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Medway Local Plan

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Contents

1. Introduction 8
1.1 Foreword 8
1.2 Background Information 8
1.3 Supporting Documents 10
1.4 Report Structure 11
2. Forecasting Approach 12
2.1 Introduction 12
2.2 Forecast Year and Scenarios 12
2.3 Forecast Scenarios 12
2.4 The Uncertainty Log 14
2.5 Software 15
2.6 Sustainable Transport Strategy (Regulation 19 Only) 15
3. Forecasting Reference Case Demand 18
3.1 Introduction 18
3.2 Methodology 18
3.3 Completed and Committed Developments within Medway 19
3.4 Committed Developments outside Medway 21
3.5 Explicitly Modelled Developments 23
3.6 Committed Growth 25
3.7 Background Growth 30
3.8 Refined Reference Case Matrix Development 33
3.9 Summary 35
4. Forecasting Reference Case Networks 36
4.1 Introduction 36
4.2 Reference Case 36
4.3 Reference Case with LTC 45
4.4 Forecast Year Values of Time and Vehicle Operating Costs 46
4.5 Refined Reference Case 47
4.6 Summary 49
5. Local Plan Assessment 50
5.1 Introduction 50
5.2 Methodology 50
5.3 2041 Do Something (Reg18) 51
5.4 2041 Do Something with LTC (Reg18) 56
5.5 2041 Interim Do Something iDS (Reg19) 56
5.6 Summary 61
6. Model Results (Reg18) 62
6.1 Introduction 62
6.2 Model Convergence 62
6.3 Model Outputs 64

6.4 Reference Case vs Base Year 65
6.5 Reg18 Do Something vs Reference Case 77
6.6 Do Something with LTC vs Reference Case with LTC 90
6.7 Reg18 Summary 100
7. Model Results (iDS) 109
7.1 Introduction 109
7.2 Model Convergence 109
7.3 Model Outputs 109
7.4 Interim Do Something vs Refined Reference Case 109
8. Local Junction Modelling and Mitigation 122
8.1 Introduction 122
8.2 Local Junction Modelling 122
8.3 Highway Mitigation 123
8.4 Summary 130
9. Final Do Something with Mitigation 131
9.1 Introduction 131
9.2 Demand 131
9.3 Network 133
9.4 Model Convergence 135
9.5 Model Results 135
9.6 Reg19 Summary 150
10. Summary and Conclusion 154
10.1 Summary 154
10.2 Regulation 18 Local Plan Assessment 155
10.3 Regulation 19 LP Assessment 156
10.4 Next Steps and Recommendations 158

Appendix A. TEB Mode State Strategy Stage 1& 2 159
Appendix B. TEB Mode Share Strategy Stage 3 160
Appendix C. Uncertainty Log Completed Developments 161
Appendix D. Uncertainty Log Committed Developments in Medway 162
Appendix E. Uncertainty Log Committed Developments Outside Medway 163
Appendix F. Transport Assessment Trips Rates 164
Appendix G. TRICS Trip Rates Exported Files 165
Appendix H. Reg18: Uncertainty Log Local Plan Developments 166
Appendix I. Reg19: Interim DS Uncertainty Log 167
Appendix J. Local Junction Modelling Mitigation Technical Note 168
Appendix K. Four Elms Mitigation Options 169
Appendix L. Reg19: Uncertainty Log Local Plan Developments 170

Tables

Table 2-1: Classification of Future Inputs from (TAG Unit M4, Table A2) 15

Table 3-1: Uncertainty Log (2019-2041), Medway 19
Table 3-2: Committed Developments Outside Medway 21
Table 3-3: Explicitly Modelled Developments 23
Table 3-4: TRICS Retail (A1) Trip Rates (Per 100sqm) 26
Table 3-5: TRICS Employment (B1a, B2, B8) Trip Rates (Per 100 sqm) 27
Table 3-6: TRICS Hotel (C1) Food-Drink (A3) Trip Rates (Per 100 sqm, Hotel – Per bed) 27
Table 3-7: TRICS Residential (C3) Trip Rates (Per Dwelling) 28
Table 3-8: TRICS Non-Residential Institutions (D1) Trip Rates (Per 100 sqm) 29
Table 3-9: TRICS Assembly and Leisure (D2) Trip Rates (Per 1 Ha) 29
Table 3-10: Forecast Growth Thresholds and Application 29
Table 3-11: TEMPro v8 2019-2041 Growth Factors, AM Peak 30
Table 3-12: TEMPro v8 2019-2041 Growth Factors, PM Peak 30
Table 3-13: Background Growth Method by District 31
Table 3-14: Adjusted TEMPro v8 2019-2041 Growth Factors, AM Peak 31
Table 3-15: Adjusted TEMPro v8 2019-2041 Growth Factors, PM Peak 31
Table 3-16: LGV and HGV Growth Factors 32
Table 3-17: Grain Business Park, Trip Generation 33
Table 3-18: 2041 RC Scenario Matrix Total Comparison 33
Table 3-19: 2041 rRC Scenario Matrix Total Comparison 35
Table 4-1: National Highway Schemes from KTM within Medway Model Area 36
Table 4-2: Completed or Committed Medway Highway Changes 37
Table 4-3: Speed Changes in Medway (Maps Data: Google, ©2020 CNES / Astrium, Maxar Technologies) 38
Table 4-4: Proposed Network Changes within Medway AODM (Maps Data: Google, ©2020 CNES / Astrium, Maxar Technologies) 39
Table 4-5: Proposed Network Changes in Ebbsfleet Central (Maps Data: Google, ©2020 CNES / Astrium, Maxar Technologies) 43
Table 4-6: 2041 Highway Generalised Cost Parameters 47
Table 5-1: Net Housing and Employment, DS vs RC 51
Table 5-2: Total Housing and Employment in Medway, DS 51
Table 5-3: DS LP Potential Employment Site Details 53
Table 5-4: 2041 DS, Explicitly Modelled Potential Allocations 54
Table 5-5: DS, Potential LP Allocations, Net Trip Generation 55
Table 5-6: DS Scenario Matrix Total Comparison 56
Table 5-7: Net Housing and Employment Quantum in iDS 56
Table 5-8: Total Housing and Employment in Medway, iDS 57
Table 5-9: 2041 iDS, Explicitly Modelled Potential Allocations 58
Table 5-10: iDS, Potential LP Allocations, Net Trip Generation 60
Table 5-11: DS Scenario Matrix Total Comparison 61
Table 6-1: 2041 RC Matrix Convergence 62
Table 6-2: 2041 RC with LTC Matrix Convergence 62
Table 6-3: 2041 DS Matrix Convergence 62
Table 6-4: 2041 DS with LTC Matrix Convergence 63
Table 6-5: LOS Level Description 64
Table 6-6: Junction and Link Volume Over Capacity Assessment Criteria 65
Table 6-7: Junction LoS Summary, AM Peak 102
Table 6-8: Junction LoS Summary, PM Peak 103
Table 6-9: Worst Turn Volume Over Capacity 104
Table 7-1: 2041 iDS with LTC Final Matrix Convergence 109
Table 7-2- Worst Turn VC Summary Table 118
Table 8-1: Results of Local Junction Modelling 123
Table 9-1: Net Housing and Employment, fDS vs RC 131
Table 9-2: Total Housing and Employment in Medway, fDS 131
Table 9-3: 2041 fDS, Explicitly Modelled Potential Allocations 133
Table 9-4: 2041 fDS Final Matrix Convergence 135
Table 9-5- Junction LoS Summary Table 140
Table 9-6- fDS Worst Turn VC Summary Table 147

Figures

Figure 3-1: Overview of the Future Year OD Matrix Development Process (RC Scenarios Only) 18

Figure 3-2: Completed Sites in Medway (https:/www.openstreetmap.org/copyright) 20
Figure 3-3: Committed Sites in Medway (https:/www.openstreetmap.org/copyright) 21
Figure 3-4: Committed Housing Sites Outside Medway (https:/www.openstreetmap.org/copyright) 22
Figure 3-5: Committed Employment Sites Outside Medway (https:/www.openstreetmap.org/copyright) 22
Figure 3-6: TRICS Location Classification for Developments within Medway 26
Figure 4-1: A2 Bean and Ebbsfleet Junction Improvements 36
Figure 4-2: M2 Junction 5 Improvements 37
Figure 4-3: Lidsing Associated Infrastructure 45
Figure 4-4: LTC Coding in RC Scenario 46
Figure 4-5: Interim Mitigation at Four Elms Roundabout 48
Figure 4-6: Interim Mitigation at Main Road Hoo Roundabout 48
Figure 5-1: RC vs DS Demand Development in Medway 50
Figure 5-2: DS LP Potential Housing Site Allocations (https:/www.openstreetmap.org/copyright) 52
Figure 5-3: DS LP Potential Employment Site Allocations (https:/www.openstreetmap.org/copyright) 52
Figure 5-4: iDS LP Housing Site Allocations (https:/www.openstreetmap.org/copyright) 57
Figure 5-5: iDS LP Employment Site Allocations (https:/www.openstreetmap.org/copyright) 58
Figure 5-6: Map of the Stage 2 Modal Shift Assessment Results (https:/www.openstreetmap.org/copyright) 60
Figure 6-1: RC New Modelled Links 66
Figure 6-2: Actual Flow RC vs Base, AM Peak, Wider Extent 67
Figure 6-3: Actual Flow RC vs Base, AM Peak, Medway Extent 68
Figure 6-4: Actual Flow RC vs Base, AM Peak, Zoomed Extent 68
Figure 6-5: Route Choice in an Uncongested Network (Left) Compared with Congested Network (Right) 69
Figure 6-6: Route Choice in an Uncongested Network (Left) Compared with Congested Network (Right) 69
Figure 6-7: Actual Flow RC vs Base, PM Peak, Wider Extent 70
Figure 6-8: Actual Flow RC vs Base, PM Peak, Medway Extent 70
Figure 6-9: Actual Flow RC – Base, PM Peak, Zoomed Extent 71
Figure 6-10: RC, Junction Level of Service, AM Peak 72
Figure 6-11: RC, Junction Level of Service, PM Peak 73
Figure 6-12: RC, Queue Length, AM Peak 74
Figure 6-13: RC, Queue Length, PM Peak 74
Figure 6-14: RC, Volume Capacity Analysis, AM Peak 76
Figure 6-15: RC, Volume Capacity Analysis, PM Peak 76
Figure 6-16: DS New Modelled Links 77
Figure 6-17: Actual Flow Difference, DS vs RC, AM Peak, Wider Extent 78
Figure 6-18: Actual Flow Difference, DS vs RC, AM Peak, Medway Extent 79
Figure 6-19: Actual Flow Difference, DS vs RC, AM Peak, Closer Extent 79
Figure 6-20: Route choice in an uncongested network (left) compared with congested network (right) 80
Figure 6-21: Route choice in an uncongested network (left) compared with congested network (right) 80
Figure 6-22: Actual Flow Difference, DS vs RC, PM Peak, Wider Extent 81
Figure 6-23: Actual Flow Difference, DS vs RC, PM Peak, Medway Extent 81
Figure 6-24: Actual Flow Difference, DS vs RC, PM Peak, Closer Extent 82
Figure 6-25: Demand Flow Difference, DS vs RC, AM Peak, Medway Extent 83
Figure 6-26: Higham to Rochester in an uncongested network (left) compared to congested (right) 83
Figure 6-27: Demand Flow Difference, DS vs RC, PM Peak, Medway Extent 84
Figure 6-28: DS, Junction Level of Service, AM Peak 85
Figure 6-29: DS, Junction Level of Service, PM Peak 85
Figure 6-30: Queue Length Difference, DS vs RC, AM Peak, Medway Extent 87
Figure 6-31: Queue Length Difference, DS vs RC, AM Peak, Closer Extent 87
Figure 6-32: Queue Length Difference, DS vs RC, PM Peak, Medway Extent 88
Figure 6-33: Queue Length Difference, DS vs RC, PM Peak, Closer Extent 88
Figure 6-34: DS, Link and Turn V/C, AM Peak 89
Figure 6-35: DS, Link and Turn V/C, PM Peak 90
Figure 6-36: Actual Flow Difference, DS with LTC vs RC with LTC, AM, Wider Extent 91
Figure 6-37: Actual Flow Difference, DS with LTC vs RC with LTC, AM, Medway Extent 92
Figure 6-38: Actual Flow Difference, DS with LTC vs RC with LTC, AM, Closer Extent 92
Figure 6-39: Actual Flow Difference, DS with LTC vs RC with LTC, PM, Wider Extent 93
Figure 6-40: Actual Flow Difference, DS with LTC vs RC with LTC, PM, Medway Extent 93
Figure 6-41: Actual Flow Difference, DS with LTC vs RC with LTC, PM, Closer Extent 94
Figure 6-42: DS with LTC, Junction Level of Service, AM Peak 95

Figure 6-43: DS with LTC, Junction Level of Service, PM Peak 95
Figure 6-44: Queue Length Difference, DS with LTC vs RC with LTC, AM Peak, Medway Extent 96
Figure 6-45: Queue Length Difference, DS with LTC vs RC with LTC, AM Peak, Closer Extent 97
Figure 6-46: Queue Length Difference, DS with LTC vs RC with LTC, PM Peak, Medway Extent 97
Figure 6-47: Queue Length Difference, DS with LTC vs RC with LTC, PM Peak, Closer Extent 98
Figure 6-48: DS with LTC, Link and Turn V/C, AM Peak 99
Figure 6-49: DS with LTC, Link and Turn V/C, PM Peak 99
Figure 6-50: Key Junctions with LoS Deterioration of C or worse within AODM 101
Figure 6-51: Key Junctions with LoS Deterioration of D or worse within AODM 101
Figure 7-1: iDS vs rRC Actual Flow Difference, AM Peak 110
Figure 7-2: iDS vs rRC Actual Flow Difference, PM Peak 111
Figure 7-3: iDS Actual vs Demand Flows, AM Peak 112
Figure 7-4: iDS Actual vs Demand Flows, PM Peak 112
Figure 7-5: iDS Junction Level of Service, AM Peak 113
Figure 7-6: iDS Junction Level of Service, PM Peak 114
Figure 7-7: iDS vs rRC Queue Difference, AM Peak 115
Figure 7-8: iDS vs rRC Queue Difference, PM Peak 115
Figure 7-9- iDS vs rRC Link and Turn V/C, AM Peak 117
Figure 7-10- iDS vs rRC Link and Turn V/C, PM Peak 117
Figure 7-11- Junctions on the Medway Network Requiring LJM 121
Figure 8-1 - Proposed Layout – A228 Peninsula Way / Main Road Hoo 124
Figure 8-2 - Proposed Layout – A228 Peninsula Way / Main Road Hoo 124
Figure 8-3 - Proposed Layout – A228 Peninsula Way / Main Road Hoo 125
Figure 8-4- Proposed Layout – Sans Pareil Roundabout 126
Figure 8-5: Proposed Layout – A2 High Street /Station Road 127
Figure 8-6: Proposed Layout – Pier Road / Pegasus Way 127
Figure 8-7: Proposed Layout – Dock Road / Middle Street / Wood Street 128
Figure 8-8 -Proposed Layout by Charles and Associates – M2J4 129
Figure 8-9: Proposed Layout – Four Elms 130
Figure 9-1- fDS LP Housing Site Allocations 132
Figure 9-2- fDS LP Employment Site Allocations 132
Figure 9-3- New Zones in fDS model compared to Reg19 RC 133
Figure 9-4- New Links in fDS model compared to rRC 136
Figure 9-5- fDS vs rRC Actual Flow Difference, AM Peak 137
Figure 9-6- fDS vs rRC Actual Flow Difference, PM Peak 137
Figure 9-7- fDS vs rRC Junction Level of Service, AM Peak 139
Figure 9-8- fDS vs rRC Junction Level of Service, PM Peak 139
Figure 9-9- fDS vs rRC Queues, AM Peak 142
Figure 9-10- fDS vs rRC Queues, Rochester, AM Peak 142
Figure 9-11- fDS vs rRC Queues, PM Peak 143
Figure 9-12- fDS vs rRC Queues, Rochester, PM Peak 143
Figure 9-13- fDS vs rRC Link and Turn V/C, AM Peak 146
Figure 9-14- fDS vs rRC Link and Turn V/C, PM Peak 146
Figure 9-15- VC Performance at Junctions on the Medway network (fDS vs rRC), Green indicating improvement and orange deterioration 147

1. Introduction

1.1 Foreword

As Kent Transport Model (KTM) custodian to Kent County Council (KCC), Jacobs have been asked to develop the required strategic modelling necessary to provide the evidence base for the Regulation 18 (Reg18) and Regulation 19 (Reg19) Local Plan (LP) consultation for Medway Council (MC). This warranted the development of the Medway Transport Model (MTM) based on an existing cordon of the KTM, developed to support Gravesham's Local Plan transport evidence base (namely, the Gravesham Transport Model). The MTM followed a standard sufficient for this purpose, with due regard to Transport Analysis Guidance (TAG).

The Forecasting Report has been updated following its publication as part of MC's Reg18 documentation, which outlined the forecasting assumptions and methodology used to assess the possible highway impacts of the emerging Medway LP for the Reg18 consultation and the development of the 2041 Reference Case (RC) and Do Something (DS) LP scenarios. This Forecasting Report version, updated to support Reg19, details the creation of an interim Do Something (iDS) model, incorporating refined LP site allocations, and the ultimate creation of a Final Do Something with Mitigation (fDS) strategic model to demonstrate the overall strategies' ability to mitigate the potential highway impacts of the emerging Local Plan.

1.2 Background Information

1.2.1 Model Background

KCC commissioned Jacobs to develop the MTM, derived from the KTM. The KTM was built to help KCC understand how people currently travel strategically around the region and how this might change with future growth and as major schemes and strategic interventions are implemented. The KTM was built with the following objectives:

- To help to develop countywide transport strategies;
- To help to assess the combined strategic impact of major highway schemes;
- To help to provide evidence for early appraisal and sifting of strategic major scheme options and to support the development consent order and town and country planning process on key schemes;
- To help to assess the combined strategic impact of LPs on the network, including providing evidence for LP development and hearings (and cumulative impacts once LPs are in place);
- To provide evidence and robust, responsive, and persuasive arguments to a range of internal and external stakeholders, including responses to Government department or company consultations;
- The ability to help understand and mitigate the impact of external influences, e.g. Brexit, Housing allocations, National Highways schemes;
- To help to understand suitable phasing of maintenance and utilities work to manage congestion impacts;
- To provide a potential platform for a suite of strategic town/sub-area models or scheme-specific models requiring greater detail;
- To provide a potential basis for highway corridor micro-simulation models in the PTV VISSIM software platform; and
- To provide a potential platform for future dynamic and/or real-time predictive modelling solutions that could help optimise the performance of the existing Kent transport network using technology.

The MTM, derived from the KTM, has been developed as the primary transport evidence base to inform the various LP consultation stages and mitigation strategy development for the emerging growth. The MTM forms a single consistent toolkit which can be used to assess future development applications or network management studies in Medway.

The base year MTM is based on a cordon of the KTM, namely the Gravesham Transport Model, which has been further refined and developed to support Medway's LP transport evidence base. The network detail and zoning system in the Medway has been enhanced and refined as part of the MTM local model revalidation process. The Area of Detailed Modelling (AODM) has been defined using the Medway Council boundary with the addition of a 2km buffer – which includes the next major junctions on the strategic road network, in agreement with National Highways (NH).

The MTM has been used as the basis for developing a 2041 RC (e.g. without the LP) in which committed developments and infrastructure have been modelled, in addition to adjusted background growth. Subsequently various iterations of a 2041 'DS' model (e.g. with the LP option) have been developed to assess the proposed LP allocations as they have evolved through the Reg18 and Reg19 consultation stages.

1.2.2 Objectives of a Local Plan Detailed Assessment

The objectives of LP assessments are to:

1. Assess the quality and capacity of transport infrastructure across the borough and its ability to meet forecast demands.

2. Assess the cumulative impacts of the LP development on the borough's transport network.

3. Identify proposals and potential measures to mitigate the impacts of development to inform the infrastructure requirements associated with the LP. This should include, but is not limited to:

    a. Identification of potential measures to enable and achieve higher levels of sustainable transport mode share across the borough.

    b. Identification of the potential barriers to the utilisation of sustainable transport modes across the borough.

    c. Identification of potential intervention measures on the transport network.

The latest publication of the National Planning Policy Framework (NPPF), released between Reg18 and Reg19, outlines the need for Local Planning Authorities to implement a vision led approach to promoting sustainable transport modes; the defining of the mitigation strategy to support the emerging growth has therefore prioritised sustainable potential, with highway interventions being considered only after all active and sustainable potential has been explored. The development of the highway mitigation strategy is discussed in more detail within Chapter 8 and further details on the Mode Share Strategy can be found in Appendix A and Appendix B.

1.2.3 Medway Local Plan

The Reg18 in Autumn 2024 presented the potential highway impacts for the draft Local Plan allocations, utilising the 2041 Reference Case model (RC), developed to include completed and committed developments between the 2019 Base Year and 2041 Forecast year, and the 2041 Do Something model (DS), which included the addition of the Local Plan allocations.

To support Reg19 consultation, updated Reference Case and Do Something models have been developed which represent the following key updates (relative to the model versions consulted upon at Reg18):

- Refined Reference Case Scenario (rRC)
    - Full build-out of MedwayOne and inclusion of associated infrastructure improvements at Four Elms and Main Road Hoo roundabouts.
    - Updated trip rates to reflect existing accessibility (Stage 1 Modal Shift)
- Interim Do Something (iDS)
    - iDS allocations from Medway forming Reg19
    - Updated trip rates to reflect existing accessibility (Stage 1 Modal Shift) and proposed improvements following implementation of sustainable led mitigation strategy (Stage 2 Modal Shift)
- Final Do Something (fDS) with Mitigation
    - Built upon the iDS with inclusion of highway intervention schemes to mitigate highway network issues identified in the iDS.

This Forecasting Report details the development of all Reg18 and Reg19 model scenarios, and the potential highway impact the proposed Local Plan allocations will have on the network performance, both without and with mitigation ultimately demonstrating that the emerging growth can be accommodated subject to Medway Council delivering the outlined mitigation strategy.

1.2.4 Lower Thames Crossing

In March 2025 the Lower Thames Crossing (LTC) received Development Consent Order (DCO) consent. As such, 'with LTC' models formed the core assessment for the refined Reference Case and interim and final Do Something models developed to support Reg19 consultation. It is noted that the development of these scenarios fell within the period immediately post announcement during which the decision was still being digested and the judicial review period ongoing and therefore whilst 'with LTC' forms the core assessment, there may be a subsequent requirement to review scenarios 'without LTC'. Nonetheless, the modelling results presented for the without/with LTC scenarios as part of the Reg18 documentation demonstrated negligible differences in the impacted network locations across Medway as a result of the proposed Local Plan and any variance in decision with respect to LTC is unlikely to impact the locations requiring mitigation and/or the nature of the mitigation.

1.3 Supporting Documents

This Forecasting Report refers to and should be read in conjunction with the following documents:

- **Medway Transport Model Local Model Validation Report (January 2024):** describes the processes by which the KTM has been used to develop a MTM and presents the calibration and validation standards achieved.
- **Medway Transport Model M2 Detailed Analysis Technical Note (June 2025):** describes the junction performance of M2 Junctions within the AODM (J1-5). This details the base year validation, forecast improvement infrastructure and performance in terms of VC and queues.
- **Transport Evidence Base – Mode Shares and Trip Rate Assessment Tool (Stages 1 and 2):** describes the technical information to inform a transport evidence base to consider impacts and mitigation of the Local Plan's development traffic on the network by:
    - understanding ways to reduce highway trip rates associated with plan growth/growth areas
    - identifying practical sustainable transport mitigation options to mitigate growth in the plan.
- **Transport Evidence Base – Mode Shares and Trip Rate Assessment Tool (Stage 3):** designs to provide the technical information to support a transport evidence base. The evidence base details/validates how the mode shares were:

  - developed (e.g., a X% reduction in highway trips for developments XYZ) for the traffic modelling scenarios
  - Justified / based on sound evidence and research/data. This is a requirement for the TA evidence base and the modal shift requirement.

- **M2 and M20 Merge/ Diverge Assessment (June 2025):** considers 2019 Baseline, 2041 Reference Case and 2041 Local Plan development flows to assess if the existing design meet DMRB CD122 standards. If LP flows exceed the existing alignment, the proposed mitigations required are detailed.
- **Local Junction Modelling Mitigation Technical Note (June 2025) :** outlines the detailed junction analysis undertaken on twelve junctions determined to require mitigation on the Medway network. This considers 2019 Base and 2041 Forecast year performance with the existing junction alignment, and where required, the development of the mitigation
- **Medway LP Regulation 19 - Proportionality Assessment (June 2025):** considers the proportion LP developer impact at each junction requiring mitigation to determine the proportional contribution to infrastructure improvements.

1.4 Report Structure

The remainder of this report is set out as follows:

- **Section 2** – Approach to Forecasting;
- **Section 3** – Forecasting Demand;
- **Section 4** – Forecast Networks;
- **Section 5** – Local Plan Assessment;
- **Section 6** – Regulation 18 Results;
- **Section 7** – Interim Regulation 19 Results;
- **Section 8** – Local Junction Modelling and Mitigation;
- **Section 9** – Final Do something with Mitigation; and
- **Section 10** - Summary and Conclusion.

2. Forecasting Approach

2.1 Introduction

Forecast modelling consists of two core elements: forecast supply (transport infrastructure) and forecast demand. Following the development of the 2019 base year MTM, 2041 RC and 2041 DS forecast scenarios were developed to assess the impact of the proposed LP allocations for Reg18 consultation. This section sets out the general approach to forecasting, including information about the forecasting models and description of the collection of future development data that was included in the models.

2.2 Forecast Year and Scenarios

In agreement with KCC and MC, the forecasting scenarios were developed and used to assess the impacts of the potential LP site allocations for a single year of 2041, as the end of the proposed LP period. The scenarios represent the AM Peak (08:00-09:00) and PM Peak (17:00-18:00).

2.3 Forecast Scenarios

Using the MTM 2019 Base, the following 2041 forecast scenarios were developed as part of the Reg18 assessment:

- **Reference Case (RC)** – includes completions and consented development and infrastructure planned for the 2019-2041 growth period within Medway; outside of the Area of Detailed Modelling, 'near certain' developments were modelled in adjoining authorities (Gravesham, Tonbridge & Malling, Maidstone and Swale) and background growth for cars came from TEMPro v8 (using alternative assumptions tool for adjoining authorities to ensure no double counting). Growth for goods vehicle across the model were extracted from Road Traffic Forecasts (RTF).
- **Reference Case with Lower Thames Crossing (RC with LTC) -** a sensitivity test to ascertain changes to the highway impacts with the inclusion of the Lower Thames Crossing (LTC); the only difference between the RC and RC with LTC is the inclusion of the crossing itself (e.g. the demand will remain consistent and the only change between RC and RC with LTC relates to the network).
- **Do Something (DS)** – built upon the RC scenario, with the inclusion of proposed LP allocations and associated infrastructure (where appropriate). The only difference between the RC and the DS is the proposed LP demand and infrastructure.
- **Do Something with LTC (DS with LTC) –** a sensitivity test to ascertain changes to the highway impacts with the inclusion of Lower Thames Crossing (LTC); the only difference between the DS and DS with LTC is the inclusion of the crossing itself (e.g. the demand remains consistent and the only change between DS and DS with LTC relates to the network).

To support the refinement of allocations and development and assessment of the mitigation strategy between Reg18 and Reg19, the following additional scenarios have been developed (further to the DCO decision in April 2025, all Reg19 models include the Lower Thames Crossing (LTC) as default):

- **Refined Reference Case with LTC (rRC) –** updated to include MedwayOne in full and the associated Uniper infrastructure improvements at Four Elms and Main Road Hoo roundabouts in addition to updated trip rates to reflect existing levels of accessibility (Stage 1 Modal Shift).
- **Interim Do Something with LTC (iDS) –** refinements to the proposed Reg19 allocations and trip rates to reflect existing accessibility (Stage 1 Modal Shift) and proposed improvements following implementation of sustainable led mitigation strategy (Stage 2 Modal Shift)
- **Final Do Something with Mitigation and LTC (fDS) –** final DS updated to include the final Reg19 allocations used to inform the final preferred option Local Plan allocations with inclusion of highway intervention schemes to mitigate highway network issues identified in the iDS.

The methodology adopted for developing the Reg18 forecast models is summarised as follows:

- Collate information on completed and consented developments and infrastructure schemes in Medway and neighbouring authorities, and compile into an uncertainty log;
- Define the supply and demand assumptions for the RC, RC with LTC, DS and DS with LTC scenarios, in agreement with MC, KCC and NH;
- Prepare Forecast Supply (model networks, outlined in Chapter 4):
    - Develop RC network, based on validated base networks, that take account of any network changes since 2019 base, and include consented schemes forecast to be completed before 2041;
    - Develop RC with LTC network, based on RC network with the inclusion of the LTC.
    - Develop DS network, based on RC network, that additionally includes any changes associated with the LP developments (e.g. access arrangements);
    - Develop DS with LTC network, based on DS network with the inclusion of the LTC.
- Prepare Forecast Demand (matrices, outlined in Chapter 3):
    - Develop RC matrices, based on validated base matrices, that take account of completed and committed developments within Medway and 'near certain' developments within the neighbouring authorities of Gravesham, Tonbridge and Malling, Maidstone and Swale, adjusted background growth from the National Trip End Model (NTEM) for cars and RTF for good vehicles;
    - Develop DS matrices, based on RC matrices, that take account of the trip generation associated with the potential LP allocations.

The development of the rRC, iDS and fDS between Reg18 and Reg19 built upon the initial models in line with the above methodology, and therefore revisiting the latest consented development/infrastructure assumptions was not required with the exception of MedwayOne where the trip cap was lifted (this trip cap restricted MedwayOne trips from exceeding 60 vehicles on the northbound off-slip and southbound on-slip at M2 Junction 1). The methodology adopted for developing the Reg19 forecast models is therefore summarised as follows:

- Prepare Forecast Supply (model networks, outlined in Section 3.5):
    - Develop rRC network, built upon the RC with LTC network, that includes proposed improvements to Four Elms and Main Road Hoo roundabouts as part of the MedwayOne development mitigation
    - Develop iDS network, based on the rRC network, that includes any changes associated with the updated LP allocation assumptions
    - Develop fDS, based on the iDS network, with the inclusion of highway intervention schemes required for mitigation.
- Prepare Forecast Demand (matrices, outlined in Section 3.2):
    - Develop rRC matrices, based on RC matrices, that include full build-out of MedwayOne and updated trip rates to reflect existing levels of accessibility, determined through the *Transport Evidence Base – Mode Shares and Trip Rate Assessment Tool (Stage 1)*
    - Develop iDS matrices, based on rRC matrices, that take account of the trip generation associated with the updated list of Local Plan allocations and updated trip rates to reflect proposed levels of accessibility, determined through the *Transport Evidence Base – Mode Shares and Trip Rate Assessment Tool (Stage 2)*

- Develop fDS matrices, based on iDS matrices, that reflect any changes to the Final Preferred Option Local Plan allocations.

2.4 The Uncertainty Log

The primary purpose for developing the Uncertainty Log is to provide the spatial distribution of planned developments and transport schemes by using Local Authority planning data for housing and employment developments as well as National Highways transport schemes.

The MTM represents a 2019 base year and so it is important to first consider housing and employment development that have been built out (or demolished) between 2019 and April 2023 (as the latest available information at the time of model development).

In order to develop the Medway forecast scenarios, Uncertainty Log information was provided by MC which included information on completions/demolitions since 2019 and a list of future committed developments and infrastructure schemes within Medway.

The Uncertainty Log information includes:

- Information on completions/demolitions since 2019, including location and size;
- Committed development locations, land use, and size (number of dwellings or floorspace);
- Access arrangements and any changes to the existing network related to developments; and
- Committed infrastructure schemes or network changes (e.g major junction upgrade or local speed reductions).

MC provided Jacobs with a list of committed employment by location and area (sqm). The Uncertainty Log was prepared in accordance with TAG Unit M4 and draft DMRB guidance Volume 5, Section 1, Part 2. According to TAG Unit M4, the probability of a development can be classified as described in Table 2-1. The table includes the development status and the assumption to include in core or alternative scenarios. It is noted that the Uncertainty Log process was not revisited between Reg18 and Reg19.

Table 2-1: Classification of Future Inputs from (TAG Unit M4, Table A2)

Probability of the Input	Status	Core Scenario Assumption
Near certain: The outcome will happen or there is a high probability that it will happen.	Intent announced by proponent to regulatory agencies. Approved development proposals. Projects under construction.	This should form part of the core scenario.
More than likely: The outcome is likely to happen but there is some uncertainty.	Submission of planning or consent application imminent. Development application within the consent process.	This could form part of the core scenario.
Reasonably foreseeable: The outcome may happen, but there is significant uncertainty.	Identified within a development plan. Not directly associated with the transport strategy/ scheme but may occur if the strategy/scheme is implemented. Development conditional upon the transport strategy/scheme proceeding. Or, a committed policy goal, subject to tests (e.g., of deliverability) whose outcomes are subject to significant uncertainty	These should be excluded from the core scenario but may form part of the alternative scenarios.
Hypothetical: There is considerable uncertainty whether the outcome will ever happen.	Conjecture based upon currently available information. Discussed on a conceptual basis. One of a number of possible inputs in an initial consultation process. Or, a policy aspiration.	These should be excluded from the core scenario but may form part of the alternative scenarios.

For the development of the Medway forecast models, all 'Near Certain' and key strategic 'more than likely' developments and infrastructure schemes were included in Medway; this formed the only car growth in the borough.

In the neighbouring authorities of Gravesham, Tonbridge and Malling, Maidstone, and Swale, 'near certain' developments were included and background growth factors from TEMPro were calculated, using the alternative assumptions tool to deduct housing and jobs associated with the 'near certain' developments. In Dartford, the committed level of employment development exceeded TEMPro and therefore no background factors were applied, and the committed growth formed the only car growth.

Growth outside of Medway and neighbouring Gravesham, Tonbridge and Malling, Maidstone, and Swale came solely from TEMPro and RTF background growth. The approach to Forecast Demand is detailed in Chapter 3.

2.5 Software

PTV's VISUM 2022 has been used as the software platform for the highway component of the model. This was the latest version at the time of the base year MTM development and therefore forecasting remains consistent with this.

2.6 Sustainable Transport Strategy (Regulation 19 Only)

A Sustainable Transport Strategy has been developed to support the transport evidence of the potential modal shift (e.g vehicular trip reductions) in relation to committed and emerging growth across Medway. The evidence base has primarily sought to validate how the vehicle mode shares were developed and justified based on sound evidence, research and data.

The Sustainable Transport Strategy transport evidence base is formed of the following three stages:

- **Stage 1**: Existing and proposed future situation evidence
- **Stage 2**: Research and options identification
- **Stage 3**: High Level Strategy

The process in defining the Sustainable Transport Strategy is summarised below, with the detailed methodology used to devise the potential achievable mode shares presented in the '**Transport Evidence Base – Mode Shares and Trip Rate Assessment Tool (Stages 1 and 2)'** and **'Medway Local Plan 2041 – Transport Evidence Base – Mode Share Strategy (Stage 3)** report.

2.6.1 Stage 1: Existing and Proposed Future Situation Evidence

Stage 1 of the Sustainable Transport Strategy work sought to gather high-level evidence about the current situation including existing infrastructure, facilities and services.

The transport strategy grouped the 100 proposed site allocations into 28 geographical clusters, with the 12 largest clusters (number of dwellings and jobs combined) representing 91% or the total number of proposed dwellings and 99% of the proposed jobs. These 12 clusters could have the greatest potential for reduction in highway trip rates and delivery of sustainable mitigations.

Through the consideration of parking standards, key corridors, rail and bus services, pedestrian and cycle infrastructure provision, origin-destination data, car ownership and key strategies for the future, it was ascertained that 70% of all trips in Medway will be made by car.

2.6.2 Stage 2: Research and Options Identification

Stage 2 aimed to provide recommendations of realistic measures to reduce highway traffic demand associated with growth in Medway, with a sound evidence base to justify Medway's proposed development mode share splits / targets / internalised trips within future developments and to support reduced highway demand for use in future traffic modelling scenario testing / model runs and in considering additional highway mitigation.

This was devised and evidenced through the creation of a bespoke and tailored Excel and Geographical Information Systems (GIS) based Trip Rate Assessment Tool, created to indicatively 'test' the 100 development sites (grouped into 28 geographical clusters).

The tool assessed each of the clusters based on the ability to:

- Reduce car-based trips, and subsequently reduce the trip rate in the traffic modelling scenarios
- Increase mode shares towards sustainable and active transport e.g. walking, cycling, bus and rail, and subsequently reduce the trip rate in the traffic modelling scenarios

The Trip Rate Assessment Tool is based on a two-stage assessment:

- Stage 1 assesses each of the 28 clusters against the existing opportunities to reduce trip rate e.g. existing bus routes, bus station, rail stations and cycling infrastructure. The score is based on a Red-Amber-Green (RAG) rating.
- Stage 2 assesses each of the 28 clusters against the planned/proposed projects' ability to reduce trip rates. For example, the introduction of a Bus Rapid Transit (BRT) network, and delivery of priority cycling routes as outlined in the LCWIP. The score is also based on a RAG rating.

The Tool provides a visual overview of which clusters of proposed development sites have the potential and/or validity to reduce car-based trip rates, and which do not.

The overall output of the Trip Rate Assessment Tool is:

- **No Modal Shift**: A list of development sites / clusters which will retain the baseline assumption in the traffic modelling scenarios that 70% of all trips will be made by made by car.
- **Stage 1 Modal Shift**: A list of development sites / clusters which have the opportunity / potential to partially reduce the number of car trips due to existing and proposed infrastructure / interventions

e.g. access to rail stations and the bus station. It is assumed for these sites that the 70% of car trips would be reduced to 60% of all trips by car, or 50% where there is already a robust network of active travel and sustainable transport in place (e.g. rail station and bus route access combined with cycling infrastructure and key walkable destinations).

- **Stage 2 Modal Shift**: A list of development sites / clusters which have the significantly greater opportunity to reduce the number of car trips due to the size of the development and proposed infrastructure / interventions e.g. significant investment in a new BRT route. It is assumed for these sites that a 10% reduction in car trips is possible.

2.6.3 Stage 3: High Level Strategy

The Stage 3 High Level Strategy aims to prepare the foundations of an over-arching strategy document that would demonstrate to the appointed Planning Inspector that the mode shares measures are deliverable and justified considering the reasonable alternatives and based on proportionate evidence.

The work comprises of:

- Developing a vision-led approach that delivers well-designed, sustainable, and popular places (as per NPPF 2024 paragraph 109).
- Developing a tailored list of developer led/funded interventions for each of the clusters to ensure that a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location and d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach (as per NPPF 2024 para 115). Measures are likely to comprise:

    a. Infrastructure measures e.g., BRT

    b. Enforcement measures e.g. Controlled parking zones (CPZ's)

    c. Behaviour Change measures

    d. Technological and digital considerations for implementation e.g., work at home spaces in all new dwellings

- Identifying options to ensure that vision-led transport statements or transport assessments can be assessed and monitored (NPPF 2024 para 118).
- Identifying and drafting the key components for Planning Conditions and Financial Obligations for each of the three tiers of development sites (the 70%, 60% and 50% mode share types).

3. Forecasting Reference Case Demand

3.1 Introduction

This section sets out the methodology for determining the non-Local Plan growth in the forecast scenarios. This section also discusses the provision of uncertainty log information; trip generation based on trip rates and trip distribution and describes the application of car and good vehicle background growth.

3.2 Methodology

To develop the RC scenario, it was necessary to build demand trip matrices in relation to the forecast year 2041. There are two key elements to the forecast demand development which will be discussed in this Chapter: committed development trip generation and background growth.

Committed development trip generation established the forecast trips generated by specifically known developments. The processing of these sites involves: identification in the uncertainty log, allocation to model zones, trip rates to trip generation and proportioning trips across car user classes using base totals.

Background growth came from car growth factors (obtained from TEMPro) and good vehicle factors (obtained from RTF).

The RC highway demand in 2041 is based upon car growth derived from future committed developments and background growth generated from TEMPro v8.0. This growth is applied to the AM Peak and PM Peak hour OD demand matrices through a furnessing process to obtain the final 2041 RC demand matrix.

The following steps are considered to derive the future matrices for 2041, with an overview presented in Figure 3-1:

- Identification of planning data (Uncertainty log);
- TEMPro background growth for car trips outside of the AODM and then applying these to OD trip ends;
- Development trip matrix trip ends calculations in OD format; and
- Combining background growth matrix trip ends with the development trip matrix trip ends and then Furness (RC scenarios only).

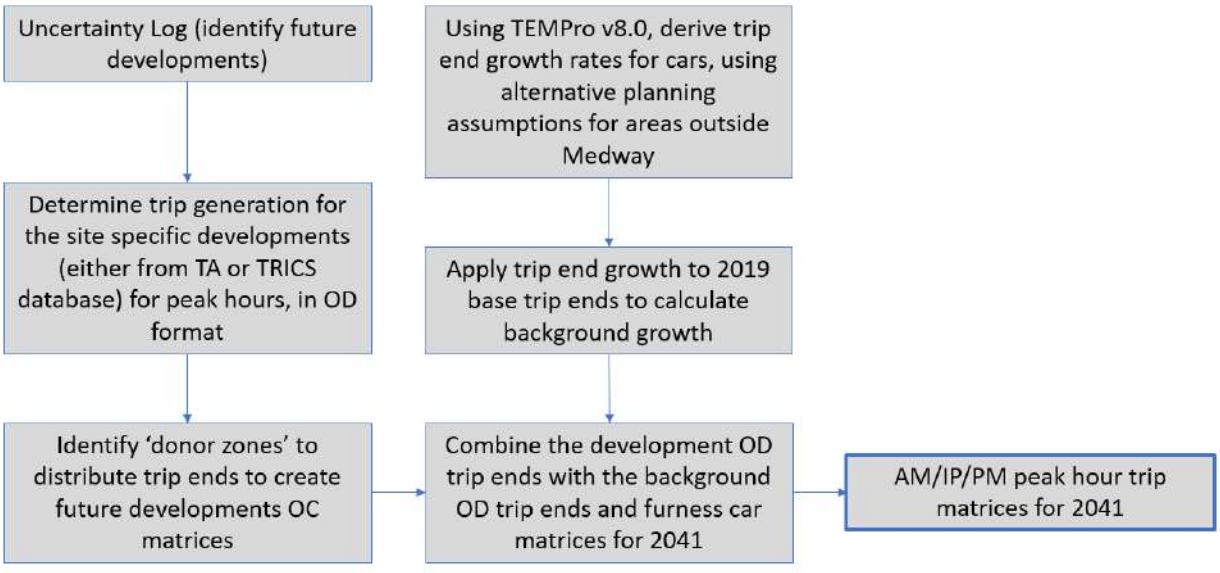


Figure 3-1: Overview of the Future Year OD Matrix Development Process (RC Scenarios Only)

3.3 Completed and Committed Developments within Medway

As described in Section 2.4, the Uncertainty Log was provided by MC and analysed to understand the expected growth of housing and employment between 2019 (model base year) and the 2041 forecast year within Medway. The list separated the developments by completions/committed developments as follows:

- **Completions**: housing and employment completions between 2019 and April 2023; and
- **Committed sites**: housing and employment sites with consented planning permission ('near certain') that are forecast to be completed by 2041.

Though only sites with planning permission were included in the RC modelling, the Lidsing development site forecast to provide 2,000 houses and1,423 jobs were included in the model. At the time of developing the model the site was 'more than likely' however due to its proximity to the Medway boundary and the likelihood of this gaining permission this was included in the RC scenario after discussions with MC.

The information given by MC for employment sites was expressed in gross floor area (sqm) and trip rates were calculated using a combination of land use type and total sqm. The final increase of dwellings and employment floorspace between 2019 and 2041 for Medway is shown in Table 3-1; this represents the latest available information at the time of model development.

Table 3-1: Uncertainty Log (2019-2041), Medway

Growth (2019-2041)	Dwellings	Floorspace (sqm)
Completions	4,264	30,562
Committed	7,489	882,339
RC Total	11,753	912,901

As part of the Reg19 model refinement, full build-out of MedwayOne has been included following the removal of the trip cap which restricted the development from producing more than 60 new trips on the northbound off-slip and southbound on-slip at M2 Junction 1. As such, the total committed employment space increases from 882,339 in Reg18 to 1,060,781sqm in Reg19. The total number of dwellings is unchanged between the Reg18 and Reg19 assessment.

In the RC and rRC scenarios, there is no TEMPro background growth applied within Medway and the sole growth comes from the completions and consented sites.

3.3.1 Completions

The MTM has a 2019 base year, hence it is important to consider developments that have been built since this year when calculating forecast demand. The total number of dwellings completed between 2019 and 2023 is 4,264 and the total number employment floorspace built in this period is 30,562 sqm. The detailed list of sites is presented in Appendix C. It is noted that the completions assumption were not updated between Reg18 and Reg19.

The location and size of demolitions and completed sites are displayed in Figure 3-2.

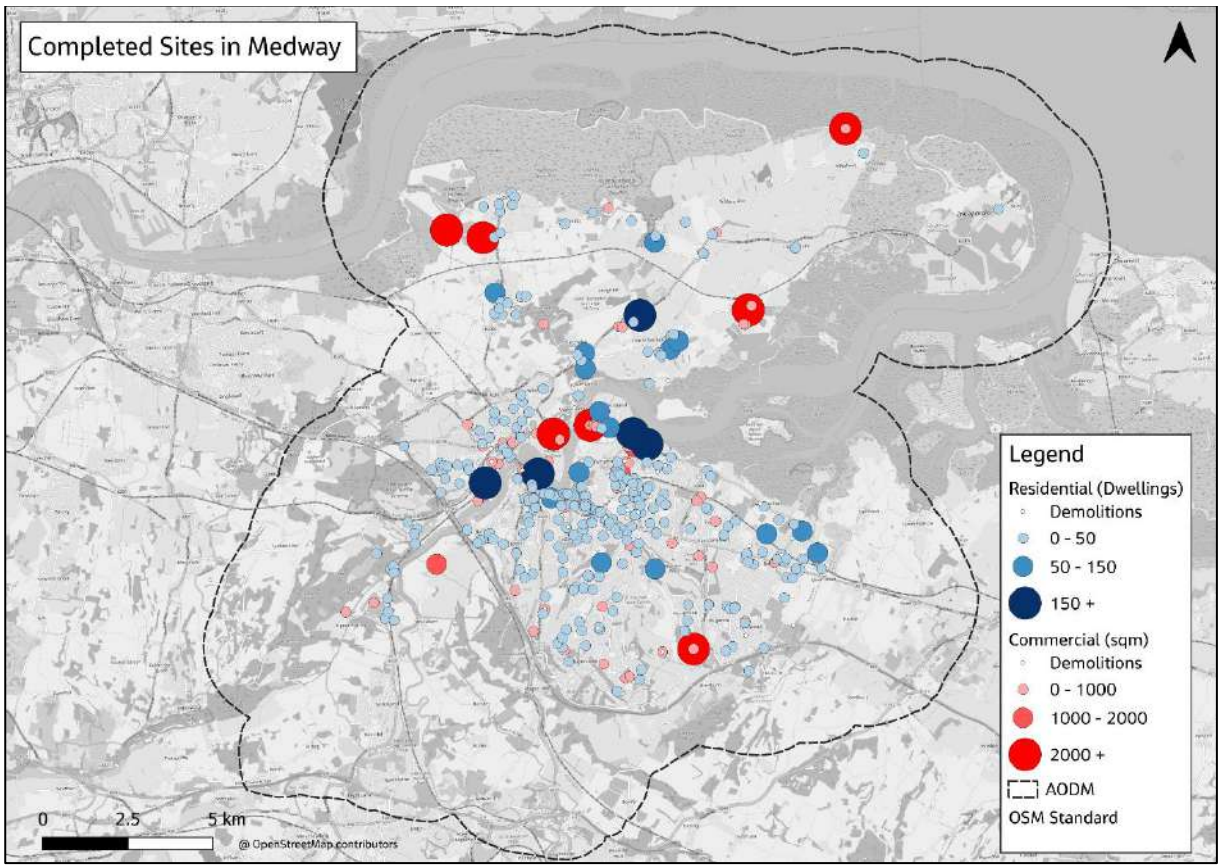


Figure 3-2: Completed Sites in Medway (https:/www.openstreetmap.org/copyright)

3.3.2 Committed

Housing and employment sites with planning permission, and therefore classified as 'near certain' in the uncertainty log, have been included within the committed development trip generation calculation in addition to key strategic 'more than likely' developments which are expected to imminently obtain planning permission.

The total number of dwellings for committed developments is 7,489 and the total number of employment floorspace is 882,339 sqm of building infrastructure in the Reg18 RC and 1,060,781 in the rRC (due to the removal of the trip cap at MedwayOne development). The detailed list of sites can be found in Appendix D.

Figure 3-3 shows the location and size of committed housing and employment developments; this represents all 'near certain' developments and the 'more than likely' Lidsing development (imminently expected to obtain planning permission and sitting on the Medway border) sites across Medway, informed by the Uncertainty Log. It is noted that the committed development assumption were not updated between Reg18 and Reg19 (with the exception of MedwayOne).

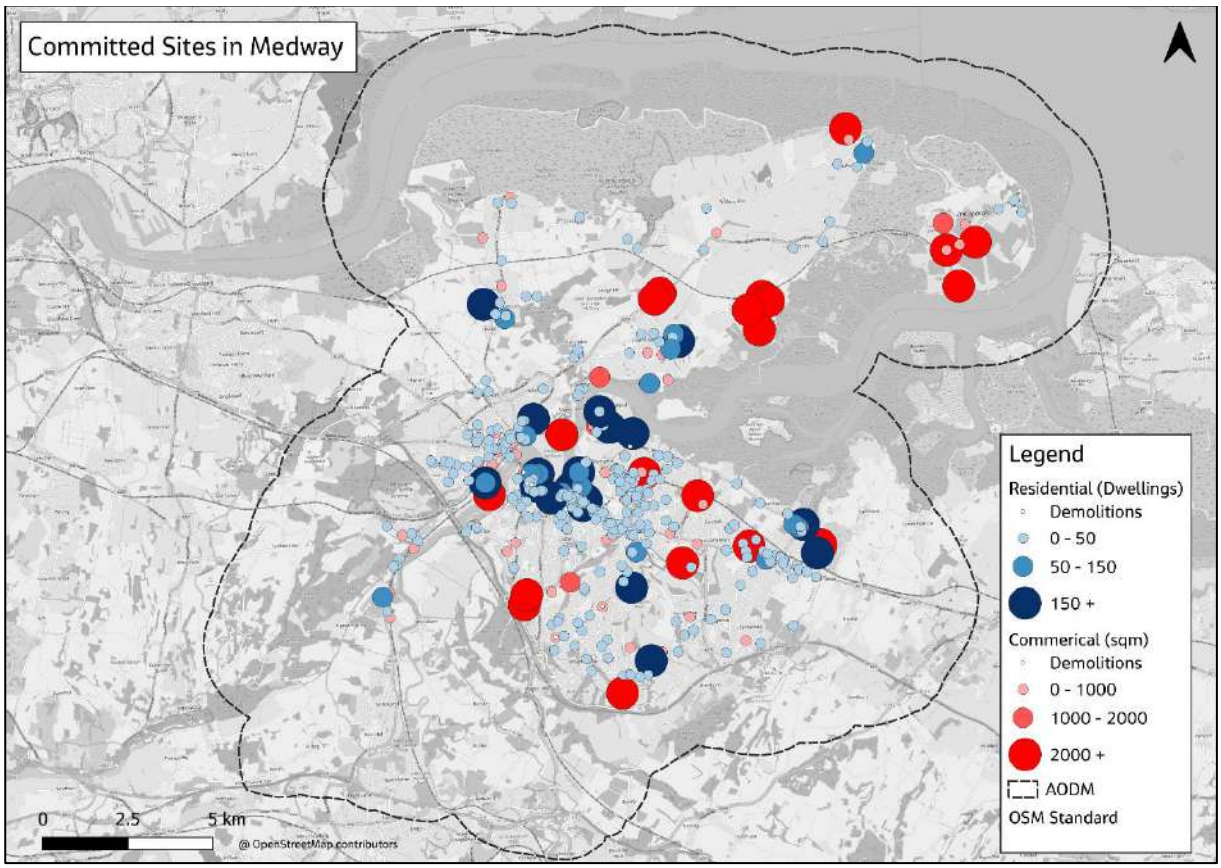


Figure 3-3: Committed Sites in Medway (https:/www.openstreetmap.org/copyright)

3.4 Committed Developments outside Medway

Where information was readily available, committed developments in neighbouring authorities to Medway has been collected and collated in an Uncertainty Log. Housing and employment growth assumptions for developments with 'near certain' status in neighbouring authorities of Gravesham, Tonbridge and Malling, Maidstone, and Swale are summarised in Table 3-2.

Table 3-2: Committed Developments Outside Medway

District	Dwellings	Floorspace (Sqm)
Gravesham	2,329	72,702
Tonbridge and Malling	3,508	68,955
Maidstone	7,625	240,000
Swale	7,577	35,472

Figure 3-4 and Figure 3-5 show the location and size of committed housing and employment developments (respectively) outside of the Medway AODM. This represents all 'near certain' developments. A detailed list of the committed developments outside Medway is presented in Appendix E.

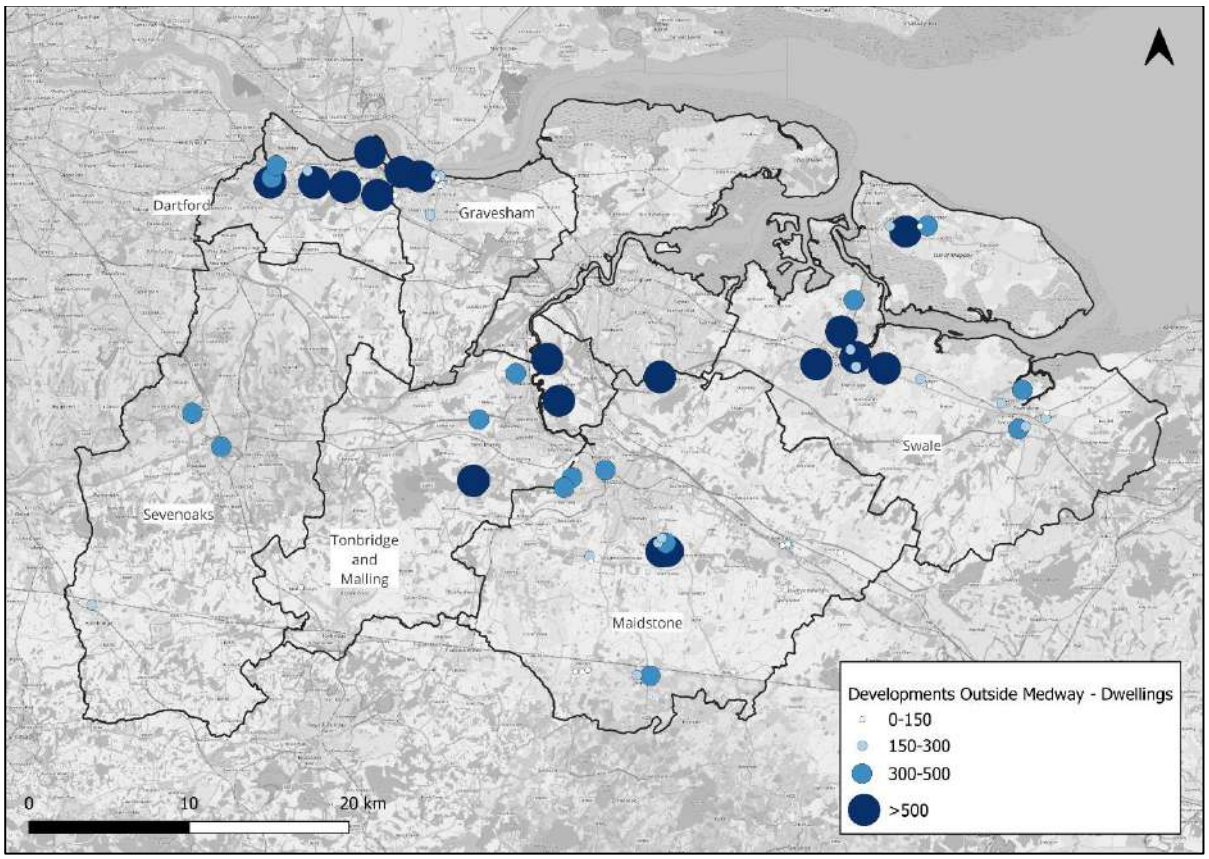


Figure 3-4: Committed Housing Sites Outside Medway (https:/www.openstreetmap.org/copyright)

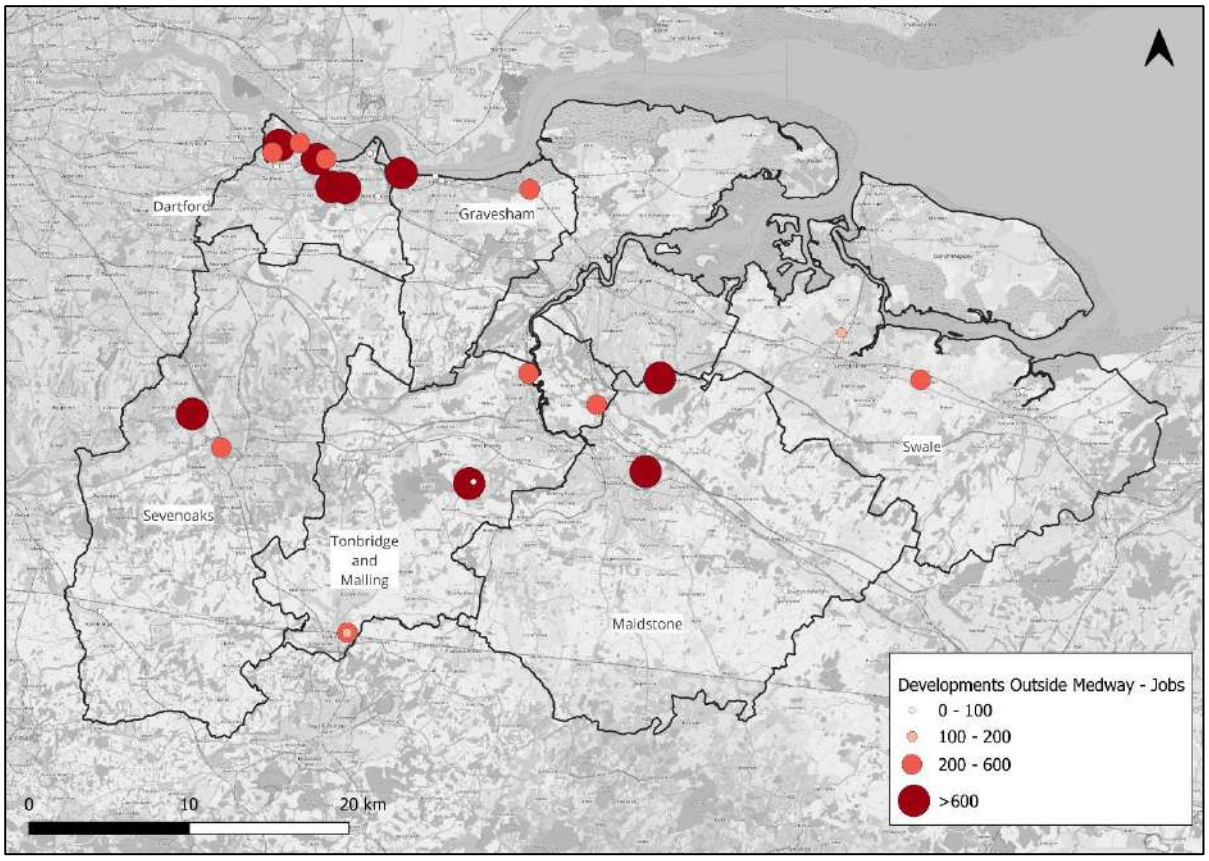


Figure 3-5: Committed Employment Sites Outside Medway (https:/www.openstreetmap.org/copyright)

3.5 Explicitly Modelled Developments

It was agreed with MC/KCC/NH that committed developments for the RC Scenario with more than 250 households or 250 jobs (as calculated using the employment density matrix) should be explicitly modelled, meaning that the trip generation associated with a single specific site was added to a new zone. This allows the more specific impacts of these sites to be determined, if necessary, and their specific access arrangements are coded into the forecast networks.

Table 3-3 shows the explicitly modelled developments in the RC with details of the associated infrastructure. Where information was readily available, explicitly modelled developments outside of the AODM have been incorporated using informed infrastructure information; where specific information was not available, the development has been coded in an approximate location and connected to the existing highway network via a priority junction.

Table 3-3: Explicitly Modelled Developments

Planning Ref	Development Name	District	HHs	SQM	Associated Infrastructure
MC112756, MC171918, MC180997, MC212610	Chatham Docks Pier Road Gillingham	Medway	392	0	Access from Gillingham Gate Road roundabout.
MC182328	Land at Otterham Quay Lane Rainham	Medway	300	0	Priority junction access to Fruit Fields Drive / Otterham Quay Lane, north of Vineyard Crescent.
MC110400, MC172333, MC211530, MC213485	Rochester Riverside Corporation Street	Medway	450	0	Existing signalised junction access from Gas House Road/Corporation Street junction, existing signalised junction access from Blue Boar Lane/Corporation Street junction and existing priority vehicle access from Furrell's Road/High Street junction.
MC190038	Bardell Terrace Rochester	Medway	331	-2482	Priority junction access from High Street, west of Furrell's Road.
MC180556	Gibraltar Farm Ham Lane Lordswood	Medway	450	0	Priority junction access to new road to the east of Albermarle Road/ North Dane Way.
MC112756	Chatham Docks Pier Road Gillingham	Medway	321	130,054	Priority junction access from Gillingham Gate Road, north of the Gillingham Gate Road roundabout.
MC190765	Land at East Hill Chatham	Medway	800	1,250	Access from North Dane Way/Princes Avenue roundabout and priority junction south of North Dane Way.
MC191748	Anthonys Way Frindsbury	Medway	0	12,300	Priority junction access east of Anthonys Way between Enterprise Close and George Summers Close.
MC211286	Land adj to B2097 Maidstone Road Rochester	Medway	0	10,097	Inbound traffic using new priority junction from southern loop of Stoney Lane into new site and priority junction for exiting vehicles on new road meeting Maidstone Road.
MC181979	Plot 1C London Medway Commercial Park Eshcol Road Kingsnorth	Medway	0	18,357	Two priority junction access from James Swallow Way, each entering the two existing commercial park car parks.
MC191556	Innovation Park Medway Rochester Airport Maidstone Road Chatham	Medway	0	100,648	Priority junction access from unnamed road between Rochester Airport and Innovation Centre. The new road runs parallel to an existing road that leads to 'Matt Robbins Microlight Instruction'.
MC211383	Plot 2 London Medway Commercial Park James Swallow Way Hoo	Medway	0	40,515	Priority vehicle access between two roundabouts on unnamed road in Kingsnorth Industrial Estate. One priority junction access to new road at the north west boundary of

Planning Ref	Development Name	District	HHs	SQM	Associated Infrastructure
					the site and the other at the south west boundary of the site.
MC222990	BAE Systems Airport Works Marconi Way Rochester	Medway	0	43,364	Priority junction access from western point of Marconi Way and at the meeting point of Laker Road and the access road into Rochester Airport Industrial Estate.
MC210979	Medway One	Medway	0	185,850 (RC) 315,000 (rRC)	Priority junction at Eshcol Road
N/A	H1(2) - East of Hermitage Lane, Maidstone	Maidstone	500	0	Assumed access via Chapelfield Way and Howard Way
N/A	H1(5) - Langley Park, Sutton Road, Boughton Monchelsea	Maidstone	600	0	Priority junction access onto Brishing Lane
N/A	H1(10) - South of Sutton Road, Langley	Maidstone	750	0	Priority junction access onto Sutton Road east of Cobnut Avenue
N/A	RMX1(1) - Newnham Park, Bearsted Road, Maidstone	Maidstone	0	100,000	Priority junction access onto Bearsted Road east of Bearsted Road/ New Cut Road roundabout
N/A	Lidsing, Maidstone	Maidstone	1300	140,000	M2 J3 and J4 alteration.
EDC/16/0004	Northfleet Embankment East - Cable Wharf	Gravesham	598	0	Access provided onto Crete Hall Road, parallel to London Road
EDC/16/0004	Northfleet Embankment West	Gravesham	532	46,902	Employment access provided via a priority junction on Thames Way, residential access via Grove Road
MC19960035	Northfleet Rise (Ebbsfleet)	Dartford	575	3,530	Access via signalised junction on Thames Way
12/01464/OUT	Bluewater	Dartford	0	27,232	Access to wider network via Bluewater Parkway
N/A	The Bridge	Dartford	0	91,000	Access onto Meldon Way
03/01134/OUT, 12/01451/EQVAR	Eastern Quarry	Dartford	4,493	205,224	Priority junction access onto Arkeden Lane
05/00308/OUT	Northfleet West Substation/Ebbsfleet Green	Dartford	671	1,944	Priority junction onto Ackers Lane
05/00221/OUT	St James Lane Pit	Dartford	850	0	Priority junction onto St James' lane
09/01473/VCON	Crossways	Dartford	0	101.634	Access via Crossways Commercial Park
13/01553/FUL	Lowfield Street	Dartford	711	0	Access proxy based on the Bellway Copperhouse Green flats
N/A	Littlebrook Power Station (Phase 1)	Dartford	0	41,800	Access via existing access for Littlebrook Powerstation; Rennie Drive

Planning Ref	Development Name	District	HHs	SQM	Associated Infrastructure
05/00286/OUT	Swanscombe Peninsula (includes Croxton Garry)	Dartford	800	2,300	Priority junction access onto Manor Way
15/00628/OUT	Fort Halstead (GEA) Crow Drive Halstead Sevenoaks KENT TN14 7BU	Sevenoaks	450	29,206	Priority junction accession assumed onto Star Hill Road and Pohill
09/02635/FUL	West Kent Cold Store Rye Lane Dunton Green Sevenoaks Kent TN14 5HD	Sevenoaks	500	2,760	Priority junction access onto Brickfield Close and Macmillan Road
05/00989/OAEA 15/01485/OAEA	Former Peter's Pit & Peter's Works Site Hall	Tonbridge & Malling	1059	0	Priority junction access onto Rochester Road east of Pilgrims Way
13/01535/OAEA	Kings Hill Phase 3 Kings Hill West Malling Kent	Tonbridge & Malling	635	3,680	Access via Park Drive/ Tower View roundabout and Glenton Avenue/ Kings Hill Avenue roundabout
TM/89/1655, 10/03502/OAEA	Former Airstation, Gibson Drive, ME19 4LX	Tonbridge & Malling	0	16,084	Access onto Gibson Drive
11/03295/OA	Vantage Point, Holborough Road, ME6 5SL	Tonbridge & Malling	0	12,000	Access onto Vantage Place
22/00113/OAEA	Bushey Wood	Tonbridge & Malling	950	0	Access onto New Court Road, access arrangement from Bull Lane and access arrangement at Greenfield Close Junction.
19/00991/FUL	Land at Dartford International Ferry Terminal, Clipper Boulevard, Dartford	Dartford	0	43,047	Access onto Eagles Road
14/501588	Land at Stones Farm, The Street Bapchild	Swale	600	650	Priority junction onto Fox Hill
18/503135	Land west of Barton Hill Drive Minster	Swale	700	0	Priority junction onto Lower Road
18/502190	Land north of Quinton Road Sittingbourne	Swale	1200	5,000	Priority junction access via Bramfield Lane / Sheppy Way and Grovehurst Road
17/505711a	Land south west Sittingbourne/Wises Lane Sittingbourne	Swale	675	1,395	Priority junction access via Dental Close
16/507689	Land between Frognal Lane and Lower Road Teynham	Swale	300	26,840	Priority junction access onto London Road opposite Claxfield Road
EDC/22/0168	Ebbsfleet Central	Dartford	1795	147,500	Uses developer assumptions from Ebbsfleet Central work; series of signalised junctions along Ebbsfleet Gateway

3.6 Committed Growth

3.6.1 Trip Rates

Where information was publicly available, trip rates were extracted from consented Transport Assessments to ensure that the assessment methodology and impacts associated with committed developments was assessed as consistently and as realistically possible. The list of trip rates extracted from Transport Assessments is presented in Appendix F.

To supplement these trip rates and for developments where publicly available trip rates were not available, a bespoke set of MTM trip rates has been developed using TRICS to reflect the varying geography across the borough and agreed with MC, KCC and NH as part of the Forecasting Methodology Technical Note. TRICS version 8.0 has been used to obtain appropriate and representative origin and destination trip rate factors by Land Use type (residential, commercial, retail and leisure) and location (town centre, edge of town centre, suburban area, edge of town and neighbourhood centre).

The selection criteria in TRICS can be defined based on the location, land use, and sub-category of available surveys. For the purposes of defining trip rates for the MTM, sites within London and outside of England were excluded, as well as surveys undertaken during the COVID pandemic period – as this is not considered to reflect representative trip rates. In addition, only weekdays were included and only sites with surveys post 1st January 2015 (the default 8 year cut off in TRICS) have been used. Figure 3-6 shows the TRICS location classification for development sites within Medway. For sites located outside the areas shown, the TRICS location was be determined on an individual basis.

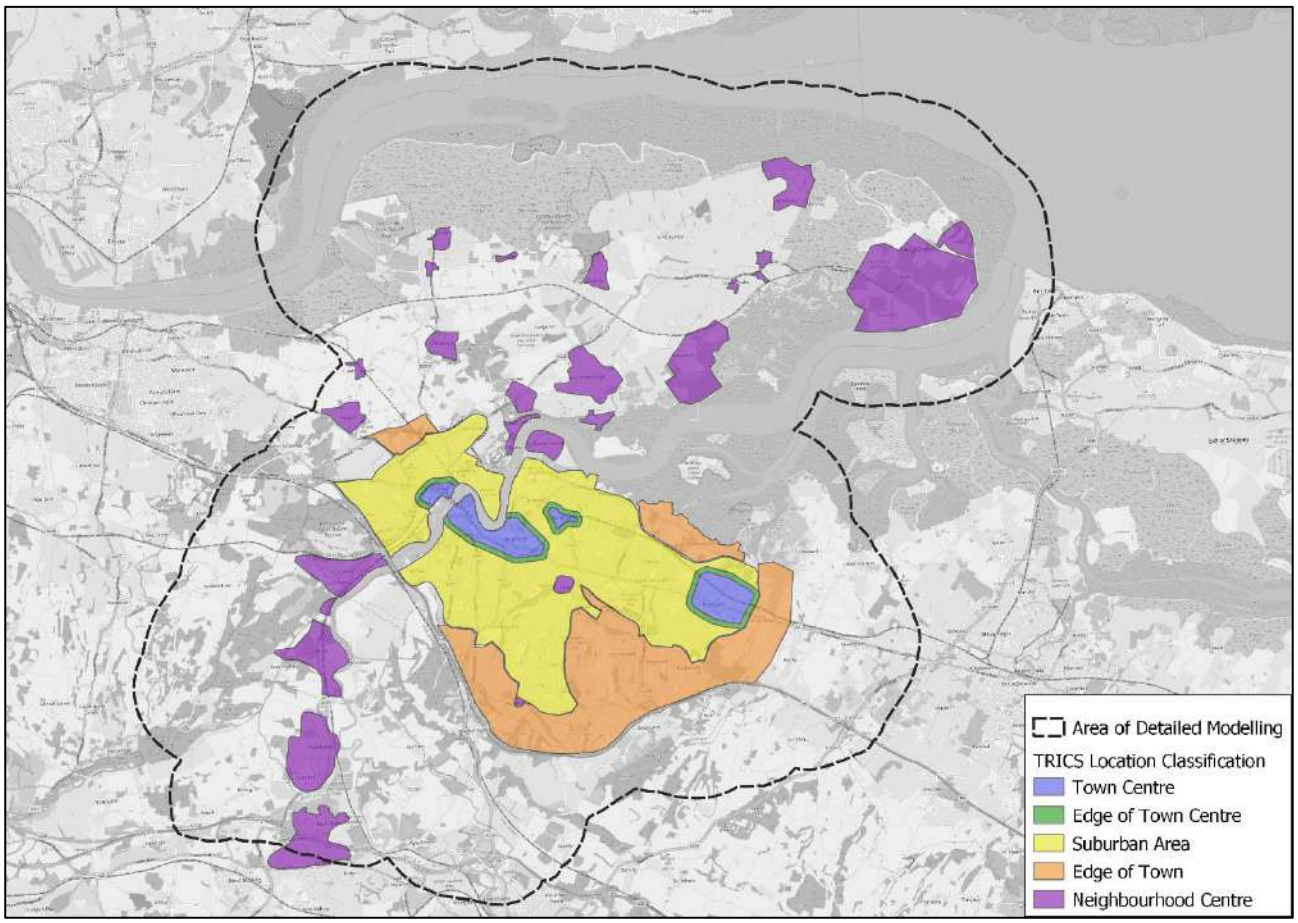


Figure 3-6: TRICS Location Classification for Developments within Medway

The resulting trip rates for Retail, Commercial, Residential and Leisure land uses are shown from Table 3-4 to Table 3-9; the trip rates are classified by location and private/affordable/mixed (where appropriate). Detailed information relating to the trip rates can be found in Appendix G.

Table 3-4: TRICS Retail (A1) Trip Rates (Per 100sqm)

Land Use	Location	Arr	Dep	AM Peak Total	Arr	Dep	PM Peak Total
Local Shops (A1)	Town Centre	0.193	0.193	**0.386**	1.354	1.354	**2.708**
Local Shops (A1)	Edge of Town	5.340	4.563	**9.903**	6.990	6.990	**13.980**

Table 3-5: TRICS Employment (B1a, B2, B8) Trip Rates (Per 100 sqm)

Land Use	Location	AM Peak			PM Peak		
		Arr	Dep	Total	Arr	Dep	Total
Office (B1a)	Town Centre	0.943	0.038	**0.981**	0.113	0.792	**0.905**
Office (B1a)	Edge of Town	2.169	0.150	**2.319**	0.100	2.124	**2.224**
Industrial (B2)	Suburban Area	0.412	0.126	**0.538**	0.124	0.305	**0.429**
Industrial (B2)	Neighbourhood Centre	0.486	0.243	**0.729**	0.159	0.339	**0.498**
Industrial (B2)	Edge of Town	0.408	0.161	**0.569**	0.124	0.375	**0.499**
Warehouse - Commercial (B8)	Suburban Area	0.054	0.036	**0.090**	0.070	0.043	**0.113**
Warehouse - Commercial (B8)	Edge of Town	0.187	0.124	**0.311**	0.103	0.212	**0.315**
Warehouse - Commercial (B8)	Edge of Town Centre	1.194	0.133	**1.327**	NA	1.194	**1.194**
B&E	Town Centre	0.943	0.038	**0.981**	0.113	0.792	**0.905**
B&E	Edge of Town	0.708	0.209	**0.917**	0.115	0.812	**0.927**
B&E	Neighbourhood Centre	0.486	0.243	**0.729**	0.159	0.339	**0.498**
Mixed B	Suburban Area	0.412	0.126	**0.538**	0.124	0.305	**0.429**
Mixed B	Neighbourhood Centre	0.486	0.243	**0.729**	0.159	0.339	**0.498**
Mixed B	Edge of Town	0.408	0.161	**0.569**	0.124	0.375	**0.499**

Table 3-6: TRICS Hotel (C1) Food-Drink (A3) Trip Rates (Per 100 sqm, Hotel – Per bed)

Land Use	Location	AM Peak			PM Peak		
		Arr	Dep	Total	Arr	Dep	Total
Restaurants/cafes (A3)	Town Centre	NA	NA	NA	1.503	0.347	**1.850**
Restaurants/cafes (A3)	Suburban Area	NA	NA	NA	1.340	0.515	**1.855**
Restaurants/cafes (A3)	Edge of Town Centre	NA	NA	NA	0.968	0.261	**1.229**
Pubs and Drinking Establishments (A4)	Town Centre	NA	NA	NA	1.503	0.347	**1.850**
Pubs and Drinking Establishments (A4)	Suburban Area	NA	NA	NA	1.340	0.515	**1.855**

Land Use	Location	AM Peak			PM Peak		
		Arr	Dep	Total	Arr	Dep	Total
Pubs and Drinking Establishments (A4)	Edge of Town Centre	NA	NA	NA	0.968	0.261	1.229
Pubs and Drinking Establishments (A4)	Neighbourhood Centre	3.949	3.636	7.585	4.829	5.220	10.049
Takeaway (A5)	Town Centre	0.000	0.000	0.000	1.503	0.347	1.850
Takeaway (A5)	Edge of Town	0.000	0.000	0.000	0.968	0.261	1.229
Takeaway (A5)	Neighbourhood Centre	3.949	3.636	7.585	4.829	5.220	10.049
Takeaway (A5)	Suburban	0.000	0.000	0.000	1.340	0.515	1.855
Hotels (C1) – per bed	Town Centre	0.065	0.111	0.176	0.070	0.035	0.105
Hotels (C1) – per bed	Neighbourhood Centre	0.125	0.107	0.232	0.464	0.339	0.803
Hotels (C1) – per bed	Suburban Area	0.037	0.083	0.120	0.092	0.046	0.138
Hotels (C1) – per bed	Edge of Town	0.195	0.249	0.444	0.221	0.191	0.412
Hotels (C1) – per 100 sqm	Town Centre	0.121	0.206	0.327	0.13	0.065	0.195

Table 3-7: TRICS Residential (C3) Trip Rates (Per Dwelling)

Land Use	Location	AM Peak			PM Peak		
		Arr	Dep	Total	Arr	Dep	Total
Flats - Private (C3)	Town Centre	0.05	0.125	0.175	0.175	0.2	0.375
Flats – Private (C3)	Edge of Town Centre	0.043	0.189	0.232	0.170	0.082	0.252
Flats – Private (C3)	Suburban Area	0.050	0.182	0.232	0.151	0.084	0.235
Flats – Private (C3)	Neighbourhood Centre	NA	0.111	0.111	0.222	NA	0.222
Flats/Houses – Mixed (C3)	Neighbourhood Centre	0.133	0.369	0.502	0.318	0.159	0.477
Houses – Private (C3)	Town Centre / Edge of Town Centre	0.138	0.291	0.429	0.283	0.170	0.453
Houses – Private (C3)	Suburban Area	0.117	0.394	0.511	0.371	0.187	0.558
Houses – Private (C3)	Neighbourhood Centre	0.139	0.296	0.435	0.271	0.141	0.412

Table 3-8: TRICS Non-Residential Institutions (D1) Trip Rates (Per 100 sqm)

Land Use	Location	AM Peak			PM Peak		
		Arr	Dep	Total	Arr	Dep	Total
GP Surgery (D1-Health)	Mixed	2.665	1.613	**4.278**	1.317	1.933	**3.250**
Nursery (D1-Education)	Mixed	2.600	2.151	**4.751**	1.838	0.751	**2.589**

Table 3-9: TRICS Assembly and Leisure (D2) Trip Rates (Per 1 Ha)

Land Use	Location	AM Peak			PM Peak		
		Arr	Dep	Total	Arr	Dep	Total
Leisure Centre (D2)	Mixed	17.849	9.421	**27.270**	20.740	21.716	**42.456**
Leisure Centre (D2)	Town Centre	20.536	27.592	**48.128**	15.112	22.671	**37.783**

3.6.2 Trip Generation

Trip generation was calculated by multiplying the trip rates presented from Table 3-4 to Table 3-9 by the number of houses or by the floorspace (sqm). The growth application for each zone varies based on the development threshold, which in this case a range of 250 HHs/250 jobs was used (as agreed with KCC and NH) and is presented in Table 3-10.

Table 3-10: Forecast Growth Thresholds and Application

No. HHs / Jobs	Growth Application
<250	Trip rates are applied based on specific land use information and trip generation is added to existing model polygon zone within which the development falls
>250	Trip rates are applied based on specific land use information and trip generation is added to a new model zone that specifically represents a unique development, with access arrangements coded into the model to represent accurate zone loading points

For developments with fewer than 250 HHs/250 jobs, trip generation is calculated by applying trip rates extracted from Transport Assessments (where publicly available) or the appropriate trip rate from Table 3-4 to Table 3-9 based on the developments land uses and location, to the development quantum. The resulting trips for developments with less than 250 HHs/250 jobs were added to the existing polygon zone within which the development falls.

For developments (or combination of nearby sites) with greater than 250 HHs/250 jobs, the trip generation was added to a new model point zone that specifically represents the development (or cluster). In this case, zone loading points were coded to reflect specific development access arrangements.

3.6.3 Trip Distribution

For each development zone, a donor zone from the base year model was chosen to replicate its trip pattern. This selected zone had the same land use as the development zone and was located in the proximity of the development.

- For developments with fewer than 250 HHs/250 jobs, the existing zone distribution where this development falls was used for the new trips.
- For developments with greater than 250 HHs/250 jobs, a new zone was added to the network. Trip distribution for this zone was based on a nearby donor base zone (or several zones) with similar land uses and likely distribution of trips.

3.7 Background Growth

3.7.1 Car Growth

Trip End Model Presentation Program (TEMPro) is a software provided by DfT, which calculates growth factors and planning data to account for changes in population, employment, housing, and car ownership. The values are extracted from the National Trip End Model (NTEM) Core Scenario, and criteria is selected by defining a geographical area, base and future year, time periods, car users, etc. Table 3-11 and Table 3-12 for the AM and PM respectively.

Table 3-11: TEMPro v8 2019-2041 Growth Factors, AM Peak

Authority	UC1 - Commute		UC2 - EB		UC3 – Other	
	Origin	Dest	Origin	Dest	Origin	Dest
Dartford	1.279	1.130	1.234	1.137	1.225	1.191
Gravesham	1.069	1.120	1.083	1.130	1.130	1.153
Medway	1.099	1.121	1.110	1.131	1.138	1.146
Maidstone	1.128	1.123	1.130	1.133	1.179	1.163
Tonbridge and Malling	1.094	1.118	1.105	1.127	1.156	1.152
Sevenoaks	1.052	1.118	1.074	1.128	1.109	1.138
Swale	1.203	1.121	1.185	1.129	1.215	1.173
Rest of Kent	1.122	1.125	1.128	1.134	1.174	1.159

Table 3-12: TEMPro v8 2019-2041 Growth Factors, PM Peak

Authority	UC1 - Commute		UC2 - EB		UC3 – Other	
	Origin	Dest	Origin	Dest	Origin	Dest
Dartford	1.128	1.260	1.146	1.216	1.203	1.221
Gravesham	1.113	1.064	1.126	1.089	1.141	1.127
Medway	1.109	1.089	1.126	1.109	1.137	1.135
Maidstone	1.114	1.119	1.130	1.129	1.162	1.172
Tonbridge and Malling	1.110	1.089	1.123	1.105	1.148	1.152
Sevenoaks	1.107	1.048	1.120	1.076	1.120	1.110
Swale	1.117	1.191	1.133	1.178	1.192	1.214
Rest of Kent	1.116	1.115	1.130	1.127	1.154	1.164

Growth factors were exported from TEMPro V8.0 and then applied to base year trip ends matrices to calculate the background growth; growth factors were applied to base year zones based on the authority within which they fall. In Medway, the only growth comes from completions and committed developments as committed growth exceeds TEMPro growth. A summary of the background growth application method for the remaining model areas is in Table 3-13.

Table 3-13: Background Growth Method by District

Area/Authority	Background Growth Method
Medway	Growth comes from completed and committed housing and employment developments only
Dartford	Committed growth exceeds housing and job growth in TEMPro and therefore alternative assumptions set forecast equal to base
Gravesham, Maidstone, Tonbridge and Malling, Sevenoaks, Swale	Adjusted TEMPro growth factors are applied to the base year trip ends matrices using alternative assumptions tool in TEMPro to deduct committed growth
Rest of Kent	Unadjusted TEMPro growth factors are applied to the base year trip ends matrices for external zones (created as part of the model cordoning process)

To calculate adjusted background growth factors, the number of households or jobs associated with committed developments in Gravesham, Maidstone, Sevenoaks, Swale and Tonbridge & Malling was subtracted from TEMPro using the 'alternative planning assumptions' tool, this avoids double counting. The resulting TEMPro adjusted growth factors are shown in Table 3-14 and Table 3-15 for AM and PM respectively. The only car growth in the Rest of Kent (all other model zones outside of the specific districts identified) comes solely from unadjusted TEMPro factors. Car growth in Medway and Dartford comes from committed growth only and therefore no adjusted factors have been presented.

Table 3-14: Adjusted TEMPro v8 2019-2041 Growth Factors, AM Peak

Authority	UC1 – Commute		UC2 – EB		UC3 – Other	
	Origin	Dest	Origin	Dest	Origin	Dest
Maidstone	1.026	1.071	1.043	1.080	1.086	1.098
Tonbridge and Malling	1.031	1.076	1.048	1.084	1.096	1.104
Sevenoaks	1.025	1.086	1.046	1.096	1.080	1.107
Swale	1.081	1.101	1.091	1.109	1.118	1.129
Rest of Kent	1.122	1.125	1.128	1.134	1.174	1.159

Table 3-15: Adjusted TEMPro v8 2019-2041 Growth Factors, PM Peak

Authority	UC1 - Commute		UC2 - EB		UC3 – Other	
	Origin	Dest	Origin	Dest	Origin	Dest
Maidstone	1.060	1.020	1.074	1.044	1.085	1.082
Tonbridge and Malling	1.067	1.027	1.079	1.050	1.094	1.093
Sevenoaks	1.076	1.022	1.088	1.048	1.090	1.081
Swale	1.091	1.074	1.106	1.091	1.121	1.118
Rest of Kent	1.116	1.115	1.130	1.127	1.159	1.170

The TEMPro growth rates presented in Table 3-14 and Table 3-15 were applied to the base trip ends matrices to take account growth in housing and employment where the location is yet to be determined. This growth will be equally applied across the zones in each area, with the total growth (outside Medway) constrained to TEMPro.

3.7.2 Goods Vehicle Growth

General growth in LGV and HGV demand was produced by constraining to growth factors derived from the Road Traffic Forecasts (RTF) published by DfT. The RTF produces forecasts to a horizon year of 2041 in 5-year intervals for all regions in England and Wales.

For the purposes of this work, the RTF Scenario 1 was adopted, namely the 'central' macroeconomic assumption, a positive and declining income relationship, and using historic averages for trip rates. The RTF traffic mileage data for all road types was extracted from Scenario 1 for LGV and HGV and then interpolated to derive growth factors for 2041 from 2019 for Southeast region. The resulting growth factors can be found in Table 3-16.

Table 3-16: LGV and HGV Growth Factors

Region	Vehicle Type	2019-2041 Growth Factor
South East	LGV	1.3040
South East	HGV	1.1201

3.7.3 Modelling assumptions at Kingsnorth and Isle of Grain

When developing the Reference Case, there were two developments for which an alternative methodology on trips was taken, proposed by Medway Council and agreed by NH. This included the Kingsnorth Site and Isle of Grain.

The Medway Local Plan 2003 contains two strategic policies for allocations at Kingsnorth and the Isle of Grain, i.e. Policy S12 (Kingsnorth) and Policy S13 (Isle of Grain). Kingsnorth and Grain are among the largest sites for economic growth in the Thames Estuary and the wider region.

Policy S12 designated a 219 ha site at Kingsnorth for industrial, storage or distribution and Sui Generis uses (B1c, B2, B8 prior to 1 September 2020). The policy provides for the expansion or relocation of businesses in the urban area.

Policy S13 designated a 630 ha site on the Isle of Grain for port activities and industrial, storage or distribution and Sui Generis uses (B1c, B2, B8 prior to 1 September 2020). The site benefits from a railhead and deep water berths.

London Medway Commercial Park, located at Kingsnorth, was granted outline planning permission in 2009. There have been many reserved matters applications for the individual plots, such as Plot 1a which was completed in 2019 to accommodate Amazon's distribution warehouse. An 8,925 sqm extension to Damhead Creek Power Station has been implemented, but it is not under construction. More recently, Medway Council's Planning Committee resolved to grant outline planning permission for MedwayOne (MC/21/0979), a 324,450 sqm development of employment floorspace (Class E), on the former Kingsnorth Power Station.

MedwayOne

In Medway Council's determination of the MedwayOne planning application, a National Highways representation noted concerns about both congestion and safety at M2 Junction 1, specifically the northbound off-slip and the southbound on-slip links. National Highways considered that the junction has limited spare capacity, i.e. 60 movements during either the AM or the PM peaks. The junction will need to be improved to accommodate further development once this spare capacity has been exceeded.

Following Medway Council's resolution to grant planning permission, the conditions include an initial trip cap of 60 movements through these links to enable a phase of development to come forward, along with a Monitor and Manage Framework.

Grain Business Park

Grain Business Park was granted outline planning permission (MC/09/1628) in 2009. In 2015, a reserved matters application took account of a revised masterplan which reduced the maximum permitted floorspace to 298,383 sqm. A subsequent reserved matters application was also granted in 2015 for the first phase of

16,770 sqm. The residual permitted floorspace is therefore 282,203 sqm. In February 2020, a Lawful Development Certificate was approved confirming that the outline permission had commenced. The landowner, National Grid, intends to realise the full potential of the Isle of Grain site. A 'call for sites' submission notes the need to retain a broad range of uses in an allocation in the new Local Plan.

The 'Agreed Figure' associated with the outline planning permission is defined in the Section 106 Agreement at para 1.1:

"… means a predicted number of passenger car units of 1058 in either the period of 0800-0900 or the period of 1700-1800 on a typical Monday to Friday inclusive."

This relates to the provisions at page 12, para 5.4.2, which limit the need for any further highway contributions as long as the Agreed Figure is not exceeded based on a reasonable forecast of net new traffic movements associated with the future development of the site and the wider site.

The trip generation included in the 2041 Reference Case, has been calculated using the trip rates from the consented Transport Assessment (where available); TRICs trip rates have been used for subsequent land uses where consented trip rates were not available. The trip generation for Grain Business Park is presented in Table 3-17.

Table 3-17: Grain Business Park, Trip Generation

Land Use	SQM	AM Peak (08:00 – 09:00)						PM Peak (17:00 – 18:00)					
		Trip Rates			Trip Generation			Trip Rates			Trip Generation		
		Origin	Dest	2-Way	Origin	Dest	2-Way	Origin	Dest	2-Way	Origin	Dest	2-Way
B1c	29,839	0.27	0.06	0.34	82	18	100	0.04	0.35	0.39	12	103	115
B2	29,839	0.30	0.16	0.46	88	49	137	0.10	0.21	0.30	28	62	90
B8	238,706	0.06	0.03	0.10	153	79	232	0.03	0.05	0.08	64	124	189
B1a	120	0.49	0.24	0.73	1	0	1	0.16	0.34	0.50	0	0	1
A1	40	3.95	3.64	7.59	2	1	3	4.83	5.22	10.05	2	2	4
A3	40	3.95	3.64	7.59	2	1	3	4.83	5.22	10.05	2	2	4
A5	40	3.95	3.64	7.59	2	1	3	4.83	5.22	10.05	2	2	4
Total Trips		478						407					

This trip generation demonstrated in Table 3-17 uses the TRICs trip rates presented within this report and shows a two-way trip generation of 478 vehicles in the AM Peak and 407 vehicles in the PM Peak. This was within the proposed trip cap and therefore no further adjustment was required.

3.7.4 Matrix Totals

Table 3-18 compares the matrix totals in vehicles for the AM and PM peaks in the 2041 RC Scenario and makes a comparison to the 2019 base year matrix.

Table 3-18: 2041 RC Scenario Matrix Total Comparison

Scenario	Base Year	Background Growth	Committed Development	Unconstrained Total	Constrained Total	Difference RC vs Base
AM Peak	340,981	376,492	32,999	409,490	407,448	66,467
PM Peak	374,601	411,151	36,977	448,128	446,866	72,265

3.8 Refined Reference Case Matrix Development

The development of the Refined Reference Case (rRC) followed the same process as that outlined in Section 3.2, with the exception of the following:

- Between Reg18 and Reg19 consultations the trip cap at the MedwayOne site (this trip cap restricted MedwayOne trips from exceeding 60 vehicles on the northbound off-slip and southbound on-slip at M2 Junction 1). has been removed, with up to 315,000sqm of employment space consented between land use types E(g), B2, B8 (non-data centre), B8 (data centre), B8 (parcel distribution) and

Sui Generis (Energy Use). The trips associated with the full employment allocation at the site have been included in the rRC (615 two-way trips in the AM and 595 in the PM).

- Application of the updated trip rates to reflect the Stage 1 Modal Shift and existing accessibility across Medway (and as such, a reduction in vehicular mode share). This process is summarised in Section 2.6.2 and detailed further in Appendix A and Appendix B.

3.8.1 Reg19 Mode Shares and Trip Rate Assessment Tool

To develop the Reg19 rRC models, a three-stage assessment process has been designed to evaluate the potential for modal shift across proposed development clusters as part of the Reg19 assessment (applied to the rRC, iDS and fDS). The assessment aimed to understand how existing and future transport infrastructure could influence travel behaviour, particularly the reliance on private car use. A bespoke Trip Rate Assessment Tool, developed using Excel and GIS, was employed to provide both qualitative and quantitative insights into the trip-making potential of 100 development sites, grouped into 28 clusters. The tool enabled a strategic-level review of mode share potential, helping to identify which clusters are more likely to support sustainable travel patterns and which may require further intervention to reduce car dependency.

The purpose of Stage 1 was to gather high-level evidence about the current situation including existing infrastructure, facilities, and services. It highlights **which clusters are best served by existing and future transport** as well as a high-level illustration of the clusters' **potential for modal shift**. At this stage the formation of **twelve "large clusters"** by dwellings and employment represents 19,379 new dwellings (91% of the total number of proposed dwellings) and 8,924 new jobs (99% of the total number of new jobs).

Stage 2 completes a full qualitative and quantitative analyses of the clusters, utilising a bespoke tailored Excel and GIS based Trip Rate Assessment Tool, which was used to indicatively 'test' the 100 development sites (grouped into 28 clusters). The tool provides a visual overview of which clusters of proposed development sites have the potential and/or validity to reduce car-based trip rates and which do not.

The results indicated that:

- There is very little potential for mode shift under the existing conditions scenario (Stage 1 assessment). With 59% of total proposed dwellings and 90% of total proposed jobs remain car oriented, with car mode share at approximately 70%.
- There is a high potential for mode shift under the proposed conditions scenario (Stage 2 assessment). Approximately two-thirds of total proposed dwellings and 99% of total employment sites have potential for at least a 10% shift from private car to sustainable modes.
- For the BRT vision-led approach (existing conditions + BRT), it has the potential for a large impact to trip rates and modal shift. This is because the proposed BRT would serve the Kingsnorth and Hoo Peninsula sites, which cover a substantial portion of the proposed dwellings and employment sites (the Kingsnorth cluster alone covers 76% of the Local Plan employment allocation, while the Hoo Peninsula cluster covers 25% of the total Local Plan residential allocation).

The results from the Mode Share assessment were applied to the rRC and iDS scenario, the following approach was taken for each scenario:

- rRC: Trip rate reductions applied to explicitly modelled committed sites within those clusters deemed to benefit from Stage 1 reductions
- iDS: Trip rate reductions applied to Local Plan and committed sites explicitly modelled within clusters deemed to benefit from Stage 2 reductions

Further information on the approach taken to determine the level of reduction within each cluster is presented in Appendix A and Appendix B.

The matrix totals in vehicles for the AM and PM Peak for the 2041 rRC are summarised in Table 3-19 and compared to the Base.

Table 3-19: 2041 rRC Scenario Matrix Total Comparison

Scenario	Base Year	Background Growth	Committed Development	Unconstrained Total	Constrained Total	Difference rRC vs Base
AM Peak	340,981	376,492	32,262	408,755	406,696	65,715
PM Peak	374,601	411,151	36,118	447,269	446,045	71,444

3.9 Summary

The housing and employment completions, that have been built out since the 2019 base year model and up until April 2023 (as the latest available information at the time of Reg18 model development), have been presented within this section and were included within the forecast scenarios. MC provided Jacobs with the latest available list of committed housing and employment developments and their trip generation was calculated and included within the 2041 RC scenarios and DS scenarios (including the with LTC counterparts). The RC has been updated between Reg18 and 19 to include full build-out demand and network assumptions relating to MedwayOne and revised trip rates to reflect existing active and sustainable accessibility.

4. Forecasting Reference Case Networks

4.1 Introduction

This section outlines the network changes to the base year MTM to account for completed or consented infrastructure changes across the borough between 2019 and 2041 Forecast Year.

4.2 Reference Case

The 2041 RC network was developed using the base year MTM network and incorporating the following:

- Any infrastructure or speed changes completed between 2019;
- Any committed infrastructure or speed changes forecast before 2041 forecast year; and,
- Any network changes associated with explicitly modelled committed developments (e.g access)

It is generally considered that strategic schemes are included across the model cordon area however local schemes (e.g minor junction change or speed reduction) were only modelled when they occur in the AODM.

4.2.1 Completed or Committed Infrastructure Changes

National Highways schemes were included as part of the forecast infrastructure changes; Table 4-1 details the highway schemes within MTM cordon area and Figure 4-1 to Figure 4-2 illustrates these.

Table 4-1: National Highway Schemes from KTM within Medway Model Area

Scheme Name	Description
A2 Bean and Ebbsfleet Junction Improvements	Capacity improvement scheme with new on-slip access to the A2 eastbound
M2 Junction 5 Improvements	Improvements to the slip roads and junction approaches at the M2 junction. Completed February 2025.

The junction improvements at the two junctions at A2 Bean and Ebbsfleet completed in 2022 was a safety scheme aimed to improve capacity and journey times. The improvements increased capacity through widening the roundabouts and the addition of an eastbound on-slip onto the A2 at the Bean junction.

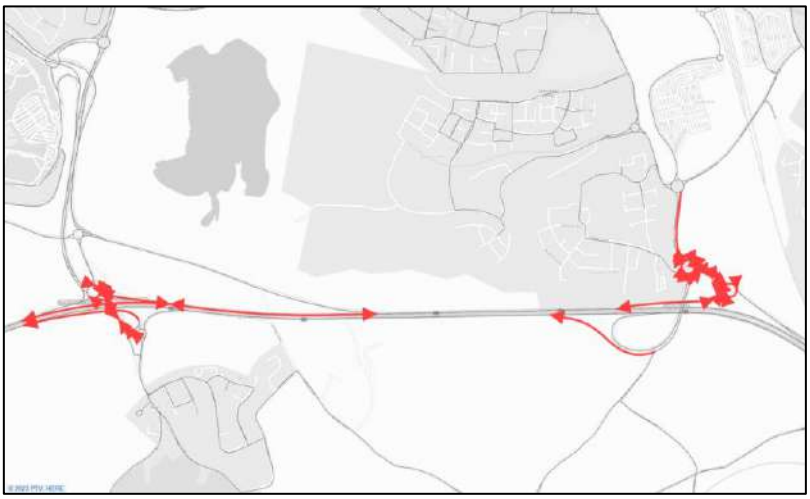


Figure 4-1: A2 Bean and Ebbsfleet Junction Improvements

The M2 junction 5 improvements include the provision of additional lanes on the M2 mainline off-slips/ on-slips. The mainline flow from A249 Sittingbourne Road also has increased capacity due to the hamburger junction alignment at the Sittingbourne Roundabout.

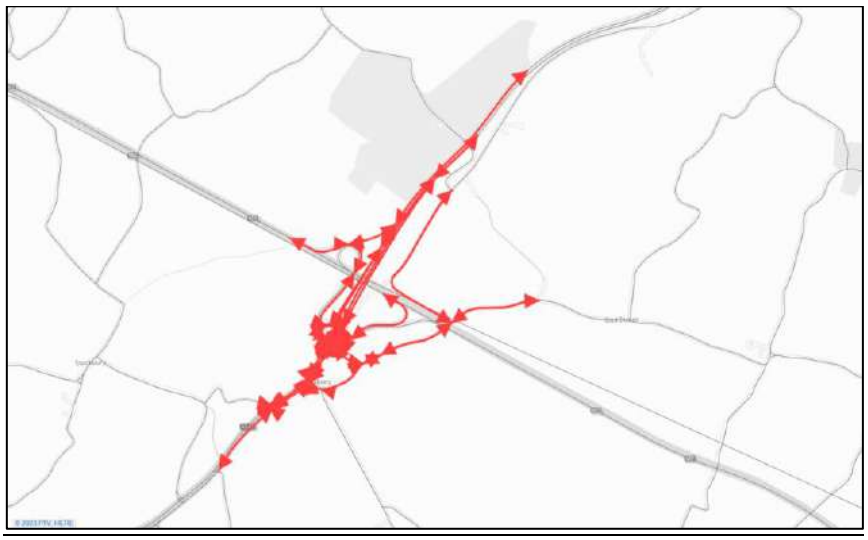


Figure 4-2: M2 Junction 5 Improvements

MC provided Jacobs with a list of infrastructure schemes that have been completed or forecast to complete within the AODM between the KTM Base Model build and the 2041 forecast year, these have been outlined in Table 4-2. Some of these schemes are only considered '*more than likely*' however they are close to consent, and it is therefore proposed that they are included within the modelling.

Table 4-2: Completed or Committed Medway Highway Changes

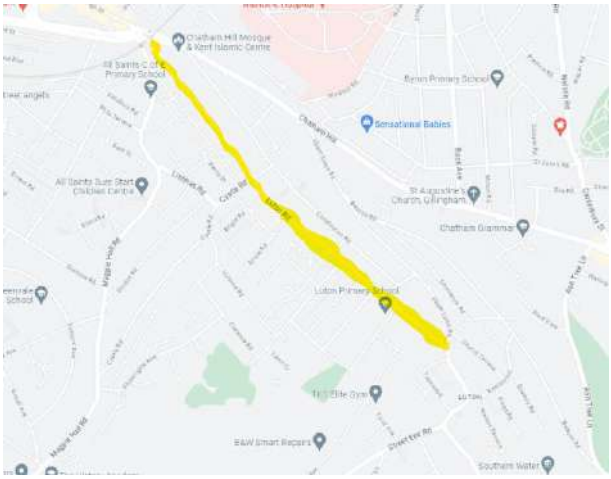
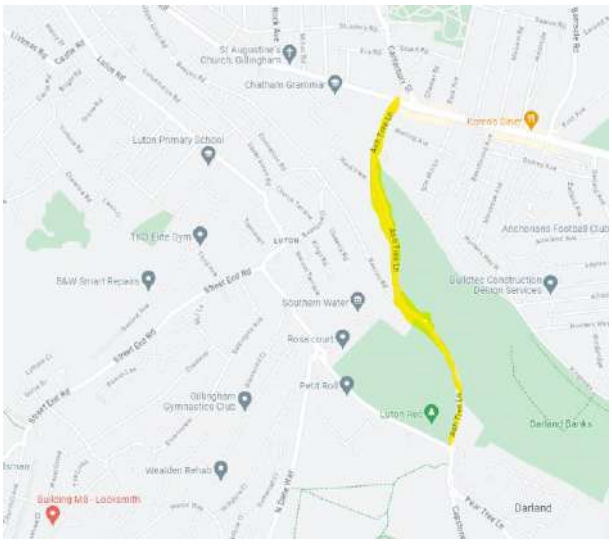
Scheme Name	Description	Year of completion
Stood Town centre scheme – Local Growth Fund scheme	Changes to lane designation and pedestrian crossings.	2019
Medway City Estate slip road	Junction improvement scheme, new slip road to bypass the roundabout.	2021/22
Otterham Quay Lane, Rainham – Leigh Academy	Traffic calming scheme, new crossings and roundabout junction.	2021/22
Chatham Bus/Rail Interchange, Chatham	Junction improvement scheme, removing island infrastructure and formalising pedestrian crossing.	2021/22
A299 Maidstone Road/Horsted Retail Park	Junction improvement scheme, left turn flare.	2020/21
Horsted Park, Chatham	Controlled pedestrian crossing facility.	More than likely in 2024/25
Horsted Gyratory, A229 City Way junction with A230 Maidstone Road Chatham	Horsted Gyratory scheme.	More than likely, no potential delivery date.
A2 High Street, Rainham and Mierscourt Road	Capacity improvement.	More than likely in 2024/25
A2 Birling Avenue and A2 London Road, Rainham	Junction improvement. Widening road junction.	More than likely in 2024/25

4.2.2 Speed Changes

Alongside Highway changes provided by MC; KCC have an ongoing project to map all Traffic Regulation Orders (TROs) in Kent and this live mapping will be checked as the forecast coding is undertaken to make

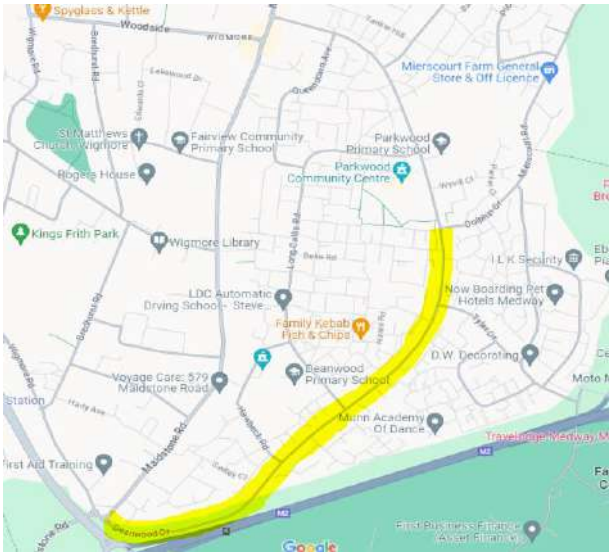
sure the latest changes are being captured. Some examples of highway coding changes captured between the 2019 Base Model and forecast year networks are outlined in Table 4-3.

Table 4-3: Speed Changes in Medway (Maps Data: Google, ©2020 CNES / Astrium, Maxar Technologies)

Streetview	Location
 Luton Road, Chatham, Traffic Calming. Safety scheme phase 1 and Phase 2. York Hill to High Street and Castle Road to Chatham Hill	
 Ash Tree Lane, National speed limit reduced to 40mph.	
 Pear Tree Lane, Chatham between Dukes Meadow Drive to Capstone Road. Reduced 50mph limit to 40mph.	



Deanwood Drive, Rainham. Speed limit increase from 30mph to 40mph, allowing improved 30mph speed limit gateway.



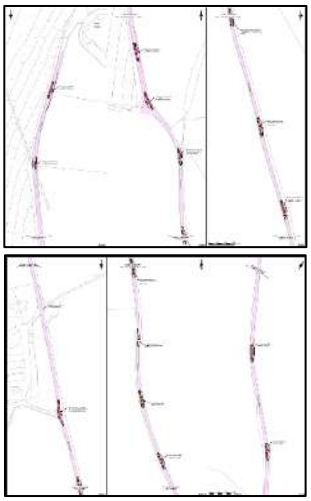
4.2.3 Committed Development Infrastructure, within AODM

Additional network coding changes were added to the RC network to reflect committed developments; access arrangements were coded based on publicly available information submitted as part of the planning applications and/or cross-checked with KCC and Medway.

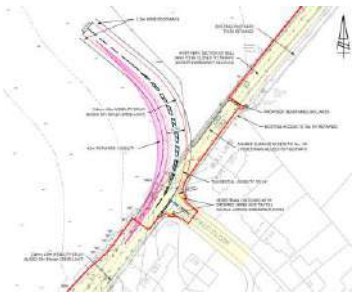
As mentioned in Section 3; for committed developments with more than 250 HHs/250 jobs a new zone was added, and access arrangements were coded into the model. The specific network changes associated with explicitly modelled developments is presented in Table 4-4.The location of all external residential and employment sites are shown in Figure 3-4 and Figure 3-5 respectively.

Table 4-4: Proposed Network Changes within Medway AODM (Maps Data: Google, ©2020 CNES / Astrium, Maxar Technologies)

Junction/ Road Name	Infrastructure Change	Current Junction Geometry	Proposed Junction Geometry
North Dane Way and Capstone Road	New roundabout on North Dane Way and new highway link from North Dane Way to Capstone Road		
Capstone Road/ Street End Road/ Luton High Street	Additional flare lane to two approaches of the roundabout		

Junction/ Road Name	Infrastructure Change	Current Junction Geometry	Proposed Junction Geometry
Princes Avenue/ Walderslade Road	Additional flare lane to the Walderslade northbound approach of roundabout		
Hempstead Valley Drive/ Hempstead Road	New signalised junctions at the junctions of Hempstead Valley Drive and Hempstead Road. lanes in each direction, and additional flare lanes.		
Shawstead Road	New passing places at Shawstead Road. Increased capacity from 900 to 1000.		

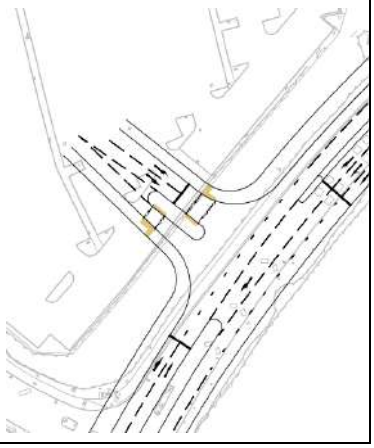
Junction/ Road Name	Infrastructure Change	Current Junction Geometry	Proposed Junction Geometry
Star Hill Junction: Corporation Street/ High Street	Lane reallocations. In addition a shorter flare length on the northbound exit.		
Sans Pariel roundabout	Lane reallocation on northbound approach to Sans Pariel roundabout. In addition a new access road added off Frindsbury Hill.		
M2 J3 and M2 J4	M2 J3 and M2 J4 alteration.		

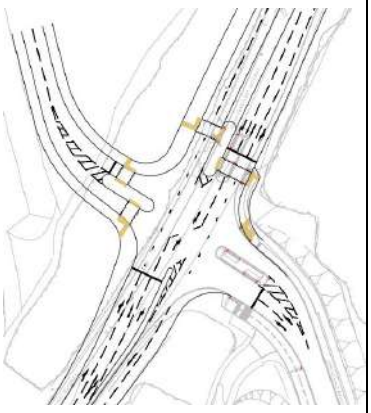
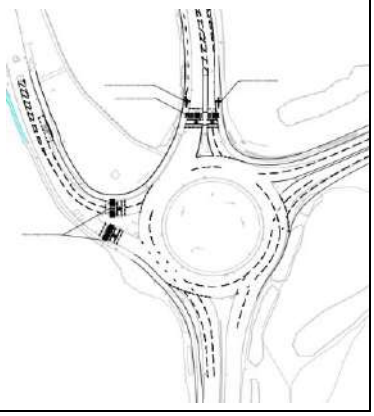
Junction/ Road Name	Infrastructure Change	Current Junction Geometry	Proposed Junction Geometry
New Court Road	New site access from New Court Road.		
Greenfield Close/ Bull Lane	New site access arrangement and Greenfield Close junction.		
Bull Lane	New site access arrangement from Bull Lane.		

4.2.4 Committed Development Infrastructure, outside AODM

Whilst only strategic schemes outside of the AODM were coded, any explicitly modelled developments outside of the AODM had their associated infrastructure coded, these developments are outlined in Section 3.5. There were a series of junction improvements associated with the development infrastructure at Ebbsfleet development, this is outlined in Table 4-5. This information was obtained from a Transport Assessment (August 2022, produced by Pell Frischman) and include the provision of two new signalised junctions and four junction amendments.

Table 4-5: Proposed Network Changes in Ebbsfleet Central (Maps Data: Google, ©2020 CNES / Astrium, Maxar Technologies)

Junction Name	Infrastructure Change	Current Junction Geometry	Proposed Junction Geometry
A26/Thames Way/Car Park C	Conversion of roundabout to signalised junction		
Thames Way/ **Northfleet Terminal Access**	Conversion of roundabout to signalised junction		
Thames Way/Ebbsfleet Gateway	Additional lane on the A2260 access		
Thames Way/International Way	Additional lane on the A260 in both directions		

Junction Name	Infrastructure Change	Current Junction Geometry	Proposed Junction Geometry
Ebbsfleet Gateway/ Springhead Bridge Link	Additional lane on Ebbsfleet Gateway in both directions		
International Way/ Ebbsfleet Gateway Roundabout	Additional flare lane to each approach of roundabout		

Infrastructure associated with the Bushey Wood/ Lidsing development, whilst not consented at the time of modelling, was included in the RC and DS networks. This was deemed appropriate as the development cannot be implemented without the associated infrastructure and the demand has been included due to its proximity to the Medway boundary. Following conversations with the Lidsing development's transport consultants, the following infrastructure was modelled:

- Closure of through-routing on Lidsing Road north of Blind Lane;
- Closure of through-routing on Westfield Sole Road opposite Blind Lane;
- New development road forming connections between North Dane Way to the west and M2 Junction 4 to the east. Development road assumed 30mph and good capacity;
- New roundabout junction to form connections between Hempstead Road to the north, North Dane Way to the west, Forge Lane and the development road;
- New roundabout access for Gibraltar Farm development onto North Dane Way/ development road; and,
- New slip road approach to M2 Junction 4.

The infrastructure changes are also summarised in Figure 4-3.

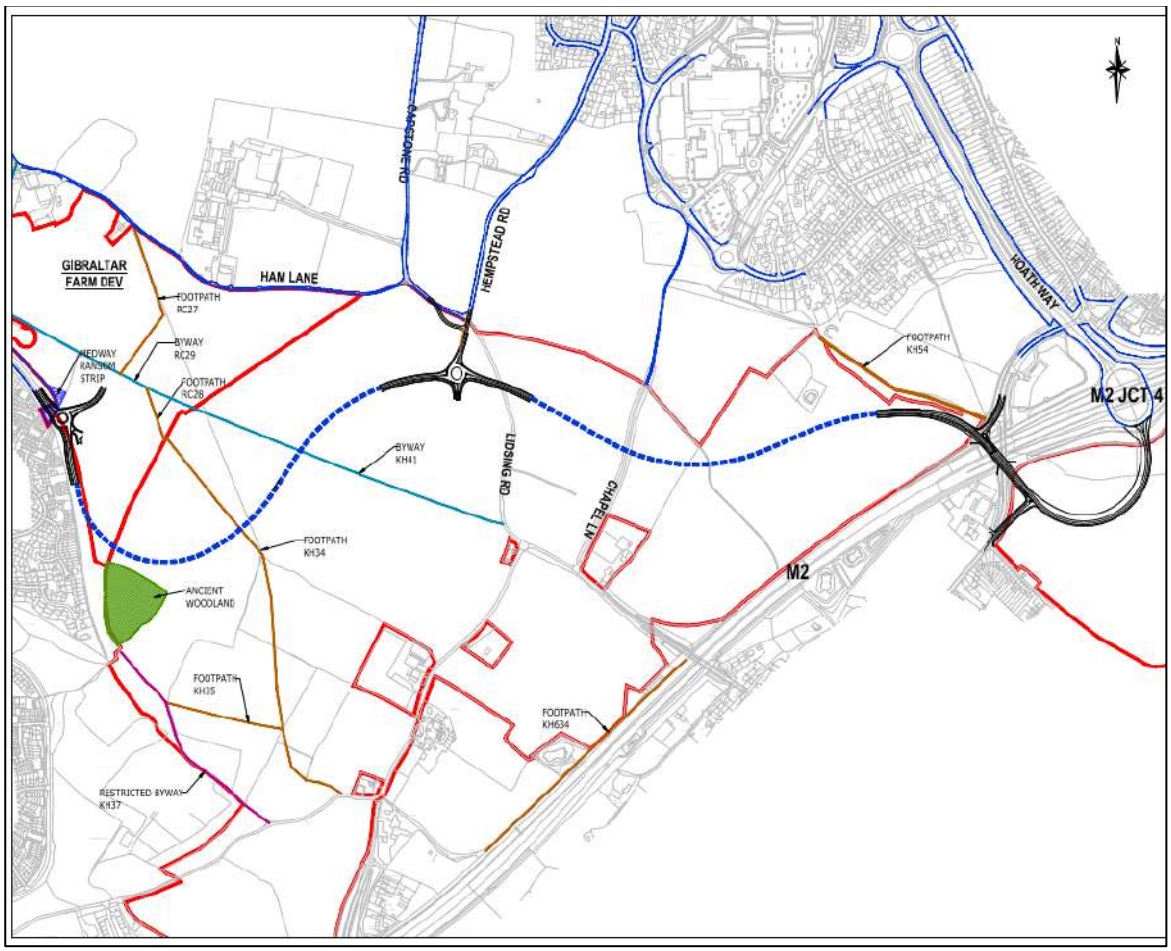


Figure 4-3: Lidsing Associated Infrastructure

4.3 Reference Case with LTC

The Lower Thames Crossing (LTC) is a Nationally Significant Infrastructure Project (NSIP) that will link the counties of Kent and Essex through an additional Thames River crossing, connecting to the M25 in the North and to the M2/A2 in the South. Due to the uncertainty surrounding the status of this, it has not been included in the core assessment however sensitivity scenarios have been developed; the Medway 'RC with LTC' forecast network which mirrors the RC scenario (in terms of network and demand) with the inclusion of LTC. This scenario was compared against the DS with LTC scenario to understand the impacts of the proposed LP allocations in a scenario with LTC.

The LTC was coded in the 'RC' network using the latest publicly available information and information made available to Jacobs/KCC as part of recent LTC assessments undertaken using the Kent Countywide Model, and mirrors its inclusion in the Gravesham Transport Model

Figure 4-4 shows the LTC coded in the RC with LTC scenario; this shows the connection of LTC South of the river at M2/A2. As the MTM is a cordon of the existing KTM and does not model areas north of the Thames, connectors with the same length and attractiveness as those in the KTM were added to the zones in the MTM that connect to the northbound and southbound lanes of the Dartford Crossing. This allowed for appropriate re-routing to be assessed and impacts determined.



Figure 4-4: LTC Coding in RC Scenario

4.4 Forecast Year Values of Time and Vehicle Operating Costs

The values of the ppm and ppk parameters used for the base year MTM highway assignment are based on the latest TAG Unit A1.3 guidance and Data Book available at the time of the Base Model development (May 2023 v1.21). Vehicle operating costs were derived using the tables provided in the National Highways calculation spreadsheet. Network average speed and OGV1/OGV2 proportions were inherited from the base model.

The final calculated values for highway VoT and VOC for the 2041 forecast year of the Medway forecasting models are provided in Table 4-6. The final input for implementation in VISUM is also shown in the table; the formats required being a coefficient for pence per metre (ppmetre) for VOC as a weighted ratio of the VoT pence per second (pps). The HGV VoT values are doubled, consistent with the base model.

Table 4-6: 2041 Highway Generalised Cost Parameters

Time Period	User Class	2041 Forecast Year TAG Databook Value		2041 Forecast Year VISUM Units		2041 Forecast Year Final VISUM Coefficients	
		VoT (ppm)	VOC (ppk)	VoT (pps)	VOC (ppmetre)	VOT	VOC
AM	UC1 Car Commute	26.96	4.58	0.4493	0.0046	1.00	0.01
	UC2 Car Business	40.20	9.10	0.6700	0.0091	1.00	0.01
	UC3 Car Other	18.60	4.58	0.3100	0.0046	1.00	0.02
	LGV	29.13	11.30	0.4855	0.0113	1.00	0.02
	HGV (doubled VoT)	58.03	39.26	0.9671	0.0393	1.00	0.04
PM	UC1 Car Commute	27.05	4.58	0.4508	0.0046	1.00	0.01
	UC2 Car Business	40.78	9.10	0.6796	0.0091	1.00	0.01
	UC3 Car Other	19.48	4.58	0.3246	0.0046	1.00	0.01
	LGV	29.13	11.30	0.4855	0.0113	1.00	0.02
	HGV (doubled VoT)	58.03	39.26	0.9671	0.0393	1.00	0.04

4.5 Refined Reference Case

The only differences between the RC and rRC scenarios is in relation to the full build-out of MedwayOne, with minor network changes to reflect the interim improvements (provided by Uniper) at Four Elms and Main Road Hoo roundabouts, the design drawings for these improvements are detailed below in Figure 4-5 and Figure 4-6.

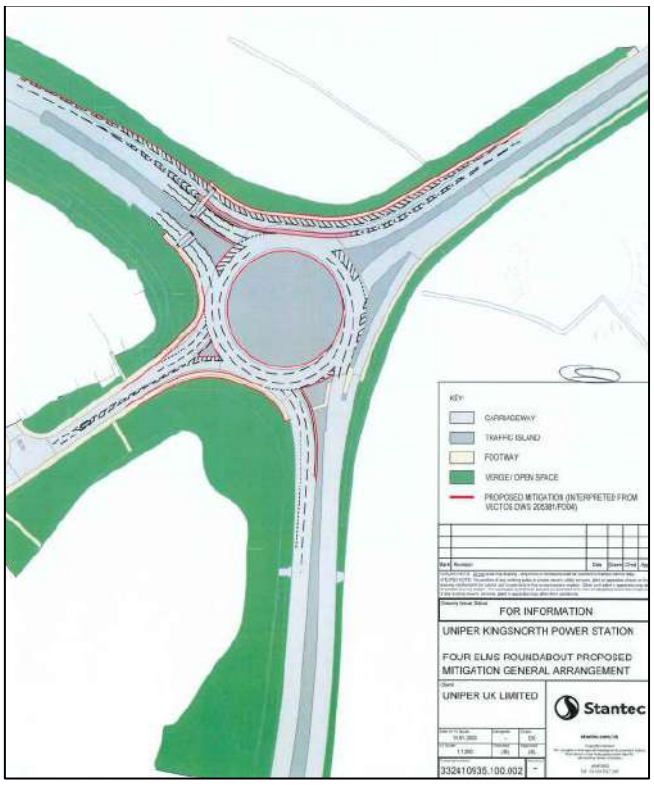


Figure 4-5: Interim Mitigation at Four Elms Roundabout



Figure 4-6: Interim Mitigation at Main Road Hoo Roundabout

4.6 Summary

This chapter has been written to detail the network changes incorporated into the forecast networks. All sites detailed in this chapter have been modelled in the RC and DS scenarios (and the with LTC counterpart). The network and demand changes associated with the proposed LP are discussed in Chapter 5.

5. Local Plan Assessment

5.1 Introduction

MC provided Jacobs with the preferred indicated site allocations intended for the Reg18 consultation in 2024. The uncertainty log information for the LP sites contained information on the location and development quantum of the potential housing and employment site allocations that could come forward in the emerging LP. The potential allocations are the only housing and employment growth expected between 2041 RC scenario and the DS scenario.

The DS scenario includes development trips from all potential site allocations which are forecast to be built out between 2019 – 2041 and the highway network has been updated to reflect proposed access locations. Although it is accepted that not all potential site allocations will be allocated within the LP, the DS scenario allows for a worst-case scenario to be assessed. The predicted growth within the DS scenario is obtained from potential site allocations for both housing and employment.

5.2 Methodology

The DS scenarios were created by building on the RC scenario (explained in 3.2). The demand in the DS scenarios reflects the RC demand plus the trip generation associated with the proposed LP Allocations – without trip balancing, constraining or furnessing. A summary of the Medway growth assumptions for the RC Scenarios and DS scenarios is shown in Figure 5-1.

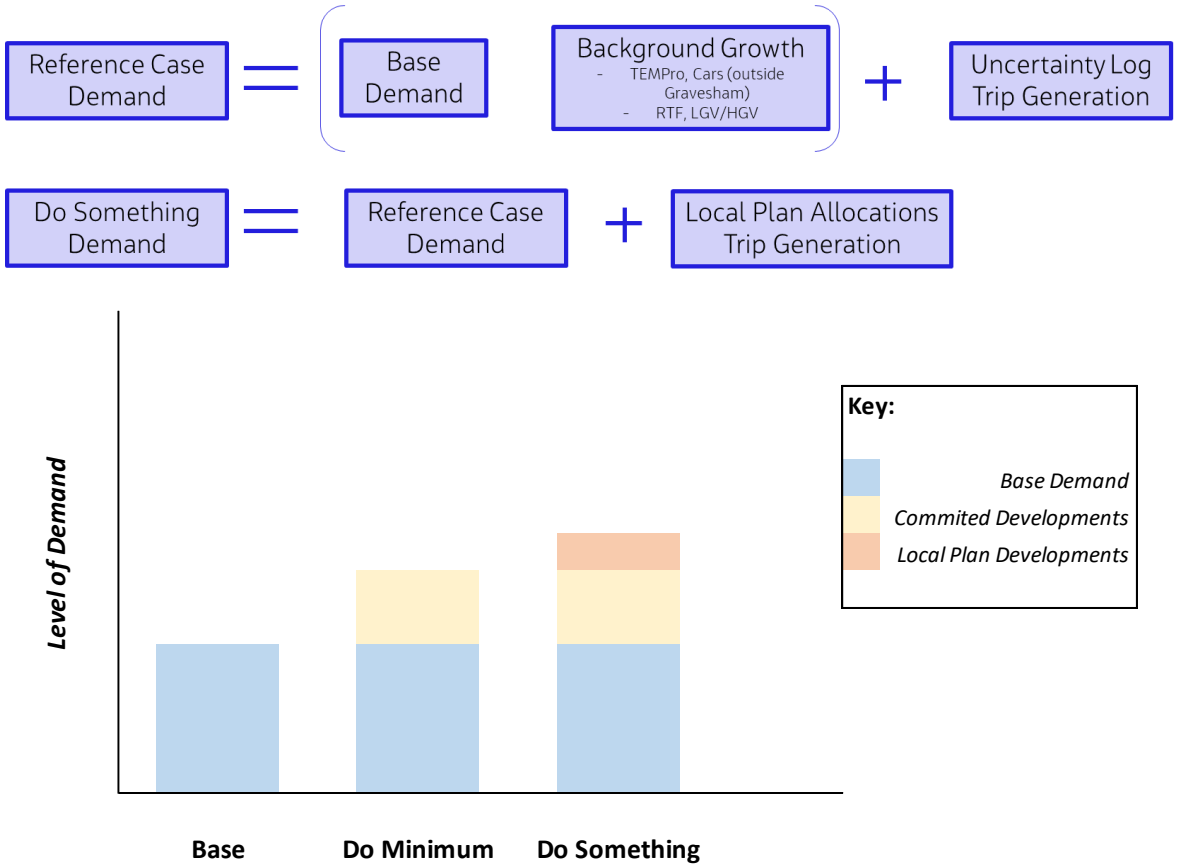


Figure 5-1: RC vs DS Demand Development in Medway

5.3 2041 Do Something (Reg18)

The DS scenario was developed using a 'worst-case' list of residential and employment allocations that were proposed to form the LP; this assessed the implementation of approximately 20,179 residential dwellings and 722,629sqm of employment floorspace. Table 5-7 summarised the net increase of housing and employment floorspace included in the DS scenario compared with the RC scenario.

Table 5-1: Net Housing and Employment, DS vs RC

	Net Dwellings	Net SQM
LP Sites	20,179	722,629

A more detailed breakdown of residential and employment sites from the DS scenario can be found in Appendix H. The total dwellings and employment floorspace modelled in the DS scenario is summarised in Table 5-8.

Table 5-2: Total Housing and Employment in Medway, DS

Growth	Dwellings	Floorspace (sqm)
Completions	4,264	30,562
Committed (AODM)	7,489	882,339
LP Allocations	20,179	722,629
DS Total	31,932	1,635,530

Modelling the DS scenario allows for comparisons against the RC network and conclusions to be drawn as to whether mitigation may be necessary as a result of the LP.

5.3.1 Housing and Employment Allocations

The sites included within the DS scenario detail the potential for approximately 20,179 dwellings over 158 site allocations and 722,629sqm over 20 employment sites; the locations of these sites are illustrated in Figure 5-2 and Figure 5-3, respectively. Allocations with greater than 100 dwellings or 100 jobs (as calculated using the employment density matrix), have been modelled explicitly and their trip generation has been added to a unique zone representative of that development only.

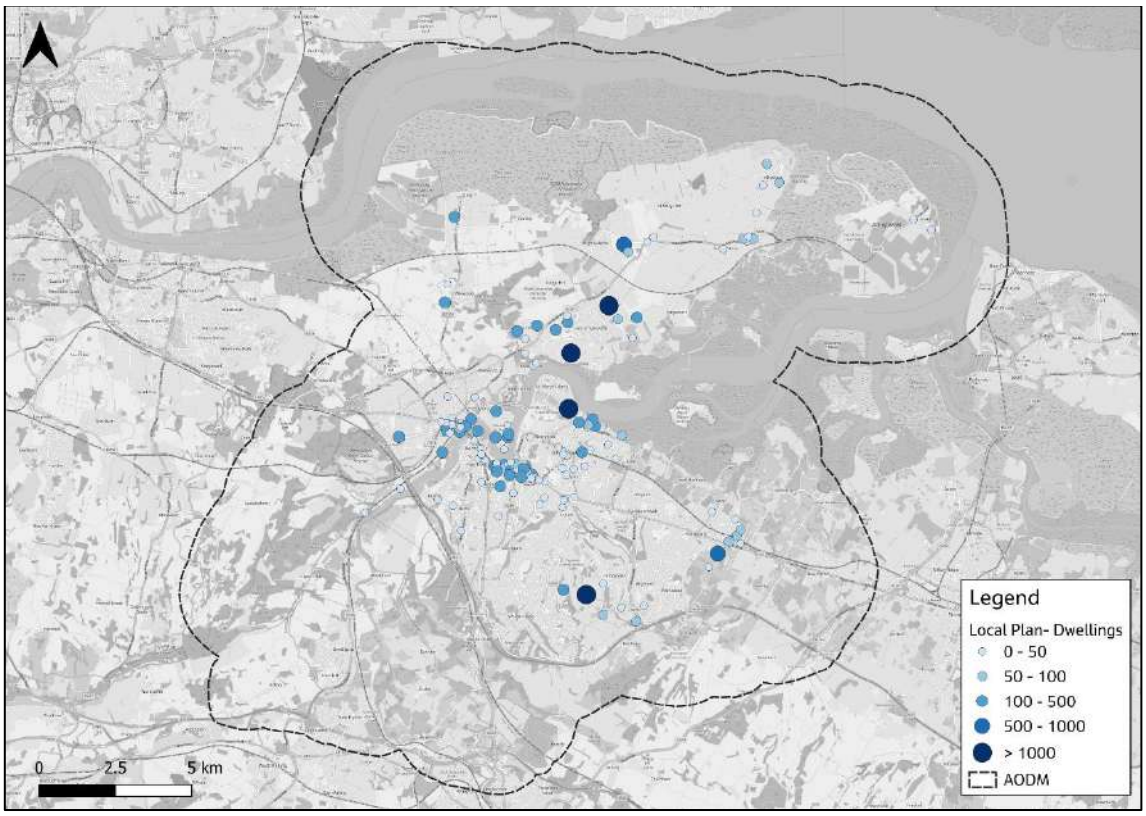


Figure 5-2: DS LP Potential Housing Site Allocations (https:/www.openstreetmap.org/copyright)



Figure 5-3: DS LP Potential Employment Site Allocations (https:/www.openstreetmap.org/copyright)

Details of the employment size and land use split used each site would provide is detailed in Table 5-3.

Table 5-3: DS LP Potential Employment Site Details

Site Name	Development Potential	Land Uses / Split
SR36	500 sqm	500 sqm – B1a
SR38	500 sqm	500 sqm – B1a
CCB15	2252 sqm	2252 sqm - B1a
SR31	500 sqm	500 sqm – B1a
SR30	470 sqm	370 sqm – B1a
SMI6	100,000 sqm	100,000 sqm – Flex B & E
SR40	500 sqm	500 sqm – B1a
FP11	250 sqm	250 sqm – B1a
AS26	170,000 sqm	170,000 sqm – Flex B & E
HHH36	324,450 sqm	324,450 sqm – Flex B & E
HHH35	69,332 sqm	43,732 sqm – B2 6,350 sqm – B1 19,250 sqm – B8
RWB5	3,693 sqm	3,693 sqm – Flex B & E
CHR17	14,600 sqm	14,600 sqm – Flex B & E
CHR16	25,300 sqm	25,300 sqm – Flex B & E
HW5	4,924 sqm	4,924 sqm – D2
CCB12	500 sqm	500 sqm – B1a
CHR18	3,500 sqm	3,500 – Flex B&E
CCB35	500 sqm	500 sqm – B1
CCB25	500 sqm	500 sqm – B1
RWB23	358 sqm	358 sqm – Flex B&E

The potential LP employment site allocations within the Reg18 DS are listed in detail in Appendix H.

5.3.2 Network

The DS scenario uses the RC network as a basis, with completed and consented infrastructure changes incorporated. The Medway DS forecast network include all network changes explained in section 4.2, with the addition of development specific access arrangements or infrastructure associated with the proposed preferred option LP allocations. The specific access points for explicitly modelled developments, listed in Table 4-4.

All proposed LP allocations with greater than 100 dwellings or 100 jobs (when calculated using the employment density matrix) have been modelled explicitly and the access/egress to the existing highway network to reflect allocation proposals (same method as RC). Larger LP sites were modelled explicitly to allow for site only impacts on the network to be assessed. Table 5-9 details explicitly modelled developments in the DS scenario.

Table 5-4: 2041 DS, Explicitly Modelled Potential Allocations

ID	Application Number	Zone Number	No. of HHs	SQM	Associated Infrastructure
2004	SR36	400000	200	500	A priority junction access onto Anthonys Way from Royal Eagle Close and a priority junction access onto Neptune Close from Clipper Close.
2005	SR38	400001	100	500	Priority junction access onto Neptune Close from Neptune Way.
2012	HHH26	400002	760	0	Two priority junctions providing access to Christmas Lane and a priority junction access onto Britannia Road.
2013	HHH12	400003	1850	0	Priority junction access either onto Main Road Chattenden
2014	SR37	400004	428	0	Priority junction access onto Neptune Close.
2015	CCB15	400005	90	2252	Priority junction access onto Richard Street.
2016	SNF41	400006	602	0	Priority junction access onto Canal Road.
2017	SNF35	400007	300	0	Priority junction access onto unnamed road off Knight Road near Strood Retail Park.
2020	SR31	400009	311	500	Priority junction access onto Sir Thomas Longley Road.
2021	SR30	400010	102	470	Priority junction access onto Anthonys Way.
2023	SMI6	400011	3000	100,000	Access junction access onto Gillingham Gate Road and Dynamo Way.
2027	AS17	400012	180	0	Priority junction access onto Grain Road.
2030	SR40	400013	200	500	Priority junction access onto Neptune Way.
2031	LW4	400014	425	0	Priority junction access onto North Dane Way and Shawstead Road.
2033	CHR20	400015	172	0	Priority junction access onto Knight Road.
2034	HHH6	400016	550	0	Priority junction access onto Dunnock Drive.
2036	HHH11	400017	260	0	Priority junction access onto Ratcliffe Highway.
2037	HHH33	400018	330	0	5 priority junctions providing access to Stoke Road.
2039	LW8	400019	2075	0	Priority junction access onto Shawstead Road and Ham Lane.
2040	FP11	400020	200	250	Priority junction access onto High Street.
2045	AS21	400021	390	0	Priority junction access onto Avery Way/Stoke Road/Ratcliffe Highway junction.
2049	HHH8	400022	450	0	Priority junction access onto Ratcliffe Highway.
2050	AS22	400023	300	0	Priority junction access onto Stoke Road.
2051	HHH3	400024	500	0	Access onto Chilliwack Road and a priority access junction onto Chattenden Lane.
2052	HHH22	400025	1500	0	Priority junction access onto Roper's Lane.
2053	CCB37	400026	400	0	Priority junction access onto Upbury Way.
2054	HW5	400027	266	4,924	Priority junction access onto Hempstead Valley Drive and unnamed road off Hempstead Valley Drive roundabout.
2055	FP10	400028	170	0	Priority junction access onto Ordnance Street.
2056	GN6	400029	200	0	Priority junction access onto Strand Approach Road.

ID	Application Number	Zone Number	No. of HHs	SQM	Associated Infrastructure
2058	SR4	400030	130	0	Priority junction access onto Town Road.
2059	RSE10	400031	850	0	Priority junction access onto Mierscourt Road and A2 Moor Street.
2063	SNF15	400033	450	0	Priority junction access onto Charles Street and A2 Commercial Road.
2070	FP1	400034	111	0	Priority junction access onto St Margaret's Banks.
2093	FP19	400035	146	0	Priority junction access onto New Cut and Waterfront Way Roundabout.
2108	SNF13	400036	373	0	Priority junction access onto A228 Knight Road.
2114	SNF39	400037	101	0	Priority junction access onto Canal Road.
2116	CCB18	400038	193	0	Priority junction access onto King Street.
2131	SW2	400039	106	0	Priority junction access onto Darnley Road.
2142	CCB13	400040	212	0	Priority junction access onto A231 The Brook.
2144	SR51	400041	250	0	Priority junction access onto B2000 Church Street.
2145	CCB49	400042	150	0	Priority junction access onto A2 New Road.
2146	FP6	400043	120	0	Priority junction access onto A2 New Road Avenue.
2149	GS37	400044	136	0	Priority junction access onto Railway Street.
2150	FP25	400045	121	0	Priority junction access onto Railway Street and Ordnance Terrace.
2154	GN15	400046	445	0	Priority junction access onto A289 Pier Road.
2156	RWB25	400047	106	0	Priority junction access onto Gas House Road.
2157	GN3	400048	176	0	Priority junction access onto A289 Pier Road.
2158	AS26	400049	0	170,000	Priority junction access onto B2001 Grain Road from Power Station Road.
2159	HHH36	400050	0	324,450	Priority junction access onto Eshcol Road from Jacobs Lane.
2160	HHH35	400051	0	69,332	Priority junction access onto Eshcol Road.
2161	RWB5	400052	0	3,693	Priority junction access onto B2097 Maidstone Road.
2163	CHR17	400054	0	14,600	Priority junction access onto Roman Way.
2164	CHR16	400055	0	25,300	Priority junction access onto Roman Way.

5.3.3 Trip Rates and Trip Generation

The trip rates for each land use have been derived from the TRICS database and have been applied to the potential site allocations to determine the trip generation. These are presented from Table 3-4 to Table 3-9; the full output from TRICS can be seen in Appendix G.

A detailed breakdown of trip generation for the DS Residential and Employment sites is included in Appendix H. Table 5-5 illustrates the total additional residential and employment trips added to the DS network to enable the impacts of the full list of sites in this scenario to be assessed.

Table 5-5: DS, Potential LP Allocations, Net Trip Generation

Development Type	AM Two Way	PM Two Way
Residential	6,898	8,321
Employment	5,524	4,174
Total	12,422	12,495

5.3.4 Trip Distribution

Where proposed LP sites had less than 100 HHs/100 jobs (as calculated using the employment density matrix), the generated trips were added to existing zones and followed the same zonal distribution of the existing model (providing the land uses were reflective). LP sites with greater than 100 HHs/100 jobs (as calculated using the employment density matrix) were explicitly modelled and new zones were created; the distribution for these zones reflected nearby zones of a similar size and land use. The trip generation associated with the proposed LP allocations was added onto the RC matrices without trip balancing, constraining or furnessing.

5.3.5 Matrix Totals

Table 5-11 compares the matrix totals in vehicles for the AM and PM peaks in the 2041 DS scenario and makes a comparison to the 2019 base year matrix and the 2041 RC.

Table 5-6: DS Scenario Matrix Total Comparison

Scenario	Base Year	RC Total	LP Development	DS Total	Difference DS vs Base
AM Peak	170,490	203,760	12,422	213,980	43,490
PM Peak	187,300	223,423	12,495	234,467	47,167

5.4 2041 Do Something with LTC (Reg18)

The Medway DS with LTC forecast network mirrors the DS scenario (in terms of network and demand) with the inclusion of the LTC. This scenario was compared against the RC with LTC scenario to understand the potential re-distribution of vehicles resultant from the LP growth following completion of the strategic scheme. The LTC was coded in the same way as for the 'RC' scenario as explained in section 4.3.

5.5 2041 Interim Do Something iDS (Reg19)

The latest NPPF (December 2024) and a move to a vision-led approach enables Medway Council to mitigate Local Plan growth by realising the vision of BRT to reduce private vehicle trips. The BRT-led sustainable mitigation approach is at the heart of subsequent Do Something scenarios developed for Reg19 and as such an iDS scenario has been developed to assess the evolving spatial strategy assumptions and set the baseline upon which to determine where highway intervention (in additional to the BRT) may be required to mitigate the potential impact of the emerging growth.

The iDS scenario was developed using a refined list of residential and employment allocations provided by Medway following Reg18 consultation; this included approximately 21,338 residential dwellings and 559,542 sqm of employment floorspace, an increase of 1,159 dwellings and a reduction of 163,087sqm of employment land, as detailed in Table 5-7.

Table 5-7: Net Housing and Employment Quantum in iDS

	iDS		iDS vs Reg 18 DS	
	Net Dwellings	Net SQM	Net Dwellings	Net SQM
LP Sites	21,338	559,542	1,159	-163,087

A more detailed breakdown of residential and employment sites from the iDS scenario can be found in Appendix I. The total dwellings and employment floorspace modelled in the iDS scenario is summarised in Table 5-8. The iDS highway network has also been updated to reflect proposed access locations.

Table 5-8: Total Housing and Employment in Medway, iDS

Growth	Dwellings	Floorspace (sqm)
Completions	4,264	30,562
Committed (AODM)	7,489	1,060,781
LP Allocations	21,338	235,092
DS Total	**33,091**	**1,326,435**

5.5.1 Housing and Employment Allocations

The sites included within the iDS scenario detail the potential for approximately 21,338 dwellings over 95 site allocations and 235,092 sqm over 6 employment sites; the locations of these sites are illustrated in Figure 5-4 and Figure 5-5 respectively. Allocations with greater than 100 dwellings or 100 jobs (as calculated using the employment density matrix), have been modelled explicitly and their trip generation has been added to a unique zone representative of that development only.

The largest change in households in the iDS compared to the rRC and Reg18 DS are noted at sites HHH22 & HHH31 (Lane west of Ropers Lane) and CHR4 (Land forming part of the Medway/Holborough Cement Works Estate) which contain 1,700 and 1,000 households , respectively. These are located near Hoo and Snodland, respectively.

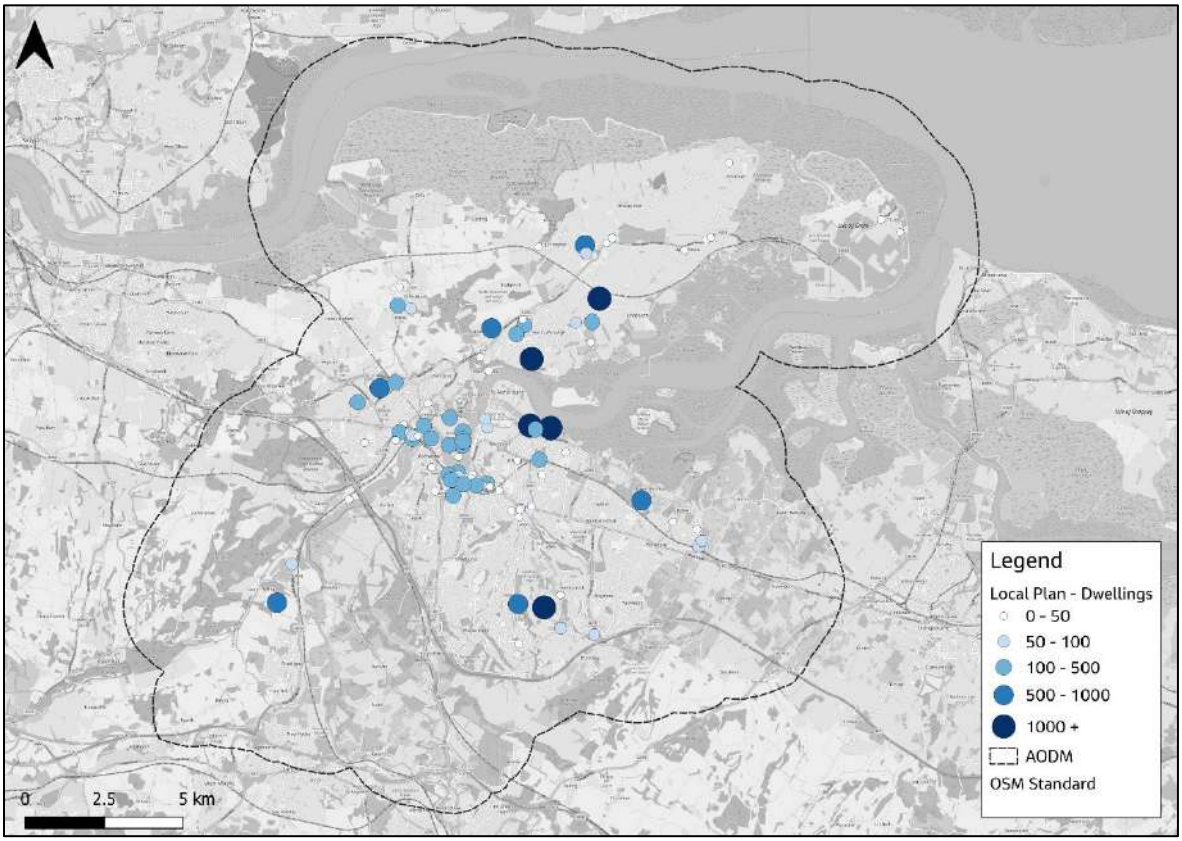


Figure 5-4: iDS LP Housing Site Allocations (https:/www.openstreetmap.org/copyright)



Figure 5-5: iDS LP Employment Site Allocations (https:/www.openstreetmap.org/copyright)

Details of the employment size and land use split used each site would provide is detailed in Table 5-3. With the refined LP employment site allocations within the iDS listed in detail in Appendix I.

5.5.2 Network

The iDS scenario uses the rRC network as a basis, the Medway iDS forecast network include all network changes detailed in section 4.2, with the addition of development specific access arrangements or infrastructure associated with the explicitly modelled preferred option LP allocations (outlined in Table 5-9).

All proposed LP allocations with greater than 100 dwellings or 100 jobs (when calculated using the employment density matrix) have been modelled explicitly and the access/egress to the existing highway network to reflect allocation proposals (same method as RC and DS).

Table 5-9: 2041 iDS, Explicitly Modelled Potential Allocations

ID	Application Number	Zone Number	No. of HHs	SQM	Associated Infrastructure
2041	FP11	400020	123	0	Priority junction access onto High Street.
4000	SNF1	400059	360	0	Priority junction access onto Clinton Avenue and Beaufort Road.
4001	CHR4	400060	1000	0	Access via a new arm on two existing roundabouts along the A228 (A228 / Peter's Bridge Roundabout and A228 / Manley Boulevard / Vantage Point Roundabout), and a new roundabout access on Snodland Road.

4002	SNF3	400061	800	0	Priority junction access onto A2 Watling Street, A226 Gravesend Road, Clinton Avenue and Beaufort Road.
4013	SR5	400062	120	0	Priority junction access onto B2108 Brompton Farm Road.
4014	RN9	400063	800	0	Priority junction access onto Lower Bloors Lane.
4016	HHH22 & HHH31	400064	1700	0	Priority junction access onto A228 Ratcliffe Highway, Eshcol Road and Stoke Road as well as a new arm on the existing Ropers Lane / Stoke Road Roundabout.

5.5.3 Unconstrained Junctions

Mitigation schemes identified at Four Elms and Main Road Hoo roundabouts as part of Uniper's MedwayOne application are sufficient in accommodating the additional demand associated with full build-out at MedwayOne in the rRC but additional LP growth in the iDS forces these junctions to become significantly over capacity. Capacity constraints in these locations were preventing demand from accessing/egressing the Hoo peninsula and potentially masking hot spots elsewhere on the network. In order to identify other locations where local junction modelling and potential highway interventions were required, a version of the iDS was assigned with Four Elms and Main Road Hoo roundabouts unconstrained.

5.5.4 Trip Rates and Trip Generation

The demand used in the iDS considered the potential achievable reductions from the Stage 2 Modal Shift assessment discussed in Section 2.6.2. The findings are presented geographically in Figure 5-6, with numerous clusters identified to have the potential for a 10% reduction in car mode share (Tier 2: 60% car mode share) and a 20% reduction (Tier 1: 50% car mode share). The reductions in car mode share have been applied to the previously identified TRICs trip rates (presented in Table 3-4 to Table 3-9).

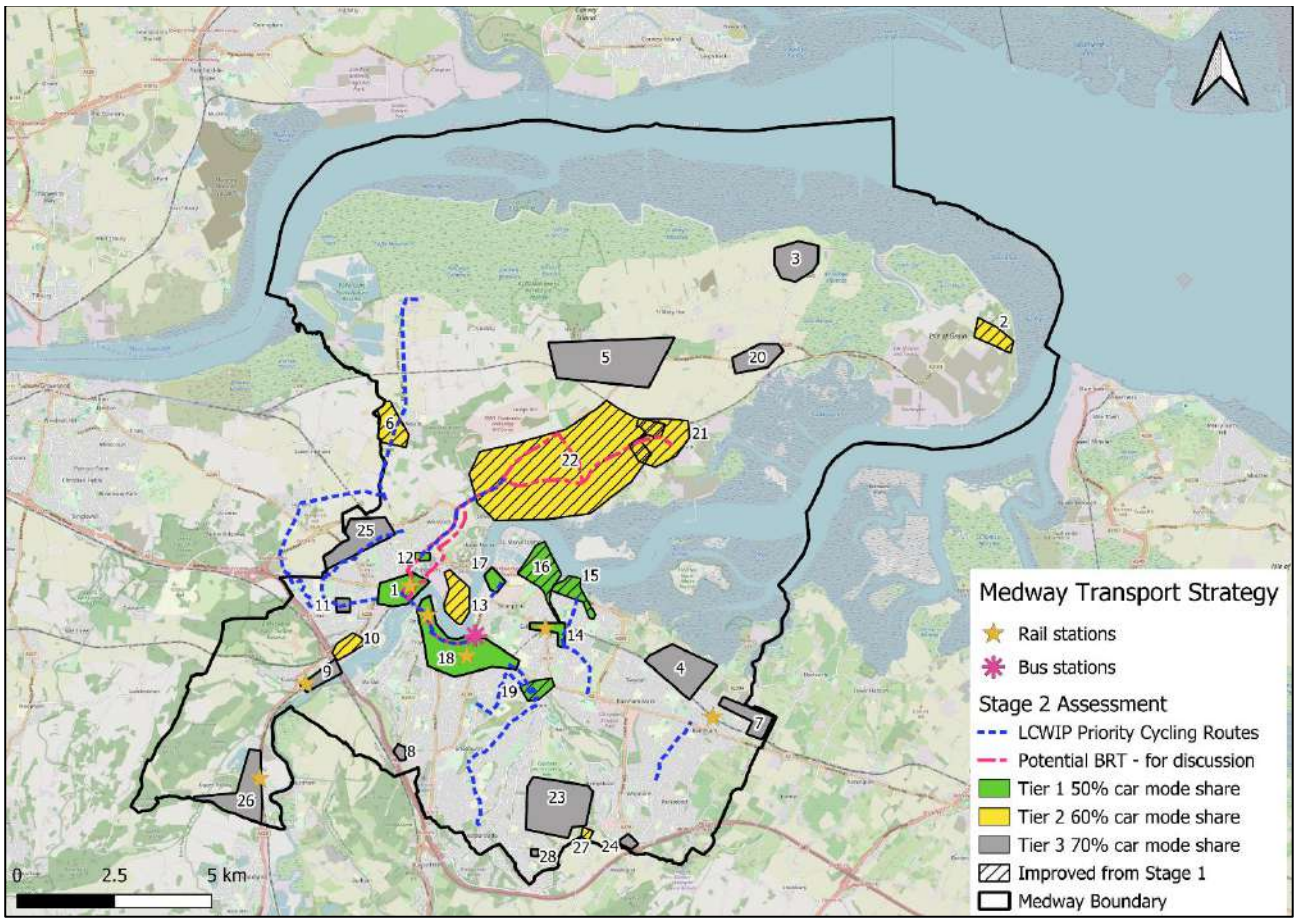


Figure 5-6: Map of the Stage 2 Modal Shift Assessment Results (https:/www.openstreetmap.org/copyright)

A detailed breakdown of trip generation for the iDS Residential and Employment sites is included in Appendix I. Table 5-10 illustrates the total additional residential and employment trips added to the iDS network to enable the impacts of the full list of sites in this scenario to be assessed.

Table 5-10: iDS, Potential LP Allocations, Net Trip Generation

Development Type	AM Two Way	PM Two Way
Residential	7,303	8,335
Employment	1,893	2,151
Total	**8,568**	**9,437**

It is considered that the implementation of BRT would benefit a wider pool of trips that just the trip generation from the emerging locations. Therefore, in the iDS, the Stage 1 Modal Shift has also been applied to committed developments within the identified clusters. The process of applying modal shift has been agreed in principle with KCC and NH prior to the development of the iDS and fDS models.

5.5.5 Trip Distribution

The trip distribution for the iDS scenario followed the same approach as the DS scenario with trip generation associated with the proposed LP allocations being added onto the RC matrices without trip balancing, constraining or furnessing.

5.5.6 Matrix Totals

Table 5-11 compares the matrix totals in vehicles for the AM and PM peaks in the 2041 iDS scenario and makes a comparison to the 2019 base year matrix and the 2041 rRC.

Table 5-11: DS Scenario Matrix Total Comparison

Scenario	Base Year	rRC Total	LP Development	iDS Total	Difference iDS vs Base
AM Peak	170,490	203,963	8,214	212,177	41,687
PM Peak	187,300	223,617	9,104	232,721	45,421

5.6 Summary

The Reg18 DS LP scenario represents the potential allocations considered at the Reg18 Consultation and includes growth of 20,179 dwellings and 722,629 sqm of employment floorspace.

The iDS LP scenario represents the interim proposed MC LP Reg19 sites and includes growth of 21,338 dwellings and 235,092 sqm of employment floorspace. The impacts of the growth assumed between the Base and RC model, RC and DS and rRC and iDS models is discussed within Chapter 6.

6. Model Results (Reg18)

6.1 Introduction

This section describes the 2041 forecast results within the MTM with and without LP allocations; to understand the quality of the forecast model, model convergence statistics have been presented.

The performance of the forecast assignment has considered the impact of the completed and consented growth (RC – Base), the impact of Reg18 LP sites (DS – RC) and the impact of Reg18 LP sites with LTC implemented (DS with LTC – RC with LTC).

The impacts of the committed and LP allocations have been considered in terms of actual flows and junction level of service. It is worth noting that this is an indicative assessment to highlight hotspot areas (identifying junctions where further investigation is required, using junction modelling software, later discussed in Section 8).

6.2 Model Convergence

Equilibrium assignment with ICA (Intersection Capacity Analysis) has been used for the forecast assignment with "TAG-compliant" set as the convergence criteria in VISUM. The GTM converges to a good standard using these criteria, with a maximum GAP value of 0.001 and at least 98% relative difference between previous and current iterations. The final matrix convergence for the RC, DS LP and DS with LTC assignments are presented in Table 6-1 to Table 6-4.

Table 6-1: 2041 RC Matrix Convergence

All Vehicles	Duality Gap	'Delta' Iterations	n-3	n-2	n-1	n
AM Peak	0.00043	20	0.998	0.999	0.999	0.999
PM Peak	0.00073	39	1.000	1.000	1.000	1.000

Table 6-2: 2041 RC with LTC Matrix Convergence

All Vehicles	Duality Gap	'Delta' Iterations	n-3	n-2	n-1	n
AM Peak	0.00040	19	0.999	0.999	0.999	0.999
PM Peak	0.00084	23	1.000	1.000	1.000	1.000

Table 6-3: 2041 DS Matrix Convergence

All Vehicles	Duality Gap	'Delta' Iterations	n-3	n-2	n-1	n
AM Peak	0.00003	20	0.994	0.994	0.995	0.995
PM Peak	0.00001	26	0.996	0.997	0.997	0.996

Table 6-4: 2041 DS with LTC Matrix Convergence

All Vehicles	Duality Gap	'Delta' Iterations	n-3	n-2	n-1	n
AM Peak	0.00002	25	0.995	0.995	0.996	0.996
PM Peak	0.00002	23	0.996	0.996	0.996	0.9967

6.3 Model Outputs

This section describes the Regulation 18 outputs extracted from the models to understand the impact of committed developments in the RC scenario and the impact of LP allocations in the DS and DS with LTC scenarios. Comparisons between scenarios (RC – Base), (DS – RC) and (DS with LTC – RC with LTC) have been undertaken to understand highway impacts.

6.3.1 Flow Difference

Actual flow difference figures are presented in vehicles per hour to understand the forecast growth between the Base and RC, and the potential impacts or re-routing as a result of the proposed LP allocations in the DS. The flow differences between DS with LTC and RC with LTC will help MC understand the changes to any of the impacts following implementation of the LTC. The differences will help analyse changes of traffic patterns between the RC and Base scenarios as well as DS and RC scenarios and identify potential link or junction 'hot spots' in the future; these may require further investigation in local junction models and/or merge/diverge assessments to inform the mitigation strategy as part of Reg19 consultation.

