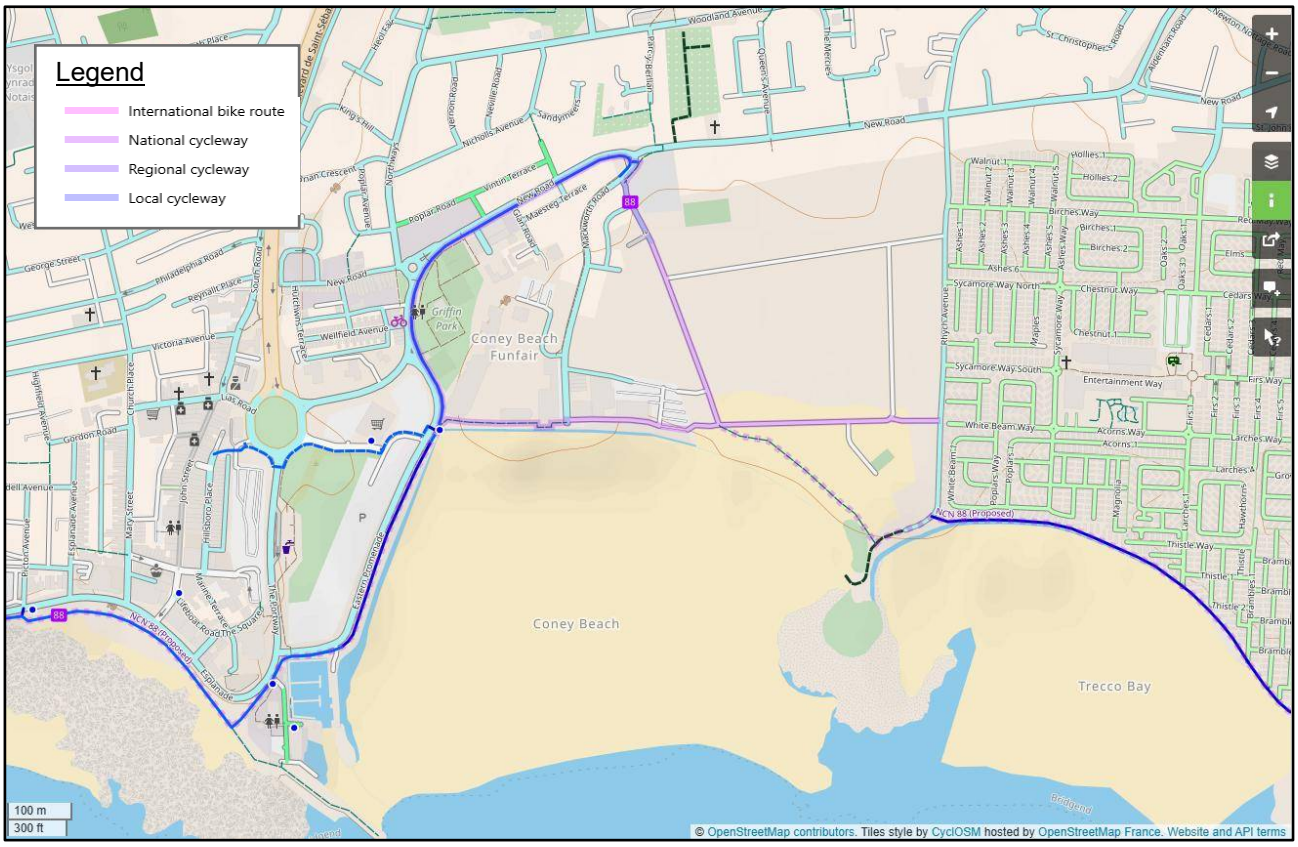

Figure 22: Other (non-ATNM) Cycle Routes

3.4.15 Whilst it is evident that the site benefits from good connections with pedestrian and cycle infrastructure, there were several opportunities identified for improvements, which will be captured in the Transport Implementation Strategy chapter.

3.5 Public Transport Accessibility

3.5.1 'Guidelines for Planning for Public Transport in Development' (IHT, 1999) states that:

> *'New developments should be located so that public transport trips involving a walking distance of less than 400m from the nearest bus stop or 800m from the nearest railway station.'*

3.5.2 These benchmarks aim to promote accessibility and encourage the use of public transportation by residents in new developments, although the low stipulated distances are not to be treated as absolute.

3.5.3 A more recent study by Wakenshaw and Bunn, 'How far do people walk' (2015), investigated actual walking distances for various travel purposes within a specific region. Their research utilised data from a large-scale national survey capturing journey patterns across households. The study specifically focused on distances people are willing to walk to access bus stops and railway stations when walking was the main mode of transportation.

3.5.4 Notably, these evidence-based insights challenge previously established guidelines concerning walking distances, indicating that individuals are generally willing to walk further than previously suggested to access public transport opportunities.

Type of Travel	Median (m)	Mean (m)	85th Percentile (m)
Walk - As main mode of travel UK (Excluding London)	800	1150	1950
Walk - As main mode of travel London	800	1000	1600
Walk to a Bus Stop UK (Excluding London)	480	580	810
Walk to a Bus Stop London	400	490	810
Walk to a Railway Station UK (Excluding London)	810	1010	1610
Walk to a Railway Station London	640	740	1290

Table 3: Suggested walking distances to public transport nodes[7]

3.5.5 As shown in Table 3, in the UK (excluding London), the 85th percentile walking distance to a bus stop is 810 metres. These distances provide an evidence-based approach for planning accessible public transport and amenities, ensuring that they are within a walkable distance for most people.

3.5.6 With consideration of the above, it is considered that 400m represents the desirable distance and 810m is the acceptable distance.

3.5.7 Porthcawl's Metrolink bus station opened in November 2024. This is situated on the western side of the development Site, around the town centre area with good access to the Portway/Esplanade/A4106 and room for expansion in the event of additional services being added. There are also serviced bus stops at Griffin Park; the eastbound stop has shelter and seating (Figure 23) and the westbound consists of a simple flagpole and bus cage arrangement.

Figure 23: Griffin Park Eastbound Bus Stop

3.5.8 Figure 24 provides a map of a combined 400m bus buffer.

[7] *Wakenshaw and Bunn 'How far do people walk' (2015)*

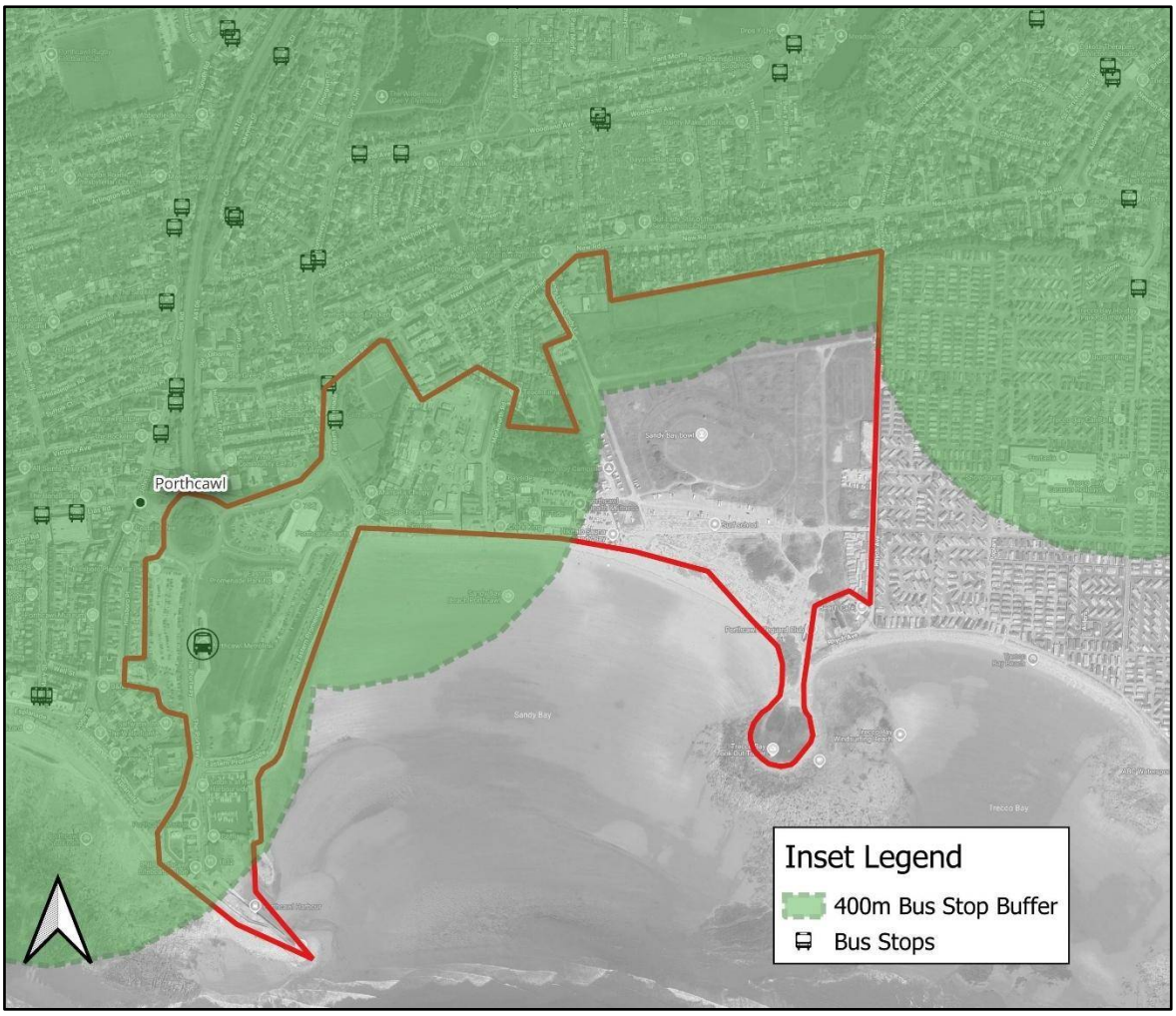

Figure 24: 400m Bus Stop Buffer

3.5.9 As shown, the majority of the site is within 400m of a bus stop. The entire site is also within 810m of a serviced bus stop. There are also dormant bus stops on New Road near the junction with Queen's Avenue; the eastbound stop consists of a bus cage, and the westbound bus stop has seating and shelter, as shown in Figure 25.

Figure 25: Unserved westbound New Road Bus Stop

3.5.10 Porthcawl's primary local bus service is First Cymru route 63, running between Porthcawl Metrolink bus station and Bridgend Bus Station, also passing through Pyle, walking distance from that station. On weekdays this runs every twenty minutes, from Porthcawl to Bridgend 09:31am until 22:04pm. From Bridgend to Porthcawl it runs from 06:55 to 20:20. A reduced hourly service runs on Sundays, from 08:35 at Porthcawl or 09:35 at Bridgend, with the last service in both directions running at 17:35pm. This service can be accessed from Porthcawl Metrolink or bus stops on John Street.

3.5.11 The X2 service is a long distance service operated by First Cymru. Between 0850 and 2140 on weekdays a bus can be caught from Porthcawl bus station to Cardiff bus station on a half-hourly basis. It travels via Bridgend Bus Station, Cowbridge and Culverhouse Cross. In the opposite direction it starts from Cardiff at 0735-2305, or 0710 from Bridgend. Sunday service is at a reduced frequency of roughly hourly, 1030-2035 from Porthcawl, or 0950-2325 from Cardiff. This service can be accessed from Porthcawl Metrolink or existing bus stops at Griffin Park or Woodland Avenue.

3.5.12 There is a shuttle service, the 861, operated by Peyton Travel running between the east and west extremes of Porthcawl and taking in the main caravan sites. This only runs hourly in the mornings, and does not operate on Sundays. This service can be accessed from Porthcawl Metrolink or existing bus stops at Griffin Park or New Road (entrance to Trecco Bay Holiday Park).

3.5.13 The longer distance route 172, operated by Stagecoach, runs from either Aberdare or Merthyr Tydfil to Bridgend on weekdays. On Sundays, however, it runs between Aberdare and Porthcawl, every two hours between 09:15-18:15 from Aberdare, and from 11:21-20:21 from Porthcawl. This service can be accessed from Porthcawl Metrolink or existing bus stops at Griffin Park or Woodland Avenue.

3.5.14 Figure 26 highlights the public transport accessibility for the site, using nominal 30-minute and 60-minute isochrones.

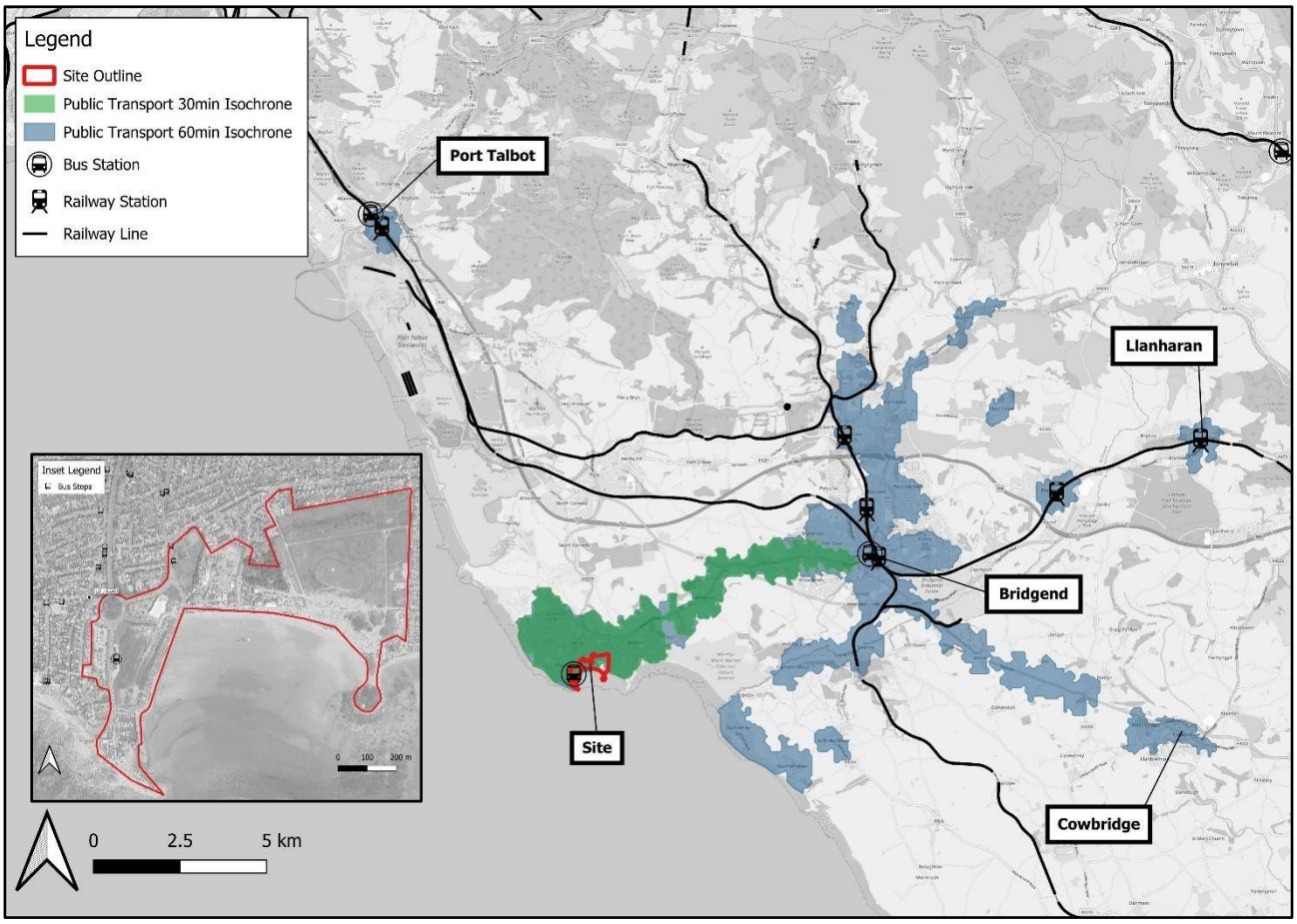

Figure 26: Public Transport Accessibility[8]

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3.5.15 Figure 26 shows that prospective residents of the site are able to access a number of key urban settlements, such as Cowbridge, Port Talbot, Bridgend (including Bridgend bus and railway station), Pencoed and Llanharan from local bus nodes.

3.5.16 Furthermore, Cardiff can be accessed via a multi-modal journey (bus and rail) in approximately 94 minutes[9].

3.5.17 Whilst the bus industry is currently facing a number of funding challenges, the current service provision, investment in the South Wales Metro and the clear national policy focus on the key role of public transport will ensure that it remains a viable mode of travel for future residents of the site. This policy focus has recently been reinforced by the publication of 'Our Roadmap to Bus Reform' (Welsh Government & TfW, March 2024) which outlines the vision and strategy for a franchised system of bus services in Wales. The franchised bus network planning process is currently underway, with the aim of designing a network where routes cater most efficiently to local demand. This work takes account of strategic land allocations in Local Development Plans (LDPs), ensuring that future growth areas are integrated into the bus service framework. As a result, the site is expected to be well served in the near future, either via New Road or through the proposed new spine road, both of which will form part of the planned network improvements.

[8] *Isochrones produced using TravelTime*
[9] *Calculated using journey planner function on traveline.cymru*

3.6 Highway Safety

3.6.1 Data relating to road collisions (resulting in casualties), known as a Personal Injury Collision (PIC), was obtained from the Department for Transport (DfT) using the STATS19 database. This database contains information on PICs on public roads which are reported to the police. STATS19 includes an array of details for each incident, such as the location, severity of the accident, number of vehicles involved, weather conditions, and details about the individuals involved (including age and gender).

3.6.2 PICs are classified into three main categories of 'fatal', 'serious', and 'slight', as defined by the STATS19 data collection form. A ‘fatal’ PIC is one where the casualty dies within 30 days as a result of the PIC. ‘Serious’ and ‘slight’ PICs are differentiated based on the medical attention required, adhering to the guidelines set by the DfT.

3.6.3 The most recent publicly available PIC data for this locality covers the five-year period between 01/01/2020 and 31/12/2024.

3.6.4 A plot map showing the PIC data within the vicinity of the site for this period is shown in Figure 27. The study area shown was agreed with BCBC Highway Development Control.

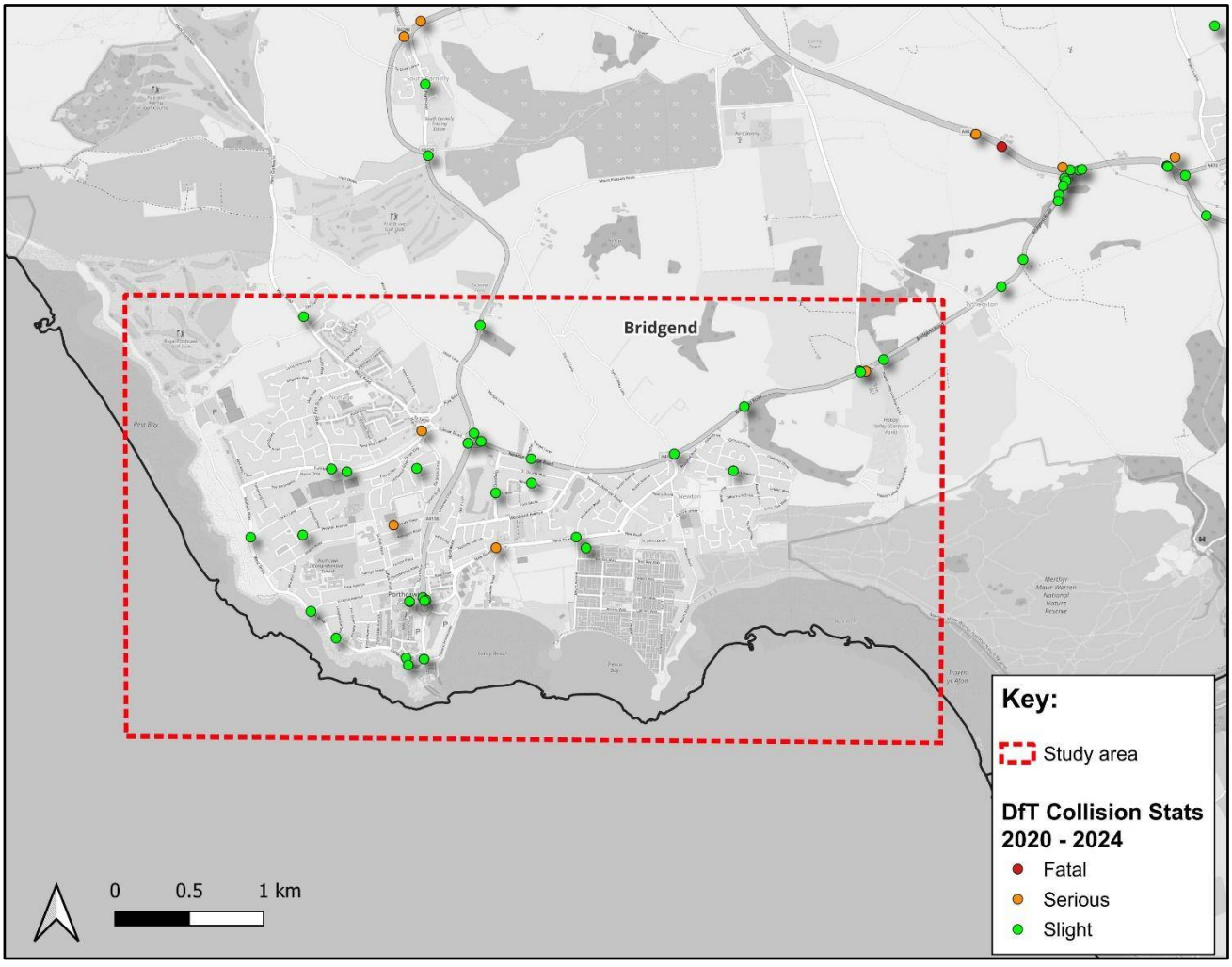

Figure 27: Personal Injury Collisions 2020-2024

3.6.5 Table 4 provides a summary of the PICs in the study area by year, severity and whether an active travel user (pedestrian/cyclist) was involved.

Year	Personal Injury Collisions			Collisions involving Active Travel Users	
	Slight	Serious	Fatal	Pedestrian	Cyclist
2020	5	0	0	0	1
2021	7	0	0	2	1
2022	6	2	0	5	1
2023	4	1	0	0	2
2024	10	1	0	4	1
Total	**32**	**4**	**0**	**11**	**6**

Table 4: PIC Summary 2020-2024

3.6.6 It is apparent from Table 4 that a total of 36 PICs occurred in the study area across the five-year assessment period. Of these 36 PICs, four were classified as 'serious' and the remaining 32 were classified as 'slight', with no fatalities. Of the 36 PICs, a total of 17 (47%) involved active travel users (pedestrians/cyclists).

3.6.7 The quantum and severity of PICs recorded is not considered to be in excess of the level that may be expected on an equivalent section of the highway network over a five-year period. Indeed, during the 2020-2024 period, the KSI ratio is 11%, which is below Great Britain's average of 22%[10].

3.6.8 Figure 27 also highlights that there have been no PIC cluster sites[11] within the study area and therefore no incidences of excessive numbers of PICs at a given section of the road network that may otherwise have suggested an underlying road safety issue at that location.

3.6.9 Despite being outside of the study area, it is noted that there is a PIC cluster at the A48/A4106 roundabout junction, approximately 1km northeast of the edge of the study area. Whilst we do not have access to detailed police reports, it is recommended that mitigation at this location is considered through discussions with BCBC's road safety team. This is discussed further later in this TA.

3.6.10 It should also be noted that the proposed site access strategy has been designed in line with Manual for Streets principles and would ensure safe access and egress for all users. The site access design will be subject to detailed refinement in due course as part of the road safety audit process.

[10] *Reported road casualties Great Britain, annual report: 2022*
[11] *Defined in this report as a closely defined area of five or more PICs*

3.6.11 It should also be noted that on Sunday 17th September 2023, Wales introduced a nationwide default 20mph speed limit in built-up areas. This was implemented with the expectation that highway safety for all users would be enhanced. This is not reflected in the latest available dataset. However, the Welsh government has recently released data stating that the number of 'all severity' road collisions has dropped by 26% from 2023 to 2024.

3.6.12 In summary, it is considered that there are no underlying road safety issues in the vicinity of the site that may be exacerbated by the proposed development. Notwithstanding this, a range of road safety enhancements have been identified in any event as part of this TA and are detailed at Section 9.

4. DEVELOPMENT PROPOSALS

4.1 Application

4.1.1 The proposed development is a comprehensive, mixed-use regeneration of the Porthcawl Waterfront, delivering new homes together with community, leisure, commercial and visitor uses in a high-quality coastal setting. It forms a central component of Bridgend County Borough Council's regeneration strategy for Porthcawl, bringing largely brownfield land back into productive use as a vibrant and sustainable neighbourhood.

4.1.2 The application site extends to approximately 43.6 hectares between Porthcawl Harbour and Trecco Bay, encompassing the Salt Lake, Coney Beach and Sandy Bay areas. A hybrid planning application is proposed, comprising detailed permission for a new spine road linking the Eastern Promenade to Sandy Bay, with outline planning permission (all matters reserved) for the remaining development parcels and associated public realm. The illustrative masterplan that accompanies the application shows the spatial distribution of uses and key movement corridors (**Appendix A**).

4.1.3 In summary, the proposed application seeks:

- Up to 980 dwellings;
- Approximately 20ha of open space including a series of new significant public open spaces with different offers;
- 2.2ha of land safeguarded for educational use;
- Approximately 130,000 square feet of commercial and leisure floorspace including retail
- uses, a hotel, lido and gym/wellbeing centre;
- A flexible meanwhile leisure use space (approximately 23,500 square feet);
- Up to 6,500 square feet of flexible community and civic space;
- Enhancement of Porthcawl Harbour environment;
- New coastal defence works;
- Provision of up to 600 public parking spaces within the site area;
- New spine road access from the Eastern Promenade to Sandy Bay (detailed permission); and
- Enhancement of Griffin Park and proposed new facilities, including a MUGA (Multi-Use Games Area).

4.1.4 These features, and the detailed design principles underpinning them, are described in further detail within the broader suite of planning documentation to which this Transport Assessment contributes.

4.2 Site Access

4.2.1 Manual for Streets (1 and 2) forms the key design guide for the access strategy at the site. MfS2 recommends that:

'as a starting point for any scheme affecting nontrunk roads, designers should start with Manual for Streets'

4.2.2 The aim of the access strategy for all modes of travel is to promote a placemaking approach to urban design through efficient and effective use of developable land. The design will not only contribute towards enhanced safety for all road users by encouraging lower vehicular speeds, but also provides a more inviting and liveable urban environment. This is reinforced by Manual for Streets 2: Wider Application of the Principles (DfT, 2010), which states that:

'In the past, concerns over capacity and safety have tended to overshadow any concerns about placemaking, and as a result many urban junctions are unattractive and difficult to negotiate, particularly on foot and cycle…'

4.2.3 As the site proposed various access and movement changes (as shown in the illustrative masterplan), they are discussed individually below.

Primary New Spine Road Access Roundabout

4.2.4 The proposed new spine road will connect to the existing public highway network at the northern promenade junction through an upgraded single-lane roundabout with an inscribed circle diameter (ICD) of approximately 30 metres. The roundabout has been designed to ensure appropriate visibility, deflection and entry curvature in accordance with guidance set out in DMRB CD 116 – Geometric Design of Roundabouts, the Active Travel Act Guidance (2021) and Manual for Streets, providing a safe and efficient connection to the wider network.

4.2.5 The roundabout layout was developed as part of the wider masterplanning exercise and has been confirmed through preliminary junction capacity modelling to operate effectively within forecast traffic volumes for the 2033 future assessment year, accommodating both background and development traffic.

4.2.6 Alternative forms of access were reviewed as part of the design process. Retention of the existing ghost-island priority junction was initially considered, with reference to DMRB CD 123 – Geometric Design of At-Grade Priority and Signal-Controlled Junctions, as illustrated in Figure 28. However, the projected two-way traffic flows on the new spine road, estimated to exceed 5,000 AADT, are above the threshold at which a simple or ghost-island junction would normally be appropriate.

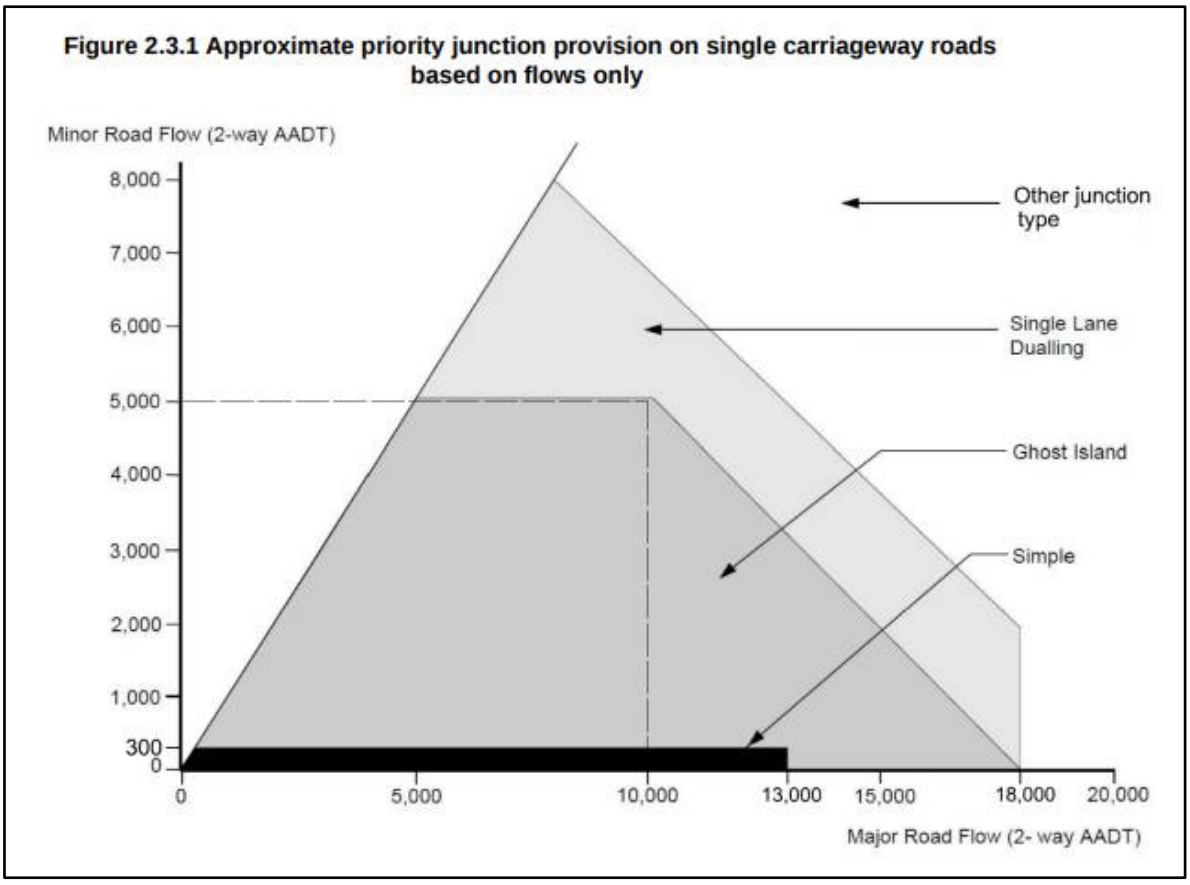

Figure 28: CD123 (Figures 2.3.1) Approximate Priority Junction Provision on Single Carriageway Roads

4.2.7 A signal-controlled junction was also assessed as a potential option. While feasible from a capacity perspective, modelling indicated an increased likelihood of queue interaction during peak periods with the adjacent Portway roundabout to the west and New Road roundabout to the north, both of which lie within close spacing. The introduction of a third form of control within this short corridor would also disrupt network consistency and driver expectations.

4.2.8 In contrast, a compact single-lane roundabout provides both geometric and operational continuity with the existing corridor, which already features roundabouts at either end. This approach is consistent with guidance in Manual for Streets 2 (DfT, 2010), which advises that:

> *'Roundabouts can be appropriate on distributor streets where there are similar junctions nearby, as they provide continuity and tend to manage speeds effectively.'* (*paragraph 9.2.2*)

4.2.9 Furthermore, Manual for Streets 2 emphasises that:

> *'Streets should be designed to provide continuity and legibility within the overall network, and junction types should be consistent with driver expectations.'* (*paragraph 2.3.7*)

4.2.10 Adopting a roundabout form therefore maintains driver expectation, supports lower approach speeds, and aligns with the corridor's existing design character. This arrangement also facilitates the integration of controlled pedestrian and cycle crossings on the spine road arm, providing safe and convenient active-travel connections consistent with the Active Travel (Wales) Act 2013.

Site Access from The Portway Roundabout (Existing Aldi Access)

4.2.11 The existing arm from The Portway Roundabout is established and already designed to facilitate access to further development parcels. The capacity analysis provided later in the report confirms that the junction has sufficient reserve capacity to accommodate the development proposal.

Site Access from The Portway Roundabout (Existing Southern Eastern Promenade Junction)

4.2.12 This junction is proposed as a simple priority T-junction. Capacity analysis presented later in this report confirms that this arrangement will operate within acceptable capacity thresholds.

4.2.13 Furthermore, suitable visibility splays for a 20mph speed limit are provided and swept path analysis confirms that the junction can accommodate all necessary regular vehicle movements. The junction will be subject to further design review, including road safety audits, at the reserved matters stage.

4.2.14 An alternative arrangement with the retention of the existing right turn holding lane on The Portway has not been deemed necessary as it would conflict with the sustainable transport and placemaking strategy. Further, as stated in MfS2:

> *'Right turning lanes make it more difficult for pedestrians to cross major roads and lead to higher traffic speeds and authorities should therefore consider carefully all of the effects before deciding to provide them. Removing unnecessary right turn lanes can also be considered, and will bring substantial benefits to non-motorised users'.*

4.3 Active Travel Enhancements

4.3.1 The Proposed Development incorporates a comprehensive network of walking and cycling routes that form a key part of the masterplan's sustainable movement framework. The design has been developed to integrate new neighbourhoods with existing destinations across Porthcawl, including Trecco Bay, the Town Centre, the Harbourside and Griffin Park. The approach aligns with the Active Travel Network Map.

4.3.2 A clear hierarchy of pedestrian routes will be established, connecting all key land uses within and beyond the site. Primary walking routes will be formal, surfaced and lit, providing high-quality connections between residential areas, public open spaces, the waterfront and the town centre. Secondary and informal paths will follow landscape corridors and areas of open space to provide more recreational routes and link into the wider green infrastructure network. The framework has been designed to maximise permeability and legibility, ensuring safe and direct access for pedestrians throughout the development.

4.3.3 The masterplan also provides an integrated network of cycle routes, connecting key destinations and linking into the wider Porthcawl active travel network. A segregated east-west cycle corridor will connect Trecco Bay with the Harbourside, following the alignment of the Primary Street and sections of the pedestrianised Promenade. This strategic route will be supported by radial shared-use links providing access to local destinations, open spaces and adjoining neighbourhoods. Within residential areas, low-traffic shared streets will enable on-street cycling in a safe and attractive environment consistent with Welsh Government active travel design principles (See Figure 29).

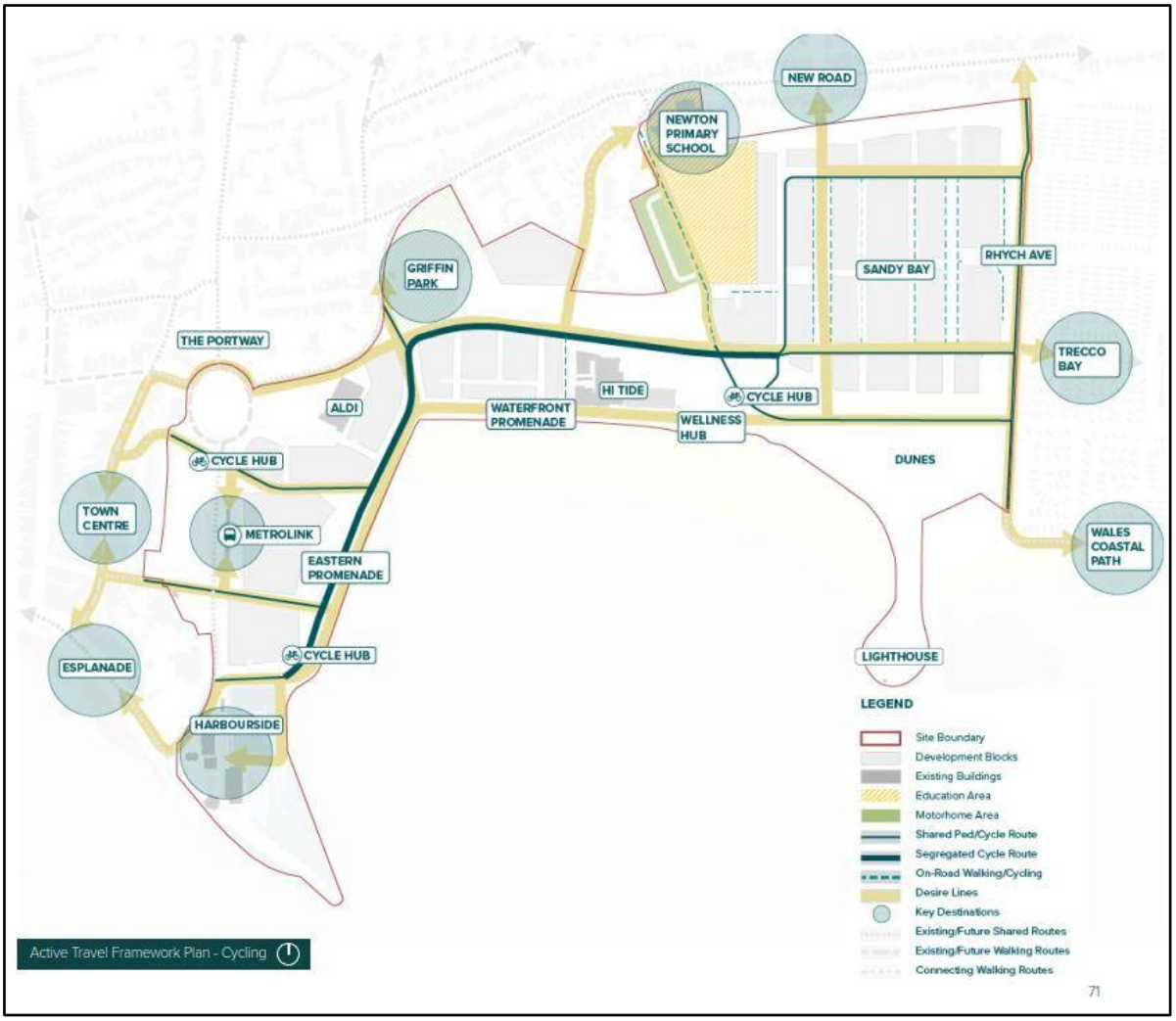

Figure 29: Extract of D&A Cycling Framework (The Urbanists)

4.3.4 Further detail on the layout, hierarchy and design of the proposed active travel routes is provided within the Design and Access Statement submitted as part of the planning application.

4.4 Development Parking

4.4.1 This section provides a review of the proposed parking provision for the residential element of the scheme. The non-residential site elements will be catered for in the same manner as the vast majority of existing similar uses in the Porthcawl area, which is for an initial preference to be via sustainable travel modes, but otherwise via public parking opportunities. This arrangement is essential for the site to ensure the most efficient use of parking for all land uses and to cater for an expected high number of linked trips between uses.

4.4.2 The adopted parking standards for the Council are contained in Parking Standards SPG 17, adopted in September 2011. The standards are based on the CCS Wales Parking Standards, published in 2008.

4.4.3 When considering the parking zone for the Site, reference is made to Volume 2 of SPG 17, which states:

> *'Generally, town centre locations particularly in district shopping centres would require fewer parking opportunities because they are well served by pedestrian routes, are highly accessible by a range of public transport infrastructure and services including taxis and have a wider range of amenities that facilitate joint trips. The three major town centres of Bridgend, Maesteg and Porthcawl identified in the UDP therefore constitute the topmost hierarchy in the county borough which is Zone 2.'*

4.4.4 Based on the above and given that the Site forms part of an extensive regeneration area, it is reasonable to conclude that it is a Zone 2 location.

4.4.5 Even with the definition of a Zone 2 location, further assessment is necessary to determine an appropriate level of parking for the Site. Paragraph 6.2 of SPG17 states:

> *'In assessing the parking requirements for a particular development, the planning authority will need to take into account a number of factors in relation to the development and its location. These are listed below but it should be noted that some of these factors are outside direct planning control:*
>
> *• accessibility to and the service provided by the public transport system;*
>
> *• the availability of private buses or the extent of car pooling;*
>
> *• the relative proportions of full time / part time / local catchment of labour;*
>
> *• accessibility by walking and cycling;*
>
> *• the existing and possible future congestion in streets adjacent to the development;*
>
> *• accessibility to and the availability of public and/or private car parking space in the vicinity.'*

4.4.6 The maximum parking requirements[12] and the clear national policy support for reduced parking (as highlighted in Chapter 2) therefore provide strong justification for reduced parking in sustainable locations such as Porthcawl.

[12] *Note 8 of SPG17 confirms that 'As stated throughout these standards are based upon maximum criteria.'*

4.4.7 The adopted parking standards sets a maximum residential parking requirement of 1 space per bedroom and visitor parking at 1 space per five units for visitors. However, whilst this maximum provision may be necessary for a rural development, it is not suitable for Porthcawl and the highly sustainable location demonstrated in this report is of critical importance. This is a location where car ownership and use are not essential, and therefore the use of developable land should fully reflect this to prevent excessive car parking from having adverse impacts on the aesthetics of the area and following the old mantra of 'predict and provide' which is not supported in transport policy and strategy.

4.4.8 The adopted parking standards recognise that using the maximum allowable parking provision for sustainable sites is not appropriate and therefore a sustainability appraisal for the Site, based on Appendix 5 of SPG17 is provided in Table 5.

Sustainability Criteria	Maximum Walking Distance	Single Sustainability Points	Site Score	Rationale
Local Facilities - Local facilities include a foodstore, post office, health facility, school etc. Access to two of these within the same walking distance will score single points, whereas access to more than two of these will double the points score.	200m	3 pts	Min: 3 Max: 6	Aldi and mixed use regeneration area < 200m. Porthcawl Retail Core < 400m. School, leisure, and employment is accessible.
	400m	2 pts		
	800m	1 pt		
Public Transport - Access to bus stop or railway station	300m	3 pts	3	Porthcawl Metrolink and Griffin Park stops are within 300m of a substantial portion of the site and the proposed spine road will facilitate future bus routes ensuring that all dwellings are within 300m of a bus node.
	400m	2 pts		
	800m	1 pt		
Cycle Route	200m	1 pt	1	
	Frequency			
Frequency of Public Transport, Bus or rail service within 800m walking distance which operates consistently between 7am and 7pm. Deduct one point for service which does not extend to these times.	5 minutes	3 pts	Min: 1 Max: 3	Score will depend on progression with bus reform in Wales and developer bus contributions.
	20 minutes	2 pts		
	30 minutes	1 pt		
Total Score				**Min: 8** **Max:13**

Table 5: Sustainability appraisal based on SPG 17

4.4.9 As shown above, the Site scores between 8 and 13 sustainability points, concluding that it is a highly sustainable location from an accessibility perspective. The precise score is subject to the interpretation of what constitutes a qualifying local facility and the frequency of future bus services when the development site is brought into beneficial use.

4.4.10 Furthermore, it is noted that the Welsh Index of Multiple Deprivation[13] confirms that the LSOA in which the Site lies is amongst the least deprived in Wales with reference to the 'access to services' domain.

4.4.11 When applying the sustainability score, SPG 17 notes that:

[13] *https://wimd.gov.wales/*

'Other than for Zone 1 City Centre locations and Zone 2 Town Centre locations, the reductions in parking requirement for residential units shall not result in less than one parking space remaining (unless exceptional circumstances apply)'

4.4.12 As the Site is in a Zone 2 Town Centre location and scores 8-13 sustainability points, a residential parking reduction of 1 or 2 car parking spaces per unit, subject to agreement with the local highway authority.

4.4.13 It is therefore determined that the maximum parking provision for residential units is as follows:

- **3 or more bedrooms – maximum of 2 parking spaces per unit.**
- **2 bedrooms – maximum of 1 parking space per unit.**
- **1 bedrooms – no dedicated parking to be provided.**

4.4.14 Whilst the parking standards, with consideration of the sustainability reduction, demonstrate justification for car-free units, it is considered that for a development of this scale, some parking will be expected and appropriate for some prospective residents. Therefore, to establish an appropriate level of parking for these future residents, Census 2021 data has been interrogated for the output area in which the Site is located (W00005540). This confirms that 27.1% of current households do not have a car or van. In adjacent output areas, this figure is as high as 41.1% (W00005555).

4.4.15 It is therefore considered appropriate that **at least 25% of properties are not provided with dedicated car parking** in order to capture and encourage demand for car-free living. It would be appropriate that these car-free units are 1-bed dwellings, as fewer bedrooms logically indicate fewer residents of car-driving age and therefore lower demand for car use.

4.4.16 It is recommended that resident parking be leased separately from the property. A growing body of international and UK research demonstrates that selling or leasing residential parking spaces separately from homes is one of the most effective interventions for reducing car ownership. When parking is not automatically included with a dwelling, households must make an explicit choice about whether to pay for a space, thereby revealing the true cost of car storage and discouraging unnecessary vehicle ownership (Manville, 2017[14]; ClimateXChange, 2023[15]).

4.4.17 Empirical evidence shows a strong causal link between bundled parking and higher levels of car ownership. Using large-scale U.S. housing data, Manville (2017) found that households in properties with bundled parking were 60–80 per cent less likely to be car-free than comparable households without bundled spaces, concluding that bundling causes higher car ownership rather than merely correlating with it. Similar principles have been applied in the UK and Europe, where policy and practice increasingly support the leasing rather than sale of spaces. The London Plan explicitly states that "parking spaces should be leased rather than sold" to ensure more efficient use and adaptability over time (Greater London Authority, 2021[16]).

[14] Manville, M. (2017) 'Bundled parking and vehicle ownership: Evidence from the American Housing Survey', *Journal of Transport and Land Use*, 10(1), pp. 27–55.
[15] ClimateXChange (2023) *Reducing Car Use Through Parking Policies: Evidence Review*. Edinburgh: Scottish Government.
[16] Greater London Authority (GLA) (2021) *The London Plan 2021: Spatial Development Strategy for Greater London*. London: GLA.

4.4.18 The Scottish Government's recent evidence review on parking policy (ClimateXChange, 2023) supports this approach, noting that unbundled or off-site residential parking reduces car ownership and car travel, especially when combined with strong active-travel and public-transport provision. Case study evidence from European cities also illustrates the behavioural impact of separate parking costs. In Vauban, Freiburg, where residents who own cars must purchase a parking space in shared garages at full cost while car-free households are exempt, only about 30 per cent of households own a car (Scheurer, 2001[17]; Stadt Freiburg, 2019[18]). Similarly, in Sihlbogen, Zürich, where parking spaces are limited to 0.3 per dwelling and leased separately, residents without a lease agreement are contractually prohibited from owning a car; this has resulted in near-zero unauthorised car ownership (City of Zürich, 2015)[19].

4.4.19 Collectively, these findings indicate that unbundling residential parking changes consumer behaviour by linking car ownership directly to a transparent financial decision. Developments that sell or lease parking spaces separately consistently show lower car ownership rates, better utilisation of available parking, and improved land-use efficiency compared with those where parking is bundled with housing (Manville, 2017; ClimateXChange, 2023; City of Zürich, 2015).

4.4.20 With regard to visitor parking, there are no dedicated on-site spaces proposed, so the maximum provision would not be exceeded. This is considered appropriate given the wider regeneration strategy to make the best use of limited land in a prime location, current transport policy and the sustainable site location so that visitors are required to use non-car modes of travel or make use of public or private car parking opportunities in the area.

4.5 Car Club

4.5.1 To further support a low-car development site, car club spaces will be dedicated throughout the site, and financial support will be provided via an S106 agreement to initiate the service.

4.5.2 The introduction of a car club at the development will provide residents with convenient access to a shared vehicle without the costs and responsibilities associated with private car ownership. This initiative supports a shift towards more sustainable travel behaviour by reducing the need for households to own one or more private cars and encouraging greater use of active and public transport for day-to-day journeys.

4.5.3 According to the CoMoUK Annual Car Club Report 2024, **each car club vehicle in the UK replaces an average of 27 privately owned cars**, freeing up valuable land previously used for parking and reducing local congestion and emissions

4.5.4 The report also highlights that car club members are typically lower-frequency drivers, with 77% using a vehicle fewer than six times per year, and that membership is closely associated with higher rates of walking, cycling and public transport use.

[17] Scheurer, J. (2001) *Urban Ecology, Innovations in Housing Policy and the Future of Cities: The Case of Vauban, Freiburg*. Perth: Murdoch University.
[18] Stadt Freiburg (2019) Vauban District Transport and Parking Report. Freiburg im Breisgau: City Planning Department.
[19] City of Zürich (2015) *Sihlbogen Mobility Concept Evaluation*. Zürich: Stadt Zürich, Department of Urban Development.

4.6 Other Development Parking Considerations

Online Shopping

4.6.1 Since the publication of 'SPG17' in 2011, there has been an evident trend towards increased online shopping, which may suggest a corresponding reduction in the necessity for car ownership and usage among certain demographics. In September 2011, when SPG 17 was adopted, the proportion of retail spending conducted online in the UK was approximately 8.3%. By September 2023, this figure had escalated to 25.8% of total retail sales, reflecting a substantial shift towards digital shopping platforms[20].

4.6.2 This rise indicates a significant shift in how people shop, indirectly pointing to a possible decrease in the necessity for personal vehicles for retail-related trips. The ease and immediacy of online shopping eliminate the need for physical store visits, thus potentially reducing the dependency on cars for such purchases. This trend not only reflects a change in consumer habits and the influence of technology but also suggests a broader transformation in urban mobility, where owning a car is no longer essential for meeting daily shopping needs that cannot be met in sustainable locations such as Porthcawl.

Working from Home

4.6.3 As has been identified earlier in the report, the Wales Transport Strategy has a target for 30% of the workforce to work from home or near home in the long term. The number of people working from home increased dramatically during the COVID-19 pandemic, and many continue to do so, leading to a reduced requirement for car ownership and use. This trend would not have been thought feasible when the current adopted parking standards were produced.

4.7 Public Parking

4.7.1 A significant level of public parking will be retained as part of the Porthcawl regeneration scheme. The scale and configuration of provision have been determined through several years of detailed parking surveys undertaken across the town, including during the busiest summer and major event periods. This robust evidence base has informed a proportionate strategy that maintains accessibility for residents and visitors while supporting the wider regeneration objectives of improving placemaking, encouraging sustainable travel, and making more efficient use of land.

4.7.2 The total proposed public parking capacity within the regeneration area is summarised below:

- Hillsboro Surface Car Park: 300 spaces
- Salt Lake Central Under Podium Car Park: 100 spaces
- Coney Beach North Surface Car Park: 165 spaces
- Coney Beach South Surface Car Park: 35 spaces

4.7.3 This represents a total of approximately 600 public spaces, compared with an existing supply of around 1,200 council car park spaces within the central Porthcawl area.

[20] Census 2021 obtained from https://www.ons.gov.uk/

4.7.4 The 2024 Porthcawl Parking Strategy demonstrates that parking demand exceeded the revised 600-space total capacity on six of the surveyed weekend days between 4 August and 1 September 2024, one of which was the August Bank Holiday Monday. On all other surveyed days, overall occupancy was within the proposed provision, confirming that the revised capacity will accommodate the vast majority of summer demand, and therefore the majority of the annual demand. The proposed provision aligns with the mean demand throughout the busy summer 2024 period.

4.7.5 Further review of the 2023 Porthcawl car parking survey data confirms that the proposed 600 council spaces would meet the average weekday, Saturday and Sunday demand during that year.

4.7.6 As the regeneration seeks to establish a year-round mixed-use destination rather than a car-dominated seasonal resort, the current level of parking is considered excessive. Retaining the existing quantum would require extensive land and costs for car parking, constraining opportunities to deliver high-quality development, active travel corridors and enhanced public spaces. Rationalisation of parking provision is therefore both necessary and consistent with the regeneration's wider objectives and planning policy on parking and modal shift highlighted in Chapter 2 of this report.

4.7.7 In addition to the public parking proposed within the masterplan, there are third-party parking opportunities that contribute further flexibility. The Hi Tide surface car park (193 spaces) will remain available for general use and will benefit from improved access via the new spine road, while the Aldi store (114 spaces) car park offers limited short-stay or linked-trip opportunities, subject to private management and terms of use. Although these facilities are not part of the core provision, they supplement overall capacity within the wider town area.

4.7.8 It should be noted that on-street parking along the Esplanade and Eastern Promenade (and any comparable locations in Porthcawl) was not included in the previous survey programme. The parking along Eastern Promenade is due to be removed as part of the regeneration works. Although this currently provides convenient, free parking close to the seafront, it encourages short, unnecessary car trips that could reasonably be made on foot, by cycle or by public transport. Its removal is consistent with the wider regeneration objectives of reducing car dependence, improving the quality of the public realm and creating a safer, more attractive environment for active travel.

4.7.9 For these reasons, it is not expected that all parking previously accommodated on Eastern Promenade would transfer to the nearest off-street car park. Some level of displacement is likely, but a proportion of users will switch to sustainable modes once the convenience of free kerbside parking is withdrawn. The resulting demand on Council car parks would therefore not be expected to be uniform or constant.

4.7.10 McAslan and Sprei (2023)[21] identified a clear correlation between higher parking provision and increased car ownership, while Christiansen et al. (2016)[22] found that the convenience and certainty of parking availability significantly influence both car ownership and use.

[21] *McAslan, D. and Sprei, F., 2023. Minimum parking requirements and car ownership: An analysis of Swedish municipalities. Transport Policy, 135, pp.45-58.*
[22] *Christiansen, P., Fearnley, N., Hanssen, J.U., and Skollerud, K., 2017. Household parking facilities: relationship to travel behaviour and car ownership. Transportation Research Procedia, 25, pp.4185-4195.*

4.7.11 To accommodate exceptional peaks in demand, the Council will continue to provide and manage overspill parking areas outside the core regeneration area for events such as the Porthcawl 10k, the Elvis Festival and the annual fireworks display, as well as peak summer periods.

4.7.12 Full details of the multi-year parking survey programme and analysis are provided in the Porthcawl Parking Strategy (Jacobs, 2023 and Link Transport Planning, 2024), appended as **Appendix C**. The findings confirm that, even with the revised total of approximately 600 spaces, the proposed parking provision is proportionate, evidence-based and sufficient to accommodate a robust level of demand throughout the year.

4.7.13 Overall, the proposed parking strategy ensures sufficient capacity to meet typical and a high proportion of peak seasonal demand while promoting a shift towards more sustainable travel modes and freeing up valuable land for regeneration. It provides a pragmatic balance between accessibility, economic vitality and environmental responsibility. Even so, exceptionally high demand periods will continue to be proactively managed by the Council through allocated temporary overspill parking areas.

4.8 Servicing

4.8.1 The site layout has been developed using a placemaking approach whilst maintaining requirements for service vehicle access. Specifically, it ensures that a large refuse collection vehicle can access, circulate, and leave all aspects of the site in a forward gear. Swept Path Analyses drawings for the proposed spine road using a highly robust 11.6m length collection vehicle, which Manual for Streets confirms is the largest in use, and an emergency vehicle, are provided in **Appendix D**.

5. MULTI-MODAL TRAFFIC

5.1 Introduction

5.1.1 Estimated multimodal traffic forecasts associated with the development proposal have been derived utilising the TRICS database, adhering to the 2025 TRICS Good Practice Guide.

5.1.2 As this is a mixed-use scheme, the traffic forecasts in this chapter are set out according to the different land uses, which are extracted from measurements taken from the masterplan. The focus of the assessment is on the traditional weekday highway network development peak for the following:

- Residential – up to 980 units (predominantly apartments with some housing)
- Hotel (60 rooms) - 6,096 sqm
- Small Retail - 855 sqm
- Flexible Community Use - 540 sqm
- Cafe / Restaurant - 1,869 sqm
- Speciality Retailers - 458 sqm
- Convenience Store - 177 sqm
- Assembly and Leisure - 408
- Gym and Sauna - 333 sqm
- Studio/maker space - 250 sqm
- Tourist Information - 186 sqm
- Lido - 500 sqm
- Leisure Zone (Touring Fair / Container Village) - 2,415 sqm

5.1.3 In addition to the above, the adopted LDP allows for an expansion of educational facilities on land adjacent Newton Primary School. This has also been captured as part of the wider regeneration proposal.

5.1.4 In understanding the outputs, it is important to note the TRICS Good Practice Guide definition of 'total person trips':

> *'Total People: This is the sum of Cycle, Scooter, Vehicle Occupants, Pedestrians and Public Transport Users. Essentially, all "people" trips to and from the site.'*

5.1.5 The 'vehicle occupant' category is defined by TRICS as:

> *'Vehicle Occupants: All occupants of cars, taxis, motorcycles, light goods vehicles and OGV's entering and exiting the site at any access point, or being dropped off by vehicle outside or near the site if appropriate. Excludes taxi drivers and drivers of other vehicles dropping off/picking up passengers inside or outside the site.'*

5.1.6 It must be acknowledged that these traffic forecasts are based on current traffic patterns and that modal shift aspirations will aim to increase the sustainable travel modal share with targeted interventions. The forecasts also do not account for linked trips, whereby a vehicle trip to one use would result in the user visiting multiple uses subsequently on foot or bicycle.

5.1.7 Where possible a consistent approach has been used for the parameter selections within TRICS, however, in some instances, there are low sample rates, which necessitated the use of additional alternative assumptions.

5.1.8 Full TRICS outputs are provided in (**Appendix E**).

5.2 Multi-modal Forecast – Residential

5.2.1 These forecasts are based on a proposal consisting of up to 980 residential units, most of which would be apartments, and of which up to 927 have been assumed to be non-retirement living, which are considered in this subsection. Retirement living trip forecasts follow in the next subsection of the report.

5.2.2 The following TRICS parameters have been applied:

- Main Land Use: 03 – Residential
- Sub Land Use: C – Flats Privately Owned
- Geographic selection: Sites restricted to Wales, Scotland and England (excluding Greater London)
- Survey Dates: Post 2010 (Excluding COVID-19 surveys)
- Location Type: Town Centre and Edge of Town Centre

5.2.3 Table 6 provides a summary of the calculated arrival and departure trip rates for the 927 residential units associated with the site, whilst Table 7 provides the subsequent trip generation forecast by multiplying the trip rate by the proposed number of units.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	0.075	0.315	0.39	0.261	0.141	0.402	1.654	1.734	3.388
Pedestrians	0.023	0.101	0.124	0.098	0.06	0.158	0.689	0.737	1.426
Cyclists	0.005	0.013	0.018	0.006	0.003	0.009	0.045	0.05	0.095
Public Transport Users	0.004	0.113	0.117	0.08	0.01	0.09	0.361	0.356	0.717
Total People	**0.107**	**0.543**	**0.65**	**0.445**	**0.213**	**0.658**	**2.75**	**2.875**	**5.625**

Table 6: Proposed Residential Multi-modal Trip Rate (TRICS)

Trip Numbers	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	70	292	362	242	131	373	1533	1607	3141
Pedestrians	21	94	115	91	56	146	639	683	1322
Cyclists	5	12	17	6	3	8	42	46	93
Public Transport Users	4	105	108	74	9	83	335	330	707
Total People	**99**	**503**	**602**	**413**	**197**	**610**	**2549**	**2665**	**5214**

Table 7: Proposed Residential Multi-modal Trip Generation (TRICS)

5.2.4 The trip generation for the residential trip element indicates that during the morning peak hour (0800–0900) there are forecast to be 99 arrivals and 503 departures, giving a total of 602 trips. Vehicle occupants represent the majority, with 362 total trips (70 arrivals and 292 departures). Pedestrians account for 115 trips, cyclists for 17, and public transport users for 108.

5.2.5 During the evening peak hour (1700-1800), there are forecast to be 413 arrivals and 197 departures, totalling 610 trips. Again, vehicle occupants form the majority with 373 trips (242 arrivals and 131 departures). There are 146 pedestrian trips, 8 cyclist trips, and 83 involving public transport.

5.2.6 Over the full 12-hour day (0700-1900), the total number of trips is 5214, with vehicle occupants accounting for 3141 of these trips (1533 arrivals and 1607 departures). Pedestrian activity is forecast to contribute 1322 trips, cycling 93 trips, and public transport use 707 trips.

5.2.7 Figure 30 provides a modal split chart for the morning peak period, and Figure 31 for the evening peak period of the development (as derived from TRICS), detailing the proportionate usage of different modes of transport during these respective times.

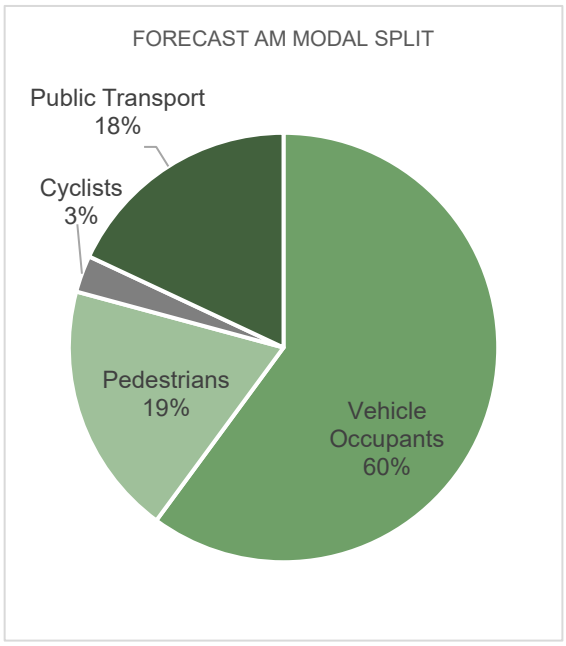

Figure 30: Residential Modal Split – AM (0800-0900)

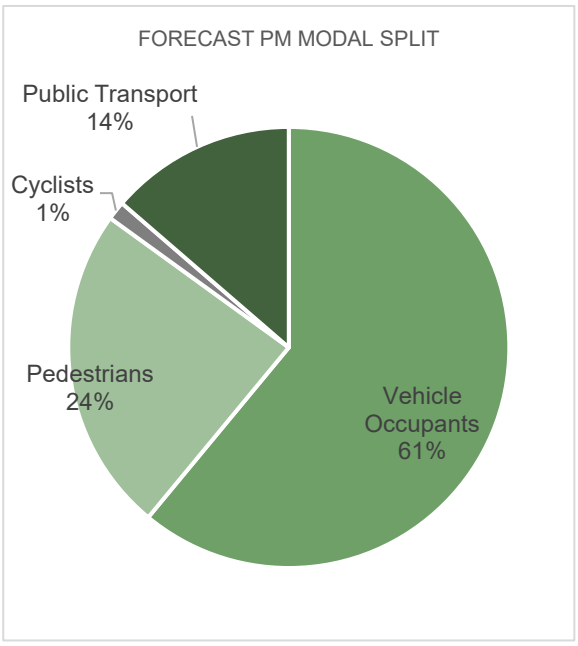

Figure 31: Residential Modal Split – PM (1700-1800)

5.2.8 In summary, it is projected that vehicle use will be the main form of transportation for trips to and from the residential element of the site during peak times. Walking, cycling, and public transport are predicted to constitute 40% of trips during the morning peak and 39% during the evening peak. However, modal shift aspirations will aim to increase the sustainable travel modal share with targeted interventions.

5.3 Vehicle Traffic - Residential

5.3.1 This section focuses on quantifying vehicle trips, based on the following TRICS definitions:

'Total Vehicles: All vehicles entering and exiting the site at any access point, excluding pedal cycles and scooters. Will also include site-visiting vehicles dropping off/picking up people outside the site as both arrivals and departures, and vehicles parking off-site for use of the site (if such trips take place).

OGV: All heavy goods vehicles entering and exiting the site at any access point. Included in the Total Vehicles count.'

5.3.2 The following data provides the TRICS vehicle estimate for the site. Table 8 details the forecast trip rates per unit, while Table 9 utilises these rates to project the actual number of trips per time period.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	0.06	0.183	0.243	0.172	0.105	0.277	1.167	1.221	2.388
OGVs	0.001	0	0.001	0	0	0	0.01	0.01	0.02

Table 8: Residential Vehicle Trip Rate (TRICS)

Trip Generation	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	56	170	226	159	97	256	1082	1132	2214
OGVs	1	0	1	0	0	0	9	9	18

Table 9: Residential Vehicle Trip Generation (TRICS)

5.3.3 An analysis of the data presented in Table 8 and Table 9 yields the following insights:

- During the morning peak hour (0800-0900), a total of 227 vehicle trips are forecast, consisting of 56 arrivals and 170 departures. There is 1 OGV trip forecast for this time period.
- In the evening peak hour (1700-1800) more vehicle trips are predicted, with an anticipated total of 256 trips, comprising 159 arrivals and 97 departures. There are no OGV trips anticipated during the PM peak.
- Across the entire day (0700-1900), the total estimated vehicle trips amount to 2214, distributed between 1082 arrivals and 1132 departures. Over this period, a total of 9 arrivals and 9 departures are forecast for OGV trips.

5.4 Multi-modal Forecast – Retirement Living

5.4.1 These forecasts are based on a proposal consisting of up to 53 residential units.

5.4.2 The following TRICS parameters have been applied:

- Main Land Use: 03 – Residential
- Sub Land Use: N – Retirement Flats
- Geographic selection: Sites restricted to Wales, Scotland and England (excluding Greater London)
- Survey Dates: Post 2005 (Excluding COVID-19 surveys)
- Location Type: Town Centre and Edge of Town Centre

5.4.3 Table 10 provides a summary of the calculated arrival and departure trip rates for the 'Retirement Living', whilst Table *11* provides the subsequent trip generation forecast by multiplying the trip rate by the proposed number of units. Please note that the selected hourly periods represent the development peaks.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	0.068	0.073	0.141	0.054	0.062	0.116	0.904	0.898	1.802
Pedestrians	0.042	0.059	0.101	0.042	0.059	0.101	0.707	0.757	1.464
Cyclists	0.006	0	0.006	0.003	0.003	0.006	0.033	0.032	0.065
Public Transport Users	0.011	0.037	0.048	0.028	0	0.028	0.199	0.192	0.391
Total People	**0.127**	**0.169**	**0.296**	**0.133**	**0.107**	**0.24**	**1.843**	**1.878**	**3.721**

Table 10: Proposed Retirement Living Multi-modal Trip Rate (TRICS)

Trip Numbers	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	4	4	8	3	3	6	48	48	96
Pedestrians	2	3	5	2	3	5	37	40	77
Cyclists	0	0	0	0	0	0	2	2	4
Public Transport Users	1	2	3	1	0	1	11	10	21
Total People	**7**	**9**	**16**	**7**	**6**	**13**	**98**	**100**	**198**

Table 11: Proposed Retirement Living Multi-modal Trip Generation (TRICS)

5.4.4 The trip generation estimates in the tables above show that during the morning peak hour (0800–0900) there are forecast to be 7 arrivals and 9 departures, totalling 16 trips. Vehicle occupants represent the majority, with 8 total trips (4 arrivals and 4 departures). Pedestrians account for 5 trips, cyclists for 0, and public transport users for 3 trips in the morning peak.

5.4.5 During the evening peak hour (1700–1800), there are forecast to be 7 arrivals and 6 departures, making a total of 13 trips. Again, vehicle occupants form the majority with 6 trips (3 arrivals and 3 departures). There are 5 pedestrian trips, no cycling trips, and 1 trip involving public transport.

5.4.6 Over the full 12-hour day (0700–1900), the total number of trips is 197, with vehicle occupants making up 96 of these trips (48 arrivals and 48 departures). Pedestrian activity is forecast to contribute 77 trips, cyclist activity 4 trips, and public transport use 21 trips.

5.4.7 Figure 32 provides a modal split chart for the morning peak period, and Figure 33 for the evening peak period of the development (as derived from TRICS), detailing the proportionate usage of different modes of transport during these respective times.

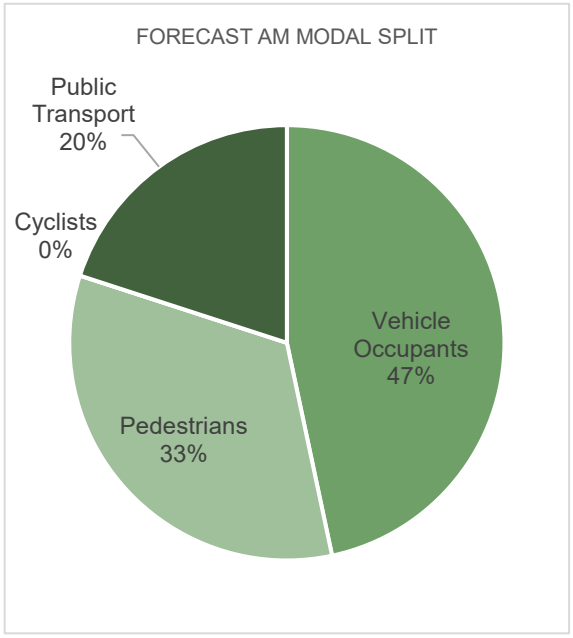

Figure 32: Retirement Flats Modal Split – AM (0800-0900)

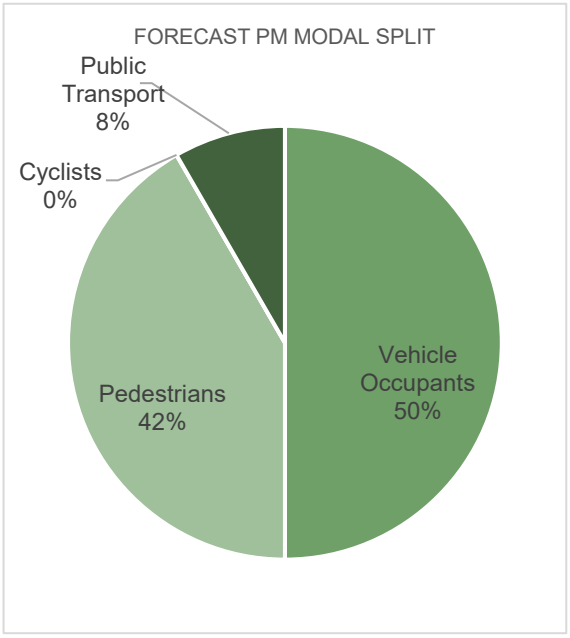

Figure 33: Retirement Flats Modal Split – PM (1700-1800)

5.4.8 In summary, it is projected that vehicle use will be the main form of transportation for trips to and from the retirement apartments aspect of the site during peak times. Walking, cycling, and public transport are predicted to constitute 53% of trips during the morning peak and 50% during the evening peak.

5.5 Vehicle Traffic – Retirement Living

5.5.1 The following data provides the TRICS vehicle estimate for the retirement living aspect of the site. Table 12 details the forecast trip rates per unit, while Table 13 utilises these rates to project the actual number of trips per time period.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	0.062	0.068	0.13	0.045	0.045	0.09	0.773	0.762	1.535
OGVs	0	0	0	0	0	0	0	0	0

Table 12: Retirement Living Vehicle Trip Rate (TRICS)

Trip Generation	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	3	4	7	2	2	4	41	40	81
OGVs	0	0	0	0	0	0	0	0	0

Table 13: Retirement Living Vehicle Trip Generation (TRICS)

5.5.2 An analysis of the data presented in Table *12* and Table *13* yields the following insights:

- During the morning peak hour (0800-0900), a total of 7 vehicle trips are forecast, consisting of 3 arrivals and 3 departures. There are no OGV trips forecast for this time period.

- In the evening peak hour (1700-1800), fewer vehicle trips are predicted, with an anticipated total of 4 trips, comprising 2 arrivals and 2 departures. There are no OGV trips anticipated during the PM peak.
- Across the entire day (0700-1900), the total estimated vehicle trips amount to 81, distributed between 41 arrivals and 40 departures. Over this period, there are no OGV trips forecast.

5.6 Multi-modal Forecast – Spa Wellness Hub

5.6.1 These forecasts are based on a proposal consisting of 333m^2 GFA, to account for the gym and sauna. Please note that this does not include the proposed Lido element, which is considered with first principles later in the chapter.

5.6.2 The following TRICS parameters have been applied:

- Main Land Use: 07 – Leisure
- Sub Land Use: K – Fitness Club (Private)
- Geographic selection: Sites restricted to Wales, Scotland and England (excluding Greater London)
- Survey Dates: Post 2005 (Excluding COVID-19 surveys)
- Location Type: Town Centre and Edge of Town Centre

5.6.3 Table 14 provides a summary of the calculated arrival and departure trip rates for the 'Spa Wellness Hub', whilst Table 15 provides the subsequent trip generation forecast by multiplying the trip rate by the proposed gross floor area (GFA). Please note that the selected hourly periods represent the development peaks.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	0.597	1.03	1.627	2.595	1.002	3.597	12.199	10.229	22.428
Pedestrians	0.034	0.034	0.068	0.659	0.165	0.824	2.768	1.86	4.628
Cyclists	0.007	0.021	0.028	0.027	0.007	0.034	0.221	0.214	0.435
Public Transport Users	0.048	0.021	0.069	0.069	0.041	0.11	0.817	0.75	1.567
Total People	**0.686**	**1.105**	**1.791**	**3.35**	**1.215**	**4.565**	**16.002**	**13.049**	**29.051**

Table 14: Proposed Spa Wellness Hub Multi-modal Trip Rate (TRICS)

Trip Numbers	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	2	3	5	9	3	12	41	34	75
Pedestrians	0	0	0	2	1	3	9	6	15
Cyclists	0	0	0	0	0	0	1	1	2
Public Transport Users	0	0	0	0	0	0	3	2	5
Total People	**2**	**4**	**6**	**11**	**4**	**15**	**53**	**43**	**97**

Table 15: Proposed Spa Wellness Hub Multi-modal Trip Generation (TRICS)

5.6.4 The trip generation estimates in Table 15 show that during the morning peak hour (0800–0900) there are forecast to be 2 arrivals and 3 departures, totalling 6 trips. Vehicle occupants represent the majority, with 5 trips (2 arrivals and 3 departures). There are no pedestrian, cycling, or public transport trips forecast in the morning peak.

5.6.5 During the evening peak hour (1700–1800), there are forecast to be 11 arrivals and 4 departures, giving a total of 15 trips. Again, vehicle occupants form the majority with 12 trips (9 arrivals and 3 departures). There are 3 pedestrian trips, no cycling trips, and no trips by public transport.

5.6.6 Over the full 12-hour day (0700–1900), the total number of trips is 97, with vehicle occupants making up 75 of these (41 arrivals and 34 departures). Pedestrian activity contributes 15 trips, cyclist activity 2 trips, and public transport use 5 trips.

5.6.7 Figure 34 and Figure 35 provides a modal split chart for the morning peak period, and Figure 35 for the evening peak period of the development (as derived from TRICS), detailing the proportionate usage of different modes of transport during these respective times.

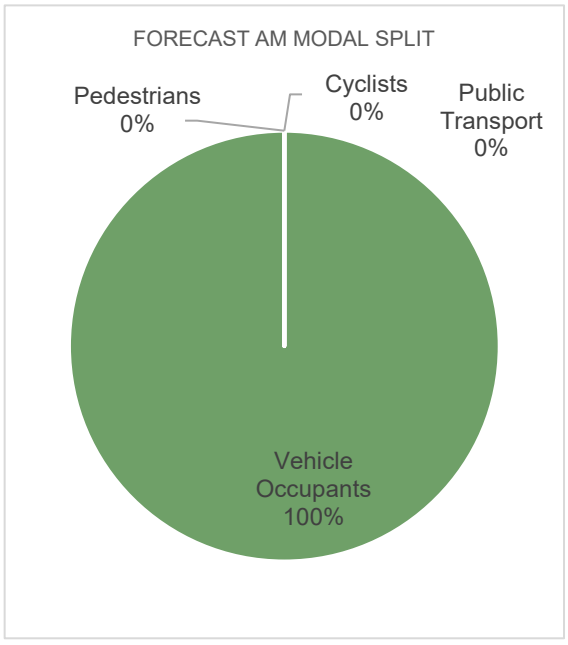

Figure 34: Spa/Fitness Traffic Modal Split – AM (0800-0900)

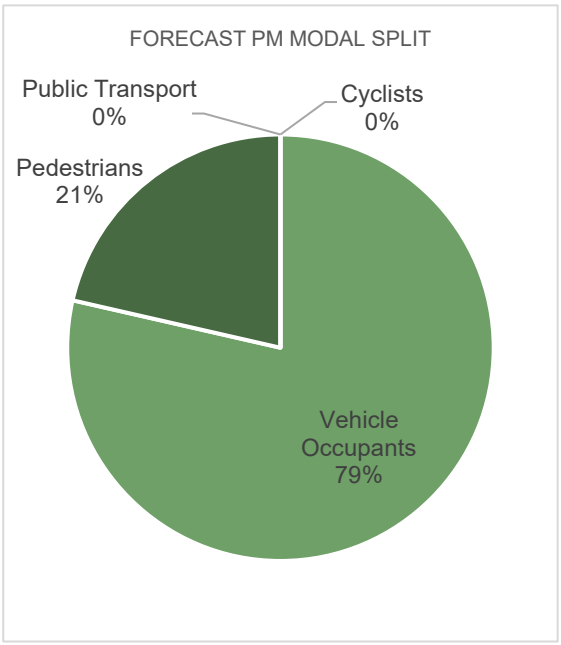

Figure 35: Spa/Fitness Traffic Modal Split – PM (1700-1800)

5.6.8 In summary, it is projected that vehicle use will be the main form of transportation for trips to and from the Spa, fitness and well-being centre during peak times. Walking, cycling, and public transport are predicted to constitute 0% of trips during the morning peak and 21% during the evening peak.

5.7 Vehicle Traffic – Spa Wellness Hub

5.7.1 The following data provides the TRICS vehicle estimate for the spa wellness hub aspect of the site. Table *16* details the forecast trip rates per unit, while Table *17* utilises these rates to project the actual number of trips per time period.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	0.535	0.934	1.469	2.19	0.686	2.876	10.64	8.691	19.331
OGVs	0	0	0	0	0	0	0.007	0.007	0.014

Table 16: Spa Wellness Hub Vehicle Trip Rate (TRICS)

Trip Generation	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	2	3	5	7	2	9	35	29	64
OGVs	0	0	0	0	0	0	0	0	0

Table 17: Spa Wellness Hub Vehicle Trip Generation (TRICS)

5.7.2 An analysis of the data presented in Table *16* and Table *17* yields the following insights:

- During the morning peak hour (0800-0900), a total of 5 vehicle trips are forecast, consisting of 2 arrivals and 3 departures. There is no OGV trips forecast for this time period.
- In the evening peak hour (1700-1800) more vehicle trips are predicted, with an anticipated total of 9 trips, comprising 7 arrivals and 2 departures. There are no OGV trips anticipated during the PM peak.
- Across the entire day (0700-1900), the total estimated vehicle trips amount to 64, distributed between 35 arrivals and 29 departures. Over this period, there are no OGV trips forecast.

5.8 Multi-modal Forecast – Hotel

5.8.1 These forecasts are based on a proposal consisting of 6,096m^2 Gross floor area.

5.8.2 The following TRICS parameters have been applied:

- Main Land Use: 06 – Hotel, Food and Drinks
- Sub Land Use: A –Hotels
- Geographic selection: Sites restricted to Wales, Scotland and England (excluding Greater London)
- Survey Dates: Post 2005 (Excluding COVID-19 surveys)
- Location Type: Town Centre and Edge of Town Centre

5.8.3 Table 18 provides a summary of the calculated arrival and departure trip rates for the 'Hotel', whilst Table 19 provides the subsequent trip generation forecast by multiplying the trip rate by the proposed GFA. Please note that the selected hourly periods represent the development peaks.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	0.299	0.415	0.714	0.336	0.214	0.55	3.293	3.288	6.581
Pedestrians	0.131	0.183	0.314	0.282	0.257	0.539	2.361	2.717	5.078
Cyclists	0.003	0.004	0.007	0.002	0.002	0.004	0.039	0.035	0.074
Public Transport Users	0.03	0.114	0.144	0.094	0.01	0.104	0.732	0.626	1.358
Total People	**0.463**	**0.716**	**1.179**	**0.714**	**0.483**	**1.197**	**6.427**	**6.666**	**13.093**

Table 18: Proposed Hotel Multi-modal Trip Rate (TRICS)

Trip Numbers	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	18	25	43	20	13	33	201	200	401
Pedestrians	8	11	19	17	16	33	144	166	310
Cyclists	0	0	0	0	0	0	2	2	4
Public Transport Users	2	7	9	6	1	6	45	38	83
Total People	28	44	72	44	29	73	392	406	798

Table 19: Proposed Hotel Multi-modal Trip Generation (TRICS)

5.8.4 The trip generation estimates in Table 19 show that during the morning peak hour (0800–0900) there are forecast to be 28 arrivals and 44 departures, giving a total of 72 trips. Vehicle occupants represent the majority, with 43 trips (18 arrivals and 25 departures). Pedestrians account for 19 trips, cyclists for 0, and public transport users for 9 in the morning peak.

5.8.5 During the evening peak hour (1700–1800), there are forecast to be 44 arrivals and 29 departures, totalling 73 trips. Again, vehicle occupants form the majority with 33 trips (20 arrivals and 13 departures). There are 33 pedestrian trips, no cycling trips, and 7 trips involving public transport.

5.8.6 Over the full 12-hour day (0700–1900), the total number of trips is 798, with vehicle occupants making up 401 of these trips (201 arrivals and 200 departures). Pedestrian activity contributes 310 trips, cyclist activity 4 trips, and public transport use 83 trips.

5.8.7 Figure 36 provides a modal split chart for the morning peak period, and Figure 37 for the evening peak period of the development, detailing the proportionate usage of different modes of transport during these respective times.

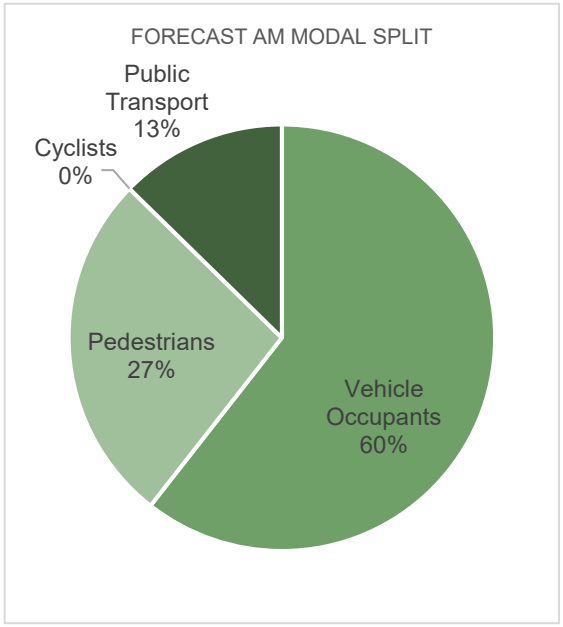

Figure 36: Hotel Modal Split – AM (0800-0900)

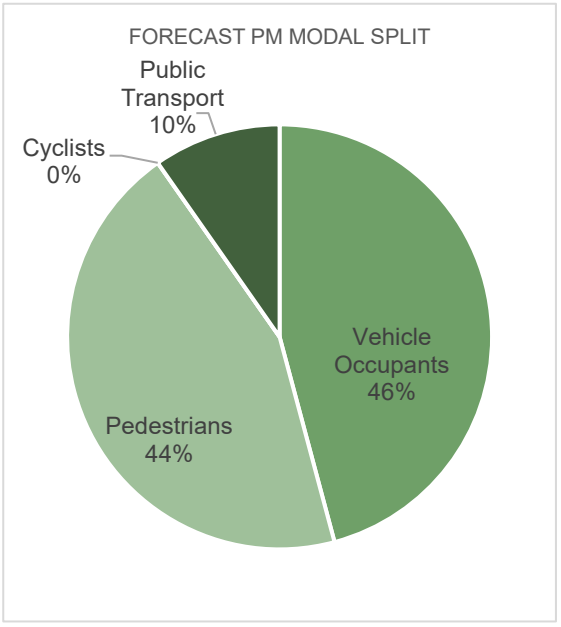

Figure 37: Hotel Traffic Modal Split – PM (1700-1800)

5.8.8 In summary, it is projected that vehicle use will be the main form of transportation for trips to and from the hotel during peak times. Walking, cycling, and public transport are predicted to constitute 40% of trips during the morning peak and 54% during the evening peak.

5.9 Vehicle Traffic – Hotel

5.9.1 The following data provides the TRICS vehicle estimate for the hotel element of the site. Table *20* details the forecast trip rates per unit, while Table 21 utilises these rates to project the actual number of trips per time period.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	0.234	0.3	0.534	0.243	0.174	0.417	2.329	2.35	4.679
OGVs	0.009	0.009	0.018	0.001	0.001	0.002	0.037	0.036	0.073

Table 20: Hotel Vehicle Trip Rate (TRICS)

Trip Generation	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	14	18	32	15	11	26	142	143	285
OGVs	1	1	2	0	0	0	2	2	4

Table 21: Hotel Vehicle Trip Generation (TRICS)

5.9.2 An analysis of the data presented in Table 20 and Table 21 yields the following insights:

- During the morning peak hour (0800-0900), a total of 32 vehicle trips are forecast, consisting of 14 arrivals and 18 departures. There is a total of 2 OGV trips forecast for this time period.

- In the evening peak hour (1700-1800), fewer vehicle trips are predicted, with an anticipated total of 24 trips, comprising 15 arrivals and 111 departures. There are no OGV trips anticipated during the PM peak.
- Across the entire day (0700-1900), the total estimated vehicle trips amount to 285, distributed between 142 arrivals and 143 departures. Over this period, there are four total OGV trips forecast.

5.10 Multi-modal Forecast – Small Retail

5.10.1 These forecasts are based on a proposal consisting of 855m^2 Gross floor area.

5.10.2 The following TRICS parameters have been applied:

- Main Land Use: 01 – Retail
- Sub Land Use: I - Shopping Centre – Local Shops
- Geographic selection: Sites restricted to Wales, Scotland and England (excluding Greater London)
- Survey Dates: Post 2000 (Excluding COVID-19 surveys)
- Location Type: Suburban Area and Neighbourhood Centre[23]

5.10.3 Table 22 provides a summary of the calculated arrival and departure trip rates for the 'Small Retail', whilst Table 23 provides the subsequent trip generation forecast by multiplying the trip rate by the proposed gross floor area (GFA). Please note that the selected hourly periods represent the development peaks.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	5.294	4.657	9.951	6.826	7.347	14.173	71.83	70.904	142.734
Pedestrians	5.944	5.803	11.747	4.142	4.504	8.646	56.063	55.525	111.588
Cyclists	0.147	0.135	0.282	0.098	0.172	0.27	1.84	1.792	3.632
Public Transport Users	0.092	0.172	0.264	0.141	0.135	0.276	1.93	1.722	3.652
Total People	11.277	10.767	22.244	11.208	12.158	23.366	131.662	129.942	261.604

Table 22: Proposed Small Retail Multi-modal Trip Rate (TRICS)

[23] *These location types were selected due to the absence of survey data for town centre and edge-of-town centre.*

Trip Numbers	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	45	40	85	58	63	121	614	606	1220
Pedestrians	51	50	101	35	39	74	479	475	953
Cyclists	1	1	2	1	1	2	16	15	31
Public Transport Users	1	1	2	1	1	2	17	15	32
Total People	98	92	190	96	104	200	1126	1111	2237

Table 23: Proposed Small Retail Multi-modal Trip Generation (TRICS)

5.10.4 The trip generation estimates in Table *23* show that during the morning peak hour (0800–0900) there are forecast to be 98 arrivals and 92 departures, giving a total of 190 trips. Vehicle occupants represent the majority, with 85 total trips (45 arrivals and 40 departures). Pedestrians account for 101 trips, cyclists for 2, and public transport users for 2 in the morning peak.

5.10.5 During the evening peak hour (1700–1800), there are forecast to be 96 arrivals and 104 departures, totalling 200 trips. Again, vehicle occupants form the majority with 121 trips (58 arrivals and 63 departures). There are 74 pedestrian trips, 2 cycling trips, and 2 public transport trips.

5.10.6 Over the full 12-hour day (0700–1900), the total number of trips is 2237, with vehicle occupants making up 1220 of these trips (614 arrivals and 606 departures). Pedestrian activity contributes 953 trips, cyclist activity 31 trips, and public transport use 32 trips.

5.10.7 Figure 38 provides a modal split chart for the morning peak period, and Figure 39 for the evening peak period of the development (as derived from TRICS), detailing the proportionate usage of different modes of transport during these respective times.

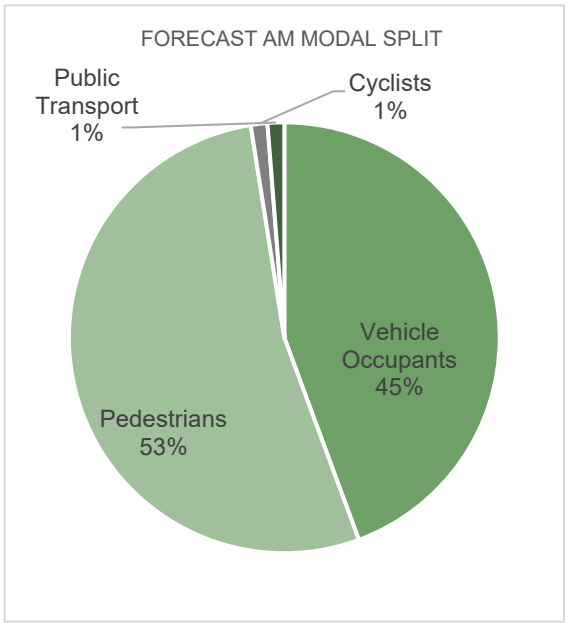

Figure 38: Small retail Traffic Modal Split – AM (0800-0900)

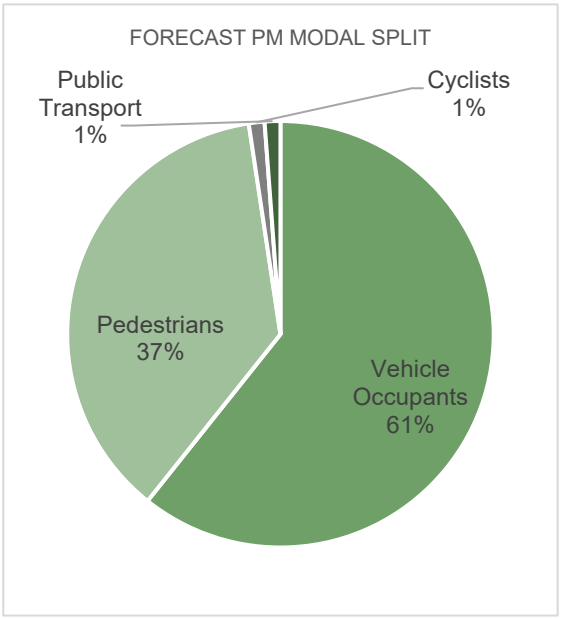

Figure 39: Small retail Traffic Modal Split – PM (1700-1800)

5.10.8 In summary, walking, cycling, and public transport are predicted to constitute 55% of trips during the morning peak and 39% during the evening peak.

5.11 Vehicle Traffic – Small Retail

5.11.1 The following data provides the TRICS vehicle estimate for the 'small retail' element of the site. Table *24* details the forecast trip rates per unit, while Table *25* utilises these rates to project the actual number of trips per time period.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	4.271	3.836	8.107	5.245	5.613	10.858	57.619	56.829	114.448
OGVs	0.086	0.08	0.166	0.012	0.031	0.043	0.649	0.652	1.301

Table 24: Small Retail Vehicle Trip Rate (TRICS)

Trip Generation	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	37	33	70	45	48	93	493	486	979
OGVs	1	1	2	0	0	0	6	6	12

Table 25: Small Retail Vehicle Trip Generation (TRICS)

5.11.2 An analysis of the data presented in Table *24* and Table *25* yields the following insights:

- During the morning peak hour (0800-0900), a total of 70 vehicle trips are forecast, consisting of 37 arrivals and 33 departures. There is a total of 2 OGV trips forecast for this time period.
- In the evening peak hour (1700-1800) a total of 793 vehicle trips are forecast, comprising 45 arrivals and 48 departures. There are no OGV trips anticipated during the PM peak.
- Across the entire day (0700-1900), the total estimated vehicle trips amount to 979, distributed between 493 arrivals and 486 departures. Over this period, there are 12 total OGV trips forecast.

5.12 Multi-modal Forecast – Studio/Maker Space

5.12.1 These forecasts are based on a proposal consisting of 250m^2 Gross floor area.

5.12.2 The following TRICS parameters have been applied:

- Main Land Use: 01 – Retail
- Sub Land Use: I - Shopping Centre – Local Shops
- Geographic selection: Sites restricted to Wales, Scotland and England (excluding Greater London)
- Survey Dates: Post 2000 (Excluding COVID-19 surveys)
- Location Type: Suburban Area and Neighbourhood Centre[24]

[24] *These location types were selected due to the absence of survey data for town centre and edge-of-town centre.*

5.12.3 The above TRICS category is not considered a direct match for this aspect of the development, however it is considered robust in trip generation terms.

5.12.4 Table 26 provides a summary of the calculated arrival and departure trip rates for the 'Studio/Maker Space', whilst Table *27* provides the subsequent trip generation forecast by multiplying the trip rate by the proposed gross floor area (GFA).

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	5.294	4.657	9.951	6.826	7.347	14.173	71.83	70.904	142.734
Pedestrians	5.944	5.803	11.747	4.142	4.504	8.646	56.063	55.525	111.588
Cyclists	0.147	0.135	0.282	0.098	0.172	0.27	1.84	1.792	3.632
Public Transport Users	0.092	0.172	0.264	0.141	0.135	0.276	1.93	1.722	3.652
Total People	**11.477**	**10.767**	**22.244**	**11.208**	**12.158**	**23.366**	**131.662**	**129.942**	**261.604**

Table 26: Proposed Studio/Maker Space Multi-modal Trip Rate (TRICS)

Trip Numbers	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	13	12	25	17	18	35	180	177	357
Pedestrians	15	15	30	10	11	23	140	139	279
Cyclists	0	0	1	0	0	1	5	4	9
Public Transport Users	0	0	1	0	0	1	5	4	9
Total People	29	27	56	28	30	58	329	325	654

Table 27: Proposed Studio/Maker Space Multi-modal Trip Generation (TRICS)

5.12.5 The trip generation estimates in Table 27 show that during the morning peak hour (0800–0900) there are forecast to be 29 arrivals and 27 departures, giving a total of 56 trips. Vehicle occupants represent the majority, with 25 trips (13 arrivals and 12 departures). Pedestrians account for 30 trips, cyclists for 1, and public transport users for 1 in the morning peak.

5.12.6 During the evening peak hour (1700–1800), there are forecast to be 28 arrivals and 30 departures, totalling 58 trips. Again, vehicle occupants form the majority with 35 trips (17 arrivals and 18 departures). There are 23 pedestrian trips, 1 cycling trip, and 1 trip by public transport.

5.12.7 Over the full 12-hour day (0700–1900), the total number of trips is 654, with vehicle occupants accounting for 357 of these (180 arrivals and 177 departures). Pedestrian activity contributes 279 trips, cyclist activity 9 trips, and public transport use 9 trips.

5.12.8 Figure 40 provides a modal split chart for the morning peak period, and Figure 41 for the evening peak period of the development (as derived from TRICS), detailing the proportionate usage of different modes of transport during these respective times.

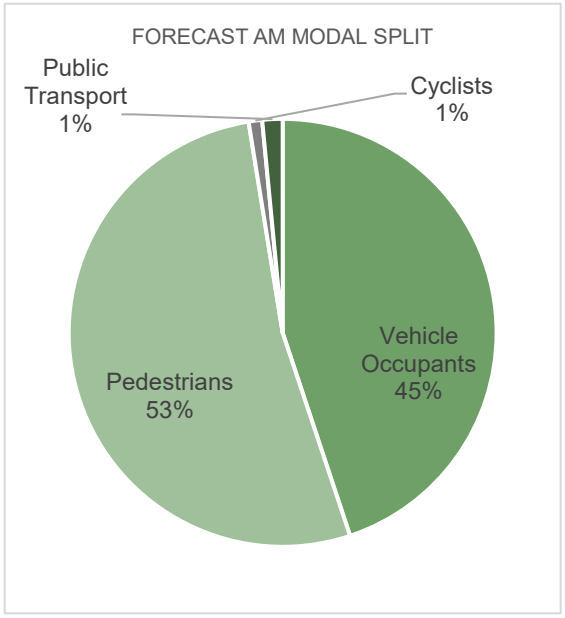

Figure 40: Studia/maker space Traffic Modal Split – AM (0800-0900)

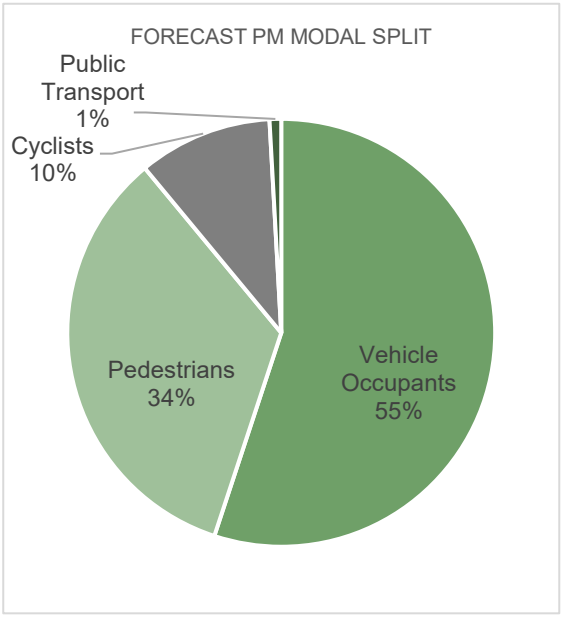

Figure 41: Studio/maker space Traffic Modal Split – PM (1700-1800)

5.12.9 In summary, walking, cycling, and public transport are predicted to constitute 55% of trips during the morning peak and 45% during the evening peak.

5.13 Vehicle Traffic – Studio/Maker Space

5.13.1 The following data provides the TRICS vehicle estimate for the studia/maker space element of the site. Table *28* details the forecast trip rates per unit, while Table *29* utilises these rates to project the actual number of trips per time period.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	4.271	3.836	8.107	5.245	5.613	10.858	57.619	56.829	114.448
OGVs	0.086	0.08	0.166	0.012	0.031	0.043	0.649	0.652	1.301

Table 28: Studio/Maker Space Vehicle Trip Rate (TRICS)

Trip Generation	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	11	10	21	13	14	27	144	142	286
OGVs	0	0	0	0	0	0	2	2	4

Table 29: Studio/Maker Space Vehicle Trip Generation (TRICS)

5.13.2 An analysis of the data presented in Table *28* and Table *29* yields the following insights:

- During the morning peak hour (0800-0900), a total of 21 vehicle trips are forecast, consisting of 11 arrivals and 10 departures. There is a total of no OGV trips forecast for this time period.
- In the evening peak hour (1700-1800) there are an anticipated total of 27 trips, comprising 13 arrivals and 14 departures. There are no OGV trips anticipated during the PM peak.

- Across the entire day (0700-1900), the total estimated vehicle trips amount to 286, distributed between 144 arrivals and 142 departures. Over this period, there are 4 total OGV trips forecast.

5.14 Multi-modal Forecast – Café/Restaurant/Bar

5.14.1 These forecasts are based on a proposal consisting of 1,869m^2 Gross floor area.

5.14.2 The following TRICS parameters have been applied:

- Main Land Use: 06 – Hotel, Food and Drink
- Sub Land Use: B – Restaurants
- Geographic selection: Sites restricted to Wales, Scotland and England (excluding Greater London)
- Survey Dates: Post 2005 (Excluding COVID-19 surveys)
- Location Type: Town Centre and Edge of Town Centre

5.14.3 Table 30 provides a summary of the calculated arrival and departure trip rates for the 'Café/Restaurant/Bar', whilst Table *31* provides the subsequent trip generation forecast by multiplying the trip rate by the proposed gross floor area (GFA). Please note that the selected hourly periods represent the development peaks.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	0	0	0	3.067	2.076	5.143	19.26	14.458	33.718
Pedestrians	0	0	0	1.085	0.472	1.557	7.853	6.342	14.195
Cyclists	0	0	0	0	0	0	0.058	0.039	0.097
Public Transport Users	0	0	0	0.613	0.387	1	5.373	4.204	9.577
Total People	0	0	0	4.765	2.935	7.7	32.546	25.043	57.589

Table 30: Proposed Café/Restaurant/Bar Multi-modal Trip Rate (TRICS)

Trip Numbers	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	0	0	0	57	39	96	360	270	630
Pedestrians	0	0	0	20	9	29	147	119	266
Cyclists	0	0	0	0	0	0	1	1	2
Public Transport Users	0	0	0	11	7	18	100	79	179
Total People	0	0	0	89	55	144	608	468	1076

Table 31: Proposed Café/Restaurant/Bar Multi-modal Trip Generation (TRICS)

5.14.4 The trip generation estimates in Table *31* show that there are no trips forecast during the morning peak hour (0800–0900), as the restaurant and bar use selected in TRICS typically generates activity outside the traditional commuter periods. It is acknowledged that a more café-oriented use may generate trips in the AM and not PM peak, or generate trips in both. However, the numbers for this element are immaterial in the context of the overall robust approach to traffic forecasting.

5.14.5 During the evening peak hour (1700–1800), there are forecast to be 89 arrivals and 55 departures, giving a total of 144 trips. Vehicle occupants represent the majority, with 96 trips (57 arrivals and 39 departures). There are 29 pedestrian trips, no cycling trips, and 18 trips by public transport in the evening peak.

5.14.6 Over a 12-hour period (0700–1900), the total number of trips is 1076, with vehicle occupants accounting for 630 of these (360 arrivals and 270 departures). Pedestrian activity contributes 265 trips, cyclist activity 2 trips, and public transport use 179 trips.

5.14.7 Figure 42 provides a modal split chart for the morning peak period, and Figure 43 for the evening peak period of the development (as derived from TRICS), detailing the proportionate usage of different modes of transport during these respective times.

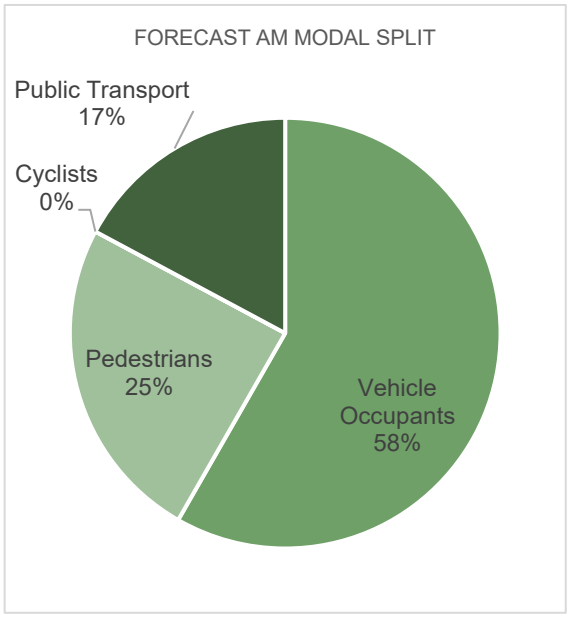

Figure 42: Café/Restaurant/Bar Traffic Modal Split – AM (0800-0900)

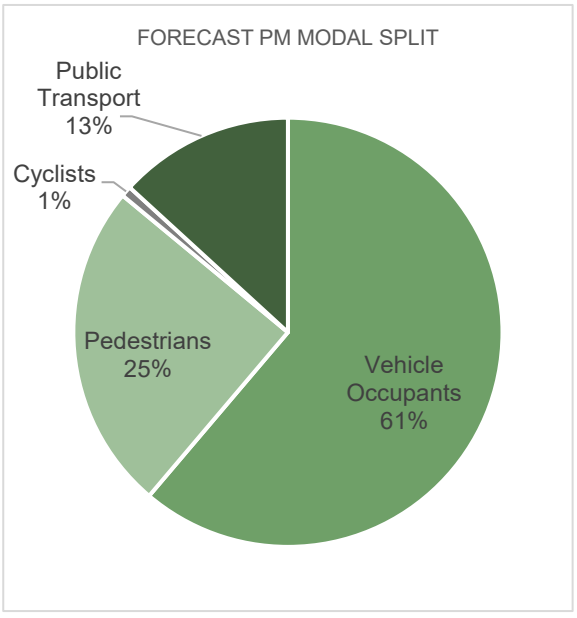

Figure 43: Café/Restaurant/Bar Traffic Modal Split – PM (1700-1800)

5.14.8 In summary, walking, cycling, and public transport are predicted to constitute 42% of trips during the morning peak and 39% during the evening peak for this aspect of the development.

5.15 Vehicle Traffic – Café/Restaurant/Bar

5.15.1 The following data provides the TRICS vehicle estimate for the café/restaurant/bar element of the site. Table *32* details the forecast trip rates per unit, while Table *33* utilises these rates to project the actual number of trips per time period.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	0	0	0	1.434	1.066	2.5	10.283	7.653	17.936
OGVs	0	0	0	0	0	0	0.033	0.033	0.066

Table 32: Café/Restaurant/Bar Vehicle Trip Rate (TRICS)

Trip Generation	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	0	0	0	27	20	47	192	143	335
OGVs	0	0	0	0	0	0	1	1	2

Table 33: Café/Restaurant/Bar Vehicle Trip Generation (TRICS)

5.15.2 An analysis of the data presented in Table *32* and Table *33* yields the following insights:

- During the morning peak hour (0800–0900), no vehicle trips are forecast, reflecting the limited operational activity of café, restaurant and bar uses during the early morning period. There are no OGV trips forecast at this time.
- In the evening peak hour (1700–1800), a total of 47 vehicle trips are predicted, comprising 27 arrivals and 20 departures. There are no OGV trips anticipated during the PM peak.
- Across the full 12-hour day (0700–1900), the total estimated number of vehicle trips is 335, split between 192 arrivals and 143 departures. Over this period, there are 2 OGV trips forecast in total.

5.16 Multi-modal Forecast – Speciality Retailers

5.16.1 These forecasts are based on a proposal consisting of 458m^2 Gross floor area.

5.16.2 When determining an appropriate TRICS category, it has been assumed that speciality retailers would be expected to generate more 'primary' trips than local shops, and so the ‘other individual non-food superstore’ category has been applied, as this contains surveys of more prominent primary trip attractors.

5.16.3 The following TRICS parameters have been applied:

- Main Land Use: 01 – Retail
- Sub Land Use: B – Other Individual Non-Food Superstore
- Geographic selection: Sites restricted to Wales, Scotland and England (excluding Greater London)
- Survey Dates: Post 2005 (Excluding COVID-19 surveys)
- Location Type: Town Centre and Edge of Town Centre

5.16.4 Table 34 provides a summary of the calculated arrival and departure trip rates for the ‘Speciality Retailers’, whilst Table *35* provides the subsequent trip generation forecast by multiplying the trip rate by the proposed gross floor area (GFA). Please note that the selected hourly periods represent the development peaks.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	0.382	0.22	0.602	1.462	2.245	3.707	19.172	18.644	37.816
Pedestrians	0.086	0.076	0.162	0.162	0.182	0.344	2.003	2.054	4.057
Cyclists	0	0	0	0	0.029	0.048	0.105	0.098	0.203
Public Transport Users	0.029	0	0.029	0.029	0.048	0.077	0.517	0.519	1.036
Total People	**0.497**	**0.296**	**0.793**	**0.497**	**0.296**	**0.793**	**20.62**	**19.107**	**39.727**

Table 34: Proposed Speciality Retailers Multi-modal Trip Rate (TRICS)

Trip Numbers	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	2	1	3	7	10	17	88	85	173
Pedestrians	0	0	0	1	1	2	9	9	18
Cyclists	0	0	0	0	0	0	0	0	0
Public Transport Users	0	0	0	0	0	0	2	2	4
Total People	**2**	**1**	**3**	**8**	**11**	**19**	**94**	**88**	**182**

Table 35: Proposed Speciality Retailers Multi-modal Trip Generation (TRICS)

5.16.5 The trip generation estimates in Table *35* show that during the morning peak hour (0800–0900), there are forecast to be 2 arrivals and 1 departure, giving a total of 3 trips. Vehicle occupants account for all of these trips (2 arrivals and 1 departure), with no pedestrian, cycling or public transport activity forecast in this period.

5.16.6 During the evening peak hour (1700–1800), there are forecast to be 8 arrivals and 11 departures, resulting in a total of 19 trips. Vehicle occupants form the majority with 17 trips (7 arrivals and 10 departures). There are 2 pedestrian trips, and no cycling or public transport trips expected during the evening peak.

5.16.7 Over the full 12-hour day (0700–1900), the total number of trips is 182, with vehicle occupants making up 173 of these (88 arrivals and 85 departures). Pedestrian activity contributes 18 trips, there are no cycling trips, and 4 trips are expected to involve public transport.

5.16.8 Figure 44 provides a modal split chart for the morning peak period, and Figure 45 for the evening peak period of the development (as derived from TRICS), detailing the proportionate usage of different modes of transport during these respective times.

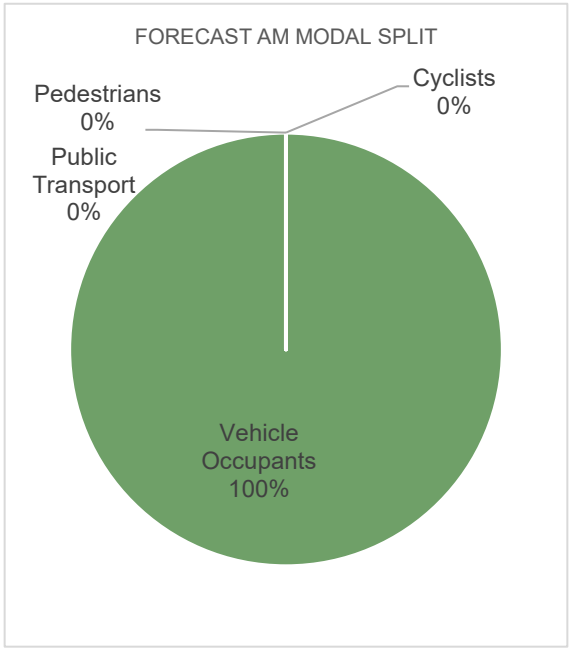

Figure 44: Speciality Retailer Traffic Modal Split – AM (0800-0900)

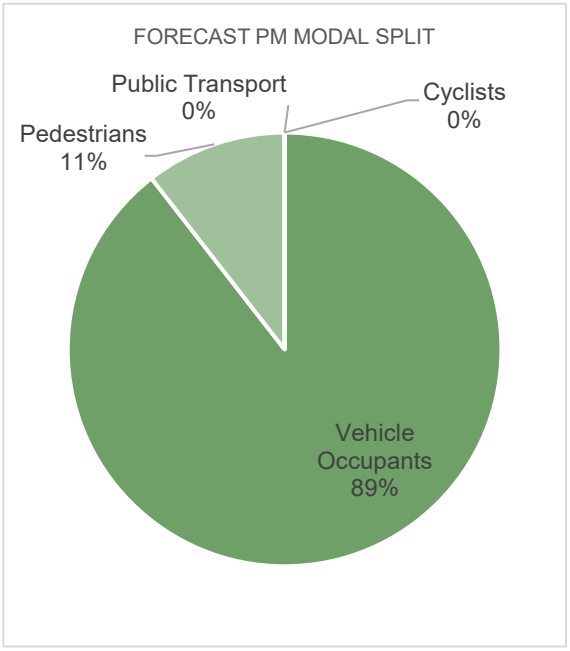

Figure 45: Specialty Retailer Traffic Modal Split – PM (1700-1800)

5.16.9 In summary, it is projected that vehicle use will be the sole form of transportation for trips to and from this element during the AM peak. However, this is considered to be due to a low survey sample rate and in reality, walking, cycling, and public transport are predicted to constitute a greater proportion of people trips. In the PM, sustainable transport constitutes 21% of trips.

5.17 Vehicle Traffic – Speciality Retailers

5.17.1 The following data provides the TRICS vehicle estimate for the speciality retailer aspect of the site. Table *36* details the forecast trip rates per unit, while Table *37* utilises these rates to project the actual number of trips per time period.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	0.334	0.21	0.544	1.07	1.404	2.474	12.966	12.569	25.535
OGVs	0	0	0	0	0	0	0.087	0.088	0.175

Table 36: Speciality Retailers Vehicle Trip Rate (TRICS)

Trip Generation	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	2	1	3	5	6	11	59	58	117
OGVs	0	0	0	0	0	0	0	0	0

Table 37: Speciality Retailers Vehicle Trip Generation (TRICS)

5.17.2 An analysis of the data presented in Table *36* and Table *37* yields the following insights:

- During the morning peak hour (0800-0900), a total of 3 vehicle trips are forecast, consisting of 2 arrivals and 1 departure. There are no OGV trips forecast for this time period.

- In the evening peak hour (1700-1800) more vehicle trips are predicted, with an anticipated total of 11 trips, comprising 5 arrivals and 6 departures. There are no OGV trips anticipated during the PM peak.
- Across the entire day (0700-1900), the total estimated vehicle trips amount to 117, distributed between 59 arrivals and 58 departures. Over this period, there are no OGV trips forecast.

5.18 Multi-modal Forecast – Flexible Community Space

5.18.1 These forecasts are based on a proposal consisting of 540m^2 Gross floor area.

5.18.2 The following TRICS parameters have been applied:

- Main Land Use: 07 – Leisure
- Sub Land Use: Q – Community Centre
- Geographic selection: Sites restricted to Wales, Scotland and England (excluding Greater London)
- Survey Dates: Post 2000 (Excluding COVID-19 surveys)
- Location Type: Edge of Town Centre

5.18.3 Table 38 provides a summary of the calculated arrival and departure trip rates for the 'Flexible Community Space', whilst Table 39 provides the subsequent trip generation forecast by multiplying the trip rate by the proposed gross floor area (GFA). Please note that the selected hourly periods represent the development peaks.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	1.492	0	1.492	2.469	0.772	3.241	9.828	7.151	16.979
Pedestrians	0.859	0.614	1.473	1.146	0.859	2.005	14.993	12.824	27.817
Cyclists	0	0	0	0.041	0	0.041	0.287	0.205	0.492
Public Transport Users	0.041	0	0.041	0	0.082	0.082	0.451	0.41	0.861
Total People	2.087	0.614	2.701	3.151	1.555	4.706	19.125	19.125	42.662

Table 38: Proposed Flexible Community Space Multi-modal Trip Rate (TRICS)

Trip Numbers	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	8	0	8	13	4	18	53	39	92
Pedestrians	5	3	8	6	5	11	81	69	150
Cyclists	0	0	0	0	0	0	2	1	3
Public Transport Users	0	0	0	0	0	0	2	2	4
Total People	11	3	14	17	8	25	127	103	230

Table 39: Proposed Flexible Community Space Multi-modal Trip Generation (TRICS)

5.18.4 The trip generation estimates in Table 39 show that during the morning peak hour (0800–0900) there are forecast to be 11 arrivals and 3 departures, giving a total of 14 trips. Vehicle occupants represent the majority, with 8 trips (8 arrivals and no departures). Pedestrians account for 8 trips, while there are no cycling or public transport trips forecast in this period.

5.18.5 During the evening peak hour (1700–1800), there are forecast to be 17 arrivals and 8 departures, resulting in a total of 25 trips. Vehicle occupants again form the majority, with 18 trips (13 arrivals and 4 departures). There are 11 pedestrian trips, and no cycling or public transport trips forecast during the evening peak.

5.18.6 Over the full 12-hour day (0700–1900), the total number of trips is 230, with vehicle occupants accounting for 92 trips (53 arrivals and 39 departures). Pedestrian activity contributes 150 trips, cyclist activity 3 trips, and public transport use 5 trips.

5.18.7 Figure 46 provides a modal split chart for the morning peak period, and Figure 47 for the evening peak period of the development (as derived from TRICS), detailing the proportionate usage of different modes of transport during these respective times.

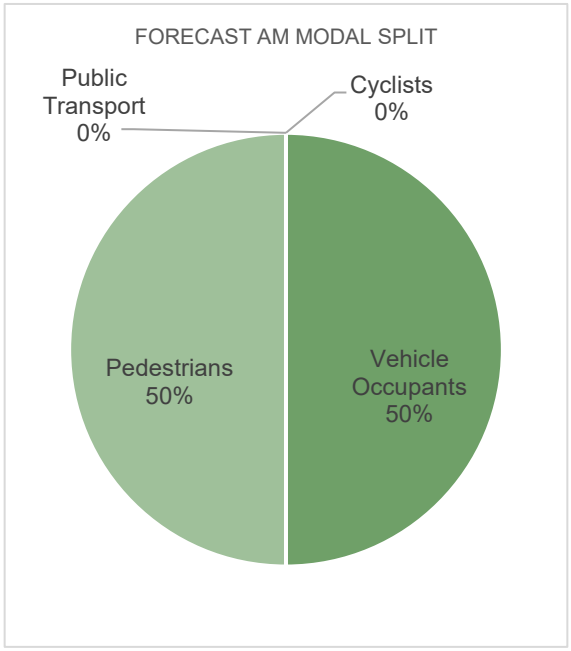

Figure 46: Flexible Community Space Traffic Modal Split – AM (0800-0900)

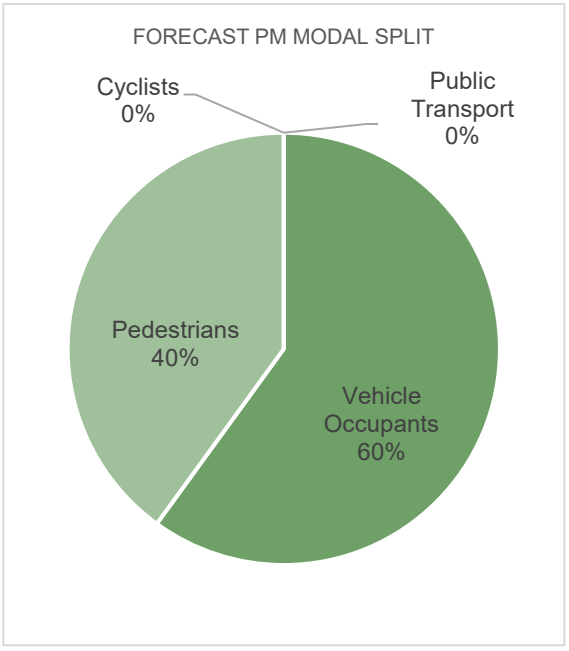

Figure 47: Flexible Community Space Traffic Modal Split – PM (1700-1800)

5.18.8 In summary, pedestrian trips are predicted to constitute 50% of trips during the morning peak and 40% during the evening peak.

5.19 Vehicle Traffic – Flexible Community Space

5.19.1 The following data provides the TRICS vehicle estimate for the flexible community use element of the site. Table *40* details the forecast trip rates per unit, while Table *41* utilises these rates to project the actual number of trips per time period.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	0.696	0.123	0.819	1.146	0.655	1.801	7.137	7.518	14.655
OGVs	0	0	0	0	0	0	0	0	0

Table 40: Flexible Community Space Vehicle Trip Rate (TRICS)

Trip Generation	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	4	1	4	6	4	10	39	41	79
OGVs	0	0	0	0	0	0	0	0	0

Table 41: Flexible Community Space Vehicle Trip Generation (TRICS)

5.19.2 An analysis of the data presented in Table *40* and Table *41* yields the following insights:

- During the morning peak hour (0800–0900), a total of 4 vehicle trips are forecast, comprising 4 arrivals and 1 departure. There are no OGV trips forecast during this period.
- In the evening peak hour (1700–1800), a total of 10 vehicle trips are predicted, consisting of 6 arrivals and 4 departures. There are no OGV trips anticipated during the evening peak.
- Over the full 12-hour day (0700–1900), the total number of vehicle trips is estimated to be 79, distributed between 39 arrivals and 41 departures. Across the day, there are no OGV trips forecast.

5.20 Multi-modal Forecast – Assembly and Leisure

5.20.1 These forecasts are based on a proposal consisting of 408m^2 Gross floor area.

5.20.2 The following TRICS parameters have been applied:

- Main Land Use: 07 – Leisure
- Sub Land Use: O – Leisure Park
- Geographic selection: Sites restricted to Wales, Scotland and England (excluding Greater London)
- Survey Dates: Post 2000 (Excluding COVID-19 surveys)
- Location Type: Town Centre, Edge of Town and Suburban Area[25]

5.20.3 Table 42 provides a summary of the calculated arrival and departure trip rates for 'Assembly and Leisure', whilst Table *43* provides the subsequent trip generation forecast by multiplying the trip rate by the proposed gross floor area (GFA). Please note that the selected hourly periods represent the development peaks.

[25] *More location types were included to increase the number of surveys.*

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	1.679	1.29	2.969	3.069	2.696	5.765	28.559	21.813	50.372
Pedestrians	0.031	0.031	0.062	0.282	0.239	0.521	2.194	1.89	4.084
Cyclists	0.018	0.013	0.031	0.023	0.022	0.045	0.292	0.257	0.549
Public Transport Users	0.072	0.067	0.139	0.22	0.221	0.441	1.907	1.801	3.708
Total People	1.8	1.402	3.202	3.594	3.177	6.771	32.955	25.76	58.715

Table 42: Proposed Assembly and Leisure Multi-modal Trip Rate (TRICS)

Trip Numbers	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Occupants	7	5	12	13	11	24	117	89	206
Pedestrians	0	0	0	1	1	2	9	8	17
Cyclists	0	0	0	0	0	0	1	1	2
Public Transport Users	0	0	1	1	1	2	8	7	15
Total People	7	6	13	15	13	28	134	105	240

Table 43: Proposed Assembly and Leisure Multi-modal Trip Generation (TRICS)

5.20.4 The trip generation estimates in Table *43* show that during the morning peak hour (0800–0900) there are forecast to be 7 arrivals and 6 departures, giving a total of 13 trips. Vehicle occupants represent the majority, with 12 trips (7 arrivals and 5 departures). There are no pedestrian or cycling trips, and 1 trip involving public transport in the morning peak.

5.20.5 During the evening peak hour (1700–1800), there are forecast to be 15 arrivals and 13 departures, totalling 28 trips. Again, vehicle occupants form the majority, with 24 trips (13 arrivals and 11 departures). There are 2 pedestrian trips, no cycling trips, and 2 trips involving public transport during the evening peak.

5.20.6 Over the full 12-hour day (0700–1900), the total number of trips is 240, with vehicle occupants accounting for 206 of these (117 arrivals and 89 departures). Pedestrian activity contributes 17 trips, cyclist activity 2 trips, and public transport use 15 trips.

5.20.7 Figure 48 provides a modal split chart for the morning peak period, and Figure 49 for the evening peak period of this aspect of the development, detailing the proportionate usage of different modes of transport during these respective times.

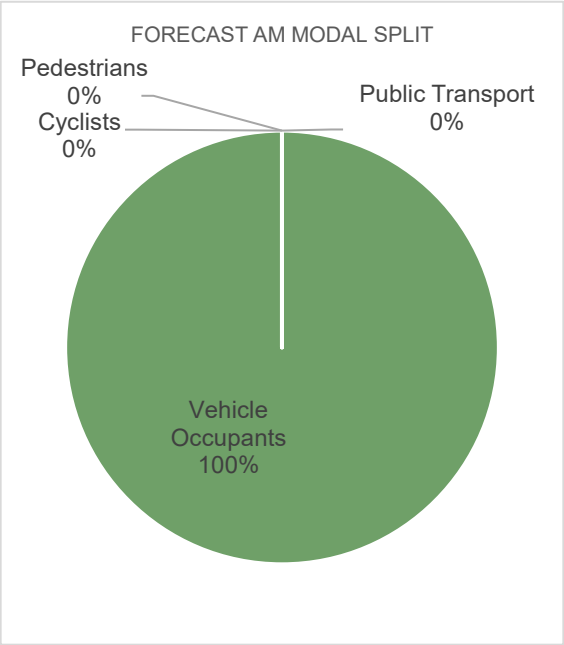

Figure 48: Assembly and Leisure Traffic Modal Split – AM (0800-0900)

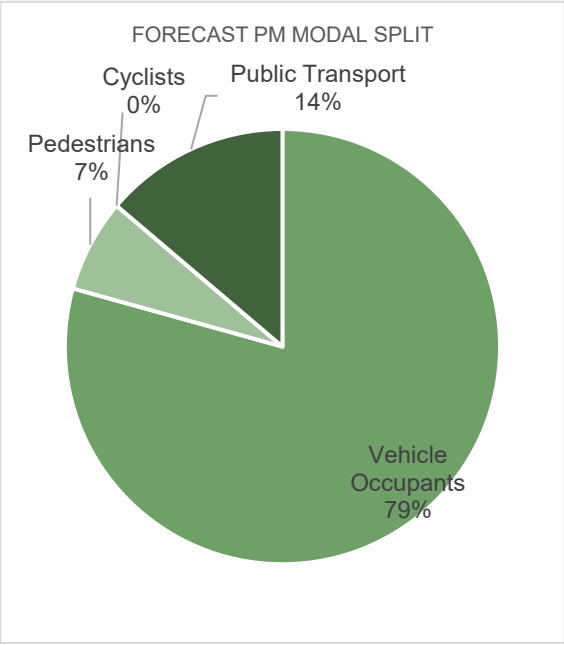

Figure 49: Assembly and Leisure Traffic Modal Split – PM (1700-1800)

5.20.8 In summary, it is projected that vehicle use will be the sole form of transportation for trips to and from this element during the AM peak. However, this is considered to be misrepresentative due to a low survey sample rate. In reality, walking, cycling, and public transport are predicted to constitute a greater proportion of people trips. In the PM, sustainable transport constitutes 21% of trips.

5.21 Vehicle Traffic – Assembly and Leisure

5.21.1 The following data provides the TRICS vehicle estimate for the site. Table *44* details the forecast trip rates per unit, while Table *45* utilises these rates to project the actual number of trips per time period.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	1.137	0.869	2.006	1.542	1.418	2.96	20.869	20.454	41.323
OGVs	0.004	0.009	0.013	0.001	0.001	0.002	0.055	0.041	0.096

Table 44: Assembly and Leisure Vehicle Trip Rate (TRICS)

Trip Generation	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	5	4	9	6	6	12	85	83	169
OGVs	0	0	0	0	0	0	0	0	0

Table 45: Assembly and Leisure Vehicle Trip Generation (TRICS)

5.21.2 An analysis of the data presented in Table *44* and Table *45* yields the following insights:

- During the morning peak hour (0800–0900), a total of 9 vehicle trips are forecast, consisting of 5 arrivals and 4 departures. There are no OGV trips forecast during this period.

- In the evening peak hour (1700–1800), a total of 12 vehicle trips are predicted, comprising 6 arrivals and 6 departures. Again, there are no OGV trips anticipated during the PM peak.
- Across the full 12-hour day (0700–1900), the total estimated number of vehicle trips is 169, distributed between 85 arrivals and 83 departures. Over this period, there are no OGV trips forecast.

5.22 Tourist Information

5.22.1 The proposed 186m^2 GFA tourist information element has been excluded from the traffic forecasting, as it is considered that all trips to this use will be non-primary and linked to other uses.

5.23 Lido - 500 sqm

5.23.1 There are no directly comparable sites within the TRICS database that accurately represent the proposed Lido use, as the facility is an outdoor leisure destination with seasonal demand characteristics distinct from typical indoor swimming pools. Initial discussions with Bridgend County Borough Council (BCBC) highway officers confirmed that the use of a standard indoor swimming pool dataset would likely underestimate traffic generation potential, given the Lido's broader visitor appeal and potential for higher peak occupancy during favourable weather conditions.

5.23.2 Accordingly, a first-principles approach was developed to provide a robust estimate of vehicle trip generation. The methodology comprises the following key steps:

8) Occupancy Estimation – The pool is designed with eight swimming lanes, and a conservative assumption has been made that each lane could accommodate up to eight swimmers during peak sessions, equating to 64 concurrent users. Allowing for additional staff presence, a total of 70 site users has been adopted for capacity assessment.
9) Benchmarking of Local Facilities – A review of comparable public swimming facilities within the Bridgend County area identified the following maximum occupancies for general use sessions:
    - Bridgend Life Centre: 66 swimmers,
    - Pencoed Swimming Pool: 30 swimmers, and
    - Maesteg Swimming Pool: 30 swimmers.

This benchmarking confirms that a 70-person capacity is a reasonable and robust assumption for the proposed Lido, consistent with safety regulations and typical operational management.

10) Peak Hour Identification – As it is unrealistic for the Lido to operate at maximum occupancy continuously throughout the day, the hourly traffic distribution for a Leisure Centre land use within TRICS has been used as a suitable proxy for the temporal profile of trips. This profile identifies the network peak hour between 18:00 and 19:00, which has therefore been assumed to represent the maximum hourly demand for the Lido.

11) Trip Rate Application – To ensure robustness, it has been assumed that all 70 site users would arrive and depart by car within the same hour (i.e., 70 arrivals and 70 departures), representing a full hourly changeover of users. All other hourly periods, including the morning peak, have been factored using the proportional distribution derived from the TRICS Leisure Centre dataset.
12) Mode Share and Sensitivity – Although in practice a proportion of users will arrive via walking, cycling, public transport or car sharing, no reductions have been applied for these sustainable modes. The assessment therefore represents a highly robust, worst-case estimate of vehicle trip generation.

5.23.3 A summary of the vehicle traffic forecasts is provided below.

Vehicle Trip Generation	Arr	Dep	Tot
08:00-09:00	33	26	59
18:00–19:00	70	70	140

Table 46: Lido Vehicle Traffic Forecasts

5.24 Leisure Zone (Touring Fair / Container Village)

5.24.1 The proposed Leisure Zone is expected to accommodate a range of recreational uses. For the purposes of trip forecasting, it has been assumed that the Coney Beach Fun Fair, which was operational at the time of the traffic surveys, represents a like-for-like replacement in transport terms. As such, no significant net increase in vehicle trips has been applied for this element. This approach is considered robust, as the proposed funfair area will be smaller than the existing facility yet has been treated as generating an equivalent level of traffic.

5.24.2 In consultation with the Highway Authority, an allowance has been made for an additional indoor leisure component, potentially an indoor play facility, to be included within the Leisure Zone. The indicative floorspace for this element is 639 m² GFA; however, to ensure robustness and flexibility in future design, a potential mezzanine level has been assumed, giving a total assessment area of 1,278 m² GFA.

5.24.3 It was initially intended to base trip generation on the TRICS category for trampoline parks. However, there are no comparable town-centre or edge-of-centre sites of this type within the TRICS database. Consequently, the 'Leisure/Play Centre' land-use category has been adopted as the most appropriate proxy for forecasting trip rates for this element. The following data tables provide the TRICS vehicle estimate for the site.

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	0.603	0.258	0.861	0.601	1.879	2.48	18.19	18.22	36.41
OGVs	0	0	0	0	0	0	0.152	0.152	0.304

Table 47: Indoor Leisure Zone *Trip Rate (TRICS)*

Trip Generation	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	8	3	11	8	24	32	232	233	465
OGVs	0	0	0	0	0	0	2	2	4

Table 48: Indoor Leisure Zone Vehicle Trip Generation (TRICS)

5.24.4 An analysis of the data presented above yields the following insights:

- During the morning peak hour (08:00–09:00), a total of 11 vehicle trips are forecast, comprising 8 arrivals and 3 departures. There are no OGV (Other Goods Vehicle) trips forecast during this period.
- In the evening peak hour (17:00–18:00), a total of 32 vehicle trips are predicted, comprising 8 arrivals and 24 departures. Again, no OGV trips are anticipated during the PM peak.
- Across the 12-hour assessment period (07:00–19:00), a total of 465 vehicle trips are estimated, distributed between 232 arrivals and 233 departures, with 4 OGV trips forecast (2 arrivals and 2 departures) during this period.

5.25 Education

5.25.1 The adopted LDP sets out a requirement for:

> *"1.8ha 1 Form Entry Welsh Medium Primary School & 4 classroom block extension at existing English Medium Primary School".*

5.25.2 The associated text also allows for a co-located nursery facility at Newton Primary School.

5.25.3 Based on this, for the purposes of providing a robust assessment, traffic forecasts have been generated based on an assumed new primary school with 7 new year groups (30 pupils per year). A further 4 x 30 pupils has been assumed for the 4-block extension. The new nursery unit co-located at Newton Primary is assumed to have 26 pupils[26].

5.25.4 This equates to a total of 356 pupils, which is the key parameter for an accurate TRICS forecast.

5.25.5 The following data provides the TRICS vehicle estimate for the site. Table 42 details the forecast trip rates per unit, while Table *43* utilises these rates to project the actual number of trips per time period.

[26] *Based on assumptions derived from recommended limits identified here https://www.nasuwt.org.uk/advice/in-the-classroom/class-sizes/class-sizes-wales.html*

Trip Rate (per unit)	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	0.459	0.296	0.755	0.007	0.021	0.028	0.932	0.932	1.864
OGVs	0	0	0	0	0	0	0.003	0.003	0.006

Table 49: Education Use Vehicle Trip Rate (TRICS)

Trip Generation	0800-0900			1700-1800			0700-1900		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Vehicles	163	105	268	2	7	9	332	332	664
OGVs	0	0	0	0	0	0	1	1	2

Table 50: Education Use Vehicle Trip Generation (TRICS)

5.25.6 An analysis of the data presented above yields the following insights:

- During the morning peak hour (08:00–09:00), a total of 268 vehicle trips are forecast, comprising 163 arrivals and 105 departures. No OGV trips are anticipated during this period.
- In the evening peak hour (17:00–18:00), a total of 9 vehicle trips are predicted, comprising 2 arrivals and 7 departures. Again, there are no OGV trips forecast during the PM peak.
- Across the 12-hour assessment period (07:00–19:00), a total of 664 vehicle trips are estimated, evenly distributed between 332 arrivals and 332 departures. Within this period, 2 OGV trips (1 arrival and 1 departure) are forecast.

5.26 Further Traffic Adjustments

5.26.1 It is essential to distinguish between the various categories of development-generated trips. These definitions draw from long-established transport planning research and guidance.

- Primary trips: These are trips that arise directly as a result of the development. The trip's main purpose is to travel to or from the new site, meaning the trip would not occur without the development.
    - Primary-new trips: Entirely new trips added to the network that represent additional vehicle movements not previously present.
    - Primary-secondary trips: Trips that are new in purpose but made by travellers already active on the network (for example, residents already living nearby who now visit new facilities within the redevelopment). While they may represent a change in travel pattern, they do not necessarily add a new origin or destination to the wider network.
- Non-primary trips: These are trips that are not wholly new to the network but instead represent diversions or combinations of existing journeys.
    - Pass-by trips: Trips already on the adjacent road network which make an intermediate stop at the development before continuing to their original destination.
    - Diverted or linked trips: Existing journeys that deviate from their usual route to include a stop at the development site, or combine the visit with another destination (for example, a trip to the town centre that now includes a visit to a new retail or leisure unit within the redevelopment).

- Transferred trips: Trips that relocate from an existing site elsewhere in Porthcawl (for example, retail trips moving from the existing town centre or retail park to new units within the redevelopment). These do not increase total traffic at the network level but may redistribute flows.

5.26.2 All development-generated vehicle trips in this assessment are treated as primary new trips, unless otherwise stipulated. This is a deliberate, conservative assumption that avoids optimistic reductions where site-specific survey evidence is not yet available.

5.26.3 Furthermore, parts of the site accommodate or previously accommodated lawful uses that could, in principle, continue or be reinstated. It is common practice to deduct this from traffic forecasts. However, no reductions have been applied to account for this within the assessment.

5.26.4 There have also been no vehicular traffic reductions to account for the sustainable measures being promoted by the site, as discussed further in the Transport Implementation Strategy chapter.

5.26.5 If the local highway authority raises capacity concerns, sensitivity tests can be undertaken during the determination stage, which can account for any trip-reduction factors or fallback credits that would be agreed with the authority in advance to ensure a representative assessment.

5.26.6 Consistent with TRICS Research Report 14/1, any non-primary or pass-by type reductions would also require clear, site-specific justification before being applied.

6. HIGHWAY IMPACT

6.1 Introduction

6.1.1 This section provides a high-level analysis of the anticipated impact of the proposed development on the local highway network, with reference to prevailing traffic and development traffic estimates.

6.1.2 This assessment uses the thresholds outlined in Technical Advice Note (TAN) 18, which indicates that increases in traffic of greater than 5% at any junction are a useful marker as a potential material impact which would therefore justify detailed capacity analysis.

6.1.3 This approach is useful in ensuring that the scope of the Transport Assessment is proportionate to the anticipated development impact.

6.2 Study Area

6.2.1 The study area for junction capacity assessment has been confirmed with the Local Highway Authority during pre-application discussions and consists of:

- J1 – Eastern Promenade (north junction)
- J2 – The Portway / A4106 / Lias Road / Hillsboro (North) Car Park Roundabout
- J3 – New Road / Eastern Promenade Roundabout
- J4 – New Road / Mackworth Road Mini-roundabout
- J5 – New Road / Aldenham Road Mini-roundabout
- J6 – A4106 / Bridgend Road (Danygraig) Roundabout
- J7 – A4106 / Pyle Road / Fulmar Road (Nottage) Roundabout
- J8 – Eastern Promenade / The Portway Priority T-junction
- J9 – A4106 / Newton Nottage Road Linked T-junctions
- J10 – Bridgend Road / Newton Nottage Road / Aldenham Road Crossroads
- J11 – Bridgend Road / Manor Grove T-junction

6.2.2 Please refer to Figure 11 for a location plan of the above junctions.

6.3 Data Sources

6.3.1 Traffic data sources include ATC and manual classified count (MCC) surveys and SEWTM outputs, as described in Chapter 3 of this report. Department for Transport (DfT) count points have also been reviewed.

6.4 Assessment Scenarios

6.4.1 An assumed application year of 2026 has been considered for all junctions in the study area.

6.4.2 For all off-site junctions, a forecasting year of 2033 has been adopted to coincide with the adopted LDP period.

6.4.3 All scenarios have been assessed for the weekday AM and PM Peak periods, in line with industry standard practice for residential-led developments.

6.4.4 Whilst there is no applicable national or local guidance on the matter, it is commonly accepted in the industry that the requirement for highway mitigation is to be considered against the results of the application year assessment, as it removes the distortion of background traffic growth (which is merely a reference case rather than a forecast).

6.5 Traffic Growth

6.5.1 Traffic growth, including background and committed development traffic growth, was calculated using the industry standard TEMPro with reference to TAG Unit M4 'Forecasting and Uncertainty' (DfT, 2023).

6.5.2 TEMPro facilitates access to NTEM forecasts, which project car traffic growth based on comprehensive car ownership data and planning data projections. This capability extends to any geographical scale, right down to the detail of local authority districts. It provides predictive insights into local traffic growth influenced by planned sites within development plans.

6.5.3 For the assessment years, growth factors were derived using TEMPro (version 8.1). Local traffic growth estimations were calculated from the NTEM version 8.0 datasets, specifically using the 'NRTP 2022 core' scenario of the national transport model, which does not account for the potentially significant behavioural change required to meet the aspirations of the Wales Transport Strategy. The analysis focused on the output area for 'Bridgend', incorporating all road types in the assessment.

6.5.4 To ensure a robust analysis, no reductions have been applied to the growth rates forecasted by TEMPro to pre-emptively account for the net additional jobs created by the proposals. This extra traffic will be assessed separately and added to the traffic model, acknowledging that this approach may introduce some overlap.

6.5.5 However, to reduce the potential for 'double counting', alternative assumptions have been applied for the 2036 future housing numbers, with the default future households adjusted from 66,623 to 65,643 (i.e. -980 dwellings).

6.5.6 The following TEMPro growth rates were obtained and have been applied to the surveyed traffic to provide a consistent base year of 2026, as well as the future scenario:

Time Period	Weekday AM peak Growth Factor	Weekday PM peak Growth Factor
2025-2026	1.011626	1.011526
2026-2033	1.071166	1.070333

Table 51: Traffic Growth Assumptions (TEMPro)

6.6 Development Traffic Distribution and Assignment

6.6.1 The distribution of vehicular trips for the development site has been determined using gravity model principles. This approach ensures a realistic representation of travel patterns by considering the proportional attraction of different zones within the study network based on observed traffic patterns.

6.6.2 The study area was divided into multiple traffic zones, as illustrated in the network flow diagrams. Each zone is identified by a unique reference code. The key access points to the study area are shown in Figure 50 and summarised as follows:

- Zone A (M4 West)
- Zone B1 (North Cornelly)
- Zone B2 (Pyle)
- Zone C (M4 East)
- Zone D (Laleston and Bridgend via A473)
- Zone E (Bridgend via A48)
- Zone F1 (Porthcawl West via Esplanade)
- Zone F2 (Porthcawl West via Lias Road)
- Zone G (Porthcawl West and Nottage via Fulmar Road)

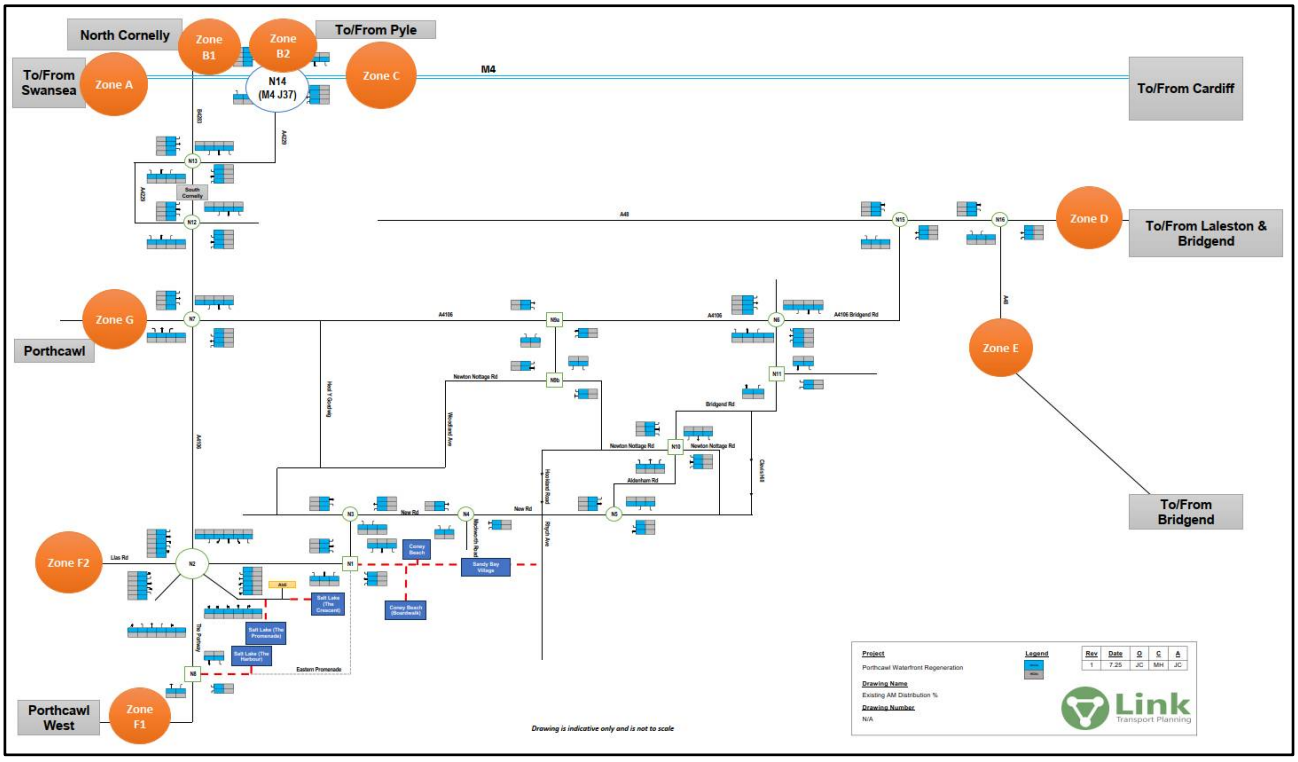

Figure 50: Distribution Zoning

6.6.3 The observed traffic proportions between each zone and the application site for each zone were applied as a localised gravity model to develop an origin-destination (O/D) matrix for development-generated trips.

6.6.4 Whilst some vehicular trips will be extremely short distances, for the purposes of a robust assessment, all trips are assumed to travel to and from the application site from the gravity model boundary.

6.6.5 Table 52 and Table 53 present the weekday AM and PM peak period traffic origin/destination matrices, respectively.

Zone	Calculated Inbound Development Traffic (%)	Calculated Outbound Development Traffic (%)
Zone A (M4 West)	8.3%	16.6%
Zone B1 (North Cornelly)	4.6%	5.1%
Zone B2 (Pyle)	15.0%	9.8%
Zone C (M4 East)	14.9%	29.8%
Zone D (Laleston an Bridgend via A473)	18.6%	13.0%
Zone E (Bridgend via A48)	30.7%	16.3%
Zone F1 (Porthcawl West via Esplanade)	1.7%	2.5%
Zone F2 (Porthcawl West via Lias Road)	3.7%	4.1%
Zone G (Porthcawl West and Nottage via Fulmar Road)	2.5%	2.8%
Total	100.0%	100.0%

Table 52: AM Peak Development Traffic O/D Matrix

Zone	Calculated Inbound Development Traffic (%)	Calculated Outbound Development Traffic (%)
Zone A (M4 West)	10.4%	12.2%
Zone B1 (North Cornelly)	4.6%	4.3%
Zone B2 (Pyle)	6.7%	5.4%
Zone C (M4 East)	19.8%	18.5%
Zone D (Laleston an Bridgend via A473)	16.3%	20.3%
Zone E (Bridgend via A48)	31.3%	26.9%
Zone F1 (Porthcawl West via Esplanade)	2.7%	3.7%
Zone F2 (Porthcawl West via Lias Road)	4.4%	3.3%
Zone G (Porthcawl West and Nottage via Fulmar Road)	3.8%	5.4%
Total	100.0%	100.0%

Table 53: PM Peak Development Traffic O/D Matrix

6.6.6 Once the distribution of trips was established, the percentages were applied to the forecast development vehicular trips (as discussed in the previous Chapter of this report).

6.6.7 The resultant generated traffic was then assigned from each of the proposed site access points to the most logical routes within the study area using journey planning tools such as Google Maps, supplemented by professional judgement and analysis of existing traffic flow data. For example, traffic from the proposed new spine road could travel to and from Zones D and E via New Road or via the The Portway Roundabout and the A4106. These trips were split between the two routes based on observed traffic proportions arriving and departing at Junction 1.

6.6.8 Traffic associated with the proposed primary school extension has been assigned to the existing New Road/Mackworth Road junction.

6.6.9 The reconfiguration of the Hi-tide and Sandy Lane public car park access away from Mackworth Road to the proposed new spine road has also been accounted for by reassigning a majority proportion of the surveyed traffic at the New Road junction. However, as there are approximately 65 properties currently accessed off Mackworth Road, these needed to be separated and retained. This was undertaken by generating peak-hour traffic forecasts using TRICS and subtracting from the surveyed count.

6.6.10 The stopping up of the Eastern Promenade and the associated traffic for the existing on-street parking and Salt Lake car parking has also been accounted for by reassigning the surveyed traffic to the nearest proposed car park within the application site (Junction 1 and Junction 8).

6.7 Total Traffic Flows

6.7.1 To establish the post-development highway scenario, base traffic data and expected development traffic changes have been merged to provide 'total traffic' forecasts for 2026 and 2033.

6.7.2 To support a robust assessment, development traffic forecasts have not been reduced to account for the aspirations of the Wales Transport Strategy or the sustainable transport initiatives being integrated into the site's overall strategy.

6.7.3 All network flow diagrams are provided herein as **Appendix F**.

6.8 Junction Impact Assessment

6.8.1 As highlighted earlier in this report, TAN18 is utilised to establish a criterion whereby an increase in traffic of more than 5% at a junction is indicative of a substantial impact, thus necessitating an in-depth capacity assessment. On the other hand, an increase of less than 5% is viewed as part of normal daily traffic fluctuations (typically about +/- 10%) and is ordinarily deemed to be insignificant.

6.8.2 Table 54 and Table 55 summarise the results of this exercise for the respective peak hour periods during the 2026 scenario only, which offers a more robust assessment than the 2033 dataset.

	2026 Base Traffic	Development Traffic	Impact
N1	609	453	74%
N2	1531	650	42%
N3	603	132	22%
N4	340	192	56%
N5	478	150	31%
N6	1183	307	26%
N7	2461	591	24%
N8	680	145	21%
N9a	1206	157	13%
N9b	540	0	0%
N10	494	150	30%
N11	871	150	17%

Table 54: Weekday AM Peak Impact Assessment

Impact	2026 Base Traffic	Development Traffic	Impact
N1	837	401	48%
N2	1820	759	42%
N3	734	-30	-4%
N4	467	-94	-20%
N5	688	59	9%
N6	1292	380	29%
N7	2489	688	28%
N8	790	256	32%
N9a	1298	321	25%
N9b	602	0	0%
N10	673	59	9%
N11	883	59	7%

Table 55: Weekday PM Peak Impact Assessment

7.1.1 As shown, the development impact is expectedly to be significant at all junctions other than N9b. For completeness and to comply with the original scoping request, capacity analysis is provided in the following chapter for all junctions.

8. HIGHWAY CAPACITY ANALYSIS

8.1 Introduction

8.1.1 On the basis of the impact assessment exercise, this chapter presents a detailed junction capacity analysis of all junctions identified by the local highway authority in the scoping discussions as requiring investigation.

8.1.2 As all junctions brought forward for detailed capacity modelling are priority junctions or roundabouts, highway capacity has been assessed through deterministic modelling, which is the industry standard approach.

8.1.3 Deterministic modelling utilises empirical evidence to predict junction performance and traffic flow by using fixed input values such as traffic volumes, geometry and signal timings. These inputs enable the model to simulate traffic behaviour in a predictable manner. The approach facilitates the calculation of outputs like capacity, queues, and delays, providing a basis for assessing junction performance.

8.1.4 For this report, all capacity analysis has been undertaken using TRL's Junctions 11 software. This software calculates capacity from geometric and flow inputs and generates several outputs to provide information on the operation of a junction performance. These outputs include the Ratio of Flow to Capacity (RFC), maximum queue length in PCUs, and delay per vehicle.

8.1.5 The peak capacity of a junction is realised when the demand flow exceeds capacity, which happens when the RFC attains a value of 1. However, an RFC value of 0.85 is usually considered the threshold at which a junction may begin to display capacity related delays.

8.1.6 Junctions 11 also provides the calculated Level of Service from the capacity and demand calculations. This is based on the Highway Capacity Manual (HCM 2000) and is determined by the average delay per arriving vehicle. The transportation LOS system uses the letters A through F to signify different levels of service, as follows:

- A = Free flow
- B = Reasonably free flow
- C = Stable flow
- D = Approaching unstable flow
- E = Unstable flow
- F = Forced or breakdown flow

8.1.7 For all junctions under assessment, geometric parameters have been measured from Ordnance Survey mapping supplied by Bridgend County Borough Council using best practice guidance. Where necessary, this has been supplemented by on-site observations, satellite imagery, and professional judgement.

8.2 Site Access Junction Results

8.2.1 This section summarises the operational performance of the proposed site access junctions under the 2026 and 2033 Total Traffic scenarios, which include both background traffic growth and development traffic associated with the proposed scheme. The analysis covers the weekday AM and PM peak hours and includes the following junctions:

- Proposed Spine Road Access Roundabout
- Proposed Eastern Promenade/Harbour Quarter Priority T Junction off The Portway
- Proposed Hillsboro South Revised Car Park Priority T Junction off The Portway

8.2.2 The proposed Hillsboro South Car Park access uses the surveyed traffic flow data at The Portway roundabout, which has been reassigned accordingly. A robust allowance has been included for potential controlled active travel crossings on key side arms and associated demand.

8.2.3 Please note that the site access from The Portway roundabout is assessed in the following subsection.

8.2.4 The results are summarised in Table 56 and provided in full as **Appendix G**.

Junction	Scenario	Peak	Max RFC	Mean Max Queue (Veh)	Delay (min/veh)	Junction LOS
Proposed Spine Road Access Roundabout	2026 Total Traffic	AM	0.35	2.5	0.08	A
		PM	0.31	1.9	0.07	A
	2033 Total Traffic	AM	0.37	2.6	0.08	A
		PM	0.33	2.2	0.08	A
Eastern Promenade / Harbour Quarter Access (Priority T)	2026 Total Traffic	AM	0.25	1.5	0.23	B
		PM	0.41	3	0.29	C
	2033 Total Traffic	AM	0.26	1.2	0.24	B
		PM	0.43	3.3	0.31	C
Hillsboro South Car Park Access (Priority T)	2026 Total Traffic	AM	0.24	1.4	0.22	B
		PM	0.4	3.1	0.29	C
	2033 Total Traffic	AM	0.25	1.5	0.22	B
		PM	0.43	3.4	0.31	C

Table 56: Site Access Capacity Analysis Results

8.2.5 Under the 2026 Total Traffic scenario, which includes background growth and development traffic, all proposed access junctions are forecast to operate well within theoretical capacity during both the AM and PM peak periods.

8.2.6 The Spine Road Access Roundabout performs efficiently, with all approaches experiencing minimal delay of approximately 0.07 to 0.08 minutes per vehicle. The maximum Ratio of Flow to Capacity (RFC) is 0.35 in the AM peak and 0.31 in the PM peak, both comfortably below the 0.85 threshold. The junction achieves Level of Service (LOS) A throughout, indicating significant residual capacity.

8.2.7 At the Eastern Promenade / Harbour Quarter Access, the side road experiences moderate delay, with RFCs rising to 0.41 and mean maximum queues of around 3 vehicles in the PM peak. Despite this, operation remains within acceptable limits at LOS B in the AM and LOS C in the PM. These values reflect a typical performance for a priority-controlled junction with modest side-road flows under peak development conditions.

8.2.8 The Hillsboro South Car Park Access junction exhibits similar characteristics, with RFCs up to 0.40 and delays of around 0.29 minutes in the 2026 PM peak. Performance remains within capacity, operating at LOS B–C depending on the time period, and queues are limited to around three vehicles at peak.

8.2.9 By 2033, the proposed access junctions continue to operate comfortably within capacity thresholds. The Spine Road Access Roundabout maintains RFCs below 0.40, with negligible delay (less than 0.1 minute per vehicle) and LOS A across both peak periods, confirming substantial reserve capacity for future traffic growth.

8.2.10 The Eastern Promenade / Harbour Quarter Access shows a modest increase in RFC to 0.43 in the PM peak, accompanied by a side-road delay of approximately 0.31 minutes per vehicle and mean queues of around three vehicles. The junction continues to operate satisfactorily at LOS C, demonstrating a stable operational condition consistent with priority junction behaviour.

8.2.11 The Hillsboro South Car Park Access also remains within operational limits in 2033, with RFCs up to 0.43 and delays of 0.31 minutes in the PM peak. Despite slightly higher side-road demand, overall performance remains acceptable (LOS B–C), with no indications of capacity constraint or instability.

8.2.12 Across both assessment years, all proposed site access junctions operate comfortably within capacity under the Total Traffic conditions. The analysis confirms that the development traffic can be accommodated without any material detriment to network performance, with substantial spare capacity across all junctions and peak periods.

8.3 Off-site Junction Results

8.3.1 This section summarises the operational performance of the off-site junctions, including the Portway Roundabout, which serves both as an existing junction and as the proposed development access. The analysis includes Forecast Base and Total Traffic scenarios for 2026 and 2033, covering the weekday AM and PM peak periods.

8.3.2 Full modelling outputs for off-site junctions are provided in **Appendix H**.

8.3.3 The results in Table 57 present the key performance indicators for each junction. All values are reported as the highest observed during the modelled peak hours.

Junction	Scenario	Peak	Max RFC	Mean Max Queue (Veh)	Delay (min/veh)	Junction LOS
Portway Roundabout[27]	2026 Forecast Base	AM	0.42	2.6	0.09	A
		PM	0.59	1.8	0.14	A
	2026 Total Traffic	AM	0.47	2.6	0.11	A
		PM	0.68	6.2	0.20	B
	2033 Forecast Base	AM	0.46	2.3	0.10	A
		PM	0.64	2.8	0.16	A
	2033 Total Traffic	AM	0.51	2.2	0.12	A
		PM	0.74	12.4	0.25	C
A4106 / A4229 / Fulmar Road Roundabout	2026 Forecast Base	AM	0.55	1.5	0.09	A
		PM	0.62	2.0	0.09	A
	2026 Total Traffic	AM	0.65	2.5	0.13	A
		PM	0.74	8.7	0.16	A
	2033 Forecast Base	AM	0.60	1.8	0.11	A
		PM	0.67	3.0	0.12	A
	2033 Total Traffic	AM	0.70	5.3	0.15	A
		PM	0.79	17.0	0.20	B
A4106 / Bridgend Road Junction	2026 Forecast Base	AM	0.43	2.4	0.07	A
		PM	0.43	2.4	0.07	A
	2026 Total Traffic	AM	0.41	2.6	0.07	A
		PM	0.54	1.5	0.09	A
	2033 Forecast Base	AM	0.31	1.9	0.06	A
		PM	0.46	1.9	0.08	A
	2033 Total Traffic	AM	0.43	2.3	0.07	A
		PM	0.57	1.6	0.10	A
Bridgend Road / Manor Grove	2026 Forecast Base	AM	0.54	4.3	0.31	C
		PM	0.41	3.1	0.25	B
	2026 Total Traffic	AM	0.58	5.2	0.35	C
		PM	0.42	3.1	0.25	B
	2033 Forecast Base	AM	0.59	5.4	0.35	C
		PM	0.46	3.5	0.27	C
	2033 Total Traffic	AM	0.63	7.6	0.42	D
		PM	0.46	3.6	0.27	C

Table 57: Off-site Junction Capacity Analysis Results

[27] *Total Traffic Scenario allows for reassignments of traffic at Hillsboro Car Park*

8.3.4 The capacity results confirm that, despite robust assumptions, all off-site junctions are forecast to operate within theoretical capacity in both AM and PM peak periods in both 2026 and 2033 with the addition of development generated traffic.

8.3.5 Key findings include:

- The Portway Roundabout operates effectively throughout, with some increase in delay on the Lias Road arm in the 2033 Total Traffic PM peak (RFC 0.74, LOS C), but overall performance remains within acceptable limits.
- The A4106/A4229/Fulmar Road Roundabout shows modest increases in RFC by 2033, reaching 0.79 in the PM peak, but the junction remains stable (LOS B).
- The Bridgend Road/Manor Grove junction continues to operate within capacity, though side-road movements experience moderate delay typical of minor arm priority operation.
- All other off-site junctions (New Road corridors, Aldenham, and Newton Nottage Road junctions) operate with RFC values below 0.4 and LOS A in all scenarios.

8.3.6 Overall, no mitigation measures are required on capacity grounds. The inclusion of development traffic results in negligible changes to delay or queue lengths, confirming that the local highway network can accommodate the proposed development within acceptable operational parameters.

8.4 Sensitivity Testing

8.4.1 A review of the Automatic Traffic Count (ATC) data for the A4106 Bridgend Road indicates that the highest two-way flow recorded on the primary manual-classification survey date (16 July 2025) was 1,002 vehicles. Analysis of all weekday data for August 2025 shows that the 85th percentile hourly two-way flow reached 1,210 vehicles, representing an increase of approximately 21% relative to the observed survey-day flow.

8.4.2 For all weekend periods in August 2025, including the Bank Holiday (Monday 25 August 2025), the highest 85th percentile hourly two-way flow was 1,204 vehicles. This represents an increase of approximately 23% compared with the pre-summer weekday peak recorded during the survey period.

8.4.3 Therefore, a sensitivity test is included in the appendices with a robust +25% traffic increase across the network. This is provided as an indication of junction operation during busier weekend and summer periods. Again, it is acknowledged that during exceptional demand periods associated with events and warm bank holidays, there will be some queuing and delays at some junctions, which is typical of holiday destinations and urban areas throughout the UK.

8.4.4 Even so, it must also be acknowledged that this Transport Assessment assumes that all development-generated traffic associated with the Porthcawl Waterfront mixed-use redevelopment is new to the network, with no reductions applied for existing, diverted, or non-primary trips. However, should the local highway authority identify capacity constraints or residual impacts at any junctions, further sensitivity testing can be undertaken. Any such testing would need to apply agreed trip-reduction factors for pass-by, diverted, or transferred trips, consistent with the evidence-based approach outlined in TRICS Research Report 14/1 (2014).

9. TRANSPORT IMPLEMENTATION STRATEGY

9.1 Introduction

9.1.1 This section sets out a proportionate, policy-led package of measures to deliver safe, efficient and low-carbon access as the Porthcawl Waterfront scheme builds out. The strategy responds to RLDP requirements for a new roundabout and link road to enable access to Sandy Bay, comprehensive active-travel connections, alongside targeted off-site highway improvements where justified by the TA.

9.2 Mitigation

9.2.1 This section summarises the comprehensive package of mitigation measures recommended to support the Porthcawl Waterfront Regeneration proposals. The measures are fully consistent with national, regional and local transport policy and are designed to achieve the following objectives:

- Maximise accessibility to and within the development by sustainable and non-car modes;
- Mitigate residual transport impacts through integrated design, supported by appropriate planning conditions and/or obligations; and
- Contribute to wider objectives for improved accessibility, safety and modal shift in line with the Active Travel (Wales) Act and the Wales Transport Strategy.

9.2.2 The measures described below have been developed in discussion with the client team and informed by the findings of the Transport Assessment. They are supported by initial, high-level cost estimates that remain subject to further detailed design and agreement with Bridgend County Borough Council (BCBC). The package is presented without prejudice, to assist consideration during the planning determination period and to inform potential Section 106 obligations and highway agreements.

Item Ref / Category	Mode of Travel	Mitigation Measure	Location	Delivery Mechanism	Notes
1 / Local Active Travel Route Delivery	Walking & Cycling	High-quality active-travel routes (circa 4km of new and improved routes) and controlled crossings will be provided. These capture ATNM corridors (INM-POR-17, 14 and 26). These routes also enhance the Wales Coast Path route, removing the current detour through to New Road.	Throughout site	S38	Embedded within the masterplan.
2 / Strategic Active Travel Contribution	Walking & Cycling	Financial contribution towards ongoing WelTAG studies and delivery of regional active-travel links (Porthcawl–Bridgend / Pyle routes INM-POR-3, 16 and 12).	Off-site corridors	S106	To form match-funding with the Active Travel Fund and other schemes. These will also support future aspirations for national cycle network route enhancements.
3 / Comprehensive Travel Plan	All Sustainable Modes	Framework Travel Plan with measures, targets and monitoring; followed by phase-specific Travel Plans.	Site-wide	Planning Condition	To be updated through occupation and monitored via annual reports.
4 / Cycle Parking Provision	Cycling	Secure long-stay and short-stay cycle parking throughout development, including at Hillsboro North car park to support multimodal integration with the Porthcawl Metrolink station.	Site-wide	S50 / S106 / S278	Designs to be agreed with BCBC and Active Travel officers.
5 / Bus Infrastructure (Shelters and Stops)	Bus	Provision of new bus shelters and associated infrastructure on the spine road once services commence. Interim bus stop improvements on New Road should also be provided.	Spine road and New Road	S106	To coincide with confirmed service routing to avoid premature maintenance obligations. New Road bus stop improvement should include seating, shelter, and a raised bus boarder.

6 / Bus Service Enhancements	Bus	Support for diversion of existing bus route to operate along New Road (eastbound, 7 days per week) to provide interim connectivity until internal services commence.	New Road corridor	S106 / Service Agreement	Positive discussions held with operators and BCBC; offers early benefit to new and existing residents. Eastbound movements along New Road provide operational benefits from the existing double yellow lining. Westbound bus services may require further traffic orders to protect journey time reliability.
7 / Local Road Safety Enhancements (New Road)	Highway Safety (All Users)	"Keep Clear" markings (TSRGD 1027.1) at Northways junction to reduce blocking back toward the roundabout.	New Road / Northways	S106 / S278	Non-enforceable advisory measure; improves local flow and visibility.
8 / A48/A4106 Junction Safety Scheme	Highway Safety (All Users)	Targeted safety works to consider signage, traffic-calming, visibility and surfacing (anti-skid) improvements.	A48 / A4106 roundabout	S106 / S278	Final scope to be agreed with BCBC Highways and Safety Audit.
9 / Car Club and Shared Mobility Provision	Car Share / Sustainable Car Use	Designated car-club spaces within key development parcels and town-centre car parks, including a contribution toward initial vehicle lease and promotion. Potential for the proposed bus hubs to support cycle hire schemes.	Site-wide	S106 / Management Company	To include EV-enabled bays and integration with Travel Plan incentives.
10 / Parking Management and Demand Reduction	Parking / Behaviour Change	Implementation of a managed parking strategy including: (a) decoupling private parking spaces from property sales to reflect true cost of car ownership; (b) on-street controls to manage overspill; (c) EV-ready infrastructure.	Site-wide & adjacent streets	S106 / Planning Condition	Strategy to be secured through Travel Plan and design codes.

11 / Traffic Orders and Resident Parking Support Fund	Parking / Traffic Management	Developer contribution to be held in a bond for a defined period to fund future Traffic Regulation Orders (TROs) and residents' parking schemes if required to mitigate displacement.	Surrounding residential areas	S106 (Bond Mechanism)	To be released upon implementation of agreed TROs or lapse of bond period.
12 / Overspill Parking Area	Parking / Traffic Management	To accommodate temporary seasonal demand peaks and events, the Council will ensure that additional off-site parking provision is provided, supported with sustainable transport connections to the town centre.	Various	On-going Event Management Planning	Previous events have utilised non-council car parks to accommodate temporary demand so is an established practice. The Council will continue to explore opportunities for this in the future.

Table 58: Development Mitigation

9.2.3 Together, these measures provide a balanced, policy-compliant and future-focused package that supports safe operation of the network while promoting modal shift and travel choice.

9.3 Residual Effects and Monitoring

9.3.1 The mitigation package described in Section 8.2 ensures that the Porthcawl Waterfront Regeneration can be delivered in a manner consistent with national and local transport objectives. It balances the operational needs of all users with wider goals to reduce car dependency and promote active and sustainable travel choices.

9.3.2 Notwithstanding the comprehensive measures proposed, it is recognised that during peak summer periods and major events, traffic demand within and around Porthcawl will continue to exceed the practical capacity of the highway network. These episodic conditions reflect the town's coastal and visitor economy and cannot realistically be mitigated in line with transport policy by providing additional highway capacity. Increasing capacity would risk inducing further car travel and undermining the modal-shift objectives of the Wales Transport Strategy and Active Travel (Wales) Act 2013. Accordingly, the strategy focuses on managing demand and providing genuine travel choice, rather than attempting to deliver year-round free-flow conditions.

9.3.3 The package therefore prioritises investment in walking, cycling and public transport infrastructure, alongside demand-management measures such as the car-club provision, parking "unbundling", and the Framework Travel Plan. These interventions ensure that residents, visitors and employees have practical alternatives to private-car use, reducing the need for unnecessary vehicle trips and supporting long-term behavioural change and inclusivity.

9.3.4 A robust monitoring and review framework will be secured through the Travel Plan. Key indicators will include:

- Mode-share performance against Welsh Government targets;

- Use of car-club vehicles and cycle parking occupancy;
- Bus service patronage and service reliability;
- Traffic volumes; and
- Feedback from residents and local stakeholders.

9.3.5 Annual monitoring reports will be submitted to BCBC, with agreed thresholds for remedial or adaptive measures.

9.3.6 Through this approach, the development will operate within acceptable parameters during the vast majority of the time (i.e. neutral periods), while acknowledging that short-term seasonal congestion is a characteristic of a vibrant coastal resort rather than an indicator of deficiency. The emphasis on sustainable mobility, place quality and behavioural change ensures that, over time, travel demand is increasingly met by non-car modes and that residual traffic impacts remain both manageable and consistent with the policy framework for sustainable growth.

10. SUMMARY AND CONCLUSION

10.1 Summary

10.1.1 Link Transport Planning has been commissioned by the project team on behalf of Bridgend County Borough Council to prepare a comprehensive Transport Assessment of the proposed Porthcawl Waterfront Regeneration scheme. The assessment considers the transport implications of the mixed-use development and identifies a package of proportionate, policy-compliant mitigation measures.

10.1.2 The Proposed Development comprises:

- Up to 980 dwellings;
- Approximately 20ha of open space including a series of new significant public open spaces with different offers;
- 2.2ha of land safeguarded for educational use;
- Approximately 130,000 square feet of commercial and leisure floorspace including retail
- uses, a hotel, lido and gym/wellbeing centre;
- A flexible meanwhile leisure use space (approximately 23,500 square feet);
- Up to 6,500 square feet of flexible community and civic space;
- Enhancement of Porthcawl Harbour environment;
- New coastal defence works;
- Provision of up to 600 public parking spaces within the site area;
- New spine road access from the Eastern Promenade to Sandy Bay (detailed permission); and
- Enhancement of Griffin Park and proposed new facilities, including a MUGA.

10.1.3 Outline planning permission is sought for all elements except the proposed spine road, for which full planning permission is sought.

10.1.4 The regeneration area is an allocated site within the adopted Bridgend Local Development Plan (2018-2033), adopted in 2024, and forms a key component of the Council's spatial strategy for sustainable growth and placemaking. The assessment has been prepared in accordance with national and regional guidance, including TAN 18, Planning Policy Wales (Edition 12), the Active Travel (Wales) Act 2013, and the Wales Transport Strategy.

10.1.5 The Transport Assessment builds upon earlier strategic work undertaken by BCBC and its consultants during the LDP process, including the Strategic Transport Assessment, which confirmed that no strategic highway improvements were required to support the site allocation.

10.1.6 A detailed review of the existing transport environment, travel patterns and accessibility demonstrates that the site benefits from excellent proximity to the town centre, seafront and existing public transport corridors, providing a strong foundation for active-travel and public-transport connectivity.

10.1.7 Analysis of personal-injury collision data (2020 – 2024) identified no prevailing safety concerns in the study area likely to be exacerbated by the proposed development. However, an opportunity for mitigation has been identified at the A48/A4106 Roundabout junction. Furthermore, the access strategy has been designed in line with Manual for Streets and the safety of all users in mind and a Stage 1 Road Safety Audit will be provided as part of the planning application. Operation performance has also been demonstrated to be acceptable.

10.1.8 The development will be served by a new spine road and roundabout junction connecting to the existing highway network, designed to accommodate forecast traffic volumes and incorporate controlled pedestrian and cycle crossings. Internal layouts have been prepared using a placemaking-led design approach, ensuring safe and legible movement for all users, including service and emergency vehicles.

10.1.9 A robust methodology has been applied to traffic forecasting, utilising up-to-date trip-rate data and future-year scenarios. No reductions have been applied for expected behaviour changes (e.g. modal shift) or for the extant land uses that form the brownfield site, providing a deliberately conservative assessment. The results show that residual impacts at surrounding junctions are modest and capable of mitigation through proportionate, localised interventions.

10.1.10 The mitigation package represents a balanced suite of measures designed to promote sustainable mobility and manage travel demand, including:

- delivery of active-travel networks and safe crossings consistent with the Active Travel Network Map (ATNM);
- a comprehensive Travel Plan with monitoring and adaptive measures;
- dedicated car-club bays;
- parking management measures, including the decoupling of private parking spaces from property sales to better reflect the true cost of car ownership;
- A TRO bond to enable future support for adjacent communities; and
- support for the diversion of an existing bus route along New Road, operating eastbound seven days per week to provide early benefits until internal bus services commence.

10.1.11 Public parking within the development has been set at a level informed by a multi-year parking survey programme, ensuring provision aligns with core demand and efficient use of land. In parallel, BCBC is committed to delivering additional overspill parking areas for peak seasonal and event periods, ensuring that exceptional visitor demand can be accommodated without compromising everyday sustainability objectives.

10.1.12 It is acknowledged that, despite these measures, periods of localised congestion will still occur during peak summer weekends and special events. These episodic conditions are inherent to a successful coastal resort and cannot reasonably be eliminated through additional highway capacity, which would simply induce further traffic in the long term and impair conditions for active travel and placemaking, both of which are strongly dependent on reducing car dominance. The proposed strategy therefore emphasises choice, accessibility and demand management rather than the pursuit of perpetual free-flow conditions.

10.1.13 The Transport Assessment therefore demonstrates full alignment with the Wales Transport Strategy, the Active Travel (Wales) Act, and the Bridgend LDP, ensuring that new development supports the transition to low-carbon, people-centred mobility while maintaining safe and efficient operation of the existing network.

10.2 Conclusion

10.2.1 This Transport Assessment has demonstrated that the Porthcawl Waterfront Regeneration proposals are fully compliant with national, regional and local transport policy. The development delivers a holistic transport framework that prioritises sustainable movement, embeds placemaking principles, and mitigates residual impacts through a coordinated package of on- and off-site measures.

10.2.2 The evidence confirms that, under typical conditions, the surrounding network will continue to operate within acceptable parameters, and that occasional peak-period congestion will remain a manageable and expected feature of a vibrant coastal destination. The proposed parking, active-travel and public-transport interventions ensure genuine modal choice and long-term alignment with Welsh Government modal-shift targets.

10.2.3 There are therefore no highway or transport reasons why the proposed development should not be granted planning permission, subject to the implementation of the identified mitigation and monitoring measures.

APPENDIX A

PORTHCAWL WATERFRONT REGENERATION MASTERPLAN

KEY

01 8 Lane Outdoor Pool
02 Gym and Studio
03 Flexible Community Space
04 Hotel
05 Outdoor Arena
06 Hillsboro Surface Level Car Park
07 Hillsboro Pocket Park
08 Bus Station
09 Splash Park
10 Funfair
11 MUGA
12 Coney Beach Public Car Park
13 New Linear Park
14 Pump Track
15 Monster Park Treetop Adventure Walk
16 Mini Golf
17 Sandy Bay Park
18 Retained and Enhanced Dunes
19 Land Allocated for Educational Use
20 Community Garden
21 Sea and Beach Facility
22 Community Pavilion

NOTES:

NOT FOR SITE PURPOSES: This drawing is a general arrangement plan only and is not intended for site purposes.

SCALE: Do not scale from this drawing.

SETTING OUT: All setting out, levels, dimensions to be agreed on site. Do not use the information on this drawing without checking all dimensions on site. Any discrepancies between drawings, specifications and site works are to be reported to The Urbanists. Order of construction and setting out is to be agreed on site.

CHECK: This drawing must be the latest revision, read in conjunction with all other drawings, details, specifications and schedules. All dimensions are in millimetres unless otherwise stated. Where and commodition or uncertainty arises between the drawings and/or the schedule of works, it is the contractor's responsibility to seek verification from The Urbanists before proceeding. No claims will be met by The Urbanists, where the contractor continues work in absence of such confirmation.

No.	Date	By	Revision Notes

PROJECT STATUS:

S3 (SUITABLE FOR REVIEW)

the urbanists

Client: Bridgend County Borough Council & Welsh Government

Project: Porthcawl Waterfront Regeneration

Title: Illustrative Masterplan (with annotations)

Project ID	Originator	Block	Level	Type	Role	Dwg	Rev.	Status
2316	URB	XX	XX	SK	UD	902		FINAL

Drawn: TS Date: 01/11/2025 Checked: JD Scale: 1:1250

The Urbanists (Cardiff) - The Creative Quarter - 8A Morgan Arcade - CF10 1AF
The Urbanists (Bristol) - Generator Building - Provis Reach - BS1 6BX
T: 029 2023 6133 E: info@theurbanists.net W: www.theurbanists.net
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APPENDIX B

2025 TRAFFIC SURVEYS

THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

Head Office: 73 Porth-Y-Castell, Barry, Vale of Glam CF62 6QE
Office: Unit 17, Atlantic Business Park, Hayes Lane, Barry, Vale of Glam CF64 5XU
Severnside Transportation Data Collection is registered Ltd Company
Company Registration Number: 11503589
VAT Number: 306 4112 48

Survey Overview

Job No'/Job Name	SS1938 Porthcawl
Date	Wednesday 09 July 2025
Time	0730-0930 & 1500-1830
Survey Type	Classified JTC Count
Weather Conditions	

Overview Map

Comments

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 1

Site 1 - Cams 1-1

Overview

Streetview

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 2

Site 2 - Cams 2-1

Overview

Streetview

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 2

Site 2 - Cams 2-2

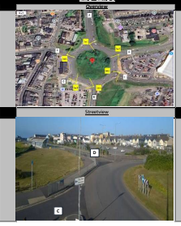
Overview

Streetview

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 2

Site 2 - Cams 2-3

Overview



Streetview

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 2

Site 2 - Cams 2-4

Overview

Streetview

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 2

Site 2 - Cams 2-5

Overview

Streetview

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 2

Site 2 - Cams 2-6

Overview

Streetview

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 3

Site 3 - Cams 3-1

Overview

Streetview

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 4

Site 4 - Cams 4-1

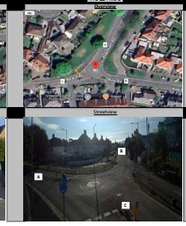
Overview

Streetview

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 5

Site 5 - Cams 5-1

Overview

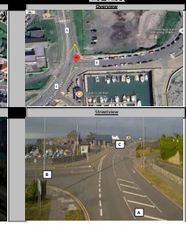


Streetview

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 6

Site 6 - Cams 6-1

Overview



Streetview

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 7

Site 7 - Cams 7-1

Overview

Streetview

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 8

Site 8 - Cams 8-1

Overview

Streetview

Severnside
Transportation Data Collection

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 1

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	6	1	1	0	0	0	0	**8**	19	4	2	0	1	0	0	**26**	**34**
0745-0800	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	3	**4**	30	7	0	0	0	0	0	**37**	**41**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**1**	**0**	**0**	**0**	**3**	**12**	**49**	**11**	**2**	**0**	**1**	**0**	**0**	**63**	**75**
0800-0815	0	0	0	0	0	0	0	**0**	6	3	0	0	0	0	0	**9**	32	6	1	0	3	0	1	**43**	**52**
0815-0830	1	0	0	0	0	0	0	**1**	14	1	0	0	0	0	1	**16**	54	5	0	0	1	0	0	**60**	**77**
0830-0845	0	0	0	0	0	0	0	**0**	11	1	0	0	0	0	0	**12**	67	6	0	0	1	0	1	**75**	**87**
0845-0900	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	52	2	1	0	0	0	2	**57**	**64**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**38**	**5**	**0**	**0**	**0**	**0**	**1**	**44**	**205**	**19**	**2**	**0**	**5**	**0**	**4**	**235**	**280**
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Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**16**	**3**	**0**	**0**	**0**	**1**	**0**	**20**	**73**	**11**	**1**	**0**	**2**	**0**	**1**	**88**	**109**
2 Hour Totals (am)	1	1	0	0	0	0	0	**2**	61	9	1	0	0	1	4	**76**	327	41	5	0	8	0	5	**386**	**464**
1500-1515	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	1	**7**	44	8	0	0	0	0	0	**52**	**59**
1515-1530	0	1	0	0	0	0	0	**1**	10	2	0	0	0	0	0	**12**	57	10	1	0	1	0	0	**69**	**82**
1530-1545	2	0	0	0	0	0	0	**2**	11	2	0	0	0	0	1	**14**	49	2	0	0	1	1	0	**53**	**69**
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1615-1630	2	0	0	0	0	0	0	**2**	6	0	0	0	0	0	0	**6**	47	6	0	0	0	0	0	**53**	**61**
1630-1645	0	0	0	0	0	0	0	**0**	12	1	0	0	0	0	1	**14**	43	8	0	0	0	0	0	**51**	**65**
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Day Total	9	2	0	0	0	0	0	11	238	22	2	0	0	4	11	277	1057	111	9	0	13	5	6	1201	1489

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
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0745-0800	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	**3**
Hourly Total	**2**	**2**	**1**	**0**	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**11**	**17**

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Hourly Total	**22**	**3**	**0**	**0**	**0**	**0**	**1**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**16**	**42**
0900-0915	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	**4**
0915-0930	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	**10**
Hourly Total	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**14**
2 Hour Totals (am)	30	6	1	0	0	1	1	**39**	0	0	0	0	0	0	0	**0**	27	7	0	0	0	0	0	**34**	**73**
1500-1515	18	1	0	0	0	1	0	**20**	0	0	0	0	0	0	0	**0**	18	1	0	0	0	0	0	**19**	**39**
1515-1530	11	1	0	0	0	0	0	**12**	2	0	0	0	0	0	0	**2**	20	1	0	0	1	0	0	**22**	**36**
1530-1545	8	0	0	0	0	1	2	**11**	0	0	0	0	0	0	0	**0**	16	0	0	0	0	2	0	**18**	**29**
1545-1600	15	0	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	12	0	0	0	0	0	0	**12**	**27**
Hourly Total	**52**	**2**	**0**	**0**	**0**	**2**	**2**	**58**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**66**	**2**	**0**	**0**	**1**	**2**	**0**	**71**	**131**
1600-1615	16	0	0	0	0	0	2	**18**	0	0	0	0	0	0	0	**0**	15	1	0	0	0	0	0	**16**	**34**
1615-1630	10	1	0	0	0	0	1	**12**	0	0	0	0	0	0	0	**0**	21	2	0	0	0	0	0	**23**	**35**
1630-1645	9	0	0	0	0	0	1	**10**	0	0	0	0	0	0	0	**0**	18	0	0	0	0	0	0	**18**	**28**
1645-1700	14	0	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	11	0	0	0	0	0	0	**11**	**25**
Hourly Total	**49**	**1**	**0**	**0**	**0**	**0**	**4**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**3**	**0**	**0**	**0**	**0**	**0**	**68**	**122**
1700-1715	12	1	0	0	0	0	2	**15**	0	0	0	0	0	0	0	**0**	17	0	0	0	0	0	0	**17**	**32**
1715-1730	16	0	0	0	0	1	0	**17**	0	0	0	0	0	0	0	**0**	14	1	0	0	0	1	0	**16**	**33**
1730-1745	21	0	0	0	0	1	0	**22**	0	0	0	0	0	0	0	**0**	13	0	0	0	0	0	0	**13**	**35**
1745-1800	17	2	0	0	0	0	1	**20**	0	0	0	0	0	0	0	**0**	16	0	0	0	0	0	0	**16**	**36**
Hourly Total	**66**	**3**	**0**	**0**	**0**	**2**	**3**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**1**	**0**	**0**	**0**	**1**	**0**	**62**	**136**
1800-1815	10	0	0	0	0	2	0	**12**	1	0	0	0	0	0	0	**1**	11	1	0	0	0	0	0	**12**	**25**
1815-1830	16	0	0	0	0	2	0	**18**	0	0	0	0	0	0	0	**0**	10	0	0	0	0	1	0	**11**	**29**
Hourly Total	**26**	**0**	**0**	**0**	**0**	**4**	**0**	**30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**21**	**1**	**0**	**0**	**0**	**1**	**0**	**23**	**54**
3.5 Hour Totals (pm)	193	6	0	0	0	8	9	216	3	0	0	0	0	0	0	3	212	7	0	0	1	4	0	224	**443**
Day Total	223	12	1	0	0	9	10	255	3	0	0	0	0	0	0	3	239	14	0	0	1	4	0	258	516

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	13	2	2	0	0	0	0	**17**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**21**
0745-0800	23	3	1	0	1	0	0	**28**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**30**
Hourly Total	**36**	**5**	**3**	**0**	**1**	**0**	**0**	**45**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51**
0800-0815	20	6	0	0	1	0	0	**27**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**30**
0815-0830	44	7	1	0	1	0	0	**53**	6	1	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**60**
0830-0845	65	5	0	0	0	0	0	**70**	10	1	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	**81**
0845-0900	43	5	0	0	1	0	1	**50**	13	1	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	**64**
Hourly Total	**172**	**23**	**1**	**0**	**3**	**0**	**1**	**200**	**32**	**3**	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**235**
0900-0915	53	6	0	0	0	1	1	**61**	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	**71**
0915-0930	52	6	2	0	1	0	3	**64**	13	1	1	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	**79**
Hourly Total	**105**	**12**	**2**	**0**	**1**	**1**	**4**	**125**	**23**	**1**	**1**	**0**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**150**

2 Hour Totals (am)	313	40	6	0	5	1	5	**370**	61	4	1	0	0	0	0	**66**	0	0	0	0	0	0	0	**0**	**436**
1500-1515	86	5	1	0	1	1	0	**94**	6	1	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**101**
1515-1530	51	8	0	0	2	0	1	**62**	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	**70**
1530-1545	47	4	0	0	0	0	0	**51**	14	2	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	**67**
1545-1600	55	6	2	0	0	1	2	**66**	17	0	0	0	0	1	0	**18**	0	0	0	0	0	0	0	**0**	**84**
Hourly Total	**239**	**23**	**3**	**0**	**3**	**2**	**3**	**273**	**45**	**3**	**0**	**0**	**0**	**1**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**322**
1600-1615	77	4	0	0	0	1	0	**82**	15	0	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	**97**
1615-1630	62	9	0	0	0	0	0	**71**	17	0	0	0	0	0	0	**17**	1	0	0	0	0	0	0	**1**	**89**
1630-1645	51	8	1	0	0	0	0	**60**	20	1	0	0	0	3	0	**24**	0	0	0	0	0	0	0	**0**	**84**
1645-1700	44	3	0	0	0	0	1	**48**	21	0	0	0	0	1	0	**22**	0	0	0	0	0	0	0	**0**	**70**
Hourly Total	**234**	**24**	**1**	**0**	**0**	**1**	**1**	**261**	**73**	**1**	**0**	**0**	**0**	**4**	**0**	**78**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**340**
1700-1715	65	1	0	0	0	0	0	**66**	13	0	0	0	0	1	0	**14**	0	0	0	0	0	0	0	**0**	**80**
1715-1730	68	9	1	0	1	1	0	**80**	25	3	0	0	0	1	0	**29**	0	0	0	0	0	0	0	**0**	**109**
1730-1745	66	5	0	0	0	1	0	**72**	35	1	0	0	0	1	0	**37**	0	0	0	0	0	0	0	**0**	**109**
1745-1800	68	2	0	0	1	0	0	**71**	25	1	0	0	0	2	1	**29**	0	0	0	0	0	0	0	**0**	**100**
Hourly Total	**267**	**17**	**1**	**0**	**2**	**2**	**0**	**289**	**98**	**5**	**0**	**0**	**0**	**5**	**1**	**109**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**398**
1800-1815	48	3	0	0	0	1	0	**52**	25	1	0	0	0	1	0	**27**	0	0	0	0	0	0	0	**0**	**79**
1815-1830	54	6	0	0	0	2	2	**64**	25	0	0	0	0	0	0	**25**	0	0	0	0	0	0	0	**0**	**89**
Hourly Total	**102**	**9**	**0**	**0**	**0**	**3**	**2**	**116**	**50**	**1**	**0**	**0**	**0**	**1**	**0**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**168**
3.5 Hour Totals (pm)	842	73	5	0	5	8	6	939	266	10	0	0	0	11	1	288	1	0	0	0	0	0	0	1	**1228**
Day Total	1155	113	11	0	10	9	11	1309	327	14	1	0	0	11	1	354	1	0	0	0	0	0	0	1	1664

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	25	5	3	0	1	0	0	**34**	8	4	1	0	0	1	0	**14**	17	2	2	0	0	0	0	**21**	**69**
0745-0800	31	7	0	0	0	0	3	**41**	2	1	0	0	0	0	0	**3**	25	3	1	0	1	0	0	**30**	**74**
Hourly Total	**56**	**12**	**3**	**0**	**1**	**0**	**3**	**75**	**10**	**5**	**1**	**0**	**0**	**1**	**0**	**17**	**42**	**5**	**3**	**0**	**1**	**0**	**0**	**51**	**143**
0800-0815	38	9	1	0	3	0	1	**52**	4	1	0	0	0	0	0	**5**	23	6	0	0	1	0	0	**30**	**87**
0815-0830	69	6	0	0	1	0	1	**77**	9	2	0	0	0	0	0	**11**	50	8	1	0	1	0	0	**60**	**148**
0830-0845	78	7	0	0	1	0	1	**87**	14	2	0	0	0	0	0	**16**	75	6	0	0	0	0	0	**81**	**184**
0845-0900	59	2	1	0	0	0	2	**64**	8	1	0	0	0	0	1	**10**	56	6	0	0	1	0	1	**64**	**138**
Hourly Total	**244**	**24**	**2**	**0**	**5**	**0**	**5**	**280**	**35**	**6**	**0**	**0**	**0**	**0**	**1**	**42**	**204**	**26**	**1**	**0**	**3**	**0**	**1**	**235**	**557**
0900-0915	45	11	1	0	0	1	0	**58**	2	2	0	0	0	0	0	**4**	63	6	0	0	0	1	1	**71**	**133**
0915-0930	44	4	0	0	2	0	1	**51**	10	0	0	0	0	0	0	**10**	65	7	3	0	1	0	3	**79**	**140**
Hourly Total	**89**	**15**	**1**	**0**	**2**	**1**	**1**	**109**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**14**	**128**	**13**	**3**	**0**	**1**	**1**	**4**	**150**	**273**
2 Hour Totals (am)	389	51	6	0	8	1	9	**464**	57	13	1	0	0	1	1	**73**	374	44	7	0	5	1	5	**436**	**973**
1500-1515	50	8	0	0	0	0	1	**59**	36	2	0	0	0	1	0	**39**	92	6	1	0	1	1	0	**101**	**199**
1515-1530	67	13	1	0	1	0	0	**82**	33	2	0	0	1	0	0	**36**	59	8	0	0	2	0	1	**70**	**188**
1530-1545	62	4	0	0	1	1	1	**69**	24	0	0	0	0	3	2	**29**	61	6	0	0	0	0	0	**67**	**165**
1545-1600	70	1	1	0	0	1	0	**73**	27	0	0	0	0	0	0	**27**	72	6	2	0	0	2	2	**84**	**184**
Hourly Total	**249**	**26**	**2**	**0**	**2**	**2**	**2**	**283**	**120**	**4**	**0**	**0**	**1**	**4**	**2**	**131**	**284**	**26**	**3**	**0**	**3**	**3**	**3**	**322**	**736**
1600-1615	73	5	2	0	0	1	0	**81**	31	1	0	0	0	0	2	**34**	92	4	0	0	0	1	0	**97**	**212**

1615-1630	55	6	0	0	0	0	0	**61**	31	3	0	0	0	0	1	**35**	80	9	0	0	0	0	0	**89**	**185**
1630-1645	55	9	0	0	0	0	1	**65**	27	0	0	0	0	0	1	**28**	71	9	1	0	0	3	0	**84**	**177**
1645-1700	61	6	0	0	1	0	0	**68**	25	0	0	0	0	0	0	**25**	65	3	0	0	0	1	1	**70**	**163**
Hourly Total	**244**	**26**	**2**	**0**	**1**	**1**	**1**	**275**	**114**	**4**	**0**	**0**	**0**	**0**	**4**	**122**	**308**	**25**	**1**	**0**	**0**	**5**	**1**	**340**	**737**
1700-1715	74	7	0	0	1	0	1	**83**	29	1	0	0	0	0	2	**32**	78	1	0	0	0	1	0	**80**	**195**
1715-1730	62	7	1	0	0	1	0	**71**	30	1	0	0	0	2	0	**33**	93	12	1	0	1	2	0	**109**	**213**
1730-1745	60	6	0	0	0	0	1	**67**	34	0	0	0	0	1	0	**35**	101	6	0	0	0	2	0	**109**	**211**
1745-1800	70	2	0	0	1	1	1	**75**	33	2	0	0	0	0	1	**36**	93	3	0	0	1	2	1	**100**	**211**
Hourly Total	**266**	**22**	**1**	**0**	**2**	**2**	**3**	**296**	**126**	**4**	**0**	**0**	**0**	**3**	**3**	**136**	**365**	**22**	**1**	**0**	**2**	**7**	**1**	**398**	**830**
1800-1815	76	6	0	0	0	2	1	**85**	22	1	0	0	0	2	0	**25**	73	4	0	0	0	2	0	**79**	**189**
1815-1830	80	4	0	0	0	1	1	**86**	26	0	0	0	0	3	0	**29**	79	6	0	0	0	2	2	**89**	**204**
Hourly Total	**156**	**10**	**0**	**0**	**0**	**3**	**2**	**171**	**48**	**1**	**0**	**0**	**0**	**5**	**0**	**54**	**152**	**10**	**0**	**0**	**0**	**4**	**2**	**168**	**393**
3.5 Hour Totals (pm)	915	84	5	0	5	8	8	1025	408	13	0	0	1	12	9	443	1109	83	5	0	5	19	7	1228	**2696**
Day Total	1304	135	11	0	13	9	17	1489	465	26	1	0	1	13	10	516	1483	127	12	0	10	20	12	1664	3669

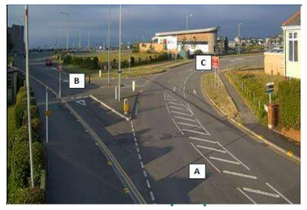
	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	15	4	3	0	0	1	0	**23**	10	1	1	0	0	0	0	**12**	25	6	2	0	1	0	0	**34**	**69**
0745-0800	23	3	1	0	1	0	0	**28**	3	0	0	0	0	0	3	**6**	32	8	0	0	0	0	0	**40**	**74**
Hourly Total	**38**	**7**	**4**	**0**	**1**	**1**	**0**	**51**	**13**	**1**	**1**	**0**	**0**	**0**	**3**	**18**	**57**	**14**	**2**	**0**	**1**	**0**	**0**	**74**	**143**
0800-0815	22	7	0	0	1	0	0	**30**	9	3	0	0	0	0	0	**12**	34	6	1	0	3	0	1	**45**	**87**
0815-0830	49	8	1	0	1	0	0	**59**	20	2	0	0	0	0	1	**23**	59	6	0	0	1	0	0	**66**	**148**
0830-0845	76	5	0	0	0	0	0	**81**	21	2	0	0	0	0	0	**23**	70	8	0	0	1	0	1	**80**	**184**
0845-0900	48	6	0	0	1	0	2	**57**	20	1	0	0	0	0	0	**21**	55	2	1	0	0	0	2	**60**	**138**
Hourly Total	**195**	**26**	**1**	**0**	**3**	**0**	**2**	**227**	**70**	**8**	**0**	**0**	**0**	**0**	**1**	**79**	**218**	**22**	**2**	**0**	**5**	**0**	**4**	**251**	**557**
0900-0915	53	7	0	0	0	1	1	**62**	17	3	0	0	0	1	0	**21**	40	9	1	0	0	0	0	**50**	**133**
0915-0930	58	7	2	0	1	0	3	**71**	22	1	1	0	0	0	0	**24**	39	3	0	0	2	0	1	**45**	**140**
Hourly Total	**111**	**14**	**2**	**0**	**1**	**1**	**4**	**133**	**39**	**4**	**1**	**0**	**0**	**1**	**0**	**45**	**79**	**12**	**1**	**0**	**2**	**0**	**1**	**95**	**273**
2 Hour Totals (am)	344	47	7	0	5	2	6	**411**	122	13	2	0	0	1	4	**142**	354	48	5	0	8	0	5	**420**	**973**
1500-1515	104	6	1	0	1	2	0	**114**	12	1	0	0	0	0	1	**14**	62	9	0	0	0	0	0	**71**	**199**
1515-1530	62	10	0	0	2	0	1	**75**	20	2	0	0	0	0	0	**22**	77	11	1	0	2	0	0	**91**	**188**
1530-1545	57	4	0	0	0	1	2	**64**	25	4	0	0	0	0	1	**30**	65	2	0	0	1	3	0	**71**	**165**
1545-1600	70	6	2	0	0	1	2	**81**	32	0	0	0	0	2	0	**34**	67	1	1	0	0	0	0	**69**	**184**
Hourly Total	**293**	**26**	**3**	**0**	**3**	**4**	**5**	**334**	**89**	**7**	**0**	**0**	**0**	**2**	**2**	**100**	**271**	**23**	**2**	**0**	**3**	**3**	**0**	**302**	**736**
1600-1615	93	4	0	0	0	1	2	**100**	27	3	0	0	0	0	0	**30**	76	3	2	0	0	1	0	**82**	**212**
1615-1630	74	10	0	0	0	0	1	**85**	23	0	0	0	0	0	0	**23**	69	8	0	0	0	0	0	**77**	**185**
1630-1645	60	8	1	0	0	0	1	**70**	32	2	0	0	0	3	1	**38**	61	8	0	0	0	0	0	**69**	**177**
1645-1700	59	3	0	0	0	0	1	**63**	33	1	0	0	0	1	0	**35**	59	5	0	0	1	0	0	**65**	**163**
Hourly Total	**286**	**25**	**1**	**0**	**0**	**1**	**5**	**318**	**115**	**6**	**0**	**0**	**0**	**4**	**1**	**126**	**265**	**24**	**2**	**0**	**1**	**1**	**0**	**293**	**737**
1700-1715	77	2	0	0	0	0	2	**81**	31	0	0	0	0	1	0	**32**	73	7	0	0	1	0	1	**82**	**195**
1715-1730	84	9	1	0	1	2	0	**97**	47	3	1	0	0	2	0	**53**	54	8	0	0	0	1	0	**63**	**213**
1730-1745	89	5	0	0	0	2	0	**96**	45	2	0	0	0	1	1	**49**	61	5	0	0	0	0	0	**66**	**211**
1745-1800	86	4	0	0	1	0	1	**92**	37	2	0	0	0	2	2	**43**	73	1	0	0	1	1	0	**76**	**211**
Hourly Total	**336**	**20**	**1**	**0**	**2**	**4**	**3**	**366**	**160**	**7**	**1**	**0**	**0**	**6**	**3**	**177**	**261**	**21**	**0**	**0**	**2**	**2**	**1**	**287**	**830**

1800-1815	58	3	0	0	0	3	0	**64**	41	1	0	0	0	1	1	**44**	72	7	0	0	0	2	0	**81**	**189**
1815-1830	70	6	0	0	0	4	2	**82**	41	2	0	0	0	1	1	**45**	74	2	0	0	0	1	0	**77**	**204**
Hourly Total	**128**	**9**	**0**	**0**	**0**	**7**	**2**	**146**	**82**	**3**	**0**	**0**	**0**	**2**	**2**	**89**	**146**	**9**	**0**	**0**	**0**	**3**	**0**	**158**	**393**
3.5 Hour Totals (pm)	1043	80	5	0	5	16	15	1164	446	23	1	0	0	14	8	492	943	77	4	0	6	9	1	1040	**2696**
Day Total	1387	127	12	0	10	18	21	1575	568	36	3	0	0	15	12	634	1297	125	9	0	14	9	6	1460	3669

Severnside
Transportation Data Collection

Summary	
Project	Porthcawl
Project Code	SS1938
Site name	Site 01
Legs and Movements	All Processed Legs & Movements
Bin Size	15.0
Start Time	07:30
End Time	18:15
Location	Site 01
Latitude and Longitude	51.47968423573928, -3.69909412105056

	Start	End
Am Peak	2025-07-09 08:15:00	2025-07-09 09:15:00
Pm Peak	2025-07-09 17:00:00	2025-07-09 18:00:00



Turning Movement Data Plot

Class	Right	Thru	U-turn
Car	1057	238	9
LGV	111	22	2
OGV1	9	2	0
OGV2	0	0	0
PSV	13	0	0
MC	5	4	0
PC	6	11	0
Total	1201	277	11

U-turn	1	0	0	0	0	0	0	0	1
Left	1155	113	11	0	10	9	11	1369	
Right	327	14	1	0	0	11	1	364	

U-turn	Left	Thru
3	239	223
0	14	12
0	0	1
0	0	0
0	1	0
0	4	9
0	0	10
3	258	255

North

AM Peak Turning Movement Data Summary

Class	Right	Thru	U-turn
Car	211	39	1
LGV	21	5	0
OGV1	2	0	0
OGV2	0	0	0
PSV	2	0	0
MC	0	1	0
PC	3	1	0
Total	239	46	1

U-turn	0	0	0	0	0	0	0	0	0
Left	205	23	1	0	2	1	2	234	
Right	39	3	0	0	0	0	0	42	

U-turn	Left	Thru
0	13	20
0	4	3
0	0	0
0	0	0
0	0	0
0	0	0
0	0	1
0	17	24

North

PM Peak Turning Movemet Data Summary

Class	Right	Thru	U-turn
Car	201	62	3
LGV	20	2	0
OGV1	0	1	0
OGV2	0	0	0
PSV	2	0	0
MC	1	1	0
PC	1	2	0
Total	225	68	3

U-turn	0	0	0	0	0	0	0	0	0
Left	267	17	1	0	0	2	2	0	289
Right	98	5	0	0	0	0	5	1	109

U-turn	Left	Thru
0	60	66
0	1	3
0	0	0
0	0	0
0	0	0
0	1	2
0	0	3
0	62	74

North

Severnside
Transportation Data Collection

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 2

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								Arm A - Arm E								Arm A - Arm F								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**	2	0	0	1	0	0	0	**3**	22	3	0	0	0	0	0	**25**	3	2	0	0	0	0	0	**5**	8	6	0	0	0	0	0	**14**	**42**
0745-0800	0	0	0	0	0	0	0	**0**	18	1	1	0	0	0	0	**20**	2	1	0	0	0	0	0	**3**	29	3	0	0	1	0	0	**33**	6	2	0	0	0	0	0	**8**	21	3	0	0	0	0	0	**24**	**64**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**1**	**1**	**0**	**0**	**0**	**0**	**29**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**6**	**51**	**6**	**0**	**0**	**1**	**0**	**0**	**58**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**13**	**29**	**9**	**0**	**0**	**0**	**0**	**0**	**38**	**106**
0800-0815	0	1	0	0	0	0	0	**1**	13	4	0	0	0	0	0	**17**	7	0	0	0	0	0	0	**7**	39	5	1	0	0	1	0	**46**	4	0	0	0	0	0	0	**4**	22	6	1	0	1	0	0	**30**	**75**
0815-0830	0	0	0	0	0	0	0	**0**	18	4	0	0	0	0	0	**22**	10	0	0	0	0	0	0	**10**	47	5	1	2	1	0	0	**56**	8	0	0	0	0	0	0	**8**	60	3	2	0	1	0	0	**66**	**96**
0830-0845	0	0	0	0	0	0	0	**0**	30	3	0	0	0	0	0	**33**	7	2	0	0	0	0	0	**9**	62	3	1	1	0	0	0	**67**	10	1	0	0	0	0	0	**11**	50	1	2	0	0	1	0	**54**	**120**
0845-0900	0	0	0	0	0	0	0	**0**	28	2	0	0	0	0	0	**30**	5	1	0	0	0	0	0	**6**	36	4	0	1	0	0	0	**41**	19	1	0	0	0	0	0	**20**	46	4	1	0	0	0	0	**51**	**97**
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**89**	**13**	**0**	**0**	**0**	**0**	**0**	**102**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**32**	**184**	**17**	**3**	**4**	**1**	**1**	**0**	**210**	**41**	**2**	**0**	**0**	**0**	**0**	**0**	**43**	**178**	**14**	**6**	**0**	**2**	**1**	**0**	**201**	**388**
0900-0915	0	0	0	0	0	0	0	**0**	34	3	0	0	0	0	0	**37**	10	0	1	0	0	0	0	**11**	31	4	1	0	0	0	0	**36**	16	0	0	0	0	0	0	**16**	26	4	1	0	0	0	0	**31**	**100**
0915-0930	0	0	0	0	0	0	0	**0**	45	4	2	0	0	0	0	**51**	12	2	0	0	0	0	0	**14**	47	2	0	0	0	0	0	**49**	25	0	0	0	0	0	0	**25**	31	5	2	0	0	0	0	**38**	**139**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**79**	**7**	**2**	**0**	**0**	**0**	**0**	**88**	**22**	**2**	**1**	**0**	**0**	**0**	**0**	**25**	**78**	**6**	**1**	**0**	**0**	**0**	**0**	**85**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**57**	**9**	**3**	**0**	**0**	**0**	**0**	**69**	**239**
2 Hour Totals (am)	0	1	0	0	0	0	0	**1**	195	21	3	0	0	0	0	**219**	55	6	1	1	0	0	0	**63**	313	29	4	4	2	1	0	**353**	91	6	0	0	0	0	0	**97**	264	32	9	0	2	1	0	**308**	**733**
1500-1515	1	0	0	0	0	0	0	**1**	24	1	1	0	0	0	0	**26**	14	4	0	0	0	0	0	**18**	46	2	0	0	1	1	0	**50**	8	1	0	0	0	0	0	**9**	27	6	0	0	0	0	0	**33**	**104**
1515-1530	0	0	0	0	0	0	0	**0**	16	2	0	0	0	0	0	**18**	18	4	0	0	0	0	0	**22**	31	0	0	0	0	0	0	**31**	7	0	0	0	0	0	0	**7**	42	5	0	0	0	0	0	**47**	**78**
1530-1545	0	0	0	0	0	0	0	**0**	28	3	0	0	0	0	0	**31**	25	1	0	0	0	0	0	**26**	34	3	1	0	0	0	0	**38**	6	0	0	0	0	0	0	**6**	30	3	0	0	0	0	0	**33**	**101**
1545-1600	0	0	0	0	0	0	0	**0**	35	4	1	0	0	1	0	**41**	28	0	0	0	0	0	0	**28**	51	0	0	0	0	0	0	**51**	10	0	0	0	0	0	0	**10**	21	4	0	0	0	1	0	**26**	**130**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**103**	**10**	**2**	**0**	**0**	**1**	**0**	**116**	**85**	**9**	**0**	**0**	**0**	**0**	**0**	**94**	**162**	**5**	**1**	**0**	**1**	**1**	**0**	**170**	**31**	**1**	**0**	**0**	**0**	**0**	**0**	**32**	**120**	**18**	**0**	**0**	**0**	**1**	**0**	**139**	**413**
1600-1615	0	0	0	0	0	0	0	**0**	43	1	0	0	0	0	0	**44**	20	2	0	0	0	0	0	**22**	46	3	0	1	0	2	0	**52**	6	0	0	0	0	0	0	**6**	15	0	0	0	0	0	0	**15**	**124**
1615-1630	0	0	0	0	0	0	0	**0**	38	5	0	0	0	0	0	**43**	21	3	0	0	0	0	0	**24**	36	4	0	0	1	2	0	**43**	3	1	0	0	0	0	0	**4**	21	0	0	0	0	0	0	**21**	**114**
1630-1645	0	0	0	0	0	0	0	**0**	42	4	0	0	0	2	0	**48**	19	1	0	0	0	0	0	**20**	29	6	0	0	0	3	0	**38**	10	0	0	0	0	0	0	**10**	37	2	0	0	0	0	0	**39**	**116**
1645-1700	0	0	0	0	0	0	0	**0**	32	0	0	0	0	1	0	**33**	15	2	0	0	0	0	0	**17**	39	2	0	0	0	3	0	**44**	4	0	0	0	0	0	0	**4**	31	2	0	0	0	1	0	**34**	**98**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**155**	**10**	**0**	**0**	**0**	**3**	**0**	**168**	**75**	**8**	**0**	**0**	**0**	**0**	**0**	**83**	**150**	**15**	**0**	**1**	**1**	**10**	**0**	**177**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**24**	**104**	**4**	**0**	**0**	**0**	**1**	**0**	**109**	**452**
1700-1715	0	0	0	0	0	0	0	**0**	35	1	0	0	0	2	0	**38**	27	2	0	0	0	0	0	**29**	50	2	0	0	0	3	0	**55**	10	1	0	0	0	0	0	**11**	36	0	0	0	0	0	0	**36**	**133**
1715-1730	0	0	0	0	0	0	0	**0**	53	6	0	0	0	1	0	**60**	25	1	0	0	0	0	0	**26**	37	3	0	0	0	2	2	**44**	7	1	0	0	0	0	0	**8**	21	0	0	0	0	0	0	**21**	**138**
1730-1745	0	0	0	0	0	0	0	**0**	56	3	0	0	0	1	0	**60**	21	2	0	0	0	0	0	**23**	34	4	0	0	0	2	0	**40**	4	0	0	0	0	0	0	**4**	29	0	0	0	0	0	0	**29**	**127**
1745-1800	0	0	0	0	0	0	0	**0**	49	1	0	0	0	2	0	**52**	14	2	0	0	0	0	0	**16**	38	4	0	0	0	3	0	**45**	7	0	0	0	0	0	0	**7**	26	0	0	0	0	0	0	**26**	**120**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**193**	**11**	**0**	**0**	**0**	**6**	**0**	**210**	**87**	**7**	**0**	**0**	**0**	**0**	**0**	**94**	**159**	**13**	**0**	**0**	**0**	**10**	**2**	**184**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**30**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**112**	**518**
1800-1815	0	0	0	0	0	0	0	**0**	41	2	0	0	0	1	0	**44**	16	2	0	0	0	0	0	**18**	42	2	0	0	0	3	1	**48**	11	0	0	0	0	0	0	**11**	31	0	0	0	0	0	0	**31**	**121**
1815-1830	1	0	0	0	0	0	0	**1**	35	2	0	0	0	1	0	**38**	15	1	0	0	0	0	0	**16**	38	2	0	0	0	2	1	**43**	8	1	0	0	0	0	0	**9**	20	4	0	0	0	0	0	**24**	**107**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**76**	**4**	**0**	**0**	**0**	**2**	**0**	**82**	**31**	**3**	**0**	**0**	**0**	**0**	**0**	**34**	**80**	**4**	**0**	**0**	**0**	**5**	**2**	**91**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**20**	**51**	**4**	**0**	**0**	**0**	**0**	**0**	**55**	**228**
3.5 Hour Totals (pm)	2	0	0	0	0	0	0	2	527	35	2	0	0	12	0	576	278	27	0	0	0	0	0	305	551	37	1	1	2	26	4	622	101	5	0	0	0	0	0	106	387	26	0	0	0	2	0	415	**1611**
Day Total	2	1	0	0	0	0	0	3	722	56	5	0	0	12	0	795	333	33	1	1	0	0	0	368	864	66	5	5	4	27	4	975	192	11	0	0	0	0	0	203	651	58	9	0	2	3	0	723	2344

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								Arm B - Arm E								Arm B - Arm F								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	9	1	1	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	4	0	0	0	1	0	0	**5**	0	0	0	0	0	0	0	**0**	7	4	1	0	0	0	0	**12**	**16**
0745-0800	17	1	0	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	6	0	0	0	0	0	0	**6**	1	0	0	0	0	0	0	**1**	3	4	0	0	0	0	0	**7**	**28**
Hourly Total	**26**	**2**	**1**	**0**	**0**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10**	**0**	**0**	**0**	**1**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**8**	**1**	**0**	**0**	**0**	**0**	**19**	**44**
0800-0815	20	1	1	0	1	0	0	**23**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	6	3	0	0	2	0	0	**11**	0	0	0	0	0	0	0	**0**	7	2	0	0	0	0	0	**9**	**36**
0815-0830	17	3	0	0	0	0	0	**20**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	16	1	0	0	0	0	0	**17**	1	0	0	0	0	0	0	**1**	15	2	0	0	1	0	0	**18**	**41**
0830-0845	16	2	0	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	24	2	0	0	1	0	0	**27**	0	0	0	0	0	0	0	**0**	18	2	0	0	0	0	0	**20**	**49**
0845-0900	22	2	0	0	0	0	0	**24**	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	12	0	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	13	2	1	0	0	0	1	**17**	**43**
Hourly Total	**75**	**8**	**1**	**0**	**1**	**0**	**0**	**85**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**58**	**6**	**0**	**0**	**3**	**0**	**0**	**67**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**53**	**8**	**1**	**0**	**1**	**0**	**1**	**64**	**169**
0900-0915	12	3	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	11	2	1	0	0	0	0	**14**	1	0	0	0	0	0	0	**1**	9	1	0	0	0	0	0	**10**	**37**
0915-0930	16	0	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	1	**6**	7	1	0	0	1	0	0	**9**	0	0	0	0	0	0	0	**0**	8	4	0	0	1	0	0	**13**	**31**
Hourly Total	**28**	**3**	**0**	**0**	**0**	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**1**	**13**	**18**	**3**	**1**	**0**	**1**	**0**	**0**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**17**	**5**	**0**	**0**	**1**	**0**	**0**	**23**	**68**
2 Hour Totals (am)	129	13	2	0	1	0	0	**145**	0	0	0	0	0	0	0	**0**	31	0	0	0	0	0	1	**32**	86	9	1	0	5	0	0	**101**	3	0	0	0	0	0	0	**3**	80	21	2	0	2	0	1	**106**	**281**
1500-1515	24	1	0	0	0	0	0	**25**	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**	16	3	0	0	0	0	0	**19**	3	0	0	0	0	0	0	**3**	15	2	0	0	0	0	0	**17**	**52**
1515-1530	38	2	0	0	1	0	0	**41**	0	0	0	0	0	0	0	**0**	9	1	0	0	0	0	0	**10**	14	2	0	0	1	0	0	**17**	0	0	0	0	0	0	0	**0**	16	5	1	0	0	0	0	**22**	**68**
1530-1545	31	2	0	0	1	3	0	**37**	0	0	0	0	0	0	0	**0**	15	0	0	0	0	0	0	**15**	13	0	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**65**
1545-1600	30	0	1	0	0	0	0	**31**	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**	6	0	0	0	0	0	0	**6**	2	0	0	0	0	0	0	**2**	21	0	0	0	0	0	0	**21**	**48**
Hourly Total	**123**	**5**	**1**	**0**	**2**	**3**	**0**	**134**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**3**	**0**	**0**	**0**	**0**	**0**	**39**	**49**	**5**	**0**	**0**	**1**	**0**	**0**	**55**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**54**	**7**	**1**	**0**	**0**	**0**	**0**	**62**	**233**
1600-1615	32	0	1	0	0	1	0	**34**	0	0	0	0	0	0	0	**0**	13	0	0	0	0	0	0	**13**	7	0	1	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	27	2	0	0	0	0	0	**29**	**55**
1615-1630	33	4	0	0	0	0	0	**37**	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	4	0	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**	17	4	0	0	0	0	0	**21**	**49**
1630-1645	27	3	0	0	0	0	0	**30**	0	0	0	0	0	0	0	**0**	7	1	0	0	0	0	0	**8**	13	0	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	8	3	0	0	0	0	0	**11**	**51**
1645-1700	25	0	0	1	0	0	0	**26**	0	0	0	0	0	0	0	**0**	7	2	0	0	0	0	0	**9**	7	0	0	0	0	0	0	**7**	2	0	0	0	0	0	0	**2**	16	4	0	0	0	0	0	**20**	**44**
Hourly Total	**117**	**7**	**1**	**0**	**1**	**1**	**0**	**127**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**3**	**0**	**0**	**0**	**0**	**0**	**37**	**31**	**0**	**1**	**0**	**0**	**0**	**0**	**32**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**68**	**13**	**0**	**0**	**0**	**0**	**0**	**81**	**199**
1700-1715	31	2	0	0	0	0	0	**33**	0	0	0	0	0	0	0	**0**	12	0	0	0	0	0	0	**12**	14	1	0	0	1	0	1	**17**	1	0	0	0	0	0	0	**1**	13	4	0	0	0	0	0	**17**	**63**
1715-1730	11	3	0	0	1	0	0	**15**	0	0	0	0	0	0	0	**0**	12	1	0	0	0	0	0	**13**	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	19	2	0	0	0	0	0	**21**	**36**
1730-1745	15	1	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	11	0	0	0	0	0	0	**11**	18	0	0	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**	16	2	0	0	0	0	0	**18**	**45**
1745-1800	30	0	0	0	1	0	0	**31**	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**	17	0	0	0	1	0	0	**18**	1	0	0	0	0	0	0	**1**	15	1	0	0	0	0	0	**16**	**59**
Hourly Total	**87**	**6**	**0**	**0**	**0**	**2**	**0**	**95**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**2**	**0**	**0**	**0**	**0**	**0**	**45**	**57**	**1**	**0**	**0**	**2**	**0**	**1**	**61**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**63**	**9**	**0**	**0**	**0**	**0**	**0**	**72**	**203**
1800-1815	23	3	0	0	0	0	0	**26**	0	0	0	0	0	0	0	**0**	12	0	0	0	0	1	0	**13**	11	0	0	0	0	1	0	**12**	1	0	0	0	0	0	0	**1**	11	2	0	0	0	0	0	**13**	**52**
1815-1830	27	2	0	0	0	1	0	**30**	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	15	0	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	14	1	0	0	0	0	0	**15**	**52**
Hourly Total	**50**	**5**	**0**	**0**	**0**	**1**	**0**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**1**	**0**	**20**	**26**	**0**	**0**	**0**	**0**	**1**	**0**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**25**	**3**	**0**	**0**	**0**	**0**	**0**	**28**	**104**
3.5 Hour Totals (pm)	377	23	2	0	3	7	0	412	0	0	0	0	0	0	0	0	132	8	0	0	0	1	0	141	163	6	1	0	3	1	1	175	11	0	0	0	0	0	0	11	210	32	1	0	0	0	0	243	**739**
Day Total	506	36	4	0	4	7	0	557	0	0	0	0	0	0	0	0	163	8	0	0	0	1	1	173	249	15	2	0	8	1	1	276	14	0	0	0	0	0	0	14	290	53	3	0	2	0	1	349	1020

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								Arm C - Arm E								Arm C - Arm F								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0745-0800	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
0800-0815	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
0815-0830	9	0	0	0	0	0	0	**9**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**14**
0830-0845	7	1	0	0	0	0	0	**8**	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	4	0	0	0	0	0	0	**4**	**17**
0845-0900	14	2	0	1	0	0	0	**17**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**19**
Hourly Total	**30**	**3**	**0**	**1**	**0**	**0**	**0

0900-0915	9	2	0	0	0	0	0	**11**	11	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**22**
0915-0930	4	0	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**11**
Hourly Total	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**15**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**
2 Hour Totals (am)	**43**	**5**	**0**	**1**	**0**	**0**	**0**	**49**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**86**
1500-1515	16	2	0	0	0	0	0	**18**	7	0	0	0	0	1	0	**8**	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	**31**
1515-1530	17	0	0	0	0	0	0	**17**	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	8	2	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	**32**
1530-1545	14	1	0	0	0	0	0	**15**	8	1	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	7	1	0	0	0	0	0	**8**	**33**
1545-1600	22	1	0	0	0	0	0	**23**	15	0	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**	1	0	0	0	0	0	0	**1**	3	0	0	0	0	0	0	**3**	**48**
Hourly Total	**69**	**4**	**0**	**0**	**0**	**0**	**0**	**73**	**34**	**2**	**0**	**0**	**0**	**1**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**4**	**0**	**0**	**0**	**0**	**0**	**33**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**21**	**144**
1600-1615	20	0	0	0	0	0	0	**20**	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	15	0	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	**45**
1615-1630	10	3	0	0	0	0	0	**13**	11	1	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	11	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	**36**
1630-1645	17	1	0	0	0	0	0	**18**	12	0	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	12	0	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**4**	**42**
1645-1700	18	3	0	0	0	0	0	**21**	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	**36**
Hourly Total	**65**	**7**	**0**	**0**	**0**	**0**	**0**	**72**	**43**	**1**	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**159**
1700-1715	23	3	0	0	0	0	0	**26**	11	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	**42**
1715-1730	28	3	0	0	0	0	0	**31**	13	1	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	**52**
1730-1745	17	3	0	0	0	0	0	**20**	13	0	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	12	0	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**45**
1745-1800	18	2	0	0	0	0	0	**20**	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	**38**
Hourly Total	**86**	**11**	**0**	**0**	**0**	**0**	**0**	**97**	**47**	**1**	**0**	**0**	**0**	**0**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**1**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**177**
1800-1815	18	1	0	0	0	0	0	**19**	9	1	0	0	0	1	0	**11**	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	4	2	0	0	0	0	0	**6**	**38**
1815-1830	19	2	0	0	0	0	0	**21**	12	0	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	6	1	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	**40**
Hourly Total	**37**	**3**	**0**	**0**	**0**	**0**	**0**	**40**	**21**	**1**	**0**	**0**	**0**	**1**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**10**	**78**
3.5 Hour Totals (pm)	**257**	**25**	**0**	**0**	**0**	**0**	**0**	**282**	**145**	**5**	**0**	**0**	**0**	**2**	**0**	**152**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**117**	**6**	**0**	**0**	**0**	**0**	**0**	**123**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**59**	**4**	**0**	**0**	**0**	**0**	**0**	**63**	**558**
Day Total	**300**	**30**	**0**	**1**	**0**	**0**	**0**	**331**	**169**	**5**	**0**	**0**	**0**	**2**	**0**	**176**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**128**	**6**	**0**	**0**	**0**	**0**	**0**	**134**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**70**	**5**	**0**	**0**	**0**	**0**	**0**	**75**	**644**