Where relevant, figures have been produced to show queueing (in vehicles) and flow bundles (demand flows) to help demonstrate the causes of re-routing presented in the flow difference figures.

6.3.2 Junction Level of Service

Level of service (LOS) figures provide a qualitative measure of how good the present traffic situation is on a given junction, from the driver's perspective. As actual flow will vary for different days and different times in a day, LOS relates the traffic service quality to a given flow rate of traffic and its use in a strategic measure is an indicative indication of potential future 'hot spots' on the network; it is recommended that any identified junctions with a significant deterioration are investigated in more detail within local junction models (e.g. LinSig or Junctions 10).

VISUM defines the LOS based on the mean delay experienced by each vehicle. VISUM has the capability to calculate LOS for all types of junctions (all-way stops, 2-way stops, roundabouts and signalised junctions). In the case of an all-way stop junctions, an iterative calculation is used to ensure that the departure headway converges. For 2-way stop junctions, a priority rank is applied for major and minor turning movements. For junctions where mean delays experienced by each vehicle are in excess of 15 seconds, Table 6-5 defines the LOS by six levels ranging from level A to level F.

Table 6-5: LOS Level Description

LOS Level	Description
A	Level A represents the best quality of traffic where the driver has the freedom to drive with free flow speed.
B	Level B represents good traffic quality where driver can reasonably maintain free flow speed and manoeuvrability within the traffic stream is slightly restricted.
C	Level C represents stable traffic flows, at or near free flow. Ability to manoeuvre through lanes is noticeably restricted and requires awareness.
D	Level D represents almost unstable traffic flows. Speeds slightly decrease as traffic volume slightly increase. On this level driver comfort decreases.
E	Level E represents unstable traffic flows, operating at capacity. Driver's level of comfort becomes poor.
F	Level F represents the worst traffic quality with forced or breakdown traffic flows. Travel time cannot be predicted, with generally more demand than capacity.

6.3.3 Link and Turn Volume Capacity Ratio

An assessment was undertaken to understand links and turn performance in the AODM, this considered the volume of vehicles on a link/ turn and divided by the capacity. V/C was then summarised in one of the four categories detailed in Table 6-6.

Turn capacity considers the worst turn at a junction as it is considered that the worst turn will have an impact on the junction performance overall.

Table 6-6: Junction and Link Volume Over Capacity Assessment Criteria

Volume over Capacity Thresholds	Impact Assessment
V/C <75	Operating within capacity
75 <= V/C <85	Operating within capacity but approaching 85%
85 <= V/C <100	Operating close to capacity
V/C >= 100	Over capacity

Whilst the strategic model offers a useful indicator of junctions, or roads that are impacted it is recommended that any junctions flagged in this assessment are further assessed in detail using localised calibrated junction models to determine the specific V/C constraints and potential mitigation measures.

6.4 Reference Case vs Base Year

The 2041 RC includes: 11,753 dwellings and 912,901 sqm of employment floorspace from completed and committed developments and infrastructure planned for the 2019-2041 growth period within Medway; 33,282 dwellings and 29,443 jobs from 'near certain' developments in neighbouring authorities (Dartford, Gravesham, Sevenoaks and Tonbridge & Malling); background car growth from TEMPro v8 (using alternative assumptions tool for adjoining authorities to ensure no double counting) and RTF goods vehicle growth across the model.

6.4.1 Flow Difference

Actual flow difference plots are presented in vehicles per hour between the 2041 RC and the 2019 Base Year in Figure 6-2 to Figure 6-9 for the AM and PM peaks. The figures at the wider extent demonstrate changes across the AODM; it is noted that labels are not presented but the bar widths demonstrate the volume of growth. Additional figures show the changes within Medway, with labels rounded to the nearest 10 vehicles.

Some large increases of flow can be seen in the network and are due to new links being coded into the RC and as such all flow on the new link is an increase. The new links coded within the with RC are illustrated in Figure 6-1; red bars in these locations should be ignored.

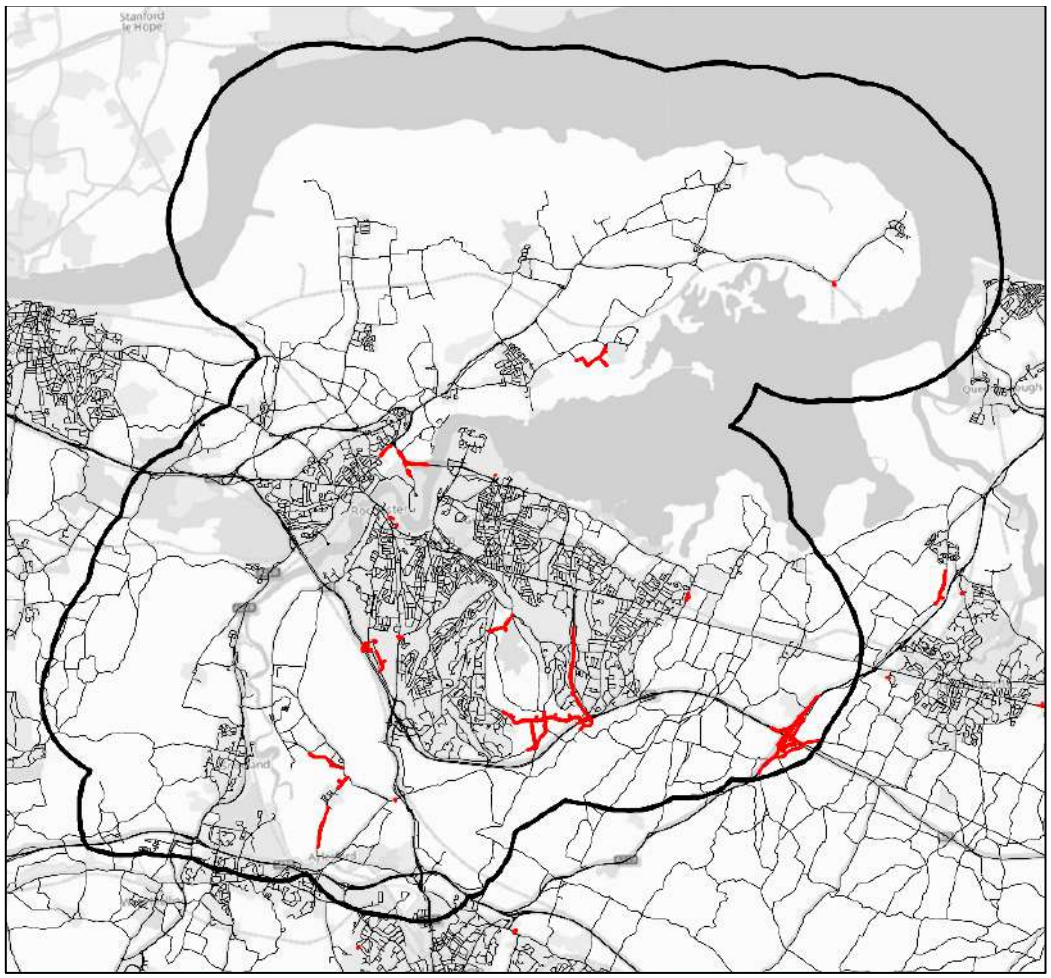


Figure 6-1: RC New Modelled Links

The largest increases in flow between the Base Case and the RC Scenario are seen on main strategic corridors such as the M2, M20, A249 and A229 in both the AM (Figure 6-2 and Figure 6-3) and PM (Figure 6-7 and Figure 6-8) peaks. Growth is observed in Chatham and Gillingham where considerable residential development is forecast alongside growth on the Peninsula with ten committed employment sites greater than 2,000 sqm forecast in this locality. To the east growth is also observed in Rainham, where two large residential sites (Wooleys Orchard (MC22/1474) and Land at Otterham Quay (MC/18/2328)) and one employment site are committed (Former splashes leisure centre (MC/22/0828)). There are reductions in two-way flow using A289 Wulfere Way in both peaks, this is due to the increased delay at this approach; this is discussed further in 6.4.3.

The AM peak sees the largest increase of flow within the AODM travelling westbound on the A2 towards London, whereby up to 2,030 vehicles are observed. Increases of similar magnitude are also observed to the southeast, whereby increases of up to 2,130 two-way vehicles on the M2 are observed surrounding M2 Junction 5.

On the local road network there is an increase flow of 830 vehicles travelling eastbound on A228 Peninsula Way, this is attributed to the considerable growth on the Peninsula from employment sites such as MedwayOne and Grain Business Park. Increased flow travels northbound on A278 Hoath Way (320) serving a high proportion of flow from Maidstone travelling towards employment areas in Gillingham and Medway City Estate.

Network assumptions associated with the 'more than likely' Lidsing site have been included to the southwest of the AODM – this site sits outside of Medway but close to the boundary and is forecast to provide 2,000 dwellings and 140,000 sqm of employment floor space. As part of application, additional road infrastructure is proposed (outlined in 4.2.4). The new development road forming east-west connections with North Dane

Way and M2J5 alongside a new approach arm to the south of the junction (serving approximately 900 two-way flows), this serves flow from areas surrounding Kemsley Street travelling north.

Decreased flow of 210 southwest-bound and 140 northeast-bound is noted on A289 Wulfere Way, there are queues on A289 Hasted Road and A289 Wulfere Way approaches to the Four Elms Hill roundabout of 130 and 62 vehicles respectively. As such, vehicles are rerouting to alternate parallel routes to avoid delay at the junction or approach from a different arm such as via B2000 Lower Rochester Road, Lee Green Road and Hollywood Lane, as shown in Figure 6-4. This is further detailed by the route choice between Strood and Hoo and between Higham and Wainscott in a congested and uncongested network in Figure 6-5 and Figure 6-6, respectively.

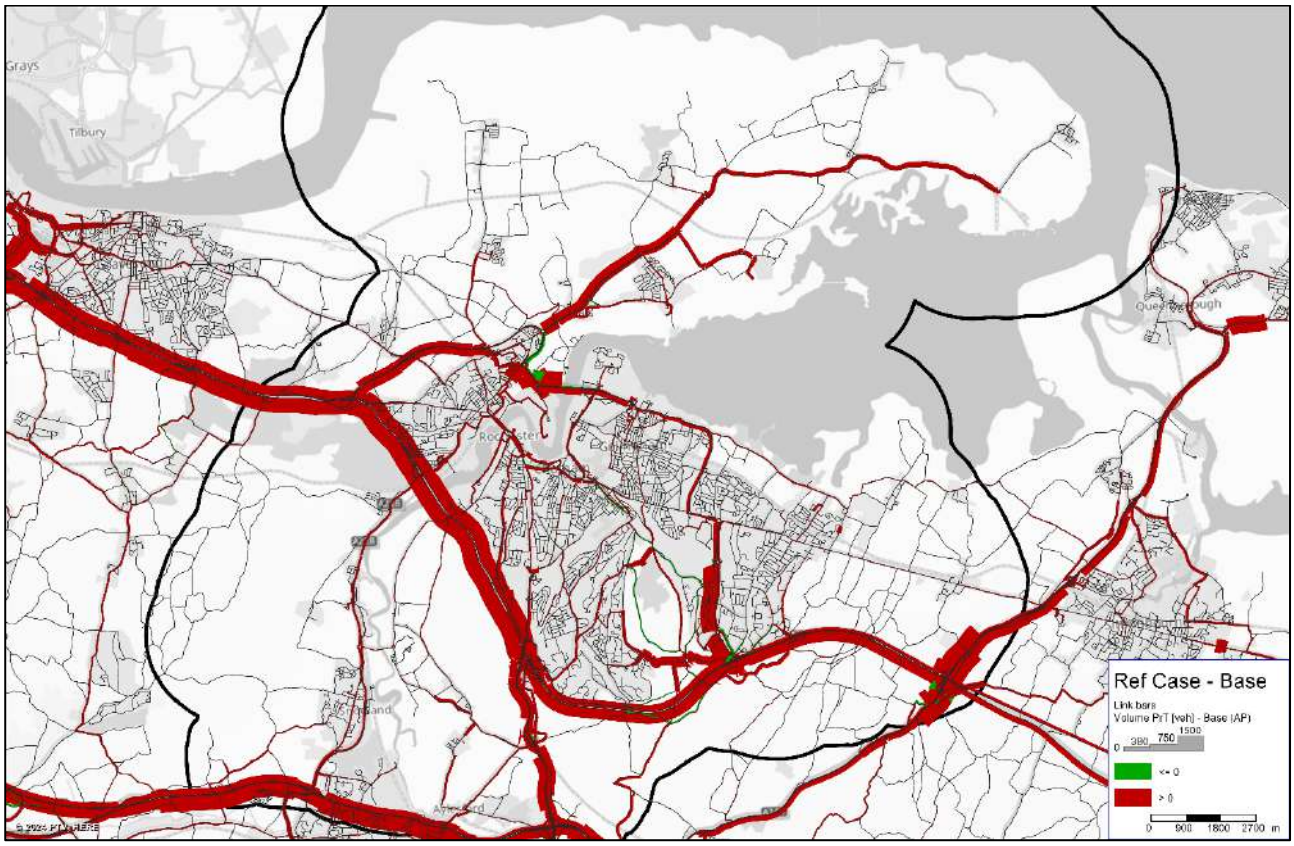


Figure 6-2: Actual Flow RC vs Base, AM Peak, Wider Extent

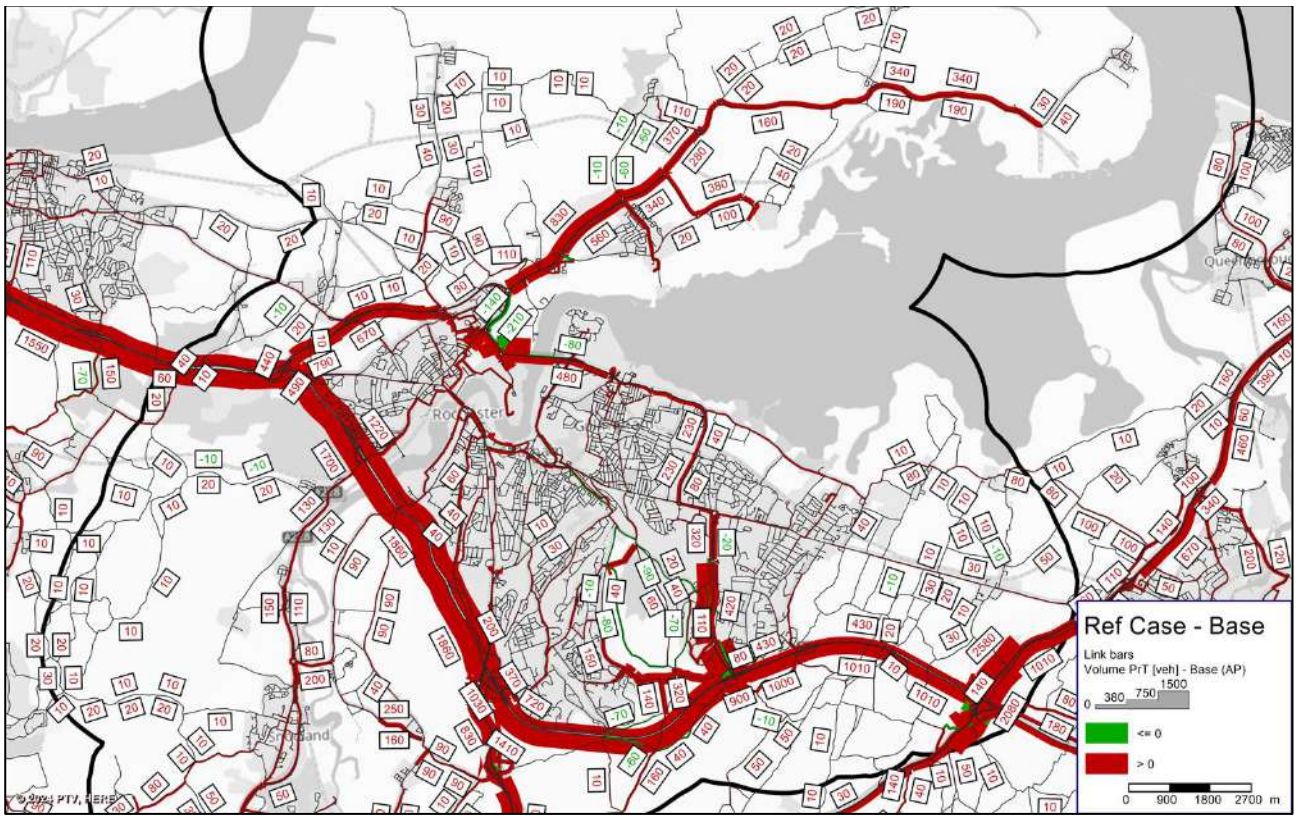


Figure 6-3: Actual Flow RC vs Base, AM Peak, Medway Extent

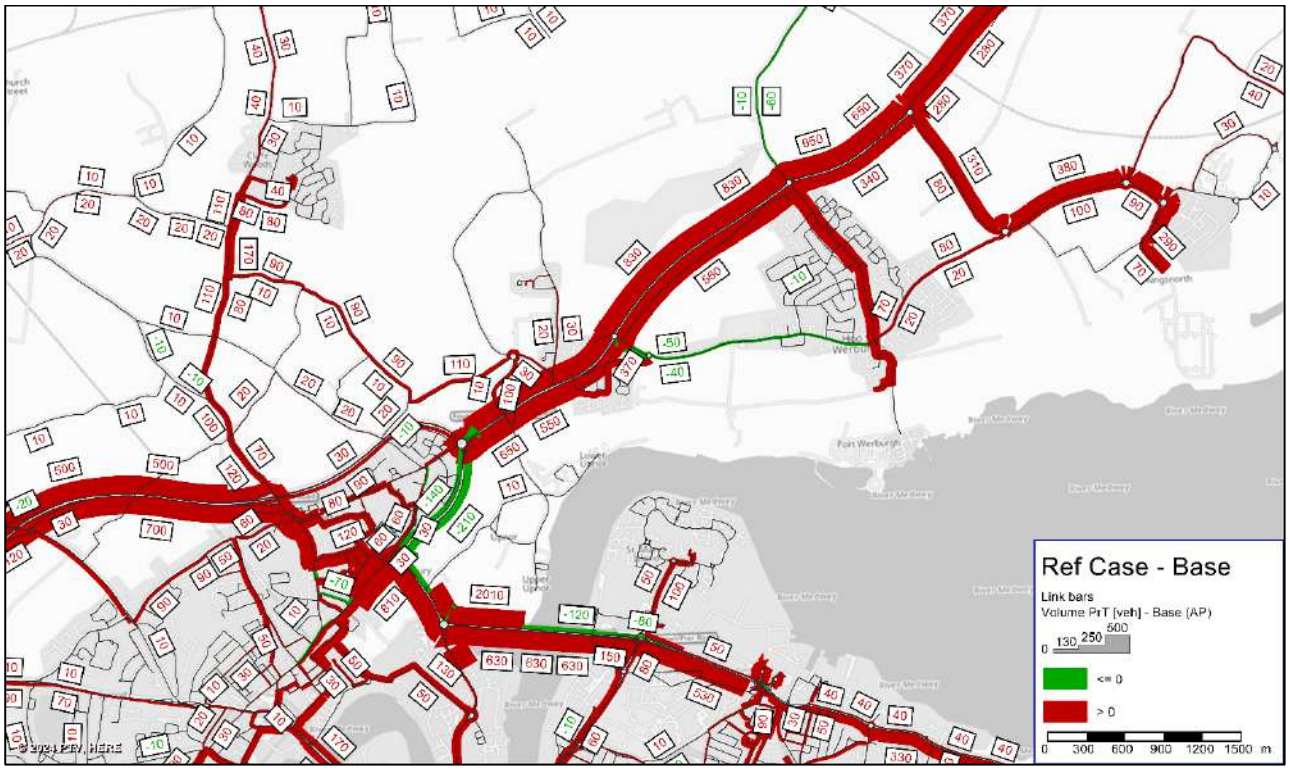


Figure 6-4: Actual Flow RC vs Base, AM Peak, Zoomed Extent



Figure 6-5: Route Choice in an Uncongested Network (Left) Compared with Congested Network (Right)



Figure 6-6: Route Choice in an Uncongested Network (Left) Compared with Congested Network (Right)

Similar trends are evident in the PM peak, resultant in the growth across the network, as shown in Figure 6-7 and Figure 6-8. There are increases to flow on the A289, A228 and A278 closely matching levels in the AM peak.

Decreases of flow are observed on Shawsted Road with increases of similar magnitude on the parallel Capstone Road; this due to the additional infrastructure forming connections between Capstone Road and North Dane Way creating a more direct north/ south connection in this locality.

The delays surrounding Four Elms roundabout result in reduced flow approaching the junction via A289 Wulfere Way of approximately 460 vehicles. A lot of the consented development on the Peninsula is employment, meaning that larger vehicular volumes approach the junction from A228 Four Elms Hill (growth of 820 vehicles) in this peak. The additional demand creates more opposing flow and increased delay in this locality, as with the AM peak. Flow using A289 Wulfere Way in the Base scenario now use alternate parallel routes such as B200 Cooling Road, Iden Road and Benenden Road (Figure 6-9).

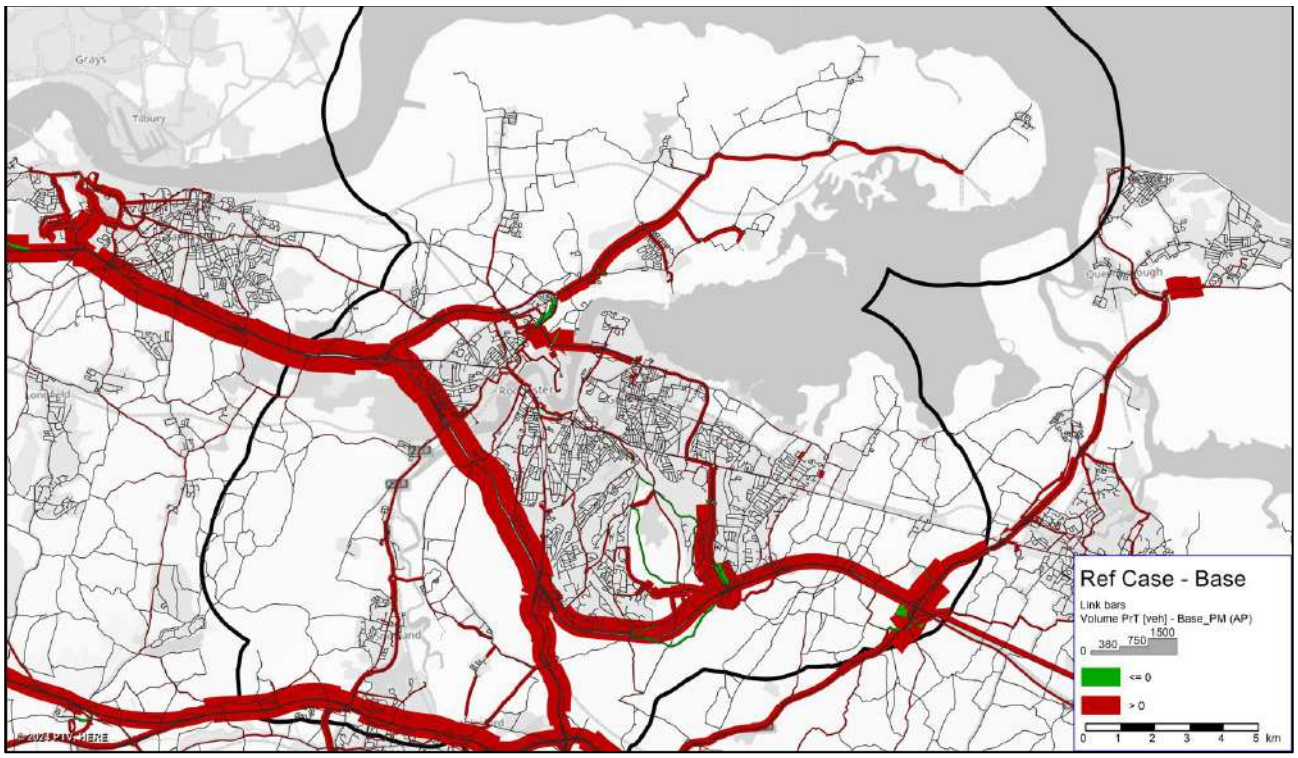


Figure 6-7: Actual Flow RC vs Base, PM Peak, Wider Extent

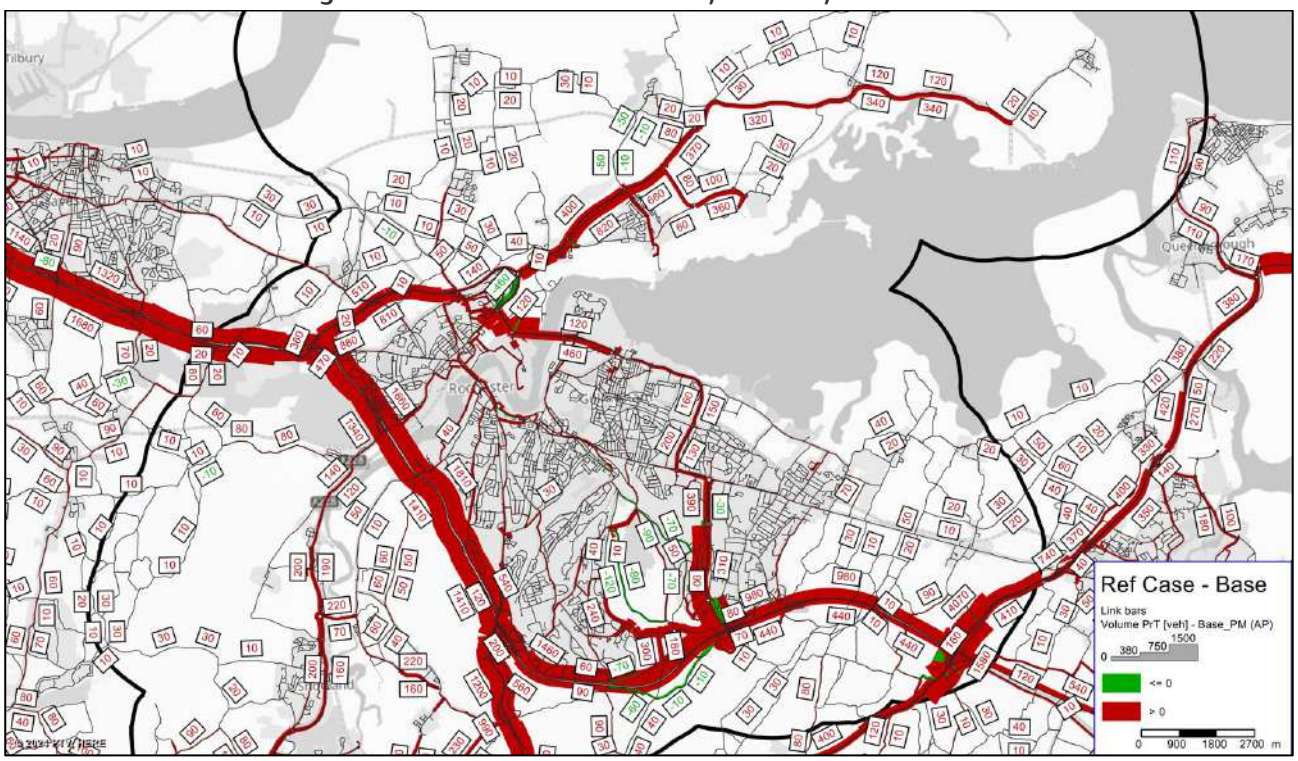


Figure 6-8: Actual Flow RC vs Base, PM Peak, Medway Extent

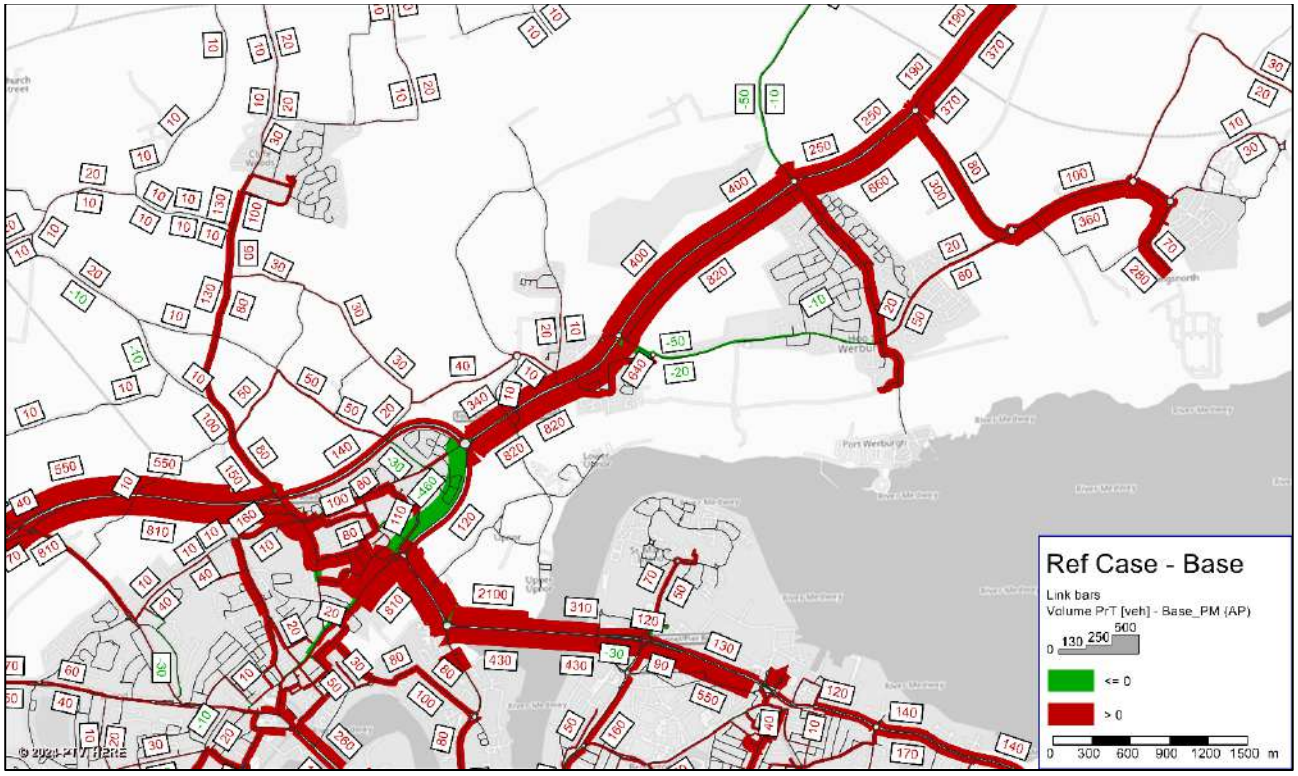


Figure 6-9: Actual Flow RC – Base, PM Peak, Zoomed Extent

In summary, the RC scenario presents growth relative to the Base Year with growth more concentrated in locations where consented growth is planned, as expected. Significant queueing at Four Elms roundabout leads to an overall reduction in vehicle volumes on A289 Wulfere Way compared to the base year, as through-routing vehicles on A289 seek to utilise alternative parallel routes such as Hollywood Lane, B200 Cooling Road, Iden Road and Benenden Road. Vehicles accessing/egressing the Hoo peninsula dominate the demand through Four Elms roundabout as there is considerable growth planned on the peninsula, and there are limited alternative parallel routes. Four Elms roundabout is discussed in more detail in section 6.4.3.

6.4.2 Junction Level of Service

To understand the impact the forecast growth within Medway could have on local junctions, level of service was obtained for the 2041 RC and are shown in Figure 6-10 and Figure 6-11 for the AM and PM peak respectively.

Figure 6-10 details 17 junctions within the AODM that have deteriorated to LoS of C or lower when compared to the base year during the AM peak. There are two junctions that have deteriorated to an LoS D. Three of the junctions that note deterioration are along A2 London Road in Gillingham, this is due to the increased demand using this route resultant from the growth within the area. Alongside this, there is a signalised junction on Rochester Bridge that becomes a junction LoS of D that was a C in the base. It is important to note that there are no junctions operating at LoS E or F. There is one junction that has a LoS improvement in the RC; these are the Best Street/ Clover Street junction, this is likely due to the queues on the Rochester Bridge westbound constraining the total flows accessing the network.

During the PM peak, as illustrated in Figure 6-11, there are 18 junctions that have deteriorated to a junction LoS of C or lower when compared to the PM base year. There are six junctions that have deteriorated to an LoS D – this is four more than was seen in the AM peak. Four of the junctions that note deterioration are along A2 London Road in Gillingham, similar to the AM period. Junctions to the south of Medway in Aylesford see deterioration, this correlates with the committed employment growth forecast at Land Adjacent to B2097 Maidstone Road and BAE Systems Airport Works Marconi Way (MC/21/11286 and MC/22/2990), creating approximately 53,000sqm of employment floorspace. As with the AM peak there are junctions that note an

improved level of service, one is located at the A289 Wulfere Way approach to the Four Elms Roundabout, due to the reduced flow able to access the junction in the RC.

The Four Elms Roundabout is noted to have significant queues (Figure 6-12 and Figure 6-13) and, as a result, drivers reroute to parallel routes (Figure 6-2 to Figure 6-9). It is possible that the LoS results are under-representing the issues surrounding this roundabout due to demand avoiding this junction.



Figure 6-10: RC, Junction Level of Service, AM Peak

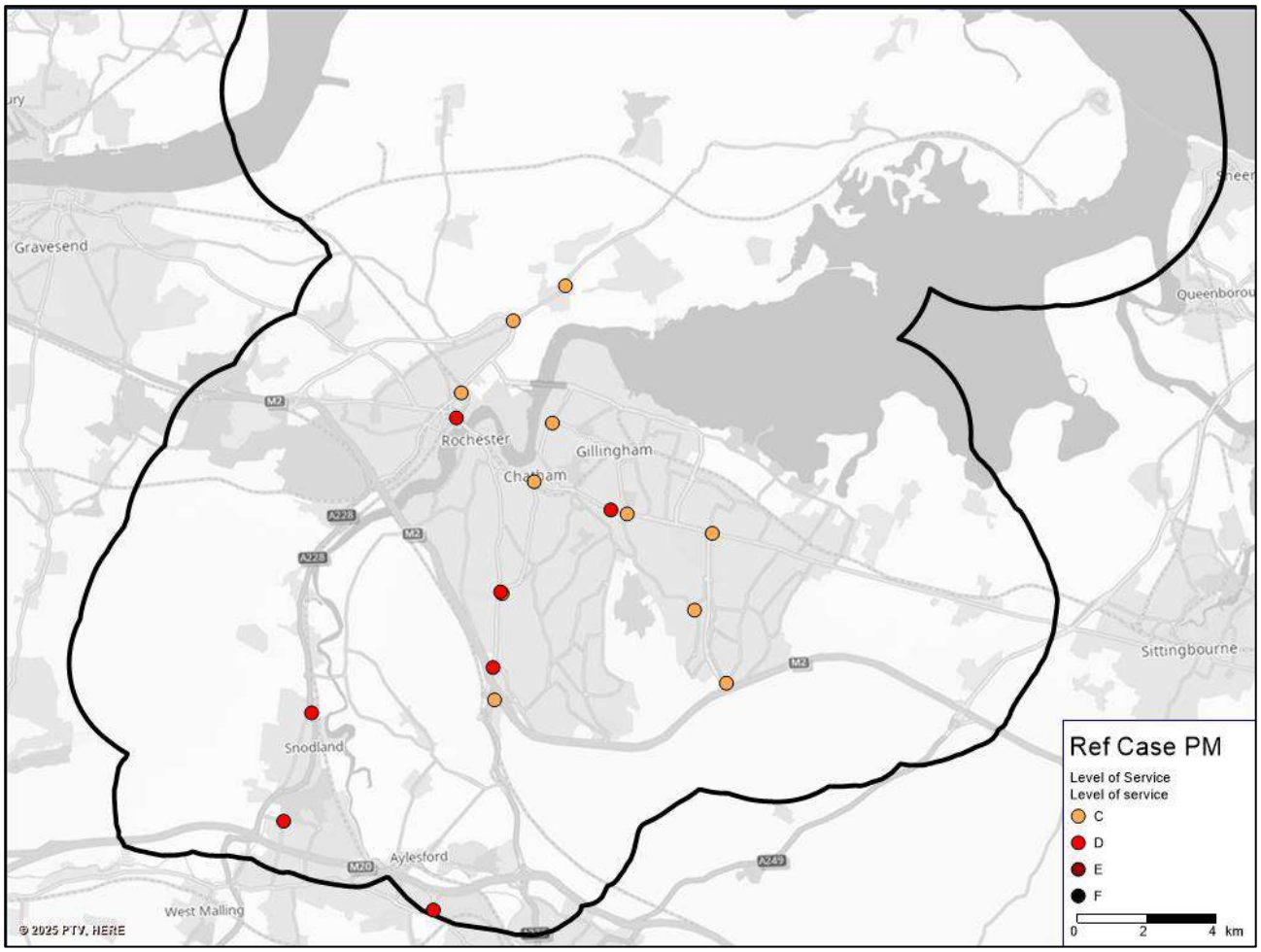


Figure 6-11: RC, Junction Level of Service, PM Peak

6.4.3 Modelled Queues

Queue lengths (in vehicles) are presented for the AM and PM peak in the RC (Figure 6-12 and Figure 6-13), the committed growth on the network is forecast to have the biggest impact surrounding the Four Elms Hill roundabout whereby queue lengths of 130 and 62 and 120 and 46 are observed on A289 Hasted Road and A289 Wulfere Way in the AM and PM peak respectively.

Another area of interest is M2 J4 (Gillingham Interchange); the AM peak forecasts a queue length of 78 vehicles on the westbound off-slip and the PM peak shows a queue length of 36 vehicles on northbound A278 Hoath Way between Gillingham Interchange and Sharsted Way / A278 Hoath Way roundabout.



Figure 6-12: RC, Queue Length, AM Peak



Figure 6-13: RC, Queue Length, PM Peak

6.4.4 Link and Turn Volume Capacity Ratio

To understand links and turns that are approaching or exceeding capacity a volume over capacity (V/C) assessment has been undertaken and grouped into four categories;

- <75% well within capacity
- 75% < VC < 85% operating within capacity but approaching 85%
- 85% < VC < 100% operating close to capacity
- >100% operating over capacity.

Figure 6-14 and Figure 6-15 show the link and worst turn V/C performance on the Medway network for the RC in the AM and PM peak respectively. It should be noted that only links and turns with a V/C greater than 75% are displayed in these figures.

During the AM peak there are 36 junctions that have a worst-turn between 75% and 85% V/C within the AODM; these are located around Four Elms Hill and Peninsula way as well as along major strategic roads, such as the A2 and the M2 Blue Bell Hill junction as well as the A228 Rochester Road.

There are 31 junctions with VC between 85-100% however non are exceeding 100% (theoretical capacity). Many of these are again along strategic routes, most prominently the A2. There are again significant concentrations of poorly performing junctions in around the Four Elms Hill roundabout, as well as north of this along Peninsula Way. It is noted that, where appropriate, signal timings at some signalised junctions were optimised (RC scenario only) to re-balance the impacts relative to the forecast growth in demand for each turn however detailed signal modelling has not been undertaken.

Link capacity uses the same methodology as the turn capacity and identifies links within the study area that are approaching capacity. This analysis shows that key strategic routes such as A2 westbound west of M2J1 exceeds capacity on the approach to the A2/ Brewers Road junction, this will attribute to the decreased flow in this locality also. Alongside this, the A228 north of Snodland approaches capacity in the northbound direction and exceeds capacity in the southbound direction, this is resultant from the committed and consented growth in this locality. The links surrounding the mini roundabouts with Brompton Farm Road/ Hollywood Lane in Wainscott are forecast to exceed capacity with a V/C of 119% - 154% - this could be resolved through the identification of a mitigation scheme at Four Elms roundabout.

The PM peak sees the same number of junctions operating close to capacity compared with the AM; there are 36 junctions within the AODM that are between 75% and 85% capacity within the AODM, most of which are located along major roads, such as the A2, the M2 and the A228 Rochester Road, similar to the AM peak. Further, there are also some junctions around Four Elms Hill Roundabout and Peninsula way performing between 75% and 85% capacity as shown in Figure 6-14.

There are 36 junctions that are approaching 85% capacity and 1 that is operating over capacity. Many of these junctions are located along the A2 as well as along the M2, particularly at Blue Bell Hill junction, which is also where the junction that is operating over capacity is located.

Link capacity in the PM peak sees strategic links with the biggest capacity problems, particularly the A2 eastbound and A229 south of Bluebell hill in both directions. This tidal nature to the impact on links is resultant from the residential sites in Snodland and Bredhurst attracting trips and DHL Supply Chain Warehouse in Bluebell Hill producing trips.

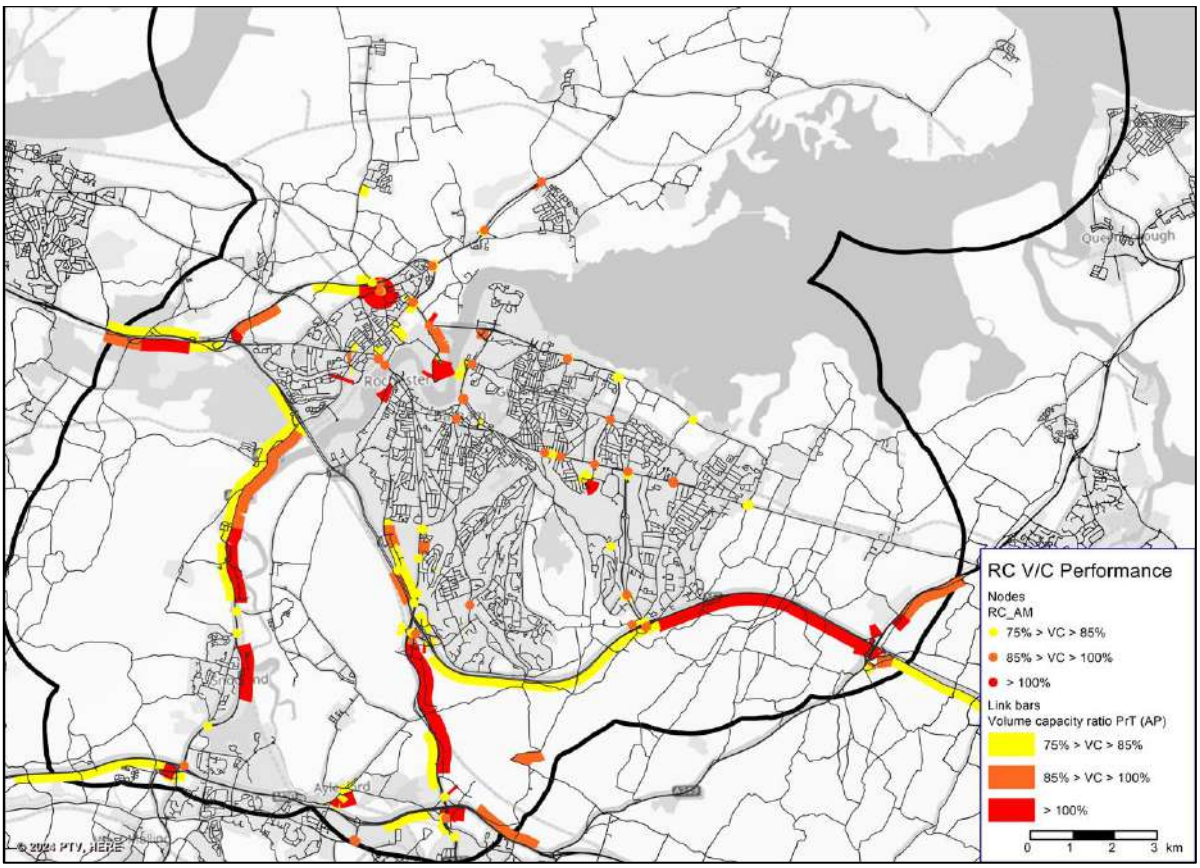


Figure 6-14: RC, Volume Capacity Analysis, AM Peak

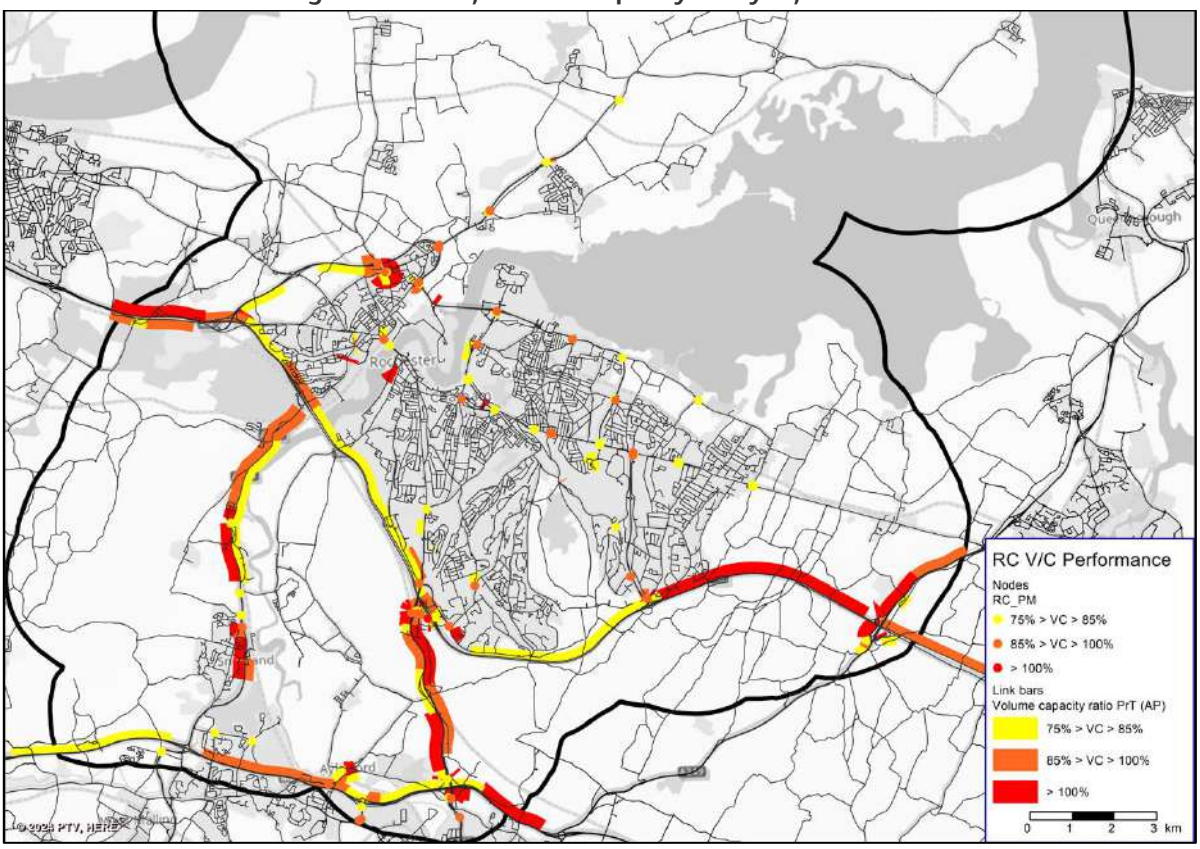


Figure 6-15: RC, Volume Capacity Analysis, PM Peak

6.5 Reg18 Do Something vs Reference Case

The 2041 DS scenario is built upon the RC scenario, with the inclusion of the proposed 20,179 houses and 722,629sqm of employment floorspace in the proposed LP allocations. The only difference between the RC and the DS is the proposed LP demand and associated infrastructure (e.g. access arrangements for explicitly modelled developments).

6.5.1 Flow Difference

Actual flow difference plots are presented in vehicles per hour between the 2041 DS and RC in Figure 6-17 and Figure 6-18 for the AM peak and Figure 6-22 and Figure 6-23 for PM peak. This is to understand the potential impact the LP allocations could have on the existing highway network and identify 'hot-spots' where further investigation and/or mitigations may need to be considered.

Some large increases of flow can be seen in the network and are due to new links being coded into the DS and as such all flow on the new link is an increase, the new links in the network are displayed in Figure 6-16.

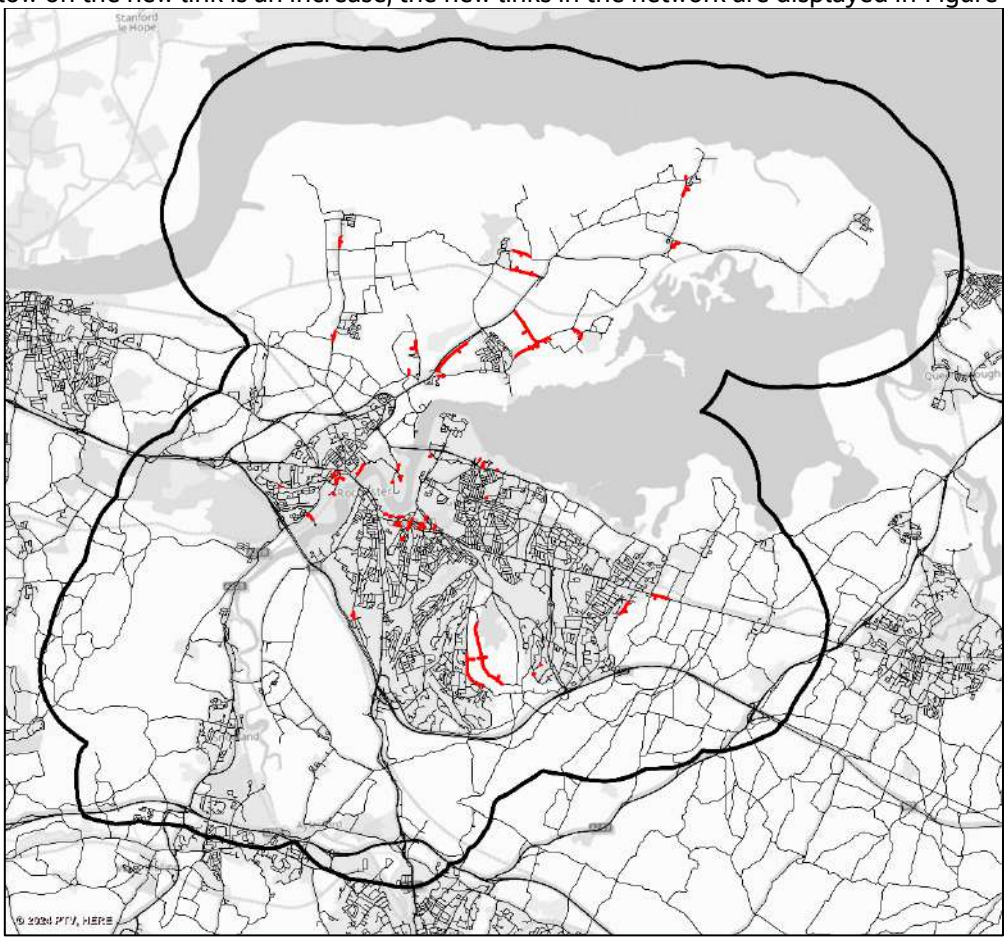


Figure 6-16: DS New Modelled Links

In the AM peak, the flow difference between the DS Scenario and the RC Scenarios shows an overall increase across the AODM (Figure 6-17 and Figure 6-18). The largest flow increase is seen on the Hoo Peninsula in both directions along the A228 and B2001 Grain Road, particularly between the A228 Peninsula Way / Bell's Lane roundabout and Isle of Grain village. There are increases of up to 850 one-way flow which is due to growth associated with LP developments proposed on the Peninsula, as shown in Figure 5-4 and Figure 5-5. As the A228 is the only major road connecting the Hoo Peninsula to Rochester, any growth on the Peninsula will results in changes in flow along this road.

Flows travelling towards the Four Elms Roundabout via A228 Peninsula Way from south of Hoo are seen to choose an alternate route in the DS scenario compared with the RC, this is illustrated by the decreased flow

on Bells Lane with mirrored increases on Main Road. The change in routing is resultant from the 850 increases of flow approaching the A228 Peninsula Way / Bell's Lane roundabout from the east (A228 westbound), resulting in those entering the roundabout from the south (Bell's Lane) facing long queues as illustrated in (Figure 6-30). The route choice in an uncongested network without these queues compared with a congested network is displayed in Figure 6-20 and Figure 6-21. The increase in demand on Four Elms Roundabout exacerbates the queueing shown in the RC (shown in Figure 6-12) and as such a greater proportion of vehicles approaching the roundabout from A289 Hasted Road and A289 Wulfere Way, or westbound in reverse, re-route on alternative parallel routes such as B2000 Lower Rochester Road, Hollywood Lane, Town Road and other small residential streets. The significant re-routing leads to an overall reduction in flow on A289 Hasted Road and A289 Wulfere Way in both directions compared to the RC.

Elsewhere in the AODM, there are increases of up to 400 vehicles on M2 eastbound mainline from the J1 approach until J4. In the northbound direction, 350 more trips leave the A229 at Lord Lees Roundabout and join the M2 westbound at J3 in the DS compared to the RC scenario. There are 490 more vehicles leaving the M2 at J1 onto the A289 Hasted Road with the majority of these journeys continuing on to Four Elms Roundabout and the A228 Peninsula Way which is likely to access new LP developments in the area. Decreases of up to 160 actual flows are observed on the M2 westbound in this scenario; this is due to the delay surrounding the Four Elms roundabout and M2J5 holding flow further in the network. This is further supported when considering the demand flows in this locality (Figure 6-25) where growth of 550 flows is observed.

On local roads across Medway, there are some increases in flow which are results of growth associated with LP developments shown in Figure 5-4 and Figure 5-5.



Figure 6-17: Actual Flow Difference, DS vs RC, AM Peak, Wider Extent

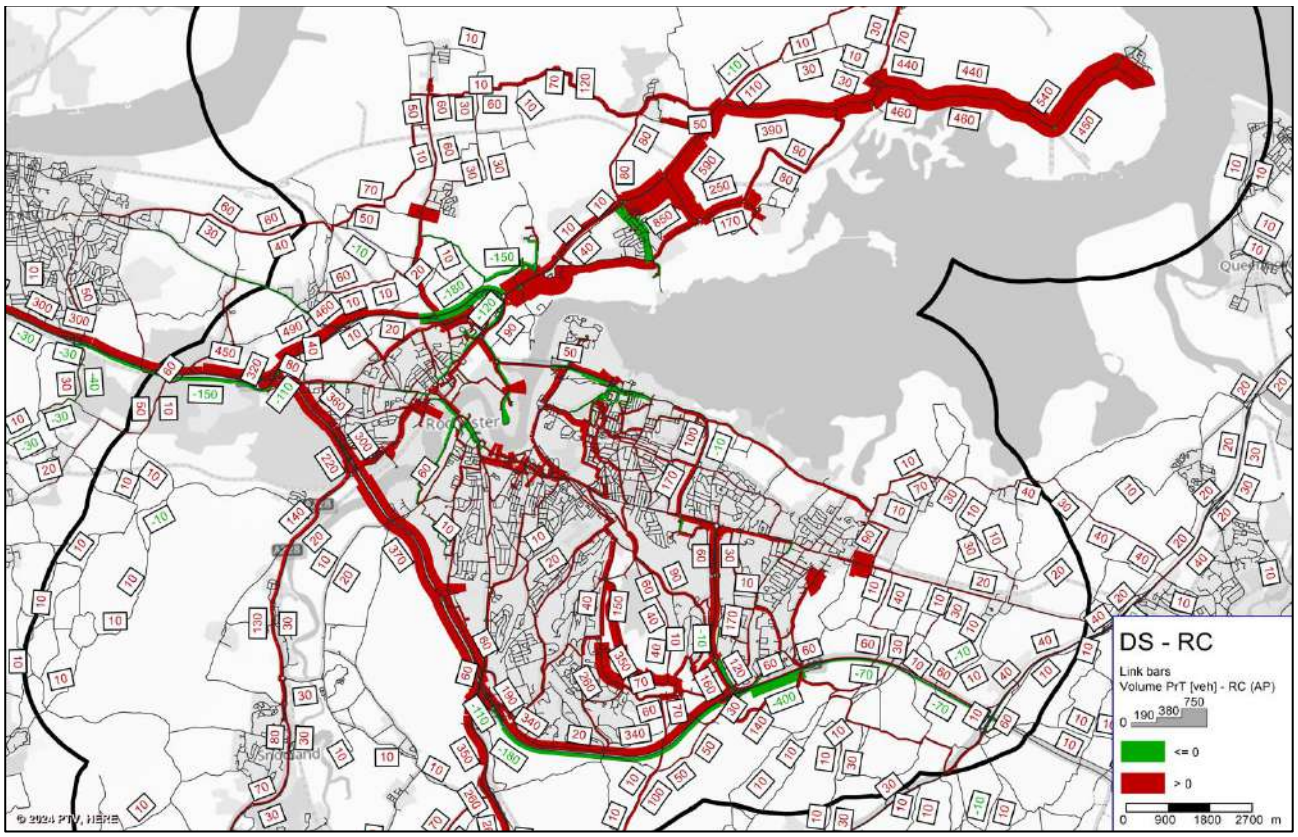


Figure 6-18: Actual Flow Difference, DS vs RC, AM Peak, Medway Extent

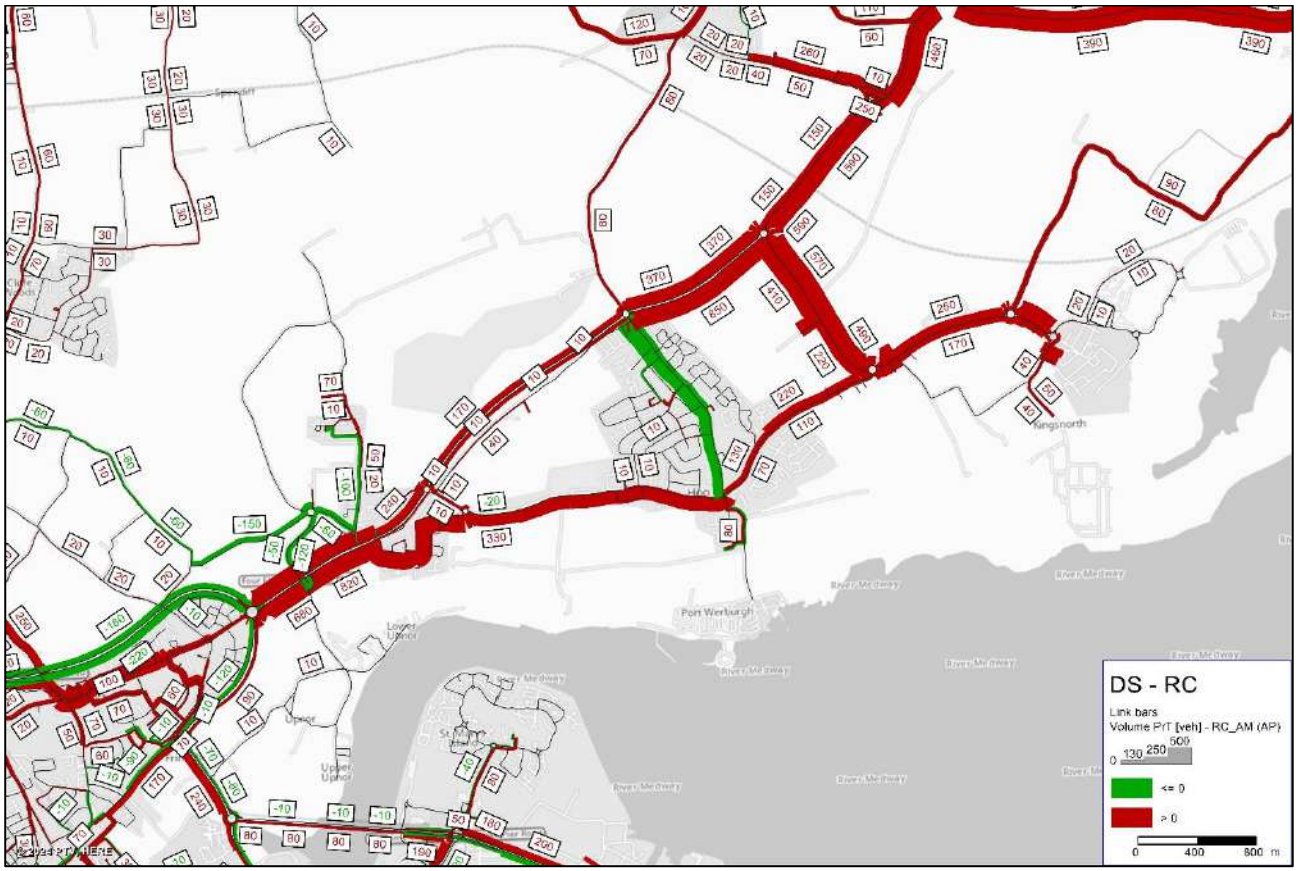


Figure 6-19: Actual Flow Difference, DS vs RC, AM Peak, Closer Extent

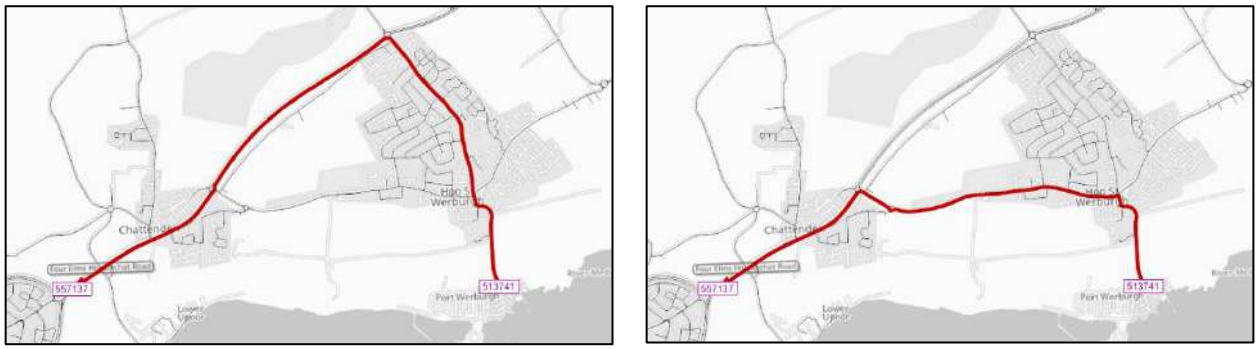


Figure 6-20: Route choice in an uncongested network (left) compared with congested network (right)



Figure 6-21: Route choice in an uncongested network (left) compared with congested network (right)

In the PM peak, shown in Figure 6-22 and Figure 6-23, increases in vehicle volumes are presented and generally represent growth in the vicinity of the proposed LP allocations, as shown in Figure 5-4 and Figure 5-5.

The PM peak shows a similar pattern to the AM peak; there is a significant increase in flow between Isle of Grain and A228 Peninsula Way / Bell's Lane roundabout via the A228 Peninsula Way/Ratcliffe Highway and B2001 Grain Road, however, unlike in the AM peak, this is mostly seen in the westbound direction and only small increases are noted in the eastbound direction. This is likely due to trips leaving new employment sites in the east of the Peninsula, as shown in Figure 5-5.

The PM peak shows the same rerouting pattern on Main Road/ Bell's Lane surrounding Hoo village (Figure 6-24), with an increase of 500 vehicles joining the A228 at Chattenden via Main Road and 300 fewer vehicles using the A228 Peninsula Way / Bell's Lane roundabout. As with the AM peak, this rerouting is due to the increased flow of 615 vehicles approaching the Bell's Lane roundabout from the A228 eastern arm produced by LP employment sites such as MedwayOne and LP site AS26.

At Four Elms Roundabout, there is a reduction in trips in both directions of the A289 Hasted Road and A289 Wulfere Way arms; approximately 600 and 300 fewer two-way trips, respectively. The roundabout experiences delays and queueing (as shown in Figure 6-33which are exacerbated by higher demand from other arms, therefore vehicles are likely rerouting onto local roads to avoid the junction.

Elsewhere in the AODM, the M2 sees large increases of up to 470 one-way flows. 550 more vehicles exit the M2 at Junction 1 onto A289 Hasted Road and continue to Four Elms Roundabout and further east on the Peninsula. This is likely due to the residential LP sites located across the Peninsula, as shown in Figure 5-4. On local roads across Medway, there are some increases in flow which are results of growth associated with LP developments.



Figure 6-22: Actual Flow Difference, DS vs RC, PM Peak, Wider Extent

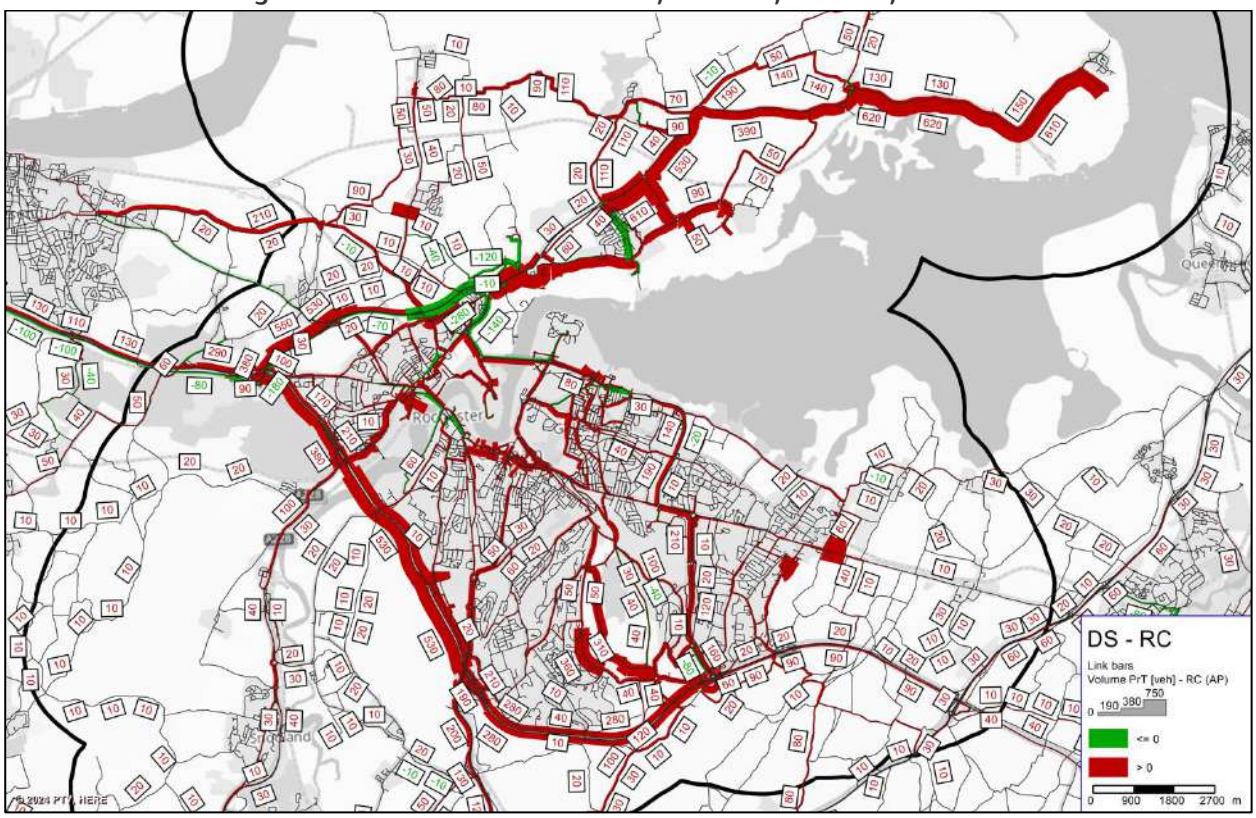


Figure 6-23: Actual Flow Difference, DS vs RC, PM Peak, Medway Extent

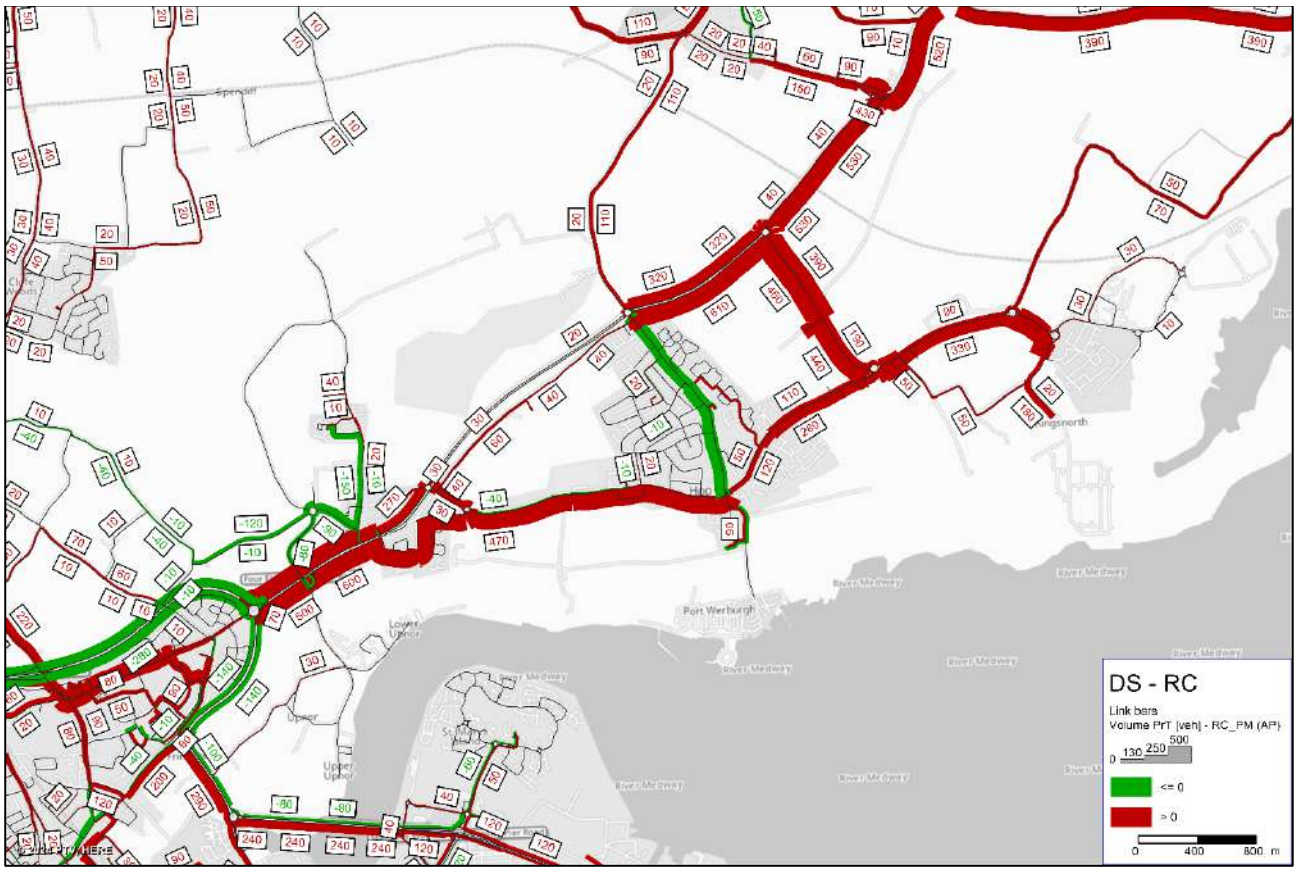


Figure 6-24: Actual Flow Difference, DS vs RC, PM Peak, Closer Extent

6.5.2 Demand Flows

The Medway network has shown to be a highly congested network with the completed and consented growth between the 2019 Base Year and the 2041 planned growth year. As such, not all flow wishing to complete a journey in the peaks identified will enter the network and hence reduction in flow is identified. To ascertain where growth in flow is likely if there was no congestion on the network and determine if/where mitigation may be required, it is important to consider the demand flows.

Demand flow differences between the AM and PM peak are illustrated in Figure 6-25 and Figure 6-27 respectively. In the AM peak, there are increases in flows observed across the majority of the network; particularly on strategic routes such as the A2, M2 and A228 Peninsula Way of 860, 1,070 and 2,610 two-way flows respectively. Large corridors of growth are reflected in key LP employment and resident areas as illustrated in Figure 5-4 and Figure 5-5. Unlike the actual flow plots growth in flows on the A289 Hasted Road approach to the Four Elms Hill roundabout is modelled of up to 340 vehicles, where actual flows show decreases of 180. The actual flow plots show reductions due to the increased queues on this approach resultant in flow routing away from Four Elms roundabout in its entirety. This is illustrated further in Figure 6-26 that shows the route choice from Higham to Rochester in an uncongested network compared to a congested network, additional congestion at the junction is due to the forecast growth (1,100 vehicles) on the Peninsula from sites such as MedwayOne and various residential sites creating larger opposing flow at the junction and increased wait times for flow entering via A289 Hasted Road.

Small reductions of 30 vehicles are evident for the demand flow approaching the M2 Junction 5 via the M2 mainline westbound; this is to a much smaller magnitude to that presented in the actual flow plots (400). The large queues of 334 vehicles extending on the network are holding flow elsewhere on the network from using this road.

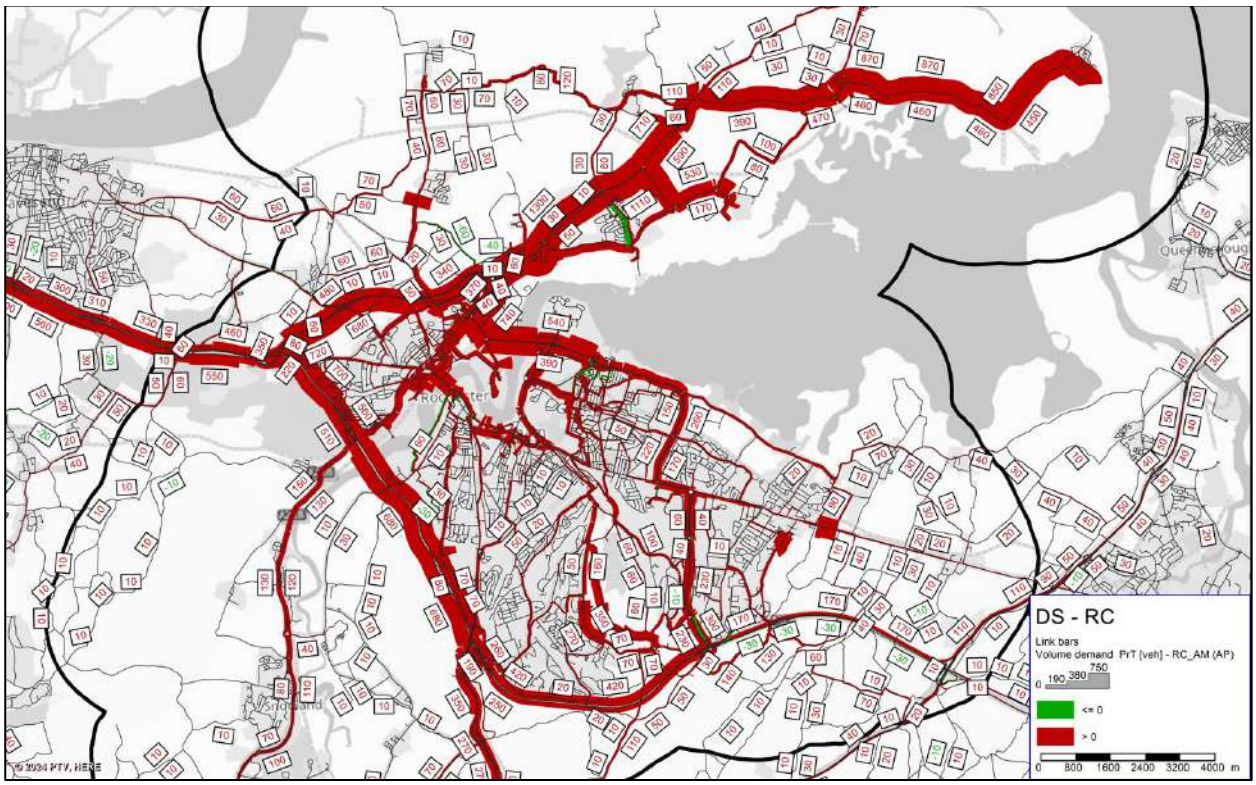


Figure 6-25: Demand Flow Difference, DS vs RC, AM Peak, Medway Extent

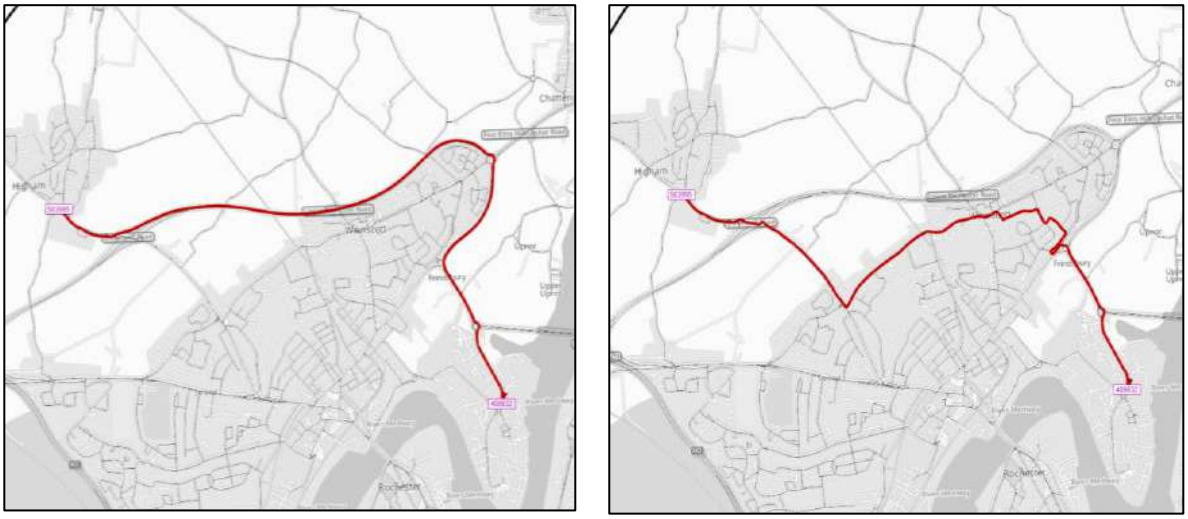


Figure 6-26: Higham to Rochester in an uncongested network (left) compared to congested (right)

Similar trends are present in the PM peak to the AM peak whereby increases in flows observed across the majority of the network; particularly on strategic routes such as the A2, M2 and A228 Peninsula Way of 770, 1,330 and 1,860 two-way flows respectively. Growth is observed on all approaches to Four Elms roundabout and on the A2 mainline westbound. The A2 mainline westbound has increases of 340 demand vehicles compared to the RC, though in the actual flow difference plots (Figure 6-23) there are reductions of 100 vehicles noted; these reductions are resultant from the constraints surrounding Wainscott and Rochester Bridge delaying flow from travelling freely on the network.

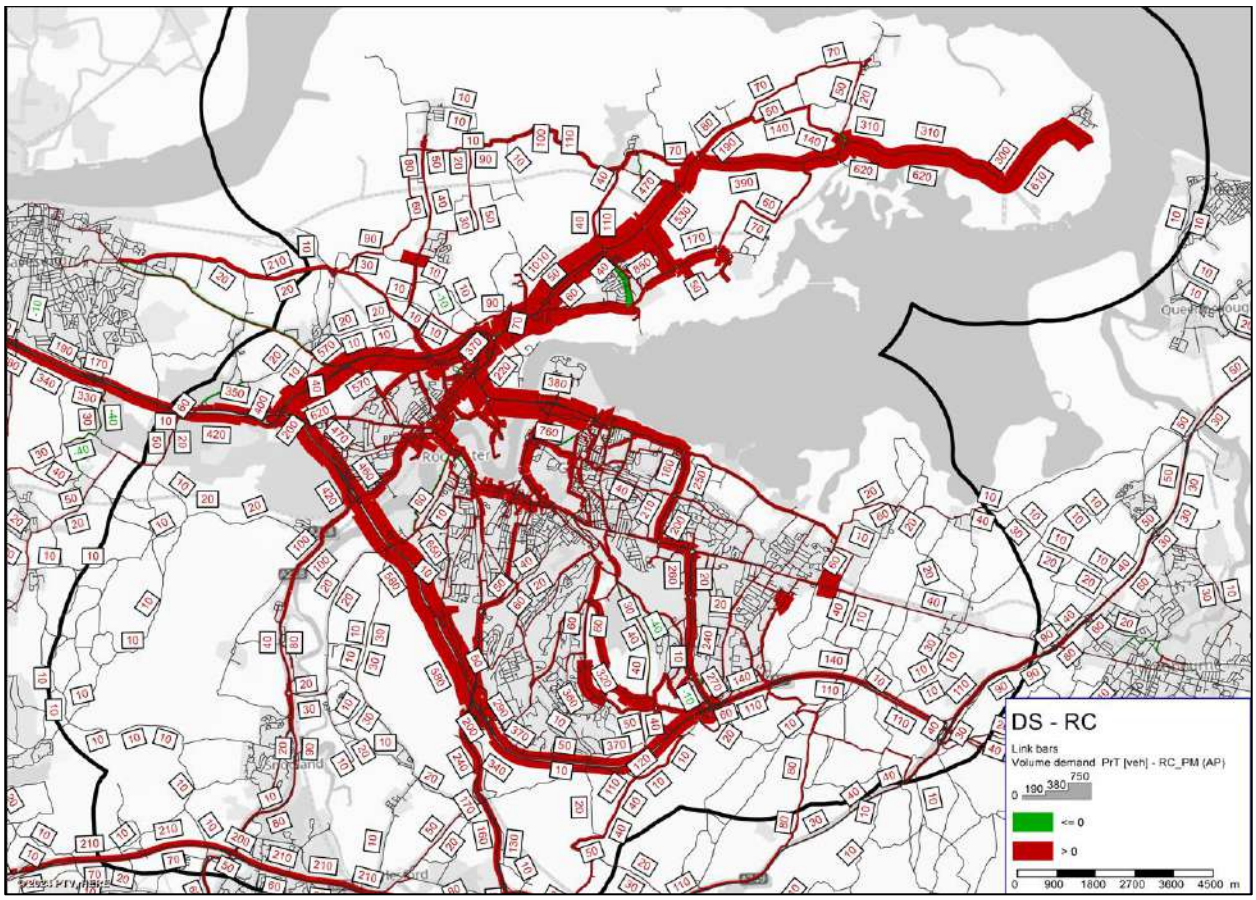


Figure 6-27: Demand Flow Difference, DS vs RC, PM Peak, Medway Extent

6.5.3 Junction Level of Service

To understand the impact of LP allocations within Medway, level of service was obtained for the 2041 DS and compared against the RC scenario, using the criteria defined in Table 6-5. The junction plots are shown in Figure 6-28 and Figure 6-29 for the AM and PM peak respectively and only show those junctions that change in junction LoS between the RC and DS.

Figure 6-28 details 25 junctions within the AODM that have LoS of C or lower when compared to the RC performance during the AM peak. There is one junction that has deteriorated to an LoS F from a C or lower in the RC. Five of the junctions that note deterioration are along A2 London Road in Gillingham, this is due to the increased demand using this route resultant from the growth within the area. Further, there is deterioration around Four Elms Hill and along Ratcliffe Highway on the Peninsula, where junctions perform at LoS E and F.

During the PM peak, as illustrated in Figure 6-29, there are 20 junctions that have a junction LoS of C or lower when compared to the RC. The PM peak shows a very similar picture to the AM. During the AM peak the Four Elms roundabout sees deterioration in junction performance to LoS C on all approaches except for the Four Elms Hill approach. Due to the congestion on the network the true performance at Four Elms roundabout may not be captured as flow wishing to enter the junction is likely held elsewhere on the network or routes away from the junction. It is important to note that junction LoS is a single measure of junction performance and should be used in conjunction with other measures such as turn and link capacity, delays and rerouting to understand the true impact of flows on the network.

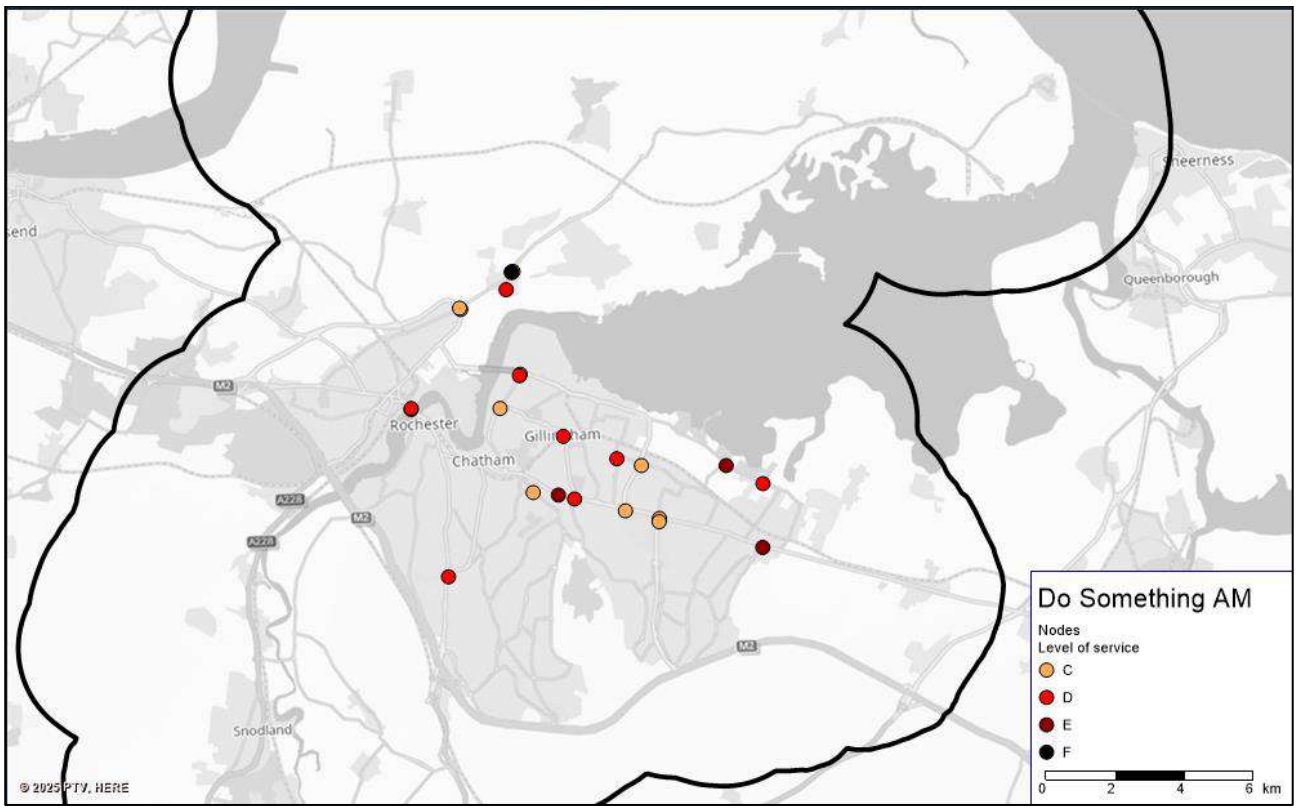


Figure 6-28: DS, Junction Level of Service, AM Peak

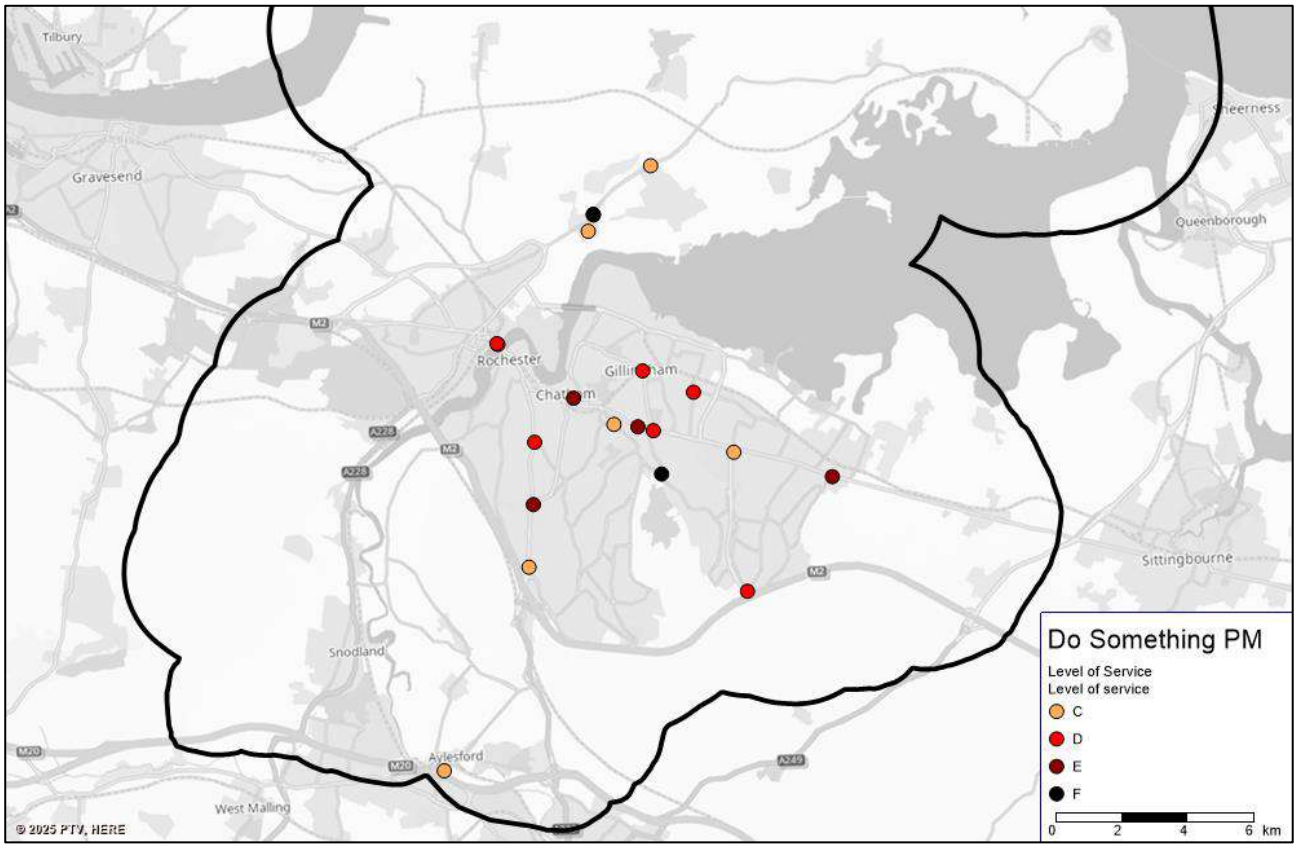


Figure 6-29: DS, Junction Level of Service, PM Peak

6.5.4 Queue Difference

Queue difference plots have been produced to show the change in queues in vehicles between the DS and RC scenario. This analysis highlighted there are two major concentrations of queues in Medway in the AM peak (as shown in Figure 6-30); the M2 westbound approach to junction 4 and Four Elms Roundabout area. Growth in queues are also detailed on the Rochester Bridge and A2 London Road, though to a smaller magnitude.

There is an increase in queue length of 324 vehicles on the westbound approach to M2 junction 4 (Gillingham Interchange), and reductions of up to 400 vehicles noted on the mainline carriageway approach to the junction. The link nears capacity (93%) in this scenario, it is considered a combination of the reduced capacity, and the increased opposing flow (115 vehicles) further exacerbates the delay at this junction. Figure 6-31 shows the Four Elms Roundabout area in more detail: on the A289 Hasted Road and A289 Wulfere Way approaches to the junction, there are queue lengths of 442 and 155 more than in the RC scenario, respectively. This is likely due to the increased demand on the roundabout to access LP developments on the peninsula.

Additionally, the A228 Peninsula Way westbound approach to the A228 Peninsula Way / Bell's Lane roundabout sees queue lengths of 325 vehicles. As discussed previously, this is likely due this road being the only viable route between Rochester and the Peninsula, therefore, driver have no viable alternative routes options. This queue is reflected in Figure 6-19 where vehicles from Hoo are rerouting to join the A228 at Chattenden village in order to avoid the A228 / Bell's Lane roundabout.

The DS vs Refence Case PM queue lengths are shown in Figure 6-32 and Figure 6-33; similar delays as the AM peak are noted around the Four Elms Roundabout area, however, unlike the AM there are no significant delays in around the Gillingham Interchange area. On the A289 Hasted Road and A289 Wulfere Way approaches to Four Elms Roundabout, there are significant queues: 572 and 285, respectively. This is likely due to increases in demand on the network generated from large LP sites on the Peninsula.
Similar to the AM peak, the PM peak shows a queue length of 374 vehicles on westbound A228 Peninsula Way from A228 Peninsula Way / Bell's Lane roundabout. The reason for this is likely the same as the queues seen in the AM peak.

The queue difference plots identify the large delays anticipated on A289 Hasted Road and A289 Wulfere Way approaches to the Four Elms roundabout in both peaks. These queues range between 45 and 130 vehicles in the RC scenario (AM and PM peak) and are further exacerbated with the additional LP growth. It is recommended that a mitigation scheme at the junction is identified the junction to bring junction performance in the DS scenario in line with the RC as the network behaviour may not reflect the true impact of the LP or wider rerouting whilst this junction experiences such high levels of delay.

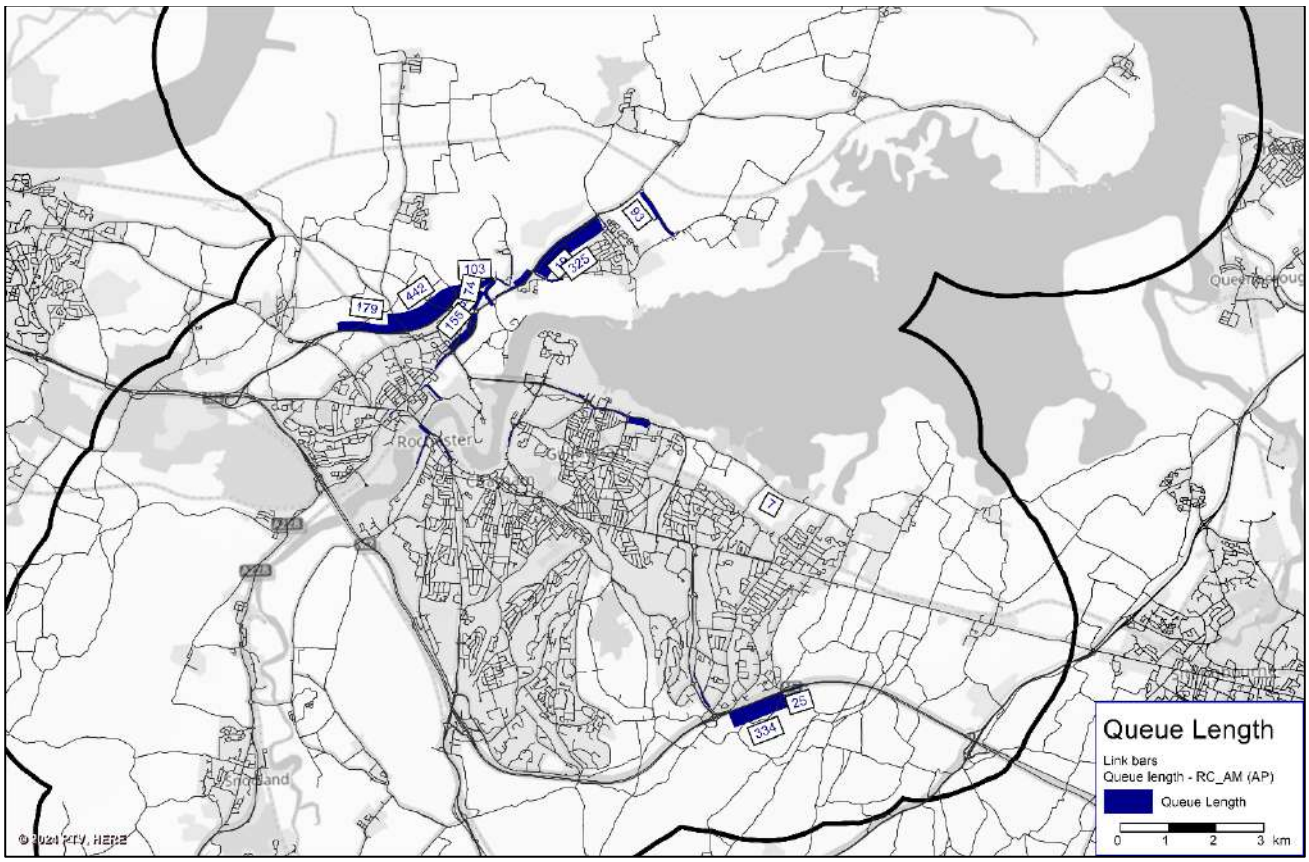


Figure 6-30: Queue Length Difference, DS vs RC, AM Peak, Medway Extent

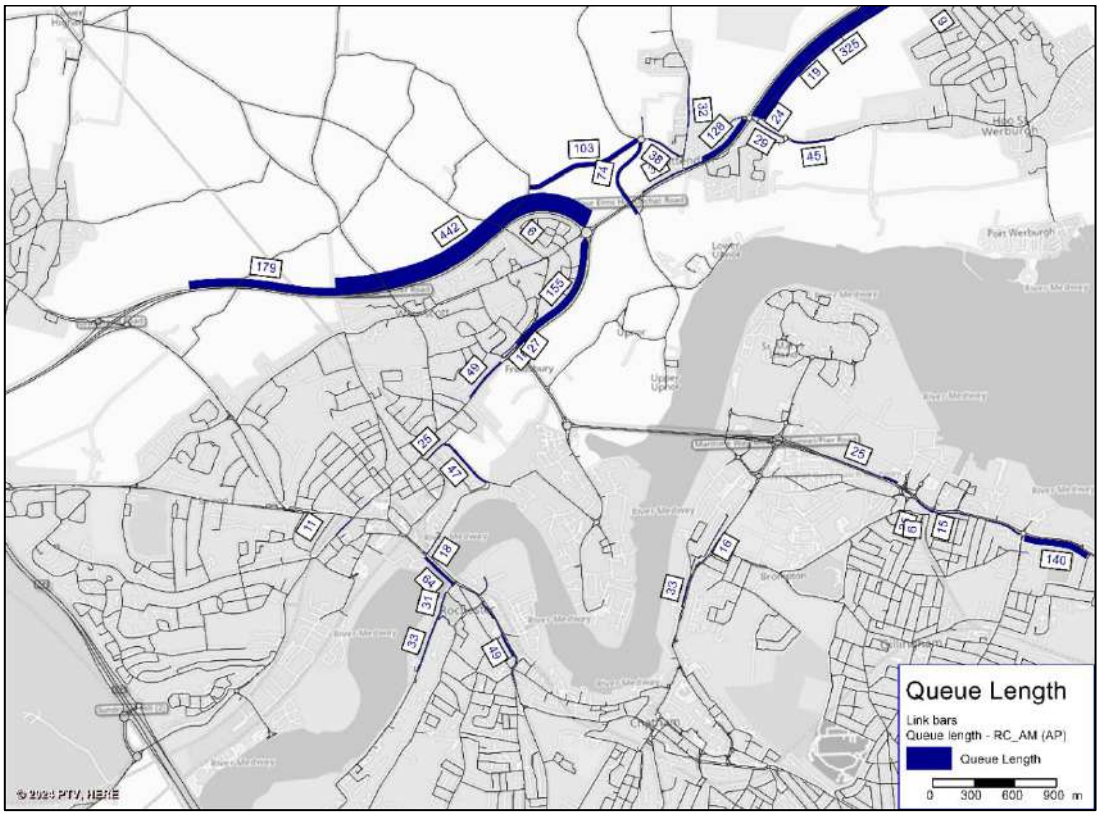


Figure 6-31: Queue Length Difference, DS vs RC, AM Peak, Closer Extent

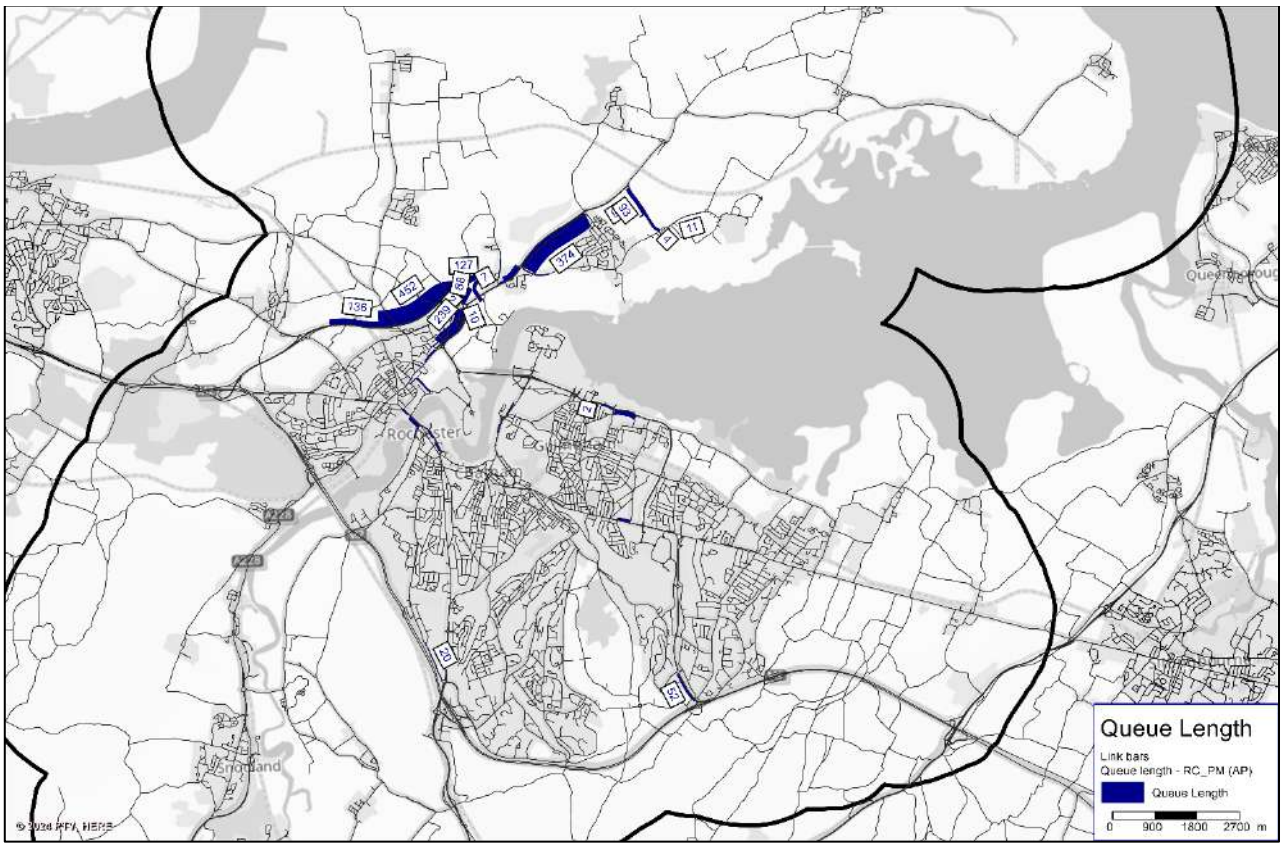


Figure 6-32: Queue Length Difference, DS vs RC, PM Peak, Medway Extent

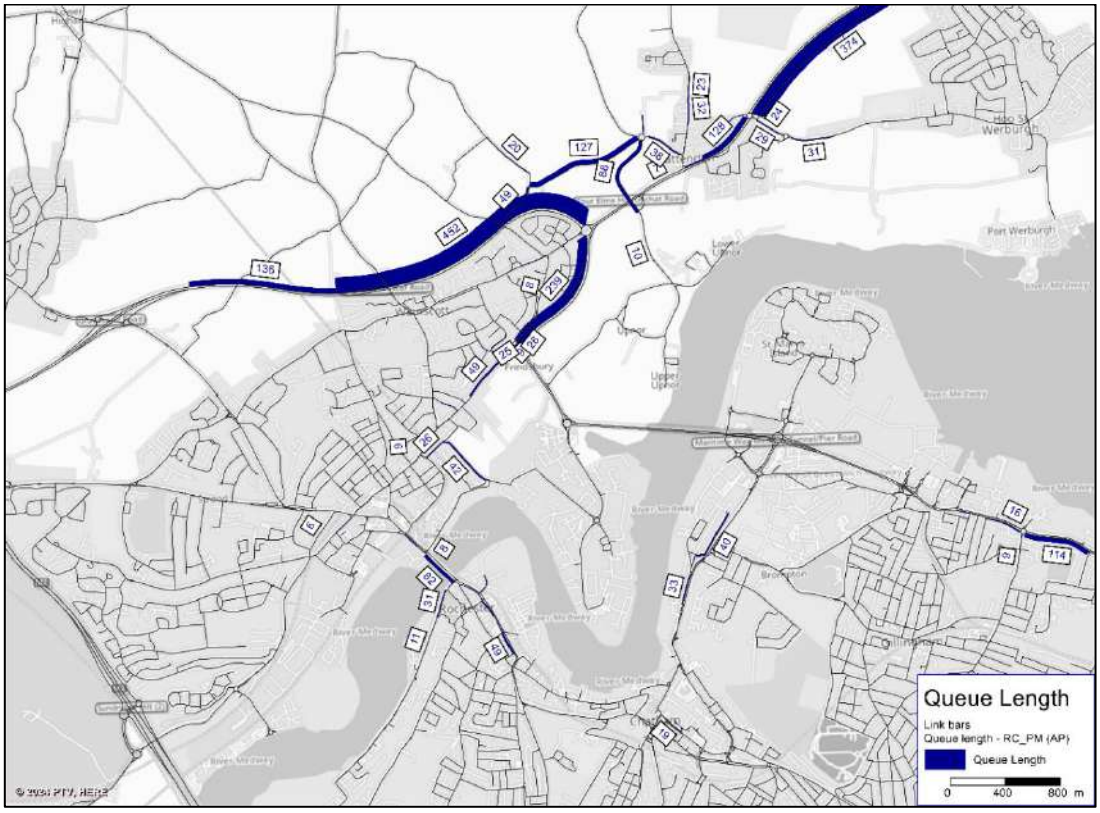


Figure 6-33: Queue Length Difference, DS vs RC, PM Peak, Closer Extent

6.5.5 Link and Turn Volume Capacity Ratio

The link and turn volume capacity ratio assessment was undertaken for the DS scenario and uses the same categories as defined in Table 6-6. For the purposes of the comparison only links or turns that have changed (improved or deteriorated) in comparison to the relevant peak in the RC have been displayed.

The AM peak displayed in Figure 6-34 shows 23 junctions deteriorate, compared to the RC, now between 75% and 85% capacity; 3 of which are junctions along the A228 Peninsula Way as well as one along Rochester Bridge and the rest are mostly concentrated around Chatham and Gillingham town centres. There are also 24 that deteriorate that now operate between 85% and 100% capacity, and 5 that are operating over capacity, these are located around the Four Elms Hill roundabout.

Figure 6-49 shows that during the PM peak a total of 47 junctions deteriorate, 22 are now between 75% and 85% capacity; these are mostly concentrated around Chatham and Gillingham town centre, as well as along the M2 near Blue Bell Hill junction. There also are 25 junctions that deteriorate that now operate between 85% and 100% capacity, 5 of these are along the A228 Peninsula Way, and 4 that are operating over capacity, these are located around the Four Elms Hill roundabout.

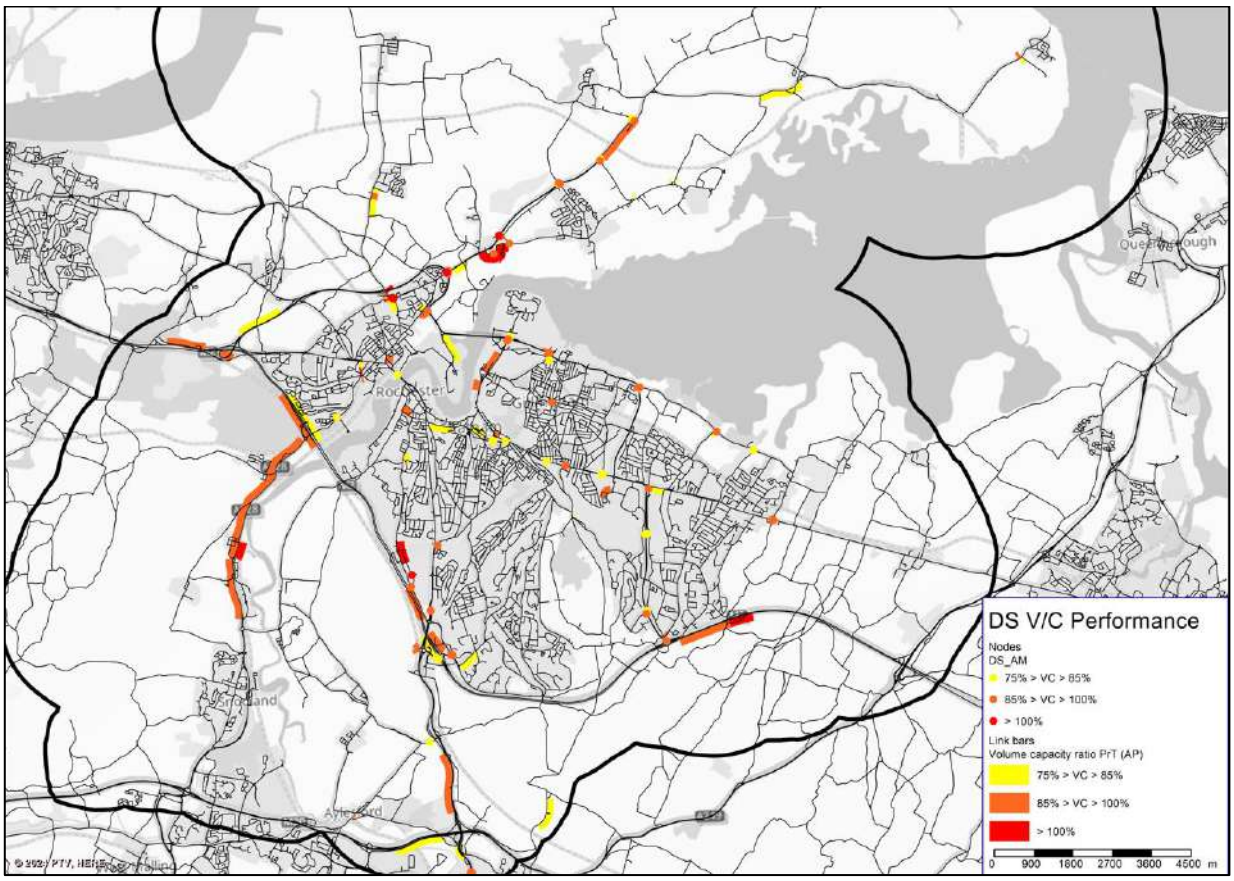


Figure 6-34: DS, Link and Turn V/C, AM Peak

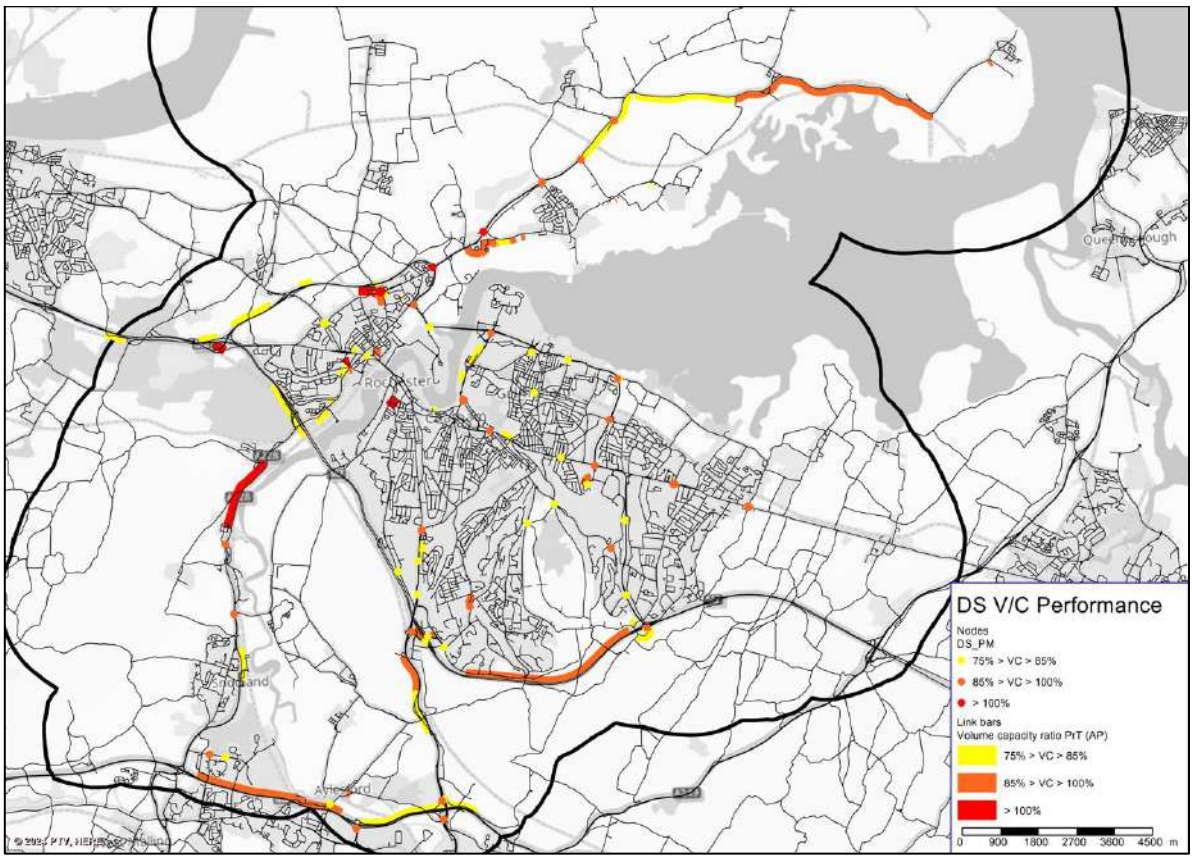


Figure 6-35: DS, Link and Turn V/C, PM Peak

6.6 Do Something with LTC vs Reference Case with LTC

DS with LTC compared to RC with LTC in the Regulation 18 assessment was a sensitivity scenario test to ascertain the changes within the Medway network with the implementation of the LTC and whether the impacts of the proposed LP allocations change with the inclusion of LTC.

The 2041 DS scenario with LTC contains the same network and demand assumptions as the DS Scenario, the only difference in the models is the infrastructure associated with the LTC. The nature of the results presented for the with LTC scenario are similar to those in the DS vs RC comparison, the text below focuses on where the impacts differ. The main changes in a "with" and "without" LTC scenario were evidenced on the wider network, with minimal changes between performance on local junctions within Medway, as such it was deemed appropriate to assess a "with LTC" scenario only for the Final Regulation 19 Assessment.

6.6.1 Flow Difference

Actual flow difference plots are presented in vehicles per hour between the 2041 DS with LTC and 2041 RC with LTC scenarios in Figure 6-36 to Figure 6-38 for the AM peak and Figure 6-39 to Figure 6-41 for the PM peak. This assessment has been undertaken to understand the highway impacts when the LP allocations are in place.

The flow difference results of the DS with LTC vs RC with LTC are very similar to the DS vs RC results in both time periods. In the AM, the 'with LTC' results broadly mirror the 'without LTC' results with significant increases in flow along major strategic roads, such as M2 (in both directions), westbound A289 Hasted Road, and both directions of A288 and B2001 Grain Road. These same results are seen in the PM peak except for the increase in flow along the B2001 Grain Road and A288 is greater in the eastbound direction than the westbound, as is the case in the 'without LTC' results. This is likely due to drivers leaving new LP employment developments around Isle of Grain.

The only significant difference between the 'with LTC' and 'without LTC' results is the magnitude of flow reduction surrounding Four Elms Roundabout in the PM peak. The 'with LTC' comparison has a reduction of 720 two-way flow on the A289 Hasted Road arm which is approximately 200 fewer than the 'without LTC' results. This is because there are increased queues on the A289 Wulfere Way of 108 vehicles in with LTC scenario compared to the without LTC scenario, increasing total delays experienced at the junction.

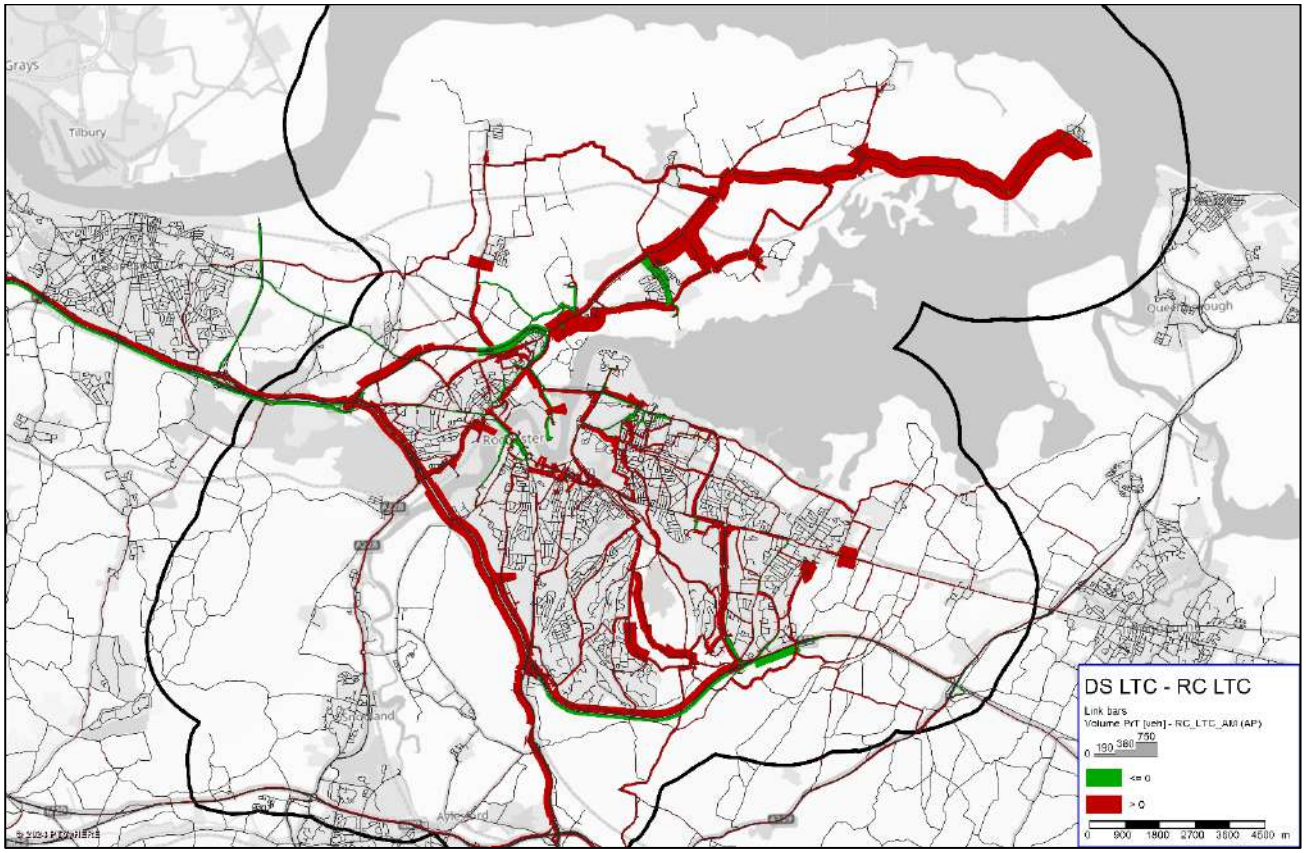


Figure 6-36: Actual Flow Difference, DS with LTC vs RC with LTC, AM, Wider Extent

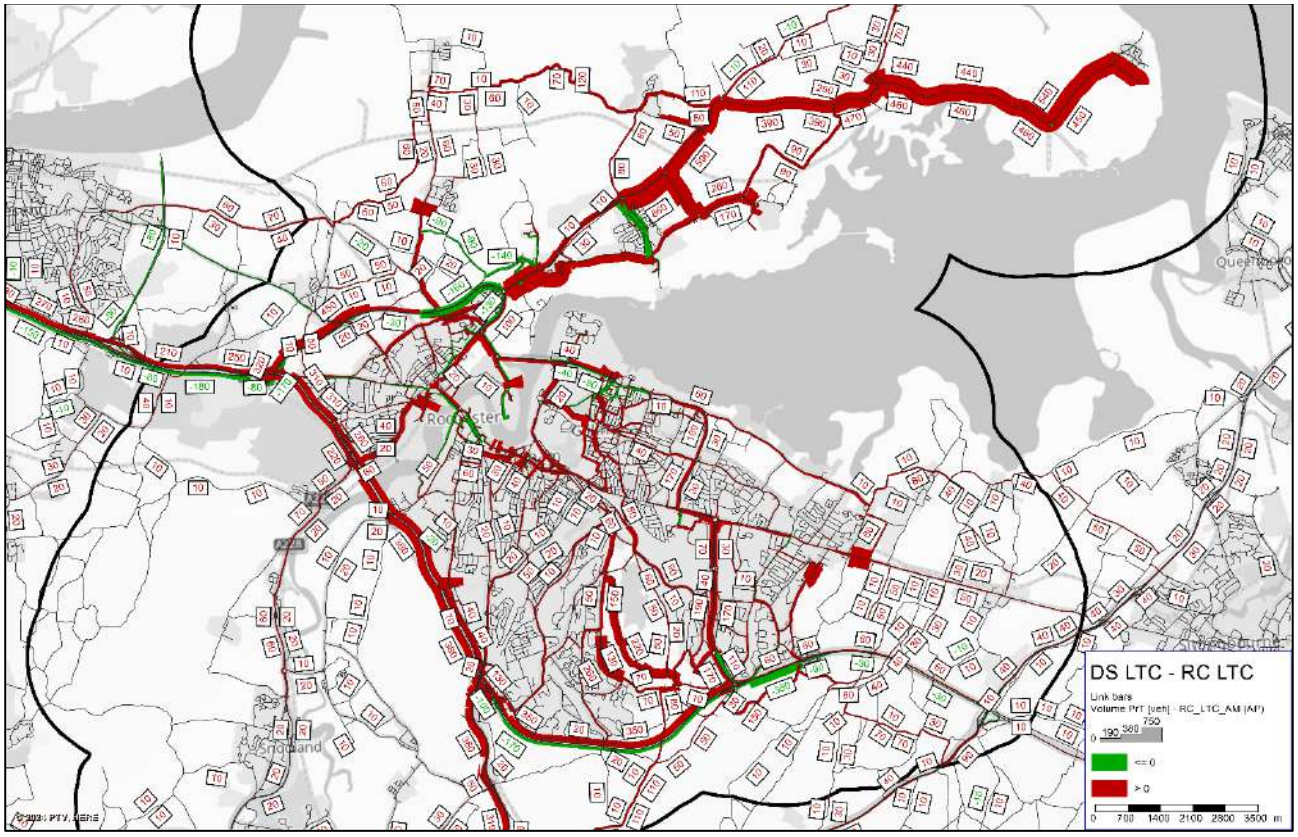


Figure 6-37: Actual Flow Difference, DS with LTC vs RC with LTC, AM, Medway Extent

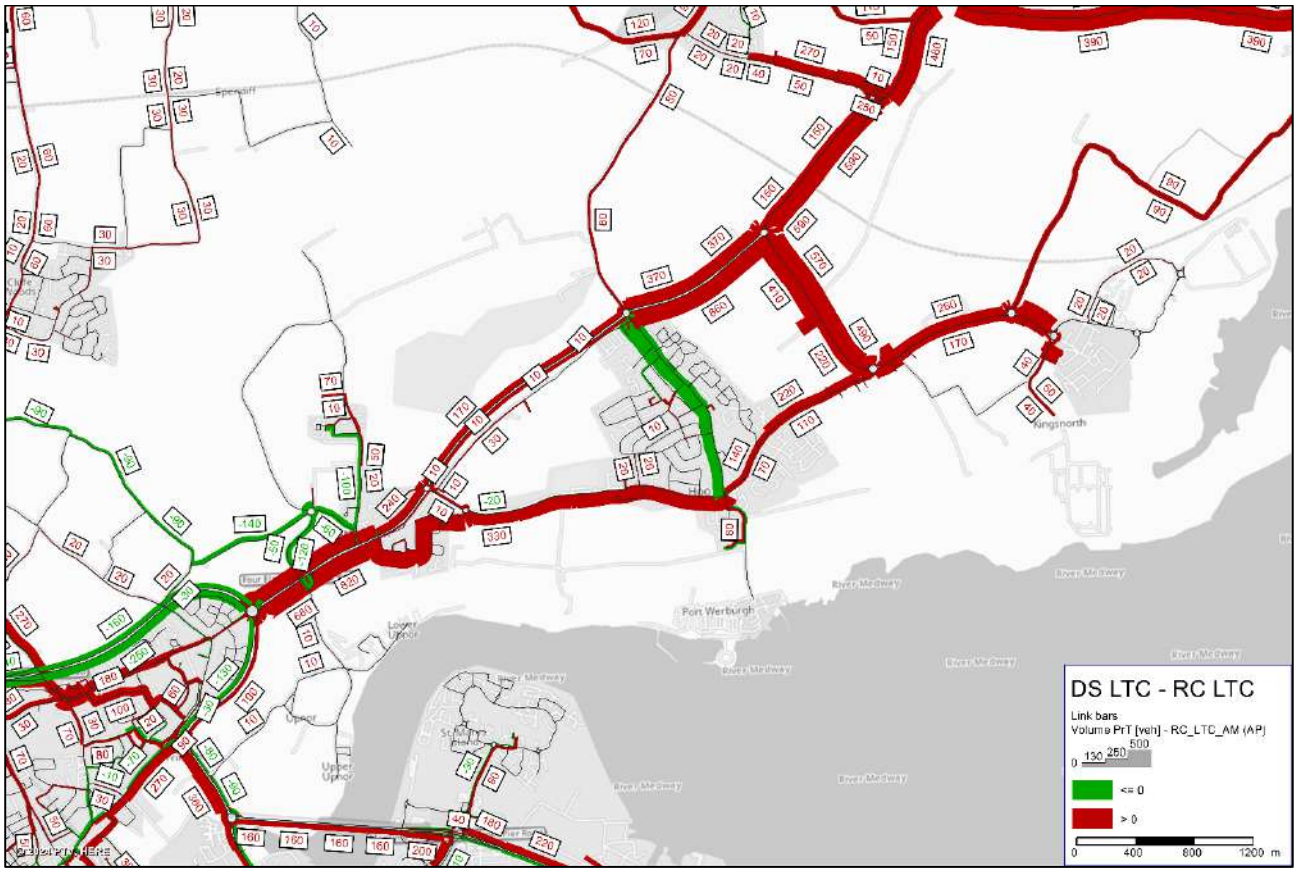


Figure 6-38: Actual Flow Difference, DS with LTC vs RC with LTC, AM, Closer Extent

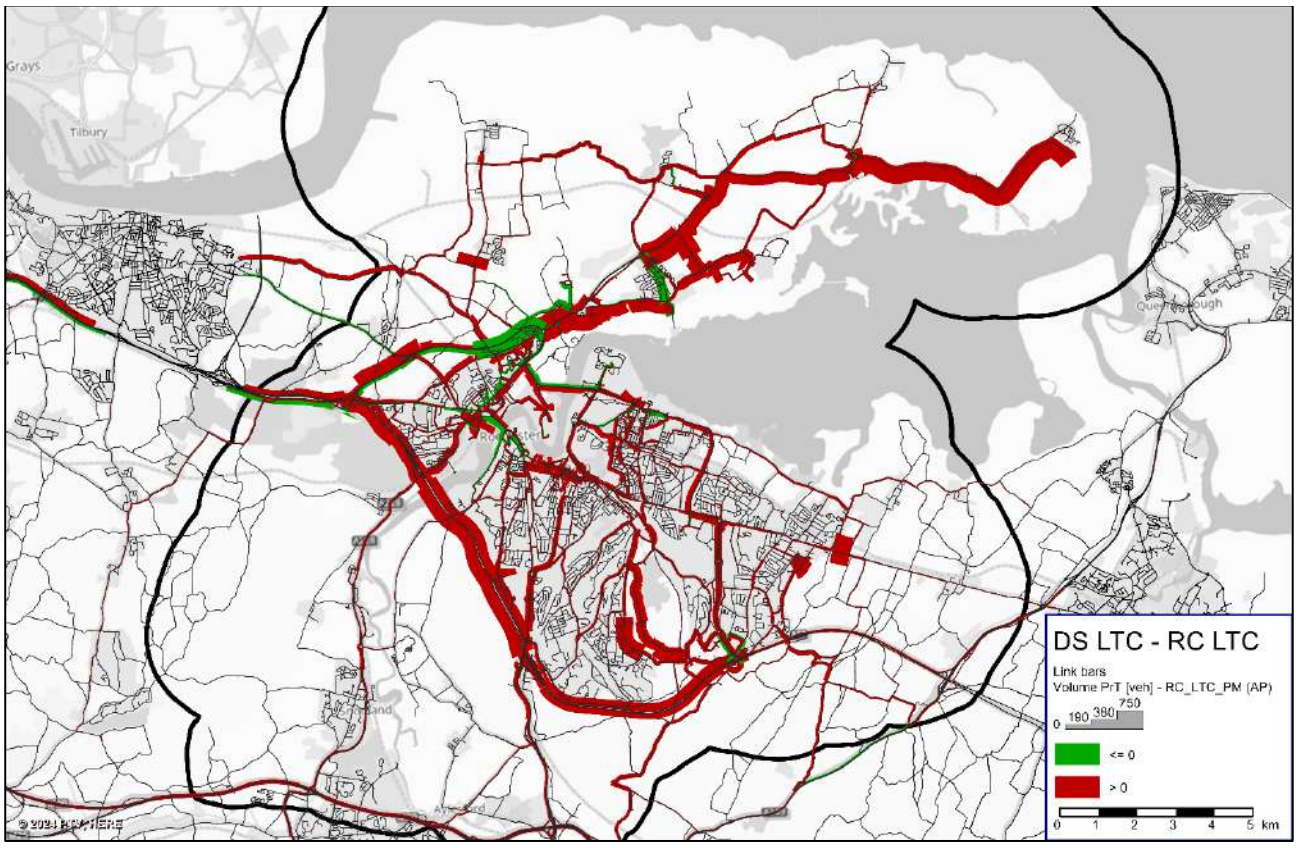


Figure 6-39: Actual Flow Difference, DS with LTC vs RC with LTC, PM, Wider Extent

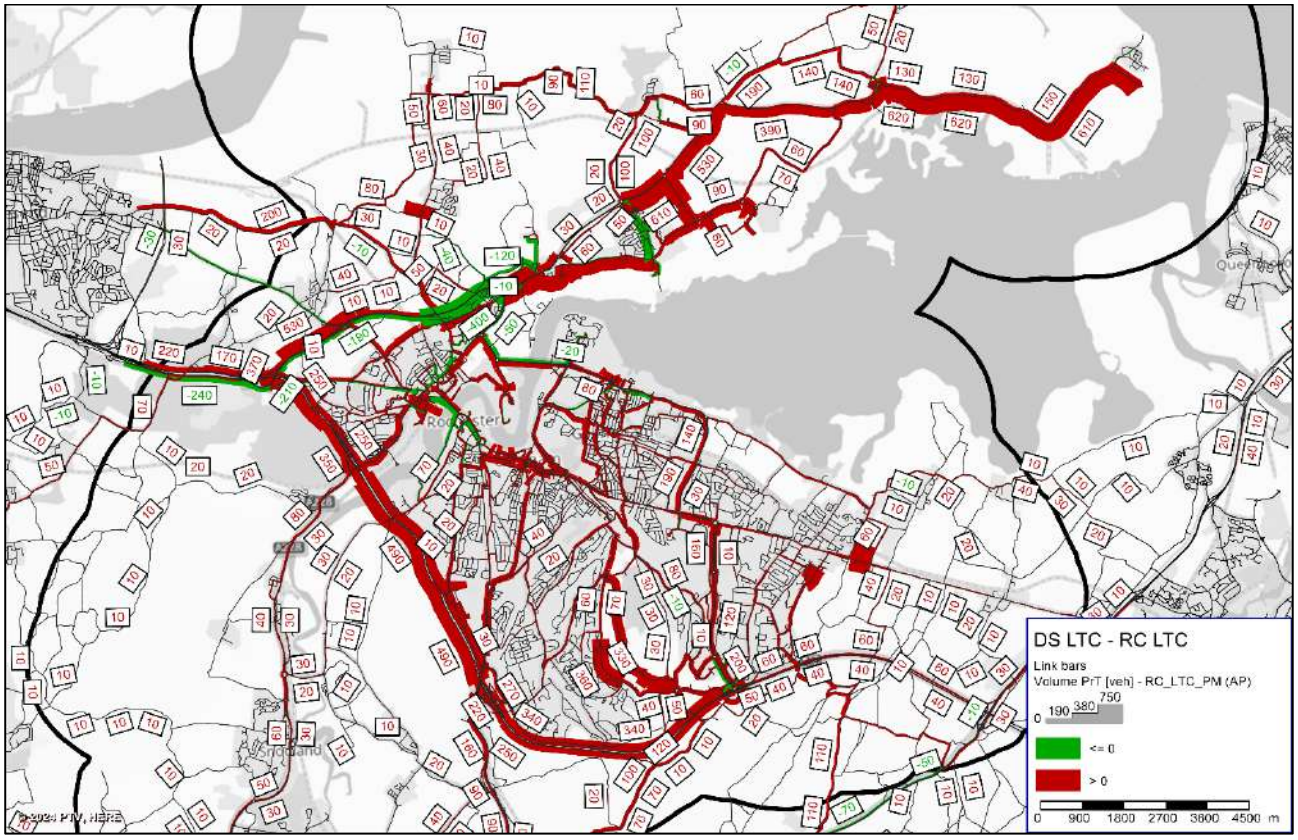


Figure 6-40: Actual Flow Difference, DS with LTC vs RC with LTC, PM, Medway Extent

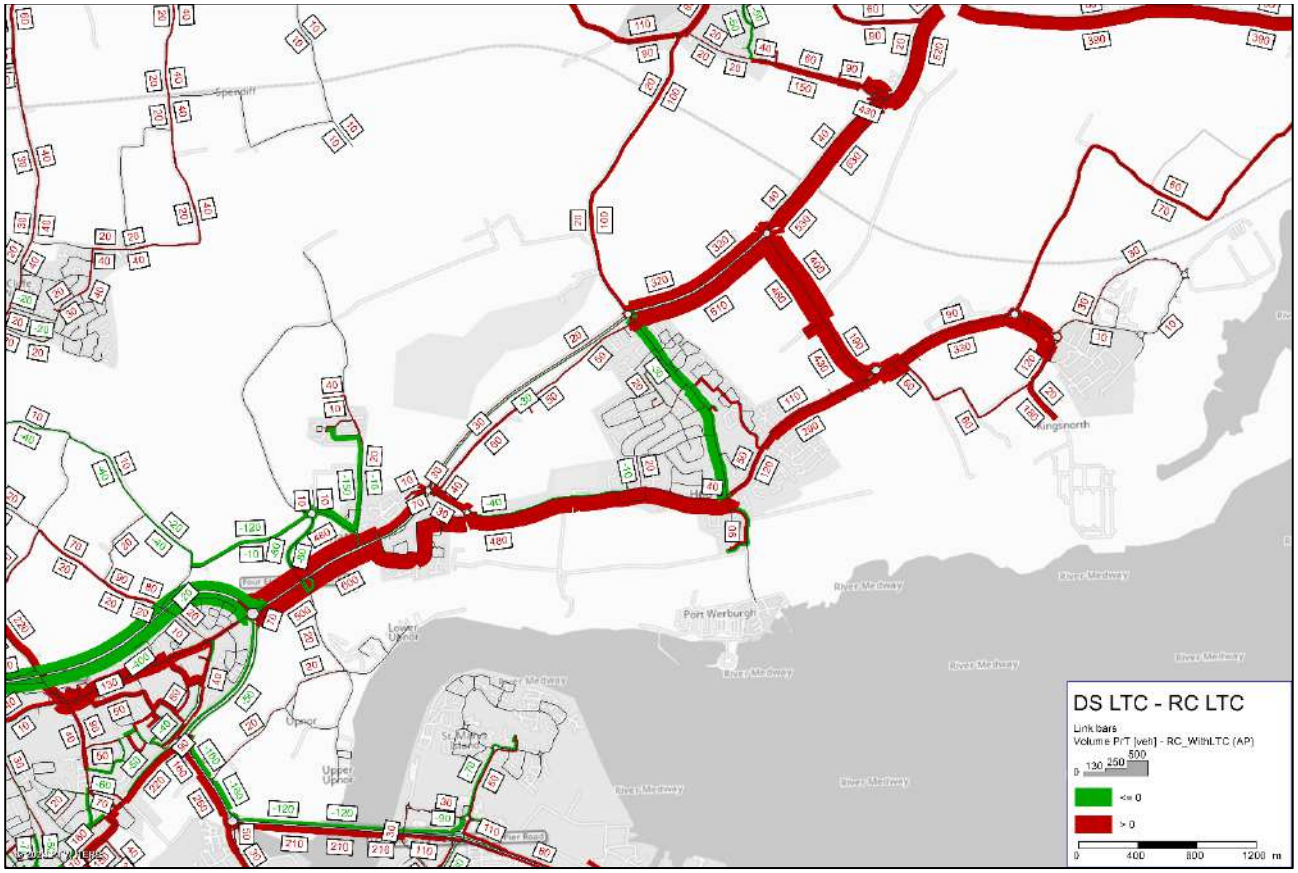


Figure 6-41: Actual Flow Difference, DS with LTC vs RC with LTC, PM, Closer Extent

6.6.2 Junction Level of Service

To understand the impact of LP allocations within Medway, level of service was obtained for the 2041 DS with LTC and compared to the RC with LTC scenario. The junction plots are shown in Figure 6-42 and Figure 6-43 for the AM and PM peak respectively.

Figure 6-42 details 26 junctions within the AODM that have LoS of C or lower when compared to the RC performance during the AM peak. The A2 London Road corridor sees six junctions deteriorate to LoS C to E, this is attributed to by the growth forecast in the residential and employment sites in this locality. Alongside this there are three junctions noted to deteriorate along the B2004 Lower Rainham Road.

The DS with LTC results are generally very similar to the DS LoS results (Figure 6-28) but note very slight differences. There are two junctions that have worsened to LoS C in the 'with LTC' compared with the 'without LTC' results; these are in the Walderslade area and at Grange Roundabout, due to the increased demand using these junctions due to the reduction of queues on the A2 London Road eastbound. The junction near Rochester Airport that operates at LoS D in the 'without LTC' scenario improves to LoS C in the 'with LTC' scenario, this improvement is due to a reduction in turn delay on Laker Road.

During the PM peak, as illustrated in Figure 6-43, there are 21 junctions that have a junction LoS of C or lower when compared to the RC. There are two junctions that have deteriorated to an LoS F (that saw no change in the 'without LTC' results); Peninsula Way/Main Road Hoo junction and Ash Tree Lane / Capstone Road junctions, all of which are roundabout junctions, a slight change in balance of flow on approach arms can alter the junction LoS.

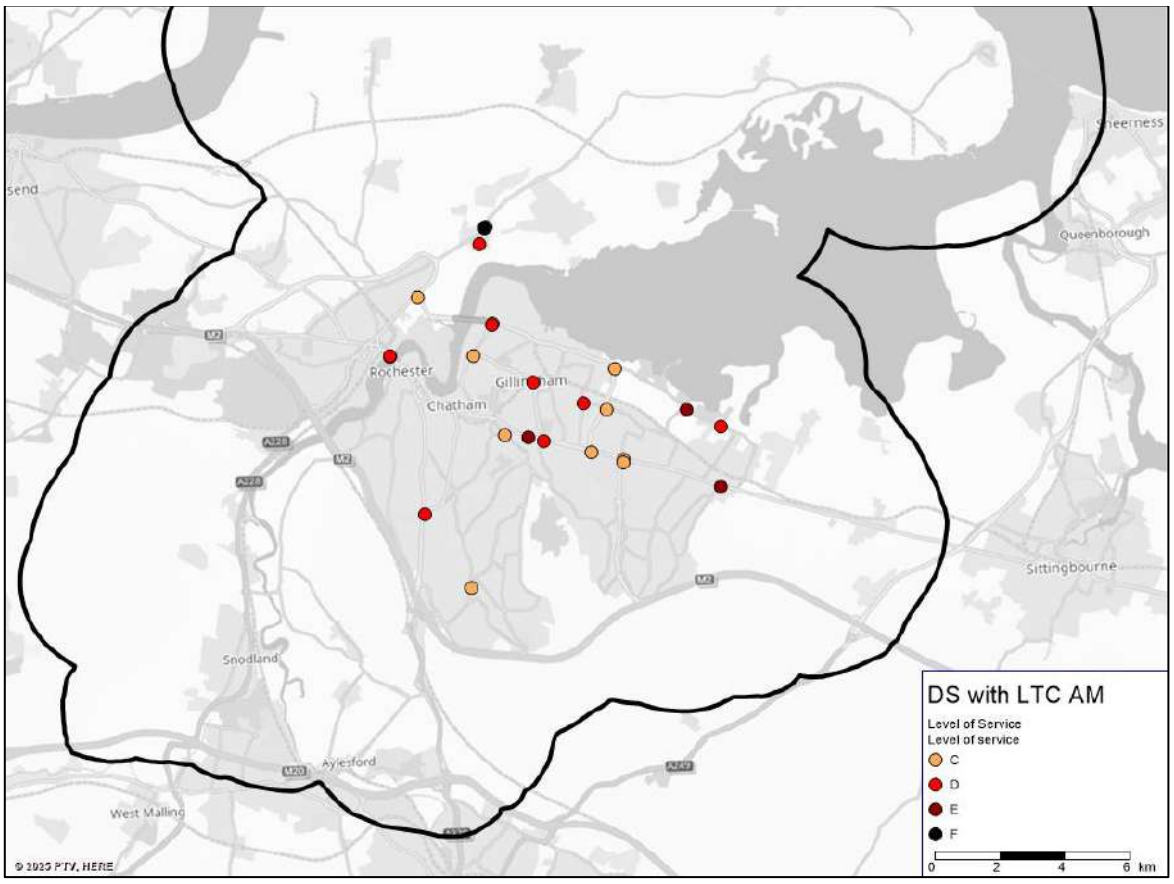


Figure 6-42: DS with LTC, Junction Level of Service, AM Peak

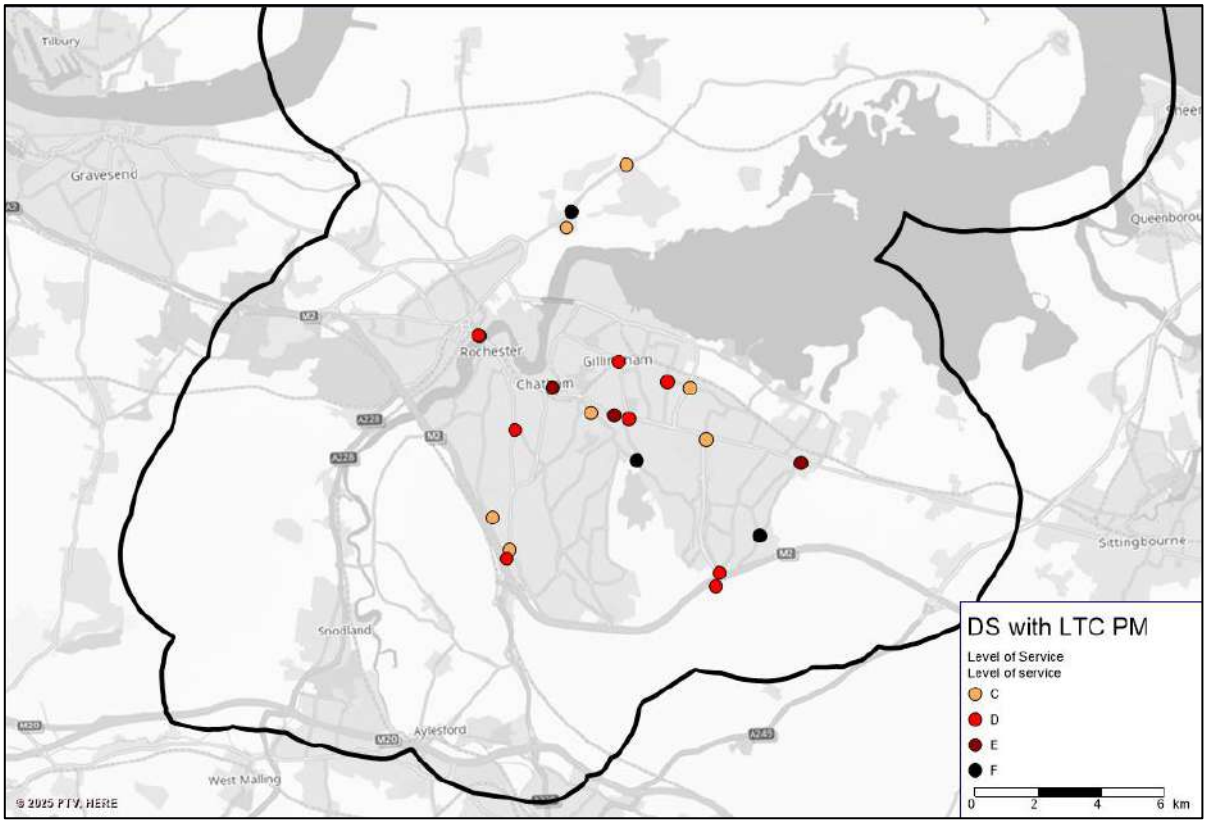


Figure 6-43: DS with LTC, Junction Level of Service, PM Peak

6.6.3 Queue Difference

Figure 6-44 and Figure 6-45 show queue differences for DS with LTC scenario compared to RC with LTC scenario for the AM peak. They show that there are two main areas for queues; the westbound mainline approach to M2 Junction 4 (Gillingham Interchange) and around Four Elms Roundabout.

The PM queue lengths are shown in Figure 6-46 and Figure 6-47; queues are concentrated around the Four Elms Roundabout, similar to the AM peak, with large queues noted on the A289 Hasted Road and A289 Wulfere Way approaches to the junction. There is also a significant queue westbound A228 Peninsula Way (324) which is caused by high levels of flow from LP employment sites on the Peninsula to Rochester.

The Gillingham Interchange sees a queue of 77 on the M2 westbound offslip and a queue of 71 on northbound A278 Hoath Way which is likely due to drivers accessing LP residential sites in the nearby area. There are no noticeable difference between the DS with LTC vs RC with LTC results and the DS vs RC results.

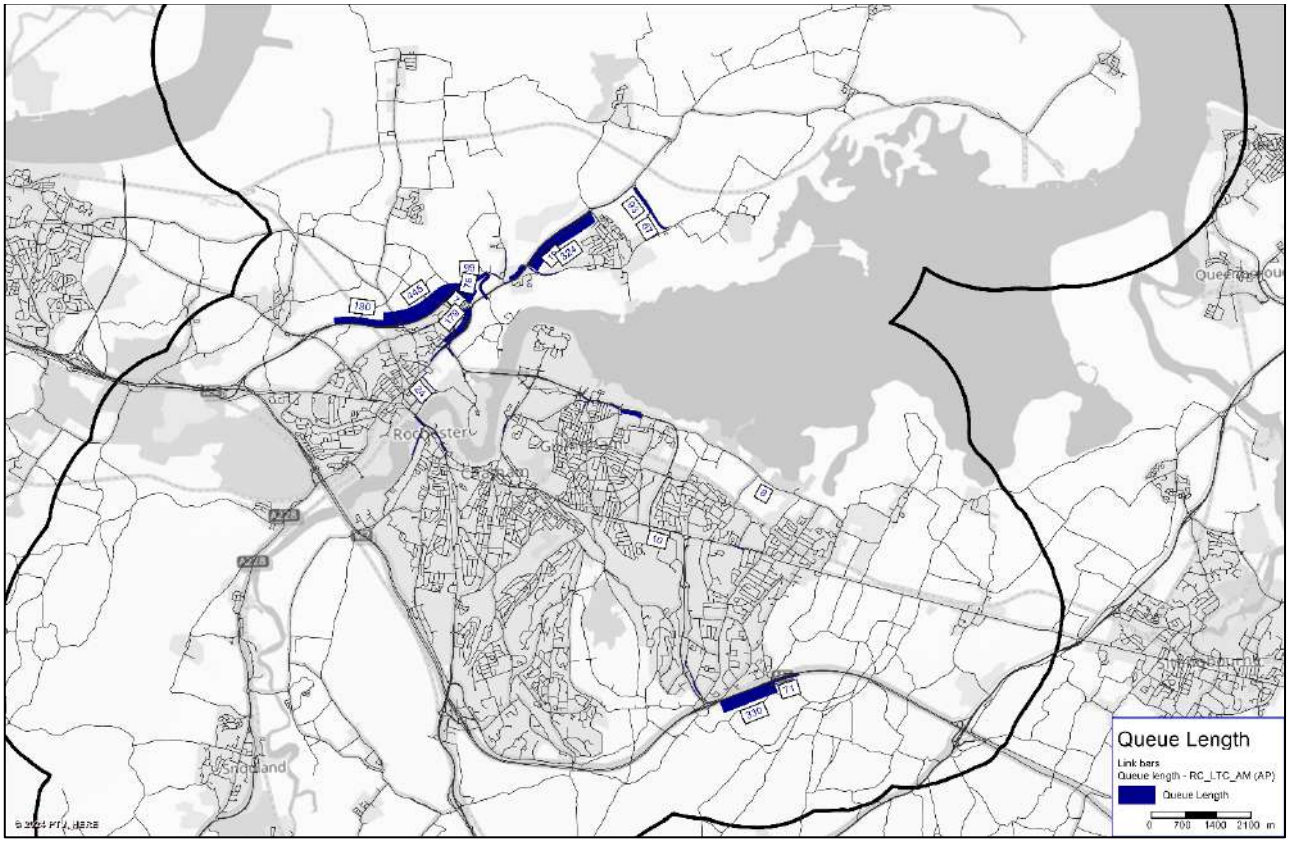


Figure 6-44: Queue Length Difference, DS with LTC vs RC with LTC, AM Peak, Medway Extent

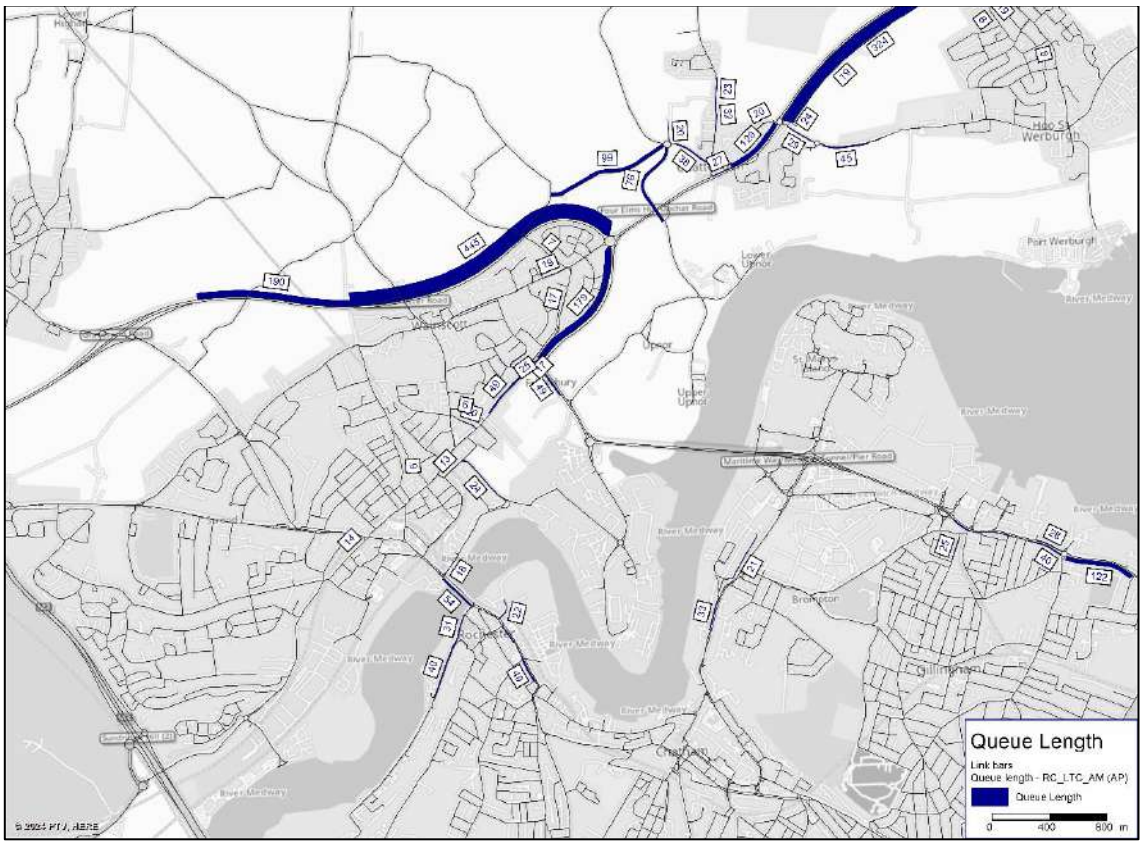


Figure 6-45: Queue Length Difference, DS with LTC vs RC with LTC, AM Peak, Closer Extent

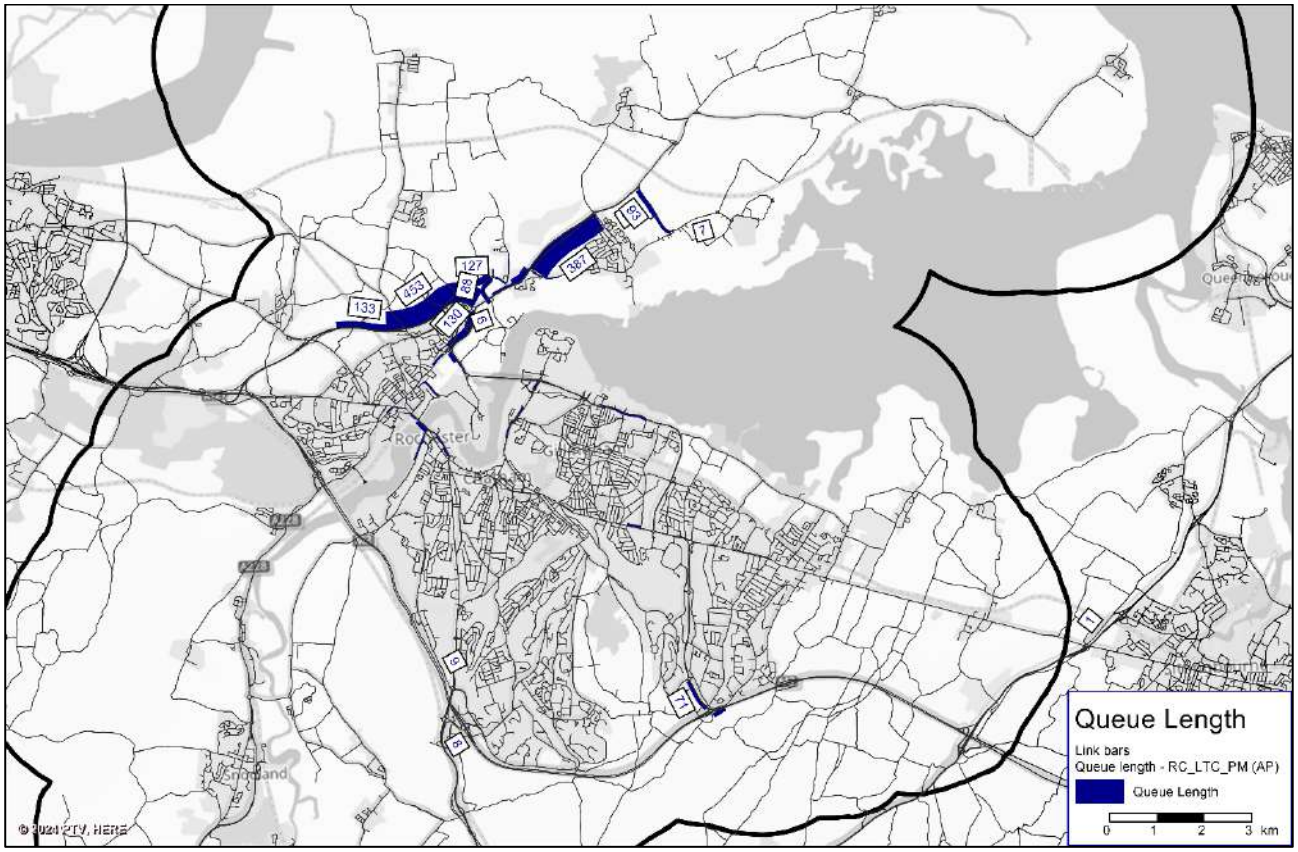


Figure 6-46: Queue Length Difference, DS with LTC vs RC with LTC, PM Peak, Medway Extent

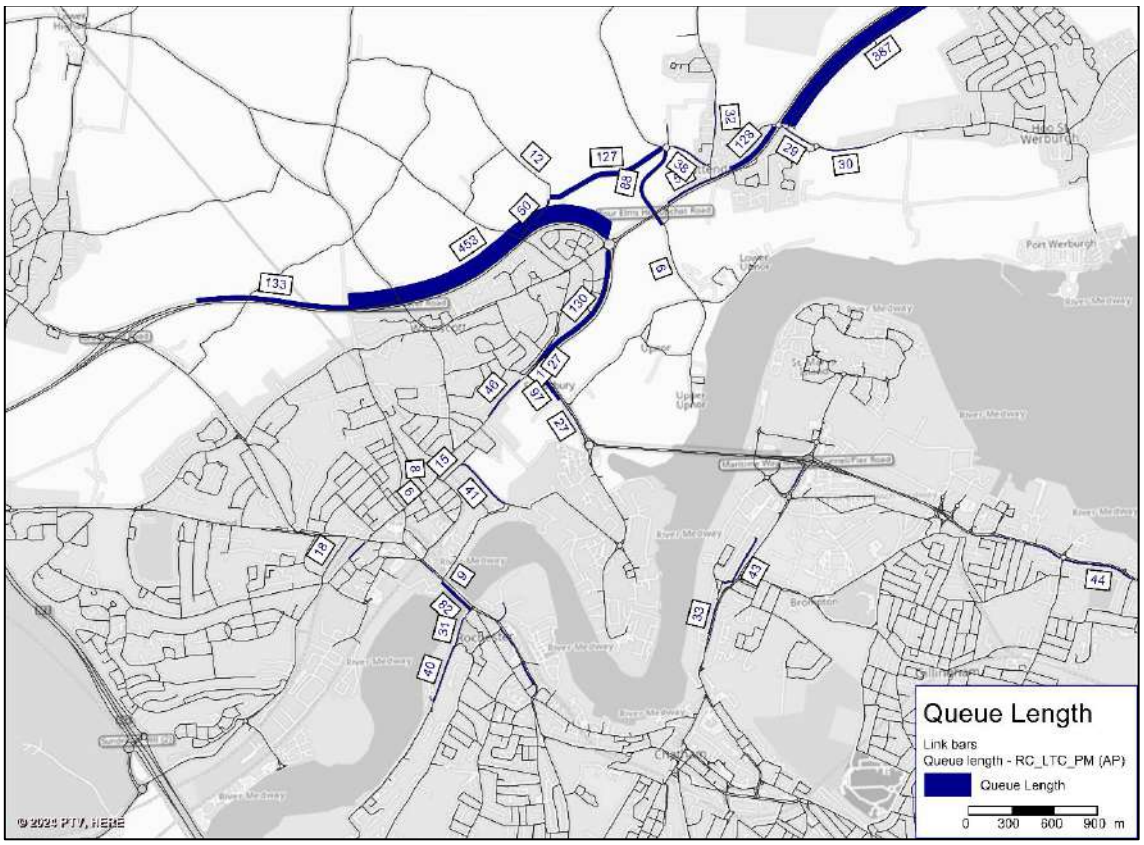


Figure 6-47: Queue Length Difference, DS with LTC vs RC with LTC, PM Peak, Closer Extent

6.6.4 Link and Turn Volume Capacity Ratio

The link and turn volume capacity ratio assessment was undertaken for the DS with LTC scenario and uses the same categories as defined in Table 6-6. For the purposes of the comparison only links or turns that have changed (improved or deteriorated) in comparison to the relevant peak in the RC with LTC have been displayed. This to understand the highway impacts when the LP allocations are in place.