	Arm D - Arm A								Arm D - Arm B								Arm D - Arm C								Arm D - Arm D								Arm D - Arm E								Arm D - Arm F								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	16	5	1	0	0	0	0	**22**	1	0	2	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**25**
0745-0800	19	4	1	1	0	0	1	**26**	2	1	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**30**
Hourly Total	**35**	**9**	**2**	**1**	**0**	**0**	**1**	**48**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**55**
0800-0815	21	4	1	0	1	0	0	**27**	6	2	0	0	0	0	0	**8**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**37**
0815-0830	31	5	1	0	0	1	0	**38**	12	3	1	0	0	0	0	**16**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	**1**	**56**
0830-0845	64	5	0	0	0	0	0	**69**	17	1	0	0	0	0	0	**18**	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**95**
0845-0900	46	4	0	0	0	0	0	**50**	5	3	0	0	0	0	0	**8**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	**63**
Hourly Total	**162**	**18**	**2**	**0**	**1**	**1**	**0**	**184**	**40**	**9**	**1**	**0**	**0**	**0**	**0**	**50**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**251**
0900-0915	31	4	1	1	0	0	0	**37**	12	3	0	0	0	1	0	**16**	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	7	2	0	0	0	0	0	**9**	**59**
0915-0930	28	6	0	0	0	0	0	**34**	9	3	0	0	0	0	0	**12**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	1	2	0	0	0	0	0	**3**	**51**
Hourly Total	**59**	**10**	**1**	**1**	**0**	**0**	**0**	**71**	**21**	**6**	**0**	**0**	**0**	**1**	**0**	**28**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**12**	**110**
2 Hour Totals (am)	**256**	**37**	**5**	**2**	**1**	**1**	**1**	**303**	**64**	**16**	**3**	**0**	**0**	**1**	**0**	**84**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**12**	**5**	**0**	**0**	**0**	**0**	**1**	**18**	**416**
1500-1515	64	6	0	0	1	0	0	**71**	32	3	0	0	1	0	0	**36**	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	**118**
1515-1530	61	5	2	0	0	0	0	**68**	13	1	0	0	0	0	0	**14**	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**	**91**
1530-1545	40	5	0	0	0	1	0	**46**	11	0	0	0	0	0	0	**11**	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	1	0	**3**	**65**
1545-1600	53	5	0	0	0	0	0	**58**	12	1	1	0	0	1	0	**15**	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	1	1	0	0	0	0	0	**2**	**81**
Hourly Total	**218**	**21**	**2**	**0**	**1**	**1**	**0**	**243**	**68**	**5**	**1**	**0**	**1**	**1**	**0**	**76**	**29**	**1**	**0**	**0**	**0**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**1**	**0**	**0**	**0**	**0**	**1**	**8**	**355**
1600-1615	41	2	1	0	0	2	0	**46**	14	2	0	0	0	0	0	**16**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	3	0	0	0	0	0	0	**3**	**70**
1615-1630	25	2	0	0	0	3	0	**30**	14	0	0	0	0	0	0	**14**	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**48**
1630-1645	42	3	2	1	1	1	0	**50**	11	2	1	0	0	0	0	**14**	9	0	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**73**
1645-1700	45	1	0	0	1	0	0	**47**	11	0	0	0	0	0	0	**11**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**62**
Hourly Total	**153**	**8**	**3**	**1**	**2**	**6**	**0**	**173**	**50**	**4**	**1**	**0**	**0**	**0**	**0**	**55**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**253**
1700-1715	50	3	1	0	0	2	0	**56**	9	1	0	0	0	0	0	**10**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	1	1	0	0	0	0	0	**2**	**72**
1715-1730	37	2	0	0	0	4	0	**43**	11	3	1	0	0	0	0	**15**	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	**65**
1730-1745	42	1	1	0	0	1	0	**45**	12	0	0	0	0	1	0	**13**	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	**66**
1745-1800	34	2	0	0	0	0	0	**36**	16	2	0	0	0	0	0	**18**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**59**
Hourly Total	**163**	**8**	**2**	**0**	**0**	**7**	**0**	**180**	**48**	**6**	**1**	**0**	**0**	**1**	**0**	**56**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**262**
1800-1815	27	0	0	0	0	1	0	**28**	10	2	0	0	0	0	0	**12**	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	**45**
1815-1830	36	2	0	0	0	1	0	**39**	18	0	0	0	0	0	2	**20**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	1	2	0	0	0	0	2	**5**	**63**
Hourly Total	**63**	**2**	**0**	**0**	**0**	**2**	**0**	**67**	**28**	**2**	**0**	**0**	**0**	**0**	**2**	**32**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**3**	**0**	**0**	**0**	**0**	**2**	**8**	**108**
3.5 Hour Totals (pm)	**597**	**39**	**7**	**1**	**3**	**16**	**0**	**663**	**194**	**17**	**3**	**0**	**1**	**2**	**2**	**219**	**78**	**3**	**0**	**0**	**0**	**0**	**0**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**15**	**18**	**5**	**0**	**0**	**0**	**0**	**3**	**26**	**978**
Day Total	**853**	**76**	**12**	**3**	**4**	**17**	**1**	**966**	**258**	**33**	**6**	**0**	**1**	**3**	**2**	**303**	**100**	**3**	**0**	**0**	**0**	**0**	**0**	**103**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**21**	**30**	**10**	**0**	**0**	**0**	**0**	**4**	**44**	**1394**

	Arm E - Arm A								Arm E - Arm B								Arm E - Arm C								Arm E - Arm D								Arm E - Arm E								Arm E - Arm F								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**3**
0745-0800	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**4**
Hourly Total	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**7**
0800-0815	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**3**
0815-0830	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
0830-0845	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**4**
0845-0900	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	**2**
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**11**
0900-0915	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**4**	**5**
0915-0930	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**8**
Hourly Total	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**13**
2 Hour Totals (am)	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**9**	**31**
1500-1515	15	0	0	0	0	0	0	**15**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**20**
1515-1530	21	1	0	0	0	0	0	**22**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**26**
1530-1545	13	0	0	0	0	0	0	**13**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**16**
1545-1600	9	1	0	0	0	0	0	**10**	1	0	0	0	0	0	1	**2**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**13**
Hourly Total	**58**	**2**	**0**	**0**	**0**	**0**	**0**	**60**	**5**	**1**	**0**	**0**	**0**	**0**	**1**	**7**	**1**	**0**	**0**	**0

1645-1700	7	0	0	0	0	0	0	**7**
Hourly Total	**44**	**1**	**0**	**0**	**0**	**0**	**0**	**45**
1700-1715	19	2	0	0	0	0	0	**21**
1715-1730	12	0	0	0	0	0	0	**12**
1730-1745	9	1	0	0	0	0	0	**10**
1745-1800	19	0	0	0	0	0	0	**19**
Hourly Total	**59**	**3**	**0**	**0**	**0**	**0**	**0**	**62**
1800-1815	6	0	0	0	0	0	0	**6**
1815-1830	18	0	0	0	0	0	0	**18**
Hourly Total	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**24**
3.5 Hour Totals (pm)	185	6	0	0	0	0	0	191
Day Total	208	6	0	0	0	0	0	214

2	0	0	0	0	0	0	**2**
7	**1**	**0**	**0**	**0**	**1**	**0**	**9**
4	0	0	0	0	0	0	**4**
2	0	0	0	0	0	0	**2**
6	1	0	0	0	0	0	**7**
3	0	0	0	0	0	0	**3**
15	**1**	**0**	**0**	**0**	**0**	**0**	**16**
4	0	0	0	0	0	0	**4**
4	0	0	0	0	0	0	**4**
8	**0**	**0**	**0**	**0**	**0**	**0**	**8**
35	**3**	**0**	**0**	**0**	**1**	**1**	**40**
37	3	0	0	0	1	1	42

3	0	0	0	0	0	0	**3**
7	**0**	**0**	**0**	**0**	**0**	**0**	**7**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
1	0	0	0	0	0	0	**1**
0	0	0	0	0	0	0	**0**
1	**0**	**0**	**0**	**0**	**0**	**0**	**1**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
9	**0**	**0**	**0**	**0**	**0**	**0**	**9**
11	0	0	0	0	0	0	11

1	0	0	0	0	0	0	**1**
5	**0**	**0**	**0**	**0**	**0**	**0**	**5**
4	0	0	0	0	0	0	**4**
1	0	0	0	0	0	0	**1**
1	0	0	0	0	0	0	**1**
0	0	0	0	0	0	0	**0**
6	**0**	**0**	**0**	**0**	**0**	**0**	**6**
0	0	0	0	0	0	0	**0**
1	0	0	0	0	0	0	**1**
1	**0**	**0**	**0**	**0**	**0**	**0**	**1**
18	**1**	**0**	**0**	**0**	**0**	**0**	**19**
21	2	0	0	0	0	0	23

0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0

1	0	0	0	0	0	0	**1**
5	**0**	**0**	**0**	**0**	**0**	**0**	**5**
2	0	0	0	0	0	0	**2**
3	0	0	0	0	0	0	**3**
1	0	0	0	0	0	0	**1**
0	0	0	0	0	0	0	**0**
6	**0**	**0**	**0**	**0**	**0**	**0**	**6**
1	0	0	0	0	0	0	**1**
1	1	0	0	0	0	0	**2**
2	**1**	**0**	**0**	**0**	**0**	**0**	**3**
16	**1**	**0**	**0**	**0**	**0**	**0**	**17**
20	6	0	0	0	0	0	26

13								
66								
29								
15								
19								
22								
85								
10								
23								
33								
259								
290								

	Arm F - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0730-0745	32	3	0	0	0	0	0	**35**
0745-0800	25	4	0	0	0	0	0	**29**
Hourly Total	**57**	**7**	**0**	**0**	**0**	**0**	**0**	**64**
0800-0815	33	9	0	0	0	0	0	**42**
0815-0830	32	2	0	0	0	0	0	**34**
0830-0845	58	2	0	0	1	0	0	**61**
0845-0900	45	2	0	0	0	0	0	**47**
Hourly Total	**168**	**15**	**0**	**0**	**1**	**0**	**0**	**184**
0900-0915	33	2	0	0	1	0	0	**36**
0915-0930	29	4	2	0	0	0	0	**35**
Hourly Total	**62**	**6**	**2**	**0**	**1**	**0**	**0**	**71**
2 Hour Totals (am)	287	28	2	0	2	0	0	**319**

	Arm F - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0730-0745	6	2	0	0	0	0	0	**8**
0745-0800	6	1	0	0	1	0	0	**8**
Hourly Total	**12**	**3**	**0**	**0**	**1**	**0**	**0**	**16**
0800-0815	3	0	0	0	1	0	0	**4**
0815-0830	18	1	0	0	1	0	0	**20**
0830-0845	22	2	0	0	0	0	0	**24**
0845-0900	19	1	0	0	1	0	0	**21**
Hourly Total	**62**	**4**	**0**	**0**	**3**	**0**	**0**	**69**
0900-0915	8	0	0	0	0	0	0	**8**
0915-0930	11	1	1	0	1	0	0	**14**
Hourly Total	**19**	**1**	**1**	**0**	**1**	**0**	**0**	**22**
2 Hour Totals (am)	93	8	1	0	5	0	0	**107**

	Arm F - Arm C							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0730-0745	0	0	0	0	0	0	0	**0**
0745-0800	2	0	0	0	0	0	0	**2**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
0800-0815	1	0	0	0	0	0	0	**1**
0815-0830	2	0	0	0	0	0	0	**2**
0830-0845	2	0	0	0	0	0	0	**2**
0845-0900	4	1	0	0	0	0	0	**5**
Hourly Total	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**10**
0900-0915	4	0	0	0	0	0	0	**4**
0915-0930	5	0	0	0	0	0	0	**5**
Hourly Total	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**
2 Hour Totals (am)	20	1	0	0	0	0	0	**21**

	Arm F - Arm D							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0730-0745	0	0	0	0	0	0	0	**0**
0745-0800	1	0	0	0	1	0	0	**2**
Hourly Total	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**2**
0800-0815	0	0	0	0	1	0	0	**1**
0815-0830	1	0	0	0	1	0	0	**2**
0830-0845	3	0	0	0	0	0	0	**3**
0845-0900	4	0	0	0	1	0	0	**5**
Hourly Total	**8**	**0**	**0**	**0**	**3**	**0**	**0**	**11**
0900-0915	2	0	0	0	1	0	0	**3**
0915-0930	1	0	0	0	0	0	0	**1**
Hourly Total	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**4**
2 Hour Totals (am)	12	0	0	0	5	0	0	**17**

	Arm F - Arm E							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0730-0745	0	0	0	0	0	0	0	**0**
0745-0800	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800-0815	1	0	0	0	0	0	0	**1**
0815-0830	2	0	0	0	0	0	0	**2**
0830-0845	0	0	0	0	0	0	0	**0**
0845-0900	1	0	0	0	0	0	0	**1**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
0900-0915	1	0	0	0	0	0	0	**1**
0915-0930	0	1	0	0	0	0	0	**1**
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**
2 Hour Totals (am)	5	1	0	0	0	0	0	**6**

	Arm F - Arm F							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0730-0745	0	0	0	0	0	0	0	**0**
0745-0800	1	1	0	0	0	0	0	**2**
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**
0800-0815	0	0	0	0	0	0	0	**0**
0815-0830	1	0	0	0	0	0	0	**1**
0830-0845	0	0	0	0	0	0	0	**0**
0845-0900	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
0900-0915	0	0	0	0	0	0	0	**0**
0915-0930	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2 Hour Totals (am)	2	1	0	0	0	0	0	**3**

	Arm Total
0730-0745	**43**
0745-0800	**41**
Hourly Total	**84**
0800-0815	**49**
0815-0830	**60**
0830-0845	**90**
0845-0900	**79**
Hourly Total	**278**
0900-0915	**52**
0915-0930	**56**
Hourly Total	**108**
2 Hour Totals (am)	**470**

	Arm Total
0730-0745	**128**
0745-0800	**96**
0800-0815	**65**
0815-0830	**55**
Hourly Total	**344**
0830-0845	**76**
0845-0900	**61**
0900-0915	**51**
0915-0930	**67**
Hourly Total	**255**
1000-1015	**62**
1015-1030	**78**
1030-1045	**54**
1045-1100	**61**
Hourly Total	**255**
1100-1115	**60**
1115-1130	**43**
Hourly Total	**103**
3.5 Hour Totals (pm)	**957**
Day Total	**1427**

	Origin - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0730-0745	44	11	0	1	0	0	0	**56**
0745-0800	76	10	1	0	1	0	0	**88**
Hourly Total	**120**	**21**	**1**	**1**	**1**	**0**	**0**	**144**
0800-0815	85	16	2	0	1	1	0	**105**
0815-0830	143	12	3	2	2	0	0	**162**
0830-0845	159	10	3	1	0	1	0	**174**
0845-0900	134	12	1	1	0	0	0	**148**
Hourly Total	**521**	**50**	**9**	**4**	**3**	**2**	**0**	**589**
0900-0915	117	11	3	0	0	0	0	**131**
0915-0930	160	13	4	0	0	0	0	**177**
Hourly Total	**277**	**24**	**7**	**0**	**0**	**0**	**0**	**308**
2 Hour Totals (am)	918	95	17	5	4	2	0	**1041**

	Origin - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0730-0745	20	5	2	0	1	0	0	**28**
0745-0800	30	5	0	0	0	0	0	**35**
Hourly Total	**50**	**10**	**2**	**0**	**1**	**0**	**0**	**63**
0800-0815	35	6	1	0	3	0	0	**45**
0815-0830	52	6	0	0	1	0	0	**59**
0830-0845	62	6	0	0	1	0	0	**69**
0845-0900	54	4	1	0	0	0	1	**60**
Hourly Total	**203**	**22**	**2**	**0**	**5**	**0**	**1**	**233**
0900-0915	40	6	1	0	0	0	0	**47**
0915-0930	36	5	0	0	2	0	1	**44**
Hourly Total	**76**	**11**	**1**	**0**	**2**	**0**	**1**	**91**
2 Hour Totals (am)	329	43	5	0	8	0	2	**387**

	Origin - Arm C							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0730-0745	0	0	0	0	0	0	0	**0**
0745-0800	2	0	0	0	0	0	0	**2**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
0800-0815	2	0	0	0	0	0	0	**2**
0815-0830	14	0	0	0	0	0	0	**14**
0830-0845	20	1	0	0	0	0	0	**21**
0845-0900	16	3	0	1	0	0	0	**20**
Hourly Total	**52**	**4**	**0**	**1**	**0**	**0**	**0**	**57**
0900-0915	20	2	0	0	0	0	0	**22**
0915-0930	17	0	0	0	0	0	0	**17**
Hourly Total	**37**	**2**	**0**	**0**	**0**	**0**	**0**	**39**
2 Hour Totals (am)	91	6	0	1	0	0	0	**98**

	Origin - Arm D							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0730-0745	19	5	3	0	0	0	0	**27**
0745-0800	22	6	1	1	0	0	1	**31**
Hourly Total	**41**	**11**	**4**	**1**	**0**	**0**	**1**	**58**
0800-0815	30	6	1	0	1	0	0	**38**
0815-0830	45	8	2	0	0	1	1	**57**
0830-0845	89	6	0	0	0	0	0	**95**
0845-0900	57	7	0	0	0	0	0	**64**
Hourly Total	**221**	**27**	**3**	**0**	**1**	**1**	**1**	**254**
0900-0915	56	9	1	1	0	1	0	**68**
0915-0930	43	11	0	0	0	0	0	**54**
Hourly Total	**99**	**20**	**1**	**1**	**0**	**1**	**0**	**122**
2 Hour Totals (am)	361	58	8	2	1	2	2	**434**

	Origin - Arm E							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0730-0745	3	1	0	0	0	0	0	**4**
0745-0800	4	1	0	0	0	0	0	**5**
Hourly Total	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**9**
0800-0815	2	1	0	0	0	0	0	**3**
0815-0830	2	0	0	0	0	0	0	**2**
0830-0845	4	0	0	0	0	0	0	**4**
0845-0900	3	1	0	0	0	0	0	**4**
Hourly Total	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**13**
0900-0915	8	1	0	0	0	0	0	**9**
0915-0930	8	1	0	0	0	0	0	**9**
Hourly Total	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**18**
2 Hour Totals (am)	34	6	0	0	0	0	0	**40**

	Origin - Arm F							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0730-0745	38	5	0	0	0	0	0	**43**
0745-0800	35	6	0	0	2	0	0	**43**
Hourly Total	**73**	**11**	**0**	**0**	**2**	**0**	**0**	**86**
0800-0815	38	9	0	0	2	0	0	**49**
0815-0830	56	3	0	0	2	0	0	**61**
0830-0845	85	4	0	0	1	0	0	**90**
0845-0900	73	4	0	0	2	0	0	**79**
Hourly Total	**252**	**20**	**0**	**0**	**7**	**0**	**0**	**279**
0900-0915	48	2	0	0	2	0	0	**52**
0915-0930	46	6	3	0	1	0	0	**56**
Hourly Total	**94**	**8**	**3**	**0**	**3**	**0**	**0**	**108**
2 Hour Totals (am)	419	39	3	0	12	0	0	**473**

	Arm Total
0730-0745	**115**
0745-0800	**161**
Hourly Total	**276**
0800-0815	**193**
0815-0830	**294**
0830-0845	**363**
0845-0900	**296**
Hourly Total	**1146**
0900-0915	**277**
0915-0930	**301**
Hourly Total	**578**
2 Hour Totals (am)	**2000**

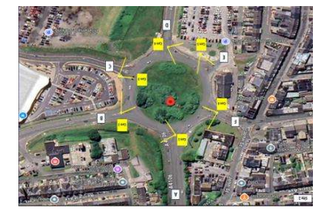
	Arm Total
0730-0745	**382**
0745-0800	**372**
0800-0815	**326**
0815-0830	**373**
Hourly Total	**1453**
0830-0845	**370**
0845-0900	**313**
0900-0915	**351**
0915-0930	**312**
Hourly Total	**1346**
1000-1015	**400**
1015-1030	**356**
1030-1045	**354**
1045-1100	**345**
Hourly Total	**1455**
1100-1115	**320**
1115-1130	**335**
Hourly Total	**655**
3.5 Hour Totals (pm)	**4909**

| | | |

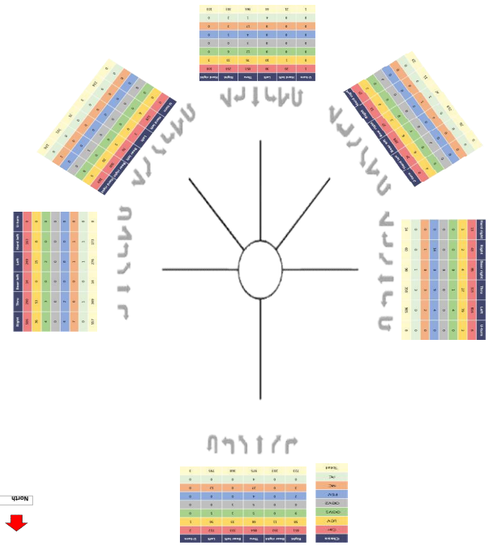
Severnside
Transportation Data Collection

Summary	
Project	Portishead
Site name	Site 03
Arm(s) / Node	S1:S1:S1
Lane and Movements	All Motorised Lanes & Movements
Site Size	15.0
Start Time	07:30
End Time	19:15
Interval	Site 03
Latitude and Longitude	51.478755465056, -3.701624697393101

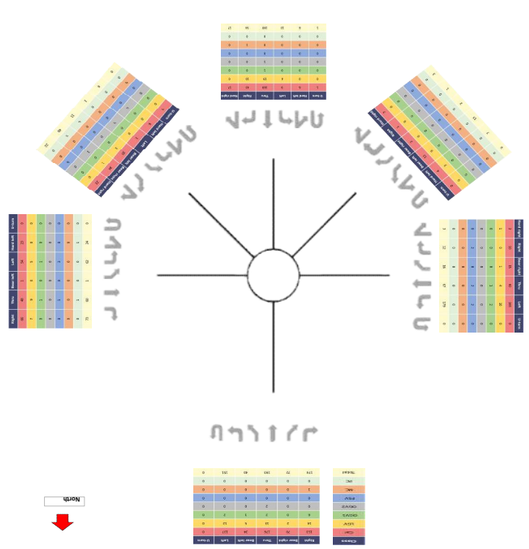
Arm	Start	End
AM Peak	2025-07-09 08:30:00	2025-07-09 09:30:00
PM Peak	2025-07-09 15:00:00	2025-07-09 16:00:00



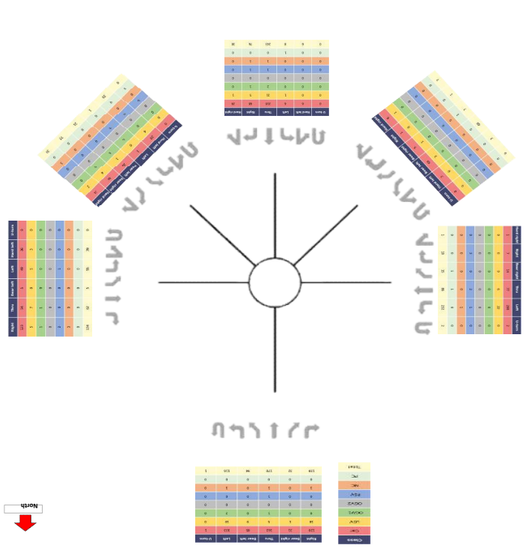
Turning Movement Data Plot



AM Peak Turning Movement Data Summary



PM Peak Turning Movement Data Summary



Severnside
Transportation Data Collection

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 3

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	12	2	2	0	0	0	0	**16**	3	0	0	0	0	0	1	**4**	**20**
0745-0800	0	0	0	0	0	0	0	**0**	15	3	0	0	0	0	0	**18**	3	1	0	0	0	0	0	**4**	**22**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**5**	**2**	**0**	**0**	**0**	**0**	**34**	**6**	**1**	**0**	**0**	**0**	**0**	**1**	**8**	**42**
0800-0815	0	0	0	0	0	0	0	**0**	21	3	1	0	0	0	1	**26**	2	0	0	0	0	0	0	**2**	**28**
0815-0830	0	0	0	0	0	0	0	**0**	33	2	0	0	0	0	1	**36**	5	1	2	0	0	0	0	**8**	**44**
0830-0845	0	0	0	0	0	0	0	**0**	40	3	0	0	0	0	0	**43**	3	0	0	0	0	0	2	**5**	**48**
0845-0900	1	0	0	0	0	0	0	**1**	39	1	0	0	0	0	0	**40**	9	0	0	0	0	0	0	**9**	**50**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**133**	**9**	**1**	**0**	**0**	**0**	**2**	**145**	**19**	**1**	**2**	**0**	**0**	**0**	**2**	**24**	**170**
0900-0915	1	0	0	0	0	0	0	**1**	25	3	1	0	0	0	0	**29**	7	0	0	0	0	0	0	**7**	**37**
0915-0930	0	0	0	0	0	0	0	**0**	28	2	0	0	0	0	1	**31**	4	0	0	0	0	0	1	**5**	**36**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**53**	**5**	**1**	**0**	**0**	**0**	**1**	**60**	**11**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**73**
2 Hour Totals (am)	2	0	0	0	0	0	0	**2**	213	19	4	0	0	0	3	**239**	36	2	2	0	0	0	4	**44**	**285**
1500-1515	0	0	0	0	0	0	0	**0**	31	4	0	0	0	0	1	**36**	5	0	0	0	0	0	1	**6**	**42**
1515-1530	2	0	0	0	0	0	0	**2**	42	7	0	0	0	0	0	**49**	13	2	0	0	0	0	0	**15**	**66**
1530-1545	1	0	0	0	0	0	0	**1**	34	1	0	0	0	1	1	**37**	2	1	0	0	0	0	0	**3**	**41**
1545-1600	0	0	0	0	0	0	0	**0**	38	1	0	0	0	0	0	**39**	8	0	0	0	0	0	0	**8**	**47**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**145**	**13**	**0**	**0**	**0**	**1**	**2**	**161**	**28**	**3**	**0**	**0**	**0**	**0**	**1**	**32**	**196**
1600-1615	1	0	0	0	0	0	0	**1**	43	4	1	0	0	1	0	**49**	8	0	0	0	0	0	0	**8**	**58**
1615-1630	0	0	0	0	0	0	0	**0**	29	5	0	0	0	0	0	**34**	8	3	0	0	0	0	0	**11**	**45**
1630-1645	0	0	0	0	0	0	0	**0**	27	5	0	0	0	0	0	**32**	3	1	0	0	0	0	0	**4**	**36**
1645-1700	1	0	0	0	0	0	0	**1**	25	1	0	0	0	0	0	**26**	6	0	0	0	0	0	0	**6**	**33**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**124**	**15**	**1**	**0**	**0**	**1**	**0**	**141**	**25**	**4**	**0**	**0**	**0**	**0**	**0**	**29**	**172**
1700-1715	1	0	0	0	0	0	0	**1**	34	2	0	0	0	0	1	**37**	4	1	1	0	0	0	0	**6**	**44**
1715-1730	0	0	0	0	0	0	0	**0**	34	3	0	0	0	1	0	**38**	7	4	0	0	0	0	0	**11**	**49**
1730-1745	2	1	0	0	0	0	0	**3**	28	1	0	0	0	0	1	**30**	7	0	0	0	0	0	0	**7**	**40**
1745-1800	0	0	0	0	0	0	0	**0**	46	0	0	0	0	1	0	**47**	11	2	0	0	0	0	0	**13**	**60**
Hourly Total	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**142**	**6**	**0**	**0**	**0**	**2**	**2**	**152**	**29**	**7**	**1**	**0**	**0**	**0**	**0**	**37**	**193**
1800-1815	2	0	0	0	0	0	0	**2**	37	3	0	0	0	2	0	**42**	5	0	0	0	0	0	0	**5**	**49**
1815-1830	2	0	0	0	0	0	0	**2**	44	4	0	0	0	0	0	**48**	8	1	0	0	0	0	0	**9**	**59**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**81**	**7**	**0**	**0**	**0**	**2**	**0**	**90**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**14**	**108**
3.5 Hour Totals (pm)	12	1	0	0	0	0	0	13	492	41	1	0	0	6	4	544	95	15	1	0	0	0	1	112	**669**
Day Total	14	1	0	0	0	0	0	15	705	60	5	0	0	6	7	783	131	17	3	0	0	0	5	156	954

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	7	2	2	0	0	1	0	**12**	0	0	0	0	0	0	0	**0**	9	3	1	0	0	0	0	**13**	**25**
0745-0800	13	3	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	8	0	1	0	1	0	0	**10**	**26**
Hourly Total	**20**	**5**	**2**	**0**	**0**	**1**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**3**	**2**	**0**	**1**	**0**	**0**	**23**	**51**

0800-0815	17	6	0	0	0	0	0	**23**	2	0	0	0	0	0	0	**2**	6	1	0	0	1	0	0	**8**	**33**
0815-0830	29	5	1	0	0	0	0	**35**	1	1	0	0	0	0	0	**2**	18	3	0	0	1	0	0	**22**	**59**
0830-0845	34	2	0	0	0	0	0	**36**	0	0	0	0	0	0	0	**0**	39	4	0	0	0	0	0	**43**	**79**
0845-0900	25	1	0	0	0	0	0	**26**	1	0	0	0	0	0	1	**2**	23	5	0	0	1	0	1	**30**	**58**
Hourly Total	**105**	**14**	**1**	**0**	**0**	**0**	**0**	**120**	**4**	**1**	**0**	**0**	**0**	**0**	**1**	**6**	**86**	**13**	**0**	**0**	**3**	**0**	**1**	**103**	**229**
0900-0915	21	3	0	0	0	1	0	**25**	2	0	0	0	0	0	0	**2**	30	2	0	0	0	0	1	**33**	**60**
0915-0930	30	4	1	0	0	0	1	**36**	1	0	0	0	0	0	2	**3**	25	2	1	0	1	0	0	**29**	**68**
Hourly Total	**51**	**7**	**1**	**0**	**0**	**1**	**1**	**61**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**55**	**4**	**1**	**0**	**1**	**0**	**1**	**62**	**128**
2 Hour Totals (am)	176	26	4	0	0	2	1	**209**	7	1	0	0	0	0	3	**11**	158	20	3	0	5	0	2	**188**	**408**
1500-1515	55	4	1	0	0	0	0	**60**	5	0	0	0	0	0	0	**5**	43	2	0	0	1	2	0	**48**	**113**
1515-1530	34	2	0	0	0	0	0	**36**	2	0	0	0	0	0	0	**2**	26	8	0	0	2	0	0	**36**	**74**
1530-1545	26	2	0	0	0	0	0	**28**	1	0	0	0	0	0	0	**1**	28	2	0	0	0	1	3	**34**	**63**
1545-1600	33	2	0	0	0	1	1	**37**	6	0	0	0	0	0	0	**6**	29	4	2	0	0	0	1	**36**	**79**
Hourly Total	**148**	**10**	**1**	**0**	**0**	**1**	**1**	**161**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**126**	**16**	**2**	**0**	**3**	**3**	**4**	**154**	**329**
1600-1615	59	3	0	0	0	1	1	**64**	5	0	0	0	0	0	0	**5**	28	2	0	0	0	0	0	**30**	**99**
1615-1630	45	4	0	0	0	0	0	**49**	2	0	0	0	0	0	0	**2**	27	5	0	0	0	0	1	**33**	**84**
1630-1645	32	4	1	0	0	0	1	**38**	3	0	0	0	0	0	0	**3**	23	3	0	0	0	0	0	**26**	**67**
1645-1700	29	0	0	0	0	0	1	**30**	4	0	0	0	0	0	0	**4**	25	3	0	0	0	0	0	**28**	**62**
Hourly Total	**165**	**11**	**1**	**0**	**0**	**1**	**3**	**181**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**103**	**13**	**0**	**0**	**0**	**0**	**1**	**117**	**312**
1700-1715	39	2	0	0	0	0	0	**41**	9	1	0	0	0	0	0	**10**	32	1	0	0	0	0	2	**35**	**86**
1715-1730	38	4	1	0	0	1	0	**44**	4	0	0	0	0	0	0	**4**	36	3	0	0	1	1	0	**41**	**89**
1730-1745	46	3	0	0	0	1	0	**50**	5	0	0	0	0	0	0	**5**	35	2	0	0	0	1	0	**38**	**93**
1745-1800	52	2	0	0	0	0	1	**55**	4	0	0	0	0	0	0	**4**	32	1	0	0	1	0	1	**35**	**94**
Hourly Total	**175**	**11**	**1**	**0**	**0**	**2**	**1**	**190**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**23**	**135**	**7**	**0**	**0**	**2**	**2**	**3**	**149**	**362**
1800-1815	27	1	0	0	0	2	0	**30**	1	0	0	0	0	0	0	**1**	26	3	0	0	0	1	0	**30**	**61**
1815-1830	32	5	0	0	0	2	2	**41**	8	0	0	0	0	0	0	**8**	29	1	0	0	0	2	0	**32**	**81**
Hourly Total	**59**	**6**	**0**	**0**	**0**	**4**	**2**	**71**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**55**	**4**	**0**	**0**	**0**	**3**	**0**	**62**	**142**
3.5 Hour Totals (pm)	547	38	3	0	0	8	7	603	59	1	0	0	0	0	0	60	419	40	2	0	5	8	8	482	**1145**
Day Total	723	64	7	0	0	10	8	812	66	2	0	0	0	0	3	71	577	60	5	0	10	8	10	670	1553

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	1	0	0	0	0	0	0	**1**	11	6	1	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**	**19**
0745-0800	3	1	0	0	0	0	0	**4**	16	2	0	0	0	0	2	**20**	0	0	0	0	0	0	0	**0**	**24**
Hourly Total	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**27**	**8**	**1**	**0**	**0**	**0**	**2**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**
0800-0815	7	0	0	0	0	0	0	**7**	15	5	0	0	3	0	0	**23**	0	0	0	0	0	0	0	**0**	**30**
0815-0830	3	3	0	0	0	0	0	**6**	33	3	0	0	1	0	0	**37**	0	0	0	0	0	0	0	**0**	**43**
0830-0845	8	0	0	0	0	0	0	**8**	38	4	0	0	1	0	2	**45**	0	0	0	0	0	0	0	**0**	**53**
0845-0900	8	2	0	0	0	0	0	**10**	19	1	1	0	0	0	1	**22**	0	0	0	0	0	0	0	**0**	**32**
Hourly Total	**26**	**5**	**0**	**0**	**0**	**0**	**0**	**31**	**105**	**13**	**1**	**0**	**5**	**0**	**3**	**127**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**158**
0900-0915	3	0	0	0	0	0	0	**3**	21	7	0	0	0	1	0	**29**	1	0	0	0	0	0	0	**1**	**33**
0915-0930	9	0	1	0	0	0	0	**10**	15	2	0	0	2	0	0	**19**	0	0	0	0	0	0	0	**0**	**29**
Hourly Total	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**13**	**36**	**9**	**0**	**0**	**2**	**1**	**0**	**48**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**62**

2 Hour Totals (am)	42	6	1	0	0	0	0	**49**	168	30	2	0	7	1	5	**213**	1	0	0	0	0	0	0	**1**	**263**
1500-1515	9	0	0	0	0	0	4	**13**	15	4	0	0	0	0	0	**19**	0	1	0	0	0	0	0	**1**	**33**
1515-1530	5	1	0	0	0	0	4	**10**	26	6	1	0	1	0	0	**34**	0	0	0	0	0	0	0	**0**	**44**
1530-1545	6	2	0	0	0	0	1	**9**	28	3	0	0	1	0	0	**32**	0	0	0	0	0	0	0	**0**	**41**
1545-1600	4	1	0	0	0	0	1	**6**	25	0	1	0	0	1	0	**27**	1	0	0	0	0	0	0	**1**	**34**
Hourly Total	**24**	**4**	**0**	**0**	**0**	**0**	**10**	**38**	**94**	**13**	**2**	**0**	**2**	**1**	**0**	**112**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**152**
1600-1615	19	0	0	0	0	0	2	**21**	27	1	1	0	0	0	1	**30**	1	0	0	0	0	0	0	**1**	**52**
1615-1630	9	0	0	0	0	0	0	**9**	29	3	0	0	0	0	0	**32**	0	0	0	0	0	0	0	**0**	**41**
1630-1645	6	1	0	0	0	0	0	**7**	23	3	0	0	0	0	0	**26**	0	0	0	0	0	0	0	**0**	**33**
1645-1700	6	3	0	0	0	0	1	**10**	29	5	0	0	1	0	0	**35**	1	0	0	0	0	0	0	**1**	**46**
Hourly Total	**40**	**4**	**0**	**0**	**0**	**0**	**3**	**47**	**108**	**12**	**1**	**0**	**1**	**0**	**1**	**123**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**172**
1700-1715	4	1	0	0	0	0	0	**5**	31	4	0	0	1	0	0	**36**	0	0	0	0	0	0	0	**0**	**41**
1715-1730	13	1	0	0	0	0	1	**15**	21	4	1	0	0	0	0	**26**	1	0	0	0	0	0	0	**1**	**42**
1730-1745	6	2	0	0	0	0	1	**9**	28	6	0	0	0	0	0	**34**	0	0	0	0	0	0	0	**0**	**43**
1745-1800	16	0	0	0	0	1	0	**17**	26	1	0	0	1	0	0	**28**	0	0	0	0	0	0	0	**0**	**45**
Hourly Total	**39**	**4**	**0**	**0**	**0**	**1**	**2**	**46**	**106**	**15**	**1**	**0**	**2**	**0**	**0**	**124**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**171**
1800-1815	5	1	0	0	0	0	0	**6**	31	3	0	0	0	0	0	**34**	0	0	0	0	0	0	0	**0**	**40**
1815-1830	5	0	0	0	0	0	0	**5**	31	0	0	0	0	1	1	**33**	1	0	0	0	0	0	0	**1**	**39**
Hourly Total	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**62**	**3**	**0**	**0**	**0**	**1**	**1**	**67**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**79**
3.5 Hour Totals (pm)	113	13	0	0	0	1	15	142	370	43	4	0	5	2	2	426	5	1	0	0	0	0	0	6	**574**
Day Total	155	19	1	0	0	1	15	191	538	73	6	0	12	3	7	639	6	1	0	0	0	0	0	7	837

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	15	2	2	0	0	0	1	**20**	16	5	3	0	0	1	0	**25**	12	6	1	0	0	0	0	**19**	**64**
0745-0800	18	4	0	0	0	0	0	**22**	21	3	1	0	1	0	0	**26**	19	3	0	0	0	0	2	**24**	**72**
Hourly Total	**33**	**6**	**2**	**0**	**0**	**0**	**1**	**42**	**37**	**8**	**4**	**0**	**1**	**1**	**0**	**51**	**31**	**9**	**1**	**0**	**0**	**0**	**2**	**43**	**136**
0800-0815	23	3	1	0	0	0	1	**28**	25	7	0	0	1	0	0	**33**	22	5	0	0	3	0	0	**30**	**91**
0815-0830	38	3	2	0	0	0	1	**44**	48	9	1	0	1	0	0	**59**	36	6	0	0	1	0	0	**43**	**146**
0830-0845	43	3	0	0	0	0	2	**48**	73	6	0	0	0	0	0	**79**	46	4	0	0	1	0	2	**53**	**180**
0845-0900	49	1	0	0	0	0	0	**50**	49	6	0	0	1	0	2	**58**	27	3	1	0	0	0	1	**32**	**140**
Hourly Total	**153**	**10**	**3**	**0**	**0**	**0**	**4**	**170**	**195**	**28**	**1**	**0**	**3**	**0**	**2**	**229**	**131**	**18**	**1**	**0**	**5**	**0**	**3**	**158**	**557**
0900-0915	33	3	1	0	0	0	0	**37**	53	5	0	0	0	1	1	**60**	25	7	0	0	0	1	0	**33**	**130**
0915-0930	32	2	0	0	0	0	2	**36**	56	6	2	0	1	0	3	**68**	24	2	1	0	2	0	0	**29**	**133**
Hourly Total	**65**	**5**	**1**	**0**	**0**	**0**	**2**	**73**	**109**	**11**	**2**	**0**	**1**	**1**	**4**	**128**	**49**	**9**	**1**	**0**	**2**	**1**	**0**	**62**	**263**
2 Hour Totals (am)	251	21	6	0	0	0	7	**285**	341	47	7	0	5	2	6	**408**	211	36	3	0	7	1	5	**263**	**956**
1500-1515	36	4	0	0	0	0	2	**42**	103	6	1	0	1	2	0	**113**	24	5	0	0	0	0	4	**33**	**188**
1515-1530	57	9	0	0	0	0	0	**66**	62	10	0	0	2	0	0	**74**	31	7	1	0	1	0	4	**44**	**184**
1530-1545	37	2	0	0	0	1	1	**41**	55	4	0	0	0	1	3	**63**	34	5	0	0	1	0	1	**41**	**145**
1545-1600	46	1	0	0	0	0	0	**47**	68	6	2	0	0	1	2	**79**	30	1	1	0	0	1	1	**34**	**160**
Hourly Total	**176**	**16**	**0**	**0**	**0**	**1**	**3**	**196**	**288**	**26**	**3**	**0**	**3**	**4**	**5**	**329**	**119**	**18**	**2**	**0**	**2**	**1**	**10**	**152**	**677**
1600-1615	52	4	1	0	0	1	0	**58**	92	5	0	0	0	1	1	**99**	47	1	1	0	0	0	3	**52**	**209**

1615-1630	37	8	0	0	0	0	0	**45**	74	9	0	0	0	0	1	**84**	38	3	0	0	0	0	0	**41**	**170**
1630-1645	30	6	0	0	0	0	0	**36**	58	7	1	0	0	0	1	**67**	29	4	0	0	0	0	0	**33**	**136**
1645-1700	32	1	0	0	0	0	0	**33**	58	3	0	0	0	0	1	**62**	36	8	0	0	1	0	1	**46**	**141**
Hourly Total	**151**	**19**	**1**	**0**	**0**	**1**	**0**	**172**	**282**	**24**	**1**	**0**	**0**	**1**	**4**	**312**	**150**	**16**	**1**	**0**	**1**	**0**	**4**	**172**	**656**
1700-1715	39	3	1	0	0	0	1	**44**	80	4	0	0	0	0	2	**86**	35	5	0	0	1	0	0	**41**	**171**
1715-1730	41	7	0	0	0	1	0	**49**	78	7	1	0	1	2	0	**89**	35	5	1	0	0	0	1	**42**	**180**
1730-1745	37	2	0	0	0	0	1	**40**	86	5	0	0	0	2	0	**93**	34	8	0	0	0	0	1	**43**	**176**
1745-1800	57	2	0	0	0	1	0	**60**	88	3	0	0	1	0	2	**94**	42	1	0	0	1	1	0	**45**	**199**
Hourly Total	**174**	**14**	**1**	**0**	**0**	**2**	**2**	**193**	**332**	**19**	**1**	**0**	**2**	**4**	**4**	**362**	**146**	**19**	**1**	**0**	**2**	**1**	**2**	**171**	**726**
1800-1815	44	3	0	0	0	2	0	**49**	54	4	0	0	0	3	0	**61**	36	4	0	0	0	0	0	**40**	**150**
1815-1830	54	5	0	0	0	0	0	**59**	69	6	0	0	0	4	2	**81**	37	0	0	0	0	1	1	**39**	**179**
Hourly Total	**98**	**8**	**0**	**0**	**0**	**2**	**0**	**108**	**123**	**10**	**0**	**0**	**0**	**7**	**2**	**142**	**73**	**4**	**0**	**0**	**0**	**1**	**1**	**79**	**329**
3.5 Hour Totals (pm)	599	57	2	0	0	6	5	669	1025	79	5	0	5	16	15	1145	488	57	4	0	5	3	17	574	**2388**
Day Total	850	78	8	0	0	6	12	954	1366	126	12	0	10	18	21	1553	699	93	7	0	12	4	22	837	3344

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	8	2	2	0	0	1	0	**13**	23	8	3	0	0	0	0	**34**	12	3	1	0	0	0	1	**17**	**64**
0745-0800	16	4	0	0	0	0	0	**20**	31	5	0	0	0	0	2	**38**	11	1	1	0	1	0	0	**14**	**72**
Hourly Total	**24**	**6**	**2**	**0**	**0**	**1**	**0**	**33**	**54**	**13**	**3**	**0**	**0**	**0**	**2**	**72**	**23**	**4**	**2**	**0**	**1**	**0**	**1**	**31**	**136**
0800-0815	24	6	0	0	0	0	0	**30**	38	8	1	0	3	0	1	**51**	8	1	0	0	1	0	0	**10**	**91**
0815-0830	32	8	1	0	0	0	0	**41**	67	6	0	0	1	0	1	**75**	23	4	2	0	1	0	0	**30**	**146**
0830-0845	42	2	0	0	0	0	0	**44**	78	7	0	0	1	0	2	**88**	42	4	0	0	0	0	2	**48**	**180**
0845-0900	34	3	0	0	0	0	0	**37**	59	2	1	0	0	0	2	**64**	32	5	0	0	1	0	1	**39**	**140**
Hourly Total	**132**	**19**	**1**	**0**	**0**	**0**	**0**	**152**	**242**	**23**	**2**	**0**	**5**	**0**	**6**	**278**	**105**	**14**	**2**	**0**	**3**	**0**	**3**	**127**	**557**
0900-0915	25	3	0	0	0	1	0	**29**	48	10	1	0	0	1	0	**60**	38	2	0	0	0	0	1	**41**	**130**
0915-0930	39	4	2	0	0	0	1	**46**	44	4	0	0	2	0	3	**53**	29	2	1	0	1	0	1	**34**	**133**
Hourly Total	**64**	**7**	**2**	**0**	**0**	**1**	**1**	**75**	**92**	**14**	**1**	**0**	**2**	**1**	**3**	**113**	**67**	**4**	**1**	**0**	**1**	**0**	**2**	**75**	**263**
2 Hour Totals (am)	220	32	5	0	0	2	1	**260**	388	50	6	0	7	1	11	**463**	195	22	5	0	5	0	6	**233**	**956**
1500-1515	64	4	1	0	0	0	4	**73**	51	8	0	0	0	0	1	**60**	48	3	0	0	1	2	1	**55**	**188**
1515-1530	41	3	0	0	0	0	4	**48**	70	13	1	0	1	0	0	**85**	39	10	0	0	2	0	0	**51**	**184**
1530-1545	33	4	0	0	0	0	1	**38**	63	4	0	0	1	1	1	**70**	30	3	0	0	0	1	3	**37**	**145**
1545-1600	37	3	0	0	0	1	2	**43**	69	1	1	0	0	1	0	**72**	38	4	2	0	0	0	1	**45**	**160**
Hourly Total	**175**	**14**	**1**	**0**	**0**	**1**	**11**	**202**	**253**	**26**	**2**	**0**	**2**	**2**	**2**	**287**	**155**	**20**	**2**	**0**	**3**	**3**	**5**	**188**	**677**
1600-1615	79	3	0	0	0	1	3	**86**	75	5	2	0	0	1	1	**84**	37	2	0	0	0	0	0	**39**	**209**
1615-1630	54	4	0	0	0	0	0	**58**	60	8	0	0	0	0	0	**68**	35	8	0	0	0	0	1	**44**	**170**
1630-1645	38	5	1	0	0	0	1	**45**	53	8	0	0	0	0	0	**61**	26	4	0	0	0	0	0	**30**	**136**
1645-1700	36	3	0	0	0	0	2	**41**	58	6	0	0	1	0	0	**65**	32	3	0	0	0	0	0	**35**	**141**
Hourly Total	**207**	**15**	**1**	**0**	**0**	**1**	**6**	**230**	**246**	**27**	**2**	**0**	**1**	**1**	**1**	**278**	**130**	**17**	**0**	**0**	**0**	**0**	**1**	**148**	**656**
1700-1715	44	3	0	0	0	0	0	**47**	74	7	0	0	1	0	1	**83**	36	2	1	0	0	0	2	**41**	**171**
1715-1730	51	5	1	0	0	1	1	**59**	59	7	1	0	0	1	0	**68**	44	7	0	0	1	1	0	**53**	**180**
1730-1745	54	6	0	0	0	1	1	**62**	61	7	0	0	0	0	1	**69**	42	2	0	0	0	1	0	**45**	**176**
1745-1800	68	2	0	0	0	1	1	**72**	76	1	0	0	1	1	0	**79**	43	3	0	0	1	0	1	**48**	**199**
Hourly Total	**217**	**16**	**1**	**0**	**0**	**3**	**3**	**240**	**270**	**22**	**1**	**0**	**2**	**2**	**2**	**299**	**165**	**14**	**1**	**0**	**2**	**2**	**3**	**187**	**726**

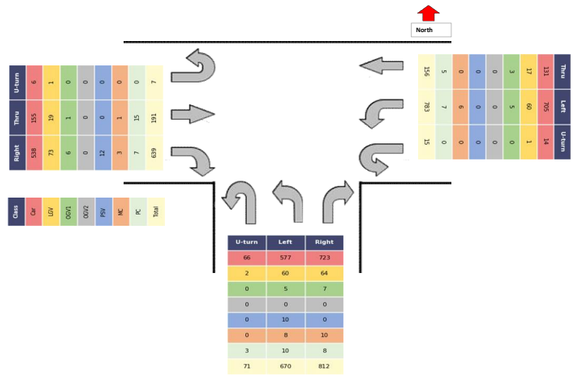
1800-1815	34	2	0	0	0	2	0	**38**	69	6	0	0	0	2	0	**77**	31	3	0	0	0	1	0	**35**	**150**
1815-1830	39	5	0	0	0	2	2	**48**	83	4	0	0	0	1	1	**89**	38	2	0	0	0	2	0	**42**	**179**
Hourly Total	**73**	**7**	**0**	**0**	**0**	**4**	**2**	**86**	**152**	**10**	**0**	**0**	**0**	**3**	**1**	**166**	**69**	**5**	**0**	**0**	**0**	**3**	**0**	**77**	**329**
3.5 Hour Totals (pm)	672	52	3	0	0	9	22	758	921	85	5	0	5	8	6	1030	519	56	3	0	5	8	9	600	**2388**
Day Total	892	84	8	0	0	11	23	1018	1309	135	11	0	12	9	17	1493	714	78	8	0	10	8	15	833	3344

Severnside
Transportation Data Collection

	Summary
Project	Porthcawl
Project Code	SS1938
Site name	Site 01
Lees and Movements	All Processed Lees & Movements
Bin Size	15.0
Start Time	07:30
End Time	18:15
Location	Site 01
Latitude and Longitude	51.4828758896783, -3.699072224903

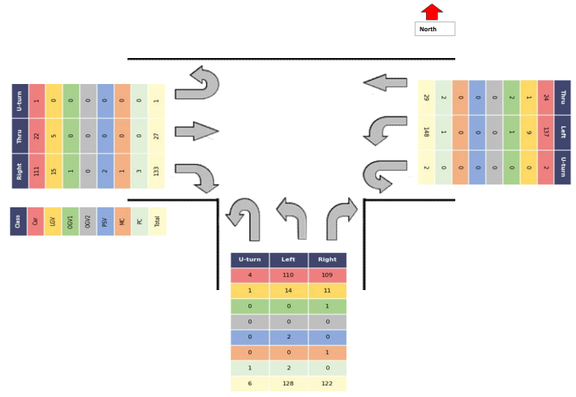
	Start	End
Am Peak	2025-07-09 08:15:00	2025-07-09 09:15:00
Pm Peak	2025-07-09 17:00:00	2025-07-09 18:00:00

Turning Movement Data Plot



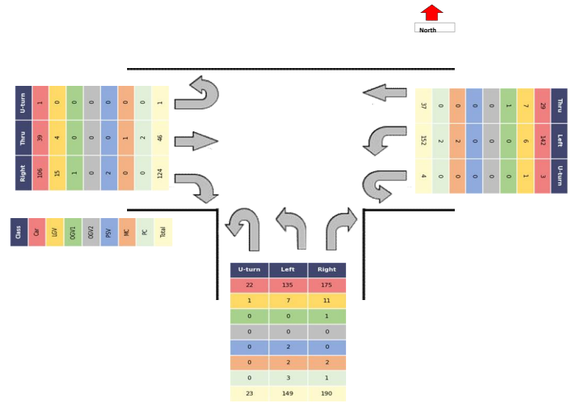
U-turn	Left	Right
66	577	723
2	60	64
0	5	7
0	0	0
0	10	0
0	8	10
3	10	8
71	670	812

AM Peak Turning Movement Data Summary



U-turn	Left	Right
4	110	109
1	14	11
0	0	1
0	0	0
0	2	0
0	0	1
1	2	0
6	128	122

PM Peak Turning Movemet Data Summary



U-turn	Left	Right
22	135	175
1	7	11
0	0	1
0	0	0
0	2	0
0	2	2
0	3	1
23	149	190

Severnside
Transportation Data Collection

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 4

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	8	0	0	0	0	0	1	**9**	**12**
0745-0800	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	6	2	0	0	0	0	0	**8**	**13**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**14**	**2**	**0**	**0**	**0**	**0**	**1**	**17**	**25**
0800-0815	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	12	2	1	0	0	0	0	**15**	**20**
0815-0830	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**	14	2	1	0	0	0	1	**18**	**26**
0830-0845	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**	23	3	0	0	0	0	3	**29**	**37**
0845-0900	1	0	0	0	0	0	0	**1**	8	1	0	0	0	0	0	**9**	12	2	0	0	0	0	0	**14**	**24**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**29**	**1**	**0**	**0**	**0**	**0**	**0**	**30**	**61**	**9**	**2**	**0**	**0**	**0**	**4**	**76**	**107**
0900-0915	0	0	0	0	0	0	0	**0**	7	2	0	0	0	0	0	**9**	24	3	0	0	0	0	0	**27**	**36**
0915-0930	1	0	0	0	0	0	0	**1**	8	0	0	0	0	0	0	**8**	14	1	0	0	0	0	2	**17**	**26**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**17**	**38**	**4**	**0**	**0**	**0**	**0**	**2**	**44**	**62**
2 Hour Totals (am)	2	0	0	0	0	0	0	**2**	51	4	0	0	0	0	0	**55**	113	15	2	0	0	0	7	**137**	**194**
1500-1515	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**	17	5	0	0	0	0	2	**24**	**33**
1515-1530	3	0	0	0	0	0	0	**3**	7	1	0	0	0	0	0	**8**	15	4	0	0	0	0	0	**19**	**30**
1530-1545	1	0	0	0	0	0	0	**1**	7	2	0	0	0	0	0	**9**	25	0	1	0	0	0	0	**26**	**36**
1545-1600	0	1	0	0	0	0	0	**1**	6	1	0	0	0	0	0	**7**	28	2	0	0	0	0	0	**30**	**38**
Hourly Total	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**28**	**5**	**0**	**0**	**0**	**0**	**0**	**33**	**85**	**11**	**1**	**0**	**0**	**0**	**2**	**99**	**137**
1600-1615	0	0	0	0	0	0	0	**0**	6	1	0	0	0	0	0	**7**	24	3	0	0	0	1	0	**28**	**35**
1615-1630	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	22	6	0	0	0	0	0	**28**	**34**
1630-1645	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	11	4	0	0	0	0	1	**16**	**22**
1645-1700	2	0	0	0	0	0	0	**2**	9	0	0	0	0	0	0	**9**	18	2	0	0	0	0	0	**20**	**31**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**28**	**75**	**15**	**0**	**0**	**0**	**1**	**1**	**92**	**122**
1700-1715	1	0	0	0	0	0	0	**1**	13	1	0	0	0	0	1	**15**	26	1	1	0	0	0	1	**29**	**45**
1715-1730	0	0	0	0	0	0	0	**0**	7	0	1	0	0	0	0	**8**	18	1	0	0	0	1	0	**20**	**28**
1730-1745	0	0	0	0	0	0	0	**0**	11	0	0	0	0	0	0	**11**	23	0	0	0	0	0	1	**24**	**35**
1745-1800	0	1	0	0	0	0	0	**1**	15	0	0	0	0	1	0	**16**	21	2	0	0	0	1	1	**25**	**42**
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**46**	**1**	**1**	**0**	**0**	**1**	**1**	**50**	**88**	**4**	**1**	**0**	**0**	**2**	**3**	**98**	**150**
1800-1815	2	0	0	0	0	0	0	**2**	12	1	0	0	0	0	0	**13**	27	2	0	0	0	1	0	**30**	**45**
1815-1830	0	0	0	0	0	0	0	**0**	12	2	0	0	0	0	0	**14**	25	2	0	0	0	0	0	**27**	**41**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**27**	**52**	**4**	**0**	**0**	**0**	**1**	**0**	**57**	**86**
3.5 Hour Totals (pm)	9	2	0	0	0	0	0	11	125	10	1	0	0	1	1	138	300	34	2	0	0	4	6	346	**495**
Day Total	11	2	0	0	0	0	0	13	176	14	1	0	0	1	1	193	413	49	4	0	0	4	13	483	689

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	6	0	2	0	0	0	0	**8**	**9**
0745-0800	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**4**	**6**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**1**	**2**	**0**	**0**	**0**	**0**	**12**	**15**

0800-0815	1	2	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	7	1	0	0	0	0	0	**8**	**11**
0815-0830	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	14	0	0	0	0	0	0	**14**	**18**
0830-0845	4	2	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	12	0	0	0	0	0	0	**12**	**18**
0845-0900	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	26	0	0	0	0	0	1	**27**	**34**
Hourly Total	**16**	**4**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**	**1**	**0**	**0**	**0**	**0**	**1**	**61**	**81**
0900-0915	2	0	0	0	0	0	1	**3**	0	0	0	0	0	0	0	**0**	6	0	1	0	0	0	0	**7**	**10**
0915-0930	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	12	2	0	0	0	0	1	**15**	**22**
Hourly Total	**9**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**2**	**1**	**0**	**0**	**0**	**1**	**22**	**32**
2 Hour Totals (am)	28	4	0	0	0	0	1	**33**	0	0	0	0	0	0	0	**0**	86	4	3	0	0	0	2	**95**	**128**
1500-1515	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	13	2	0	0	0	0	0	**15**	**23**
1515-1530	22	0	1	0	0	0	0	**23**	0	0	0	0	0	0	0	**0**	38	3	0	0	0	0	0	**41**	**64**
1530-1545	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	7	1	0	0	0	1	1	**10**	**15**
1545-1600	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	12	0	0	0	0	0	1	**13**	**20**
Hourly Total	**42**	**0**	**1**	**0**	**0**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	**6**	**0**	**0**	**0**	**1**	**2**	**79**	**122**
1600-1615	10	0	0	0	0	0	1	**11**	0	0	0	0	0	0	0	**0**	17	1	0	0	0	0	0	**18**	**29**
1615-1630	7	1	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	13	1	0	0	0	0	0	**14**	**22**
1630-1645	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	11	0	0	0	0	0	0	**11**	**13**
1645-1700	9	0	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	10	0	0	0	0	0	0	**10**	**19**
Hourly Total	**27**	**2**	**0**	**0**	**0**	**0**	**1**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51**	**2**	**0**	**0**	**0**	**0**	**0**	**53**	**83**
1700-1715	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	11	2	0	0	0	0	0	**13**	**18**
1715-1730	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	14	2	0	0	0	0	0	**16**	**22**
1730-1745	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	13	2	0	0	0	0	0	**15**	**21**
1745-1800	10	2	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	31	1	0	0	0	0	0	**32**	**44**
Hourly Total	**26**	**3**	**0**	**0**	**0**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**69**	**7**	**0**	**0**	**0**	**0**	**0**	**76**	**105**
1800-1815	7	1	0	0	0	1	0	**9**	0	0	0	0	0	0	0	**0**	14	2	0	0	0	1	0	**17**	**26**
1815-1830	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	19	1	0	0	0	0	0	**20**	**30**
Hourly Total	**17**	**1**	**0**	**0**	**0**	**1**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**3**	**0**	**0**	**0**	**1**	**0**	**37**	**56**
3.5 Hour Totals (pm)	112	6	1	0	0	1	1	121	0	0	0	0	0	0	0	0	223	18	0	0	0	2	2	245	**366**
Day Total	140	10	1	0	0	1	2	154	0	0	0	0	0	0	0	0	309	22	3	0	0	2	4	340	494

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	3	1	1	0	0	1	0	**6**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**9**
0745-0800	4	2	0	0	0	0	0	**6**	5	3	0	0	0	0	0	**8**	1	1	0	0	0	0	0	**2**	**16**
Hourly Total	**7**	**3**	**1**	**0**	**0**	**1**	**0**	**12**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**11**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**25**
0800-0815	10	4	0	0	0	0	0	**14**	10	3	0	0	0	0	0	**13**	0	1	0	0	0	0	0	**1**	**28**
0815-0830	12	1	0	0	0	0	0	**13**	13	3	1	0	0	0	0	**17**	1	0	1	0	0	0	0	**2**	**32**
0830-0845	15	1	0	0	0	0	0	**16**	21	0	0	0	0	0	0	**21**	0	0	0	0	0	0	0	**0**	**37**
0845-0900	13	2	0	0	0	0	0	**15**	18	0	0	0	0	0	0	**18**	3	0	0	0	0	0	0	**3**	**36**
Hourly Total	**50**	**8**	**0**	**0**	**0**	**0**	**0**	**58**	**62**	**6**	**1**	**0**	**0**	**0**	**0**	**69**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**6**	**133**
0900-0915	10	1	0	0	0	0	1	**12**	12	2	0	0	0	1	0	**15**	0	0	0	0	0	0	0	**0**	**27**
0915-0930	15	2	1	0	0	0	0	**18**	15	0	0	0	0	0	1	**16**	1	0	0	0	0	0	0	**1**	**35**
Hourly Total	**25**	**3**	**1**	**0**	**0**	**0**	**1**	**30**	**27**	**2**	**0**	**0**	**0**	**1**	**1**	**31**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**62**

2 Hour Totals (am)	82	14	2	0	0	1	1	**100**	97	11	1	0	0	1	1	**111**	6	2	1	0	0	0	0	**9**	**220**
1500-1515	32	3	0	0	0	0	1	**36**	26	2	0	0	0	0	0	**28**	4	0	0	0	0	0	0	**4**	**68**
1515-1530	25	2	0	0	0	0	3	**30**	14	2	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	**46**
1530-1545	21	1	1	0	0	0	0	**23**	5	1	0	0	0	0	0	**6**	1	0	0	0	0	0	0	**1**	**30**
1545-1600	17	2	0	0	0	2	1	**22**	14	1	0	0	0	0	0	**15**	2	0	0	0	0	0	0	**2**	**39**
Hourly Total	**95**	**8**	**1**	**0**	**0**	**2**	**5**	**111**	**59**	**6**	**0**	**0**	**0**	**0**	**0**	**65**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**183**
1600-1615	31	3	0	0	0	1	3	**38**	36	0	0	0	0	0	0	**36**	1	0	0	0	0	0	0	**1**	**75**
1615-1630	22	1	0	0	0	0	1	**24**	26	1	0	0	0	0	0	**27**	0	0	0	0	0	0	0	**0**	**51**
1630-1645	19	3	1	0	0	0	0	**23**	13	2	0	0	0	0	0	**15**	2	2	0	0	0	0	0	**4**	**42**
1645-1700	29	0	0	0	0	0	0	**29**	5	2	0	0	0	0	0	**7**	3	0	0	0	0	0	0	**3**	**39**
Hourly Total	**101**	**7**	**1**	**0**	**0**	**1**	**4**	**114**	**80**	**5**	**0**	**0**	**0**	**0**	**0**	**85**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**207**
1700-1715	21	2	0	0	0	0	0	**23**	19	0	0	0	0	0	0	**19**	1	1	0	0	0	0	0	**2**	**44**
1715-1730	19	2	1	0	0	1	0	**23**	25	2	0	0	0	0	0	**27**	5	2	0	0	0	0	0	**7**	**57**
1730-1745	26	2	0	0	0	1	0	**29**	23	2	0	0	0	0	0	**25**	1	0	0	0	0	0	0	**1**	**55**
1745-1800	20	1	0	0	0	1	2	**24**	26	1	0	0	0	0	0	**27**	4	0	0	0	0	0	0	**4**	**55**
Hourly Total	**86**	**7**	**1**	**0**	**0**	**3**	**2**	**99**	**93**	**5**	**0**	**0**	**0**	**0**	**0**	**98**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**14**	**211**
1800-1815	22	2	0	0	0	0	0	**24**	11	1	0	0	0	2	0	**14**	2	0	0	0	0	0	0	**2**	**40**
1815-1830	23	3	0	0	0	2	2	**30**	17	2	0	0	0	0	0	**19**	3	1	0	0	0	0	0	**4**	**53**
Hourly Total	**45**	**5**	**0**	**0**	**0**	**2**	**2**	**54**	**28**	**3**	**0**	**0**	**0**	**2**	**0**	**33**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**93**
3.5 Hour Totals (pm)	327	27	3	0	0	8	13	378	260	19	0	0	0	2	0	281	29	6	0	0	0	0	0	35	**694**
Day Total	409	41	5	0	0	9	14	478	357	30	1	0	0	3	1	392	35	8	1	0	0	0	0	44	914

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	10	1	0	0	0	0	1	**12**	7	0	2	0	0	0	0	**9**	6	1	1	0	0	1	0	**9**	**30**
0745-0800	11	2	0	0	0	0	0	**13**	5	1	0	0	0	0	0	**6**	10	6	0	0	0	0	0	**16**	**35**
Hourly Total	**21**	**3**	**0**	**0**	**0**	**0**	**1**	**25**	**12**	**1**	**2**	**0**	**0**	**0**	**0**	**15**	**16**	**7**	**1**	**0**	**0**	**1**	**0**	**25**	**65**
0800-0815	17	2	1	0	0	0	0	**20**	8	3	0	0	0	0	0	**11**	20	8	0	0	0	0	0	**28**	**59**
0815-0830	22	2	1	0	0	0	1	**26**	18	0	0	0	0	0	0	**18**	26	4	2	0	0	0	0	**32**	**76**
0830-0845	31	3	0	0	0	0	3	**37**	16	2	0	0	0	0	0	**18**	36	1	0	0	0	0	0	**37**	**92**
0845-0900	21	3	0	0	0	0	0	**24**	33	0	0	0	0	0	1	**34**	34	2	0	0	0	0	0	**36**	**94**
Hourly Total	**91**	**10**	**2**	**0**	**0**	**0**	**4**	**107**	**75**	**5**	**0**	**0**	**0**	**0**	**1**	**81**	**116**	**15**	**2**	**0**	**0**	**0**	**0**	**133**	**321**
0900-0915	31	5	0	0	0	0	0	**36**	8	0	1	0	0	0	1	**10**	22	3	0	0	0	1	1	**27**	**73**
0915-0930	23	1	0	0	0	0	2	**26**	19	2	0	0	0	0	1	**22**	31	2	1	0	0	0	1	**35**	**83**
Hourly Total	**54**	**6**	**0**	**0**	**0**	**0**	**2**	**62**	**27**	**2**	**1**	**0**	**0**	**0**	**2**	**32**	**53**	**5**	**1**	**0**	**0**	**1**	**2**	**62**	**156**
2 Hour Totals (am)	166	19	2	0	0	0	7	**194**	114	8	3	0	0	0	3	**128**	185	27	4	0	0	2	2	**220**	**542**
1500-1515	25	6	0	0	0	0	2	**33**	21	2	0	0	0	0	0	**23**	62	5	0	0	0	0	1	**68**	**124**
1515-1530	25	5	0	0	0	0	0	**30**	60	3	1	0	0	0	0	**64**	39	4	0	0	0	0	3	**46**	**140**
1530-1545	33	2	1	0	0	0	0	**36**	12	1	0	0	0	1	1	**15**	27	2	1	0	0	0	0	**30**	**81**
1545-1600	34	4	0	0	0	0	0	**38**	19	0	0	0	0	0	1	**20**	33	3	0	0	0	2	1	**39**	**97**
Hourly Total	**117**	**17**	**1**	**0**	**0**	**0**	**2**	**137**	**112**	**6**	**1**	**0**	**0**	**1**	**2**	**122**	**161**	**14**	**1**	**0**	**0**	**2**	**5**	**183**	**442**
1600-1615	30	4	0	0	0	1	0	**35**	27	1	0	0	0	0	1	**29**	68	3	0	0	0	1	3	**75**	**139**

1615-1630	28	6	0	0	0	0	0	**34**	20	2	0	0	0	0	0	**22**	48	2	0	0	0	0	1	**51**	**107**
1630-1645	17	4	0	0	0	0	1	**22**	12	1	0	0	0	0	0	**13**	34	7	1	0	0	0	0	**42**	**77**
1645-1700	29	2	0	0	0	0	0	**31**	19	0	0	0	0	0	0	**19**	37	2	0	0	0	0	0	**39**	**89**
Hourly Total	**104**	**16**	**0**	**0**	**0**	**1**	**1**	**122**	**78**	**4**	**0**	**0**	**0**	**0**	**1**	**83**	**187**	**14**	**1**	**0**	**0**	**1**	**4**	**207**	**412**
1700-1715	40	2	1	0	0	0	2	**45**	16	2	0	0	0	0	0	**18**	41	3	0	0	0	0	0	**44**	**107**
1715-1730	25	1	1	0	0	1	0	**28**	19	3	0	0	0	0	0	**22**	49	6	1	0	0	1	0	**57**	**107**
1730-1745	34	0	0	0	0	0	1	**35**	19	2	0	0	0	0	0	**21**	50	4	0	0	0	1	0	**55**	**111**
1745-1800	36	3	0	0	0	2	1	**42**	41	3	0	0	0	0	0	**44**	50	2	0	0	0	1	2	**55**	**141**
Hourly Total	**135**	**6**	**2**	**0**	**0**	**3**	**4**	**150**	**95**	**10**	**0**	**0**	**0**	**0**	**0**	**105**	**190**	**15**	**1**	**0**	**0**	**3**	**2**	**211**	**466**
1800-1815	41	3	0	0	0	1	0	**45**	21	3	0	0	0	2	0	**26**	35	3	0	0	0	2	0	**40**	**111**
1815-1830	37	4	0	0	0	0	0	**41**	29	1	0	0	0	0	0	**30**	43	6	0	0	0	2	2	**53**	**124**
Hourly Total	**78**	**7**	**0**	**0**	**0**	**1**	**0**	**86**	**50**	**4**	**0**	**0**	**0**	**2**	**0**	**56**	**78**	**9**	**0**	**0**	**0**	**4**	**2**	**93**	**235**
3.5 Hour Totals (pm)	434	46	3	0	0	5	7	495	335	24	1	0	0	3	3	366	616	52	3	0	0	10	13	694	**1555**
Day Total	600	65	5	0	0	5	14	689	449	32	4	0	0	3	6	494	801	79	7	0	0	12	15	914	2097

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	4	1	1	0	0	1	0	**7**	5	1	0	0	0	0	0	**6**	14	0	2	0	0	0	1	**17**	**30**
0745-0800	6	2	0	0	0	0	0	**8**	10	3	0	0	0	0	0	**13**	10	4	0	0	0	0	0	**14**	**35**
Hourly Total	**10**	**3**	**1**	**0**	**0**	**1**	**0**	**15**	**15**	**4**	**0**	**0**	**0**	**0**	**0**	**19**	**24**	**4**	**2**	**0**	**0**	**0**	**1**	**31**	**65**
0800-0815	11	6	0	0	0	0	0	**17**	15	3	0	0	0	0	0	**18**	19	4	1	0	0	0	0	**24**	**59**
0815-0830	16	1	0	0	0	0	0	**17**	21	3	1	0	0	0	0	**25**	29	2	2	0	0	0	1	**34**	**76**
0830-0845	19	3	0	0	0	0	0	**22**	29	0	0	0	0	0	0	**29**	35	3	0	0	0	0	3	**41**	**92**
0845-0900	21	2	0	0	0	0	0	**23**	26	1	0	0	0	0	0	**27**	41	2	0	0	0	0	1	**44**	**94**
Hourly Total	**67**	**12**	**0**	**0**	**0**	**0**	**0**	**79**	**91**	**7**	**1**	**0**	**0**	**0**	**0**	**99**	**124**	**11**	**3**	**0**	**0**	**0**	**5**	**143**	**321**
0900-0915	12	1	0	0	0	0	2	**15**	19	4	0	0	0	1	0	**24**	30	3	1	0	0	0	0	**34**	**73**
0915-0930	23	2	1	0	0	0	0	**26**	23	0	0	0	0	0	1	**24**	27	3	0	0	0	0	3	**33**	**83**
Hourly Total	**35**	**3**	**1**	**0**	**0**	**0**	**2**	**41**	**42**	**4**	**0**	**0**	**0**	**1**	**1**	**48**	**57**	**6**	**1**	**0**	**0**	**0**	**3**	**67**	**156**
2 Hour Totals (am)	112	18	2	0	0	1	2	**135**	148	15	1	0	0	1	1	**166**	205	21	6	0	0	0	9	**241**	**542**
1500-1515	40	3	0	0	0	0	1	**44**	34	3	0	0	0	0	0	**37**	34	7	0	0	0	0	2	**43**	**124**
1515-1530	50	2	1	0	0	0	3	**56**	21	3	0	0	0	0	0	**24**	53	7	0	0	0	0	0	**60**	**140**
1530-1545	27	1	1	0	0	0	0	**29**	12	3	0	0	0	0	0	**15**	33	1	1	0	0	1	1	**37**	**81**
1545-1600	24	3	0	0	0	2	1	**30**	20	2	0	0	0	0	0	**22**	42	2	0	0	0	0	1	**45**	**97**
Hourly Total	**141**	**9**	**2**	**0**	**0**	**2**	**5**	**159**	**87**	**11**	**0**	**0**	**0**	**0**	**0**	**98**	**162**	**17**	**1**	**0**	**0**	**1**	**4**	**185**	**442**
1600-1615	41	3	0	0	0	1	4	**49**	42	1	0	0	0	0	0	**43**	42	4	0	0	0	1	0	**47**	**139**
1615-1630	29	2	0	0	0	0	1	**32**	32	1	0	0	0	0	0	**33**	35	7	0	0	0	0	0	**42**	**107**
1630-1645	20	4	1	0	0	0	0	**25**	19	2	0	0	0	0	0	**21**	24	6	0	0	0	0	1	**31**	**77**
1645-1700	40	0	0	0	0	0	0	**40**	14	2	0	0	0	0	0	**16**	31	2	0	0	0	0	0	**33**	**89**
Hourly Total	**130**	**9**	**1**	**0**	**0**	**1**	**5**	**146**	**107**	**6**	**0**	**0**	**0**	**0**	**0**	**113**	**132**	**19**	**0**	**0**	**0**	**1**	**1**	**153**	**412**
1700-1715	27	2	0	0	0	0	0	**29**	32	1	0	0	0	0	1	**34**	38	4	1	0	0	0	1	**44**	**107**
1715-1730	24	3	1	0	0	1	0	**29**	32	2	1	0	0	0	0	**35**	37	5	0	0	0	1	0	**43**	**107**
1730-1745	32	2	0	0	0	1	0	**35**	34	2	0	0	0	0	0	**36**	37	2	0	0	0	0	1	**40**	**111**
1745-1800	30	4	0	0	0	1	2	**37**	41	1	0	0	0	1	0	**43**	56	3	0	0	0	1	1	**61**	**141**
Hourly Total	**113**	**11**	**1**	**0**	**0**	**3**	**2**	**130**	**139**	**6**	**1**	**0**	**0**	**1**	**1**	**148**	**168**	**14**	**1**	**0**	**0**	**2**	**3**	**188**	**466**

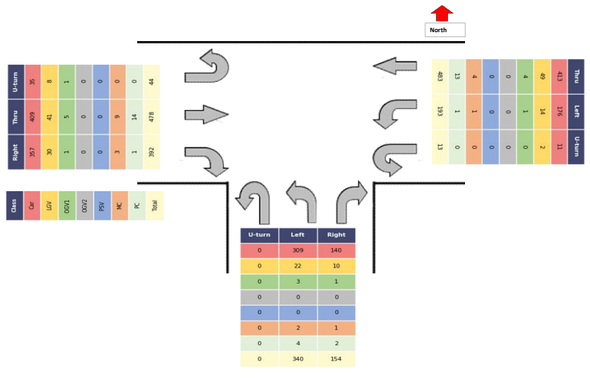
1800-1815	31	3	0	0	0	1	0	**35**	23	2	0	0	0	2	0	**27**	43	4	0	0	0	2	0	**49**	**111**
1815-1830	33	3	0	0	0	2	2	**40**	29	4	0	0	0	0	0	**33**	47	4	0	0	0	0	0	**51**	**124**
Hourly Total	**64**	**6**	**0**	**0**	**0**	**3**	**2**	**75**	**52**	**6**	**0**	**0**	**0**	**2**	**0**	**60**	**90**	**8**	**0**	**0**	**0**	**2**	**0**	**100**	**235**
3.5 Hour Totals (pm)	448	35	4	0	0	9	14	510	385	29	1	0	0	3	1	419	552	58	2	0	0	6	8	626	**1555**
Day Total	560	53	6	0	0	10	16	645	533	44	2	0	0	4	2	585	757	79	8	0	0	6	17	867	2097

Severnside
Transportation Data Collection

Summary	
Project	Porthcawl
Project Code	05193B
Site name	Site 04
Lees and Movements	All Processed Lees & Movements
Bin Size	15.0
Start Time	07:30
End Time	18:15
Location	Site 04
Latitude and Longitude	51.482430946812 8, -3.69419004266579 3

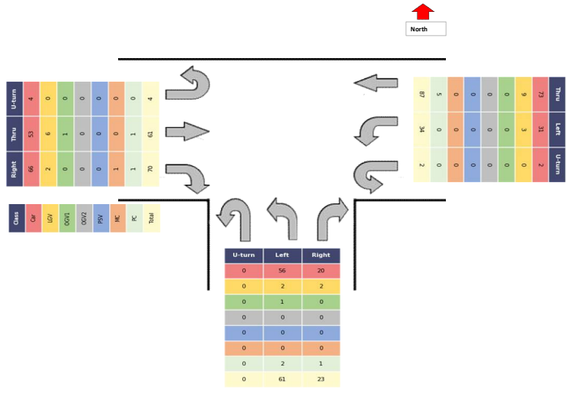
	Start	End
Am Peak	2025-07-09 08:30:00	2025-07-09 09:30:00
Pm Peak	2025-07-09 17:30:00	2025-07-09 18:30:00

Turning Movement Data Plot



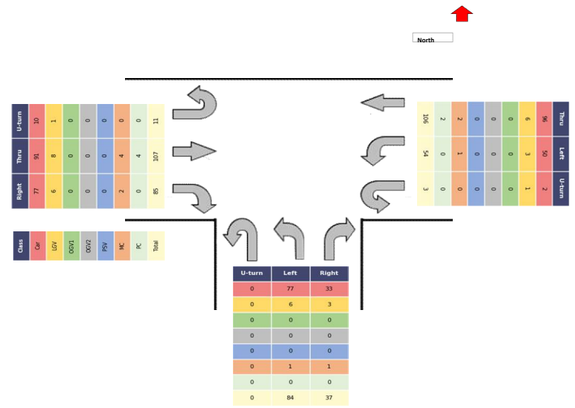
U-turn	Left	Right
0	309	140
0	22	10
0	3	1
0	0	0
0	0	0
0	2	1
0	4	2
0	340	154

AM Peak Turning Movement Data Summary



U-turn	Left	Right
0	56	20
0	2	2
0	1	0
0	0	0
0	0	0
0	0	0
0	2	1
0	61	23

PM Peak Turning Movemet Data Summary



U-turn	Left	Right
0	77	33
0	6	3
0	0	0
0	0	0
0	0	0
0	1	1
0	0	0
0	84	37

Severnside
Transportation Data Collection

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 5

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	7	4	1	0	0	0	0	**12**	2	4	0	0	0	0	0	**6**	**18**
0745-0800	0	0	0	0	0	0	0	**0**	7	1	1	0	0	0	0	**9**	15	4	0	0	0	1	0	**20**	**29**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**5**	**2**	**0**	**0**	**0**	**0**	**21**	**17**	**8**	**0**	**0**	**0**	**1**	**0**	**26**	**47**
0800-0815	0	0	0	0	0	0	0	**0**	10	1	0	0	0	0	0	**11**	16	3	0	0	0	0	0	**19**	**30**
0815-0830	0	0	0	0	0	0	0	**0**	10	3	1	0	0	0	0	**14**	14	4	0	0	0	0	0	**18**	**32**
0830-0845	0	0	0	0	0	0	0	**0**	12	0	0	0	0	0	0	**12**	20	1	0	0	0	0	0	**21**	**33**
0845-0900	0	0	0	0	0	0	0	**0**	14	3	1	0	0	0	0	**18**	18	5	0	0	0	0	0	**23**	**41**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**7**	**2**	**0**	**0**	**0**	**0**	**55**	**68**	**13**	**0**	**0**	**0**	**0**	**0**	**81**	**136**
0900-0915	1	0	0	0	0	0	0	**1**	14	4	1	0	0	1	0	**20**	17	3	0	0	0	0	0	**20**	**41**
0915-0930	0	0	0	0	0	0	0	**0**	16	2	1	0	0	0	0	**19**	21	5	1	0	0	1	0	**28**	**47**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**30**	**6**	**2**	**0**	**0**	**1**	**0**	**39**	**38**	**8**	**1**	**0**	**0**	**1**	**0**	**48**	**88**
2 Hour Totals (am)	1	0	0	0	0	0	0	**1**	90	18	6	0	0	1	0	**115**	123	29	1	0	0	2	0	**155**	**271**
1500-1515	0	0	0	0	0	0	0	**0**	15	2	0	0	0	0	0	**17**	20	3	0	0	0	0	0	**23**	**40**
1515-1530	1	0	0	0	0	0	0	**1**	20	5	0	0	0	0	1	**26**	22	5	0	0	0	0	0	**27**	**54**
1530-1545	0	0	0	0	0	0	0	**0**	37	2	0	0	0	0	0	**39**	18	3	1	0	0	0	0	**22**	**61**
1545-1600	0	0	0	0	0	0	0	**0**	25	4	1	0	1	0	0	**31**	23	5	0	0	0	1	0	**29**	**60**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**97**	**13**	**1**	**0**	**1**	**0**	**1**	**113**	**83**	**16**	**1**	**0**	**0**	**1**	**0**	**101**	**215**
1600-1615	0	0	0	0	0	0	0	**0**	26	1	0	0	0	0	0	**27**	23	3	0	0	0	0	0	**26**	**53**
1615-1630	0	0	0	0	0	0	0	**0**	21	3	0	0	0	0	0	**24**	21	1	0	0	0	0	0	**22**	**46**
1630-1645	0	0	0	0	0	0	0	**0**	30	1	0	0	0	0	0	**31**	25	3	0	0	0	0	0	**28**	**59**
1645-1700	0	0	0	0	0	0	0	**0**	39	4	1	0	0	0	0	**44**	25	1	0	0	0	0	0	**26**	**70**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**116**	**9**	**1**	**0**	**0**	**0**	**0**	**126**	**94**	**8**	**0**	**0**	**0**	**0**	**0**	**102**	**228**
1700-1715	0	0	0	0	0	0	0	**0**	29	0	0	0	0	0	0	**29**	37	1	1	0	0	0	0	**39**	**68**
1715-1730	0	0	0	0	0	0	0	**0**	33	0	0	0	0	0	0	**33**	24	2	1	0	0	1	0	**28**	**61**
1730-1745	0	0	0	0	0	0	0	**0**	32	5	0	0	0	0	0	**37**	37	3	0	0	0	0	0	**40**	**77**
1745-1800	0	0	0	0	0	0	0	**0**	32	0	0	0	0	0	0	**32**	30	1	0	0	0	1	0	**32**	**64**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**126**	**5**	**0**	**0**	**0**	**0**	**0**	**131**	**128**	**7**	**2**	**0**	**0**	**2**	**0**	**139**	**270**
1800-1815	1	0	0	0	0	0	0	**1**	23	1	0	0	0	0	0	**24**	28	0	0	0	0	0	0	**28**	**53**
1815-1830	0	0	0	0	0	0	0	**0**	23	2	0	0	0	2	0	**27**	28	3	0	0	0	0	0	**31**	**58**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**46**	**3**	**0**	**0**	**0**	**2**	**0**	**51**	**56**	**3**	**0**	**0**	**0**	**0**	**0**	**59**	**111**
3.5 Hour Totals (pm)	2	0	0	0	0	0	0	2	385	30	2	0	1	2	1	421	361	34	3	0	0	3	0	401	**824**
Day Total	3	0	0	0	0	0	0	3	475	48	8	0	1	3	1	536	484	63	4	0	0	5	0	556	1095

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	17	2	1	0	0	0	0	**20**	0	0	0	0	0	0	0	**0**	3	1	1	0	0	0	0	**5**	**25**
0745-0800	20	7	1	0	1	1	0	**30**	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**	**35**
Hourly Total	**37**	**9**	**2**	**0**	**1**	**1**	**0**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**10**	**60**

0800-0815	21	6	0	0	0	1	1	**29**	0	0	0	0	0	0	0	**0**	3	3	1	0	0	0	0	**7**	**36**
0815-0830	34	5	0	0	0	0	0	**39**	0	0	0	0	0	0	0	**0**	14	0	2	0	0	0	0	**16**	**55**
0830-0845	46	3	0	0	0	0	0	**49**	0	0	0	0	0	0	0	**0**	10	3	0	0	0	0	0	**13**	**62**
0845-0900	24	6	1	0	0	0	0	**31**	0	0	0	0	0	0	0	**0**	9	2	0	0	0	0	0	**11**	**42**
Hourly Total	**125**	**20**	**1**	**0**	**0**	**1**	**1**	**148**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**8**	**3**	**0**	**0**	**0**	**0**	**47**	**195**
0900-0915	25	0	3	0	0	0	0	**28**	0	0	0	0	0	0	0	**0**	14	4	0	0	0	0	0	**18**	**46**
0915-0930	31	2	2	0	1	0	0	**36**	0	1	0	0	0	0	0	**1**	14	0	0	0	0	1	0	**15**	**52**
Hourly Total	**56**	**2**	**5**	**0**	**1**	**0**	**0**	**64**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**28**	**4**	**0**	**0**	**0**	**1**	**0**	**33**	**98**
2 Hour Totals (am)	218	31	8	0	2	2	1	**262**	0	1	0	0	0	0	0	**1**	71	14	4	0	0	1	0	**90**	**353**
1500-1515	38	3	0	0	0	0	0	**41**	1	0	0	0	0	0	0	**1**	16	3	0	0	0	0	0	**19**	**61**
1515-1530	40	4	0	0	0	0	0	**44**	0	0	0	0	0	0	0	**0**	13	2	1	0	0	0	0	**16**	**60**
1530-1545	39	5	1	1	0	2	0	**48**	0	0	0	0	0	0	0	**0**	18	3	0	0	0	0	1	**22**	**70**
1545-1600	30	5	1	0	1	0	0	**37**	0	0	0	0	0	0	0	**0**	15	2	0	0	0	0	0	**17**	**54**
Hourly Total	**147**	**17**	**2**	**1**	**1**	**2**	**0**	**170**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**62**	**10**	**1**	**0**	**0**	**0**	**1**	**74**	**245**
1600-1615	35	3	1	0	0	0	0	**39**	1	0	0	0	0	0	0	**1**	20	0	0	0	0	0	0	**20**	**60**
1615-1630	38	4	1	0	0	0	1	**44**	1	0	0	0	0	0	0	**1**	12	1	0	0	0	0	0	**13**	**58**
1630-1645	37	3	1	0	0	0	0	**41**	0	0	0	0	0	0	0	**0**	11	2	0	0	0	0	0	**13**	**54**
1645-1700	29	2	1	0	0	0	0	**32**	0	0	0	0	0	0	0	**0**	13	3	0	0	0	0	0	**16**	**48**
Hourly Total	**139**	**12**	**4**	**0**	**0**	**0**	**1**	**156**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**56**	**6**	**0**	**0**	**0**	**0**	**0**	**62**	**220**
1700-1715	39	4	0	0	0	0	0	**43**	0	0	0	0	0	0	0	**0**	26	1	0	0	0	0	0	**27**	**70**
1715-1730	37	3	0	0	0	0	0	**40**	0	0	0	0	0	0	0	**0**	11	0	0	0	0	0	1	**12**	**52**
1730-1745	35	2	0	0	0	0	0	**37**	0	0	0	0	0	0	0	**0**	12	1	0	0	0	1	0	**14**	**51**
1745-1800	30	3	0	0	0	0	0	**33**	0	0	0	0	0	0	0	**0**	26	0	0	0	0	1	0	**27**	**60**
Hourly Total	**141**	**12**	**0**	**0**	**0**	**0**	**0**	**153**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**75**	**2**	**0**	**0**	**0**	**2**	**1**	**80**	**233**
1800-1815	39	3	0	0	0	0	0	**42**	1	0	0	0	0	0	0	**1**	24	2	0	0	0	1	0	**27**	**70**
1815-1830	38	0	0	0	0	0	0	**38**	1	0	0	0	0	0	0	**1**	13	2	0	0	0	0	0	**15**	**54**
Hourly Total	**77**	**3**	**0**	**0**	**0**	**0**	**0**	**80**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**37**	**4**	**0**	**0**	**0**	**1**	**0**	**42**	**124**
3.5 Hour Totals (pm)	504	44	6	1	1	2	1	559	5	0	0	0	0	0	0	5	230	22	1	0	0	3	2	258	**822**
Day Total	722	75	14	1	3	4	2	821	5	1	0	0	0	0	0	6	301	36	5	0	0	4	2	348	1175

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	6	3	1	0	0	1	0	**11**	6	1	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**18**
0745-0800	11	6	0	0	0	1	1	**19**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**22**
Hourly Total	**17**	**9**	**1**	**0**	**0**	**2**	**1**	**30**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**
0800-0815	15	4	0	0	0	0	0	**19**	1	1	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**	**22**
0815-0830	13	3	0	0	0	0	1	**17**	5	2	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**24**
0830-0845	22	2	0	0	0	0	0	**24**	6	1	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**31**
0845-0900	23	0	0	0	0	0	0	**23**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**28**
Hourly Total	**73**	**9**	**0**	**0**	**0**	**0**	**1**	**83**	**17**	**4**	**0**	**0**	**0**	**0**	**0**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**105**
0900-0915	10	1	1	0	0	0	1	**13**	4	2	0	0	0	0	1	**7**	0	0	0	0	0	0	0	**0**	**20**
0915-0930	23	1	1	0	0	0	0	**25**	3	1	0	0	0	1	0	**5**	0	0	0	0	0	0	0	**0**	**30**
Hourly Total	**33**	**2**	**2**	**0**	**0**	**0**	**1**	**38**	**7**	**3**	**0**	**0**	**0**	**1**	**1**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**

2 Hour Totals (am)	123	20	3	0	0	2	3	**151**	33	8	0	0	0	1	1	**43**	1	0	0	0	0	0	0	**1**	**195**
1500-1515	23	2	0	0	0	0	0	**25**	10	1	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	**36**
1515-1530	44	1	0	0	0	0	0	**45**	19	1	1	0	0	0	0	**21**	0	0	0	0	0	0	0	**0**	**66**
1530-1545	16	2	1	0	0	0	0	**19**	9	0	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	**28**
1545-1600	22	8	0	0	0	0	0	**30**	18	1	0	0	0	0	0	**19**	0	0	0	0	0	0	0	**0**	**49**
Hourly Total	**105**	**13**	**1**	**0**	**0**	**0**	**0**	**119**	**56**	**3**	**1**	**0**	**0**	**0**	**0**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**179**
1600-1615	20	1	0	0	0	2	1	**24**	15	0	0	0	0	0	2	**17**	1	0	0	0	0	0	0	**1**	**42**
1615-1630	27	5	0	0	0	0	1	**33**	12	1	0	0	0	0	0	**13**	1	0	0	0	0	0	0	**1**	**47**
1630-1645	17	4	0	0	0	0	0	**21**	9	2	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	**32**
1645-1700	29	0	0	0	0	0	1	**30**	21	0	0	0	0	0	0	**21**	2	0	0	0	0	0	0	**2**	**53**
Hourly Total	**93**	**10**	**0**	**0**	**0**	**2**	**3**	**108**	**57**	**3**	**0**	**0**	**0**	**0**	**2**	**62**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**174**
1700-1715	22	1	0	0	0	0	0	**23**	11	1	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	**35**
1715-1730	29	4	1	0	0	1	0	**35**	9	1	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	**45**
1730-1745	31	2	0	0	0	0	0	**33**	15	0	0	0	0	1	1	**17**	0	0	0	0	0	0	0	**0**	**50**
1745-1800	24	4	0	0	0	0	1	**29**	12	1	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	**42**
Hourly Total	**106**	**11**	**1**	**0**	**0**	**1**	**1**	**120**	**47**	**3**	**0**	**0**	**0**	**1**	**1**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**172**
1800-1815	29	2	0	0	0	1	0	**32**	16	0	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	**48**
1815-1830	23	1	0	0	0	0	1	**25**	12	1	0	0	0	2	1	**16**	0	0	0	0	0	0	0	**0**	**41**
Hourly Total	**52**	**3**	**0**	**0**	**0**	**1**	**1**	**57**	**28**	**1**	**0**	**0**	**0**	**2**	**1**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**89**
3.5 Hour Totals (pm)	356	37	2	0	0	4	5	404	188	10	1	0	0	3	4	206	4	0	0	0	0	0	0	4	**614**
Day Total	479	57	5	0	0	6	8	555	221	18	1	0	0	4	5	249	5	0	0	0	0	0	0	5	809

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	9	8	1	0	0	0	0	**18**	20	3	2	0	0	0	0	**25**	12	4	1	0	0	1	0	**18**	**61**
0745-0800	22	5	1	0	0	1	0	**29**	24	8	1	0	1	1	0	**35**	14	6	0	0	0	1	1	**22**	**86**
Hourly Total	**31**	**13**	**2**	**0**	**0**	**1**	**0**	**47**	**44**	**11**	**3**	**0**	**1**	**1**	**0**	**60**	**26**	**10**	**1**	**0**	**0**	**2**	**1**	**40**	**147**
0800-0815	26	4	0	0	0	0	0	**30**	24	9	1	0	0	1	1	**36**	17	5	0	0	0	0	0	**22**	**88**
0815-0830	24	7	1	0	0	0	0	**32**	48	5	2	0	0	0	0	**55**	18	5	0	0	0	0	1	**24**	**111**
0830-0845	32	1	0	0	0	0	0	**33**	56	6	0	0	0	0	0	**62**	28	3	0	0	0	0	0	**31**	**126**
0845-0900	32	8	1	0	0	0	0	**41**	33	8	1	0	0	0	0	**42**	28	0	0	0	0	0	0	**28**	**111**
Hourly Total	**114**	**20**	**2**	**0**	**0**	**0**	**0**	**136**	**161**	**28**	**4**	**0**	**0**	**1**	**1**	**195**	**91**	**13**	**0**	**0**	**0**	**0**	**1**	**105**	**436**
0900-0915	32	7	1	0	0	1	0	**41**	39	4	3	0	0	0	0	**46**	14	3	1	0	0	0	2	**20**	**107**
0915-0930	37	7	2	0	0	1	0	**47**	45	3	2	0	1	1	0	**52**	26	2	1	0	0	1	0	**30**	**129**
Hourly Total	**69**	**14**	**3**	**0**	**0**	**2**	**0**	**88**	**84**	**7**	**5**	**0**	**1**	**1**	**0**	**98**	**40**	**5**	**2**	**0**	**0**	**1**	**2**	**50**	**236**
2 Hour Totals (am)	214	47	7	0	0	3	0	**271**	289	46	12	0	2	3	1	**353**	157	28	3	0	0	3	4	**195**	**819**
1500-1515	35	5	0	0	0	0	0	**40**	55	6	0	0	0	0	0	**61**	33	3	0	0	0	0	0	**36**	**137**
1515-1530	43	10	0	0	0	0	1	**54**	53	6	1	0	0	0	0	**60**	63	2	1	0	0	0	0	**66**	**180**
1530-1545	55	5	1	0	0	0	0	**61**	57	8	1	1	0	2	1	**70**	25	2	1	0	0	0	0	**28**	**159**
1545-1600	48	9	1	0	1	1	0	**60**	45	7	1	0	1	0	0	**54**	40	9	0	0	0	0	0	**49**	**163**
Hourly Total	**181**	**29**	**2**	**0**	**1**	**1**	**1**	**215**	**210**	**27**	**3**	**1**	**1**	**2**	**1**	**245**	**161**	**16**	**2**	**0**	**0**	**0**	**0**	**179**	**639**
1600-1615	49	4	0	0	0	0	0	**53**	56	3	1	0	0	0	0	**60**	36	1	0	0	0	2	3	**42**	**155**

1615-1630	42	4	0	0	0	0	0	**46**	51	5	1	0	0	0	1	**58**	40	6	0	0	0	0	1	**47**	**151**
1630-1645	55	4	0	0	0	0	0	**59**	48	5	1	0	0	0	0	**54**	26	6	0	0	0	0	0	**32**	**145**
1645-1700	64	5	1	0	0	0	0	**70**	42	5	1	0	0	0	0	**48**	52	0	0	0	0	0	1	**53**	**171**
Hourly Total	**210**	**17**	**1**	**0**	**0**	**0**	**0**	**228**	**197**	**18**	**4**	**0**	**0**	**0**	**1**	**220**	**154**	**13**	**0**	**0**	**0**	**2**	**5**	**174**	**622**
1700-1715	66	1	1	0	0	0	0	**68**	65	5	0	0	0	0	0	**70**	33	2	0	0	0	0	0	**35**	**173**
1715-1730	57	2	1	0	0	1	0	**61**	48	3	0	0	0	0	1	**52**	38	5	1	0	0	1	0	**45**	**158**
1730-1745	69	8	0	0	0	0	0	**77**	47	3	0	0	0	1	0	**51**	46	2	0	0	0	1	1	**50**	**178**
1745-1800	62	1	0	0	0	1	0	**64**	56	3	0	0	0	1	0	**60**	36	5	0	0	0	0	1	**42**	**166**
Hourly Total	**254**	**12**	**2**	**0**	**0**	**2**	**0**	**270**	**216**	**14**	**0**	**0**	**0**	**2**	**1**	**233**	**153**	**14**	**1**	**0**	**0**	**2**	**2**	**172**	**675**
1800-1815	52	1	0	0	0	0	0	**53**	64	5	0	0	0	1	0	**70**	45	2	0	0	0	1	0	**48**	**171**
1815-1830	51	5	0	0	0	2	0	**58**	52	2	0	0	0	0	0	**54**	35	2	0	0	0	2	2	**41**	**153**
Hourly Total	**103**	**6**	**0**	**0**	**0**	**2**	**0**	**111**	**116**	**7**	**0**	**0**	**0**	**1**	**0**	**124**	**80**	**4**	**0**	**0**	**0**	**3**	**2**	**89**	**324**
3.5 Hour Totals (pm)	748	64	5	0	1	5	1	824	739	66	7	1	1	5	3	822	548	47	3	0	0	7	9	614	**2260**
Day Total	962	111	12	0	1	8	1	1095	1028	112	19	1	3	8	4	1175	705	75	6	0	0	10	13	809	3079

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	23	5	2	0	0	1	0	**31**	13	5	1	0	0	0	0	**19**	5	5	1	0	0	0	0	**11**	**61**
0745-0800	31	13	1	0	1	2	1	**49**	10	1	1	0	0	0	0	**12**	19	5	0	0	0	1	0	**25**	**86**
Hourly Total	**54**	**18**	**3**	**0**	**1**	**3**	**1**	**80**	**23**	**6**	**2**	**0**	**0**	**0**	**0**	**31**	**24**	**10**	**1**	**0**	**0**	**1**	**0**	**36**	**147**
0800-0815	36	10	0	0	0	1	1	**48**	11	2	0	0	0	0	0	**13**	20	6	1	0	0	0	0	**27**	**88**
0815-0830	47	8	0	0	0	0	1	**56**	15	5	1	0	0	0	0	**21**	28	4	2	0	0	0	0	**34**	**111**
0830-0845	68	5	0	0	0	0	0	**73**	18	1	0	0	0	0	0	**19**	30	4	0	0	0	0	0	**34**	**126**
0845-0900	47	6	1	0	0	0	0	**54**	19	3	1	0	0	0	0	**23**	27	7	0	0	0	0	0	**34**	**111**
Hourly Total	**198**	**29**	**1**	**0**	**0**	**1**	**2**	**231**	**63**	**11**	**2**	**0**	**0**	**0**	**0**	**76**	**105**	**21**	**3**	**0**	**0**	**0**	**0**	**129**	**436**
0900-0915	36	1	4	0	0	0	1	**42**	18	6	1	0	0	1	1	**27**	31	7	0	0	0	0	0	**38**	**107**
0915-0930	54	3	3	0	1	0	0	**61**	19	4	1	0	0	1	0	**25**	35	5	1	0	0	2	0	**43**	**129**
Hourly Total	**90**	**4**	**7**	**0**	**1**	**0**	**1**	**103**	**37**	**10**	**2**	**0**	**0**	**2**	**1**	**52**	**66**	**12**	**1**	**0**	**0**	**2**	**0**	**81**	**236**
2 Hour Totals (am)	342	51	11	0	2	4	4	**414**	123	27	6	0	0	2	1	**159**	195	43	5	0	0	3	0	**246**	**819**
1500-1515	61	5	0	0	0	0	0	**66**	26	3	0	0	0	0	0	**29**	36	6	0	0	0	0	0	**42**	**137**
1515-1530	85	5	0	0	0	0	0	**90**	39	6	1	0	0	0	1	**47**	35	7	1	0	0	0	0	**43**	**180**
1530-1545	55	7	2	1	0	2	0	**67**	46	2	0	0	0	0	0	**48**	36	6	1	0	0	0	1	**44**	**159**
1545-1600	52	13	1	0	1	0	0	**67**	43	5	1	0	1	0	0	**50**	38	7	0	0	0	1	0	**46**	**163**
Hourly Total	**253**	**30**	**3**	**1**	**1**	**2**	**0**	**290**	**154**	**16**	**2**	**0**	**1**	**0**	**1**	**174**	**145**	**26**	**2**	**0**	**0**	**1**	**1**	**175**	**639**
1600-1615	55	4	1	0	0	2	1	**63**	42	1	0	0	0	0	2	**45**	44	3	0	0	0	0	0	**47**	**155**
1615-1630	65	9	1	0	0	0	2	**77**	34	4	0	0	0	0	0	**38**	34	2	0	0	0	0	0	**36**	**151**
1630-1645	54	7	1	0	0	0	0	**62**	39	3	0	0	0	0	0	**42**	36	5	0	0	0	0	0	**41**	**145**
1645-1700	58	2	1	0	0	0	1	**62**	60	4	1	0	0	0	0	**65**	40	4	0	0	0	0	0	**44**	**171**
Hourly Total	**232**	**22**	**4**	**0**	**0**	**2**	**4**	**264**	**175**	**12**	**1**	**0**	**0**	**0**	**2**	**190**	**154**	**14**	**0**	**0**	**0**	**0**	**0**	**168**	**622**
1700-1715	61	5	0	0	0	0	0	**66**	40	1	0	0	0	0	0	**41**	63	2	1	0	0	0	0	**66**	**173**
1715-1730	66	7	1	0	0	1	0	**75**	42	1	0	0	0	0	0	**43**	35	2	1	0	0	1	1	**40**	**158**
1730-1745	66	4	0	0	0	0	0	**70**	47	5	0	0	0	1	1	**54**	49	4	0	0	0	1	0	**54**	**178**
1745-1800	54	7	0	0	0	0	1	**62**	44	1	0	0	0	0	0	**45**	56	1	0	0	0	2	0	**59**	**166**
Hourly Total	**247**	**23**	**1**	**0**	**0**	**1**	**1**	**273**	**173**	**8**	**0**	**0**	**0**	**1**	**1**	**183**	**203**	**9**	**2**	**0**	**0**	**4**	**1**	**219**	**675**

1800-1815	69	5	0	0	0	1	0	**75**	40	1	0	0	0	0	0	**41**	52	2	0	0	0	1	0	**55**	**171**
1815-1830	61	1	0	0	0	0	1	**63**	36	3	0	0	0	4	1	**44**	41	5	0	0	0	0	0	**46**	**153**
Hourly Total	**130**	**6**	**0**	**0**	**0**	**1**	**1**	**138**	**76**	**4**	**0**	**0**	**0**	**4**	**1**	**85**	**93**	**7**	**0**	**0**	**0**	**1**	**0**	**101**	**324**
3.5 Hour Totals (pm)	862	81	8	1	1	6	6	965	578	40	3	0	1	5	5	632	595	56	4	0	0	6	2	663	**2260**
Day Total	1204	132	19	1	3	10	10	1379	701	67	9	0	1	7	6	791	790	99	9	0	0	9	2	909	3079

Severnside
Transportation Data Collection

Summary	
Project	Porthcawl
Project Code	SS19/38
Site name	Site 05
Lees and Movements	All Processed Lees & Movements
Bin Size	15.0
Start Time	07:30
End Time	18:15
Location	Site 05
Latitude and Longitude	51.483369200838974, -3.683225501098741

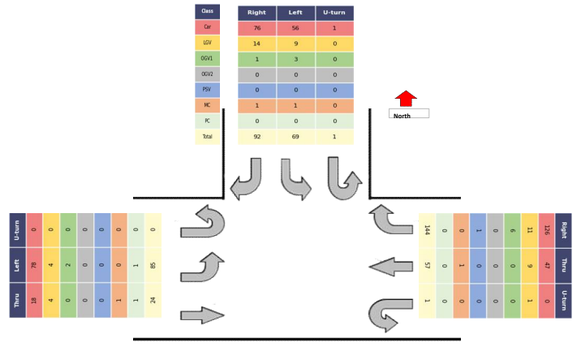
	Start	End
Am Peak	2025-07-09 08:30:00	2025-07-09 09:30:00
Pm Peak	2025-07-09 16:45:00	2025-07-09 17:45:00

Turning Movement Data Plot

Class	Right	Left	U-turn
Car	484	475	3
LGV	63	48	0
OGV1	4	8	0
OGV2	0	0	0
PSV	0	1	0
MC	5	3	0
PC	0	1	0
Total	556	536	3

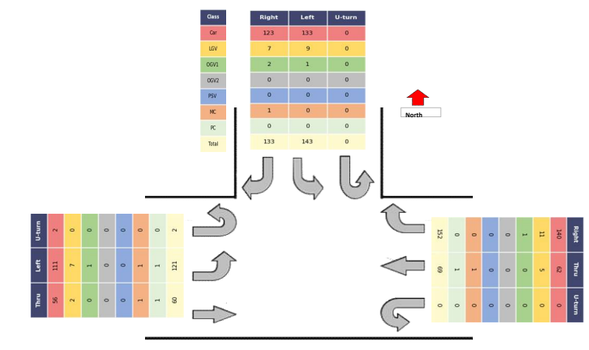
AM Peak Turning Movement Data Summary

Class	Right	Left	U-turn
Car	76	56	1
LGV	14	9	0
OGV1	1	3	0
OGV2	0	0	0
PSV	0	0	0
MC	1	1	0
PC	0	0	0
Total	92	69	1



PM Peak Turning Movemet Data Summary

Class	Right	Left	U-turn
Car	123	133	0
LGV	7	9	0
OGV1	2	1	0
OGV2	0	0	0
PSV	0	0	0
MC	1	0	0
PC	0	0	0
Total	133	143	0



Severnside
Transportation Data Collection

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 6

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**4**	21	3	0	0	1	0	0	**25**	**29**
0745-0800	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	36	3	0	0	2	0	0	**41**	**43**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**57**	**6**	**0**	**0**	**3**	**0**	**0**	**66**	**72**
0800-0815	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	42	9	1	0	2	0	0	**54**	**60**
0815-0830	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	62	7	0	2	1	1	0	**73**	**78**
0830-0845	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	96	5	1	1	2	0	0	**105**	**108**
0845-0900	0	0	0	0	0	0	0	**0**	9	1	0	0	0	0	0	**10**	43	3	1	1	2	0	0	**50**	**60**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**2**	**0**	**0**	**0**	**0**	**0**	**24**	**243**	**24**	**3**	**4**	**7**	**1**	**0**	**282**	**306**
0900-0915	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**	44	6	2	0	1	0	0	**53**	**58**
0915-0930	0	0	0	0	0	0	0	**0**	13	0	0	0	0	0	0	**13**	47	3	0	0	1	0	0	**51**	**64**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**18**	**91**	**9**	**2**	**0**	**2**	**0**	**0**	**104**	**122**
2 Hour Totals (am)	0	0	0	0	0	0	0	**0**	44	4	0	0	0	0	0	**48**	391	39	5	4	12	1	0	**452**	**500**
1500-1515	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	69	4	0	0	1	1	0	**75**	**78**
1515-1530	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	48	5	0	0	2	0	0	**55**	**61**
1530-1545	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	58	4	1	0	1	0	0	**64**	**69**
1545-1600	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	61	1	0	0	1	0	0	**63**	**68**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**19**	**236**	**14**	**1**	**0**	**5**	**1**	**0**	**257**	**276**
1600-1615	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	66	2	1	1	0	3	0	**73**	**77**
1615-1630	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	58	4	0	0	0	2	0	**64**	**66**
1630-1645	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**	53	5	0	0	2	4	0	**64**	**72**
1645-1700	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	50	2	0	0	0	3	0	**55**	**58**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**227**	**13**	**1**	**1**	**2**	**12**	**0**	**256**	**273**
1700-1715	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	71	3	0	0	2	0	1	**77**	**81**
1715-1730	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	51	4	0	0	1	3	3	**62**	**66**
1730-1745	0	0	0	0	0	0	0	**0**	12	0	0	0	0	0	0	**12**	66	4	0	0	1	1	0	**72**	**84**
1745-1800	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	62	6	0	0	1	4	0	**73**	**78**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**250**	**17**	**0**	**0**	**5**	**8**	**4**	**284**	**309**
1800-1815	0	0	0	0	0	0	0	**0**	6	1	0	0	0	0	0	**7**	63	1	0	0	1	4	1	**70**	**77**
1815-1830	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	63	3	0	0	1	1	1	**69**	**75**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**126**	**4**	**0**	**0**	**2**	**5**	**2**	**139**	**152**
3.5 Hour Totals (pm)	0	0	0	0	0	0	0	0	72	2	0	0	0	0	0	74	839	48	2	1	14	26	6	936	**1010**
Day Total	0	0	0	0	0	0	0	0	116	6	0	0	0	0	0	122	1230	87	7	5	26	27	6	1388	1510

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	6	0	1	0	0	0	0	**7**	**7**
0745-0800	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	2	**4**	**5**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**2**	**1**	**0**	**0**	**0**	**2**	**11**	**12**

0800-0815	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	6	3	0	0	0	0	1	**10**	**11**
0815-0830	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	14	2	0	0	0	0	0	**16**	**17**
0830-0845	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	13	0	0	0	0	0	0	**13**	**15**
0845-0900	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	6	1	0	0	0	0	0	**7**	**8**
Hourly Total	**3**	**2**	**0**	**0**	**0**	**0**	**0**	5	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**6**	**0**	**0**	**0**	**0**	**1**	**46**	**51**
0900-0915	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	7	2	0	0	0	0	0	**9**	**9**
0915-0930	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	10	2	0	0	0	1	0	**13**	**13**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**4**	**0**	**0**	**0**	**1**	**0**	**22**	**22**
2 Hour Totals (am)	4	2	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	62	12	1	0	0	1	3	**79**	**85**
1500-1515	2	1	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**	**12**
1515-1530	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	22	2	0	0	0	0	0	**24**	**25**
1530-1545	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	20	2	0	0	0	0	1	**23**	**25**
1545-1600	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	21	0	0	0	0	2	0	**23**	**26**
Hourly Total	**7**	**1**	**0**	**0**	**0**	**0**	**0**	8	**1**	**0**	**0**	**0**	**0**	**0**	**0**	1	**72**	**4**	**0**	**0**	**0**	**2**	**1**	79	**88**
1600-1615	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	17	1	0	0	0	0	0	**18**	**20**
1615-1630	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	11	0	0	0	0	0	0	**11**	**12**
1630-1645	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**	13	1	0	0	0	1	1	**16**	**20**
1645-1700	5	0	0	0	0	0	0	**5**	1	0	0	0	0	0	0	**1**	17	1	0	0	0	1	0	**19**	**25**
Hourly Total	**10**	**0**	**0**	**0**	**0**	**0**	**0**	10	**3**	**0**	**0**	**0**	**0**	**0**	**0**	3	**58**	**3**	**0**	**0**	**0**	**2**	**1**	64	**77**
1700-1715	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	20	0	0	0	0	1	0	**21**	**26**
1715-1730	3	0	0	0	0	1	0	**4**	0	0	0	0	0	0	0	**0**	20	2	0	0	0	1	1	**24**	**28**
1730-1745	3	0	1	0	0	0	0	**4**	2	0	0	0	0	0	0	**2**	36	2	0	0	0	0	0	**38**	**44**
1745-1800	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	23	0	0	0	0	0	0	**23**	**28**
Hourly Total	**16**	**0**	**1**	**0**	**0**	**1**	**0**	18	**2**	**0**	**0**	**0**	**0**	**0**	**0**	2	**99**	**4**	**0**	**0**	**0**	**2**	**1**	106	**126**
1800-1815	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	25	2	0	0	0	1	0	**28**	**28**
1815-1830	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	29	2	0	0	0	3	1	**35**	**41**
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	6	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**54**	**4**	**0**	**0**	**0**	**4**	**1**	63	**69**
3.5 Hour Totals (pm)	39	1	1	0	0	1	0	42	6	0	0	0	0	0	0	6	283	15	0	0	0	10	4	312	**360**
Day Total	43	3	1	0	0	1	0	48	6	0	0	0	0	0	0	6	345	27	1	0	0	11	7	391	445

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	19	5	3	0	0	0	1	**28**	1	5	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	**34**
0745-0800	23	7	1	1	0	0	0	**32**	0	1	0	0	0	0	1	**2**	0	0	0	0	0	0	0	**0**	**34**
Hourly Total	**42**	**12**	**4**	**1**	**0**	**0**	**1**	60	**1**	**6**	**0**	**0**	**0**	**0**	**1**	8	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**68**
0800-0815	26	7	1	0	1	0	0	**35**	2	2	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**39**
0815-0830	48	6	2	0	0	1	1	**58**	6	1	0	0	0	0	1	**8**	0	0	0	0	0	0	0	**0**	**66**
0830-0845	90	7	0	0	0	0	0	**97**	11	1	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	**109**
0845-0900	53	5	0	0	0	0	0	**58**	6	1	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**65**
Hourly Total	**217**	**25**	**3**	**0**	**1**	**1**	**1**	248	**25**	**5**	**0**	**0**	**0**	**0**	**1**	31	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**279**
0900-0915	56	11	1	1	0	1	0	**70**	7	1	0	0	0	0	1	**9**	0	0	1	0	0	0	0	**1**	**80**
0915-0930	42	9	0	0	0	0	0	**51**	9	0	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	**60**
Hourly Total	**98**	**20**	**1**	**1**	**0**	**1**	**0**	121	**16**	**1**	**0**	**0**	**0**	**0**	**1**	18	**0**	**0**	**1**	**0**	**0**	**0**	**0**	1	**140**

2 Hour Totals (am)	357	57	8	2	1	2	2	**429**	42	12	0	0	0	0	3	**57**	0	0	1	0	0	0	0	**1**	**487**					
1500-1515	109	7	0	0	1	0	0	**117**	14	1	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	**132**					
1515-1530	81	7	2	0	0	0	0	**90**	13	1	0	0	1	0	0	**15**	0	0	0	0	0	0	0	**0**	**105**					
1530-1545	62	5	0	0	0	1	1	**69**	6	0	0	0	0	3	2	**11**	0	0	0	0	0	0	0	**0**	**80**					
1545-1600	74	8	1	0	0	1	0	**84**	17	0	0	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**	**101**					
Hourly Total	**326**	**27**	**3**	**0**	**1**	**2**	**1**	**360**	**50**	**2**	**0**	**0**	**1**	**3**	**2**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**418**					
1600-1615	66	3	1	0	0	2	0	**72**	13	0	0	0	0	0	2	**15**	0	0	0	0	0	0	0	**0**	**87**					
1615-1630	36	4	2	0	0	3	0	**45**	12	1	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	**58**					
1630-1645	60	5	1	1	1	1	0	**69**	9	0	0	0	0	0	1	**10**	0	0	0	0	0	0	0	**0**	**79**					
1645-1700	61	1	0	0	1	0	0	**63**	15	0	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	**78**					
Hourly Total	**223**	**13**	**4**	**1**	**2**	**6**	**0**	**249**	**49**	**1**	**0**	**0**	**0**	**0**	**3**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**302**					
1700-1715	55	6	2	0	0	2	0	**65**	15	1	0	0	0	0	2	**18**	1	0	0	0	0	0	0	**1**	**84**					
1715-1730	55	4	0	0	0	4	0	**63**	16	0	0	0	0	2	0	**18**	0	0	0	0	0	0	0	**0**	**81**					
1730-1745	60	1	0	0	0	1	0	**62**	21	0	0	0	0	3	0	**24**	0	0	0	0	0	0	0	**0**	**86**					
1745-1800	50	4	0	0	0	0	0	**54**	12	2	0	0	0	0	1	**15**	0	0	0	0	0	0	0	**0**	**69**					
Hourly Total	**220**	**15**	**2**	**0**	**0**	**7**	**0**	**244**	**64**	**3**	**0**	**0**	**0**	**5**	**3**	**75**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**320**					
1800-1815	47	4	0	0	0	1	0	**52**	19	1	0	0	0	2	0	**22**	1	0	0	0	0	0	0	**1**	**75**					
1815-1830	49	6	0	0	0	1	4	**60**	12	1	0	0	0	4	0	**17**	0	0	0	0	0	0	0	**0**	**77**					
Hourly Total	**96**	**10**	**0**	**0**	**0**	**2**	**4**	**112**	**31**	**2**	**0**	**0**	**0**	**6**	**0**	**39**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**152**					
3.5 Hour Totals (pm)	865	65	9	1	3	17	5	965	194	8	0	0	1	14	8	225	2	0	0	0	0	0	0	2	**1192**					
Day Total	1222	122	17	3	4	19	7	1394	236	20	0	0	1	14	11	282	2	0	1	0	0	0	0	3	1679					

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	24	4	0	0	1	0	0	**29**	6	0	1	0	0	0	0	**7**	20	10	3	0	0	0	1	**34**	**70**
0745-0800	38	3	0	0	2	0	0	**43**	1	2	0	0	0	0	2	**5**	23	8	1	1	0	0	1	**34**	**82**
Hourly Total	**62**	**7**	**0**	**0**	**3**	**0**	**0**	**72**	**7**	**2**	**1**	**0**	**0**	**0**	**2**	**12**	**43**	**18**	**4**	**1**	**0**	**0**	**2**	**68**	**152**
0800-0815	48	9	1	0	2	0	0	**60**	7	3	0	0	0	0	1	**11**	28	9	1	0	1	0	0	**39**	**110**
0815-0830	67	7	0	2	1	1	0	**78**	15	2	0	0	0	0	0	**17**	54	7	2	0	0	1	2	**66**	**161**
0830-0845	98	6	1	1	2	0	0	**108**	14	1	0	0	0	0	0	**15**	101	8	0	0	0	0	0	**109**	**232**
0845-0900	52	4	1	1	2	0	0	**60**	6	2	0	0	0	0	0	**8**	59	6	0	0	0	0	0	**65**	**133**
Hourly Total	**265**	**26**	**3**	**4**	**7**	**1**	**0**	**306**	**42**	**8**	**0**	**0**	**0**	**0**	**1**	**51**	**242**	**30**	**3**	**0**	**1**	**1**	**2**	**279**	**636**
0900-0915	48	7	2	0	1	0	0	**58**	7	2	0	0	0	0	0	**9**	63	12	2	1	0	1	1	**80**	**147**
0915-0930	60	3	0	0	1	0	0	**64**	10	2	0	0	0	1	0	**13**	51	9	0	0	0	0	0	**60**	**137**
Hourly Total	**108**	**10**	**2**	**0**	**2**	**0**	**0**	**122**	**17**	**4**	**0**	**0**	**0**	**1**	**0**	**22**	**114**	**21**	**2**	**1**	**0**	**1**	**1**	**140**	**284**
2 Hour Totals (am)	435	43	5	4	12	1	0	**500**	66	14	1	0	0	1	3	**85**	399	69	9	2	1	2	5	**487**	**1072**
1500-1515	71	5	0	0	1	1	0	**78**	11	1	0	0	0	0	0	**12**	123	8	0	0	1	0	0	**132**	**222**
1515-1530	54	5	0	0	2	0	0	**61**	23	2	0	0	0	0	0	**25**	94	8	2	0	1	0	0	**105**	**191**
1530-1545	63	4	1	0	1	0	0	**69**	22	2	0	0	0	0	1	**25**	68	5	0	0	0	4	3	**80**	**174**
1545-1600	66	1	0	0	1	0	0	**68**	24	0	0	0	0	2	0	**26**	91	8	1	0	0	1	0	**101**	**195**
Hourly Total	**254**	**15**	**1**	**0**	**5**	**1**	**0**	**276**	**80**	**5**	**0**	**0**	**0**	**2**	**1**	**88**	**376**	**29**	**3**	**0**	**2**	**5**	**3**	**418**	**782**
1600-1615	70	2	1	1	0	3	0	**77**	19	1	0	0	0	0	0	**20**	79	3	1	0	0	2	2	**87**	**184**

1615-1630	60	4	0	0	0	2	0	**66**	12	0	0	0	0	0	0	**12**	48	5	2	0	0	3	0	**58**	**136**
1630-1645	61	5	0	0	2	4	0	**72**	17	1	0	0	0	1	1	**20**	69	5	1	1	1	1	1	**79**	**171**
1645-1700	53	2	0	0	0	3	0	**58**	23	1	0	0	0	1	0	**25**	76	1	0	0	1	0	0	**78**	**161**
Hourly Total	**244**	**13**	**1**	**1**	**2**	**12**	**0**	**273**	**71**	**3**	**0**	**0**	**0**	**2**	**1**	**77**	**272**	**14**	**4**	**1**	**2**	**6**	**3**	**302**	**652**
1700-1715	75	3	0	0	2	0	1	**81**	25	0	0	0	0	1	0	**26**	71	7	2	0	0	2	2	**84**	**191**
1715-1730	55	4	0	0	1	3	3	**66**	23	2	0	0	0	2	1	**28**	71	4	0	0	0	6	0	**81**	**175**
1730-1745	78	4	0	0	1	1	0	**84**	41	2	1	0	0	0	0	**44**	81	1	0	0	0	4	0	**86**	**214**
1745-1800	67	6	0	0	1	4	0	**78**	28	0	0	0	0	0	0	**28**	62	6	0	0	0	0	1	**69**	**175**
Hourly Total	**275**	**17**	**0**	**0**	**5**	**8**	**4**	**309**	**117**	**4**	**1**	**0**	**0**	**3**	**1**	**126**	**285**	**18**	**2**	**0**	**0**	**12**	**3**	**320**	**755**
1800-1815	69	2	0	0	1	4	1	**77**	25	2	0	0	0	1	0	**28**	67	5	0	0	0	3	0	**75**	**180**
1815-1830	69	3	0	0	1	1	1	**75**	35	2	0	0	0	3	1	**41**	61	7	0	0	0	5	4	**77**	**193**
Hourly Total	**138**	**5**	**0**	**0**	**2**	**5**	**2**	**152**	**60**	**4**	**0**	**0**	**0**	**4**	**1**	**69**	**128**	**12**	**0**	**0**	**0**	**8**	**4**	**152**	**373**
3.5 Hour Totals (pm)	911	50	2	1	14	26	6	1010	328	16	1	0	0	11	4	360	1061	73	9	1	4	31	13	1192	**2562**
Day Total	1346	93	7	5	26	27	6	1510	394	30	2	0	0	12	7	445	1460	142	18	3	5	33	18	1679	3634

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	19	5	3	0	0	0	1	**28**	4	6	0	0	0	0	0	**10**	27	3	1	0	1	0	0	**32**	**70**
0745-0800	24	7	1	1	0	0	0	**33**	2	1	0	0	0	0	1	**4**	36	5	0	0	2	0	2	**45**	**82**
Hourly Total	**43**	**12**	**4**	**1**	**0**	**0**	**1**	**61**	**6**	**7**	**0**	**0**	**0**	**0**	**1**	**14**	**63**	**8**	**1**	**0**	**3**	**0**	**2**	**77**	**152**
0800-0815	27	7	1	0	1	0	0	**36**	8	2	0	0	0	0	0	**10**	48	12	1	0	2	0	1	**64**	**110**
0815-0830	49	6	2	0	0	1	1	**59**	11	1	0	0	0	0	1	**13**	76	9	0	2	1	1	0	**89**	**161**
0830-0845	91	8	0	0	0	0	0	**99**	13	2	0	0	0	0	0	**15**	109	5	1	1	2	0	0	**118**	**232**
0845-0900	53	6	0	0	0	0	0	**59**	15	2	0	0	0	0	0	**17**	49	4	1	1	2	0	0	**57**	**133**
Hourly Total	**220**	**27**	**3**	**0**	**1**	**1**	**1**	**253**	**47**	**7**	**0**	**0**	**0**	**0**	**1**	**55**	**282**	**30**	**3**	**4**	**7**	**1**	**1**	**328**	**636**
0900-0915	56	11	1	1	0	1	0	**70**	11	2	0	0	0	0	1	**14**	51	8	3	0	1	0	0	**63**	**147**
0915-0930	42	9	0	0	0	0	0	**51**	22	0	0	0	0	0	0	**22**	57	5	0	0	1	1	0	**64**	**137**
Hourly Total	**98**	**20**	**1**	**1**	**0**	**1**	**0**	**121**	**33**	**2**	**0**	**0**	**0**	**0**	**1**	**36**	**108**	**13**	**3**	**0**	**2**	**1**	**0**	**127**	**284**
2 Hour Totals (am)	361	59	8	2	1	2	2	**435**	86	16	0	0	0	0	3	**105**	453	51	7	4	12	2	3	**532**	**1072**
1500-1515	111	8	0	0	1	0	0	**120**	16	2	0	0	0	0	0	**18**	78	4	0	0	1	1	0	**84**	**222**
1515-1530	82	7	2	0	0	0	0	**91**	19	1	0	0	1	0	0	**21**	70	7	0	0	2	0	0	**79**	**191**
1530-1545	63	5	0	0	0	1	1	**70**	12	0	0	0	0	3	2	**17**	78	6	1	0	1	0	1	**87**	**174**
1545-1600	77	8	1	0	0	1	0	**87**	22	0	0	0	0	0	0	**22**	82	1	0	0	1	2	0	**86**	**195**
Hourly Total	**333**	**28**	**3**	**0**	**1**	**2**	**1**	**368**	**69**	**3**	**0**	**0**	**1**	**3**	**2**	**78**	**308**	**18**	**1**	**0**	**5**	**3**	**1**	**336**	**782**
1600-1615	67	3	1	0	0	2	0	**73**	18	0	0	0	0	0	2	**20**	83	3	1	1	0	3	0	**91**	**184**
1615-1630	37	4	2	0	0	3	0	**46**	14	1	0	0	0	0	0	**15**	69	4	0	0	0	2	0	**75**	**136**
1630-1645	63	5	1	1	1	1	0	**72**	18	0	0	0	0	0	1	**19**	66	6	0	0	2	5	1	**80**	**171**
1645-1700	66	1	0	0	1	0	0	**68**	19	0	0	0	0	0	0	**19**	67	3	0	0	0	4	0	**74**	**161**
Hourly Total	**233**	**13**	**4**	**1**	**2**	**6**	**0**	**259**	**69**	**1**	**0**	**0**	**0**	**0**	**3**	**73**	**285**	**16**	**1**	**1**	**2**	**14**	**1**	**320**	**652**
1700-1715	60	6	2	0	0	2	0	**70**	19	1	0	0	0	0	2	**22**	92	3	0	0	2	1	1	**99**	**191**
1715-1730	58	4	0	0	0	5	0	**67**	20	0	0	0	0	2	0	**22**	71	6	0	0	1	4	4	**86**	**175**
1730-1745	63	1	1	0	0	1	0	**66**	35	0	0	0	0	3	0	**38**	102	6	0	0	1	1	0	**110**	**214**
1745-1800	55	4	0	0	0	0	0	**59**	17	2	0	0	0	0	1	**20**	85	6	0	0	1	4	0	**96**	**175**
Hourly Total	**236**	**15**	**3**	**0**	**0**	**8**	**0**	**262**	**91**	**3**	**0**	**0**	**0**	**5**	**3**	**102**	**350**	**21**	**0**	**0**	**5**	**10**	**5**	**391**	**755**

1800-1815	47	4	0	0	0	1	0	**52**	25	2	0	0	0	2	0	**29**	89	3	0	0	1	5	1	**99**	**180**
1815-1830	55	6	0	0	0	1	4	**66**	18	1	0	0	0	4	0	**23**	92	5	0	0	1	4	2	**104**	**193**
Hourly Total	**102**	**10**	**0**	**0**	**0**	**2**	**4**	**118**	**43**	**3**	**0**	**0**	**0**	**6**	**0**	**52**	**181**	**8**	**0**	**0**	**2**	**9**	**3**	**203**	**373**
3.5 Hour Totals (pm)	904	66	10	1	3	18	5	1007	272	10	0	0	1	14	8	305	1124	63	2	1	14	36	10	1250	**2562**
Day Total	1265	125	18	3	4	20	7	1442	358	26	0	0	1	14	11	410	1577	114	9	5	26	38	13	1782	3634

Severnside
Transportation Data Collection

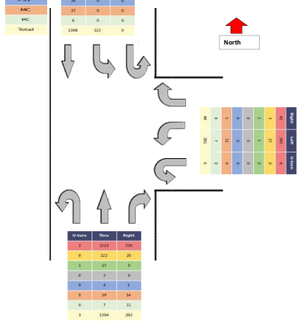
Summary	
Project	Porthcawl
Project Code	05193B
Site name	Site 06
Lees and Movements	All Processed Lees & Movements
Bin Size	15.0
Start Time	07:30
End Time	18:15
Location	Site 06
Latitude and Longitude	51.475637721823 44, -3.702012401118774

	Start	End
Am Peak	2025-07-09 08:15:00	2025-07-09 09:15:00
Pm Peak	2025-07-09 15:00:00	2025-07-09 16:00:00

Turning Movement Data Plot

Classes
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Thru	Left	U-turn
1232	104	0
87	6	0
7	0	0
1	0	0
26	0	0
37	0	0
6	0	0
1366	122	0

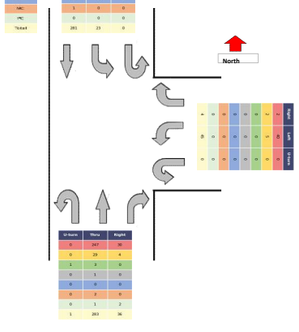


U-turn	Thru	Right
2	1232	230
0	122	20
1	17	0
0	2	0
0	4	1
0	19	14
0	7	11
3	1304	282

AM Peak Turning Movement Data Summary

Classes
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Thru	Left	U-turn
245	20	0
21	3	0
6	0	0
4	0	0
6	0	0
1	0	0
0	0	0
281	23	0

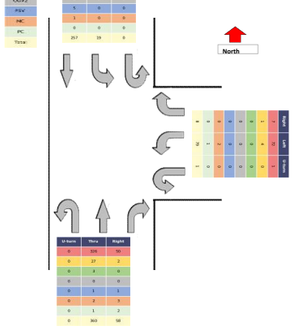


U-turn	Thru	Right
0	267	36
0	29	4
1	3	0
0	1	0
0	0	0
0	3	0
0	1	2
1	283	36

PM Peak Turning Movemet Data Summary

Classes
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Thru	Left	U-turn
229	16	0
14	1	0
1	0	0
0	0	0
5	0	0
1	0	0
0	0	0
267	19	0



U-turn	Thru	Right
0	229	16
0	27	2
0	3	0
0	0	0
0	1	1
0	2	5
0	1	2
0	263	26

Severnside
Transportation Data Collection

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 7

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	2	0	0	0	0	0	0	**2**	6	7	0	0	0	0	0	**13**	**20**
0745-0800	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**4**	2	0	0	0	0	0	1	**3**	12	3	0	0	0	0	0	**15**	**22**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**18**	**10**	**0**	**0**	**0**	**0**	**0**	**28**	**42**
0800-0815	0	0	0	0	0	0	0	**0**	9	0	0	0	1	0	0	**10**	2	0	0	0	0	0	0	**2**	9	3	0	0	0	0	0	**12**	**24**
0815-0830	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	3	1	0	0	0	0	0	**4**	9	2	0	0	0	0	0	**11**	**20**
0830-0845	0	0	0	0	0	0	0	**0**	13	1	0	0	1	0	0	**15**	3	1	0	0	0	0	0	**4**	11	1	0	0	0	0	0	**12**	**31**
0845-0900	0	0	0	0	0	0	0	**0**	10	0	0	0	0	0	0	**10**	2	2	0	0	0	0	0	**4**	20	1	1	0	0	0	0	**22**	**36**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**1**	**0**	**0**	**2**	**0**	**0**	**40**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**14**	**49**	**7**	**1**	**0**	**0**	**0**	**0**	**57**	**111**
0900-0915	0	0	0	0	0	0	0	**0**	9	0	0	0	1	0	0	**10**	4	1	0	0	0	0	0	**5**	14	3	1	0	0	1	0	**19**	**34**
0915-0930	0	0	0	0	0	0	0	**0**	7	0	1	1	0	0	0	**9**	2	0	0	0	0	0	0	**2**	16	5	1	0	0	0	0	**22**	**33**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**1**	**1**	**1**	**0**	**0**	**19**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**30**	**8**	**3**	**0**	**0**	**1**	**0**	**41**	**67**
2 Hour Totals (am)	0	0	0	0	0	0	0	**0**	61	2	1	1	3	0	0	**68**	20	5	0	0	0	0	1	**26**	97	25	4	0	0	1	0	**126**	**220**
1500-1515	0	0	0	0	0	0	0	**0**	15	0	0	0	2	0	0	**17**	2	1	0	0	0	0	0	**3**	16	2	0	0	0	0	0	**18**	**38**
1515-1530	0	0	0	0	0	0	0	**0**	8	0	1	0	2	0	0	**11**	7	3	1	0	0	0	0	**11**	22	6	0	0	0	0	0	**28**	**50**
1530-1545	0	0	0	0	0	0	0	**0**	14	0	0	0	0	0	0	**14**	5	2	0	0	0	0	0	**7**	32	1	0	0	0	0	0	**33**	**54**
1545-1600	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	1	**6**	5	0	0	0	0	0	1	**6**	24	4	0	0	1	1	0	**30**	**42**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**1**	**1**	**0**	**4**	**0**	**1**	**48**	**19**	**6**	**1**	**0**	**0**	**0**	**1**	**27**	**94**	**13**	**0**	**0**	**1**	**1**	**0**	**109**	**184**
1600-1615	0	0	0	0	0	0	0	**0**	12	1	0	0	0	0	0	**13**	4	1	0	0	1	0	1	**7**	26	1	0	0	0	0	0	**27**	**47**
1615-1630	0	0	0	0	0	0	0	**0**	14	2	0	0	0	0	0	**16**	4	0	0	0	0	0	0	**4**	20	3	0	0	0	0	0	**23**	**43**
1630-1645	0	0	0	0	0	0	0	**0**	4	3	0	0	0	0	0	**7**	6	0	0	0	0	0	1	**7**	21	2	0	0	0	0	0	**23**	**37**
1645-1700	0	0	0	0	0	0	0	**0**	12	2	0	0	0	0	0	**14**	6	0	0	0	0	0	0	**6**	37	2	0	0	0	0	0	**39**	**59**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**8**	**0**	**0**	**0**	**0**	**0**	**50**	**20**	**1**	**0**	**0**	**1**	**0**	**2**	**24**	**104**	**8**	**0**	**0**	**0**	**0**	**0**	**112**	**186**
1700-1715	0	0	0	0	0	0	0	**0**	9	1	0	0	0	0	0	**10**	8	0	0	0	0	0	1	**9**	34	0	0	0	0	0	0	**34**	**53**
1715-1730	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**	7	0	0	0	0	0	0	**7**	28	0	0	0	0	0	0	**28**	**43**
1730-1745	0	0	0	0	0	0	0	**0**	15	0	0	0	1	0	0	**16**	8	2	0	0	0	0	0	**10**	27	4	0	0	0	0	0	**31**	**57**
1745-1800	0	0	0	0	0	0	0	**0**	4	0	0	0	1	0	0	**5**	5	0	0	0	0	0	0	**5**	28	0	0	0	0	1	0	**29**	**39**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**1**	**0**	**0**	**2**	**0**	**0**	**39**	**28**	**2**	**0**	**0**	**0**	**0**	**1**	**31**	**117**	**4**	**0**	**0**	**0**	**1**	**0**	**122**	**192**
1800-1815	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**	5	1	0	0	0	0	0	**6**	22	1	0	0	0	0	0	**23**	**37**
1815-1830	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	5	0	0	0	0	0	0	**5**	19	2	0	0	0	1	0	**22**	**34**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**41**	**3**	**0**	**0**	**0**	**1**	**0**	**45**	**71**
3.5 Hour Totals (pm)	0	0	0	0	0	0	0	0	134	10	1	0	6	0	1	152	77	10	1	0	1	0	4	93	356	28	0	0	1	3	0	388	**633**
Day Total	0	0	0	0	0	0	0	0	195	12	2	1	9	0	1	220	97	15	1	0	1	0	5	119	453	53	4	0	1	4	0	514	**853**

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	4	1	1	0	0	1	0	**7**	**10**
0745-0800	6	1	1	1	2	0	0	**11**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	10	2	1	0	0	0	0	**13**	**24**
Hourly Total	**7**	**1**	**1**	**1**	**2**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**14**	**3**	**2**	**0**	**0**	**1**	**0**	**20**	**34**
0800-0815	3	2	1	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	16	3	0	0	0	0	0	**19**	**25**
0815-0830	2	1	1	0	2	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	15	3	1	0	0	0	0	**19**	**25**
0830-0845	11	0	0	0	1	0	0	**12**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	22	1	1	0	0	0	0	**24**	**38**
0845-0900	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	**1**	11	7	0	0	0	0	0	**18**	**24**
Hourly Total	**21**	**3**	**2**	**0**	**3**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**64**	**14**	**2**	**0**	**0**	**0**	**0**	**80**	**112**
0900-0915	9	0	0	0	1	0	0	**10**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	21	3	0	0	0	0	0	**24**	**34**
0915-0930	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	17	2	0	0	0	1	0	**20**	**27**
Hourly Total	**13**	**1**	**0**	**0**	**1**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**38**	**5**	**3**	**0**	**0**	**1**	**0**	**44**	**61**
2 Hour Totals (am)	41	5	3	1	6	0	0	**56**	0	0	0	0	0	0	0	**0**	4	2	0	0	0	0	1	**7**	116	22	7	0	0	2	0	**144**	**207**
1500-1515	11	0	0	0	1	0	0	**12**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	19	3	0	0	0	0	0	**22**	**35**
1515-1530	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	23	4	0	0	0	0	1	**28**	**35**
1530-1545	10	2	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	24	3	1	0	0	0	0	**28**	**42**
1545-1600	9	1	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**4**	26	4	1	0	0	0	0	**31**	**45**

Hourly Total	**36**	**3**	**0**	**0**	**1**	**0**	**0**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**92**	**14**	**2**	**0**	**0**	**0**	**1**	**109**	**157**
1600-1615	4	3	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	**2**	23	3	0	0	0	0	0	**26**	**35**
1615-1630	8	2	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	22	1	0	0	0	0	0	**23**	**35**
1630-1645	4	0	0	0	1	0	0	**5**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	35	2	0	0	0	0	0	**37**	**44**
1645-1700	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	26	3	1	0	0	0	0	**30**	**35**
Hourly Total	**21**	**5**	**0**	**0**	**1**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**106**	**9**	**1**	**0**	**0**	**0**	**0**	**116**	**149**
1700-1715	13	1	0	0	1	0	0	**15**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	35	1	1	0	0	0	0	**37**	**54**
1715-1730	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	30	2	1	0	0	1	0	**34**	**42**
1730-1745	2	0	0	0	1	0	0	**3**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	39	4	0	0	0	0	0	**43**	**49**
1745-1800	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	32	1	0	0	0	0	0	**33**	**41**
Hourly Total	**26**	**1**	**0**	**0**	**2**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**136**	**8**	**2**	**0**	**0**	**1**	**0**	**147**	**186**
1800-1815	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	30	0	0	0	0	0	0	**30**	**44**
1815-1830	11	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	31	3	0	0	0	1	0	**35**	**50**
Hourly Total	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**61**	**3**	**0**	**0**	**0**	**1**	**0**	**65**	**94**
3.5 Hour Totals (pm)	105	9	0	0	4	0	0	118	0	0	0	0	0	0	0	0	27	4	0	0	0	0	0	31	395	34	5	0	0	2	1	437	**586**
Day Total	146	14	3	1	10	0	0	174	0	0	0	0	0	0	0	0	31	6	0	0	0	0	1	38	511	56	12	0	0	4	1	581	793

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0745-0800	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
0800-0815	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0815-0830	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0830-0845	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0845-0900	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
0900-0915	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0915-0930	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**
2 Hour Totals (am)	3	0	0	0	0	0	0	**3**	2	1	0	0	0	0	1	**4**	0	0	0	0	0	0	0	**0**	0	0	3	0	0	0	0	**0**	**7**
1500-1515	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1515-1530	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**1**
1530-1545	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**1**
1545-1600	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
1600-1615	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**3**
1615-1630	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1630-1645	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
1645-1700	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
1700-1715	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1715-1730	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1730-1745	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1745-1800	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
1800-1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1815-1830	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
3.5 Hour Totals (pm)	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	**9**
Day Total	3	0	0	0	0	0	3	6	3	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0	4	1	3	0	0	0	0	5	16

	Arm D - Arm A								Arm D - Arm B								Arm D - Arm C								Arm D - Arm D								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	17	3	1	0	0	0	0	**21**	6	1	1	0	0	1	0	**9**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**30**
0745-0800	17	9	0	0	1	0	1	**28**	15	4	1	0	0	2	0	**22**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**50**

Hourly Total	**34**	**12**	**1**	**0**	**1**	**0**	**1**	**49**	**21**	**5**	**2**	**0**	**0**	**3**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**80**
0800-0815	13	3	0	0	0	1	1	**18**	22	6	0	0	0	0	0	**28**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**46**
0815-0830	22	2	0	0	0	0	0	**24**	28	5	0	0	0	0	1	**34**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**59**
0830-0845	37	2	0	0	0	0	0	**39**	30	5	0	0	0	0	0	**35**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**74**
0845-0900	15	4	0	0	0	0	0	**19**	29	2	1	0	0	0	0	**32**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**51**
Hourly Total	**87**	**11**	**0**	**0**	**0**	**1**	**1**	**100**	**109**	**18**	**1**	**0**	**0**	**0**	**1**	**129**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**230**
0900-0915	19	0	2	0	0	0	1	**22**	18	2	2	0	0	0	0	**22**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**44**
0915-0930	26	0	2	0	1	0	0	**29**	25	3	1	0	0	0	0	**29**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**59**
Hourly Total	**45**	**0**	**4**	**0**	**1**	**0**	**1**	**51**	**43**	**5**	**3**	**0**	**0**	**0**	**0**	**51**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**103**
2 Hour Totals (am)	166	23	5	0	2	1	3	**200**	173	28	6	0	0	3	1	**211**	1	1	0	0	0	0	0	**2**	0	0	3	0	0	0	0	**0**	**413**
1500-1515	28	2	0	0	0	0	0	**30**	33	3	0	0	0	0	0	**36**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**66**
1515-1530	39	2	0	0	0	0	0	**41**	46	2	0	0	0	0	0	**48**	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**91**
1530-1545	20	1	1	1	0	1	0	**24**	34	5	1	0	0	1	0	**41**	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**67**
1545-1600	28	12	1	0	0	0	0	**41**	24	1	0	0	1	0	0	**26**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**68**
Hourly Total	**115**	**17**	**2**	**1**	**0**	**1**	**0**	**136**	**137**	**11**	**1**	**0**	**1**	**1**	**0**	**151**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**292**
1600-1615	31	2	1	0	0	1	0	**35**	22	2	0	0	0	1	1	**26**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**62**
1615-1630	40	5	0	0	0	0	2	**47**	21	4	1	0	0	0	0	**26**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**78**
1630-1645	28	4	0	0	0	0	0	**32**	24	2	1	0	0	0	0	**27**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**60**
1645-1700	22	2	0	0	0	0	0	**24**	32	1	1	0	0	0	1	**35**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**60**
Hourly Total	**121**	**13**	**1**	**0**	**0**	**1**	**2**	**138**	**99**	**9**	**3**	**0**	**0**	**1**	**2**	**114**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**260**
1700-1715	31	3	0	0	0	0	0	**34**	28	2	0	0	0	0	0	**30**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**67**
1715-1730	36	2	0	0	0	0	0	**38**	29	4	1	0	0	1	0	**35**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**73**
1730-1745	34	2	0	0	0	0	0	**36**	32	3	0	0	0	0	0	**35**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**72**
1745-1800	26	4	0	0	0	0	0	**30**	27	2	0	0	0	0	1	**30**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**61**
Hourly Total	**127**	**11**	**0**	**0**	**0**	**0**	**0**	**138**	**116**	**11**	**1**	**0**	**0**	**1**	**1**	**130**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**273**
1800-1815	29	3	0	0	0	1	0	**33**	38	3	0	0	0	0	0	**41**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**76**
1815-1830	29	1	0	0	0	0	0	**30**	33	0	0	0	0	0	1	**34**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**65**
Hourly Total	**58**	**4**	**0**	**0**	**0**	**1**	**0**	**63**	**71**	**3**	**0**	**0**	**0**	**0**	**1**	**75**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**141**
3.5 Hour Totals (pm)	421	45	3	1	0	3	2	475	423	34	5	0	1	3	4	470	18	3	0	0	0	0	0	21	0	0	0	0	0	0	0	0	**966**
Day Total	587	68	8	1	2	4	5	675	596	62	11	0	1	6	5	681	19	4	0	0	0	0	0	23	0	0	3	0	0	0	0	0	**1379**

	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	13	7	0	0	0	0	0	**20**	6	2	1	0	0	1	0	**10**	0	1	0	0	0	0	0	**1**	23	4	2	0	0	1	0	**30**	**61**
0745-0800	17	4	0	0	0	0	1	**22**	16	3	2	1	2	0	0	**24**	1	0	0	0	0	0	0	**1**	32	13	1	0	1	2	1	**50**	**97**
Hourly Total	**30**	**11**	**0**	**0**	**0**	**0**	**1**	**42**	**22**	**5**	**3**	**1**	**2**	**1**	**0**	**34**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**55**	**17**	**3**	**0**	**1**	**3**	**1**	**80**	**158**
0800-0815	20	3	0	0	1	0	0	**24**	19	5	1	0	0	0	0	**25**	1	0	0	0	0	0	0	**1**	35	9	0	0	0	1	1	**46**	**96**
0815-0830	17	3	0	0	0	0	0	**20**	17	4	2	0	2	0	0	**25**	1	0	0	0	0	0	0	**1**	50	8	0	0	0	0	1	**59**	**105**
0830-0845	27	3	0	0	1	0	0	**31**	35	1	1	0	1	0	0	**38**	1	0	0	0	0	0	0	**1**	67	7	0	0	0	0	0	**74**	**144**
0845-0900	32	3	1	0	0	0	0	**36**	16	7	0	0	0	0	1	**24**	1	0	0	0	0	0	0	**1**	44	6	1	0	0	0	0	**51**	**112**
Hourly Total	**96**	**12**	**1**	**0**	**2**	**0**	**0**	**111**	**87**	**17**	**4**	**0**	**3**	**0**	**1**	**112**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**196**	**30**	**1**	**0**	**0**	**1**	**2**	**230**	**457**
0900-0915	27	4	1	0	1	1	0	**34**	30	3	0	0	1	0	0	**34**	0	0	0	0	0	0	1	**1**	37	2	4	0	0	0	1	**44**	**113**
0915-0930	25	5	2	1	0	0	0	**33**	22	4	0	0	0	1	0	**27**	0	0	0	0	0	0	0	**0**	52	3	3	0	1	0	0	**59**	**119**
Hourly Total	**52**	**9**	**3**	**1**	**1**	**1**	**0**	**67**	**52**	**7**	**0**	**0**	**1**	**1**	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**89**	**5**	**7**	**0**	**1**	**0**	**1**	**103**	**232**
2 Hour Totals (am)	178	32	4	1	3	1	1	**220**	161	29	7	1	6	2	1	**207**	5	1	0	0	0	0	1	**7**	340	52	11	0	2	4	4	**413**	**847**
1500-1515	33	3	0	0	2	0	0	**38**	31	3	0	0	1	0	0	**35**	0	0	0	0	0	0	0	**0**	61	5	0	0	0	0	0	**66**	**139**
1515-1530	37	9	2	0	2	0	0	**50**	30	4	0	0	0	0	1	**35**	0	1	0	0	0	0	0	**1**	86	5	0	0	0	0	0	**91**	**177**
1530-1545	51	3	0	0	0	0	0	**54**	35	6	1	0	0	0	0	**42**	1	0	0	0	0	0	0	**1**	55	7	2	1	0	2	0	**67**	**164**
1545-1600	33	5	0	0	1	1	2	**42**	38	6	1	0	0	0	0	**45**	0	0	0	0	0	0	0	**0**	53	13	1	0	1	0	0	**68**	**155**
Hourly Total	**154**	**20**	**2**	**0**	**5**	**1**	**2**	**184**	**134**	**19**	**2**	**0**	**1**	**0**	**1**	**157**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**255**	**30**	**3**	**1**	**1**	**2**	**0**	**292**	**635**
1600-1615	42	3	0	0	1	0	1	**47**	27	8	0	0	0	0	0	**35**	1	0	0	0	0	0	2	**3**	54	4	1	0	0	2	1	**62**	**147**
1615-1630	38	5	0	0	0	0	0	**43**	32	3	0	0	0	0	0	**35**	0	0	0	0	0	0	0	**0**	66	9	1	0	0	0	2	**78**	**156**
1630-1645	31	5	0	0	0	0	1	**37**	41	2	0	0	1	0	0	**44**	1	0	0	0	0	0	0	**1**	53	6	1	0	0	0	0	**60**	**142**
1645-1700	55	4	0	0	0	0	0	**59**	31	3	1	0	0	0	0	**35**	0	0	0	0	0	0	1	**1**	55	3	1	0	0	0	1	**60**	**155**
Hourly Total	**166**	**17**	**0**	**0**	**1**	**0**	**2**	**186**	**131**	**16**	**1**	**0**	**1**	**0**	**0**	**149**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	**228**	**22**	**4**	**0**	**0**	**2**	**4**	**260**	**600**
1700-1715	51	1	0	0	0	0	1	**53**	50	2	1	0	1	0	0	**54**	0	0	0	0	0	0	0	**0**	62	5	0	0	0	0	0	**67**	**174**
1715-1730	43	0	0	0	0	0	0	**43**	38	2	1	0	0	1	0	**42**	0	0	0	0	0	0	0	**0**	65	6	1	0	0	1	0	**73**	**158**

1730-1745	50	6	0	0	1	0	0	**57**	44	4	0	0	1	0	0	**49**	0	0	0	0	0	0	0	**0**	67	5	0	0	0	0	0	**72**	**178**
1745-1800	37	0	0	0	1	1	0	**39**	40	1	0	0	0	0	0	**41**	1	0	0	0	0	0	0	**1**	53	7	0	0	0	0	1	**61**	**142**
Hourly Total	**181**	**7**	**0**	**0**	**2**	**1**	**1**	**192**	**172**	**9**	**2**	**0**	**2**	**1**	**0**	**186**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**247**	**23**	**1**	**0**	**0**	**1**	**1**	**273**	**652**
1800-1815	35	2	0	0	0	0	0	**37**	44	0	0	0	0	0	0	**44**	0	0	0	0	0	0	0	**0**	69	6	0	0	0	1	0	**76**	**157**
1815-1830	31	2	0	0	0	1	0	**34**	46	3	0	0	0	1	0	**50**	1	0	0	0	0	0	0	**1**	63	1	0	0	0	0	1	**65**	**150**
Hourly Total	**66**	**4**	**0**	**0**	**0**	**1**	**0**	**71**	**90**	**3**	**0**	**0**	**0**	**1**	**0**	**94**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**132**	**7**	**0**	**0**	**0**	**1**	**1**	**141**	**307**
3.5 Hour Totals (pm)	567	48	2	0	8	3	5	633	527	47	5	0	4	2	1	586	5	1	0	0	0	0	3	9	862	82	8	1	1	6	6	966	**2194**
Day Total	745	80	6	1	11	4	6	853	688	76	12	1	10	4	2	793	10	2	0	0	0	0	4	16	1202	134	19	1	3	10	10	1379	3041

	Destination - Arm A								Destination - Arm B								Destination - Arm C								Destination - Arm D								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	18	3	1	0	0	0	0	**22**	11	2	1	0	0	1	0	**15**	3	1	0	0	0	0	0	**4**	10	8	1	0	0	1	0	**20**	**61**
0745-0800	24	10	1	1	3	0	1	**40**	18	5	1	0	0	2	0	**26**	2	0	0	0	0	0	1	**3**	22	5	1	0	0	0	0	**28**	**97**
Hourly Total	**42**	**13**	**2**	**1**	**3**	**0**	**1**	**62**	**29**	**7**	**2**	**0**	**0**	**3**	**0**	**41**	**5**	**1**	**0**	**0**	**0**	**0**	**1**	**7**	**32**	**13**	**2**	**0**	**0**	**1**	**0**	**48**	**158**
0800-0815	16	5	1	0	0	1	1	**24**	32	6	0	0	1	0	0	**39**	2	0	0	0	0	0	0	**2**	25	6	0	0	0	0	0	**31**	**96**
0815-0830	25	3	1	0	2	0	0	**31**	33	5	0	0	0	0	1	**39**	3	2	0	0	0	0	0	**5**	24	5	1	0	0	0	0	**30**	**105**
0830-0845	49	2	0	0	1	0	0	**52**	43	6	0	0	1	0	0	**50**	5	1	0	0	0	0	0	**6**	33	2	1	0	0	0	0	**36**	**144**
0845-0900	20	4	0	0	0	0	0	**24**	40	2	1	0	0	0	0	**43**	2	2	0	0	0	0	1	**5**	31	8	1	0	0	0	0	**40**	**112**
Hourly Total	**110**	**14**	**2**	**0**	**3**	**1**	**1**	**131**	**148**	**19**	**1**	**0**	**2**	**0**	**1**	**171**	**12**	**5**	**0**	**0**	**0**	**0**	**1**	**18**	**113**	**21**	**3**	**0**	**0**	**0**	**0**	**137**	**457**
0900-0915	28	0	2	0	1	0	1	**32**	27	2	2	0	1	0	1	**33**	4	1	0	0	0	0	0	**5**	35	6	1	0	0	1	0	**43**	**113**
0915-0930	30	1	2	0	1	0	0	**34**	32	3	2	1	0	0	0	**38**	4	1	0	0	0	0	0	**5**	33	7	1	0	0	1	0	**42**	**119**
Hourly Total	**58**	**1**	**4**	**0**	**2**	**0**	**1**	**66**	**59**	**5**	**4**	**1**	**1**	**0**	**1**	**71**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**10**	**68**	**13**	**2**	**0**	**0**	**2**	**0**	**85**	**232**
2 Hour Totals (am)	210	28	8	1	8	1	3	**259**	236	31	7	1	3	3	2	**283**	25	8	0	0	0	0	2	**35**	213	47	7	0	0	3	0	**270**	**847**
1500-1515	39	2	0	0	1	0	0	**42**	48	3	0	0	2	0	0	**53**	3	1	0	0	0	0	0	**4**	35	5	0	0	0	0	0	**40**	**139**
1515-1530	45	2	0	0	0	0	0	**47**	54	2	1	0	2	0	0	**59**	9	4	1	0	0	0	0	**14**	45	11	0	0	0	0	1	**57**	**177**
1530-1545	30	3	1	1	0	1	0	**36**	48	5	1	0	0	1	0	**55**	7	4	0	0	0	0	0	**11**	57	4	1	0	0	0	0	**62**	**164**
1545-1600	37	13	1	0	0	0	0	**51**	28	2	0	0	1	0	1	**32**	9	1	0	0	0	0	1	**11**	50	8	1	0	1	1	0	**61**	**155**
Hourly Total	**151**	**20**	**2**	**1**	**1**	**1**	**0**	**176**	**178**	**12**	**2**	**0**	**5**	**1**	**1**	**199**	**28**	**10**	**1**	**0**	**0**	**0**	**1**	**40**	**187**	**28**	**2**	**0**	**1**	**1**	**1**	**220**	**635**
1600-1615	35	5	1	0	0	1	2	**44**	34	3	0	0	0	1	1	**39**	5	3	0	0	1	0	1	**10**	50	4	0	0	0	0	0	**54**	**147**
1615-1630	48	7	0	0	0	0	2	**57**	35	6	1	0	0	0	0	**42**	11	0	0	0	0	0	0	**11**	42	4	0	0	0	0	0	**46**	**156**
1630-1645	32	4	0	0	1	0	0	**37**	29	5	1	0	0	0	0	**35**	9	0	0	0	0	0	1	**10**	56	4	0	0	0	0	0	**60**	**142**
1645-1700	27	2	0	0	0	0	1	**30**	44	3	1	0	0	0	1	**49**	7	0	0	0	0	0	0	**7**	63	5	1	0	0	0	0	**69**	**155**
Hourly Total	**142**	**18**	**1**	**0**	**1**	**1**	**5**	**168**	**142**	**17**	**3**	**0**	**0**	**1**	**2**	**165**	**32**	**3**	**0**	**0**	**1**	**0**	**2**	**38**	**211**	**17**	**1**	**0**	**0**	**0**	**0**	**229**	**600**
1700-1715	44	4	0	0	1	0	0	**49**	37	3	0	0	0	0	0	**40**	13	0	0	0	0	0	1	**14**	69	1	1	0	0	0	0	**71**	**174**
1715-1730	41	2	0	0	0	0	0	**43**	37	4	1	0	0	1	0	**43**	10	0	0	0	0	0	0	**10**	58	2	1	0	0	1	0	**62**	**158**
1730-1745	36	2	0	0	1	0	0	**39**	47	3	0	0	1	0	0	**51**	12	2	0	0	0	0	0	**14**	66	8	0	0	0	0	0	**74**	**178**
1745-1800	32	4	0	0	0	0	0	**36**	31	2	0	0	1	0	1	**35**	7	1	0	0	0	0	0	**8**	61	1	0	0	0	1	0	**63**	**142**
Hourly Total	**153**	**12**	**0**	**0**	**2**	**0**	**0**	**167**	**152**	**12**	**1**	**0**	**2**	**1**	**1**	**169**	**42**	**3**	**0**	**0**	**0**	**0**	**1**	**46**	**254**	**12**	**2**	**0**	**0**	**2**	**0**	**270**	**652**
1800-1815	40	3	0	0	0	1	0	**44**	46	3	0	0	0	0	0	**49**	10	1	0	0	0	0	0	**11**	52	1	0	0	0	0	0	**53**	**157**
1815-1830	40	1	0	0	0	0	0	**41**	40	0	0	0	0	0	1	**41**	10	0	0	0	0	0	0	**10**	51	5	0	0	0	2	0	**58**	**150**
Hourly Total	**80**	**4**	**0**	**0**	**0**	**1**	**0**	**85**	**86**	**3**	**0**	**0**	**0**	**0**	**1**	**90**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**21**	**103**	**6**	**0**	**0**	**0**	**2**	**0**	**111**	**307**
3.5 Hour Totals (pm)	526	54	3	1	4	3	5	596	558	44	6	0	7	3	5	623	122	17	1	0	1	0	4	145	755	63	5	0	1	5	1	830	**2194**
Day Total	736	82	11	2	12	4	8	855	794	75	13	1	10	6	7	906	147	25	1	0	1	0	6	180	968	110	12	0	1	8	1	1100	3041

Severnside
Transportation Data Collection

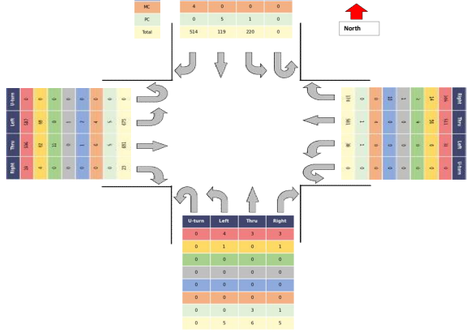
Summary	
Project	Porthcawl
Project Code	QL19/18
Site name	Site 07
Lees and Movements	All Processed Lees & Movements
Bin Size	15.0
Start Time	07:30
End Time	18:15
Location	Site 07
Latitude and Longitude	51.484676708761 92, -3.682027304160803

	Start	End
Am Peak	2025-07-09 08:30:00	2025-07-09 09:30:00
Pm Peak	2025-07-09 16:45:00	2025-07-09 17:45:00

Turning Movement Data Plot

Class	Right	Thru	Left	U-turn
Car	453	97	395	0
LGV	53	15	12	0
OGV1	3	1	2	0
OGV2	0	0	1	0
PSV	1	1	9	0
MC	4	0	0	0
PC	0	5	1	0
Total	514	119	220	0

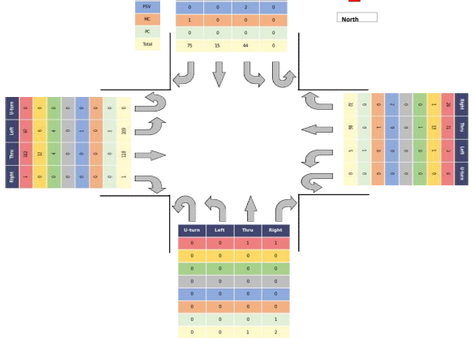
U-turn	Left	Thru	Right
0	4	3	3
0	1	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	3	1
0	5	4	5



AM Peak Turning Movement Data Summary

Class	Right	Thru	Left	U-turn
Car	61	11	39	0
LGV	10	4	1	0
OGV1	3	0	1	0
OGV2	0	0	1	0
PSV	0	0	2	0
MC	1	0	0	0
PC	0	0	0	0
Total	75	15	44	0

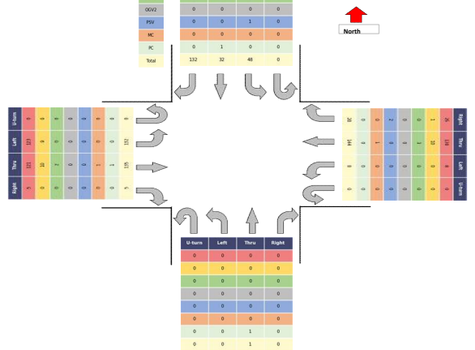
U-turn	Left	Thru	Right
0	0	1	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	1	2



PM Peak Turning Movemet Data Summary

Class	Right	Thru	Left	U-turn
Car	326	29	44	0
LGV	6	2	3	0
OGV1	0	0	0	0
OGV2	0	0	0	0
PSV	0	0	1	0
MC	0	0	0	0
PC	0	1	0	0
Total	132	32	48	0

U-turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	1	0



Severnside
Transportation Data Collection

SS1938 Porthcawl
Wednesday 09 July 2025
0730-0930 & 1500-1830
Site 8

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	13	1	1	0	1	0	0	**16**	13	5	1	0	0	2	0	**21**	**37**
0745-0800	0	0	0	0	0	0	0	**0**	17	1	0	0	0	0	0	**18**	16	4	1	1	2	1	0	**25**	**43**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**2**	**1**	**0**	**1**	**0**	**0**	**34**	**29**	**9**	**2**	**1**	**2**	**3**	**0**	**46**	**80**
0800-0815	0	0	0	0	0	0	0	**0**	22	3	1	0	1	0	0	**27**	18	7	1	0	0	0	0	**26**	**53**
0815-0830	0	0	0	0	0	0	0	**0**	34	1	0	0	2	0	1	**38**	21	7	1	0	3	0	0	**32**	**70**
0830-0845	0	0	0	0	0	0	0	**0**	44	4	0	0	1	0	0	**49**	50	5	0	0	0	0	0	**55**	**104**
0845-0900	0	0	0	0	0	0	0	**0**	31	3	0	0	0	0	0	**34**	43	7	1	0	0	0	0	**51**	**85**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**131**	**11**	**1**	**0**	**4**	**0**	**1**	**148**	**132**	**26**	**3**	**0**	**3**	**0**	**0**	**164**	**312**
0900-0915	0	0	0	0	0	0	0	**0**	25	2	1	0	0	0	1	**29**	42	4	0	0	1	1	0	**48**	**77**
0915-0930	0	0	0	0	0	0	0	**0**	22	2	0	0	0	0	0	**24**	30	11	0	0	0	0	0	**41**	**65**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**4**	**1**	**0**	**0**	**0**	**1**	**53**	**72**	**15**	**0**	**0**	**1**	**1**	**0**	**89**	**142**
2 Hour Totals (am)	0	0	0	0	0	0	0	**0**	208	17	3	0	5	0	2	**235**	233	50	5	1	6	4	0	**299**	**534**
1500-1515	0	0	0	0	0	0	0	**0**	36	3	1	0	0	0	0	**40**	53	5	0	0	1	0	0	**59**	**99**
1515-1530	0	0	0	0	0	0	0	**0**	33	3	0	0	2	0	0	**38**	45	6	0	1	0	0	0	**52**	**90**
1530-1545	0	0	0	0	0	0	0	**0**	44	7	0	0	1	0	0	**52**	42	3	0	0	0	0	0	**45**	**97**
1545-1600	0	0	0	0	0	0	0	**0**	46	4	0	0	0	0	0	**50**	54	5	0	0	0	0	0	**59**	**109**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**159**	**17**	**1**	**0**	**3**	**0**	**0**	**180**	**194**	**19**	**0**	**1**	**1**	**0**	**0**	**215**	**395**
1600-1615	0	0	0	0	0	0	0	**0**	35	3	1	0	0	0	0	**39**	49	8	1	0	0	0	0	**58**	**97**
1615-1630	0	0	0	0	0	0	0	**0**	58	2	0	0	0	0	0	**60**	45	9	0	0	0	0	0	**54**	**114**
1630-1645	0	0	0	0	0	0	0	**0**	42	5	0	0	0	0	0	**47**	60	3	0	0	1	0	0	**64**	**111**
1645-1700	0	0	0	0	0	0	0	**0**	47	3	1	0	0	0	0	**51**	42	2	2	0	0	0	0	**46**	**97**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**182**	**13**	**2**	**0**	**0**	**0**	**0**	**197**	**196**	**22**	**3**	**0**	**1**	**0**	**0**	**222**	**419**
1700-1715	0	0	0	0	0	0	0	**0**	41	2	0	0	0	0	0	**43**	79	8	0	0	1	0	0	**88**	**131**
1715-1730	0	0	0	0	0	0	0	**0**	32	0	0	0	0	0	0	**32**	58	3	0	0	0	1	0	**62**	**94**
1730-1745	0	0	0	0	0	0	0	**0**	50	2	0	0	0	0	0	**52**	63	3	0	0	1	0	0	**67**	**119**
1745-1800	0	0	0	0	0	0	0	**0**	38	2	0	0	0	0	0	**40**	72	2	0	0	0	0	0	**74**	**114**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**161**	**6**	**0**	**0**	**0**	**0**	**0**	**167**	**272**	**16**	**0**	**0**	**2**	**1**	**0**	**291**	**458**
1800-1815	0	0	0	0	0	0	0	**0**	27	6	0	0	0	0	0	**33**	52	3	0	0	0	0	0	**55**	**88**
1815-1830	0	0	0	0	0	0	0	**0**	21	0	0	0	0	0	0	**21**	50	3	0	0	0	1	0	**54**	**75**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**	**6**	**0**	**0**	**0**	**0**	**0**	**54**	**102**	**6**	**0**	**0**	**0**	**1**	**0**	**109**	**163**
3.5 Hour Totals (pm)	0	0	0	0	0	0	0	0	550	42	3	0	3	0	0	598	764	63	3	1	4	2	0	837	**1435**
Day Total	0	0	0	0	0	0	0	0	758	59	6	0	8	0	2	833	997	113	8	2	10	6	0	1136	1969

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	42	5	0	0	0	0	0	**47**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**49**
0745-0800	31	2	1	0	0	0	0	**34**	0	0	0	0	0	0	0	**0**	6	0	0	0	1	0	1	**8**	**42**
Hourly Total	**73**	**7**	**1**	**0**	**0**	**0**	**0**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**1**	**0**	**1**	**10**	**91**

0800-0815	54	2	1	0	1	1	0	**59**	0	0	0	0	0	0	0	**0**	11	0	0	0	0	0	0	**11**	**70**
0815-0830	41	3	0	0	0	0	0	**44**	0	0	0	0	0	0	0	**0**	15	1	1	0	0	0	0	**17**	**61**
0830-0845	59	0	0	0	2	0	0	**61**	0	0	0	0	0	0	0	**0**	19	1	0	0	0	0	1	**21**	**82**
0845-0900	40	3	1	0	0	0	0	**44**	0	0	0	0	0	0	0	**0**	6	1	0	0	0	0	1	**8**	**52**
Hourly Total	**194**	**8**	**2**	**0**	**3**	**1**	**0**	**208**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51**	**3**	**1**	**0**	**0**	**0**	**2**	**57**	**265**
0900-0915	37	2	1	0	0	0	0	**40**	0	0	0	0	0	0	0	**0**	10	1	0	0	1	0	0	**12**	**52**
0915-0930	34	3	1	0	0	0	0	**38**	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	**44**
Hourly Total	**71**	**5**	**2**	**0**	**0**	**0**	**0**	**78**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**1**	**0**	**0**	**1**	**0**	**0**	**18**	**96**
2 Hour Totals (am)	338	20	5	0	3	1	0	**367**	0	0	0	0	0	0	0	**0**	75	4	1	0	2	0	3	**85**	**452**
1500-1515	25	2	2	0	0	0	0	**29**	0	0	0	0	0	0	0	**0**	11	0	0	0	0	0	0	**11**	**40**
1515-1530	20	5	0	0	0	0	0	**25**	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	**31**
1530-1545	27	5	0	0	0	0	0	**32**	0	0	0	0	0	0	0	**0**	5	3	1	0	0	0	0	**9**	**41**
1545-1600	43	2	0	0	3	0	1	**49**	0	0	0	0	0	0	0	**0**	12	1	0	0	0	0	0	**13**	**62**
Hourly Total	**115**	**14**	**2**	**0**	**3**	**0**	**1**	**135**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**4**	**1**	**0**	**0**	**0**	**0**	**39**	**174**
1600-1615	33	2	0	0	1	0	0	**36**	0	0	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**6**	**42**
1615-1630	30	2	1	0	0	0	0	**33**	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	**40**
1630-1645	42	5	0	0	0	0	0	**47**	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**	**56**
1645-1700	27	4	0	0	0	0	0	**31**	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	**38**
Hourly Total	**132**	**13**	**1**	**0**	**1**	**0**	**0**	**147**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**2**	**0**	**0**	**0**	**0**	**0**	**29**	**176**
1700-1715	41	3	0	0	0	0	0	**44**	0	0	0	0	0	0	0	**0**	11	0	0	0	0	0	0	**11**	**55**
1715-1730	29	2	0	0	0	0	0	**31**	0	0	0	0	0	0	0	**0**	7	2	0	0	0	0	0	**9**	**40**
1730-1745	22	1	0	0	0	0	0	**23**	0	0	0	0	0	0	0	**0**	11	1	0	0	0	0	0	**12**	**35**
1745-1800	30	0	0	0	0	0	0	**30**	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	**36**
Hourly Total	**122**	**6**	**0**	**0**	**0**	**0**	**0**	**128**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**3**	**0**	**0**	**0**	**0**	**0**	**38**	**166**
1800-1815	36	2	0	0	0	0	0	**38**	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	**13**	**51**
1815-1830	26	5	0	0	0	1	0	**32**	0	0	0	0	0	0	0	**0**	10	0	0	0	0	0	0	**10**	**42**
Hourly Total	**62**	**7**	**0**	**0**	**0**	**1**	**0**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**93**
3.5 Hour Totals (pm)	431	40	3	0	4	1	1	480	0	0	0	0	0	0	0	0	119	9	1	0	0	0	0	129	**609**
Day Total	769	60	8	0	7	2	1	847	0	0	0	0	0	0	0	0	194	13	2	0	2	0	3	214	1061

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	22	4	1	0	0	1	0	**28**	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	**36**
0745-0800	42	7	1	0	0	2	0	**52**	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	**58**
Hourly Total	**64**	**11**	**2**	**0**	**0**	**3**	**0**	**80**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**94**
0800-0815	47	4	0	0	1	0	0	**52**	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**59**
0815-0830	54	4	0	0	0	0	0	**58**	7	1	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	**66**
0830-0845	76	4	0	0	1	0	0	**81**	10	3	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	**94**
0845-0900	46	3	1	0	0	0	0	**50**	15	0	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	**65**
Hourly Total	**223**	**15**	**1**	**0**	**2**	**0**	**0**	**241**	**39**	**4**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**284**
0900-0915	33	0	2	0	1	0	0	**36**	13	0	0	0	0	0	1	**14**	0	0	0	0	0	0	0	**0**	**50**
0915-0930	37	6	2	1	0	0	2	**48**	10	1	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	**59**
Hourly Total	**70**	**6**	**4**	**1**	**1**	**0**	**2**	**84**	**23**	**1**	**0**	**0**	**0**	**0**	**1**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**109**

2 Hour Totals (am)	357	32	7	1	3	3	2	**405**	76	5	0	0	0	0	1	**82**	0	0	0	0	0	0	0	**0**	**487**
1500-1515	49	4	0	0	2	0	0	**55**	9	0	0	0	0	0	1	**10**	0	0	0	0	0	0	0	**0**	**65**
1515-1530	51	4	1	0	1	0	0	**57**	17	4	0	0	0	0	0	**21**	0	0	0	0	0	0	0	**0**	**78**
1530-1545	55	4	1	0	1	1	0	**62**	15	1	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	**78**
1545-1600	40	2	0	0	0	0	0	**42**	9	1	0	0	1	0	0	**11**	0	0	0	0	0	0	0	**0**	**53**
Hourly Total	**195**	**14**	**2**	**0**	**4**	**1**	**0**	**216**	**50**	**6**	**0**	**0**	**1**	**0**	**1**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**274**
1600-1615	34	2	0	0	1	1	1	**39**	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	**49**
1615-1630	29	12	1	0	0	0	0	**42**	15	0	1	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	**58**
1630-1645	35	1	1	0	0	0	0	**37**	8	2	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	**47**
1645-1700	39	3	1	0	0	1	1	**45**	12	2	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	**59**
Hourly Total	**137**	**18**	**3**	**0**	**1**	**2**	**2**	**163**	**45**	**4**	**1**	**0**	**0**	**0**	**0**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**213**
1700-1715	46	5	0	0	0	1	0	**52**	12	3	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	**67**
1715-1730	36	3	0	0	0	1	0	**40**	12	1	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	**53**
1730-1745	47	3	0	0	1	0	0	**51**	10	2	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	**63**
1745-1800	29	4	0	0	0	0	0	**33**	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	**43**
Hourly Total	**158**	**15**	**0**	**0**	**1**	**2**	**0**	**176**	**44**	**6**	**0**	**0**	**0**	**0**	**0**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**226**
1800-1815	44	4	0	0	1	0	1	**50**	14	0	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	**64**
1815-1830	33	2	0	0	0	0	0	**35**	7	2	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	**44**
Hourly Total	**77**	**6**	**0**	**0**	**1**	**0**	**1**	**85**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**108**
3.5 Hour Totals (pm)	567	53	5	0	7	5	3	640	160	18	1	0	1	0	1	181	0	0	0	0	0	0	0	0	**821**
Day Total	924	85	12	1	10	8	5	1045	236	23	1	0	1	0	2	263	0	0	0	0	0	0	0	0	1308

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	26	6	2	0	1	2	0	**37**	44	5	0	0	0	0	0	**49**	30	4	1	0	0	1	0	**36**	**122**
0745-0800	33	5	1	1	2	1	0	**43**	37	2	1	0	1	0	1	**42**	48	7	1	0	0	2	0	**58**	**143**
Hourly Total	**59**	**11**	**3**	**1**	**3**	**3**	**0**	**80**	**81**	**7**	**1**	**0**	**1**	**0**	**1**	**91**	**78**	**11**	**2**	**0**	**0**	**3**	**0**	**94**	**265**
0800-0815	40	10	2	0	1	0	0	**53**	65	2	1	0	1	1	0	**70**	54	4	0	0	1	0	0	**59**	**182**
0815-0830	55	8	1	0	5	0	1	**70**	56	4	1	0	0	0	0	**61**	61	5	0	0	0	0	0	**66**	**197**
0830-0845	94	9	0	0	1	0	0	**104**	78	1	0	0	2	0	1	**82**	86	7	0	0	1	0	0	**94**	**280**
0845-0900	74	10	1	0	0	0	0	**85**	46	4	1	0	0	0	1	**52**	61	3	1	0	0	0	0	**65**	**202**
Hourly Total	**263**	**37**	**4**	**0**	**7**	**0**	**1**	**312**	**245**	**11**	**3**	**0**	**3**	**1**	**2**	**265**	**262**	**19**	**1**	**0**	**2**	**0**	**0**	**284**	**861**
0900-0915	67	6	1	0	1	1	1	**77**	47	3	1	0	1	0	0	**52**	46	0	2	0	1	0	1	**50**	**179**
0915-0930	52	13	0	0	0	0	0	**65**	40	3	1	0	0	0	0	**44**	47	7	2	1	0	0	2	**59**	**168**
Hourly Total	**119**	**19**	**1**	**0**	**1**	**1**	**1**	**142**	**87**	**6**	**2**	**0**	**1**	**0**	**0**	**96**	**93**	**7**	**4**	**1**	**1**	**0**	**3**	**109**	**347**
2 Hour Totals (am)	441	67	8	1	11	4	2	**534**	413	24	6	0	5	1	3	**452**	433	37	7	1	3	3	3	**487**	**1473**
1500-1515	89	8	1	0	1	0	0	**99**	36	2	2	0	0	0	0	**40**	58	4	0	0	2	0	1	**65**	**204**
1515-1530	78	9	0	1	2	0	0	**90**	26	5	0	0	0	0	0	**31**	68	8	1	0	1	0	0	**78**	**199**
1530-1545	86	10	0	0	1	0	0	**97**	32	8	1	0	0	0	0	**41**	70	5	1	0	1	1	0	**78**	**216**
1545-1600	100	9	0	0	0	0	0	**109**	55	3	0	0	3	0	1	**62**	49	3	0	0	1	0	0	**53**	**224**
Hourly Total	**353**	**36**	**1**	**1**	**4**	**0**	**0**	**395**	**149**	**18**	**3**	**0**	**3**	**0**	**1**	**174**	**245**	**20**	**2**	**0**	**5**	**1**	**1**	**274**	**843**
1600-1615	84	11	2	0	0	0	0	**97**	38	3	0	0	1	0	0	**42**	44	2	0	0	1	1	1	**49**	**188**

1615-1630	103	11	0	0	0	0	0	**114**	37	2	1	0	0	0	0	**40**	44	12	2	0	0	0	0	**58**	**212**
1630-1645	102	8	0	0	1	0	0	**111**	50	6	0	0	0	0	0	**56**	43	3	1	0	0	0	0	**47**	**214**
1645-1700	89	5	3	0	0	0	0	**97**	34	4	0	0	0	0	0	**38**	51	5	1	0	0	1	1	**59**	**194**
Hourly Total	**378**	**35**	**5**	**0**	**1**	**0**	**0**	**419**	**159**	**15**	**1**	**0**	**1**	**0**	**0**	**176**	**182**	**22**	**4**	**0**	**1**	**2**	**2**	**213**	**808**
1700-1715	120	10	0	0	1	0	0	**131**	52	3	0	0	0	0	0	**55**	58	8	0	0	0	1	0	**67**	**253**
1715-1730	90	3	0	0	0	1	0	**94**	36	4	0	0	0	0	0	**40**	48	4	0	0	0	1	0	**53**	**187**
1730-1745	113	5	0	0	1	0	0	**119**	33	2	0	0	0	0	0	**35**	57	5	0	0	1	0	0	**63**	**217**
1745-1800	110	4	0	0	0	0	0	**114**	36	0	0	0	0	0	0	**36**	39	4	0	0	0	0	0	**43**	**193**
Hourly Total	**433**	**22**	**0**	**0**	**2**	**1**	**0**	**458**	**157**	**9**	**0**	**0**	**0**	**0**	**0**	**166**	**202**	**21**	**0**	**0**	**1**	**2**	**0**	**226**	**850**
1800-1815	79	9	0	0	0	0	0	**88**	49	2	0	0	0	0	0	**51**	58	4	0	0	1	0	1	**64**	**203**
1815-1830	71	3	0	0	0	1	0	**75**	36	5	0	0	0	1	0	**42**	40	4	0	0	0	0	0	**44**	**161**
Hourly Total	**150**	**12**	**0**	**0**	**0**	**1**	**0**	**163**	**85**	**7**	**0**	**0**	**0**	**1**	**0**	**93**	**98**	**8**	**0**	**0**	**1**	**0**	**1**	**108**	**364**
3.5 Hour Totals (pm)	1314	105	6	1	7	2	0	1435	550	49	4	0	4	1	1	609	727	71	6	0	8	5	4	821	**2865**
Day Total	1755	172	14	2	18	6	2	1969	963	73	10	0	9	2	4	1061	1160	108	13	1	11	8	7	1308	4338

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0730-0745	64	9	1	0	0	1	0	**75**	21	1	1	0	1	0	0	**24**	15	5	1	0	0	2	0	**23**	**122**
0745-0800	73	9	2	0	0	2	0	**86**	23	1	0	0	0	0	0	**24**	22	4	1	1	3	1	1	**33**	**143**
Hourly Total	**137**	**18**	**3**	**0**	**0**	**3**	**0**	**161**	**44**	**2**	**1**	**0**	**1**	**0**	**0**	**48**	**37**	**9**	**2**	**1**	**3**	**3**	**1**	**56**	**265**
0800-0815	101	6	1	0	2	1	0	**111**	29	3	1	0	1	0	0	**34**	29	7	1	0	0	0	0	**37**	**182**
0815-0830	95	7	0	0	0	0	0	**102**	41	2	0	0	2	0	1	**46**	36	8	2	0	3	0	0	**49**	**197**
0830-0845	135	4	0	0	3	0	0	**142**	54	7	0	0	1	0	0	**62**	69	6	0	0	0	0	1	**76**	**280**
0845-0900	86	6	2	0	0	0	0	**94**	46	3	0	0	0	0	0	**49**	49	8	1	0	0	0	1	**59**	**202**
Hourly Total	**417**	**23**	**3**	**0**	**5**	**1**	**0**	**449**	**170**	**15**	**1**	**0**	**4**	**0**	**1**	**191**	**183**	**29**	**4**	**0**	**3**	**0**	**2**	**221**	**861**
0900-0915	70	2	3	0	1	0	0	**76**	38	2	1	0	0	0	2	**43**	52	5	0	0	2	1	0	**60**	**179**
0915-0930	71	9	3	1	0	0	2	**86**	32	3	0	0	0	0	0	**35**	36	11	0	0	0	0	0	**47**	**168**
Hourly Total	**141**	**11**	**6**	**1**	**1**	**0**	**2**	**162**	**70**	**5**	**1**	**0**	**0**	**0**	**2**	**78**	**88**	**16**	**0**	**0**	**2**	**1**	**0**	**107**	**347**
2 Hour Totals (am)	695	52	12	1	6	4	2	**772**	284	22	3	0	5	0	3	**317**	308	54	6	1	8	4	3	**384**	**1473**
1500-1515	74	6	2	0	2	0	0	**84**	45	3	1	0	0	0	1	**50**	64	5	0	0	1	0	0	**70**	**204**
1515-1530	71	9	1	0	1	0	0	**82**	50	7	0	0	2	0	0	**59**	51	6	0	1	0	0	0	**58**	**199**
1530-1545	82	9	1	0	1	1	0	**94**	59	8	0	0	1	0	0	**68**	47	6	1	0	0	0	0	**54**	**216**
1545-1600	83	4	0	0	3	0	1	**91**	55	5	0	0	1	0	0	**61**	66	6	0	0	0	0	0	**72**	**224**
Hourly Total	**310**	**28**	**4**	**0**	**7**	**1**	**1**	**351**	**209**	**23**	**1**	**0**	**4**	**0**	**1**	**238**	**228**	**23**	**1**	**1**	**1**	**0**	**0**	**254**	**843**
1600-1615	67	4	0	0	2	1	1	**75**	45	3	1	0	0	0	0	**49**	54	9	1	0	0	0	0	**64**	**188**
1615-1630	59	14	2	0	0	0	0	**75**	73	2	1	0	0	0	0	**76**	52	9	0	0	0	0	0	**61**	**212**
1630-1645	77	6	1	0	0	0	0	**84**	50	7	0	0	0	0	0	**57**	68	4	0	0	1	0	0	**73**	**214**
1645-1700	66	7	1	0	0	1	1	**76**	59	5	1	0	0	0	0	**65**	49	2	2	0	0	0	0	**53**	**194**
Hourly Total	**269**	**31**	**4**	**0**	**2**	**2**	**2**	**310**	**227**	**17**	**3**	**0**	**0**	**0**	**0**	**247**	**223**	**24**	**3**	**0**	**1**	**0**	**0**	**251**	**808**
1700-1715	87	8	0	0	0	1	0	**96**	53	5	0	0	0	0	0	**58**	90	8	0	0	1	0	0	**99**	**253**
1715-1730	65	5	0	0	0	1	0	**71**	44	1	0	0	0	0	0	**45**	65	5	0	0	0	1	0	**71**	**187**
1730-1745	69	4	0	0	1	0	0	**74**	60	4	0	0	0	0	0	**64**	74	4	0	0	1	0	0	**79**	**217**
1745-1800	59	4	0	0	0	0	0	**63**	48	2	0	0	0	0	0	**50**	78	2	0	0	0	0	0	**80**	**193**
Hourly Total	**280**	**21**	**0**	**0**	**1**	**2**	**0**	**304**	**205**	**12**	**0**	**0**	**0**	**0**	**0**	**217**	**307**	**19**	**0**	**0**	**2**	**1**	**0**	**329**	**850**

1800-1815	80	6	0	0	1	0	1	**88**	41	6	0	0	0	0	0	**47**	65	3	0	0	0	0	0	**68**	**203**					
1815-1830	59	7	0	0	0	1	0	**67**	28	2	0	0	0	0	0	**30**	60	3	0	0	0	1	0	**64**	**161**					
Hourly Total	**139**	**13**	**0**	**0**	**1**	**1**	**1**	**155**	**69**	**8**	**0**	**0**	**0**	**0**	**0**	**77**	**125**	**6**	**0**	**0**	**0**	**1**	**0**	**132**	**364**					
3.5 Hour Totals (pm)	998	93	8	0	11	6	4	1120	710	60	4	0	4	0	1	779	883	72	4	1	4	2	0	966	**2865**					
Day Total	1693	145	20	1	17	10	6	1892	994	82	7	0	9	0	4	1096	1191	126	10	2	12	6	3	1350	4338					

Severnside
Transportation Data Collection

Summary	
Project	Porthcawl
Project Code	SS1938
Site name	Site 08
Legs and Movements	All Processed Legs & Movements
Bin Size	15.0
Start Time	07:30
End Time	18:15
Location	Site 08
Latitude and Longitude	51.48720044401959, -3.67766092263376

	Start	End
Am Peak	2025-07-09 08:00:00	2025-07-09 09:00:00
Pm Peak	2025-07-09 16:15:00	2025-07-09 17:15:00

Site 8
A4106
A
B
C
Marlborough Rd
Danygraig Ave
Danygraig Ave
Ashville Cl
Ashville Cl
Ashville Rd
Ashville Rd
Ridgeway
Ridgeway
Ridgeway

Severnside
Transportation Data Collection
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Traffic Management

Time	Mon			Tue			Wed			Thu		
	14-Jul			15-Jul			16-Jul			17-Jul		
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	22	24	46	27	21	48	20	27	47	30	28	58
01:00	13	16	29	5	9	14	11	16	27	7	9	16
02:00	5	8	13	7	7	14	6	7	13	7	5	12
03:00	9	11	20	8	7	15	7	7	14	7	3	10
04:00	7	12	19	6	13	19	8	16	24	4	12	16
05:00	22	52	74	25	52	77	24	71	95	18	56	74
06:00	54	127	181	48	129	177	55	140	195	56	122	178
07:00	195	353	548	164	337	501	166	350	516	147	315	462
08:00	380	430	810	322	465	787	333	528	861	318	434	752
09:00	389	467	856	326	372	698	394	362	756	325	388	713
10:00	407	476	883	333	390	723	419	403	822	335	371	706
11:00	462	494	956	334	432	766	443	417	860	351	364	715
12:00	448	466	914	391	399	790	447	476	923	380	402	782
13:00	419	450	869	372	424	796	442	490	932	444	430	874
14:00	441	433	874	400	372	772	447	433	880	419	402	821
15:00	486	529	1015	429	410	839	477	494	971	459	455	914
16:00	518	444	962	533	374	907	553	449	1002	523	429	952
17:00	535	405	940	476	404	880	546	433	979	504	401	905
18:00	409	360	769	369	295	664	433	377	810	429	349	778
19:00	317	261	578	253	224	477	338	268	606	345	274	619
20:00	217	237	454	203	189	392	227	266	493	240	230	470
21:00	133	150	283	159	152	311	145	154	299	183	174	357
22:00	91	87	178	100	89	189	96	101	197	102	113	215
23:00	55	39	94	41	36	77	42	51	93	65	51	116
07-19	5089	5307	10396	4449	4674	9123	5100	5212	10312	4634	4740	9374
06-22	5810	6082	11892	5112	5368	10480	5865	6040	11905	5458	5540	10998
06-00	5956	6208	12164	5253	5493	10746	6003	6192	12195	5625	5704	11329
00-00	6034	6331	12365	5331	5602	10933	6079	6336	12415	5698	5817	11515

Project: SS1938 Porthcawl
Site: 01 - A4106 Bridgend Road
Start Date: 11/07/2025

Total Volume														
Fri			Sat			Sun			5 Day Avg			7 Day Avg		
11-Jul			12-Jul			13-Jul								
NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
36	38	74	85	91	176	74	93	167	27	28	55	42	46	88
23	22	45	34	42	76	33	38	71	12	14	26	18	22	40
8	8	16	17	21	38	19	22	41	7	7	14	10	11	21
11	6	17	13	12	25	18	24	42	8	7	15	10	10	20
7	14	21	15	11	26	11	15	26	6	13	19	8	13	21
32	59	91	27	34	61	19	24	43	24	58	82	24	50	74
86	141	227	72	73	145	62	48	110	60	132	192	62	111	173
216	338	554	204	155	359	180	105	285	178	339	517	182	279	461
420	531	951	433	288	721	268	168	436	355	478	833	353	406	759
442	480	922	455	405	860	470	358	828	375	414	789	400	405	805
468	504	972	576	554	1130	564	465	1029	392	429	821	443	452	895
525	446	971	605	520	1125	608	472	1080	423	431	854	475	449	924
523	476	999	667	500	1167	702	517	1219	438	444	882	508	462	970
497	496	993	619	482	1101	668	546	1214	435	458	893	494	474	968
501	519	1020	654	597	1251	583	556	1139	442	432	874	492	473	965
664	533	1197	541	511	1052	547	598	1145	503	484	987	515	504	1019
713	502	1215	467	585	1052	509	609	1118	568	440	1008	545	485	1030
718	526	1244	451	621	1072	396	646	1042	556	434	990	518	491	1009
570	437	1007	467	605	1072	391	747	1138	442	364	806	438	453	891
472	432	904	354	471	825	295	595	890	345	292	637	339	361	700
341	470	811	274	446	720	212	451	663	246	278	524	245	327	572
229	503	732	214	461	675	149	292	441	170	227	397	173	269	442
148	271	419	155	327	482	87	193	280	107	132	239	111	169	280
118	170	288	119	168	287	69	85	154	64	69	133	73	86	159
6257	5788	12045	6139	5823	11962	5886	5787	11673	5106	5144	10250	5365	5333	10698
7385	7334	14719	7053	7274	14327	6604	7173	13777	5926	6073	11999	6184	6402	12586
7651	7775	15426	7327	7769	15096	6760	7451	14211	6098	6274	12372	6368	6656	13024
7768	7922	15690	7518	7980	15498	6934	7667	14601	6182	6402	12584	6480	6808	13288

Severnside
Transportation Data Collection
Severnside
Traffic Management

Project: SS1938 Porthcawl
Site: 02 - A4229 Pyle Road
Start Date: 03/07/2025

Time	Total Volume																										
	Mon			Tue			Wed			Thu			Fri			Sat			Sun			5 Day Avg			7 Day Avg		
	07-Jul			08-Jul			09-Jul			03-Jul			04-Jul			05-Jul			06-Jul								
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	44	36	80	26	26	52	27	22	49	45	71	116	37	40	77	112	83	195	71	69	140	36	39	75	52	50	102
01:00	17	17	34	19	22	41	16	21	37	17	18	35	16	17	33	43	41	84	46	44	90	17	19	36	25	26	51
02:00	10	9	19	11	6	17	9	9	18	19	18	37	5	3	8	33	18	51	33	35	68	11	9	20	17	14	31
03:00	15	9	24	7	10	17	7	10	17	9	12	21	11	10	21	14	13	27	20	9	29	10	10	20	12	10	22
04:00	22	18	40	25	16	41	23	12	35	20	18	38	23	22	45	18	21	39	16	25	41	23	17	40	21	19	40
05:00	127	54	181	132	48	180	126	48	174	114	51	165	124	51	175	60	37	97	25	34	59	125	50	175	101	46	147
06:00	293	105	398	304	105	409	284	121	405	253	122	375	233	112	345	85	73	158	72	90	162	273	113	386	218	104	322
07:00	585	267	852	573	287	860	560	322	882	522	321	843	494	302	796	193	145	338	114	283	397	547	300	847	434	275	709
08:00	734	707	1441	770	703	1473	746	731	1477	771	730	1501	679	683	1362	277	372	649	210	1112	1322	740	711	1451	598	720	1318
09:00	660	545	1205	527	595	1122	603	594	1197	603	618	1221	648	600	1248	463	426	889	302	969	1271	608	590	1198	544	621	1165
10:00	579	567	1146	539	592	1131	672	731	1403	539	640	1179	644	692	1336	565	536	1101	338	498	836	595	644	1239	554	608	1162
11:00	576	662	1238	540	640	1180	877	1083	1960	592	692	1284	635	745	1380	558	659	1217	894	615	1509	644	764	1408	667	728	1395
12:00	611	687	1298	598	673	1271	844	1078	1922	578	701	1279	683	828	1511	556	754	1310	875	628	1503	663	793	1456	678	764	1442
13:00	635	685	1320	576	702	1278	1003	1003	2006	648	688	1336	675	807	1482	582	728	1310	881	752	1633	707	777	1484	714	766	1480
14:00	640	780	1420	690	724	1414	766	858	1624	623	713	1336	703	814	1517	574	763	1337	988	758	1746	684	778	1462	712	773	1485
15:00	725	774	1499	734	696	1430	808	790	1598	751	734	1485	800	909	1709	617	634	1251	842	669	1511	764	781	1545	754	744	1498
16:00	639	838	1477	690	861	1551	693	819	1512	656	906	1562	603	1019	1622	638	635	1273	823	605	1428	656	889	1545	677	812	1489
17:00	618	882	1500	601	909	1510	619	905	1524	647	886	1533	552	1030	1582	630	499	1129	688	515	1203	607	922	1529	622	804	1426
18:00	509	688	1197	573	815	1388	569	763	1332	563	815	1378	540	820	1360	481	554	1035	583	416	999	551	780	1331	545	696	1241
19:00	435	447	882	520	510	1030	492	509	1001	519	555	1074	523	601	1124	389	395	784	422	341	763	498	524	1022	471	480	951
20:00	336	343	679	395	325	720	414	332	746	427	395	822	456	396	852	287	254	541	270	224	494	406	358	764	369	324	693
21:00	253	205	458	309	218	527	313	222	535	359	245	604	442	285	727	271	194	465	183	158	341	335	235	570	304	218	522
22:00	123	113	236	153	114	267	204	153	357	180	129	309	282	181	463	219	158	377	124	106	230	188	138	326	184	136	320
23:00	59	62	121	50	65	115	76	105	181	90	81	171	141	132	273	165	160	325	57	63	120	83	89	172	91	95	186
07-19	7511	8082	15593	7411	8197	15608	8760	9677	18437	7493	8444	15937	7656	9249	16905	6134	6705	12839	7538	7820	15358	7766	8730	16496	7500	8311	15811
06-22	8828	9182	18010	8939	9355	18294	10263	10861	21124	9051	9761	18812	9310	10643	19953	7166	7621	14787	8485	8633	17118	9278	9960	19238	8863	9437	18300
06-00	9010	9357	18367	9142	9534	18676	10543	11119	21662	9321	9971	19292	9733	10956	20689	7550	7939	15489	8666	8802	17468	9550	10187	19737	9138	9668	18806
00-00	9245	9500	18745	9362	9662	19024	10751	11241	21992	9545	10159	19704	9949	11099	21048	7830	8152	15982	8877	9018	17895	9770	10332	20102	9366	9833	19199

Severnside
Transportation Data Collection
Severnside
Traffic Management

Project: SS1938 Porthcawl
Site: 03 - The Portway
Start Date: 03/07/2025

Time	Total Volume																										
	Mon			Tue			Wed			Thu			Fri			Sat			Sun			5 Day Avg			7 Day Avg		
	07-Jul			08-Jul			09-Jul			03-Jul			04-Jul			05-Jul			06-Jul								
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	11	9	20	9	6	15	7	8	15	5	10	15	22	11	33	36	19	55	16	19	35	11	9	20	15	12	27
01:00	10	10	20	6	3	9	6	2	8	10	6	16	5	3	8	8	17	25	19	14	33	7	5	12	9	8	17
02:00	3	2	5	3	1	4	2	2	4	3	6	9	3	0	3	10	4	14	9	7	16	3	2	5	5	3	8
03:00	2	0	2	3	1	4	1	1	2	6	2	8	3	2	5	1	0	1	6	2	8	3	1	4	3	1	4
04:00	2	1	3	4	3	7	3	2	5	8	3	11	11	7	18	4	1	5	7	7	14	6	3	9	6	3	9
05:00	17	13	30	17	14	31	20	18	38	16	3	19	16	12	28	10	6	16	3	10	13	17	12	29	14	11	25
06:00	40	31	71	42	26	68	50	19	69	42	22	64	42	28	70	18	18	36	1	15	16	43	25	68	34	23	57
07:00	99	66	165	99	80	179	92	92	184	95	88	183	91	85	176	41	61	102	12	22	34	95	82	177	76	71	147
08:00	232	263	495	245	266	511	252	304	556	237	263	500	249	271	520	139	214	353	4	8	12	243	273	516	194	227	421
09:00	212	183	395	170	215	385	219	256	475	218	252	470	219	219	438	243	177	420	8	4	12	208	225	433	184	187	371
10:00	195	224	419	204	237	441	223	271	494	199	274	473	235	302	537	280	247	527	12	14	26	211	262	473	193	224	417
11:00	208	270	478	188	303	491	216	297	513	219	298	517	281	335	616	245	272	517	6	7	13	222	301	523	195	255	450
12:00	257	288	545	227	267	494	230	290	520	259	302	561	300	328	628	293	307	600	3	6	9	255	295	550	224	255	479
13:00	252	270	522	223	264	487	221	253	474	266	290	556	301	301	602	283	295	578	8	3	11	253	276	529	222	239	461
14:00	258	312	570	261	294	555	270	268	538	265	257	522	274	324	598	332	371	703	22	7	29	266	291	557	240	262	502
15:00	346	282	628	361	264	625	354	279	633	331	278	609	397	265	662	324	323	647	18	9	27	358	274	632	304	243	547
16:00	286	241	527	298	308	606	271	268	539	273	289	562	271	304	575	325	333	658	195	184	379	280	282	562	274	275	549
17:00	264	282	546	320	272	592	267	297	564	279	298	577	296	373	669	302	279	581	208	206	414	285	304	589	277	287	564
18:00	197	218	415	259	299	558	226	292	518	259	356	615	261	317	578	259	303	562	183	202	385	240	296	536	235	284	519
19:00	154	198	352	216	187	403	219	231	450	226	214	440	232	262	494	202	223	425	151	144	295	209	218	427	200	208	408
20:00	164	163	327	180	160	340	218	187	405	183	162	345	188	158	346	134	141	275	92	97	189	187	166	353	166	153	319
21:00	115	97	212	115	86	201	132	109	241	180	105	285	223	142	365	154	96	250	68	59	127	153	108	261	141	99	240
22:00	48	37	85	43	40	83	108	55	163	78	57	135	125	61	186	107	59	166	35	32	67	80	50	130	78	49	127
23:00	25	19	44	24	17	41	29	33	62	29	23	52	56	41	97	62	64	126	19	16	35	33	27	60	35	30	65
07-19	2806	2899	5705	2855	3069	5924	2841	3167	6008	2900	3245	6145	3175	3424	6599	3066	3182	6248	679	672	1351	2915	3161	6076	2617	2808	5425
06-22	3279	3388	6667	3408	3528	6936	3460	3713	7173	3531	3748	7279	3860	4014	7874	3574	3660	7234	991	987	1978	3508	3678	7186	3158	3291	6449
06-00	3352	3444	6796	3475	3585	7060	3597	3801	7398	3638	3828	7466	4041	4116	8157	3743	3783	7526	1045	1035	2080	3621	3755	7376	3270	3370	6640
00-00	3397	3479	6876	3517	3613	7130	3636	3834	7470	3686	3858	7544	4101	4151	8252	3812	3830	7642	1105	1094	2199	3667	3787	7454	3322	3408	6730

Severnside Transportation Data Collection

Severnside Traffic Management

Project: SS1938 Porthcawl
Site: 04 - New Road
Start Date: 03/07/2025

	Total Volume																										
Time	Mon			Tue			Wed			Thu			Fri			Sat			Sun			5 Day Avg			7 Day Avg		
	07-Jul			08-Jul			09-Jul			03-Jul			04-Jul			05-Jul			06-Jul								
	EB	WB	Both	EB	WB	Both	EB	WB	Both	EB	WB	Both	EB	WB	Both	EB	WB	Both	EB	WB	Both	EB	WB	Both	EB	WB	Both
00:00	7	3	10	6	6	12	6	2	8	7	7	14	4	6	10	18	30	48	25	26	51	6	5	11	10	11	21
01:00	2	2	4	2	3	5	1	3	4	2	1	3	3	2	5	6	7	13	14	10	24	2	2	4	4	4	8
02:00	0	0	0	0	0	0	0	1	1	1	2	3	0	1	1	3	3	6	1	6	7	0	1	1	1	2	3
03:00	0	0	0	1	0	1	0	1	1	0	2	2	1	0	1	0	1	1	2	4	6	0	1	1	1	1	2
04:00	0	1	1	1	1	2	0	0	0	2	2	4	1	2	3	0	2	2	4	0	4	1	1	2	1	1	2
05:00	9	4	13	17	3	20	14	4	18	10	1	11	16	0	16	3	2	5	1	2	3	13	2	15	10	2	12
06:00	15	10	25	20	18	38	21	20	41	12	13	25	30	24	54	15	6	21	27	8	35	20	17	37	20	14	34
07:00	47	27	74	28	24	52	29	28	57	32	29	61	32	46	78	26	13	39	32	15	47	34	31	65	32	26	58
08:00	92	52	144	141	80	221	103	70	173	104	76	180	126	70	196	57	33	90	124	44	168	113	70	183	107	61	168
09:00	104	91	195	109	97	206	114	80	194	109	79	188	121	89	210	93	69	162	127	60	187	111	87	198	111	81	192
10:00	124	96	220	119	95	214	119	105	224	112	86	198	106	86	192	154	127	281	85	159	244	116	94	210	117	108	225
11:00	125	80	205	147	129	276	115	92	207	133	93	226	135	115	250	157	129	286	138	253	391	131	102	233	136	127	263
12:00	142	110	252	147	109	256	119	101	220	146	112	258	162	123	285	199	143	342	154	421	575	143	111	254	153	160	313
13:00	122	115	237	122	126	248	103	138	241	138	122	260	130	132	262	164	161	325	146	232	378	123	127	250	132	147	279
14:00	132	136	268	121	139	260	131	132	263	118	142	260	127	144	271	200	171	371	180	217	397	126	139	265	144	154	298
15:00	156	174	330	135	174	309	129	159	288	98	104	202	153	190	343	154	187	341	149	169	318	134	160	294	139	165	304
16:00	140	149	289	146	135	281	122	137	259	140	126	266	171	164	335	190	169	359	120	166	286	144	142	286	147	149	296
17:00	153	145	298	151	141	292	146	120	266	137	131	268	202	160	362	158	181	339	131	164	295	158	139	297	154	149	303
18:00	127	129	256	143	147	290	135	136	271	165	159	324	190	161	351	129	155	284	121	127	248	152	146	298	144	145	289
19:00	90	122	212	116	130	246	112	151	263	101	127	228	142	146	288	91	107	198	92	85	177	112	135	247	106	124	230
20:00	67	89	156	65	93	158	60	109	169	100	122	222	94	146	240	69	79	148	43	85	128	77	112	189	71	103	174
21:00	44	67	111	54	72	126	60	72	132	57	84	141	73	135	208	52	67	119	26	46	72	58	86	144	52	78	130
22:00	23	41	64	30	26	56	25	36	61	29	41	70	38	47	85	47	47	94	26	33	59	29	38	67	31	39	70
23:00	11	9	20	12	10	22	7	8	15	14	18	32	29	34	63	32	56	88	11	17	28	15	16	31	17	22	39
07-19	1464	1304	2768	1509	1396	2905	1365	1298	2663	1432	1259	2691	1655	1480	3135	1681	1538	3219	1507	2027	3534	1485	1347	2832	1516	1472	2988
06-22	1680	1592	3272	1764	1709	3473	1618	1650	3268	1702	1605	3307	1994	1931	3925	1908	1797	3705	1695	2251	3946	1752	1697	3449	1766	1791	3557
06-00	1714	1642	3356	1806	1745	3551	1650	1694	3344	1745	1664	3409	2061	2012	4073	1987	1900	3887	1732	2301	4033	1795	1751	3546	1814	1851	3665
00-00	1732	1652	3384	1833	1758	3591	1671	1705	3376	1767	1679	3446	2086	2023	4109	2017	1945	3962	1779	2349	4128	1818	1763	3581	1841	1873	3714

Severnside Transportation Data Collection

Severnside Traffic Management

Project: SS1961 Porthcawl
Site: 01 - A4106 Bridgend Road
Start Date: 22/07/2025

Time	Total Volume																										
	Mon			Tue			Wed			Thu			Fri			Sat			Sun			5 Day Avg			7 Day Avg		
	28-Jul			22-Jul			23-Jul			24-Jul			25-Jul			26-Jul			27-Jul								
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	26	18	44	19	14	33	35	26	61	28	29	57	36	32	68	45	29	74	50	57	107	29	24	53	34	29	63
01:00	13	17	30	11	12	23	15	15	30	10	16	26	20	13	33	24	29	53	30	30	60	14	15	29	18	19	37
02:00	10	7	17	9	8	17	8	6	14	5	3	8	14	3	17	22	10	32	20	22	42	9	5	14	13	8	21
03:00	8	13	21	6	8	14	4	4	8	6	6	12	10	11	21	7	12	19	19	17	36	7	8	15	9	10	19
04:00	14	17	31	10	4	14	8	7	15	21	13	34	14	9	23	7	14	21	9	7	16	13	10	23	12	10	22
05:00	59	35	94	60	23	83	57	32	89	47	23	70	46	32	78	25	14	39	20	23	43	54	29	83	45	26	71
06:00	122	69	191	123	50	173	139	50	189	120	60	180	111	85	196	49	42	91	23	55	78	123	63	186	98	59	157
07:00	298	175	473	294	194	488	289	183	472	303	198	501	267	175	442	121	177	298	85	147	232	290	185	475	237	178	415
08:00	364	294	658	390	271	661	387	299	686	439	304	743	368	336	704	223	356	579	161	182	343	390	301	691	333	292	625
09:00	414	355	769	352	303	655	355	331	686	382	384	766	429	406	835	375	354	729	272	285	557	386	356	742	368	345	713
10:00	460	392	852	379	391	770	380	411	791	419	439	858	473	481	954	497	412	909	412	427	839	422	423	845	431	422	853
11:00	442	481	923	385	431	816	401	448	849	446	524	970	469	559	1028	440	474	914	507	496	1003	429	489	918	441	488	929
12:00	495	484	979	449	406	855	450	430	880	458	537	995	486	634	1120	455	571	1026	517	554	1071	468	498	966	473	517	990
13:00	531	528	1059	472	422	894	455	437	892	532	533	1065	527	585	1112	488	594	1082	523	545	1068	503	501	1004	504	521	1025
14:00	508	507	1015	453	486	939	462	459	921	488	506	994	551	542	1093	479	616	1095	520	498	1018	492	500	992	494	516	1010
15:00	481	501	982	483	443	926	479	507	986	551	503	1054	581	611	1192	505	525	1030	472	491	963	515	513	1028	507	512	1019
16:00	491	535	1026	460	582	1042	515	552	1067	568	568	1136	600	680	1280	533	479	1012	585	382	967	527	583	1110	536	540	1076
17:00	474	534	1008	406	568	974	459	575	1034	530	562	1092	555	622	1177	522	462	984	408	290	698	485	572	1057	479	516	995
18:00	393	463	856	355	450	805	362	437	799	413	409	822	460	563	1023	521	320	841	265	249	514	397	464	861	396	413	809
19:00	327	317	644	299	472	771	345	287	632	337	322	659	431	375	806	301	280	581	237	192	429	348	355	703	325	321	646
20:00	290	233	523	241	359	600	252	196	448	305	248	553	361	235	596	292	166	458	231	170	401	290	254	544	282	230	512
21:00	180	140	320	396	208	604	197	146	343	182	163	345	345	165	510	285	148	433	186	128	314	260	164	424	253	157	410
22:00	104	77	181	418	102	520	101	77	178	113	113	226	155	140	295	161	131	292	107	80	187	178	102	280	166	103	269
23:00	36	42	78	52	71	123	47	32	79	59	52	111	83	74	157	81	67	148	58	58	116	55	54	109	59	57	116
07-19	5351	5249	10600	4878	4947	9825	4994	5069	10063	5529	5467	10996	5766	6194	11960	5159	5340	10499	4727	4546	9273	5304	5385	10689	5201	5259	10460
06-22	6270	6008	12278	5937	6036	11973	5927	5748	11675	6473	6260	12733	7014	7054	14068	6086	5976	12062	5404	5091	10495	6324	6221	12545	6159	6025	12184
06-00	6410	6127	12537	6407	6209	12616	6075	5857	11932	6645	6425	13070	7252	7268	14520	6328	6174	12502	5569	5229	10798	6558	6377	12935	6384	6184	12568
00-00	6540	6234	12774	6522	6278	12800	6202	5947	12149	6762	6515	13277	7392	7368	14760	6458	6282	12740	5717	5385	11102	6684	6468	13152	6513	6287	12800

Sevenside
Transportation Data Collection
Sevenside
Traffic Manufactured

Project: SS1961 Porthcawl
Site: 01 - A4106 Bridgend Road
Start Date: 29/07/2025

Time	Total Volume																											
	Mon			Tue			Wed			Thu			Fri			Sat			Sun			5 Day Avg			7 Day Avg		
	04-Aug			29-Jul			30-Jul			31-Jul			01-Aug			02-Aug			03-Aug								
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	36	35	71	22	18	40	30	22	52	37	41	78	39	32	71	63	71	134	67	59	126	33	30	63	42	40	82
01:00	23	14	37	16	11	27	18	16	34	16	16	32	24	11	35	43	27	70	44	36	80	19	14	33	26	19	45
02:00	7	5	12	5	8	13	4	8	12	5	9	14	12	11	23	21	15	36	31	29	60	7	8	15	12	12	24
03:00	7	8	15	8	7	15	8	4	12	10	4	14	7	14	21	10	12	22	19	13	32	8	7	15	10	9	19
04:00	10	5	15	12	18	30	8	20	28	13	22	35	13	12	25	12	15	27	15	16	31	11	15	26	12	15	27
05:00	32	15	47	62	33	95	35	39	74	20	4	24	40	54	94	20	26	46	13	17	30	38	29	67	32	27	59
06:00	104	32	136	136	72	208	128	77	205	68	7	75	123	101	224	45	64	109	31	56	87	112	58	170	91	58	149
07:00	246	122	368	270	171	441	274	185	459	202	37	239	223	200	423	118	184	302	49	132	181	243	143	386	197	147	344
08:00	367	229	596	387	317	704	383	326	709	382	308	690	353	357	710	204	399	603	106	172	278	374	307	681	312	301	613
09:00	409	321	730	396	351	747	423	431	854	374	451	825	422	491	913	356	430	786	232	279	511	405	409	814	373	393	766
10:00	431	297	728	121	124	245	415	485	900	392	473	865	615	653	1268	465	545	1010	367	377	744	395	406	801	401	422	823
11:00	398	330	728	0	0	0	442	532	974	413	474	887	526	723	1249	438	537	975	422	455	877	356	412	768	377	436	813
12:00	407	419	826	0	0	0	489	536	1025	471	500	971	499	574	1073	446	601	1047	432	476	908	373	406	779	392	444	836
13:00	413	396	809	0	0	0	539	527	1066	450	469	919	497	535	1032	458	543	1001	433	498	931	380	385	765	399	424	823
14:00	353	418	771	0	0	0	520	482	1002	518	475	993	516	605	1121	516	565	1081	395	490	885	381	396	777	403	434	837
15:00	364	503	867	433	442	875	610	556	1166	478	460	938	520	542	1062	504	565	1069	417	497	914	481	501	982	475	509	984
16:00	398	495	893	516	483	999	606	519	1125	530	510	1040	644	617	1261	572	538	1110	442	475	917	559	525	1064	550	520	1070
17:00	402	525	927	459	616	1075	530	636	1166	498	610	1108	577	663	1240	555	437	992	446	335	781	493	630	1123	495	546	1041
18:00	372	439	811	372	542	914	450	526	976	428	442	870	530	517	1047	561	368	929	432	319	751	430	493	923	449	450	899
19:00	291	325	616	335	562	897	429	352	781	396	362	758	432	386	818	536	341	877	456	254	710	377	397	774	411	369	780
20:00	198	250	448	289	549	838	371	241	612	351	276	627	417	318	735	347	221	568	261	167	428	325	327	652	319	289	608
21:00	180	151	331	219	269	488	226	170	396	292	190	482	377	196	573	251	174	425	205	129	334	259	195	454	250	183	433
22:00	99	73	172	996	165	1161	133	104	237	160	105	265	191	137	328	164	110	274	116	80	196	316	117	433	266	111	377
23:00	48	48	96	161	61	222	67	51	118	71	69	140	113	97	210	70	83	153	55	38	93	92	65	157	84	64	148
07-19	4560	4514	9074	2954	3046	6000	5681	5721	11402	5136	5209	10345	5922	6477	12399	5193	5712	10905	4173	4505	8678	4851	4993	9844	4803	5026	9829
06-22	5333	5272	10605	3933	4498	8431	6835	6561	13396	6243	6044	12287	7271	7478	14749	6372	6512	12884	5126	5111	10237	5923	5971	11894	5873	5925	11798
06-00	5480	5393	10873	5090	4724	9814	7035	6716	13751	6474	6218	12692	7575	7712	15287	6606	6705	13311	5297	5229	10526	6331	6153	12484	6222	6100	12322
00-00	5595	5475	11070	5215	4819	10034	7138	6825	13963	6575	6314	12889	7710	7846	15556	6775	6871	13646	5486	5399	10885	6447	6256	12703	6356	6221	12577

Severnside Transportation Data Collection
Severnside Traffic Management

Project: SS1961 Porthcawl
Site: 01 - A4106 Bridgend Road
Start Date: 05/08/2025

Time	Total Volume																										
	Mon			Tue			Wed			Thu			Fri			Sat			Sun			5 Day Avg			7 Day Avg		
	11-Aug			05-Aug			06-Aug			07-Aug			08-Aug			09-Aug			10-Aug								
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	32	21	53	32	29	61	31	22	53	27	22	49	20	20	40	46	44	90	57	47	104	28	23	51	35	29	64
01:00	16	15	31	7	11	18	7	6	13	7	9	16	14	15	29	37	30	67	36	34	70	10	11	21	18	17	35
02:00	7	4	11	5	5	10	3	2	5	7	6	13	10	6	16	24	20	44	16	27	43	6	5	11	10	10	20
03:00	8	10	18	9	6	15	9	7	16	10	7	17	5	9	14	11	12	23	25	23	48	8	8	16	11	11	22
04:00	10	10	20	10	12	22	14	9	23	18	6	24	9	4	13	12	8	20	11	13	24	12	8	20	12	9	21
05:00	59	20	79	61	18	79	52	28	80	34	18	52	44	27	71	29	14	43	14	31	45	50	22	72	42	22	64
06:00	134	76	210	135	55	190	130	66	196	131	47	178	108	58	166	66	50	116	56	86	142	128	60	188	109	63	172
07:00	291	168	459	314	183	497	317	164	481	316	164	480	287	179	466	128	142	270	77	166	243	305	172	477	247	167	414
08:00	410	309	719	384	296	680	394	304	698	351	267	618	402	302	704	213	386	599	335	226	561	388	296	684	356	299	655
09:00	421	400	821	405	326	731	386	373	759	410	311	721	429	354	783	378	335	713	291	523	814	410	353	763	389	375	764
10:00	481	510	991	375	426	801	392	477	869	455	391	846	467	461	928	464	466	930	434	516	950	434	453	887	438	464	902
11:00	455	553	1008	389	494	883	404	477	881	463	453	916	448	500	948	496	597	1093	513	616	1129	432	495	927	453	527	980
12:00	455	526	981	429	494	923	506	550	1056	435	436	871	468	562	1030	499	650	1149	586	735	1321	459	514	973	483	565	1048
13:00	523	510	1033	514	468	982	540	514	1054	543	480	943	489	555	1044	542	688	1230	593	669	1262	506	505	1011	523	555	1078
14:00	516	501	1017	493	506	999	551	489	1040	441	451	892	506	594	1100	514	639	1153	567	634	1201	501	508	1009	513	545	1058
15:00	575	496	1071	501	526	1027	608	522	1130	453	445	898	518	617	1135	649	547	1196	630	562	1192	531	521	1052	562	531	1093
16:00	573	504	1077	501	550	1051	503	641	1144	411	523	934	568	662	1230	689	494	1183	716	478	1194	511	576	1087	566	550	1116
17:00	520	545	1065	479	596	1075	502	539	1041	399	534	933	555	638	1193	638	445	1083	725	356	1081	491	570	1061	545	522	1067
18:00	339	383	722	408	648	1056	377	439	816	343	373	716	487	482	969	536	391	927	603	350	953	391	465	856	442	438	880
19:00	245	284	529	358	649	1007	293	293	586	284	283	567	455	368	823	385	310	695	430	307	737	327	375	702	350	356	706
20:00	228	209	437	302	665	967	270	207	477	218	189	407	512	275	787	334	191	525	354	195	549	306	309	615	317	276	593
21:00	144	132	276	370	307	677	258	139	397	142	164	306	316	177	493	237	133	370	229	126	355	246	184	430	242	168	410
22:00	88	75	163	1172	118	1290	106	97	203	81	105	186	175	113	288	142	112	254	134	77	211	324	102	426	271	100	371
23:00	45	51	96	168	52	220	49	45	94	48	43	91	87	50	137	87	94	181	55	58	113	79	48	127	77	56	133
07-19	5559	5405	10964	5192	5513	10705	5480	5489	10969	4940	4828	9768	5624	5906	11530	5746	5780	11526	6070	5831	11901	5359	5428	10787	5516	5536	11052
06-22	6310	6106	12416	6357	7189	13546	6431	6194	12625	5715	5511	11226	7015	6784	13799	6768	6464	13232	7139	6545	13684	6366	6357	12723	6534	6399	12933
06-00	6443	6232	12675	7697	7359	15056	6586	6336	12922	5844	5659	11503	7277	6947	14224	6997	6670	13667	7328	6680	14008	6769	6507	13276	6882	6555	13437
00-00	6575	6312	12887	7821	7440	15261	6702	6410	13112	5947	5727	11674	7379	7028	14407	7156	6798	13954	7487	6855	14342	6885	6583	13468	7010	6653	13663