The AM peak displayed in Figure 6-34 shows a total of 51 junctions that deteriorate in the DS with LTC compared to the RC with LTC. There are 18 operating with a capacity between 75% and 85%; 3 of which are junctions along the A228 Peninsula Way as well as one along Rochester Bridge and the rest are mostly concentrated around Chatham and Gillingham town centres. There are also 28 nodes that deteriorate that now operate between 85% and 100% capacity, and 6 that are operating over capacity, these are located around the Four Elms Hill roundabout.

Deterioration is noted on A228 Sundridge Hill northbound approach to M2 J2 and A229 northbound north of M20 J6 operate, both links operate over 100% in the 'with LTC' results whereas these links operate at 85%-100% in the 'without LTC' results. These links are operating close to capacity in the DS without LTC scenarios (~96%) and any small increases in flow result in the link exceeding capacity. This is similar trend apparent at the M2 eastbound mainline between J4 and J3 operates at 75%-85% V/C in the 'with LTC' comparison whereas it operated at <75% in the 'without LTC' scenarios.

Figure 6-49 shows that during the PM peak sees a total of 44 junctions deteriorating compared to the RC; 23, now between 75% and 85% capacity; these are mostly concentrated around Chatham and Gillingham town centre, as well as along the M2 near Blue Bell Hill junction. There is also 17 that deteriorate that now operate between 85% and 100% capacity, 5 of these are along the A228 Peninsula Way, and 3 that are operating over capacity, these are located around the Four Elms Hill roundabout.
When compared to the DS vs RC V/C analysis, A2 westbound approach to M2 J1, westbound A229 Peninsula way near the M2 J1 and M2 eastbound mainline from Junction 2 operate between 85%-100% in the 'with LTC' results which is a deterioration of >10%. There are no significant changes between the results on other links or nodes in the AODM.

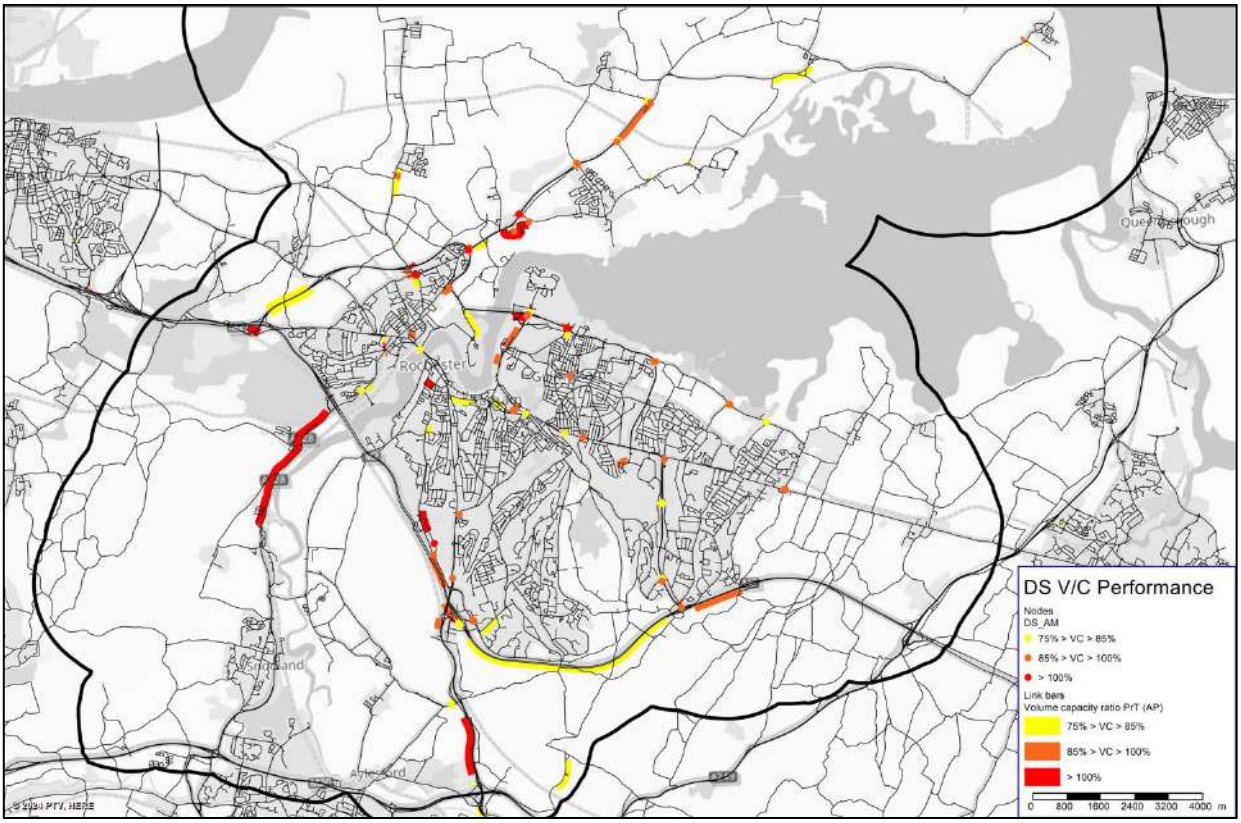


Figure 6-48: DS with LTC, Link and Turn V/C, AM Peak

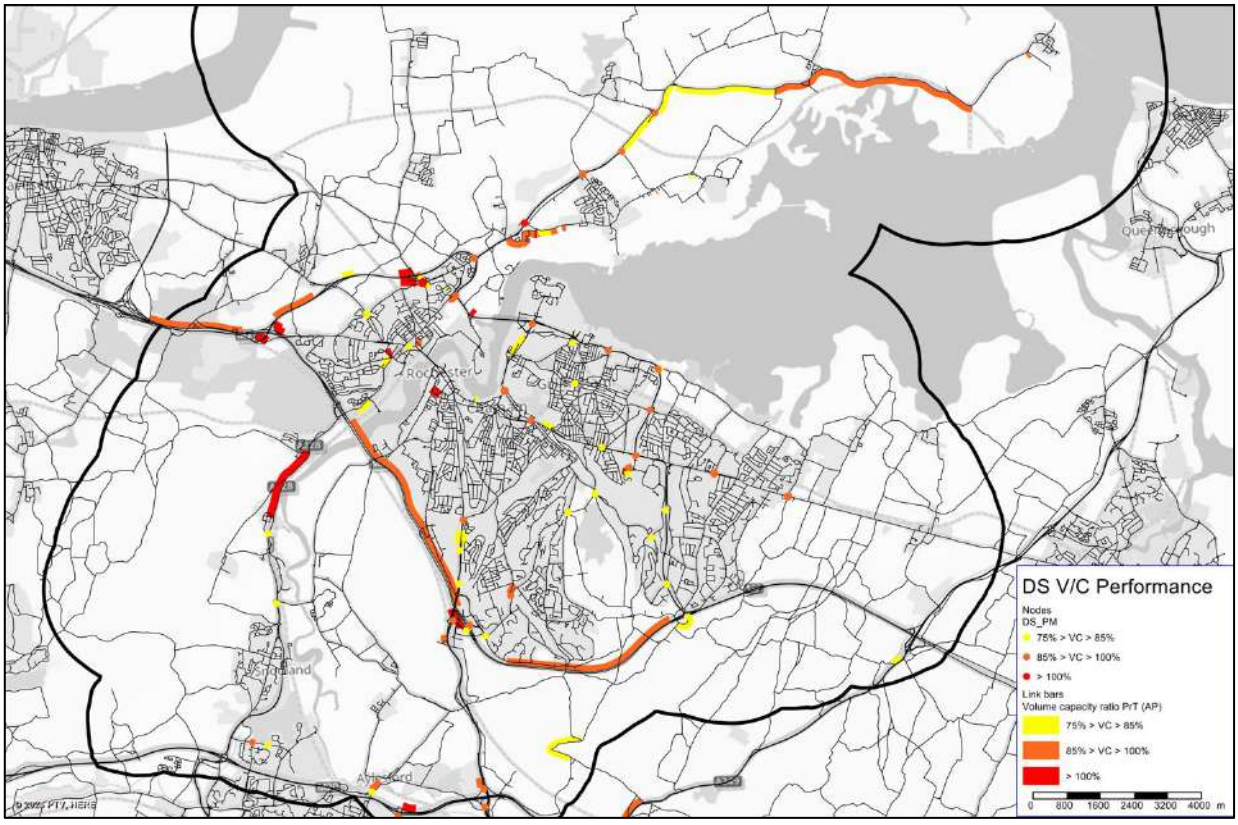


Figure 6-49: DS with LTC, Link and Turn V/C, PM Peak

6.7 Reg18 Summary

This chapter has presented the results of the forecast modelling through the use of flow difference and queue length figures, analysis of junction level of service and calculation of link and worst-turn VC ratio. It is important that the potential impacts of the proposed LP allocations are considered in the context of all of the model outputs and that the overall summary informs potential next steps between Reg18 and 19 consultations. It is also noted that the strategic model identifies potential 'hot spots' or areas of congestion and that specific local junction modelling may be required to further understand specific capacity or congestion at a more granular level.

6.7.1 Flow Difference

Flow difference plots illustrate the changes of traffic patterns between different scenarios. Results show the expected changes with traffic increasing on main strategic roads such as M2, A229, A289 and A228 due to addition of traffic growth and future developments. The Four Elms Roundabout area is a key area seeing significant increases in traffic flow in all directions.

Given the 22-year growth period between the MTM base year and RC scenario, increases in vehicle volumes across the AODM are broadly expected however the significant amount of committed growth on the Hoo peninsula in addition to strategic growth along the A289 through the study area leads to significant increases in queuing at the Four Elms roundabout. As such, re-routing away from Four Elms roundabout is mirrored by increases in vehicles on local residential street in Wainscott such as Beneden Road, B200 Cooling Road and Hollywood Lane. These impacts are shown in the queue length figures (section 6.4.3) and the overall reduction in vehicles along A289 Wulfere Road (section 6.5.1).

The inclusion of LP allocations in the DS scenario further exacerbates the queuing and associated re-routing at Four Elms roundabout, with the additional demand ultimately being forced to use alternative parallel routes, or join the back of existing queues. As the impacts attributed to Four Elms roundabout are so significant, it is strongly recommended that a mitigation scheme is identified and modelled to determine the impacts of the proposed LP allocations when flow is not being held-up or diverted more accurately as a result of Four Elms.

DS with LTC Scenario shows similar changes in traffic behaviour with increased demand on most strategic roads and some localised rerouting due to queuing at major junctions.

6.7.2 Junction Level of Service

Junction level of service shows the performance of each junction within the model using values A-F, A being the best and F being the worst possible value. A definition of each category performance can be found in section 6.3.2.

The analysis of junction level of service highlighted 52 junctions in the Medway AODM area that deteriorate to a LoS C or worse in at least one scenario or peak when comparing the DS scenarios against the RC scenarios. These are summarised in Figure 6-50.

Of the 52 junctions, 23 have deteriorated to LoS D in at least one peak or scenario, these are located across central Rochester as well as in the Snodland area and the Four Elms Roundabout area. It is noted that LoS C represents stable traffic, at or near free flow, therefore only the junctions that have deteriorated to LoS D or worse are summarised in Figure 6-51, as it is possible only junctions worse than LoS D may be considered for mitigation.

Mitigations are only required against the impact of the Local Plan compared to the Forecast Baseline (RC) and as such only those junctions that change compared to the RC in the individual peak are detailed in Table 6-7 and Table 6-8 for AM and PM peak, respectively. It is noted that many of the junctions identified are signalised junctions and a review of the junction layout, stages/phases and optimising signals may help improve overall performance and limit any deterioration in LoS. This will be investigated between Reg18 and 19.

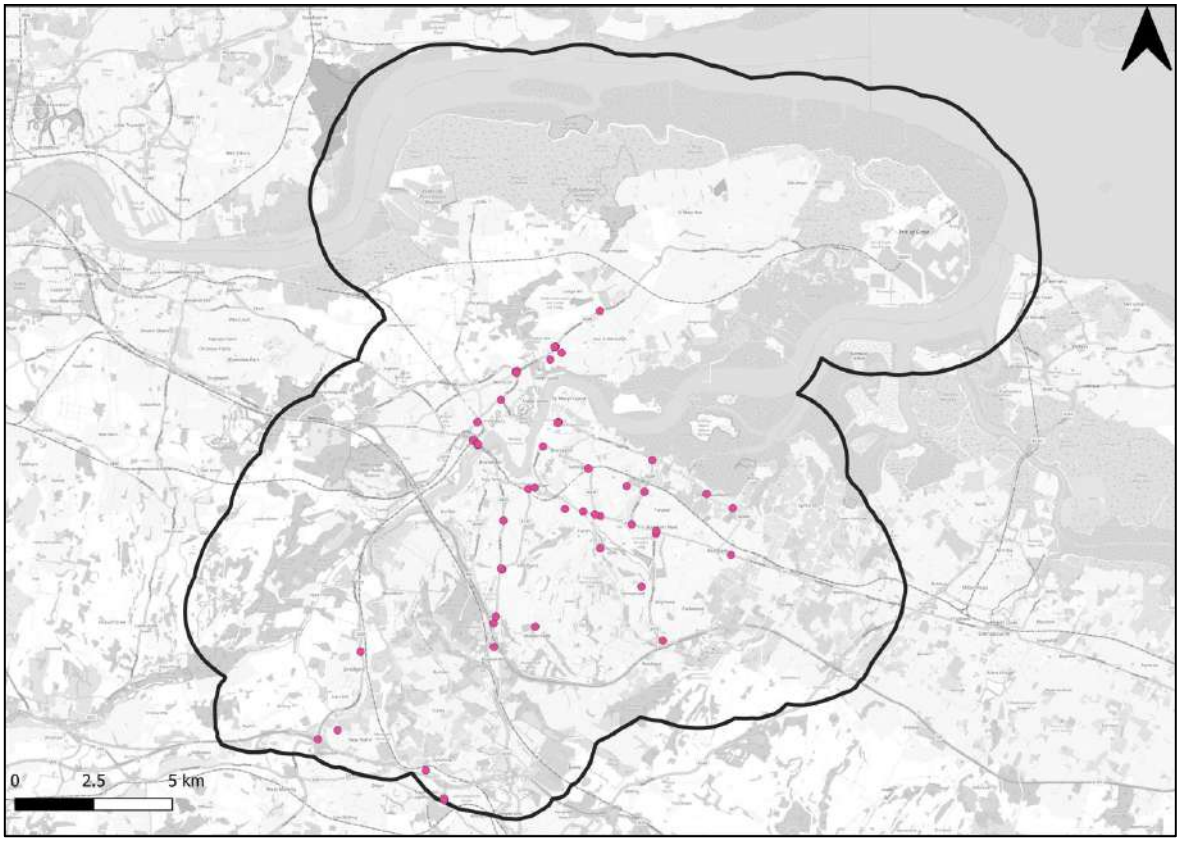


Figure 6-50: Key Junctions with LoS Deterioration of C or worse within AODM

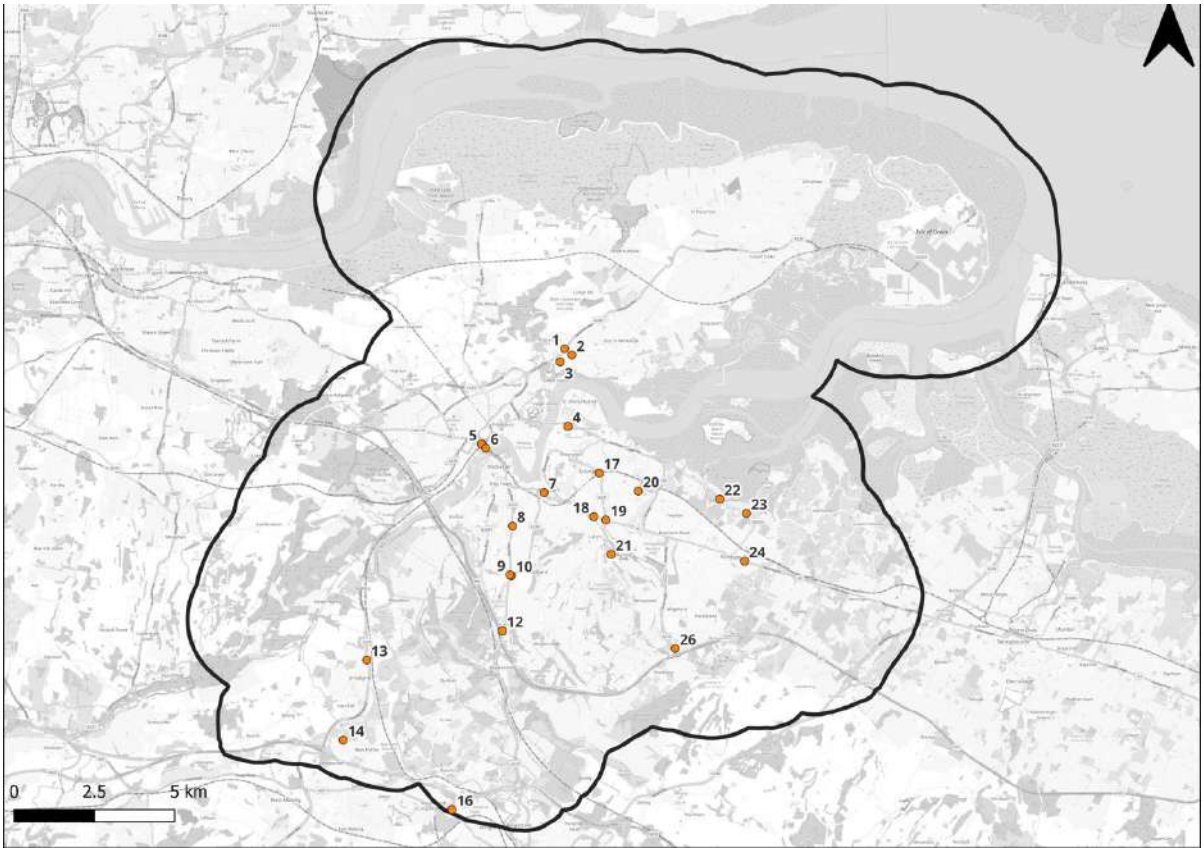


Figure 6-51: Key Junctions with LoS Deterioration of D or worse within AODM

The RC shows there are five junctions within the Medway AODM area that have junction LoS D in the AM peak (with only 2 of these deteriorating relative to the base) and ten with LoS D during the PM peak (7 of which deteriorate compared to the base). There are deteriorations observed on the A2 and the A299 Roman Road/ City Way in areas surrounding Snodland. As mentioned previously, there are four junctions showing improvement when compared with the base, these improvements may be due to flow being held elsewhere on the network due to congestion and as such not entering the junction and performance in these locations should be closely monitored once mitigation is identified at Four Elms roundabout.

The DS AM peak shows nine junctions with an LoS D, four with LoS E and one LoS F. Three of the junctions that display deterioration compared to the RC are along A2 London Road in Gillingham, as well as deterioration noted on the Peninsula where there are two junctions performing at LoS C or worse. The A2 High Street/ Canal Road junction is seen to improve to a junction LoS C, though it is important to note this could be due to the congestion elsewhere on the network holding flow from reaching the junction or re-routing away from this area. Several of the junctions presenting a deterioration in LoS between the RC and DS are signalised junctions, and investigation into junction layout, phasing/stages or optimised timings may resolve any issues without substantial mitigation – this will be considered between Reg18 and 19.

The PM peak sees 12 junctions deteriorate compared to the RC; four deteriorate to an LoS D, four junctions have LoS E and two LoS F, showing a very similar picture to the AM and impacting many of the same junctions. As with the AM peak, several of the junction are deteriorating in the DS scenarios as the queueing at Four Elms roundabout increasing and higher proportions of vehicles look for alternative routes. LoS deterioration at Dunnock Drive/A228 Peninsula Way and Maid Road Chattenden / Main Road Hoo may be resolved through mitigation and increase capacity at Four Elms roundabout.

The DS with LTC scenario during the AM peak highlights twelve junctions deteriorate compared to the RC with LTC, three of which to an LoS E and one LoS F. During the PM peak there are 12 junctions seen to deteriorate compared to the RC with LTC; three of which perform at LoS E and two at an LoS F. Overall the impact of the proposed LP on junction LoS is very similar in scenario without and with LTC.

Table 6-7: Junction LoS Summary, AM Peak

No	Junction Description	Base	RC	DS	RC with LTC	DS with LTC
1	Dunnock Drive / A228 Peninsula Way Roundabout	-	-	F	-	F
2	Main Road Chattenden / Main Road Hoo	-	-	E	-	D
3	Hoo Common / Broadwood Road	-	-	D	-	D
4	Maritime Way / A289 Pier Road Westbound	D	C	D	C	D
5	A2 Commercial Road Westbound / Station Road	C	D	D	D	D
6	A2 High Street / Canal Road / Esplanade	D	D	C	D	C
7	A2 Best Street / Clover Street	D	C	C	C	C
9	A229 City Way / A229 Roman Road Eastbound	-	C	D	C	D
10	A229 Roman Road / A230 Horsted Way Southbound / Pilots View	-	D	D	D	D
12	B2097 Rochester Road approach to Lord Lees Roundabout	-	C	C	C	C
13	A228 Snodland Bypass / Holdborough Road	C	-	-	C	C
16	A20 Coldharbour Lane approach to Coldharbour Roundabout	C	-	-	-	-
17	A231 High Street/ Railway Street	C	C	D	C	D
18	A2 Chatham Hill / Rock Avenue	C	C	E	C	E
19	A2 Rainham Road / Ash Tree Lane	-	C	D	C	D

No	Junction Description	Base	RC	DS		RC with LTC	DS with LTC
20	Woodlands Road / Cornwallis Avenue / Canadian Avenue	C	C		D	C	D
22	Lower Rainham Road east of Pump Lane / Cowstead Lane	D	D		E	D	E
23	B2004 Lower Rainham Road / Berengrave Lane	C	C		D	C	D
24	A2 High Street / Mierscourt Road	D	D		E	D	E

Table 6-8: Junction LoS Summary, PM Peak

No	Junction Description	Base	RC	DS		RC with LTC	DS with LTC
1	Dunnock Drive / A228 Peninsula Way Roundabout	-	-		F	-	F
3	Hoo Common / Broadwood Road	-	-		C	-	C
5	A2 Commercial Road / Station Road	C	D		D	D	D
6	A2 High Street / Canal Road / Esplanade	D	D		D	D	D
7	A2 Best Street / Clover Street	D	D		E	D	E
8	A229 City / Pattens Lane	C	C		D	C	D
9	A229 City Way / A229 Roman Road Eastbound	-	D		E	D	D
12	B2097 Rochester Road approach to Lord Lees Roundabout	-	D		D	C	D
13	A228 Snodland Bypass / Holdborough Road	C	D		D	D	D
14	Leybourne Way / Gighill Road	C	D		D	D	D
16	A20 Coldharbour Lane approach to Coldharbour Roundabout	C	D		D	D	D
17	A231 High Street/ Railway Street	C	C		D	C	D
18	A2 Chatham Hill / Rock Avenue	C	D		E	D	E
19	A2 Rainham Road / Ash Tree Lane	-	C		D	C	D
20	Woodlands Road / Cornwallis Avenue / Canadian Avenue	C	C		D	C	D
21	Capstone Road / Ash Tree Lane Roundabout	-	-		F	-	F
24	A2 High Street / Mierscourt Road	D	D		E	D	E
26	Wigmore Road / Deanwood Drive / A278 Maidstone Road	-	C		D	C	D

6.7.3 Link and Turn Volume Capacity Ratio

The assessment undertaken was to understand links and turn performance in the AODM, this considered the volume of vehicles on a link/ turn and divided by the capacity. V/C was then summarised into four categories;

- <75%: Operating within capacity
- 75% < V/C < 85%: Operating within capacity but approaching 85%
- 85% < V/C < 100%: Operating close to capacity
- >100%: Over capacity

Turn capacity considered the worst turn at a junction as it is considered that the worst turn will have an impact on the junction performance overall. A summary for turn volume capacity ratio is detailed in Table 6-9. This analysis considers links and turns that exceed 85% and therefore are considered to approach capacity.

There are 50 junctions that have a worst-turn which deteriorates in the DS AM compared to the RC, these are mostly concentrated along the A228 Sundridge Hill and A228 Peninsula Way as well as the A2 and along Rochester Bridge as well as generally around Chatham and Gillingham town centres. Similar trends are observed in the PM peak whereby 49 junctions deteriorate compared with the RC. The largest deterioration in the AM peak is Ropers Lane / A228 Peninsula Way Roundabout (81%), where it deteriorates from 13% in the RC to 94% in the DS. In the PM peak the largest deterioration is at Hoo Common / Broadwood Road junction (56%) from 16% in the RC to 73% in DS. There are also some improvements, the most significant is shown at Church Street / The Strand Roundabout for both the AM and PM peaks, this is due to the reduction in opposing flow approaching using the junction in this peak.

When comparing DS with LTC AM to RC with LTC PM, there are 50 junctions that deteriorate in the AM and 39 in the PM. There are also some improvements to the V/C junctions across the AODM, and these are presented below in Table 6-9. The most significant improvements are shown at A2 High Street in the PM peak, due to the reductions of flow in this locality.

Table 6-9: Worst Turn Volume Over Capacity

Junction Name	RC		DS		RC with LTC		DS with LTC		DS v RC		DS with LTC vs RC w LTC	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Dux Court Road / A228 Peninsula Way Roundabout	34%	31%	91%	70%	33%	31%	91%	70%	58%	39%	55%	39%
A228 Peninsula Way Northbound / Peninsula Way Roundabout	83%	84%	94%	96%	83%	84%	94%	96%	11%	12%	11%	13%
B2108 Hoo Road / Four Elms Roundabout	95%	89%	123%	97%	95%	89%	123%	103%	28%	14%	-4%	8%
Lower Rainham Road / Grange Roundabout	76%	77%	97%	94%	76%	77%	97%	93%	20%	16%	20%	17%
Hoath Way / Bowaters Roundabout	85%	88%	90%	92%	85%	88%	90%	92%	6%	4%	6%	4%

Junction Name	RC		DS		RC with LTC		DS with LTC		DS v RC		DS with LTC vs RC w LTC	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
A228 Sharnal Street / Sharnal Street	73%	85%	96%	95%	73%	85%	96%	95%	23%	11%	23%	10%
Hoo Common / Broadwood Road	19%	16%	87%	73%	19%	16%	87%	72%	68%	56%	66%	57%
Main Road Hoo / A228 Peninsula Way Roundabout	30%	30%	91%	69%	30%	30%	91%	74%	61%	44%	55%	39%
A289 Hasted Road / Four Elms Roundabout	82%	92%	88%	92%	82%	92%	88%	91%	6%	-1%	3%	0%
High Street / Chatham Hill Roundabout	60%	81%	79%	97%	59%	78%	79%	95%	20%	17%	22%	16%
A229 Roman Road	80%	41%	85%	47%	79%	41%	85%	47%	6%	5%	5%	6%
B2004 Lower Rainham Road / Grange Roundabout	76%	66%	88%	81%	75%	67%	88%	80%	13%	13%	15%	15%
A229 Maidstone Road	82%	76%	89%	85%	82%	75%	89%	84%	6%	9%	6%	9%
Ropers Lane / A228 Peninsula Way Roundabout	13%	46%	94%	99%	13%	46%	94%	99%	81%	53%	81%	53%
Church Street / The Strand Roundabout	88%	97%	74%	87%	87%	97%	74%	78%	-13%	-19%	-13%	-10%
A289 Wulfere Way / Four Elms Roundabout	82%	90%	94%	92%	84%	90%	94%	95%	10%	5%	4%	2%
Sans Pariel Roundabout	79%	85%	89%	94%	78%	85%	89%	94%	11%	9%	15%	10%
A278 Hoath Way / Gillingham Interchange	8%	42%	86%	59%	82%	42%	86%	56%	4%	14%	77%	18%
A229 / Taddington Roundabout	76%	110%	78%	116%	67%	107%	78%	114%	11%	7%	11%	6%
B2108 Holywood	77%	80%	103%	123%	76%	80%	103%	123%	27%	42%	28%	43%

Junction Name	RC		DS		RC with LTC		DS with LTC		DS v RC		DS with LTC vs RC w LTC	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Lane / B2000 Cooling Road												
A278 Hoath Way / A278 Hoath Way Roundabout	79%	96%	85%	95%	79%	96%	85%	97%	6%	1%	7%	-1%
B2108 Holywood Lane / B2108 Brompton Farm Road / B2000 Lower Rochester Road	87%	94%	113%	126%	85%	91%	113%	123%	28%	32%	26%	32%
A228 Peninsula Way / Bell's Lane	49%	67%	92%	98%	49%	67%	92%	98%	43%	31%	43%	31%
Rochester Road / Laker Road	79%	71%	91%	74%	81%	73%	91%	79%	9%	6%	10%	4%
A2 High Street Westbound / Canal Road	86%	82%	77%	68%	85%	81%	77%	72%	-8%	-9%	-7%	-13%
Railway Street / High Street	70%	56%	89%	84%	70%	55%	89%	83%	19%	27%	19%	28%
Maritime Way Northbound / A289 Pier Road Roundabout	72%	94%	91%	96%	70%	94%	91%	99%	21%	5%	22%	2%
Lower Rainham Road	80%	78%	93%	82%	79%	78%	93%	80%	14%	2%	14%	4%
Maritime Way / A289 Pier Road Westbound	70%	81%	86%	87%	71%	81%	86%	90%	14%	8%	12%	5%
Laker Road / Rochester Airport Industrial Estate	69%	42%	104%	45%	70%	44%	104%	47%	34%	3%	31%	3%
Main Road Chattenden	0%	0%	95%	57%	0%	0%	95%	57%	95%	57%	93%	57%
Cornwallis Avenue / Cornwallis Roundabout	59%	79%	70%	91%	59%	79%	70%	91%	11%	12%	11%	12%

Junction Name	RC		DS		RC with LTC		DS with LTC		DS v RC		DS with LTC vs RC w LTC	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
A228 / A228 and Peter's Bridge Roundabout	49%	80%	52%	84%	46%	81%	52%	86%	5%	5%	3%	4%
A289 Vanguard Way / Upnor Roundabout	89%	70%	89%	74%	89%	69%	89%	75%	0%	6%	2%	5%
Bell's Lane / A228 Peninsula Way Roundabout	89%	82%	99%	98%	89%	82%	99%	98%	9%	16%	8%	16%
A2 Sovereign Boulevard / Will Adams Roundabout	88%	84%	96%	93%	88%	84%	96%	94%	8%	9%	7%	9%
A229 Southbound Offslip / Lord Lees Roundabout	61%	87%	59%	90%	52%	85%	59%	87%	7%	3%	8%	3%
A228 Rochester Road / Kent Road / Formby Road	66%	80%	70%	83%	61%	84%	70%	87%	9%	3%	4%	3%
Walderslade Road / Princes Avenue	65%	79%	75%	89%	67%	82%	75%	91%	8%	9%	8%	10%
M20 Offslip / Cobtree Roundabout	49%	88%	42%	91%	39%	84%	42%	87%	3%	2%	5%	3%
M2 Offslip / Gillingham Interchange	91%	72%	90%	81%	90%	71%	90%	91%	0%	21%	-2%	8%
A2 Watling Street / Holmside	89%	76%	87%	80%	89%	75%	87%	80%	-2%	5%	-3%	4%
Hempstead Valley Drive / Hempstead Road	75%	80%	80%	83%	75%	79%	80%	85%	5%	6%	5%	3%
Gillingham Interchange / M2 Onslip	0%	69%	91%	69%	91%	69%	91%	80%	-1%	11%	90%	0%
A229 City Way Southbound / A229	0%	78%	84%	88%	75%	78%	84%	90%	9%	12%	84%	10%

Junction Name	RC		DS		RC with LTC		DS with LTC		DS v RC		DS with LTC vs RC w LTC	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
High Street/ Moor Street/ Otterham Quay Lane/ Meresborough Rd Signalised Junction	85%	84%	88%	84%	85%	83%	87%	84%	3%	0%	3%	0%
Globe Lane/ Dock Road Signalised Junction	86%	78%	97%	87%	87%	79%	97%	88%	11%	9%	11%	9%
Pier Road/ Gillingham Gate Road Gyratory	76%	99%	100%	100%	76%	99%	102%	100%	24%	1%	24%	1%
Sovereign Boulevard/ Woodlands Road Signalised Junction	85%	99%	84%	99%	85%	99%	85%	99%	-1%	0%	-1%	0%
Union Street/ Best Street Signalised Junction	76%	48%	86%	63%	77%	50%	89%	64%	10%	15%	10%	15%
Otterham Quay Lane/ High Street Signalised Junction	78%	80%	88%	94%	78%	80%	88%	96%	10%	14%	10%	14%
A2 London Road/ Bloors Lane Signalised Junction	86%	84%	99%	90%	87%	84%	99%	91%	13%	6%	13%	6%
A2045 Walderslade Woods / Walderslade Woods Link - Bluebell Hill	82%	83%	93%	83%	81%	81%	91%	80%	11%	0%	11%	0%
A2 New Road/ Union Street Signalised Junction	77%	97%	85%	99%	78%	97%	86%	99%	8%	2%	8%	2%

7. Model Results (iDS)

7.1 Introduction

Further to the Reg18 consultation the Local Plan allocations were reviewed by Medway Council and the supporting iDS models without mitigations were developed. These models were primarily devised to identify the "hot spot" areas on the network that deteriorate in network performance compared to the RC scenario.

"Hot spot" areas were defined using a combination of model outputs, such as:

- Actual flow difference plots; between the iDS and rRC to identify areas with significant change to flow behaviours
- Demand vs Actual Flow Plots; used to identify areas on the network where actual flows were not reaching the route due to the congestion holding flows elsewhere on the network
- Junction LoS
- Queue Plots; useful to identify links on the network with high levels of delay
- Link and Turn Volume Capacity Ratio

As mentioned in Section 5.5.3, the Four Elms Roundabout and Main Road/ Hoo Roundabout were coded as unconstrained in these models as the delays at these locations were so large, flow was held up elsewhere on the network, that may result in delays at other junctions being incorrectly captured.

The combination of the above model outputs identified twelve junctions that required a more detailed assessment using local junction modelling software such as Junctions 10 or LinSig. Local junction modelling provides more detailed analysis as this captures more detailed junction geometries, which can more accurately model junction behaviours and understand whether further junction mitigations may be required.

7.2 Model Convergence

Equilibrium assignment with ICA (Intersection Capacity Analysis) has been used for the forecast assignment with "TAG-compliant" set as the convergence criteria in VISUM. The GTM converges to a good standard using these criteria, with a maximum GAP value of 0.001 and at least 98% relative difference between previous and current iterations. The final matrix convergence for the iDS assignment is presented in Table 7-1.

Table 7-1: 2041 iDS with LTC Final Matrix Convergence

All Vehicles	Duality Gap	'Delta' Iterations	n-3	n-2	n-1	n
AM Peak	0.00058	26	0.998	0.998	0.998	0.999
PM Peak	0.00080	32	0.998	0.998	0.998	0.999

7.3 Model Outputs

The iDS models were devised to identify the "hot spot" areas on the network that deteriorate compared to the rRC scenario, which consequently require further investigation through local junction modelling.

7.4 Interim Do Something vs Refined Reference Case

7.4.1 Flow Difference

Actual flow difference plots between the iDS and rRC were produced to identify areas on the network with high levels of change in flows; increases can identify areas where rerouting occurs or additional delay is anticipated, whereas decreased flow can identify areas where delay and driver experience is compromised.

Figure 7-1 presents the actual flow difference plots in the AM Peak. This sees large increases of flow concentrated around the Four Elms Roundabout, particularly two-way flows between M2 J1 via A289 Hasted

Road, Sans Pareil Roundabout via A289 Wulfere Way, and Kingsnorth and High Halstow via A228 Four Elms Hill. This is attributed to by the forecast growth on the Peninsula in the Local Plan allocations. Growth in flows are also evidenced on the M2 in both directions and A289 Medway Tunnel. There are reductions in flows noted from Cornwallis Avenue / Yokosuka Way to Gillingham Gate Gyratory via A289 northbound and M2 westbound approach to the M2 J4, this is attributed to by the increased delay in this vicinity (later discussed in 7.4.4). Reduced flow is also observed on Iden Road through Wainscott, as when Four Elms Roundabout has increased capacity the rerouting on alternate parallel routes is reduced.

The PM Peak in Figure 7-2 presents similar trends to those presented in the AM Peak. Unlike the AM, however, there are slight increases (110) on the M2 westbound approach to the M2 J4 which is due to the tidality of flow in this location, with fewer flows on this approach in this peak compared to the AM Peak. The reduced flow travelling through Wainscott extends further, beyond Iden Road and are also observed on the Frindsbury Hill eastbound approach to Sans Pareil Roundabout.

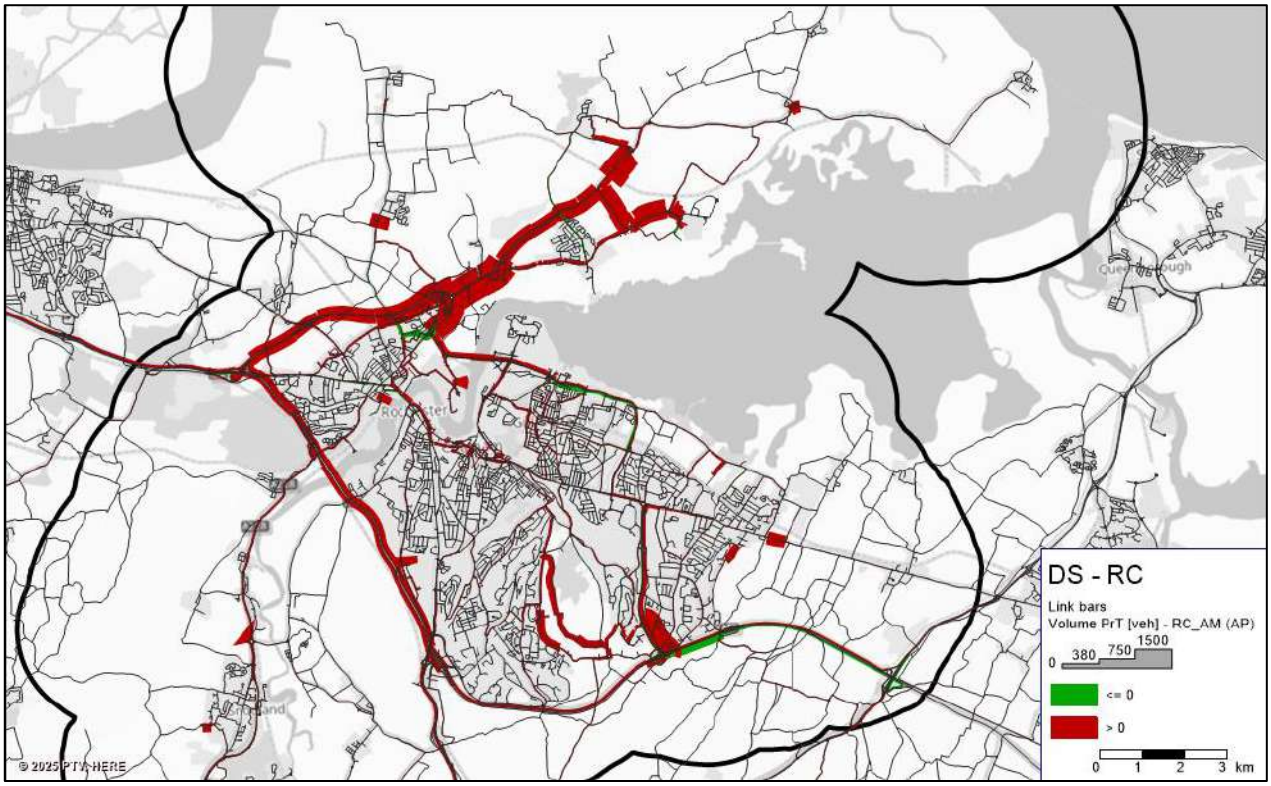


Figure 7-1: iDS vs rRC Actual Flow Difference, AM Peak

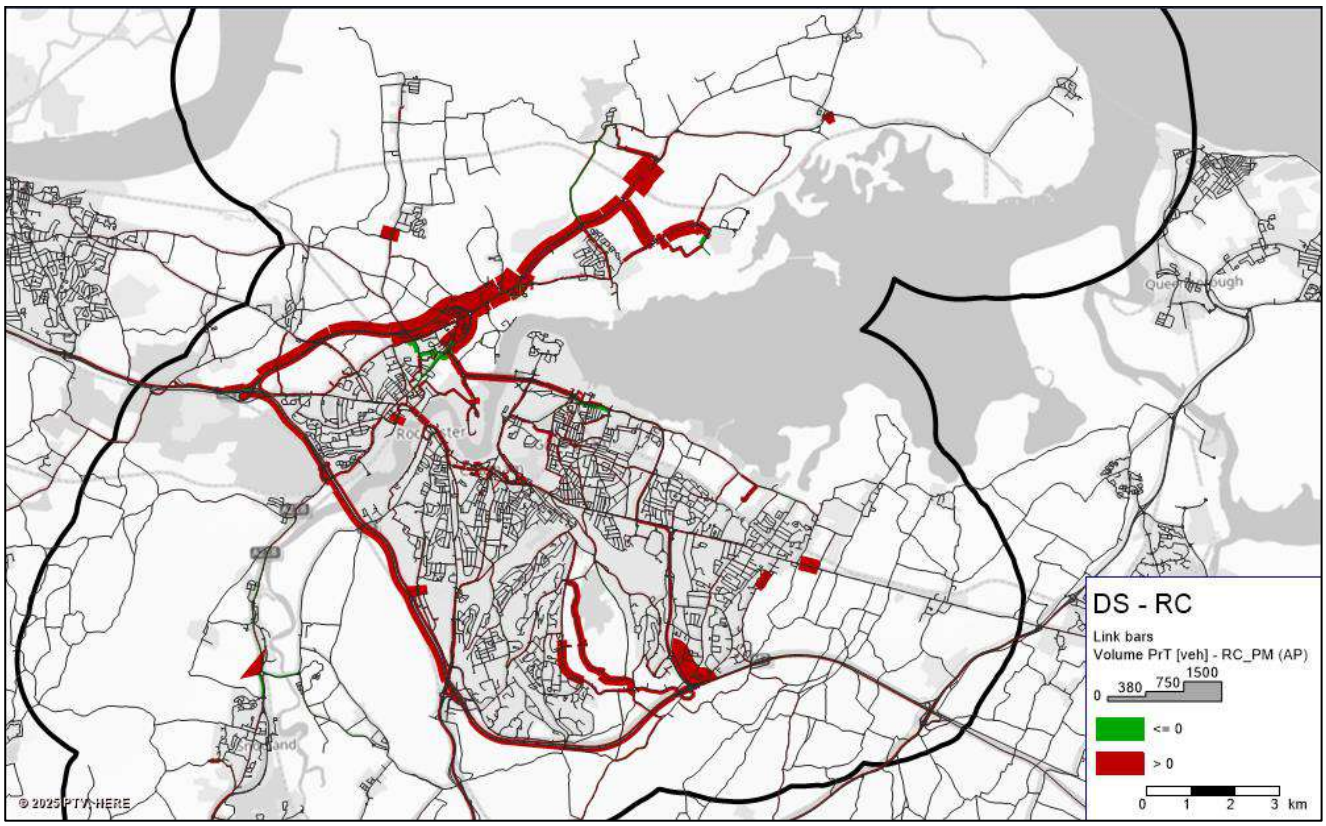


Figure 7-2: iDS vs rRC Actual Flow Difference, PM Peak

7.4.2 Actual vs Demand Flows

Demand flows are a measure of flow that would use the route assuming an uncongested network, whereas actual flows consider the levels of delay and rerouting that occur subject to delay. A negative value in the figures below identify areas on the network where actual flows are less than the demand, thus suggesting flow is held elsewhere due to delay.

During the AM Peak, illustrated in Figure 7-3, there are up to 280 fewer vehicles using A228 Peninsula Way westbound and 160 eastbound, this is due to a series of junctions on this road being constrained, such as at the Main Road Hoo Roundabout, Dux Court / Bells Lane Roundabout, and Roper's Lane / Ratcliffe Highway Roundabout (later discussed in 7.4.5 and 7.4.3). The M2 westbound also observes fewer actual flows than demand, these differences in actual and demand flows begin just east of the M2J4 and continue through Medway, suggesting large level of delay on this route.

The PM Peak (Figure 7-4) identifies similar areas on the Medway network with fewer actual flows than demand, although to a different magnitude. The A228 Peninsula Way westbound has 480 fewer actual flows on the route compared to an uncongested network, this further supports the constraints at junctions on this route.

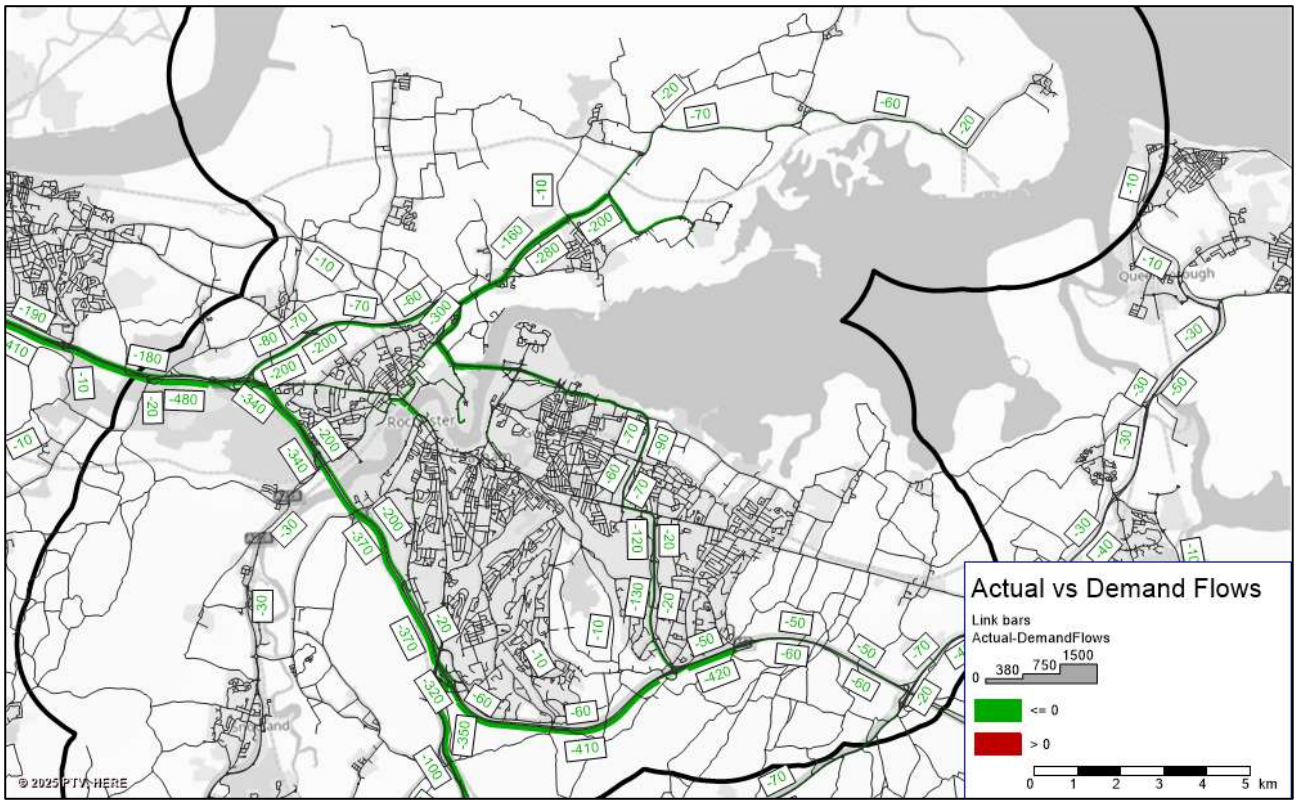


Figure 7-3: iDS Actual vs Demand Flows, AM Peak

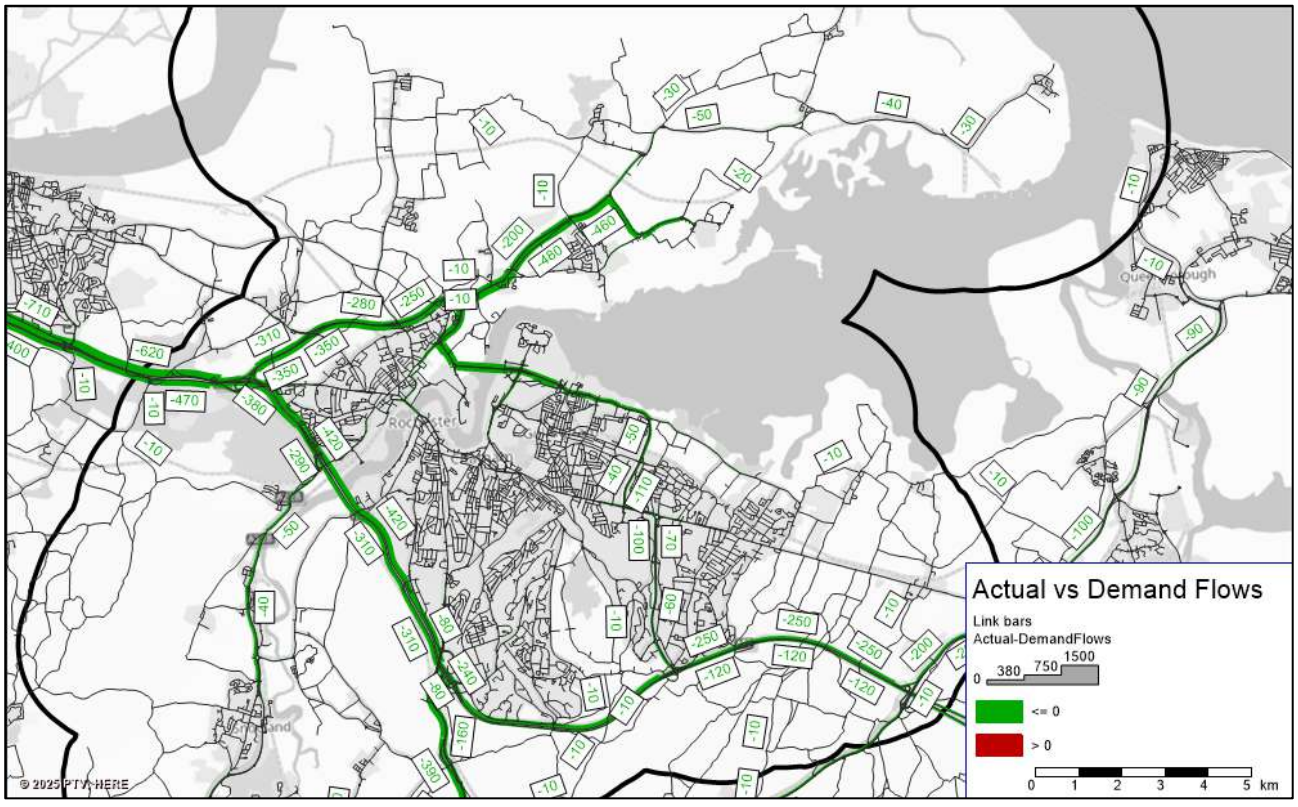


Figure 7-4: iDS Actual vs Demand Flows, PM Peak

7.4.3 Junction Level of Service

Level of service was obtained for the iDS scenario. The junction plots are shown in Figure 7-5 and Figure 7-6 for the AM and PM peak respectively.

Figure 7-5 highlights 19 junctions within the AODM that have deteriorated to an LoS of C or lower compared to the rRC during the AM peak. Among these, 7 junctions have an LoS D, with 5 deteriorating from LoS C and 2 from LoS A. The latter two are the Roper's Lane / Stoke Road Roundabout on the Hoo Peninsula and the A2 High Street / Canal Road junction; these junctions were further assessed using Local Junction Modelling (LJM) software, presented in section 8. Additionally, two junctions have worsened from LoS D to LoS E: the A2 High Street / Mierscourt Road signalised junction and the signalised junction on Lower Rainham Road.

Figure 7-6, details 14 junctions within the AODM that have deteriorated to an LoS of C or lower compared to the rRC during the PM peak. Four junctions have declined from an LOS C to D, three from an LoS D to LoS E. The junctions shown to deteriorate are in similar locations on the network to the AM peak; notably on the A228 Four Elms Hill, A289 Pier Road and A2 Chatham Hill.

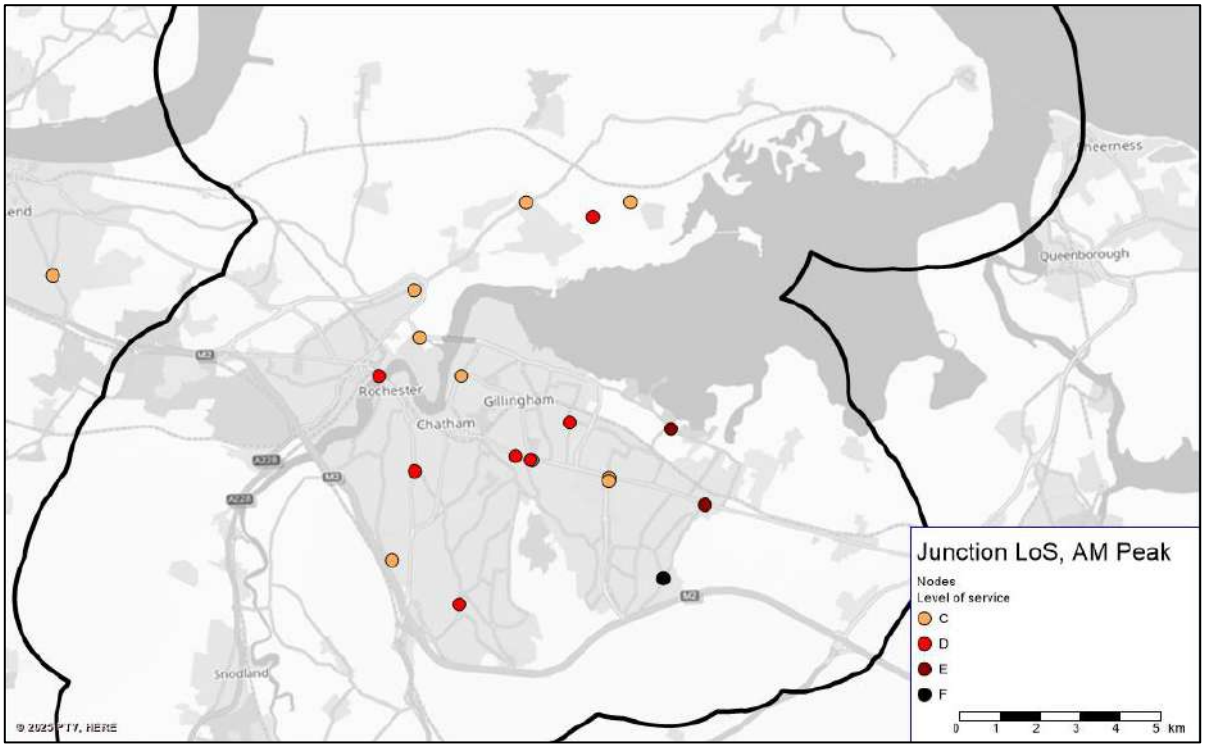


Figure 7-5: iDS Junction Level of Service, AM Peak

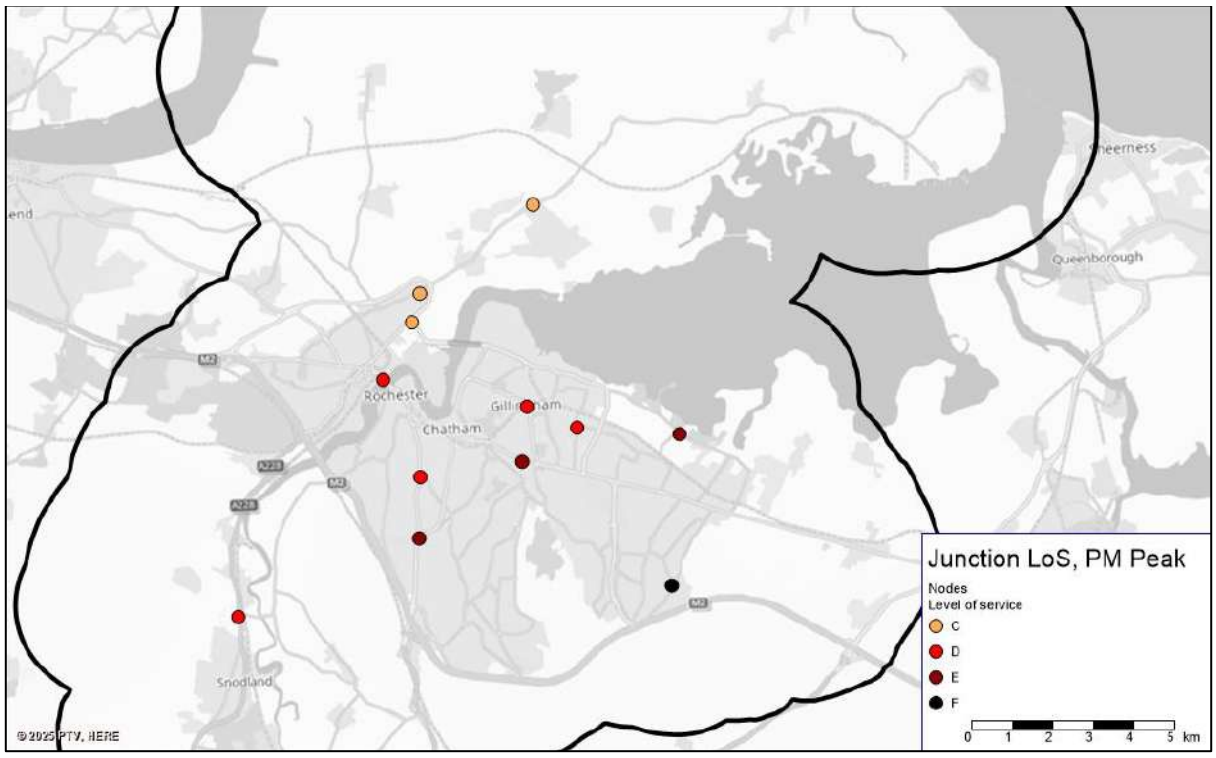


Figure 7-6: iDS Junction Level of Service, PM Peak

7.4.4 Queue Difference

Actual queue differences on the network compared to the rRC were obtained for the AM and PM Peak, as presented in Figure 7-7 and Figure 7-8 respectively. The Uniper infrastructure schemes at Four Elms roundabout and the A228 Peninsula Way/ Main Road Hoo roundabout on the Peninsula included in this scenario does not provide sufficient capacity in this location and identifies the need for further mitigations. As such, whilst mitigations are determined in this locality, this junction was coded as unconstrained to allow flow to access/ egress the area and better reflect neighbouring junctions.

The AM Peak sees the largest queues on the westbound approach to M2J4 of 340 vehicles, resulting in fewer actual flows reaching the junction (as presented in Figure 7-3). Elsewhere on the network, queues extend east from the Pier Road/ Pegasus Way junction, in both peaks, where queues extend to King Edward Road (up to 200 vehicles in the AM Peak and 225 in the PM) and south on Church Street (up to 25 vehicles).

Both crossings of the River Medway, namely Medway Tunnel and A2 Corporation Street present increased queues in the iDS, with High Street/ Canal Road experiencing the largest level of queues across both peaks. There are reductions of queues of 55 and 45 vehicles on A289 Wulfere Way in the AM and PM Peak respectively, this is resultant of the Four Elms roundabout coding as unconstrained in the iDS scenario allowing additional vehicles to approach the junction due to fewer delays in this locality. With the additional capacity and increased flow, the Sans Pareil Roundabout experiences large delay on A228 Frindsbury Hill and A289 Berwick Way approaches.

The A228 Peninsula Way sees queues form, these are concentrated around Bell's Lane/ Peninsula Way roundabout and Ratcliffe Highway/ Roper's Lane roundabout. In the PM Peak, the queues at Ratcliffe Highway/ Roper's Lane roundabout extend further to Kingsnorth, further impacting the flows that can access the network.

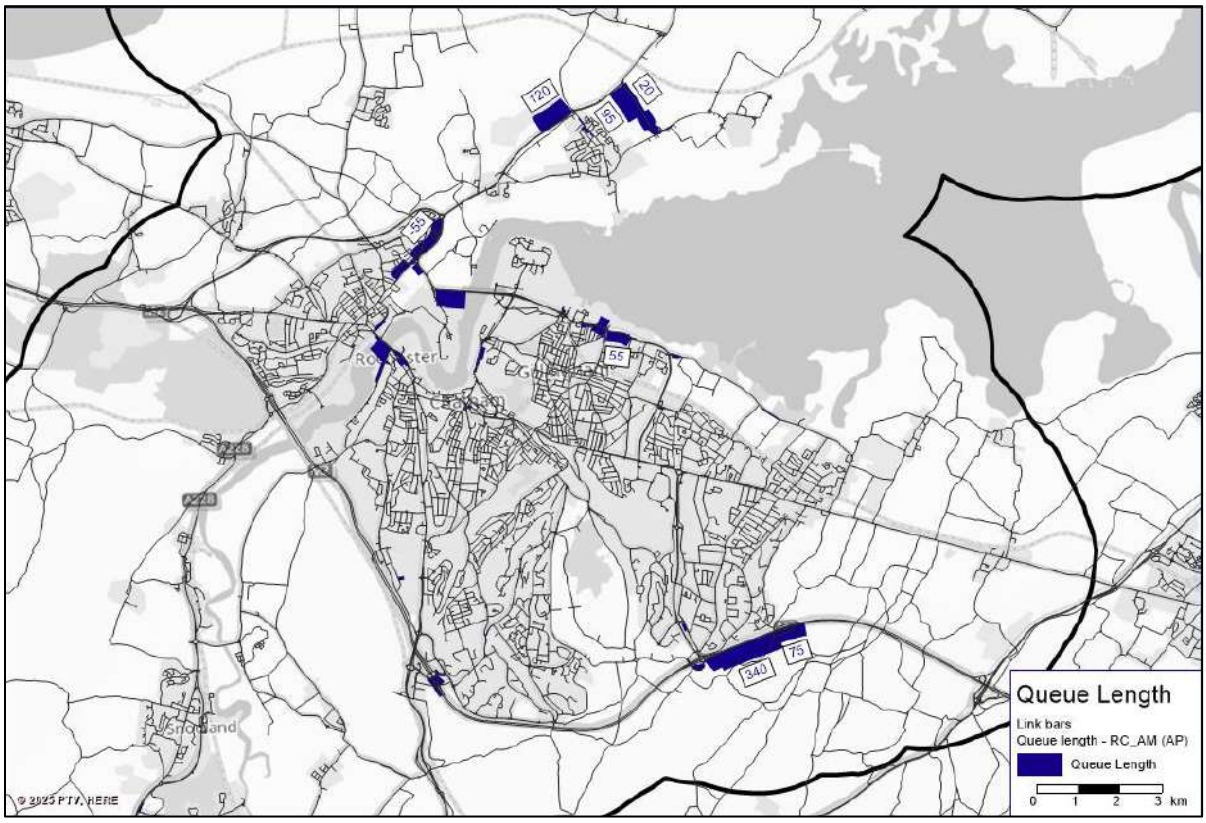


Figure 7-7: iDS vs rRC Queue Difference, AM Peak

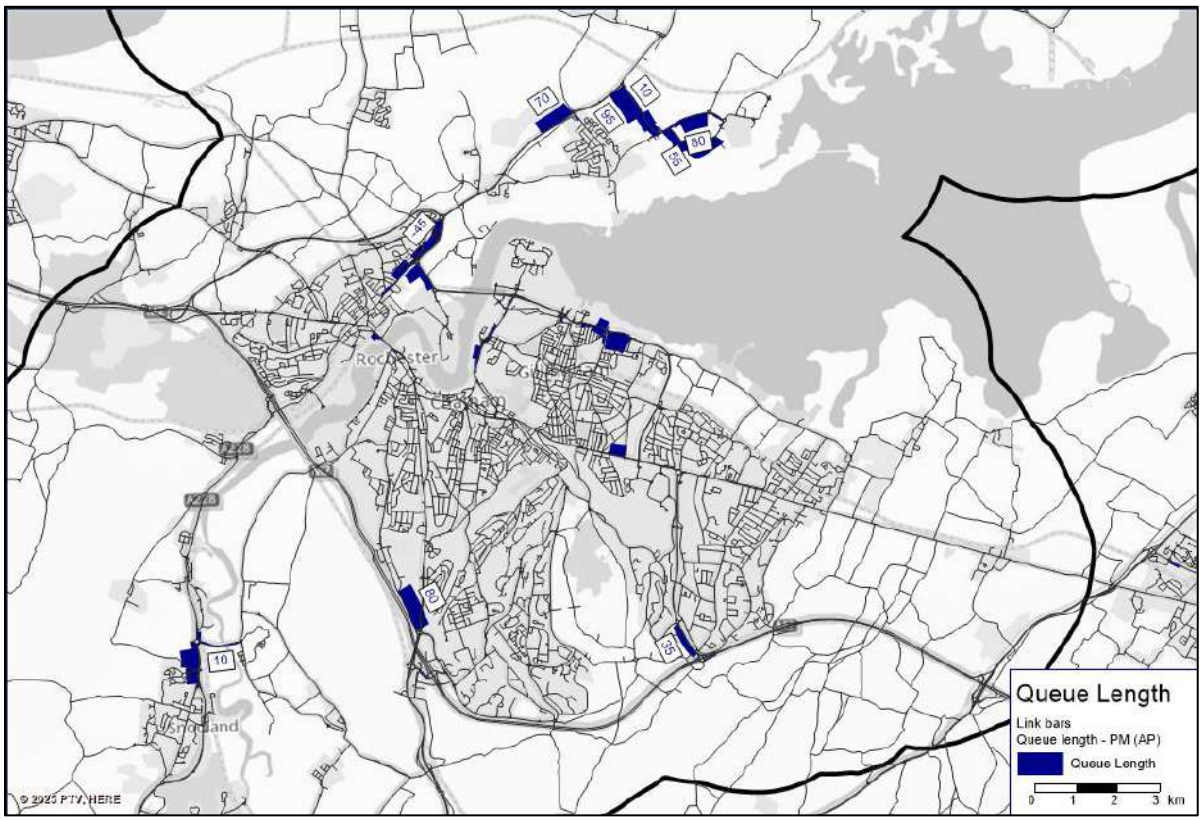


Figure 7-8: iDS vs rRC Queue Difference, PM Peak

7.4.5 Link and Turn V/C

The link and turn volume capacity ratio assessment was undertaken for the iDS and uses the same categories as defined in Table 6-6. For the purposes of the comparison only links or turns that have changed (improved or deteriorated) in comparison to the relevant peak in the rRC have been displayed. This analysis has been undertaken to help identify "hot spots" on the network whereby highway mitigations may be required to accommodate the forecast Reg19 growth.

Figure 7-9 and Figure **7-10** present the worst turn and link VC changes in the iDS when compared to the rRC during the AM peak and PM Peak respectively. The AM peak illustrates constrained capacity on strategic routes such as A2/ M2 westbound (VC up to 108%) and A228 Rochester Road in both directions (VC up to 115%). The reduced capacity in these locations is due to the increased volume of flow using these routes as a result of the forecast LP allocations; these routes serve east-west and north-south connections throughout Medway.

There are 19 junctions nearing capacity in the AM Peak (VC ratio between 85% and 100%), of these five junctions see a deterioration in capacity greater than 20%, these are:

- Ropers Lane approach to A228 Peninsula Way / Ropers Lane / Ratcliffe Highway Roundabout (92%)
- Stoke Road EB approach to Stoke Road / Eshcol Road Roundabout (91%)
- A228 Peninsula Way SB approach to A228 Peninsula Way / Ratcliffe Highway / Roper's Lane Roundabout (92%)
- Ropers Lane approach to Stoke Road / Ropers Lane Roundabout (92%)
- Wigmore Road approach to A278 Hoath Way / Sharsted Way / Wigmore Road Roundabout (98%)

In the PM Peak there are 20 junctions nearing capacity (VC ratio between 85% and 100%), of these, three junctions see a deterioration in capacity greater than 20%, these are:

- Ropers Lane approach to A228 Peninsula Way / Ropers Lane / Ratcliffe Highway Roundabout(97%)
- A228 Peninsula Way NB approach to A228 Peninsula Way / Dux Court Road / Bell's Lane Roundabout (96%)
- B2004 Lower Rainham Road WB approach to Grange Roundabout (95%)

The A228 Peninsula Way / Dux Court Road Roundabout is flagged as nearing capacity in both the AM and PM peak, as well as the A228 Peninsula Way / Roper's Lane Roundabout in the PM, which are both located on the A228 Peninsula way, the only route to access or egress the Peninsula, which consequently has additional development in this scenario.

Additionally, A289 Hasted Road approach link to Four Elms roundabout has a VC value of 87% in the AM peak and 90% in the PM peak, which is within capacity, but approaching capacity, this is a deterioration of 16% and 20% compared to the rRC. Due to development on the peninsula, where four elms sole access, this results in additional flows using the A289 Hasted Road (861 vehicles WB in AM and an additional 832 vehicles EB in PM), reducing the overall capacity on this approach.

The PM Peak, as presented in Figure **7-10** sees similar trends to those noted in the AM peak, but in the reverse direction due to a tidality of flow. This is particularly the case for strategic routes such as A2/ M2 eastbound (VC up to 103%), A228 Rochester Road in both directions (VC up to 114%) as well as A289 Hasted Road eastbound (VC up to 105%).

A summary table has been provided in Table 7-2, with the locations graphically presented in Figure 7-9 and Figure **7-10**.

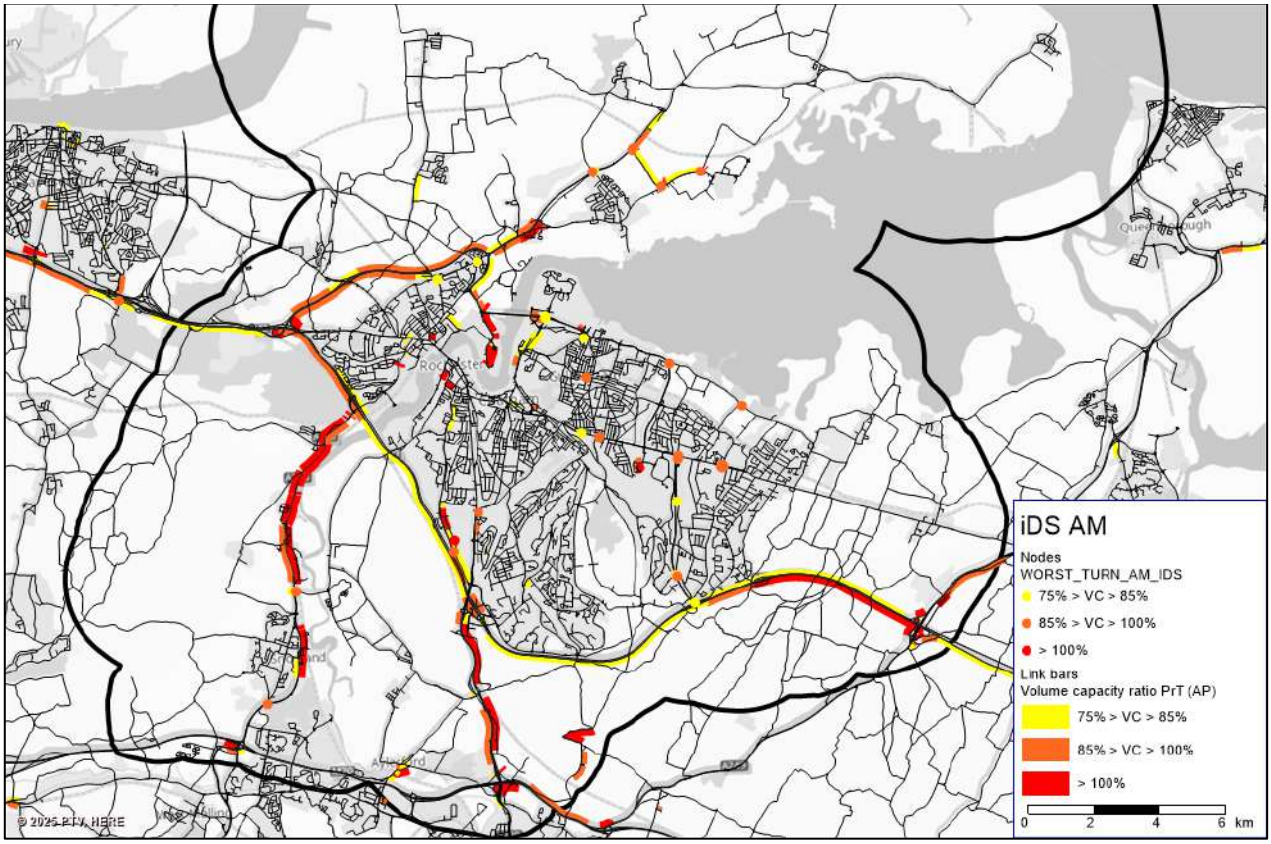


Figure 7-9- iDS vs rRC Link and Turn V/C, AM Peak

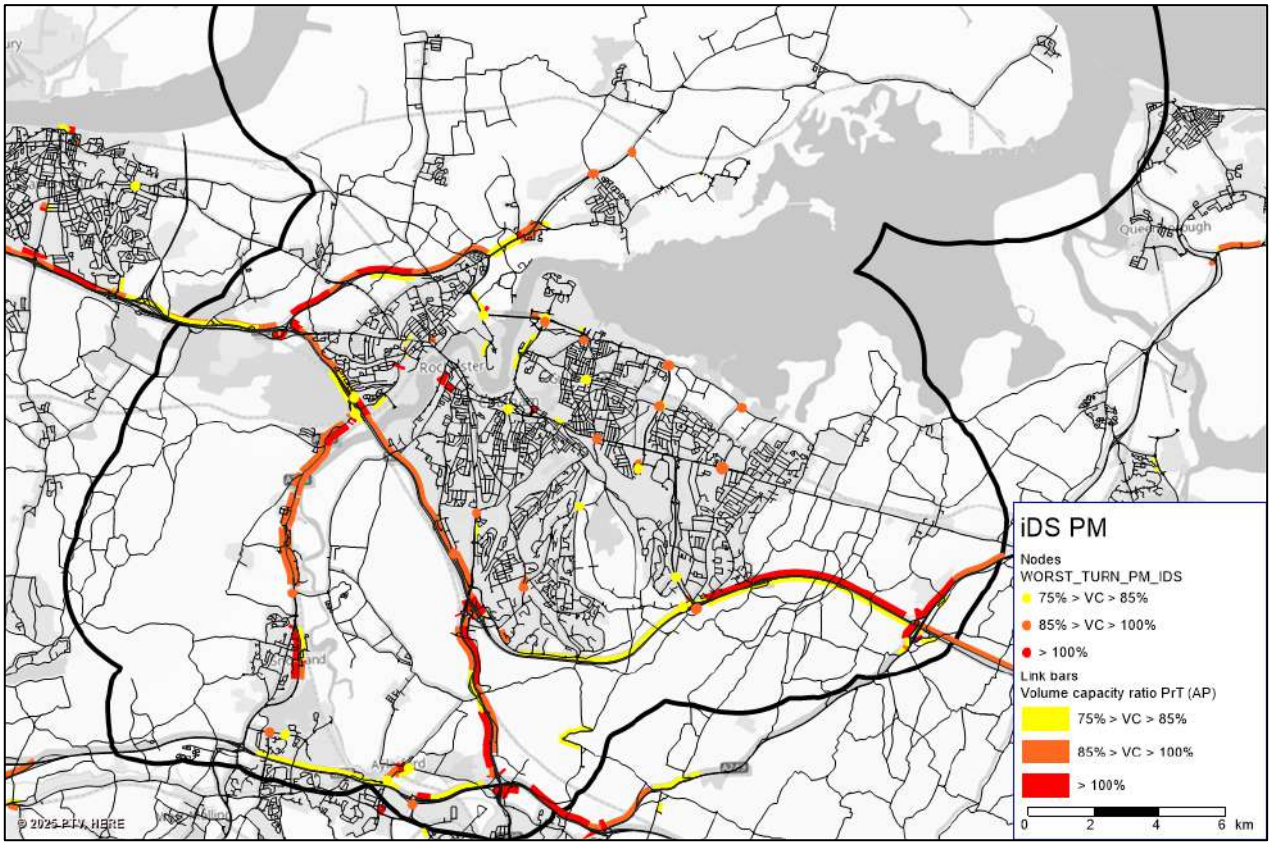


Figure 7-10- iDS vs rRC Link and Turn V/C, PM Peak

Table 7-2- Worst Turn VC Summary Table

Jn No	Junction Location	AM rRC	AM fDS	AM Diff	PM rRC	PM fDS	PM Diff
1	Twydall Lane approach to Bowaters Roundabout	84%	90%	7%	93%	97%	4%
2	A229 Roman Road / A230 Horsted Way / Pilots View	82%	86%	5%	42%	46%	4%
3	A289 Yokosuka Way NB approach to Grange Roundabout	75%	69%	-7%	58%	62%	4%
4	Ropers Lane approach to A228 Peninsula Way / Ropers Lane / Ratcliffe Highway Roundabout	20%	92%	72%	65%	97%	32%
5	Hoath Way Eastern Approach to A278 Hoath Way Roundabout	58%	83%	25%	46%	67%	22%
6	Stoke Road EB approach to Stoke Road / Eshcol Road Roundabout	49%	91%	42%	15%	34%	19%
7	B2108 Hoo Road / Wainscott Road / Higham Road Roundabout	38%	78%	39%	38%	72%	34%
8	B2004 Medway Road / Medway Road	70%	81%	11%	70%	88%	17%
9	A228 Peninsula Way NB approach to A228 Peninsula Way / Dux Court Road / Bell's Lane Roundabout	74%	94%	19%	70%	96%	26%
10	Peters Bridge WB approach to A228 / Peters Bridge Road Roundabout	80%	90%	10%	42%	40%	-2%
11	B2004 Lower Rainham Road WB approach to Grange Roundabout	76%	89%	12%	72%	95%	22%
12	A228 Peninsula Way SB approach to A228 Peninsula Way / Ratcliffe Highway / Roper's Lane Roundabout	48%	92%	44%	37%	62%	25%
13	Station Road / Forstal Road	82%	60%	-22%	48%	77%	29%
14	A228 Peninsula Way SB approach to A228 Peninsula Way / Dux Court Road / Bell's Lane Roundabout	52%	84%	32%	73%	91%	18%
15	B2000 Cooling Road approach to B2108 Hollywood Lane / B2000 Cooling Road Roundabout	74%	79%	5%	77%	66%	-11%
16	Courtney Road approach to Bowaters Roundabout	81%	91%	10%	86%	93%	7%
17	A2 Chatham Hill / Rock Avenue	75%	78%	4%	80%	82%	2%
18	Ropers Lane approach to Stoke Road / Ropers Lane Roundabout	42%	92%	50%	12%	40%	28%
19	B2097 Rochester Road / Laker Road	79%	90%	11%	79%	90%	11%
20	A278 Hoath Way SB approach to Gillingham Interchange	95%	77%	-17%	90%	44%	-46%
21	A228 WB approach to A228 / Malling Road / Hays Road Roundabout	80%	87%	7%	58%	58%	1%
22	A2 Watling Street / A231 Canterbury Street	83%	88%	5%	95%	99%	5%
23	A278 Hoath Way SB approach to A278 Hoath Way / Sharsted Way / Wigmore Road Roundabout	58%	81%	23%	68%	77%	9%
24	Wigmore Road approach to A278 Hoath Way / Sharsted Way / Wigmore Road Roundabout	66%	98%	32%	29%	39%	11%
25	A231 Victoria Street / A231 High Street / Railway Street	69%	85%	16%	53%	82%	28%
26	A2 High Street / A228 Commercial Road	76%	63%	-14%	64%	66%	1%
27	A289 Pier Road EB approach to A289 Pier Road / Maritime Way Roundabout	69%	77%	8%	74%	79%	5%
28	Maritime Way NB approach to A289 Pier Road / Maritime Way Roundabout	70%	79%	9%	91%	98%	6%

29	Lower Rainham Road Signalised Junction, east of Pump Lane	76%	93%	17%	81%	98%	17%
30	A228 Sharnal Street / Sharnal Street	73%	1%	-73%	84%	1%	-83%
31	Lower Rainham Road EB approach to Grange Roundabout	69%	66%	-3%	77%	88%	11%
32	Bells Lane / Ratcliffe Highway	61%	1%	-60%	86%	1%	-85%
33	North Dane Way SB approach to North Dane Way / Princes Avenue Roundabout	48%	55%	7%	62%	82%	20%
34	Station Road / Hall Road	40%	39%	0%	74%	80%	6%
35	Walderslade Road SB approach to Walderslade Road / Princes Avenue Roundabout	59%	62%	3%	80%	91%	11%
36	A289 Yokosuka Way SB approach to A289 Ito Way / A289 Yokosuka Way / Cornwallis Avenue / Beechings Way Roundabout	53%	59%	7%	73%	76%	3%
37	A230 Maidstone Road / Gibraltar Hill	30%	38%	8%	58%	80%	21%
38	Cornwallis Way EB approach to A289 Ito Way / A289 Yokosuka Way / Cornwallis Avenue / Beechings Way Roundabout	57%	54%	-2%	74%	88%	14%
39	A228 Cuxton Road approach to Merrals Shaw Interchange	64%	66%	1%	70%	82%	11%
40	A228 NB approach to A228 and Peter's Bridge Roundabout	50%	53%	3%	80%	70%	-9%
41	Leybourne Way / Gighill Road	62%	64%	1%	84%	89%	4%
42	A20 Coldharbour Lane NB approach to Aylesford Interchange	65%	66%	1%	84%	86%	2%
43	Maidstone Road / New access road	48%	43%	-5%	72%	75%	3%
44	M2 Junction 2 SB approach to Eastern Roundabout	54%	64%	10%	71%	80%	9%
45	A289 Vanguard Way approach to Upnor Roundabout	91%	92%	1%	70%	79%	10%
46	Leybourne Way Signalised junction near to Lunsford District Centre	61%	64%	2%	74%	77%	4%
47	A2 Rainham Road / Ash Tree Lane	88%	98%	10%	84%	95%	12%
48	Maritime Way / A289 Pier Road Westbound	68%	73%	4%	80%	85%	6%
49	A229 City Way Southbound Signalised Junction / Marconi Way	80%	83%	3%	77%	87%	10%
50	The Street / Maidstone Road	47%	40%	-7%	81%	74%	-7%
51	A2 London Road / Bloors Lane Signalised Junction	84%	88%	3%	83%	90%	7%

7.4.6 Summary

The iDS models were devised to identify the "hot spot" areas on the network that deteriorate compared to the rRC scenario, which consequently require further investigation through local junction modelling. Hot spots on the network were defined using the following metrics in parallel:

- Flow Difference Plots: used to identify areas where either large increase of flow are evidenced, thus increasing pressures on the junction, or where decreased flow is observed to outline where flow is held elsewhere on the network due to capacity constraints.
- Actual vs Demand Flows: flow difference plots between actual and demand flows were produced to identify links on the network with fewer actual flows (in an assigned network) compared to demand flows (those flows wishing to use the route if there were no delays). Large differences illustrated in these plots helped to identify where flow may be held elsewhere on the network due to capacity constraints or delays.

- Junction Level of Service (LOS): Junction LoS compared to the rRC were assessed, with junctions operating at lower LOS grades (typically D, E or F) considered to indicate reduced efficiency and a higher likelihood of delays for road users
- Queue Lengths: used to identify junctions exhibiting significant queuing
- Volume-to-Capacity (V/C) Ratios: High V/C ratios, particularly those exceeding 85%, were used as a proxy for capacity constraints and potential congestion hotspots

The combination of the above metrics relative to the rRC identified areas on the network experiencing increased delay and capacity constraints for further analysis. In parallel to this, areas identified to have large differences between actual and demand flows were analysed as this considered areas on the network that may have fewer flows due to delay or vehicles rerouting away from the locality all together (particularly on A228 Four Elms Hill).

These metrics identified 12 junctions that required further junction modelling, to ascertain if the impacts in these locations would require mitigation. The junctions identified for further analysis are listed below and presented graphically in Figure 7-11.

1. Four Elms Roundabout
2. Cornwallis Avenue / Yokosuka Way
3. Peninsula Way / Main Road Hoo
4. Peninsula Way / Dux Court Road
5. Peninsula Way / Ropers Lane
6. Sans Pareil Roundabout
7. A2 / High Street / Station Road / Canal Road
8. Pier Road / Pegasus Way
9. Pier Road / Gillingham Gate
10. Dock Road / Middle Street
11. M2 Junction 4
12. Union Street / Best Street



Figure 7-11- Junctions on the Medway Network Requiring LJM

The twelve junctions listed above were further assessed using specific LJM software, this process is described further in Section 8.

8. Local Junction Modelling and Mitigation

8.1 Introduction

Local Junction Modelling (LJM) was undertaken at the twelve junctions identified in the iDS strategic models as potential hotspots on the network. The use of specific junction modelling software was able to analyse junction performance at a more granular level, considering driver behaviours in more detail. This analysis was able to determine if junctions required further mitigation; for those junctions assessed in LJM that were illustrated as within capacity, the capacity outputs from the LJM modelling software were input into the VISUM model to better reflect conditions at the junction whereas those junctions which were overcapacity in the LJM had a mitigation scheme defined.

8.2 Local Junction Modelling

8.2.1 Assessment

Local Junction Modelling has been undertaken for 12 junctions identified within the strategic models as potential hot spots following the inclusion of the iDS Local Plan allocations. Each junction has been assessed in junction-specific software to determine:

- Their performance in the rRC and/or any residual capacity prior to including the LP;
- Their performance in the iDS, relative to the rRC.

Dependant on the existing junction alignment, either LinSig (for signalised junctions) or Junctions 10 (for roundabouts and priority junctions) modelling software was used for further analysis.

8.2.2 LinSig Modelling

LinSig junction modelling software has been used to assess the junction performance at signalised junctions using standard industry practice and guidance.

Signal timings sheets, provided by MC, have been used to input all the relevant signal information at each junction and flows have been coded using delay-based assignment. Signal stage timings have been optimised using the in-build optimiser. Saturation flows have been calculated using the RR67 method and LinSig modelling has been undertaken for the following junctions:

- A2 High Street / Station Road and A2 High Street / Canal Road (both junctions modelled as a part of a single model to ensure coordination between them was modelled correctly);
- A2 New Road / Union Street, Union Street / Best Street and Best Street / High Street (all three junctions modelled as a part of a single model to ensure coordination between them was modelled correctly);
- Pier Road / Pegasus Way;
- Pier Road / Gillingham Gate / Dynamo Way gyratory; and,
- M2 Junction 4

8.2.3 Junctions 10 Modelling

TRL Junctions 10 modelling software is used for analysing and designing roundabouts (ARCADY) and priority junctions (PICADY) in more detail, considering visibility and entry width to predict driver behaviours and correctly inform capacity, queues, and delays at junctions. Junctions 10 models have been developed to assess the junction performance at the following junctions:

- Four Elms Roundabout (as per MedwayOne's proposed mitigation design).
- Dock Road/ Middle Street/ Wood Street Roundabout
- Cornwallis Avenue/ Yokosuka Way Roundabout
- A228 Peninsula Way/ Main Road Hoo Roundabout

- A228 Peninsula Way/ Dux Court Road/ Bell's Lane Roundabout
- A228 Peninsula Way/ Roper's Lane/ Ratcliffe Highway Roundabout
- Sans Pareil Roundabout

8.2.4 Results and Conclusions

The results of the Local Junction Modelling have been presented in Table 8-1,in terms of Practical Reserve Capacity (PRC). PRC is a measure to determine the available spare capacity at a junction, related to degree of saturation, which indicates how much of a junction's capacity is being used. A positive PRC means the junction has spare capacity and can accommodate more traffic, whereas a negative PRC suggests the junction is over capacity, leading to congestion.

Table 8-1: Results of Local Junction Modelling

No	Junction	Practical Reserve Capacity (PRC)			
		AM Peak		PM Peak	
		RC	DS	RC	DS
J1	A228 Peninsula Way / Main Road Hoo	-13%	-46%	-7%	-46%
J2	A228 Peninsula Way / Dux Court Road / Bells Lane	10%	-19%	4%	-20%
J3	A228 Peninsula Way / Roper's Lane / Ratcliff Highway	25%	-32%	-2%	-41%
J4	Sans Pareil Roundabout	-30%	-32%	-32%	-41%
J5	A2 High Street / Station Road and A2 High Street / Canal Road	10.3	-2.1	14.8	-4.9
J6	Union Street / Best Street	19%	9%	14%	4%
J7	Pier Road / Pegasus Way	25%	5%	13%	2%
J8	Pier Road / Gillingham Gate / Dynamo Way Gyratory	8%	-3%	-5%	-76%
J9	Dock Road / Middle Street / Wood Street	-43%	-49%	-39%	-45%
J10	Cornwallis Avenue / Yokosuka Way	27%	24%	23%	9%
J11	M2 J4	-26%	-36%	-40%	-44%
J12	Four Elms Roundabout	-29%	-67%	-26%	-65%

The Local Junction Modelling results demonstrate that the proposed growth assessed in the iDS can be accommodated at the Union Street/ Best Street, Pier Road/ Pegasus Way and Cornwallis/ Yokosuka Way junction (Junction 6, 7 and 10) as the practical reserve capacity demonstrates nil detriment relative to the rRC. No further investigation or potential mitigation was required at these locations, and it is determined that the Local Plan is not forecast to have a significant impact on the highway network at these junctions. To reflect this conclusion in the Final Do Something models, network coding of these junctions of the strategic model was updated in line with the specific geometry, capacity and signal timings (where appropriate) assessed in the Local Junction Modelling.

8.3 Highway Mitigation

There were eight junctions shown to require further mitigation to accommodate the Local Plan growth as their PRC percentages are negative. Initial concept designs of mitigations were defined and discussed with MC before being further assessed in specific junction modelling software (LinSig and Junctions 10). Once an optimum mitigation design was determined, mitigations were then input into the VISUM model to assess the impacts on the Medway network.

The proposed concept design options are discussed further in the **"Medway Local Junction Modelling 270625"** report (Appendix J) however a high-level summary of the junction mitigation options have been detailed below.

8.3.1 J1: A228 Peninsula Way / Main Road Hoo

The new design proposal transforms the existing roundabout into a more structured traffic management solution. Key features of this redesign include (as visually represented in Figure 8-1).

1. Four-Arm Signalised Junction: The roundabout has been reconfigured into a four-way junction controlled by traffic signals.
2. Dedicated Slip Road: A new slip road has been incorporated, facilitating direct movement from Main Road to the A228.

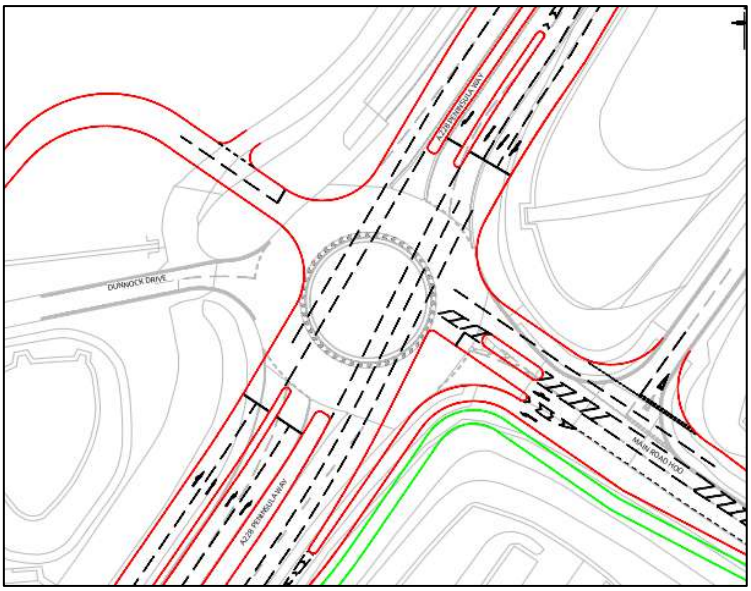


Figure 8-1 - Proposed Layout – A228 Peninsula Way / Main Road Hoo

8.3.2 J2: A228 Peninsula Way / Dux Court Road / Bells Lane

The proposed mitigation strategy for this junction focuses on capacity improvement through targeted infrastructure modification. Key aspects of this enhancement include:

1. Lane Addition: An extra lane is to be incorporated on the A228 Peninsula (W) approach.

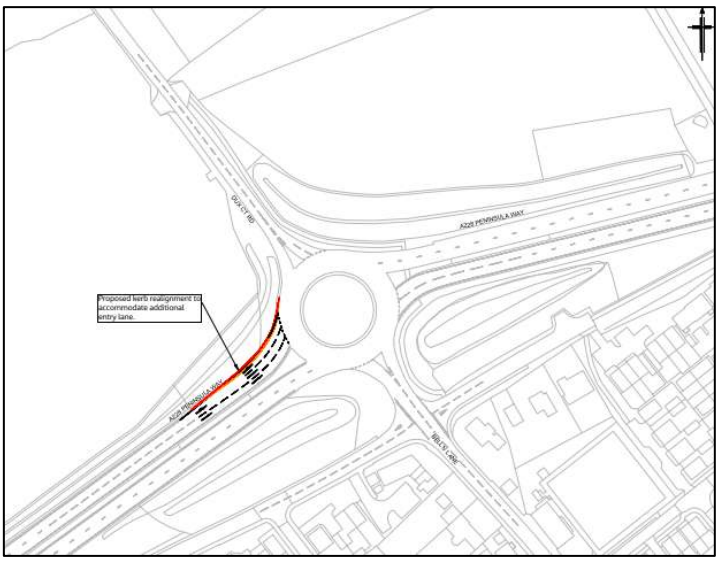


Figure 8-2 - Proposed Layout – A228 Peninsula Way / Main Road Hoo

8.3.3 J3: A228 Peninsula Way / Roper's Lane / Ratcliffe Highway

The proposed enhancements aimed at improving traffic flow, particularly on the Roper's Lane approach. The improvements captured the following and are presented in Figure 8-3:

1. Ratcliffe Highway (N) Expansion:
    - Additional lane on entry
    - Additional lane on exit
2. Ropers Lane Modification:
    - New segregated left turn lane connecting to A228 westbound

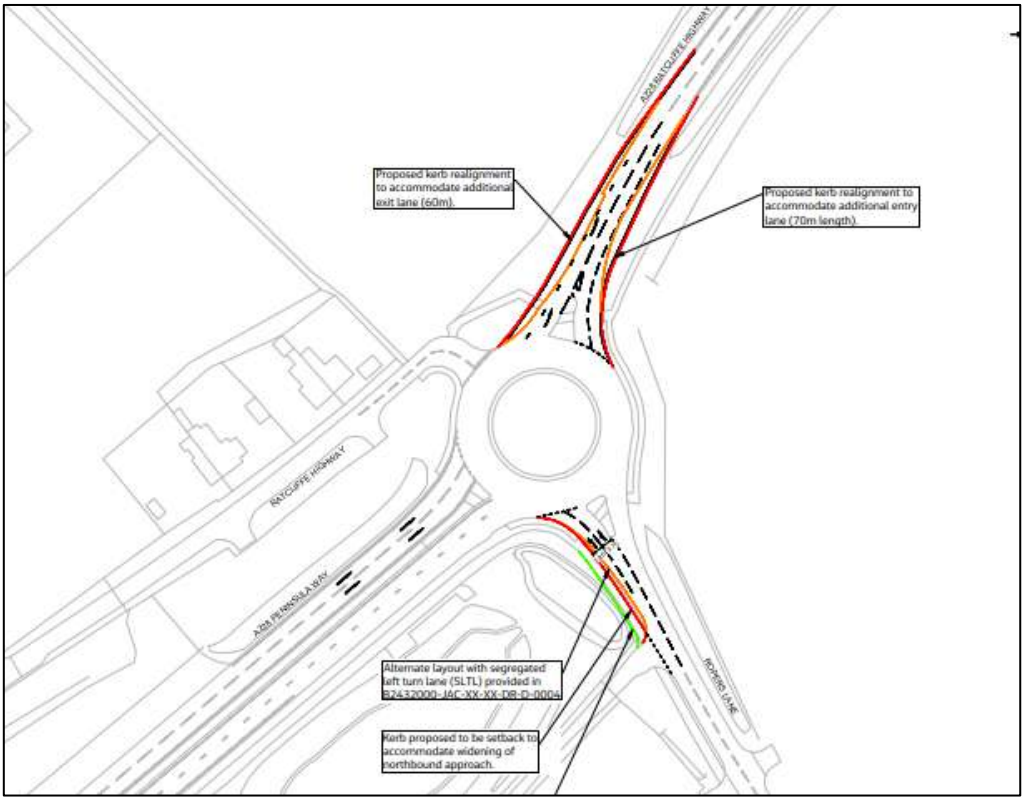


Figure 8-3 - Proposed Layout – A228 Peninsula Way / Main Road Hoo

8.3.4 J4: Sans Pareil Roundabout

The proposed modifications to the existing roundabout incorporate significant enhancements to improve traffic flow and capacity, the mitigations required in this location increase the overall size of the roundabout, alongside the following changes:

1. A289 Enhancements:
    - Additional lanes added to improve capacity and traffic flow
2. Signalisation: Traffic signals have been introduced to manage traffic more effectively.
3. Bypass Lanes:
    - A289 westbound to Berwick Way: Dedicated filter/bypass lane (existing)
    - Berwick Way to A289 westbound: Dedicated filter/bypass lane (proposed)

4. Wainscott Road/ Beneden Road:
    - Realignment of Wainscott Road/ Beneden Road with access A228 west of the junction (just outside figure extent)

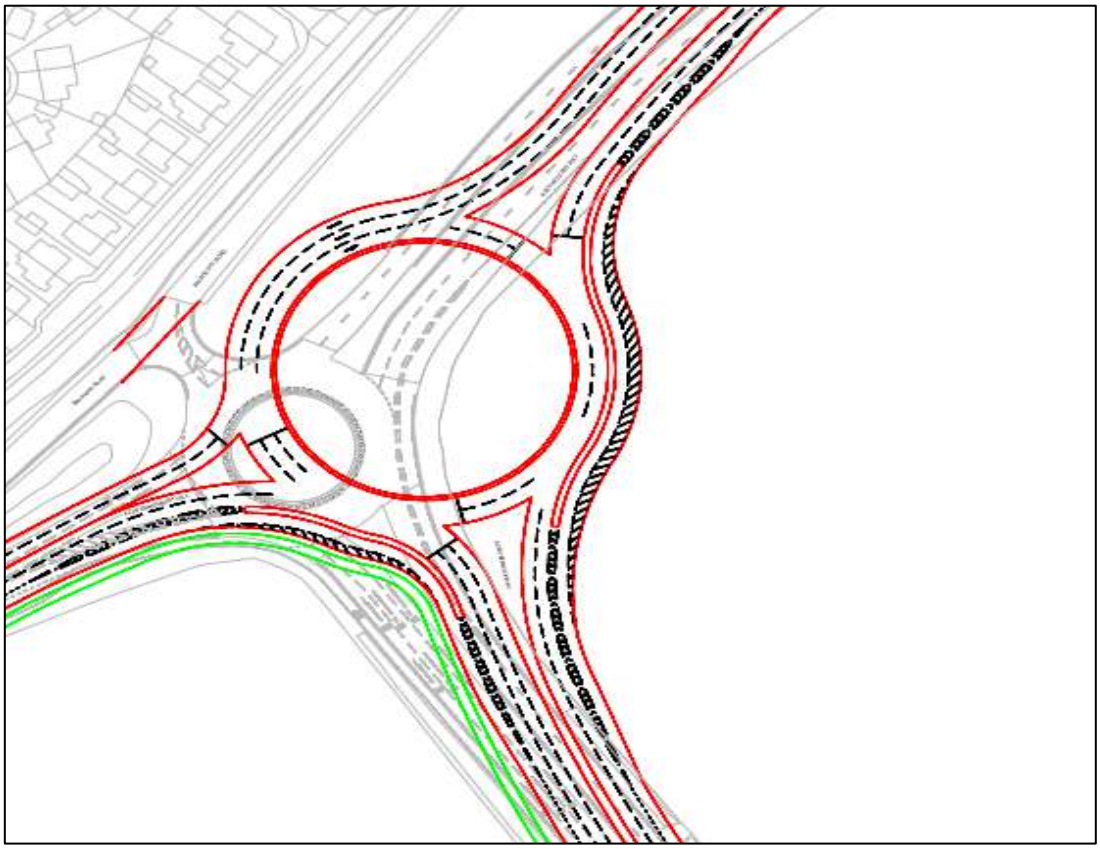


Figure 8-4- Proposed Layout – Sans Pareil Roundabout

8.3.5 J5: A2 High Street / Station Road and A2 High Street / Canal Road

The proposed modifications to the junction focus on optimising traffic movement through targeted changes as shown in Figure 8-5, these changes include the following:

1. ASL Removal: The Advanced Stop Line (ASL) has been eliminated from the design.
2. Station Road Lane Reallocation:
    - Previous: Right turn lane
    - New: Left turn only lane
3. Signal Timing Adjustment: The traffic signal phasing has been reconfigured to complement the new layout.

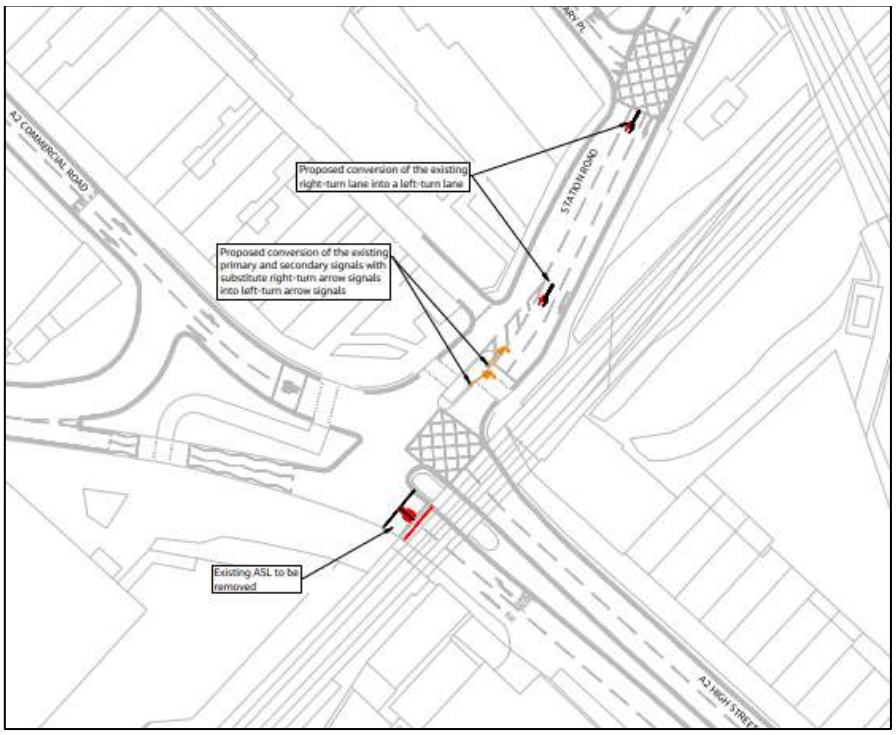


Figure 8-5: Proposed Layout – A2 High Street /Station Road

8.3.6 J8: Pier Road / Gillingham Gate / Dynamo Way Gyratory

The proposed redesign represents a significant shift in the junction's traffic management approach. The existing signalised priority junction has been reimagined as a six-arm roundabout.

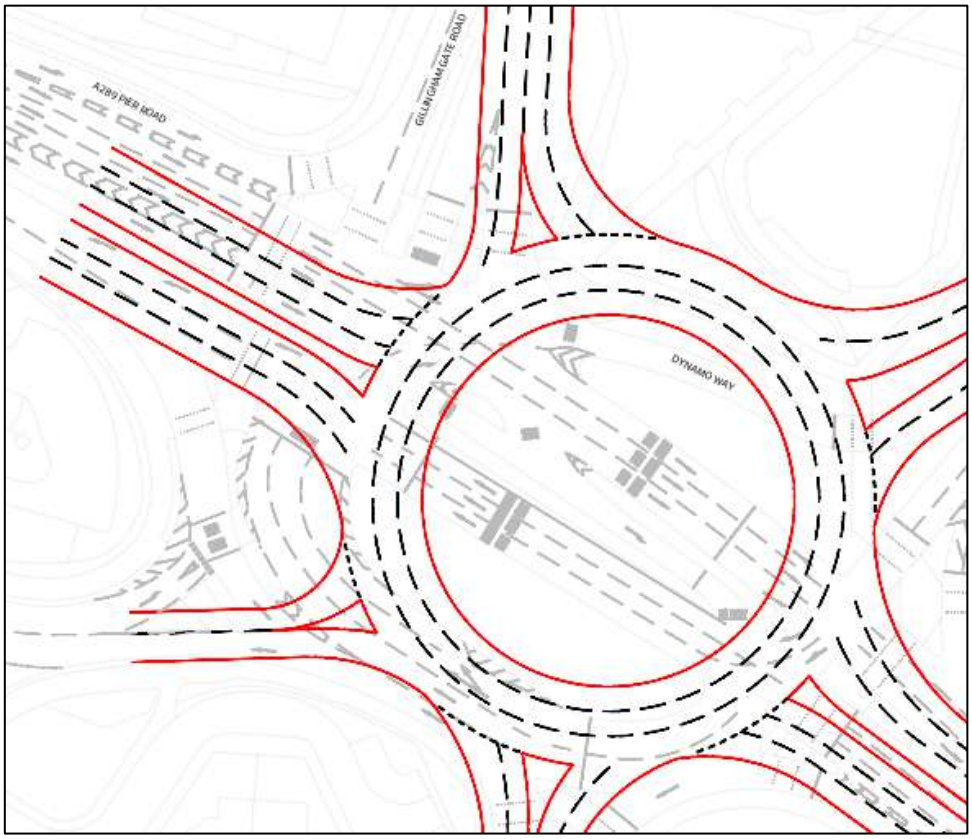


Figure 8-6: Proposed Layout – Pier Road / Pegasus Way

8.3.7 J9: Dock Road / Middle Street / Wood Street

Junction mitigations at this junction call for widening of the lanes on the Dock Road approach to the roundabout. This is presented visually in **Figure 8-7**, illustrating the expanded lane configuration on the Dock Road entry. This widening aims to address potential congestion issues and improve the approach's capacity to handle incoming traffic volumes.

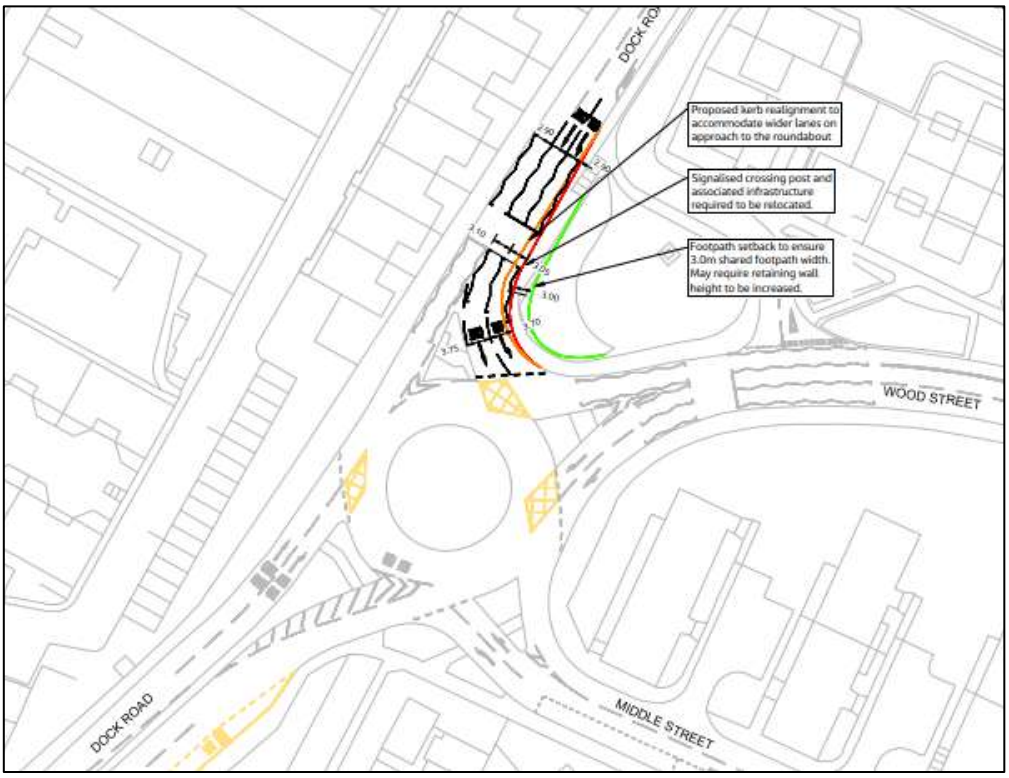


Figure 8-7: Proposed Layout – Dock Road / Middle Street / Wood Street

The change in junction performance in terms of level of saturation and delay was only marginally changing between the rRC and iDS scenario, as such, a monitor and manage approach was adopted at this junction.

8.3.8 J11: M2 J4

At the time of developing the Medway Reg18 Local Plan models (Reg18 RC and DS), the Lidsing Garden Village development was near certain; as part of the proposed development a new link road running through the Garden Village is proposed, tying in as a southern arm at M2J4. The developer of the site shared the initial proposed masterplan with Jacobs and MC which was included in the Regulation 18 models and interim assessment of Regulation 19. This design illustrated that the junction would be over theoretical capacity in both the Reference Case and the Do Something scenarios, as such a further conversation between the developer, MC and Jacobs.

The proposed junction alignment in this location had progressed and the revised junction alignment at M2J4 was assessed in the LJM software; this identified that the proposed junction could accommodate the proposed growth on the Medway network. This junction alignment was then included in the fDS models, and the details of the network assumptions are below and presented in Figure 8-8.

1. Proposed signalisation of the circulatory at A278 / Hoath Way, along with a segregated left turn onto the slip lane.

2. A new proposed link road to the south of the roundabout featuring a segregated left turn onto the slip lane.

3. A proposed segregated left turn lane that merges onto the new link road from the M2 westbound slip lane.

4. The number of circulatory lanes will be increased to two, and the white markings will be updated.

5. A proposed segregated left turn from the M2 off-slip eastbound to Hoath Way.

It is important to reiterate that the design and model outputs originate from a third party: Charles and Associates, the developers.

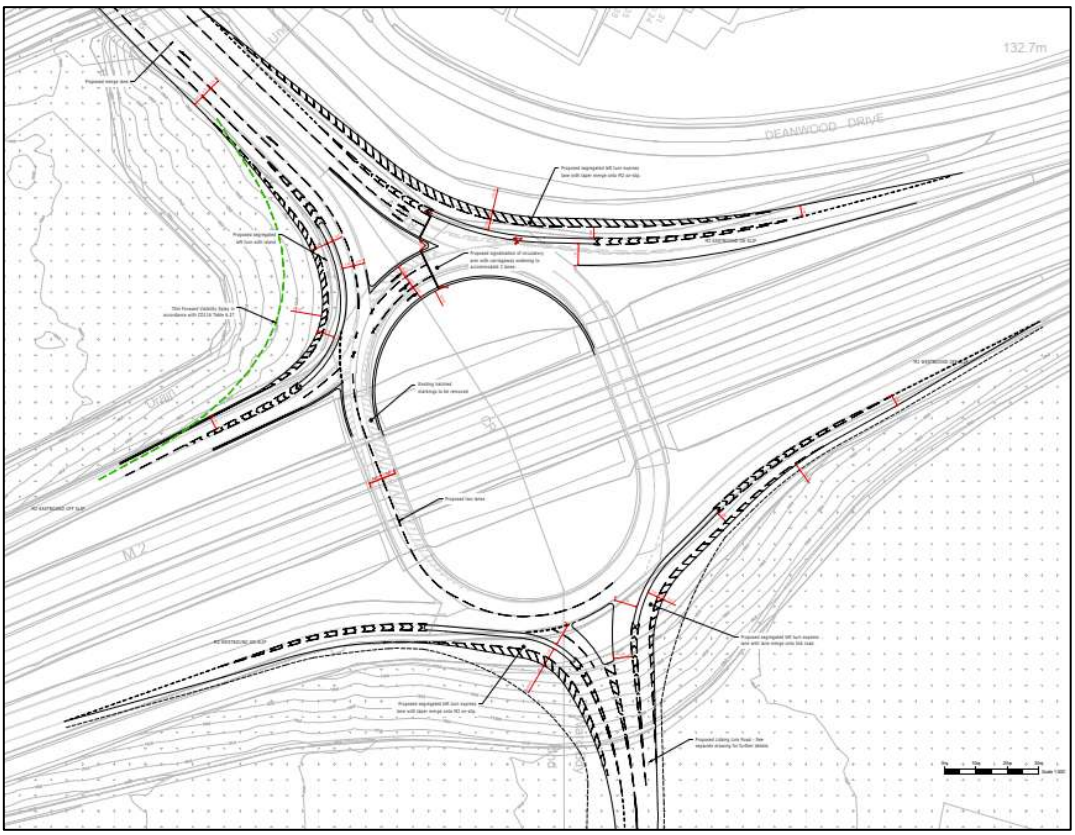


Figure 8-8 -Proposed Layout by Charles and Associates – M2J4

8.3.9 J12: Four Elms Roundabout

The Four Elms Roundabout is of key importance for wider routing within Medway: particularly forming connections with the A228 Peninsula Way and east/ west movements. Whilst the Uniper mitigation design provides sufficient capacity for the committed local growth on the network, the forecast LP growth cannot be accommodated in this locality. This junction in the Reg18 and iDS scenarios was shown to cause significant delays and wider rerouting. As such a suitable mitigation option in this location was prudent.

Jacobs in discussion with MC defined five different mitigation options whilst considering improved safety, journey time reliability and capacity. A summary of the mitigation designs assessed are detailed in Appendix K.

In agreement with MC, "Option E" was the preferred mitigation option and was input into the fDS models as it was deemed to accommodate the additional LP growth. Key features of the proposed layout include:

1. Signalisation: Traffic signals will be installed on three approaches:
    - A289
    - Four Elms Hill
    - Wulfere Way

2. Filter Lanes: Each of the three signalised approaches will incorporate a dedicated filter lane to facilitate left turns, enhancing traffic efficiency.

3. Hoo Road Reconfiguration: The design repositions Hoo Road as a priority exit from Wulfere Way, situated before the signalised roundabout entry.

Figure 8-9 provides a visual representation of this redesigned layout.

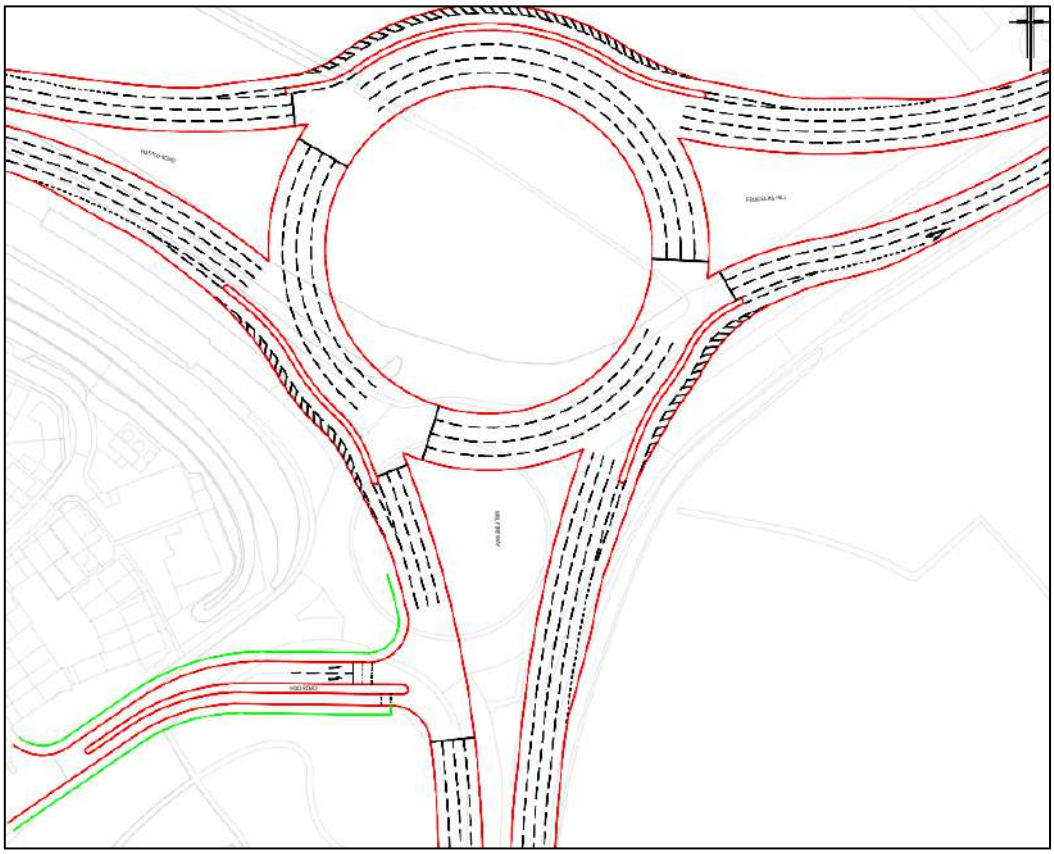


Figure 8-9: Proposed Layout – Four Elms

8.4 Summary

The Local Junction Modelling results demonstrate that the proposed growth assessed in the iDS can be accommodated at the Union Street/ Best Street, Pier Road/ Pegasus Way and Cornwallis/ Yokosuka Way junction (Junction 6, 7 and 10) as the practical reserve capacity demonstrates nil detriment relative to the rRC. No further investigation or potential mitigation was explored at these locations.

The updated M2J4 model alignment provided by the LidSing Garden Village developer was shown to accommodate the iDS growth and as such no further mitigations in this locality is required and the updated junction design was included in the iDS models.

Junction 9 (Dock Road/ Middle Street/ Wood Street) was defined as just over capacity in the iDS scenario and proposed mitigations in this location were defined. Due to the structure of the surrounding walls the mitigation was deemed extensive and as such taking a monitor and manage approach was deemed acceptable in this location.

All further junctions listed above (J1-5, J9 and J12) had a mitigation solution identified, assessed and costed. The proposed mitigations are in the initial concept design and were included in the VISUM modelling; this included infrastructure changes, alongside the proposed capacities from the LJM software.

9. Final Do Something with Mitigation

9.1 Introduction

The Final Do Something (fDS) scenario is developed based on the Interim Do Something scenario, with the addition of junction mitigations identified (Section 8), potential modal shift reductions (detailed in Appendix A and Appendix B) and the final Reg19 LP site allocations.

9.2 Demand

The fDS scenario was developed using the final list of residential and employment allocations provided by Medway Council to support their Regulation 19 consultation. This was following the Reg18 consultation and the results of the iDS assessment. The fDS allocations include a total of 45,035 dwellings and 2,124,700sqm of employment space, this is an increase of 18,887 dwellings and 249,501 floorspace sqm compared to the rRC further presented in Table 9-1.

Table 9-1: Net Housing and Employment, fDS vs RC

	Net Dwellings	Net SQM
rRC	45,035	2,124,700
LP Sites	63,922	2,374,201
Difference	18,887	249,501

A more detailed breakdown of residential and employment sites from the fDS scenario can be found in Appendix L. The total dwellings and employment floorspace modelled in the fDS scenario is summarised in Table 9-2.

Table 9-2: Total Housing and Employment in Medway, fDS

Growth	Dwellings	Floorspace (sqm)
Completions	4,264	30,562
Committed (AODM)	7,489	853,488
LP Allocations	18,887	249,501
fDS Total	30,640	1,133,551

9.2.1 Housing and Employment Allocations

The sites included within the fDS scenario detail the potential for approximately 18,887 dwellings over 81 site allocations and 249,501 sqm over 7 employment sites; the locations of these sites are illustrated in Figure 9-1 and Figure 9-2, respectively. Allocations with greater than 100 dwellings or 100 jobs (as calculated using the employment density matrix), have been modelled explicitly and their trip generation has been added to a unique zone representative of that development only.

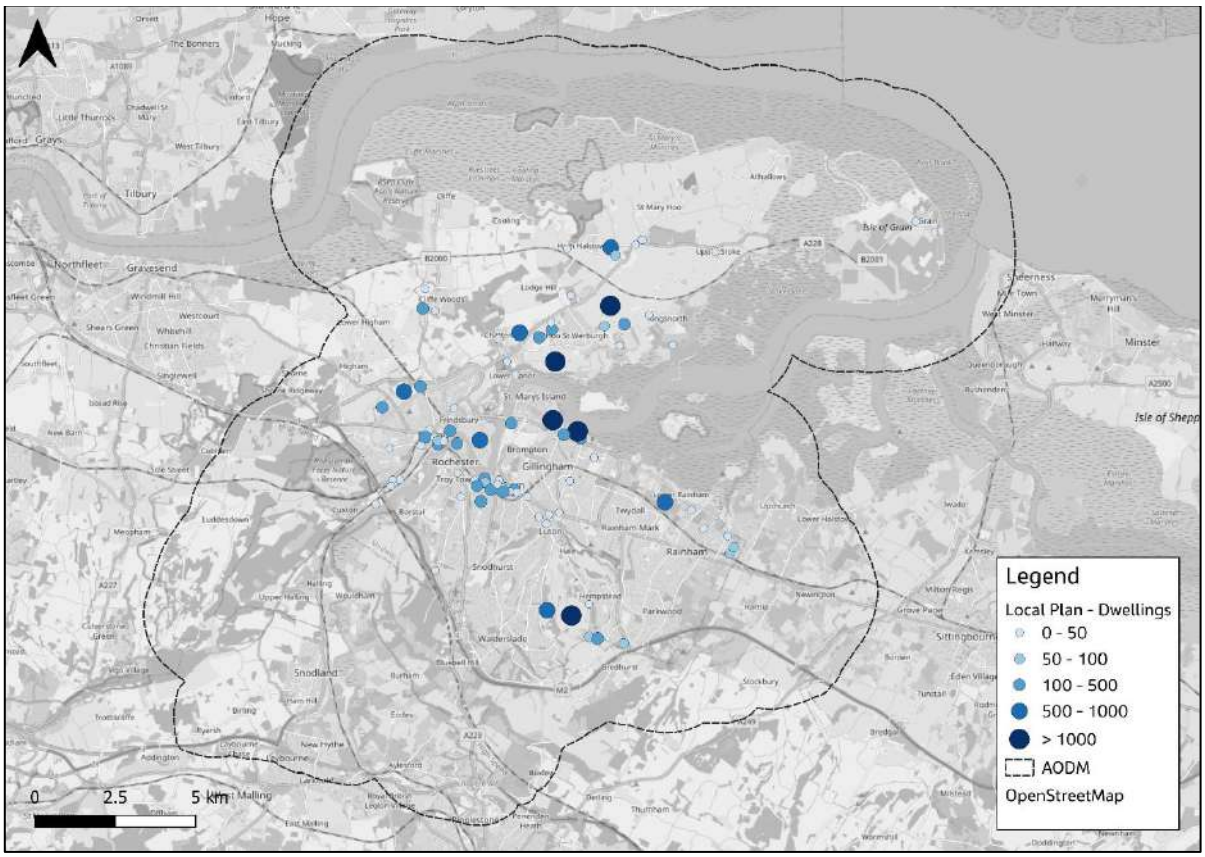


Figure 9-1- fDS LP Housing Site Allocations

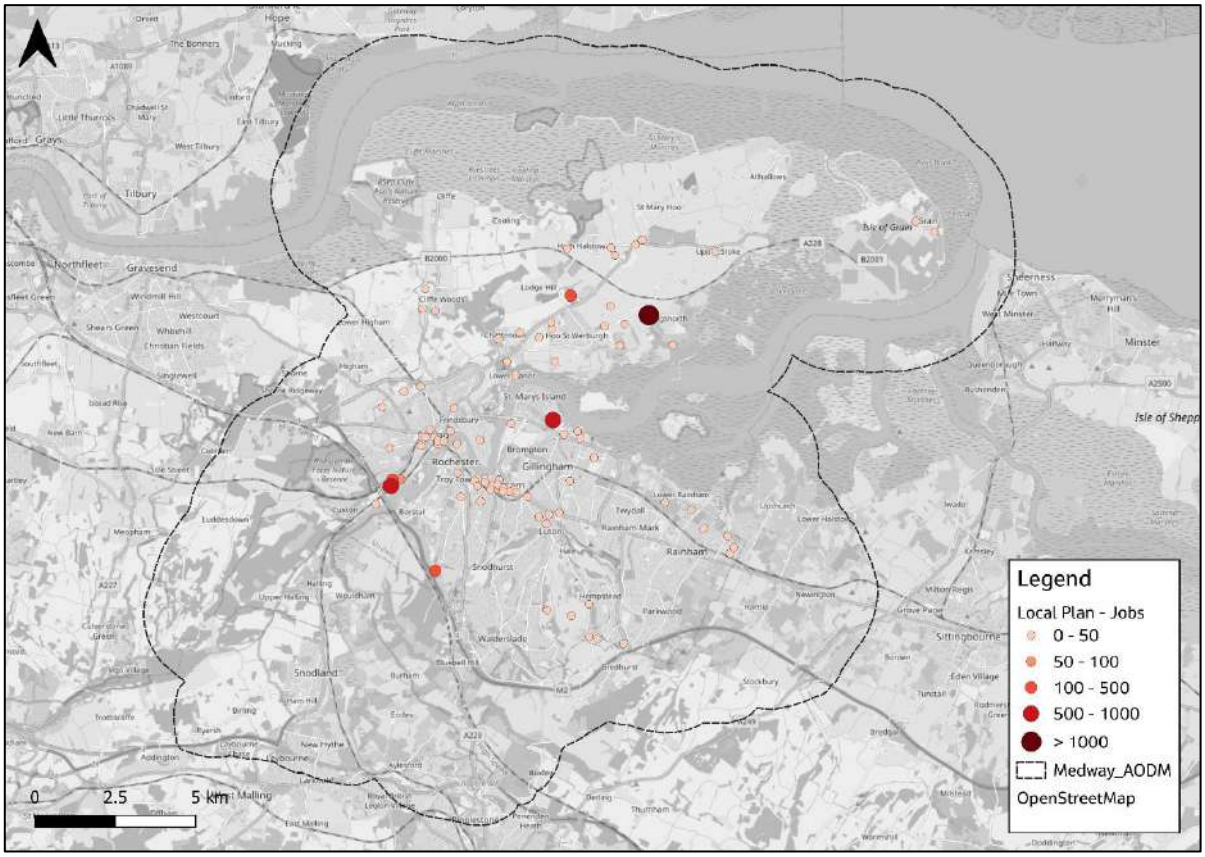


Figure 9-2- fDS LP Employment Site Allocations

Details of the employment size and land use split used that each site would provide is summarised in Table 5-9 with the Final LP employment site allocations and the number of dwellings of the residential sites within the fDS are listed in detail in Appendix L.

9.3 Network

The fDS scenario uses the rRC network as a basis, with the addition of development specific access arrangements or infrastructure changes associated with the proposed Final LP allocations. All proposed LP allocations with greater than 100 dwellings or 100 jobs (when calculated using the employment density matrix) have been modelled explicitly and the access/egress to the existing highway network to reflect allocation proposals (same method as RC and DS). Figure 9-3 illustrates the locations of those explicitly modelled developments in the fDS scenario and Table 9-3 provides more detail on the associated infrastructure schemes of these sites.

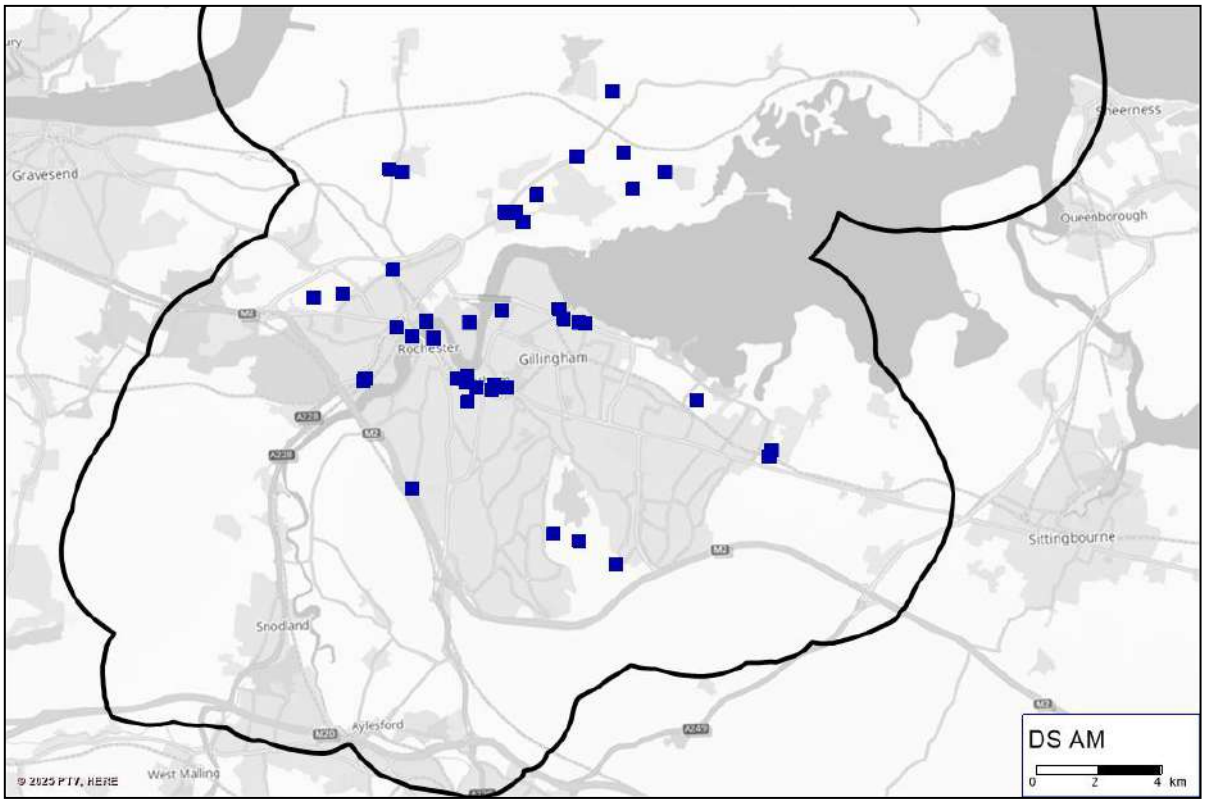


Figure 9-3- New Zones in fDS model compared to Reg19 RC

Table 9-3: 2041 fDS, Explicitly Modelled Potential Allocations

ID	Application Number	Zone Number	No. of HHs	SQM	Associated Infrastructure schemes
2012	HHH26	400002	760	0	Two priority junctions providing access to Christmas Lane and a priority junction access onto Britannia Road.
2013	HHH12	400003	1801	0	Priority junction access either onto Main Road Chattenden.
2016	SNF41	400006	216	0	Priority junction access onto Canal Road.
2017	SNF35	400007	171	0	Priority junction access onto unnamed road off Knight Road near Strood Retail Park.
2023	SMI6	400011	2200	844	Access junction access onto Gillingham Gate Road and Dynamo Way.

ID	Application Number	Zone Number	No. of HHs	SQM	Associated Infrastructure schemes
2031	LW4	400014	670	0	Priority junction access onto North Dane Way and Shawstead Road.
2034	HHH6	400016	550	0	Priority junction access onto Dunnock Drive.
2036	HHH11	400017	240	0	Priority junction access onto Ratcliffe Highway.
2037	HHH33	400018	330	0	5 priority junctions providing access to Stoke Road.
2039	LW8	400019	2000	0	Priority junction access onto Shawstead Road and Ham Lane.
2040	FP11	400020	123	0	Priority junction access onto High Street.
2043	RN30	400066	90	0	Priority junction access onto Seymour Road.
2044	RN31	400067	80	0	Priority junction access onto Seymour Road.
2049	HHH8	400022	450	0	Priority junction access onto Ratcliffe Highway.
2053	CCB37	400026	200	0	Priority junction access onto Upbury Way.
2055	FP10	400028	139	0	Priority junction access onto Ordnance Street.
2056	GN6	400029	400	0	Priority junction access onto Strand Approach Road.
2058	SR4	400030	130	0	Priority junction access onto Town Road.
2063	SNF15	400033	350	0	Priority junction access onto Charles Street and A2 Commercial Road.
2145	CCB49	400042	150	0	Priority junction access onto A2 New Road.
2146	FP6	400043	102	0	Priority junction access onto A2 New Road Avenue.
2150	FP25	400045	121	0	Priority junction access onto Railway Street and Ordnance Terrace.
2154	GN15	400046	1100	0	Priority junction access onto A289 Pier Road.
2156	RWB25	400047	132	0	Priority junction access onto Gas House Road.
2157	GN3	400048	176	0	Priority junction access onto A289 Pier Road.
2166	CCB25	400065	150	0	Roundabout access, Main Gate Road arm off Roundabout Western Avenue / Leviathan Way / Walter Burke Way / Main Gate Road Roundabout.
4000	SNF1	400059	360	0	Two priority junction access onto Clinton Avenue and Beaufort Road.
4002	SNF3	400061	800	0	Four priority junction access onto A226 Gravesend Road, A2 Watling Street, Clinton Avenue and Beaufort Road.
4013	SR5	400062	120	0	Priority junction access onto Stonehouse Lane.

ID	Application Number	Zone Number	No. of HHs	SQM	Associated Infrastructure schemes
4014	RN9	400063	800	0	Priority junction access onto Lower Bloors Lane.
4015	SR14	400068	49	0	Priority junction access onto View Road.
4016	HHH22 & HHH31	400064	1700	0	Three priority junction access onto A228 Ratcliffe Highway, Stoke Road, Eschol Road and Roundabout access onto Roper's Lane / Stoke Road Roundabout.
2160	HHH35	400051	0	6902	Priority junction access onto Eshcol Road.
2161	RWB5	400052	0	100	Priority junction access onto B2097 Maidstone Road.
2163	CHR17	400054	0	397	Priority junction access onto Roman Way.
2164	CHR16	400055	0	688	Priority junction access onto Roman Way.
4018	HW3	400069	335	0	Priority junction access onto Chapel Lane.
4019	SR53	400070	690	0	Priority junction access onto Anthonys Way.
4020	HHH19	400071	0	412	Priority junction access onto A228 Peninsula Way.

9.4 Model Convergence

Equilibrium assignment with ICA (Intersection Capacity Analysis) has been used for the forecast assignment with "TAG-compliant" set as the convergence criteria in VISUM. The GTM converges to a good standard using these criteria, with a maximum GAP value of 0.001 and at least 98% relative difference between previous and current iterations. The final matrix convergence for the fDS assignment is presented in Table 9-4.

Table 9-4: 2041 fDS Final Matrix Convergence

All Vehicles	Duality Gap	'Delta' Iterations	n-3	n-2	n-1	n
AM Peak	0.00044	18	0.998	0.998	0.998	0.999
PM Peak	0.00048	23	0.999	0.999	0.999	0.999

9.5 Model Results

Model results were obtained for the fDS to identify the impact the proposed Regulation 19 LP allocations would have on the Medway network with the inclusion of the junction mitigations (discussed in Section 8) and the potential modal shift opportunities identified (outlined in Appendix A and Appendix B).

9.5.1 Flow Difference

Actual flow difference plots between the fDS and rRC have been produced to identify the change in flows on the network resulting from the Reg19 LP allocations and the proposed junction mitigations. The red bars identify an increase in flow whereas the decrease in flows is evidenced by green bars.

Some large increases of flow can be seen in the network due to new links being coded in the fDS model compared to the rRC (with corresponding new link IDs), due to the limitation of the VISUM software, flow differences are only shown at links with the same link IDs and thus the link flow differences on the blue links illustrated in Figure 9-4 are not truly replicating the flow differences and can therefore be ignored.

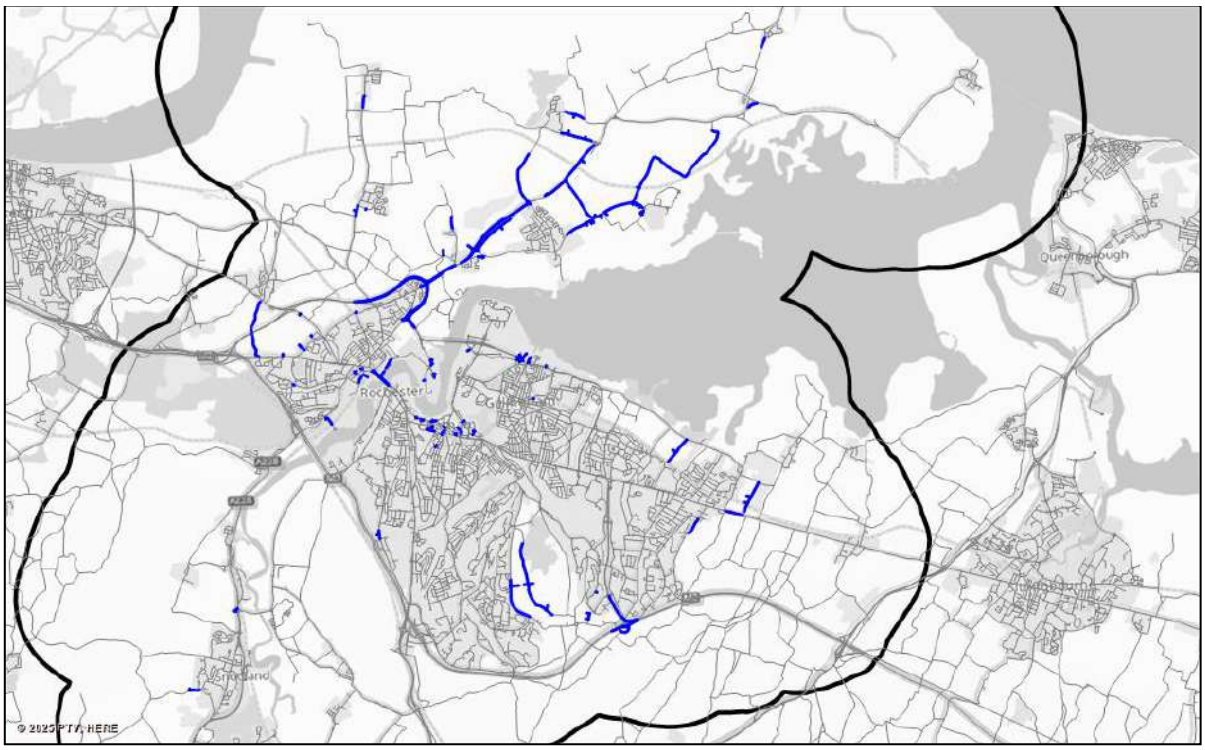


Figure 9-4- New Links in fDS model compared to rRC

The AM and PM peak flow differences are presented in Figure 9-5 and Figure 9-6 respectively. During the AM Peak the largest increases in two-way flows are observed on the key routes serving Medway including A228 Four Elms Hill, A289 Pier Road and A289 Hasted Road. There are multiple Local Plan allocations on the Peninsula (5,240 houses and 495,858 sqm of employment), resulting in additional demand routing on the A228 Four Elms Hill (with increases of up to 2,860 two-way flows). Additionally, increases are noted on A289 Pier Road of 1,710 vehicles and this serves east-west movements within Medway with flows travelling between Higham/ Chattenden areas and Grange and Gillingham.

Decreased flow of up to 270 vehicles is observed on Main Road Hoo westbound, west of Bells Lane; the decreased demand on this route is resultant of the mitigation at Dux Court Road/ A228 Peninsula Way junction and Bell's Lane roundabout encouraging flow back onto the most direct route rather than seeking alternate parallel routes. Similar observations are evidenced through Wainscott, where reductions of 645 vehicles of two-way flows are noted on Iden Road.This is due to a combination of the proposed realignment of Beneden Road as part of the proposed mitigation at Sans Pareil Roundabout[1] (where flow routing via Wainscott use Cooling Road) and the mitigation at Four Elms / Sans Pareil junction encouraging flow back onto major routes via A289 Wulfere Way.

The PM Peak (Figure 9-6) presents similar trends to those in the AM Peak, with the largest increases of flow on the key routes serving Medway includingA228 Four Elms Hill (2,760 vehicles at two-way flows), A289 Pier Road (1,300 vehicles at two-way flows) and A289 Hasted Road (1,130 vehicles at two-way flows).

Unlike the AM peak, there are reductions of flow noted on A228 northbound through Snodland of up to 230 vehicles and this is due to queues forming on the circulatory arm of the A228/ Peter's Bridge Roundabout causing queues of up to 210 vehicles on the A228 approach.

[1] Junction Mitigation design discussed further in Appendix J

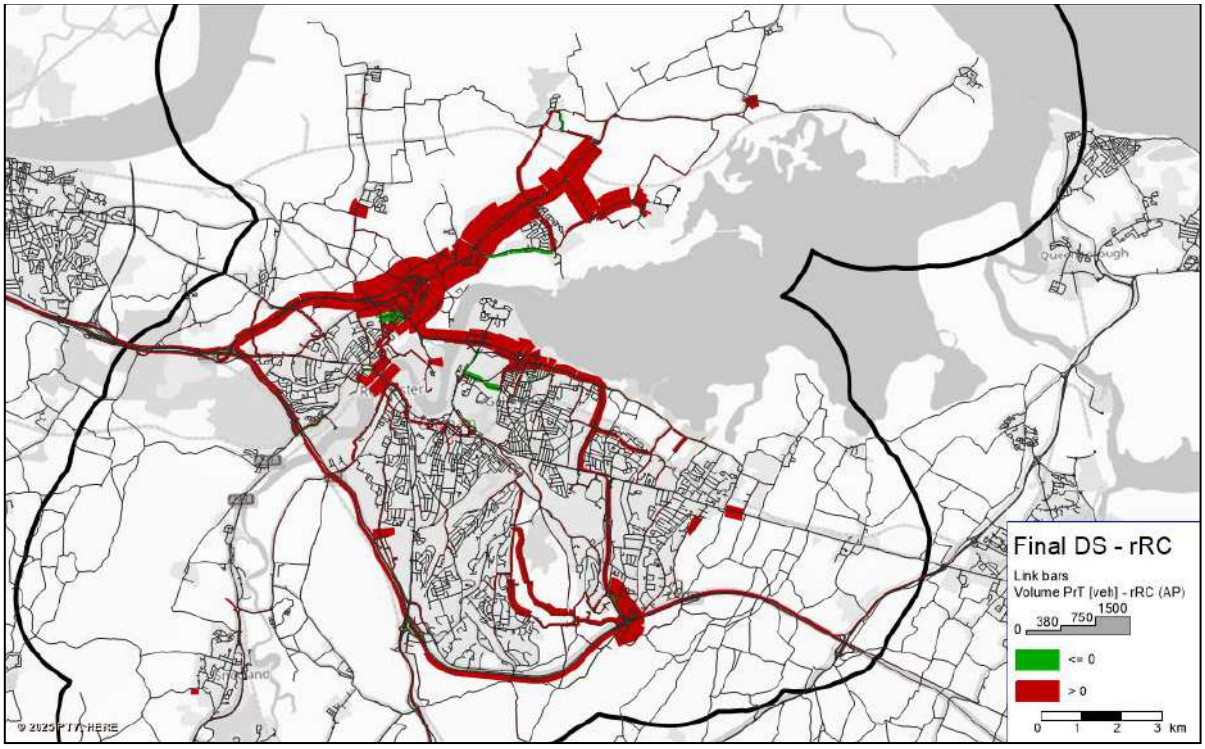


Figure 9-5- fDS vs rRC Actual Flow Difference, AM Peak

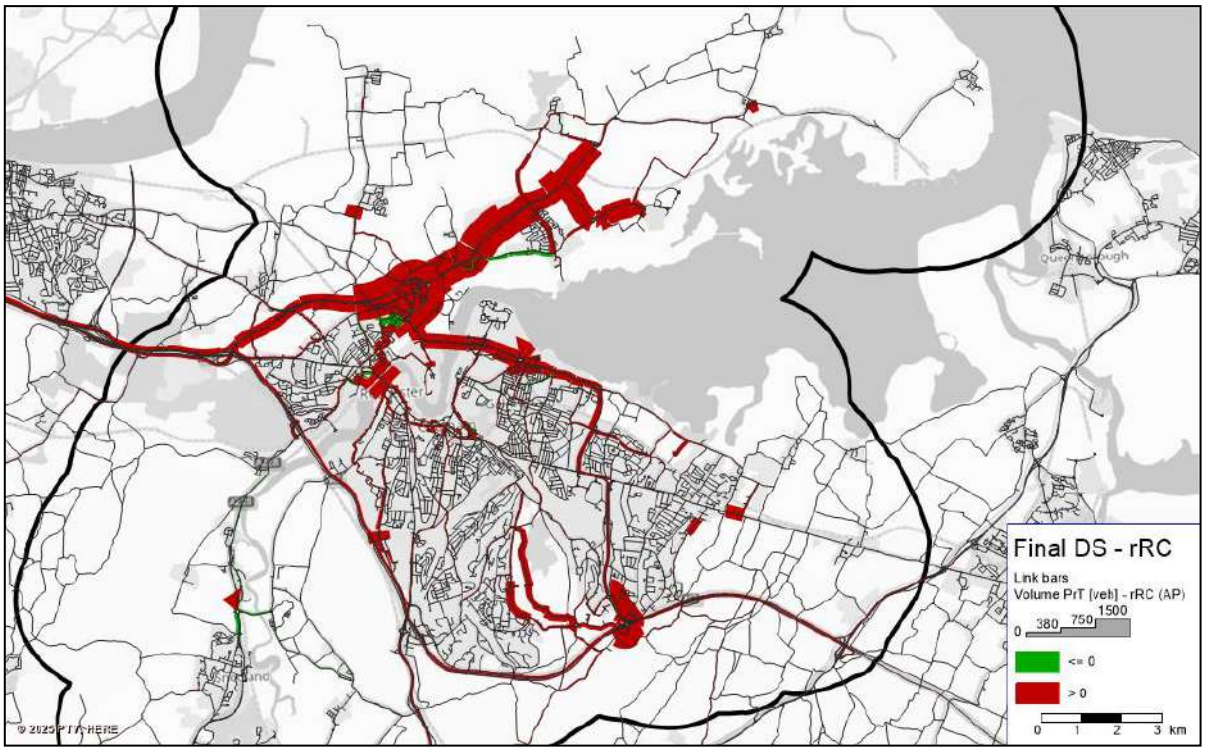


Figure 9-6- fDS vs rRC Actual Flow Difference, PM Peak

9.5.2 Junction Level of Service

Junction Level of Service considers driver experience at a junction; LoS plots have been produced for those nodes that have deteriorated to a level C or worse when compared to the rRC (categories for each LoS level defined in Table 6-5).

In the AM peak (Figure 9-7) there are 14 junctions within the AODM that have deteriorated to a level C or worse and four junctions illustrating an improvement. During the PM Peak, there are 13 junctions identifying deterioration (Figure 9-8) and two junctions shown to improve.

The majority of the 14 junctions that operate at an LoS C or worse in the fDS scenario have deteriorated compared to the rRC by one LoS level only, with the exception of one junction; the western approach to the Stoke Road / Eshcol Road roundabout near Kingsnorth on the Hoo Peninsula (operating at level D where previously level A). The deterioration observed in this location is due to the increase of 585 flows on the Stoke Road approach to the junction; this is the main route for flows accessing the HHH35 LP development site.

The A2 between Otterham Quay Lane and Chatham town centre see multiple nodes with a LoS deterioration, this is due to the increase demand using the route (up to 300 vehicles of two-way flows). Most of the deteriorating nodes on this route are signalised nodes and may benefit from signal optimisation in order to improve their efficiency.

In the PM (Figure 9-8), there are five of the nodes in the same locations as those showing a deterioration in LoS in the AM Peak, these are at locations such as B2004 Lower Rainham Road, A299 City Way and A2 Sovereign Boulevard. The signalised junction along Lower Rainham Road (east of Pump Lane) deteriorates to an LoS E, where this can also be attributed to the increase in flow from nearby LP sites.

The Stoke Road / Eshcol Road roundabout near Kingsnorth notes LoS deterioration, however, in the PM peak, this is on the eastern approach from Eschol Road (Level D from A in the rRC); the deterioration is linked to the employment at HHH35 producing trips in this peak, resulting in an increase of 1,000 vehicles on this approach.

The Maidstone Road/ Wigmore Road/ Deanwood Drive junction illustrates a LoS of C in the PM Peak; this is due to the delay of up to 47 seconds for vehicles turning right from Maidstone Road onto Deanwood Drive.

The junction mitigation at the Gillingham Gate gyratory has encouraged additional flows onto A289 Pier Road, during the PM Peak the neighbouring Pier Approach Road/ Pier Road signalised junction sees a deterioration in LOS, resulting in queues greater than 200 vehicles extending on this route (presented in Figure 9-12). This junction could benefit from further signal optimisation to accommodate the additional flows on this route.

The junction LOS in both peaks of the fDS is considerably better than that presented in the iDS and Reg18 DS; the mitigations Four Elms Roundabout, Sans Pareil Roundabout and along the A228 Peninsula Way are shown to provide ample capacity and perceived driver behaviour is now better than LoS C in these locations.