Severnside
Transportation Data Collection
Severnside
Traffic Management

Project: SS1961 Porthcawl
Site: 01 - A4106 Bridgend Road
Start Date: 12/08/2025

Time	Total Volume																										
	Mon			Tue			Wed			Thu			Fri			Sat			Sun			5 Day Avg			7 Day Avg		
	18-Aug			12-Aug			13-Aug			14-Aug			15-Aug			16-Aug			17-Aug								
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	26	17	43	35	21	56	54	29	83	41	22	63	33	28	61	57	52	109	62	51	113	38	23	61	44	31	75
01:00	19	10	29	7	7	14	18	14	32	15	19	34	21	11	32	25	22	47	45	27	72	16	12	28	21	16	37
02:00	8	4	12	6	8	14	9	4	13	10	9	19	8	7	15	19	15	34	21	17	38	8	6	14	12	9	21
03:00	2	10	12	6	9	15	4	7	11	10	17	27	8	11	19	17	13	30	11	11	22	6	11	17	8	11	19
04:00	10	6	16	12	8	20	12	7	19	14	9	23	15	10	25	20	16	36	14	14	28	13	8	21	14	10	24
05:00	63	21	84	52	32	84	57	22	79	57	20	77	46	31	77	25	29	54	15	14	29	55	25	80	45	24	69
06:00	137	47	184	144	59	203	132	57	189	141	74	215	130	65	195	72	47	119	46	47	93	137	60	197	115	57	172
07:00	282	166	448	334	189	523	332	191	523	289	192	481	267	178	445	149	175	324	79	122	201	301	183	484	247	173	420
08:00	358	279	637	399	310	709	395	311	706	391	296	687	341	311	652	226	404	630	148	231	379	377	301	678	323	306	629
09:00	428	332	760	380	436	816	341	327	668	396	318	714	444	399	843	379	385	764	304	389	693	398	362	760	382	369	751
10:00	463	395	858	379	574	953	442	390	832	394	376	770	439	501	940	486	533	1019	431	638	1069	423	447	870	433	487	920
11:00	451	436	887	449	599	1048	439	456	895	446	394	840	502	573	1075	540	631	1171	478	593	1071	457	492	949	472	526	998
12:00	464	516	980	462	577	1039	437	509	946	447	454	901	490	566	1056	547	599	1146	566	591	1157	460	524	984	488	545	1033
13:00	416	481	897	527	569	1096	443	450	893	445	452	897	496	541	1037	474	620	1094	564	593	1157	465	499	964	481	529	1010
14:00	482	505	987	551	592	1143	427	463	890	435	475	910	520	561	1081	525	626	1151	536	608	1144	483	519	1002	497	547	1044
15:00	499	474	973	612	596	1208	471	498	969	446	504	950	574	617	1191	571	541	1112	509	578	1087	520	538	1058	526	544	1070
16:00	452	558	1010	623	629	1252	487	545	1032	489	530	1019	555	611	1166	568	457	1025	606	486	1092	521	575	1096	540	545	1085
17:00	412	509	921	589	787	1376	512	569	1081	425	552	977	533	613	1146	559	416	975	525	363	888	494	606	1100	508	544	1052
18:00	358	349	707	495	816	1311	420	448	868	394	431	825	432	517	949	563	404	967	501	323	824	420	512	932	452	470	922
19:00	230	284	514	508	885	1393	357	334	691	295	286	581	404	423	827	472	341	813	419	318	737	359	442	801	384	410	794
20:00	232	201	433	507	761	1268	285	229	514	273	234	507	397	249	646	367	222	589	350	207	557	339	335	674	344	300	644
21:00	101	98	199	623	350	973	218	170	388	154	138	292	347	155	502	286	161	447	264	119	383	289	182	471	285	170	455
22:00	0	0	0	1093	125	1218	119	91	210	93	115	208	190	107	297	164	95	259	112	72	184	299	88	387	253	86	339
23:00	0	0	0	559	61	620	48	44	92	56	67	123	92	75	167	82	75	157	49	52	101	151	49	200	127	53	180
07-19	5065	5000	10065	5800	6674	12474	5146	5157	10303	4997	4974	9971	5593	5988	11581	5587	5791	11378	5247	5515	10762	5320	5559	10879	5348	5586	10934
06-22	5765	5630	11395	7582	8729	16311	6138	5947	12085	5860	5706	11566	6871	6880	13751	6784	6562	13346	6326	6206	12532	6443	6578	13021	6475	6523	12998
06-00	5765	5630	11395	9234	8915	18149	6305	6082	12387	6009	5888	11897	7153	7062	14215	7030	6732	13762	6487	6330	12817	6893	6715	13608	6855	6663	13518
00-00	5893	5698	11591	9352	9000	18352	6459	6165	12624	6156	5984	12140	7284	7160	14444	7193	6879	14072	6655	6464	13119	7029	6801	13830	6999	6764	13763

Severnside
Transportation Data Collection
Severnside
Traffic Management

Project: SS1961 Porthcawl
Site: 01 - A4106 Bridgend Road
Start Date: 19/08/2025

Time	Total Volume																										
	Mon			Tue			Wed			Thu			Fri			Sat			Sun			5 Day Avg			7 Day Avg		
	25-Aug			19-Aug			20-Aug			21-Aug			22-Aug			23-Aug			24-Aug								
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	45	46	91	0	0	0	39	29	68	31	28	59	22	27	49	52	41	93	67	68	135	27	26	53	37	34	71
01:00	30	29	59	0	0	0	24	15	39	11	15	26	11	8	19	33	22	55	61	40	101	15	13	28	24	18	42
02:00	17	18	35	0	0	0	10	3	13	6	6	12	4	9	13	19	14	33	28	22	50	7	7	14	12	10	22
03:00	12	18	30	0	0	0	6	4	10	6	9	15	7	10	17	15	12	27	14	18	32	6	8	14	9	10	19
04:00	14	21	35	0	0	0	12	8	20	10	11	21	5	9	14	11	13	24	13	13	26	8	10	18	9	11	20
05:00	14	14	28	0	0	0	35	15	50	36	33	69	32	26	58	21	16	37	14	15	29	23	18	41	22	17	39
06:00	35	36	71	0	0	0	111	44	155	108	44	152	104	70	174	56	36	92	25	35	60	72	39	111	63	38	101
07:00	87	106	193	0	0	0	267	143	410	262	140	402	247	123	370	112	143	255	58	104	162	173	102	275	148	108	256
08:00	173	221	394	0	0	0	353	270	623	371	280	651	336	273	609	209	322	531	136	182	318	247	209	456	225	221	446
09:00	309	346	655	0	0	0	394	319	713	406	350	756	459	362	821	367	323	690	277	278	555	314	275	589	316	283	599
10:00	452	545	997	5	3	8	404	393	797	400	406	806	497	453	950	477	394	871	402	417	819	352	360	712	377	373	750
11:00	520	715	1235	328	396	724	397	440	837	426	476	902	474	541	1015	461	477	938	462	523	985	429	514	943	438	510	948
12:00	551	915	1466	490	449	939	467	482	949	430	507	937	454	592	1046	448	555	1003	507	544	1051	478	589	1067	478	578	1056
13:00	549	670	1219	470	474	944	468	425	893	457	472	929	541	559	1100	447	616	1063	522	598	1120	497	520	1017	493	545	1038
14:00	564	786	1350	440	512	952	470	489	959	506	475	981	504	587	1091	469	532	1001	465	552	1017	497	570	1067	488	562	1050
15:00	632	617	1249	507	522	1029	443	486	929	495	527	1022	518	557	1075	491	553	1044	512	507	1019	519	542	1061	514	538	1052
16:00	767	528	1295	509	496	1005	502	540	1042	523	499	1022	592	614	1206	500	480	980	535	470	1005	579	535	1114	561	518	1079
17:00	782	410	1192	463	577	1040	434	530	964	484	573	1057	499	611	1110	496	441	937	489	380	869	532	540	1072	521	503	1024
18:00	603	370	973	374	602	976	334	460	794	419	512	931	444	496	940	463	388	851	437	340	777	435	488	923	439	453	892
19:00	550	312	862	304	634	938	323	297	620	348	355	703	375	392	767	366	325	691	407	317	724	380	398	778	382	376	758
20:00	416	184	600	246	600	846	235	210	445	342	228	570	346	254	600	352	243	595	355	180	535	317	295	612	327	271	598
21:00	290	141	431	474	270	744	178	143	321	225	178	403	287	194	481	329	184	513	228	128	356	291	185	476	287	177	464
22:00	119	101	220	981	131	1112	93	84	177	118	114	232	171	127	298	213	136	349	113	102	215	296	111	407	258	114	372
23:00	56	44	100	119	48	167	63	50	113	68	76	144	92	97	189	137	85	222	92	63	155	80	63	143	90	66	156
07-19	5989	6229	12218	3586	4031	7617	4933	4977	9910	5179	5217	10396	5565	5768	11333	4940	5224	10164	4802	4895	9697	5050	5244	10294	4999	5192	10191
06-22	7280	6902	14182	4610	5535	10145	5780	5671	11451	6202	6022	12224	6677	6678	13355	6043	6012	12055	5817	5555	11372	6110	6162	12272	6058	6054	12112
06-00	7455	7047	14502	5710	5714	11424	5936	5805	11741	6388	6212	12600	6940	6902	13842	6393	6233	12626	6022	5720	11742	6486	6336	12822	6406	6233	12639
00-00	7587	7193	14780	5710	5714	11424	6062	5879	11941	6488	6314	12802	7021	6991	14012	6544	6351	12895	6219	5896	12115	6574	6418	12992	6519	6334	12853

Severnside
Transportation Data Collection
Severnside
Traffic Management

Project: SS1961 Porthcawl
Site: 01 - A4106 Bridgend Road
Start Date: 26/08/2025

Time	Total Volume																					5 Day Avg			7 Day Avg		
	Mon			Tue			Wed			Thu			Fri			Sat			Sun								
	01-Sep			26-Aug			27-Aug			28-Aug			29-Aug			30-Aug			31-Aug								
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	0	0	0	32	25	57	27	22	49	26	28	54	10	8	18	46	47	93	0	0	0	19	17	36	20	19	39
01:00	0	0	0	19	11	30	12	9	21	14	9	23	13	11	24	26	13	39	0	0	0	12	8	20	12	8	20
02:00	0	0	0	9	8	17	6	4	10	6	3	9	4	2	6	21	21	42	0	0	0	5	3	8	7	5	12
03:00	0	0	0	7	4	11	7	6	13	9	12	21	6	13	19	8	11	19	0	0	0	6	7	13	5	7	12
04:00	0	0	0	11	8	19	10	5	15	15	3	18	9	7	16	9	10	19	0	0	0	9	5	14	8	5	13
05:00	0	0	0	37	28	65	57	17	74	46	14	60	41	13	54	30	15	45	0	0	0	36	14	50	30	12	42
06:00	0	0	0	104	55	159	127	53	180	125	52	177	118	52	170	47	43	90	0	0	0	95	42	137	74	36	110
07:00	2	0	2	258	128	386	281	156	437	276	149	425	243	165	408	116	144	260	0	0	0	212	120	332	168	106	274
08:00	8	6	14	373	246	619	393	265	658	379	267	646	389	265	654	195	384	579	0	0	0	308	210	518	248	205	453
09:00	7	6	13	393	307	700	389	290	679	352	315	667	433	374	807	342	345	687	65	2	67	315	258	573	283	234	517
10:00	8	6	14	441	396	837	375	343	718	390	376	766	440	426	866	465	423	888	298	35	333	331	309	640	345	286	631
11:00	10	6	16	430	466	896	395	380	775	463	397	860	494	480	974	544	443	987	348	39	387	358	346	704	383	316	699
12:00	18	7	25	441	470	911	418	433	851	471	387	858	478	524	1002	622	482	1104	500	449	949	365	364	729	421	393	814
13:00	18	12	30	512	484	996	468	412	880	451	451	902	515	506	1021	534	458	992	463	487	950	393	373	766	423	401	824
14:00	11	6	17	460	524	984	410	524	934	397	281	678	462	558	1020	20	15	35	299	203	502	348	379	727	294	302	596
15:00	32	16	48	460	493	953	405	491	896	480	451	931	526	605	1131	8	6	14	206	17	223	381	411	792	302	297	599
16:00	15	3	18	484	571	1055	470	542	1012	404	506	910	492	524	1016	9	6	15	4	0	4	373	429	802	268	307	575
17:00	12	3	15	427	615	1042	411	535	946	397	535	932	427	602	1029	1	0	1	8	6	14	335	458	793	240	328	568
18:00	14	0	14	373	686	1059	350	418	768	303	374	677	390	405	795	0	0	0	1	0	1	286	377	663	204	269	473
19:00	14	1	15	293	851	1144	303	280	583	234	294	528	293	327	620	0	0	0	0	0	0	227	351	578	162	250	412
20:00	10	0	10	250	802	1052	276	206	482	205	190	395	238	234	472	0	0	0	1	0	1	196	286	482	140	205	345
21:00	15	1	16	691	258	949	132	144	276	142	174	316	207	173	380	1	0	1	1	1	2	237	150	387	170	107	277
22:00	2	0	2	1032	111	1143	113	102	215	66	90	156	130	133	263	0	0	0	0	0	0	269	87	356	192	62	254
23:00	0	0	0	437	57	494	49	42	91	50	43	93	100	53	153	0	0	0	0	0	0	127	39	166	91	28	119
07-19	155	71	226	5052	5386	10438	4765	4789	9554	4763	4489	9252	5289	5434	10723	2856	2706	5562	2192	1238	3430	4005	4034	8039	3582	3445	7027
06-22	194	73	267	6390	7352	13742	5603	5472	11075	5469	5199	10668	6145	6220	12365	2904	2749	5653	2194	1239	3433	4760	4863	9623	4128	4043	8171
06-00	196	73	269	7859	7520	15379	5765	5616	11381	5585	5332	10917	6375	6406	12781	2904	2749	5653	2194	1239	3433	5156	4989	10145	4411	4134	8545
00-00	196	73	269	7974	7604	15578	5884	5679	11563	5701	5401	11102	6458	6460	12918	3044	2866	5910	2194	1239	3433	5243	5043	10286	4493	4189	8682

Severnside
Transportation Data Collection
Severnside
Traffic Management

Project: SS1961 Porthcawl
Site: 01 - A4106 Bridgend Road
Start Date: 02/09/2025

Time	Total Volume																										
	Mon			Tue			Wed			Thu			Fri			Sat			Sun			5 Day Avg			7 Day Avg		
	08-Sep			02-Sep			03-Sep			04-Sep			05-Sep			06-Sep			07-Sep								
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	0	0	0	0	0	0	15	6	21	1	0	1	3	0	3	4	0	4	6	0	6	4	1	5	4	1	5
01:00	0	0	0	0	0	0	7	0	7	0	0	0	1	0	1	2	0	2	5	0	5	2	0	2	2	0	2
02:00	0	0	0	0	0	0	4	0	4	0	0	0	3	1	4	2	0	2	2	0	2	1	0	1	2	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	2	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1
05:00	0	0	0	2	0	2	2	0	2	0	0	0	12	0	12	2	0	2	1	0	1	3	0	3	3	0	3
06:00	2	1	3	6	0	6	1	0	1	0	0	0	21	2	23	7	1	8	5	0	5	6	1	7	6	1	7
07:00	8	6	14	14	0	14	3	0	3	10	6	16	66	5	71	21	2	23	10	0	10	20	3	23	19	3	22
08:00	15	12	27	43	6	49	2	0	2	10	6	16	130	3	133	50	4	54	29	1	30	40	5	45	40	5	45
09:00	16	12	28	57	3	60	10	0	10	10	6	16	109	9	118	87	3	90	45	1	46	40	6	46	48	5	53
10:00	14	9	23	214	14	228	113	6	119	2	1	3	134	11	145	121	9	130	85	4	89	95	8	103	98	8	106
11:00	35	3	38	262	33	295	165	13	178	92	11	103	188	11	199	134	11	145	101	10	111	148	14	162	140	13	153
12:00	49	8	57	233	35	268	139	28	167	237	10	247	125	16	141	73	7	80	146	10	156	157	19	176	143	16	159
13:00	31	2	33	350	65	415	114	13	127	64	7	71	95	11	106	77	11	88	160	13	173	131	20	151	127	17	144
14:00	30	3	33	326	33	359	38	16	54	41	5	46	100	10	110	85	13	98	141	7	148	107	13	120	109	12	121
15:00	27	2	29	310	34	344	7	6	13	68	5	73	74	4	78	78	13	91	94	6	100	97	10	107	94	10	104
16:00	30	8	38	284	30	314	2	0	2	66	6	72	77	7	84	102	3	105	83	7	90	92	10	102	92	9	101
17:00	24	4	28	289	56	345	1	0	1	35	3	38	93	7	100	72	2	74	69	5	74	88	14	102	83	11	94
18:00	33	3	36	278	85	363	0	0	0	45	6	51	74	7	81	48	0	48	58	4	62	86	20	106	77	15	92
19:00	38	1	39	277	88	365	9	6	15	52	1	53	70	4	74	29	1	30	52	0	52	89	20	109	75	14	89
20:00	26	1	27	204	50	254	0	0	0	58	2	60	81	3	84	49	1	50	62	2	64	74	11	85	69	8	77
21:00	11	0	11	141	20	161	0	0	0	30	1	31	43	3	46	33	0	33	13	2	15	45	5	50	39	4	43
22:00	1	0	1	56	8	64	0	0	0	14	1	15	26	0	26	23	1	24	6	0	6	19	2	21	18	1	19
23:00	1	0	1	28	7	35	0	0	0	5	0	5	18	0	18	8	0	8	0	0	0	10	1	11	9	1	10
07-19	312	72	384	2660	394	3054	594	82	676	680	72	752	1265	101	1366	948	78	1026	1021	68	1089	1102	144	1246	1069	124	1193
06-22	389	75	464	3288	552	3840	604	88	692	820	76	896	1480	113	1593	1066	81	1147	1153	72	1225	1316	181	1497	1257	151	1408
06-00	391	75	466	3372	567	3939	604	88	692	839	77	916	1524	113	1637	1097	82	1179	1159	72	1231	1346	184	1530	1284	153	1437
00-00	391	75	466	3375	567	3942	632	94	726	840	77	917	1545	114	1659	1110	82	1192	1174	72	1246	1357	185	1542	1295	154	1449

Severnside
Transportation Data Collection
Severnside
Traffic Management

Project: SS1961 Porthcawl
Site: 01 - A4106 Bridgend Road
Start Date: 09/09/2025

Time	Total Volume																										
	Mon			Tue			Wed			Thu			Fri			Sat			Sun			5 Day Avg			7 Day Avg		
	15-Sep			09-Sep			10-Sep			11-Sep			12-Sep			13-Sep			14-Sep								
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	0	0	0	1	0	1	19	17	36	13	15	28	7	16	23	42	29	71	51	57	108	8	10	18	19	19	38
01:00	0	0	0	2	0	2	8	13	21	10	5	15	10	13	23	18	16	34	38	30	68	6	6	12	12	11	23
02:00	0	0	0	0	0	0	7	2	9	2	2	4	5	4	9	15	8	23	18	15	33	3	2	5	7	4	11
03:00	0	0	0	0	0	0	6	1	7	7	5	12	9	4	13	3	7	10	10	9	19	4	2	6	5	4	9
04:00	0	0	0	2	0	2	12	12	24	18	4	22	13	11	24	7	8	15	14	10	24	9	5	14	9	6	15
05:00	0	0	0	3	0	3	60	24	84	53	32	85	36	23	59	17	15	32	15	17	32	30	16	46	26	16	42
06:00	0	0	0	8	1	9	118	46	164	124	56	180	119	59	178	49	36	85	48	39	87	74	32	106	67	34	101
07:00	0	0	0	25	3	28	342	165	507	331	170	501	325	181	506	124	104	228	62	89	151	205	104	309	173	102	275
08:00	0	0	0	230	128	358	486	346	832	460	343	803	513	371	884	256	324	580	157	154	311	338	238	576	300	238	538
09:00	2	1	3	359	339	698	337	299	636	392	363	755	493	397	890	380	271	651	260	220	480	317	280	597	318	270	588
10:00	0	0	0	372	361	733	349	272	621	378	322	700	544	381	925	436	422	858	394	297	691	329	267	596	353	294	647
11:00	0	0	0	429	351	780	355	334	689	376	346	722	458	412	870	503	415	918	482	366	848	324	289	613	372	318	690
12:00	0	0	0	450	430	880	361	334	695	399	385	784	479	471	950	498	461	959	457	394	851	338	324	662	378	354	732
13:00	29	33	62	425	369	794	379	392	771	333	367	700	425	420	845	510	526	1036	404	376	780	318	316	634	358	355	713
14:00	15	14	29	428	400	828	379	380	759	345	441	786	392	470	862	469	448	917	357	355	712	312	341	653	341	358	699
15:00	6	4	10	460	500	960	428	405	833	459	443	902	472	474	946	454	488	942	242	94	336	365	365	730	360	344	704
16:00	6	7	13	383	507	890	390	535	925	415	529	944	413	584	997	430	458	888	200	25	225	321	432	753	320	378	698
17:00	0	0	0	345	472	817	367	487	854	386	533	919	386	514	900	426	367	793	16	5	21	297	401	698	275	340	615
18:00	0	0	0	275	379	654	263	377	640	320	375	695	351	413	764	292	282	574	0	0	0	242	309	551	214	261	475
19:00	0	0	0	200	254	454	223	263	486	233	267	500	257	287	544	240	243	483	0	0	0	183	214	397	165	188	353
20:00	0	0	0	133	152	285	200	176	376	192	175	367	195	192	387	185	139	324	0	0	0	144	139	283	129	119	248
21:00	0	0	0	130	121	251	120	145	265	102	155	257	163	145	308	112	123	235	0	0	0	103	113	216	90	98	188
22:00	0	0	0	58	61	119	69	69	138	72	76	148	110	104	214	98	86	184	0	0	0	62	62	124	58	57	115
23:00	0	0	0	34	43	77	27	29	56	27	29	56	72	70	142	81	63	144	0	0	0	32	34	66	34	33	67
07-19	58	59	117	4181	4239	8420	4436	4326	8762	4594	4617	9211	5251	5088	10339	4778	4566	9344	3031	2375	5406	3704	3666	7370	3761	3610	7371
06-22	58	59	117	4652	4767	9419	5097	4956	10053	5245	5270	10515	5985	5771	11756	5364	5107	10471	3079	2414	5493	4207	4165	8372	4211	4049	8260
06-00	58	59	117	4744	4871	9615	5193	5054	10247	5344	5375	10719	6167	5945	12112	5543	5256	10799	3079	2414	5493	4301	4261	8562	4304	4139	8443
00-00	58	59	117	4752	4871	9623	5305	5123	10428	5447	5438	10885	6247	6016	12263	5645	5339	10984	3225	2552	5777	4362	4301	8663	4383	4200	8583

Severnside
Transportation Data Collection
Severnside
Traffic Management

Project: SS1961 Porthcawl
Site: 02 - A4229 Pyle Road
Start Date: 22/07/2025

Time	Total Volume																										
	Mon			Tue			Wed			Thu			Fri			Sat			Sun			5 Day Avg			7 Day Avg		
	28-Jul			22-Jul			23-Jul			24-Jul			25-Jul			26-Jul			27-Jul								
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	28	34	62	19	25	44	38	35	73	37	28	65	55	37	92	86	52	138	82	61	143	35	32	67	49	39	88
01:00	20	17	37	22	13	35	18	13	31	15	16	31	22	24	46	38	39	77	51	44	95	19	17	36	27	24	51
02:00	13	7	20	12	11	23	10	12	22	7	14	21	13	11	24	18	17	35	29	27	56	11	11	22	15	14	29
03:00	15	5	20	8	11	19	8	11	19	6	7	13	14	6	20	21	13	34	20	16	36	10	8	18	13	10	23
04:00	36	31	67	26	16	42	19	14	33	28	20	48	24	19	43	21	23	44	18	16	34	27	20	47	25	20	45
05:00	132	51	183	118	29	147	116	52	168	115	50	165	114	49	163	43	36	79	39	33	72	119	46	165	97	43	140
06:00	252	125	377	292	104	396	278	132	410	277	104	381	266	130	396	94	93	187	63	74	137	273	119	392	217	109	326
07:00	502	298	800	503	278	781	537	279	816	555	308	863	447	343	790	199	220	419	110	189	299	509	301	810	408	274	682
08:00	551	505	1056	632	451	1083	579	501	1080	598	509	1107	612	537	1149	334	535	869	212	315	527	594	501	1095	503	479	982
09:00	625	617	1242	489	536	1025	539	539	1078	491	618	1109	616	676	1292	549	619	1168	392	424	816	552	597	1149	529	576	1105
10:00	653	672	1325	528	638	1166	557	612	1169	573	732	1305	765	840	1605	606	872	1478	588	639	1227	615	699	1314	610	715	1325
11:00	677	788	1465	538	698	1236	549	699	1248	578	840	1418	626	996	1622	590	847	1437	619	868	1487	594	804	1398	597	819	1416
12:00	661	863	1524	585	609	1194	635	711	1346	584	770	1354	692	944	1636	595	845	1440	653	849	1502	631	779	1410	629	799	1428
13:00	667	806	1473	625	640	1265	614	709	1323	657	749	1406	730	919	1649	682	906	1588	756	836	1592	659	765	1424	676	795	1471
14:00	689	829	1518	621	641	1262	647	709	1356	664	685	1349	843	945	1788	672	976	1648	792	720	1512	693	762	1455	704	786	1490
15:00	720	742	1462	653	702	1355	692	711	1403	782	745	1527	813	966	1779	836	836	1672	715	633	1348	732	773	1505	744	762	1506
16:00	768	810	1578	649	755	1404	738	779	1517	830	827	1657	848	1025	1873	798	734	1532	891	628	1519	767	839	1606	789	794	1583
17:00	703	814	1517	631	817	1448	665	948	1613	755	848	1603	832	1028	1860	838	656	1494	623	475	1098	717	891	1608	721	798	1519
18:00	589	694	1283	489	799	1288	551	712	1263	595	708	1303	774	896	1670	693	603	1296	493	471	964	600	762	1362	598	698	1296
19:00	491	505	996	374	661	1035	458	453	911	505	450	955	646	577	1223	584	484	1068	371	337	708	495	529	1024	490	495	985
20:00	410	352	762	336	603	939	379	344	723	364	337	701	558	348	906	480	317	797	336	227	563	409	397	806	409	361	770
21:00	277	208	485	529	285	814	314	208	522	295	224	519	510	205	715	399	208	607	265	158	423	385	226	611	370	214	584
22:00	156	127	283	615	157	772	150	147	297	186	143	329	246	147	393	231	162	393	155	113	268	271	144	415	248	142	390
23:00	60	57	117	98	64	162	67	72	139	76	60	136	114	106	220	129	95	224	86	65	151	83	72	155	90	74	164
07-19	7805	8438	16243	6943	7564	14507	7303	7909	15212	7662	8339	16001	8598	10115	18713	7392	8649	16041	6844	7047	13891	7662	8473	16135	7507	8294	15801
06-22	9235	9628	18863	8474	9217	17691	8732	9046	17778	9103	9454	18557	10578	11375	21953	8949	9751	18700	7879	7843	15722	9224	9744	18968	8993	9473	18466
06-00	9451	9812	19263	9187	9438	18625	8949	9265	18214	9365	9657	19022	10938	11628	22566	9309	10008	19317	8120	8021	16141	9578	9960	19538	9331	9690	19021
00-00	9695	9957	19652	9392	9543	18935	9158	9402	18560	9573	9792	19365	11180	11774	22954	9536	10188	19724	8359	8218	16577	9800	10094	19894	9556	9839	19395

Severnside
Transportation Data Collection
Severnside
Traffic Management

Project: SS1961 Porthcawl
Site: 02 - A4229 Pyle Road
Start Date: 29/07/2025

Time	Total Volume																										
	Mon			Tue			Wed			Thu			Fri			Sat			Sun			5 Day Avg			7 Day Avg		
	04-Aug			29-Jul			30-Jul			31-Jul			01-Aug			02-Aug			03-Aug								
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	39	32	71	26	22	48	38	36	74	46	44	90	48	48	96	88	79	167	93	98	191	39	36	75	54	51	105
01:00	20	18	38	18	17	35	26	28	54	15	18	33	21	24	45	45	45	90	49	30	79	20	21	41	28	26	54
02:00	11	7	18	5	6	11	13	9	22	13	13	26	19	14	33	21	13	34	26	24	50	12	10	22	15	12	27
03:00	18	4	22	12	9	21	9	4	13	12	17	29	6	2	8	11	17	28	23	14	37	11	7	18	13	10	23
04:00	22	13	35	24	29	53	21	35	56	20	40	60	24	43	67	16	21	37	17	26	43	22	32	54	21	30	51
05:00	96	22	118	120	45	165	92	62	154	110	98	208	85	91	176	48	43	91	27	27	54	101	64	165	83	55	138
06:00	225	76	301	263	141	404	232	164	396	204	211	415	212	230	442	95	117	212	62	82	144	227	164	391	185	146	331
07:00	464	198	662	501	311	812	479	332	811	432	429	861	404	493	897	189	273	462	123	228	351	456	353	809	370	323	693
08:00	563	410	973	601	601	1202	595	666	1261	588	711	1299	529	801	1330	301	699	1000	157	447	604	575	638	1213	476	619	1095
09:00	568	537	1105	519	594	1113	586	830	1416	502	826	1328	579	657	1236	456	867	1323	341	623	964	551	689	1240	507	705	1212
10:00	658	485	1143	578	572	1150	570	851	1421	577	806	1383	621	603	1224	660	961	1621	510	757	1267	601	663	1264	596	719	1315
11:00	620	560	1180	583	667	1250	606	937	1543	558	852	1410	587	829	1416	597	958	1555	621	850	1471	591	769	1360	596	808	1404
12:00	583	596	1179	599	666	1265	648	903	1551	620	845	1465	655	858	1513	592	1006	1598	637	863	1500	621	774	1395	619	820	1439
13:00	582	624	1206	588	709	1297	668	867	1535	618	706	1324	738	886	1624	639	903	1542	583	838	1421	639	758	1397	631	790	1421
14:00	599	606	1205	612	662	1274	771	732	1503	714	653	1367	733	847	1580	733	923	1656	591	723	1314	686	700	1386	679	735	1414
15:00	538	694	1232	520	563	1083	843	828	1671	722	707	1429	799	862	1661	782	868	1650	666	698	1364	684	731	1415	696	746	1442
16:00	524	797	1321	707	721	1428	867	838	1705	772	778	1550	818	950	1768	982	747	1729	728	670	1398	738	817	1555	771	786	1557
17:00	581	833	1414	685	919	1604	850	942	1792	740	883	1623	788	1012	1800	940	676	1616	732	584	1316	729	918	1647	759	836	1595
18:00	497	687	1184	588	1000	1588	709	946	1655	682	829	1511	770	895	1665	936	633	1569	776	490	1266	649	871	1520	708	783	1491
19:00	420	492	912	447	921	1368	661	618	1279	697	554	1251	746	666	1412	911	501	1412	899	397	1296	594	650	1244	683	593	1276
20:00	356	302	658	413	817	1230	576	354	930	528	439	967	682	433	1115	681	404	1085	567	299	866	511	469	980	543	435	978
21:00	265	220	485	269	439	708	415	196	611	410	274	684	658	280	938	476	254	730	312	200	512	403	282	685	401	266	667
22:00	147	120	267	1250	189	1439	238	134	372	227	155	382	303	179	482	272	159	431	195	115	310	433	155	588	376	150	526
23:00	76	70	146	193	94	287	98	79	177	114	100	214	145	128	273	169	120	289	86	61	147	125	94	219	126	93	219
07-19	6777	7027	13804	7081	7985	15066	8192	9672	17864	7525	9025	16550	8021	9693	17714	7807	9514	17321	6465	7771	14236	7519	8680	16199	7410	8670	16080
06-22	8043	8117	16160	8473	10303	18776	10076	11004	21080	9364	10503	19867	10319	11302	21621	9970	10790	20760	8305	8749	17054	9255	10246	19501	9221	10110	19331
06-00	8266	8307	16573	9916	10586	20502	10412	11217	21629	9705	10758	20463	10767	11609	22376	10411	11069	21480	8586	8925	17511	9813	10495	20308	9723	10353	20076
00-00	8472	8403	16875	10121	10714	20835	10611	11391	22002	9921	10988	20909	10970	11831	22801	10640	11287	21927	8821	9144	17965	10019	10665	20684	9937	10537	20474

Severnside
Transportation Data Collection
Severnside
Traffic Management

Project: SS1961 Porthcawl
Site: 02 - A4229 Pyle Road
Start Date: 05/08/2025

Time	Total Volume																										
	Mon			Tue			Wed			Thu			Fri			Sat			Sun			5 Day Avg			7 Day Avg		
	11-Aug			05-Aug			06-Aug			07-Aug			08-Aug			09-Aug			10-Aug								
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	38	25	63	43	35	78	39	27	66	38	43	81	26	24	50	64	53	117	87	55	142	37	31	68	48	37	85
01:00	24	23	47	20	18	38	18	16	34	26	13	39	32	22	54	46	36	82	50	42	92	24	18	42	31	24	55
02:00	13	7	20	13	11	24	14	9	23	11	13	24	16	18	34	19	22	41	35	27	62	13	12	25	17	15	32
03:00	19	12	31	7	4	11	9	6	15	5	5	10	10	7	17	13	13	26	24	18	42	10	7	17	12	9	21
04:00	32	15	47	20	18	38	27	24	51	31	16	47	29	23	52	19	14	33	17	24	41	28	19	47	25	19	44
05:00	127	50	177	128	40	168	111	48	159	95	31	126	97	47	144	40	34	74	43	116	159	112	43	155	92	52	144
06:00	289	109	398	269	96	365	279	130	409	261	100	361	242	122	364	111	96	207	68	211	279	268	111	379	217	123	340
07:00	532	274	806	486	262	748	519	289	808	501	264	765	454	305	759	179	235	414	150	218	368	498	279	777	403	264	667
08:00	630	489	1119	604	505	1109	593	509	1102	581	450	1031	528	472	1000	320	561	881	371	514	885	587	485	1072	518	500	1018
09:00	618	649	1267	509	525	1034	543	582	1125	544	486	1030	656	609	1265	563	509	1072	380	613	993	574	570	1144	545	568	1113
10:00	657	843	1500	563	613	1176	564	733	1297	582	535	1117	695	712	1407	655	795	1450	634	966	1600	612	687	1299	621	742	1363
11:00	656	932	1588	604	774	1378	584	877	1461	581	656	1237	696	912	1608	631	970	1601	761	1084	1845	624	830	1454	645	886	1531
12:00	660	907	1567	597	758	1355	587	847	1434	562	653	1215	647	894	1541	629	1060	1689	749	1049	1798	611	812	1423	633	881	1514
13:00	651	912	1563	585	773	1358	611	795	1406	587	653	1240	721	877	1598	705	1055	1760	752	1072	1824	631	802	1433	659	877	1536
14:00	810	812	1622	709	714	1423	795	730	1525	667	625	1292	758	949	1707	717	971	1688	818	1005	1823	748	766	1514	753	829	1582
15:00	863	817	1680	759	739	1498	858	740	1598	662	684	1346	799	971	1770	887	885	1772	1046	790	1836	788	790	1578	839	804	1643
16:00	863	781	1644	786	888	1674	784	842	1626	568	763	1331	743	1014	1757	1030	791	1821	1158	730	1888	749	858	1607	847	830	1677
17:00	882	752	1634	682	988	1670	700	958	1658	567	820	1387	677	1055	1732	922	726	1648	1114	619	1733	702	915	1617	792	845	1637
18:00	500	623	1123	523	1023	1546	616	679	1295	494	672	1166	550	849	1399	848	586	1434	951	566	1517	537	769	1306	640	714	1354
19:00	387	445	832	416	1120	1536	496	466	962	420	420	840	210	505	715	584	436	1020	751	439	1190	386	591	977	466	547	1013
20:00	326	248	574	373	1028	1401	427	285	712	321	349	670	233	379	612	480	330	810	567	283	850	336	458	794	390	415	805
21:00	266	198	464	566	383	949	359	243	602	252	231	483	608	229	837	358	214	572	412	183	595	410	257	667	403	240	643
22:00	134	106	240	1208	173	1381	178	132	310	160	128	288	235	153	388	224	164	388	194	119	313	383	138	521	333	139	472
23:00	89	64	153	241	66	307	73	51	124	77	60	137	131	105	236	161	117	278	94	57	151	122	69	191	124	74	198
07-19	8322	8791	17113	7407	8562	15969	7754	8581	16335	6896	7261	14157	7924	9619	17543	8086	9144	17230	8884	9226	18110	7661	8563	16224	7896	8741	16637
06-22	9590	9791	19381	9031	11189	20220	9315	9705	19020	8150	8361	16511	9217	10854	20071	9619	10220	19839	10682	10342	21024	9061	9980	19041	9372	10066	19438
06-00	9813	9961	19774	10480	11428	21908	9566	9888	19454	8387	8549	16936	9583	11112	20695	10004	10501	20505	10970	10518	21488	9566	10188	19754	9829	10280	20109
00-00	10066	10093	20159	10711	11554	22265	9784	10018	19802	8593	8670	17263	9793	11253	21046	10205	10673	20878	11226	10800	22026	9789	10318	20107	10054	10437	20491

Severnside
Transportation Data Collection
Severnside
Traffic Management

Project: SS1961 Porthcawl
Site: 02 - A4229 Pyle Road
Start Date: 12/08/2025

Time	Total Volume																										
	Mon			Tue			Wed			Thu			Fri			Sat			Sun			5 Day Avg			7 Day Avg		
	18-Aug			12-Aug			13-Aug			14-Aug			15-Aug			16-Aug			17-Aug								
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	0	0	0	32	26	58	59	33	92	37	35	72	46	37	83	0	0	0	0	0	0	35	26	61	25	19	44
01:00	0	0	0	18	10	28	33	30	63	27	17	44	28	28	56	0	0	0	0	0	0	21	17	38	15	12	27
02:00	0	0	0	5	9	14	15	9	24	14	11	25	12	18	30	0	0	0	0	0	0	9	9	18	7	7	14
03:00	0	0	0	20	4	24	9	7	16	11	11	22	18	14	32	0	0	0	0	0	0	12	7	19	8	5	13
04:00	0	0	0	31	17	48	27	19	46	28	10	38	32	21	53	0	0	0	0	0	0	24	13	37	17	10	27
05:00	0	0	0	125	38	163	105	48	153	115	39	154	103	61	164	0	0	0	0	0	0	90	37	127	64	27	91
06:00	123	69	192	290	117	407	282	108	390	250	115	365	268	132	400	0	0	0	0	0	0	243	108	351	173	77	250
07:00	496	252	748	529	296	825	541	302	843	494	282	776	445	287	732	0	0	0	0	0	0	501	284	785	358	203	561
08:00	593	479	1072	596	518	1114	619	475	1094	627	520	1147	307	249	556	0	0	0	0	0	0	548	448	996	392	320	712
09:00	627	612	1239	473	665	1138	588	608	1196	562	549	1111	3	7	10	0	0	0	0	0	0	451	488	939	322	349	671
10:00	729	646	1375	588	940	1528	606	725	1331	653	630	1283	0	3	3	0	0	0	0	1	1	515	589	1104	368	421	789
11:00	618	757	1375	513	1079	1592	639	795	1434	615	668	1283	22	34	56	0	0	0	0	0	0	481	667	1148	344	476	820
12:00	601	777	1378	563	1028	1591	630	838	1468	643	720	1363	22	31	53	0	0	0	0	0	0	492	679	1171	351	485	836
13:00	685	764	1449	652	984	1636	658	725	1383	578	655	1233	0	0	0	0	0	0	0	0	0	515	626	1141	368	447	815
14:00	713	697	1410	780	862	1642	688	807	1495	593	709	1302	0	0	0	0	0	0	0	0	0	555	615	1170	396	439	835
15:00	778	736	1514	926	880	1806	794	885	1679	651	648	1299	0	0	0	0	0	0	0	0	0	630	630	1260	450	450	900
16:00	614	823	1437	981	981	1962	790	922	1712	642	766	1408	0	0	0	0	0	0	0	0	0	605	698	1303	432	499	931
17:00	611	789	1400	830	1115	1945	714	974	1688	657	860	1517	0	0	0	0	0	0	0	0	0	562	748	1310	402	534	936
18:00	547	610	1157	750	1143	1893	691	757	1448	580	711	1291	0	0	0	0	0	0	0	0	0	514	644	1158	367	460	827
19:00	418	421	839	679	1051	1730	616	518	1134	433	489	922	0	0	0	0	0	0	0	0	0	429	496	925	307	354	661
20:00	338	303	641	715	1007	1722	466	345	811	436	342	778	0	0	0	0	0	0	0	0	0	391	399	790	279	285	564
21:00	234	211	445	888	454	1342	302	243	545	296	231	527	0	0	0	0	0	0	0	0	0	344	228	572	246	163	409
22:00	137	119	256	995	197	1192	179	144	323	182	119	301	0	0	0	0	0	0	0	0	0	299	116	415	213	83	296
23:00	67	52	119	560	78	638	98	61	159	79	70	149	0	0	0	0	0	0	0	0	0	161	52	213	115	37	152
07-19	7612	7942	15554	8181	10491	18672	7958	8813	16771	7295	7718	15013	799	611	1410	0	0	0	0	1	1	6369	7115	13484	4549	5082	9631
06-22	8725	8946	17671	10753	13120	23873	9624	10027	19651	8710	8895	17605	1067	743	1810	0	0	0	0	1	1	7776	8346	16122	5554	5962	11516
06-00	8929	9117	18046	12308	13395	25703	9901	10232	20133	8971	9084	18055	1067	743	1810	0	0	0	0	1	1	8235	8514	16749	5882	6082	11964
00-00	8929	9117	18046	12539	13499	26038	10149	10378	20527	9203	9207	18410	1306	922	2228	0	0	0	0	1	1	8425	8625	17050	6018	6161	12179

Severnside
Transportation Data Collection
Severnside
Traffic Management

Project: SS1961 Porthcawl
Site: 02 - A4229 Pyle Road
Start Date: 19/08/2025

Time	Total Volume																									
	Mon			Tue			Wed			Thu			Fri			Sat			Sun			5 Day Avg			7 Day Avg		
	25-Aug			19-Aug			20-Aug			21-Aug			22-Aug			23-Aug			24-Aug								
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	0	0	0	28	32	60	49	31	80	0	0	0	0	0	0	0	0	0	0	0	0	15	13	28	11	9	20
01:00	0	0	0	11	19	30	17	25	42	0	0	0	0	0	0	0	0	0	0	0	0	6	9	15	4	6	10
02:00	0	0	0	19	7	26	5	8	13	0	0	0	0	0	0	0	0	0	0	0	0	5	3	8	3	2	5
03:00	0	0	0	7	3	10	10	8	18	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	2	2	4
04:00	0	0	0	26	13	39	21	14	35	0	0	0	0	0	0	0	0	0	0	0	0	9	5	14	7	4	11
05:00	0	0	0	102	39	141	97	29	126	0	0	0	0	0	0	0	0	0	0	0	0	40	14	54	28	10	38
06:00	0	0	0	266	94	360	228	94	322	0	0	0	0	0	0	0	0	0	0	0	0	99	38	137	71	27	98
07:00	0	0	0	490	254	744	476	260	736	0	0	0	0	0	0	0	0	0	0	0	0	193	103	296	138	73	211
08:00	0	0	0	570	478	1048	598	440	1038	0	0	0	0	0	0	0	0	0	0	0	0	234	184	418	167	131	298
09:00	0	0	0	551	570	1121	458	459	917	0	0	0	0	0	0	0	0	0	0	0	0	202	206	408	144	147	291
10:00	0	0	0	486	540	1026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	108	205	69	77	146
11:00	0	0	0	479	653	1132	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	131	227	68	93	161
12:00	0	0	0	608	708	1316	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122	142	264	87	101	188
13:00	0	0	0	637	715	1352	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127	143	270	91	102	193
14:00	0	0	0	612	704	1316	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122	141	263	87	101	188
15:00	0	0	0	672	702	1374	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	140	274	96	100	196
16:00	0	0	0	701	850	1551	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	170	310	100	121	221
17:00	0	0	0	645	981	1626	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	196	325	92	140	232
18:00	0	0	0	490	1009	1499	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	202	300	70	144	214
19:00	0	0	0	445	999	1444	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	200	289	64	143	207
20:00	0	0	0	343	956	1299	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	191	260	49	137	186
21:00	0	0	0	662	448	1110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132	90	222	95	64	159
22:00	0	0	0	1127	203	1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225	41	266	161	29	190
23:00	0	0	0	169	72	241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	14	48	24	10	34
07-19	0	0	0	6941	8164	15105	1532	1159	2691	0	0	0	0	0	0	0	0	0	0	0	0	1695	1865	3560	1210	1332	2542
06-22	0	0	0	8657	10661	19318	1760	1253	3013	0	0	0	0	0	0	0	0	0	0	0	0	2083	2383	4466	1488	1702	3190
06-00	0	0	0	9953	10936	20889	1760	1253	3013	0	0	0	0	0	0	0	0	0	0	0	0	2343	2438	4781	1673	1741	3414
00-00	0	0	0	10146	11049	21195	1959	1368	3327	0	0	0	0	0	0	0	0	0	0	0	0	2421	2483	4904	1729	1774	3503

Severnside
Transportation Data Collection
Severnside
Traffic Management

Project: SS1961 Porthcawl
Site: 02 - A4229 Pyle Road
Start Date: 26/08/2025

Time	Total Volume																										
	Mon			Tue			Wed			Thu			Fri			Sat			Sun			5 Day Avg			7 Day Avg		
	01-Sep			26-Aug			27-Aug			28-Aug			29-Aug			30-Aug			31-Aug								
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	15	27	42	0	0	0	52	32	84	32	29	61	39	34	73	68	56	124	70	65	135	28	24	52	39	35	74
01:00	9	15	24	0	0	0	17	12	29	25	22	47	16	19	35	49	42	91	51	41	92	13	14	27	24	22	46
02:00	2	5	7	0	0	0	15	5	20	6	12	18	10	12	22	31	19	50	26	19	45	7	7	14	13	10	23
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Severnside
Transportation Data Collection
Severnside
Traffic Management

Project: SS1961 Porthcawl
Site: 02 - A4229 Pyle Road
Start Date: 02/09/2025

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Severnside
Transportation Data Collection
Severnside
Traffic Management

Project: SS1961 Porthcawl
Site: 02 - A4229 Pyle Road
Start Date: 09/09/2025

Time	Total Volume																										
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APPENDIX C

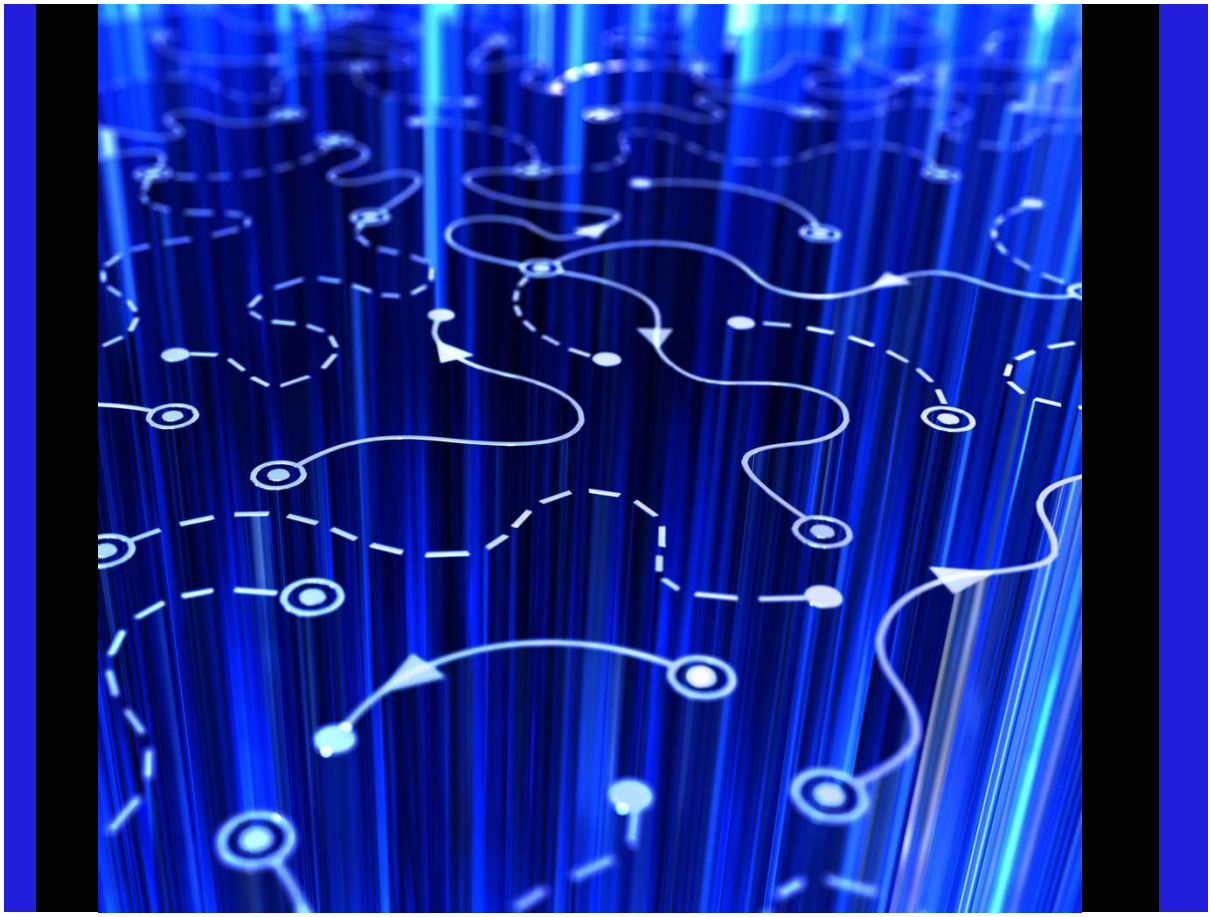
PORTHCAWL CAR PARKING STRATEGY SURVEYS 2021-2024

Porthcawl Parking Strategy: Parking Data Analysis 2023 Update

Version: 1

Bridgend County Borough Council

Porthcawl Parking Strategy Update
9 January 2024



Porthcawl Parking Strategy:
Parking Data Analysis 2023 Update

Client name:	Bridgend County Borough Council		
Project name:	Porthcawl Parking Strategy Update		
Document no:	0	**Project no:**	B2423701
Version:	1	**Project manager:**	Evan Stranks
Date:	9 January 2024	**File name:**	Porthcawl Parking Strategy 2023 Update v1 20240109

Document history and status

Version	Date	Description	Author	Checked	Reviewed	Approved
0	16/11/2023	Draft for BCBC review	JB	DE	ES	ES
1	09/01/2024	Updated draft	ES	DE	ES	ES

Distribution of copies

Version	Issue approved	Date issued	Issued to	Comments
0	16/11/2023	16/11/2023	Jacob Lawrence	Draft for comment
1	09/01/2024	09/01/2024	Jacob Lawrence	Updated draft for comment

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Executive Summary

This report evaluates survey data obtained in the summer and autumn of 2023 to examine the use of parking on the Porthcawl Waterfront. This has been done for two reasons, first to introduce data on the usage of the Aldi Porthcawl car park, which opened in July 2023, and second, to confirm the accuracy of car park usage data collected in 2021, which may have been affected by the COVID pandemic. The 2021 results were presented in the Porthcawl Parking Strategy report issued on 16 November 2021.

Aldi Car Park

The new Aldi store and its associated car park are situated directly north of Salt Lake car park, to the east of Porthcawl town centre. The store officially opened on Thursday 13 July 2023, and the car park includes a total of a 114 parking bays. The car park is free to use, and it is understood that customers can park at the facility for up to 90 minutes.

Entry and exit traffic movements were surveyed at the Aldi car park in both the summer and the autumn of 2023. The data was collected in two separate periods to remove any potential bias in customer numbers that may have occurred in the weeks immediately following the opening of the store. These surveys found that:

- In general, the Aldi car park is well-used, with the car park estimated to have reached capacity or come close to capacity on several days.
- The Aldi car park is used most on Saturdays and Sundays. Weekday use was much higher on weekdays during the summer rather than the autumn. This is likely due to visitors during the summer holiday period, but trips to Aldi may also have decreased slightly in the months following its opening.
- Weekday use is highest in the late afternoon and the early evening. Saturday use is highest in the early afternoon. Use on Sunday is relatively high throughout the Aldi's opening hours, but peaks in the afternoon.

Waterfront Car Parks

The previous analysis of waterfront car parks, which was undertaken in 2021, found that in the period surveyed Saturdays were typically the busiest day for these car parks. It was estimated that parking accumulation across the four car parks peaked at an average of 705 vehicles at 15:00 on Saturday afternoons. The busiest day in the period studied, however, was Sunday 29 August 2021, on the August Bank Holiday weekend, when 1,042 vehicles were estimated to be parked across the four car parks at 15:00.

The average parking accumulation for weekdays, Saturdays and Sundays across the waterfront car parks in 2023 is shown in Figure A. This shows that average parking accumulation across the four car parks was highest on Sundays, with an average peak of 530 vehicles. The average parking accumulation on Saturdays and weekdays shows a peak of 329 and 327 vehicles, respectively. These average peaks are all lower than what was observed in 2021 (483 on weekdays, 705 on Saturdays, and 548 on Sundays), though only marginally so in the case of Sundays.

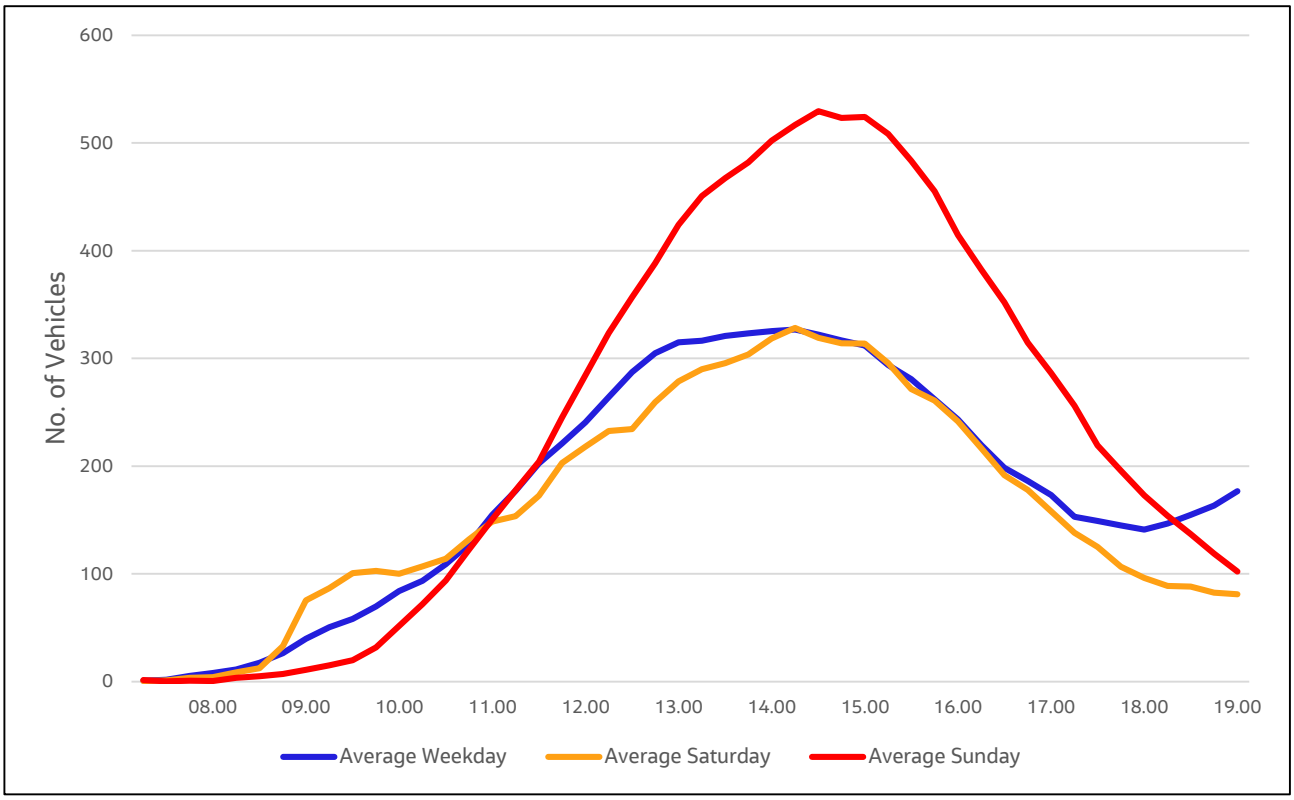

Figure A: Total Average Parking Accumulation along Porthcawl Waterfront

These averages may have been influenced by lower accumulation over the bank holiday weekend in 2023 compared to 2021. Overall, the number of vehicles parking over the bank holiday weekend was lower for the Friday, Saturday and Sunday relative. Only the bank holiday Monday itself had a higher number of vehicles parking. It is possible that the numbers in 2021 may have been influenced by the COVID response, with many restrictions being lifted in the early summer. However, the weather over the bank holiday weekend may have also influenced use of this car park. In 2021, temperatures were warm, with highs in the low- to mid-twenties and moderate sunshine on all four days. In 2023, the bank holiday weekend was cooler, with highs in the mid- to high teens, less sun, and some scattered showers. Hence, the year-to-year variation is not considered to be enough to suggest demand for car parking in Porthcawl has reduced.

The maximum accumulation for weekdays, Saturdays and Sundays across the waterfront car parks in 2023 is shown in Figure B. The peak parking accumulation across the four waterfront car parks in 2023 was on the bank holiday Monday, when a maximum of 952 vehicles are considered to have been parked. This is roughly 10% lower the peak observed in the 2021 surveys, which occurred on the Sunday prior to the bank holiday.

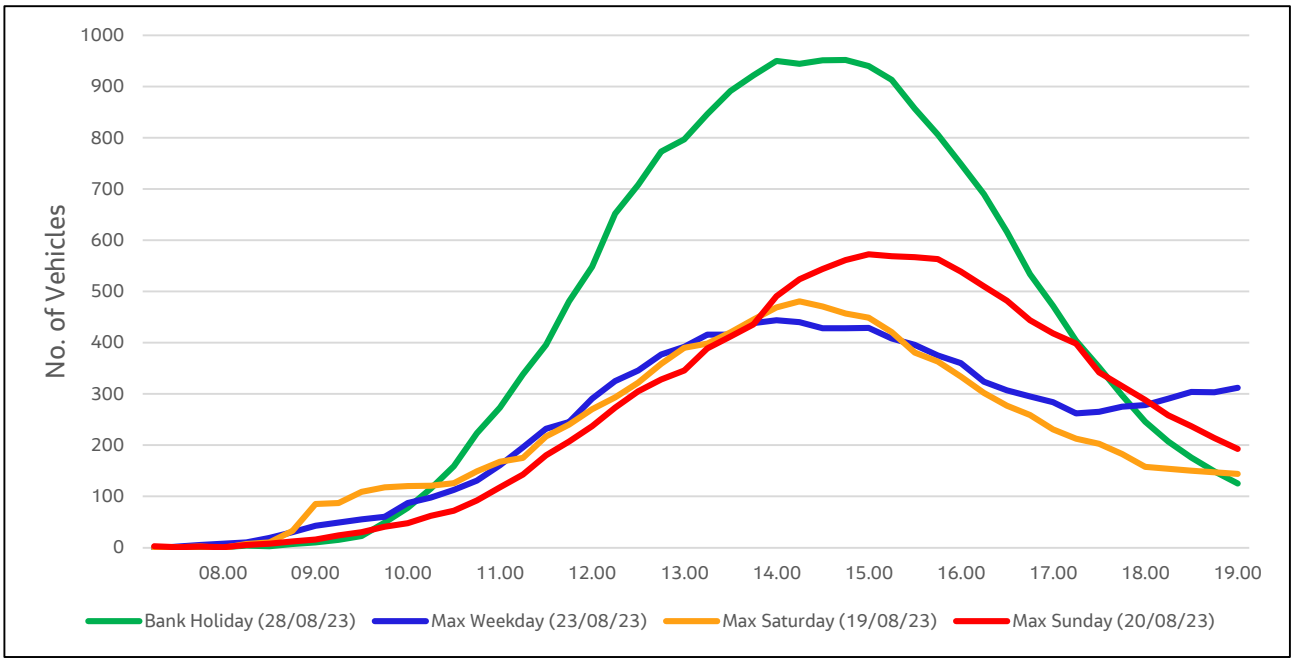

Figure B: Total Maximum Parking Accumulation along Porthcawl Waterfront

Aside from the bank holiday Monday when more vehicles were observed parking in the waterfront car parks in 2023 compared to 2021, the maximum parking accumulation peaks observed on a weekday, Saturday and Sunday in the 2023 surveys are below what was observed in 2021. The peak accumulation on a weekday was 444 vehicles in 2023 compared with 575 in 2021. The peak accumulation on a Saturday was 481 vehicles (compared with 791 in 2021) and on a Sunday was 573 vehicles (compared with 1042 in 2021). It should be noted that the 2021 surveys covered a longer period, giving more opportunity for them to capture fine days that are likely to bring out more visitors.

In addition, the profile of entries and exits observed at each of the four car parks in 2023 is generally comparable to those observed in 2021, although on average less entries and exits were observed. There is also a trend of entries peaking later and exits peaking earlier, which could indicate shorter stay durations. This is supported by length of stay data obtained by ANPR for the bank holiday weekend.

The length of stay data supports previous findings that use of Hillsboro Place (North) and Hillsboro Place (South) is primarily orientated towards shorter stays, while Salt Lake is used for more longer stays. However, no car park appears to show exclusively short-stay or long-stay behaviour; all three car parks are being used for a mix of stay durations.

The survey results suggest there was some change in the use of the Waterfront car parks in 2023 relative to 2021. However, the following caveats must be noted:

- Incomplete data collected by ANPR may skew the length of stay results for the Saturday and Sunday of the 2023 bank holiday weekend.
- Parking at a seaside town such as Porthcawl is likely to be susceptible to variations in weather. It is noted that August 2023 was characterised by mixed and unsettled weather, with wet and windy weather at times due to major storms. August 2021, on the other hand, was both drier and duller than a typical August. In particular, the August Bank Holiday weekend in 2021 was warmer and drier than in 2023.

Contents

Executive Summary ... **iii**
Aldi Car Park ... iii
Waterfront Car Parks ... iii
1. Introduction ... **9**
1.1 Purpose of Report ... 9
1.2 Background ... 9
1.3 Report Structure ... 9
2. Data Collection ... **10**
2.1 Entry and Exit Car Park Surveys ... 10
2.2 Automatic Number Plate Recognition (ANPR) Surveys ... 11
3. Aldi Car Park ... **12**
3.1 Introduction ... 12
3.2 Data Analysis ... 13
3.2.1 Entry and Exit Traffic Movements ... 13
3.2.2 Parking Accumulation ... 17
3.2.3 Summary ... 20
4. 2023 Waterfront Survey Results ... **21**
4.1 Hillsboro Place (North) Car Park ... 21
4.1.1 Entry and Exit Traffic Movements ... 21
4.1.2 Parking Accumulation ... 23
4.1.3 Length of Stay ... 25
4.1.4 Comparison with 2021 ... 26
4.2 Hillsboro Place (South) Car Park ... 27
4.2.1 Entry and Exit Traffic Movements ... 27
4.2.2 Parking Accumulation ... 29
4.2.3 Length of Stay ... 30
4.2.4 Comparison with 2021 ... 31
4.3 Salt Lake Car Park ... 32
4.3.1 Entry and Exit Traffic Movements ... 32
4.3.2 Parking Accumulation ... 34
4.3.3 Length of Stay ... 36
4.3.4 Comparison with 2021 ... 37
4.4 Sandy Bay Car Park ... 38
4.4.1 Entry and Exit Traffic Movements ... 38
4.4.2 Parking Accumulation ... 40
4.4.3 Comparison with 2021 ... 42
4.5 Overall Porthcawl Waterfront Parking ... 42
4.5.1 Parking Accumulation ... 42

4.5.2 Comparison with 2021 44
5. Conclusion 45

Appendices

Appendix A. Entry and Exit Survey Data 46
Appendix B. ANPR Survey Data 47

Tables

Table 3.1: Traffic Movements Comparison between Summer and Autumn Survey Periods (Weekday) 16
Table 3.2: Traffic Movements Comparison between Summer and Autumn Survey Periods (Saturday) 16
Table 3.3: Traffic Movements Comparison between Summer and Autumn Survey Periods (Sunday) 16
Table 3.4: Parking Accumulation at the Aldi Car Park (Summer Survey Period) 18
Table 3.5: Parking Accumulation at the Aldi Car Park (Autumn Survey Period) 19
Table 4.1: Parking Accumulation at Hillsboro Place (North) Car Park 23
Table 4.2: Length of Stay at Hillsboro Place (North) Car Park 26
Table 4.3: Parking Accumulation at Hillsboro Place (South) Car Park 29
Table 4.4: Length of Stay at Hillsboro Place (South) Car Park 31
Table 4.5: Parking Accumulation at Salt Lake Car Park 34
Table 4.6: Length of Stay at Salt Lake Car Park 37
Table 4.7: Parking Accumulation at Sandy Bay Car Park 40

Figures

Figure A: Total Average Parking Accumulation along Porthcawl Waterfront iv
Figure B: Total Maximum Parking Accumulation along Porthcawl Waterfront v
Figure 2.1: Location of Car Parks Surveyed in 2023 10
Figure 3.1: Layout Plan of Aldi Porthcawl (Source: Aldi) 12
Figure 3.2: Aldi Porthcawl Storefront (Source: Wales Online) 13
Figure 3.3: Entry Vehicular Movements throughout the week at the Aldi Car Park (Summer Survey 2023) 14
Figure 3.4: Exit Vehicular Movements throughout the week at the Aldi Car Park (Summer Survey 2023) 14
Figure 3.5: Average Weekday Vehicular Movements at the Aldi Car Park (Summer Survey 2023) 15
Figure 3.6: Average Saturday Vehicular Movements at the Aldi Car Park (Summer Survey 2023) 15
Figure 3.7: Average Sunday Vehicular Movements at the Aldi Car Park (Summer Survey 2023) 16
Figure 3.8: Average Weekday Vehicular Movements at the Aldi Car Park (Autumn Survey 2023) 17
Figure 3.9: Average Parking Accumulation at the Aldi Car Park (Summer Survey Period) 18
Figure 3.10: Maximum Parking Accumulation at the Aldi Car Park (Summer Survey Period) 19
Figure 3.11: Weekday Parking Accumulation at Aldi Car Park (Autumn Survey Period) 20
Figure 4.1 Average Weekday Entry and Exit Movements at Hillsboro Place (North) Car Park 22
Figure 4.3 Average Sunday Entry and Exit Movements at Hillsboro Place (North) Car Park 23
Figure 4.4: Average Parking Accumulation at Hillsboro Place (North) Car Park 24

Figure 4.5: Maximum Parking Accumulation at Hillsboro Place (North) Car Park 25
Figure 4.6: Length of Stay of Vehicles for Peak Day at Hillsboro Place (North) 26
Figure 4.7 Average Weekday Entry and Exit Movements at Hillsboro Place (South) Car Park 27
Figure 4.8 Average Saturday Entry and Exit Movements at Hillsboro Place (South) Car Park 28
Figure 4.9 Average Sunday Entry and Exit Movements at Hillsboro Place (South) Car Park 28
Figure 4.10: Average Parking Accumulation at Hillsboro Place (South) Car Park 30
Figure 4.11: Maximum Parking Accumulation at Hillsboro Place (South) Car Park 30
Figure 4.12: Length of Stay of Vehicles for Peak Day at Hillsboro Place (South) 31
Figure 4.13 Average Weekday Entry and Exit Movements at Salt Lake Car Park 33
Figure 4.14 Average Saturday Entry and Exit Movements at Salt Lake Car Park 33
Figure 4.15 Average Sunday Entry and Exit Movements at Salt Lake Car Park 34
Figure 4.16: Average Parking Accumulation at Salt Lake Car Park 35
Figure 4.17: Maximum Parking Accumulation at Salt Lake Car Park 36
Figure 4.18: Length of Stay of Vehicles for Peak Day at Salt Lake 37
Figure 4.19 Average Weekday Entry and Exit Movements at Sandy Bay Car Park 39
Figure 4.20 Average Saturday Entry and Exit Movements at Sandy Bay Car Park 39
Figure 4.21 Average Sunday Entry and Exit Movements at Sandy Bay Car Park 40
Figure 4.22: Average Parking Accumulation at Sandy Bay Car Park 41
Figure 4.23: Maximum Parking Accumulation at Sandy Bay Car Park 42
Figure 4.24: Total Average Parking Accumulation along Porthcawl Waterfront 43
Figure 4.25: Total Maximum Parking Accumulation along Porthcawl Waterfront 44

1. Introduction

1.1 Purpose of Report

This report evaluates survey data obtained in the summer and autumn of 2023 to examine the use of parking on the Porthcawl Waterfront. This has been done for two reasons, first to introduce data on the usage of the Aldi Porthcawl car park, which opened in July 2023, and second, to confirm the accuracy of car park usage data collected in 2021, which may have been affected by the COVID pandemic. The 2021 results were presented in the 'Porthcawl Parking Strategy: Parking Data Analysis' report issued on 16 November 2021.

1.2 Background

The 'Porthcawl Parking Strategy: Parking Data Analysis' report provided an analysis of how the four major car parks which serve the Porthcawl Waterfront are used during the month of August, which is taken as the peak period of sustained visitor activity in the town. The need for this report was established in the previous 'Porthcawl Development Review' (2020), which analysed the impact of the Porthcawl Waterfront Regeneration Area (PWRA) on the local transport infrastructure.

The four car parks considered in the 2021 report are:

- Hillsboro Place (North) Car Park;
- Hillsboro Place (South) Car Park;
- Salt Lake Car Park; and,
- Sandy Bay Car Park.

The 2021 analysis found that in the period surveyed (10 August 2021 – 6 September 2021), Saturdays were typically the busiest day for these car parks. It was estimated that parking accumulation across the four car parks peaked at an average of 705 vehicles at 15.00 on Saturday afternoon. The busiest day in the period studied, however, was Sunday 29 August 2021, on the August Bank Holiday weekend, when 1042 vehicles were estimated to be parked across the four car parks at 15.00.

1.3 Report Structure

The structure of the report is set out as follows:

- Section 1: Introduction;
- Section 2: Data Collection;
- Section 3: Aldi Car Park;
- Section 4: 2023 Waterfront Survey Results; and,
- Section 5: Conclusion

Appendices, found at the end of the report, provide the 2023 raw survey data.

2. Data Collection

A range of data was collected at the entrances to the following five sites:

- Site 1: Hillsboro Place (North) Car Park;
- Site 2: Hillsboro Place (South) Car Park;
- Site 3: Salt Lake Car Park;
- Site 4: Sandy Bay Car Park; and,
- Site 5: Aldi Car Park.

The location of these car parks is shown in Figure 2.1

Figure 2.1: Location of Car Parks Surveyed in 2023

2.1 Entry and Exit Car Park Surveys

Entry and exit car park surveys were conducted using cameras over different periods of time for Sites 1 to 4 and Site 5. For Sites 1 to 4, entry and exit surveys took place on the following days:

- Saturday 5 August and Sunday 6 August 2023;
- Saturday 12 August and Sunday 13 August 2023; and,
- Friday 18 August to Tuesday 29 August 2023, inclusive.

Entry and exit data for Site 5 was collected over a longer period, and in both the summer and autumn. Dates when data was collected for Site 5 in the summer include:

- Mondays 31 July to Sunday 6 August 2023, inclusive;
- Saturday 12 August and Sunday 13 August 2023; and
- Friday 18 August to Tuesday 29 August 2023, inclusive.

Dates when data was collected for Site 5 in the autumn include:

- Friday 6 October to Thursday 12 October 2023.

The entry and exit car park surveys were conducted over a 12-hour period each day between 07.00 and 19.00. A full breakdown of the surveyed entry and exit movement is provided within **Appendix A**.

2.2 Automatic Number Plate Recognition (ANPR) Surveys

The ANPR surveys were conducted for Sites 1 to 3 only; data was collected over the Bank Holiday Weekend, from Friday 25 August to Monday 28 August 2023 at the entry points of the Hillsboro Place (North), Hillsboro Place (South) and Salt Lake car parks (locations displayed in Figure 2.1) between 07.00 and 19.00. The ANPR cameras use optical character recognition technology to read vehicle registration plates as the vehicles enter and exit the car parks, allowing us to gather an understanding of the typical length of stay of parked vehicles. A full breakdown of the ANPR survey data is provided within **Appendix B**.

3. Aldi Car Park

3.1 Introduction

The new Aldi and its associated car park are situated directly north of Salt Lake Car Park, to the east of Porthcawl town centre. It can be accessed by vehicles via the A4106 / Eastern Promenade / The Portway / Lias Road roundabout. The store officially opened on Thursday 13 July 2023, and is open from 08.00 to 22.00 from Monday to Saturday (including bank holidays), and from 10.00 to 16.00 on Sunday. The car park includes a total of a 114 parking bays, of which there are 4 electric vehicle charging points, 5 disabled parking bays, 7 parent and child parking bays, and a covered cycle parking area. The car park is free to use, and it is understood that customers can park at the facility for up to 90 minutes.

Figure 3.1 illustrates a layout plan of the store and its associated car park, whilst Figure 3.2 provides an image of the finished Aldi storefront.

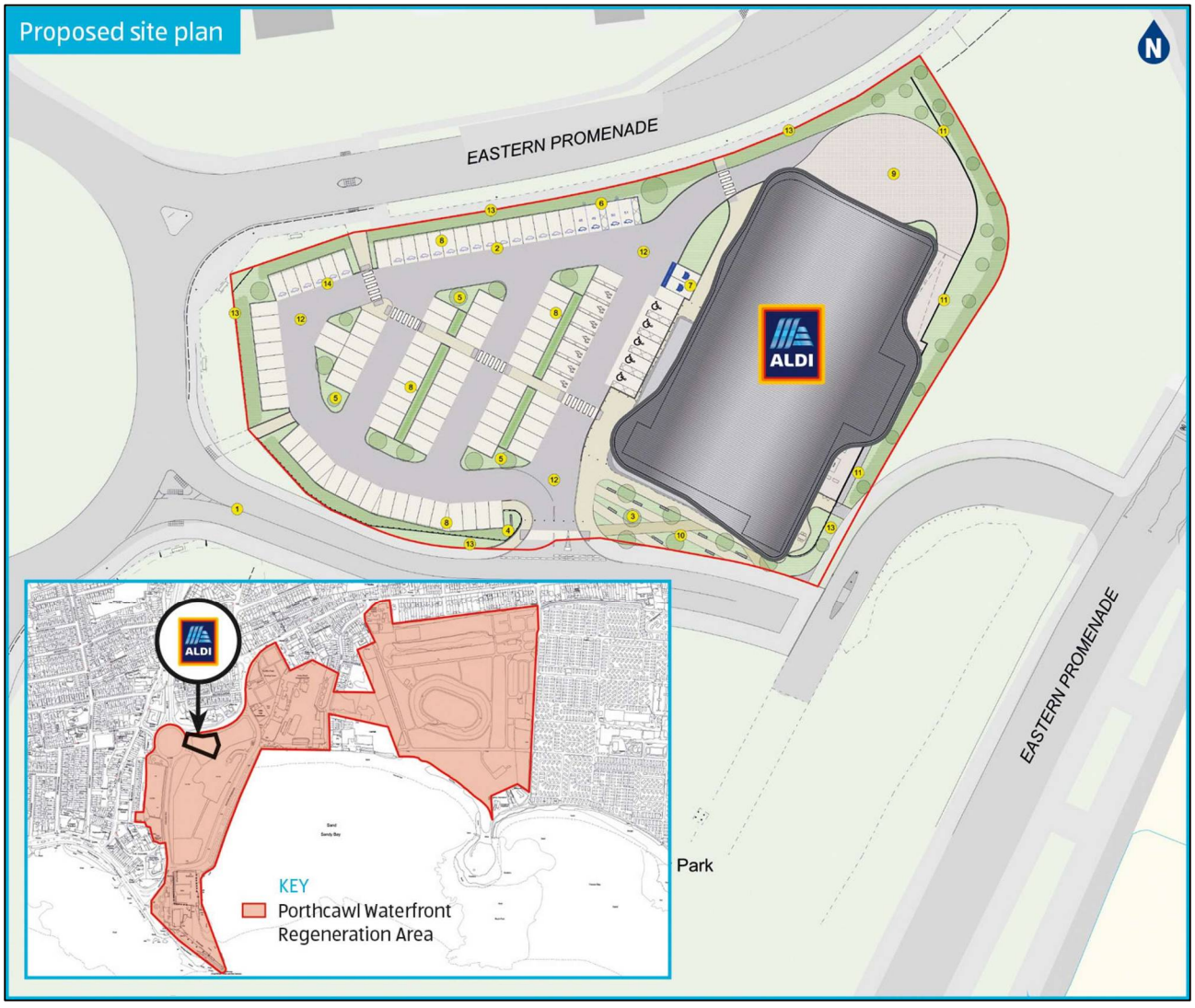

Figure 3.1: Layout Plan of Aldi Porthcawl (Source: Aldi)

Figure 3.2: Aldi Porthcawl Storefront (Source: Wales Online)

3.2 Data Analysis

3.2.1 Entry and Exit Traffic Movements

Entry and exit traffic movements were surveyed at the Aldi car park in both the summer and the autumn. The data was collected in two separate periods to remove any potential bias in customer numbers that may have occurred in the weeks immediately following the opening of the store.

3.2.1.1 Summer Survey Period

Figure 3.3 and Figure 3.4 illustrate the entry and exit traffic movements respectively, throughout the week between the hours of 07.00 and 19.00 during the summer survey period. The highest average day entry and exit movements across an average week both occur on Monday with 1,676 vehicles and 1,625 vehicles entering and exiting the car park respectively. Likewise, the highest maximum entry and exit movement during the summer survey period also occur on a Monday, with 1,753 vehicles and 1,699 vehicles entering and exiting the car park respectively.

The lowest average day entry and exit movements across an average week both occur on Sunday with 1,119 vehicles and 1,121 vehicles entering and exiting the car park respectively. Likewise, the lowest maximum entry and exit movement during the summer survey period also occurred on a Sunday, with 1,217 vehicles and 1,222 vehicles entering and exiting the car park respectively. The low number of entry and exit movements on Sunday are most likely down to the reduced opening hours of the store (10.00 – 16.00).

Throughout the week, entry and exit movements can be seen peaking on Monday and Friday in particular, perhaps reflecting shopping habits as customers tend to buy groceries for the week and the weekend. It is

noticeable that apart from Sunday, entry and exit movements are typically lower in mid-week, especially on Wednesday and Thursday.

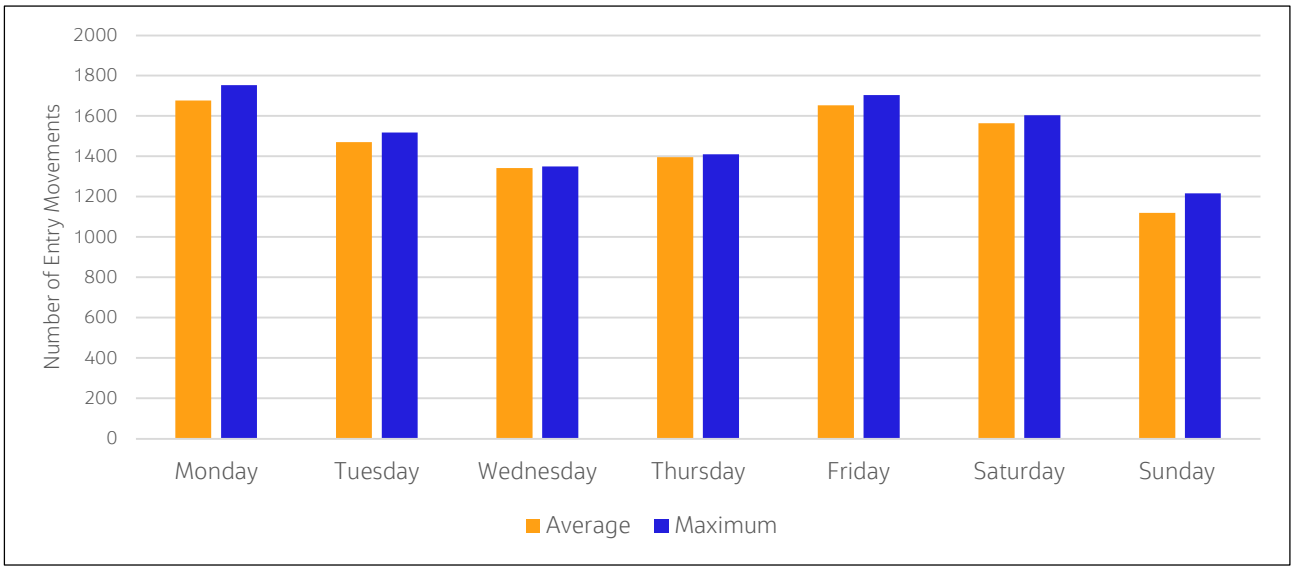

Figure 3.3: Entry Vehicular Movements throughout the week at the Aldi Car Park (Summer Survey 2023)

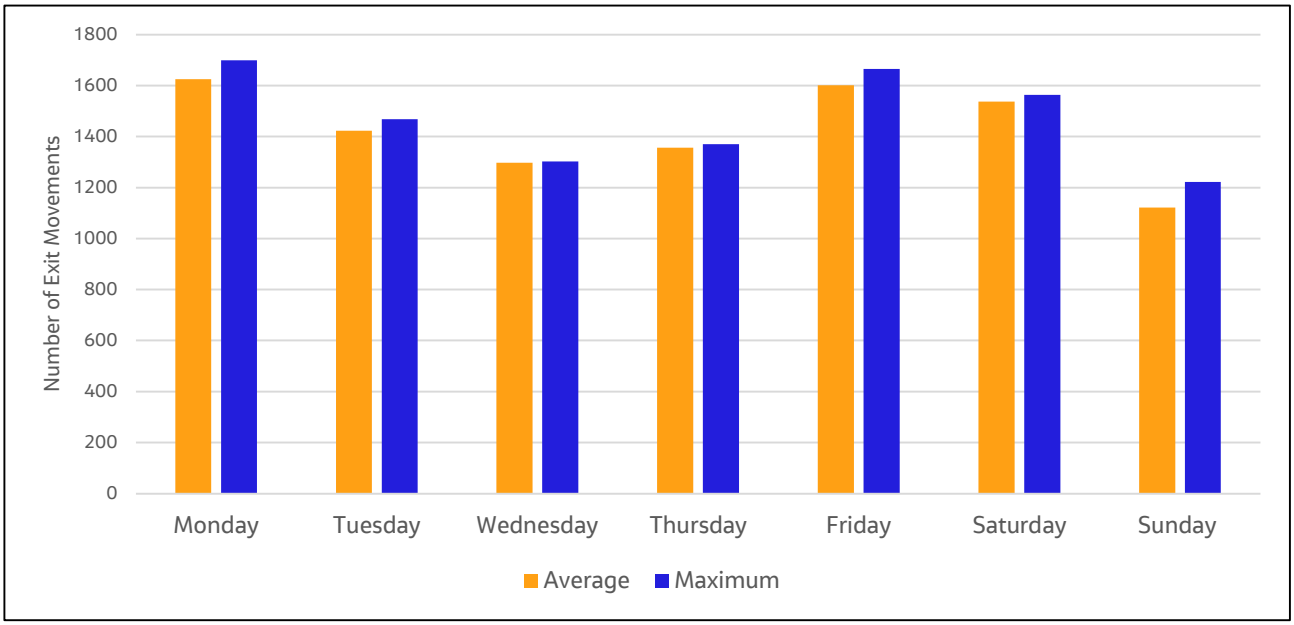

Figure 3.4: Exit Vehicular Movements throughout the week at the Aldi Car Park (Summer Survey 2023)

Figure 3.5, Figure 3.6 and Figure 3.7 illustrate the entry and exit traffic movements for each surveyed hour for an average weekday, average Saturday, and average Sunday respectively (during the summer survey period). Figure 3.5 demonstrates that on an average weekday, the number of vehicles entering the car park peaks between 16.00 and 17.00 when an average of 168 vehicles enter, and that the number of vehicles exiting the car park peaks between 17.00 and 18.00 when an average 176 vehicles exit. Generally, on an average weekday, entry movements remain relatively high between late morning and late afternoon, whereas exit movements remain relatively high between mid-afternoon and the early evening. The entry and exit traffic movements throughout an average weekday reflect the regular turnover of a car park being used by customers for short periods throughout the day.

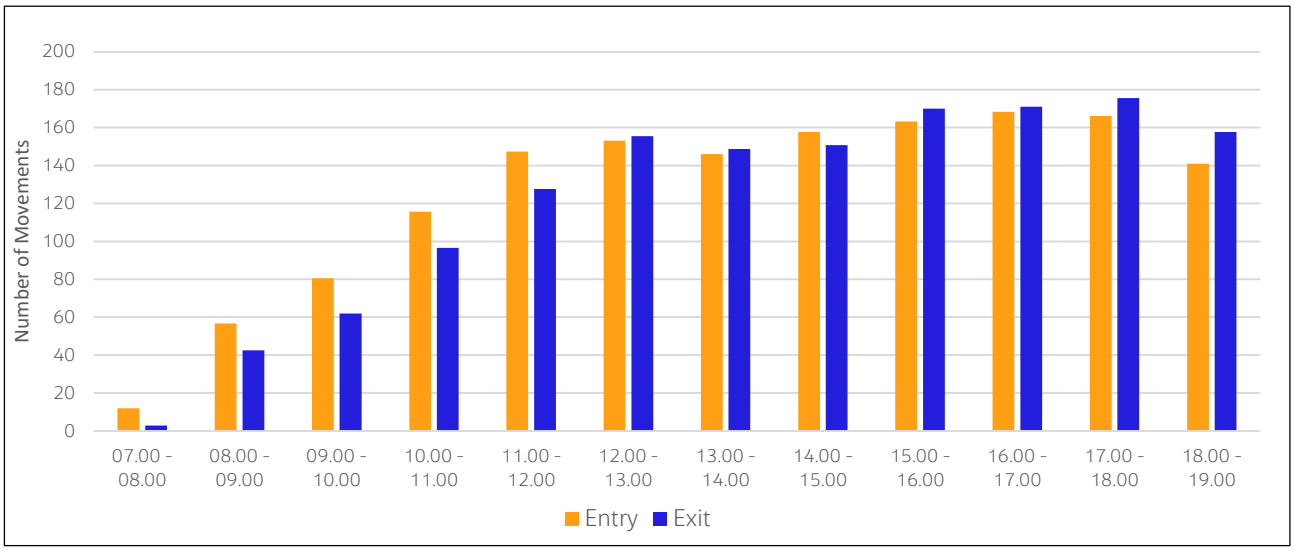

Figure 3.5: Average Weekday Vehicular Movements at the Aldi Car Park (Summer Survey 2023)

Figure 3.6 demonstrates that on an average Saturday, the number of vehicles entering and exiting the car park both peak between 14.00 and 15.00, when an average of 181 vehicles and 177 vehicles enter and exit the car park, respectively. Generally, on an average Saturday, entry movements tend to remain relatively high between late morning and late afternoon, whereas exit movement tend to remain relatively high between early afternoon and late afternoon. Entry and exit movements during the morning hours tend to be a bit higher than those recorded on an average weekday, whilst unlike an average weekday, exit movements see a more significant decrease between late afternoon and early evening.

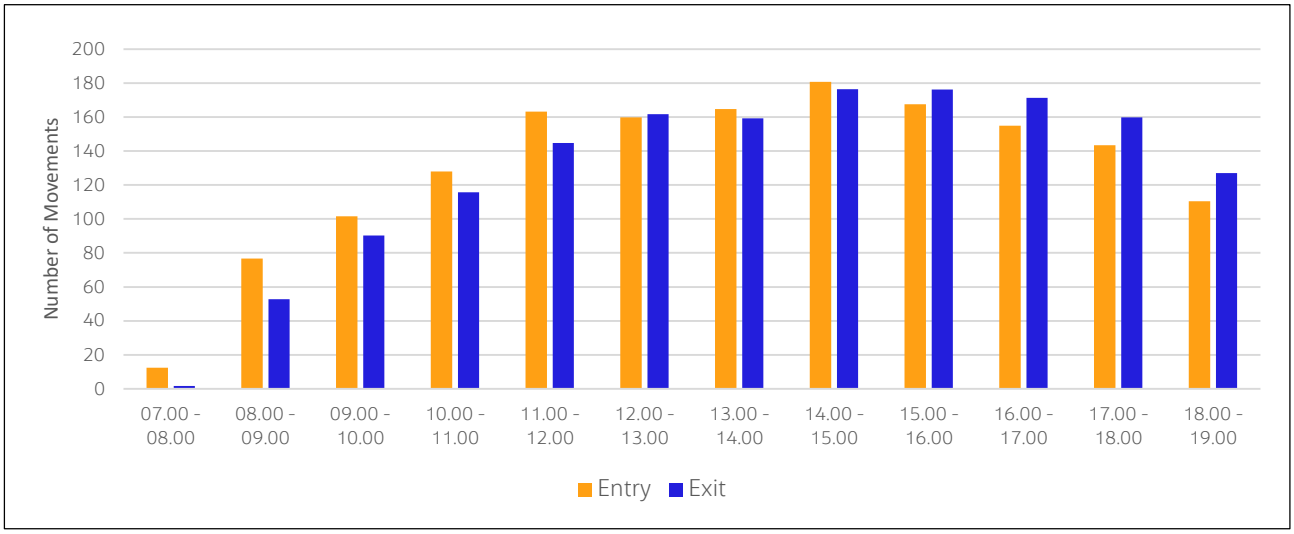

Figure 3.6: Average Saturday Vehicular Movements at the Aldi Car Park (Summer Survey 2023)

Figure 3.7 demonstrates that on an average Sunday, the number of vehicles entering the car park peaks between 14.00 and 15.00 when an average of 191 vehicles enter the car park. The number of vehicles exiting the car park peaks at 219 vehicles between 15.00 and 16.00, reflecting the closing time of the store, which is at 16.00 on Sunday. As the store is open for a shorter time on Sundays, the number of entries and exits are consistently high during these hours.

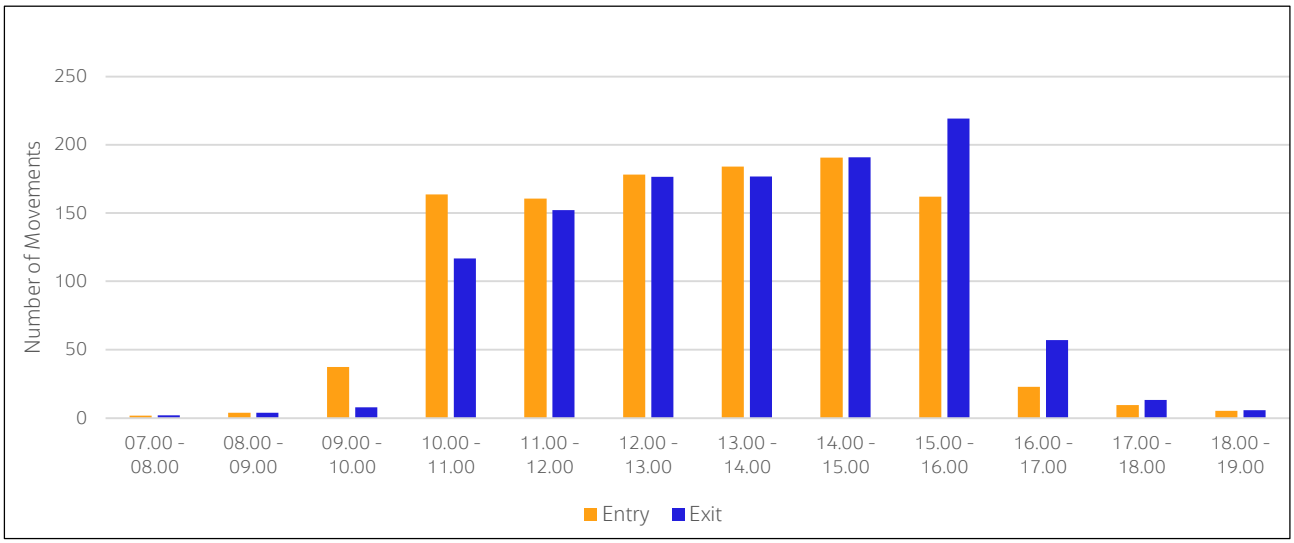

Figure 3.7: Average Sunday Vehicular Movements at the Aldi Car Park (Summer Survey 2023)

3.2.1.2 Autumn Survey Period

Table 3.1 compares the entry and exit traffic movements between 07.00 and 19.00 for an average weekday and the maximum weekday, between the summer and autumn survey periods. The entry and exit traffic movements during the autumn period are well below the summer values, featuring 384 less movements than for an average weekday and 608 less movements for the maximum weekday during the survey period.

Table 3.1: Traffic Movements Comparison between Summer and Autumn Survey Periods (Weekday)

Survey Period	Average Weekday Traffic Movements			Max Weekday Traffic Movements			
	Entry	Exit	Total	Entry	Exit	Total	Date
Summer	1,507	1,461	2,968	1,753	1,699	3,452	31/07/23
Autumn	1.310	1,274	2,584	1,440	1,404	2,844	06/10/23
Difference	-197	-187	-384	-313	-295	-608	-

As only one Saturday and one Sunday were surveyed in the autumn, it is difficult to know whether these are representative of autumn usage patterns. Nevertheless, these have been compared in Table 3.2 and Table 3.3. The entries and exits on the Saturday were slightly below the average and maximum Saturday observed in the summer period. Meanwhile, the entries and exits on the Sunday were above the average observed in the summer period and comparable to the maximum Sunday in August.

Table 3.2: Traffic Movements Comparison between Summer and Autumn Survey Periods (Saturday)

Survey Period	Average Weekday Traffic Movements			Max Weekday Traffic Movements			
	Entry	Exit	Total	Entry	Exit	Total	Date
Summer	1,564	1,537	3,101	1,603	1,563	3,166	19/08/23
Autumn	1,502	1,466	2,968	1,502	1,466	2,968	07/10/23
Difference	-62	-71	-133	-101	-97	-198	-

Table 3.3: Traffic Movements Comparison between Summer and Autumn Survey Periods (Sunday)

Survey Period	Average Weekday Traffic Movements			Max Weekday Traffic Movements			
	Entry	Exit	Total	Entry	Exit	Total	Date
Summer	1,119	1,121	2,240	1,217	1,222	2,439	13/08/23

Survey Period	Average Weekday Traffic Movements			Max Weekday Traffic Movements			
	Entry	Exit	Total	Entry	Exit	Total	Date
Autumn	1,211	1,217	2,428	1,211	1,217	2,428	08/10/23
Difference	+92	+96	+188	-6	-5	-11	-

While some of the difference in entry and exit traffic movements could be due an initial surge in patronage to the Aldi which followed it's opening, it is likely that some of the difference is also due to the summer survey data being recorded during the summer school holiday period.

Figure 3.8 illustrates the average weekday entry and exit traffic movements for each surveyed hour during the autumn survey period. On an average weekday during the autumn survey period, the number of vehicles entering and exiting the car park both peak between 17.00 and 18.00, with 151 vehicles and 158 vehicles entering and exiting the car park respectively. The peak entry movements during this autumn survey period occurs an hour later compared to the data collected across the summer survey period. However overall, the average weekday traffic movements during both the summer and autumn survey periods follow a similar pattern throughout the day, indicating there is no significant seasonal variation as to the time-of-day Aldi customers attend and use the car park.

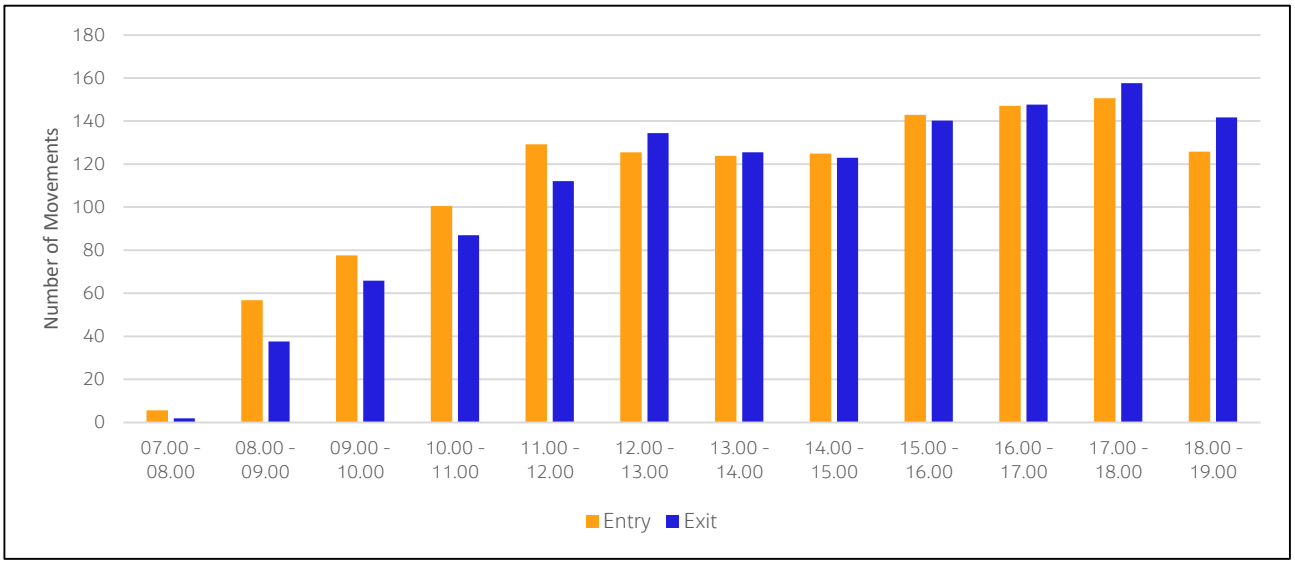

Figure 3.8: Average Weekday Vehicular Movements at the Aldi Car Park (Autumn Survey 2023)

3.2.2 Parking Accumulation

3.2.2.1 Summer Survey Period

The estimated parking accumulation numbers throughout the day at Aldi car park has been calculated by presuming there are no parked vehicles within the car park before 07.00 and taking into consideration the number of vehicles entering and exiting the car park. The Aldi car park has a capacity of 114 parking bays.

Table 3.4 displays the estimated average maximum and maximum number of parked vehicles within the car park for each day of the week during the surveyed hours of 07.00 to 19.00. The highest average maximum number of parked vehicles (114 vehicles) and the maximum number of parked vehicles (118 vehicles) both occur on a Monday. There are noticeably high parking numbers on Friday and Sunday as well. Due to the methodology used to estimate parking accumulation, by calculating from entry and exit movements, the estimated maximum parked vehicles on Monday 31 July 2023 (118 parked vehicles) and Sunday 13 August 2023 (117 parked vehicles) reached numbers beyond the capacity of the car park. In reality, the number of parked vehicles is not likely to have gone above its capacity of 114, and it is assumed that the high number of

entry and exit movements would have resulted in some motorists entering and soon leaving the car park when unable to find a space.

Table 3.4: Parking Accumulation at the Aldi Car Park (Summer Survey Period)

Day	Capacity	Average Maximum Parked Vehicles		Maximum Parked Vehicles		
		No.	Usage %	No.	Usage %	Date
Monday	114	114	100.0%	118	103.5%	31/07/2023
Tuesday	114	93	81.3%	97	85.1%	01/08/2023
Wednesday	114	86	75.0%	96	84.2%	02/08/2023
Thursday	114	78	68.4%	78	68.4%	24/08/2023
Friday	114	109	95.9%	112	98.2%	04/08/2023
Saturday	114	99	87.1%	104	91.2%	05/08/2023
Sunday	114	110	96.7%	117	102.6%	13/08/2023

The lowest average maximum and maximum number of parked vehicles both occur on a Thursday. Parking peaks are also relatively low on Tuesday and Wednesday as well.

Figure 3.9 illustrates the parking accumulation at Aldi car park between 07.00 and 19.00 on an average weekday, average Saturday and average Sunday during the summer survey period.

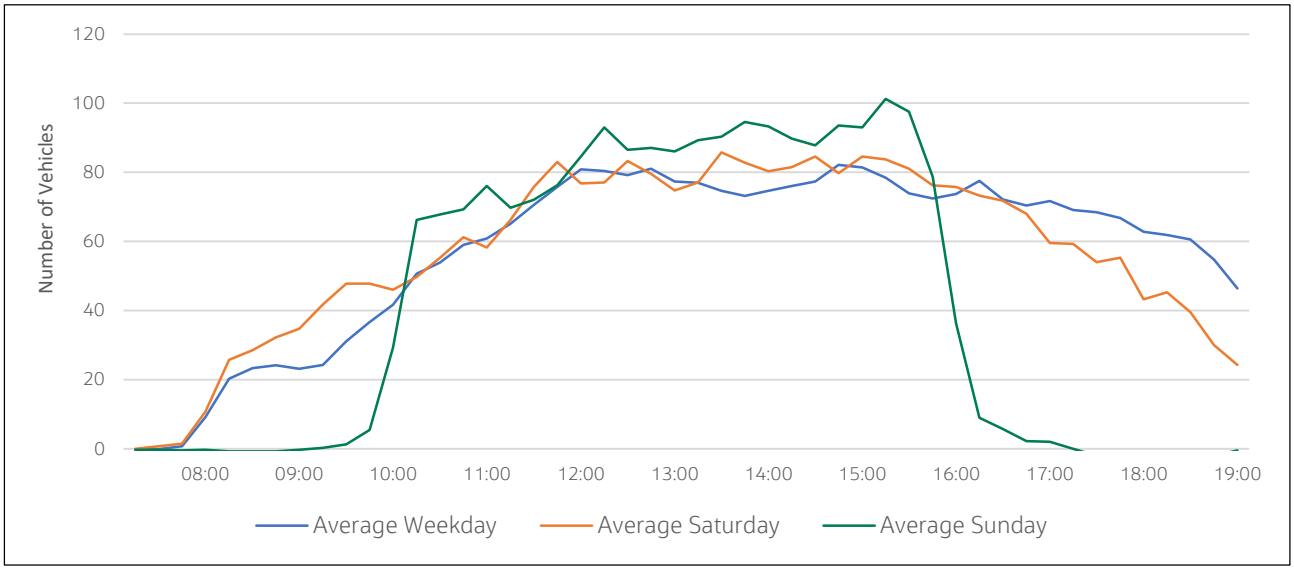

Figure 3.9: Average Parking Accumulation at the Aldi Car Park (Summer Survey Period)

The highest average parking accumulation occurs on a Sunday, with the average parking accumulation peaking at 101 vehicles between 15.00 and 15.15, approximately and hour before the closing time of the store. Parking accumulation for an average Saturday, peaks between 13.15 and 13.30 with 86 parked vehicles, and the parking accumulation for an average weekday, peaks between 14.40 and 14.45 with 82 parked vehicles.

The profiles for the average weekday and average Saturday are relatively similar, with the peak parking accumulation across both days occurring around 11.30 to 15.30. The distribution for the average Sunday is different, with the line graph mirroring the store's reduced opening hours (on Sunday). There is a rise and fall in the number of parked vehicles on an average Sunday immediately after 10.00 (when the store opens) and after 16.00 (when the store closes), respectively.

Figure 3.10 illustrates the parking accumulation at Aldi car park between 07.00 and 19.00 on the busiest weekday, busiest Saturday and busiest Sunday during the summer survey period. The highest maximum parking accumulation occurs on Monday 31 July, when a maximum number of 118 vehicles were estimated to be parked within the Aldi car park between 16.00 and 16.45. In terms of weekdays, this is closely followed by

Friday 4 August, when 112 vehicles were estimated to be parked within the car park between 15.45 and 16.00. During the week, the number of vehicles using the car park peak at either end of the week (on Monday and Friday) and drop in the middle of the week (Tuesday, Wednesday and Thursday).

The highest maximum parking accumulation for a Saturday was logged on 5 August, when 104 vehicles were estimated to be parked within the car park at two separate periods of 11.30 to 11.45 and 13.15 to 13.30. The highest maximum parking accumulation for a Sunday took place on 13 August, when 117 vehicles were estimated to be parked within the car park between 15.15 and 15.30. Again, the profiles for weekdays and Saturdays follow a similar distribution, whereas the profile for Sundays mirrors the opening hours of the store.

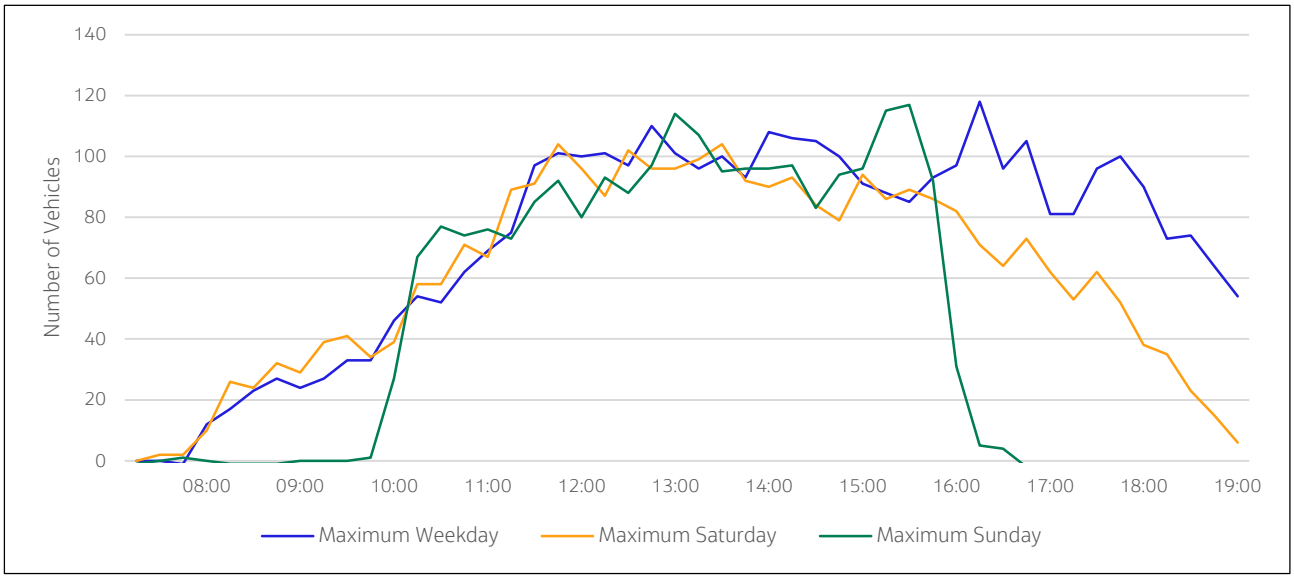

Figure 3.10: Maximum Parking Accumulation at the Aldi Car Park (Summer Survey Period)

3.2.2.2 Autumn Survey Period

Table 3.5 displays the maximum estimated number of parked vehicles at Aldi car park during each day of the autumn survey period. Parking accumulation reached an estimated maximum of 109 vehicles on Sunday, approximately 95.6% of the car park's capacity. However, the daily maximum parking accumulation is lowest on Wednesday with 70 parked vehicles, approximately 61.4% of the car park's capacity. The maximum parking accumulation numbers throughout the autumn survey period are significantly less than those recorded during the summer survey period. This may be because the summer survey period was undertaken during the summer school holidays. Although the maximum number of parked vehicles are significantly lower during the autumn survey period, the distribution throughout the week is relatively similar with parked numbers highest on Monday, Friday and during the weekend.

Table 3.5: Parking Accumulation at the Aldi Car Park (Autumn Survey Period)

Day	Capacity	Maximum Parked Vehicles	Usage %
Monday	114	81	71.1%
Tuesday	114	72	63.2%
Wednesday	114	70	61.4%
Thursday	114	74	64.9%
Friday	114	78	68.4%
Saturday	114	85	74.6%
Sunday	114	109	95.6%

Figure 3.11 illustrates the parking accumulation numbers between 07.00 and 19.00 for an average weekday and the maximum weekday during the autumn survey period in October 2023. The maximum parking

accumulation weekday occurred on Monday when the number of parked vehicles is estimated to peak at 81 vehicles between 14.45 and 15.00. The parking accumulation for an average weekday across the autumn survey period is expected to peak at 67 vehicles between 12.00 and 12.15.

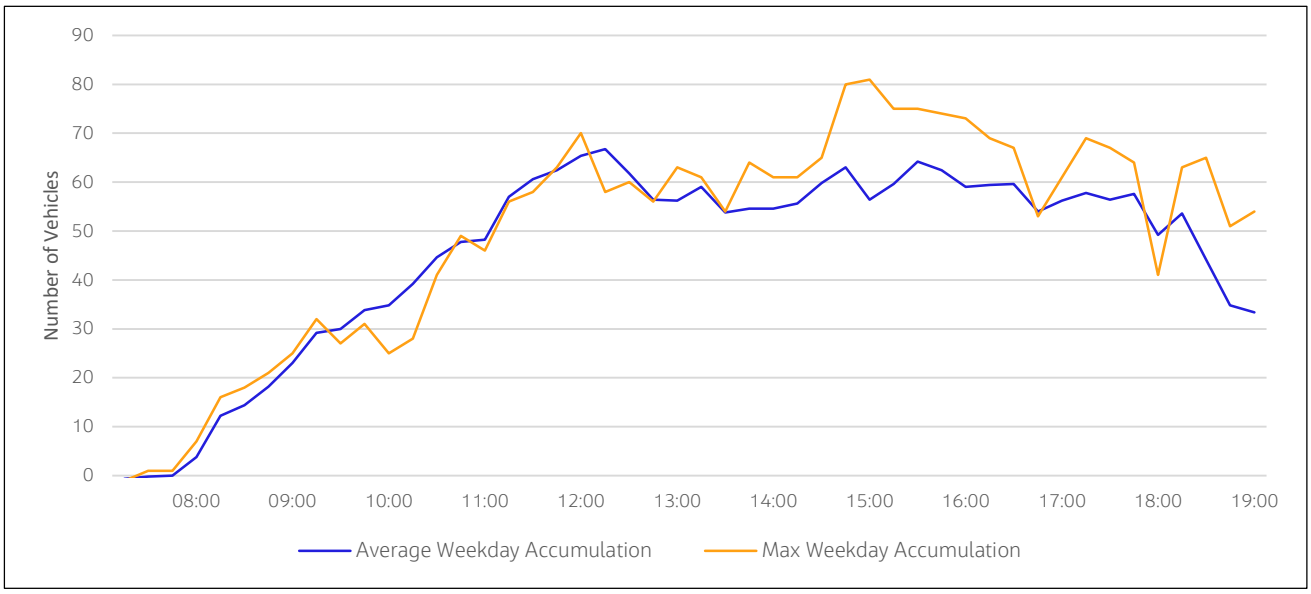

Figure 3.11: Weekday Parking Accumulation at Aldi Car Park (Autumn Survey Period)

3.2.3 Summary

The following key features have been observed by analysing the data gathered from the entry and exit surveys at Aldi car park undertaken during the summer survey (July and August 2023) and autumn survey periods (October 2023):

- During the summer survey period, the store was at its busiest on Mondays, Fridays, Saturdays and Sundays, with significant entry and exit vehicular movements and / or high parking accumulation numbers occurring on these days. In contrast, entry and exit vehicular movements and parking accumulation numbers tended to be much lower during the mid-week days. Its thought that this may reflect typical shopping habits, as customers may buy groceries for the week or for the weekend. A similar weekly distribution was discovered during the autumn survey period;
- Entry and exit vehicular movements and parking accumulation were significantly lower on weekdays during the autumn survey period in comparison to the summer survey period. Visits to the store may have been higher during the summer survey period due to summer school holidays;
- During both survey periods, the entry and exit vehicular movements on an average weekday peak in the late afternoon and early evening, between 16.00 and 18.00. During the summer survey period, the entry and exit vehicular movements on an average Saturday peak between 14.00 and 15.00, whilst on an average Sunday the entry vehicular movements peak between 14.00 and 15.00, and the exit vehicular movements peak between 15.00 and 16.00;
- In the summer survey period, the Aldi car park was estimated to have reached capacity on three occasions: Monday 31 July, Sunday 13 August and Monday 21 August. Furthermore, it is estimated that the car park reached a parking accumulation of 113 vehicles, just short of capacity, on both Sunday 6 August and Sunday 20 August, whilst a parking accumulation of 110 vehicles, approaching capacity, was estimated to have been reached on the bank holiday Monday 28 August; and,
- In comparison, its estimated that the highest parking accumulation reached during the autumn survey periods was 109 vehicles on Sunday 8 August.

4. 2023 Waterfront Survey Results

This section summarises the use of the four waterfront public car parks (Hillsboro Place North, Hillsboro Place South, Salt Lake, and Sandy Bay) over the surveyed period. To understand how the car parks are used, three metrics have been analysed:

- Entry and exit movements;
- Parking accumulation; and,
- Length of stay.

The results from 2023 are briefly compared with the data collected in 2021.

4.1 Hillsboro Place (North) Car Park

Hillsboro Place (North) car park is located on the eastern edge of the town centre and has a capacity of approximately 250 vehicles. It is accessed on its northern edge from the A4106 / The Portway roundabout. At the time of the surveys, parking was charged at £1 for up to an hour, £1.50 for one to three hours, and £3 for more than three hours.

4.1.1 Entry and Exit Traffic Movements

Surveys captured counts of entry and exit traffic movements at Hillsboro Place (North) car park between 07.00 and 19.00 on 5 and 6 August, 12 and 13 August, and between 18 and 29 August 2023.

Figure 4.1 shows the profile of entries and exits on the average weekday. Entry movements rise rapidly in the morning, peak at 105 entries between 11.00 and 12.00, then fall throughout the afternoon with a slight increase between 18.00 and 19.00 just prior to the end of the survey. In general, vehicular entries remain relatively steady from 15.00 onwards with a moderate number of entries every hour. Exit movements remain relatively low until the late morning, after which exit movements remain high and largely steady between 12.00 and 18.00, when an average of more than 80 vehicles exit the car park in each hour. The peak exit movements of 88 vehicles occurs between 15.00 and 16.00.

Figure 4.2 shows the profile of entries and exits on the average Saturday. There is an early spike in entry movements between 8.00 and 9.00. The next hour has fewer entries, but they then rise again and remain high between 10.00 and 15.00, with a peak of 107 entries occurring between 12.00 and 13.00. Entries are then low after 15.00, though similar to weekdays there is a slight increase in the last hour before the end of the survey. Exit movements also have an early rapid increase, going from 6 vehicular exits between 08.00 and 09.00, to 36 vehicular exits between 09.00 and 10.00. Exit movements then continue to increase and a peak of 96 vehicular exits is reached between 13.00 and 14.00.

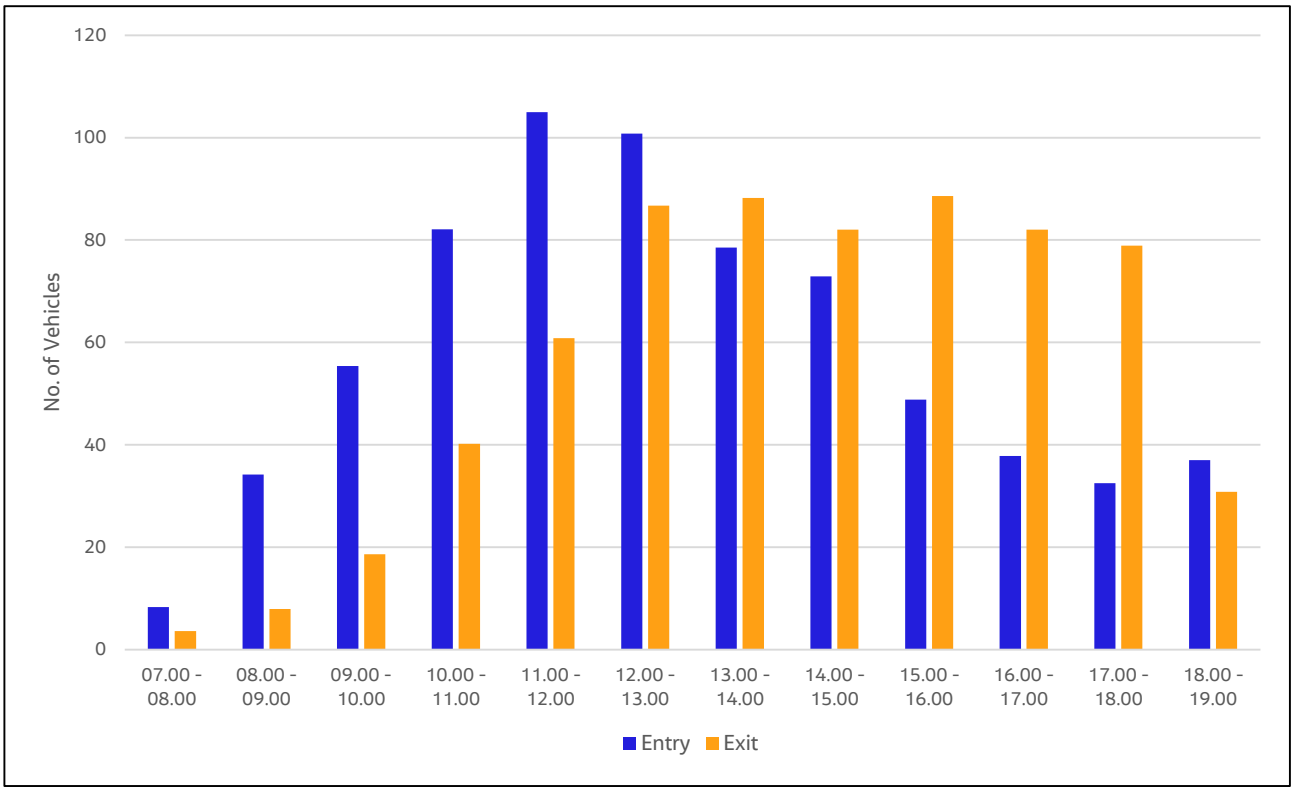

Figure 4.1 Average Weekday Entry and Exit Movements at Hillsboro Place (North) Car Park

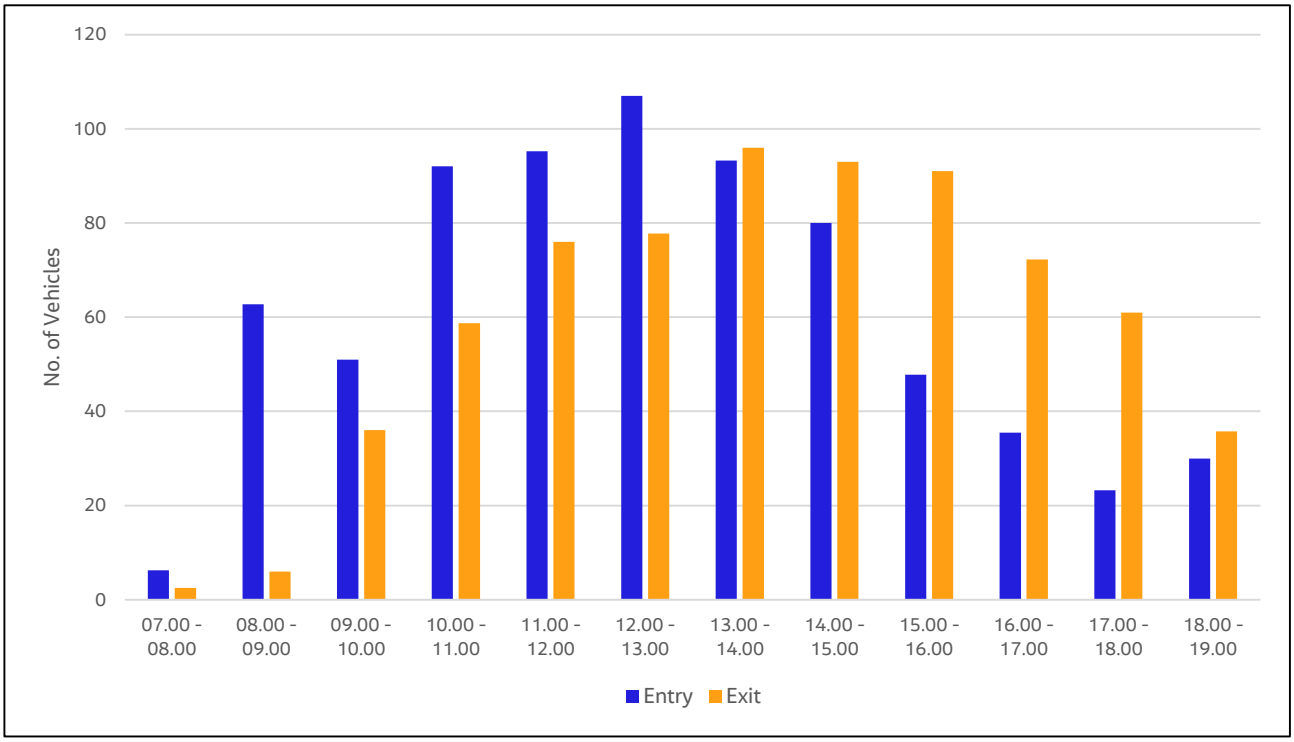

Figure 4.2 Average Saturday Entry and Exit Movements at Hillsboro Place (North) Car

Figure 4.3 shows the profile of entries and exits on the average Sunday. Both entry and exit movements have a straightforward rising and then falling profile, with the exits lagging the entries by approximately three hours. Entry movements peak at 112 entries between 12.00 and 13.00, whilst exit movements peak at 100 exits between 15.00 and 16.00.

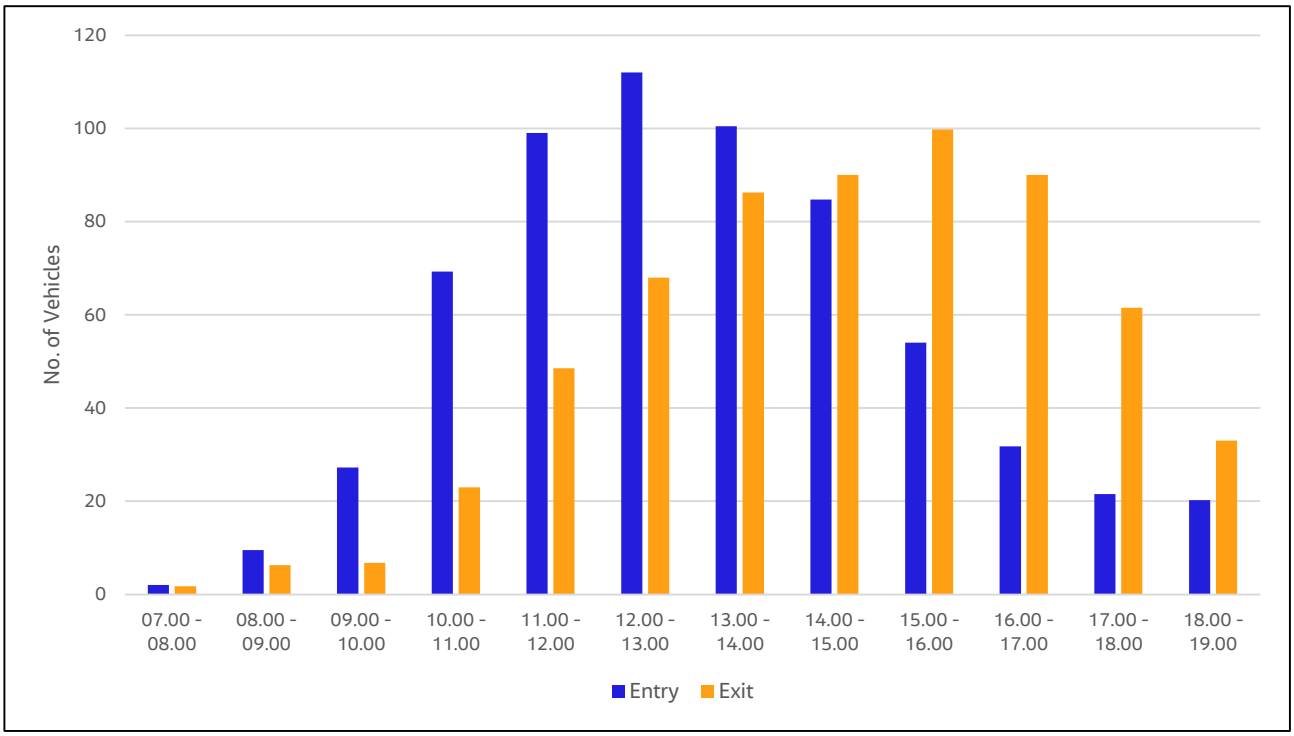

Figure 4.3 Average Sunday Entry and Exit Movements at Hillsboro Place (North) Car Park

4.1.2 Parking Accumulation

Parking accumulation at Hillsboro Place (North) car park has been calculated from the entry and exit data. The estimated number of parked vehicles at any time has been calculated by assuming there are no parked vehicles within the car park before 07.00.

The average maximum and maximum number of parked vehicles for weekdays, Saturdays, and Sundays are shown in Table 4.1. The bank holiday Monday has been excluded from the weekday calculation and is provided separately. Table 4.1 shows that on average the car park was busiest on Sundays. However, the average usage on weekdays, Saturdays, and Sundays is not substantially different from each other.

Table 4.1: Parking Accumulation at Hillsboro Place (North) Car Park

Day	Capacity	Average Max Parked Vehicles		Maximum Parked Vehicles		
		Count	Usage (%)	Count	Usage (%)	Date
Weekday	250	170	68.0 %	220	88.0 %	24/08/23
Saturday	250	160	64.0 %	224	89.6 %	19/08/23
Sunday	250	182	72.8 %	227	90.8 %	06/08/23
Bank Holiday	250	n/a	n/a	278	111.2 %	28/08/23

The car park is presumed to have reached full capacity on the bank holiday Monday (28 August 2023), when it is estimated at one point there was 278 vehicles in the car park, 28 more than the car park's capacity. While it is possible that some of these vehicles were parked at this time, it is likely that this high figure captures circulating vehicles that had entered the car park but were unable to find a space.

The profile of parking accumulation between 07.00 and 19.00 over the course of an average weekday, Saturday and Sunday is shown in Figure 4.4. Figure 4.4 shows that the average weekday and Saturday have similar parking accumulation profiles and peak at similar times (in the 12.30-12.45 and 13.00-13.15 periods, respectively). On the average weekday and Saturday, the use of the car park begins to pick up around 8.00. Unlike the average weekday, the average Saturday parking accumulation profile shows a rapid increase just

before 9.00, that may align with any early Saturday morning events such as the local parkrun or farmer's market. Compared to the rest of the week, the parking accumulation on the average Sunday peaks much later in the afternoon between 14.15 and 14.30. The car park also begins filling up later in the day, as there are few vehicles recorded prior to 9.00. On all days there is a rapid decrease in the number of vehicles in the car park in the afternoon. The profile flattens out after 18.00 with only a small number of cars remaining after this time.

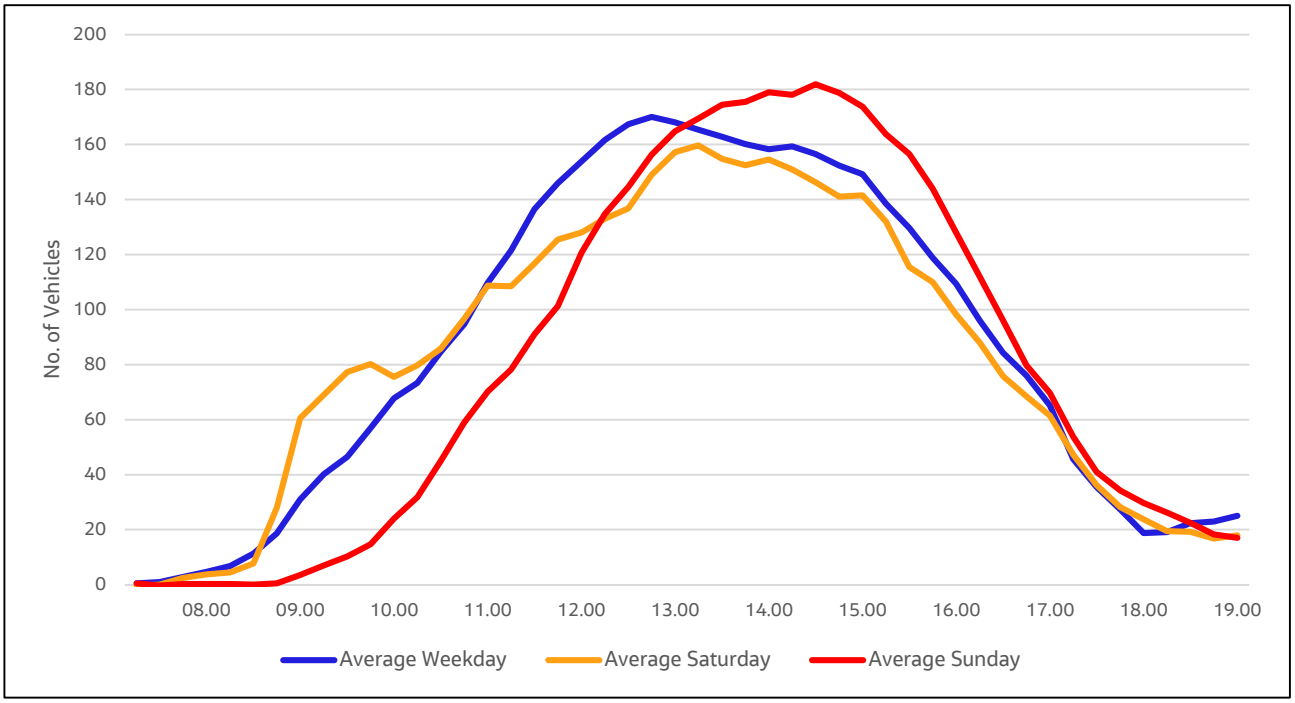

Figure 4.4: Average Parking Accumulation at Hillsboro Place (North) Car Park

Profiles for the maximum parking accumulation are shown in Figure 4.5. During the bank holiday Monday (the busiest surveyed day), the parking accumulation is estimated to have peaked at 278 vehicles between 13.30 and 13.45, however in reality this figure is likely to have captured circulating vehicles that had entered the car park but were unable to find a space. Figure 4.5 displays that the parking accumulation was at or over capacity (250 vehicles) between 12.30 and 15.00. The peak parking accumulation on the maximum weekday (excluding bank holiday), Saturday and Sunday were reached in-between 12.30 and 12.45 (220 vehicles), 13.30 and 13.45 (224 vehicles), and 13.00 and 13.15 (227 vehicles) respectively. The car park capacity of 250 vehicles was not reached on the maximum weekday (excluding the bank holiday), Saturday or Sunday.

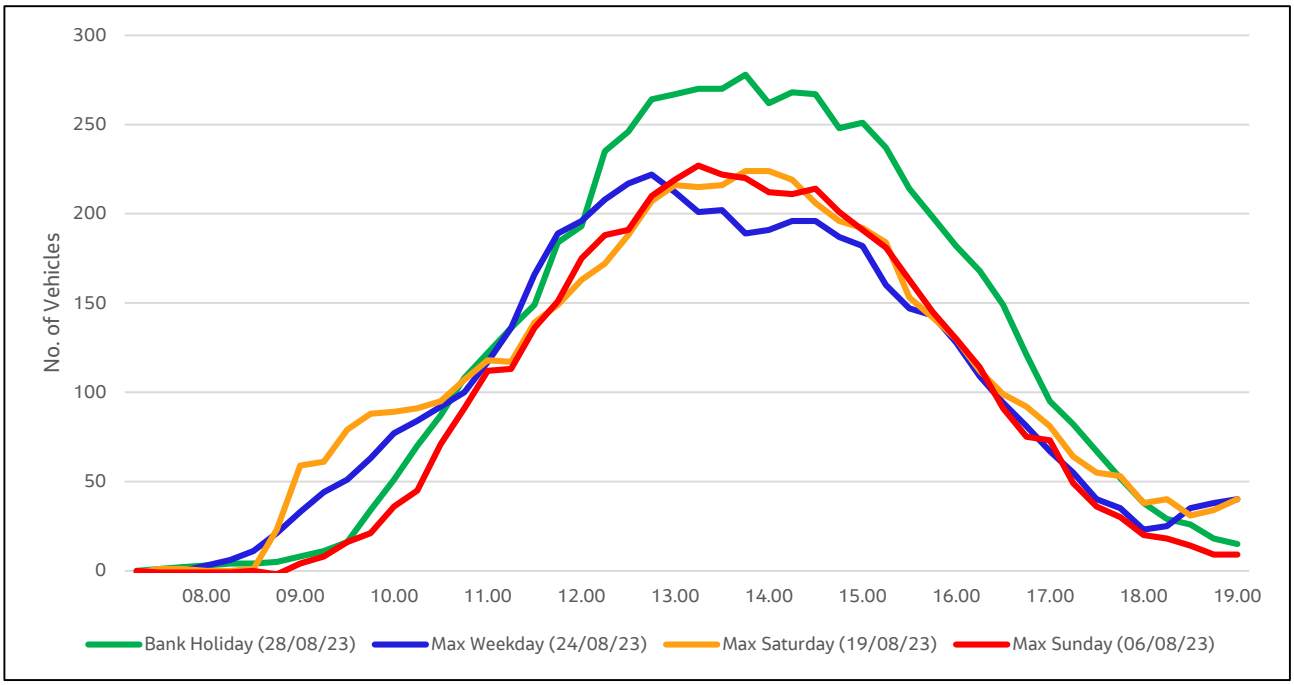

Figure 4.5: Maximum Parking Accumulation at Hillsboro Place (North) Car Park

4.1.3 Length of Stay

The length of stay data originates from the ANPR survey records. Data was recorded over the August Bank Holiday weekend (Friday 25 August 2023 – Monday 28 August 2023). As ANPR technology can fail to capture a number plate from time to time, the number of entries and exits recorded by ANPR was verified manually. This verification indicated that the number of entries is within 10-15% and the number of exits is within 3-5% of the actual number. Hence, a length of stay analysis based on ANPR data should be reasonably robust at this site. Note that as lengths of stays cannot be calculated for entries prior to 07.00 and exits after 19.00, these records have been excluded from the analysis.

Figure 4.6 summarises the length of stay at Hilsboro Place (North) car park during each of the four surveyed days. The most common length of stay on all surveyed days was under 30 minutes, however short stays under this category (less than 30 mins) may include dropping off and picking up of passengers or circulating the car park without parking. The second most common length of stay was between one and two hours. Most vehicles stayed for three hours or less. There are, however, a small number of vehicles that were observed staying for three hours or more, including some that stayed in excess of six hours. The bank holiday Monday saw a lower proportion of vehicles staying between 30 minutes and an hour and a greater proportion of vehicles staying between four and five hours in comparison to the other surveyed days. Friday, the only working weekday to be surveyed for length of stay, had a greater proportion of vehicles staying in excess of six hours in comparison to the other surveyed days.

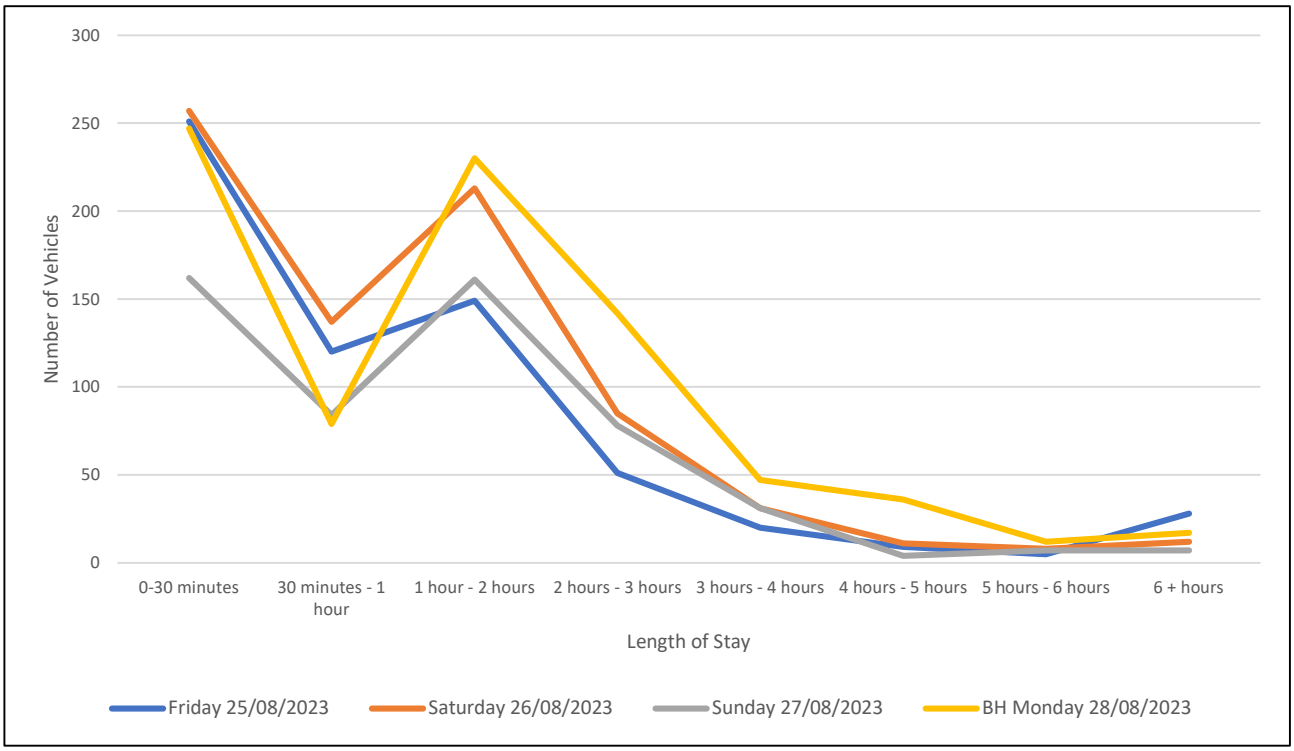

Figure 4.6: Length of Stay of Vehicles for Peak Day at Hillsboro Place (North)

Table 4.2 shows the minimum, average, and maximum length of stay for all four surveyed days at Hillsboro Place (North) car park. The longest and shortest average length of stay were on the bank holiday Monday and Saturday respectively.

Table 4.2: Length of Stay at Hillsboro Place (North) Car Park

Length of Stay	Friday 25/08/23	Saturday 26/08/23	Sunday 27/08/23	Monday 28/08/23
Minimum Stay	0:00:17	0:00:11	0:00:19	0:00:15
Average Stay	1:19:08	1:15:42	1:21:01	1:35:01
Maximum Stay	9:50:26	9:29:40	8:21:57	8:23:33

4.1.4 Comparison with 2021

The 2023 survey data for Hillsboro Place (North) car park demonstrates the following features compared to the data collected in 2021:

- The profiles of entry and exit movements remain largely similar for the average weekday, Saturday and Sunday when comparing the 2021 and 2023 data. Weekday exits stay high later into the afternoon/evening in 2023. There is also more of a noticeable spike in entries on Saturday mornings in 2023.
- The average maximum and maximum parking accumulation is lower on all days in 2023 than observed in 2021, with the exception of the 2023 bank holiday Monday, which is higher.
- Sundays saw the highest accumulation on average (182 vehicles), as opposed to Saturdays in 2021 (216 vehicles).
- The average length of stay was shorter on all days in 2023 than their equivalent days in 2021:
  - 1h19m on the Friday compared to 1h37m in 2021.
  - 1h15m on the Saturday compared to 1h51m in 2021.

- 1h21m on the Sunday compared to 1h57m in 2021.
- 1h35m on the bank holiday Monday compared to 1h42m in 2021.

4.2 Hillsboro Place (South) Car Park

Hillsboro Place (South) car park is located on the eastern edge of the town centre and has a capacity of approximately 77 vehicles. It is accessed on the town centre side from Dock Street, which is reached from John Street. At the time of the surveys, parking was charged at £1 for up to an hour, £1.50 for one to three hours, and £3 for more than three hours.

4.2.1 Entry and Exit Traffic Movements

Surveys captured counts of entry and exit traffic movements at Hillsboro Place (South) car park between 07.00 and 19.00 on 5 and 6 August, 12 and 13 August, and between 18 and 29 August 2023.

Figure 4.7 shows the profile of entries and exits on the average weekday. Entry movements rise throughout the morning and peak at 43 entries between 12.00 and 13.00. They then fall but remain steady from 15.00 onwards with a moderate number of entries every hour. Exit movements increase more slowly and reach their peak at 34 exits between 14.00 and 15.00.

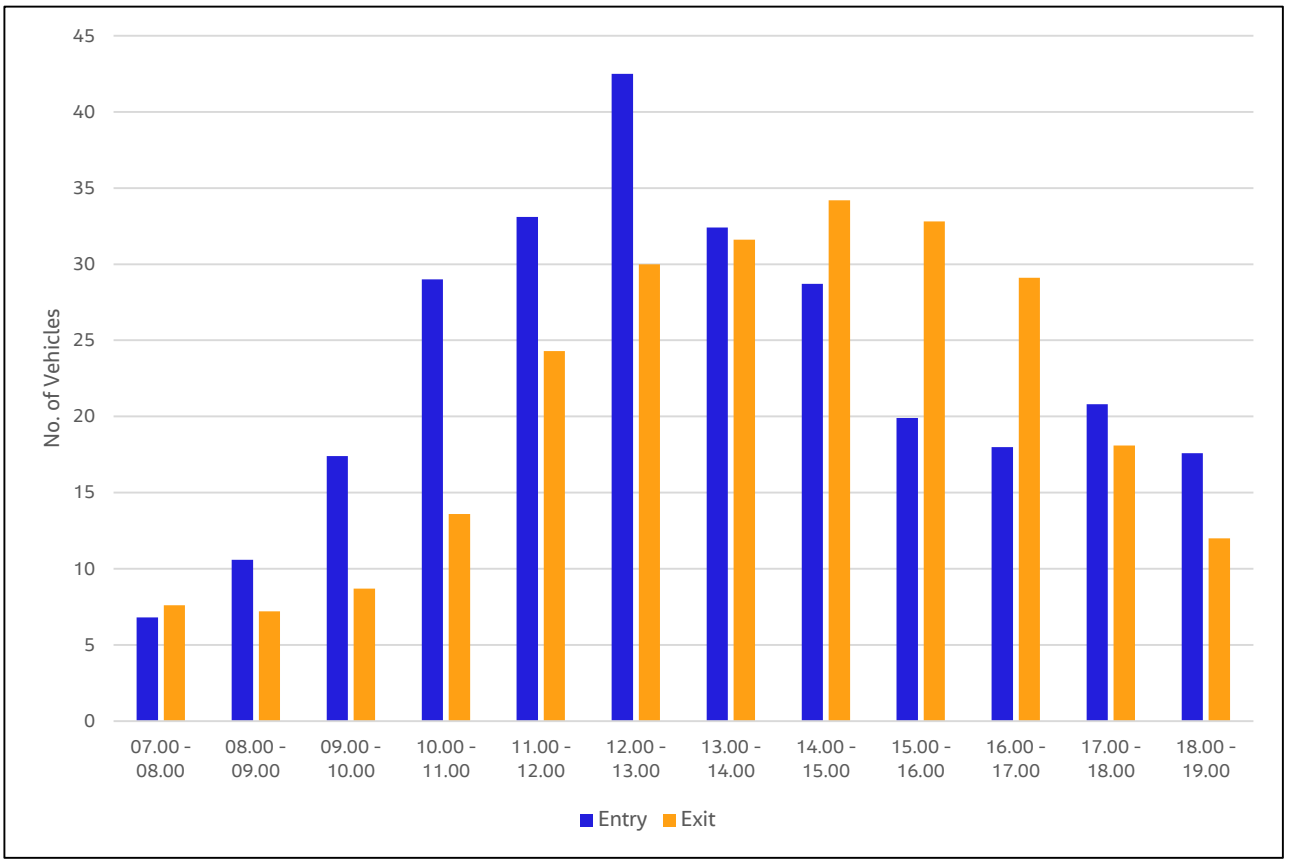

Figure 4.7 Average Weekday Entry and Exit Movements at Hillsboro Place (South) Car Park

Figure 4.8 shows the profile of entries and exits on the average Saturday. Entry movements are relatively high from 8.00 onwards, rising throughout the morning and early afternoon to peak at 36 entries between 13.00 and 14.00. Entries then drop off rapidly until15.00 though after which it stabilises with a moderate number of entries every hour. Exit movements increase more slowly and reach their peak at 38 exits between 14.00 and 15.00.

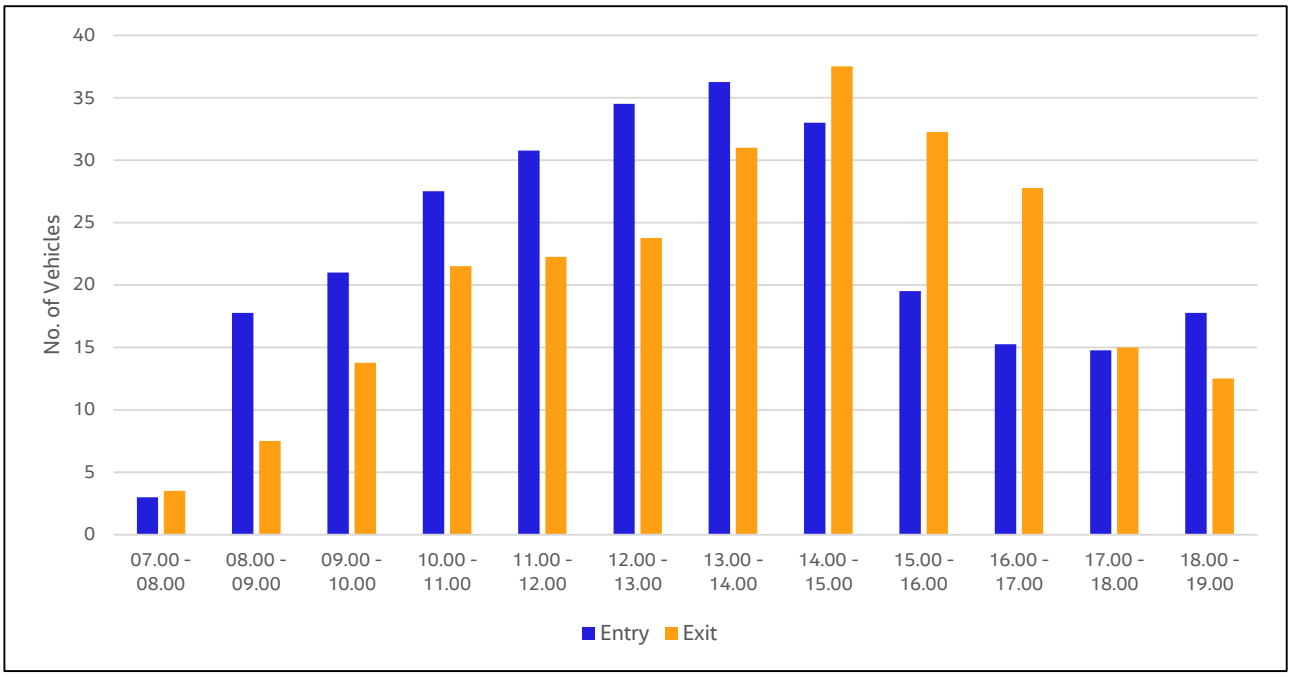

Figure 4.8 Average Saturday Entry and Exit Movements at Hillsboro Place (South) Car Park

Figure 4.9 shows the profile of entries and exits on the average Sunday. Entry movements are relatively high from 10.00 onwards – roughly two hours later than on the average weekday or Saturday. Entries rise throughout the morning and early afternoon to peak at 40 entries between 13.00 and 14.00. Entries then drop off steadily over the remainder of the survey period. Exit movements increase more slowly and reach their peak at 39 exits between 15.00 and 16.00.

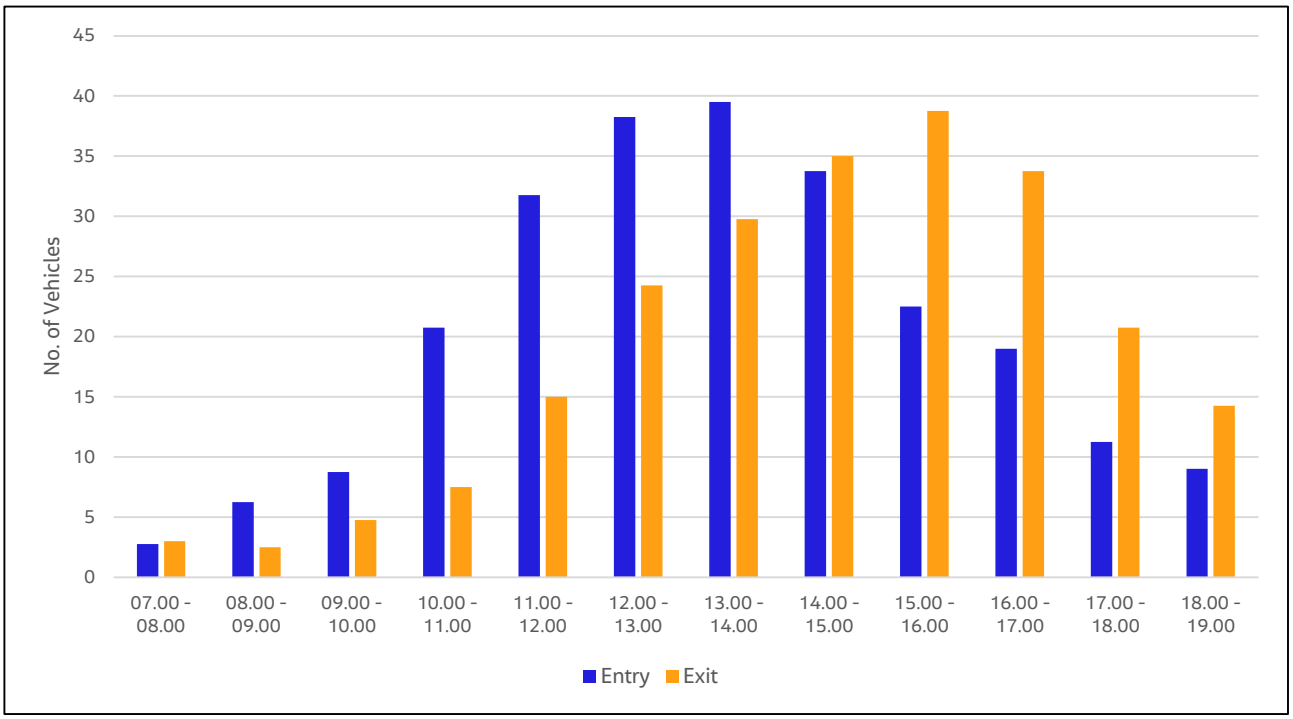

Figure 4.9 Average Sunday Entry and Exit Movements at Hillsboro Place (South) Car Park

4.2.2 Parking Accumulation

Parking accumulation at Hillsboro Place (South) car park has been calculated from the entry and exit data. The estimated number of parked vehicles at any time has been calculated by assuming there are no parked vehicles within the car park before 07.00.

The average maximum and maximum number of parked vehicles for weekdays, Saturdays, and Sundays are shown in Table 4.3. The bank holiday Monday has been excluded from the weekday calculation and is provided separately. Table 4.3 shows that on average the car park was busiest on Sundays.

Table 4.3: Parking Accumulation at Hillsboro Place (South) Car Park

Day	Capacity	Average Max Parked Vehicles		Maximum Parked Vehicles		
		Count	Usage (%)	Count	Usage (%)	Date
Weekday	77	49	63.6 %	61	79.2 %	22/08/23
Saturday	77	48	62.3 %	59	76.6 %	19/08/23
Sunday	77	64	83.1 %	80	103.9 %	20/08/23
Bank Holiday	77	n/a	n/a	83	107.8 %	28/08/23

The car park is presumed to have reached full capacity on Sunday 20 August 2023 and the bank holiday Monday (28 August 2023), when it is estimated there were at one point 80 and 83 vehicles in the car park respectively, slightly more than the assumed capacity (77 vehicles). While it is possible that some of these vehicles were parked at this time, the figure may have captured circulating vehicles that had entered the car park but were unable to find a space.

The profile of parking accumulation between 07.00 and 19.00 over the course of an average weekday, Saturday and Sunday is shown in Figure 4.10. Like the Hillsboro Place (North) car park, the Hillsboro Place (South) parking accumulation profiles for the average weekday and Saturday are similar. The average weekday and Saturday parking accumulation peak at similar times, 13.45-14.00 and 13.30-13.45 respectively. The average Saturday parking accumulation profile shows a slight increase in parking numbers just before 09.00, whilst both the average weekday and Saturday profiles display parking gradually increasing after 17.00 until the end of the survey at 19.00. This indicates that the Hillsboro Place (South) car park may include a second parking peak during the evening hours of weekdays and Saturday, when the car park is most likely used for leisure parking purposes.

The parking accumulation profile for an average Sunday, starts by following a similar profile to the average weekday during the morning. However, unlike weekdays and Saturdays, the number of parked vehicles on an average Sunday continue to rise well into the mid-afternoon, peaking at 64 vehicles between 14.00 and 14.30. The number of parked vehicles gradually reduces throughout the afternoon post peak period, and unlike on weekdays or Saturdays does not display any signs of a second peak during the evening hours.

Profiles for the maximum parking accumulation are shown in Figure 4.11. On the bank holiday Monday (28 August 2023), the parking accumulation is estimated to have peaked at 83 vehicles between 13.30 and 13.45, whilst on Sunday 20 August 2023 the parking accumulation is estimated to have peaked at 80 vehicles between 14.30 and 14.45. Despite these figures being above the car park capacity of 77 vehicles, it is likely that these figures have captured circulating vehicles that had entered the car park but were unable to find a space. The peak parking accumulation on the maximum weekday (excluding bank holiday) and Saturday were reached between 13.15 and 13.45 (61 vehicles), and 13.00 and 13.30 (59 vehicles) respectively.

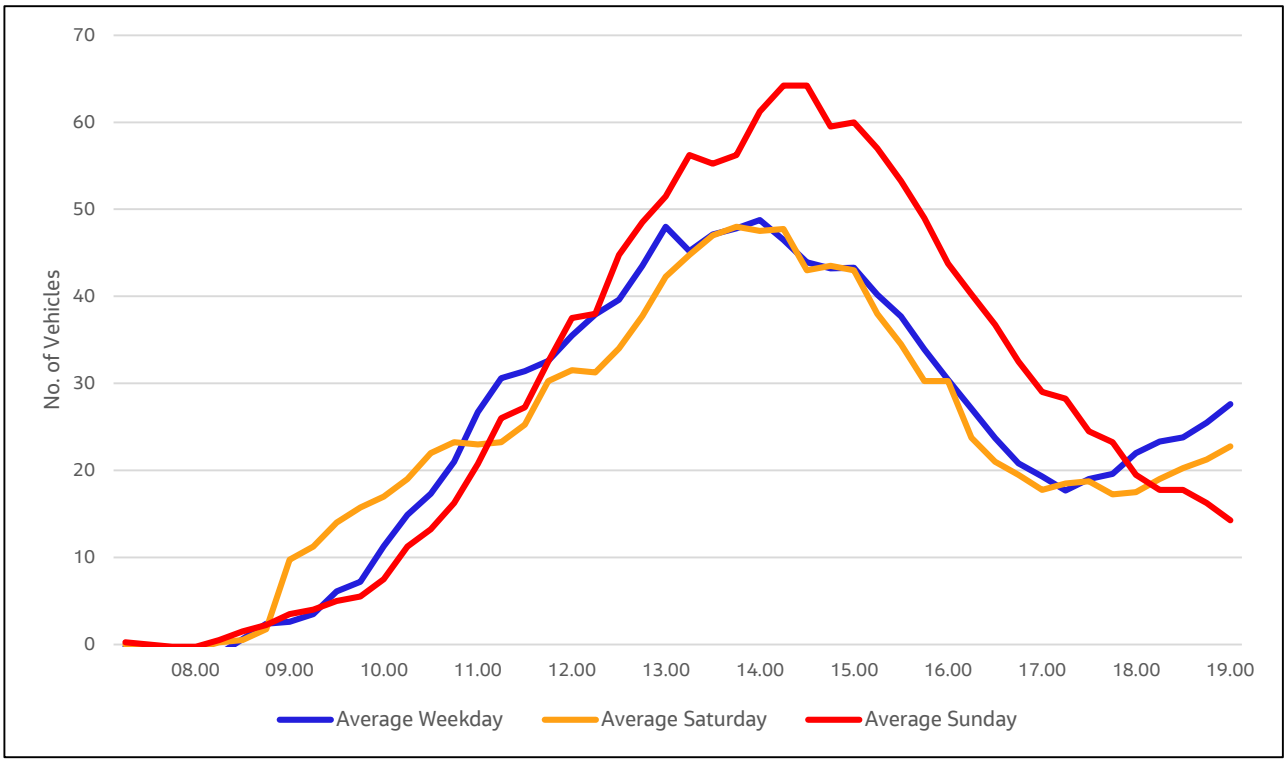

Figure 4.10: Average Parking Accumulation at Hillsboro Place (South) Car Park

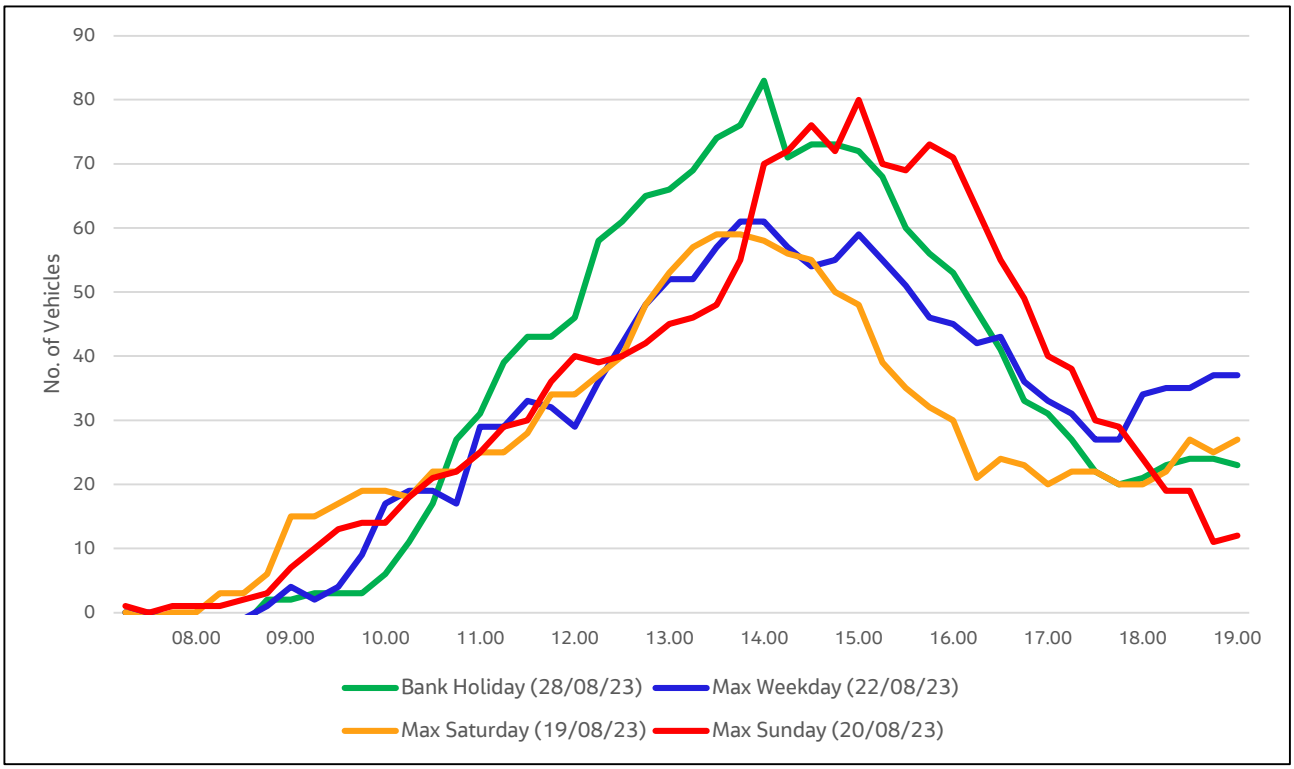

Figure 4.11: Maximum Parking Accumulation at Hillsboro Place (South) Car Park

4.2.3 Length of Stay

The length of stay data originates from the ANPR survey records. Data was recorded over the August Bank Holiday weekend (Friday 25 August 2023 – Monday 28 August 2023). As ANPR technology can fail to capture a number plate from time to time, the number of entries and exits recorded by ANPR was verified manually. The verification indicated that the number of entries is within 2% but the number of exits is only within 27%,

indicating that a large proportion of exits were not captured by the ANPR cameras. While it is likely that the analysis is still representative, the potential for error must be acknowledged. Note that as lengths of stays cannot be calculated for entries prior to 07.00 and exits after 19.00, these records have been excluded from the analysis.

Figure 4.12 summarises the length of stay at Hillsboro Place (South) car park during each of the four surveyed days. The most common length of stay on the Friday and Saturday was under 30 minutes, although these stays may have included vehicles dropping off and picking up of passengers or circulating the car park without parking. The second most common length of stay on the Friday and Saturday and the most common length of stay on the Sunday and Monday was between one and two hours. Most vehicles stayed for three hours or less on all days. There are, however, a small number of vehicles that were observed staying for three hours or more, including some that stayed in excess of six hours. Friday, the only working weekday to be surveyed for length of stay, had a greater proportion of vehicles staying in excess of six hours in comparison to the other surveyed days.

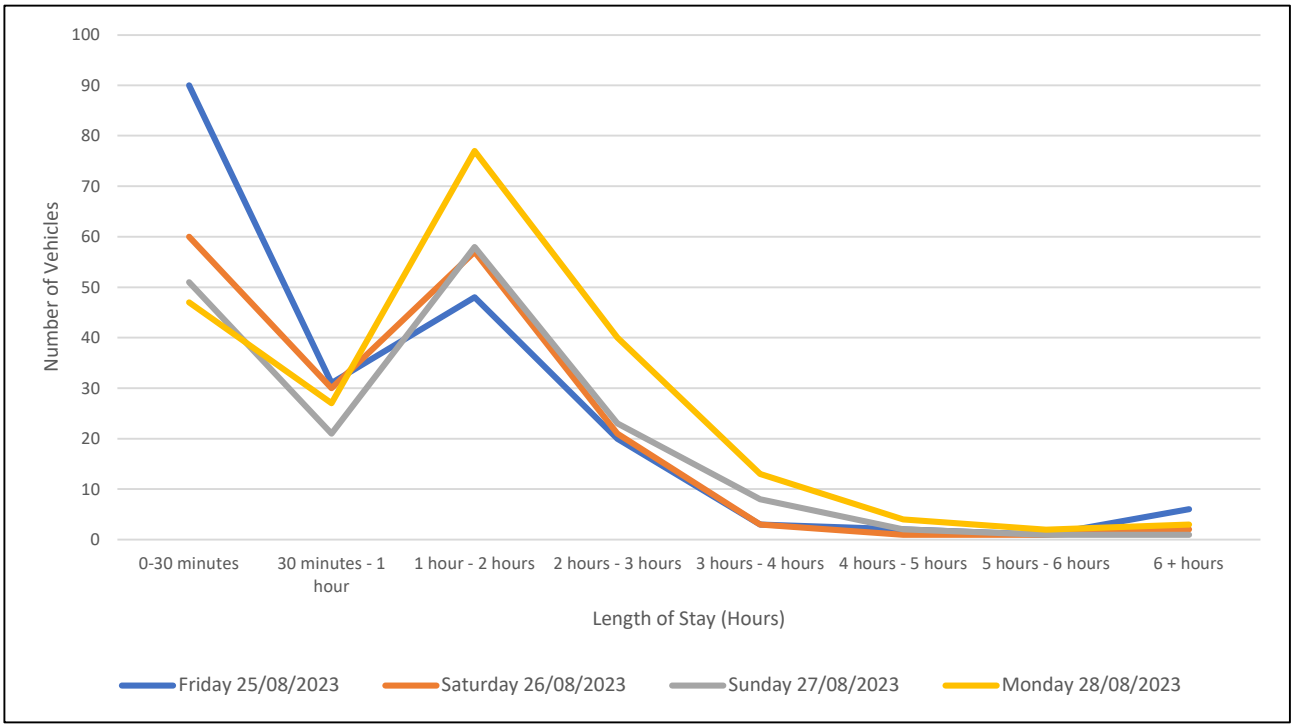

Figure 4.12: Length of Stay of Vehicles for Peak Day at Hillsboro Place (South)

Table 4.4 shows the minimum, average, and maximum length of stay for all four surveyed days at Hillsboro Place (South) car park. The longest and shortest average length of stay was on the bank holiday Monday and Friday respectively. On all days the average stay was shorter than at Hillsboro Place (North) car park.

Table 4.4: Length of Stay at Hillsboro Place (South) Car Park

Length of Stay	Friday 25/08/23	Saturday 26/08/23	Sunday 27/08/23	Monday 28/08/23
Minimum Stay	0:00:19	0:00:14	0:00:31	0:00:14
Average Stay	1:06:33	1:10:16	1:18:07	1:32:35
Maximum Stay	10:11:53	9:19:26	8:05:55	8:27:58

4.2.4 Comparison with 2021

The 2023 survey data for Hillsboro Place (South) car park demonstrates the following features compared to the data collected in 2021:

- The profiles of entries and exits are largely similar for the average weekday and Sunday when comparing the 2021 and 2023 data. However, the profile for the average Saturday differs between the 2021 and 2023 data. In 2021, entry movements were significantly higher during the early morning hours, and remained constantly high from 08.00 to 16.00, unlike in 2023 where the entry movements displayed more of a rise and fall profile (Figure 4.8). The average Saturday exit movements also tended to display constantly high figures across the day in 2021, rather than the rise and fall profile shown in 2023.
- The average maximum and maximum parking accumulation is similar for weekdays when comparing the 2021 and 2023 data. However, the 2021 and 2023 data provide contrasting parking numbers with regards to Saturdays and Sundays, with the 2021 data estimating that Saturdays would include higher parking accumulation, whilst the 2023 data estimated that Sundays would include higher parking accumulation. Parking accumulation number detailed below:
  - Maximum parking accumulation for average Saturday: 63 vehicles (2021) and 48 vehicles (2023)
  - Maximum parking accumulation for busiest Saturday: 68 vehicles (2021) and 59 vehicles (2023)
  - Maximum parking accumulation for average Sunday: 52 vehicles (2021) and 64 vehicles (2023)
  - Maximum parking accumulation for busiest Sunday: 58 vehicles (2021) and 80 vehicles (2023)
- Hillsboro Place (South) car park reached its full capacity on Sunday 20 August 2023 and the bank holiday Monday (28 August 2023). In 2021 no days were found to have reached full capacity.
- The average length of stay was generally comparable for the Friday, Saturday and Sunday on the bank holiday weekend in 2023 compared to their equivalent days in 2021. However, the average length of stay was much longer on the bank holiday Monday in 2023 than in 2021 (1h32m and 0h58m, respectively).

4.3 Salt Lake Car Park

Salt Lake car park is located directly on the waterfront overlooking Sandy Bay. It is accessed on its eastern edge from Eastern Promenade. At the time of the surveys, parking was charged at £2 for one to two hours and £5 for all day, with charges only applying between 8.00 and 21.00.

Per the 2021 Porthcawl Parking Strategy Parking Analysis report, Salt Lake car park had a capacity of approximately 1200 vehicles under standard utilisation, while more than 1500 vehicles could have fit on the site if spaces were to be marked out. With the construction of the Aldi, it is estimated that the Salt Lake site has been reduced to approximately 70% of its former size. It is therefore assumed that the capacity under standard utilisation is now approximately 840 vehicles, and that more than 1,050 vehicles could fit on the site if spaces were marked out.

4.3.1 Entry and Exit Traffic Movements

Surveys captured counts of entry and exit traffic movements at Salt Lake car park between 07.00 and 19.00 on 5 and 6 August, 12 and 13 August, and between 18 and 29 August 2023.

Figure 4.13 shows the profile of entries and exits on the average weekday. There are two distinct high periods for the entries. The first high period lasts between 11.00 and 14.00, with the peak of 66 vehicles entering the car park occurring between 12.00 and 13.00. The second high period occurs from 17.00 until the end of the survey at 19.00. This suggests two different groups of users on weekdays: daytime visitors and after-work visitors. On the other hand, exits rise throughout the day and are highest between 15.00 and 18.00. These represent the daytime visitor group, as the after-work visitors will tend to exit after the surveys finished. There is a lag of several hours between the entries and exits for the daytime visitors, suggesting they tend to stay for several hours.

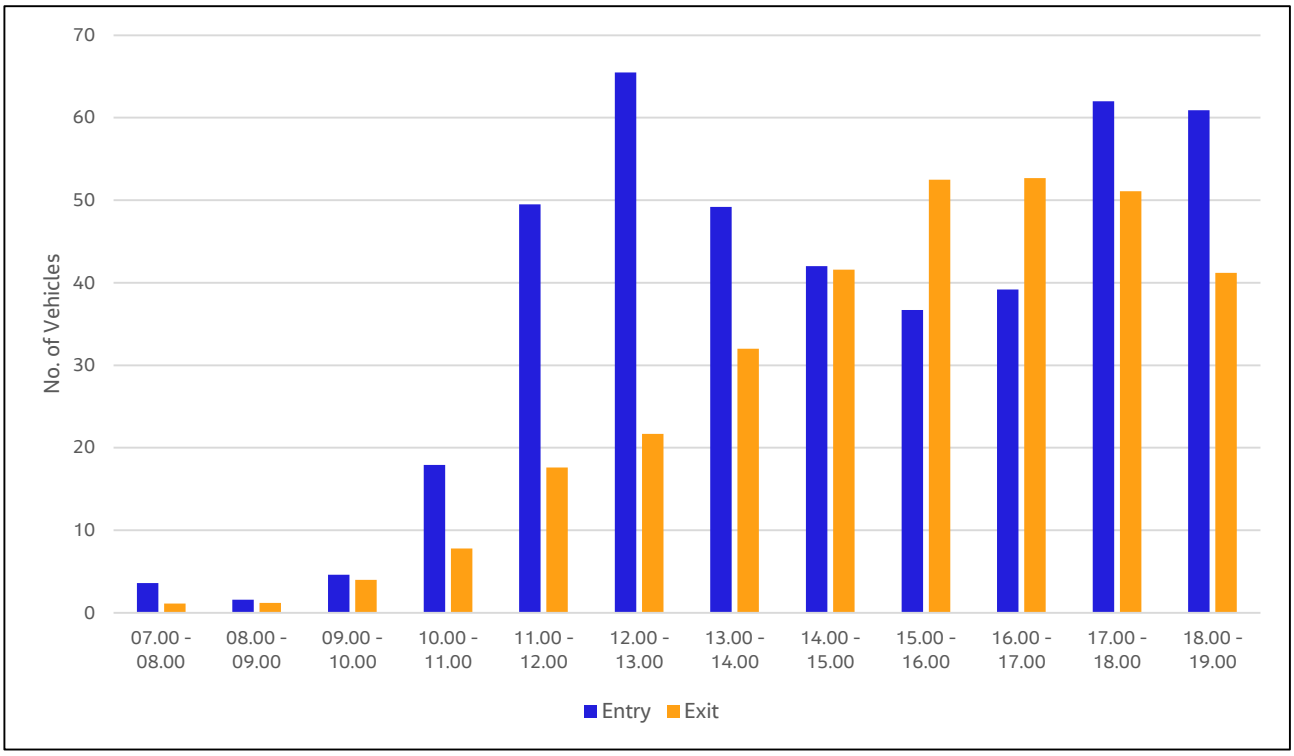

Figure 4.13 Average Weekday Entry and Exit Movements at Salt Lake Car Park

Figure 4.14 shows the profile of entries and exits on the average Saturday. Entries are highest between 11.00 and 15.00, with a peak of 66 vehicles entering between 13.00 and 14.00. Relatively few vehicles enter before 11.00, while entries are steady and moderate throughout the afternoon and early evening. Exits are highest between 14.00 and 18.00. There are few exits until midday, at which point there are many exits in the 12.00-13.00 hour before falling slightly in the following hour. This suggests that lunchtime is a common time for morning visitors to leave.

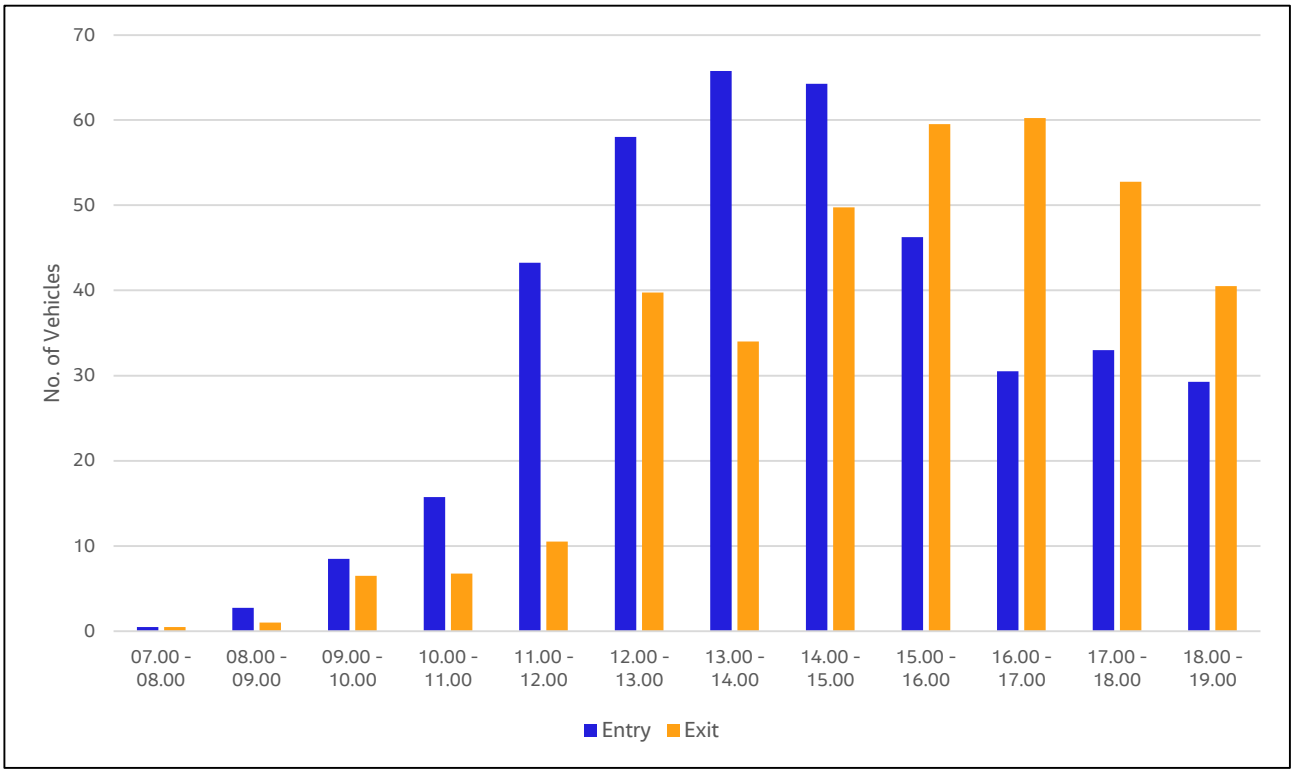

Figure 4.14 Average Saturday Entry and Exit Movements at Salt Lake Car Park

Figure 4.15 shows the profile of entries and exits on the average Sunday. Entries are highest between 11.00 and 14.00, with a peak of 125 vehicles entering between 12.00 and 13.00. Exits rise throughout the day until the 15.00-16.00 hour, when 116 vehicles exit.

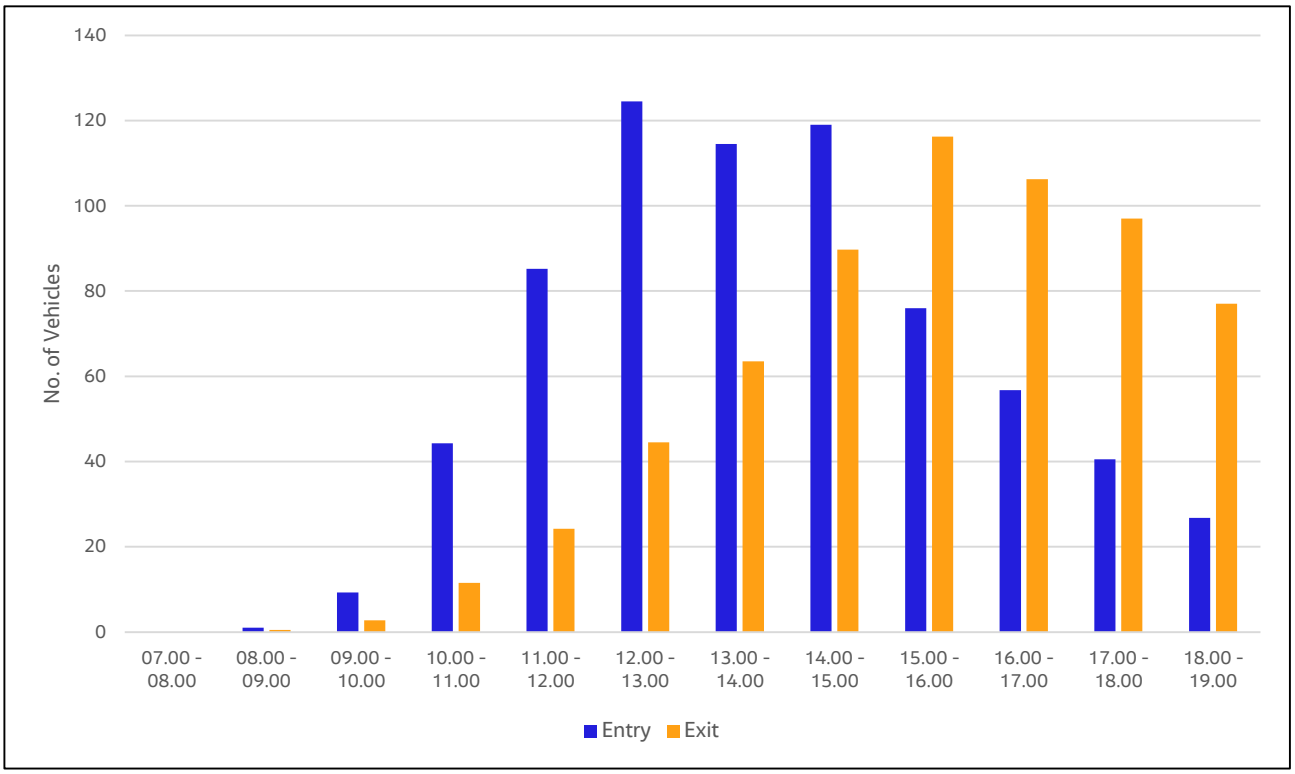

Figure 4.15 Average Sunday Entry and Exit Movements at Salt Lake Car Park

4.3.2 Parking Accumulation

Parking accumulation at Salt Lake car park has been calculated from the entry and exit data. The estimated number of parked vehicles at any time has been calculated by assuming there are no parked vehicles within the car park before 07.00.

The average maximum and maximum parked vehicles for weekdays, Saturdays, and Sundays are shown in Table 4.5. The bank holiday Monday has been excluded from the weekday calculation and is provided separately. Table 4.5 shows that on average the car park was busiest on Sundays.

Table 4.5: Parking Accumulation at Salt Lake Car Park

Day	Capacity	Average Max Parked Vehicles		Maximum Parked Vehicles		
		Count	Usage (%)	Count	Usage (%)	Date
Weekday	840	110	13.1 %	230	27.4 %	23/08/23
Saturday	840	110	13.1 %	183	21.8 %	19/08/23
Sunday	840	261	31.1 %	287	34.2 %	20/08/23
Bank Holiday	840	n/a	n/a	600	71.4 %	28/08/23

Due to the nature and the size of the Salt Lake car park, the car park did not come close to filling its total capacity on any day during the surveyed period. The busiest day was the bank holiday Monday (28 August 2023), when a peak of 600 vehicles was present, more than double the parking numbers of any other surveyed day.

The profile of parking accumulation between 07.00 and 19.00 over the course of an average weekday, Saturday and Sunday is shown in Figure 4.16. The parking accumulation for the average weekday, Saturday and Sunday all peak during the mid-afternoon, however, display very different profiles to each other throughout the rest of the day.

On the average weekday, parking numbers remain relatively low until late morning, only reaching more than a handful of cars after 10:30. The initial average weekday peak occurs between 14.15 and 14.30 when 110 vehicles are estimated to be parked within the car park. However, a secondary peak occurs in the evening as parking numbers reach 108 vehicles in the last fifteen minutes prior to the end of the survey (18.45-19.00). The average weekday parking accumulation profile suggests that the evening parking numbers may continue to climb and peak later in the evening after 19.00. The afternoon and evening peaks suggest a change in use from daytime visitors to people visiting the waterfront after work on weekdays.

The average Saturday follows a similar profile to the average weekday, except the average Saturday does not include a secondary parking accumulation peak in the surveyed evening hours. The parking accumulation on an average Saturday peaks at 110 vehicles between 14.30 and 15.00. There is a slight decrease in usage after 12.15, following by a rapid increase in use from 13.30 to 14.30. This could suggest a lunchtime changeover period as morning visitors leave shortly before afternoon visitors arrive.

Parking on an average Sunday was observed to be significantly busier than other days. The number of parked vehicles increases rapidly from 10.00, peaking at 261 vehicles between 14.45 and 15.00, before decreasing at a constant rate until the end of the survey period at 19.00.

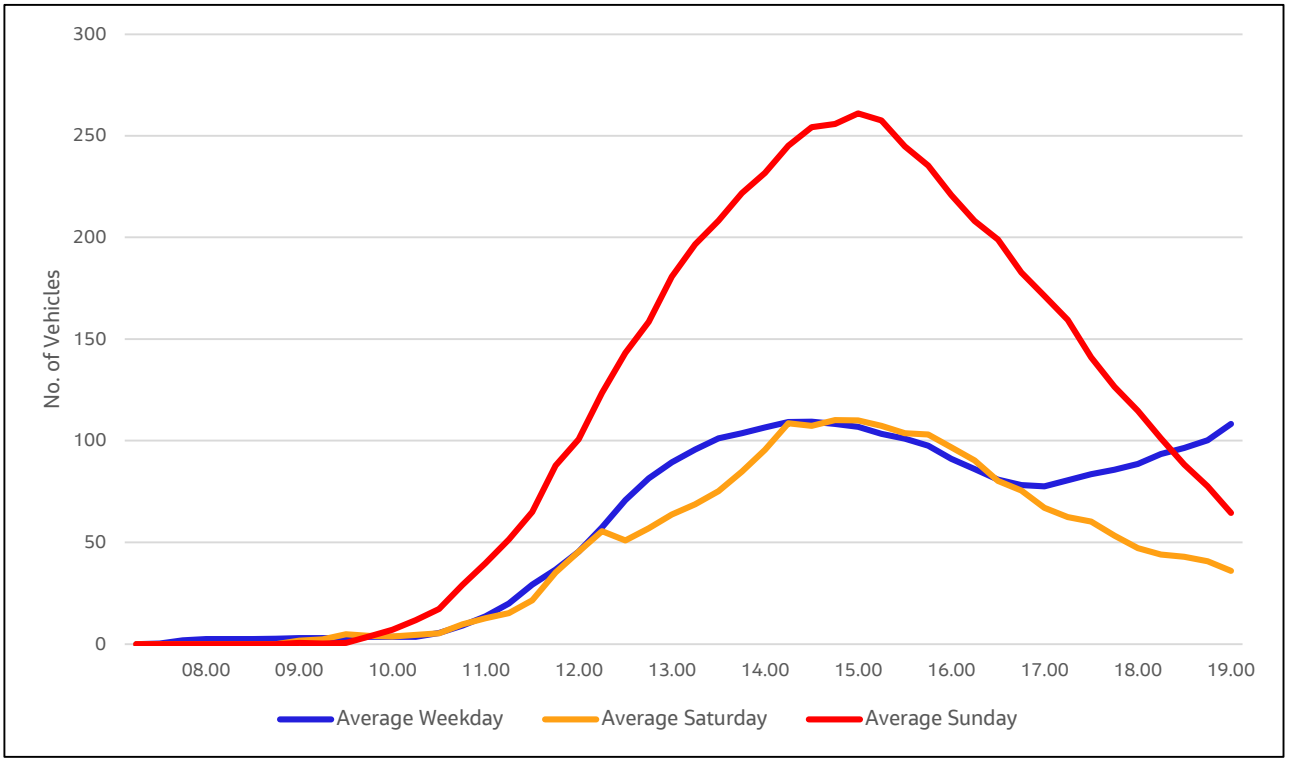

Figure 4.16: Average Parking Accumulation at Salt Lake Car Park

Profiles for the maximum parking accumulation are shown in Figure 4.17. This shows that on the busiest surveyed day, the bank holiday Monday, parking peaked at 600 vehicles between 14.30 and 14.45. The parking peaked at the same time on the busiest Saturday (183 vehicles), whilst on the busiest Sunday parking peaked between 15.15 and 15.30 at 287 vehicles. The profile for the parking accumulation on a maximum weekday (23 August 2023) differs from the others, when parking reached 170 vehicles between 14.45 and 15.00, before dipping slightly and rising again after 17.00, until reaching its peak of 230 parked vehicles during the 18.15-18.30 and 18.45-19.00 time periods.

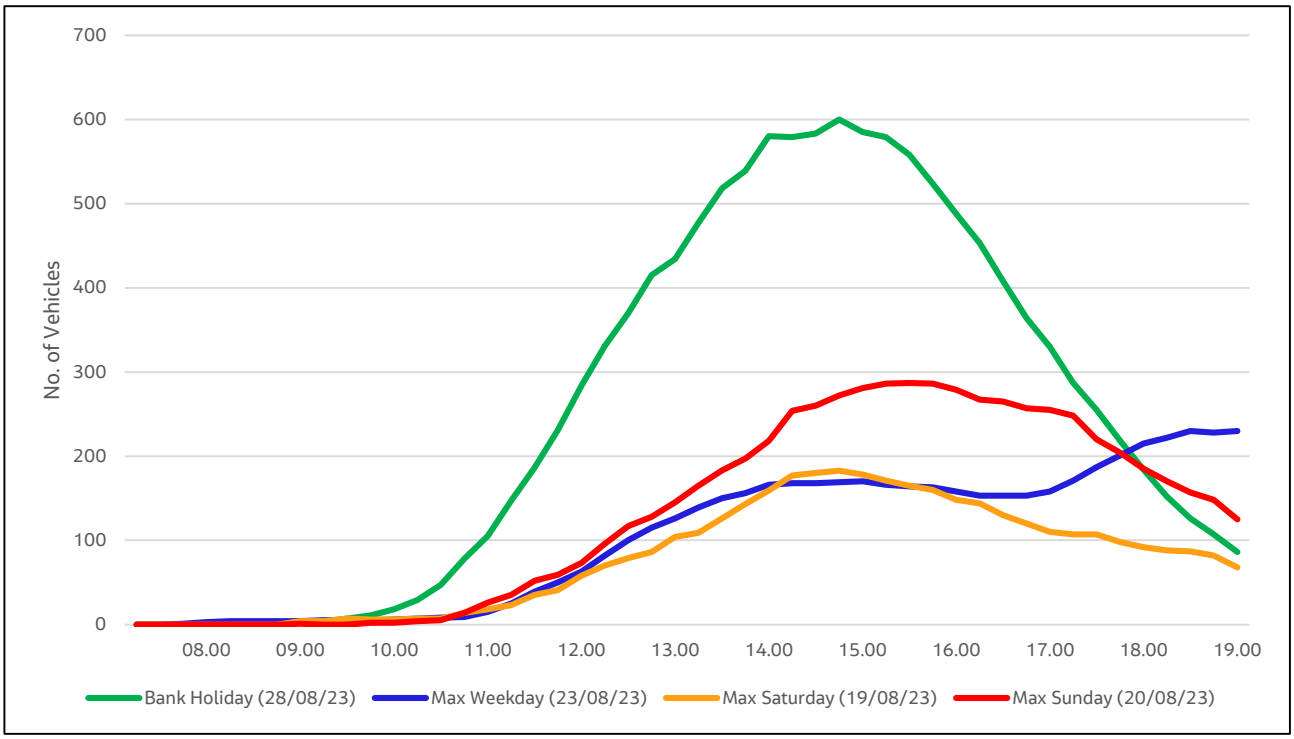

Figure 4.17: Maximum Parking Accumulation at Salt Lake Car Park

4.3.3 Length of Stay

The length of stay data originates from the ANPR survey records. Data was recorded over the August Bank Holiday weekend (Friday 25 August 2023 – Monday 28 August 2023). As ANPR technology can fail to capture a number plate from time to time, the number of entries and exits recorded by ANPR was verified manually. This verification indicated that the records for the Friday and the Monday are reasonably accurate, however the Saturday and Sunday entry numbers are off by 29% and 42% respectively, indicating that the ANPR data for these days is incomplete and may skew the results. Furthermore, as lengths of stays cannot be calculated for entries prior to 07:00 and exits after 19:00, these records have been excluded from the analysis. In the case of Friday 25 August 2023, 75% more entries were recorded than exits, highlighting that many vehicles remained parked within the car park after 19.00.

Figure 4.18 summarises the length of stay at Salt Lake car park during each of the four surveyed days. All days include a large number of vehicles staying under 30 minutes or between one and two hours. Unlike the Friday, Saturday and Sunday, the bank holiday Monday displays a very different profile, with a significant number of vehicles staying for longer periods. The lack of vehicles staying for longer periods on the Friday, Saturday and Sunday could be a result of the deficiencies in the data.

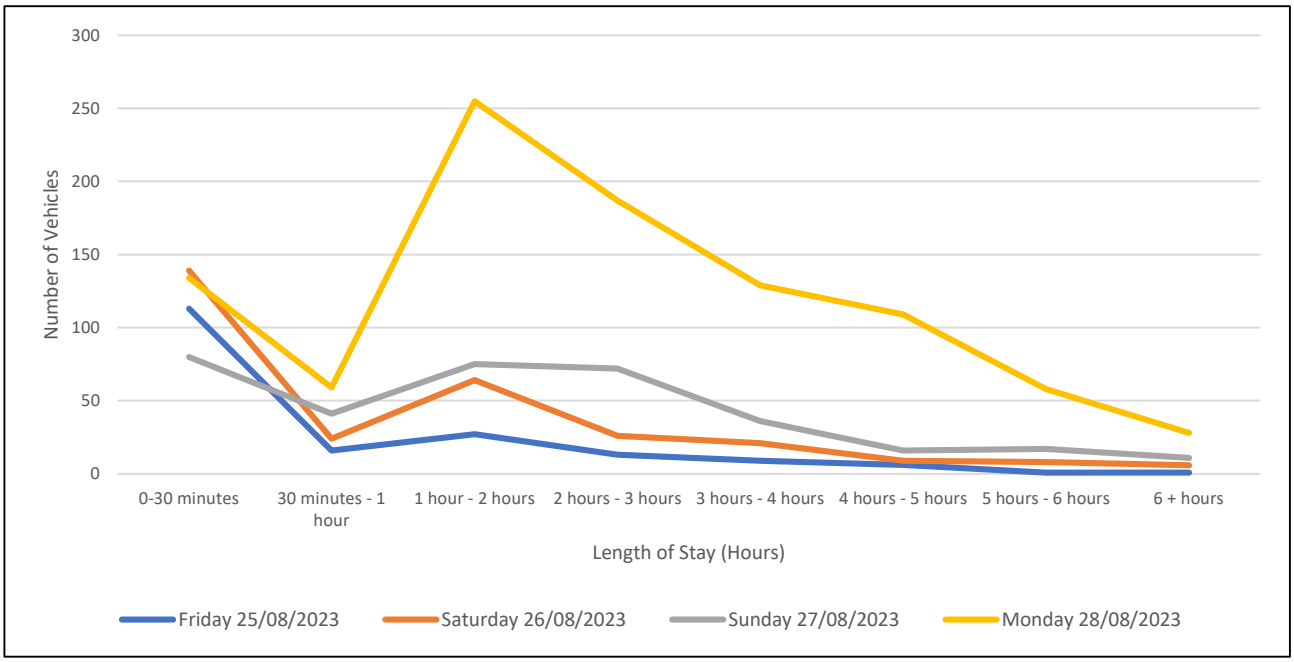

Figure 4.18: Length of Stay of Vehicles for Peak Day at Salt Lake

Table 4.6 shows the minimum, average, and maximum length of stay for all four surveyed days at Salt Lake car park. The longest average length of stay was on the bank holiday Monday, which is by far the longest average observed on any of the days at any of the three car parks surveyed by ANPR.

Table 4.6: Length of Stay at Salt Lake Car Park

Length of Stay	Friday 25/08/23	Saturday 26/08/23	Sunday 27/08/23	Monday 28/08/23
Minimum Stay	0:00:02	0:00:10	0:00:03	0:00:00
Average Stay	0:49:58	1:17:09	1:58:58	2:26:25
Maximum Stay	6:02:04	7:36:00	8:01:44	9:36:46

4.3.4 Comparison with 2021

The 2023 survey data for Salt Lake car park demonstrates the following features compared to the data collected in 2021:

- The profiles of entries and exits for the average weekday show significantly lower peaks in 2023 (66 entry movements and 53 exit movements) than in 2021 (103 entry movements and 86 exit movements). In 2023, the midday (66 vehicles) and early evening (62 vehicles) entry movement peaks are similar in value, whereas in 2021 the midday entry movement peak (103 vehicles) was approximately twice as high as the early evening peak (55 vehicles).
- The profile of entries and exits for the average Saturday shows that the peak number of entries occurred at the same time in 2021 and 2023 (13.00-14.00). The peak number of exits, however, occurred an hour earlier (16.00-17.00 in 2023 compared to 17.00-18.00 in 2021). This suggests a reduced length of stay on the average Saturday relative to 2021.
- The profile of entries and exits for the average Sunday shows that the peak number of entries occurred at the same time in 2021 and 2023 (13.00-14.00). The peak number of exits, however, occurred an hour earlier (15.00-16.00 in 2023 compared to 16.00-17.00 in 2021). This suggests a reduced length of stay on the average Sunday relative to 2021.

- The average maximum parking accumulation for an average weekday, Saturday and Sunday was 256, 420 and 295 vehicles respectively in 2021, and 110, 110 and 261 vehicles respectively in 2023. In general, the average maximum parking accumulation figures were substantially higher in 2021.
- The maximum parking accumulation during the Bank Holiday Monday and the busiest weekday, Saturday and Sunday was 586, 519, 462, 746 vehicles respectively in 2021, and 600, 230, 183 and 287 vehicles respectively in 2023. In general, the maximum parking accumulation figures on the busiest days were substantially higher in 2021.
- Peak parking accumulation was reached on the bank holiday Monday (600 vehicles) in 2023, whereas in 2021 it was on Sunday the 29 August 2021 during the Bank Holiday Weekend (746 vehicles).
- The average length of stay on the bank holiday Monday was comparable to the figure observed in 2021 (2:26 compared to 2:35). However, the average lengths of stay on the Friday, Saturday and Sunday (0:50, 1:17, and 1:59) were well below their 2021 equivalents (2:39, 2:44 and 3:01, respectively). However, it should be noted that those figures may not be accurate due to the number of entries and exits that were not recorded by the ANPR on those days.

4.4 Sandy Bay Car Park

Sandy Bay car park is located on the eastern edge of the town centre and has a capacity of approximately 42 vehicles. It is accessed on its eastern edge from Sandy Lane, which is reached from New Road via Mackworth Road. There is no charge for use of the car park, and it is not advertised as a parking location on the Bridgend County Borough Council website.

No ANPR data was collected at this car park as part of the 2023 surveys, so length of stay is not considered here.

4.4.1 Entry and Exit Traffic Movements

Surveys captured counts of entry and exit traffic movements at Sandy Bay car park between 07.00 and 19.00 on 5 and 6 August, 12 and 13 August, and between the 18 and 29 August 2023.

Figure 4.19 shows the profile of entries and exits on the average weekday. Entries generally rise throughout the day, peaking at 14 entries in the last hour (18.00 to 19.00) of the survey period. Exits also generally rise throughout the day but peak between 16.00 and 17.00 hour with 12 exits. Despite these general trends, there is considerable variation in the number of movements from hour to hour, suggesting use of Sandy Bay car park is relatively inconsistent when compared with the other car parks.

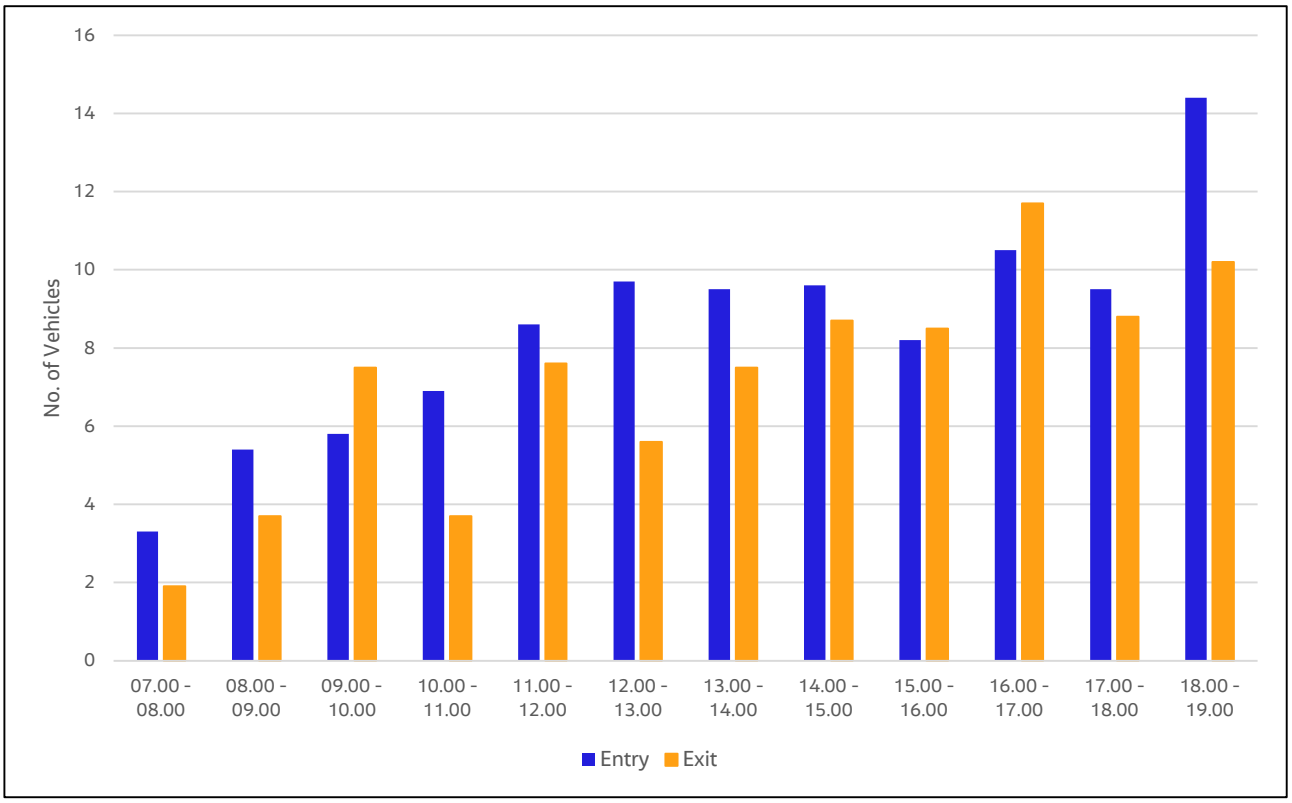

Figure 4.19 Average Weekday Entry and Exit Movements at Sandy Bay Car Park

Figure 4.20 shows the profile of entries and exits on the average Saturday. Entry movements increase throughout the morning and peak at 20 entries between 13.00 and 14.00, before decreasing throughout the afternoon. Exit movements similarly rise to a peak of 17 exits between 14.00 and 15.00 and then decrease thereafter. Entries are highest between 11.00 and 15.00 and exits are highest between 12.00 and 17.00. This lag suggests that many vehicles are likely parking for an hour or two on average.

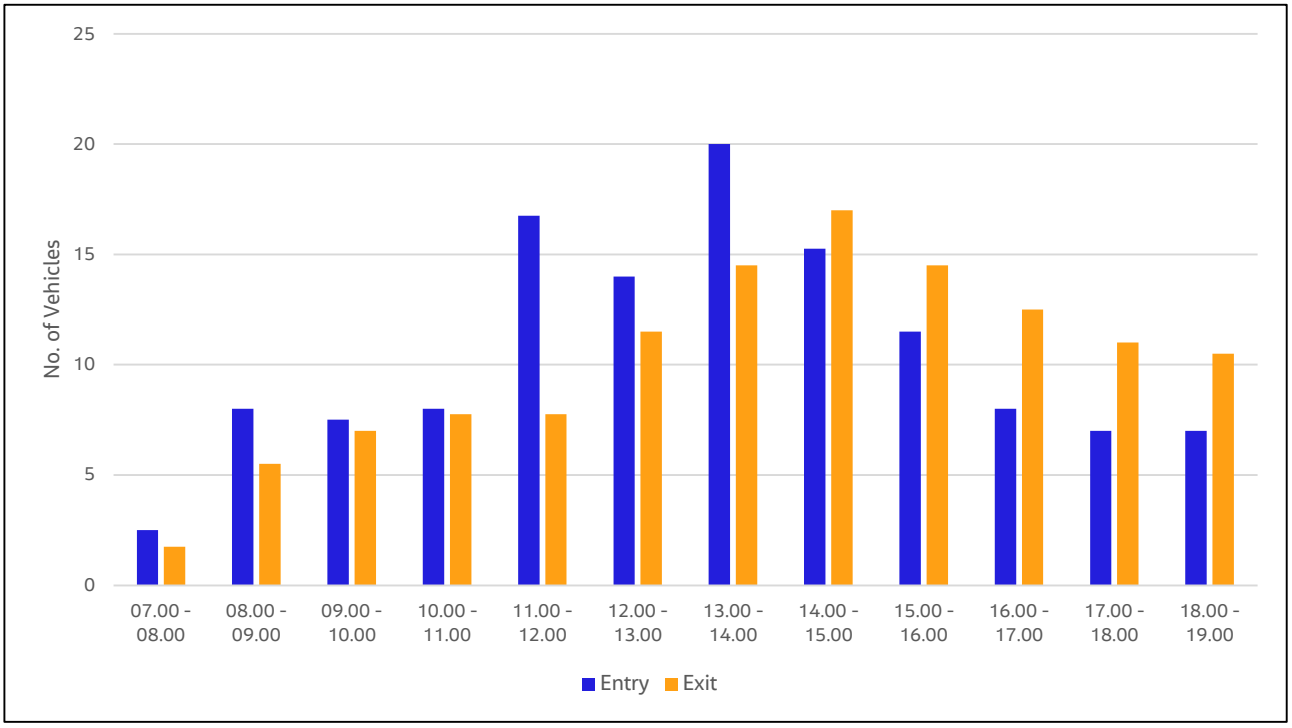

Figure 4.20 Average Saturday Entry and Exit Movements at Sandy Bay Car Park

Figure 4.21 shows the profile of entries and exits on the average Sunday. Both entries and exits peak between 12.00 and 13.00, with 26 entries and 24 exits. However, in terms of extended peaks, entries are highest between 9.00 and 15.00 while exits are highest between 12.00 and 17.00.

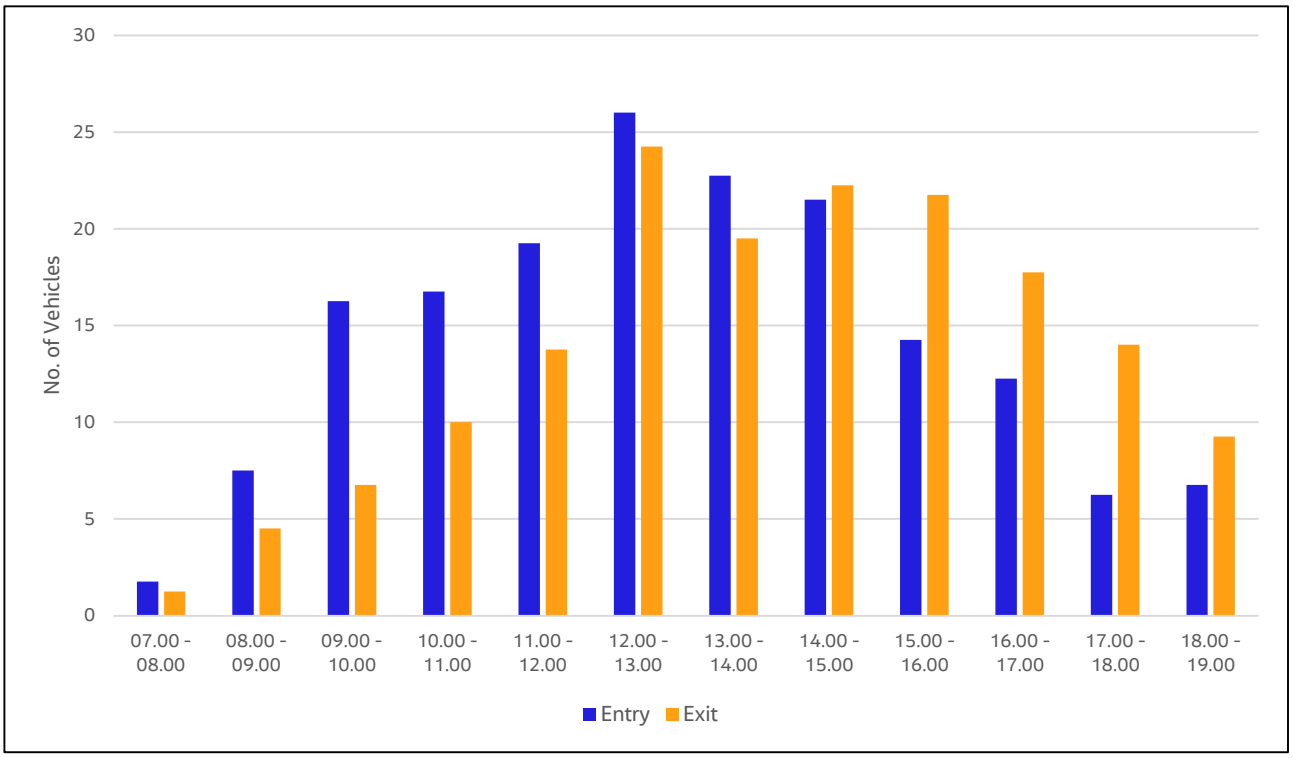

Figure 4.21 Average Sunday Entry and Exit Movements at Sandy Bay Car Park

4.4.2 Parking Accumulation

Parking accumulation at Sandy Bay car park has been calculated from the entry and exit data. The estimated number of parked vehicles at any time has been calculated by assuming there are no parked vehicles within the car park before 07.00.

The average maximum and maximum parked vehicles for weekdays, Saturdays, and Sundays are shown in Table 4.7. The bank holiday Monday has been excluded from the weekday calculation and is provided separately. Table 4.7 shows that on average the car park was busiest on Sundays but did not come close to its full capacity on any day.

Table 4.7: Parking Accumulation at Sandy Bay Car Park

Day	Capacity	Average Max Parked Vehicles		Maximum Parked Vehicles		
		Count	Usage (%)	Count	Usage (%)	Date
Weekday	45	16	35.6 %	31	68.9 %	23/08/23
Saturday	45	23	51.1 %	34	51.1 %	19/08/23
Sunday	45	30	66.7 %	39	86.6 %	20/08/23
Bank Holiday	45	n/a	n/a	32	71.1 %	28/08/23

The profile of parking accumulation between 07.00 and 19.00 over the course of an average weekday, Saturday and Sunday is shown in Figure 4.22. Figure 4.22 shows that on an average weekday, the use of the car park remains relatively low (between 07.00 and 19.00), however gradually rises throughout the day and is recorded as peaking during the last surveyed period between 18.45 and 19.00. The nature of the average weekday parking accumulation profile suggests that the car park may in fact peak during the non-surveyed evening

hours, when locals may be attending community evening events at the adjacent church or taking advantage of the free parking to access the local beach and surrounding leisure facilities.

Parking accumulation on an average Saturday, remains relatively low until 11.00, after which it rises and peaks at 23 vehicles in between 14.15 and 14.30. The parking then gradually drops off at a steady rate with only a handful of cars remaining in the car park by the end of the survey.

The parking accumulation on an average Sunday shows a similar profile to an average Saturday, except that usages spikes earlier in the morning at around 10.00, likely reflecting use by those attending services in the adjacent place of worship, and that the parking peaks at a higher value of 30 vehicles (recorded between 13.45 and 14.15, and 14.45 and 15.15).

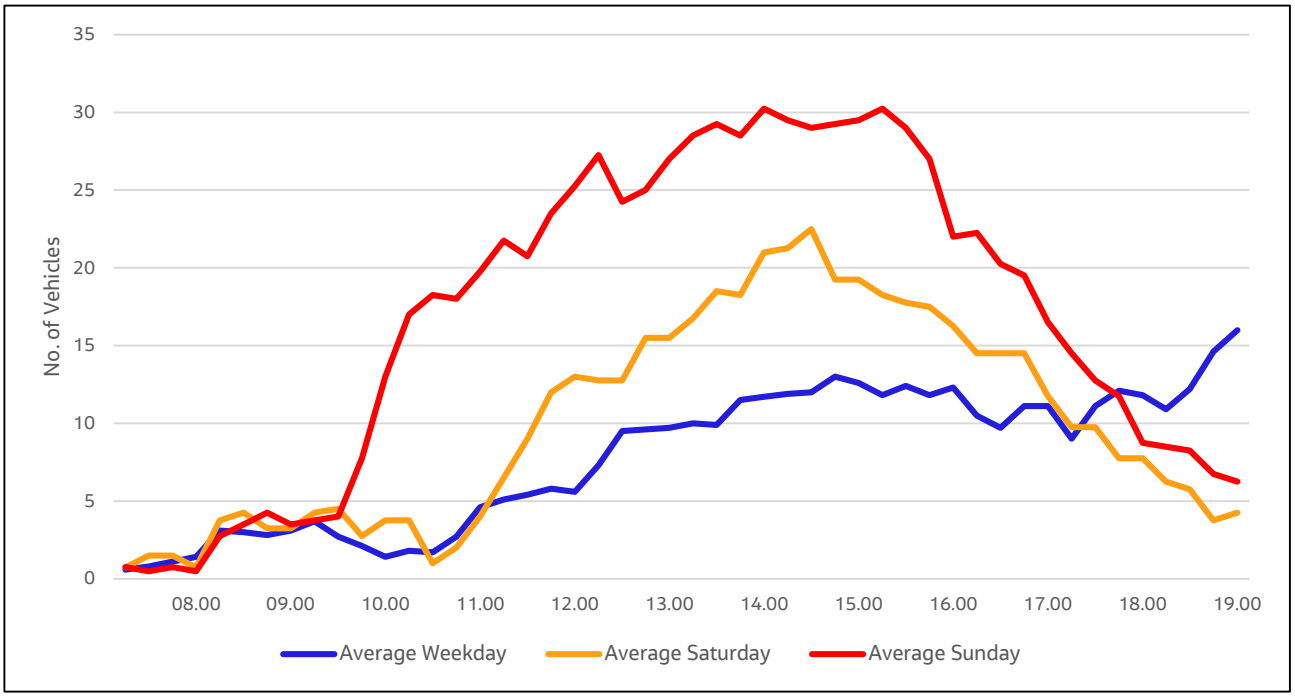

Figure 4.22: Average Parking Accumulation at Sandy Bay Car Park

Profiles for the maximum parking accumulation are shown in Figure 4.23. The bank holiday Monday and the maximum Saturday and Sunday show similar profiles, with an extended busy period between 12.00 and 15.00, and can be seen peaking between 14.45 to 15.00, 14.15 to 14.30, and 12.45 to 13.00, respectively. The maximum weekday sees usage increase slowly throughout the day, with the peak only being reached in the final period of the survey (18.45-19.00) following a rapid increase.

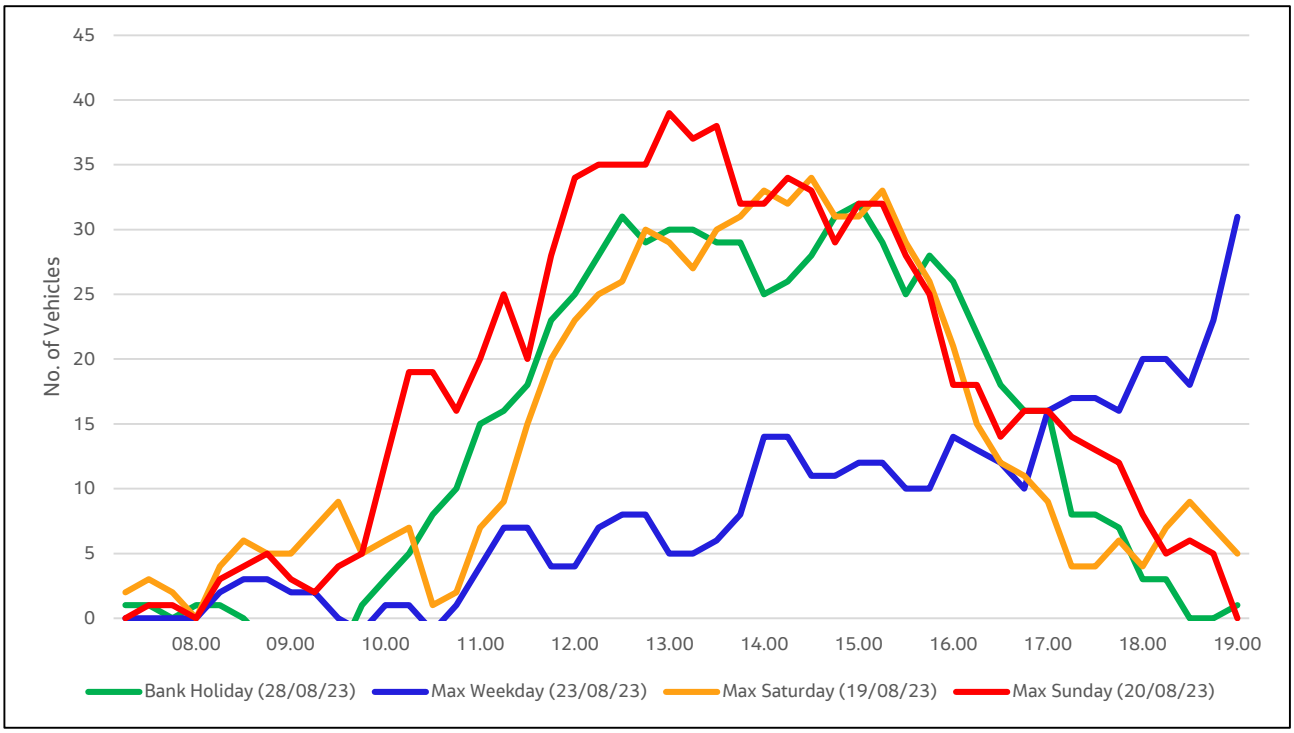

Figure 4.23: Maximum Parking Accumulation at Sandy Bay Car Park

4.4.3 Comparison with 2021

The 2023 survey data for Sandy Bay car park demonstrates the following features compared to the data collected in 2021:

- The profiles of entry and exit movements for the average weekday remains largely similar when comparing the 2021 and 2023 data. However, the profiles of entry and exit movements for both the average Saturday and Sunday show that the peak number of entries and exits occurred approximately one to two hours later in the day during the 2021 surveys in comparison to the 2023 surveys.
- The average maximum and maximum parking accumulation on weekdays, Saturdays and Sundays are lower than that was observed in 2021.
- During the 2023 surveys, the peak parking accumulation occurred on Sunday the 20 August 2023 with 39 parked vehicles, whilst during the 2021 surveys occurred on Tuesday the 31 August 2021 with 44 parked vehicles.

4.5 Overall Porthcawl Waterfront Parking

To understand the overall parking situation in the Porthcawl Waterfront area during the surveyed periods, the combined use of the car parks has been considered. The following analysis considers the peak combined usage of Hillsboro Place (North), Hillsboro Place (South), Salt Lake and Sandy Bay car parks. The use of the Aldi car park has not been considered in this analysis as it is anticipated that it is used nearly exclusively by supermarket patrons and is time limited to 90 minutes.

4.5.1 Parking Accumulation

Parking accumulation along the waterfront has been calculated from entry and exit data. The estimated number of parked vehicles at any time has been calculated by assuming there are no parked vehicles within the car park before 07.00.

Figure 4.24 shows the total average parking accumulation across all four waterfront car parks on an average weekday, Saturday and Sunday during the summer 2023 surveys. The average Sunday was observed to have a

much higher parking accumulation than the average weekday or Saturday. On the average Sunday, parking accumulation peaks at 530 vehicles between 14.15 and 14.30. The profile for the average Sunday is characterised by a rapid increase in parked vehicles in the late morning and into the early afternoon, followed by a rapid decrease in the number of parked vehicles in the late afternoon into the early evening.

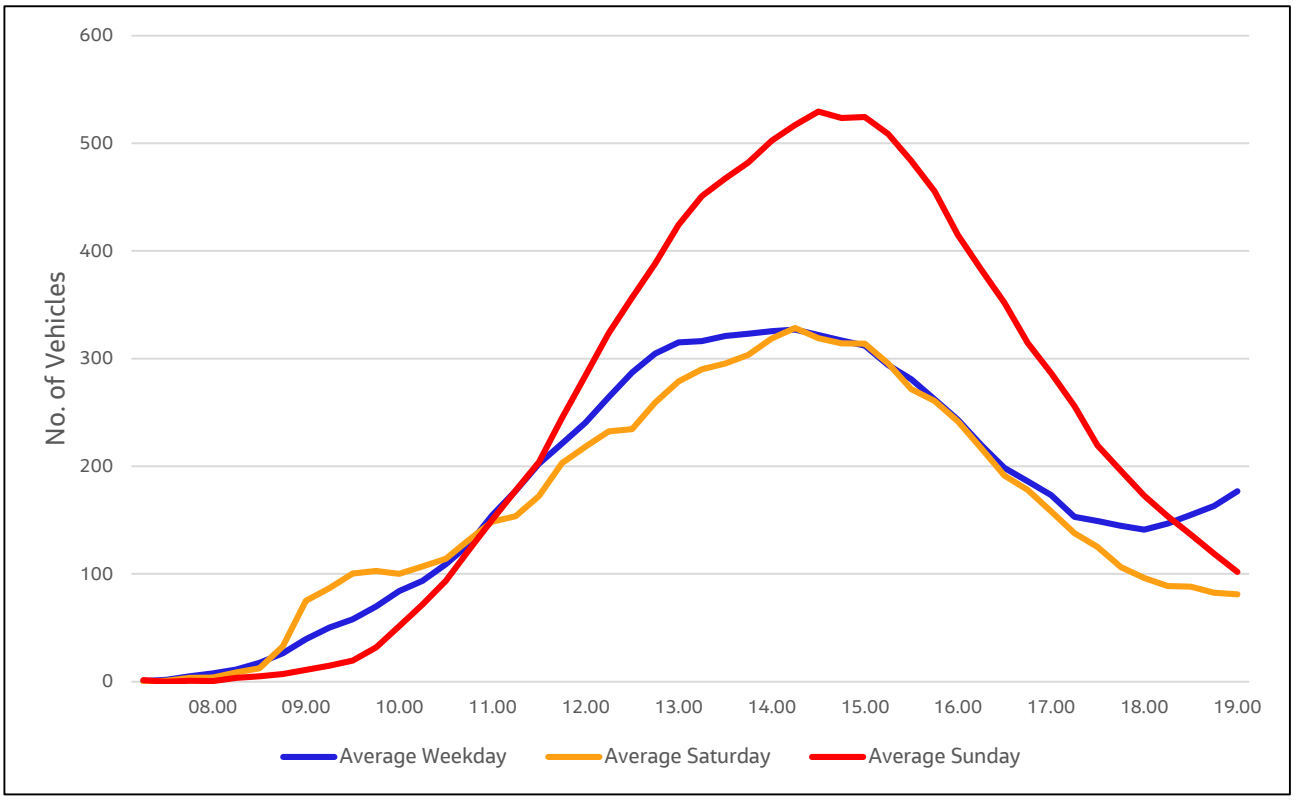

Figure 4.24: Total Average Parking Accumulation along Porthcawl Waterfront

The average weekday and Saturday show similar profiles. Both peak between 14.00 and 14.15, with the average weekday reaching 327 vehicles while the average Saturday peaks at 329 vehicles. Both rise in the morning earlier than the average Sunday, with the Saturday in particular showing a rapid increase in the lead-up to 9.00. The average weekday shows a noticeable secondary peak occurring just prior to the end of the survey period (177 vehicles between 18.45 and 19.00), unlike the average Saturday where vehicles number start to level out in the early evening.

Figure 4.25 shows the parking accumulation across all four waterfront car parks during the bank holiday Monday, and the combined busiest weekday, Saturday and Sunday. The highest peak was observed on the bank holiday Monday between 14.30 and 14.45 when 952 vehicles are estimated to be parked across all four waterfront car parks. The second highest peak was observed on Sunday the 20th August 2023 when 573 vehicles were estimated to be parked between 14.45 and 15.00. The maximum Saturday parking accumulation (481 vehicles in the 14.00-14.15 period) and maximum weekday parking accumulation (444 vehicles in the 13.45-14.00 time period) were at comparable levels to each other.

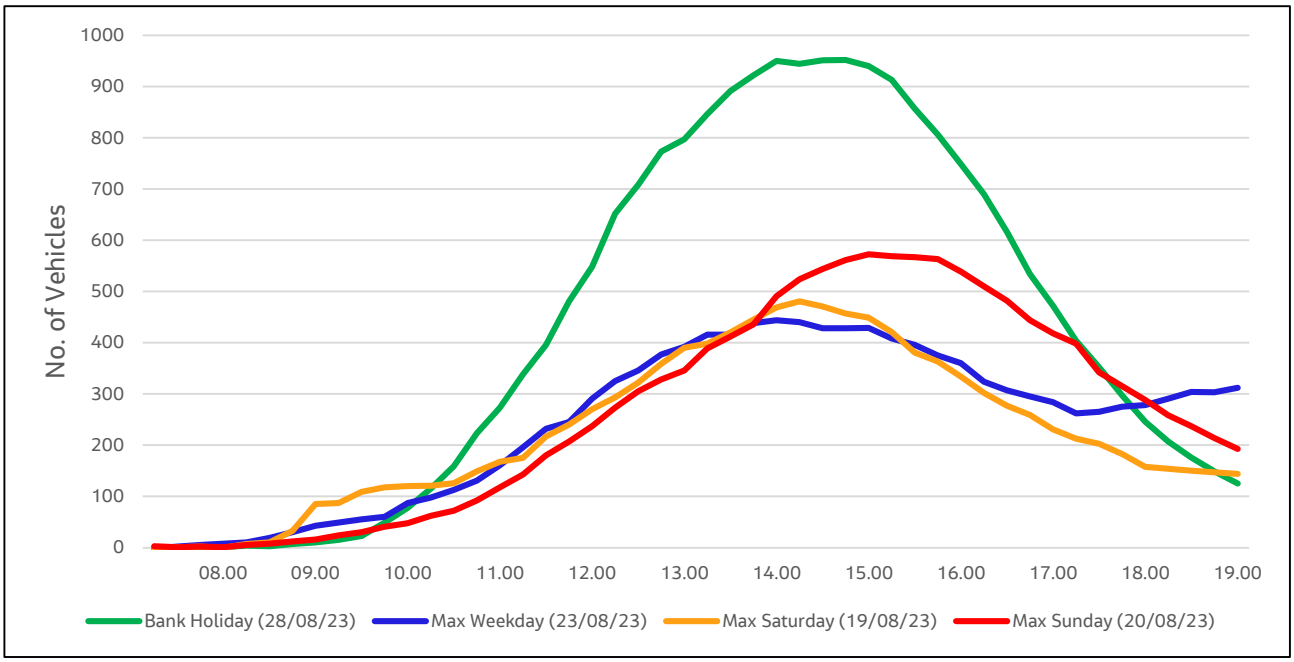

Figure 4.25: Total Maximum Parking Accumulation along Porthcawl Waterfront

4.5.2 Comparison with 2021

The 2023 survey data for the four waterfront car parks demonstrates the following features compared to the data collected in 2021:

- The maximum parking accumulation estimated during the 2023 surveys was 952 vehicles on the bank holiday Monday between 14.30 and 14.45. This is lower than the maximum of 1,042 vehicles that was estimated during the 2021 surveys on Sunday the 29 August 2021 during the bank holiday weekend. However, it is higher than the bank holiday Monday in 2021 when a maximum of 855 vehicles was estimated.
- The maximum parking accumulation peaks observed on a weekday (non-bank holiday), Saturday and Sunday (444, 481, and 573 vehicles, respectively) in the 2023 surveys are below what was observed in 2021 (575, 791, and 1042 vehicles, respectively).
- The average maximum parking accumulation peak for Sundays are similar between the 2023 and 2021 surveys, with a peak of 530 vehicles in 2023, compared to 548 vehicles in 2021. However, the average maximum parking accumulation peaks for average weekdays and Saturdays are vastly different, with 2023 data peaks much lower than the 2021 data peaks. The average Saturday parking accumulation peaks at 329 vehicles in 2023 in contrast to 705 vehicles in 2021, whilst the average weekday parking accumulation peaks at 327 vehicles in 2023 in contrast to 483 vehicles in 2021.