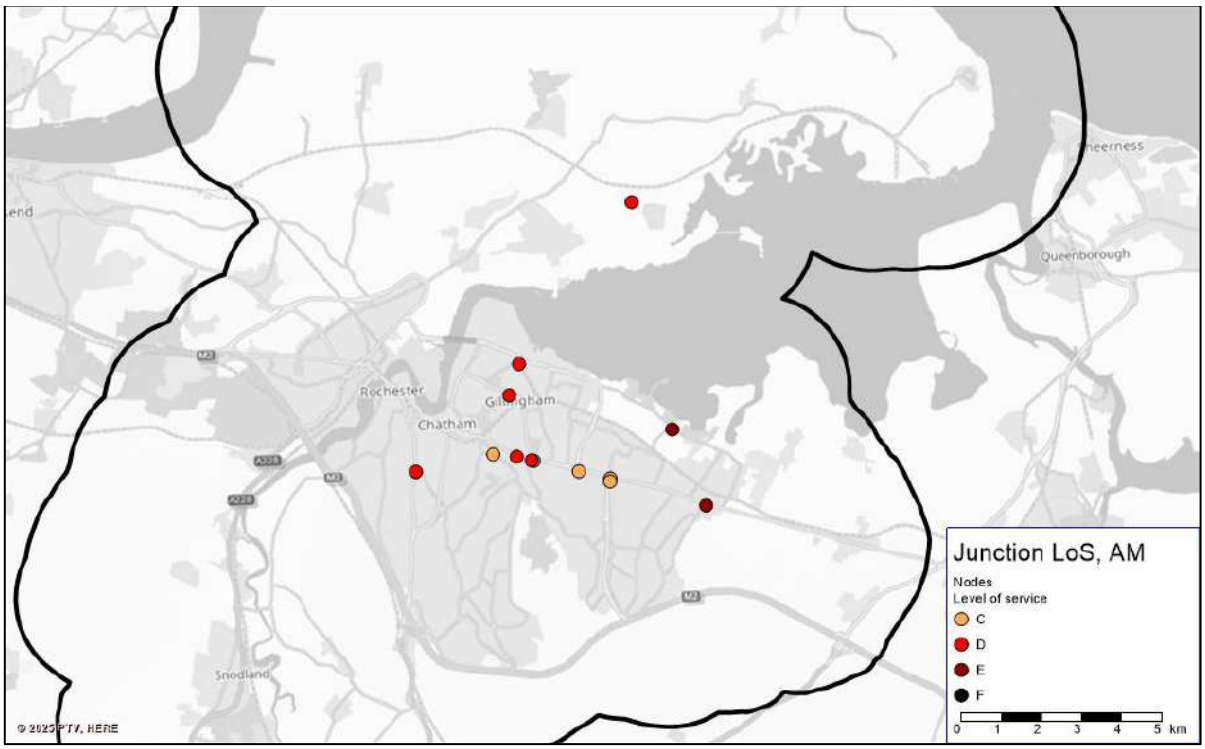


Figure 9-7- fDS vs rRC Junction Level of Service, AM Peak

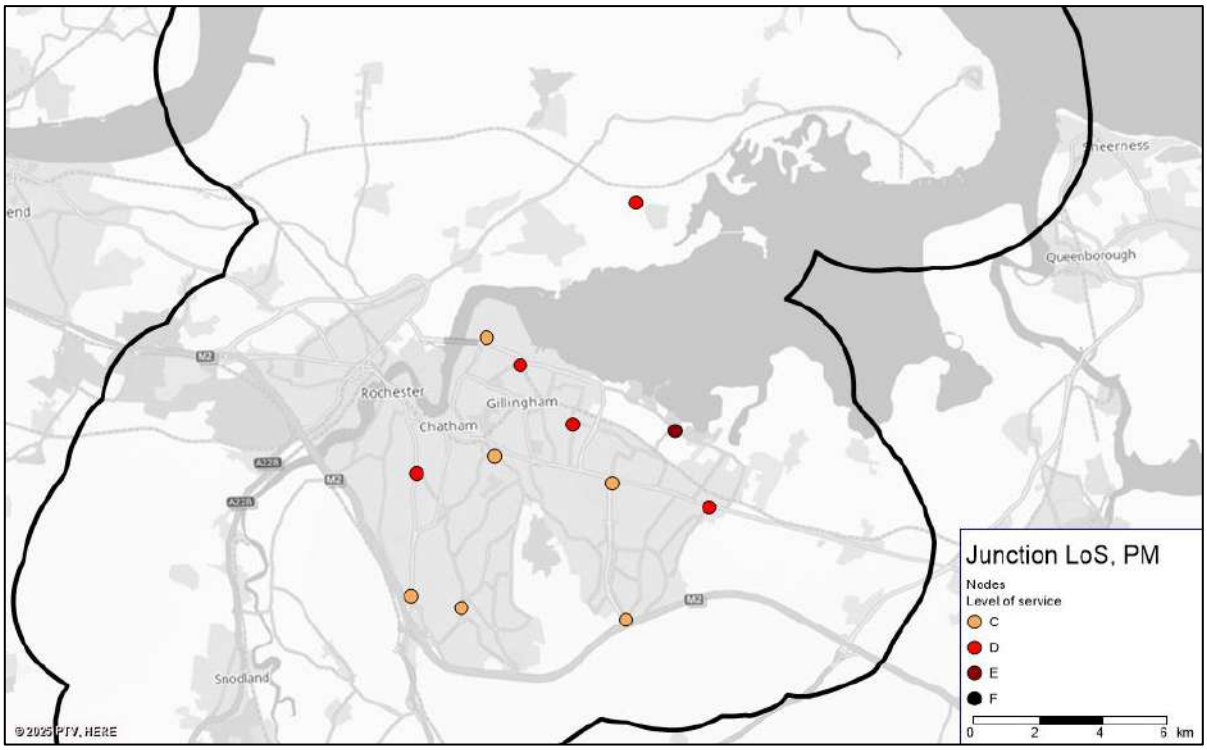


Figure 9-8- fDS vs rRC Junction Level of Service, PM Peak

Table 9-5- Junction LoS Summary Table

Junction Location	Junction Type	AM		PM	
		rRC	fDS	rRC	fDS
Rainham Road/ Rock Avenue Signalised Junction	Signalized	C	D	D	D
Walderslade Road approach to Walderslade Road/ Princes Avenue Roundabout	Roundabout	A	A	B	C
B2004/ Medway Road Signalised Junction	Signalized	C	D	C	D
Courteney Road Approach to Bowaters Roundabout	Signalized	B	C	B	C
A2 High Street / Mierscourt Road Signalised Junction	Signalized	D	E	D	D
A2 Sovereign Boulevard Approach to Will Adams Roundabout	Roundabout	B	C	A	B
Stoke Road eastbound approach to Stoke Road/ Eschol Road Roundabout	Roundabout	A	D	A	A
Eschol Road approach to Stoke Road/ Eschol Road roundabout	Roundabout	A	A	A	D
Canterbury Street/ Watling Street Signalised Junction	Signalized	B	C	C	C
A229 Maidstone Road southbound signals on approach to Bridgewater Roundabout	Signalized	C	C	B	C
Skinner Street/ Jeffery Street Signalised Junction	Signalized	C	D	C	C
Twydall Lane approach to Bowaters Roundabout	Signalized	B	C	C	C
Wigmore Road / Deanwood Drive / Maidstone Road Priority Junction	Two-way yield	A	A	B	C
A229 City / Pattens Lane Signalised Junction	Signalized	C	D	C	D
Maritime Way north of Dock Head Road roundabout	Two-way yield	A	A	B	C
Woodlands Road / Cornwallis Avenue Signalised Junction	Signalized	D	D	C	D
A2 Rainham Road / Ash Tree Lane Signalised Junction	Signalized	C	D	C	C
Castle Road / Constitution Hill / Luton Road Signalised Junction	Signalized	B	C	B	C
Lower Rainham Road Signalised Junction	Signalized	D	E	D	E

9.5.3 Queue Difference

Actual queue differences on the network compared to the rRC were obtained for the AM and PM Peak, as presented in Figure 9-9 and Figure 9-11 respectively.

In the AM peak the largest queue differences are illustrated on the westbound approach to the Berwick Way roundabout (Figure 9-10) with queues totalling 283 vehicles, this is due to the mitigations proposed at Sans Pareil and Four Elms Roundabouts, alongside the additional growth on the network attracting additional vehicles on this route.

Queues are also noted on Corporation Street north/westbound; this junction is east A2 / High Street / Station Road / Canal Road junction which has been mitigated as part of the fDS model assignments. The queues in this locality are resultant from the Esplanade/ High Street signalised junction whereby vehicles travelling straight through the junction can incur up to 1 minute 20 seconds of delay. Signal optimisation of all signalised junctions along this corridor may ease the queues in this vicinity.

The final noteworthy queues in the AM peak are evidenced at the M2 Junction 3 Taddington Roundabout, these queues extend from the Maidstone Road/ A229 signalised junction (which was congested in the rRC with queues of up to 35 vehicles extending to the Taddington Roundabout circulatory arm), however, in the fDS scenario, there are an additional 160 vehicles approaching the Taddington Roundabout from the M2 diverge northbound and 133 from the M2 diverge southbound, which further exacerbates the problem in this location.

The PM peak shows similar queues as the AM peak at Corporation Street northbound (1 minute 25 seconds of delay for the same movement) and M2 Junction 3, however, Taddington Roundabout notes larger increases in queue on the southbound diverge arm than observed in the AM peak due to the tidal nature of flows in this area. There is a significant increase in queueing on the circulatory arm of A228/ Peter's Bridge roundabout resulting in queues of up to 210 vehicles on the A228.

During the PM Peak queues are observed eastbound on Pier Road, extending from the Pier Road/Pier Approach Road and Pier Road/ Pegasus Way signalised junctions (illustrated in Figure 9-12), these queues extend further west and indicate potential for congestion on the Gillingham Gate Gyratory. The proposed mitigation at the Gyratory is forecast to attract an additional 450 vehicles (compared to the rRC) and as such, the signalised junctions will likely benefit from optimisation.

In both peaks there are queues noted on Dock Road with small change in flows compared to the rRC. In the AM peak there are queues of approximate 110 vehicles travelling southbound to the signalised junction with Khartoum Road (delays of up to 48 seconds at the junction) and 45 vehicles travelling northbound on the approach to the Dock Road/ Wood Street/ High Street roundabout. It is recommended that this route is continually monitored and managed throughout the plan period.



Figure 9-9- fDS vs rRC Queues, AM Peak

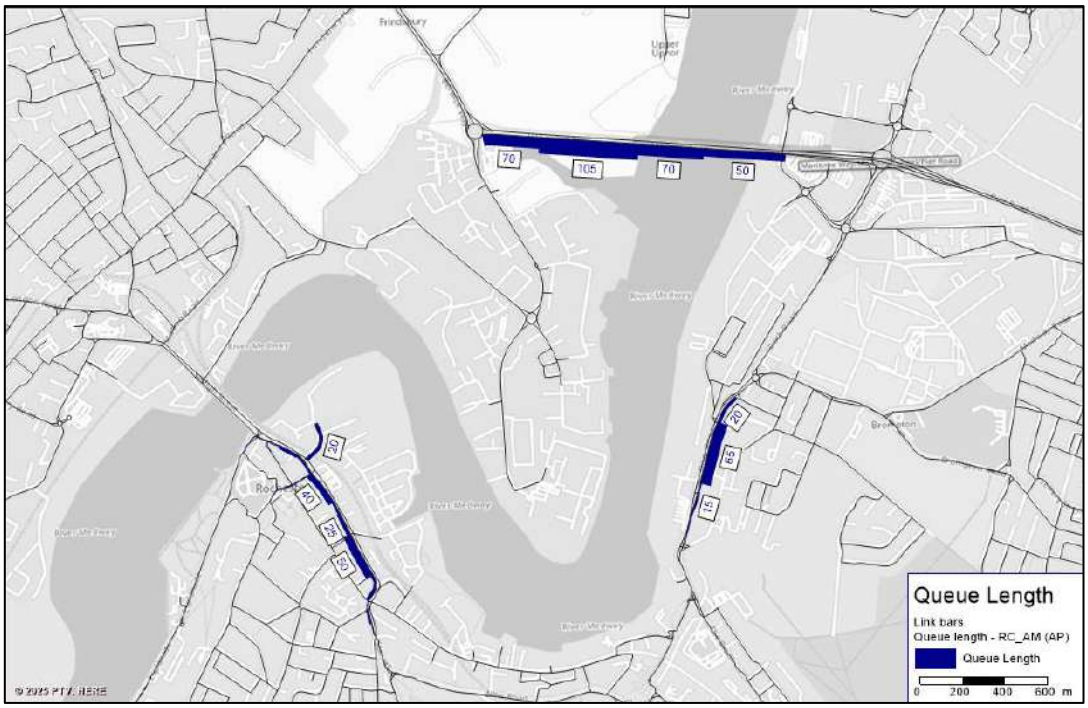


Figure 9-10- fDS vs rRC Queues, Rochester, AM Peak

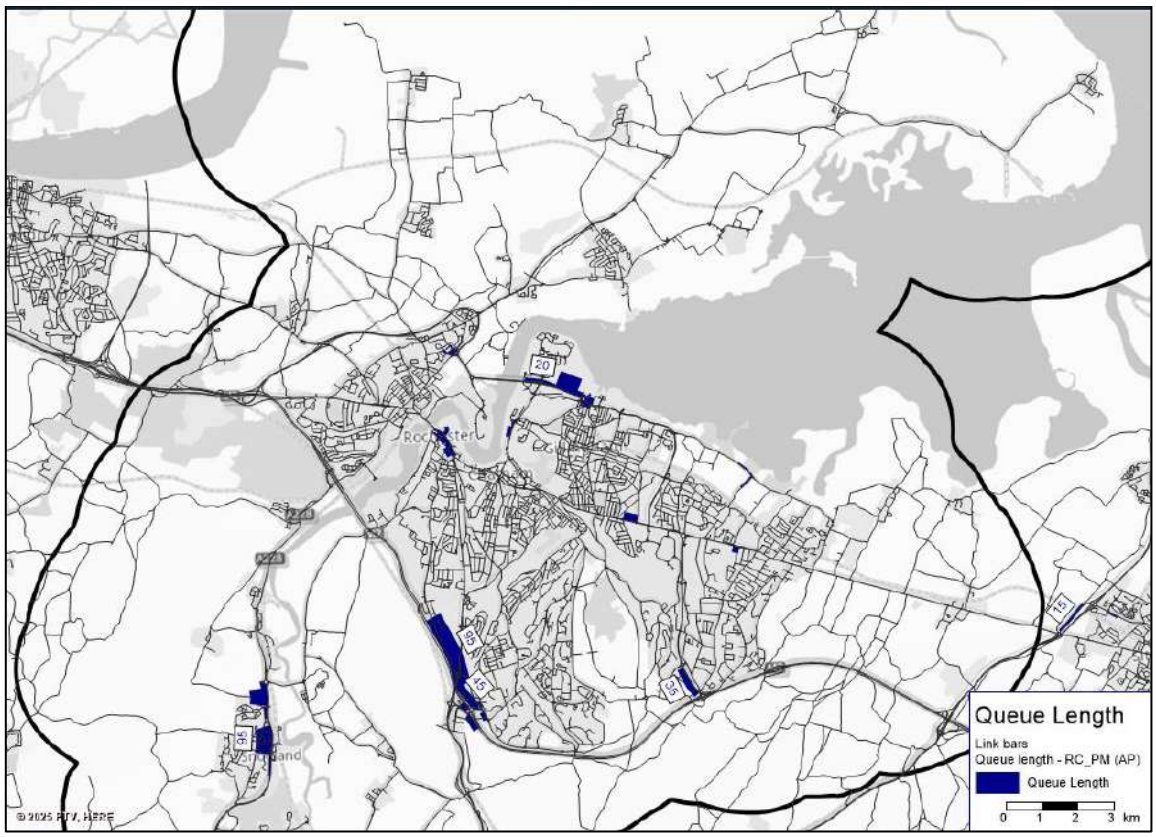


Figure 9-11- fDS vs rRC Queues, PM Peak

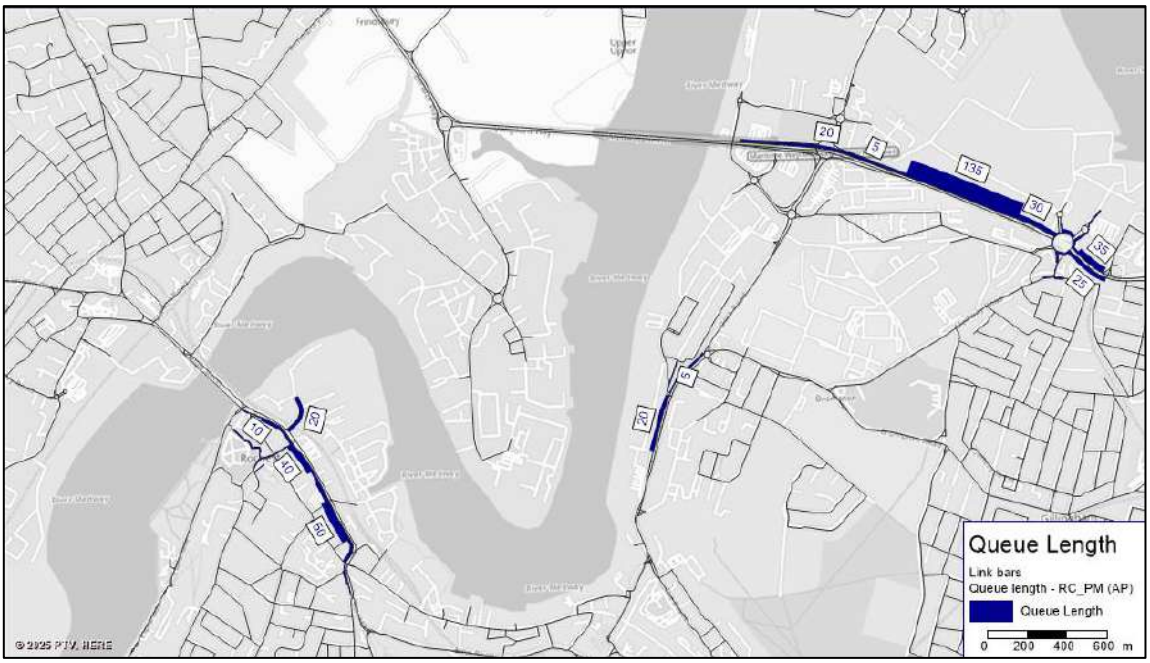


Figure 9-12- fDS vs rRC Queues, Rochester, PM Peak

9.5.4 Link and Turn V/C

Worst turn V/C has been assessed in terms of junction approach/ junction performance for the fDS in comparison to the rRC, this has indicated that during the AM peak, there are 42 locations with any change in VC percentage and 50 locations in the PM Peak (improvement or deterioration).

The assessment undertaken was to understand links and turn performance in the AODM, this considered the volume of vehicles on a link/ turn and divided by the capacity. V/C was then summarised into four categories;

- <75%: Operating within capacity
- 75% < V/C < 85%: Operating within capacity but approaching 85%
- 85% < V/C < 100%: Operating close to capacity
- >100%: Over capacity

Figure 9-13 presents the worst turn and link VC changes in the fDS when compared to the rRC during the AM peak, constrained capacity is noted on strategic routes such as A2/ M2 westbound (VC up to 106%), A228 Rochester Road in both directions (VC up to 100%) and A289 Hasted Road westbound (VC up to 103%). The reduced capacity in these locations is due to the increased volume of flow using these routes as a result of the forecast LP allocations; these routes serve east-west and north-south connections throughout Medway. The A228 Frindsbury Hill / Beneden Road signalised junction it is operating at capacity (100%), further highlighting the constrained capacity on this strategic route.

The Stoke Road eastbound approach to the Stoke Road/ Eschol Road roundabout is illustrated as nearing capacity in the fDS (99% VC), with the greatest deterioration (was 49% VC in rRC), this approach also indicates an LOS of D (Figure 9-7), suggesting almost unstable traffic flows and slight decrease of speeds. This is due to the increased flows on this route (685 vehicles) adding additional constraints in this location, further extending onto A228 Peninsula Way. In turn the A228 Peninsula Way NB approach to A228 Peninsula Way / Dux Court Road / Bell's Lane Roundabout also operates close to capacity (98%).

The turn analysis has indicated that during the AM Peak there are 9 junctions with an improved performance compared to the rRC, these include locations such as:

- Rochester Road approach to Bridgewood Roundabout
- A231 Dock Road approach to A231 Dock Road / Middle Street roundabout
- A229 approach to Taddington Roundabout
- Cornwallis Avenue WB approach to A289 Ito Way / A289 Yokosuka Way / Cornwallis Avenue / Beechings Way Roundabout
- A278 Hoath Way SB approach to Gillingham Interchange
- A2 High Street / A228 Commercial Road
- A289 Pier Road / Pegasus Way Signalised Junction
- A2 Union Street / A2 Best Street Signalised Junction
- A2 New Road / A2 Union Street Signalised Junction

A 51% improvement is noted on the A278 Hoath Way approach to the Gillingham Gate interchange, this junction was nearing capacity in the rRC (95% VC), however is well within capacity in the fDS (44%), this is due to the junction mitigations in this locality providing addition capacity.

The Peninsula Way / Ropers Lane Roundabout junction mitigations in the fDS also provide additional 8% capacity, the eastbound approach to the junction was approaching capacity in the rRC (86%).

There are 33 junction/ junction approaches that deteriorate compared to the RC, many of these junctions are signalised junctions on the A2 London Road/ A289 Pier Road. The increased demand of flows using these routes in the LP scenario mean that the existing signal timings may no longer be optimised to the balance of flow as such optimising the signalised junctions in these locations may provide additional capacity.

During the PM Peak, as presented in Figure 9-14 similar link trends are noted to those in the AM peak, but in the reverse direction due to a tidality of flow. This is particularly the case for strategic routes such as A2/ M2 eastbound (link VC up to 108%), A228 Rochester Road in both directions (link VC up to 100%) and A289 Hasted Road eastbound (link VC up to 101%).

Analysis on worst turn has indicated that the fDS there are 12 junction/ junction approaches with improved junction capacity compared to the rRC, these included locations such as:

- A228 Sharnal Street / Sharnal Street
- Bells Lane / Ratcliffe Highway

- M2 off-slip SB approach to Taddington Roundabout
- A228 NB approach to A228 and Peter's Bridge Roundabout
- B2000 Cooling Road approach to B2108 Hollywood Lane / B2000 Cooling Road Roundabout
- A229 approach to Taddington Roundabout
- Bells Lane approach to A228 Peninsula Way / Dux Court Road / Bells Lane Roundabout
- Cornwallis Avenue WB approach to A289 Ito Way / A289 Yokosuka Way / Cornwallis Avenue / Beechings Way Roundabout
- B2097 Rochester Road / Laker Road
- A278 Hoath Way SB approach to Gillingham Interchange
- A2045 approach to Taddington Roundabout
- The Street / Maidstone Road

The largest improvement in turn VC is noted at Ratcliffe Highway/ Bells Lane Priority Junction (VC capacity ratio of 1% vs 86% in the rRC), this is due to the additional capacity provided resultant from the Bell's Lane/ Dux Court Road/ A228 Peninsula Way junction mitigations reducing delays in the vicinity.

The A229 approach to the Taddington Roundabout which was over capacity in the rRC operates within capacity in the fDS (87%), these improvements are due to the change in balance of flows at this junction.

There are 38 junction/ junction approaches that have a detrimental change capacity category compared to the RC, many of these junctions are signalised junctions on the A2 London Road/ A289 Pier Road. The increased demand of flows using these routes in the LP scenario mean that the existing signal timings may no longer be optimised to the balance of flow as such optimising the signalised junctions in these locations may provide additional capacity.

When considering only those junctions whereby a capacity category has changed (i.e change from operating within capacity but approaching 85% to operating close to capacity), there are 32 junction/ junction approaches deteriorating and 9 junctions improving in the AM Peak and 39 junction/ junction approaches deteriorating in the PM and 12 improvements. Whilst there are multiple locations illustrating a change in the junction performance category in the fDS, most of these are small changes relative to the rRC (~5% change in most cases).

A summary of the turns in the fDS changing by at least one category when compared to the rRC is summarised in Table 9-6 and displayed graphically in Figure 9-15.

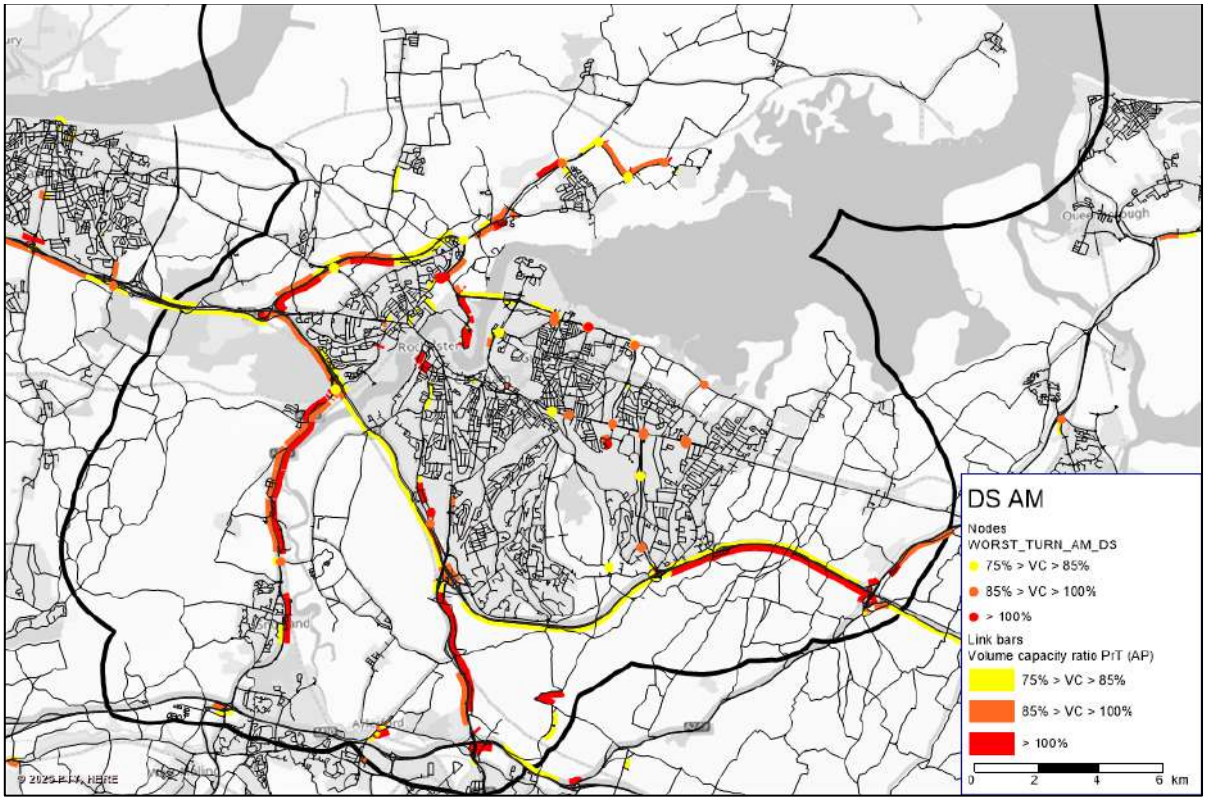


Figure 9-13- fDS vs rRC Link and Turn V/C, AM Peak

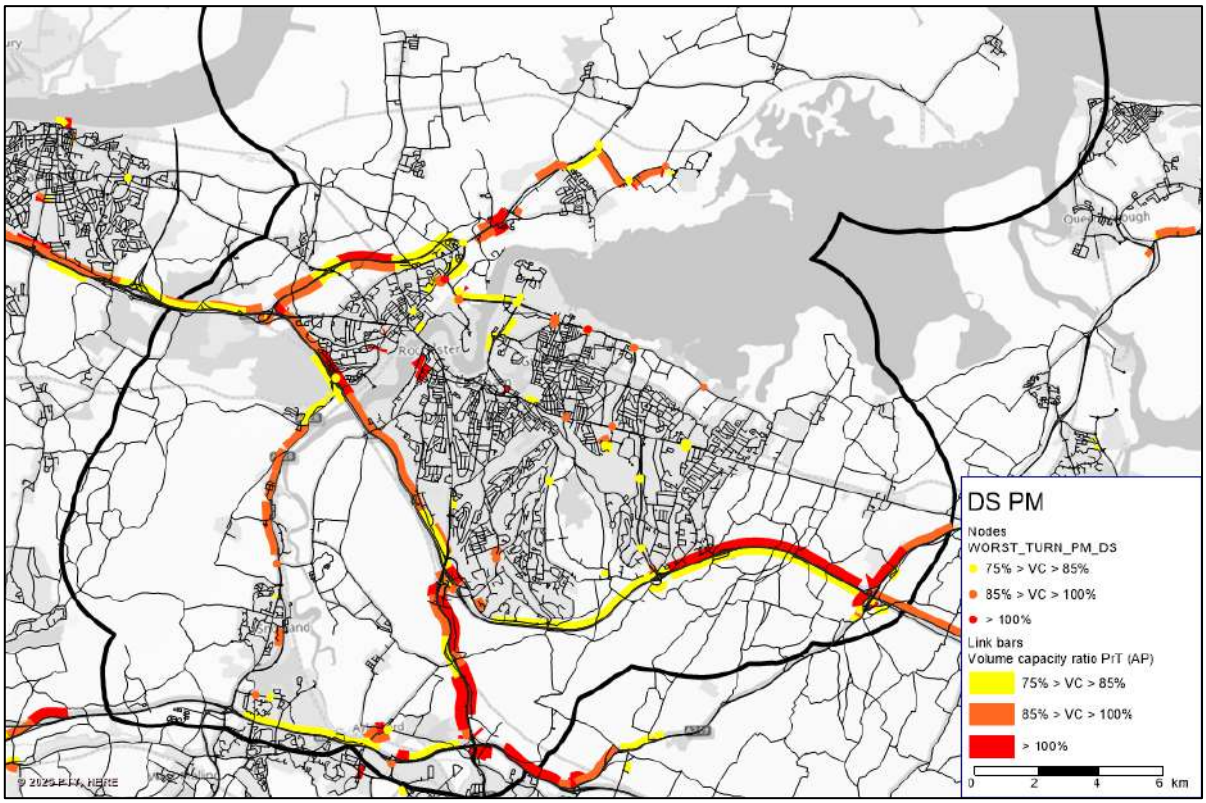


Figure 9-14- fDS vs rRC Link and Turn V/C, PM Peak

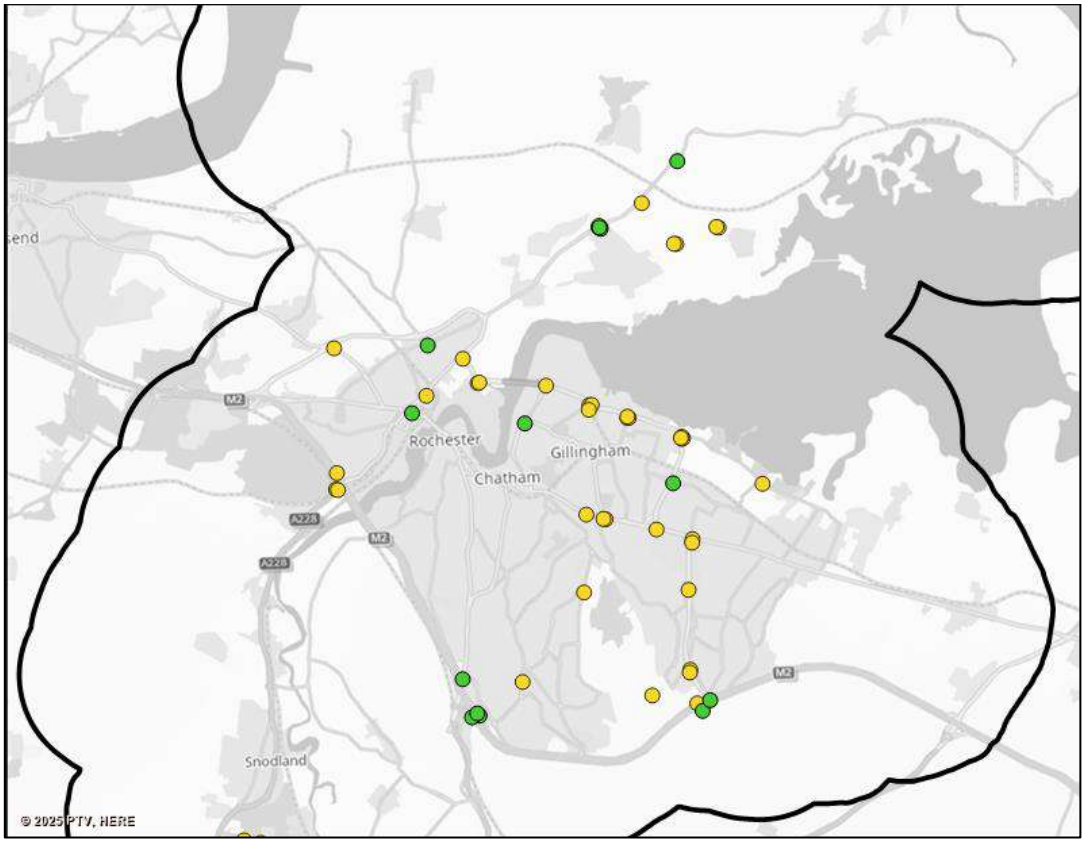


Figure 9-15- VC Performance at Junctions on the Medway network (fDS vs rRC), Green indicating improvement and orange deterioration

Table 9-6- fDS Worst Turn VC Summary Table

Junction Location	AM rRC	AM fDS	AM Diff	PM rRC	PM fDS	PM Diff
Twydall Lane approach to Bowaters Roundabout	84%	92%	8%	93%	98%	5%
Lower Rainham Road EB approach to Grange Roundabout	69%	79%	10%	77%	100%	23%
A289 Yokosuka Way NB approach to Grange Roundabout	75%	89%	13%	58%	79%	21%
Stoke Road EB approach to Stoke Road / Eshcol Road Roundabout	49%	99%	50%	15%	45%	31%
B2004 Medway Road / Medway Road	70%	90%	20%	70%	97%	26%
A228 Peninsula Way NB approach to A228 Peninsula Way / Dux Court Road / Bell's Lane Roundabout	74%	98%	23%	70%	95%	25%
A289 Gads Hill approach to Grange Roundabout	55%	76%	21%	76%	84%	8%
Rochester Road approach to Bridgewood Roundabout	79%	73%	-5%	99%	99%	0%
Peters Bridge WB approach to A228 / Peters Bridge Road Roundabout	80%	87%	7%	42%	38%	-4%
B2004 Lower Rainham Road WB approach to Grange Roundabout	76%	87%	10%	72%	95%	23%
A231 Dock Road approach to A231 Dock Road / Middle Street roundabout	87%	84%	-2%	94%	96%	2%
M2 offslip approach to Merrals Shaw Interchange	62%	76%	14%	65%	70%	5%

Junction Location	AM rRC	AM fDS	AM Diff	PM rRC	PM fDS	PM Diff
Station Road / Forstal Road	82%	93%	11%	48%	76%	28%
Dux Court Road approach to A228 Peninsula Way / Dux Court Road / Bells Lane Roundabout	28%	76%	48%	35%	67%	32%
Hempstead Road / Lidsing Road	27%	76%	49%	28%	61%	33%
Courtney Road approach to Bowaters Roundabout	81%	89%	8%	86%	91%	5%
A229 approach to Taddington Roundabout	77%	61%	-16%	108%	87%	-21%
A2 Chatham Hill / Rock Avenue	75%	77%	3%	80%	81%	2%
Ropers Lane approach to Stoke Road / Ropers Lane Roundabout	42%	77%	35%	12%	40%	27%
A228 Peninsula Way NB approach to A228 Peninsula Way / Ropers Lane / Ratcliffe Highway Roundabout	-	79%	-	-	67%	-
A289 Hated Road offslip approach to Gads Hill Interchange (Eastern Rondabout)	45%	75%	30%	40%	66%	25%
Cornwallis Avenue WB approach to A289 Ito Way / A289 Yokosuka Way / Cornwallis Avenue / Beechings Way Roundabout	95%	68%	-26%	92%	57%	-35%
B2097 Rochester Road / Laker Road	79%	89%	10%	79%	70%	-9%
A278 Hoath Way SB approach to Gillingham Interchange	95%	43%	-51%	90%	37%	-53%
A289 Ito Way approach to Will Adams Roundabout	64%	86%	22%	79%	88%	10%
A2 Watling Street / A231 Canterbury Street	83%	89%	6%	95%	99%	4%
Pier Road WB appraoch to A289 Pier Road / Church Street / Strand Approach Roundabout	73%	90%	17%	62%	82%	21%
A278 Hoath Way NB approach to A278 Hoath Way / Sharsted Way / Wigmore Road Roundabout	81%	86%	5%	95%	95%	0%
A278 Hoath Way NB approch to Hoath Way Roundabout	73%	80%	8%	70%	76%	6%
Pier Road EB appraoch to A289 Pier Road / Church Street / Strand Approach Roundabout	52%	81%	29%	63%	78%	15%
A2 High Street / A228 Commercial Road	76%	74%	-2%	64%	57%	-8%
Church Street approach to A289 Pier Road / Church Street / Strand Approach Roundabout	63%	93%	30%	69%	98%	29%
Lower Rainham Road Signalised Junction, east of Pump Lane	76%	91%	15%	81%	97%	16%
A289 Pier Road WB appraoch to Gillingham Gate Road Roundabout	-	82%	-	-	88%	-
B2000 Medway Road appraoch to Gillingham Gate Road Roundabout	-	91%	-	-	96%	-
A289 Hasted Road approach to Four Elms Roundabout	-	80%	-	-	83%	-
A228 Sharnal Street / Sharnal Street	73%	1%	-73%	84%	1%	-83%
A228 Frindsbury Road / Grove Road	46%	59%	13%	64%	80%	16%
Maritime Way (just north of Martime Way / Dock Head Road / Quayside Roundabout)	34%	36%	2%	72%	77%	5%
Bells Lane / Ratcliffe Highway	61%	1%	-60%	86%	1%	-85%
North Dane Way SB approach to North Dane Way / Princes Avenue Roundabout	48%	58%	10%	62%	81%	19%
M2 offslip SB approach to Taddington Roundabout	65%	54%	-11%	78%	63%	-15%
Station Road / Hall Road	40%	37%	-2%	74%	78%	4%

Junction Location	AM rRC	AM fDS	AM Diff	PM rRC	PM fDS	PM Diff
Ropers Lane approach to A228 Peninsula Way / Ropers Lane / Ratcliffe Highway Roundabout	20%	58%	37%	65%	84%	19%
Walderslade Road SB approach to Walderslade Road / Princes Avenue Roundabout	59%	59%	0%	80%	89%	10%
Stoke Road WB approach to Stoke Road / Eshcol Road Roundabout	12%	36%	24%	48%	96%	49%
Stoke Road WB approach to Stoke Road / Ropers Lane Roundabout	13%	36%	23%	47%	77%	30%
A228 Cuxton Road approach to Merrals Shaw Interchange	64%	62%	-3%	70%	76%	6%
A228 NB approach to A228 and Peter's Bridge Roundabout	50%	52%	3%	80%	67%	-12%
A228 Peninsula Way SB approach to A228 Peninsula Way / Dux Court Road / Bell's Lane Roundabout	52%	67%	15%	73%	87%	14%
B2000 Cooling Road approach to B2108 Hollywood Lane / B2000 Cooling Road Roundabout	74%	69%	-5%	77%	69%	-8%
Leybourne Way / Gighill Road	62%	64%	2%	84%	87%	3%
A20 Coldharbour Lane NB approach to Aylesford Interchange	65%	66%	1%	84%	85%	1%
Bells Lane approach to A228 Peninsula Way / Dux Court Road / Bells Lane Roundabout	98%	88%	-10%	97%	80%	-17%
Maidstone Road / New access road	48%	71%	23%	72%	80%	8%
M2 Junction 2 SB approach to Eastern Roundabout	54%	68%	15%	71%	82%	11%
A278 Hoath Way SB approach to A278 Hoath Way / Sharsted Way / Wigmore Road Roundabout	58%	73%	15%	68%	75%	7%
A289 Vanguard Way approach to Upnor Roundabout	91%	92%	1%	70%	89%	20%
Leybourne Way Signalised junction near to Lunsford District Centre	61%	63%	1%	74%	76%	2%
A2 Rainham Road / Ash Tree Lane	88%	95%	7%	84%	91%	7%
Anthonys Way approach to Upnor Roundabout	33%	34%	0%	32%	82%	50%
A2045 approach to Taddington Roundabout	62%	48%	-14%	81%	65%	-16%
A289 Pier Road EB approach to A289 Pier Road / Maritime Way Roundabout	69%	54%	-15%	74%	76%	2%
The Street / Maidstone Road	47%	24%	-23%	81%	59%	-22%
A289 Pier Road / Pegasus Way Signalised Junction	98%	48%	-50%	85%	44%	-41%
A2 Union Street / A2 Best Street Signalised Junction	77%	73%	-3%	57%	46%	-11%
A2 London Road / Bloors Lane Signalised Junction	84%	99%	14%	83%	99%	16%
A2 New Road / A2 Union Street Signalised Junction	78%	68%	-10%	99%	98%	0%
A228 Frindsbury Hill / Beneden Road Signalised Junction	-	100 %	-	-	100%	-

9.6 Reg19 Summary

This chapter has presented the impacts of the final Reg19 LP allocations on the 2041 Medway network through the use of flow difference and queue length figures, analysis of junction level of service and calculation of link and worst-turn VC ratio.

The final results utilise the final Do something (fDS) models, which was built upon the Reg18 DS strategy (consulted upon in Summer 2024). The fDS consider the final Reg19 allocations, including the vision led approach for potential modal shift opportunities (in accordance with the new NPPF guidance) and junction mitigation designs that were required further to the iDS assessment.

Junction mitigations at the following locations were included in the fDS models:

- Four Elms Roundabout
- Dock Road/ Middle Street/ Wood Street Roundabout
- Cornwallis Avenue/ Yokosuka Way Roundabout
- A228 Peninsula Way/ Main Road Hoo Roundabout
- A228 Peninsula Way/ Dux Court Road/ Bell's Lane Roundabout
- A228 Peninsula Way/ Roper's Lane/ Ratcliffe Highway Roundabout
- Sans Pareil Roundabout
- M2 J4 latest junction design (provided by the developer of Lidsing Garden Village)

The mitigation designs were input in the fDS models to define if there are any further "hot-spot" areas on the network that require further analysis or mitigation resultant of the Final LP allocations once mitigations are implemented.

9.6.1 Flow Difference

Flow difference plots illustrate the changes of traffic patterns between the consented developments in the 2041 rRC and the Final LP allocations in the fDS. Results show large increases of flow on main strategic roads such as M2, A229, A289 and A228 due to addition of traffic growth and future developments. The Four Elms Roundabout area is a key area seeing significant increases in traffic flow in all directions.

During both the AM and PM Peaks, reduced flow is observed travelling through Wainscott; where reductions in two-way flows are noted on Iden Road, due to the combination of the proposed realignment of Beneden Road/ Wainscott Road as part of the proposed mitigation at Sans Pareil Roundabout and the mitigation at Four Elms / Sans Pareil encouraging flow back onto major routes via A289 Wulfere Way. Additionally, reductions are noted on Main Road Hoo westbound, west of Bells Lane, the decreased demand on this route is resultant of the mitigation at Dux Court Road/ A228 Peninsula Way and Bell's Lane roundabout encouraging flow back onto the most direct route rather than seeking alternate parallel routes.

9.6.2 Junction Level of Service

Junction level of service shows the performance of each junction within the model using values A-F, A being the best and F being the worst possible value. A definition of each category performance can be found in section 6.3.2.

The analysis of junction level of service highlighted 14 junctions in the Medway AODM area that deteriorate to a LoS C or worse in the AM peak when comparing the fDS and rRC and 13 junctions in the PM Peak. These nodes are summarised in Table 9-5.

During the AM peak, the majority of the junctions noting the deterioration in junction LoS are the series of signalised junctions concentrated on A2 Chatham Hill, which may benefit from signal optimisation in order to improve their efficiency.

In the PM sees five of the nodes showing a deterioration in LoS are the same as those in the AM Peak, these are on routes such as B2004 Lower Rainham Road, A299 City Way and A2 Sovereign Boulevard. The signalised junction along Lower Rainham Road (east of Pump Lane) deteriorates to an LoS E, where this can also be attributed to the increase in flow from nearby LP sites.

Junction mitigations that were input into the fDS show that all junction performance have an LoS unchanged or better to those presented in the rRC. Mitigations provided at the Gillingham Gate gyratory / proposed through-about have encouraged additional flows on the east-west route and during the PM Peak the neighbouring junctions; Maritime Way/ Medway Road/ Pier Road junction see LoS of C and D at the Maritime Way approach and westbound on-slip respectively. These nodes reflect signalised junctions which could be optimised to account for the fDS flows.

In the fDS analysis there are no nodes illustrating a junction LoS of F, with only two junctions showing a junction's performance of E in the AM Peak; these are the Lower Rainham Road signalised junction and A2 High Street / Mierscourt Road Signalised Junction, which could benefit from further signal optimisation.

The junction LOS in both peaks of the fDS is considerably better than that presented in the iDS and Reg18 DS; the mitigations Four Elms Roundabout, Sans Pareil Roundabout and along the A228 Peninsula Way are shown to provide ample capacity and perceived driver behaviour is now better than LoS C in these locations.

9.6.3 Queue Differences

Queue figures are a useful metric to determine where additional driver delay may be experienced on the network. The growth in queues with the final Reg19 LP sites has been produced relative to the rRC scenario.

In the AM peak this has illustrated large queues on the approach to the Berwick Way roundabout with queues totalling 283 vehicles, due to the mitigations proposed at Sans Pareil and Four Elms Roundabouts, alongside the additional growth on the network attracting additional vehicles on this route. Queues are also noted on Corporation Street north/westbound; this junction is east A2 / High Street / Station Road / Canal Road junction which has been mitigated as part of the fDS model assignments. The queues in this locality are resultant from the Esplanade/ High Street signalised junction whereby vehicles travelling straight through the junction can incur up to 1 minute 20 seconds of delay. Signal optimisation of all signalised junctions along this corridor may ease the queues in this vicinity.

During the PM Peak queues are observed eastbound on Pier Road, extending from the Pier Road/Pier Approach Road and Pier Road/ Pegasus Way signalised junctions, these queues extend further west and indicate potential for congestion on the Gillingham Gate Gyratory. The proposed mitigation at the Gyratory is forecast to attract an additional 450 vehicles (compared to the rRC) and as such, the signalised junctions will likely benefit from optimisation.

The queues plots identify that the proposed junction mitigations, whilst unlocking capacity in the immediate location, may result in delay on nearby junctions. This is evidenced at the Berwick Way roundabout (east of Sans Pareil Roundabout) and along Corporation Street.

Furthermore, large queues are observed at M2J3 in the 2041 rRC with the committed and consented growth, making this location particularly sensitive to changes in demand. With the planned LP growth, there are additional capacity constraints and queues noted. A mitigation scheme at this location has been designed and in March 2025 was taken to consultation; however, as this is not consented, it was not included in the rRC/ fDS models. As such, it may be necessary to conduct a further sensitivity test to assess the impact the LP growth will have on the network once this junction is mitigated.

The mitigations at Four Elms Roundabout, Gillingham Gate and junctions along the A228 Peninsula Way have significantly reduced queuing in the fDS compared to the iDS, with minimal queues noted in these locations in the AM and PM Peak.

Whilst there are queues noted on A289 Vanguard Way westbound in the fDS AM Peak, the links remain within capacity <75%. As such, a monitor and manage approach may be required as the LP allocations as build, During the PM Peak, the largest queues are noted on the approach to the Pier Road/ Pier Approach Road signalised junction which may benefit from further signal optimisation.

9.6.4 Link and Turn Volume Capacity Ratio

The link and worst turn volume capacity assessment undertaken was to understand links and turn performance in the AODM, this considered the volume of vehicles on a link/ turn and divided by the capacity. V/C was then summarised into four categories;

- <75%: Operating within capacity
- 75% < V/C < 85%: Operating within capacity but approaching 85%
- 85% < V/C < 100%: Operating close to capacity
- >100%: Over capacity

The analysis has indicated that during the AM Peak there are 9 junctions with an improved performance compared to the rRC, these include locations such as:

- Rochester Road approach to Bridgewood Roundabout
- A231 Dock Road approach to A231 Dock Road / Middle Street roundabout
- A229 approach to Taddington Roundabout
- Cornwallis Avenue WB approach to A289 Ito Way / A289 Yokosuka Way / Cornwallis Avenue / Beechings Way Roundabout
- A278 Hoath Way SB approach to Gillingham Interchange
- A2 High Street / A228 Commercial Road
- A289 Pier Road / Pegasus Way Signalised Junction
- A2 Union Street / A2 Best Street Signalised Junction
- A2 New Road / A2 Union Street Signalised Junction

Approximately are 33 junction/ junction approaches within the AODM that deteriorate compared to the rRC, with many of these junctions on A2 London Road/ A289 Pier Road. The increased demand of flows using these routes in the LP scenario mean that the existing signal timings may no longer be optimised to the balance of flow as such optimising the signalised junctions in these locations may provide additional capacity.

The PM Peak indicated that the fDS has 12 junction/ junction approaches with improved junction capacity compared to the rRC, these included locations such as:

- A228 Sharnal Street / Sharnal Street
- Bells Lane / Ratcliffe Highway
- M2 off-slip SB approach to Taddington Roundabout
- A228 NB approach to A228 and Peter's Bridge Roundabout
- B2000 Cooling Road approach to B2108 Hollywood Lane / B2000 Cooling Road Roundabout
- A229 approach to Taddington Roundabout
- Bells Lane approach to A228 Peninsula Way / Dux Court Road / Bells Lane Roundabout
- Cornwallis Avenue WB approach to A289 Ito Way / A289 Yokosuka Way / Cornwallis Avenue / Beechings Way Roundabout
- B2097 Rochester Road / Laker Road
- A278 Hoath Way SB approach to Gillingham Interchange
- A2045 approach to Taddington Roundabout
- The Street / Maidstone Road

The largest improvement in turn VS during the PM Peak is noted at Ratcliffe Highway/ Bells Lane Priority Junction (VC capacity ratio of 1% vs 86% in the rRC), this is due to the additional capacity provided resultant from the Bell's Lane/ Dux Court Road/ A228 Peninsula Way junction mitigations reducing delays in the vicinity.

The A229 approach to the Taddington Roundabout which was over capacity in the rRC operates within capacity in the fDS (87%), these improvements are due to the change in balance of flows at this junction.

During the PM Peak there are 38 junction/ junction approaches that have a detrimental change capacity category compared to the RC, many of these junctions are signalised junctions on the A2 London Road/ A289 Pier Road. The increased demand of flows using these routes in the LP scenario mean that the existing signal timings may no longer be optimised to the balance of flow as such optimising the signalised junctions in these locations may provide additional capacity.

When considering only those junctions whereby a capacity category has changed (i.e change from operating within capacity but approaching 85% to operating close to capacity), there are 32 junction/ junction approaches deteriorating and 9 junctions improving in the AM Peak and 39 junction/ junction approaches deteriorating in the PM and 12 improvements. Whilst there are multiple locations illustrating a change in the junction performance category in the fDS, most of these are small changes relative to the rRC (~5% change in most cases).

9.6.5 Summary

The fDS models were developed further to the iDS models, with the inclusion of the proposed junction mitigations (identified and discussed further within Section 8). The fDS models were developed to identify if there were any remaining "hot spot" areas on the network with the implementation of the Final Reg19 allocations.

"Hot spot" areas on the network were identified through considering network performance compared to the rRC scenario.

"Hot spot" areas were defined using a combination of model outputs, such as:

- Actual flow difference plots; between the iDS and rRC to identify areas with significant change to flow behaviours
- Junction LoS
- Queue Plots; useful to identify links on the network with high levels of delay
- Link and Turn Volume Capacity Ratio

The analysis on the above measures has indicated that the Medway network has capacity for the proposed final Reg19 LP allocations, subject to the implementation of the proposed mitigations at the key eight junctions detailed in Section 8. Junction capacities and queues should be continually monitored, particularly on the A289 Pier Road/ A289 Vanguard Way in both directions.

10. Summary and Conclusion

10.1 Summary

As Kent Transport Model (KTM) custodian to Kent County Council (KCC), Jacobs have been asked to develop the required strategic modelling necessary to provide the evidence base for the Regulation 18 (Reg18) and Regulation 19 (Reg19) Local Plan (LP) consultation for Medway Council (MC). This warranted the development of the Medway Transport Model (MTM) based on an existing cordon of the KTM, developed to support Gravesham's Local Plan transport evidence base (namely, the Gravesham Transport Model). The MTM followed a standard sufficient for this purpose, with due regard to Transport Analysis Guidance (TAG).

The Forecasting Report has been updated following its publication as part of MC's Reg18 documentation, which outlined the forecasting assumptions and methodology used to assess the possible highway impacts of the emerging Medway LP for the Reg18 consultation and the development of the 2041 Reference Case (RC) and Do Something (DS) LP scenarios. This Forecasting Report version, updated to support Reg19, details the creation of an interim Do Something (iDS) model, incorporating refined LP site allocations, and the ultimate creation of a Final Do Something with Mitigation (fDS) strategic model to demonstrate the overall strategies' ability to mitigate the potential highway impacts of the emerging Local Plan.

10.1.1 Forecasting Approach

PTV's VISUM 2022 has been used as the software platform for the highway component of the model. This was the latest version at the time of the base year Medway Transport Model development and therefore forecasting remains consistent with this.

In agreement with KCC and MC, the forecasting scenarios were developed and used to assess the impacts of the potential LP site allocations for a single year of 2041, as the end of the proposed LP period. The scenarios represent the AM Peak (08:00-09:00) and PM Peak (17:00-18:00).

The Medway Transport Model represents a 2019 base year and so the housing and employment completions between 2019 and 2022 were included. To build understand the future scenario, uncertainty Log information was provided by MC and included information on committed developments and infrastructure schemes within the AODM and wider FMA. The Uncertainty Log was prepared in accordance with TAG Unit M4 and draft DMRB guidance Volume 5, Section 1, Part 2.

10.1.2 Forecasting Demand

The RC Highway (car) demand in 2041 is based upon car growth derived from future committed developments and background growth generated from TEMPro v8.0. This growth was applied to the AM Peak and PM Peak hour OD demand matrices through a furnessing process to obtain the final 2041 RC demand matrix. General growth in LGV and HGV demand will be produced by applying growth factors derived from the Road Traffic Forecasts (RTF) (2018).

For the development of the Medway Transport Model forecast scenarios, all 'Near Certain' developments and infrastructure schemes were included in Medway. In the neighbouring authorities of Gravesham, Maidstone, Swale and Tonbridge & Malling, 'near certain' developments were included and adjusted background growth factors from TEMPro were applied. Growth in the Rest of Kent came solely from TEMPro. Good vehicle growth from RTF was applied everywhere.

Using the information provided in the uncertainty log it was assumed there would be 11,752 dwellings and 912,901 sqm of employment completed between the 2019 Base Year and the 2041 RC. With an additional 20,179 dwellings and 722,659 sqm of employment proposed in the DS LP scenario. Trip balancing, constraining and furnessing applied to the development of the Reference Case scenario only.

Refined Reference Case (rRC)

The Reg18 RC was updated as part of the development of the supporting Reg19 analysis to include the following:

- Full build-out of MedwayOne; removal of the trip cap which restricted the development from producing more than 60 new trips on the northbound off-slip and southbound on-slip at M2 Junction 1.
- Modal Shift assumptions at committed sites within clusters benefitting from Stage 1 modal shift

As such, the total committed employment space increases to 1,060,781sqm in Reg19. The total number of dwellings is unchanged between the Reg18 and Reg19 assessment.

10.1.3 Forecasting Networks

Forecast networks were developed using the Base model with the addition of completed schemes as well as the committed developments and infrastructure schemes defined by MC as having 'near certain' certainty status, or those already completed since the 2019 base year.

The 2041 RC network incorporates the following:

- Any infrastructure or speed changes between 2019 and April 2023;
- Any committed infrastructure or speed changes forecast to be delivered before the 2041 forecast year.
- Explicit model zones for any developments within the AODM with >250 households or >250 jobs
- Behavioural parameters such as values of time and vehicle operating costs have also been derived for the 2041 forecast year using data provided in the TAG Databook.

10.2 Regulation 18 Local Plan Assessment

Two different forecast scenarios were development to ascertain the impacts of the proposed LP, these are defined as follows:

- **DS**: The same network as the 2041 RC model, with the only change relating to the explicitly modelled development zones and associated accesses relating to LP developments. The only difference in demand between the RC and DS is the trip generation associated with the proposed LP allocations.
- **DS with LTC**: The same demand as the DS; the only network change is the addition of the LTC and the demand mirrors the DS.

Trip generation associated with the proposed LP allocations was added onto the Reference Case without trip balancing, constraining or furnessing.

10.2.1 Regulation 18 Results

The assessment undertaken has considered the impact of completed, committed and LP growth within Medway, to understand the change in flows, junction level of service and link/turn volume over capacity. The results are summarised for the three scenarios assessed.

The flow difference figures presented throughout this Forecasting Report demonstrate that the committed growth planned in Medway and committed growth plus background growth outside of Medway results in significant increases in vehicle volumes, particularly on the SRN. More locally, the level of planned development in Medway results in significant increases in queue lengths around Four Elms roundabout which consequently leads to a large number of vehicle re-routing on local routes through Wainscott.

In the DS, the inclusion of the proposed LP allocations results in increase in vehicle volumes across Medway with the most significant increases relative to the largest planned housing allocations. Increases in demand exacerbate the queuing at Four Elms roundabout to a level which results in major disruption – both through significant proportions being held at this location and/or unable to access their desired destination, or as queuing gets too large, high volumes of vehicles re-routing on alternative parallel routes. The inclusion of the LTC in the DS does not ultimately result in large changes in the impacts of the proposed LP allocations.

The analysis of junction level of service highlighted 52 junctions in the Medway AODM that deteriorate in at least one scenario or peak when comparing the DS scenarios against the RC scenario however a significant

proportion of these are still a LoS of C, which is considered to represent stable traffic flows, at or near free flow and therefore mitigation may only be required to be considered at locations where LoS has deteriorated to E or F. The most significant deterioration in LoS is shown at: Chatham Hill which changes from LoS C from E between the RC and DS, and Dunnock Drive which changes from LoS A/B to F.

Link and worst turn Volume over Capacity assessment undertaken was to understand potential performance issues across the AODM with and without the LP allocations. There are 50 junctions that have a worst-turn which deteriorates in the DS AM compared to the RC, these are mostly concentrated along the A228 Sundridge Hill and A228 Peninsula Way as well as the A2 and along Rochester Bridge as well as generally around Chatham and Gillingham town centres. Similar trends are observed in the PM peak whereby 49 junctions deteriorate compared with the RC. The largest deterioration in the AM peak is Ropers Lane / A228 Peninsula Way Roundabout (81%), where it deteriorates from 13% in the RC to 94% in the DS. In the PM peak the largest deterioration is at Hoo Common / Broadwood Road junction (56%) from 16% in the RC to 73% in DS.

It is important to note that to understand the impact the preferred site allocations growth may have on the network junction LoS, link and turn volume over capacity and delay analysis should be considered in collectively, rather than in isolation. The large delays experienced at the Four Elms roundabout in the RC are further exacerbated in the DS scenarios and as such have an impact on the surrounding links and junctions.

10.3 Regulation 19 LP Assessment

Further to the Reg18 consultation the Local Plan allocations were reviewed by Medway Council and the supporting iDS models without mitigations were developed. These models were primarily devised to identify the "hot spot" areas on the network that deteriorate in network performance compared to the RC scenario.

"Hot spot" areas were defined using a combination of model outputs, such as:

- Actual flow difference plots; between the iDS and rRC to identify areas with significant change to flow behaviours
- Demand vs Actual Flow Plots; used to identify areas on the network where actual flows were not reaching the route due to the congestion holding flows elsewhere on the network
- Junction LoS
- Queue Plots; useful to identify links on the network with high levels of delay
- Link and Turn Volume Capacity Ratio

This analysis identified twelve junctions that required further assessment in Local Junction Modelling software to analyse junction performance at a more granular level, considering driver behaviours in more detail. The Local Junction Modelling results demonstrate that the proposed growth assessed in the iDS can be accommodated at the Union Street/ Best Street, Pier Road/ Pegasus Way and Cornwallis/ Yokosuka Way junction (Junction 6, 7 and 10) as the practical reserve capacity demonstrates nil detriment relative to the rRC. No further investigation or potential mitigation was explored at these locations.

The updated M2J4 model alignment provided by the LidSing Garden Village developer was shown to accommodate the iDS growth and as such no further mitigations in this locality is required and the updated junction design was included in the iDS models.

Junction 9 (Dock Road/ Middle Street/ Wood Street) was defined as just over capacity in the iDS scenario and proposed mitigations in this location were defined. Due to the structure of the surrounding walls the mitigation was deemed extensive and as such taking a monitor and manage approach was deemed acceptable in this location.

All further junctions listed above (J1-5, J9 and J12) had a mitigation solution identified, assessed and costed (further detailed in Appendix J).

The proposed mitigations, in the initial concept design were included in the VISUM modelling of the fDS scenario and included infrastructure changes, alongside the proposed capacities defined from the LJM software.

Alongside infrastructure mitigations, a Sustainable Transport Strategy has been developed to support the transport evidence of the potential modal shift (e.g vehicular trip reductions) in relation to committed and

emerging growth across Medway. The evidence base has primarily sought to validate how the vehicle mode shares were developed and justified based on sound evidence, research and data.

The Sustainable Transport Strategy transport evidence base is formed of the following three stages:

- **Stage 1**: Existing and proposed future situation evidence
- **Stage 2**: Research and options identification
- **Stage 3**: High Level Strategy

The process in defining the Sustainable Transport Strategy is summarised below, with the detailed methodology used to devise the potential achievable mode shares presented in the '**Transport Evidence Base – Mode Shares and Trip Rate Assessment Tool (Stages 1 and 2)'** and **'Medway Local Plan 2041 – Transport Evidence Base – Mode Share Strategy (Stage 3)** report.

The fDS assessment for the final Reg19 LP allocations captured the following:

- Full build-out at the MedwayOne Development site
- Reduced Trip Rates for committed and LP developments in clusters identified to benefit from modal shift opportunities
- Local Junction Mitigations in those locations identified as "hot-spots" in the iDS models

10.3.1 Regulation 19 Results

The fDS models were developed to identify if there were any remaining "hot spot" areas on the network with the implementation of the Final Reg19 allocations. "Hot spot" areas on the network were identified through considering network performance compared to the rRC scenario.

"Hot spot" areas were defined using a combination of model outputs, such as:

- Actual flow difference plots; between the iDS and rRC to identify areas with significant change to flow behaviours
- Junction LoS
- Queue Plots; useful to identify links on the network with high levels of delay
- Link and Turn Volume Capacity Ratio

Actual flow difference plots show large increases of flow on main strategic roads such as M2, A229, A289 and A228 due to addition of traffic growth and future developments. The Four Elms Roundabout area is a key area seeing significant increases in traffic flow in all directions.

During both the AM and PM Peaks, reduced flow is observed travelling through Wainscott; where reductions in two-way flows are noted on Iden Road, due to the combination of the proposed realignment of Beneden Road/ Wainscott Road as part of the proposed mitigation at Sans Pareil Roundabout and the mitigation at Four Elms / Sans Pareil encouraging flow back onto major routes via A289 Wulfere Way. Additionally, reductions are noted on Main Road Hoo westbound, west of Bells Lane, the decreased demand on this route is resultant of the mitigation at Dux Court Road/ A228 Peninsula Way and Bell's Lane roundabout encouraging flow back onto the most direct route rather than seeking alternate parallel routes.

Junction LoS analysis identifies that the mitigation strategy provides additional capacity on the network; with routes on A228 Four Elms Hill and surrounding Four Elms roundabout, Sans Pareil and Giillingham Gate with an LoS of better than C. There are no nodes illustrating a junction LoS of F, with only two junctions showing a junction's performance of E in the AM Peak; these are the Lower Rainham Road signalised junction and A2 High Street / Mierscourt Road Signalised Junction, which could benefit from further signal optimisation.

The junction LOS in both peaks of the fDS is considerably better than that presented in the iDS and Reg18 DS; the mitigations Four Elms Roundabout, Sans Pareil Roundabout and along the A228 Peninsula Way are shown to provide ample capacity and perceived driver behaviour is now better than LoS C in these locations.

The queues plots identify that the proposed junction mitigations, whilst unlocking capacity in the immediate location, may result in delay on nearby junctions. This is evidenced at the Berwick Way roundabout (east of Sans Pareil Roundabout) and along Corporation Street.

Furthermore, large queues are observed at M2J3 in the 2041 rRC with the committed and consented growth, making this location particularly sensitive to changes in demand. With the planned LP growth, there are additional capacity constraints and queues noted. A mitigation scheme at this location has been designed and in March 2025 was taken to consultation; however, as this is not consented, it was not included in the rRC/ fDS models. As such, it may be necessary to conduct a further sensitivity test to assess the impact the LP growth will have on the network once this junction is mitigated.

When considering only those junctions whereby a capacity category has changed (i.e change from operating within capacity but approaching 85% to operating close to capacity), there are 32 junction/ junction approaches deteriorating and 9 junctions improving in the AM Peak and 39 junction/ junction approaches deteriorating in the PM and 12 improvements. Whilst there are multiple locations illustrating a change in the junction performance category in the fDS, most of these are small changes relative to the rRC (~5% change in most cases).

The analysis on the above measures has indicated that the Medway network has capacity for the proposed final Reg19 LP allocations, subject to the implementation of the proposed mitigations at the key eight junctions detailed in Section 8. Junction capacities and queues should be continually monitored, particularly on the A289 Pier Road/ A289 Vanguard Way in both directions.

10.4 Next Steps and Recommendations

This Forecasting Report has presented the strategic modelling assessment results for the Final Reg19 LP allocations. The Transport Strategy identifies modal shift opportunities for sites (particularly in the Urban Area and in Neighbourhood centres) which could benefit from sustainable measures. In accordance with new NPPF guidance it is important to ensure the sustainability of all development coming forwards through the Local Plan process, with maximised measures to ensure the use of alternatives to the car and to reduce the need to travel.

In addition to the modal shift assumptions, it will be important to continue to progress with the mitigation designs and costings at the seven junctions requiring mitigations taking them to Road Safety Audit Stage 1.

Appendix A. TEB Mode State Strategy Stage 1& 2

Medway Local Plan 2041 - Transport Evidence Base – Mode Shares and Trip Rate Assessment Tool to inform the traffic modelling scenarios (Stages 1 and 2)

Document no: 001
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Medway Council
Medway Local Plan 2041

Local Plan Transport Evidence Base



Medway Local Plan 2041 - Transport Evidence Base – Mode Shares and Trip Rate Assessment Tool to inform the traffic modelling scenarios (Stages 1 and 2)

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Contents

1. Introduction 5
1.1 Background 5
1.2 Purpose and Scope of Work 5
1.3 Report structure 5
2. Stage 1 Existing and proposed future situation evidence 7
2.1 Purpose of Stage 1 7
2.2 Inception meeting 7
2.3 Proposed developments, dwellings and jobs 7
2.4 Parking standards 9
2.5 Current situation and key corridors 10
2.6 Key strategies and plans (future proposed situation) 12
2.7 Origin-Destination data 13
2.8 Modes of travel 14
2.9 Car ownership 15
2.10 Levels of reduction required at key pressure points 15
2.11 Aspirations/intentions for new developments 15
2.12 Summary of findings and next steps 15
3. Stage 2 Research and options identification 17
3.1 Purpose of Stage 2 17
3.2 Trip Rate Assessment Tool 17
3.3 Collaborative meeting with Medway spatial planners 18
3.4 Mode shift achievements in new developments across Medway 18
3.5 Trip rates used by other Councils and/or TRICS 19
3.6 Internalisation achievements in new developments across Medway 20
3.7 Key findings – Trip rates and mode shares for different new developments (Stage 1) 20
3.8 Key findings – Trip rates and mode share refinement (Stage 2) 21
3.9 Key findings – BRT vision-led approach 22
3.10 Review of the impacts 24
4. Stage 3 Next steps and recommendations 25

List of Tables

Table 2-1: The 28 geographical clusters (groups) comprising the 100 Local Plan development sites 7
Table 2-2: Clusters with the greatest number of dwellings 8
Table 2-3: Clusters with the greatest number of jobs 8
Table 2-4: Top 12 largest clusters by dwellings and jobs combined 9
Table 3-1: Summary of the Stage 1 assessment results for the 12 large clusters 20
Table 3-2: Summary of the Stage 2 assessment results for the 12 large clusters 22
Table 3-3: Summary of the assessment results for the 12 large clusters based on introduction of BRT (Stage 1 + BRT) 23

List of Figures

Figure 2-1: Map of the Local Plan sites and site groupings (clusters) 8
Figure 2-2: Map of LCWIP priority areas and routes with site clusters 12
Figure 3-1: Map of the Stage 1 assessment results 21
Figure 3-2: Map of the Stage 2 assessment results 22
Figure 3-3: Map of the Stage 1 assessment plus BRT introduction results 24
Figure 4-1: Snapshot of the "Site info" tab 26
Figure 4-2: Snapshot of the "Group info summary" tab. Orange highlights are visual aids to show the sites with the highest combined dwellings and jobs 27
Figure 4-3: Snapshot of "Group assessment" tab 28
Figure 4-4: The "Group info summary" tab also shows the results of the assessment summary and the reduction opportunity sites 29

1. Introduction

As Kent Transport Model (KTM) custodian to Kent County Council (KCC), Jacobs have been commissioned to develop the required strategic modelling necessary to provide the evidence base for the Regulation 18 and Regulation 19 Local Plan consultations for Medway Council.

The Regulation 19 commission includes the preparation of technical information to support a transport evidence base by informing on impacts and mitigation of the plan's development traffic on the network by:

- understanding ways to reduce highway trip rates associated with plan growth/growth areas
- identifying practical sustainable transport mitigation options to mitigate growth in the plan.

This Technical Note provides a summary of work undertaken in Stages 1 and 2 of the transport strategy commission.

1.1 Background

Initial Local Plan consultations took place in Autumn 2023 with the latest Regulation 18 consultation ending in September 2024. Medway Council are currently developing their pre-submission draft Local Plan.

The Council plans to publish the draft Local Plan in early 2025, which will be followed by further public consultation on specific growth plans and policies, and a Planning Inspectorate independent assessment and examination of the plan.

After examination the Local Plan will be adopted and used to make decisions on planning applications in Medway; the Council wants to have the Local Plan in place by the end of 2026.

1.2 Purpose and Scope of Work

The purpose of this Technical Note is to deliver technical information to support a transport evidence base.

The evidence base will detail/validate how the mode shares were:

- developed (e.g., a X% reduction in highway trips for developments XYZ) for the traffic modelling scenarios
- justified / based on sound evidence and research/data. This is a requirement for the TA evidence base and the modal shift requirement.

Medway Council will use the evidence base to defend their position during the Regulation 19 consultation and the examination.

Within the initial Jacobs proposal (Task Order) the Scope of Work is set out in three stages, with a short Technical Note (section of this report) provided at the end of each stage.

- Stage 1 - Existing and proposed future situation evidence gathering
- Stage 2 - Research and options identification
- *Hold Point*
- Stage 3 - High-level strategy (dependent on the Options identified in Stage 1 and Stage 2)

The key findings / rationale / justification for each task and/or this decision is provided in **bold** along with the information requested by the Highway Authority to defend their position during consultation and examination.

1.3 Report structure

The remainder of this report is structured to follows:

- Stage 1 Existing and proposed future situation evidence
- Stage 2 Research and options identification

- Stage 3 Next steps and recommendations
- Appendix A – Trip Rate Assessment Tool instructions

2. Stage 1 Existing and proposed future situation evidence

2.1 Purpose of Stage 1

The purpose of Stage 1 was to gather high-level evidence about the current situation including existing infrastructure, facilities, and services.

2.2 Inception meeting

An initial / inception meeting was held on Thursday 19 September 2024 with Andrew Bull and Michael Edwards of Medway Council to discuss the proposed scope, deliverables, timelines, and client expectations. Medway Council confirmed the proposed scope and timelines.

2.3 Proposed developments, dwellings and jobs

Medway currently has a population of around 280,000 people. Medway Council have stated a need for 1,658 homes a year and 28,000 homes by 2041 to keep up with Medway's predicted population growth.

As part of the preferred option Local Plan, to be consulted upon at Regulation 19, Medway Council have proposed 21,338 new dwellings across 100 developments sites. The sites range in size from 3 to 2,750 dwellings. In addition, the Local Plan includes 9,024 new jobs across 200,399 sqm of employment lands/commercial floorspace.

The 100 proposed development sites have been grouped into 28 geographical clusters (listed by name and number in Table 2-1 and shown in Figure 2-1). **The 100 development sites represent 21,338 new dwellings and 9,024 new jobs.**

Table 2-1: The 28 geographical clusters (groups) comprising the 100 Local Plan development sites

Group no.	Group Name	Group no.	Group Name
1	Strood Centre	15	Gillingham Gads Hill
2	Isle of Grain	16	Chatham Docks
3	Allhallows	17	Brompton Dock Road
4	Lower Rainham	18	Chatham-Rochester Centres
5	High Halstow	19	Chatham Suburban
6	Cliffe Woods	20	Lower Stoke
7	Rainham Suburban	21	Kingsnorth
8	Rochester Industrial	22	Hoo Peninsula
9	Cuxton	23	Capstone Farm Country Park
10	Sundridge Hill	24	Hempstead M2 / A278
11	Strood Suburban	25	Strood North
12	Frindsbury	26	Halling
13	Medway City Estate	27	Hempstead Rural
14	Gillingham Centre	28	Lordswood

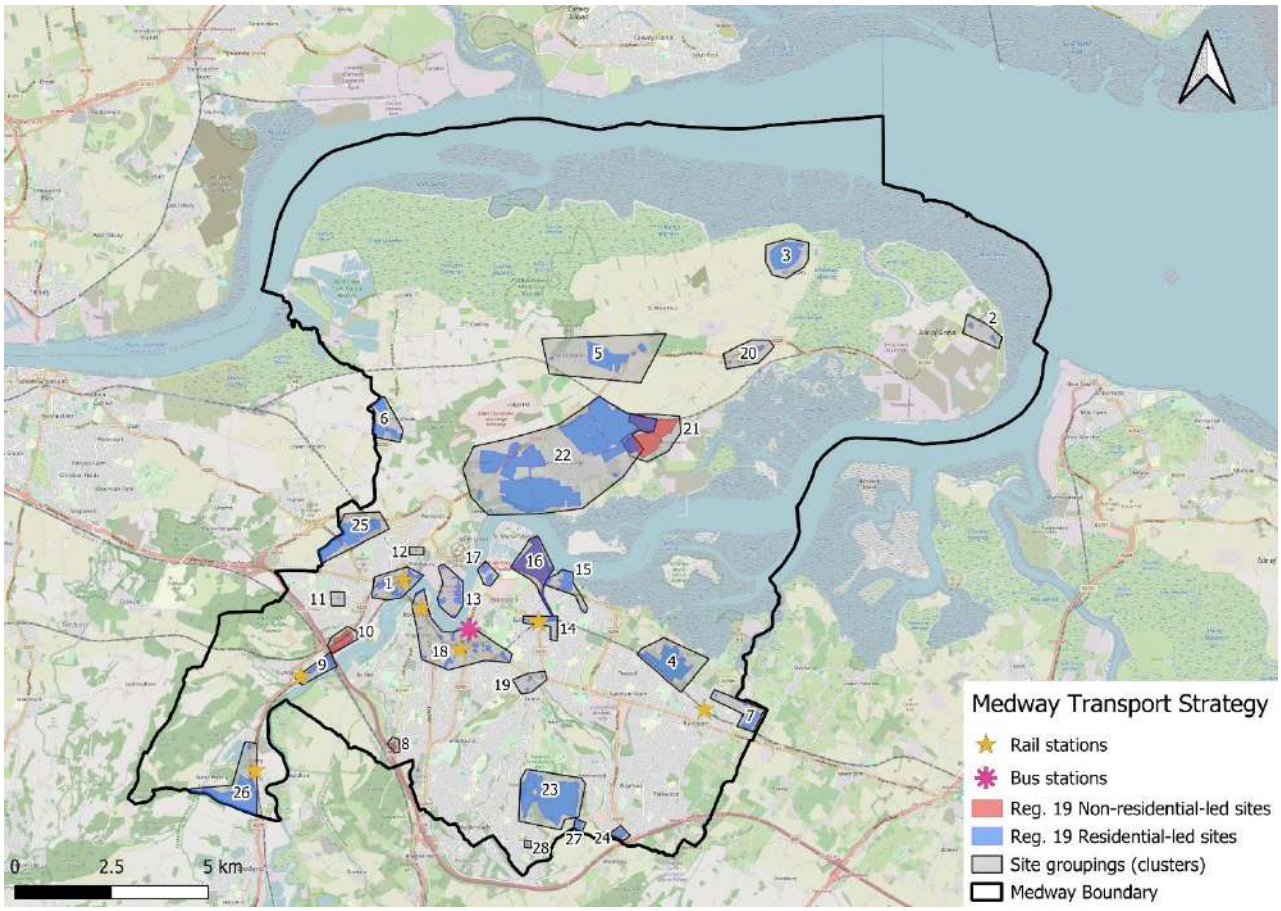


Figure 2-1: Map of the Local Plan sites and site groupings (clusters)

The clusters with the most dwellings are presented in Table 2-2.

Table 2-2: Clusters with the greatest number of dwellings

Group no.	Group Name	No. dwellings
1	Strood Centre	884
3	Lower Rainham	800
5	High Halstow	864
13	Medway City Estate	1,541
15	Gillingham Gads Hill	1,693
16	Chatham Docks	2,750
18	Chatham-Rochester Centres	1,365
22	Hoo Peninsula	5,239
23	Capstone Farm Country Park	2,675
25	Strood North	1,280
26	Halling	1,088

The clusters with the most jobs are presented in Table 2-3.

Table 2-3: Clusters with the greatest number of jobs

Group no.	Group Name	No. jobs
10	Sundridge Hill	1,180
16	Chatham Docks	843
21	Kingsnorth	6,901

The 12 largest clusters (no. dwellings and jobs combined) **represent 19,379 new dwellings** (91% of the total number of proposed dwellings) **and 8,924 new jobs** (99% of the total number of new jobs)**.** These clusters have planned growth of at least 850 dwellings/jobs and **could have the greatest potential for reduction in highway trip rates and delivery of sustainable transport mitigations.** The clusters are outlined in Table 2-4.

Table 2-4: Top 12 largest clusters by dwellings and jobs combined

Group no.	Group Name	No. dwellings + jobs
1	Strood Centre	884
5	High Halstow	864
10	Sundridge Hill	1,180
13	Medway City Estate	1,541
15	Gillingham Gads Hill	1,693
16	Chatham Docks	3,593
18	Chatham-Rochester Centres	1,365
21	Kingsnorth	6,901
22	Hoo Peninsula	5,239
23	Capstone Farm Country Park	2,675
25	Strood North	1,280
26	Halling	1,088
	TOTAL	**19,379 dwellings; 8,924 jobs**

The Medway Local Plan 2041 will guide all of the above-mentioned development (21,338 new dwellings and 9,024 new jobs) and use of land in Medway up to 2041 and address the needs of our growing population.

The plan's vision (vision for Medway in 2041) is to strengthen Medway's position in the economy and culture of the region, connected to its surrounding coast and countryside; with a thriving economy, where residents enjoy a good quality of life. There is a clear strategy for addressing climate change and strengthening natural assets.

The Council's vision (aspirations) for Medway is the highest quality infrastructure, with a range of affordable, quality homes in the right places, and excellent health and wellbeing services, to provide for the growth needs for Medway and our communities.

Through the new Local Plan, Medway wants to achieve (as per the Local Plan objectives) preparing for a sustainable and green future; supporting people to lead healthy lives and strengthening our communities; securing jobs and developing skills for a competitive economy; and boosting pride in Medway through quality development.

2.4 Parking standards

The Local Plan sets out Medway Council's parking standards adopted in 2001 and updated in 2004 (see Medway Council Parking Standards document Appendix A1) and residential parking standards adopted in 2001 and updated in 2010 (see Medway Council Parking Standards document Appendix A2). In the context of this piece of work, the minimum number of car parking spaces per residential dwellings are:

- 1 bedroom – 1 space
- 2 bedrooms – 1.5 spaces
- 3+ bedrooms – 2 spaces
- Visitor parking – 0.25 spaces

Reductions of the parking standards will be considered by Medway Council if the development is within an urban area that has good links to sustainable transport and where day-to-day facilities are within easy walking distance.

- **For the purposes of this work, it has been assumed that the parking standards will remain unchanged.**

2.5 Current situation and key corridors

This section presents an overview of the initial desktop research conducted as part of Stage 1, showing **which clusters are best served by existing and future transport** as well as a high level illustration of the clusters' **potential for modal shift**. This section **focusses on twelve "large clusters"** by dwellings and employment, as presented previously in Table 2-4. The Stage 2 full qualitative and quantitative analyses of the clusters are provided in the Assessment Tool (see section 3.2 and Appendix A).

The Strategic Road Network (SRN) is managed by National Highways (NH) and includes the A2 (London to Dover) and the M2 (Medway to Faversham). The M2 bounds Medway and the A2 is the main east-west route through Medway and linking Medway with Greater London.

- **The large clusters (corresponding cluster numbers shown to the left) in the closest proximity to the M2 are:**
    - **10 Sundridge Hill**
    - **23 Capstone Farm Country Park**
    - **25 Strood North**
    - **26 Halling**
- **The large clusters in the closest proximity to the A2 are:**
    - **1 Strood Centre**
    - **18 Chatham-Rochester Centres**
    - **25 Strood North**

Several A and B road corridors, maintainable at the public expense, provide north-south and east-west connectivity and access to the key urban centres of Strood, Rochester, Chatham, Gillingham and Rainham.

- **The Four Elms roundabout, urban centres and Medway tunnel are some of the most congested areas in the morning and evening peak. The largest clusters in proximity of these 'pinch points' are:**
    - **1 Strood Centre**
    - **13 Medway City Estate**
    - **15 Gillingham Gads Hill**
    - **16 Chatham Docks**
    - **18 Chatham-Rochester Centres**
    - **22 Hoo Peninsula**
    - **25 Strood North**

The River Medway severs Medway. There are three river crossings: the M2 (motorway/rail), the A2 between Rochester and Strood (road and rail) and the Medway Tunnel (Chatham Dockside to Frindsbury (road).

- **The large clusters closest to these river crossings are:**
    - **1 Strood Centre**
    - **10 Sundridge Hill**
    - **13 Medway City Estate**
    - **15 Gillingham Gads Hill**
    - **16 Chatham Docks**
    - **18 Chatham-Rochester Centres**

The main train line through Medway, with direct train trains to London, serves Strood, Rochester, Chatham, Gillingham and Rainham. Less frequent and less direct train connections are provided from Cuxton and Halling.

- **The large clusters with the greatest potential for mode shift are:**
    - **1 Strood Centre**
    - **15 Gillingham Gads Hill**
    - **16 Chatham Docks**
    - **18 Chatham-Rochester Centres**

The Medway has a 'Spoke and Hub' style bus network operated by Arriva with most routes interchanging or terminating at the Chatham's waterfront bus station.

- **The large cluster near the bus station with the greatest potential for mode shift is:**
    - **18 Chatham-Rochester Centres**

Medway has an extensive network of footways (pedestrian facilities adjacent to the highway) as well as urban and recreational footpaths. There is a growing network of on and off road, shared, segregated and traffic-free cycling routes.

- **Except for the proposed greenfield development sites, all sites have access to pedestrian amenities.**

Medway has around 80 miles of cycling infrastructure, much of which forms part of the National Cycle Network, namely completed or proposed sections of National Cycle Network Route 1 (a long-distance route in sections from Dover to the north of Scotland), Route 17 (Rochester to Maidstone), Route 177 (Northfleet in Kent and Ashford via Rochester) and Route 179 (Hoo Peninsula).

- **The large clusters best served by the existing cycle network and segments (existing and future proposed) of the NCN are:**
    - **1 Strood Centre**
    - **5 High Halstow**
    - **10 Sundridge Hill**
    - **13 Medway City Estate**
    - **15 Gillingham Gads Hill**
    - **16 Chatham Docks**

- **18 Chatham-Rochester Centres**
- **21 Kingsnorth**
- **22 Hoo Peninsula**
- **23 Capstone Farm Country Park**
- **25 Strood North**

The large clusters listed above have some level of connectivity to existing and proposed sections of the NCN and other cycle networks, based on initial desktop review. The more detailed analysis of cycling connectivity is provided in the Assessment Tool (Appendix A). The listed clusters provide an indicative overview of which sites are (or will be) close to the current and future cycle network.

2.6 Key strategies and plans (future proposed situation)

The current Medway Local Transport Plan (LTP) came into effect on 1 April 2011 following approval of Full Council. The LTP prioritises regeneration, economic competitiveness, and growth; the natural environment; connectivity; equality of opportunity; and safety, security, and public health. It is Medway's third LTP and runs until 2026. The LTP will be updated (LTP4) by 2026.

- **It is assumed that the new LTP4 will support access and connectivity to large development sites.**

Medway Council consulted on the Medway Local Cycling and Walking Infrastructure Plan (LCWIP) during winter/spring 2024. The LCWIP sets out Core Walking Zones (CWZs) centred around Chatham, Gillingham, Rainham, Rochester and Strood with a 1km radium around each town centre, 14 priority walking routes ranging in length from 0.5 to 3km providing connectivity into and through the CWZs, and ten priority cycling routes ranging in length from 2 to 8km. The LCWIP CWZs and routes are shown overlaid on the sites in Figure 2-2.

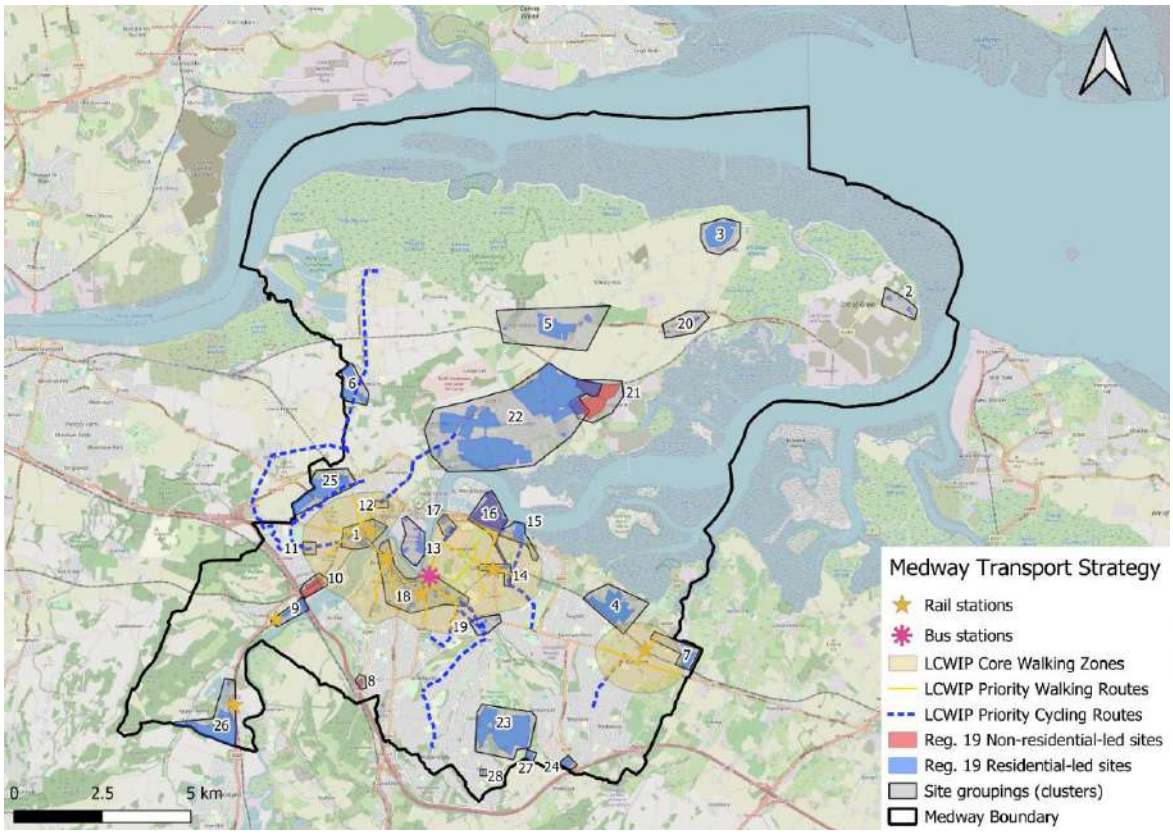


Figure 2-2: Map of LCWIP priority areas and routes with site clusters

- **The large clusters which are part of the Core Walking Zones (CWZs) are:**
    - **1 Strood Centre**
    - **18 Chatham-Rochester Centres**
- **The large clusters which will likely be best served by the proposed priority walking routes are:**
    - **1 Strood Centre**
    - **15 Gillingham Gads Hill**
    - **16 Chatham Docks**
    - **18 Chatham-Rochester Centres**
- **The large clusters which will likely be best served by the proposed priority cycling routes are:**
    - **1 Strood Centre**
    - **15 Gillingham Gads Hill**
    - **18 Chatham-Rochester Centres**
    - **25 Strood North**

Medway's Bus Service Improvement Plan (BSIP) was first published in October 2021 and updated in June 2024. The BSIP improvement programme includes additional evening and Sunday services on key routes, red routes on key parts of highway, and repairs and improvements to bus shelters. Longer-term ambitions include a new bus hub at Strood railway station and bus priority to the Hoo peninsula. Longer term transformation of the network (to be delivered by 2035) includes; ensuring that new developments provide good access for bus services and passengers, including within the site where appropriate; improved bus services to the Peninsula in conjunction with any new developments on a sustainable basis; and secure cycle hubs at bus stops in new developments to enable people to easily get from their front door to the bus stop.

- **The large clusters most supported by these proposed public transport interventions would be:**
    - **Strood Centre**
    - **Hoo Peninsula**
    - **Kingsnorth**
- **It is assumed that financial contributions towards community, public and school transport will be collected as part of the planning conditions associated with all new developments.**

2.7 Origin-Destination data

Commuter trips are made within, out of and into Medway (2011 Census data). The distances travelled to work by Medway residents are comparable with UK averages (in brackets). Longer distance trips are higher for Medway compared with UK averages due to the proximity to central London and access to high-speed rail into London.

- Shorter-distance trips
    - 18% are less than 2km (20%)
    - 23% of all trip journey to work trips are 2-5km (23%)
- Longer-distance trips
    - 16% are 5-10km (21%)

- 22% are 10-30km (26%)
- 21% of trips are 30-60km (10%)

The 2021 Census data contains workplace and commuter origin-destination (OD) data. Medway Commuter OD data by MSOA (2021) suggests that 53% of commuters work within Medway, with 28% travelling to neighbouring jurisdictions e.g., Maidstone and Dartford and around 10% travelling into London/Greater London. The 2021 Census data OD interactive mapping tool reports:

- 45% of Medway residents were working at home
- 29% travelled to work within the Medway area
- 26% travelled out of Medway for work e.g. other parts of Kent and/or London

However, the Covid-19 global pandemic, lockdown restrictions and the furlough scheme, in place in March 2021, had a significant impact on travel to work data. As such, the data may not be reflective of current commuting patterns.

- **With uncertainty surrounding the continuation of hybrid and/or 'working from home' arrangements, and technological advancements supporting remote working it is assumed that the 2011 and 2021 trends will remain relatively unchanged with a high number of local commuter trips contained within London as well as a Medway residents travelling into London.**

2.8 Modes of travel

The 2021 Census data reports the method of Travel to Work (but does not include the population working from home and those not in employment/furloughed during the pandemic). Medway trips were not dissimilar to the UK national averages.

- 72% travelled by car or van, as the driver or passenger
- 10% travelled on foot
- 9% by train
- 5% by bus, minibus or coach
- 1% by bicycle

As previously stated, the pandemic lockdowns in 2021 had a significant impact on the validity of travel data.

- **It is assumed, as a baseline for assessing trip rates for proposed developments, that 70% of trips will be made by car.**

Amongst short journeys under 5km, cycling makes up 2.3% of the total mode share while walking makes up 23.9%. Even amongst journeys under 5km, driving is still the most common mode of travel with 57% (as the driver, not including passengers of a car or van) of the total mode share. Amongst all journeys under 10km, driving makes up 63% of the total mode share, walking makes up 18% and cycling only 2%.

59% of the total Medway population live within 400 metres of high-frequency bus routes. 41% of the existing Medway population do not have access to high-frequency buses.

- **The large clusters currently <u>without</u> access to high frequency bus services (2022 data) are:**
    - **5 High Halstow**
    - **10 Sundridge Hill**
    - **13 Medway City Estate**
    - **21 Kingsnorth**
    - **22 Hoo Peninsula**
    - **23 Capstone Farm Country Park**

- **25 Strood North**
- **26 Halling**

2.9 Car ownership

Rates of car ownership in the UK are comparable with the UK national average. 19% are car-free households, 41% have access to 1 car and 40% of households have 2 or more cars or vans. It is unlikely that the pandemic created significant changes to levels of car ownership.

- **It has been assumed that the car ownership rates will remain comparable/unchanged.**

2.10 Levels of reduction required at key pressure points

The Four Elms Roundabout, the A2, the Medway Tunnel and each of the urban centres are locations with traffic pressures, particularly in the morning and evening peak.

- **The largest clusters in closest proximity to / which could potentially further impact on areas with existing high traffic congestion are:**
  - **1 Strood Centre**
  - **10 Sundridge Hill**
  - **13 Medway City Estate**
  - **15 Gillingham Gads Hill**
  - **16 Chatham Docks**
  - **18 Chatham-Rochester Centres**
  - **21 Kingsnorth**
  - **22 Hoo Peninsula**
  - **25 Strood North**

2.11 Aspirations/intentions for new developments

At this stage only information on the number of dwellings and the number of jobs and floorspace has been provided.

- **It is assumed that the town centre, inner-urban and infill development sites would likely be flats, apartments and townhouses with allocated/communal car parking whilst the proposed greenfield sites would likely to be predominately detached, semi-detached and terraced houses with private carparking/garages.**

2.12 Summary of findings and next steps

The purpose of Stage 1 was to gather information on the existing situation.

Medway Council have proposed 100 developments sites representing 21,338 new dwellings and 9,024 new jobs. For ease of assessment, the development sites have been grouped into 28 geographical clusters. The 12 largest clusters represent 19,379 new dwellings (91% of the total number of proposed dwellings) and 8,924 new jobs (99% of the total number of new jobs).

Medway is a predominantly compact urban area with good links to road, rail and bus transport. Nine of the development clusters are near the highway pressure points, e.g. the Medway Tunnel and the Four Elms Roundabout. Eight of the proposed development clusters do not currently have access to high-frequency bus services. As a result, the next stage of work (Stage 2) will assume that 70% of all trips in Medway will be made by car.

3. Stage 2 Research and options identification

3.1 Purpose of Stage 2

As per the Scope of Work, by the end of Stage 2 we will have identified options and prepared a concise Technical Note outlining:

- Recommendations of realistic measures to reduce highway traffic demand associated with growth in Medway.
- A sound evidence base to justify Medway's proposed development mode share splits / targets / internalised trips within future developments and to support reduced highway demand for use in future traffic modelling scenario testing / model runs and in considering additional highway mitigation.

3.2 Trip Rate Assessment Tool

A bespoke and tailored Excel and GIS (Geographical Information Systems) based Trip Rate Assessment Tool has been created to indicatively 'test' the 100 development sites (grouped into 28 geographical clusters).

The tool has been used to assess each of the 28 clusters based on each cluster's ability to:

- Reduce car-based trips, and subsequently reduce the trip rate in the traffic modelling scenarios
- Increase mode shares towards sustainable and active transport e.g. walking, cycling, bus and rail, and subsequently reduce the trip rate in the traffic modelling scenarios

The Trip Rate Assessment Tool is based on a two-tier / two stage assessment:

- Stage 1 assesses each of the 28 clusters against the existing opportunities to reduce trip rate e.g. existing bus routes, bus station, rail stations and cycling infrastructure. The score is based on a RAG (Red-Amber-Green) rating.
- Stage 2 assesses each of the 28 clusters against the planned/proposed projects' ability to reduce trip rates. For example, the introduction of a BRT (Bus Rapid Transit) network, and delivery of priority cycling routes as outlined in the LCWIP. The score is also based on a RAG rating.

The Tool provides a visual overview of which clusters of proposed development sites have the potential and/or validity to reduce car-based trip rates, and which do not.

Reducing the baseline from 70% of all trips made by car to 50-60% of trips made by car would help to reduce congestion at pressure point locations (the Four Elms Roundabout, the A2, the Medway Tunnel and each of the urban centres). This would require 40%-50% of all trips to be made by sustainable transport modes e.g. walking, cycling, bus or train.

The Trip Rate Assessment Tool delivers Council's two key requirements:

1. An evidence base to detail/validate how the mode shares were developed (e.g., a X% reduction in highway trips for developments XYZ) in the traffic modelling scenarios
2. A justified sound evidence and valid research/data. There is a requirement for the TA evidence base and the modal shift requirement.

The overall output of the Trip Rate Assessment Tool is:

- A list of development sites / clusters which will retain the baseline assumption in the traffic modelling scenarios that 70% of all trips will be made by made by car.

- A list of development sites / clusters which have the opportunity / potential to partially reduce the number of car trips due to existing and proposed infrastructure / interventions e.g. access to rail stations and the bus station. It is assumed for these sites that the 70% of car trips would be reduced to 60% of all trips by car, or 50% where there is already a robust network of active travel and sustainable transport in place (e.g. rail station and bus route access combined with cycling infrastructure and key walkable destinations).
- A list of development sites / clusters which have the significantly greater opportunity to reduce the number of car trips due to the size of the development and proposed infrastructure / interventions e.g. significant investment in a new BRT route. It is assumed for these sites that a 10% reduction in car trips is possible.

It should be noted that while the Trip Rate Assessment Tool analyses each cluster by each individual mode shift opportunity (proximity to bus routes, rail stations, walking destinations, future cycling investment, etc.), the rate of reduction in car mode share assigned is based on a holistic assessment of the cluster, and has been made using technical judgement. For example, certain rail stations that see higher service frequencies into London may weigh more heavily towards potential mode shift from private car compared to rail stations with lower frequency or more indirect services, and the walkability vs. convenience of driving to these rail stations will have also been considered in the final reduction.

The reduction rates provided should be taken as a point in time assessment for the Local Plan. Particularly for the future conditions assessment, they are dependent on funding to deliver LCWIP priorities and a BRT service, and changes in future working arrangements. For example, a working from home reduction will most likely correlate to overall more trips on the highway network, and vice versa. There is also much uncertainty around trip rates and changing parameters beyond control of Council, for example, if the bus network is franchised as part of devolution there could be a change in the high frequency bus service provision.

Overall, the reduction rates selected have been chosen based on a more conversative approach (compared to some overly ambitious Local Plan targets observed in other jurisdictions), with a focus on not being overly optimistic regarding the actual behaviour change that may occur with the interventions currently and proposed to be in place.

The Trip Rate Assessment Tool background and instructions are provided in **Appendix A.**

3.3 Collaborative meeting with Medway spatial planners

A collaborative meeting was held with Medway spatial planners and Jacobs transport planners on Friday 13th December 2024 to review the Trip Rate Assessment Tool in the context of the 100 proposed development sites and the requirements to identify opportunities (locations/developments sites) for modal shift, internalised trips and to reduce highway trips.

Medway Council confirmed their satisfaction with the tool and initial assessment outputs.

Medway Council noted their need to revise the number and location of some of the proposed development sites between Regulation 18 and Regulation 19. The Assessment Tool and this report have been revised to account for the reduced number of proposed sites (165 to 100), some new locations and the reduction in the total number of new dwellings and new jobs.

3.4 Mode shift achievements in new developments across Medway

Mode shift achievements and known usage of new public/active commitments in Medway e.g., modal splits and use of new facilities in Rochester Riverside and Gillingham Pier developments, is currently unknown. Medway Council were unable to provide data/case studies, and no other stakeholders have data on their actual mode share splits and trip generation.

3.5 Trip rates used by other Councils and/or TRICS

Initial desktop research and a benchmarking exercise was conducted in order to compare Medway developments and trip rates with other areas.

The Royal Town Planning Institute (RTPI) report The Location of Development 4 - Sustainable transport and the location of residential planning permissions, 2012-2021 (November 2024) concluded that:

- Accessibility of destinations from approved new homes remained broadly constant. Newly approved housing developments were similar to the existing housing stock in their journey times to destinations.
- There were inequalities between regions and between urban and rural areas. Approved homes in London were the most accessible while those in the South West and East of England are the least accessible.
- There was little or no improvement in the take up of public transport over the option of driving to local facilities from newly approved homes. The car as a mode of transport was 1.5 times faster nationally to reach key destinations from residential development, including 2 times faster to reach hospitals.
- Cycling was a competitive alternative to driving by car, taking nationally only 1.3 times as long to reach key destinations from approved new homes.
- The majority of new homes were approved within walking distance of a GP (93%) and a primary school (73%). 32% were within a 20-minute walk to large employment centres with at least 5,000 jobs and 46% to a town centre.

The research measured how many homes were given planning permission, but whether they were in locations that incentivise sustainable transport. It concluded that there has been little to no improvement following analysis of the metrics available on sustainable transport and the location of residential planning permissions (new homes approved at the end of the study period 2012-21). Driving remained the fastest mode of transport, followed by cycling, public transport and walking.

Source: https://www.rtpi.org.uk/media/18717/the-location-of-development-4.pdf

Suffolk County Council (SCC) have recently updated their monitoring requirements. Their new requirements include:

- Annual monitoring survey requirements to September each year for two weeks, the developer then submits their monitoring in October for the Council team to review in November and December.
- Working with their-parties to install cameras on compatible lampposts from the outset of the development. This will allow multi-modal continuous monitoring from the beginning of the development and provides different monitoring options.

Norfolk County Council have mode shift targets dependent on MSOA level but note that this also depends on the socio-economic characteristics of the residents. Council prefers to reduce trips rather than implement modal shift interventions and describe modal shift as "a blunt instrument". The Council does not impose repercussions on developers if trip reductions/modal shifts are not met. Council have found public transport and bike vouchers unsuccessful for reducing trips for new developments.

WestTrans is responsible for the monitoring and implementation of Development Control Travel Plans in six London Boroughs. WestTrans believe that design is the most important element; "you cannot travel plan your way out of a poor or bad design". WestTrans believe that it is hard to influence residential sites and should be done in the design – that is, if you make cycling and walking easy straight away then people will do it. WestTrans have an extensive excel database which tracks/monitors sustainable transport measures, development targets and trip reductions. WestTrans concluded that examples of good measures include car sharing schemes, car parking management, car parking restrictions on parking and cycle parking in the right place.

The TRICS Standardised Assessment Methodology (SAM) provides Council's access to trends and allows them to benchmark themselves against other local authorities on the system. However, it is costly and limited to certain months of the year for monitoring.

3.6 Internalisation achievements in new developments across Medway

Medway Council were unable to provide data/case studies, and no other stakeholders have data on the current internalisation rates and achievements in new developments across Medway. For example, there is no currently available data on the number of children living in the Rochester Riverside development and attending the new Rochester Riverside Church of England Primary School.

3.7 Key findings – Trip rates and mode shares for different new developments (Stage 1)

The potential trip rate reductions and mode shares for different new developments (clusters) was developed using the Trip Rate Assessment Tool and the methodology (as outlined in Section 3.2) based on the first stage (existing conditions) of the two-tier / two stage assessment.

- Stage 1 assessed each of the 28 clusters against the existing opportunities to reduce highway trip rates, e.g. access to existing bus routes, bus station, rail stations and cycling infrastructure. The scoring was based on a RAG (Red-Amber-Green) rating.

The key findings are presented in Table 3-1.

Table 3-1: Summary of the Stage 1 assessment results for the 12 large clusters

Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car **to 50%** of all trips by car	Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car to **60%** of all trips by car	Development sites (clusters) **remaining at 70%** of all trips by car
Strood Centre Chatham-Rochester Centres	Gillingham Gads Hill Chatham Docks	High Halstow Sundridge Hill Medway City Estate Kingsnorth Hoo Peninsula Capstone Farm Country Park Strood North Halling
Equates to 2,249 new dwellings (covering 11% of total proposed dwellings; 0% of total jobs)	**Equates to 4,443 new dwellings and 843 new jobs** (covering 21% of total proposed dwellings; 9% of total jobs)	**Equates to 12,687 new dwellings and 8,081 new jobs** (covering 59% of total proposed dwellings; 90% of total jobs)

These results illustrate that there is very **little potential for mode shift under the existing conditions** scenario (Stage 1 assessment). 59% of total proposed dwellings and 90% of total proposed jobs remain car oriented, with car mode share at approximately 70%. The findings are presented geographically in Figure 3-1.

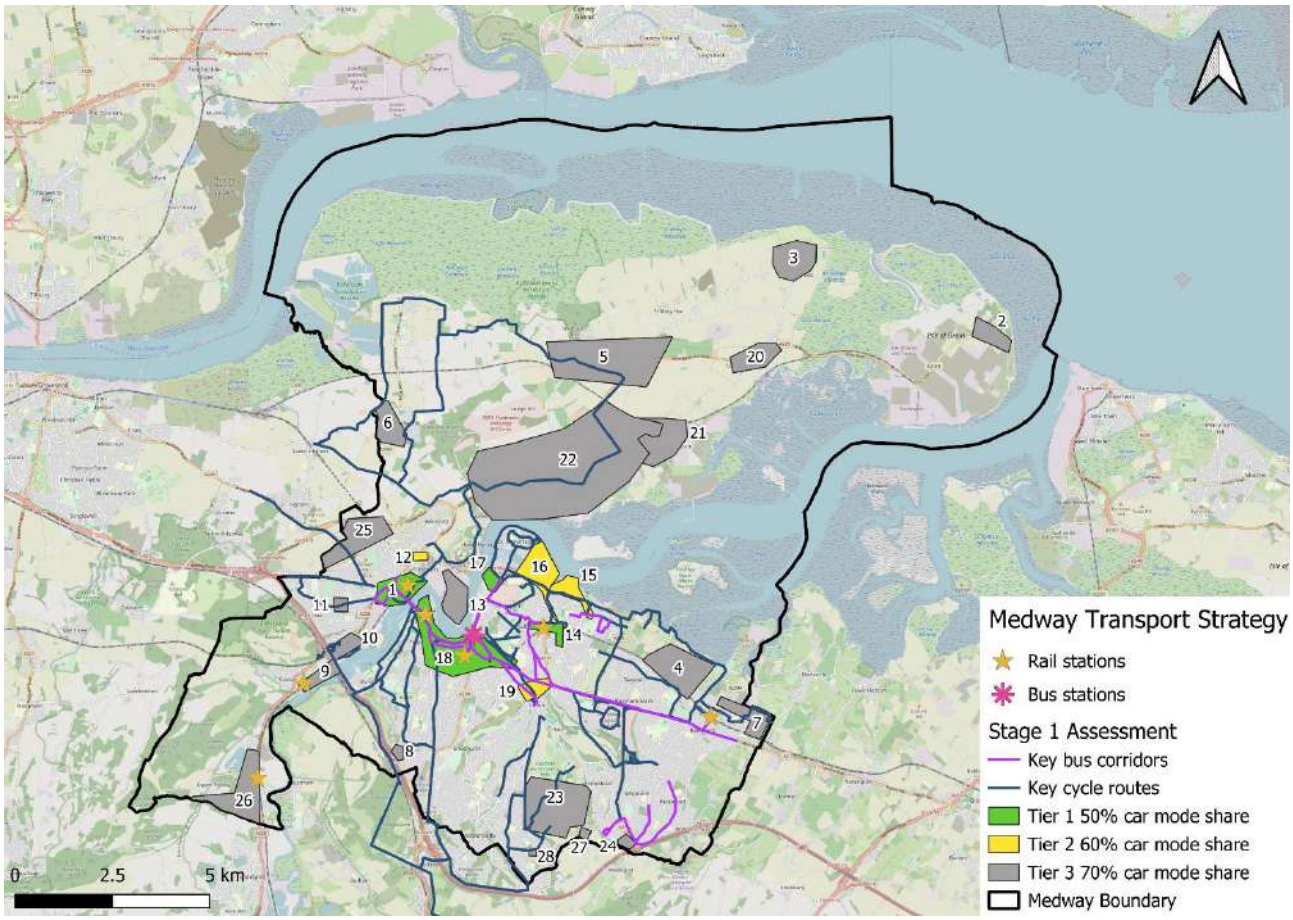


Figure 3-1: Map of the Stage 1 assessment results ("Red" rated clusters with litlte to no modal shift potential are shown in grey)

3.8 Key findings – Trip rates and mode share refinement (Stage 2)

The potential car trip rate reductions and mode shares for different new developments (clusters) was further developed using the Trip Rate Assessment Tool and the methodology (as outlined in **Section 3.2**) based on the second stage (proposed conditions) of the two-tier / two stage assessment.

- Stage 2 assessed each of the 28 clusters against the planned/proposed projects' ability to reduce trip rates. For example, the introduction of a BRT (Bus Rapid Transit) network and delivery of priority cycling routes as outlined in the LCWIP. The score is also based on a RAG rating.

The key findings are presented in Table 3-2.

Table 3-2: Summary of the Stage 2 assessment results for the 12 large clusters

Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car to **50%** of all trips by car	Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car to **60%** of all trips by car	Development sites (clusters) **remaining at 70%** of all trips by car
Strood Centre Gillingham Gads Hill Chatham Docks Chatham-Rochester Centres	Sundridge Hill Medway City Estate Kingsnorth Hoo Peninsula	High Halstow Capstone Farm Country Park Strood North Halling
Equates to 6,692 new dwellings and 843 new jobs (covering 31% of total proposed dwellings; 9% of total jobs)	**Equates to 6,780 new dwellings and 8,081 new jobs** (covering 32% of total proposed dwellings; 90% of total jobs)	**Equates to 5,907 new dwellings** (covering 28% of total proposed dwellings; 0% of total jobs)

These results illustrate that there is a **high potential for mode shift under the proposed conditions** scenario (Stage 2 assessment). Approximately two-thirds of total proposed dwellings and 99% of total employment sites have potential for at least a 10% shift from private car to sustainable modes. The findings are presented geographically in Figure 3-2.

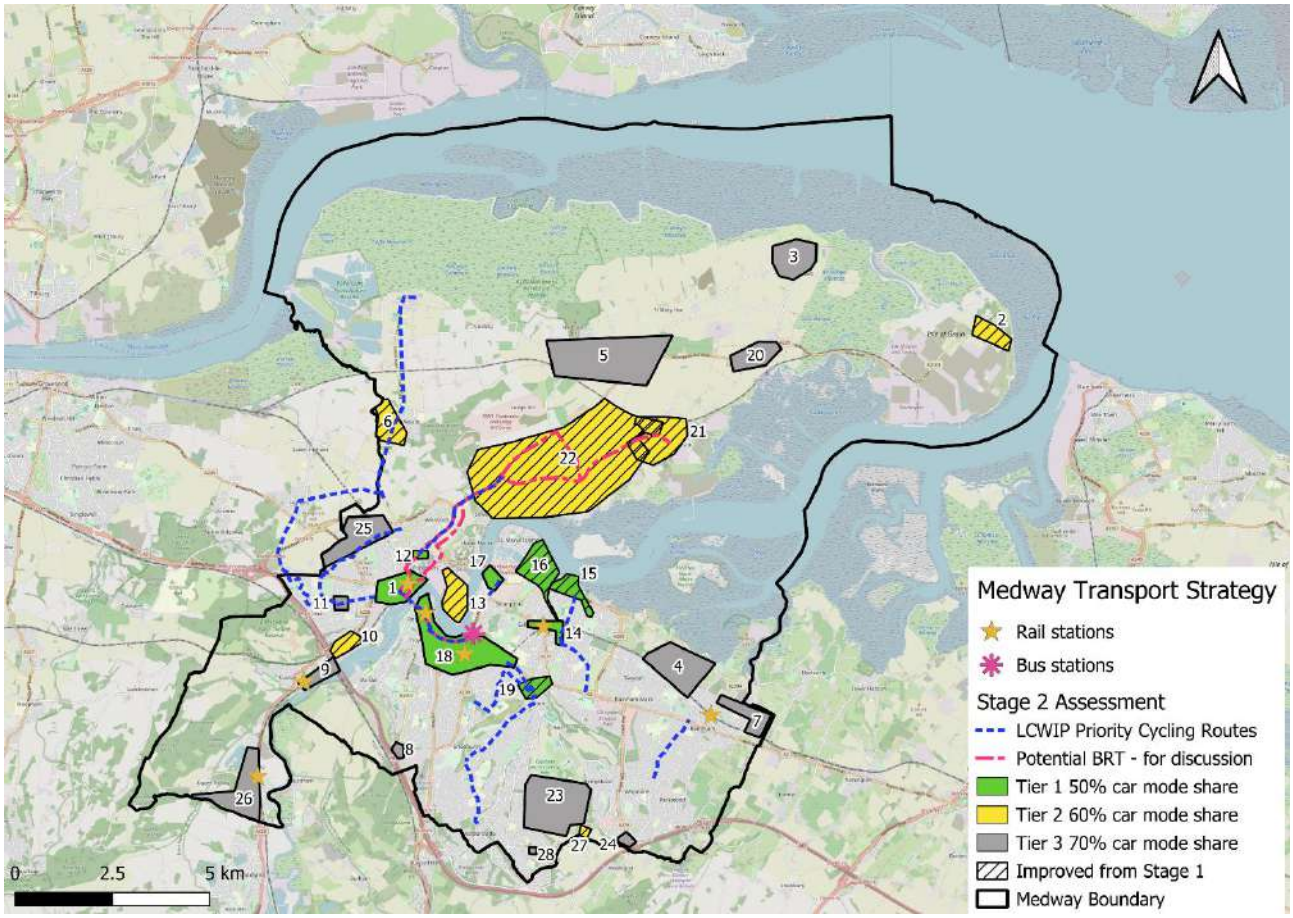


Figure 3-2: Map of the Stage 2 assessment results

3.9 Key findings – BRT vision-led approach

On 12 December 2024 the Ministry of Housing, Communities and Local Government published the new National Planning Policy Framework (NPPF).

Prior to 12 December 2024 the Highway Authority assessed whether development sites/proposals would result in an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, and a safe and suitable access to the site would be provided for all users, as per paragraphs 114 and 115 of the NPPF (2023).

The NPPF (2024) now (***bold text***) states that:

- Transport issues should be considered from the earliest stages of plan-making and development proposals, ***using a vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places*** (para 109)

and that in considering and assessing sites that may be allocated for development in plans, or specific applications for development (para 115), it should be ensured that:

- a) sustainable transport modes ***are prioritised taking account of the vision for the site***, the type of development and its location.
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable ***degree through a vision-led approach***.

And that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road ***network, <u>following mitigation</u>***, would be ***severe, taking into account all reasonable future scenarios*** (para 116).

In addition, that all developments that will generate significant amounts of movement should be required to provide a Travel Plan (TP), and the application should be supported by a ***vision-led*** Transport Statement (TS) or Transport Assessment (TA) so that the likely impacts of the proposal can be assessed ***and monitored***.

This move (NPPF Dec 2024) to a vision-led approach enables Medway Council to mitigate Local Plan growth by realising the vision of BRT to reduce car trips.

The potential trip rate reductions and mode shares for different new developments (clusters) has been developed using the Trip Rate Assessment Tool and the methodology (as outlined in **Section 3.2**) based on the introduction of BRT (existing conditions and BRT only).

The key findings are presented in Table 3-3.

Table 3-3: Summary of the assessment results for the 12 large clusters based on introduction of BRT (Stage 1 + BRT)

Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car to **50%** of all trips by car based on existing conditions and BRT (BRT only)	Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car to **60%** of all trips by car based on existing conditions and BRT (BRT only)	Development sites (clusters) **remaining at 70%** of all trips by car based on existing conditions and BRT (BRT only)
Strood Centre* Chatham-Rochester Centres*	Gillingham Gads Hill Chatham Docks Kingsnorth* Hoo Peninsula*	High Halstow Sundridge Hill Medway City Estate Gillingham Gads Hill Chatham Docks Capstone Farm Country Park Strood North Halling
Equates to 2,249 new dwellings	**Equates to 9,682 new dwellings and 7,744 new jobs**	**Equates to 7,448 new dwellings and 1,180 new jobs**

(covering 11% of total proposed dwellings; 0% of total jobs)	(covering 45% of total proposed dwellings; 86% of total jobs)	(covering 35% of total proposed dwellings; 13% of total jobs)

**Cluster in proximity to proposed BRT*

The primary difference between the Stage 1 existing conditions assessment and this assessment (Existing + BRT) which adds the BRT route, in relation to potential trip rate reduction, is that the proposed BRT would serve the Kingsnorth and Hoo Peninsula sites, which cover a substantial portion of the proposed dwellings and employment sites (the Kingsnorth cluster alone covers 76% of the Local Plan employment allocation, while the Hoo Peninsula cluster covers 25% of the total Local Plan residential allocation). This means that this one service has the potential for a large impact to trip rates and modal shift. The findings and potential BRT route are shown geographically in Figure 3-3.

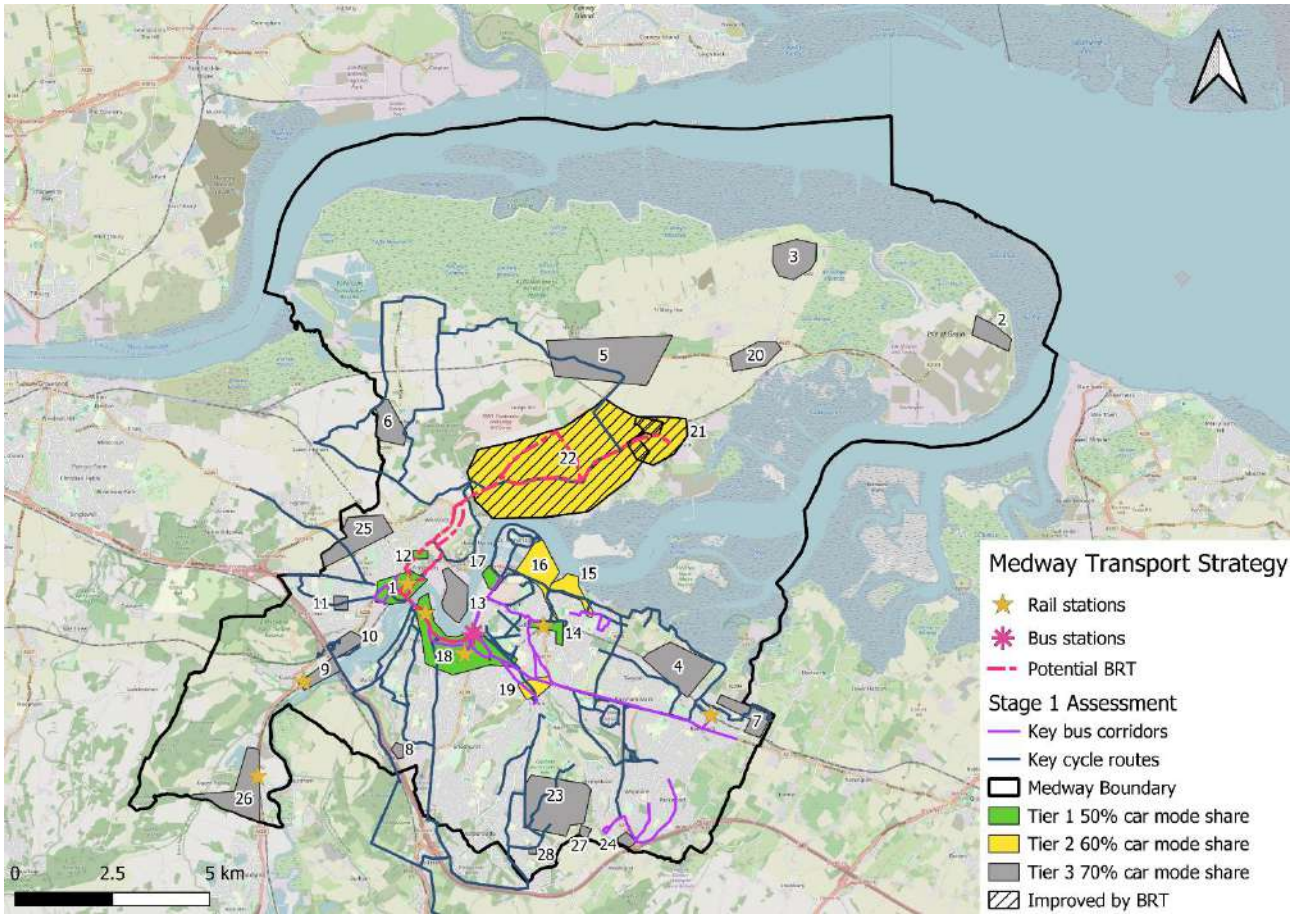


Figure 3-3: Map of the Stage 1 assessment plus BRT introduction results

3.10 Review of the impacts

The Traffic Modelling Scenarios report will detail the impacts and new outputs based on the key findings in Sections 3.7 and 3.8 (previous pages). The modelling will illustrate the impact of potential options and whether they improve the situation.

On receipt of the modelling report and outputs a meeting between transport modellers and Medway Council will be held to agree any key pinch points and the required refinements to mitigate impacts.

4. Stage 3 Next steps and recommendations

The Jacobs proposal (Task Order) proposed an over-arching strategy document that would demonstrate to the appointed Planning Inspector that the mode shares and highway mitigation measures are deliverable and justified taking into account the reasonable alternatives and based on proportionate evidence. For example:

- Early discussions with developers and transport providers to discuss the provision of high-frequency developer funded or subsidised commuter shuttle buses for employment and residential sites on the Hoo Peninsula
- Discussions with development partners to identify measures to realise the appropriate provision of housing close to new employment sites, especially on the Hoo Peninsula in the context of 'Triple Access' (see Figure 1 below) providing the right types of housing in close proximity to the right kind of jobs and the right services on site – e.g., shops, education etc on larger remote strategic sites.
- Review of car parking levels to support higher density low-car developments along key transport corridors.
- Options for car-free areas within larger developments serviced by commercially operated and financially viable car-clubs and mobility hubs.
- Processes to capitalise and maximise the existing sustainable transport opportunities.

The next step is to refine the trip rate and mode shares for each cluster, ahead of further public consultation on specific growth plans and policies, and a Planning Inspectorate independent assessment and examination of the plan.

The key tasks (as proposed in the Stage 3 Task Order) are likely to include:

- Discussion around the provision of high-frequency bus rapid transit (BRT) routes/network
    - Including meeting with bus operators
- Developing an over-arching strategy (during plan making) with a vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places (as per NPPF 2024 para 109)
- Developing a tailored list of developer led/funded interventions for each of the clusters to ensure that a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location and d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach (as per NPPF 2024 para 115). Measures are likely to comprise:
    - Infrastructure measures e.g., BRT
    - Enforcement measures e.g. Controlled parking zones (CPZ's)
    - Behaviour Change measures
    - Technological and digital considerations for implementation e.g., work at home spaces in all new dwellings
- Identifying options to ensure that vision-led transport statements or transport assessments can be assessed and monitored (NPPF 2024 para 118).
- Identifying and drafting the key components for Planning Conditions and Financial Obligations for each of the three tiers of development sites (the 70%, 60% and 50% mode share types).

Appendix A. Trip Rate Assessment Tool Instructions

A.1 Site Group Assessment Overview

Excel document name: "Site Group Assessment"

Purpose: To assess groupings of development sites for modal shift potential.

Tabs:

- "Site info" tab
    - This tab lists each site and corresponding development information (no. dwellings, jobs, etc.), network inputs (location type, zone), trip rates and trip generation.
    - As sites are added, removed or adjusted (e.g. more dwellings are added), this sheet can be manually edited.
    - Each of the 100 individual development sites have been assigned to a geographically-based cluster (group), ranging from 1-28 in column A.
        - The purpose of the groupings is to make the modal shift assessment more manageable in scale – sites that are in close proximity can be assessed in a similar way.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	ID		Group	Development Information			Network Inputs			AM Peak (08:00 -09:00)					
2				All Developments						Trip Rate			Trip Generation		
3	Site_ID	Reference	Group	HH, Dwellings	No Jobs	HH + Jobs	Location	Explic	Final Z	Destina	Origins	Two-W	Destina	Origins	Two-W
4	2063	SNF15	1	350.00	0.00	350.00	Town Centre	Y	400033	0.05	0.13	0.18	17.5	43.8	61.3
5	2016	SNF41	1	216.00	0.00	216.00	Edge of Town Centre	Y	400006	0.04	0.19	0.23	9.3	40.8	50.1
6	2017	SNF35	1	171.00	0.00	171.00	Neighbourhood Centre	Y	400007	0.00	0.11	0.11	0.0	19.0	19.0
7	2079	SNF34	1	52.00	0.00	52.00	Town Centre		115001	0.05	0.13	0.18	2.6	6.5	9.1
8	2003	SNF9	1	40.00	0.00	40.00	Town Centre		115001	0.05	0.13	0.18	2.0	5.0	7.0
9	2077	SNF8	1	19.00	0.00	19.00	Town Centre		115000	0.05	0.13	0.18	1.0	2.4	3.3
10	2061	SNF20	1	15.00	0.00	15.00	Edge of Town Centre		110025	0.04	0.19	0.23	0.6	2.8	3.5
11	2092	SNF38	1	12.00	0.00	12.00	Town Centre		110022	0.12	0.39	0.51	1.4	4.7	6.1
12	2075	SNF30	1	9.00	0.00	9.00	Town Centre		115001	0.05	0.13	0.18	0.5	1.1	1.6
13	2022	A525	2	34.00	0.00	34.00	Neighbourhood Centre		110002	0.14	0.30	0.44	4.7	10.1	14.8
14	2042	A528	2	9.00	0.00	9.00	Neighbourhood Centre		110002	0.14	0.30	0.44	1.3	2.7	3.9

Figure 4-1: Snapshot of the "Site info" tab

- "Group info summary" tab – Part 1
    - This tabs lists each of the 28 groups defined in the "Site info" tab, assigns reference names to each group and provides the corresponding information:
        - Sites included by Local Plan reference
        - The sum of each group's sites' dwellings, jobs, and floorspace
    - The site references and dwelling/job/floorspace sums are calculated for each group with formulae, so that any information updated in the "Site info" tab is pulled through automatically

	B	C	D	E	F	G
1	Development Information					
2						
3	Group	Sites in Group	Group Name	HH, Dwellings	No Jobs	HH + Jobs
4	1	SNF15, SNF41, SNF35, SNF34, SNF9, SNF8, S	Strood Centre	884	0	884
5	2	AS25, AS28	Isle of Grain	43	0	43
6	3	AS21	Allhallows	50	0	50
7	4	RN9	Lower Rainham	800	0	800
8	5	HHH26, HHH29, AS6, HHH15, AS2	High Halstow	864	0	864
9	6	SR4, SR14, SR7	Cliffe Woods	236	0	236
10	7	RN30, RN31, RN29, RN22	Rainham Suburban	192	0	192
11	8	RWB5	Rochester Industrial	0	100	100
12	9	CHR14	Cuxton	49	0	49
13	10	CHR18, CHR17, CHR16	Sundridge Hill	0	1180	1180
14	11	SW6	Strood Suburban	6	0	6
15	12	SNF44	Frindsbury	6	0	6
16	13	SR37, SR31, SR36, SR40, SR38, SR30, SR34	Medway City Estate	1541	0	1541
17	14	GS37, GS8, W4	Gillingham Centre	147	0	147
18	15	GN15, GN6, GN3, GN8	Gillingham Gads Hill	1693	0	1693
19	16	SMI6	Chatham Docks	2750	843	3593
20	17	CCB35, CCB25	Brompton Dock Road	157	0	157
21	18	CCB37, CCB49, FP10, FP11, FP25, FP1, RWB	Chatham-Rochester Centres	1365	0	1365
22	19	L9, L12, GS35, L11, L7	Chatham Suburban	60	0	60
23	20	AS14, AS16, AS11	Lower Stoke	60	0	60
24	21	HHH35	Kingsnorth	0	6901	6901
25	22	HHH12, HHH22 & HHH31, HHH6, HHH8, HHH	Hoo Peninsula	5239	0	5239
26	23	LW8, LW4, LW10	Capstone Farm Country Park	2675	0	2675
27	24	HW6	Hempstead M2 / A278	88	0	88
28	25	SNF3, SNF1, SR5	Strood North	1280	0	1280
29	26	CHR4, CHR6	Halling	1088	0	1088
30	27	HW11	Hempstead Rural	60	0	60
31	28	LW5	Lordswood	5	0	5

Figure 4-2: Snapshot of the "Group info summary" tab. Orange highlights are visual aids to show the sites with the highest combined dwellings and jobs

- "Group assessment" tab
    - This tab provides an easy to follow assessment of the modal shift potential of each group.
    - Information from the "Group info" tab is pulled through using formulae in this tab for ease of reference.
    - The group assessment is based on red-amber-green ratings (presented as yes / partial / no) and has been conducted in two distinct stages:
        - Stage 1: modal shift potential based on current infrastructure. This includes an analysis of each group's access to:
            - Rail stations
            - Key bus routes
            - Major bus station / interchange
            - Existing cycling route
            - Local / internal walking destinations
        - Stage 2: modal shift potential based on potential future infrastructure / interventions. This includes an analysis of the following factors:

- Future / proposed cycle routes
- Potential Medway Fastrack route
- Internalisation, i.e. self-containment and/or with neighbouring sites.

▪ More information is provided on the criteria and scoring justification below.

o Following each stage an overall modal shift "tier" is assigned based on the proximity criteria assessment. There are three tiers:

▪ Tier 1: high reduction potential (50% car mode share)

▪ Tier 2: some reduction potential (60% car mode share)

▪ Tier 3: negligible/ no reduction potential (70% car mode share)

o Based on the tier assigned, the site groups may be able to have their car trip reduced accordingly.

	B	C	D	E	F	G	H
7		**Group no.**	**1**	**2**	**3**	**4**	**5**
8		**Site LP refs.**	SNF15, SNF41, SNF35, SNF34, SNF9, SNF8, SNF20, SNF38, SNF30	AS25, AS28	AS21	RN9	HHH26, HHH29, AS6, HHH15, AS2
9		**Site name**	Strood Centre	Isle of Grain	Allhallows	Lower Rainham	High Halstow
10	Key Site Group Information	**Housing allocation?**	Yes	Yes	Yes	Yes	Yes
11		No. dwellings	884	43	50	800	864
12		**Employment allocation?**	No	No	No	No	No
13		No. jobs	-	-	-	-	-
14		**Housing+jobs**	884	43	50	800	864
15							
16	Stage 1 Assessment - based on existing network conditions	**Rail station?**	Yes	No	No	No	No
17		Justification +/- 800m to station	Strood rail station within 800m of majority of site	Nearest rail station approx. 20km away	Nearest rail station approx. 15km away	Nearest rail station approx. 3km away	Nearest rail station approx. 10km away
18		**Key bus route?**	Yes	No	No	No	No
19		Justification +/- 400m to bus stops on key bus route (>4 regular rte corridor)	Key corridors fall within group	Regular rtes: 1 (191)	Regular rtes: 1 (191)	Site falls approx. 1km from key bus rte	Regular rtes: 2 (191,193)
20		**Major bus station / interchange (Chatham)**	No	No	No	No	No
21		Justification +/- 800m to station	Not in vicinity of Waterfront bus station	Not in vicinity of Waterfront bus station	Not in vicinity of Waterfront bus station	Not in vicinity of Waterfront bus station	Not in vicinity of Waterfront bus station
22		**Cycling - existing?**	Yes	No	No	Partial	Partial
23		Justification +/- 400m to routes	Site located along existing corridors - busiest roads have separate multi-use path available	No existing cycle routes near.	No existing cycle routes near.	Site falls between several key cycle corridors (approx. 500m distance)	Site located near existing corridors; however, route is broken / advisory
24		**Local / internal walking destinations?**	Yes	Partial	Partial	Partial	No
25		Justification +/- 800m to shops, schools	Shops, schools within 800m	No schools, limited shops	Schools within 800m	School within 800m, very limited shops	School outside 800m, very limited shops
26	Stage 1 score tally	Yes	4	0	0	0	0
27		Partial	0	1	1	2	1
28		No	1	4	4	3	4
29	Stage 1 Assessment - Reduction opportunities	**Level of car use reduction opportunity:** **Tier 1**: high reduction (50% car mode share) **Tier 2**: some possible (60% car mode share) **Tier 3**: negligible/ none possible (70% car mode share)	Tier 1: 50% car	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car

Figure 4-3: Snapshot of "Group assessment" tab

- "Group info summary" tab – Part 2
    - In addition to basic information on the groups as previously described, this tab summarises the results of the "Group assessment" tab (i.e. the level of car trip reduction possible after each stage of assessment)
    - It also summarises the sites where there is trip rate reduction opportunity from the 70% baseline, totalling the number of dwellings and jobs that may see mode share impacts.

	B	D	H	I	J	K	L	M	N	O
1		Development I	Assessment Summary				Reduction Opportunity Summary			
2										
3	Group	Group Name	Stage 1 Assessment - Existing conditions (no intervention reduction opportunities)	Stage 2 Assessment - Future conditions (new measures creating add'l reduction opportunitie	Improved in Stage 2?		Improved from base 70% car mode share?	HH, Dwellings with reduction opportunity	No Jobs with reduction opportunity	HH + Jobs with reduction opportunity
4	1	Strood Centre	Tier 1: 50% car	Tier 1: 50% car	No change		Yes	884	0	884
5	2	Isle of Grain	Tier 3: 70% car	Tier 2: 60% car	Improved		Yes	43	0	43
6	3	Allhallows	Tier 3: 70% car	Tier 3: 70% car	No change		No car trip rate red			
7	4	Lower Rainham	Tier 3: 70% car	Tier 3: 70% car	No change		No car trip rate red			
8	5	High Halstow	Tier 3: 70% car	Tier 3: 70% car	No change		No car trip rate red			
9	6	Cliffe Woods	Tier 3: 70% car	Tier 2: 60% car	Improved		Yes	236	0	236
10	7	Rainham Suburban	Tier 3: 70% car	Tier 3: 70% car	No change		No car trip rate red			
11	8	Rochester Industrial	Tier 3: 70% car	Tier 3: 70% car	No change		No car trip rate red			
12	9	Cuxton	Tier 3: 70% car	Tier 3: 70% car	No change		No car trip rate red			
13	10	Sundridge Hill	Tier 3: 70% car	Tier 2: 60% car	Improved		Yes	0	1180	1180
14	11	Strood Suburban	Tier 3: 70% car	Tier 3: 70% car	No change		No car trip rate red			
15	12	Frindsbury	Tier 2: 60% car	Tier 1: 50% car	Improved		Yes	6	0	6
16	13	Medway City Estate	Tier 3: 70% car	Tier 2: 60% car	Improved		Yes	1541	0	1541
17	14	Gillingham Centre	Tier 1: 50% car	Tier 1: 50% car	No change		Yes	147	0	147
18	15	Gillingham Gads Hill	Tier 2: 60% car	Tier 1: 50% car	Improved		Yes	1693	0	1693
19	16	Chatham Docks	Tier 2: 60% car	Tier 1: 50% car	Improved		Yes	2750	843	3593
20	17	Brompton Dock Road	Tier 1: 50% car	Tier 1: 50% car	No change		Yes	157	0	157
21	18	Chatham-Rochester Centres	Tier 1: 50% car	Tier 1: 50% car	No change		Yes	1365	0	1365
22	19	Chatham Suburban	Tier 2: 60% car	Tier 1: 50% car	Improved		Yes	60	0	60
23	20	Lower Stoke	Tier 3: 70% car	Tier 3: 70% car	No change		No car trip rate red			
24	21	Kingsnorth	Tier 3: 70% car	Tier 2: 60% car	Improved		Yes	0	6901	6901
25	22	Hoo Peninsula	Tier 3: 70% car	Tier 2: 60% car	Improved		Yes	5239	0	5239
26	23	Capstone Farm Country Park	Tier 3: 70% car	Tier 3: 70% car	No change		No car trip rate red			
27	24	Hempstead M2 / A278	Tier 3: 70% car	Tier 3: 70% car	No change		No car trip rate red			
28	25	Strood North	Tier 3: 70% car	Tier 3: 70% car	No change		No car trip rate red			
29	26	Halling	Tier 3: 70% car	Tier 3: 70% car	No change		No car trip rate red			
30	27	Hempstead Rural	Tier 3: 70% car	Tier 2: 60% car	Improved		Yes	60	0	60
31	28	Lordswood	Tier 3: 70% car	Tier 3: 70% car	No change		No car trip rate red			
32					Total no. where reduction possible -->			14,181	8,924	23,105
33					% total where reduction possible -->			66%	99%	76%

Figure 4-4: The "Group info summary" tab also shows the results of the assessment summary and the reduction opportunity sites

- Editing tabs:
    - To add a new site:
        - Enter the associated information into the "Site info" tab
        - Assign the site to a group in the "Site info" tab column A
        - Ensure formulae in the "Group info" and "Group assessment" tabs include the correct ranges
    - Sites can be removed by deleting their corresponding rows in the "Site info" tab
    - Site info can be edited directly in the "Site info" tab

A.2 Site Group Assessment Criteria

As described above, the group assessment is based on red-amber-green ratings (presented as yes / partial / no) of each criterion across two stages.

A.2.1 Stage 1 Assessment

Stage 1 assesses modal shift potential based on **current infrastructure**.

A.2.1.1 Rail stations

Consider the distance from a cluster to the nearest station. The following are rough benchmarks for providing ratings – the local context should be considered, including severance issues, services provided at the station, frequencies, etc.

- If less than or close to 800m → **green**
- If 1-2km (dependent on local conditions, walkability) → **amber**
- If >2km → **red**

A.2.1.2 Key bus routes

Consider the number of regular bus routes in +/- 400m proximity to a cluster. The following are rough benchmarks for scoring – the local context should be considered, including severance issues, service frequency, the proportion of the site that falls near to bus routes, etc.

- If four or more regular routes are in proximity → **green**
- If four or more regular routes are farther but still walkable, or fewer than four are nearby → **amber**
- If few routes are nearby, or routes are only at low frequency → **red**

A.2.1.3 Major bus station / interchange

Only one bus station is currently in the study area. The +/- 800m distance of clusters from this station was considered for assessment.

A.2.1.4 Existing cycling route

Consider the number of cycle routes in +/- 400m proximity to a cluster. The following are rough benchmarks for scoring – the local context should be considered, including route quality, severance issues, etc.

- If grade-separated/protected cycleways are available for a significant proportion of the route in proximity to the site → **green**
- If route is broken / advisory or slightly outside proximity → **amber**
- If no routes are nearby or provision is very limited → **red**

A.2.1.5 Local / internal walking destinations

Consider the walking destinations in +/- 800m proximity to a cluster. The following are rough benchmarks for scoring – the local context should be considered, including quality / size of shops, severance issues, likelihood of driving as being more convenient to make a shopping trip, etc.

- If several shops and schools are within walking distance of most of the cluster → **green**
- If some shops and no schools or vice versa are within walking distance or there are many of both located just outside of 800m (or a mix thereof) → **amber**
- If very limited or no shops or schools are within 800m walking distance → **red**

A.2.2 Stage 2 Assessment

Stage 2 assesses modal shift potential based on potential future infrastructure / interventions, which links the scoring to potential developer contributions.

A.2.2.1 Potential Medway Fastrack route

Consider whether the proposed BRT route is within +/- 400m proximity to a cluster (or most of a cluster). The following are rough benchmarks for scoring – the local context should be considered, including severance issues, the proportion of the site that falls near to bus routes, etc.

- If site is located mostly along BRT corridor → **green**
- If site is partially along BRT corridor (may pick up some patronage from residents/employees) → **amber**
- If site is not along proposed corridor → **red**

A.2.2.2 Future / proposed cycle routes

Consider whether the LCWIP priority cycle routes are within +/- 400m proximity to a cluster (or most of a cluster). The following are rough benchmarks for scoring – the local context should be considered, including severance issues, route quality, traffic levels, seasonal variations in behaviour, etc.

- If grade-separated/protected LCWIP routes are to improve cycling provision along a significant proportion of the route in proximity to the site → **green**
- If LCWIP route is slightly outside proximity or not judged to achieve high usage → **amber**
- If no LCWIP routes are nearby or provision is very limited → **red**

A.2.2.3 Internalisation

Scoring for internalisation was based on potential for travel being self-contained and/or kept within neighbouring sites. For example, mixed use sites, or residential groups that are next to employment groups, there may be an opportunity for trips to be contained between the two. The rating of this depends largely on the provision of sustainable mode measures by the developers linking the developments.

Appendix B. TEB Mode Share Strategy Stage 3

Medway Local Plan 2041 - Transport Evidence Base – Mode Share Strategy (Stage 3)

Document no: 001
Revision: 1

Medway Council
Medway Local Plan 2041

Local Plan Transport Evidence Base



Medway Local Plan 2041 - Transport Evidence Base – Mode Share Strategy (Stage 3)

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Contents

1. Introduction 5
1.1 Background and Local Plan timeline 5
1.2 Report Purpose 5
1.3 Key Findings from Stages 1 and 2 5
1.4 Stage 3 Scope of Work 7
1.5 Spatial Strategy Refinement since Stages 1 and 2 8
1.6 Report Structure 8
2. The UK's new Vision-Led Approach to Development 9
2.1 New National Planning Policy Framework (NPPF) 9
2.2 NPPF (2024) and New Plan-Making Requirements 9
2.3 NPPF (2024) and the Consideration of Development Proposals 9
3. A Vision-Led Approach to Medway's Development Sites 10
4. Reasonable Future Scenarios 11
4.1 Scenarios 11
4.2 Results of Each Scenario 12
5. Analysis of the Nine Reasonable Future Scenarios 13
5.1 Analysis of the scenarios 13
5.2 Preferred Interventions 14
6. The Importance of Internalisation 15
6.1 Factors for Consideration 15
6.2 Cranbrook New Town in East Devon 15
7. Tailored Interventions for each Cluster 16
7.1 Interventions to Deliver the Preferred Option 16
7.2 Interventions to Delivery Across all Clusters 16
8. Car Parking 18
8.1 Current Minimum Requirements 18
8.2 Chatham Waterfront Development 18
8.3 NPPF 2024 Directives 18
8.4 Opportunities for Change 18
9. Assessing/Monitoring Vision-Led Transport Assessments 19
9.1 NPPF Requirements 19
9.2 Opportunities for Change 19
9.3 Recommended Approach for the Pre-Application Stage 19
9.4 Recommended Approach for the Application Stage 20
10. Planning Conditions and Financial Obligations 22
10.1 Planning Conditions 22
10.2 Financial Obligations 23

11. Conclusion and Next Steps 24
11.1 Next Steps 24
11.2 Key Considerations for BRT 24

1. Introduction

As Kent Transport Model (KTM) custodian to Kent County Council (KCC), Jacobs have been commissioned to develop the required strategic modelling necessary to provide the evidence base for the Regulation 18 and Regulation 19 Local Plan consultations for Medway Council.

The Regulation 19 commission includes the preparation of technical information to support a transport evidence base by informing on impacts and mitigation of the plan's development traffic on the network by:

- understanding ways to reduce highway trip rates associated with plan growth/growth areas
- identifying practical sustainable transport mitigation options to mitigate growth in the plan.

This Technical Note provides a summary of work undertaken in Stage 3 of the transport strategy commission.

1.1 Background and Local Plan timeline

Initial Local Plan consultations took place in Autumn 2023 with the latest Regulation 18 consultation ending in September 2024. Medway Council are currently developing their pre-submission draft Local Plan.

The Council plans to publish the draft Local Plan in 2025, which will be followed by further public consultation on specific growth plans and policies, and a Planning Inspectorate independent assessment and examination.

After examination the Local Plan will be adopted and used to make decisions on planning applications in Medway; the Council wants to have the Local Plan in place by the end of 2026.

1.2 Report Purpose

The purpose of this Technical Note (like the previous Technical Note for Stages 1 and 2 – titled *Medway Local Plan 2041 - Transport Evidence Base – Mode Shares and Trip Rate Assessment Tool to inform the traffic modelling scenarios (Stages 1 and 2)*) is to deliver technical information to support a transport evidence base.

The evidence base will detail/validate how the mode shares were:

- developed (e.g., a X% reduction in highway trips for developments XYZ) for the traffic modelling scenarios
- justified / based on sound evidence and research/data. This is a requirement for the TA evidence base and the modal shift requirement.

Medway Council will use the evidence base to defend their position during the Regulation 19 consultation and the examination.

The Scope of Work has been set out in three stages, with a short Technical Note provided at the end of each stage:

- Stage 1 - Existing and proposed future situation evidence gathering (*see Stage 1 & 2 Technical Note* titled *Medway Local Plan 2041 - Transport Evidence Base – Mode Shares and Trip Rate Assessment Tool to inform the traffic modelling scenarios (Stages 1 and 2)*)
- Stage 2 - Research and options identification (*see Stage 1 & 2 Technical Note* titled *Medway Local Plan 2041 - Transport Evidence Base – Mode Shares and Trip Rate Assessment Tool to inform the traffic modelling scenarios (Stages 1 and 2)*).
- Stage 3 - High-level strategy (*this Stage 3 Technical Note*)

1.3 Key Findings from Stages 1 and 2

In Stage 1 and 2, the 100 proposed Local Plan development sites (residential and employment) were grouped into 28 geographical clusters representing 21,338 new dwellings and 9,024 new jobs. The twelve "largest

clusters" representing 91% of the total number of proposed dwellings and 99% of the total number of new jobs were assessed using a two-stage assessment:

- Stage 1 assessed each of the 28 clusters against the existing opportunities to reduce trip rate e.g. existing bus routes, bus station, rail stations and cycling infrastructure.
- Stage 2 assessed each of the 28 clusters against the planned/proposed projects' ability to reduce trip rates. For example, the introduction of a BRT (Bus Rapid Transit) network, and delivery of priority cycling routes as outlined in the Council's LCWIP.

Note: The job numbers are confidential and represented the latest spatial strategy at the time of undertaking Stage 1 /2 and Stage 3. These numbers are indicative forecasts and subject to change and/or further examination.

Based on the Stage 1 assessment (existing opportunities) there is very little potential for mode shift. 59% of total proposed dwellings and 90% of total proposed jobs remain car oriented, with car mode share rates at approximately 70% (currently 72% across Medway). See ***Table 1 Summary of Stage 1 assessment*** below.

The Stage 2 assessment illustrated that there is a high potential for mode shift under the proposed conditions scenario (e.g. BRT, LCWIP schemes). Approximately two-thirds of total proposed dwellings and 99% of total employment sites have potential for at least a 10% shift from private car to sustainable modes. See ***Table 2 Summary of Stage 2 assessment*** below.

The clusters were also assessed with the introduction of BRT (Stage 1 + BRT). The proposed BRT would serve the Kingsnorth and Hoo Peninsula sites, which cover a substantial portion of the proposed dwellings and employment sites (the Kingsnorth cluster alone covers 76% of the Local Plan employment allocation, while the Hoo Peninsula cluster covers 25% of the total Local Plan residential allocation). This means that this one service has the potential for a large impact to trip rates and modal shift. See ***Table 3 Clusters assessed with the introduction of BRT (Stage 1 +BRT)*** overleaf.

Note – The Stage 1 assessment was reviewing the clusters against BAU / existing conditions. The Stage 2 was an initial assessment when interventions were added to the existing multi-modal transport network e.g., draft BRT route and LCWIP routes. Stage 3 is a refined assessment of the interventions (in Stage 2), assessing the interventions based on when the development sites (clusters) will be built and delivered (in the Local Plan periods).

Table 1 Summary of Stage 1 assessment

Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car **to 50%** of all trips by car	Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car to **60%** of all trips by car	Development sites (clusters) **remaining at 70%** of all trips by car
Strood Centre Chatham-Rochester Centres	Gillingham Gads Hill Chatham Docks	High Halstow Sundridge Hill Medway City Estate Kingsnorth Hoo Peninsula Capstone Farm Country Park Strood North Halling
Equates to 2,249 new dwellings (covering 11% of total proposed dwellings; 0% of total jobs)	**Equates to 4,443 new dwellings and 843 new jobs** (covering 21% of total proposed dwellings; 9% of total jobs)	**Equates to 12,687 new dwellings and 8,081 new jobs** (covering 59% of total proposed dwellings; 90% of total jobs)

Table 2 Summary of Stage 2 assessment

Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car to **50%** of all trips by car	Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car to **60%** of all trips by car	Development sites (clusters) **remaining at 70%** of all trips by car
Strood Centre Gillingham Gads Hill Chatham Docks Chatham-Rochester Centres	Sundridge Hill Medway City Estate Kingsnorth Hoo Peninsula	High Halstow Capstone Farm Country Park Strood North Halling
Equates to 6,692 new dwellings and 843 new jobs (covering 31% of total proposed dwellings; 9% of total jobs)	**Equates to 6,780 new dwellings and 8,081 new jobs** (covering 32% of total proposed dwellings; 90% of total jobs)	**Equates to 5,907 new dwellings** (covering 28% of total proposed dwellings; 0% of total jobs)

Table 3 Clusters assessed with the introduction of BRT (Stage 1 +BRT)

Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car to **50%** of all trips by car based on existing conditions and BRT (BRT only)	Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car to **60%** of all trips by car based on existing conditions and BRT (BRT only)	Development sites (clusters) **remaining at 70%** of all trips by car based on existing conditions and BRT (BRT only)
Strood Centre* Chatham-Rochester Centres*	Gillingham Gads Hill Chatham Docks Kingsnorth* Hoo Peninsula*	High Halstow Sundridge Hill Medway City Estate Gillingham Gads Hill Chatham Docks Capstone Farm Country Park Strood North Halling
Equates to 2,249 new dwellings (covering 11% of total proposed dwellings; 0% of total jobs)	**Equates to 9,682 new dwellings and 7,744 new jobs** (covering 45% of total proposed dwellings; 86% of total jobs)	**Equates to 7,448 new dwellings and 1,180 new jobs** (covering 35% of total proposed dwellings; 13% of total jobs)

1.4 Stage 3 Scope of Work

The purpose of Stage 3 is to prepare the foundations of an over-arching strategy document that would demonstrate to the appointed Planning Inspector that the mode shares measures are deliverable and justified considering the reasonable alternatives and based on proportionate evidence.

The Stage 3 scope of works comprises:

- Developing a vision-led approach that delivers well-designed, sustainable, and popular places (as per NPPF 2024 para 109)
- Developing a tailored list of developer led/funded interventions for each of the clusters to ensure that a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location and d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach (as per NPPF 2024 para 115). Measures are likely to comprise:
    a. Infrastructure measures e.g., BRT

    b. Enforcement measures e.g. Controlled parking zones (CPZ's)
    c. Behaviour Change measures
    d. Technological and digital considerations for implementation e.g., work at home spaces in all new dwellings
- Identifying options to ensure that vision-led transport statements or transport assessments can be assessed and monitored (NPPF 2024 para 118).
- Identifying and drafting the key components for Planning Conditions and Financial Obligations for each of the three tiers of development sites (the 70%, 60% and 50% mode share types).

1.5 Spatial Strategy Refinement since Stages 1 and 2

Stage 1 and Stage 2 were based on 100 proposed development sites (residential and employment) which were grouped into 28 geographical clusters.

In Spring 2025 the client refined the spatial strategy for the emerging Local Plan. As a result, clusters 3, 26 and 28 (and their development sites) were removed prior to commencing Stage 3: Stage 3 is therefore based on 88 proposed development sites (residential and employment) grouped into 25 clusters.

1.6 Report Structure

The remainder of this report is structured to follows:

- Section 2 The UK's new vision-led approach to development
- Section 3 A vision-led approach to Medway's development sites
- Section 4 Reasonable future scenarios
- Section 5 Analysis of the nine reasonable future scenarios
- Section 6 The importance of internalisation
- Section 7 Tailored interventions for each cluster
- Section 8 Car parking
- Section 9 Assessing/monitoring vision-led Transport Assessments
- Section 10 Planning Conditions and Financial Obligations
- Section 11 Conclusion and next steps

2. The UK's new Vision-Led Approach to Development

2.1 New National Planning Policy Framework (NPPF)

On 12 December 2024 the Ministry of Housing, Communities and Local Government published the new National Planning Policy Framework (NPPF).

Prior to 12 December 2024 the Highway Authority assessed whether development sites/proposals would result in an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, and a safe and suitable access to the site would be provided for all users, as per paragraphs 114 and 115 of the NPPF (2023).

2.2 NPPF (2024) and New Plan-Making Requirements

The NPPF (2024) states that in the context of plan-making that Plans should (para 16):

- a) be prepared with the objective of contributing to the achievement of sustainable development
- b) be prepared positively, in a way that is aspirational but deliverable
- d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals

NPPF (2024) states (*changes in bold italic underlined text*):

- Transport issues should be considered from the earliest stages of plan-making and development proposals, ***using a vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places*** (para 109). This should involve:
    - c) understanding and addressing the potential impacts of development on transport networks.
    - d) realising opportunities from existing or proposed transport infrastructure
    - e) identifying and pursuing opportunities to promote walking, cycling and public transport use
    - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects

2.3 NPPF (2024) and the Consideration of Development Proposals

The NPPF (2024) now states (*changes in bold italic underlined text*) that in considering and assessing sites that may be allocated for development in plans, or specific applications for development (para 115), it should be ensured that:

- a) sustainable transport modes ***are prioritised taking account of the vision for the site***, the type of development and its location.
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable ***degree through a vision-led approach***.

And that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road ***network, following mitigation***, would be ***severe, taking into account all reasonable future scenarios*** (para 116).

In addition, that all developments that will generate significant amounts of movement should be required to provide a Travel Plan (TP), and the application should be supported by a ***vision-led*** Transport Statement (TS) or Transport Assessment (TA) so that the likely impacts of the proposal can be assessed ***and monitored*** (para 118).

3. A Vision-Led Approach to Medway's Development Sites

The NPPF (2024) states (para 109) that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places.

The Local Plan's vision (vision for Medway in 2041 – taken from the Regulation 18 version of the Local Plan paragraph 2 page 6) is to strengthen Medway's position in the economy and culture of the region, connected to its surrounding coast and countryside; with a thriving economy, where residents enjoy a good quality of life. There is a clear strategy for addressing climate change and strengthening natural assets.

The Council's vision for Medway is the highest quality infrastructure, with a range of affordable, quality homes in the right places, and excellent health and wellbeing services, to provide for the growth needs for Medway and our communities.

Through the new Local Plan, Medway wants to achieve (as per the Local Plan objectives) preparing for a sustainable and green future; supporting people to lead healthy lives and strengthening our communities; securing jobs and developing skills for a competitive economy; and boosting pride in Medway through quality development.

The Strategic Objectives of the Local Plan (as set out in the Medway Local Plan Regulation 18 Consultation September 2023) includes preparing for a sustainable and green future (para 4.2):

- supporting major shifts in modes of transport used to reduce carbon impacts.
- strengthen and develop transport networks providing safe and effective choices for sustainable travel, including improved opportunities for walking and cycling and enhanced public transport services, and management of the highways network, with associated improvements in air quality.

Based on above mentioned and previous section this Stage 3 strategy work will focus on Council's vision (above) and the new NPPF (2024) requirements (***Section 2***). Notably:

- contributing to the achievement of sustainable development
- aspirational but deliverable
- realising opportunities from existing or proposed transport infrastructure
- identifying and pursuing opportunities to promote walking, cycling and public transport use
- providing safe and effective choices for sustainable travel
- sustainable transport modes are prioritised
- provision of Travel Plans (TPs)
- supporting major shifts in modes of transport used

4. Reasonable Future Scenarios

A vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places (NPPF para 109) with sustainable transport modes prioritised for the sites (NPPF para 115) is required for the Medway Local Plan.

4.1 Scenarios

Nine reasonable future scenarios (NPPF para 116) have been identified for Stage 3 (this stage). They are:

1. **Scenario 1 – 'Business As Usual' approach**. This 'Business As Usual' or 'Do Nothing' approach, is the existing public and sustainable transport infrastructure/facilities already provided in Medway.
    - NB: This is the existing infrastructure as per Stages 1 of this project.
2. **Scenario 2 – Bus Rapid Transit (BRT) vision-led approach**. This is a transformational approach planning and supporting new sustainable developments with new BRT. This scenario considers:
    - Scenario 2a - BRT operational in the next 5-6 years (by 2031)
    - Scenario 2b - BRT operational in the next 10-11 years (by 2036)
    - NB: In Stage 2 of this project a simple Yes / No assessment was made considering if the BRT route passed through or close to the development sites / cluster. In this stage, Stage 3, the BRT intervention assessment has been refined to assess BRT against the number of dwellings and jobs that could be supported by BRT in Periods 2 and 3 of the Local Plan.
3. **Scenario 3 – Sustainable travel options approach**. This scenario is based on a combination of existing and future proposed sustainable and active transport options e.g. delivering the LCWIPS (Local Walking and Cycling Improvement Plans) as well as internalisation but does not include BRT. This is a 'Lighter touch' approach to planning and supporting new sustainable developments.
    - Scenario 3a - LCWIP routes delivered in the next 5-6 years (by 2031)
    - Scenario 3b - LCWIP routes delivered in the next 10-11 years (by 2036)
    - NB: In Stage 2 of this project a simple Yes / No assessment was made considering if the LCWIP routes passed through or close to the development sites / cluster. In this stage, Stage 3, the LCWIP routes assessment has been refined to assess LCWIP routes against the number of dwellings and jobs that could be supported by the LCWIP routes in Periods 2 and 3 of the Local Plan.
4. **Scenario 4 – Internalisation**. This scenario is based on a combination of existing infrastructure and the internalisation achieved from new developments being either 1) located in sustainable locations close to key trip attractors and destinations e.g. train stations and/or 2) co-located with or in proximity to one another new development e.g. residential developments close/next to new employment sites.
    - Scenario 4a – Internalisation realised by 2031
    - Scenario 4b - Internalisation realised by 2036
    - NB: In Stage 2 of this project a simple Yes / No assessment was made considering if the cluster of development sites is close to other clusters. In this stage, Stage 3, internalisation has been refined to assess the number of dwellings and jobs that could be supported by internalisation in Periods 2 and 3 of the Local Plan.

5. **Scenario 5 – Ultimate (combined BRT and Internalisation) option**. Scenario 5 is an ultimate combined BRT and Internalisation option. This option is to test if a combination of BRT and internalisation together is the ultimate or preferred option for delivering well-designed, sustainable, and popular places with sustainable transport modes prioritised for the sites. This scenario combines previous scenarios (Stage 3 Scenario 2 and Scenario 4 above) in both the short-term (delivered by 2031/prior to Local Plan Period 2) and a longer-term option (delivered by 2036/prior to Local Plan Period 3):

    - Scenario 5a – Short-term (2031) ultimate option combining 2a (BRT) and 4a (Internalisation).

    - Scenario 5b – Longer-term (2036) ultimate option combining Scenario 2b and 4b

Note – The Stage 1 assessment was reviewing the clusters against BAU / existing conditions. The Stage 2 was an initial assessment when interventions were added to the existing multi-modal transport network e.g., draft BRT route and LCWIP routes. Stage 3 is a refined assessment of the interventions (in Stage 2), assessing the interventions based on when the development sites (in each of the 25 clusters) will be built and delivered in each of the three Local Plan periods)

4.2 Results of Each Scenario

The results for each of the nine scenarios are provided in Appendices A – E.

- Scenario 1 Business As Usual, see ***Appendix A***
- Scenario 2a BRT by 2031 and Scenario 2b BRT by 2036, see ***Appendix B***
- Scenario 3a LCWIP routes by 2031 and Scenario 3b LCWIP routes by 2036, see ***Appendix C***
- Scenario 4a Internalisation by 2031 and Scenario 4b Internalisation by 2036, see ***Appendix D***
- Scenario 5a Ultimate (BRT & Internalisation) by 2031 and Scenario 5b BRT & Internalisation by 2036, see ***Appendix E***

5. Analysis of the Nine Reasonable Future Scenarios

The nine reasonable future scenarios have been analysed and compared against one another.

5.1 Analysis of the scenarios

The emerging Local Plan is proposed to deliver 18,891 residential dwellings, 258 hectares of employment land and 9,024 jobs (based on proposed land-use classes).

Each scenario (the interventions in that scenario) has been analysed as a percentage of the Local Plan, see ***Appendix F.***

Table 4 Analysis of the scenarios as a percentage of the total Local Plan

Scenario		% of the Local Plan			Explanation
		Dwellings	Hectares	Jobs	
Scenario 1	Business As Usual	**35%**	**22%**	**9%**	**Base Case (BC)**
Scenario 2a	BRT by 2031	56%	45%	86%	BC + Scenario 2a
Scenario 2b	BRT by 2036	44%	45%	86%	BC + Scenario 2b
Scenario 3a	LCWIP routes by 2031	63%	22%	9%	BC + Scenario 3a
Scenario 3b	LCWIP routes by 2036	45%	22%	9%	BC + Scenario 3b
Scenario 4a	Internalisation by 2031	60%	50%	99%	BC + Scenario 4a
Scenario 4b	Internalisation by 2036	48%	45%	86%	BC + Scenario 4b
Scenario 5a	BRT & Internalisation by 2031	60%	50%	99%	BC + Scenario 5a
Scenario 5b	BRT & Internalisation by 2036	48%	45%	86%	BC + Scenario 5b

Scenario 1 (the Base Case - the existing public and sustainable transport already provided in Medway) supports 35% of dwellings, 22% of the employment land and 9% of jobs.

Scenarios 3a, 4a and 5a support the greatest number of dwellings.

- Scenario 3a - LCWIP routes delivered in the next 5-6 years (by 2031)
- Scenario 4a – Internalisation realised by 2031
- Scenario 5a – Short-term ultimate option combining 2a (BRT) and 4a (Internalisation).

Scenarios 4a and 5a provide the greatest support to the employment land.

- Scenario 4a – Internalisation realised by 2031
- Scenario 5a – Short-term ultimate option combining 2a (BRT) and 4a (Internalisation).

Scenarios 4a and 5a provide the greatest support to the employment land, followed by BRT and internalisation realised by 2036.

Scenario 4a (Internalisation realised by 2031) provides the same benefits as Scenario 5a (Short-term ultimate option combining 2a (BRT) and 4a (Internalisation)).

Table 5 Analysis of the scenarios as actual numbers supported by each scenario

Scenario		Number supported by the Scenario			Explanation
		Dwellings	Hectares	Jobs	
Scenario 1	Business As Usual	**6,658**	**57.7**	**844**	**Base Case (BC)**
Scenario 2a	BRT by 2031	10,524	115.1	7,746	BC + Scenario 2a
Scenario 2b	BRT by 2036	8,335	115.1	7,746	BC + Scenario 2b
Scenario 3a	LCWIP routes by 2031	11,844	57.7	844	BC + Scenario 3a
Scenario 3b	LCWIP routes by 2036	8,590	57.7	844	BC + Scenario 3b
Scenario 4a	Internalisation by 2031	11,251	129	8,926	BC + Scenario 4a
Scenario 4b	Internalisation by 2036	9,025	115.1	7,746	BC + Scenario 4b
Scenario 5a	BRT & Internalisation by 2031	11,251	129	8,926	BC + Scenario 5a
Scenario 5b	BRT & Internalisation by 2036	9,025	115.1	7,746	BC + Scenario 5b

Scenario 1 (the Base Case - the existing public and sustainable transport already provided in Medway) supports 6,658 dwellings, 57.7 hectares of employment land and 844 jobs.

Scenarios 3a, 4a and 5a support the greatest number of dwellings, followed by BRT and internalisation realised by 2036.

Scenarios 4a and 5a provide the greatest support to the employment land and jobs, followed by BRT and internalisation realised by 2036.

Scenario 4a (Internalisation realised by 2031) provides the same benefits as Scenario 5a (Short-term ultimate option combining 2a (BRT) and 4a (Internalisation)).

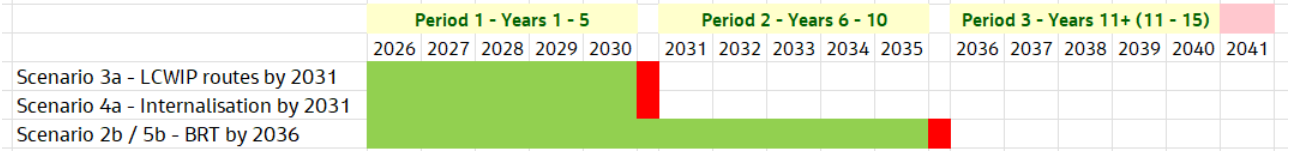
5.2 Preferred Interventions

The preferred option for a vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places (NPPF para 109) with sustainable transport modes prioritised for the sites (NPPF para 115) in the Medway Local Plan is listed below

- The LCWIP routes delivered by 2031 (Scenario 3a)
- Internalisation realised by 2031 (Scenario 4a)
- BRT delivered by 2036 (Scenario 2b/Scenario 5b)

dThe timeline to deliver the preferred option is shown below in ***Figure 1 Preferred option timeline***.

Figure 1 Preferred option timeline



6. The Importance of Internalisation

Internalisation is critical in the selection, planning and design of new settlements and urban extensions.

6.1 Factors for Consideration

Distance, the influence of distance, observed behaviour of others, scale, density, affluence, economic sustainability (local shops and services supported by residents and employees), social sustainability (level of services and access to facilities e.g. school, medical centre, gym, cafes), environmental sustainability (e.g. safe and attractive walking routes) and future uncertainties including technology, ageing populations and health challenges all influence and create barriers to walking, cycling, wheeling and the use of public transport for shorter and local trips.

Creating internalised new settlements and urban extensions suitable for people of all ages, demographics and physical abilities is dependent upon creating an equilibrium between a local population and locally provided amenities. The key factors are:

1. A strong 'centre' providing a range of destinations and/ or services (e.g. grocery shop, café) within a walkable distance is critical. For most people, walk is the main mode choice for journeys under 600–700m.

2. A 'critical mass' of homes and jobs is essential for a settlement to sustain internalisation and maintain a strong walkable centre. 1,500 homes and jobs support a good-sized local centre and sustain average walk mode shares.

3. Public transport and cycling remain key to achieving sustainable mode shares in most new settlements and urban extensions. Bus public or demand-responsive transport, cycling and micromobility networks are essential for developments that can't support new rail stations/services. However, it is essential that they connect to and with adjacent settlements.

6.2 Cranbrook New Town in East Devon

Cranbrook is a new town in East Devon with 2,500 new homes (and up to 8,000 new homes) plus 22 hectares of land for new employment.

The original purpose of Cranbrook was to create a trailblazing self-sustaining vibrant eco-town town, but many residents say it's just another sprawling, soulless housing estate. The town still lacks basic infrastructure, including a proper town centre, a library and a children's centre. Residents want a long-promised larger supermarket, skatepark, auditorium, civic building and new shops.

Plans for the new town commenced in 1995. The Government backed proposals in 1998, with the preferred site for a 3,000-dwelling development in the Local Plan in 2001. In 2003 a consortium of developers submitted an outline planning application. In 2005 revised plans were submitted including a central 'town centre', a public transport corridor and the creation of a bus and train interchange at the railway station. Outline planning was approved in 2006 with detailed designs approved in 2011.

The first residents occupying the first dwelling in summer 2012.

- Bus services started 10 months later
- GP surgery and pharmacy opened after 1,000 homes were occupied (33 months after 1st occupation)
- The Cranbrook Education Campus opened 38 months after 1st occupation
- Cranbrook train station opened 3 years and 5 months after 1st occupation

With a planned population of 18,000 Cranbrook is described a market town without a market, and a population to shop ratio of 1:5,000.

7. Tailored Interventions for each Cluster

Interventions are required for each cluster to ensure (as per NPPF 2024 para 115 (a) and (d)) that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach

7.1 Interventions to Deliver the Preferred Option

The preferred option to prioritise sustainable transport modes for the sites in the Medway Local Plan are:

- The LCWIP routes delivered by 2031 (Scenario 3a)
- Internalisation realised by 2031 (Scenario 4a)
- BRT delivered by 2036 (Scenario 2b/Scenario 5b)

The interventions (strategy) required for each cluster and the timeframes (programme) are provided in **identifies which** clusters support each of the key interventions (LCWIP routes delivered by 2031 (Scenario 3a), internalisation realised by 2031 (Scenario 4a) and BRT delivered by 2036 (Scenario 2b/Scenario 5b)) and the timeframes (periods of the Local Plan) for delivery.

A detailed strategy and programme are provided in **Appendix G.**

7.2 Interventions to Delivery Across all Clusters

Across all clusters enforcement measures e.g. Controlled Parking Zones (CPZ's) as well as Behaviour Change measures such as Residents Welcome Packs, Personalised Journey Planning (PJP), employer Travel Plans, car share schemes, secure cycle parking and community transport schemes can be introduced through planning conditions and financial obligations.

Whilst there is now a shift back to office-based employment, Developers should be encouraged to support remote and hybrid working and considering technological and digital opportunities to reduce private car trips. Home office spaces and co-working places could also be secured through planning conditions.

Figure 2 which identifies which clusters support each of the key interventions (LCWIP routes delivered by 2031 (Scenario 3a), internalisation realised by 2031 (Scenario 4a) and BRT delivered by 2036 (Scenario 2b/Scenario 5b)) and the timeframes (periods of the Local Plan) for delivery.

A detailed strategy and programme are provided in **Appendix G.**

7.3 Interventions to Delivery Across all Clusters

Across all clusters enforcement measures e.g. Controlled Parking Zones (CPZ's) as well as Behaviour Change measures such as Residents Welcome Packs, Personalised Journey Planning (PJP), employer Travel Plans, car share schemes, secure cycle parking and community transport schemes can be introduced through planning conditions and financial obligations.

Whilst there is now a shift back to office-based employment, Developers should be encouraged to support remote and hybrid working and considering technological and digital opportunities to reduce private car trips. Home office spaces and co-working places could also be secured through planning conditions.

Figure 2 Strategy and Programme to Deliver the Preferred Option

					Period 1 - Years 1 - 5					Period 2 - Years 6 - 10					Period 3 - Years 11+ (11 - 15)					
					2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
					5,272 dwellings (28%)					8,232 dwellings (43.5%)					5,387 dwellings (28.5%)					
					71 ha employ land (50%) & 1256 jobs (13%)					15 ha employ land (10%) & 1280 jobs (14%)					57 ha employ land (40%) & 6902 jobs (73%)					
Cluster	Group name	Stage 1	Stage 2	Scenario 1 - BAU	Plan, design and implment Scenario's 3a and 4a					Design, fund and deliver Scenario 2b										
1	Strood Centre	Tier 1: 50% car	Tier 1: 50% car	Tier 1: 50% car	LCWIP routes amd Internalisation by 2031					Design, fund and deliver BRT by 2036										
2	Isle of Grain	Tier 3: 70% car	Tier 2: 60% car	Tier 3: 70% car	Internalisation by 2031															
3	Removed prior to Stage 3																			
4	Lower Rainham	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car																
5	High Halstow	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car																
6	Cliffe Woods	Tier 3: 70% car	Tier 2: 60% car	Tier 3: 70% car																
7	Rainham Suburban	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car																
8	Rochester Industrial	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car																
9	Cuxton	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car	Internalisation by 2031															
10	Sundridge Hill	Tier 3: 70% car	Tier 2: 60% car	Tier 3: 70% car	Internalisation by 2031															
11	Strood Suburban	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car																
12	Frindsbury	Tier 2: 60% car	Tier 1: 50% car	Tier 2: 60% car																
13	Medway City Estate	Tier 3: 70% car	Tier 2: 60% car	Tier 3: 70% car	LCWIP routes amd Internalisation by 2031															
14	Gillingham Centre	Tier 1: 50% car	Tier 1: 50% car	Tier 1: 50% car																
15	Gillingham Gads Hill	Tier 2: 60% car	Tier 1: 50% car	Tier 2: 60% car	LCWIP routes amd Internalisation by 2031															
16	Chatham Docks	Tier 2: 60% car	Tier 1: 50% car	Tier 2: 60% car	LCWIP routes amd Internalisation by 2031															
16		Tier 2: 60% car	Tier 1: 50% car	Tier 2: 60% car	Internalisation by 2031															
17	Brompton Dock Road	Tier 1: 50% car	Tier 1: 50% car	Tier 1: 50% car	LCWIP routes amd Internalisation by 2031															
18	Chatham-Rochester Centre	Tier 1: 50% car	Tier 1: 50% car	Tier 1: 50% car	LCWIP routes amd Internalisation by 2031															
19	Chatham Suburban	Tier 2: 60% car	Tier 1: 50% car	Tier 2: 60% car																
20	Lower Stoke	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car																
21	Kingsnorth	Tier 3: 70% car	Tier 2: 60% car	Tier 3: 70% car	Internalisation by 2031					Design, fund and deliver BRT by 2036										
22	Hoo Peninsula	Tier 3: 70% car	Tier 2: 60% car	Tier 3: 70% car	LCWIP routes amd Internalisation by 2031					Design, fund and deliver BRT by 2036										
23	Capstone	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car																
24	Hempstead M2 / A278	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car																
25	Strood North	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car	LCWIP routes by 2031															
26	Removed prior to Stage 3																			
27	Hempstead Rural	Tier 3: 70% car	Tier 2: 60% car	Tier 3: 70% car	Internalisation by 2031															
28	Removed prior to Stage 3																			

8. Car Parking

8.1 Current Minimum Requirements

The Local Plan sets out Medway Council's parking standards and the residential parking standards (adopted in 2001 and updated in 2004).

The minimum number of car parking spaces per residential dwellings are:

- 1 bedroom – 1 space
- 2 bedrooms – 1.5 spaces
- 3+ bedrooms – 2 spaces
- Visitor parking – 0.25 spaces

8.2 Chatham Waterfront Development

Reductions of the parking standards will be considered by Medway Council if the development is within an urban area that has good links to sustainable transport and where day-to-day facilities are within easy walking distance.

The new Chatham Waterfront development on Medway Street in Chatham is currently advertising (May 2025) car-free studio, 1-bed and 2-bed rental and shared ownership apartments. The site is adjacent to Chatham Waterfront bus station and 650metres from Chatham train station.

8.3 NPPF 2024 Directives

NPPF (2024) para 112 states 'If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development.
- b) the type, mix and use of development.
- c) the availability of and opportunities for public transport.
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'

NPPF (2024) para 113 states 'Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

8.4 Opportunities for Change

Higher density apartment (flats) developments along key transport corridors provide an opportunity and options for car-free living serviced by commercially operated and financially viable car-clubs and mobility hubs.

The clusters most suited to this are:

- Cluster 1- Strood Centre
- Cluster 13 - Medway City Estate
- Cluster 15 - Gillingham Gads Hill
- Cluster 18 - Chatham-Rochester Centres

A more detailed overview is provided in **Appendix H.**

9. Assessing/Monitoring Vision-Led Transport Assessments

9.1 NPPF Requirements

The new NPPF (2024) now (***bold text***) states that: -

- Transport issues should be considered from the earliest stages of plan-making and development proposals, ***using a vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places*** (para 109)

and that in considering and assessing sites that may be allocated for development in plans, or specific applications for development (para 115), it should be ensured that:

- a) sustainable transport modes ***are prioritised taking account of the vision for the site***, the type of development and its location.
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable ***degree through a vision-led approach***.

And that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road ***network, following mitigation***, would be ***severe, taking into account all reasonable future scenarios*** (para 116).

In addition, that all developments that will generate significant amounts of movement should be required to provide a Travel Plan (TP), and the application should be supported by a ***vision-led*** Transport Statement (TS) or Transport Assessment (TA) so that the likely impacts of the proposal can be assessed ***and monitored*** (para 118).

A Transport Assessment (TA) (as defined by the NPPF 2024) is 'A comprehensive and systematic process that considers and sets out transport issues relating to a proposed development, in the context of the vision for the scheme. It identifies measures required to support alternatives to the car such as walking, cycling and public transport, and to promote accessibility and safety, together with measures that will be needed deal with the anticipated transport impacts of the development'.

9.2 Opportunities for Change

The above-mentioned move to a vision-led approach will likely require Medway Council to develop new processes to deliver 'Vision and Validate' using a 'Monitor and Manage' approach for TAs and TPs for all new developments, and in particular for larger developments such as, but not limited to:

- Cluster 1- Strood Centre
- Cluster 13 - Medway City Estate
- Cluster 15 - Gillingham Gads Hill
- Cluster 16 - Chatham Docks
- Cluster 18 - Chatham-Rochester Centres
- Cluster 21 – Kingsnorth
- Cluster 22 - Hoo Peninsula

9.3 Recommended Approach for the Pre-Application Stage

Pre-application advice on highway and transport matters related to a proposed new development is considered essential to agree on the scope and methodology for the TA/TS in advance of submitting a TA/TS as part of a planning application. This can help provide an early indication of whether the proposal is likely to be acceptable or not.

It is recommended that Applicant discuss the vision-led Transport Statement (TS) or Transport Assessment (TA) (as per NPPF para 118) prior to submitting their planning application, so that the likely impacts of the proposal can be identified along with the process for assessment and monitoring.

9.4 Recommended Approach for the Application Stage

1. Vision Statement

This approach (as defined by NPPF 2024) to transport planning is based on setting outcomes for a development for achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide').

Medway Council will need to be able to clearly understand the vision for the development e.g. a car-free development or a 15-minute neighbourhood development. This section of the TA should include:

- Vision statement
- Transport solutions linked to the vision statement.
- How the vision statement and transport solutions will deliver well-designed, sustainable, and popular places (the benefits realisation).
- Define/describe 'significant impacts' from a development on the transport network e.g. junction capacity
- Define the 'significant impacts' from a development on all modes e.g.., increased demand and bus/rail capacity, not just road.
- How the vision will be validated including Medway Council's assessment of the validation and a Staged Implementation Plan (SIP) for implementing the vision.

2. Baseline Conditions

In line with NPPF (2024) 'in considering and assessing sites that may be allocated for development in plans, or specific applications for development' para 115 (parts a) and d)) Medway Council will need to assess sites based on their Vision. This section of the TA should include:

- Transport modes prioritisation e.g. hierarchy of modes triangle or a SIP (Staged Implementation Prioritisation)
- Defining/describing 'significant impacts' from a development on the transport network e.g. junction capacity
- Defining 'significant impacts' from a development on all modes e.g.., increased demand and bus/rail capacity, not just road
- Providing a Mitigation Plan with interventions, costs and delivery timeline, e.g. a delivery plan similar to an Infrastructure Delivery Plan (IDP) for a Local Plan

3. Future Year Scenarios

Reasonable future scenarios (for assessing potential highways impacts) (as defined by NPPF 2024) are a range of realistic transport scenarios tested in agreement with the local planning authority and other relevant bodies (including statutory consultees where appropriate), to assess potential impacts and determine the optimum transport infrastructure required to mitigate any adverse impacts, promote sustainable modes of travel and realise the vision for the site. Commonly referred to as traffic-modelling scenarios.

Medway Council will need to receive more than one future scenario to be able to assess multiple future scenarios. The traffic modelling scenarios should at the minimum include:

- A description of acceptable and unacceptable future options
- Worst Case Scenario - Baseline (e.g. % of trips by car). The background traffic growth + development traffic (growth)
- Realistic Scenario - Conservative reduction in car trips / Trip Rates e.g. a well-designed development + Travel Plan interventions + existing local area infrastructure

- Optimistic Scenario – The significant reduction in car trips / Trip Rates e.g. well-designed development + Travel Plan interventions + new infrastructure e.g. Bus Rapid Transit (BRT).
- The preferred future (vision) and Trip Rates + Mode Share splits
- The means (interventions) to realise that future (vision) and accommodate uncertainty are provided as a Decide & Provide vision-led paradigm

4. Vision-led Monitoring

This section of the TA should clearly set out the monitoring proposals and/or monitoring strategies linked to the Vision and Scenario's. It should clearly summarise the proposed package of monitoring measures, in line with NPPF (2024) para 118. Medway Council needs to be able to understand how the vision and vision-led approach will be monitored over time. This section should include:

- A clear description of the 'Vision' for the development
- The TA needs to clearly define the impacts with a 'Vision led' approach to mitigate impacts
- The TA needs to clearly describe how each of the above impacts will be monitored e.g. how peak hours queues will be monitored, and the frequency of monitoring
- The TA needs to clearly describe the 'Vision' for the development
- The TA needs to describe how the trip generation and distribution (described in the TA) in reality will move away from / or move towards the Vision of the development. will be monitored.

10. Planning Conditions and Financial Obligations

NPPF (2024) para 35 (Development contributions) states that 'Plans (Plan-making) should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan'.

10.1 Planning Conditions

It is recommended that the 88 proposed development sites (residential and employment) grouped into 25 clusters. have the following planning conditions:

1. Travel Plan Condition

The development hereby permitted shall not be brought into use until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority). The Travel Plan shall be prepared in line with prevailing policy and best practice and shall include as a minimum:

- vehicle trip reduction and modal shift targets
- details regarding the management of the framework, with a named person and contact details provided
- measures to be implemented in enabling the proposals to achieve the vehicle trip reduction and modal shift targets
- a timetable / phasing plan for the implementation of the Travel Plan measures
- the mechanisms and timetable for reporting, monitoring and review of vehicle trip reduction measures and modal shift targets to the Local Planning Authority
- the identification and timetable for the implementation of remedial measures / further actions to be applied in the event that targets are not met (identified by monitoring)
- mechanism to secure variations to the Travel Plan following monitoring and reviews.

The development shall only be first occupied in accordance with the approved Travel Plan, which shall remain in perpetuity, unless otherwise amended in accordance with a review to be agreed in writing by the Local Planning Authority in conjunction with the Highway Authority.

Reason: To ensure occupiers of the development site are offered a genuine choice of sustainable travel modes and to promote sustainable access to the development site.

2. Travel Welcome Pack Condition

The Development hereby approved shall not be occupied until the applicant has submitted to and had approval in writing from the Local Planning Authority a travel welcome pack promoting sustainable forms of access to the development, prepared in accordance with Medway Council's Guidelines for Travel Welcome Packs. The pack shall be made available for each dwelling hereby approved prior to first occupation.

Reason: To ensure residents of the development site are offered a genuine choice of sustainable travel modes and to promote sustainable access to and from the site.

3. Cycle Parking Condition

No dwelling hereby permitted shall be occupied until sheltered and secure cycle parking has been provided in accordance with the standards and dimensions required by Medway Council's Design Guide.

Reason: To comply with the Council's parking standards.

10.2 Financial Obligations

It is recommended that the 88 proposed development sites (residential and employment) grouped into 25 clusters. have financial contributions towards the following:

1. Community Transport

There is a need for a Community Transport service to meet the transport needs of the elderly and disabled. Medway Council has specific duties, under the 1985 Transport Act, to take account of the transport needs of elderly and disabled residents and further duties to residents' protected characteristics that include the elderly and disabled, under the Equalities Act 2010. There will be residents with mobility impairments who are unable to access conventional public transport, it is this group that will require access to a door-to-door transport service such as that provided by Community Transport.

The Trigger for this contribution should be prior to first occupation.

2. Active Travel Infrastructure

There is a need for a deliver walking and cycling infrastructure (LCWIP routes) and enhancements proximate to the development sites to improve safe connectivity and accessibility to services and facilities by active travel modes to support and deliver the plan.

The Trigger for this contribution should be prior to first occupation.

3. Bus Rapid Transport Infrastructure

Bus Rapid Transit (BRT) delivered by 2036 provides an opportunity to support a reduced private car trip rate for development sites in and around Strood. Kingsnorth and the Hoo Peninsula. There is an opportunity to collect a sum per dwelling to fund the BRT.

The Trigger for this contribution should be prior to first occupation.

11. Conclusion and Next Steps

Local Walking and Cycling Improvement Plan (LCWIP) routes delivered by 2031 provides an opportunity to support a reduced private car trip rate for development sites in and around Strood, Chatham and Rochester Centres and Strood North, the Medway City Estate, Gillingham Gads Hill, Chatham Docks, Brompton Dock Road and on the Hoo Peninsula.

Internalisation (e.g. sustainable planning and co-location of dwellings and employment) delivered by 2031 provides an opportunity to support a reduced private car trip rate for development sites in and around Strood, Chatham and Rochester centres, Medway City Estate, Gillingham Gads Hill, Chatham Docks, Brompton Dock Road, Cuxton, Sundridge Hill, Hempstead, the Isle of Grain, Kingsnorth and the Hoo Peninsula.

Bus Rapid Transit (BRT) delivered by 2036 provides an opportunity to support a reduced private car trip rate for development sites in and around Strood. Kingsnorth and the Hoo Peninsula.

The work in this report (together with the Stage 1 and 2 report) supports the Soundness test. NPPF 2024 para 35. Local plans and spatial development strategies are examined to assess whether they have been prepared in accordance with legal and procedural requirements, and whether they are sound. Plans are 'sound' if they are:

- a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development.
- b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence.
- c) Effective – deliverable over the plan period and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground.
- d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.

11.1 Next Steps

The next logical step for Medway Council is to refine the strategy and delivery programme. The key tasks are likely to include:

- Identifying funding for the design and deliver the LCWIP routes by 2031.
- Identifying opportunities to realise internalisation by 2031.
- Identifying funding for the design and deliver a BRT system prioritising Strood. Kingsnorth and the Hoo Peninsula by 2031.

11.2 Key Considerations for BRT

Key considerations regarding delivering BRT include:

- BRT route options.
- Density of dwellings and jobs required to support financially viable BRT.
- Financial and commercial strategies to realise BRT.
- Affordability.
- Timeframes from planning and concept design through to BRT being operational (5-9 years)
- Viability of dwellings if developers are required to fund BRT services and operations.
- Delivering dwellings in Period 1 of the Local Plan without BRT but demonstrating that Council is making steps forward to deliver BRT in Period 2 or Period 3 of the Local Plan.
- Roadmap to prepare a Business Case including hurdles and challenges e.g. economy, market forces.

Appendix A. Scenario 1 – 'Business As Usual' approach

						Period 1 - Years 1 - 5					Period 2 - Years 6 - 10					Period 3 - Years 11+ (11 - 15)				
						2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
						5,272 dwellings (28%)					8,232 dwellings (43.5%)					5,387 dwellings (28.5%)				
						71 ha employ land (50%) and 1256 jobs (13%)					15 ha employ land (10%) and 1280 jobs (14%)					57 ha employ land (40%) and 6902 jobs (73%)				
				Benefits																
Cluster	Group name	Scenario 1 - BAU	Dwellings	Land Ha	Jobs	BAU					BAU					BAU				
1	Strood Centre	Tier 1: 50% car	1244			287					827					130				
2	Isle of Grain	Tier 3: 70% car				43														
4	Lower Rainham	Tier 3: 70% car				32					435					365				
5	High Halstow	Tier 3: 70% car				431					423					10				
6	Cliffe Woods	Tier 3: 70% car				223														
7	Rainham Suburban	Tier 3: 70% car				192														
8	Rochester Industrial	Tier 3: 70% car									1.6	100								
9	Cuxton	Tier 3: 70% car				36					13									
10	Sundridge Hill	Tier 3: 70% car									13.9	1180								
11	Strood Suburban	Tier 3: 70% car				8														
12	Frindsbury	Tier 2: 60% car	6			6														
13	Medway City Estate	Tier 3: 70% car														690				
14	Gillingham Centre	Tier 1: 50% car	5			5														
15	Gillingham Gads Hill	Tier 2: 60% car	1693			678					611					404				
16	Chatham Docks	Tier 2: 60% car	2200			375					1125					700				
16		Tier 2: 60% car		57.7	844	57.7	844													
17	Brompton Dock Road	Tier 1: 50% car	150								150									
18	Chatham-Rochester Centre	Tier 1: 50% car	1307			609					698									
19	Chatham Suburban	Tier 2: 60% car	53			53														
20	Lower Stoke	Tier 3: 70% car				10														
21	Kingsnorth	Tier 3: 70% car				13.9	412									57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car				1374					2189					1677				
23	Capstone	Tier 3: 70% car				548					1310					1152				
24	Hempstead M2 / A278	Tier 3: 70% car				36					52									
25	Strood North	Tier 3: 70% car				290					375					255				
27	Hempstead Rural	Tier 3: 70% car				36					24									
			6658	57.7	844		2013	57.7	844			3411	0	0			1234	0	0	

Appendix B. Scenario 2 – Bus Rapid Transit (BRT) vision-led approach

Scenario 2a - BRT operational in the next 5-6 years (by 2031)

Scenario 2b - BRT operational in the next 10-11 years (by 2036)

Scenario 2a - BRT operational in the next 5-6 years (by 2031)

			Period 1 - Years 1 - 5						Period 2 - Years 6 - 10					Period 3 - Years 11+ (11 - 15)				
			2026	2027	2028	2029	2030		2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
			5,272 dwellings (28%)						8,232 dwellings (43.5%)					5,387 dwellings (28.5%)				
			71 ha employ land (50%) and 1256 jobs (13%)					Scenario 2a	15 ha employ land (10%) and 1280 jobs (14%)					57 ha employ land (40%) and 6902 jobs (73%)				
Cluster	Group name	Scenario 1 - BAU	WITHOUT BRT					With BRT	Dwellings	Land Ha	Jobs	BRT					BRT				
1	Strood Centre	Tier 1: 50% car	287					Yes	957			827					130				
2	Isle of Grain	Tier 3: 70% car	43					No													
4	Lower Rainham	Tier 3: 70% car	32					No				435					365				
5	High Halstow	Tier 3: 70% car	431					No				423					10				
6	Cliffe Woods	Tier 3: 70% car	223					No													
7	Rainham Suburban	Tier 3: 70% car	192					No													
8	Rochester Industrial	Tier 3: 70% car						No				1.6	100								
9	Cuxton	Tier 3: 70% car	36					No				13									
10	Sundridge Hill	Tier 3: 70% car						No				13.9	1180								
11	Strood Suburban	Tier 3: 70% car	8					No													
12	Frindsbury	Tier 2: 60% car	6					Yes													
13	Medway City Estate	Tier 3: 70% car						No									690				
14	Gillingham Centre	Tier 1: 50% car	5					No													
15	Gillingham Gads Hill	Tier 2: 60% car	678					No	1015			611					404				
16	Chatham Docks	Tier 2: 60% car	375					No	1825			1125					700				
16		Tier 2: 60% car	57.7	844				No													
17	Brompton Dock Road	Tier 1: 50% car						No	150			150									
18	Chatham-Rochester Centre	Tier 1: 50% car	609					Yes	698			698									
19	Chatham Suburban	Tier 2: 60% car	53					No													
20	Lower Stoke	Tier 3: 70% car	10					No													
21	Kingsnorth	Tier 3: 70% car	13.9	412				Yes		57.4	6902						57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car	1374					Yes	3866			2189					1677				
23	Capstone	Tier 3: 70% car	548					No				1310					1152				
24	Hempstead M2 / A278	Tier 3: 70% car	36					No				52									
25	Strood North	Tier 3: 70% car	290					No				375					255				
27	Hempstead Rural	Tier 3: 70% car	36					No				24									
									8511	57.4	6902										
				2013	57.7	844							5600	0	0			2911	57.4	6902	

Scenario 2b - BRT operational in the next 10-11 years (by 2036)

			Period 1 - Years 1 - 5					Period 2 - Years 6 - 10								Period 3 - Years 11+ (11 - 15)				
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035				2036	2037	2038	2039	2040
			5,272 dwellings (28%)					8,232 dwellings (43.5%)								5,387 dwellings (28.5%)				
			71 ha employ land (50%) and 1256 jobs (13%)					15 ha employ land (10%) and 1280 jobs (14%)					Scenario 2b			57 ha employ land (40%) and 6902 jobs (73%)				
														Benefits						
Cluster	Group name	Scenario 1 - BAU	WITHOUT BRT					WITHOUT BRT					With BRT	Dwellings	Land Ha	Jobs	BRT				
1	Strood Centre	Tier 1: 50% car	287					827					Yes	130			130				
2	Isle of Grain	Tier 3: 70% car	43										No								
4	Lower Rainham	Tier 3: 70% car	32					435					No				365				
5	High Halstow	Tier 3: 70% car	431					423					No				10				
6	Cliffe Woods	Tier 3: 70% car	223										No								
7	Rainham Suburban	Tier 3: 70% car	192										No								
8	Rochester Industrial	Tier 3: 70% car						1.6	100				No								
9	Cuxton	Tier 3: 70% car	36					13					No								
10	Sundridge Hill	Tier 3: 70% car						13.9	1180				No								
11	Strood Suburban	Tier 3: 70% car	8										No								
12	Frindsbury	Tier 2: 60% car	6										Yes								
13	Medway City Estate	Tier 3: 70% car											No				690				
14	Gillingham Centre	Tier 1: 50% car	5										No								
15	Gillingham Gads Hill	Tier 2: 60% car	678					611					No	404			404				
16	Chatham Docks	Tier 2: 60% car	375					1125					No	700			700				
16		Tier 2: 60% car	57.7	844									No								
17	Brompton Dock Road	Tier 1: 50% car						150					No								
18	Chatham-Rochester Centre	Tier 1: 50% car	609					698					Yes								
19	Chatham Suburban	Tier 2: 60% car	53										No								
20	Lower Stoke	Tier 3: 70% car	10										No								
21	Kingsnorth	Tier 3: 70% car	13.9	412									Yes		57.4	6902	57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car	1374					2189					Yes	1677			1677				
23	Capstone	Tier 3: 70% car	548					1310					No				1152				
24	Hempstead M2 / A278	Tier 3: 70% car	36					52					No								
25	Strood North	Tier 3: 70% car	290					375					No				255				
27	Hempstead Rural	Tier 3: 70% car	36					24					No								
														2911	57.4	6902					
				2013	57.7	844			3411	0	0							2911	57.4	6902	

Appendix C. Scenario 3 – Sustainable options approach

Scenario 3a - LCWIP routes delivered in the next 5-6 years (by 2031)

Scenario 3b - LCWIP routes delivered in the next 10-11 years (by 2036)

Scenario 3a - LCWIP routes delivered in the next 5-6 years (by 2031)

			Period 1 - Years 1 - 5								Period 2 - Years 6 - 10					Period 3 - Years 11+ (11 - 15)				
			2026	2027	2028	2029	2030				2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
			5,272 dwellings (28%)								8,232 dwellings (43.5%)					5,387 dwellings (28.5%)				
			71 ha employ land (50%) and 1256 jobs (13%)					Scenario 3a			15 ha employ land (10%) and 1280 jobs (14%)					57 ha employ land (40%) and 6902 jobs (73%)				
										Benefits										
Cluster	Group name	Scenario 1 - BAU	WITHOUT LCWIP					With LCWIP	Dwellings	Land Ha	Jobs	With LCWIP					With LCWIP				
1	Strood Centre	Tier 1: 50% car	287					Yes	957			827					130				
2	Isle of Grain	Tier 3: 70% car	43					No													
4	Lower Rainham	Tier 3: 70% car	32					No				435					365				
5	High Halstow	Tier 3: 70% car	431					No				423					10				
6	Cliffe Woods	Tier 3: 70% car	223					Yes													
7	Rainham Suburban	Tier 3: 70% car	192					No													
8	Rochester Industrial	Tier 3: 70% car						No				1.6	100								
9	Cuxton	Tier 3: 70% car	36					No				13									
10	Sundridge Hill	Tier 3: 70% car						No				13.9	1180								
11	Strood Suburban	Tier 3: 70% car	8					Partial													
12	Frindsbury	Tier 2: 60% car	6					Partial													
13	Medway City Estate	Tier 3: 70% car						No	690								690				
14	Gillingham Centre	Tier 1: 50% car	5					Partial													
15	Gillingham Gads Hill	Tier 2: 60% car	678					Partial	1015			611					404				
16	Chatham Docks	Tier 2: 60% car	375					Partial	1825			1125					700				
16		Tier 2: 60% car	57.7	844				Partial													
17	Brompton Dock Road	Tier 1: 50% car						Yes	150			150									
18	Chatham-Rochester Centre	Tier 1: 50% car	609					Yes	698			698									
19	Chatham Suburban	Tier 2: 60% car	53					Yes													
20	Lower Stoke	Tier 3: 70% car	10					No													
21	Kingsnorth	Tier 3: 70% car	13.9	412				No									57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car	1374					Partial	3866			2189					1677				
23	Capstone	Tier 3: 70% car	548					No				1310					1152				
24	Hempstead M2 / A278	Tier 3: 70% car	36					No				52									
25	Strood North	Tier 3: 70% car	290					Partial	630			375					255				
27	Hempstead Rural	Tier 3: 70% car	36					No				24									
									9831	0	0										
				2013	57.7	844							5975	0	0			3856	0	0	

Scenario 3b - LCWIP routes delivered in the next 10-11 years (by 2036)

			Period 1 - Years 1 - 5					Period 2 - Years 6 - 10								Period 3 - Years 11+ (11 - 15)				
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035					2036	2037	2038	2039	2040
			5,272 dwellings (28%)					8,232 dwellings (43.5%)									5,387 dwellings (28.5%)				
			71 ha employ land (50%) and 1256 jobs (13%)					15 ha employ land (10%) and 1280 jobs (14%)					Scenario 3b				57 ha employ land (40%) and 6902 jobs (73%)				
														Benefits							
Cluster	Group name	Scenario 1 - BAU	WITHOUT LCWIP					WITHOUT LCWIP					With LCWIP	Dwellings	Land Ha	Jobs	With LCWIP				
1	Strood Centre	Tier 1: 50% car	287					827					Yes	130			130				
2	Isle of Grain	Tier 3: 70% car	43										No								
4	Lower Rainham	Tier 3: 70% car	32					435					No				365				
5	High Halstow	Tier 3: 70% car	431					423					No				10				
6	Cliffe Woods	Tier 3: 70% car	223										Yes								
7	Rainham Suburban	Tier 3: 70% car	192										No								
8	Rochester Industrial	Tier 3: 70% car						1.6	100				No								
9	Cuxton	Tier 3: 70% car	36					13					No								
10	Sundridge Hill	Tier 3: 70% car						13.9	1180				No								
11	Strood Suburban	Tier 3: 70% car	8										Partial								
12	Frindsbury	Tier 2: 60% car	6										Partial								
13	Medway City Estate	Tier 3: 70% car											No				690				
14	Gillingham Centre	Tier 1: 50% car	5										Partial								
15	Gillingham Gads Hill	Tier 2: 60% car	678					611					Partial	404			404				
16	Chatham Docks	Tier 2: 60% car	375					1125					Partial	700			700				
16		Tier 2: 60% car	57.7	844									Partial								
17	Brompton Dock Road	Tier 1: 50% car						150					Yes								
18	Chatham-Rochester Centre	Tier 1: 50% car	609					698					Yes								
19	Chatham Suburban	Tier 2: 60% car	53										Yes								
20	Lower Stoke	Tier 3: 70% car	10										No								
21	Kingsnorth	Tier 3: 70% car	13.9	412									No				57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car	1374					2189					Partial	1677			1677				
23	Capstone	Tier 3: 70% car	548					1310					No				1152				
24	Hempstead M2 / A278	Tier 3: 70% car	36					52					No								
25	Strood North	Tier 3: 70% car	290					375					Partial	255			255				
27	Hempstead Rural	Tier 3: 70% car	36					24					No								
														3166	0	0					
				2013	57.7	844			3411	0	0							3166	0	0	

Appendix D. Scenario 4 – Internalisation approach

Scenario 4a – Internalisation realised by 2031

Scenario 4b - Internalisation realised by 2036

Scenario 4a – Internalisation realised by 2031

			Period 1 - Years 1 - 5								Period 2 - Years 6 - 10					Period 3 - Years 11+ (11 - 15)				
			2026	2027	2028	2029	2030				2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
			5,272 dwellings (28%)								8,232 dwellings (43.5%)					5,387 dwellings (28.5%)				
			71 ha employ land (50%) and 1256 jobs (13%)					Scenario 4a			15 ha employ land (10%) and 1280 jobs (14%)					57 ha employ land (40%) and 6902 jobs (73%)				
										Benefits										
Cluster	Group name	Scenario 1 - BAU	WITHOUT INTERNALISATION					With Internal	Dwellings	Land Ha	Jobs	With	Internal			With	Internal			
1	Strood Centre	Tier 1: 50% car	287					Yes	957			827				130				
2	Isle of Grain	Tier 3: 70% car	43					Yes												
4	Lower Rainham	Tier 3: 70% car	32					No				435				365				
5	High Halstow	Tier 3: 70% car	431					No				423				10				
6	Cliffe Woods	Tier 3: 70% car	223					No												
7	Rainham Suburban	Tier 3: 70% car	192					No												
8	Rochester Industrial	Tier 3: 70% car						No				1.6	100							
9	Cuxton	Tier 3: 70% car	36					Partial	13			13								
10	Sundridge Hill	Tier 3: 70% car						Yes		13.9	1180	13.9	1180							
11	Strood Suburban	Tier 3: 70% car	8					No												
12	Frindsbury	Tier 2: 60% car	6					No												
13	Medway City Estate	Tier 3: 70% car						Yes	690							690				
14	Gillingham Centre	Tier 1: 50% car	5					Yes												
15	Gillingham Gads Hill	Tier 2: 60% car	678					Yes	1015			611				404				
16	Chatham Docks	Tier 2: 60% car	375					Yes	1825			1125				700				
16		Tier 2: 60% car	57.7	844				Yes												
17	Brompton Dock Road	Tier 1: 50% car						Yes	150			150								
18	Chatham-Rochester Centre	Tier 1: 50% car	609					Yes	698			698								
19	Chatham Suburban	Tier 2: 60% car	53					No												
20	Lower Stoke	Tier 3: 70% car	10					No												
21	Kingsnorth	Tier 3: 70% car	13.9	412				Yes		57.4	6902					57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car	1374					Yes	3866			2189				1677				
23	Capstone	Tier 3: 70% car	548					No				1310				1152				
24	Hempstead M2 / A278	Tier 3: 70% car	36					No				52								
25	Strood North	Tier 3: 70% car	290					No				375				255				
27	Hempstead Rural	Tier 3: 70% car	36					Yes	24			24								
									9238	71.3	8082									
				2013	57.7	844							5637	13.9	1180		3601	57.4	6902	

Scenario 4b - Internalisation realised by 2036

			Period 1 - Years 1 - 5					Period 2 - Years 6 - 10									Period 3 - Years 11+ (11 - 15)				
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035					2036	2037	2038	2039	2040
			5,272 dwellings (28%)					8,232 dwellings (43.5%)									5,387 dwellings (28.5%)				
			71 ha employ land (50%) and 1256 jobs (13%)					15 ha employ land (10%) and 1280 jobs (14%)					Scenario 4b		Benefits		57 ha employ land (40%) and 6902 jobs (73%)				
Cluster	Group name	Scenario 1 - BAU	WITHOUT INTERNALISATION					WITHOUT INTERNALISATION					With Internal	Dwellings	Land Ha	Jobs	With Internal				
1	Strood Centre	Tier 1: 50% car	287					827					Yes	130			130				
2	Isle of Grain	Tier 3: 70% car	43										Yes								
4	Lower Rainham	Tier 3: 70% car	32					435					No				365				
5	High Halstow	Tier 3: 70% car	431					423					No				10				
6	Cliffe Woods	Tier 3: 70% car	223										No								
7	Rainham Suburban	Tier 3: 70% car	192										No								
8	Rochester Industrial	Tier 3: 70% car						1.6	100				No								
9	Cuxton	Tier 3: 70% car	36					13					Partial								
10	Sundridge Hill	Tier 3: 70% car						13.9	1180				Yes								
11	Strood Suburban	Tier 3: 70% car	8										No								
12	Frindsbury	Tier 2: 60% car	6										No								
13	Medway City Estate	Tier 3: 70% car											Yes	690			690				
14	Gillingham Centre	Tier 1: 50% car	5										Yes								
15	Gillingham Gads Hill	Tier 2: 60% car	678					611					Yes	404			404				
16	Chatham Docks	Tier 2: 60% car	375					1125					Yes	700			700				
16		Tier 2: 60% car	57.7	844									Yes								
17	Brompton Dock Road	Tier 1: 50% car						150					Yes								
18	Chatham-Rochester Centre	Tier 1: 50% car	609					698					Yes								
19	Chatham Suburban	Tier 2: 60% car	53										No								
20	Lower Stoke	Tier 3: 70% car	10										No								
21	Kingsnorth	Tier 3: 70% car	13.9	412									Yes		57.4	6902	57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car	1374					2189					Yes	1677			1677				
23	Capstone	Tier 3: 70% car	548					1310					No				1152				
24	Hempstead M2 / A278	Tier 3: 70% car	36					52					No								
25	Strood North	Tier 3: 70% car	290					375					No				255				
27	Hempstead Rural	Tier 3: 70% car	36					24					Yes								
														3601	57.4	6902					
				2013	57.7	844			3411	0	0							3601	57.4	6902	

Appendix E. Scenario 5 – Ultimate option

Scenario 5a – Short-term ultimate option combining 2a (BRT) and 4a (Internalisation).

Scenario 5b – Longer-term ultimate option combining Scenario 2b and 4b

Scenario 5a – Short-term ultimate option combining 2a (BRT) and 4a (Internalisation)

			Period 1 - Years 1 - 5									Period 2 - Years 6 - 10					Period 3 - Years 11• (11 - 15)				
			2026	2027	2028	2029	2030					2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
			5,272 dwellings (28%)									8,232 dwellings (43.5%)					5,387 dwellings (28.5%)				
			71 ha employ land (50%) and 1256 jobs (13%)					Scenario 5a				15 ha employ land (10%) and 1280 jobs (14%)					57 ha employ land (40%) and 6902 jobs (73%)				
								2a	4a		Benefits										
Cluster	Group name	Scenario 1 - BAU	WITHOUT BRT & INTERNALISATION					With BRT	With Internal	Dwellings	Land Ha	Jobs	WITH INTERNALISATION			WITH BRT		WITH INTERNALISATION			WITH BRT	
1	Strood Centre	Tier 1: 50% car	287					Yes	Yes	957			827					130				
2	Isle of Grain	Tier 3: 70% car	43					No	Yes													
4	Lower Rainham	Tier 3: 70% car	32					No	No				435					365				
5	High Halstow	Tier 3: 70% car	431					No	No				423					10				
6	Cliffe Woods	Tier 3: 70% car	223					No	No													
7	Rainham Suburban	Tier 3: 70% car	192					No	No													
8	Rochester Industrial	Tier 3: 70% car						No	No				1.6	100								
9	Cuxton	Tier 3: 70% car	36					No	Partial	13			13									
10	Sundridge Hill	Tier 3: 70% car						No	Yes		13.9	1180	13.9	1180								
11	Strood Suburban	Tier 3: 70% car	8					No	No													
12	Frindsbury	Tier 2: 60% car	6					Yes	No													
13	Medway City Estate	Tier 3: 70% car						No	Yes	690								690				
14	Gillingham Centre	Tier 1: 50% car	5					No	Yes													
15	Gillingham Gads Hill	Tier 2: 60% car	678					No	Yes	1015			611					404				
16	Chatham Docks	Tier 2: 60% car	375					No	Yes	1825			1125					700				
16		Tier 2: 60% car	57.7	844				No	Yes													
17	Brompton Dock Road	Tier 1: 50% car						No	Yes	150			150									
18	Chatham-Rochester Centre	Tier 1: 50% car	609					Yes	Yes	698			698									
19	Chatham Suburban	Tier 2: 60% car	53					No	No													
20	Lower Stoke	Tier 3: 70% car	10					No	No													
21	Kingsnorth	Tier 3: 70% car	13.9	412				Yes	Yes		57.4	6902						57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car	1374					Yes	Yes	3866			2189					1677				
23	Capstone	Tier 3: 70% car	548					No	No				1310					1152				
24	Hempstead M2 / A278	Tier 3: 70% car	36					No	No				52									
25	Strood North	Tier 3: 70% car	290					No	No				375					255				
27	Hempstead Rural	Tier 3: 70% car	36					No	Yes	24			24									
										9238	71.3	8082										
				2013	57.7	844								5637	13.9	1180			3601	57.4	6902	

Scenario 5b – Longer-term ultimate option combining Scenario 2b and 4b

			Period 1 - Years 1 - 5					Period 2 - Years 6 - 10								Period 3 - Years 11+ (11 - 15)				
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035					2036	2037	2038	2039	2040
			5,272 dwellings (28%)					8,232 dwellings (43.5%)									5,387 dwellings (28.5%)				
			71 ha employ land (50%) and 1256 jobs (13%)					15 ha employ land (10%) and 1280 jobs (14%)					Scenario 5a				57 ha employ land (40%) and 6902 jobs (73%)				
													2b	4b		Benefits				
Cluster	Group name	Scenario 1 - BAU	WITHOUT BRT & INTERNALISATION					WITHOUT BRT & INTERNALISATION					With BRT	With Internal	Dwellings	Land Ha	Jobs	WITH INTERNALISATION		WITH BRT		
1	Strood Centre	Tier 1: 50% car	287					827					Yes	Yes	130			130				
2	Isle of Grain	Tier 3: 70% car	43										No	Yes								
4	Lower Rainham	Tier 3: 70% car	32					435					No	No				365				
5	High Halstow	Tier 3: 70% car	431					423					No	No				10				
6	Cliffe Woods	Tier 3: 70% car	223										No	No								
7	Rainham Suburban	Tier 3: 70% car	192										No	No								
8	Rochester Industrial	Tier 3: 70% car						1.6	100				No	No								
9	Cuxton	Tier 3: 70% car	36					13					No	Partial								
10	Sundridge Hill	Tier 3: 70% car						13.9	1180				No	Yes								
11	Strood Suburban	Tier 3: 70% car	8										No	No								
12	Frindsbury	Tier 2: 60% car	6										Yes	No								
13	Medway City Estate	Tier 3: 70% car											No	Yes	690			690				
14	Gillingham Centre	Tier 1: 50% car	5										No	Yes								
15	Gillingham Gads Hill	Tier 2: 60% car	678					611					No	Yes	404			404				
16	Chatham Docks	Tier 2: 60% car	375					1125					No	Yes	700			700				
16		Tier 2: 60% car	57.7	844									No	Yes								
17	Brompton Dock Road	Tier 1: 50% car						150					No	Yes								
18	Chatham-Rochester Centre	Tier 1: 50% car	609					698					Yes	Yes								
19	Chatham Suburban	Tier 2: 60% car	53										No	No								
20	Lower Stoke	Tier 3: 70% car	10										No	No								
21	Kingsnorth	Tier 3: 70% car	13.9	412									Yes	Yes		57.4	6902	57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car	1374					2189					Yes	Yes	1677			1677				
23	Capstone	Tier 3: 70% car	548					1310					No	No				1152				
24	Hempstead M2 / A278	Tier 3: 70% car	36					52					No	No								
25	Strood North	Tier 3: 70% car	290					375					No	No				255				
27	Hempstead Rural	Tier 3: 70% car	36					24					No	Yes								
															3601	57.4	6902					
				2013	57.7	844			3411	0	0								3601	57.4	6902	

Appendix F. Analysis of the nine reasonable future scenarios

18831	dwellings																	
258	ha		P 1 - Yr 1 - 5			P 2 - Yr 6 - 10			P 3 - Yr 11 - 15			Total			% of the Local Plan			
9024	jobs		Dwellings	Ha	Jobs	Dwellings	Ha	Jobs	Dwellings	Ha	Jobs	Dwellings	Ha	Jobs	Dwellings	Ha	Jobs	
	BAU Base Case	**Scenario 1**	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	
		Base Case	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	BAU / Base Case
	BRT by 2031	**Scenario 2a**				**5600**	**0**	**0**	**2911**	**57.4**	**6902**	**8511**	**57.4**	**6902**				**Scenario 2a**
		Extra dwell/ha/job				2189	0	0	1677	57.4	6902	3866	57.4	6902				Change / Intervention Uplift
												10524	**115.1**	**7746**	**56%**	**45%**	**86%**	Base Case + Scenario Uplift
		Base Case	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	BAU / Base Case
	BRT by 2036	**Scenario 2b**							**2911**	**57.4**	**6902**	**2911**	**57.4**	**6902**				**Scenario 2b**
		Extra dwell/ha/job							1677	57.4	6902	1677	57.4	6902				Change / Intervention Uplift
												8335	**115.1**	**7746**	**44%**	**45%**	**86%**	Base Case + Scenario Uplift
		Base Case	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	BAU / Base Case
	LCWIP by 2031	**Scenario 3a**				**5975**	**0**	**0**	**3856**	**0**	**0**	**9831**	**0**	**0**				**Scenario 3a**
		Extra dwell/ha/job				2564	0	0	2622	0	0	5186	0	0				Change / Intervention Uplift
												11844	**57.7**	**844**	**63%**	**22%**	**9%**	Base Case + Scenario Uplift
		Base Case	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	BAU / Base Case
	LCWIP by 2036	**Scenario 3b**							**3166**	**0**	**0**	**3166**	**0**	**0**				**Scenario 3b**
		Extra dwell/ha/job							1932	0	0	1932	0	0				Change / Intervention Uplift
												8590	**57.7**	**844**	**45%**	**22%**	**9%**	Base Case + Scenario Uplift
		Base Case	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	BAU / Base Case
	Internalise 2031	**Scenario 4a**				**5637**	**13.9**	**1180**	**3601**	**57.4**	**6902**	**9238**	**71.3**	**8082**				**Scenario 4a**
		Extra dwell/ha/job				2226	13.9	1180	2367	57.4	6902	4593	71.3	8082				Change / Intervention Uplift
												11251	**129**	**8926**	**60%**	**50%**	**99%**	Base Case + Scenario Uplift
		Base Case	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	BAU / Base Case
	Internal 2036	**Scenario 4b**							**3601**	**57.4**	**6902**	**3601**	**57.4**	**6902**				**Scenario 4b**
		Extra dwell/ha/job							2367	57.4	6902	2367	57.4	6902				Change / Intervention Uplift
												9025	**115.1**	**7746**	**48%**	**45%**	**86%**	Base Case + Scenario Uplift
		Base Case	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	BAU / Base Case
	Ultimate 2031	**Scenario 5a**				**5637**	**13.9**	**1180**	**3601**	**57.4**	**6902**	**9238**	**71.3**	**8082**				**Scenario 5a**
		Extra dwell/ha/job				2226	13.9	1180	2367	57.4	6902	4593	71.3	8082				Change / Intervention Uplift
												11251	**129**	**8926**	**60%**	**50%**	**99%**	Base Case + Scenario Uplift
		Base Case	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	BAU / Base Case
	Ultimate 2036	**Scenario 5b**							**3601**	**57.4**	**6902**	**3601**	**57.4**	**6902**				**Scenario 5b**
		Extra dwell/ha/job							2367	57.4	6902	2367	57.4	6902				Change / Intervention Uplift
												9025	**115.1**	**7746**	**48%**	**45%**	**86%**	Base Case + Scenario Uplift

Appendix G. Programme to deliver the preferred option

							Period 1 - Years 1 - 5										Period 2 - Years 6 - 10									Period 3 - Years 11+ (11 - 15)						
							2026	2027	2028	2029	2030						2031	2032	2033	2034	2035					2036	2037	2038	2039	2040	2041	
							5,272 dwellings (28%)										8,232 dwellings (43.5%)									5,387 dwellings (28.5%)						
							71 ha employ land (50%) & 1256 jobs (13%)										15 ha employ land (10%) & 1280 jobs (14%)									57 ha employ land (40%) & 6902 jobs (73%)						
Cluster	Group name	Stage 1	Stage 2	Apply Tier 2	Opportunities?	Scenario 1 - BAU	Plan, design and implment Scenario's 3a and 4a					3a	Dwell	Flats	4a	Dwell	Flats	Jobs	Design, fund and deliver Scenario 2b					2b	Dwell	Flats	Jobs					
1	Strood Centre	Tier 1: 50% car	Tier 1: 50% car	No change	Yes	Tier 1: 50% car	LCWIP routes amd Internalisation by 2031					Yes	957	Yes	Yes	957	Yes		Design, fund and deliver BRT by 2036					Yes	130	Yes					
2	Isle of Grain	Tier 3: 70% car	Tier 2: 60% car	Improved	Yes	Tier 3: 70% car	Internalisation by 2031								Yes																
3	Removed prior to Stage 3																														
4	Lower Rainham	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car																									
5	High Halstow	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car																									
6	Cliffe Woods	Tier 3: 70% car	Tier 2: 60% car	Improved	Yes	Tier 3: 70% car																									
7	Rainham Suburban	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car																									
8	Rochester Industrial	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car																									
9	Cuxton	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car	Internalisation by 2031								Yes	13															
10	Sundridge Hill	Tier 3: 70% car	Tier 2: 60% car	Improved	Yes	Tier 3: 70% car	Internalisation by 2031								Yes			1180													
11	Strood Suburban	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car																									
12	Frindsbury	Tier 2: 60% car	Tier 1: 50% car	Improved	Yes	Tier 2: 60% car																									
13	Medway City Estate	Tier 3: 70% car	Tier 2: 60% car	Improved	Yes	Tier 3: 70% car	LCWIP routes amd Internalisation by 2031					Yes	690	Yes	Yes	690	Yes														
14	Gillingham Centre	Tier 1: 50% car	Tier 1: 50% car	No change	Yes	Tier 1: 50% car																									
15	Gillingham Gads Hill	Tier 2: 60% car	Tier 1: 50% car	Improved	Yes	Tier 2: 60% car	LCWIP routes amd Internalisation by 2031					Yes	1015	Yes	Yes	1015	Yes														
16	Chatham Docks	Tier 2: 60% car	Tier 1: 50% car	Improved	Yes	Tier 2: 60% car	LCWIP routes amd Internalisation by 2031					Yes	1825		Yes	1825															
16		Tier 2: 60% car	Tier 1: 50% car	Improved	Yes	Tier 2: 60% car	Internalisation by 2031								Yes																
17	Brompton Dock Road	Tier 1: 50% car	Tier 1: 50% car	No change	Yes	Tier 1: 50% car	LCWIP routes amd Internalisation by 2031					Yes	150		Yes	150															
18	Chatham-Rochester Centre	Tier 1: 50% car	Tier 1: 50% car	No change	Yes	Tier 1: 50% car	LCWIP routes amd Internalisation by 2031					Yes	698	Yes	Yes	698	Yes														
19	Chatham Suburban	Tier 2: 60% car	Tier 1: 50% car	Improved	Yes	Tier 2: 60% car																									
20	Lower Stoke	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car																									
21	Kingsnorth	Tier 3: 70% car	Tier 2: 60% car	Improved	Yes	Tier 3: 70% car	Internalisation by 2031								Yes			6902	Design, fund and deliver BRT by 2036					Yes			6902				
22	Hoo Peninsula	Tier 3: 70% car	Tier 2: 60% car	Improved	Yes	Tier 3: 70% car	LCWIP routes amd Internalisation by 2031					Yes	3866		Yes	3866			Design, fund and deliver BRT by 2036					Yes	1677						
23	Capstone	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car																									
24	Hempstead M2 / A278	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car																									
25	Strood North	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car	LCWIP routes by 2031					Yes	630																		
26	Removed prior to Stage 3																														
27	Hempstead Rural	Tier 3: 70% car	Tier 2: 60% car	Improved	Yes	Tier 3: 70% car	Internalisation by 2031								Yes	24															
28	Removed prior to Stage 3																														

Appendix H. Opportunities for car-free developments

							Period 1 - Years 1 - 5										Period 2 - Years 6 - 10									Period 3 - Years 11+ (11 - 15)						
							2026	2027	2028	2029	2030						2031	2032	2033	2034	2035					2036	2037	2038	2039	2040	2041	
							5,272 dwellings (28%)										8,232 dwellings (43.5%)									5,387 dwellings (28.5%)						
Cluster	Group name	Stage 1	Stage 2	Apply Stage 2	Opportunities?	Scenario 1 - BAU	Plan, design and implment Scenario's 3a and 4a					3a	Dwell	Flats	4a	Dwell	Flats	Jobs	Design, fund and deliver Scenario 2b					2b	Dwell	Flats	Jobs						
1	Strood Centre	Tier 1: 50% car	Tier 1: 50% car	No change	Yes	Tier 1: 50% car	LCWIP routes amd Internalisation by 2031					Yes	957	Yes	Yes	957	Yes		Design, fund and deliver BRT by 2036					Yes	130	Yes							
13	Medway City Estate	Tier 3: 70% car	Tier 2: 60% car	Improved	Yes	Tier 3: 70% car	LCWIP routes amd Internalisation by 2031					Yes	690	Yes	Yes	690	Yes															
15	Gillingham Gads Hill	Tier 2: 60% car	Tier 1: 50% car	Improved	Yes	Tier 2: 60% car	LCWIP routes amd Internalisation by 2031					Yes	1015	Yes	Yes	1015	Yes															
18	Chatham-Rochester Centre	Tier 1: 50% car	Tier 1: 50% car	No change	Yes	Tier 1: 50% car	LCWIP routes amd Internalisation by 2031					Yes	698	Yes	Yes	698	Yes															

Appendix C. Uncertainty Log Completed Developments

Development Information						Demand Inputs			Network Inputs				AM Peak (08:00 -09:00)							PM Peak (17:00 -18:00)						
								All Developments					Trip Rate			Trip Generation				Trip Rate			Trip Generation			
Site_ID	Unique_ID	Reference (Plann	Completions/	Scenario	District	Development Name	Land Use	Unit	HH, Dwellings	Employment, floorspace	Trip Gen Source	Land Use TRICS/TA	TRICS Location	Model Zone	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way
1	1_C3-H	MC132210, MC1	Completed	Reference Case Scenario	Medway	Land at St Mary's Island Maritime Way Chath	C3	H	136		TRICS	C3-H	C3-H_Neighbourhood Centre	110027	0.14	0.30	0.44	18.90	40.26	59.16	0.27	0.14	0.41	36.86	19.18	56.03
2	2_C3-H	MC211440	Completed	Reference Case Scenario	Medway	93 Cliffe Road Strood	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110023	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
3	3_C3-H	MC173455	Completed	Reference Case Scenario	Medway	89 Ingram Road Gillingham	C3	H	22		TRICS	C3-H	C3-H_Suburban Area	110040	0.12	0.39	0.51	2.57	8.67	11.24	0.37	0.19	0.56	8.16	4.11	12.28
4	4_C3-H	MC142866	Completed	Reference Case Scenario	Medway	Safety Bay House Warwick Crescent Rocheste	C3	H	9		TRICS	C3-H	C3-H_Suburban Area	110099	0.12	0.39	0.51	1.05	3.55	4.60	0.37	0.19	0.56	3.34	1.68	5.02
5	5_C3-H	MC102042, MC1	Completed	Reference Case Scenario	Medway	Pier Road GILLINGHAM GILLINGHAM	C3	H	194		TRICS	C3-H	C3-H_Suburban Area	110034	0.12	0.39	0.51	22.70	76.44	99.13	0.37	0.19	0.56	71.97	36.28	108.25
6	6_C3-H	MC110001, MC1	Completed	Reference Case Scenario	Medway	Mid Kent College, Horsted Maidstone Road C	C3	H	17		TRICS	C3-H	C3-H_Suburban Area	110138	0.12	0.39	0.51	1.99	6.70	8.69	0.37	0.19	0.56	6.31	3.18	9.49
7	7_C3-H	MC113115, MC1	Completed	Reference Case Scenario	Medway	51 Station Road Strood	C3	H	-7		TRICS	C3-H	C3-H_Edge of Town Centre	110022	0.14	0.29	0.43	-0.97	-2.04	-3.00	0.28	0.17	0.45	-1.98	-1.19	-3.17
8	8_C3-H	MC112756, MC1	Completed	Reference Case Scenario	Medway	Chatham Docks Pier Road Gillingham	C3	H	392		TRICS	C3-H	C3-H_Suburban Area	115005	0.12	0.39	0.51	45.86	154.45	200.31	0.37	0.19	0.56	145.43	73.30	218.74
9	9_C3-H	MC174357	Completed	Reference Case Scenario	Medway	Greatfield Lodge Darnley Road Strood	C3	H	21		TRICS	C3-H	C3-H_Suburban Area	110041	0.12	0.39	0.51	2.46	8.27	10.73	0.37	0.19	0.56	7.79	3.93	11.72
10	10_C3-H	MC171250	Completed	Reference Case Scenario	Medway	Colonial Mutual House Quayside Chatham M	C3	H	145		TRICS	C3-H	C3-H_Suburban Area	115005	0.12	0.39	0.51	16.97	57.13	74.10	0.37	0.19	0.56	53.80	27.12	80.91
11	11_C3-H	MC150550, MC1	Completed	Reference Case Scenario	Medway	Highview Farm Lordswood Lane Lordswood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110161	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
12	12_C3-H	MC153793, MC1	Completed	Reference Case Scenario	Medway	Upnor Road Lower Upnor	C3	H	8		TRICS	C3-H	C3-H_Neighbourhood Centre	115018	0.14	0.30	0.44	1.11	2.37	3.48	0.27	0.14	0.41	2.17	1.13	3.30
13	13_C3-H	MC191383	Completed	Reference Case Scenario	Medway	The Old Meeting Hall Queens Road Gillingham	C3	H	5		TRICS	C3-H	C3-H_Suburban Area	110064	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
14	14_C3-H	MC133340	Completed	Reference Case Scenario	Medway	Port Werburgh Vicarage Lane Hoo	C3	H	8		TRICS	C3-H	C3-H_Neighbourhood Centre	110004	0.14	0.30	0.44	1.11	2.37	3.48	0.27	0.14	0.41	2.17	1.13	3.30
15	15_C3-H	MC171820, MC1	Completed	Reference Case Scenario	Medway	Bakersfield Station Road Rainham	C3	H	90		TRICS	C3-H	C3-H_Suburban Area	110102	0.12	0.39	0.51	10.53	35.46	45.99	0.37	0.19	0.56	33.39	16.83	50.22
16	16_C3-H	MC150081, MC1	Completed	Reference Case Scenario	Medway	Former Kitchener Barracks Dock Road Chathe	C3	H	81		TRICS	C3-H	C3-H_Suburban Area	115023	0.12	0.39	0.51	9.48	31.91	41.39	0.37	0.19	0.56	30.05	15.15	45.20
17	17_C3-H	MC170962	Completed	Reference Case Scenario	Medway	Land South of Merryboys Road Cliffe Woods	C3	H	9		TRICS	C3-H	C3-H_Neighbourhood Centre	110007	0.14	0.30	0.44	1.25	2.66	3.92	0.27	0.14	0.41	2.44	1.27	3.71
18	18_C3-H	MC182328	Completed	Reference Case Scenario	Medway	Land at Otterham Quay Lane Rainham	C3	H	130		TRICS	C3-H	C3-H_Edge of Town Centre	110103	0.14	0.29	0.43	17.94	37.83	55.77	0.28	0.17	0.45	36.79	22.10	58.89
19	19_C3-H	MC150958	Completed	Reference Case Scenario	Medway	Former St Matthews Playing Field Borstal Stre	C3	H	18		TRICS	C3-H	C3-H_Suburban Area	110101	0.12	0.39	0.51	2.11	7.09	9.20	0.37	0.19	0.56	6.68	3.37	10.04
20	20_C3-H	MC164229	Completed	Reference Case Scenario	Medway	Main Road Four Elms Hill Chattenden	C3	H	111		TRICS	C3-H	C3-H_Neighbourhood Centre	115017	0.14	0.30	0.44	15.43	32.86	48.29	0.27	0.14	0.41	30.08	15.65	45.73
21	21_C3-H	MC152039	Completed	Reference Case Scenario	Medway	10-40 & 48-86 Corporation Street Rochester	C3	H	53		TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39	0.51	6.20	20.88	27.08	0.37	0.19	0.56	19.66	9.91	29.57
22	22_C3-H	MC181795	Completed	Reference Case Scenario	Medway	Street Farm Stoke Road Hoo	C3	H	50		TRICS	C3-H	C3-H_Neighbourhood Centre	110011	0.14	0.30	0.44	6.95	14.80	21.75	0.27	0.14	0.41	13.55	7.05	20.60
23	23_C3-H	MC190886	Completed	Reference Case Scenario	Medway	Redvers Centre Glencoe Road Chatham	C3	H	24		TRICS	C3-H	C3-H_Suburban Area	110092	0.12	0.39	0.51	2.81	9.46	12.26	0.37	0.19	0.56	8.90	4.49	13.39
24	24_C3-H	MC180042	Completed	Reference Case Scenario	Medway	27 Arden Street GILLINGHAM	C3	H	11		TRICS	C3-H	C3-H_Edge of Town Centre	110026	0.14	0.29	0.43	1.52	3.20	4.72	0.28	0.17	0.45	3.11	1.87	4.98
25	25_C3-H	MC160654	Completed	Reference Case Scenario	Medway	124 Ordnance Terrace Chatham	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	110086	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
26	26_C3-H	MC160947, MC1	Completed	Reference Case Scenario	Medway	239 Gillingham Road GILLINGHAM	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	110051	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
27	27_C3-H	MC154539	Completed	Reference Case Scenario	Medway	To the east of Mierscourt Road Rainham	C3	H	44		TRICS	C3-H	C3-H_Suburban Area	110134	0.12	0.39	0.51	5.15	17.34	22.48	0.37	0.19	0.56	16.32	8.23	24.55
28	28_C3-H	MC161212, MC1	Completed	Reference Case Scenario	Medway	205-217 New Road Chatham	C3	H	19		TRICS	C3-H	C3-H_Suburban Area	110063	0.12	0.39	0.51	2.22	7.49	9.71	0.37	0.19	0.56	7.05	3.55	10.60
29	29_C3-H	MC180702	Completed	Reference Case Scenario	Medway	Land south of Stoke Road Hoo	C3	H	125		TRICS	C3-H	C3-H_Neighbourhood Centre	110004	0.14	0.30	0.44	17.38	37.00	54.38	0.27	0.14	0.41	33.88	17.63	51.50
30	30_C3-H	MC190260	Completed	Reference Case Scenario	Medway	11-17 High Street Strood	C3	H	15		TRICS	C3-H	C3-H_Suburban Area	115001	0.12	0.39	0.51	1.76	5.91	7.67	0.37	0.19	0.56	5.57	2.81	8.37
31	31_C3-H	MC160370	Completed	Reference Case Scenario	Medway	185 Walderslade Road Walderslade	C3	H	16		TRICS	C3-H	C3-H_Suburban Area	110140	0.12	0.39	0.51	1.87	6.30	8.18	0.37	0.19	0.56	5.94	2.99	8.93
32	32_C3-H	MC180705	Completed	Reference Case Scenario	Medway	Darland Farm Pear Tree Lane Hempstead	C3	H	51		TRICS	C3-H	C3-H_Suburban Area	110149	0.12	0.39	0.51	5.97	20.09	26.06	0.37	0.19	0.56	18.92	9.54	28.46
33	33_C3-H	MC162860	Completed	Reference Case Scenario	Medway	Land between 142 and 152 Luton Road Luton	C3	H	16		TRICS	C3-H	C3-H_Suburban Area	110083	0.12	0.39	0.51	1.87	6.30	8.18	0.37	0.19	0.56	5.94	2.99	8.93
34	34_C3-H	MC171192	Completed	Reference Case Scenario	Medway	Yeoman House Princes Street Rochester	C3	H	32		TRICS	C3-H	C3-H_Suburban Area	110069	0.12	0.39	0.51	3.74	12.61	16.35	0.37	0.19	0.56	11.87	5.98	17.86
35	35_C3-H	MC170410	Completed	Reference Case Scenario	Medway	Rookery Lodge Thatchers Lane Cliffe	C3	H	-13		TRICS	C3-H	C3-H_Neighbourhood Centre	110008	0.14	0.30	0.44	-1.81	-3.85	-5.66	0.27	0.14	0.41	-3.52	-1.83	-5.36
36	36_C3-H	MC172420	Completed	Reference Case Scenario	Medway	3 High Street GILLINGHAM	C3	H	10		TRICS	C3-H	C3-H_Suburban Area	110049	0.12	0.39	0.51	1.17	3.94	5.11	0.37	0.19	0.56	3.71	1.87	5.58
37	37_C3-H	MC170444	Completed	Reference Case Scenario	Medway	St Paulinus Church Manor Street Brompton	C3	H	6		TRICS	C3-H	C3-H_Suburban Area	115023	0.12	0.39	0.51	0.70	2.36	3.07	0.37	0.19	0.56	2.23	1.12	3.35
38	38_C3-H	MC171115	Completed	Reference Case Scenario	Medway	7 The Brook CHATHAM	C3	H	8		TRICS	C3-H	C3-H_Suburban Area	115010	0.12	0.39	0.51	0.94	3.15	4.09	0.37	0.19	0.56	2.97	1.50	4.46
39	39_C3-H	MC174128	Completed	Reference Case Scenario	Medway	78 John Street ROCHESTER	C3	H	12		TRICS	C3-H	C3-H_Suburban Area	110055	0.12	0.39	0.51	1.40	4.73	6.13	0.37	0.19	0.56	4.45	2.24	6.70
40	40_C3-H	MC171923	Completed	Reference Case Scenario	Medway	The Bridge Wardens The Tideway Rochester	C3	H	8		TRICS	C3-H	C3-H_Suburban Area	110108	0.12	0.39	0.51	0.94	3.15	4.09	0.37	0.19	0.56	2.97	1.50	4.46
41	41_C3-H	MC174027	Completed	Reference Case Scenario	Medway	128 Church Street Cliffe	C3	H	5		TRICS	C3-H	C3-H_Neighbourhood Centre	110005	0.14	0.30	0.44	0.70	1.48	2.18	0.27	0.14	0.41	1.36	0.71	2.06
42	42_C3-H	MC171884	Completed	Reference Case Scenario	Medway	Former Sports Ground Bells Lane Hoo	C3	H	213		TRICS	C3-H	C3-H_Neighbourhood Centre	110004	0.14	0.30	0.44	29.61	63.05	92.66	0.27	0.14	0.41	57.72	30.03	87.76
43	43_C3-H	MC172298	Completed	Reference Case Scenario	Medway	90 - 92 Station Road Rainham	C3	H	8		TRICS	C3-H	C3-H_Suburban Area	110105	0.12	0.39	0.51	0.94	3.15	4.09	0.37	0.19	0.56	2.97	1.50	4.46
44	44_C3-H	MC171074	Completed	Reference Case Scenario	Medway	9 Cross Street Chatham	C3	H	13		TRICS	C3-H	C3-H_Suburban Area	110063	0.12	0.39	0.51	1.52	5.12	6.64	0.37	0.19	0.56	4.82	2.43	7.25
45	45_C3-H	MC173735	Completed	Reference Case Scenario	Medway	21 Berengrave Lane Rainham	C3	H	8		TRICS	C3-H	C3-H_Suburban Area	110095	0.12	0.39	0.51	0.94	3.15	4.09	0.37	0.19	0.56	2.97	1.50	4.46
46	46_C3-H	MC183442	Completed	Reference Case Scenario	Medway	Berengrave Nursery Berengrave Lane Rainhan	C3	H	139		TRICS	C3-H	C3-H_Suburban Area	115019	0.12	0.39	0.51	16.26	54.77	71.03	0.37	0.19	0.56	51.57	25.99	77.56
47	47_C3-H	MC173836	Completed	Reference Case Scenario	Medway	9-11 The Brook CHATHAM	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	115010	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
48	48_C3-H	MC174057	Completed	Reference Case Scenario	Medway	1 Old Road CHATHAM	C3	H	14		TRICS	C3-H	C3-H_Neighbourhood Centre	110060	0.12	0.39	0.51	1.64	5.52	7.15	0.37	0.19	0.56	5.19	2.62	7.81
49	49_C3-H	MC180601	Completed	Reference Case Scenario	Medway	12 New Road Avenue CHATHAM	C3	H	10		TRICS	C3-H	C3-H_Suburban Area	115011	0.12	0.39	0.51	1.17	3.94	5.11	0.37	0.19	0.56	3.71	1.87	5.58
50	50_C3-H	MC181248	Completed	Reference Case Scenario	Medway	195 New Road Chatham	C3	H	5		TRICS	C3-H	C3-H_Suburban Area	110063	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
51	51_C3-H	MC182402	Completed	Reference Case Scenario	Medway	Petham Green Estate Petham Green Twydall	C3	H	6		TRICS	C3-H	C3-H_Suburban Area	110076	0.12	0.39	0.51	0.70	2.36	3.07	0.37	0.19	0.56	2.23	1.12	3.35
52	52_C3-H	MC173572, MC1	Completed	Reference Case Scenario	Medway	Merryboys Farm House Cooling Common Cliff	C3	H	5		TRICS	C3-H	C3-H_Neighbourhood Centre	110007	0.14	0.30	0.44	0.70	1.48	2.18	0.27	0.14	0.41	1.36	0.71	2.06
53	53_C3-H	MC180176, MC2	Completed	Reference Case Scenario	Medway	142 Napier Road Gillingham	C3	H	9		TRICS	C3-H	C3-H_Suburban Area	110065	0.12	0.39	0.51	1.05	3.55	4.60	0.37	0.19	0.56	3.34	1.68	5.02
54	54_C3-H	MC181570	Completed	Reference Case Scenario	Medway	Manor Farm West Street Cliffe	C3	H	10		TRICS	C3-H	C3-H_Neighbourhood Centre	110005	0.14	0.30	0.44	1.39	2.96	4.35	0.27	0.14	0.41	2.71	1.41	4.12
55	55_C3-H	MC191300	Completed	Reference Case Scenario	Medway	Elm Avenue Chattenden	C3	H	69		TRICS	C3-H	C3-H_Neighbourhood Centre	115018	0.14	0.30	0.44	9.59	20.42	30.02	0.27	0.14	0.41	18.70	9.73	28.43
56	56_C3-H	MC180175	Completed	Reference Case Scenario	Medway	East of Formby Road Halling	C3	H	5		TRICS	C3-H	C3-H_Neighbourhood Centre	110119	0.14	0.30	0.44	0.70	1.48	2.18	0.27	0.14	0.41	1.36	0.71	2.06
57	57_C3-H	MC172768	Completed	Reference Case Scenario	Medway	Chatham Golf Centre Street End Road Chatha	C3	H	131		TRICS	C3-H	C3-H_Suburban Area	110113	0.12	0.39	0.51	15.33	51.61	66.94	0.37	0.19	0.56	48.60	24.50	73.10
58	58_C3-H	MC220053	Completed	Reference Case Scenario	Medway	54 Beacon Road Chatham	C3	H	7		TRICS	C3-H	C3-H_Suburban Area	110084	0.12	0.39	0.51	0.82	2.76	3.58	0.37	0.19	0.56	2.60	1.31	3.91
59	59_C3-H	MC182282	Completed	Reference Case Scenario	Medway	75 Shanklin Close Chatham	C3	H	5		TRICS	C3-H	C3-H_Suburban Area	110112	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
60	60_C3-H	MC190888	Completed	Reference Case Scenario	Medway	Stoke Road Business Centre Stoke Road Hoo	C3	H	150		TRICS	C3-H	C3-H_Neighbourhood Centre	110011	0.14	0.30	0.44	20.85	44.40	65.25	0.27	0.14	0.41	40.65	21.15	61.80
61	61_C3-H	MC191736	Completed	Reference Case Scenario	Medway	White House Farm Stoke Road Hoo	C3	H	22		TRICS	C3-H	C3-H_Neighbourhood Centre	110011	0.14	0.30	0.44	3.06	6.51	9.57	0.27	0.14	0.41	5.96	3.10	9.06
62	62_C3-H	MC174408	Completed	Reference Case Scenario	Medway	Walnut Tree Farm, North of Britannia Road H	C3	H	66		TRICS	C3-H	C3-H_Neighbourhood Centre	115002	0.14	0.30	0.44	9.17	19.54	28.71	0.27	0.14	0.41	17.89	9.31	27.19
63	63_C3-H	MC183299, MC1	Completed	Reference Case Scenario	Medway	346a High Street CHATHAM	C3	H	19		TRICS	C3-H	C3-H_Suburban Area	110063	0.12	0.39	0.51	2.22	7.49	9.71	0.37	0.19	0.56	7.05	3.55	10.60
64	64_C3-H	MC200330, MC2	Completed	Reference Case Scenario	Medway	52 - 54 Green Street GILLINGHAM	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	110049	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
65	65_C3-H	MC182961	Completed	Reference Case Scenario	Medway	West of Town Road Cliffe Woods	C3	H	94		TRICS	C3-H	C3-H_Neighbourhood Centre	110006	0.14	0.30	0.44	13.07	27.82	40.89	0.27	0.14	0.41	25.47	13.25	38.73
65	65_D1	MC182961	Completed	Reference Case Scenario	Medway	West of Town Road Cliffe Woods	D1	SQM		245	TRICS	D1	D1-EN_Mixed	110006	2.60	2.15	4.75	6.37	5.27	11.64	1.84	0.75	2.59	4.50	1.84	6.34
65	65_B1	MC182961	Completed	Reference Case Scenario	Medway	West of Town Road Cliffe Woods	B1	SQM		492	TRICS	B1	B1_Town Centre	110006	0.94	0.04	0.98	4.64	0.19	4.83	0.11	0.79	0.91	0.56	3.90	4.45
66	66_C3-H	MC180288	Completed	Reference Case Scenario	Medway	Allhallows Golf Course Avery Way Allhallows	C3	H	1		TA	C3-H	C3-H_Neighbourhood Centre	110001	0.04	0.04	0.08	0.04	0.04	0.08	0.09	0.06	0.15	0.09	0.06	0.15
67	67_C3-H	MC161505	Completed	Reference Case Scenario	Medway	224-228 Nelson Road Gillingham	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110065	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
68	68_C3-H	MC183168	Completed	Reference Case Scenario	Medway	143 Berengrave Lane Rainham	C3	H	9		TRICS	C3-H	C3-H_Suburban Area	110102	0.12	0.39	0.51	1.05	3.55	4.60	0.37	0.19	0.56	3.34	1.68	5.02
69	69_C3-H	MC183577	Completed	Reference Case Scenario	Medway	Seymour Road Rainham	C3	H	8		TRICS	C3-H	C3-H_Suburban Area	110134	0.12	0.39	0.51	0.94	3.15	4.09	0.37	0.19	0.56	2.97	1.50	4.46
70	70_C3-H	MC182553	Completed	Reference Case Scenario	Medway	White Road Community Centre White Road C	C3	H	20		TRICS	C3-H	C3-H_Suburban Area	110091	0.12	0.39	0.51	2.34	7.88	10.22	0.37	0.19	0.56	7.42	3.74	11.16
71	71_C3-H	MC190558	Completed	Reference Case Scenario	Medway	Gainsborough House Gravel Walk Rochester	C3	H	-8		TRICS	C3-H	C3-H_Suburban Area	110055	0.12	0.39	0.51	-0.94	-3.15	-4.09	0.37	0.19	0.56	-2.97	-1.50	-4.46
72	72_C3-H	MC191301	Completed	Reference Case Scenario	Medway	3 John Street ROCHESTER	C3	H	8		TRICS	C3-H	C3-H_Suburban Area	110055	0.12	0.39	0.51	0.94	3.15	4.09	0.37	0.19	0.56	2.97	1.50	4.46
73	73_C3-H	MC201800	Completed	Reference Case Scenario	Medway	Land off Lower Rainham Road (West of Static	C3	H	34		TA	C3-H	C3-H_Suburban Area	110102	0.14	0.38	0.52	4.76	12.82	17.58	0.34	0.16	0.50	11.63	5.51	17.14
74	74_C3-H	MC192540	Completed	Reference Case Scenario	Medway	Hawthorn Clinic Hawthorn Road Strood	C3	H	9		TRICS	C3-H	C3-H_Suburban Area	110041	0.12	0.39	0.51	1.05	3.55	4.60	0.37	0.19	0.56	3.34	1.68	5.02
75	75_C3-H	MC191770	Completed	Reference Case Scenario	Medway	1 Lyra Close Rainham	C3	H	6		TRICS	C3-H	C3-H_Suburban Area	110120	0.12	0.39	0.51	0.70	2.36	3.07	0.37	0.19	0.56	2.23	1.12	3.35
76	76_C3-H	MC213198	Completed	Reference Case Scenario	Medway	55 Marlborough Road Gillingham	C3	H	34		TRICS	C3-H	C3-H_Edge of Town Centre	110049	0.14	0.29	0.43	4.69	9.89	14.59	0.28	0.17	0.45	9.62	5.78	15.40
77	77_C3-H	MC193050	Completed	Reference Case Scenario	Medway	159-161 High Street CHATHAM	C3	H	9		TRICS	C3-H	C3-H_Suburban Area	115026	0.12	0.39	0.51	1.05	3.55	4.60	0.37	0.19	0.56	3.34	1.68	5.02
78	78_C3-H	MC193104	Completed	Reference Case Scenario	Medway	Lynsted Road Twydall	C3	H	5		TRICS	C3-H	C3-H_Suburban Area	110072	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
79	79_C3-H	MC182406	Completed	Reference Case Scenario	Medway	Car Park Whiffens Avenue Chatham	C3	H	8		TRICS	C3-H	C3-H_Suburban Area	115010	0.12	0.39	0.51	0.94	3.15	4.09	0.37	0.19	0.56	2.97	1.50	4.46
80	80_C3-H	MC193106	Completed	Reference Case Scenario	Medway	Land adjacent to Eastcourt Green Twydall	C3	H	14		TRICS	C3-H	C3-H_Suburban Area	110072	0.12	0.39	0.51	1.64	5.52	7.15	0.37	0.19	0.56	5.19	2.62	7.81
81	81_C3-H	MC193107	Completed	Reference Case Scenario	Medway	Site adjacent to Woodchurch Crescent Twyda	C3	H	9		TRICS	C3-H	C3-H_Suburban Area	110073	0.12	0.39	0.51	1.05	3.55	4.60	0.37	0.19	0.56	3.34	1.68	5.02
82	82_C3-H	MC193328	Completed	Reference Case Scenario	Medway	Hillcrest Ratcliffe Highway Hoo	C3	H	21		TRICS	C3-H	C3-H_Neighbourhood Centre	110010	0.14	0.30	0.44	2.92	6.22	9.14	0.27	0.14	0.41	5.69	2.96	8.65
83	83_C3-H	MC200817	Completed	Reference Case Scenario	Medway	11 Railway Street GILLINGHAM	C3	H	4		TRICS	C3-H	C3-H_Suburban Area	110046	0.12	0.39	0.51	0.47	1.58	2.04	0.37	0.19	0.56	1.48	0.75	2.23
84	84_C3-H	MC200846	Completed	Reference Case Scenario	Medway	Clarendon Drive Strood	C3	H	6		TRICS	C3-H	C3-H_Suburban Area	110018	0.12	0.39	0.51	0.70	2.36	3.07	0.37	0.19	0.56	2.23	1.12	3.35
85	85_C3-H	MC200827	Completed	Reference Case Scenario	Medway	26-36 Ivy Street Rainham	C3	H	5		TRICS	C3-H	C3-H_Suburban Area	110105	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
86	86_C3-H	MC211551	Completed	Reference Case Scenario	Medway	107 Station Road Rainham	C3	H	5		TRICS	C3-H	C3-H_Suburban Area	110105	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
86	86_B1	MC211551	Completed	Reference Case Scenario	Medway	107 Station Road Rainham	B1	SQM		-251	TRICS	B1	B1_Town Centre	110105	0.94	0.04	0.98	-2.37	-0.10	-2.46	0.11	0.79	0.91	-0.28	-1.99	-2.27
87	87_C3-H	MC192532	Completed	Reference Case Scenario	Medway	Land at The Maltings Rainham	C3	H	27		TRICS	C3-H	C3-H_Suburban Area	110134	0.12	0.39	0.51	3.16	10.64	13.80	0.37	0.19	0.56	10.02	5.05	15.07
88	88_C3-H	MC200901	Completed	Reference Case Scenario	Medway	180 High Street CHATHAM	C3	H	5		TRICS	C3-H	C3-H_Suburban Area	115026	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
88	88_A1	MC200901	Completed	Reference Case Scenario	Medway	180 High Street Chatham	A1	SQM		-150	TRICS	A1	A1_Town Centre	115026	0.19	0.19	0.39	-0.29	-0.29	-0.58	1.35	1.35	2.71	-2.03	-2.03	-4.06
89	89_C3-F	MC192709	Completed	Reference Case Scenario	Medway	New Road Rochester	C3	F	86		TA	C3-F	C3-F_Town Centre	115011	0.06	0.20	0.26	5.16	17.29	22.45	0.18	0.10	0.27	15.39	8.17	23.56
90	90_C3-H	MC212253	Completed	Reference Case Scenario	Medway	Quayside Chatham	C3	H	45		TRICS	C3-H	C3-H_Suburban Area	115005	0.12	0.39	0.51	5.27	17.73	23.00	0.37	0.19	0.56	16.70	8.42	25.11

Development Information							Demand Inputs			Network Inputs				AM Peak (08:00 -09:00)						PM Peak (17:00 -18:00)					
									All Developments					Trip Rate			Trip Generation			Trip Rate			Trip Generation		
Site_ID	Unique_ID	Reference (Plann	Completions/	Scenario	District	Development Name	Land Use	Unit	HH, Dwellings	Employment, floorspace	Trip Gen Source	Land Use TRICS/TA	TRICS Location	Model Zone	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way
119	119_C3-H	SMC1907	Completed	Reference Case Scenario	Medway	133 Luton Road Luton	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110085	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
120	120_C3-H	SMC1930	Completed	Reference Case Scenario	Medway	178 Darnley Road Strood	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	110041	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
121	121_C3-H	SMC1933	Completed	Reference Case Scenario	Medway	62 Rochester Road Halling	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110118	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
122	122_C3-H	SMC1964	Completed	Reference Case Scenario	Medway	371-375 Maidstone Road Rainham	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	110153	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
123	123_C3-H	SMC1968	Completed	Reference Case Scenario	Medway	75 London Road Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110120	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
124	124_C3-H	SMC1977	Completed	Reference Case Scenario	Medway	50 Roberts Road Rainham	C3	H	1		TRICS	C3-H	C3-H_Edge of Town Centre	110120	0.14	0.29	0.43	0.14	0.29	0.43	0.28	0.17	0.45	0.28	0.17	0.45
125	125_C3-H	SMC1984	Completed	Reference Case Scenario	Medway	28 Cunningham Crescent Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110113	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
126	126_C3-H	SMC1992	Completed	Reference Case Scenario	Medway	5 Upper Luton Road Luton	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110082	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
127	127_C3-H	SMC2002	Completed	Reference Case Scenario	Medway	90 Chestnut Avenue Walderslade	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110155	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
128	128_C3-H	SMC2007	Completed	Reference Case Scenario	Medway	The Chapel Beresford Road Gillingham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110065	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
129	129_C3-H	SMC2009	Completed	Reference Case Scenario	Medway	34 High Street GILLINGHAM	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110046	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
130	130_C3-H	SMC2020	Completed	Reference Case Scenario	Medway	39 Chalk Pit Hill Chatham	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110059	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
131	131_C3-H	SMC2022	Completed	Reference Case Scenario	Medway	75 High Street CHATHAM	C3	H	5		TRICS	C3-H	C3-H_Suburban Area	115010	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
132	132_C3-H	SMC2032	Completed	Reference Case Scenario	Medway	2 Love Lane Rochester	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
133	133_C3-H	SMC2037	Completed	Reference Case Scenario	Medway	Post Office Main Road Hoo	C3	H	2		TRICS	C3-H	C3-H_Neighbourhood Centre	110012	0.14	0.30	0.44	0.28	0.59	0.87	0.27	0.14	0.41	0.54	0.28	0.82
134	134_C3-H	SMC2038	Completed	Reference Case Scenario	Medway	Buckhole Farm House Cooling Road High Halst	C3	H	2		TRICS	C3-H	C3-H_Neighbourhood Centre	115002	0.14	0.30	0.44	0.28	0.59	0.87	0.27	0.14	0.41	0.54	0.28	0.82
135	135_C3-H	SMC2068	Completed	Reference Case Scenario	Medway	Childs Farm Main Road Cooling Road Cooling	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	115003	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
136	136_C3-H	SMC2074	Completed	Reference Case Scenario	Medway	Wharf Farm Wharf Lane Cliffe	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110008	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
137	137_C3-H	SMC2076	Completed	Reference Case Scenario	Medway	54 Sidney Road Borstal	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110101	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
138	138_C3-H	SMC2098	Completed	Reference Case Scenario	Medway	17 Cherbourg Crescent Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110114	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
139	139_C3-H	SMC2130	Completed	Reference Case Scenario	Medway	14 Wharf Lane Cliffe	C3	H	2		TRICS	C3-H	C3-H_Neighbourhood Centre	110008	0.14	0.30	0.44	0.28	0.59	0.87	0.27	0.14	0.41	0.54	0.28	0.82
140	140_C3-H	SMC2139	Completed	Reference Case Scenario	Medway	245 Napier Road Gillingham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110079	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
141	141_C3-H	SMC2152	Completed	Reference Case Scenario	Medway	23 Chapel Road Grain	C3	H	4		TRICS	C3-H	C3-H_Neighbourhood Centre	110002	0.14	0.30	0.44	0.56	1.18	1.74	0.27	0.14	0.41	1.08	0.56	1.65
142	142_C3-H	SMC2153	Completed	Reference Case Scenario	Medway	174 Princes Avenue Walderslade	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110143	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
143	143_C3-H	SMC2159	Completed	Reference Case Scenario	Medway	2 Dargets Road Walderslade	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110156	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
144	144_C3-H	SMC2161	Completed	Reference Case Scenario	Medway	2-4 Wigmore Road Wigmore	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110124	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
145	145_C3-H	SMC2168	Completed	Reference Case Scenario	Medway	305 Lordswood Lane Lordswood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110128	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
146	146_C3-H	SMC2184	Completed	Reference Case Scenario	Medway	68 Hawbeck Road Parkwood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110152	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
147	147_C3-H	SMC2186	Completed	Reference Case Scenario	Medway	8 Warren Wood Road Rochester	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110107	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
148	148_C3-H	SMC2202	Completed	Reference Case Scenario	Medway	63 Layfield Road GILLINGHAM	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	115009	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
149	149_C3-H	SMC2206	Completed	Reference Case Scenario	Medway	9 Military Road CHATHAM	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	115010	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
150	150_C3-H	SMC2209	Completed	Reference Case Scenario	Medway	98 Windmill Road Gillingham	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	110067	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
151	151_C3-H	SMC2212	Completed	Reference Case Scenario	Medway	98 Frindsbury Road Frindsbury	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110021	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
152	152_C3-H	SMC2216	Completed	Reference Case Scenario	Medway	149 New Road CHATHAM	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	115026	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
153	153_C3-H	SMC2218	Completed	Reference Case Scenario	Medway	33 Station Road Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110105	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
154	154_C3-H	SMC2222	Completed	Reference Case Scenario	Medway	2 Star Hill Rochester	C3	H	4		TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39	0.51	0.47	1.58	2.04	0.37	0.19	0.56	1.48	0.75	2.23
155	155_C3-H	SMC2223	Completed	Reference Case Scenario	Medway	91-93 Bryant Road Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110025	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
156	156_C3-H	SMC2224	Completed	Reference Case Scenario	Medway	1 Parsonage Cottages The Street Stoke	C3	H	2		TRICS	C3-H	C3-H_Neighbourhood Centre	115022	0.14	0.30	0.44	0.28	0.59	0.87	0.27	0.14	0.41	0.54	0.28	0.82
157	157_C3-H	SMC2229	Completed	Reference Case Scenario	Medway	4 Parr Avenue Gillingham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110038	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
158	158_C3-H	SMC2231	Completed	Reference Case Scenario	Medway	11 Glebe Road Gillingham	C3	H	4		TRICS	C3-H	C3-H_Suburban Area	110081	0.12	0.39	0.51	0.47	1.58	2.04	0.37	0.19	0.56	1.48	0.75	2.23
159	159_C3-H	SMC2233	Completed	Reference Case Scenario	Medway	Stout Farm Clinch Street High Halstow	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	115002	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
160	160_C3-H	SMC2236	Completed	Reference Case Scenario	Medway	506 Lower Rainham Road Rainham	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	115020	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
161	161_C3-H	SMC2237	Completed	Reference Case Scenario	Medway	118 Maidstone Road, fronting King Edward Ro	C3	H	4		TRICS	C3-H	C3-H_Suburban Area	110088	0.12	0.39	0.51	0.47	1.58	2.04	0.37	0.19	0.56	1.48	0.75	2.23
162	162_C3-H	SMC2246	Completed	Reference Case Scenario	Medway	Garage Block Thatchers Lane Cliffe	C3	H	2		TRICS	C3-H	C3-H_Neighbourhood Centre	110008	0.14	0.30	0.44	0.28	0.59	0.87	0.27	0.14	0.41	0.54	0.28	0.82
163	163_C3-H	SMC2253	Completed	Reference Case Scenario	Medway	12 Bootham Close Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110045	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
164	164_C3-H	SMC2260	Completed	Reference Case Scenario	Medway	2 Central Road Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110020	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
165	165_C3-H	SMC2263	Completed	Reference Case Scenario	Medway	Halling Baptist Church Vicarage Road Halling	C3	H	2		TRICS	C3-H	C3-H_Neighbourhood Centre	110119	0.14	0.30	0.44	0.28	0.59	0.87	0.27	0.14	0.41	0.54	0.28	0.82
166	166_C3-H	SMC2270	Completed	Reference Case Scenario	Medway	380 High Street CHATHAM	C3	H	4		TRICS	C3-H	C3-H_Suburban Area	110063	0.12	0.39	0.51	0.47	1.58	2.04	0.37	0.19	0.56	1.48	0.75	2.23
167	167_C3-H	SMC2273	Completed	Reference Case Scenario	Medway	212-214 Maidstone Road ROCHESTER	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110100	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
168	168_C3-H	SMC2276	Completed	Reference Case Scenario	Medway	53 Cooling Road Strood	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	110016	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
169	169_C3-H	SMC2277	Completed	Reference Case Scenario	Medway	231 Beechings Way GILLINGHAM	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110076	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
170	170_C3-H	SMC2286	Completed	Reference Case Scenario	Medway	188 Wayfield Road Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110115	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
171	171_C3-H	SMC2287	Completed	Reference Case Scenario	Medway	11 Wedgewood Drive Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110115	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
172	172_C3-H	SMC2296	Completed	Reference Case Scenario	Medway	Barn off Mierscourt Road Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110134	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
173	173_C3-H	SMC2299	Completed	Reference Case Scenario	Medway	5 Shirley Avenue CHATHAM	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110138	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
174	174_C3-H	SMC2307	Completed	Reference Case Scenario	Medway	2 View Road Cliffe Woods	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110006	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
175	175_C3-H	SMC2308	Completed	Reference Case Scenario	Medway	56-60 Town Road Cliffe Woods	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110006	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
176	176_C3-H	SMC2309	Completed	Reference Case Scenario	Medway	Old George Court Main Road Chattenden	C3	H	3		TRICS	C3-H	C3-H_Neighbourhood Centre	115018	0.14	0.30	0.44	0.42	0.89	1.31	0.27	0.14	0.41	0.81	0.42	1.24
177	177_C3-H	SMC2310	Completed	Reference Case Scenario	Medway	171 Church Street Cliffe	C3	H	3		TRICS	C3-H	C3-H_Neighbourhood Centre	110008	0.14	0.30	0.44	0.42	0.89	1.31	0.27	0.14	0.41	0.81	0.42	1.24
178	178_C3-H	SMC2311	Completed	Reference Case Scenario	Medway	2 Hale Road Cliffe Woods	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110006	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
179	179_C3-H	SMC2315	Completed	Reference Case Scenario	Medway	104A, B, C Poplar Road Strood	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110044	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
180	180_C3-H	SMC2316	Completed	Reference Case Scenario	Medway	1 Squires Close Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110030	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
181	181_C3-H	SMC2318	Completed	Reference Case Scenario	Medway	298 Darnley Road Strood	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110041	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
182	182_C3-H	SMC2321	Completed	Reference Case Scenario	Medway	70 Toronto Road GILLINGHAM	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110051	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
183	183_C3-H	SMC2324	Completed	Reference Case Scenario	Medway	86-88 High Street Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	115010	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
184	184_C3-H	SMC2326	Completed	Reference Case Scenario	Medway	134 Delce Road ROCHESTER	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110071	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
185	185_C3-H	SMC2328	Completed	Reference Case Scenario	Medway	Court Lodge Farm The Street Stoke	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	115022	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
186	186_C3-H	SMC2332	Completed	Reference Case Scenario	Medway	122 Valley View Road Rochester	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110101	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
187	187_C3-H	SMC2334	Completed	Reference Case Scenario	Medway	2 Connaught Road Luton	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110082	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
188	188_C3-H	SMC2337	Completed	Reference Case Scenario	Medway	Cookham Farm Hill Road Borstal	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110101	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
189	189_C3-H	SMC2339	Completed	Reference Case Scenario	Medway	193 Princes Avenue Walderslade	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110143	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
190	190_C3-H	SMC2340	Completed	Reference Case Scenario	Medway	117 Darnley Road Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110031	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
191	191_C3-H	SMC2343	Completed	Reference Case Scenario	Medway	112 Lower Rainham Road Rainham	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	115008	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
192	192_C3-H	SMC2346	Completed	Reference Case Scenario	Medway	25 Rochester Road Cuxton	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110118	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
193	193_C3-H	SMC2351	Completed	Reference Case Scenario	Medway	142 and 142a Napier Road Gillingham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110065	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
194	194_C3-H	SMC2353	Completed	Reference Case Scenario	Medway	92 Woodside Wigmore	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110124	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
195	195_C3-H	SMC2354	Completed	Reference Case Scenario	Medway	35 Rainham Road CHATHAM	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110067	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
196	196_C3-H	SMC2355	Completed	Reference Case Scenario	Medway	90 Cecil Road ROCHESTER	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110071	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
197	197_C3-H	SMC2356	Completed	Reference Case Scenario	Medway	309 High Street Rainham	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	110106	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
198	198_C3-H	SMC2357	Completed	Reference Case Scenario	Medway	316 Canterbury Street GILLINGHAM	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110065	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
199	199_C3-H	SMC2359	Completed	Reference Case Scenario	Medway	49 Wainscott Road Wainscott	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	110014	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
200	200_C3-H	SMC2364	Completed	Reference Case Scenario	Medway	8 Church Street Hoo	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110004	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
201	201_C3-H	SMC2366	Completed	Reference Case Scenario	Medway	42 High Street ROCHESTER	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
202	202_C3-H	SMC2367	Completed	Reference Case Scenario	Medway	77 High Street GILLINGHAM	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	110049	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
203	203_C3-H	SMC2369	Completed	Reference Case Scenario	Medway	48 High Street Strood	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	110024	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
204	204_C3-H	SMC2372	Completed	Reference Case Scenario	Medway	45 & 45B Park Avenue Gillingham	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110079	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
205	205_C3-H	SMC2374	Completed	Reference Case Scenario	Medway	116 Maidstone Road Chatham	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110088	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
206	206_C3-H	SMC2381	Completed	Reference Case Scenario	Medway	9 Gordon Road Gillingham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110051	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
207	207_C3-H	SMC2384	Completed	Reference Case Scenario	Medway	185 Frindsbury Road Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110022	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
208	208_C3-H	SMC2385	Completed	Reference Case Scenario	Medway	227 Cliffe Road Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110018	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
209	209_C3-H	SMC2387	Completed	Reference Case Scenario	Medway	37 Pepys Way Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110020	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
210	210_C3-H	SMC2388	Completed	Reference Case Scenario	Medway	4 Everest Lane Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110021	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
211	211_C3-H	SMC2389	Completed	Reference Case Scenario	Medway	1 Victoria Road Walderslade	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110158	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
212	212_C3-H	SMC2390	Completed	Reference Case Scenario	Medway	5 & 11 Tennyson Avenue Cliffe Woods	C3	H	2		TRICS	C3-H	C3-H_Neighbourhood Centre	110006	0.14	0.30	0.44	0.28	0.59	0.87	0.27	0.14	0.41	0.54	0.28	0.82
213	213_C3-H	SMC2392	Completed	Reference Case Scenario	Medway	44 Station Road Cliffe	C

Development Information							Demand Inputs			Network Inputs					AM Peak (08:00 -09:00)							PM Peak (17:00 -18:00)					
									All Developments						Trip Rate			Trip Generation				Trip Rate			Trip Generation		
Site_ID	Unique_ID	Reference (Plann	Completions/	Scenario	District	Development Name	Land Use	Unit	HH, Dwellings	Employment, floorspace	Trip Gen Source	Land Use TRICS/TA	TRICS Location	Model Zone	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way
243	243_C3-H	SMC2473	Completed	Reference Case Scenario	Medway	44 Gillingham Road GILLINGHAM	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110064	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
244	244_C3-H	SMC2474	Completed	Reference Case Scenario	Medway	231 Canterbury Street GILLINGHAM	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110064	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
245	245_C3-H	SMC2476	Completed	Reference Case Scenario	Medway	235 Canterbury Street GILLINGHAM	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110064	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
246	246_C3-H	SMC2479	Completed	Reference Case Scenario	Medway	18 & 20 Alamein Avenue Chatham	C3	H	4		TRICS	C3-H	C3-H_Suburban Area	110114	0.12	0.39	0.51	0.47	1.58	2.04	0.37	0.19	0.56	1.48	0.75	2.23
247	247_C3-H	SMC2484	Completed	Reference Case Scenario	Medway	303 Beacon Road Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110084	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
248	248_C3-H	SMC2485	Completed	Reference Case Scenario	Medway	168 High Street CHATHAM	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	115026	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
249	249_C3-H	SMC2495	Completed	Reference Case Scenario	Medway	12 Railway Street CHATHAM	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	115026	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
250	250_C3-H	SMC2498	Completed	Reference Case Scenario	Medway	376 High Street ROCHESTER	C3	H	4		TRICS	C3-H	C3-H_Suburban Area	115011	0.12	0.39	0.51	0.47	1.58	2.04	0.37	0.19	0.56	1.48	0.75	2.23
251	251_C3-H	SMC2500	Completed	Reference Case Scenario	Medway	54 Delce Road ROCHESTER	C3	H	1		TRICS	C3-H	C3-H_Edge of Town Centre	110071	0.14	0.29	0.43	0.14	0.29	0.43	0.28	0.17	0.45	0.28	0.17	0.45
252	252_C3-H	SMC2503	Completed	Reference Case Scenario	Medway	64 Copperfield Road Rochester	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110070	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
253	253_C3-H	SMC2504	Completed	Reference Case Scenario	Medway	45 May Road Rochester	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110071	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
254	254_C3-H	SMC2505	Completed	Reference Case Scenario	Medway	Anne Figg Court Weatherly Close Rochester	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110055	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
255	255_C3-H	SMC2506	Completed	Reference Case Scenario	Medway	32 Carpenters Close Rochester	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	110109	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
256	256_C3-H	SMC2509	Completed	Reference Case Scenario	Medway	74 Leander Road ROCHESTER	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110108	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
257	257_C3-H	SMC2511	Completed	Reference Case Scenario	Medway	23 Salisbury Avenue Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110120	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
258	258_C3-H	SMC2513	Completed	Reference Case Scenario	Medway	76 Ivy Street Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110105	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
259	259_C3-H	SMC2515	Completed	Reference Case Scenario	Medway	2 Love Lane Rochester	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
260	260_C3-H	SMC2521	Completed	Reference Case Scenario	Medway	58-60 Parkwood Green Shopping Centre Park	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110153	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
261	261_C3-H	SMC2527	Completed	Reference Case Scenario	Medway	The Cricketers Sturdee Avenue GILLINGHAM	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110053	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
262	262_C3-H	SMC2530	Completed	Reference Case Scenario	Medway	12 Cooling Road Cliffe	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110005	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
263	263_C3-H	SMC2536	Completed	Reference Case Scenario	Medway	13 Livingstone Circus GILLINGHAM	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110053	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
264	264_C3-H	SMC2538	Completed	Reference Case Scenario	Medway	10 Watling Street Gillingham	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110079	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
265	265_C3-H	SMC2544	Completed	Reference Case Scenario	Medway	61 Rochester Road Halling	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110118	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
266	266_C3-H	SMC2545	Completed	Reference Case Scenario	Medway	30 Milton Avenue Cliffe Woods	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110007	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
267	267_C3-H	SMC2548	Completed	Reference Case Scenario	Medway	311A High Street Chatham	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110063	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
268	268_C3-H	SMC2550	Completed	Reference Case Scenario	Medway	11 London Road Strood	C3	H	-1		TRICS	C3-H	C3-H_Edge of Town Centre	115001	0.14	0.29	0.43	-0.14	-0.29	-0.43	0.28	0.17	0.45	-0.28	-0.17	-0.45
269	269_C3-H	SMC2554	Completed	Reference Case Scenario	Medway	77 Main Road Hoo	C3	H	4		TRICS	C3-H	C3-H_Neighbourhood Centre	110012	0.14	0.30	0.44	0.56	1.18	1.74	0.27	0.14	0.41	1.08	0.56	1.65
270	270_C3-H	SMC2555	Completed	Reference Case Scenario	Medway	120 Maidstoone Road Chatham	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110088	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
271	271_C3-H	SMC2558	Completed	Reference Case Scenario	Medway	52 Cleave Road Gillingham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110079	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
272	272_C3-H	SMC2559	Completed	Reference Case Scenario	Medway	102 High Street CHATHAM	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	115026	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
273	273_C3-H	SMC2561	Completed	Reference Case Scenario	Medway	23 New Road ROCHESTER	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	115011	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
274	274_C3-H	SMC2564	Completed	Reference Case Scenario	Medway	52 Delce Road ROCHESTER	C3	H	2		TRICS	C3-H	C3-H_Edge of Town Centre	110071	0.14	0.29	0.43	0.28	0.58	0.86	0.28	0.17	0.45	0.57	0.34	0.91
275	275_C3-H	SMC2567	Completed	Reference Case Scenario	Medway	367 Maidstone Road Wigmore	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110153	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
276	276_C3-H	SMC2570	Completed	Reference Case Scenario	Medway	105 Station Road Rainham	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110105	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
277	277_C3-H	SMC2572	Completed	Reference Case Scenario	Medway	44 Sturla Road Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110061	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
278	278_C3-H	SMC2576	Completed	Reference Case Scenario	Medway	Rochester Road Halling	C3	H	2		TRICS	C3-H	C3-H_Neighbourhood Centre	110118	0.14	0.30	0.44	0.28	0.59	0.87	0.27	0.14	0.41	0.54	0.28	0.82
279	279_C3-H	SMC2577	Completed	Reference Case Scenario	Medway	14 Stanford Way Cuxton	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110118	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
280	280_C3-H	SMC2581	Completed	Reference Case Scenario	Medway	46 Sturla Road Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110061	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
281	281_C3-H	SMC2586	Completed	Reference Case Scenario	Medway	10 Nashenden Lane Borstal	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110099	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
282	282_C3-H	SMC2587	Completed	Reference Case Scenario	Medway	260 - 262 Darnley Road Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110041	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
283	283_C3-H	SMC2593	Completed	Reference Case Scenario	Medway	68 Rolvenden Road Wainscott	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	115024	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
284	284_C3-H	SMC2595	Completed	Reference Case Scenario	Medway	98-100 High Street GILLINGHAM	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110046	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
285	285_C3-H	SMC2601	Completed	Reference Case Scenario	Medway	89 Grange Road Gillingham	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110040	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
286	286_C3-H	SMC2602	Completed	Reference Case Scenario	Medway	5 Portland Road Gillingham	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110040	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
287	287_C3-H	SMC2604	Completed	Reference Case Scenario	Medway	62 High Street GILLINGHAM	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110046	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
288	288_C3-H	SMC2607	Completed	Reference Case Scenario	Medway	60 Cranmere Court Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110022	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
289	289_C3-H	SMC2611	Completed	Reference Case Scenario	Medway	2 Borough Road Gillingham	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110065	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
290	290_C3-H	SMC2615	Completed	Reference Case Scenario	Medway	87 Rock Avenue Gillingham	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110066	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
291	291_C3-H	SMC2618	Completed	Reference Case Scenario	Medway	10 Franklin Road GILLINGHAM	C3	H	2		TRICS	C3-H	C3-H_Edge of Town Centre	110047	0.14	0.29	0.43	0.28	0.58	0.86	0.28	0.17	0.45	0.57	0.34	0.91
292	292_C3-H	SMC2620	Completed	Reference Case Scenario	Medway	11 Honeysuckle Close Hempstead	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110146	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
293	293_C3-H	SMC2623	Completed	Reference Case Scenario	Medway	2E Luton Road Luton	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110085	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
294	294_C3-H	SMC2631	Completed	Reference Case Scenario	Medway	The Court Yard Holding Street Rainham	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	110104	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
295	295_C3-H	SMC2633	Completed	Reference Case Scenario	Medway	255 High Street Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110106	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
296	296_C3-H	SMC2634	Completed	Reference Case Scenario	Medway	377 Maidstone Road Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110153	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
297	297_C3-H	SMC2636	Completed	Reference Case Scenario	Medway	90 Featherby Road Twydall	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110074	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
298	298_C3-H	SMC2640	Completed	Reference Case Scenario	Medway	157 Barnsole Road GILLINGHAM	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110054	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
299	299_C3-H	SMC2644	Completed	Reference Case Scenario	Medway	10-12 Victoria Street ROCHESTER	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
300	300_C3-H	SMC2646	Completed	Reference Case Scenario	Medway	172 High Street ROCHESTER	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
301	301_C3-H	SMC2648	Completed	Reference Case Scenario	Medway	13 Church Street CHATHAM	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	115026	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
302	302_C3-H	SMC2652	Completed	Reference Case Scenario	Medway	36 New Road Chatham	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	110060	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
303	303_C3-H	SMC2654	Completed	Reference Case Scenario	Medway	opposite St James's Church Main Road Coolin	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	115003	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
304	304_C3-H	SMC2655	Completed	Reference Case Scenario	Medway	304-306 St Margarets Banks Rochester	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	115011	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
305	305_C3-H	SMC2657	Completed	Reference Case Scenario	Medway	321 High Street Rochester	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	115011	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
306	306_C3-H	SMC2660	Completed	Reference Case Scenario	Medway	50 Delce Road Rochester	C3	H	2		TRICS	C3-H	C3-H_Edge of Town Centre	110071	0.14	0.29	0.43	0.28	0.58	0.86	0.28	0.17	0.45	0.57	0.34	0.91
307	307_C3-H	SMC2661	Completed	Reference Case Scenario	Medway	14 Duncan Road GILLINGHAM	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110047	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
308	308_C3-H	SMC2666	Completed	Reference Case Scenario	Medway	235 Frindsbury Hill Wainscott	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	115024	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
309	309_C3-H	SMC2671	Completed	Reference Case Scenario	Medway	Manor Farm Marsh Road Halling	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110118	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
310	310_C3-H	SMC2672	Completed	Reference Case Scenario	Medway	36 Clandon Road Lordswood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110160	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
311	311_C3-H	SMC2674	Completed	Reference Case Scenario	Medway	75 Rochester Road Halling	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110118	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
312	312_C3-H	SMC2682	Completed	Reference Case Scenario	Medway	Land north of Grain Road Grain	C3	H	2		TRICS	C3-H	C3-H_Neighbourhood Centre	110002	0.14	0.30	0.44	0.28	0.59	0.87	0.27	0.14	0.41	0.54	0.28	0.82
313	313_C3-H	SMC2689	Completed	Reference Case Scenario	Medway	Hazelbank 189 Princes Avenue Walderslade	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110143	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
314	314_C3-H	SMC2694	Completed	Reference Case Scenario	Medway	2-6 Victoria Street Rochester	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
315	315_C3-H	SMC2696	Completed	Reference Case Scenario	Medway	102 High Street Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	115026	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
316	316_C3-H	SMC2698	Completed	Reference Case Scenario	Medway	9 Aspen Way Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110155	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
317	317_C3-H	SMC2704	Completed	Reference Case Scenario	Medway	40 New Road CHATHAM	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110060	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
318	318_C3-H	SMC2708	Completed	Reference Case Scenario	Medway	49 Sturla Road Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110061	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
319	319_C3-H	SMC2716	Completed	Reference Case Scenario	Medway	4 Elm Tree Cottages Chattenden Lane Chatte	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	115018	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
320	320_C3-H	SMC2720	Completed	Reference Case Scenario	Medway	92 Canterbury Street GILLINGHAM	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110049	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
321	321_C3-H	SMC2723	Completed	Reference Case Scenario	Medway	78 Rock Avenue Gillingham	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110066	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
322	322_C3-H	SMC2725	Completed	Reference Case Scenario	Medway	133-135 High Street GILLINGHAM	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110049	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
323	323_C3-H	SMC2730	Completed	Reference Case Scenario	Medway	90 Thorold Road Luton	C3	H	-1		TRICS	C3-H	C3-H_Edge of Town Centre	110085	0.14	0.29	0.43	-0.14	-0.29	-0.43	0.28	0.17	0.45	-0.28	-0.17	-0.45
324	324_C3-H	SMC2731	Completed	Reference Case Scenario	Medway	265 Luton Road Luton	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110083	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
325	325_C3-H	SMC2733	Completed	Reference Case Scenario	Medway	110 Chatham Hill Luton	C3	H	4		TRICS	C3-H	C3-H_Suburban Area	110085	0.12	0.39	0.51	0.47	1.58	2.04	0.37	0.19	0.56	1.48	0.75	2.23
326	326_C3-H	SMC2737	Completed	Reference Case Scenario	Medway	The Paddock Sharnal Street High Halstow	C3	H	2		TRICS	C3-H	C3-H_Neighbourhood Centre	115002	0.14	0.30	0.44	0.28	0.59	0.87	0.27	0.14	0.41	0.54	0.28	0.82
327	327_C3-H	SMC2740	Completed	Reference Case Scenario	Medway	89 Hollywood Lane Wainscott	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110016	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
328	328_C3-H	SMC2746	Completed	Reference Case Scenario	Medway	33 Culpepper Close Parkwood	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110151	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
329	329_C3-H	SMC2755	Completed	Reference Case Scenario	Medway	19 Paget Street Gillingham	C3	H	3		TRICS	C3-H	C3-H_Edge of Town Centre	110049	0.14	0.29	0.43	0.41	0.87	1.29	0.28	0.17	0.45	0.85	0.51	1.36
330	330_C3-H	SMC2758	Completed	Reference Case Scenario	Medway	5 Castle View Strood	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110025	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
331	331_C3-H	SMC2771	Completed	Reference Case Scenario	Medway	1 Ross Street Rochester	C3	H	1		TRICS	C3-H	C3-H_Edge of Town Centre	110055	0.14	0.29	0.43	0.14	0.29	0.43	0.28	0.17	0.45	0.28	0.17	0.45
332	332_C3-H	SMC2787	Completed	Reference Case Scenario	Medway	204 Maidstone Road Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110089	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
333	333_C3-H	SMC2793	Completed	Reference Case Scenario	Medway	28 St Georges Road Gillingham	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110035	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
334	334_C3-H	SMC2795	Completed	Reference Case Scenario	Medway	38 Glamford Road Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110045	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
335	335_C3-H	SMC2797	Completed	Reference Case Scenario	Medway	44 Speedwell Avenue Walderslade	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110157	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
336	336_C3-H	SMC2802	Completed	Reference Case Scenario	Medway	224 Nelson Road Gillingham	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110065	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
337	337_C3-H	SMC2803	Completed	Reference Case Scenario	Medway	29 Balmoral Road GILLINGHAM	C3	H	2		TRICS	C3-H

Development Information							Demand Inputs			Network Inputs				AM Peak (08:00 -09:00)						PM Peak (17:00 -18:00)					
									All Developments					Trip Rate			Trip Generation			Trip Rate			Trip Generation		
Site_ID	Unique_ID	Reference (Plann	Completions/	Scenario	District	Development Name	Land Use	Unit	HH, Dwellings	Employment, floorspace	Trip Gen Source	Land Use TRICS/TA	TRICS Location	Model Zone	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way
525	525_A4	MC211614	Completed	Reference Case Scenario	Medway	9 High Street Strood	A4	SQM		-151	TRICS	A4	A3_Town Centre	115001	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	-2.27	-0.52	-2.79
528	528_A1	MC220956	Completed	Reference Case Scenario	Medway	144 High Street Roch	A1	SQM		-65	TRICS	A1	A1_Town Centre	110057	0.19	0.19	0.39	-0.13	-0.13	-0.25	1.35	1.35	2.71	-0.88	-0.88	-1.76
547	547_B8	MC210446	Completed	Reference Case Scenario	Medway	67 Ordnance Street Chatham	B8	SQM		-47	TRICS	B8	B8_Edge of Town Centre	110060	1.19	0.13	1.33	-0.56	-0.06	-0.62	0.00	1.19	1.19	0.00	-0.56	-0.56
549	549_SG	MC210164	Completed	Reference Case Scenario	Medway	178 High Street Chatham	SG	SQM		-155	TRICS	SG	SG_Town Centre	115026	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
552	552_B1	MC203226	Completed	Reference Case Scenario	Medway	19 Railway Street Chatham	B1	SQM		-128	TRICS	B1	B1_Town Centre	115026	0.94	0.04	0.98	-1.21	-0.05	-1.26	0.11	0.79	0.91	-0.14	-1.01	-1.16
553	553_C2-Beds	MC213595	Completed	Reference Case Scenario	Medway	89 Rock Avenue	C2	Beds		-7	TRICS	C2-Beds	C2-Mixed	110064	0.08	0.05	0.13	-0.57	-0.37	-0.94	0.04	0.09	0.13	-0.29	-0.60	-0.89
554	554_A1	MC213130	Completed	Reference Case Scenario	Medway	12 Railway Street	A1	SQM		-89	TRICS	A1	A1_Town Centre	115026	0.19	0.19	0.39	-0.17	-0.17	-0.34	1.35	1.35	2.71	-1.21	-1.21	-2.41
585	585_A4	MC220803	Completed	Reference Case Scenario	Medway	53 Capstone Road Lordswood	A4	SQM		-197	TRICS	A4	A3_Suburban Area	110084	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	-2.64	-1.01	-3.65
658	658_B1	MC192226	Completed	Reference Case Scenario	Medway	Titus Barn Meresborough Lane Gill	B1	SQM		-291	TRICS	B1	B1_Edge of Town	110134	2.17	0.15	2.32	-6.31	-0.44	-6.75	0.10	2.12	2.22	-0.29	-6.18	-6.47
669	669_B8	MC200269	Completed	Reference Case Scenario	Medway	15 Coulman Street Gillingham	B8	SQM		-52	TRICS	B8	B8_Suburban Area	110053	0.05	0.04	0.09	-0.03	-0.02	-0.05	0.07	0.04	0.11	-0.04	-0.02	-0.06
674	674_B8	MC212570	Completed	Reference Case Scenario	Medway	48 Cambridge Road Strood	B8	SQM		-58	TRICS	B8	B8_Suburban Area	110023	0.05	0.04	0.09	-0.03	-0.02	-0.05	0.07	0.04	0.11	-0.04	-0.02	-0.07
681	681_A2	MC090291	Completed	Reference Case Scenario	Medway	351 High Street Rochester	A2	SQM		158	TRICS	A2	A1_Town Centre	115011	0.19	0.19	0.39	0.30	0.30	0.61	1.35	1.35	2.71	2.14	2.14	4.28
682	682_A1	MC160600	Completed	Reference Case Scenario	Medway	Temple Waterfront	A1	SQM		202	TRICS	A1	A1_Suburban Area	110044	8.28	7.39	15.67	16.72	14.93	31.65	13.39	13.96	27.35	27.05	28.20	55.26
682	682_A3	MC160600	Completed	Reference Case Scenario	Medway	Temple Waterfront	A3	SQM		202	TRICS	A3	A3_Suburban Area	110044	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	2.71	1.04	3.75
682	682_A4	MC160600	Completed	Reference Case Scenario	Medway	Temple Waterfront	A4	SQM		202	TRICS	A4	A3_Suburban Area	110044	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	2.71	1.04	3.75
682	682_B1	MC160600	Completed	Reference Case Scenario	Medway	Temple Waterfront	B1	SQM		202	TRICS	B1	B1_Suburban Area	110044	1.27	0.12	1.39	2.56	0.25	2.81	0.18	0.75	0.92	0.36	1.51	1.87
682	682_Mixed B	MC160600	Completed	Reference Case Scenario	Medway	Temple Waterfront	Mixed B	SQM		202	TRICS	Mixed B	B2_Suburban Area	110044	0.41	0.13	0.54	0.83	0.25	1.09	0.12	0.31	0.43	0.25	0.62	0.87
682	682_A5	MC160600	Completed	Reference Case Scenario	Medway	Temple Waterfront	A5	SQM		202	TRICS	A5	A3_Suburban Area	110044	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	2.71	1.04	3.75
683	683_A2	MC164006	Completed	Reference Case Scenario	Medway	86-88 High Street Chatham	A2	SQM		86	TRICS	A2	A1_Town Centre	115010	0.19	0.19	0.39	0.17	0.17	0.33	1.35	1.35	2.71	1.16	1.16	2.33
684	684_D2	MC171918	Completed	Reference Case Scenario	Medway	Chatham Waters Pier Road	D2	SQM		110	TRICS	D2	D2-LC_Mixed	115005	17.85	9.42	27.27	0.20	0.10	0.30	20.74	21.72	42.46	0.23	0.24	0.47
684	684_A1	MC171918	Completed	Reference Case Scenario	Medway	Chatham Waters Pier Road	A1	SQM		170	TRICS	A1	A1_Suburban Area	115005	8.28	7.39	15.67	14.07	12.56	26.63	13.39	13.96	27.35	22.77	23.73	46.50
684	684_A2	MC171918	Completed	Reference Case Scenario	Medway	Chatham Waters Pier Road	A2	SQM		85	TRICS	A2	A1_Suburban Area	115005	8.28	7.39	15.67	7.04	6.28	13.32	13.39	13.96	27.35	11.38	11.87	23.25
684	684_A3	MC171918	Completed	Reference Case Scenario	Medway	Chatham Waters Pier Road	A3	SQM		95	TRICS	A3	A3_Suburban Area	115005	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	1.27	0.49	1.76
684	684_A4	MC171918	Completed	Reference Case Scenario	Medway	Chatham Waters Pier Road	A4	SQM		165	TRICS	A4	A3_Suburban Area	115005	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	2.21	0.85	3.06
684	684_A5	MC171918	Completed	Reference Case Scenario	Medway	Chatham Waters Pier Road	A5	SQM		85	TRICS	A5	A3_Suburban Area	115005	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	1.14	0.44	1.58
685	685_A1	MC172044	Completed	Reference Case Scenario	Medway	1-7 Canal Road Strood	A1	SQM		-76	TRICS	A1	A1_Town Centre	110022	0.19	0.19	0.39	-0.15	-0.15	-0.29	1.35	1.35	2.71	-1.03	-1.03	-2.06
686	686_A1	MC173394	Completed	Reference Case Scenario	Medway	309 High Street Rainham	A1	SQM		-110	TRICS	A1	A1_Town Centre	110106	0.19	0.19	0.39	-0.21	-0.21	-0.42	1.35	1.35	2.71	-1.49	-1.49	-2.98
687	687_A3	MC174135	Completed	Reference Case Scenario	Medway	4 North Street Strood	A3	SQM		70	TRICS	A3	A3_Town Centre	110024	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	1.05	0.24	1.30
687	687_A5	MC174135	Completed	Reference Case Scenario	Medway	4 North Street Strood	A5	SQM		70	TRICS	A5	A3_Town Centre	110024	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	1.05	0.24	1.30
688	688_B2	MC180074	Completed	Reference Case Scenario	Medway	Land at North Sea Terminal Salt Lane Cliffe	B2	SQM		5000	TRICS	B2	B2_Neighbourhood Centre	110005	0.49	0.24	0.73	24.30	12.15	36.45	0.16	0.34	0.50	7.95	16.95	24.90
689	689_D2	MC180316	Completed	Reference Case Scenario	Medway	15-19 New Road Chatham	D2	SQM		210	TRICS	D2	D2-LC_Mixed	115026	17.85	9.42	27.27	0.37	0.20	0.57	20.74	21.72	42.46	0.44	0.46	0.89
690	690_D1	MC180997	Completed	Reference Case Scenario	Medway	Chatham Docks Pier Road	D1	SQM		537	TRICS	D1	D1-EN_Mixed	115005	2.60	2.15	4.75	13.96	11.55	25.51	1.84	0.75	2.59	9.87	4.03	13.90
690	690_A1	MC180997	Completed	Reference Case Scenario	Medway	Chatham Docks Pier Road	A1	SQM		537	TRICS	A1	A1_Suburban Area	115005	8.28	7.39	15.67	44.45	39.68	84.13	13.39	13.96	27.35	71.92	74.97	146.89
691	691_Other	MC181185	Completed	Reference Case Scenario	Medway	Medway City Estate Whitewall Road Frindsbu	Other	SQM		40	TRICS	Other		115025	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
692	692_D2	MC181522	Completed	Reference Case Scenario	Medway	Dickens World Leviathan way Chatham Marit	D2	SQM		4608	TRICS	D2	D2-LC_Mixed	115023	17.85	9.42	27.27	8.22	4.34	12.57	20.74	21.72	42.46	9.56	10.01	19.56
692	692_A3	MC181522	Completed	Reference Case Scenario	Medway	Dickens World Leviathan way Chatham Marit	A3	SQM		152	TRICS	A3	A3_Suburban Area	115023	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	2.04	0.78	2.82
693	693_B1	MC181782	Completed	Reference Case Scenario	Medway	311 Station Road Rainham	B1	SQM		-377	TRICS	B1	B1_Town Centre	110102	0.94	0.04	0.98	-3.56	-0.14	-3.70	0.11	0.79	0.91	-0.43	-2.99	-3.41
694	694_C2-Beds	MC181820	Completed	Reference Case Scenario	Medway	Parklands Resource Centre Oxford Road Gillir	C2	Beds		9	TRICS	C2-Beds	C2-Mixed	110054	0.08	0.05	0.13	0.73	0.48	1.21	0.04	0.09	0.13	0.37	0.77	1.14
694	694_D1	MC181820	Completed	Reference Case Scenario	Medway	Parklands Resource Centre Oxford Road Gillir	D1	SQM		-373	TRICS	D1	D1-EN_Mixed	110054	2.60	2.15	4.75	-9.70	-8.02	-17.72	1.84	0.75	2.59	-6.86	-2.80	-9.66
695	695_Other	MC182505	Completed	Reference Case Scenario	Medway	Rochester Airport Maidstone Road Chatham	Other	SQM		579	TRICS	Other		110137	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
696	696_A2	MC182876	Completed	Reference Case Scenario	Medway	39-41 Railway Street Chatham	A2	SQM		20	TRICS	A2	A1_Town Centre	115026	0.19	0.19	0.39	0.04	0.04	0.08	1.35	1.35	2.71	0.27	0.27	0.54
697	697_D2	MC183312	Completed	Reference Case Scenario	Medway	Watling Street Playing Fields Darland Avenue	D2	SQM		245	TRICS	D2	D2-LC_Mixed	110127	17.85	9.42	27.27	0.44	0.23	0.67	20.74	21.72	42.46	0.51	0.53	1.04
698	698_D1	MC183568	Completed	Reference Case Scenario	Medway	2 Tramways Luton Chatham	D1	SQM		-99	TRICS	D1	D1-EN_Mixed	110084	2.60	2.15	4.75	-2.57	-2.13	-4.70	1.84	0.75	2.59	-1.82	-0.74	-2.56
699	699_B2	MC183608	Completed	Reference Case Scenario	Medway	CPI Books Badger Road Lordswood	B2	SQM		-1866	TRICS	B2	B2_Edge of Town	110161	0.41	0.16	0.57	-7.61	-3.00	-10.62	0.12	0.38	0.50	-2.31	-7.00	-9.31
699	699_B8	MC183608	Completed	Reference Case Scenario	Medway	CPI Books Badger Road Lordswood	B8	SQM		-1867	TRICS	B8	B8_Edge of Town	110161	0.19	0.12	0.31	-3.49	-2.32	-5.81	0.10	0.21	0.32	-1.92	-3.96	-5.88
700	700_D1	MC190540	Completed	Reference Case Scenario	Medway	Leviathan Way Chatham Maritime	D1	SQM		400	TRICS	D1	D1-EN_Mixed	115023	2.60	2.15	4.75	10.40	8.60	19.00	1.84	0.75	2.59	7.35	3.00	10.36
700	700_D2	MC190540	Completed	Reference Case Scenario	Medway	Leviathan Way Chatham Maritime	D2	SQM		-1814	TRICS	D2	D2-LC_Mixed	115023	17.85	9.42	27.27	-3.24	-1.71	-4.95	20.74	21.72	42.46	-3.76	-3.94	-7.70
701	701_C1-Beds	MC190770	Completed	Reference Case Scenario	Medway	29 High Street Upnor	C1	Beds		2	TRICS	C1-Beds	C1-Beds_Neighbourhood Centre	110014	0.13	0.11	0.23	0.00	0.00	0.00	0.46	0.34	0.80	0.00	0.00	0.00
702	702_B1a	MC190825	Completed	Reference Case Scenario	Medway	The Mall High Street Gillingham	B1a	SQM		1224	TRICS	B1a	B1_Town Centre	110046	0.94	0.04	0.98	11.54	0.47	12.01	0.11	0.79	0.91	1.38	9.69	11.08
703	703_B1	MC191284	Completed	Reference Case Scenario	Medway	Bromhey Farm Lipwell Hill Cooling	B1	SQM		110	TRICS	B1	B1_Town Centre	115003	0.94	0.04	0.98	1.04	0.04	1.08	0.11	0.79	0.91	0.12	0.87	1.00
704	704_Mixed B	MC191748	Completed	Reference Case Scenario	Medway	Anthonys Way Frindsbury	SG	SQM		300	TA	Mixed B	B2_Suburban Area	115025	0.12	0.06	0.18	0.37	0.17	0.54	0.04	0.11	0.14	0.11	0.32	0.43
704	704_Mixed B	MC191748	Completed	Reference Case Scenario	Medway	Anthonys Way Frindsbury	B2	SQM		6000	TA	Mixed B	B2_Suburban Area	115025	0.12	0.06	0.18	7.32	3.42	10.74	0.04	0.11	0.14	2.28	6.30	8.58
704	704_Mixed B	MC191748	Completed	Reference Case Scenario	Medway	Anthonys Way Frindsbury	B8	SQM		6000	TA	Mixed B	B2_Suburban Area	115025	0.12	0.06	0.18	7.32	3.42	10.74	0.04	0.11	0.14	2.28	6.30	8.58
705	705_D2	MC191820	Completed	Reference Case Scenario	Medway	Allhallows Holiday Park Avery Way	D2	SQM		2311	TRICS	D2	D2-LC_Mixed	110001	17.85	9.42	27.27	4.12	2.18	6.30	20.74	21.72	42.46	4.79	5.02	9.81
706	706_D2	MC192202	Completed	Reference Case Scenario	Medway	Allhallows Holiday Park Avery Way	D2	SQM		-528	TA	D2	D2-LC_Mixed	110001	0.07	0.05	0.12	0.00	0.00	-0.01	0.00	0.00	0.00	0.00	0.00	0.00
707	707_D2	MC192342	Completed	Reference Case Scenario	Medway	10-14 Kestrel Road Lordswood	D2	SQM		352	TRICS	D2	D2-LC_Mixed	110160	17.85	9.42	27.27	0.63	0.33	0.96	20.74	21.72	42.46	0.73	0.76	1.49
707	707_A3	MC192342	Completed	Reference Case Scenario	Medway	10-14 Kestrel Road Lordswood	A3	SQM		88	TRICS	A3	A3_Edge of Town Centre	110160	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.26	1.23	0.85	0.23	1.08
708	708_Mixed B	MC192421	Completed	Reference Case Scenario	Medway	Bowen House Bredgar Road Gillingham	Mixed B	SQM		362	TRICS	Mixed B	B2_Suburban Area	110072	0.41	0.13	0.54	1.49	0.46	1.95	0.12	0.31	0.43	0.45	1.10	1.55
709	709_B8	MC192742	Completed	Reference Case Scenario	Medway	Land south of Stoney Lane Roch	B8	SQM		60	TRICS	B8	B8_Edge of Town	110108	0.19	0.12	0.31	0.11	0.07	0.19	0.10	0.21	0.32	0.06	0.13	0.19
710	710_B8	MC192757	Completed	Reference Case Scenario	Medway	London Medway Commercial Park Eschol Roa	B8	SQM		14274	TA	B8	B8_Suburban Area	110004	0.13	0.03	0.16	18.56	4.28	22.84	0.04	0.12	0.16	5.71	17.13	22.84
711	711_B2	MC192759	Completed	Reference Case Scenario	Medway	Grange Redoubt Grange Road Gillingham	B2	SQM		-60	TRICS	B2	B2_Suburban Area	110037	0.41	0.13	0.54	-0.25	-0.08	-0.32	0.12	0.31	0.43	-0.07	-0.18	-0.26
712	712_D1	MC192814	Completed	Reference Case Scenario	Medway	Formby Road Halling	D1	SQM		179	TRICS	D1	D1-EN_Mixed	110119	2.60	2.15	4.75	4.65	3.85	8.50	1.84	0.75	2.59	3.29	1.34	4.63
712	712_A1	MC192814	Completed	Reference Case Scenario	Medway	Formby Road Halling	A1	SQM		523	TRICS	A1	A1_Neighbourhood Centre	110119	3.95	3.64	7.59	20.65	19.02	39.67	4.83	5.22	10.05	25.26	27.30	52.56
712	712_A3	MC192814	Completed	Reference Case Scenario	Medway	Formby Road Halling	A3	SQM		651	TRICS	A3	A1_Neighbourhood Centre	110119	3.95	3.64	7.59	25.71	23.67	49.38	4.83	5.22	10.05	31.44	33.98	65.42
713	713_B8	MC192897	Completed	Reference Case Scenario	Medway	Ringshill Farm wouldham Road Borstal	B8	SQM		1519	TRICS	B8	B8_Suburban Area	110099	0.05	0.04	0.09	0.82	0.55	1.37	0.07	0.04	0.11	1.06	0.65	1.72
714	714_C1-Beds	MC193186	Completed	Reference Case Scenario	Medway	Gibraltar Cottages Ham Lane Hempstead	C1	Beds		1	TRICS	C1-Beds	C1-Beds_Edge of Town	110128	0.20	0.25	0.44	0.00	0.00	0.00	0.22	0.19	0.41	0.00	0.00	0.00
715	715_A1	MC193299	Completed	Reference Case Scenario	Medway	47a Luton High Street	A1	SQM		-67	TRICS	A1	A1_Neighbourhood Centre	110084	3.95	3.64	7.59	-2.65	-2.44	-5.08	4.83	5.22	10.05	-3.24	-3.50	-6.73
715	715_A3	MC193299	Completed	Reference Case Scenario	Medway	47a Luton High Street	A3	SQM		67	TRICS	A3	A1_Neighbourhood Centre	110084	3.95	3.64	7.59	2.65	2.44	5.08	4.83	5.22	10.05	3.24	3.50	6.73
716	716_A5	MC200028	Completed	Reference Case Scenario	Medway	Hempstead Valley Shopping Centre	A5	SQM		255	TRICS	A5	A3_Edge of Town Centre	110147	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.26	1.23	2.47	0.67	3.13
717	717_A1	MC200129	Completed	Reference Case Scenario	Medway	Morrisons Princes Avenue	A1	SQM		27	TRICS	A1	A1_Suburban Area	110142	8.28	7.39	15.67	2.23	2.00	4.23	13.39	13.96	27.35	3.62	3.77	7.39
718	718_B1	MC200229	Completed	Reference Case Scenario	Medway	2 Borough Road Gillingham	B1	SQM		-125	TRICS	B1	B1_Suburban Area	110065	1.27	0.12	1.39	-1.58	-0.16	-1.74	0.18	0.75	0.92	-0.22	-0.93	-1.16
719	719_B8	MC200602	Completed	Reference Case Scenario	Medway	Asda Store Pier Road Gill	B8	SQM		16	TRICS	B8	B8_Suburban Area	115005	0.05	0.04	0.09	0.01	0.01	0.01	0.07	0.04	0.11	0.01	0.01	0.02
720	720_A3	MC200875	Completed	Reference Case Scenario	Medway	17 Darnley Road Strood	A3	SQM		10	TRICS	A3	A3_Edge of Town Centre	110024	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.26	1.23	0.10	0.03	0.12
721	721_A1	MC201016	Completed	Reference Case Scenario	Medway	377 Maidstone Road Rainham	A1	SQM		-135	TRICS	A1	A1_Edge of Town	110153	5.34	4.56	9.90	-7.21	-6.16	-13.37	6.99	6.99	13.98	-9.44	-9.44	-18.87
721	721_SG	MC201016	Completed	Reference Case Scenario	Medway	377 Maidstone Road Rainham	SG	SQM		-135	TRICS	SG	SG_Edge of Town	110153	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
722	722_D1	MC201127	Completed	Reference Case Scenario	Medway	Hempstead Valley Shopping Centre	D1	SQM		96	TRICS	D1	D1-EN_Mixed	110147	2.60	2.15	4.75	2.50	2.06	4.56	1.84	0.75	2.59	1.76	0.72	2.49
722	722_D2	MC201127	Completed	Reference Case Scenario	Medway	Hempstead Valley Shopping Centre	D2	SQM		2005	TRICS	D2	D2-LC_Mixed	110147	17.85	9.42	27.27	3.58	1.89	5.47	20.74	21.72	42.46	4.16	4.35	8.51
722	722_A1	MC201127	Completed	Reference Case Scenario	Medway	Hempstead Valley Shopping Centre	A1	SQM		277	TRICS	A1	A1_Edge of Town	110147	5.34	4.56	9.90	14.79	12.64	27.43	6.99	6.99	13.98	19.36	19.36	38.72
722	722_A2	MC201127	Completed	Reference Case Scenario	Medway	Hempstead Valley Shopping Centre	A2	SQM		277	TRICS	A2	A1_Edge of Town	110147	5.34	4.56	9.90	14.79	12.64	27.43	6.99	6.99	13.98	19.36	19.36	38.72
722	722_A3	MC201127	Completed	Reference Case Scenario	Medway	Hempstead Valley Shopping Centre	A3	SQM		277	TRICS	A3	A3_Edge of Town Centre	110147	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.26	1.23	2.68	0.72	3.40
722	722_A4	MC201127	Completed	Reference Case Scenario	Medway	Hempstead Valley Shopping Centre	A4	SQM		277	TRICS	A4	A3_Edge of Town Centre	110147	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.26	1.23	2.68	0.72	3.40
722	722_SG	MC201127	Completed	Reference Case Scenario	Medway	Hempstead Valley Shopping Centre	SG	SQM		97	TRICS	SG	SG_Edge of Town	110147	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
723	723_B8	MC201222	Completed	Reference Case Scenario	Medway	Plot 2a Culpepper Close Rochester	Other	SQM		288	TRICS	B8	B8_Suburban Area	115025	0.05	0.04	0.09	0.16	0.10	0.26	0.07	0.04	0.11	0.20	0.12	0.33
723	723_B1	MC201222	Completed	Reference Case Scenario	Medway	Plot 2a Culpepper Close Rochester	B1	SQM		384	TRICS	B1	B1_Suburban Area	115025	1.27	0.12	1.39	4.87	0.48	5.34	0.18	0.75	0.92	0.68	2.86	3.55
724	724_B1	MC201247	Completed	Reference Case Scenario	Medway	58-64 Grove Road Strood	B1	SQM		265	TRICS	B1	B1_Suburban Area	110024	1.27	0.12	1.39	3.36	0.33	3.69	0.18	0.75	0.92	0.47	1.98	2.45
724	724_B8	MC201247	Completed	Reference Case Scenario	Medway	58-64 Grove Road Strood	B8	SQM		115	TRICS	B8	B8_Edge of Town Centre	110024	1.19	0.13	1.33	1.37	0.15	1.53	0.00	1.19	1.19	0.00	1.37	1.37
725	725_B1	MC201311	Completed	Reference Case Scenario	Medway	Kingsnorth Industrial Estate	B1	SQM		26	TRICS	B1	B1_Town Centre	110004	0.94	0.04	0.98	0.25	0.01	0.26	0.11	0.79	0.91	0.03	0.21	0.24
726	726_C2-Beds	MC201321	Completed	Reference Case Scenario	Medway	77 Barnsole Road Gillingham	C2	Beds		7	TRICS	C2-Beds	C2-Mixed	110053	0.08	0.05	0.13	0.57	0.37	0.94	0.04	0.09	0.13	0.29	0.60	0.89
727	727_B8	MC201806	Completed	Reference Case Scenario	Medway	Medway Distribution Centre Courteney Road	B8	SQM		43	TRICS	B8	B8_Suburban Area	110125	0.05	0.04	0.09	0.02	0.02	0.04	0.07	0.04	0.11	0.03	0.02	0.05
728	728_B1	MC201921	Completed	Reference Case Scenario	Medway	30a Greenway Chatham	B1	SQM		50	TRICS	B1	B1_Edge of Town	110138	2.17	0.15	2.32	1.08	0.08	1.16	0.10	2.12	2.22	0.05	1.06	1.11
728	728_D1	MC201921	Completed	Reference Case Scenario	Medway	30a Greenway Chatham	D1	SQM		-50	TRICS	D1	D1-EN_Mixed	110138	2.60	2.15	4.75	-1.30	-1.08	-2.38	1.84	0.75	2.59	-0.92	-0.38	-1.29
729	729_SG	MC201951	Completed	Reference Case Scenario	Medway	Kingsnorth Industrial Estate	SG	SQM		406	TRICS	SG	SG_Neighbourhood Centre	110004	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
729	729_SG	MC201951	Completed	Reference Case Scenario	Medway	Kingsnorth Industrial Estate	SG	SQM		-180	TRICS	SG	SG_Neighbourhood Centre	110004	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
730	730_A3	MC202099	Completed	Reference Case Scenario	Medway	4 North Street Strood	A3	SQM		29	TRICS	A3	A3_Town Centre	110024	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	0.44	0.10	0.54
730	730_A5	MC202099	Completed	Reference Case Scenario	Medway	4 North Street Strood	A5	SQM		29	TRICS	A5	A3_Town Centre	110024	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	0.44	0.10	0.54
731	731_A3	MC202218	Completed	Reference Case Scenario	Medway	62 Twydall Green Gillingham	A3	SQM		184	TRICS	A3	A3_Suburban Area	110073	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	2.47	0.95	3.41
732	732_B1	MC202316	Completed	Reference Case Scenario	Medway	62 High Street Gill	B1	SQM		-111	TRICS	B1	B1_Town Centre	110046	0.94	0.04	0.98	-1.05	-0.04	-1.09	0.11	0.79	0.91	-0.13	-0.88