5. Conclusion

The 2023 Porthcawl car park survey data has been analysed to examine the usage of the new Aldi Porthcawl car park and to confirm the accuracy of car park data collected in 2021. The following conclusions were gathered:

Aldi Car Park

- In general, the Aldi car park is well-used, with the car park estimated to have reached capacity or come close to capacity on several days.
- The Aldi car park is used most on Saturdays and Sundays. Weekday use was much higher on weekdays during the summer rather than the autumn. This is likely due to visitors during the summer holiday period, but trips to Aldi may also have decreased slightly in the months following its opening.
- Weekday use is highest in the late afternoon and the early evening. Saturday use is highest in the early afternoon. Use on Sunday is relatively high throughout the Aldi's opening hours, but peaks in the afternoon.

Waterfront Car Parks:

- The peak parking accumulation across the four waterfront car parks in 2023 occurred on the bank holiday Monday, when a maximum of 952 vehicles are considered to have been parked between 14.30 and 14.45. This is roughly 10% lower than the peak that was estimated in the 2021 surveys on Sunday the 29 August 2021 (August Bank Holiday weekend 2021).
- The average maximum parking accumulation across the four waterfront car parks on average weekdays and Saturdays was substantially lower during the 2023 surveys in comparison to the 2021 surveys, although the average maximum parking accumulation on Sundays were relatively similar.
- During the August Bank Holiday Weekend, the total parking accumulation across the four waterfront car parks was higher in 2021 on the Saturday and Sunday, however on the Bank Holiday Monday, the total parking accumulation was higher in 2023 when 952 vehicles were estimated to be parked in comparison to the 855 vehicles estimated to be parked in 2021.
- The entry and exit profiles at each of the four surveyed car parks display relatively similar profiles to those produced from the 2021 data. However, on average less entry and exit movements were observed during the 2023 data, whilst there is some indication that entries tended to be later and exits tended to be earlier, which could indicate shorter stay durations. This is supported by the length of stay data for the bank holiday weekend.
- Use of Hillsboro Place (North) and Hillsboro Place (South) car parks are primarily orientated towards shorter stays, while Salt Lake car parks is used for more longer stays. However, no car park appears to show exclusively short-stay or long-stay behaviour; all three car parks are being used for a mix of stay durations.

The survey results suggest there was some change in the use of the Waterfront car parks in 2023 relative to 2021. However, the following caveats must be noted:

- Incomplete data collected by ANPR may skew the length of stay results for the Saturday and Sunday of the 2023 bank holiday weekend.
- Parking at a seaside town such as Porthcawl is likely to be susceptible to variations in weather. It is noted that August 2023 was characterised by mixed and unsettled weather, with wet and windy weather at times due to major storms. August 2021, on the other hand, was both drier and duller than a typical August. In particular, the August Bank Holiday weekend in 2021 was warmer and drier than in 2023.

Appendix A. Entry and Exit Survey Data

Appendix B. ANPR Survey Data

PORTHCAWL PARKING STRATEGY

COUNCIL CAR PARK SURVEY RESULTS (2024)

NOVEMBER 2024

BRIDGEND COUNTY BOROUGH COUNCIL

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Document Control

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Digital Viewing Recommended

This report contains detailed maps that are best viewed in digital format to appreciate their full detail and clarity. We recommend accessing and reviewing this document electronically to ensure optimal visibility of these intricate cartographic elements. The digital version allows for zooming and panning features that enhance the readability and interpretation of the maps, which might not be as effective in a printed version.

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TABLE OF CONTENTS

1. INTRODUCTION 3

2. DATA COLLECTION METHODS 5

3. SURVEY RESULTS AND ANALYSIS 7

4. SUMMARY AND CONCLUSION 18

APPENDICES

APPENDIX A – PORTHCAWL 10K 2024 MANUAL CAR PARK SURVEY RESULTS

APPENDIX B – SCHOOL SUMMER HOLIDAY 2024 WEEKEND AND BANK HOLIDAY MANUAL CAR PARK SURVEY RESULTS

APPENDIX C – PORTHCAWL (HI-TIDE) FIREWORKS DISPLAY 2024 MANUAL CAR PARK SURVEY RESULTS

APPENDIX D – ATC RESULTS

1. INTRODUCTION

1.1 Context

1.1.1 Link Transport Planning has been commissioned by Bridgend County Borough Council to undertake a programme of traffic surveys at Council-run car parks in Porthcawl, to help inform the wider regeneration strategy for the area.

1.2 Scope

1.2.1 The following periods and events were covered:

Survey Week(s)	Event	Dates surveyed
1	Porthcawl 10k	Sunday 7th July 2024
2-6	School summer holidays	All weekends between 3rd August – 1st September and the Bank Holiday on Monday 26th August 2024
7	Porthcawl Fireworks Display	Saturday 2nd November 2024

Table 1: Primary Survey Scope (2024)

1.2.2 The surveys were required to cover the following Council-run car parks:

- Hillsboro Place (North) Car Park (250 spaces)
- Hillsboro Place (South) Car Park (77 spaces)
- Salt Lake Car Park (840, but up to 1050 if spaces were formally marked out)
- Sandy Bay Car Park (45 spaces)

1.2.3 The estimated capacities of each car park have been obtained from the Porthcawl Parking Strategy: Parking Data Analysis 2023 Update (Jacobs, 2023) which identifies an estimated current total car parking capacity at the four locations of 1,212 spaces.

1.2.4 In addition to the above, during the Porthcawl 10k event, an overspill parking area was provided at Sandy Bowl and Porthcawl Comprehensive School, which were also captured in the survey. However, the capacity of these locations is not known.

1.2.5 The primary method of data capture for this study is manual entry and exit counts at each car park access and egress using video surveillance cameras during the anticipated periods of peak demand.

1.2.6 As part of the study, ATCs were also placed at the entry and exit points of the four Council-run car parks between 3rd August and Friday 6th September 2024. However, whilst ATCs are a less costly data collection method, there are known data reliability concerns when utilised under sub-optimal conditions, which were concluded to be the situation with all these sites (e.g. poor carriageway surface and a low-speed environment). The ATC results are, therefore, to be treated with extreme caution, and it must be noted that these were primarily undertaken to facilitate a better understanding of parking demand in relative terms rather than to understand the absolute occupation numbers.

1.2.7 In addition to the above, ATCs were also placed on the two key routes into Porthcawl, the A4229 Pyle Road and the A4106 Bridgend Road, to cover the 3rd August to 6th September 2024 school holiday period. This data was collected to enable further understanding of how external demand along these routes affects car parking saturation levels at the four identified car parks.

1.2.8 A map of the count locations is provided in Fig

Figure 1: Porthcawl Parking Surveys 2024 - Count Locations

1.3 Aim

1.3.1 The aim of the project was to obtain a cost-effective, yet robust, dataset of car park entry and exit counts, from which the respective car park usage patterns could be derived.

1.3.2 This up-to-date information will enable a comparison with the Porthcawl survey programme undertaken in 2021 and 2023 and will ultimately contribute to the evidence base informing the on-going regeneration project in Porthcawl.

2. DATA COLLECTION METHODS

2.1.1 As noted within the introduction, the primary source of data collection is manual entry and exit counts at each car park access and egress using video surveillance cameras during the anticipated periods of peak demand.

2.1.2 However, ATCs were also utilised to capture additional locations and off-peak periods.

2.2 Video Surveillance Cameras - Manual Count

2.2.1 Portable video surveillance cameras were deployed during the critical periods of expected peak demand, which was informed through discussion with the Council and the outputs of previous surveys.

2.2.2 These peak periods were deemed to be during certain local events[1] (Porthcawl 10k and Porthcawl Fireworks display) and on weekends throughout the school summer holidays and the Bank Holiday Monday on 26th August 2024.

2.2.3 The video footage was counted manually and recorded at 15-minute intervals to establish each car park's hourly arrivals and departures, from which the occupation levels could be calculated.

2.2.4 Additional 'spot counts' were undertaken throughout the programme to establish a base parking level at the accumulation study's commencement. These 'spot counts' safeguarded against potential underrepresentation of car park occupation, which could occur if an assumption was applied that the car parks were empty on each day of the survey counts.

2.3 ATCs

2.3.1 Automatic Tube Counters were installed at all four Council car park entry/exit points and on the strategic routes into and out of Porthcawl on the A4229 Pyle Road and the A4106 Bridgend Road to cover the 3rd August to 6th September 2024 time period.

2.3.2 It must be noted that the use of ATC data in isolation was not deemed appropriate due to the scope of data inaccuracies created by the sub-optimal carriageway conditions at the required installation points of the car parks. The ATC manufacturer equipment guidelines stipulate the following installation guidance:

> *'Resultant data quality from a given site can be affected by a number of site characteristics. Below is a list of points to consider when selecting a survey site. Whilst some situations are unavoidable, it is important to be aware of the side-effects to data quality.*
>
> - *Select sites where most traffic is travelling at a constant speed due to bends, steep inclines, traffic signals, or intersections. If possible, avoid sites where vehicles are accelerating or decelerating.*
> - *Try to avoid sites where vehicles stop over the tubes.*

[1] *The chosen events reflect a robust sample and is not intended to be comprehensive.*

- *Ensure that traffic will cross perpendicular to the tubes. Avoid sites where vehicles will turn across the tubes.*
- *Ensure there is a suitable securing point for the Roadside Unit, such as a post or tree.'*

2.3.3 For the reasons above, the ATCs at the car parks were deployed to provide an indication of weekday usage, which is expected to be lower than the critical weekend periods. As has been identified, the weekend periods were captured by highly accurate manual survey methods.

3. SURVEY RESULTS AND ANALYSIS

3.1 Introduction

3.1.1 This chapter provides a summary and analysis of the survey results.

3.1.2 The results are categorised into three sub-sections, to summarise the following individually:

- **Week 1:** Porthcawl 10k (Sunday 7th July 2024);
- **Week 2-6:** Weekends (Saturday and Sunday) throughout school summer holidays 2024, including the Bank Holiday; and
- **Week 7:** Porthcawl Fireworks display (Saturday 2nd November 2024).

3.1.3 The individual reporting of each of the above recognises the significantly different characteristics of each dataset, with Week 1 and Week 7 being special events. There are also slight adjustments to the data collection methodology for each (e.g. survey time periods) and scope of surveys (e.g. overspill parking areas) which prevents a direct comparison.

3.1.4 In addition to the above, the results of the ATC surveys are discussed.

3.1.5 It should be noted that during Week 1-6, Salt Lake car park had an additional small unofficial overspill parking area adjacent to Aldi, which was accessed via the same junction as the main Salt Lake parking area. To ensure a robust count, the Salt Lake survey included this additional area.

3.2 Week 1: Porthcawl 10k

3.2.1 The Porthcawl 10k event survey was completed on Sunday 7th July 2024 between the hours of 06:00 and 19:00. The full Week 1 count outputs and summary graph are provided in **Appendix A**.

3.2.2 A summary of the results is provided in Table 2.

Car Park Name	Sunday 7th July 2024	
	Maximum Occupation (vehicles)	Time of Maximum Occupation
Salt Lake	712	10:30
Porthcawl Comprehensive School	132	09:45 - 10:30
Sandy Bay	26	13:45
Sandy Bowl	504	11:00
Combined Total	**1,367**	**10:45**

Table 2: Week 1 Car Park Accumulation Summary Table

3.2.3 The results show that Salt Lake car park recorded a maximum occupation of 712 vehicles at 10:30, making it the most heavily utilised parking facility out of those surveyed on the day.

3.2.4 The Porthcawl Comprehensive School car park reached its maximum occupation of 132 vehicles between 09:45 and 10:30. Sandy Bay had a maximum occupation of 26 vehicles at 13:45. The Sandy Bowl car park experienced a maximum occupation of 504 vehicles at 11:00.

3.2.5 Across all car parks, the combined peak occupation reached 1,367 vehicles at 10:45.

3.3 Weeks 2-6: School Summer Holiday

3.3.1 The school summer holiday surveys covered every weekend and the bank holiday Monday from 3rd August to 1st September 2024 between the hours of 07:00 and 19:00. The full Week 2-6 count outputs are provided in **Appendix B**.

3.3.2 A summary of the maximum occupancy values for each day is provided in Table 3 and a daily profile graph is provided in Figure 2.

Week	Day and Date	Maximum occupancy (vehicles)	Time of Maximum Occupancy	Estimated Spare Capacity (vehicles)
2	Saturday, 3rd August 2024	692	14:15	520
	Sunday, 4th August 2024	571	14:00	641
3	Saturday, 10th August 2024	423	14:45	789
	Sunday, 11th August 2024	1,282	15:00	**-70**
4	Saturday, 17th August 2024	638	13:30	574
	Sunday, 18th August 2024	802	14:00	410
5	Saturday, 24th August 2024	436	15:15	776
	Sunday, 25th August 2024	237	14:15	975
	Bank Holiday Monday, 26th August 2024	1,007	14:15	205
6	Saturday, 31st August 2024	846	14:30	366
	Sunday, 1st September 2024	438	14:30	774

Table 3: Week 2-6 Car Park Accumulation Summary Table

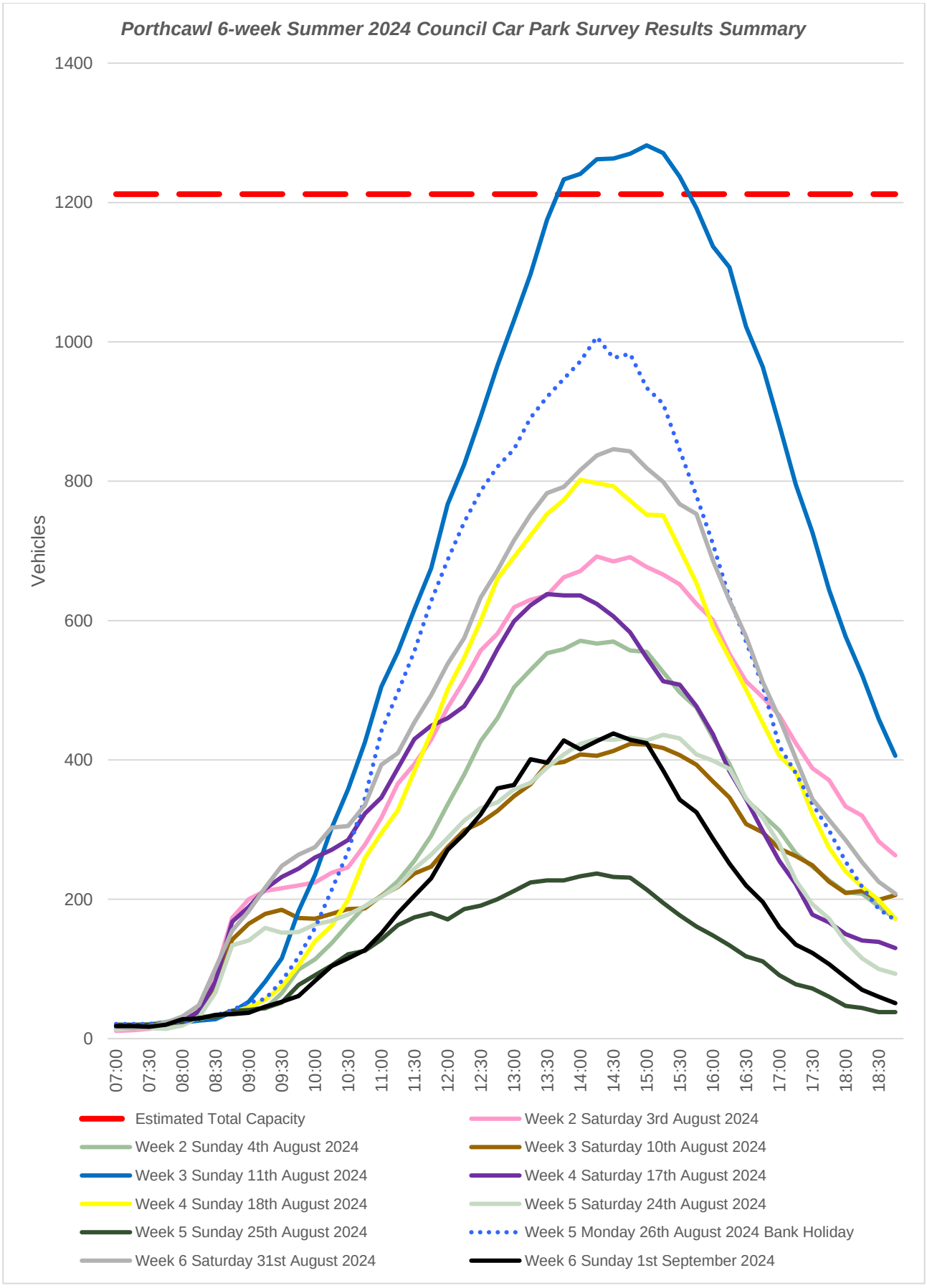


Figure 2: Porthcawl Weeks 2-6 Council Car Park Saturation Profile

3.3.3 As shown in Table 3 and Figure 2, the combined car park occupation levels exceeded the maximum capacity of 1,212 vehicles only on one occasion, which was Sunday, 11th August 2024, during a period lasting 120 minutes, from 13:45 to 15:45. This included eight consecutive 15-minute segments, with the peak occupancy of 1,282 vehicles recorded at 15:00, resulting in an overcapacity of 70 vehicles.

3.3.4 The highest spare capacity during the survey period was observed on Sunday, 25th August 2024, with a maximum occupation on that day being 237 vehicles, resulting in a minimum of 975 vehicle spaces being available within the survey car parks during that day.

3.3.5 On Saturdays, spare car park capacity ranged between 366 vehicles and 803 vehicles. Sundays demonstrated higher occupancy levels than Saturdays across all surveyed weeks.

3.3.6 The Bank Holiday Monday, 26th August 2024, recorded a peak occupancy of 1,007 vehicles at 14:15, leaving spare capacity for 205 vehicles.

3.3.7 Time periods of maximum occupancy were consistently between 13:30 and 15:15 across all survey days.

Threshold Analysis

3.3.8 Table 4 provides an overview of the percentage of time that the surveyed Council car parks exceeded nominal saturation thresholds during the school summer holiday period (i.e. Weeks 2-6).

3.3.9 The thresholds represent levels of car park occupancy as a proportion of total capacity: over 50% saturation is considered to indicate moderate usage, over 75% saturation highlights high usage, and over 90% saturation represents periods approaching full capacity.

Survey Day	% Time > 50% Saturated	% Time > 75% Saturated	% Time > 90% Saturated
Week 2 Saturday 3rd August 2024	25	0	0
Week 2 Sunday 4th August 2024	0	0	0
Week 3 Saturday 10th August 2024	0	0	0
Week 3 Sunday 11th August 2024	54	35	27
Week 4 Saturday 17th August 2024	10	0	0
Week 4 Sunday 18th August 2024	27	0	0
Week 5 Saturday 24th August 2024	0	0	0
Week 5 Sunday 25th August 2024	0	0	0
Week 5 Monday 26th August 2024 Bank Holiday	40	17	0
Week 6 Sunday 1st September 2024	0	0	0

Table 4: Car Park Saturation Thresholds (Weeks 2-6, 2024)

3.3.10 The data in Table 4 further highlights that the highest demand occurred during Sunday, 11th August 2024, where the combined car park accumulation was over 50% saturated for 54% (i.e. 6.5 hours) of the time and exceeded 90% capacity for 27% of the time (i.e. just over 3 hours).

3.3.11 Similarly, the Bank Holiday Monday on 26 August 2024 exhibited high demand, but the 75% threshold was only exceeded 17% of the time, and the 90% threshold was not breached.

3.3.12 Despite these peaks, there are large periods where a significant proportion of the Council's car parking capacity remains underutilised. For instance, the car parks did not exceed the lower 50% saturation level across multiple survey days despite these being the peak periods of demand for the entire calendar year.

Further Metrics

3.3.13 To aid data interpretation, the data have been further analysed in terms of mean, median, and 75th percentile values.

3.3.14 The mean is calculated by dividing the total number of vehicles observed across all time periods by the number of time segments. This metric provides an overall average of car park occupancy, offering a clear indication of the general usage level across the survey period. However, the mean is sensitive to extreme values, such as unusually high or low occupancies, which can skew the results and make them less representative of typical conditions. Despite this limitation, the mean remains a valuable metric for summarising total demand.

3.3.15 The median, or 50th percentile, represents the middle value when all occupancy observations are arranged in ascending order. Unlike the mean, the median is not affected by outliers, making it a more accurate reflection of "typical" car park usage during the surveyed periods. The median is often a more reliable measure than the mean for datasets with skewed distributions.

3.3.16 The 75th percentile identifies the occupancy level below which 75% of the observations fall, highlighting periods of high demand. This metric is beneficial for understanding the upper range of typical usage and assessing how often the car park approaches its capacity during the peak summer periods.

3.3.17 Figure 3 provides a summary of the Week 2-6 results (including the Bank Holiday) for the specified metrics across different times of the day.

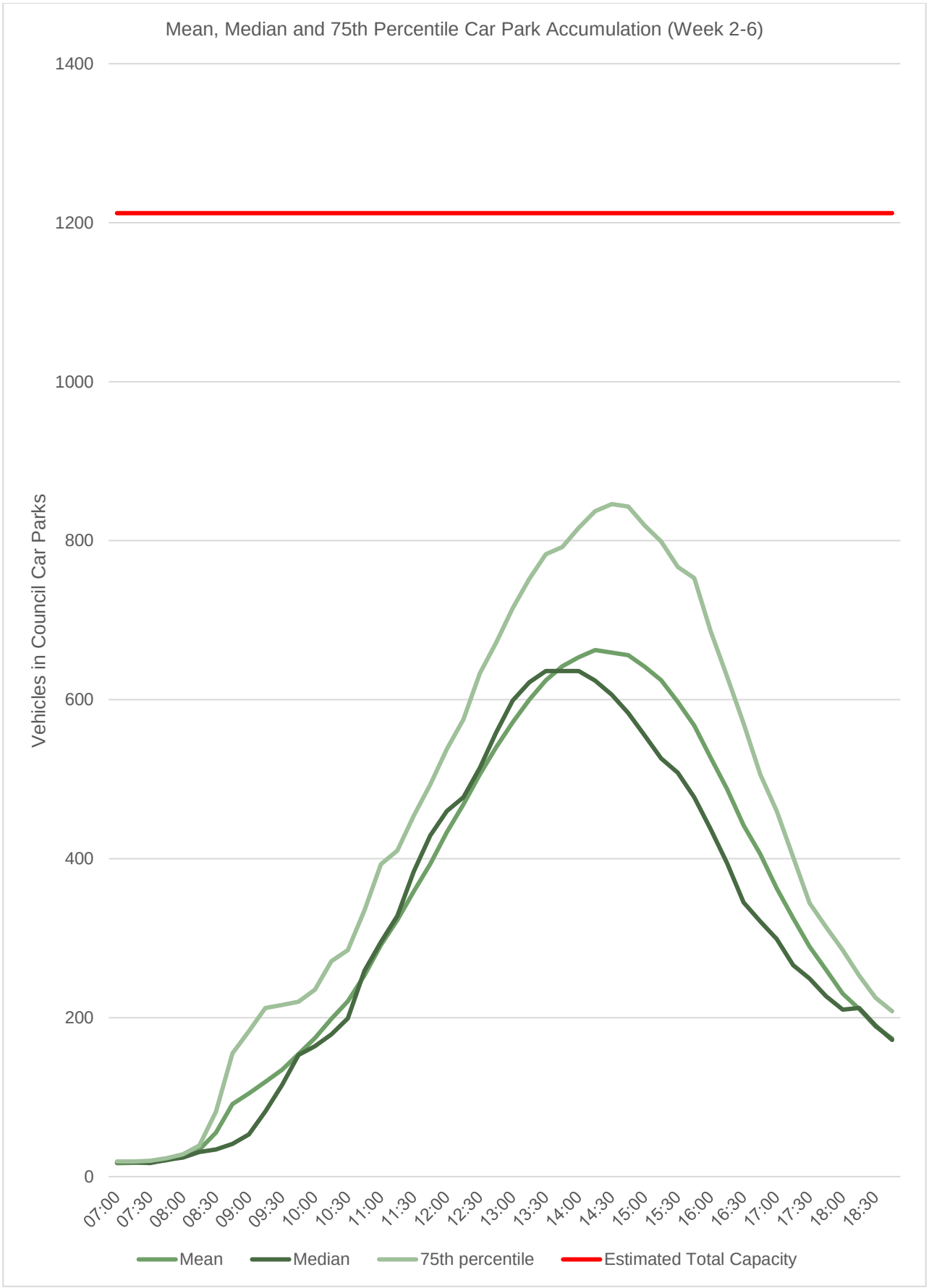


Figure 3: Car Park Occupancy Metrics: Mean, Median, and 75th Percentile (Time of Day Analysis)

3.3.18 As highlighted in Figure 2, the analysis of combined car park occupancy data reveals that the mean occupancy increases steadily from early morning, starting at 17 vehicles at 07:00 and peaking at 662 vehicles at 14:15. The median occupancy follows a similar trend, reaching its highest value of 636 vehicles between 13:30 and 14:00. The 75th percentile values highlight higher-end usage, rising sharply throughout the day and peaking at 846 vehicles at 14:30.

3.3.19 Despite these peaks, the 75th percentile consistently remains well below the total capacity of 1,212 spaces, indicating that significant proportions of the combined car park provision remain underutilised, even during the busiest summer periods.

Comparison with Previous Surveys

3.3.20 The peak occupancy on Saturdays during the 2024 survey programme (Weeks 2-6) was 846 vehicles (Week 6), a significant increase from 481 vehicles in 2023 and closer to the 791 vehicle peak that was recorded in the 2021 survey programme.

3.3.21 The peak occupancy on Sundays in 2024 was 1,282 vehicles (Week 3), which surpasses the 573 vehicles observed in 2023 and is slightly above the 1,042 vehicles recorded in 2021.

3.3.22 The Bank Holiday Monday on 26th August 2024 recorded a peak occupancy of 1,007 vehicles which is marginally higher than the 952 vehicles recorded on the Bank Holiday Monday of 28th August 2023 and significantly higher than the 855 vehicles recorded in 2021 (Monday 30th August).

3.3.23 In summary, the 2024 survey data indicates an increase in car park occupancy on both Saturdays and Sundays compared to previous survey years, with Sundays showing a particularly notable rise.

3.3.24 This may be due to weather conditions (although August 2024 did not consistently provide full days of sunshine) or to limitations in the 2023 survey data collection programme.

3.3.25 Consequently, it would be premature to conclude that car parks are generally busier than in previous years. Still, it would be reasonable to conclude that the demand is closely linked to hot weather and special events.

3.4 Week 7: Porthcawl Fireworks Display (Saturday 2nd November 2024)

3.4.1 The Porthcawl Fireworks event survey was completed on Saturday 2nd November 2024 between the hours of 12:00 and 22:00 (Week 7). The fireworks display was scheduled to commence at 19:30.

3.4.2 The full count outputs and summary graph are provided in **Appendix C**.

3.4.3 During the survey, there were a few notable influences that should be considered when interpreting the results:

- There were temporary modifications to the Salt Lake car park access due to ongoing construction works. Traffic signals were, therefore, in operation, and the access to the car park had been relocated west of the established access junction.

- There was a serious traffic incident on the M4 (Junctions 36-37) in the lead-up to the event, which created heavy congestion. It is therefore likely that many visitors were not able to arrive on time because of the delay, which may have affected the results.
- A total of 276 vehicles were seen exiting the temporary event car park at Sandy Bowl (via the egress adjacent Sandy Bay car park) during peak times of 19:00-22:00. All inbound movements were via the Hi-Tide car park, which was outside of the scope of this study.

3.4.4 Table 5 summarises the peak occupancy of each surveyed car park on the day.

Car Park Name	Saturday 2nd November 2024	
	Maximum Occupation (vehicles)	Time of Maximum Occupation
Salt Lake	889	19:45-20:00
Hillsboro Place (North)	283	19:45
Hillsboro Place (South)	94	19:45
Sandy Bay	45	17:15
Combined Total	1303	19:45

Table 5: Week 7 Car Park Accumulation Summary Table

3.4.5 The results show the Salt Lake car park recorded a maximum occupation of 889 vehicles between 19:45 and 20:00.

3.4.6 The Hillsboro Place (North) car park reached its maximum occupation of 283 vehicles at 19:45, while Hillsboro Place (South) recorded a peak of 94 vehicles also at 19:45. The Sandy Bay car park experienced its maximum occupation of 45 vehicles earlier in the day at 17:15.

3.4.7 Across all surveyed car parks, the combined peak occupation reached 1,303 vehicles at 19:45.

3.5 ATC Results

3.5.1 The ATC results for all car park entry and exit counts, as well as for the two key routes in and out of Porthcawl, are included in **Appendix D**.

3.5.2 A comprehensive analysis of the ATC data is beyond the scope of this report. However, the data is provided to enable further detailed examination by the Council, should it be required at a later stage.

3.5.3 A high-level review of the ATC data has been conducted, revealing significant discrepancies between the ATC counts at the car parks and the manual entry and exit count values. Consequently, the ATC data should only be used to provide indicative demand profiles for specific surveyed days, rather than to calculate absolute car park occupancy levels.

3.5.4 Additionally, a preliminary analysis has been conducted to explore the relationship between the activity at the Salt Lake car park and ATC traffic volumes on the A4229 (Pyle Road). It is important to emphasise that this analysis is not exhaustive.

3.5.5 This indicative analysis focused on Sunday, 11th August 2024, between 07:00 and 19:00 - a period identified in this report as experiencing high parking demand. The analysis identified a strong positive correlation between the number of arrivals and departures at the car park and the inbound and outbound traffic counts on the A4229. This relationship is supported by a high correlation coefficient and a statistically significant p-value, indicating that increased traffic to and from the area is strongly associated with corresponding fluctuations in car park usage. The statistical significance of the results, evidenced by the low p-value, suggests that this pattern is unlikely to be due to chance.

3.5.6 Whilst this high-level review requires a more comprehensive analysis of the wider dataset to enable more robust conclusions to be derived, it does indicate that there may be scope to develop a methodology for calculating expected car park capacity based on traffic counts from the strategic routes in and out of Porthcawl.

3.5.7 Although such an estimation method would not achieve the accuracy of manual counts, it could offer a low-cost approach to predicting car park usage over a longer period of time. This, in turn, could inform traffic management strategies and land-use planning efforts in the area.

4. SUMMARY AND CONCLUSION

4.1 Summary

4.1.1 This report presents the results of parking surveys undertaken at four council-operated car parks in Porthcawl during key periods in 2024, including the Porthcawl 10k event, school summer holidays, and the Porthcawl Fireworks Display. The car parks surveyed were Hillsboro Place (North), Hillsboro Place (South), Salt Lake, and Sandy Bay, with supplementary data from temporary overspill car parks during specific events. The surveys aimed to assess parking usage patterns during periods of peak demand using a combination of manual counts and Automatic Tube Counters (ATCs).

4.1.2 The primary aim of the study was to provide an up-to-date, robust dataset of car park occupancy levels, allowing a detailed understanding of parking patterns in Porthcawl. This data will support decision-making related to parking management in the area.

4.1.3 The results of the parking surveys indicate that while demand occasionally exceeded capacity during specific high-demand periods, these instances were limited and brief. Peak occupancy levels across the surveyed periods included:

- Porthcawl 10k Event (Sunday 7th July 2024): Combined peak occupancy of 1,367 vehicles at 10:45.
- School Summer Holidays (3rd August – 1st September 2024): The highest recorded peak was on Sunday, 11th August 2024, with 1,282 vehicles at 15:00, exceeding capacity by 70 vehicles.
- Porthcawl Fireworks Display (Saturday 2nd November 2024): Combined peak occupancy of 1,303 vehicles at 19:45.

4.1.4 For most of the survey periods, substantial reserve parking capacity was available, with only one instance where capacity was exceeded (11th August 2024) for a relatively brief duration of 120 minutes.

4.2 Conclusion

4.2.1 The findings confirm that Porthcawl's council-operated car parks generally have ample capacity to accommodate typical demand during the busiest seasonal period of the summer holidays, with only a few exceptional periods of overcapacity linked to hot weather and significant events, which is typical for any seaside resort.

Appendix A

Porthcawl 10k 2024 Manual Car Park Survey Results

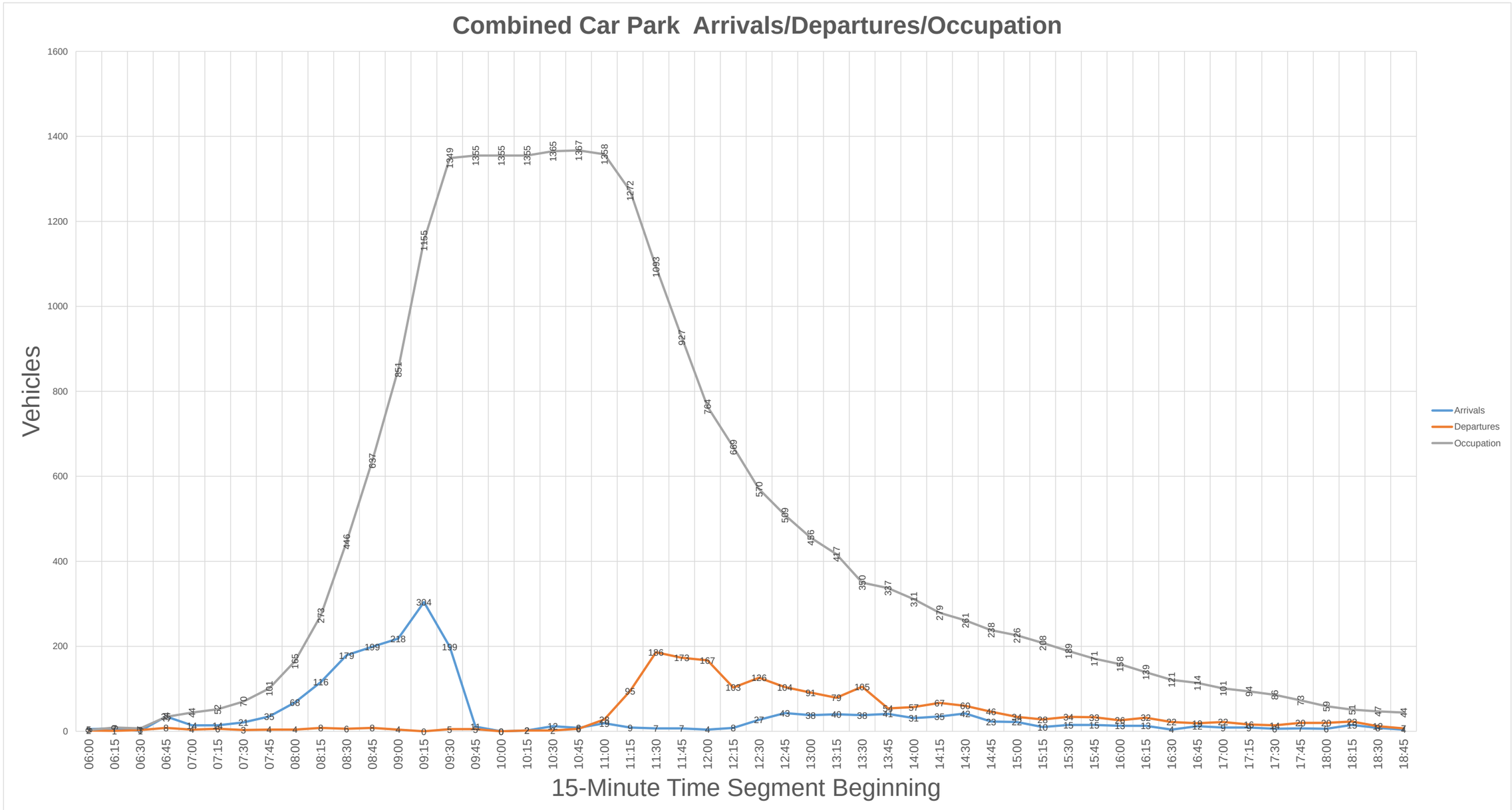
Parking Survey: Sunday 7th July 2024
Weather: AM: Partly sunny. PM: Clear. Daily high of 17°C
Event: Porthcawl 10k

Notes: Salt Lake overflow (51.47896291098799, -3.6989066476277213) in/out movements were obscured by a parked coach. Between 09:52 and 11:02. However, this was during the race, when few movements into the main car park were observed. It also appeared that this car park was full prior to the coach arriving.

Time Segment Beginning	Salt Lake Overflow			Salt Lake			Porthcawl Comp			Sandy Bay			Sandy Bowl			Combined		
	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation
06:00	0	0	0	2	1	1	0	0	0	1	0	1	2	1	1	5	2	3
06:15	0	0	0	6	0	7	0	0	0	0	1	0	1	0	2	7	1	9
06:30	0	0	0	0	2	5	0	0	0	0	0	0	1	1	2	1	3	7
06:45	0	0	0	5	0	10	16	2	14	3	1	2	11	5	8	35	8	34
07:00	1	0	1	7	1	16	2	2	14	0	1	1	4	0	12	14	4	44
07:15	0	0	1	9	3	22	3	2	15	1	0	2	1	1	12	14	6	52
07:30	1	0	2	14	2	34	1	1	15	1	0	3	4	0	16	21	3	70
07:45	0	0	2	21	1	54	6	1	20	0	0	3	8	2	22	35	4	101
08:00	2	0	4	38	0	92	4	1	23	4	2	5	20	1	41	68	4	165
08:15	2	1	5	68	3	157	18	2	39	1	0	6	27	2	66	116	8	273
08:30	1	1	5	113	4	266	14	1	52	0	0	6	51	0	117	179	6	446
08:45	1	0	6	118	6	378	22	1	73	0	1	5	58	0	175	199	8	637
09:00	0	1	5	126	0	504	24	2	95	0	1	4	68	0	243	218	4	851
09:15	31	0	36	80	0	584	21	0	116	0	0	4	172	0	415	304	0	1155
09:30	14	1	49	79	1	662	15	1	130	14	2	16	77	0	492	199	5	1349
09:45	0	0	49	1	2	661	2	0	132	5	3	18	3	0	495	11	5	1355
10:00	0	0	49	0	0	661	0	0	132	0	0	18	0	0	495	0	0	1355
10:15	0	0	49	1	0	662	0	0	132	1	2	17	0	0	495	2	2	1355
10:30	0	0	49	1	0	663	0	0	132	6	1	22	5	1	499	12	2	1365
10:45	0	0	49	0	3	660	0	0	132	1	1	22	7	2	504	8	6	1367
11:00	0	1	48	7	9	658	0	1	131	3	1	24	9	16	497	19	28	1358
11:15	0	4	44	4	48	614	0	6	125	3	2	25	2	35	464	9	95	1272
11:30	0	14	30	1	90	525	0	8	117	3	4	24	3	70	397	7	186	1093
11:45	0	4	26	1	81	445	0	18	99	1	0	25	5	70	332	7	173	927
12:00	0	4	22	1	68	378	0	13	86	2	7	20	1	75	258	4	167	764
12:15	1	5	18	2	50	330	1	9	78	4	3	21	0	36	222	8	103	669
12:30	4	5	17	18	47	301	0	13	65	1	3	19	4	58	168	27	126	570
12:45	10	8	19	23	46	278	2	11	56	6	5	20	2	34	136	43	104	509
13:00	7	3	23	25	44	259	0	10	46	5	6	19	1	28	109	38	91	456
13:15	6	4	25	27	48	238	1	7	40	5	4	20	1	16	94	40	79	417
13:30	10	4	31	26	69	195	0	8	32	1	1	20	1	23	72	38	105	350
13:45	9	6	34	22	29	188	1	6	27	8	2	26	1	11	62	41	54	337
14:00	6	7	33	18	25	181	1	9	19	3	5	24	3	11	54	31	57	311
14:15	6	3	36	21	37	165	2	7	14	5	8	21	1	12	43	35	67	279
14:30	1	3	34	22	30	157	3	13	4	10	4	27	6	10	39	42	60	261
14:45	4	4	34	14	28	143	1	2	3	4	3	28	0	9	30	23	46	238
15:00	3	3	34	15	18	140	1	1	3	3	5	26	0	7	23	22	34	226
15:15	3	5	32	6	19	127	0	1	2	1	1	26	0	2	21	10	28	208
15:30	1	2	31	12	24	115	0	0	2	1	5	22	1	3	19	15	34	189
15:45	4	1	34	6	22	99	0	0	2	4	5	21	1	5	15	15	33	171
16:00	3	2	35	7	14	92	0	0	2	3	6	18	0	4	11	13	26	158
16:15	1	5	31	7	20	79	0	2	0	5	4	19	0	1	10	13	32	139
16:30	0	5	26	2	13	68	0	0	0	1	3	17	1	1	10	4	22	121
16:45	3	5	24	6	7	67	0	0	0	3	5	15	0	2	8	12	19	114
17:00	2	3	23	5	16	56	0	0	0	1	2	14	1	1	8	9	22	101
17:15	2	4	21	6	7	55	0	0	0	1	5	10	0	0	8	9	16	94
17:30	2	5	18	3	6	52	0	0	0	1	2	9	0	1	7	6	14	86
17:45	1	2	17	4	14	42	0	0	0	2	2	9	0	2	5	7	20	73
18:00	1	3	15	4	14	32	0	0	0	0	2	7	1	1	5	6	20	59
18:15	4	3	16	7	14	25	0	0	0	3	3	7	1	3	3	15	23	51
18:30	0	3	13	3	8	20	0	0	0	5	1	11	0	0	3	8	12	47
18:45	2	2	13	0	4	16	0	0	0	2	1	12	0	0	3	4	7	44
Totals	**149**	**136**	**-**	**1014**	**998**	**-**	**161**	**161**	**-**	**138**	**126**	**-**	**566**	**563**	**-**	**2028**	**1984**	**-**

Parking Survey: Sunday 7th July 2024
Weather: AM: Partly sunny. PM: Clear. Daily high of 17°C
Event: Porthcawl 10k

Notes: Salt Lake overflow (51.47896291098799, -3.6989066476277213) in/out movements were obscured by a parked coach. Between 09:52 and 11:02. However, this was during the race, when few movements into the main car park were observed. It also appeared that this car park was full prior to the coach arriving.



Appendix B

School Summer Holiday 2024 Weekend & Bank Holiday Manual Car Park Survey Results

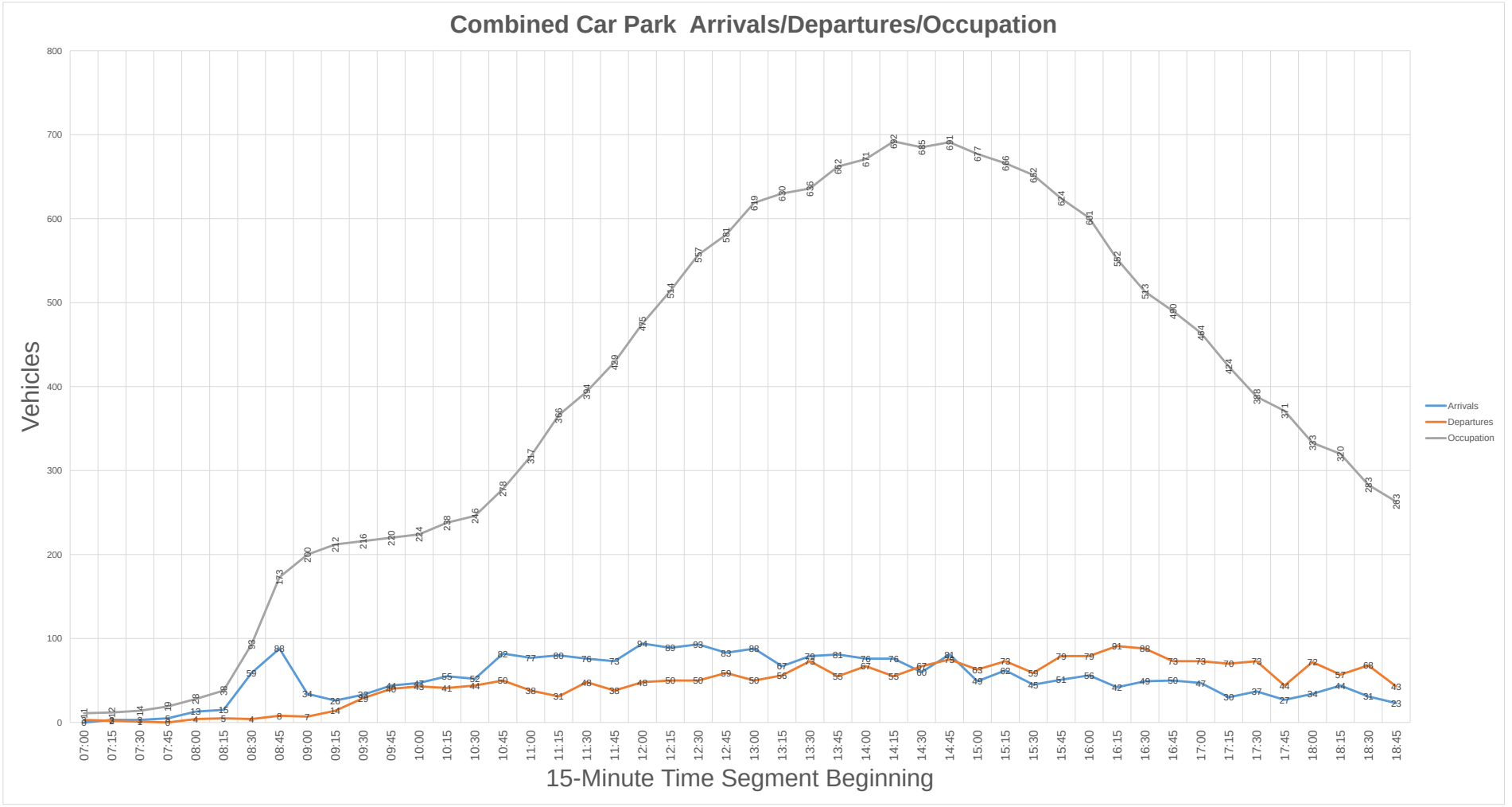
Parking Survey: Saturday 3rd August 2024
Weather: AM: Scattered clouds. PM: Clear. Daily high of 18°C
Event: None

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th August 2024.

Time Segment Beginning	Salt Lake Overflow			Salt Lake			Hillsboro North			Hillsboro South			Sandy Bay			Combined		
	Occupation at start: 0			Occupation at start: 0			Occupation at start: 1			Occupation at start: 1			Occupation at start: 12			Occupation at start: 14		
	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation
07:00	0	0	0	0	0	0	0	1	0	0	0	1	0	2	10	0	3	11
07:15	0	0	0	0	0	0	0	0	0	2	2	1	1	0	11	3	2	12
07:30	0	0	0	1	1	0	1	0	1	0	0	1	1	0	12	3	1	14
07:45	0	0	0	2	0	2	2	0	3	1	0	2	0	0	12	5	0	19
08:00	0	0	0	0	0	2	7	2	8	3	2	3	3	0	15	13	4	28
08:15	0	0	0	0	0	2	9	1	16	4	1	6	2	3	14	15	5	38
08:30	0	0	0	12	0	14	43	3	56	0	0	6	4	1	17	59	4	93
08:45	0	0	0	14	0	28	53	4	105	14	1	19	7	3	21	88	8	173
09:00	0	0	0	2	0	30	22	5	122	8	1	26	2	1	22	34	7	200
09:15	0	0	0	2	1	31	17	9	130	6	3	29	1	1	22	26	14	212
09:30	0	0	0	2	3	30	19	18	131	8	6	31	4	2	24	33	29	216
09:45	2	0	2	3	5	28	22	22	131	7	10	28	10	3	31	44	40	220
10:00	2	0	4	7	8	27	30	25	136	7	6	29	1	4	28	47	43	224
10:15	2	0	6	6	8	25	37	19	154	8	8	29	2	6	24	55	41	238
10:30	3	1	8	12	3	34	25	25	154	8	9	28	4	6	22	52	44	246
10:45	1	0	9	18	3	49	38	31	161	19	15	32	6	1	27	82	50	278
11:00	5	1	13	22	6	65	30	20	171	11	7	36	9	4	32	77	38	317
11:15	1	0	14	19	2	82	34	15	190	16	11	41	10	3	39	80	31	366
11:30	10	0	24	14	3	93	39	31	198	10	8	43	3	6	36	76	48	394
11:45	10	1	33	20	5	108	27	22	203	13	7	49	3	3	36	73	38	429
12:00	10	6	37	30	2	136	37	29	211	9	6	52	8	5	39	94	48	475
12:15	4	3	38	32	8	160	41	24	228	7	7	52	5	8	36	89	50	514
12:30	5	2	41	25	9	176	42	20	250	15	16	51	6	3	39	93	50	557
12:45	7	5	43	26	10	192	26	29	247	17	10	58	7	5	41	83	59	581
13:00	3	1	45	29	4	217	40	30	257	11	12	57	5	3	43	88	50	619
13:15	4	1	48	23	9	231	29	35	251	8	8	57	3	3	43	67	56	630
13:30	4	6	46	29	13	247	25	37	239	11	9	59	10	8	45	79	73	636
13:45	9	8	47	30	6	271	29	26	242	9	11	57	4	4	45	81	55	662
14:00	9	3	53	27	11	287	23	31	234	14	16	55	3	6	42	76	67	671
14:15	6	4	55	30	11	306	25	22	237	10	13	52	5	5	42	76	55	692
14:30	6	4	57	19	20	305	17	26	228	10	12	50	8	5	45	60	67	685
14:45	9	5	61	29	28	306	28	22	234	6	11	45	9	9	45	81	75	691
15:00	9	3	67	21	20	307	15	28	221	4	8	41	0	4	41	49	63	677
15:15	3	7	63	28	27	308	21	31	211	3	6	38	7	2	46	62	73	666
15:30	3	5	61	22	20	310	14	28	197	5	2	41	1	4	43	45	59	652
15:45	3	5	59	21	25	306	22	32	187	4	14	31	1	3	41	51	79	624
16:00	2	4	57	23	32	297	16	28	175	8	11	28	7	4	44	56	79	601
16:15	4	9	52	13	32	278	14	32	157	7	10	25	4	8	40	42	91	552
16:30	6	6	52	23	39	262	10	26	141	7	8	24	3	9	34	49	88	513
16:45	4	9	47	15	27	250	20	25	136	4	4	24	7	8	33	50	73	490
17:00	3	10	40	18	28	240	19	26	129	4	7	21	3	2	34	47	73	464
17:15	6	5	41	7	34	213	10	21	118	3	7	17	4	3	35	30	70	424
17:30	4	7	38	12	25	200	9	30	97	6	3	20	6	8	33	37	73	388
17:45	2	3	37	10	20	190	9	19	87	5	1	24	1	1	33	27	44	371
18:00	3	6	34	13	43	160	10	15	82	6	4	26	2	4	31	34	72	333
18:15	7	8	33	15	21	154	9	14	77	9	6	29	4	8	27	44	57	320
18:30	5	8	30	6	35	125	10	17	70	7	5	31	3	3	27	31	68	283
18:45	4	7	27	6	14	117	4	15	59	5	5	31	4	2	29	23	43	263
Totals	**180**	**153**	**-**	**738**	**621**	**-**	**1029**	**971**	**-**	**359**	**329**	**-**	**203**	**186**	**-**	**2509**	**2260**	**-**

Parking Survey: Saturday 3rd August 2024
Weather: AM: Scattered clouds. PM: Clear. Daily high of 18°C
Event: None

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th August 2024.



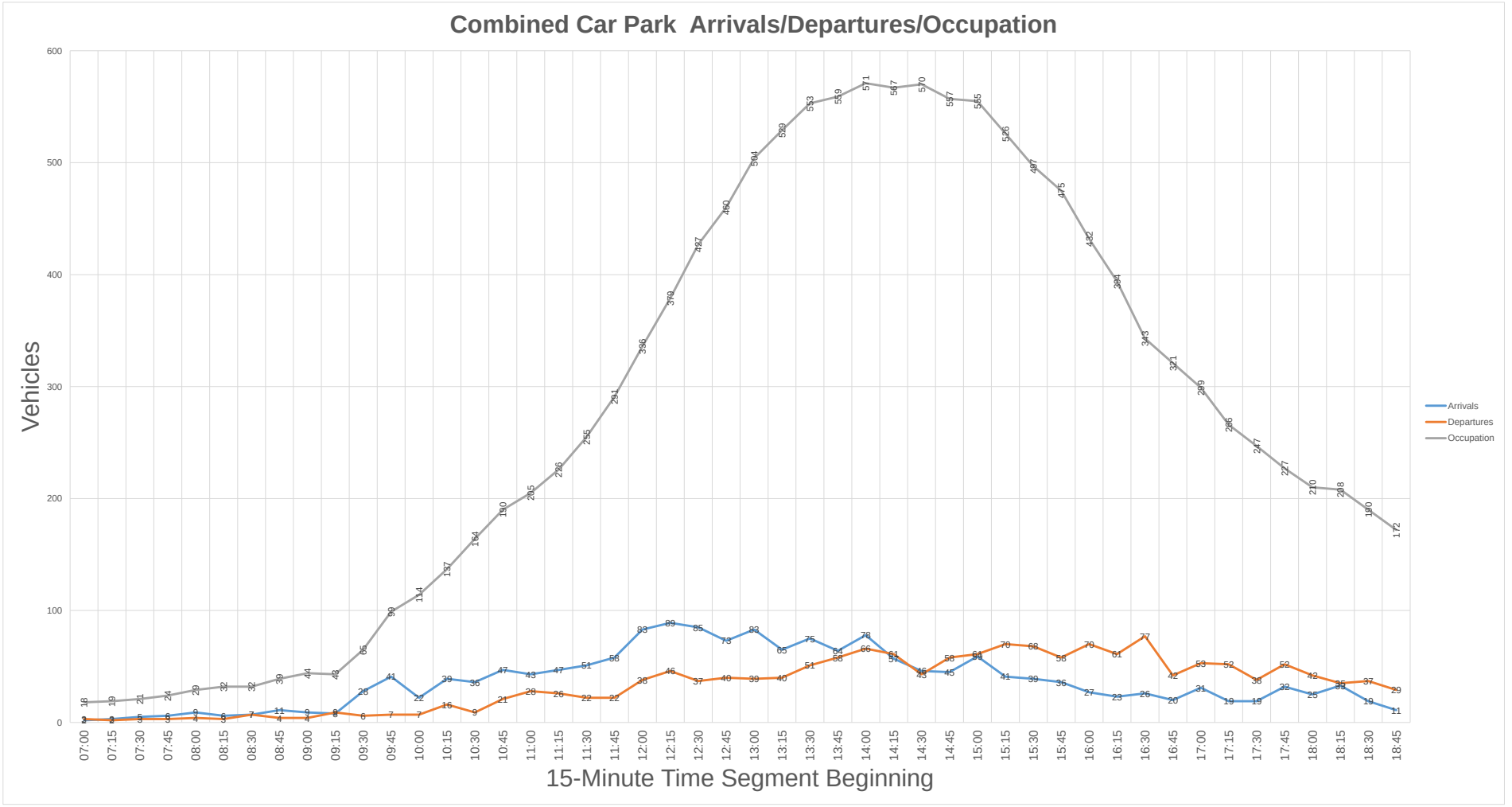
Parking Survey: Sunday 4th August 2024
Weather: AM: Broken clouds. PM: Partly sunny. Daily high of 21°C
Event: None

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th August 2024.

Time Segment Beginning	Salt Lake Overflow			Salt Lake			Hillsboro North			Hillsboro South			Sandy Bay			Combined		
	Occupation at start: 1			Occupation at start: 2			Occupation at start: 4			Occupation at start: 2			Occupation at start: 10			Occupation at start: 19		
	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation
07:00	0	0	1	0	0	2	2	1	5	0	0	2	0	2	8	2	3	18
07:15	0	0	1	2	1	3	0	1	4	1	0	3	0	0	8	3	2	19
07:30	0	0	1	2	0	5	1	1	4	2	1	4	0	1	7	5	3	21
07:45	0	0	1	0	0	5	5	1	8	1	2	3	0	0	7	6	3	24
08:00	0	1	0	2	1	6	2	2	8	2	0	5	3	0	10	9	4	29
08:15	0	0	0	0	0	6	1	2	7	3	0	8	2	1	11	6	3	32
08:30	0	0	0	0	1	5	4	4	7	3	2	9	0	0	11	7	7	32
08:45	0	0	0	2	1	6	5	1	11	3	1	11	1	1	11	11	4	39
09:00	0	0	0	3	0	9	3	1	13	3	3	11	0	0	11	9	4	44
09:15	0	0	0	2	2	9	4	6	11	2	1	12	0	0	11	8	9	43
09:30	1	0	1	5	0	14	13	2	22	5	1	16	4	3	12	28	6	65
09:45	1	0	2	6	2	18	15	1	36	6	2	20	13	2	23	41	7	99
10:00	2	0	4	4	1	21	10	5	41	4	1	23	2	0	25	22	7	114
10:15	0	0	4	7	3	25	19	6	54	9	4	28	4	3	26	39	16	137
10:30	2	0	6	5	0	30	17	7	64	11	2	37	1	0	27	36	9	164
10:45	3	0	9	14	3	41	20	4	80	5	11	31	5	3	29	47	21	190
11:00	2	3	8	9	6	44	20	10	90	9	6	34	3	3	29	43	28	205
11:15	6	0	14	13	2	55	23	14	99	4	5	33	1	5	25	47	26	226
11:30	4	4	14	21	3	73	17	8	108	5	4	34	4	3	26	51	22	255
11:45	1	0	15	23	3	93	17	10	115	11	7	38	6	2	30	58	22	291
12:00	6	1	20	28	12	109	35	13	137	12	7	43	2	5	27	83	38	336
12:15	11	2	29	24	7	126	40	25	152	8	4	47	6	8	25	89	46	379
12:30	8	1	36	31	6	151	31	22	161	14	5	56	1	3	23	85	37	427
12:45	5	3	38	18	9	160	34	22	173	10	4	62	6	2	27	73	40	460
13:00	8	2	44	24	6	178	40	20	193	8	7	63	3	4	26	83	39	504
13:15	8	4	48	21	12	187	20	14	199	9	8	64	7	2	31	65	40	529
13:30	12	3	57	23	13	197	21	21	199	15	8	71	4	6	29	75	51	553
13:45	11	8	60	19	13	203	19	25	193	9	8	72	6	4	31	64	58	559
14:00	11	13	58	26	16	213	22	17	198	12	10	74	7	10	28	78	66	571
14:15	5	5	58	17	20	210	22	22	198	9	8	75	4	6	26	57	61	567
14:30	5	3	60	12	13	209	12	14	196	10	8	77	7	5	28	46	43	570
14:45	3	1	62	19	21	207	13	20	189	9	14	72	1	2	27	45	58	557
15:00	6	6	62	25	17	215	19	26	182	7	9	70	2	3	26	59	61	555
15:15	6	5	63	15	17	213	14	29	167	2	14	58	4	5	25	41	70	526
15:30	4	8	59	21	23	211	10	27	150	2	8	52	2	2	25	39	68	497
15:45	5	2	62	16	17	210	9	25	134	3	11	44	3	3	25	36	58	475
16:00	1	4	59	11	27	194	9	23	120	0	13	31	6	3	28	27	70	432
16:15	2	8	53	9	21	182	5	25	100	5	6	30	2	1	29	23	61	394
16:30	4	4	53	11	35	158	7	24	83	4	11	23	0	3	26	26	77	343
16:45	1	7	47	11	16	153	1	13	71	4	4	23	3	2	27	20	42	321
17:00	8	10	45	9	19	143	8	20	59	2	4	21	4	0	31	31	53	299
17:15	3	5	43	7	22	128	4	19	44	5	3	23	0	3	28	19	52	266
17:30	6	6	43	3	14	117	2	9	37	5	3	25	3	6	25	19	38	247
17:45	9	6	46	7	17	107	10	20	27	5	3	27	1	6	20	32	52	227
18:00	4	5	45	8	19	96	7	11	23	3	5	25	3	2	21	25	42	210
18:15	6	2	49	7	16	87	6	10	19	10	4	31	4	3	22	33	35	208
18:30	2	5	46	5	17	75	9	9	19	2	2	31	1	4	19	19	37	190
18:45	1	4	43	4	8	71	1	7	13	3	7	27	2	3	18	11	29	172
Totals	**183**	**141**	**-**	**551**	**482**	**-**	**628**	**619**	**-**	**276**	**251**	**-**	**143**	**135**	**-**	**1781**	**1628**	**-**

Parking Survey: Sunday 4th August 2024
Weather: AM: Broken clouds. PM: partly sunny. Daily high of 21°C
Event: None

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th August 2024.

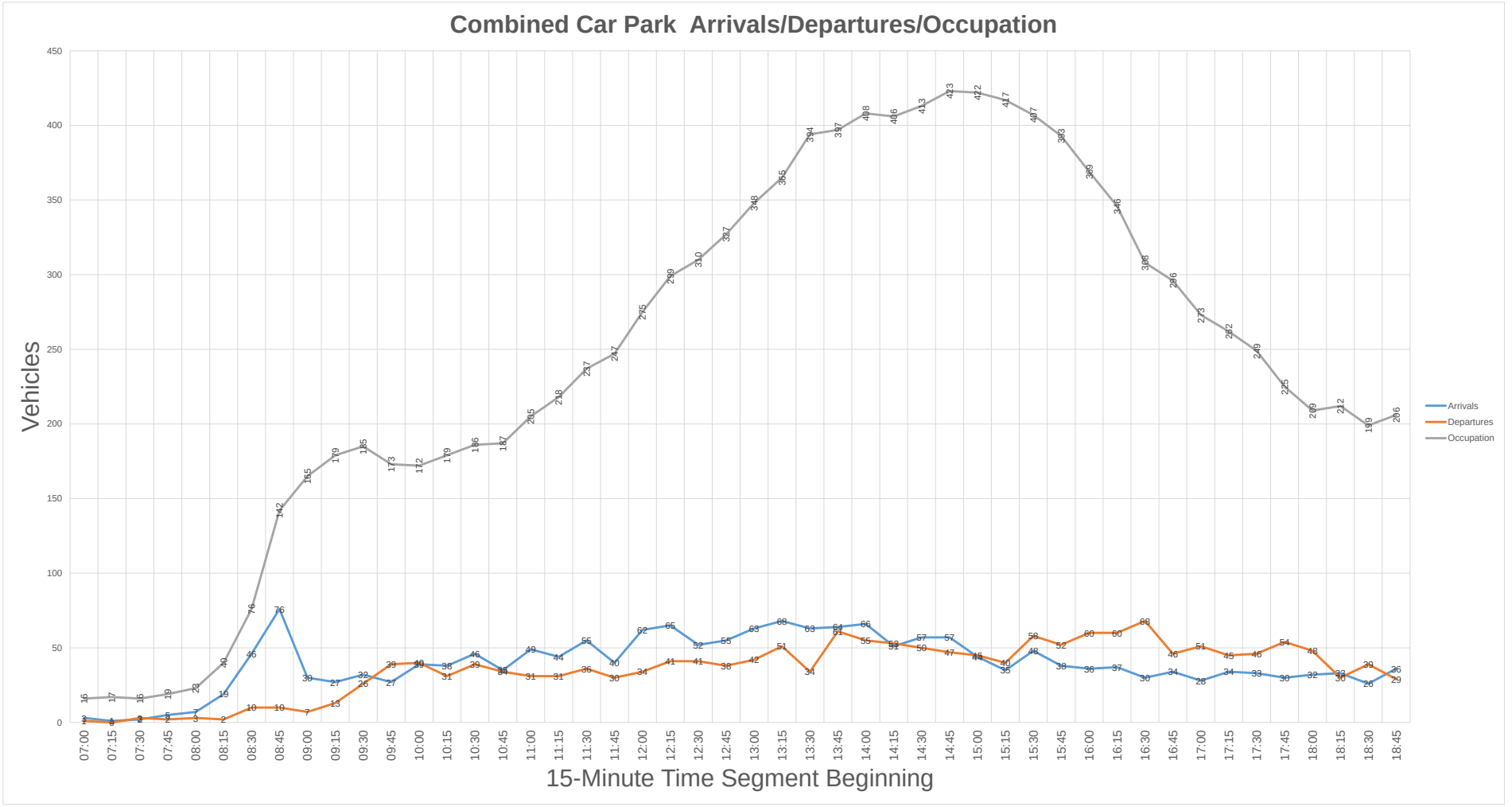


Parking Survey: Saturday 10th August 2024 **Notes:**
Weather: AM: Overcast. PM: Partly sunny. Daily high of 21°C
Event: None

Time Segment Beginning	Salt Lake Overflow			Salt Lake			Hillsboro North			Hillsboro South			Sandy Bay			Combined		
	Occupation at start: 0			Occupation at start: 0			Occupation at start: 1			Occupation at start: 1			Occupation at start: 12			Occupation at start: 14		
	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation
07:00	0	0	0	0	0	0	2	0	3	1	1	1	0	0	12	3	1	16
07:15	0	0	0	0	0	0	1	0	4	0	0	1	0	0	12	1	0	17
07:30	0	0	0	0	0	0	1	2	3	1	1	1	0	0	12	2	3	16
07:45	0	0	0	0	0	0	3	2	4	1	0	2	1	0	13	5	2	19
08:00	0	0	0	1	0	1	1	1	4	1	1	2	4	1	16	7	3	23
08:15	0	0	0	0	0	1	14	0	18	4	2	4	1	0	17	19	2	40
08:30	0	0	0	0	0	1	34	3	49	9	5	8	3	2	18	46	10	76
08:45	1	1	0	6	0	7	49	3	95	19	4	23	1	2	17	76	10	142
09:00	1	1	0	1	1	7	16	3	108	10	1	32	2	1	18	30	7	165
09:15	0	0	0	0	0	7	17	7	118	5	1	36	5	5	18	27	13	179
09:30	0	0	0	5	1	11	17	15	120	8	7	37	2	3	17	32	26	185
09:45	0	0	0	0	2	9	12	23	109	10	8	39	5	6	16	27	39	173
10:00	2	0	2	2	2	9	21	28	102	9	8	40	5	2	19	39	40	172
10:15	1	0	3	2	1	10	21	18	105	11	9	42	3	3	19	38	31	179
10:30	2	1	4	0	2	8	22	22	105	20	11	51	2	3	18	46	39	186
10:45	2	0	6	1	1	8	18	18	105	12	14	49	2	1	19	35	34	187
11:00	0	0	6	9	0	17	21	19	107	12	9	52	7	3	23	49	31	205
11:15	0	0	6	7	1	23	21	14	114	9	10	51	7	6	24	44	31	218
11:30	1	0	7	11	4	30	22	18	118	12	9	54	9	5	28	55	36	237
11:45	1	0	8	6	2	34	26	17	127	4	9	49	3	2	29	40	30	247
12:00	4	0	12	11	3	42	35	21	141	8	8	49	4	2	31	62	34	275
12:15	3	3	12	10	5	47	24	20	145	19	11	57	9	2	38	65	41	299
12:30	0	2	10	12	4	55	23	21	147	7	7	57	10	7	41	52	41	310
12:45	4	1	13	14	5	64	26	22	151	6	6	57	5	4	42	55	38	327
13:00	3	1	15	17	6	75	29	19	161	7	8	56	7	8	41	63	42	348
13:15	1	3	13	11	4	82	33	25	169	10	7	59	13	12	42	68	51	365
13:30	4	2	15	19	4	97	25	11	183	7	6	60	8	11	39	63	34	394
13:45	6	1	20	11	7	101	22	28	177	13	16	57	12	9	42	64	61	397
14:00	8	2	26	12	11	102	23	27	173	9	3	63	14	12	44	66	55	408
14:15	2	2	26	9	4	107	17	24	166	16	13	66	7	10	41	51	53	406
14:30	5	2	29	7	8	106	29	24	171	12	11	67	4	5	40	57	50	413
14:45	6	5	30	13	9	110	20	22	169	9	8	68	9	3	46	57	47	423
15:00	1	2	29	11	11	110	28	16	181	3	10	61	1	6	41	44	45	422
15:15	0	2	27	8	13	105	19	16	184	2	4	59	6	5	42	35	40	417
15:30	4	3	28	8	9	104	17	24	177	5	11	53	14	11	45	48	58	407
15:45	4	7	25	14	11	107	8	19	166	5	8	50	7	7	45	38	52	393
16:00	3	9	19	12	12	107	16	25	157	1	10	41	4	4	45	36	60	369
16:15	7	5	21	10	12	105	11	35	133	4	5	40	5	3	47	37	60	346
16:30	4	4	21	8	16	97	9	30	112	4	10	34	5	8	44	30	68	308
16:45	5	3	23	12	12	97	7	20	99	5	8	31	5	3	46	34	46	296
17:00	3	2	24	13	12	98	4	23	80	6	10	27	2	4	44	28	51	273
17:15	7	5	26	12	13	97	7	15	72	5	8	24	3	4	43	34	45	262
17:30	6	7	25	8	12	93	9	20	61	7	5	26	3	2	44	33	46	249
17:45	4	7	22	4	17	80	10	17	54	8	6	28	4	7	41	30	54	225
18:00	4	3	23	10	17	73	9	14	49	4	5	27	5	9	37	32	48	209
18:15	3	6	20	13	7	79	8	8	49	5	5	27	4	4	37	33	30	212
18:30	1	1	20	10	13	76	7	9	47	4	4	27	4	12	29	26	39	199
18:45	4	3	21	19	9	86	3	7	43	7	4	30	3	6	26	36	29	206
Totals	**117**	**96**	**-**	**369**	**283**	**-**	**817**	**775**	**-**	**356**	**327**	**-**	**239**	**225**	**-**	**1898**	**1706**	**-**

Parking Survey: Saturday 10th August 2024
Weather: AM: Overcast. PM: Partly sunny. Daily high of 21°C
Event: None

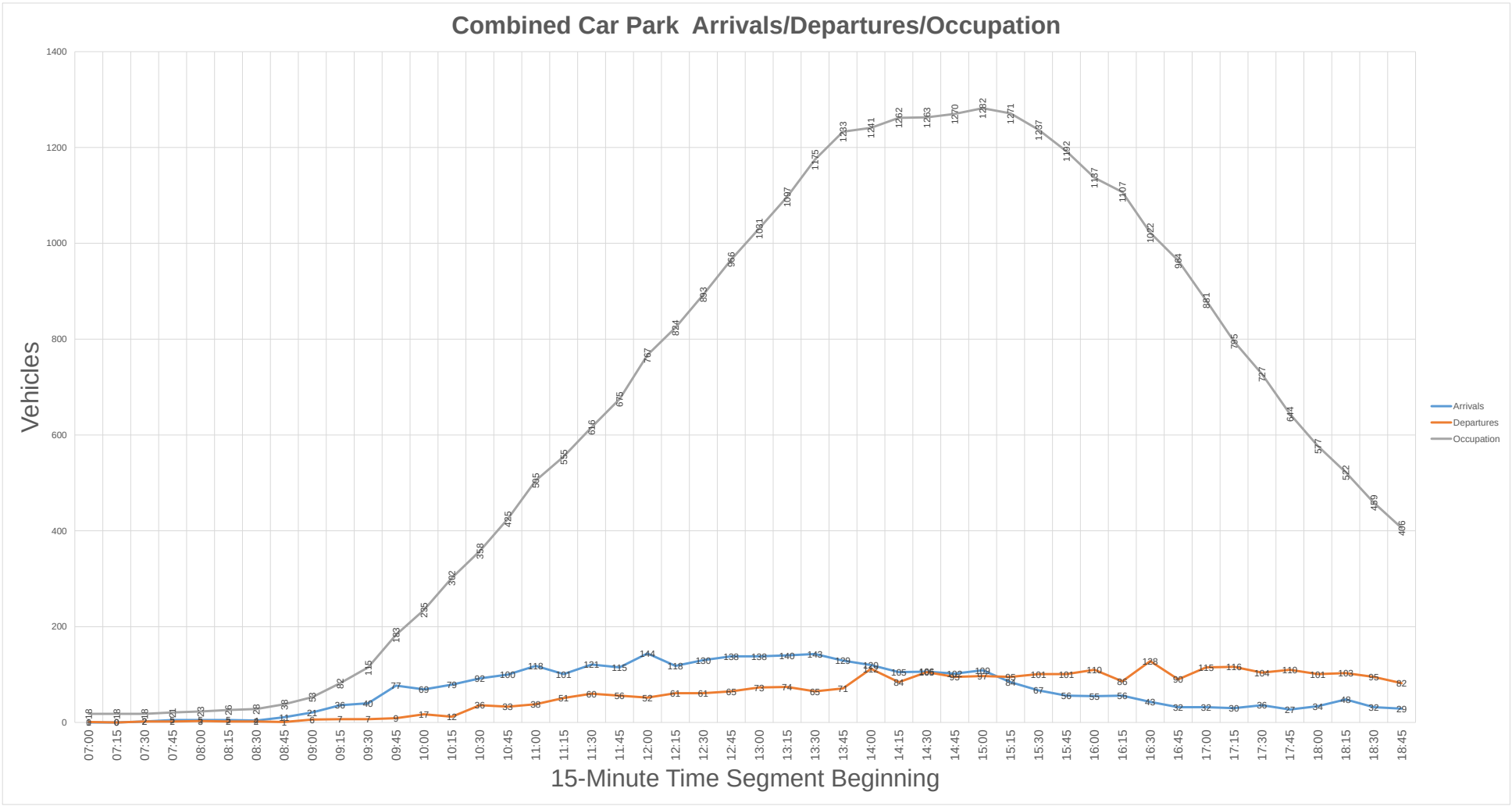
Notes:



Parking Survey: Sunday 11th August 2024 **Notes:**
Weather: AM: Partly sunny. PM: Scattered clouds. Daily high of 27°C
Event: None

Time Segment Beginning	Salt Lake Overflow			Salt Lake			Hillsboro North			Hillsboro South			Sandy Bay			Combined		
	Occupation at start: 1			Occupation at start: 2			Occupation at start: 4			Occupation at start: 2			Occupation at start: 10			Occupation at start: 19		
	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation
07:00	0	0	1	0	0	2	0	0	4	0	1	1	0	0	10	0	1	18
07:15	0	0	1	0	0	2	0	0	4	0	0	1	0	0	10	0	0	18
07:30	0	0	1	0	0	2	1	0	5	1	2	0	0	0	10	2	2	18
07:45	0	0	1	0	0	2	1	0	6	3	2	1	1	0	11	5	2	21
08:00	0	0	1	0	0	2	1	1	6	1	2	0	3	0	14	5	3	23
08:15	0	0	1	0	0	2	2	0	8	2	1	1	1	1	14	5	2	26
08:30	0	0	1	0	0	2	2	1	9	1	0	2	1	1	14	4	2	28
08:45	1	0	2	2	1	3	5	0	14	3	0	5	0	0	14	11	1	38
09:00	1	0	3	8	1	10	5	3	16	5	2	8	2	0	16	21	6	53
09:15	3	0	6	10	1	19	17	1	32	2	1	9	4	4	16	36	7	82
09:30	1	0	7	14	0	33	10	2	40	5	1	13	10	4	22	40	7	115
09:45	4	0	11	29	4	58	26	1	65	8	3	18	10	1	31	77	9	183
10:00	9	0	20	25	3	80	18	2	81	5	5	18	12	7	36	69	17	235
10:15	11	1	30	25	0	105	25	7	99	11	2	27	7	2	41	79	12	302
10:30	12	2	40	43	6	142	21	13	107	7	3	31	9	12	38	92	36	358
10:45	5	1	44	42	10	174	28	8	127	15	6	40	10	8	40	100	33	425
11:00	7	1	50	53	7	220	35	13	149	11	5	46	12	12	40	118	38	505
11:15	4	4	50	43	4	259	32	21	160	6	6	46	16	16	40	101	51	555
11:30	2	4	48	50	14	295	40	17	183	8	9	45	21	16	45	121	60	616
11:45	8	4	52	57	11	341	25	14	194	11	11	45	14	16	43	115	56	675
12:00	10	5	57	68	14	395	41	11	224	15	10	50	10	12	41	144	52	767
12:15	4	5	56	61	13	443	28	18	234	10	11	49	15	14	42	118	61	824
12:30	10	6	60	75	19	499	26	26	234	10	3	56	9	7	44	130	61	893
12:45	5	4	61	73	18	554	41	21	254	8	8	56	11	14	41	138	65	966
13:00	6	4	63	80	21	613	33	26	261	7	11	52	12	11	42	138	73	1031
13:15	2	3	62	86	25	674	39	35	265	5	7	50	8	4	46	140	74	1097
13:30	5	3	64	82	17	739	34	30	269	11	5	56	11	10	47	143	65	1175
13:45	3	4	63	72	20	791	32	31	270	14	4	66	8	12	43	129	71	1233
14:00	5	8	60	60	44	807	29	37	262	12	8	70	14	15	42	120	112	1241
14:15	7	5	62	50	36	821	30	24	268	4	5	69	14	14	42	105	84	1262
14:30	6	5	63	45	43	823	32	29	271	8	14	63	15	14	43	106	105	1263
14:45	4	5	62	58	41	840	22	33	260	8	6	65	10	10	43	102	95	1270
15:00	3	2	63	51	37	854	22	25	257	16	19	62	17	14	46	109	97	1282
15:15	2	4	61	43	43	854	20	24	253	6	8	60	13	16	43	84	95	1271
15:30	2	4	59	33	49	838	17	28	242	6	11	55	9	9	43	67	101	1237
15:45	2	2	59	22	51	809	13	32	223	9	6	58	10	10	43	56	101	1192
16:00	4	3	60	28	49	788	17	43	197	4	11	51	2	4	41	55	110	1137
16:15	1	5	56	25	39	774	18	26	189	3	10	44	9	6	44	56	86	1107
16:30	2	6	52	25	74	725	10	34	165	1	9	36	5	5	44	43	128	1022
16:45	2	8	46	16	52	689	8	19	154	3	5	34	3	6	41	32	90	964
17:00	1	0	47	18	77	630	7	27	134	1	5	30	5	6	40	32	115	881
17:15	1	2	46	18	78	570	5	27	112	2	5	27	4	4	40	30	116	795
17:30	1	4	43	21	72	519	7	21	98	4	5	26	3	2	41	36	104	727
17:45	3	2	44	17	75	461	4	18	84	2	8	20	1	7	35	27	110	644
18:00	4	11	37	14	64	411	8	13	79	6	5	21	2	8	29	34	101	577
18:15	7	6	38	12	75	348	16	14	81	11	3	29	2	5	26	48	103	522
18:30	2	5	35	14	67	295	9	11	79	7	7	29	0	5	21	32	95	459
18:45	7	3	39	9	57	247	6	14	71	3	5	27	4	3	22	29	82	406
Totals	**179**	**141**	**-**	**1577**	**1332**	**-**	**868**	**801**	**-**	**301**	**276**	**-**	**359**	**347**	**-**	**3284**	**2897**	**-**

Parking Survey: Sunday 11th August 2024 **Notes:**
Weather: AM: Partly sunny. PM: Scattered clouds. Daily high of 27°C
Event: None



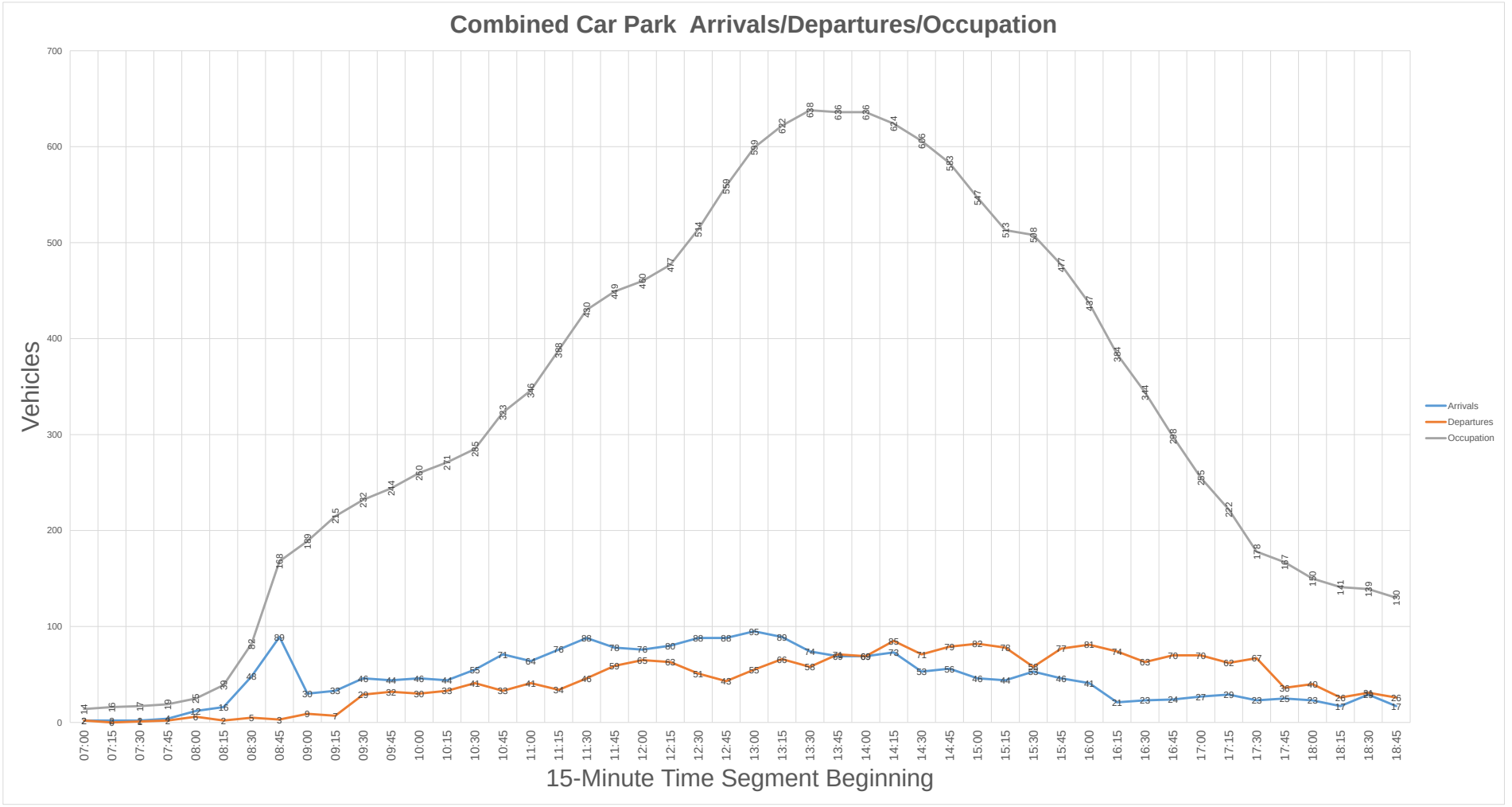
Parking Survey: Saturday 17th August 2024
Weather: AM: Clear. PM: Broken clouds. Daily high of 19°C
Event: None

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th August 2024.

Time Segment Beginning	Salt Lake Overflow			Salt Lake			Hillsboro North			Hillsboro South			Sandy Bay			Combined		
	Occupation at start: 0			Occupation at start: 0			Occupation at start: 1			Occupation at start: 1			Occupation at start: 12			Occupation at start: 14		
	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation
07:00	0	0	0	0	0	0	0	0	1	0	1	0	2	1	13	2	2	14
07:15	0	0	0	0	0	0	2	0	3	0	0	0	0	0	13	2	0	16
07:30	0	0	0	0	0	0	1	1	3	1	0	1	0	0	13	2	1	17
07:45	0	0	0	1	0	1	3	0	6	0	0	1	0	2	11	4	2	19
08:00	0	0	0	1	2	0	4	3	7	4	1	4	3	0	14	12	6	25
08:15	0	0	0	0	0	0	5	1	11	5	1	8	6	0	20	16	2	39
08:30	1	0	1	2	0	2	38	2	47	4	1	11	3	2	21	48	5	82
08:45	0	0	1	15	0	17	49	2	94	20	1	30	5	0	26	89	3	168
09:00	1	0	2	2	2	17	18	2	110	6	1	35	3	4	25	30	9	189
09:15	1	1	2	1	0	18	22	4	128	6	1	40	3	1	27	33	7	215
09:30	1	0	3	10	4	24	22	17	133	10	6	44	3	2	28	46	29	232
09:45	2	0	5	3	0	27	27	18	142	9	8	45	3	6	25	44	32	244
10:00	1	2	4	6	1	32	28	19	151	10	6	49	1	2	24	46	30	260
10:15	0	0	4	10	6	36	23	12	162	11	11	49	0	4	20	44	33	271
10:30	5	2	7	13	3	46	24	20	166	8	12	45	5	4	21	55	41	285
10:45	7	0	14	16	5	57	31	20	177	11	7	49	6	1	26	71	33	323
11:00	4	0	18	20	7	70	26	23	180	10	9	50	4	2	28	64	41	346
11:15	4	0	22	12	5	77	42	20	202	15	7	58	3	2	29	76	34	388
11:30	7	2	27	16	5	88	47	18	231	15	19	54	3	2	30	88	46	430
11:45	4	4	27	20	11	97	40	30	241	9	12	51	5	2	33	78	59	449
12:00	7	2	32	14	4	107	35	41	235	15	12	54	5	6	32	76	65	460
12:15	12	5	39	21	11	117	32	27	240	12	17	49	3	3	32	80	63	477
12:30	4	0	43	28	5	140	43	32	251	11	11	49	2	3	31	88	51	514
12:45	6	3	46	33	6	167	30	23	258	14	10	53	5	1	35	88	43	559
13:00	6	3	49	36	11	192	43	31	270	6	6	53	4	4	35	95	55	599
13:15	7	3	53	26	9	209	37	37	270	11	14	50	8	3	40	89	66	622
13:30	6	6	53	19	8	220	29	28	271	14	10	54	6	6	40	74	58	638
13:45	4	7	50	16	10	226	33	39	265	12	12	54	4	3	41	69	71	636
14:00	3	4	49	17	12	231	28	36	257	19	14	59	2	3	40	69	69	636
14:15	2	5	46	24	27	228	25	35	247	16	12	63	6	6	40	73	85	624
14:30	2	1	47	18	25	221	20	28	239	7	12	58	6	5	41	53	71	606
14:45	2	5	44	17	25	213	25	36	228	7	9	56	5	4	42	56	79	583
15:00	4	5	43	15	22	206	21	41	208	5	8	53	1	6	37	46	82	547
15:15	0	7	36	16	15	207	12	37	183	14	16	51	2	3	36	44	78	513
15:30	9	6	39	16	23	200	16	17	182	10	7	54	2	5	33	53	58	508
15:45	3	2	40	15	21	194	14	34	162	11	15	50	3	5	31	46	77	477
16:00	5	6	39	11	32	173	11	27	146	11	12	49	3	4	30	41	81	437
16:15	3	7	35	6	22	157	6	29	123	6	13	42	0	3	27	21	74	384
16:30	1	5	31	9	27	139	9	22	110	2	7	37	2	2	27	23	63	344
16:45	5	1	35	10	32	117	4	27	87	3	8	32	2	2	27	24	70	298
17:00	4	11	28	11	26	102	6	21	72	5	7	30	1	5	23	27	70	255
17:15	4	10	22	7	19	90	6	20	58	8	5	33	4	8	19	29	62	222
17:30	3	7	18	7	22	75	8	25	41	2	9	26	3	4	18	23	67	178
17:45	3	4	17	7	14	68	3	7	37	8	6	28	4	5	17	25	36	167
18:00	2	4	15	5	18	55	6	10	33	8	5	31	2	3	16	23	40	150
18:15	2	5	12	5	10	50	7	5	35	3	5	29	0	1	15	17	26	141
18:30	6	4	14	0	7	43	10	12	33	9	6	32	4	2	17	29	31	139
18:45	2	6	10	7	11	39	5	5	33	3	4	31	0	0	17	17	26	130
Totals	**155**	**145**	**-**	**564**	**525**	**-**	**976**	**944**	**-**	**406**	**376**	**-**	**147**	**142**	**-**	**2248**	**2132**	**-**

Parking Survey: Saturday 17th August 2024
Weather: AM: Clear. PM: Broken clouds. Daily high of 19°C
Event: None

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th August 2024.



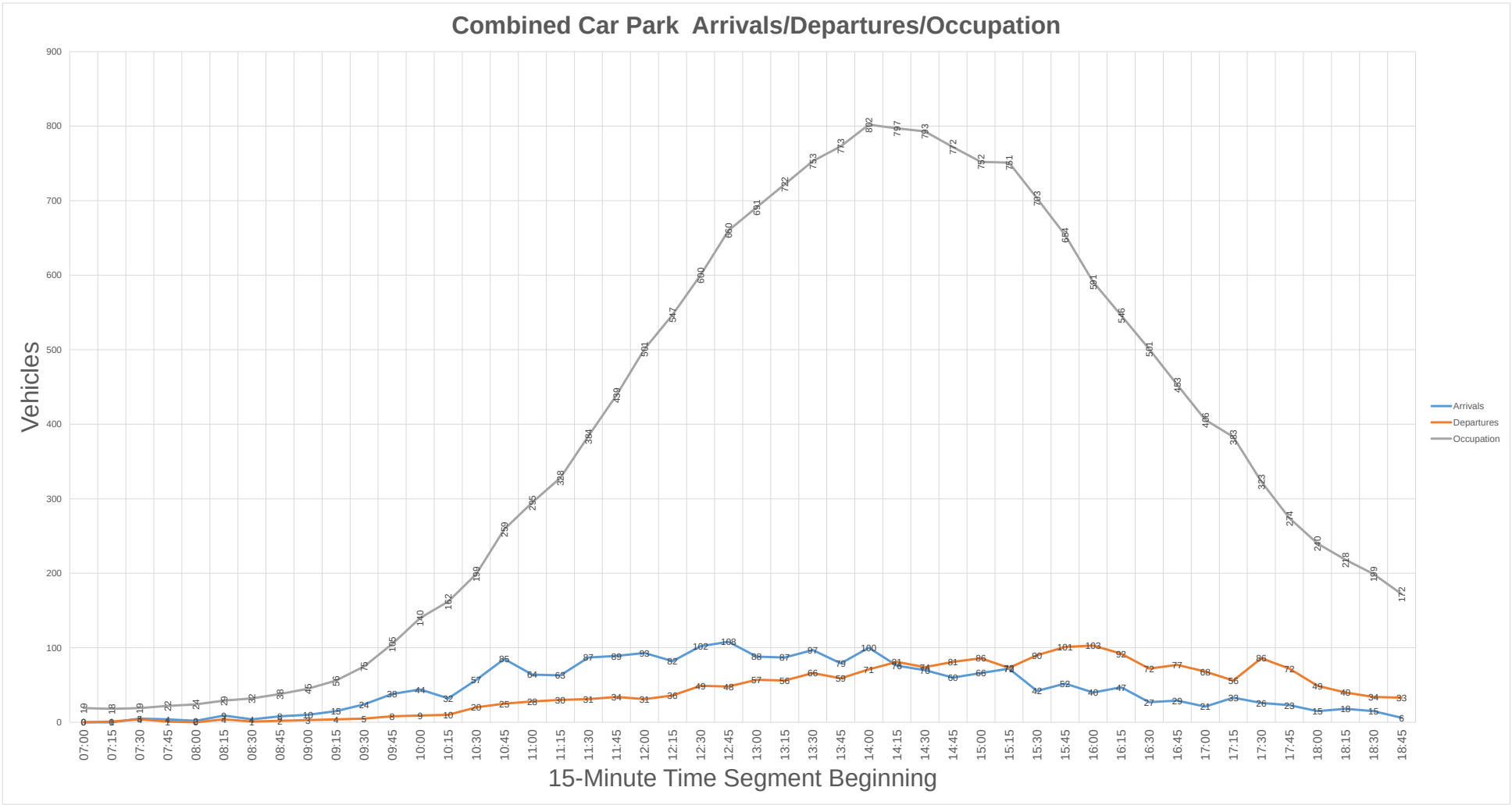
Parking Survey: Sunday 18th August 2024
Weather: AM: Partly sunny. PM: Partly sunny. Daily high of 19°C
Event: None

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th August 2024.

Time Segment Beginning	Salt Lake Overflow			Salt Lake			Hillsboro North			Hillsboro South			Sandy Bay			Combined		
	Occupation at start: 1			Occupation at start: 2			Occupation at start: 4			Occupation at start: 2			Occupation at start: 10			Occupation at start: 19		
	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation
07:00	0	0	1	0	0	2	0	0	4	0	0	2	0	0	10	0	0	19
07:15	0	0	1	0	0	2	0	0	4	0	0	2	0	1	9	0	1	18
07:30	0	0	1	0	0	2	1	2	3	3	2	3	1	0	10	5	4	19
07:45	0	0	1	0	0	2	2	1	4	2	0	5	0	0	10	4	1	22
08:00	0	0	1	0	0	2	0	0	4	0	0	5	2	0	12	2	0	24
08:15	0	0	1	0	0	2	2	1	5	2	2	5	5	1	16	9	4	29
08:30	0	0	1	0	0	2	2	1	6	1	0	6	1	0	17	4	1	32
08:45	0	0	1	0	0	2	6	2	10	1	0	7	1	0	18	8	2	38
09:00	1	0	2	0	0	2	7	1	16	2	1	8	0	1	17	10	3	45
09:15	0	0	2	0	0	2	10	1	25	2	1	9	3	2	18	15	4	56
09:30	0	0	2	5	0	7	11	2	34	4	2	11	4	1	21	24	5	75
09:45	0	0	2	7	2	12	12	1	45	9	0	20	10	5	26	38	8	105
10:00	2	0	4	11	0	23	20	5	60	5	1	24	6	3	29	44	9	140
10:15	0	0	4	6	1	28	12	3	69	8	4	28	6	2	33	32	10	162
10:30	1	0	5	14	0	42	29	15	83	7	3	32	6	2	37	57	20	199
10:45	2	0	7	25	2	65	37	5	115	13	9	36	8	9	36	85	25	259
11:00	3	0	10	17	4	78	33	17	131	8	3	41	3	4	35	64	28	295
11:15	6	2	14	19	2	95	23	17	137	9	6	44	6	3	38	63	30	328
11:30	7	1	20	32	4	123	32	16	153	8	6	46	8	4	42	87	31	384
11:45	10	2	28	30	4	149	31	12	172	12	8	50	6	8	40	89	34	439
12:00	5	1	32	42	8	183	27	11	188	11	5	56	8	6	42	93	31	501
12:15	9	5	36	41	5	219	25	15	198	7	5	58	0	6	36	82	36	547
12:30	11	4	43	33	13	239	41	21	218	8	8	58	9	3	42	102	49	600
12:45	6	2	47	44	6	277	29	19	228	15	8	65	14	13	43	108	48	660
13:00	7	7	47	46	12	311	24	26	226	7	4	68	4	8	39	88	57	691
13:15	7	4	50	42	11	342	24	28	222	8	9	67	6	4	41	87	56	722
13:30	4	1	53	43	20	365	29	30	221	13	9	71	8	6	43	97	66	753
13:45	5	5	53	28	16	377	22	20	223	19	13	77	5	5	43	79	59	773
14:00	8	7	54	42	24	395	31	24	230	15	14	78	4	2	45	100	71	802
14:15	7	3	58	35	36	394	26	29	227	6	10	74	2	3	44	76	81	797
14:30	9	7	60	31	28	397	19	22	224	5	14	65	6	3	47	70	74	793
14:45	6	4	62	22	33	386	15	26	213	12	13	64	5	5	47	60	81	772
15:00	5	8	59	34	28	392	16	34	195	7	11	60	4	5	46	66	86	752
15:15	6	2	63	38	23	407	17	36	176	7	10	57	4	2	48	72	73	751
15:30	3	4	62	24	33	398	9	34	151	3	10	50	3	9	42	42	90	703
15:45	8	7	63	21	50	369	9	28	132	7	9	48	7	7	42	52	101	654
16:00	6	14	55	16	52	333	8	29	111	5	5	48	5	3	44	40	103	591
16:15	8	6	57	18	40	311	9	30	90	4	5	47	8	11	41	47	92	546
16:30	4	6	55	16	36	291	3	16	77	2	6	43	2	8	35	27	72	501
16:45	3	9	49	12	32	271	5	22	60	6	10	39	3	4	34	29	77	453
17:00	5	8	46	11	36	246	1	18	43	0	3	36	4	3	35	21	68	406
17:15	3	5	44	20	35	231	5	6	42	0	3	33	5	7	33	33	56	383
17:30	4	12	36	11	47	195	7	17	32	2	5	30	2	5	30	26	86	323
17:45	5	13	28	11	36	170	3	12	23	2	6	26	2	5	27	23	72	274
18:00	4	5	27	2	26	146	4	8	19	3	4	25	2	6	23	15	49	240
18:15	5	6	26	3	26	123	6	1	24	2	3	24	2	4	21	18	40	218
18:30	6	6	26	6	17	112	2	5	21	0	2	22	1	4	18	15	34	199
18:45	0	6	20	3	21	94	1	4	18	1	0	23	1	2	17	6	33	172
Totals	**191**	**172**	**-**	**861**	**769**	**-**	**687**	**673**	**-**	**273**	**252**	**-**	**202**	**195**	**-**	**2214**	**2061**	**-**

Parking Survey: Sunday 18th August 2024
Weather: AM: Partly sunny. PM: Partly sunny. Daily high of 19°C
Event: None

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th August 2024.



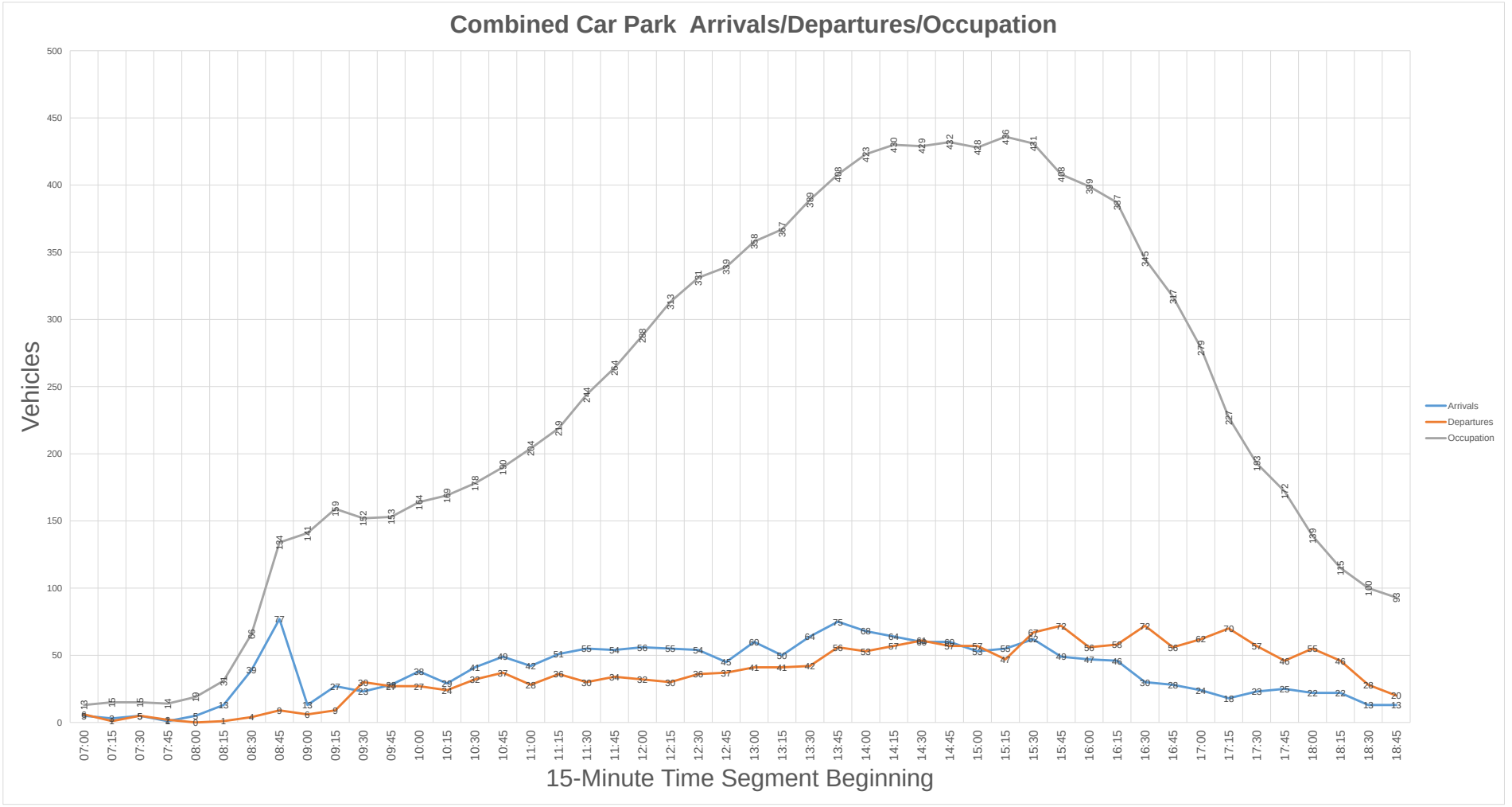
Parking Survey: Saturday 24th August 2024
Weather: AM: Light rain. PM: Partly sunny. Daily high of 17°C
Event: Bank Holiday Weekend

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th and Monday 26th August 2024.

Time Segment Beginning	Salt Lake Overflow			Salt Lake			Hillsboro North			Hillsboro South			Sandy Bay			Combined		
	Occupation at start: 0			Occupation at start: 0			Occupation at start: 1			Occupation at start: 1			Occupation at start: 12			Occupation at start: 14		
	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation
07:00	0	0	0	3	2	1	1	2	0	1	0	2	0	2	10	5	6	13
07:15	0	0	0	0	0	1	2	1	1	1	0	3	0	0	10	3	1	15
07:30	0	0	0	1	1	1	3	2	2	1	2	2	0	0	10	5	5	15
07:45	0	0	0	0	0	1	0	0	2	1	2	1	0	0	10	1	2	14
08:00	0	0	0	0	0	1	3	0	5	0	0	1	2	0	12	5	0	19
08:15	0	0	0	0	0	1	9	1	13	4	0	5	0	0	12	13	1	31
08:30	0	0	0	2	0	3	30	2	41	6	1	10	1	1	12	39	4	66
08:45	0	0	0	8	1	10	55	3	93	12	4	18	2	1	13	77	9	134
09:00	0	0	0	1	1	10	8	4	97	2	0	20	2	1	14	13	6	141
09:15	1	1	0	3	1	12	13	3	107	8	1	27	2	3	13	27	9	159
09:30	0	0	0	0	0	12	11	23	95	9	6	30	3	1	15	23	30	152
09:45	1	0	1	1	1	12	20	20	95	5	4	31	1	2	14	28	27	153
10:00	1	0	2	1	1	12	25	17	103	9	8	32	2	1	15	38	27	164
10:15	2	0	4	3	1	14	16	13	106	4	6	30	4	4	15	29	24	169
10:30	0	0	4	4	3	15	21	19	108	13	9	34	3	1	17	41	32	178
10:45	1	0	5	1	5	11	30	20	118	12	11	35	5	1	21	49	37	190
11:00	2	0	7	7	9	9	24	16	126	5	2	38	4	1	24	42	28	204
11:15	5	1	11	6	4	11	26	23	129	11	5	44	3	3	24	51	36	219
11:30	4	0	15	14	1	24	27	19	137	7	5	46	3	5	22	55	30	244
11:45	2	4	13	6	3	27	32	18	151	10	6	50	4	3	23	54	34	264
12:00	1	2	12	9	8	28	34	12	173	11	7	54	1	3	21	56	32	288
12:15	1	0	13	14	1	41	20	20	173	19	8	65	1	1	21	55	30	313
12:30	1	2	12	13	1	53	34	19	188	6	12	59	0	2	19	54	36	331
12:45	3	2	13	8	4	57	23	21	190	9	8	60	2	2	19	45	37	339
13:00	1	0	14	11	6	62	25	20	195	19	10	69	4	5	18	60	41	358
13:15	3	1	16	10	5	67	31	27	199	3	6	66	3	2	19	50	41	367
13:30	5	3	18	19	10	76	26	19	206	7	10	63	7	0	26	64	42	389
13:45	7	6	19	18	4	90	39	35	210	8	7	64	3	4	25	75	56	408
14:00	9	4	24	15	10	95	26	21	215	14	15	63	4	3	26	68	53	423
14:15	8	2	30	20	4	111	21	32	204	13	18	58	2	1	27	64	57	430
14:30	9	3	36	14	9	116	20	35	189	13	11	60	4	3	28	60	61	429
14:45	1	5	32	23	16	123	24	24	189	4	10	54	8	2	34	60	57	432
15:00	5	3	34	14	10	127	18	30	177	9	11	52	7	3	38	53	57	428
15:15	5	1	38	10	8	129	24	26	175	10	9	53	6	3	41	55	47	436
15:30	7	8	37	15	14	130	17	21	171	15	13	55	8	11	38	62	67	431
15:45	5	6	36	15	19	126	14	33	152	11	10	56	4	4	38	49	72	408
16:00	6	4	38	13	11	128	17	30	139	4	7	53	7	4	41	47	56	399
16:15	5	3	40	17	15	130	11	26	124	8	7	54	5	7	39	46	58	387
16:30	2	3	39	15	28	117	10	30	104	3	9	48	0	2	37	30	72	345
16:45	4	3	40	7	15	109	10	20	94	3	13	38	4	5	36	28	56	317
17:00	1	4	37	10	18	101	6	23	77	3	9	32	4	8	32	24	62	279
17:15	0	5	32	8	20	89	5	30	52	4	10	26	1	5	28	18	70	227
17:30	3	3	32	5	19	75	6	20	38	6	10	22	3	5	26	23	57	193
17:45	4	8	28	4	20	59	9	12	35	8	3	27	0	3	23	25	46	172
18:00	6	10	24	7	18	48	5	17	23	2	6	23	2	4	21	22	55	139
18:15	0	6	18	7	13	42	7	12	18	4	8	19	4	7	18	22	46	115
18:30	1	1	18	3	9	36	6	9	15	2	2	19	1	7	12	13	28	100
18:45	2	5	15	3	5	34	4	7	12	3	1	21	1	2	11	13	20	93
Totals	**124**	**109**	**-**	**388**	**354**	**-**	**848**	**837**	**-**	**342**	**322**	**-**	**137**	**138**	**-**	**1839**	**1760**	-

Parking Survey: Saturday 24th August 2024
Weather: AM: Light rain. PM: Partly sunny. Daily high of 17°C
Event: Bank Holiday Weekend

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th and Monday 26th August 2024.



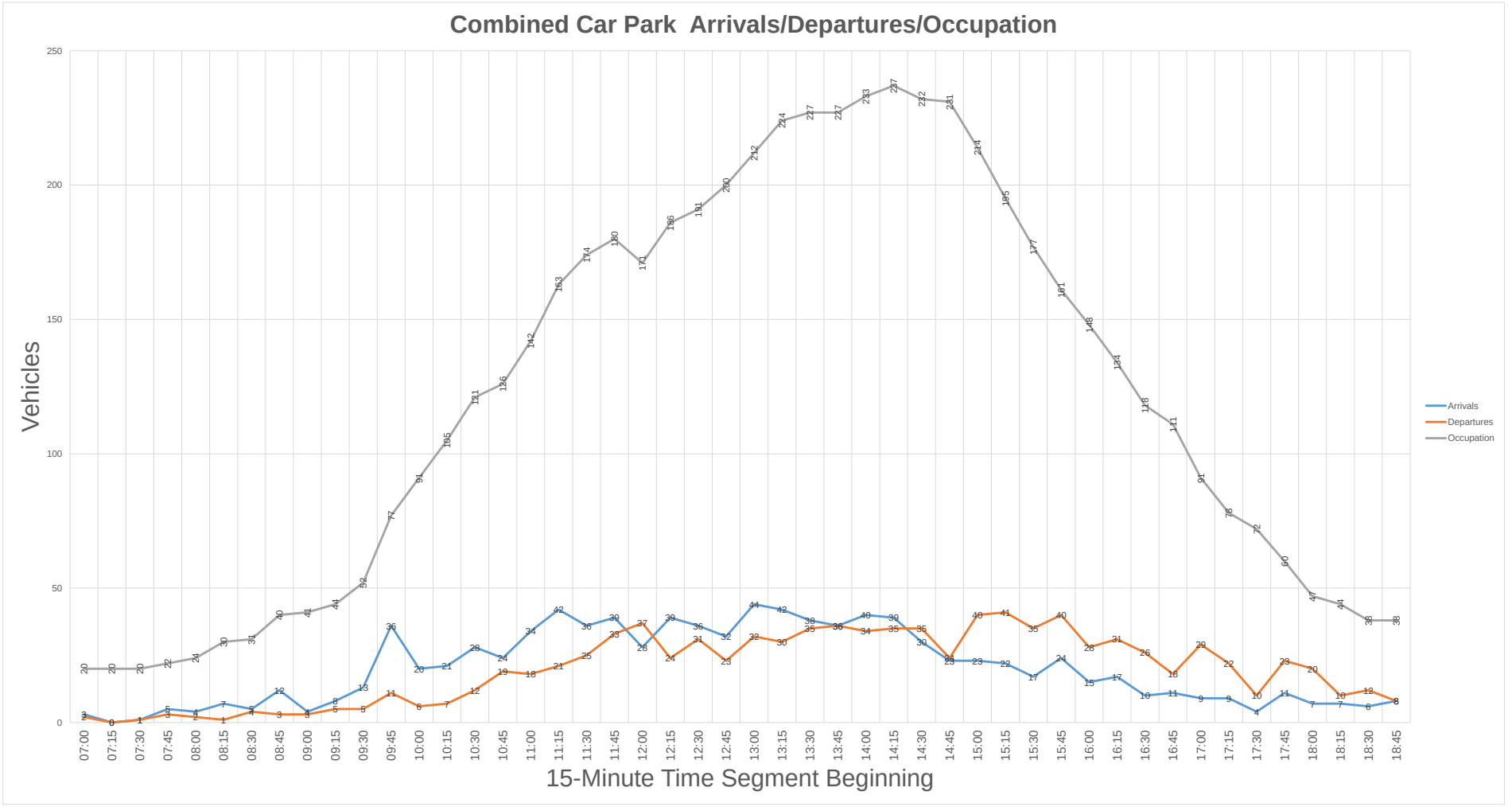
Parking Survey: Sunday 25th August 2024
Weather: AM: Clear. PM: Partly sunny. Daily high of 18°C
Event: Bank Holiday Weekend

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th and Monday 26th August 2024.

Time Segment Beginning	Salt Lake Overflow			Salt Lake			Hillsboro North			Hillsboro South			Sandy Bay			Combined		
	Occupation at start: 1			Occupation at start: 2			Occupation at start: 4			Occupation at start: 2			Occupation at start: 10			Occupation at start: 19		
	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation
07:00	0	0	1	0	0	2	0	1	3	2	1	3	1	0	11	3	2	20
07:15	0	0	1	0	0	2	0	0	3	0	0	3	0	0	11	0	0	20
07:30	0	0	1	0	0	2	0	0	3	1	1	3	0	0	11	1	1	20
07:45	0	0	1	1	1	2	3	2	4	0	0	3	1	0	12	5	3	22
08:00	0	0	1	0	0	2	1	0	5	1	1	3	2	1	13	4	2	24
08:15	0	0	1	0	0	2	7	1	11	0	0	3	0	0	13	7	1	30
08:30	0	0	1	0	0	2	3	1	13	2	3	2	0	0	13	5	4	31
08:45	0	0	1	0	0	2	7	2	18	3	1	4	2	0	15	12	3	40
09:00	1	0	2	0	0	2	1	1	18	1	0	5	1	2	14	4	3	41
09:15	0	0	2	0	0	2	4	2	20	2	0	7	2	3	13	8	5	44
09:30	1	0	3	2	0	4	7	2	25	0	0	7	3	3	13	13	5	52
09:45	0	0	3	2	0	6	10	7	28	6	3	10	18	1	30	36	11	77
10:00	2	0	5	0	0	6	11	4	35	3	0	13	4	2	32	20	6	91
10:15	0	0	5	3	0	9	15	6	44	2	1	14	1	0	33	21	7	105
10:30	3	0	8	11	3	17	6	9	41	4	0	18	4	0	37	28	12	121
10:45	2	3	7	5	0	22	13	7	47	4	4	18	0	5	32	24	19	126
11:00	1	0	8	9	2	29	15	5	57	8	5	21	1	6	27	34	18	142
11:15	5	5	8	16	3	42	11	7	61	8	4	25	2	2	27	42	21	163
11:30	4	4	8	11	1	52	14	9	66	6	7	24	1	4	24	36	25	174
11:45	0	1	7	5	5	52	20	13	73	10	4	30	4	10	18	39	33	180
12:00	3	2	8	6	13	45	12	12	73	4	6	28	3	4	17	28	37	171
12:15	1	1	8	8	6	47	23	9	87	6	4	30	1	4	14	39	24	186
12:30	3	2	9	4	1	50	14	19	82	15	6	39	0	3	11	36	31	191
12:45	1	2	8	7	2	55	17	11	88	5	7	37	2	1	12	32	23	200
13:00	5	1	12	13	10	58	19	16	91	4	5	36	3	0	15	44	32	212
13:15	3	3	12	4	7	55	19	11	99	13	6	43	3	3	15	42	30	224
13:30	4	5	11	7	6	56	16	10	105	9	11	41	2	3	14	38	35	227
13:45	10	3	18	4	4	56	13	21	97	4	7	38	5	1	18	36	36	227
14:00	2	1	19	11	12	55	15	9	103	11	8	41	1	4	15	40	34	233
14:15	5	2	22	13	7	61	12	14	101	7	11	37	2	1	16	39	35	237
14:30	3	1	24	5	11	55	13	14	100	5	7	35	4	2	18	30	35	232
14:45	1	1	24	7	1	61	9	16	93	5	6	34	1	0	19	23	24	231
15:00	2	6	20	8	6	63	10	19	84	2	8	28	1	1	19	23	40	214
15:15	1	4	17	4	6	61	8	17	75	8	11	25	1	3	17	22	41	195
15:30	1	3	15	5	9	57	5	16	64	6	6	25	0	1	16	17	35	177
15:45	0	2	13	4	9	52	11	17	58	9	11	23	0	1	15	24	40	161
16:00	1	0	14	2	5	49	5	14	49	7	7	23	0	2	13	15	28	148
16:15	5	4	15	0	12	37	6	9	46	3	4	22	3	2	14	17	31	134
16:30	4	5	14	2	6	33	4	9	41	0	4	18	0	2	12	10	26	118
16:45	2	0	16	1	10	24	4	4	41	2	3	17	2	1	13	11	18	111
17:00	1	4	13	0	2	22	4	17	28	1	5	13	3	1	15	9	29	91
17:15	0	3	10	1	1	22	3	10	21	5	6	12	0	2	13	9	22	78
17:30	0	1	9	0	1	21	3	6	18	0	1	11	1	1	13	4	10	72
17:45	1	3	7	0	10	11	5	5	18	3	5	9	2	0	15	11	23	60
18:00	0	3	4	0	4	7	3	8	13	1	2	8	3	3	15	7	20	47
18:15	0	0	4	0	2	5	4	4	13	2	4	6	1	0	16	7	10	44
18:30	0	0	4	1	2	4	3	5	11	1	2	5	1	3	14	6	12	38
18:45	1	0	5	2	0	6	3	4	10	0	0	5	2	4	12	8	8	38
Totals	**79**	**75**	**-**	**184**	**180**	**-**	**411**	**405**	**-**	**201**	**198**	**-**	**94**	**92**	**-**	**969**	**950**	**-**

Parking Survey: Sunday 25th August 2024
Weather: AM: Clear. PM: Partly sunny. Daily high of 18°C
Event: Bank Holiday Weekend

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th and Monday 26th August 2024.



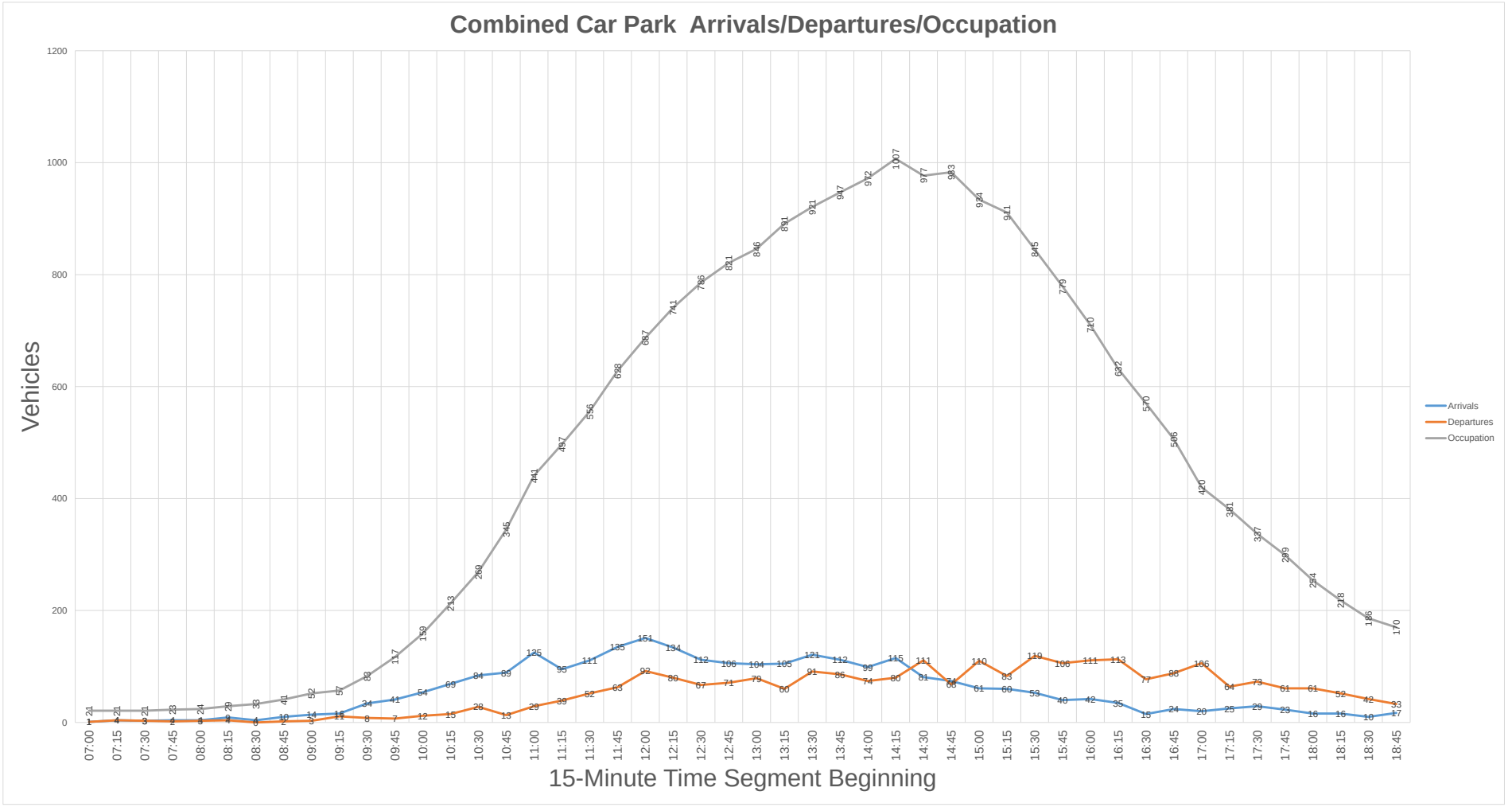
Parking Survey: Monday 26th August 2024
Weather: AM: Partly sunny. PM: Clear. Daily high of 19°C
Event: Bank Holiday Weekend

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th and Monday 26th August 2024.

Time Segment Beginning	Salt Lake Overflow			Salt Lake			Hillsboro North			Hillsboro South			Sandy Bay			Combined		
	Occupation at start: 0			Occupation at start: 4			Occupation at start: 1			Occupation at start: 4			Occupation at start: 12			Occupation at start: 21		
	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation
07:00	0	0	0	0	0	4	1	1	1	0	0	4	0	0	12	1	1	21
07:15	0	0	0	1	1	4	1	0	2	2	3	3	0	0	12	4	4	21
07:30	0	0	0	0	0	4	2	1	3	1	2	2	0	0	12	3	3	21
07:45	0	0	0	0	0	4	2	0	5	1	2	1	1	0	13	4	2	23
08:00	0	0	0	0	0	4	1	1	5	1	2	0	2	0	15	4	3	24
08:15	0	0	0	0	0	4	5	1	9	2	1	1	2	2	15	9	4	29
08:30	0	0	0	0	0	4	2	0	11	1	0	2	1	0	16	4	0	33
08:45	0	0	0	0	0	4	4	0	15	5	2	5	1	0	17	10	2	41
09:00	1	0	1	1	1	4	7	0	22	2	2	5	3	0	20	14	3	52
09:15	0	0	1	0	0	4	9	4	27	3	4	4	4	3	21	16	11	57
09:30	0	0	1	3	0	7	23	3	47	5	1	8	3	4	20	34	8	83
09:45	0	0	1	9	0	16	19	4	62	12	2	18	1	1	20	41	7	117
10:00	1	1	1	8	2	22	32	6	88	13	3	28	0	0	20	54	12	159
10:15	3	1	3	22	1	43	26	4	110	15	4	39	3	5	18	69	15	213
10:30	6	1	8	30	6	67	32	9	133	12	10	41	4	2	20	84	28	269
10:45	9	0	17	27	0	94	37	8	162	13	3	51	3	2	21	89	13	345
11:00	11	2	26	35	9	120	59	9	212	13	7	57	7	2	26	125	29	441
11:15	6	1	31	26	9	137	42	15	239	18	12	63	3	2	27	95	39	497
11:30	12	4	39	30	10	157	48	23	264	14	14	63	7	1	33	111	52	556
11:45	8	5	42	51	5	203	52	37	279	20	13	70	4	3	34	135	63	628
12:00	7	4	45	60	12	251	55	50	284	25	20	75	4	6	32	151	92	687
12:15	12	3	54	52	6	297	48	48	284	15	20	70	7	3	36	134	80	741
12:30	3	3	54	51	9	339	40	37	287	15	16	69	3	2	37	112	67	786
12:45	7	1	60	40	14	365	35	42	280	17	11	75	7	3	41	106	71	821
13:00	1	1	60	43	16	392	38	41	277	11	13	73	11	8	44	104	79	846
13:15	7	4	63	34	11	415	45	35	287	14	7	80	5	3	46	105	60	891
13:30	11	6	68	60	20	455	31	38	280	15	20	75	4	7	43	121	91	921
13:45	7	8	67	43	23	475	41	34	287	12	13	74	9	8	44	112	86	947
14:00	4	3	68	45	19	501	37	41	283	8	9	73	5	2	47	99	74	972
14:15	2	6	64	59	25	535	35	30	288	13	12	74	6	7	46	115	80	1007
14:30	5	5	64	40	52	523	22	35	275	8	13	69	6	6	46	81	111	977
14:45	2	11	55	30	18	535	24	24	275	10	5	74	8	10	44	74	68	983
15:00	8	8	55	23	54	504	19	28	266	5	15	64	6	5	45	61	110	934
15:15	4	4	55	22	34	492	24	30	260	7	9	62	3	6	42	60	83	911
15:30	1	5	51	23	64	451	17	40	237	6	4	64	6	6	42	53	119	845
15:45	2	7	46	16	50	417	12	31	218	8	14	58	2	4	40	40	106	779
16:00	1	7	40	15	50	382	14	38	194	6	14	50	6	2	44	42	111	710
16:15	6	3	43	9	53	338	9	43	160	8	9	49	3	5	42	35	113	632
16:30	0	4	39	7	33	312	5	28	137	2	8	43	1	4	39	15	77	570
16:45	1	3	37	12	48	276	3	26	114	6	7	42	2	4	37	24	88	506
17:00	4	11	30	4	47	233	3	27	90	6	11	37	3	10	30	20	106	420
17:15	5	4	31	13	42	204	2	9	83	4	6	35	1	3	28	25	64	381
17:30	3	6	28	11	33	182	8	15	76	4	10	29	3	9	22	29	73	337
17:45	2	2	28	12	31	163	6	17	65	3	8	24	0	3	19	23	61	299
18:00	1	6	23	6	32	137	3	12	56	3	6	21	3	5	17	16	61	254
18:15	2	7	18	4	25	116	7	12	51	3	7	17	0	1	16	16	52	218
18:30	2	7	13	2	15	103	4	12	43	2	5	14	0	3	13	10	42	186
18:45	5	0	18	5	16	92	1	11	33	4	3	15	2	3	12	17	33	170
Totals	**172**	**154**	**-**	**984**	**896**	**-**	**992**	**960**	**-**	**393**	**382**	**-**	**165**	**165**	**-**	**2706**	**2557**	**-**

Parking Survey: Monday 26th August 2024
Weather: AM: Partly sunny. PM: Clear. Daily high of 19°C
Event: Bank Holiday Weekend

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th and Monday 26th August 2024.



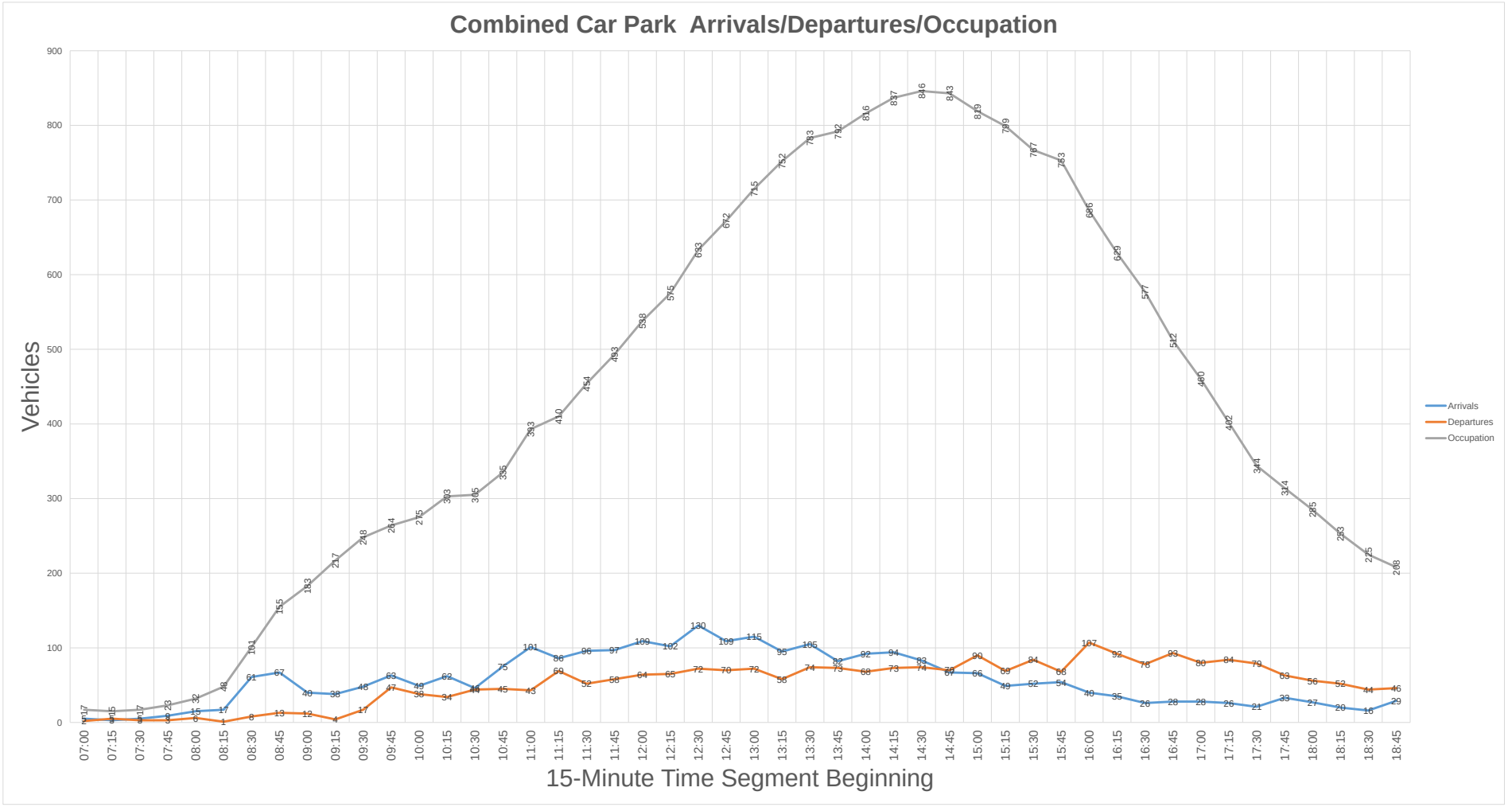
Parking Survey: Saturday 31st August 2024
Weather: AM: Clear. PM: Clear. Daily high of 21°C
Event: None

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th August 2024.

Time Segment Beginning	Salt Lake Overflow			Salt Lake			Hillsboro North			Hillsboro South			Sandy Bay			Combined		
	Occupation at start: 0			Occupation at start: 0			Occupation at start: 1			Occupation at start: 1			Occupation at start: 12			Occupation at start: 14		
	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation
07:00	0	0	0	0	0	0	2	1	2	2	1	2	1	0	13	5	2	17
07:15	0	0	0	1	1	0	1	2	1	1	1	2	0	1	12	3	5	15
07:30	0	0	0	0	0	0	2	0	3	3	3	2	0	0	12	5	3	17
07:45	0	0	0	0	0	0	6	2	7	1	1	2	2	0	14	9	3	23
08:00	0	0	0	1	1	0	4	2	9	6	2	6	4	1	17	15	6	32
08:15	0	0	0	0	0	0	14	0	23	2	1	7	1	0	18	17	1	48
08:30	0	0	0	5	0	5	42	2	63	10	2	15	4	4	18	61	8	101
08:45	2	0	2	9	1	13	46	5	104	5	6	14	5	1	22	67	13	155
09:00	1	0	3	2	0	15	25	5	124	9	6	17	3	1	24	40	12	183
09:15	1	0	4	6	0	21	24	3	145	3	0	20	4	1	27	38	4	217
09:30	3	0	7	9	3	27	29	9	165	6	4	22	1	1	27	48	17	248
09:45	2	1	8	13	3	37	38	30	173	8	8	22	2	5	24	63	47	264
10:00	0	0	8	10	4	43	24	24	173	11	8	25	4	2	26	49	38	275
10:15	3	0	11	8	0	51	44	27	190	6	5	26	1	2	25	62	34	303
10:30	2	1	12	5	6	50	31	31	190	5	4	27	3	2	26	46	44	305
10:45	3	2	13	12	8	54	52	28	214	7	6	28	1	1	26	75	45	335
11:00	2	3	12	27	2	79	60	32	242	6	3	31	6	3	29	101	43	393
11:15	6	1	17	25	8	96	47	48	241	5	5	31	3	7	25	86	69	410
11:30	8	1	24	24	5	115	55	37	259	8	8	31	1	1	25	96	52	454
11:45	13	2	35	30	5	140	42	45	256	4	6	29	8	0	33	97	58	493
12:00	10	5	40	39	7	172	48	41	263	7	5	31	5	6	32	109	64	538
12:15	8	2	46	35	8	199	46	43	266	6	9	28	7	3	36	102	65	575
12:30	10	1	55	50	8	241	55	55	266	7	7	28	8	1	43	130	72	633
12:45	9	2	62	44	13	272	45	44	267	7	7	28	4	4	43	109	70	672
13:00	8	2	68	53	16	309	44	47	264	5	3	30	5	4	44	115	72	715
13:15	6	4	70	45	10	344	38	33	269	5	6	29	1	5	40	95	58	752
13:30	8	6	72	50	20	374	33	37	265	7	7	29	7	4	43	105	74	783
13:45	6	6	72	33	11	396	33	42	256	7	7	29	3	7	39	82	73	792
14:00	6	6	72	38	16	418	38	37	257	5	4	30	5	5	39	92	68	816
14:15	3	4	71	44	25	437	35	29	263	6	8	28	6	7	38	94	73	837
14:30	2	8	65	37	24	450	34	32	265	5	6	27	5	4	39	83	74	846
14:45	1	4	62	29	22	457	26	40	251	7	3	31	4	1	42	67	70	843
15:00	2	3	61	28	32	453	26	43	234	6	8	29	4	4	42	66	90	819
15:15	3	3	61	22	24	451	16	37	213	5	4	30	3	1	44	49	69	799
15:30	5	8	58	23	28	446	18	38	193	3	5	28	3	5	42	52	84	767
15:45	4	6	56	17	27	436	26	26	193	4	4	28	3	5	40	54	68	753
16:00	6	8	54	16	43	409	10	44	159	4	7	25	4	5	39	40	107	686
16:15	1	6	49	15	42	382	9	24	144	7	16	16	3	4	38	35	92	629
16:30	3	5	47	9	36	355	7	28	123	4	7	13	3	2	39	26	78	577
16:45	1	2	46	5	50	310	6	31	98	6	5	14	10	5	44	28	93	512
17:00	3	4	45	15	48	277	6	18	86	3	4	13	1	6	39	28	80	460
17:15	5	6	44	8	49	236	10	21	75	2	3	12	1	5	35	26	84	402
17:30	1	6	39	15	50	201	2	16	61	3	2	13	0	5	30	21	79	344
17:45	5	5	39	13	37	177	9	13	57	1	1	13	5	7	28	33	63	314
18:00	2	12	29	9	23	163	9	17	49	6	2	17	1	2	27	27	56	285
18:15	4	10	23	8	19	152	4	12	41	4	3	18	0	8	19	20	52	253
18:30	2	6	19	3	19	136	7	17	31	2	0	20	2	2	19	16	44	225
18:45	5	4	20	5	25	116	7	11	27	7	1	26	5	5	19	29	46	208
Totals	**175**	**155**	**-**	**895**	**779**	**-**	**1235**	**1209**	**-**	**249**	**224**	**-**	**162**	**155**	**-**	**2716**	**2522**	**-**

Parking Survey: Saturday 31st August 2024
Weather: AM: Clear. PM: Clear. Daily high of 21°C
Event: None

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th August 2024.



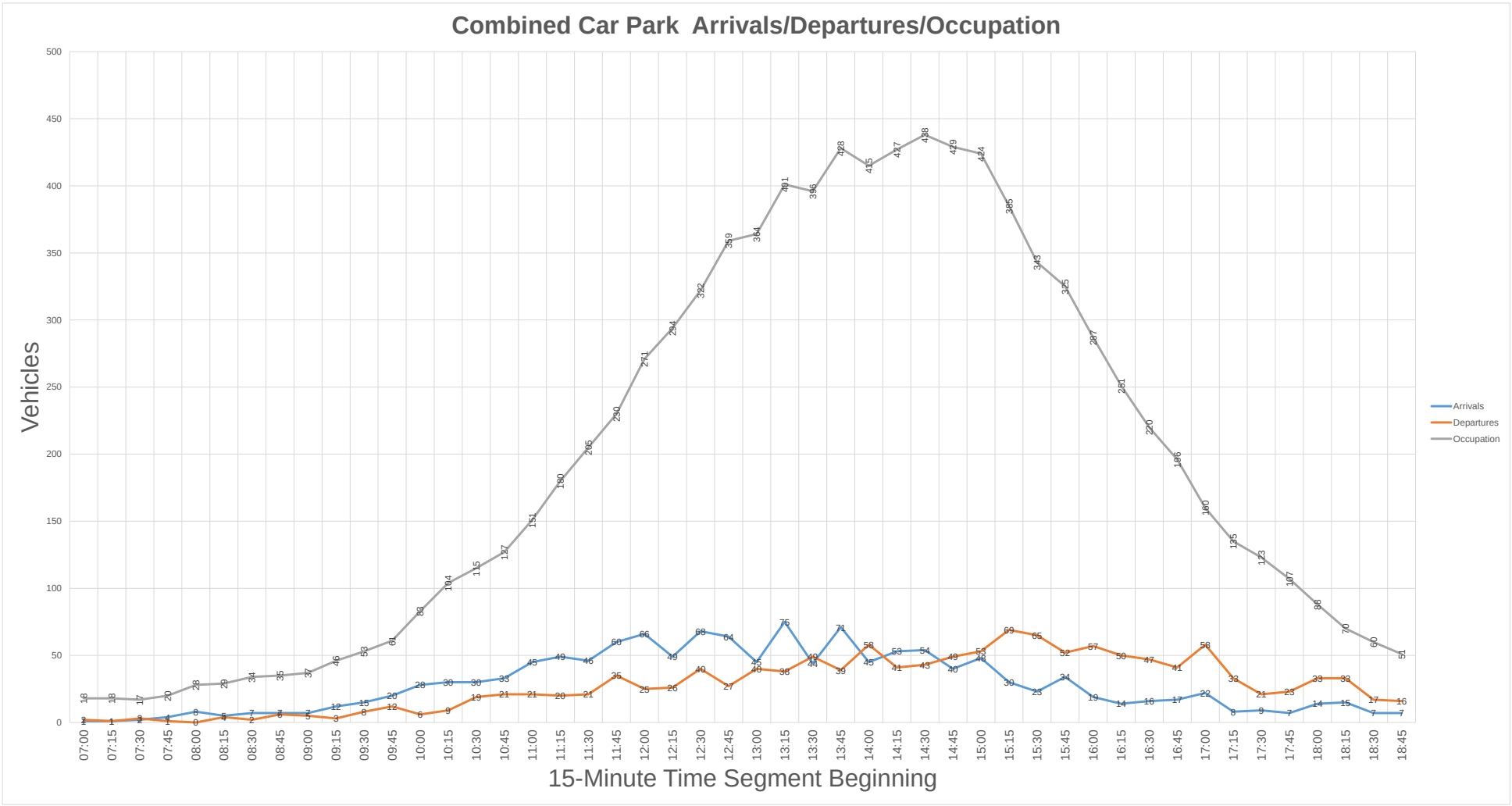
Parking Survey: Sunday 1st September 2024
Weather: AM: Partly sunny. PM: Clear. Daily high of 21°C
Event: None

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th August 2024.

Time Segment Beginning	Salt Lake Overflow			Salt Lake			Hillsboro North			Hillsboro South			Sandy Bay			Combined		
	Occupation at start: 1			Occupation at start: 2			Occupation at start: 4			Occupation at start: 2			Occupation at start: 10			Occupation at start: 19		
	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation
07:00	0	0	1	0	0	2	0	0	4	1	1	2	0	1	9	1	2	18
07:15	0	0	1	0	0	2	1	0	5	0	1	1	0	0	9	1	1	18
07:30	0	0	1	0	0	2	1	0	6	1	2	0	0	1	8	2	3	17
07:45	0	0	1	0	0	2	2	1	7	0	0	0	2	0	10	4	1	20
08:00	0	0	1	0	0	2	3	0	10	1	0	1	4	0	14	8	0	28
08:15	0	0	1	0	0	2	3	1	12	1	1	1	1	2	13	5	4	29
08:30	0	0	1	0	0	2	5	1	16	1	0	2	1	1	13	7	2	34
08:45	0	0	1	0	0	2	5	4	17	2	1	3	0	1	12	7	6	35
09:00	1	0	2	1	1	2	4	3	18	0	1	2	1	0	13	7	5	37
09:15	0	0	2	0	0	2	5	0	23	5	3	4	2	0	15	12	3	46
09:30	0	0	2	1	0	3	7	4	26	3	2	5	4	2	17	15	8	53
09:45	0	0	2	1	1	3	8	3	31	1	3	3	10	5	22	20	12	61
10:00	1	0	3	1	0	4	16	4	43	5	2	6	5	0	27	28	6	83
10:15	2	0	5	6	0	10	16	5	54	6	2	10	0	2	25	30	9	104
10:30	1	0	6	8	1	17	12	11	55	6	4	12	3	3	25	30	19	115
10:45	0	0	6	4	2	19	19	10	64	8	4	16	2	5	22	33	21	127
11:00	3	1	8	8	2	25	21	8	77	11	7	20	2	3	21	45	21	151
11:15	4	0	12	6	4	27	31	10	98	5	4	21	3	2	22	49	20	180
11:30	5	2	15	14	5	36	20	10	108	5	3	23	2	1	23	46	21	205
11:45	4	3	16	14	0	50	28	22	114	10	5	28	4	5	22	60	35	230
12:00	1	2	15	21	3	68	27	7	134	10	8	30	7	5	24	66	25	271
12:15	6	6	15	15	2	81	19	9	144	6	2	34	3	7	20	49	26	294
12:30	7	5	17	19	3	97	26	21	149	13	5	42	3	6	17	68	40	322
12:45	5	2	20	22	5	114	20	10	159	12	8	46	5	2	20	64	27	359
13:00	3	1	22	14	4	124	21	22	158	6	9	43	1	4	17	45	40	364
13:15	11	2	31	22	8	138	23	18	163	11	6	48	8	4	21	75	38	401
13:30	1	3	29	11	12	137	18	18	163	10	11	47	4	5	20	44	49	396
13:45	8	6	31	20	10	147	27	14	176	15	9	53	1	0	21	71	39	428
14:00	7	5	33	8	12	143	17	24	169	8	11	50	5	6	20	45	58	415
14:15	4	6	31	17	8	152	18	19	168	11	7	54	3	1	22	53	41	427
14:30	11	6	36	7	9	150	24	21	171	9	6	57	3	1	24	54	43	438
14:45	4	5	35	12	12	150	17	15	173	6	15	48	1	2	23	40	49	429
15:00	3	4	34	16	13	153	19	24	168	6	9	45	4	3	24	48	53	424
15:15	3	3	34	4	25	132	12	21	159	8	11	42	3	9	18	30	69	385
15:30	0	3	31	9	27	114	11	26	144	3	7	38	0	2	16	23	65	343
15:45	5	7	29	6	12	108	10	26	128	6	4	40	7	3	20	34	52	325
16:00	2	2	29	4	16	96	6	25	109	2	10	32	5	4	21	19	57	287
16:15	2	5	26	2	9	89	6	23	92	3	10	25	1	3	19	14	50	251
16:30	6	4	28	2	11	80	2	24	70	3	5	23	3	3	19	16	47	220
16:45	2	2	28	9	16	73	1	19	52	3	3	23	2	1	20	17	41	196
17:00	3	9	22	2	18	57	9	18	43	6	7	22	2	6	16	22	58	160
17:15	4	2	24	1	12	46	2	12	33	1	5	18	0	2	14	8	33	135
17:30	3	1	26	1	6	41	1	11	23	3	1	20	1	2	13	9	21	123
17:45	1	3	24	2	3	40	1	6	18	0	5	15	3	6	10	7	23	107
18:00	0	8	16	3	13	30	7	7	18	2	3	14	2	2	10	14	33	88
18:15	3	6	13	2	12	20	8	10	16	1	3	12	1	2	9	15	33	70
18:30	1	1	13	2	7	15	3	8	11	1	1	12	0	0	9	7	17	60
18:45	1	1	13	1	2	14	2	6	7	1	1	12	2	6	5	7	16	51
Totals	**128**	**116**	**-**	**318**	**306**	**-**	**564**	**561**	**-**	**238**	**228**	**-**	**126**	**131**	**-**	**1374**	**1342**	-

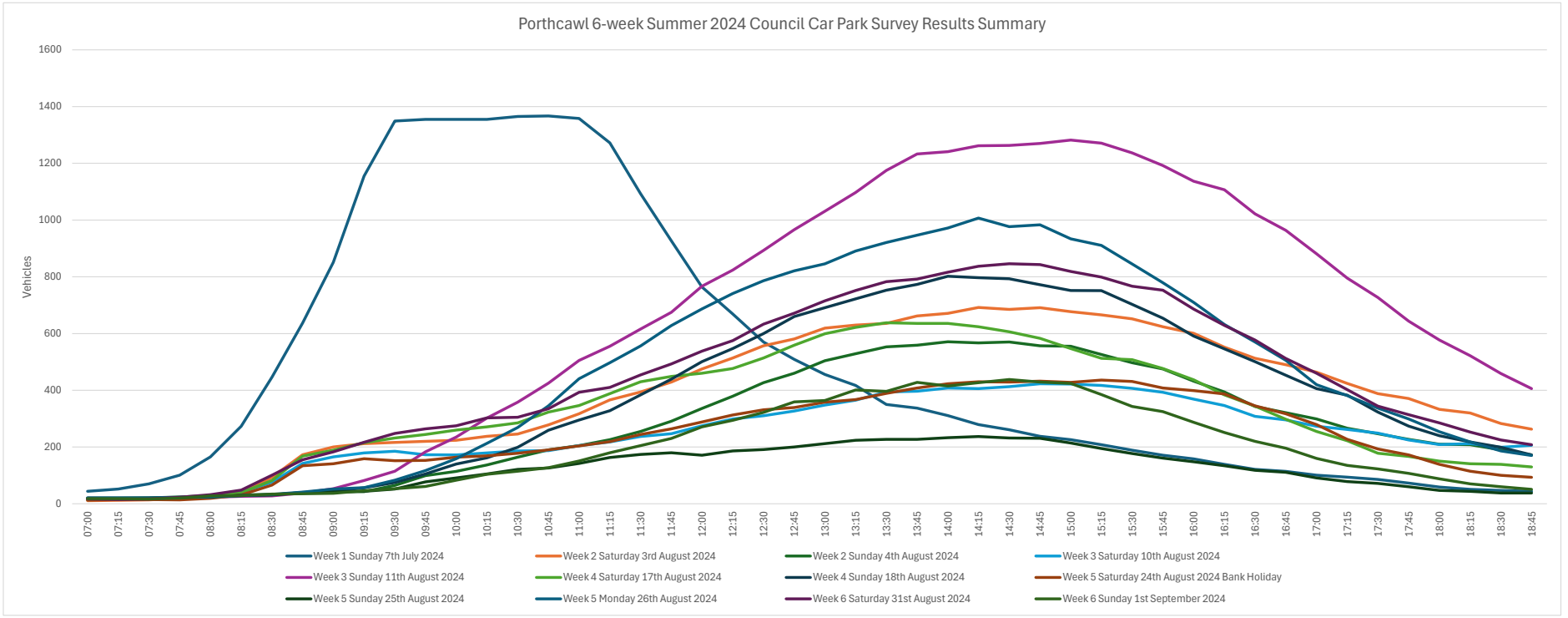
Parking Survey: Sunday 1st September 2024
Weather: AM: Partly sunny. PM: Clear. Daily high of 21°C
Event: None

Notes: Occupation at the start values are derived from spot counts undertake on Saturday 24th, Sunday 25th August 2024.



Porthcawl Summer 2024 Council Car Park Survey Results Summary (Week 1 -6)

Time Segment Beginning	Week 1 Sunday 7th July 2024	Week 2 Saturday 3rd August 2024	Week 2 Sunday 4th August 2024	Week 3 Saturday 10th August 2024	Week 3 Sunday 11th August 2024	Week 4 Saturday 17th August 2024	Week 4 Sunday 18th August 2024	Week 5 Saturday 24th August 2024 Bank Holiday	Week 5 Sunday 25th August 2024	Week 5 Monday 26th August 2024	Week 6 Saturday 31st August 2024	Week 6 Sunday 1st September 2024
07:00	44	11	18	16	18	14	19	13	20	21	17	18
07:15	52	12	19	17	18	16	18	15	20	21	15	18
07:30	70	14	21	16	18	17	19	15	20	21	17	17
07:45	101	19	24	19	21	19	22	14	22	23	23	20
08:00	165	28	29	23	23	25	24	19	24	24	32	28
08:15	273	38	32	40	26	39	29	31	30	29	48	29
08:30	446	93	32	76	28	82	32	66	31	33	101	34
08:45	637	173	39	142	38	168	38	134	40	41	155	35
09:00	851	200	44	165	53	189	45	141	41	52	183	37
09:15	1155	212	43	179	82	215	56	159	44	57	217	46
09:30	1349	216	65	185	115	232	75	152	52	83	248	53
09:45	1355	220	99	173	183	244	105	153	77	117	264	61
10:00	1355	224	114	172	235	260	140	164	91	159	275	83
10:15	1355	238	137	179	302	271	162	169	105	213	303	104
10:30	1365	246	164	186	358	285	199	178	121	269	305	115
10:45	1367	278	190	187	425	323	259	190	126	345	335	127
11:00	1358	317	205	205	505	346	295	204	142	441	393	151
11:15	1272	366	226	218	555	388	328	219	163	497	410	180
11:30	1093	394	255	237	616	430	384	244	174	556	454	205
11:45	927	429	291	247	675	449	439	264	180	628	493	230
12:00	764	475	336	275	767	460	501	288	171	687	538	271
12:15	669	514	379	299	824	477	547	313	186	741	575	294
12:30	570	557	427	310	893	514	600	331	191	786	633	322
12:45	509	581	460	327	966	559	660	339	200	821	672	359
13:00	456	619	504	348	1031	599	691	358	212	846	715	364
13:15	417	630	529	365	1097	622	722	367	224	891	752	401
13:30	350	636	553	394	1175	638	753	389	227	921	783	396
13:45	337	662	559	397	1233	636	773	408	227	947	792	428
14:00	311	671	571	408	1241	636	802	423	233	972	816	415
14:15	279	692	567	406	1262	624	797	430	237	1007	837	427
14:30	261	685	570	413	1263	606	793	429	232	977	846	438
14:45	238	691	557	423	1270	583	772	432	231	983	843	429
15:00	226	677	555	422	1282	547	752	428	214	934	819	424
15:15	208	666	526	417	1271	513	751	436	195	911	799	385
15:30	189	652	497	407	1237	508	703	431	177	845	767	343
15:45	171	624	475	393	1192	477	654	408	161	779	753	325
16:00	158	601	432	369	1137	437	591	399	148	710	686	287
16:15	139	552	394	346	1107	384	546	387	134	632	629	251
16:30	121	513	343	308	1022	344	501	345	118	570	577	220
16:45	114	490	321	296	964	298	453	317	111	506	512	196
17:00	101	464	299	273	881	255	406	279	91	420	460	160
17:15	94	424	266	262	795	222	383	227	78	381	402	135
17:30	86	388	247	249	727	178	323	193	72	337	344	123
17:45	73	371	227	225	644	167	274	172	60	299	314	107
18:00	59	333	210	209	577	150	240	139	47	254	285	88
18:15	51	320	208	212	522	141	218	115	44	218	253	70
18:30	47	283	190	199	459	139	199	100	38	186	225	60
18:45	44	263	172	206	406	130	172	93	38	170	208	51


Porthcawl 6-week Summer 2024 Council Car Park Survey Results Summary
Vehicles
1600
1400
1200
1000
800
600
400
200
0
07:00
07:15
07:30
07:45
08:00
08:15
08:30
08:45
09:00
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16:00
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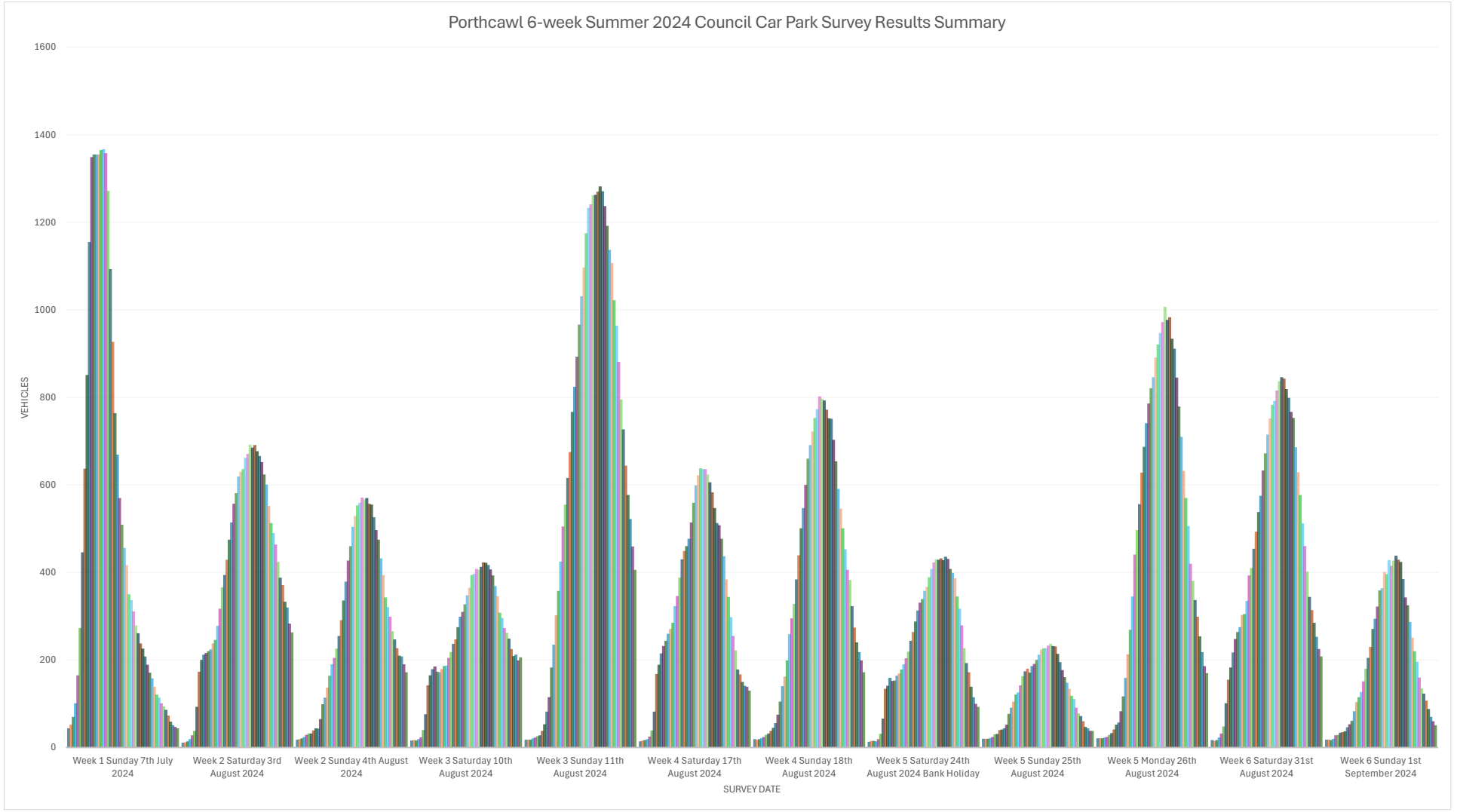
18:00
18:15
18:30
18:45
Week 1 Sunday 7th July 2024
Week 2 Saturday 3rd August 2024
Week 2 Sunday 4th August 2024
Week 3 Saturday 10th August 2024
Week 3 Sunday 11th August 2024
Week 4 Saturday 17th August 2024
Week 4 Sunday 18th August 2024
Week 5 Saturday 24th August 2024 Bank Holiday
Week 5 Sunday 25th August 2024
Week 5 Monday 26th August 2024
Week 6 Saturday 31st August 2024
Week 6 Sunday 1st September 2024


Porthcawl 6-week Summer 2024 Council Car Park Survey Results Summary
VEHICLES
1600
1400
1200
1000
800
600
400
200
0
Week 1 Sunday 7th July 2024
Week 2 Saturday 3rd August 2024
Week 2 Sunday 4th August 2024
Week 3 Saturday 10th August 2024
Week 3 Sunday 11th August 2024
Week 4 Saturday 17th August 2024
Week 4 Sunday 18th August 2024
Week 5 Saturday 24th August 2024 Bank Holiday
Week 5 Sunday 25th August 2024
Week 5 Monday 26th August 2024
Week 6 Saturday 31st August 2024
Week 6 Sunday 1st September 2024
SURVEY DATE

Appendix C

Porthcawl (Hi-Tide) Fireworks Display 2024 Manual Car Park Survey Results

Parking Survey: Saturday 2nd November 2024
Weather: Cloudy and dry all day. Daily high of 12°C.
Event: Hi-Tide Fireworks Display

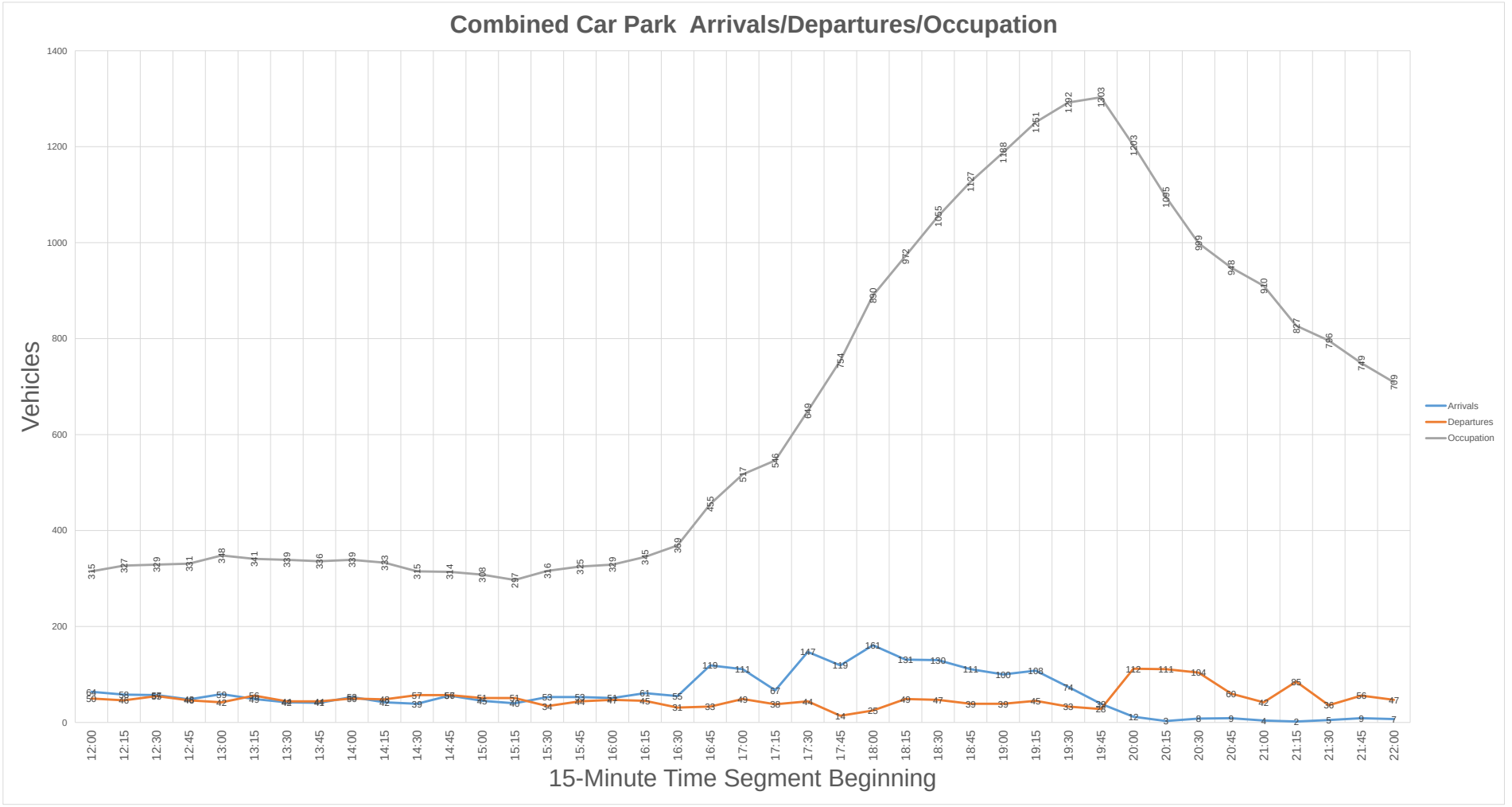
Notes: 1) Occupation at the start values are derived from spot counts on the day; 2) There were modifications to the car park access due to ongoing construction works. Traffic signals were in operation, and the access to the car park was just west of the established access. 3) There was a serious accident on the M4 (J36-37) prior to the event which created heavy congestion. Many visitors were not able to arrive on time because of the delay. 4) Salt Lake Overflow (The Crescent) was not available for parking during the survey due to construction work. 5) A total of 276 vehicles were seen exiting Sandy Bowl (via the egress adjacent Sandy Bay car park) during peak times of 19:00-22:00. All inbound movements were likely via Hi-Tide car park.

Time Segment Beginning	Salt Lake			Hillsboro North			Hillsboro South			Sandy Bay			Combined		
	Occupation at start: 26			Occupation at start: 196			Occupation at start: 54			Occupation at start: 25			Occupation at start: 301		
	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation	Arrivals	Departures	Occupation
12:00	7	0	33	31	37	190	19	7	66	7	6	26	64	50	315
12:15	4	7	30	38	23	205	13	11	68	3	5	24	58	46	327
12:30	11	2	39	30	37	198	13	13	68	3	3	24	57	55	329
12:45	11	6	44	29	22	205	6	14	60	2	4	22	48	46	331
13:00	7	2	49	28	26	207	14	11	63	10	3	29	59	42	348
13:15	8	6	51	30	26	211	6	15	54	5	9	25	49	56	341
13:30	5	5	51	24	25	210	11	11	54	2	3	24	42	44	339
13:45	7	7	51	26	22	214	5	10	49	3	5	22	41	44	336
14:00	9	7	53	28	28	214	4	9	44	12	6	28	53	50	339
14:15	6	3	56	25	31	208	7	9	42	4	5	27	42	48	333
14:30	8	10	54	19	35	192	8	8	42	4	4	27	39	57	315
14:45	20	6	68	25	44	173	9	6	45	2	1	28	56	57	314
15:00	15	4	79	21	32	162	6	10	41	3	5	26	45	51	308
15:15	17	10	86	14	23	153	4	12	33	5	6	25	40	51	297
15:30	27	4	109	20	25	148	4	4	33	2	1	26	53	34	316
15:45	26	8	127	14	26	136	4	6	31	9	4	31	53	44	325
16:00	30	6	151	14	28	122	5	8	28	2	5	28	51	47	329
16:15	24	8	167	23	27	118	12	9	31	2	1	29	61	45	345
16:30	31	9	189	15	18	115	2	3	30	7	1	35	55	31	369
16:45	76	6	259	25	16	124	5	4	31	13	7	41	119	33	455
17:00	60	9	310	30	22	132	7	5	33	14	13	42	111	49	517
17:15	24	18	316	27	9	150	7	5	35	9	6	45	67	38	546
17:30	87	19	384	44	12	182	8	1	42	8	12	41	147	44	649
17:45	78	3	459	30	5	207	6	2	46	5	4	42	119	14	754
18:00	87	4	542	61	12	256	9	5	50	4	4	42	161	25	890
18:15	75	3	614	39	41	254	14	3	61	3	2	43	131	49	972
18:30	67	5	676	46	33	267	17	7	71	0	2	41	130	47	1055
18:45	65	3	738	30	29	268	16	5	82	0	2	39	111	39	1127
19:00	56	4	790	29	22	275	15	11	86	0	2	37	100	39	1188
19:15	60	2	848	31	31	275	17	12	91	0	0	37	108	45	1251
19:30	39	2	885	27	24	278	8	7	92	0	0	37	74	33	1292
19:45	5	1	889	23	18	283	11	9	94	0	0	37	39	28	1303
20:00	9	9	889	2	50	235	1	48	47	0	5	32	12	112	1203
20:15	0	30	859	2	46	191	1	26	22	0	9	23	3	111	1095
20:30	1	26	834	5	44	152	2	23	1	0	11	12	8	104	999
20:45	1	16	819	6	33	125	2	10	-7	0	1	11	9	60	948
21:00	0	19	800	1	14	112	3	8	-12	0	1	10	4	42	910
21:15	0	33	767	2	39	75	0	13	-25	0	0	10	2	85	827
21:30	1	24	744	3	9	69	0	3	-28	1	0	11	5	36	796
21:45	2	42	704	3	7	65	3	6	-31	1	1	11	9	56	749
22:00	1	25	680	6	15	56	0	7	-38	0	0	11	7	47	709
Totals	**1067**	**413**	**-**	**926**	**1066**	**-**	**304**	**396**	**-**	**145**	**159**	**-**	**2442**	**2034**	**-**

Additional note: The negative values at Hillboro South are due to vehicles between Hillboro South and Hillsboro North car park bypassing the separation bollards and entering via one car parking and departing from another. The results for each car park are therefore best considered as a whole as they operate partially as a single car park at times.

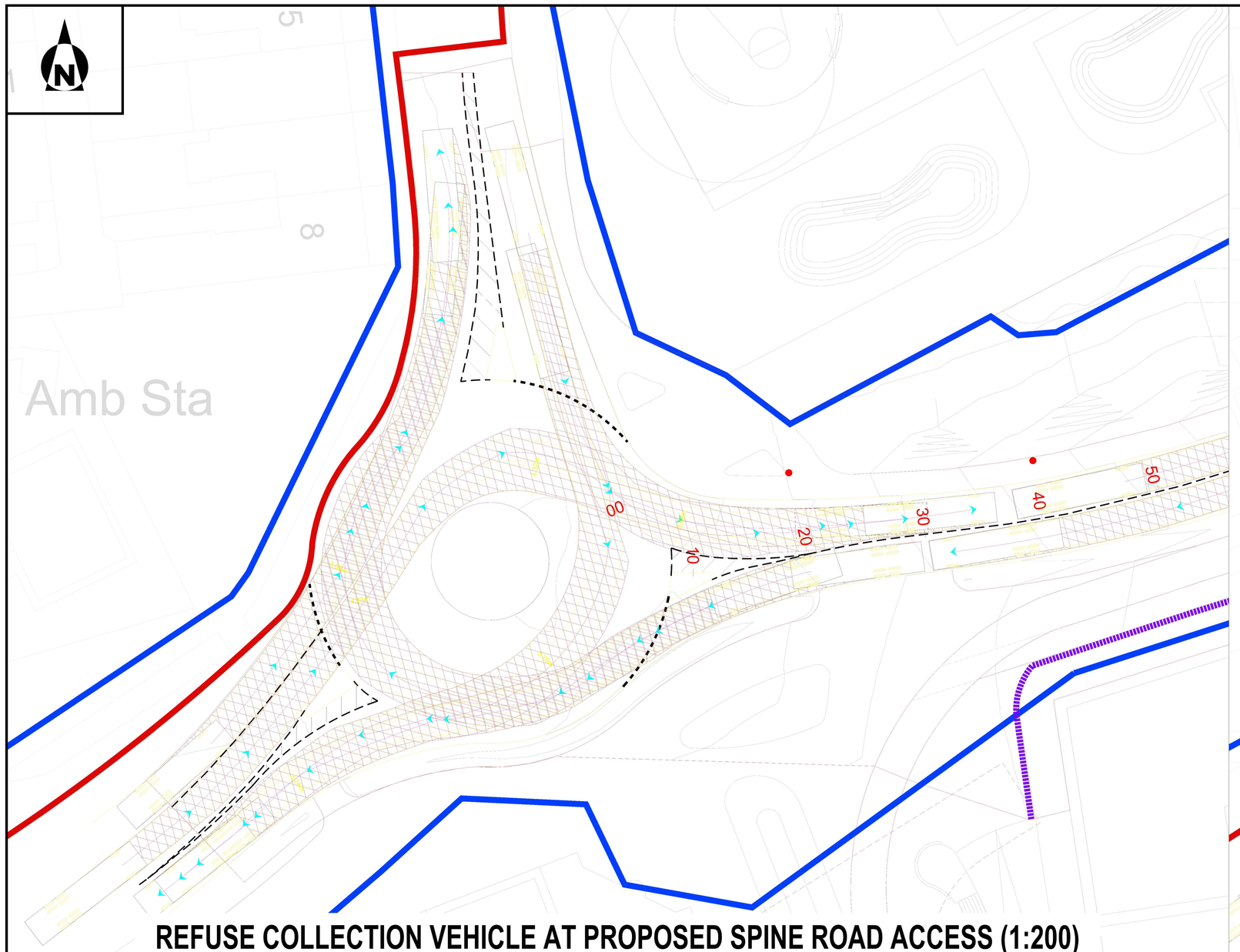
Parking Survey: Saturday 2nd November 2024
Weather: Cloudy and dry all day. Daily high of 12°C.
Event: Hi-Tide Fireworks Display

Notes: 1) Occupation at the start values are derived from spot counts on the day; 2) There were modifications to the car park access due to ongoing construction works. Traffic signals were in operation, and the access to the car park was just west of the established access. 3) There was a serious accident on the M4 (J36-37) prior to the event which created heavy congestion. Many visitors were not able to arrive on time because of the delay. 4) Salt Lake Overflow (The Crescent) was not available for parking during the survey due to construction work. 5) A total of 276 vehicles were seen exiting Sandy Bowl (via the egress adjacent Sandy Bay car park) during peak times of 19:00-22:00. All inbound movements were likely via Hi-Tide car park.

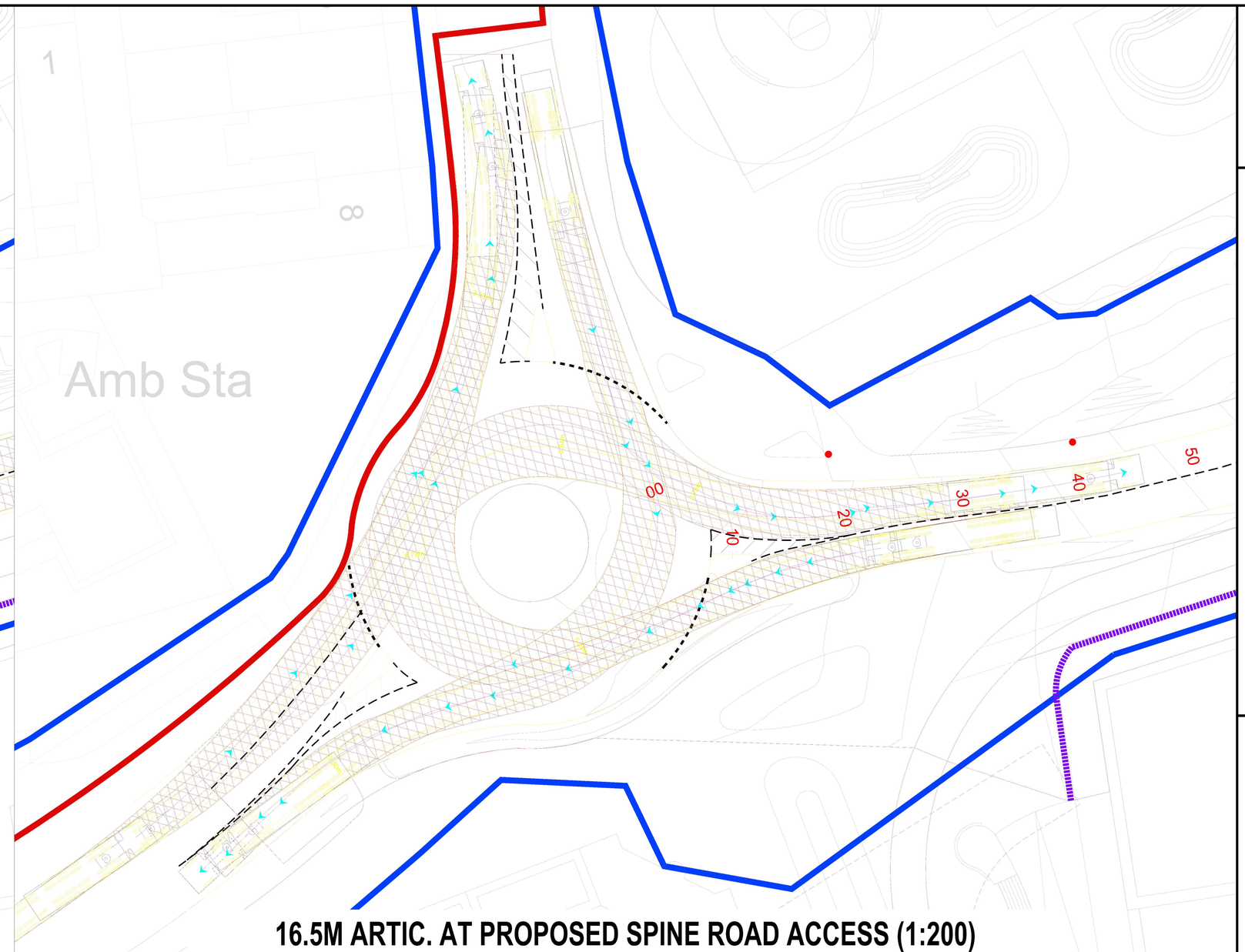


APPENDIX D

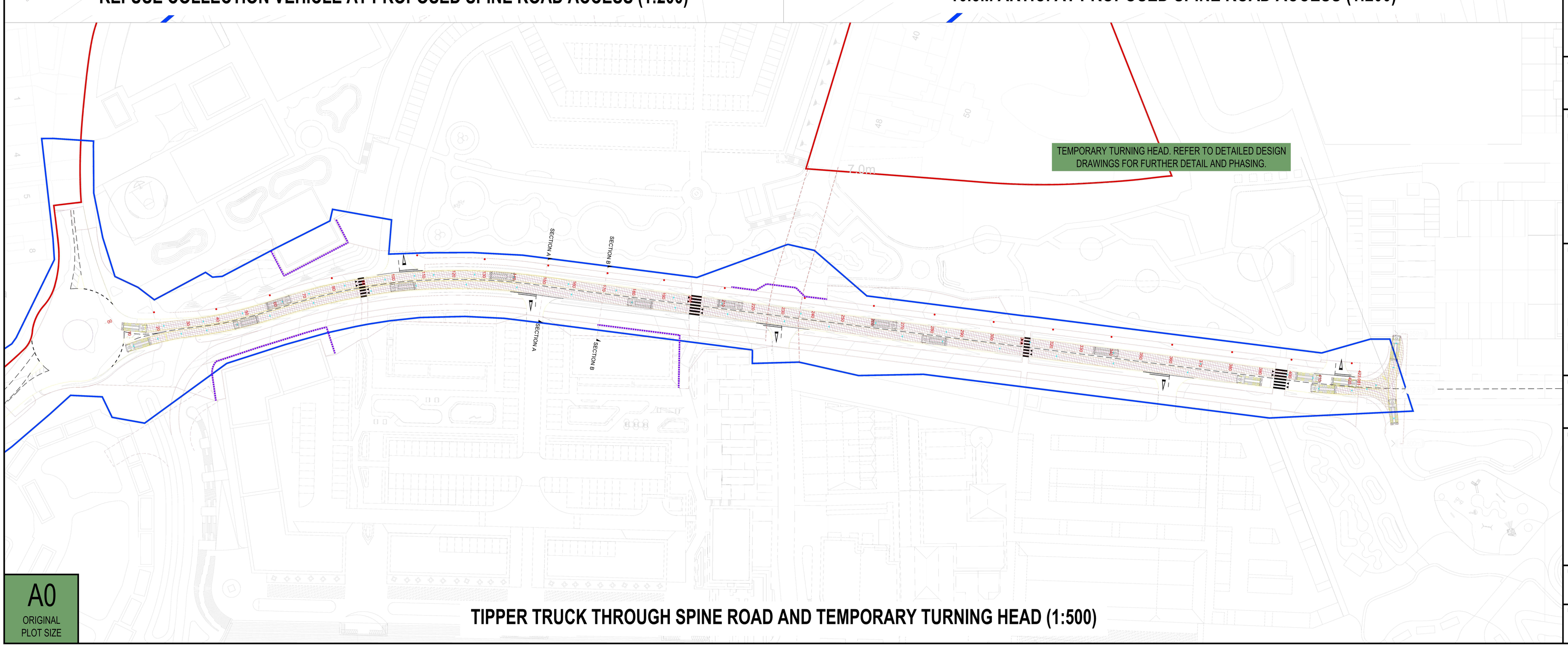
SWEPT PATH ANALYSIS



REFUSE COLLECTION VEHICLE AT PROPOSED SPINE ROAD ACCESS (1:200)



16.5M ARTIC. AT PROPOSED SPINE ROAD ACCESS (1:200)

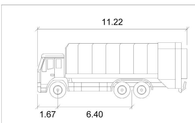


TIPPER TRUCK THROUGH SPINE ROAD AND TEMPORARY TURNING HEAD (1:500)

A0
ORIGINAL
PLOT SIZE

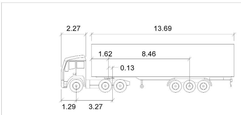
Link
Transport Planning

LEGEND



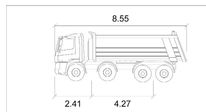
DE P2 Duo Refuse

	meters
Width	: 2.53
Track	: 2.53
Lock to Lock Time	: 4.0
Steering Angle	: 37.5



BOX VAN 6AXLE

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 25.5
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



DAF FAD CF85 Tipper

meters

Width	: 2.55
Track	: 2.55
Lock to Lock Time	: 6.0
Steering Angle	: 35.5

NOTES

1. ACCESS JUNCTION DESIGNED BY OTHERS AND SUBJECT TO DETAILED DESIGN AND ROAD SAFETY AUDIT PROCESSES

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This drawing is based on [Company] drawing reference [drawing number and version]

CLIENT

BCBC

PROJECT NAME

PORTHCAWL

WATERFRONT

REGENERATION

DRAWING NAME

SWEPT PATH ANALYSIS

OF

PROPOSED SPINE ROAD

PHASE 1

DRAWING STATUS

INFORMATION

REVISION LOG

DATE	DRAWN	CHECKED	APPROVED
11.25	JC	JC	JC

PROJECT NO.	DWG REF	REVISION	SCALE
2541	SP01	-	AS SHOWN

APPENDIX E

TRICS OUTPUTS

Link Transport Planning Tondu Enterprise Centre Bridgend Licence No: 118301

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : O - LEISURE PARK
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST
HF HERTFORDSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 22331 to 22331 (units: sqm)
Range Selected by User: 6543 to 30000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 04/11/23

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

Selected survey days:
Saturday 1 days

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

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

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

Selected Locations:
Town 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:
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
n/a 1 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:
20,001 to 25,000 1 days

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

Secondary Filtering selection (Cont.):

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

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

Car ownership within 5 miles:
0.6 to 1.0 1 days

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

Travel Plan:
No 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 HF-07-O-02 LEISURE PARK HERTFORDSHIRE
KINGS WAY
STEVENAGE

Town Centre
No Sub Category
Total Gross floor area: 22331 sqm
Survey date: SATURDAY *04/11/23* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.93

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22331	0.197	1	22331	0.094	1	22331	0.291
07:00 - 08:00	1	22331	0.582	1	22331	0.349	1	22331	0.931
08:00 - 09:00	1	22331	1.137	1	22331	0.869	1	22331	2.006
09:00 - 10:00	1	22331	1.308	1	22331	0.905	1	22331	2.213
10:00 - 11:00	1	22331	2.006	1	22331	1.482	1	22331	3.488
11:00 - 12:00	1	22331	2.118	1	22331	1.603	1	22331	3.721
12:00 - 13:00	1	22331	1.926	1	22331	1.572	1	22331	3.498
13:00 - 14:00	1	22331	1.903	1	22331	2.235	1	22331	4.138
14:00 - 15:00	1	22331	1.746	1	22331	2.149	1	22331	3.895
15:00 - 16:00	1	22331	1.733	1	22331	1.863	1	22331	3.596
16:00 - 17:00	1	22331	1.630	1	22331	1.823	1	22331	3.453
17:00 - 18:00	1	22331	1.863	1	22331	1.796	1	22331	3.659
18:00 - 19:00	1	22331	1.814	1	22331	1.867	1	22331	3.681
19:00 - 20:00	1	22331	1.151	1	22331	1.572	1	22331	2.723
20:00 - 21:00	1	22331	0.931	1	22331	1.308	1	22331	2.239
21:00 - 22:00	1	22331	0.681	1	22331	1.003	1	22331	1.684
22:00 - 23:00	1	22331	0.596	1	22331	0.699	1	22331	1.295
23:00 - 24:00	1	22331	0.242	1	22331	0.372	1	22331	0.614
Total Rates:			23.564			23.561			47.125

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

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

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Parameter summary

Trip rate parameter range selected:	22331 - 22331 (units: sqm)
Survey date date range:	01/01/00 - 04/11/23
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
07:00 - 08:00	1	22331	0.018	1	22331	0.018	1	22331	0.036
08:00 - 09:00	1	22331	0.022	1	22331	0.018	1	22331	0.040
09:00 - 10:00	1	22331	0.031	1	22331	0.031	1	22331	0.062
10:00 - 11:00	1	22331	0.045	1	22331	0.045	1	22331	0.090
11:00 - 12:00	1	22331	0.027	1	22331	0.031	1	22331	0.058
12:00 - 13:00	1	22331	0.045	1	22331	0.045	1	22331	0.090
13:00 - 14:00	1	22331	0.036	1	22331	0.036	1	22331	0.072
14:00 - 15:00	1	22331	0.036	1	22331	0.036	1	22331	0.072
15:00 - 16:00	1	22331	0.022	1	22331	0.022	1	22331	0.044
16:00 - 17:00	1	22331	0.027	1	22331	0.027	1	22331	0.054
17:00 - 18:00	1	22331	0.018	1	22331	0.018	1	22331	0.036
18:00 - 19:00	1	22331	0.013	1	22331	0.013	1	22331	0.026
19:00 - 20:00	1	22331	0.009	1	22331	0.009	1	22331	0.018
20:00 - 21:00	1	22331	0.013	1	22331	0.013	1	22331	0.026
21:00 - 22:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
22:00 - 23:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
23:00 - 24:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
Total Rates:			0.362			0.362			0.724

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

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

TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
07:00 - 08:00	1	22331	0.009	1	22331	0.000	1	22331	0.009
08:00 - 09:00	1	22331	0.004	1	22331	0.009	1	22331	0.013
09:00 - 10:00	1	22331	0.000	1	22331	0.004	1	22331	0.004
10:00 - 11:00	1	22331	0.004	1	22331	0.000	1	22331	0.004
11:00 - 12:00	1	22331	0.000	1	22331	0.004	1	22331	0.004
12:00 - 13:00	1	22331	0.004	1	22331	0.004	1	22331	0.008
13:00 - 14:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
14:00 - 15:00	1	22331	0.004	1	22331	0.000	1	22331	0.004
15:00 - 16:00	1	22331	0.000	1	22331	0.004	1	22331	0.004
16:00 - 17:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
17:00 - 18:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
18:00 - 19:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
19:00 - 20:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
20:00 - 21:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
21:00 - 22:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
22:00 - 23:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
23:00 - 24:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
Total Rates:			0.025			0.025			0.050

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

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

TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
07:00 - 08:00	1	22331	0.004	1	22331	0.004	1	22331	0.008
08:00 - 09:00	1	22331	0.018	1	22331	0.013	1	22331	0.031
09:00 - 10:00	1	22331	0.045	1	22331	0.040	1	22331	0.085
10:00 - 11:00	1	22331	0.054	1	22331	0.045	1	22331	0.099
11:00 - 12:00	1	22331	0.054	1	22331	0.018	1	22331	0.072
12:00 - 13:00	1	22331	0.072	1	22331	0.072	1	22331	0.144
13:00 - 14:00	1	22331	0.112	1	22331	0.090	1	22331	0.202
14:00 - 15:00	1	22331	0.085	1	22331	0.107	1	22331	0.192
15:00 - 16:00	1	22331	0.103	1	22331	0.076	1	22331	0.179
16:00 - 17:00	1	22331	0.099	1	22331	0.094	1	22331	0.193
17:00 - 18:00	1	22331	0.072	1	22331	0.081	1	22331	0.153
18:00 - 19:00	1	22331	0.054	1	22331	0.063	1	22331	0.117
19:00 - 20:00	1	22331	0.036	1	22331	0.054	1	22331	0.090
20:00 - 21:00	1	22331	0.027	1	22331	0.031	1	22331	0.058
21:00 - 22:00	1	22331	0.013	1	22331	0.022	1	22331	0.035
22:00 - 23:00	1	22331	0.009	1	22331	0.009	1	22331	0.018
23:00 - 24:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
Total Rates:			0.857			0.819			1.676

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

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

TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22331	0.255	1	22331	0.116	1	22331	0.371
07:00 - 08:00	1	22331	0.837	1	22331	0.466	1	22331	1.303
08:00 - 09:00	1	22331	1.679	1	22331	1.290	1	22331	2.969
09:00 - 10:00	1	22331	1.948	1	22331	1.281	1	22331	3.229
10:00 - 11:00	1	22331	3.018	1	22331	2.176	1	22331	5.194
11:00 - 12:00	1	22331	3.363	1	22331	2.315	1	22331	5.678
12:00 - 13:00	1	22331	2.924	1	22331	2.387	1	22331	5.311
13:00 - 14:00	1	22331	2.991	1	22331	3.336	1	22331	6.327
14:00 - 15:00	1	22331	2.754	1	22331	3.291	1	22331	6.045
15:00 - 16:00	1	22331	2.767	1	22331	2.879	1	22331	5.646
16:00 - 17:00	1	22331	2.566	1	22331	2.808	1	22331	5.374
17:00 - 18:00	1	22331	2.960	1	22331	2.799	1	22331	5.759
18:00 - 19:00	1	22331	2.906	1	22331	2.964	1	22331	5.870
19:00 - 20:00	1	22331	1.697	1	22331	2.557	1	22331	4.254
20:00 - 21:00	1	22331	1.424	1	22331	2.060	1	22331	3.484
21:00 - 22:00	1	22331	1.070	1	22331	1.608	1	22331	2.678
22:00 - 23:00	1	22331	0.905	1	22331	1.057	1	22331	1.962
23:00 - 24:00	1	22331	0.367	1	22331	0.591	1	22331	0.958
Total Rates:			36.431			35.981			72.412

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

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

TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22331	0.022	1	22331	0.022	1	22331	0.044
07:00 - 08:00	1	22331	0.036	1	22331	0.040	1	22331	0.076
08:00 - 09:00	1	22331	0.031	1	22331	0.031	1	22331	0.062
09:00 - 10:00	1	22331	0.103	1	22331	0.081	1	22331	0.184
10:00 - 11:00	1	22331	0.099	1	22331	0.103	1	22331	0.202
11:00 - 12:00	1	22331	0.085	1	22331	0.103	1	22331	0.188
12:00 - 13:00	1	22331	0.170	1	22331	0.121	1	22331	0.291
13:00 - 14:00	1	22331	0.354	1	22331	0.296	1	22331	0.650
14:00 - 15:00	1	22331	0.372	1	22331	0.399	1	22331	0.771
15:00 - 16:00	1	22331	0.296	1	22331	0.318	1	22331	0.614
16:00 - 17:00	1	22331	0.273	1	22331	0.246	1	22331	0.519
17:00 - 18:00	1	22331	0.246	1	22331	0.228	1	22331	0.474
18:00 - 19:00	1	22331	0.202	1	22331	0.197	1	22331	0.399
19:00 - 20:00	1	22331	0.125	1	22331	0.116	1	22331	0.241
20:00 - 21:00	1	22331	0.112	1	22331	0.107	1	22331	0.219
21:00 - 22:00	1	22331	0.085	1	22331	0.072	1	22331	0.157
22:00 - 23:00	1	22331	0.045	1	22331	0.054	1	22331	0.099
23:00 - 24:00	1	22331	0.018	1	22331	0.031	1	22331	0.049
Total Rates:			2.674			2.565			5.239

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

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

TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22331	0.022	1	22331	0.013	1	22331	0.035
07:00 - 08:00	1	22331	0.049	1	22331	0.031	1	22331	0.080
08:00 - 09:00	1	22331	0.022	1	22331	0.027	1	22331	0.049
09:00 - 10:00	1	22331	0.081	1	22331	0.067	1	22331	0.148
10:00 - 11:00	1	22331	0.081	1	22331	0.076	1	22331	0.157
11:00 - 12:00	1	22331	0.067	1	22331	0.072	1	22331	0.139
12:00 - 13:00	1	22331	0.121	1	22331	0.121	1	22331	0.242
13:00 - 14:00	1	22331	0.287	1	22331	0.260	1	22331	0.547
14:00 - 15:00	1	22331	0.278	1	22331	0.322	1	22331	0.600
15:00 - 16:00	1	22331	0.260	1	22331	0.269	1	22331	0.529
16:00 - 17:00	1	22331	0.206	1	22331	0.242	1	22331	0.448
17:00 - 18:00	1	22331	0.202	1	22331	0.197	1	22331	0.399
18:00 - 19:00	1	22331	0.184	1	22331	0.197	1	22331	0.381
19:00 - 20:00	1	22331	0.143	1	22331	0.184	1	22331	0.327
20:00 - 21:00	1	22331	0.085	1	22331	0.099	1	22331	0.184
21:00 - 22:00	1	22331	0.058	1	22331	0.054	1	22331	0.112
22:00 - 23:00	1	22331	0.040	1	22331	0.031	1	22331	0.071
23:00 - 24:00	1	22331	0.027	1	22331	0.022	1	22331	0.049
Total Rates:			2.213			2.284			4.497

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

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

TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22331	0.022	1	22331	0.018	1	22331	0.040
07:00 - 08:00	1	22331	0.058	1	22331	0.049	1	22331	0.107
08:00 - 09:00	1	22331	0.049	1	22331	0.040	1	22331	0.089
09:00 - 10:00	1	22331	0.112	1	22331	0.116	1	22331	0.228
10:00 - 11:00	1	22331	0.130	1	22331	0.099	1	22331	0.229
11:00 - 12:00	1	22331	0.143	1	22331	0.125	1	22331	0.268
12:00 - 13:00	1	22331	0.251	1	22331	0.143	1	22331	0.394
13:00 - 14:00	1	22331	0.452	1	22331	0.313	1	22331	0.765
14:00 - 15:00	1	22331	0.479	1	22331	0.461	1	22331	0.940
15:00 - 16:00	1	22331	0.354	1	22331	0.376	1	22331	0.730
16:00 - 17:00	1	22331	0.309	1	22331	0.390	1	22331	0.699
17:00 - 18:00	1	22331	0.318	1	22331	0.358	1	22331	0.676
18:00 - 19:00	1	22331	0.264	1	22331	0.300	1	22331	0.564
19:00 - 20:00	1	22331	0.193	1	22331	0.255	1	22331	0.448
20:00 - 21:00	1	22331	0.179	1	22331	0.193	1	22331	0.372
21:00 - 22:00	1	22331	0.125	1	22331	0.152	1	22331	0.277
22:00 - 23:00	1	22331	0.085	1	22331	0.112	1	22331	0.197
23:00 - 24:00	1	22331	0.027	1	22331	0.045	1	22331	0.072
Total Rates:			3.550			3.545			7.095

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

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

TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22331	0.045	1	22331	0.031	1	22331	0.076
07:00 - 08:00	1	22331	0.107	1	22331	0.081	1	22331	0.188
08:00 - 09:00	1	22331	0.072	1	22331	0.067	1	22331	0.139
09:00 - 10:00	1	22331	0.193	1	22331	0.184	1	22331	0.377
10:00 - 11:00	1	22331	0.210	1	22331	0.175	1	22331	0.385
11:00 - 12:00	1	22331	0.210	1	22331	0.197	1	22331	0.407
12:00 - 13:00	1	22331	0.372	1	22331	0.264	1	22331	0.636
13:00 - 14:00	1	22331	0.739	1	22331	0.573	1	22331	1.312
14:00 - 15:00	1	22331	0.757	1	22331	0.784	1	22331	1.541
15:00 - 16:00	1	22331	0.613	1	22331	0.645	1	22331	1.258
16:00 - 17:00	1	22331	0.515	1	22331	0.631	1	22331	1.146
17:00 - 18:00	1	22331	0.519	1	22331	0.555	1	22331	1.074
18:00 - 19:00	1	22331	0.448	1	22331	0.497	1	22331	0.945
19:00 - 20:00	1	22331	0.336	1	22331	0.439	1	22331	0.775
20:00 - 21:00	1	22331	0.264	1	22331	0.291	1	22331	0.555
21:00 - 22:00	1	22331	0.184	1	22331	0.206	1	22331	0.390
22:00 - 23:00	1	22331	0.125	1	22331	0.143	1	22331	0.268
23:00 - 24:00	1	22331	0.054	1	22331	0.067	1	22331	0.121
Total Rates:			5.763			5.830			11.593

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

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

TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.93

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22331	0.322	1	22331	0.170	1	22331	0.492
07:00 - 08:00	1	22331	0.985	1	22331	0.591	1	22331	1.576
08:00 - 09:00	1	22331	1.800	1	22331	1.402	1	22331	3.202
09:00 - 10:00	1	22331	2.288	1	22331	1.585	1	22331	3.873
10:00 - 11:00	1	22331	3.381	1	22331	2.499	1	22331	5.880
11:00 - 12:00	1	22331	3.712	1	22331	2.633	1	22331	6.345
12:00 - 13:00	1	22331	3.538	1	22331	2.844	1	22331	6.382
13:00 - 14:00	1	22331	4.196	1	22331	4.294	1	22331	8.490
14:00 - 15:00	1	22331	3.968	1	22331	4.581	1	22331	8.549
15:00 - 16:00	1	22331	3.779	1	22331	3.918	1	22331	7.697
16:00 - 17:00	1	22331	3.453	1	22331	3.779	1	22331	7.232
17:00 - 18:00	1	22331	3.797	1	22331	3.663	1	22331	7.460
18:00 - 19:00	1	22331	3.609	1	22331	3.721	1	22331	7.330
19:00 - 20:00	1	22331	2.194	1	22331	3.166	1	22331	5.360
20:00 - 21:00	1	22331	1.827	1	22331	2.490	1	22331	4.317
21:00 - 22:00	1	22331	1.352	1	22331	1.908	1	22331	3.260
22:00 - 23:00	1	22331	1.084	1	22331	1.263	1	22331	2.347
23:00 - 24:00	1	22331	0.439	1	22331	0.690	1	22331	1.129
Total Rates:			45.724			45.197			90.921

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

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

TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22331	0.197	1	22331	0.094	1	22331	0.291
07:00 - 08:00	1	22331	0.511	1	22331	0.309	1	22331	0.820
08:00 - 09:00	1	22331	1.066	1	22331	0.788	1	22331	1.854
09:00 - 10:00	1	22331	1.223	1	22331	0.824	1	22331	2.047
10:00 - 11:00	1	22331	1.912	1	22331	1.384	1	22331	3.296
11:00 - 12:00	1	22331	2.024	1	22331	1.505	1	22331	3.529
12:00 - 13:00	1	22331	1.840	1	22331	1.482	1	22331	3.322
13:00 - 14:00	1	22331	1.827	1	22331	2.158	1	22331	3.985
14:00 - 15:00	1	22331	1.666	1	22331	2.064	1	22331	3.730
15:00 - 16:00	1	22331	1.666	1	22331	1.800	1	22331	3.466
16:00 - 17:00	1	22331	1.590	1	22331	1.769	1	22331	3.359
17:00 - 18:00	1	22331	1.805	1	22331	1.751	1	22331	3.556
18:00 - 19:00	1	22331	1.778	1	22331	1.832	1	22331	3.610
19:00 - 20:00	1	22331	1.128	1	22331	1.540	1	22331	2.668
20:00 - 21:00	1	22331	0.918	1	22331	1.285	1	22331	2.203
21:00 - 22:00	1	22331	0.676	1	22331	0.999	1	22331	1.675
22:00 - 23:00	1	22331	0.587	1	22331	0.690	1	22331	1.277
23:00 - 24:00	1	22331	0.242	1	22331	0.372	1	22331	0.614
Total Rates:			22.656			22.646			45.302

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

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

TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
07:00 - 08:00	1	22331	0.031	1	22331	0.022	1	22331	0.053
08:00 - 09:00	1	22331	0.040	1	22331	0.040	1	22331	0.080
09:00 - 10:00	1	22331	0.049	1	22331	0.045	1	22331	0.094
10:00 - 11:00	1	22331	0.040	1	22331	0.045	1	22331	0.085
11:00 - 12:00	1	22331	0.063	1	22331	0.054	1	22331	0.117
12:00 - 13:00	1	22331	0.036	1	22331	0.040	1	22331	0.076
13:00 - 14:00	1	22331	0.040	1	22331	0.040	1	22331	0.080
14:00 - 15:00	1	22331	0.040	1	22331	0.045	1	22331	0.085
15:00 - 16:00	1	22331	0.040	1	22331	0.036	1	22331	0.076
16:00 - 17:00	1	22331	0.013	1	22331	0.022	1	22331	0.035
17:00 - 18:00	1	22331	0.031	1	22331	0.027	1	22331	0.058
18:00 - 19:00	1	22331	0.018	1	22331	0.018	1	22331	0.036
19:00 - 20:00	1	22331	0.013	1	22331	0.018	1	22331	0.031
20:00 - 21:00	1	22331	0.000	1	22331	0.009	1	22331	0.009
21:00 - 22:00	1	22331	0.004	1	22331	0.004	1	22331	0.008
22:00 - 23:00	1	22331	0.009	1	22331	0.009	1	22331	0.018
23:00 - 24:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
Total Rates:			0.467			0.474			0.941

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

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

TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
07:00 - 08:00	1	22331	0.013	1	22331	0.000	1	22331	0.013
08:00 - 09:00	1	22331	0.004	1	22331	0.013	1	22331	0.017
09:00 - 10:00	1	22331	0.004	1	22331	0.000	1	22331	0.004
10:00 - 11:00	1	22331	0.004	1	22331	0.009	1	22331	0.013
11:00 - 12:00	1	22331	0.004	1	22331	0.009	1	22331	0.013
12:00 - 13:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
13:00 - 14:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
14:00 - 15:00	1	22331	0.000	1	22331	0.004	1	22331	0.004
15:00 - 16:00	1	22331	0.004	1	22331	0.000	1	22331	0.004
16:00 - 17:00	1	22331	0.000	1	22331	0.004	1	22331	0.004
17:00 - 18:00	1	22331	0.009	1	22331	0.000	1	22331	0.009
18:00 - 19:00	1	22331	0.004	1	22331	0.004	1	22331	0.008
19:00 - 20:00	1	22331	0.000	1	22331	0.004	1	22331	0.004
20:00 - 21:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
21:00 - 22:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
22:00 - 23:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
23:00 - 24:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
Total Rates:			0.046			0.047			0.093

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

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TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK
MULTI-MODAL Scooters
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
07:00 - 08:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
08:00 - 09:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
09:00 - 10:00	1	22331	0.013	1	22331	0.004	1	22331	0.017
10:00 - 11:00	1	22331	0.018	1	22331	0.013	1	22331	0.031
11:00 - 12:00	1	22331	0.022	1	22331	0.009	1	22331	0.031
12:00 - 13:00	1	22331	0.031	1	22331	0.031	1	22331	0.062
13:00 - 14:00	1	22331	0.054	1	22331	0.013	1	22331	0.067
14:00 - 15:00	1	22331	0.049	1	22331	0.045	1	22331	0.094
15:00 - 16:00	1	22331	0.040	1	22331	0.027	1	22331	0.067
16:00 - 17:00	1	22331	0.027	1	22331	0.022	1	22331	0.049
17:00 - 18:00	1	22331	0.022	1	22331	0.036	1	22331	0.058
18:00 - 19:00	1	22331	0.009	1	22331	0.031	1	22331	0.040
19:00 - 20:00	1	22331	0.009	1	22331	0.022	1	22331	0.031
20:00 - 21:00	1	22331	0.009	1	22331	0.027	1	22331	0.036
21:00 - 22:00	1	22331	0.004	1	22331	0.022	1	22331	0.026
22:00 - 23:00	1	22331	0.000	1	22331	0.004	1	22331	0.004
23:00 - 24:00	1	22331	0.000	1	22331	0.000	1	22331	0.000
Total Rates:			0.307			0.306			0.613

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: U - PLAY CENTRE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	1 day
03	**SOUTH WEST**		
	PL	PLYMOUTH	1 day

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

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Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	925 to 1500 (units:sqm)
Range Selected by User:	925 to 1500 (units:sqm)
Parking Spaces Range:	50 - 117

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/02 to 28/06/24

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

Selected survey days:

Thursday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	1 days
Suburban Area (PPS6 Out of Centre)	1 days

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 days
No Sub Category	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days

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Secondary Filtering Selection:

Use Class:

E(d)	2 surveys

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

Population within 500m Range:

924 - 1000

Population within 1 mile:

25,001 to 50,000	2 surveys

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	1 surveys

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.

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Petrol filling station:

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	2 surveys

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

PTAL Rating:

No PTAL Present	2 surveys

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.