Development Information							Demand Inputs			Network Inputs				AM Peak (08:00 -09:00)							PM Peak (17:00 -18:00)					
									All Developments						Trip Rate			Trip Generation				Trip Rate			Trip Generation		
Site_ID	Unique_ID	Reference (Plann	Completions/	Scenario	District	Development Name	Land Use	Unit	HH, Dwellings	Employment, floorspace	Trip Gen Source	Land Use TRICS/TA	TRICS Location	Model Zone	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way
753	753_B1	MC210911	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	B1	SQM		121	TRICS	B1	B1_Suburban Area	115005	1.27	0.12	1.39	1.53	0.15	1.68	0.18	0.75	0.92	0.22	0.90	1.12
753	753_A2	MC210911	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	A2	SQM		120	TRICS	A2	A1_Suburban Area	115005	8.28	7.39	15.67	9.93	8.87	18.80	13.39	13.96	27.35	16.07	16.75	32.82
753	753_A3	MC210911	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	A3	SQM		120	TRICS	A3	A3_Suburban Area	115005	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	1.61	0.62	2.23
753	753_A1	MC210911	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	A1	SQM		-722	TRICS	A1	A1_Suburban Area	115005	8.28	7.39	15.67	-59.76	-53.35	-113.11	13.39	13.96	27.35	-96.70	-100.80	-197.50
754	754_A4	MC210919	Completed	Reference Case Scenario	Medway	172 canterbury street Gill	A4	SQM		-195	TRICS	A4	A3_Suburban Area	110064	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	-2.61	-1.00	-3.62
755	755_A3	MC211039	Completed	Reference Case Scenario	Medway	365-367 High Street Strood	A3	SQM		51	TRICS	A3	A3_Town Centre	115011	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	0.77	0.18	0.94
755	755_A5	MC211039	Completed	Reference Case Scenario	Medway	365-367 High Street Strood	A5	SQM		51	TRICS	A5	A3_Town Centre	115011	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	0.77	0.18	0.94
755	755_A3	MC211039	Completed	Reference Case Scenario	Medway	365-367 High Street Strood	A3	SQM		-102	TRICS	A3	A3_Town Centre	115011	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	-1.53	-0.35	-1.89
756	756_D1	MC211077	Completed	Reference Case Scenario	Medway	37 Medway Road Gillingham	D1	SQM		100	TRICS	D1	D1-EN_Mixed	110035	2.60	2.15	4.75	2.60	2.15	4.75	1.84	0.75	2.59	1.84	0.75	2.59
757	757_D1	MC211159	Completed	Reference Case Scenario	Medway	50 Duchess of Kent Drive Walderslade	D1	SQM		80	TRICS	D1	D1-EN_Mixed	110163	2.60	2.15	4.75	2.08	1.72	3.80	1.84	0.75	2.59	1.47	0.60	2.07
758	758_B1	MC211161	Completed	Reference Case Scenario	Medway	92 Canterbury Street	B1	SQM		-48	TRICS	B1	B1_Town Centre	110049	0.94	0.04	0.98	-0.45	-0.02	-0.47	0.11	0.79	0.91	-0.05	-0.38	-0.43
759	759_SG	MC211186	Completed	Reference Case Scenario	Medway	Buckland Lake Reserve Cliffe	SG	SQM		-530	TRICS	SG	SG_Neighbourhood Centre	110005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
760	760_SG	MC211286	Completed	Reference Case Scenario	Medway	Land adj to B2097 Maidstone Road Rochester	SG	SQM		10097	TRICS	SG	SG_Neighbourhood Centre	110005	0.00	0.00	0.00	51.00	41.00	92.00	0.00	0.00	0.00	0.00	0.00	0.00
761	761_B8	MC211485	Completed	Reference Case Scenario	Medway	Westgate Service Station Gravesend Road Str	B8	SQM		32	TRICS	B8	B8_Suburban Area	110017	0.05	0.04	0.09	0.02	0.01	0.03	0.07	0.04	0.11	0.02	0.01	0.04
762	762_A5	MC211502	Completed	Reference Case Scenario	Medway	117 Watling Street Gill	A5	SQM		54	TRICS	A5	A3_Suburban Area	110079	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	0.72	0.28	1.00
762	762_D1	MC211502	Completed	Reference Case Scenario	Medway	117 Watling Street Gill	D1	SQM		-54	TRICS	D1	D1-EN_Mixed	110079	2.60	2.15	4.75	-1.40	-1.16	-2.57	1.84	0.75	2.59	-0.99	-0.41	-1.40
763	763_B1	MC211575	Completed	Reference Case Scenario	Medway	Fenn Corner Ratcliffe Highway St Mary Hoo	B1	SQM		131	TRICS	B1	B1_Town Centre	115021	0.94	0.04	0.98	1.24	0.05	1.29	0.11	0.79	0.91	0.15	1.04	1.19
764	764_A3	MC212107	Completed	Reference Case Scenario	Medway	112 High Street Rochester	A3	SQM		73	TRICS	A3	A3_Town Centre	110057	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	1.10	0.25	1.35
764	764_A1	MC212107	Completed	Reference Case Scenario	Medway	112 High Street Rochester	A1	SQM		-73	TRICS	A1	A1_Town Centre	110057	0.19	0.19	0.39	-0.14	-0.14	-0.28	1.35	1.35	2.71	-0.99	-0.99	-1.98
765	765_D1	MC212226	Completed	Reference Case Scenario	Medway	15 York Avenue Walderslade	D1	SQM		45	TRICS	D1	D1-EN_Mixed	110155	2.60	2.15	4.75	1.17	0.97	2.14	1.84	0.75	2.59	0.83	0.34	1.17
766	766_SG	MC212271	Completed	Reference Case Scenario	Medway	High Street Rochester	SG	SQM		-901	TRICS	SG	SG_Town Centre	115012	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
766	766_A1	MC212271	Completed	Reference Case Scenario	Medway	High Street Rochester	A1	SQM		-901	TRICS	A1	A1_Town Centre	115012	0.19	0.19	0.39	-1.74	-1.74	-3.48	1.35	1.35	2.71	-12.20	-12.20	-24.40
767	767_A1	MC212314	Completed	Reference Case Scenario	Medway	132 Delce Road	A1	SQM		-69	TRICS	A1	A1_Suburban Area	110071	8.28	7.39	15.67	-5.71	-5.10	-10.81	13.39	13.96	27.35	-9.24	-9.63	-18.87
768	768_SG	MC212327	Completed	Reference Case Scenario	Medway	11 Military Road Chatham	SG	SQM		99	TRICS	SG	SG_Edge of Town Centre	110048	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
769	769_D2	MC212342	Completed	Reference Case Scenario	Medway	Splashes Leisure Centre	D2	SQM		-1594	TRICS	D2	D2-LC_Mixed	115019	17.85	9.42	27.27	-2.85	-1.50	-4.35	20.74	21.72	42.46	-3.31	-3.46	-6.77
770	770_D1	MC212369	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	D1	SQM		67	TRICS	D1	D1-EN_Mixed	115005	2.60	2.15	4.75	1.74	1.44	3.18	1.84	0.75	2.59	1.23	0.50	1.73
770	770_D2	MC212369	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	D2	SQM		67	TRICS	D2	D2-LC_Mixed	115005	17.85	9.42	27.27	0.12	0.06	0.18	20.74	21.72	42.46	0.14	0.15	0.28
770	770_B1	MC212369	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	B1	SQM		68	TRICS	B1	B1_Suburban Area	115005	1.27	0.12	1.39	0.86	0.08	0.95	0.18	0.75	0.92	0.12	0.51	0.63
770	770_A1	MC212369	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	A1	SQM		67	TRICS	A1	A1_Suburban Area	115005	8.28	7.39	15.67	5.55	4.95	10.50	13.39	13.96	27.35	8.97	9.35	18.33
770	770_A2	MC212369	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	A2	SQM		68	TRICS	A2	A1_Suburban Area	115005	8.28	7.39	15.67	5.63	5.02	10.65	13.39	13.96	27.35	9.11	9.49	18.60
770	770_A3	MC212369	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	A3	SQM		68	TRICS	A3	A3_Suburban Area	115005	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	0.91	0.35	1.26
770	770_SG	MC212369	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	SG	SQM		67	TRICS	SG	SG_Suburban Area	115005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
770	770_A1	MC212369	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	A1	SQM		-472	TRICS	A1	A1_Suburban Area	115005	8.28	7.39	15.67	-39.07	-34.88	-73.94	13.39	13.96	27.35	-63.21	-65.90	-129.11
771	771_D1	MC213000	Completed	Reference Case Scenario	Medway	5 Castle View Road Strood	D1	SQM		134	TRICS	D1	D1-EN_Mixed	110025	2.60	2.15	4.75	3.48	2.88	6.37	1.84	0.75	2.59	2.46	1.01	3.47
772	772_C1-Beds	MC213100	Completed	Reference Case Scenario	Medway	North Downs Barn Bush Road Cuxton	C1	Beds		3	TRICS	C1-Beds	C1-Beds_Neighbourhood Centre	110117	0.13	0.11	0.23	0.00	0.00	0.00	0.46	0.34	0.80	0.00	0.00	0.00
773	773_B8	MC213148	Completed	Reference Case Scenario	Medway	Elm Court Industrial Estate Capstone Road Gil	B8	SQM		525	TRICS	B8	B8_Edge of Town	110128	0.19	0.12	0.31	0.98	0.65	1.63	0.10	0.21	0.32	0.54	1.11	1.65
774	774_SG	MC213158	Completed	Reference Case Scenario	Medway	343-345 High Street Chatham	SG	SQM		88	TRICS	SG	SG_Town Centre	115011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
774	774_A1	MC213158	Completed	Reference Case Scenario	Medway	343-345 High Street Chatham	A1	SQM		-88	TRICS	A1	A1_Town Centre	115011	0.19	0.19	0.39	-0.17	-0.17	-0.34	1.35	1.35	2.71	-1.19	-1.19	-2.38
775	775_D1	MC213211	Completed	Reference Case Scenario	Medway	r/o 56 London Road Rainham	D1	SQM		-300	TRICS	D1	D1-EN_Mixed	110120	2.60	2.15	4.75	-7.80	-6.45	-14.25	1.84	0.75	2.59	-5.51	-2.25	-7.77
775	775_D1	MC213211	Completed	Reference Case Scenario	Medway	r/o 56 London Road Rainham	D1	SQM		-300	TRICS	D1	D1-EN_Mixed	110120	2.60	2.15	4.75	-7.80	-6.45	-14.25	1.84	0.75	2.59	-5.51	-2.25	-7.77
776	776_B1	MC213311	Completed	Reference Case Scenario	Medway	Ratcliffe Highway Hoo	B1	SQM		181	TRICS	B1	B1_Town Centre	115017	0.94	0.04	0.98	1.71	0.07	1.78	0.11	0.79	0.91	0.20	1.43	1.64
776	776_A4	MC213311	Completed	Reference Case Scenario	Medway	Ratcliffe Highway Hoo	A4	SQM		-362	TRICS	A4	A1_Neighbourhood Centre	115017	3.95	3.64	7.59	-14.30	-13.16	-27.46	4.83	5.22	10.05	-17.48	-18.90	-36.38
776	776_D1	MC213311	Completed	Reference Case Scenario	Medway	Ratcliffe Highway Hoo	D1	SQM		181	TRICS	D1	D1-EN_Mixed	115017	2.60	2.15	4.75	4.71	3.89	8.60	1.84	0.75	2.59	3.33	1.36	4.69
777	777_A3	MC213366	Completed	Reference Case Scenario	Medway	133-135 High Street Gillingham	A3	SQM		146	TRICS	A3	A3_Town Centre	110049	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	2.19	0.51	2.70
777	777_A1	MC213366	Completed	Reference Case Scenario	Medway	133-135 High Street Gillingham	A1	SQM		-146	TRICS	A1	A1_Town Centre	110049	0.19	0.19	0.39	-0.28	-0.28	-0.56	1.35	1.35	2.71	-1.98	-1.98	-3.95
778	778_B1	MC213381	Completed	Reference Case Scenario	Medway	2 Saracen Business Park Gillingham Business P	B1	SQM		-404	TRICS	B1	B1_Suburban Area	110127	1.27	0.12	1.39	-5.12	-0.50	-5.62	0.18	0.75	0.92	-0.72	-3.01	-3.73
778	778_B8	MC213381	Completed	Reference Case Scenario	Medway	2 Saracen Business Park Gillingham Business P	B8	SQM		-404	TRICS	B8	B8_Suburban Area	110127	0.05	0.04	0.09	-0.22	-0.15	-0.36	0.07	0.04	0.11	-0.28	-0.17	-0.46
778	778_B2	MC213381	Completed	Reference Case Scenario	Medway	2 Saracen Business Park Gillingham Business P	B2	SQM		808	TRICS	B2	B2_Suburban Area	110127	0.41	0.13	0.54	3.33	1.02	4.35	0.12	0.31	0.43	1.00	2.46	3.47
779	779_B8	MC213383	Completed	Reference Case Scenario	Medway	Royal Eagle Close Rochester	Other	SQM		-774	TRICS	B8	B8_Suburban Area	115025	0.05	0.04	0.09	-0.42	-0.28	-0.70	0.07	0.04	0.11	-0.54	-0.33	-0.87
779	779_D2	MC213383	Completed	Reference Case Scenario	Medway	Royal Eagle Close Rochester	D2	SQM		774	TRICS	D2	D2-LC_Mixed	115025	17.85	9.42	27.27	1.38	0.73	2.11	20.74	21.72	42.46	1.61	1.68	3.29
780	780_B8	MC213451	Completed	Reference Case Scenario	Medway	Elm Court Industrial Estate Capstone Road Gil	B8	SQM		-272	TRICS	B8	B8_Edge of Town	110128	0.19	0.12	0.31	-0.51	-0.34	-0.85	0.10	0.21	0.32	-0.28	-0.58	-0.86
780	780_A1	MC213451	Completed	Reference Case Scenario	Medway	Elm Court Industrial Estate Capstone Road Gil	A1	SQM		272	TRICS	A1	A1_Edge of Town	110128	5.34	4.56	9.90	14.52	12.41	26.94	6.99	6.99	13.98	19.01	19.01	38.03
781	781_A1	MC213520	Completed	Reference Case Scenario	Medway	Elm Court Industrial Estate Capstone Road Gil	A1	SQM		236	TRICS	A1	A1_Edge of Town	110128	5.34	4.56	9.90	12.60	10.77	23.37	6.99	6.99	13.98	16.50	16.50	32.99
781	781_A3	MC213520	Completed	Reference Case Scenario	Medway	Elm Court Industrial Estate Capstone Road Gil	A3	SQM		298	TRICS	A3	A3_Edge of Town Centre	110128	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.26	1.23	2.88	0.78	3.66
782	782_A1	MC220034	Completed	Reference Case Scenario	Medway	6 High Street Chatham	A1	SQM		-80	TRICS	A1	A1_Town Centre	115011	0.19	0.19	0.39	-0.15	-0.15	-0.31	1.35	1.35	2.71	-1.08	-1.08	-2.17
782	782_A3	MC220034	Completed	Reference Case Scenario	Medway	6 High Street Chatham	A3	SQM		40	TRICS	A3	A3_Town Centre	115011	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	0.60	0.14	0.74
782	782_A5	MC220034	Completed	Reference Case Scenario	Medway	6 High Street Chatham	A5	SQM		40	TRICS	A5	A3_Town Centre	115011	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	0.60	0.14	0.74
783	783_A1	MC220068	Completed	Reference Case Scenario	Medway	2E Luton Road	A1	SQM		-73	TRICS	A1	A1_Town Centre	110085	0.19	0.19	0.39	-0.14	-0.14	-0.28	1.35	1.35	2.71	-0.99	-0.99	-1.98
784	784_A1	MC220083	Completed	Reference Case Scenario	Medway	Elm Court Industrial Estate Capstone Road Gil	A1	SQM		-98	TRICS	A1	A1_Edge of Town	110128	5.34	4.56	9.90	-5.23	-4.47	-9.70	6.99	6.99	13.98	-6.85	-6.85	-13.70
785	785_A1	MC220124	Completed	Reference Case Scenario	Medway	19 Twydall Green	A1	SQM		-100	TRICS	A1	A1_Suburban Area	115005	8.28	7.39	15.67	-8.28	-7.39	-15.67	13.39	13.96	27.35	-13.39	-13.96	-27.35
785	785_A3	MC220124	Completed	Reference Case Scenario	Medway	19 Twydall Green	A3	SQM		53	TRICS	A3	A3_Suburban Area	115005	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	0.71	0.27	0.98
785	785_A5	MC220124	Completed	Reference Case Scenario	Medway	19 Twydall Green	A5	SQM		53	TRICS	A5	A3_Suburban Area	115005	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	0.71	0.27	0.98
786	786_A5	MC220169	Completed	Reference Case Scenario	Medway	McDonalds Godden Way Gill	A5	SQM		14	TRICS	A5	A3_Suburban Area	110072	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	0.19	0.07	0.26
787	787_A1	MC220177	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	A1	SQM		-595	TRICS	A1	A1_Suburban Area	115005	8.28	7.39	15.67	-49.25	-43.96	-93.21	13.39	13.96	27.35	-79.69	-83.07	-162.76
787	787_B1	MC220177	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	B1	SQM		85	TRICS	B1	B1_Suburban Area	115005	1.27	0.12	1.39	1.08	0.11	1.18	0.18	0.75	0.92	0.15	0.63	0.79
787	787_D1	MC220177	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	D1	SQM		85	TRICS	D1	D1-EN_Mixed	115005	2.60	2.15	4.75	2.21	1.83	4.04	1.84	0.75	2.59	1.56	0.64	2.20
787	787_D2	MC220177	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	D2	SQM		85	TRICS	D2	D2-LC_Mixed	115005	17.85	9.42	27.27	0.15	0.08	0.23	20.74	21.72	42.46	0.18	0.18	0.36
787	787_A1	MC220177	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	A1	SQM		85	TRICS	A1	A1_Suburban Area	115005	8.28	7.39	15.67	7.04	6.28	13.32	13.39	13.96	27.35	11.38	11.87	23.25
787	787_A2	MC220177	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	A2	SQM		85	TRICS	A2	A1_Suburban Area	115005	8.28	7.39	15.67	7.04	6.28	13.32	13.39	13.96	27.35	11.38	11.87	23.25
787	787_A3	MC220177	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	A3	SQM		85	TRICS	A3	A3_Suburban Area	115005	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	1.14	0.44	1.58
787	787_SG	MC220177	Completed	Reference Case Scenario	Medway	Dockside Outlet Centre Chatham Maritime	SG	SQM		85	TRICS	SG	SG_Suburban Area	115005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
788	788_A4	MC220182	Completed	Reference Case Scenario	Medway	378 High Street Rochester	A4	SQM		-81	TRICS	A4	A3_Town Centre	115011	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	-1.22	-0.28	-1.50
788	788_SG	MC220182	Completed	Reference Case Scenario	Medway	378 High Street Rochester	SG	SQM		54	TRICS	SG	SG_Town Centre	115011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
788	788_B1	MC220182	Completed	Reference Case Scenario	Medway	378 High Street Rochester	B1	SQM		-80	TRICS	B1	B1_Town Centre	115011	0.94	0.04	0.98	-0.75	-0.03	-0.78	0.11	0.79	0.91	-0.09	-0.63	-0.72
788	788_A4	MC220182	Completed	Reference Case Scenario	Medway	378 High Street Rochester	A4	SQM		54	TRICS	A4	A3_Town Centre	115011	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	0.81	0.19	1.00
788	788_A5	MC220182	Completed	Reference Case Scenario	Medway	378 High Street Rochester	A5	SQM		53	TRICS	A5	A3_Town Centre	115011	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	0.80	0.18	0.98
789	789_B2	MC220240	Completed	Reference Case Scenario	Medway	Court Farm Pilgrims Road Upper Halling	B2	SQM		271	TRICS	B2	B2_Neighbourhood Centre	110119	0.49	0.24	0.73	1.32	0.66	1.98	0.16	0.34	0.50	0.43	0.92	1.35
790	790_D1	MC220299	Completed	Reference Case Scenario	Medway	28 Richmond Road Gill	D1	SQM		-60	TRICS	D1	D1-EN_Mixed	110035	2.60	2.15	4.75	-1.56	-1.29	-2.85	1.84	0.75	2.59	-1.10	-0.45	-1.55
790	790_A1	MC220299	Completed	Reference Case Scenario	Medway	28 Richmond Road Gill	A1	SQM		60	TRICS	A1	A1_Suburban Area	110035	8.28	7.39	15.67	4.97	4.43	9.40	13.39	13.96	27.35	8.04	8.38	16.41
791	791_Mixed B	MC220475	Completed	Reference Case Scenario	Medway	Hoo Marina Industrial Estate	Mixed B	SQM		-1498	TRICS	Mixed B	B2_Neighbourhood Centre	110004	0.49	0.24	0.73	-7.28	-3.64	-10.92	0.16	0.34	0.50	-2.38	-5.08	-7.46
792	792_C1-Beds	MC220501	Completed	Reference Case Scenario	Medway	204 Maidstone Road Chatham	C1	Beds		-11	TRICS	C1-Beds	C1-Beds_Suburban Area	110089	0.04	0.08	0.12	0.00	0.00	0.00	0.09	0.05	0.14	0.00	0.00	0.00
793	793_A1	MC220527	Completed	Reference Case Scenario	Medway	13 Ordnance Terrace Chatham	A1	SQM		12	TRICS	A1	A1_Town Centre	110060	0.19	0.19	0.39	0.02	0.02	0.05	1.35	1.35	2.71	0.16	0.16	0.32
794	794_SG	MC220713	Completed	Reference Case Scenario	Medway	Knights Road Strood	SG	SQM		15	TRICS	SG	SG_Town Centre	115001	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
795	795_SG	MC220871	Completed	Reference Case Scenario	Medway	High Street Rochester	SG	SQM		91	TRICS	SG	SG_Town Centre	110057	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
795	795_A1	MC220871	Completed	Reference Case Scenario	Medway	High Street Rochester	A1	SQM		-91	TRICS	A1	A1_Town Centre	110057	0.19	0.19	0.39	-0.18	-0.18	-0.35	1.35	1.35	2.71	-1.23	-1.23	-2.46
796	796_A1	MC221026	Completed	Reference Case Scenario	Medway	44 High Street Rochester	A1	SQM		19	TRICS	A1	A1_Town Centre	110057	0.19	0.19	0.39	0.04	0.04	0.07	1.35	1.35	2.71	0.26	0.26	0.51
796	796_A4	MC221026	Completed	Reference Case Scenario	Medway	44 High Street Rochester	A4	SQM		19	TRICS	A4	A3_Town Centre	110057	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	0.29	0.07	0.35
796	796_A1	MC221026	Completed	Reference Case Scenario	Medway	44 High Street Rochester	A1	SQM		-38	TRICS	A1	A1_Town Centre	110057	0.19	0.19	0.39	-0.07	-0.07	-0.15	1.35	1.35	2.71	-0.51	-0.51	-1.03
797	797_A3	MC221032	Completed	Reference Case Scenario	Medway	Allhallows Holiday Park Avery Way	A3	SQM		58	TRICS	A3	A1_Neighbourhood Centre	110001	3.95	3.64	7.59	2.29	2.11	4.40	4.83	5.22	10.05	2.80	3.03	5.83
797	797_A5	MC221032	Completed	Reference Case Scenario	Medway	Allhallows Holiday Park Avery Way	A5	SQM		59	TRICS	A5	A1_Neighbourhood Centre	110001	3.95	3.64	7.59	2.33	2.15	4.48	4.83	5.22	10.05	2.85	3.08	5.93
798	798_A2	MC221124	Completed	Reference Case Scenario	Medway	89-93 High Street Rainham	A2	SQM		-187	TRICS	A2	A1_Town Centre	110105	0.19	0.19	0.39	-0.36	-0.36	-0.72	1.35	1.35	2.71	-2.53	-2.53	-5.06
798	798_A3	MC221124	Completed	Reference Case Scenario	Medway	89-93 High Street Rainham	A3	SQM		93	TRICS	A3	A3_Town Centre	110105	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	1.40	0.32	1.72
798	798_A5	MC221124	Completed	Reference Case Scenario	Medway	89-93 High Street Rainham	A5	SQM		94	TRICS	A5	A3_Town Centre	110105	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	1.41	0.33	1.74
799	799_A1	MC221262	Completed	Reference Case Scenario	Medway	90a Sturdee Avenue	A1	SQM		-229	TRICS	A1	A1_Suburban Area	110053	8.28	7.39	15.67	-18.95	-16.92	-35.88	13.39	13.96	27.35	-30.67	-31.97	-62.64
799	799_B1	MC221262	Completed	Reference Case Scenario	Medway	90a Sturdee Avenue	B1	SQM		189	TRICS	B1	B1_Suburban Area	110053	1.27	0.12	1.39	2.39	0.23	2.63	0.18	0.75	0.92	0.34	1.41	1.75
800	800_A2	MC221393	Completed	Reference Case Scenario	Medway	29 Balmoral Road	A2	SQM		-239	TRICS	A2	A1_Edge of Town Centre	110047	0.19	0.00	0.19	-0.45	0.00	-0.45	1.44	1.75	3.19	-3.44	-4.18	-7.62
801	801_A1	MC221424	Completed	Reference Case Scenario	Medway	74 High Street Gillingham	A1	SQM		69	TRICS	A1	A1_Town Centre	110046	0.19	0.19	0.39

Appendix D. Uncertainty Log Committed Developments in Medway

Development Information						Demand Inputs			Network Inputs				AM Peak (08:00 -09:00)						PM Peak (17:00 -18:00)					
								All Developments					Trip Rate			Trip Generation			Trip Rate			Trip Generation		
Site_ID	Unique_ID	Reference (Plann	Completions/	Scenario	District	Development Name	Land Use	Unit	HH, Dwellings	Employment, floorspace	Trip Gen Source	Land Use TRICS/TA	TRICS Location	Model Zone	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way
10	10_C3-H/F	MC171250	Committed	Reference Case Scenario	Medway	Colonial Mutual House Quayside Chatham M	C3	H/F	52		TRICS	C3-H/F	C3-H/F_Neighbourhood Centre	115005	0.13	0.37	0.50	6.92	19.19	26.10	0.32	0.16	0.48	16.54	8.27	24.80
14	14_C3-H	MC133340	Committed	Reference Case Scenario	Medway	Port Werburgh Vicarage Lane Hoo	C3	H	30		TRICS	C3-H	C3-H_Neighbourhood Centre	110004	0.14	0.30	0.44	4.17	8.88	13.05	0.27	0.14	0.41	8.13	4.23	12.36
18	18_C3-H	MC182328	Committed	Reference Case Scenario	Medway	Land at Otterham Quay Lane Rainham	C3	H	170		TRICS	C3-H	C3-H_Edge of Town Centre	110103	0.14	0.29	0.43	23.46	49.47	72.93	0.28	0.17	0.45	48.11	28.90	77.01
25	25_C3-F	MC160654	Committed	Reference Case Scenario	Medway	The Fox 124 Ordnance Terrace Chatham	C3	F	10		TRICS	C3-F	C3-F_Suburban Area	110086	0.05	0.18	0.23	0.50	1.82	2.32	0.15	0.08	0.24	1.51	0.84	2.35
29	29_C3-H/F	MC180702	Committed	Reference Case Scenario	Medway	Land south of Stoke Road Hoo	C3	H/F	2		TRICS	C3-H/F	C3-H/F_Neighbourhood Centre	110004	0.13	0.37	0.50	0.27	0.74	1.00	0.32	0.16	0.48	0.64	0.32	0.95
39	39_C3-F	MC174128	Committed	Reference Case Scenario	Medway	78 John Street ROCHESTER	C3	F	3		TRICS	C3-F	C3-F_Suburban Area	110055	0.05	0.18	0.23	0.15	0.55	0.70	0.15	0.08	0.24	0.45	0.25	0.71
47	47_C3-F	MC173836	Committed	Reference Case Scenario	Medway	9-11 The Brook Chatham	C3	F	0		TRICS	C3-F	C3-F_Town Centre	115010	0.05	0.13	0.18	0.00	0.00	0.00	0.18	0.20	0.38	0.00	0.00	0.00
60	60_C3-H/F	MC190888	Committed	Reference Case Scenario	Medway	Stoke Road Business Centre Stoke Road Hoo	C3	H/F	50		TRICS	C3-H/F	C3-H/F_Neighbourhood Centre	110011	0.13	0.37	0.50	6.65	18.45	25.10	0.32	0.16	0.48	15.90	7.95	23.85
61	61_C3-H/F	MC191736	Committed	Reference Case Scenario	Medway	Land at White House Farm Stoke Road Hoo	C3	H/F	43		TRICS	C3-H/F	C3-H/F_Neighbourhood Centre	110011	0.13	0.37	0.50	5.72	15.87	21.59	0.32	0.16	0.48	13.67	6.84	20.51
66	66_C3-H	MC180288	Committed	Reference Case Scenario	Medway	Allhallows Golf Course Avery Way Allhallows	C3	H	80		TA	C3-H	C3-H_Neighbourhood Centre	110001	0.04	0.04	0.08	3.20	3.20	6.40	0.09	0.06	0.15	7.20	4.80	12.00
67	67_C3-F	MC161505	Committed	Reference Case Scenario	Medway	224-228 Nelson Road Gillingham	C3	F	1		TRICS	C3-F	C3-F_Suburban Area	110065	0.05	0.18	0.23	0.05	0.18	0.23	0.15	0.08	0.24	0.15	0.08	0.24
73	73_C3-H	MC201800	Committed	Reference Case Scenario	Medway	Bennetts Orchard Land off Lower Rainham Rd	C3	H	45		TA	C3-H	C3-H_Suburban Area	110102	0.14	0.38	0.52	6.30	16.97	23.27	0.34	0.16	0.50	15.39	7.29	22.68
79	79_C3-F	MC182406	Committed	Reference Case Scenario	Medway	Car Park Whiffens Avenue Chatham	C3	F	107		TRICS	C3-F	C3-F_Town Centre	115010	0.05	0.13	0.18	5.35	13.38	18.73	0.18	0.20	0.38	18.73	21.40	40.13
87	87_C3-H/F	MC192532	Committed	Reference Case Scenario	Medway	Land at The Maltings Rainham	C3	H/F	2		TRICS	C3-H/F	C3-H/F_Neighbourhood Centre	110134	0.13	0.37	0.50	0.27	0.74	1.00	0.32	0.16	0.48	0.64	0.32	0.95
89	89_C3-F	MC192709	Committed	Reference Case Scenario	Medway	St Bartholomews Hospital New Road Rochest	C3	F	57		TA	C3-F	C3-F_Town Centre	115011	0.06	0.20	0.26	3.42	11.46	14.88	0.18	0.10	0.27	10.20	5.42	15.62
89	89_C3-H	MC192709	Committed	Reference Case Scenario	Medway	St Bartholomews Hospital New Road Rochest	C3	H	12		TA	C3-H	C3-H_Suburban Area	115011	0.21	0.52	0.72	2.47	6.18	8.65	0.35	0.16	0.52	4.24	1.94	6.18
89	89_D1	MC192709	Committed	Reference Case Scenario	Medway	St Bartholomews Hospital New Road Rochest	D1	SQM		88	TA	D1	D1-EN_Mixed	115011	1.39	0.61	1.99	1.22	0.54	1.75	0.13	0.62	0.75	0.11	0.55	0.66
93	93_C3-H	MC210903	Committed	Reference Case Scenario	Medway	Charwood 239 Walderslade Road Walderslad	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110140	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
96	96_C3-H/F	MC142737	Committed	Reference Case Scenario	Medway	Southern Water Site Capstone Road Chatham	C3	H/F	80		TA	C3-H/F	C3-H/F_Neighbourhood Centre	110084	0.12	0.27	0.39	9.52	21.60	31.12	0.22	0.13	0.35	17.92	10.00	27.92
342	342_C3-H	MC211638	Committed	Reference Case Scenario	Medway	Binney Farm Binney Road Allhallows	C3	H	9		TRICS	C3-H	C3-H_Neighbourhood Centre	110001	0.14	0.30	0.44	1.25	2.66	3.92	0.27	0.14	0.41	2.44	1.27	3.71
343	343_C2-Beds	MC190994	Committed	Reference Case Scenario	Medway	Land adjacent to Balancing Pond St Andrews	C2	Beds		88	TA	C2-Beds	C2-Beds_Neighbourhood Centre	110119	0.06	0.05	0.11	6.02	4.70	10.72	0.05	0.07	0.12	4.42	6.58	11.00
343	343_A1	MC190994	Committed	Reference Case Scenario	Medway	Land adjacent to Balancing Pond St Andrews	A1	SQM		356	TA	A1	A1_Neighbourhood Centre	110119	8.33	7.87	16.20	29.67	28.02	57.68	10.33	9.99	20.32	36.78	35.56	72.34
344	344_C3-F	MC152332	Committed	Reference Case Scenario	Medway	Medway Bridge Marina Manor Lane Rochest	C3	F	36		TA	C3-F	C3-F_Neighbourhood Centre	110099	0.05	0.24	0.29	1.80	8.64	10.44	0.31	0.13	0.44	11.16	4.68	15.84
345	345_C3-F	MC211403	Committed	Reference Case Scenario	Medway	Newton Close Resource Centre Sultan Road L	C3	F	7		TRICS	C3-F	C3-F_Suburban Area	110160	0.05	0.18	0.23	0.35	1.27	1.62	0.15	0.08	0.24	1.06	0.59	1.65
346	346_C3-F	MC192211	Committed	Reference Case Scenario	Medway	Tug & Shovel 65 North Street Strood	C3	F	9		TRICS	C3-F	C3-F_Edge of Town Centre	110024	0.04	0.19	0.23	0.39	1.70	2.09	0.17	0.08	0.25	1.53	0.74	2.27
347	347_C3-F	MC210370	Committed	Reference Case Scenario	Medway	100 - 110 High Street Strood	C3	F	8		TRICS	C3-F	C3-F_Town Centre	110024	0.05	0.13	0.18	0.40	1.00	1.40	0.18	0.20	0.38	1.40	1.60	3.00
347	347_B1	MC210370	Committed	Reference Case Scenario	Medway	100 - 110 High Street Strood	B1	SQM		-288	TRICS	B1	B1_Town Centre	110024	0.94	0.04	0.98	-2.72	-0.11	-2.83	0.11	0.79	0.91	-0.33	-2.28	-2.61
348	348_C3-F	MC221091	Committed	Reference Case Scenario	Medway	105-107 High Street GILLINGHAM	C3	F	6		TRICS	C3-F	C3-F_Town Centre	110049	0.05	0.13	0.18	0.30	0.75	1.05	0.18	0.20	0.38	1.05	1.20	2.25
348	348_A1	MC221091	Committed	Reference Case Scenario	Medway	105-107 High Street Gillingham	A1	SQM		-40	TRICS	A1	A1_Town Centre	110049	0.19	0.19	0.39	-0.08	-0.08	-0.15	1.35	1.35	2.71	-0.54	-0.54	-1.08
349	349_C3-F	MC202901	Committed	Reference Case Scenario	Medway	1-3 Rhode Street CHATHAM	C3	F	13		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.65	1.63	2.28	0.18	0.20	0.38	2.28	2.60	4.88
349	349_A1	MC202901	Committed	Reference Case Scenario	Medway	1-3 Rhode Street Chatham	A1	SQM		225	TRICS	A1	A1_Town Centre	115026	0.19	0.19	0.39	0.43	0.43	0.87	1.35	1.35	2.71	3.05	3.05	6.09
349	349_SG	MC202901	Committed	Reference Case Scenario	Medway	1-3 Rhode Street Chatham	SG	SQM		-642	TRICS	SG	SG_Town Centre	115026	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
350	350_C3-F	MC221200	Committed	Reference Case Scenario	Medway	13-17 North Street Strood	C3	F	7		TRICS	C3-F	C3-F_Town Centre	110024	0.05	0.13	0.18	0.35	0.88	1.23	0.18	0.20	0.38	1.23	1.40	2.63
350	350_A1	MC221200	Committed	Reference Case Scenario	Medway	13-17 North Street Strood	A1	SQM		47	TRICS	A1	A1_Town Centre	110024	0.19	0.19	0.39	0.09	0.09	0.18	1.35	1.35	2.71	0.64	0.64	1.27
351	351_C3-H	MC202815	Committed	Reference Case Scenario	Medway	1-4 Eastgate Court Rochester	C3	H	5		TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
351	351_D1	MC202815	Committed	Reference Case Scenario	Medway	1-4 Eastgate Court Rochester	D1	SQM		-175	TRICS	D1	D1-EN_Mixed	110057	2.60	2.15	4.75	-4.55	-3.76	-8.31	1.84	0.75	2.59	-3.22	-1.31	-4.53
352	352_C3-H	MC210088	Committed	Reference Case Scenario	Medway	142 Napier Road Gillingham	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110065	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
353	353_C3-F	MC191577, MC1	Committed	Reference Case Scenario	Medway	149-151 High Street CHATHAM	C3	F	9		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.45	1.13	1.58	0.18	0.20	0.38	1.58	1.80	3.38
354	354_C3-F	MC192136	Committed	Reference Case Scenario	Medway	153-155 High Street CHATHAM	C3	F	9		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.45	1.13	1.58	0.18	0.20	0.38	1.58	1.80	3.38
354	354_B8	MC192136	Committed	Reference Case Scenario	Medway	153-155 High Street Chatham	B8	SQM		-299	TRICS	B8	B8_Suburban Area	115026	0.05	0.04	0.09	-0.16	-0.11	-0.27	0.07	0.04	0.11	-0.21	-0.13	-0.34
354	354_A1	MC192136	Committed	Reference Case Scenario	Medway	153-155 High Street Chatham	A1	SQM		41	TRICS	A1	A1_Town Centre	115026	0.19	0.19	0.39	0.08	0.08	0.16	1.35	1.35	2.71	0.56	0.56	1.11
355	355_C3-F	MC212861	Committed	Reference Case Scenario	Medway	170 High Street GILLINGHAM	C3	F	6		TRICS	C3-F	C3-F_Town Centre	110046	0.05	0.13	0.18	0.30	0.75	1.05	0.18	0.20	0.38	1.05	1.20	2.25
356	356_C3-F	MC190111	Committed	Reference Case Scenario	Medway	179-181 Maidstone Road ROCHESTER	C3	F	5		TRICS	C3-F	C3-F_Suburban Area	110055	0.05	0.18	0.23	0.25	0.91	1.16	0.15	0.08	0.24	0.76	0.42	1.18
357	357_C3-F	MC192743	Committed	Reference Case Scenario	Medway	1st floor 55 Green Street GILLINGHAM	C3	F	2		TRICS	C3-F	C3-F_Town Centre	110049	0.05	0.13	0.18	0.10	0.25	0.35	0.18	0.20	0.38	0.35	0.40	0.75
357	357_B1	MC192743	Committed	Reference Case Scenario	Medway	1st Floor 55 Green Street Gillingham	B1	SQM		-125	TRICS	B1	B1_Town Centre	110049	0.94	0.04	0.98	-1.18	-0.05	-1.23	0.11	0.79	0.91	-0.14	-0.99	-1.13
358	358_C3-F	MC180715	Committed	Reference Case Scenario	Medway	21-23 New Road CHATHAM	C3	F	32		TA	C3-F	C3-F_Town Centre	115026	0.05	0.14	0.18	1.44	4.45	5.89	0.16	0.08	0.24	4.99	2.56	7.55
359	359_C3-F	MC202783	Committed	Reference Case Scenario	Medway	22 & 24 St Marys Road Strood	C3	F	6		TRICS	C3-F	C3-F_Edge of Town Centre	110024	0.04	0.19	0.23	0.26	1.13	1.39	0.17	0.08	0.25	1.02	0.49	1.51
360	360_C3-F	MC210993	Committed	Reference Case Scenario	Medway	22-32 Canterbury Street GILLINGHAM	C3	F	14		TA	C3-F	C3-F_Town Centre	110049	0.06	0.17	0.23	0.84	2.41	3.25	0.16	0.14	0.30	2.17	1.99	4.16
360	360_A1	MC210993	Committed	Reference Case Scenario	Medway	Former nightclub 22-32 Canterbury Street Gil	A1	SQM		250	TA	A1	A1_Town Centre	110049	4.60	4.23	8.83	11.49	10.59	22.08	5.82	6.80	12.62	14.56	16.99	31.55
360	360_A3	MC210993	Committed	Reference Case Scenario	Medway	Former nightclub 22-32 Canterbury Street Gil	SG	SQM		-1115	TRICS	A3	A3_Town Centre	110049	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	-16.76	-3.87	-20.63
361	361_C3-F	MC202108	Committed	Reference Case Scenario	Medway	2-4 Canterbury Street GILLINGHAM	C3	F	6		TRICS	C3-F	C3-F_Town Centre	110049	0.05	0.13	0.18	0.30	0.75	1.05	0.18	0.20	0.38	1.05	1.20	2.25
361	361_B1	MC202108	Committed	Reference Case Scenario	Medway	2-4 Canterbury Street Gillingham	B1	SQM		-335	TRICS	B1	B1_Town Centre	110049	0.94	0.04	0.98	-3.16	-0.13	-3.29	0.11	0.79	0.91	-0.38	-2.65	-3.03
361	361_A1	MC202108	Committed	Reference Case Scenario	Medway	2-4 Canterbury Street Gillingham	A1	SQM		22	TRICS	A1	A1_Town Centre	110049	0.19	0.19	0.39	0.04	0.04	0.08	1.35	1.35	2.71	0.30	0.30	0.60
362	362_C3-F	MC210675	Committed	Reference Case Scenario	Medway	24 Gun Lane Strood	C3	F	8		TRICS	C3-F	C3-F_Edge of Town Centre	110024	0.04	0.19	0.23	0.34	1.51	1.86	0.17	0.08	0.25	1.36	0.66	2.02
362	362_A1	MC210675	Committed	Reference Case Scenario	Medway	24 Gun Lane Strood	A1	SQM		144	TRICS	A1	A1_Edge of Town Centre	110024	0.19	0.00	0.19	0.27	0.00	0.27	1.44	1.75	3.19	2.07	2.52	4.59
363	363_C3-F	MC191964	Committed	Reference Case Scenario	Medway	249 London Road Rainham	C3	F	6		TRICS	C3-F	C3-F_Suburban Area	110125	0.05	0.18	0.23	0.30	1.09	1.39	0.15	0.08	0.24	0.91	0.50	1.41
364	364_C3-F	MC203159	Committed	Reference Case Scenario	Medway	249 London Road Rainham	C3	F	0		TRICS	C3-F	C3-F_Suburban Area	110125	0.05	0.18	0.23	0.00	0.00	0.00	0.15	0.08	0.24	0.00	0.00	0.00
365	365_C3-F	MC220339	Committed	Reference Case Scenario	Medway	259-261 High Street ROCHESTER	C3	F	22		TRICS	C3-F	C3-F_Town Centre	115012	0.05	0.13	0.18	1.10	2.75	3.85	0.18	0.20	0.38	3.85	4.40	8.25
366	366_C3-F	MC201318	Committed	Reference Case Scenario	Medway	25a Frindsbury Road Frindsbury	C3	F	4		TRICS	C3-F	C3-F_Suburban Area	110025	0.05	0.18	0.23	0.20	0.73	0.93	0.15	0.08	0.24	0.60	0.34	0.94
366	366_A1	MC201318	Committed	Reference Case Scenario	Medway	25A Frindsbury Road Strood	A1	SQM		-50	TRICS	A1	A1_Suburban Area	110025	8.28	7.39	15.67	-4.14	-3.69	-7.83	13.39	13.96	27.35	-6.70	-6.98	-13.68
367	367_C3-F	MC222033	Committed	Reference Case Scenario	Medway	26 Longley Road Rainham	C3	F	8		TRICS	C3-F	C3-F_Town Centre	110105	0.05	0.13	0.18	0.40	1.00	1.40	0.18	0.20	0.38	1.40	1.60	3.00
368	368_C3-F	MC222971	Committed	Reference Case Scenario	Medway	263-269 High Street CHATHAM	C3	F	5		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.25	0.63	0.88	0.18	0.20	0.38	0.88	1.00	1.88
368	368_B1	MC222971	Committed	Reference Case Scenario	Medway	Barclays Bank 263-265 High Street Chatham	B1	SQM		-210	TRICS	B1	B1_Town Centre	115026	0.94	0.04	0.98	-1.98	-0.08	-2.06	0.11	0.79	0.91	-0.24	-1.66	-1.90
369	369_C3-F	MC213555	Committed	Reference Case Scenario	Medway	263-269 High Street CHATHAM	C3	F	4		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.20	0.50	0.70	0.18	0.20	0.38	0.70	0.80	1.50
370	370_C3-F	MC192949	Committed	Reference Case Scenario	Medway	272-274 Luton Road Luton	C3	F	6		TRICS	C3-F	C3-F_Suburban Area	110083	0.05	0.18	0.23	0.30	1.09	1.39	0.15	0.08	0.24	0.91	0.50	1.41
370	370_A1	MC192949	Committed	Reference Case Scenario	Medway	272-274 Luton Road Luton	A1	SQM		-106	TRICS	A1	A1_Suburban Area	110083	8.28	7.39	15.67	-8.77	-7.83	-16.61	13.39	13.96	27.35	-14.20	-14.80	-29.00
370	370_SG	MC192949	Committed	Reference Case Scenario	Medway	272-274 Luton Road Luton	SG	SQM		82	TRICS	SG	SG_Suburban Area	110083	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
371	371_C3-F	MC210603	Committed	Reference Case Scenario	Medway	287-289 High Street Chatham	C3	F	9		TRICS	C3-F	C3-F_Town Centre	110063	0.05	0.13	0.18	0.45	1.13	1.58	0.18	0.20	0.38	1.58	1.80	3.38
371	371_B1	MC210603	Committed	Reference Case Scenario	Medway	287-289 High Street Chatham	B1	SQM		-78	TRICS	B1	B1_Town Centre	110063	0.94	0.04	0.98	-0.74	-0.03	-0.77	0.11	0.79	0.91	-0.09	-0.62	-0.71
372	372_C3-F	MC210350	Committed	Reference Case Scenario	Medway	295 High Street Rainham	C3	F	6		TRICS	C3-F	C3-F_Town Centre	110106	0.05	0.13	0.18	0.30	0.75	1.05	0.18	0.20	0.38	1.05	1.20	2.25
373	373_C3-F	MC221191	Committed	Reference Case Scenario	Medway	3 New Road Chatham	C3	F	50		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	2.50	6.25	8.75	0.18	0.20	0.38	8.75	10.00	18.75
374	374_C3-H	MC172534	Committed	Reference Case Scenario	Medway	3 Upper Luton Road Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110085	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
375	375_C3-H	MC142912	Committed	Reference Case Scenario	Medway	3 Upper Luton Road Chatham	C3	H	10		TRICS	C3-H	C3-H_Suburban Area	110085	0.12	0.39	0.51	1.17	3.94	5.11	0.37	0.19	0.56	3.71	1.87	5.58
376	376_C3-F	MC191074	Committed	Reference Case Scenario	Medway	33 Richard Street CHATHAM	C3	F	9		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.45	1.13	1.58	0.18	0.20	0.38	1.58	1.80	3.38
377	377_C3-F	MC220491	Committed	Reference Case Scenario	Medway	346a High Street CHATHAM	C3	F	0		TRICS	C3-F	C3-F_Town Centre	110063	0.05	0.13	0.18	0.00	0.00	0.00	0.18	0.20	0.38	0.00	0.00	0.00
378	378_C3-F	MC210503	Committed	Reference Case Scenario	Medway	39 Railway Street Chatham	C3	F	5		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.25	0.63	0.88	0.18	0.20	0.38	0.88	1.00	1.88
378	378_A1	MC210503	Committed	Reference Case Scenario	Medway	39 Railway Street Chatham	A1	SQM		70	TRICS	A1	A1_Town Centre	115026	0.19	0.19	0.39	0.14	0.14	0.27	1.35	1.35	2.71	0.95	0.95	1.90
379	379_C3-F	MC220166	Committed	Reference Case Scenario	Medway	4 Balmoral Road Gillingham	C3	F	5		TRICS	C3-F	C3-F_Edge of Town Centre	110047	0.04	0.19	0.23	0.22	0.95	1.16	0.17	0.08	0.25	0.85	0.41	1.26
380	380_C3-F	MC220116	Committed	Reference Case Scenario	Medway	4 Fox Street & 5-7 Mill Road GILLINGHAM	C3	F	24		TRICS	C3-F	C3-F_Town Centre	110026	0.05	0.13	0.18	1.20	3.00	4.20	0.18	0.20	0.38	4.20	4.80	9.00
380	380_B8	MC220116	Committed	Reference Case Scenario	Medway	5-7 Mill Road and 4 Fox Street Gillingham	B8	SQM		-174	TRICS	B8	B8_Suburban Area	110026	0.05	0.04	0.09	-0.09	-0.06	-0.16	0.07	0.04	0.11	-0.12	-0.07	-0.20
380	380_SG	MC220116	Committed	Reference Case Scenario	Medway	5-7 Mill Road and 4 Fox Street Gillingham	SG	SQM		-453	TRICS	SG	SG_Town Centre	110026	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
381	381_C3-F	MC201531	Committed	Reference Case Scenario	Medway	4, 16, 20 and 22 High Street Rainham	C3	F	51		TRICS	C3-F	C3-F_Town Centre	110120	0.05	0.13	0.18	2.55	6.38	8.93	0.18	0.20	0.38	8.93	10.20	19.13
382	382_C3-F	MC201632	Committed	Reference Case Scenario	Medway	419 Walderslade Road Walderslade	C3	F	18		TRICS	C3-F	C3-F_Neighbourhood Centre	110158	0.00	0.11	0.11	0.00	2.00	2.00	0.22	0.00	0.22	4.00	0.00	4.00
383	383_C3-F	MC181666	Committed	Reference Case Scenario	Medway	4a Luton Road Luton	C3	F	7		TRICS	C3-F	C3-F_Town Centre	110085	0.05	0.13	0.18	0.35	0.88	1.23	0.18	0.20	0.38	1.23	1.40	2.63
384	384_C3-F	MC213333	Committed	Reference Case Scenario	Medway	5 Otway Terrace Chatham	C3	F	7		TRICS	C3-F	C3-F_Town Centre	110061	0.05	0.13	0.18	0.35	0.88	1.23	0.18	0.20	0.38	1.23	1.40	2.63
385	385_C3-F	MC151014	Committed	Reference Case Scenario	Medway	51 Cuxton Road Strood	C3	F	0		TRICS	C3-F	C3-F_Town Centre	115000	0.05	0.13	0.18	0.00	0.00	0.00	0.18	0.20	0.38	0.00	0.00	0.00
386	386_C3-F	MC154164, MC1	Committed	Reference Case Scenario	Medway	52 - 54 Green Street GILLINGHAM	C3	F	0		TRICS	C3-F	C3-F_Town Centre	110049	0.05	0.13	0.18	0.00	0.00	0.00	0.18	0.20	0.38	0.00	0.00	0.00
387	387_C3-F	MC211035	Committed	Reference Case Scenario	Medway	60-64 Canterbury Street GILLINGHAM	C3	F	3		TRICS	C3-F	C3-F_Town Centre	110049	0.05	0.13	0.18	0.15	0.38	0.53	0.18	0.20	0.38	0.53	0.60	1.13
387	387_B1	MC211035	Committed	Reference Case Scenario	Medway	1st floor 60-64 Canterbury Street Gillingham	B1	SQM		-200	TRICS	B1	B1_Town Centre	110049	0.94	0.04	0.98	-1.89	-0.08	-1.96	0.11	0.79	0.91	-0.23	-1.58	-1.81
388	388_C3-F	MC211017	Committed	Reference Case Scenario	Medway	60-64 Canterbury Street GILLINGHAM	C3	F	2		TRICS	C3-F	C3-F_Town Centre	110049	0.05	0.13	0.18	0.10	0.25	0.35	0.18	0.20	0.38	0.35	0.40	0.75
388	388_A2	MC211017	Committed	Reference Case Scenario	Medway	Ground floor 60-64 Canterbury Street Gilling	A2	SQM		-200	TRICS	A2	A1_Town Centre	110049	0.19	0.19	0.39	-0.39	-0.39	-0.77	1.35	1.35	2.71	-2.71	-2.71	-5.42
389	389_C3-F	MC220108	Committed	Reference Case Scenario	Medway	70-76 High Street Strood	C3	F	8		TRICS	C3-F	C3-F_Town Centre	110024	0.05	0.13	0.18	0.40	1.00	1.40	0.18	0.20	0.38	1.40	1.60	3.00
389	389_A1	MC220108	Committed	Reference Case Scenario	Medway	70-76 High Street Strood	A1	SQM		108	TRICS	A1	A1_Town Centre	110024	0.19	0.19	0.39	0.21	0.21	0.42	1.35	1.35	2.71	1.46	1.46	2.92
389	389_A3	MC220108	Committed	Reference Case Scenario	Medway	70-76 High Street Strood	A3	SQM		38	TRICS	A3	A3_Town Centre	110024	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	0.57	0.13	0.70
389	389_SG	MC220108	Committed	Reference Case Scenario	Medway	70-76 High Street Strood	SG	SQM		-105	TRICS	SG	SG_Town Centre	110024	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0

Development Information							Demand Inputs				Network Inputs				AM Peak (08:00 -09:00)							PM Peak (17:00 -18:00)						
									All Developments						Trip Rate			Trip Generation				Trip Rate			Trip Generation			
Site_ID	Unique_ID	Reference (Plann	Completions/	Scenario	District	Development Name	Land Use	Unit	HH, Dwellings	Employment, floorspace	Trip Gen Source	Land Use TRICS/TA	TRICS Location	Model Zone	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way		Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	
408	408_C3-H	MC172272	Committed	Reference Case Scenario	Medway	Fleet House Upnor Road Lower Upnor	C3	H	7		TRICS	C3-H	C3-H_Neighbourhood Centre	115018	0.14	0.30	0.44	0.97	2.07	3.05		0.27	0.14	0.41	1.90	0.99	2.88	
408	408_B2	MC172272	Committed	Reference Case Scenario	Medway	Fleet House Upnor Road Lower Upnor	B2	SQM		-265	TRICS	B2	B2_Neighbourhood Centre	115018	0.49	0.24	0.73	-1.29	-0.64	-1.93		0.16	0.34	0.50	-0.42	-0.90	-1.32	
409	409_C3-F	MC191508	Committed	Reference Case Scenario	Medway	Former Green Dragon Public House 85 Church	C3	F	16		TA	C3-F	C3-F_Suburban Area	110033	0.09	0.21	0.29	1.36	3.33	4.69		0.19	0.08	0.27	3.07	1.23	4.30	
410	410_C3-F	MC210412	Committed	Reference Case Scenario	Medway	Former Kitchener Barracks Dock Road Chatha	C3	F	164		TRICS	C3-F	C3-F_Suburban Area	115023	0.05	0.18	0.23	8.20	29.85	38.05		0.15	0.08	0.24	24.76	13.78	38.54	
411	411_C3-H	MC171392	Committed	Reference Case Scenario	Medway	Former Kitchener Barracks Dock Road Chatha	C3	H	19		TA	C3-H	C3-H_Suburban Area	115023	0.19	0.33	0.51	3.53	6.21	9.75		0.26	0.18	0.44	4.92	3.44	8.36	
412	412_C3-F	MC200559	Committed	Reference Case Scenario	Medway	Former NHS Walk in Centre 547-553 Canterbu	C3	F	24		TRICS	C3-F	C3-F_Suburban Area	110065	0.05	0.18	0.23	1.20	4.37	5.57		0.15	0.08	0.24	3.62	2.02	5.64	
413	413_C3-F	MC201193	Committed	Reference Case Scenario	Medway	Former Timber Merchants and land behind 11	C3	F	8		TRICS	C3-F	C3-F_Suburban Area	110047	0.05	0.18	0.23	0.40	1.46	1.86		0.15	0.08	0.24	1.21	0.67	1.88	
414	414_C3-F	MC213671	Committed	Reference Case Scenario	Medway	Former Trafalgar Centre & Multi Storey Car P	C3	F	175		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	8.75	21.88	30.63		0.18	0.20	0.38	30.63	35.00	65.63	
414	414_B1	MC213671	Committed	Reference Case Scenario	Medway	Trafalgar Centre & Multi Storey Car Park High	B1	SQM		195	TRICS	B1	B1_Town Centre	115026	0.94	0.04	0.98	1.84	0.07	1.91		0.11	0.79	0.91	0.22	1.54	1.76	
414	414_A1	MC213671	Committed	Reference Case Scenario	Medway	Trafalgar Centre & Multi Storey Car Park High	A1	SQM		-1158	TRICS	A1	A1_Town Centre	115026	0.19	0.19	0.39	-2.23	-2.23	-4.47		1.35	1.35	2.71	-15.68	-15.68	-31.36	
414	414_A2	MC213671	Committed	Reference Case Scenario	Medway	Trafalgar Centre & Multi Storey Car Park High	A2	SQM		42	TRICS	A2	A1_Town Centre	115026	0.19	0.19	0.39	0.08	0.08	0.16		1.35	1.35	2.71	0.57	0.57	1.14	
414	414_A3	MC213671	Committed	Reference Case Scenario	Medway	Trafalgar Centre & Multi Storey Car Park High	A3	SQM		42	TRICS	A3	A3_Town Centre	115026	0.00	0.00	0.00	0.00	0.00	0.00		1.50	0.35	1.85	0.63	0.15	0.78	
414	414_D1	MC213671	Committed	Reference Case Scenario	Medway	Trafalgar Centre & Multi Storey Car Park High	D1	SQM		185	TRICS	D1	D1-EN_Mixed	115026	2.60	2.15	4.75	4.81	3.98	8.79		1.84	0.75	2.59	3.40	1.39	4.79	
414	414_D2	MC213671	Committed	Reference Case Scenario	Medway	Trafalgar Centre & Multi Storey Car Park High	D2	SQM		41	TRICS	D2	D2-LC_Mixed	115026	17.85	9.42	27.27	0.07	0.04	0.11		20.74	21.72	42.46	0.09	0.09	0.17	
415	415_C3-F	MC193109	Committed	Reference Case Scenario	Medway	Former Victoria Cross Public House 614 Lords	C3	F	8		TRICS	C3-F	C3-F_Suburban Area	110159	0.05	0.18	0.23	0.40	1.46	1.86		0.15	0.08	0.24	1.21	0.67	1.88	
415	415_A1	MC193109	Committed	Reference Case Scenario	Medway	Former Victoria Cross Public House 614 Lords	A1	SQM		425	TRICS	A1	A1_Suburban Area	110159	8.28	7.39	15.67	35.18	31.40	66.58		13.39	13.96	27.35	56.92	59.33	116.25	
416	416_C3-F	MC201192	Committed	Reference Case Scenario	Medway	Garage Site Rear of 23-29 Seagull Road Stroo	C3	F	12		TRICS	C3-F	C3-F_Suburban Area	110032	0.05	0.18	0.23	0.60	2.18	2.78		0.15	0.08	0.24	1.81	1.01	2.82	
417	417_C3-H	MC222775	Committed	Reference Case Scenario	Medway	Garages Adj 186 Laburnum Road Strood	C3	H	6		TRICS	C3-H	C3-H_Suburban Area	110045	0.12	0.39	0.51	0.70	2.36	3.07		0.37	0.19	0.56	2.23	1.12	3.35	
418	418_C3-F	MC202861	Committed	Reference Case Scenario	Medway	Garden Service Station Frindsbury Hill Wains	C3	F	0		TRICS	C3-F	C3-F_Suburban Area	110022	0.05	0.18	0.23	0.00	0.00	0.00		0.15	0.08	0.24	0.00	0.00	0.00	
418	418_SG	MC202861	Committed	Reference Case Scenario	Medway	Garden service station Frindsbury Hill	SG	SQM		0	TRICS	SG	SG_Suburban Area	110022	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	
419	419_C3-H-P	MC180556	Committed	Reference Case Scenario	Medway	Gibraltar Farm Ham Lane Lordswood	C3	H	382		TA	C3-H-P	C3-H-P_Edge of Town	110128	0.15	0.39	0.53	55.77	147.07	202.84		0.37	0.23	0.60	142.87	85.95	228.82	
419	419_C3-H-A	MC180556	Committed	Reference Case Scenario	Medway	Gibraltar Farm Ham Lane Lordswood	C3	H	68		TA	C3-H-A	C3-H-A_Edge of Town	110128	0.10	0.20	0.30	6.87	13.46	20.33		0.23	0.16	0.39	15.50	11.08	26.59	
420	420_C3-F	MC200221	Committed	Reference Case Scenario	Medway	Hallwood House Kestrel Road Lordswood	C3	F	17		TA	C3-F	C3-F_Suburban Area	110159	0.09	0.07	0.16	1.45	1.21	2.65		0.09	0.12	0.20	1.45	2.01	3.45	
421	421_C3-H	MC201471	Committed	Reference Case Scenario	Medway	Holly Lodge & Tudor Lodge Chattenden Lane	C3	H	9		TRICS	C3-H	C3-H_Neighbourhood Centre	115017	0.14	0.30	0.44	1.25	2.66	3.92		0.27	0.14	0.41	2.44	1.27	3.71	
422	422_C3-H	MC221875	Committed	Reference Case Scenario	Medway	Kingdom Hall Bloors Lane Rainham	C3	H	20		TRICS	C3-H	C3-H_Edge of Town Centre	110096	0.14	0.29	0.43	2.76	5.82	8.58		0.28	0.17	0.45	5.66	3.40	9.06	
423	423_C3-F	MC190215	Committed	Reference Case Scenario	Medway	Land adj 18 Hampshire Close Chatham	C3	F	9		TRICS	C3-F	C3-F_Suburban Area	110132	0.05	0.18	0.23	0.45	1.64	2.09		0.15	0.08	0.24	1.36	0.76	2.12	
424	424_C3-F	MC222812	Committed	Reference Case Scenario	Medway	Land Adj 2 & 4 Laburnum Road Strood	C3	F	6		TRICS	C3-F	C3-F_Suburban Area	110044	0.05	0.18	0.23	0.30	1.09	1.39		0.15	0.08	0.24	0.91	0.50	1.41	
425	425_C3-H	MC212065	Committed	Reference Case Scenario	Medway	Land adjoining no 35 Cooling Road High Halst	C3	H	5		TRICS	C3-H	C3-H_Neighbourhood Centre	115002	0.14	0.30	0.44	0.70	1.48	2.18		0.27	0.14	0.41	1.36	0.71	2.06	
426	426_C3-H	MC191708	Committed	Reference Case Scenario	Medway	Land at 18 Broom Hill Road Strood	C3	H	8		TRICS	C3-H	C3-H_Suburban Area	110020	0.12	0.39	0.51	0.94	3.15	4.09		0.37	0.19	0.56	2.97	1.50	4.46	
427	427_C3-F	MC212610	Committed	Reference Case Scenario	Medway	Land at Chatham Docks Pier Road Gillingham	C3	F	237		TRICS	C3-F	C3-F_Suburban Area	115005	0.05	0.18	0.23	11.85	43.13	54.98		0.15	0.08	0.24	35.79	19.91	55.70	
428	428_C3	MC112756	Committed	Reference Case Scenario	Medway	Land at Chatham Docks Pier Road Gillingham	C3	H/F	321		TA	C3	C3_Suburban Area	115005	0.06	0.20	0.27	20.03	65.48	85.51		0.18	0.09	0.27	58.55	28.25	86.80	
428	428_B1	MC112756	Committed	Reference Case Scenario	Medway	Land at Chatham Docks Pier Road Gillingham	Mixed B	SQM		28516	TA	B1	B1_Suburban Area	115005	1.19	0.18	1.37	339.91	51.79	391.70		0.15	0.89	1.04	42.66	254.36	297.02	
428	428_A1	MC112756	Committed	Reference Case Scenario	Medway	Land at Chatham Docks Pier Road Gillingham	A1	SQM		393	TA	A1	A1_Suburban Area	115005	3.71	3.56	7.27	14.59	13.99	28.58		4.25	4.31	8.57	16.72	16.95	33.67	
428	428_A1	MC112756	Committed	Reference Case Scenario	Medway	Land at Chatham Docks Pier Road Gillingham	A2	SQM		930	TA	A1	A1_Suburban Area	115005	3.71	3.56	7.27	34.53	33.10	67.63		4.25	4.31	8.57	39.56	40.12	79.67	
428	428_A1	MC112756	Committed	Reference Case Scenario	Medway	Land at Chatham Docks Pier Road Gillingham	A5	SQM		903	TA	A1	A1_Suburban Area	115005	3.71	3.56	7.27	33.53	32.14	65.67		4.25	4.31	8.57	38.41	38.95	77.36	
428	428_D1-UNI	MC112756	Committed	Reference Case Scenario	Medway	Land at Chatham Docks Pier Road Gillingham	D1	SQM		24616	TA	D1-UNI	D1-UNI_Suburban Area	115005	0.59	0.13	0.72	145.33	32.69	178.02		0.19	0.56	0.75	46.67	138.05	184.72	
428	428_D2-Conf	MC112756	Committed	Reference Case Scenario	Medway	Land at Chatham Docks Pier Road Gillingham	D2	SQM		20953	TA	D2-Conf	D2-Conf_Suburban Area	115005	1.12	0.14	1.27	2.35	0.30	2.65		0.23	1.29	1.52	0.49	2.69	3.18	
428	428_D1-Acom	MC112756	Committed	Reference Case Scenario	Medway	Land at Chatham Docks Pier Road Gillingham	SG	SQM		23750	TA	D1-Acom	D1-Acom_Suburban Area	115005	0.02	0.02	0.04	4.56	4.37	8.93		0.03	0.03	0.05	6.08	6.27	12.35	
428	428_D1-Acom	MC112756	Committed	Reference Case Scenario	Medway	Land at Chatham Docks Pier Road Gillingham	Other	SQM		29793	TA	D1-Acom	D1-Acom_Suburban Area	115005	0.02	0.02	0.04	5.72	5.48	11.20		0.03	0.03	0.05	7.63	7.87	15.49	
428	428_C1-Beds	MC112756	Committed	Reference Case Scenario	Medway	Land at Chatham Docks Pier Road Gillingham	C1	Beds		200	TA	C1-Beds	C1-Beds_Suburban Area	115005	0.12	0.17	0.29	0.00	0.00	0.00		0.13	0.09	0.22	0.00	0.00	0.00	
429	429_C3-H	MC190765	Committed	Reference Case Scenario	Medway	Land at East Hill Chatham	C3	H	800		TA	C3-H	C3-H_Suburban Area	110128	0.13	0.38	0.51	105.60	300.80	406.40		0.32	0.15	0.47	254.40	123.20	377.60	
429	429_A1	MC190765	Committed	Reference Case Scenario	Medway	Land at East Hill Chatham	A1	SQM		150	TRICS	A1	A1_Suburban Area	110128	8.28	7.39	15.67	45.77	40.86	86.63		13.39	13.96	27.35	74.06	77.20	151.27	
429	429_D1-PS	MC190765	Committed	Reference Case Scenario	Medway	Land at East Hill Chatham	D1	SQM		1100	TA	D1-PS	D1-PS_Suburban Area	110128	0.32	0.24	0.55	75.92	57.60	133.51		0.02	0.04	0.06	5.78	8.68	14.46	
430	430_C3-H	MC220384	Committed	Reference Case Scenario	Medway	Land at Port Victoria Road Grain	C3	H	5		TRICS	C3-H	C3-H_Neighbourhood Centre	110002	0.14	0.30	0.44	0.70	1.48	2.18		0.27	0.14	0.41	1.36	0.71	2.06	
431	431_C3-H/F	MC181526	Committed	Reference Case Scenario	Medway	Land at St Mary's Island Maritime Way Chath	C3	H/F	5		TRICS	C3-H/F	C3-H/F_Neighbourhood Centre	110027	0.13	0.37	0.50	0.67	1.85	2.51		0.32	0.16	0.48	1.59	0.80	2.39	
432	432_C3-F	MC153760	Committed	Reference Case Scenario	Medway	Land at St Mary's Island Maritime Way Chath	C3	F	54		TA	C3-F	C3-F_Neighbourhood Centre	110027	0.29	0.84	1.13	15.55	45.31	60.86		0.53	0.33	0.86	28.57	17.98	46.55	
432	432_D1	MC153760	Committed	Reference Case Scenario	Medway	Sectors 10,11/15 and 13 St Marys Island Islan	D1	SQM		230	TRICS	D1	D1-EN_Mixed	110027	2.60	2.15	4.75	5.98	4.95	10.93		1.84	0.75	2.59	4.23	1.73	5.95	
433	433_C3-H/F	MC132210	Committed	Reference Case Scenario	Medway	Land at St Mary's Island Maritime Way Chath	C3	H/F	22		TRICS	C3-H/F	C3-H/F_Neighbourhood Centre	110027	0.13	0.37	0.50	2.93	8.12	11.04		0.32	0.16	0.48	7.00	3.50	10.49	
433	433_A3	MC132210	Committed	Reference Case Scenario	Medway	Sectors 10,11,15 & 13 St Marys Island Island \	A3	SQM		80	TRICS	A3	A1_Neighbourhood Centre	110027	3.95	3.64	7.59	3.16	2.91	6.07		4.83	5.22	10.05	3.86	4.18	8.04	
434	434_C3-F	MC202782	Committed	Reference Case Scenario	Medway	Land Bounded by the Brook Car Park Queen (	C3	F	179		TA	C3-F	C3-F_Town Centre	110063	0.05	0.15	0.19	8.23	26.49	34.73		0.13	0.08	0.21	23.45	13.43	36.87	
435	435_C3-H/F	MC201867	Committed	Reference Case Scenario	Medway	Land north of Commissioners Road Strood	C3	H/F	123		TRICS	C3-H/F	C3-H/F_Neighbourhood Centre	110022	0.13	0.37	0.50	16.36	45.39	61.75		0.32	0.16	0.48	39.11	19.56	58.67	
436	436_C3-H/F	MC211287	Committed	Reference Case Scenario	Medway	Land off Town Road Cliffe Woods	C3	H/F	184		TRICS	C3-H/F	C3-H/F_Neighbourhood Centre	110006	0.13	0.37	0.50	24.47	67.90	92.37		0.32	0.16	0.48	58.51	29.26	87.77	
437	437_C3-F	MC191815	Committed	Reference Case Scenario	Medway	Land rear and adjacent to 178 Darnley Road S	C3	F	6		TRICS	C3-F	C3-F_Suburban Area	110041	0.05	0.18	0.23	0.30	1.09	1.39		0.15	0.08	0.24	0.91	0.50	1.41	
438	438_C3-F	MC223002	Committed	Reference Case Scenario	Medway	Land Rear of 161 -163 High Street Strood	C3	F	6		TRICS	C3-F	C3-F_Town Centre	115001	0.05	0.13	0.18	0.30	0.75	1.05		0.18	0.20	0.38	1.05	1.20	2.25	
439	439_C3-F	MC220238	Committed	Reference Case Scenario	Medway	Land Rear of 247-253 High Street Chatham	C3	F	14		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.70	1.75	2.45		0.18	0.20	0.38	2.45	2.80	5.25	
440	440_C3-H	MC220015	Committed	Reference Case Scenario	Medway	Land rear of British Pilot Hotel Avery Way Allh	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110001	0.14	0.30	0.44	0.14	0.30	0.44		0.27	0.14	0.41	0.27	0.14	0.41	
441	441_C3-H	MC190007	Committed	Reference Case Scenario	Medway	Land rear of British Pilot Hotel Avery Way Allh	C3	H	6		TRICS	C3-H	C3-H_Neighbourhood Centre	110001	0.14	0.30	0.44	0.83	1.78	2.61		0.27	0.14	0.41	1.63	0.85	2.47	
442	442_C3-H	MC210921	Committed	Reference Case Scenario	Medway	Land rear of British Pilot Hotel Avery Way Allh	C3	H	5		TRICS	C3-H	C3-H_Neighbourhood Centre	110001	0.14	0.30	0.44	0.70	1.48	2.18		0.27	0.14	0.41	1.36	0.71	2.06	
442	442_A1	MC210921	Committed	Reference Case Scenario	Medway	British Pilot Avery Way Allhallows	A1	SQM		357	TRICS	A1	A1_Neighbourhood Centre	110001	3.95	3.64	7.59	14.10	12.98	27.08		4.83	5.22	10.05	17.24	18.64	35.87	
443	443_C3-H	MC213379	Committed	Reference Case Scenario	Medway	Land south of Stoke Road Hoo	C3	H	17		TA	C3-H	C3-H_Neighbourhood Centre	110011	0.13	0.33	0.45	2.13	5.53	7.65		0.30	0.14	0.45	5.15	2.41	7.57	
444	444_C3-H	MC211694	Committed	Reference Case Scenario	Medway	Land south of View Road Cliffe Woods	C3	H	68		TA	C3-H	C3-H_Neighbourhood Centre	110006	0.17	0.41	0.59	11.70	28.15	39.85		0.38	0.13	0.51	25.98	8.84	34.82	
445	445_C3-H	MC211004	Committed	Reference Case Scenario	Medway	Land west of 65 Layfield Road Gillingham	C3	H	20		TA	C3-H	C3-H_Suburban Area	115009	0.18	0.33	0.52	3.66	6.66	10.32		0.35	0.28	0.63	7.00	5.50	12.50	
446	446_C3-H	MC192898	Committed	Reference Case Scenario	Medway	Land west of Station Road Rainham	C3	H	76		TRICS	C3-H	C3-H_Suburban Area	110102	0.12	0.39	0.51	8.89	29.94	38.84		0.37	0.19	0.56	28.20	14.21	42.41	
447	447_C3-H	MC161990	Committed	Reference Case Scenario	Medway	Lennox Wood Petham Green Twydall	C3	H	20		TRICS	C3-H	C3-H_Suburban Area	110076	0.12	0.39	0.51	2.34	7.88	10.22		0.37	0.19	0.56	7.42	3.74	11.16	
448	448_A1	MC203237	Committed	Reference Case Scenario	Medway	Mountbatten House 28 Military Road CHATH	A1	SQM		84	TRICS	A1	A1_Town Centre	115010	0.19	0.19	0.39	0.16	0.16	0.32		1.35	1.35	2.71	1.14	1.14	2.27	
448	448_A2	MC203237	Committed	Reference Case Scenario	Medway	Mountbatten House 28 Military Road CHATH	A2	SQM		84	TRICS	A2	A1_Town Centre	115010	0.19	0.19	0.39	0.16	0.16	0.32		1.35	1.35	2.71	1.14	1.14	2.27	
448	448_A3	MC203237	Committed	Reference Case Scenario	Medway	Mountbatten House 28 Military Road CHATH	A3	SQM		84	TRICS	A3	A3_Town Centre	115010	0.00	0.00	0.00	0.00	0.00	0.00		1.50	0.35	1.85	1.26	0.29	1.55	
448	448_A4	MC203237	Committed	Reference Case Scenario	Medway	Mountbatten House 28 Military Road CHATH	A4	SQM		84	TRICS	A4	A3_Town Centre	115010	0.00	0.00	0.00	0.00	0.00	0.00		1.50	0.35	1.85	1.26	0.29	1.55	
448	448_A5	MC203237	Committed	Reference Case Scenario	Medway	Mountbatten House 28 Military Road CHATH	A5	SQM		83	TRICS	A5	A3_Town Centre	115010	0.00	0.00	0.00	0.00	0.00	0.00		1.50	0.35	1.85	1.25	0.29	1.54	
448	448_C3-F	MC203237	Committed	Reference Case Scenario	Medway	Mountbatten House 28 Military Road CHATH	C3	F	147		TRICS	C3-F	C3-F_Town Centre	115010	0.05	0.13	0.18	7.35	18.38	25.73		0.18	0.20	0.38	25.73	29.40	55.13	
448	448_C3-F	MC203237	Committed	Reference Case Scenario	Medway	Mountbatten House 28 Military Road CHATH	C3	F	17		TRICS	C3-F	C3-F_Town Centre	115010	0.05	0.13	0.18	0.85	2.13	2.98		0.18	0.20	0.38	2.98	3.40	6.38	
448	448_B1	MC203237	Committed	Reference Case Scenario	Medway	Mountbatten House Military Road Chatham	B1	SQM		-8000	TA	B1	B1_Town Centre	115010	1.66	0.25	1.91	-132.80	-20.24	-153.04		0.14	1.26	1.40	-11.20	-100.88	-112.08	
449	449_C3-H	MC211108	Committed	Reference Case Scenario	Medway	Pampa House Station Road Rainham	C3	H	5		TRICS	C3-H	C3-H_Suburban Area	110102	0.12	0.39	0.51	0.59	1.97	2.56		0.37	0.19	0.56	1.86	0.94	2.79	
450	450_C3-H/F	MC192361	Committed	Reference Case Scenario	Medway	Patmans Wharf Upnor Road Upnor	C3	H/F	8		TRICS	C3-H/F	C3-H/F_Neighbourhood Centre	115018	0.13	0.37	0.50	1.06	2.95	4.02		0.32	0.16	0.48	2.54	1.27	3.82	
450	450_B8	MC192361	Committed	Reference Case Scenario	Medway	Patmans Wharf Upnor Road Upnor	B8	SQM		-2632	TRICS	B8	B8_Suburban Area	115018	0.05	0.04	0.09	-1.42	-0.95	-2.37		0.07	0.04	0.11	-1.84	-1.13	-2.97	
451	451_C3-F	MC200613	Committed	Reference Case Scenario	Medway	Prince Regent House Quayside Chatham Mar	C3	F	27		TRICS	C3-F	C3-F_Suburban Area	115005	0.05	0.18	0.23	1.35	4.91	6.26		0.15	0.08	0.24	4.08	2.27	6.35	
452	452_C3-F	MC182309	Committed	Reference Case Scenario	Medway	Pullman House 90 Corporation Street ROCHE	C3	F	64		TRICS	C3-F	C3-F_Town Centre	110057	0.04	0.10	0.14	2.43	6.21	8.64		0.07	0.05	0.12	4.54	2.94	7.49	
452	452_A1	MC182309	Committed	Reference Case Scenario	Medway	Adjacent Rochester Station Corporation Stre	A1	SQM		437	TA	A1	A1_Town Centre	110057	1.34	0.94	2.28	5.84	4.11	9.95		3.22	3.91	7.13	14.06	17.09	31.15	
453	453_C3-F	MC183209	Committed	Reference Case Scenario	Medway	R/O 12 New Road Ave Gundulph Road Chath	C3	F	10		TRICS	C3-F	C3-F_Town Centre	115011	0.05	0.13	0.18	0.50	1.25	1.75		0.18	0.20	0.38	1.75	2.00	3.75	
454	454_C3-F	MC190008	Committed	Reference Case Scenario	Medway	R/O 30-40 High Street Britton Farm Car Park	C3	F	44		TA	C3-F	C3-F_Town Centre	110046	0.04	0.07	0.11	1.67	2.99	4.66		0.06	0.07	0.13	2.68	2.99	5.68	
455	455_C3-F	MC170093	Committed	Reference Case Scenario	Medway	R/O 5 New Road Fronting The Paddock Chath	C3	F	7		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.35	0.88	1.23		0.18	0.20	0.38	1.23	1.40	2.63	
456	456_C3-F	MC170092	Committed	Reference Case Scenario	Medway	Rear of 7-13 New Road Fronting The Paddock	C3	F	14		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.70	1.75	2.45		0.18	0.20	0.38	2.45	2.80	5.25	
457	457_C3-H/F	MC213485	Committed	Reference Case Scenario	Medway	Rochester Riverside Corporation Street Roche	C3	H/F	154		TRICS	C3-H/F	C3-H/F_Neighbourhood Centre	115012	0.13	0.37	0.50	20.48	56.83	77.31		0.32	0.16	0.48	48.97	24.49	73.46	
458	458_C3-F	MC211530	Committed	Reference Case Scenario	Medway	Rochester Riverside Corporation Street Roche	C3	F	101		TRICS	C3-F	C3-F_Town Centre	115012	0.05	0.13	0.18	5.05	12.63	17.68		0.18	0.20	0.38	17.68	20.20	37.88	
459	459_C3-H-P	MC172333	Committed	Reference Case Scenario	Medway	Rochester Riverside Corporation Street Roche	C3	H/F	695		TA	C3-H-P	C3-H-P_Town Centre	115012	0.14	0.34	0.48	97.30	236.30	333.60		0.29	0.18	0.47	201.55	125.10	326.65	
459	459_A1	MC172333	Committed	Reference Case Scenario	Medway	Rochester Riverside Corporation Street Roch	A1	SQM		305	TA	A1	A1_Town Centre	115012	1.89	1.64	3.53	5.76	5.00	10.77		2.73	2.73	5.45	8.31	8.31	16.62	
459	459_A1	MC172333	Committed	Reference Case Scenario	Medway	Rochester Riverside Corporation Street Roch	A1	SQM		840	TA	A1	A1_Town Centre	115012	1.89	1.64	3.53	15.88	13.78	29.65		2.73	2.73	5.45	22.89	22.89	45.78	
459	459_A3	MC172333	Committed	Reference Case Scenario	Medway	Rochester Riverside Corporation Street Roch	A3	SQM		190	TA	A3	A3_Town Centre	115012	0.00	0.00	0.00	0.00	0.00	0.00		2.11	2.23	4.34	4.00	4.23	8.24	
459	459_D1-PS	MC172333	Committed	Reference Case Scenario	Medway	Rochester Riverside Corporation Street Roch	D1	SQM		200	TA	D1-PS	D1-PS_Town Centre	115012	0.15	0.11	0.26	66.88	47.52	114.40		0.01	0.02	0.03	5.28	8.80	14.08	
459	459_D1-EN	MC172333	Committed	Reference Case Scenario	Medway	Rochester Riverside Corporation Street Roch	D1	SQM		550	TA	D1-EN	D1-EN_Mixed	115012	1.74	1.70	3.44	9.57	9.37	18.94		1.28	1.48	2.76	7.02	8.14	15.16	
459	459_C1-Beds	MC172333	Committed	Reference Case Scenario	Medway	Rochester Riverside Corporation Street Roch	C1	Beds		81	TA	C1-Beds	C1-Beds_Town Centre	115012	0.11	0.17	0.28	8.91	13.77	22.68		0.14	0.08	0.22	11.34	6.48	17.82	
460	460_C3-F	MC191336	Committed	Reference Case Scenario	Medway	Shipwrights Arms 44-45 Hills Terrace Chatham	C3	F	5		TRICS	C3-F	C3-F_Suburban Area	110060	0.05

Development Information							Demand Inputs			Network Inputs				AM Peak (08:00 -09:00)						PM Peak (17:00 -18:00)					
									All Developments					Trip Rate			Trip Generation			Trip Rate			Trip Generation		
Site_ID	Unique_ID	Reference (Plann	Completions/	Scenario	District	Development Name	Land Use	Unit	HH, Dwellings	Employment, floorspace	Trip Gen Source	Land Use TRICS/TA	TRICS Location	Model Zone	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way
476	476_C3-H	MC213356	Committed	Reference Case Scenario	Medway	West of Merryboys Farm House Cooling Com	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110007	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
477	477_C3-H/F	MC210302	Committed	Reference Case Scenario	Medway	West of Parsonage Lane Frindsbury	C3	H/F	181		TRICS	C3-H/F	C3-H/F_Neighbourhood Centre	115025	0.13	0.37	0.50	24.07	66.79	90.86	0.32	0.16	0.48	57.56	28.78	86.34
477	477_D1	MC210302	Committed	Reference Case Scenario	Medway	Land West of Parsonage Lane Frindsbury	D1	SQM		688	TRICS	D1	D1-EN_Mixed	115025	2.60	2.15	4.75	17.89	14.80	32.69	1.84	0.75	2.59	12.65	5.17	17.81
477	477_C1-Beds	MC210302	Committed	Reference Case Scenario	Medway	Land West of Parsonage Lane Frindsbury	C1	Beds		15	TRICS	C1-Beds	C1-Beds_Suburban Area	115025	0.04	0.08	0.12	0.00	0.00	0.00	0.09	0.05	0.14	0.00	0.00	0.00
478	478_C3-H	MC210192	Committed	Reference Case Scenario	Medway	White Horse Public House The Street Stoke	C3	H	5		TRICS	C3-H	C3-H_Neighbourhood Centre	115022	0.14	0.30	0.44	0.70	1.48	2.18	0.27	0.14	0.41	1.36	0.71	2.06
479	479_C3-H	MC221474	Committed	Reference Case Scenario	Medway	Wooleys Orchard Land south of Lower Rainha	C3	H	200		TRICS	C3-H	C3-H_Suburban Area	110102	0.12	0.39	0.51	23.40	78.80	102.20	0.37	0.19	0.56	74.20	37.40	111.60
480	480_C3-F	MC201718	Committed	Reference Case Scenario	Medway	210 Maidstone Road Chatham	C3	F	-1		TRICS	C3-F	C3-F_Suburban Area	110089	0.05	0.18	0.23	-0.05	-0.18	-0.23	0.15	0.08	0.24	-0.15	-0.08	-0.24
481	481_C3-F	MC220554	Committed	Reference Case Scenario	Medway	172A High Street Rochester	C3	F	-1		TRICS	C3-F	C3-F_Town Centre	110057	0.05	0.13	0.18	-0.05	-0.13	-0.18	0.18	0.20	0.38	-0.18	-0.20	-0.38
481	481_A3	MC220554	Committed	Reference Case Scenario	Medway	172A High Street Chatham	A3	SQM		81	TRICS	A3	A3_Town Centre	110057	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	1.22	0.28	1.50
482	482_C3-F	MC222593	Committed	Reference Case Scenario	Medway	1 Willow Place High Street Grain	C3	F	-1		TRICS	C3-F	C3-F_Neighbourhood Centre	110002	0.00	0.11	0.11	0.00	-0.11	-0.11	0.22	0.00	0.22	-0.22	0.00	-0.22
483	483_C3-F	MC222954	Committed	Reference Case Scenario	Medway	3 College Yard Rochester	C3	F	-1		TRICS	C3-F	C3-F_Town Centre	110057	0.05	0.13	0.18	-0.05	-0.13	-0.18	0.18	0.20	0.38	-0.18	-0.20	-0.38
483	483_A3	MC222954	Committed	Reference Case Scenario	Medway	3 College Yard Rochester	A3	SQM		44	TRICS	A3	A3_Town Centre	110057	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	0.66	0.15	0.81
484	484_C3-F	MC220997	Committed	Reference Case Scenario	Medway	31-35 Balmoral Road GILLINGHAM	C3	F	4		TRICS	C3-F	C3-F_Edge of Town Centre	110047	0.04	0.19	0.23	0.17	0.76	0.93	0.17	0.08	0.25	0.68	0.33	1.01
484	484_B1	MC220997	Committed	Reference Case Scenario	Medway	33-35 Balmoral Road Gillingham	B1	SQM		-320	TRICS	B1	B1_Suburban Area	110047	1.27	0.12	1.39	-4.05	-0.40	-4.45	0.18	0.75	0.92	-0.57	-2.39	-2.96
485	485_C3-F	MC221672	Committed	Reference Case Scenario	Medway	3 Mill Road Gillingham	C3	F	1		TRICS	C3-F	C3-F_Town Centre	110026	0.05	0.13	0.18	0.05	0.13	0.18	0.18	0.20	0.38	0.18	0.20	0.38
485	485_B1	MC221672	Committed	Reference Case Scenario	Medway	3 Mill Road Gillingham	B1	SQM		-43	TRICS	B1	B1_Town Centre	110026	0.94	0.04	0.98	-0.41	-0.02	-0.42	0.11	0.79	0.91	-0.05	-0.34	-0.39
486	486_C3-F	MC200502	Committed	Reference Case Scenario	Medway	49 Wainscott Road Wainscott	C3	F	1		TRICS	C3-F	C3-F_Suburban Area	110014	0.05	0.18	0.23	0.05	0.18	0.23	0.15	0.08	0.24	0.15	0.08	0.24
487	487_C3-F	MC190575	Committed	Reference Case Scenario	Medway	1 Pepys Way Strood	C3	F	3		TRICS	C3-F	C3-F_Suburban Area	110020	0.05	0.18	0.23	0.15	0.55	0.70	0.15	0.08	0.24	0.45	0.25	0.71
487	487_A1	MC190575	Committed	Reference Case Scenario	Medway	1 Pepys Way Strood	A1	SQM		-52	TRICS	A1	A1_Suburban Area	110020	8.28	7.39	15.67	-4.30	-3.84	-8.15	13.39	13.96	27.35	-6.96	-7.26	-14.22
488	488_C3-F	MC192260	Committed	Reference Case Scenario	Medway	152-154 High Street GILLINGHAM	C3	F	4		TRICS	C3-F	C3-F_Town Centre	110046	0.05	0.13	0.18	0.20	0.50	0.70	0.18	0.20	0.38	0.70	0.80	1.50
488	488_A3	MC192260	Committed	Reference Case Scenario	Medway	Former McDonalds 152-154 High Street Gillin	A3	SQM		-317	TRICS	A3	A3_Town Centre	110046	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	-4.76	-1.10	-5.86
489	489_C3-F	MC190604	Committed	Reference Case Scenario	Medway	97 & 99 Marlborough Road Gillingham	C3	F	4		TRICS	C3-F	C3-F_Edge of Town Centre	110049	0.04	0.19	0.23	0.17	0.76	0.93	0.17	0.08	0.25	0.68	0.33	1.01
490	490_C3-F	MC190112	Committed	Reference Case Scenario	Medway	18 High Street Brompton Brompton	C3	F	1		TRICS	C3-F	C3-F_Suburban Area	115023	0.05	0.18	0.23	0.05	0.18	0.23	0.15	0.08	0.24	0.15	0.08	0.24
491	491_C3-F	MC203268	Committed	Reference Case Scenario	Medway	122 High Street CHATHAM	C3	F	4		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.20	0.50	0.70	0.18	0.20	0.38	0.70	0.80	1.50
491	491_A1	MC203268	Committed	Reference Case Scenario	Medway	122 High Street Chatham	A1	SQM		-137	TRICS	A1	A1_Town Centre	115026	0.19	0.19	0.39	-0.26	-0.26	-0.53	1.35	1.35	2.71	-1.85	-1.85	-3.71
492	492_C3-F	MC203287	Committed	Reference Case Scenario	Medway	120 High Street CHATHAM	C3	F	4		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.20	0.50	0.70	0.18	0.20	0.38	0.70	0.80	1.50
492	492_A1	MC203287	Committed	Reference Case Scenario	Medway	120 High Street Chatham	A1	SQM		-135	TRICS	A1	A1_Town Centre	115026	0.19	0.19	0.39	-0.26	-0.26	-0.52	1.35	1.35	2.71	-1.83	-1.83	-3.66
493	493_C3-F	MC192808	Committed	Reference Case Scenario	Medway	9 Railway Street CHATHAM	C3	F	4		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.20	0.50	0.70	0.18	0.20	0.38	0.70	0.80	1.50
493	493_B1	MC192808	Committed	Reference Case Scenario	Medway	9 Railway Street Chatham	B1	SQM		-150	TRICS	B1	B1_Town Centre	115026	0.94	0.04	0.98	-1.41	-0.06	-1.47	0.11	0.79	0.91	-0.17	-1.19	-1.36
494	494_C3-F	MC211400	Committed	Reference Case Scenario	Medway	84 High Street CHATHAM	C3	F	1		TRICS	C3-F	C3-F_Town Centre	115010	0.05	0.13	0.18	0.05	0.13	0.18	0.18	0.20	0.38	0.18	0.20	0.38
494	494_A1	MC211400	Committed	Reference Case Scenario	Medway	Rear of 84 High Street Chatham	A1	SQM		-36	TRICS	A1	A1_Town Centre	115010	0.19	0.19	0.39	-0.07	-0.07	-0.14	1.35	1.35	2.71	-0.49	-0.49	-0.97
495	495_C3-F	MC200534	Committed	Reference Case Scenario	Medway	307a High Street Chatham	C3	F	1		TRICS	C3-F	C3-F_Town Centre	110063	0.05	0.13	0.18	0.05	0.13	0.18	0.18	0.20	0.38	0.18	0.20	0.38
496	496_C3-F	MC200716	Committed	Reference Case Scenario	Medway	63 High Street CHATHAM	C3	F	1		TRICS	C3-F	C3-F_Town Centre	115010	0.05	0.13	0.18	0.05	0.13	0.18	0.18	0.20	0.38	0.18	0.20	0.38
496	496_A1	MC200716	Committed	Reference Case Scenario	Medway	63 High Street Chatham	A1	SQM		67	TRICS	A1	A1_Town Centre	115010	0.19	0.19	0.39	0.13	0.13	0.26	1.35	1.35	2.71	0.91	0.91	1.81
496	496_A4	MC200716	Committed	Reference Case Scenario	Medway	63 High Street Chatham	A4	SQM		-124	TRICS	A4	A3_Town Centre	115010	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	-1.86	-0.43	-2.29
497	497_C3-F	MC210304	Committed	Reference Case Scenario	Medway	54 High Street GILLINGHAM	C3	F	2		TRICS	C3-F	C3-F_Town Centre	110046	0.05	0.13	0.18	0.10	0.25	0.35	0.18	0.20	0.38	0.35	0.40	0.75
497	497_A1	MC210304	Committed	Reference Case Scenario	Medway	54 High Street Gillingham	A1	SQM		-89	TRICS	A1	A1_Town Centre	110046	0.19	0.19	0.39	-0.17	-0.17	-0.34	1.35	1.35	2.71	-1.21	-1.21	-2.41
498	498_C3-F	MC210059	Committed	Reference Case Scenario	Medway	71 St Margarets Street Rochester	C3	F	1		TRICS	C3-F	C3-F_Suburban Area	110058	0.05	0.18	0.23	0.05	0.18	0.23	0.15	0.08	0.24	0.15	0.08	0.24
499	499_C3-F	MC211460	Committed	Reference Case Scenario	Medway	Flat 6 62 Maidstone Road Rochester	C3	F	1		TRICS	C3-F	C3-F_Suburban Area	110058	0.05	0.18	0.23	0.05	0.18	0.23	0.15	0.08	0.24	0.15	0.08	0.24
500	500_C3-F	MC213059	Committed	Reference Case Scenario	Medway	27 The Paddock Chatham	C3	F	1		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.05	0.13	0.18	0.18	0.20	0.38	0.18	0.20	0.38
500	500_B1	MC213059	Committed	Reference Case Scenario	Medway	27 The Paddock Chatham	B1	SQM		-115	TRICS	B1	B1_Town Centre	115026	0.94	0.04	0.98	-1.08	-0.04	-1.13	0.11	0.79	0.91	-0.13	-0.91	-1.04
501	501_C3-F	MC211260	Committed	Reference Case Scenario	Medway	162 High Street Chatham	C3	F	3		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.15	0.38	0.53	0.18	0.20	0.38	0.53	0.60	1.13
501	501_SA1	MC211260	Committed	Reference Case Scenario	Medway	162 High Street Chatham	SA1	SQM		-212	TRICS	SA1	A1_Town Centre	115026	0.19	0.19	0.39	-0.41	-0.41	-0.82	1.35	1.35	2.71	-2.87	-2.87	-5.74
502	502_C3-F	MC211776	Committed	Reference Case Scenario	Medway	Bankside House Bank Street Luton	C3	F	1		TRICS	C3-F	C3-F_Edge of Town Centre	110085	0.04	0.19	0.23	0.04	0.19	0.23	0.17	0.08	0.25	0.17	0.08	0.25
503	503_C3-F	MC213137	Committed	Reference Case Scenario	Medway	110 Beacon Road Chatham	C3	F	1		TRICS	C3-F	C3-F_Suburban Area	110084	0.05	0.18	0.23	0.05	0.18	0.23	0.15	0.08	0.24	0.15	0.08	0.24
504	504_C3-F	MC213086	Committed	Reference Case Scenario	Medway	41-43 High Street Rainham	C3	F	3		TRICS	C3-F	C3-F_Town Centre	110105	0.05	0.13	0.18	0.15	0.38	0.53	0.18	0.20	0.38	0.53	0.60	1.13
504	504_A1	MC213086	Committed	Reference Case Scenario	Medway	(above Poulton's) 41-43 High Street Rainham	A1	SQM		-234	TRICS	A1	A1_Town Centre	110105	0.19	0.19	0.39	-0.45	-0.45	-0.90	1.35	1.35	2.71	-3.17	-3.17	-6.34
505	505_C3-F	MC211505	Committed	Reference Case Scenario	Medway	37 Stuart Road Gillingham	C3	F	2		TRICS	C3-F	C3-F_Suburban Area	110079	0.05	0.18	0.23	0.10	0.36	0.46	0.15	0.08	0.24	0.30	0.17	0.47
505	505_D2	MC211505	Committed	Reference Case Scenario	Medway	37 Stuart Road Gillingham	D2	SQM		-176	TRICS	D2	D2-LC_Mixed	110079	17.85	9.42	27.27	-0.31	-0.17	-0.48	20.74	21.72	42.46	-0.37	-0.38	-0.75
506	506_C3-F	MC220028	Committed	Reference Case Scenario	Medway	260 High Street Chatham	C3	F	1		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.05	0.13	0.18	0.18	0.20	0.38	0.18	0.20	0.38
506	506_A2	MC220028	Committed	Reference Case Scenario	Medway	260 High Street Chatham	A2	SQM		-49	TRICS	A2	A1_Town Centre	115026	0.19	0.19	0.39	-0.09	-0.09	-0.19	1.35	1.35	2.71	-0.66	-0.66	-1.33
507	507_C3-F	MC220202	Committed	Reference Case Scenario	Medway	15 Mills Terrace Chatham	C3	F	1		TRICS	C3-F	C3-F_Edge of Town Centre	110061	0.04	0.19	0.23	0.04	0.19	0.23	0.17	0.08	0.25	0.17	0.08	0.25
508	508_C3-F	MC213164	Committed	Reference Case Scenario	Medway	533 Canterbury Street Gillingham	C3	F	1		TRICS	C3-F	C3-F_Suburban Area	110065	0.05	0.18	0.23	0.05	0.18	0.23	0.15	0.08	0.24	0.15	0.08	0.24
509	509_C3-F	MC221288	Committed	Reference Case Scenario	Medway	Formerly The Royal George PH 380 High Stree	C3	F	4		TRICS	C3-F	C3-F_Town Centre	110063	0.05	0.13	0.18	0.20	0.50	0.70	0.18	0.20	0.38	0.70	0.80	1.50
509	509_A4	MC221288	Committed	Reference Case Scenario	Medway	Formerly the Royal George PH 380 High Stree	A4	SQM		-94	TRICS	A4	A3_Town Centre	110063	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	-1.41	-0.33	-1.74
510	510_C3-F	MC221224	Committed	Reference Case Scenario	Medway	52 High Street Rainham	C3	F	1		TRICS	C3-F	C3-F_Town Centre	110120	0.05	0.13	0.18	0.05	0.13	0.18	0.18	0.20	0.38	0.18	0.20	0.38
511	511_C3-F	MC222240	Committed	Reference Case Scenario	Medway	33 High Dewar Road Rainham	C3	F	9		TRICS	C3-F	C3-F_Town Centre	110106	0.05	0.13	0.18	0.45	1.13	1.58	0.18	0.20	0.38	1.58	1.80	3.38
512	512_C3-F	MC222604	Committed	Reference Case Scenario	Medway	The Marquis of Lorne 9 Mill Road GILLINGHA	C3	F	2		TRICS	C3-F	C3-F_Town Centre	110026	0.05	0.13	0.18	0.10	0.25	0.35	0.18	0.20	0.38	0.35	0.40	0.75
512	512_A3	MC222604	Committed	Reference Case Scenario	Medway	The Marquis of Lorne 9 Mill Road Gillingham	A3	SQM		-134	TRICS	A3	A3_Town Centre	110026	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.35	1.85	-2.01	-0.46	-2.48
513	513_C3-F	MC222862	Committed	Reference Case Scenario	Medway	1 Thorold Road Luton	C3	F	1		TRICS	C3-F	C3-F_Town Centre	110085	0.05	0.13	0.18	0.05	0.13	0.18	0.18	0.20	0.38	0.18	0.20	0.38
514	514_C3-F	MC222609	Committed	Reference Case Scenario	Medway	346c High Street Chatham	C3	F	1		TRICS	C3-F	C3-F_Town Centre	110063	0.05	0.13	0.18	0.05	0.13	0.18	0.18	0.20	0.38	0.18	0.20	0.38
514	514_A1	MC222609	Committed	Reference Case Scenario	Medway	346c High Street Chatham	A1	SQM		-50	TRICS	A1	A1_Town Centre	110063	0.19	0.19	0.39	-0.10	-0.10	-0.19	1.35	1.35	2.71	-0.68	-0.68	-1.35
515	515_C3-F	MC221992	Committed	Reference Case Scenario	Medway	Mews Workshop Unit 2 East Row Rochester	C3	F	1		TRICS	C3-F	C3-F_Town Centre	110057	0.05	0.13	0.18	0.05	0.13	0.18	0.18	0.20	0.38	0.18	0.20	0.38
515	515_SG	MC221992	Committed	Reference Case Scenario	Medway	Mews Workshop Unit 2 East Row Rochester	SG	SQM		-70	TRICS	SG	SG_Town Centre	110057	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
516	516_C3-F	MC180994	Committed	Reference Case Scenario	Medway	16-18 London Road Strood	C3	F	2		TRICS	C3-F	C3-F_Town Centre	110025	0.05	0.13	0.18	0.10	0.25	0.35	0.18	0.20	0.38	0.35	0.40	0.75
517	517_C3-F	MC154381	Committed	Reference Case Scenario	Medway	189 Luton Road Luton	C3	F	2		TRICS	C3-F	C3-F_Suburban Area	110085	0.05	0.18	0.23	0.10	0.36	0.46	0.15	0.08	0.24	0.30	0.17	0.47
518	518_C3-F	MC173144	Committed	Reference Case Scenario	Medway	189 Luton Road Luton	C3	F	1		TRICS	C3-F	C3-F_Suburban Area	110085	0.05	0.18	0.23	0.05	0.18	0.23	0.15	0.08	0.24	0.15	0.08	0.24
519	519_C3-F	MC173807	Committed	Reference Case Scenario	Medway	156 Luton Road Luton	C3	F	1		TRICS	C3-F	C3-F_Suburban Area	110083	0.05	0.18	0.23	0.05	0.18	0.23	0.15	0.08	0.24	0.15	0.08	0.24
520	520_C3-F	MC173808	Committed	Reference Case Scenario	Medway	154 Luton Road Luton	C3	F	1		TRICS	C3-F	C3-F_Suburban Area	110083	0.05	0.18	0.23	0.05	0.18	0.23	0.15	0.08	0.24	0.15	0.08	0.24
521	521_C3-F	MC210502	Committed	Reference Case Scenario	Medway	Fronting The Paddock, rear of 35 Railway Stre	C3	F	1		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.05	0.13	0.18	0.18	0.20	0.38	0.18	0.20	0.38
522	522_C3-F	MC191396	Committed	Reference Case Scenario	Medway	143 High Street ROCHESTER	C3	F	1		TRICS	C3-F	C3-F_Town Centre	110057	0.05	0.13	0.18	0.05	0.13	0.18	0.18	0.20	0.38	0.18	0.20	0.38
522	522_B8	MC191396	Committed	Reference Case Scenario	Medway	143 High Street Rochester	B8	SQM		23	TRICS	B8	B8_Suburban Area	110057	0.05	0.04	0.09	0.01	0.01	0.02	0.07	0.04	0.11	0.02	0.01	0.03
523	523_C3-F	MC201562	Committed	Reference Case Scenario	Medway	133 Canterbury Street GILLINGHAM	C3	F	1		TRICS	C3-F	C3-F_Edge of Town Centre	110049	0.04	0.19	0.23	0.04	0.19	0.23	0.17	0.08	0.25	0.17	0.08	0.25
524	524_C3-F	MC203315	Committed	Reference Case Scenario	Medway	122 Canterbury Street GILLINGHAM	C3	F	2		TRICS	C3-F	C3-F_Edge of Town Centre	110049	0.04	0.19	0.23	0.09	0.38	0.46	0.17	0.08	0.25	0.34	0.16	0.50
524	524_A1	MC203315	Committed	Reference Case Scenario	Medway	122 Canterbury Street Gillingham	A1	SQM		40	TRICS	A1	A1_Edge of Town Centre	110049	0.19	0.00	0.19	0.08	0.00	0.08	1.44	1.75	3.19	0.58	0.70	1.28
524	524_A3	MC203315	Committed	Reference Case Scenario	Medway	122 Canterbury Street Gillingham	A3	SQM		27	TRICS	A3	A3_Edge of Town Centre	110049	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.26	1.23	0.26	0.07	0.33
525	525_C3-F	MC211614	Committed	Reference Case Scenario	Medway	9 High Street Strood	C3	F	2		TRICS	C3-F	C3-F_Town Centre	115001	0.05	0.13	0.18	0.10	0.25	0.35	0.18	0.20	0.38	0.35	0.40	0.75
526	526_C3-F	MC213249	Committed	Reference Case Scenario	Medway	5 Rochester Road Halling	C3	F	1		TRICS	C3-F	C3-F_Neighbourhood Centre	110118	0.00	0.11	0.11	0.00	0.11	0.11	0.22	0.00	0.22	0.22	0.00	0.22
527	527_C3-F	MC220350	Committed	Reference Case Scenario	Medway	180 Rochester Street Chatham	C3	F	3		TRICS	C3-F	C3-F_Suburban Area	110088	0.05	0.18	0.23	0.15	0.55	0.70	0.15	0.08	0.24	0.45	0.25	0.71
528	528_C3-F	MC220956	Committed	Reference Case Scenario	Medway	144 High Street Rochester	C3	F	1		TRICS	C3-F	C3-F_Town Centre	110057	0.05	0.13	0.18	0.05	0.13	0.18	0.18	0.20	0.38	0.18	0.20	0.38
529	529_C3-F	MC222501	Committed	Reference Case Scenario	Medway	23 London Road Strood	C3	F	1		TRICS	C3-F	C3-F_Edge of Town Centre	115001	0.04	0.19	0.23	0.04	0.19	0.23	0.17	0.08	0.25	0.17	0.08	0.25
530	530_C3-F	MC221464	Committed	Reference Case Scenario	Medway	204 Luton Road Luton	C3	F	1		TRICS	C3-F	C3-F_Suburban Area	110083	0.05	0.18	0.23	0.05	0.18	0.23	0.15	0.08	0.24	0.15	0.08	0.24
531	531_C3-F	MC193314	Committed	Reference Case Scenario	Medway	Land rear of 263-269 High Street Chatham	C3	F	1		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.05	0.13	0.18	0.18	0.20	0.38	0.18	0.20	0.38
531	531_A1	MC193314	Committed	Reference Case Scenario	Medway	Land rear of 263 - 269 High Street Chatham	A1	SQM		58	TRICS	A1	A1_Town Centre	115026	0.19	0.19	0.39	0.11	0.11	0.22	1.35	1.35	2.71	0.79	0.79	1.57
532	532_C3-F	MC210782	Committed	Reference Case Scenario	Medway	225 High Street CHATHAM	C3	F	4		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.20	0.50	0.70	0.18	0.20	0.38	0.70	0.80	1.50
533	533_C3-F	MC192994	Committed	Reference Case Scenario	Medway	152 Cedar Road Strood	C3	F	1		TRICS	C3-F	C3-F_Suburban Area	110044	0.05	0.18	0.23	0.05	0.18	0.23	0.15	0.08	0.24	0.15	0.08	0.24
534	534_C3-F	MC200515	Committed	Reference Case Scenario	Medway	80 & 82 Nelson Road Gillingham	C3	F	2		TRICS	C3-F	C3-F_Suburban Area	110064	0.05	0.18	0.23	0.10	0.36	0.46	0.15	0.08	0.24	0.30	0.17	0.47
535	535_C3-F	MC201819	Committed	Reference Case Scenario	Medway	25 Watts Avenue Rochester	C3	F	3		TRICS	C3-F	C3-F_Suburban Area	110057	0.05	0.18	0.23	0.15	0.55	0.70	0.15	0.08	0.24	0.45	0.25	0.71
535	535_C1-Beds	MC201819	Committed	Reference Case Scenario	Medway	25 Watts Avenue Rochester	C1	Beds		-7	TRICS	C1-Beds	C1-Beds_Suburban Area	110057	0.04	0.08	0.12	0.00	0.00	0.00	0.09	0.05	0.14	0.00	0.00	0.00
536	536_C3-F	MC201638	Committed	Reference Case Scenario	Medway	2a Luton Road Luton	C3	F	2		TRICS	C3-F	C3-F_Town Centre	110085	0.05	0.13	0.18	0.10	0.25	0.35	0.18	0.20	0.38	0.35	0.40	0.75
537	537_C3-F	MC202359	Committed	Reference Case Scenario	Medway	97 Bryant Road Strood	C3	F	1		TRICS	C3-F	C3-F_Suburban Area	110025	0.05	0.18	0.23	0.05	0.18	0.23	0.15	0.08	0.24	0.15	0.08	0.24
537	537_SG	MC202359	Committed	Reference Case Scenario	Medway	97 Bryant Road Strood	SG	SQM		-52	TRICS	SG	SG_Suburban Area	110025	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
538	538_C3-F	MC211824	Committed	Reference Case Scenario	Medway	Land at the Corner of Ingram Road and Railw	C3	F	3		TRICS	C3-F	C3-F_Suburban Area	110040	0.05	0.18	0.23	0.15	0.55	0.70	0.15	0.08	0.24	0.45	0.25	0.71
539	539_C3-F	MC203227	Committed	Reference Case Scenario	Medway	5 Castle Road Luton	C3	F	1		TRICS	C3-F	C3-F_Suburban Area	110083	0.05	0.18	0.23	0.05	0.18	0.23	0.15	0.08	0.24	0.15	0.08	0.24
540	540_C3-F	MC222143	Committed	Reference Case Scenario	Medway	185 Frindsbury Road Strood	C3	F	1		TRICS	C3-F	C3-F_Suburban Area	110022	0.05	0.18	0.23	0.05	0.18	0.23	0.15	0.08	0.24	0.15	0.08	0.24
541	541_C3-F	MC211157	Committed	Reference Case Scenario	Medway	3 Old Road Chatham	C3	F	4		TRICS	C3-F	C3-F_Town Centre	110060	0.05	0.13	0.18	0.20	0.50	0.70	0.18	0.20	0.38	0.70	0.80	1.50
541	541_B1	MC211157

Development Information								Demand Inputs		Network Inputs				AM Peak (08:00 -09:00)						PM Peak (17:00 -18:00)					
								All Developments						Trip Rate			Trip Generation			Trip Rate			Trip Generation		
Site_ID	Unique_ID	Reference (Plann	Completions/	Scenario	District	Development Name	Land Use	Unit	HH, Dwellings	Employment, floorspace	Trip Gen Source	Land Use TRICS/TA	TRICS Location	Model Zone	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way
567	567_C3-H	MC221550	Committed	Reference Case Scenario	Medway	Westmoor Place Moor Street Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110134	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
568	568_C3-H	MC230338	Committed	Reference Case Scenario	Medway	Joinery Workshop Gorst Street Gillingham	C3	H	1		TRICS	C3-H	C3-H_Edge of Town Centre	110049	0.14	0.29	0.43	0.14	0.29	0.43	0.28	0.17	0.45	0.28	0.17	0.45
568	568_B2	MC230338	Committed	Reference Case Scenario	Medway	Joinery Workshop Gorst Street Gillingham	B2	SQM		-100	TRICS	B2	B2_Suburban Area	110049	0.41	0.13	0.54	-0.41	-0.13	-0.54	0.12	0.31	0.43	-0.12	-0.31	-0.43
569	569_C3-H	MC222056	Committed	Reference Case Scenario	Medway	Beechcroft Capstone Road Chatham	C3	H	0		TRICS	C3-H	C3-H_Suburban Area	110146	0.12	0.39	0.51	0.00	0.00	0.00	0.37	0.19	0.56	0.00	0.00	0.00
570	570_C3-H	MC212917	Committed	Reference Case Scenario	Medway	Land north of Grain Road Grain	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110002	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
571	571_C3-H	MC202016	Committed	Reference Case Scenario	Medway	Beechwood 72 Dargets Road Walderslade	C3	H	0		TRICS	C3-H	C3-H_Suburban Area	110156	0.12	0.39	0.51	0.00	0.00	0.00	0.37	0.19	0.56	0.00	0.00	0.00
572	572_C3-H	MC191145	Committed	Reference Case Scenario	Medway	Great Knox Farm Hempstead Road Hempstea	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110147	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
573	573_C3-H	MC192685	Committed	Reference Case Scenario	Medway	1 Darnley Close Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110041	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
574	574_C3-H	MC202029	Committed	Reference Case Scenario	Medway	33 Canterbury Street GILLINGHAM	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110049	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
574	574_A1	MC202029	Committed	Reference Case Scenario	Medway	33 Canterbury Street Gillingham	A1	SQM		-87	TRICS	A1	A1_Town Centre	110049	0.19	0.19	0.39	-0.17	-0.17	-0.34	1.35	1.35	2.71	-1.18	-1.18	-2.36
575	575_C3-H	MC213345	Committed	Reference Case Scenario	Medway	1a Beresford Road Gillingham	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110047	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
575	575_B1	MC213345	Committed	Reference Case Scenario	Medway	1a Beresford Road Gillingham	B1	SQM		-165	TRICS	B1	B1_Suburban Area	110047	1.27	0.12	1.39	-2.09	-0.20	-2.30	0.18	0.75	0.92	-0.29	-1.23	-1.52
576	576_C3-H	MC213090	Committed	Reference Case Scenario	Medway	The Constitution Castle Constitution Hill Lutor	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110085	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
576	576_A4	MC213090	Committed	Reference Case Scenario	Medway	The Constitution Castle Constitution Hill Luto	A4	SQM		-243	TRICS	A4	A3_Suburban Area	110085	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.52	1.86	-3.26	-1.25	-4.51
577	577_C3-H	MC221283	Committed	Reference Case Scenario	Medway	Peak Cottage 1a Wickham Street Rochester	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110068	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
578	578_C3-H	MC220847	Committed	Reference Case Scenario	Medway	13A Crow Lane Rochester	C3	H	-1		TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39	0.51	-0.12	-0.39	-0.51	0.37	0.19	0.56	-0.37	-0.19	-0.56
579	579_C3-H	MC230105	Committed	Reference Case Scenario	Medway	70 Prince Charles Avenue Walderslade	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110163	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
580	580_C3-H	MC220256	Committed	Reference Case Scenario	Medway	Nissen Hut Newlands Farm Newlands Farm Ro	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	115021	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
580	580_B2	MC220256	Committed	Reference Case Scenario	Medway	Nissen Hut Newlands Farm Newlands Farm Ro	B2	SQM		-241	TRICS	B2	B2_Neighbourhood Centre	115021	0.49	0.24	0.73	-1.17	-0.59	-1.76	0.16	0.34	0.50	-0.38	-0.82	-1.20
581	581_C3-H	MC221485	Committed	Reference Case Scenario	Medway	2 Hothfield Road Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110105	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
581	581_A1	MC221485	Committed	Reference Case Scenario	Medway	2 Hothfield Road Rainham	A1	SQM		-55	TRICS	A1	A1_Town Centre	110105	0.19	0.19	0.39	-0.11	-0.11	-0.21	1.35	1.35	2.71	-0.74	-0.74	-1.49
582	582_C3-H	MC230005	Committed	Reference Case Scenario	Medway	30 Star Hill Rochester	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110055	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
582	582_A2	MC230005	Committed	Reference Case Scenario	Medway	30 Star Hill Rochester	A2	SQM		-188	TRICS	A2	A1_Town Centre	110055	0.19	0.19	0.39	-0.36	-0.36	-0.73	1.35	1.35	2.71	-2.55	-2.55	-5.09
583	583_C3-H	MC230053	Committed	Reference Case Scenario	Medway	Woodfield Cooling Common Cliffe	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110007	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
584	584_C3-H	MC191146	Committed	Reference Case Scenario	Medway	44 Woodlands Road Gillingham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110078	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
585	585_C3-H	MC220803	Committed	Reference Case Scenario	Medway	The Wheatsheaf 53 Capstone Road Lordswoo	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110084	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
586	586_C3-H	MC102420	Committed	Reference Case Scenario	Medway	Land at 76 White Road Chatham	C3	H	0		TRICS	C3-H	C3-H_Suburban Area	110111	0.12	0.39	0.51	0.00	0.00	0.00	0.37	0.19	0.56	0.00	0.00	0.00
587	587_C3-H	MC201782	Committed	Reference Case Scenario	Medway	89 Maidstone Road Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110120	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
588	588_C3-H	MC202817	Committed	Reference Case Scenario	Medway	1 Concord Avenue Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110137	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
589	589_C3-H	MC201112	Committed	Reference Case Scenario	Medway	69 Hawthorn Road Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	115000	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
590	590_C3-H	MC200774	Committed	Reference Case Scenario	Medway	31 Swallow Rise Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110143	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
591	591_C3-H	MC200216	Committed	Reference Case Scenario	Medway	The Prince of Wales 90 Cecil Road Rochester	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110071	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
592	592_C3-H	MC213669	Committed	Reference Case Scenario	Medway	Gouge Farm Stonehorse Lane Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110006	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
593	593_C3-H	MC191897	Committed	Reference Case Scenario	Medway	19 Chattenden Lane Chattenden	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	115017	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
594	594_C3-H	MC202035	Committed	Reference Case Scenario	Medway	62 Commissioners Road Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110022	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
595	595_C3-H	MC220065	Committed	Reference Case Scenario	Medway	The Barn Cooling Road High Halstow	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	115002	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
596	596_C3-H	MC200349	Committed	Reference Case Scenario	Medway	Land adjacent to 3 Motney Hill Road Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110102	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
597	597_C3-H	MC201025	Committed	Reference Case Scenario	Medway	309 Lower Rainham Road Rainham	C3	H	3		TRICS	C3-H	C3-H_Suburban Area	115020	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
598	598_C3-H	MC210403	Committed	Reference Case Scenario	Medway	Land south of 49 Beacon Road Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110082	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
599	599_C3-H	MC202662	Committed	Reference Case Scenario	Medway	86 Woodside Wigmore	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110124	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
600	600_C3-H	MC211875	Committed	Reference Case Scenario	Medway	13 Millfields Lordswood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110160	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
601	601_C3-H	MC203146	Committed	Reference Case Scenario	Medway	8 Salisbury Avenue Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110120	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
602	602_C3-H	MC212339	Committed	Reference Case Scenario	Medway	Land Adj 9 Rochester Road Cuxton	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110118	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
603	603_C3-H	MC210165	Committed	Reference Case Scenario	Medway	Waterlane House 4 View Road Cliffe Woods	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110006	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
604	604_C3-H	MC222302	Committed	Reference Case Scenario	Medway	254 Maidstone Road Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110121	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
605	605_C3-H	MC213663	Committed	Reference Case Scenario	Medway	Plot 10 Ordnance Yard Lower Upnor	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	115018	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
606	606_C3-H	MC222999	Committed	Reference Case Scenario	Medway	40 Carnation road Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110041	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
607	607_C3-H	MC221179	Committed	Reference Case Scenario	Medway	Land adjacent to & rear of 187 Rock Avenue (	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110066	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
608	608_C3-H	MC181595	Committed	Reference Case Scenario	Medway	Broom Hill Reservoir Gorse Road Strood	C3	H	4		TRICS	C3-H	C3-H_Suburban Area	110017	0.12	0.39	0.51	0.47	1.58	2.04	0.37	0.19	0.56	1.48	0.75	2.23
609	609_C3-H	MC201777	Committed	Reference Case Scenario	Medway	Land at junction of Maidstone Road and Sir E	C3	H	4		TRICS	C3-H	C3-H_Suburban Area	110100	0.12	0.39	0.51	0.47	1.58	2.04	0.37	0.19	0.56	1.48	0.75	2.23
610	610_C3-H	MC230087	Committed	Reference Case Scenario	Medway	50 Nelson Road Gillingham	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110064	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
611	611_C3-H	MC210167	Committed	Reference Case Scenario	Medway	5 Farmdale Avenue Borstal	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110099	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
612	612_C3-H	MC211935	Committed	Reference Case Scenario	Medway	42 Chattenden Lane Chattenden	C3	H	3		TRICS	C3-H	C3-H_Neighbourhood Centre	115017	0.14	0.30	0.44	0.42	0.89	1.31	0.27	0.14	0.41	0.81	0.42	1.24
613	613_C3-H	MC202186	Committed	Reference Case Scenario	Medway	4 Love Lane Rochester	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
614	614_C3-H	MC203310	Committed	Reference Case Scenario	Medway	18 St Pauls Close Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110032	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
615	615_C3-H	MC212680	Committed	Reference Case Scenario	Medway	17 St Albans Road Strood	C3	H	1		TRICS	C3-H	C3-H_Edge of Town Centre	110046	0.14	0.29	0.43	0.14	0.29	0.43	0.28	0.17	0.45	0.28	0.17	0.45
616	616_C3-H	MC202630	Committed	Reference Case Scenario	Medway	34 Arden Street Gillingham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110026	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
617	617_C3-H	MC200211	Committed	Reference Case Scenario	Medway	192 Wayfield Road Chatham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110115	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
618	618_C3-H	MC200230	Committed	Reference Case Scenario	Medway	Land adjacent to 27 Berengrave Lane Rainhar	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110095	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
619	619_C3-H	MC202550	Committed	Reference Case Scenario	Medway	3 Malta Avenue Chatham	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110115	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
620	620_C3-H	MC210990	Committed	Reference Case Scenario	Medway	83 Kent Road Halling	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110119	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
621	621_C3-H	MC212409	Committed	Reference Case Scenario	Medway	218 King George Road Walderslade	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110157	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
622	622_C3-H	MC212583	Committed	Reference Case Scenario	Medway	1 Pimpernel Way Walderslade	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110157	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
623	623_C3-H	MC210372	Committed	Reference Case Scenario	Medway	94 Brompton Farm Road Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110006	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
624	624_C3-H	MC212407	Committed	Reference Case Scenario	Medway	Land Adjancent to 13 Abbey Road Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110020	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
625	625_C3-H	MC211982	Committed	Reference Case Scenario	Medway	68 Charter Street Gillingham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110026	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
626	626_C3-H	MC220153	Committed	Reference Case Scenario	Medway	Land adjacent to 3 Valley Road Gillingham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110052	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
627	627_C3-H	MC212137	Committed	Reference Case Scenario	Medway	63 Fairview Avenue Wigmore	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110148	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
628	628_C3-H	MC212853	Committed	Reference Case Scenario	Medway	40 Quinnell Street Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110095	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
629	629_C3-H	MC213476	Committed	Reference Case Scenario	Medway	73 Sir Evelyn Road Rochester	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110100	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
630	630_C3-H	MC213612	Committed	Reference Case Scenario	Medway	40 Bells Lane Hoo	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110011	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
631	631_C3-H	MC221994	Committed	Reference Case Scenario	Medway	Land Between 12 and 14 James Road Cuxton	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110118	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
632	632_C3-H	MC213072	Committed	Reference Case Scenario	Medway	54 Shanklin Close Princes Park	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110131	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
633	633_C3-H	MC220148	Committed	Reference Case Scenario	Medway	Land adjacent to 2 Maple Avenue Gillingham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110038	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
634	634_C3-H	MC222487	Committed	Reference Case Scenario	Medway	14 Castlemaine Avenue Gillingham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110040	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
635	635_C3-H	MC212310	Committed	Reference Case Scenario	Medway	17 Broom Hill Road Strood	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110020	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
636	636_C3-H	MC220353	Committed	Reference Case Scenario	Medway	Land west of 21 Grove road Strood	C3	H	1		TRICS	C3-H	C3-H_Edge of Town Centre	110024	0.14	0.29	0.43	0.14	0.29	0.43	0.28	0.17	0.45	0.28	0.17	0.45
637	637_C3-H	MC213505	Committed	Reference Case Scenario	Medway	Land adj to 110 Frindsbury Road Strood	C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110022	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
638	638_C3-H	MC222264	Committed	Reference Case Scenario	Medway	43 and land adjacent to 43 St James Road Gra	C3	H	2		TRICS	C3-H	C3-H_Neighbourhood Centre	110002	0.14	0.30	0.44	0.28	0.59	0.87	0.27	0.14	0.41	0.54	0.28	0.82
639	639_C3-H	MC221433	Committed	Reference Case Scenario	Medway	486 Lower Rainham Road Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	115020	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
639	639_B1	MC221433	Committed	Reference Case Scenario	Medway	486 Lower Rainham Road Rainham	B1	SQM		-165	TRICS	B1	B1_Edge of Town	115020	2.17	0.15	2.32	-3.58	-0.25	-3.83	0.10	2.12	2.22	-0.17	-3.50	-3.67
640	640_C3-H	MC220252	Committed	Reference Case Scenario	Medway	Builders Yard 7 Napier Road Gillingham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110053	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
641	641_C3-H	MC222512	Committed	Reference Case Scenario	Medway	20 Junction Road Gillingham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110054	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
642	642_C3-H	MC181739	Committed	Reference Case Scenario	Medway	Land between Hoo Swimming Pool and 163 N	C3	H	2		TRICS	C3-H	C3-H_Neighbourhood Centre	110012	0.14	0.30	0.44	0.28	0.59	0.87	0.27	0.14	0.41	0.54	0.28	0.82
643	643_C3-H	MC162802	Committed	Reference Case Scenario	Medway	Land to the rear of 40 Birling Avenue Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	115019	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
644	644_C3-H	MC140457	Committed	Reference Case Scenario	Medway	Land rear of 1-5 Orchard Villas and adjacent t	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110059	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
645	645_C3-H	MC170163	Committed	Reference Case Scenario	Medway	598 Mierscourt Road Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110133	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
646	646_C3-H	MC173333	Committed	Reference Case Scenario	Medway	Court Lodge Riggal Court Bush Road Cuxton	C3	H	2		TRICS	C3-H	C3-H_Neighbourhood Centre	110117	0.14	0.30	0.44	0.28	0.59	0.87	0.27	0.14	0.41	0.54	0.28	0.82
647	647_C3-H	MC183545	Committed	Reference Case Scenario	Medway	Land adjacent 1 Marshgate Cottages Main Ro	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	115003	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
648	648_C3-H	MC191941	Committed	Reference Case Scenario	Medway	Land adj 3 Swingate Avenue Cliffe	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110008	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
649	649_C3-H	MC193286	Committed	Reference Case Scenario	Medway	10 Salisbury Avenue Rainham	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110120	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
650	650_C3-H	MC210497	Committed	Reference Case Scenario	Medway	6 Columbine Road Strood	C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110041	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
651	651_C3-H	MC211584	Committed	Reference Case Scenario	Medway	9 View Road Cliffe Woods	C3	H	1		TRICS	C3-H	C3-H_Neighbourhood Centre	110006	0.14	0.30	0.44	0.14	0.30	0.44	0.27	0.14	0.41	0.27	0.14	0.41
652	652_C3-H	MC201472	Committed	Reference Case Scenario	Medway	7 Moor Street Rainham	C3	H	1		TRICS	C3-H	C3-H_Edge of Town Centre	110106	0.14	0.29	0.43	0.14	0.29	0.43	0.28	0.17	0.45	0.28

Development Information							Demand Inputs			Network Inputs				AM Peak (08:00 -09:00)							PM Peak (17:00 -18:00)						
									All Developments						Trip Rate			Trip Generation				Trip Rate			Trip Generation		
Site_ID	Unique_ID	Reference (Plann	Completions/	Scenario	District	Development Name	Land Use	Unit	HH, Dwellings	Employment, floorspace	Trip Gen Source	Land Use TRICS/TA	TRICS Location	Model Zone	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way		Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	
699	699_B8	MC183608	Committed	Reference Case Scenario	Medway	Cpi Books Ltd Badger Road Lordswood	B8	SQM		2315	TRICS	B8	B8_Edge of Town	110161	0.19	0.12	0.31	4.33	2.87	7.20		0.10	0.21	0.32	2.38	4.91	7.29	
706	706_D2	MC192202	Committed	Reference Case Scenario	Medway	Allhallows Holiday Caravan Park Avery Way A	D2	SQM		4560	TA	D2	D2-LC_Mixed	110001	0.07	0.05	0.12	0.03	0.02	0.05		0.00	0.00	0.00	0.00	0.00	0.00	
750	750_C2-Beds	MC210674	Committed	Reference Case Scenario	Medway	Former Sherlodge Garage 26-28 Hoath Lane \	C2	Beds		68	TRICS	C2-Beds	C2-Mixed	110124	0.08	0.05	0.13	5.51	3.60	9.11		0.04	0.09	0.13	2.79	5.85	8.64	
754	754_A1	MC210919	Committed	Reference Case Scenario	Medway	The Westcourt Arms 172 Canterbury Street G	A1	SQM		195	TRICS	A1	A1_Suburban Area	110064	8.28	7.39	15.67	16.14	14.41	30.55		13.39	13.96	27.35	26.12	27.22	53.34	
759	759_SG	MC211186	Committed	Reference Case Scenario	Medway	Buckland Lake Reserve Buckland Road Cliffe	SG	SQM		764	TRICS	SG	SG_Neighbourhood Centre	110005	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	
784	784_A3	MC220083	Committed	Reference Case Scenario	Medway	Elm Court Garden Centre Elm Court Industria	A3	SQM		162	TRICS	A3	A3_Edge of Town Centre	110128	0.00	0.00	0.00	0.00	0.00	0.00		0.97	0.26	1.23	1.57	0.42	1.99	
791	791_Mixed B	MC220475	Committed	Reference Case Scenario	Medway	Net Tex Industries Hoo Marina Industrial Esta	Mixed B	SQM		854	TRICS	Mixed B	B2_Neighbourhood Centre	110004	0.49	0.24	0.73	4.15	2.08	6.23		0.16	0.34	0.50	1.36	2.90	4.25	
802	802_D1	MC221434	Committed	Reference Case Scenario	Medway	House No 2 and Fitted Rigging House Anchor	D1	SQM		504	TRICS	D1	D1-EN_Mixed	115023	2.60	2.15	4.75	13.10	10.84	23.95		1.84	0.75	2.59	9.26	3.79	13.05	
804	804_A1	MC221525	Committed	Reference Case Scenario	Medway	42 High Street Chatham	A1	SQM		101	TRICS	A1	A1_Town Centre	115010	0.19	0.19	0.39	0.19	0.19	0.39		1.35	1.35	2.71	1.37	1.37	2.74	
807	807_B1	MC221762	Committed	Reference Case Scenario	Medway	Unit 1A Rear of 15-17 Cedar Road Strood	B1	SQM		200	TRICS	B1	B1_Suburban Area	115000	1.27	0.12	1.39	2.53	0.25	2.78		0.18	0.75	0.92	0.36	1.49	1.85	
809	809_B1	MC222084	Committed	Reference Case Scenario	Medway	Eastcourt Works (MEMS) Beechings Way Twy	B1	SQM		633	TRICS	B1	B1_Suburban Area	110072	1.27	0.12	1.39	8.02	0.78	8.81		0.18	0.75	0.92	1.13	4.72	5.85	
809	809_B8	MC222084	Committed	Reference Case Scenario	Medway	Eastcourt Works (MEMS) Beechings Way Twy	B8	SQM		633	TRICS	B8	B8_Suburban Area	110072	0.05	0.04	0.09	0.34	0.23	0.57		0.07	0.04	0.11	0.44	0.27	0.72	
813	813_D1	MC130102	Committed	Reference Case Scenario	Medway	Croneens Car Park Railway Street Gillingham	D1	SQM		3858	TRICS	D1	D1-EN_Mixed	110036	2.60	2.15	4.75	100.31	82.99	183.29		1.84	0.75	2.59	70.91	28.97	99.88	
814	814_B8	MC130750Phase2	Committed	Reference Case Scenario	Medway	Land off Bailey Drive Gillingham	B8	SQM		5342	TA	B8	B8_Suburban Area	110127	0.37	0.04	0.41	19.87	2.08	21.96		0.02	0.40	0.42	1.23	21.42	22.65	
815	815_A3	MC143158	Committed	Reference Case Scenario	Medway	The Crispin and Crispianus 8 London Road Str	A3	SQM		260	TRICS	A3	A3_Town Centre	110025	0.00	0.00	0.00	0.00	0.00	0.00		1.50	0.35	1.85	3.91	0.90	4.81	
815	815_C1-Beds	MC143158	Committed	Reference Case Scenario	Medway	The Crispin and Crispianus 8 London Road Str	C1	Beds		15	TRICS	C1-Beds	C1-Beds_Town Centre	110025	0.07	0.11	0.18	0.00	0.00	0.00		0.07	0.04	0.11	0.00	0.00	0.00	
816	816_B1	MC150081	Committed	Reference Case Scenario	Medway	Former Kitchener Barracks Dock Road Chath	B1	SQM		447	TA	B1	B1_Suburban Area	115023	1.75	0.24	1.99	7.82	1.08	8.89		0.20	1.44	1.64	0.89	6.43	7.33	
816	816_A3-Pub	MC150081	Committed	Reference Case Scenario	Medway	Former Kitchener Barracks Dock Road Chath	A3	SQM		447	TA	A3-Pub	A3-Pub_Suburban Area	115023	0.00	0.00	0.00	0.00	0.00	0.00		3.15	1.78	4.93	14.07	7.95	22.02	
817	817_C1-Beds	MC150923	Committed	Reference Case Scenario	Medway	Walnut Tree Farm 155 Lower Rainham Road (	C1	Beds		56	TRICS	C1-Beds	C1-Beds_Edge of Town	115020	0.20	0.25	0.44	0.00	0.00	0.00		0.22	0.19	0.41	0.00	0.00	0.00	
818	818_B1c	MC151051	Committed	Reference Case Scenario	Medway	Phase 1 Zone D National Grid Land Grain Roa	B1	SQM		29839	TA	B1c	B1c_Neighbourhood Centre	110002	0.27	0.06	0.34	81.76	18.20	99.96		0.04	0.35	0.39	11.94	103.24	115.18	
818	818_B2	MC151051	Committed	Reference Case Scenario	Medway	Phase 1 Zone D National Grid Land Grain Roa	B2	SQM		29839	TA	B2	B2_Neighbourhood Centre	110002	0.30	0.16	0.46	88.32	48.64	136.96		0.10	0.21	0.30	28.35	62.07	90.41	
818	818_B8	MC151051	Committed	Reference Case Scenario	Medway	Phase 1 Zone D National Grid Land Grain Roa	B8	SQM		238706	TA	B8	B8_Suburban Area	110002	0.06	0.03	0.10	152.77	78.77	231.54		0.03	0.05	0.08	64.45	124.13	188.58	
818	818_B1a	MC151051	Committed	Reference Case Scenario	Medway	Phase 1 Zone D National Grid Land Grain Roa	B1	SQM		120	TA	B1a	B1a_Neighbourhood Centre	110002	0.49	0.24	0.73	0.58	0.29	0.87		0.16	0.34	0.50	0.19	0.41	0.60	
818	818_A1	MC151051	Committed	Reference Case Scenario	Medway	Phase 1 Zone D National Grid Land Grain Roa	A1	SQM		40	TRICS	A1	A1_Neighbourhood Centre	110002	3.95	3.64	7.59	1.58	1.45	3.03		4.83	5.22	10.05	1.93	2.09	4.02	
818	818_A3	MC151051	Committed	Reference Case Scenario	Medway	Phase 1 Zone D National Grid Land Grain Roa	A3	SQM		40	TRICS	A3	A1_Neighbourhood Centre	110002	3.95	3.64	7.59	1.58	1.45	3.03		4.83	5.22	10.05	1.93	2.09	4.02	
818	818_A5	MC151051	Committed	Reference Case Scenario	Medway	Phase 1 Zone D National Grid Land Grain Roa	A5	SQM		40	TRICS	A5	A1_Neighbourhood Centre	110002	3.95	3.64	7.59	1.58	1.45	3.03		4.83	5.22	10.05	1.93	2.09	4.02	
819	819_A1	MC151913	Committed	Reference Case Scenario	Medway	18-20 Batchelor Street Chatham	A1	SQM		68	TRICS	A1	A1_Town Centre	110063	0.19	0.19	0.39	0.13	0.13	0.26		1.35	1.35	2.71	0.92	0.92	1.84	
820	820_C2-Beds	MC152954	Committed	Reference Case Scenario	Medway	Land off The Broadway Gillingham	C2	Beds		90	TRICS	C2-Beds	C2-Mixed	110078	0.08	0.05	0.13	7.29	4.77	12.06		0.04	0.09	0.13	3.69	7.74	11.43	
821	821_A1	MC154164	Committed	Reference Case Scenario	Medway	1st and 2nd floors 54a Green Street Gillingha	A1	SQM		0	TRICS	A1	A1_Town Centre	110049	0.19	0.19	0.39	0.00	0.00	0.00		1.35	1.35	2.71	0.00	0.00	0.00	
822	822_A1	MC154170	Committed	Reference Case Scenario	Medway	1st and 2nd floors 54 Green Street Gillingham	A1	SQM		0	TRICS	A1	A1_Town Centre	110049	0.19	0.19	0.39	0.00	0.00	0.00		1.35	1.35	2.71	0.00	0.00	0.00	
823	823_D1	MC173910	Committed	Reference Case Scenario	Medway	7 Maidstone Road Rainham	D1	SQM		44	TRICS	D1	D1-EN_Mixed	110120	2.60	2.15	4.75	1.14	0.95	2.09		1.84	0.75	2.59	0.81	0.33	1.14	
824	824_B1	MC181878	Committed	Reference Case Scenario	Medway	Plot 8 London Medway Commercial Park Esc	B1	SQM		814	TRICS	B1	B1_Town Centre	110004	0.94	0.04	0.98	7.68	0.31	7.99		0.11	0.79	0.91	0.92	6.45	7.37	
824	824_B8	MC181878	Committed	Reference Case Scenario	Medway	Plot 8 London Medway Commercial Park Esc	B8	SQM		4812	TRICS	B8	B8_Suburban Area	110004	0.05	0.04	0.09	2.60	1.73	4.33		0.07	0.04	0.11	3.37	2.07	5.44	
825	825_B1	MC181979	Committed	Reference Case Scenario	Medway	Plot 1C London Medway Commercial Park Es	B1	SQM		2396	TRICS	B1	B1_Town Centre	110004	0.94	0.04	0.98	22.59	0.91	23.50		0.11	0.79	0.91	2.71	18.98	21.68	
825	825_B8	MC181979	Committed	Reference Case Scenario	Medway	Plot 1C London Medway Commercial Park Es	B8	SQM		15961	TRICS	B8	B8_Suburban Area	110004	0.05	0.04	0.09	8.62	5.75	14.36		0.07	0.04	0.11	11.17	6.86	18.04	
826	826_B8	MC182176	Committed	Reference Case Scenario	Medway	Flanders Farm Ratcliffe Highway Hoo	B8	SQM		3488	TRICS	B8	B8_Suburban Area	110004	0.05	0.04	0.09	1.88	1.26	3.14		0.07	0.04	0.11	2.44	1.50	3.94	
827	827_D2	MC183181	Committed	Reference Case Scenario	Medway	Community Hall Avery Way Allhallows	D2	SQM		232	TRICS	D2	D2-LC_Mixed	110001	17.85	9.42	27.27	0.41	0.22	0.63		20.74	21.72	42.46	0.48	0.50	0.98	
828	828_Mixed B	MC191556	Committed	Reference Case Scenario	Medway	Innovation Park Medway Rochester Airport N	Mixed B	SQM		100648	TA	Mixed B	B2_Edge of Town	110137	0.92	0.16	1.08	924.96	163.05	1088.00		0.08	0.67	0.75	77.50	674.34	751.84	
829	829_D2	MC191798	Committed	Reference Case Scenario	Medway	Chatham Garrison Sports Ground Sally Port G	D2	SQM		400	TRICS	D2	D2-LC_Mixed	115004	17.85	9.42	27.27	0.71	0.38	1.09		20.74	21.72	42.46	0.83	0.87	1.70	
830	830_D2	MC192053	Committed	Reference Case Scenario	Medway	Lordswood Sports and Social Club North Dan	D2	SQM		295	TRICS	D2	D2-LC_Mixed	110128	17.85	9.42	27.27	0.53	0.28	0.80		20.74	21.72	42.46	0.61	0.64	1.25	
831	831_B1	MC192364	Committed	Reference Case Scenario	Medway	Land adj Kaler House George Summers Close	B1	SQM		1003	TRICS	B1	B1_Suburban Area	115025	1.27	0.12	1.39	12.71	1.24	13.95		0.18	0.75	0.92	1.79	7.48	9.27	
831	831_Mixed B	MC192364	Committed	Reference Case Scenario	Medway	Land adj Kaler House George Summers Close	Mixed B	SQM		-120	TRICS	Mixed B	B2_Suburban Area	115025	0.41	0.13	0.54	-0.49	-0.15	-0.65		0.12	0.31	0.43	-0.15	-0.37	-0.51	
832	832_A1	MC192566	Committed	Reference Case Scenario	Medway	25-33 Corporation Street Rochester	A1	SQM		614	TA	A1	A1_Town Centre	110057	0.25	0.25	0.50	1.54	1.54	3.07		2.50	3.25	5.75	15.35	19.96	35.31	
832	832_C1-Beds	MC192566	Committed	Reference Case Scenario	Medway	25-33 Corporation Street Rochester	C1	Beds		100	TA	C1-Beds	C1-Beds_Town Centre	110057	0.12	0.16	0.29	0.00	0.00	0.00		0.17	0.05	0.22	0.00	0.00	0.00	
833	833_Other	MC192871	Committed	Reference Case Scenario	Medway	National Grid Grain LNG Terminal Grain Road	Other	SQM		690	TRICS	Other	Other	110002	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	
834	834_B1	MC193043	Committed	Reference Case Scenario	Medway	Transnordic Vicarage Lane Hoo	B1	SQM		430	TRICS	B1	B1_Town Centre	110004	0.94	0.04	0.98	4.05	0.16	4.22		0.11	0.79	0.91	0.49	3.41	3.89	
835	835_B1	MC193128	Committed	Reference Case Scenario	Medway	Flanders Farm Ratcliffe Highway Hoo	B1	SQM		310	TRICS	B1	B1_Town Centre	110004	0.94	0.04	0.98	2.92	0.12	3.04		0.11	0.79	0.91	0.35	2.46	2.81	
835	835_B8	MC193128	Committed	Reference Case Scenario	Medway	Flanders Farm Ratcliffe Highway Hoo	B8	SQM		9986	TRICS	B8	B8_Suburban Area	110004	0.05	0.04	0.09	5.39	3.59	8.99		0.07	0.04	0.11	6.99	4.29	11.28	
836	836_D2	MC193257	Committed	Reference Case Scenario	Medway	Medway Yacht Club Upnor Road Upnor	D2	SQM		-930	TRICS	D2	D2-LC_Mixed	115018	17.85	9.42	27.27	-1.66	-0.88	-2.54		20.74	21.72	42.46	-1.93	-2.02	-3.95	
836	836_D2	MC193257	Committed	Reference Case Scenario	Medway	Medway Yacht Club Upnor Road Upnor	D2	SQM		1080	TRICS	D2	D2-LC_Mixed	115018	17.85	9.42	27.27	1.93	1.02	2.95		20.74	21.72	42.46	2.24	2.35	4.59	
837	837_Mixed B	MC20011342	Committed	Reference Case Scenario	Medway	Land south of Kent Terrace Canterbury Lane F	Mixed B	SQM		0	TRICS	Mixed B	B2_Edge of Town	110103	0.41	0.16	0.57	0.00	0.00	0.00		0.12	0.38	0.50	0.00	0.00	0.00	
838	838_C2-Beds	MC200510	Committed	Reference Case Scenario	Medway	42 Hollywoood Lane	C2	Beds		7	TRICS	C2-Beds	C2-Mixed	110016	0.08	0.05	0.13	0.57	0.37	0.94		0.04	0.09	0.13	0.29	0.60	0.89	
839	839_B1	MC20051195	Committed	Reference Case Scenario	Medway	Fort Horsted Primrose Close Chatham	B1	SQM		446	TRICS	B1	B1_Suburban Area	110138	1.27	0.12	1.39	5.65	0.55	6.20		0.18	0.75	0.92	0.79	3.33	4.12	
839	839_B2	MC20051195	Committed	Reference Case Scenario	Medway	Fort Horsted Primrose Close Chatham	B2	SQM		563	TRICS	B2	B2_Suburban Area	110138	0.41	0.13	0.54	2.32	0.71	3.03		0.12	0.31	0.43	0.70	1.72	2.42	
839	839_B8	MC20051195	Committed	Reference Case Scenario	Medway	Fort Horsted Primrose Close Chatham	B8	SQM		130	TRICS	B8	B8_Suburban Area	110138	0.05	0.04	0.09	0.07	0.05	0.12		0.07	0.04	0.11	0.09	0.06	0.15	
840	840_D1	MC200532	Committed	Reference Case Scenario	Medway	Little Explorers Day Nursey 206c Maidstone R	D1	SQM		40	TRICS	D1	D1-EN_Mixed	110101	2.60	2.15	4.75	1.04	0.86	1.90		1.84	0.75	2.59	0.74	0.30	1.04	
841	841_D1	MC200731	Committed	Reference Case Scenario	Medway	Hempstead Village Hall 169 Hempstead Road	D1	SQM		31	TRICS	D1	D1-EN_Mixed	110145	2.60	2.15	4.75	0.81	0.67	1.47		1.84	0.75	2.59	0.57	0.23	0.80	
842	842_A1	MC200786	Committed	Reference Case Scenario	Medway	15 Ingram Road Gillingham	A1	SQM		24	TRICS	A1	A1_Suburban Area	110040	8.28	7.39	15.67	1.99	1.77	3.76		13.39	13.96	27.35	3.21	3.35	6.56	
843	843_D2	MC200794	Committed	Reference Case Scenario	Medway	The Pavillion Cuxton Parish Recreation Groun	D2	SQM		-180	TRICS	D2	D2-LC_Mixed	110118	17.85	9.42	27.27	-0.32	-0.17	-0.49		20.74	21.72	42.46	-0.37	-0.39	-0.76	
843	843_D2	MC200794	Committed	Reference Case Scenario	Medway	The Pavillion Cuxton Parish Recreation Groun	D2	SQM		650	TRICS	D2	D2-LC_Mixed	110118	17.85	9.42	27.27	1.16	0.61	1.77		20.74	21.72	42.46	1.35	1.41	2.76	
844	844_SG	MC200816	Committed	Reference Case Scenario	Medway	MBS House Bredgar Road Gillingham	SG	SQM		4405	TRICS	SG	SG_Suburban Area	110072	0.00	0.00	0.00	4.00	-4.00	0.00		0.00	0.00	0.00	19.00	20.00	39.00	
845	845_D2	MC200892	Committed	Reference Case Scenario	Medway	Land rear of existing playground (r/o gardens	D2	SQM		292	TRICS	D2	D2-LC_Mixed	110093	17.85	9.42	27.27	0.52	0.28	0.80		20.74	21.72	42.46	0.61	0.63	1.24	
846	846_Other	MC20090961	Committed	Reference Case Scenario	Medway	Combined Cycle Gas Turbine Power Station D	Other	SQM		8925	TRICS	Other		110004	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	
847	847_B1	MC20091628	Committed	Reference Case Scenario	Medway	National Grid Property Holdings Grain Road G	B1	SQM		0	TA	B1		110002	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	
847	847_B2	MC20091628	Committed	Reference Case Scenario	Medway	National Grid Property Holdings Grain Road G	B2	SQM		0	TA	B2		110002	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	
847	847_B8	MC20091628	Committed	Reference Case Scenario	Medway	National Grid Property Holdings Grain Road G	B8	SQM		0	TA	B8		110002	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	
848	848_Other	MC201047	Committed	Reference Case Scenario	Medway	Land west of Grain Road Grain	Other	SQM		84	TRICS	Other		110002	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	
849	849_B1	MC201438	Committed	Reference Case Scenario	Medway	34 Canterbury Street Gillingham	B1	SQM		23	TRICS	B1	B1_Town Centre	110049	0.94	0.04	0.98	0.22	0.01	0.23		0.11	0.79	0.91	0.03	0.18	0.21	
850	850_A1	MC201778	Committed	Reference Case Scenario	Medway	Real Ale Centre 72 Albany Road Luton	A1	SQM		36	TRICS	A1	A1_Suburban Area	110082	8.28	7.39	15.67	2.98	2.66	5.64		13.39	13.96	27.35	4.82	5.03	9.85	
851	851_Mixed B	MC201812	Committed	Reference Case Scenario	Medway	Magnet Ambley Road Gillingham Business Par	Mixed B	SQM		741	TRICS	Mixed B	B2_Suburban Area	110127	0.41	0.13	0.54	3.05	0.93	3.99		0.12	0.31	0.43	0.92	2.26	3.18	
852	852_A5	MC201816	Committed	Reference Case Scenario	Medway	100 Solomons Road Chatham	A5	SQM		477	TRICS	A5	A3_Town Centre	115026	0.00	0.00	0.00	0.00	0.00	0.00		1.50	0.35	1.85	7.17	1.66	8.82	
852	852_D2	MC201816	Committed	Reference Case Scenario	Medway	100 Solomons Road Chatham	D2	SQM		-477	TRICS	D2	D2-LC_Mixed	115026	17.85	9.42	27.27	-0.85	-0.45	-1.30		20.74	21.72	42.46	-0.99	-1.04	-2.03	
853	853_B1	MC202011	Committed	Reference Case Scenario	Medway	Medway Bridge Marine Manor Lane Borstal	B1	SQM		-564	TRICS	B1	B1_Suburban Area	110099	1.27	0.12	1.39	-7.15	-0.70	-7.85		0.18	0.75	0.92	-1.00	-4.21	-5.21	
853	853_B8	MC202011	Committed	Reference Case Scenario	Medway	Medway Bridge Marine Manor Lane Borstal	B8	SQM		5	TRICS	B8	B8_Suburban Area	110099	0.05	0.04	0.09	0.00	0.00	0.00		0.07	0.04	0.11	0.00	0.00	0.01	
853	853_A2	MC202011	Committed	Reference Case Scenario	Medway	Medway Bridge Marine Manor Lane Borstal	A2	SQM		-106	TRICS	A2	A1_Suburban Area	110099	8.28	7.39	15.67	-8.77	-7.83	-16.61		13.39	13.96	27.35	-14.20	-14.80	-29.00	
853	853_A3	MC202011	Committed	Reference Case Scenario	Medway	Medway Bridge Marine Manor Lane Borstal	A3	SQM		-37	TRICS	A3	A3_Suburban Area	110099	0.00	0.00	0.00	0.00	0.00	0.00		1.34	0.52	1.86	-0.50	-0.19	-0.69	
854	854_B1	MC202498	Committed	Reference Case Scenario	Medway	13-15 High Street Brompton	B1	SQM		-178	TRICS	B1	B1_Suburban Area	115023	1.27	0.12	1.39	-2.26	-0.22	-2.48		0.18	0.75	0.92	-0.32	-1.33	-1.64	
854	854_D2	MC202498	Committed	Reference Case Scenario	Medway	13-15 High Street Brompton	D2	SQM		-219	TRICS	D2	D2-LC_Mixed	115023	17.85	9.42	27.27	-0.39	-0.21	-0.60		20.74	21.72	42.46	-0.45	-0.48	-0.93	
855	855_C1-Beds	MC202509	Committed	Reference Case Scenario	Medway	38 Goddings Drive Rochester	C1	Beds		1	TRICS	C1-Beds	C1-Beds_Suburban Area	110101	0.04	0.08	0.12	0.00	0.00	0.00		0.09	0.05	0.14	0.00	0.00	0.00	
856	856_B1	MC202674	Committed	Reference Case Scenario	Medway	Complete Moling Services Fenn Street St Mar	B1	SQM		671	TRICS	B1	B1_Town Centre	115021	0.94	0.04	0.98	6.33	0.25	6.58		0.11	0.79	0.91	0.76	5.31	6.07	
857	857_A5	MC210030	Committed	Reference Case Scenario	Medway	49 Peverel Green Parkwood	A5	SQM		45	TRICS	A5	A3_Edge of Town Centre	110151	0.00	0.00	0.00	0.00	0.00	0.00		0.97	0.26	1.23	0.44	0.12	0.55	
858	858_D1	MC210163	Committed	Reference Case Scenario	Medway	Princess Palace Neighbourhood Centre Prince	D1	SQM		119	TRICS	D1	D1-EN_Mixed	110142	2.60	2.15	4.75	3.09	2.56	5.65		1.84	0.75	2.59	2.19	0.89	3.08	
858	858_SG	MC210163	Committed	Reference Case Scenario	Medway	Princess Palace Neighbourhood Centre Prince	SG	SQM		-119	TRICS	SG	SG_Suburban Area	110142	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	
859	859_B8	MC210206	Committed	Reference Case Scenario	Medway	25 Church Street Hoo	B8	SQM		60	TRICS	B8	B8_Suburban Area	110004	0.05	0.04	0.09	0.03	0.02	0.05		0.07	0.04	0.11	0.04	0.03	0.07	
860	860_A1	MC210577	Committed	Reference Case Scenario	Medway	Dockside Outlet Centre Management Suite M	A1	SQM		-335	TRICS	A1	A1_Suburban Area	115005	8.28	7.39	15.67	-27.73	-24.75	-52.48		13.39	13.96	27.35	-44.87	-46.77	-91.64	
860	860_D2	MC210577	Committed	Reference Case Scenario	Medway	Dockside Outlet Centre Management Suite M	D2	SQM		1614	TRICS	D2	D2-LC_Mixed	115005	17.85	9.42	27.27	2.88	1.52	4.40		20.74	21.72	42.46	3.35	3.50	6.85	
861	861_A1	MC210717	Committed	Reference Case Scenario	Medway	(Kaiser Newsagents) 237 Canterbury Street G	A1	SQM		-40	TRICS	A1	A1_Suburban Area	110064	8.28	7.39	15.67	-3.31	-2.96	-6.27		13.39	13.96	27.35	-5.36	-5.58	-10.94	
861	861_SG	MC210717	Committed	Reference Case Scenario	Medway	(Kaiser Newsagents) 237 Canterbury Street G	SG	SQM		40	TRICS	SG	SG_Suburban Area	110064	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	
862	862_D2	MC210852	Committed	Reference Case Scenario	Medway	Youth Club The Brimp Avery Way Allhallows	D2	SQM		20	TRICS	D2	D2-LC_Mixed	110001	17.85	9.42	27.27	0.04	0.02	0.05		20.74	21.72	42.46	0.04	0.04	0.08	
863	863_A1	MC211248	Committed	Reference Case Scenario	Medway	Asda Store Dynamo Way Gillingham	A1	SQM		18	TRICS	A1	A1_Suburban Area	115005	8.28	7.39	15.67	1.49	1.33	2.82		13.39	13.96	27.35	2.41	2.51	4.92	
864	864_B1	MC211383	Committed	Reference Case Scenario	Medway	Plot 2 London Medway Commercial Park Jam	B1	SQM		2397	TA	B1	B1_Town Centre	110004	1.00	0.09	1.09	23.97	2.16	26.13		0.08	0.80	0.88	1.92	19.18	21.09	
864	864_B2	MC211383	Committed	Reference Case Scenario	Medway	Plot 2 London Medway Commercial Park Jam	B2	SQM		603	TA	B2	B2_Neighbourhood Centre	110004	0.63	0.23	0.86	3.80	1.39	5.19		0.23	0.63	0.86	1.39	3.80	5.19	
864	864_B8	MC211383	Committed	Reference Case Scenario	Medway	Plot 2 London Medway Commercial Park Jam	B8	SQM		37515	TA	B8	B8_Suburban Area	110004	0.13	0.03	0.16	48.77	11.25	60.02		0.04	0.