COVID-19 Restrictions:

No

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1	**BE-07-U-01**	**PLAY CENTRE**	**BEXLEY**

COPERS COPE ROAD
NEW BECKENHAM
Suburban Area (PPS6 Out of Centre)
No Sub Category
Site area: 0.5 hect
Survey date: Thursday 26/10/2006 Survey Type: Manual

2	**PL-07-U-01**	**PLAY CENTRE**	**PLYMOUTH**

TAMERTON FOLIOT ROAD
PLYMOUTH
CROWNHILL
Neighbourhood Centre (PPS6 Local Centre)
Industrial Zone
Site area: 0.25 hect
Survey date: Tuesday 27/10/2009 Survey Type: Manual

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TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**1161**	**0.603**	**0.258**	**0.861**
09:00-10:00	**2**	**1330**	**2.217**	**0.188**	**2.405**
10:00-11:00	**2**	**1330**	**2.743**	**0.676**	**3.419**
11:00-12:00	**2**	**1330**	**1.841**	**0.676**	**2.517**
12:00-13:00	**2**	**1330**	**1.954**	**2.706**	**4.660**
13:00-14:00	**2**	**1330**	**3.157**	**2.668**	**5.825**
14:00-15:00	**2**	**1330**	**2.706**	**2.330**	**5.036**
15:00-16:00	**2**	**1330**	**1.353**	**2.518**	**3.871**
16:00-17:00	**2**	**1330**	**0.714**	**2.743**	**3.457**
17:00-18:00	**2**	**1330**	**0.601**	**1.879**	**2.480**
18:00-19:00	**2**	**1330**	**0.301**	**1.578**	**1.879**
19:00-20:00	**2**	**1330**	**0.038**	**0.150**	**0.188**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**18.228**	**18.370**	**36.598**

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

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Parameter Summary:

Trip rate parameter range selected:	925 - 1500 (units: sqm)
Survey date date range:	26/10/2006 - 27/10/2009
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**1161**	**1.206**	**0.172**	**1.378**
09:00-10:00	**2**	**1330**	**7.478**	**0.188**	**7.666**
10:00-11:00	**2**	**1330**	**8.944**	**1.917**	**10.861**
11:00-12:00	**2**	**1330**	**6.464**	**2.255**	**8.719**
12:00-13:00	**2**	**1330**	**8.192**	**9.696**	**17.888**
13:00-14:00	**2**	**1330**	**11.236**	**8.380**	**19.616**
14:00-15:00	**2**	**1330**	**9.282**	**7.704**	**16.986**
15:00-16:00	**2**	**1330**	**4.510**	**8.944**	**13.454**
16:00-17:00	**2**	**1330**	**2.668**	**10.297**	**12.965**
17:00-18:00	**2**	**1330**	**1.278**	**6.351**	**7.629**
18:00-19:00	**2**	**1330**	**0.188**	**5.336**	**5.524**
19:00-20:00	**2**	**1330**	**0.000**	**0.338**	**0.338**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**61.446**	**61.578**	**123.024**

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

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Parameter Summary:

Trip rate parameter range selected:	925 - 1500 (units: sqm)
Survey date date range:	26/10/2006 - 27/10/2009
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**1161**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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

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Parameter Summary:

Trip rate parameter range selected:	925 - 1500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**1161**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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

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Parameter Summary:

Trip rate parameter range selected:	925 - 1500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**1161**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**1330**	**0.038**	**0.038**	**0.076**
10:00-11:00	**2**	**1330**	**0.038**	**0.038**	**0.076**
11:00-12:00	**2**	**1330**	**0.038**	**0.038**	**0.076**
12:00-13:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**1330**	**0.038**	**0.038**	**0.076**
17:00-18:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.152**	**0.152**	**0.304**

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

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

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Parameter Summary:

Trip rate parameter range selected:	925 - 1500 (units: sqm)
Survey date date range:	26/10/2006 - 26/10/2006
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**1161**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**1330**	**0.038**	**0.038**	**0.076**
10:00-11:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**1330**	**0.038**	**0.038**	**0.076**
12:00-13:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**1330**	**0.038**	**0.038**	**0.076**
14:00-15:00	**2**	**1330**	**0.038**	**0.038**	**0.076**
15:00-16:00	**2**	**1330**	**0.038**	**0.038**	**0.076**
16:00-17:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.190**	**0.190**	**0.380**

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

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

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Parameter Summary:

Trip rate parameter range selected:	925 - 1500 (units: sqm)
Survey date date range:	26/10/2006 - 27/10/2009
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**1161**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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

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Parameter Summary:

Trip rate parameter range selected:	925 - 1500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**1161**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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

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Parameter Summary:

Trip rate parameter range selected:	925 - 1500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

Motorcycles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**1161**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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

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Parameter Summary:

Trip rate parameter range selected:	925 - 1500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

Vehicle Occupants

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**1161**	**0.861**	**0.172**	**1.033**
09:00-10:00	**2**	**1330**	**7.103**	**0.150**	**7.253**
10:00-11:00	**2**	**1330**	**8.643**	**1.766**	**10.409**
11:00-12:00	**2**	**1330**	**6.013**	**1.992**	**8.005**
12:00-13:00	**2**	**1330**	**6.614**	**9.132**	**15.746**
13:00-14:00	**2**	**1330**	**9.808**	**8.005**	**17.813**
14:00-15:00	**2**	**1330**	**8.906**	**6.426**	**15.332**
15:00-16:00	**2**	**1330**	**4.247**	**7.478**	**11.725**
16:00-17:00	**2**	**1330**	**1.879**	**9.207**	**11.086**
17:00-18:00	**2**	**1330**	**1.278**	**6.013**	**7.291**
18:00-19:00	**2**	**1330**	**0.188**	**4.923**	**5.111**
19:00-20:00	**2**	**1330**	**0.000**	**0.263**	**0.263**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**55.540**	**55.527**	**111.067**

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

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

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Parameter Summary:

Trip rate parameter range selected:	925 - 1500 (units: sqm)
Survey date date range:	26/10/2006 - 27/10/2009
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**1161**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**1330**	**0.225**	**0.038**	**0.263**
10:00-11:00	**2**	**1330**	**0.301**	**0.150**	**0.451**
11:00-12:00	**2**	**1330**	**0.451**	**0.150**	**0.601**
12:00-13:00	**2**	**1330**	**1.353**	**0.564**	**1.917**
13:00-14:00	**2**	**1330**	**1.390**	**0.338**	**1.728**
14:00-15:00	**2**	**1330**	**0.376**	**0.827**	**1.203**
15:00-16:00	**2**	**1330**	**0.113**	**1.353**	**1.466**
16:00-17:00	**2**	**1330**	**0.413**	**0.676**	**1.089**
17:00-18:00	**2**	**1330**	**0.000**	**0.188**	**0.188**
18:00-19:00	**2**	**1330**	**0.000**	**0.301**	**0.301**
19:00-20:00	**2**	**1330**	**0.000**	**0.075**	**0.075**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**4.622**	**4.660**	**9.282**

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

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Parameter Summary:

Trip rate parameter range selected:	925 - 1500 (units: sqm)
Survey date date range:	26/10/2006 - 27/10/2009
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**1161**	**0.345**	**0.000**	**0.345**
09:00-10:00	**2**	**1330**	**0.150**	**0.000**	**0.150**
10:00-11:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**1330**	**0.000**	**0.113**	**0.113**
12:00-13:00	**2**	**1330**	**0.225**	**0.000**	**0.225**
13:00-14:00	**2**	**1330**	**0.038**	**0.038**	**0.076**
14:00-15:00	**2**	**1330**	**0.000**	**0.451**	**0.451**
15:00-16:00	**2**	**1330**	**0.150**	**0.113**	**0.263**
16:00-17:00	**2**	**1330**	**0.376**	**0.413**	**0.789**
17:00-18:00	**2**	**1330**	**0.000**	**0.150**	**0.150**
18:00-19:00	**2**	**1330**	**0.000**	**0.113**	**0.113**
19:00-20:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.284**	**1.391**	**2.675**

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

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Parameter Summary:

Trip rate parameter range selected:	925 - 1500 (units: sqm)
Survey date date range:	26/10/2006 - 27/10/2009
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

Bus/Tram Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**1161**	**0.086**	**0.000**	**0.086**
09:00-10:00	**2**	**1330**	**0.113**	**0.000**	**0.113**
10:00-11:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**1330**	**0.000**	**0.113**	**0.113**
12:00-13:00	**2**	**1330**	**0.225**	**0.000**	**0.225**
13:00-14:00	**2**	**1330**	**0.038**	**0.038**	**0.076**
14:00-15:00	**2**	**1330**	**0.000**	**0.451**	**0.451**
15:00-16:00	**2**	**1330**	**0.150**	**0.075**	**0.225**
16:00-17:00	**2**	**1330**	**0.376**	**0.413**	**0.789**
17:00-18:00	**2**	**1330**	**0.000**	**0.150**	**0.150**
18:00-19:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.988**	**1.240**	**2.228**

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

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Parameter Summary:

Trip rate parameter range selected:	925 - 1500 (units: sqm)
Survey date date range:	26/10/2006 - 27/10/2009
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

Coach Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**1161**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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

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Parameter Summary:

Trip rate parameter range selected:	925 - 1500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

Total Rail Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**1161**	**0.258**	**0.000**	**0.258**
09:00-10:00	**2**	**1330**	**0.038**	**0.000**	**0.038**
10:00-11:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**1330**	**0.000**	**0.038**	**0.038**
16:00-17:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**1330**	**0.000**	**0.113**	**0.113**
19:00-20:00	**2**	**1330**	**0.000**	**0.000**	**0.000**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.296**	**0.151**	**0.447**

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

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Parameter Summary:

Trip rate parameter range selected:	925 - 1500 (units: sqm)
Survey date date range:	26/10/2006 - 26/10/2006
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	DC	DORSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	DY	DERBY	2 days
	LN	LINCOLNSHIRE	1 days
	LR	LEICESTER	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	WM	WEST MIDLANDS	2 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
	DH	DURHAM	1 days
10	WALES		
	CF	CARDIFF	1 days
11	SCOTLAND		
	FA	FALKIRK	1 days
	GC	GLASGOW CITY	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	110 to 2400 (units: sqm)
Range Selected by User:	110 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 23/06/23

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	4 days
Friday	7 days
Saturday	4 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	12
Edge of Town Centre	7

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

Selected Location Sub Categories:

Commercial Zone	1
Development Zone	5
Retail Zone	1
Built-Up Zone	5
High Street	5
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

E(b)	19 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	6 days
25,001 to 50,000	8 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	4 days
500,001 or More	4 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	2 days
0.6 to 1.0	11 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:

No	19 days

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

PTAL Rating:

No PTAL Present	19 days

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

LIST OF SITES relevant to selection parameters

1 BC-06-B-01 PIZZA EXPRESS BOURNEMOUTH CHRISTCHURCH & POOLE
HIGH STREET
POOLE

Town Centre
No Sub Category
Total Gross floor area: 178 sqm
Survey date: FRIDAY *18/07/08* *Survey Type: MANUAL*

2 CA-06-B-02 WILDWOOD CAMBRIDGESHIRE
BRIDGE STREET
CAMBRIDGE

Town Centre
High Street
Total Gross floor area: 370 sqm
Survey date: FRIDAY *23/06/23* *Survey Type: MANUAL*

3 CF-06-B-01 LA TASCA CARDIFF
CAROLINE STREET
CARDIFF

Town Centre
Retail Zone
Total Gross floor area: 650 sqm
Survey date: FRIDAY *12/10/07* *Survey Type: MANUAL*

4 CU-06-B-01 ITALIAN RESTAURANT CUMBERLAND
MARKET STREET
CARLISLE

Town Centre
Built-Up Zone
Total Gross floor area: 150 sqm
Survey date: SATURDAY *25/06/16* *Survey Type: MANUAL*

5 DC-06-B-02 PREZZO DORSET
HIGH WEST STREET
DORCHESTER

Town Centre
High Street
Total Gross floor area: 525 sqm
Survey date: FRIDAY *16/09/16* *Survey Type: MANUAL*

6 DH-06-B-01 CHIQUITO DURHAM
FREEMANS PLACE
DURHAM
MILLENIUM PLACE
Edge of Town Centre
Development Zone
Total Gross floor area: 500 sqm
Survey date: THURSDAY *04/12/08* *Survey Type: MANUAL*

7 DY-06-B-01 LITTLE FRANKIES DERBY
CORN MARKET
DERBY

Town Centre
Built-Up Zone
Total Gross floor area: 425 sqm
Survey date: SATURDAY *20/06/09* *Survey Type: MANUAL*

8 DY-06-B-04 FRENCH RESTAURANT DERBY
FRIAR GATE
DERBY

Town Centre
High Street
Total Gross floor area: 180 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 EC-06-B-02 PIZZA EXPRESS CHESHIRE EAST
MARKET PLACE
MACCLESFIELD

Town Centre
Built-Up Zone
Total Gross floor area: 321 sqm
Survey date: SATURDAY *11/11/17* *Survey Type: MANUAL*

10 FA-06-B-01 FRANKIE & BENNYS FALKIRK
STIRLING ROAD
FALKIRK

Edge of Town Centre
No Sub Category
Total Gross floor area: 425 sqm
Survey date: FRIDAY *27/04/07* *Survey Type: MANUAL*

11 GC-06-B-03 INDIAN RESTAURANT GLASGOW CITY
ALBION STREET
GLASGOW
MERCHANT CITY
Town Centre
Development Zone
Total Gross floor area: 2400 sqm
Survey date: THURSDAY *26/06/08* *Survey Type: MANUAL*

12 GM-06-B-03 PIZZA HUT GREATER MANCHESTER
WELLINGTON ROAD STH.
STOCKPORT

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 900 sqm
Survey date: MONDAY *23/11/09* *Survey Type: MANUAL*

13 LN-06-B-01 PREZZO LINCOLNSHIRE
BRAYFORD WHARF NORTH
LINCOLN
BRAYFORD WHARF
Edge of Town Centre
Development Zone
Total Gross floor area: 1136 sqm
Survey date: TUESDAY *10/10/17* *Survey Type: MANUAL*

14 LR-06-B-01 THAI RESTAURANT LEICESTER
BRAUNSTONE GATE
LEICESTER

Edge of Town Centre
Commercial Zone
Total Gross floor area: 450 sqm
Survey date: SATURDAY *19/05/07* *Survey Type: MANUAL*

15 MS-06-B-01 INDIAN RESTAURANT MERSEYSIDE
GOWER STREET
LIVERPOOL
ALBERT DOCK
Edge of Town Centre
Development Zone
Total Gross floor area: 600 sqm
Survey date: FRIDAY *22/06/07* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 SH-06-B-01 THE BEEFY BOYS SHROPSHIRE
HIGH STREET
SHREWSBURY

Town Centre
High Street
Total Gross floor area: 110 sqm
Survey date: THURSDAY *15/06/23* *Survey Type: MANUAL*

17 SH-06-B-02 ASK ITALIAN SHROPSHIRE
HIGH STREET
SHREWSBURY

Town Centre
High Street
Total Gross floor area: 402 sqm
Survey date: TUESDAY *20/06/23* *Survey Type: MANUAL*

18 WM-06-B-04 WAGAMAMA WEST MIDLANDS
EDGBASTON STREET
BIRMINGHAM
BULL RING
Town Centre
Development Zone
Total Gross floor area: 275 sqm
Survey date: FRIDAY *28/11/08* *Survey Type: MANUAL*

19 WM-06-B-05 AKBARS WEST MIDLANDS
THE BUTTS
COVENTRY

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 600 sqm
Survey date: THURSDAY *17/11/16* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.15

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	425	0.000	1	425	0.000	1	425	0.000
10:00 - 11:00	10	612	0.408	10	612	0.098	10	612	0.506
11:00 - 12:00	17	559	0.569	17	559	0.284	17	559	0.853
12:00 - 13:00	18	555	1.420	18	555	0.360	18	555	1.780
13:00 - 14:00	18	555	1.480	18	555	1.120	18	555	2.600
14:00 - 15:00	18	555	1.020	18	555	1.450	18	555	2.470
15:00 - 16:00	18	555	0.980	18	555	1.180	18	555	2.160
16:00 - 17:00	19	558	1.019	19	558	0.764	19	558	1.783
17:00 - 18:00	19	558	1.434	19	558	1.066	19	558	2.500
18:00 - 19:00	19	558	1.953	19	558	1.331	19	558	3.284
19:00 - 20:00	19	558	2.331	19	558	2.010	19	558	4.341
20:00 - 21:00	19	558	1.302	19	558	1.802	19	558	3.104
21:00 - 22:00	19	558	0.906	19	558	1.746	19	558	2.652
22:00 - 23:00	17	593	0.486	17	593	1.458	17	593	1.944
23:00 - 24:00	13	653	0.106	13	653	0.448	13	653	0.554
Total Rates:			15.414			15.117			30.531

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

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

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Parameter summary

Trip rate parameter range selected:	110 - 2400 (units: sqm)
Survey date date range:	01/01/05 - 23/06/23
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	425	0.000	1	425	0.000	1	425	0.000
10:00 - 11:00	10	612	0.000	10	612	0.000	10	612	0.000
11:00 - 12:00	17	559	0.000	17	559	0.000	17	559	0.000
12:00 - 13:00	18	555	0.050	18	555	0.050	18	555	0.100
13:00 - 14:00	18	555	0.050	18	555	0.050	18	555	0.100
14:00 - 15:00	18	555	0.030	18	555	0.030	18	555	0.060
15:00 - 16:00	18	555	0.010	18	555	0.010	18	555	0.020
16:00 - 17:00	19	558	0.028	19	558	0.009	19	558	0.037
17:00 - 18:00	19	558	0.075	19	558	0.075	19	558	0.150
18:00 - 19:00	19	558	0.142	19	558	0.151	19	558	0.293
19:00 - 20:00	19	558	0.293	19	558	0.283	19	558	0.576
20:00 - 21:00	19	558	0.208	19	558	0.226	19	558	0.434
21:00 - 22:00	19	558	0.208	19	558	0.208	19	558	0.416
22:00 - 23:00	17	593	0.149	17	593	0.139	17	593	0.288
23:00 - 24:00	13	653	0.082	13	653	0.094	13	653	0.176
Total Rates:			1.325			1.325			2.650

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	425	0.000	1	425	0.000	1	425	0.000
10:00 - 11:00	10	612	0.033	10	612	0.033	10	612	0.066
11:00 - 12:00	17	559	0.000	17	559	0.000	17	559	0.000
12:00 - 13:00	18	555	0.000	18	555	0.000	18	555	0.000
13:00 - 14:00	18	555	0.000	18	555	0.000	18	555	0.000
14:00 - 15:00	18	555	0.000	18	555	0.000	18	555	0.000
15:00 - 16:00	18	555	0.000	18	555	0.000	18	555	0.000
16:00 - 17:00	19	558	0.000	19	558	0.000	19	558	0.000
17:00 - 18:00	19	558	0.000	19	558	0.000	19	558	0.000
18:00 - 19:00	19	558	0.000	19	558	0.000	19	558	0.000
19:00 - 20:00	19	558	0.000	19	558	0.000	19	558	0.000
20:00 - 21:00	19	558	0.000	19	558	0.000	19	558	0.000
21:00 - 22:00	19	558	0.000	19	558	0.000	19	558	0.000
22:00 - 23:00	17	593	0.000	17	593	0.000	17	593	0.000
23:00 - 24:00	13	653	0.000	13	653	0.000	13	653	0.000
Total Rates:			0.033			0.033			0.066

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	425	0.000	1	425	0.000	1	425	0.000
10:00 - 11:00	10	612	0.000	10	612	0.000	10	612	0.000
11:00 - 12:00	17	559	0.000	17	559	0.000	17	559	0.000
12:00 - 13:00	18	555	0.010	18	555	0.000	18	555	0.010
13:00 - 14:00	18	555	0.010	18	555	0.000	18	555	0.010
14:00 - 15:00	18	555	0.010	18	555	0.020	18	555	0.030
15:00 - 16:00	18	555	0.000	18	555	0.000	18	555	0.000
16:00 - 17:00	19	558	0.009	19	558	0.019	19	558	0.028
17:00 - 18:00	19	558	0.000	19	558	0.000	19	558	0.000
18:00 - 19:00	19	558	0.019	19	558	0.000	19	558	0.019
19:00 - 20:00	19	558	0.028	19	558	0.028	19	558	0.056
20:00 - 21:00	19	558	0.019	19	558	0.009	19	558	0.028
21:00 - 22:00	19	558	0.000	19	558	0.028	19	558	0.028
22:00 - 23:00	17	593	0.000	17	593	0.000	17	593	0.000
23:00 - 24:00	13	653	0.000	13	653	0.000	13	653	0.000
Total Rates:			0.105			0.104			0.209

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	425	0.000	1	425	0.000	1	425	0.000
10:00 - 11:00	10	612	0.523	10	612	0.098	10	612	0.621
11:00 - 12:00	17	559	0.948	17	559	0.400	17	559	1.348
12:00 - 13:00	18	555	2.701	18	555	0.620	18	555	3.321
13:00 - 14:00	18	555	2.841	18	555	2.231	18	555	5.072
14:00 - 15:00	18	555	1.911	18	555	2.811	18	555	4.722
15:00 - 16:00	18	555	1.640	18	555	2.121	18	555	3.761
16:00 - 17:00	19	558	2.274	19	558	1.368	19	558	3.642
17:00 - 18:00	19	558	3.067	19	558	2.076	19	558	5.143
18:00 - 19:00	19	558	3.878	19	558	2.831	19	558	6.709
19:00 - 20:00	19	558	4.511	19	558	3.680	19	558	8.191
20:00 - 21:00	19	558	2.369	19	558	3.275	19	558	5.644
21:00 - 22:00	19	558	1.302	19	558	3.501	19	558	4.803
22:00 - 23:00	17	593	0.575	17	593	2.548	17	593	3.123
23:00 - 24:00	13	653	0.082	13	653	0.872	13	653	0.954
Total Rates:			28.622			28.432			57.054

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	425	0.000	1	425	0.000	1	425	0.000
10:00 - 11:00	10	612	0.147	10	612	0.082	10	612	0.229
11:00 - 12:00	17	559	0.579	17	559	0.274	17	559	0.853
12:00 - 13:00	18	555	1.330	18	555	0.550	18	555	1.880
13:00 - 14:00	18	555	1.000	18	555	1.110	18	555	2.110
14:00 - 15:00	18	555	0.830	18	555	1.410	18	555	2.240
15:00 - 16:00	18	555	0.660	18	555	0.940	18	555	1.600
16:00 - 17:00	19	558	0.661	19	558	0.727	19	558	1.388
17:00 - 18:00	19	558	1.085	19	558	0.472	19	558	1.557
18:00 - 19:00	19	558	1.708	19	558	0.859	19	558	2.567
19:00 - 20:00	19	558	1.944	19	558	1.415	19	558	3.359
20:00 - 21:00	19	558	1.132	19	558	1.274	19	558	2.406
21:00 - 22:00	19	558	0.425	19	558	1.614	19	558	2.039
22:00 - 23:00	17	593	0.278	17	593	1.130	17	593	1.408
23:00 - 24:00	13	653	0.153	13	653	0.660	13	653	0.813
Total Rates:			11.932			12.517			24.449

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	425	0.235	1	425	0.000	1	425	0.235
10:00 - 11:00	10	612	0.147	10	612	0.033	10	612	0.180
11:00 - 12:00	17	559	0.263	17	559	0.105	17	559	0.368
12:00 - 13:00	18	555	0.520	18	555	0.190	18	555	0.710
13:00 - 14:00	18	555	0.510	18	555	0.410	18	555	0.920
14:00 - 15:00	18	555	0.290	18	555	0.540	18	555	0.830
15:00 - 16:00	18	555	0.280	18	555	0.420	18	555	0.700
16:00 - 17:00	19	558	0.321	19	558	0.349	19	558	0.670
17:00 - 18:00	19	558	0.453	19	558	0.302	19	558	0.755
18:00 - 19:00	19	558	0.604	19	558	0.425	19	558	1.029
19:00 - 20:00	19	558	0.689	19	558	0.377	19	558	1.066
20:00 - 21:00	19	558	0.330	19	558	0.434	19	558	0.764
21:00 - 22:00	19	558	0.104	19	558	0.538	19	558	0.642
22:00 - 23:00	17	593	0.010	17	593	0.327	17	593	0.337
23:00 - 24:00	13	653	0.000	13	653	0.082	13	653	0.082
Total Rates:			4.756			4.532			9.288

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	425	0.000	1	425	0.000	1	425	0.000
10:00 - 11:00	10	612	0.000	10	612	0.000	10	612	0.000
11:00 - 12:00	17	559	0.084	17	559	0.021	17	559	0.105
12:00 - 13:00	18	555	0.560	18	555	0.180	18	555	0.740
13:00 - 14:00	18	555	0.310	18	555	0.270	18	555	0.580
14:00 - 15:00	18	555	0.240	18	555	0.430	18	555	0.670
15:00 - 16:00	18	555	0.230	18	555	0.260	18	555	0.490
16:00 - 17:00	19	558	0.189	19	558	0.132	19	558	0.321
17:00 - 18:00	19	558	0.160	19	558	0.085	19	558	0.245
18:00 - 19:00	19	558	0.359	19	558	0.085	19	558	0.444
19:00 - 20:00	19	558	0.500	19	558	0.226	19	558	0.726
20:00 - 21:00	19	558	0.170	19	558	0.236	19	558	0.406
21:00 - 22:00	19	558	0.047	19	558	0.189	19	558	0.236
22:00 - 23:00	17	593	0.040	17	593	0.198	17	593	0.238
23:00 - 24:00	13	653	0.000	13	653	0.071	13	653	0.071
Total Rates:			2.889			2.383			5.272

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	425	0.235	1	425	0.000	1	425	0.235
10:00 - 11:00	10	612	0.147	10	612	0.033	10	612	0.180
11:00 - 12:00	17	559	0.347	17	559	0.126	17	559	0.473
12:00 - 13:00	18	555	1.080	18	555	0.370	18	555	1.450
13:00 - 14:00	18	555	0.820	18	555	0.680	18	555	1.500
14:00 - 15:00	18	555	0.530	18	555	0.970	18	555	1.500
15:00 - 16:00	18	555	0.510	18	555	0.680	18	555	1.190
16:00 - 17:00	19	558	0.510	19	558	0.481	19	558	0.991
17:00 - 18:00	19	558	0.613	19	558	0.387	19	558	1.000
18:00 - 19:00	19	558	0.963	19	558	0.510	19	558	1.473
19:00 - 20:00	19	558	1.189	19	558	0.604	19	558	1.793
20:00 - 21:00	19	558	0.500	19	558	0.670	19	558	1.170
21:00 - 22:00	19	558	0.151	19	558	0.727	19	558	0.878
22:00 - 23:00	17	593	0.050	17	593	0.526	17	593	0.576
23:00 - 24:00	13	653	0.000	13	653	0.153	13	653	0.153
Total Rates:			7.645			6.917			14.562

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.15

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	425	0.235	1	425	0.000	1	425	0.235
10:00 - 11:00	10	612	0.816	10	612	0.212	10	612	1.028
11:00 - 12:00	17	559	1.874	17	559	0.800	17	559	2.674
12:00 - 13:00	18	555	5.122	18	555	1.540	18	555	6.662
13:00 - 14:00	18	555	4.671	18	555	4.021	18	555	8.692
14:00 - 15:00	18	555	3.281	18	555	5.212	18	555	8.493
15:00 - 16:00	18	555	2.811	18	555	3.741	18	555	6.552
16:00 - 17:00	19	558	3.454	19	558	2.595	19	558	6.049
17:00 - 18:00	19	558	4.765	19	558	2.935	19	558	7.700
18:00 - 19:00	19	558	6.568	19	558	4.199	19	558	10.767
19:00 - 20:00	19	558	7.672	19	558	5.728	19	558	13.400
20:00 - 21:00	19	558	4.020	19	558	5.228	19	558	9.248
21:00 - 22:00	19	558	1.878	19	558	5.870	19	558	7.748
22:00 - 23:00	17	593	0.902	17	593	4.204	17	593	5.106
23:00 - 24:00	13	653	0.236	13	653	1.685	13	653	1.921
Total Rates:			48.305			47.970			96.275

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

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Calculation Reference: AUDIT-118301-250703-0714

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : N - RETIREMENT FLATS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
10	WALES		
	PS	POWYS	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 33 to 52 (units:)
Range Selected by User: 17 to 76 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 24/06/24

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

Selected survey days:

Monday	3 days
Wednesday	2 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	8

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

Selected Location Sub Categories:

Residential Zone	5
Built-Up Zone	2
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3	9 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	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
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	2 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:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	1 days
No	8 days

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

PTAL Rating:

No PTAL Present	9 days

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

LIST OF SITES relevant to selection parameters

1 CU-03-N-01 RETIREMENT FLATS CUMBERLAND
FRIARGATE
PENRITH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 48
Survey date: MONDAY *24/06/24* *Survey Type: MANUAL*

2 DY-03-N-02 RETIREMENT FLATS DERBY
LEAPER STREET
DERBY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 35
Survey date: WEDNESDAY *20/10/21* *Survey Type: MANUAL*

3 EB-03-N-01 RETIREMENT FLATS CITY OF EDINBURGH
POLWARTH GARDENS
EDINBURGH
MERCHISTON
Edge of Town Centre
Residential Zone
Total No of Dwellings: 33
Survey date: FRIDAY *22/05/15* *Survey Type: MANUAL*

4 HF-03-N-01 RETIREMENT FLATS HERTFORDSHIRE
POUND AVENUE
STEVENAGE

Edge of Town Centre
Residential Zone
Total No of Dwellings: 35
Survey date: THURSDAY *02/11/23* *Survey Type: MANUAL*

5 KC-03-N-05 RETIREMENT FLATS KENT
HARDRES STREET
RAMSGATE

Edge of Town Centre
No Sub Category
Total No of Dwellings: 41
Survey date: MONDAY *07/12/09* *Survey Type: MANUAL*

6 NF-03-N-01 RETIREMENT FLATS NORFOLK
RECORDER ROAD
NORWICH

Town Centre
Built-Up Zone
Total No of Dwellings: 38
Survey date: WEDNESDAY *17/10/12* *Survey Type: MANUAL*

7 PS-03-N-01 RETIREMENT FLATS POWYS
HEOL GOUESNOU
BRECON

Edge of Town Centre
No Sub Category
Total No of Dwellings: 52
Survey date: FRIDAY *05/09/08* *Survey Type: MANUAL*

8 WK-03-N-01 RETIREMENT FLATS WARWICKSHIRE
REGENT STREET
ROYAL LEAMINGTON SPA

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 34
Survey date: MONDAY *21/11/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 WS-03-N-03 RETIREMENT FLATS WEST SUSSEX
FITZALAN ROAD
LITTLEHAMPTON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 38
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BG-03-N-01	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.42

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	39	0.040	9	39	0.048	9	39	0.088
08:00 - 09:00	9	39	0.062	9	39	0.068	9	39	0.130
09:00 - 10:00	9	39	0.090	9	39	0.085	9	39	0.175
10:00 - 11:00	9	39	0.076	9	39	0.093	9	39	0.169
11:00 - 12:00	9	39	0.082	9	39	0.065	9	39	0.147
12:00 - 13:00	9	39	0.088	9	39	0.082	9	39	0.170
13:00 - 14:00	9	39	0.059	9	39	0.056	9	39	0.115
14:00 - 15:00	9	39	0.059	9	39	0.073	9	39	0.132
15:00 - 16:00	9	39	0.059	9	39	0.062	9	39	0.121
16:00 - 17:00	9	39	0.076	9	39	0.051	9	39	0.127
17:00 - 18:00	9	39	0.045	9	39	0.045	9	39	0.090
18:00 - 19:00	9	39	0.037	9	39	0.034	9	39	0.071
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.773			0.762			1.535

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

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Parameter summary

Trip rate parameter range selected:	33 - 52 (units:)
Survey date date range:	01/01/05 - 24/06/24
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	39	0.003	9	39	0.003	9	39	0.006
08:00 - 09:00	9	39	0.003	9	39	0.003	9	39	0.006
09:00 - 10:00	9	39	0.014	9	39	0.014	9	39	0.028
10:00 - 11:00	9	39	0.014	9	39	0.014	9	39	0.028
11:00 - 12:00	9	39	0.006	9	39	0.006	9	39	0.012
12:00 - 13:00	9	39	0.008	9	39	0.008	9	39	0.016
13:00 - 14:00	9	39	0.006	9	39	0.006	9	39	0.012
14:00 - 15:00	9	39	0.006	9	39	0.006	9	39	0.012
15:00 - 16:00	9	39	0.014	9	39	0.014	9	39	0.028
16:00 - 17:00	9	39	0.008	9	39	0.008	9	39	0.016
17:00 - 18:00	9	39	0.003	9	39	0.003	9	39	0.006
18:00 - 19:00	9	39	0.003	9	39	0.003	9	39	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.088			0.176

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	39	0.000	9	39	0.000	9	39	0.000
08:00 - 09:00	9	39	0.000	9	39	0.000	9	39	0.000
09:00 - 10:00	9	39	0.000	9	39	0.000	9	39	0.000
10:00 - 11:00	9	39	0.000	9	39	0.000	9	39	0.000
11:00 - 12:00	9	39	0.003	9	39	0.003	9	39	0.006
12:00 - 13:00	9	39	0.000	9	39	0.000	9	39	0.000
13:00 - 14:00	9	39	0.000	9	39	0.000	9	39	0.000
14:00 - 15:00	9	39	0.000	9	39	0.000	9	39	0.000
15:00 - 16:00	9	39	0.000	9	39	0.000	9	39	0.000
16:00 - 17:00	9	39	0.000	9	39	0.000	9	39	0.000
17:00 - 18:00	9	39	0.000	9	39	0.000	9	39	0.000
18:00 - 19:00	9	39	0.000	9	39	0.000	9	39	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	39	0.006	9	39	0.008	9	39	0.014
08:00 - 09:00	9	39	0.006	9	39	0.000	9	39	0.006
09:00 - 10:00	9	39	0.000	9	39	0.000	9	39	0.000
10:00 - 11:00	9	39	0.006	9	39	0.003	9	39	0.009
11:00 - 12:00	9	39	0.003	9	39	0.003	9	39	0.006
12:00 - 13:00	9	39	0.003	9	39	0.000	9	39	0.003
13:00 - 14:00	9	39	0.006	9	39	0.003	9	39	0.009
14:00 - 15:00	9	39	0.000	9	39	0.006	9	39	0.006
15:00 - 16:00	9	39	0.000	9	39	0.003	9	39	0.003
16:00 - 17:00	9	39	0.000	9	39	0.003	9	39	0.003
17:00 - 18:00	9	39	0.003	9	39	0.003	9	39	0.006
18:00 - 19:00	9	39	0.000	9	39	0.000	9	39	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.032			0.065

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	39	0.040	9	39	0.056	9	39	0.096
08:00 - 09:00	9	39	0.068	9	39	0.073	9	39	0.141
09:00 - 10:00	9	39	0.096	9	39	0.102	9	39	0.198
10:00 - 11:00	9	39	0.093	9	39	0.116	9	39	0.209
11:00 - 12:00	9	39	0.099	9	39	0.076	9	39	0.175
12:00 - 13:00	9	39	0.093	9	39	0.107	9	39	0.200
13:00 - 14:00	9	39	0.082	9	39	0.065	9	39	0.147
14:00 - 15:00	9	39	0.059	9	39	0.088	9	39	0.147
15:00 - 16:00	9	39	0.073	9	39	0.065	9	39	0.138
16:00 - 17:00	9	39	0.107	9	39	0.054	9	39	0.161
17:00 - 18:00	9	39	0.054	9	39	0.062	9	39	0.116
18:00 - 19:00	9	39	0.040	9	39	0.034	9	39	0.074
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.904			0.898			1.802

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	39	0.025	9	39	0.068	9	39	0.093
08:00 - 09:00	9	39	0.042	9	39	0.059	9	39	0.101
09:00 - 10:00	9	39	0.068	9	39	0.085	9	39	0.153
10:00 - 11:00	9	39	0.056	9	39	0.096	9	39	0.152
11:00 - 12:00	9	39	0.102	9	39	0.102	9	39	0.204
12:00 - 13:00	9	39	0.062	9	39	0.062	9	39	0.124
13:00 - 14:00	9	39	0.076	9	39	0.062	9	39	0.138
14:00 - 15:00	9	39	0.082	9	39	0.065	9	39	0.147
15:00 - 16:00	9	39	0.056	9	39	0.059	9	39	0.115
16:00 - 17:00	9	39	0.062	9	39	0.034	9	39	0.096
17:00 - 18:00	9	39	0.048	9	39	0.042	9	39	0.090
18:00 - 19:00	9	39	0.028	9	39	0.023	9	39	0.051
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.707			0.757			1.464

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	39	0.000	9	39	0.020	9	39	0.020
08:00 - 09:00	9	39	0.011	9	39	0.031	9	39	0.042
09:00 - 10:00	9	39	0.008	9	39	0.020	9	39	0.028
10:00 - 11:00	9	39	0.017	9	39	0.011	9	39	0.028
11:00 - 12:00	9	39	0.017	9	39	0.017	9	39	0.034
12:00 - 13:00	9	39	0.020	9	39	0.011	9	39	0.031
13:00 - 14:00	9	39	0.020	9	39	0.006	9	39	0.026
14:00 - 15:00	9	39	0.014	9	39	0.014	9	39	0.028
15:00 - 16:00	9	39	0.025	9	39	0.020	9	39	0.045
16:00 - 17:00	9	39	0.023	9	39	0.006	9	39	0.029
17:00 - 18:00	9	39	0.023	9	39	0.000	9	39	0.023
18:00 - 19:00	9	39	0.003	9	39	0.006	9	39	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.181			0.162			0.343

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	39	0.000	9	39	0.014	9	39	0.014
08:00 - 09:00	9	39	0.000	9	39	0.006	9	39	0.006
09:00 - 10:00	9	39	0.000	9	39	0.000	9	39	0.000
10:00 - 11:00	9	39	0.000	9	39	0.000	9	39	0.000
11:00 - 12:00	9	39	0.000	9	39	0.003	9	39	0.003
12:00 - 13:00	9	39	0.003	9	39	0.000	9	39	0.003
13:00 - 14:00	9	39	0.003	9	39	0.000	9	39	0.003
14:00 - 15:00	9	39	0.000	9	39	0.000	9	39	0.000
15:00 - 16:00	9	39	0.000	9	39	0.000	9	39	0.000
16:00 - 17:00	9	39	0.003	9	39	0.003	9	39	0.006
17:00 - 18:00	9	39	0.006	9	39	0.000	9	39	0.006
18:00 - 19:00	9	39	0.006	9	39	0.000	9	39	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.026			0.047

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	39	0.000	9	39	0.000	9	39	0.000
08:00 - 09:00	9	39	0.000	9	39	0.000	9	39	0.000
09:00 - 10:00	9	39	0.000	9	39	0.000	9	39	0.000
10:00 - 11:00	9	39	0.000	9	39	0.000	9	39	0.000
11:00 - 12:00	9	39	0.000	9	39	0.006	9	39	0.006
12:00 - 13:00	9	39	0.000	9	39	0.000	9	39	0.000
13:00 - 14:00	9	39	0.000	9	39	0.000	9	39	0.000
14:00 - 15:00	9	39	0.000	9	39	0.000	9	39	0.000
15:00 - 16:00	9	39	0.000	9	39	0.000	9	39	0.000
16:00 - 17:00	9	39	0.000	9	39	0.000	9	39	0.000
17:00 - 18:00	9	39	0.000	9	39	0.000	9	39	0.000
18:00 - 19:00	9	39	0.000	9	39	0.000	9	39	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.006			0.006

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	39	0.000	9	39	0.034	9	39	0.034
08:00 - 09:00	9	39	0.011	9	39	0.037	9	39	0.048
09:00 - 10:00	9	39	0.008	9	39	0.020	9	39	0.028
10:00 - 11:00	9	39	0.017	9	39	0.011	9	39	0.028
11:00 - 12:00	9	39	0.017	9	39	0.025	9	39	0.042
12:00 - 13:00	9	39	0.023	9	39	0.011	9	39	0.034
13:00 - 14:00	9	39	0.023	9	39	0.006	9	39	0.029
14:00 - 15:00	9	39	0.014	9	39	0.014	9	39	0.028
15:00 - 16:00	9	39	0.025	9	39	0.020	9	39	0.045
16:00 - 17:00	9	39	0.025	9	39	0.008	9	39	0.033
17:00 - 18:00	9	39	0.028	9	39	0.000	9	39	0.028
18:00 - 19:00	9	39	0.008	9	39	0.006	9	39	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.199			0.192			0.391

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.42

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	39	0.071	9	39	0.167	9	39	0.238
08:00 - 09:00	9	39	0.127	9	39	0.169	9	39	0.296
09:00 - 10:00	9	39	0.172	9	39	0.206	9	39	0.378
10:00 - 11:00	9	39	0.172	9	39	0.226	9	39	0.398
11:00 - 12:00	9	39	0.220	9	39	0.206	9	39	0.426
12:00 - 13:00	9	39	0.181	9	39	0.181	9	39	0.362
13:00 - 14:00	9	39	0.186	9	39	0.136	9	39	0.322
14:00 - 15:00	9	39	0.155	9	39	0.172	9	39	0.327
15:00 - 16:00	9	39	0.155	9	39	0.147	9	39	0.302
16:00 - 17:00	9	39	0.195	9	39	0.099	9	39	0.294
17:00 - 18:00	9	39	0.133	9	39	0.107	9	39	0.240
18:00 - 19:00	9	39	0.076	9	39	0.062	9	39	0.138
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.843			1.878			3.721

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

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

Calculation Reference: AUDIT-118301-250704-0708

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
	SG	SOUTH GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
	NY	NORTH YORKSHIRE	1 days
	SE	SHEFFIELD	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	2 days
09	NORTH		
	CU	CUMBERLAND	1 days
	TV	TEES VALLEY	2 days
	TW	TYNE & WEAR	2 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 days
	FI	FIFE	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	200 to 1840 (units: sqm)
Range Selected by User:	200 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 18/06/24

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

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	3 days
Thursday	4 days
Friday	4 days
Saturday	2 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Neighbourhood Centre (PPS6 Local Centre)	14

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	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	20 days - Selected

Secondary Filtering selection:

Use Class:

n/a	18 days
Not Known	1 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	4 days
75,001 to 100,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	5 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	7 days
1.1 to 1.5	12 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	19 days

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

Travel Plan:

Not Known	1 days
No	18 days

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

PTAL Rating:

No PTAL Present	19 days

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

LIST OF SITES relevant to selection parameters

1 AC-01-I-02 LOCAL SHOPS CHESHIRE WEST & CHESTER
CHRISTLETON ROAD
CHESTER
BOUGHTON HEATH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 260 sqm
Survey date: TUESDAY *15/05/12* *Survey Type: MANUAL*

2 AC-01-I-03 LOCAL SHOPS CHESHIRE WEST & CHESTER
MILL LANE
CHESTER
BACHE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 365 sqm
Survey date: THURSDAY *17/05/12* *Survey Type: MANUAL*

3 CU-01-I-02 LOCAL SHOPS CUMBERLAND
WIGTON ROAD
CARLISLE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 704 sqm
Survey date: TUESDAY *18/06/24* *Survey Type: MANUAL*

4 DR-01-I-01 LOCAL SHOPS DONCASTER
EVERINGHAM ROAD
DONCASTER
CANTLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1645 sqm
Survey date: FRIDAY *17/09/21* *Survey Type: MANUAL*

5 DS-01-I-01 LOCAL SHOPS DERBYSHIRE
STONELOW ROAD
DRONFIELD
HOLMESDALE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1130 sqm
Survey date: WEDNESDAY *21/06/06* *Survey Type: MANUAL*

6 EB-01-I-01 LOCAL SHOPS CITY OF EDINBURGH
COLINTON ROAD
EDINBURGH
CRAIGLOCKHART
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 825 sqm
Survey date: THURSDAY *28/10/10* *Survey Type: MANUAL*

7 ES-01-I-02 LOCAL SHOPS EAST SUSSEX
BROWNS CLOSE
UCKFIELD
MANOR PARK
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 676 sqm
Survey date: SATURDAY *31/03/01* *Survey Type: MANUAL*

8 FI-01-I-01 LOCAL SHOPS FIFE
53 BIGHTY AVENUE
GLENROTHES

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 824 sqm
Survey date: SATURDAY *21/05/05* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 GS-01-I-01 LOCAL SHOPS GLOUCESTERSHIRE
SALISBURY AVENUE
CHELTENHAM
WARDEN HILL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 525 sqm
Survey date: MONDAY *26/04/10* *Survey Type: MANUAL*

10 HC-01-I-02 LOCAL SHOPS HAMPSHIRE
OLIVER'S BATTERY ROAD S.
WINCHESTER
OLIVERS BATTERY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1605 sqm
Survey date: TUESDAY *20/11/07* *Survey Type: MANUAL*

11 NN-01-I-01 LOCAL SHOPS NORTH 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 SE-01-I-01 LOCAL SHOPS SHEFFIELD
TYLER STREET
SHEFFIELD

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 200 sqm
Survey date: THURSDAY *22/06/23* *Survey Type: MANUAL*

14 SG-01-I-01 LOCAL SHOPS SOUTH GLOUCESTERSHIRE
BURLEY GROVE
BRISTOL
KINGSWOOD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 240 sqm
Survey date: FRIDAY *06/10/06* *Survey Type: MANUAL*

15 TV-01-I-03 LOCAL SHOPS TEES VALLEY
ACKLAM ROAD
MIDDLESBROUGH
ACKLAM
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1840 sqm
Survey date: FRIDAY *04/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16	TV-01-I-04	LOCAL SHOPS		TEES VALLEY
	CARGO FLEET LANE			
	MIDDLESBROUGH			
	ORMESBY			
	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			
	NORTH SHIELDS			
	MARDEN			
	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			
	SUNDERLAND			
	BARNES PARK			
	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*

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
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.28

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	452	0.111	2	452	0.111	2	452	0.222
06:00 - 07:00	4	772	0.906	4	772	0.712	4	772	1.618
07:00 - 08:00	19	859	3.419	19	859	3.088	19	859	6.507
08:00 - 09:00	19	859	4.271	19	859	3.836	19	859	8.107
09:00 - 10:00	19	859	4.939	19	859	4.473	19	859	9.412
10:00 - 11:00	19	859	4.970	19	859	4.688	19	859	9.658
11:00 - 12:00	19	859	5.147	19	859	5.196	19	859	10.343
12:00 - 13:00	19	859	5.515	19	859	5.368	19	859	10.883
13:00 - 14:00	19	859	4.988	19	859	4.982	19	859	9.970
14:00 - 15:00	19	859	4.676	19	859	4.841	19	859	9.517
15:00 - 16:00	19	859	4.522	19	859	4.749	19	859	9.271
16:00 - 17:00	19	859	4.908	19	859	4.823	19	859	9.731
17:00 - 18:00	19	859	5.245	19	859	5.613	19	859	10.858
18:00 - 19:00	19	859	5.019	19	859	5.172	19	859	10.191
19:00 - 20:00	17	923	3.900	17	923	4.199	17	923	8.099
20:00 - 21:00	13	913	2.646	13	913	2.873	13	913	5.519
21:00 - 22:00	9	838	2.401	9	838	2.494	9	838	4.895
22:00 - 23:00	2	452	0.774	2	452	0.996	2	452	1.770
23:00 - 24:00	1	704	0.426	1	704	0.568	1	704	0.994
Total Rates:			68.783			68.782			137.565

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

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

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Parameter summary

Trip rate parameter range selected:	200 - 1840 (units: sqm)
Survey date date range:	01/01/00 - 18/06/24
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	4	772	0.000	4	772	0.000	4	772	0.000
07:00 - 08:00	19	859	0.116	19	859	0.092	19	859	0.208
08:00 - 09:00	19	859	0.086	19	859	0.080	19	859	0.166
09:00 - 10:00	19	859	0.129	19	859	0.116	19	859	0.245
10:00 - 11:00	19	859	0.067	19	859	0.074	19	859	0.141
11:00 - 12:00	19	859	0.067	19	859	0.061	19	859	0.128
12:00 - 13:00	19	859	0.061	19	859	0.055	19	859	0.116
13:00 - 14:00	19	859	0.025	19	859	0.037	19	859	0.062
14:00 - 15:00	19	859	0.031	19	859	0.031	19	859	0.062
15:00 - 16:00	19	859	0.018	19	859	0.025	19	859	0.043
16:00 - 17:00	19	859	0.025	19	859	0.025	19	859	0.050
17:00 - 18:00	19	859	0.012	19	859	0.031	19	859	0.043
18:00 - 19:00	19	859	0.012	19	859	0.025	19	859	0.037
19:00 - 20:00	17	923	0.006	17	923	0.006	17	923	0.012
20:00 - 21:00	13	913	0.000	13	913	0.000	13	913	0.000
21:00 - 22:00	9	838	0.013	9	838	0.013	9	838	0.026
22:00 - 23:00	2	452	0.111	2	452	0.000	2	452	0.111
23:00 - 24:00	1	704	0.000	1	704	0.142	1	704	0.142
Total Rates:			0.779			0.813			1.592

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	4	772	0.000	4	772	0.000	4	772	0.000
07:00 - 08:00	19	859	0.025	19	859	0.025	19	859	0.050
08:00 - 09:00	19	859	0.000	19	859	0.000	19	859	0.000
09:00 - 10:00	19	859	0.000	19	859	0.000	19	859	0.000
10:00 - 11:00	19	859	0.012	19	859	0.012	19	859	0.024
11:00 - 12:00	19	859	0.006	19	859	0.006	19	859	0.012
12:00 - 13:00	19	859	0.012	19	859	0.006	19	859	0.018
13:00 - 14:00	19	859	0.006	19	859	0.012	19	859	0.018
14:00 - 15:00	19	859	0.006	19	859	0.000	19	859	0.006
15:00 - 16:00	19	859	0.006	19	859	0.012	19	859	0.018
16:00 - 17:00	19	859	0.012	19	859	0.012	19	859	0.024
17:00 - 18:00	19	859	0.000	19	859	0.000	19	859	0.000
18:00 - 19:00	19	859	0.000	19	859	0.000	19	859	0.000
19:00 - 20:00	17	923	0.000	17	923	0.000	17	923	0.000
20:00 - 21:00	13	913	0.008	13	913	0.008	13	913	0.016
21:00 - 22:00	9	838	0.027	9	838	0.027	9	838	0.054
22:00 - 23:00	2	452	0.000	2	452	0.000	2	452	0.000
23:00 - 24:00	1	704	0.000	1	704	0.000	1	704	0.000
Total Rates:			0.120			0.120			0.240

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	4	772	0.032	4	772	0.000	4	772	0.032
07:00 - 08:00	19	859	0.227	19	859	0.172	19	859	0.399
08:00 - 09:00	19	859	0.147	19	859	0.135	19	859	0.282
09:00 - 10:00	19	859	0.104	19	859	0.123	19	859	0.227
10:00 - 11:00	19	859	0.135	19	859	0.092	19	859	0.227
11:00 - 12:00	19	859	0.129	19	859	0.123	19	859	0.252
12:00 - 13:00	19	859	0.074	19	859	0.080	19	859	0.154
13:00 - 14:00	19	859	0.086	19	859	0.123	19	859	0.209
14:00 - 15:00	19	859	0.135	19	859	0.172	19	859	0.307
15:00 - 16:00	19	859	0.208	19	859	0.165	19	859	0.373
16:00 - 17:00	19	859	0.276	19	859	0.221	19	859	0.497
17:00 - 18:00	19	859	0.098	19	859	0.172	19	859	0.270
18:00 - 19:00	19	859	0.221	19	859	0.214	19	859	0.435
19:00 - 20:00	17	923	0.089	17	923	0.108	17	923	0.197
20:00 - 21:00	13	913	0.051	13	913	0.076	13	913	0.127
21:00 - 22:00	9	838	0.159	9	838	0.133	9	838	0.292
22:00 - 23:00	2	452	0.111	2	452	0.221	2	452	0.332
23:00 - 24:00	1	704	0.000	1	704	0.000	1	704	0.000
Total Rates:			2.282			2.330			4.612

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	452	0.221	2	452	0.221	2	452	0.442
06:00 - 07:00	4	772	1.036	4	772	0.777	4	772	1.813
07:00 - 08:00	19	859	3.928	19	859	3.444	19	859	7.372
08:00 - 09:00	19	859	5.294	19	859	4.657	19	859	9.951
09:00 - 10:00	19	859	5.883	19	859	5.368	19	859	11.251
10:00 - 11:00	19	859	5.926	19	859	5.478	19	859	11.404
11:00 - 12:00	19	859	6.281	19	859	6.348	19	859	12.629
12:00 - 13:00	19	859	6.875	19	859	6.667	19	859	13.542
13:00 - 14:00	19	859	6.018	19	859	6.048	19	859	12.066
14:00 - 15:00	19	859	5.907	19	859	6.171	19	859	12.078
15:00 - 16:00	19	859	6.097	19	859	6.299	19	859	12.396
16:00 - 17:00	19	859	6.232	19	859	6.281	19	859	12.513
17:00 - 18:00	19	859	6.826	19	859	7.347	19	859	14.173
18:00 - 19:00	19	859	6.563	19	859	6.796	19	859	13.359
19:00 - 20:00	17	923	5.282	17	923	5.614	17	923	10.896
20:00 - 21:00	13	913	3.598	13	913	3.834	13	913	7.432
21:00 - 22:00	9	838	3.197	9	838	3.170	9	838	6.367
22:00 - 23:00	2	452	0.996	2	452	1.106	2	452	2.102
23:00 - 24:00	1	704	0.426	1	704	0.852	1	704	1.278
Total Rates:			86.586			86.478			173.064

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	4	772	0.842	4	772	0.615	4	772	1.457
07:00 - 08:00	19	859	2.623	19	859	2.255	19	859	4.878
08:00 - 09:00	19	859	5.944	19	859	5.803	19	859	11.747
09:00 - 10:00	19	859	4.878	19	859	4.590	19	859	9.468
10:00 - 11:00	19	859	4.908	19	859	4.700	19	859	9.608
11:00 - 12:00	19	859	4.596	19	859	4.430	19	859	9.026
12:00 - 13:00	19	859	5.815	19	859	5.068	19	859	10.883
13:00 - 14:00	19	859	4.467	19	859	4.915	19	859	9.382
14:00 - 15:00	19	859	4.155	19	859	4.191	19	859	8.346
15:00 - 16:00	19	859	6.606	19	859	6.594	19	859	13.200
16:00 - 17:00	19	859	4.191	19	859	4.443	19	859	8.634
17:00 - 18:00	19	859	4.142	19	859	4.504	19	859	8.646
18:00 - 19:00	19	859	3.738	19	859	4.032	19	859	7.770
19:00 - 20:00	17	923	3.103	17	923	3.505	17	923	6.608
20:00 - 21:00	13	913	2.393	13	913	2.646	13	913	5.039
21:00 - 22:00	9	838	1.910	9	838	2.215	9	838	4.125
22:00 - 23:00	2	452	0.221	2	452	0.221	2	452	0.442
23:00 - 24:00	1	704	0.000	1	704	0.000	1	704	0.000
Total Rates:			64.532			64.727			129.259

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	4	772	0.129	4	772	0.194	4	772	0.323
07:00 - 08:00	19	859	0.098	19	859	0.116	19	859	0.214
08:00 - 09:00	19	859	0.092	19	859	0.172	19	859	0.264
09:00 - 10:00	19	859	0.123	19	859	0.080	19	859	0.203
10:00 - 11:00	19	859	0.178	19	859	0.141	19	859	0.319
11:00 - 12:00	19	859	0.208	19	859	0.208	19	859	0.416
12:00 - 13:00	19	859	0.227	19	859	0.190	19	859	0.417
13:00 - 14:00	19	859	0.178	19	859	0.165	19	859	0.343
14:00 - 15:00	19	859	0.208	19	859	0.184	19	859	0.392
15:00 - 16:00	19	859	0.294	19	859	0.123	19	859	0.417
16:00 - 17:00	19	859	0.116	19	859	0.110	19	859	0.226
17:00 - 18:00	19	859	0.141	19	859	0.135	19	859	0.276
18:00 - 19:00	19	859	0.067	19	859	0.098	19	859	0.165
19:00 - 20:00	17	923	0.070	17	923	0.057	17	923	0.127
20:00 - 21:00	13	913	0.042	13	913	0.059	13	913	0.101
21:00 - 22:00	9	838	0.080	9	838	0.133	9	838	0.213
22:00 - 23:00	2	452	0.000	2	452	0.000	2	452	0.000
23:00 - 24:00	1	704	0.000	1	704	0.000	1	704	0.000
Total Rates:			2.251			2.165			4.416

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

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TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.28

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	452	0.221	2	452	0.221	2	452	0.442
06:00 - 07:00	4	772	2.039	4	772	1.586	4	772	3.625
07:00 - 08:00	19	859	6.875	19	859	5.987	19	859	12.862
08:00 - 09:00	19	859	11.477	19	859	10.767	19	859	22.244
09:00 - 10:00	19	859	10.987	19	859	10.160	19	859	21.147
10:00 - 11:00	19	859	11.147	19	859	10.411	19	859	21.558
11:00 - 12:00	19	859	11.214	19	859	11.110	19	859	22.324
12:00 - 13:00	19	859	12.991	19	859	12.004	19	859	24.995
13:00 - 14:00	19	859	10.748	19	859	11.251	19	859	21.999
14:00 - 15:00	19	859	10.405	19	859	10.718	19	859	21.123
15:00 - 16:00	19	859	13.205	19	859	13.181	19	859	26.386
16:00 - 17:00	19	859	10.816	19	859	11.055	19	859	21.871
17:00 - 18:00	19	859	11.208	19	859	12.158	19	859	23.366
18:00 - 19:00	19	859	10.589	19	859	11.140	19	859	21.729
19:00 - 20:00	17	923	8.545	17	923	9.284	17	923	17.829
20:00 - 21:00	13	913	6.083	13	913	6.614	13	913	12.697
21:00 - 22:00	9	838	5.346	9	838	5.651	9	838	10.997
22:00 - 23:00	2	452	1.327	2	452	1.549	2	452	2.876
23:00 - 24:00	1	704	0.426	1	704	0.852	1	704	1.278
Total Rates:			155.649			155.699			311.348

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

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

Calculation Reference: AUDIT-118301-250703-0752

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	AD	ABERDEEN CITY	1 days
	FA	FALKIRK	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	167 to 6000 (units: sqm)
Range Selected by User:	167 to 13856 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 17/04/24

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

Selected survey days:

Thursday	2 days
Friday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town 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:

Commercial Zone	1
Retail Zone	1
Built-Up Zone	2

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

n/a	1 days
Not Known	2 days
E(d)	1 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	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:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1	AD-07-K-01 JUSTICE MILL LANE ABERDEEN	CANNONS		ABERDEEN CITY
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:		5400 sqm	
	Survey date: THURSDAY		*26/05/05*	*Survey Type: MANUAL*
2	FA-07-K-01 STIRLING ROAD FALKIRK	BANNATYNE'S		FALKIRK
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:		3000 sqm	
	Survey date: SUNDAY		*22/04/07*	*Survey Type: MANUAL*
3	NG-07-K-01 LONDON ROAD NOTTINGHAM	VIRGIN ACTIVE		NOTTINGHAM
	Edge of Town Centre Commercial Zone			
	Total Gross floor area:		6000 sqm	
	Survey date: THURSDAY		*27/06/13*	*Survey Type: MANUAL*
4	TW-07-K-03 HIGH BRIDGE NEWCASTLE UPON TYNE	FITNESS CLUB		TYNE & WEAR
	Town Centre Retail Zone			
	Total Gross floor area:		167 sqm	
	Survey date: FRIDAY		*08/09/23*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.49

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	3056	0.971	3	3056	0.065	3	3056	1.036
07:00 - 08:00	4	3642	0.577	4	3642	0.549	4	3642	1.126
08:00 - 09:00	4	3642	0.535	4	3642	0.934	4	3642	1.469
09:00 - 10:00	4	3642	1.133	4	3642	0.330	4	3642	1.463
10:00 - 11:00	4	3642	0.838	4	3642	0.638	4	3642	1.476
11:00 - 12:00	4	3642	0.549	4	3642	1.160	4	3642	1.709
12:00 - 13:00	4	3642	0.597	4	3642	0.659	4	3642	1.256
13:00 - 14:00	4	3642	0.563	4	3642	0.625	4	3642	1.188
14:00 - 15:00	4	3642	0.487	4	3642	0.501	4	3642	0.988
15:00 - 16:00	4	3642	0.748	4	3642	0.515	4	3642	1.263
16:00 - 17:00	4	3642	0.906	4	3642	0.577	4	3642	1.483
17:00 - 18:00	4	3642	2.190	4	3642	0.686	4	3642	2.876
18:00 - 19:00	4	3642	1.517	4	3642	1.517	4	3642	3.034
19:00 - 20:00	4	3642	1.119	4	3642	1.867	4	3642	2.986
20:00 - 21:00	4	3642	0.487	4	3642	1.421	4	3642	1.908
21:00 - 22:00	3	4800	0.097	3	4800	0.792	3	4800	0.889
22:00 - 23:00	1	6000	0.017	1	6000	0.267	1	6000	0.284
23:00 - 24:00									
Total Rates:			13.331			13.103			26.434

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

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

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Parameter summary

Trip rate parameter range selected:	167 - 6000 (units: sqm)
Survey date date range:	01/01/05 - 17/04/24
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	3056	0.000	3	3056	0.000	3	3056	0.000
07:00 - 08:00	4	3642	0.007	4	3642	0.007	4	3642	0.014
08:00 - 09:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
09:00 - 10:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
10:00 - 11:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
11:00 - 12:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
12:00 - 13:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
13:00 - 14:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
14:00 - 15:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
15:00 - 16:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
16:00 - 17:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
17:00 - 18:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
18:00 - 19:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
19:00 - 20:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
20:00 - 21:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
21:00 - 22:00	3	4800	0.000	3	4800	0.000	3	4800	0.000
22:00 - 23:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	3056	0.044	3	3056	0.000	3	3056	0.044
07:00 - 08:00	4	3642	0.014	4	3642	0.014	4	3642	0.028
08:00 - 09:00	4	3642	0.007	4	3642	0.021	4	3642	0.028
09:00 - 10:00	4	3642	0.034	4	3642	0.007	4	3642	0.041
10:00 - 11:00	4	3642	0.014	4	3642	0.014	4	3642	0.028
11:00 - 12:00	4	3642	0.027	4	3642	0.048	4	3642	0.075
12:00 - 13:00	4	3642	0.021	4	3642	0.014	4	3642	0.035
13:00 - 14:00	4	3642	0.021	4	3642	0.021	4	3642	0.042
14:00 - 15:00	4	3642	0.021	4	3642	0.000	4	3642	0.021
15:00 - 16:00	4	3642	0.014	4	3642	0.027	4	3642	0.041
16:00 - 17:00	4	3642	0.007	4	3642	0.000	4	3642	0.007
17:00 - 18:00	4	3642	0.027	4	3642	0.007	4	3642	0.034
18:00 - 19:00	4	3642	0.014	4	3642	0.041	4	3642	0.055
19:00 - 20:00	4	3642	0.007	4	3642	0.021	4	3642	0.028
20:00 - 21:00	4	3642	0.014	4	3642	0.021	4	3642	0.035
21:00 - 22:00	3	4800	0.000	3	4800	0.035	3	4800	0.035
22:00 - 23:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
23:00 - 24:00									
Total Rates:			0.286			0.291			0.577

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	3056	1.058	3	3056	0.065	3	3056	1.123
07:00 - 08:00	4	3642	0.618	4	3642	0.556	4	3642	1.174
08:00 - 09:00	4	3642	0.597	4	3642	1.030	4	3642	1.627
09:00 - 10:00	4	3642	1.263	4	3642	0.350	4	3642	1.613
10:00 - 11:00	4	3642	0.947	4	3642	0.741	4	3642	1.688
11:00 - 12:00	4	3642	0.604	4	3642	1.325	4	3642	1.929
12:00 - 13:00	4	3642	0.714	4	3642	0.783	4	3642	1.497
13:00 - 14:00	4	3642	0.680	4	3642	0.748	4	3642	1.428
14:00 - 15:00	4	3642	0.563	4	3642	0.577	4	3642	1.140
15:00 - 16:00	4	3642	0.865	4	3642	0.590	4	3642	1.455
16:00 - 17:00	4	3642	0.975	4	3642	0.673	4	3642	1.648
17:00 - 18:00	4	3642	2.595	4	3642	1.002	4	3642	3.597
18:00 - 19:00	4	3642	1.778	4	3642	1.854	4	3642	3.632
19:00 - 20:00	4	3642	1.325	4	3642	2.162	4	3642	3.487
20:00 - 21:00	4	3642	0.556	4	3642	1.730	4	3642	2.286
21:00 - 22:00	3	4800	0.104	3	4800	0.854	3	4800	0.958
22:00 - 23:00	1	6000	0.017	1	6000	0.300	1	6000	0.317
23:00 - 24:00									
Total Rates:			15.259			15.340			30.599

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	3056	0.033	3	3056	0.022	3	3056	0.055
07:00 - 08:00	4	3642	0.089	4	3642	0.089	4	3642	0.178
08:00 - 09:00	4	3642	0.034	4	3642	0.034	4	3642	0.068
09:00 - 10:00	4	3642	0.172	4	3642	0.089	4	3642	0.261
10:00 - 11:00	4	3642	0.144	4	3642	0.172	4	3642	0.316
11:00 - 12:00	4	3642	0.220	4	3642	0.172	4	3642	0.392
12:00 - 13:00	4	3642	0.309	4	3642	0.247	4	3642	0.556
13:00 - 14:00	4	3642	0.227	4	3642	0.288	4	3642	0.515
14:00 - 15:00	4	3642	0.124	4	3642	0.089	4	3642	0.213
15:00 - 16:00	4	3642	0.172	4	3642	0.124	4	3642	0.296
16:00 - 17:00	4	3642	0.192	4	3642	0.103	4	3642	0.295
17:00 - 18:00	4	3642	0.659	4	3642	0.165	4	3642	0.824
18:00 - 19:00	4	3642	0.426	4	3642	0.288	4	3642	0.714
19:00 - 20:00	4	3642	0.192	4	3642	0.563	4	3642	0.755
20:00 - 21:00	4	3642	0.158	4	3642	0.508	4	3642	0.666
21:00 - 22:00	3	4800	0.014	3	4800	0.111	3	4800	0.125
22:00 - 23:00	1	6000	0.000	1	6000	0.067	1	6000	0.067
23:00 - 24:00									
Total Rates:			3.165			3.131			6.296

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	3056	0.011	3	3056	0.000	3	3056	0.011
07:00 - 08:00	4	3642	0.021	4	3642	0.021	4	3642	0.042
08:00 - 09:00	4	3642	0.041	4	3642	0.021	4	3642	0.062
09:00 - 10:00	4	3642	0.151	4	3642	0.103	4	3642	0.254
10:00 - 11:00	4	3642	0.089	4	3642	0.034	4	3642	0.123
11:00 - 12:00	4	3642	0.055	4	3642	0.076	4	3642	0.131
12:00 - 13:00	4	3642	0.089	4	3642	0.117	4	3642	0.206
13:00 - 14:00	4	3642	0.034	4	3642	0.144	4	3642	0.178
14:00 - 15:00	4	3642	0.096	4	3642	0.041	4	3642	0.137
15:00 - 16:00	4	3642	0.027	4	3642	0.055	4	3642	0.082
16:00 - 17:00	4	3642	0.014	4	3642	0.021	4	3642	0.035
17:00 - 18:00	4	3642	0.055	4	3642	0.041	4	3642	0.096
18:00 - 19:00	4	3642	0.062	4	3642	0.014	4	3642	0.076
19:00 - 20:00	4	3642	0.014	4	3642	0.069	4	3642	0.083
20:00 - 21:00	4	3642	0.007	4	3642	0.014	4	3642	0.021
21:00 - 22:00	3	4800	0.000	3	4800	0.007	3	4800	0.007
22:00 - 23:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
23:00 - 24:00									
Total Rates:			0.766			0.778			1.544

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	3056	0.022	3	3056	0.000	3	3056	0.022
07:00 - 08:00	4	3642	0.007	4	3642	0.021	4	3642	0.028
08:00 - 09:00	4	3642	0.007	4	3642	0.000	4	3642	0.007
09:00 - 10:00	4	3642	0.021	4	3642	0.014	4	3642	0.035
10:00 - 11:00	4	3642	0.007	4	3642	0.014	4	3642	0.021
11:00 - 12:00	4	3642	0.007	4	3642	0.000	4	3642	0.007
12:00 - 13:00	4	3642	0.007	4	3642	0.000	4	3642	0.007
13:00 - 14:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
14:00 - 15:00	4	3642	0.000	4	3642	0.007	4	3642	0.007
15:00 - 16:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
16:00 - 17:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
17:00 - 18:00	4	3642	0.014	4	3642	0.000	4	3642	0.014
18:00 - 19:00	4	3642	0.014	4	3642	0.007	4	3642	0.021
19:00 - 20:00	4	3642	0.000	4	3642	0.021	4	3642	0.021
20:00 - 21:00	4	3642	0.000	4	3642	0.000	4	3642	0.000
21:00 - 22:00	3	4800	0.000	3	4800	0.000	3	4800	0.000
22:00 - 23:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
23:00 - 24:00									
Total Rates:			0.106			0.084			0.190

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	3056	0.033	3	3056	0.000	3	3056	0.033
07:00 - 08:00	4	3642	0.027	4	3642	0.041	4	3642	0.068
08:00 - 09:00	4	3642	0.048	4	3642	0.021	4	3642	0.069
09:00 - 10:00	4	3642	0.172	4	3642	0.117	4	3642	0.289
10:00 - 11:00	4	3642	0.096	4	3642	0.048	4	3642	0.144
11:00 - 12:00	4	3642	0.062	4	3642	0.076	4	3642	0.138
12:00 - 13:00	4	3642	0.096	4	3642	0.117	4	3642	0.213
13:00 - 14:00	4	3642	0.034	4	3642	0.144	4	3642	0.178
14:00 - 15:00	4	3642	0.096	4	3642	0.048	4	3642	0.144
15:00 - 16:00	4	3642	0.027	4	3642	0.055	4	3642	0.082
16:00 - 17:00	4	3642	0.014	4	3642	0.021	4	3642	0.035
17:00 - 18:00	4	3642	0.069	4	3642	0.041	4	3642	0.110
18:00 - 19:00	4	3642	0.076	4	3642	0.021	4	3642	0.097
19:00 - 20:00	4	3642	0.014	4	3642	0.089	4	3642	0.103
20:00 - 21:00	4	3642	0.007	4	3642	0.014	4	3642	0.021
21:00 - 22:00	3	4800	0.000	3	4800	0.007	3	4800	0.007
22:00 - 23:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
23:00 - 24:00									
Total Rates:			0.871			0.860			1.731

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.49

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	3056	1.167	3	3056	0.087	3	3056	1.254
07:00 - 08:00	4	3642	0.748	4	3642	0.700	4	3642	1.448
08:00 - 09:00	4	3642	0.686	4	3642	1.105	4	3642	1.791
09:00 - 10:00	4	3642	1.641	4	3642	0.563	4	3642	2.204
10:00 - 11:00	4	3642	1.201	4	3642	0.975	4	3642	2.176
11:00 - 12:00	4	3642	0.913	4	3642	1.620	4	3642	2.533
12:00 - 13:00	4	3642	1.140	4	3642	1.160	4	3642	2.300
13:00 - 14:00	4	3642	0.961	4	3642	1.201	4	3642	2.162
14:00 - 15:00	4	3642	0.803	4	3642	0.714	4	3642	1.517
15:00 - 16:00	4	3642	1.078	4	3642	0.796	4	3642	1.874
16:00 - 17:00	4	3642	1.188	4	3642	0.796	4	3642	1.984
17:00 - 18:00	4	3642	3.350	4	3642	1.215	4	3642	4.565
18:00 - 19:00	4	3642	2.293	4	3642	2.204	4	3642	4.497
19:00 - 20:00	4	3642	1.538	4	3642	2.835	4	3642	4.373
20:00 - 21:00	4	3642	0.735	4	3642	2.272	4	3642	3.007
21:00 - 22:00	3	4800	0.118	3	4800	1.007	3	4800	1.125
22:00 - 23:00	1	6000	0.017	1	6000	0.367	1	6000	0.384
23:00 - 24:00									
Total Rates:			19.577			19.617			39.194

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

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

Calculation Reference: AUDIT-118301-250703-0740

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	YO	YORK	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
09	NORTH		
	CU	CUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1000 to 2500 (units: sqm)
Range Selected by User:	300 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 18/09/21

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	1 days
Friday	1 days
Saturday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	4

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

Selected Location Sub Categories:

Commercial Zone	1
Retail Zone	2
Built-Up Zone	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	6 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	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:

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

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	3 days
1.6 to 2.0	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	6 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1 CA-01-G-01 JUST FOR PETS CAMBRIDGESHIRE
BACK LANE
CAMBOURNE
GREAT CAMBOURNE
Town Centre
Retail Zone
Total Gross floor area: 1068 sqm
Survey date: THURSDAY *07/06/18* *Survey Type: MANUAL*

2 CU-01-G-02 STAPLES CUMBERLAND
JAMES STREET
CARLISLE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: FRIDAY *05/02/10* *Survey Type: MANUAL*

3 EC-01-G-01 MAGNET CHESHIRE EAST
KING EDWARD STREET
MACCLESFIELD

Town Centre
Built-Up Zone
Total Gross floor area: 1000 sqm
Survey date: MONDAY *06/11/17* *Survey Type: MANUAL*

4 LN-01-G-01 PETS AT HOME LINCOLNSHIRE
TRITTON ROAD
LINCOLN
TRITTON RETAIL PARK
Edge of Town Centre
Retail Zone
Total Gross floor area: 1600 sqm
Survey date: TUESDAY *31/10/17* *Survey Type: MANUAL*

5 WO-01-G-01 PC WORLD WORCESTERSHIRE
TYBRIDGE STREET
WORCESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2000 sqm
Survey date: SATURDAY *20/06/09* *Survey Type: MANUAL*

6 YO-01-G-01 ALLIED CARPETS YORK
LAYERTHORPE ROAD
YORK
LAYERTHORPE
Edge of Town Centre
Commercial Zone
Total Gross floor area: 2300 sqm
Survey date: SATURDAY *21/05/05* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
LO-01-G-01	COVID

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.69

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1933	0.086	3	1933	0.034	3	1933	0.120
08:00 - 09:00	6	1745	0.334	6	1745	0.210	6	1745	0.544
09:00 - 10:00	6	1745	1.175	6	1745	0.783	6	1745	1.958
10:00 - 11:00	6	1745	1.385	6	1745	1.127	6	1745	2.512
11:00 - 12:00	6	1745	1.414	6	1745	1.433	6	1745	2.847
12:00 - 13:00	6	1745	1.462	6	1745	1.366	6	1745	2.828
13:00 - 14:00	6	1745	1.261	6	1745	1.548	6	1745	2.809
14:00 - 15:00	6	1745	1.481	6	1745	1.251	6	1745	2.732
15:00 - 16:00	6	1745	1.385	6	1745	1.232	6	1745	2.617
16:00 - 17:00	6	1745	1.395	6	1745	1.347	6	1745	2.742
17:00 - 18:00	6	1745	1.070	6	1745	1.404	6	1745	2.474
18:00 - 19:00	5	1894	0.518	5	1894	0.834	5	1894	1.352
19:00 - 20:00	4	1792	0.335	4	1792	0.711	4	1792	1.046
20:00 - 21:00	3	2033	0.000	3	2033	0.180	3	2033	0.180
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.301			13.460			26.761

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

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

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Parameter summary

Trip rate parameter range selected:	1000 - 2500 (units: sqm)
Survey date date range:	01/01/05 - 18/09/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1933	0.000	3	1933	0.000	3	1933	0.000
08:00 - 09:00	6	1745	0.000	6	1745	0.000	6	1745	0.000
09:00 - 10:00	6	1745	0.010	6	1745	0.000	6	1745	0.010
10:00 - 11:00	6	1745	0.010	6	1745	0.010	6	1745	0.020
11:00 - 12:00	6	1745	0.019	6	1745	0.010	6	1745	0.029
12:00 - 13:00	6	1745	0.000	6	1745	0.010	6	1745	0.010
13:00 - 14:00	6	1745	0.019	6	1745	0.029	6	1745	0.048
14:00 - 15:00	6	1745	0.010	6	1745	0.010	6	1745	0.020
15:00 - 16:00	6	1745	0.019	6	1745	0.019	6	1745	0.038
16:00 - 17:00	6	1745	0.000	6	1745	0.000	6	1745	0.000
17:00 - 18:00	6	1745	0.000	6	1745	0.000	6	1745	0.000
18:00 - 19:00	5	1894	0.000	5	1894	0.000	5	1894	0.000
19:00 - 20:00	4	1792	0.000	4	1792	0.000	4	1792	0.000
20:00 - 21:00	3	2033	0.000	3	2033	0.000	3	2033	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.087			0.088			0.175

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

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1933	0.000	3	1933	0.000	3	1933	0.000
08:00 - 09:00	6	1745	0.000	6	1745	0.000	6	1745	0.000
09:00 - 10:00	6	1745	0.000	6	1745	0.010	6	1745	0.010
10:00 - 11:00	6	1745	0.010	6	1745	0.134	6	1745	0.144
11:00 - 12:00	6	1745	0.038	6	1745	0.134	6	1745	0.172
12:00 - 13:00	6	1745	0.000	6	1745	0.019	6	1745	0.019
13:00 - 14:00	6	1745	0.029	6	1745	0.010	6	1745	0.039
14:00 - 15:00	6	1745	0.000	6	1745	0.000	6	1745	0.000
15:00 - 16:00	6	1745	0.038	6	1745	0.019	6	1745	0.057
16:00 - 17:00	6	1745	0.019	6	1745	0.038	6	1745	0.057
17:00 - 18:00	6	1745	0.000	6	1745	0.000	6	1745	0.000
18:00 - 19:00	5	1894	0.000	5	1894	0.000	5	1894	0.000
19:00 - 20:00	4	1792	0.000	4	1792	0.000	4	1792	0.000
20:00 - 21:00	3	2033	0.000	3	2033	0.000	3	2033	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.134			0.364			0.498

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

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1933	0.017	3	1933	0.000	3	1933	0.017
08:00 - 09:00	6	1745	0.000	6	1745	0.000	6	1745	0.000
09:00 - 10:00	6	1745	0.029	6	1745	0.019	6	1745	0.048
10:00 - 11:00	6	1745	0.000	6	1745	0.000	6	1745	0.000
11:00 - 12:00	6	1745	0.010	6	1745	0.010	6	1745	0.020
12:00 - 13:00	6	1745	0.010	6	1745	0.000	6	1745	0.010
13:00 - 14:00	6	1745	0.010	6	1745	0.019	6	1745	0.029
14:00 - 15:00	6	1745	0.000	6	1745	0.000	6	1745	0.000
15:00 - 16:00	6	1745	0.010	6	1745	0.010	6	1745	0.020
16:00 - 17:00	6	1745	0.000	6	1745	0.000	6	1745	0.000
17:00 - 18:00	6	1745	0.019	6	1745	0.029	6	1745	0.048
18:00 - 19:00	5	1894	0.000	5	1894	0.011	5	1894	0.011
19:00 - 20:00	4	1792	0.000	4	1792	0.000	4	1792	0.000
20:00 - 21:00	3	2033	0.000	3	2033	0.000	3	2033	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.105			0.098			0.203

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

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1933	0.103	3	1933	0.052	3	1933	0.155
08:00 - 09:00	6	1745	0.382	6	1745	0.220	6	1745	0.602
09:00 - 10:00	6	1745	1.758	6	1745	1.051	6	1745	2.809
10:00 - 11:00	6	1745	1.920	6	1745	1.509	6	1745	3.429
11:00 - 12:00	6	1745	2.159	6	1745	1.997	6	1745	4.156
12:00 - 13:00	6	1745	2.121	6	1745	1.853	6	1745	3.974
13:00 - 14:00	6	1745	1.958	6	1745	2.321	6	1745	4.279
14:00 - 15:00	6	1745	2.274	6	1745	1.939	6	1745	4.213
15:00 - 16:00	6	1745	2.073	6	1745	2.025	6	1745	4.098
16:00 - 17:00	6	1745	2.159	6	1745	2.302	6	1745	4.461
17:00 - 18:00	6	1745	1.462	6	1745	2.245	6	1745	3.707
18:00 - 19:00	5	1894	0.803	5	1894	1.130	5	1894	1.933
19:00 - 20:00	4	1792	0.474	4	1792	1.088	4	1792	1.562
20:00 - 21:00	3	2033	0.000	3	2033	0.213	3	2033	0.213
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			19.646			19.945			39.591

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

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1933	0.069	3	1933	0.052	3	1933	0.121
08:00 - 09:00	6	1745	0.086	6	1745	0.076	6	1745	0.162
09:00 - 10:00	6	1745	0.115	6	1745	0.105	6	1745	0.220
10:00 - 11:00	6	1745	0.105	6	1745	0.096	6	1745	0.201
11:00 - 12:00	6	1745	0.162	6	1745	0.182	6	1745	0.344
12:00 - 13:00	6	1745	0.239	6	1745	0.201	6	1745	0.440
13:00 - 14:00	6	1745	0.229	6	1745	0.210	6	1745	0.439
14:00 - 15:00	6	1745	0.277	6	1745	0.248	6	1745	0.525
15:00 - 16:00	6	1745	0.248	6	1745	0.267	6	1745	0.515
16:00 - 17:00	6	1745	0.258	6	1745	0.287	6	1745	0.545
17:00 - 18:00	6	1745	0.162	6	1745	0.182	6	1745	0.344
18:00 - 19:00	5	1894	0.053	5	1894	0.148	5	1894	0.201
19:00 - 20:00	4	1792	0.028	4	1792	0.098	4	1792	0.126
20:00 - 21:00	3	2033	0.000	3	2033	0.016	3	2033	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.031			2.168			4.199

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

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1933	0.000	3	1933	0.000	3	1933	0.000
08:00 - 09:00	6	1745	0.029	6	1745	0.000	6	1745	0.029
09:00 - 10:00	6	1745	0.038	6	1745	0.010	6	1745	0.048
10:00 - 11:00	6	1745	0.057	6	1745	0.076	6	1745	0.133
11:00 - 12:00	6	1745	0.076	6	1745	0.057	6	1745	0.133
12:00 - 13:00	6	1745	0.086	6	1745	0.057	6	1745	0.143
13:00 - 14:00	6	1745	0.086	6	1745	0.086	6	1745	0.172
14:00 - 15:00	6	1745	0.029	6	1745	0.029	6	1745	0.058
15:00 - 16:00	6	1745	0.038	6	1745	0.057	6	1745	0.095
16:00 - 17:00	6	1745	0.038	6	1745	0.057	6	1745	0.095
17:00 - 18:00	6	1745	0.029	6	1745	0.048	6	1745	0.077
18:00 - 19:00	5	1894	0.011	5	1894	0.042	5	1894	0.053
19:00 - 20:00	4	1792	0.028	4	1792	0.042	4	1792	0.070
20:00 - 21:00	3	2033	0.000	3	2033	0.000	3	2033	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.545			0.561			1.106

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

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.69

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1933	0.190	3	1933	0.103	3	1933	0.293
08:00 - 09:00	6	1745	0.497	6	1745	0.296	6	1745	0.793
09:00 - 10:00	6	1745	1.939	6	1745	1.185	6	1745	3.124
10:00 - 11:00	6	1745	2.083	6	1745	1.681	6	1745	3.764
11:00 - 12:00	6	1745	2.407	6	1745	2.245	6	1745	4.652
12:00 - 13:00	6	1745	2.455	6	1745	2.111	6	1745	4.566
13:00 - 14:00	6	1745	2.283	6	1745	2.637	6	1745	4.920
14:00 - 15:00	6	1745	2.579	6	1745	2.216	6	1745	4.795
15:00 - 16:00	6	1745	2.369	6	1745	2.360	6	1745	4.729
16:00 - 17:00	6	1745	2.455	6	1745	2.646	6	1745	5.101
17:00 - 18:00	6	1745	1.672	6	1745	2.503	6	1745	4.175
18:00 - 19:00	5	1894	0.866	5	1894	1.331	5	1894	2.197
19:00 - 20:00	4	1792	0.530	4	1792	1.228	4	1792	1.758
20:00 - 21:00	3	2033	0.000	3	2033	0.230	3	2033	0.230
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			22.325			22.772			45.097

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

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

Calculation Reference: AUDIT-118301-250801-0850

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : A - PRIMARY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	WR	WREXHAM	1 days

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

Primary Filtering selection:

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

Parameter:	Number of pupils
Actual Range:	156 to 371 (units:)
Range Selected by User:	92 to 538 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 20/06/24

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

Selected survey days:

Monday	3 days
Tuesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

F1(a)	5 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
20,001 to 25,000	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:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
100,001 to 125,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1 NY-04-A-04 CATHOLIC PRIMARY SCHOOL NORTH YORKSHIRE
GARGRAVE ROAD
SKIPTON

Edge of Town Centre
Built-Up Zone
Total Number of pupils: 243
Survey date: FRIDAY *15/03/19* *Survey Type: MANUAL*

2 NY-04-A-05 PRIMARY SCHOOL NORTH YORKSHIRE
CHURCH LANE
RIPON

Edge of Town Centre
No Sub Category
Total Number of pupils: 156
Survey date: TUESDAY *17/05/22* *Survey Type: MANUAL*

3 NY-04-A-06 PRIMARY SCHOOL NORTH YORKSHIRE
CHURCH LANE
RIPON

Edge of Town Centre
No Sub Category
Total Number of pupils: 245
Survey date: MONDAY *23/05/22* *Survey Type: MANUAL*

4 TW-04-A-03 PRIMARY SCHOOL TYNE & WEAR
SUMMERHILL TERRACE
NEWCASTLE UPON TYNE
CITY CENTRE
Edge of Town Centre
Residential Zone
Total Number of pupils: 233
Survey date: MONDAY *11/09/23* *Survey Type: MANUAL*

5 WR-04-A-01 PRIMARY SCHOOL WREXHAM
BODHYFRYD
WREXHAM

Edge of Town Centre
Residential Zone
Total Number of pupils: 371
Survey date: MONDAY *20/05/24* *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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.23

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	250	0.045	5	250	0.006	5	250	0.051
08:00 - 09:00	5	250	0.459	5	250	0.296	5	250	0.755
09:00 - 10:00	5	250	0.023	5	250	0.129	5	250	0.152
10:00 - 11:00	5	250	0.005	5	250	0.006	5	250	0.011
11:00 - 12:00	5	250	0.017	5	250	0.017	5	250	0.034
12:00 - 13:00	5	250	0.018	5	250	0.017	5	250	0.035
13:00 - 14:00	5	250	0.009	5	250	0.015	5	250	0.024
14:00 - 15:00	5	250	0.054	5	250	0.022	5	250	0.076
15:00 - 16:00	5	250	0.284	5	250	0.361	5	250	0.645
16:00 - 17:00	5	250	0.011	5	250	0.042	5	250	0.053
17:00 - 18:00	5	250	0.007	5	250	0.021	5	250	0.028
18:00 - 19:00	5	250	0.000	5	250	0.000	5	250	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.932			0.932			1.864

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

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

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Parameter summary

Trip rate parameter range selected:	156 - 371 (units:)
Survey date date range:	01/01/16 - 20/06/24
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	250	0.001	5	250	0.001	5	250	0.002
08:00 - 09:00	5	250	0.014	5	250	0.013	5	250	0.027
09:00 - 10:00	5	250	0.001	5	250	0.001	5	250	0.002
10:00 - 11:00	5	250	0.000	5	250	0.000	5	250	0.000
11:00 - 12:00	5	250	0.001	5	250	0.001	5	250	0.002
12:00 - 13:00	5	250	0.001	5	250	0.001	5	250	0.002
13:00 - 14:00	5	250	0.000	5	250	0.000	5	250	0.000
14:00 - 15:00	5	250	0.005	5	250	0.003	5	250	0.008
15:00 - 16:00	5	250	0.010	5	250	0.013	5	250	0.023
16:00 - 17:00	5	250	0.000	5	250	0.000	5	250	0.000
17:00 - 18:00	5	250	0.001	5	250	0.001	5	250	0.002
18:00 - 19:00	5	250	0.000	5	250	0.000	5	250	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.034			0.068

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	250	0.000	5	250	0.000	5	250	0.000
08:00 - 09:00	5	250	0.000	5	250	0.000	5	250	0.000
09:00 - 10:00	5	250	0.001	5	250	0.001	5	250	0.002
10:00 - 11:00	5	250	0.000	5	250	0.000	5	250	0.000
11:00 - 12:00	5	250	0.002	5	250	0.001	5	250	0.003
12:00 - 13:00	5	250	0.000	5	250	0.001	5	250	0.001
13:00 - 14:00	5	250	0.000	5	250	0.000	5	250	0.000
14:00 - 15:00	5	250	0.000	5	250	0.000	5	250	0.000
15:00 - 16:00	5	250	0.000	5	250	0.000	5	250	0.000
16:00 - 17:00	5	250	0.000	5	250	0.000	5	250	0.000
17:00 - 18:00	5	250	0.000	5	250	0.000	5	250	0.000
18:00 - 19:00	5	250	0.000	5	250	0.000	5	250	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	250	0.000	5	250	0.000	5	250	0.000
08:00 - 09:00	5	250	0.001	5	250	0.001	5	250	0.002
09:00 - 10:00	5	250	0.000	5	250	0.000	5	250	0.000
10:00 - 11:00	5	250	0.000	5	250	0.000	5	250	0.000
11:00 - 12:00	5	250	0.000	5	250	0.000	5	250	0.000
12:00 - 13:00	5	250	0.000	5	250	0.000	5	250	0.000
13:00 - 14:00	5	250	0.000	5	250	0.000	5	250	0.000
14:00 - 15:00	5	250	0.000	5	250	0.000	5	250	0.000
15:00 - 16:00	5	250	0.001	5	250	0.001	5	250	0.002
16:00 - 17:00	5	250	0.000	5	250	0.000	5	250	0.000
17:00 - 18:00	5	250	0.000	5	250	0.000	5	250	0.000
18:00 - 19:00	5	250	0.000	5	250	0.000	5	250	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	250	0.000	5	250	0.000	5	250	0.000
08:00 - 09:00	5	250	0.022	5	250	0.001	5	250	0.023
09:00 - 10:00	5	250	0.001	5	250	0.001	5	250	0.002
10:00 - 11:00	5	250	0.000	5	250	0.000	5	250	0.000
11:00 - 12:00	5	250	0.001	5	250	0.001	5	250	0.002
12:00 - 13:00	5	250	0.000	5	250	0.001	5	250	0.001
13:00 - 14:00	5	250	0.000	5	250	0.000	5	250	0.000
14:00 - 15:00	5	250	0.002	5	250	0.002	5	250	0.004
15:00 - 16:00	5	250	0.002	5	250	0.023	5	250	0.025
16:00 - 17:00	5	250	0.000	5	250	0.000	5	250	0.000
17:00 - 18:00	5	250	0.000	5	250	0.000	5	250	0.000
18:00 - 19:00	5	250	0.000	5	250	0.001	5	250	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.030			0.058

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	250	0.050	5	250	0.006	5	250	0.056
08:00 - 09:00	5	250	0.664	5	250	0.114	5	250	0.778
09:00 - 10:00	5	250	0.034	5	250	0.020	5	250	0.054
10:00 - 11:00	5	250	0.006	5	250	0.006	5	250	0.012
11:00 - 12:00	5	250	0.021	5	250	0.024	5	250	0.045
12:00 - 13:00	5	250	0.020	5	250	0.021	5	250	0.041
13:00 - 14:00	5	250	0.009	5	250	0.022	5	250	0.031
14:00 - 15:00	5	250	0.068	5	250	0.038	5	250	0.106
15:00 - 16:00	5	250	0.037	5	250	0.526	5	250	0.563
16:00 - 17:00	5	250	0.011	5	250	0.053	5	250	0.064
17:00 - 18:00	5	250	0.010	5	250	0.033	5	250	0.043
18:00 - 19:00	5	250	0.000	5	250	0.000	5	250	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.930			0.863			1.793

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	250	0.008	5	250	0.000	5	250	0.008
08:00 - 09:00	5	250	0.633	5	250	0.252	5	250	0.885
09:00 - 10:00	5	250	0.035	5	250	0.037	5	250	0.072
10:00 - 11:00	5	250	0.036	5	250	0.017	5	250	0.053
11:00 - 12:00	5	250	0.021	5	250	0.027	5	250	0.048
12:00 - 13:00	5	250	0.042	5	250	0.027	5	250	0.069
13:00 - 14:00	5	250	0.022	5	250	0.029	5	250	0.051
14:00 - 15:00	5	250	0.079	5	250	0.026	5	250	0.105
15:00 - 16:00	5	250	0.189	5	250	0.675	5	250	0.864
16:00 - 17:00	5	250	0.013	5	250	0.034	5	250	0.047
17:00 - 18:00	5	250	0.001	5	250	0.006	5	250	0.007
18:00 - 19:00	5	250	0.000	5	250	0.001	5	250	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.079			1.131			2.210

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	250	0.002	5	250	0.000	5	250	0.002
08:00 - 09:00	5	250	0.026	5	250	0.011	5	250	0.037
09:00 - 10:00	5	250	0.002	5	250	0.001	5	250	0.003
10:00 - 11:00	5	250	0.000	5	250	0.000	5	250	0.000
11:00 - 12:00	5	250	0.000	5	250	0.000	5	250	0.000
12:00 - 13:00	5	250	0.000	5	250	0.000	5	250	0.000
13:00 - 14:00	5	250	0.000	5	250	0.003	5	250	0.003
14:00 - 15:00	5	250	0.002	5	250	0.002	5	250	0.004
15:00 - 16:00	5	250	0.009	5	250	0.040	5	250	0.049
16:00 - 17:00	5	250	0.001	5	250	0.003	5	250	0.004
17:00 - 18:00	5	250	0.000	5	250	0.000	5	250	0.000
18:00 - 19:00	5	250	0.000	5	250	0.000	5	250	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.060			0.102

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	250	0.000	5	250	0.000	5	250	0.000
08:00 - 09:00	5	250	0.004	5	250	0.000	5	250	0.004
09:00 - 10:00	5	250	0.000	5	250	0.000	5	250	0.000
10:00 - 11:00	5	250	0.000	5	250	0.000	5	250	0.000
11:00 - 12:00	5	250	0.000	5	250	0.000	5	250	0.000
12:00 - 13:00	5	250	0.000	5	250	0.000	5	250	0.000
13:00 - 14:00	5	250	0.000	5	250	0.000	5	250	0.000
14:00 - 15:00	5	250	0.000	5	250	0.000	5	250	0.000
15:00 - 16:00	5	250	0.000	5	250	0.004	5	250	0.004
16:00 - 17:00	5	250	0.000	5	250	0.000	5	250	0.000
17:00 - 18:00	5	250	0.000	5	250	0.000	5	250	0.000
18:00 - 19:00	5	250	0.000	5	250	0.000	5	250	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	250	0.002	5	250	0.000	5	250	0.002
08:00 - 09:00	5	250	0.030	5	250	0.011	5	250	0.041
09:00 - 10:00	5	250	0.002	5	250	0.001	5	250	0.003
10:00 - 11:00	5	250	0.000	5	250	0.000	5	250	0.000
11:00 - 12:00	5	250	0.000	5	250	0.000	5	250	0.000
12:00 - 13:00	5	250	0.000	5	250	0.000	5	250	0.000
13:00 - 14:00	5	250	0.000	5	250	0.003	5	250	0.003
14:00 - 15:00	5	250	0.002	5	250	0.002	5	250	0.004
15:00 - 16:00	5	250	0.009	5	250	0.044	5	250	0.053
16:00 - 17:00	5	250	0.001	5	250	0.003	5	250	0.004
17:00 - 18:00	5	250	0.000	5	250	0.000	5	250	0.000
18:00 - 19:00	5	250	0.000	5	250	0.000	5	250	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.064			0.110

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.23

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	250	0.059	5	250	0.006	5	250	0.065
08:00 - 09:00	5	250	1.350	5	250	0.377	5	250	1.727
09:00 - 10:00	5	250	0.073	5	250	0.058	5	250	0.131
10:00 - 11:00	5	250	0.042	5	250	0.022	5	250	0.064
11:00 - 12:00	5	250	0.042	5	250	0.052	5	250	0.094
12:00 - 13:00	5	250	0.062	5	250	0.049	5	250	0.111
13:00 - 14:00	5	250	0.030	5	250	0.054	5	250	0.084
14:00 - 15:00	5	250	0.151	5	250	0.067	5	250	0.218
15:00 - 16:00	5	250	0.236	5	250	1.268	5	250	1.504
16:00 - 17:00	5	250	0.025	5	250	0.090	5	250	0.115
17:00 - 18:00	5	250	0.011	5	250	0.038	5	250	0.049
18:00 - 19:00	5	250	0.000	5	250	0.002	5	250	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.081			2.083			4.164

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	250	0.042	5	250	0.003	5	250	0.045
08:00 - 09:00	5	250	0.442	5	250	0.282	5	250	0.724
09:00 - 10:00	5	250	0.020	5	250	0.126	5	250	0.146
10:00 - 11:00	5	250	0.003	5	250	0.003	5	250	0.006
11:00 - 12:00	5	250	0.013	5	250	0.013	5	250	0.026
12:00 - 13:00	5	250	0.016	5	250	0.014	5	250	0.030
13:00 - 14:00	5	250	0.008	5	250	0.014	5	250	0.022
14:00 - 15:00	5	250	0.048	5	250	0.018	5	250	0.066
15:00 - 16:00	5	250	0.271	5	250	0.346	5	250	0.617
16:00 - 17:00	5	250	0.011	5	250	0.040	5	250	0.051
17:00 - 18:00	5	250	0.006	5	250	0.020	5	250	0.026
18:00 - 19:00	5	250	0.000	5	250	0.000	5	250	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.880			0.879			1.759

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	250	0.002	5	250	0.002	5	250	0.004
08:00 - 09:00	5	250	0.003	5	250	0.001	5	250	0.004
09:00 - 10:00	5	250	0.002	5	250	0.002	5	250	0.004
10:00 - 11:00	5	250	0.002	5	250	0.002	5	250	0.004
11:00 - 12:00	5	250	0.002	5	250	0.002	5	250	0.004
12:00 - 13:00	5	250	0.002	5	250	0.001	5	250	0.003
13:00 - 14:00	5	250	0.001	5	250	0.001	5	250	0.002
14:00 - 15:00	5	250	0.001	5	250	0.001	5	250	0.002
15:00 - 16:00	5	250	0.002	5	250	0.002	5	250	0.004
16:00 - 17:00	5	250	0.000	5	250	0.002	5	250	0.002
17:00 - 18:00	5	250	0.000	5	250	0.000	5	250	0.000
18:00 - 19:00	5	250	0.000	5	250	0.000	5	250	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.016			0.033

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

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

Calculation Reference: AUDIT-118301-250703-0741

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
10	WALES		
	SW	SWANSEA	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	415 to 900 (units: sqm)
Range Selected by User:	100 to 1486 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 07/06/18

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1
High Street	2

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

F2(b)	4 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
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:

25,001 to 50,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1	BA-07-Q-01 SAINT MARKS ROAD BATH	COMMUNITY CENTRE		BATH & NORTH EAST SOMERSET
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:		900 sqm	
	Survey date: FRIDAY		*29/09/06*	*Survey Type: MANUAL*
2	BA-07-Q-02 OFF THE A36 BATH	COMMUNITY CENTRE		BATH & NORTH EAST SOMERSET
	Edge of Town Centre Residential Zone			
	Total Gross floor area:		415 sqm	
	Survey date: MONDAY		*02/10/06*	*Survey Type: MANUAL*
3	CA-07-Q-02 HIGH STREET CAMBOURNE	COMMUNITY CENTRE		CAMBRIDGESHIRE
	Edge of Town Centre High Street			
	Total Gross floor area:		629 sqm	
	Survey date: THURSDAY		*07/06/18*	*Survey Type: MANUAL*
4	SW-07-Q-01 HIGH STREET SWANSEA	COMMUNITY CENTRE		SWANSEA
	Edge of Town Centre High Street			
	Total Gross floor area:		500 sqm	
	Survey date: TUESDAY		*22/10/13*	*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 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.70

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	676	0.148	3	676	0.049	3	676	0.197
08:00 - 09:00	4	611	0.696	4	611	0.123	4	611	0.819
09:00 - 10:00	4	611	0.941	4	611	0.573	4	611	1.514
10:00 - 11:00	4	611	0.573	4	611	0.286	4	611	0.859
11:00 - 12:00	4	611	0.123	4	611	0.941	4	611	1.064
12:00 - 13:00	4	611	0.409	4	611	0.286	4	611	0.695
13:00 - 14:00	4	611	0.286	4	611	0.245	4	611	0.531
14:00 - 15:00	4	611	0.123	4	611	0.123	4	611	0.246
15:00 - 16:00	4	611	0.614	4	611	0.900	4	611	1.514
16:00 - 17:00	4	611	0.041	4	611	0.041	4	611	0.082
17:00 - 18:00	4	611	1.146	4	611	0.655	4	611	1.801
18:00 - 19:00	4	611	0.900	4	611	0.450	4	611	1.350
19:00 - 20:00	4	611	0.655	4	611	1.432	4	611	2.087
20:00 - 21:00	4	611	0.000	4	611	0.450	4	611	0.450
21:00 - 22:00	1	415	0.482	1	415	0.964	1	415	1.446
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.137			7.518			14.655

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

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

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Parameter summary

Trip rate parameter range selected:	415 - 900 (units: sqm)
Survey date date range:	01/01/00 - 07/06/18
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	676	0.000	3	676	0.000	3	676	0.000
08:00 - 09:00	4	611	0.000	4	611	0.000	4	611	0.000
09:00 - 10:00	4	611	0.041	4	611	0.041	4	611	0.082
10:00 - 11:00	4	611	0.000	4	611	0.000	4	611	0.000
11:00 - 12:00	4	611	0.000	4	611	0.000	4	611	0.000
12:00 - 13:00	4	611	0.000	4	611	0.000	4	611	0.000
13:00 - 14:00	4	611	0.000	4	611	0.000	4	611	0.000
14:00 - 15:00	4	611	0.000	4	611	0.000	4	611	0.000
15:00 - 16:00	4	611	0.000	4	611	0.000	4	611	0.000
16:00 - 17:00	4	611	0.000	4	611	0.000	4	611	0.000
17:00 - 18:00	4	611	0.000	4	611	0.000	4	611	0.000
18:00 - 19:00	4	611	0.000	4	611	0.000	4	611	0.000
19:00 - 20:00	4	611	0.000	4	611	0.000	4	611	0.000
20:00 - 21:00	4	611	0.000	4	611	0.000	4	611	0.000
21:00 - 22:00	1	415	0.000	1	415	0.000	1	415	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.041			0.082

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	676	0.000	3	676	0.000	3	676	0.000
08:00 - 09:00	4	611	0.000	4	611	0.000	4	611	0.000
09:00 - 10:00	4	611	0.041	4	611	0.041	4	611	0.082
10:00 - 11:00	4	611	0.000	4	611	0.000	4	611	0.000
11:00 - 12:00	4	611	0.082	4	611	0.041	4	611	0.123
12:00 - 13:00	4	611	0.000	4	611	0.041	4	611	0.041
13:00 - 14:00	4	611	0.000	4	611	0.000	4	611	0.000
14:00 - 15:00	4	611	0.000	4	611	0.000	4	611	0.000
15:00 - 16:00	4	611	0.041	4	611	0.000	4	611	0.041
16:00 - 17:00	4	611	0.041	4	611	0.082	4	611	0.123
17:00 - 18:00	4	611	0.041	4	611	0.000	4	611	0.041
18:00 - 19:00	4	611	0.041	4	611	0.000	4	611	0.041
19:00 - 20:00	4	611	0.082	4	611	0.082	4	611	0.164
20:00 - 21:00	4	611	0.000	4	611	0.082	4	611	0.082
21:00 - 22:00	1	415	0.000	1	415	0.000	1	415	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.369			0.369			0.738

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	765	0.262	2	765	0.000	2	765	0.262
08:00 - 09:00	3	648	1.492	3	648	0.000	3	648	1.492
09:00 - 10:00	3	648	1.903	3	648	0.720	3	648	2.623
10:00 - 11:00	3	648	1.286	3	648	0.772	3	648	2.058
11:00 - 12:00	3	648	0.206	3	648	2.212	3	648	2.418
12:00 - 13:00	3	648	0.257	3	648	0.309	3	648	0.566
13:00 - 14:00	3	648	0.154	3	648	0.257	3	648	0.411
14:00 - 15:00	3	648	0.154	3	648	0.206	3	648	0.360
15:00 - 16:00	3	648	0.257	3	648	1.183	3	648	1.440
16:00 - 17:00	3	648	0.051	3	648	0.051	3	648	0.102
17:00 - 18:00	3	648	2.469	3	648	0.772	3	648	3.241
18:00 - 19:00	3	648	1.337	3	648	0.669	3	648	2.006
19:00 - 20:00	3	648	0.926	3	648	3.498	3	648	4.424
20:00 - 21:00	3	648	0.000	3	648	0.617	3	648	0.617
21:00 - 22:00	1	415	0.000	1	415	0.964	1	415	0.964
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.754			12.230			22.984

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	676	0.345	3	676	0.099	3	676	0.444
08:00 - 09:00	4	611	0.859	4	611	0.614	4	611	1.473
09:00 - 10:00	4	611	3.682	4	611	0.409	4	611	4.091
10:00 - 11:00	4	611	2.046	4	611	2.087	4	611	4.133
11:00 - 12:00	4	611	1.105	4	611	3.273	4	611	4.378
12:00 - 13:00	4	611	1.473	4	611	1.309	4	611	2.782
13:00 - 14:00	4	611	1.187	4	611	1.350	4	611	2.537
14:00 - 15:00	4	611	0.245	4	611	0.164	4	611	0.409
15:00 - 16:00	4	611	1.432	4	611	0.900	4	611	2.332
16:00 - 17:00	4	611	0.655	4	611	1.146	4	611	1.801
17:00 - 18:00	4	611	1.146	4	611	0.859	4	611	2.005
18:00 - 19:00	4	611	0.818	4	611	0.614	4	611	1.432
19:00 - 20:00	4	611	0.532	4	611	1.391	4	611	1.923
20:00 - 21:00	4	611	0.000	4	611	0.573	4	611	0.573
21:00 - 22:00	1	415	0.000	1	415	1.446	1	415	1.446
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.525			16.234			31.759

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	676	0.000	3	676	0.000	3	676	0.000
08:00 - 09:00	4	611	0.041	4	611	0.000	4	611	0.041
09:00 - 10:00	4	611	0.000	4	611	0.000	4	611	0.000
10:00 - 11:00	4	611	0.082	4	611	0.000	4	611	0.082
11:00 - 12:00	4	611	0.000	4	611	0.082	4	611	0.082
12:00 - 13:00	4	611	0.123	4	611	0.000	4	611	0.123
13:00 - 14:00	4	611	0.082	4	611	0.000	4	611	0.082
14:00 - 15:00	4	611	0.000	4	611	0.000	4	611	0.000
15:00 - 16:00	4	611	0.000	4	611	0.123	4	611	0.123
16:00 - 17:00	4	611	0.000	4	611	0.000	4	611	0.000
17:00 - 18:00	4	611	0.000	4	611	0.082	4	611	0.082
18:00 - 19:00	4	611	0.000	4	611	0.000	4	611	0.000
19:00 - 20:00	4	611	0.000	4	611	0.000	4	611	0.000
20:00 - 21:00	4	611	0.000	4	611	0.000	4	611	0.000
21:00 - 22:00	1	415	0.000	1	415	0.000	1	415	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.328			0.287			0.615

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	676	0.000	3	676	0.000	3	676	0.000
08:00 - 09:00	4	611	0.000	4	611	0.000	4	611	0.000
09:00 - 10:00	4	611	0.082	4	611	0.000	4	611	0.082
10:00 - 11:00	4	611	0.000	4	611	0.000	4	611	0.000
11:00 - 12:00	4	611	0.000	4	611	0.082	4	611	0.082
12:00 - 13:00	4	611	0.041	4	611	0.000	4	611	0.041
13:00 - 14:00	4	611	0.000	4	611	0.000	4	611	0.000
14:00 - 15:00	4	611	0.000	4	611	0.000	4	611	0.000
15:00 - 16:00	4	611	0.000	4	611	0.041	4	611	0.041
16:00 - 17:00	4	611	0.000	4	611	0.000	4	611	0.000
17:00 - 18:00	4	611	0.000	4	611	0.000	4	611	0.000
18:00 - 19:00	4	611	0.000	4	611	0.000	4	611	0.000
19:00 - 20:00	4	611	0.000	4	611	0.000	4	611	0.000
20:00 - 21:00	4	611	0.000	4	611	0.000	4	611	0.000
21:00 - 22:00	1	415	0.000	1	415	0.000	1	415	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.123			0.123			0.246

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	676	0.000	3	676	0.000	3	676	0.000
08:00 - 09:00	4	611	0.041	4	611	0.000	4	611	0.041
09:00 - 10:00	4	611	0.082	4	611	0.000	4	611	0.082
10:00 - 11:00	4	611	0.082	4	611	0.000	4	611	0.082
11:00 - 12:00	4	611	0.000	4	611	0.164	4	611	0.164
12:00 - 13:00	4	611	0.164	4	611	0.000	4	611	0.164
13:00 - 14:00	4	611	0.082	4	611	0.000	4	611	0.082
14:00 - 15:00	4	611	0.000	4	611	0.000	4	611	0.000
15:00 - 16:00	4	611	0.000	4	611	0.164	4	611	0.164
16:00 - 17:00	4	611	0.000	4	611	0.000	4	611	0.000
17:00 - 18:00	4	611	0.000	4	611	0.082	4	611	0.082
18:00 - 19:00	4	611	0.000	4	611	0.000	4	611	0.000
19:00 - 20:00	4	611	0.000	4	611	0.000	4	611	0.000
20:00 - 21:00	4	611	0.000	4	611	0.000	4	611	0.000
21:00 - 22:00	1	415	0.000	1	415	0.000	1	415	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.451			0.410			0.861

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.70

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	676	0.542	3	676	0.099	3	676	0.641
08:00 - 09:00	4	611	2.087	4	611	0.614	4	611	2.701
09:00 - 10:00	4	611	5.319	4	611	1.023	4	611	6.342
10:00 - 11:00	4	611	3.151	4	611	2.700	4	611	5.851
11:00 - 12:00	4	611	1.350	4	611	5.237	4	611	6.587
12:00 - 13:00	4	611	1.841	4	611	1.596	4	611	3.437
13:00 - 14:00	4	611	1.391	4	611	1.555	4	611	2.946
14:00 - 15:00	4	611	0.368	4	611	0.327	4	611	0.695
15:00 - 16:00	4	611	1.678	4	611	2.005	4	611	3.683
16:00 - 17:00	4	611	0.736	4	611	1.268	4	611	2.004
17:00 - 18:00	4	611	3.151	4	611	1.555	4	611	4.706
18:00 - 19:00	4	611	1.923	4	611	1.146	4	611	3.069
19:00 - 20:00	4	611	1.350	4	611	4.255	4	611	5.605
20:00 - 21:00	4	611	0.000	4	611	1.146	4	611	1.146
21:00 - 22:00	1	415	0.000	1	415	2.410	1	415	2.410
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.887			26.936			51.823

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

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

Calculation Reference: AUDIT-118301-250703-0746

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	KN	KENSINGTON AND CHELSEA	1 days
02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	3 days
	SS	SOUTHEND ON SEA	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
10	WALES		
	CO	CONWY	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days
	SA	SOUTH AYRSHIRE	1 days
	SR	STIRLING	2 days
14	LEINSTER		
	LU	LOUTH	3 days
	WX	WEXFORD	1 days
16	ULSTER (REPUBLIC OF IRELAND)		
	MG	MONAGHAN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 6 to 175 (units:)
Range Selected by User: 6 to 724 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 05/09/24

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

Selected survey days:

Monday	3 days
Tuesday	6 days
Wednesday	3 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	18

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	12
Built-Up Zone	4
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	24 days - Selected
Servicing vehicles Excluded	23 days - Selected

Secondary Filtering selection:

Use Class:

C3	19 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
25,001 to 50,000	6 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	5 days
50,001 to 75,000	6 days
75,001 to 100,000	3 days
125,001 to 250,000	4 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	16 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	19 days

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

PTAL Rating:

No PTAL Present	18 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1 CO-03-C-01 BLOCKS OF FLATS CONWY
MOSTYN BROADWAY
LLANDUDNO

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 37
Survey date: MONDAY *26/03/18* *Survey Type: MANUAL*

2 CT-03-C-01 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
WING ROAD
LEIGHTON BUZZARD
LINSLADE
Edge of Town Centre
Residential Zone
Total No of Dwellings: 175
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

3 CT-03-C-02 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
STANBRIDGE ROAD
LEIGHTON BUZZARD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

4 CT-03-C-03 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
COURT DRIVE
DUNSTABLE

Edge of Town Centre
No Sub Category
Total No of Dwellings: 146
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

5 CU-03-C-01 BLOCK OF FLATS CUMBERLAND
KING STREET
CARLISLE

Town Centre
Built-Up Zone
Total No of Dwellings: 40
Survey date: THURSDAY *12/06/14* *Survey Type: MANUAL*

6 HI-03-C-02 BLOCK OF FLATS HIGHLAND
KING STREET
NAIRN

Edge of Town Centre
Residential Zone
Total No of Dwellings: 16
Survey date: WEDNESDAY *19/04/23* *Survey Type: MANUAL*

7 KN-03-C-03 BLOCK OF FLATS KENSINGTON AND CHELSEA
ALLEN STREET
KENSINGTON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 72
Survey date: FRIDAY *11/05/12* *Survey Type: MANUAL*

8 LU-03-C-01 BLOCKS OF FLATS LOUTH
DONORE ROAD
DROGHEDA

Edge of Town Centre
Residential Zone
Total No of Dwellings: 52
Survey date: THURSDAY *12/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 LU-03-C-02 BLOCK OF FLATS LOUTH
NICHOLAS STREET
DUNDALK

Edge of Town Centre
Residential Zone
Total No of Dwellings: 33
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

10 LU-03-C-03 BLOCK OF FLATS LOUTH
NICHOLAS STREET
DUNDALK

Edge of Town Centre
Residential Zone
Total No of Dwellings: 20
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

11 MG-03-C-01 BLOCK OF FLATS MONAGHAN
MALL ROAD
MONAGHAN

Edge of Town Centre
No Sub Category
Total No of Dwellings: 28
Survey date: FRIDAY *06/09/13* *Survey Type: MANUAL*

12 NF-03-C-01 BLOCKS OF FLATS NORFOLK
PAGE STAIR LANE
KING'S LYNN

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 51
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

13 SA-03-C-01 BLOCK OF FLATS SOUTH AYRSHIRE
RACECOURSE ROAD
AYR

Edge of Town Centre
Residential Zone
Total No of Dwellings: 51
Survey date: TUESDAY *16/09/14* *Survey Type: MANUAL*

14 SF-03-C-01 BLOCKS OF FLATS SUFFOLK
STATION HILL
BURY ST EDMUNDS

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 85
Survey date: THURSDAY *18/12/14* *Survey Type: MANUAL*

15 SR-03-C-01 FLATS STIRLING
FORTHSIDE WAY
STIRLING

Edge of Town Centre
No Sub Category
Total No of Dwellings: 80
Survey date: WEDNESDAY *18/06/14* *Survey Type: MANUAL*

16 SR-03-C-02 FLATS STIRLING
ROSEBERRY TERRACE
STIRLING

Edge of Town Centre
Residential Zone
Total No of Dwellings: 48
Survey date: WEDNESDAY *18/06/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 SS-03-C-01 FLATS SOUTHEND ON SEA
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Total No of Dwellings: 6
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

18 SS-03-C-02 BLOCK OF FLATS SOUTHEND ON SEA
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Total No of Dwellings: 94
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

19 WX-03-C-01 BLOCKS OF FLATS WEXFORD
UPPER GEORGE'S STREET
WEXFORD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 28
Survey date: THURSDAY *20/04/23* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MA-03-C-01	COVID
MS-03-C-04	COVID
SF-03-C-05	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.36

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	59	0.036	19	59	0.133	19	59	0.169
08:00 - 09:00	19	59	0.060	19	59	0.183	19	59	0.243
09:00 - 10:00	19	59	0.070	19	59	0.087	19	59	0.157
10:00 - 11:00	19	59	0.069	19	59	0.089	19	59	0.158
11:00 - 12:00	19	59	0.074	19	59	0.091	19	59	0.165
12:00 - 13:00	19	59	0.115	19	59	0.089	19	59	0.204
13:00 - 14:00	19	59	0.087	19	59	0.094	19	59	0.181
14:00 - 15:00	19	59	0.077	19	59	0.090	19	59	0.167
15:00 - 16:00	19	59	0.103	19	59	0.077	19	59	0.180
16:00 - 17:00	19	59	0.128	19	59	0.082	19	59	0.210
17:00 - 18:00	19	59	0.172	19	59	0.105	19	59	0.277
18:00 - 19:00	19	59	0.176	19	59	0.101	19	59	0.277
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.167			1.221			2.388

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

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

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Parameter summary

Trip rate parameter range selected:	6 - 175 (units:)
Survey date date range:	01/01/10 - 05/09/24
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

Calculation Reference: AUDIT-118301-250703-0749

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
03	SOUTH WEST		
	PL	PLYMOUTH	1 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NG	NOTTINGHAM	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AL	CALDERDALE	1 days
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
	DH	DURHAM	1 days
	TV	TEES VALLEY	1 days
	TW	TYNE & WEAR	1 days
10	WALES		
	CF	CARDIFF	2 days
	NW	NEWPORT	1 days
11	SCOTLAND		
	HI	HIGHLAND	2 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1200 to 10300 (units: sqm)
Range Selected by User:	720 to 17624 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 12/11/21

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

Selected survey days:

Monday	7 days
Tuesday	4 days
Wednesday	4 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	22 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	13
Edge of Town Centre	9

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

Selected Location Sub Categories:

Commercial Zone	2
Development Zone	2
Residential Zone	2
Built-Up Zone	8
High Street	3
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	17 days - Selected

Secondary Filtering selection:

Use Class:

C1	22 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	5 days
25,001 to 50,000	11 days
50,001 to 100,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	5 days
125,001 to 250,000	4 days
250,001 to 500,000	7 days
500,001 or More	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	3 days
0.6 to 1.0	12 days
1.1 to 1.5	7 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	22 days

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

PTAL Rating:

No PTAL Present	22 days

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

LIST OF SITES relevant to selection parameters

1 AL-06-A-01 TRAVELODGE CALDERDALE
DEAN CLOUGH
HALIFAX

Edge of Town Centre
Development Zone
Total Gross floor area: 2675 sqm
Survey date: MONDAY 22/10/18 Survey Type: MANUAL

2 BH-06-A-01 HOTEL BRIGHTON & HOVE
KINGS ROAD
BRIGHTON

Town Centre
Built-Up Zone
Total Gross floor area: 10300 sqm
Survey date: WEDNESDAY 16/10/19 Survey Type: MANUAL

3 CF-06-A-03 HOLIDAY INN EXPRESS CARDIFF
LONGUEIL CLOSE
CARDIFF

Edge of Town Centre
Residential Zone
Total Gross floor area: 2725 sqm
Survey date: MONDAY 16/07/12 Survey Type: MANUAL

4 CF-06-A-04 TRAVELODGE CARDIFF
THE FRIARY
CARDIFF

Town Centre
Built-Up Zone
Total Gross floor area: 3500 sqm
Survey date: MONDAY 16/07/12 Survey Type: MANUAL

5 CU-06-A-01 HOTEL CUMBERLAND
ENGLISH STREET
CARLISLE

Town Centre
High Street
Total Gross floor area: 2450 sqm
Survey date: MONDAY 20/06/16 Survey Type: MANUAL

6 DH-06-A-01 PREMIER INN DURHAM
FREEMANS PLACE
DURHAM
MILLENNIUM PLACE
Edge of Town Centre
Development Zone
Total Gross floor area: 3570 sqm
Survey date: THURSDAY 04/12/08 Survey Type: MANUAL

7 DY-06-A-02 JURY'S INN DERBY
KING STREET
DERBY

Town Centre
Commercial Zone
Total Gross floor area: 1200 sqm
Survey date: TUESDAY 19/07/11 Survey Type: MANUAL

8 GM-06-A-08 IBIS GREATER MANCHESTER
PORTLAND STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 3600 sqm
Survey date: MONDAY 26/09/16 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 HE-06-A-01 HOTEL HEREFORDSHIRE
BROAD STREET
HEREFORD

Town Centre
No Sub Category
Total Gross floor area: 3096 sqm
Survey date: THURSDAY *02/03/06* *Survey Type: MANUAL*

10 HI-06-A-04 HOTEL HIGHLAND
ACADEMY STREET
INVERNESS

Town Centre
High Street
Total Gross floor area: 5460 sqm
Survey date: FRIDAY *13/05/11* *Survey Type: MANUAL*

11 HI-06-A-05 BEST WESTERN HIGHLAND
NESS WALK
INVERNESS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2990 sqm
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

12 NF-06-A-01 HOTEL NORFOLK
PALACE STREET
NORWICH
TOMBLANDS
Edge of Town Centre
No Sub Category
Total Gross floor area: 3530 sqm
Survey date: WEDNESDAY *16/05/07* *Survey Type: MANUAL*

13 NF-06-A-04 HOTEL NORFOLK
THORPE ROAD
NORWICH
THORPE HAMLET
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1650 sqm
Survey date: MONDAY *25/11/19* *Survey Type: MANUAL*

14 NG-06-A-02 PREMIER INN NOTTINGHAM
LONDON ROAD
NOTTINGHAM

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 6000 sqm
Survey date: MONDAY *24/06/13* *Survey Type: MANUAL*

15 NN-06-A-01 COMFORT INN NORTH NORTHAMPTONSHIRE
HIGH STREET
KETTERING

Town Centre
No Sub Category
Total Gross floor area: 5868 sqm
Survey date: FRIDAY *06/05/05* *Survey Type: MANUAL*

16 NW-06-A-01 TRAVELODGE NEWPORT
BRIDGE STREET
NEWPORT

Town Centre
High Street
Total Gross floor area: 3750 sqm
Survey date: THURSDAY *14/10/10* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 NY-06-A-01 ASCEND HOTEL NORTH YORKSHIRE
PARK PARADE
HARROGATE

Edge of Town Centre
Residential Zone
Total Gross floor area: 5140 sqm
Survey date: TUESDAY 23/10/18 Survey Type: MANUAL

18 PL-06-A-02 PREMIER INN PLYMOUTH
SUTTON ROAD
PLYMOUTH
SUTTON HARBOUR
Edge of Town Centre
No Sub Category
Total Gross floor area: 3420 sqm
Survey date: WEDNESDAY 21/10/09 Survey Type: MANUAL

19 SD-06-A-02 HOLIDAY INN EXPRESS SWINDON
BRIDGE STREET
SWINDON

Town Centre
Built-Up Zone
Total Gross floor area: 2227 sqm
Survey date: WEDNESDAY 27/11/13 Survey Type: MANUAL

20 TV-06-A-04 THISTLE TEES VALLEY
FRY STREET
MIDDLESBROUGH

Town Centre
Commercial Zone
Total Gross floor area: 9850 sqm
Survey date: THURSDAY 03/10/13 Survey Type: MANUAL

21 TW-06-A-03 HOTEL TYNE & WEAR
SANDHILL
NEWCASTLE UPON TYNE
QUAYSIDE
Town Centre
Built-Up Zone
Total Gross floor area: 1450 sqm
Survey date: TUESDAY 14/06/16 Survey Type: MANUAL

22 WM-06-A-01 HOTEL WEST MIDLANDS
LICHFIELD ROAD
WOLVERHAMPTON

Town Centre
No Sub Category
Total Gross floor area: 5768 sqm
Survey date: TUESDAY 21/02/06 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
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.85

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	10300	0.029	1	10300	0.019	1	10300	0.048
07:00 - 08:00	22	4101	0.136	22	4101	0.215	22	4101	0.351
08:00 - 09:00	22	4101	0.234	22	4101	0.300	22	4101	0.534
09:00 - 10:00	22	4101	0.231	22	4101	0.262	22	4101	0.493
10:00 - 11:00	22	4101	0.209	22	4101	0.209	22	4101	0.418
11:00 - 12:00	22	4101	0.143	22	4101	0.193	22	4101	0.336
12:00 - 13:00	22	4101	0.182	22	4101	0.186	22	4101	0.368
13:00 - 14:00	22	4101	0.163	22	4101	0.137	22	4101	0.300
14:00 - 15:00	22	4101	0.165	22	4101	0.144	22	4101	0.309
15:00 - 16:00	22	4101	0.182	22	4101	0.205	22	4101	0.387
16:00 - 17:00	22	4101	0.207	22	4101	0.182	22	4101	0.389
17:00 - 18:00	22	4101	0.243	22	4101	0.174	22	4101	0.417
18:00 - 19:00	22	4101	0.234	22	4101	0.143	22	4101	0.377
19:00 - 20:00	20	4068	0.203	20	4068	0.143	20	4068	0.346
20:00 - 21:00	20	4068	0.133	20	4068	0.107	20	4068	0.240
21:00 - 22:00	20	4068	0.116	20	4068	0.081	20	4068	0.197
22:00 - 23:00	1	3570	0.308	1	3570	0.392	1	3570	0.700
23:00 - 24:00									
Total Rates:			3.118			3.092			6.210

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

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

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Parameter summary

Trip rate parameter range selected:	1200 - 10300 (units: sqm)
Survey date date range:	01/01/05 - 12/11/21
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	10300	0.000	1	10300	0.000	1	10300	0.000
07:00 - 08:00	22	4101	0.006	22	4101	0.004	22	4101	0.010
08:00 - 09:00	22	4101	0.009	22	4101	0.009	22	4101	0.018
09:00 - 10:00	22	4101	0.009	22	4101	0.008	22	4101	0.017
10:00 - 11:00	22	4101	0.001	22	4101	0.002	22	4101	0.003
11:00 - 12:00	22	4101	0.001	22	4101	0.001	22	4101	0.002
12:00 - 13:00	22	4101	0.003	22	4101	0.004	22	4101	0.007
13:00 - 14:00	22	4101	0.002	22	4101	0.001	22	4101	0.003
14:00 - 15:00	22	4101	0.002	22	4101	0.003	22	4101	0.005
15:00 - 16:00	22	4101	0.001	22	4101	0.001	22	4101	0.002
16:00 - 17:00	22	4101	0.001	22	4101	0.001	22	4101	0.002
17:00 - 18:00	22	4101	0.001	22	4101	0.001	22	4101	0.002
18:00 - 19:00	22	4101	0.001	22	4101	0.001	22	4101	0.002
19:00 - 20:00	20	4068	0.000	20	4068	0.000	20	4068	0.000
20:00 - 21:00	20	4068	0.000	20	4068	0.000	20	4068	0.000
21:00 - 22:00	20	4068	0.000	20	4068	0.000	20	4068	0.000
22:00 - 23:00	1	3570	0.000	1	3570	0.000	1	3570	0.000
23:00 - 24:00									
Total Rates:			0.037			0.036			0.073

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	10300	0.000	1	10300	0.000	1	10300	0.000
07:00 - 08:00	22	4101	0.001	22	4101	0.001	22	4101	0.002
08:00 - 09:00	22	4101	0.001	22	4101	0.002	22	4101	0.003
09:00 - 10:00	22	4101	0.001	22	4101	0.001	22	4101	0.002
10:00 - 11:00	22	4101	0.000	22	4101	0.000	22	4101	0.000
11:00 - 12:00	22	4101	0.000	22	4101	0.000	22	4101	0.000
12:00 - 13:00	22	4101	0.000	22	4101	0.000	22	4101	0.000
13:00 - 14:00	22	4101	0.000	22	4101	0.000	22	4101	0.000
14:00 - 15:00	22	4101	0.000	22	4101	0.000	22	4101	0.000
15:00 - 16:00	22	4101	0.001	22	4101	0.002	22	4101	0.003
16:00 - 17:00	22	4101	0.001	22	4101	0.000	22	4101	0.001
17:00 - 18:00	22	4101	0.003	22	4101	0.003	22	4101	0.006
18:00 - 19:00	22	4101	0.001	22	4101	0.001	22	4101	0.002
19:00 - 20:00	20	4068	0.000	20	4068	0.000	20	4068	0.000
20:00 - 21:00	20	4068	0.000	20	4068	0.000	20	4068	0.000
21:00 - 22:00	20	4068	0.000	20	4068	0.000	20	4068	0.000
22:00 - 23:00	1	3570	0.000	1	3570	0.000	1	3570	0.000
23:00 - 24:00									
Total Rates:			0.009			0.010			0.019

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	10300	0.000	1	10300	0.000	1	10300	0.000
07:00 - 08:00	22	4101	0.008	22	4101	0.000	22	4101	0.008
08:00 - 09:00	22	4101	0.003	22	4101	0.004	22	4101	0.007
09:00 - 10:00	22	4101	0.001	22	4101	0.002	22	4101	0.003
10:00 - 11:00	22	4101	0.001	22	4101	0.001	22	4101	0.002
11:00 - 12:00	22	4101	0.002	22	4101	0.001	22	4101	0.003
12:00 - 13:00	22	4101	0.001	22	4101	0.004	22	4101	0.005
13:00 - 14:00	22	4101	0.002	22	4101	0.003	22	4101	0.005
14:00 - 15:00	22	4101	0.004	22	4101	0.004	22	4101	0.008
15:00 - 16:00	22	4101	0.007	22	4101	0.003	22	4101	0.010
16:00 - 17:00	22	4101	0.001	22	4101	0.008	22	4101	0.009
17:00 - 18:00	22	4101	0.002	22	4101	0.002	22	4101	0.004
18:00 - 19:00	22	4101	0.007	22	4101	0.003	22	4101	0.010
19:00 - 20:00	20	4068	0.002	20	4068	0.001	20	4068	0.003
20:00 - 21:00	20	4068	0.001	20	4068	0.000	20	4068	0.001
21:00 - 22:00	20	4068	0.001	20	4068	0.000	20	4068	0.001
22:00 - 23:00	1	3570	0.000	1	3570	0.000	1	3570	0.000
23:00 - 24:00									
Total Rates:			0.043			0.036			0.079

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	10300	0.010	1	10300	0.019	1	10300	0.029
07:00 - 08:00	22	4101	0.163	22	4101	0.279	22	4101	0.442
08:00 - 09:00	22	4101	0.299	22	4101	0.415	22	4101	0.714
09:00 - 10:00	22	4101	0.300	22	4101	0.400	22	4101	0.700
10:00 - 11:00	22	4101	0.286	22	4101	0.307	22	4101	0.593
11:00 - 12:00	22	4101	0.198	22	4101	0.313	22	4101	0.511
12:00 - 13:00	22	4101	0.280	22	4101	0.273	22	4101	0.553
13:00 - 14:00	22	4101	0.238	22	4101	0.182	22	4101	0.420
14:00 - 15:00	22	4101	0.265	22	4101	0.187	22	4101	0.452
15:00 - 16:00	22	4101	0.269	22	4101	0.263	22	4101	0.532
16:00 - 17:00	22	4101	0.326	22	4101	0.252	22	4101	0.578
17:00 - 18:00	22	4101	0.336	22	4101	0.214	22	4101	0.550
18:00 - 19:00	22	4101	0.333	22	4101	0.203	22	4101	0.536
19:00 - 20:00	20	4068	0.317	20	4068	0.203	20	4068	0.520
20:00 - 21:00	20	4068	0.207	20	4068	0.140	20	4068	0.347
21:00 - 22:00	20	4068	0.152	20	4068	0.096	20	4068	0.248
22:00 - 23:00	1	3570	0.364	1	3570	0.448	1	3570	0.812
23:00 - 24:00									
Total Rates:			4.343			4.194			8.537

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	10300	0.029	1	10300	0.000	1	10300	0.029
07:00 - 08:00	22	4101	0.069	22	4101	0.059	22	4101	0.128
08:00 - 09:00	22	4101	0.131	22	4101	0.183	22	4101	0.314
09:00 - 10:00	22	4101	0.142	22	4101	0.196	22	4101	0.338
10:00 - 11:00	22	4101	0.174	22	4101	0.255	22	4101	0.429
11:00 - 12:00	22	4101	0.195	22	4101	0.227	22	4101	0.422
12:00 - 13:00	22	4101	0.273	22	4101	0.224	22	4101	0.497
13:00 - 14:00	22	4101	0.213	22	4101	0.295	22	4101	0.508
14:00 - 15:00	22	4101	0.217	22	4101	0.276	22	4101	0.493
15:00 - 16:00	22	4101	0.181	22	4101	0.196	22	4101	0.377
16:00 - 17:00	22	4101	0.200	22	4101	0.231	22	4101	0.431
17:00 - 18:00	22	4101	0.282	22	4101	0.257	22	4101	0.539
18:00 - 19:00	22	4101	0.284	22	4101	0.318	22	4101	0.602
19:00 - 20:00	20	4068	0.257	20	4068	0.304	20	4068	0.561
20:00 - 21:00	20	4068	0.218	20	4068	0.202	20	4068	0.420
21:00 - 22:00	20	4068	0.227	20	4068	0.112	20	4068	0.339
22:00 - 23:00	1	3570	0.000	1	3570	0.000	1	3570	0.000
23:00 - 24:00									
Total Rates:			3.092			3.335			6.427

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	10300	0.068	1	10300	0.039	1	10300	0.107
07:00 - 08:00	22	4101	0.063	22	4101	0.017	22	4101	0.080
08:00 - 09:00	22	4101	0.030	22	4101	0.114	22	4101	0.144
09:00 - 10:00	22	4101	0.039	22	4101	0.081	22	4101	0.120
10:00 - 11:00	22	4101	0.030	22	4101	0.041	22	4101	0.071
11:00 - 12:00	22	4101	0.044	22	4101	0.032	22	4101	0.076
12:00 - 13:00	22	4101	0.032	22	4101	0.042	22	4101	0.074
13:00 - 14:00	22	4101	0.094	22	4101	0.063	22	4101	0.157
14:00 - 15:00	22	4101	0.093	22	4101	0.085	22	4101	0.178
15:00 - 16:00	22	4101	0.094	22	4101	0.079	22	4101	0.173
16:00 - 17:00	22	4101	0.064	22	4101	0.034	22	4101	0.098
17:00 - 18:00	22	4101	0.094	22	4101	0.010	22	4101	0.104
18:00 - 19:00	22	4101	0.055	22	4101	0.028	22	4101	0.083
19:00 - 20:00	20	4068	0.028	20	4068	0.033	20	4068	0.061
20:00 - 21:00	20	4068	0.022	20	4068	0.006	20	4068	0.028
21:00 - 22:00	20	4068	0.014	20	4068	0.001	20	4068	0.015
22:00 - 23:00	1	3570	0.000	1	3570	0.000	1	3570	0.000
23:00 - 24:00									
Total Rates:			0.864			0.705			1.569

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.85

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	10300	0.107	1	10300	0.058	1	10300	0.165
07:00 - 08:00	22	4101	0.303	22	4101	0.355	22	4101	0.658
08:00 - 09:00	22	4101	0.463	22	4101	0.716	22	4101	1.179
09:00 - 10:00	22	4101	0.482	22	4101	0.679	22	4101	1.161
10:00 - 11:00	22	4101	0.491	22	4101	0.604	22	4101	1.095
11:00 - 12:00	22	4101	0.440	22	4101	0.573	22	4101	1.013
12:00 - 13:00	22	4101	0.586	22	4101	0.543	22	4101	1.129
13:00 - 14:00	22	4101	0.548	22	4101	0.543	22	4101	1.091
14:00 - 15:00	22	4101	0.580	22	4101	0.553	22	4101	1.133
15:00 - 16:00	22	4101	0.551	22	4101	0.541	22	4101	1.092
16:00 - 17:00	22	4101	0.591	22	4101	0.524	22	4101	1.115
17:00 - 18:00	22	4101	0.714	22	4101	0.483	22	4101	1.197
18:00 - 19:00	22	4101	0.678	22	4101	0.552	22	4101	1.230
19:00 - 20:00	20	4068	0.605	20	4068	0.541	20	4068	1.146
20:00 - 21:00	20	4068	0.447	20	4068	0.348	20	4068	0.795
21:00 - 22:00	20	4068	0.395	20	4068	0.209	20	4068	0.604
22:00 - 23:00	1	3570	0.364	1	3570	0.448	1	3570	0.812
23:00 - 24:00									
Total Rates:			8.345			8.270			16.615

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: C - LEISURE CENTRE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day
09	**NORTH**		
	CU	CUMBERLAND	1 day
10	**WALES**		
	WR	WREXHAM	1 day
13	**MUNSTER**		
	TI	TIPPERARY	1 day

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

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Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	360 to 17000 (units:sqm)
Range Selected by User:	360 to 17000 (units:sqm)
Parking Spaces Range:	0 - 690

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 21/06/24

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

Selected survey days:

Thursday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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

Selected Locations:

Edge of Town Centre	2 days
Town Centre	2 days

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:

Built-Up Zone	3 days
No Sub Category	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	4 days

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Secondary Filtering Selection:

Use Class:

F2(d)	1 surveys
N/A	3 surveys

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

Population within 500m Range:

200 - 8560

Population within 1 mile:

25,001 to 50,000	2 surveys
5,001 to 10,000	2 surveys

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 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	3 surveys

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.

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Petrol filling station:

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	4 surveys

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

PTAL Rating:

No PTAL Present	4 surveys

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.

COVID-19 Restrictions:

No

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1 **CU-07-C-03** **SWIMMING & FITNESS CENTRE** **CUMBERLAND**
JAMES STREET
CARLISLE
Edge of Town Centre
Built-Up Zone
Site area: 0.58 hect
Survey date: Wednesday 22/06/2016 Survey Type: Unknown

2 **NY-07-C-01** **SWIMMING POOL** **NORTH YORKSHIRE**
MILL LANE
PICKERING
Edge of Town Centre
No Sub Category
Site area: 0.43 hect
Survey date: Thursday 13/10/2011 Survey Type: Unknown

3 **TI-07-C-01** **SWIMMING POOL** **TIPPERARY**
MICK DELAHUNTY SQUARE
CLONMEL
Town Centre
Built-Up Zone
Site area: 0.41 hect
Survey date: Wednesday 22/06/2011 Survey Type: Unknown

4 **WR-07-C-01** **SWIMMING POOL** **WREXHAM**
BODHYFRYD
WREXHAM
Town Centre
Built-Up Zone
Site area: 0.79 hect
Survey date: Wednesday 12/10/2011 Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-07-C-01	22-06-2010	Not swimming pool only
DN-07-C-01	29-11-2011	Not swimming pool only
DO-07-C-01	21-11-2018	Not swimming pool only
DV-07-C-02	05-07-2017	Not swimming pool only
DY-07-C-01	25-09-2019	Not swimming pool only
EL-07-C-01	25-04-2018	Not swimming pool only
NF-07-C-05	20-09-2022	Not swimming pool only
NG-07-C-03	26-06-2013	Not swimming pool only
RO-07-C-01	10-10-2012	Not swimming pool only
SD-07-C-01	21-09-2016	Not swimming pool only
WS-07-C-07	13-05-2022	Not swimming pool only

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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**2**	**1950**	**0.385**	**0.077**	**0.462**
07:00-08:00	**4**	**1888**	**0.887**	**0.305**	**1.192**
08:00-09:00	**4**	**1888**	**0.940**	**0.742**	**1.682**
09:00-10:00	**4**	**1888**	**1.020**	**0.728**	**1.748**
10:00-11:00	**4**	**1888**	**1.033**	**0.781**	**1.814**
11:00-12:00	**4**	**1888**	**0.742**	**0.967**	**1.709**
12:00-13:00	**4**	**1888**	**0.768**	**0.675**	**1.443**
13:00-14:00	**4**	**1888**	**0.795**	**0.583**	**1.378**
14:00-15:00	**4**	**1888**	**0.808**	**0.570**	**1.378**
15:00-16:00	**4**	**1888**	**1.205**	**0.755**	**1.960**
16:00-17:00	**4**	**1888**	**2.013**	**1.391**	**3.404**
17:00-18:00	**4**	**1888**	**1.868**	**1.881**	**3.749**
18:00-19:00	**4**	**1888**	**2.000**	**2.026**	**4.026**
19:00-20:00	**4**	**1888**	**0.940**	**1.656**	**2.596**
20:00-21:00	**4**	**1888**	**0.397**	**1.695**	**2.092**
21:00-22:00	**4**	**1888**	**0.066**	**0.887**	**0.953**
22:00-23:00	**1**	**2800**	**0.000**	**0.036**	**0.036**
23:00-00:00					
Total Rates:			**15.867**	**15.755**	**31.622**

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

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

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Parameter Summary:

Trip rate parameter range selected:	360 - 17000 (units: sqm)
Survey date date range:	22/06/2011 - 22/06/2016
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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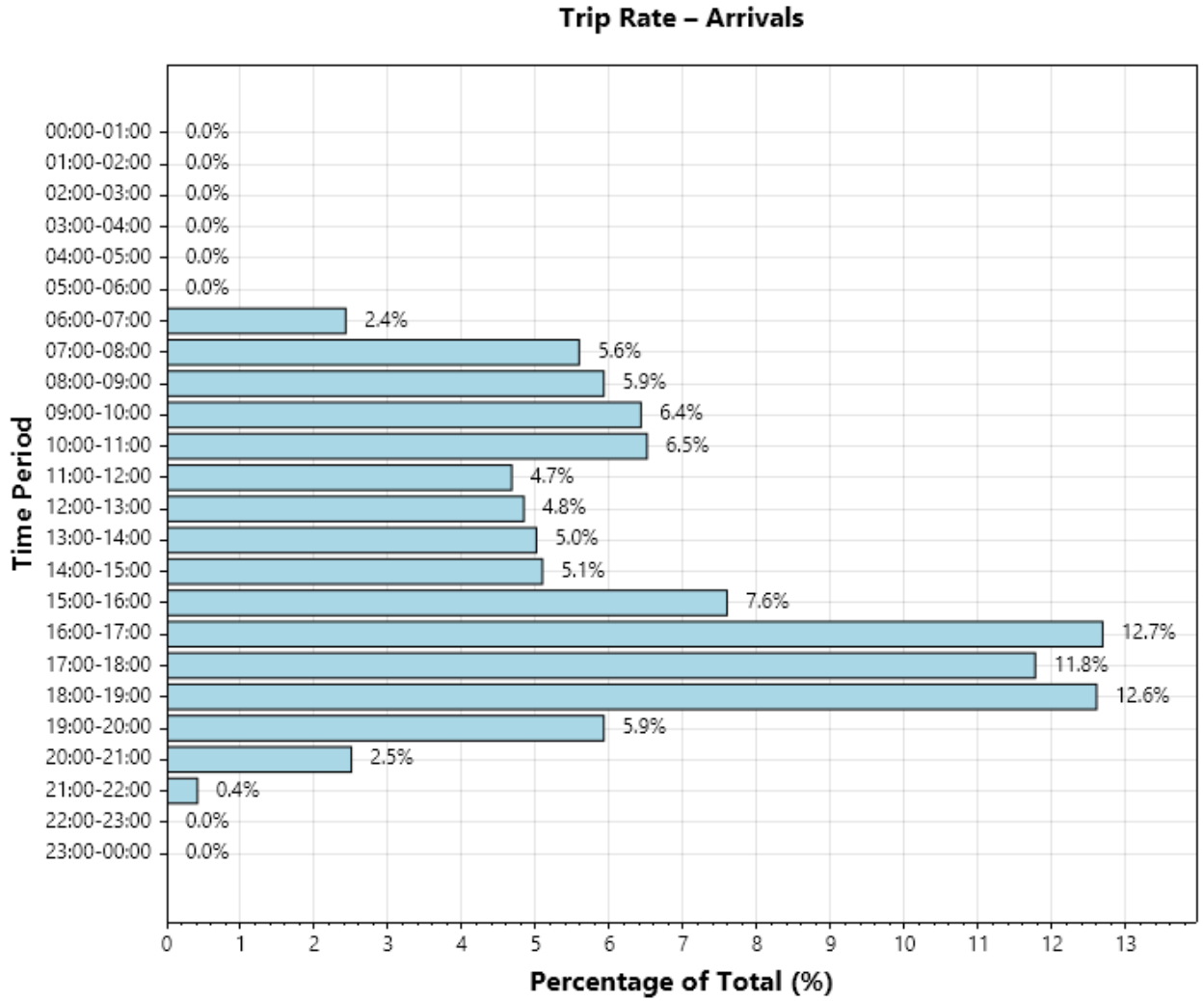
Trip Rate Total Vehicles – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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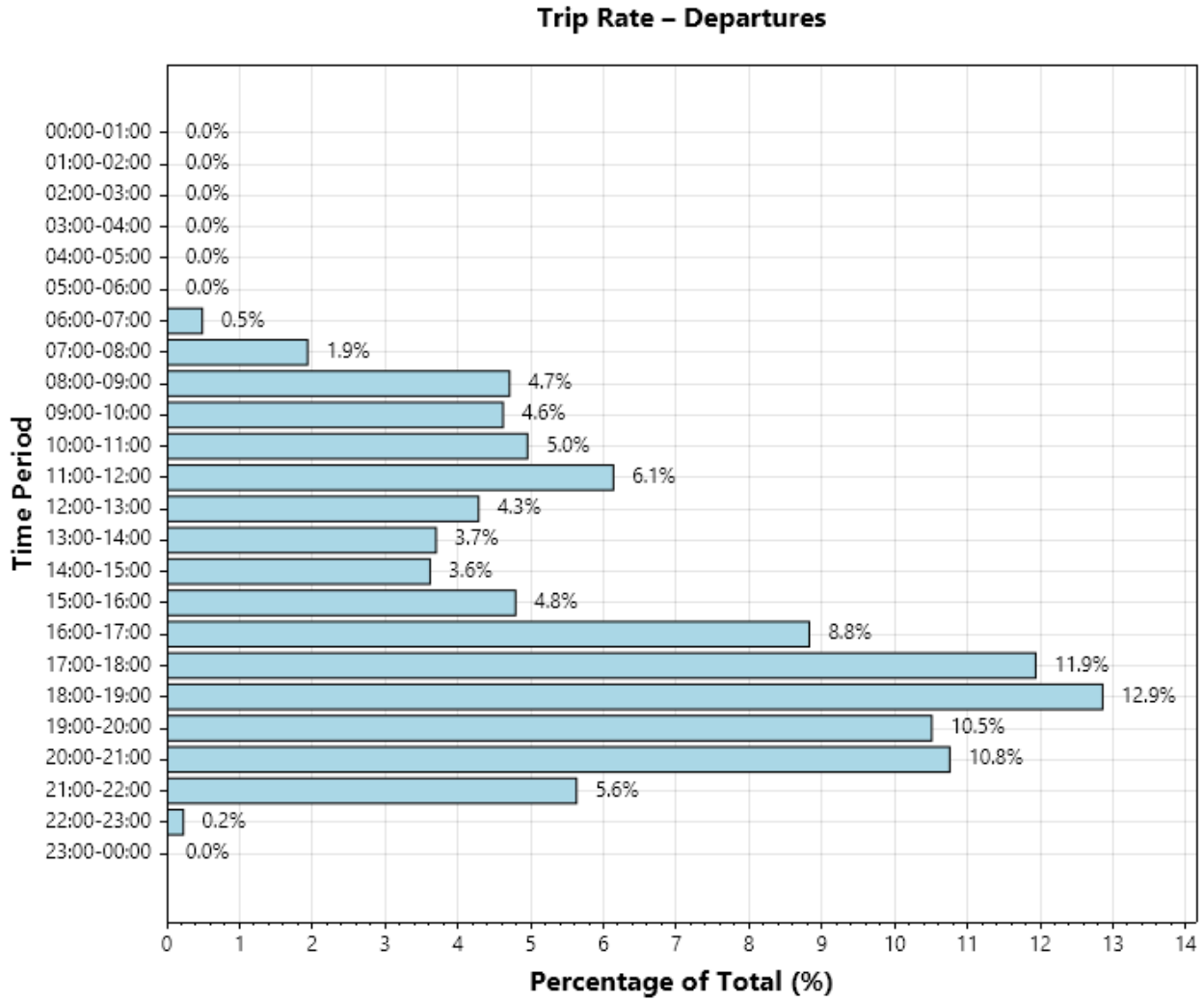
Trip Rate Total Vehicles – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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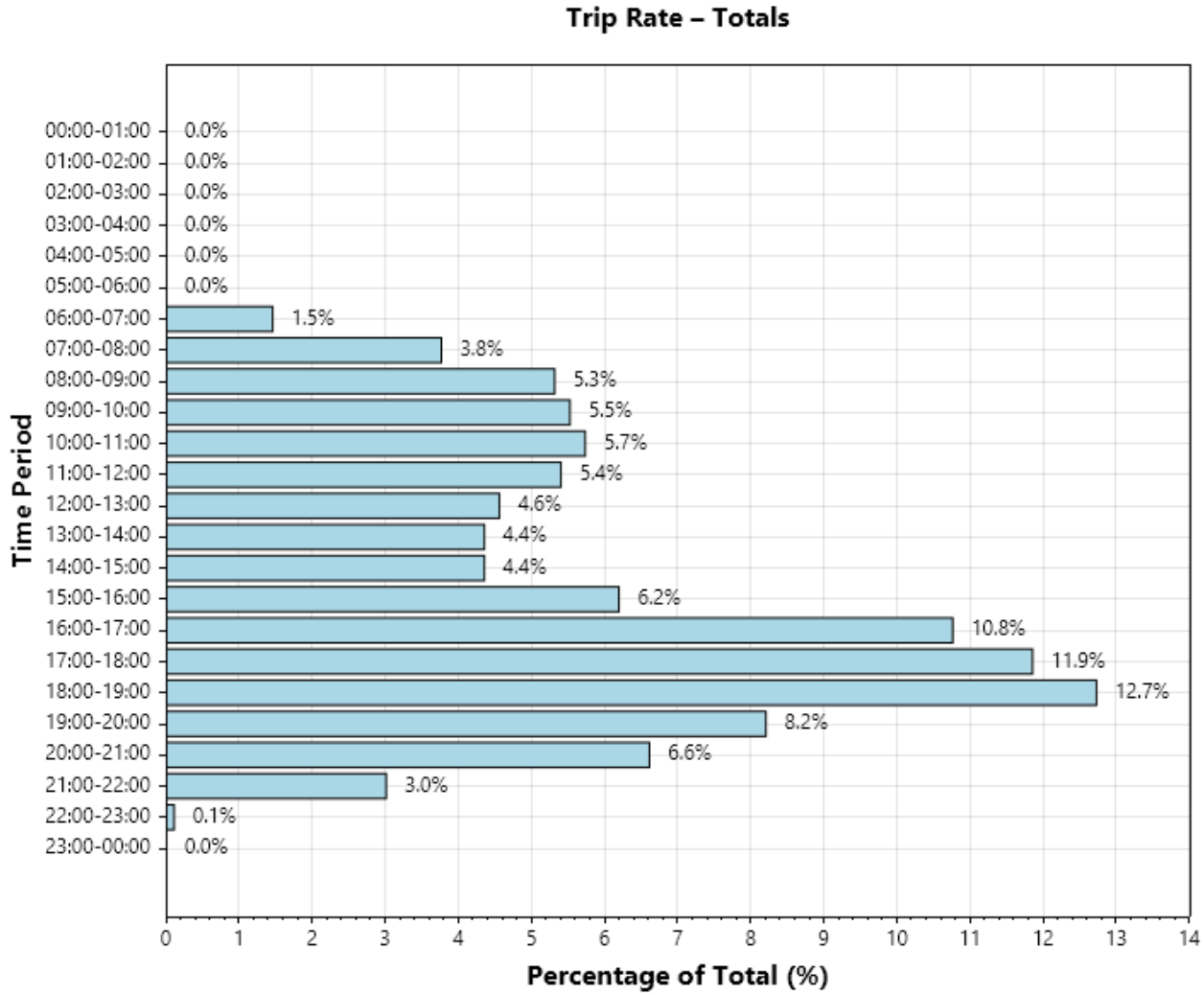
Trip Rate Total Vehicles – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**2**	**1950**	**0.487**	**0.077**	**0.564**
07:00-08:00	**4**	**1888**	**1.179**	**0.344**	**1.523**
08:00-09:00	**4**	**1888**	**1.364**	**1.060**	**2.424**
09:00-10:00	**4**	**1888**	**3.695**	**1.205**	**4.900**
10:00-11:00	**4**	**1888**	**3.457**	**1.947**	**5.404**
11:00-12:00	**4**	**1888**	**2.450**	**4.742**	**7.192**
12:00-13:00	**4**	**1888**	**1.377**	**2.159**	**3.536**
13:00-14:00	**4**	**1888**	**2.596**	**1.391**	**3.987**
14:00-15:00	**4**	**1888**	**1.748**	**2.013**	**3.761**
15:00-16:00	**4**	**1888**	**2.993**	**1.775**	**4.768**
16:00-17:00	**4**	**1888**	**4.795**	**2.848**	**7.643**
17:00-18:00	**4**	**1888**	**3.788**	**4.066**	**7.854**
18:00-19:00	**4**	**1888**	**3.404**	**3.828**	**7.232**
19:00-20:00	**4**	**1888**	**1.722**	**3.563**	**5.285**
20:00-21:00	**4**	**1888**	**0.556**	**3.126**	**3.682**
21:00-22:00	**4**	**1888**	**0.066**	**1.205**	**1.271**
22:00-23:00	**1**	**2800**	**0.000**	**0.071**	**0.071**
23:00-00:00					
Total Rates:			**35.677**	**35.420**	**71.097**

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

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

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Parameter Summary:

Trip rate parameter range selected:	360 - 17000 (units: sqm)
Survey date date range:	22/06/2011 - 22/06/2016
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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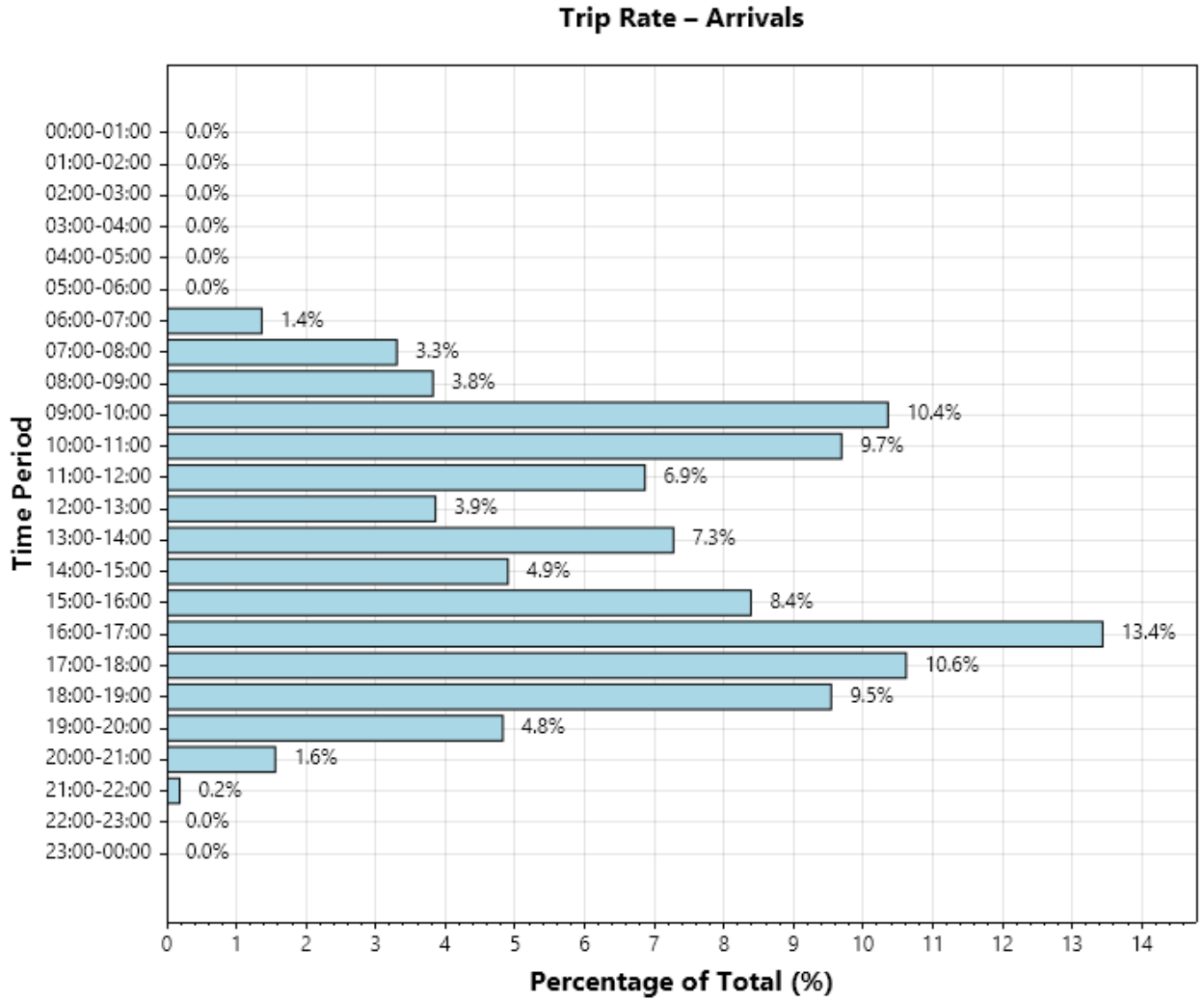
Trip Rate Total People – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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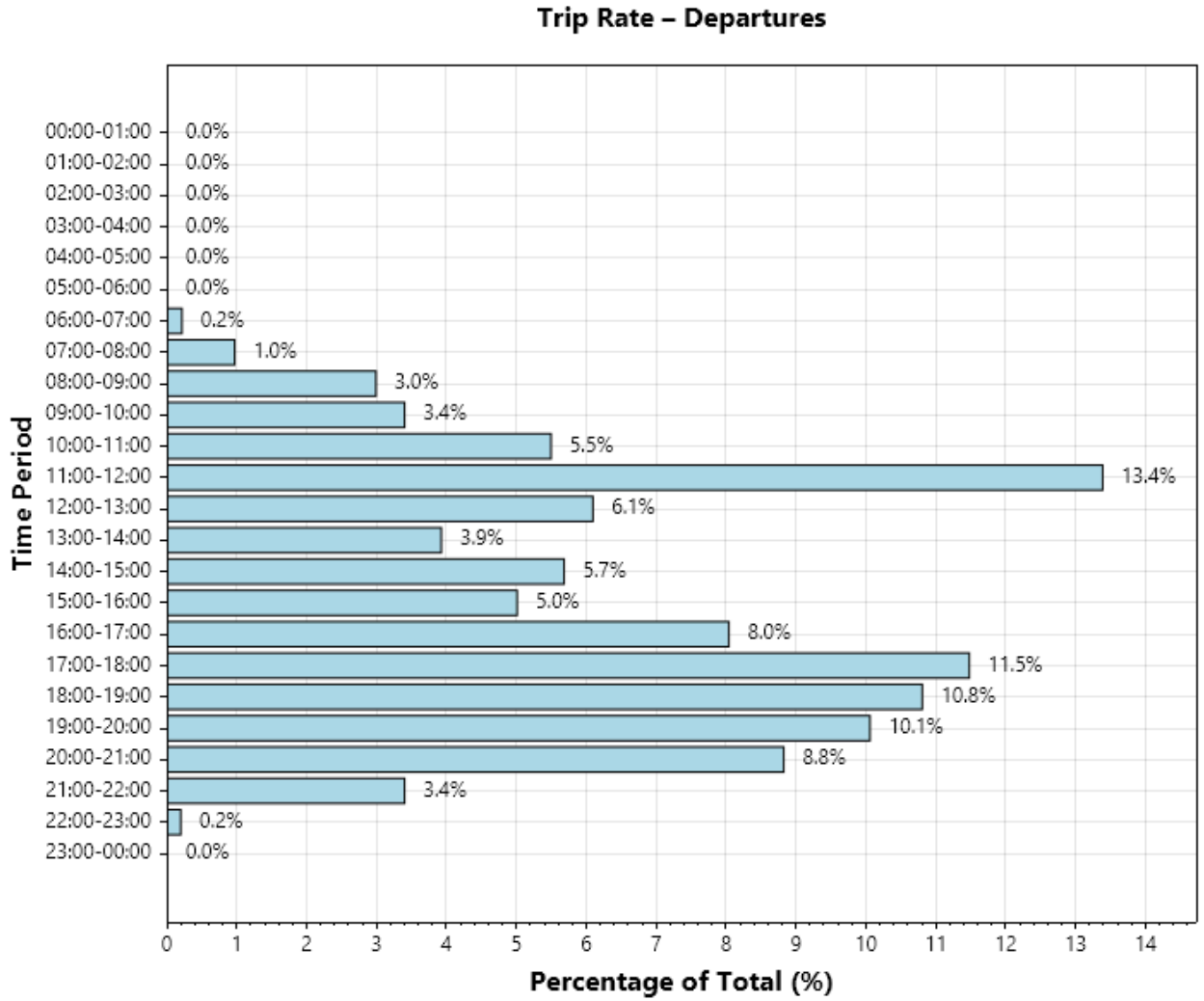
Trip Rate Total People – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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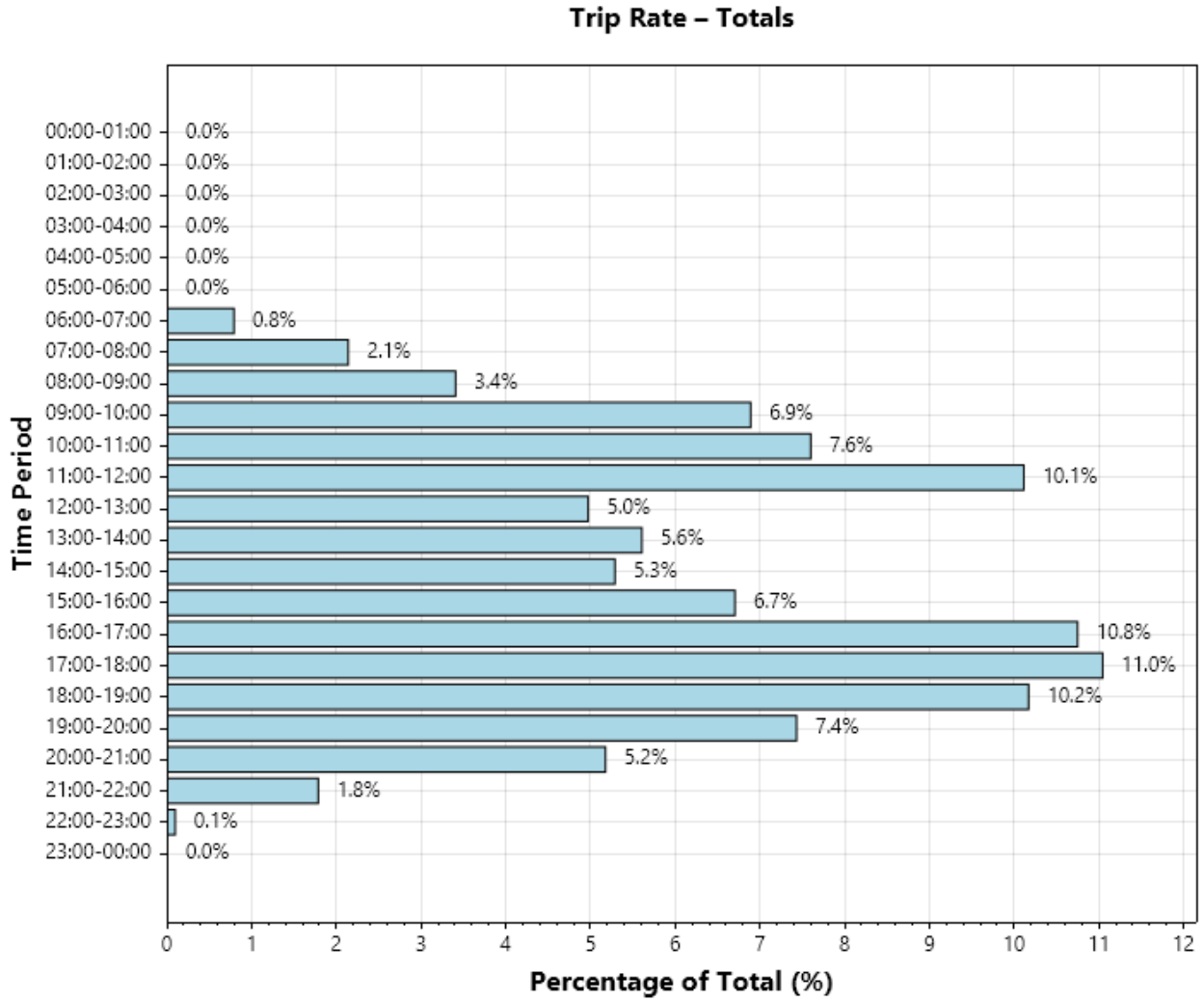
Trip Rate Total People – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**2**	**1950**	**0.000**	**0.000**	**0.000**
07:00-08:00	**4**	**1888**	**0.013**	**0.000**	**0.013**
08:00-09:00	**4**	**1888**	**0.026**	**0.013**	**0.039**
09:00-10:00	**4**	**1888**	**0.079**	**0.026**	**0.105**
10:00-11:00	**4**	**1888**	**0.040**	**0.053**	**0.093**
11:00-12:00	**4**	**1888**	**0.053**	**0.026**	**0.079**
12:00-13:00	**4**	**1888**	**0.000**	**0.026**	**0.026**
13:00-14:00	**4**	**1888**	**0.000**	**0.013**	**0.013**
14:00-15:00	**4**	**1888**	**0.013**	**0.013**	**0.026**
15:00-16:00	**4**	**1888**	**0.013**	**0.000**	**0.013**
16:00-17:00	**4**	**1888**	**0.040**	**0.026**	**0.066**
17:00-18:00	**4**	**1888**	**0.013**	**0.013**	**0.026**
18:00-19:00	**4**	**1888**	**0.026**	**0.026**	**0.052**
19:00-20:00	**4**	**1888**	**0.013**	**0.066**	**0.079**
20:00-21:00	**4**	**1888**	**0.000**	**0.026**	**0.026**
21:00-22:00	**4**	**1888**	**0.000**	**0.013**	**0.013**
22:00-23:00	**1**	**2800**	**0.000**	**0.000**	**0.000**
23:00-00:00					
Total Rates:			**0.329**	**0.340**	**0.669**

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

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

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Parameter Summary:

Trip rate parameter range selected:	360 - 17000 (units: sqm)
Survey date date range:	22/06/2011 - 22/06/2016
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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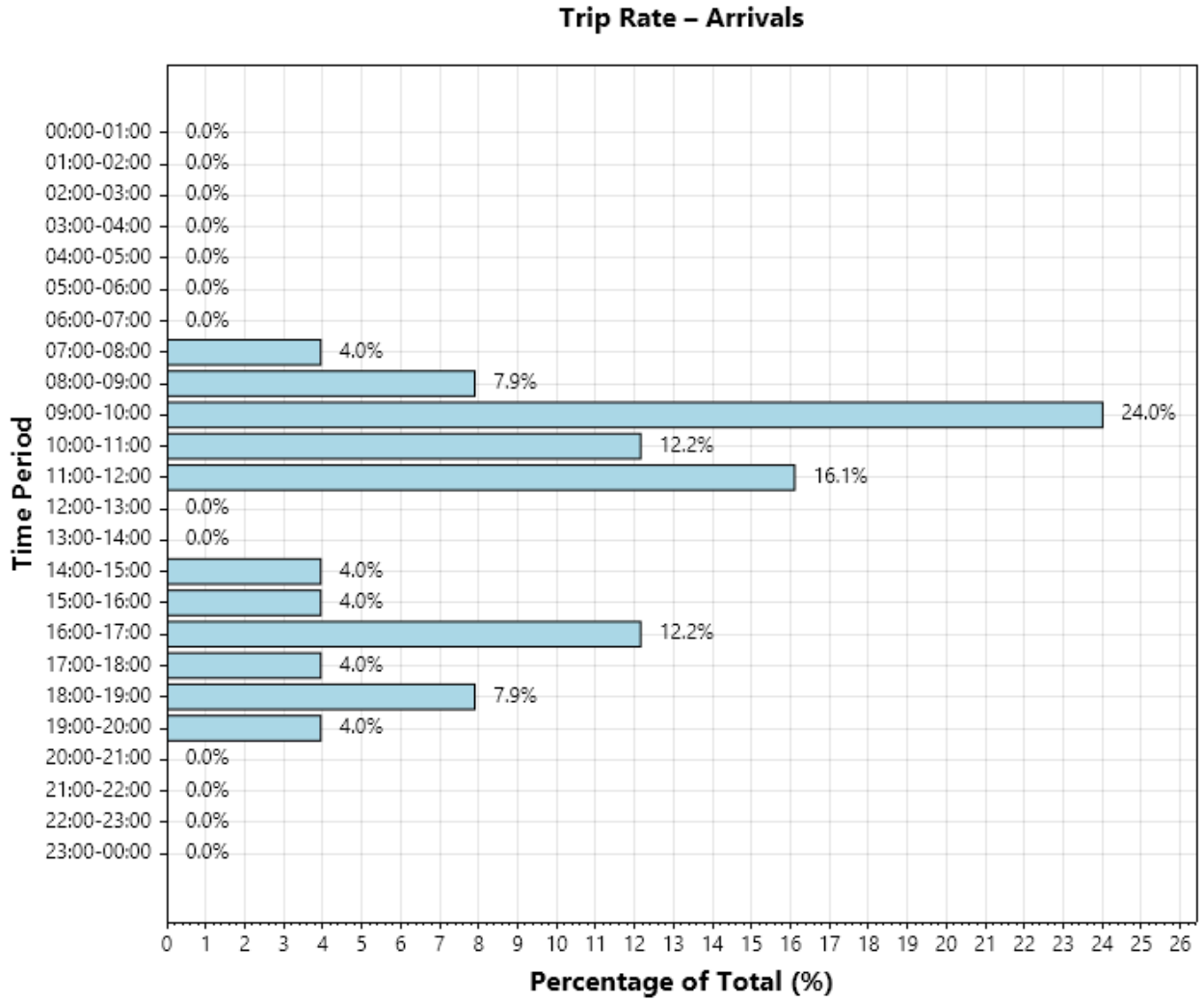
Trip Rate Cyclists – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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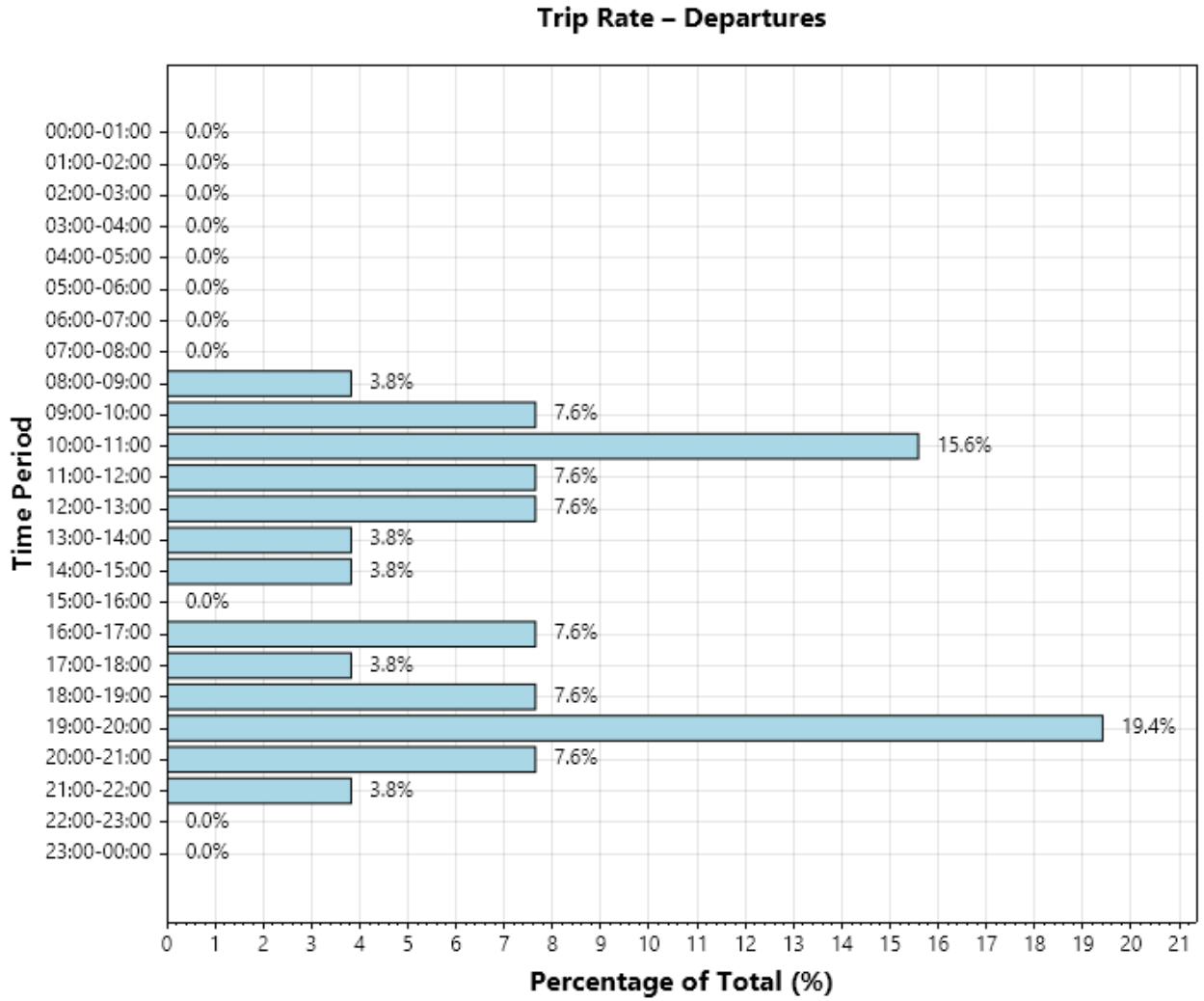
Trip Rate Cyclists – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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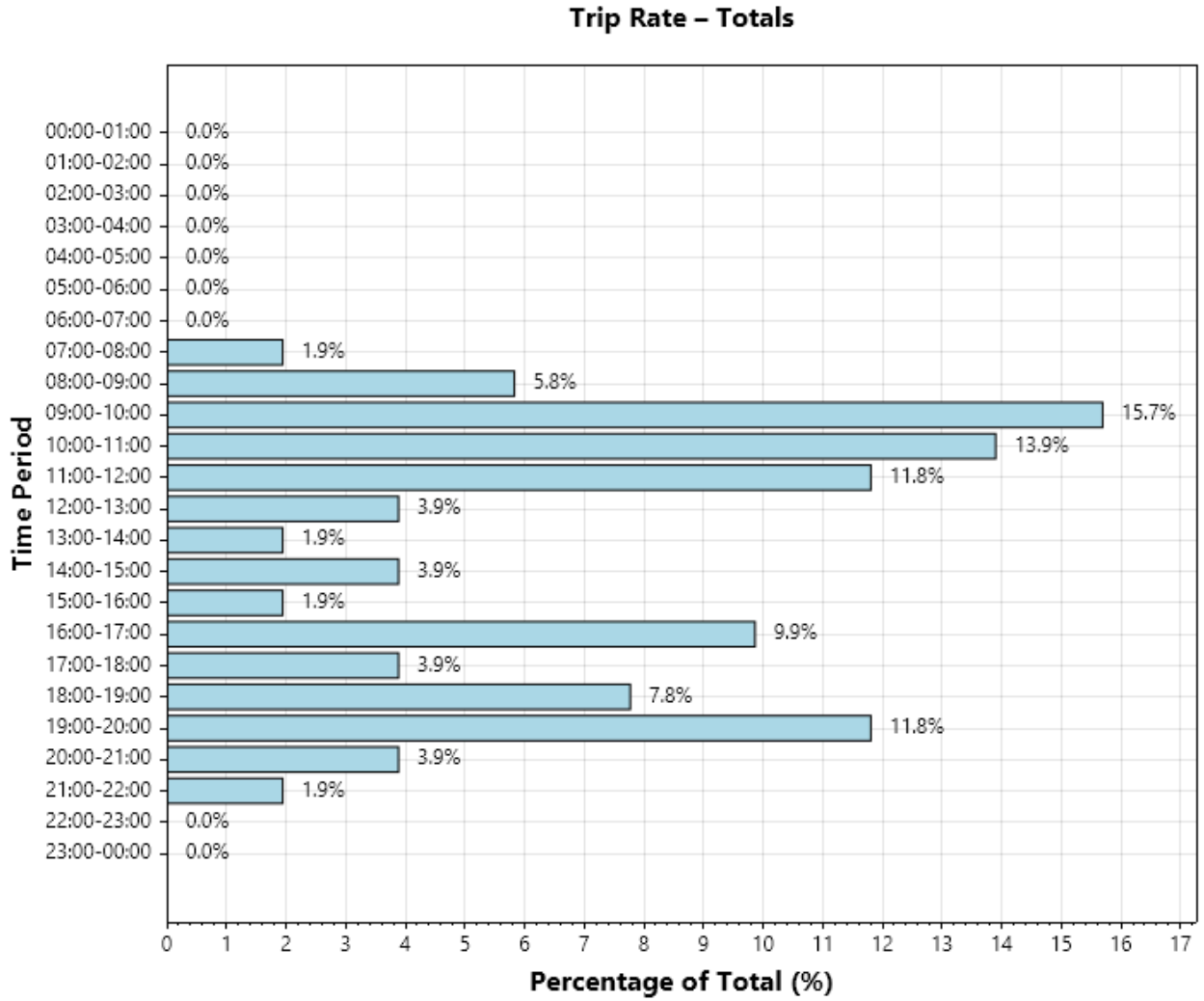
Trip Rate Cyclists – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**2**	**1950**	**0.000**	**0.000**	**0.000**
07:00-08:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
08:00-09:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
09:00-10:00	**4**	**1888**	**0.066**	**0.026**	**0.092**
10:00-11:00	**4**	**1888**	**0.079**	**0.066**	**0.145**
11:00-12:00	**4**	**1888**	**0.026**	**0.053**	**0.079**
12:00-13:00	**4**	**1888**	**0.013**	**0.013**	**0.026**
13:00-14:00	**4**	**1888**	**0.040**	**0.053**	**0.093**
14:00-15:00	**4**	**1888**	**0.026**	**0.040**	**0.066**
15:00-16:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
16:00-17:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
17:00-18:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
18:00-19:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
19:00-20:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
20:00-21:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
21:00-22:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
22:00-23:00	**1**	**2800**	**0.000**	**0.000**	**0.000**
23:00-00:00					
Total Rates:			**0.250**	**0.251**	**0.501**

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

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

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Parameter Summary:

Trip rate parameter range selected:	360 - 17000 (units: sqm)
Survey date date range:	12/10/2011 - 22/06/2016
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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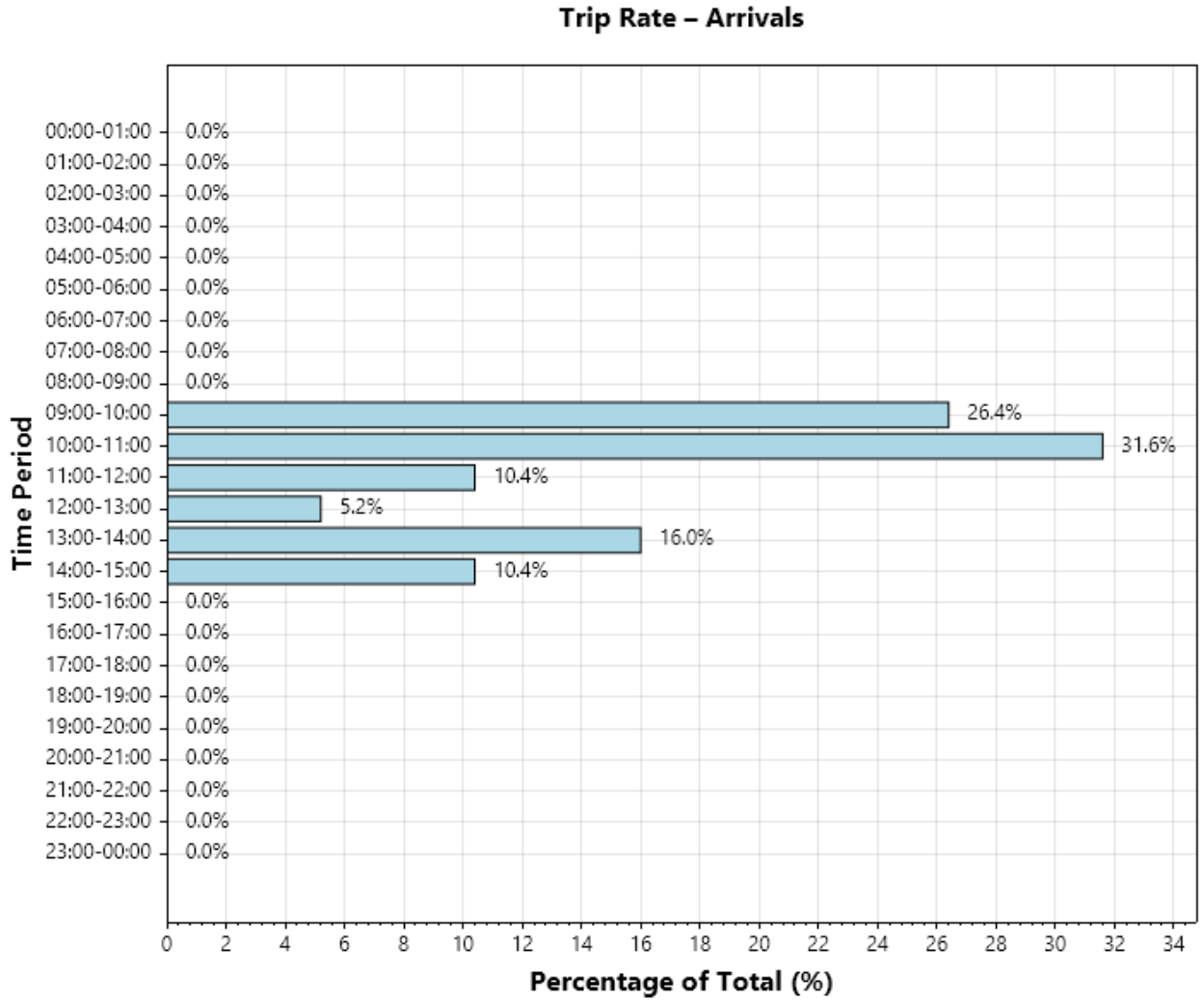
Trip Rate PSVs – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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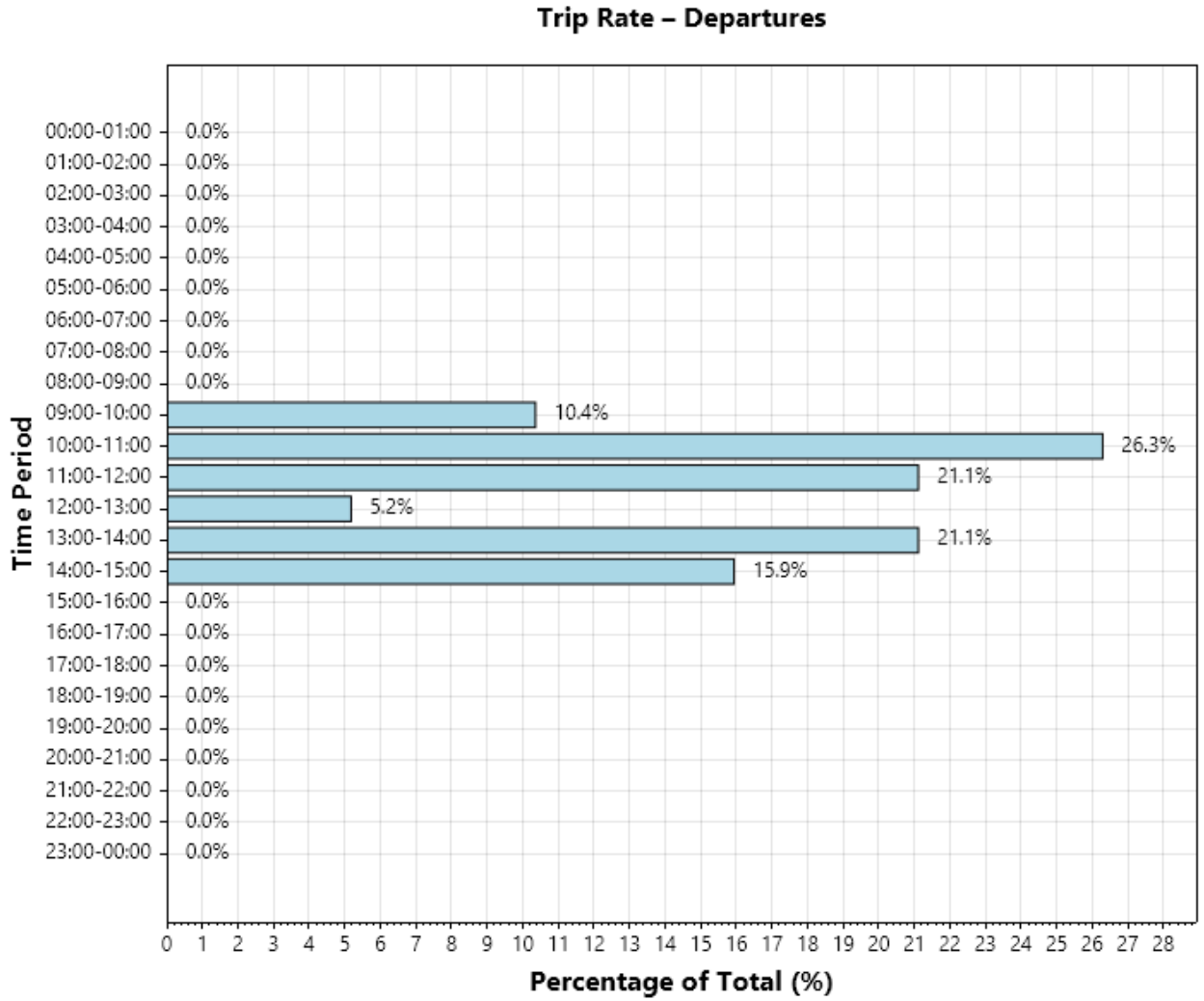
Trip Rate PSVs – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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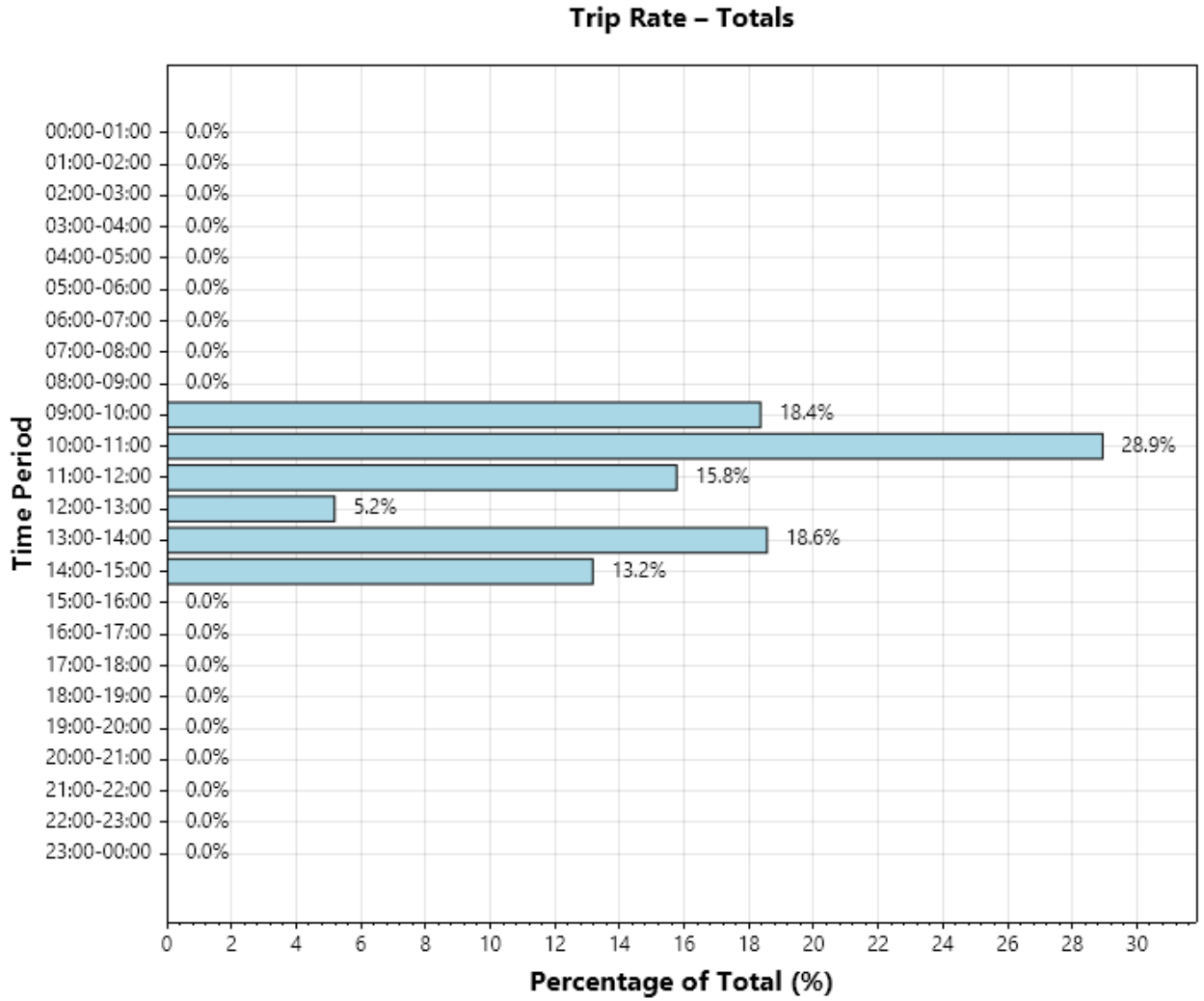
Trip Rate PSVs – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**2**	**1950**	**0.000**	**0.000**	**0.000**
07:00-08:00	**4**	**1888**	**0.013**	**0.013**	**0.026**
08:00-09:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
09:00-10:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
10:00-11:00	**4**	**1888**	**0.013**	**0.013**	**0.026**
11:00-12:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
12:00-13:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
13:00-14:00	**4**	**1888**	**0.013**	**0.013**	**0.026**
14:00-15:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
15:00-16:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
16:00-17:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
17:00-18:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
18:00-19:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
19:00-20:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
20:00-21:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
21:00-22:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
22:00-23:00	**1**	**2800**	**0.000**	**0.000**	**0.000**
23:00-00:00					
Total Rates:			**0.039**	**0.039**	**0.078**

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

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Parameter Summary:

Trip rate parameter range selected:	360 - 17000 (units: sqm)
Survey date date range:	12/10/2011 - 13/10/2011
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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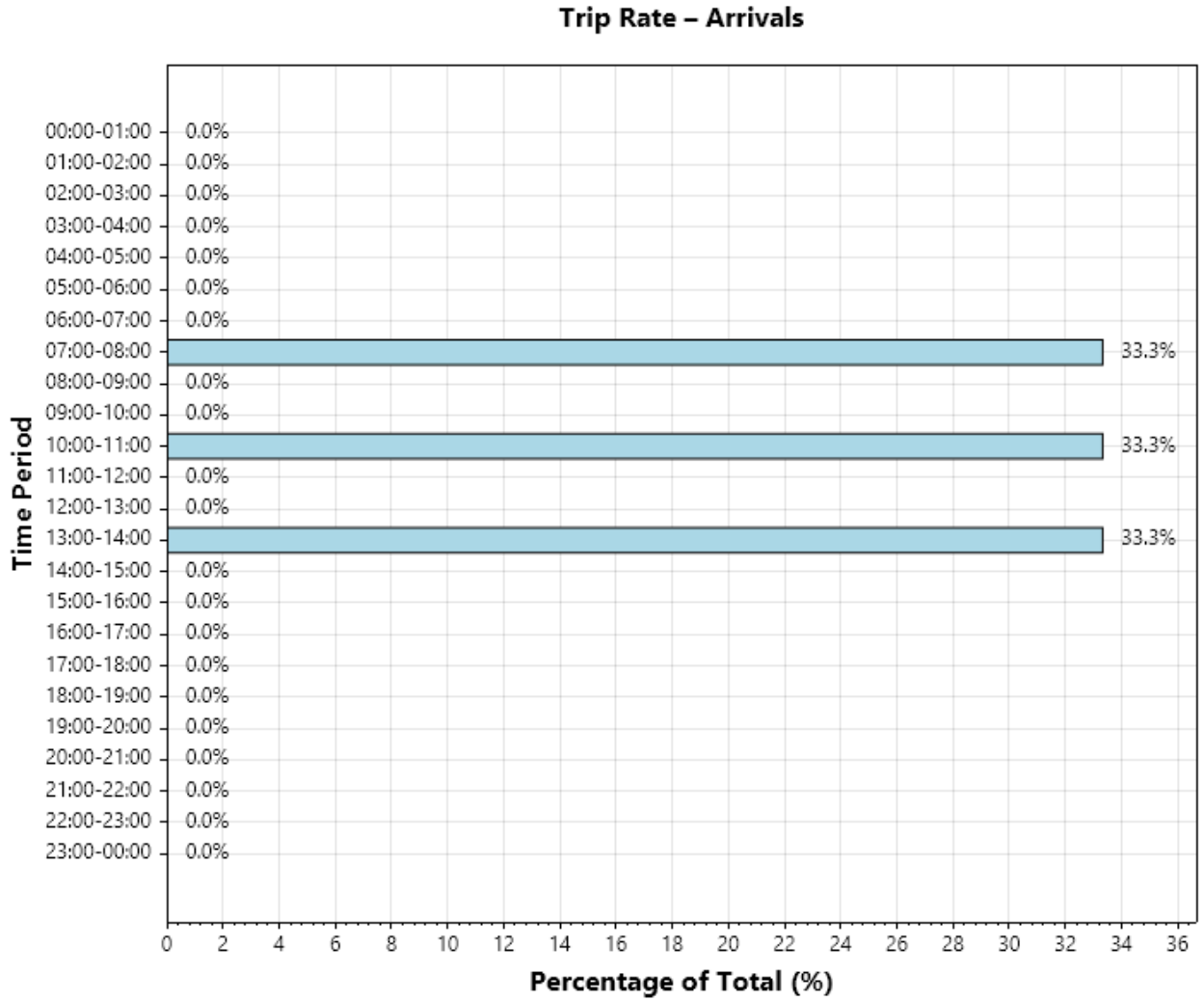
Trip Rate OGVs – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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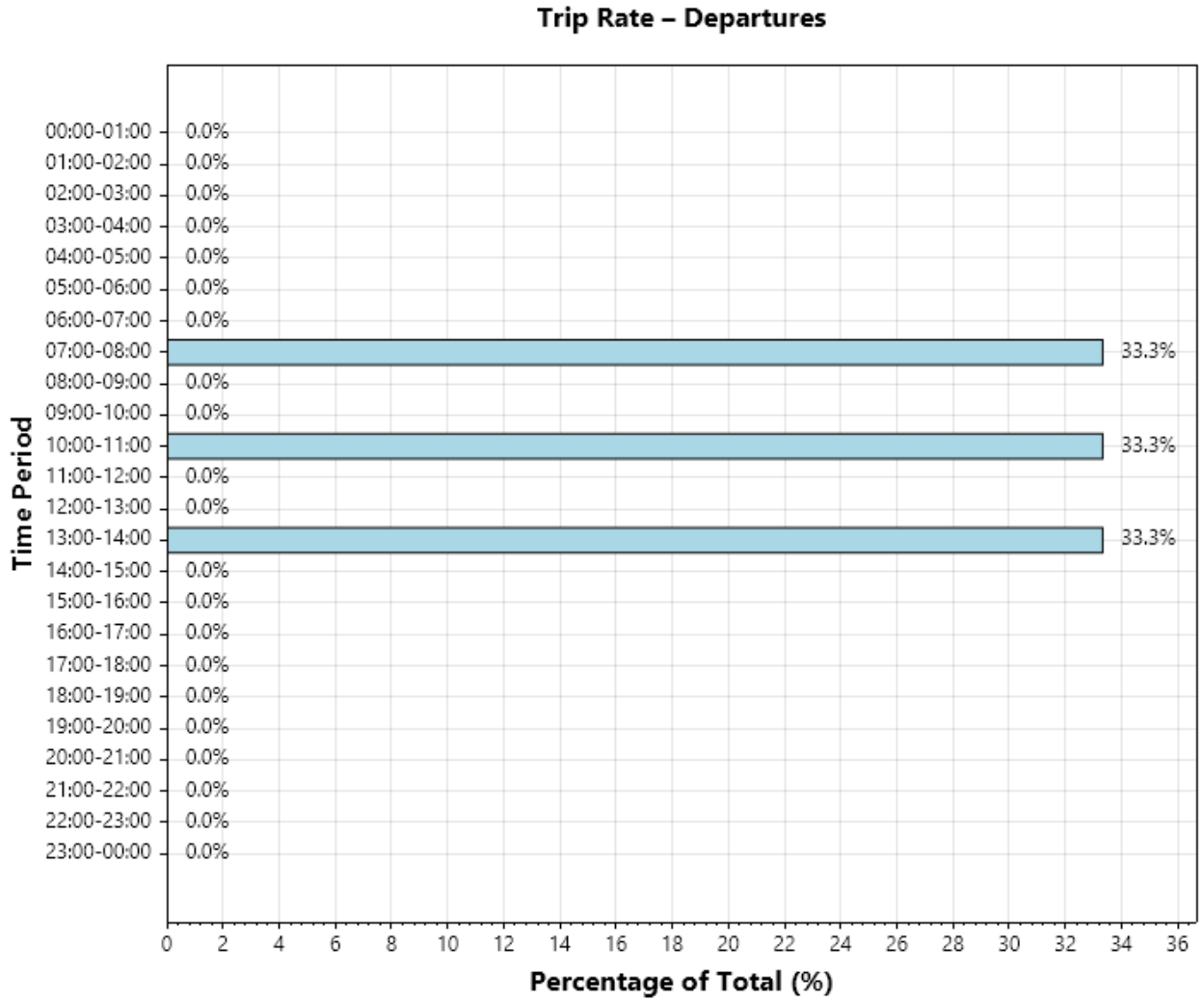
Trip Rate OGVs – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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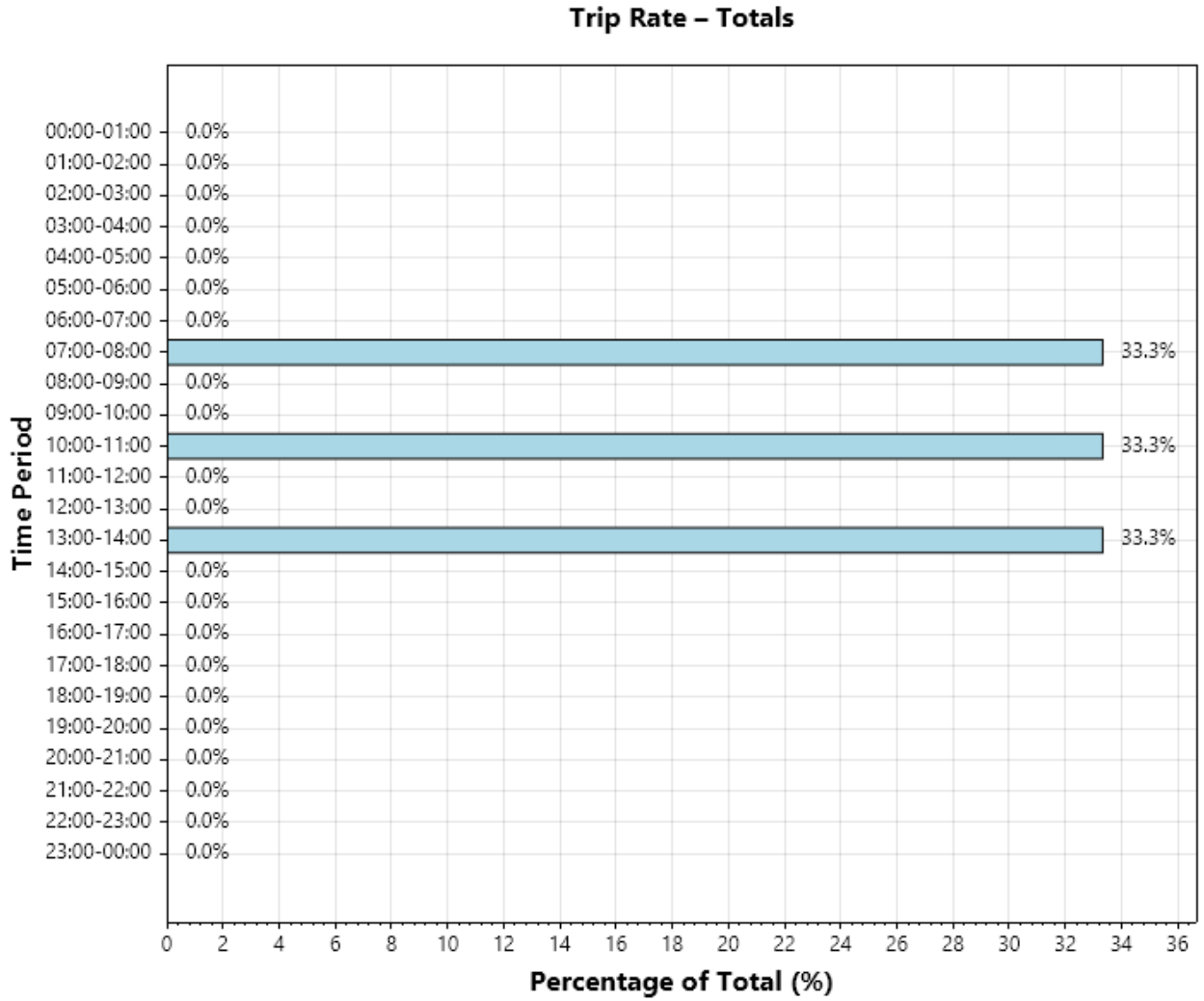
Trip Rate OGVs – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**2**	**1950**	**0.000**	**0.000**	**0.000**
07:00-08:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
08:00-09:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
09:00-10:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
10:00-11:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
11:00-12:00	**4**	**1888**	**0.013**	**0.013**	**0.026**
12:00-13:00	**4**	**1888**	**0.013**	**0.013**	**0.026**
13:00-14:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
14:00-15:00	**4**	**1888**	**0.013**	**0.013**	**0.026**
15:00-16:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
16:00-17:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
17:00-18:00	**4**	**1888**	**0.013**	**0.013**	**0.026**
18:00-19:00	**4**	**1888**	**0.013**	**0.013**	**0.026**
19:00-20:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
20:00-21:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
21:00-22:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
22:00-23:00	**1**	**2800**	**0.000**	**0.000**	**0.000**
23:00-00:00					
Total Rates:			**0.065**	**0.065**	**0.130**

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

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

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Parameter Summary:

Trip rate parameter range selected:	360 - 17000 (units: sqm)
Survey date date range:	12/10/2011 - 22/06/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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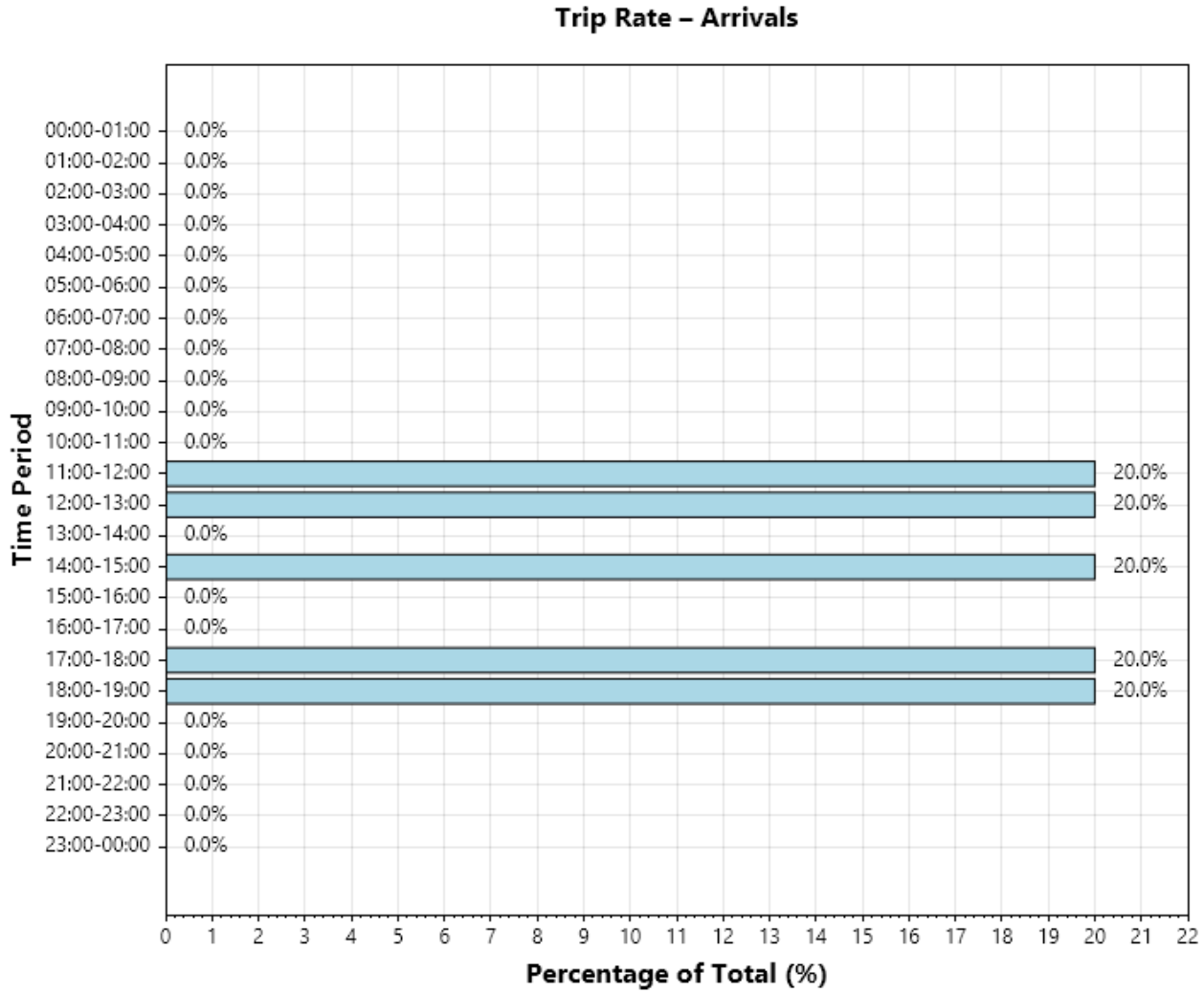
Trip Rate Taxis – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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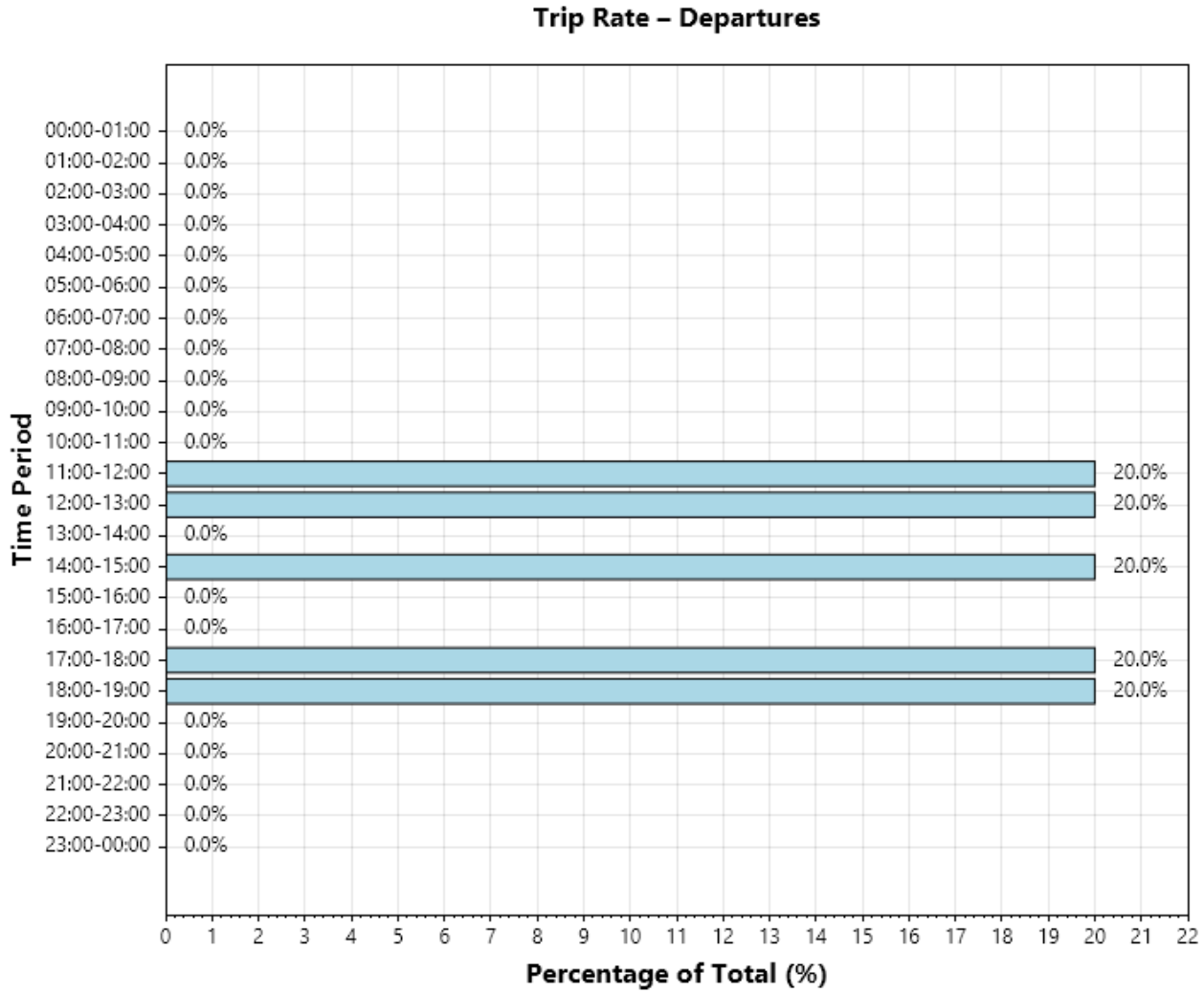
Trip Rate Taxis – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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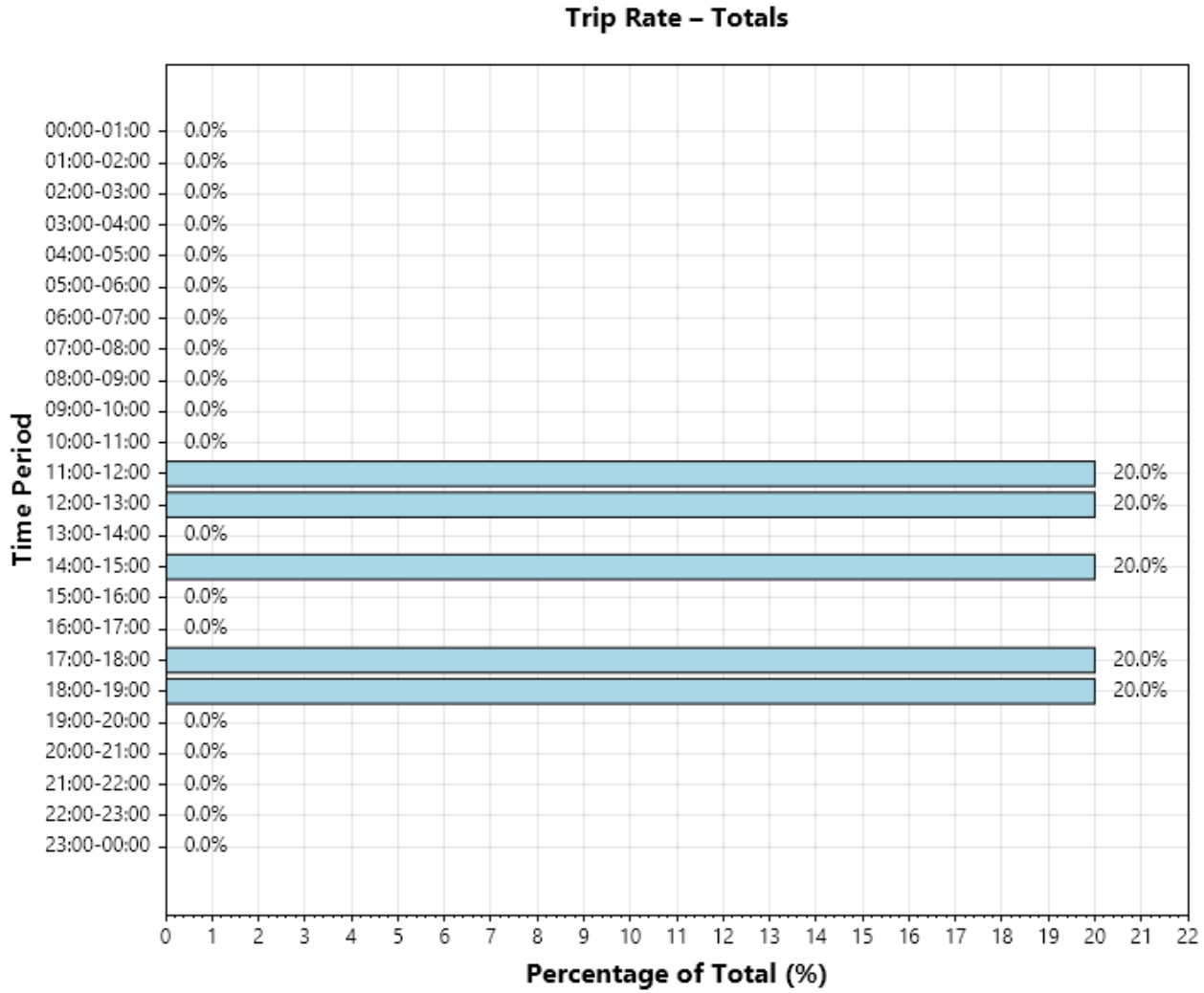
Trip Rate Taxis – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**2**	**1950**	**0.000**	**0.000**	**0.000**
07:00-08:00	**4**	**1888**	**0.291**	**0.000**	**0.291**
08:00-09:00	**4**	**1888**	**0.238**	**0.146**	**0.384**
09:00-10:00	**4**	**1888**	**0.278**	**0.278**	**0.556**
10:00-11:00	**4**	**1888**	**0.225**	**0.199**	**0.424**
11:00-12:00	**4**	**1888**	**0.199**	**0.305**	**0.504**
12:00-13:00	**4**	**1888**	**0.185**	**0.278**	**0.463**
13:00-14:00	**4**	**1888**	**0.212**	**0.066**	**0.278**
14:00-15:00	**4**	**1888**	**0.172**	**0.185**	**0.357**
15:00-16:00	**4**	**1888**	**0.397**	**0.199**	**0.596**
16:00-17:00	**4**	**1888**	**0.874**	**0.543**	**1.417**
17:00-18:00	**4**	**1888**	**0.450**	**0.742**	**1.192**
18:00-19:00	**4**	**1888**	**0.556**	**0.556**	**1.112**
19:00-20:00	**4**	**1888**	**0.278**	**0.437**	**0.715**
20:00-21:00	**4**	**1888**	**0.185**	**0.477**	**0.662**
21:00-22:00	**4**	**1888**	**0.066**	**0.212**	**0.278**
22:00-23:00	**1**	**2800**	**0.000**	**0.000**	**0.000**
23:00-00:00					
Total Rates:			**4.606**	**4.623**	**9.229**

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

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

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Parameter Summary:

Trip rate parameter range selected:	360 - 17000 (units: sqm)
Survey date date range:	22/06/2016 - 22/06/2016
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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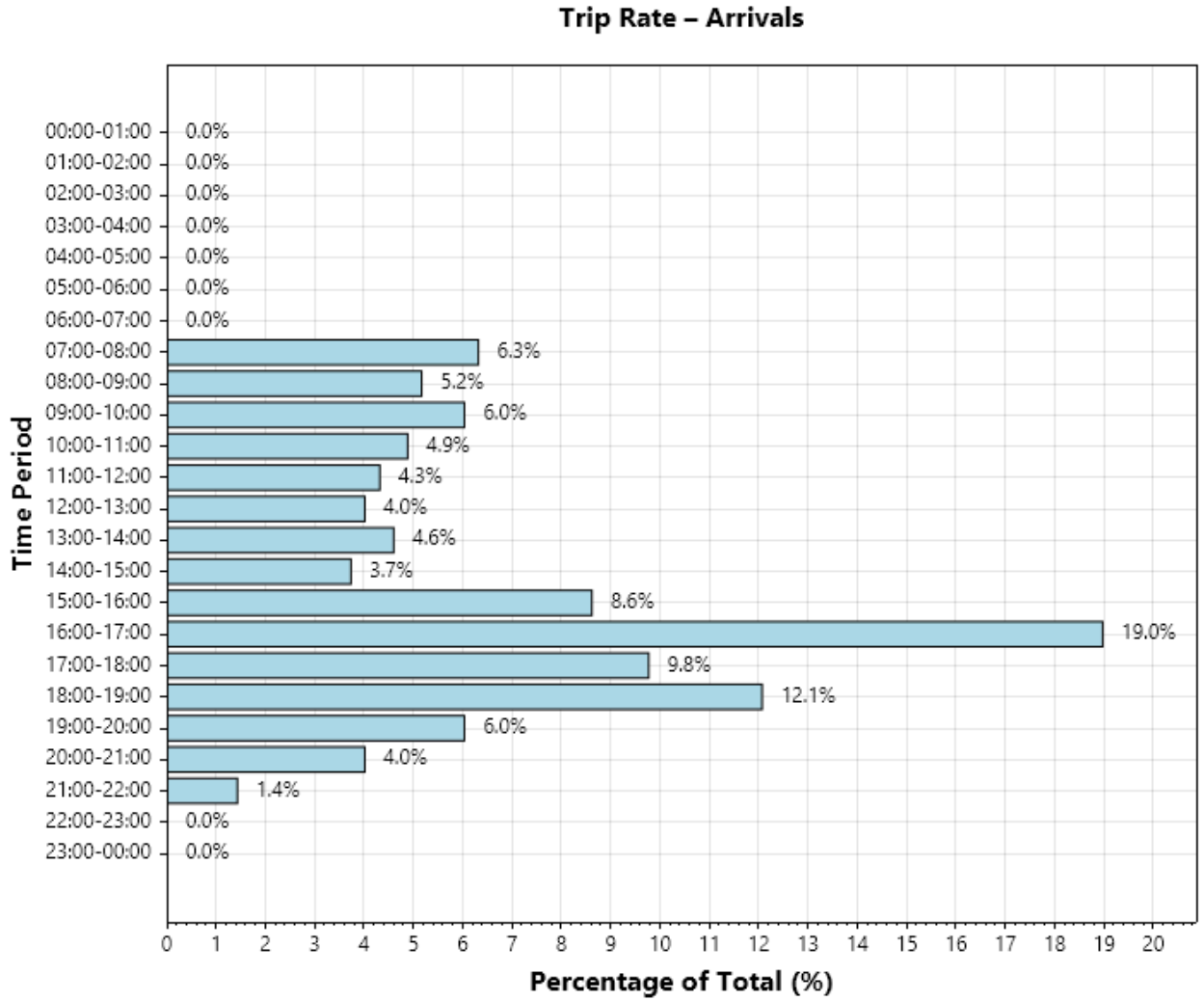
Trip Rate Cars – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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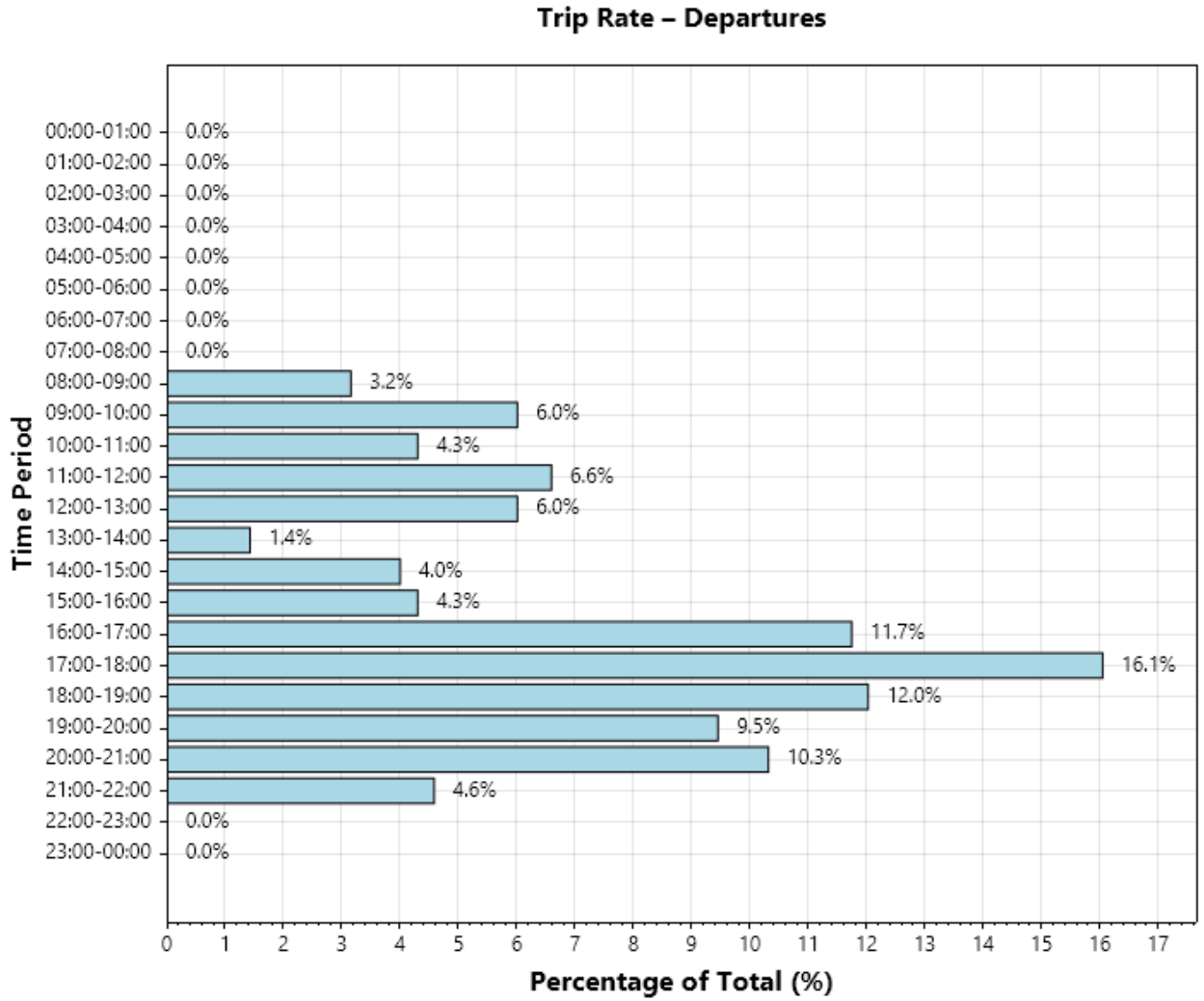
Trip Rate Cars – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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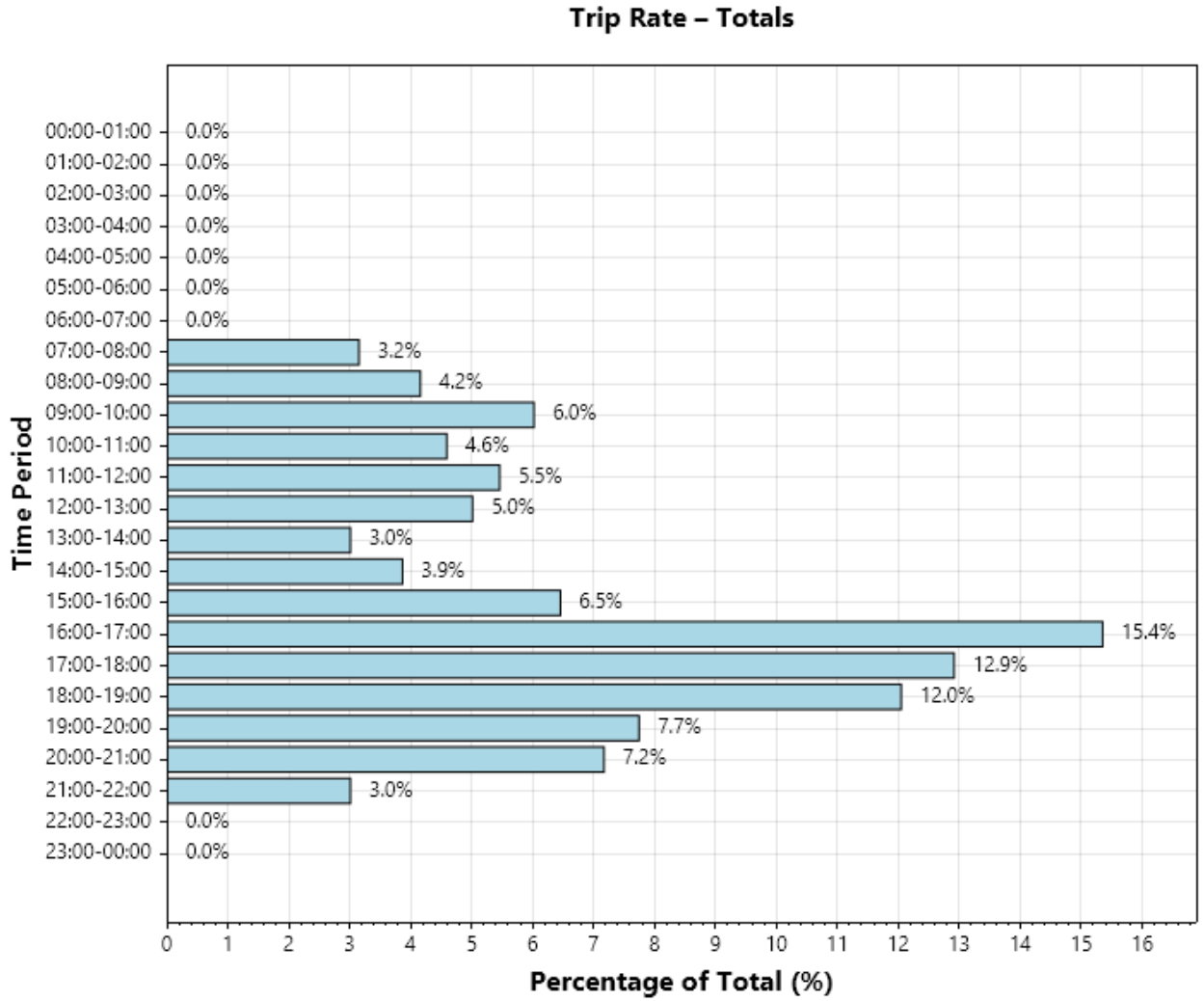
Trip Rate Cars – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**2**	**1950**	**0.000**	**0.000**	**0.000**
07:00-08:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
08:00-09:00	**4**	**1888**	**0.040**	**0.013**	**0.053**
09:00-10:00	**4**	**1888**	**0.000**	**0.026**	**0.026**
10:00-11:00	**4**	**1888**	**0.026**	**0.026**	**0.052**
11:00-12:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
12:00-13:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
13:00-14:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
14:00-15:00	**4**	**1888**	**0.013**	**0.000**	**0.013**
15:00-16:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
16:00-17:00	**4**	**1888**	**0.013**	**0.013**	**0.026**
17:00-18:00	**4**	**1888**	**0.026**	**0.013**	**0.039**
18:00-19:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
19:00-20:00	**4**	**1888**	**0.000**	**0.013**	**0.013**
20:00-21:00	**4**	**1888**	**0.013**	**0.026**	**0.039**
21:00-22:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
22:00-23:00	**1**	**2800**	**0.000**	**0.000**	**0.000**
23:00-00:00					
Total Rates:			**0.131**	**0.130**	**0.261**

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

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

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Parameter Summary:

Trip rate parameter range selected:	360 - 17000 (units: sqm)
Survey date date range:	22/06/2016 - 22/06/2016
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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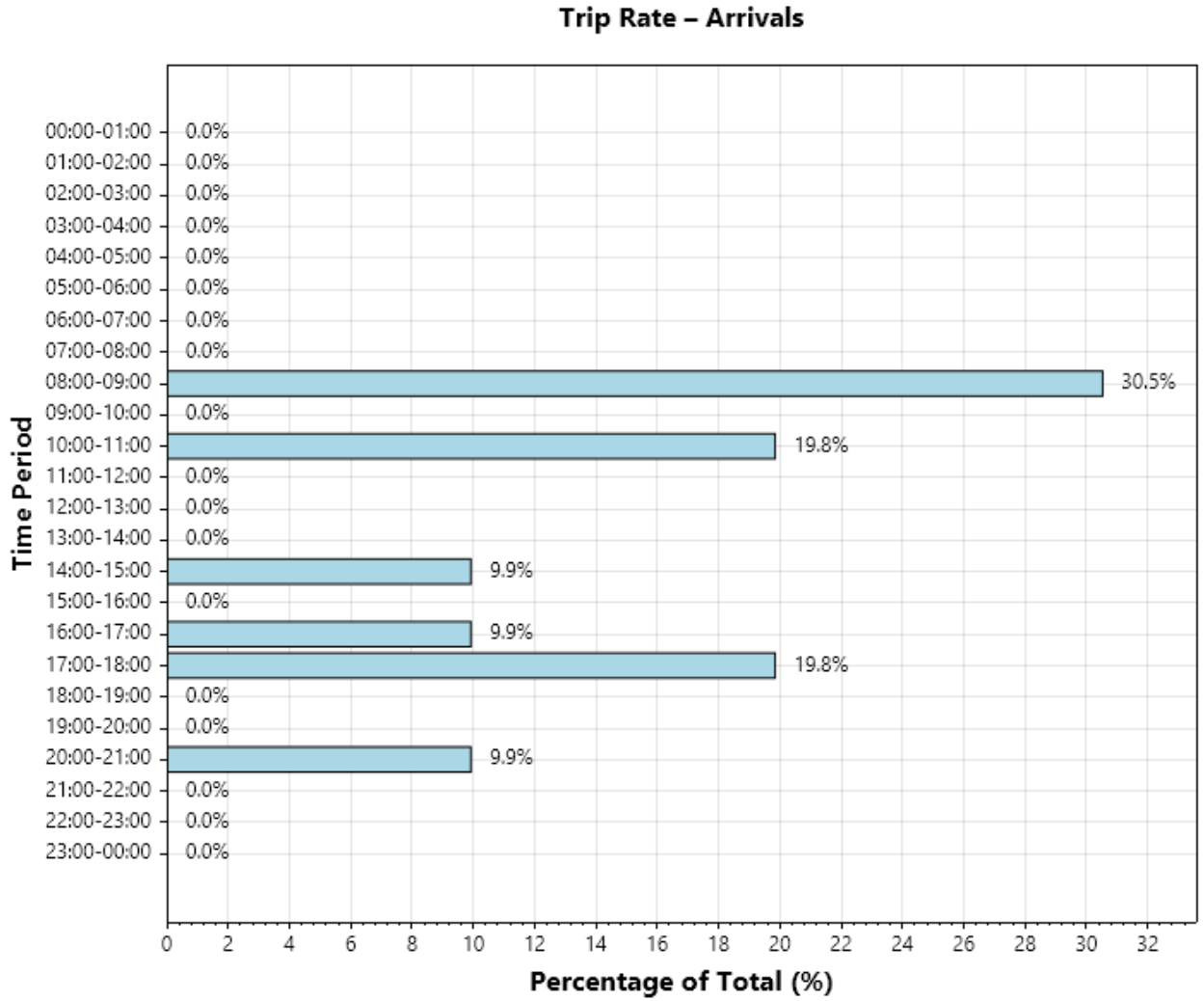
Trip Rate LGVs – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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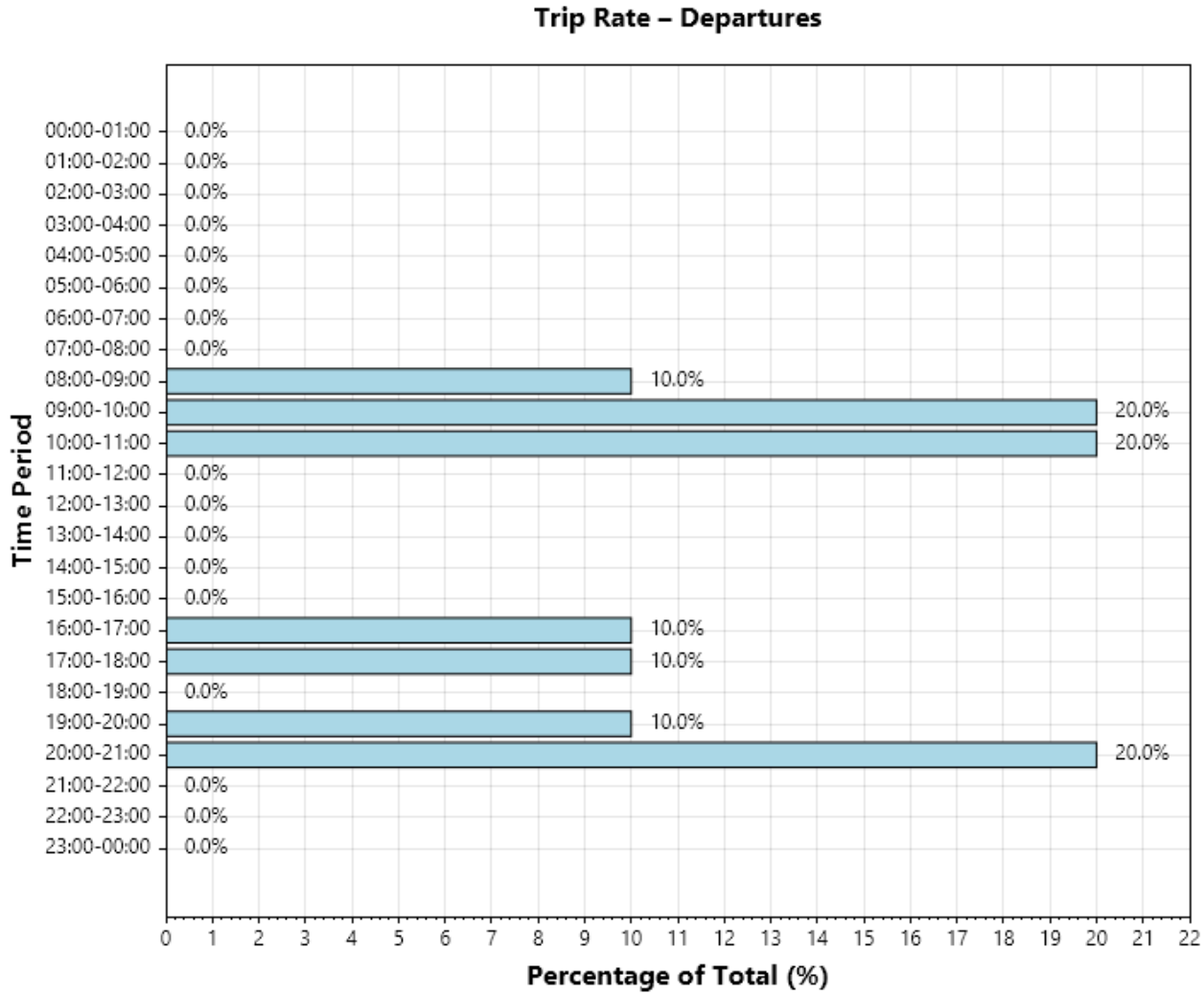
Trip Rate LGVs – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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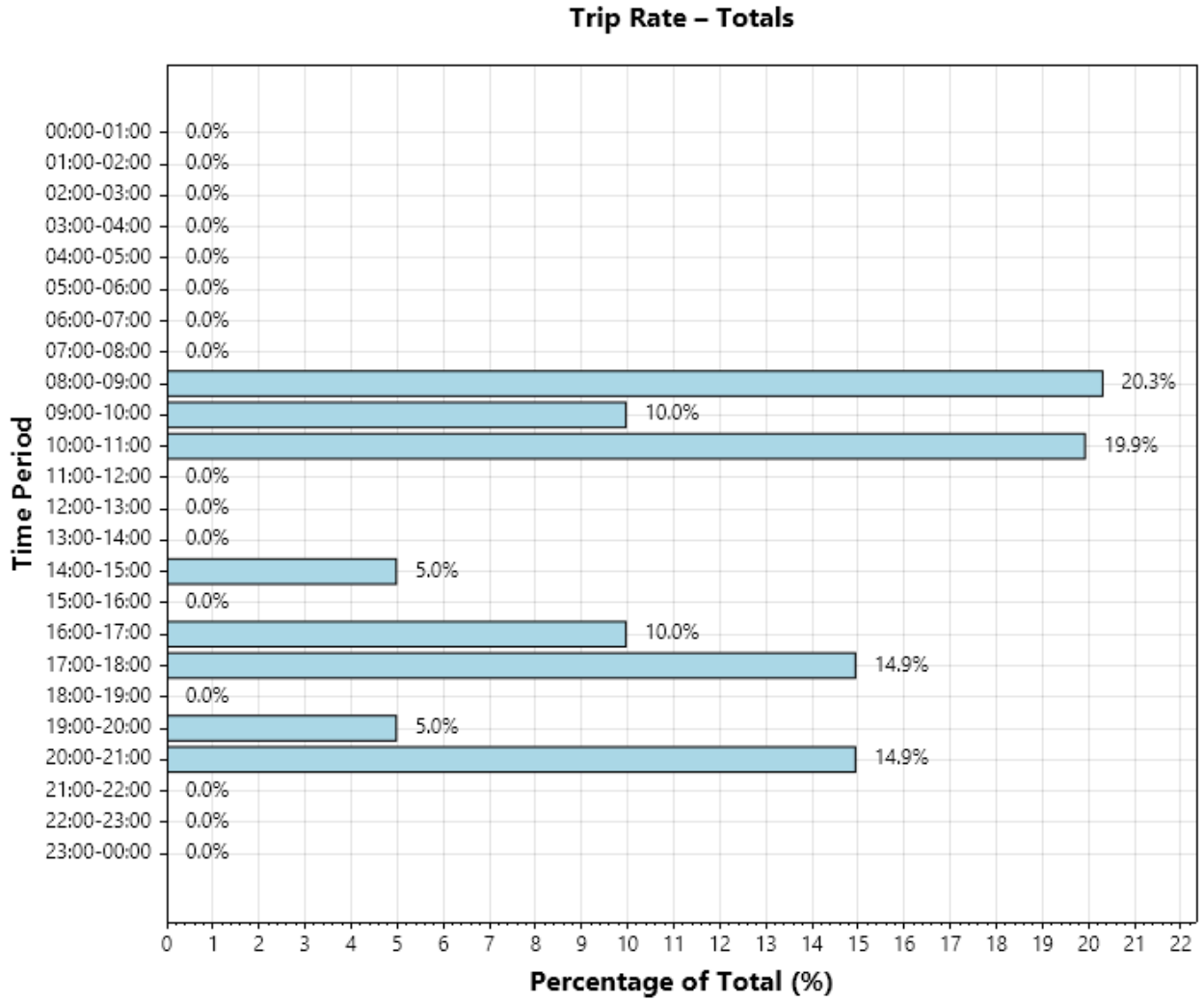
Trip Rate LGVs – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

Motorcycles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**2**	**1950**	**0.000**	**0.000**	**0.000**
07:00-08:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
08:00-09:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
09:00-10:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
10:00-11:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
11:00-12:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
12:00-13:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
13:00-14:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
14:00-15:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
15:00-16:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
16:00-17:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
17:00-18:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
18:00-19:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
19:00-20:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
20:00-21:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
21:00-22:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
22:00-23:00	**1**	**2800**	**0.000**	**0.000**	**0.000**
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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

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

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Parameter Summary:

Trip rate parameter range selected:	360 - 17000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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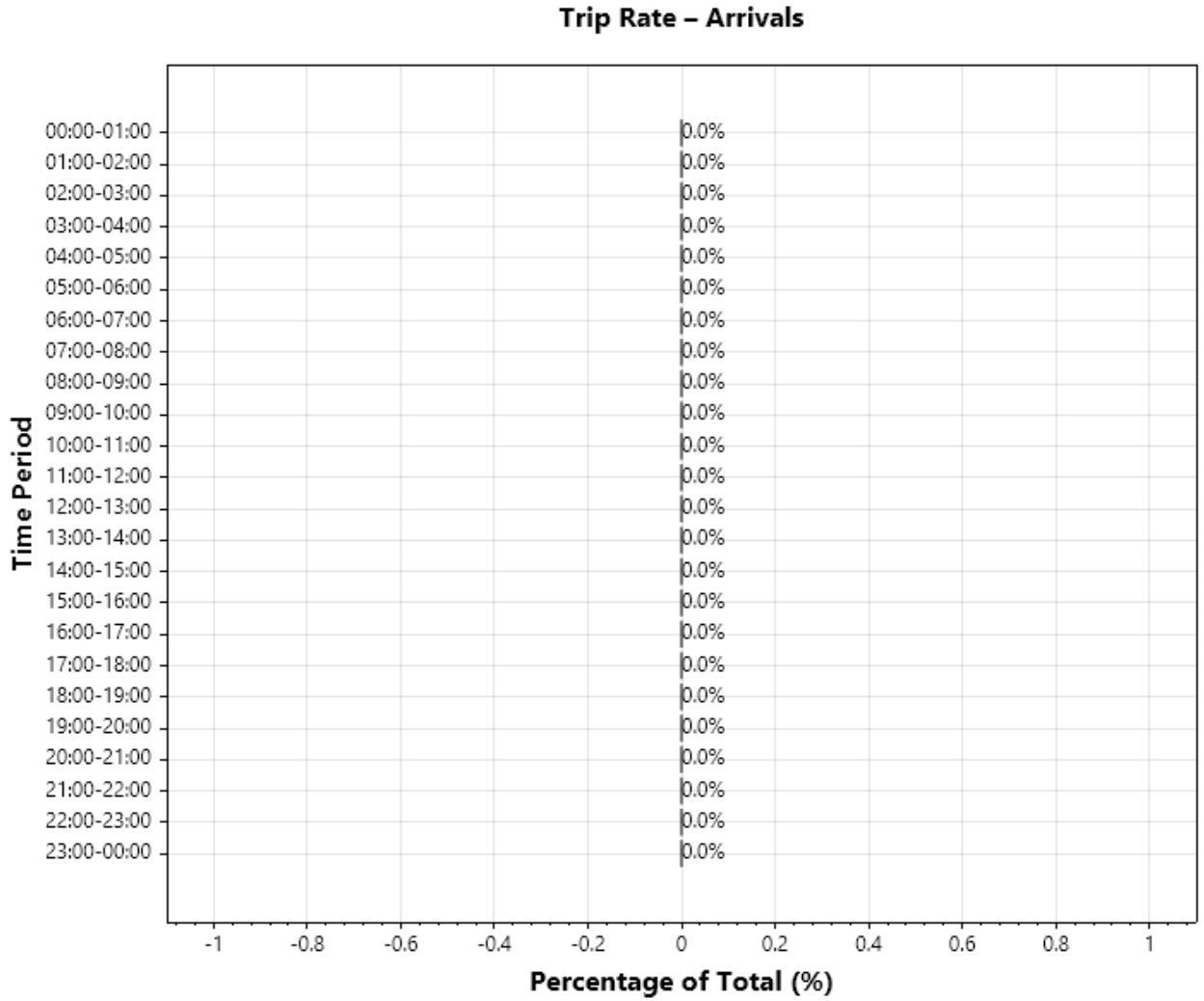
Trip Rate Motorcycles – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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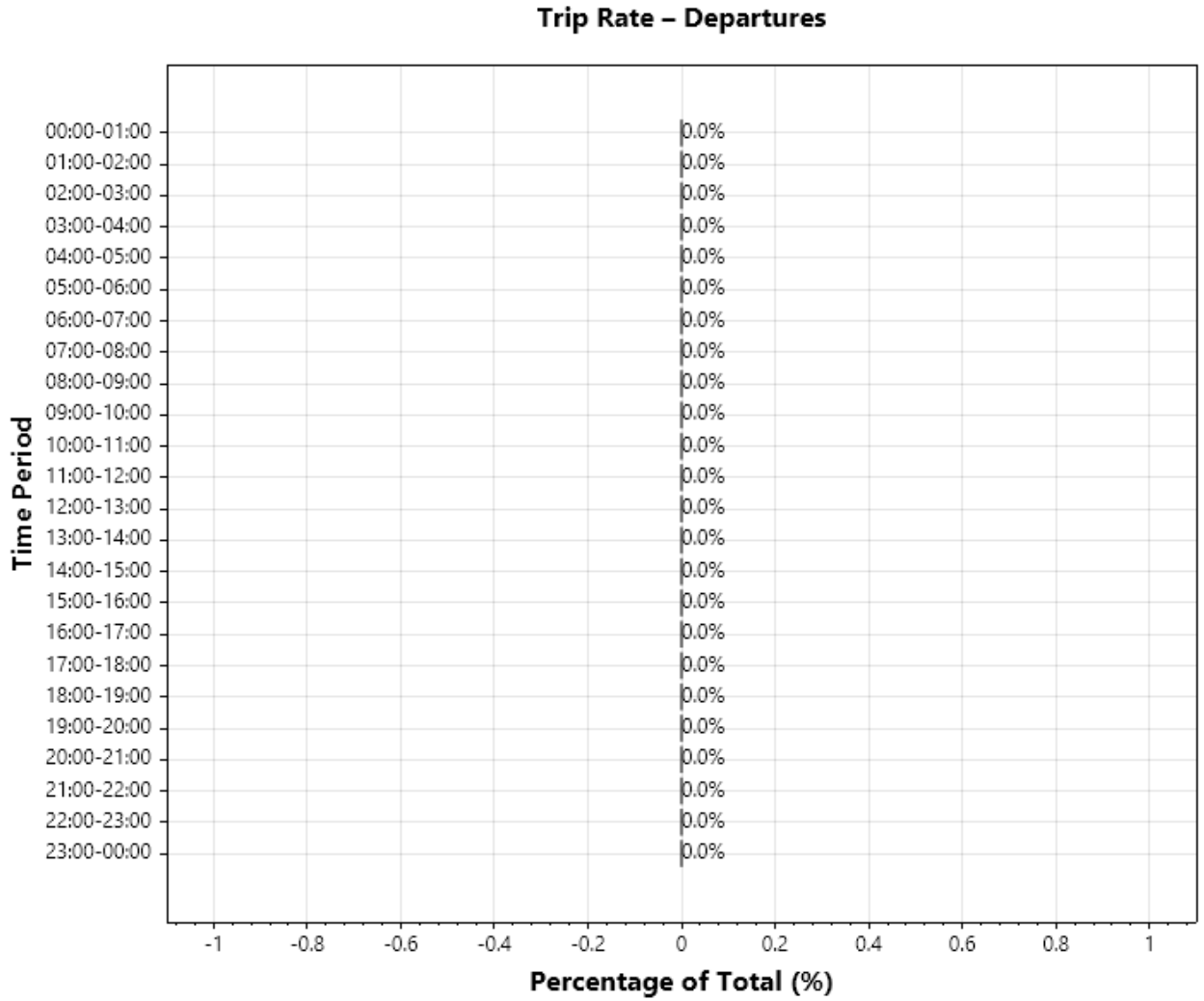
Trip Rate Motorcycles – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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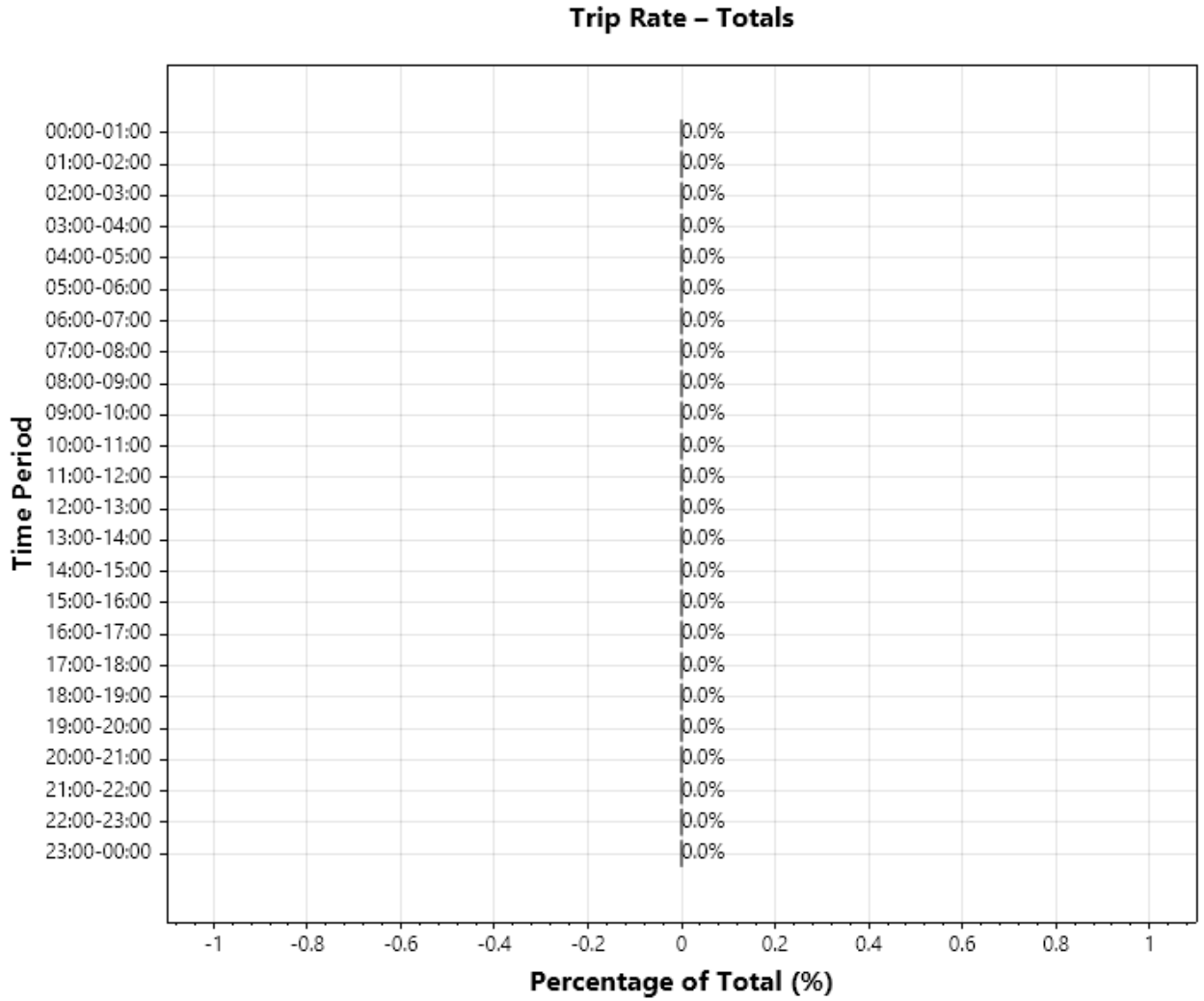
Trip Rate Motorcycles – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

Vehicle Occupants

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**2**	**1950**	**0.436**	**0.077**	**0.513**
07:00-08:00	**4**	**1888**	**0.980**	**0.318**	**1.298**
08:00-09:00	**4**	**1888**	**1.007**	**0.927**	**1.934**
09:00-10:00	**4**	**1888**	**1.166**	**0.768**	**1.934**
10:00-11:00	**4**	**1888**	**1.497**	**0.834**	**2.331**
11:00-12:00	**4**	**1888**	**1.272**	**1.430**	**2.702**
12:00-13:00	**4**	**1888**	**0.940**	**1.046**	**1.986**
13:00-14:00	**4**	**1888**	**1.033**	**0.742**	**1.775**
14:00-15:00	**4**	**1888**	**0.980**	**0.808**	**1.788**
15:00-16:00	**4**	**1888**	**2.411**	**1.046**	**3.457**
16:00-17:00	**4**	**1888**	**3.934**	**2.305**	**6.239**
17:00-18:00	**4**	**1888**	**3.126**	**3.735**	**6.861**
18:00-19:00	**4**	**1888**	**3.219**	**3.219**	**6.438**
19:00-20:00	**4**	**1888**	**1.417**	**3.046**	**4.463**
20:00-21:00	**4**	**1888**	**0.543**	**2.781**	**3.324**
21:00-22:00	**4**	**1888**	**0.066**	**1.166**	**1.232**
22:00-23:00	**1**	**2800**	**0.000**	**0.036**	**0.036**
23:00-00:00					
Total Rates:			**24.027**	**24.284**	**48.311**

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

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

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Parameter Summary:

Trip rate parameter range selected:	360 - 17000 (units: sqm)
Survey date date range:	22/06/2011 - 22/06/2016
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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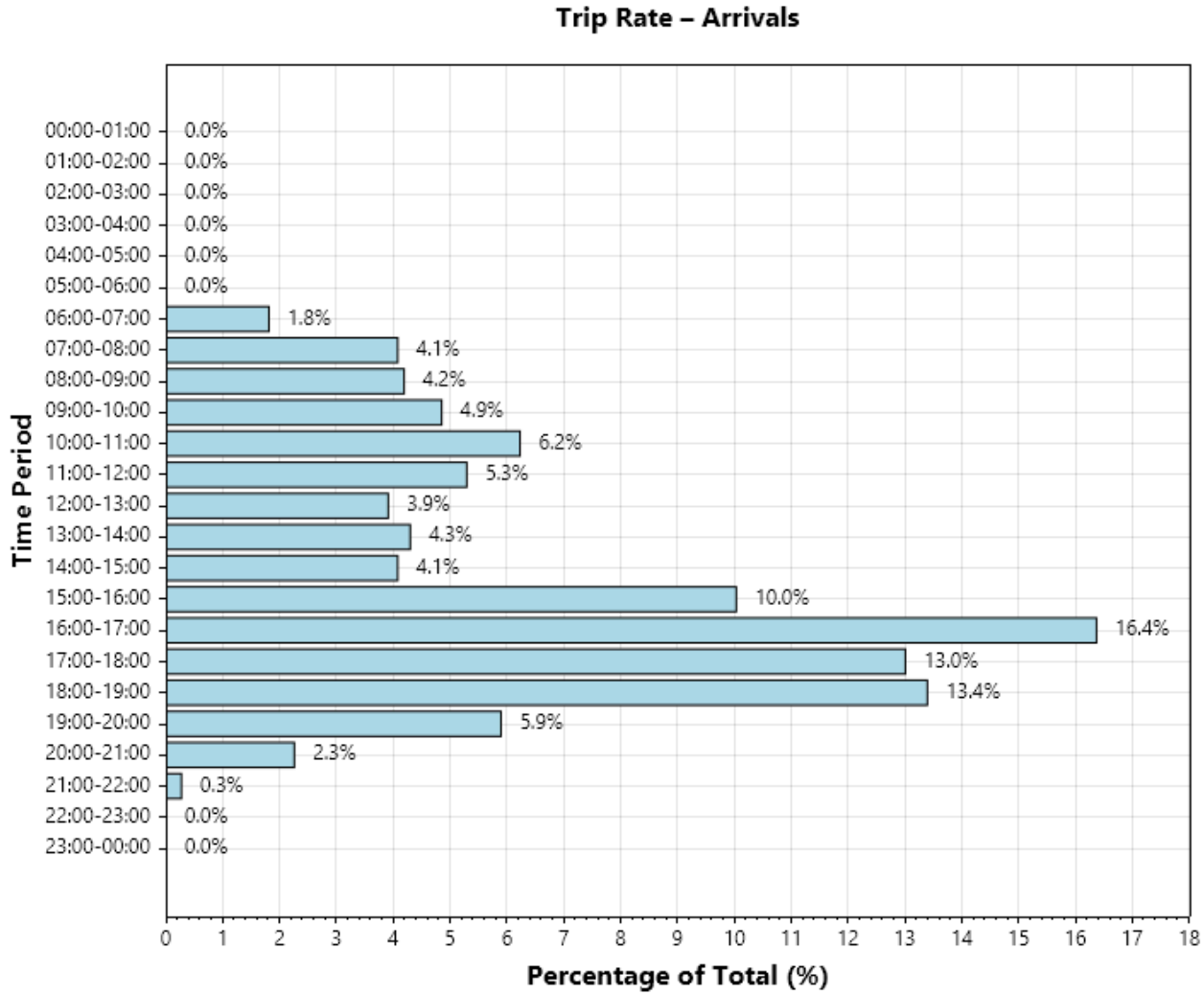
Trip Rate Vehicle Occupants – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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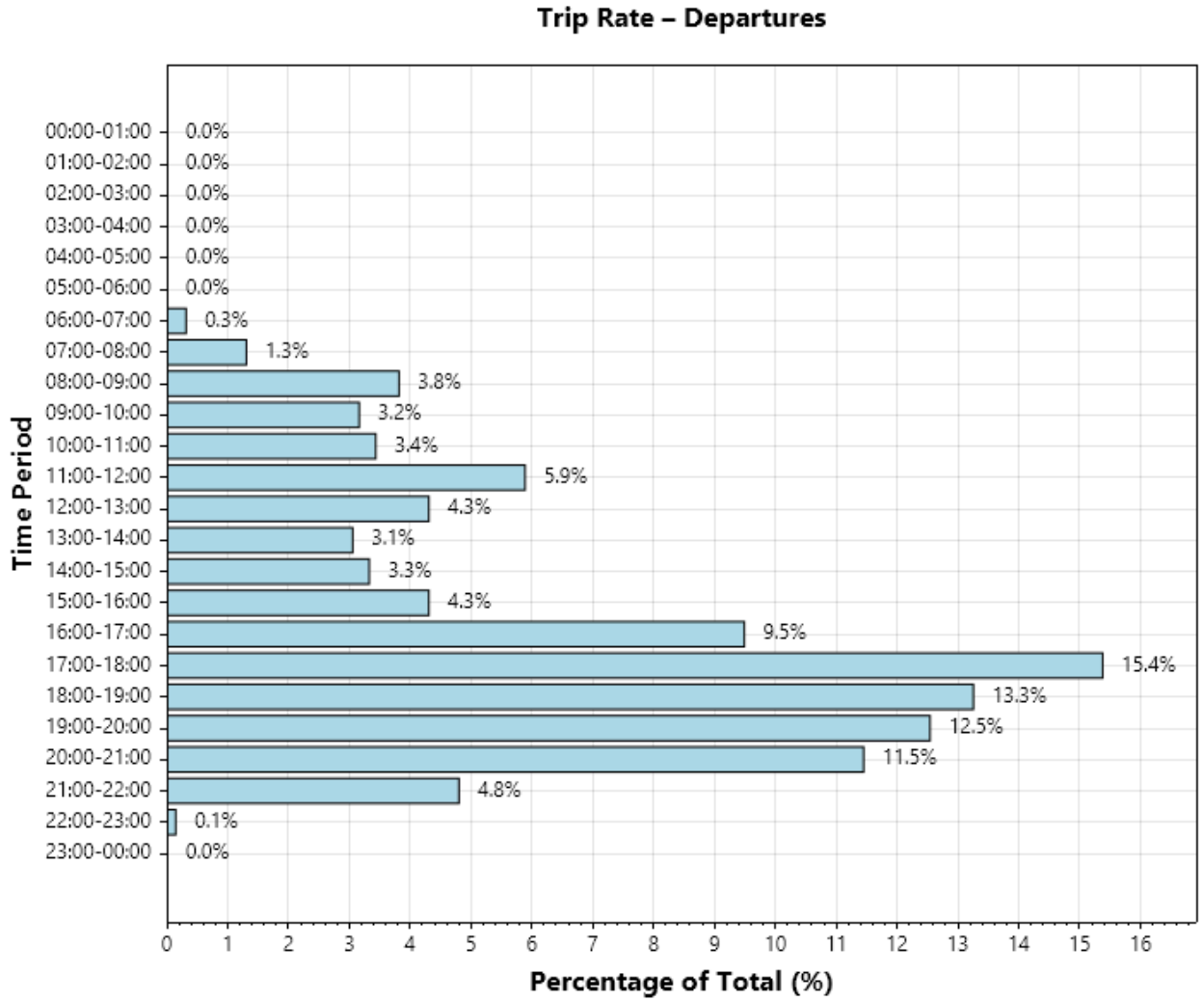
Trip Rate Vehicle Occupants – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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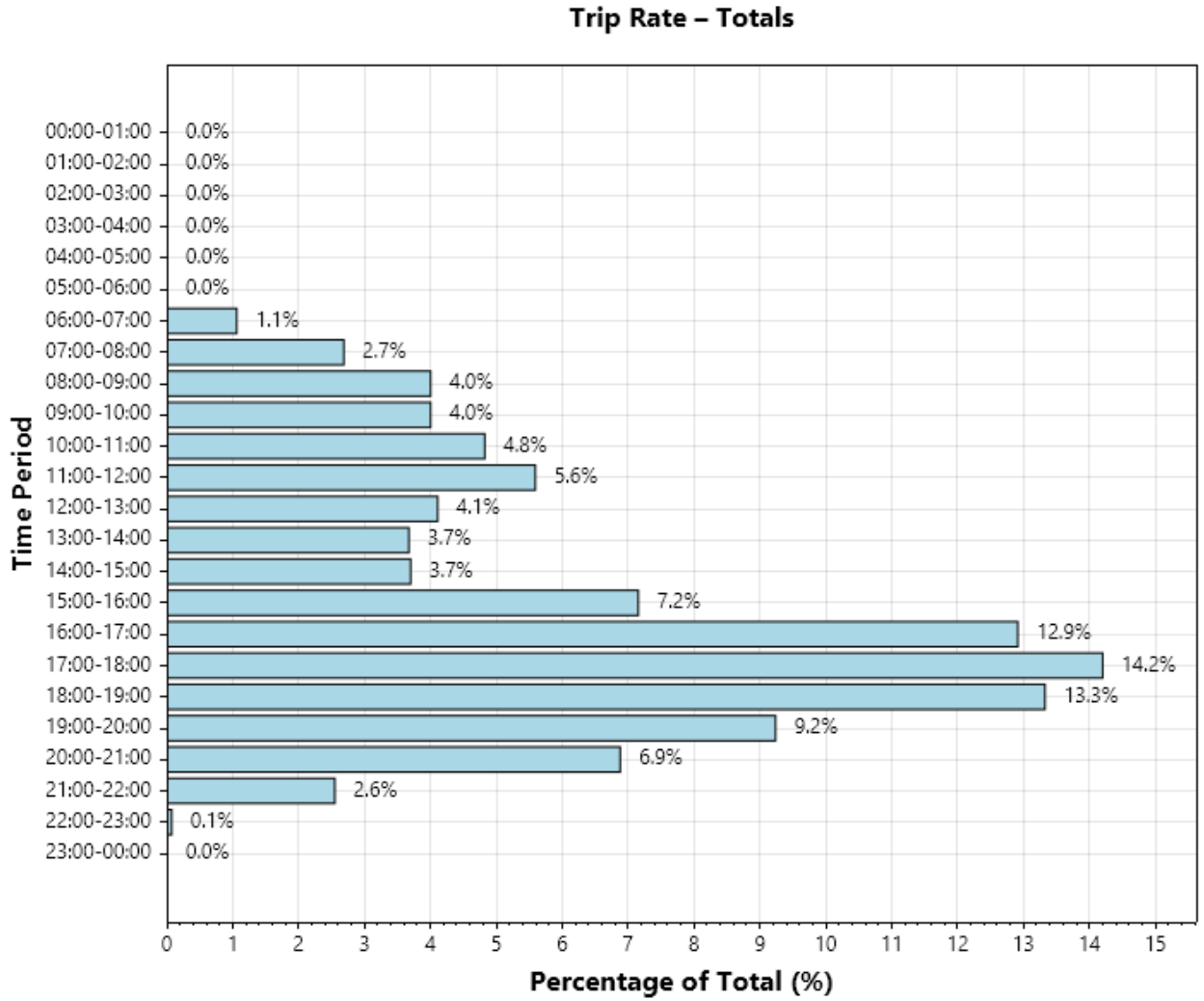
Trip Rate Vehicle Occupants – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**2**	**1950**	**0.051**	**0.000**	**0.051**
07:00-08:00	**4**	**1888**	**0.146**	**0.026**	**0.172**
08:00-09:00	**4**	**1888**	**0.291**	**0.119**	**0.410**
09:00-10:00	**4**	**1888**	**1.245**	**0.358**	**1.603**
10:00-11:00	**4**	**1888**	**0.384**	**0.371**	**0.755**
11:00-12:00	**4**	**1888**	**0.437**	**1.285**	**1.722**
12:00-13:00	**4**	**1888**	**0.371**	**0.397**	**0.768**
13:00-14:00	**4**	**1888**	**0.331**	**0.199**	**0.530**
14:00-15:00	**4**	**1888**	**0.636**	**0.424**	**1.060**
15:00-16:00	**4**	**1888**	**0.437**	**0.596**	**1.033**
16:00-17:00	**4**	**1888**	**0.689**	**0.437**	**1.126**
17:00-18:00	**4**	**1888**	**0.556**	**0.305**	**0.861**
18:00-19:00	**4**	**1888**	**0.159**	**0.397**	**0.556**
19:00-20:00	**4**	**1888**	**0.278**	**0.384**	**0.662**
20:00-21:00	**4**	**1888**	**0.013**	**0.291**	**0.304**
21:00-22:00	**4**	**1888**	**0.000**	**0.026**	**0.026**
22:00-23:00	**1**	**2800**	**0.000**	**0.036**	**0.036**
23:00-00:00					
Total Rates:			**6.024**	**5.651**	**11.675**

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

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

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Parameter Summary:

Trip rate parameter range selected:	360 - 17000 (units: sqm)
Survey date date range:	22/06/2011 - 22/06/2016
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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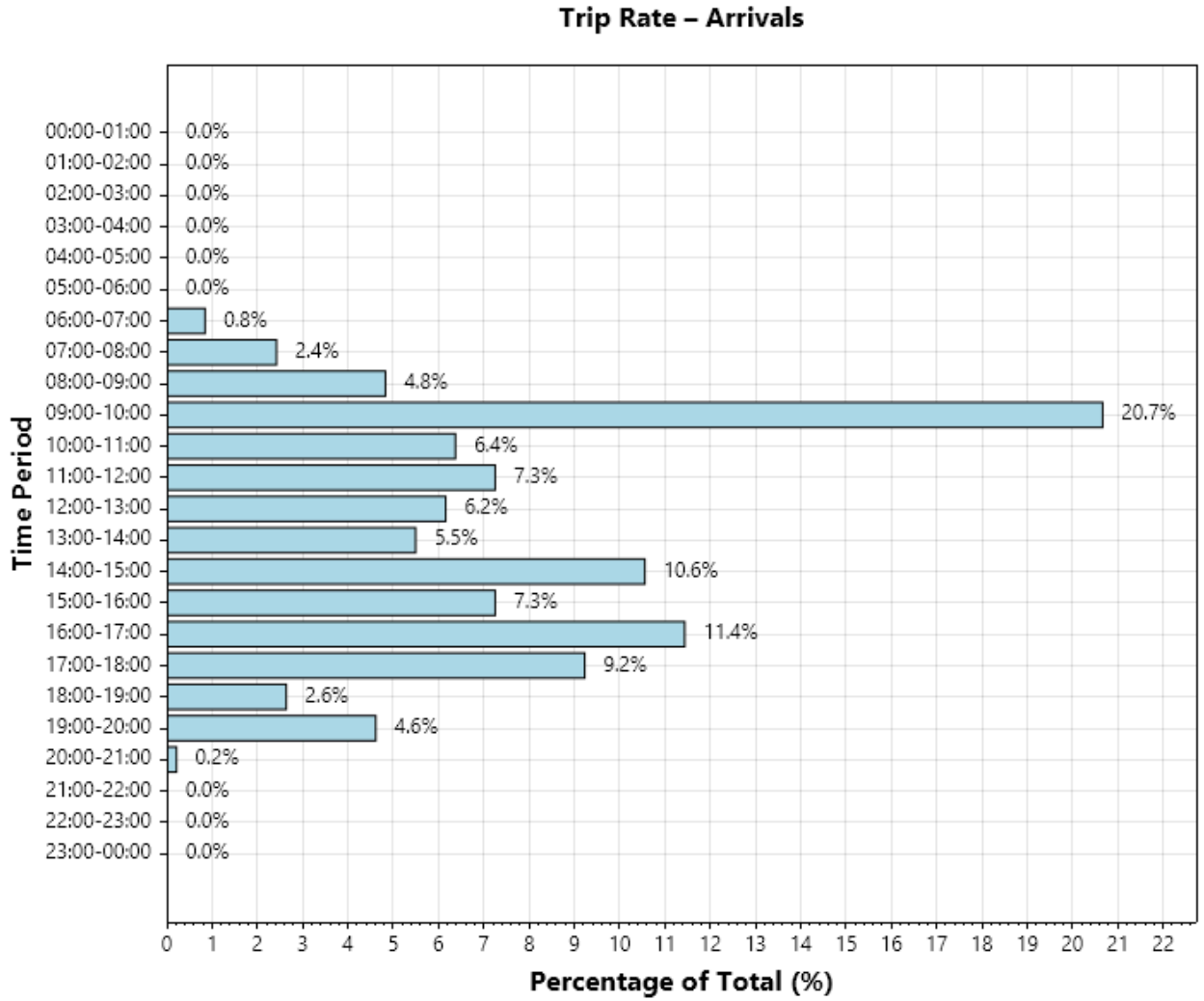
Trip Rate Pedestrians – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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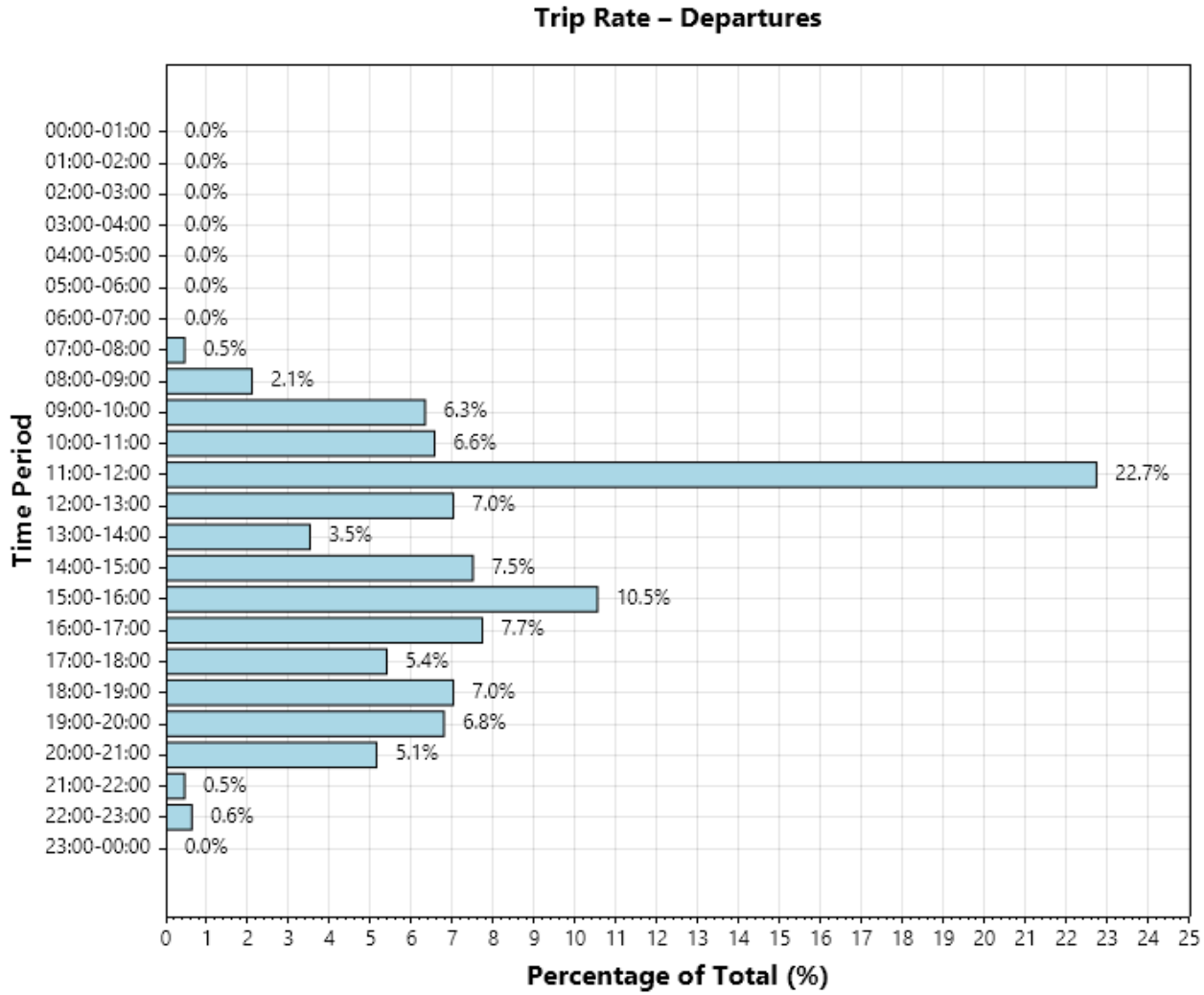
Trip Rate Pedestrians – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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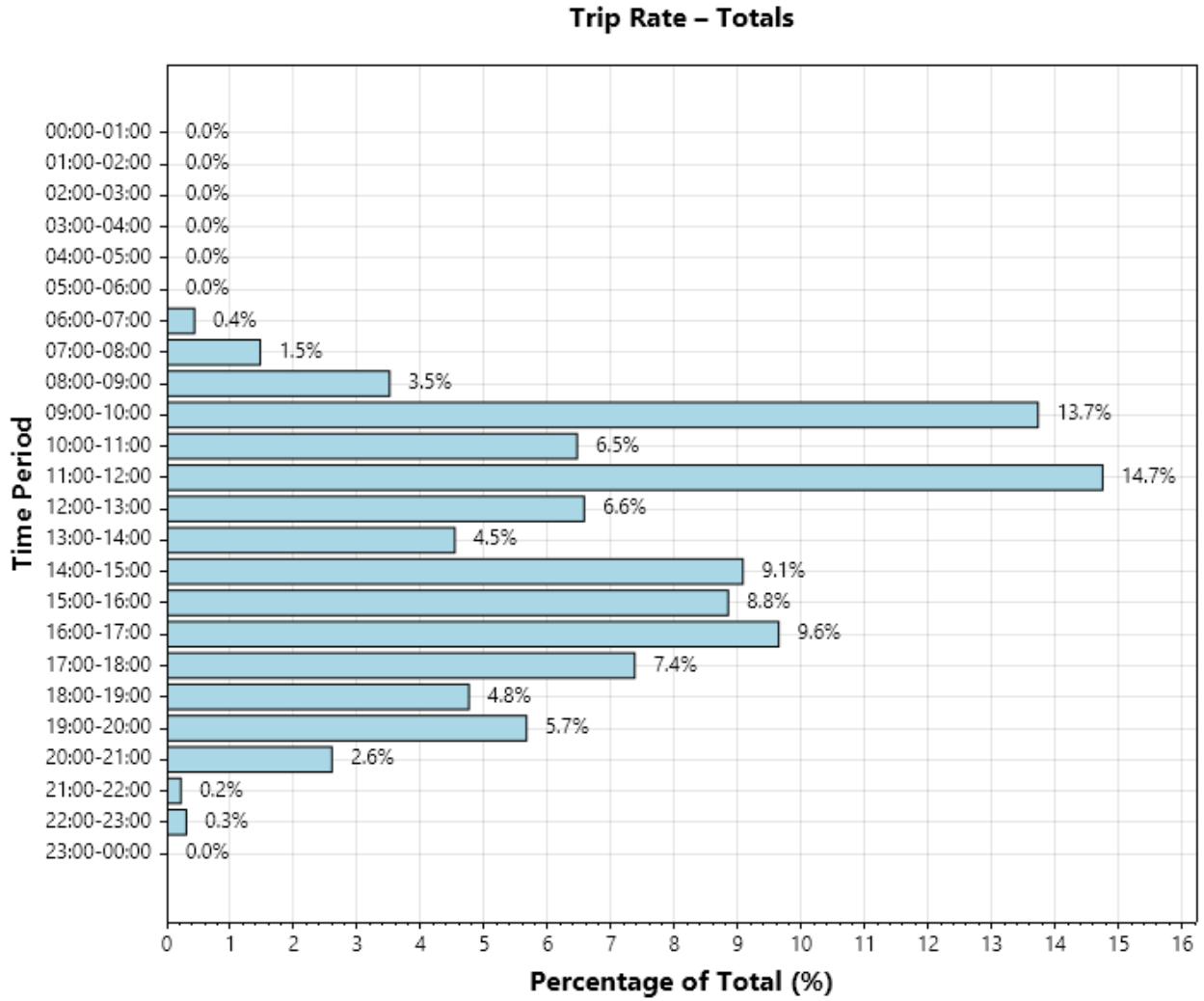
Trip Rate Pedestrians – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	2	1950	0.000	0.000	0.000
07:00-08:00	4	1888	0.040	0.000	0.040
08:00-09:00	4	1888	0.040	0.000	0.040
09:00-10:00	4	1888	1.205	0.053	1.258
10:00-11:00	4	1888	1.536	0.689	2.225
11:00-12:00	4	1888	0.689	2.000	2.689
12:00-13:00	4	1888	0.066	0.689	0.755
13:00-14:00	4	1888	1.232	0.437	1.669
14:00-15:00	4	1888	0.119	0.768	0.887
15:00-16:00	4	1888	0.132	0.132	0.264
16:00-17:00	4	1888	0.132	0.079	0.211
17:00-18:00	4	1888	0.093	0.013	0.106
18:00-19:00	4	1888	0.000	0.185	0.185
19:00-20:00	4	1888	0.013	0.066	0.079
20:00-21:00	4	1888	0.000	0.026	0.026
21:00-22:00	4	1888	0.000	0.000	0.000
22:00-23:00	1	2800	0.000	0.000	0.000
23:00-00:00					
Total Rates:			5.297	5.137	10.434

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

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

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Parameter Summary:

Trip rate parameter range selected:	360 - 17000 (units: sqm)
Survey date date range:	22/06/2011 - 22/06/2016
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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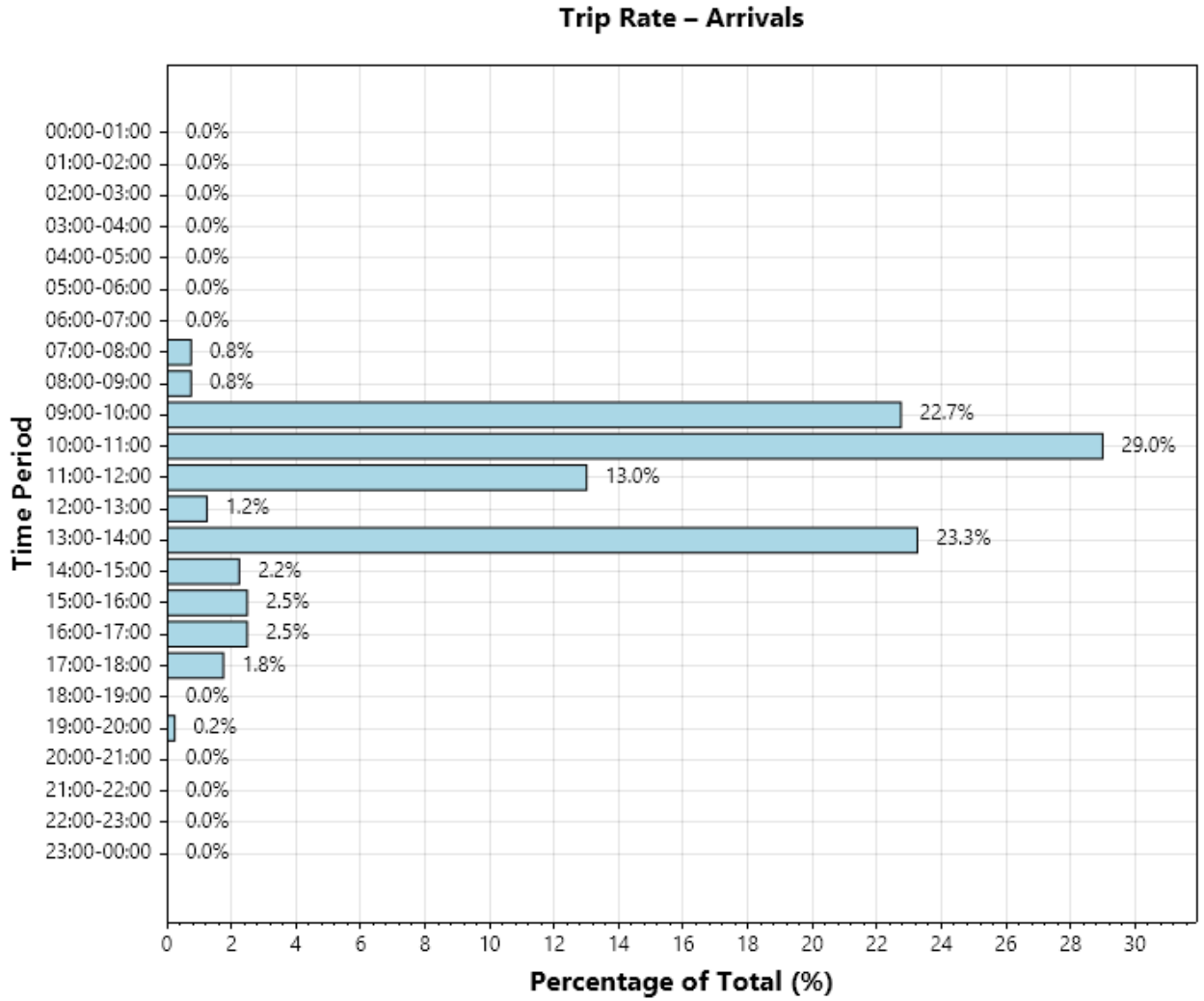
Trip Rate Public Transport Users – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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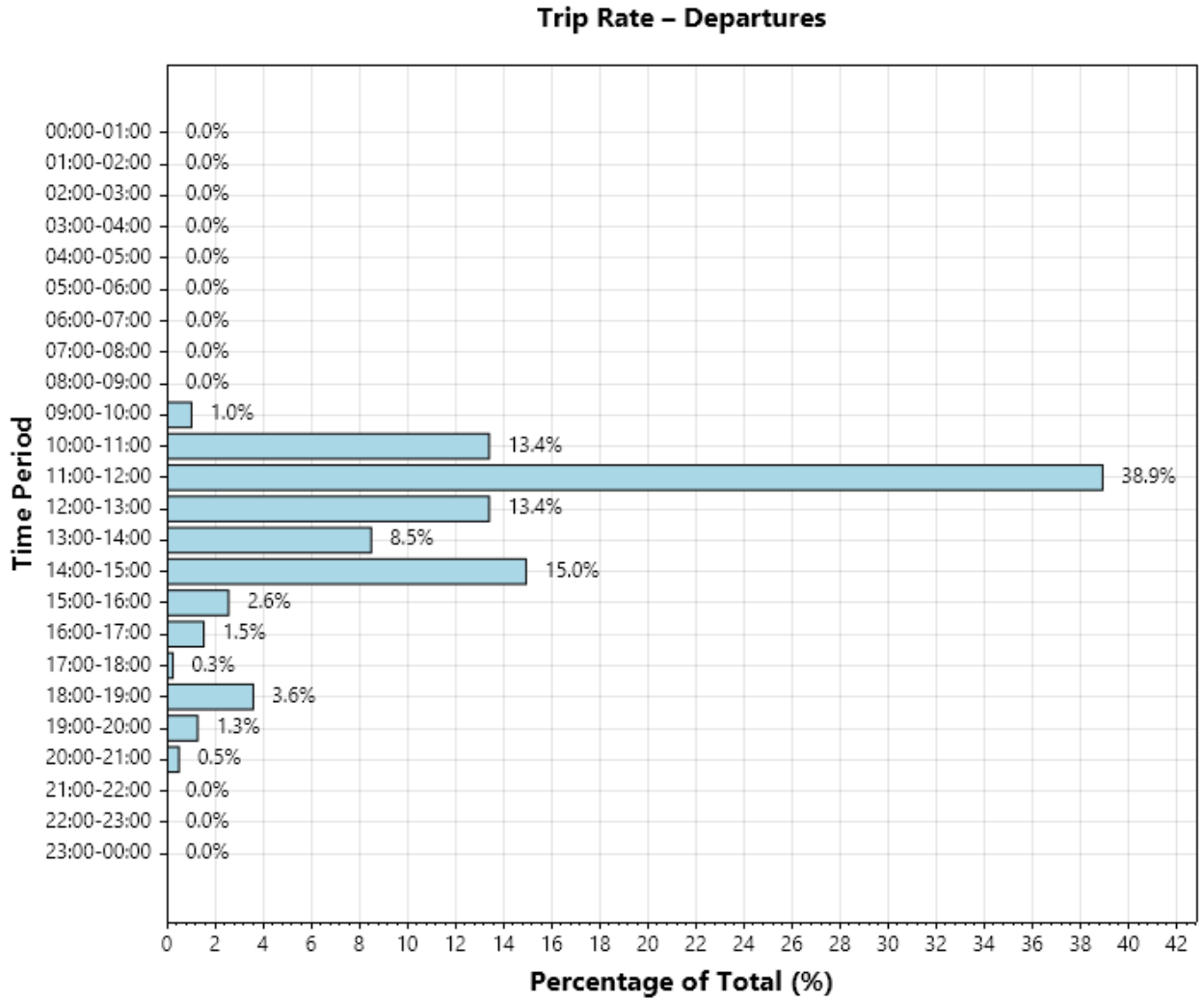
Trip Rate Public Transport Users – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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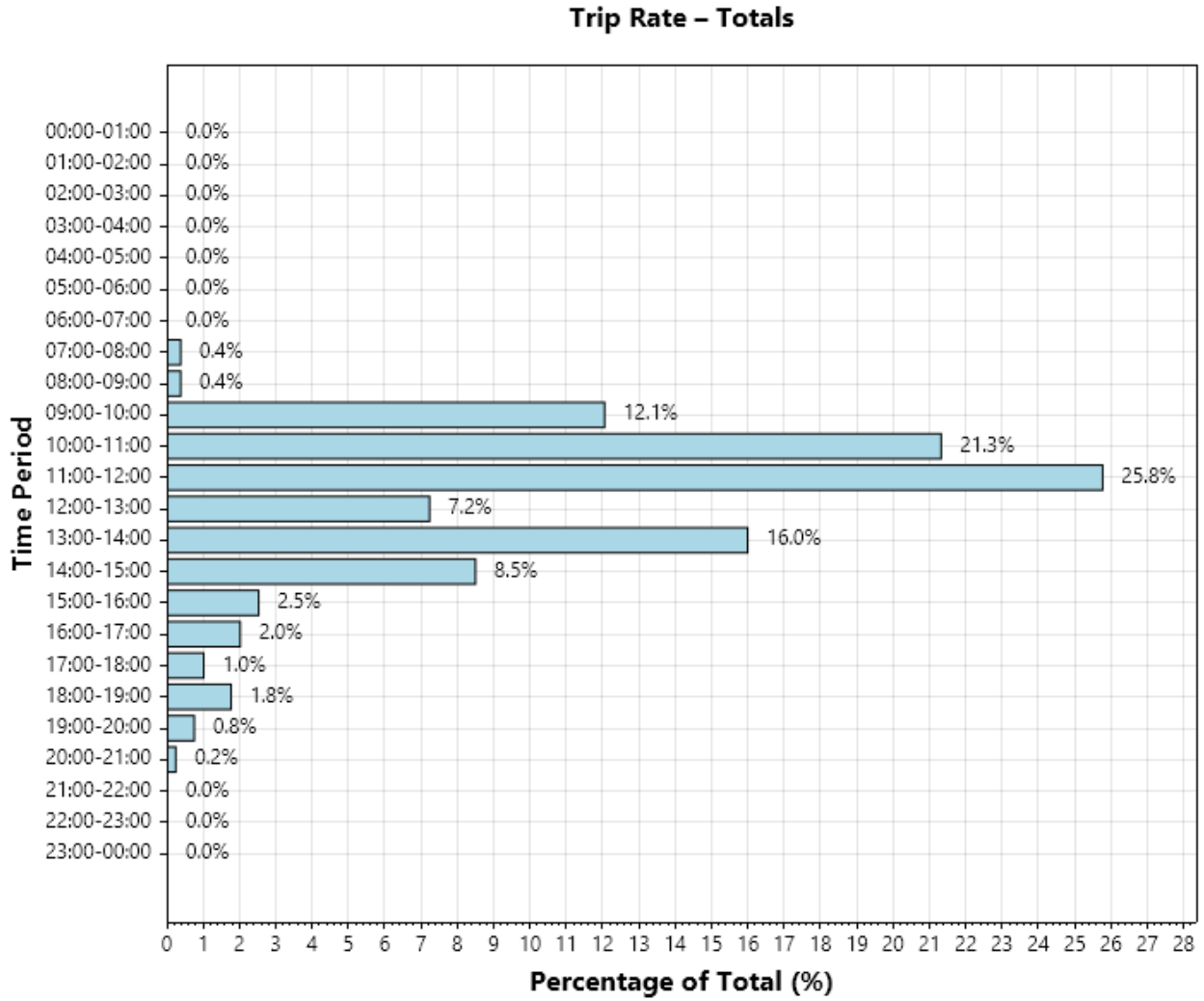
Trip Rate Public Transport Users – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

Bus/Tram Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**2**	**1950**	**0.000**	**0.000**	**0.000**
07:00-08:00	**4**	**1888**	**0.040**	**0.000**	**0.040**
08:00-09:00	**4**	**1888**	**0.026**	**0.000**	**0.026**
09:00-10:00	**4**	**1888**	**0.053**	**0.026**	**0.079**
10:00-11:00	**4**	**1888**	**0.066**	**0.053**	**0.119**
11:00-12:00	**4**	**1888**	**0.040**	**0.013**	**0.053**
12:00-13:00	**4**	**1888**	**0.066**	**0.053**	**0.119**
13:00-14:00	**4**	**1888**	**0.079**	**0.040**	**0.119**
14:00-15:00	**4**	**1888**	**0.093**	**0.000**	**0.093**
15:00-16:00	**4**	**1888**	**0.132**	**0.119**	**0.251**
16:00-17:00	**4**	**1888**	**0.132**	**0.066**	**0.198**
17:00-18:00	**4**	**1888**	**0.093**	**0.013**	**0.106**
18:00-19:00	**4**	**1888**	**0.000**	**0.185**	**0.185**
19:00-20:00	**4**	**1888**	**0.013**	**0.066**	**0.079**
20:00-21:00	**4**	**1888**	**0.000**	**0.026**	**0.026**
21:00-22:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
22:00-23:00	**1**	**2800**	**0.000**	**0.000**	**0.000**
23:00-00:00					
Total Rates:			**0.833**	**0.660**	**1.493**

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

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

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Parameter Summary:

Trip rate parameter range selected:	360 - 17000 (units: sqm)
Survey date date range:	12/10/2011 - 22/06/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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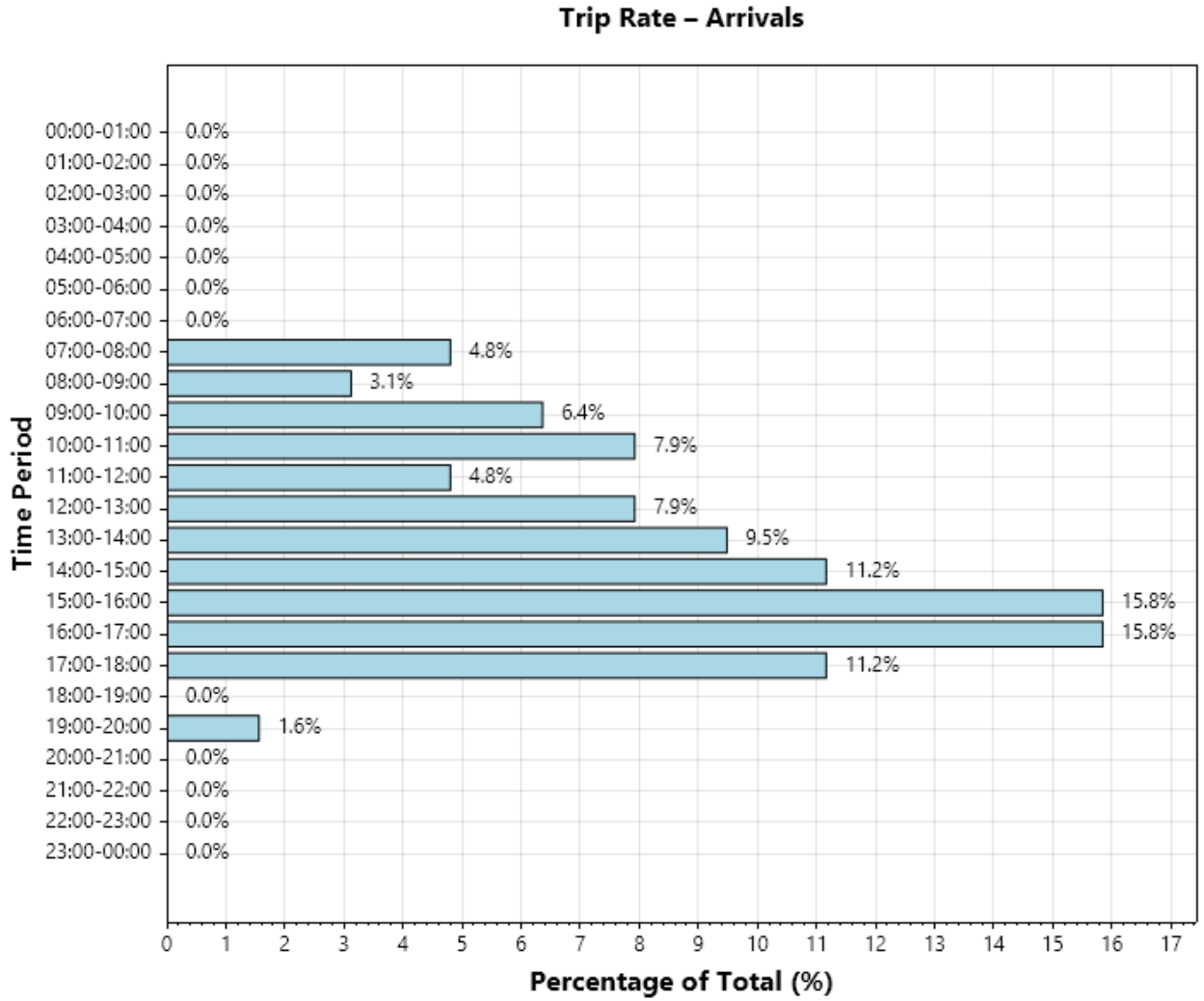
Trip Rate Bus/Tram Passengers – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-10-05 09:27

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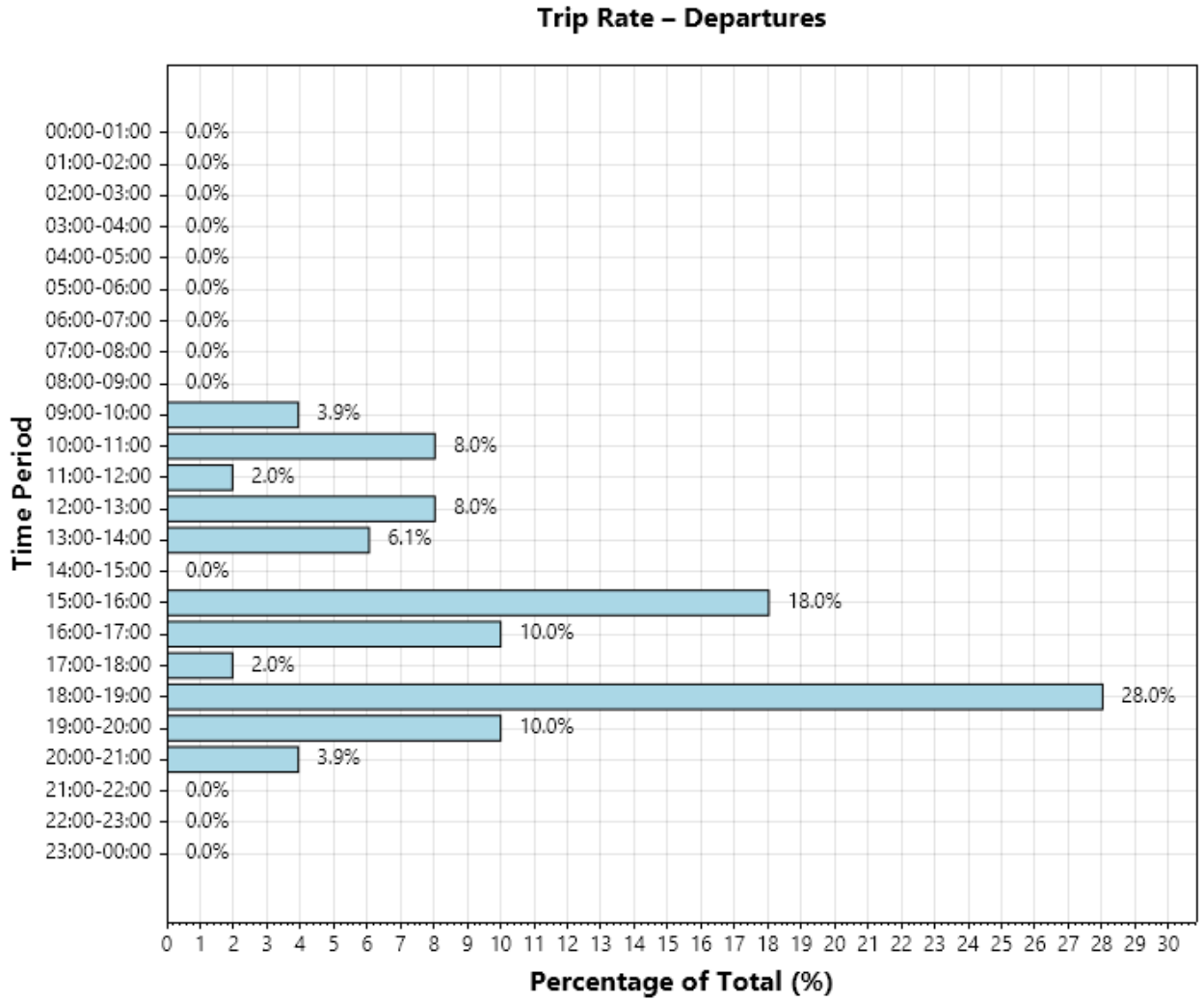
Trip Rate Bus/Tram Passengers – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-10-05 09:27

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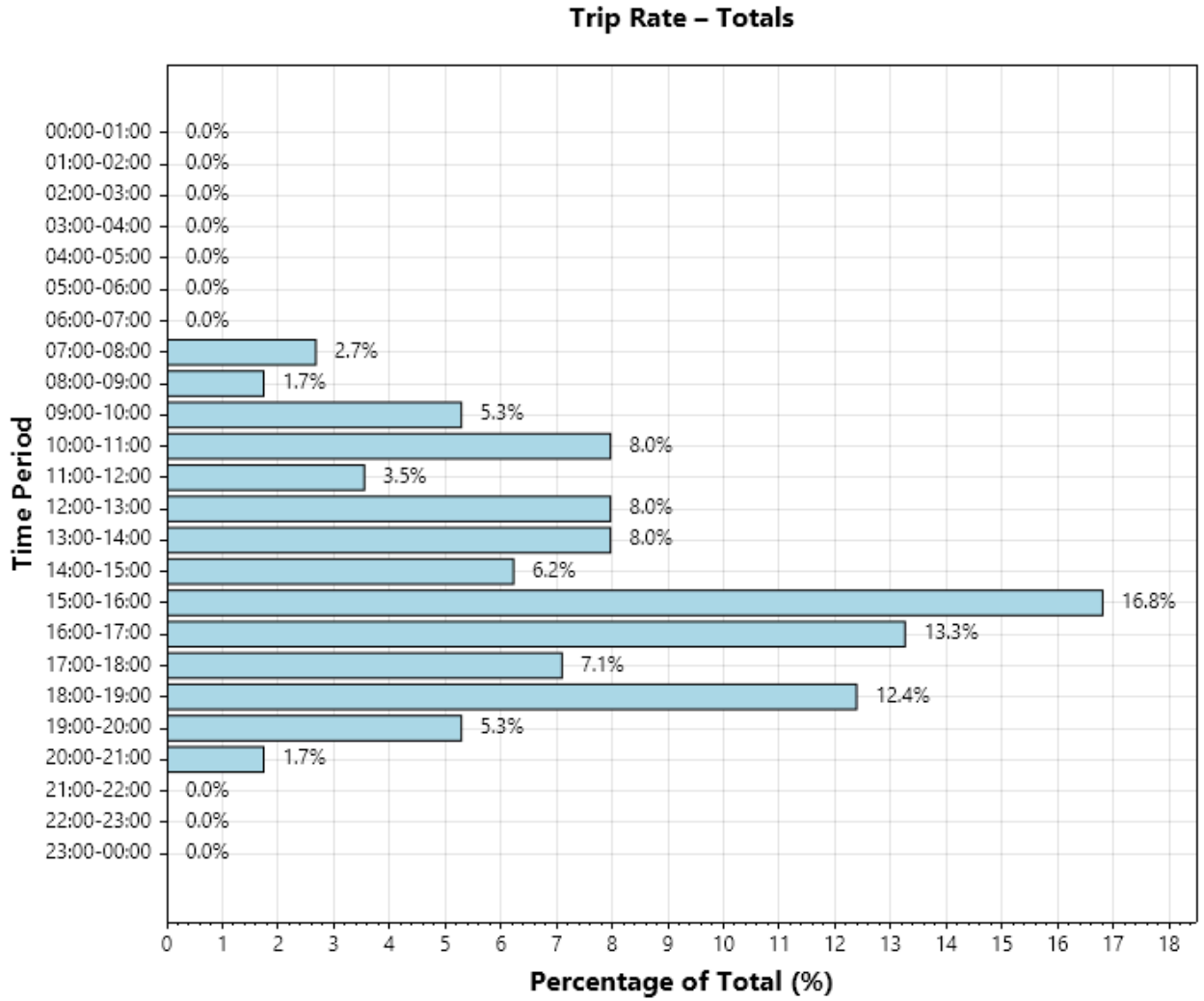
Trip Rate Bus/Tram Passengers – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-10-05 09:27

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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

Coach Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**2**	**1950**	**0.000**	**0.000**	**0.000**
07:00-08:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
08:00-09:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
09:00-10:00	**4**	**1888**	**1.152**	**0.026**	**1.178**
10:00-11:00	**4**	**1888**	**1.457**	**0.609**	**2.066**
11:00-12:00	**4**	**1888**	**0.649**	**1.987**	**2.636**
12:00-13:00	**4**	**1888**	**0.000**	**0.636**	**0.636**
13:00-14:00	**4**	**1888**	**1.139**	**0.397**	**1.536**
14:00-15:00	**4**	**1888**	**0.026**	**0.768**	**0.794**
15:00-16:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
16:00-17:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
17:00-18:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
18:00-19:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
19:00-20:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
20:00-21:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
21:00-22:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
22:00-23:00	**1**	**2800**	**0.000**	**0.000**	**0.000**
23:00-00:00					
Total Rates:			**4.423**	**4.423**	**8.846**

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

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

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Parameter Summary:

Trip rate parameter range selected:	360 - 17000 (units: sqm)
Survey date date range:	22/06/2011 - 22/06/2016
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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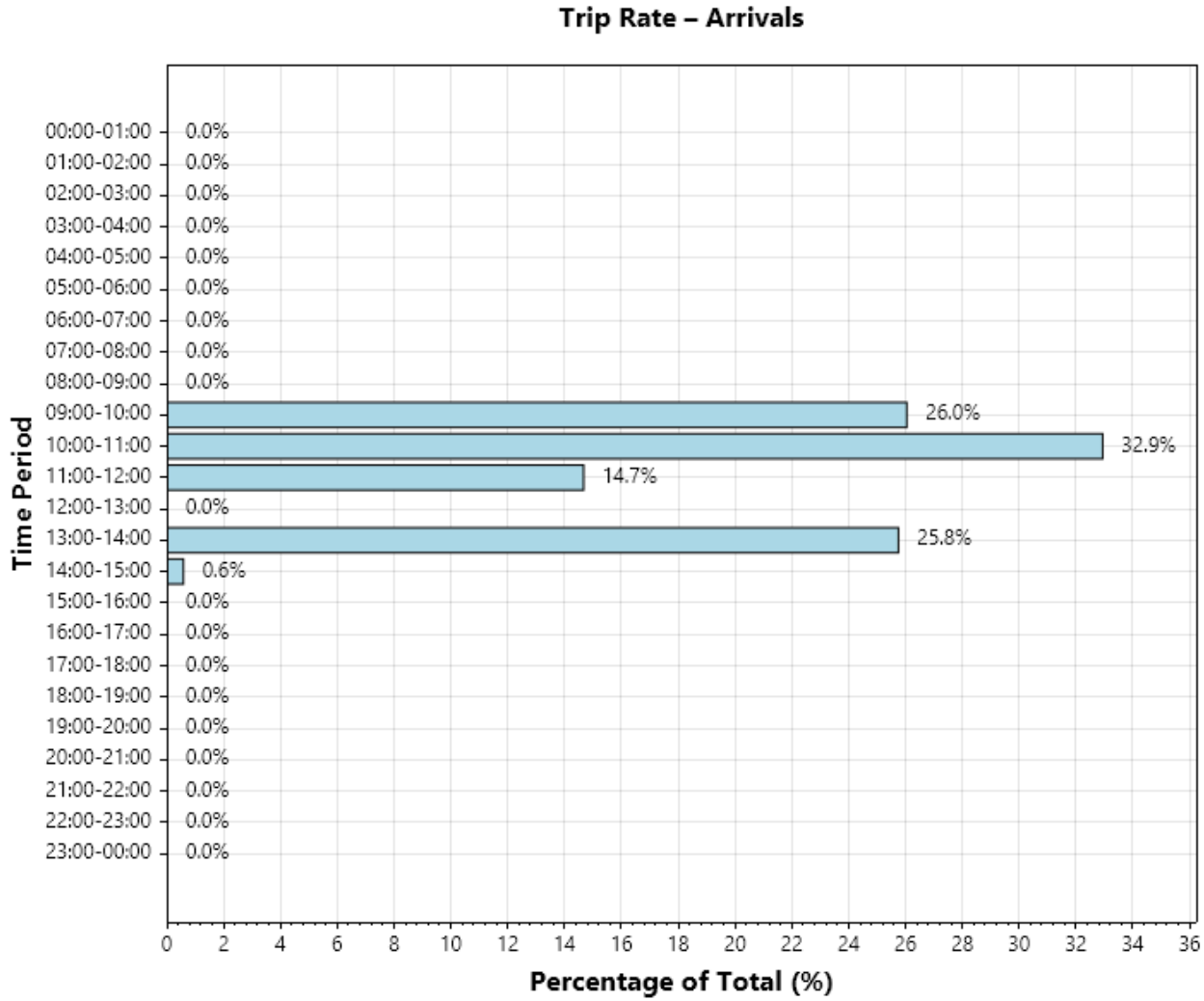
Trip Rate Coach Passengers – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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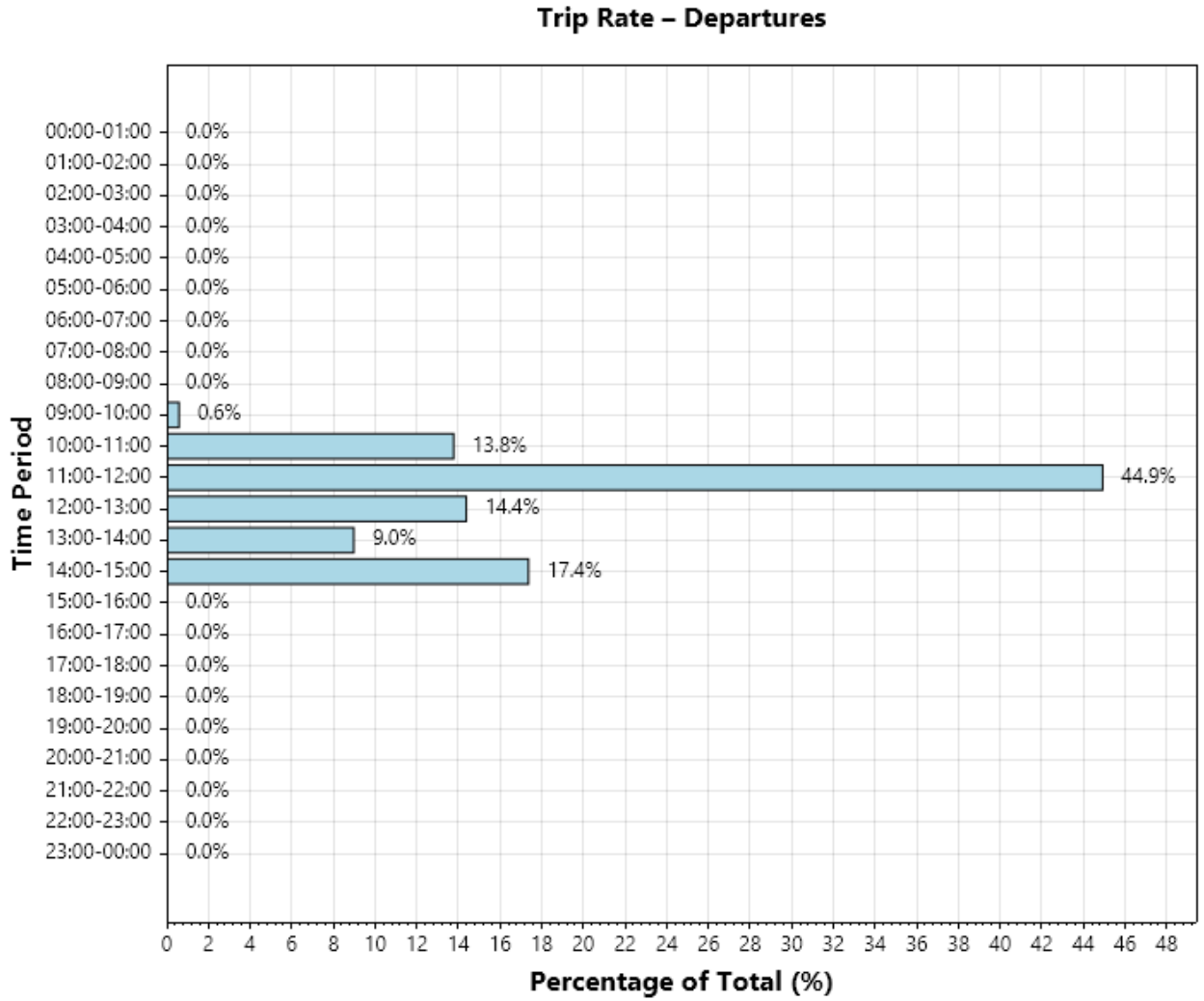
Trip Rate Coach Passengers – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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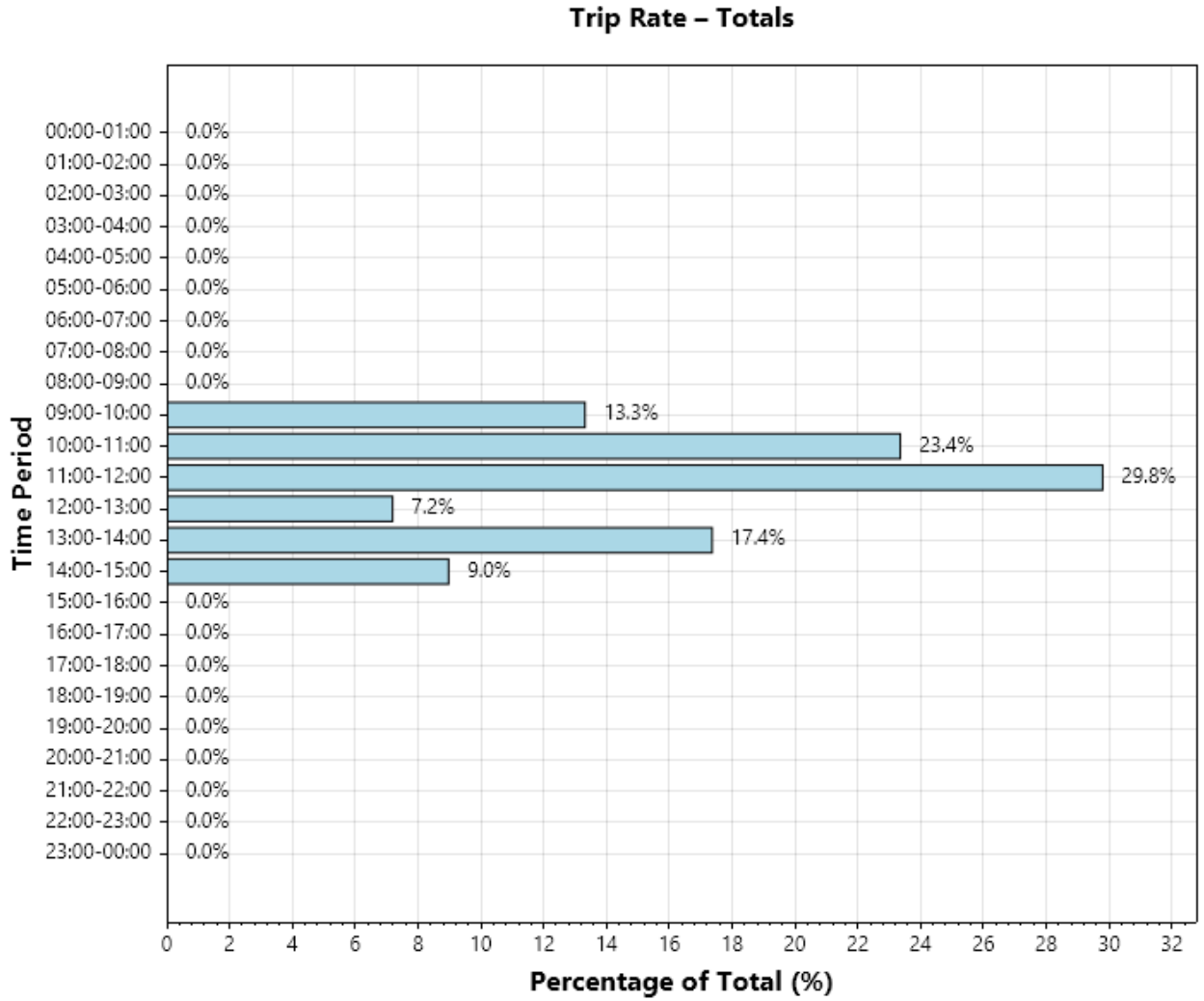
Trip Rate Coach Passengers – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-10-05 09:27

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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

Total Rail Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**2**	**1950**	**0.000**	**0.000**	**0.000**
07:00-08:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
08:00-09:00	**4**	**1888**	**0.013**	**0.000**	**0.013**
09:00-10:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
10:00-11:00	**4**	**1888**	**0.013**	**0.026**	**0.039**
11:00-12:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
12:00-13:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
13:00-14:00	**4**	**1888**	**0.013**	**0.000**	**0.013**
14:00-15:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
15:00-16:00	**4**	**1888**	**0.000**	**0.013**	**0.013**
16:00-17:00	**4**	**1888**	**0.000**	**0.013**	**0.013**
17:00-18:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
18:00-19:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
19:00-20:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
20:00-21:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
21:00-22:00	**4**	**1888**	**0.000**	**0.000**	**0.000**
22:00-23:00	**1**	**2800**	**0.000**	**0.000**	**0.000**
23:00-00:00					
Total Rates:			**0.039**	**0.052**	**0.091**

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

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

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Parameter Summary:

Trip rate parameter range selected:	360 - 17000 (units: sqm)
Survey date date range:	12/10/2011 - 22/06/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

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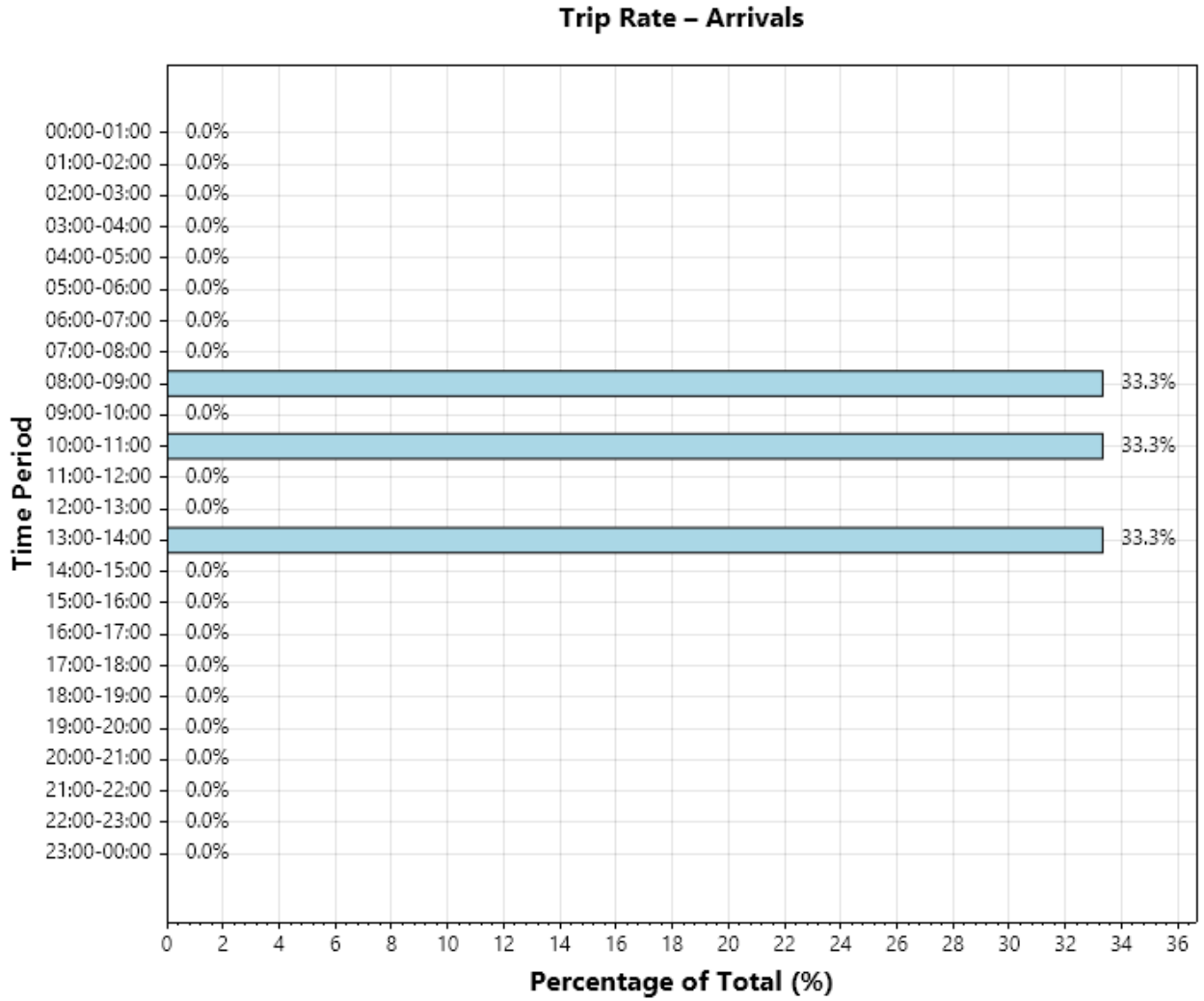
Trip Rate Total Rail Passengers – Arrivals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-10-05 09:27

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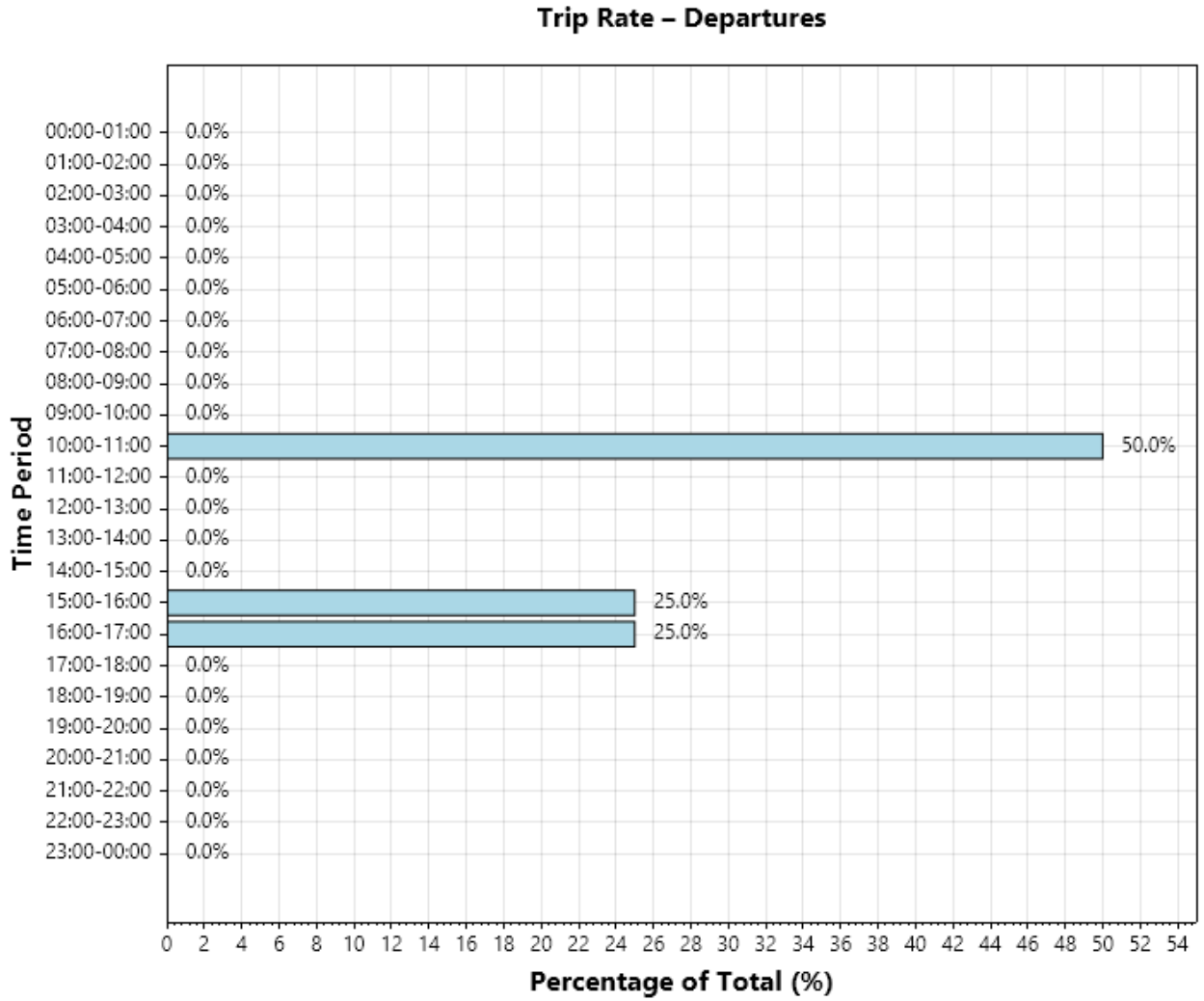
Trip Rate Total Rail Passengers – Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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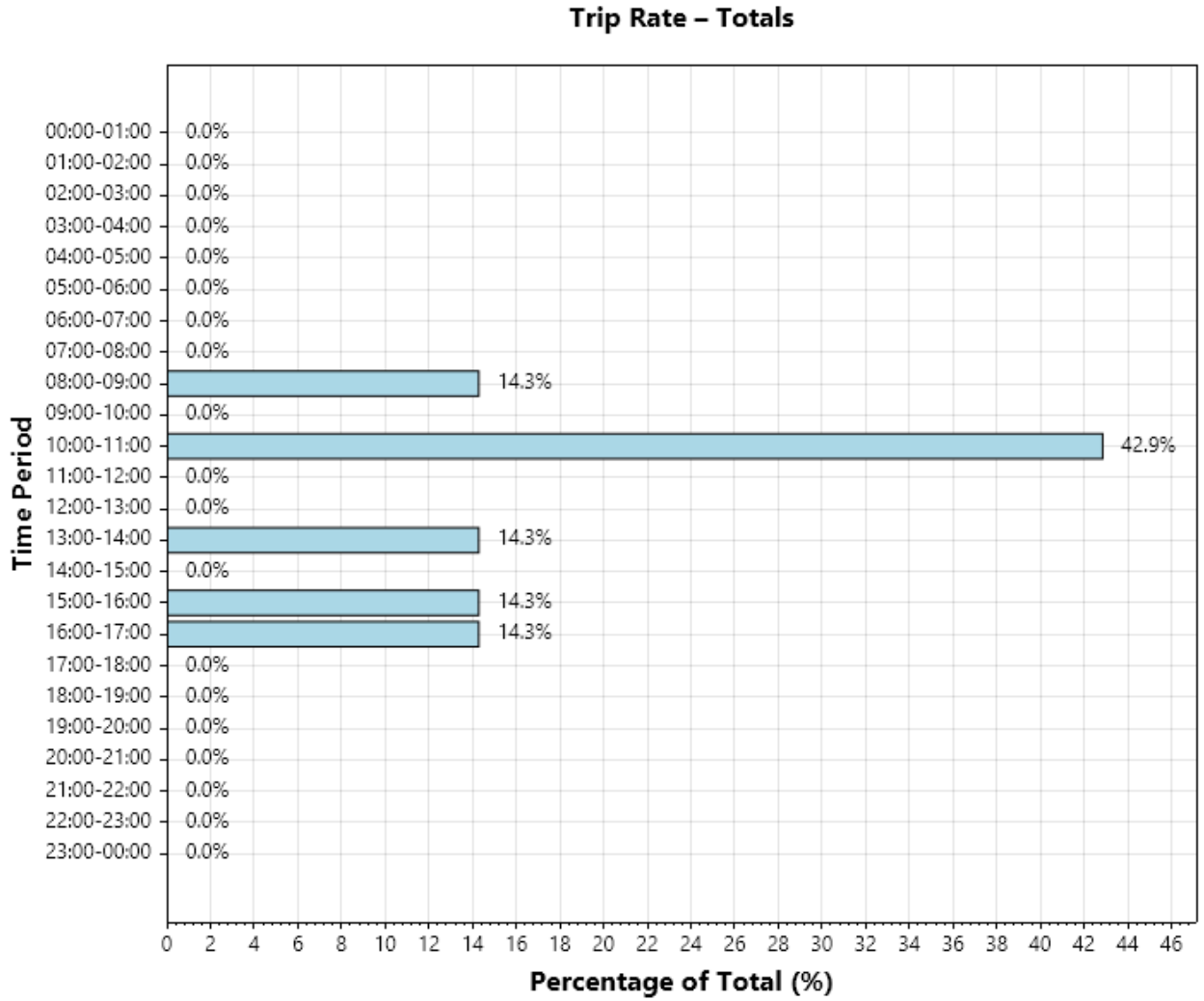
Trip Rate Total Rail Passengers – Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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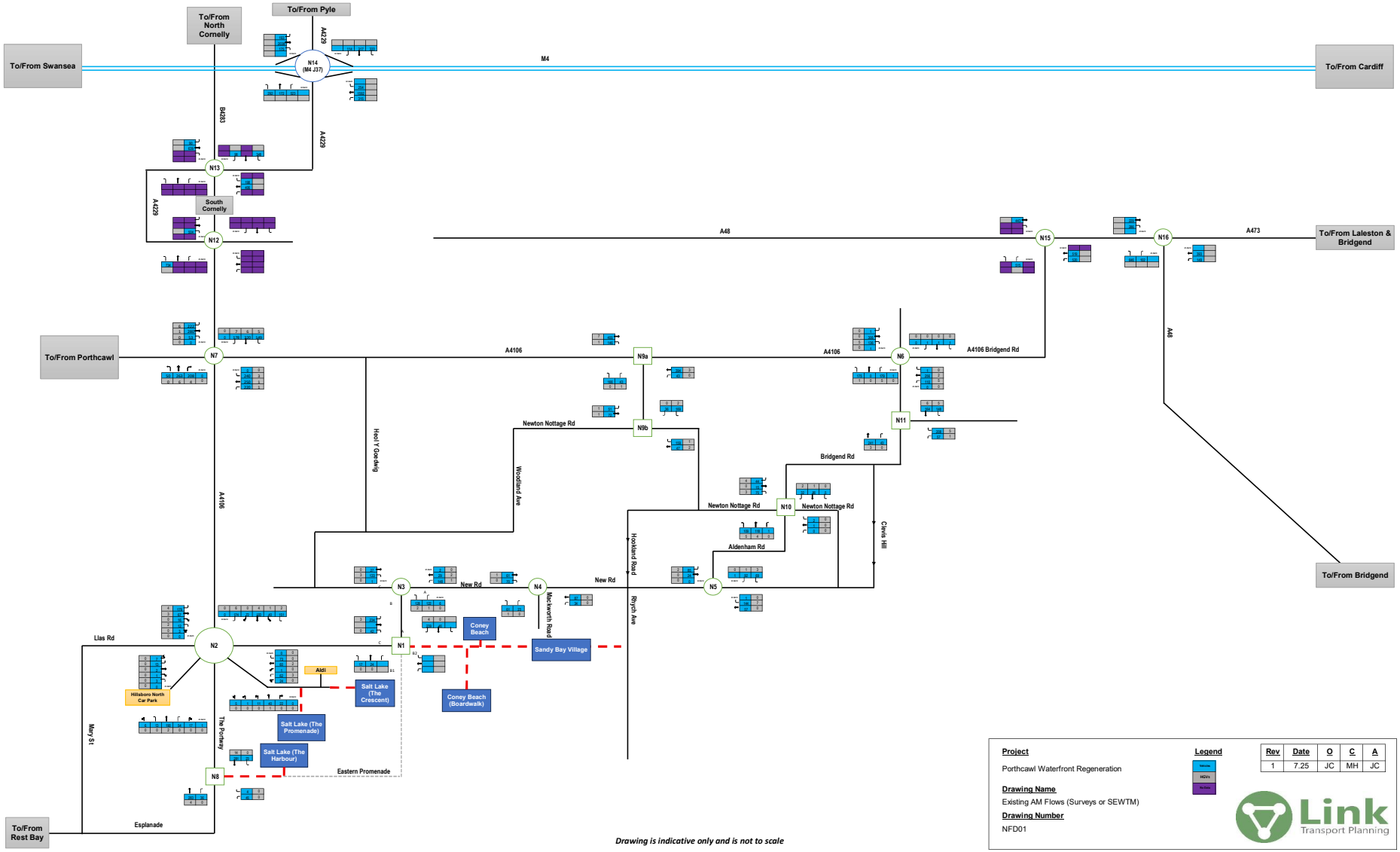
APPENDIX F

NETWORK FLOW DIAGRAMS



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

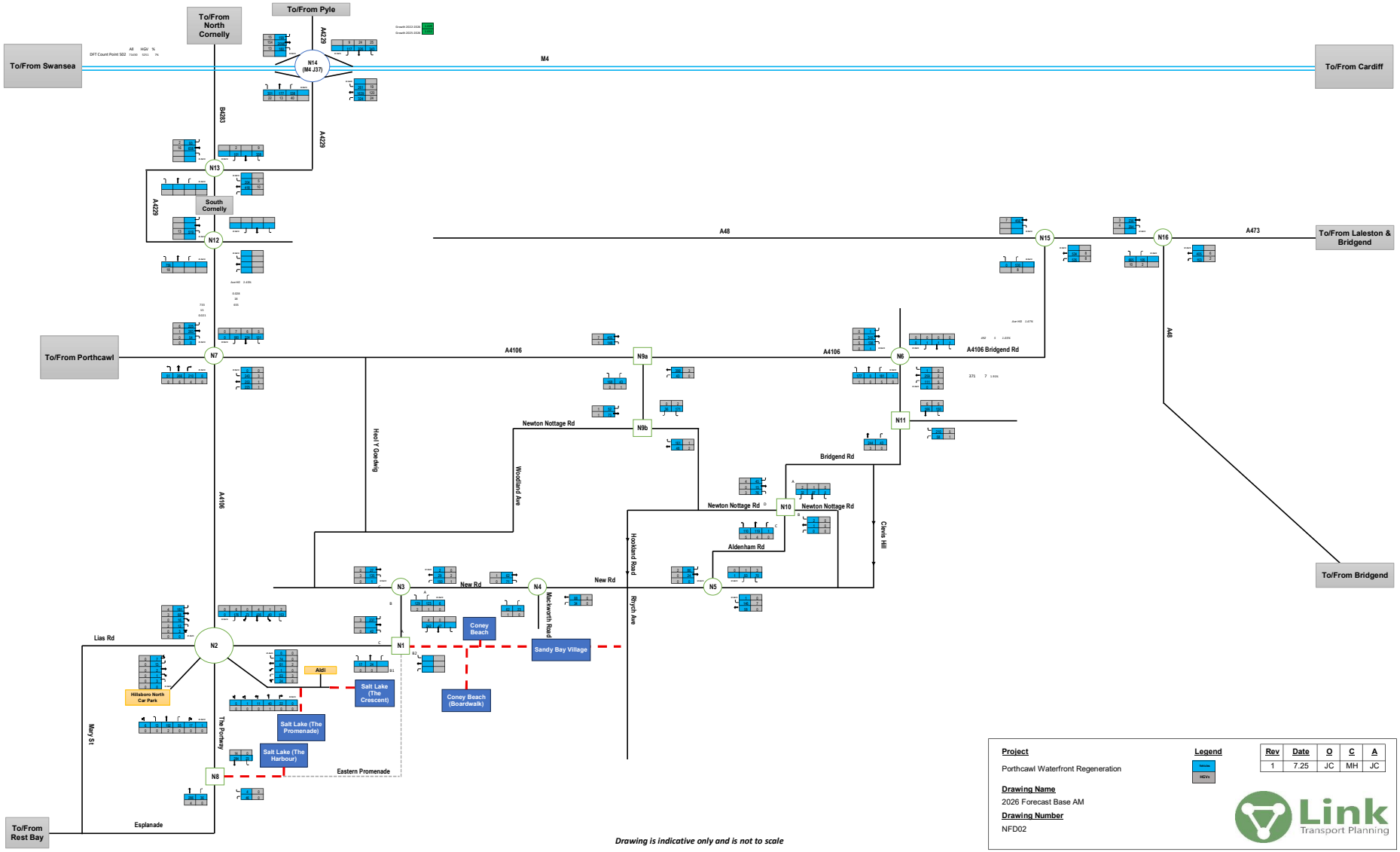
Drawing Name
Existing AM Flows (Surveys or SEWTM)

Drawing Number
NFD01

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

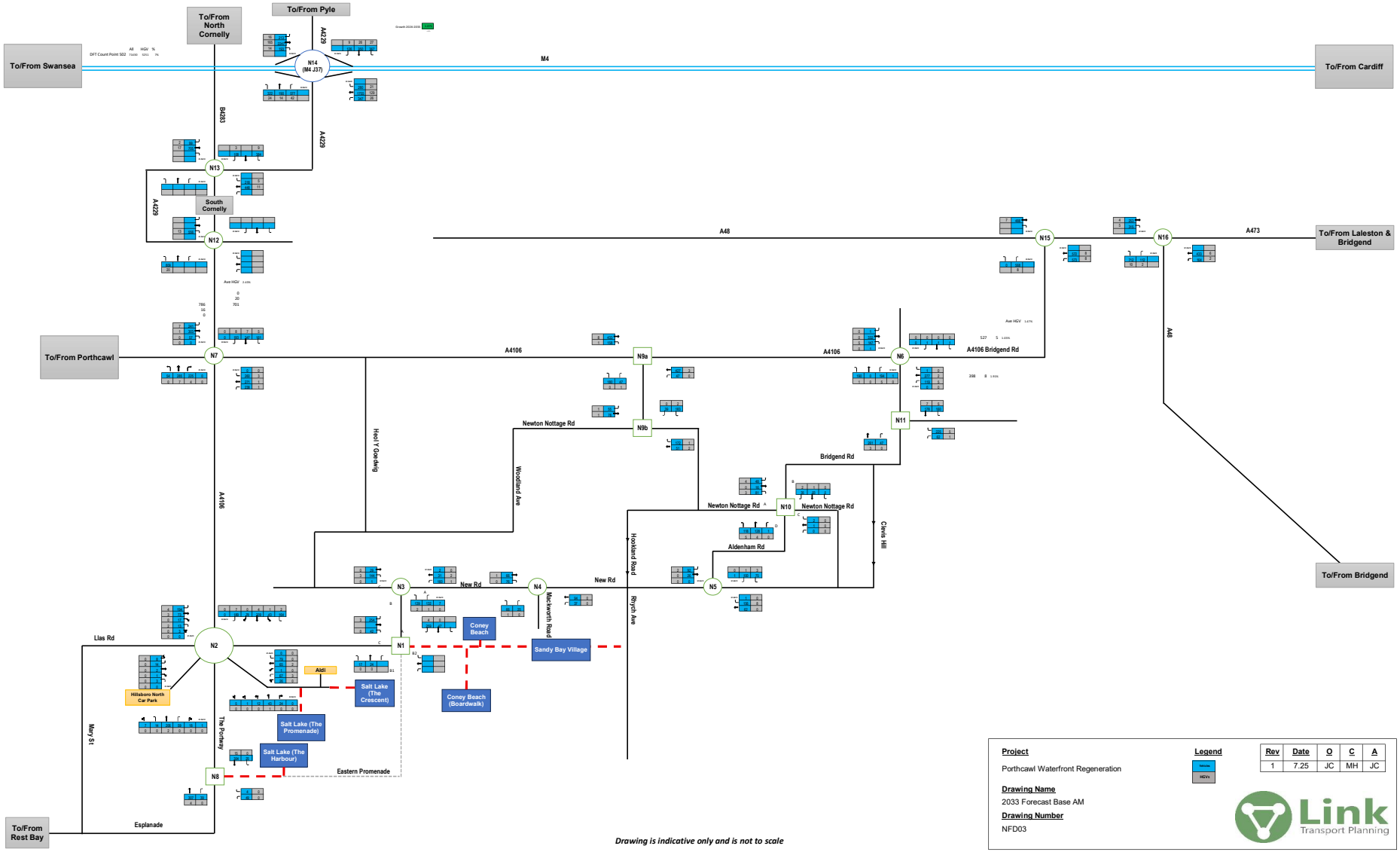
Drawing Name
2026 Forecast Base AM

Drawing Number
NFD02

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

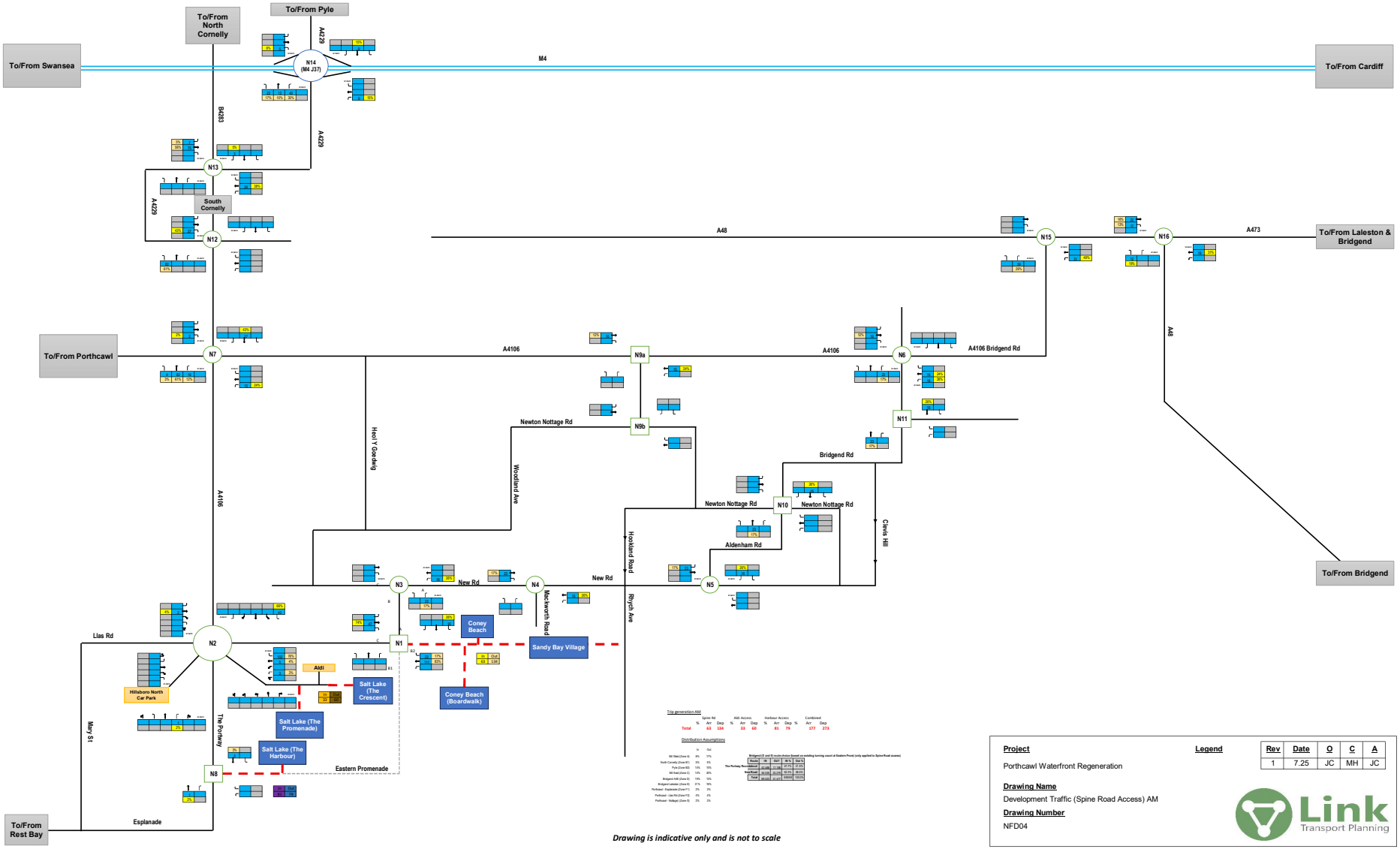
Drawing Name
2033 Forecast Base AM

Drawing Number
NFD03

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

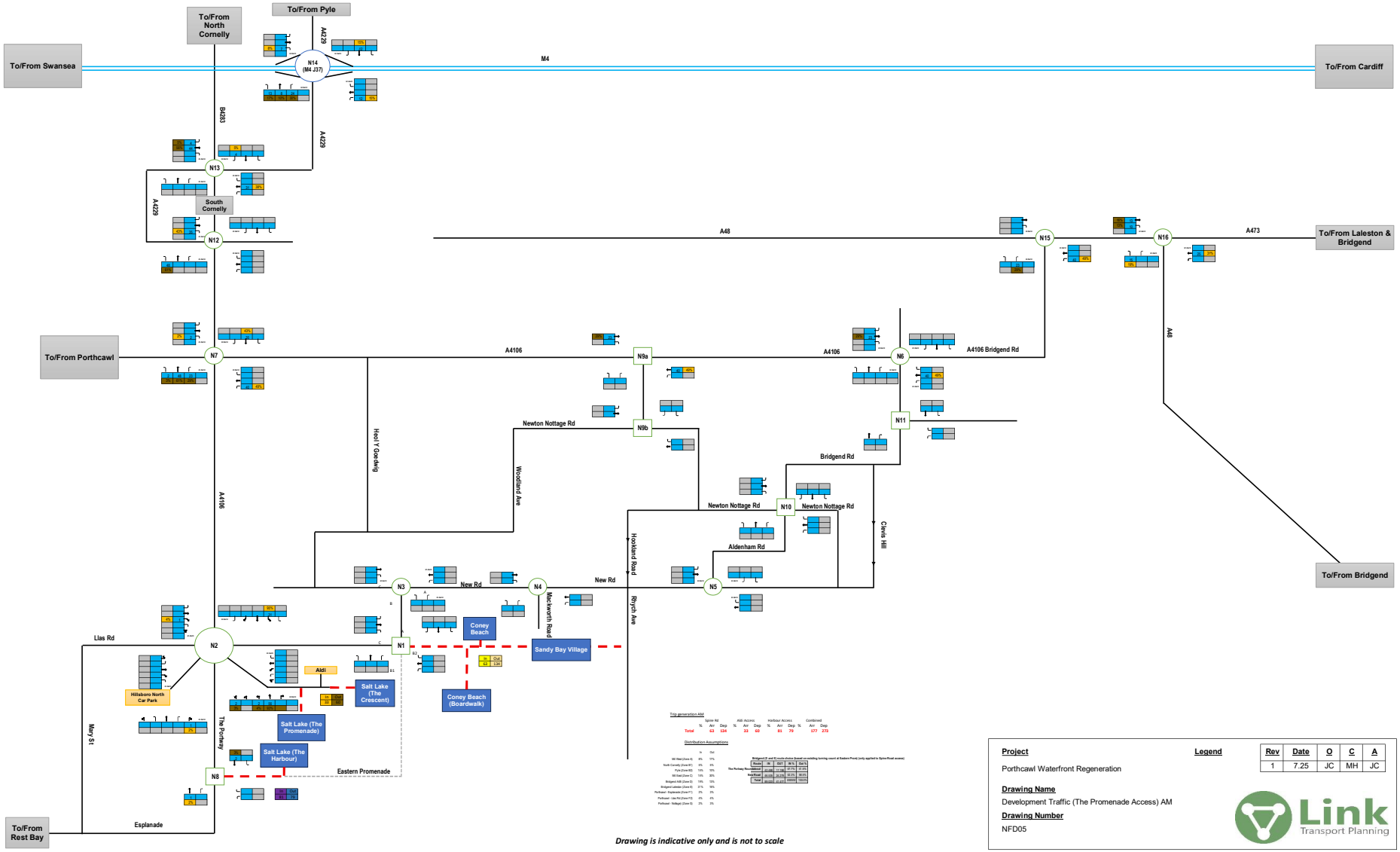
Drawing Name
Development Traffic (Spine Road Access) AM

Drawing Number
NFD04

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

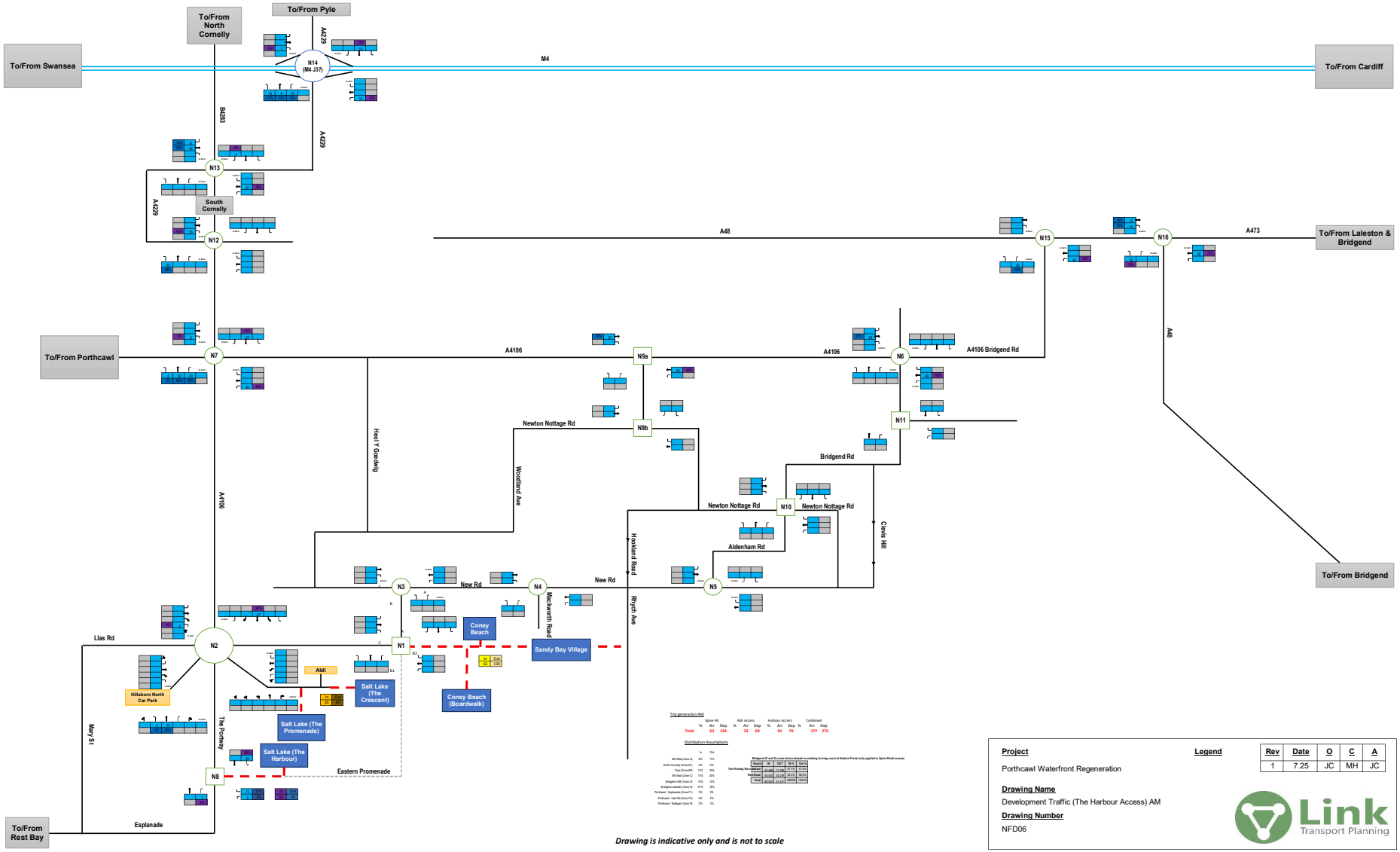
Drawing Name
Development Traffic (The Promenade Access) AM

Drawing Number
NFD05

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

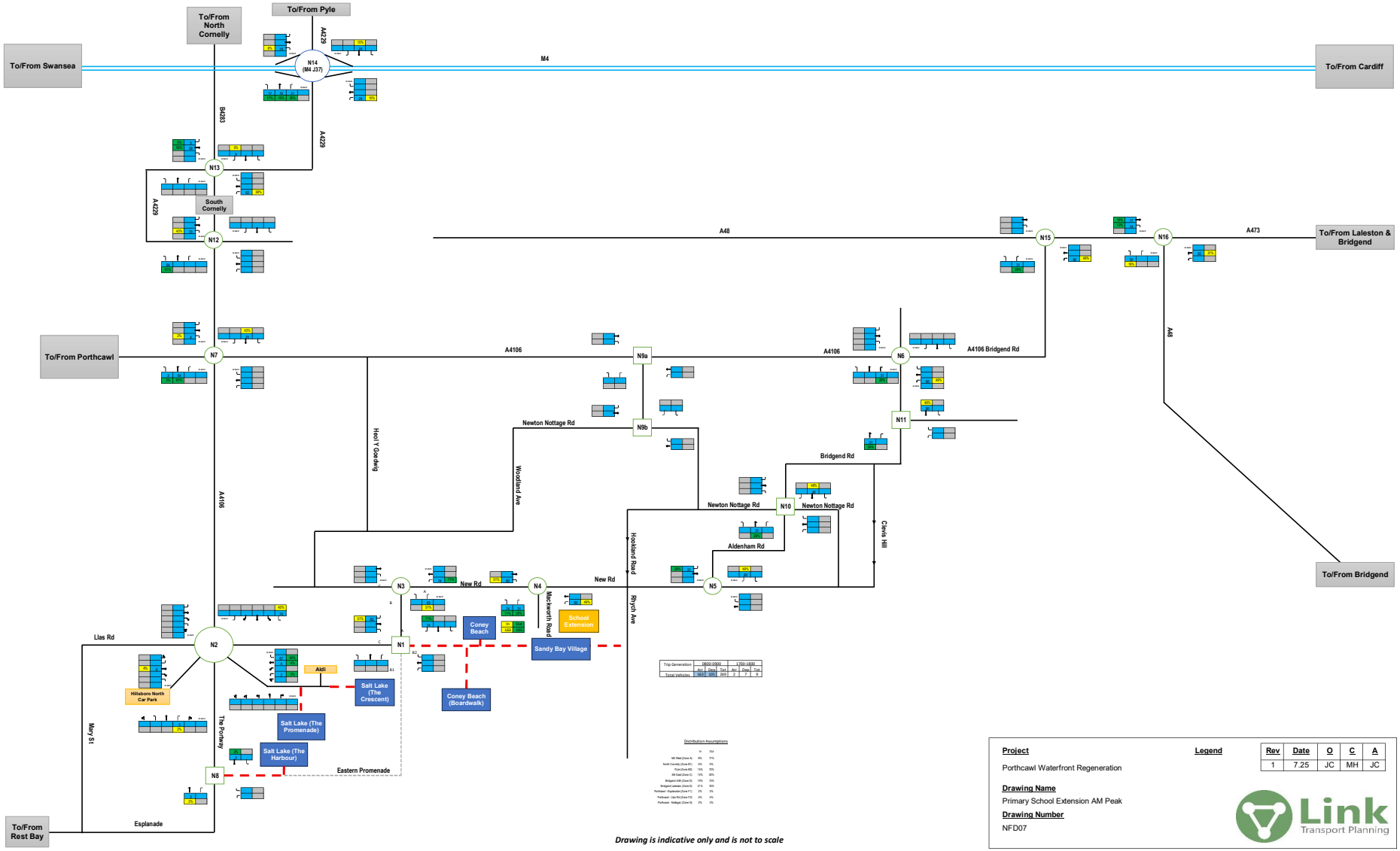
Drawing Name
Development Traffic (The Harbour Access) AM

Drawing Number
NFD06

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

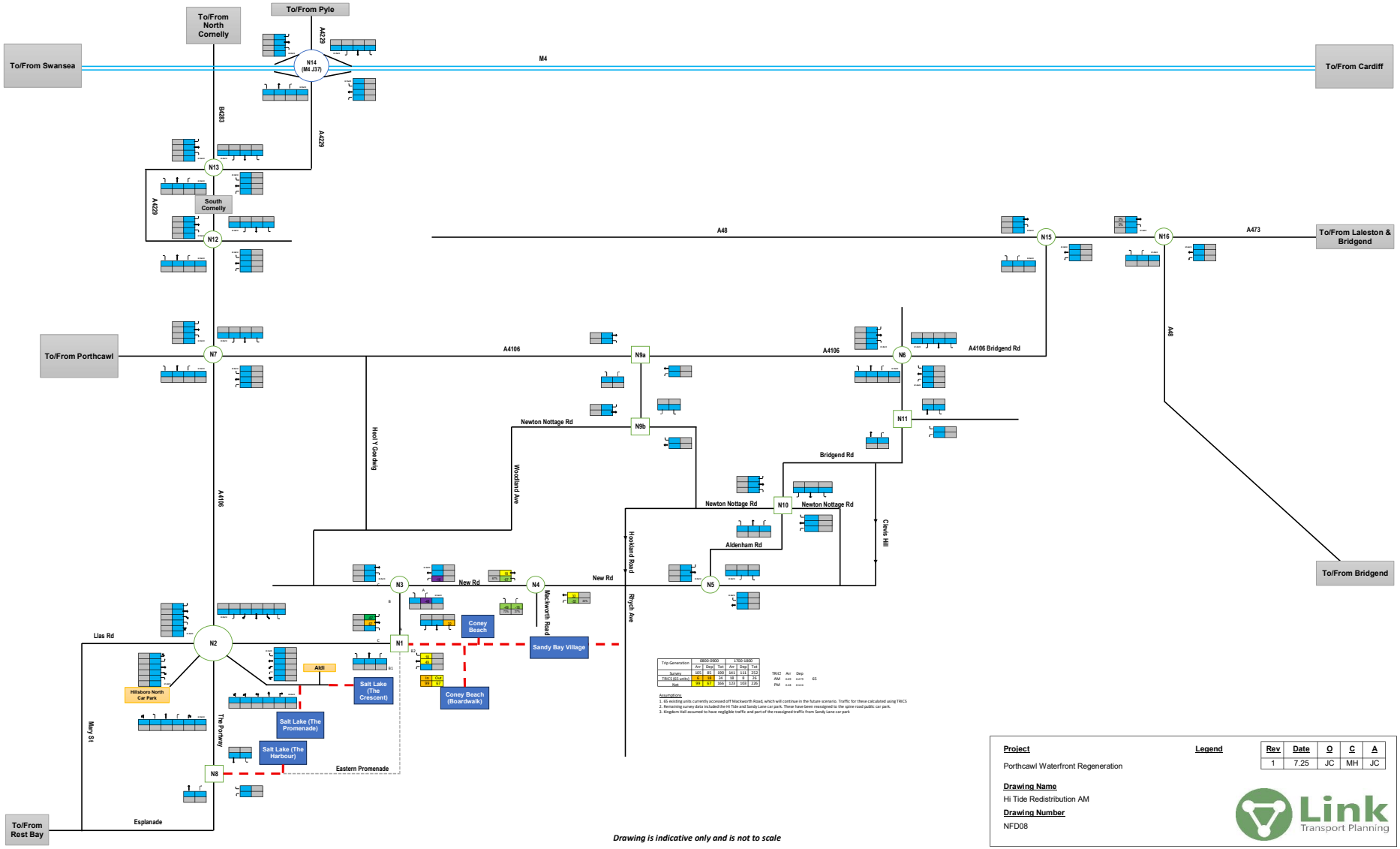
Drawing Name
Primary School Extension AM Peak

Drawing Number
NFD07

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Trip Generation	0800-0900			1700-1800		
	Arr	Dep	Tot	Arr	Dep	Tot
Survey	105	85	190	141	111	252
TRICS (85 units)	41	26	67	33	8	41
Net	99	67	166	123	103	226

TRICS Arr Dep
AM 0.09 0.279 65
PM 0.28 0.114

Assumptions
1. 65 existing units currently accessed off Mackworth Road, which will continue in the future scenario. Traffic for these calculated using TRICS
2. Remaining survey data included the Hi Tide and Sandy Lane car park. These have been reassigned to the spine road public car park.
3. Kingdom Hall assumed to have negligible traffic and part of the reassigned traffic from Sandy Lane car park

Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

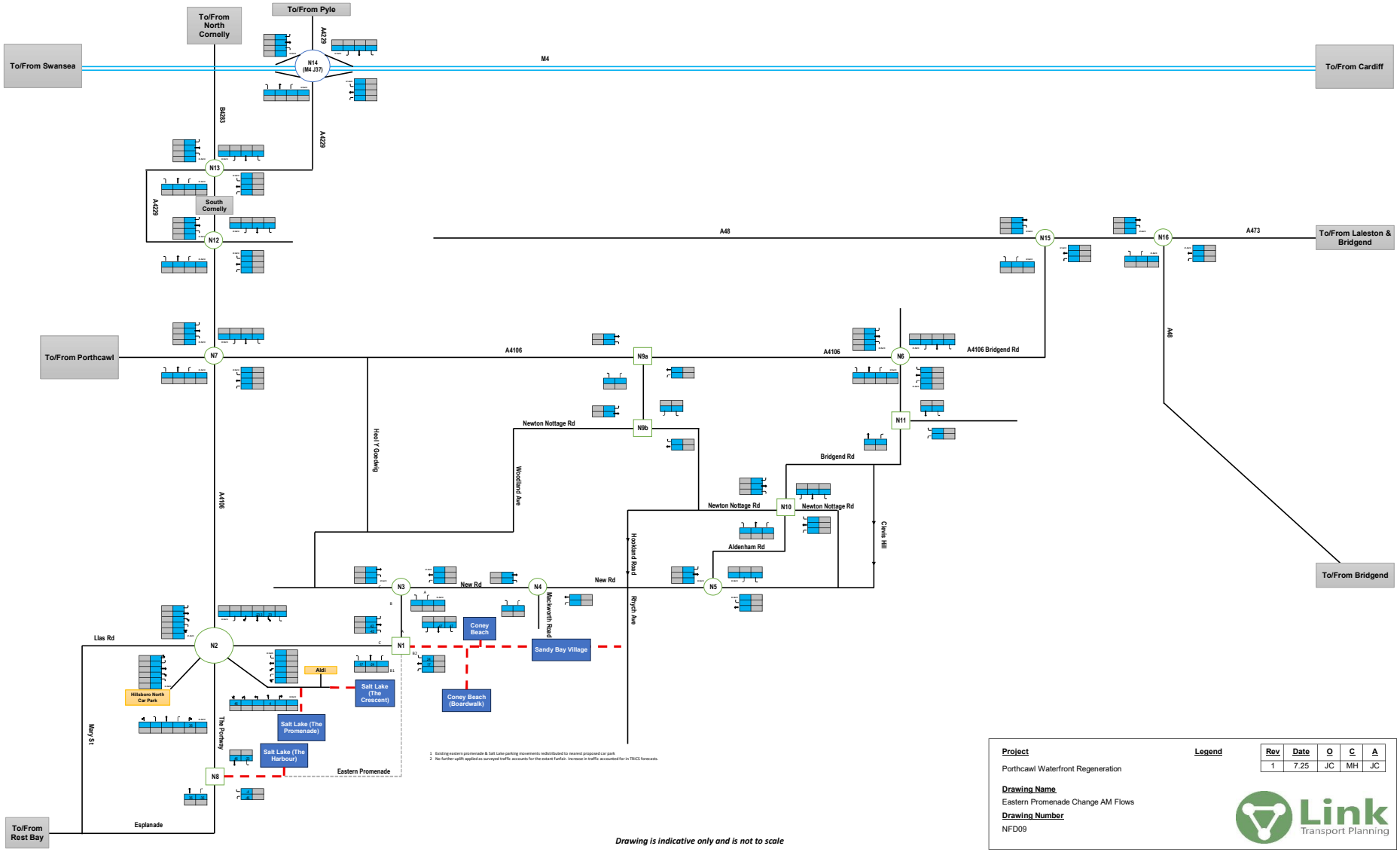
Drawing Name
Hi Tide Redistribution AM

Drawing Number
NFD08

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

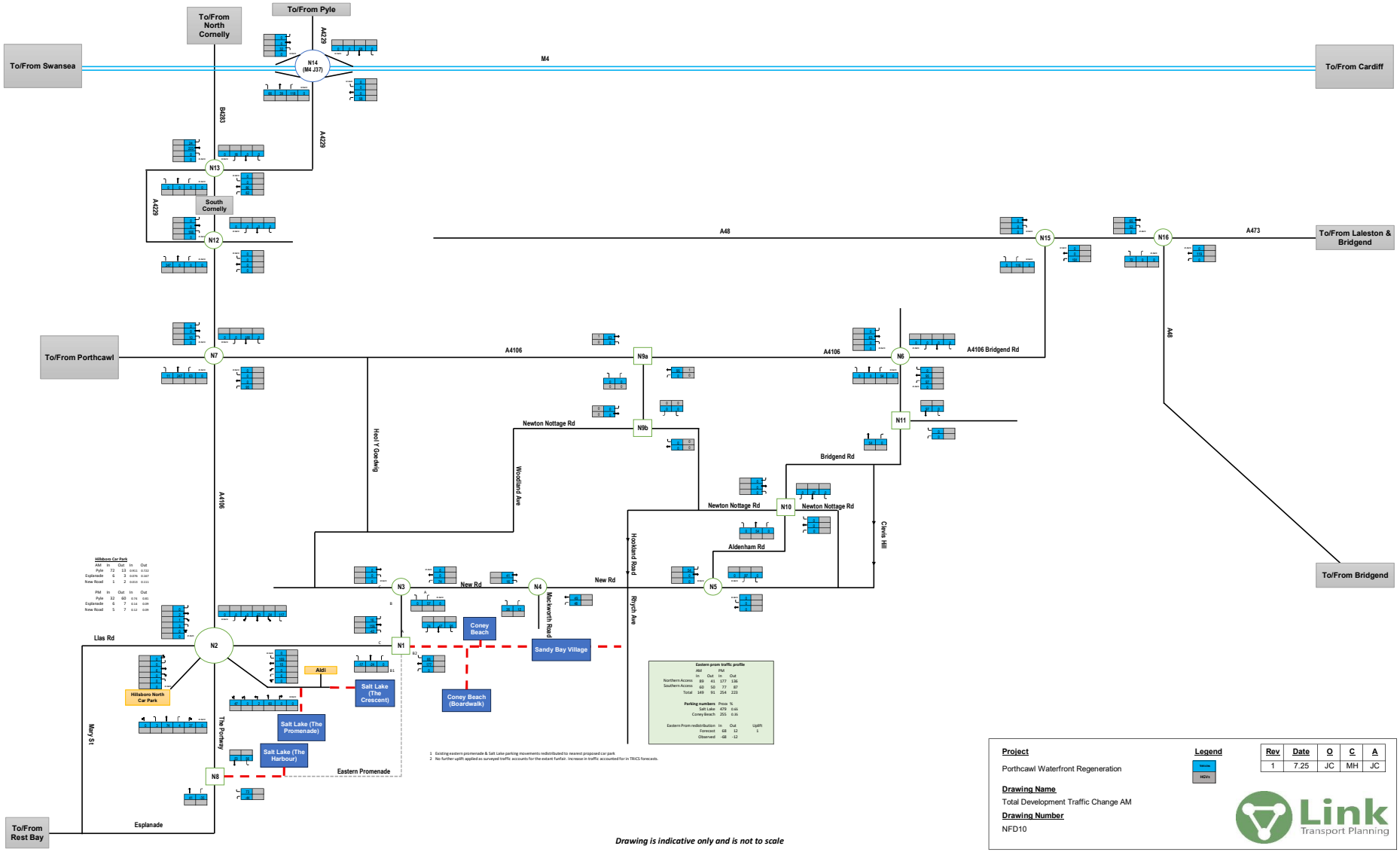
Drawing Name
Eastern Promenade Change AM Flows

Drawing Number
NFD09

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

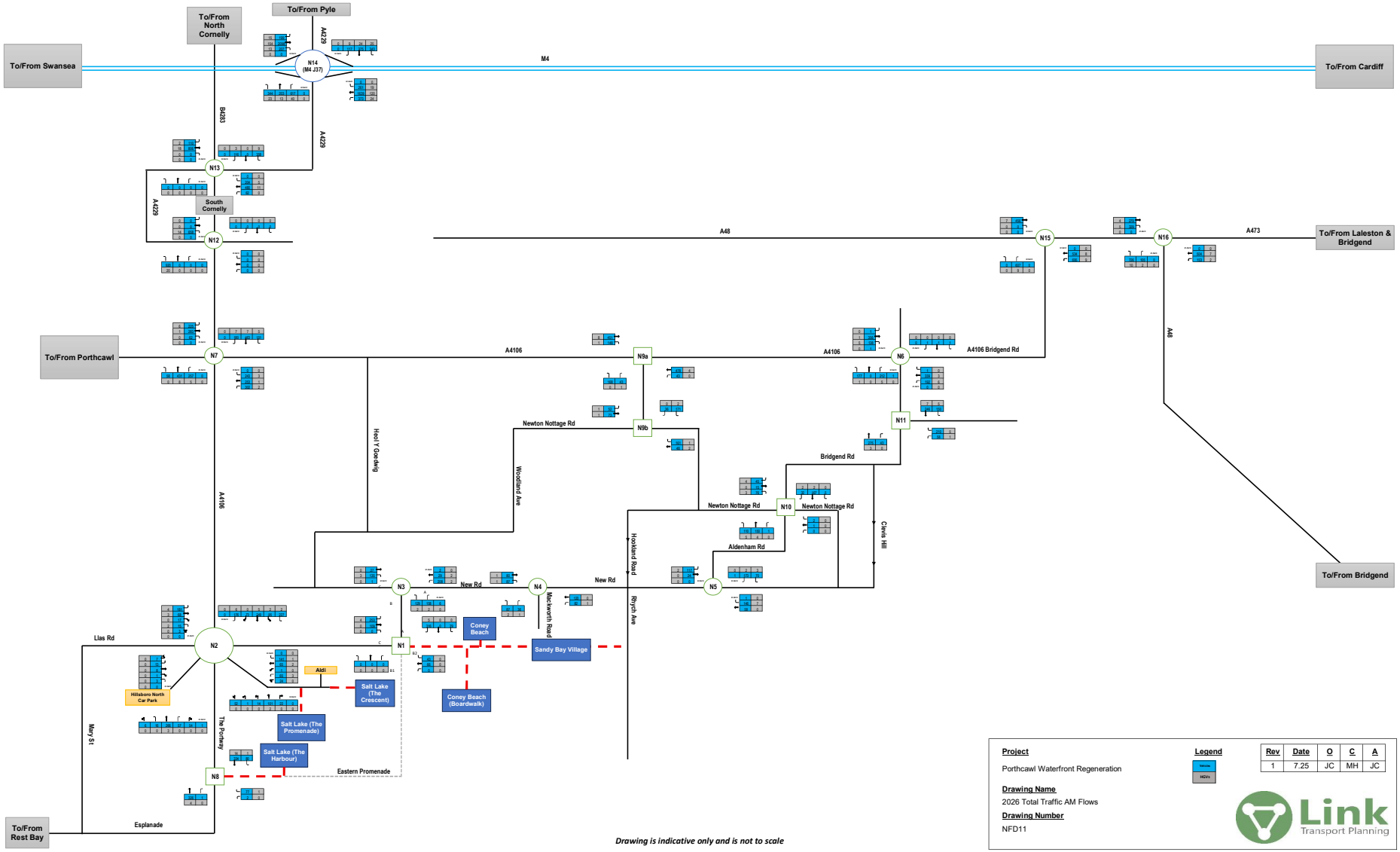
Drawing Name
Total Development Traffic Change AM

Drawing Number
NFD10

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

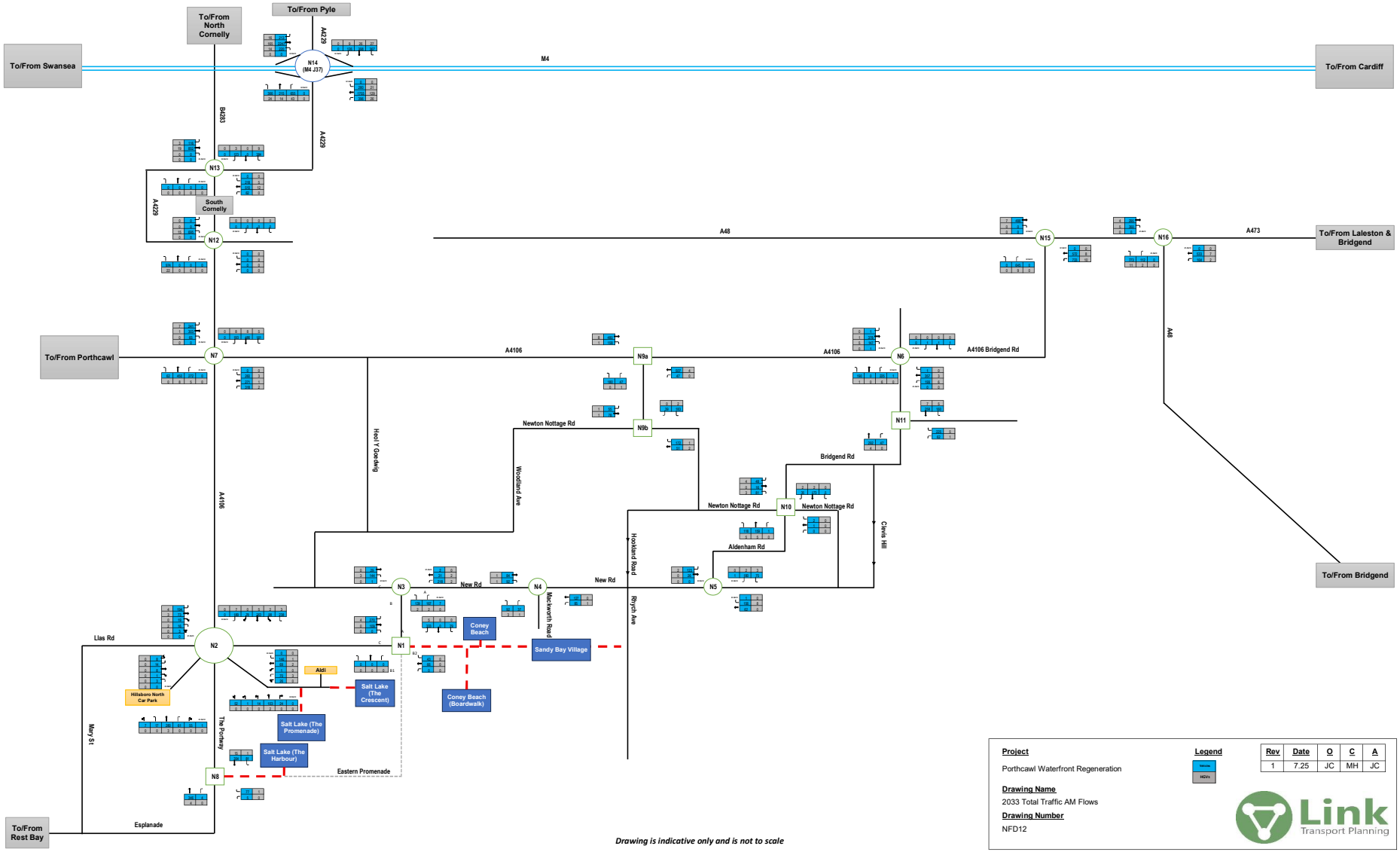
Drawing Name
2026 Total Traffic AM Flows

Drawing Number
NFD11

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

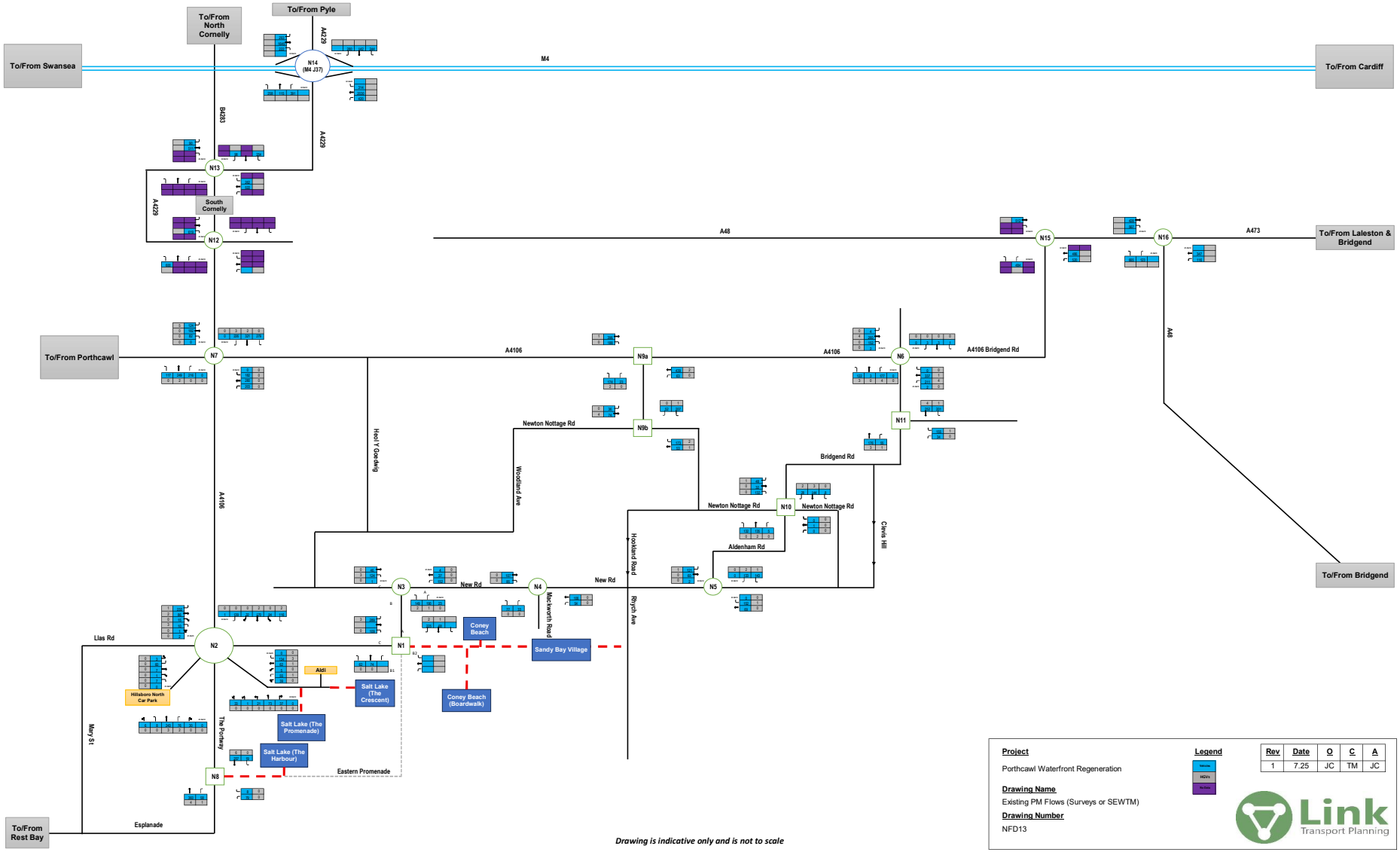
Drawing Name
2033 Total Traffic AM Flows

Drawing Number
NFD12

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

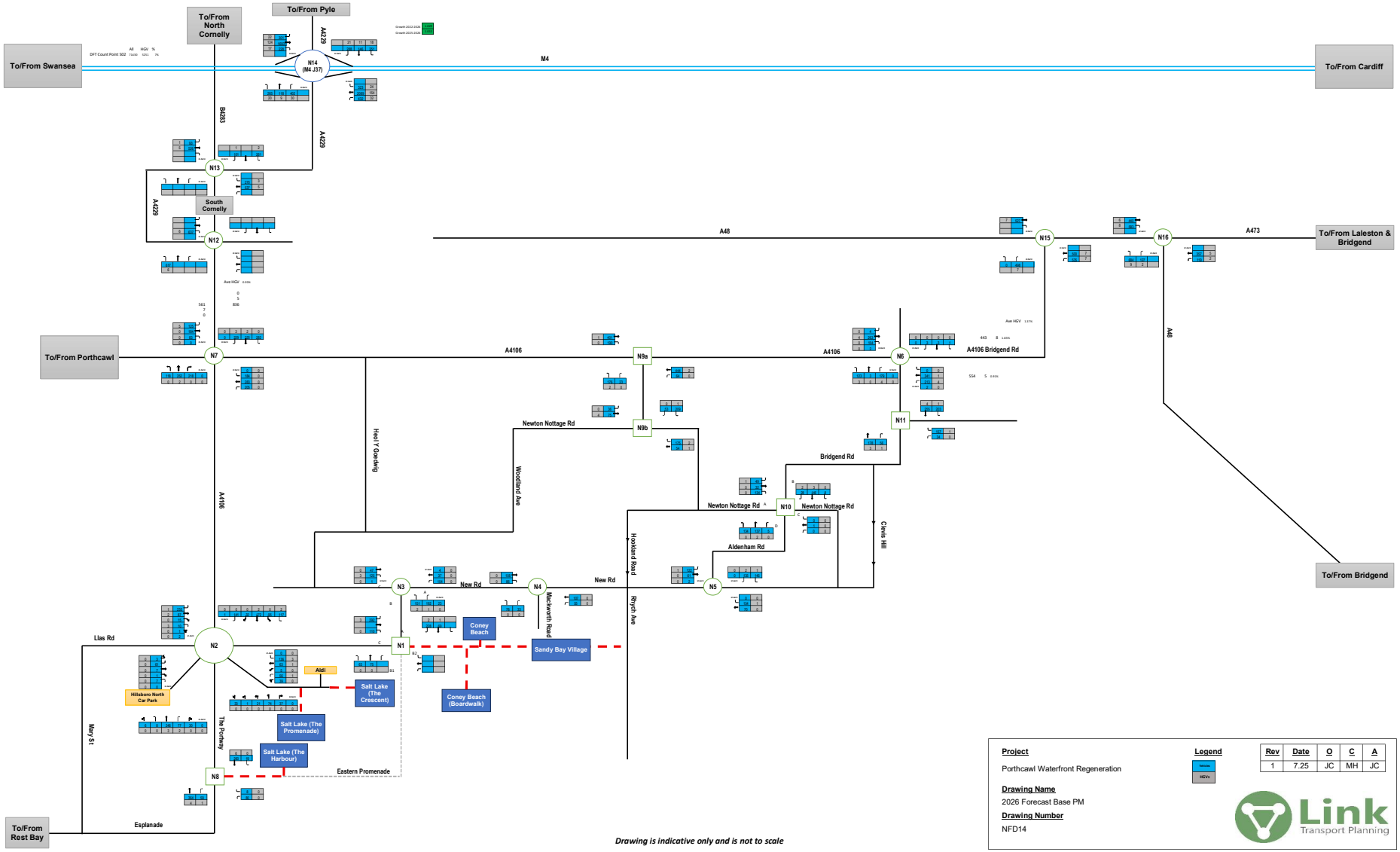
Drawing Name
Existing PM Flows (Surveys or SEWTM)

Drawing Number
NFD13

Legend

Rev	Date	O	C	A
1	7.25	JC	TM	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

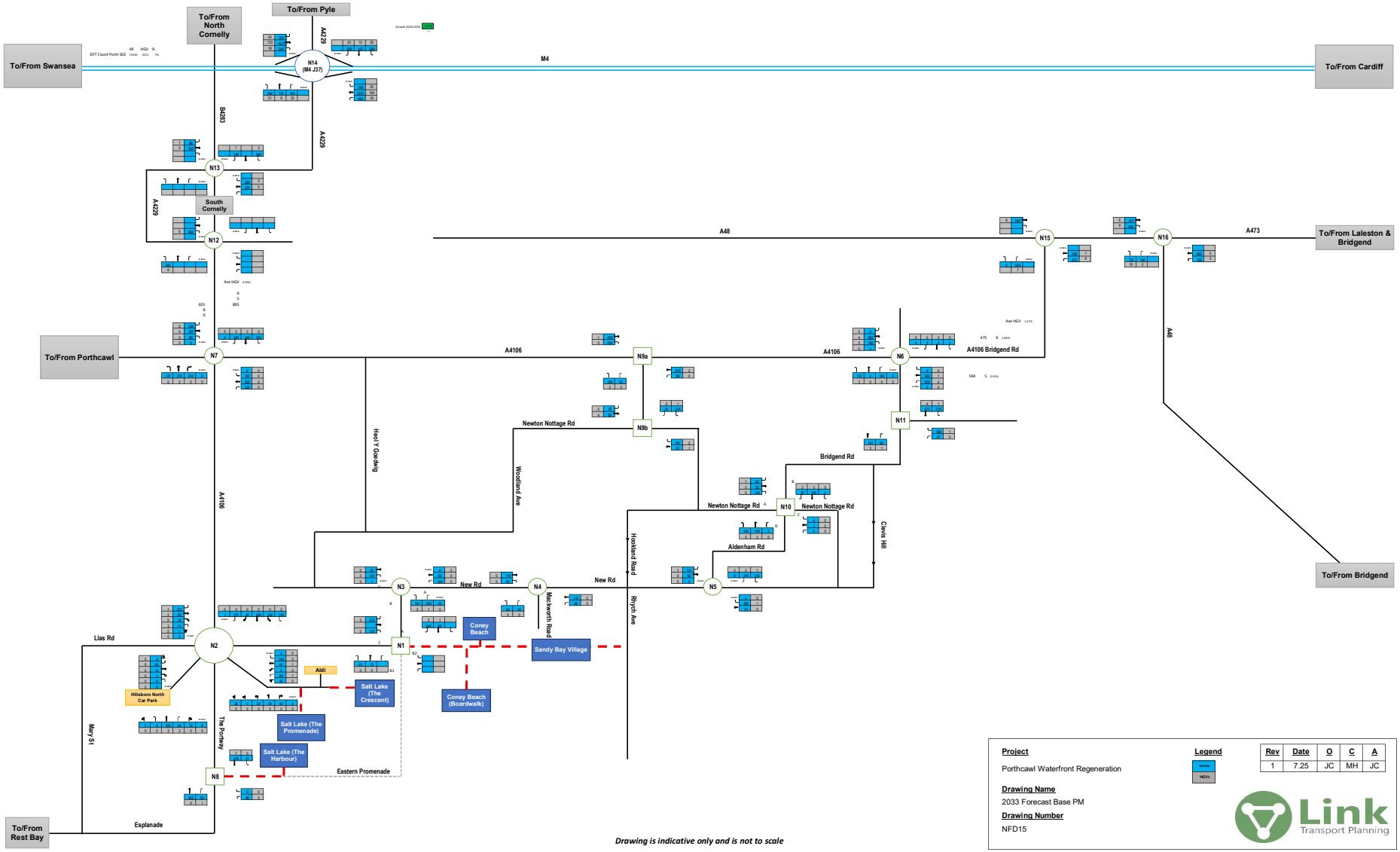
Drawing Name
2026 Forecast Base PM

Drawing Number
NFD14

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

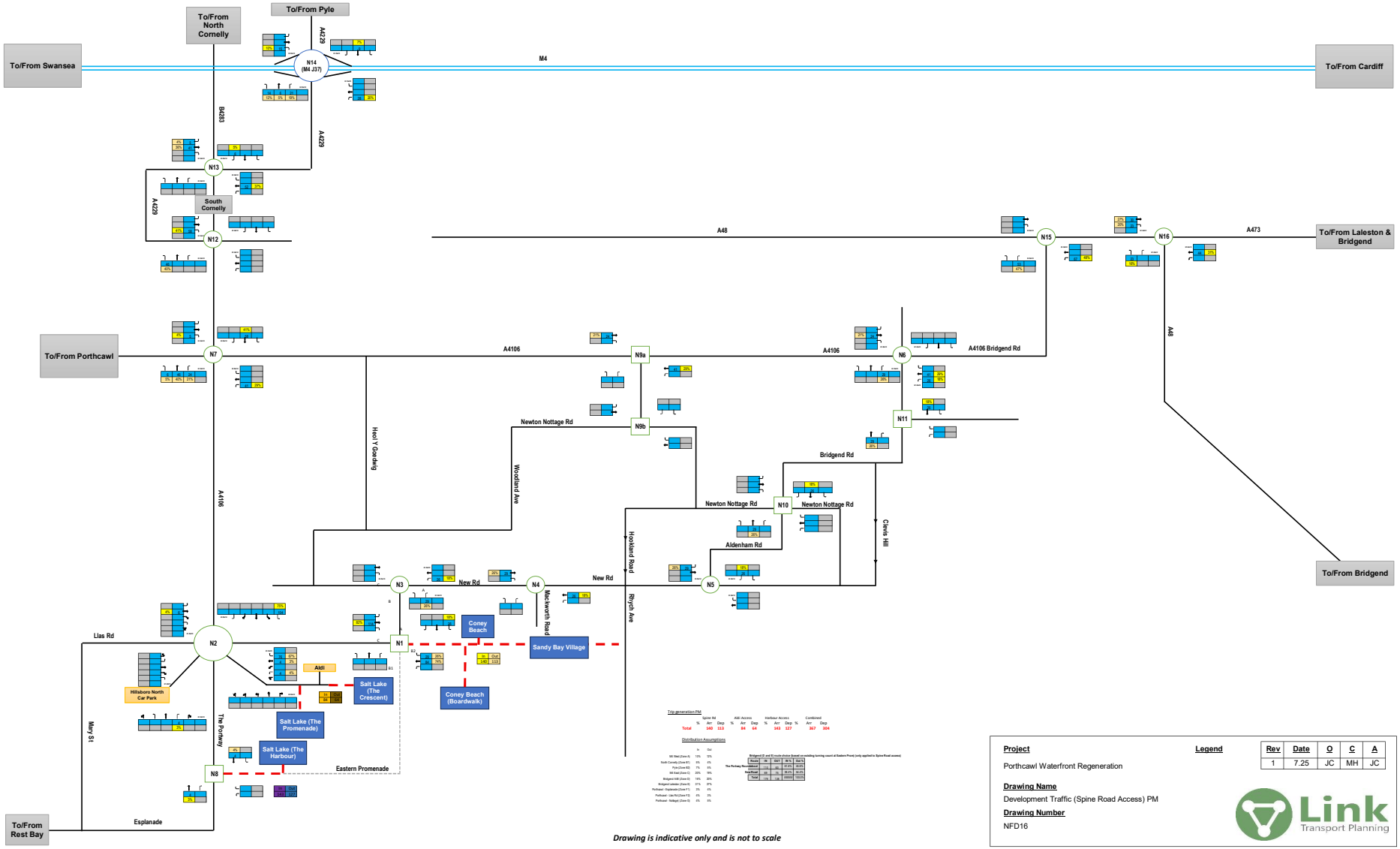
Drawing Name
2033 Forecast Base PM

Drawing Number
NFD15

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project

Porthcawl Waterfront Regeneration

Drawing Name

Development Traffic (Spine Road Access) PM

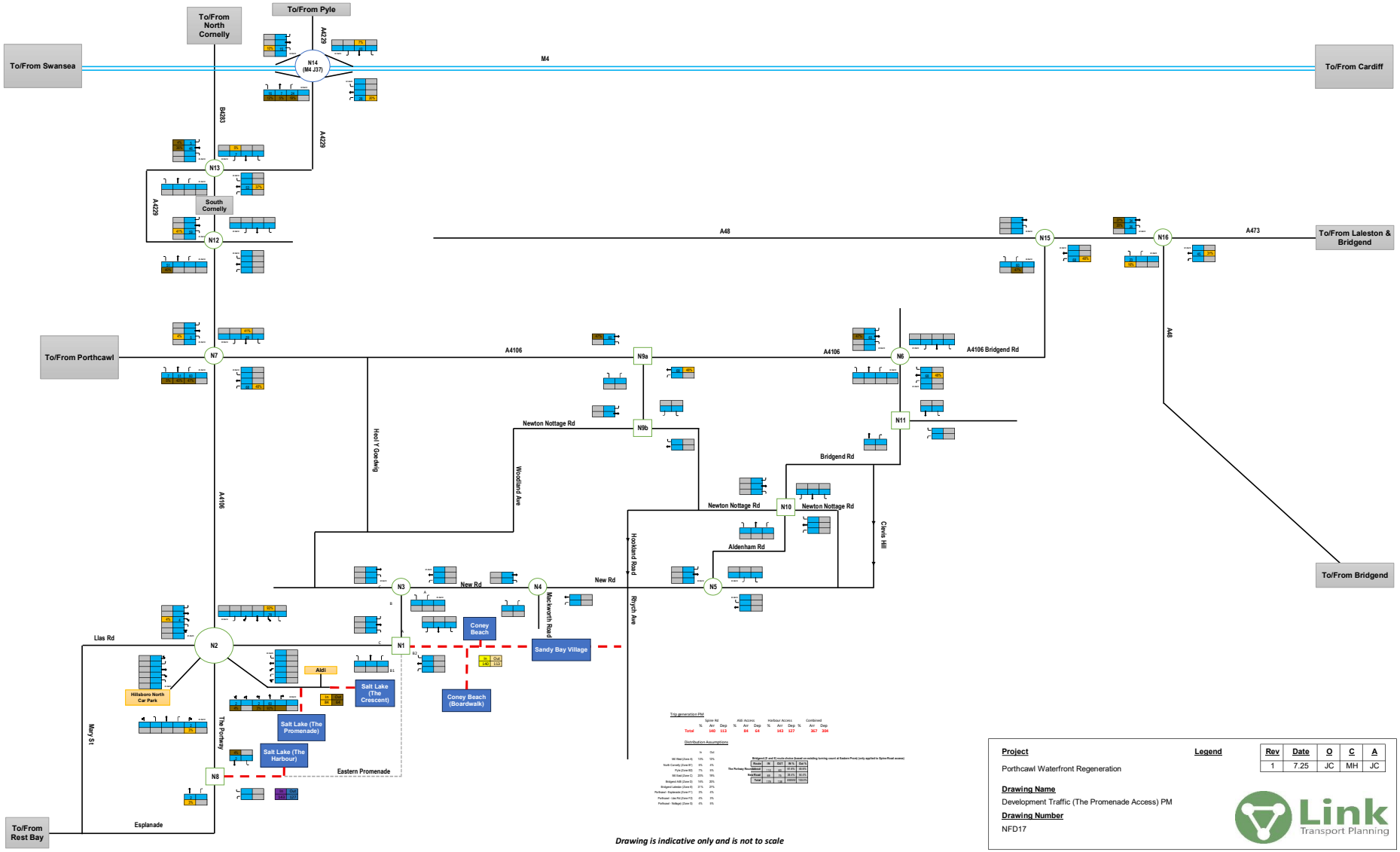
Drawing Number

NFD16

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

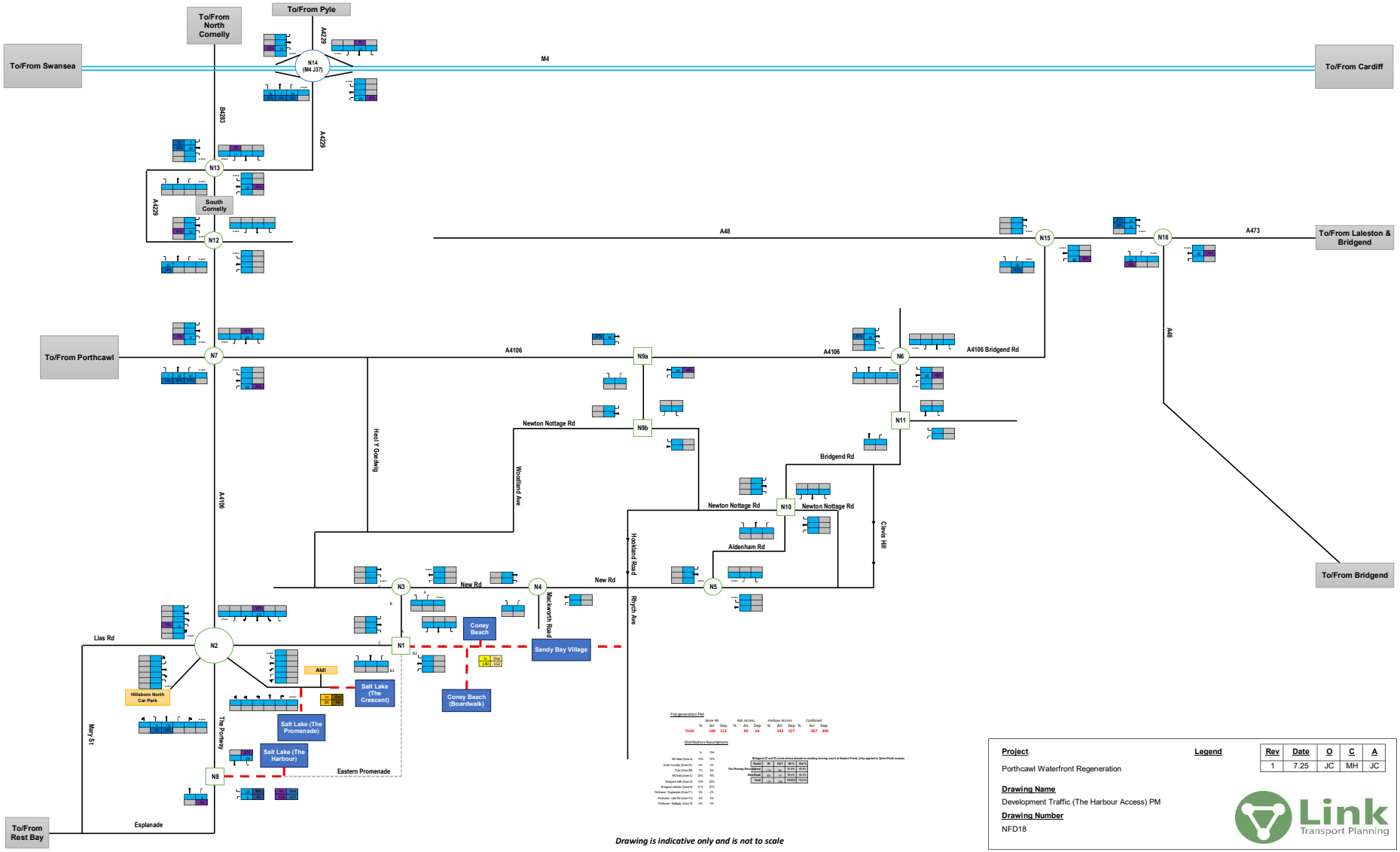
Drawing Name
Development Traffic (The Promenade Access) PM

Drawing Number
NFD17

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning

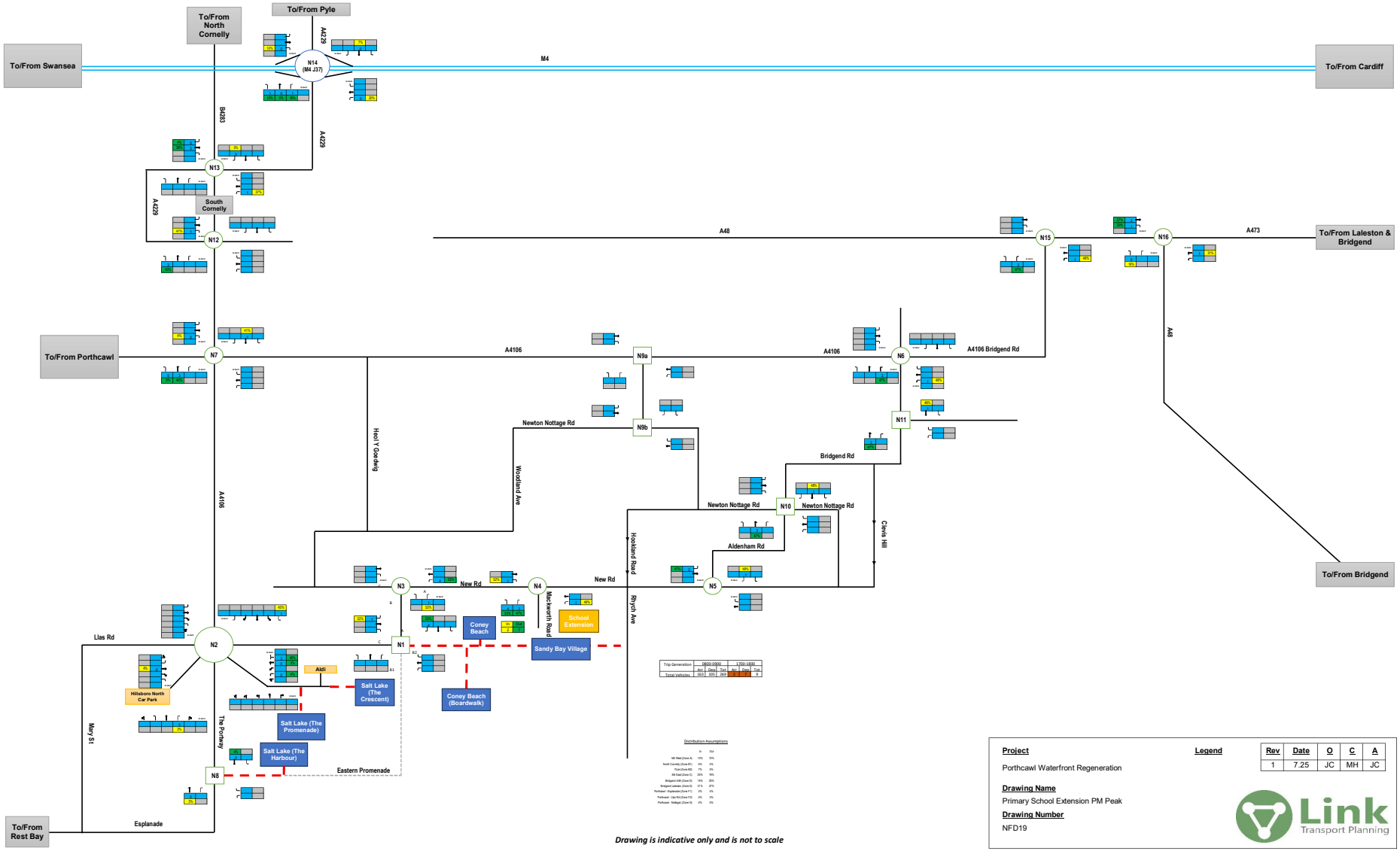


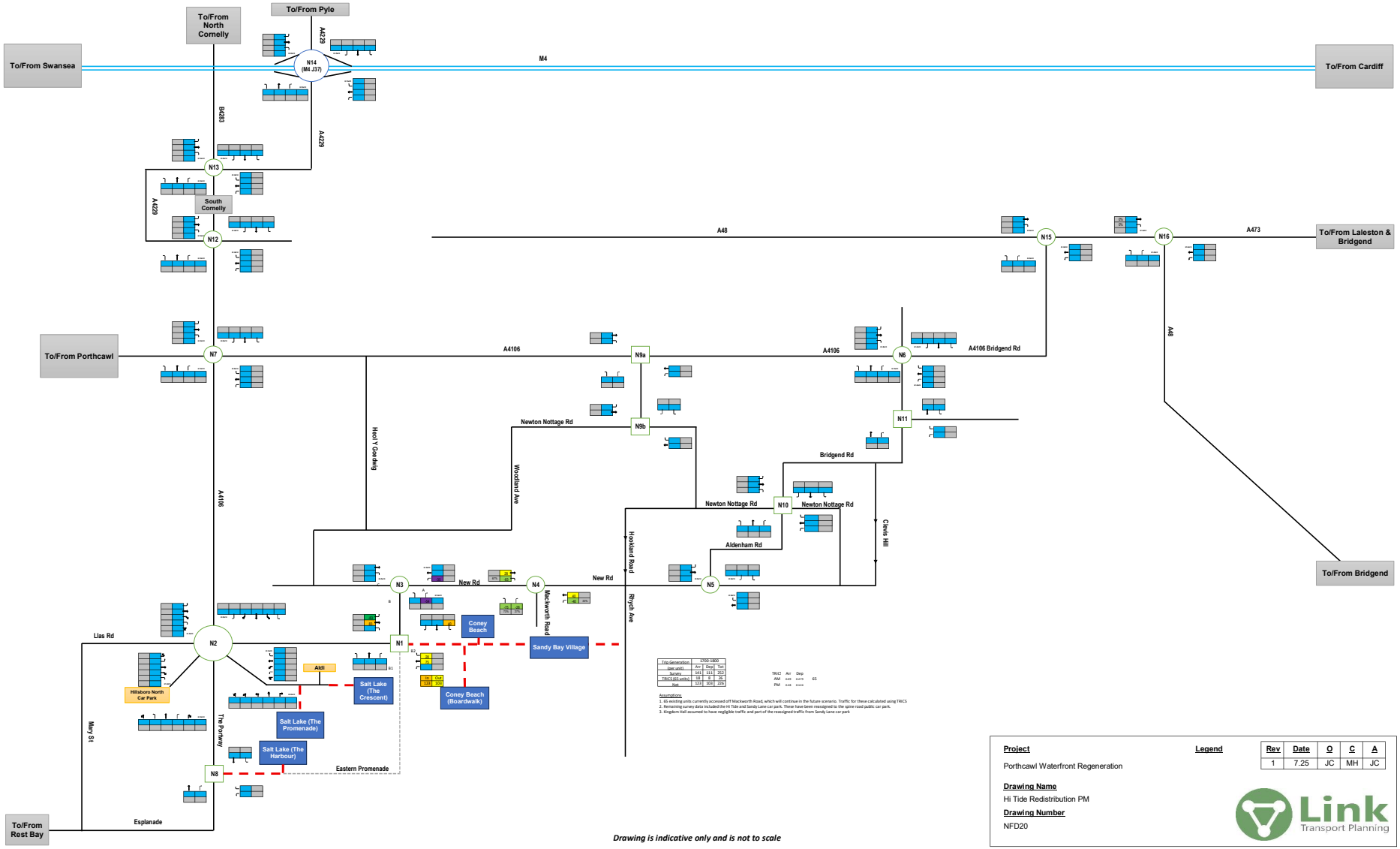
Drawing is indicative only and is not to scale

Project	Legend
Porthcawl Waterfront Regeneration	
Drawing Name	
Development Traffic (The Harbour Access) PM	
Drawing Number	
NFD18	

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning


To/From North Cornelly
To/From Pyle
To/From Swansea
M4
To/From Cardiff
A4229
N14 (M4 J37)
B4283
N13
South Cornelly
N12
A48
N15
N16
A473
To/From Laleston & Bridgend
To/From Porthcawl
N7
A4106
N9a
N9b
N6
A4106 Bridgend Rd
N11
Newton Nottage Rd
Bridgend Rd
Heol Y Gaer Wig
Woodland Ave
N10
Aldenham Rd
Clevis Hill
Hookland Road
To/From Bridgend
N3
New Rd
N4
N5
Mackworth Road
Rhych Ave
School Extension
Coney Beach
Sandy Bay Village
Coney Beach (Boardwalk)
Llias Rd
N2
N1
Aldi
Salt Lake (The Crescent)
Hillsboro North Car Park
Salt Lake (The Promenade)
Salt Lake (The Harbour)
The Portway
Mary St
N8
Eastern Promenade
To/From Rest Bay
Esplanade
Trip Generation
0800-0900
1700-1800
Total Vehicles
Distribution Assumptions
Drawing is indicative only and is not to scale
Project
Porthcawl Waterfront Regeneration
Drawing Name
Primary School Extension PM Peak
Drawing Number
NFD19
Legend
Rev
Date
O
C
A
1
7.25
JC
MH
JC
Link
Transport Planning



Trip Generation (per unit)	1700-1800		
	Arr	Dep	Tot
Survey	161	111	252
TRICS (85 units)	18	8	26
Net	129	103	226

TRICS Arr Dep
AM 0.09 0.279 65
PM 0.28 0.114

Assumptions
1. 65 existing units currently accessed off Mackworth Road, which will continue in the future scenario. Traffic for these calculated using TRICS
2. Remaining survey data included the Hi Tide and Sandy Lane car park. These have been reassigned to the spine road public car park.
3. Kingdom Hall assumed to have negligible traffic and part of the reassigned traffic from Sandy Lane car park

Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

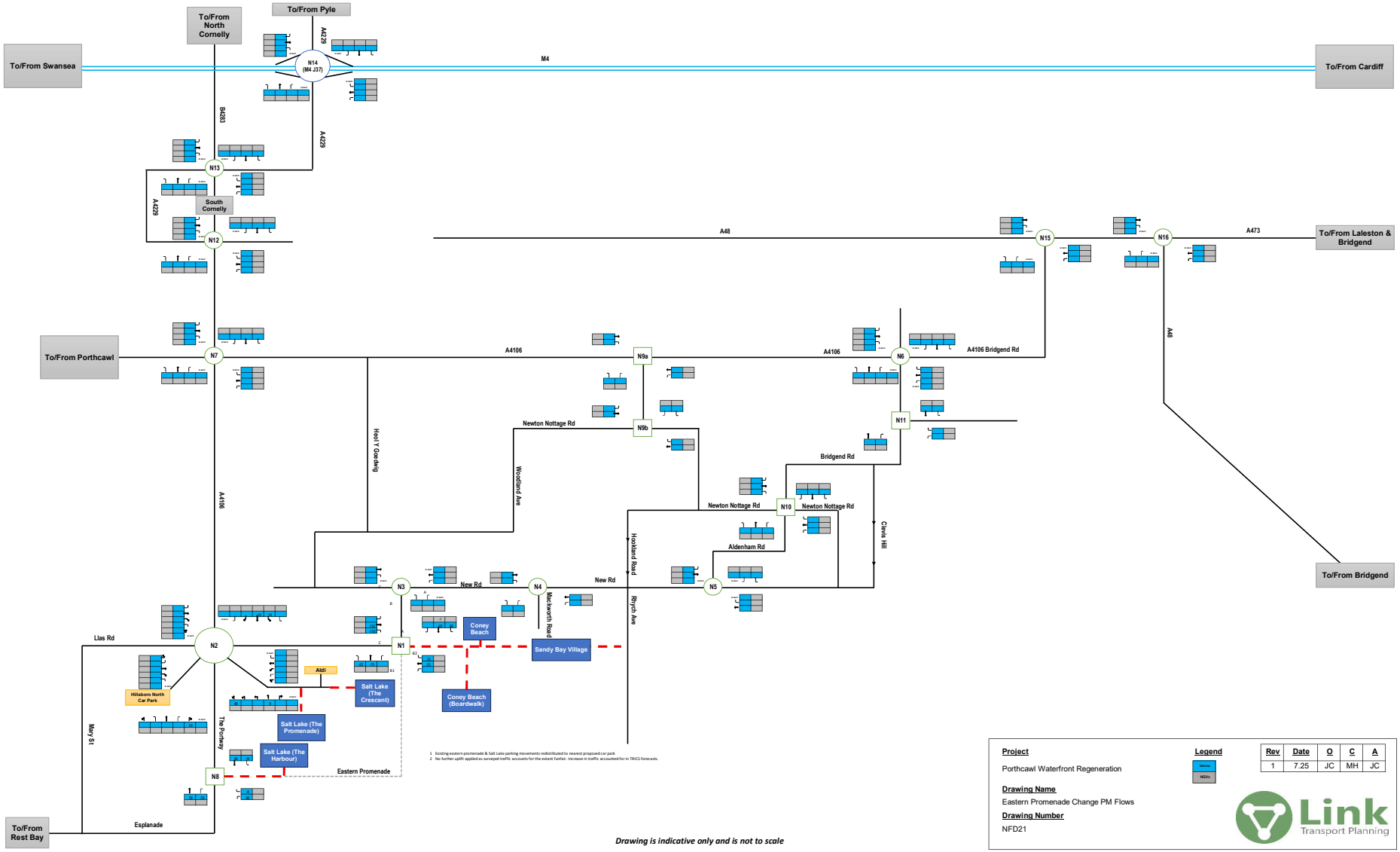
Drawing Name
Hi Tide Redistribution PM

Drawing Number
NFD20

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

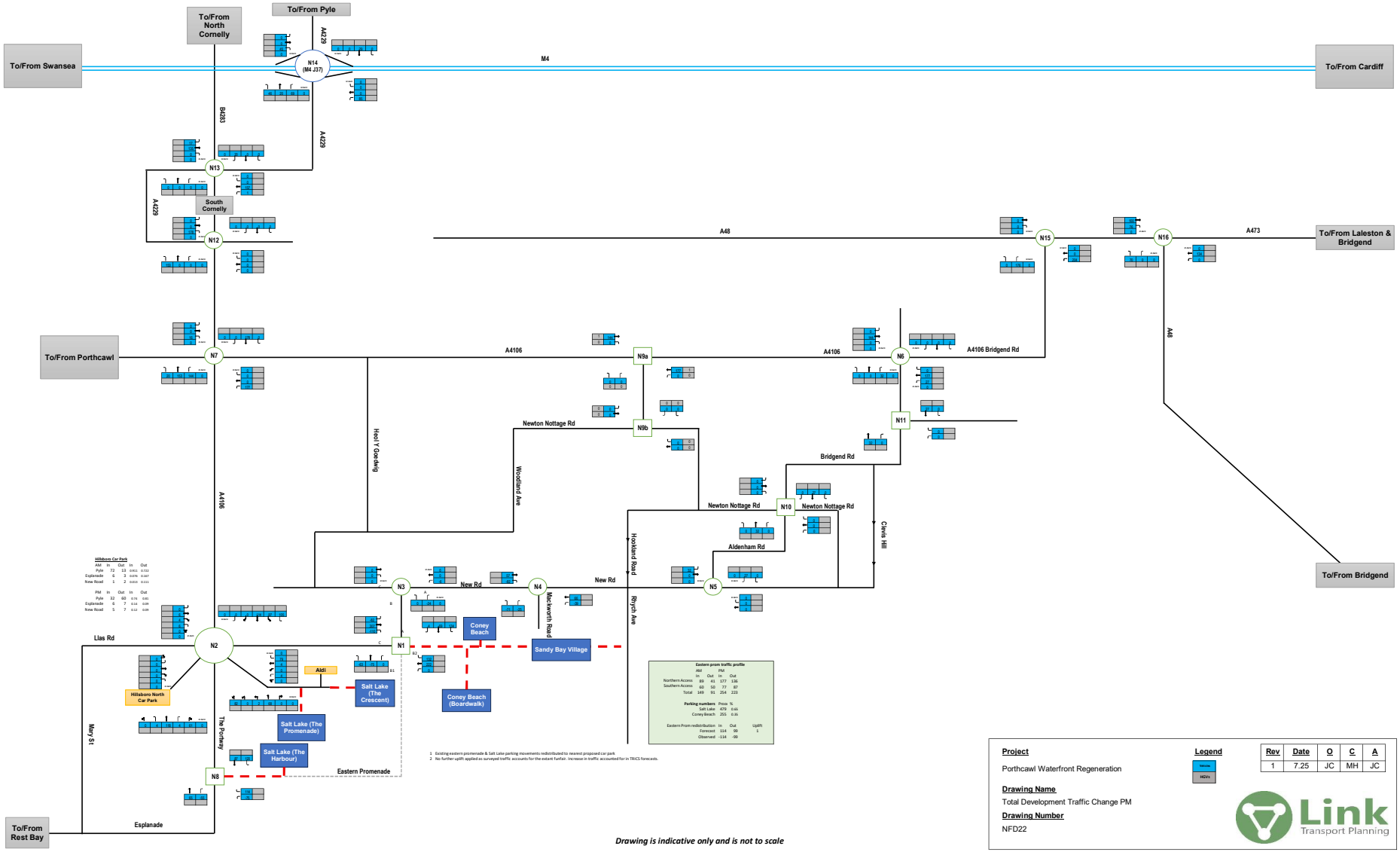
Drawing Name
Eastern Promenade Change PM Flows

Drawing Number
NFD21

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

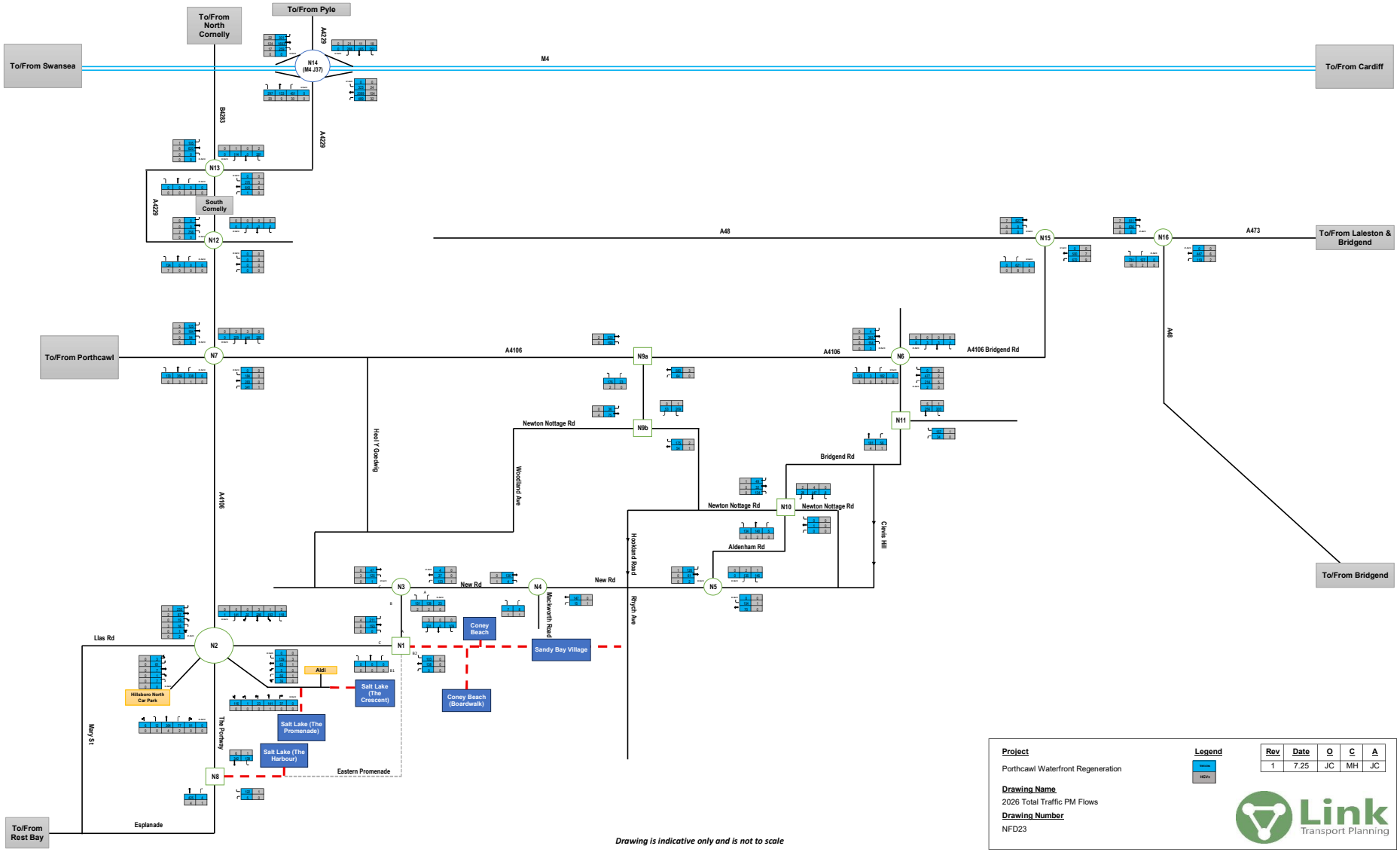
Drawing Name
Total Development Traffic Change PM

Drawing Number
NFD22

Legend
Vehicles
HGVs

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

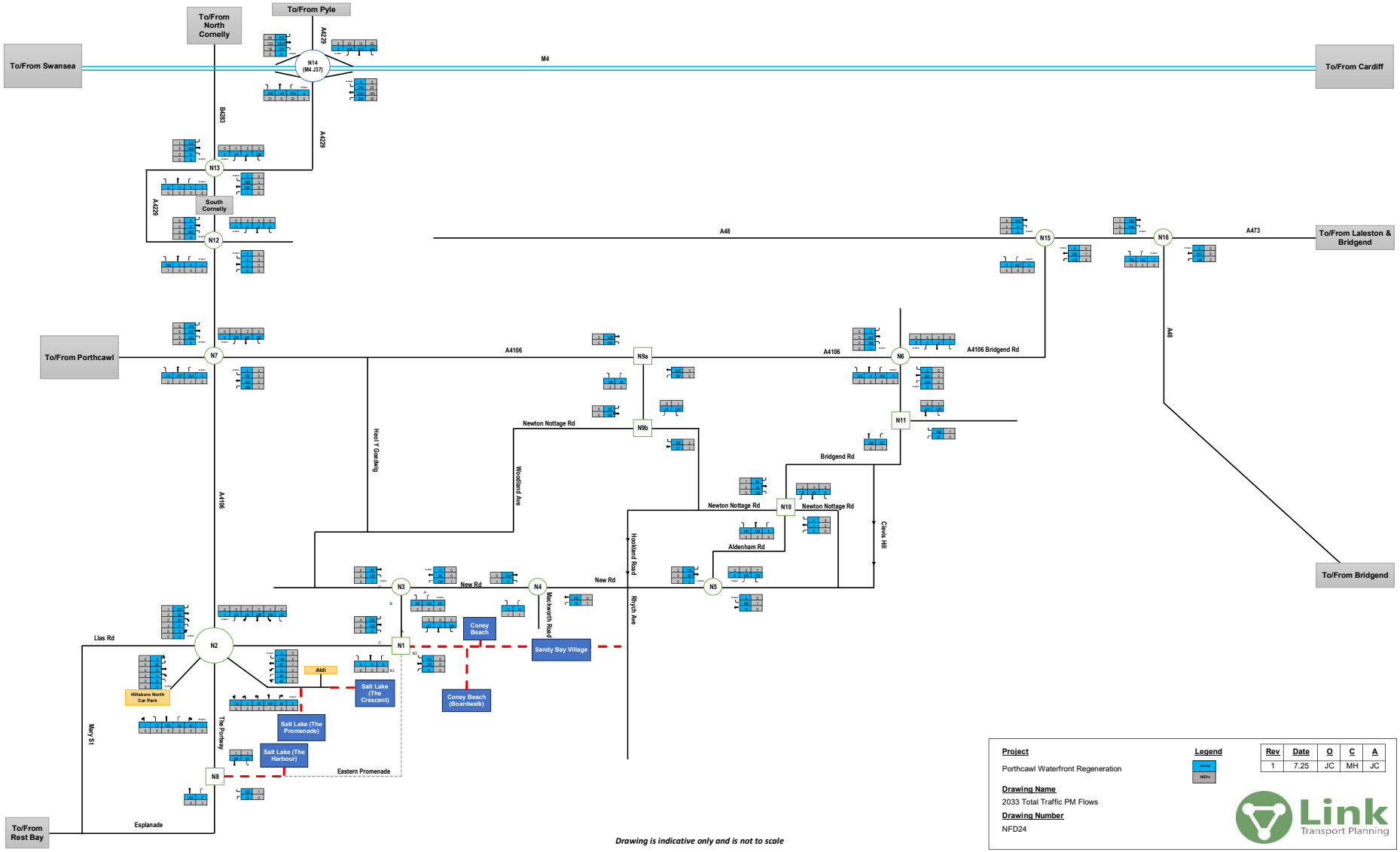
Drawing Name
2026 Total Traffic PM Flows

Drawing Number
NFD23

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning



Drawing is indicative only and is not to scale

Project
Porthcawl Waterfront Regeneration

Drawing Name
2033 Total Traffic PM Flows

Drawing Number
NFD24

Legend

Rev	Date	O	C	A
1	7.25	JC	MH	JC

Link Transport Planning

APPENDIX G

JUNCTIONS 11 CAPACITY MODELLING (SITE ACCESS POINTS)

Junctions 11

ARCADY 11 - Roundabout Module
PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: New Development Junctions_30m ICD.j11
Path: C:\LinkTP\Porthcawl_Waterfront\01 - Junctions 10
Report generation date: 11/11/2025 18:33:49

»Scenario 1 - Core Growth - D3 - 2026 | Total Traffic | AM
»Scenario 1 - Core Growth - D4 - 2026 | Total Traffic | PM
»Scenario 1 - Core Growth - D7 - 2033 | Total Traffic | AM
»Scenario 1 - Core Growth - D8 - 2033 | Total Traffic | PM
»Scenario 2 - Sensitivity Test - D3 - 2026 | Total Traffic | AM
»Scenario 2 - Sensitivity Test - D4 - 2026 | Total Traffic | PM
»Scenario 2 - Sensitivity Test - D7 - 2033 | Total Traffic | AM
»Scenario 2 - Sensitivity Test - D8 - 2033 | Total Traffic | PM

Summary of junction performance

	AM											
	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	9 Q (
	Scenario 1 - Core Growth - 2026 - To											
N1 - Spine Access - 1 - New Road North	A1 D3	0.5	2.5	0.08	0.35	A	0.07	A	79 % [N8 - Eastern Prom/Harbour Quarter Access - Stream B-AC]	A1 D4	0.5	
N1 - Spine Access - 2 - Proposed Spine Road		0.2	0.5	0.09	0.15	A					0.5	
N1 - Spine Access - 3 - The Portway West		0.4	1.6	0.06	0.29	A					0.5	
N8 - Eastern Prom/Harbour Quarter Access - Stream B-AC		0.3	1.5	0.23	0.25	B	0.02	A			0.7	
N8 - Eastern Prom/Harbour Quarter Access - Stream C-AB		0.0	0.5	0.08	0.00	A					0.0	
N8a - Proposed Hillsboro South Car Park Access - Stream B-AC		0.3	1.4	0.22	0.24	B	0.02	A			0.7	
N8a - Proposed Hillsboro South Car Park Access - Stream C-AB		0.0	0.5	0.08	0.00	A					0.0	
	Scenario 1 - Core Growth - 2033 - To											
N1 - Spine Access - 1 - New Road North	A1 D7	0.6	2.6	0.08	0.37	A	0.07	A	72 % [N8 - Eastern Prom/Harbour Quarter Access - Stream B-AC]	A1 D8	0.5	
N1 - Spine Access - 2 - Proposed Spine Road		0.2	0.5	0.09	0.16	A					0.5	
N1 - Spine Access - 3 - The Portway West		0.4	1.8	0.06	0.31	A					0.5	
N8 - Eastern Prom/Harbour Quarter Access - Stream B-AC		0.4	1.2	0.24	0.26	B	0.02	A			0.7	
N8 - Eastern Prom/Harbour Quarter Access - Stream C-AB		0.0	0.5	0.08	0.01	A					0.0	
N8a - Proposed Hillsboro South Car Park Access - Stream B-AC		0.3	1.5	0.22	0.25	B	0.02	A			0.7	
N8a - Proposed Hillsboro South Car Park Access - Stream C-AB		0.0	0.5	0.08	0.01	A					0.0	
	Scenario 2 - Sensitivity Test - 2026 - T											
N1 - Spine Access - 1 - New Road North	A2 D3	0.8	2.4	0.09	0.44	A	0.08	A	43 % [N8 - Eastern Prom/Harbour Quarter Access - Stream B-AC]	A2 D4	0.7	
N1 - Spine Access - 2 - Proposed Spine Road		0.3	1.1	0.10	0.20	A					0.7	
N1 - Spine Access - 3 - The Portway West		0.6	2.6	0.07	0.37	A					0.7	
N8 - Eastern Prom/Harbour Quarter Access - Stream B-AC		0.5	2.3	0.28	0.34	C	0.03	A			1.3	
N8 - Eastern Prom/Harbour Quarter Access - Stream C-AB		0.0	0.5	0.08	0.00	A					0.0	
N8a - Proposed Hillsboro South Car Park Access - Stream B-AC		0.5	2.1	0.27	0.33	C	0.03	A			1.3	
N8a - Proposed Hillsboro South Car Park Access - Stream C-AB		0.0	0.5	0.08	0.00	A					0.0	
	Scenario 2 - Sensitivity Test - 2033 - T											
N1 - Spine Access - 1 - New Road North	A2 D7	0.8	2.1	0.09	0.46	A	0.08	A	37 % [N8 - Eastern Prom/Harbour Quarter Access - Stream B-AC]	A2 D8	0.7	
N1 - Spine Access - 2 - Proposed Spine Road		0.3	1.1	0.10	0.20	A					0.7	
N1 - Spine Access - 3 - The Portway West		0.6	2.6	0.07	0.38	A					0.8	
N8 - Eastern Prom/Harbour Quarter Access - Stream B-AC		0.5	2.5	0.29	0.36	C	0.03	A			1.5	
N8 - Eastern Prom/Harbour Quarter Access - Stream C-AB		0.0	0.5	0.08	0.02	A					0.1	
N8a - Proposed Hillsboro South Car Park Access - Stream B-AC		0.5	2.4	0.28	0.35	C	0.03	A			1.5	
N8a - Proposed Hillsboro South Car Park Access - Stream C-AB		0.0	0.5	0.08	0.01	A					0.1	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

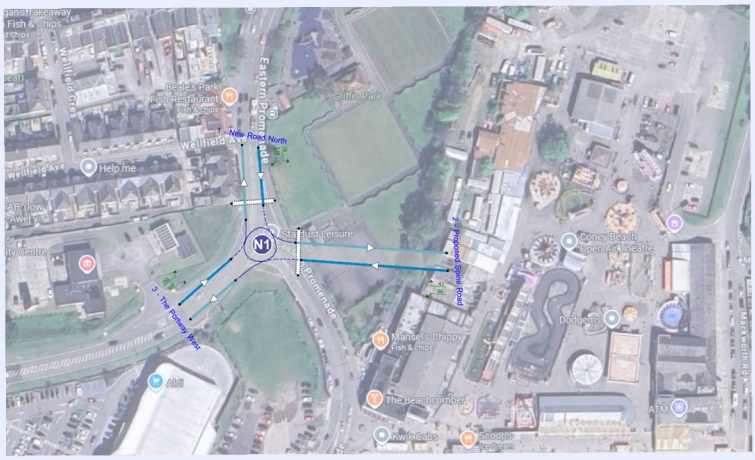
File summary

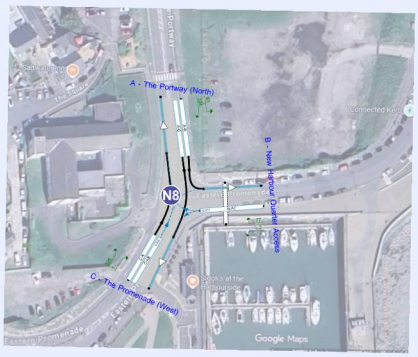
File Description

Title	
Location	
Site number	
Date	31/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JosephCassinelli
Description	

Units

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





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

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75	✓				✓	Delay	0.85	0.60	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026	Total Traffic	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026	Total Traffic	PM	ONE HOUR	16:45	18:15	15	✓
D7	2033	Total Traffic	AM	ONE HOUR	07:45	09:15	15	✓
D8	2033	Total Traffic	PM	ONE HOUR	16:45	18:15	15	✓

Scenario 1 - Core Growth - D3 - 2026 | Total Traffic | AM

Data Errors and Warnings

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

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Scenario 1 - Core Growth	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
N1	Spine Access	Standard Roundabout					1, 2, 3	0.07	A
N8	Eastern Prom/Harbour Quarter Access	T-Junction	Two-way	Two-way	Two-way			0.02	A
N8a	Proposed Hillsboro South Car Park Access	T-Junction	Two-way	Two-way	Two-way			0.02	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (min)	Network LOS
Left	Normal/unknown	79	N8 - Eastern Prom/Harbour Quarter Access - Stream B-AC	0.04	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N1 - Spine Access	1	New Road North			
	2	Proposed Spine Road			
	3	The Portway West			
N8 - Eastern Prom/Harbour Quarter Access	A	The Portway (North)			Major
	B	New Harbour Quarter Access	Former Eastern Promenade		Minor
	C	The Promenade (West)			Major
N8a - Proposed Hillsboro South Car Park Access	A	The Portway (South)			Major
	B	Hillsboro South Car Park			Minor
	C	The Portway (North)			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N1 - Spine Access	1 - New Road North	3.63	5.90	13.2	12.6	30.0	21.5		
	2 - Proposed Spine Road	3.38	3.80	30.0	36.4	30.0	22.0		
	3 - The Portway West	4.56	4.56	0.0	45.0	30.0	33.0		

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N8 - Eastern Prom/Harbour Quarter Access	C - The Promenade (West)	7.30			104.0	✓	0.00
N8a - Proposed Hillsboro South Car Park Access	C - The Portway (North)	8.00			186.0	✓	0.00

Major Arm Geometry Notes

Junction	Arm	Notes
N8 - Eastern Prom/Harbour Quarter Access	C - The Promenade (West)	Assumed that right turn holder lane will be removed as part of dtailed design process
N8a - Proposed Hillsboro South Car Park Access	C - The Portway (North)	

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
N8 - Eastern Prom/Harbour Quarter Access	B - New Harbour Quarter Access	One lane	3.00	92	24
N8a - Proposed Hillsboro South Car Park Access	B - Hillsboro South Car Park	One lane	3.00	28	34

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N1 - Spine Access	1 - New Road North	4.00	3.00	2.90	1.00	6.00	6.00	7.00
	2 - Proposed Spine Road	3.00	3.00	2.90	1.00	6.00	6.00	7.00
N8 - Eastern Prom/Harbour Quarter Access	B - New Harbour Quarter Access	1.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N1 - Spine Access	1 - New Road North	0.626	1544
	2 - Proposed Spine Road	0.572	1203
	3 - The Portway West	0.603	1405

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N8 - Eastern Prom/Harbour Quarter Access	B-A	519	0.089	0.225	0.142	0.322
	B-C	639	0.092	0.233	-	-
	C-B	634	0.232	0.232	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N8a - Proposed Hillsboro South Car Park Access	B-A	503	0.084	0.212	0.133	0.302
	B-C	645	0.090	0.228	-	-
	C-B	682	0.241	0.241	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026	Total Traffic	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N1 - Spine Access	1 - New Road North		ONE HOUR	✓	395	100.000
	2 - Proposed Spine Road		ONE HOUR	✓	109	100.000
	3 - The Portway West		ONE HOUR	✓	362	100.000
N8 - Eastern Prom/Harbour Quarter Access	A - The Portway (North)		ONE HOUR	✓	414	100.000
	B - New Harbour Quarter Access		ONE HOUR	✓	79	100.000
	C - The Promenade (West)		ONE HOUR	✓	327	100.000
N8a - Proposed Hillsboro South Car Park Access	A - The Portway (South)		ONE HOUR	✓	414	100.000
	B - Hillsboro South Car Park		ONE HOUR	✓	79	100.000
	C - The Portway (North)		ONE HOUR	✓	327	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N1 - Spine Access	1 - New Road North	[ONEHOUR]	120.00
	2 - Proposed Spine Road	[ONEHOUR]	200.00
	3 - The Portway West		
N8 - Eastern Prom/Harbour Quarter Access	A - The Portway (North)		
	B - New Harbour Quarter Access	[ONEHOUR]	60.00
	C - The Promenade (West)		
N8a - Proposed Hillsboro South Car Park Access	A - The Portway (South)		
	B - Hillsboro South Car Park		
	C - The Portway (North)		

Origin-Destination Data

N1 - Spine Access

Demand (Veh/hr)

		To		
		1 - New Road North	2 - Proposed Spine Road	3 - The Portway West
From	1 - New Road North	0	79	316
	2 - Proposed Spine Road	43	0	66
	3 - The Portway West	253	109	0

N8 - Eastern Prom/Harbour Quarter Access

Demand (Veh/hr)

		To		
		A - The Portway (North)	B - New Harbour Quarter Access	C - The Promenade (West)
From	A - The Portway (North)	0	80	334
	B - New Harbour Quarter Access	77	0	2
	C - The Promenade (West)	326	1	0

Demand (Veh/hr)

N8a - Proposed Hillsboro South Car Park Access

		To		
		A - The Portway (South)	B - Hillsboro South Car Park	C - The Portway (North)
From	A - The Portway (South)	0	80	334
	B - Hillsboro South Car Park	77	0	2
	C - The Portway (North)	326	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

N1 - Spine Access

		To		
		1 - New Road North	2 - Proposed Spine Road	3 - The Portway West
From	1 - New Road North	0	0	2
	2 - Proposed Spine Road	0	0	0
	3 - The Portway West	1	0	0

Heavy Vehicle %

N8 - Eastern Prom/Harbour Quarter Access

		To		
		A - The Portway (North)	B - New Harbour Quarter Access	C - The Promenade (West)
From	A - The Portway (North)	0	1	4
	B - New Harbour Quarter Access	1	0	1
	C - The Promenade (West)	1	1	0

Heavy Vehicle %

N8a - Proposed Hillsboro South Car Park Access

		To		
		A - The Portway (South)	B - Hillsboro South Car Park	C - The Portway (North)
From	A - The Portway (South)	0	1	4
	B - Hillsboro South Car Park	1	0	1
	C - The Portway (North)	1	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N1 - Spine Access	1 - New Road North	0.35	0.08	0.5	2.5	A	362	544
	2 - Proposed Spine Road	0.15	0.09	0.2	0.5	A	100	150
	3 - The Portway West	0.29	0.06	0.4	1.6	A	332	498

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N8 - Eastern Prom/Harbour Quarter Access	B-AC	0.25	0.23	0.3	1.5	B	72	109
	C-AB	0.00	0.08	0.0	0.5	A	2	2
	C-A						298	448
	A-B						73	110
	A-C						306	460
N8a - Proposed Hillsboro South Car Park Access	B-AC	0.24	0.22	0.3	1.4	B	72	109
	C-AB	0.00	0.08	0.0	0.5	A	2	2
	C-A						299	448
	A-B						73	110
	A-C						306	460

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	297	74	82	90.34	1283	0.232	296
	2 - Proposed Spine Road	-	82	21	237	150.57	868	0.095	82
	3 - The Portway West	-	273	68	32		1376	0.198	272
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	59	15		45.17	388	0.153	59
	-	C-AB	1	0.29		0.00	722	0.002	1
	-	C-A	245	61		0.00			245
	-	A-B	60	15		0.00			60
	-	A-C	251	63		0.00			251
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	59	15		0.00	407	0.146	59
	-	C-AB	1	0.28		0.00	760	0.001	1
	-	C-A	245	61		0.00			245
	-	A-B	60	15		0.00			60
	-	A-C	251	63		0.00			251

08:00 - 08:15

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	355	89	98	107.88	1262	0.281	355
	2 - Proposed Spine Road	-	98	24	284	179.80	829	0.118	98
	3 - The Portway West	-	325	81	39		1372	0.237	325
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	71	18		53.94	371	0.191	71
	-	C-AB	1	0.37		0.00	742	0.002	1
	-	C-A	292	73		0.00			292
	-	A-B	72	18		0.00			72
	-	A-C	300	75		0.00			300
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	71	18		0.00	389	0.182	71
	-	C-AB	1	0.36		0.00	779	0.002	1
	-	C-A	293	73		0.00			293
	-	A-B	72	18		0.00			72
	-	A-C	300	75		0.00			300

08:15 - 08:30

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	435	109	120	132.12	1231	0.353	434
	2 - Proposed Spine Road	-	120	30	347	220.20	778	0.154	120
	3 - The Portway West	-	399	100	47		1367	0.292	398
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	87	22		66.06	346	0.251	87
	-	C-AB	2	0.52		0.00	773	0.003	2
	-	C-A	358	89		0.00			358
	-	A-B	88	22		0.00			88
	-	A-C	368	92		0.00			368
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	87	22		0.00	365	0.239	87
	-	C-AB	2	0.50		0.00	807	0.002	2
	-	C-A	358	90		0.00			358
	-	A-B	88	22		0.00			88
	-	A-C	368	92		0.00			368

08:30 - 08:45

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	435	109	120	132.12	1237	0.351	435
	2 - Proposed Spine Road	-	120	30	348	220.20	780	0.154	120
	3 - The Portway West	-	399	100	47		1367	0.292	399
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	87	22		66.06	349	0.249	87
	-	C-AB	2	0.52		0.00	773	0.003	2
	-	C-A	358	89		0.00			358
	-	A-B	88	22		0.00			88
	-	A-C	368	92		0.00			368
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	87	22		0.00	365	0.239	87
	-	C-AB	2	0.50		0.00	807	0.002	2
	-	C-A	358	90		0.00			358
	-	A-B	88	22		0.00			88
	-	A-C	368	92		0.00			368

08:45 - 09:00

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	355	89	98	107.88	1271	0.279	356
	2 - Proposed Spine Road	-	98	24	285	179.80	832	0.118	98
	3 - The Portway West	-	325	81	39		1372	0.237	326
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	71	18		53.94	375	0.190	71
	-	C-AB	1	0.37		0.00	742	0.002	1
	-	C-A	292	73		0.00			292
	-	A-B	72	18		0.00			72
	-	A-C	300	75		0.00			300
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	71	18		0.00	389	0.182	71
	-	C-AB	1	0.36		0.00	779	0.002	1
	-	C-A	293	73		0.00			293
	-	A-B	72	18		0.00			72
	-	A-C	300	75		0.00			300

09:00 - 09:15

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	297	74	82	90.34	1295	0.230	298
	2 - Proposed Spine Road	-	82	21	238	150.57	873	0.094	82
	3 - The Portway West	-	273	68	32		1376	0.198	273
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	59	15		45.17	393	0.151	60
	-	C-AB	1	0.29		0.00	722	0.002	1
	-	C-A	245	61		0.00			245
	-	A-B	60	15		0.00			60
	-	A-C	251	63		0.00			251
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	59	15		0.00	407	0.146	60
	-	C-AB	1	0.28		0.00	760	0.001	1
	-	C-A	245	61		0.00			245
	-	A-B	60	15		0.00			60
	-	A-C	251	63		0.00			251

Queue Variation Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.30	0.00	0.00	0.30	0.30			N/A	N/
	2 - Proposed Spine Road	-	0.10	0.00	0.00	0.10	0.10			N/A	N/
	3 - The Portway West	-	0.25	0.00	0.00	0.25	0.25			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/

08:00 - 08:15

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.39	0.00	0.00	0.39	0.39			N/A	N/
	2 - Proposed Spine Road	-	0.13	0.00	0.00	0.13	0.13			N/A	N/
	3 - The Portway West	-	0.31	0.00	0.00	0.31	0.31			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/
	-	C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/
	-	C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/

08:15 - 08:30

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.54	0.03	0.25	0.54	0.54			N/A	N/
	2 - Proposed Spine Road	-	0.18	0.03	0.26	0.46	0.49			N/A	N/
	3 - The Portway West	-	0.41	0.03	0.25	0.45	0.48			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.33	0.03	0.26	0.46	0.49			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.31	0.03	0.26	0.46	0.49			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/

08:30 - 08:45

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.54	0.03	0.30	1.32	2.53			N/A	N/
	2 - Proposed Spine Road	-	0.18	0.03	0.25	0.45	0.48			N/A	N/
	3 - The Portway West	-	0.41	0.03	0.32	1.32	1.60			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.33	0.03	0.31	1.15	1.50			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.31	0.03	0.31	1.10	1.43			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/

08:45 - 09:00

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.39	0.00	0.00	0.39	0.39			N/A	N/
	2 - Proposed Spine Road	-	0.13	0.00	0.00	0.13	0.13			N/A	N/
	3 - The Portway West	-	0.31	0.00	0.00	0.31	0.31			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/

09:00 - 09:15

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.30	0.00	0.00	0.30	0.30			N/A	N/
	2 - Proposed Spine Road	-	0.10	0.00	0.00	0.10	0.10			N/A	N/
	3 - The Portway West	-	0.25	0.00	0.00	0.25	0.25			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/

Scenario 1 - Core Growth - D4 - 2026 | Total Traffic | PM

Data Errors and Warnings

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

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Scenario 1 - Core Growth	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
N1	Spine Access	Standard Roundabout					1, 2, 3	0.08	A
N8	Eastern Prom/Harbour Quarter Access	T-Junction	Two-way	Two-way	Two-way			0.04	A
N8a	Proposed Hillsboro South Car Park Access	T-Junction	Two-way	Two-way	Two-way			0.04	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (min)	Network LOS
Left	Normal/unknown	36	N8 - Eastern Prom/Harbour Quarter Access - Stream B-AC	0.05	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N1 - Spine Access	1	New Road North			
	2	Proposed Spine Road			
	3	The Portway West			
N8 - Eastern Prom/Harbour Quarter Access	A	The Portway (North)			Major
	B	New Harbour Quarter Access	Former Eastern Promenade		Minor
	C	The Promenade (West)			Major
N8a - Proposed Hillsboro South Car Park Access	A	The Portway (South)			Major
	B	Hillsboro South Car Park			Minor
	C	The Portway (North)			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N1 - Spine Access	1 - New Road North	3.63	5.90	13.2	12.6	30.0	21.5		
	2 - Proposed Spine Road	3.38	3.80	30.0	36.4	30.0	22.0		
	3 - The Portway West	4.56	4.56	0.0	45.0	30.0	33.0		

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N8 - Eastern Prom/Harbour Quarter Access	C - The Promenade (West)	7.30			104.0	✓	0.00
N8a - Proposed Hillsboro South Car Park Access	C - The Portway (North)	8.00			186.0	✓	0.00

Major Arm Geometry Notes

Junction	Arm	Notes
N8 - Eastern Prom/Harbour Quarter Access	C - The Promenade (West)	Assumed that right turn holder lane will be removed as part of dtailed design process
N8a - Proposed Hillsboro South Car Park Access	C - The Portway (North)	

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
N8 - Eastern Prom/Harbour Quarter Access	B - New Harbour Quarter Access	One lane	3.00	92	24
N8a - Proposed Hillsboro South Car Park Access	B - Hillsboro South Car Park	One lane	3.00	28	34

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N1 - Spine Access	1 - New Road North	4.00	3.00	2.90	1.00	6.00	6.00	7.00
	2 - Proposed Spine Road	3.00	3.00	2.90	1.00	6.00	6.00	7.00
N8 - Eastern Prom/Harbour Quarter Access	B - New Harbour Quarter Access	1.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N1 - Spine Access	1 - New Road North	0.626	1544
	2 - Proposed Spine Road	0.572	1203
	3 - The Portway West	0.603	1405

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N8 - Eastern Prom/Harbour Quarter Access	B-A	519	0.089	0.225	0.142	0.322
	B-C	639	0.092	0.233	-	-
	C-B	634	0.232	0.232	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N8a - Proposed Hillsboro South Car Park Access	B-A	503	0.084	0.212	0.133	0.302
	B-C	645	0.090	0.228	-	-
	C-B	682	0.241	0.241	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026	Total Traffic	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N1 - Spine Access	1 - New Road North		ONE HOUR	✓	340	100.000
	2 - Proposed Spine Road		ONE HOUR	✓	241	100.000
	3 - The Portway West		ONE HOUR	✓	404	100.000
N8 - Eastern Prom/Harbour Quarter Access	A - The Portway (North)		ONE HOUR	✓	481	100.000
	B - New Harbour Quarter Access		ONE HOUR	✓	127	100.000
	C - The Promenade (West)		ONE HOUR	✓	429	100.000
N8a - Proposed Hillsboro South Car Park Access	A - The Portway (South)		ONE HOUR	✓	481	100.000
	B - Hillsboro South Car Park		ONE HOUR	✓	127	100.000
	C - The Portway (North)		ONE HOUR	✓	429	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N1 - Spine Access	1 - New Road North	[ONEHOUR]	120.00
	2 - Proposed Spine Road	[ONEHOUR]	200.00
	3 - The Portway West		
N8 - Eastern Prom/Harbour Quarter Access	A - The Portway (North)		
	B - New Harbour Quarter Access	[ONEHOUR]	60.00
	C - The Promenade (West)		
N8a - Proposed Hillsboro South Car Park Access	A - The Portway (South)		
	B - Hillsboro South Car Park		
	C - The Portway (North)		

Origin-Destination Data

N1 - Spine Access

Demand (Veh/hr)

		To		
		1 - New Road North	2 - Proposed Spine Road	3 - The Portway West
From	1 - New Road North	0	109	231
	2 - Proposed Spine Road	103	0	138
	3 - The Portway West	211	193	0

N8 - Eastern Prom/Harbour Quarter Access

Demand (Veh/hr)

		To		
		A - The Portway (North)	B - New Harbour Quarter Access	C - The Promenade (West)
From	A - The Portway (North)	0	139	342
	B - New Harbour Quarter Access	122	0	5
	C - The Promenade (West)	425	4	0

Demand (Veh/hr)

N8a - Proposed Hillsboro South Car Park Access

		To		
		A - The Portway (South)	B - Hillsboro South Car Park	C - The Portway (North)
From	A - The Portway (South)	0	139	342
	B - Hillsboro South Car Park	122	0	5
	C - The Portway (North)	425	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

N1 - Spine Access

		To		
		1 - New Road North	2 - Proposed Spine Road	3 - The Portway West
From	1 - New Road North	0	0	1
	2 - Proposed Spine Road	0	0	0
	3 - The Portway West	2	0	0

Heavy Vehicle %

N8 - Eastern Prom/Harbour Quarter Access

		To		
		A - The Portway (North)	B - New Harbour Quarter Access	C - The Promenade (West)
From	A - The Portway (North)	0	0.70	2
	B - New Harbour Quarter Access	0.79	0	0.79
	C - The Promenade (West)	0.96	27	0

Heavy Vehicle %

N8a - Proposed Hillsboro South Car Park Access

		To		
		A - The Portway (South)	B - Hillsboro South Car Park	C - The Portway (North)
From	A - The Portway (South)	0	0.70	2
	B - Hillsboro South Car Park	0.79	0	0.79
	C - The Portway (North)	0.96	27	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N1 - Spine Access	1 - New Road North	0.31	0.07	0.5	1.9	A	312	468
	2 - Proposed Spine Road	0.31	0.10	0.5	1.9	A	221	332
	3 - The Portway West	0.34	0.07	0.5	2.3	A	371	556

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N8 - Eastern Prom/Harbour Quarter Access	B-AC	0.41	0.29	0.7	3.0	C	117	175
	C-AB	0.01	0.09	0.0	0.5	A	8	12
	C-A						385	578
	A-B						128	191
	A-C						314	471
N8a - Proposed Hillsboro South Car Park Access	B-AC	0.40	0.29	0.7	3.1	C	117	175
	C-AB	0.01	0.09	0.0	0.5	A	8	12
	C-A						386	579
	A-B						128	191
	A-C						314	471

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	256	64	145	90.34	1259	0.203	255
	2 - Proposed Spine Road	-	181	45	173	150.57	903	0.201	180
	3 - The Portway West	-	304	76	77		1344	0.226	303
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	96	24		45.17	380	0.251	94
	-	C-AB	6	1		0.00	674	0.008	6
	-	C-A	317	79		0.00			317
	-	A-B	105	26		0.00			105
	-	A-C	257	64		0.00			257
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	96	24		0.00	397	0.241	94
	-	C-AB	6	1		0.00	703	0.008	5
	-	C-A	317	79		0.00			317
	-	A-B	105	26		0.00			105
	-	A-C	257	64		0.00			257

17:00 - 17:15

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	306	76	173	107.88	1230	0.249	305
	2 - Proposed Spine Road	-	217	54	207	179.80	880	0.246	216
	3 - The Portway West	-	363	91	92		1335	0.272	363
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	114	29		53.94	366	0.312	114
	-	C-AB	8	2		0.00	711	0.011	8
	-	C-A	378	94		0.00			378
	-	A-B	125	31		0.00			125
	-	A-C	307	77		0.00			307
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	114	29		0.00	376	0.304	114
	-	C-AB	7	2		0.00	738	0.010	7
	-	C-A	378	95		0.00			378
	-	A-B	125	31		0.00			125
	-	A-C	307	77		0.00			307

17:15 - 17:30

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	374	94	212	132.12	1188	0.315	374
	2 - Proposed Spine Road	-	265	66	254	220.20	844	0.314	265
	3 - The Portway West	-	445	111	113		1323	0.336	444
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	140	35		66.06	343	0.407	139
	-	C-AB	11	3		0.00	764	0.015	11
	-	C-A	461	115		0.00			461
	-	A-B	153	38		0.00			153
	-	A-C	377	94		0.00			377
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	140	35		0.00	347	0.403	139
	-	C-AB	11	3		0.00	789	0.014	11
	-	C-A	461	115		0.00			461
	-	A-B	153	38		0.00			153
	-	A-C	377	94		0.00			377

17:30 - 17:45

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	374	94	212	132.12	1194	0.314	374
	2 - Proposed Spine Road	-	265	66	254	220.20	851	0.312	265
	3 - The Portway West	-	445	111	113		1323	0.336	445
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	140	35		66.06	349	0.401	140
	-	C-AB	11	3		0.00	764	0.015	11
	-	C-A	461	115		0.00			461
	-	A-B	153	38		0.00			153
	-	A-C	377	94		0.00			377
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	140	35		0.00	347	0.403	140
	-	C-AB	11	3		0.00	789	0.014	11
	-	C-A	461	115		0.00			461
	-	A-B	153	38		0.00			153
	-	A-C	377	94		0.00			377

17:45 - 18:00

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	306	76	174	107.88	1237	0.247	306
	2 - Proposed Spine Road	-	217	54	208	179.80	890	0.244	217
	3 - The Portway West	-	363	91	93		1335	0.272	364
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	114	29		53.94	373	0.306	115
	-	C-AB	8	2		0.00	712	0.011	8
	-	C-A	378	94		0.00			378
	-	A-B	125	31		0.00			125
	-	A-C	307	77		0.00			307
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	114	29		0.00	376	0.304	115
	-	C-AB	7	2		0.00	739	0.010	8
	-	C-A	378	95		0.00			378
	-	A-B	125	31		0.00			125
	-	A-C	307	77		0.00			307

18:00 - 18:15

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	256	64	145	90.34	1269	0.202	256
	2 - Proposed Spine Road	-	181	45	174	150.57	917	0.198	182
	3 - The Portway West	-	304	76	78		1344	0.226	304
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	96	24		45.17	389	0.246	96
	-	C-AB	6	1		0.00	675	0.009	6
	-	C-A	317	79		0.00			317
	-	A-B	105	26		0.00			105
	-	A-C	257	64		0.00			257
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	96	24		0.00	397	0.241	96
	-	C-AB	6	1		0.00	703	0.008	6
	-	C-A	317	79		0.00			317
	-	A-B	105	26		0.00			105
	-	A-C	257	64		0.00			257

Queue Variation Results for each time segment

16:45 - 17:00

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.25	0.00	0.00	0.25	0.25			N/A	N/
	2 - Proposed Spine Road	-	0.25	0.00	0.00	0.25	0.25			N/A	N/
	3 - The Portway West	-	0.29	0.00	0.00	0.29	0.29			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/

17:00 - 17:15

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.33	0.00	0.00	0.33	0.33			N/A	N/
	2 - Proposed Spine Road	-	0.32	0.00	0.00	0.32	0.32			N/A	N/
	3 - The Portway West	-	0.37	0.00	0.00	0.37	0.37			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/
	-	C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/
	-	C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/

17:15 - 17:30

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.46	0.03	0.25	0.46	0.48			N/A	N/
	2 - Proposed Spine Road	-	0.45	0.03	0.25	0.46	0.48			N/A	N/
	3 - The Portway West	-	0.50	0.03	0.25	0.50	0.50			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.67	0.03	0.26	0.67	0.67			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.65	0.03	0.26	0.65	0.65			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/

17:30 - 17:45

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.46	0.03	0.31	1.37	1.92			N/A	N/
	2 - Proposed Spine Road	-	0.45	0.03	0.31	1.36	1.94			N/A	N/
	3 - The Portway West	-	0.50	0.03	0.30	1.35	2.30			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.67	0.03	0.29	1.31	3.04			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.66	0.03	0.29	1.38	3.10			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/

17:45 - 18:00

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.33	0.00	0.00	0.33	0.33			N/A	N/
	2 - Proposed Spine Road	-	0.32	0.00	0.00	0.32	0.32			N/A	N/
	3 - The Portway West	-	0.38	0.00	0.00	0.38	0.38			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.45	0.04	0.38	1.20	1.35			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.45	0.04	0.36	1.18	1.34			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/

18:00 - 18:15

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.25	0.00	0.00	0.25	0.25			N/A	N/
	2 - Proposed Spine Road	-	0.25	0.00	0.00	0.25	0.25			N/A	N/
	3 - The Portway West	-	0.29	0.00	0.00	0.29	0.29			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.33	0.03	0.28	0.51	1.00			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.32	0.03	0.27	0.49	0.82			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/

Scenario 1 - Core Growth - D7 - 2033 | Total Traffic | AM

Data Errors and Warnings

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

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Scenario 1 - Core Growth	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
N1	Spine Access	Standard Roundabout					1, 2, 3	0.07	A
N8	Eastern Prom/Harbour Quarter Access	T-Junction	Two-way	Two-way	Two-way			0.02	A
N8a	Proposed Hillsboro South Car Park Access	T-Junction	Two-way	Two-way	Two-way			0.02	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (min)	Network LOS
Left	Normal/unknown	72	N8 - Eastern Prom/Harbour Quarter Access - Stream B-AC	0.04	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N1 - Spine Access	1	New Road North			
	2	Proposed Spine Road			
	3	The Portway West			
N8 - Eastern Prom/Harbour Quarter Access	A	The Portway (North)			Major
	B	New Harbour Quarter Access	Former Eastern Promenade		Minor
	C	The Promenade (West)			Major
N8a - Proposed Hillsboro South Car Park Access	A	The Portway (South)			Major
	B	Hillsboro South Car Park			Minor
	C	The Portway (North)			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N1 - Spine Access	1 - New Road North	3.63	5.90	13.2	12.6	30.0	21.5		
	2 - Proposed Spine Road	3.38	3.80	30.0	36.4	30.0	22.0		
	3 - The Portway West	4.56	4.56	0.0	45.0	30.0	33.0		

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N8 - Eastern Prom/Harbour Quarter Access	C - The Promenade (West)	7.30			104.0	✓	0.00
N8a - Proposed Hillsboro South Car Park Access	C - The Portway (North)	8.00			186.0	✓	0.00

Major Arm Geometry Notes

Junction	Arm	Notes
N8 - Eastern Prom/Harbour Quarter Access	C - The Promenade (West)	Assumed that right turn holder lane will be removed as part of dtailed design process
N8a - Proposed Hillsboro South Car Park Access	C - The Portway (North)	

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
N8 - Eastern Prom/Harbour Quarter Access	B - New Harbour Quarter Access	One lane	3.00	92	24
N8a - Proposed Hillsboro South Car Park Access	B - Hillsboro South Car Park	One lane	3.00	28	34

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N1 - Spine Access	1 - New Road North	4.00	3.00	2.90	1.00	6.00	6.00	7.00
	2 - Proposed Spine Road	3.00	3.00	2.90	1.00	6.00	6.00	7.00
N8 - Eastern Prom/Harbour Quarter Access	B - New Harbour Quarter Access	1.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N1 - Spine Access	1 - New Road North	0.626	1544
	2 - Proposed Spine Road	0.572	1203
	3 - The Portway West	0.603	1405

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N8 - Eastern Prom/Harbour Quarter Access	B-A	519	0.089	0.225	0.142	0.322
	B-C	639	0.092	0.233	-	-
	C-B	634	0.232	0.232	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N8a - Proposed Hillsboro South Car Park Access	B-A	503	0.084	0.212	0.133	0.302
	B-C	645	0.090	0.228	-	-
	C-B	682	0.241	0.241	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033	Total Traffic	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N1 - Spine Access	1 - New Road North		ONE HOUR	✓	412	100.000
	2 - Proposed Spine Road		ONE HOUR	✓	109	100.000
	3 - The Portway West		ONE HOUR	✓	379	100.000
N8 - Eastern Prom/Harbour Quarter Access	A - The Portway (North)		ONE HOUR	✓	435	100.000
	B - New Harbour Quarter Access		ONE HOUR	✓	82	100.000
	C - The Promenade (West)		ONE HOUR	✓	350	100.000
N8a - Proposed Hillsboro South Car Park Access	A - The Portway (South)		ONE HOUR	✓	435	100.000
	B - Hillsboro South Car Park		ONE HOUR	✓	82	100.000
	C - The Portway (North)		ONE HOUR	✓	350	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N1 - Spine Access	1 - New Road North	[ONEHOUR]	120.00
	2 - Proposed Spine Road	[ONEHOUR]	200.00
	3 - The Portway West		
N8 - Eastern Prom/Harbour Quarter Access	A - The Portway (North)		
	B - New Harbour Quarter Access	[ONEHOUR]	60.00
	C - The Promenade (West)		
N8a - Proposed Hillsboro South Car Park Access	A - The Portway (South)		
	B - Hillsboro South Car Park		
	C - The Portway (North)		

Origin-Destination Data

N1 - Spine Access

Demand (Veh/hr)

		To		
		1 - New Road North	2 - Proposed Spine Road	3 - The Portway West
From	1 - New Road North	0	79	333
	2 - Proposed Spine Road	43	0	66
	3 - The Portway West	270	109	0

N8 - Eastern Prom/Harbour Quarter Access

Demand (Veh/hr)

		To		
		A - The Portway (North)	B - New Harbour Quarter Access	C - The Promenade (West)
From	A - The Portway (North)	0	81	354
	B - New Harbour Quarter Access	77	0	5
	C - The Promenade (West)	346	4	0

Demand (Veh/hr)

N8a - Proposed Hillsboro South Car Park Access

		To		
		A - The Portway (South)	B - Hillsboro South Car Park	C - The Portway (North)
From	A - The Portway (South)	0	81	354
	B - Hillsboro South Car Park	77	0	5
	C - The Portway (North)	346	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

N1 - Spine Access

		To		
		1 - New Road North	2 - Proposed Spine Road	3 - The Portway West
From	1 - New Road North	0	0	2
	2 - Proposed Spine Road	0	0	0
	3 - The Portway West	1	0	0

Heavy Vehicle %

N8 - Eastern Prom/Harbour Quarter Access

		To		
		A - The Portway (North)	B - New Harbour Quarter Access	C - The Promenade (West)
From	A - The Portway (North)	0	1	4
	B - New Harbour Quarter Access	1	0	0.48
	C - The Promenade (West)	1	0.42	0

Heavy Vehicle %

N8a - Proposed Hillsboro South Car Park Access

		To		
		A - The Portway (South)	B - Hillsboro South Car Park	C - The Portway (North)
From	A - The Portway (South)	0	1	4
	B - Hillsboro South Car Park	1	0	0.48
	C - The Portway (North)	1	0.42	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N1 - Spine Access	1 - New Road North	0.37	0.08	0.6	2.6	A	378	567
	2 - Proposed Spine Road	0.16	0.09	0.2	0.5	A	100	150
	3 - The Portway West	0.31	0.06	0.4	1.8	A	348	522

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N8 - Eastern Prom/Harbour Quarter Access	B-AC	0.26	0.24	0.4	1.2	B	75	113
	C-AB	0.01	0.08	0.0	0.5	A	6	10
	C-A						315	472
	A-B						74	111
	A-C						325	487
N8a - Proposed Hillsboro South Car Park Access	B-AC	0.25	0.22	0.3	1.5	B	75	113
	C-AB	0.01	0.08	0.0	0.5	A	6	9
	C-A						315	472
	A-B						74	111
	A-C						325	487

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	310	78	82	90.34	1283	0.242	309
	2 - Proposed Spine Road	-	82	21	250	150.57	862	0.095	82
	3 - The Portway West	-	285	71	32		1376	0.207	284
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	62	15		45.17	386	0.160	61
	-	C-AB	5	1		0.00	733	0.006	5
	-	C-A	259	65		0.00			259
	-	A-B	61	15		0.00			61
	-	A-C	267	67		0.00			267
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	62	15		0.00	406	0.152	61
	-	C-AB	5	1		0.00	770	0.006	5
	-	C-A	259	65		0.00			259
	-	A-B	61	15		0.00			61
	-	A-C	267	67		0.00			267

08:00 - 08:15

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	370	93	98	107.88	1264	0.293	370
	2 - Proposed Spine Road	-	98	24	299	179.80	822	0.119	98
	3 - The Portway West	-	341	85	39		1372	0.248	340
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	74	18		53.94	369	0.200	73
	-	C-AB	6	2		0.00	755	0.008	6
	-	C-A	309	77		0.00			309
	-	A-B	73	18		0.00			73
	-	A-C	318	80		0.00			318
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	74	18		0.00	387	0.191	73
	-	C-AB	6	1		0.00	791	0.008	6
	-	C-A	309	77		0.00			309
	-	A-B	73	18		0.00			73
	-	A-C	318	80		0.00			318

08:15 - 08:30

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	454	113	120	132.12	1234	0.368	453
	2 - Proposed Spine Road	-	120	30	366	220.20	770	0.156	120
	3 - The Portway West	-	417	104	47		1367	0.305	417
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	90	23		66.06	343	0.263	90
	-	C-AB	9	2		0.00	787	0.011	9
	-	C-A	377	94		0.00			377
	-	A-B	89	22		0.00			89
	-	A-C	390	97		0.00			390
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	90	23		0.00	360	0.251	90
	-	C-AB	8	2		0.00	821	0.010	8
	-	C-A	377	94		0.00			377
	-	A-B	89	22		0.00			89
	-	A-C	390	97		0.00			390