Development Information							Demand Inputs			Network Inputs				AM Peak (08:00 -09:00)							PM Peak (17:00 -18:00)					
								All Developments						Trip Rate			Trip Generation				Trip Rate			Trip Generation		
Site_ID	Unique_ID	Reference (Plann	Completions/	Scenario	District	Development Name	Land Use	Unit	HH, Dwellings Employment, floorspace	Trip Gen Source	Land Use TRICS/TA	TRICS Location	Model Zone	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way		Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way
884	884_A3	MC220458	Committed	Reference Case Scenario	Medway	Land West side of Dockside Outlet Centre Ma	A3	SQM	182	TRICS	A3	A3_Suburban Area	115005	0.00	0.00	0.00	0.00	0.00	0.00		1.34	0.52	1.86	2.44	0.94	3.38
885	885_SG	MC220517	Committed	Reference Case Scenario	Medway	3 Marsh Lane Cliffe	SG	SQM	7	TRICS	SG	SG_Neighbourhood Centre	110008	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
886	886_A1	MC220742	Committed	Reference Case Scenario	Medway	92 Canterbury Street Gillingham	A1	SQM	-26	TRICS	A1	A1_Town Centre	110049	0.19	0.19	0.39	-0.05	-0.05	-0.10		1.35	1.35	2.71	-0.35	-0.35	-0.70
886	886_SG	MC220742	Committed	Reference Case Scenario	Medway	92 Canterbury Street Gillingham	SG	SQM	26	TRICS	SG	SG_Town Centre	110049	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
887	887_A1	MC220750	Committed	Reference Case Scenario	Medway	33 Station Road Rainham	A1	SQM	19	TRICS	A1	A1_Town Centre	110105	0.19	0.19	0.39	0.04	0.04	0.07		1.35	1.35	2.71	0.26	0.26	0.51
888	888_A3	MC220828	Committed	Reference Case Scenario	Medway	Former Splashes Leisure Centre Bloors Lane I	A3	SQM	93	TRICS	A3	A3_Suburban Area	115019	0.00	0.00	0.00	0.00	0.00	0.00		1.34	0.52	1.86	1.25	0.48	1.73
888	888_D2	MC220828	Committed	Reference Case Scenario	Medway	Former Splashes Leisure Centre Bloors Lane I	D2	SQM	2868	TA	D2	D2-LC_Mixed	115019	0.64	0.54	1.18	0.18	0.15	0.34		1.40	1.35	2.75	0.40	0.39	0.79
889	889_A5	MC220886	Committed	Reference Case Scenario	Medway	McDonalds 76 Commercial Road Strood	A5	SQM	29	TRICS	A5	A3_Town Centre	115001	0.00	0.00	0.00	0.00	0.00	0.00		1.50	0.35	1.85	0.44	0.10	0.54
890	890_B8	MC220969	Committed	Reference Case Scenario	Medway	Vulcan House Priory Road Strood	B8	SQM	130	TRICS	B8	B8_Edge of Town Centre	115000	1.19	0.13	1.33	1.55	0.17	1.73		0.00	1.19	1.19	0.00	1.55	1.55
891	891_A4	MC220971	Committed	Reference Case Scenario	Medway	Horseshoe & Castle Main Road Cooling Road	A4	SQM	69	TRICS	A4	A1_Neighbourhood Centre	115003	3.95	3.64	7.59	2.72	2.51	5.23		4.83	5.22	10.05	3.33	3.60	6.93
891	891_C1-Beds	MC220971	Committed	Reference Case Scenario	Medway	Horseshoe & Castle Main Road Cooling Road	C1	Beds	2	TRICS	C1-Beds	C1-Beds_Neighbourhood Centre	115003	0.13	0.11	0.23	0.00	0.00	0.00		0.46	0.34	0.80	0.00	0.00	0.00
892	892_C2-Beds	MC221076	Committed	Reference Case Scenario	Medway	Agape House 45 Maidstone Road Chatham	C2	Beds	-16	TRICS	C2-Beds	C2-Mixed	110087	0.08	0.05	0.13	-1.30	-0.85	-2.14		0.04	0.09	0.13	-0.66	-1.38	-2.03
893	893_SG	MC221379	Committed	Reference Case Scenario	Medway	Land between 1 and 3 Canal Road Strood	SG	SQM	73	TRICS	SG	SG_Town Centre	110022	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
894	894_B2	MC221603	Committed	Reference Case Scenario	Medway	Pacadar Cement Casting Thamesport Grain Ro	B2	SQM	2686	TRICS	B2	B2_Neighbourhood Centre	110002	0.49	0.24	0.73	13.05	6.53	19.58		0.16	0.34	0.50	4.27	9.11	13.38
895	895_C2-Beds	MC221740	Committed	Reference Case Scenario	Medway	Acorn House 39 Maidstone Road Chatham	C2	Beds	7	TRICS	C2-Beds	C2-Mixed	110087	0.08	0.05	0.13	0.57	0.37	0.94		0.04	0.09	0.13	0.29	0.60	0.89
896	896_D2	MC221983	Committed	Reference Case Scenario	Medway	Gillingham Golf Club Woodlands Road Gilling	D2	SQM	90	TRICS	D2	D2-LC_Mixed	110081	17.85	9.42	27.27	0.16	0.08	0.25		20.74	21.72	42.46	0.19	0.20	0.38
897	897_SG	MC222050	Committed	Reference Case Scenario	Medway	Westfield Town Road Cliffe Woods	SG	SQM	31	TRICS	SG	SG_Neighbourhood Centre	110005	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
898	898_B1	MC222093	Committed	Reference Case Scenario	Medway	Unit 1B Rear of 15-17 Cedar road Strood	B1	SQM	34	TRICS	B1	B1_Suburban Area	115000	1.27	0.12	1.39	0.43	0.04	0.47		0.18	0.75	0.92	0.06	0.25	0.31
899	899_B1	MC222131	Committed	Reference Case Scenario	Medway	Veolia Ltd George Summers Close Rochester	B1	SQM	300	TRICS	B1	B1_Suburban Area	115025	1.27	0.12	1.39	3.80	0.37	4.17		0.18	0.75	0.92	0.53	2.24	2.77
899	899_B2	MC222131	Committed	Reference Case Scenario	Medway	Veolia Ltd George Summers Close Rochester	B2	SQM	3784	TRICS	B2	B2_Suburban Area	115025	0.41	0.13	0.54	15.59	4.77	20.36		0.12	0.31	0.43	4.69	11.54	16.23
900	900_A1	MC222350	Committed	Reference Case Scenario	Medway	86 High Street Chatham	A1	SQM	-135	TRICS	A1	A1_Town Centre	115010	0.19	0.19	0.39	-0.26	-0.26	-0.52		1.35	1.35	2.71	-1.83	-1.83	-3.66
900	900_A2	MC222350	Committed	Reference Case Scenario	Medway	86 High Street Chatham	A2	SQM	14	TRICS	A2	A1_Town Centre	115010	0.19	0.19	0.39	0.03	0.03	0.05		1.35	1.35	2.71	0.19	0.19	0.38
900	900_D1	MC222350	Committed	Reference Case Scenario	Medway	86 High Street Chatham	D1	SQM	121	TRICS	D1	D1-EN_Mixed	115010	2.60	2.15	4.75	3.15	2.60	5.75		1.84	0.75	2.59	2.22	0.91	3.13
901	901_B1	MC222990	Committed	Reference Case Scenario	Medway	BAE Systems Airport Works Marconi Way Roc	B1	SQM	8465	TA	B1	B1_Edge of Town	110108	0.15	0.12	0.28	13.04	10.41	23.45		0.14	0.22	0.35	11.51	18.28	29.80
901	901_B2	MC222990	Committed	Reference Case Scenario	Medway	BAE Systems Airport Works Marconi Way Roc	B2	SQM	32028	TA	B2	B2_Edge of Town	110108	0.15	0.12	0.28	49.32	39.39	88.72		0.14	0.22	0.35	43.56	69.18	112.74
901	901_B8	MC222990	Committed	Reference Case Scenario	Medway	BAE Systems Airport Works Marconi Way Roc	B8	SQM	2871	TA	B8	B8_Edge of Town	110108	0.15	0.12	0.28	4.42	3.53	7.95		0.14	0.22	0.35	3.90	6.20	10.11
902	902_B1	MC230151	Committed	Reference Case Scenario	Medway	CET Group Commissioners Road Strood	B1	SQM	334	TRICS	B1	B1_Suburban Area	110022	1.27	0.12	1.39	4.23	0.41	4.65		0.18	0.75	0.92	0.59	2.49	3.09
903	903_D2	MC230165	Committed	Reference Case Scenario	Medway	269 High Street Chatham	D2	SQM	-110	TRICS	D2	D2-LC_Mixed	115026	17.85	9.42	27.27	-0.20	-0.10	-0.30		20.74	21.72	42.46	-0.23	-0.24	-0.47
903	903_D2	MC230165	Committed	Reference Case Scenario	Medway	269 High Street Chatham	D2	SQM	-110	TRICS	D2	D2-LC_Mixed	115026	17.85	9.42	27.27	-0.20	-0.10	-0.30		20.74	21.72	42.46	-0.23	-0.24	-0.47
904	904_A1	MC213518	Committed	Reference Case Scenario	Medway	310a High Street Chatham	A1	SQM	-71	TRICS	A1	A1_Town Centre	115026	0.19	0.19	0.39	-0.14	-0.14	-0.27		1.35	1.35	2.71	-0.96	-0.96	-1.92
904	904_A5	MC213518	Committed	Reference Case Scenario	Medway	310a High Street Chatham	A5	SQM	71	TRICS	A5	A3_Town Centre	115026	0.00	0.00	0.00	0.00	0.00	0.00		1.50	0.35	1.85	1.07	0.25	1.31
905	905_A1	MC220444	Committed	Reference Case Scenario	Medway	6 &8 Railway Street Chatham	A1	SQM	-16	TRICS	A1	A1_Town Centre	115026	0.19	0.19	0.39	-0.03	-0.03	-0.06		1.35	1.35	2.71	-0.22	-0.22	-0.43
905	905_A3	MC220444	Committed	Reference Case Scenario	Medway	6 &8 Railway Street Chatham	A3	SQM	16	TRICS	A3	A3_Town Centre	115026	0.00	0.00	0.00	0.00	0.00	0.00		1.50	0.35	1.85	0.24	0.06	0.30
906	906_A1	MC220480	Committed	Reference Case Scenario	Medway	7 High Street Strood	A1	SQM	-119	TRICS	A1	A1_Town Centre	115001	0.19	0.19	0.39	-0.23	-0.23	-0.46		1.35	1.35	2.71	-1.61	-1.61	-3.22
906	906_A5	MC220480	Committed	Reference Case Scenario	Medway	7 High Street Strood	A5	SQM	119	TRICS	A5	A3_Town Centre	115001	0.00	0.00	0.00	0.00	0.00	0.00		1.50	0.35	1.85	1.79	0.41	2.20
907	907_A1	MC220618	Committed	Reference Case Scenario	Medway	84a High Street Strood	A1	SQM	-108	TRICS	A1	A1_Town Centre	110024	0.19	0.19	0.39	-0.21	-0.21	-0.42		1.35	1.35	2.71	-1.46	-1.46	-2.92
907	907_A3	MC220618	Committed	Reference Case Scenario	Medway	84a High Street Strood	A3	SQM	108	TRICS	A3	A3_Town Centre	110024	0.00	0.00	0.00	0.00	0.00	0.00		1.50	0.35	1.85	1.62	0.37	2.00
908	908_A2	MC222764	Committed	Reference Case Scenario	Medway	102 High Street Strood	A2	SQM	-61	TRICS	A2	A1_Town Centre	110024	0.19	0.19	0.39	-0.12	-0.12	-0.24		1.35	1.35	2.71	-0.83	-0.83	-1.65
908	908_A5	MC222764	Committed	Reference Case Scenario	Medway	102 High Street Strood	A5	SQM	61	TRICS	A5	A3_Town Centre	110024	0.00	0.00	0.00	0.00	0.00	0.00		1.50	0.35	1.85	0.92	0.21	1.13
909	909_A1	MC222936	Committed	Reference Case Scenario	Medway	Barclays Bank 263-265 High Street Chatham	A1	SQM	275	TRICS	A1	A1_Town Centre	115026	0.19	0.19	0.39	0.53	0.53	1.06		1.35	1.35	2.71	3.72	3.72	7.45
909	909_A2	MC222936	Committed	Reference Case Scenario	Medway	Barclays Bank 263-265 High Street Chatham	A2	SQM	-275	TRICS	A2	A1_Town Centre	115026	0.19	0.19	0.39	-0.53	-0.53	-1.06		1.35	1.35	2.71	-3.72	-3.72	-7.45
910	910_A2	MC230163	Committed	Reference Case Scenario	Medway	Princess Palace Neighbourhood Centre Prince	A2	SQM	61	TRICS	A2	A1_Town Centre	110024	0.19	0.19	0.39	0.12	0.12	0.24		1.35	1.35	2.71	0.83	0.83	1.65
910	910_A3	MC230163	Committed	Reference Case Scenario	Medway	Princess Palace Neighbourhood Centre Prince	A3	SQM	-61	TRICS	A3	A3_Town Centre	110024	0.00	0.00	0.00	0.00	0.00	0.00		1.50	0.35	1.85	-0.92	-0.21	-1.13
911	911_A1	MC200621	Committed	Reference Case Scenario	Medway	Unit 29 Hempstead Valley Shopping Centre H	A1	SQM	-240	TRICS	A1	A1_Edge of Town	110147	5.34	4.56	9.90	-12.82	-10.95	-23.77		6.99	6.99	13.98	-16.78	-16.78	-33.55
911	911_A2	MC200621	Committed	Reference Case Scenario	Medway	Unit 29 Hempstead Valley Shopping Centre H	A2	SQM	240	TRICS	A2	A1_Edge of Town	110147	5.34	4.56	9.90	12.82	10.95	23.77		6.99	6.99	13.98	16.78	16.78	33.55
912	912_A1	MC211796	Committed	Reference Case Scenario	Medway	68 Bush Road Cuxton	A1	SQM	-58	TRICS	A1	A1_Neighbourhood Centre	110118	3.95	3.64	7.59	-2.29	-2.11	-4.40		4.83	5.22	10.05	-2.80	-3.03	-5.83
912	912_A5	MC211796	Committed	Reference Case Scenario	Medway	68 Bush Road Cuxton	A5	SQM	58	TRICS	A5	A1_Neighbourhood Centre	110118	3.95	3.64	7.59	2.29	2.11	4.40		4.83	5.22	10.05	2.80	3.03	5.83
913	913_A1	MC211938	Committed	Reference Case Scenario	Medway	22 High Street Brompton	A1	SQM	-96	TRICS	A1	A1_Suburban Area	115023	8.28	7.39	15.67	-7.95	-7.09	-15.04		13.39	13.96	27.35	-12.86	-13.40	-26.26
913	913_A3	MC211938	Committed	Reference Case Scenario	Medway	22 High Street Brompton	A3	SQM	96	TRICS	A3	A3_Suburban Area	115023	0.00	0.00	0.00	0.00	0.00	0.00		1.34	0.52	1.86	1.29	0.49	1.78
914		MC210979	Committed	Reference Case Scenario	Medway	Medway One		SQM	315000				110004				301.36	70.79	372.14					79.88	280.12	360.00

Appendix E. Uncertainty Log Committed Developments Outside Medway

Development Information						Demand Inputs			Network Inputs					AM Peak (08:00 -09:00)						PM Peak (17:00 -18:00)					
		Reference (Planning/SL AA)	Completions/ Comitted/LP				All Developments Employment, floorspace (sqm)							Trip Rate			Trip Generation			Trip Rate			Trip Generation		
Site_ID	Unique_ID			Scenario	District	Development Name	Land Use	Unit	HH_Dwellings	Trip Gen Source	Land Use TRICS/TA	TRICS Location	Model Zone	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way
915	915 C3-H	915 C3-H	Committed	Reference Case Scenario	Maidstone	H1(1) - Bridge Nursery, London Road, Maidstone	C3	H	140	0	TRICS	C3-H	C3-H Suburban Area	109012	0.12	0.39	0.51	16.38	55.16	71.54	0.37	0.19	0.56	51.94	26.18	78.12
916	916 C3-H	916 C3-H	Committed	Reference Case Scenario	Maidstone	H1(2) - East of Hermitage Lane, Maidstone	C3	H	500	0	TRICS	C3-H	C3-H Suburban Area	109011	0.12	0.39	0.51	58.50	197.00	255.50	0.37	0.19	0.56	185.50	93.50	279.00
917	917 C3-H	917 C3-H	Committed	Reference Case Scenario	Maidstone	H1(3) - West of Hermitage Lane, Maidstone	C3	H	330	0	TRICS	C3-H	C3-H Suburban Area	109043	0.12	0.39	0.51	38.61	130.02	168.63	0.37	0.19	0.56	122.43	61.71	184.14
918	918 C3-H	918 C3-H	Committed	Reference Case Scenario	Maidstone	H1(5) - Langley Park, Sutton Road, BoughtonMonchelsea	C3	H	600	0	TRICS	C3-H	C3-H Suburban Area	109078	0.12	0.39	0.51	70.20	236.40	306.60	0.37	0.19	0.56	222.60	112.20	334.80
919	919 C3-H	919 C3-H	Committed	Reference Case Scenario	Maidstone	H1(6) - North of Sutton Road, Otham	C3	H	286	0	TRICS	C3-H	C3-H Suburban Area	109078	0.12	0.39	0.51	33.46	112.68	146.15	0.37	0.19	0.56	106.11	53.48	159.59
920	920 C3-H	920 C3-H	Committed	Reference Case Scenario	Maidstone	H1(7) - North of Bicknor Wood, Gore Court Road,Otham	C3	H	250	0	TRICS	C3-H	C3-H Suburban Area	109076	0.12	0.39	0.51	29.25	98.50	127.75	0.37	0.19	0.56	92.75	46.75	139.50
921	921 C3-H	921 C3-H	Committed	Reference Case Scenario	Maidstone	H1(9) - Bicknor Farm, Sutton Road, Otham	C3	H	302	0	TRICS	C3-H	C3-H Suburban Area	109076	0.12	0.39	0.51	35.33	118.99	154.32	0.37	0.19	0.56	112.04	56.47	168.52
922	922 C3-H	922 C3-H	Committed	Reference Case Scenario	Maidstone	H1(10) - South of Sutton Road, Langley	C3	H	750	0	TRICS	C3-H	C3-H Suburban Area	109078	0.12	0.39	0.51	87.75	295.50	383.25	0.37	0.19	0.56	278.25	140.25	418.50
923	923 C3-H	923 C3-H	Committed	Reference Case Scenario	Maidstone	H1(11) - Springfield, Royal Engineers Road and MillLane, Maidstone	C3	H	400	0	TRICS	C3-H	C3-H Edge of Town Centre	109019	0.14	0.29	0.43	55.20	116.40	171.60	0.28	0.17	0.45	113.20	68.00	181.20
924	924 C3-H	924 C3-H	Committed	Reference Case Scenario	Maidstone	H1(21) - Barty Farm, Roundwell, Thurnham	C3	H	100	0	TRICS	C3-H	C3-H Suburban Area	109036	0.12	0.39	0.51	11.70	39.40	51.10	0.37	0.19	0.56	37.10	18.70	55.80
925	925 B2	925 B2	Committed	Reference Case Scenario	Maidstone	RMX1(1) - Newnham Park. Bearsted Road. Maidstone	B2	SQM	0	100000	TRICS	B2	B2 Suburban Area	109024	0.41	0.13	0.54	412.00	126.00	538.00	0.12	0.31	0.43	124.00	305.00	429.00
926	926 C3-H	926 C3-H	Committed	Reference Case Scenario	Maidstone	H1(32) - South of Ashford Road. Harrietsham	C3	H	113	0	TRICS	C3-H	C3-H Neighbourhood Centre	109057	0.14	0.30	0.44	15.71	33.45	49.16	0.27	0.14	0.41	30.62	15.93	46.56
927	927 C3-H	927 C3-H	Committed	Reference Case Scenario	Maidstone	H1(34) - Church Road, Harrietsham	C3	H	80	0	TRICS	C3-H	C3-H Neighbourhood Centre	109057	0.14	0.30	0.44	11.12	23.68	34.80	0.27	0.14	0.41	21.68	11.28	32.96
928	928 C3-H	928 C3-H	Committed	Reference Case Scenario	Maidstone	H1(36) - Ulcombe Road and Mill Bank, Headcorn	C3	H	220	0	TRICS	C3-H	C3-H Neighbourhood Centre	109057	0.14	0.30	0.44	30.58	65.12	95.70	0.27	0.14	0.41	59.62	31.02	90.64
929	929 C3-H	929 C3-H	Committed	Reference Case Scenario	Maidstone	H1(37) - Grigg Lane and Lenham Road, Headcorn	C3	H	86	0	TRICS	C3-H	C3-H Neighbourhood Centre	109085	0.14	0.30	0.44	11.95	25.46	37.41	0.27	0.14	0.41	23.31	12.13	35.43
930	930 C3-H	930 C3-H	Committed	Reference Case Scenario	Maidstone	H1(41) - Tanyard Farm, Old Ashford Road, Lenham	C3	H	145	0	TRICS	C3-H	C3-H Neighbourhood Centre	109056	0.14	0.30	0.44	20.16	42.92	63.08	0.27	0.14	0.41	39.30	20.45	59.74
931	931 C3-H	931 C3-H	Committed	Reference Case Scenario	Maidstone	H1(44) - Stanley Farm, Plain Road, Marden	C3	H	85	0	TRICS	C3-H	C3-H Neighbourhood Centre	109091	0.14	0.30	0.44	11.82	25.16	36.98	0.27	0.14	0.41	23.04	11.99	35.02
932	932 C3-H	932 C3-H	Committed	Reference Case Scenario	Maidstone	H1(45) - The Parsonage, Goudhurst Road, Marden	C3	H	144	0	TRICS	C3-H	C3-H Neighbourhood Centre	109090	0.14	0.30	0.44	20.02	42.62	62.64	0.27	0.14	0.41	39.02	20.30	59.33
933	933 C3-H	933 C3-H	Committed	Reference Case Scenario	Maidstone	H1(46) - Marden Cricket and Hockey Club, StanleyRoad, Marden	C3	H	124	0	TRICS	C3-H	C3-H Neighbourhood Centre	109091	0.14	0.30	0.44	17.24	36.70	53.94	0.27	0.14	0.41	33.60	17.48	51.09
934	934 C3-H	934 C3-H	Committed	Reference Case Scenario	Maidstone	H1(48) - Hen and Duckhurst Farm, Marden Road,Staplehurst	C3	H	250	0	TRICS	C3-H	C3-H Neighbourhood Centre	109092	0.14	0.30	0.44	34.75	74.00	108.75	0.27	0.14	0.41	67.75	35.25	103.00
935	935 C3-H	935 C3-H	Committed	Reference Case Scenario	Maidstone	H1(49) - Fishers Farm, Fishers Road, Staplehurst	C3	H	400	0	TRICS	C3-H	C3-H Neighbourhood Centre	109093	0.14	0.30	0.44	55.60	118.40	174.00	0.27	0.14	0.41	108.40	56.40	164.80
936	936 C3-H	936 C3-H	Committed	Reference Case Scenario	Maidstone	H1(57) - Heathfield, Heath Road, Coxheath	C3	H	110	0	TRICS	C3-H	C3-H Neighbourhood Centre	109080	0.14	0.30	0.44	15.29	32.56	47.85	0.27	0.14	0.41	29.81	15.51	45.32
937	937 C3-H	937 C3-H	Committed	Reference Case Scenario	Maidstone	H1(58) - Forstal Lane, Coxheath	C3	H	210	0	TRICS	C3-H	C3-H Neighbourhood Centre	109082	0.14	0.30	0.44	29.19	62.16	91.35	0.27	0.14	0.41	56.91	29.61	86.52
938	938 B1	20191122	Committed	Reference Case Scenario	Gravesham	Clifton Sloswavs West Street Gravesend Kent	B1	SQM	0	600	TA	B1	B1 Town Centre	107010	1.32	0.16	1.48	7.93	0.95	8.89	0.15	1.22	1.38	0.92	7.34	8.26
938	938 C3-F	20191122	Committed	Reference Case Scenario	Gravesham	Clifton Sloswavs West Street Gravesend Kent	C3	F	227	0	TA	C3-F	C3-F Town Centre	107010	0.05	0.24	0.29	11.05	55.24	66.29	0.19	0.09	0.28	44.19	20.09	64.28
939.1	939 C3-H	EDC/22/0168	Committed	Reference Case Scenario	Dartford	Ebbsfleet Central East Land Adjacent To Ebbsfleet International Railway Station Thames Way Kent	C3	H	1795	0	TA	C3-H	C3-H Neighbourhood Centre	300050	0.00	0.00	0.00	42.29	51.68	93.97	0.00	0.00	0.00	50.88	48.31	99.19
939.2	939 C1	EDC/22/0168	Committed	Reference Case Scenario	Dartford	Ebbsfleet Central East Land Adjacent To Ebbsfleet International Railway Station Thames Way Kent	C1	SQM	0	17500	TA	C1	C1 Neighbourhood Centre	300051	0.00	0.00	0.00	16.11	20.87	36.98	0.00	0.00	0.00	20.95	20.13	41.08
939.3	939 B1	EDC/22/0168	Committed	Reference Case Scenario	Dartford	Ebbsfleet Central East Land Adjacent To Ebbsfleet International Railway Station Thames Way Kent	B1	SQM	0	100000	TA	B1	B1 Town Centre	300052	0.00	0.00	0.00	4.03	4.97	9.00	0.00	0.00	0.00	4.99	4.03	9.02
939.4	939 D1-GP Mixed	EDC/22/0168	Committed	Reference Case Scenario	Dartford	Ebbsfleet Central East Land Adjacent To Ebbsfleet International Railway Station Thames Way Kent	D1	SQM	0	10000	TA	D1	D1-EN Mixed	300053	0.00	0.00	0.00	42.29	51.68	93.97	0.00	0.00	0.00	50.88	48.31	99.19
939.5	939 D1-GP Mixed	EDC/22/0168	Committed	Reference Case Scenario	Dartford	Ebbsfleet Central East Land Adjacent To Ebbsfleet International Railway Station Thames Way Kent	D1	SQM	0	10000	TA	D1	D1-EN Mixed	300054	0.00	0.00	0.00	140.97	17.89	158.86	0.00	0.00	0.00	25.94	139.90	165.84
939.6	939 D1-GP Mixed	EDC/22/0168	Committed	Reference Case Scenario	Dartford	Ebbsfleet Central East Land Adjacent To Ebbsfleet International Railway Station Thames Way Kent	D1	SQM	0	0	TA	D1	D1-EN Mixed	300055	0.00	0.00	0.00	69.48	25.84	95.32	0.00	0.00	0.00	27.94	64.42	92.36
939.7	939 D1	EDC/22/0168	Committed	Reference Case Scenario	Dartford	Ebbsfleet Central East Land Adjacent To Ebbsfleet International Railway Station Thames Way Kent	D1	SQM	0	0	TA	D1	D1-EN Mixed	300056	0.00	0.00	0.00	169.16	147.09	316.25	0.00	0.00	0.00	134.70	135.88	270.58
939.8	939 D2	EDC/22/0168	Committed	Reference Case Scenario	Dartford	Ebbsfleet Central East Land Adjacent To Ebbsfleet International Railway Station Thames Way Kent	D2	SQM	0	10000	TA	D2	D2-LC Mixed	300057	0.00	0.00	0.00	453.11	105.35	558.46	0.00	0.00	0.00	125.72	437.82	563.54
940	940 C3-F	20030315	Committed	Reference Case Scenario	Gravesham	Former Lord Street Car Park	C3	F	106	0	TA	C3-F	C3-F Town Centre	107007	0.19	0.43	0.62	20.14	45.58	65.72	0.38	0.22	0.60	40.28	23.32	63.60
941	941 C2-F	20220407	Committed	Reference Case Scenario	Gravesham	Gravesend Police Station Windmill Street 133	C2	F	75	0	TA	C2-F	C2-F Town Centre	107044	0.05	0.20	0.25	3.75	15.00	18.75	0.15	0.07	0.22	11.25	5.25	16.50
942	942 C3-H	20141214	Committed	Reference Case Scenario	Gravesham	Land At Coldharbour Road Northfleet Gravesend Kent	C3	H	292	0	TA	C3-H	C3-H Neighbourhood Centre	114024	0.16	0.41	0.57	46.72	119.72	166.44	0.38	0.24	0.62	110.96	70.08	181.04
943	943 C3-F	20190504	Committed	Reference Case Scenario	Gravesham	M Block Former Gravesend & North Kent Hospital Bath Street Gravesend Kent DA11 0DG	C3	F	115	0	TA	C3-F	C3-F Town Centre	107004	0.07	0.15	0.22	8.05	17.48	25.53	0.17	0.11	0.29	20.01	13.00	33.01
945.1	945.1 B1c	EDC/16/0004	Committed	Reference Case Scenario	Gravesham	Northfleet Embankment West	B1c	SQM	0	13234	TA	B1c	B1c Neighbourhood Centre	114014	0.96	0.51	1.47	126.65	67.23	193.88	0.35	1.01	1.36	46.05	134.06	180.11
945.1	945.1 B2	EDC/16/0004	Committed	Reference Case Scenario	Gravesham	Northfleet Embankment West	B2	SQM	0	13234	TA	B2	B2 Neighbourhood Centre	114014	1.06	0.56	1.62	140.15	74.38	214.52	0.31	0.91	1.23	41.55	120.83	162.38
945.1	945.1 B8	EDC/16/0004	Committed	Reference Case Scenario	Gravesham	Northfleet Embankment West	B8	SQM	0	13234	TA	B8	B8 Suburban Area	114014	0.24	0.16	0.40	31.63	21.17	52.80	0.18	0.28	0.46	23.69	37.06	60.74
945.1	945.1 B1a	EDC/16/0004	Committed	Reference Case Scenario	Gravesham	Northfleet Embankment West	B1a	SQM	0	6300	TA	B1a	B1a Neighbourhood Centre	114014	2.35	0.42	2.77	147.99	26.65	174.64	0.45	2.17	2.62	28.41	136.77	165.19
945.1	945.1 Ec	EDC/16/0004	Committed	Reference Case Scenario	Gravesham	Northfleet Embankment West	Ec	SQM	0	500	TA	Ec	Ec Neighbourhood Centre	114014	2.54	0.24	2.78	12.69	1.19	13.88	0.15	1.97	2.12	0.75	9.83	10.58
945.1	945.1 Ea	EDC/16/0004	Committed	Reference Case Scenario	Gravesham	Northfleet Embankment West	Ea	SQM	0	400	TA	Ea	Ea Neighbourhood Centre	114014	12.04	10.41	22.45	48.16	41.62	89.79	18.44	19.50	37.94	73.76	78.02	151.78
945.2	945.2 C3-H	EDC/16/0004	Committed	Reference Case Scenario	Gravesham	Northfleet Embankment West	C3-H	Houses	200	0	TA	C3-H	C3-H Houses Neighbourhood C	114014	0.29	0.86	1.15	58.20	171.00	229.20	0.92	0.52	1.44	184.00	103.00	287.00
945.2	945.2 C3-Fl	EDC/16/0004	Committed	Reference Case Scenario	Gravesham	Northfleet Embankment West	C3-F	Flats	332	0	TA	C3-F	C3-F Flats Neighbourhood Cen	114014	0.13	0.24	0.42	42.16	139.11	181.27	0.42	0.22	0.64	140.44	73.37	213.81
944	944 C3-H	EDC/17/0038	Completed	Reference Case Scenario	Gravesham	Northfleet Embankment East - Cable Wharf	C3	H	199	0	TA	C3-H	C3-H Suburban Area	114014	0.08	0.26	0.33	15.12	51.34	66.47	0.14	0.10	0.24	28.46	19.50	47.96
944	944 C3-H	EDC/17/0038	Completed	Reference Case Scenario	Gravesham	Northfleet Embankment East - Cable Wharf	C3	H	206	0	TA	C3-H	C3-H Suburban Area	114014	0.08	0.26	0.33	15.66	53.15	68.80	0.14	0.10	0.24	29.46	20.19	49.65
944	944 C3-F	EDC/17/0038	Completed	Reference Case Scenario	Gravesham	Northfleet Embankment East - Cable Wharf	C3	F	193	0	TA	C3-F	C3-F Suburban Area	114014	0.08	0.26	0.34	15.05	49.79	64.85	0.21	0.08	0.28	39.57	15.25	54.81
946	946 B1	19960035	Committed	Reference Case Scenario	Dartford	Northfleet Rise (Ebbsfleet)	B1	SQM	0	1790	TRICS	B1	B1 Town Centre	114007	0.94	0.04	0.98	16.88	0.68	17.56	0.11	0.79	0.91	2.02	14.18	16.20
946	946 A1	19960035	Committed	Reference Case Scenario	Dartford	Northfleet Rise (Ebbsfleet)	A1	SQM	0	870	TRICS	A1	A1 Town Centre	114007	0.19	0.19	0.39	1.68	1.68	3.36	1.35	1.35	2.71	11.78	11.78	23.56
946	946 A3	19960035	Committed	Reference Case Scenario	Dartford	Northfleet Rise (Ebbsfleet)	A3	SQM	0	870	TRICS	A3	A1 Town Centre	114007	0.19	0.19	0.39	1.68	1.68	3.36	1.35	1.35	2.71	11.78	11.78	23.56
946	946 C3-H	19960035	Committed	Reference Case Scenario	Dartford	Northfleet Rise (Ebbsfleet)	C3	H	575	0	TRICS	C3-H	C3-H Neighbourhood Centre	114007	0.14	0.30	0.44	79.93	170.20	250.13	0.27	0.14	0.41	155.83	81.08	236.90
947	947 B2 TS	20190290	Committed	Reference Case Scenario	Gravesham	Nuralite Industrial Estate Canal Road Higham Rochester Kent ME3 7JA	B2 TS	SQM	0	8000	TA	B2 TS	B2 TS Neighbourhood Centre	114022	0.33	0.09	0.42	26.56	6.88	33.44	0.05	0.42	0.48	4.16	33.84	38.00
947	947 B8 TS	20190290	Committed	Reference Case Scenario	Gravesham	Nuralite Industrial Estate Canal Road Higham Rochester Kent ME3 7JA	B8 TS	SQM	0	12000	TA	B8 TS	B8 TS Neighbourhood Centre	114022	0.33	0.09	0.42	39.84	10.32	50.16	0.05	0.42	0.48	6.24	50.76	57.00
947	947 B2 TA	20190290	Committed	Reference Case Scenario	Gravesham	Nuralite Industrial Estate Canal Road Higham Rochester Kent ME3 7JA	B2 TA	SQM	0	4000	TA	C1-Beds	C1-Beds Neighbourhood Centr	114022	0.01	0.00	0.01	0.29	0.10	0.39	0.00	0.01	0.01	0.11	0.30	0.41
948	948 D2 - LC	20191051	Committed	Reference Case Scenario	Gravesham	Poundworld Plus 1 - 2 King Street & 34 & 35 High Street Gravesend Kent DA12 2EB	D2 - LC	SQM	0	635	TRICS	D2 - LC	D2 - LC Town Centre	107010	20.54	27.59	48.13	1.30	1.75	3.06	15.11	22.67	37.78	0.96	1.44	2.40
948	948 A1	20191051	Committed	Reference Case Scenario	Gravesham	Poundworld Plus 1 - 2 King Street & 34 & 35 High Street Gravesend Kent DA12 2EB	A1	SQM	0	410	TRICS	A1	A1 Town Centre	107010	0.19	0.19	0.39	0.79	0.79	1.58	1.35	1.35	2.71	5.55	5.55	11.10
948	948 B1	20191051	Committed	Reference Case Scenario	Gravesham	Poundworld Plus 1 - 2 King Street & 34 & 35 High Street Gravesend Kent DA12 2EB	B1	SQM	0	155	TRICS	B1	B1 Town Centre	107010	0.94	0.04	0.98	1.46	0.06	1.52	0.11	0.79	0.91	0.18	1.23	1.40
949	949 C3-H	19960035	Committed	Reference Case Scenario	Gravesham	Springhead (Ebbsfleet)	C3	H	142	0	TRICS	C3-H	C3-H Neighbourhood Centre	103011	0.14	0.30	0.44	19.74	42.03	61.77	0.27	0.14	0.41	38.48	20.02	58.50
950	950 C3-F	20200343	Committed	Reference Case Scenario	Gravesham	The Charter - Land At Market Square And Horn Yard Car Parks New Swan Yard Gravesend DA12 2EN	C3	F	242	0	TA	C3-F	C3-F Town Centre	103001	0.02	0.06	0.09	5.81	14.76	20.57	0.05	0.03	0.08	11.62	7.26	18.88
951	951 C3-F	N/A	Committed	Reference Case Scenario	Dartford	Dartford Town Centre	C3	F	418	0	TRICS	C3-F	C3-F Neighbourhood Centre	103011	0.00	0.11	0.11	0.00	46.40	46.40	0.22	0.00	0.22	92.80	0.00	92.80
952	952 A1	N/A	Committed	Reference Case Scenario	Dartford	Northern Gateway East and Mill Pond	A1	SQM	0	1100	TRICS	A1	A1 Town Centre	103001	0.19	0.19	0.39	2.12	2.12	4.25	1.35	1.35	2.71	14.89	14.89	29.79
952	952 C3-H	N/A	Committed	Reference Case Scenario	Dartford	Northern Gateway East and Mill Pond	C3	H	405	0	TRICS	C3-H	C3-H Neighbourhood Centre	103001	0.14	0.30	0.44	56.30	119.88	176.18	0.27	0.14	0.41	109.76	57.11	166.86
953	953 B2	N/A	Committed	Reference Case Scenario	Dartford	Northern Gateway - GSK North Site	B2	SQM	0	7061	TRICS	B2	B2 Neighbourhood Centre	103001	0.49	0.24	0.73	34.32	17.16	51.47	0.16	0.34	0.50	11.23	23.94	35.16
954	954 A1	12/01464/OUT	Committed	Reference Case Scenario	Dartford	Bluewater	A1	SQM	0	27232	TRICS	A1	A1 Town Centre	103006	0.19	0.19	0.39	52.56	52.56	105.12	1.35	1.35	2.71	368.72	368.72	737.44
955	955 B1	N/A	Committed	Reference Case Scenario	Dartford	The Bridge	B1	SQM	0	91000	TA	B1	B1 Town Centre	103006	1.10	0.13	1.24	1001.91	121.94	1123.85	0.08	0.82	0.90	73.71	747.11	820.82
956	956 C1	03/01134/OUT	Committed	Reference Case Scenario	Dartford	Eastern Quarry	C1	SQM	0	11000	TRICS	C1	C1 Town Centre	103026	0.12	0.21	0.33	13.31	22.66	35.97	0.13	0.07	0.20	14.30	7.15	21.45
956	956 B1	03/01134/OUT	Committed	Reference Case Scenario	Dartford	Eastern Quarry	B1	SQM	0	105600	TA	B1	B1 Town Centre	103026	0.76	0.13	0.89	802.56	137.28	939.84	0.12	0.71	0.83	126.72	749.76	876.48
956	956 D2	03/01134/OUT	Committed	Reference Case Scenario	Dartford	Eastern Quarry	D2	SQM	0	44000	TA	D2	D2-LC Mixed	103026	1.01	0.50	1.51	444.40	220.00	664.40	1.67	1.60	3.27	734.80	704.00	1438.80
956	956 A1	03/01134/OUT	Committed	Reference Case Scenario	Dartford	Eastern Quarry	A1	SQM	0	23504	TA	A1	A1 Neighbourhood Centre	103026	3.40	2.59	5.99	799.14	608.75	1407.89	6.28	7.00	13.28	1476.05	1645.28	3121.33
956	956 D2 - Leisure	03/01134/OUT	Committed	Reference Case Scenario	Dartford	Eastern Quarry	D2 - Leisure	SQM	0	21120	TA	D2 - Leisure	D2 - leisure Neighbourhood Ce	103026	1.01	0.50	1.51	213.31	105.60	318.91	1.67	1.60	3.27	352.70	337.92	690.62
956	956 C3-F	03/01134/OUT	Committed	Reference Case Scenario	Dartford	Eastern Quarry	C3	F	4493	0	TA	C3-F	C3-F Neighbourhood Centre	103026	0.08	0.33	0.41	359.44	1482.69	1842.13	0.37	0.19	0.56	1662.41	853.67	2516.08
957	957 D2 - LC	05/00308/OUT	Committed	Reference Case Scenario	Dartford	Northfleet West Substation/Ebbsfleet Green	D2 - LC	SQM	0	1758	TA	D2 - LC	D2 - LC Neighbourhood Centre	103025	0.76	0.62	1.38	13.34	10.89	24.23	1.88	1.00	2.88	33.14	17.57	50.71
957	957 C3-H	05/00308/OUT	Committed	Reference Case Scenario	Dartford	Northfleet West Substation/Ebbsfleet Green	C3	H	671	0	TA	C3-H	C3-H Neighbourhood Centre	103025	0.10	0.28	0.38	65.42	189.22	254.64	0.27	0.16	0.43	182.51	104.01	286.52
957	957 Eb	05/00308/OUT	Committed	Reference Case Scenario	Dartford	Northfleet West Substation/Ebbsfleet Green	Eb	SQM	0	186	TA	Eb	Eb Neighbourhood Centre	103025	0.00	0.00	0.00	0.00	0.00	0.00	1.37	1.14	2.50	2.54	2.11	4.65
958	958 C3-H	05/00221/OUT	Committed	Reference Case Scenario	Dartford	St James Lane Pit	C3	H	850	0	TA	C3-H	C3-H Neighbourhood Centre	103026	0.25	0.99	1.24	212.50	841.50	1054.00	1.11	0.57	1.68	943.50	484.50	1428.00
959	959 C3-H	N/A	Committed	Reference Case Scenario	Dartford	Stone	C3	H	200	0	TRICS	C3-H	C3-H Neighbourhood Centre	103040	0.14	0.30	0.44	27.80	59.20	87.00	0.27	0.14	0.41	54.20	28.20	82.40
960	960 B2	09/01473/VCC	Committed	Reference Case Scenario	Dartford	Crossways	B2	SQM	0	101634	TRICS	B2	B2 Neighbourhood Centre	103027	0.49	0.24	0.73	493.94	246.97	740.91	0.16	0.34	0.50	161.60	344.54	506.14
961	961 C3-F	13/01553/FUL	Committed	Reference Case Scenario	Dartford	Lowfield St	C3	F	711	0	TRICS	C3-F	C3-F Neighbourhood Centre	114006	0.11	0.11	0.22	0.00	78.92	78.92	0.22	0.00	0.22	157.84	0.00	157.84
962	962 B8	N/A	Committed	Reference Case Scenario	Dartford	Littlebrook Power Station (Phase 1)	B8	SQM	0	41800	TA	B8	B8 Suburban Area	103004	0.22	0.07	0.29	92.38	30.51	122.89	0.07	0.18	0.25	28.42	74.82	103.25
963	963 B2	05/00286/OUT	Committed	Reference Case Scenario	Dartford	Swanscombe Peninsula (includes Croxton Garry)	B2	SQM	0	2300	TRICS	B2	B2 Neighbourhood Centre	114006	0.49	0.24	0.73	11.18	5.59	16.77	0.16	0.34	0.50	3.66	7.80	11.45
963	963 C3-H	05/00286/OUT	Committed	Reference Case Scenario	Dartford	Swanscombe Peninsula (includes Croxton Garry)	C3	H	800	0	TRICS	C3-H	C3-H Neighbourhood Centre	114006	0.14	0.30	0.44	111.20	236.80	348.00	0.27	0.14	0.41	216.80	112.80	329.60
964	964 Commercial	15/00628/OUT	Committed	Reference Case Scenario	Sevenoaks	Fort Halstead (GEA) Crow Drive Halstead Sevenoaks KENT TN14 7BU	Commercial	SQM	0	26350	TA	Commercial	Commercial Neighbourhood G	105028	1.57	0.16	1.73	415.00	42.00	457.00	0.10	1.23	1.33	27.00	324.00	351.00
964	964 C1	15/00628/OUT	Committed	Reference Case Scenario	Sevenoaks	Fort Halstead (GEA) Crow Drive Halstead Sevenoaks KENT TN14 7BU	C1	SQM	0	2856	TA	C1	C1 Neighbourhood Centre	105028	0.56	0.67	1.23	16.00	19.00	35.00	0.56	0.42	0.98	16.00	12.00	28.00
964	964 C3-H	15/00628/OUT	Committed	Reference Case Scenario	Sevenoaks	Fort Halstead (GEA) Crow Drive Halstead Sevenoaks KENT TN14 7BU	C3	H	450	0	TA	C3-H	C3-H Neighbourhood Centre	105028	0.14	0.43	0.57	64.00	193.00	257.00	0.41	0.25	0.66	185.00	113.00	298.00
965	965 C3-H	17/01625/REN	Committed	Reference Case Scenario	Sevenoaks	Land West Of Enterprise Way and St. Johns Way, Edenbridge	C3	H	300	0	TRICS	C3-H	C3-H Neighbourhood Centre	105062	0.14	0.30	0.44	41.70	88.80	130.50	0.27	0.14	0.41	81.30	42.30	123.60
966	966 B1	09/02635/FUL	Committed	Reference Case Scenario	Sevenoaks	West Kent Cold Store Rye Lane Dunton Green Sevenoaks Kent TN14 5HD	B1	SQM	0	2300	TRICS	B

993	993	C3-H	16/508643	Committed	Reference Case Scenario	Swale	Land north of Gravenev Road Faversham	C3	H	72	0	TRICS	C3-H	C3-H Suburban Area	108072	0.12	0.39	0.51	8.42	28.37	36.79	0.37	0.19	0.56	26.71	13.46	40.18
994	994	C3-H	16/508602	Committed	Reference Case Scenario	Swale	Land at Preston Fields. Salters Lane Faversham	C3	H	250	0	TRICS	C3-H	C3-H Suburban Area	108069	0.12	0.39	0.51	29.25	98.50	127.75	0.37	0.19	0.56	92.75	46.75	139.50
995	995	C3-H	19/503974	Committed	Reference Case Scenario	Swale	Land East of Iwade Iwade	C3	H	466	0	TRICS	C3-H	C3-H Neighbourhood Centre	108032	0.14	0.30	0.44	64.77	137.94	202.71	0.27	0.14	0.41	126.29	65.71	191.99
996	996	C3-H	16/501266	Committed	Reference Case Scenario	Swale	99 High Street and land to the North Newington	C3	H	124	0	TRICS	C3-H	C3-H Neighbourhood Centre	108035	0.14	0.30	0.44	17.24	36.70	53.94	0.27	0.14	0.41	33.60	17.48	51.09
997	997	C3-H	18/503697	Committed	Reference Case Scenario	Swale	Land at Station Road Teynham	C3	H	130	0	TRICS	C3-H	C3-H Neighbourhood Centre	108080	0.14	0.30	0.44	18.07	38.48	56.55	0.27	0.14	0.41	35.23	18.33	53.56
998	998	A1	18/502190	Committed	Reference Case Scenario	Swale	Land north of Quinton Road Sittingbourne	A1	SQM	0	5000	TA	A1	A1	108042	0.16	0.10	0.26	153.90	93.10	247.00	0.02	0.03	0.05	16.15	26.60	42.75
998	998	C3-H	18/502190	Committed	Reference Case Scenario	Swale	Land north of Quinton Road Sittingbourne	C3	H	1200	0	TA	C3-H	C3-H	108042	0.12	0.40	0.53	148.80	483.60	632.40	0.37	0.21	0.57	440.40	246.00	686.40
999	999	C3-H	21/502287	Committed	Reference Case Scenario	Swale	Adj Quinton Farmhouse, Quinton Road Sittingbourne	C3	H	155	0	TRICS	C3-H	C3-H Suburban Area	108042	0.12	0.39	0.51	18.14	61.07	79.21	0.37	0.19	0.56	57.51	28.99	86.49
1000	1000	C3-H	18/502372	Committed	Reference Case Scenario	Swale	Land at Great Grovehurst Farm, Grovehurst Road Sittingbourne	C3	H	115	0	TRICS	C3-H	C3-H Suburban Area	108028	0.12	0.39	0.51	13.46	45.31	58.77	0.37	0.19	0.56	42.67	21.51	64.17
1001	1001	C3-H	17/505711a	Committed	Reference Case Scenario	Swale	Land south west Sittingbourne/Wises Lane Sittingbourne	C3	H	595	0	TRICS	C3-H	C3-H Suburban Area	108039	0.12	0.39	0.51	69.62	234.43	304.05	0.37	0.19	0.56	220.75	111.27	332.01
1001	1001	A1	17/505711a	Committed	Reference Case Scenario	Swale	Land south west Sittingbourne/Wises Lane Sittingbourne	A1	SQM	0	615	TRICS	A1	A1 Edge of Town	108039	5.34	4.56	9.90	32.84	28.06	60.90	6.99	6.99	13.98	42.99	42.99	85.98
1001	1001	A2	17/505711a	Committed	Reference Case Scenario	Swale	Land south west Sittingbourne/Wises Lane Sittingbourne	A2	SQM	0	135	TRICS	A2	A1 Edge of Town	108039	5.34	4.56	9.90	7.21	6.16	13.37	6.99	6.99	13.98	9.44	9.44	18.87
1001	1001	A3	17/505711a	Committed	Reference Case Scenario	Swale	Land south west Sittingbourne/Wises Lane Sittingbourne	A3	SQM	0	135	TRICS	A3	A3 Edge of Town Centre	108039	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.26	1.23	1.31	0.35	1.66
1001	1001	D1	17/505711a	Committed	Reference Case Scenario	Swale	Land south west Sittingbourne/Wises Lane Sittingbourne	D1	SQM	0	135	TRICS	D1	D1-EN Mixed	108039	2.60	2.15	4.75	3.51	2.90	6.41	1.84	0.75	2.59	2.48	1.01	3.50
1001	1001	D2	17/505711a	Committed	Reference Case Scenario	Swale	Land south west Sittinebourne/Wises Lane Sittinebourne	D2	SQM	0	375	TRICS	D2	D2-LC Mixed	108039	17.85	9.42	27.27	0.67	0.35	1.02	20.74	21.72	42.46	0.78	0.81	1.59
1001	1001	C3-H	17/505711a	Committed	Reference Case Scenario	Swale	Land south west Sittinebourne/Wises Lane Sittinebourne	C3	H	80	0	TRICS	C3-H	C3-H Suburban Area	108039	0.12	0.39	0.51	9.36	31.52	40.88	0.37	0.19	0.56	29.68	14.96	44.64
1002	1002	C3-H	16/507689	Committed	Reference Case Scenario	Swale	Land btwn Frognal Lane and Lower Road Teynham	C3	H	300	0	TA	C3-H	C3-H	108079	0.13	0.38	0.51	37.80	113.70	151.50	0.36	0.17	0.53	108.30	51.00	159.30
1002	1002	Mixed B	16/507689	Committed	Reference Case Scenario	Swale	Land btwn Frognal Lane and Lower Road Teynham	Mixed B	SQM	0	26840	TA	Mixed B	Mixed B	108079	0.74	0.14	0.88	198.08	37.04	235.12	0.09	0.61	0.70	22.81	163.99	186.81
1003	1003	C3-H	18/505418	Committed	Reference Case Scenario	Swale	Phase 1, Oare Mineral Works, Ham Road Faversham	C3	H	113	0	TRICS	C3-H	C3-H Suburban Area	108065	0.12	0.39	0.51	13.22	44.52	57.74	0.37	0.19	0.56	41.92	21.13	63.05
1004	1004	C3-H	21/502357	Committed	Reference Case Scenario	Swale	Phase 2b Faversham Lakes, Ham Road Faversham	C3	H	111	0	TRICS	C3-H	C3-H Suburban Area	108065	0.12	0.39	0.51	12.99	43.73	56.72	0.37	0.19	0.56	41.18	20.76	61.94
1004	1004	B1	21/502357	Committed	Reference Case Scenario	Swale	Phase 2b Faversham Lakes, Ham Road Faversham	B1	SQM	0	873	TRICS	B1	B1 Edge of Town	108065	2.17	0.15	2.32	18.94	1.31	20.24	0.10	2.12	2.22	0.87	18.54	19.42
1004	1004	A1	21/502357	Committed	Reference Case Scenario	Swale	Phase 2b Faversham Lakes, Ham Road Faversham	A1	SQM	0	179	TRICS	A1	A1 Edge of Town	108065	5.34	4.56	9.90	9.53	8.14	17.68	6.99	6.99	13.98	12.48	12.48	24.95
1004	1004	A2	21/502357	Committed	Reference Case Scenario	Swale	Phase 2b Faversham Lakes, Ham Road Faversham	A2	SQM	0	179	TRICS	A2	A1 Edge of Town	108065	5.34	4.56	9.90	9.53	8.14	17.68	6.99	6.99	13.98	12.48	12.48	24.95
1004	1004	A3	21/502357	Committed	Reference Case Scenario	Swale	Phase 2b Faversham Lakes, Ham Road Faversham	A3	SQM	0	179	TRICS	A3	A3 Edge of Town Centre	108065	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.26	1.23	1.73	0.47	2.19
1004	1004	D1	21/502357	Committed	Reference Case Scenario	Swale	Phase 2b Faversham Lakes, Ham Road Faversham	D1	SQM	0	179	TRICS	D1	D1-EN Mixed	108065	2.60	2.15	4.75	4.64	3.84	8.48	1.84	0.75	2.59	3.28	1.34	4.62
1005	1005	C3-H	20/504614	Committed	Reference Case Scenario	Swale	Phase 2a Faversham Lakes, Ham Road	C3	H	106	0	TRICS	C3-H	C3-H Suburban Area	108065	0.12	0.39	0.51	12.40	41.76	54.17	0.37	0.19	0.56	39.33	19.82	59.15
1006	1006	C3-H	18/501048	Committed	Reference Case Scenario	Swale	Land at Lady Dane Farm, Love Lane Faversham	C3	H	196	0	TRICS	C3-H	C3-H Suburban Area	108072	0.12	0.39	0.51	22.93	77.22	100.16	0.37	0.19	0.56	72.72	36.65	109.37
1007	1007	C3-H	17/506603	Committed	Reference Case Scenario	Swale	Land at Perry Court. London Road Faversham	C3	H	310	0	TRICS	C3-H	C3-H Suburban Area	108069	0.12	0.39	0.51	36.27	122.14	158.41	0.37	0.19	0.56	115.01	57.97	172.98
1008	1008	C3-F	16/506946	Committed	Reference Case Scenario	Swale	Bell House. Bell Road Sittinebourne	C3	F	165	0	TRICS	C3-F	C3-F Town Centre	108059	0.05	0.13	0.18	8.25	20.63	28.88	0.18	0.20	0.38	28.88	33.00	61.88
1009	1009	C3-H	22/00113/OAI	Committed	Reference Case Scenario	Tonbridge&Malling	Bushey Wood, Tonbridge and Malling	C3	H	950	0		C3-H	C3-H Suburban Area	300030	0.09	0.04	0.13	80.75	38.00	118.75	0.07	0.09	0.16	64.60	86.45	151.05
1010	1010	B1a	0	Committed	Reference Case Scenario	Maidstone	Lidsing, Maidstone	B1a	SQM		6615		B1a	B1a	300031	0.55	0.10	0.65	36.56	6.37	42.93	0.08	0.70	0.78	5.42	46.44	51.86
1010	1010	B2	0	Committed	Reference Case Scenario	Maidstone	Lidsing, Maidstone	B2	SQM		22050		B2	B2	300031	0.22	0.11	0.33	49.39	24.33	73.72	0.09	0.25	0.34	20.73	54.02	74.75
1010	1010	B8	0	Committed	Reference Case Scenario	Maidstone	Lidsing, Maidstone	B8	SQM		15435		B8	B8	300031	0.50	0.11	0.62	77.38	17.54	94.93	0.24	0.73	0.97	36.58	113.14	149.72
1010	1010	C3-H	0	Committed	Reference Case Scenario	Maidstone	Lidsing, Maidstone	C3	H	1300			C3-H	C3-H	300031	0.09	0.22	0.31	122.20	280.37	402.57	0.22	0.12	0.33	279.50	152.10	431.60

Appendix F. Transport Assessment Trips Rates

Site_ID	Unique_ID	Planning Ref	Development Name	Land Use	AM Peak (08:00 -09:00)			PM Peak (17:00 -18:00)		
					Destination (Arrivals)	Origin (Departures)	Two-Way	Destination (Arrivals)	Origin (Departures)	Two-Way
429	429_C3-H	MC190765	East Hill, Hempstead Valley	C3-H	0.132	0.376	0.508	0.318	0.154	0.472
429	429_D1-PS	MC190765	East Hill, Hempstead Valley	D1-PS	0.315	0.239	0.554	0.024	0.036	0.06
429	429_D1-GP	MC190765	East Hill, Hempstead Valley	D1-GP	2.715	1.24	3.955	3.373	3.135	6.508
419	419_C3-H-P	MC180556	Gibraltar Farm	C3-H-P	0.146	0.385	0.531	0.374	0.225	
419	419_C3-H-A	MC180556	Gibraltar Farm	C3-H-A	0.101	0.198	0.299	0.228	0.163	
459	459_C3-H-P	MC172333	Rochester Riverside	C3-H-P	0.14	0.34	0.48	0.29	0.18	0.47
459	459_C3-H-A	MC172333	Rochester Riverside	C3-H-A	0.21	0.36	0.57	0.23	0.23	0.46
459	459_C3-F-P	MC172333	Rochester Riverside	C3-F-P	0.07	0.21	0.28	0.21	0.11	0.32
459	459_C3-F-A	MC172333	Rochester Riverside	C3-F-A	0.08	0.08	0.16	0.12	0.09	0.21
459	459_A1	MC172333	Rochester Riverside	A1	1.89	1.64	7.06	2.725	2.725	10.9
459	459_C1-Beds	MC172333	Rochester Riverside	C1-Beds	0.11	0.17	0.28	0.14	0.08	0.22
459	459_D1-PS	MC172333	Rochester Riverside	D1-PS	0.152	0.108	0.26	0.012	0.02	0.032
459	459_A3	MC172333	Rochester Riverside	A3	0	0	0	2.1075	2.2275	4.335
459	459_D1-EN	MC172333	Rochester Riverside	D1-EN	1.74	1.704	3.444	1.276	1.48	2.756
459	459_A1-Retail	MC172333	Rochester Riverside	A1-Retail	0.055	0.005	0.06	0.015	0.115	0.13
428	428_B1	MC112756	Chatham Waters	B1	1.192	0.1816	1.3736	0.1496	0.892	1.0416
428	428_D1-UNI	MC112756	Chatham Waters	D1-UNI	0.5904	0.1328	0.7232	0.1896	0.5608	0.7504
428	428_C3	MC112756	Chatham Waters	C3	0.0624	0.204	0.2664	0.1824	0.088	0.2704
428	428_D1-Acom	MC112756	Chatham Waters	D1-Acom	0.0192	0.0184	0.0376	0.0256	0.0264	0.052
428	428_C1-Beds	MC112756	Chatham Waters	C1-Beds	0.1208	0.1704	0.2912	0.1296	0.0912	0.2208
428	428_D2-Conf	MC112756	Chatham Waters	D2-Conf	1.1232	0.1424	1.2656	0.232	1.2856	1.5176
428	428_A1	MC112756	Chatham Waters	A1	3.7128	3.5592	7.272	4.2536	4.3136	8.5672
428	428_A1-Foodstore	MC112756	Chatham Waters	A1-Foodstore	6.57	4.413	10.983	10.276	10.872	21.148
434	434_C3-F	MC202782	Queen Street Car Park	C3-F	0.046	0.148	0.194	0.131	0.075	0.206
448	448_C3-F-P	MC203237	Mountbatten House	C3-F-P	0.057	0.166	0.223	0.180	0.092	0.272
448	448_C3-F-A	MC203237	Mountbatten House	C3-F-A	0.059	0.089	0.223	0.069	0.069	0.272
395	395_C3-H	MC193129	(Land South of Stoke Road Hoo	C3-H	0.125	0.325	0.45	0.303	0.142	0.445
343	343_B1 Office	MC190994	(Land Adjacent To Balancing Po	B1 Office	1.453	0.246	1.699	0.188	0.759	0.947
343	343_C2-Beds	MC190994	(Land Adjacent To Balancing Po	C2-Beds	0.064	0.050	0.114	0.047	0.070	0.117
343	343_A1	MC190994	(Land Adjacent To Balancing Po	A1	8.333	7.870	16.203	10.331	9.990	20.321
396	396_B1	MC201625	Anchorage House	B1	2.227	0.230	2.457	0.110	2.043	2.153
396	396_C3-F	MC201625	Anchorage House	C3-F	0.056	0.449	0.505	0.411	0.332	0.743
66	66_C3-H	MC180288	The Reeds	C3-H	0.040	0.040	0.08	0.090	0.060	0.15
96	96_C3-H/F	MC142737	Capstone Green	C3-H/F	0.119	0.270	0.389	0.224	0.125	0.349
89	89_C3-F	MC192709	Bishops Court	C3-F	0.060	0.201	0.261	0.179	0.095	0.274
89	89_C3-H	MC192709	Bishops Court	C3-H	0.206	0.515	0.721	0.353	0.162	0.515
444	444_C3-H	MC211694	St Helen's Meadow	C3-H	0.172	0.414	0.586	0.382	0.130	0.512
444	444_C3-H	MC211694	St Helen's Meadow	C3-H	0.178	0.326	0.504	0.333	0.235	0.568
452	452_SG	MC182309	(Land Adjacent Rochester Train	SG	0.008	0.005	0.013	0.019	0.027	0.117
452	452_C3-F	MC182309	(Land Adjacent Rochester Train	C3-F	0.038	0.097	0.135	0.071	0.046	0.117
452	452_A1	MC182309	(Land Adjacent Rochester Train	A1	1.337	0.941	2.278	3.218	3.911	7.129
432	432_Houses	MC153760	St Mary's Island	Houses	0.159	0.416	0.575	0.366	0.196	0.562
73	73_C3-H	MC201800	Kingfisher Green	C3-H	0.140	0.377	0.517	0.342	0.162	0.504
454	454_C3-F	MC190008	(Britton Farm Car Park)	C3-F	0.038	0.068	0.106	0.061	0.068	0.129
473	473_C3-F	MC212101	Bailey Drive	C3-F	0.057	0.177	0.234	0.153	0.078	0.231
475	475_C3-F	MC212219	Waterside Court	C3-F	0.046	0.190	0.236	0.165	0.088	0.253
475	475_B1	MC212219	Waterside Court	B1	1.810	0.234	2.044	0.220	1.634	1.854
344	344_C3-F	MC152332	Medway Bridge	C3-F	0.050	0.240	0.29	0.310	0.130	0.44
469	469_C3-H	MC212612	The Hollies	C3-H	0.123	0.364	0.487	0.342	0.150	0.492
358	358_C3-F	MC180715	(21-23 New Road)	C3-F	0.045	0.139	0.184	0.156	0.080	0.236
462	462_C3-F	MC200932	(St Clemens House)	C3-F	0.050	0.050	0.1	0.038	0.035	0.073
445	445_C3-H	MC211004	Strand View	C3-H	0.183	0.333	0.516	0.350	0.275	0.625
474	474_C3-F	MC212220	(Waterside Court)	C3-F	0.046	0.19	0.236	0.384	0.2	0.584
474	474_B1	MC212220	(Waterside Court)	B1	2.743	0.262	3.005	0.291	2.657	2.948
411	411_C3-F	MC171392	Kitchener Barracks	C3-F	0.07	0.24	0.31	0.19	0.10	0.289
411	411_C3-H	MC171392	Kitchener Barracks	C3-H	0.19	0.33	0.51	0.26	0.18	0.44
398	398_C3-H	MC181307	Beaulieu Park	C3-H	0.16	0.43	0.59	0.40	0.24	0.642
420	420_C3-F	MC200221	(Hallwood House)	C3-F	0.09	0.07	0.16	0.09	0.12	0.203
443	443_C3-H	MC213379	Church View	C3-H	0.125	0.325	0.45	0.303	0.14	0.445
443	443_C3-H	MC213379	Church View	C3-H	0.155	0.287	0.442	0.262	0.189	0.451
409	409_C3-F	MC191508	(85 Church Street)	C3-F	0.085	0.208	0.293	0.192	0.077	0.269
360	360_A1	MC210993	(22-32 Canterbury Street)	A1	4.596	4.234	8.83	5.822	6.797	12.619
360	360_C3-F	MC210993	(22-32 Canterbury Street)	C3-F	0.06	0.172	0.232	0.155	0.142	0.297
393	393_C3-H	MC192446	(97-111 Rainham Road)	C3-H	0.153	0.351	0.504	0.321	0.195	0.516
813	813_Retail	MC130102		Retail	3.31	3.076	6.386	4.894		4.894
814	814_B8	MC130750Phase2		B8	0.372	0.039	0.411	0.023	0.401	0.424
816	816_C3-H	MC150081	Former Kitchener Barracks Doc	C3-H	0.186	0.327	0.513	0.259	0.181	0.44
816	816_C3-F	MC150081	Former Kitchener Barracks Doc	C3-F	0.071	0.242	0.313	0.192	0.097	0.289
816	816_B1	MC150081	Former Kitchener Barracks Doc	B1	1.751	0.241	1.992	0.2	1.441	1.641
816	816_A3-Pub	MC150081	Former Kitchener Barracks Doc	A3-Pub	0	0	0	3.151	1.781	4.932
432	432_C3-F	MC153760	St Mary's Island	C3-F	0.288	0.839	1.127	0.529	0.333	0.862
		MC172334	Rochester Riverside	Hotel	0.11	0.17	0.28	0.14	0.08	0.22
		MC172335	Rochester Riverside	Primary School	0.38	0.27	0.65	0.03	0.05	0.08
		MC172336	Rochester Riverside	Pub / Restaurant			0	2.81	2.97	5.78
		MC172337	Rochester Riverside	Nursery	4.35	4.26	8.61	3.19	3.7	6.89
		MC172338	Rochester Riverside	Retail	0.11	0.01	0.12	0.03	0.23	0.26
400	400_C3-F-P	MC190038		C3-F-P	0.066	0.114	0.18	0.132	0.108	0.24
400	400_C3-F-A	MC190038		C3-F-A	0.087	0.043	0.13	0.13	0.087	0.217
400	400_A1	MC190038		A1	2.581	2.007	4.588	4.525	4.984	9.509
400	400_B1	MC190038		B1	1.14	0.088	2.028	0.092	1.04	1.96
828	828_Mixed B	MC191556		Mixed B	0.919	0.162	1.081	0.077	0.67	0.746
706	706_D2	MC192202		D2	0.07	0.05	0.12			0
832	832_A1	MC192566		A1	0.25	0.25	0.5	2.5	3.25	5.75
832	832_C1-Beds	MC192566		C1-Beds	0.122	0.163	0.285	0.166	0.053	0.219
89	89_D1	MC192709		D1	1.385	0.608	1.993	0.127	0.62	0.747
847	847_B1	MC20091628	Isle of Grain	B1	0.27	0.06	0.33	0.04	0.35	0.39
847	847_B2	MC20091628	Isle of Grain	B2	0.3	0.16	0.46	0.1	0.21	0.31
847	847_B8	MC20091628	Isle of Grain	B8	0.05	0.02	0.07	0	0.03	0.03
851	851_D1-Gym	MC201812	Gilingham Retail Park	D1-Gym	1.142	1.094	2.236	2.728	1.61	4.386
448	448_B1	MC203237		B1	1.66	0.253	1.913	0.14	1.261	1.401
864	864_B1	MC211383		B1	1	0.09	1.09	0.08	0.8	0.88
864	864_B2	MC211383		B2	0.63	0.23	0.86	0.23	0.63	0.86
864	864_B8	MC211383		B8	0.13	0.03	0.16	0.04	0.12	0.16
901	901_B1	MC222990		B1	0.154	0.123	0.277	0.136	0.216	0.352
901	901_B2	MC222990		B2	0.154	0.123	0.277	0.136	0.216	0.352
901	901_B8	MC222990		B8	0.154	0.123	0.277	0.136	0.216	0.352
888	888_D2	MC220828	Splashes Sports Centre	D2	0.638	0.538	1.176	1.404	1.35	2.754
882	882_B1	MC213681		B1	1.906	0.148	2.054	0.133	2.326	2.459
882	882_B8	MC213681		B8	0.422	0.235	0.657	0.169	0.375	0.544
710	710_B1b / B1c	MC192757		B1b / B1c	1	0.09	1.09	0.08	0.8	0.88
710	710_B2	MC192757		B2	0.63	0.23	0.86	0.23	0.63	0.86
710	710_B8	MC192757		B8	0.13	0.03	0.16	0.04	0.12	0.16
704	704_Mixed B	MC191748		Mixed B	0.122	0.057	0.179	0.038	0.105	0.143
914	914_Eg	MC210979	Medway One	Eg	0.479	0.18	0.659	0.136	0.495	0.631
914	914_B2	MC210979	Medway One	B2	0.224	0.047	0.271	0.034	0.24	0.274
914	914_B8 (Non-Datacentre)	MC210979	Medway One	B8 (Non-Datacentre)	0.097	0.022	0.119	0.032	0.091	0.123
914	914_B8 (Datacentre)	MC210979	Medway One	B8 (Datacentre)	0.053	0.013	0.066	0.017	0.078	0.095
914	914_B8 (Parcel Dist)	MC210979	Medway One	B8 (Parcel Dist)	0.208	0.528	0.736	0.417	0.5	0.917
914	914_SG (Energy)	MC210979	Medway One	SG (Energy)	0.05	0	0.05	0	0.068333333	0.068333333
818	818_B1c	MC151051	Phase 1 Zone D National Grid La	B1c	0.274	0.061	0.335	0.04	0.346	0.386
818	818_B2	MC151051	Phase 1 Zone D National Grid La	B2	0.296	0.163	0.459	0.095	0.208	0.303
818	818_B8	MC151051	Phase 1 Zone D National Grid La	B8	0.064	0.033	0.097	0.027	0.052	0.079
818	818_B1a	MC151051	Phase 1 Zone D National Grid La	B1a	0.486	0.243	0.729	0.159	0.339	0.498
914	914_Eg	MC210979	Medway One	Eg	0.018	0.023	0.041	0.005	0.008	0.013
914	914_B2	MC210979	Medway One	B2	0.011	0.01	0.021	0.004	0.004	0.008
914	914_B8 (Non-Datacentre)	MC210979	Medway One	B8 (Non-Datacentre)	0.003	0.008	0.011	0.009	0.024	0.033
914	914_B8 (Datacentre)	MC210979	Medway One	B8 (Datacentre)	0.004	0.002	0.006	0	0	0
914	914_B8 (Parcel Dist)	MC210979	Medway One	B8 (Parcel Dist)	0.028	0.083	0.111	0.042	0.042	0.084
914	914_SG (Energy)	MC210979	Medway One	SG (Energy)	0.05	0	0.05	0	0.068333333	0.068333333
956	956_C3-F	03/01134/OUT, 12/01	Eastern Quarry	C3-F	0.08	0.33	0.41	0.37	0.19	
956	956_Ea	03/01134/OUT, 12/01	Eastern Quarry	Ea	3.4	2.59	5.99	6.28	7	
956	956_B1a	03/01134/OUT, 12/01	Eastern Quarry	B1a	0.76	0.13	0.89	0.12	0.71	
956	956_D2 - Leisure	03/01134/OUT, 12/01	Eastern Quarry	D2 - Leisure	1.01	0.5	1.51	1.67	1.6	
956	956_D2	03/01134/OUT, 12/01	Eastern Quarry	D2	1.01	0.5	1.51	1.67	1.6	
956	956_C1	03/01134/OUT, 12/01	Eastern Quarry	C1	0.121	0.206	0.327	0.13	0.065	0.195

Appendix G. TRICS Trip Rates Exported Files

Calculation Reference: AUDIT-202611-230908-0956

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 days
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter: Site area
Actual Range: 0.07 to 0.73 (units: hect)
Range Selected by User: 0.04 to 2.50 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 18/10/22

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 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	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local 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	3
Retail Zone	1
Village	2
High Street	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

F2(b)	8 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:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 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	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	8 days

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

LIST OF SITES relevant to selection parameters

1 CA-07-Q-02 COMMUNITY CENTRE CAMBRIDGESHIRE
HIGH STREET
CAMBOURNE

Edge of Town Centre
High Street
Total Site area: 0.37 hect
Survey date: THURSDAY *07/06/18* *Survey Type: MANUAL*

2 EC-07-Q-01 COMMUNITY CENTRE CHESHIRE EAST
WARRINGTON ROAD
MERE

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Site area: 0.30 hect
Survey date: TUESDAY *07/11/17* *Survey Type: MANUAL*

3 GM-07-Q-01 COMMUNITY CENTRE GREATER MANCHESTER
MOODY STREET
STANDISH

Edge of Town
Residential Zone
Total Site area: 0.07 hect
Survey date: THURSDAY *28/04/22* *Survey Type: MANUAL*

4 LS-07-Q-01 COMMUNITY CENTRE LEEDS
WATERLOO LANE
LEEDS
BRAMLEY
Neighbourhood Centre (PPS6 Local Centre)
Retail Zone
Total Site area: 0.14 hect
Survey date: MONDAY *19/10/15* *Survey Type: MANUAL*

5 NY-07-Q-01 COMMUNITY CENTRE NORTH YORKSHIRE
SHUTE ROAD
CATTERRICK GARRISON

Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Site area: 0.10 hect
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

6 TW-07-Q-02 COMMUNITY CENTRE TYNE & WEAR
ROSEDON WAY
NEWCASTLE
BRUNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Site area: 0.73 hect
Survey date: FRIDAY *13/11/15* *Survey Type: MANUAL*

7 TW-07-Q-03 COMMUNITY CENTRE TYNE & WEAR
ASKEW ROAD W
GATESHEAD
TEAMS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Site area: 0.33 hect
Survey date: FRIDAY *24/05/19* *Survey Type: MANUAL*

8 WM-07-Q-01 COMMUNITY CENTRE WEST MIDLANDS
PRIOR DERAM WALK
COVENTRY
CANLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Site area: 0.10 hect
Survey date: TUESDAY *18/10/22* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
TOTAL VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	0.07	0.000	1	0.07	0.000	1	0.07	0.000
07:00 - 08:00	6	0.18	8.333	6	0.18	0.000	6	0.18	8.333
08:00 - 09:00	8	0.27	30.841	8	0.27	15.888	8	0.27	46.729
09:00 - 10:00	8	0.27	26.636	8	0.27	18.692	8	0.27	45.328
10:00 - 11:00	8	0.27	11.682	8	0.27	16.822	8	0.27	28.504
11:00 - 12:00	8	0.27	8.411	8	0.27	18.224	8	0.27	26.635
12:00 - 13:00	8	0.27	20.561	8	0.27	17.757	8	0.27	38.318
13:00 - 14:00	8	0.27	8.411	8	0.27	11.682	8	0.27	20.093
14:00 - 15:00	8	0.27	10.748	8	0.27	7.009	8	0.27	17.757
15:00 - 16:00	8	0.27	21.963	8	0.27	18.224	8	0.27	40.187
16:00 - 17:00	7	0.29	15.686	7	0.29	17.157	7	0.29	32.843
17:00 - 18:00	7	0.29	21.569	7	0.29	23.039	7	0.29	44.608
18:00 - 19:00	6	0.28	29.825	6	0.28	13.450	6	0.28	43.275
19:00 - 20:00	6	0.28	20.468	6	0.28	33.333	6	0.28	53.801
20:00 - 21:00	5	0.33	0.000	5	0.33	5.488	5	0.33	5.488
21:00 - 22:00	2	0.22	0.000	2	0.22	47.727	2	0.22	47.727
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			235.134			264.492			499.626

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:	0.07 to 0.73 (units: hect)
Survey date date range:	01/01/15 - 18/10/22
Number of weekdays (Monday-Friday):	8
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.

Calculation Reference: AUDIT-202611-230908-0916

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HF	HERTFORDSHIRE	1 days
	IW	ISLE OF WIGHT	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	SD	SWINDON	1 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LE	LEICESTERSHIRE	1 days
	NG	NOTTINGHAM	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
	KS	KIRKLEES	1 days
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	3 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: 215 to 1500 (units: sqm)
Range Selected by User: 200 to 2900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 20/09/22

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

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	8 days
Thursday	2 days
Friday	6 days

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

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of 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	15
Built-Up Zone	2
Village	3
High Street	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	12 days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:

Use Class:

E(e)	23 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:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	4 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:

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

0.6 to 1.0	6 days
1.1 to 1.5	15 days
1.6 to 2.0	1 days
2.1 to 2.5	1 days

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

Travel Plan:

No	23 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	23 days

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

LIST OF SITES relevant to selection parameters

1 AC-05-G-04 GP SURGERY CHESHIRE WEST & CHESTER
KINGSMEAD SQUARE
NORTHWICH
KINGSMEAD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 650 sqm
Survey date: FRIDAY *07/06/19* *Survey Type: MANUAL*

2 DR-05-G-01 GP SURGERY DONCASTER
GOODISON BOULEVARD
DONCASTER
CANTLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1050 sqm
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

3 DY-05-G-01 GP SURGERY DERBY
OSMASTON ROAD
DERBY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 676 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

4 ES-05-G-02 MEDICAL CENTRE EAST SUSSEX
JUZIERS DRIVE
EAST HOATHLY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 215 sqm
Survey date: WEDNESDAY *13/07/16* *Survey Type: MANUAL*

5 GM-05-G-02 GP SURGERY GREATER MANCHESTER
MOORSIDE ROAD
SALFORD
SWINTON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1160 sqm
Survey date: FRIDAY *21/06/19* *Survey Type: MANUAL*

6 HF-05-G-01 GP SURGERY HERTFORDSHIRE
CHELLS WAY
STEVENAGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 830 sqm
Survey date: FRIDAY *28/06/19* *Survey Type: MANUAL*

7 IW-05-G-01 GP SURGERY ISLE OF WIGHT
NEWPORT ROAD
COWES

Edge of Town
Residential Zone
Total Gross floor area: 1400 sqm
Survey date: WEDNESDAY *26/06/19* *Survey Type: MANUAL*

8 KS-05-G-01 GP SURGERY KIRKLEES
BLACKBURN ROAD
BIRSTALL
BIRSTALL SMITHIES
Edge of Town Centre
No Sub Category
Total Gross floor area: 512 sqm
Survey date: MONDAY *15/10/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 LC-05-G-01 GP SURGERY LANCASHIRE
DOCTORS LANE
ECCLESTON

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 700 sqm
Survey date: WEDNESDAY *20/04/22* *Survey Type: MANUAL*

10 LE-05-G-02 GP SURGERY LEICESTERSHIRE
THE SANDS
NEAR MELTON MOWBRAY
LONG CLAWSON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 363 sqm
Survey date: TUESDAY *29/11/16* *Survey Type: MANUAL*

11 NF-05-G-03 GP SURGERY NORFOLK
MILE END ROAD
NORWICH
MOUNT PLEASANT
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 600 sqm
Survey date: FRIDAY *08/11/19* *Survey Type: MANUAL*

12 NG-05-G-01 GP SURGERY NOTTINGHAM
MANSFIELD ROAD
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 460 sqm
Survey date: WEDNESDAY *24/06/15* *Survey Type: MANUAL*

13 NY-05-G-02 GP SURGERY NORTH YORKSHIRE
ASH TREE ROAD
KNARESBOROUGH

Edge of Town Centre
Residential Zone
Total Gross floor area: 416 sqm
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

14 NY-05-G-03 GP SURGERY NORTH YORKSHIRE
NORTH STREET
RIPON

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 523 sqm
Survey date: MONDAY *16/05/22* *Survey Type: MANUAL*

15 SC-05-G-02 GP SURGERY SURREY
ESHER GREEN DRIVE
ESHER
SANDOWN PARK
Edge of Town
Residential Zone
Total Gross floor area: 310 sqm
Survey date: WEDNESDAY *22/06/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 SD-05-G-01 GP SURGERY SWINDON
CRICKDALE ROAD
SWINDON

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 300 sqm
Survey date: FRIDAY *23/09/16* *Survey Type: MANUAL*

17 SM-05-G-02 GP SURGERY SOMERSET
COAL ORCHARD
TAUNTON

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 775 sqm
Survey date: WEDNESDAY *03/04/19* *Survey Type: MANUAL*

18 SM-05-G-03 GP SURGERY SOMERSET
FEVERSHAM LANE
GLASTONBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1500 sqm
Survey date: TUESDAY *20/09/22* *Survey Type: MANUAL*

19 TW-05-G-02 GP SURGERY TYNE & WEAR
BIDDLESTONE ROAD
NEWCASTLE
HEATON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 878 sqm
Survey date: FRIDAY *13/11/15* *Survey Type: MANUAL*

20 TW-05-G-03 GP SURGERY TYNE & WEAR
CHURCH ROAD
NEWCASTLE
GOSFORTH
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 678 sqm
Survey date: MONDAY *29/04/19* *Survey Type: MANUAL*

21 TW-05-G-04 GP SURGERY TYNE & WEAR
MANOR WALK
NEWCASTLE UPON TYNE
BENTON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1400 sqm
Survey date: THURSDAY *18/10/18* *Survey Type: MANUAL*

22 WM-05-G-01 GP SURGERY WEST MIDLANDS
LEACH HEATH LANE
BIRMINGHAM
RUBERY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 250 sqm
Survey date: TUESDAY *10/11/15* *Survey Type: MANUAL*

23 WM-05-G-04 GP SURGERY WEST MIDLANDS
STOURBRIDGE ROAD
DUDLEY

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 600 sqm
Survey date: TUESDAY *21/11/17* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-05-G-05	COVID
MS-05-G-01	COVID

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1115	0.538	2	1115	0.000	2	1115	0.538
07:00 - 08:00	20	730	1.124	20	730	0.370	20	730	1.494
08:00 - 09:00	23	706	2.665	23	706	1.613	23	706	4.278
09:00 - 10:00	23	706	3.078	23	706	2.758	23	706	5.836
10:00 - 11:00	23	706	3.059	23	706	3.010	23	706	6.069
11:00 - 12:00	23	706	2.659	23	706	2.788	23	706	5.447
12:00 - 13:00	23	706	2.290	23	706	2.647	23	706	4.937
13:00 - 14:00	23	706	2.044	23	706	2.142	23	706	4.186
14:00 - 15:00	23	706	2.296	23	706	2.179	23	706	4.475
15:00 - 16:00	23	706	2.493	23	706	2.499	23	706	4.992
16:00 - 17:00	23	706	2.241	23	706	2.413	23	706	4.654
17:00 - 18:00	23	706	1.317	23	706	1.933	23	706	3.250
18:00 - 19:00	20	733	0.457	20	733	1.050	20	733	1.507
19:00 - 20:00	3	951	0.175	3	951	0.421	3	951	0.596
20:00 - 21:00	2	1088	0.046	2	1088	0.322	2	1088	0.368
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			26.482			26.145			52.627

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:	215 - 1500 (units: sqm)
Survey date date range:	01/01/15 - 20/09/22
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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

Calculation Reference: AUDIT-202611-230908-0937

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : C - COLLEGE/UNIVERSITY
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BU	BUCKINGHAMSHIRE	1 days
	KC	KENT	1 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	SD	SWINDON	1 days
04	EAST ANGLIA		
	PB	PETERBOROUGH	2 days
08	NORTH WEST		
	LC	LANCASHIRE	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: 5700 to 65000 (units: sqm)
Range Selected by User: 2435 to 162000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 06/04/22

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	5
Built-Up Zone	2
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Secondary Filtering selection:

Use Class:

F1(a)	8 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:

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

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	2 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	2 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	3 days
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	8 days

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

LIST OF SITES relevant to selection parameters

1 BU-04-C-01 UNIVERSITY BUCKINGHAMSHIRE
QUEEN ALEXANDRA ROAD
HIGH WYCOMBE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 36755 sqm
Survey date: TUESDAY 24/01/17 Survey Type: MANUAL

2 KC-04-C-02 COLLEGE KENT
BELLEVUE ROAD
WHITSTABLE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 12735 sqm
Survey date: TUESDAY 26/09/17 Survey Type: MANUAL

3 LC-04-C-05 COLLEGE LANCASHIRE
LANGDALE ROAD
LEYLAND

Edge of Town
Residential Zone
Total Gross floor area: 31000 sqm
Survey date: FRIDAY 17/11/17 Survey Type: MANUAL

4 PB-04-C-02 COLLEGE PETERBOROUGH
BROOK STREET
PETERBOROUGH

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 5700 sqm
Survey date: MONDAY 17/10/16 Survey Type: MANUAL

5 PB-04-C-03 COLLEGE PETERBOROUGH
PARK CRESCENT
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 55000 sqm
Survey date: TUESDAY 18/10/16 Survey Type: MANUAL

6 SD-04-C-01 COLLEGE SWINDON
NEW COLLEGE DRIVE
SWINDON
WALCOT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 16600 sqm
Survey date: THURSDAY 22/09/16 Survey Type: MANUAL

7 WS-04-C-08 UNIVERSITY OF CHICHESTER WEST SUSSEX
COLLEGE LANE
CHICHESTER

Edge of Town Centre
No Sub Category
Total Gross floor area: 65000 sqm
Survey date: TUESDAY 05/04/22 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 WS-04-C-09 UNIVERSITY OF CHICHESTER WEST SUSSEX
UPPER BOGNOR ROAD
BOGNOR REGIS

Edge of Town Centre
Residential Zone
Total Gross floor area: 23330 sqm
Survey date: WEDNESDAY *06/04/22* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	30765	0.187	8	30765	0.040	8	30765	0.227
08:00 - 09:00	8	30765	0.901	8	30765	0.262	8	30765	1.163
09:00 - 10:00	8	30765	0.347	8	30765	0.154	8	30765	0.501
10:00 - 11:00	8	30765	0.192	8	30765	0.134	8	30765	0.326
11:00 - 12:00	8	30765	0.174	8	30765	0.176	8	30765	0.350
12:00 - 13:00	8	30765	0.240	8	30765	0.256	8	30765	0.496
13:00 - 14:00	8	30765	0.218	8	30765	0.204	8	30765	0.422
14:00 - 15:00	8	30765	0.158	8	30765	0.245	8	30765	0.403
15:00 - 16:00	8	30765	0.193	8	30765	0.357	8	30765	0.550
16:00 - 17:00	8	30765	0.148	8	30765	0.464	8	30765	0.612
17:00 - 18:00	8	30765	0.191	8	30765	0.377	8	30765	0.568
18:00 - 19:00	8	30765	0.176	8	30765	0.157	8	30765	0.333
19:00 - 20:00	8	30765	0.090	8	30765	0.190	8	30765	0.280
20:00 - 21:00	8	30765	0.062	8	30765	0.183	8	30765	0.245
21:00 - 22:00	8	30765	0.019	8	30765	0.088	8	30765	0.107
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.296			3.287			6.583

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:	5700 - 65000 (units: sqm)
Survey date date range:	01/01/15 - 06/04/22
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

Calculation Reference: AUDIT-202611-230908-0908

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : A - PRIMARY
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	CW	CORNWALL	1 days
	DV	DEVON	1 days
	SD	SWINDON	1 days
	SM	SOMERSET	2 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NM	WEST NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 days
	NY	NORTH YORKSHIRE	3 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	FU	WESTMORLAND & FURNESS	1 days
	TV	TEES VALLEY	3 days
	TW	TYNE & WEAR	1 days
10	WALES		
	CF	CARDIFF	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:	450 to 4520 (units: sqm)
Range Selected by User:	450 to 4520 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 15/11/22

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

Selected survey days:

Monday	5 days
Tuesday	7 days
Wednesday	5 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	26 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	3
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	10

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	15
Built-Up Zone	1
Village	7
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	10 days - Selected
Servicing vehicles Excluded	16 days - Selected

Secondary Filtering selection:

Use Class:

F1(a)	26 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:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	3 days
10,001 to 15,000	5 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	3 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:

5,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	8 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	13 days
1.1 to 1.5	12 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	3 days
No	23 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	26 days

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

LIST OF SITES relevant to selection parameters

1 BP-04-A-01 PRIMARY SCHOOL BLACKPOOL
SEVERN ROAD
BLACKPOOL
SOUTH SHORE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 4520 sqm
Survey date: TUESDAY 27/09/16 Survey Type: MANUAL

2 BR-04-A-01 PRIMARY SCHOOL BRISTOL CITY
SCHOOL CLOSE
BRISTOL
WHITCHURCH
Edge of Town
Residential Zone
Total Gross floor area: 950 sqm
Survey date: TUESDAY 22/09/15 Survey Type: MANUAL

3 CF-04-A-01 PRIMARY SCHOOL CARDIFF
AEL-Y-BRYN
CARDIFF
LLANEDEYRN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1400 sqm
Survey date: FRIDAY 05/05/17 Survey Type: MANUAL

4 CW-04-A-03 PRIMARY ACADEMY CORNWALL
TREVERBYN RISE
PENRYN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 3900 sqm
Survey date: THURSDAY 28/03/19 Survey Type: MANUAL

5 DV-04-A-04 PRIMARY SCHOOL DEVON
CHURCH LANE
CHERITON BISHOP

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 450 sqm
Survey date: WEDNESDAY 12/07/17 Survey Type: MANUAL

6 DY-04-A-01 PRIMARY SCHOOL DERBY
VICARAGE ROAD
DERBY
MICKLEOVER
Edge of Town
Residential Zone
Total Gross floor area: 1600 sqm
Survey date: THURSDAY 25/06/15 Survey Type: MANUAL

7 FU-04-A-01 PRIMARY SCHOOL WESTMORLAND & FURNESS
A6
NEAR PENRITH
CLIFTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 650 sqm
Survey date: FRIDAY 13/05/22 Survey Type: MANUAL

8 GM-04-A-01 PRIMARY SCHOOL GREATER MANCHESTER
ROCH MILLS CRESCENT
ROCHDALE

Edge of Town
Residential Zone
Total Gross floor area: 1675 sqm
Survey date: TUESDAY 20/10/15 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 HC-04-A-05 PRIMARY SCHOOL HAMPSHIRE
HAVANT ROAD
HAYLING ISLAND

Edge of Town
Residential Zone
Total Gross floor area: 3250 sqm
Survey date: MONDAY *30/11/15* *Survey Type: MANUAL*

10 LS-04-A-02 PRIMARY SCHOOL LEEDS
TOWN STREET
LEEDS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 3150 sqm
Survey date: MONDAY *19/10/15* *Survey Type: MANUAL*

11 NF-04-A-01 PRIMARY SCHOOL NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4200 sqm
Survey date: WEDNESDAY *21/09/22* *Survey Type: MANUAL*

12 NM-04-A-02 PRIMARY SCHOOL WEST NORTHAMPTONSHIRE
BOOTH LANE NORTH
NORTHAMPTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 2635 sqm
Survey date: THURSDAY *24/03/16* *Survey Type: MANUAL*

13 NY-04-A-04 CATHOLIC PRIMARY SCHOOL NORTH YORKSHIRE
GARGRAVE ROAD
SKIPTON

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1400 sqm
Survey date: FRIDAY *15/03/19* *Survey Type: MANUAL*

14 NY-04-A-05 PRIMARY SCHOOL NORTH YORKSHIRE
CHURCH LANE
RIPON

Edge of Town Centre
No Sub Category
Total Gross floor area: 1250 sqm
Survey date: TUESDAY *17/05/22* *Survey Type: MANUAL*

15 NY-04-A-06 PRIMARY SCHOOL NORTH YORKSHIRE
CHURCH LANE
RIPON

Edge of Town Centre
No Sub Category
Total Gross floor area: 2100 sqm
Survey date: MONDAY *23/05/22* *Survey Type: MANUAL*

16 SD-04-A-01 PRIMARY SCHOOL SWINDON
CASTLE VIEW ROAD
NEAR SWINDON
CHISELDON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 1550 sqm
Survey date: TUESDAY *20/09/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 SM-04-A-01 PRIMARY SCHOOL SOMERSET
BRIDGWATER ROAD
NEAR TAUNTON
BATHPOOL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 2525 sqm
Survey date: THURSDAY *27/09/18* *Survey Type: MANUAL*

18 SM-04-A-02 PRIMARY SCHOOL SOMERSET
ROWLANDS RISE
NEAR BRIDGWATER
PURITON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 1300 sqm
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

19 TV-04-A-01 PRIMARY SCHOOL TEES VALLEY
CLIFTON AVENUE
BILLINGHAM

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 2900 sqm
Survey date: WEDNESDAY *25/05/22* *Survey Type: MANUAL*

20 TV-04-A-02 PRIMARY SCHOOL TEES VALLEY
WOLVISTON MILL LANE
BILLINGHAM

Edge of Town
Residential Zone
Total Gross floor area: 1500 sqm
Survey date: MONDAY *23/05/22* *Survey Type: MANUAL*

21 TV-04-A-03 PRIMARY SCHOOL TEES VALLEY
THE GREEN
BILLINGHAM
WOLVISTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 800 sqm
Survey date: THURSDAY *26/05/22* *Survey Type: MANUAL*

22 TW-04-A-02 PRIMARY SCHOOL TYNE & WEAR
KELLS LANE
GATESHEAD
LOW FELL
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 2982 sqm
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

23 WK-04-A-01 C OF E JUNIOR SCHOOL WARWICKSHIRE
PLANTAGENET DRIVE
RUGBY

Edge of Town
Residential Zone
Total Gross floor area: 2046 sqm
Survey date: TUESDAY *15/11/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

24	WL-04-A-02	C OF E PRIMARY ACADEMY	WILTSHIRE
	HIGH STREET		
	ROWDE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	1750 sqm	
	Survey date: WEDNESDAY	*03/04/19*	*Survey Type: MANUAL*
25	WM-04-A-02	PRIMARY SCHOOL	WEST MIDLANDS
	HAZEL ROAD		
	BIRMINGHAM		
	RUBERY		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	1375 sqm	
	Survey date: TUESDAY	*10/11/15*	*Survey Type: MANUAL*
26	WM-04-A-03	PRIMARY SCHOOL	WEST MIDLANDS
	PALERMO AVENUE		
	COVENTRY		
	CHEYLESMORE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1930 sqm	
	Survey date: MONDAY	*17/10/22*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	2069	0.943	26	2069	0.353	26	2069	1.296
08:00 - 09:00	26	2069	5.395	26	2069	4.358	26	2069	9.753
09:00 - 10:00	26	2069	0.409	26	2069	0.850	26	2069	1.259
10:00 - 11:00	26	2069	0.169	26	2069	0.162	26	2069	0.331
11:00 - 12:00	26	2069	0.297	26	2069	0.238	26	2069	0.535
12:00 - 13:00	26	2069	0.296	26	2069	0.325	26	2069	0.621
13:00 - 14:00	26	2069	0.210	26	2069	0.303	26	2069	0.513
14:00 - 15:00	26	2069	1.019	26	2069	0.418	26	2069	1.437
15:00 - 16:00	26	2069	3.581	26	2069	4.445	26	2069	8.026
16:00 - 17:00	26	2069	0.770	26	2069	1.242	26	2069	2.012
17:00 - 18:00	25	2082	0.204	25	2082	0.452	25	2082	0.656
18:00 - 19:00	25	2082	0.129	25	2082	0.175	25	2082	0.304
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.422			13.321			26.743

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:	450 - 4520 (units: sqm)
Survey date date range:	01/01/15 - 15/11/22
Number of weekdays (Monday-Friday):	26
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.

Calculation Reference: AUDIT-202611-230908-0946

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LN	LINCOLNSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	1 days
	TW	TYNE & WEAR	1 days

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

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: 150 to 1250 (units: sqm)
Range Selected by User: 120 to 1250 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 15/09/22

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

Selected survey days:

Tuesday	5 days
Thursday	3 days
Friday	6 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	3

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

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

E(f)	14 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:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	4 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	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	8 days
2.1 to 2.5	1 days

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

Travel Plan:

No	14 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	14 days

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

LIST OF SITES relevant to selection parameters

1 BA-04-D-02 NURSERY BATH & NORTH EAST SOMERSET
MIDFORD ROAD
BATH
COMBE DOWN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 300 sqm
Survey date: THURSDAY *15/09/22* *Survey Type: MANUAL*

2 BH-04-D-01 NURSERY BRIGHTON & HOVE
CONNAUGHT ROAD
BRIGHTON
HOVE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 185 sqm
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

3 DR-04-D-01 NURSERY DONCASTER
BAWTRY ROAD
DONCASTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1250 sqm
Survey date: FRIDAY *13/05/22* *Survey Type: MANUAL*

4 DY-04-D-02 NURSERY DERBY
MAXWELL AVENUE
DERBY
DARLEY ABBEY
Edge of Town
Residential Zone
Total Gross floor area: 415 sqm
Survey date: THURSDAY *12/07/18* *Survey Type: MANUAL*

5 LN-04-D-01 NURSERY LINCOLNSHIRE
NEWARK ROAD
LINCOLN
SWALLOW BECK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 600 sqm
Survey date: TUESDAY *31/10/17* *Survey Type: MANUAL*

6 NN-04-D-01 NURSERY NORTH NORTHAMPTONSHIRE
ROCKINGHAM ROAD
KETTERING

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 850 sqm
Survey date: TUESDAY *07/06/22* *Survey Type: MANUAL*

7 NY-04-D-02 NURSERY NORTH YORKSHIRE
OAKNEY WOOD ROAD
SELBY

Edge of Town
Industrial Zone
Total Gross floor area: 450 sqm
Survey date: TUESDAY *10/05/22* *Survey Type: MANUAL*

8 PB-04-D-01 NURSERY PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 400 sqm
Survey date: TUESDAY *18/10/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	SD-04-D-01	NURSERY		SWINDON
	SHREWSBURY ROAD			
	SWINDON			
	WALCOT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		500 sqm	
	Survey date: THURSDAY		*22/09/16*	*Survey Type: MANUAL*
10	TV-04-D-01	NURSERY		TEES VALLEY
	COTSWOLD DRIVE			
	REDCAR			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		150 sqm	
	Survey date: FRIDAY		*19/05/17*	*Survey Type: MANUAL*
11	TW-04-D-03	NURSERY		TYNE & WEAR
	JUBILEE ROAD			
	NEWCASTLE UPON TYNE			
	GOSFORTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		725 sqm	
	Survey date: TUESDAY		*21/05/19*	*Survey Type: MANUAL*
12	WK-04-D-01	NURSERY		WARWICKSHIRE
	THE RIDGEWAY			
	STRATFORD UPON AVON			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		340 sqm	
	Survey date: FRIDAY		*29/06/18*	*Survey Type: MANUAL*
13	WM-04-D-02	NURSERY		WEST MIDLANDS
	BERTRAM ROAD			
	BIRMINGHAM			
	SMALL HEATH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		880 sqm	
	Survey date: FRIDAY		*19/11/21*	*Survey Type: MANUAL*
14	WS-04-D-01	NURSERY		WEST SUSSEX
	FARNCOMBE ROAD			
	WORTHING			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:		300 sqm	
	Survey date: FRIDAY		*13/05/22*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	383	0.174	3	383	0.000	3	383	0.174
07:00 - 08:00	14	525	2.083	14	525	0.912	14	525	2.995
08:00 - 09:00	14	525	2.600	14	525	2.151	14	525	4.751
09:00 - 10:00	14	525	0.830	14	525	0.694	14	525	1.524
10:00 - 11:00	14	525	0.408	14	525	0.231	14	525	0.639
11:00 - 12:00	14	525	0.354	14	525	0.259	14	525	0.613
12:00 - 13:00	14	525	0.790	14	525	1.007	14	525	1.797
13:00 - 14:00	14	525	0.681	14	525	0.953	14	525	1.634
14:00 - 15:00	14	525	0.204	14	525	0.354	14	525	0.558
15:00 - 16:00	14	525	0.803	14	525	0.776	14	525	1.579
16:00 - 17:00	14	525	0.912	14	525	1.035	14	525	1.947
17:00 - 18:00	14	525	1.838	14	525	2.410	14	525	4.248
18:00 - 19:00	13	553	0.195	13	553	0.751	13	553	0.946
19:00 - 20:00	2	425	0.118	2	425	1.176	2	425	1.294
20:00 - 21:00	1	450	0.000	1	450	0.000	1	450	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.990			12.709			24.699

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:	150 - 1250 (units: sqm)
Survey date date range:	01/01/15 - 15/09/22
Number of weekdays (Monday-Friday):	14
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.

Calculation Reference: AUDIT-202611-231122-1138

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : B - SECONDARY
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	SP	SOUTHAMPTON	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	DV	DEVON	1 days
	NS	NORTH SOMERSET	1 days
	TB	TORBAY	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 days
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	2 days
	LC	LANCASHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	2 days
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	4732 to 22669 (units: sqm)
Range Selected by User:	4000 to 22669 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 28/09/22

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

Selected survey days:

Monday	5 days
Tuesday	5 days
Wednesday	6 days
Thursday	3 days
Friday	4 days

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

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	11
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	21
Village	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	18 days - Selected

Secondary Filtering selection:

Use Class:

F1(a)	23 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	2 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	5 days
25,001 to 50,000	9 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	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	7 days
250,001 to 500,000	10 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	12 days
1.1 to 1.5	10 days

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

Travel Plan:

Not Known	1 days
Yes	3 days
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	23 days

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

LIST OF SITES relevant to selection parameters

1 BH-04-B-01 SECONDARY SCHOOL BRIGHTON & HOVE
NEVILL AVENUE
BRIGHTON
HOVE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 18000 sqm
Survey date: WEDNESDAY 27/09/17 *Survey Type: MANUAL*

2 BR-04-B-01 SECONDARY SCHOOL BRISTOL CITY
ST FRANCIS ROAD
NEAR BRISTOL
KEYNSHAM
Edge of Town
Residential Zone
Total Gross floor area: 8650 sqm
Survey date: MONDAY 21/09/15 *Survey Type: MANUAL*

3 CA-04-B-01 SECONDARY SCHOOL CAMBRIDGESHIRE
PARKSIDE
CAMBRIDGE

Edge of Town Centre
Residential Zone
Total Gross floor area: 4732 sqm
Survey date: THURSDAY 21/09/17 *Survey Type: MANUAL*

4 DV-04-B-04 SECONDARY ACADEMY DEVON
EARL RICHARD 'S RD SOUTH
EXETER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 12650 sqm
Survey date: TUESDAY 02/04/19 *Survey Type: MANUAL*

5 GM-04-B-02 SECONDARY SCHOOL GREATER MANCHESTER
FALINGE ROAD
ROCHDALE
SHAWCLOUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 8750 sqm
Survey date: WEDNESDAY 21/10/15 *Survey Type: MANUAL*

6 GM-04-B-03 SECONDARY SCHOOL GREATER MANCHESTER
MATTHEW MOSS LANE
ROCHDALE
MARLAND
Edge of Town
Residential Zone
Total Gross floor area: 9589 sqm
Survey date: FRIDAY 23/09/16 *Survey Type: MANUAL*

7 LC-04-B-02 SECONDARY ACADEMY LANCASHIRE
TODD LANE NORTH
LOSTOCK HALL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 8300 sqm
Survey date: TUESDAY 06/11/18 *Survey Type: MANUAL*

8 LS-04-B-03 SECONDARY SCHOOL LEEDS
WOODHOUSE CLIFF
LEEDS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10300 sqm
Survey date: MONDAY 19/10/15 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 NF-04-B-01 SECONDARY ACADEMY NORFOLK
SAINT CLEMENTS HILL
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 21100 sqm
Survey date: FRIDAY *08/11/19* *Survey Type: MANUAL*

10 NS-04-B-01 SECONDARY SCHOOL NORTH SOMERSET
MIZZYMEAD ROAD
NAILSEA

Edge of Town Centre
Residential Zone
Total Gross floor area: 12000 sqm
Survey date: WEDNESDAY *03/10/18* *Survey Type: MANUAL*

11 NT-04-B-01 SECONDARY SCHOOL NOTTINGHAMSHIRE
THE BANKS
NEAR NOTTINGHAM
BINGHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 5882 sqm
Survey date: THURSDAY *23/03/17* *Survey Type: MANUAL*

12 NY-04-B-03 GIRLS' HIGH SCHOOL NORTH YORKSHIRE
GARGRAVE ROAD
SKIPTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 6884 sqm
Survey date: FRIDAY *08/03/19* *Survey Type: MANUAL*

13 PB-04-B-01 SECONDARY ACADEMY PETERBOROUGH
REEVES WAY
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 18000 sqm
Survey date: WEDNESDAY *28/09/22* *Survey Type: MANUAL*

14 SF-04-B-01 SECONDARY SCHOOL SUFFOLK
MAIN ROAD
IPSWICH
KESGRAVE
Edge of Town
Residential Zone
Total Gross floor area: 18000 sqm
Survey date: FRIDAY *18/09/15* *Survey Type: MANUAL*

15 SP-04-B-01 SECONDARY SCHOOL SOUTHAMPTON
MINSTEAD AVENUE
SOUTHAMPTON

Edge of Town
Residential Zone
Total Gross floor area: 5700 sqm
Survey date: TUESDAY *24/11/15* *Survey Type: MANUAL*

16 TB-04-B-01 SECONDARY ACADEMY TORBAY
CRICKETFIELD ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 21265 sqm
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 TV-04-B-01 SECONDARY SCHOOL TEES VALLEY
COAST ROAD
MARSKE-BY-THE-SEA

Edge of Town
Residential Zone
Total Gross floor area: 7546 sqm
Survey date: WEDNESDAY 24/10/18 Survey Type: MANUAL

18 TV-04-B-02 SECONDARY SCHOOL TEES VALLEY
THAMES ROAD
BILLINGHAM

Edge of Town
Residential Zone
Total Gross floor area: 14700 sqm
Survey date: TUESDAY 24/05/22 Survey Type: MANUAL

19 TW-04-B-03 CATHOLIC HIGH SCHOOL TYNE & WEAR
GRETNA ROAD
NEWCASTLE UPON TYNE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 22669 sqm
Survey date: THURSDAY 18/10/18 Survey Type: MANUAL

20 WK-04-B-01 SECONDARY SCHOOL WARWICKSHIRE
BANBURY ROAD
KINETON

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 8200 sqm
Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

21 WM-04-B-04 SECONDARY SCHOOL WEST MIDLANDS
SHANNON ROAD
BIRMINGHAM

Edge of Town
Residential Zone
Total Gross floor area: 8500 sqm
Survey date: MONDAY 09/11/15 Survey Type: MANUAL

22 WM-04-B-05 SECONDARY SCHOOL WEST MIDLANDS
JEREMY ROAD
WOLVERHAMPTON

Edge of Town
Residential Zone
Total Gross floor area: 12500 sqm
Survey date: MONDAY 14/11/16 Survey Type: MANUAL

23 WM-04-B-06 SECONDARY SCHOOL WEST MIDLANDS
PARK ROAD WEST
STOURBRIDGE
WOLLASTON
Edge of Town
Residential Zone
Total Gross floor area: 9420 sqm
Survey date: TUESDAY 21/11/17 Survey Type: MANUAL

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

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	11884	0.420	23	11884	0.099	23	11884	0.519
08:00 - 09:00	23	11884	1.033	23	11884	0.760	23	11884	1.793
09:00 - 10:00	23	11884	0.135	23	11884	0.111	23	11884	0.246
10:00 - 11:00	23	11884	0.091	23	11884	0.079	23	11884	0.170
11:00 - 12:00	23	11884	0.097	23	11884	0.092	23	11884	0.189
12:00 - 13:00	23	11884	0.085	23	11884	0.104	23	11884	0.189
13:00 - 14:00	23	11884	0.094	23	11884	0.106	23	11884	0.200
14:00 - 15:00	23	11884	0.230	23	11884	0.206	23	11884	0.436
15:00 - 16:00	23	11884	0.431	23	11884	0.663	23	11884	1.094
16:00 - 17:00	23	11884	0.202	23	11884	0.491	23	11884	0.693
17:00 - 18:00	23	11884	0.194	23	11884	0.226	23	11884	0.420
18:00 - 19:00	23	11884	0.181	23	11884	0.162	23	11884	0.343
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.193			3.099			6.292

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:	4732 - 22669 (units: sqm)
Survey date date range:	01/01/15 - 28/09/22
Number of weekdays (Monday-Friday):	23
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.

Calculation Reference: AUDIT-202611-230906-0941

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	WS	WEST SUSSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	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: 15 to 111 (units:)
Range Selected by User: 6 to 467 (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: 01/01/15 to 16/05/22

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

Selected survey days:

Monday	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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:

Residential 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	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3	3 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	2 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:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	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	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1	HF-03-D-02 SILAM RD STEVENAGE	BLOCK OF FLATS		HERTFORDSHIRE
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		103	
	Survey date: FRIDAY		*28/06/19*	*Survey Type: MANUAL*
2	LS-03-D-02 BELLE VUE ROAD LEEDS	BLOCK OF FLATS		LEEDS
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		15	
	Survey date: MONDAY		*19/10/15*	*Survey Type: MANUAL*
3	WS-03-D-01 SHELLEY ROAD WORTHING	BLOCKS OF FLATS		WEST SUSSEX
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		111	
	Survey date: MONDAY		*16/05/22*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES
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	3	76	0.035	3	76	0.044	3	76	0.079
08:00 - 09:00	3	76	0.074	3	76	0.105	3	76	0.179
09:00 - 10:00	3	76	0.057	3	76	0.066	3	76	0.123
10:00 - 11:00	3	76	0.052	3	76	0.070	3	76	0.122
11:00 - 12:00	3	76	0.070	3	76	0.092	3	76	0.162
12:00 - 13:00	3	76	0.070	3	76	0.074	3	76	0.144
13:00 - 14:00	3	76	0.100	3	76	0.092	3	76	0.192
14:00 - 15:00	3	76	0.074	3	76	0.087	3	76	0.161
15:00 - 16:00	3	76	0.109	3	76	0.092	3	76	0.201
16:00 - 17:00	3	76	0.135	3	76	0.079	3	76	0.214
17:00 - 18:00	3	76	0.087	3	76	0.087	3	76	0.174
18:00 - 19:00	3	76	0.074	3	76	0.087	3	76	0.161
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.937			0.975			1.912

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:	15 - 111 (units:)
Survey date date range:	01/01/15 - 16/05/22
Number of weekdays (Monday-Friday):	3
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.

Calculation Reference: AUDIT-202611-230824-0846

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	SP	SOUTHAMPTON	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NG	NOTTINGHAM	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: 22 to 66 (units:)
Range Selected by User: 6 to 467 (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: 01/01/15 to 16/05/22

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3

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

Selected Location Sub Categories:

Residential Zone	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	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3	3 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:

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

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1	LN-03-D-02 ADDISON DRIVE LINCOLN	FLATS		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		22	
	Survey date: WEDNESDAY		*01/07/15*	*Survey Type: MANUAL*
2	NG-03-D-01 WATCOMBE ROAD NOTTINGHAM CARRINGTON	BLOCK OF FLATS		NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		22	
	Survey date: TUESDAY		*23/06/15*	*Survey Type: MANUAL*
3	SP-03-D-01 HANNAY RISE SOUTHAMPTON THORNHILL	BLOCKS OF FLATS		SOUTHAMPTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		66	
	Survey date: TUESDAY		*24/11/15*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES
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	3	37	0.018	3	37	0.055	3	37	0.073
08:00 - 09:00	3	37	0.091	3	37	0.155	3	37	0.246
09:00 - 10:00	3	37	0.100	3	37	0.173	3	37	0.273
10:00 - 11:00	3	37	0.118	3	37	0.127	3	37	0.245
11:00 - 12:00	3	37	0.118	3	37	0.109	3	37	0.227
12:00 - 13:00	3	37	0.064	3	37	0.064	3	37	0.128
13:00 - 14:00	3	37	0.118	3	37	0.091	3	37	0.209
14:00 - 15:00	3	37	0.136	3	37	0.209	3	37	0.345
15:00 - 16:00	3	37	0.191	3	37	0.164	3	37	0.355
16:00 - 17:00	3	37	0.218	3	37	0.091	3	37	0.309
17:00 - 18:00	3	37	0.127	3	37	0.182	3	37	0.309
18:00 - 19:00	3	37	0.082	3	37	0.036	3	37	0.118
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.381			1.456			2.837

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:	22 - 66 (units:)
Survey date date range:	01/01/15 - 16/05/22
Number of weekdays (Monday-Friday):	3
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.

Calculation Reference: AUDIT-202611-230905-0915

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:
02 SOUTH EAST
ES EAST SUSSEX 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: 24 to 24 (units:)
Range Selected by User: 6 to 467 (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: 01/01/14 to 16/05/22

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

Selected survey days:
Friday 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:
Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
C3 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:
15,001 to 20,000 1 days

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

Population within 5 miles:
25,001 to 50,000 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:
Yes 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	ES-03-D-05 WALWERS LANE LEWES	BLOCKS OF FLATS	EAST SUSSEX

Town Centre
Built-Up Zone
Total No of Dwellings: 24
Survey date: FRIDAY *10/10/14* *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 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES
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	1	24	0.042	1	24	0.083	1	24	0.125
08:00 - 09:00	1	24	0.042	1	24	0.083	1	24	0.125
09:00 - 10:00	1	24	0.042	1	24	0.125	1	24	0.167
10:00 - 11:00	1	24	0.083	1	24	0.042	1	24	0.125
11:00 - 12:00	1	24	0.125	1	24	0.083	1	24	0.208
12:00 - 13:00	1	24	0.000	1	24	0.125	1	24	0.125
13:00 - 14:00	1	24	0.042	1	24	0.000	1	24	0.042
14:00 - 15:00	1	24	0.042	1	24	0.000	1	24	0.042
15:00 - 16:00	1	24	0.000	1	24	0.000	1	24	0.000
16:00 - 17:00	1	24	0.083	1	24	0.042	1	24	0.125
17:00 - 18:00	1	24	0.042	1	24	0.042	1	24	0.084
18:00 - 19:00	1	24	0.083	1	24	0.000	1	24	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.626			0.625			1.251

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:	24 - 24 (units:)
Survey date date range:	01/01/14 - 16/05/22
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.

Calculation Reference: AUDIT-202611-230906-0959

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	RE	READING	1 days
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 37 to 279 (units:)
Range Selected by User: 9 to 1874 (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: 01/01/15 to 17/03/23

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

Selected survey days:

Tuesday	3 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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:

Built-Up Zone	1
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C3	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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	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	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

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	3 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-03-M-01 NELSON WARD DRIVE BATH & NORTH EAST SOMERSET
FROME ROAD
RADSTOCK

Edge of Town Centre
No Sub Category
Total No of Dwellings: 141
Survey date: TUESDAY *02/10/18* *Survey Type: MANUAL*

2 HC-03-M-08 MIXED HOUSES & FLATS HAMPSHIRE
CHURCHILL WAY WEST
BASINGSTOKE

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 279
Survey date: THURSDAY *16/06/16* *Survey Type: MANUAL*

3 NY-03-M-04 BLOCKS OF FLATS NORTH YORKSHIRE
SHIPYARD ROAD
SELBY

Edge of Town Centre
No Sub Category
Total No of Dwellings: 131
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

4 RE-03-M-02 TERRACED HOUSES & FLATS READING
ADDISON ROAD
READING

Edge of Town Centre
No Sub Category
Total No of Dwellings: 37
Survey date: TUESDAY *07/06/22* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
TV-03-M-01	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
TOTAL VEHICLES
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	4	147	0.036	4	147	0.218	4	147	0.254
08:00 - 09:00	4	147	0.102	4	147	0.293	4	147	0.395
09:00 - 10:00	4	147	0.105	4	147	0.117	4	147	0.222
10:00 - 11:00	4	147	0.090	4	147	0.109	4	147	0.199
11:00 - 12:00	4	147	0.080	4	147	0.094	4	147	0.174
12:00 - 13:00	4	147	0.124	4	147	0.083	4	147	0.207
13:00 - 14:00	4	147	0.165	4	147	0.126	4	147	0.291
14:00 - 15:00	4	147	0.092	4	147	0.145	4	147	0.237
15:00 - 16:00	4	147	0.184	4	147	0.119	4	147	0.303
16:00 - 17:00	4	147	0.184	4	147	0.121	4	147	0.305
17:00 - 18:00	4	147	0.277	4	147	0.151	4	147	0.428
18:00 - 19:00	4	147	0.253	4	147	0.131	4	147	0.384
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.692			1.707			3.399

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:	37 - 279 (units:)
Survey date date range:	01/01/15 - 17/03/23
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:	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 CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	OX	OXFORDSHIRE	1 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	4 days
03	SOUTH WEST		
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	6 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 16 to 544 (units:)
Range Selected by User: 9 to 1874 (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: 01/01/15 to 17/03/23

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	1 days
Wednesday	12 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	14 days
Directional ATC Count	4 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:

Neighbourhood Centre (PPS6 Local 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	1
Village	17

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	53 days - Selected

Secondary Filtering selection:

Use Class:

C3	18 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:

1,000 or Less	1 days
1,001 to 5,000	12 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	7 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	14 days
1.6 to 2.0	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:

Yes	16 days
No	2 days

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

PTAL Rating:

No PTAL Present	18 days

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

LIST OF SITES relevant to selection parameters

1 ES-03-M-09 DETACHED/SEMI-DETACHED EAST SUSSEX
STATION ROAD
NORTHIAM

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 16
Survey date: WEDNESDAY *17/05/17* *Survey Type: MANUAL*

2 ES-03-M-20 MIXED HOUSES & FLATS EAST SUSSEX
HOREBEECH LANE
HORAM

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 47
Survey date: TUESDAY *05/10/21* *Survey Type: MANUAL*

3 NF-03-M-13 MIXED HOUSES NORFOLK
MACMILLAN WAY
NEAR NORWICH
LITTLE PLUMSTEAD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 75
Survey date: FRIDAY *20/09/19* *Survey Type: DIRECTIONAL ATC COUNT*

4 NF-03-M-32 MIXED HOUSES & FLATS NORFOLK
MACMILLAN WAY
NEAR NORWICH
LITTLE PLUMSTEAD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 240
Survey date: WEDNESDAY *12/09/18* *Survey Type: DIRECTIONAL ATC COUNT*

5 NF-03-M-52 MIXED HOUSES NORFOLK
STALHAM ROAD
HOVETON

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 120
Survey date: WEDNESDAY *21/09/22* *Survey Type: DIRECTIONAL ATC COUNT*

6 NF-03-M-55 MIXED HOUSES NORFOLK
CAISTOR LANE
NEAR NORWICH
PORINGLAND
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 150
Survey date: WEDNESDAY *28/09/22* *Survey Type: MANUAL*

7 NF-03-M-58 MIXED HOUSES NORFOLK
PIGOT LANE
NEAR NORWICH
FRAMINGHAM EARL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 100
Survey date: WEDNESDAY *21/09/22* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

8 NF-03-M-61 MIXED HOUSES & FLATS NORFOLK
LONG LANE
NEAR NORWICH
MULBARTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 180
Survey date: WEDNESDAY 28/09/22 Survey Type: MANUAL

9 OX-03-M-02 MIXED HOUSES & FLATS OXFORDSHIRE
GODSTOW ROAD
OXFORD
WOLVERCOTE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 117
Survey date: WEDNESDAY 20/10/21 Survey Type: MANUAL

10 SC-03-M-11 SEMI-DETACHED & FLATS SURREY
HEWITT ' S ROAD
CRANLEIGH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 110
Survey date: MONDAY 17/10/22 Survey Type: MANUAL

11 SC-03-M-14 MIXED HOUSES & FLATS SURREY
CHOBHAM LANE
LONGCROSS

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 179
Survey date: WEDNESDAY 16/11/22 Survey Type: MANUAL

12 SM-03-M-01 DETACHED & TERRACED HOUSES SOMERSET
MILTON HILL
TAUNTON
MONKTON HEATHFIELD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 135
Survey date: WEDNESDAY 26/09/18 Survey Type: MANUAL

13 WK-03-M-03 MIXED HOUSES WARWICKSHIRE
STOCKTON ROAD
LONG ITCHINGTON

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 124
Survey date: WEDNESDAY 27/06/18 Survey Type: MANUAL

14 WL-03-M-04 MIXED HOUSES & FLATS WILTSHIRE
WARNEFORD CRESCENT
NEAR SALISBURY
LONGHEDGE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 544
Survey date: THURSDAY 18/11/21 Survey Type: MANUAL

15 WS-03-M-20 MIXED HOUSES & FLATS WEST SUSSEX
OLD GUILDFORD ROAD
HORSHAM
BROADBRIDGE HEATH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 121
Survey date: THURSDAY 24/10/19 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16 WS-03-M-23 MIXED HOUSES & FLATS WEST SUSSEX
STANE STREET
CHICHESTER
WESTHAMPNETT
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 99
Survey date: WEDNESDAY 13/10/21 Survey Type: MANUAL

17 WS-03-M-24 MIXED HOUSES WEST SUSSEX
COPTHORNE WAY
NEAR CRAWLEY
COPTHORNE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 80
Survey date: FRIDAY 08/10/21 Survey Type: MANUAL

18 WS-03-M-26 MIXED HOUSES & FLATS WEST SUSSEX
MILL STRAIGHT
SOUTHWATER

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 193
Survey date: WEDNESDAY 16/03/22 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-03-M-18	COVID
HF-03-M-01	COVID
SF-03-M-01	COVID
WO-03-M-03	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
TOTAL VEHICLES
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	18	146	0.078	18	146	0.287	18	146	0.365
08:00 - 09:00	18	146	0.133	18	146	0.369	18	146	0.502
09:00 - 10:00	18	146	0.139	18	146	0.134	18	146	0.273
10:00 - 11:00	18	146	0.104	18	146	0.122	18	146	0.226
11:00 - 12:00	18	146	0.122	18	146	0.125	18	146	0.247
12:00 - 13:00	18	146	0.130	18	146	0.120	18	146	0.250
13:00 - 14:00	18	146	0.132	18	146	0.127	18	146	0.259
14:00 - 15:00	18	146	0.140	18	146	0.173	18	146	0.313
15:00 - 16:00	18	146	0.241	18	146	0.167	18	146	0.408
16:00 - 17:00	18	146	0.275	18	146	0.162	18	146	0.437
17:00 - 18:00	18	146	0.318	18	146	0.159	18	146	0.477
18:00 - 19:00	18	146	0.242	18	146	0.130	18	146	0.372
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.054			2.075			4.129

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:	16 - 544 (units:)
Survey date date range:	01/01/15 - 17/03/23
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	1
Number of Sundays:	1
Surveys automatically removed from selection:	32
Surveys manually removed from selection:	4

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-202611-230824-0833

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	3 days
	HF	HERTFORDSHIRE	1 days
	PO	PORTSMOUTH	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days

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

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: 27 to 175 (units:)
Range Selected by User: 6 to 215 (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: 01/01/15 to 11/05/22

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

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:

Residential Zone	4
Built-Up Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	7 days

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	2 days
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	7 days

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

LIST OF SITES relevant to selection parameters

1	CT-03-C-01 WING ROAD LEIGHTON BUZZARD LINSLADE Edge of Town Centre Residential Zone Total No of Dwellings: *Survey date: TUESDAY*	BLOCKS OF FLATS	175 *15/05/18*	CENTRAL BEDFORDSHIRE *Survey Type: MANUAL*
2	CT-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD Edge of Town Centre Residential Zone Total No of Dwellings: *Survey date: TUESDAY*	BLOCKS OF FLATS	62 *15/05/18*	CENTRAL BEDFORDSHIRE *Survey Type: MANUAL*
3	CT-03-C-03 COURT DRIVE DUNSTABLE Edge of Town Centre No Sub Category Total No of Dwellings: *Survey date: TUESDAY*	BLOCKS OF FLATS	146 *15/05/18*	CENTRAL BEDFORDSHIRE *Survey Type: MANUAL*
4	DV-03-C-01 BONHAY ROAD EXETER Edge of Town Centre Residential Zone Total No of Dwellings: *Survey date: MONDAY*	BLOCK OF FLATS	27 *10/07/17*	DEVON *Survey Type: MANUAL*
5	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD Edge of Town Centre Built-Up Zone Total No of Dwellings: *Survey date: THURSDAY*	BLOCK OF FLATS	91 *14/11/19*	HERTFORDSHIRE *Survey Type: MANUAL*
6	PO-03-C-01 CROSS STREET PORTSMOUTH Edge of Town Centre Built-Up Zone Total No of Dwellings: *Survey date: TUESDAY*	BLOCKS OF FLATS	90 *05/06/18*	PORTSMOUTH *Survey Type: MANUAL*
7	WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE Edge of Town Centre Residential Zone Total No of Dwellings: *Survey date: FRIDAY*	BLOCKS OF FLATS	55 *11/11/16*	WEST MIDLANDS *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
BY-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
TOTAL VEHICLES
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	7	92	0.037	7	92	0.170	7	92	0.207
08:00 - 09:00	7	92	0.043	7	92	0.189	7	92	0.232
09:00 - 10:00	7	92	0.051	7	92	0.068	7	92	0.119
10:00 - 11:00	7	92	0.050	7	92	0.063	7	92	0.113
11:00 - 12:00	7	92	0.050	7	92	0.073	7	92	0.123
12:00 - 13:00	7	92	0.093	7	92	0.091	7	92	0.184
13:00 - 14:00	7	92	0.060	7	92	0.063	7	92	0.123
14:00 - 15:00	7	92	0.054	7	92	0.053	7	92	0.107
15:00 - 16:00	7	92	0.082	7	92	0.060	7	92	0.142
16:00 - 17:00	7	92	0.125	7	92	0.067	7	92	0.192
17:00 - 18:00	7	92	0.170	7	92	0.082	7	92	0.252
18:00 - 19:00	7	92	0.221	7	92	0.101	7	92	0.322
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.036			1.080			2.116

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:	27 - 175 (units:)
Survey date date range:	01/01/15 - 11/05/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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-202611-230906-0932

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:
02 SOUTH EAST
WS WEST SUSSEX 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: 18 to 18 (units:)
Range Selected by User: 6 to 215 (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: 01/01/15 to 11/05/22

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

Selected survey days:
Wednesday 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:
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:
Residential Zone 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
C3 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.

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:
1.1 to 1.5 1 days

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

Travel Plan:
No 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 WS-03-C-01 BLOCKS OF FLATS WEST SUSSEX
GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY 11/05/22 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-C-04	COVID
LE-03-C-01	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
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	1	18	0.056	1	18	0.167	1	18	0.223
08:00 - 09:00	1	18	0.000	1	18	0.111	1	18	0.111
09:00 - 10:00	1	18	0.111	1	18	0.111	1	18	0.222
10:00 - 11:00	1	18	0.000	1	18	0.278	1	18	0.278
11:00 - 12:00	1	18	0.167	1	18	0.000	1	18	0.167
12:00 - 13:00	1	18	0.111	1	18	0.056	1	18	0.167
13:00 - 14:00	1	18	0.111	1	18	0.222	1	18	0.333
14:00 - 15:00	1	18	0.167	1	18	0.111	1	18	0.278
15:00 - 16:00	1	18	0.111	1	18	0.111	1	18	0.222
16:00 - 17:00	1	18	0.111	1	18	0.056	1	18	0.167
17:00 - 18:00	1	18	0.222	1	18	0.000	1	18	0.222
18:00 - 19:00	1	18	0.167	1	18	0.056	1	18	0.223
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.334			1.279			2.613

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.*

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Parameter summary

Trip rate parameter range selected:	18 - 18 (units:)
Survey date date range:	01/01/15 - 11/05/22
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:	2

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

Calculation Reference: AUDIT-202611-230824-0800

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NG	NOTTINGHAM	2 days
08	NORTH WEST		
	MS	MERSEYSIDE	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: No of Dwellings
Actual Range: 9 to 184 (units:)
Range Selected by User: 6 to 215 (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: 01/01/15 to 11/05/22

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

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of 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:

Development Zone	2
Residential Zone	3
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.

Secondary Filtering selection:

Use Class:

C3	8 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:

1,001 to 5,000	2 days
20,001 to 25,000	4 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	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:

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	8 days

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

LIST OF SITES relevant to selection parameters

1 BH-03-C-01 BLOCK OF FLATS BRIGHTON & HOVE
OLD SHOREHAM RD
BRIGHTON
HOVE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 71
Survey date: TUESDAY 26/09/17 Survey Type: MANUAL

2 CA-03-C-03 BLOCKS OF FLATS CAMBRIDGESHIRE
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey date: MONDAY 18/09/17 Survey Type: MANUAL

3 DY-03-C-03 BLOCKS OF FLATS DERBY
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

4 MS-03-C-02 BLOCKS OF FLATS MERSEYSIDE
SOUTH FERRY QUAY
LIVERPOOL
BRUNSWICK DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 184
Survey date: TUESDAY 13/11/18 Survey Type: MANUAL

5 MS-03-C-03 BLOCK OF FLATS MERSEYSIDE
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 9
Survey date: TUESDAY 13/11/18 Survey Type: MANUAL

6 NF-03-C-02 MIXED FLATS & HOUSES NORFOLK
HALL ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey date: MONDAY 18/11/19 Survey Type: MANUAL

7 NG-03-C-01 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 56
Survey date: TUESDAY 08/11/16 Survey Type: MANUAL

8 NG-03-C-02 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
CASTLE MARINA ROAD
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 135
Survey date: WEDNESDAY 09/11/16 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-C-04	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
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	8	81	0.054	8	81	0.153	8	81	0.207
08:00 - 09:00	8	81	0.051	8	81	0.190	8	81	0.241
09:00 - 10:00	8	81	0.072	8	81	0.103	8	81	0.175
10:00 - 11:00	8	81	0.063	8	81	0.076	8	81	0.139
11:00 - 12:00	8	81	0.055	8	81	0.065	8	81	0.120
12:00 - 13:00	8	81	0.063	8	81	0.077	8	81	0.140
13:00 - 14:00	8	81	0.054	8	81	0.079	8	81	0.133
14:00 - 15:00	8	81	0.060	8	81	0.062	8	81	0.122
15:00 - 16:00	8	81	0.106	8	81	0.051	8	81	0.157
16:00 - 17:00	8	81	0.111	8	81	0.077	8	81	0.188
17:00 - 18:00	8	81	0.148	8	81	0.079	8	81	0.227
18:00 - 19:00	8	81	0.131	8	81	0.074	8	81	0.205
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.968			1.086			2.054

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.*

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Parameter summary

Trip rate parameter range selected:	9 - 184 (units:)
Survey date date range:	01/01/15 - 11/05/22
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

Calculation Reference: AUDIT-202611-230905-0924

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:
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: No of Dwellings
Actual Range: 40 to 40 (units:)
Range Selected by User: 6 to 215 (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: 01/01/14 to 11/05/22

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

Selected survey days:
Thursday 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:
Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
C3 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:
25,001 to 50,000 1 days

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

Population within 5 miles:
75,001 to 100,000 1 days

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

Car ownership within 5 miles:
1.1 to 1.5 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	CU-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS	CUMBERLAND

Town Centre
Built-Up Zone
Total No of Dwellings: 40
Survey date: THURSDAY *12/06/14* *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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
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	1	40	0.075	1	40	0.150	1	40	0.225
08:00 - 09:00	1	40	0.050	1	40	0.125	1	40	0.175
09:00 - 10:00	1	40	0.050	1	40	0.000	1	40	0.050
10:00 - 11:00	1	40	0.025	1	40	0.075	1	40	0.100
11:00 - 12:00	1	40	0.050	1	40	0.075	1	40	0.125
12:00 - 13:00	1	40	0.050	1	40	0.025	1	40	0.075
13:00 - 14:00	1	40	0.125	1	40	0.125	1	40	0.250
14:00 - 15:00	1	40	0.050	1	40	0.075	1	40	0.125
15:00 - 16:00	1	40	0.050	1	40	0.050	1	40	0.100
16:00 - 17:00	1	40	0.275	1	40	0.100	1	40	0.375
17:00 - 18:00	1	40	0.175	1	40	0.200	1	40	0.375
18:00 - 19:00	1	40	0.200	1	40	0.150	1	40	0.350
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.175			1.150			2.325

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:	40 - 40 (units:)
Survey date date range:	01/01/14 - 11/05/22
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.

Calculation Reference: AUDIT-202611-230829-0858

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

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: 5600 to 9500 (units: sqm)
Range Selected by User: 800 to 15950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 28/05/22

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

Selected survey days:

Wednesday	1 days
Friday	3 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	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	2
Built-Up Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	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

Population within 1 mile:

10,001 to 15,000	2 days
20,001 to 25,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days
2.1 to 2.5	1 days

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

Petrol filling station:

PFS is present at the site and is included in the count	1 days
PFS is present at the site but is excluded from the count	1 days
There is no PFS at the site	2 days

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

Travel Plan:

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	DY-01-A-01	SAINSBURY'S		DERBY
	WYVERN WAY			
	DERBY			
	CHADDESDEN			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:		9500 sqm	
	Survey date: FRIDAY		*26/06/15*	*Survey Type: MANUAL*
2	GM-01-A-27	TESCO		GREATER MANCHESTER
	PARRS WOOD LANE			
	MANCHESTER			
	DIDSBURY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		5600 sqm	
	Survey date: WEDNESDAY		*20/04/22*	*Survey Type: MANUAL*
3	TW-01-A-02	ASDA		TYNE & WEAR
	WANSBECK ROAD SOUTH			
	NEWCASTLE UPON TYNE			
	GOSFORTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		9050 sqm	
	Survey date: FRIDAY		*03/05/19*	*Survey Type: MANUAL*
4	WM-01-A-04	TESCO		WEST MIDLANDS
	SPRING HILL			
	BIRMINGHAM			
	HOCKLEY			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Gross floor area:		7290 sqm	
	Survey date: FRIDAY		*26/11/21*	*Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.143	1	5600	0.107	1	5600	0.250
06:00 - 07:00	2	6445	0.504	2	6445	0.287	2	6445	0.791
07:00 - 08:00	4	7860	1.202	4	7860	1.021	4	7860	2.223
08:00 - 09:00	4	7860	1.517	4	7860	1.295	4	7860	2.812
09:00 - 10:00	4	7860	2.023	4	7860	1.702	4	7860	3.725
10:00 - 11:00	4	7860	2.153	4	7860	1.940	4	7860	4.093
11:00 - 12:00	4	7860	2.516	4	7860	2.312	4	7860	4.828
12:00 - 13:00	4	7860	2.840	4	7860	2.595	4	7860	5.435
13:00 - 14:00	4	7860	2.570	4	7860	2.478	4	7860	5.048
14:00 - 15:00	4	7860	2.328	4	7860	2.293	4	7860	4.621
15:00 - 16:00	4	7860	2.220	4	7860	2.261	4	7860	4.481
16:00 - 17:00	4	7860	2.058	4	7860	2.141	4	7860	4.199
17:00 - 18:00	4	7860	2.001	4	7860	2.217	4	7860	4.218
18:00 - 19:00	4	7860	2.026	4	7860	2.366	4	7860	4.392
19:00 - 20:00	4	7860	1.775	4	7860	1.880	4	7860	3.655
20:00 - 21:00	4	7860	1.145	4	7860	1.495	4	7860	2.640
21:00 - 22:00	4	7860	0.897	4	7860	1.161	4	7860	2.058
22:00 - 23:00	3	7313	0.387	3	7313	0.643	3	7313	1.030
23:00 - 24:00	2	6445	0.256	2	6445	0.411	2	6445	0.667
Total Rates:			30.561			30.605			61.166

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:	5600 - 9500 (units: sqm)
Survey date date range:	01/01/15 - 28/05/22
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.

Calculation Reference: AUDIT-202611-230829-0832

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	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:	1600 to 5500 (units: sqm)
Range Selected by User:	800 to 15950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 28/05/22

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

Selected survey days:

Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2

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

Selected Location Sub Categories:

Retail Zone	1
Built-Up Zone	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(a)	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (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:

5,001 to 10,000	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
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
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:

PFS is present at the site and is included in the count	1 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	1 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	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1	CA-01-A-03	MORRISONS		CAMBRIDGESHIRE
	BACK LANE			
	CAMBOURNE			
	GREAT CAMBOURNE			
	Town Centre			
	Retail Zone			
	Total Gross floor area:		5500 sqm	
	Survey date: THURSDAY		*07/06/18*	*Survey Type: MANUAL*
2	GM-01-A-28	TESCO EXPRESS		GREATER MANCHESTER
	MARKET STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		1600 sqm	
	Survey date: WEDNESDAY		*27/04/22*	*Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
06:00 - 07:00	1	1600	0.250	1	1600	0.063	1	1600	0.312
07:00 - 08:00	2	3550	2.408	2	3550	1.986	2	3550	4.394
08:00 - 09:00	2	3550	3.887	2	3550	3.085	2	3550	6.972
09:00 - 10:00	2	3550	4.718	2	3550	4.394	2	3550	9.112
10:00 - 11:00	2	3550	4.507	2	3550	4.183	2	3550	8.690
11:00 - 12:00	2	3550	4.423	2	3550	4.732	2	3550	9.155
12:00 - 13:00	2	3550	5.465	2	3550	4.239	2	3550	9.704
13:00 - 14:00	2	3550	4.563	2	3550	5.282	2	3550	9.845
14:00 - 15:00	2	3550	4.761	2	3550	4.873	2	3550	9.634
15:00 - 16:00	2	3550	3.930	2	3550	4.211	2	3550	8.141
16:00 - 17:00	2	3550	4.423	2	3550	4.606	2	3550	9.029
17:00 - 18:00	2	3550	5.746	2	3550	5.014	2	3550	10.760
18:00 - 19:00	2	3550	5.268	2	3550	5.296	2	3550	10.564
19:00 - 20:00	2	3550	3.549	2	3550	4.676	2	3550	8.225
20:00 - 21:00	2	3550	3.845	2	3550	4.394	2	3550	8.239
21:00 - 22:00	1	1600	0.750	1	1600	0.875	1	1600	1.625
22:00 - 23:00	1	1600	0.563	1	1600	1.063	1	1600	1.624
23:00 - 24:00	1	1600	0.063	1	1600	0.438	1	1600	0.500
Total Rates:			63.117			63.408			126.525

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:	1600 - 5500 (units: sqm)
Survey date date range:	01/01/15 - 28/05/22
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.

Calculation Reference: AUDIT-202611-231116-1135

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	SP	SOUTHAMPTON	1 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

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 residents
Actual Range:	17 to 69 (units:)
Range Selected by User:	17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 13/06/22

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

Selected survey days:

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

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	8
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	4 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

C2	11 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	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 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:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 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	11 days

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

PTAL Rating:

No PTAL Present	11 days

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

LIST OF SITES relevant to selection parameters

1 BP-05-F-01 NURSING HOME BLACKPOOL
LYTHAM ROAD
BLACKPOOL
SQUIRES GATE
Edge of Town
Residential Zone
Total Number of residents: 31
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

2 ES-05-F-02 CARE HOME EAST SUSSEX
BATTLE ROAD
HAILSHAM

Edge of Town Centre
Residential Zone
Total Number of residents: 69
Survey date: WEDNESDAY *13/07/16* *Survey Type: MANUAL*

3 NN-05-F-01 NURSING HOME NORTH NORTHAMPTONSHIRE
MALHAM DRIVE
KETTERING

Edge of Town
No Sub Category
Total Number of residents: 60
Survey date: MONDAY *13/06/22* *Survey Type: MANUAL*

4 NT-05-F-02 NURSING HOME NOTTINGHAMSHIRE
MOOR LANE
NEAR NOTTINGHAM
BINGHAM
Edge of Town Centre
No Sub Category
Total Number of residents: 34
Survey date: MONDAY *14/11/16* *Survey Type: MANUAL*

5 NY-05-F-05 NURSING HOME NORTH YORKSHIRE
SEAGRIM CRESCENT
RICHMOND

Edge of Town
Residential Zone
Total Number of residents: 37
Survey date: MONDAY *04/03/19* *Survey Type: MANUAL*

6 PB-05-F-01 NURSING HOME PETERBOROUGH
PARK CRESCENT
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 48
Survey date: SUNDAY *16/10/16* *Survey Type: MANUAL*

7 SF-05-F-01 CARE HOME SUFFOLK
COLCHESTER ROAD
IPSWICH

Edge of Town
Residential Zone
Total Number of residents: 17
Survey date: FRIDAY *18/09/15* *Survey Type: MANUAL*

8 SP-05-F-01 CARE HOME SOUTHAMPTON
BOTLEY ROAD
SOUTHAMPTON

Edge of Town
No Sub Category
Total Number of residents: 42
Survey date: TUESDAY *24/11/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE	NURSING HOME		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:		52	
	Survey date: THURSDAY		*02/05/19*	*Survey Type: MANUAL*
10	WM-05-F-01 NEARHILL ROAD BIRMINGHAM	NURSING HOME		WEST MIDLANDS
	Edge of Town Residential Zone Total Number of residents:		65	
	Survey date: SUNDAY		*08/11/15*	*Survey Type: MANUAL*
11	WS-05-F-02 WYKEHAM ROAD WORTHING	NURSING HOME		WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:		54	
	Survey date: TUESDAY		*17/05/22*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	11	46	0.130	11	46	0.073	11	46	0.203
08:00 - 09:00	11	46	0.081	11	46	0.053	11	46	0.134
09:00 - 10:00	11	46	0.067	11	46	0.041	11	46	0.108
10:00 - 11:00	11	46	0.071	11	46	0.051	11	46	0.122
11:00 - 12:00	11	46	0.075	11	46	0.065	11	46	0.140
12:00 - 13:00	11	46	0.073	11	46	0.081	11	46	0.154
13:00 - 14:00	11	46	0.092	11	46	0.069	11	46	0.161
14:00 - 15:00	11	46	0.084	11	46	0.102	11	46	0.186
15:00 - 16:00	11	46	0.096	11	46	0.141	11	46	0.237
16:00 - 17:00	11	46	0.051	11	46	0.090	11	46	0.141
17:00 - 18:00	11	46	0.041	11	46	0.086	11	46	0.127
18:00 - 19:00	11	46	0.043	11	46	0.049	11	46	0.092
19:00 - 20:00	11	46	0.043	11	46	0.061	11	46	0.104
20:00 - 21:00	11	46	0.039	11	46	0.053	11	46	0.092
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.986			1.015			2.001

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:	17 - 69 (units:)
Survey date date range:	01/01/15 - 13/06/22
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	2
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.

Calculation Reference: AUDIT-202611-231115-1116

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	2 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WO	WORCESTERSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	Number of bedrooms
Actual Range:	40 to 227 (units:)
Range Selected by User:	7 to 300 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 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	1 days
Tuesday	1 days
Wednesday	1 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	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	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:

Industrial Zone	2
Commercial Zone	1
Residential Zone	1
Out of Town	2
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C1	7 days

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

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

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

Population within 5 miles:

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

0.6 to 1.0	3 days
1.1 to 1.5	4 days

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

Travel Plan:

No	7 days

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

PTAL Rating:

No PTAL Present	7 days

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

LIST OF SITES relevant to selection parameters

1 DS-06-A-04 HOLIDAY INN DERBYSHIRE
CARTER LANE EAST
SOUTH NORMANTON

Edge of Town
Residential Zone
Total Number of bedrooms: 157
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

2 HC-06-A-07 TRAVELODGE HAMPSHIRE
COVE ROAD
FLEET

Edge of Town
Out of Town
Total Number of bedrooms: 40
Survey date: THURSDAY *09/09/21* *Survey Type: MANUAL*

3 HC-06-A-08 HOLIDAY INN HAMPSHIRE
CARTWRIGHT DRIVE
PARK GATE

Edge of Town
Industrial Zone
Total Number of bedrooms: 124
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

4 LE-06-A-01 MARRIOTT LEICESTERSHIRE
SMITH WAY
LEICESTER
ENDERBY
Edge of Town
Commercial Zone
Total Number of bedrooms: 227
Survey date: THURSDAY *12/07/18* *Survey Type: MANUAL*

5 WK-06-A-01 HOLIDAY INN EXPRESS WARWICKSHIRE
STRATFORD ROAD
WARWICK
LONGBRIDGE
Edge of Town
Out of Town
Total Number of bedrooms: 138
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

6 WL-06-A-03 TRAVELODGE WILTSHIRE
LAWRENCE HILL
WINCANTON

Edge of Town
No Sub Category
Total Number of bedrooms: 57
Survey date: TUESDAY *18/09/18* *Survey Type: MANUAL*

7 WO-06-A-04 PREMIER INN WORCESTERSHIRE
GROVEWOOD ROAD
MALVERN

Edge of Town
Industrial Zone
Total Number of bedrooms: 64
Survey date: FRIDAY *12/11/21* *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
GS-06-A-03	COVID Restrictions

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	115	0.090	7	115	0.223	7	115	0.313
08:00 - 09:00	7	115	0.195	7	115	0.249	7	115	0.444
09:00 - 10:00	7	115	0.224	7	115	0.180	7	115	0.404
10:00 - 11:00	7	115	0.144	7	115	0.149	7	115	0.293
11:00 - 12:00	7	115	0.082	7	115	0.134	7	115	0.216
12:00 - 13:00	7	115	0.124	7	115	0.107	7	115	0.231
13:00 - 14:00	7	115	0.141	7	115	0.104	7	115	0.245
14:00 - 15:00	7	115	0.177	7	115	0.143	7	115	0.320
15:00 - 16:00	7	115	0.160	7	115	0.128	7	115	0.288
16:00 - 17:00	7	115	0.165	7	115	0.165	7	115	0.330
17:00 - 18:00	7	115	0.221	7	115	0.191	7	115	0.412
18:00 - 19:00	7	115	0.191	7	115	0.157	7	115	0.348
19:00 - 20:00	7	115	0.144	7	115	0.136	7	115	0.280
20:00 - 21:00	7	115	0.105	7	115	0.062	7	115	0.167
21:00 - 22:00	7	115	0.082	7	115	0.063	7	115	0.145
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.245			2.191			4.436

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:	40 - 227 (units:)
Survey date date range:	01/01/15 - 12/11/21
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

Calculation Reference: AUDIT-202611-231115-1103

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06	WEST MIDLANDS		
	WM	WEST MIDLANDS	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 bedrooms
Actual Range:	56 to 56 (units:)
Range Selected by User:	7 to 300 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 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	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:

Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Village	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:

C1	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:

1,001 to 5,000	1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
250,001 to 500,000 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 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 WM-06-A-05 HOTEL WEST MIDLANDS
BIRMINGHAM ROAD
BIRMINGHAM
HOPWOOD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of bedrooms: 56
Survey date: MONDAY *09/11/15* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	56	0.054	1	56	0.089	1	56	0.143
08:00 - 09:00	1	56	0.125	1	56	0.107	1	56	0.232
09:00 - 10:00	1	56	0.304	1	56	0.107	1	56	0.411
10:00 - 11:00	1	56	0.125	1	56	0.107	1	56	0.232
11:00 - 12:00	1	56	0.107	1	56	0.143	1	56	0.250
12:00 - 13:00	1	56	0.196	1	56	0.161	1	56	0.357
13:00 - 14:00	1	56	0.125	1	56	0.196	1	56	0.321
14:00 - 15:00	1	56	0.196	1	56	0.232	1	56	0.428
15:00 - 16:00	1	56	0.071	1	56	0.143	1	56	0.214
16:00 - 17:00	1	56	0.232	1	56	0.161	1	56	0.393
17:00 - 18:00	1	56	0.464	1	56	0.339	1	56	0.803
18:00 - 19:00	1	56	0.482	1	56	0.286	1	56	0.768
19:00 - 20:00	1	56	0.214	1	56	0.196	1	56	0.410
20:00 - 21:00	1	56	0.089	1	56	0.071	1	56	0.160
21:00 - 22:00	1	56	0.018	1	56	0.107	1	56	0.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.802			2.445			5.247

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:	56 - 56 (units:)
Survey date date range:	01/01/15 - 12/11/21
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.

Calculation Reference: AUDIT-202611-230906-0904

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1450 to 10300 (units: sqm)
Range Selected by User: 926 to 17624 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 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	2 days
Tuesday	1 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	6

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

Selected Location Sub Categories:

Built-Up Zone	5
High Street	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	3 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C1	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

Population within 1 mile:

20,001 to 25,000	2 days
25,001 to 50,000	3 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:

75,001 to 100,000	2 days
100,001 to 125,000	1 days
250,001 to 500,000	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	5 days
1.1 to 1.5	1 days

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

Travel Plan:

No	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	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*
2	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*
3	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*
4	NF-06-A-03	HOTEL		NORFOLK
	4 MARINE PARADE			
	GREAT YARMOUTH			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		3178 sqm	
	Survey date: FRIDAY		*11/05/18*	*Survey Type: MANUAL*
5	NY-06-A-02	BESPOKE HOTEL		NORTH YORKSHIRE
	CROWN PLACE			
	HARROGATE			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		9677 sqm	
	Survey date: WEDNESDAY		*13/03/19*	*Survey Type: MANUAL*
6	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*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	10300	0.029	1	10300	0.019	1	10300	0.048
07:00 - 08:00	6	5109	0.091	6	5109	0.114	6	5109	0.205
08:00 - 09:00	6	5109	0.121	6	5109	0.206	6	5109	0.327
09:00 - 10:00	6	5109	0.130	6	5109	0.186	6	5109	0.316
10:00 - 11:00	6	5109	0.101	6	5109	0.176	6	5109	0.277
11:00 - 12:00	6	5109	0.085	6	5109	0.124	6	5109	0.209
12:00 - 13:00	6	5109	0.085	6	5109	0.065	6	5109	0.150
13:00 - 14:00	6	5109	0.098	6	5109	0.072	6	5109	0.170
14:00 - 15:00	6	5109	0.085	6	5109	0.046	6	5109	0.131
15:00 - 16:00	6	5109	0.059	6	5109	0.042	6	5109	0.101
16:00 - 17:00	6	5109	0.111	6	5109	0.082	6	5109	0.193
17:00 - 18:00	6	5109	0.130	6	5109	0.065	6	5109	0.195
18:00 - 19:00	6	5109	0.108	6	5109	0.049	6	5109	0.157
19:00 - 20:00	6	5109	0.039	6	5109	0.042	6	5109	0.081
20:00 - 21:00	6	5109	0.042	6	5109	0.020	6	5109	0.062
21:00 - 22:00	6	5109	0.039	6	5109	0.036	6	5109	0.075
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.353			1.344			2.697

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:	1450 - 10300 (units: sqm)
Survey date date range:	01/01/15 - 12/11/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-202611-231115-1143

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	SG	SOUTH GLOUCESTERSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

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 bedrooms
Actual Range:	60 to 157 (units:)
Range Selected by User:	7 to 300 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 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:

Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Development Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C1	2 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:

10,001 to 15,000	1 days
20,001 to 25,000	1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
250,001 to 500,000 2 days

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

Car ownership within 5 miles:
0.6 to 1.0 2 days

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

Travel Plan:
No 2 days

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

PTAL Rating:
No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	SG-06-A-02	HOLIDAY INN EXPRESS		SOUTH GLOUCESTERSHIRE
	NEW ROAD			
	BRISTOL			
	STOKE GIFFORD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of bedrooms:		157	
	Survey date: THURSDAY		*04/11/21*	*Survey Type: MANUAL*
2	TW-06-A-02	TRAVELODGE		TYNE & WEAR
	CASPER WAY			
	GATESHEAD			
	SWALWELL			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Number of bedrooms:		60	
	Survey date: FRIDAY		*13/11/15*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	109	0.018	2	109	0.097	2	109	0.115
08:00 - 09:00	2	109	0.037	2	109	0.083	2	109	0.120
09:00 - 10:00	2	109	0.041	2	109	0.097	2	109	0.138
10:00 - 11:00	2	109	0.032	2	109	0.078	2	109	0.110
11:00 - 12:00	2	109	0.065	2	109	0.088	2	109	0.153
12:00 - 13:00	2	109	0.028	2	109	0.055	2	109	0.083
13:00 - 14:00	2	109	0.051	2	109	0.037	2	109	0.088
14:00 - 15:00	2	109	0.046	2	109	0.023	2	109	0.069
15:00 - 16:00	2	109	0.083	2	109	0.046	2	109	0.129
16:00 - 17:00	2	109	0.083	2	109	0.041	2	109	0.124
17:00 - 18:00	2	109	0.092	2	109	0.046	2	109	0.138
18:00 - 19:00	2	109	0.097	2	109	0.037	2	109	0.134
19:00 - 20:00	2	109	0.060	2	109	0.032	2	109	0.092
20:00 - 21:00	2	109	0.078	2	109	0.041	2	109	0.119
21:00 - 22:00	2	109	0.041	2	109	0.018	2	109	0.059
22:00 - 23:00	1	157	0.000	1	157	0.006	1	157	0.006
23:00 - 24:00	1	157	0.006	1	157	0.000	1	157	0.006
Total Rates:			0.858			0.825			1.683

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:	60 - 157 (units:)
Survey date date range:	01/01/15 - 12/11/21
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.

Calculation Reference: AUDIT-202611-230905-0954

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 24 to 154 (units:)
Range Selected by User: 7 to 300 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 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	2 days
Tuesday	1 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	6

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

Selected Location Sub Categories:

Built-Up Zone	5
High Street	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	3 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C1	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

Population within 1 mile:

20,001 to 25,000	2 days
25,001 to 50,000	3 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:

75,001 to 100,000	2 days
100,001 to 125,000	1 days
250,001 to 500,000	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	5 days
1.1 to 1.5	1 days

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

Travel Plan:

No	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	BH-06-A-01 KINGS ROAD BRIGHTON	HOTEL		BRIGHTON & HOVE
	Town Centre Built-Up Zone Total Number of bedrooms:		154	
	Survey date: WEDNESDAY		*16/10/19*	*Survey Type: MANUAL*
2	CU-06-A-01 ENGLISH STREET CARLISLE	HOTEL		CUMBERLAND
	Town Centre High Street Total Number of bedrooms:		92	
	Survey date: MONDAY		*20/06/16*	*Survey Type: MANUAL*
3	GM-06-A-08 PORTLAND STREET MANCHESTER	IBIS		GREATER MANCHESTER
	Town Centre Built-Up Zone Total Number of bedrooms:		127	
	Survey date: MONDAY		*26/09/16*	*Survey Type: MANUAL*
4	NF-06-A-03 4 MARINE PARADE GREAT YARMOUTH	HOTEL		NORFOLK
	Town Centre Built-Up Zone Total Number of bedrooms:		57	
	Survey date: FRIDAY		*11/05/18*	*Survey Type: MANUAL*
5	NY-06-A-02 CROWN PLACE HARROGATE	BESPOKE HOTEL		NORTH YORKSHIRE
	Town Centre Built-Up Zone Total Number of bedrooms:		114	
	Survey date: WEDNESDAY		*13/03/19*	*Survey Type: MANUAL*
6	TW-06-A-03 SANDHILL NEWCASTLE UPON TYNE QUAYSIDE	HOTEL		TYNE & WEAR
	Town Centre Built-Up Zone Total Number of bedrooms:		24	
	Survey date: TUESDAY		*14/06/16*	*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/A - HOTELS
TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.019	1	154	0.013	1	154	0.032
07:00 - 08:00	6	95	0.049	6	95	0.062	6	95	0.111
08:00 - 09:00	6	95	0.065	6	95	0.111	6	95	0.176
09:00 - 10:00	6	95	0.070	6	95	0.100	6	95	0.170
10:00 - 11:00	6	95	0.055	6	95	0.095	6	95	0.150
11:00 - 12:00	6	95	0.046	6	95	0.067	6	95	0.113
12:00 - 13:00	6	95	0.046	6	95	0.035	6	95	0.081
13:00 - 14:00	6	95	0.053	6	95	0.039	6	95	0.092
14:00 - 15:00	6	95	0.046	6	95	0.025	6	95	0.071
15:00 - 16:00	6	95	0.032	6	95	0.023	6	95	0.055
16:00 - 17:00	6	95	0.060	6	95	0.044	6	95	0.104
17:00 - 18:00	6	95	0.070	6	95	0.035	6	95	0.105
18:00 - 19:00	6	95	0.058	6	95	0.026	6	95	0.084
19:00 - 20:00	6	95	0.021	6	95	0.023	6	95	0.044
20:00 - 21:00	6	95	0.023	6	95	0.011	6	95	0.034
21:00 - 22:00	6	95	0.021	6	95	0.019	6	95	0.040
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.734			0.728			1.462

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:	24 - 154 (units:)
Survey date date range:	01/01/15 - 12/11/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-202611-230905-0914

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

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: 45 to 83 (units:)
Range Selected by User: 14 to 280 (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: 01/01/15 to 13/05/22

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

Selected survey days:

Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2

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

Selected Location Sub Categories:

Residential Zone	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	2 days - Selected

Secondary Filtering selection:

Use Class:
C3 2 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:
25,001 to 50,000 2 days

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

Population within 5 miles:
75,001 to 100,000 1 days
250,001 to 500,000 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 2 days

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

Travel Plan:
No 2 days

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

PTAL Rating:
No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1 NF-03-B-01 TERRACED HOUSES NORFOLK
NELSON ROAD NORTH
GREAT YARMOUTH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *13/09/17* *Survey Type: MANUAL*

2 TW-03-B-01 TERRACED HOUSES TYNE & WEAR
SCEPTRE STREET
NEWCASTLE UPON TYNE

Edge of Town Centre
Residential Zone
Total No of Dwellings: 83
Survey date: THURSDAY *18/10/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES
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	2	64	0.008	2	64	0.047	2	64	0.055
08:00 - 09:00	2	64	0.078	2	64	0.094	2	64	0.172
09:00 - 10:00	2	64	0.094	2	64	0.117	2	64	0.211
10:00 - 11:00	2	64	0.086	2	64	0.063	2	64	0.148
11:00 - 12:00	2	64	0.109	2	64	0.086	2	64	0.195
12:00 - 13:00	2	64	0.086	2	64	0.133	2	64	0.219
13:00 - 14:00	2	64	0.047	2	64	0.078	2	64	0.125
14:00 - 15:00	2	64	0.133	2	64	0.164	2	64	0.297
15:00 - 16:00	2	64	0.156	2	64	0.148	2	64	0.304
16:00 - 17:00	2	64	0.094	2	64	0.063	2	64	0.156
17:00 - 18:00	2	64	0.133	2	64	0.102	2	64	0.235
18:00 - 19:00	2	64	0.102	2	64	0.070	2	64	0.172
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.126			1.163			2.289

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:	45 - 83 (units:)
Survey date date range:	01/01/15 - 13/05/22
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.

Calculation Reference: AUDIT-202611-230906-0928

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
09	NORTH		
	FU	WESTMORLAND & FURNESS	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: 16 to 228 (units:)
Range Selected by User: 14 to 280 (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: 01/01/15 to 13/05/22

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

Selected survey days:

Monday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	1
Village	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	3 days - Selected

Secondary Filtering selection:

Use Class:

C3	3 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:

1,001 to 5,000	2 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:

5,000 or Less	1 days
50,001 to 75,000	1 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	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	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1 EX-03-B-01 MIXED HOUSES & FLATS ESSEX
SHIMBROOKS
NEAR BRAINTREE
GREAT LEIGHS
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 228
Survey date: THURSDAY *10/05/18* *Survey Type: MANUAL*

2 FU-03-B-01 SEMI DETACHED & TERRACED WESTMORLAND & FURNESS
PENNINE WAY
ALSTON

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 66
Survey date: FRIDAY *13/05/22* *Survey Type: MANUAL*

3 WO-03-B-02 TERRACED HOUSES WORCESTERSHIRE
GOODREST WALK
WORCESTER
MERRIMANS HILL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY *14/11/16* *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 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES
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	3	103	0.058	3	103	0.226	3	103	0.284
08:00 - 09:00	3	103	0.077	3	103	0.219	3	103	0.296
09:00 - 10:00	3	103	0.074	3	103	0.129	3	103	0.203
10:00 - 11:00	3	103	0.061	3	103	0.087	3	103	0.148
11:00 - 12:00	3	103	0.065	3	103	0.100	3	103	0.165
12:00 - 13:00	3	103	0.094	3	103	0.074	3	103	0.168
13:00 - 14:00	3	103	0.081	3	103	0.068	3	103	0.149
14:00 - 15:00	3	103	0.103	3	103	0.090	3	103	0.193
15:00 - 16:00	3	103	0.135	3	103	0.116	3	103	0.251
16:00 - 17:00	3	103	0.190	3	103	0.081	3	103	0.271
17:00 - 18:00	3	103	0.190	3	103	0.116	3	103	0.306
18:00 - 19:00	3	103	0.200	3	103	0.113	3	103	0.313
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.328			1.419			2.747

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:	16 - 228 (units:)
Survey date date range:	01/01/15 - 13/05/22
Number of weekdays (Monday-Friday):	3
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.

Calculation Reference: AUDIT-202611-230824-0820

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
05	EAST MIDLANDS		
	LR	LEICESTER	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	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: 21 to 54 (units:)
Range Selected by User: 14 to 280 (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: 01/01/15 to 13/05/22

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

Selected survey days:

Tuesday	1 days
Wednesday	2 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:

Suburban Area (PPS6 Out of 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	3
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C3	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

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

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 GM-03-B-01 TERRACED HOUSES GREATER MANCHESTER
NEWBOLD
ROCHDALE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 43
Survey date: WEDNESDAY *21/10/15* *Survey Type: MANUAL*

2 LR-03-B-01 SEMI-DETACHED & TERRACED LEICESTER
COLEMAN ROAD
LEICESTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 38
Survey date: FRIDAY *22/10/21* *Survey Type: MANUAL*

3 NN-03-B-01 SEMI-DETACHED HOUSES NORTH NORTHAMPTONSHIRE
OCCUPATION ROAD
CORBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: WEDNESDAY *13/10/21* *Survey Type: MANUAL*

4 WL-03-B-01 TERRACED HOUSES WILTSHIRE
BUTTERFIELD DRIVE
AMESBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: TUESDAY *18/09/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES
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	4	39	0.032	4	39	0.186	4	39	0.218
08:00 - 09:00	4	39	0.186	4	39	0.276	4	39	0.462
09:00 - 10:00	4	39	0.192	4	39	0.263	4	39	0.455
10:00 - 11:00	4	39	0.199	4	39	0.212	4	39	0.411
11:00 - 12:00	4	39	0.160	4	39	0.154	4	39	0.314
12:00 - 13:00	4	39	0.154	4	39	0.154	4	39	0.308
13:00 - 14:00	4	39	0.212	4	39	0.160	4	39	0.372
14:00 - 15:00	4	39	0.141	4	39	0.231	4	39	0.372
15:00 - 16:00	4	39	0.365	4	39	0.263	4	39	0.628
16:00 - 17:00	4	39	0.385	4	39	0.192	4	39	0.577
17:00 - 18:00	4	39	0.436	4	39	0.340	4	39	0.776
18:00 - 19:00	4	39	0.186	4	39	0.179	4	39	0.365
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.648			2.610			5.258

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:	21 - 54 (units:)
Survey date date range:	01/01/15 - 13/05/22
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.

Calculation Reference: AUDIT-202611-230824-0831

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	FU	WESTMORLAND & FURNESS	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: 30 to 89 (units:)
Range Selected by User: 6 to 4334 (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: 01/01/15 to 01/03/23

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	2 days
Tuesday	2 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	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:

Secondary Filtering selection:

Use Class:

C3	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

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
125,001 to 250,000	1 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	2 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
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	5 days

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

LIST OF SITES relevant to selection parameters

1	FU-03-A-02 MACADAM WAY PENRITH	DETACHED/TERRACED HOUSING	WESTMORLAND & FURNESS
	Edge of Town Centre Residential Zone Total No of Dwellings: 50 *Survey date: TUESDAY* *21/06/16* *Survey Type: MANUAL*		
2	HC-03-A-30 MEUDON AVENUE FARNBOROUGH	TERRACED HOUSES	HAMPSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings: 31 *Survey date: FRIDAY* *14/10/22* *Survey Type: MANUAL*		
3	LN-03-A-04 EGERTON ROAD LINCOLN	DETACHED & SEMI-DETACHED	LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings: 30 *Survey date: MONDAY* *29/06/15* *Survey Type: MANUAL*		
4	NY-03-A-12 RACECOURSE LANE NORTHALLERTON	TOWN HOUSES	NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings: 47 *Survey date: TUESDAY* *27/09/16* *Survey Type: MANUAL*		
5	WM-03-A-05 COUNDON ROAD COVENTRY	TERRACED & DETACHED	WEST MIDLANDS
	Edge of Town Centre Residential Zone Total No of Dwellings: 89 *Survey date: MONDAY* *21/11/16* *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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
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	5	49	0.077	5	49	0.219	5	49	0.296
08:00 - 09:00	5	49	0.138	5	49	0.291	5	49	0.429
09:00 - 10:00	5	49	0.174	5	49	0.138	5	49	0.312
10:00 - 11:00	5	49	0.130	5	49	0.142	5	49	0.272
11:00 - 12:00	5	49	0.117	5	49	0.113	5	49	0.230
12:00 - 13:00	5	49	0.121	5	49	0.158	5	49	0.279
13:00 - 14:00	5	49	0.146	5	49	0.134	5	49	0.280
14:00 - 15:00	5	49	0.117	5	49	0.162	5	49	0.279
15:00 - 16:00	5	49	0.198	5	49	0.162	5	49	0.360
16:00 - 17:00	5	49	0.239	5	49	0.121	5	49	0.360
17:00 - 18:00	5	49	0.283	5	49	0.170	5	49	0.453
18:00 - 19:00	5	49	0.178	5	49	0.117	5	49	0.295
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.918			1.927			3.845

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:	30 - 89 (units:)
Survey date date range:	01/01/15 - 01/03/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-202611-230824-0840

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
	MW	MEDWAY	1 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 380 (units:)
Range Selected by User: 6 to 4334 (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: 01/01/15 to 01/03/23

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

Selected survey days:

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

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

Selected survey types:

Manual count	20 days
Directional ATC Count	1 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.

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

Selected Location Sub Categories:

Residential Zone	4
Village	17

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	39 days - Selected

Secondary Filtering selection:

Use Class:

C3	21 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:

1,000 or Less	1 days
1,001 to 5,000	10 days
5,001 to 10,000	6 days
10,001 to 15,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	6 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	13 days
1.6 to 2.0	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:

Yes	7 days
No	14 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	21 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-06 DETACHED HOUSES CHESHIRE WEST & CHESTER
COMMON LANE
NEAR CHESTER
WAVERTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 99
Survey date: FRIDAY *29/04/22* *Survey Type: MANUAL*

2 CA-03-A-06 MIXED HOUSES CAMBRIDGESHIRE
CRAFT'S WAY
NEAR CAMBRIDGE
BAR HILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 207
Survey date: FRIDAY *22/06/18* *Survey Type: MANUAL*

3 CA-03-A-08 DETACHED & SEMI-DETACHED CAMBRIDGESHIRE
GIDDING ROAD
SAWTRY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 83
Survey date: THURSDAY *13/10/22* *Survey Type: MANUAL*

4 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

5 GM-03-A-11 TERRACED & SEMI-DETACHED GREATER MANCHESTER
RUSHFORD STREET
MANCHESTER
LEVENSHULME
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

6 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

7 LE-03-A-02 DETACHED & OTHERS LEICESTERSHIRE
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 85
Survey date: THURSDAY *28/06/18* *Survey Type: MANUAL*

8 LS-03-A-01 MIXED HOUSING LEEDS
SPRING VALLEY CRESCENT
LEEDS
BRAMLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY *21/09/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

10 NF-03-A-27 MIXED HOUSES & FLATS NORFOLK
YARMOUTH ROAD
NEAR NORWICH
BLOFIELD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 93
Survey date: THURSDAY *16/09/21* *Survey Type: MANUAL*

11 NF-03-A-44 MIXED HOUSES NORFOLK
MILL LANE
NEAR NORWICH
HORSFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 125
Survey date: WEDNESDAY *21/09/22* *Survey Type: DIRECTIONAL ATC COUNT*

12 SC-03-A-09 MIXED HOUSES & FLATS SURREY
AMLETS LANE
CRANLEIGH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 136
Survey date: TUESDAY *24/05/22* *Survey Type: MANUAL*

13 SC-03-A-10 MIXED HOUSES SURREY
GUILDFORD ROAD
ASH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

14 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

15 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

16 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 TW-03-A-03 MIXED HOUSES TYNE & WEAR
STATION ROAD
NEAR NEWCASTLE
BACKWORTH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 33
Survey date: FRIDAY *13/11/15* *Survey Type: MANUAL*

18 WM-03-A-04 TERRACED HOUSES WEST MIDLANDS
OSBORNE ROAD
COVENTRY
EARLSDON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 39
Survey date: MONDAY *21/11/16* *Survey Type: MANUAL*

19 WS-03-A-07 BUNGALOWS WEST SUSSEX
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: THURSDAY *19/10/17* *Survey Type: MANUAL*

20 WS-03-A-15 MIXED HOUSES WEST SUSSEX
HILLAND ROAD
BILLINGSHURST

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 380
Survey date: TUESDAY *23/11/21* *Survey Type: MANUAL*

21 WS-03-A-16 DETACHED & SEMI-DETACHED WEST SUSSEX
BRACKLESHAM LANE
BRACKLESHAM BAY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 58
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	COVID
BY-03-A-01	COVID
CA-03-A-07	COVID
ES-03-A-06	COVID
GS-03-A-02	COVID
NF-03-A-21	COVID
NM-03-A-02	COVID
NN-03-A-01	COVID
SE-03-A-01	COVID
SF-03-A-08	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
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	21	92	0.068	21	92	0.244	21	92	0.312
08:00 - 09:00	21	92	0.139	21	92	0.296	21	92	0.435
09:00 - 10:00	21	92	0.132	21	92	0.170	21	92	0.302
10:00 - 11:00	21	92	0.127	21	92	0.141	21	92	0.268
11:00 - 12:00	21	92	0.121	21	92	0.143	21	92	0.264
12:00 - 13:00	21	92	0.149	21	92	0.144	21	92	0.293
13:00 - 14:00	21	92	0.139	21	92	0.139	21	92	0.278
14:00 - 15:00	21	92	0.144	21	92	0.157	21	92	0.301
15:00 - 16:00	21	92	0.213	21	92	0.152	21	92	0.365
16:00 - 17:00	21	92	0.238	21	92	0.152	21	92	0.390
17:00 - 18:00	21	92	0.271	21	92	0.141	21	92	0.412
18:00 - 19:00	21	92	0.215	21	92	0.118	21	92	0.333
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.956			1.997			3.953

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:	8 - 380 (units:)
Survey date date range:	01/01/15 - 01/03/23
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	16
Surveys manually removed from selection:	10

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-202611-230824-0843

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	KC	KENT	2 days
03	SOUTH WEST		
	DV	DEVON	2 days
	SD	SWINDON	1 days
	TB	TORBAY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	PB	PETERBOROUGH	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	DH	DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 363 (units:)
Range Selected by User: 6 to 4334 (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: 01/01/15 to 01/03/23

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	2 days
Tuesday	3 days
Wednesday	4 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 13

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

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

C3	13 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	9 days

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

Travel Plan:

Yes	2 days
No	11 days

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

PTAL Rating:

No PTAL Present	13 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

2 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

3 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

4 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

5 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

6 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

7 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-A-51	SEMI-DETACHED		NORFOLK
	CITY ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		34	
	Survey date: TUESDAY		*13/09/22*	*Survey Type: MANUAL*
9	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		10	
	Survey date: WEDNESDAY		*10/05/17*	*Survey Type: MANUAL*
10	PB-03-A-04	DETACHED HOUSES		PETERBOROUGH
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		28	
	Survey date: MONDAY		*17/10/16*	*Survey Type: MANUAL*
11	SD-03-A-01	SEMI DETACHED		SWINDON
	HEADLANDS GROVE			
	SWINDON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		27	
	Survey date: THURSDAY		*22/09/16*	*Survey Type: MANUAL*
12	TB-03-A-01	TERRACED HOUSES		TORBAY
	BRONSHILL ROAD			
	TORQUAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		37	
	Survey date: WEDNESDAY		*30/09/15*	*Survey Type: MANUAL*
13	WK-03-A-03	DETACHED HOUSES		WARWICKSHIRE
	BRESE AVENUE			
	WARWICK			
	GUYS CLIFFE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		23	
	Survey date: WEDNESDAY		*25/09/19*	*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
SF-03-A-09	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
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	13	69	0.067	13	69	0.288	13	69	0.355
08:00 - 09:00	13	69	0.117	13	69	0.394	13	69	0.511
09:00 - 10:00	13	69	0.168	13	69	0.162	13	69	0.330
10:00 - 11:00	13	69	0.131	13	69	0.191	13	69	0.322
11:00 - 12:00	13	69	0.143	13	69	0.152	13	69	0.295
12:00 - 13:00	13	69	0.187	13	69	0.168	13	69	0.355
13:00 - 14:00	13	69	0.182	13	69	0.174	13	69	0.356
14:00 - 15:00	13	69	0.165	13	69	0.196	13	69	0.361
15:00 - 16:00	13	69	0.263	13	69	0.184	13	69	0.447
16:00 - 17:00	13	69	0.316	13	69	0.178	13	69	0.494
17:00 - 18:00	13	69	0.371	13	69	0.187	13	69	0.558
18:00 - 19:00	13	69	0.275	13	69	0.190	13	69	0.465
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.385			2.464			4.849

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

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

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Parameter summary

Trip rate parameter range selected:	10 - 363 (units:)
Survey date date range:	01/01/15 - 01/03/23
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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.