08:30 - 08:45

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	454	113	120	132.12	1240	0.366	454
	2 - Proposed Spine Road	-	120	30	367	220.20	772	0.155	120
	3 - The Portway West	-	417	104	47		1367	0.305	417
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	90	23		66.06	345	0.261	90
	-	C-AB	9	2		0.00	787	0.011	9
	-	C-A	377	94		0.00			377
	-	A-B	89	22		0.00			89
	-	A-C	390	97		0.00			390
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	90	23		0.00	360	0.251	90
	-	C-AB	8	2		0.00	821	0.010	8
	-	C-A	377	94		0.00			377
	-	A-B	89	22		0.00			89
	-	A-C	390	97		0.00			390

08:45 - 09:00

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	370	93	98	107.88	1273	0.291	371
	2 - Proposed Spine Road	-	98	24	300	179.80	825	0.119	98
	3 - The Portway West	-	341	85	39		1372	0.248	341
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	74	18		53.94	372	0.198	74
	-	C-AB	6	2		0.00	755	0.008	6
	-	C-A	309	77		0.00			309
	-	A-B	73	18		0.00			73
	-	A-C	318	80		0.00			318
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	74	18		0.00	387	0.191	74
	-	C-AB	6	1		0.00	791	0.008	6
	-	C-A	309	77		0.00			309
	-	A-B	73	18		0.00			73
	-	A-C	318	80		0.00			318

09:00 - 09:15

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	310	78	82	90.34	1296	0.239	311
	2 - Proposed Spine Road	-	82	21	251	150.57	867	0.095	82
	3 - The Portway West	-	285	71	32		1375	0.207	286
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	62	15		45.17	391	0.158	62
	-	C-AB	5	1		0.00	733	0.006	5
	-	C-A	259	65		0.00			259
	-	A-B	61	15		0.00			61
	-	A-C	267	67		0.00			267
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	62	15		0.00	406	0.152	62
	-	C-AB	5	1		0.00	770	0.006	5
	-	C-A	259	65		0.00			259
	-	A-B	61	15		0.00			61
	-	A-C	267	67		0.00			267

Queue Variation Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.32	0.00	0.00	0.32	0.32			N/A	N/
	2 - Proposed Spine Road	-	0.10	0.00	0.00	0.10	0.10			N/A	N/
	3 - The Portway West	-	0.26	0.00	0.00	0.26	0.26			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/

08:00 - 08:15

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.41	0.00	0.00	0.41	0.41			N/A	N/
	2 - Proposed Spine Road	-	0.13	0.00	0.00	0.13	0.13			N/A	N/
	3 - The Portway West	-	0.33	0.00	0.00	0.33	0.33			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/
	-	C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/
	-	C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/

08:15 - 08:30

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.58	0.03	0.25	0.58	0.58			N/A	N/
	2 - Proposed Spine Road	-	0.18	0.03	0.26	0.46	0.49			N/A	N/
	3 - The Portway West	-	0.44	0.03	0.25	0.45	0.48			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.35	0.03	0.26	0.46	0.49			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.33	0.03	0.26	0.46	0.49			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/

08:30 - 08:45

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.58	0.03	0.29	1.23	2.65			N/A	N/
	2 - Proposed Spine Road	-	0.18	0.03	0.25	0.45	0.48			N/A	N/
	3 - The Portway West	-	0.44	0.03	0.31	1.36	1.82			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.35	0.03	0.31	1.20	1.25			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.33	0.03	0.31	1.16	1.50			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/

08:45 - 09:00

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.41	0.00	0.00	0.41	0.41			N/A	N/
	2 - Proposed Spine Road	-	0.14	0.00	0.00	0.14	0.14			N/A	N/
	3 - The Portway West	-	0.33	0.00	0.00	0.33	0.33			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/

09:00 - 09:15

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.32	0.00	0.00	0.32	0.32			N/A	N/
	2 - Proposed Spine Road	-	0.11	0.00	0.00	0.11	0.11			N/A	N/
	3 - The Portway West	-	0.26	0.00	0.00	0.26	0.26			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/

Scenario 1 - Core Growth - D8 - 2033 | Total Traffic | PM

Data Errors and Warnings

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

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Scenario 1 - Core Growth	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
N1	Spine Access	Standard Roundabout					1, 2, 3	0.08	A
N8	Eastern Prom/Harbour Quarter Access	T-Junction	Two-way	Two-way	Two-way			0.04	A
N8a	Proposed Hillsboro South Car Park Access	T-Junction	Two-way	Two-way	Two-way			0.04	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (min)	Network LOS
Left	Normal/unknown	30	N8a - Proposed Hillsboro South Car Park Access - Stream B-AC	0.05	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N1 - Spine Access	1	New Road North			
	2	Proposed Spine Road			
	3	The Portway West			
N8 - Eastern Prom/Harbour Quarter Access	A	The Portway (North)			Major
	B	New Harbour Quarter Access	Former Eastern Promenade		Minor
	C	The Promenade (West)			Major
N8a - Proposed Hillsboro South Car Park Access	A	The Portway (South)			Major
	B	Hillsboro South Car Park			Minor
	C	The Portway (North)			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N1 - Spine Access	1 - New Road North	3.63	5.90	13.2	12.6	30.0	21.5		
	2 - Proposed Spine Road	3.38	3.80	30.0	36.4	30.0	22.0		
	3 - The Portway West	4.56	4.56	0.0	45.0	30.0	33.0		

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N8 - Eastern Prom/Harbour Quarter Access	C - The Promenade (West)	7.30			104.0	✓	0.00
N8a - Proposed Hillsboro South Car Park Access	C - The Portway (North)	8.00			186.0	✓	0.00

Major Arm Geometry Notes

Junction	Arm	Notes
N8 - Eastern Prom/Harbour Quarter Access	C - The Promenade (West)	Assumed that right turn holder lane will be removed as part of dtailed design process
N8a - Proposed Hillsboro South Car Park Access	C - The Portway (North)	

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
N8 - Eastern Prom/Harbour Quarter Access	B - New Harbour Quarter Access	One lane	3.00	92	24
N8a - Proposed Hillsboro South Car Park Access	B - Hillsboro South Car Park	One lane	3.00	28	34

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N1 - Spine Access	1 - New Road North	4.00	3.00	2.90	1.00	6.00	6.00	7.00
	2 - Proposed Spine Road	3.00	3.00	2.90	1.00	6.00	6.00	7.00
N8 - Eastern Prom/Harbour Quarter Access	B - New Harbour Quarter Access	1.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N1 - Spine Access	1 - New Road North	0.626	1544
	2 - Proposed Spine Road	0.572	1203
	3 - The Portway West	0.603	1405

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N8 - Eastern Prom/Harbour Quarter Access	B-A	519	0.089	0.225	0.142	0.322
	B-C	639	0.092	0.233	-	-
	C-B	634	0.232	0.232	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N8a - Proposed Hillsboro South Car Park Access	B-A	503	0.084	0.212	0.133	0.302
	B-C	645	0.090	0.228	-	-
	C-B	682	0.241	0.241	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033	Total Traffic	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N1 - Spine Access	1 - New Road North		ONE HOUR	✓	356	100.000
	2 - Proposed Spine Road		ONE HOUR	✓	241	100.000
	3 - The Portway West		ONE HOUR	✓	425	100.000
N8 - Eastern Prom/Harbour Quarter Access	A - The Portway (North)		ONE HOUR	✓	502	100.000
	B - New Harbour Quarter Access		ONE HOUR	✓	133	100.000
	C - The Promenade (West)		ONE HOUR	✓	459	100.000
N8a - Proposed Hillsboro South Car Park Access	A - The Portway (South)		ONE HOUR	✓	502	100.000
	B - Hillsboro South Car Park		ONE HOUR	✓	133	100.000
	C - The Portway (North)		ONE HOUR	✓	459	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N1 - Spine Access	1 - New Road North	[ONEHOUR]	120.00
	2 - Proposed Spine Road	[ONEHOUR]	200.00
	3 - The Portway West		
N8 - Eastern Prom/Harbour Quarter Access	A - The Portway (North)		
	B - New Harbour Quarter Access	[ONEHOUR]	60.00
	C - The Promenade (West)		
N8a - Proposed Hillsboro South Car Park Access	A - The Portway (South)		
	B - Hillsboro South Car Park		
	C - The Portway (North)		

Origin-Destination Data

N1 - Spine Access

Demand (Veh/hr)

		To		
		1 - New Road North	2 - Proposed Spine Road	3 - The Portway West
From	1 - New Road North	0	109	247
	2 - Proposed Spine Road	103	0	138
	3 - The Portway West	232	193	0

N8 - Eastern Prom/Harbour Quarter Access

Demand (Veh/hr)

		To		
		A - The Portway (North)	B - New Harbour Quarter Access	C - The Promenade (West)
From	A - The Portway (North)	0	141	361
	B - New Harbour Quarter Access	123	0	10
	C - The Promenade (West)	451	8	0

N8a - Proposed Hillsboro South Car Park Access

Demand (Veh/hr)

		To		
		A - The Portway (South)	B - Hillsboro South Car Park	C - The Portway (North)
From	A - The Portway (South)	0	141	361
	B - Hillsboro South Car Park	123	0	10
	C - The Portway (North)	451	8	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N1 - Spine Access

Heavy Vehicle %

		To		
		1 - New Road North	2 - Proposed Spine Road	3 - The Portway West
From	1 - New Road North	0	0	1
	2 - Proposed Spine Road	0	0	0
	3 - The Portway West	2	0	0

N8 - Eastern Prom/Harbour Quarter Access

Heavy Vehicle %

		To		
		A - The Portway (North)	B - New Harbour Quarter Access	C - The Promenade (West)
From	A - The Portway (North)	0	0.69	2
	B - New Harbour Quarter Access	0.78	0	0.36
	C - The Promenade (West)	0.97	14	0

N8a - Proposed Hillsboro South Car Park Access

Heavy Vehicle %

		To		
		A - The Portway (South)	B - Hillsboro South Car Park	C - The Portway (North)
From	A - The Portway (South)	0	0.69	2
	B - Hillsboro South Car Park	0.78	0	0.36
	C - The Portway (North)	0.97	14	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N1 - Spine Access	1 - New Road North	0.33	0.08	0.5	2.2	A	327	490
	2 - Proposed Spine Road	0.32	0.10	0.5	2.0	A	221	332
	3 - The Portway West	0.35	0.07	0.5	2.5	A	390	585

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N8 - Eastern Prom/Harbour Quarter Access	B-AC	0.43	0.31	0.7	3.3	C	122	183
	C-AB	0.03	0.08	0.0	0.5	A	16	25
	C-A						405	607
	A-B						129	194
	A-C						331	497
N8a - Proposed Hillsboro South Car Park Access	B-AC	0.43	0.31	0.7	3.4	C	122	183
	C-AB	0.03	0.08	0.0	0.5	A	16	24
	C-A						405	608
	A-B						129	194
	A-C						331	497

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	268	67	145	90.34	1259	0.213	267
	2 - Proposed Spine Road	-	181	45	185	150.57	898	0.202	180
	3 - The Portway West	-	320	80	77		1344	0.238	319
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	100	25		45.17	378	0.265	99
	-	C-AB	11	3		0.00	727	0.016	11
	-	C-A	334	84		0.00			334
	-	A-B	106	27		0.00			106
	-	A-C	272	68		0.00			272
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	100	25		0.00	395	0.254	99
	-	C-AB	11	3		0.00	758	0.014	11
	-	C-A	335	84		0.00			335
	-	A-B	106	27		0.00			106
	-	A-C	272	68		0.00			272

17:00 - 17:15

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	320	80	173	107.88	1231	0.260	320
	2 - Proposed Spine Road	-	217	54	222	179.80	874	0.248	216
	3 - The Portway West	-	382	96	92		1334	0.286	382
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	120	30		53.94	363	0.329	119
	-	C-AB	15	4		0.00	764	0.020	15
	-	C-A	397	99		0.00			397
	-	A-B	127	32		0.00			127
	-	A-C	325	81		0.00			325
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	120	30		0.00	373	0.321	119
	-	C-AB	15	4		0.00	793	0.019	15
	-	C-A	398	99		0.00			398
	-	A-B	127	32		0.00			127
	-	A-C	325	81		0.00			325

17:15 - 17:30

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	392	98	212	132.12	1191	0.329	391
	2 - Proposed Spine Road	-	265	66	272	220.20	837	0.317	265
	3 - The Portway West	-	468	117	113		1322	0.354	467
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	146	37		66.06	341	0.430	145
	-	C-AB	23	6		0.00	816	0.028	23
	-	C-A	483	121		0.00			483
	-	A-B	155	39		0.00			155
	-	A-C	397	99		0.00			397
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	146	37		0.00	342	0.428	145
	-	C-AB	22	5		0.00	843	0.026	21
	-	C-A	484	121		0.00			484
	-	A-B	155	39		0.00			155
	-	A-C	397	99		0.00			397

17:30 - 17:45

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	392	98	212	132.12	1196	0.328	392
	2 - Proposed Spine Road	-	265	66	272	220.20	844	0.314	265
	3 - The Portway West	-	468	117	113		1322	0.354	468
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	146	37		66.06	346	0.423	146
	-	C-AB	23	6		0.00	816	0.028	23
	-	C-A	483	121		0.00			483
	-	A-B	155	39		0.00			155
	-	A-C	397	99		0.00			397
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	146	37		0.00	342	0.428	146
	-	C-AB	22	5		0.00	843	0.026	22
	-	C-A	484	121		0.00			484
	-	A-B	155	39		0.00			155
	-	A-C	397	99		0.00			397

17:45 - 18:00

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	320	80	174	107.88	1239	0.258	321
	2 - Proposed Spine Road	-	217	54	222	179.80	883	0.245	217
	3 - The Portway West	-	382	96	93		1334	0.286	383
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	120	30		53.94	371	0.322	121
	-	C-AB	15	4		0.00	764	0.020	15
	-	C-A	397	99		0.00			397
	-	A-B	127	32		0.00			127
	-	A-C	325	81		0.00			325
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	120	30		0.00	373	0.321	121
	-	C-AB	15	4		0.00	793	0.019	15
	-	C-A	398	99		0.00			398
	-	A-B	127	32		0.00			127
	-	A-C	325	81		0.00			325

18:00 - 18:15

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	268	67	145	90.34	1270	0.211	268
	2 - Proposed Spine Road	-	181	45	186	150.57	912	0.199	182
	3 - The Portway West	-	320	80	78		1343	0.238	320
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	100	25		45.17	387	0.259	101
	-	C-AB	11	3		0.00	727	0.016	11
	-	C-A	334	84		0.00			334
	-	A-B	106	27		0.00			106
	-	A-C	272	68		0.00			272
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	100	25		0.00	395	0.254	101
	-	C-AB	11	3		0.00	759	0.014	11
	-	C-A	335	84		0.00			335
	-	A-B	106	27		0.00			106
	-	A-C	272	68		0.00			272

Queue Variation Results for each time segment

16:45 - 17:00

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.27	0.00	0.00	0.27	0.27			N/A	N/
	2 - Proposed Spine Road	-	0.25	0.00	0.00	0.25	0.25			N/A	N/
	3 - The Portway West	-	0.31	0.00	0.00	0.31	0.31			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/

17:00 - 17:15

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.35	0.00	0.00	0.35	0.35			N/A	N/
	2 - Proposed Spine Road	-	0.33	0.00	0.00	0.33	0.33			N/A	N/
	3 - The Portway West	-	0.40	0.00	0.00	0.40	0.40			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.48	0.00	0.00	0.48	0.48			N/A	N/
	-	C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.46	0.00	0.00	0.46	0.46			N/A	N/
	-	C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/

17:15 - 17:30

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.49	0.03	0.25	0.49	0.49			N/A	N/
	2 - Proposed Spine Road	-	0.46	0.03	0.25	0.46	0.48			N/A	N/
	3 - The Portway West	-	0.54	0.03	0.25	0.54	0.54			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.73	0.03	0.26	0.73	0.73			N/A	N/
	-	C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.72	0.03	0.26	0.72	0.72			N/A	N/
	-	C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/

17:30 - 17:45

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.49	0.03	0.30	1.38	2.17			N/A	N/
	2 - Proposed Spine Road	-	0.46	0.03	0.31	1.36	1.97			N/A	N/
	3 - The Portway West	-	0.55	0.03	0.29	1.29	2.54			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.73	0.03	0.29	1.28	3.28			N/A	N/
	-	C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.74	0.03	0.29	1.38	3.42			N/A	N/
	-	C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/

17:45 - 18:00

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.35	0.00	0.00	0.35	0.35			N/A	N/
	2 - Proposed Spine Road	-	0.33	0.00	0.00	0.33	0.33			N/A	N/
	3 - The Portway West	-	0.40	0.00	0.00	0.40	0.40			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.49	0.04	0.43	1.26	1.38			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.48	0.04	0.43	1.26	1.38			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/

18:00 - 18:15

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.27	0.00	0.00	0.27	0.27			N/A	N/
	2 - Proposed Spine Road	-	0.25	0.00	0.00	0.25	0.25			N/A	N/
	3 - The Portway West	-	0.31	0.00	0.00	0.31	0.31			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.35	0.03	0.30	0.93	1.21			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.35	0.03	0.29	0.83	1.17			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/

Scenario 2 - Sensitivity Test - D3 - 2026 | Total Traffic | AM

Data Errors and Warnings

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

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Scenario 2 - Sensitivity Test	Sensitivity test with +25% network traffic allowance.	✓	125.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
N1	Spine Access	Standard Roundabout					1, 2, 3	0.08	A
N8	Eastern Prom/Harbour Quarter Access	T-Junction	Two-way	Two-way	Two-way			0.03	A
N8a	Proposed Hillsboro South Car Park Access	T-Junction	Two-way	Two-way	Two-way			0.03	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (min)	Network LOS
Left	Normal/unknown	43	N8 - Eastern Prom/Harbour Quarter Access - Stream B-AC	0.05	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N1 - Spine Access	1	New Road North			
	2	Proposed Spine Road			
	3	The Portway West			
N8 - Eastern Prom/Harbour Quarter Access	A	The Portway (North)			Major
	B	New Harbour Quarter Access	Former Eastern Promenade		Minor
	C	The Promenade (West)			Major
N8a - Proposed Hillsboro South Car Park Access	A	The Portway (South)			Major
	B	Hillsboro South Car Park			Minor
	C	The Portway (North)			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N1 - Spine Access	1 - New Road North	3.63	5.90	13.2	12.6	30.0	21.5		
	2 - Proposed Spine Road	3.38	3.80	30.0	36.4	30.0	22.0		
	3 - The Portway West	4.56	4.56	0.0	45.0	30.0	33.0		

Major Arm Geometry

		Width of (m)	Has kerbed reserve	Has right-storage	Visibility for (m)		Blocking (PCU)
N8 - Eastern Prom/Harbour Quarter Access	C - The Promenade (West)	7.30			104.0	✓	0.00
N8a - Proposed Hillsboro South Car Park Access	C - The Portway (North)	8.00			186.0	✓	0.00

Major Arm Geometry Notes

Junction	Arm	Notes
N8 - Eastern Prom/Harbour Quarter Access	C - The Promenade (West)	Assumed that right turn holder lane will be removed as part of dtailed design process
N8a - Proposed Hillsboro South Car Park Access	C - The Portway (North)	

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
N8 - Eastern Prom/Harbour Quarter Access	B - New Harbour Quarter Access	One lane	3.00	92	24
N8a - Proposed Hillsboro South Car Park Access	B - Hillsboro South Car Park	One lane	3.00	28	34

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N1 - Spine Access	1 - New Road North	4.00	3.00	2.90	1.00	6.00	6.00	7.00
	2 - Proposed Spine Road	3.00	3.00	2.90	1.00	6.00	6.00	7.00
N8 - Eastern Prom/Harbour Quarter Access	B - New Harbour Quarter Access	1.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N1 - Spine Access	1 - New Road North	0.626	1544
	2 - Proposed Spine Road	0.572	1203
	3 - The Portway West	0.603	1405

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N8 - Eastern Prom/Harbour Quarter Access	B-A	519	0.089	0.225	0.142	0.322
	B-C	639	0.092	0.233	-	-
	C-B	634	0.232	0.232	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N8a - Proposed Hillsboro South Car Park Access	B-A	503	0.084	0.212	0.133	0.302
	B-C	645	0.090	0.228	-	-
	C-B	682	0.241	0.241	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026	Total Traffic	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N1 - Spine Access	1 - New Road North		ONE HOUR	✓	395	100.000
	2 - Proposed Spine Road		ONE HOUR	✓	109	100.000
	3 - The Portway West		ONE HOUR	✓	362	100.000
N8 - Eastern Prom/Harbour Quarter Access	A - The Portway (North)		ONE HOUR	✓	414	100.000
	B - New Harbour Quarter Access		ONE HOUR	✓	79	100.000
	C - The Promenade (West)		ONE HOUR	✓	327	100.000
N8a - Proposed Hillsboro South Car Park Access	A - The Portway (South)		ONE HOUR	✓	414	100.000
	B - Hillsboro South Car Park		ONE HOUR	✓	79	100.000
	C - The Portway (North)		ONE HOUR	✓	327	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N1 - Spine Access	1 - New Road North	[ONEHOUR]	120.00
	2 - Proposed Spine Road	[ONEHOUR]	200.00
	3 - The Portway West		
N8 - Eastern Prom/Harbour Quarter Access	A - The Portway (North)		
	B - New Harbour Quarter Access	[ONEHOUR]	60.00
	C - The Promenade (West)		
N8a - Proposed Hillsboro South Car Park Access	A - The Portway (South)		
	B - Hillsboro South Car Park		
	C - The Portway (North)		

Origin-Destination Data

N1 - Spine Access

Demand (Veh/hr)

		To		
		1 - New Road North	2 - Proposed Spine Road	3 - The Portway West
From	1 - New Road North	0	79	316
	2 - Proposed Spine Road	43	0	66
	3 - The Portway West	253	109	0

N8 - Eastern Prom/Harbour Quarter Access

Demand (Veh/hr)

		To		
		A - The Portway (North)	B - New Harbour Quarter Access	C - The Promenade (West)
From	A - The Portway (North)	0	80	334
	B - New Harbour Quarter Access	77	0	2
	C - The Promenade (West)	326	1	0

N8a - Proposed Hillsboro South Car Park Access

Demand (Veh/hr)

		To		
		A - The Portway (South)	B - Hillsboro South Car Park	C - The Portway (North)
From	A - The Portway (South)	0	80	334
	B - Hillsboro South Car Park	77	0	2
	C - The Portway (North)	326	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N1 - Spine Access

Heavy Vehicle %

		To		
		1 - New Road North	2 - Proposed Spine Road	3 - The Portway West
From	1 - New Road North	0	0	2
	2 - Proposed Spine Road	0	0	0
	3 - The Portway West	1	0	0

N8 - Eastern Prom/Harbour Quarter Access

Heavy Vehicle %

		To		
		A - The Portway (North)	B - New Harbour Quarter Access	C - The Promenade (West)
From	A - The Portway (North)	0	1	4
	B - New Harbour Quarter Access	1	0	1
	C - The Promenade (West)	1	1	0

N8a - Proposed Hillsboro South Car Park Access

Heavy Vehicle %

		To		
		A - The Portway (South)	B - Hillsboro South Car Park	C - The Portway (North)
From	A - The Portway (South)	0	1	4
	B - Hillsboro South Car Park	1	0	1
	C - The Portway (North)	1	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N1 - Spine Access	1 - New Road North	0.44	0.09	0.8	2.4	A	453	680
	2 - Proposed Spine Road	0.20	0.10	0.3	1.1	A	125	188
	3 - The Portway West	0.37	0.07	0.6	2.6	A	415	623

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N8 - Eastern Prom/Harbour Quarter Access	B-AC	0.34	0.28	0.5	2.3	C	91	136
	C-AB	0.00	0.08	0.0	0.5	A	2	3
	C-A						373	559
	A-B						92	138
	A-C						383	575
N8a - Proposed Hillsboro South Car Park Access	B-AC	0.33	0.27	0.5	2.1	C	91	136
	C-AB	0.00	0.08	0.0	0.5	A	2	3
	C-A						373	559
	A-B						92	138
	A-C						383	575

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	372	93	102	90.34	1276	0.291	370
	2 - Proposed Spine Road	-	103	26	296	150.57	841	0.122	102
	3 - The Portway West	-	341	85	40		1371	0.248	339
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	74	19		45.17	367	0.203	73
	-	C-AB	2	0.40		0.00	749	0.002	2
	-	C-A	306	77		0.00			306
	-	A-B	75	19		0.00			75
	-	A-C	314	79		0.00			314
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	74	19		0.00	384	0.193	73
	-	C-AB	2	0.39		0.00	784	0.002	2
	-	C-A	306	77		0.00			306
	-	A-B	75	19		0.00			75
	-	A-C	314	79		0.00			314

08:00 - 08:15

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	444	111	122	107.88	1259	0.352	443
	2 - Proposed Spine Road	-	122	31	355	179.80	800	0.153	122
	3 - The Portway West	-	407	102	48		1366	0.298	406
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	89	22		53.94	348	0.255	88
	-	C-AB	2	0.53		0.00	776	0.003	2
	-	C-A	365	91		0.00			365
	-	A-B	90	22		0.00			90
	-	A-C	375	94		0.00			375
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	89	22		0.00	362	0.245	88
	-	C-AB	2	0.51		0.00	810	0.003	2
	-	C-A	365	91		0.00			365
	-	A-B	90	22		0.00			90
	-	A-C	375	94		0.00			375

08:15 - 08:30

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	544	136	150	132.12	1233	0.441	543
	2 - Proposed Spine Road	-	150	38	434	220.20	745	0.201	150
	3 - The Portway West	-	498	125	59		1360	0.366	498
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	109	27		66.06	321	0.339	108
	-	C-AB	3	0.77		0.00	816	0.004	3
	-	C-A	447	112		0.00			447
	-	A-B	110	28		0.00			110
	-	A-C	460	115		0.00			460
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	109	27		0.00	331	0.329	108
	-	C-AB	3	0.73		0.00	847	0.003	3
	-	C-A	447	112		0.00			447
	-	A-B	110	28		0.00			110
	-	A-C	460	115		0.00			460

08:30 - 08:45

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	544	136	150	132.12	1243	0.438	544
	2 - Proposed Spine Road	-	150	38	435	220.20	749	0.200	150
	3 - The Portway West	-	498	125	59		1360	0.366	498
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	109	27		66.06	325	0.334	109
	-	C-AB	3	0.77		0.00	816	0.004	3
	-	C-A	447	112		0.00			447
	-	A-B	110	28		0.00			110
	-	A-C	460	115		0.00			460
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	109	27		0.00	331	0.329	109
	-	C-AB	3	0.73		0.00	847	0.003	3
	-	C-A	447	112		0.00			447
	-	A-B	110	28		0.00			110
	-	A-C	460	115		0.00			460

08:45 - 09:00

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	444	111	123	107.88	1273	0.349	445
	2 - Proposed Spine Road	-	122	31	356	179.80	805	0.152	123
	3 - The Portway West	-	407	102	48		1366	0.298	407
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	89	22		53.94	354	0.251	89
	-	C-AB	2	0.53		0.00	776	0.003	2
	-	C-A	365	91		0.00			365
	-	A-B	90	22		0.00			90
	-	A-C	375	94		0.00			375
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	89	22		0.00	362	0.245	89
	-	C-AB	2	0.51		0.00	810	0.003	2
	-	C-A	365	91		0.00			365
	-	A-B	90	22		0.00			90
	-	A-C	375	94		0.00			375

09:00 - 09:15

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	372	93	103	90.34	1292	0.288	372
	2 - Proposed Spine Road	-	103	26	298	150.57	848	0.121	103
	3 - The Portway West	-	341	85	41		1371	0.249	341
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	74	19		45.17	373	0.199	75
	-	C-AB	2	0.40		0.00	749	0.002	2
	-	C-A	306	77		0.00			306
	-	A-B	75	19		0.00			75
	-	A-C	314	79		0.00			314
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	74	19		0.00	384	0.193	75
	-	C-AB	2	0.39		0.00	784	0.002	2
	-	C-A	306	77		0.00			306
	-	A-B	75	19		0.00			75
	-	A-C	314	79		0.00			314

Queue Variation Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.41	0.00	0.00	0.41	0.41			N/A	N/
	2 - Proposed Spine Road	-	0.14	0.00	0.00	0.14	0.14			N/A	N/
	3 - The Portway West	-	0.33	0.00	0.00	0.33	0.33			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/

08:00 - 08:15

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.54	0.54	1.00	1.40	1.45			N/A	N/
	2 - Proposed Spine Road	-	0.18	0.00	0.00	0.18	0.18			N/A	N/
	3 - The Portway West	-	0.42	0.00	0.00	0.42	0.42			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/
	-	C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/
	-	C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/

08:15 - 08:30

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.78	0.03	0.25	0.78	0.78			N/A	N/
	2 - Proposed Spine Road	-	0.25	0.03	0.25	0.46	0.48			N/A	N/
	3 - The Portway West	-	0.57	0.03	0.25	0.57	0.57			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.50	0.03	0.26	0.50	0.50			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.48	0.03	0.26	0.48	0.49			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/

08:30 - 08:45

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.78	0.03	0.28	0.78	2.37			N/A	N/
	2 - Proposed Spine Road	-	0.25	0.03	0.29	0.70	1.11			N/A	N/
	3 - The Portway West	-	0.58	0.03	0.29	1.20	2.62			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.50	0.03	0.30	1.37	2.26			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.48	0.03	0.31	1.38	2.14			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/

08:45 - 09:00

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.54	0.54	1.00	1.40	1.45			N/A	N/
	2 - Proposed Spine Road	-	0.18	0.00	0.00	0.18	0.18			N/A	N/
	3 - The Portway West	-	0.43	0.00	0.00	0.43	0.43			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.34	0.03	0.25	0.45	0.48			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/

09:00 - 09:15

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.41	0.00	0.00	0.41	0.41			N/A	N/
	2 - Proposed Spine Road	-	0.14	0.00	0.00	0.14	0.14			N/A	N/
	3 - The Portway West	-	0.33	0.00	0.00	0.33	0.33			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.25	0.03	0.25	0.45	0.48			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.24	0.03	0.25	0.45	0.48			N/A	N/
	-	C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/

Scenario 2 - Sensitivity Test - D4 - 2026 | Total Traffic | PM

Data Errors and Warnings

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

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Scenario 2 - Sensitivity Test	Sensitivity test with +25% network traffic allowance.	✓	125.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
N1	Spine Access	Standard Roundabout					1, 2, 3	0.09	A
N8	Eastern Prom/Harbour Quarter Access	T-Junction	Two-way	Two-way	Two-way			0.05	A
N8a	Proposed Hillsboro South Car Park Access	T-Junction	Two-way	Two-way	Two-way			0.06	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (min)	Network LOS
Left	Normal/unknown	9	N8 - Eastern Prom/Harbour Quarter Access - Stream B-AC	0.07	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N1 - Spine Access	1	New Road North			
	2	Proposed Spine Road			
	3	The Portway West			
N8 - Eastern Prom/Harbour Quarter Access	A	The Portway (North)			Major
	B	New Harbour Quarter Access	Former Eastern Promenade		Minor
	C	The Promenade (West)			Major
N8a - Proposed Hillsboro South Car Park Access	A	The Portway (South)			Major
	B	Hillsboro South Car Park			Minor
	C	The Portway (North)			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N1 - Spine Access	1 - New Road North	3.63	5.90	13.2	12.6	30.0	21.5		
	2 - Proposed Spine Road	3.38	3.80	30.0	36.4	30.0	22.0		
	3 - The Portway West	4.56	4.56	0.0	45.0	30.0	33.0		

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N8 - Eastern Prom/Harbour Quarter Access	C - The Promenade (West)	7.30			104.0	✓	0.00
N8a - Proposed Hillsboro South Car Park Access	C - The Portway (North)	8.00			186.0	✓	0.00

Major Arm Geometry Notes

Junction	Arm	Notes
N8 - Eastern Prom/Harbour Quarter Access	C - The Promenade (West)	Assumed that right turn holder lane will be removed as part of dtailed design process
N8a - Proposed Hillsboro South Car Park Access	C - The Portway (North)	

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
N8 - Eastern Prom/Harbour Quarter Access	B - New Harbour Quarter Access	One lane	3.00	92	24
N8a - Proposed Hillsboro South Car Park Access	B - Hillsboro South Car Park	One lane	3.00	28	34

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N1 - Spine Access	1 - New Road North	4.00	3.00	2.90	1.00	6.00	6.00	7.00
	2 - Proposed Spine Road	3.00	3.00	2.90	1.00	6.00	6.00	7.00
N8 - Eastern Prom/Harbour Quarter Access	B - New Harbour Quarter Access	1.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N1 - Spine Access	1 - New Road North	0.626	1544
	2 - Proposed Spine Road	0.572	1203
	3 - The Portway West	0.603	1405

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N8 - Eastern Prom/Harbour Quarter Access	B-A	519	0.089	0.225	0.142	0.322
	B-C	639	0.092	0.233	-	-
	C-B	634	0.232	0.232	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N8a - Proposed Hillsboro South Car Park Access	B-A	503	0.084	0.212	0.133	0.302
	B-C	645	0.090	0.228	-	-
	C-B	682	0.241	0.241	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026	Total Traffic	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N1 - Spine Access	1 - New Road North		ONE HOUR	✓	340	100.000
	2 - Proposed Spine Road		ONE HOUR	✓	241	100.000
	3 - The Portway West		ONE HOUR	✓	404	100.000
N8 - Eastern Prom/Harbour Quarter Access	A - The Portway (North)		ONE HOUR	✓	481	100.000
	B - New Harbour Quarter Access		ONE HOUR	✓	127	100.000
	C - The Promenade (West)		ONE HOUR	✓	429	100.000
N8a - Proposed Hillsboro South Car Park Access	A - The Portway (South)		ONE HOUR	✓	481	100.000
	B - Hillsboro South Car Park		ONE HOUR	✓	127	100.000
	C - The Portway (North)		ONE HOUR	✓	429	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N1 - Spine Access	1 - New Road North	[ONEHOUR]	120.00
	2 - Proposed Spine Road	[ONEHOUR]	200.00
	3 - The Portway West		
N8 - Eastern Prom/Harbour Quarter Access	A - The Portway (North)		
	B - New Harbour Quarter Access	[ONEHOUR]	60.00
	C - The Promenade (West)		
N8a - Proposed Hillsboro South Car Park Access	A - The Portway (South)		
	B - Hillsboro South Car Park		
	C - The Portway (North)		

Origin-Destination Data

N1 - Spine Access

Demand (Veh/hr)

		To		
		1 - New Road North	2 - Proposed Spine Road	3 - The Portway West
From	1 - New Road North	0	109	231
	2 - Proposed Spine Road	103	0	138
	3 - The Portway West	211	193	0

N8 - Eastern Prom/Harbour Quarter Access

Demand (Veh/hr)

		To		
		A - The Portway (North)	B - New Harbour Quarter Access	C - The Promenade (West)
From	A - The Portway (North)	0	139	342
	B - New Harbour Quarter Access	122	0	5
	C - The Promenade (West)	425	4	0

Demand (Veh/hr)

N8a - Proposed Hillsboro South Car Park Access

		To		
		A - The Portway (South)	B - Hillsboro South Car Park	C - The Portway (North)
From	A - The Portway (South)	0	139	342
	B - Hillsboro South Car Park	122	0	5
	C - The Portway (North)	425	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

N1 - Spine Access

		To		
		1 - New Road North	2 - Proposed Spine Road	3 - The Portway West
From	1 - New Road North	0	0	1
	2 - Proposed Spine Road	0	0	0
	3 - The Portway West	2	0	0

Heavy Vehicle %

N8 - Eastern Prom/Harbour Quarter Access

		To		
		A - The Portway (North)	B - New Harbour Quarter Access	C - The Promenade (West)
From	A - The Portway (North)	0	0.70	2
	B - New Harbour Quarter Access	0.79	0	0.79
	C - The Promenade (West)	0.96	27	0

Heavy Vehicle %

N8a - Proposed Hillsboro South Car Park Access

		To		
		A - The Portway (South)	B - Hillsboro South Car Park	C - The Portway (North)
From	A - The Portway (South)	0	0.70	2
	B - Hillsboro South Car Park	0.79	0	0.79
	C - The Portway (North)	0.96	27	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N1 - Spine Access	1 - New Road North	0.40	0.08	0.7	2.7	A	390	585
	2 - Proposed Spine Road	0.40	0.12	0.7	2.8	A	276	415
	3 - The Portway West	0.43	0.08	0.7	2.5	A	463	695

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N8 - Eastern Prom/Harbour Quarter Access	B-AC	0.56	0.44	1.3	5.6	D	146	219
	C-AB	0.02	0.08	0.0	0.5	A	13	19
	C-A						479	719
	A-B						159	239
	A-C						392	588
N8a - Proposed Hillsboro South Car Park Access	B-AC	0.57	0.45	1.3	5.7	D	146	219
	C-AB	0.02	0.08	0.0	0.5	A	12	18
	C-A						480	720
	A-B						159	239
	A-C						392	588

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	320	80	181	90.34	1242	0.258	319
	2 - Proposed Spine Road	-	227	57	216	150.57	887	0.256	225
	3 - The Portway West	-	380	95	96		1333	0.285	379
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	120	30		45.17	357	0.335	118
	-	C-AB	8	2		0.00	722	0.012	8
	-	C-A	395	99		0.00			395
	-	A-B	131	33		0.00			131
	-	A-C	322	80		0.00			322
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	120	30		0.00	370	0.323	118
	-	C-AB	8	2		0.00	748	0.011	8
	-	C-A	396	99		0.00			396
	-	A-B	131	33		0.00			131
	-	A-C	322	80		0.00			322

17:00 - 17:15

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	382	96	217	107.88	1215	0.314	382
	2 - Proposed Spine Road	-	271	68	259	179.80	867	0.312	270
	3 - The Portway West	-	454	113	116		1321	0.344	453
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	143	36		53.94	343	0.416	142
	-	C-AB	12	3		0.00	770	0.015	12
	-	C-A	470	118		0.00			470
	-	A-B	156	39		0.00			156
	-	A-C	384	96		0.00			384
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	143	36		0.00	344	0.415	142
	-	C-AB	11	3		0.00	794	0.014	11
	-	C-A	471	118		0.00			471
	-	A-B	156	39		0.00			156
	-	A-C	384	96		0.00			384

17:15 - 17:30

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	468	117	265	132.12	1175	0.398	467
	2 - Proposed Spine Road	-	332	83	317	220.20	834	0.398	331
	3 - The Portway West	-	556	139	141		1306	0.426	555
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	175	44		66.06	310	0.564	173
	-	C-AB	18	5		0.00	838	0.022	18
	-	C-A	572	143		0.00			572
	-	A-B	191	48		0.00			191
	-	A-C	471	118		0.00			471
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	175	44		0.00	308	0.568	173
	-	C-AB	17	4		0.00	860	0.020	17
	-	C-A	573	143		0.00			573
	-	A-B	191	48		0.00			191
	-	A-C	471	118		0.00			471

17:30 - 17:45

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	468	117	266	132.12	1183	0.396	468
	2 - Proposed Spine Road	-	332	83	318	220.20	844	0.393	332
	3 - The Portway West	-	556	139	142		1306	0.426	556
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	175	44		66.06	310	0.564	175
	-	C-AB	18	5		0.00	838	0.022	18
	-	C-A	572	143		0.00			572
	-	A-B	191	48		0.00			191
	-	A-C	471	118		0.00			471
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	175	44		0.00	308	0.568	175
	-	C-AB	17	4		0.00	860	0.020	17
	-	C-A	573	143		0.00			573
	-	A-B	191	48		0.00			191
	-	A-C	471	118		0.00			471

17:45 - 18:00

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	382	96	217	107.88	1226	0.312	383
	2 - Proposed Spine Road	-	271	68	260	179.80	881	0.307	272
	3 - The Portway West	-	454	113	116		1321	0.344	455
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	143	36		53.94	349	0.409	145
	-	C-AB	12	3		0.00	770	0.015	12
	-	C-A	470	118		0.00			470
	-	A-B	156	39		0.00			156
	-	A-C	384	96		0.00			384
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	143	36		0.00	344	0.415	145
	-	C-AB	11	3		0.00	795	0.014	11
	-	C-A	471	118		0.00			471
	-	A-B	156	39		0.00			156
	-	A-C	384	96		0.00			384

18:00 - 18:15

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	320	80	182	90.34	1256	0.255	320
	2 - Proposed Spine Road	-	227	57	218	150.57	906	0.250	227
	3 - The Portway West	-	380	95	97		1332	0.285	381
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	120	30		45.17	370	0.323	120
	-	C-AB	8	2		0.00	722	0.012	8
	-	C-A	395	99		0.00			395
	-	A-B	131	33		0.00			131
	-	A-C	322	80		0.00			322
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	120	30		0.00	370	0.323	120
	-	C-AB	8	2		0.00	749	0.011	8
	-	C-A	396	99		0.00			396
	-	A-B	131	33		0.00			131
	-	A-C	322	80		0.00			322

Queue Variation Results for each time segment

16:45 - 17:00

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.34	0.00	0.00	0.34	0.34			N/A	N/
	2 - Proposed Spine Road	-	0.34	0.00	0.00	0.34	0.34			N/A	N/
	3 - The Portway West	-	0.40	0.00	0.00	0.40	0.40			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.49	0.00	0.00	0.49	0.49			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.47	0.00	0.00	0.47	0.47			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/

17:00 - 17:15

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.46	0.00	0.00	0.46	0.46			N/A	N/
	2 - Proposed Spine Road	-	0.45	0.00	0.00	0.45	0.45			N/A	N/
	3 - The Portway West	-	0.52	0.52	1.00	1.40	1.45			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.69	0.22	0.94	1.39	1.44			N/A	N/
	-	C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.69	0.20	0.93	1.39	1.44			N/A	N/
	-	C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/

17:15 - 17:30

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.66	0.03	0.25	0.66	0.66			N/A	N/
	2 - Proposed Spine Road	-	0.65	0.03	0.26	0.65	0.65			N/A	N/
	3 - The Portway West	-	0.73	0.03	0.25	0.73	0.73			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	1.22	0.03	0.29	1.25	4.86			N/A	N/
	-	C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	1.24	0.03	0.29	1.32	5.05			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/

17:30 - 17:45

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.66	0.03	0.28	1.00	2.72			N/A	N/
	2 - Proposed Spine Road	-	0.65	0.03	0.29	1.05	2.75			N/A	N/
	3 - The Portway West	-	0.74	0.03	0.28	0.74	2.47			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	1.25	0.03	0.29	1.25	5.61			N/A	N/
	-	C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	1.27	0.03	0.29	1.27	5.75			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/

17:45 - 18:00

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.46	0.00	0.00	0.46	0.46			N/A	N/
	2 - Proposed Spine Road	-	0.45	0.00	0.00	0.45	0.45			N/A	N/
	3 - The Portway West	-	0.53	0.53	1.00	1.40	1.45			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.72	0.05	0.53	1.19	1.74			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.73	0.05	0.56	1.24	1.77			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/

18:00 - 18:15

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.34	0.00	0.00	0.34	0.34			N/A	N/
	2 - Proposed Spine Road	-	0.34	0.00	0.00	0.34	0.34			N/A	N/
	3 - The Portway West	-	0.40	0.00	0.00	0.40	0.40			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.49	0.04	0.38	1.21	1.21			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.49	0.04	0.38	1.25	1.25			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/

Scenario 2 - Sensitivity Test - D7 - 2033 | Total Traffic | AM

Data Errors and Warnings

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

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Scenario 2 - Sensitivity Test	Sensitivity test with +25% network traffic allowance.	✓	125.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
N1	Spine Access	Standard Roundabout					1, 2, 3	0.08	A
N8	Eastern Prom/Harbour Quarter Access	T-Junction	Two-way	Two-way	Two-way			0.03	A
N8a	Proposed Hillsboro South Car Park Access	T-Junction	Two-way	Two-way	Two-way			0.03	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (min)	Network LOS
Left	Normal/unknown	37	N8 - Eastern Prom/Harbour Quarter Access - Stream B-AC	0.05	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N1 - Spine Access	1	New Road North			
	2	Proposed Spine Road			
	3	The Portway West			
N8 - Eastern Prom/Harbour Quarter Access	A	The Portway (North)			Major
	B	New Harbour Quarter Access	Former Eastern Promenade		Minor
	C	The Promenade (West)			Major
N8a - Proposed Hillsboro South Car Park Access	A	The Portway (South)			Major
	B	Hillsboro South Car Park			Minor
	C	The Portway (North)			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N1 - Spine Access	1 - New Road North	3.63	5.90	13.2	12.6	30.0	21.5		
	2 - Proposed Spine Road	3.38	3.80	30.0	36.4	30.0	22.0		
	3 - The Portway West	4.56	4.56	0.0	45.0	30.0	33.0		

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N8 - Eastern Prom/Harbour Quarter Access	C - The Promenade (West)	7.30			104.0	✓	0.00
N8a - Proposed Hillsboro South Car Park Access	C - The Portway (North)	8.00			186.0	✓	0.00

Major Arm Geometry Notes

Junction	Arm	Notes
N8 - Eastern Prom/Harbour Quarter Access	C - The Promenade (West)	Assumed that right turn holder lane will be removed as part of dtailed design process
N8a - Proposed Hillsboro South Car Park Access	C - The Portway (North)	

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
N8 - Eastern Prom/Harbour Quarter Access	B - New Harbour Quarter Access	One lane	3.00	92	24
N8a - Proposed Hillsboro South Car Park Access	B - Hillsboro South Car Park	One lane	3.00	28	34

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N1 - Spine Access	1 - New Road North	4.00	3.00	2.90	1.00	6.00	6.00	7.00
	2 - Proposed Spine Road	3.00	3.00	2.90	1.00	6.00	6.00	7.00
N8 - Eastern Prom/Harbour Quarter Access	B - New Harbour Quarter Access	1.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N1 - Spine Access	1 - New Road North	0.626	1544
	2 - Proposed Spine Road	0.572	1203
	3 - The Portway West	0.603	1405

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N8 - Eastern Prom/Harbour Quarter Access	B-A	519	0.089	0.225	0.142	0.322
	B-C	639	0.092	0.233	-	-
	C-B	634	0.232	0.232	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N8a - Proposed Hillsboro South Car Park Access	B-A	503	0.084	0.212	0.133	0.302
	B-C	645	0.090	0.228	-	-
	C-B	682	0.241	0.241	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033	Total Traffic	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N1 - Spine Access	1 - New Road North		ONE HOUR	✓	412	100.000
	2 - Proposed Spine Road		ONE HOUR	✓	109	100.000
	3 - The Portway West		ONE HOUR	✓	379	100.000
N8 - Eastern Prom/Harbour Quarter Access	A - The Portway (North)		ONE HOUR	✓	435	100.000
	B - New Harbour Quarter Access		ONE HOUR	✓	82	100.000
	C - The Promenade (West)		ONE HOUR	✓	350	100.000
N8a - Proposed Hillsboro South Car Park Access	A - The Portway (South)		ONE HOUR	✓	435	100.000
	B - Hillsboro South Car Park		ONE HOUR	✓	82	100.000
	C - The Portway (North)		ONE HOUR	✓	350	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N1 - Spine Access	1 - New Road North	[ONEHOUR]	120.00
	2 - Proposed Spine Road	[ONEHOUR]	200.00
	3 - The Portway West		
N8 - Eastern Prom/Harbour Quarter Access	A - The Portway (North)		
	B - New Harbour Quarter Access	[ONEHOUR]	60.00
	C - The Promenade (West)		
N8a - Proposed Hillsboro South Car Park Access	A - The Portway (South)		
	B - Hillsboro South Car Park		
	C - The Portway (North)		

Origin-Destination Data

N1 - Spine Access

Demand (Veh/hr)

		To		
		1 - New Road North	2 - Proposed Spine Road	3 - The Portway West
From	1 - New Road North	0	79	333
	2 - Proposed Spine Road	43	0	66
	3 - The Portway West	270	109	0

N8 - Eastern Prom/Harbour Quarter Access

Demand (Veh/hr)

		To		
		A - The Portway (North)	B - New Harbour Quarter Access	C - The Promenade (West)
From	A - The Portway (North)	0	81	354
	B - New Harbour Quarter Access	77	0	5
	C - The Promenade (West)	346	4	0

Demand (Veh/hr)

N8a - Proposed Hillsboro South Car Park Access

		To		
		A - The Portway (South)	B - Hillsboro South Car Park	C - The Portway (North)
From	A - The Portway (South)	0	81	354
	B - Hillsboro South Car Park	77	0	5
	C - The Portway (North)	346	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

N1 - Spine Access

		To		
		1 - New Road North	2 - Proposed Spine Road	3 - The Portway West
From	1 - New Road North	0	0	2
	2 - Proposed Spine Road	0	0	0
	3 - The Portway West	1	0	0

Heavy Vehicle %

N8 - Eastern Prom/Harbour Quarter Access

		To		
		A - The Portway (North)	B - New Harbour Quarter Access	C - The Promenade (West)
From	A - The Portway (North)	0	1	4
	B - New Harbour Quarter Access	1	0	0.48
	C - The Promenade (West)	1	0.42	0

Heavy Vehicle %

N8a - Proposed Hillsboro South Car Park Access

		To		
		A - The Portway (South)	B - Hillsboro South Car Park	C - The Portway (North)
From	A - The Portway (South)	0	1	4
	B - Hillsboro South Car Park	1	0	0.48
	C - The Portway (North)	1	0.42	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N1 - Spine Access	1 - New Road North	0.46	0.09	0.8	2.1	A	473	709
	2 - Proposed Spine Road	0.20	0.10	0.3	1.1	A	125	188
	3 - The Portway West	0.38	0.07	0.6	2.6	A	435	652

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N8 - Eastern Prom/Harbour Quarter Access	B-AC	0.36	0.29	0.5	2.5	C	94	141
	C-AB	0.02	0.08	0.0	0.5	A	9	14
	C-A						392	588
	A-B						93	139
	A-C						406	609
N8a - Proposed Hillsboro South Car Park Access	B-AC	0.35	0.28	0.5	2.4	C	94	141
	C-AB	0.01	0.08	0.0	0.5	A	9	14
	C-A						392	589
	A-B						93	139
	A-C						406	609

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	388	97	102	90.34	1276	0.304	386
	2 - Proposed Spine Road	-	103	26	312	150.57	833	0.123	102
	3 - The Portway West	-	357	89	40		1371	0.260	355
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	77	19		45.17	364	0.212	76
	-	C-AB	7	2		0.00	761	0.009	7
	-	C-A	323	81		0.00			323
	-	A-B	76	19		0.00			76
	-	A-C	333	83		0.00			333
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	77	19		0.00	381	0.202	76
	-	C-AB	6	2		0.00	797	0.008	6
	-	C-A	323	81		0.00			323
	-	A-B	76	19		0.00			76
	-	A-C	333	83		0.00			333

08:00 - 08:15

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	463	116	122	107.88	1261	0.367	462
	2 - Proposed Spine Road	-	122	31	374	179.80	791	0.155	122
	3 - The Portway West	-	426	106	48		1366	0.312	425
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	92	23		53.94	344	0.268	92
	-	C-AB	9	2		0.00	791	0.011	9
	-	C-A	384	96		0.00			384
	-	A-B	91	23		0.00			91
	-	A-C	398	99		0.00			398
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	92	23		0.00	357	0.258	92
	-	C-AB	9	2		0.00	824	0.010	9
	-	C-A	385	96		0.00			385
	-	A-B	91	23		0.00			91
	-	A-C	398	99		0.00			398

08:15 - 08:30

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	567	142	150	132.12	1237	0.458	566
	2 - Proposed Spine Road	-	150	38	457	220.20	735	0.204	150
	3 - The Portway West	-	522	130	59		1360	0.384	521
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	113	28		66.06	316	0.357	112
	-	C-AB	13	3		0.00	834	0.015	13
	-	C-A	469	117		0.00			469
	-	A-B	111	28		0.00			111
	-	A-C	487	122		0.00			487
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	113	28		0.00	324	0.348	112
	-	C-AB	12	3		0.00	864	0.014	12
	-	C-A	469	117		0.00			469
	-	A-B	111	28		0.00			111
	-	A-C	487	122		0.00			487

08:30 - 08:45

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	567	142	150	132.12	1247	0.455	567
	2 - Proposed Spine Road	-	150	38	458	220.20	739	0.203	150
	3 - The Portway West	-	522	130	59		1359	0.384	522
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	113	28		66.06	321	0.352	113
	-	C-AB	13	3		0.00	834	0.015	13
	-	C-A	469	117		0.00			469
	-	A-B	111	28		0.00			111
	-	A-C	487	122		0.00			487
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	113	28		0.00	324	0.348	113
	-	C-AB	12	3		0.00	864	0.014	12
	-	C-A	469	117		0.00			469
	-	A-B	111	28		0.00			111
	-	A-C	487	122		0.00			487

08:45 - 09:00

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	463	116	123	107.88	1276	0.363	464
	2 - Proposed Spine Road	-	122	31	375	179.80	796	0.154	123
	3 - The Portway West	-	426	106	48		1366	0.312	427
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	92	23		53.94	350	0.263	93
	-	C-AB	9	2		0.00	791	0.011	9
	-	C-A	384	96		0.00			384
	-	A-B	91	23		0.00			91
	-	A-C	398	99		0.00			398
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	92	23		0.00	357	0.258	93
	-	C-AB	9	2		0.00	824	0.010	9
	-	C-A	385	96		0.00			385
	-	A-B	91	23		0.00			91
	-	A-C	398	99		0.00			398

09:00 - 09:15

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	388	97	103	90.34	1294	0.300	388
	2 - Proposed Spine Road	-	103	26	314	150.57	840	0.122	103
	3 - The Portway West	-	357	89	41		1371	0.260	357
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	77	19		45.17	370	0.208	78
	-	C-AB	7	2		0.00	761	0.009	7
	-	C-A	323	81		0.00			323
	-	A-B	76	19		0.00			76
	-	A-C	333	83		0.00			333
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	77	19		0.00	381	0.202	78
	-	C-AB	6	2		0.00	797	0.008	6
	-	C-A	323	81		0.00			323
	-	A-B	76	19		0.00			76
	-	A-C	333	83		0.00			333

Queue Variation Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.43	0.00	0.00	0.43	0.43			N/A	N/
	2 - Proposed Spine Road	-	0.14	0.00	0.00	0.14	0.14			N/A	N/
	3 - The Portway West	-	0.35	0.00	0.00	0.35	0.35			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/

08:00 - 08:15

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.58	0.10	0.82	1.36	1.43			N/A	N/
	2 - Proposed Spine Road	-	0.18	0.00	0.00	0.18	0.18			N/A	N/
	3 - The Portway West	-	0.45	0.00	0.00	0.45	0.45			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/
	-	C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/
	-	C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/

08:15 - 08:30

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.84	0.03	0.26	0.84	0.84			N/A	N/
	2 - Proposed Spine Road	-	0.25	0.03	0.25	0.46	0.48			N/A	N/
	3 - The Portway West	-	0.62	0.03	0.25	0.62	0.62			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.54	0.03	0.26	0.54	0.54			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.52	0.03	0.26	0.52	0.52			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/

08:30 - 08:45

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.84	0.03	0.27	0.84	2.11			N/A	N/
	2 - Proposed Spine Road	-	0.25	0.03	0.29	0.76	1.14			N/A	N/
	3 - The Portway West	-	0.62	0.03	0.29	1.03	2.63			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.54	0.03	0.30	1.39	2.52			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.53	0.03	0.30	1.41	2.42			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/

08:45 - 09:00

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.57	0.55	1.00	1.40	1.45			N/A	N/
	2 - Proposed Spine Road	-	0.18	0.00	0.00	0.18	0.18			N/A	N/
	3 - The Portway West	-	0.46	0.00	0.00	0.46	0.46			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.36	0.03	0.26	0.48	0.61			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.35	0.03	0.26	0.46	0.49			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/

09:00 - 09:15

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.43	0.00	0.00	0.43	0.43			N/A	N/
	2 - Proposed Spine Road	-	0.14	0.00	0.00	0.14	0.14			N/A	N/
	3 - The Portway West	-	0.35	0.00	0.00	0.35	0.35			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.27	0.03	0.25	0.45	0.48			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.26	0.03	0.25	0.45	0.48			N/A	N/
	-	C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/

Scenario 2 - Sensitivity Test - D8 - 2033 | Total Traffic | PM

Data Errors and Warnings

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

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Scenario 2 - Sensitivity Test	Sensitivity test with +25% network traffic allowance.	✓	125.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
N1	Spine Access	Standard Roundabout					1, 2, 3	0.09	A
N8	Eastern Prom/Harbour Quarter Access	T-Junction	Two-way	Two-way	Two-way			0.06	A
N8a	Proposed Hillsboro South Car Park Access	T-Junction	Two-way	Two-way	Two-way			0.06	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (min)	Network LOS
Left	Normal/unknown	4	N8 - Eastern Prom/Harbour Quarter Access - Stream B-AC	0.07	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N1 - Spine Access	1	New Road North			
	2	Proposed Spine Road			
	3	The Portway West			
N8 - Eastern Prom/Harbour Quarter Access	A	The Portway (North)			Major
	B	New Harbour Quarter Access	Former Eastern Promenade		Minor
	C	The Promenade (West)			Major
N8a - Proposed Hillsboro South Car Park Access	A	The Portway (South)			Major
	B	Hillsboro South Car Park			Minor
	C	The Portway (North)			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N1 - Spine Access	1 - New Road North	3.63	5.90	13.2	12.6	30.0	21.5		
	2 - Proposed Spine Road	3.38	3.80	30.0	36.4	30.0	22.0		
	3 - The Portway West	4.56	4.56	0.0	45.0	30.0	33.0		

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N8 - Eastern Prom/Harbour Quarter Access	C - The Promenade (West)	7.30			104.0	✓	0.00
N8a - Proposed Hillsboro South Car Park Access	C - The Portway (North)	8.00			186.0	✓	0.00

Major Arm Geometry Notes

Junction	Arm	Notes
N8 - Eastern Prom/Harbour Quarter Access	C - The Promenade (West)	Assumed that right turn holder lane will be removed as part of dtailed design process
N8a - Proposed Hillsboro South Car Park Access	C - The Portway (North)	

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
N8 - Eastern Prom/Harbour Quarter Access	B - New Harbour Quarter Access	One lane	3.00	92	24
N8a - Proposed Hillsboro South Car Park Access	B - Hillsboro South Car Park	One lane	3.00	28	34

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N1 - Spine Access	1 - New Road North	4.00	3.00	2.90	1.00	6.00	6.00	7.00
	2 - Proposed Spine Road	3.00	3.00	2.90	1.00	6.00	6.00	7.00
N8 - Eastern Prom/Harbour Quarter Access	B - New Harbour Quarter Access	1.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N1 - Spine Access	1 - New Road North	0.626	1544
	2 - Proposed Spine Road	0.572	1203
	3 - The Portway West	0.603	1405

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N8 - Eastern Prom/Harbour Quarter Access	B-A	519	0.089	0.225	0.142	0.322
	B-C	639	0.092	0.233	-	-
	C-B	634	0.232	0.232	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N8a - Proposed Hillsboro South Car Park Access	B-A	503	0.084	0.212	0.133	0.302
	B-C	645	0.090	0.228	-	-
	C-B	682	0.241	0.241	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033	Total Traffic	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N1 - Spine Access	1 - New Road North		ONE HOUR	✓	356	100.000
	2 - Proposed Spine Road		ONE HOUR	✓	241	100.000
	3 - The Portway West		ONE HOUR	✓	425	100.000
N8 - Eastern Prom/Harbour Quarter Access	A - The Portway (North)		ONE HOUR	✓	502	100.000
	B - New Harbour Quarter Access		ONE HOUR	✓	133	100.000
	C - The Promenade (West)		ONE HOUR	✓	459	100.000
N8a - Proposed Hillsboro South Car Park Access	A - The Portway (South)		ONE HOUR	✓	502	100.000
	B - Hillsboro South Car Park		ONE HOUR	✓	133	100.000
	C - The Portway (North)		ONE HOUR	✓	459	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N1 - Spine Access	1 - New Road North	[ONEHOUR]	120.00
	2 - Proposed Spine Road	[ONEHOUR]	200.00
	3 - The Portway West		
N8 - Eastern Prom/Harbour Quarter Access	A - The Portway (North)		
	B - New Harbour Quarter Access	[ONEHOUR]	60.00
	C - The Promenade (West)		
N8a - Proposed Hillsboro South Car Park Access	A - The Portway (South)		
	B - Hillsboro South Car Park		
	C - The Portway (North)		

Origin-Destination Data

N1 - Spine Access

Demand (Veh/hr)

		To		
		1 - New Road North	2 - Proposed Spine Road	3 - The Portway West
From	1 - New Road North	0	109	247
	2 - Proposed Spine Road	103	0	138
	3 - The Portway West	232	193	0

N8 - Eastern Prom/Harbour Quarter Access

Demand (Veh/hr)

		To		
		A - The Portway (North)	B - New Harbour Quarter Access	C - The Promenade (West)
From	A - The Portway (North)	0	141	361
	B - New Harbour Quarter Access	123	0	10
	C - The Promenade (West)	451	8	0

Demand (Veh/hr)

N8a - Proposed Hillsboro South Car Park Access

		To		
		A - The Portway (South)	B - Hillsboro South Car Park	C - The Portway (North)
From	A - The Portway (South)	0	141	361
	B - Hillsboro South Car Park	123	0	10
	C - The Portway (North)	451	8	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

N1 - Spine Access

		To		
		1 - New Road North	2 - Proposed Spine Road	3 - The Portway West
From	1 - New Road North	0	0	1
	2 - Proposed Spine Road	0	0	0
	3 - The Portway West	2	0	0

Heavy Vehicle %

N8 - Eastern Prom/Harbour Quarter Access

		To		
		A - The Portway (North)	B - New Harbour Quarter Access	C - The Promenade (West)
From	A - The Portway (North)	0	0.69	2
	B - New Harbour Quarter Access	0.78	0	0.36
	C - The Promenade (West)	0.97	14	0

Heavy Vehicle %

N8a - Proposed Hillsboro South Car Park Access

		To		
		A - The Portway (South)	B - Hillsboro South Car Park	C - The Portway (North)
From	A - The Portway (South)	0	0.69	2
	B - Hillsboro South Car Park	0.78	0	0.36
	C - The Portway (North)	0.97	14	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N1 - Spine Access	1 - New Road North	0.42	0.09	0.7	2.7	A	408	613
	2 - Proposed Spine Road	0.40	0.12	0.7	2.8	A	276	415
	3 - The Portway West	0.45	0.08	0.8	2.2	A	487	731

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N8 - Eastern Prom/Harbour Quarter Access	B-AC	0.61	0.50	1.5	6.9	D	153	229
	C-AB	0.04	0.08	0.1	0.5	A	26	38
	C-A						501	751
	A-B						162	243
	A-C						414	621
N8a - Proposed Hillsboro South Car Park Access	B-AC	0.61	0.51	1.5	7.0	D	153	229
	C-AB	0.04	0.08	0.1	0.5	A	24	36
	C-A						502	753
	A-B						162	243
	A-C						414	621

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	335	84	181	90.34	1243	0.270	334
	2 - Proposed Spine Road	-	227	57	231	150.57	880	0.258	225
	3 - The Portway West	-	400	100	96		1332	0.300	398
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	125	31		45.17	354	0.354	123
	-	C-AB	17	4		0.00	774	0.022	17
	-	C-A	415	104		0.00			415
	-	A-B	133	33		0.00			133
	-	A-C	340	85		0.00			340
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	125	31		0.00	366	0.342	123
	-	C-AB	16	4		0.00	803	0.020	16
	-	C-A	416	104		0.00			416
	-	A-B	133	33		0.00			133
	-	A-C	340	85		0.00			340

17:00 - 17:15

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	400	100	217	107.88	1217	0.329	400
	2 - Proposed Spine Road	-	271	68	277	179.80	859	0.315	270
	3 - The Portway West	-	478	119	116		1321	0.362	477
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	149	37		53.94	340	0.439	149
	-	C-AB	24	6		0.00	822	0.029	23
	-	C-A	492	123		0.00			492
	-	A-B	158	40		0.00			158
	-	A-C	406	101		0.00			406
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	149	37		0.00	339	0.441	148
	-	C-AB	22	6		0.00	849	0.026	22
	-	C-A	493	123		0.00			493
	-	A-B	158	40		0.00			158
	-	A-C	406	101		0.00			406

17:15 - 17:30

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	490	122	265	132.12	1179	0.416	489
	2 - Proposed Spine Road	-	332	83	339	220.20	825	0.402	331
	3 - The Portway West	-	585	146	141		1305	0.448	584
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	183	46		66.06	302	0.607	180
	-	C-AB	36	9		0.00	891	0.041	36
	-	C-A	595	149		0.00			595
	-	A-B	194	49		0.00			194
	-	A-C	497	124		0.00			497
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	183	46		0.00	300	0.610	180
	-	C-AB	34	9		0.00	914	0.038	34
	-	C-A	597	149		0.00			597
	-	A-B	194	49		0.00			194
	-	A-C	497	124		0.00			497

17:30 - 17:45

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	490	122	266	132.12	1187	0.413	490
	2 - Proposed Spine Road	-	332	83	340	220.20	836	0.397	332
	3 - The Portway West	-	585	146	142		1305	0.448	585
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	183	46		66.06	302	0.607	183
	-	C-AB	36	9		0.00	891	0.041	36
	-	C-A	595	149		0.00			595
	-	A-B	194	49		0.00			194
	-	A-C	497	124		0.00			497
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	183	46		0.00	300	0.610	183
	-	C-AB	34	9		0.00	914	0.038	34
	-	C-A	597	149		0.00			597
	-	A-B	194	49		0.00			194
	-	A-C	497	124		0.00			497

17:45 - 18:00

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	400	100	217	107.88	1229	0.326	401
	2 - Proposed Spine Road	-	271	68	278	179.80	874	0.310	272
	3 - The Portway West	-	478	119	116		1320	0.362	479
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	149	37		53.94	342	0.436	152
	-	C-AB	24	6		0.00	822	0.029	24
	-	C-A	492	123		0.00			492
	-	A-B	158	40		0.00			158
	-	A-C	406	101		0.00			406
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	149	37		0.00	339	0.441	152
	-	C-AB	22	6		0.00	849	0.026	22
	-	C-A	493	123		0.00			493
	-	A-B	158	40		0.00			158
	-	A-C	406	101		0.00			406

18:00 - 18:15

Junction	Arm	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)
N1 - Spine Access	1 - New Road North	-	335	84	182	90.34	1258	0.266	336
	2 - Proposed Spine Road	-	227	57	233	150.57	899	0.252	227
	3 - The Portway West	-	400	100	97		1332	0.300	401
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	125	31		45.17	368	0.340	126
	-	C-AB	17	4		0.00	775	0.022	17
	-	C-A	415	104		0.00			415
	-	A-B	133	33		0.00			133
	-	A-C	340	85		0.00			340
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	125	31		0.00	366	0.342	126
	-	C-AB	16	4		0.00	803	0.020	16
	-	C-A	416	104		0.00			416
	-	A-B	133	33		0.00			133
	-	A-C	340	85		0.00			340

Queue Variation Results for each time segment

16:45 - 17:00

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.37	0.00	0.00	0.37	0.37			N/A	N/
	2 - Proposed Spine Road	-	0.34	0.00	0.00	0.34	0.34			N/A	N/
	3 - The Portway West	-	0.43	0.00	0.00	0.43	0.43			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.53	0.53	1.00	1.40	1.45			N/A	N/
	-	C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.51	0.51	1.00	1.40	1.45			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/

17:00 - 17:15

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.49	0.00	0.00	0.49	0.49			N/A	N/
	2 - Proposed Spine Road	-	0.46	0.00	0.00	0.46	0.46			N/A	N/
	3 - The Portway West	-	0.56	0.09	0.81	1.36	1.43			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.76	0.19	0.93	1.39	1.45			N/A	N/
	-	C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.76	0.18	0.93	1.39	1.45			N/A	N/
	-	C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/

17:15 - 17:30

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.70	0.03	0.25	0.70	0.70			N/A	N/
	2 - Proposed Spine Road	-	0.66	0.03	0.26	0.66	0.66			N/A	N/
	3 - The Portway West	-	0.80	0.03	0.25	0.80	0.80			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	1.43	0.03	0.30	1.76	6.79			N/A	N/
	-	C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	1.45	0.03	0.30	1.84	6.93			N/A	N/
	-	C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/

17:30 - 17:45

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.70	0.03	0.28	0.79	2.68			N/A	N/
	2 - Proposed Spine Road	-	0.66	0.03	0.29	1.03	2.77			N/A	N/
	3 - The Portway West	-	0.81	0.03	0.27	0.81	2.18			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	1.48	0.03	0.30	1.68	6.88			N/A	N/
	-	C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	1.50	0.03	0.30	1.71	6.97			N/A	N/
	-	C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/

17:45 - 18:00

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.49	0.00	0.00	0.49	0.49			N/A	N/
	2 - Proposed Spine Road	-	0.45	0.00	0.00	0.45	0.45			N/A	N/
	3 - The Portway West	-	0.57	0.55	1.00	1.40	1.45			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.80	0.05	0.49	1.60	2.21			N/A	N/
	-	C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.82	0.05	0.50	1.64	2.29			N/A	N/
	-	C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/

18:00 - 18:15

Junction	Arm	Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Proba of ex reac mar
N1 - Spine Access	1 - New Road North	-	0.37	0.00	0.00	0.37	0.37			N/A	N/
	2 - Proposed Spine Road	-	0.34	0.00	0.00	0.34	0.34			N/A	N/
	3 - The Portway West	-	0.43	0.00	0.00	0.43	0.43			N/A	N/
N8 - Eastern Prom/Harbour Quarter Access	-	B-AC	0.53	0.04	0.37	1.46	1.67			N/A	N/
	-	C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/
N8a - Proposed Hillsboro South Car Park Access	-	B-AC	0.53	0.04	0.37	1.47	1.70			N/A	N/
	-	C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/

APPENDIX H

JUNCTIONS 11 CAPACITY MODELLING (OFF-SITE JUNCTIONS)

Junctions 11

ARCADY 11 - Roundabout Module
PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: Existing Network - Off Site Junctions V2.j11
Path: C:\LinkTP\Porthcawl_Waterfront\01 - Junctions 10
Report generation date: 11/11/2025 18:51:38

»Core Assessment - D1 - 2026 | Forecast Base | AM
»Core Assessment - D2 - 2026 | Forecast Base | PM
»Core Assessment - D3 - 2026 | Total Traffic | AM
»Core Assessment - D4 - 2026 | Total Traffic | PM
»Core Assessment - D5 - 2033 | Forecast Base | AM
»Core Assessment - D6 - 2033 | Forecast Base | PM
»Core Assessment - D7 - 2033 | Total Traffic | AM
»Core Assessment - D8 - 2033 | Total Traffic | PM
»Sensitivity Test - D1 - 2026 | Forecast Base | AM
»Sensitivity Test - D2 - 2026 | Forecast Base | PM
»Sensitivity Test - D3 - 2026 | Total Traffic | AM
»Sensitivity Test - D4 - 2026 | Total Traffic | PM
»Sensitivity Test - D5 - 2033 | Forecast Base | AM
»Sensitivity Test - D6 - 2033 | Forecast Base | PM
»Sensitivity Test - D7 - 2033 | Total Traffic | AM
»Sensitivity Test - D8 - 2033 | Total Traffic | PM

Summary of junction performance

	AM											
	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	95% Queue (Veh)
	Core Assessment - 2026 - Forecast B											
N2 - Portway Roundabout - 1 - Eastern Prom		0.2	0.5	3.11	0.18	A	3.64	A			0.3	1.3
N2 - Portway Roundabout - 2 - Aldi		0.1	0.5	4.18	0.09	A					0.2	0.7
N2 - Portway Roundabout - 3 - The Portway		0.3	1.4	3.87	0.25	A					0.5	2.2
N2 - Portway Roundabout - 4 - Hillsboro North Car Park		0.0	0.5	3.14	0.02	A					0.1	0.5
N2 - Portway Roundabout - 5 - Lias Road		0.7	2.6	5.36	0.42	A					1.4	1.8
N2 - Portway Roundabout - 6 - A4106 (North)		0.5	2.0	2.46	0.32	A					0.4	1.3
N3 - New Road/Eastern Prom - 1 - New Road East		0.2	0.5	3.41	0.16	A	2.94	A			0.2	0.5
N3 - New Road/Eastern Prom - 2 - Eastern Prom (South)		0.2	0.5	2.57	0.17	A					0.3	1.3
N3 - New Road/Eastern Prom - 3 - New Road West		0.2	0.5	3.01	0.13	A					0.2	0.5
N4 - New Road/Mackworth Rd - 1 - New Rd (East)		0.2	0.5	4.73	0.15	A	4.53	A			0.3	1.1
N4 - New Road/Mackworth Rd - 2 - Mackworth Road		0.1	0.5	4.83	0.11	A					0.2	0.5
N4 - New Road/Mackworth Rd - 3 - New Rd (West)		0.2	0.5	4.16	0.14	A					0.3	1.2
N5 - New Road/Aldenham - 1 - Aldenham Road (North)		0.2	1.1	4.90	0.20	A	5.94	A			0.5	2.4
N5 - New Road/Aldenham - 2 - New Road (East)		0.4	1.9	7.16	0.31	A					0.5	2.4
N5 - New Road/Aldenham - 3 - New Road (West)		0.2	0.5	5.18	0.15	A					0.3	1.4

N6 - A4106/Bridgend Road - 1 - A4106 Bridgend Rd (East)	A1 D1	0.0	0.5	2.36	0.00	A	2.36	A	26 % [N11 - Bridgend Road/Manor Grove - Stream B-A]	A1 D2	0.8	2.4
N6 - A4106/Bridgend Road - 2 - Bridgend Road (South)		0.0	~1	0.00	0.00	A					0.3	1.3
N6 - A4106/Bridgend Road - 3 - A4106 (West)		0.0	~1	0.00	0.00	A					0.5	2.1
N6 - A4106/Bridgend Road - 4 - Tyn-y-Caeau Lane		0.0	~1	0.00	0.00	A					0.0	0.5
N7 - A4106/A4229/Fulmar Rd - 1 - A4106 (East)		1.2	1.5	5.60	0.55	A	5.18	A			1.1	1.4
N7 - A4106/A4229/Fulmar Rd - 2 - A4106 (South)		0.4	1.5	2.61	0.30	A					0.5	2.0
N7 - A4106/A4229/Fulmar Rd - 3 - Fulmar Road		1.2	1.8	7.17	0.55	A					0.6	2.7
N7 - A4106/A4229/Fulmar Rd - 4 - A4229 Pyle Road (North)		1.0	1.6	5.09	0.50	A					1.6	2.0
N9a - A4106 Junction (North) - Stream B-C		0.5	2.1	9.37	0.33	A	2.86	A			0.5	2.4
N9a - A4106 Junction (North) - Stream B-A		0.2	0.6	15.04	0.17	C					0.1	0.5
N9a - A4106 Junction (North) - Stream C-AB		0.4	1.4	8.35	0.27	A					0.6	2.6
N9b - A4106 Junction (South) - Stream B-C		0.4	1.4	7.07	0.27	A	5.48	A			0.5	2.3
N9b - A4106 Junction (South) - Stream B-A		0.1	0.5	9.07	0.09	A					0.2	0.5
N9b - A4106 Junction (South) - Stream C-AB		0.5	2.0	8.30	0.31	A					0.5	2.5
N10 - Newton Nottage Road/Aldenham Road - Stream B-ACD		0.0	~1	0.00	0.00	A	3.07	A			0.0	~1
N10 - Newton Nottage Road/Aldenham Road - Stream A-BCD		0.1	0.5	6.46	0.07	A					0.1	0.6
N10 - Newton Nottage Road/Aldenham Road - Stream D-AB		0.1	0.5	7.74	0.11	A					0.2	0.5
N10 - Newton Nottage Road/Aldenham Road - Stream D-BC		0.2	1.2	9.99	0.20	A					0.5	2.5
N10 - Newton Nottage Road/Aldenham Road - Stream C-ABD		0.0	0.5	4.94	0.00	A					0.0	0.5
N11 - Bridgend Road/Manor Grove - Stream B-C		0.2	0.5	10.04	0.15	B	5.50	A			0.1	0.5
N11 - Bridgend Road/Manor Grove - Stream B-A		1.2	4.3	18.33	0.54	C					0.7	3.1
N11 - Bridgend Road/Manor Grove - Stream C-AB		0.2	1.0	5.67	0.11	A					0.2	0.5
	Core Assessment - 2026 - Total Traf											
N2 - Portway Roundabout - 1 - Eastern Prom	A1 D3	0.3	1.4	3.54	0.26	A	4.23	A	17 % [N11 - Bridgend Road/Manor Grove - Stream B-A]	A1 D4	0.5	1.9
N2 - Portway Roundabout - 2 - Aldi		0.3	1.2	5.01	0.22	A					0.6	2.8
N2 - Portway Roundabout - 3 - The Portway		0.6	2.8	4.79	0.38	A					1.3	1.5
N2 - Portway Roundabout - 4 - Hillsboro North Car Park		0.0	~1	0.00	0.00	A					0.0	0.5
N2 - Portway Roundabout - 5 - Lias Road		0.9	2.6	6.38	0.47	A					2.1	6.2
N2 - Portway Roundabout - 6 - A4106 (North)		0.6	2.8	2.74	0.39	A					0.6	2.8
N3 - New Road/Eastern Prom - 1 - New Road East		0.3	1.1	3.62	0.21	A	3.10	A			0.2	0.5
N3 - New Road/Eastern Prom - 2 - Eastern Prom (South)		0.2	0.5	2.65	0.19	A					0.3	0.9
N3 - New Road/Eastern Prom - 3 - New Road West		0.2	0.5	3.13	0.13	A					0.2	0.5
N4 - New Road/Mackworth Rd - 1 - New Rd (East)		0.3	1.5	5.46	0.25	A	5.09	A			0.2	1.0
N4 - New Road/Mackworth Rd - 2 - Mackworth Road		0.2	0.5	5.37	0.17	A					0.0	0.5
N4 - New Road/Mackworth Rd - 3 - New Rd (West)		0.2	0.7	4.43	0.18	A					0.2	0.5
N5 - New Road/Aldenham - 1 - Aldenham Road (North)		0.4	1.7	5.52	0.29	A	6.36	A			0.5	2.4
N5 - New Road/Aldenham - 2 - New Road (East)		0.5	2.2	7.98	0.33	A					0.5	2.4
N5 - New Road/Aldenham - 3 - New Road (West)		0.2	1.0	5.44	0.19	A					0.3	1.5
N6 - A4106/Bridgend Road - 1 - A4106 Bridgend Rd (East)		0.7	2.6	4.32	0.41	A	4.12	A			1.2	1.5
N6 - A4106/Bridgend Road - 2 - Bridgend Road (South)		0.4	1.8	3.72	0.31	A					0.4	1.5
N6 - A4106/Bridgend Road - 3 - A4106 (West)		0.6	2.7	4.22	0.39	A					0.7	2.5
N6 - A4106/Bridgend Road - 4 - Tyn-y-Caeau Lane		0.0	~1	0.00	0.00	A					0.0	0.5
N7 - A4106/A4229/Fulmar Rd - 1 - A4106 (East)		1.8	2.5	7.57	0.65	A	6.54	A			2.0	2.8
N7 - A4106/A4229/Fulmar Rd - 2 - A4106 (South)		0.7	2.7	3.15	0.42	A					0.9	1.9
N7 - A4106/A4229/Fulmar Rd - 3 - Fulmar Road		1.6	2.4	9.18	0.62	A					0.7	2.9
N7 - A4106/A4229/Fulmar Rd - 4 - A4229 Pyle Road (North)		1.6	2.0	6.79	0.62	A					2.8	8.7
N9a - A4106 Junction (North) - Stream B-C		0.5	2.3	10.07	0.34	B	2.80	A			0.6	2.7
N9a - A4106 Junction (North) - Stream B-A		0.2	1.0	17.06	0.18	C					0.1	0.5
N9a - A4106 Junction (North) - Stream C-AB		0.4	1.6	8.84	0.29	A					0.6	2.9
N9b - A4106 Junction (South) - Stream B-C		0.4	1.4	7.07	0.27	A	5.48	A			0.5	2.3
N9b - A4106 Junction (South) - Stream B-A		0.1	0.5	9.07	0.09	A					0.2	0.5
N9b - A4106 Junction (South) - Stream C-AB		0.5	2.0	8.30	0.31	A					0.5	2.5
N10 - Newton Nottage Road/Aldenham Road - Stream B-ACD		0.0	~1	0.00	0.00	A	2.64	A			0.0	~1
N10 - Newton Nottage Road/Aldenham Road - Stream A-BCD		0.1	0.8	5.98	0.08	A					0.1	0.6
N10 - Newton Nottage Road/Aldenham Road - Stream D-AB		0.1	0.5	7.96	0.12	A					0.2	0.5
N10 - Newton Nottage Road/Aldenham Road - Stream D-BC		0.3	1.3	10.59	0.21	B					0.5	2.5
N10 - Newton Nottage Road/Aldenham Road - Stream C-ABD		0.0	0.5	4.93	0.00	A					0.0	0.5

N11 - Bridgend Road/Manor Grove - Stream B-C		0.2	0.5	11.11	0.16	B					0.1	0.5
N11 - Bridgend Road/Manor Grove - Stream B-A		1.3	5.2	21.20	0.58	C	5.59	A			0.7	3.1
N11 - Bridgend Road/Manor Grove - Stream C-AB		0.2	1.2	5.65	0.11	A					0.2	0.5
Core Assessment - 2033 - Forecast B												
N2 - Portway Roundabout - 1 - Eastern Prom		0.2	0.5	3.23	0.19	A					0.3	1.4
N2 - Portway Roundabout - 2 - Aldi		0.1	0.5	4.33	0.10	A					0.2	0.6
N2 - Portway Roundabout - 3 - The Portway		0.4	1.2	4.02	0.27	A	3.84	A			0.5	2.1
N2 - Portway Roundabout - 4 - Hillsboro North Car Park		0.0	0.5	3.21	0.03	A					0.1	0.5
N2 - Portway Roundabout - 5 - Lias Road		0.8	2.3	5.77	0.46	A					1.8	2.8
N2 - Portway Roundabout - 6 - A4106 (North)		0.5	2.5	2.57	0.35	A					0.5	1.8
N3 - New Road/Eastern Prom - 1 - New Road East		0.2	0.5	3.47	0.17	A					0.2	0.5
N3 - New Road/Eastern Prom - 2 - Eastern Prom (South)		0.2	0.5	2.62	0.18	A	3.00	A			0.3	1.4
N3 - New Road/Eastern Prom - 3 - New Road West		0.2	0.5	3.08	0.14	A					0.2	0.5
N4 - New Road/Mackworth Rd - 1 - New Rd (East)		0.2	0.5	4.81	0.16	A					0.3	1.2
N4 - New Road/Mackworth Rd - 2 - Mackworth Road		0.1	0.5	4.90	0.12	A	4.60	A			0.2	0.5
N4 - New Road/Mackworth Rd - 3 - New Rd (West)		0.2	0.5	4.22	0.15	A					0.3	1.3
N5 - New Road/Aldenham - 1 - Aldenham Road (North)		0.3	1.2	5.00	0.21	A					0.6	2.6
N5 - New Road/Aldenham - 2 - New Road (East)		0.5	2.2	7.45	0.33	A	6.12	A			0.6	2.7
N5 - New Road/Aldenham - 3 - New Road (West)		0.2	0.5	5.29	0.16	A					0.4	1.2
N6 - A4106/Bridgend Road - 1 - A4106 Bridgend Rd (East)		0.4	1.9	3.70	0.31	A					0.9	1.9
N6 - A4106/Bridgend Road - 2 - Bridgend Road (South)		0.4	1.6	3.55	0.29	A	3.80	A	18 %		0.4	1.5
N6 - A4106/Bridgend Road - 3 - A4106 (West)		0.6	2.7	4.08	0.37	A					0.5	2.5
N6 - A4106/Bridgend Road - 4 - Tyn-y-Caeau Lane	A1 D5	0.0	~1	0.00	0.00	A			[N11 - Bridgend Road/Manor Grove - Stream B-A]	A1 D6	0.0	0.5
N7 - A4106/A4229/Fulmar Rd - 1 - A4106 (East)		1.5	1.8	6.36	0.60	A					1.3	1.5
N7 - A4106/A4229/Fulmar Rd - 2 - A4106 (South)		0.5	1.9	2.75	0.32	A	5.83	A			0.6	2.6
N7 - A4106/A4229/Fulmar Rd - 3 - Fulmar Road		1.5	1.9	8.28	0.60	A					0.7	2.8
N7 - A4106/A4229/Fulmar Rd - 4 - A4229 Pyle Road (North)		1.2	1.5	5.65	0.55	A					2.0	3.0
N9a - A4106 Junction (North) - Stream B-C		0.6	2.6	10.10	0.36	B					0.6	2.8
N9a - A4106 Junction (North) - Stream B-A		0.2	1.1	16.60	0.19	C	3.07	A			0.1	0.5
N9a - A4106 Junction (North) - Stream C-AB		0.4	1.8	8.77	0.30	A					0.6	2.9
N9b - A4106 Junction (South) - Stream B-C		0.4	1.7	7.31	0.29	A					0.6	2.6
N9b - A4106 Junction (South) - Stream B-A		0.1	0.5	9.35	0.10	A	5.69	A			0.2	0.5
N9b - A4106 Junction (South) - Stream C-AB		0.5	2.4	8.59	0.33	A					0.6	2.8
N10 - Newton Nottage Road/Aldenham Road - Stream B-ACD		0.0	~1	0.00	0.00	A					0.0	~1
N10 - Newton Nottage Road/Aldenham Road - Stream A-BCD		0.1	0.5	6.51	0.08	A					0.1	0.7
N10 - Newton Nottage Road/Aldenham Road - Stream D-AB		0.1	0.5	7.93	0.12	A	3.15	A			0.2	0.9
N10 - Newton Nottage Road/Aldenham Road - Stream D-BC		0.3	1.3	10.32	0.22	B					0.6	2.8
N10 - Newton Nottage Road/Aldenham Road - Stream C-ABD		0.0	0.5	4.90	0.00	A					0.0	0.5
N11 - Bridgend Road/Manor Grove - Stream B-C		0.2	0.6	11.17	0.17	B					0.1	0.5
N11 - Bridgend Road/Manor Grove - Stream B-A		1.4	5.4	21.13	0.59	C	6.27	A			0.8	3.5
N11 - Bridgend Road/Manor Grove - Stream C-AB		0.2	1.1	5.67	0.12	A					0.3	0.5
Core Assessment - 2033 - Total Traf												
N2 - Portway Roundabout - 1 - Eastern Prom		0.4	1.2	3.70	0.28	A					0.5	2.4
N2 - Portway Roundabout - 2 - Aldi		0.3	1.3	5.21	0.24	A					0.7	3.0
N2 - Portway Roundabout - 3 - The Portway		0.7	2.8	5.01	0.41	A	4.50	A			1.4	1.7
N2 - Portway Roundabout - 4 - Hillsboro North Car Park		0.0	~1	0.00	0.00	A					0.0	0.5
N2 - Portway Roundabout - 5 - Lias Road		1.0	2.2	6.99	0.51	A					2.8	12.4
N2 - Portway Roundabout - 6 - A4106 (North)		0.7	2.6	2.88	0.41	A					0.7	2.7
N3 - New Road/Eastern Prom - 1 - New Road East		0.3	1.2	3.69	0.22	A					0.2	0.5
N3 - New Road/Eastern Prom - 2 - Eastern Prom (South)		0.3	0.9	2.69	0.21	A	3.15	A			0.3	1.2
N3 - New Road/Eastern Prom - 3 - New Road West		0.2	0.5	3.20	0.15	A					0.2	0.5
N4 - New Road/Mackworth Rd - 1 - New Rd (East)		0.4	1.2	5.58	0.27	A					0.3	1.2
N4 - New Road/Mackworth Rd - 2 - Mackworth Road		0.2	0.5	5.46	0.18	A	5.17	A			0.0	0.5
N4 - New Road/Mackworth Rd - 3 - New Rd (West)		0.2	1.0	4.49	0.19	A					0.2	0.5
N5 - New Road/Aldenham - 1 - Aldenham Road (North)		0.4	1.9	5.65	0.31	A					0.6	2.6
N5 - New Road/Aldenham - 2 - New Road (East)		0.6	2.6	8.35	0.36	A	6.58	A			0.6	2.7
N5 - New Road/Aldenham - 3 - New Road (West)		0.3	1.1	5.56	0.20	A					0.4	1.3

N6 - A4106/Bridgend Road - 1 - A4106 Bridgend Rd (East)	A1 D7	0.8	2.3	4.50	0.43	A	4.31	A	10 % [N11 - Bridgend Road/Manor Grove - Stream B-A]	A1 D8	1.3	1.6
N6 - A4106/Bridgend Road - 2 - Bridgend Road (South)		0.5	2.2	3.88	0.33	A					0.4	1.4
N6 - A4106/Bridgend Road - 3 - A4106 (West)		0.7	2.6	4.44	0.42	A					0.8	2.2
N6 - A4106/Bridgend Road - 4 - Tyn-y-Caeau Lane		0.0	~1	0.00	0.00	A					0.0	0.5
N7 - A4106/A4229/Fulmar Rd - 1 - A4106 (East)		2.3	5.3	9.04	0.70	A	7.67	A			2.5	7.2
N7 - A4106/A4229/Fulmar Rd - 2 - A4106 (South)		0.8	2.3	3.37	0.45	A					1.0	1.5
N7 - A4106/A4229/Fulmar Rd - 3 - Fulmar Road		2.0	5.4	11.08	0.67	B					0.9	2.8
N7 - A4106/A4229/Fulmar Rd - 4 - A4229 Pyle Road (North)		2.0	2.9	7.85	0.67	A					3.7	17.0
N9a - A4106 Junction (North) - Stream B-C		0.6	2.8	10.96	0.38	B	3.05	A			0.7	3.1
N9a - A4106 Junction (North) - Stream B-A		0.3	1.3	19.16	0.22	C					0.2	0.5
N9a - A4106 Junction (North) - Stream C-AB		0.4	1.9	9.32	0.31	A					0.7	3.2
N9b - A4106 Junction (South) - Stream B-C		0.4	1.7	7.31	0.29	A	5.69	A			0.6	2.6
N9b - A4106 Junction (South) - Stream B-A		0.1	0.5	9.35	0.10	A					0.2	0.5
N9b - A4106 Junction (South) - Stream C-AB		0.5	2.4	8.59	0.33	A					0.6	2.8
N10 - Newton Nottage Road/Aldenham Road - Stream B-ACD		0.0	~1	0.00	0.00	A	2.75	A			0.0	~1
N10 - Newton Nottage Road/Aldenham Road - Stream A-BCD		0.1	0.8	6.01	0.08	A					0.1	0.7
N10 - Newton Nottage Road/Aldenham Road - Stream D-AB		0.1	0.5	8.16	0.13	A					0.2	0.9
N10 - Newton Nottage Road/Aldenham Road - Stream D-BC		0.3	1.4	10.96	0.23	B					0.6	2.8
N10 - Newton Nottage Road/Aldenham Road - Stream C-ABD		0.0	0.5	4.88	0.00	A					0.0	0.5
N11 - Bridgend Road/Manor Grove - Stream B-C		0.2	1.0	12.70	0.19	B	6.57	A			0.1	0.5
N11 - Bridgend Road/Manor Grove - Stream B-A		1.7	7.6	25.04	0.63	D					0.8	3.6
N11 - Bridgend Road/Manor Grove - Stream C-AB		0.3	1.2	5.65	0.13	A					0.3	0.5
Sensitivity Test - 2026 - Forecast Ba												
N2 - Portway Roundabout - 1 - Eastern Prom	A2 D1	0.3	1.3	3.58	0.23	A	4.48	A	1 % [N11 - Bridgend Road/Manor Grove - Stream B-A]	A2 D2	0.5	1.9
N2 - Portway Roundabout - 2 - Aldi		0.1	0.5	4.77	0.13	A					0.3	1.5
N2 - Portway Roundabout - 3 - The Portway		0.5	2.1	4.45	0.33	A					0.7	2.7
N2 - Portway Roundabout - 4 - Hillsboro North Car Park		0.0	0.5	3.39	0.03	A					0.1	0.5
N2 - Portway Roundabout - 5 - Lias Road		1.2	1.6	7.15	0.55	A					3.6	18.1
N2 - Portway Roundabout - 6 - A4106 (North)		0.7	2.6	2.92	0.42	A					0.6	2.8
N3 - New Road/Eastern Prom - 1 - New Road East		0.3	1.0	3.66	0.20	A	3.15	A			0.3	1.2
N3 - New Road/Eastern Prom - 2 - Eastern Prom (South)		0.3	1.1	2.72	0.21	A					0.4	1.7
N3 - New Road/Eastern Prom - 3 - New Road West		0.2	0.5	3.25	0.17	A					0.2	0.9
N4 - New Road/Mackworth Rd - 1 - New Rd (East)		0.2	0.9	5.02	0.19	A	4.78	A			0.3	1.5
N4 - New Road/Mackworth Rd - 2 - Mackworth Road		0.2	0.5	5.10	0.14	A					0.2	0.9
N4 - New Road/Mackworth Rd - 3 - New Rd (West)		0.2	0.5	4.37	0.18	A					0.4	1.2
N5 - New Road/Aldenham - 1 - Aldenham Road (North)		0.3	1.4	5.24	0.25	A	6.66	A			0.7	2.6
N5 - New Road/Aldenham - 2 - New Road (East)		0.6	2.7	8.34	0.39	A					0.8	2.9
N5 - New Road/Aldenham - 3 - New Road (West)		0.2	1.0	5.60	0.19	A					0.5	2.0
N6 - A4106/Bridgend Road - 1 - A4106 Bridgend Rd (East)		0.0	0.5	2.36	0.00	A	2.36	A			1.2	1.5
N6 - A4106/Bridgend Road - 2 - Bridgend Road (South)		0.0	~1	0.00	0.00	A					0.5	1.9
N6 - A4106/Bridgend Road - 3 - A4106 (West)		0.0	~1	0.00	0.00	A					0.7	2.6
N6 - A4106/Bridgend Road - 4 - Tyn-y-Caeau Lane		0.0	~1	0.00	0.00	A					0.0	0.5
N7 - A4106/A4229/Fulmar Rd - 1 - A4106 (East)		2.6	8.0	9.76	0.73	A	8.76	A			2.3	5.3
N7 - A4106/A4229/Fulmar Rd - 2 - A4106 (South)		0.6	2.9	3.20	0.39	A					0.8	2.6
N7 - A4106/A4229/Fulmar Rd - 3 - Fulmar Road		2.9	12.4	13.73	0.75	B					1.0	2.4
N7 - A4106/A4229/Fulmar Rd - 4 - A4229 Pyle Road (North)		2.0	2.8	7.92	0.67	A					4.0	18.5
N9a - A4106 Junction (North) - Stream B-C		0.8	3.4	12.62	0.45	B	3.78	A			0.9	3.5
N9a - A4106 Junction (North) - Stream B-A		0.4	1.1	22.40	0.27	C					0.2	0.6
N9a - A4106 Junction (North) - Stream C-AB		0.6	2.6	10.08	0.36	B					0.9	3.5
N9b - A4106 Junction (South) - Stream B-C		0.5	2.4	8.03	0.34	A	6.29	A			0.7	2.9
N9b - A4106 Junction (South) - Stream B-A		0.1	0.5	10.16	0.12	B					0.2	1.1
N9b - A4106 Junction (South) - Stream C-AB		0.7	3.2	9.48	0.39	A					0.8	3.4
N10 - Newton Nottage Road/Aldenham Road - Stream B-ACD		0.0	~1	0.00	0.00	A	3.40	A			0.0	~1
N10 - Newton Nottage Road/Aldenham Road - Stream A-BCD		0.1	0.6	6.57	0.09	A					0.1	0.9
N10 - Newton Nottage Road/Aldenham Road - Stream D-AB		0.2	0.5	8.49	0.15	A					0.3	1.4
N10 - Newton Nottage Road/Aldenham Road - Stream D-BC		0.3	1.2	11.26	0.26	B					0.8	3.5
N10 - Newton Nottage Road/Aldenham Road - Stream C-ABD		0.0	0.5	4.80	0.00	A					0.0	0.5

N11 - Bridgend Road/Manor Grove - Stream B-C		0.4	1.5	17.34	0.28	C					0.1	0.5
N11 - Bridgend Road/Manor Grove - Stream B-A		2.6	13.1	34.09	0.74	D	9.83	A			1.3	5.3
N11 - Bridgend Road/Manor Grove - Stream C-AB		0.3	1.1	5.64	0.14	A					0.4	1.3
Sensitivity Test - 2026 - Total Traffi												
N2 - Portway Roundabout - 1 - Eastern Prom		0.5	2.4	4.34	0.35	A					0.8	3.0
N2 - Portway Roundabout - 2 - Aldi		0.4	1.8	6.22	0.31	A					1.1	3.0
N2 - Portway Roundabout - 3 - The Portway		1.0	2.0	6.08	0.50	A	5.67	A			2.4	7.8
N2 - Portway Roundabout - 4 - Hillsboro North Car Park		0.0	~1	0.00	0.00	A					0.0	0.5
N2 - Portway Roundabout - 5 - Lias Road		1.6	2.5	9.74	0.62	A					12.5	57.7
N2 - Portway Roundabout - 6 - A4106 (North)		1.0	1.5	3.46	0.50	A					1.0	1.4
N3 - New Road/Eastern Prom - 1 - New Road East		0.4	1.0	3.98	0.27	A					0.2	0.5
N3 - New Road/Eastern Prom - 2 - Eastern Prom (South)		0.3	1.3	2.83	0.24	A	3.36	A			0.3	1.4
N3 - New Road/Eastern Prom - 3 - New Road West		0.2	0.5	3.42	0.18	A					0.2	0.5
N4 - New Road/Mackworth Rd - 1 - New Rd (East)		0.5	2.0	6.09	0.32	A					0.3	1.4
N4 - New Road/Mackworth Rd - 2 - Mackworth Road		0.3	1.2	5.84	0.22	A	5.57	A			0.0	0.5
N4 - New Road/Mackworth Rd - 3 - New Rd (West)		0.3	1.3	4.74	0.23	A					0.2	0.8
N5 - New Road/Aldenham - 1 - Aldenham Road (North)		0.6	2.6	6.19	0.36	A					0.7	2.6
N5 - New Road/Aldenham - 2 - New Road (East)		0.8	3.0	9.81	0.43	A	7.41	A			0.8	2.9
N5 - New Road/Aldenham - 3 - New Road (West)		0.3	1.4	5.98	0.24	A					0.5	2.1
N6 - A4106/Bridgend Road - 1 - A4106 Bridgend Rd (East)		1.1	1.5	5.42	0.52	A					2.1	3.6
N6 - A4106/Bridgend Road - 2 - Bridgend Road (South)		0.7	2.8	4.48	0.40	A	5.11	A	-6 %		0.5	2.5
N6 - A4106/Bridgend Road - 3 - A4106 (West)		1.0	1.5	5.27	0.50	A					1.1	1.5
N6 - A4106/Bridgend Road - 4 - Tyn-y-Caeau Lane	A2 D3	0.0	~1	0.00	0.00	A			[N11 - Bridgend Road/Manor Grove - Stream B-A]	A2 D4	0.0	0.5
N7 - A4106/A4229/Fulmar Rd - 1 - A4106 (East)		6.3	31.4	21.69	0.87	C					7.8	42.5
N7 - A4106/A4229/Fulmar Rd - 2 - A4106 (South)		1.2	1.5	4.34	0.55	A	16.70	C			1.6	2.0
N7 - A4106/A4229/Fulmar Rd - 3 - Fulmar Road		5.7	30.5	27.80	0.86	D					1.4	2.8
N7 - A4106/A4229/Fulmar Rd - 4 - A4229 Pyle Road (North)		4.5	22.6	15.43	0.83	C					19.7	82.9
N9a - A4106 Junction (North) - Stream B-C		0.9	3.9	14.68	0.49	B					1.1	4.6
N9a - A4106 Junction (North) - Stream B-A		0.5	1.8	28.93	0.32	D	4.00	A			0.3	1.4
N9a - A4106 Junction (North) - Stream C-AB		0.6	2.9	11.00	0.38	B					1.1	4.3
N9b - A4106 Junction (South) - Stream B-C		0.5	2.4	8.03	0.34	A					0.7	2.9
N9b - A4106 Junction (South) - Stream B-A		0.1	0.5	10.16	0.12	B	6.29	A			0.2	1.1
N9b - A4106 Junction (South) - Stream C-AB		0.7	3.2	9.48	0.39	A					0.8	3.4
N10 - Newton Nottage Road/Aldenham Road - Stream B-ACD		0.0	~1	0.00	0.00	A					0.0	~1
N10 - Newton Nottage Road/Aldenham Road - Stream A-BCD		0.2	0.9	5.96	0.10	A					0.1	0.9
N10 - Newton Nottage Road/Aldenham Road - Stream D-AB		0.2	0.5	8.86	0.16	A	2.98	A			0.3	1.4
N10 - Newton Nottage Road/Aldenham Road - Stream D-BC		0.4	1.5	12.25	0.28	B					0.8	3.5
N10 - Newton Nottage Road/Aldenham Road - Stream C-ABD		0.0	0.5	4.78	0.00	A					0.0	0.5
N11 - Bridgend Road/Manor Grove - Stream B-C		0.6	2.0	26.49	0.37	D					0.1	0.5
N11 - Bridgend Road/Manor Grove - Stream B-A		3.7	20.0	49.09	0.81	E	12.52	B			1.3	5.3
N11 - Bridgend Road/Manor Grove - Stream C-AB		0.3	1.2	5.63	0.16	A					0.4	1.3
Sensitivity Test - 2033 - Forecast Ba												
N2 - Portway Roundabout - 1 - Eastern Prom		0.3	1.4	3.78	0.26	A					0.5	2.4
N2 - Portway Roundabout - 2 - Aldi		0.2	0.5	5.02	0.14	A					0.4	1.5
N2 - Portway Roundabout - 3 - The Portway		0.5	2.6	4.71	0.35	A	4.89	A			0.8	2.7
N2 - Portway Roundabout - 4 - Hillsboro North Car Park		0.0	0.5	3.49	0.04	A					0.1	0.5
N2 - Portway Roundabout - 5 - Lias Road		1.5	1.7	8.11	0.60	A					5.9	31.1
N2 - Portway Roundabout - 6 - A4106 (North)		0.8	2.0	3.13	0.45	A					0.7	2.8
N3 - New Road/Eastern Prom - 1 - New Road East		0.3	1.2	3.75	0.22	A					0.3	1.3
N3 - New Road/Eastern Prom - 2 - Eastern Prom (South)		0.3	1.2	2.79	0.23	A	3.23	A			0.5	2.0
N3 - New Road/Eastern Prom - 3 - New Road West		0.2	0.5	3.35	0.18	A					0.3	1.2
N4 - New Road/Mackworth Rd - 1 - New Rd (East)		0.3	1.2	5.13	0.20	A					0.4	1.4
N4 - New Road/Mackworth Rd - 2 - Mackworth Road		0.2	0.5	5.20	0.15	A	4.88	A			0.3	1.1
N4 - New Road/Mackworth Rd - 3 - New Rd (West)		0.2	1.0	4.44	0.19	A					0.4	1.6
N5 - New Road/Aldenham - 1 - Aldenham Road (North)		0.4	1.2	5.38	0.26	A					0.8	2.4
N5 - New Road/Aldenham - 2 - New Road (East)		0.7	2.8	8.85	0.42	A	6.96	A			0.9	2.9
N5 - New Road/Aldenham - 3 - New Road (West)		0.3	1.2	5.76	0.21	A					0.5	2.3

N6 - A4106/Bridgend Road - 1 - A4106 Bridgend Rd (East)	A2 D5	0.6	2.7	4.29	0.39	A	4.53	A	-6 % [N11 - Bridgend Road/Manor Grove - Stream B-A]	A2 D6	1.4	1.8
N6 - A4106/Bridgend Road - 2 - Bridgend Road (South)		0.6	2.7	4.17	0.38	A					0.5	2.4
N6 - A4106/Bridgend Road - 3 - A4106 (West)		0.9	1.8	5.02	0.48	A					0.8	2.2
N6 - A4106/Bridgend Road - 4 - Tyn-y-Caeau Lane		0.0	~1	0.00	0.00	A					0.0	0.5
N7 - A4106/A4229/Fulmar Rd - 1 - A4106 (East)		3.7	17.2	13.12	0.80	B	11.73	B			3.2	13.3
N7 - A4106/A4229/Fulmar Rd - 2 - A4106 (South)		0.7	2.7	3.47	0.43	A					0.9	2.0
N7 - A4106/A4229/Fulmar Rd - 3 - Fulmar Road		4.4	22.7	20.02	0.82	C					1.2	2.1
N7 - A4106/A4229/Fulmar Rd - 4 - A4229 Pyle Road (North)		2.6	7.7	9.83	0.73	A					6.5	33.0
N9a - A4106 Junction (North) - Stream B-C		1.0	4.0	14.80	0.50	B	4.39	A			1.1	4.0
N9a - A4106 Junction (North) - Stream B-A		0.5	1.9	27.67	0.33	D					0.3	1.2
N9a - A4106 Junction (North) - Stream C-AB		0.7	2.9	10.86	0.40	B					1.1	3.9
N9b - A4106 Junction (South) - Stream B-C		0.6	2.7	8.45	0.37	A	6.66	A			0.9	2.9
N9b - A4106 Junction (South) - Stream B-A		0.2	0.5	10.64	0.14	B					0.3	1.2
N9b - A4106 Junction (South) - Stream C-AB		0.8	3.4	9.97	0.42	A					0.9	3.6
N10 - Newton Nottage Road/Aldenham Road - Stream B-ACD		0.0	~1	0.00	0.00	A	3.53	A			0.0	~1
N10 - Newton Nottage Road/Aldenham Road - Stream A-BCD		0.1	0.5	6.63	0.10	A					0.2	1.0
N10 - Newton Nottage Road/Aldenham Road - Stream D-AB		0.2	0.5	8.80	0.16	A					0.4	1.1
N10 - Newton Nottage Road/Aldenham Road - Stream D-BC		0.4	1.6	11.80	0.28	B					1.0	3.9
N10 - Newton Nottage Road/Aldenham Road - Stream C-ABD		0.0	0.5	4.75	0.00	A					0.0	0.5
N11 - Bridgend Road/Manor Grove - Stream B-C		0.6	2.4	27.39	0.40	D	14.09	B			0.2	0.5
N11 - Bridgend Road/Manor Grove - Stream B-A		3.9	21.3	48.85	0.82	E					1.7	7.6
N11 - Bridgend Road/Manor Grove - Stream C-AB		0.3	1.0	5.67	0.16	A					0.4	1.4
Sensitivity Test - 2033 - Total Traffi												
N2 - Portway Roundabout - 1 - Eastern Prom	A2 D7	0.6	2.8	4.65	0.37	A	6.37	A	-12 % [N11 - Bridgend Road/Manor Grove - Stream B-A]	A2 D8	0.9	2.8
N2 - Portway Roundabout - 2 - Aldi		0.5	2.1	6.61	0.33	A					1.2	3.0
N2 - Portway Roundabout - 3 - The Portway		1.1	1.7	6.53	0.53	A					2.9	12.3
N2 - Portway Roundabout - 4 - Hillsboro North Car Park		0.0	~1	0.00	0.00	A					0.0	0.5
N2 - Portway Roundabout - 5 - Lias Road		2.1	6.3	11.67	0.68	B					34.8	84.0
N2 - Portway Roundabout - 6 - A4106 (North)		1.1	1.5	3.74	0.53	A					1.2	1.5
N3 - New Road/Eastern Prom - 1 - New Road East		0.4	1.4	4.09	0.28	A	3.45	A			0.2	0.9
N3 - New Road/Eastern Prom - 2 - Eastern Prom (South)		0.3	1.4	2.89	0.26	A					0.4	1.3
N3 - New Road/Eastern Prom - 3 - New Road West		0.2	0.5	3.53	0.19	A					0.3	1.0
N4 - New Road/Mackworth Rd - 1 - New Rd (East)		0.5	2.3	6.27	0.34	A	5.70	A			0.3	1.1
N4 - New Road/Mackworth Rd - 2 - Mackworth Road		0.3	1.3	5.97	0.23	A					0.0	0.5
N4 - New Road/Mackworth Rd - 3 - New Rd (West)		0.3	1.4	4.82	0.24	A					0.3	1.2
N5 - New Road/Aldenham - 1 - Aldenham Road (North)		0.6	2.6	6.38	0.38	A	7.80	A			0.9	2.4
N5 - New Road/Aldenham - 2 - New Road (East)		0.9	3.0	10.52	0.47	B					0.9	2.9
N5 - New Road/Aldenham - 3 - New Road (West)		0.3	1.1	6.16	0.26	A					0.5	2.4
N6 - A4106/Bridgend Road - 1 - A4106 Bridgend Rd (East)		1.2	1.5	5.78	0.55	A	5.48	A			2.6	7.7
N6 - A4106/Bridgend Road - 2 - Bridgend Road (South)		0.8	2.6	4.78	0.43	A					0.6	2.8
N6 - A4106/Bridgend Road - 3 - A4106 (West)		1.1	1.5	5.72	0.54	A					1.3	1.5
N6 - A4106/Bridgend Road - 4 - Tyn-y-Caeau Lane		0.0	~1	0.00	0.00	A					0.0	0.5
N7 - A4106/A4229/Fulmar Rd - 1 - A4106 (East)		12.6	64.6	41.33	0.95	E	30.14	D			14.2	69.3
N7 - A4106/A4229/Fulmar Rd - 2 - A4106 (South)		1.4	1.8	4.86	0.59	A					1.8	2.8
N7 - A4106/A4229/Fulmar Rd - 3 - Fulmar Road		12.4	58.3	56.39	0.95	F					1.8	3.9
N7 - A4106/A4229/Fulmar Rd - 4 - A4229 Pyle Road (North)		7.2	38.0	23.64	0.89	C					52.8	117.7
N9a - A4106 Junction (North) - Stream B-C		1.2	5.2	18.36	0.56	C	4.93	A			1.6	6.9
N9a - A4106 Junction (North) - Stream B-A		0.7	3.0	38.82	0.41	E					0.6	1.9
N9a - A4106 Junction (North) - Stream C-AB		0.7	3.1	11.94	0.42	B					1.5	5.6
N9b - A4106 Junction (South) - Stream B-C		0.6	2.7	8.45	0.37	A	6.65	A			0.9	2.9
N9b - A4106 Junction (South) - Stream B-A		0.2	0.5	10.64	0.14	B					0.3	1.2
N9b - A4106 Junction (South) - Stream C-AB		0.8	3.4	9.97	0.42	A					0.9	3.6
N10 - Newton Nottage Road/Aldenham Road - Stream B-ACD		0.0	~1	0.00	0.00	A	3.15	A			0.0	~1
N10 - Newton Nottage Road/Aldenham Road - Stream A-BCD		0.2	0.9	6.00	0.11	A					0.2	1.0
N10 - Newton Nottage Road/Aldenham Road - Stream D-AB		0.2	0.6	9.22	0.17	A					0.4	1.2
N10 - Newton Nottage Road/Aldenham Road - Stream D-BC		0.4	1.8	12.89	0.30	B					1.0	3.9
N10 - Newton Nottage Road/Aldenham Road - Stream C-ABD		0.0	0.5	4.72	0.00	A					0.0	0.5

N11 - Bridgend Road/Manor Grove - Stream B-C		1.9	6.6	86.26	0.71	F	23.05	C			0.2	0.5
N11 - Bridgend Road/Manor Grove - Stream B-A		6.4	31.2	80.90	0.90	F					1.7	7.7
N11 - Bridgend Road/Manor Grove - Stream C-AB		0.4	1.3	5.68	0.18	A					0.4	1.4

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Porthcawl Waterfront Regeneration
Location	Porthcawl
Site number	
Date	15/10/2025
Version	
Status	Planning
Identifier	
Client	BCBC
Jobnumber	2541
Enumerator	LTP
Description	Existing network analysis of off-site junctions

Units

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

Analysis Options

Mini-roundabout model	PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Us iteratio HC rounda
JUNCTIONS 9	JUNCTIONS 11.1	5.75	✓				✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Forecast Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	Forecast Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026	Total Traffic	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026	Total Traffic	PM	ONE HOUR	16:45	18:15	15	✓
D5	2033	Forecast Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2033	Forecast Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2033	Total Traffic	AM	ONE HOUR	07:45	09:15	15	✓
D8	2033	Total Traffic	PM	ONE HOUR	16:45	18:15	15	✓

Core Assessment - D1 - 2026 | Forecast Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	N3 - New Road/Eastern Prom - 2 - Eastern Prom (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Vehicle Mix	N6 - A4106/Bridgend Road	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
N2	Portway Roundabout	Standard Roundabout						1, 2, 3, 4, 5, 6	3.64	A
N3	New Road/Eastern Prom	Standard Roundabout						1, 2, 3	2.94	A
N4	New Road/Mackworth Rd	Mini-roundabout						1, 2, 3	4.53	A
N5	New Road/Aldenham	Mini-roundabout						1, 2, 3	5.94	A
N6	A4106/Bridgend Road	Standard Roundabout						1, 2, 3, 4	2.36	A
N7	A4106/A4229/Fulmar Rd	Standard Roundabout						1, 2, 3, 4	5.18	A
N9a	A4106 Junction (North)	T-Junction	Two-way	Two-way	Two-way				2.86	A
N9b	A4106 Junction (South)	T-Junction	Two-way	Two-way	Two-way				5.48	A
N10	Newton Nottage Road/Aldenham Road	Crossroads	Two-way	Exit Only	Two-way	Two-way			3.07	A
N11	Bridgend Road/Manor Grove	T-Junction	Two-way	Two-way	Two-way				5.50	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		26	N11 - Bridgend Road/Manor Grove - Stream B-A	4.35	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N2 - Portway Roundabout	1	Eastern Prom	To/from the proposed Spine Road		
	2	Aldi	Aldi and Sandy Bay access		
	3	The Portway			
	4	Hillsboro North Car Park			
	5	Lias Road			
	6	A4106 (North)			
N3 - New Road/Eastern Prom	1	New Road East			
	2	Eastern Prom (South)			
	3	New Road West			
N4 - New Road/Mackworth Rd	1	New Rd (East)			
	2	Mackworth Road			
	3	New Rd (West)			
N5 - New Road/Aldenham	1	Aldenham Road (North)			
	2	New Road (East)			
	3	New Road (West)			
N6 - A4106/Bridgend Road	1	A4106 Bridgend Rd (East)			
	2	Bridgend Road (South)			
	3	A4106 (West)			
	4	Tyn-y-Caeau Lane			
N7 - A4106/A4229/Fulmar Rd	1	A4106 (East)			
	2	A4106 (South)			
	3	Fulmar Road			
	4	A4229 Pyle Road (North)			
N9a - A4106 Junction (North)	A	A4106 East			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	A4106 West			Major
N9b - A4106 Junction (South)	A	Newton Nottage West			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	Newton Nottage East			Major
N10 - Newton Nottage Road/Aldenham Road	A	Bridgend Road (Northeast)			Major
	B	Newton Nottage Road (Southeast)			Minor
	C	Aldenham Road (Southwest)			Major
	D	Newton Nottage Road (Northwest)			Minor
N11 - Bridgend Road/Manor Grove	A	Bridgend Road North			Major
	B	Manor Grove			Minor
	C	Bridgend Road South			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N2 - Portway Roundabout	1 - Eastern Prom	5.26	7.22	3.9	18.0	99.4	32.0		
	2 - Aldi	3.71	5.99	6.5	20.7	94.1	28.0		
	3 - The Portway	4.62	7.00	4.9	17.3	88.7	41.0		
	4 - Hillsboro North Car Park	4.48	5.49	3.3	17.8	99.4	34.0		
	5 - Lias Road	3.50	6.12	8.7	16.4	99.1	44.0		
	6 - A4106 (North)	7.29	9.34	4.0	20.2	88.7	30.0		
N3 - New Road/Eastern Prom	1 - New Road East	3.00	4.90	17.3	116.2	31.9	30.0		
	2 - Eastern Prom (South)	3.63	6.50	50.6	16.3	31.0	44.0		
	3 - New Road West	3.02	6.60	13.2	183.7	32.0	31.0		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	3.71	6.87	6.4	18.6	52.0	22.0		
	2 - Bridgend Road (South)	3.64	5.50	19.3	35.7	51.3	14.0		
	3 - A4106 (West)	3.72	7.12	6.5	35.3	51.6	28.0		
	4 - Tyn-y-Caeau Lane	2.00	3.91	4.9	8.4	51.6	16.0		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	3.24	8.27	13.7	57.9	79.3	27.0		
	2 - A4106 (South)	7.08	9.70	5.1	16.1	79.7	28.0		
	3 - Fulmar Road	3.70	8.08	6.3	18.8	79.3	38.0		
	4 - A4229 Pyle Road (North)	3.62	6.65	15.8	19.1	79.7	11.0		

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
N4 - New Road/Mackworth Rd	1 - New Rd (East)	3.74	2.75	3.74	45.0	14.68	10.04	0.0	✓
	2 - Mackworth Road	3.72	2.78	4.46	25.3	11.10	6.56	0.0	
	3 - New Rd (West)	3.58	3.58	4.53	10.2	16.26	15.50	0.0	
N5 - New Road/Aldenham	1 - Aldenham Road (North)	3.00	2.80	3.80	45.0	11.90	8.48	0.0	✓
	2 - New Road (East)	3.00	3.00	3.40	5.7	12.80	10.20	0.0	
	3 - New Road (West)	3.00	2.80	3.80	3.8	15.40	13.60	0.0	✓

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N9a - A4106 Junction (North)	C - A4106 West	6.75		✓	3.20	150.0	✓	7.60
N9b - A4106 Junction (South)	C - Newton Nottage East	6.00				97.8	✓	0.00
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)	7.10				83.0	✓	0.00
	C - Aldenham Road (Southwest)	7.10				122.0	✓	0.00
N11 - Bridgend Road/Manor Grove	C - Bridgend Road South	7.30				60.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visi to (
N9a - A4106 Junction (North)	B - Unclassified link	One lane plus flare		10.00	5.25	3.80	3.60	3.50	✓	1.00	8
N9b - A4106 Junction (South)	B - Unclassified link	One lane plus flare		10.00	5.70	4.10	3.70	3.30	✓	1.00	3
N10 - Newton Nottage Road/Aldenham Road	B - Newton Nottage Road (Southeast)										
	D - Newton Nottage Road (Northwest)	One lane plus flare		10.00	5.46	4.11	3.80	3.80	✓	1.00	2
N11 - Bridgend Road/Manor Grove	B - Manor Grove	One lane plus flare		10.00	4.70	3.52	3.52	3.31	✓	1.00	7

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
N3 - New Road/Eastern Prom	1 - New Road East	1.00	1.00	✓	Distance			5.04	3.60	7.25	5.18
N4 - New Road/Mackworth Rd	1 - New Rd (East)	5.55	5.08		Distance	8.04	5.74				

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N2 - Portway Roundabout	2 - Aldi	1.69	3.00	2.90	1.00	6.00	6.00	7.00
	3 - The Portway	3.19	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N2 - Portway Roundabout	1 - Eastern Prom	0.461	1799
	2 - Aldi	0.421	1462
	3 - The Portway	0.434	1606
	4 - Hillsboro North Car Park	0.415	1482
	5 - Lias Road	0.392	1378
	6 - A4106 (North)	0.564	2445
N3 - New Road/Eastern Prom	1 - New Road East	0.605	1389
	2 - Eastern Prom (South)	0.644	1726
	3 - New Road West	0.638	1555
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.507	934
	2 - Mackworth Road	0.635	910
	3 - New Rd (West)	0.672	1036
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.508	950
	2 - New Road (East)	0.605	815
	3 - New Road (West)	0.504	916
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.575	1532
	2 - Bridgend Road (South)	0.615	1652
	3 - A4106 (West)	0.582	1554
	4 - Tyn-y-Caeau Lane	0.436	847
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.491	1753
	2 - A4106 (South)	0.580	2434
	3 - Fulmar Road	0.435	1486
	4 - A4229 Pyle Road (North)	0.497	1771

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
N10 - Newton Nottage Road/Aldenham Road	A-D	622	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
	B-A	440	0.076	0.193	0.193	-	-	-	0.121	0.275	-	0.193	0.193	0.096
	B-C	574	0.084	0.212	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	B-D, offside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	C-B	645	0.238	0.238	0.340	-	-	-	-	-	-	-	-	-
	D-A	681	-	-	-	-	-	-	0.251	-	0.099	-	-	-
	D-B, nearside lane	532	0.147	0.147	0.333	-	-	-	0.233	0.233	0.092	-	-	-
	D-B, offside lane	540	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
	D-C	540	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N11 - Bridgend Road/Manor Grove	B-A	563	0.097	0.244	0.154	0.349
	B-C	644	0.093	0.235	-	-
	C-B	609	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9a - A4106 Junction (North)	B-A	536	0.094	0.237	0.149	0.339
	B-C	724	0.108	0.273	-	-
	C-B	733	0.275	0.275	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9b - A4106 Junction (South)	B-A	543	0.099	0.250	0.157	0.357
	B-C	754	0.116	0.292	-	-
	C-B	631	0.244	0.244	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Forecast Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N2 - Portway Roundabout	1 - Eastern Prom		ONE HOUR	✓	223	100.000
	2 - Aldi		ONE HOUR	✓	79	100.000
	3 - The Portway		ONE HOUR	✓	284	100.000
	4 - Hillsboro North Car Park		ONE HOUR	✓	26	100.000
	5 - Lias Road		ONE HOUR	✓	449	100.000
	6 - A4106 (North)		ONE HOUR	✓	637	100.000
N3 - New Road/Eastern Prom	1 - New Road East		ONE HOUR	✓	181	100.000
	2 - Eastern Prom (South)		ONE HOUR	✓	258	100.000
	3 - New Road West		ONE HOUR	✓	163	100.000
N4 - New Road/Mackworth Rd	1 - New Rd (East)		ONE HOUR	✓	122	100.000
	2 - Mackworth Road		ONE HOUR	✓	85	100.000
	3 - New Rd (West)		ONE HOUR	✓	133	100.000
N5 - New Road/Aldenham	1 - Aldenham Road (North)		ONE HOUR	✓	163	100.000
	2 - New Road (East)		ONE HOUR	✓	204	100.000
	3 - New Road (West)		ONE HOUR	✓	110	100.000
	1 - A4106 Bridgend Rd (East)		ONE HOUR	✓	5	100.000

N6 - A4106/Bridgend Road	**2 - Bridgend Road (South)**		ONE HOUR	✓	3	100.000
	3 - A4106 (West)		ONE HOUR	✓	4	100.000
	4 - Tyn-y-Caeau Lane		ONE HOUR	✓	0	100.000
N7 - A4106/A4229/Fulmar Rd	**1 - A4106 (East)**		ONE HOUR	✓	719	100.000
	2 - A4106 (South)		ONE HOUR	✓	527	100.000
	3 - Fulmar Road		ONE HOUR	✓	562	100.000
	4 - A4229 Pyle Road (North)		ONE HOUR	✓	655	100.000
N9a - A4106 Junction (North)	**A - A4106 East**		ONE HOUR	✓	442	100.000
	B - Unclassified link		ONE HOUR	✓	211	100.000
	C - A4106 West		ONE HOUR	✓	553	100.000
N9b - A4106 Junction (South)	**A - Newton Nottage West**		ONE HOUR	✓	125	100.000
	B - Unclassified link		ONE HOUR	✓	207	100.000
	C - Newton Nottage East		ONE HOUR	✓	209	100.000
N10 - Newton Nottage Road/Aldenham Road	**A - Bridgend Road (Northeast)**		ONE HOUR	✓	124	100.000
	B - Newton Nottage Road (Southeast)		ONE HOUR	✓	0	100.000
	C - Aldenham Road (Southwest)		ONE HOUR	✓	230	100.000
	D - Newton Nottage Road (Northwest)		ONE HOUR	✓	136	100.000
N11 - Bridgend Road/Manor Grove	**A - Bridgend Road North**		ONE HOUR	✓	316	100.000
	B - Manor Grove		ONE HOUR	✓	268	100.000
	C - Bridgend Road South		ONE HOUR	✓	287	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N2 - Portway Roundabout	1 - Eastern Prom		
	2 - Aldi	[ONEHOUR]	60.00
	3 - The Portway	[ONEHOUR]	60.00
	4 - Hillsboro North Car Park		
	5 - Lias Road		
	6 - A4106 (North)		
N3 - New Road/Eastern Prom	1 - New Road East	[ONEHOUR]	60.00
	2 - Eastern Prom (South)		
	3 - New Road West		
N4 - New Road/Mackworth Rd	1 - New Rd (East)	[ONEHOUR]	60.00
	2 - Mackworth Road		
	3 - New Rd (West)		
N5 - New Road/Aldenham	1 - Aldenham Road (North)		
	2 - New Road (East)		
	3 - New Road (West)		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		
	2 - Bridgend Road (South)		
	3 - A4106 (West)		
	4 - Tyn-y-Caeau Lane		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)		
	2 - A4106 (South)		
	3 - Fulmar Road		
	4 - A4229 Pyle Road (North)		
N9a - A4106 Junction (North)	A - A4106 East		
	B - Unclassified link		
	C - A4106 West		
N9b - A4106 Junction (South)	A - Newton Nottage West		
	B - Unclassified link		
	C - Newton Nottage East		
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)		
	B - Newton Nottage Road (Southeast)		
	C - Aldenham Road (Southwest)		
	D - Newton Nottage Road (Northwest)		
N11 - Bridgend Road/Manor Grove	A - Bridgend Road North		
	B - Manor Grove		
	C - Bridgend Road South		

Origin-Destination Data

Demand (Veh/hr)

N2 - Portway Roundabout

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	24	63	1	61	74
	2 - Aldi	22	0	5	1	11	40
	3 - The Portway	55	17	1	6	13	192
	4 - Hillsboro North Car Park	2	1	3	0	7	13
	5 - Lias Road	68	16	181	3	0	181
	6 - A4106 (North)	153	40	195	73	176	0

N3 - New Road/Eastern Prom

Demand (Veh/hr)

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	2	150	29
	2 - Eastern Prom (South)	123	6	129
	3 - New Road West	27	135	1

N4 - New Road/Mackworth Rd

Demand (Veh/hr)

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	34	88
	2 - Mackworth Road	23	0	62
	3 - New Rd (West)	62	71	0

N5 - New Road/Aldenham

Demand (Veh/hr)

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	70	93
	2 - New Road (East)	146	0	58
	3 - New Road (West)	86	24	0

N10 - Newton Nottage Road/Aldenham Road

Demand (Veh/hr)

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	5	87	32
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	119	1	0	110
	D - Newton Nottage Road (Northwest)	45	15	76	0

N11 - Bridgend Road/Manor Grove

Demand (Veh/hr)

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	150	166
	B - Manor Grove	210	0	58
	C - Bridgend Road South	244	43	0

N6 - A4106/Bridgend Road

Demand (Veh/hr)

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	5	0.78	0
	2 - Bridgend Road (South)	3	0	0.57	0
	3 - A4106 (West)	0	4	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Demand (Veh/hr)

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	223	253	243
	2 - A4106 (South)	210	0	51	266
	3 - Fulmar Road	283	54	0	225
	4 - A4229 Pyle Road (North)	151	324	180	0

N9a - A4106 Junction (North)

Demand (Veh/hr)

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	43	399
	B - Unclassified link	43	0	168
	C - A4106 West	405	148	0

N9b - A4106 Junction (South)

Demand (Veh/hr)

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	52	73
	B - Unclassified link	36	0	171
	C - Newton Nottage East	48	161	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N2 - Portway Roundabout

Heavy Vehicle %

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	0	5	0	3	0
	2 - Aldi	0	0	0	0	0	3
	3 - The Portway	0	0	0	0	0	1
	4 - Hillsboro North Car Park	0	0	0	0	0	0
	5 - Lias Road	4	0	2	0	0	2
	6 - A4106 (North)	1	3	2	0	3	0

N3 - New Road/Eastern Prom

Heavy Vehicle %

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	0	0.68	7
	2 - Eastern Prom (South)	0.82	0	2
	3 - New Road West	0	2	0

N4 - New Road/Mackworth Rd

Heavy Vehicle %

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	0	0
	2 - Mackworth Road	0	0	2
	3 - New Rd (West)	2	0	0

N5 - New Road/Aldenham

Heavy Vehicle %

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	4	1
	2 - New Road (East)	5	0	0
	3 - New Road (West)	2	0	0

N10 - Newton Nottage Road/Aldenham Road

Heavy Vehicle %

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	0	1	6
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	3	0	0	5
	D - Newton Nottage Road (Northwest)	9	0	4	0

N11 - Bridgend Road/Manor Grove

Heavy Vehicle %

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	3	4
	B - Manor Grove	2	0	2
	C - Bridgend Road South	1	0	0

N6 - A4106/Bridgend Road

Heavy Vehicle %

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	0	0	0
	2 - Bridgend Road (South)	0	0	0	0
	3 - A4106 (West)	0	0	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Heavy Vehicle %

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	0.45	0.40	1
	2 - A4106 (South)	2	0	0	2
	3 - Fulmar Road	0.36	0	0	3
	4 - A4229 Pyle Road (North)	3	2	4	0

N9a - A4106 Junction (North)

Heavy Vehicle %

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	0	0.76
	B - Unclassified link	2	0	0
	C - A4106 West	2	0.68	0

N9b - A4106 Junction (South)

Heavy Vehicle %

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	2	1
	B - Unclassified link	0	0	1
	C - Newton Nottage East	4	0.63	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N2 - Portway Roundabout	1 - Eastern Prom	0.18	3.11	0.2	0.5	A	205	307
	2 - Aldi	0.09	4.18	0.1	0.5	A	72	109
	3 - The Portway	0.25	3.87	0.3	1.4	A	261	391
	4 - Hillsboro North Car Park	0.02	3.14	0.0	0.5	A	24	36
	5 - Lias Road	0.42	5.36	0.7	2.6	A	412	618
	6 - A4106 (North)	0.32	2.46	0.5	2.0	A	585	877
N3 - New Road/Eastern Prom	1 - New Road East	0.16	3.41	0.2	0.5	A	166	249
	2 - Eastern Prom (South)	0.17	2.57	0.2	0.5	A	237	355
	3 - New Road West	0.13	3.01	0.2	0.5	A	150	224
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.15	4.73	0.2	0.5	A	112	168
	2 - Mackworth Road	0.11	4.83	0.1	0.5	A	78	117
	3 - New Rd (West)	0.14	4.16	0.2	0.5	A	122	183
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.20	4.90	0.2	1.1	A	150	224
	2 - New Road (East)	0.31	7.16	0.4	1.9	A	187	281
	3 - New Road (West)	0.15	5.18	0.2	0.5	A	101	151
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.00	2.36	0.0	0.5	A	5	7
	2 - Bridgend Road (South)	0.00	0.00	0.0	~1	A	0	0
	3 - A4106 (West)	0.00	0.00	0.0	~1	A	0	0
	4 - Tyn-y-Caeau Lane	0.00	0.00	0.0	~1	A	0	0
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.55	5.60	1.2	1.5	A	660	990
	2 - A4106 (South)	0.30	2.61	0.4	1.5	A	484	725
	3 - Fulmar Road	0.55	7.17	1.2	1.8	A	516	774
	4 - A4229 Pyle Road (North)	0.50	5.09	1.0	1.6	A	601	902

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N9a - A4106 Junction (North)	B-C	0.33	9.37	0.5	2.1	A	154	231
	B-A	0.17	15.04	0.2	0.6	C	39	59
	C-AB	0.27	8.35	0.4	1.4	A	136	204
	C-A						372	557
	A-B						39	59
	A-C						366	549
N9b - A4106 Junction (South)	B-C	0.27	7.07	0.4	1.4	A	157	235
	B-A	0.09	9.07	0.1	0.5	A	33	50
	C-AB	0.31	8.30	0.5	2.0	A	159	239
	C-A						32	49
	A-B						48	72
	A-C						67	100
N10 - Newton Nottage Road/Aldenham Road	B-ACD	0.00	0.00	0.0	~1	A	0	0
	A-BCD	0.07	6.46	0.1	0.5	A	34	52
	A-B						4	6
	A-C						75	113
	D-AB	0.11	7.74	0.1	0.5	A	49	74
	D-BC	0.20	9.99	0.2	1.2	A	76	113
	C-ABD	0.00	4.94	0.0	0.5	A	1	2
	C-D						101	151
	C-A						109	164
N11 - Bridgend Road/Manor Grove	B-C	0.15	10.04	0.2	0.5	B	53	80
	B-A	0.54	18.33	1.2	4.3	C	193	289
	C-AB	0.11	5.67	0.2	1.0	A	59	89
	C-A						204	307
	A-B						138	206
	A-C						152	228

Core Assessment - D2 - 2026 | Forecast Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	N3 - New Road/Eastern Prom - 2 - Eastern Prom (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Vehicle Mix	N4 - New Road/Mackworth Rd	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
N2	Portway Roundabout	Standard Roundabout						1, 2, 3, 4, 5, 6	4.74	A
N3	New Road/Eastern Prom	Standard Roundabout						1, 2, 3	3.10	A
N4	New Road/Mackworth Rd	Mini-roundabout						1, 2, 3	4.84	A
N5	New Road/Aldenham	Mini-roundabout						1, 2, 3	6.46	A
N6	A4106/Bridgend Road	Standard Roundabout						1, 2, 3, 4	3.99	A
N7	A4106/A4229/Fulmar Rd	Standard Roundabout						1, 2, 3, 4	4.98	A
N9a	A4106 Junction (North)	T-Junction	Two-way	Two-way	Two-way				3.00	A
N9b	A4106 Junction (South)	T-Junction	Two-way	Two-way	Two-way				6.26	A
N10	Newton Nottage Road/Aldenham Road	Crossroads	Two-way	Exit Only	Two-way	Two-way			3.94	A
N11	Bridgend Road/Manor Grove	T-Junction	Two-way	Two-way	Two-way				3.52	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		38	N2 - Portway Roundabout - 5 - Lias Road	4.44	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N2 - Portway Roundabout	1	Eastern Prom	To/from the proposed Spine Road		
	2	Aldi	Aldi and Sandy Bay access		
	3	The Portway			
	4	Hillsboro North Car Park			
	5	Lias Road			
	6	A4106 (North)			
N3 - New Road/Eastern Prom	1	New Road East			
	2	Eastern Prom (South)			
	3	New Road West			
N4 - New Road/Mackworth Rd	1	New Rd (East)			
	2	Mackworth Road			
	3	New Rd (West)			
N5 - New Road/Aldenham	1	Aldenham Road (North)			
	2	New Road (East)			
	3	New Road (West)			
N6 - A4106/Bridgend Road	1	A4106 Bridgend Rd (East)			
	2	Bridgend Road (South)			
	3	A4106 (West)			
	4	Tyn-y-Caeau Lane			
N7 - A4106/A4229/Fulmar Rd	1	A4106 (East)			
	2	A4106 (South)			
	3	Fulmar Road			
	4	A4229 Pyle Road (North)			
N9a - A4106 Junction (North)	A	A4106 East			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	A4106 West			Major
N9b - A4106 Junction (South)	A	Newton Nottage West			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	Newton Nottage East			Major
N10 - Newton Nottage Road/Aldenham Road	A	Bridgend Road (Northeast)			Major
	B	Newton Nottage Road (Southeast)			Minor
	C	Aldenham Road (Southwest)			Major
	D	Newton Nottage Road (Northwest)			Minor
N11 - Bridgend Road/Manor Grove	A	Bridgend Road North			Major
	B	Manor Grove			Minor
	C	Bridgend Road South			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N2 - Portway Roundabout	1 - Eastern Prom	5.26	7.22	3.9	18.0	99.4	32.0		
	2 - Aldi	3.71	5.99	6.5	20.7	94.1	28.0		
	3 - The Portway	4.62	7.00	4.9	17.3	88.7	41.0		
	4 - Hillsboro North Car Park	4.48	5.49	3.3	17.8	99.4	34.0		
	5 - Lias Road	3.50	6.12	8.7	16.4	99.1	44.0		
	6 - A4106 (North)	7.29	9.34	4.0	20.2	88.7	30.0		
N3 - New Road/Eastern Prom	1 - New Road East	3.00	4.90	17.3	116.2	31.9	30.0		
	2 - Eastern Prom (South)	3.63	6.50	50.6	16.3	31.0	44.0		
	3 - New Road West	3.02	6.60	13.2	183.7	32.0	31.0		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	3.71	6.87	6.4	18.6	52.0	22.0		
	2 - Bridgend Road (South)	3.64	5.50	19.3	35.7	51.3	14.0		
	3 - A4106 (West)	3.72	7.12	6.5	35.3	51.6	28.0		
	4 - Tyn-y-Caeau Lane	2.00	3.91	4.9	8.4	51.6	16.0		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	3.24	8.27	13.7	57.9	79.3	27.0		
	2 - A4106 (South)	7.08	9.70	5.1	16.1	79.7	28.0		
	3 - Fulmar Road	3.70	8.08	6.3	18.8	79.3	38.0		
	4 - A4229 Pyle Road (North)	3.62	6.65	15.8	19.1	79.7	11.0		

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
N4 - New Road/Mackworth Rd	1 - New Rd (East)	3.74	2.75	3.74	45.0	14.68	10.04	0.0	✓
	2 - Mackworth Road	3.72	2.78	4.46	25.3	11.10	6.56	0.0	
	3 - New Rd (West)	3.58	3.58	4.53	10.2	16.26	15.50	0.0	
N5 - New Road/Aldenham	1 - Aldenham Road (North)	3.00	2.80	3.80	45.0	11.90	8.48	0.0	✓
	2 - New Road (East)	3.00	3.00	3.40	5.7	12.80	10.20	0.0	
	3 - New Road (West)	3.00	2.80	3.80	3.8	15.40	13.60	0.0	✓

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N9a - A4106 Junction (North)	C - A4106 West	6.75		✓	3.20	150.0	✓	7.60
N9b - A4106 Junction (South)	C - Newton Nottage East	6.00				97.8	✓	0.00
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)	7.10				83.0	✓	0.00
	C - Aldenham Road (Southwest)	7.10				122.0	✓	0.00
N11 - Bridgend Road/Manor Grove	C - Bridgend Road South	7.30				60.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visi to (
N9a - A4106 Junction (North)	B - Unclassified link	One lane plus flare		10.00	5.25	3.80	3.60	3.50	✓	1.00	8
N9b - A4106 Junction (South)	B - Unclassified link	One lane plus flare		10.00	5.70	4.10	3.70	3.30	✓	1.00	3
N10 - Newton Nottage Road/Aldenham Road	B - Newton Nottage Road (Southeast)										
	D - Newton Nottage Road (Northwest)	One lane plus flare		10.00	5.46	4.11	3.80	3.80	✓	1.00	2
N11 - Bridgend Road/Manor Grove	B - Manor Grove	One lane plus flare		10.00	4.70	3.52	3.52	3.31	✓	1.00	7

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
N3 - New Road/Eastern Prom	1 - New Road East	1.00	1.00	✓	Distance			5.04	3.60	7.25	5.18
N4 - New Road/Mackworth Rd	1 - New Rd (East)	5.55	5.08		Distance	8.04	5.74				

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N2 - Portway Roundabout	2 - Aldi	1.69	3.00	2.90	1.00	6.00	6.00	7.00
	3 - The Portway	3.19	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N2 - Portway Roundabout	1 - Eastern Prom	0.461	1799
	2 - Aldi	0.421	1462
	3 - The Portway	0.434	1606
	4 - Hillsboro North Car Park	0.415	1482
	5 - Lias Road	0.392	1378
	6 - A4106 (North)	0.564	2445
N3 - New Road/Eastern Prom	1 - New Road East	0.605	1389
	2 - Eastern Prom (South)	0.644	1726
	3 - New Road West	0.638	1555
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.507	934
	2 - Mackworth Road	0.635	910
	3 - New Rd (West)	0.672	1036
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.508	950
	2 - New Road (East)	0.605	815
	3 - New Road (West)	0.504	916
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.575	1532
	2 - Bridgend Road (South)	0.615	1652
	3 - A4106 (West)	0.582	1554
	4 - Tyn-y-Caeau Lane	0.436	847
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.491	1753
	2 - A4106 (South)	0.580	2434
	3 - Fulmar Road	0.435	1486
	4 - A4229 Pyle Road (North)	0.497	1771

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
N10 - Newton Nottage Road/Aldenham Road	A-D	622	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
	B-A	440	0.076	0.193	0.193	-	-	-	0.121	0.275	-	0.193	0.193	0.096
	B-C	574	0.084	0.212	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	B-D, offside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	C-B	645	0.238	0.238	0.340	-	-	-	-	-	-	-	-	-
	D-A	674	-	-	-	-	-	-	0.249	-	0.098	-	-	-
	D-B, nearside lane	526	0.145	0.145	0.329	-	-	-	0.231	0.231	0.091	-	-	-
	D-B, offside lane	546	0.151	0.151	0.342	-	-	-	0.239	0.239	0.095	-	-	-
	D-C	546	-	0.151	0.342	0.120	0.239	0.239	0.239	0.239	0.095	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N11 - Bridgend Road/Manor Grove	B-A	566	0.097	0.246	0.155	0.351
	B-C	640	0.093	0.234	-	-
	C-B	609	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9a - A4106 Junction (North)	B-A	528	0.092	0.234	0.147	0.334
	B-C	734	0.110	0.277	-	-
	C-B	733	0.275	0.275	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9b - A4106 Junction (South)	B-A	546	0.099	0.251	0.158	0.359
	B-C	751	0.115	0.291	-	-
	C-B	631	0.244	0.244	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Forecast Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N2 - Portway Roundabout	1 - Eastern Prom		ONE HOUR	✓	299	100.000
	2 - Aldi		ONE HOUR	✓	166	100.000
	3 - The Portway		ONE HOUR	✓	367	100.000
	4 - Hillsboro North Car Park		ONE HOUR	✓	79	100.000
	5 - Lias Road		ONE HOUR	✓	575	100.000
	6 - A4106 (North)		ONE HOUR	✓	558	100.000
N3 - New Road/Eastern Prom	1 - New Road East		ONE HOUR	✓	195	100.000
	2 - Eastern Prom (South)		ONE HOUR	✓	366	100.000
	3 - New Road West		ONE HOUR	✓	173	100.000
N4 - New Road/Mackworth Rd	1 - New Rd (East)		ONE HOUR	✓	162	100.000
	2 - Mackworth Road		ONE HOUR	✓	111	100.000
	3 - New Rd (West)		ONE HOUR	✓	194	100.000
N5 - New Road/Aldenham	1 - Aldenham Road (North)		ONE HOUR	✓	280	100.000
	2 - New Road (East)		ONE HOUR	✓	224	100.000
	3 - New Road (West)		ONE HOUR	✓	183	100.000
	1 - A4106 Bridgend Rd (East)		ONE HOUR	✓	554	100.000

N6 - A4106/Bridgend Road	**2 - Bridgend Road (South)**		ONE HOUR	✓	305	100.000
	3 - A4106 (West)		ONE HOUR	✓	421	100.000
	4 - Tyn-y-Caeau Lane		ONE HOUR	✓	7	100.000
N7 - A4106/A4229/Fulmar Rd	**1 - A4106 (East)**		ONE HOUR	✓	672	100.000
	2 - A4106 (South)		ONE HOUR	✓	588	100.000
	3 - Fulmar Road		ONE HOUR	✓	392	100.000
	4 - A4229 Pyle Road (North)		ONE HOUR	✓	836	100.000
N9a - A4106 Junction (North)	**A - A4106 East**		ONE HOUR	✓	508	100.000
	B - Unclassified link		ONE HOUR	✓	199	100.000
	C - A4106 West		ONE HOUR	✓	591	100.000
N9b - A4106 Junction (South)	**A - Newton Nottage West**		ONE HOUR	✓	111	100.000
	B - Unclassified link		ONE HOUR	✓	262	100.000
	C - Newton Nottage East		ONE HOUR	✓	229	100.000
N10 - Newton Nottage Road/Aldenham Road	**A - Bridgend Road (Northeast)**		ONE HOUR	✓	182	100.000
	B - Newton Nottage Road (Southeast)		ONE HOUR	✓	0	100.000
	C - Aldenham Road (Southwest)		ONE HOUR	✓	276	100.000
	D - Newton Nottage Road (Northwest)		ONE HOUR	✓	215	100.000
N11 - Bridgend Road/Manor Grove	**A - Bridgend Road North**		ONE HOUR	✓	458	100.000
	B - Manor Grove		ONE HOUR	✓	191	100.000
	C - Bridgend Road South		ONE HOUR	✓	234	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N2 - Portway Roundabout	1 - Eastern Prom		
	2 - Aldi	[ONEHOUR]	60.00
	3 - The Portway	[ONEHOUR]	60.00
	4 - Hillsboro North Car Park		
	5 - Lias Road		
	6 - A4106 (North)		
N3 - New Road/Eastern Prom	1 - New Road East	[ONEHOUR]	60.00
	2 - Eastern Prom (South)		
	3 - New Road West		
N4 - New Road/Mackworth Rd	1 - New Rd (East)	[ONEHOUR]	60.00
	2 - Mackworth Road		
	3 - New Rd (West)		
N5 - New Road/Aldenham	1 - Aldenham Road (North)		
	2 - New Road (East)		
	3 - New Road (West)		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		
	2 - Bridgend Road (South)		
	3 - A4106 (West)		
	4 - Tyn-y-Caeau Lane		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)		
	2 - A4106 (South)		
	3 - Fulmar Road		
	4 - A4229 Pyle Road (North)		
N9a - A4106 Junction (North)	A - A4106 East		
	B - Unclassified link		
	C - A4106 West		
N9b - A4106 Junction (South)	A - Newton Nottage West		
	B - Unclassified link		
	C - Newton Nottage East		
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)		
	B - Newton Nottage Road (Southeast)		
	C - Aldenham Road (Southwest)		
	D - Newton Nottage Road (Northwest)		
N11 - Bridgend Road/Manor Grove	A - Bridgend Road North		
	B - Manor Grove		
	C - Bridgend Road South		

Origin-Destination Data

Demand (Veh/hr)

N2 - Portway Roundabout

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	39	56	5	63	136
	2 - Aldi	37	0	33	1	21	74
	3 - The Portway	77	30	0	6	8	246
	4 - Hillsboro North Car Park	7	1	7	0	3	61
	5 - Lias Road	87	15	235	1	2	235
	6 - A4106 (North)	117	95	172	32	141	1

N3 - New Road/Eastern Prom

Demand (Veh/hr)

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	4	154	37
	2 - Eastern Prom (South)	192	23	151
	3 - New Road West	47	125	1

N4 - New Road/Mackworth Rd

Demand (Veh/hr)

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	55	107
	2 - Mackworth Road	33	0	78
	3 - New Rd (West)	108	86	0

N5 - New Road/Aldenham

Demand (Veh/hr)

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	145	135
	2 - New Road (East)	154	0	70
	3 - New Road (West)	122	61	0

N10 - Newton Nottage Road/Aldenham Road

Demand (Veh/hr)

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	8	146	28
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	137	5	0	134
	D - Newton Nottage Road (Northwest)	49	32	134	0

N11 - Bridgend Road/Manor Grove

Demand (Veh/hr)

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	203	255
	B - Manor Grove	157	0	34
	C - Bridgend Road South	178	56	0

N6 - A4106/Bridgend Road

Demand (Veh/hr)

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	213	341	0
	2 - Bridgend Road (South)	179	0	123	3
	3 - A4106 (West)	263	154	0	4
	4 - Tyn-y-Caeau Lane	1	3	3	0

N7 - A4106/A4229/Fulmar Rd

Demand (Veh/hr)

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	205	283	184
	2 - A4106 (South)	218	0	118	252
	3 - Fulmar Road	184	83	0	125
	4 - A4229 Pyle Road (North)	282	325	229	0

N9a - A4106 Junction (North)

Demand (Veh/hr)

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	64	444
	B - Unclassified link	23	0	176
	C - A4106 West	401	190	0

N9b - A4106 Junction (South)

Demand (Veh/hr)

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	36	75
	B - Unclassified link	53	0	209
	C - Newton Nottage East	54	175	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N2 - Portway Roundabout

Heavy Vehicle %

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	0	2	0	2	2
	2 - Aldi	0	0	0	0	0	0
	3 - The Portway	3	0	0	0	0	1
	4 - Hillsboro North Car Park	0	0	0	0	0	0
	5 - Lias Road	2	0	0.43	0	0	0.43
	6 - A4106 (North)	2	0	1	0	0	0

N3 - New Road/Eastern Prom

Heavy Vehicle %

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	0	0	0
	2 - Eastern Prom (South)	0.53	0	1
	3 - New Road West	0	2	0

N4 - New Road/Mackworth Rd

Heavy Vehicle %

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	0	0
	2 - Mackworth Road	0	0	0
	3 - New Rd (West)	0	0	0

N5 - New Road/Aldenham

Heavy Vehicle %

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	0.70	2
	2 - New Road (East)	0.66	0	0
	3 - New Road (West)	0.83	0	0

N10 - Newton Nottage Road/Aldenham Road

Heavy Vehicle %

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	0	2	7
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	1	0	0	0
	D - Newton Nottage Road (Northwest)	2	0	0	0

N11 - Bridgend Road/Manor Grove

Heavy Vehicle %

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	0.50	2
	B - Manor Grove	0.65	0	0
	C - Bridgend Road South	2	2	0

N6 - A4106/Bridgend Road

Heavy Vehicle %

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	2	0.30	0
	2 - Bridgend Road (South)	2	0	2	0
	3 - A4106 (West)	2	0	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Heavy Vehicle %

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	0	0	0
	2 - A4106 (South)	0	0	0	0.80
	3 - Fulmar Road	0	0	0	4
	4 - A4229 Pyle Road (North)	0	0.62	1	0

N9a - A4106 Junction (North)

Heavy Vehicle %

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	0	0.46
	B - Unclassified link	0	0	1
	C - A4106 West	0.25	0	0

N9b - A4106 Junction (South)

Heavy Vehicle %

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	0	5
	B - Unclassified link	0	0	0.48
	C - Newton Nottage East	2	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N2 - Portway Roundabout	1 - Eastern Prom	0.23	3.35	0.3	1.3	A	274	412
	2 - Aldi	0.19	4.61	0.2	0.7	A	152	228
	3 - The Portway	0.33	4.40	0.5	2.2	A	337	505
	4 - Hillsboro North Car Park	0.08	3.57	0.1	0.5	A	72	109
	5 - Lias Road	0.59	8.16	1.4	1.8	A	528	791
	6 - A4106 (North)	0.29	2.40	0.4	1.3	A	512	768
N3 - New Road/Eastern Prom	1 - New Road East	0.17	3.40	0.2	0.5	A	179	268
	2 - Eastern Prom (South)	0.24	2.81	0.3	1.3	A	336	504
	3 - New Road West	0.15	3.35	0.2	0.5	A	159	238
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.20	5.08	0.3	1.1	A	149	223
	2 - Mackworth Road	0.15	5.05	0.2	0.5	A	102	153
	3 - New Rd (West)	0.21	4.51	0.3	1.2	A	178	267
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.34	6.02	0.5	2.4	A	257	385
	2 - New Road (East)	0.34	7.59	0.5	2.4	A	206	308
	3 - New Road (West)	0.24	5.77	0.3	1.4	A	168	252
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.43	4.45	0.8	2.4	A	508	763
	2 - Bridgend Road (South)	0.24	3.43	0.3	1.3	A	280	420
	3 - A4106 (West)	0.33	3.76	0.5	2.1	A	386	579
	4 - Tyn-y-Caeau Lane	0.01	6.55	0.0	0.5	A	6	10
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.53	5.40	1.1	1.4	A	617	925
	2 - A4106 (South)	0.33	2.70	0.5	2.0	A	540	809
	3 - Fulmar Road	0.37	4.96	0.6	2.7	A	360	540
	4 - A4229 Pyle Road (North)	0.62	6.25	1.6	2.0	A	767	1151

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N9a - A4106 Junction (North)	B-C	0.34	9.62	0.5	2.4	A	162	242
	B-A	0.10	15.24	0.1	0.5	C	21	32
	C-AB	0.36	9.74	0.6	2.6	A	174	262
	C-A						368	552
	A-B						59	88
	A-C						407	611
N9b - A4106 Junction (South)	B-C	0.33	7.82	0.5	2.3	A	192	288
	B-A	0.14	9.82	0.2	0.5	A	49	73
	C-AB	0.34	8.59	0.5	2.5	A	175	262
	C-A						35	53
	A-B						33	50
	A-C						69	103
N10 - Newton Nottage Road/Aldenham Road	B-ACD	0.00	0.00	0.0	~1	A	0	0
	A-BCD	0.07	6.10	0.1	0.6	A	34	50
	A-B						7	10
	A-C						127	190
	D-AB	0.16	9.00	0.2	0.5	A	64	95
	D-BC	0.35	12.21	0.5	2.5	B	134	200
	C-ABD	0.01	4.88	0.0	0.5	A	7	10
	C-D						122	183
	C-A						125	187
N11 - Bridgend Road/Manor Grove	B-C	0.08	8.48	0.1	0.5	A	31	47
	B-A	0.41	14.74	0.7	3.1	B	144	216
	C-AB	0.14	6.69	0.2	0.5	A	71	106
	C-A						144	216
	A-B						186	279
	A-C						234	351

Core Assessment - D3 - 2026 | Total Traffic | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	N3 - New Road/Eastern Prom - 2 - Eastern Prom (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
N2	Portway Roundabout	Standard Roundabout						1, 2, 3, 4, 5, 6	4.23	A
N3	New Road/Eastern Prom	Standard Roundabout						1, 2, 3	3.10	A
N4	New Road/Mackworth Rd	Mini-roundabout						1, 2, 3	5.09	A
N5	New Road/Aldenham	Mini-roundabout						1, 2, 3	6.36	A
N6	A4106/Bridgend Road	Standard Roundabout						1, 2, 3, 4	4.12	A
N7	A4106/A4229/Fulmar Rd	Standard Roundabout						1, 2, 3, 4	6.54	A
N9a	A4106 Junction (North)	T-Junction	Two-way	Two-way	Two-way				2.80	A
N9b	A4106 Junction (South)	T-Junction	Two-way	Two-way	Two-way				5.48	A
N10	Newton Nottage Road/Aldenham Road	Crossroads	Two-way	Exit Only	Two-way	Two-way			2.64	A
N11	Bridgend Road/Manor Grove	T-Junction	Two-way	Two-way	Two-way				5.59	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		17	N11 - Bridgend Road/Manor Grove - Stream B-A	4.79	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N2 - Portway Roundabout	1	Eastern Prom	To/from the proposed Spine Road		
	2	Aldi	Aldi and Sandy Bay access		
	3	The Portway			
	4	Hillsboro North Car Park			
	5	Lias Road			
	6	A4106 (North)			
N3 - New Road/Eastern Prom	1	New Road East			
	2	Eastern Prom (South)			
	3	New Road West			
N4 - New Road/Mackworth Rd	1	New Rd (East)			
	2	Mackworth Road			
	3	New Rd (West)			
N5 - New Road/Aldenham	1	Aldenham Road (North)			
	2	New Road (East)			
	3	New Road (West)			
N6 - A4106/Bridgend Road	1	A4106 Bridgend Rd (East)			
	2	Bridgend Road (South)			
	3	A4106 (West)			
	4	Tyn-y-Caeau Lane			
N7 - A4106/A4229/Fulmar Rd	1	A4106 (East)			
	2	A4106 (South)			
	3	Fulmar Road			
	4	A4229 Pyle Road (North)			
N9a - A4106 Junction (North)	A	A4106 East			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	A4106 West			Major
N9b - A4106 Junction (South)	A	Newton Nottage West			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	Newton Nottage East			Major
N10 - Newton Nottage Road/Aldenham Road	A	Bridgend Road (Northeast)			Major
	B	Newton Nottage Road (Southeast)			Minor
	C	Aldenham Road (Southwest)			Major
	D	Newton Nottage Road (Northwest)			Minor
N11 - Bridgend Road/Manor Grove	A	Bridgend Road North			Major
	B	Manor Grove			Minor
	C	Bridgend Road South			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N2 - Portway Roundabout	1 - Eastern Prom	5.26	7.22	3.9	18.0	99.4	32.0		
	2 - Aldi	3.71	5.99	6.5	20.7	94.1	28.0		
	3 - The Portway	4.62	7.00	4.9	17.3	88.7	41.0		
	4 - Hillsboro North Car Park	4.48	5.49	3.3	17.8	99.4	34.0		
	5 - Lias Road	3.50	6.12	8.7	16.4	99.1	44.0		
	6 - A4106 (North)	7.29	9.34	4.0	20.2	88.7	30.0		
N3 - New Road/Eastern Prom	1 - New Road East	3.00	4.90	17.3	116.2	31.9	30.0		
	2 - Eastern Prom (South)	3.63	6.50	50.6	16.3	31.0	44.0		
	3 - New Road West	3.02	6.60	13.2	183.7	32.0	31.0		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	3.71	6.87	6.4	18.6	52.0	22.0		
	2 - Bridgend Road (South)	3.64	5.50	19.3	35.7	51.3	14.0		
	3 - A4106 (West)	3.72	7.12	6.5	35.3	51.6	28.0		
	4 - Tyn-y-Caeau Lane	2.00	3.91	4.9	8.4	51.6	16.0		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	3.24	8.27	13.7	57.9	79.3	27.0		
	2 - A4106 (South)	7.08	9.70	5.1	16.1	79.7	28.0		
	3 - Fulmar Road	3.70	8.08	6.3	18.8	79.3	38.0		
	4 - A4229 Pyle Road (North)	3.62	6.65	15.8	19.1	79.7	11.0		

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
N4 - New Road/Mackworth Rd	1 - New Rd (East)	3.74	2.75	3.74	45.0	14.68	10.04	0.0	✓
	2 - Mackworth Road	3.72	2.78	4.46	25.3	11.10	6.56	0.0	
	3 - New Rd (West)	3.58	3.58	4.53	10.2	16.26	15.50	0.0	
N5 - New Road/Aldenham	1 - Aldenham Road (North)	3.00	2.80	3.80	45.0	11.90	8.48	0.0	✓
	2 - New Road (East)	3.00	3.00	3.40	5.7	12.80	10.20	0.0	
	3 - New Road (West)	3.00	2.80	3.80	3.8	15.40	13.60	0.0	✓

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N9a - A4106 Junction (North)	C - A4106 West	6.75		✓	3.20	150.0	✓	7.60
N9b - A4106 Junction (South)	C - Newton Nottage East	6.00				97.8	✓	0.00
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)	7.10				83.0	✓	0.00
	C - Aldenham Road (Southwest)	7.10				122.0	✓	0.00
N11 - Bridgend Road/Manor Grove	C - Bridgend Road South	7.30				60.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visi to (
N9a - A4106 Junction (North)	B - Unclassified link	One lane plus flare		10.00	5.25	3.80	3.60	3.50	✓	1.00	8
N9b - A4106 Junction (South)	B - Unclassified link	One lane plus flare		10.00	5.70	4.10	3.70	3.30	✓	1.00	3
N10 - Newton Nottage Road/Aldenham Road	B - Newton Nottage Road (Southeast)										
	D - Newton Nottage Road (Northwest)	One lane plus flare		10.00	5.46	4.11	3.80	3.80	✓	1.00	2
N11 - Bridgend Road/Manor Grove	B - Manor Grove	One lane plus flare		10.00	4.70	3.52	3.52	3.31	✓	1.00	7

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
N3 - New Road/Eastern Prom	1 - New Road East	1.00	1.00	✓	Distance			5.04	3.60	7.25	5.18
N4 - New Road/Mackworth Rd	1 - New Rd (East)	5.55	5.08		Distance	8.04	5.74				

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N2 - Portway Roundabout	2 - Aldi	1.69	3.00	2.90	1.00	6.00	6.00	7.00
	3 - The Portway	3.19	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N2 - Portway Roundabout	1 - Eastern Prom	0.461	1799
	2 - Aldi	0.421	1462
	3 - The Portway	0.434	1606
	4 - Hillsboro North Car Park	0.415	1482
	5 - Lias Road	0.392	1378
	6 - A4106 (North)	0.564	2445
N3 - New Road/Eastern Prom	1 - New Road East	0.605	1389
	2 - Eastern Prom (South)	0.644	1726
	3 - New Road West	0.638	1555
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.507	934
	2 - Mackworth Road	0.635	910
	3 - New Rd (West)	0.672	1036
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.508	950
	2 - New Road (East)	0.605	815
	3 - New Road (West)	0.504	916
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.575	1532
	2 - Bridgend Road (South)	0.615	1652
	3 - A4106 (West)	0.582	1554
	4 - Tyn-y-Caeau Lane	0.436	847
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.491	1753
	2 - A4106 (South)	0.580	2434
	3 - Fulmar Road	0.435	1486
	4 - A4229 Pyle Road (North)	0.497	1771

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
N10 - Newton Nottage Road/Aldenham Road	A-D	622	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
	B-A	440	0.076	0.193	0.193	-	-	-	0.121	0.275	-	0.193	0.193	0.096
	B-C	574	0.084	0.212	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	B-D, offside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	C-B	645	0.238	0.238	0.340	-	-	-	-	-	-	-	-	-
	D-A	681	-	-	-	-	-	-	0.251	-	0.099	-	-	-
	D-B, nearside lane	532	0.147	0.147	0.333	-	-	-	0.233	0.233	0.092	-	-	-
	D-B, offside lane	540	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
	D-C	540	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N11 - Bridgend Road/Manor Grove	B-A	563	0.097	0.244	0.154	0.349
	B-C	644	0.093	0.235	-	-
	C-B	609	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9a - A4106 Junction (North)	B-A	536	0.094	0.237	0.149	0.339
	B-C	724	0.108	0.273	-	-
	C-B	733	0.275	0.275	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9b - A4106 Junction (South)	B-A	543	0.099	0.250	0.157	0.357
	B-C	754	0.116	0.292	-	-
	C-B	631	0.244	0.244	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026	Total Traffic	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N2 - Portway Roundabout	1 - Eastern Prom		ONE HOUR	✓	319	100.000
	2 - Aldi		ONE HOUR	✓	189	100.000
	3 - The Portway		ONE HOUR	✓	424	100.000
	4 - Hillsboro North Car Park		ONE HOUR	✓	3	100.000
	5 - Lias Road		ONE HOUR	✓	447	100.000
	6 - A4106 (North)		ONE HOUR	✓	754	100.000
N3 - New Road/Eastern Prom	1 - New Road East		ONE HOUR	✓	239	100.000
	2 - Eastern Prom (South)		ONE HOUR	✓	293	100.000
	3 - New Road West		ONE HOUR	✓	163	100.000
N4 - New Road/Mackworth Rd	1 - New Rd (East)		ONE HOUR	✓	202	100.000
	2 - Mackworth Road		ONE HOUR	✓	123	100.000
	3 - New Rd (West)		ONE HOUR	✓	167	100.000
N5 - New Road/Aldenham	1 - Aldenham Road (North)		ONE HOUR	✓	243	100.000
	2 - New Road (East)		ONE HOUR	✓	204	100.000
	3 - New Road (West)		ONE HOUR	✓	141	100.000
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		ONE HOUR	✓	532	100.000
	2 - Bridgend Road (South)		ONE HOUR	✓	389	100.000
	3 - A4106 (West)		ONE HOUR	✓	495	100.000

	4 - Tyn-y-Caeau Lane		ONE HOUR	✓	3	100.000
N7 - A4106/A4229/Fulmar Rd	**1 - A4106 (East)**		ONE HOUR	✓	798	100.000
	2 - A4106 (South)		ONE HOUR	✓	746	100.000
	3 - Fulmar Road		ONE HOUR	✓	570	100.000
	4 - A4229 Pyle Road (North)		ONE HOUR	✓	794	100.000
N9a - A4106 Junction (North)	**A - A4106 East**		ONE HOUR	✓	521	100.000
	B - Unclassified link		ONE HOUR	✓	211	100.000
	C - A4106 West		ONE HOUR	✓	599	100.000
N9b - A4106 Junction (South)	**A - Newton Nottage West**		ONE HOUR	✓	125	100.000
	B - Unclassified link		ONE HOUR	✓	207	100.000
	C - Newton Nottage East		ONE HOUR	✓	209	100.000
N10 - Newton Nottage Road/Aldenham Road	**A - Bridgend Road (Northeast)**		ONE HOUR	✓	204	100.000
	B - Newton Nottage Road (Southeast)		ONE HOUR	✓	0	100.000
	C - Aldenham Road (Southwest)		ONE HOUR	✓	261	100.000
	D - Newton Nottage Road (Northwest)		ONE HOUR	✓	136	100.000
N11 - Bridgend Road/Manor Grove	**A - Bridgend Road North**		ONE HOUR	✓	396	100.000
	B - Manor Grove		ONE HOUR	✓	268	100.000
	C - Bridgend Road South		ONE HOUR	✓	318	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N2 - Portway Roundabout	1 - Eastern Prom		
	2 - Aldi	[ONEHOUR]	60.00
	3 - The Portway	[ONEHOUR]	60.00
	4 - Hillsboro North Car Park		
	5 - Lias Road		
	6 - A4106 (North)		
N3 - New Road/Eastern Prom	1 - New Road East	[ONEHOUR]	60.00
	2 - Eastern Prom (South)		
	3 - New Road West		
N4 - New Road/Mackworth Rd	1 - New Rd (East)	[ONEHOUR]	60.00
	2 - Mackworth Road		
	3 - New Rd (West)		
N5 - New Road/Aldenham	1 - Aldenham Road (North)		
	2 - New Road (East)		
	3 - New Road (West)		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		
	2 - Bridgend Road (South)		
	3 - A4106 (West)		
	4 - Tyn-y-Caeau Lane		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)		
	2 - A4106 (South)		
	3 - Fulmar Road		
	4 - A4229 Pyle Road (North)		
N9a - A4106 Junction (North)	A - A4106 East		
	B - Unclassified link		
	C - A4106 West		
N9b - A4106 Junction (South)	A - Newton Nottage West		
	B - Unclassified link		
	C - Newton Nottage East		
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)		
	B - Newton Nottage Road (Southeast)		
	C - Aldenham Road (Southwest)		
	D - Newton Nottage Road (Northwest)		
N11 - Bridgend Road/Manor Grove	A - Bridgend Road North		
	B - Manor Grove		
	C - Bridgend Road South		

Origin-Destination Data

Demand (Veh/hr)

N2 - Portway Roundabout

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	25	68	0	72	154
	2 - Aldi	22	0	52	0	14	101
	3 - The Portway	65	55	1	1	23	279
	4 - Hillsboro North Car Park	1	0	0	0	1	1
	5 - Lias Road	68	17	181	0	0	181
	6 - A4106 (North)	227	95	249	7	176	0

N3 - New Road/Eastern Prom

Demand (Veh/hr)

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	2	208	29
	2 - Eastern Prom (South)	158	6	129
	3 - New Road West	27	135	1

N4 - New Road/Mackworth Rd

Demand (Veh/hr)

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	82	120
	2 - Mackworth Road	36	0	87
	3 - New Rd (West)	80	87	0

N5 - New Road/Aldenham

Demand (Veh/hr)

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	70	173
	2 - New Road (East)	146	0	58
	3 - New Road (West)	117	24	0

N10 - Newton Nottage Road/Aldenham Road

Demand (Veh/hr)

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	5	167	32
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	150	1	0	110
	D - Newton Nottage Road (Northwest)	45	15	76	0

N11 - Bridgend Road/Manor Grove

Demand (Veh/hr)

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	150	246
	B - Manor Grove	210	0	58
	C - Bridgend Road South	275	43	0

N6 - A4106/Bridgend Road

Demand (Veh/hr)

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	192	339	1
	2 - Bridgend Road (South)	212	0	177	0
	3 - A4106 (West)	356	138	0	1
	4 - Tyn-y-Caeau Lane	1	1	1	0

N7 - A4106/A4229/Fulmar Rd

Demand (Veh/hr)

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	302	253	243
	2 - A4106 (South)	257	0	58	431
	3 - Fulmar Road	283	62	0	225
	4 - A4229 Pyle Road (North)	151	463	180	0

N9a - A4106 Junction (North)

Demand (Veh/hr)

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	43	478
	B - Unclassified link	43	0	168
	C - A4106 West	451	148	0

N9b - A4106 Junction (South)

Demand (Veh/hr)

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	52	73
	B - Unclassified link	36	0	171
	C - Newton Nottage East	48	161	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N2 - Portway Roundabout

Heavy Vehicle %

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	0	5	0	3	0.45
	2 - Aldi	0	0	0.05	0	0.30	2
	3 - The Portway	0.03	0.03	0	0	0.25	1
	4 - Hillsboro North Car Park	0.46	0	0	0	0	0
	5 - Lias Road	4	0.21	2	0	0	2
	6 - A4106 (North)	1	2	2	0	3	0

N3 - New Road/Eastern Prom

Heavy Vehicle %

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	0	0.83	7
	2 - Eastern Prom (South)	0.96	0	2
	3 - New Road West	0	2	0

N4 - New Road/Mackworth Rd

Heavy Vehicle %

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	1	0
	2 - Mackworth Road	2	0	3
	3 - New Rd (West)	1	1	0

N5 - New Road/Aldenham

Heavy Vehicle %

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	4	0.87
	2 - New Road (East)	5	0	0
	3 - New Road (West)	2	0	0

N10 - Newton Nottage Road/Aldenham Road

Heavy Vehicle %

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	0	0.90	6
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	3	0	0	5
	D - Newton Nottage Road (Northwest)	9	0	4	0

N11 - Bridgend Road/Manor Grove

Heavy Vehicle %

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	3	3
	B - Manor Grove	2	0	2
	C - Bridgend Road South	1	0	0

N6 - A4106/Bridgend Road

Heavy Vehicle %

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	3	0.89	0
	2 - Bridgend Road (South)	3	0	0.57	0
	3 - A4106 (West)	0.16	4	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Heavy Vehicle %

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	0.66	0.40	1
	2 - A4106 (South)	2	0	0.14	2
	3 - Fulmar Road	0.36	0.12	0	3
	4 - A4229 Pyle Road (North)	3	2	4	0

N9a - A4106 Junction (North)

Heavy Vehicle %

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	0	0.84
	B - Unclassified link	2	0	0
	C - A4106 West	2	0.68	0

N9b - A4106 Junction (South)

Heavy Vehicle %

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	2	1
	B - Unclassified link	0	0	1
	C - Newton Nottage East	4	0.63	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N2 - Portway Roundabout	1 - Eastern Prom	0.26	3.54	0.3	1.4	A	293	439
	2 - Aldi	0.22	5.01	0.3	1.2	A	173	260
	3 - The Portway	0.38	4.79	0.6	2.8	A	389	584
	4 - Hillsboro North Car Park	0.00	0.00	0.0	~1	A	0	0
	5 - Lias Road	0.47	6.38	0.9	2.6	A	410	615
	6 - A4106 (North)	0.39	2.74	0.6	2.8	A	692	1038
N3 - New Road/Eastern Prom	1 - New Road East	0.21	3.62	0.3	1.1	A	219	329
	2 - Eastern Prom (South)	0.19	2.65	0.2	0.5	A	269	403
	3 - New Road West	0.13	3.13	0.2	0.5	A	150	224
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.25	5.46	0.3	1.5	A	185	278
	2 - Mackworth Road	0.17	5.37	0.2	0.5	A	113	169
	3 - New Rd (West)	0.18	4.43	0.2	0.7	A	153	230
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.29	5.52	0.4	1.7	A	223	334
	2 - New Road (East)	0.33	7.98	0.5	2.2	A	187	281
	3 - New Road (West)	0.19	5.44	0.2	1.0	A	129	194
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.41	4.32	0.7	2.6	A	488	732
	2 - Bridgend Road (South)	0.31	3.72	0.4	1.8	A	357	535
	3 - A4106 (West)	0.39	4.22	0.6	2.7	A	454	681
	4 - Tyn-y-Caeau Lane	0.00	0.00	0.0	~1	A	0	0
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.65	7.57	1.8	2.5	A	732	1098
	2 - A4106 (South)	0.42	3.15	0.7	2.7	A	685	1027
	3 - Fulmar Road	0.62	9.18	1.6	2.4	A	523	785
	4 - A4229 Pyle Road (North)	0.62	6.79	1.6	2.0	A	729	1093

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N9a - A4106 Junction (North)	B-C	0.34	10.07	0.5	2.3	B	154	231
	B-A	0.18	17.06	0.2	1.0	C	39	59
	C-AB	0.29	8.84	0.4	1.6	A	136	204
	C-A						414	621
	A-B						39	59
	A-C						439	658
N9b - A4106 Junction (South)	B-C	0.27	7.07	0.4	1.4	A	157	235
	B-A	0.09	9.07	0.1	0.5	A	33	50
	C-AB	0.31	8.30	0.5	2.0	A	159	239
	C-A						32	49
	A-B						48	72
	A-C						67	100
N10 - Newton Nottage Road/Aldenham Road	B-ACD	0.00	0.00	0.0	~1	A	0	0
	A-BCD	0.08	5.98	0.1	0.8	A	39	59
	A-B						4	6
	A-C						144	215
	D-AB	0.12	7.96	0.1	0.5	A	49	74
	D-BC	0.21	10.59	0.3	1.3	B	75	113
	C-ABD	0.00	4.93	0.0	0.5	A	1	2
	C-D						101	151
	C-A						137	206
N11 - Bridgend Road/Manor Grove	B-C	0.16	11.11	0.2	0.5	B	53	80
	B-A	0.58	21.20	1.3	5.2	C	193	289
	C-AB	0.11	5.65	0.2	1.2	A	63	94
	C-A						229	344
	A-B						138	206
	A-C						226	339

Core Assessment - D4 - 2026 | Total Traffic | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	N4 - New Road/Mackworth Rd	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 94% of the total flow for the roundabout for one or more time segments]
Warning	Geometry	N3 - New Road/Eastern Prom - 2 - Eastern Prom (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
N2	Portway Roundabout	Standard Roundabout						1, 2, 3, 4, 5, 6	6.34	A
N3	New Road/Eastern Prom	Standard Roundabout						1, 2, 3	2.98	A
N4	New Road/Mackworth Rd	Mini-roundabout						1, 2, 3	4.54	A
N5	New Road/Aldenham	Mini-roundabout						1, 2, 3	6.48	A
N6	A4106/Bridgend Road	Standard Roundabout						1, 2, 3, 4	4.76	A
N7	A4106/A4229/Fulmar Rd	Standard Roundabout						1, 2, 3, 4	7.00	A
N9a	A4106 Junction (North)	T-Junction	Two-way	Two-way	Two-way				2.88	A
N9b	A4106 Junction (South)	T-Junction	Two-way	Two-way	Two-way				6.26	A
N10	Newton Nottage Road/Aldenham Road	Crossroads	Two-way	Exit Only	Two-way	Two-way			3.93	A
N11	Bridgend Road/Manor Grove	T-Junction	Two-way	Two-way	Two-way				3.51	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		19	N2 - Portway Roundabout - 5 - Lias Road	5.33	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N2 - Portway Roundabout	1	Eastern Prom	To/from the proposed Spine Road		
	2	Aldi	Aldi and Sandy Bay access		
	3	The Portway			
	4	Hillsboro North Car Park			
	5	Lias Road			
	6	A4106 (North)			
N3 - New Road/Eastern Prom	1	New Road East			
	2	Eastern Prom (South)			
	3	New Road West			
N4 - New Road/Mackworth Rd	1	New Rd (East)			
	2	Mackworth Road			
	3	New Rd (West)			
N5 - New Road/Aldenham	1	Aldenham Road (North)			
	2	New Road (East)			
	3	New Road (West)			
N6 - A4106/Bridgend Road	1	A4106 Bridgend Rd (East)			
	2	Bridgend Road (South)			
	3	A4106 (West)			
	4	Tyn-y-Caeau Lane			
N7 - A4106/A4229/Fulmar Rd	1	A4106 (East)			
	2	A4106 (South)			
	3	Fulmar Road			
	4	A4229 Pyle Road (North)			
N9a - A4106 Junction (North)	A	A4106 East			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	A4106 West			Major
N9b - A4106 Junction (South)	A	Newton Nottage West			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	Newton Nottage East			Major
N10 - Newton Nottage Road/Aldenham Road	A	Bridgend Road (Northeast)			Major
	B	Newton Nottage Road (Southeast)			Minor
	C	Aldenham Road (Southwest)			Major
	D	Newton Nottage Road (Northwest)			Minor
N11 - Bridgend Road/Manor Grove	A	Bridgend Road North			Major
	B	Manor Grove			Minor
	C	Bridgend Road South			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N2 - Portway Roundabout	1 - Eastern Prom	5.26	7.22	3.9	18.0	99.4	32.0		
	2 - Aldi	3.71	5.99	6.5	20.7	94.1	28.0		
	3 - The Portway	4.62	7.00	4.9	17.3	88.7	41.0		
	4 - Hillsboro North Car Park	4.48	5.49	3.3	17.8	99.4	34.0		
	5 - Lias Road	3.50	6.12	8.7	16.4	99.1	44.0		
	6 - A4106 (North)	7.29	9.34	4.0	20.2	88.7	30.0		
N3 - New Road/Eastern Prom	1 - New Road East	3.00	4.90	17.3	116.2	31.9	30.0		
	2 - Eastern Prom (South)	3.63	6.50	50.6	16.3	31.0	44.0		
	3 - New Road West	3.02	6.60	13.2	183.7	32.0	31.0		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	3.71	6.87	6.4	18.6	52.0	22.0		
	2 - Bridgend Road (South)	3.64	5.50	19.3	35.7	51.3	14.0		
	3 - A4106 (West)	3.72	7.12	6.5	35.3	51.6	28.0		
	4 - Tyn-y-Caeau Lane	2.00	3.91	4.9	8.4	51.6	16.0		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	3.24	8.27	13.7	57.9	79.3	27.0		
	2 - A4106 (South)	7.08	9.70	5.1	16.1	79.7	28.0		
	3 - Fulmar Road	3.70	8.08	6.3	18.8	79.3	38.0		
	4 - A4229 Pyle Road (North)	3.62	6.65	15.8	19.1	79.7	11.0		

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
N4 - New Road/Mackworth Rd	1 - New Rd (East)	3.74	2.75	3.74	45.0	14.68	10.04	0.0	✓
	2 - Mackworth Road	3.72	2.78	4.46	25.3	11.10	6.56	0.0	
	3 - New Rd (West)	3.58	3.58	4.53	10.2	16.26	15.50	0.0	
N5 - New Road/Aldenham	1 - Aldenham Road (North)	3.00	2.80	3.80	45.0	11.90	8.48	0.0	✓
	2 - New Road (East)	3.00	3.00	3.40	5.7	12.80	10.20	0.0	
	3 - New Road (West)	3.00	2.80	3.80	3.8	15.40	13.60	0.0	✓

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N9a - A4106 Junction (North)	C - A4106 West	6.75		✓	3.20	150.0	✓	7.60
N9b - A4106 Junction (South)	C - Newton Nottage East	6.00				97.8	✓	0.00
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)	7.10				83.0	✓	0.00
	C - Aldenham Road (Southwest)	7.10				122.0	✓	0.00
N11 - Bridgend Road/Manor Grove	C - Bridgend Road South	7.30				60.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visi to (
N9a - A4106 Junction (North)	B - Unclassified link	One lane plus flare		10.00	5.25	3.80	3.60	3.50	✓	1.00	8
N9b - A4106 Junction (South)	B - Unclassified link	One lane plus flare		10.00	5.70	4.10	3.70	3.30	✓	1.00	3
N10 - Newton Nottage Road/Aldenham Road	B - Newton Nottage Road (Southeast)										
	D - Newton Nottage Road (Northwest)	One lane plus flare		10.00	5.46	4.11	3.80	3.80	✓	1.00	2
N11 - Bridgend Road/Manor Grove	B - Manor Grove	One lane plus flare		10.00	4.70	3.52	3.52	3.31	✓	1.00	7

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
N3 - New Road/Eastern Prom	1 - New Road East	1.00	1.00	✓	Distance			5.04	3.60	7.25	5.18
N4 - New Road/Mackworth Rd	1 - New Rd (East)	5.55	5.08		Distance	8.04	5.74				

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N2 - Portway Roundabout	2 - Aldi	1.69	3.00	2.90	1.00	6.00	6.00	7.00
	3 - The Portway	3.19	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N2 - Portway Roundabout	1 - Eastern Prom	0.461	1799
	2 - Aldi	0.421	1462
	3 - The Portway	0.434	1606
	4 - Hillsboro North Car Park	0.415	1482
	5 - Lias Road	0.392	1378
	6 - A4106 (North)	0.564	2445
N3 - New Road/Eastern Prom	1 - New Road East	0.605	1389
	2 - Eastern Prom (South)	0.644	1726
	3 - New Road West	0.638	1555
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.507	934
	2 - Mackworth Road	0.635	910
	3 - New Rd (West)	0.672	1036
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.508	950
	2 - New Road (East)	0.605	815
	3 - New Road (West)	0.504	916
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.575	1532
	2 - Bridgend Road (South)	0.615	1652
	3 - A4106 (West)	0.582	1554
	4 - Tyn-y-Caeau Lane	0.436	847
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.491	1753
	2 - A4106 (South)	0.580	2434
	3 - Fulmar Road	0.435	1486
	4 - A4229 Pyle Road (North)	0.497	1771

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
N10 - Newton Nottage Road/Aldenham Road	A-D	622	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
	B-A	440	0.076	0.193	0.193	-	-	-	0.121	0.275	-	0.193	0.193	0.096
	B-C	574	0.084	0.212	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	B-D, offside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	C-B	645	0.238	0.238	0.340	-	-	-	-	-	-	-	-	-
	D-A	674	-	-	-	-	-	-	0.249	-	0.098	-	-	-
	D-B, nearside lane	526	0.145	0.145	0.329	-	-	-	0.231	0.231	0.091	-	-	-
	D-B, offside lane	546	0.151	0.151	0.342	-	-	-	0.239	0.239	0.095	-	-	-
	D-C	546	-	0.151	0.342	0.120	0.239	0.239	0.239	0.239	0.095	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N11 - Bridgend Road/Manor Grove	B-A	566	0.097	0.246	0.155	0.351
	B-C	640	0.093	0.234	-	-
	C-B	609	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9a - A4106 Junction (North)	B-A	528	0.092	0.234	0.147	0.334
	B-C	734	0.110	0.277	-	-
	C-B	733	0.275	0.275	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9b - A4106 Junction (South)	B-A	546	0.099	0.251	0.158	0.359
	B-C	751	0.115	0.291	-	-
	C-B	631	0.244	0.244	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026	Total Traffic	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N2 - Portway Roundabout	1 - Eastern Prom		ONE HOUR	✓	369	100.000
	2 - Aldi		ONE HOUR	✓	317	100.000
	3 - The Portway		ONE HOUR	✓	617	100.000
	4 - Hillsboro North Car Park		ONE HOUR	✓	8	100.000
	5 - Lias Road		ONE HOUR	✓	578	100.000
	6 - A4106 (North)		ONE HOUR	✓	741	100.000
N3 - New Road/Eastern Prom	1 - New Road East		ONE HOUR	✓	164	100.000
	2 - Eastern Prom (South)		ONE HOUR	✓	313	100.000
	3 - New Road West		ONE HOUR	✓	173	100.000
N4 - New Road/Mackworth Rd	1 - New Rd (East)		ONE HOUR	✓	162	100.000
	2 - Mackworth Road		ONE HOUR	✓	15	100.000
	3 - New Rd (West)		ONE HOUR	✓	140	100.000
N5 - New Road/Aldenham	1 - Aldenham Road (North)		ONE HOUR	✓	280	100.000
	2 - New Road (East)		ONE HOUR	✓	224	100.000
	3 - New Road (West)		ONE HOUR	✓	187	100.000
	1 - A4106 Bridgend Rd (East)		ONE HOUR	✓	691	100.000

N6 - A4106/Bridgend Road	**2 - Bridgend Road (South)**		ONE HOUR	✓	308	100.000
	3 - A4106 (West)		ONE HOUR	✓	541	100.000
	4 - Tyn-y-Caeau Lane		ONE HOUR	✓	7	100.000
N7 - A4106/A4229/Fulmar Rd	**1 - A4106 (East)**		ONE HOUR	✓	808	100.000
	2 - A4106 (South)		ONE HOUR	✓	830	100.000
	3 - Fulmar Road		ONE HOUR	✓	403	100.000
	4 - A4229 Pyle Road (North)		ONE HOUR	✓	955	100.000
N9a - A4106 Junction (North)	**A - A4106 East**		ONE HOUR	✓	644	100.000
	B - Unclassified link		ONE HOUR	✓	199	100.000
	C - A4106 West		ONE HOUR	✓	710	100.000
N9b - A4106 Junction (South)	**A - Newton Nottage West**		ONE HOUR	✓	111	100.000
	B - Unclassified link		ONE HOUR	✓	262	100.000
	C - Newton Nottage East		ONE HOUR	✓	229	100.000
N10 - Newton Nottage Road/Aldenham Road	**A - Bridgend Road (Northeast)**		ONE HOUR	✓	183	100.000
	B - Newton Nottage Road (Southeast)		ONE HOUR	✓	0	100.000
	C - Aldenham Road (Southwest)		ONE HOUR	✓	279	100.000
	D - Newton Nottage Road (Northwest)		ONE HOUR	✓	215	100.000
N11 - Bridgend Road/Manor Grove	**A - Bridgend Road North**		ONE HOUR	✓	459	100.000
	B - Manor Grove		ONE HOUR	✓	191	100.000
	C - Bridgend Road South		ONE HOUR	✓	237	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N2 - Portway Roundabout	1 - Eastern Prom		
	2 - Aldi	[ONEHOUR]	60.00
	3 - The Portway	[ONEHOUR]	60.00
	4 - Hillsboro North Car Park		
	5 - Lias Road		
	6 - A4106 (North)		
N3 - New Road/Eastern Prom	1 - New Road East	[ONEHOUR]	60.00
	2 - Eastern Prom (South)		
	3 - New Road West		
N4 - New Road/Mackworth Rd	1 - New Rd (East)	[ONEHOUR]	60.00
	2 - Mackworth Road		
	3 - New Rd (West)		
N5 - New Road/Aldenham	1 - Aldenham Road (North)		
	2 - New Road (East)		
	3 - New Road (West)		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		
	2 - Bridgend Road (South)		
	3 - A4106 (West)		
	4 - Tyn-y-Caeau Lane		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)		
	2 - A4106 (South)		
	3 - Fulmar Road		
	4 - A4229 Pyle Road (North)		
N9a - A4106 Junction (North)	A - A4106 East		
	B - Unclassified link		
	C - A4106 West		
N9b - A4106 Junction (South)	A - Newton Nottage West		
	B - Unclassified link		
	C - Newton Nottage East		
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)		
	B - Newton Nottage Road (Southeast)		
	C - Aldenham Road (Southwest)		
	D - Newton Nottage Road (Northwest)		
N11 - Bridgend Road/Manor Grove	A - Bridgend Road North		
	B - Manor Grove		
	C - Bridgend Road South		

Origin-Destination Data

Demand (Veh/hr)

N2 - Portway Roundabout

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	40	63	1	66	199
	2 - Aldi	37	0	116	0	23	141
	3 - The Portway	84	92	0	1	15	425
	4 - Hillsboro North Car Park	1	0	1	0	0	6
	5 - Lias Road	87	19	235	0	2	235
	6 - A4106 (North)	118	192	286	3	141	1

N3 - New Road/Eastern Prom

Demand (Veh/hr)

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	4	123	37
	2 - Eastern Prom (South)	139	23	151
	3 - New Road West	47	125	1

N4 - New Road/Mackworth Rd

Demand (Veh/hr)

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	15	147
	2 - Mackworth Road	8	0	7
	3 - New Rd (West)	136	4	0

N5 - New Road/Aldenham

Demand (Veh/hr)

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	145	135
	2 - New Road (East)	154	0	70
	3 - New Road (West)	126	61	0

N10 - Newton Nottage Road/Aldenham Road

Demand (Veh/hr)

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	8	147	28
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	140	5	0	134
	D - Newton Nottage Road (Northwest)	49	32	134	0

N11 - Bridgend Road/Manor Grove

Demand (Veh/hr)

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	203	256
	B - Manor Grove	157	0	34
	C - Bridgend Road South	181	56	0

N6 - A4106/Bridgend Road

Demand (Veh/hr)

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	214	477	0
	2 - Bridgend Road (South)	182	0	123	3
	3 - A4106 (West)	383	154	0	4
	4 - Tyn-y-Caeau Lane	1	3	3	0

N7 - A4106/A4229/Fulmar Rd

Demand (Veh/hr)

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	341	283	184
	2 - A4106 (South)	338	0	133	359
	3 - Fulmar Road	184	94	0	125
	4 - A4229 Pyle Road (North)	282	444	229	0

N9a - A4106 Junction (North)

Demand (Veh/hr)

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	64	580
	B - Unclassified link	23	0	176
	C - A4106 West	520	190	0

N9b - A4106 Junction (South)

Demand (Veh/hr)

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	36	75
	B - Unclassified link	53	0	209
	C - Newton Nottage East	54	175	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N2 - Portway Roundabout

Heavy Vehicle %

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	0	2	0	2	3
	2 - Aldi	0	0	0.03	0	0.14	0.66
	3 - The Portway	3	0.03	0	0	0.27	1
	4 - Hillsboro North Car Park	0.62	0	0	0	0	0
	5 - Lias Road	2	0.23	0.43	0	0	0.43
	6 - A4106 (North)	2	0.48	1	0	0	0

N3 - New Road/Eastern Prom

Heavy Vehicle %

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	0	0.43	0
	2 - Eastern Prom (South)	1	0	1
	3 - New Road West	0	2	0

N4 - New Road/Mackworth Rd

Heavy Vehicle %

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	5	0
	2 - Mackworth Road	9	0	19
	3 - New Rd (West)	0	27	0

N5 - New Road/Aldenham

Heavy Vehicle %

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	0.70	2
	2 - New Road (East)	0.66	0	0
	3 - New Road (West)	1	0	0

N10 - Newton Nottage Road/Aldenham Road

Heavy Vehicle %

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	0	2	7
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	2	0	0	0
	D - Newton Nottage Road (Northwest)	2	0	0	0

N11 - Bridgend Road/Manor Grove

Heavy Vehicle %

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	0.50	2
	B - Manor Grove	0.65	0	0
	C - Bridgend Road South	2	2	0

N6 - A4106/Bridgend Road

Heavy Vehicle %

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	2	0.41	0
	2 - Bridgend Road (South)	2	0	2	0
	3 - A4106 (West)	1	0	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Heavy Vehicle %

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	0.28	0	0
	2 - A4106 (South)	0.28	0	0.12	0.91
	3 - Fulmar Road	0	0.12	0	4
	4 - A4229 Pyle Road (North)	0	0.74	1	0

N9a - A4106 Junction (North)

Heavy Vehicle %

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	0	0.51
	B - Unclassified link	0	0	1
	C - A4106 West	0.38	0	0

N9b - A4106 Junction (South)

Heavy Vehicle %

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	0	5
	B - Unclassified link	0	0	0.48
	C - Newton Nottage East	2	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N2 - Portway Roundabout	1 - Eastern Prom	0.32	4.13	0.5	1.9	A	339	508
	2 - Aldi	0.38	6.36	0.6	2.8	A	291	436
	3 - The Portway	0.56	6.72	1.3	1.5	A	566	849
	4 - Hillsboro North Car Park	0.01	3.98	0.0	0.5	A	7	11
	5 - Lias Road	0.68	11.87	2.1	6.2	B	530	796
	6 - A4106 (North)	0.39	2.85	0.6	2.8	A	680	1020
N3 - New Road/Eastern Prom	1 - New Road East	0.14	3.31	0.2	0.5	A	150	226
	2 - Eastern Prom (South)	0.21	2.70	0.3	0.9	A	287	431
	3 - New Road West	0.14	3.16	0.2	0.5	A	159	238
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.19	4.81	0.2	1.0	A	149	223
	2 - Mackworth Road	0.02	5.19	0.0	0.5	A	14	21
	3 - New Rd (West)	0.15	4.15	0.2	0.5	A	128	193
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.34	6.03	0.5	2.4	A	257	385
	2 - New Road (East)	0.34	7.59	0.5	2.4	A	206	308
	3 - New Road (West)	0.25	5.83	0.3	1.5	A	172	257
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.54	5.48	1.2	1.5	A	634	951
	2 - Bridgend Road (South)	0.26	3.77	0.4	1.5	A	283	424
	3 - A4106 (West)	0.42	4.37	0.7	2.5	A	496	745
	4 - Tyn-y-Caeau Lane	0.02	7.35	0.0	0.5	A	6	10
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.67	8.10	2.0	2.8	A	741	1112
	2 - A4106 (South)	0.46	3.38	0.9	1.9	A	762	1142
	3 - Fulmar Road	0.42	5.95	0.7	2.9	A	370	555
	4 - A4229 Pyle Road (North)	0.74	9.65	2.8	8.7	A	876	1314

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N9a - A4106 Junction (North)	B-C	0.37	10.92	0.6	2.7	B	162	242
	B-A	0.12	19.86	0.1	0.5	C	21	32
	C-AB	0.39	10.97	0.6	2.9	B	174	262
	C-A						477	716
	A-B						59	88
	A-C						532	798
N9b - A4106 Junction (South)	B-C	0.33	7.82	0.5	2.3	A	192	288
	B-A	0.14	9.82	0.2	0.5	A	49	73
	C-AB	0.34	8.59	0.5	2.5	A	175	262
	C-A						35	53
	A-B						33	50
	A-C						69	103
N10 - Newton Nottage Road/Aldenham Road	B-ACD	0.00	0.00	0.0	~1	A	0	0
	A-BCD	0.07	6.10	0.1	0.6	A	34	50
	A-B						7	10
	A-C						127	191
	D-AB	0.16	9.03	0.2	0.5	A	64	95
	D-BC	0.35	12.26	0.5	2.5	B	134	200
	C-ABD	0.01	4.87	0.0	0.5	A	7	10
	C-D						122	183
	C-A						127	191
N11 - Bridgend Road/Manor Grove	B-C	0.08	8.50	0.1	0.5	A	31	47
	B-A	0.42	14.80	0.7	3.1	B	144	216
	C-AB	0.14	6.67	0.2	0.5	A	71	106
	C-A						146	220
	A-B						186	279
	A-C						235	352

Core Assessment - D5 - 2033 | Forecast Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	N3 - New Road/Eastern Prom - 2 - Eastern Prom (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
N2	Portway Roundabout	Standard Roundabout						1, 2, 3, 4, 5, 6	3.84	A
N3	New Road/Eastern Prom	Standard Roundabout						1, 2, 3	3.00	A
N4	New Road/Mackworth Rd	Mini-roundabout						1, 2, 3	4.60	A
N5	New Road/Aldenham	Mini-roundabout						1, 2, 3	6.12	A
N6	A4106/Bridgend Road	Standard Roundabout						1, 2, 3, 4	3.80	A
N7	A4106/A4229/Fulmar Rd	Standard Roundabout						1, 2, 3, 4	5.83	A
N9a	A4106 Junction (North)	T-Junction	Two-way	Two-way	Two-way				3.07	A
N9b	A4106 Junction (South)	T-Junction	Two-way	Two-way	Two-way				5.69	A
N10	Newton Nottage Road/Aldenham Road	Crossroads	Two-way	Exit Only	Two-way	Two-way			3.15	A
N11	Bridgend Road/Manor Grove	T-Junction	Two-way	Two-way	Two-way				6.27	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		18	N11 - Bridgend Road/Manor Grove - Stream B-A	4.61	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N2 - Portway Roundabout	1	Eastern Prom	To/from the proposed Spine Road		
	2	Aldi	Aldi and Sandy Bay access		
	3	The Portway			
	4	Hillsboro North Car Park			
	5	Lias Road			
	6	A4106 (North)			
N3 - New Road/Eastern Prom	1	New Road East			
	2	Eastern Prom (South)			
	3	New Road West			
N4 - New Road/Mackworth Rd	1	New Rd (East)			
	2	Mackworth Road			
	3	New Rd (West)			
N5 - New Road/Aldenham	1	Aldenham Road (North)			
	2	New Road (East)			
	3	New Road (West)			
N6 - A4106/Bridgend Road	1	A4106 Bridgend Rd (East)			
	2	Bridgend Road (South)			
	3	A4106 (West)			
	4	Tyn-y-Caeau Lane			
N7 - A4106/A4229/Fulmar Rd	1	A4106 (East)			
	2	A4106 (South)			
	3	Fulmar Road			
	4	A4229 Pyle Road (North)			
N9a - A4106 Junction (North)	A	A4106 East			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	A4106 West			Major
N9b - A4106 Junction (South)	A	Newton Nottage West			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	Newton Nottage East			Major
N10 - Newton Nottage Road/Aldenham Road	A	Bridgend Road (Northeast)			Major
	B	Newton Nottage Road (Southeast)			Minor
	C	Aldenham Road (Southwest)			Major
	D	Newton Nottage Road (Northwest)			Minor
N11 - Bridgend Road/Manor Grove	A	Bridgend Road North			Major
	B	Manor Grove			Minor
	C	Bridgend Road South			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N2 - Portway Roundabout	1 - Eastern Prom	5.26	7.22	3.9	18.0	99.4	32.0		
	2 - Aldi	3.71	5.99	6.5	20.7	94.1	28.0		
	3 - The Portway	4.62	7.00	4.9	17.3	88.7	41.0		
	4 - Hillsboro North Car Park	4.48	5.49	3.3	17.8	99.4	34.0		
	5 - Lias Road	3.50	6.12	8.7	16.4	99.1	44.0		
	6 - A4106 (North)	7.29	9.34	4.0	20.2	88.7	30.0		
N3 - New Road/Eastern Prom	1 - New Road East	3.00	4.90	17.3	116.2	31.9	30.0		
	2 - Eastern Prom (South)	3.63	6.50	50.6	16.3	31.0	44.0		
	3 - New Road West	3.02	6.60	13.2	183.7	32.0	31.0		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	3.71	6.87	6.4	18.6	52.0	22.0		
	2 - Bridgend Road (South)	3.64	5.50	19.3	35.7	51.3	14.0		
	3 - A4106 (West)	3.72	7.12	6.5	35.3	51.6	28.0		
	4 - Tyn-y-Caeau Lane	2.00	3.91	4.9	8.4	51.6	16.0		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	3.24	8.27	13.7	57.9	79.3	27.0		
	2 - A4106 (South)	7.08	9.70	5.1	16.1	79.7	28.0		
	3 - Fulmar Road	3.70	8.08	6.3	18.8	79.3	38.0		
	4 - A4229 Pyle Road (North)	3.62	6.65	15.8	19.1	79.7	11.0		

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
N4 - New Road/Mackworth Rd	1 - New Rd (East)	3.74	2.75	3.74	45.0	14.68	10.04	0.0	✓
	2 - Mackworth Road	3.72	2.78	4.46	25.3	11.10	6.56	0.0	
	3 - New Rd (West)	3.58	3.58	4.53	10.2	16.26	15.50	0.0	
N5 - New Road/Aldenham	1 - Aldenham Road (North)	3.00	2.80	3.80	45.0	11.90	8.48	0.0	✓
	2 - New Road (East)	3.00	3.00	3.40	5.7	12.80	10.20	0.0	
	3 - New Road (West)	3.00	2.80	3.80	3.8	15.40	13.60	0.0	✓

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N9a - A4106 Junction (North)	C - A4106 West	6.75		✓	3.20	150.0	✓	7.60
N9b - A4106 Junction (South)	C - Newton Nottage East	6.00				97.8	✓	0.00
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)	7.10				83.0	✓	0.00
	C - Aldenham Road (Southwest)	7.10				122.0	✓	0.00
N11 - Bridgend Road/Manor Grove	C - Bridgend Road South	7.30				60.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visi to (
N9a - A4106 Junction (North)	B - Unclassified link	One lane plus flare		10.00	5.25	3.80	3.60	3.50	✓	1.00	8
N9b - A4106 Junction (South)	B - Unclassified link	One lane plus flare		10.00	5.70	4.10	3.70	3.30	✓	1.00	3
N10 - Newton Nottage Road/Aldenham Road	B - Newton Nottage Road (Southeast)										
	D - Newton Nottage Road (Northwest)	One lane plus flare		10.00	5.46	4.11	3.80	3.80	✓	1.00	2
N11 - Bridgend Road/Manor Grove	B - Manor Grove	One lane plus flare		10.00	4.70	3.52	3.52	3.31	✓	1.00	7

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
N3 - New Road/Eastern Prom	1 - New Road East	1.00	1.00	✓	Distance			5.04	3.60	7.25	5.18
N4 - New Road/Mackworth Rd	1 - New Rd (East)	5.55	5.08		Distance	8.04	5.74				

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N2 - Portway Roundabout	2 - Aldi	1.69	3.00	2.90	1.00	6.00	6.00	7.00
	3 - The Portway	3.19	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N2 - Portway Roundabout	1 - Eastern Prom	0.461	1799
	2 - Aldi	0.421	1462
	3 - The Portway	0.434	1606
	4 - Hillsboro North Car Park	0.415	1482
	5 - Lias Road	0.392	1378
	6 - A4106 (North)	0.564	2445
N3 - New Road/Eastern Prom	1 - New Road East	0.605	1389
	2 - Eastern Prom (South)	0.644	1726
	3 - New Road West	0.638	1555
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.507	934
	2 - Mackworth Road	0.635	910
	3 - New Rd (West)	0.672	1036
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.508	950
	2 - New Road (East)	0.605	815
	3 - New Road (West)	0.504	916
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.575	1532
	2 - Bridgend Road (South)	0.615	1652
	3 - A4106 (West)	0.582	1554
	4 - Tyn-y-Caeau Lane	0.436	847
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.491	1753
	2 - A4106 (South)	0.580	2434
	3 - Fulmar Road	0.435	1486
	4 - A4229 Pyle Road (North)	0.497	1771

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
N10 - Newton Nottage Road/Aldenham Road	A-D	622	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
	B-A	440	0.076	0.193	0.193	-	-	-	0.121	0.275	-	0.193	0.193	0.096
	B-C	574	0.084	0.212	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	B-D, offside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	C-B	645	0.238	0.238	0.340	-	-	-	-	-	-	-	-	-
	D-A	681	-	-	-	-	-	-	0.251	-	0.099	-	-	-
	D-B, nearside lane	532	0.147	0.147	0.333	-	-	-	0.233	0.233	0.092	-	-	-
	D-B, offside lane	540	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
	D-C	540	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N11 - Bridgend Road/Manor Grove	B-A	563	0.097	0.244	0.154	0.349
	B-C	644	0.093	0.235	-	-
	C-B	609	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9a - A4106 Junction (North)	B-A	536	0.094	0.237	0.149	0.339
	B-C	724	0.108	0.273	-	-
	C-B	733	0.275	0.275	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9b - A4106 Junction (South)	B-A	544	0.099	0.250	0.157	0.358
	B-C	754	0.116	0.292	-	-
	C-B	631	0.244	0.244	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2033	Forecast Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N2 - Portway Roundabout	1 - Eastern Prom		ONE HOUR	✓	238	100.000
	2 - Aldi		ONE HOUR	✓	85	100.000
	3 - The Portway		ONE HOUR	✓	305	100.000
	4 - Hillsboro North Car Park		ONE HOUR	✓	28	100.000
	5 - Lias Road		ONE HOUR	✓	481	100.000
	6 - A4106 (North)		ONE HOUR	✓	683	100.000
N3 - New Road/Eastern Prom	1 - New Road East		ONE HOUR	✓	193	100.000
	2 - Eastern Prom (South)		ONE HOUR	✓	278	100.000
	3 - New Road West		ONE HOUR	✓	174	100.000
N4 - New Road/Mackworth Rd	1 - New Rd (East)		ONE HOUR	✓	131	100.000
	2 - Mackworth Road		ONE HOUR	✓	91	100.000
	3 - New Rd (West)		ONE HOUR	✓	142	100.000
N5 - New Road/Aldenham	1 - Aldenham Road (North)		ONE HOUR	✓	175	100.000
	2 - New Road (East)		ONE HOUR	✓	218	100.000
	3 - New Road (West)		ONE HOUR	✓	118	100.000
	1 - A4106 Bridgend Rd (East)		ONE HOUR	✓	397	100.000

N6 - A4106/Bridgend Road	**2 - Bridgend Road (South)**		ONE HOUR	✓	384	100.000
	3 - A4106 (West)		ONE HOUR	✓	480	100.000
	4 - Tyn-y-Caeau Lane		ONE HOUR	✓	3	100.000
N7 - A4106/A4229/Fulmar Rd	**1 - A4106 (East)**		ONE HOUR	✓	769	100.000
	2 - A4106 (South)		ONE HOUR	✓	564	100.000
	3 - Fulmar Road		ONE HOUR	✓	601	100.000
	4 - A4229 Pyle Road (North)		ONE HOUR	✓	701	100.000
N9a - A4106 Junction (North)	**A - A4106 East**		ONE HOUR	✓	474	100.000
	B - Unclassified link		ONE HOUR	✓	227	100.000
	C - A4106 West		ONE HOUR	✓	591	100.000
N9b - A4106 Junction (South)	**A - Newton Nottage West**		ONE HOUR	✓	133	100.000
	B - Unclassified link		ONE HOUR	✓	222	100.000
	C - Newton Nottage East		ONE HOUR	✓	223	100.000
N10 - Newton Nottage Road/Aldenham Road	**A - Bridgend Road (Northeast)**		ONE HOUR	✓	133	100.000
	B - Newton Nottage Road (Southeast)		ONE HOUR	✓	0	100.000
	C - Aldenham Road (Southwest)		ONE HOUR	✓	247	100.000
	D - Newton Nottage Road (Northwest)		ONE HOUR	✓	145	100.000
N11 - Bridgend Road/Manor Grove	**A - Bridgend Road North**		ONE HOUR	✓	338	100.000
	B - Manor Grove		ONE HOUR	✓	287	100.000
	C - Bridgend Road South		ONE HOUR	✓	308	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N2 - Portway Roundabout	1 - Eastern Prom		
	2 - Aldi	[ONEHOUR]	60.00
	3 - The Portway	[ONEHOUR]	60.00
	4 - Hillsboro North Car Park		
	5 - Lias Road		
	6 - A4106 (North)		
N3 - New Road/Eastern Prom	1 - New Road East	[ONEHOUR]	60.00
	2 - Eastern Prom (South)		
	3 - New Road West		
N4 - New Road/Mackworth Rd	1 - New Rd (East)	[ONEHOUR]	60.00
	2 - Mackworth Road		
	3 - New Rd (West)		
N5 - New Road/Aldenham	1 - Aldenham Road (North)		
	2 - New Road (East)		
	3 - New Road (West)		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		
	2 - Bridgend Road (South)		
	3 - A4106 (West)		
	4 - Tyn-y-Caeau Lane		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)		
	2 - A4106 (South)		
	3 - Fulmar Road		
	4 - A4229 Pyle Road (North)		
N9a - A4106 Junction (North)	A - A4106 East		
	B - Unclassified link		
	C - A4106 West		
N9b - A4106 Junction (South)	A - Newton Nottage West		
	B - Unclassified link		
	C - Newton Nottage East		
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)		
	B - Newton Nottage Road (Southeast)		
	C - Aldenham Road (Southwest)		
	D - Newton Nottage Road (Northwest)		
N11 - Bridgend Road/Manor Grove	A - Bridgend Road North		
	B - Manor Grove		
	C - Bridgend Road South		

Origin-Destination Data

Demand (Veh/hr)

N2 - Portway Roundabout

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	26	67	1	65	79
	2 - Aldi	24	0	5	1	12	43
	3 - The Portway	59	18	1	7	14	206
	4 - Hillsboro North Car Park	2	1	3	0	8	14
	5 - Lias Road	73	17	194	3	0	194
	6 - A4106 (North)	164	43	209	78	189	0

N3 - New Road/Eastern Prom

Demand (Veh/hr)

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	2	160	31
	2 - Eastern Prom (South)	132	7	139
	3 - New Road West	29	144	1

N4 - New Road/Mackworth Rd

Demand (Veh/hr)

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	37	94
	2 - Mackworth Road	25	0	66
	3 - New Rd (West)	66	76	0

N5 - New Road/Aldenham

Demand (Veh/hr)

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	75	100
	2 - New Road (East)	156	0	62
	3 - New Road (West)	92	26	0

N10 - Newton Nottage Road/Aldenham Road

Demand (Veh/hr)

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	5	93	35
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	128	1	0	118
	D - Newton Nottage Road (Northwest)	48	16	81	0

N11 - Bridgend Road/Manor Grove

Demand (Veh/hr)

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	160	178
	B - Manor Grove	225	0	62
	C - Bridgend Road South	261	47	0

N6 - A4106/Bridgend Road

Demand (Veh/hr)

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	119	277	1
	2 - Bridgend Road (South)	194	0	190	0
	3 - A4106 (West)	332	147	0	1
	4 - Tyn-y-Caeau Lane	1	1	1	0

N7 - A4106/A4229/Fulmar Rd

Demand (Veh/hr)

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	238	271	260
	2 - A4106 (South)	225	0	54	285
	3 - Fulmar Road	303	57	0	241
	4 - A4229 Pyle Road (North)	161	347	193	0

N9a - A4106 Junction (North)

Demand (Veh/hr)

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	47	427
	B - Unclassified link	47	0	180
	C - A4106 West	433	158	0

N9b - A4106 Junction (South)

Demand (Veh/hr)

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	55	78
	B - Unclassified link	39	0	183
	C - Newton Nottage East	51	172	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N2 - Portway Roundabout

Heavy Vehicle %

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	0	5	0	3	0
	2 - Aldi	0	0	0	0	0	3
	3 - The Portway	0	0	0	0	0	1
	4 - Hillsboro North Car Park	0	0	0	0	0	0
	5 - Lias Road	4	0	2	0	0	2
	6 - A4106 (North)	1	3	2	0	3	0

N3 - New Road/Eastern Prom

Heavy Vehicle %

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	0	0.68	7
	2 - Eastern Prom (South)	0.82	0	2
	3 - New Road West	0	2	0

N4 - New Road/Mackworth Rd

Heavy Vehicle %

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	0	0
	2 - Mackworth Road	0	0	2
	3 - New Rd (West)	2	0	0

N5 - New Road/Aldenham

Heavy Vehicle %

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	4	1
	2 - New Road (East)	5	0	0
	3 - New Road (West)	2	0	0

N10 - Newton Nottage Road/Aldenham Road

Heavy Vehicle %

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	0	1	6
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	3	0	0	5
	D - Newton Nottage Road (Northwest)	9	0	4	0

N11 - Bridgend Road/Manor Grove

Heavy Vehicle %

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	3	4
	B - Manor Grove	2	0	2
	C - Bridgend Road South	1	0	0

N6 - A4106/Bridgend Road

Heavy Vehicle %

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	5	0.78	0
	2 - Bridgend Road (South)	3	0	0.57	0
	3 - A4106 (West)	0	4	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Heavy Vehicle %

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	0.45	0.40	1
	2 - A4106 (South)	2	0	0	2
	3 - Fulmar Road	0.36	0	0	3
	4 - A4229 Pyle Road (North)	3	2	4	0

N9a - A4106 Junction (North)

Heavy Vehicle %

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	0	0.76
	B - Unclassified link	2	0	0
	C - A4106 West	2	0.68	0

N9b - A4106 Junction (South)

Heavy Vehicle %

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	2	1
	B - Unclassified link	0	0	1
	C - Newton Nottage East	4	0.63	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N2 - Portway Roundabout	1 - Eastern Prom	0.19	3.23	0.2	0.5	A	218	328
	2 - Aldi	0.10	4.33	0.1	0.5	A	78	117
	3 - The Portway	0.27	4.02	0.4	1.2	A	280	420
	4 - Hillsboro North Car Park	0.03	3.21	0.0	0.5	A	26	39
	5 - Lias Road	0.46	5.77	0.8	2.3	A	441	662
	6 - A4106 (North)	0.35	2.57	0.5	2.5	A	627	940
N3 - New Road/Eastern Prom	1 - New Road East	0.17	3.47	0.2	0.5	A	177	266
	2 - Eastern Prom (South)	0.18	2.62	0.2	0.5	A	255	383
	3 - New Road West	0.14	3.08	0.2	0.5	A	160	239
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.16	4.81	0.2	0.5	A	120	180
	2 - Mackworth Road	0.12	4.90	0.1	0.5	A	84	125
	3 - New Rd (West)	0.15	4.22	0.2	0.5	A	130	195
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.21	5.00	0.3	1.2	A	161	241
	2 - New Road (East)	0.33	7.45	0.5	2.2	A	200	300
	3 - New Road (West)	0.16	5.29	0.2	0.5	A	108	162
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.31	3.70	0.4	1.9	A	364	546
	2 - Bridgend Road (South)	0.29	3.55	0.4	1.6	A	352	529
	3 - A4106 (West)	0.37	4.08	0.6	2.7	A	440	661
	4 - Tyn-y-Caeau Lane	0.00	0.00	0.0	~1	A	0	0
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.60	6.36	1.5	1.8	A	706	1058
	2 - A4106 (South)	0.32	2.75	0.5	1.9	A	518	776
	3 - Fulmar Road	0.60	8.28	1.5	1.9	A	551	827
	4 - A4229 Pyle Road (North)	0.55	5.65	1.2	1.5	A	643	965

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N9a - A4106 Junction (North)	B-C	0.36	10.10	0.6	2.6	B	165	248
	B-A	0.19	16.60	0.2	1.1	C	43	65
	C-AB	0.30	8.77	0.4	1.8	A	145	217
	C-A						397	596
	A-B						43	65
	A-C						392	588
N9b - A4106 Junction (South)	B-C	0.29	7.31	0.4	1.7	A	168	252
	B-A	0.10	9.35	0.1	0.5	A	36	54
	C-AB	0.33	8.59	0.5	2.4	A	171	257
	C-A						34	50
	A-B						50	76
	A-C						72	107
N10 - Newton Nottage Road/Aldenham Road	B-ACD	0.00	0.00	0.0	~1	A	0	0
	A-BCD	0.08	6.51	0.1	0.5	A	38	57
	A-B						4	6
	A-C						80	120
	D-AB	0.12	7.93	0.1	0.5	A	53	79
	D-BC	0.22	10.32	0.3	1.3	B	80	121
	C-ABD	0.00	4.90	0.0	0.5	A	1	2
	C-D						108	162
	C-A						117	176
N11 - Bridgend Road/Manor Grove	B-C	0.17	11.17	0.2	0.6	B	57	85
	B-A	0.59	21.13	1.4	5.4	C	206	310
	C-AB	0.12	5.67	0.2	1.1	A	66	100
	C-A						216	324
	A-B						147	220
	A-C						163	245

Core Assessment - D6 - 2033 | Forecast Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	N3 - New Road/Eastern Prom - 2 - Eastern Prom (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Pedestrian Crossing	N2 - Portway Roundabout - 2 - Aldi - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	N2 - Portway Roundabout - 3 - The Portway - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Vehicle Mix	N4 - New Road/Mackworth Rd	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
N2	Portway Roundabout	Standard Roundabout						1, 2, 3, 4, 5, 6	5.09	A
N3	New Road/Eastern Prom	Standard Roundabout						1, 2, 3	3.18	A
N4	New Road/Mackworth Rd	Mini-roundabout						1, 2, 3	4.95	A
N5	New Road/Aldenham	Mini-roundabout						1, 2, 3	6.75	A
N6	A4106/Bridgend Road	Standard Roundabout						1, 2, 3, 4	4.21	A
N7	A4106/A4229/Fulmar Rd	Standard Roundabout						1, 2, 3, 4	5.63	A
N9a	A4106 Junction (North)	T-Junction	Two-way	Two-way	Two-way				3.26	A
N9b	A4106 Junction (South)	T-Junction	Two-way	Two-way	Two-way				6.54	A
N10	Newton Nottage Road/Aldenham Road	Crossroads	Two-way	Exit Only	Two-way	Two-way			4.16	A
N11	Bridgend Road/Manor Grove	T-Junction	Two-way	Two-way	Two-way				3.83	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		29	N2 - Portway Roundabout - 5 - Lias Road	4.79	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N2 - Portway Roundabout	1	Eastern Prom	To/from the proposed Spine Road		
	2	Aldi	Aldi and Sandy Bay access		
	3	The Portway			
	4	Hillsboro North Car Park			
	5	Lias Road			
	6	A4106 (North)			
N3 - New Road/Eastern Prom	1	New Road East			
	2	Eastern Prom (South)			
	3	New Road West			
N4 - New Road/Mackworth Rd	1	New Rd (East)			
	2	Mackworth Road			
	3	New Rd (West)			
N5 - New Road/Aldenham	1	Aldenham Road (North)			
	2	New Road (East)			
	3	New Road (West)			
N6 - A4106/Bridgend Road	1	A4106 Bridgend Rd (East)			
	2	Bridgend Road (South)			
	3	A4106 (West)			
	4	Tyn-y-Caeau Lane			
N7 - A4106/A4229/Fulmar Rd	1	A4106 (East)			
	2	A4106 (South)			
	3	Fulmar Road			
	4	A4229 Pyle Road (North)			
N9a - A4106 Junction (North)	A	A4106 East			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	A4106 West			Major
N9b - A4106 Junction (South)	A	Newton Nottage West			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	Newton Nottage East			Major
N10 - Newton Nottage Road/Aldenham Road	A	Bridgend Road (Northeast)			Major
	B	Newton Nottage Road (Southeast)			Minor
	C	Aldenham Road (Southwest)			Major
	D	Newton Nottage Road (Northwest)			Minor
N11 - Bridgend Road/Manor Grove	A	Bridgend Road North			Major
	B	Manor Grove			Minor
	C	Bridgend Road South			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N2 - Portway Roundabout	1 - Eastern Prom	5.26	7.22	3.9	18.0	99.4	32.0		
	2 - Aldi	3.71	5.99	6.5	20.7	94.1	28.0		
	3 - The Portway	4.62	7.00	4.9	17.3	88.7	41.0		
	4 - Hillsboro North Car Park	4.48	5.49	3.3	17.8	99.4	34.0		
	5 - Lias Road	3.50	6.12	8.7	16.4	99.1	44.0		
	6 - A4106 (North)	7.29	9.34	4.0	20.2	88.7	30.0		
N3 - New Road/Eastern Prom	1 - New Road East	3.00	4.90	17.3	116.2	31.9	30.0		
	2 - Eastern Prom (South)	3.63	6.50	50.6	16.3	31.0	44.0		
	3 - New Road West	3.02	6.60	13.2	183.7	32.0	31.0		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	3.71	6.87	6.4	18.6	52.0	22.0		
	2 - Bridgend Road (South)	3.64	5.50	19.3	35.7	51.3	14.0		
	3 - A4106 (West)	3.72	7.12	6.5	35.3	51.6	28.0		
	4 - Tyn-y-Caeau Lane	2.00	3.91	4.9	8.4	51.6	16.0		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	3.24	8.27	13.7	57.9	79.3	27.0		
	2 - A4106 (South)	7.08	9.70	5.1	16.1	79.7	28.0		
	3 - Fulmar Road	3.70	8.08	6.3	18.8	79.3	38.0		
	4 - A4229 Pyle Road (North)	3.62	6.65	15.8	19.1	79.7	11.0		

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
N4 - New Road/Mackworth Rd	1 - New Rd (East)	3.74	2.75	3.74	45.0	14.68	10.04	0.0	✓
	2 - Mackworth Road	3.72	2.78	4.46	25.3	11.10	6.56	0.0	
	3 - New Rd (West)	3.58	3.58	4.53	10.2	16.26	15.50	0.0	
N5 - New Road/Aldenham	1 - Aldenham Road (North)	3.00	2.80	3.80	45.0	11.90	8.48	0.0	✓
	2 - New Road (East)	3.00	3.00	3.40	5.7	12.80	10.20	0.0	
	3 - New Road (West)	3.00	2.80	3.80	3.8	15.40	13.60	0.0	✓

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N9a - A4106 Junction (North)	C - A4106 West	6.75		✓	3.20	150.0	✓	7.60
N9b - A4106 Junction (South)	C - Newton Nottage East	6.00				97.8	✓	0.00
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)	7.10				83.0	✓	0.00
	C - Aldenham Road (Southwest)	7.10				122.0	✓	0.00
N11 - Bridgend Road/Manor Grove	C - Bridgend Road South	7.30				60.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visi to (
N9a - A4106 Junction (North)	B - Unclassified link	One lane plus flare		10.00	5.25	3.80	3.60	3.50	✓	1.00	8
N9b - A4106 Junction (South)	B - Unclassified link	One lane plus flare		10.00	5.70	4.10	3.70	3.30	✓	1.00	3
N10 - Newton Nottage Road/Aldenham Road	B - Newton Nottage Road (Southeast)										
	D - Newton Nottage Road (Northwest)	One lane plus flare		10.00	5.46	4.11	3.80	3.80	✓	1.00	2
N11 - Bridgend Road/Manor Grove	B - Manor Grove	One lane plus flare		10.00	4.70	3.52	3.52	3.31	✓	1.00	7

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
N3 - New Road/Eastern Prom	1 - New Road East	1.00	1.00	✓	Distance			5.04	3.60	7.25	5.18
N4 - New Road/Mackworth Rd	1 - New Rd (East)	5.55	5.08		Distance	8.04	5.74				

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N2 - Portway Roundabout	2 - Aldi	1.69	3.00	2.90	1.00	6.00	6.00	7.00
	3 - The Portway	3.19	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N2 - Portway Roundabout	1 - Eastern Prom	0.461	1799
	2 - Aldi	0.421	1462
	3 - The Portway	0.434	1606
	4 - Hillsboro North Car Park	0.415	1482
	5 - Lias Road	0.392	1378
	6 - A4106 (North)	0.564	2445
N3 - New Road/Eastern Prom	1 - New Road East	0.605	1389
	2 - Eastern Prom (South)	0.644	1726
	3 - New Road West	0.638	1555
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.507	934
	2 - Mackworth Road	0.635	910
	3 - New Rd (West)	0.672	1036
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.508	950
	2 - New Road (East)	0.605	815
	3 - New Road (West)	0.504	916
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.575	1532
	2 - Bridgend Road (South)	0.615	1652
	3 - A4106 (West)	0.582	1554
	4 - Tyn-y-Caeau Lane	0.436	847
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.491	1753
	2 - A4106 (South)	0.580	2434
	3 - Fulmar Road	0.435	1486
	4 - A4229 Pyle Road (North)	0.497	1771

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
N10 - Newton Nottage Road/Aldenham Road	A-D	622	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
	B-A	440	0.076	0.193	0.193	-	-	-	0.121	0.275	-	0.193	0.193	0.096
	B-C	574	0.084	0.212	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	B-D, offside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	C-B	645	0.238	0.238	0.340	-	-	-	-	-	-	-	-	-
	D-A	674	-	-	-	-	-	-	0.249	-	0.098	-	-	-
	D-B, nearside lane	526	0.145	0.145	0.330	-	-	-	0.231	0.231	0.091	-	-	-
	D-B, offside lane	546	0.150	0.150	0.342	-	-	-	0.239	0.239	0.095	-	-	-
	D-C	546	-	0.150	0.342	0.120	0.239	0.239	0.239	0.239	0.095	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N11 - Bridgend Road/Manor Grove	B-A	565	0.097	0.246	0.154	0.351
	B-C	640	0.093	0.234	-	-
	C-B	609	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9a - A4106 Junction (North)	B-A	528	0.092	0.234	0.147	0.334
	B-C	734	0.110	0.277	-	-
	C-B	733	0.275	0.275	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9b - A4106 Junction (South)	B-A	545	0.099	0.251	0.158	0.359
	B-C	752	0.115	0.291	-	-
	C-B	631	0.244	0.244	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2033	Forecast Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N2 - Portway Roundabout	1 - Eastern Prom		ONE HOUR	✓	319	100.000
	2 - Aldi		ONE HOUR	✓	179	100.000
	3 - The Portway		ONE HOUR	✓	394	100.000
	4 - Hillsboro North Car Park		ONE HOUR	✓	85	100.000
	5 - Lias Road		ONE HOUR	✓	614	100.000
	6 - A4106 (North)		ONE HOUR	✓	599	100.000
N3 - New Road/Eastern Prom	1 - New Road East		ONE HOUR	✓	209	100.000
	2 - Eastern Prom (South)		ONE HOUR	✓	392	100.000
	3 - New Road West		ONE HOUR	✓	185	100.000
N4 - New Road/Mackworth Rd	1 - New Rd (East)		ONE HOUR	✓	174	100.000
	2 - Mackworth Road		ONE HOUR	✓	119	100.000
	3 - New Rd (West)		ONE HOUR	✓	208	100.000
N5 - New Road/Aldenham	1 - Aldenham Road (North)		ONE HOUR	✓	299	100.000
	2 - New Road (East)		ONE HOUR	✓	240	100.000
	3 - New Road (West)		ONE HOUR	✓	196	100.000
	1 - A4106 Bridgend Rd (East)		ONE HOUR	✓	594	100.000

N6 - A4106/Bridgend Road	**2 - Bridgend Road (South)**		ONE HOUR	✓	327	100.000
	3 - A4106 (West)		ONE HOUR	✓	451	100.000
	4 - Tyn-y-Caeau Lane		ONE HOUR	✓	7	100.000
N7 - A4106/A4229/Fulmar Rd	**1 - A4106 (East)**		ONE HOUR	✓	720	100.000
	2 - A4106 (South)		ONE HOUR	✓	631	100.000
	3 - Fulmar Road		ONE HOUR	✓	420	100.000
	4 - A4229 Pyle Road (North)		ONE HOUR	✓	895	100.000
N9a - A4106 Junction (North)	**A - A4106 East**		ONE HOUR	✓	544	100.000
	B - Unclassified link		ONE HOUR	✓	214	100.000
	C - A4106 West		ONE HOUR	✓	633	100.000
N9b - A4106 Junction (South)	**A - Newton Nottage West**		ONE HOUR	✓	119	100.000
	B - Unclassified link		ONE HOUR	✓	280	100.000
	C - Newton Nottage East		ONE HOUR	✓	244	100.000
N10 - Newton Nottage Road/Aldenham Road	**A - Bridgend Road (Northeast)**		ONE HOUR	✓	195	100.000
	B - Newton Nottage Road (Southeast)		ONE HOUR	✓	0	100.000
	C - Aldenham Road (Southwest)		ONE HOUR	✓	294	100.000
	D - Newton Nottage Road (Northwest)		ONE HOUR	✓	230	100.000
N11 - Bridgend Road/Manor Grove	**A - Bridgend Road North**		ONE HOUR	✓	491	100.000
	B - Manor Grove		ONE HOUR	✓	205	100.000
	C - Bridgend Road South		ONE HOUR	✓	251	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N2 - Portway Roundabout	1 - Eastern Prom		
	2 - Aldi	[ONEHOUR]	0.00
	3 - The Portway	[ONEHOUR]	0.00
	4 - Hillsboro North Car Park		
	5 - Lias Road		
	6 - A4106 (North)		
N3 - New Road/Eastern Prom	1 - New Road East	[ONEHOUR]	60.00
	2 - Eastern Prom (South)		
	3 - New Road West		
N4 - New Road/Mackworth Rd	1 - New Rd (East)	[ONEHOUR]	60.00
	2 - Mackworth Road		
	3 - New Rd (West)		
N5 - New Road/Aldenham	1 - Aldenham Road (North)		
	2 - New Road (East)		
	3 - New Road (West)		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		
	2 - Bridgend Road (South)		
	3 - A4106 (West)		
	4 - Tyn-y-Caeau Lane		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)		
	2 - A4106 (South)		
	3 - Fulmar Road		
	4 - A4229 Pyle Road (North)		
N9a - A4106 Junction (North)	A - A4106 East		
	B - Unclassified link		
	C - A4106 West		
N9b - A4106 Junction (South)	A - Newton Nottage West		
	B - Unclassified link		
	C - Newton Nottage East		
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)		
	B - Newton Nottage Road (Southeast)		
	C - Aldenham Road (Southwest)		
	D - Newton Nottage Road (Northwest)		
N11 - Bridgend Road/Manor Grove	A - Bridgend Road North		
	B - Manor Grove		
	C - Bridgend Road South		

Origin-Destination Data

Demand (Veh/hr)

N2 - Portway Roundabout

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	42	60	5	67	145
	2 - Aldi	40	0	36	1	23	79
	3 - The Portway	82	33	0	7	9	263
	4 - Hillsboro North Car Park	8	1	8	0	3	65
	5 - Lias Road	93	16	251	1	2	251
	6 - A4106 (North)	126	102	184	35	151	1

N3 - New Road/Eastern Prom

Demand (Veh/hr)

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	4	165	40
	2 - Eastern Prom (South)	206	25	161
	3 - New Road West	50	134	1

N4 - New Road/Mackworth Rd

Demand (Veh/hr)

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	59	115
	2 - Mackworth Road	36	0	83
	3 - New Rd (West)	116	92	0

N5 - New Road/Aldenham

Demand (Veh/hr)

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	155	144
	2 - New Road (East)	165	0	75
	3 - New Road (West)	131	65	0

N10 - Newton Nottage Road/Aldenham Road

Demand (Veh/hr)

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	9	156	30
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	146	5	0	143
	D - Newton Nottage Road (Northwest)	52	35	143	0

N11 - Bridgend Road/Manor Grove

Demand (Veh/hr)

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	218	273
	B - Manor Grove	168	0	37
	C - Bridgend Road South	191	60	0

N6 - A4106/Bridgend Road

Demand (Veh/hr)

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	229	365	0
	2 - Bridgend Road (South)	192	0	132	3
	3 - A4106 (West)	282	165	0	4
	4 - Tyn-y-Caeau Lane	1	3	3	0

N7 - A4106/A4229/Fulmar Rd

Demand (Veh/hr)

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	220	303	197
	2 - A4106 (South)	234	0	127	270
	3 - Fulmar Road	197	89	0	134
	4 - A4229 Pyle Road (North)	302	348	245	0

N9a - A4106 Junction (North)

Demand (Veh/hr)

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	68	476
	B - Unclassified link	25	0	189
	C - A4106 West	429	204	0

N9b - A4106 Junction (South)

Demand (Veh/hr)

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	39	80
	B - Unclassified link	56	0	224
	C - Newton Nottage East	57	187	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N2 - Portway Roundabout

Heavy Vehicle %

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	0	2	0	2	2
	2 - Aldi	0	0	0	0	0	0
	3 - The Portway	3	0	0	0	0	1
	4 - Hillsboro North Car Park	0	0	0	0	0	0
	5 - Lias Road	2	0	0.43	0	0	0.43
	6 - A4106 (North)	2	0	1	0	0	0

N3 - New Road/Eastern Prom

Heavy Vehicle %

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	0	0	0
	2 - Eastern Prom (South)	0.53	0	1
	3 - New Road West	0	2	0

N4 - New Road/Mackworth Rd

Heavy Vehicle %

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	0	0
	2 - Mackworth Road	0	0	0
	3 - New Rd (West)	0	0	0

N5 - New Road/Aldenham

Heavy Vehicle %

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	0.70	2
	2 - New Road (East)	0.66	0	0
	3 - New Road (West)	0.83	0	0

N10 - Newton Nottage Road/Aldenham Road

Heavy Vehicle %

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	0	2	7
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	1	0	0	0
	D - Newton Nottage Road (Northwest)	2	0	0	0

N11 - Bridgend Road/Manor Grove

Heavy Vehicle %

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	0.50	2
	B - Manor Grove	0.65	0	0
	C - Bridgend Road South	2	2	0

N6 - A4106/Bridgend Road

Heavy Vehicle %

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	2	0.30	0
	2 - Bridgend Road (South)	2	0	2	0
	3 - A4106 (West)	2	0	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Heavy Vehicle %

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	0	0	0
	2 - A4106 (South)	0	0	0	0.80
	3 - Fulmar Road	0	0	0	4
	4 - A4229 Pyle Road (North)	0	0.62	1	0

N9a - A4106 Junction (North)

Heavy Vehicle %

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	0	0.46
	B - Unclassified link	0	0	1
	C - A4106 West	0.25	0	0

N9b - A4106 Junction (South)

Heavy Vehicle %

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	0	5
	B - Unclassified link	0	0	0.48
	C - Newton Nottage East	2	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N2 - Portway Roundabout	1 - Eastern Prom	0.26	3.51	0.3	1.4	A	293	439
	2 - Aldi	0.19	4.29	0.2	0.6	A	164	246
	3 - The Portway	0.33	4.05	0.5	2.1	A	362	542
	4 - Hillsboro North Car Park	0.09	3.69	0.1	0.5	A	78	117
	5 - Lias Road	0.64	9.53	1.8	2.8	A	563	845
	6 - A4106 (North)	0.31	2.51	0.5	1.8	A	550	824
N3 - New Road/Eastern Prom	1 - New Road East	0.18	3.48	0.2	0.5	A	192	288
	2 - Eastern Prom (South)	0.26	2.88	0.3	1.4	A	360	540
	3 - New Road West	0.16	3.46	0.2	0.5	A	170	255
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.22	5.20	0.3	1.2	A	160	239
	2 - Mackworth Road	0.16	5.15	0.2	0.5	A	109	164
	3 - New Rd (West)	0.23	4.61	0.3	1.3	A	191	286
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.36	6.26	0.6	2.6	A	274	412
	2 - New Road (East)	0.37	7.99	0.6	2.7	A	220	330
	3 - New Road (West)	0.26	5.97	0.4	1.2	A	180	270
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.46	4.75	0.9	1.9	A	545	818
	2 - Bridgend Road (South)	0.26	3.56	0.4	1.5	A	300	450
	3 - A4106 (West)	0.35	3.93	0.5	2.5	A	414	621
	4 - Tyn-y-Caeau Lane	0.01	6.81	0.0	0.5	A	6	10
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.57	6.11	1.3	1.5	A	661	991
	2 - A4106 (South)	0.36	2.87	0.6	2.6	A	579	869
	3 - Fulmar Road	0.41	5.36	0.7	2.8	A	385	578
	4 - A4229 Pyle Road (North)	0.67	7.31	2.0	3.0	A	821	1232

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N9a - A4106 Junction (North)	B-C	0.38	10.38	0.6	2.8	B	173	260
	B-A	0.11	16.88	0.1	0.5	C	23	34
	C-AB	0.40	10.49	0.6	2.9	B	187	281
	C-A						394	590
	A-B						62	94
	A-C						437	655
N9b - A4106 Junction (South)	B-C	0.36	8.20	0.6	2.6	A	206	308
	B-A	0.15	10.21	0.2	0.5	B	51	77
	C-AB	0.36	8.92	0.6	2.8	A	188	282
	C-A						36	54
	A-B						36	54
	A-C						73	110
N10 - Newton Nottage Road/Aldenham Road	B-ACD	0.00	0.00	0.0	~1	A	0	0
	A-BCD	0.07	6.09	0.1	0.7	A	37	55
	A-B						8	12
	A-C						135	202
	D-AB	0.18	9.48	0.2	0.9	A	68	103
	D-BC	0.38	12.99	0.6	2.8	B	143	214
	C-ABD	0.01	4.83	0.0	0.5	A	7	11
	C-D						130	195
	C-A						133	199
N11 - Bridgend Road/Manor Grove	B-C	0.09	9.00	0.1	0.5	A	34	51
	B-A	0.46	16.26	0.8	3.5	C	154	231
	C-AB	0.16	6.77	0.3	0.5	A	78	116
	C-A						153	229
	A-B						200	300
	A-C						251	376

Core Assessment - D7 - 2033 | Total Traffic | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	N3 - New Road/Eastern Prom - 2 - Eastern Prom (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
N2	Portway Roundabout	Standard Roundabout						1, 2, 3, 4, 5, 6	4.50	A
N3	New Road/Eastern Prom	Standard Roundabout						1, 2, 3	3.15	A
N4	New Road/Mackworth Rd	Mini-roundabout						1, 2, 3	5.17	A
N5	New Road/Aldenham	Mini-roundabout						1, 2, 3	6.58	A
N6	A4106/Bridgend Road	Standard Roundabout						1, 2, 3, 4	4.31	A
N7	A4106/A4229/Fulmar Rd	Standard Roundabout						1, 2, 3, 4	7.67	A
N9a	A4106 Junction (North)	T-Junction	Two-way	Two-way	Two-way				3.05	A
N9b	A4106 Junction (South)	T-Junction	Two-way	Two-way	Two-way				5.69	A
N10	Newton Nottage Road/Aldenham Road	Crossroads	Two-way	Exit Only	Two-way	Two-way			2.75	A
N11	Bridgend Road/Manor Grove	T-Junction	Two-way	Two-way	Two-way				6.57	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10	N11 - Bridgend Road/Manor Grove - Stream B-A	5.29	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N2 - Portway Roundabout	1	Eastern Prom	To/from the proposed Spine Road		
	2	Aldi	Aldi and Sandy Bay access		
	3	The Portway			
	4	Hillsboro North Car Park			
	5	Lias Road			
	6	A4106 (North)			
N3 - New Road/Eastern Prom	1	New Road East			
	2	Eastern Prom (South)			
	3	New Road West			
N4 - New Road/Mackworth Rd	1	New Rd (East)			
	2	Mackworth Road			
	3	New Rd (West)			
N5 - New Road/Aldenham	1	Aldenham Road (North)			
	2	New Road (East)			
	3	New Road (West)			
N6 - A4106/Bridgend Road	1	A4106 Bridgend Rd (East)			
	2	Bridgend Road (South)			
	3	A4106 (West)			
	4	Tyn-y-Caeau Lane			
N7 - A4106/A4229/Fulmar Rd	1	A4106 (East)			
	2	A4106 (South)			
	3	Fulmar Road			
	4	A4229 Pyle Road (North)			
N9a - A4106 Junction (North)	A	A4106 East			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	A4106 West			Major
N9b - A4106 Junction (South)	A	Newton Nottage West			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	Newton Nottage East			Major
N10 - Newton Nottage Road/Aldenham Road	A	Bridgend Road (Northeast)			Major
	B	Newton Nottage Road (Southeast)			Minor
	C	Aldenham Road (Southwest)			Major
	D	Newton Nottage Road (Northwest)			Minor
N11 - Bridgend Road/Manor Grove	A	Bridgend Road North			Major
	B	Manor Grove			Minor
	C	Bridgend Road South			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N2 - Portway Roundabout	1 - Eastern Prom	5.26	7.22	3.9	18.0	99.4	32.0		
	2 - Aldi	3.71	5.99	6.5	20.7	94.1	28.0		
	3 - The Portway	4.62	7.00	4.9	17.3	88.7	41.0		
	4 - Hillsboro North Car Park	4.48	5.49	3.3	17.8	99.4	34.0		
	5 - Lias Road	3.50	6.12	8.7	16.4	99.1	44.0		
	6 - A4106 (North)	7.29	9.34	4.0	20.2	88.7	30.0		
N3 - New Road/Eastern Prom	1 - New Road East	3.00	4.90	17.3	116.2	31.9	30.0		
	2 - Eastern Prom (South)	3.63	6.50	50.6	16.3	31.0	44.0		
	3 - New Road West	3.02	6.60	13.2	183.7	32.0	31.0		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	3.71	6.87	6.4	18.6	52.0	22.0		
	2 - Bridgend Road (South)	3.64	5.50	19.3	35.7	51.3	14.0		
	3 - A4106 (West)	3.72	7.12	6.5	35.3	51.6	28.0		
	4 - Tyn-y-Caeau Lane	2.00	3.91	4.9	8.4	51.6	16.0		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	3.24	8.27	13.7	57.9	79.3	27.0		
	2 - A4106 (South)	7.08	9.70	5.1	16.1	79.7	28.0		
	3 - Fulmar Road	3.70	8.08	6.3	18.8	79.3	38.0		
	4 - A4229 Pyle Road (North)	3.62	6.65	15.8	19.1	79.7	11.0		

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
N4 - New Road/Mackworth Rd	1 - New Rd (East)	3.74	2.75	3.74	45.0	14.68	10.04	0.0	✓
	2 - Mackworth Road	3.72	2.78	4.46	25.3	11.10	6.56	0.0	
	3 - New Rd (West)	3.58	3.58	4.53	10.2	16.26	15.50	0.0	
N5 - New Road/Aldenham	1 - Aldenham Road (North)	3.00	2.80	3.80	45.0	11.90	8.48	0.0	✓
	2 - New Road (East)	3.00	3.00	3.40	5.7	12.80	10.20	0.0	
	3 - New Road (West)	3.00	2.80	3.80	3.8	15.40	13.60	0.0	✓

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N9a - A4106 Junction (North)	C - A4106 West	6.75		✓	3.20	150.0	✓	7.60
N9b - A4106 Junction (South)	C - Newton Nottage East	6.00				97.8	✓	0.00
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)	7.10				83.0	✓	0.00
	C - Aldenham Road (Southwest)	7.10				122.0	✓	0.00
N11 - Bridgend Road/Manor Grove	C - Bridgend Road South	7.30				60.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visi to (
N9a - A4106 Junction (North)	B - Unclassified link	One lane plus flare		10.00	5.25	3.80	3.60	3.50	✓	1.00	8
N9b - A4106 Junction (South)	B - Unclassified link	One lane plus flare		10.00	5.70	4.10	3.70	3.30	✓	1.00	3
N10 - Newton Nottage Road/Aldenham Road	B - Newton Nottage Road (Southeast)										
	D - Newton Nottage Road (Northwest)	One lane plus flare		10.00	5.46	4.11	3.80	3.80	✓	1.00	2
N11 - Bridgend Road/Manor Grove	B - Manor Grove	One lane plus flare		10.00	4.70	3.52	3.52	3.31	✓	1.00	7

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
N3 - New Road/Eastern Prom	1 - New Road East	1.00	1.00	✓	Distance			5.04	3.60	7.25	5.18
N4 - New Road/Mackworth Rd	1 - New Rd (East)	5.55	5.08		Distance	8.04	5.74				

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N2 - Portway Roundabout	2 - Aldi	1.69	3.00	2.90	1.00	6.00	6.00	7.00
	3 - The Portway	3.19	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N2 - Portway Roundabout	1 - Eastern Prom	0.461	1799
	2 - Aldi	0.421	1462
	3 - The Portway	0.434	1606
	4 - Hillsboro North Car Park	0.415	1482
	5 - Lias Road	0.392	1378
	6 - A4106 (North)	0.564	2445
N3 - New Road/Eastern Prom	1 - New Road East	0.605	1389
	2 - Eastern Prom (South)	0.644	1726
	3 - New Road West	0.638	1555
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.507	934
	2 - Mackworth Road	0.635	910
	3 - New Rd (West)	0.672	1036
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.508	950
	2 - New Road (East)	0.605	815
	3 - New Road (West)	0.504	916
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.575	1532
	2 - Bridgend Road (South)	0.615	1652
	3 - A4106 (West)	0.582	1554
	4 - Tyn-y-Caeau Lane	0.436	847
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.491	1753
	2 - A4106 (South)	0.580	2434
	3 - Fulmar Road	0.435	1486
	4 - A4229 Pyle Road (North)	0.497	1771

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
N10 - Newton Nottage Road/Aldenham Road	A-D	622	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
	B-A	440	0.076	0.193	0.193	-	-	-	0.121	0.275	-	0.193	0.193	0.096
	B-C	574	0.084	0.212	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	B-D, offside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	C-B	645	0.238	0.238	0.340	-	-	-	-	-	-	-	-	-
	D-A	681	-	-	-	-	-	-	0.251	-	0.099	-	-	-
	D-B, nearside lane	532	0.147	0.147	0.333	-	-	-	0.233	0.233	0.092	-	-	-
	D-B, offside lane	540	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
	D-C	540	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N11 - Bridgend Road/Manor Grove	B-A	563	0.097	0.244	0.154	0.349
	B-C	644	0.093	0.235	-	-
	C-B	609	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9a - A4106 Junction (North)	B-A	536	0.094	0.237	0.149	0.339
	B-C	724	0.108	0.273	-	-
	C-B	733	0.275	0.275	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9b - A4106 Junction (South)	B-A	544	0.099	0.250	0.157	0.358
	B-C	754	0.116	0.292	-	-
	C-B	631	0.244	0.244	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033	Total Traffic	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N2 - Portway Roundabout	1 - Eastern Prom		ONE HOUR	✓	337	100.000
	2 - Aldi		ONE HOUR	✓	193	100.000
	3 - The Portway		ONE HOUR	✓	446	100.000
	4 - Hillsboro North Car Park		ONE HOUR	✓	3	100.000
	5 - Lias Road		ONE HOUR	✓	480	100.000
	6 - A4106 (North)		ONE HOUR	✓	796	100.000
N3 - New Road/Eastern Prom	1 - New Road East		ONE HOUR	✓	251	100.000
	2 - Eastern Prom (South)		ONE HOUR	✓	313	100.000
	3 - New Road West		ONE HOUR	✓	174	100.000
N4 - New Road/Mackworth Rd	1 - New Rd (East)		ONE HOUR	✓	212	100.000
	2 - Mackworth Road		ONE HOUR	✓	129	100.000
	3 - New Rd (West)		ONE HOUR	✓	176	100.000
N5 - New Road/Aldenham	1 - Aldenham Road (North)		ONE HOUR	✓	255	100.000
	2 - New Road (East)		ONE HOUR	✓	218	100.000
	3 - New Road (West)		ONE HOUR	✓	149	100.000
	1 - A4106 Bridgend Rd (East)		ONE HOUR	✓	557	100.000

N6 - A4106/Bridgend Road	**2 - Bridgend Road (South)**		ONE HOUR	✓	415	100.000
	3 - A4106 (West)		ONE HOUR	✓	526	100.000
	4 - Tyn-y-Caeau Lane		ONE HOUR	✓	3	100.000
N7 - A4106/A4229/Fulmar Rd	**1 - A4106 (East)**		ONE HOUR	✓	849	100.000
	2 - A4106 (South)		ONE HOUR	✓	784	100.000
	3 - Fulmar Road		ONE HOUR	✓	609	100.000
	4 - A4229 Pyle Road (North)		ONE HOUR	✓	840	100.000
N9a - A4106 Junction (North)	**A - A4106 East**		ONE HOUR	✓	554	100.000
	B - Unclassified link		ONE HOUR	✓	227	100.000
	C - A4106 West		ONE HOUR	✓	638	100.000
N9b - A4106 Junction (South)	**A - Newton Nottage West**		ONE HOUR	✓	133	100.000
	B - Unclassified link		ONE HOUR	✓	222	100.000
	C - Newton Nottage East		ONE HOUR	✓	223	100.000
N10 - Newton Nottage Road/Aldenham Road	**A - Bridgend Road (Northeast)**		ONE HOUR	✓	213	100.000
	B - Newton Nottage Road (Southeast)		ONE HOUR	✓	0	100.000
	C - Aldenham Road (Southwest)		ONE HOUR	✓	278	100.000
	D - Newton Nottage Road (Northwest)		ONE HOUR	✓	145	100.000
N11 - Bridgend Road/Manor Grove	**A - Bridgend Road North**		ONE HOUR	✓	418	100.000
	B - Manor Grove		ONE HOUR	✓	287	100.000
	C - Bridgend Road South		ONE HOUR	✓	339	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N2 - Portway Roundabout	1 - Eastern Prom		
	2 - Aldi	[ONEHOUR]	60.00
	3 - The Portway	[ONEHOUR]	60.00
	4 - Hillsboro North Car Park		
	5 - Lias Road		
	6 - A4106 (North)		
N3 - New Road/Eastern Prom	1 - New Road East	[ONEHOUR]	60.00
	2 - Eastern Prom (South)		
	3 - New Road West		
N4 - New Road/Mackworth Rd	1 - New Rd (East)	[ONEHOUR]	60.00
	2 - Mackworth Road		
	3 - New Rd (West)		
N5 - New Road/Aldenham	1 - Aldenham Road (North)		
	2 - New Road (East)		
	3 - New Road (West)		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		
	2 - Bridgend Road (South)		
	3 - A4106 (West)		
	4 - Tyn-y-Caeau Lane		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)		
	2 - A4106 (South)		
	3 - Fulmar Road		
	4 - A4229 Pyle Road (North)		
N9a - A4106 Junction (North)	A - A4106 East		
	B - Unclassified link		
	C - A4106 West		
N9b - A4106 Junction (South)	A - Newton Nottage West		
	B - Unclassified link		
	C - Newton Nottage East		
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)		
	B - Newton Nottage Road (Southeast)		
	C - Aldenham Road (Southwest)		
	D - Newton Nottage Road (Northwest)		
N11 - Bridgend Road/Manor Grove	A - Bridgend Road North		
	B - Manor Grove		
	C - Bridgend Road South		

Origin-Destination Data

Demand (Veh/hr)

N2 - Portway Roundabout

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	27	73	0	77	160
	2 - Aldi	24	0	52	0	14	103
	3 - The Portway	69	56	1	1	25	294
	4 - Hillsboro North Car Park	1	0	0	0	1	1
	5 - Lias Road	73	19	194	0	0	194
	6 - A4106 (North)	238	98	263	8	189	0

N3 - New Road/Eastern Prom

Demand (Veh/hr)

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	2	218	31
	2 - Eastern Prom (South)	167	7	139
	3 - New Road West	29	144	1

N4 - New Road/Mackworth Rd

Demand (Veh/hr)

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	85	127
	2 - Mackworth Road	37	0	92
	3 - New Rd (West)	84	92	0

N5 - New Road/Aldenham

Demand (Veh/hr)

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	75	180
	2 - New Road (East)	156	0	62
	3 - New Road (West)	123	26	0

N10 - Newton Nottage Road/Aldenham Road

Demand (Veh/hr)

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	5	173	35
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	159	1	0	118
	D - Newton Nottage Road (Northwest)	48	16	81	0

N11 - Bridgend Road/Manor Grove

Demand (Veh/hr)

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	160	258
	B - Manor Grove	225	0	62
	C - Bridgend Road South	292	47	0

N6 - A4106/Bridgend Road

Demand (Veh/hr)

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	199	357	1
	2 - Bridgend Road (South)	225	0	190	0
	3 - A4106 (West)	378	147	0	1
	4 - Tyn-y-Caeau Lane	1	1	1	0

N7 - A4106/A4229/Fulmar Rd

Demand (Veh/hr)

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	318	271	260
	2 - A4106 (South)	272	0	62	450
	3 - Fulmar Road	303	65	0	241
	4 - A4229 Pyle Road (North)	161	486	193	0

N9a - A4106 Junction (North)

Demand (Veh/hr)

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	47	507
	B - Unclassified link	47	0	180
	C - A4106 West	480	158	0

N9b - A4106 Junction (South)

Demand (Veh/hr)

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	55	78
	B - Unclassified link	39	0	183
	C - Newton Nottage East	51	172	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N2 - Portway Roundabout

Heavy Vehicle %

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	0	5	0	3	0.44
	2 - Aldi	0	0	0.05	0	0.28	2
	3 - The Portway	0.03	0.03	0	0	0.24	1
	4 - Hillsboro North Car Park	0.45	0	0	0	0	0
	5 - Lias Road	4	0.20	2	0	0	2
	6 - A4106 (North)	1	2	2	0	3	0

N3 - New Road/Eastern Prom

Heavy Vehicle %

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	0	0.82	7
	2 - Eastern Prom (South)	0.96	0	2
	3 - New Road West	0	2	0

N4 - New Road/Mackworth Rd

Heavy Vehicle %

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	0.97	0
	2 - Mackworth Road	2	0	3
	3 - New Rd (West)	1	1	0

N5 - New Road/Aldenham

Heavy Vehicle %

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	4	0.88
	2 - New Road (East)	5	0	0
	3 - New Road (West)	2	0	0

N10 - Newton Nottage Road/Aldenham Road

Heavy Vehicle %

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	0	0.91	6
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	3	0	0	5
	D - Newton Nottage Road (Northwest)	9	0	4	0

N11 - Bridgend Road/Manor Grove

Heavy Vehicle %

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	3	3
	B - Manor Grove	2	0	2
	C - Bridgend Road South	1	0	0

N6 - A4106/Bridgend Road

Heavy Vehicle %

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	3	0.88	0
	2 - Bridgend Road (South)	3	0	0.57	0
	3 - A4106 (West)	0.16	4	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Heavy Vehicle %

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	0.65	0.40	1
	2 - A4106 (South)	2	0	0.14	2
	3 - Fulmar Road	0.36	0.11	0	3
	4 - A4229 Pyle Road (North)	3	2	4	0

N9a - A4106 Junction (North)

Heavy Vehicle %

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	0	0.84
	B - Unclassified link	2	0	0
	C - A4106 West	2	0.68	0

N9b - A4106 Junction (South)

Heavy Vehicle %

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	2	1
	B - Unclassified link	0	0	1
	C - Newton Nottage East	4	0.63	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N2 - Portway Roundabout	1 - Eastern Prom	0.28	3.70	0.4	1.2	A	309	464
	2 - Aldi	0.24	5.21	0.3	1.3	A	177	266
	3 - The Portway	0.41	5.01	0.7	2.8	A	409	614
	4 - Hillsboro North Car Park	0.00	0.00	0.0	~1	A	0	0
	5 - Lias Road	0.51	6.99	1.0	2.2	A	440	661
	6 - A4106 (North)	0.41	2.88	0.7	2.6	A	730	1096
N3 - New Road/Eastern Prom	1 - New Road East	0.22	3.69	0.3	1.2	A	230	345
	2 - Eastern Prom (South)	0.21	2.69	0.3	0.9	A	287	431
	3 - New Road West	0.15	3.20	0.2	0.5	A	160	239
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.27	5.58	0.4	1.2	A	195	292
	2 - Mackworth Road	0.18	5.46	0.2	0.5	A	118	178
	3 - New Rd (West)	0.19	4.49	0.2	1.0	A	162	242
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.31	5.65	0.4	1.9	A	234	351
	2 - New Road (East)	0.36	8.35	0.6	2.6	A	200	300
	3 - New Road (West)	0.20	5.56	0.3	1.1	A	137	205
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.43	4.50	0.8	2.3	A	511	767
	2 - Bridgend Road (South)	0.33	3.88	0.5	2.2	A	381	571
	3 - A4106 (West)	0.42	4.44	0.7	2.6	A	483	724
	4 - Tyn-y-Caeau Lane	0.00	0.00	0.0	~1	A	0	0
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.70	9.04	2.3	5.3	A	779	1169
	2 - A4106 (South)	0.45	3.37	0.8	2.3	A	719	1079
	3 - Fulmar Road	0.67	11.08	2.0	5.4	B	559	838
	4 - A4229 Pyle Road (North)	0.67	7.85	2.0	2.9	A	771	1156

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N9a - A4106 Junction (North)	B-C	0.38	10.96	0.6	2.8	B	165	248
	B-A	0.22	19.16	0.3	1.3	C	43	65
	C-AB	0.31	9.32	0.4	1.9	A	145	217
	C-A						440	661
	A-B						43	65
	A-C						465	698
N9b - A4106 Junction (South)	B-C	0.29	7.31	0.4	1.7	A	168	252
	B-A	0.10	9.35	0.1	0.5	A	36	54
	C-AB	0.33	8.59	0.5	2.4	A	171	257
	C-A						34	50
	A-B						50	76
	A-C						72	107
N10 - Newton Nottage Road/Aldenham Road	B-ACD	0.00	0.00	0.0	~1	A	0	0
	A-BCD	0.08	6.01	0.1	0.8	A	44	65
	A-B						4	6
	A-C						148	221
	D-AB	0.13	8.16	0.1	0.5	A	53	79
	D-BC	0.23	10.96	0.3	1.4	B	80	121
	C-ABD	0.00	4.88	0.0	0.5	A	1	2
	C-D						108	162
	C-A						146	218
N11 - Bridgend Road/Manor Grove	B-C	0.19	12.70	0.2	1.0	B	57	85
	B-A	0.63	25.04	1.7	7.6	D	206	310
	C-AB	0.13	5.65	0.3	1.2	A	71	106
	C-A						240	361
	A-B						147	220
	A-C						237	355

Core Assessment - D8 - 2033 | Total Traffic | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	N4 - New Road/Mackworth Rd	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 92% of the total flow for the roundabout for one or more time segments]
Warning	Geometry	N3 - New Road/Eastern Prom - 2 - Eastern Prom (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
N2	Portway Roundabout	Standard Roundabout						1, 2, 3, 4, 5, 6	7.35	A
N3	New Road/Eastern Prom	Standard Roundabout						1, 2, 3	3.05	A
N4	New Road/Mackworth Rd	Mini-roundabout						1, 2, 3	4.63	A
N5	New Road/Aldenham	Mini-roundabout						1, 2, 3	6.77	A
N6	A4106/Bridgend Road	Standard Roundabout						1, 2, 3, 4	5.07	A
N7	A4106/A4229/Fulmar Rd	Standard Roundabout						1, 2, 3, 4	8.50	A
N9a	A4106 Junction (North)	T-Junction	Two-way	Two-way	Two-way				3.20	A
N9b	A4106 Junction (South)	T-Junction	Two-way	Two-way	Two-way				6.54	A
N10	Newton Nottage Road/Aldenham Road	Crossroads	Two-way	Exit Only	Two-way	Two-way			4.15	A
N11	Bridgend Road/Manor Grove	T-Junction	Two-way	Two-way	Two-way				3.82	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		12	N2 - Portway Roundabout - 5 - Lias Road	6.04	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N2 - Portway Roundabout	1	Eastern Prom	To/from the proposed Spine Road		
	2	Aldi	Aldi and Sandy Bay access		
	3	The Portway			
	4	Hillsboro North Car Park			
	5	Lias Road			
	6	A4106 (North)			
N3 - New Road/Eastern Prom	1	New Road East			
	2	Eastern Prom (South)			
	3	New Road West			
N4 - New Road/Mackworth Rd	1	New Rd (East)			
	2	Mackworth Road			
	3	New Rd (West)			
N5 - New Road/Aldenham	1	Aldenham Road (North)			
	2	New Road (East)			
	3	New Road (West)			
N6 - A4106/Bridgend Road	1	A4106 Bridgend Rd (East)			
	2	Bridgend Road (South)			
	3	A4106 (West)			
	4	Tyn-y-Caeau Lane			
N7 - A4106/A4229/Fulmar Rd	1	A4106 (East)			
	2	A4106 (South)			
	3	Fulmar Road			
	4	A4229 Pyle Road (North)			
N9a - A4106 Junction (North)	A	A4106 East			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	A4106 West			Major
N9b - A4106 Junction (South)	A	Newton Nottage West			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	Newton Nottage East			Major
N10 - Newton Nottage Road/Aldenham Road	A	Bridgend Road (Northeast)			Major
	B	Newton Nottage Road (Southeast)			Minor
	C	Aldenham Road (Southwest)			Major
	D	Newton Nottage Road (Northwest)			Minor
N11 - Bridgend Road/Manor Grove	A	Bridgend Road North			Major
	B	Manor Grove			Minor
	C	Bridgend Road South			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N2 - Portway Roundabout	1 - Eastern Prom	5.26	7.22	3.9	18.0	99.4	32.0		
	2 - Aldi	3.71	5.99	6.5	20.7	94.1	28.0		
	3 - The Portway	4.62	7.00	4.9	17.3	88.7	41.0		
	4 - Hillsboro North Car Park	4.48	5.49	3.3	17.8	99.4	34.0		
	5 - Lias Road	3.50	6.12	8.7	16.4	99.1	44.0		
	6 - A4106 (North)	7.29	9.34	4.0	20.2	88.7	30.0		
N3 - New Road/Eastern Prom	1 - New Road East	3.00	4.90	17.3	116.2	31.9	30.0		
	2 - Eastern Prom (South)	3.63	6.50	50.6	16.3	31.0	44.0		
	3 - New Road West	3.02	6.60	13.2	183.7	32.0	31.0		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	3.71	6.87	6.4	18.6	52.0	22.0		
	2 - Bridgend Road (South)	3.64	5.50	19.3	35.7	51.3	14.0		
	3 - A4106 (West)	3.72	7.12	6.5	35.3	51.6	28.0		
	4 - Tyn-y-Caeau Lane	2.00	3.91	4.9	8.4	51.6	16.0		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	3.24	8.27	13.7	57.9	79.3	27.0		
	2 - A4106 (South)	7.08	9.70	5.1	16.1	79.7	28.0		
	3 - Fulmar Road	3.70	8.08	6.3	18.8	79.3	38.0		
	4 - A4229 Pyle Road (North)	3.62	6.65	15.8	19.1	79.7	11.0		

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
N4 - New Road/Mackworth Rd	1 - New Rd (East)	3.74	2.75	3.74	45.0	14.68	10.04	0.0	✓
	2 - Mackworth Road	3.72	2.78	4.46	25.3	11.10	6.56	0.0	
	3 - New Rd (West)	3.58	3.58	4.53	10.2	16.26	15.50	0.0	
N5 - New Road/Aldenham	1 - Aldenham Road (North)	3.00	2.80	3.80	45.0	11.90	8.48	0.0	✓
	2 - New Road (East)	3.00	3.00	3.40	5.7	12.80	10.20	0.0	
	3 - New Road (West)	3.00	2.80	3.80	3.8	15.40	13.60	0.0	✓

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N9a - A4106 Junction (North)	C - A4106 West	6.75		✓	3.20	150.0	✓	7.60
N9b - A4106 Junction (South)	C - Newton Nottage East	6.00				97.8	✓	0.00
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)	7.10				83.0	✓	0.00
	C - Aldenham Road (Southwest)	7.10				122.0	✓	0.00
N11 - Bridgend Road/Manor Grove	C - Bridgend Road South	7.30				60.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visi to (
N9a - A4106 Junction (North)	B - Unclassified link	One lane plus flare		10.00	5.25	3.80	3.60	3.50	✓	1.00	8
N9b - A4106 Junction (South)	B - Unclassified link	One lane plus flare		10.00	5.70	4.10	3.70	3.30	✓	1.00	3
N10 - Newton Nottage Road/Aldenham Road	B - Newton Nottage Road (Southeast)										
	D - Newton Nottage Road (Northwest)	One lane plus flare		10.00	5.46	4.11	3.80	3.80	✓	1.00	2
N11 - Bridgend Road/Manor Grove	B - Manor Grove	One lane plus flare		10.00	4.70	3.52	3.52	3.31	✓	1.00	7

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
N3 - New Road/Eastern Prom	1 - New Road East	1.00	1.00	✓	Distance			5.04	3.60	7.25	5.18
N4 - New Road/Mackworth Rd	1 - New Rd (East)	5.55	5.08		Distance	8.04	5.74				

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N2 - Portway Roundabout	2 - Aldi	1.69	3.00	2.90	1.00	6.00	6.00	7.00
	3 - The Portway	3.19	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N2 - Portway Roundabout	1 - Eastern Prom	0.461	1799
	2 - Aldi	0.421	1462
	3 - The Portway	0.434	1606
	4 - Hillsboro North Car Park	0.415	1482
	5 - Lias Road	0.392	1378
	6 - A4106 (North)	0.564	2445
N3 - New Road/Eastern Prom	1 - New Road East	0.605	1389
	2 - Eastern Prom (South)	0.644	1726
	3 - New Road West	0.638	1555
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.507	934
	2 - Mackworth Road	0.635	910
	3 - New Rd (West)	0.672	1036
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.508	950
	2 - New Road (East)	0.605	815
	3 - New Road (West)	0.504	916
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.575	1532
	2 - Bridgend Road (South)	0.615	1652
	3 - A4106 (West)	0.582	1554
	4 - Tyn-y-Caeau Lane	0.436	847
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.491	1753
	2 - A4106 (South)	0.580	2434
	3 - Fulmar Road	0.435	1486
	4 - A4229 Pyle Road (North)	0.497	1771

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
N10 - Newton Nottage Road/Aldenham Road	A-D	622	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
	B-A	440	0.076	0.193	0.193	-	-	-	0.121	0.275	-	0.193	0.193	0.096
	B-C	574	0.084	0.212	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	B-D, offside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	C-B	645	0.238	0.238	0.340	-	-	-	-	-	-	-	-	-
	D-A	674	-	-	-	-	-	-	0.249	-	0.098	-	-	-
	D-B, nearside lane	526	0.145	0.145	0.330	-	-	-	0.231	0.231	0.091	-	-	-
	D-B, offside lane	546	0.150	0.150	0.342	-	-	-	0.239	0.239	0.095	-	-	-
	D-C	546	-	0.150	0.342	0.120	0.239	0.239	0.239	0.239	0.095	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N11 - Bridgend Road/Manor Grove	B-A	565	0.097	0.246	0.154	0.351
	B-C	640	0.093	0.234	-	-
	C-B	609	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9a - A4106 Junction (North)	B-A	528	0.092	0.234	0.147	0.334
	B-C	734	0.110	0.277	-	-
	C-B	733	0.275	0.275	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9b - A4106 Junction (South)	B-A	545	0.099	0.251	0.158	0.359
	B-C	752	0.115	0.291	-	-
	C-B	631	0.244	0.244	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033	Total Traffic	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N2 - Portway Roundabout	1 - Eastern Prom		ONE HOUR	✓	395	100.000
	2 - Aldi		ONE HOUR	✓	330	100.000
	3 - The Portway		ONE HOUR	✓	648	100.000
	4 - Hillsboro North Car Park		ONE HOUR	✓	9	100.000
	5 - Lias Road		ONE HOUR	✓	617	100.000
	6 - A4106 (North)		ONE HOUR	✓	779	100.000
N3 - New Road/Eastern Prom	1 - New Road East		ONE HOUR	✓	178	100.000
	2 - Eastern Prom (South)		ONE HOUR	✓	339	100.000
	3 - New Road West		ONE HOUR	✓	185	100.000
N4 - New Road/Mackworth Rd	1 - New Rd (East)		ONE HOUR	✓	174	100.000
	2 - Mackworth Road		ONE HOUR	✓	23	100.000
	3 - New Rd (West)		ONE HOUR	✓	155	100.000
N5 - New Road/Aldenham	1 - Aldenham Road (North)		ONE HOUR	✓	300	100.000
	2 - New Road (East)		ONE HOUR	✓	240	100.000
	3 - New Road (West)		ONE HOUR	✓	199	100.000
	1 - A4106 Bridgend Rd (East)		ONE HOUR	✓	731	100.000

N6 - A4106/Bridgend Road	**2 - Bridgend Road (South)**		ONE HOUR	✓	330	100.000
	3 - A4106 (West)		ONE HOUR	✓	570	100.000
	4 - Tyn-y-Caeau Lane		ONE HOUR	✓	7	100.000
N7 - A4106/A4229/Fulmar Rd	**1 - A4106 (East)**		ONE HOUR	✓	856	100.000
	2 - A4106 (South)		ONE HOUR	✓	872	100.000
	3 - Fulmar Road		ONE HOUR	✓	431	100.000
	4 - A4229 Pyle Road (North)		ONE HOUR	✓	1014	100.000
N9a - A4106 Junction (North)	**A - A4106 East**		ONE HOUR	✓	680	100.000
	B - Unclassified link		ONE HOUR	✓	214	100.000
	C - A4106 West		ONE HOUR	✓	753	100.000
N9b - A4106 Junction (South)	**A - Newton Nottage West**		ONE HOUR	✓	119	100.000
	B - Unclassified link		ONE HOUR	✓	280	100.000
	C - Newton Nottage East		ONE HOUR	✓	244	100.000
N10 - Newton Nottage Road/Aldenham Road	**A - Bridgend Road (Northeast)**		ONE HOUR	✓	196	100.000
	B - Newton Nottage Road (Southeast)		ONE HOUR	✓	0	100.000
	C - Aldenham Road (Southwest)		ONE HOUR	✓	298	100.000
	D - Newton Nottage Road (Northwest)		ONE HOUR	✓	230	100.000
N11 - Bridgend Road/Manor Grove	**A - Bridgend Road North**		ONE HOUR	✓	492	100.000
	B - Manor Grove		ONE HOUR	✓	205	100.000
	C - Bridgend Road South		ONE HOUR	✓	254	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N2 - Portway Roundabout	1 - Eastern Prom		
	2 - Aldi	[ONEHOUR]	60.00
	3 - The Portway	[ONEHOUR]	60.00
	4 - Hillsboro North Car Park		
	5 - Lias Road		
	6 - A4106 (North)		
N3 - New Road/Eastern Prom	1 - New Road East	[ONEHOUR]	60.00
	2 - Eastern Prom (South)		
	3 - New Road West		
N4 - New Road/Mackworth Rd	1 - New Rd (East)	[ONEHOUR]	60.00
	2 - Mackworth Road		
	3 - New Rd (West)		
N5 - New Road/Aldenham	1 - Aldenham Road (North)		
	2 - New Road (East)		
	3 - New Road (West)		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		
	2 - Bridgend Road (South)		
	3 - A4106 (West)		
	4 - Tyn-y-Caeau Lane		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)		
	2 - A4106 (South)		
	3 - Fulmar Road		
	4 - A4229 Pyle Road (North)		
N9a - A4106 Junction (North)	A - A4106 East		
	B - Unclassified link		
	C - A4106 West		
N9b - A4106 Junction (South)	A - Newton Nottage West		
	B - Unclassified link		
	C - Newton Nottage East		
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)		
	B - Newton Nottage Road (Southeast)		
	C - Aldenham Road (Southwest)		
	D - Newton Nottage Road (Northwest)		
N11 - Bridgend Road/Manor Grove	A - Bridgend Road North		
	B - Manor Grove		
	C - Bridgend Road South		

Origin-Destination Data

Demand (Veh/hr)

N2 - Portway Roundabout

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	43	67	1	71	213
	2 - Aldi	40	0	118	0	25	147
	3 - The Portway	90	95	0	1	16	446
	4 - Hillsboro North Car Park	1	0	1	0	0	7
	5 - Lias Road	93	20	251	0	2	251
	6 - A4106 (North)	127	199	298	3	151	1

N3 - New Road/Eastern Prom

Demand (Veh/hr)

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	4	134	40
	2 - Eastern Prom (South)	153	25	161
	3 - New Road West	50	134	1

N4 - New Road/Mackworth Rd

Demand (Veh/hr)

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	19	155
	2 - Mackworth Road	11	0	12
	3 - New Rd (West)	144	11	0

N5 - New Road/Aldenham

Demand (Veh/hr)

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	155	145
	2 - New Road (East)	165	0	75
	3 - New Road (West)	134	65	0

N10 - Newton Nottage Road/Aldenham Road

Demand (Veh/hr)

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	9	157	30
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	150	5	0	143
	D - Newton Nottage Road (Northwest)	52	35	143	0

N11 - Bridgend Road/Manor Grove

Demand (Veh/hr)

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	218	274
	B - Manor Grove	168	0	37
	C - Bridgend Road South	194	60	0

N6 - A4106/Bridgend Road

Demand (Veh/hr)

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	230	501	0
	2 - Bridgend Road (South)	195	0	132	3
	3 - A4106 (West)	401	165	0	4
	4 - Tyn-y-Caeau Lane	1	3	3	0

N7 - A4106/A4229/Fulmar Rd

Demand (Veh/hr)

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	356	303	197
	2 - A4106 (South)	354	0	141	377
	3 - Fulmar Road	197	100	0	134
	4 - A4229 Pyle Road (North)	302	467	245	0

N9a - A4106 Junction (North)

Demand (Veh/hr)

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	68	612
	B - Unclassified link	25	0	189
	C - A4106 West	549	204	0

N9b - A4106 Junction (South)

Demand (Veh/hr)

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	39	80
	B - Unclassified link	56	0	224
	C - Newton Nottage East	57	187	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N2 - Portway Roundabout

Heavy Vehicle %

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	0	2	0	2	3
	2 - Aldi	0	0	0.03	0	0.13	0.63
	3 - The Portway	3	0.03	0	0	0.25	1
	4 - Hillsboro North Car Park	0.58	0	0	0	0	0
	5 - Lias Road	2	0.22	0.43	0	0	0.43
	6 - A4106 (North)	2	0.47	1	0	0	0

N3 - New Road/Eastern Prom

Heavy Vehicle %

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	0	0.40	0
	2 - Eastern Prom (South)	1	0	1
	3 - New Road West	0	2	0

N4 - New Road/Mackworth Rd

Heavy Vehicle %

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	4	0
	2 - Mackworth Road	7	0	10
	3 - New Rd (West)	0	11	0

N5 - New Road/Aldenham

Heavy Vehicle %

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	0.70	2
	2 - New Road (East)	0.66	0	0
	3 - New Road (West)	1	0	0

N10 - Newton Nottage Road/Aldenham Road

Heavy Vehicle %

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	0	2	7
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	2	0	0	0
	D - Newton Nottage Road (Northwest)	2	0	0	0

N11 - Bridgend Road/Manor Grove

Heavy Vehicle %

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	0.50	2
	B - Manor Grove	0.65	0	0
	C - Bridgend Road South	2	2	0

N6 - A4106/Bridgend Road

Heavy Vehicle %

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	2	0.41	0
	2 - Bridgend Road (South)	2	0	2	0
	3 - A4106 (West)	1	0	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Heavy Vehicle %

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	0.27	0	0
	2 - A4106 (South)	0.27	0	0.12	0.90
	3 - Fulmar Road	0	0.11	0	4
	4 - A4229 Pyle Road (North)	0	0.73	1	0

N9a - A4106 Junction (North)

Heavy Vehicle %

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	0	0.51
	B - Unclassified link	0	0	1
	C - A4106 West	0.37	0	0

N9b - A4106 Junction (South)

Heavy Vehicle %

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	0	5
	B - Unclassified link	0	0	0.48
	C - Newton Nottage East	2	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N2 - Portway Roundabout	1 - Eastern Prom	0.35	4.40	0.5	2.4	A	362	544
	2 - Aldi	0.41	6.80	0.7	3.0	A	303	454
	3 - The Portway	0.59	7.32	1.4	1.7	A	595	892
	4 - Hillsboro North Car Park	0.01	4.13	0.0	0.5	A	8	12
	5 - Lias Road	0.74	15.16	2.8	12.4	C	566	849
	6 - A4106 (North)	0.42	3.00	0.7	2.7	A	715	1072
N3 - New Road/Eastern Prom	1 - New Road East	0.16	3.38	0.2	0.5	A	163	245
	2 - Eastern Prom (South)	0.22	2.76	0.3	1.2	A	311	467
	3 - New Road West	0.16	3.25	0.2	0.5	A	170	255
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.21	4.92	0.3	1.2	A	160	239
	2 - Mackworth Road	0.03	5.05	0.0	0.5	A	21	32
	3 - New Rd (West)	0.17	4.24	0.2	0.5	A	142	213
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.37	6.29	0.6	2.6	A	275	413
	2 - New Road (East)	0.37	8.01	0.6	2.7	A	220	330
	3 - New Road (West)	0.27	6.02	0.4	1.3	A	183	274
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.57	5.94	1.3	1.6	A	671	1006
	2 - Bridgend Road (South)	0.28	3.94	0.4	1.4	A	303	454
	3 - A4106 (West)	0.44	4.59	0.8	2.2	A	523	785
	4 - Tyn-y-Caeau Lane	0.02	7.67	0.0	0.5	A	6	10
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.72	9.80	2.5	7.2	A	785	1178
	2 - A4106 (South)	0.49	3.65	1.0	1.5	A	800	1200
	3 - Fulmar Road	0.46	6.53	0.9	2.8	A	395	593
	4 - A4229 Pyle Road (North)	0.79	12.42	3.7	17.0	B	930	1396

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N9a - A4106 Junction (North)	B-C	0.41	11.96	0.7	3.1	B	173	260
	B-A	0.15	22.76	0.2	0.5	C	23	34
	C-AB	0.43	11.91	0.7	3.2	B	187	281
	C-A						504	755
	A-B						62	94
	A-C						562	842
N9b - A4106 Junction (South)	B-C	0.36	8.20	0.6	2.6	A	206	308
	B-A	0.15	10.21	0.2	0.5	B	51	77
	C-AB	0.36	8.92	0.6	2.8	A	188	282
	C-A						36	54
	A-B						36	54
	A-C						73	110
N10 - Newton Nottage Road/Aldenham Road	B-ACD	0.00	0.00	0.0	~1	A	0	0
	A-BCD	0.07	6.09	0.1	0.7	A	37	55
	A-B						8	12
	A-C						135	203
	D-AB	0.18	9.52	0.2	0.9	A	68	103
	D-BC	0.38	13.05	0.6	2.8	B	143	214
	C-ABD	0.01	4.82	0.0	0.5	A	7	11
	C-D						130	195
	C-A						136	205
N11 - Bridgend Road/Manor Grove	B-C	0.09	9.02	0.1	0.5	A	34	51
	B-A	0.46	16.33	0.8	3.6	C	154	231
	C-AB	0.16	6.75	0.3	0.5	A	78	117
	C-A						155	233
	A-B						200	300
	A-C						251	377

Sensitivity Test - D1 - 2026 | Forecast Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	N3 - New Road/Eastern Prom - 2 - Eastern Prom (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Vehicle Mix	N6 - A4106/Bridgend Road	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Sensitivity Test	Extra 25% of network traffic	✓	125.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
N2	Portway Roundabout	Standard Roundabout						1, 2, 3, 4, 5, 6	4.48	A
N3	New Road/Eastern Prom	Standard Roundabout						1, 2, 3	3.15	A
N4	New Road/Mackworth Rd	Mini-roundabout						1, 2, 3	4.78	A
N5	New Road/Aldenham	Mini-roundabout						1, 2, 3	6.66	A
N6	A4106/Bridgend Road	Standard Roundabout						1, 2, 3, 4	2.36	A
N7	A4106/A4229/Fulmar Rd	Standard Roundabout						1, 2, 3, 4	8.76	A
N9a	A4106 Junction (North)	T-Junction	Two-way	Two-way	Two-way				3.78	A
N9b	A4106 Junction (South)	T-Junction	Two-way	Two-way	Two-way				6.29	A
N10	Newton Nottage Road/Aldenham Road	Crossroads	Two-way	Exit Only	Two-way	Two-way			3.40	A
N11	Bridgend Road/Manor Grove	T-Junction	Two-way	Two-way	Two-way				9.83	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		1	N11 - Bridgend Road/Manor Grove - Stream B-A	6.22	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N2 - Portway Roundabout	1	Eastern Prom	To/from the proposed Spine Road		
	2	Aldi	Aldi and Sandy Bay access		
	3	The Portway			
	4	Hillsboro North Car Park			
	5	Lias Road			
	6	A4106 (North)			
N3 - New Road/Eastern Prom	1	New Road East			
	2	Eastern Prom (South)			
	3	New Road West			
N4 - New Road/Mackworth Rd	1	New Rd (East)			
	2	Mackworth Road			
	3	New Rd (West)			
N5 - New Road/Aldenham	1	Aldenham Road (North)			
	2	New Road (East)			
	3	New Road (West)			
N6 - A4106/Bridgend Road	1	A4106 Bridgend Rd (East)			
	2	Bridgend Road (South)			
	3	A4106 (West)			
	4	Tyn-y-Caeau Lane			
N7 - A4106/A4229/Fulmar Rd	1	A4106 (East)			
	2	A4106 (South)			
	3	Fulmar Road			
	4	A4229 Pyle Road (North)			
N9a - A4106 Junction (North)	A	A4106 East			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	A4106 West			Major
N9b - A4106 Junction (South)	A	Newton Nottage West			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	Newton Nottage East			Major
N10 - Newton Nottage Road/Aldenham Road	A	Bridgend Road (Northeast)			Major
	B	Newton Nottage Road (Southeast)			Minor
	C	Aldenham Road (Southwest)			Major
	D	Newton Nottage Road (Northwest)			Minor
N11 - Bridgend Road/Manor Grove	A	Bridgend Road North			Major
	B	Manor Grove			Minor
	C	Bridgend Road South			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N2 - Portway Roundabout	1 - Eastern Prom	5.26	7.22	3.9	18.0	99.4	32.0		
	2 - Aldi	3.71	5.99	6.5	20.7	94.1	28.0		
	3 - The Portway	4.62	7.00	4.9	17.3	88.7	41.0		
	4 - Hillsboro North Car Park	4.48	5.49	3.3	17.8	99.4	34.0		
	5 - Lias Road	3.50	6.12	8.7	16.4	99.1	44.0		
	6 - A4106 (North)	7.29	9.34	4.0	20.2	88.7	30.0		
N3 - New Road/Eastern Prom	1 - New Road East	3.00	4.90	17.3	116.2	31.9	30.0		
	2 - Eastern Prom (South)	3.63	6.50	50.6	16.3	31.0	44.0		
	3 - New Road West	3.02	6.60	13.2	183.7	32.0	31.0		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	3.71	6.87	6.4	18.6	52.0	22.0		
	2 - Bridgend Road (South)	3.64	5.50	19.3	35.7	51.3	14.0		
	3 - A4106 (West)	3.72	7.12	6.5	35.3	51.6	28.0		
	4 - Tyn-y-Caeau Lane	2.00	3.91	4.9	8.4	51.6	16.0		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	3.24	8.27	13.7	57.9	79.3	27.0		
	2 - A4106 (South)	7.08	9.70	5.1	16.1	79.7	28.0		
	3 - Fulmar Road	3.70	8.08	6.3	18.8	79.3	38.0		
	4 - A4229 Pyle Road (North)	3.62	6.65	15.8	19.1	79.7	11.0		

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
N4 - New Road/Mackworth Rd	1 - New Rd (East)	3.74	2.75	3.74	45.0	14.68	10.04	0.0	✓
	2 - Mackworth Road	3.72	2.78	4.46	25.3	11.10	6.56	0.0	
	3 - New Rd (West)	3.58	3.58	4.53	10.2	16.26	15.50	0.0	
N5 - New Road/Aldenham	1 - Aldenham Road (North)	3.00	2.80	3.80	45.0	11.90	8.48	0.0	✓
	2 - New Road (East)	3.00	3.00	3.40	5.7	12.80	10.20	0.0	
	3 - New Road (West)	3.00	2.80	3.80	3.8	15.40	13.60	0.0	✓

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N9a - A4106 Junction (North)	C - A4106 West	6.75		✓	3.20	150.0	✓	7.60
N9b - A4106 Junction (South)	C - Newton Nottage East	6.00				97.8	✓	0.00
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)	7.10				83.0	✓	0.00
	C - Aldenham Road (Southwest)	7.10				122.0	✓	0.00
N11 - Bridgend Road/Manor Grove	C - Bridgend Road South	7.30				60.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visi to (
N9a - A4106 Junction (North)	B - Unclassified link	One lane plus flare		10.00	5.25	3.80	3.60	3.50	✓	1.00	8
N9b - A4106 Junction (South)	B - Unclassified link	One lane plus flare		10.00	5.70	4.10	3.70	3.30	✓	1.00	3
N10 - Newton Nottage Road/Aldenham Road	B - Newton Nottage Road (Southeast)										
	D - Newton Nottage Road (Northwest)	One lane plus flare		10.00	5.46	4.11	3.80	3.80	✓	1.00	2
N11 - Bridgend Road/Manor Grove	B - Manor Grove	One lane plus flare		10.00	4.70	3.52	3.52	3.31	✓	1.00	7

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
N3 - New Road/Eastern Prom	1 - New Road East	1.00	1.00	✓	Distance			5.04	3.60	7.25	5.18
N4 - New Road/Mackworth Rd	1 - New Rd (East)	5.55	5.08		Distance	8.04	5.74				

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N2 - Portway Roundabout	2 - Aldi	1.69	3.00	2.90	1.00	6.00	6.00	7.00
	3 - The Portway	3.19	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N2 - Portway Roundabout	1 - Eastern Prom	0.461	1799
	2 - Aldi	0.421	1462
	3 - The Portway	0.434	1606
	4 - Hillsboro North Car Park	0.415	1482
	5 - Lias Road	0.392	1378
	6 - A4106 (North)	0.564	2445
N3 - New Road/Eastern Prom	1 - New Road East	0.605	1389
	2 - Eastern Prom (South)	0.644	1726
	3 - New Road West	0.638	1555
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.507	934
	2 - Mackworth Road	0.635	910
	3 - New Rd (West)	0.672	1036
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.508	950
	2 - New Road (East)	0.605	815
	3 - New Road (West)	0.504	916
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.575	1532
	2 - Bridgend Road (South)	0.615	1652
	3 - A4106 (West)	0.582	1554
	4 - Tyn-y-Caeau Lane	0.436	847
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.491	1753
	2 - A4106 (South)	0.580	2434
	3 - Fulmar Road	0.435	1486
	4 - A4229 Pyle Road (North)	0.497	1771

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
N10 - Newton Nottage Road/Aldenham Road	A-D	622	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
	B-A	440	0.076	0.193	0.193	-	-	-	0.121	0.275	-	0.193	0.193	0.096
	B-C	574	0.084	0.212	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	B-D, offside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	C-B	645	0.238	0.238	0.340	-	-	-	-	-	-	-	-	-
	D-A	681	-	-	-	-	-	-	0.251	-	0.099	-	-	-
	D-B, nearside lane	532	0.147	0.147	0.333	-	-	-	0.233	0.233	0.092	-	-	-
	D-B, offside lane	540	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
	D-C	540	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N11 - Bridgend Road/Manor Grove	B-A	563	0.097	0.244	0.154	0.349
	B-C	644	0.093	0.235	-	-
	C-B	609	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9a - A4106 Junction (North)	B-A	536	0.094	0.237	0.149	0.339
	B-C	724	0.108	0.273	-	-
	C-B	733	0.275	0.275	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9b - A4106 Junction (South)	B-A	543	0.099	0.250	0.157	0.357
	B-C	754	0.116	0.292	-	-
	C-B	631	0.244	0.244	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Forecast Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N2 - Portway Roundabout	1 - Eastern Prom		ONE HOUR	✓	223	100.000
	2 - Aldi		ONE HOUR	✓	79	100.000
	3 - The Portway		ONE HOUR	✓	284	100.000
	4 - Hillsboro North Car Park		ONE HOUR	✓	26	100.000
	5 - Lias Road		ONE HOUR	✓	449	100.000
	6 - A4106 (North)		ONE HOUR	✓	637	100.000
N3 - New Road/Eastern Prom	1 - New Road East		ONE HOUR	✓	181	100.000
	2 - Eastern Prom (South)		ONE HOUR	✓	258	100.000
	3 - New Road West		ONE HOUR	✓	163	100.000
N4 - New Road/Mackworth Rd	1 - New Rd (East)		ONE HOUR	✓	122	100.000
	2 - Mackworth Road		ONE HOUR	✓	85	100.000
	3 - New Rd (West)		ONE HOUR	✓	133	100.000
N5 - New Road/Aldenham	1 - Aldenham Road (North)		ONE HOUR	✓	163	100.000
	2 - New Road (East)		ONE HOUR	✓	204	100.000
	3 - New Road (West)		ONE HOUR	✓	110	100.000
	1 - A4106 Bridgend Rd (East)		ONE HOUR	✓	5	100.000

N6 - A4106/Bridgend Road	**2 - Bridgend Road (South)**		ONE HOUR	✓	3	100.000
	3 - A4106 (West)		ONE HOUR	✓	4	100.000
	4 - Tyn-y-Caeau Lane		ONE HOUR	✓	0	100.000
N7 - A4106/A4229/Fulmar Rd	**1 - A4106 (East)**		ONE HOUR	✓	719	100.000
	2 - A4106 (South)		ONE HOUR	✓	527	100.000
	3 - Fulmar Road		ONE HOUR	✓	562	100.000
	4 - A4229 Pyle Road (North)		ONE HOUR	✓	655	100.000
N9a - A4106 Junction (North)	**A - A4106 East**		ONE HOUR	✓	442	100.000
	B - Unclassified link		ONE HOUR	✓	211	100.000
	C - A4106 West		ONE HOUR	✓	553	100.000
N9b - A4106 Junction (South)	**A - Newton Nottage West**		ONE HOUR	✓	125	100.000
	B - Unclassified link		ONE HOUR	✓	207	100.000
	C - Newton Nottage East		ONE HOUR	✓	209	100.000
N10 - Newton Nottage Road/Aldenham Road	**A - Bridgend Road (Northeast)**		ONE HOUR	✓	124	100.000
	B - Newton Nottage Road (Southeast)		ONE HOUR	✓	0	100.000
	C - Aldenham Road (Southwest)		ONE HOUR	✓	230	100.000
	D - Newton Nottage Road (Northwest)		ONE HOUR	✓	136	100.000
N11 - Bridgend Road/Manor Grove	**A - Bridgend Road North**		ONE HOUR	✓	316	100.000
	B - Manor Grove		ONE HOUR	✓	268	100.000
	C - Bridgend Road South		ONE HOUR	✓	287	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N2 - Portway Roundabout	1 - Eastern Prom		
	2 - Aldi	[ONEHOUR]	60.00
	3 - The Portway	[ONEHOUR]	60.00
	4 - Hillsboro North Car Park		
	5 - Lias Road		
	6 - A4106 (North)		
N3 - New Road/Eastern Prom	1 - New Road East	[ONEHOUR]	60.00
	2 - Eastern Prom (South)		
	3 - New Road West		
N4 - New Road/Mackworth Rd	1 - New Rd (East)	[ONEHOUR]	60.00
	2 - Mackworth Road		
	3 - New Rd (West)		
N5 - New Road/Aldenham	1 - Aldenham Road (North)		
	2 - New Road (East)		
	3 - New Road (West)		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		
	2 - Bridgend Road (South)		
	3 - A4106 (West)		
	4 - Tyn-y-Caeau Lane		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)		
	2 - A4106 (South)		
	3 - Fulmar Road		
	4 - A4229 Pyle Road (North)		
N9a - A4106 Junction (North)	A - A4106 East		
	B - Unclassified link		
	C - A4106 West		
N9b - A4106 Junction (South)	A - Newton Nottage West		
	B - Unclassified link		
	C - Newton Nottage East		
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)		
	B - Newton Nottage Road (Southeast)		
	C - Aldenham Road (Southwest)		
	D - Newton Nottage Road (Northwest)		
N11 - Bridgend Road/Manor Grove	A - Bridgend Road North		
	B - Manor Grove		
	C - Bridgend Road South		

Origin-Destination Data

Demand (Veh/hr)

N2 - Portway Roundabout

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	24	63	1	61	74
	2 - Aldi	22	0	5	1	11	40
	3 - The Portway	55	17	1	6	13	192
	4 - Hillsboro North Car Park	2	1	3	0	7	13
	5 - Lias Road	68	16	181	3	0	181
	6 - A4106 (North)	153	40	195	73	176	0

N3 - New Road/Eastern Prom

Demand (Veh/hr)

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	2	150	29
	2 - Eastern Prom (South)	123	6	129
	3 - New Road West	27	135	1

N4 - New Road/Mackworth Rd

Demand (Veh/hr)

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	34	88
	2 - Mackworth Road	23	0	62
	3 - New Rd (West)	62	71	0

N5 - New Road/Aldenham

Demand (Veh/hr)

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	70	93
	2 - New Road (East)	146	0	58
	3 - New Road (West)	86	24	0

N10 - Newton Nottage Road/Aldenham Road

Demand (Veh/hr)

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	5	87	32
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	119	1	0	110
	D - Newton Nottage Road (Northwest)	45	15	76	0

N11 - Bridgend Road/Manor Grove

Demand (Veh/hr)

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	150	166
	B - Manor Grove	210	0	58
	C - Bridgend Road South	244	43	0

N6 - A4106/Bridgend Road

Demand (Veh/hr)

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	5	0.78	0
	2 - Bridgend Road (South)	3	0	0.57	0
	3 - A4106 (West)	0	4	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Demand (Veh/hr)

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	223	253	243
	2 - A4106 (South)	210	0	51	266
	3 - Fulmar Road	283	54	0	225
	4 - A4229 Pyle Road (North)	151	324	180	0

N9a - A4106 Junction (North)

Demand (Veh/hr)

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	43	399
	B - Unclassified link	43	0	168
	C - A4106 West	405	148	0

N9b - A4106 Junction (South)

Demand (Veh/hr)

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	52	73
	B - Unclassified link	36	0	171
	C - Newton Nottage East	48	161	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N2 - Portway Roundabout

Heavy Vehicle %

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	0	5	0	3	0
	2 - Aldi	0	0	0	0	0	3
	3 - The Portway	0	0	0	0	0	1
	4 - Hillsboro North Car Park	0	0	0	0	0	0
	5 - Lias Road	4	0	2	0	0	2
	6 - A4106 (North)	1	3	2	0	3	0

N3 - New Road/Eastern Prom

Heavy Vehicle %

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	0	0.68	7
	2 - Eastern Prom (South)	0.82	0	2
	3 - New Road West	0	2	0

N4 - New Road/Mackworth Rd

Heavy Vehicle %

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	0	0
	2 - Mackworth Road	0	0	2
	3 - New Rd (West)	2	0	0

N5 - New Road/Aldenham

Heavy Vehicle %

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	4	1
	2 - New Road (East)	5	0	0
	3 - New Road (West)	2	0	0

N10 - Newton Nottage Road/Aldenham Road

Heavy Vehicle %

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	0	1	6
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	3	0	0	5
	D - Newton Nottage Road (Northwest)	9	0	4	0

N11 - Bridgend Road/Manor Grove

Heavy Vehicle %

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	3	4
	B - Manor Grove	2	0	2
	C - Bridgend Road South	1	0	0

N6 - A4106/Bridgend Road

Heavy Vehicle %

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	0	0	0
	2 - Bridgend Road (South)	0	0	0	0
	3 - A4106 (West)	0	0	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Heavy Vehicle %

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	0.45	0.40	1
	2 - A4106 (South)	2	0	0	2
	3 - Fulmar Road	0.36	0	0	3
	4 - A4229 Pyle Road (North)	3	2	4	0

N9a - A4106 Junction (North)

Heavy Vehicle %

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	0	0.76
	B - Unclassified link	2	0	0
	C - A4106 West	2	0.68	0

N9b - A4106 Junction (South)

Heavy Vehicle %

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	2	1
	B - Unclassified link	0	0	1
	C - Newton Nottage East	4	0.63	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N2 - Portway Roundabout	1 - Eastern Prom	0.23	3.58	0.3	1.3	A	256	384
	2 - Aldi	0.13	4.77	0.1	0.5	A	91	136
	3 - The Portway	0.33	4.45	0.5	2.1	A	326	489
	4 - Hillsboro North Car Park	0.03	3.39	0.0	0.5	A	30	45
	5 - Lias Road	0.55	7.15	1.2	1.6	A	515	773
	6 - A4106 (North)	0.42	2.92	0.7	2.6	A	731	1096
N3 - New Road/Eastern Prom	1 - New Road East	0.20	3.66	0.3	1.0	A	208	311
	2 - Eastern Prom (South)	0.21	2.72	0.3	1.1	A	296	444
	3 - New Road West	0.17	3.25	0.2	0.5	A	187	280
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.19	5.02	0.2	0.9	A	140	210
	2 - Mackworth Road	0.14	5.10	0.2	0.5	A	97	146
	3 - New Rd (West)	0.18	4.37	0.2	0.5	A	153	229
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.25	5.24	0.3	1.4	A	187	280
	2 - New Road (East)	0.39	8.34	0.6	2.7	A	234	351
	3 - New Road (West)	0.19	5.60	0.2	1.0	A	126	189
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.00	2.36	0.0	0.5	A	6	9
	2 - Bridgend Road (South)	0.00	0.00	0.0	~1	A	0	0
	3 - A4106 (West)	0.00	0.00	0.0	~1	A	0	0
	4 - Tyn-y-Caeau Lane	0.00	0.00	0.0	~1	A	0	0
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.73	9.76	2.6	8.0	A	825	1237
	2 - A4106 (South)	0.39	3.20	0.6	2.9	A	604	907
	3 - Fulmar Road	0.75	13.73	2.9	12.4	B	645	967
	4 - A4229 Pyle Road (North)	0.67	7.92	2.0	2.8	A	751	1127

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N9a - A4106 Junction (North)	B-C	0.45	12.62	0.8	3.4	B	193	289
	B-A	0.27	22.40	0.4	1.1	C	49	74
	C-AB	0.36	10.08	0.6	2.6	B	170	255
	C-A						465	697
	A-B						49	74
	A-C						458	686
N9b - A4106 Junction (South)	B-C	0.34	8.03	0.5	2.4	A	196	294
	B-A	0.12	10.16	0.1	0.5	B	41	62
	C-AB	0.39	9.48	0.7	3.2	A	203	305
	C-A						37	55
	A-B						60	89
	A-C						84	126
N10 - Newton Nottage Road/Aldenham Road	B-ACD	0.00	0.00	0.0	~1	A	0	0
	A-BCD	0.09	6.57	0.1	0.6	A	45	67
	A-B						5	8
	A-C						92	138
	D-AB	0.15	8.49	0.2	0.5	A	62	93
	D-BC	0.26	11.26	0.3	1.2	B	94	141
	C-ABD	0.00	4.80	0.0	0.5	A	2	3
	C-D						126	189
	C-A						136	204
N11 - Bridgend Road/Manor Grove	B-C	0.28	17.34	0.4	1.5	C	67	100
	B-A	0.74	34.09	2.6	13.1	D	241	361
	C-AB	0.14	5.64	0.3	1.1	A	82	123
	C-A						247	371
	A-B						172	258
	A-C						190	286

Sensitivity Test - D2 - 2026 | Forecast Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	N3 - New Road/Eastern Prom - 2 - Eastern Prom (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Last Run	Last Run	N3 - New Road/Eastern Prom - 3 - New Road West - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queing to leave the junction in 2 timesegment(s).
Warning	Vehicle Mix	N4 - New Road/Mackworth Rd	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Sensitivity Test	Extra 25% of network traffic	✓	125.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
N2	Portway Roundabout	Standard Roundabout						1, 2, 3, 4, 5, 6	7.71	A
N3	New Road/Eastern Prom	Standard Roundabout						1, 2, 3	3.40	A
N4	New Road/Mackworth Rd	Mini-roundabout						1, 2, 3	5.23	A
N5	New Road/Aldenham	Mini-roundabout						1, 2, 3	7.61	A
N6	A4106/Bridgend Road	Standard Roundabout						1, 2, 3, 4	4.88	A
N7	A4106/A4229/Fulmar Rd	Standard Roundabout						1, 2, 3, 4	8.61	A
N9a	A4106 Junction (North)	T-Junction	Two-way	Two-way	Two-way				4.05	A
N9b	A4106 Junction (South)	T-Junction	Two-way	Two-way	Two-way				7.46	A
N10	Newton Nottage Road/Aldenham Road	Crossroads	Two-way	Exit Only	Two-way	Two-way			4.91	A
N11	Bridgend Road/Manor Grove	T-Junction	Two-way	Two-way	Two-way				4.97	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10	N2 - Portway Roundabout - 5 - Lias Road	6.36	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N2 - Portway Roundabout	1	Eastern Prom	To/from the proposed Spine Road		
	2	Aldi	Aldi and Sandy Bay access		
	3	The Portway			
	4	Hillsboro North Car Park			
	5	Lias Road			
	6	A4106 (North)			
N3 - New Road/Eastern Prom	1	New Road East			
	2	Eastern Prom (South)			
	3	New Road West			
N4 - New Road/Mackworth Rd	1	New Rd (East)			
	2	Mackworth Road			
	3	New Rd (West)			
N5 - New Road/Aldenham	1	Aldenham Road (North)			
	2	New Road (East)			
	3	New Road (West)			
N6 - A4106/Bridgend Road	1	A4106 Bridgend Rd (East)			
	2	Bridgend Road (South)			
	3	A4106 (West)			
	4	Tyn-y-Caeau Lane			
N7 - A4106/A4229/Fulmar Rd	1	A4106 (East)			
	2	A4106 (South)			
	3	Fulmar Road			
	4	A4229 Pyle Road (North)			
N9a - A4106 Junction (North)	A	A4106 East			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	A4106 West			Major
N9b - A4106 Junction (South)	A	Newton Nottage West			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	Newton Nottage East			Major
N10 - Newton Nottage Road/Aldenham Road	A	Bridgend Road (Northeast)			Major
	B	Newton Nottage Road (Southeast)			Minor
	C	Aldenham Road (Southwest)			Major
	D	Newton Nottage Road (Northwest)			Minor
N11 - Bridgend Road/Manor Grove	A	Bridgend Road North			Major
	B	Manor Grove			Minor
	C	Bridgend Road South			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N2 - Portway Roundabout	1 - Eastern Prom	5.26	7.22	3.9	18.0	99.4	32.0		
	2 - Aldi	3.71	5.99	6.5	20.7	94.1	28.0		
	3 - The Portway	4.62	7.00	4.9	17.3	88.7	41.0		
	4 - Hillsboro North Car Park	4.48	5.49	3.3	17.8	99.4	34.0		
	5 - Lias Road	3.50	6.12	8.7	16.4	99.1	44.0		
	6 - A4106 (North)	7.29	9.34	4.0	20.2	88.7	30.0		
N3 - New Road/Eastern Prom	1 - New Road East	3.00	4.90	17.3	116.2	31.9	30.0		
	2 - Eastern Prom (South)	3.63	6.50	50.6	16.3	31.0	44.0		
	3 - New Road West	3.02	6.60	13.2	183.7	32.0	31.0		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	3.71	6.87	6.4	18.6	52.0	22.0		
	2 - Bridgend Road (South)	3.64	5.50	19.3	35.7	51.3	14.0		
	3 - A4106 (West)	3.72	7.12	6.5	35.3	51.6	28.0		
	4 - Tyn-y-Caeau Lane	2.00	3.91	4.9	8.4	51.6	16.0		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	3.24	8.27	13.7	57.9	79.3	27.0		
	2 - A4106 (South)	7.08	9.70	5.1	16.1	79.7	28.0		
	3 - Fulmar Road	3.70	8.08	6.3	18.8	79.3	38.0		
	4 - A4229 Pyle Road (North)	3.62	6.65	15.8	19.1	79.7	11.0		

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
N4 - New Road/Mackworth Rd	1 - New Rd (East)	3.74	2.75	3.74	45.0	14.68	10.04	0.0	✓
	2 - Mackworth Road	3.72	2.78	4.46	25.3	11.10	6.56	0.0	
	3 - New Rd (West)	3.58	3.58	4.53	10.2	16.26	15.50	0.0	
N5 - New Road/Aldenham	1 - Aldenham Road (North)	3.00	2.80	3.80	45.0	11.90	8.48	0.0	✓
	2 - New Road (East)	3.00	3.00	3.40	5.7	12.80	10.20	0.0	
	3 - New Road (West)	3.00	2.80	3.80	3.8	15.40	13.60	0.0	✓

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N9a - A4106 Junction (North)	C - A4106 West	6.75		✓	3.20	150.0	✓	7.60
N9b - A4106 Junction (South)	C - Newton Nottage East	6.00				97.8	✓	0.00
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)	7.10				83.0	✓	0.00
	C - Aldenham Road (Southwest)	7.10				122.0	✓	0.00
N11 - Bridgend Road/Manor Grove	C - Bridgend Road South	7.30				60.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visi to (
N9a - A4106 Junction (North)	B - Unclassified link	One lane plus flare		10.00	5.25	3.80	3.60	3.50	✓	1.00	8
N9b - A4106 Junction (South)	B - Unclassified link	One lane plus flare		10.00	5.70	4.10	3.70	3.30	✓	1.00	3
N10 - Newton Nottage Road/Aldenham Road	B - Newton Nottage Road (Southeast)										
	D - Newton Nottage Road (Northwest)	One lane plus flare		10.00	5.46	4.11	3.80	3.80	✓	1.00	2
N11 - Bridgend Road/Manor Grove	B - Manor Grove	One lane plus flare		10.00	4.70	3.52	3.52	3.31	✓	1.00	7

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
N3 - New Road/Eastern Prom	1 - New Road East	1.00	1.00	✓	Distance			5.04	3.60	7.25	5.18
N4 - New Road/Mackworth Rd	1 - New Rd (East)	5.55	5.08		Distance	8.04	5.74				

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N2 - Portway Roundabout	2 - Aldi	1.69	3.00	2.90	1.00	6.00	6.00	7.00
	3 - The Portway	3.19	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N2 - Portway Roundabout	1 - Eastern Prom	0.461	1799
	2 - Aldi	0.421	1462
	3 - The Portway	0.434	1606
	4 - Hillsboro North Car Park	0.415	1482
	5 - Lias Road	0.392	1378
	6 - A4106 (North)	0.564	2445
N3 - New Road/Eastern Prom	1 - New Road East	0.605	1389
	2 - Eastern Prom (South)	0.644	1726
	3 - New Road West	0.638	1555
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.507	934
	2 - Mackworth Road	0.635	910
	3 - New Rd (West)	0.672	1036
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.508	950
	2 - New Road (East)	0.605	815
	3 - New Road (West)	0.504	916
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.575	1532
	2 - Bridgend Road (South)	0.615	1652
	3 - A4106 (West)	0.582	1554
	4 - Tyn-y-Caeau Lane	0.436	847
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.491	1753
	2 - A4106 (South)	0.580	2434
	3 - Fulmar Road	0.435	1486
	4 - A4229 Pyle Road (North)	0.497	1771

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
N10 - Newton Nottage Road/Aldenham Road	A-D	622	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
	B-A	440	0.076	0.193	0.193	-	-	-	0.121	0.275	-	0.193	0.193	0.096
	B-C	574	0.084	0.212	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	B-D, offside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	C-B	645	0.238	0.238	0.340	-	-	-	-	-	-	-	-	-
	D-A	674	-	-	-	-	-	-	0.249	-	0.098	-	-	-
	D-B, nearside lane	526	0.145	0.145	0.329	-	-	-	0.231	0.231	0.091	-	-	-
	D-B, offside lane	546	0.151	0.151	0.342	-	-	-	0.239	0.239	0.095	-	-	-
	D-C	546	-	0.151	0.342	0.120	0.239	0.239	0.239	0.239	0.095	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N11 - Bridgend Road/Manor Grove	B-A	566	0.097	0.246	0.155	0.351
	B-C	640	0.093	0.234	-	-
	C-B	609	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9a - A4106 Junction (North)	B-A	528	0.092	0.234	0.147	0.334
	B-C	734	0.110	0.277	-	-
	C-B	733	0.275	0.275	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9b - A4106 Junction (South)	B-A	546	0.099	0.251	0.158	0.359
	B-C	751	0.115	0.291	-	-
	C-B	631	0.244	0.244	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Forecast Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N2 - Portway Roundabout	1 - Eastern Prom		ONE HOUR	✓	299	100.000
	2 - Aldi		ONE HOUR	✓	166	100.000
	3 - The Portway		ONE HOUR	✓	367	100.000
	4 - Hillsboro North Car Park		ONE HOUR	✓	79	100.000
	5 - Lias Road		ONE HOUR	✓	575	100.000
	6 - A4106 (North)		ONE HOUR	✓	558	100.000
N3 - New Road/Eastern Prom	1 - New Road East		ONE HOUR	✓	195	100.000
	2 - Eastern Prom (South)		ONE HOUR	✓	366	100.000
	3 - New Road West		ONE HOUR	✓	173	100.000
N4 - New Road/Mackworth Rd	1 - New Rd (East)		ONE HOUR	✓	162	100.000
	2 - Mackworth Road		ONE HOUR	✓	111	100.000
	3 - New Rd (West)		ONE HOUR	✓	194	100.000
N5 - New Road/Aldenham	1 - Aldenham Road (North)		ONE HOUR	✓	280	100.000
	2 - New Road (East)		ONE HOUR	✓	224	100.000
	3 - New Road (West)		ONE HOUR	✓	183	100.000
	1 - A4106 Bridgend Rd (East)		ONE HOUR	✓	554	100.000

N6 - A4106/Bridgend Road	**2 - Bridgend Road (South)**		ONE HOUR	✓	305	100.000
	3 - A4106 (West)		ONE HOUR	✓	421	100.000
	4 - Tyn-y-Caeau Lane		ONE HOUR	✓	7	100.000
N7 - A4106/A4229/Fulmar Rd	**1 - A4106 (East)**		ONE HOUR	✓	672	100.000
	2 - A4106 (South)		ONE HOUR	✓	588	100.000
	3 - Fulmar Road		ONE HOUR	✓	392	100.000
	4 - A4229 Pyle Road (North)		ONE HOUR	✓	836	100.000
N9a - A4106 Junction (North)	**A - A4106 East**		ONE HOUR	✓	508	100.000
	B - Unclassified link		ONE HOUR	✓	199	100.000
	C - A4106 West		ONE HOUR	✓	591	100.000
N9b - A4106 Junction (South)	**A - Newton Nottage West**		ONE HOUR	✓	111	100.000
	B - Unclassified link		ONE HOUR	✓	262	100.000
	C - Newton Nottage East		ONE HOUR	✓	229	100.000
N10 - Newton Nottage Road/Aldenham Road	**A - Bridgend Road (Northeast)**		ONE HOUR	✓	182	100.000
	B - Newton Nottage Road (Southeast)		ONE HOUR	✓	0	100.000
	C - Aldenham Road (Southwest)		ONE HOUR	✓	276	100.000
	D - Newton Nottage Road (Northwest)		ONE HOUR	✓	215	100.000
N11 - Bridgend Road/Manor Grove	**A - Bridgend Road North**		ONE HOUR	✓	458	100.000
	B - Manor Grove		ONE HOUR	✓	191	100.000
	C - Bridgend Road South		ONE HOUR	✓	234	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N2 - Portway Roundabout	1 - Eastern Prom		
	2 - Aldi	[ONEHOUR]	60.00
	3 - The Portway	[ONEHOUR]	60.00
	4 - Hillsboro North Car Park		
	5 - Lias Road		
	6 - A4106 (North)		
N3 - New Road/Eastern Prom	1 - New Road East	[ONEHOUR]	60.00
	2 - Eastern Prom (South)		
	3 - New Road West		
N4 - New Road/Mackworth Rd	1 - New Rd (East)	[ONEHOUR]	60.00
	2 - Mackworth Road		
	3 - New Rd (West)		
N5 - New Road/Aldenham	1 - Aldenham Road (North)		
	2 - New Road (East)		
	3 - New Road (West)		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		
	2 - Bridgend Road (South)		
	3 - A4106 (West)		
	4 - Tyn-y-Caeau Lane		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)		
	2 - A4106 (South)		
	3 - Fulmar Road		
	4 - A4229 Pyle Road (North)		
N9a - A4106 Junction (North)	A - A4106 East		
	B - Unclassified link		
	C - A4106 West		
N9b - A4106 Junction (South)	A - Newton Nottage West		
	B - Unclassified link		
	C - Newton Nottage East		
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)		
	B - Newton Nottage Road (Southeast)		
	C - Aldenham Road (Southwest)		
	D - Newton Nottage Road (Northwest)		
N11 - Bridgend Road/Manor Grove	A - Bridgend Road North		
	B - Manor Grove		
	C - Bridgend Road South		

Origin-Destination Data

Demand (Veh/hr)

N2 - Portway Roundabout

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	39	56	5	63	136
	2 - Aldi	37	0	33	1	21	74
	3 - The Portway	77	30	0	6	8	246
	4 - Hillsboro North Car Park	7	1	7	0	3	61
	5 - Lias Road	87	15	235	1	2	235
	6 - A4106 (North)	117	95	172	32	141	1

N3 - New Road/Eastern Prom

Demand (Veh/hr)

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	4	154	37
	2 - Eastern Prom (South)	192	23	151
	3 - New Road West	47	125	1

N4 - New Road/Mackworth Rd

Demand (Veh/hr)

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	55	107
	2 - Mackworth Road	33	0	78
	3 - New Rd (West)	108	86	0

N5 - New Road/Aldenham

Demand (Veh/hr)

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	145	135
	2 - New Road (East)	154	0	70
	3 - New Road (West)	122	61	0

N10 - Newton Nottage Road/Aldenham Road

Demand (Veh/hr)

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	8	146	28
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	137	5	0	134
	D - Newton Nottage Road (Northwest)	49	32	134	0

N11 - Bridgend Road/Manor Grove

Demand (Veh/hr)

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	203	255
	B - Manor Grove	157	0	34
	C - Bridgend Road South	178	56	0

N6 - A4106/Bridgend Road

Demand (Veh/hr)

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	213	341	0
	2 - Bridgend Road (South)	179	0	123	3
	3 - A4106 (West)	263	154	0	4
	4 - Tyn-y-Caeau Lane	1	3	3	0

N7 - A4106/A4229/Fulmar Rd

Demand (Veh/hr)

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	205	283	184
	2 - A4106 (South)	218	0	118	252
	3 - Fulmar Road	184	83	0	125
	4 - A4229 Pyle Road (North)	282	325	229	0

N9a - A4106 Junction (North)

Demand (Veh/hr)

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	64	444
	B - Unclassified link	23	0	176
	C - A4106 West	401	190	0

N9b - A4106 Junction (South)

Demand (Veh/hr)

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	36	75
	B - Unclassified link	53	0	209
	C - Newton Nottage East	54	175	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N2 - Portway Roundabout

Heavy Vehicle %

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	0	2	0	2	2
	2 - Aldi	0	0	0	0	0	0
	3 - The Portway	3	0	0	0	0	1
	4 - Hillsboro North Car Park	0	0	0	0	0	0
	5 - Lias Road	2	0	0.43	0	0	0.43
	6 - A4106 (North)	2	0	1	0	0	0

N3 - New Road/Eastern Prom

Heavy Vehicle %

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	0	0	0
	2 - Eastern Prom (South)	0.53	0	1
	3 - New Road West	0	2	0

N4 - New Road/Mackworth Rd

Heavy Vehicle %

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	0	0
	2 - Mackworth Road	0	0	0
	3 - New Rd (West)	0	0	0

N5 - New Road/Aldenham

Heavy Vehicle %

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	0.70	2
	2 - New Road (East)	0.66	0	0
	3 - New Road (West)	0.83	0	0

N10 - Newton Nottage Road/Aldenham Road

Heavy Vehicle %

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	0	2	7
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	1	0	0	0
	D - Newton Nottage Road (Northwest)	2	0	0	0

N11 - Bridgend Road/Manor Grove

Heavy Vehicle %

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	0.50	2
	B - Manor Grove	0.65	0	0
	C - Bridgend Road South	2	2	0

N6 - A4106/Bridgend Road

Heavy Vehicle %

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	2	0.30	0
	2 - Bridgend Road (South)	2	0	2	0
	3 - A4106 (West)	2	0	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Heavy Vehicle %

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	0	0	0
	2 - A4106 (South)	0	0	0	0.80
	3 - Fulmar Road	0	0	0	4
	4 - A4229 Pyle Road (North)	0	0.62	1	0

N9a - A4106 Junction (North)

Heavy Vehicle %

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	0	0.46
	B - Unclassified link	0	0	1
	C - A4106 West	0.25	0	0

N9b - A4106 Junction (South)

Heavy Vehicle %

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	0	5
	B - Unclassified link	0	0	0.48
	C - Newton Nottage East	2	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N2 - Portway Roundabout	1 - Eastern Prom	0.31	4.00	0.5	1.9	A	343	514
	2 - Aldi	0.26	5.52	0.3	1.5	A	190	286
	3 - The Portway	0.43	5.34	0.7	2.7	A	421	631
	4 - Hillsboro North Car Park	0.11	4.04	0.1	0.5	A	91	136
	5 - Lias Road	0.79	17.03	3.6	18.1	C	660	989
	6 - A4106 (North)	0.38	2.83	0.6	2.8	A	640	960
N3 - New Road/Eastern Prom	1 - New Road East	0.22	3.67	0.3	1.2	A	224	336
	2 - Eastern Prom (South)	0.30	3.07	0.4	1.7	A	420	630
	3 - New Road West	0.20	3.78	0.2	0.9	A	198	298
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.25	5.52	0.3	1.5	A	186	279
	2 - Mackworth Road	0.19	5.43	0.2	0.9	A	127	191
	3 - New Rd (West)	0.27	4.87	0.4	1.2	A	223	334
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.43	7.02	0.7	2.6	A	321	482
	2 - New Road (East)	0.44	9.23	0.8	2.9	A	257	385
	3 - New Road (West)	0.31	6.52	0.5	2.0	A	210	315
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.55	5.71	1.2	1.5	A	635	953
	2 - Bridgend Road (South)	0.32	3.96	0.5	1.9	A	350	525
	3 - A4106 (West)	0.42	4.43	0.7	2.6	A	483	724
	4 - Tyn-y-Caeau Lane	0.02	7.58	0.0	0.5	A	8	12
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.70	9.11	2.3	5.3	A	771	1156
	2 - A4106 (South)	0.43	3.39	0.8	2.6	A	674	1012
	3 - Fulmar Road	0.50	6.67	1.0	2.4	A	450	674
	4 - A4229 Pyle Road (North)	0.80	12.78	4.0	18.5	B	959	1438

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N9a - A4106 Junction (North)	B-C	0.47	12.92	0.9	3.5	B	202	303
	B-A	0.17	23.01	0.2	0.6	C	26	40
	C-AB	0.48	12.87	0.9	3.5	B	218	327
	C-A						460	689
	A-B						73	110
	A-C						509	764
N9b - A4106 Junction (South)	B-C	0.43	9.40	0.7	2.9	A	240	360
	B-A	0.19	11.57	0.2	1.1	B	61	91
	C-AB	0.43	9.96	0.8	3.4	A	223	335
	C-A						39	59
	A-B						41	62
	A-C						86	129
N10 - Newton Nottage Road/Aldenham Road	B-ACD	0.00	0.00	0.0	~1	A	0	0
	A-BCD	0.09	6.08	0.1	0.9	A	45	68
	A-B						9	13
	A-C						155	233
	D-AB	0.23	11.10	0.3	1.4	B	81	122
	D-BC	0.46	15.63	0.8	3.5	C	166	248
	C-ABD	0.02	4.73	0.0	0.5	A	10	14
	C-D						152	228
	C-A						155	233
N11 - Bridgend Road/Manor Grove	B-C	0.12	10.97	0.1	0.5	B	39	58
	B-A	0.57	21.94	1.3	5.3	C	180	270
	C-AB	0.20	7.00	0.4	1.3	A	97	145
	C-A						172	258
	A-B						233	349
	A-C						292	439

Sensitivity Test - D3 - 2026 | Total Traffic | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	N3 - New Road/Eastern Prom - 2 - Eastern Prom (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Sensitivity Test	Extra 25% of network traffic	✓	125.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
N2	Portway Roundabout	Standard Roundabout						1, 2, 3, 4, 5, 6	5.67	A
N3	New Road/Eastern Prom	Standard Roundabout						1, 2, 3	3.36	A
N4	New Road/Mackworth Rd	Mini-roundabout						1, 2, 3	5.57	A
N5	New Road/Aldenham	Mini-roundabout						1, 2, 3	7.41	A
N6	A4106/Bridgend Road	Standard Roundabout						1, 2, 3, 4	5.11	A
N7	A4106/A4229/Fulmar Rd	Standard Roundabout						1, 2, 3, 4	16.70	C
N9a	A4106 Junction (North)	T-Junction	Two-way	Two-way	Two-way				4.00	A
N9b	A4106 Junction (South)	T-Junction	Two-way	Two-way	Two-way				6.29	A
N10	Newton Nottage Road/Aldenham Road	Crossroads	Two-way	Exit Only	Two-way	Two-way			2.98	A
N11	Bridgend Road/Manor Grove	T-Junction	Two-way	Two-way	Two-way				12.52	B

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-6	N11 - Bridgend Road/Manor Grove - Stream B-A	8.57	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N2 - Portway Roundabout	1	Eastern Prom	To/from the proposed Spine Road		
	2	Aldi	Aldi and Sandy Bay access		
	3	The Portway			
	4	Hillsboro North Car Park			
	5	Lias Road			
	6	A4106 (North)			
N3 - New Road/Eastern Prom	1	New Road East			
	2	Eastern Prom (South)			
	3	New Road West			
N4 - New Road/Mackworth Rd	1	New Rd (East)			
	2	Mackworth Road			
	3	New Rd (West)			
N5 - New Road/Aldenham	1	Aldenham Road (North)			
	2	New Road (East)			
	3	New Road (West)			
N6 - A4106/Bridgend Road	1	A4106 Bridgend Rd (East)			
	2	Bridgend Road (South)			
	3	A4106 (West)			
	4	Tyn-y-Caeau Lane			
N7 - A4106/A4229/Fulmar Rd	1	A4106 (East)			
	2	A4106 (South)			
	3	Fulmar Road			
	4	A4229 Pyle Road (North)			
N9a - A4106 Junction (North)	A	A4106 East			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	A4106 West			Major
N9b - A4106 Junction (South)	A	Newton Nottage West			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	Newton Nottage East			Major
N10 - Newton Nottage Road/Aldenham Road	A	Bridgend Road (Northeast)			Major
	B	Newton Nottage Road (Southeast)			Minor
	C	Aldenham Road (Southwest)			Major
	D	Newton Nottage Road (Northwest)			Minor
N11 - Bridgend Road/Manor Grove	A	Bridgend Road North			Major
	B	Manor Grove			Minor
	C	Bridgend Road South			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N2 - Portway Roundabout	1 - Eastern Prom	5.26	7.22	3.9	18.0	99.4	32.0		
	2 - Aldi	3.71	5.99	6.5	20.7	94.1	28.0		
	3 - The Portway	4.62	7.00	4.9	17.3	88.7	41.0		
	4 - Hillsboro North Car Park	4.48	5.49	3.3	17.8	99.4	34.0		
	5 - Lias Road	3.50	6.12	8.7	16.4	99.1	44.0		
	6 - A4106 (North)	7.29	9.34	4.0	20.2	88.7	30.0		
N3 - New Road/Eastern Prom	1 - New Road East	3.00	4.90	17.3	116.2	31.9	30.0		
	2 - Eastern Prom (South)	3.63	6.50	50.6	16.3	31.0	44.0		
	3 - New Road West	3.02	6.60	13.2	183.7	32.0	31.0		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	3.71	6.87	6.4	18.6	52.0	22.0		
	2 - Bridgend Road (South)	3.64	5.50	19.3	35.7	51.3	14.0		
	3 - A4106 (West)	3.72	7.12	6.5	35.3	51.6	28.0		
	4 - Tyn-y-Caeau Lane	2.00	3.91	4.9	8.4	51.6	16.0		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	3.24	8.27	13.7	57.9	79.3	27.0		
	2 - A4106 (South)	7.08	9.70	5.1	16.1	79.7	28.0		
	3 - Fulmar Road	3.70	8.08	6.3	18.8	79.3	38.0		
	4 - A4229 Pyle Road (North)	3.62	6.65	15.8	19.1	79.7	11.0		

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
N4 - New Road/Mackworth Rd	1 - New Rd (East)	3.74	2.75	3.74	45.0	14.68	10.04	0.0	✓
	2 - Mackworth Road	3.72	2.78	4.46	25.3	11.10	6.56	0.0	
	3 - New Rd (West)	3.58	3.58	4.53	10.2	16.26	15.50	0.0	
N5 - New Road/Aldenham	1 - Aldenham Road (North)	3.00	2.80	3.80	45.0	11.90	8.48	0.0	✓
	2 - New Road (East)	3.00	3.00	3.40	5.7	12.80	10.20	0.0	
	3 - New Road (West)	3.00	2.80	3.80	3.8	15.40	13.60	0.0	✓

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N9a - A4106 Junction (North)	C - A4106 West	6.75		✓	3.20	150.0	✓	7.60
N9b - A4106 Junction (South)	C - Newton Nottage East	6.00				97.8	✓	0.00
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)	7.10				83.0	✓	0.00
	C - Aldenham Road (Southwest)	7.10				122.0	✓	0.00
N11 - Bridgend Road/Manor Grove	C - Bridgend Road South	7.30				60.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visi to (
N9a - A4106 Junction (North)	B - Unclassified link	One lane plus flare		10.00	5.25	3.80	3.60	3.50	✓	1.00	8
N9b - A4106 Junction (South)	B - Unclassified link	One lane plus flare		10.00	5.70	4.10	3.70	3.30	✓	1.00	3
N10 - Newton Nottage Road/Aldenham Road	B - Newton Nottage Road (Southeast)										
	D - Newton Nottage Road (Northwest)	One lane plus flare		10.00	5.46	4.11	3.80	3.80	✓	1.00	2
N11 - Bridgend Road/Manor Grove	B - Manor Grove	One lane plus flare		10.00	4.70	3.52	3.52	3.31	✓	1.00	7

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
N3 - New Road/Eastern Prom	1 - New Road East	1.00	1.00	✓	Distance			5.04	3.60	7.25	5.18
N4 - New Road/Mackworth Rd	1 - New Rd (East)	5.55	5.08		Distance	8.04	5.74				

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N2 - Portway Roundabout	2 - Aldi	1.69	3.00	2.90	1.00	6.00	6.00	7.00
	3 - The Portway	3.19	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N2 - Portway Roundabout	1 - Eastern Prom	0.461	1799
	2 - Aldi	0.421	1462
	3 - The Portway	0.434	1606
	4 - Hillsboro North Car Park	0.415	1482
	5 - Lias Road	0.392	1378
	6 - A4106 (North)	0.564	2445
N3 - New Road/Eastern Prom	1 - New Road East	0.605	1389
	2 - Eastern Prom (South)	0.644	1726
	3 - New Road West	0.638	1555
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.507	934
	2 - Mackworth Road	0.635	910
	3 - New Rd (West)	0.672	1036
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.508	950
	2 - New Road (East)	0.605	815
	3 - New Road (West)	0.504	916
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.575	1532
	2 - Bridgend Road (South)	0.615	1652
	3 - A4106 (West)	0.582	1554
	4 - Tyn-y-Caeau Lane	0.436	847
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.491	1753
	2 - A4106 (South)	0.580	2434
	3 - Fulmar Road	0.435	1486
	4 - A4229 Pyle Road (North)	0.497	1771

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
N10 - Newton Nottage Road/Aldenham Road	A-D	622	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
	B-A	440	0.076	0.193	0.193	-	-	-	0.121	0.275	-	0.193	0.193	0.096
	B-C	574	0.084	0.212	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	B-D, offside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	C-B	645	0.238	0.238	0.340	-	-	-	-	-	-	-	-	-
	D-A	681	-	-	-	-	-	-	0.251	-	0.099	-	-	-
	D-B, nearside lane	532	0.147	0.147	0.333	-	-	-	0.233	0.233	0.092	-	-	-
	D-B, offside lane	540	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
	D-C	540	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N11 - Bridgend Road/Manor Grove	B-A	563	0.097	0.244	0.154	0.349
	B-C	644	0.093	0.235	-	-
	C-B	609	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9a - A4106 Junction (North)	B-A	536	0.094	0.237	0.149	0.339
	B-C	724	0.108	0.273	-	-
	C-B	733	0.275	0.275	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9b - A4106 Junction (South)	B-A	543	0.099	0.250	0.157	0.357
	B-C	754	0.116	0.292	-	-
	C-B	631	0.244	0.244	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026	Total Traffic	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N2 - Portway Roundabout	1 - Eastern Prom		ONE HOUR	✓	319	100.000
	2 - Aldi		ONE HOUR	✓	189	100.000
	3 - The Portway		ONE HOUR	✓	424	100.000
	4 - Hillsboro North Car Park		ONE HOUR	✓	3	100.000
	5 - Lias Road		ONE HOUR	✓	447	100.000
	6 - A4106 (North)		ONE HOUR	✓	754	100.000
N3 - New Road/Eastern Prom	1 - New Road East		ONE HOUR	✓	239	100.000
	2 - Eastern Prom (South)		ONE HOUR	✓	293	100.000
	3 - New Road West		ONE HOUR	✓	163	100.000
N4 - New Road/Mackworth Rd	1 - New Rd (East)		ONE HOUR	✓	202	100.000
	2 - Mackworth Road		ONE HOUR	✓	123	100.000
	3 - New Rd (West)		ONE HOUR	✓	167	100.000
N5 - New Road/Aldenham	1 - Aldenham Road (North)		ONE HOUR	✓	243	100.000
	2 - New Road (East)		ONE HOUR	✓	204	100.000
	3 - New Road (West)		ONE HOUR	✓	141	100.000
	1 - A4106 Bridgend Rd (East)		ONE HOUR	✓	532	100.000

N6 - A4106/Bridgend Road	**2 - Bridgend Road (South)**		ONE HOUR	✓	389	100.000
	3 - A4106 (West)		ONE HOUR	✓	495	100.000
	4 - Tyn-y-Caeau Lane		ONE HOUR	✓	3	100.000
N7 - A4106/A4229/Fulmar Rd	**1 - A4106 (East)**		ONE HOUR	✓	798	100.000
	2 - A4106 (South)		ONE HOUR	✓	746	100.000
	3 - Fulmar Road		ONE HOUR	✓	570	100.000
	4 - A4229 Pyle Road (North)		ONE HOUR	✓	794	100.000
N9a - A4106 Junction (North)	**A - A4106 East**		ONE HOUR	✓	521	100.000
	B - Unclassified link		ONE HOUR	✓	211	100.000
	C - A4106 West		ONE HOUR	✓	599	100.000
N9b - A4106 Junction (South)	**A - Newton Nottage West**		ONE HOUR	✓	125	100.000
	B - Unclassified link		ONE HOUR	✓	207	100.000
	C - Newton Nottage East		ONE HOUR	✓	209	100.000
N10 - Newton Nottage Road/Aldenham Road	**A - Bridgend Road (Northeast)**		ONE HOUR	✓	204	100.000
	B - Newton Nottage Road (Southeast)		ONE HOUR	✓	0	100.000
	C - Aldenham Road (Southwest)		ONE HOUR	✓	261	100.000
	D - Newton Nottage Road (Northwest)		ONE HOUR	✓	136	100.000
N11 - Bridgend Road/Manor Grove	**A - Bridgend Road North**		ONE HOUR	✓	396	100.000
	B - Manor Grove		ONE HOUR	✓	268	100.000
	C - Bridgend Road South		ONE HOUR	✓	318	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N2 - Portway Roundabout	1 - Eastern Prom		
	2 - Aldi	[ONEHOUR]	60.00
	3 - The Portway	[ONEHOUR]	60.00
	4 - Hillsboro North Car Park		
	5 - Lias Road		
	6 - A4106 (North)		
N3 - New Road/Eastern Prom	1 - New Road East	[ONEHOUR]	60.00
	2 - Eastern Prom (South)		
	3 - New Road West		
N4 - New Road/Mackworth Rd	1 - New Rd (East)	[ONEHOUR]	60.00
	2 - Mackworth Road		
	3 - New Rd (West)		
N5 - New Road/Aldenham	1 - Aldenham Road (North)		
	2 - New Road (East)		
	3 - New Road (West)		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		
	2 - Bridgend Road (South)		
	3 - A4106 (West)		
	4 - Tyn-y-Caeau Lane		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)		
	2 - A4106 (South)		
	3 - Fulmar Road		
	4 - A4229 Pyle Road (North)		
N9a - A4106 Junction (North)	A - A4106 East		
	B - Unclassified link		
	C - A4106 West		
N9b - A4106 Junction (South)	A - Newton Nottage West		
	B - Unclassified link		
	C - Newton Nottage East		
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)		
	B - Newton Nottage Road (Southeast)		
	C - Aldenham Road (Southwest)		
	D - Newton Nottage Road (Northwest)		
N11 - Bridgend Road/Manor Grove	A - Bridgend Road North		
	B - Manor Grove		
	C - Bridgend Road South		

Origin-Destination Data

Demand (Veh/hr)

N2 - Portway Roundabout

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	25	68	0	72	154
	2 - Aldi	22	0	52	0	14	101
	3 - The Portway	65	55	1	1	23	279
	4 - Hillsboro North Car Park	1	0	0	0	1	1
	5 - Lias Road	68	17	181	0	0	181
	6 - A4106 (North)	227	95	249	7	176	0

N3 - New Road/Eastern Prom

Demand (Veh/hr)

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	2	208	29
	2 - Eastern Prom (South)	158	6	129
	3 - New Road West	27	135	1

N4 - New Road/Mackworth Rd

Demand (Veh/hr)

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	82	120
	2 - Mackworth Road	36	0	87
	3 - New Rd (West)	80	87	0

N5 - New Road/Aldenham

Demand (Veh/hr)

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	70	173
	2 - New Road (East)	146	0	58
	3 - New Road (West)	117	24	0

N10 - Newton Nottage Road/Aldenham Road

Demand (Veh/hr)

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	5	167	32
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	150	1	0	110
	D - Newton Nottage Road (Northwest)	45	15	76	0

N11 - Bridgend Road/Manor Grove

Demand (Veh/hr)

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	150	246
	B - Manor Grove	210	0	58
	C - Bridgend Road South	275	43	0

N6 - A4106/Bridgend Road

Demand (Veh/hr)

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	192	339	1
	2 - Bridgend Road (South)	212	0	177	0
	3 - A4106 (West)	356	138	0	1
	4 - Tyn-y-Caeau Lane	1	1	1	0

N7 - A4106/A4229/Fulmar Rd

Demand (Veh/hr)

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	302	253	243
	2 - A4106 (South)	257	0	58	431
	3 - Fulmar Road	283	62	0	225
	4 - A4229 Pyle Road (North)	151	463	180	0

N9a - A4106 Junction (North)

Demand (Veh/hr)

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	43	478
	B - Unclassified link	43	0	168
	C - A4106 West	451	148	0

N9b - A4106 Junction (South)

Demand (Veh/hr)

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	52	73
	B - Unclassified link	36	0	171
	C - Newton Nottage East	48	161	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N2 - Portway Roundabout

Heavy Vehicle %

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	0	5	0	3	0.45
	2 - Aldi	0	0	0.05	0	0.30	2
	3 - The Portway	0.03	0.03	0	0	0.25	1
	4 - Hillsboro North Car Park	0.46	0	0	0	0	0
	5 - Lias Road	4	0.21	2	0	0	2
	6 - A4106 (North)	1	2	2	0	3	0

N3 - New Road/Eastern Prom

Heavy Vehicle %

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	0	0.83	7
	2 - Eastern Prom (South)	0.96	0	2
	3 - New Road West	0	2	0

N4 - New Road/Mackworth Rd

Heavy Vehicle %

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	1	0
	2 - Mackworth Road	2	0	3
	3 - New Rd (West)	1	1	0

N5 - New Road/Aldenham

Heavy Vehicle %

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	4	0.87
	2 - New Road (East)	5	0	0
	3 - New Road (West)	2	0	0

N10 - Newton Nottage Road/Aldenham Road

Heavy Vehicle %

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	0	0.90	6
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	3	0	0	5
	D - Newton Nottage Road (Northwest)	9	0	4	0

N11 - Bridgend Road/Manor Grove

Heavy Vehicle %

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	3	3
	B - Manor Grove	2	0	2
	C - Bridgend Road South	1	0	0

N6 - A4106/Bridgend Road

Heavy Vehicle %

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	3	0.89	0
	2 - Bridgend Road (South)	3	0	0.57	0
	3 - A4106 (West)	0.16	4	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Heavy Vehicle %

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	0.66	0.40	1
	2 - A4106 (South)	2	0	0.14	2
	3 - Fulmar Road	0.36	0.12	0	3
	4 - A4229 Pyle Road (North)	3	2	4	0

N9a - A4106 Junction (North)

Heavy Vehicle %

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	0	0.84
	B - Unclassified link	2	0	0
	C - A4106 West	2	0.68	0

N9b - A4106 Junction (South)

Heavy Vehicle %

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	2	1
	B - Unclassified link	0	0	1
	C - Newton Nottage East	4	0.63	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N2 - Portway Roundabout	1 - Eastern Prom	0.35	4.34	0.5	2.4	A	366	549
	2 - Aldi	0.31	6.22	0.4	1.8	A	217	325
	3 - The Portway	0.50	6.08	1.0	2.0	A	486	730
	4 - Hillsboro North Car Park	0.00	0.00	0.0	~1	A	0	0
	5 - Lias Road	0.62	9.74	1.6	2.5	A	513	769
	6 - A4106 (North)	0.50	3.46	1.0	1.5	A	865	1297
N3 - New Road/Eastern Prom	1 - New Road East	0.27	3.98	0.4	1.0	A	274	411
	2 - Eastern Prom (South)	0.24	2.83	0.3	1.3	A	336	504
	3 - New Road West	0.18	3.42	0.2	0.5	A	187	280
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.32	6.09	0.5	2.0	A	232	348
	2 - Mackworth Road	0.22	5.84	0.3	1.2	A	141	212
	3 - New Rd (West)	0.23	4.74	0.3	1.3	A	192	287
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.36	6.19	0.6	2.6	A	279	418
	2 - New Road (East)	0.43	9.81	0.8	3.0	A	234	351
	3 - New Road (West)	0.24	5.98	0.3	1.4	A	162	243
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.52	5.42	1.1	1.5	A	610	915
	2 - Bridgend Road (South)	0.40	4.48	0.7	2.8	A	446	669
	3 - A4106 (West)	0.50	5.27	1.0	1.5	A	568	852
	4 - Tyn-y-Caeau Lane	0.00	0.00	0.0	~1	A	0	0
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.87	21.69	6.3	31.4	C	915	1373
	2 - A4106 (South)	0.55	4.34	1.2	1.5	A	856	1284
	3 - Fulmar Road	0.86	27.80	5.7	30.5	D	654	981
	4 - A4229 Pyle Road (North)	0.83	15.43	4.5	22.6	C	911	1366

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N9a - A4106 Junction (North)	B-C	0.49	14.68	0.9	3.9	B	193	289
	B-A	0.32	28.93	0.5	1.8	D	49	74
	C-AB	0.38	11.00	0.6	2.9	B	170	255
	C-A						517	776
	A-B						49	74
	A-C						548	822
N9b - A4106 Junction (South)	B-C	0.34	8.03	0.5	2.4	A	196	294
	B-A	0.12	10.16	0.1	0.5	B	41	62
	C-AB	0.39	9.48	0.7	3.2	A	203	305
	C-A						37	55
	A-B						60	89
	A-C						84	126
N10 - Newton Nottage Road/Aldenham Road	B-ACD	0.00	0.00	0.0	~1	A	0	0
	A-BCD	0.10	5.96	0.2	0.9	A	53	80
	A-B						5	8
	A-C						176	263
	D-AB	0.16	8.86	0.2	0.5	A	62	93
	D-BC	0.28	12.25	0.4	1.5	B	94	141
	C-ABD	0.00	4.78	0.0	0.5	A	2	3
	C-D						126	189
	C-A						172	257
N11 - Bridgend Road/Manor Grove	B-C	0.37	26.49	0.6	2.0	D	67	100
	B-A	0.81	49.09	3.7	20.0	E	241	361
	C-AB	0.16	5.63	0.3	1.2	A	89	134
	C-A						276	414
	A-B						172	258
	A-C						282	423

Sensitivity Test - D4 - 2026 | Total Traffic | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	N4 - New Road/Mackworth Rd	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 94% of the total flow for the roundabout for one or more time segments]
Warning	Geometry	N3 - New Road/Eastern Prom - 2 - Eastern Prom (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Sensitivity Test	Extra 25% of network traffic	✓	125.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
N2	Portway Roundabout	Standard Roundabout						1, 2, 3, 4, 5, 6	18.44	C
N3	New Road/Eastern Prom	Standard Roundabout						1, 2, 3	3.21	A
N4	New Road/Mackworth Rd	Mini-roundabout						1, 2, 3	4.79	A
N5	New Road/Aldenham	Mini-roundabout						1, 2, 3	7.64	A
N6	A4106/Bridgend Road	Standard Roundabout						1, 2, 3, 4	6.53	A
N7	A4106/A4229/Fulmar Rd	Standard Roundabout						1, 2, 3, 4	27.59	D
N9a	A4106 Junction (North)	T-Junction	Two-way	Two-way	Two-way				4.46	A
N9b	A4106 Junction (South)	T-Junction	Two-way	Two-way	Two-way				7.46	A
N10	Newton Nottage Road/Aldenham Road	Crossroads	Two-way	Exit Only	Two-way	Two-way			4.90	A
N11	Bridgend Road/Manor Grove	T-Junction	Two-way	Two-way	Two-way				4.98	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-5	N2 - Portway Roundabout - 5 - Lias Road	13.47	B

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N2 - Portway Roundabout	1	Eastern Prom	To/from the proposed Spine Road		
	2	Aldi	Aldi and Sandy Bay access		
	3	The Portway			
	4	Hillsboro North Car Park			
	5	Lias Road			
	6	A4106 (North)			
N3 - New Road/Eastern Prom	1	New Road East			
	2	Eastern Prom (South)			
	3	New Road West			
N4 - New Road/Mackworth Rd	1	New Rd (East)			
	2	Mackworth Road			
	3	New Rd (West)			
N5 - New Road/Aldenham	1	Aldenham Road (North)			
	2	New Road (East)			
	3	New Road (West)			
N6 - A4106/Bridgend Road	1	A4106 Bridgend Rd (East)			
	2	Bridgend Road (South)			
	3	A4106 (West)			
	4	Tyn-y-Caeau Lane			
N7 - A4106/A4229/Fulmar Rd	1	A4106 (East)			
	2	A4106 (South)			
	3	Fulmar Road			
	4	A4229 Pyle Road (North)			
N9a - A4106 Junction (North)	A	A4106 East			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	A4106 West			Major
N9b - A4106 Junction (South)	A	Newton Nottage West			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	Newton Nottage East			Major
N10 - Newton Nottage Road/Aldenham Road	A	Bridgend Road (Northeast)			Major
	B	Newton Nottage Road (Southeast)			Minor
	C	Aldenham Road (Southwest)			Major
	D	Newton Nottage Road (Northwest)			Minor
N11 - Bridgend Road/Manor Grove	A	Bridgend Road North			Major
	B	Manor Grove			Minor
	C	Bridgend Road South			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N2 - Portway Roundabout	1 - Eastern Prom	5.26	7.22	3.9	18.0	99.4	32.0		
	2 - Aldi	3.71	5.99	6.5	20.7	94.1	28.0		
	3 - The Portway	4.62	7.00	4.9	17.3	88.7	41.0		
	4 - Hillsboro North Car Park	4.48	5.49	3.3	17.8	99.4	34.0		
	5 - Lias Road	3.50	6.12	8.7	16.4	99.1	44.0		
	6 - A4106 (North)	7.29	9.34	4.0	20.2	88.7	30.0		
N3 - New Road/Eastern Prom	1 - New Road East	3.00	4.90	17.3	116.2	31.9	30.0		
	2 - Eastern Prom (South)	3.63	6.50	50.6	16.3	31.0	44.0		
	3 - New Road West	3.02	6.60	13.2	183.7	32.0	31.0		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	3.71	6.87	6.4	18.6	52.0	22.0		
	2 - Bridgend Road (South)	3.64	5.50	19.3	35.7	51.3	14.0		
	3 - A4106 (West)	3.72	7.12	6.5	35.3	51.6	28.0		
	4 - Tyn-y-Caeau Lane	2.00	3.91	4.9	8.4	51.6	16.0		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	3.24	8.27	13.7	57.9	79.3	27.0		
	2 - A4106 (South)	7.08	9.70	5.1	16.1	79.7	28.0		
	3 - Fulmar Road	3.70	8.08	6.3	18.8	79.3	38.0		
	4 - A4229 Pyle Road (North)	3.62	6.65	15.8	19.1	79.7	11.0		

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
N4 - New Road/Mackworth Rd	1 - New Rd (East)	3.74	2.75	3.74	45.0	14.68	10.04	0.0	✓
	2 - Mackworth Road	3.72	2.78	4.46	25.3	11.10	6.56	0.0	
	3 - New Rd (West)	3.58	3.58	4.53	10.2	16.26	15.50	0.0	
N5 - New Road/Aldenham	1 - Aldenham Road (North)	3.00	2.80	3.80	45.0	11.90	8.48	0.0	✓
	2 - New Road (East)	3.00	3.00	3.40	5.7	12.80	10.20	0.0	
	3 - New Road (West)	3.00	2.80	3.80	3.8	15.40	13.60	0.0	✓

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N9a - A4106 Junction (North)	C - A4106 West	6.75		✓	3.20	150.0	✓	7.60
N9b - A4106 Junction (South)	C - Newton Nottage East	6.00				97.8	✓	0.00
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)	7.10				83.0	✓	0.00
	C - Aldenham Road (Southwest)	7.10				122.0	✓	0.00
N11 - Bridgend Road/Manor Grove	C - Bridgend Road South	7.30				60.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visi to (
N9a - A4106 Junction (North)	B - Unclassified link	One lane plus flare		10.00	5.25	3.80	3.60	3.50	✓	1.00	8
N9b - A4106 Junction (South)	B - Unclassified link	One lane plus flare		10.00	5.70	4.10	3.70	3.30	✓	1.00	3
N10 - Newton Nottage Road/Aldenham Road	B - Newton Nottage Road (Southeast)										
	D - Newton Nottage Road (Northwest)	One lane plus flare		10.00	5.46	4.11	3.80	3.80	✓	1.00	2
N11 - Bridgend Road/Manor Grove	B - Manor Grove	One lane plus flare		10.00	4.70	3.52	3.52	3.31	✓	1.00	7

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
N3 - New Road/Eastern Prom	1 - New Road East	1.00	1.00	✓	Distance			5.04	3.60	7.25	5.18
N4 - New Road/Mackworth Rd	1 - New Rd (East)	5.55	5.08		Distance	8.04	5.74				

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N2 - Portway Roundabout	2 - Aldi	1.69	3.00	2.90	1.00	6.00	6.00	7.00
	3 - The Portway	3.19	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N2 - Portway Roundabout	1 - Eastern Prom	0.461	1799
	2 - Aldi	0.421	1462
	3 - The Portway	0.434	1606
	4 - Hillsboro North Car Park	0.415	1482
	5 - Lias Road	0.392	1378
	6 - A4106 (North)	0.564	2445
N3 - New Road/Eastern Prom	1 - New Road East	0.605	1389
	2 - Eastern Prom (South)	0.644	1726
	3 - New Road West	0.638	1555
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.507	934
	2 - Mackworth Road	0.635	910
	3 - New Rd (West)	0.672	1036
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.508	950
	2 - New Road (East)	0.605	815
	3 - New Road (West)	0.504	916
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.575	1532
	2 - Bridgend Road (South)	0.615	1652
	3 - A4106 (West)	0.582	1554
	4 - Tyn-y-Caeau Lane	0.436	847
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.491	1753
	2 - A4106 (South)	0.580	2434
	3 - Fulmar Road	0.435	1486
	4 - A4229 Pyle Road (North)	0.497	1771

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
N10 - Newton Nottage Road/Aldenham Road	A-D	622	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
	B-A	440	0.076	0.193	0.193	-	-	-	0.121	0.275	-	0.193	0.193	0.096
	B-C	574	0.084	0.212	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	B-D, offside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	C-B	645	0.238	0.238	0.340	-	-	-	-	-	-	-	-	-
	D-A	674	-	-	-	-	-	-	0.249	-	0.098	-	-	-
	D-B, nearside lane	526	0.145	0.145	0.329	-	-	-	0.231	0.231	0.091	-	-	-
	D-B, offside lane	546	0.151	0.151	0.342	-	-	-	0.239	0.239	0.095	-	-	-
	D-C	546	-	0.151	0.342	0.120	0.239	0.239	0.239	0.239	0.095	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N11 - Bridgend Road/Manor Grove	B-A	566	0.097	0.246	0.155	0.351
	B-C	640	0.093	0.234	-	-
	C-B	609	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9a - A4106 Junction (North)	B-A	528	0.092	0.234	0.147	0.334
	B-C	734	0.110	0.277	-	-
	C-B	733	0.275	0.275	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9b - A4106 Junction (South)	B-A	546	0.099	0.251	0.158	0.359
	B-C	751	0.115	0.291	-	-
	C-B	631	0.244	0.244	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026	Total Traffic	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N2 - Portway Roundabout	1 - Eastern Prom		ONE HOUR	✓	369	100.000
	2 - Aldi		ONE HOUR	✓	317	100.000
	3 - The Portway		ONE HOUR	✓	617	100.000
	4 - Hillsboro North Car Park		ONE HOUR	✓	8	100.000
	5 - Lias Road		ONE HOUR	✓	578	100.000
	6 - A4106 (North)		ONE HOUR	✓	741	100.000
N3 - New Road/Eastern Prom	1 - New Road East		ONE HOUR	✓	164	100.000
	2 - Eastern Prom (South)		ONE HOUR	✓	313	100.000
	3 - New Road West		ONE HOUR	✓	173	100.000
N4 - New Road/Mackworth Rd	1 - New Rd (East)		ONE HOUR	✓	162	100.000
	2 - Mackworth Road		ONE HOUR	✓	15	100.000
	3 - New Rd (West)		ONE HOUR	✓	140	100.000
N5 - New Road/Aldenham	1 - Aldenham Road (North)		ONE HOUR	✓	280	100.000
	2 - New Road (East)		ONE HOUR	✓	224	100.000
	3 - New Road (West)		ONE HOUR	✓	187	100.000
	1 - A4106 Bridgend Rd (East)		ONE HOUR	✓	691	100.000

N6 - A4106/Bridgend Road	**2 - Bridgend Road (South)**		ONE HOUR	✓	308	100.000
	3 - A4106 (West)		ONE HOUR	✓	541	100.000
	4 - Tyn-y-Caeau Lane		ONE HOUR	✓	7	100.000
N7 - A4106/A4229/Fulmar Rd	**1 - A4106 (East)**		ONE HOUR	✓	808	100.000
	2 - A4106 (South)		ONE HOUR	✓	830	100.000
	3 - Fulmar Road		ONE HOUR	✓	403	100.000
	4 - A4229 Pyle Road (North)		ONE HOUR	✓	955	100.000
N9a - A4106 Junction (North)	**A - A4106 East**		ONE HOUR	✓	644	100.000
	B - Unclassified link		ONE HOUR	✓	199	100.000
	C - A4106 West		ONE HOUR	✓	710	100.000
N9b - A4106 Junction (South)	**A - Newton Nottage West**		ONE HOUR	✓	111	100.000
	B - Unclassified link		ONE HOUR	✓	262	100.000
	C - Newton Nottage East		ONE HOUR	✓	229	100.000
N10 - Newton Nottage Road/Aldenham Road	**A - Bridgend Road (Northeast)**		ONE HOUR	✓	183	100.000
	B - Newton Nottage Road (Southeast)		ONE HOUR	✓	0	100.000
	C - Aldenham Road (Southwest)		ONE HOUR	✓	279	100.000
	D - Newton Nottage Road (Northwest)		ONE HOUR	✓	215	100.000
N11 - Bridgend Road/Manor Grove	**A - Bridgend Road North**		ONE HOUR	✓	459	100.000
	B - Manor Grove		ONE HOUR	✓	191	100.000
	C - Bridgend Road South		ONE HOUR	✓	237	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N2 - Portway Roundabout	1 - Eastern Prom		
	2 - Aldi	[ONEHOUR]	60.00
	3 - The Portway	[ONEHOUR]	60.00
	4 - Hillsboro North Car Park		
	5 - Lias Road		
	6 - A4106 (North)		
N3 - New Road/Eastern Prom	1 - New Road East	[ONEHOUR]	60.00
	2 - Eastern Prom (South)		
	3 - New Road West		
N4 - New Road/Mackworth Rd	1 - New Rd (East)	[ONEHOUR]	60.00
	2 - Mackworth Road		
	3 - New Rd (West)		
N5 - New Road/Aldenham	1 - Aldenham Road (North)		
	2 - New Road (East)		
	3 - New Road (West)		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		
	2 - Bridgend Road (South)		
	3 - A4106 (West)		
	4 - Tyn-y-Caeau Lane		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)		
	2 - A4106 (South)		
	3 - Fulmar Road		
	4 - A4229 Pyle Road (North)		
N9a - A4106 Junction (North)	A - A4106 East		
	B - Unclassified link		
	C - A4106 West		
N9b - A4106 Junction (South)	A - Newton Nottage West		
	B - Unclassified link		
	C - Newton Nottage East		
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)		
	B - Newton Nottage Road (Southeast)		
	C - Aldenham Road (Southwest)		
	D - Newton Nottage Road (Northwest)		
N11 - Bridgend Road/Manor Grove	A - Bridgend Road North		
	B - Manor Grove		
	C - Bridgend Road South		

Origin-Destination Data

Demand (Veh/hr)

N2 - Portway Roundabout

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	40	63	1	66	199
	2 - Aldi	37	0	116	0	23	141
	3 - The Portway	84	92	0	1	15	425
	4 - Hillsboro North Car Park	1	0	1	0	0	6
	5 - Lias Road	87	19	235	0	2	235
	6 - A4106 (North)	118	192	286	3	141	1

N3 - New Road/Eastern Prom

Demand (Veh/hr)

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	4	123	37
	2 - Eastern Prom (South)	139	23	151
	3 - New Road West	47	125	1

N4 - New Road/Mackworth Rd

Demand (Veh/hr)

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	15	147
	2 - Mackworth Road	8	0	7
	3 - New Rd (West)	136	4	0

N5 - New Road/Aldenham

Demand (Veh/hr)

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	145	135
	2 - New Road (East)	154	0	70
	3 - New Road (West)	126	61	0

N10 - Newton Nottage Road/Aldenham Road

Demand (Veh/hr)

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	8	147	28
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	140	5	0	134
	D - Newton Nottage Road (Northwest)	49	32	134	0

N11 - Bridgend Road/Manor Grove

Demand (Veh/hr)

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	203	256
	B - Manor Grove	157	0	34
	C - Bridgend Road South	181	56	0

N6 - A4106/Bridgend Road

Demand (Veh/hr)

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	214	477	0
	2 - Bridgend Road (South)	182	0	123	3
	3 - A4106 (West)	383	154	0	4
	4 - Tyn-y-Caeau Lane	1	3	3	0

N7 - A4106/A4229/Fulmar

Demand (Veh/hr)

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	2 - A4106 (South)	338	0	133	359
	3 - Fulmar Road	184	94	0	125
	4 - A4229 Pyle Road (North)	282	444	229	0

N9a - A4106 Junction (North)

Demand (Veh/hr)

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	64	580
	B - Unclassified link	23	0	176
	C - A4106 West	520	190	0

N9b - A4106 Junction (South)

Demand (Veh/hr)

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	36	75
	B - Unclassified link	53	0	209
	C - Newton Nottage East	54	175	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N2 - Portway Roundabout

Heavy Vehicle %

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	0	2	0	2	3
	2 - Aldi	0	0	0.03	0	0.14	0.66
	3 - The Portway	3	0.03	0	0	0.27	1
	4 - Hillsboro North Car Park	0.62	0	0	0	0	0
	5 - Lias Road	2	0.23	0.43	0	0	0.43
	6 - A4106 (North)	2	0.48	1	0	0	0

N3 - New Road/Eastern Prom

Heavy Vehicle %

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	0	0.43	0
	2 - Eastern Prom (South)	1	0	1
	3 - New Road West	0	2	0

N4 - New Road/Mackworth Rd

Heavy Vehicle %

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	5	0
	2 - Mackworth Road	9	0	19
	3 - New Rd (West)	0	27	0

N5 - New Road/Aldenham

Heavy Vehicle %

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	0.70	2
	2 - New Road (East)	0.66	0	0
	3 - New Road (West)	1	0	0

N10 - Newton Nottage Road/Aldenham Road

Heavy Vehicle %

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	0	2	7
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	2	0	0	0
	D - Newton Nottage Road (Northwest)	2	0	0	0

N11 - Bridgend Road/Manor Grove

Heavy Vehicle %

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	0.50	2
	B - Manor Grove	0.65	0	0
	C - Bridgend Road South	2	2	0

N6 - A4106/Bridgend Road

Heavy Vehicle %

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	2	0.41	0
	2 - Bridgend Road (South)	2	0	2	0
	3 - A4106 (West)	1	0	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Heavy Vehicle %

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	0.28	0	0
	2 - A4106 (South)	0.28	0	0.12	0.91
	3 - Fulmar Road	0	0.12	0	4
	4 - A4229 Pyle Road (North)	0	0.74	1	0

N9a - A4106 Junction (North)

Heavy Vehicle %

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	0	0.51
	B - Unclassified link	0	0	1
	C - A4106 West	0.38	0	0

N9b - A4106 Junction (South)

Heavy Vehicle %

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	0	5
	B - Unclassified link	0	0	0.48
	C - Newton Nottage East	2	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N2 - Portway Roundabout	1 - Eastern Prom	0.44	5.53	0.8	3.0	A	423	635
	2 - Aldi	0.52	9.03	1.1	3.0	A	364	545
	3 - The Portway	0.71	10.35	2.4	7.8	B	708	1062
	4 - Hillsboro North Car Park	0.01	4.73	0.0	0.5	A	9	14
	5 - Lias Road	0.96	59.72	12.5	57.7	F	663	994
	6 - A4106 (North)	0.51	3.69	1.0	1.4	A	850	1275
N3 - New Road/Eastern Prom	1 - New Road East	0.18	3.53	0.2	0.5	A	188	282
	2 - Eastern Prom (South)	0.26	2.90	0.3	1.4	A	359	539
	3 - New Road West	0.19	3.47	0.2	0.5	A	198	298
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.24	5.12	0.3	1.4	A	186	279
	2 - Mackworth Road	0.03	5.39	0.0	0.5	A	17	26
	3 - New Rd (West)	0.19	4.35	0.2	0.8	A	161	241
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.43	7.04	0.7	2.6	A	321	482
	2 - New Road (East)	0.44	9.24	0.8	2.9	A	257	385
	3 - New Road (West)	0.32	6.61	0.5	2.1	A	214	322
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.68	8.14	2.1	3.6	A	793	1189
	2 - Bridgend Road (South)	0.35	4.56	0.5	2.5	A	353	530
	3 - A4106 (West)	0.54	5.58	1.1	1.5	A	621	931
	4 - Tyn-y-Caeau Lane	0.02	8.99	0.0	0.5	A	8	12
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.90	26.71	7.8	42.5	D	927	1390
	2 - A4106 (South)	0.61	4.94	1.6	2.0	A	952	1428
	3 - Fulmar Road	0.59	9.24	1.4	2.8	A	462	693
	4 - A4229 Pyle Road (North)	0.98	55.79	19.7	82.9	F	1095	1643

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N9a - A4106 Junction (North)	B-C	0.53	17.00	1.1	4.6	C	202	303
	B-A	0.26	40.78	0.3	1.4	E	26	40
	C-AB	0.54	15.66	1.1	4.3	C	219	329
	C-A						595	893
	A-B						73	110
	A-C						665	998
N9b - A4106 Junction (South)	B-C	0.43	9.40	0.7	2.9	A	240	360
	B-A	0.19	11.57	0.2	1.1	B	61	91
	C-AB	0.43	9.96	0.8	3.4	A	223	335
	C-A						39	59
	A-B						41	62
	A-C						86	129
N10 - Newton Nottage Road/Aldenham Road	B-ACD	0.00	0.00	0.0	~1	A	0	0
	A-BCD	0.09	6.08	0.1	0.9	A	45	68
	A-B						9	13
	A-C						156	234
	D-AB	0.23	11.15	0.3	1.4	B	81	122
	D-BC	0.46	15.73	0.8	3.5	C	166	248
	C-ABD	0.02	4.72	0.0	0.5	A	10	14
	C-D						152	228
	C-A						159	238
N11 - Bridgend Road/Manor Grove	B-C	0.13	11.01	0.1	0.5	B	39	58
	B-A	0.57	22.10	1.3	5.3	C	180	270
	C-AB	0.20	6.98	0.4	1.3	A	97	146
	C-A						174	262
	A-B						233	349
	A-C						294	440

Sensitivity Test - D5 - 2033 | Forecast Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	N3 - New Road/Eastern Prom - 2 - Eastern Prom (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Sensitivity Test	Extra 25% of network traffic	✓	125.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
N2	Portway Roundabout	Standard Roundabout						1, 2, 3, 4, 5, 6	4.89	A
N3	New Road/Eastern Prom	Standard Roundabout						1, 2, 3	3.23	A
N4	New Road/Mackworth Rd	Mini-roundabout						1, 2, 3	4.88	A
N5	New Road/Aldenham	Mini-roundabout						1, 2, 3	6.96	A
N6	A4106/Bridgend Road	Standard Roundabout						1, 2, 3, 4	4.53	A
N7	A4106/A4229/Fulmar Rd	Standard Roundabout						1, 2, 3, 4	11.73	B
N9a	A4106 Junction (North)	T-Junction	Two-way	Two-way	Two-way				4.39	A
N9b	A4106 Junction (South)	T-Junction	Two-way	Two-way	Two-way				6.66	A
N10	Newton Nottage Road/Aldenham Road	Crossroads	Two-way	Exit Only	Two-way	Two-way			3.53	A
N11	Bridgend Road/Manor Grove	T-Junction	Two-way	Two-way	Two-way				14.09	B

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-6	N11 - Bridgend Road/Manor Grove - Stream B-A	7.33	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N2 - Portway Roundabout	1	Eastern Prom	To/from the proposed Spine Road		
	2	Aldi	Aldi and Sandy Bay access		
	3	The Portway			
	4	Hillsboro North Car Park			
	5	Lias Road			
	6	A4106 (North)			
N3 - New Road/Eastern Prom	1	New Road East			
	2	Eastern Prom (South)			
	3	New Road West			
N4 - New Road/Mackworth Rd	1	New Rd (East)			
	2	Mackworth Road			
	3	New Rd (West)			
N5 - New Road/Aldenham	1	Aldenham Road (North)			
	2	New Road (East)			
	3	New Road (West)			
N6 - A4106/Bridgend Road	1	A4106 Bridgend Rd (East)			
	2	Bridgend Road (South)			
	3	A4106 (West)			
	4	Tyn-y-Caeau Lane			
N7 - A4106/A4229/Fulmar Rd	1	A4106 (East)			
	2	A4106 (South)			
	3	Fulmar Road			
	4	A4229 Pyle Road (North)			
N9a - A4106 Junction (North)	A	A4106 East			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	A4106 West			Major
N9b - A4106 Junction (South)	A	Newton Nottage West			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	Newton Nottage East			Major
N10 - Newton Nottage Road/Aldenham Road	A	Bridgend Road (Northeast)			Major
	B	Newton Nottage Road (Southeast)			Minor
	C	Aldenham Road (Southwest)			Major
	D	Newton Nottage Road (Northwest)			Minor
N11 - Bridgend Road/Manor Grove	A	Bridgend Road North			Major
	B	Manor Grove			Minor
	C	Bridgend Road South			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N2 - Portway Roundabout	1 - Eastern Prom	5.26	7.22	3.9	18.0	99.4	32.0		
	2 - Aldi	3.71	5.99	6.5	20.7	94.1	28.0		
	3 - The Portway	4.62	7.00	4.9	17.3	88.7	41.0		
	4 - Hillsboro North Car Park	4.48	5.49	3.3	17.8	99.4	34.0		
	5 - Lias Road	3.50	6.12	8.7	16.4	99.1	44.0		
	6 - A4106 (North)	7.29	9.34	4.0	20.2	88.7	30.0		
N3 - New Road/Eastern Prom	1 - New Road East	3.00	4.90	17.3	116.2	31.9	30.0		
	2 - Eastern Prom (South)	3.63	6.50	50.6	16.3	31.0	44.0		
	3 - New Road West	3.02	6.60	13.2	183.7	32.0	31.0		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	3.71	6.87	6.4	18.6	52.0	22.0		
	2 - Bridgend Road (South)	3.64	5.50	19.3	35.7	51.3	14.0		
	3 - A4106 (West)	3.72	7.12	6.5	35.3	51.6	28.0		
	4 - Tyn-y-Caeau Lane	2.00	3.91	4.9	8.4	51.6	16.0		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	3.24	8.27	13.7	57.9	79.3	27.0		
	2 - A4106 (South)	7.08	9.70	5.1	16.1	79.7	28.0		
	3 - Fulmar Road	3.70	8.08	6.3	18.8	79.3	38.0		
	4 - A4229 Pyle Road (North)	3.62	6.65	15.8	19.1	79.7	11.0		

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
N4 - New Road/Mackworth Rd	1 - New Rd (East)	3.74	2.75	3.74	45.0	14.68	10.04	0.0	✓
	2 - Mackworth Road	3.72	2.78	4.46	25.3	11.10	6.56	0.0	
	3 - New Rd (West)	3.58	3.58	4.53	10.2	16.26	15.50	0.0	
N5 - New Road/Aldenham	1 - Aldenham Road (North)	3.00	2.80	3.80	45.0	11.90	8.48	0.0	✓
	2 - New Road (East)	3.00	3.00	3.40	5.7	12.80	10.20	0.0	
	3 - New Road (West)	3.00	2.80	3.80	3.8	15.40	13.60	0.0	✓

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N9a - A4106 Junction (North)	C - A4106 West	6.75		✓	3.20	150.0	✓	7.60
N9b - A4106 Junction (South)	C - Newton Nottage East	6.00				97.8	✓	0.00
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)	7.10				83.0	✓	0.00
	C - Aldenham Road (Southwest)	7.10				122.0	✓	0.00
N11 - Bridgend Road/Manor Grove	C - Bridgend Road South	7.30				60.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visi to (
N9a - A4106 Junction (North)	B - Unclassified link	One lane plus flare		10.00	5.25	3.80	3.60	3.50	✓	1.00	8
N9b - A4106 Junction (South)	B - Unclassified link	One lane plus flare		10.00	5.70	4.10	3.70	3.30	✓	1.00	3
N10 - Newton Nottage Road/Aldenham Road	B - Newton Nottage Road (Southeast)										
	D - Newton Nottage Road (Northwest)	One lane plus flare		10.00	5.46	4.11	3.80	3.80	✓	1.00	2
N11 - Bridgend Road/Manor Grove	B - Manor Grove	One lane plus flare		10.00	4.70	3.52	3.52	3.31	✓	1.00	7

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
N3 - New Road/Eastern Prom	1 - New Road East	1.00	1.00	✓	Distance			5.04	3.60	7.25	5.18
N4 - New Road/Mackworth Rd	1 - New Rd (East)	5.55	5.08		Distance	8.04	5.74				

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N2 - Portway Roundabout	2 - Aldi	1.69	3.00	2.90	1.00	6.00	6.00	7.00
	3 - The Portway	3.19	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N2 - Portway Roundabout	1 - Eastern Prom	0.461	1799
	2 - Aldi	0.421	1462
	3 - The Portway	0.434	1606
	4 - Hillsboro North Car Park	0.415	1482
	5 - Lias Road	0.392	1378
	6 - A4106 (North)	0.564	2445
N3 - New Road/Eastern Prom	1 - New Road East	0.605	1389
	2 - Eastern Prom (South)	0.644	1726
	3 - New Road West	0.638	1555
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.507	934
	2 - Mackworth Road	0.635	910
	3 - New Rd (West)	0.672	1036
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.508	950
	2 - New Road (East)	0.605	815
	3 - New Road (West)	0.504	916
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.575	1532
	2 - Bridgend Road (South)	0.615	1652
	3 - A4106 (West)	0.582	1554
	4 - Tyn-y-Caeau Lane	0.436	847
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.491	1753
	2 - A4106 (South)	0.580	2434
	3 - Fulmar Road	0.435	1486
	4 - A4229 Pyle Road (North)	0.497	1771

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
N10 - Newton Nottage Road/Aldenham Road	A-D	622	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
	B-A	440	0.076	0.193	0.193	-	-	-	0.121	0.275	-	0.193	0.193	0.096
	B-C	574	0.084	0.212	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	B-D, offside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	C-B	645	0.238	0.238	0.340	-	-	-	-	-	-	-	-	-
	D-A	681	-	-	-	-	-	-	0.251	-	0.099	-	-	-
	D-B, nearside lane	532	0.147	0.147	0.333	-	-	-	0.233	0.233	0.092	-	-	-
	D-B, offside lane	540	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
	D-C	540	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N11 - Bridgend Road/Manor Grove	B-A	563	0.097	0.244	0.154	0.349
	B-C	644	0.093	0.235	-	-
	C-B	609	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9a - A4106 Junction (North)	B-A	536	0.094	0.237	0.149	0.339
	B-C	724	0.108	0.273	-	-
	C-B	733	0.275	0.275	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9b - A4106 Junction (South)	B-A	544	0.099	0.250	0.157	0.358
	B-C	754	0.116	0.292	-	-
	C-B	631	0.244	0.244	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2033	Forecast Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N2 - Portway Roundabout	1 - Eastern Prom		ONE HOUR	✓	238	100.000
	2 - Aldi		ONE HOUR	✓	85	100.000
	3 - The Portway		ONE HOUR	✓	305	100.000
	4 - Hillsboro North Car Park		ONE HOUR	✓	28	100.000
	5 - Lias Road		ONE HOUR	✓	481	100.000
	6 - A4106 (North)		ONE HOUR	✓	683	100.000
N3 - New Road/Eastern Prom	1 - New Road East		ONE HOUR	✓	193	100.000
	2 - Eastern Prom (South)		ONE HOUR	✓	278	100.000
	3 - New Road West		ONE HOUR	✓	174	100.000
N4 - New Road/Mackworth Rd	1 - New Rd (East)		ONE HOUR	✓	131	100.000
	2 - Mackworth Road		ONE HOUR	✓	91	100.000
	3 - New Rd (West)		ONE HOUR	✓	142	100.000
N5 - New Road/Aldenham	1 - Aldenham Road (North)		ONE HOUR	✓	175	100.000
	2 - New Road (East)		ONE HOUR	✓	218	100.000
	3 - New Road (West)		ONE HOUR	✓	118	100.000
	1 - A4106 Bridgend Rd (East)		ONE HOUR	✓	397	100.000

N6 - A4106/Bridgend Road	**2 - Bridgend Road (South)**		ONE HOUR	✓	384	100.000
	3 - A4106 (West)		ONE HOUR	✓	480	100.000
	4 - Tyn-y-Caeau Lane		ONE HOUR	✓	3	100.000
N7 - A4106/A4229/Fulmar Rd	**1 - A4106 (East)**		ONE HOUR	✓	769	100.000
	2 - A4106 (South)		ONE HOUR	✓	564	100.000
	3 - Fulmar Road		ONE HOUR	✓	601	100.000
	4 - A4229 Pyle Road (North)		ONE HOUR	✓	701	100.000
N9a - A4106 Junction (North)	**A - A4106 East**		ONE HOUR	✓	474	100.000
	B - Unclassified link		ONE HOUR	✓	227	100.000
	C - A4106 West		ONE HOUR	✓	591	100.000
N9b - A4106 Junction (South)	**A - Newton Nottage West**		ONE HOUR	✓	133	100.000
	B - Unclassified link		ONE HOUR	✓	222	100.000
	C - Newton Nottage East		ONE HOUR	✓	223	100.000
N10 - Newton Nottage Road/Aldenham Road	**A - Bridgend Road (Northeast)**		ONE HOUR	✓	133	100.000
	B - Newton Nottage Road (Southeast)		ONE HOUR	✓	0	100.000
	C - Aldenham Road (Southwest)		ONE HOUR	✓	247	100.000
	D - Newton Nottage Road (Northwest)		ONE HOUR	✓	145	100.000
N11 - Bridgend Road/Manor Grove	**A - Bridgend Road North**		ONE HOUR	✓	338	100.000
	B - Manor Grove		ONE HOUR	✓	287	100.000
	C - Bridgend Road South		ONE HOUR	✓	308	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N2 - Portway Roundabout	1 - Eastern Prom		
	2 - Aldi	[ONEHOUR]	60.00
	3 - The Portway	[ONEHOUR]	60.00
	4 - Hillsboro North Car Park		
	5 - Lias Road		
	6 - A4106 (North)		
N3 - New Road/Eastern Prom	1 - New Road East	[ONEHOUR]	60.00
	2 - Eastern Prom (South)		
	3 - New Road West		
N4 - New Road/Mackworth Rd	1 - New Rd (East)	[ONEHOUR]	60.00
	2 - Mackworth Road		
	3 - New Rd (West)		
N5 - New Road/Aldenham	1 - Aldenham Road (North)		
	2 - New Road (East)		
	3 - New Road (West)		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		
	2 - Bridgend Road (South)		
	3 - A4106 (West)		
	4 - Tyn-y-Caeau Lane		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)		
	2 - A4106 (South)		
	3 - Fulmar Road		
	4 - A4229 Pyle Road (North)		
N9a - A4106 Junction (North)	A - A4106 East		
	B - Unclassified link		
	C - A4106 West		
N9b - A4106 Junction (South)	A - Newton Nottage West		
	B - Unclassified link		
	C - Newton Nottage East		
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)		
	B - Newton Nottage Road (Southeast)		
	C - Aldenham Road (Southwest)		
	D - Newton Nottage Road (Northwest)		
N11 - Bridgend Road/Manor Grove	A - Bridgend Road North		
	B - Manor Grove		
	C - Bridgend Road South		

Origin-Destination Data

Demand (Veh/hr)

N2 - Portway Roundabout

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	26	67	1	65	79
	2 - Aldi	24	0	5	1	12	43
	3 - The Portway	59	18	1	7	14	206
	4 - Hillsboro North Car Park	2	1	3	0	8	14
	5 - Lias Road	73	17	194	3	0	194
	6 - A4106 (North)	164	43	209	78	189	0

N3 - New Road/Eastern Prom

Demand (Veh/hr)

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	2	160	31
	2 - Eastern Prom (South)	132	7	139
	3 - New Road West	29	144	1

N4 - New Road/Mackworth Rd

Demand (Veh/hr)

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	37	94
	2 - Mackworth Road	25	0	66
	3 - New Rd (West)	66	76	0

N5 - New Road/Aldenham

Demand (Veh/hr)

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	75	100
	2 - New Road (East)	156	0	62
	3 - New Road (West)	92	26	0

N10 - Newton Nottage Road/Aldenham Road

Demand (Veh/hr)

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	5	93	35
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	128	1	0	118
	D - Newton Nottage Road (Northwest)	48	16	81	0

N11 - Bridgend Road/Manor Grove

Demand (Veh/hr)

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	160	178
	B - Manor Grove	225	0	62
	C - Bridgend Road South	261	47	0

N6 - A4106/Bridgend Road

Demand (Veh/hr)

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	119	277	1
	2 - Bridgend Road (South)	194	0	190	0
	3 - A4106 (West)	332	147	0	1
	4 - Tyn-y-Caeau Lane	1	1	1	0

N7 - A4106/A4229/Fulmar Rd

Demand (Veh/hr)

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	238	271	260
	2 - A4106 (South)	225	0	54	285
	3 - Fulmar Road	303	57	0	241
	4 - A4229 Pyle Road (North)	161	347	193	0

N9a - A4106 Junction (North)

Demand (Veh/hr)

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	47	427
	B - Unclassified link	47	0	180
	C - A4106 West	433	158	0

N9b - A4106 Junction (South)

Demand (Veh/hr)

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	55	78
	B - Unclassified link	39	0	183
	C - Newton Nottage East	51	172	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N2 - Portway Roundabout

Heavy Vehicle %

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	0	5	0	3	0
	2 - Aldi	0	0	0	0	0	3
	3 - The Portway	0	0	0	0	0	1
	4 - Hillsboro North Car Park	0	0	0	0	0	0
	5 - Lias Road	4	0	2	0	0	2
	6 - A4106 (North)	1	3	2	0	3	0

N3 - New Road/Eastern Prom

Heavy Vehicle %

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	0	0.68	7
	2 - Eastern Prom (South)	0.82	0	2
	3 - New Road West	0	2	0

N4 - New Road/Mackworth Rd

Heavy Vehicle %

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	0	0
	2 - Mackworth Road	0	0	2
	3 - New Rd (West)	2	0	0

N5 - New Road/Aldenham

Heavy Vehicle %

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	4	1
	2 - New Road (East)	5	0	0
	3 - New Road (West)	2	0	0

N10 - Newton Nottage Road/Aldenham Road

Heavy Vehicle %

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	0	1	6
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	3	0	0	5
	D - Newton Nottage Road (Northwest)	9	0	4	0

N11 - Bridgend Road/Manor Grove

Heavy Vehicle %

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	3	4
	B - Manor Grove	2	0	2
	C - Bridgend Road South	1	0	0

N6 - A4106/Bridgend Road

Heavy Vehicle %

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	5	0.78	0
	2 - Bridgend Road (South)	3	0	0.57	0
	3 - A4106 (West)	0	4	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Heavy Vehicle %

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	0.45	0.40	1
	2 - A4106 (South)	2	0	0	2
	3 - Fulmar Road	0.36	0	0	3
	4 - A4229 Pyle Road (North)	3	2	4	0

N9a - A4106 Junction (North)

Heavy Vehicle %

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	0	0.76
	B - Unclassified link	2	0	0
	C - A4106 West	2	0.68	0

N9b - A4106 Junction (South)

Heavy Vehicle %

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	2	1
	B - Unclassified link	0	0	1
	C - Newton Nottage East	4	0.63	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N2 - Portway Roundabout	1 - Eastern Prom	0.26	3.78	0.3	1.4	A	273	409
	2 - Aldi	0.14	5.02	0.2	0.5	A	97	146
	3 - The Portway	0.35	4.71	0.5	2.6	A	350	525
	4 - Hillsboro North Car Park	0.04	3.49	0.0	0.5	A	32	48
	5 - Lias Road	0.60	8.11	1.5	1.7	A	552	828
	6 - A4106 (North)	0.45	3.13	0.8	2.0	A	783	1175
N3 - New Road/Eastern Prom	1 - New Road East	0.22	3.75	0.3	1.2	A	221	332
	2 - Eastern Prom (South)	0.23	2.79	0.3	1.2	A	319	478
	3 - New Road West	0.18	3.35	0.2	0.5	A	200	299
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.20	5.13	0.3	1.2	A	150	225
	2 - Mackworth Road	0.15	5.20	0.2	0.5	A	104	157
	3 - New Rd (West)	0.19	4.44	0.2	1.0	A	163	244
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.26	5.38	0.4	1.2	A	201	301
	2 - New Road (East)	0.42	8.85	0.7	2.8	A	250	375
	3 - New Road (West)	0.21	5.76	0.3	1.2	A	135	203
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.39	4.29	0.6	2.7	A	455	683
	2 - Bridgend Road (South)	0.38	4.17	0.6	2.7	A	440	661
	3 - A4106 (West)	0.48	5.02	0.9	1.8	A	551	826
	4 - Tyn-y-Caeau Lane	0.00	0.00	0.0	~1	A	0	0
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.80	13.12	3.7	17.2	B	882	1323
	2 - A4106 (South)	0.43	3.47	0.7	2.7	A	647	970
	3 - Fulmar Road	0.82	20.02	4.4	22.7	C	689	1034
	4 - A4229 Pyle Road (North)	0.73	9.83	2.6	7.7	A	804	1206

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N9a - A4106 Junction (North)	B-C	0.50	14.80	1.0	4.0	B	206	310
	B-A	0.33	27.67	0.5	1.9	D	54	81
	C-AB	0.40	10.86	0.7	2.9	B	181	272
	C-A						497	745
	A-B						54	81
	A-C						490	735
N9b - A4106 Junction (South)	B-C	0.37	8.45	0.6	2.7	A	210	315
	B-A	0.14	10.64	0.2	0.5	B	45	67
	C-AB	0.42	9.97	0.8	3.4	A	218	328
	C-A						37	56
	A-B						63	95
	A-C						89	134
N10 - Newton Nottage Road/Aldenham Road	B-ACD	0.00	0.00	0.0	~1	A	0	0
	A-BCD	0.10	6.63	0.1	0.5	A	50	75
	A-B						5	8
	A-C						98	146
	D-AB	0.16	8.80	0.2	0.5	A	66	99
	D-BC	0.28	11.80	0.4	1.6	B	100	150
	C-ABD	0.00	4.75	0.0	0.5	A	2	3
	C-D						135	203
	C-A						146	220
N11 - Bridgend Road/Manor Grove	B-C	0.40	27.39	0.6	2.4	D	71	107
	B-A	0.82	48.85	3.9	21.3	E	258	387
	C-AB	0.16	5.67	0.3	1.0	A	93	140
	C-A						260	390
	A-B						184	275
	A-C						204	306

Sensitivity Test - D6 - 2033 | Forecast Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	N3 - New Road/Eastern Prom - 2 - Eastern Prom (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Pedestrian Crossing	N2 - Portway Roundabout - 2 - Aldi - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	N2 - Portway Roundabout - 3 - The Portway - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Last Run	Last Run	N3 - New Road/Eastern Prom - 3 - New Road West - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queing to leave the junction in 2 timesegment(s).
Warning	Vehicle Mix	N4 - New Road/Mackworth Rd	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Sensitivity Test	Extra 25% of network traffic	✓	125.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
N2	Portway Roundabout	Standard Roundabout						1, 2, 3, 4, 5, 6	10.39	B
N3	New Road/Eastern Prom	Standard Roundabout						1, 2, 3	3.52	A
N4	New Road/Mackworth Rd	Mini-roundabout						1, 2, 3	5.39	A
N5	New Road/Aldenham	Mini-roundabout						1, 2, 3	8.11	A
N6	A4106/Bridgend Road	Standard Roundabout						1, 2, 3, 4	5.31	A
N7	A4106/A4229/Fulmar Rd	Standard Roundabout						1, 2, 3, 4	12.02	B
N9a	A4106 Junction (North)	T-Junction	Two-way	Two-way	Two-way				4.69	A
N9b	A4106 Junction (South)	T-Junction	Two-way	Two-way	Two-way				8.00	A
N10	Newton Nottage Road/Aldenham Road	Crossroads	Two-way	Exit Only	Two-way	Two-way			5.40	A
N11	Bridgend Road/Manor Grove	T-Junction	Two-way	Two-way	Two-way				5.89	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		3	N2 - Portway Roundabout - 5 - Lias Road	7.92	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N2 - Portway Roundabout	1	Eastern Prom	To/from the proposed Spine Road		
	2	Aldi	Aldi and Sandy Bay access		
	3	The Portway			
	4	Hillsboro North Car Park			
	5	Lias Road			
	6	A4106 (North)			
N3 - New Road/Eastern Prom	1	New Road East			
	2	Eastern Prom (South)			
	3	New Road West			
N4 - New Road/Mackworth Rd	1	New Rd (East)			
	2	Mackworth Road			
	3	New Rd (West)			
N5 - New Road/Aldenham	1	Aldenham Road (North)			
	2	New Road (East)			
	3	New Road (West)			
N6 - A4106/Bridgend Road	1	A4106 Bridgend Rd (East)			
	2	Bridgend Road (South)			
	3	A4106 (West)			
	4	Tyn-y-Caeau Lane			
N7 - A4106/A4229/Fulmar Rd	1	A4106 (East)			
	2	A4106 (South)			
	3	Fulmar Road			
	4	A4229 Pyle Road (North)			
N9a - A4106 Junction (North)	A	A4106 East			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	A4106 West			Major
N9b - A4106 Junction (South)	A	Newton Nottage West			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	Newton Nottage East			Major
N10 - Newton Nottage Road/Aldenham Road	A	Bridgend Road (Northeast)			Major
	B	Newton Nottage Road (Southeast)			Minor
	C	Aldenham Road (Southwest)			Major
	D	Newton Nottage Road (Northwest)			Minor
N11 - Bridgend Road/Manor Grove	A	Bridgend Road North			Major
	B	Manor Grove			Minor
	C	Bridgend Road South			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N2 - Portway Roundabout	1 - Eastern Prom	5.26	7.22	3.9	18.0	99.4	32.0		
	2 - Aldi	3.71	5.99	6.5	20.7	94.1	28.0		
	3 - The Portway	4.62	7.00	4.9	17.3	88.7	41.0		
	4 - Hillsboro North Car Park	4.48	5.49	3.3	17.8	99.4	34.0		
	5 - Lias Road	3.50	6.12	8.7	16.4	99.1	44.0		
	6 - A4106 (North)	7.29	9.34	4.0	20.2	88.7	30.0		
N3 - New Road/Eastern Prom	1 - New Road East	3.00	4.90	17.3	116.2	31.9	30.0		
	2 - Eastern Prom (South)	3.63	6.50	50.6	16.3	31.0	44.0		
	3 - New Road West	3.02	6.60	13.2	183.7	32.0	31.0		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	3.71	6.87	6.4	18.6	52.0	22.0		
	2 - Bridgend Road (South)	3.64	5.50	19.3	35.7	51.3	14.0		
	3 - A4106 (West)	3.72	7.12	6.5	35.3	51.6	28.0		
	4 - Tyn-y-Caeau Lane	2.00	3.91	4.9	8.4	51.6	16.0		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	3.24	8.27	13.7	57.9	79.3	27.0		
	2 - A4106 (South)	7.08	9.70	5.1	16.1	79.7	28.0		
	3 - Fulmar Road	3.70	8.08	6.3	18.8	79.3	38.0		
	4 - A4229 Pyle Road (North)	3.62	6.65	15.8	19.1	79.7	11.0		

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
N4 - New Road/Mackworth Rd	1 - New Rd (East)	3.74	2.75	3.74	45.0	14.68	10.04	0.0	✓
	2 - Mackworth Road	3.72	2.78	4.46	25.3	11.10	6.56	0.0	
	3 - New Rd (West)	3.58	3.58	4.53	10.2	16.26	15.50	0.0	
N5 - New Road/Aldenham	1 - Aldenham Road (North)	3.00	2.80	3.80	45.0	11.90	8.48	0.0	✓
	2 - New Road (East)	3.00	3.00	3.40	5.7	12.80	10.20	0.0	
	3 - New Road (West)	3.00	2.80	3.80	3.8	15.40	13.60	0.0	✓

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N9a - A4106 Junction (North)	C - A4106 West	6.75		✓	3.20	150.0	✓	7.60
N9b - A4106 Junction (South)	C - Newton Nottage East	6.00				97.8	✓	0.00
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)	7.10				83.0	✓	0.00
	C - Aldenham Road (Southwest)	7.10				122.0	✓	0.00
N11 - Bridgend Road/Manor Grove	C - Bridgend Road South	7.30				60.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visi to (
N9a - A4106 Junction (North)	B - Unclassified link	One lane plus flare		10.00	5.25	3.80	3.60	3.50	✓	1.00	8
N9b - A4106 Junction (South)	B - Unclassified link	One lane plus flare		10.00	5.70	4.10	3.70	3.30	✓	1.00	3
N10 - Newton Nottage Road/Aldenham Road	B - Newton Nottage Road (Southeast)										
	D - Newton Nottage Road (Northwest)	One lane plus flare		10.00	5.46	4.11	3.80	3.80	✓	1.00	2
N11 - Bridgend Road/Manor Grove	B - Manor Grove	One lane plus flare		10.00	4.70	3.52	3.52	3.31	✓	1.00	7

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
N3 - New Road/Eastern Prom	1 - New Road East	1.00	1.00	✓	Distance			5.04	3.60	7.25	5.18
N4 - New Road/Mackworth Rd	1 - New Rd (East)	5.55	5.08		Distance	8.04	5.74				

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N2 - Portway Roundabout	2 - Aldi	1.69	3.00	2.90	1.00	6.00	6.00	7.00
	3 - The Portway	3.19	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N2 - Portway Roundabout	1 - Eastern Prom	0.461	1799
	2 - Aldi	0.421	1462
	3 - The Portway	0.434	1606
	4 - Hillsboro North Car Park	0.415	1482
	5 - Lias Road	0.392	1378
	6 - A4106 (North)	0.564	2445
N3 - New Road/Eastern Prom	1 - New Road East	0.605	1389
	2 - Eastern Prom (South)	0.644	1726
	3 - New Road West	0.638	1555
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.507	934
	2 - Mackworth Road	0.635	910
	3 - New Rd (West)	0.672	1036
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.508	950
	2 - New Road (East)	0.605	815
	3 - New Road (West)	0.504	916
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.575	1532
	2 - Bridgend Road (South)	0.615	1652
	3 - A4106 (West)	0.582	1554
	4 - Tyn-y-Caeau Lane	0.436	847
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.491	1753
	2 - A4106 (South)	0.580	2434
	3 - Fulmar Road	0.435	1486
	4 - A4229 Pyle Road (North)	0.497	1771

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
N10 - Newton Nottage Road/Aldenham Road	A-D	622	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
	B-A	440	0.076	0.193	0.193	-	-	-	0.121	0.275	-	0.193	0.193	0.096
	B-C	574	0.084	0.212	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	B-D, offside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	C-B	645	0.238	0.238	0.340	-	-	-	-	-	-	-	-	-
	D-A	674	-	-	-	-	-	-	0.249	-	0.098	-	-	-
	D-B, nearside lane	526	0.145	0.145	0.330	-	-	-	0.231	0.231	0.091	-	-	-
	D-B, offside lane	546	0.150	0.150	0.342	-	-	-	0.239	0.239	0.095	-	-	-
	D-C	546	-	0.150	0.342	0.120	0.239	0.239	0.239	0.239	0.095	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N11 - Bridgend Road/Manor Grove	B-A	565	0.097	0.246	0.154	0.351
	B-C	640	0.093	0.234	-	-
	C-B	609	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9a - A4106 Junction (North)	B-A	528	0.092	0.234	0.147	0.334
	B-C	734	0.110	0.277	-	-
	C-B	733	0.275	0.275	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9b - A4106 Junction (South)	B-A	545	0.099	0.251	0.158	0.359
	B-C	752	0.115	0.291	-	-
	C-B	631	0.244	0.244	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2033	Forecast Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N2 - Portway Roundabout	1 - Eastern Prom		ONE HOUR	✓	319	100.000
	2 - Aldi		ONE HOUR	✓	179	100.000
	3 - The Portway		ONE HOUR	✓	394	100.000
	4 - Hillsboro North Car Park		ONE HOUR	✓	85	100.000
	5 - Lias Road		ONE HOUR	✓	614	100.000
	6 - A4106 (North)		ONE HOUR	✓	599	100.000
N3 - New Road/Eastern Prom	1 - New Road East		ONE HOUR	✓	209	100.000
	2 - Eastern Prom (South)		ONE HOUR	✓	392	100.000
	3 - New Road West		ONE HOUR	✓	185	100.000
N4 - New Road/Mackworth Rd	1 - New Rd (East)		ONE HOUR	✓	174	100.000
	2 - Mackworth Road		ONE HOUR	✓	119	100.000
	3 - New Rd (West)		ONE HOUR	✓	208	100.000
N5 - New Road/Aldenham	1 - Aldenham Road (North)		ONE HOUR	✓	299	100.000
	2 - New Road (East)		ONE HOUR	✓	240	100.000
	3 - New Road (West)		ONE HOUR	✓	196	100.000
	1 - A4106 Bridgend Rd (East)		ONE HOUR	✓	594	100.000

N6 - A4106/Bridgend Road	**2 - Bridgend Road (South)**		ONE HOUR	✓	327	100.000
	3 - A4106 (West)		ONE HOUR	✓	451	100.000
	4 - Tyn-y-Caeau Lane		ONE HOUR	✓	7	100.000
N7 - A4106/A4229/Fulmar Rd	**1 - A4106 (East)**		ONE HOUR	✓	720	100.000
	2 - A4106 (South)		ONE HOUR	✓	631	100.000
	3 - Fulmar Road		ONE HOUR	✓	420	100.000
	4 - A4229 Pyle Road (North)		ONE HOUR	✓	895	100.000
N9a - A4106 Junction (North)	**A - A4106 East**		ONE HOUR	✓	544	100.000
	B - Unclassified link		ONE HOUR	✓	214	100.000
	C - A4106 West		ONE HOUR	✓	633	100.000
N9b - A4106 Junction (South)	**A - Newton Nottage West**		ONE HOUR	✓	119	100.000
	B - Unclassified link		ONE HOUR	✓	280	100.000
	C - Newton Nottage East		ONE HOUR	✓	244	100.000
N10 - Newton Nottage Road/Aldenham Road	**A - Bridgend Road (Northeast)**		ONE HOUR	✓	195	100.000
	B - Newton Nottage Road (Southeast)		ONE HOUR	✓	0	100.000
	C - Aldenham Road (Southwest)		ONE HOUR	✓	294	100.000
	D - Newton Nottage Road (Northwest)		ONE HOUR	✓	230	100.000
N11 - Bridgend Road/Manor Grove	**A - Bridgend Road North**		ONE HOUR	✓	491	100.000
	B - Manor Grove		ONE HOUR	✓	205	100.000
	C - Bridgend Road South		ONE HOUR	✓	251	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N2 - Portway Roundabout	1 - Eastern Prom		
	2 - Aldi	[ONEHOUR]	0.00
	3 - The Portway	[ONEHOUR]	0.00
	4 - Hillsboro North Car Park		
	5 - Lias Road		
	6 - A4106 (North)		
N3 - New Road/Eastern Prom	1 - New Road East	[ONEHOUR]	60.00
	2 - Eastern Prom (South)		
	3 - New Road West		
N4 - New Road/Mackworth Rd	1 - New Rd (East)	[ONEHOUR]	60.00
	2 - Mackworth Road		
	3 - New Rd (West)		
N5 - New Road/Aldenham	1 - Aldenham Road (North)		
	2 - New Road (East)		
	3 - New Road (West)		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		
	2 - Bridgend Road (South)		
	3 - A4106 (West)		
	4 - Tyn-y-Caeau Lane		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)		
	2 - A4106 (South)		
	3 - Fulmar Road		
	4 - A4229 Pyle Road (North)		
N9a - A4106 Junction (North)	A - A4106 East		
	B - Unclassified link		
	C - A4106 West		
N9b - A4106 Junction (South)	A - Newton Nottage West		
	B - Unclassified link		
	C - Newton Nottage East		
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)		
	B - Newton Nottage Road (Southeast)		
	C - Aldenham Road (Southwest)		
	D - Newton Nottage Road (Northwest)		
N11 - Bridgend Road/Manor Grove	A - Bridgend Road North		
	B - Manor Grove		
	C - Bridgend Road South		

Origin-Destination Data

Demand (Veh/hr)

N2 - Portway Roundabout

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	42	60	5	67	145
	2 - Aldi	40	0	36	1	23	79
	3 - The Portway	82	33	0	7	9	263
	4 - Hillsboro North Car Park	8	1	8	0	3	65
	5 - Lias Road	93	16	251	1	2	251
	6 - A4106 (North)	126	102	184	35	151	1

N3 - New Road/Eastern Prom

Demand (Veh/hr)

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	4	165	40
	2 - Eastern Prom (South)	206	25	161
	3 - New Road West	50	134	1

N4 - New Road/Mackworth Rd

Demand (Veh/hr)

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	59	115
	2 - Mackworth Road	36	0	83
	3 - New Rd (West)	116	92	0

N5 - New Road/Aldenham

Demand (Veh/hr)

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	155	144
	2 - New Road (East)	165	0	75
	3 - New Road (West)	131	65	0

N10 - Newton Nottage Road/Aldenham Road

Demand (Veh/hr)

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	9	156	30
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	146	5	0	143
	D - Newton Nottage Road (Northwest)	52	35	143	0

N11 - Bridgend Road/Manor Grove

Demand (Veh/hr)

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	218	273
	B - Manor Grove	168	0	37
	C - Bridgend Road South	191	60	0

N6 - A4106/Bridgend Road

Demand (Veh/hr)

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	229	365	0
	2 - Bridgend Road (South)	192	0	132	3
	3 - A4106 (West)	282	165	0	4
	4 - Tyn-y-Caeau Lane	1	3	3	0

N7 - A4106/A4229/Fulmar Rd

Demand (Veh/hr)

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	220	303	197
	2 - A4106 (South)	234	0	127	270
	3 - Fulmar Road	197	89	0	134
	4 - A4229 Pyle Road (North)	302	348	245	0

N9a - A4106 Junction (North)

Demand (Veh/hr)

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	68	476
	B - Unclassified link	25	0	189
	C - A4106 West	429	204	0

N9b - A4106 Junction (South)

Demand (Veh/hr)

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	39	80
	B - Unclassified link	56	0	224
	C - Newton Nottage East	57	187	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N2 - Portway Roundabout

Heavy Vehicle %

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	0	2	0	2	2
	2 - Aldi	0	0	0	0	0	0
	3 - The Portway	3	0	0	0	0	1
	4 - Hillsboro North Car Park	0	0	0	0	0	0
	5 - Lias Road	2	0	0.43	0	0	0.43
	6 - A4106 (North)	2	0	1	0	0	0

N3 - New Road/Eastern Prom

Heavy Vehicle %

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	0	0	0
	2 - Eastern Prom (South)	0.53	0	1
	3 - New Road West	0	2	0

N4 - New Road/Mackworth Rd

Heavy Vehicle %

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	0	0
	2 - Mackworth Road	0	0	0
	3 - New Rd (West)	0	0	0

N5 - New Road/Aldenham

Heavy Vehicle %

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	0.70	2
	2 - New Road (East)	0.66	0	0
	3 - New Road (West)	0.83	0	0

N10 - Newton Nottage Road/Aldenham Road

Heavy Vehicle %

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	0	2	7
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	1	0	0	0
	D - Newton Nottage Road (Northwest)	2	0	0	0

N11 - Bridgend Road/Manor Grove

Heavy Vehicle %

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	0.50	2
	B - Manor Grove	0.65	0	0
	C - Bridgend Road South	2	2	0

N6 - A4106/Bridgend Road

Heavy Vehicle %

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	2	0.30	0
	2 - Bridgend Road (South)	2	0	2	0
	3 - A4106 (West)	2	0	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Heavy Vehicle %

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	0	0	0
	2 - A4106 (South)	0	0	0	0.80
	3 - Fulmar Road	0	0	0	4
	4 - A4229 Pyle Road (North)	0	0.62	1	0

N9a - A4106 Junction (North)

Heavy Vehicle %

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	0	0.46
	B - Unclassified link	0	0	1
	C - A4106 West	0.25	0	0

N9b - A4106 Junction (South)

Heavy Vehicle %

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	0	5
	B - Unclassified link	0	0	0.48
	C - Newton Nottage East	2	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N2 - Portway Roundabout	1 - Eastern Prom	0.34	4.29	0.5	2.4	A	366	549
	2 - Aldi	0.27	5.27	0.4	1.5	A	205	308
	3 - The Portway	0.43	5.03	0.8	2.7	A	452	678
	4 - Hillsboro North Car Park	0.12	4.25	0.1	0.5	A	97	146
	5 - Lias Road	0.87	26.56	5.9	31.1	D	704	1056
	6 - A4106 (North)	0.41	3.03	0.7	2.8	A	687	1031
N3 - New Road/Eastern Prom	1 - New Road East	0.23	3.78	0.3	1.3	A	240	360
	2 - Eastern Prom (South)	0.32	3.18	0.5	2.0	A	450	674
	3 - New Road West	0.22	3.96	0.3	1.2	A	212	318
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.28	5.71	0.4	1.4	A	200	299
	2 - Mackworth Road	0.20	5.58	0.3	1.1	A	136	205
	3 - New Rd (West)	0.29	5.02	0.4	1.6	A	239	358
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.46	7.44	0.8	2.4	A	343	514
	2 - New Road (East)	0.48	9.99	0.9	2.9	A	275	413
	3 - New Road (West)	0.34	6.84	0.5	2.3	A	225	337
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.59	6.35	1.4	1.8	A	681	1022
	2 - Bridgend Road (South)	0.34	4.19	0.5	2.4	A	375	563
	3 - A4106 (West)	0.45	4.73	0.8	2.2	A	517	776
	4 - Tyn-y-Caeau Lane	0.02	8.02	0.0	0.5	A	8	12
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.77	12.01	3.2	13.3	B	826	1239
	2 - A4106 (South)	0.47	3.74	0.9	2.0	A	724	1086
	3 - Fulmar Road	0.55	7.60	1.2	2.1	A	482	723
	4 - A4229 Pyle Road (North)	0.88	19.94	6.5	33.0	C	1027	1540

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N9a - A4106 Junction (North)	B-C	0.52	14.98	1.1	4.0	B	217	325
	B-A	0.21	28.49	0.3	1.2	D	29	43
	C-AB	0.53	14.51	1.1	3.9	B	235	352
	C-A						491	737
	A-B						78	117
	A-C						546	819
N9b - A4106 Junction (South)	B-C	0.46	10.13	0.9	2.9	B	257	385
	B-A	0.21	12.37	0.3	1.2	B	64	96
	C-AB	0.46	10.56	0.9	3.6	B	240	360
	C-A						40	60
	A-B						45	67
	A-C						92	138
N10 - Newton Nottage Road/Aldenham Road	B-ACD	0.00	0.00	0.0	~1	A	0	0
	A-BCD	0.10	6.08	0.2	1.0	A	49	74
	A-B						10	14
	A-C						165	247
	D-AB	0.27	12.24	0.4	1.1	B	87	131
	D-BC	0.50	17.34	1.0	3.9	C	176	265
	C-ABD	0.02	4.67	0.0	0.5	A	10	15
	C-D						162	243
	C-A						165	248
N11 - Bridgend Road/Manor Grove	B-C	0.15	12.72	0.2	0.5	B	42	64
	B-A	0.63	26.57	1.7	7.6	D	193	289
	C-AB	0.22	7.14	0.4	1.4	A	107	161
	C-A						181	271
	A-B						250	375
	A-C						313	470

Sensitivity Test - D7 - 2033 | Total Traffic | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	N3 - New Road/Eastern Prom - 2 - Eastern Prom (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Sensitivity Test	Extra 25% of network traffic	✓	125.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
N2	Portway Roundabout	Standard Roundabout						1, 2, 3, 4, 5, 6	6.37	A
N3	New Road/Eastern Prom	Standard Roundabout						1, 2, 3	3.45	A
N4	New Road/Mackworth Rd	Mini-roundabout						1, 2, 3	5.70	A
N5	New Road/Aldenham	Mini-roundabout						1, 2, 3	7.80	A
N6	A4106/Bridgend Road	Standard Roundabout						1, 2, 3, 4	5.48	A
N7	A4106/A4229/Fulmar Rd	Standard Roundabout						1, 2, 3, 4	30.14	D
N9a	A4106 Junction (North)	T-Junction	Two-way	Two-way	Two-way				4.93	A
N9b	A4106 Junction (South)	T-Junction	Two-way	Two-way	Two-way				6.65	A
N10	Newton Nottage Road/Aldenham Road	Crossroads	Two-way	Exit Only	Two-way	Two-way			3.15	A
N11	Bridgend Road/Manor Grove	T-Junction	Two-way	Two-way	Two-way				23.05	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-12	N11 - Bridgend Road/Manor Grove - Stream B-A	13.14	B

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N2 - Portway Roundabout	1	Eastern Prom	To/from the proposed Spine Road		
	2	Aldi	Aldi and Sandy Bay access		
	3	The Portway			
	4	Hillsboro North Car Park			
	5	Lias Road			
	6	A4106 (North)			
N3 - New Road/Eastern Prom	1	New Road East			
	2	Eastern Prom (South)			
	3	New Road West			
N4 - New Road/Mackworth Rd	1	New Rd (East)			
	2	Mackworth Road			
	3	New Rd (West)			
N5 - New Road/Aldenham	1	Aldenham Road (North)			
	2	New Road (East)			
	3	New Road (West)			
N6 - A4106/Bridgend Road	1	A4106 Bridgend Rd (East)			
	2	Bridgend Road (South)			
	3	A4106 (West)			
	4	Tyn-y-Caeau Lane			
N7 - A4106/A4229/Fulmar Rd	1	A4106 (East)			
	2	A4106 (South)			
	3	Fulmar Road			
	4	A4229 Pyle Road (North)			
N9a - A4106 Junction (North)	A	A4106 East			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	A4106 West			Major
N9b - A4106 Junction (South)	A	Newton Nottage West			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	Newton Nottage East			Major
N10 - Newton Nottage Road/Aldenham Road	A	Bridgend Road (Northeast)			Major
	B	Newton Nottage Road (Southeast)			Minor
	C	Aldenham Road (Southwest)			Major
	D	Newton Nottage Road (Northwest)			Minor
N11 - Bridgend Road/Manor Grove	A	Bridgend Road North			Major
	B	Manor Grove			Minor
	C	Bridgend Road South			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N2 - Portway Roundabout	1 - Eastern Prom	5.26	7.22	3.9	18.0	99.4	32.0		
	2 - Aldi	3.71	5.99	6.5	20.7	94.1	28.0		
	3 - The Portway	4.62	7.00	4.9	17.3	88.7	41.0		
	4 - Hillsboro North Car Park	4.48	5.49	3.3	17.8	99.4	34.0		
	5 - Lias Road	3.50	6.12	8.7	16.4	99.1	44.0		
	6 - A4106 (North)	7.29	9.34	4.0	20.2	88.7	30.0		
N3 - New Road/Eastern Prom	1 - New Road East	3.00	4.90	17.3	116.2	31.9	30.0		
	2 - Eastern Prom (South)	3.63	6.50	50.6	16.3	31.0	44.0		
	3 - New Road West	3.02	6.60	13.2	183.7	32.0	31.0		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	3.71	6.87	6.4	18.6	52.0	22.0		
	2 - Bridgend Road (South)	3.64	5.50	19.3	35.7	51.3	14.0		
	3 - A4106 (West)	3.72	7.12	6.5	35.3	51.6	28.0		
	4 - Tyn-y-Caeau Lane	2.00	3.91	4.9	8.4	51.6	16.0		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	3.24	8.27	13.7	57.9	79.3	27.0		
	2 - A4106 (South)	7.08	9.70	5.1	16.1	79.7	28.0		
	3 - Fulmar Road	3.70	8.08	6.3	18.8	79.3	38.0		
	4 - A4229 Pyle Road (North)	3.62	6.65	15.8	19.1	79.7	11.0		

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
N4 - New Road/Mackworth Rd	1 - New Rd (East)	3.74	2.75	3.74	45.0	14.68	10.04	0.0	✓
	2 - Mackworth Road	3.72	2.78	4.46	25.3	11.10	6.56	0.0	
	3 - New Rd (West)	3.58	3.58	4.53	10.2	16.26	15.50	0.0	
N5 - New Road/Aldenham	1 - Aldenham Road (North)	3.00	2.80	3.80	45.0	11.90	8.48	0.0	✓
	2 - New Road (East)	3.00	3.00	3.40	5.7	12.80	10.20	0.0	
	3 - New Road (West)	3.00	2.80	3.80	3.8	15.40	13.60	0.0	✓

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N9a - A4106 Junction (North)	C - A4106 West	6.75		✓	3.20	150.0	✓	7.60
N9b - A4106 Junction (South)	C - Newton Nottage East	6.00				97.8	✓	0.00
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)	7.10				83.0	✓	0.00
	C - Aldenham Road (Southwest)	7.10				122.0	✓	0.00
N11 - Bridgend Road/Manor Grove	C - Bridgend Road South	7.30				60.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visi to (
N9a - A4106 Junction (North)	B - Unclassified link	One lane plus flare		10.00	5.25	3.80	3.60	3.50	✓	1.00	8
N9b - A4106 Junction (South)	B - Unclassified link	One lane plus flare		10.00	5.70	4.10	3.70	3.30	✓	1.00	3
N10 - Newton Nottage Road/Aldenham Road	B - Newton Nottage Road (Southeast)										
	D - Newton Nottage Road (Northwest)	One lane plus flare		10.00	5.46	4.11	3.80	3.80	✓	1.00	2
N11 - Bridgend Road/Manor Grove	B - Manor Grove	One lane plus flare		10.00	4.70	3.52	3.52	3.31	✓	1.00	7

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
N3 - New Road/Eastern Prom	1 - New Road East	1.00	1.00	✓	Distance			5.04	3.60	7.25	5.18
N4 - New Road/Mackworth Rd	1 - New Rd (East)	5.55	5.08		Distance	8.04	5.74				

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N2 - Portway Roundabout	2 - Aldi	1.69	3.00	2.90	1.00	6.00	6.00	7.00
	3 - The Portway	3.19	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N2 - Portway Roundabout	1 - Eastern Prom	0.461	1799
	2 - Aldi	0.421	1462
	3 - The Portway	0.434	1606
	4 - Hillsboro North Car Park	0.415	1482
	5 - Lias Road	0.392	1378
	6 - A4106 (North)	0.564	2445
N3 - New Road/Eastern Prom	1 - New Road East	0.605	1389
	2 - Eastern Prom (South)	0.644	1726
	3 - New Road West	0.638	1555
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.507	934
	2 - Mackworth Road	0.635	910
	3 - New Rd (West)	0.672	1036
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.508	950
	2 - New Road (East)	0.605	815
	3 - New Road (West)	0.504	916
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.575	1532
	2 - Bridgend Road (South)	0.615	1652
	3 - A4106 (West)	0.582	1554
	4 - Tyn-y-Caeau Lane	0.436	847
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.491	1753
	2 - A4106 (South)	0.580	2434
	3 - Fulmar Road	0.435	1486
	4 - A4229 Pyle Road (North)	0.497	1771

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
N10 - Newton Nottage Road/Aldenham Road	A-D	622	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
	B-A	440	0.076	0.193	0.193	-	-	-	0.121	0.275	-	0.193	0.193	0.096
	B-C	574	0.084	0.212	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	B-D, offside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	C-B	645	0.238	0.238	0.340	-	-	-	-	-	-	-	-	-
	D-A	681	-	-	-	-	-	-	0.251	-	0.099	-	-	-
	D-B, nearside lane	532	0.147	0.147	0.333	-	-	-	0.233	0.233	0.092	-	-	-
	D-B, offside lane	540	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
	D-C	540	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N11 - Bridgend Road/Manor Grove	B-A	563	0.097	0.244	0.154	0.349
	B-C	644	0.093	0.235	-	-
	C-B	609	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9a - A4106 Junction (North)	B-A	536	0.094	0.237	0.149	0.339
	B-C	724	0.108	0.273	-	-
	C-B	733	0.275	0.275	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9b - A4106 Junction (South)	B-A	544	0.099	0.250	0.157	0.358
	B-C	754	0.116	0.292	-	-
	C-B	631	0.244	0.244	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033	Total Traffic	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N2 - Portway Roundabout	1 - Eastern Prom		ONE HOUR	✓	337	100.000
	2 - Aldi		ONE HOUR	✓	193	100.000
	3 - The Portway		ONE HOUR	✓	446	100.000
	4 - Hillsboro North Car Park		ONE HOUR	✓	3	100.000
	5 - Lias Road		ONE HOUR	✓	480	100.000
	6 - A4106 (North)		ONE HOUR	✓	796	100.000
N3 - New Road/Eastern Prom	1 - New Road East		ONE HOUR	✓	251	100.000
	2 - Eastern Prom (South)		ONE HOUR	✓	313	100.000
	3 - New Road West		ONE HOUR	✓	174	100.000
N4 - New Road/Mackworth Rd	1 - New Rd (East)		ONE HOUR	✓	212	100.000
	2 - Mackworth Road		ONE HOUR	✓	129	100.000
	3 - New Rd (West)		ONE HOUR	✓	176	100.000
N5 - New Road/Aldenham	1 - Aldenham Road (North)		ONE HOUR	✓	255	100.000
	2 - New Road (East)		ONE HOUR	✓	218	100.000
	3 - New Road (West)		ONE HOUR	✓	149	100.000
	1 - A4106 Bridgend Rd (East)		ONE HOUR	✓	557	100.000

N6 - A4106/Bridgend Road	**2 - Bridgend Road (South)**		ONE HOUR	✓	415	100.000
	3 - A4106 (West)		ONE HOUR	✓	526	100.000
	4 - Tyn-y-Caeau Lane		ONE HOUR	✓	3	100.000
N7 - A4106/A4229/Fulmar Rd	**1 - A4106 (East)**		ONE HOUR	✓	849	100.000
	2 - A4106 (South)		ONE HOUR	✓	784	100.000
	3 - Fulmar Road		ONE HOUR	✓	609	100.000
	4 - A4229 Pyle Road (North)		ONE HOUR	✓	840	100.000
N9a - A4106 Junction (North)	**A - A4106 East**		ONE HOUR	✓	554	100.000
	B - Unclassified link		ONE HOUR	✓	227	100.000
	C - A4106 West		ONE HOUR	✓	638	100.000
N9b - A4106 Junction (South)	**A - Newton Nottage West**		ONE HOUR	✓	133	100.000
	B - Unclassified link		ONE HOUR	✓	222	100.000
	C - Newton Nottage East		ONE HOUR	✓	223	100.000
N10 - Newton Nottage Road/Aldenham Road	**A - Bridgend Road (Northeast)**		ONE HOUR	✓	213	100.000
	B - Newton Nottage Road (Southeast)		ONE HOUR	✓	0	100.000
	C - Aldenham Road (Southwest)		ONE HOUR	✓	278	100.000
	D - Newton Nottage Road (Northwest)		ONE HOUR	✓	145	100.000
N11 - Bridgend Road/Manor Grove	**A - Bridgend Road North**		ONE HOUR	✓	418	100.000
	B - Manor Grove		ONE HOUR	✓	287	100.000
	C - Bridgend Road South		ONE HOUR	✓	339	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N2 - Portway Roundabout	1 - Eastern Prom		
	2 - Aldi	[ONEHOUR]	60.00
	3 - The Portway	[ONEHOUR]	60.00
	4 - Hillsboro North Car Park		
	5 - Lias Road		
	6 - A4106 (North)		
N3 - New Road/Eastern Prom	1 - New Road East	[ONEHOUR]	60.00
	2 - Eastern Prom (South)		
	3 - New Road West		
N4 - New Road/Mackworth Rd	1 - New Rd (East)	[ONEHOUR]	60.00
	2 - Mackworth Road		
	3 - New Rd (West)		
N5 - New Road/Aldenham	1 - Aldenham Road (North)		
	2 - New Road (East)		
	3 - New Road (West)		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		
	2 - Bridgend Road (South)		
	3 - A4106 (West)		
	4 - Tyn-y-Caeau Lane		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)		
	2 - A4106 (South)		
	3 - Fulmar Road		
	4 - A4229 Pyle Road (North)		
N9a - A4106 Junction (North)	A - A4106 East		
	B - Unclassified link		
	C - A4106 West		
N9b - A4106 Junction (South)	A - Newton Nottage West		
	B - Unclassified link		
	C - Newton Nottage East		
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)		
	B - Newton Nottage Road (Southeast)		
	C - Aldenham Road (Southwest)		
	D - Newton Nottage Road (Northwest)		
N11 - Bridgend Road/Manor Grove	A - Bridgend Road North		
	B - Manor Grove		
	C - Bridgend Road South		

Origin-Destination Data

Demand (Veh/hr)

N2 - Portway Roundabout

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	27	73	0	77	160
	2 - Aldi	24	0	52	0	14	103
	3 - The Portway	69	56	1	1	25	294
	4 - Hillsboro North Car Park	1	0	0	0	1	1
	5 - Lias Road	73	19	194	0	0	194
	6 - A4106 (North)	238	98	263	8	189	0

N3 - New Road/Eastern Prom

Demand (Veh/hr)

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	2	218	31
	2 - Eastern Prom (South)	167	7	139
	3 - New Road West	29	144	1

N4 - New Road/Mackworth Rd

Demand (Veh/hr)

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	85	127
	2 - Mackworth Road	37	0	92
	3 - New Rd (West)	84	92	0

N5 - New Road/Aldenham

Demand (Veh/hr)

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	75	180
	2 - New Road (East)	156	0	62
	3 - New Road (West)	123	26	0

N10 - Newton Nottage Road/Aldenham Road

Demand (Veh/hr)

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	5	173	35
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	159	1	0	118
	D - Newton Nottage Road (Northwest)	48	16	81	0

N11 - Bridgend Road/Manor Grove

Demand (Veh/hr)

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	160	258
	B - Manor Grove	225	0	62
	C - Bridgend Road South	292	47	0

N6 - A4106/Bridgend Road

Demand (Veh/hr)

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	199	357	1
	2 - Bridgend Road (South)	225	0	190	0
	3 - A4106 (West)	378	147	0	1
	4 - Tyn-y-Caeau Lane	1	1	1	0

N7 - A4106/A4229/Fulmar Rd

Demand (Veh/hr)

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	318	271	260
	2 - A4106 (South)	272	0	62	450
	3 - Fulmar Road	303	65	0	241
	4 - A4229 Pyle Road (North)	161	486	193	0

N9a - A4106 Junction (North)

Demand (Veh/hr)

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	47	507
	B - Unclassified link	47	0	180
	C - A4106 West	480	158	0

N9b - A4106 Junction (South)

Demand (Veh/hr)

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	55	78
	B - Unclassified link	39	0	183
	C - Newton Nottage East	51	172	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N2 - Portway Roundabout

Heavy Vehicle %

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	0	5	0	3	0.44
	2 - Aldi	0	0	0.05	0	0.28	2
	3 - The Portway	0.03	0.03	0	0	0.24	1
	4 - Hillsboro North Car Park	0.45	0	0	0	0	0
	5 - Lias Road	4	0.20	2	0	0	2
	6 - A4106 (North)	1	2	2	0	3	0

N3 - New Road/Eastern Prom

Heavy Vehicle %

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	0	0.82	7
	2 - Eastern Prom (South)	0.96	0	2

N4 - New Road/Mackworth Rd

Heavy Vehicle %

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	0.97	0
	2 - Mackworth Road	2	0	3
	3 - New Rd (West)	1	1	0

N5 - New Road/Aldenham

Heavy Vehicle %

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	4	0.88
	2 - New Road (East)	5	0	0
	3 - New Road (West)	2	0	0

N10 - Newton Nottage Road/Aldenham Road

Heavy Vehicle %

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	0	0.91	6
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	3	0	0	5
	D - Newton Nottage Road (Northwest)	9	0	4	0

N11 - Bridgend Road/Manor Grove

Heavy Vehicle %

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	3	3
	B - Manor Grove	2	0	2
	C - Bridgend Road South	1	0	0

N6 - A4106/Bridgend Road

Heavy Vehicle %

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	3	0.88	0
	2 - Bridgend Road (South)	3	0	0.57	0
	3 - A4106 (West)	0.16	4	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Heavy Vehicle %

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	0.65	0.40	1
	2 - A4106 (South)	2	0	0.14	2
	3 - Fulmar Road	0.36	0.11	0	3
	4 - A4229 Pyle Road (North)	3	2	4	0

N9a - A4106 Junction (North)

Heavy Vehicle %

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	0	0.84
	B - Unclassified link	2	0	0
	C - A4106 West	2	0.68	0

N9b - A4106 Junction (South)

Heavy Vehicle %

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	2	1
	B - Unclassified link	0	0	1
	C - Newton Nottage East	4	0.63	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N2 - Portway Roundabout	1 - Eastern Prom	0.37	4.65	0.6	2.8	A	387	580
	2 - Aldi	0.33	6.61	0.5	2.1	A	221	332
	3 - The Portway	0.53	6.53	1.1	1.7	A	512	767
	4 - Hillsboro North Car Park	0.00	0.00	0.0	~1	A	0	0
	5 - Lias Road	0.68	11.67	2.1	6.3	B	551	826
	6 - A4106 (North)	0.53	3.74	1.1	1.5	A	913	1370
N3 - New Road/Eastern Prom	1 - New Road East	0.28	4.09	0.4	1.4	A	288	432
	2 - Eastern Prom (South)	0.26	2.89	0.3	1.4	A	359	539
	3 - New Road West	0.19	3.53	0.2	0.5	A	200	299
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.34	6.27	0.5	2.3	A	243	365
	2 - Mackworth Road	0.23	5.97	0.3	1.3	A	148	222
	3 - New Rd (West)	0.24	4.82	0.3	1.4	A	202	303
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.38	6.38	0.6	2.6	A	292	439
	2 - New Road (East)	0.47	10.52	0.9	3.0	B	250	375
	3 - New Road (West)	0.26	6.16	0.3	1.1	A	171	256
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.55	5.78	1.2	1.5	A	639	958
	2 - Bridgend Road (South)	0.43	4.78	0.8	2.6	A	476	714
	3 - A4106 (West)	0.54	5.72	1.1	1.5	A	603	905
	4 - Tyn-y-Caeau Lane	0.00	0.00	0.0	~1	A	0	0
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.95	41.33	12.6	64.6	E	974	1461
	2 - A4106 (South)	0.59	4.86	1.4	1.8	A	899	1349
	3 - Fulmar Road	0.95	56.39	12.4	58.3	F	699	1048
	4 - A4229 Pyle Road (North)	0.89	23.64	7.2	38.0	C	963	1445

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N9a - A4106 Junction (North)	B-C	0.56	18.36	1.2	5.2	C	206	310
	B-A	0.41	38.82	0.7	3.0	E	54	81
	C-AB	0.42	11.94	0.7	3.1	B	181	272
	C-A						550	826
	A-B						54	81
	A-C						582	872
N9b - A4106 Junction (South)	B-C	0.37	8.45	0.6	2.7	A	210	315
	B-A	0.14	10.64	0.2	0.5	B	45	67
	C-AB	0.42	9.97	0.8	3.4	A	218	328
	C-A						37	56
	A-B						63	95
	A-C						89	134
N10 - Newton Nottage Road/Aldenham Road	B-ACD	0.00	0.00	0.0	~1	A	0	0
	A-BCD	0.11	6.00	0.2	0.9	A	59	89
	A-B						5	8
	A-C						180	270
	D-AB	0.17	9.22	0.2	0.6	A	66	100
	D-BC	0.30	12.89	0.4	1.8	B	100	150
	C-ABD	0.00	4.72	0.0	0.5	A	2	3
	C-D						135	203
	C-A						182	273
N11 - Bridgend Road/Manor Grove	B-C	0.71	86.26	1.9	6.6	F	71	107
	B-A	0.90	80.90	6.4	31.2	F	258	387
	C-AB	0.18	5.68	0.4	1.3	A	101	152
	C-A						288	431
	A-B						184	275
	A-C						296	444

Sensitivity Test - D8 - 2033 | Total Traffic | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	N4 - New Road/Mackworth Rd	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 92% of the total flow for the roundabout for one or more time segments]
Warning	Geometry	N3 - New Road/Eastern Prom - 2 - Eastern Prom (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Sensitivity Test	Extra 25% of network traffic	✓	125.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
N2	Portway Roundabout	Standard Roundabout						1, 2, 3, 4, 5, 6	36.47	E
N3	New Road/Eastern Prom	Standard Roundabout						1, 2, 3	3.32	A
N4	New Road/Mackworth Rd	Mini-roundabout						1, 2, 3	4.93	A
N5	New Road/Aldenham	Mini-roundabout						1, 2, 3	8.15	A
N6	A4106/Bridgend Road	Standard Roundabout						1, 2, 3, 4	7.36	A
N7	A4106/A4229/Fulmar Rd	Standard Roundabout						1, 2, 3, 4	55.13	F
N9a	A4106 Junction (North)	T-Junction	Two-way	Two-way	Two-way				5.78	A
N9b	A4106 Junction (South)	T-Junction	Two-way	Two-way	Two-way				8.00	A
N10	Newton Nottage Road/Aldenham Road	Crossroads	Two-way	Exit Only	Two-way	Two-way			5.40	A
N11	Bridgend Road/Manor Grove	T-Junction	Two-way	Two-way	Two-way				5.91	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-10	N2 - Portway Roundabout - 5 - Lias Road	24.13	C

Arms

Arms

Junction	Arm	Name	Description	No give-way line	Arm type
N2 - Portway Roundabout	1	Eastern Prom	To/from the proposed Spine Road		
	2	Aldi	Aldi and Sandy Bay access		
	3	The Portway			
	4	Hillsboro North Car Park			
	5	Lias Road			
	6	A4106 (North)			
N3 - New Road/Eastern Prom	1	New Road East			
	2	Eastern Prom (South)			
	3	New Road West			
N4 - New Road/Mackworth Rd	1	New Rd (East)			
	2	Mackworth Road			
	3	New Rd (West)			
N5 - New Road/Aldenham	1	Aldenham Road (North)			
	2	New Road (East)			
	3	New Road (West)			
N6 - A4106/Bridgend Road	1	A4106 Bridgend Rd (East)			
	2	Bridgend Road (South)			
	3	A4106 (West)			
	4	Tyn-y-Caeau Lane			
N7 - A4106/A4229/Fulmar Rd	1	A4106 (East)			
	2	A4106 (South)			
	3	Fulmar Road			
	4	A4229 Pyle Road (North)			
N9a - A4106 Junction (North)	A	A4106 East			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	A4106 West			Major
N9b - A4106 Junction (South)	A	Newton Nottage West			Major
	B	Unclassified link	Link between 9a and 9b		Minor
	C	Newton Nottage East			Major
N10 - Newton Nottage Road/Aldenham Road	A	Bridgend Road (Northeast)			Major
	B	Newton Nottage Road (Southeast)			Minor
	C	Aldenham Road (Southwest)			Major
	D	Newton Nottage Road (Northwest)			Minor
N11 - Bridgend Road/Manor Grove	A	Bridgend Road North			Major
	B	Manor Grove			Minor
	C	Bridgend Road South			Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
N2 - Portway Roundabout	1 - Eastern Prom	5.26	7.22	3.9	18.0	99.4	32.0		
	2 - Aldi	3.71	5.99	6.5	20.7	94.1	28.0		
	3 - The Portway	4.62	7.00	4.9	17.3	88.7	41.0		
	4 - Hillsboro North Car Park	4.48	5.49	3.3	17.8	99.4	34.0		
	5 - Lias Road	3.50	6.12	8.7	16.4	99.1	44.0		
	6 - A4106 (North)	7.29	9.34	4.0	20.2	88.7	30.0		
N3 - New Road/Eastern Prom	1 - New Road East	3.00	4.90	17.3	116.2	31.9	30.0		
	2 - Eastern Prom (South)	3.63	6.50	50.6	16.3	31.0	44.0		
	3 - New Road West	3.02	6.60	13.2	183.7	32.0	31.0		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	3.71	6.87	6.4	18.6	52.0	22.0		
	2 - Bridgend Road (South)	3.64	5.50	19.3	35.7	51.3	14.0		
	3 - A4106 (West)	3.72	7.12	6.5	35.3	51.6	28.0		
	4 - Tyn-y-Caeau Lane	2.00	3.91	4.9	8.4	51.6	16.0		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	3.24	8.27	13.7	57.9	79.3	27.0		
	2 - A4106 (South)	7.08	9.70	5.1	16.1	79.7	28.0		
	3 - Fulmar Road	3.70	8.08	6.3	18.8	79.3	38.0		
	4 - A4229 Pyle Road (North)	3.62	6.65	15.8	19.1	79.7	11.0		

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
N4 - New Road/Mackworth Rd	1 - New Rd (East)	3.74	2.75	3.74	45.0	14.68	10.04	0.0	✓
	2 - Mackworth Road	3.72	2.78	4.46	25.3	11.10	6.56	0.0	
	3 - New Rd (West)	3.58	3.58	4.53	10.2	16.26	15.50	0.0	
N5 - New Road/Aldenham	1 - Aldenham Road (North)	3.00	2.80	3.80	45.0	11.90	8.48	0.0	✓
	2 - New Road (East)	3.00	3.00	3.40	5.7	12.80	10.20	0.0	
	3 - New Road (West)	3.00	2.80	3.80	3.8	15.40	13.60	0.0	✓

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
N9a - A4106 Junction (North)	C - A4106 West	6.75		✓	3.20	150.0	✓	7.60
N9b - A4106 Junction (South)	C - Newton Nottage East	6.00				97.8	✓	0.00
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)	7.10				83.0	✓	0.00
	C - Aldenham Road (Southwest)	7.10				122.0	✓	0.00
N11 - Bridgend Road/Manor Grove	C - Bridgend Road South	7.30				60.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visi to (
N9a - A4106 Junction (North)	B - Unclassified link	One lane plus flare		10.00	5.25	3.80	3.60	3.50	✓	1.00	8
N9b - A4106 Junction (South)	B - Unclassified link	One lane plus flare		10.00	5.70	4.10	3.70	3.30	✓	1.00	3
N10 - Newton Nottage Road/Aldenham Road	B - Newton Nottage Road (Southeast)										
	D - Newton Nottage Road (Northwest)	One lane plus flare		10.00	5.46	4.11	3.80	3.80	✓	1.00	2
N11 - Bridgend Road/Manor Grove	B - Manor Grove	One lane plus flare		10.00	4.70	3.52	3.52	3.31	✓	1.00	7

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
N3 - New Road/Eastern Prom	1 - New Road East	1.00	1.00	✓	Distance			5.04	3.60	7.25	5.18
N4 - New Road/Mackworth Rd	1 - New Rd (East)	5.55	5.08		Distance	8.04	5.74				

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
N2 - Portway Roundabout	2 - Aldi	1.69	3.00	2.90	1.00	6.00	6.00	7.00
	3 - The Portway	3.19	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
N2 - Portway Roundabout	1 - Eastern Prom	0.461	1799
	2 - Aldi	0.421	1462
	3 - The Portway	0.434	1606
	4 - Hillsboro North Car Park	0.415	1482
	5 - Lias Road	0.392	1378
	6 - A4106 (North)	0.564	2445
N3 - New Road/Eastern Prom	1 - New Road East	0.605	1389
	2 - Eastern Prom (South)	0.644	1726
	3 - New Road West	0.638	1555
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.507	934
	2 - Mackworth Road	0.635	910
	3 - New Rd (West)	0.672	1036
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.508	950
	2 - New Road (East)	0.605	815
	3 - New Road (West)	0.504	916
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.575	1532
	2 - Bridgend Road (South)	0.615	1652
	3 - A4106 (West)	0.582	1554
	4 - Tyn-y-Caeau Lane	0.436	847
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.491	1753
	2 - A4106 (South)	0.580	2434
	3 - Fulmar Road	0.435	1486
	4 - A4229 Pyle Road (North)	0.497	1771

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
N10 - Newton Nottage Road/Aldenham Road	A-D	622	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
	B-A	440	0.076	0.193	0.193	-	-	-	0.121	0.275	-	0.193	0.193	0.096
	B-C	574	0.084	0.212	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	B-D, offside lane	440	0.076	0.193	0.193	-	-	-	0.121	0.275	0.121	-	-	-
	C-B	645	0.238	0.238	0.340	-	-	-	-	-	-	-	-	-
	D-A	674	-	-	-	-	-	-	0.249	-	0.098	-	-	-
	D-B, nearside lane	526	0.145	0.145	0.330	-	-	-	0.231	0.231	0.091	-	-	-
	D-B, offside lane	546	0.150	0.150	0.342	-	-	-	0.239	0.239	0.095	-	-	-
	D-C	546	-	0.150	0.342	0.120	0.239	0.239	0.239	0.239	0.095	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N11 - Bridgend Road/Manor Grove	B-A	565	0.097	0.246	0.154	0.351
	B-C	640	0.093	0.234	-	-
	C-B	609	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9a - A4106 Junction (North)	B-A	528	0.092	0.234	0.147	0.334
	B-C	734	0.110	0.277	-	-
	C-B	733	0.275	0.275	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
N9b - A4106 Junction (South)	B-A	545	0.099	0.251	0.158	0.359
	B-C	752	0.115	0.291	-	-
	C-B	631	0.244	0.244	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033	Total Traffic	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
N2 - Portway Roundabout	1 - Eastern Prom		ONE HOUR	✓	395	100.000
	2 - Aldi		ONE HOUR	✓	330	100.000
	3 - The Portway		ONE HOUR	✓	648	100.000
	4 - Hillsboro North Car Park		ONE HOUR	✓	9	100.000
	5 - Lias Road		ONE HOUR	✓	617	100.000
	6 - A4106 (North)		ONE HOUR	✓	779	100.000
N3 - New Road/Eastern Prom	1 - New Road East		ONE HOUR	✓	178	100.000
	2 - Eastern Prom (South)		ONE HOUR	✓	339	100.000
	3 - New Road West		ONE HOUR	✓	185	100.000
N4 - New Road/Mackworth Rd	1 - New Rd (East)		ONE HOUR	✓	174	100.000
	2 - Mackworth Road		ONE HOUR	✓	23	100.000
	3 - New Rd (West)		ONE HOUR	✓	155	100.000
N5 - New Road/Aldenham	1 - Aldenham Road (North)		ONE HOUR	✓	300	100.000
	2 - New Road (East)		ONE HOUR	✓	240	100.000
	3 - New Road (West)		ONE HOUR	✓	199	100.000
	1 - A4106 Bridgend Rd (East)		ONE HOUR	✓	731	100.000

N6 - A4106/Bridgend Road	**2 - Bridgend Road (South)**		ONE HOUR	✓	330	100.000
	3 - A4106 (West)		ONE HOUR	✓	570	100.000
	4 - Tyn-y-Caeau Lane		ONE HOUR	✓	7	100.000
N7 - A4106/A4229/Fulmar Rd	**1 - A4106 (East)**		ONE HOUR	✓	856	100.000
	2 - A4106 (South)		ONE HOUR	✓	872	100.000
	3 - Fulmar Road		ONE HOUR	✓	431	100.000
	4 - A4229 Pyle Road (North)		ONE HOUR	✓	1014	100.000
N9a - A4106 Junction (North)	**A - A4106 East**		ONE HOUR	✓	680	100.000
	B - Unclassified link		ONE HOUR	✓	214	100.000
	C - A4106 West		ONE HOUR	✓	753	100.000
N9b - A4106 Junction (South)	**A - Newton Nottage West**		ONE HOUR	✓	119	100.000
	B - Unclassified link		ONE HOUR	✓	280	100.000
	C - Newton Nottage East		ONE HOUR	✓	244	100.000
N10 - Newton Nottage Road/Aldenham Road	**A - Bridgend Road (Northeast)**		ONE HOUR	✓	196	100.000
	B - Newton Nottage Road (Southeast)		ONE HOUR	✓	0	100.000
	C - Aldenham Road (Southwest)		ONE HOUR	✓	298	100.000
	D - Newton Nottage Road (Northwest)		ONE HOUR	✓	230	100.000
N11 - Bridgend Road/Manor Grove	**A - Bridgend Road North**		ONE HOUR	✓	492	100.000
	B - Manor Grove		ONE HOUR	✓	205	100.000
	C - Bridgend Road South		ONE HOUR	✓	254	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
N2 - Portway Roundabout	1 - Eastern Prom		
	2 - Aldi	[ONEHOUR]	60.00
	3 - The Portway	[ONEHOUR]	60.00
	4 - Hillsboro North Car Park		
	5 - Lias Road		
	6 - A4106 (North)		
N3 - New Road/Eastern Prom	1 - New Road East	[ONEHOUR]	60.00
	2 - Eastern Prom (South)		
	3 - New Road West		
N4 - New Road/Mackworth Rd	1 - New Rd (East)	[ONEHOUR]	60.00
	2 - Mackworth Road		
	3 - New Rd (West)		
N5 - New Road/Aldenham	1 - Aldenham Road (North)		
	2 - New Road (East)		
	3 - New Road (West)		
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)		
	2 - Bridgend Road (South)		
	3 - A4106 (West)		
	4 - Tyn-y-Caeau Lane		
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)		
	2 - A4106 (South)		
	3 - Fulmar Road		
	4 - A4229 Pyle Road (North)		
N9a - A4106 Junction (North)	A - A4106 East		
	B - Unclassified link		
	C - A4106 West		
N9b - A4106 Junction (South)	A - Newton Nottage West		
	B - Unclassified link		
	C - Newton Nottage East		
N10 - Newton Nottage Road/Aldenham Road	A - Bridgend Road (Northeast)		
	B - Newton Nottage Road (Southeast)		
	C - Aldenham Road (Southwest)		
	D - Newton Nottage Road (Northwest)		
N11 - Bridgend Road/Manor Grove	A - Bridgend Road North		
	B - Manor Grove		
	C - Bridgend Road South		

Origin-Destination Data

Demand (Veh/hr)

N2 - Portway Roundabout

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	43	67	1	71	213
	2 - Aldi	40	0	118	0	25	147
	3 - The Portway	90	95	0	1	16	446
	4 - Hillsboro North Car Park	1	0	1	0	0	7
	5 - Lias Road	93	20	251	0	2	251
	6 - A4106 (North)	127	199	298	3	151	1

N3 - New Road/Eastern Prom

Demand (Veh/hr)

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	4	134	40
	2 - Eastern Prom (South)	153	25	161
	3 - New Road West	50	134	1

N4 - New Road/Mackworth Rd

Demand (Veh/hr)

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	19	155
	2 - Mackworth Road	11	0	12
	3 - New Rd (West)	144	11	0

N5 - New Road/Aldenham

Demand (Veh/hr)

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	155	145
	2 - New Road (East)	165	0	75
	3 - New Road (West)	134	65	0

N10 - Newton Nottage Road/Aldenham Road

Demand (Veh/hr)

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	9	157	30
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	150	5	0	143
	D - Newton Nottage Road (Northwest)	52	35	143	0

N11 - Bridgend Road/Manor Grove

Demand (Veh/hr)

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	218	274
	B - Manor Grove	168	0	37
	C - Bridgend Road South	194	60	0

N6 - A4106/Bridgend Road

Demand (Veh/hr)

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	230	501	0
	2 - Bridgend Road (South)	195	0	132	3
	3 - A4106 (West)	401	165	0	4
	4 - Tyn-y-Caeau Lane	1	3	3	0

N7 - A4106/A4229/Fulmar Rd

Demand (Veh/hr)

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	356	303	197
	2 - A4106 (South)	354	0	141	377
	3 - Fulmar Road	197	100	0	134
	4 - A4229 Pyle Road (North)	302	467	245	0

N9a - A4106 Junction (North)

Demand (Veh/hr)

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	68	612
	B - Unclassified link	25	0	189
	C - A4106 West	549	204	0

N9b - A4106 Junction (South)

Demand (Veh/hr)

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	39	80
	B - Unclassified link	56	0	224
	C - Newton Nottage East	57	187	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

N2 - Portway Roundabout

Heavy Vehicle %

		To					
		1 - Eastern Prom	2 - Aldi	3 - The Portway	4 - Hillsboro North Car Park	5 - Lias Road	6 - A4106 (North)
From	1 - Eastern Prom	0	0	2	0	2	3
	2 - Aldi	0	0	0.03	0	0.13	0.63
	3 - The Portway	3	0.03	0	0	0.25	1
	4 - Hillsboro North Car Park	0.58	0	0	0	0	0
	5 - Lias Road	2	0.22	0.43	0	0	0.43
	6 - A4106 (North)	2	0.47	1	0	0	0

N3 - New Road/Eastern Prom

Heavy Vehicle %

		To		
		1 - New Road East	2 - Eastern Prom (South)	3 - New Road West
From	1 - New Road East	0	0.40	0
	2 - Eastern Prom (South)	1	0	1
	3 - New Road West	0	2	0

N4 - New Road/Mackworth Rd

Heavy Vehicle %

		To		
		1 - New Rd (East)	2 - Mackworth Road	3 - New Rd (West)
From	1 - New Rd (East)	0	4	0
	2 - Mackworth Road	7	0	10
	3 - New Rd (West)	0	11	0

N5 - New Road/Aldenham

Heavy Vehicle %

		To		
		1 - Aldenham Road (North)	2 - New Road (East)	3 - New Road (West)
From	1 - Aldenham Road (North)	0	0.70	2
	2 - New Road (East)	0.66	0	0
	3 - New Road (West)	1	0	0

N10 - Newton Nottage Road/Aldenham Road

Heavy Vehicle %

		To			
		A - Bridgend Road (Northeast)	B - Newton Nottage Road (Southeast)	C - Aldenham Road (Southwest)	D - Newton Nottage Road (Northwest)
From	A - Bridgend Road (Northeast)	0	0	2	7
	B - Newton Nottage Road (Southeast)	0	0	0	0
	C - Aldenham Road (Southwest)	2	0	0	0
	D - Newton Nottage Road (Northwest)	2	0	0	0

N11 - Bridgend Road/Manor Grove

Heavy Vehicle %

		To		
		A - Bridgend Road North	B - Manor Grove	C - Bridgend Road South
From	A - Bridgend Road North	0	0.50	2
	B - Manor Grove	0.65	0	0
	C - Bridgend Road South	2	2	0

N6 - A4106/Bridgend Road

Heavy Vehicle %

		To			
		1 - A4106 Bridgend Rd (East)	2 - Bridgend Road (South)	3 - A4106 (West)	4 - Tyn-y-Caeau Lane
From	1 - A4106 Bridgend Rd (East)	0	2	0.41	0
	2 - Bridgend Road (South)	2	0	2	0
	3 - A4106 (West)	1	0	0	0
	4 - Tyn-y-Caeau Lane	0	0	0	0

N7 - A4106/A4229/Fulmar Rd

Heavy Vehicle %

		To			
		1 - A4106 (East)	2 - A4106 (South)	3 - Fulmar Road	4 - A4229 Pyle Road (North)
From	1 - A4106 (East)	0	0.27	0	0
	2 - A4106 (South)	0.27	0	0.12	0.90
	3 - Fulmar Road	0	0.11	0	4
	4 - A4229 Pyle Road (North)	0	0.73	1	0

N9a - A4106 Junction (North)

Heavy Vehicle %

		To		
		A - A4106 East	B - Unclassified link	C - A4106 West
From	A - A4106 East	0	0	0.51
	B - Unclassified link	0	0	1
	C - A4106 West	0.37	0	0

N9b - A4106 Junction (South)

Heavy Vehicle %

		To		
		A - Newton Nottage West	B - Unclassified link	C - Newton Nottage East
From	A - Newton Nottage West	0	0	5
	B - Unclassified link	0	0	0.48
	C - Newton Nottage East	2	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N2 - Portway Roundabout	1 - Eastern Prom	0.48	6.07	0.9	2.8	A	453	680
	2 - Aldi	0.56	9.94	1.2	3.0	A	379	568
	3 - The Portway	0.75	11.86	2.9	12.3	B	743	1115
	4 - Hillsboro North Car Park	0.02	5.00	0.0	0.5	A	10	15
	5 - Lias Road	1.06	137.83	34.8	84.0	F	708	1062
	6 - A4106 (North)	0.54	3.96	1.2	1.5	A	894	1340
N3 - New Road/Eastern Prom	1 - New Road East	0.20	3.63	0.2	0.9	A	204	306
	2 - Eastern Prom (South)	0.28	3.00	0.4	1.3	A	389	583
	3 - New Road West	0.20	3.62	0.3	1.0	A	212	318
N4 - New Road/Mackworth Rd	1 - New Rd (East)	0.26	5.28	0.3	1.1	A	200	299
	2 - Mackworth Road	0.04	5.29	0.0	0.5	A	26	40
	3 - New Rd (West)	0.21	4.48	0.3	1.2	A	178	267
N5 - New Road/Aldenham	1 - Aldenham Road (North)	0.46	7.49	0.9	2.4	A	344	516
	2 - New Road (East)	0.48	10.02	0.9	2.9	B	275	413
	3 - New Road (West)	0.34	6.92	0.5	2.4	A	228	342
N6 - A4106/Bridgend Road	1 - A4106 Bridgend Rd (East)	0.73	9.51	2.6	7.7	A	838	1258
	2 - Bridgend Road (South)	0.38	4.86	0.6	2.8	A	379	568
	3 - A4106 (West)	0.57	6.05	1.3	1.5	A	654	981
	4 - Tyn-y-Caeau Lane	0.03	9.61	0.0	0.5	A	8	12
N7 - A4106/A4229/Fulmar Rd	1 - A4106 (East)	0.96	45.93	14.2	69.3	E	982	1473
	2 - A4106 (South)	0.65	5.59	1.8	2.8	A	1000	1500
	3 - Fulmar Road	0.65	11.10	1.8	3.9	B	494	742
	4 - A4229 Pyle Road (North)	1.06	124.22	52.8	117.7	F	1163	1745

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
N9a - A4106 Junction (North)	B-C	0.62	22.44	1.6	6.9	C	217	325
	B-A	0.37	61.99	0.6	1.9	F	29	43
	C-AB	0.59	18.02	1.5	5.6	C	237	355
	C-A						627	940
	A-B						78	117
	A-C						702	1053
N9b - A4106 Junction (South)	B-C	0.46	10.13	0.9	2.9	B	257	385
	B-A	0.21	12.37	0.3	1.2	B	64	96
	C-AB	0.46	10.57	0.9	3.6	B	240	360
	C-A						40	60
	A-B						45	67
	A-C						92	138
N10 - Newton Nottage Road/Aldenham Road	B-ACD	0.00	0.00	0.0	~1	A	0	0
	A-BCD	0.10	6.08	0.2	1.0	A	50	74
	A-B						9	14
	A-C						166	249
	D-AB	0.27	12.33	0.4	1.2	B	87	131
	D-BC	0.50	17.49	1.0	3.9	C	176	265
	C-ABD	0.02	4.66	0.0	0.5	A	10	15
	C-D						162	243
	C-A						170	255
N11 - Bridgend Road/Manor Grove	B-C	0.15	12.80	0.2	0.5	B	42	64
	B-A	0.63	26.82	1.7	7.7	D	193	289
	C-AB	0.22	7.12	0.4	1.4	A	108	162
	C-A						183	275
	A-B						250	375
	A-C						314	471