Calculation Reference: AUDIT-202611-230831-0810

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	3 days
03	SOUTH WEST		
	DV	DEVON	1 days
	NS	NORTH SOMERSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	4 days
	WO	WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	3 days
	AL	CALDERDALE	1 days
	KS	KIRKLEES	1 days
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	2 days
09	NORTH		
	TW	TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1776 to 150564 (units: sqm)
Range Selected by User: 708 to 167416 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 18/11/22

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

Selected survey days:

Monday	4 days
Tuesday	3 days
Wednesday	6 days
Thursday	5 days
Friday	5 days

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

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	23

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

Selected Location Sub Categories:

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	17 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
Not Known	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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	7 days
15,001 to 20,000	5 days
20,001 to 25,000	2 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	2 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	12 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	12 days
1.6 to 2.0	1 days

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

Travel Plan:

No	23 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	23 days

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

LIST OF SITES relevant to selection parameters

1 AK-02-D-01 INDUSTRIAL ESTATE WAKEFIELD
CARR WOOD ROAD
CASTLEFORD

Edge of Town
Development Zone
Total Gross floor area: 1776 sqm
Survey date: MONDAY *22/05/17* *Survey Type: MANUAL*

2 AK-02-D-02 INDUSTRIAL ESTATE (PART) WAKEFIELD
PIONEER WAY
CASTLEFORD

Edge of Town
Industrial Zone
Total Gross floor area: 4328 sqm
Survey date: TUESDAY *23/05/17* *Survey Type: MANUAL*

3 AK-02-D-03 INDUSTRIAL ESTATE WAKEFIELD
THUNDERHEAD RIDGE RD
CASTLEFORD
GLASSHOUGHTON
Edge of Town
No Sub Category
Total Gross floor area: 3191 sqm
Survey date: MONDAY *15/05/17* *Survey Type: MANUAL*

4 AL-02-D-01 INDUSTRIAL ESTATE CALDERDALE
MILL LANE
HALIFAX

Edge of Town
No Sub Category
Total Gross floor area: 11305 sqm
Survey date: WEDNESDAY *17/10/18* *Survey Type: MANUAL*

5 DV-02-D-07 INDUSTRIAL ESTATE DEVON
BITTERN ROAD
EXETER
SOWTON IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 3600 sqm
Survey date: MONDAY *03/07/17* *Survey Type: MANUAL*

6 EX-02-D-03 INDUSTRIAL ESTATE ESSEX
WYNCOLLS ROAD
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 4876 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

7 EX-02-D-04 INDUSTRIAL ESTATE ESSEX
PASTURE ROAD
WITHAM

Edge of Town
Industrial Zone
Total Gross floor area: 37130 sqm
Survey date: THURSDAY *10/05/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 EX-02-D-05 INDUSTRIAL ESTATE ESSEX
HECKWORTH CLOSE
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 7280 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

9 KS-02-D-02 INDUSTRIAL ESTATE KIRKLEES
LAW STREET
CLECKHEATON

Edge of Town
Industrial Zone
Total Gross floor area: 23226 sqm
Survey date: THURSDAY *15/09/16* *Survey Type: MANUAL*

10 LC-02-D-07 INDUSTRIAL ESTATE LANCASHIRE
CHAIN CAUL WAY
PRESTON
ASHTON-ON-RIBBLE
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

11 LC-02-D-08 INDUSTRIAL ESTATE LANCASHIRE
NOOK LANE
BAMBER BRIDGE

Edge of Town
Industrial Zone
Total Gross floor area: 4000 sqm
Survey date: TUESDAY *06/11/18* *Survey Type: MANUAL*

12 LN-02-D-03 INDUSTRIAL ESTATE LINCOLNSHIRE
DEACON ROAD
LINCOLN

Edge of Town
Industrial Zone
Total Gross floor area: 11265 sqm
Survey date: FRIDAY *28/06/19* *Survey Type: MANUAL*

13 NF-02-D-04 INDUSTRIAL ESTATE NORFOLK
DRAYTON HIGH ROAD
NORWICH

Edge of Town
No Sub Category
Total Gross floor area: 10673 sqm
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

14 NS-02-D-01 INDUSTRIAL ESTATE NORTH SOMERSET
WINTERSTOKE ROAD
WESTON-SUPER-MARE
OLDMIXON
Edge of Town
Industrial Zone
Total Gross floor area: 27000 sqm
Survey date: THURSDAY *15/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 NY-02-D-03 INDUSTRIAL ESTATE NORTH YORKSHIRE
RACECOURSE ROAD
RICHMOND

Edge of Town
Out of Town
Total Gross floor area: 35183 sqm
Survey date: THURSDAY *05/05/22* *Survey Type: MANUAL*

16 TW-02-D-09 INDUSTRIAL ESTATE TYNE & WEAR
ELEVENTH AVENUE
GATESHEAD
TEAM VALLEY
Edge of Town
No Sub Category
Total Gross floor area: 6200 sqm
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

17 TW-02-D-10 INDUSTRIAL ESTATE TYNE & WEAR
ELEVENTH AVENUE
GATESHEAD
TEAM VALLEY
Edge of Town
No Sub Category
Total Gross floor area: 21500 sqm
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

18 WK-02-D-01 INDUSTRIAL ESTATE WARWICKSHIRE
CASTLE MOUND WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 150564 sqm
Survey date: WEDNESDAY *27/06/18* *Survey Type: MANUAL*

19 WK-02-D-02 INDUSTRIAL ESTATE WARWICKSHIRE
OVERVIEW WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 90535 sqm
Survey date: WEDNESDAY *27/06/18* *Survey Type: MANUAL*

20 WK-02-D-03 INDUSTRIAL ESTATE WARWICKSHIRE
EASTBORO WAY
NUNEATON

Edge of Town
Industrial Zone
Total Gross floor area: 20860 sqm
Survey date: THURSDAY *26/09/19* *Survey Type: MANUAL*

21 WK-02-D-04 INDUSTRIAL ESTATE WARWICKSHIRE
ABELES WAY
ATHERSTONE

Edge of Town
No Sub Category
Total Gross floor area: 17500 sqm
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

22 WO-02-D-02 INDUSTRIAL ESTATE WORCESTERSHIRE
WEIR LANE
WORCESTER

Edge of Town
Residential Zone
Total Gross floor area: 9500 sqm
Survey date: MONDAY *14/11/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 WO-02-D-03 INDUSTRIAL ESTATE WORCESTERSHIRE
MILLENNIUM WAY
EVESHAM

Edge of Town
Out of Town
Total Gross floor area: 84575 sqm
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NM-02-D-01	COVID

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	7	19845	0.022	7	19845	0.009	7	19845	0.031
05:30 - 06:00	7	19845	0.042	7	19845	0.015	7	19845	0.057
06:00 - 06:30	8	18773	0.040	8	18773	0.019	8	18773	0.059
06:30 - 07:00	8	18773	0.092	8	18773	0.031	8	18773	0.123
07:00 - 07:30	23	25686	0.112	23	25686	0.036	23	25686	0.148
07:30 - 08:00	23	25686	0.196	23	25686	0.050	23	25686	0.246
08:00 - 08:30	23	25686	0.229	23	25686	0.076	23	25686	0.305
08:30 - 09:00	23	25686	0.179	23	25686	0.085	23	25686	0.264
09:00 - 09:30	23	25686	0.166	23	25686	0.097	23	25686	0.263
09:30 - 10:00	23	25686	0.141	23	25686	0.107	23	25686	0.248
10:00 - 10:30	23	25686	0.129	23	25686	0.113	23	25686	0.242
10:30 - 11:00	23	25686	0.127	23	25686	0.102	23	25686	0.229
11:00 - 11:30	23	25686	0.118	23	25686	0.111	23	25686	0.229
11:30 - 12:00	23	25686	0.133	23	25686	0.129	23	25686	0.262
12:00 - 12:30	23	25686	0.118	23	25686	0.151	23	25686	0.269
12:30 - 13:00	23	25686	0.134	23	25686	0.142	23	25686	0.276
13:00 - 13:30	23	25686	0.136	23	25686	0.140	23	25686	0.276
13:30 - 14:00	23	25686	0.156	23	25686	0.131	23	25686	0.287
14:00 - 14:30	23	25686	0.117	23	25686	0.159	23	25686	0.276
14:30 - 15:00	23	25686	0.104	23	25686	0.134	23	25686	0.238
15:00 - 15:30	23	25686	0.091	23	25686	0.132	23	25686	0.223
15:30 - 16:00	23	25686	0.100	23	25686	0.131	23	25686	0.231
16:00 - 16:30	23	25686	0.102	23	25686	0.159	23	25686	0.261
16:30 - 17:00	23	25686	0.094	23	25686	0.175	23	25686	0.269
17:00 - 17:30	23	25686	0.063	23	25686	0.228	23	25686	0.291
17:30 - 18:00	23	25686	0.061	23	25686	0.147	23	25686	0.208
18:00 - 18:30	23	25686	0.042	23	25686	0.100	23	25686	0.142
18:30 - 19:00	23	25686	0.042	23	25686	0.058	23	25686	0.100
19:00 - 19:30	8	18773	0.058	8	18773	0.061	8	18773	0.119
19:30 - 20:00	8	18773	0.032	8	18773	0.048	8	18773	0.080
20:00 - 20:30	8	18773	0.017	8	18773	0.033	8	18773	0.050
20:30 - 21:00	8	18773	0.013	8	18773	0.018	8	18773	0.031
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.206			3.127			6.333

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:	1776 - 150564 (units: sqm)
Survey date date range:	01/01/15 - 18/11/22
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Calculation Reference: AUDIT-202611-230831-0821

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:
08 NORTH WEST
GM GREATER MANCHESTER 2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 7000 to 57600 (units: sqm)
Range Selected by User: 708 to 167416 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 18/11/22

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

Selected survey days:
Friday 2 days

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

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:
Residential Zone 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 3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	2 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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:

1.1 to 1.5	2 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 GM-02-D-08 INDUSTRIAL ESTATE GREATER MANCHESTER
WINSTANLEY ROAD
NEAR WIGAN
ORRELL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 7000 sqm
Survey date: FRIDAY *29/04/22* *Survey Type: MANUAL*

2 GM-02-D-09 INDUSTRIAL ESTATE GREATER MANCHESTER
SAINT HELENS ROAD
LEIGH

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 57600 sqm
Survey date: FRIDAY *29/04/22* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
TV-02-D-03	COVID

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	57600	0.021	1	57600	0.012	1	57600	0.033
05:30 - 06:00	1	57600	0.068	1	57600	0.014	1	57600	0.082
06:00 - 06:30	1	57600	0.035	1	57600	0.017	1	57600	0.052
06:30 - 07:00	1	57600	0.085	1	57600	0.028	1	57600	0.113
07:00 - 07:30	2	32300	0.128	2	32300	0.050	2	32300	0.178
07:30 - 08:00	2	32300	0.259	2	32300	0.071	2	32300	0.330
08:00 - 08:30	2	32300	0.277	2	32300	0.110	2	32300	0.387
08:30 - 09:00	2	32300	0.209	2	32300	0.133	2	32300	0.342
09:00 - 09:30	2	32300	0.172	2	32300	0.125	2	32300	0.297
09:30 - 10:00	2	32300	0.127	2	32300	0.101	2	32300	0.228
10:00 - 10:30	2	32300	0.096	2	32300	0.141	2	32300	0.237
10:30 - 11:00	2	32300	0.088	2	32300	0.098	2	32300	0.186
11:00 - 11:30	2	32300	0.118	2	32300	0.107	2	32300	0.225
11:30 - 12:00	2	32300	0.121	2	32300	0.110	2	32300	0.231
12:00 - 12:30	2	32300	0.130	2	32300	0.172	2	32300	0.302
12:30 - 13:00	2	32300	0.149	2	32300	0.130	2	32300	0.279
13:00 - 13:30	2	32300	0.119	2	32300	0.149	2	32300	0.268
13:30 - 14:00	2	32300	0.130	2	32300	0.116	2	32300	0.246
14:00 - 14:30	2	32300	0.090	2	32300	0.150	2	32300	0.240
14:30 - 15:00	2	32300	0.090	2	32300	0.122	2	32300	0.212
15:00 - 15:30	2	32300	0.101	2	32300	0.141	2	32300	0.242
15:30 - 16:00	2	32300	0.132	2	32300	0.186	2	32300	0.318
16:00 - 16:30	2	32300	0.175	2	32300	0.232	2	32300	0.407
16:30 - 17:00	2	32300	0.090	2	32300	0.203	2	32300	0.293
17:00 - 17:30	2	32300	0.096	2	32300	0.209	2	32300	0.305
17:30 - 18:00	2	32300	0.063	2	32300	0.130	2	32300	0.193
18:00 - 18:30	2	32300	0.079	2	32300	0.050	2	32300	0.129
18:30 - 19:00	2	32300	0.037	2	32300	0.113	2	32300	0.150
19:00 - 19:30	1	57600	0.017	1	57600	0.047	1	57600	0.064
19:30 - 20:00	1	57600	0.036	1	57600	0.030	1	57600	0.066
20:00 - 20:30	1	57600	0.038	1	57600	0.028	1	57600	0.066
20:30 - 21:00	1	57600	0.009	1	57600	0.061	1	57600	0.070
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.385			3.386			6.771

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:	7000 - 57600 (units: sqm)
Survey date date range:	01/01/15 - 18/11/22
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:	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.

Calculation Reference: AUDIT-202611-230831-0854

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	SD	SWINDON	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

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: 1138 to 10000 (units: sqm)
Range Selected by User: 708 to 167416 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 18/11/22

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

Selected survey days:

Tuesday	4 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	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:

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

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

Inclusion of Servicing Vehicles Counts:

Secondary Filtering selection:

Use Class:

Not Known	7 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	4 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

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

Travel Plan:

No	7 days

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

PTAL Rating:

No PTAL Present	7 days

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

LIST OF SITES relevant to selection parameters

1 DR-02-D-03 INDUSTRIAL ESTATE DONCASTER
MIDDLE BANK
DONCASTER

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 6737 sqm
Survey date: TUESDAY 21/09/21 Survey Type: MANUAL

2 DY-02-D-01 INDUSTRIAL ESTATE DERBY
SHAFTESBURY STREET
DERBY
ROSE HILL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 5686 sqm
Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

3 GM-02-D-07 BUSINESS PARK GREATER MANCHESTER
VULCAN STREET
OLDHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4400 sqm
Survey date: THURSDAY 22/10/15 Survey Type: MANUAL

4 LC-02-D-06 INDUSTRIAL ESTATE LANCASHIRE
SMALLSHAW LANE
BURNLEY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 7383 sqm
Survey date: THURSDAY 29/09/16 Survey Type: MANUAL

5 SD-02-D-01 INDUSTRIAL ESTATE SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10000 sqm
Survey date: TUESDAY 20/09/16 Survey Type: MANUAL

6 TW-02-D-08 INDUSTRIAL ESTATE TYNE & WEAR
NORTH HYLTON ROAD
SUNDERLAND
SOUTHWICK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 8310 sqm
Survey date: TUESDAY 04/04/17 Survey Type: MANUAL

7 WM-02-D-03 INDUSTRIAL ESTATE WEST MIDLANDS
JUNCTION ROAD
STOURBRIDGE
AUDNAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1138 sqm
Survey date: TUESDAY 28/11/17 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-02-D-03	COVID

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	6212	0.113	2	6212	0.008	2	6212	0.121
05:30 - 06:00	2	6212	0.161	2	6212	0.000	2	6212	0.161
06:00 - 06:30	2	6212	0.040	2	6212	0.024	2	6212	0.064
06:30 - 07:00	2	6212	0.008	2	6212	0.008	2	6212	0.016
07:00 - 07:30	7	6236	0.103	7	6236	0.018	7	6236	0.121
07:30 - 08:00	7	6236	0.103	7	6236	0.046	7	6236	0.149
08:00 - 08:30	7	6236	0.215	7	6236	0.053	7	6236	0.268
08:30 - 09:00	7	6236	0.197	7	6236	0.073	7	6236	0.270
09:00 - 09:30	7	6236	0.183	7	6236	0.170	7	6236	0.353
09:30 - 10:00	7	6236	0.133	7	6236	0.117	7	6236	0.250
10:00 - 10:30	7	6236	0.105	7	6236	0.115	7	6236	0.220
10:30 - 11:00	7	6236	0.099	7	6236	0.089	7	6236	0.188
11:00 - 11:30	7	6236	0.094	7	6236	0.096	7	6236	0.190
11:30 - 12:00	7	6236	0.099	7	6236	0.096	7	6236	0.195
12:00 - 12:30	7	6236	0.121	7	6236	0.108	7	6236	0.229
12:30 - 13:00	7	6236	0.126	7	6236	0.133	7	6236	0.259
13:00 - 13:30	7	6236	0.092	7	6236	0.121	7	6236	0.213
13:30 - 14:00	7	6236	0.149	7	6236	0.160	7	6236	0.309
14:00 - 14:30	7	6236	0.135	7	6236	0.151	7	6236	0.286
14:30 - 15:00	7	6236	0.117	7	6236	0.133	7	6236	0.250
15:00 - 15:30	7	6236	0.096	7	6236	0.144	7	6236	0.240
15:30 - 16:00	7	6236	0.076	7	6236	0.158	7	6236	0.234
16:00 - 16:30	7	6236	0.073	7	6236	0.144	7	6236	0.217
16:30 - 17:00	7	6236	0.041	7	6236	0.140	7	6236	0.181
17:00 - 17:30	7	6236	0.071	7	6236	0.179	7	6236	0.250
17:30 - 18:00	7	6236	0.053	7	6236	0.126	7	6236	0.179
18:00 - 18:30	7	6236	0.016	7	6236	0.027	7	6236	0.043
18:30 - 19:00	7	6236	0.011	7	6236	0.023	7	6236	0.034
19:00 - 19:30	2	6212	0.024	2	6212	0.056	2	6212	0.080
19:30 - 20:00	2	6212	0.000	2	6212	0.048	2	6212	0.048
20:00 - 20:30	2	6212	0.000	2	6212	0.000	2	6212	0.000
20:30 - 21:00	2	6212	0.000	2	6212	0.008	2	6212	0.008
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.854			2.772			5.626

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:	1138 - 10000 (units: sqm)
Survey date date range:	01/01/15 - 18/11/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

Calculation Reference: AUDIT-202611-230908-0941

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : C - LEISURE CENTRE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	2 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 days
	NY	NORTH YORKSHIRE	2 days
09	NORTH		
	CU	CUMBERLAND	1 days
	TW	TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter: Site area
Actual Range: 0.17 to 6.24 (units: hect)
Range Selected by User: 0.09 to 22.30 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 20/09/22

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

Selected survey days:

Tuesday	3 days
Wednesday	4 days
Thursday	3 days
Friday	2 days
Saturday	4 days

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

Selected survey types:

Manual count	16 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	7
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	6

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

Selected Location Sub Categories:

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:

Use Class:

n/a	14 days
E(d)	2 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:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	7 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	4 days
75,001 to 100,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	4 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	10 days
1.1 to 1.5	5 days
1.6 to 2.0	1 days

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

Travel Plan:

No	16 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	16 days

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

LIST OF SITES relevant to selection parameters

1 CA-07-C-02 LEISURE CENTRE CAMBRIDGESHIRE
BACK LANE
CAMBOURNE

Edge of Town
Residential Zone
Total Site area: 1.49 hect
Survey date: THURSDAY *07/06/18* *Survey Type: MANUAL*

2 CU-07-C-03 SWIMMING & FITNESS CENTRE CUMBERLAND
JAMES STREET
CARLISLE

Edge of Town Centre
Built-Up Zone
Total Site area: 0.58 hect
Survey date: WEDNESDAY *22/06/16* *Survey Type: MANUAL*

3 DV-07-C-02 LEISURE CENTRE DEVON
HEAVITREE ROAD
EXETER

Edge of Town Centre
Built-Up Zone
Total Site area: 0.17 hect
Survey date: WEDNESDAY *05/07/17* *Survey Type: MANUAL*

4 EX-07-C-01 LEISURE CENTRE ESSEX
CREST AVENUE
BASILDON

Edge of Town
Residential Zone
Total Site area: 1.50 hect
Survey date: THURSDAY *30/09/21* *Survey Type: MANUAL*

5 EX-07-C-02 LEISURE CENTRE ESSEX
PRIORY CHASE
RAYLEIGH

Edge of Town
No Sub Category
Total Site area: 3.22 hect
Survey date: TUESDAY *28/09/21* *Survey Type: MANUAL*

6 LS-07-C-02 LEISURE CENTRE LEEDS
LODGE LANE
WETHERBY

Edge of Town Centre
No Sub Category
Total Site area: 0.65 hect
Survey date: TUESDAY *20/09/16* *Survey Type: MANUAL*

7 NF-07-C-03 LEISURE CENTRE NORFOLK
NORWICH ROAD
WYMONDHAM

Edge of Town Centre
Residential Zone
Total Site area: 1.22 hect
Survey date: SATURDAY *09/11/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 NF-07-C-05 LEISURE CENTRE NORFOLK
WHERRY ROAD
NORWICH

Edge of Town Centre
Built-Up Zone
Total Site area: 0.79 hect
Survey date: TUESDAY *20/09/22* *Survey Type: MANUAL*

9 NG-07-C-04 LEISURE CENTRE NOTTINGHAM
DENMAN STREET CENTRAL
NOTTINGHAM
RADFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Site area: 0.64 hect
Survey date: FRIDAY *02/12/16* *Survey Type: MANUAL*

10 NY-07-C-02 LEISURE CENTRE NORTH YORKSHIRE
GARGRAVE ROAD
SKIPTON

Edge of Town
Out of Town
Total Site area: 2.30 hect
Survey date: SATURDAY *09/03/19* *Survey Type: MANUAL*

11 NY-07-C-03 LEISURE CENTRE NORTH YORKSHIRE
GARGRAVE ROAD
SKIPTON

Edge of Town
Out of Town
Total Site area: 2.30 hect
Survey date: SATURDAY *21/05/22* *Survey Type: MANUAL*

12 SD-07-C-01 LEISURE CENTRE SWINDON
NORTH STAR AVENUE
SWINDON

Edge of Town Centre
Built-Up Zone
Total Site area: 6.24 hect
Survey date: WEDNESDAY *21/09/16* *Survey Type: MANUAL*

13 TW-07-C-03 LEISURE CENTRE TYNE & WEAR
ALEXANDRA ROAD
GATESHEAD
MOUNT PLEASANT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Site area: 3.01 hect
Survey date: WEDNESDAY *01/05/19* *Survey Type: MANUAL*

14 TW-07-C-04 LEISURE CENTRE TYNE & WEAR
THE LINKS
WHITLEY BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Site area: 1.50 hect
Survey date: SATURDAY *16/10/21* *Survey Type: MANUAL*

15 WM-07-C-02 LEISURE CENTRE WEST MIDLANDS
BEECHES ROAD
BIRMINGHAM

Edge of Town
Residential Zone
Total Site area: 3.10 hect
Survey date: THURSDAY *26/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 WS-07-C-07 LEISURE CENTRE WEST SUSSEX
BRIGHTON ROAD
WORTHING

Edge of Town Centre
Residential Zone
Total Site area: 0.48 hect
Survey date: FRIDAY *13/05/22* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WS-07-C-06	Covid

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
TOTAL VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1.22	1.639	1	1.22	0.000	1	1.22	1.639
06:00 - 07:00	9	1.91	8.280	9	1.91	0.875	9	1.91	9.155
07:00 - 08:00	14	1.76	11.427	14	1.76	4.839	14	1.76	16.266
08:00 - 09:00	16	1.82	17.849	16	1.82	9.421	16	1.82	27.270
09:00 - 10:00	16	1.82	20.281	16	1.82	16.787	16	1.82	37.068
10:00 - 11:00	16	1.82	20.486	16	1.82	19.013	16	1.82	39.499
11:00 - 12:00	16	1.82	18.842	16	1.82	20.658	16	1.82	39.500
12:00 - 13:00	16	1.82	14.937	16	1.82	18.637	16	1.82	33.574
13:00 - 14:00	16	1.82	14.731	16	1.82	15.862	16	1.82	30.593
14:00 - 15:00	16	1.82	15.142	16	1.82	14.114	16	1.82	29.256
15:00 - 16:00	16	1.82	18.123	16	1.82	15.588	16	1.82	33.711
16:00 - 17:00	16	1.82	19.185	16	1.82	19.048	16	1.82	38.233
17:00 - 18:00	14	1.76	20.740	14	1.76	21.716	14	1.76	42.456
18:00 - 19:00	14	1.76	18.788	14	1.76	22.041	14	1.76	40.829
19:00 - 20:00	13	1.78	11.477	13	1.78	17.843	13	1.78	29.320
20:00 - 21:00	13	1.78	8.099	13	1.78	13.556	13	1.78	21.655
21:00 - 22:00	11	1.67	2.938	11	1.67	10.174	11	1.67	13.112
22:00 - 23:00	5	1.51	0.397	5	1.51	3.709	5	1.51	4.106
23:00 - 24:00									
Total Rates:			243.361			243.881			487.242

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

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

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Parameter summary

Trip rate parameter range selected:	0.17 to 6.24 (units: hect)
Survey date date range:	01/01/15 - 20/09/22
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Calculation Reference: AUDIT-202611-230831-0857

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:
05 EAST MIDLANDS
LN LINCOLNSHIRE 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: 1600 to 1600 (units: sqm)
Range Selected by User: 290 to 16600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 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:
Tuesday 1 days

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

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

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

Selected Locations:
Edge of Town 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:
Retail Zone 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
E(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.

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:
0.5 or Less 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 1 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 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	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*

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/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1600	0.188	1	1600	0.000	1	1600	0.188
09:00 - 10:00	1	1600	1.875	1	1600	1.000	1	1600	2.875
10:00 - 11:00	1	1600	2.000	1	1600	1.000	1	1600	3.000
11:00 - 12:00	1	1600	1.250	1	1600	1.313	1	1600	2.562
12:00 - 13:00	1	1600	0.688	1	1600	0.938	1	1600	1.626
13:00 - 14:00	1	1600	0.938	1	1600	1.438	1	1600	2.376
14:00 - 15:00	1	1600	1.188	1	1600	0.875	1	1600	2.063
15:00 - 16:00	1	1600	1.000	1	1600	0.750	1	1600	1.750
16:00 - 17:00	1	1600	1.875	1	1600	0.938	1	1600	2.813
17:00 - 18:00	1	1600	1.438	1	1600	1.750	1	1600	3.188
18:00 - 19:00	1	1600	1.750	1	1600	2.875	1	1600	4.625
19:00 - 20:00	1	1600	1.500	1	1600	2.250	1	1600	3.750
20:00 - 21:00	1	1600	0.000	1	1600	0.438	1	1600	0.438
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.690			15.564			31.254

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:	1600 - 1600 (units: sqm)
Survey date date range:	01/01/15 - 18/09/21
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.

Calculation Reference: AUDIT-202611-230906-0929

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
06 WEST MIDLANDS
WM WEST MIDLANDS 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:	450 to 580 (units: sqm)
Range Selected by User:	210 to 8310 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 18/10/22

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

Selected survey days:
Tuesday 2 days

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

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town 2

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

Selected Location Sub Categories:
Residential Zone 1
Retail Zone 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

n/a	2 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:

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:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Petrol filling station:

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

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1	WM-01-I-03	LOCAL SHOPS		WEST MIDLANDS
	BRISTOL ROAD SOUTH			
	BIRMINGHAM			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		450 sqm	
	Survey date: TUESDAY		*10/11/15*	*Survey Type: MANUAL*
2	WM-01-I-04	LOCAL SHOPS		WEST MIDLANDS
	SUTHERLAND AVENUE			
	COVENTRY			
	UPPER EASTERN GREEN			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		580 sqm	
	Survey date: TUESDAY		*18/10/22*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	580	0.172	1	580	0.000	1	580	0.172
07:00 - 08:00	2	515	4.175	2	515	4.175	2	515	8.350
08:00 - 09:00	2	515	5.340	2	515	4.563	2	515	9.903
09:00 - 10:00	2	515	5.825	2	515	5.534	2	515	11.359
10:00 - 11:00	2	515	5.243	2	515	5.243	2	515	10.486
11:00 - 12:00	2	515	4.951	2	515	5.146	2	515	10.097
12:00 - 13:00	2	515	6.505	2	515	5.922	2	515	12.427
13:00 - 14:00	2	515	5.534	2	515	5.728	2	515	11.262
14:00 - 15:00	2	515	5.631	2	515	5.631	2	515	11.262
15:00 - 16:00	2	515	5.825	2	515	6.311	2	515	12.136
16:00 - 17:00	2	515	9.029	2	515	9.029	2	515	18.058
17:00 - 18:00	2	515	6.990	2	515	6.990	2	515	13.980
18:00 - 19:00	2	515	6.117	2	515	6.408	2	515	12.525
19:00 - 20:00	2	515	5.243	2	515	4.951	2	515	10.194
20:00 - 21:00	2	515	2.913	2	515	3.495	2	515	6.408
21:00 - 22:00	2	515	2.039	2	515	2.136	2	515	4.175
22:00 - 23:00	1	580	0.000	1	580	0.172	1	580	0.172
23:00 - 24:00									
Total Rates:			81.532			81.434			162.966

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:	450 - 580 (units: sqm)
Survey date date range:	01/01/15 - 18/10/22
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.

Calculation Reference: AUDIT-202611-231115-1159

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

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:	770 to 2700 (units: sqm)
Range Selected by User:	210 to 8310 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 18/10/22

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

Selected survey days:

Tuesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	2
High Street	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	3 days - Selected

Secondary Filtering selection:

Use Class:

n/a	3 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	3 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
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 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	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1	BR-01-I-01	LOCAL SHOPS		BRISTOL CITY
	BELLAND DRIVE			
	BRISTOL			
	WHITCHURCH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		770 sqm	
	Survey date: TUESDAY		*22/09/15*	*Survey Type: MANUAL*
2	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*
3	TW-01-I-03	LOCAL SHOPS		TYNE & WEAR
	VICTORIA ROAD			
	WASHINGTON			
	CONCORD			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:		2700 sqm	
	Survey date: FRIDAY		*24/05/19*	*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
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	1.277	1	1645	0.912	1	1645	2.189
07:00 - 08:00	3	1705	3.069	3	1705	2.796	3	1705	5.865
08:00 - 09:00	3	1705	3.949	3	1705	3.636	3	1705	7.585
09:00 - 10:00	3	1705	4.712	3	1705	4.497	3	1705	9.209
10:00 - 11:00	3	1705	4.653	3	1705	4.614	3	1705	9.267
11:00 - 12:00	3	1705	3.832	3	1705	3.773	3	1705	7.605
12:00 - 13:00	3	1705	4.145	3	1705	3.949	3	1705	8.094
13:00 - 14:00	3	1705	4.536	3	1705	4.751	3	1705	9.287
14:00 - 15:00	3	1705	3.636	3	1705	3.695	3	1705	7.331
15:00 - 16:00	3	1705	4.614	3	1705	4.848	3	1705	9.462
16:00 - 17:00	3	1705	4.829	3	1705	4.379	3	1705	9.208
17:00 - 18:00	3	1705	4.829	3	1705	5.220	3	1705	10.049
18:00 - 19:00	3	1705	4.301	3	1705	4.516	3	1705	8.817
19:00 - 20:00	3	1705	4.203	3	1705	4.301	3	1705	8.504
20:00 - 21:00	3	1705	2.854	3	1705	2.639	3	1705	5.493
21:00 - 22:00	3	1705	1.877	3	1705	2.131	3	1705	4.008
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			61.316			60.657			121.973

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:	770 - 2700 (units: sqm)
Survey date date range:	01/01/15 - 18/10/22
Number of weekdays (Monday-Friday):	3
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.

Calculation Reference: AUDIT-202611-230829-0820

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	HF	HERTFORDSHIRE	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: 375 to 1325 (units: sqm)
Range Selected by User: 210 to 8310 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 18/10/22

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

Selected survey days:

Friday	3 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3

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

Selected Location Sub Categories:

Residential Zone	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	X days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

n/a	3 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	3 days

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

Population within 5 miles:

75,001 to 100,000	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	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 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	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1 CU-01-I-01 LOCAL SHOPS CUMBERLAND
CENTRAL AVENUE
CARLISLE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1325 sqm
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

2 EX-01-I-02 LOCAL SHOPS ESSEX
QUEENS ROAD
BRAINTREE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 375 sqm
Survey date: FRIDAY *08/07/16* *Survey Type: MANUAL*

3 HF-01-I-02 LOCAL SHOPS HERTFORDSHIRE
BROADWATER CRESCENT
STEVENAGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1115 sqm
Survey date: FRIDAY *28/06/19* *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
MS-01-I-02	COVID

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1325	1.962	1	1325	1.811	1	1325	3.773
07:00 - 08:00	3	938	5.755	3	938	5.826	3	938	11.581
08:00 - 09:00	3	938	8.277	3	938	7.389	3	938	15.666
09:00 - 10:00	3	938	8.490	3	938	8.384	3	938	16.874
10:00 - 11:00	3	938	10.053	3	938	9.023	3	938	19.076
11:00 - 12:00	3	938	10.409	3	938	10.231	3	938	20.640
12:00 - 13:00	3	938	11.368	3	938	11.368	3	938	22.736
13:00 - 14:00	3	938	11.368	3	938	11.829	3	938	23.197
14:00 - 15:00	3	938	10.799	3	938	11.083	3	938	21.882
15:00 - 16:00	3	938	9.769	3	938	10.018	3	938	19.787
16:00 - 17:00	3	938	12.540	3	938	12.114	3	938	24.654
17:00 - 18:00	3	938	13.393	3	938	13.961	3	938	27.354
18:00 - 19:00	3	938	12.469	3	938	12.860	3	938	25.329
19:00 - 20:00	3	938	9.627	3	938	9.911	3	938	19.538
20:00 - 21:00	3	938	5.968	3	938	6.465	3	938	12.433
21:00 - 22:00	3	938	3.623	3	938	4.050	3	938	7.673
22:00 - 23:00	2	1220	1.311	2	1220	1.393	2	1220	2.704
23:00 - 24:00									
Total Rates:			147.181			147.716			294.897

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:	375 - 1325 (units: sqm)
Survey date date range:	01/01/15 - 18/10/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

Calculation Reference: AUDIT-202611-230829-0807

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	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 1068 (units: sqm)
Range Selected by User: 290 to 16600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 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
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2

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

Selected Location Sub Categories:

Retail Zone	1
Built-Up Zone	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(a)	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (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:

5,001 to 10,000	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

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
1.6 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	2 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

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	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*

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/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.300	1	1000	0.200	1	1000	0.500
08:00 - 09:00	2	1034	0.193	2	1034	0.193	2	1034	0.386
09:00 - 10:00	2	1034	0.967	2	1034	0.677	2	1034	1.644
10:00 - 11:00	2	1034	0.774	2	1034	0.725	2	1034	1.499
11:00 - 12:00	2	1034	0.919	2	1034	0.774	2	1034	1.693
12:00 - 13:00	2	1034	1.015	2	1034	1.161	2	1034	2.176
13:00 - 14:00	2	1034	0.919	2	1034	0.967	2	1034	1.886
14:00 - 15:00	2	1034	0.967	2	1034	0.677	2	1034	1.644
15:00 - 16:00	2	1034	0.629	2	1034	0.919	2	1034	1.548
16:00 - 17:00	2	1034	0.774	2	1034	0.870	2	1034	1.644
17:00 - 18:00	2	1034	1.354	2	1034	1.354	2	1034	2.708
18:00 - 19:00	1	1068	1.030	1	1068	1.030	1	1068	2.060
19:00 - 20:00	1	1068	0.000	1	1068	0.375	1	1068	0.375
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.841			9.922			19.763

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 - 1068 (units: sqm)
Survey date date range:	01/01/15 - 18/09/21
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.

Calculation Reference: AUDIT-202611-230831-0815

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days
09	NORTH		
	DA	DARLINGTON	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 500 to 5700 (units: sqm)
Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	4 days
Thursday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	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:

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

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

Secondary Filtering selection:

Use Class:

Not Known	8 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

No	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	8 days

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

LIST OF SITES relevant to selection parameters

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

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

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

3 NF-02-A-04 BUILDING CONSULTANT NORFOLK
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY 13/11/19 *Survey Type: MANUAL*

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

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

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

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

6 WK-02-A-03 ENGINEERING CONSULTANTS WARWICKSHIRE
BUDBROOKE ROAD
WARWICK

Edge of Town
Industrial Zone
Total Gross floor area: 796 sqm
Survey date: WEDNESDAY 23/11/22 *Survey Type: MANUAL*

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

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

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

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EC-02-A-04	COVID
NM-02-A-01	COVID
SF-02-A-03	COVID
WO-02-A-03	COVID

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2749	0.209	8	2749	0.036	8	2749	0.245
07:30 - 08:00	8	2749	0.782	8	2749	0.050	8	2749	0.832
08:00 - 08:30	8	2749	1.069	8	2749	0.068	8	2749	1.137
08:30 - 09:00	8	2749	1.100	8	2749	0.082	8	2749	1.182
09:00 - 09:30	8	2749	0.928	8	2749	0.073	8	2749	1.001
09:30 - 10:00	8	2749	0.300	8	2749	0.077	8	2749	0.377
10:00 - 10:30	8	2749	0.150	8	2749	0.068	8	2749	0.218
10:30 - 11:00	8	2749	0.077	8	2749	0.041	8	2749	0.118
11:00 - 11:30	8	2749	0.095	8	2749	0.064	8	2749	0.159
11:30 - 12:00	8	2749	0.077	8	2749	0.082	8	2749	0.159
12:00 - 12:30	8	2749	0.132	8	2749	0.332	8	2749	0.464
12:30 - 13:00	8	2749	0.200	8	2749	0.300	8	2749	0.500
13:00 - 13:30	8	2749	0.250	8	2749	0.268	8	2749	0.518
13:30 - 14:00	8	2749	0.246	8	2749	0.118	8	2749	0.364
14:00 - 14:30	8	2749	0.114	8	2749	0.168	8	2749	0.282
14:30 - 15:00	8	2749	0.123	8	2749	0.214	8	2749	0.337
15:00 - 15:30	8	2749	0.132	8	2749	0.264	8	2749	0.396
15:30 - 16:00	8	2749	0.027	8	2749	0.241	8	2749	0.268
16:00 - 16:30	8	2749	0.077	8	2749	0.477	8	2749	0.554
16:30 - 17:00	8	2749	0.064	8	2749	0.632	8	2749	0.696
17:00 - 17:30	8	2749	0.027	8	2749	1.419	8	2749	1.446
17:30 - 18:00	8	2749	0.073	8	2749	0.705	8	2749	0.778
18:00 - 18:30	7	2966	0.043	7	2966	0.462	7	2966	0.505
18:30 - 19:00	7	2966	0.034	7	2966	0.125	7	2966	0.159
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.329			6.366			12.695

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:	500 - 5700 (units: sqm)
Survey date date range:	01/01/15 - 23/11/22
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

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-202611-230831-0852

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	PO	PORTSMOUTH	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

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: 186 to 10100 (units: sqm)
Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

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

Selected survey days:

Monday	1 days
Tuesday	2 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:

Suburban Area (PPS6 Out of 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	3
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

Not Known	4 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

25,001 to 50,000	4 days

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

Population within 5 miles:

75,001 to 100,000	1 days
250,001 to 500,000	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	3 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	3 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 ES-02-A-11 HOUSING COMPANY EAST SUSSEX
THE SIDINGS
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 186 sqm
Survey date: TUESDAY 17/11/15 Survey Type: MANUAL

2 PO-02-A-02 HMRC PORTSMOUTH
NORTHERN ROAD
PORTSMOUTH
COSHAM
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 10100 sqm
Survey date: MONDAY 23/11/15 Survey Type: MANUAL

3 TW-02-A-08 HOUSING ASSOCIATION OFFICE TYNE & WEAR
BENTON PARK ROAD
NEWCASTLE UPON TYNE
LONGBENTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4800 sqm
Survey date: FRIDAY 19/10/18 Survey Type: MANUAL

4 WM-02-A-04 OFFICE WEST MIDLANDS
BOURNVILLE LANE
BIRMINGHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1800 sqm
Survey date: TUESDAY 10/11/15 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GM-02-A-10	COVID
MS-02-A-03	COVID

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	10100	0.406	1	10100	0.030	1	10100	0.436
06:30 - 07:00	1	10100	0.703	1	10100	0.139	1	10100	0.842
07:00 - 07:30	4	4222	0.521	4	4222	0.030	4	4222	0.551
07:30 - 08:00	4	4222	0.515	4	4222	0.089	4	4222	0.604
08:00 - 08:30	4	4222	0.657	4	4222	0.053	4	4222	0.710
08:30 - 09:00	4	4222	0.610	4	4222	0.071	4	4222	0.681
09:00 - 09:30	4	4222	0.391	4	4222	0.089	4	4222	0.480
09:30 - 10:00	4	4222	0.243	4	4222	0.118	4	4222	0.361
10:00 - 10:30	4	4222	0.124	4	4222	0.113	4	4222	0.237
10:30 - 11:00	4	4222	0.148	4	4222	0.089	4	4222	0.237
11:00 - 11:30	4	4222	0.089	4	4222	0.113	4	4222	0.202
11:30 - 12:00	4	4222	0.148	4	4222	0.118	4	4222	0.266
12:00 - 12:30	4	4222	0.101	4	4222	0.207	4	4222	0.308
12:30 - 13:00	4	4222	0.154	4	4222	0.172	4	4222	0.326
13:00 - 13:30	4	4222	0.142	4	4222	0.213	4	4222	0.355
13:30 - 14:00	4	4222	0.154	4	4222	0.195	4	4222	0.349
14:00 - 14:30	4	4222	0.113	4	4222	0.190	4	4222	0.303
14:30 - 15:00	4	4222	0.113	4	4222	0.332	4	4222	0.445
15:00 - 15:30	4	4222	0.041	4	4222	0.521	4	4222	0.562
15:30 - 16:00	4	4222	0.130	4	4222	0.450	4	4222	0.580
16:00 - 16:30	4	4222	0.124	4	4222	0.592	4	4222	0.716
16:30 - 17:00	4	4222	0.113	4	4222	0.533	4	4222	0.646
17:00 - 17:30	4	4222	0.065	4	4222	0.361	4	4222	0.426
17:30 - 18:00	4	4222	0.113	4	4222	0.385	4	4222	0.498
18:00 - 18:30	4	4222	0.018	4	4222	0.178	4	4222	0.196
18:30 - 19:00	4	4222	0.030	4	4222	0.130	4	4222	0.160
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.966			5.511			11.477

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:	186 - 10100 (units: sqm)
Survey date date range:	01/01/15 - 23/11/22
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:	2

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

Calculation Reference: AUDIT-202611-231218-1211

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

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:	118 to 2090 (units: sqm)
Range Selected by User:	118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 24/05/23

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	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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:

Built-Up Zone	2
High Street	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	1 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	3 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1 BR-02-A-03 ARCHITECTS BRISTOL CITY
COLSTON STREET
BRISTOL

Town Centre
Built-Up Zone
Total Gross floor area: 118 sqm
Survey date: MONDAY *15/11/21* *Survey Type: MANUAL*

2 KS-02-A-01 INSURANCE COMPANY KIRKLEES
BRADFORD ROAD
CLECKHEATON

Town Centre
High Street
Total Gross floor area: 442 sqm
Survey date: FRIDAY *23/09/16* *Survey Type: MANUAL*

3 TW-02-A-07 OFFICES TYNE & WEAR
MULGRAVE TERRACE
GATESHEAD

Town Centre
Built-Up Zone
Total Gross floor area: 2090 sqm
Survey date: MONDAY *13/06/16* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GM-02-A-08	Size and Location
GM-02-A-11	Size and Location
GS-02-A-01	COVID

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	1104	0.136	2	1104	0.000	2	1104	0.136
07:30 - 08:00	2	1104	0.091	2	1104	0.000	2	1104	0.091
08:00 - 08:30	3	883	0.377	3	883	0.000	3	883	0.377
08:30 - 09:00	3	883	0.566	3	883	0.038	3	883	0.604
09:00 - 09:30	3	883	0.302	3	883	0.038	3	883	0.340
09:30 - 10:00	3	883	0.453	3	883	0.340	3	883	0.793
10:00 - 10:30	3	883	0.340	3	883	0.151	3	883	0.491
10:30 - 11:00	3	883	0.226	3	883	0.151	3	883	0.377
11:00 - 11:30	3	883	0.075	3	883	0.151	3	883	0.226
11:30 - 12:00	3	883	0.113	3	883	0.075	3	883	0.188
12:00 - 12:30	3	883	0.189	3	883	0.226	3	883	0.415
12:30 - 13:00	3	883	0.189	3	883	0.264	3	883	0.453
13:00 - 13:30	3	883	0.151	3	883	0.151	3	883	0.302
13:30 - 14:00	3	883	0.151	3	883	0.151	3	883	0.302
14:00 - 14:30	3	883	0.189	3	883	0.189	3	883	0.378
14:30 - 15:00	3	883	0.189	3	883	0.151	3	883	0.340
15:00 - 15:30	3	883	0.151	3	883	0.264	3	883	0.415
15:30 - 16:00	3	883	0.038	3	883	0.075	3	883	0.113
16:00 - 16:30	3	883	0.113	3	883	0.302	3	883	0.415
16:30 - 17:00	3	883	0.151	3	883	0.302	3	883	0.453
17:00 - 17:30	3	883	0.075	3	883	0.566	3	883	0.641
17:30 - 18:00	3	883	0.038	3	883	0.226	3	883	0.264
18:00 - 18:30	2	1104	0.045	2	1104	0.498	2	1104	0.543
18:30 - 19:00	2	1104	0.000	2	1104	0.091	2	1104	0.091
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.348			4.400			8.748

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:	118 - 2090 (units: sqm)
Survey date date range:	01/01/15 - 24/05/23
Number of weekdays (Monday-Friday):	3
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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : G - PARCEL DISTRIBUTION CENTRES
TOTAL VEHICLES

Selected regions and areas:
05 EAST MIDLANDS
LN LINCOLNSHIRE 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: 1496 to 1496 (units: sqm)
Range Selected by User: 763 to 24154 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/21

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

Selected survey days:
Friday 1 days

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

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

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

Selected Locations:
Edge of Town 1

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

Selected Location Sub Categories:
Industrial Zone 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
B8 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:
All Surveys Included

Population within 1 mile:
10,001 to 15,000 1 days

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

Population within 5 miles:
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:
1.1 to 1.5 1 days

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

Travel Plan:
No 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 LN-02-G-01 PARCELFORCE WORLDWIDE LINCOLNSHIRE
WHISBY WAY
LINCOLN
BIRCHWOOD
Edge of Town
Industrial Zone
Total Gross floor area: 1496 sqm
Survey date: FRIDAY *28/06/19* *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
SO-02-G-02	COVID

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1496	0.267	1	1496	0.067	1	1496	0.334
05:30 - 06:00	1	1496	0.735	1	1496	0.067	1	1496	0.802
06:00 - 06:30	1	1496	0.802	1	1496	0.134	1	1496	0.936
06:30 - 07:00	1	1496	0.869	1	1496	0.067	1	1496	0.936
07:00 - 07:30	1	1496	0.267	1	1496	0.401	1	1496	0.668
07:30 - 08:00	1	1496	0.067	1	1496	0.869	1	1496	0.936
08:00 - 08:30	1	1496	0.067	1	1496	0.401	1	1496	0.468
08:30 - 09:00	1	1496	0.000	1	1496	0.000	1	1496	0.000
09:00 - 09:30	1	1496	0.000	1	1496	0.000	1	1496	0.000
09:30 - 10:00	1	1496	0.067	1	1496	0.134	1	1496	0.201
10:00 - 10:30	1	1496	0.000	1	1496	0.000	1	1496	0.000
10:30 - 11:00	1	1496	0.134	1	1496	0.000	1	1496	0.134
11:00 - 11:30	1	1496	0.000	1	1496	0.067	1	1496	0.067
11:30 - 12:00	1	1496	0.000	1	1496	0.000	1	1496	0.000
12:00 - 12:30	1	1496	0.134	1	1496	0.067	1	1496	0.201
12:30 - 13:00	1	1496	0.067	1	1496	0.668	1	1496	0.735
13:00 - 13:30	1	1496	0.067	1	1496	0.134	1	1496	0.201
13:30 - 14:00	1	1496	0.401	1	1496	0.067	1	1496	0.468
14:00 - 14:30	1	1496	0.067	1	1496	0.067	1	1496	0.134
14:30 - 15:00	1	1496	0.201	1	1496	0.134	1	1496	0.335
15:00 - 15:30	1	1496	0.201	1	1496	0.201	1	1496	0.402
15:30 - 16:00	1	1496	0.267	1	1496	0.468	1	1496	0.735
16:00 - 16:30	1	1496	0.134	1	1496	0.334	1	1496	0.468
16:30 - 17:00	1	1496	0.067	1	1496	0.201	1	1496	0.268
17:00 - 17:30	1	1496	0.067	1	1496	0.468	1	1496	0.535
17:30 - 18:00	1	1496	0.067	1	1496	0.067	1	1496	0.134
18:00 - 18:30	1	1496	0.134	1	1496	0.134	1	1496	0.268
18:30 - 19:00	1	1496	0.000	1	1496	0.067	1	1496	0.067
19:00 - 19:30	1	1496	0.000	1	1496	0.000	1	1496	0.000
19:30 - 20:00	1	1496	0.067	1	1496	0.000	1	1496	0.067
20:00 - 20:30	1	1496	0.067	1	1496	0.000	1	1496	0.067
20:30 - 21:00	1	1496	0.000	1	1496	0.000	1	1496	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.283			5.284			10.567

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:	1496 - 1496 (units: sqm)
Survey date date range:	01/01/15 - 11/05/21
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Calculation Reference: AUDIT-202611-230905-0919

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	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: 600 to 1136 (units: sqm)
Range Selected by User: 75 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 30/09/22

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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:

Development 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	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

E(b)	3 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:

10,001 to 15,000	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:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

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

Travel Plan:

No	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1	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*
2	LS-06-B-01	CHINESE RESTAURANT		LEEDS
	BINGLEY STREET			
	LEEDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		950 sqm	
	Survey date: MONDAY		*19/10/15*	*Survey Type: MANUAL*
3	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
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.211	1	950	0.211	1	950	0.422
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	2	1043	0.719	2	1043	0.144	2	1043	0.863
12:00 - 13:00	2	1043	1.438	2	1043	0.288	2	1043	1.726
13:00 - 14:00	2	1043	1.246	2	1043	1.103	2	1043	2.349
14:00 - 15:00	2	1043	0.959	2	1043	1.534	2	1043	2.493
15:00 - 16:00	2	1043	0.384	2	1043	0.575	2	1043	0.959
16:00 - 17:00	3	895	0.633	3	895	0.335	3	895	0.968
17:00 - 18:00	3	895	0.968	3	895	0.261	3	895	1.229
18:00 - 19:00	3	895	1.899	3	895	1.229	3	895	3.128
19:00 - 20:00	3	895	1.973	3	895	1.750	3	895	3.723
20:00 - 21:00	3	895	0.819	3	895	2.085	3	895	2.904
21:00 - 22:00	3	895	0.484	3	895	1.191	3	895	1.675
22:00 - 23:00	3	895	0.410	3	895	1.042	3	895	1.452
23:00 - 24:00	3	895	0.372	3	895	0.558	3	895	0.930
Total Rates:			12.515			12.306			24.821

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:	600 - 1136 (units: sqm)
Survey date date range:	01/01/15 - 30/09/22
Number of weekdays (Monday-Friday):	3
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.

Calculation Reference: AUDIT-202611-230905-0921

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	PO	PORTSMOUTH	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: 325 to 645 (units: sqm)
Range Selected by User: 75 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 30/09/22

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

Selected survey days:

Monday	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(b)	2 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:

15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 HC-06-B-02 CHINESE REATAURANT HAMPSHIRE
BRIDGE ROAD
PARK GATE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 645 sqm
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

2 PO-06-B-01 PIZZA HUT PORTSMOUTH
BINNACLE WAY
PORTSMOUTH
COSHAM
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 325 sqm
Survey date: MONDAY *23/11/15* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	485	0.412	2	485	0.412	2	485	0.824
11:00 - 12:00	2	485	1.443	2	485	0.206	2	485	1.649
12:00 - 13:00	2	485	4.639	2	485	0.928	2	485	5.567
13:00 - 14:00	2	485	1.546	2	485	2.680	2	485	4.226
14:00 - 15:00	2	485	0.206	2	485	2.268	2	485	2.474
15:00 - 16:00	2	485	0.619	2	485	1.856	2	485	2.475
16:00 - 17:00	2	485	1.134	2	485	0.825	2	485	1.959
17:00 - 18:00	2	485	1.340	2	485	0.515	2	485	1.855
18:00 - 19:00	2	485	2.474	2	485	1.443	2	485	3.917
19:00 - 20:00	2	485	1.340	2	485	1.237	2	485	2.577
20:00 - 21:00	2	485	0.928	2	485	2.062	2	485	2.990
21:00 - 22:00	2	485	0.309	2	485	1.649	2	485	1.958
22:00 - 23:00	2	485	0.103	2	485	0.515	2	485	0.618
23:00 - 24:00	2	485	0.000	2	485	0.000	2	485	0.000
Total Rates:			16.493			16.596			33.089

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:	325 - 645 (units: sqm)
Survey date date range:	01/01/15 - 30/09/22
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.

Calculation Reference: AUDIT-202611-230905-0943

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	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: 160 to 525 (units: sqm)
Range Selected by User: 75 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 30/09/22

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

Selected survey days:

Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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:

High Street	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

E(b)	3 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:

15,001 to 20,000	2 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
75,001 to 100,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 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	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1	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*
2	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*
3	NF-06-B-01	INDIAN RESTAURANT	NORFOLK
	KING STREET		
	GREAT YARMOUTH		
	Town Centre		
	High Street		
	Total Gross floor area:	160 sqm	
	Survey date: THURSDAY	*14/09/17*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	343	0.146	2	343	0.000	2	343	0.146
11:00 - 12:00	3	288	0.116	3	288	0.231	3	288	0.347
12:00 - 13:00	3	288	1.272	3	288	0.116	3	288	1.388
13:00 - 14:00	3	288	1.387	3	288	0.809	3	288	2.196
14:00 - 15:00	3	288	0.116	3	288	1.156	3	288	1.272
15:00 - 16:00	3	288	0.231	3	288	0.578	3	288	0.809
16:00 - 17:00	3	288	0.347	3	288	0.116	3	288	0.463
17:00 - 18:00	3	288	1.503	3	288	0.347	3	288	1.850
18:00 - 19:00	3	288	2.890	3	288	1.040	3	288	3.930
19:00 - 20:00	3	288	2.428	3	288	1.734	3	288	4.162
20:00 - 21:00	3	288	0.347	3	288	1.618	3	288	1.965
21:00 - 22:00	3	288	0.694	3	288	1.618	3	288	2.312
22:00 - 23:00	3	288	0.231	3	288	1.503	3	288	1.734
23:00 - 24:00	1	525	0.000	1	525	0.000	1	525	0.000
Total Rates:			11.708			10.866			22.574

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:	160 - 525 (units: sqm)
Survey date date range:	01/01/15 - 30/09/22
Number of weekdays (Monday-Friday):	3
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.

Calculation Reference: AUDIT-202611-230831-0856

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
07 YORKSHIRE & NORTH LINCOLNSHIRE
KS KIRKLEES 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1507 to 1507 (units: sqm)
Range Selected by User: 190 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 22/11/21

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 1 days

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

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

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

Selected Locations:
Edge of Town 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:
Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
B8 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included
Population within 1 mile:
5,001 to 10,000 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

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

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	1507	0.199	1	1507	0.133	1	1507	0.332
07:30 - 08:00	1	1507	0.199	1	1507	0.000	1	1507	0.199
08:00 - 08:30	1	1507	0.597	1	1507	0.000	1	1507	0.597
08:30 - 09:00	1	1507	0.597	1	1507	0.133	1	1507	0.730
09:00 - 09:30	1	1507	0.133	1	1507	0.000	1	1507	0.133
09:30 - 10:00	1	1507	0.000	1	1507	0.000	1	1507	0.000
10:00 - 10:30	1	1507	0.133	1	1507	0.000	1	1507	0.133
10:30 - 11:00	1	1507	0.000	1	1507	0.133	1	1507	0.133
11:00 - 11:30	1	1507	0.066	1	1507	0.000	1	1507	0.066
11:30 - 12:00	1	1507	0.199	1	1507	0.265	1	1507	0.464
12:00 - 12:30	1	1507	0.000	1	1507	0.133	1	1507	0.133
12:30 - 13:00	1	1507	0.199	1	1507	0.199	1	1507	0.398
13:00 - 13:30	1	1507	0.133	1	1507	0.066	1	1507	0.199
13:30 - 14:00	1	1507	0.000	1	1507	0.066	1	1507	0.066
14:00 - 14:30	1	1507	0.000	1	1507	0.133	1	1507	0.133
14:30 - 15:00	1	1507	0.066	1	1507	0.066	1	1507	0.132
15:00 - 15:30	1	1507	0.000	1	1507	0.066	1	1507	0.066
15:30 - 16:00	1	1507	0.066	1	1507	0.000	1	1507	0.066
16:00 - 16:30	1	1507	0.133	1	1507	0.133	1	1507	0.266
16:30 - 17:00	1	1507	0.066	1	1507	0.066	1	1507	0.132
17:00 - 17:30	1	1507	0.000	1	1507	0.929	1	1507	0.929
17:30 - 18:00	1	1507	0.000	1	1507	0.265	1	1507	0.265
18:00 - 18:30									
18:30 - 19:00									
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.786			2.786			5.572

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:	1507 - 1507 (units: sqm)
Survey date date range:	01/01/15 - 22/11/21
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.

Calculation Reference: AUDIT-202611-230831-0851

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
	MW	MEDWAY	1 days
03	SOUTH WEST		
	TB	TORBAY	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	BD	BRADFORD	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

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: 190 to 31000 (units: sqm)
Range Selected by User: 190 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 22/11/21

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	2 days
Thursday	1 days
Friday	5 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	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:

Industrial Zone	7
Commercial Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected

Secondary Filtering selection:

Use Class:

n/a	2 days
B8	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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

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

5,001 to 25,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	5 days

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

Travel Plan:

No	8 days

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

PTAL Rating:

No PTAL Present	8 days

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

LIST OF SITES relevant to selection parameters

1	BD-02-F-01	DISTRIBUTION COMPANY	BRADFORD
	STAITHGATE LANE		
	BRADFORD		
	NEWHALL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	10446 sqm	
	Survey date: THURSDAY	*14/03/19*	*Survey Type: MANUAL*
2	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
	BRUNEL WAY		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	*18/05/18*	*Survey Type: MANUAL*
3	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE
	WARSASH ROAD		
	PARK GATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	*27/09/21*	*Survey Type: MANUAL*
4	MW-02-F-02	COMMERCIAL WAREHOUSING	MEDWAY
	MILLS ROAD		
	AYLESFORD		
	QUARRY WOOD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11200 sqm	
	Survey date: FRIDAY	*22/09/17*	*Survey Type: MANUAL*
5	SF-02-F-03	ROAD HAULAGE	SUFFOLK
	CENTRAL AVENUE		
	IPSWICH		
	WARREN HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	*18/09/15*	*Survey Type: MANUAL*
6	TB-02-F-01	OPTICS WAREHOUSE	TORBAY
	ALDERS WAY		
	PAIGNTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	*29/03/19*	*Survey Type: MANUAL*
7	TW-02-F-01	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	MANDARIN WAY		
	WASHINGTON		
	PATTISON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	31000 sqm	
	Survey date: FRIDAY	*13/11/15*	*Survey Type: MANUAL*
8	WM-02-F-02	LOGISTICS FIRM	WEST MIDLANDS
	SOVEREIGN ROAD		
	BIRMINGHAM		
	KINGS NORTON		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	*09/11/15*	*Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-F-01	COVID

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	5318	0.103	2	5318	0.056	2	5318	0.159
05:30 - 06:00	2	5318	0.244	2	5318	0.113	2	5318	0.357
06:00 - 06:30	2	5318	0.179	2	5318	0.150	2	5318	0.329
06:30 - 07:00	2	5318	0.376	2	5318	0.094	2	5318	0.470
07:00 - 07:30	8	8923	0.095	8	8923	0.052	8	8923	0.147
07:30 - 08:00	8	8923	0.112	8	8923	0.055	8	8923	0.167
08:00 - 08:30	8	8923	0.078	8	8923	0.067	8	8923	0.145
08:30 - 09:00	8	8923	0.109	8	8923	0.057	8	8923	0.166
09:00 - 09:30	8	8923	0.080	8	8923	0.039	8	8923	0.119
09:30 - 10:00	8	8923	0.080	8	8923	0.049	8	8923	0.129
10:00 - 10:30	8	8923	0.063	8	8923	0.062	8	8923	0.125
10:30 - 11:00	8	8923	0.064	8	8923	0.064	8	8923	0.128
11:00 - 11:30	8	8923	0.059	8	8923	0.063	8	8923	0.122
11:30 - 12:00	8	8923	0.066	8	8923	0.063	8	8923	0.129
12:00 - 12:30	8	8923	0.070	8	8923	0.063	8	8923	0.133
12:30 - 13:00	8	8923	0.067	8	8923	0.056	8	8923	0.123
13:00 - 13:30	8	8923	0.073	8	8923	0.076	8	8923	0.149
13:30 - 14:00	8	8923	0.083	8	8923	0.062	8	8923	0.145
14:00 - 14:30	8	8923	0.057	8	8923	0.080	8	8923	0.137
14:30 - 15:00	8	8923	0.067	8	8923	0.074	8	8923	0.141
15:00 - 15:30	8	8923	0.060	8	8923	0.111	8	8923	0.171
15:30 - 16:00	8	8923	0.059	8	8923	0.073	8	8923	0.132
16:00 - 16:30	8	8923	0.066	8	8923	0.113	8	8923	0.179
16:30 - 17:00	8	8923	0.038	8	8923	0.084	8	8923	0.122
17:00 - 17:30	8	8923	0.057	8	8923	0.122	8	8923	0.179
17:30 - 18:00	8	8923	0.046	8	8923	0.090	8	8923	0.136
18:00 - 18:30	8	8923	0.024	8	8923	0.081	8	8923	0.105
18:30 - 19:00	8	8923	0.024	8	8923	0.045	8	8923	0.069
19:00 - 19:30	2	5318	0.056	2	5318	0.179	2	5318	0.235
19:30 - 20:00	2	5318	0.038	2	5318	0.066	2	5318	0.104
20:00 - 20:30	2	5318	0.019	2	5318	0.047	2	5318	0.066
20:30 - 21:00	2	5318	0.085	2	5318	0.038	2	5318	0.123
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.697			2.444			5.141

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:	190 - 31000 (units: sqm)
Survey date date range:	01/01/15 - 22/11/21
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

Calculation Reference: AUDIT-202611-230831-0837

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	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: 13200 to 80100 (units: sqm)
Range Selected by User: 190 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 22/11/21

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:

Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

B8	2 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

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:

125,001 to 250,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 DR-02-F-01 TESCO DISTRIBUTION CENTRE DONCASTER
MIDDLE BANK
DONCASTER

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 80100 sqm
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

2 HC-02-F-02 LOGISTICS HAMPSHIRE
RUTHERFORD ROAD
BASINGSTOKE

Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 13200 sqm
Survey date: THURSDAY *16/06/16* *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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.057	1	80100	0.021	1	80100	0.078
05:30 - 06:00	1	80100	0.090	1	80100	0.022	1	80100	0.112
06:00 - 06:30	1	80100	0.014	1	80100	0.056	1	80100	0.070
06:30 - 07:00	1	80100	0.024	1	80100	0.075	1	80100	0.099
07:00 - 07:30	2	46650	0.024	2	46650	0.020	2	46650	0.044
07:30 - 08:00	2	46650	0.032	2	46650	0.015	2	46650	0.047
08:00 - 08:30	2	46650	0.027	2	46650	0.020	2	46650	0.047
08:30 - 09:00	2	46650	0.027	2	46650	0.016	2	46650	0.043
09:00 - 09:30	2	46650	0.036	2	46650	0.019	2	46650	0.055
09:30 - 10:00	2	46650	0.045	2	46650	0.045	2	46650	0.090
10:00 - 10:30	2	46650	0.049	2	46650	0.050	2	46650	0.099
10:30 - 11:00	2	46650	0.047	2	46650	0.043	2	46650	0.090
11:00 - 11:30	2	46650	0.041	2	46650	0.021	2	46650	0.062
11:30 - 12:00	2	46650	0.046	2	46650	0.060	2	46650	0.106
12:00 - 12:30	2	46650	0.036	2	46650	0.049	2	46650	0.085
12:30 - 13:00	2	46650	0.049	2	46650	0.060	2	46650	0.109
13:00 - 13:30	2	46650	0.046	2	46650	0.032	2	46650	0.078
13:30 - 14:00	2	46650	0.055	2	46650	0.063	2	46650	0.118
14:00 - 14:30	2	46650	0.038	2	46650	0.099	2	46650	0.137
14:30 - 15:00	2	46650	0.044	2	46650	0.036	2	46650	0.080
15:00 - 15:30	2	46650	0.044	2	46650	0.038	2	46650	0.082
15:30 - 16:00	2	46650	0.030	2	46650	0.034	2	46650	0.064
16:00 - 16:30	2	46650	0.023	2	46650	0.030	2	46650	0.053
16:30 - 17:00	2	46650	0.030	2	46650	0.018	2	46650	0.048
17:00 - 17:30	2	46650	0.041	2	46650	0.017	2	46650	0.058
17:30 - 18:00	2	46650	0.029	2	46650	0.026	2	46650	0.055
18:00 - 18:30	2	46650	0.025	2	46650	0.041	2	46650	0.066
18:30 - 19:00	2	46650	0.020	2	46650	0.028	2	46650	0.048
19:00 - 19:30	1	80100	0.016	1	80100	0.015	1	80100	0.031
19:30 - 20:00	1	80100	0.020	1	80100	0.030	1	80100	0.050
20:00 - 20:30	1	80100	0.012	1	80100	0.025	1	80100	0.037
20:30 - 21:00	1	80100	0.025	1	80100	0.020	1	80100	0.045
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.142			1.144			2.286

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:	13200 - 80100 (units: sqm)
Survey date date range:	01/01/15 - 22/11/21
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.

Appendix H. Reg18: Uncertainty Log Local Plan Developments

Development Information							Demand Inputs		Network Inputs				AM Peak (08:00 -09:00)							PM Peak (17:00 -18:00)					
								All Developments					Trip Rate			Trip Generation				Trip Rate			Trip Generation		
Site_ID	Unique_ID	Reference (Plann	Completions/	Scenario	District	Development Name	Land Use	Unit	HH, Dwellings	Employment, floorspace	Trip Gen Source	Land Use TRICS/TA	TRICS Location	Model Zone	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way
	2000 AS2_C3-H	AS2	LP Scenario	Local Plan Development	Medway		C3	H	4		TRICS	C3-H	C3-H_Neighbourhood Centre	115021	0.14	0.30	0.44	0.56	1.18	1.74	0.27	0.14	0.41	1.08	0.56	1.65
	2001 AS18_C3-H	AS18	LP Scenario	Local Plan Development	Medway		C3	H	35		TRICS	C3-H	C3-H_Neighbourhood Centre	110001	0.14	0.30	0.44	4.87	10.36	15.23	0.27	0.14	0.41	9.49	4.94	14.42
	2002 RN29_C3-H	RN29	LP Scenario	Local Plan Development	Medway		C3	H	14		TRICS	C3-H	C3-H_Suburban Area	110103	0.12	0.39	0.51	1.64	5.52	7.15	0.37	0.19	0.56	5.19	2.62	7.81
	2003 SNF9_C3-F	SNF9	LP Scenario	Local Plan Development	Medway		C3	F	40		TRICS	C3-F	C3-F_Town Centre	115001	0.05	0.13	0.18	2.00	5.00	7.00	0.18	0.20	0.38	7.00	8.00	15.00
	2004 SR36_C3-F	SR36	LP Scenario	Local Plan Development	Medway		C3	F	5		TRICS	C3-F	C3-F_Town Centre	115025	0.05	0.13	0.18	0.25	0.63	0.88	0.18	0.20	0.38	0.88	1.00	1.88
	2005 SR38_C3-F	SR38	LP Scenario	Local Plan Development	Medway		C3	F	5		TRICS	C3-F	C3-F_Town Centre	115025	0.05	0.13	0.18	0.25	0.63	0.88	0.18	0.20	0.38	0.88	1.00	1.88
	2006 SR34_C3-F	SR34	LP Scenario	Local Plan Development	Medway		C3	F	5		TRICS	C3-F	C3-F_Suburban Area	115025	0.05	0.18	0.23	0.25	0.91	1.16	0.15	0.08	0.24	0.76	0.42	1.18
	2007 AS15_C3-H	AS15	LP Scenario	Local Plan Development	Medway		C3	H	9		TRICS	C3-H	C3-H_Neighbourhood Centre	115022	0.14	0.30	0.44	1.25	2.66	3.92	0.27	0.14	0.41	2.44	1.27	3.71
	2008 CHR14_C3-H	CHR14	LP Scenario	Local Plan Development	Medway		C3	H	49		TRICS	C3-H	C3-H_Neighbourhood Centre	110117	0.14	0.30	0.44	6.81	14.50	21.32	0.27	0.14	0.41	13.28	6.91	20.19
	2009 RSE9_C3-H	RSE9	LP Scenario	Local Plan Development	Medway		C3	H	15		TRICS	C3-H	C3-H_Suburban Area	110134	0.12	0.39	0.51	1.76	5.91	7.67	0.37	0.19	0.56	5.57	2.81	8.37
	2010 HHH32_C3-H	HHH32	LP Scenario	Local Plan Development	Medway		C3	H	3		TRICS	C3-H	C3-H_Neighbourhood Centre	110004	0.14	0.30	0.44	0.42	0.89	1.31	0.27	0.14	0.41	0.81	0.42	1.24
	2011 AS23_C3-H	AS23	LP Scenario	Local Plan Development	Medway		C3	H	0		TRICS	C3-H	C3-H_Neighbourhood Centre	110001	0.14	0.30	0.44	0.00	0.00	0.00	0.27	0.14	0.41	0.00	0.00	0.00
	2012 HHH26_C3-H	HHH26	LP Scenario	Local Plan Development	Medway		C3	H	700		TRICS	C3-H	C3-H_Neighbourhood Centre	115002	0.14	0.30	0.44	97.30	207.20	304.50	0.27	0.14	0.41	189.70	98.70	288.40
	2013 HHH12_C3-H	HHH12	LP Scenario	Local Plan Development	Medway		C3	H	1800		TRICS	C3-H	C3-H_Neighbourhood Centre	110012	0.14	0.30	0.44	250.20	532.80	783.00	0.27	0.14	0.41	487.80	253.80	741.60
	2014 SR37_C3-F	SR37	LP Scenario	Local Plan Development	Medway		C3	F	428		TRICS	C3-F	C3-F_Suburban Area	115025	0.05	0.18	0.23	21.40	77.90	99.30	0.15	0.08	0.24	64.63	35.95	100.58
	2015 CCB15_C3-F	CCB15	LP Scenario	Local Plan Development	Medway		C3	F	60		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	3.00	7.50	10.50	0.18	0.20	0.38	10.50	12.00	22.50
	2016 SNF41_C3-F	SNF41	LP Scenario	Local Plan Development	Medway		C3	F	400		TRICS	C3-F	C3-F_Edge of Town Centre	110022	0.04	0.19	0.23	17.20	75.60	92.80	0.17	0.08	0.25	68.00	32.80	100.80
	2017 SNF35_C3-F	SNF35	LP Scenario	Local Plan Development	Medway		C3	F	171		TRICS	C3-F	C3-F_Town Centre	115001	0.05	0.13	0.18	8.55	21.38	29.93	0.18	0.20	0.38	29.93	34.20	64.13
	2018 HHH24_C3-H	HHH24	LP Scenario	Local Plan Development	Medway		C3	H	85		TRICS	C3-H	C3-H_Neighbourhood Centre	110011	0.14	0.30	0.44	11.82	25.16	36.98	0.27	0.14	0.41	23.04	11.99	35.02
	2019 HHH29_C3-H	HHH29	LP Scenario	Local Plan Development	Medway		C3	H	55		TRICS	C3-H	C3-H_Neighbourhood Centre	115002	0.14	0.30	0.44	7.65	16.28	23.93	0.27	0.14	0.41	14.91	7.76	22.66
	2020 SR31_C3-F	SR31	LP Scenario	Local Plan Development	Medway		C3	F	311		TRICS	C3-F	C3-F_Town Centre	115025	0.05	0.13	0.18	15.55	38.88	54.43	0.18	0.20	0.38	54.43	62.20	116.63
	2021 SR30_C3-H	SR30	LP Scenario	Local Plan Development	Medway		C3	H	102		TRICS	C3-H	C3-H_Suburban Area	115025	0.12	0.39	0.51	11.93	40.19	52.12	0.37	0.19	0.56	37.84	19.07	56.92
	2022 AS25_C3-H	AS25	LP Scenario	Local Plan Development	Medway		C3	H	15		TRICS	C3-H	C3-H_Neighbourhood Centre	110002	0.14	0.30	0.44	2.09	4.44	6.53	0.27	0.14	0.41	4.07	2.12	6.18
	2023 SMI6_C3-F	SMI6	LP Scenario	Local Plan Development	Medway		C3	F	3000		TRICS	C3-F	C3-F_Town Centre	115005	0.05	0.13	0.18	150.00	375.00	525.00	0.18	0.20	0.38	525.00	600.00	1125.00
	2024 HW6_C3-H	HW6	LP Scenario	Local Plan Development	Medway		C3	H	88		TRICS	C3-H	C3-H_Suburban Area	110147	0.12	0.39	0.51	10.30	34.67	44.97	0.37	0.19	0.56	32.65	16.46	49.10
	2025 AS6_C3-H	AS6	LP Scenario	Local Plan Development	Medway		C3	H	40		TRICS	C3-H	C3-H_Neighbourhood Centre	115021	0.14	0.30	0.44	5.56	11.84	17.40	0.27	0.14	0.41	10.84	5.64	16.48
	2026 AS14_C3-H	AS14	LP Scenario	Local Plan Development	Medway		C3	H	60		TRICS	C3-H	C3-H_Neighbourhood Centre	115022	0.14	0.30	0.44	8.34	17.76	26.10	0.27	0.14	0.41	16.26	8.46	24.72
	2027 AS17_C3-H	AS17	LP Scenario	Local Plan Development	Medway		C3	H	100		TRICS	C3-H	C3-H_Neighbourhood Centre	115022	0.14	0.30	0.44	13.90	29.60	43.50	0.27	0.14	0.41	27.10	14.10	41.20
	2028 RSE8_C3-H	RSE8	LP Scenario	Local Plan Development	Medway		C3	H	10		TRICS	C3-H	C3-H_Suburban Area	110134	0.12	0.39	0.51	1.17	3.94	5.11	0.37	0.19	0.56	3.71	1.87	5.58
	2029 RN32_C3-H	RN32	LP Scenario	Local Plan Development	Medway		C3	H	48		TRICS	C3-H	C3-H_Suburban Area	110134	0.12	0.39	0.51	5.62	18.91	24.53	0.37	0.19	0.56	17.81	8.98	26.78
	2030 SR40_C3-F	SR40	LP Scenario	Local Plan Development	Medway		C3	F	200		TRICS	C3-F	C3-F_Town Centre	115025	0.05	0.13	0.18	10.00	25.00	35.00	0.18	0.20	0.38	35.00	40.00	75.00
	2031 LW4_C3-H	LW4	LP Scenario	Local Plan Development	Medway		C3	H	350		TRICS	C3-H	C3-H_Suburban Area	110128	0.12	0.39	0.51	40.95	137.90	178.85	0.37	0.19	0.56	129.85	65.45	195.30
	2032 LW10_C3-H	LW10	LP Scenario	Local Plan Development	Medway		C3	H	5		TRICS	C3-H	C3-H_Suburban Area	110128	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
	2033 CHR20_C3-H	CHR20	LP Scenario	Local Plan Development	Medway		C3	H	161		TRICS	C3-H	C3-H_Suburban Area	115001	0.12	0.39	0.51	18.84	63.43	82.27	0.37	0.19	0.56	59.73	30.11	89.84
	2034 HHH6_C3-H	HHH6	LP Scenario	Local Plan Development	Medway		C3	H	450		TRICS	C3-H	C3-H_Neighbourhood Centre	115017	0.14	0.30	0.44	62.55	133.20	195.75	0.27	0.14	0.41	121.95	63.45	185.40
	2035 SR7_C3-H	SR7	LP Scenario	Local Plan Development	Medway		C3	H	45		TRICS	C3-H	C3-H_Neighbourhood Centre	110006	0.14	0.30	0.44	6.26	13.32	19.58	0.27	0.14	0.41	12.20	6.35	18.54
	2036 HHH11_C3-H	HHH11	LP Scenario	Local Plan Development	Medway		C3	H	200		TRICS	C3-H	C3-H_Neighbourhood Centre	110010	0.14	0.30	0.44	27.80	59.20	87.00	0.27	0.14	0.41	54.20	28.20	82.40
	2037 HHH33_C3-H	HHH33	LP Scenario	Local Plan Development	Medway		C3	H	330		TRICS	C3-H	C3-H_Neighbourhood Centre	110004	0.14	0.30	0.44	45.87	97.68	143.55	0.27	0.14	0.41	89.43	46.53	135.96
	2038 RN28_C3-H	RN28	LP Scenario	Local Plan Development	Medway		C3	H	66		TRICS	C3-H	C3-H_Edge of Town Centre	110106	0.14	0.29	0.43	9.11	19.21	28.31	0.28	0.17	0.45	18.68	11.22	29.90
	2039 LW8_C3-H	LW8	LP Scenario	Local Plan Development	Medway		C3	H	1649		TRICS	C3-H	C3-H_Suburban Area	110128	0.12	0.39	0.51	192.93	649.71	842.64	0.37	0.19	0.56	611.78	308.36	920.14
	2040 FP11_C3-F	FP11	LP Scenario	Local Plan Development	Medway		C3	F	158		TRICS	C3-F	C3-F_Town Centre	115011	0.05	0.13	0.18	7.90	19.75	27.65	0.18	0.20	0.38	27.65	31.60	59.25
	2041 HHH5_C3-H	HHH5	LP Scenario	Local Plan Development	Medway		C3	H	50		TRICS	C3-H	C3-H_Neighbourhood Centre	115018	0.14	0.30	0.44	6.95	14.80	21.75	0.27	0.14	0.41	13.55	7.05	20.60
	2042 AS28_C3-H	AS28	LP Scenario	Local Plan Development	Medway		C3	H	9		TRICS	C3-H	C3-H_Neighbourhood Centre	110002	0.14	0.30	0.44	1.25	2.66	3.92	0.27	0.14	0.41	2.44	1.27	3.71
	2043 RN30_C3-H	RN30	LP Scenario	Local Plan Development	Medway		C3	H	80		TRICS	C3-H	C3-H_Suburban Area	110103	0.12	0.39	0.51	9.36	31.52	40.88	0.37	0.19	0.56	29.68	14.96	44.64
	2044 RN31_C3-H	RN31	LP Scenario	Local Plan Development	Medway		C3	H	60		TRICS	C3-H	C3-H_Suburban Area	110103	0.12	0.39	0.51	7.02	23.64	30.66	0.37	0.19	0.56	22.26	11.22	33.48
	2045 AS21_C3-H	AS21	LP Scenario	Local Plan Development	Medway		C3	H	75		TRICS	C3-H	C3-H_Neighbourhood Centre	110001	0.14	0.30	0.44	10.43	22.20	32.63	0.27	0.14	0.41	20.33	10.58	30.90
	2046 AS11_C3-H	AS11	LP Scenario	Local Plan Development	Medway		C3	H	10		TRICS	C3-H	C3-H_Neighbourhood Centre	115022	0.14	0.30	0.44	1.39	2.96	4.35	0.27	0.14	0.41	2.71	1.41	4.12
	2047 AS16_C3-H	AS16	LP Scenario	Local Plan Development	Medway		C3	H	25		TRICS	C3-H	C3-H_Neighbourhood Centre	115022	0.14	0.30	0.44	3.48	7.40	10.88	0.27	0.14	0.41	6.78	3.53	10.30
	2048 CCB27_C3-F	CCB27	LP Scenario	Local Plan Development	Medway		C3	F	20		TRICS	C3-F	C3-F_Town Centre	110063	0.05	0.13	0.18	1.00	2.50	3.50	0.18	0.20	0.38	3.50	4.00	7.50
	2049 HHH8_C3-H	HHH8	LP Scenario	Local Plan Development	Medway		C3	H	450		TRICS	C3-H	C3-H_Neighbourhood Centre	115017	0.14	0.30	0.44	62.55	133.20	195.75	0.27	0.14	0.41	121.95	63.45	185.40
	2050 AS22_C3-H	AS22	LP Scenario	Local Plan Development	Medway		C3	H	100		TRICS	C3-H	C3-H_Neighbourhood Centre	110001	0.14	0.30	0.44	13.90	29.60	43.50	0.27	0.14	0.41	27.10	14.10	41.20
	2051 HHH3_C3-H	HHH3	LP Scenario	Local Plan Development	Medway		C3	H	500		TRICS	C3-H	C3-H_Neighbourhood Centre	115017	0.14	0.30	0.44	69.50	148.00	217.50	0.27	0.14	0.41	135.50	70.50	206.00
	2052 HHH22_C3-H	HHH22	LP Scenario	Local Plan Development	Medway		C3	H	1500		TRICS	C3-H	C3-H_Neighbourhood Centre	110011	0.14	0.30	0.44	208.50	444.00	652.50	0.27	0.14	0.41	406.50	211.50	618.00
	2053 CCB37_C3-F	CCB37	LP Scenario	Local Plan Development	Medway		C3	F	200		TRICS	C3-F	C3-F_Town Centre	110063	0.05	0.13	0.18	10.00	25.00	35.00	0.18	0.20	0.38	35.00	40.00	75.00
	2054 HW5_C3-H	HW5	LP Scenario	Local Plan Development	Medway		C3	H	1		TRICS	C3-H	C3-H_Suburban Area	110147	0.12	0.39	0.51	0.12	0.39	0.51	0.37	0.19	0.56	0.37	0.19	0.56
	2055 FP10_C3-H	FP10	LP Scenario	Local Plan Development	Medway		C3	H	140		TRICS	C3-H	C3-H_Suburban Area	110086	0.12	0.39	0.51	16.38	55.16	71.54	0.37	0.19	0.56	51.94	26.18	78.12
	2056 GN6_C3-F	GN6	LP Scenario	Local Plan Development	Medway		C3	F	180		TRICS	C3-F	C3-F_Suburban Area	115009	0.05	0.18	0.23	9.00	32.76	41.76	0.15	0.08	0.24	27.18	15.12	42.30
	2057 SR49_C3-H	SR49	LP Scenario	Local Plan Development	Medway		C3	H	6		TRICS	C3-H	C3-H_Neighbourhood Centre	115018	0.14	0.30	0.44	0.83	1.78	2.61	0.27	0.14	0.41	1.63	0.85	2.47
	2058 SR4_C3-H	SR4	LP Scenario	Local Plan Development	Medway		C3	H	120		TRICS	C3-H	C3-H_Neighbourhood Centre	110006	0.14	0.30	0.44	16.68	35.52	52.20	0.27	0.14	0.41	32.52	16.92	49.44
	2059 RSE10_C3-H	RSE10	LP Scenario	Local Plan Development	Medway		C3	H	750		TRICS	C3-H	C3-H_Edge of Town Centre	110134	0.14	0.29	0.43	103.50	218.25	321.75	0.28	0.17	0.45	212.25	127.50	339.75
	2060 CCB12_C3-F	CCB12	LP Scenario	Local Plan Development	Medway		C3	F	0		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.00	0.00	0.00	0.18	0.20	0.38	0.00	0.00	0.00
	2061 SNF20_C3-F	SNF20	LP Scenario	Local Plan Development	Medway		C3	F	15		TRICS	C3-F	C3-F_Edge of Town Centre	110025	0.04	0.19	0.23	0.65	2.84	3.48	0.17	0.08	0.25	2.55	1.23	3.78
	2062 GN8_C3-H	GN8	LP Scenario	Local Plan Development	Medway		C3	H	17		TRICS	C3-H	C3-H_Suburban Area	115008	0.12	0.39	0.51	1.99	6.70	8.69	0.37	0.19	0.56	6.31	3.18	9.49
	2063 SNF15_C3-F	SNF15	LP Scenario	Local Plan Development	Medway		C3	F	350		TRICS	C3-F	C3-F_Town Centre	115001	0.05	0.13	0.18	17.50	43.75	61.25	0.18	0.20	0.38	61.25	70.00	131.25
	2064 L12_C3-H	L12	LP Scenario	Local Plan Development	Medway		C3	H	13		TRICS	C3-H	C3-H_Suburban Area	110084	0.12	0.39	0.51	1.52	5.12	6.64	0.37	0.19	0.56	4.82	2.43	7.25
	2065 GS35_C3-H	GS35	LP Scenario	Local Plan Development	Medway		C3	H	12		TRICS	C3-H	C3-H_Suburban Area	110065	0.12	0.39	0.51	1.40	4.73	6.13	0.37	0.19	0.56	4.45	2.24	6.70
	2066 CCB30_C3-F	CCB30	LP Scenario	Local Plan Development	Medway		C3	F	21		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	1.05	2.63	3.68	0.18	0.20	0.38	3.68	4.20	7.88
	2067 CCB1_C3-F	CCB1	LP Scenario	Local Plan Development	Medway		C3	F	35		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	1.75	4.38	6.13	0.18	0.20	0.38	6.13	7.00	13.13
	2068 RWB12_C3-H	RWB12	LP Scenario	Local Plan Development	Medway		C3	H	3		TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
	2069 RN22_C3-H	RN22	LP Scenario	Local Plan Development	Medway		C3	H	8		TRICS	C3-H	C3-H_Suburban Area	110102	0.12	0.39	0.51	0.94	3.15	4.09	0.37	0.19	0.56	2.97	1.50	4.46
	2070 FP1_C3-F	FP1	LP Scenario	Local Plan Development	Medway		C3	F	111		TRICS	C3-F	C3-F_Town Centre	115011	0.05	0.13	0.18	5.55	13.88	19.43	0.18	0.20	0.38	19.43	22.20	41.63
	2071 L9_C3-H	L9	LP Scenario	Local Plan Development	Medway		C3	H	22		TRICS	C3-H	C3-H_Neighbourhood Centre	110082	0.14	0.30	0.44	3.06	6.51	9.57	0.27	0.14	0.41	5.96	3.10	9.06
	2072 CCB39_C3-F	CCB39	LP Scenario	Local Plan Development	Medway		C3	F	24		TRICS	C3-F	C3-F_Town Centre	110063	0.05	0.13	0.18	1.20	3.00	4.20	0.18	0.20	0.38	4.20	4.80	9.00
	2073 W4_C3-H	W4	LP Scenario	Local Plan Development	Medway		C3	H	5		TRICS	C3-H	C3-H_Suburban Area	110053	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
	2074 FP12_C3-F	FP12	LP Scenario	Local Plan Development	Medway		C3	F	70		TRICS	C3-F	C3-F_Town Centre	115011	0.05	0.13	0.18	3.50	8.75	12.25	0.18	0.20	0.38	12.25	14.00	26.25
	2075 SNF30_C3-F	SNF30	LP Scenario	Local Plan Development	Medway		C3	F	9		TRICS	C3-F	C3-F_Town Centre	115001	0.05	0.13	0.18	0.45	1.13	1.58	0.18	0.20	0.38	1.58	1.80	3.38
	2076 REWW3_C3-H	REWW3	LP Scenario	Local Plan Development	Medway		C3	H	11		TRICS	C3-H	C3-H_Suburban Area	110071	0.12	0.39	0.51	1.29	4.33	5.62	0.37	0.19	0.56	4.08	2.06	6.14
	2077 SNF8_C3-F	SNF8	LP Scenario	Local Plan Development	Medway		C3	F	19		TRICS	C3-F	C3-F_Town Centre	115000	0.05	0.13	0.18	0.95	2.38	3.33	0.18	0.20	0.38	3.33	3.80	7.13
	2078 GS2_C3-H	GS2	LP Scenario	Local Plan Development	Medway		C3	H	45		TRICS	C3-H	C3-H_Suburban Area	110067	0.12	0.39	0.51	5.27	17.73	23.00	0.37	0.19	0.56	16.70	8.42	25.11
	2079 SNF34_C3-F	SNF34	LP Scenario	Local Plan Development	Medway		C3	F	52		TRICS	C3-F	C3-F_Town Centre	115001	0.05	0.13	0.18	2.60	6.50	9.10	0.18	0.20	0.38	9.10	10.40	19.50
	2080 RWB4_C3-H	RWB4	LP Scenario	Local Plan Development	Medway		C3	H	9		TRICS	C3-H	C3-H_Suburban Area	110101	0.12	0.39	0.51	1.05	3.55	4.60	0.37	0.19	0.56	3.34	1.68	5.02
	2081 GN11_C3-H	GN11	LP Scenario	Local Plan Development	Medway		C3	H	9		TRICS	C3-H	C3-H_Suburban Area	110037	0.12	0.39	0.51	1.05	3.55	4.60	0.37	0.19	0.56	3.34	1.68	5.02
	2082 SR50_C3-H	SR50	LP Scenario	Local Plan Development	Medway		C3	H	5		TRICS	C3-H	C3-H_Neighbourhood Centre	115018	0.14	0.30	0.44	0.70	1.48	2.18	0.27	0.14	0.41	1.36	0.71	2.06
	2083 RWB3_C3-H	RWB3	LP Scenario	Local Plan Development	Medway		C3	H	4		TRICS	C3-H	C3-H_Suburban Area	110099	0.12	0.39	0.51	0.47	1.58	2.04	0.37	0.19	0.56	1.48	0.75	2.23
	2084 FP2_C3-F	FP2	LP Scenario	Local Plan Development	Medway		C3	F	1		TRICS	C3-F	C3-F_Town Centre	115011	0.05	0.13	0.18	0.05	0.13	0.18	0.18	0.20	0.38	0.18	0.20	0.38
	2085 CCB34_C3-F	CCB34	LP Scenario	Local Plan Development	Medway		C3	F	36		TRICS	C3-F	C3-F_Town Centre	110063	0.05	0.13	0.18	1.80	4.50	6.30	0.18	0.20	0.38	6.30	7.20	13.50
	2086 CCB44_C3-F	CCB44	LP Scenario	Local Plan Development	Medway		C3	F	2		TRICS	C3-F	C3-F_Town Centre	110063	0.05	0.13	0.18	0.10	0.25	0.35	0.18	0.20	0.38	0.35	0.40	0.75
	2087 CCB46_C3-F	CCB46	LP Scenario	Local Plan Development	Medway		C3	F	2		TRICS	C3-F	C3-F_Town Centre	110063	0.05	0.13	0.18	0.10	0.25	0.35	0.18	0.20	0.38	0.35	0.40	0.75
	2088 L3_C3-H	L3	LP Scenario	Local Plan Development	Medway		C3	H	7		TRICS	C3-H	C3-H_Suburban Area	110083	0.12	0.39	0.51	0.82	2.76	3.58	0.37	0.19	0.56	2.60	1.31	3.91
	2089 L2_C3-H	L2	LP Scenario	Local Plan Development	Medway		C3	H	5		TRICS	C3-H	C3-H_Suburban Area	110093	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
	2090 L11_C3-H	L11	LP Scenario	Local Plan Development	Medway		C3	H	7		TRICS	C3-H	C3-H_Suburban Area	110082	0.12	0.39	0.51	0.82	2.76	3.58	0.37	0.19	0.56	2.60	1.31	3.91
	2091 FP14_C3-H	FP14	LP Scenario	Local Plan Development	Medway		C3	H	6		TRICS	C3-H	C3-H_Suburban Area	115010	0.12	0.39	0.51	0.70	2.36	3.07	0.37	0.19	0.56	2.23	1.12	3.35
	2092 SNF38_C3-H	SNF38	LP Scenario	Local Plan Development	Medway		C3	H	12		TRICS	C3-H	C3-H_Suburban Area	110022	0.12	0.39	0.51	1.40	4.73	6.13	0.37	0.19	0.56	4.45	2.24	6.70
	2093 FP19_C3-F	FP19	LP Scenario	Local Plan Development	Medway		C3	F	146		TRICS	C3-F	C3-F_Town Centre	110060	0.05	0.13	0.18	7.30	18.25	25.55	0.18	0.20	0.38	25.55	29.20	54.75
	2094 CCB28_C3-F	CCB28	LP Scenario	Local Plan Development	Medway		C3	F	11		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	0.55	1.38	1.93	0.18	0.20	0.38	1.93	2.20	4.13
	2095 CCB10_C3-F	CCB10	LP Scenario	Local Plan Development	Medway		C3	F	72		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	3.60	9.00	12.60	0.18	0.20	0.38	12.60	14.40	27.00
	2096 CCB11_C3-F	CCB11	LP Scenario	Local Plan Development	Medway		C3	F	30		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	1.50	3.75	5.25	0.18	0.20	0.38	5.25	6.00	11.25
	2097 RWB20_C3-F	RWB20	LP Scenario	Local Plan Development	Medway		C3	F	15		TRICS	C3-F	C3-F_Town Centre	115012	0.05	0.13	0.18	0.75	1.88	2.63	0.18	0.20	0.38	2.63	3.00	5.63
	2098 RWB21_C3-F	RWB21	LP Scenario	Local Plan Development	Medway		C3	F	15		TRICS	C3-F	C3-F_Town Centre	115012	0.05	0.13	0.18	0.75	1.88	2.63	0.18	0.20	0.38	2.63	3.00	5.63
	2099 RWB14_C3-F	RWB14	LP Scenario	Local Plan Development	Medway		C3	F	15		TRICS	C3-F	C3-F_Town Centre	110057	0.05	0.13	0.18	0.75	1.88	2.63	0.18	0.20	0.38	2.63	3.00	5.63
	2100 RWB9_C3-H	RWB9	LP Scenario	Local Plan Development	Medway		C3	H	3		TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39	0.51	0.35	1.18	1.53	0.37	0.19	0.56	1.11	0.56	1.67
	2101 RWB8_C3-H	RWB8	LP Scenario	Local Plan Development	Medway		C3	H	2		TRICS	C3-H	C3-H_Suburban Area	110057	0.12	0.39	0.51	0.23	0.79	1.02	0.37	0.19	0.56	0.74	0.37	1.12
	2102 RWB18_C

Development Information						Demand Inputs			Network Inputs				AM Peak (08:00 -09:00)							PM Peak (17:00 -18:00)					
								All Developments					Trip Rate			Trip Generation				Trip Rate			Trip Generation		
Site_ID	Unique_ID	Reference (Plann	Completions/	Scenario	District	Development Name	Land Use	Unit	HH, Dwellings	Employment, floorspace	Trip Gen Source	Land Use TRICS/TA	TRICS Location	Model Zone	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way
	2124 FP8_C3-H	FP8	LP Scenario	Local Plan Development	Medway		C3	H	20		TRICS	C3-H	C3-H_Suburban Area	110110	0.12	0.39	0.51	2.34	7.88	10.22	0.37	0.19	0.56	7.42	3.74	11.16
	2125 CCB33_C3-H	CCB33	LP Scenario	Local Plan Development	Medway		C3	H	6		TRICS	C3-H	C3-H_Suburban Area	115023	0.12	0.39	0.51	0.70	2.36	3.07	0.37	0.19	0.56	2.23	1.12	3.35
	2126 SW3_C3-H	SW3	LP Scenario	Local Plan Development	Medway		C3	H	9		TRICS	C3-H	C3-H_Suburban Area	110041	0.12	0.39	0.51	1.05	3.55	4.60	0.37	0.19	0.56	3.34	1.68	5.02
	2127 HHH4_C3-H	HHH4	LP Scenario	Local Plan Development	Medway		C3	H	8		TRICS	C3-H	C3-H_Neighbourhood Centre	115017	0.14	0.30	0.44	1.11	2.37	3.48	0.27	0.14	0.41	2.17	1.13	3.30
	2128 GN5_C3-H	GN5	LP Scenario	Local Plan Development	Medway		C3	H	5		TRICS	C3-H	C3-H_Suburban Area	110040	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
	2129 GN4_C3-H	GN4	LP Scenario	Local Plan Development	Medway		C3	H	8		TRICS	C3-H	C3-H_Suburban Area	110034	0.12	0.39	0.51	0.94	3.15	4.09	0.37	0.19	0.56	2.97	1.50	4.46
	2130 SNF12_C3-H	SNF12	LP Scenario	Local Plan Development	Medway		C3	H	6		TRICS	C3-H	C3-H_Suburban Area	110018	0.12	0.39	0.51	0.70	2.36	3.07	0.37	0.19	0.56	2.23	1.12	3.35
	2131 SW2_C3-H	SW2	LP Scenario	Local Plan Development	Medway		C3	H	106		TRICS	C3-H	C3-H_Suburban Area	110041	0.12	0.39	0.51	12.40	41.76	54.17	0.37	0.19	0.56	39.33	19.82	59.15
	2132 FP17_C3-H	FP17	LP Scenario	Local Plan Development	Medway		C3	H	5		TRICS	C3-H	C3-H_Suburban Area	110060	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
	2133 GS32_C3-H	GS32	LP Scenario	Local Plan Development	Medway		C3	H	9		TRICS	C3-H	C3-H_Suburban Area	110064	0.12	0.39	0.51	1.05	3.55	4.60	0.37	0.19	0.56	3.34	1.68	5.02
	2134 RWB6_C3-H	RWB6	LP Scenario	Local Plan Development	Medway		C3	H	7		TRICS	C3-H	C3-H_Suburban Area	110100	0.12	0.39	0.51	0.82	2.76	3.58	0.37	0.19	0.56	2.60	1.31	3.91
	2135 CCB36_C3-F	CCB36	LP Scenario	Local Plan Development	Medway		C3	F	7		TRICS	C3-F	C3-F_Town Centre	110063	0.05	0.13	0.18	0.35	0.88	1.23	0.18	0.20	0.38	1.23	1.40	2.63
	2136 GS20_C3-H	GS20	LP Scenario	Local Plan Development	Medway		C3	H	5		TRICS	C3-H	C3-H_Suburban Area	110064	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
	2137 SW8_C3-H	SW8	LP Scenario	Local Plan Development	Medway		C3	H	7		TRICS	C3-H	C3-H_Edge of Town Centre	115001	0.14	0.29	0.43	0.97	2.04	3.00	0.28	0.17	0.45	1.98	1.19	3.17
	2138 HW8_C3-H	HW8	LP Scenario	Local Plan Development	Medway		C3	H	5		TRICS	C3-H	C3-H_Suburban Area	110148	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
	2139 GS11_C3-H	GS11	LP Scenario	Local Plan Development	Medway		C3	H	8		TRICS	C3-H	C3-H_Suburban Area	110048	0.12	0.39	0.51	0.94	3.15	4.09	0.37	0.19	0.56	2.97	1.50	4.46
	2140 CHR11_C3-H	CHR11	LP Scenario	Local Plan Development	Medway		C3	H	8		TRICS	C3-H	C3-H_Neighbourhood Centre	110118	0.14	0.30	0.44	1.11	2.37	3.48	0.27	0.14	0.41	2.17	1.13	3.30
	2141 GS5_C3-F	GS5	LP Scenario	Local Plan Development	Medway		C3	F	7		TRICS	C3-F	C3-F_Town Centre	110046	0.05	0.13	0.18	0.35	0.88	1.23	0.18	0.20	0.38	1.23	1.40	2.63
	2142 CCB13_C3-F	CCB13	LP Scenario	Local Plan Development	Medway		C3	F	212		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	10.60	26.50	37.10	0.18	0.20	0.38	37.10	42.40	79.50
	2143 HHH41_C3-H	HHH41	LP Scenario	Local Plan Development	Medway		C3	H	25		TRICS	C3-H	C3-H_Neighbourhood Centre	110010	0.14	0.30	0.44	3.48	7.40	10.88	0.27	0.14	0.41	6.78	3.53	10.30
	2144 SR51_C3-H	SR51	LP Scenario	Local Plan Development	Medway		C3	H	250		TRICS	C3-H	C3-H_Neighbourhood Centre	110005	0.14	0.30	0.44	34.75	74.00	108.75	0.27	0.14	0.41	67.75	35.25	103.00
	2145 CCB49_C3-F	CCB49	LP Scenario	Local Plan Development	Medway		C3	F	150		TRICS	C3-F	C3-F_Town Centre	115026	0.05	0.13	0.18	7.50	18.75	26.25	0.18	0.20	0.38	26.25	30.00	56.25
	2146 FP6_C3-H	FP6	LP Scenario	Local Plan Development	Medway		C3	H	120		TRICS	C3-H	C3-H_Suburban Area	115011	0.12	0.39	0.51	14.04	47.28	61.32	0.37	0.19	0.56	44.52	22.44	66.96
	2147 HW11_C3-H	HW11	LP Scenario	Local Plan Development	Medway		C3	H	60		TRICS	C3-H	C3-H_Suburban Area	110146	0.12	0.39	0.51	7.02	23.64	30.66	0.37	0.19	0.56	22.26	11.22	33.48
	2148 SNF44_C3-H	SNF44	LP Scenario	Local Plan Development	Medway		C3	H	6		TRICS	C3-H	C3-H_Suburban Area	110022	0.12	0.39	0.51	0.70	2.36	3.07	0.37	0.19	0.56	2.23	1.12	3.35
	2149 GS37_C3-F	GS37	LP Scenario	Local Plan Development	Medway		C3	F	136		TRICS	C3-F	C3-F_Suburban Area	110036	0.05	0.18	0.23	6.80	24.75	31.55	0.15	0.08	0.24	20.54	11.42	31.96
	2150 FP25_C3-F	FP25	LP Scenario	Local Plan Development	Medway		C3	F	121		TRICS	C3-F	C3-F_Town Centre	110060	0.05	0.13	0.18	6.05	15.13	21.18	0.18	0.20	0.38	21.18	24.20	45.38
	2151 AS29_C3-H	AS29	LP Scenario	Local Plan Development	Medway		C3	H	7		TRICS	C3-H	C3-H_Neighbourhood Centre	115022	0.14	0.30	0.44	0.97	2.07	3.05	0.27	0.14	0.41	1.90	0.99	2.88
	2152 GN13_C3-H	GN13	LP Scenario	Local Plan Development	Medway		C3	H	98		TRICS	C3-H	C3-H_Suburban Area	115008	0.12	0.39	0.51	11.47	38.61	50.08	0.37	0.19	0.56	36.36	18.33	54.68
	2153 FP18_C3-F	FP18	LP Scenario	Local Plan Development	Medway		C3	F	40		TRICS	C3-F	C3-F_Town Centre	115010	0.05	0.13	0.18	2.00	5.00	7.00	0.18	0.20	0.38	7.00	8.00	15.00
	2154 GN15_C3-F	GN15	LP Scenario	Local Plan Development	Medway		C3	F	445		TRICS	C3-F	C3-F_Suburban Area	115009	0.05	0.18	0.23	22.25	80.99	103.24	0.15	0.08	0.24	67.20	37.38	104.58
	2155 GN14_C3-F	GN14	LP Scenario	Local Plan Development	Medway		C3	F	81		TRICS	C3-F	C3-F_Suburban Area	110034	0.05	0.18	0.23	4.05	14.74	18.79	0.15	0.08	0.24	12.23	6.80	19.04
	2156 RWB25_C3-F	RWB25	LP Scenario	Local Plan Development	Medway		C3	F	106		TRICS	C3-F	C3-F_Town Centre	115012	0.05	0.13	0.18	5.30	13.25	18.55	0.18	0.20	0.38	18.55	21.20	39.75
	2157 GN3_C3-H	GN3	LP Scenario	Local Plan Development	Medway		C3	H	176		TRICS	C3-H	C3-H_Suburban Area	110034	0.12	0.39	0.51	20.59	69.34	89.94	0.37	0.19	0.56	65.30	32.91	98.21
	2004 SR36_B1	SR36	LP Scenario	Local Plan Development	Medway		B1	SQM		500	TRICS	B1	B1_Town Centre	115025	0.94	0.04	0.98	4.72	0.19	4.91	0.11	0.79	0.91	0.57	3.96	4.53
	2005 SR38_B1	SR38	LP Scenario	Local Plan Development	Medway		B1	SQM		500	TRICS	B1	B1_Town Centre	115025	0.94	0.04	0.98	4.72	0.19	4.91	0.11	0.79	0.91	0.57	3.96	4.53
	2015 CCB15_B1	CCB15	LP Scenario	Local Plan Development	Medway		B1	SQM		2252	TRICS	B1	B1_Town Centre	115026	0.94	0.04	0.98	21.24	0.86	22.09	0.11	0.79	0.91	2.54	17.84	20.38
	2020 SR31_B1	SR31	LP Scenario	Local Plan Development	Medway		B1	SQM		500	TRICS	B1	B1_Town Centre	115025	0.94	0.04	0.98	4.72	0.19	4.91	0.11	0.79	0.91	0.57	3.96	4.53
	2021 SR30_B1	SR30	LP Scenario	Local Plan Development	Medway		B1	SQM		470	TRICS	B1	B1_Town Centre	115025	0.94	0.04	0.98	4.43	0.18	4.61	0.11	0.79	0.91	0.53	3.72	4.25
	2023 SMI6_B&E	SMI6	LP Scenario	Local Plan Development	Medway		B&E	SQM		100000	TRICS	B&E	B&E_Town Centre	115005	0.94	0.04	0.98	943.00	38.00	981.00	0.11	0.79	0.91	113.00	792.00	905.00
	2030 SR40_B1	SR40	LP Scenario	Local Plan Development	Medway		B1	SQM		500	TRICS	B1	B1_Town Centre	115025	0.94	0.04	0.98	4.72	0.19	4.91	0.11	0.79	0.91	0.57	3.96	4.53
	2040 FP11_B1	FP11	LP Scenario	Local Plan Development	Medway		B1	SQM		250	TRICS	B1	B1_Town Centre	115011	0.94	0.04	0.98	2.36	0.10	2.45	0.11	0.79	0.91	0.28	1.98	2.26
	2158 AS26_B&E	AS26	LP Scenario	Local Plan Development	Medway		B&E	SQM		170000	TRICS	B&E	B&E_Neighbourhood Centre	110002	0.49	0.24	0.73	826.20	413.10	1239.30	0.16	0.34	0.50	270.30	576.30	846.60
	2159 HHH36_B&E	HHH36	LP Scenario	Local Plan Development	Medway		B&E	SQM		324450	TRICS	B&E	B&E_Neighbourhood Centre	110004	0.49	0.24	0.73	1576.83	788.41	2365.24	0.16	0.34	0.50	515.88	1099.89	1615.76
	2160 HHH35_B2	HHH35	LP Scenario	Local Plan Development	Medway		B2	SQM		43732	TRICS	B2	B2_Neighbourhood Centre	110004	0.49	0.24	0.73	212.54	106.27	318.81	0.16	0.34	0.50	69.53	148.25	217.79
	2160 HHH35_B1	HHH35	LP Scenario	Local Plan Development	Medway		B1	SQM		6350	TRICS	B1	B1_Town Centre	110004	0.94	0.04	0.98	59.88	2.41	62.29	0.11	0.79	0.91	7.18	50.29	57.47
	2160 HHH35_B8	HHH35	LP Scenario	Local Plan Development	Medway		B8	SQM		19250	TRICS	B8	B8_Suburban Area	110004	0.05	0.04	0.09	10.40	6.93	17.33	0.07	0.04	0.11	13.48	8.28	21.75
	2161 RWB5_B&E	RWB5	LP Scenario	Local Plan Development	Medway		B&E	SQM		3693	TRICS	B&E	B&E_Edge of Town	110099	0.71	0.21	0.92	26.14	7.72	33.86	0.12	0.81	0.93	4.26	29.97	34.22
	2162 CHR18_B&E	CHR18	LP Scenario	Local Plan Development	Medway		B&E	SQM		3500	TRICS	B&E	B&E_Town Centre	110045	0.94	0.04	0.98	33.01	1.33	34.34	0.11	0.79	0.91	3.96	27.72	31.68
	2163 CHR17_B&E	CHR17	LP Scenario	Local Plan Development	Medway		B&E	SQM		14600	TRICS	B&E	B&E_Town Centre	110045	0.94	0.04	0.98	137.68	5.55	143.23	0.11	0.79	0.91	16.50	115.63	132.13
	2164 CHR16_B&E	CHR16	LP Scenario	Local Plan Development	Medway		B&E	SQM		25300	TRICS	B&E	B&E_Town Centre	110045	0.94	0.04	0.98	238.58	9.61	248.19	0.11	0.79	0.91	28.59	200.38	228.97
	2054 HW5_D2	HW5	LP Scenario	Local Plan Development	Medway		D2	SQM		4924	TRICS	D2	D2-LC_Mixed	110147	17.85	9.42	27.27	8.79	4.64	13.43	20.74	21.72	42.46	10.21	10.69	20.91
	2060 CCB12_B1	CCB12	LP Scenario	Local Plan Development	Medway		B1	SQM		500	TRICS	B1	B1_Town Centre	115026	0.94	0.04	0.98	4.72	0.19	4.91	0.11	0.79	0.91	0.57	3.96	4.53
	2165 CCB35_B1	CCB35	LP Scenario	Local Plan Development	Medway		B1	SQM		500	TRICS	B1	B1_Town Centre	115023	0.94	0.04	0.98	4.72	0.19	4.91	0.11	0.79	0.91	0.57	3.96	4.53
	2166 CCB25_B1	CCB25	LP Scenario	Local Plan Development	Medway		B1	SQM		500	TRICS	B1	B1_Town Centre	115023	0.94	0.04	0.98	4.72	0.19	4.91	0.11	0.79	0.91	0.57	3.96	4.53
	2167 RWB23_B&E	RWB23	LP Scenario	Local Plan Development	Medway		B&E	SQM		358	TRICS	B&E	B&E_Town Centre	115011	0.94	0.04	0.98	3.38	0.14	3.51	0.11	0.79	0.91	0.40	2.84	3.24

Appendix I. Reg19: Interim DS Uncertainty Log

Development Information					All Developments			Network Inputs				AM Peak (08:00 -09:00)								PM Peak (17:00 -18:00)							
												Trip Rate				Trip Generation				Trip Rate				Trip Generation			
Site_ID	Reference (Planning/SL	Scenario	District	Development Name	HH, Dwellings	No Jobs	HH + Jobs	Location	Model Zone	Explicitly Model	Final Zone	Destination (Arrivals)	Origins (Departures)	Two-Way		Destination (Arrivals)	Origins (Departures)	Two-Way		Destination (Arrivals)	Origins (Departures)	Two-Way		Destination (Arrivals)	Origins (Departures)	Two-Way	
2000	AS2	Local Plan Development	Medway	0	4	0	4	Neighbourhood Centre	115021		115021	0.14	0.30	0.44		0.56	1.18	1.74		0.27	0.14	0.41		1.08	0.56	1.65	
2001	AS18	Local Plan Development	Medway	0	0	0	0	Neighbourhood Centre	110001		110001	0.14	0.30	0.44		0.00	0.00	0.00		0.27	0.14	0.41		0.00	0.00	0.00	
2002	RN29	Local Plan Development	Medway	0	14	0	14	Suburban Area	110103		110103	0.12	0.39	0.51		1.64	5.52	7.15		0.37	0.19	0.56		5.19	2.62	7.81	
2003	SNF9	Local Plan Development	Medway	0	40	0	40	Town Centre	115001		115001	0.04	0.10	0.14		1.60	4.00	5.60		0.14	0.16	0.30		5.60	6.40	12.00	
2004	SR36	Local Plan Development	Medway	0	300	0	300	Town Centre	115025	Y	400000	0.89	0.15	1.04		13.50	33.75	47.25		0.26	0.89	1.15		47.25	54.00	101.25	
2005	SR38	Local Plan Development	Medway	0	150	0	150	Town Centre	115025	Y	400001	0.89	0.15	1.04		6.75	16.88	23.63		0.26	0.89	1.15		23.63	27.00	50.63	
2006	SR34	Local Plan Development	Medway	0	50	0	50	Suburban Area	115025		115025	0.05	0.16	0.21		2.25	8.19	10.44		0.14	0.08	0.21		6.80	3.78	10.58	
2007	AS15	Local Plan Development	Medway	0	0	0	0	Neighbourhood Centre	115022		115022	0.14	0.30	0.44		0.00	0.00	0.00		0.27	0.14	0.41		0.00	0.00	0.00	
2008	CHR14	Local Plan Development	Medway	0	49	0	49	Neighbourhood Centre	110117		110117	0.14	0.30	0.44		6.81	14.50	21.32		0.27	0.14	0.41		13.28	6.91	20.19	
2009	RSE9	Local Plan Development	Medway	0	0	0	0	Town Centre	110134		110134	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2010	HHH32	Local Plan Development	Medway	0	3	0	3	Neighbourhood Centre	110004		110004	0.13	0.27	0.39		0.38	0.80	1.17		0.24	0.13	0.37		0.73	0.38	1.11	
2011	AS23	Local Plan Development	Medway	0	0	0	0	Neighbourhood Centre	110001		110001	0.14	0.30	0.44		0.00	0.00	0.00		0.27	0.14	0.41		0.00	0.00	0.00	
2012	HHH26	Local Plan Development	Medway	0	760	0	760	Neighbourhood Centre	115002	Y	400002	0.14	0.30	0.44		105.64	224.96	330.60		0.27	0.14	0.41		205.96	107.16	313.12	
2013	HHH12	Local Plan Development	Medway	0	1800	0	1800	Neighbourhood Centre	110012	Y	400003	0.13	0.27	0.39		225.18	479.52	704.70		0.24	0.13	0.37		439.02	228.42	667.44	
2014	SR37	Local Plan Development	Medway	0	428	0	428	Suburban Area	115025	Y	400004	0.05	0.16	0.21		19.26	70.11	89.37		0.14	0.08	0.21		58.17	32.36	90.52	
2015	CCB15	Local Plan Development	Medway	0	60	0	60	Town Centre	115026		400005	0.79	0.13	0.92		2.40	6.00	8.40		0.23	0.79	1.02		8.40	9.60	18.00	
2016	SNF41	Local Plan Development	Medway	0	216	0	216	Edge of Town Centre	110022	Y	400006	0.03	0.15	0.19		7.43	32.66	40.09		0.14	0.07	0.20		29.38	14.17	43.55	
2017	SNF35	Local Plan Development	Medway	0	171	0	171	Neighbourhood Centre	115001	Y	400007	0.00	0.09	0.09		0.00	15.18	15.18		0.18	0.00	0.18		30.37	0.00	30.37	
2018	HHH24	Local Plan Development	Medway	0	85	0	85	Neighbourhood Centre	110011		110011	0.13	0.27	0.39		10.63	22.64	33.28		0.24	0.13	0.37		20.73	10.79	31.52	
2019	HHH29	Local Plan Development	Medway	0	55	0	55	Neighbourhood Centre	115002		115002	0.14	0.30	0.44		7.65	16.28	23.93		0.27	0.14	0.41		14.91	7.76	22.66	
2020	SR31	Local Plan Development	Medway	0	311	0	311	Town Centre	115025	Y	400009	0.89	0.15	1.04		14.00	34.99	48.98		0.26	0.89	1.15		48.98	55.98	104.96	
2021	SR30	Local Plan Development	Medway	0	102	0	102	Town Centre	115025	Y	400010	0.95	0.39	1.34		10.74	36.17	46.91		0.44	0.88	1.32		34.06	17.17	51.22	
2022	AS25	Local Plan Development	Medway	0	34	0	34	Neighbourhood Centre	110002		110002	0.13	0.27	0.39		4.25	9.06	13.31		0.24	0.13	0.37		8.29	4.31	12.61	
2023	SMI6	Local Plan Development	Medway	0	2750	844	3594	Town Centre	115005	Y	400011	0.79	0.13	0.92		343.86	284.42	628.29		0.23	0.79	1.02		413.02	636.42	1049.44	
2024	HW6	Local Plan Development	Medway	0	88	0	88	Edge of Town	110147		110147	0.12	0.39	0.51		10.30	34.67	44.97		0.37	0.19	0.56		32.65	16.46	49.10	
2025	AS6	Local Plan Development	Medway	0	40	0	40	Neighbourhood Centre	115021		115021	0.14	0.30	0.44		5.56	11.84	17.40		0.27	0.14	0.41		10.84	5.64	16.48	
2026	AS14	Local Plan Development	Medway	0	25	0	25	Neighbourhood Centre	115022		115022	0.14	0.30	0.44		3.48	7.40	10.88		0.27	0.14	0.41		6.78	3.53	10.30	
2027	AS17	Local Plan Development	Medway	0	0	0	0	Neighbourhood Centre	115022		400012	0.14	0.30	0.44		0.00	0.00	0.00		0.27	0.14	0.41		0.00	0.00	0.00	
2028	RSE8	Local Plan Development	Medway	0	0	0	0	Edge of Town	110134		110134	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2029	RN32	Local Plan Development	Medway	0	0	0	0	Edge of Town	110134		110134	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2030	SR40	Local Plan Development	Medway	0	200	0	200	Town Centre	115025	Y	400013	0.89	0.15	1.04		9.00	22.50	31.50		0.26	0.89	1.15		31.50	36.00	67.50	
2031	LW4	Local Plan Development	Medway	0	670	0	670	Edge of Town	110128	Y	400014	0.12	0.39	0.51		78.39	263.98	342.37		0.37	0.19	0.56		248.57	125.29	373.86	
2032	LW10	Local Plan Development	Medway	0	5	0	5	Edge of Town	110128		110128	0.12	0.39	0.51		0.59	1.97	2.56		0.37	0.19	0.56		1.86	0.94	2.79	
2033	CHR20	Local Plan Development	Medway	0	0	0	0	Suburban Area	115001		400015	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2034	HHH6	Local Plan Development	Medway	0	550	0	550	Neighbourhood Centre	115017	Y	400016	0.13	0.27	0.39		68.81	146.52	215.33		0.24	0.13	0.37		134.15	69.80	203.94	
2035	SR7	Local Plan Development	Medway	0	44	0	44	Neighbourhood Centre	110006		110006	0.13	0.27	0.39		5.50	11.72	17.23		0.24	0.13	0.37		10.73	5.58	16.32	
2036	HHH11	Local Plan Development	Medway	0	240	0	240	Neighbourhood Centre	110010	Y	400017	0.13	0.27	0.39		30.02	63.94	93.96		0.24	0.13	0.37		58.54	30.46	88.99	
2037	HHH33	Local Plan Development	Medway	0	330	0	330	Neighbourhood Centre	110004	Y	400018	0.13	0.27	0.39		41.28	87.91	129.20		0.24	0.13	0.37		80.49	41.88	122.36	
2038	RN28	Local Plan Development	Medway	0	0	0	0	Edge of Town Centre	110106		110106	0.14	0.29	0.43		0.00	0.00	0.00		0.28	0.17	0.45		0.00	0.00	0.00	
2039	LW8	Local Plan Development	Medway	0	2000	0	2000	Edge of Town	110128	Y	400019	0.12	0.39	0.51		234.00	788.00	1022.00		0.37	0.19	0.56		742.00	374.00	1116.00	
2040	FP11	Local Plan Development	Medway	0	123	0	123	Town Centre	115011	Y	400020	0.79	0.13	0.92		4.92	12.30	17.22		0.23	0.79	1.02		17.22	19.68	36.90	
2041	HHH5	Local Plan Development	Medway	0	50	0	50	Neighbourhood Centre	115018		115018	0.13	0.27	0.39		6.26	13.32	19.58		0.24	0.13	0.37		12.20	6.35	18.54	
2042	AS28	Local Plan Development	Medway	0	9	0	9	Neighbourhood Centre	110002		110002	0.13	0.27	0.39		1.13	2.40	3.52		0.24	0.13	0.37		2.20	1.14	3.34	
2043	RN30	Local Plan Development	Medway	0	90	0	90	Edge of Town	110103		110103	0.12	0.39	0.51		10.53	35.46	45.99		0.37	0.19	0.56		33.39	16.83	50.22	
2044	RN31	Local Plan Development	Medway	0	80	0	80	Edge of Town	110103		110103	0.12	0.39	0.51		9.36	31.52	40.88		0.37	0.19	0.56		29.68	14.96	44.64	
2045	AS21	Local Plan Development	Medway	0	50	0	50	Neighbourhood Centre	110001		110001	0.14	0.30	0.44		6.95	14.80	21.75		0.27	0.14	0.41		13.55	7.05	20.60	
2046	AS11	Local Plan Development	Medway	0	10	0	10	Neighbourhood Centre	115022		115022	0.14	0.30	0.44		1.39	2.96	4.35		0.27	0.14	0.41		2.71	1.41	4.12	
2047	AS16	Local Plan Development	Medway	0	25	0	25	Neighbourhood Centre	115022		115022	0.14	0.30	0.44		3.48	7.40	10.88		0.27	0.14	0.41		6.78	3.53	10.30	
2048	CCB27	Local Plan Development	Medway	0	20	0	20	Town Centre	110063		110063	0.04	0.10	0.14		0.80	2.00	2.80		0.14	0.16	0.30		2.80	3.20	6.00	
2049	HHH8	Local Plan Development	Medway	0	450	0	450	Neighbourhood Centre	115017	Y	400022	0.13	0.27	0.39		56.30	119.88	176.18		0.24	0.13	0.37		109.76	57.11	166.86	
2050	AS22	Local Plan Development	Medway	0	0	0	0	Neighbourhood Centre	110001		400023	0.14	0.30	0.44		0.00	0.00	0.00		0.27	0.14	0.41		0.00	0.00	0.00	
2051	HHH3	Local Plan Development	Medway	0	0	0	0	Neighbourhood Centre	115017		400024	0.14	0.30	0.44		0.00	0.00	0.00		0.27	0.14	0.41		0.00	0.00	0.00	
2052	HHH22	Local Plan Development	Medway	0	0	0	0	Neighbourhood Centre	110011		400025	0.14	0.30	0.44		0.00	0.00	0.00		0.27	0.14	0.41		0.00	0.00	0.00	
2053	CCB37	Local Plan Development	Medway	0	200	0	200	Town Centre	110063	Y	400026	0.04	0.10	0.14		8.00	20.00	28.00		0.14	0.16	0.30		28.00	32.00	60.00	
2054	HW5	Local Plan Development	Medway	0	0	0	0	Edge of Town	110147		110147	17.97	9.82	27.78		0.00	0.00	0.00		21.11	21.90	43.01		0.00	0.00	0.00	
2055	FP10	Local Plan Development	Medway	0	139	0	139	Suburban Area	110086	Y	400027	0.09	0.32	0.41		13.01	43.81	56.82		0.30	0.15	0.45		41.26	20.79	62.05	
2056	GN6	Local Plan Development	Medway	0	400	0	400	Suburban Area	115009	Y	400029	0.04	0.15	0.19		16.00	58.24	74.24		0.12	0.07	0.19		48.32	26.88	75.20	
2057	SR49	Local Plan Development	Medway	0	6	0	6	Neighbourhood Centre	115018		115018	0.13	0.27	0.39		0.75	1.60	2.35		0.24	0.13	0.37		1.46	0.76	2.22	
2058	SR4	Local Plan Development	Medway	0	130	0	130	Neighbourhood Centre	110006	Y	400030	0.13	0.27	0.39		16.26	34.63	50.90		0.24	0.13	0.37		31.71	16.50	48.20	
2059	RSE10	Local Plan Development	Medway	0	0	0	0	Edge of Town Centre	110134		400031	0.14	0.29	0.43		0.00	0.00	0.00		0.28	0.17	0.45		0.00	0.00	0.00	
2060	CCB12	Local Plan Development	Medway	0	24	0	24	Town Centre	115026		115026	0.79	0.13	0.92		0.96	2.40	3.36		0.23	0.79	1.02		3.36	3.84	7.20	
2061	SNF20	Local Plan Development	Medway	0	15	0	15	Edge of Town Centre	110025		110025	0.03	0.15	0.19		0.52	2.27	2.78		0.14	0.07	0.20		2.04	0.98	3.02	
2062	GN8	Local Plan Development	Medway	0	17	0	17	Suburban Area	115008		115008	0.09	0.32	0.41		1.59	5.36	6.95		0.30	0.15	0.45		5.05	2.54	7.59	
2063	SNF15	Local Plan Development	Medway	0	350	0	350	Town Centre	115001	Y	400033	0.04	0.10	0.14		14.00	35.00	49.00		0.14	0.16	0.30		49.00	56.00	105.00	
2064	L12	Local Plan Development	Medway	0	13	0	13	Suburban Area	110084		110084	0.09	0.32	0.41		1.22	4.10	5.31		0.30	0.15	0.45		3.86	1.94	5.80	
2065	GS35	Local Plan Development	Medway	0	12	0	12	Suburban Area	110065		110065	0.09	0.32	0.41		1.12	3.78	4.91		0.30	0.15	0.45		3.56	1.80	5.36	
2066	CCB30	Local Plan Development	Medway	0	21	0	21	Town Centre	115026		115026	0.04	0.10	0.14		0.84	2.10	2.94		0.14	0.16	0.30		2.94	3.36	6.30	
2067	CCB1	Local Plan Development	Medway	0	12	0	12	Town Centre	115026		115026	0.04	0.10	0.14		0.48	1.20	1.68		0.14	0.16	0.30		1.68	1.92	3.60	
2068	RWB12	Local Plan Development	Medway	0	3	0	3	Town Centre	110057		110057	0.09	0.32	0.41		0.28	0.95	1.23		0.30	0.15	0.45		0.89	0.45	1.34	
2069	RN22	Local Plan Development	Medway	0	8	0	8	Town Centre	110102		110102	0.12	0.39	0.51		0.94	3.15	4.09		0.37	0.19	0.56		2.97	1.50	4.46	
2070	FP1	Local Plan Development	Medway	0	111	0	111	Town Centre	115011	Y	400034	0.04	0.10	0.14		4.44	11.10	15.54		0.14	0.16	0.30		15.54	17.76	33.30	
2071	L9	Local Plan Development	Medway	0	22	0	22	Neighbourhood Centre	110082		110082	0.11	0.24	0.35		2.45	5.21	7.66		0.22	0.11	0.33		4.77	2.48	7.25	
2072	CCB39	Local Plan Development	Medway	0	24	0	24	Town Centre	110063		110063	0.04	0.10	0.14		0.96	2.40	3.36		0.14	0.16	0.30		3.36	3.84	7.20	
2073	W4	Local Plan Development	Medway	0	5	0	5	Suburban Area	110053		110053	0.09	0.32	0.41		0.47	1.58	2.04		0.30	0.15	0.45		1.48	0.75	2.23	
2074	FP12	Local Plan Development	Medway	0	70	0	70	Town Centre	115011		115011	0.04	0.10	0.14		2.80	7.00	9.80		0.14	0.16	0.30		9.80	11.20	21.00	
2075	SNF30	Local Plan Development	Medway	0	9	0	9	Town Centre	115001		115001	0.04	0.10	0.14		0.36	0.90	1.26		0.14	0.16	0.30		1.26	1.44	2.70	
2076	REWW3	Local Plan Development	Medway	0	11	0	11	Suburban Area	110071		110071	0.09	0.32	0.41		1.03	3.47	4.50		0.30	0.15	0.45		3.26	1.65	4.91	
2077	SNF8	Local Plan Development	Medway	0	19	0	19	Town Centre	115000		115000	0.04	0.10	0.14		0.76	1.90	2.66		0.14	0.16	0.30		2.66	3.04	5.70	
2078	GS2	Local Plan Development	Medway	0	45	0	45	Town Centre	110067		110067	0.09	0.32	0.41		4.21	14.18	18.40		0.30	0.15	0.45		13.36	6.73	20.09	
2079	SNF34	Local Plan Development	Medway	0	52	0	52	Town Centre	115001		115001	0.04	0.10	0.14		2.08	5.20	7.28		0.14	0.16	0.30		7.28	8.32	15.60	
2080	RWB4	Local Plan Development	Medway	0	0	0	0	Suburban Area	110101		110101	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2081	GN11	Local Plan Development	Medway	0	0	0	0	Suburban Area	110037		110037	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2082	SR50	Local Plan Development	Medway	0	0	0	0	Neighbourhood Centre	115018		115018	0.14	0.30	0.44		0.00	0.00	0.00		0.27	0.14	0.41		0.00	0.00	0.00	
2083	RWB3	Local Plan Development	Medway	0	0	0	0	Suburban Area	110099		110099	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2084	FP2	Local Plan Development	Medway	0	0	0	0	Town Centre	115011		115011	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2085	CCB34	Local Plan Development	Medway	0	0	0	0	Town Centre	110063		110063	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2086	CCB44	Local Plan Development	Medway	0	0	0	0	Town Centre	110063		110063	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2087	CCB46	Local Plan Development	Medway	0	0	0	0	Town Centre	110063		110063	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2088	L3	Local Plan Development	Medway	0	0	0	0	Suburban Area	110083		110083	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2089	L2	Local Plan Development	Medway	0	0	0	0	Suburban Area	110093		110093	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2090	L11	Local Plan Development	Medway	0	7	0	7	Suburban Area	110082		110082	0.09	0.32	0.41		0.66	2.21	2.86		0.30	0.15	0.45		2.08	1.05	3.12	
2091	FP14	Local Plan Development	Medway	0	0	0	0	Town Centre	115010		115010	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2092	SNF38	Local Plan Development	Medway	0	12	0	12	Town Centre	110022		110022	0.09	0.32	0.41		1.12	3.78	4.91		0.30	0.15	0.45		3.56	1.80	5.36	
2093	FP19	Local Plan Development	Medway	0	0	0	0	Town Centre	110060		400035	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2094	CCB28	Local Plan Development	Medway	0	0	0	0	Town Centre	115026		115026	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2095	CCB10	Local Plan Development	Medway	0	0	0	0	Town Centre	115026		115026	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2096	CCB11	Local Plan Development	Medway	0	0	0	0	Town Centre	115026		115026	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2097	RWB20	Local Plan Development	Medway	0	0	0	0	Town Centre	115012		115012	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	

Development Information								Network Inputs				AM Peak (08:00 -09:00)							PM Peak (17:00 -18:00)						
					All Developments							Trip Rate				Trip Generation				Trip Rate				Trip Generation		
Site_ID	Reference (Planning/SL	Scenario	District	Development Name	HH, Dwellings	No Jobs	HH + Jobs	Location	Model Zone	Explicitly Model	Final Zone	Destination (Arrivals)	Origins (Departures)	Two-Way		Destination (Arrivals)	Origins (Departures)	Two-Way		Destination (Arrivals)	Origins (Departures)	Two-Way		Destination (Arrivals)	Origins (Departures)	Two-Way	
2098	RWB21	Local Plan Development	Medway	0	0	0	0	Town Centre	115012		115012	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2099	RWB14	Local Plan Development	Medway	0	0	0	0	Town Centre	110057		110057	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2100	RWB9	Local Plan Development	Medway	0	0	0	0	Town Centre	110057		110057	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2101	RWB8	Local Plan Development	Medway	0	0	0	0	Town Centre	110057		110057	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2102	RWB18	Local Plan Development	Medway	0	0	0	0	Town Centre	110057		110057	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2103	RWB17	Local Plan Development	Medway	0	0	0	0	Town Centre	110057		110057	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2104	GS10	Local Plan Development	Medway	0	0	0	0	Town Centre	110046		110046	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2105	GS19	Local Plan Development	Medway	0	0	0	0	Town Centre	110047		110047	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2106	GS13	Local Plan Development	Medway	0	0	0	0	Town Centre	110049		110049	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2107	FP4	Local Plan Development	Medway	0	0	0	0	Town Centre	115011		115011	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2108	SNF13	Local Plan Development	Medway	0	0	0	0	Town Centre	115000		400036	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2109	SNF22	Local Plan Development	Medway	0	0	0	0	Town Centre	115001		115001	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2110	SNF21	Local Plan Development	Medway	0	0	0	0	Town Centre	115001		115001	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2111	SNF18	Local Plan Development	Medway	0	0	0	0	Town Centre	115001		115001	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2112	SNF10	Local Plan Development	Medway	0	0	0	0	Town Centre	115001		115001	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2113	SNF37	Local Plan Development	Medway	0	0	0	0	Town Centre	110024		110024	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2114	SNF39	Local Plan Development	Medway	0	0	0	0	Town Centre	110022		400037	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2115	SNF36	Local Plan Development	Medway	0	0	0	0	Town Centre	110022		110022	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2116	CCB18	Local Plan Development	Medway	0	0	0	0	Town Centre	110063		400038	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2117	CCB16	Local Plan Development	Medway	0	0	0	0	Town Centre	115010		115010	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2118	CCB22	Local Plan Development	Medway	0	0	0	0	Town Centre	110063		110063	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2119	CCB26	Local Plan Development	Medway	0	0	0	0	Town Centre	110063		110063	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2120	CCB23	Local Plan Development	Medway	0	0	0	0	Town Centre	115026		115026	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2121	CCB6	Local Plan Development	Medway	0	0	0	0	Town Centre	115026		115026	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2122	FP23	Local Plan Development	Medway	0	0	0	0	Town Centre	115010		115010	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2123	FP22	Local Plan Development	Medway	0	0	0	0	Suburban Area	110087		110087	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2124	FP8	Local Plan Development	Medway	0	0	0	0	Suburban Area	110110		110110	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2125	CCB33	Local Plan Development	Medway	0	0	0	0	Suburban Area	115023		115023	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2126	SW3	Local Plan Development	Medway	0	0	0	0	Suburban Area	110041		110041	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2127	HHH4	Local Plan Development	Medway	0	0	0	0	Neighbourhood Centre	115017		115017	0.14	0.30	0.44		0.00	0.00	0.00		0.27	0.14	0.41		0.00	0.00	0.00	
2128	GN5	Local Plan Development	Medway	0	0	0	0	Suburban Area	110040		110040	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2129	GN4	Local Plan Development	Medway	0	0	0	0	Suburban Area	110034		110034	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2130	SNF12	Local Plan Development	Medway	0	0	0	0	Suburban Area	110018		110018	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2131	SW2	Local Plan Development	Medway	0	0	0	0	Suburban Area	110041		400039	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2132	FP17	Local Plan Development	Medway	0	0	0	0	Town Centre	110060		110060	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2133	GS32	Local Plan Development	Medway	0	0	0	0	Suburban Area	110064		110064	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2134	RWB6	Local Plan Development	Medway	0	0	0	0	Suburban Area	110100		110100	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2135	CCB36	Local Plan Development	Medway	0	0	0	0	Town Centre	110063		110063	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2136	GS20	Local Plan Development	Medway	0	0	0	0	Suburban Area	110064		110064	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2137	SW8	Local Plan Development	Medway	0	0	0	0	Edge of Town Centre	115001		115001	0.14	0.29	0.43		0.00	0.00	0.00		0.28	0.17	0.45		0.00	0.00	0.00	
2138	HW8	Local Plan Development	Medway	0	0	0	0	Edge of Town	110148		110148	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2139	GS11	Local Plan Development	Medway	0	0	0	0	Suburban Area	110048		110048	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2140	CHR11	Local Plan Development	Medway	0	0	0	0	Neighbourhood Centre	110118		110118	0.14	0.30	0.44		0.00	0.00	0.00		0.27	0.14	0.41		0.00	0.00	0.00	
2141	GS5	Local Plan Development	Medway	0	0	0	0	Town Centre	110046		110046	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2142	CCB13	Local Plan Development	Medway	0	0	0	0	Town Centre	115026		400040	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2143	HHH41	Local Plan Development	Medway	0	25	0	25	Neighbourhood Centre	110010		110010	0.13	0.27	0.39		3.13	6.66	9.79		0.24	0.13	0.37		6.10	3.17	9.27	
2144	SR51	Local Plan Development	Medway	0	0	0	0	Neighbourhood Centre	110005		400041	0.14	0.30	0.44		0.00	0.00	0.00		0.27	0.14	0.41		0.00	0.00	0.00	
2145	CCB49	Local Plan Development	Medway	0	150	0	150	Town Centre	115026	Y	400042	0.04	0.10	0.14		6.00	15.00	21.00		0.14	0.16	0.30		21.00	24.00	45.00	
2146	FP6	Local Plan Development	Medway	0	103	0	103	Town Centre	115011	Y	400043	0.09	0.32	0.41		9.64	32.47	42.11		0.30	0.15	0.45		30.57	15.41	45.98	
2147	HW11	Local Plan Development	Medway	0	60	0	60	Edge of Town	110146		110146	0.11	0.35	0.46		6.32	21.28	27.59		0.33	0.17	0.50		20.03	10.10	30.13	
2148	SNF44	Local Plan Development	Medway	0	6	0	6	Suburban Area	110022		110022	0.09	0.32	0.41		0.56	1.89	2.45		0.30	0.15	0.45		1.78	0.90	2.68	
2149	GS37	Local Plan Development	Medway	0	136	0	136	Suburban Area	110036	Y	400044	0.04	0.15	0.19		5.44	19.80	25.24		0.12	0.07	0.19		16.43	9.14	25.57	
2150	FP25	Local Plan Development	Medway	0	121	0	121	Town Centre	110060	Y	400045	0.04	0.10	0.14		4.84	12.10	16.94		0.14	0.16	0.30		16.94	19.36	36.30	
2151	AS29	Local Plan Development	Medway	0	0	0	0	Neighbourhood Centre	115022		115022	0.14	0.30	0.44		0.00	0.00	0.00		0.27	0.14	0.41		0.00	0.00	0.00	
2152	GN13	Local Plan Development	Medway	0	0	0	0	Suburban Area	115008		115008	0.12	0.39	0.51		0.00	0.00	0.00		0.37	0.19	0.56		0.00	0.00	0.00	
2153	FP18	Local Plan Development	Medway	0	0	0	0	Town Centre	115010		115010	0.05	0.13	0.18		0.00	0.00	0.00		0.18	0.20	0.38		0.00	0.00	0.00	
2154	GN15	Local Plan Development	Medway	0	1100	0	1100	Suburban Area	115009	Y	400046	0.04	0.15	0.19		44.00	160.16	204.16		0.12	0.07	0.19		132.88	73.92	206.80	
2155	GN14	Local Plan Development	Medway	0	0	0	0	Suburban Area	110034		110034	0.05	0.18	0.23		0.00	0.00	0.00		0.15	0.08	0.24		0.00	0.00	0.00	
2156	RWB25	Local Plan Development	Medway	0	106	0	106	Neighbourhood Centre	115012	Y	400047	0.00	0.09	0.09		0.00	9.41	9.41		0.18	0.00	0.18		18.83	0.00	18.83	
2157	GN3	Local Plan Development	Medway	0	176	0	176	Suburban Area	110034	Y	400048	0.09	0.32	0.41		16.47	55.48	71.95		0.30	0.15	0.45		52.24	26.33	78.57	
2158	AS26	Local Plan Development	Medway	0	0	0	0	Neighbourhood Centre	110002		400049	0.49	0.24	0.73		0.00	0.00	0.00		0.16	0.34	0.50		0.00	0.00	0.00	
2159	HHH36	Local Plan Development	Medway	0	0	8829	8829	Neighbourhood Centre	110004	Y	400050	0.49	0.24	0.73		0.00	0.00	0.00		0.16	0.34	0.50		0.00	0.00	0.00	
2160	HHH35	Local Plan Development	Medway	0	0	6902	6902	Neighbourhood Centre	110004	Y	400051	1.33	0.29	1.62		698.49	149.31	847.79		0.31	1.06	1.36		161.08	552.95	714.03	
2161	RWB5	Local Plan Development	Medway	0	0	100	100	Edge of Town	110099	Y	400052	0.71	0.21	0.92		26.14	7.72	33.86		0.12	0.81	0.93		4.26	29.97	34.22	
2162	CHR18	Local Plan Development	Medway	0	0	95	95	Town Centre	110045		110045	0.85	0.03	0.88		29.70	1.20	30.90		0.10	0.71	0.81		3.56	24.95	28.51	
2163	CHR17	Local Plan Development	Medway	0	0	397	397	Town Centre	110045	Y	400054	0.85	0.03	0.88		123.91	4.99	128.90		0.10	0.71	0.81		14.85	104.07	118.92	
2164	CHR16	Local Plan Development	Medway	0	0	688	688	Town Centre	110045	Y	400055	0.85	0.03	0.88		214.72	8.65	223.37		0.10	0.71	0.81		25.73	180.34	206.07	
2165	CCB35	Local Plan Development	Medway	0	79	0	79	Town Centre	115023		115023	0.85	0.35	1.19		7.39	24.90	32.30		0.39	0.78	1.17		23.45	11.82	35.27	
2166	CCB25	Local Plan Development	Medway	0	78	0	78	Town Centre	115023		115023	0.85	0.35	1.19		7.30	24.59	31.89		0.39	0.78	1.17		23.15	11.67	34.82	
2167	RWB23	Local Plan Development	Medway	0	0	0	0	Town Centre	115011		115011	0.94	0.04	0.98		0.00	0.00	0.00		0.11	0.79	0.91		0.00	0.00	0.00	
2004	CCB7	Local Plan Development	Medway	0	9	0	9	Town Centre	115026		115026	0.09	0.32	0.41		0.84	2.84	3.68		0.30	0.15	0.45		2.67	1.35	4.02	
4006	CCB3	Local Plan Development	Medway	0	13	0	13	Town Centre	115026		115026	0.09	0.32	0.41		1.22	4.10	5.31		0.30	0.15	0.45		3.86	1.94	5.80	
4009	GS8	Local Plan Development	Medway	0	6	0	6	Town Centre	110049		110049	0.09	0.32	0.41		0.56	1.89	2.45		0.30	0.15	0.45		1.78	0.90	2.68	
4007	SW6	Local Plan Development	Medway	0	6	0	6	Suburban Area	110041		110041	0.12	0.39	0.51		0.70	2.36	3.07		0.37	0.19	0.56		2.23	1.12	3.35	
4008	L7	Local Plan Development	Medway	0	6	0	6	Suburban Area	110083		110083	0.09	0.32	0.41		0.56	1.89	2.45		0.30	0.15	0.45		1.78	0.90	2.68	
4005	HHH15	Local Plan Development	Medway	0	5	0	5	Neighbourhood Centre	115002		115002	0.14	0.30	0.44		0.70	1.48	2.18		0.27	0.14	0.41		1.36	0.71	2.06	
4010	CHR6	Local Plan Development	Medway	0	88	0	88	Neighbourhood Centre	110119		110119	0.14	0.30	0.44		12.23	26.05	38.28		0.27	0.14	0.41		23.85	12.41	36.26	
4000	SNF1	Local Plan Development	Medway	0	360	0	360	Edge of Town Centre	110017	Y	400059	0.14	0.29	0.43		49.68	104.76	154.44		0.28	0.17	0.45		101.88	61.20	163.08	
4001	CHR4	Local Plan Development	Medway	0	1000	0	1000	Edge of Town Centre	110116	Y	400060	0.14	0.29	0.43		138.00	291.00	429.00		0.28	0.17	0.45		283.00	170.00	453.00	
4002	SNF3	Local Plan Development	Medway	0	800	0	800	Edge of Town Centre	110017	Y	400061	0.14	0.29	0.43		110.40	232.80	343.20		0.28	0.17	0.45		226.40	136.00	362.40	
4003	LW5	Local Plan Development	Medway	0	5	0	5	Edge of Town Centre	110160		110160	0.14	0.29	0.43		0.69	1.46	2.15		0.28	0.17	0.45		1.42	0.85	2.27	
4013	SR5	Local Plan Development	Medway	0	120	0	120	Edge of Town Centre	110016	Y	400062	0.14	0.29	0.43		16.56	34.92	51.48		0.28	0.17	0.45		33.96	20.40	54.36	
4014	RN9	Local Plan Development	Medway	0	800	0	800	Edge of Town Centre	115020	Y	400063	0.14	0.29	0.43		110.40	232.80	343.20		0.28	0.17	0.45		226.40	136.00	362.40	
4015	SR14	Local Plan Development	Medway	0	62	0	62	Neighbourhood Centre	110006		110006	0.13	0.27	0.39		7.76	16.52	24.27		0.24	0.13	0.37		15.12	7.87	22.99	
4016	HHH22 & HHH31	Local Plan Development	Medway	0	1700	0	1700	Edge of Town Centre	110004	Y	400064	0.12	0.26	0.39		211.14	445.23	656.37		0.25	0.15	0.41		432.99	260.10	693.09	

Appendix J. Local Junction Modelling Mitigation Technical Note

Medway Junction Modelling & Mitigation

Document no: 1
Version: 1

Medway Council

Medway Local Plan
27 June 2025



Medway Junction Modelling & Mitigation

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Contents

1. Introduction 1
1.1 Context 1
1.2 Technical Note Purpose 1
2. Four Elms Roundabout 3
2.1 Existing Layout 3
2.1.1 Results Summary - Existing 4
2.2 Proposed Layout 4
2.2.1 Results Summary - Proposed 5
3. A228 Peninsula Way / Main Road Hoo (J1) 6
3.1 Existing Layout 6
3.1.1 Results Summary - Existing 7
3.2 Proposed Layout 7
3.2.1 Results Summary – Proposed 8
4. A228 Peninsula Way / Dux Court Road / Bell's Lane (J2) 10
4.1 Existing Layout 10
4.1.1 Results Summary - Existing 11
4.2 Proposed Layout 11
4.2.1 Results Summary – Proposed 12
5. A228 Peninsula Way / Roper's Lane / Ratcliffe Highway (J3) 13
5.1 Existing Layout 13
5.1.1 Results Summary - Existing 14
5.2 Proposed Layout 14
5.2.1 Results Summary – Proposed Option 1 16
5.2.2 Results Summary – Proposed Option 2 17
6. Sans Pareil Roundabout (J4) 18
6.1 Existing Layout 18
6.1.1 Results Summary - Existing 19
6.2 Proposed Layout 19
6.2.1 Results Summary – Proposed Layout 20
7. A2 High Street / Station Road (J5) 22
7.1 Existing Layout 22
7.1.1 Results Summary - Existing 23
7.2 Proposed Layout 23
7.2.1 Results Summary – Proposed 24
8. Union Street / Best Street (J6) 26
8.1 Existing Layout 26
8.1.1 Results Summary - Existing 27

9. Pier Road / Pegasus Way (J7) 29
9.1 Existing Layout 29
9.1.1 Result Summary - Existing 30
10. Dynamo Way Gyratory (J8) 31
10.1 Existing Layout 31
10.1.1 Results Summary - Existing 32
10.2 Proposed Layout 32
10.2.1 Results Summary - Proposed 33
11. Dock Road / Middle Street / Wood Street (J9) 35
11.1 Existing Layout 35
11.1.1 Results Summary - Existing 36
11.2 Proposed Layout 36
11.2.1 Results Summary - Proposed 37
12. Cornwallis Avenue / Yokosuka Way (J10) 39
12.1 Existing Layout 39
12.1.1 Results Summary - Existing 40
13. M2 J4 (J11) 41
13.1 Existing Layout 41
13.1.1 Results Summary - Existing 42
13.2 Proposed Layout 42
13.2.1 Result Summary - Proposed 43
14. Cost Estimates 45
14.1 Methodology 45
15. Conclusion 46

Appendices

Appendix A. Junction Models Output Results 48
Appendix B. Proposed Mitigation Design Layouts 49
Appendix C. Order of Magnitude Cost Estimates 50

Tables

Table 2-1: Four Elms Results Summary - Existing 4
Table 2-2: Four Elms Results Summary - Proposed 5
Table 3-1: A228 Peninsula Way / Main Road Hoo Results Summary – Existing 7
Table 3-2: A228 Peninsula Way / Main Road Hoo Results Summary - Proposed 8
Table 4-1: A228 Peninsula Way / Dux Court Road / Bell's Lane – Existing 11
Table 4-2: A228 Peninsula Way / Dux Court Road / Bell's Lane Results Summary - Proposed 12
Table 5-1: A228 Peninsula Way /Roper's Lane /Ratcliffe Highway – Existing 14

Table 5-2: A228 Peninsula Way /Roper's Lane /Ratcliffe Highway Results Summary – Proposed Option 1 16
Table 5-3: A228 Peninsula Way /Roper's Lane /Ratcliffe Highway Results Summary – Proposed Option 2 17
Table 6-1: Sans Pareil Roundabout- Existing 19
Table 6-2: Sans Pareil Roundabout Results Summary - Proposed 20
Table 7-1: A2 High Street /Station Road – Existing 23
Table 7-2: A2 High Street /Station Road Roundabout Results Summary – Proposed 24
Table 8-1: A2 Union Street / Best Street - Existing 27
Table 9-1: A2 Pier Road / Pegasus Way – Existing 30
Table 10-1: Dynamo Way Gyratory- Existing 32
Table 10-2: Dynamo Way Gyratory Results Summary - Proposed 33
Table 11-1: Dock Road / Middle Street / Wood Street – Existing 36
Table 11-2: Dock Road / Middle Street / Wood Street Results Summary - Proposed 37
Table 12-1: Cornwallis Avenue / Yokosuka Way - Existing 40
Table 13-1: M2J4- Existing 42
Table 13-2: M2 J4 Results Summary - Proposed 43
Table 14-1: Order of Magnitude Cost Estimates 45
Table 15-1: Junction Modelling Results 47

Figures

Figure 2-1: Existing Roundabout Layout – Four Elms Roundabout 3
Figure 2-2: Proposed Layout – Four Elms 5
Figure 3-1: Existing Roundabout Layout – A228 Peninsula Way / Main Road Hoo 6
Figure 3-2: Proposed Layout – A228 Peninsula Way / Main Road Hoo 8
Figure 4-1: Existing Roundabout Layout – A228 Peninsula Way / Dux Court Road / Bell's Lane 10
Figure 4-2: Proposed Layout – A228 Peninsula Way / Main Road Hoo 12
Figure 5-1: Existing Roundabout Layout – A228 Peninsula Way /Roper's Lane /Ratcliffe Highway 13
Figure 5-2: Proposed Layout – A228 Peninsula Way / Main Road Hoo – Option 1 15
Figure 5-3: Proposed Layout – A228 Peninsula Way / Main Road Hoo – Option 2 16
Figure 6-1: Existing Roundabout Layout – A228 Peninsula Way /Roper's Lane /Ratcliffe Highway 18
Figure 6-2: Proposed Layout – Sans Pareil Roundabout 20
Figure 7-1: Existing Roundabout Layout – A2 High Street /Station Road 22
Figure 7-2: Proposed Layout – A2 High Street /Station Road 24
Figure 8-1: Existing Roundabout Layout – Union Street / Best Street 26
Figure 9-1: Existing Roundabout Layout – Pier Road / Pegasus Way 29
Figure 10-1: Existing Roundabout Layout – Dynamo Way Gyratory 31
Figure 10-2: Proposed Layout – Pier Road / Pegasus Way 33
Figure 11-1: Existing Roundabout Layout – Dock Road / Middle Street / Wood Street 35
Figure 11-2: Proposed Layout – Dock Road / Middle Street / Wood Street 37
Figure 12-1: Existing Roundabout Layout – Cornwallis Avenue / Yokosuka Way 39
Figure 13-1: Existing Roundabout Layout – M2 J4 41
Figure 13-2: Proposed Layout by Charles and Associates – M2J4 43

1. Introduction

As Kent Transport Model (KTM) custodian to Kent County Council (KCC), Jacobs developed the Medway Transport Model (MTM) in VISUM modelling software to support the required strategic modelling necessary to provide the evidence base for the Regulation 19 (Reg19) Local Plan consultation for Medway Council (MC). The MTM follows a standard sufficient for this purpose, with due regard to Transport Analysis Guidance (TAG) and was accepted by National Highways (NH), further details of the model development can be found in the supporting "Local Model Validation Report".

1.1 Context

The MTM was used as the basis for developing a 2041 Reference Case (RC) (e.g. without the LP) in which committed developments and infrastructure were modelled, in addition to adjusted background growth and a 2041 'DS' model (e.g. with the LP option) was developed to assess the proposed LP allocations, which was consulted upon as part of Reg18.

After Reg18 consultation in Autumn 2023, refinements were made to the LP strategy to develop the final Reg19 allocations. An interim assessment with the Reg19 LP allocations was developed to identify "hot spot" areas on the network that require mitigation as a result of the proposed LP, (further details on this methodology can be found in the "MedwayTransportModel_ForecastingReport_Reg19").

This analysis identified 12 junctions requiring further Local Junction Modelling, the locations of these are detailed below:

1. Four Elms Roundabout
2. Cornwallis Avenue / Yokosuka Way
3. Peninsula Way / Main Road Hoo
4. Peninsula Way / Dux Court Road
5. Peninsula Way / Ropers Lane
6. Sans Pareil Roundabout
7. A2 / High Street / Station Road / Canal Road
8. Pier Road / Pegasus Way
9. Pier Road / Gillingham Gate
10. Dock Road / Middle Street
11. M2 Junction 4
12. Union Street / Best Street

1.2 Technical Note Purpose

The purpose of this Technical Note (TN) is to outline the performance of the twelve junctions identified above when assessed in Local Junction Modelling software in terms of the following:

- 2041 Reference Case
- 2041 Do Something

This technical note delves into the analysis of junction behaviour and performance within a specific network. The junction modelling results offer valuable insights into:

1. Operational characteristics
2. Capacity limitations
3. Efficiency metrics

4. Potential bottlenecks

These findings equip engineers and planners with crucial information to make data-driven decisions. By leveraging this understanding, they can implement targeted optimisations to enhance the overall system's performance and reliability.

The analysis serves as a foundation for strategic improvements, potentially leading to:

- Reduced congestion
- Improved traffic flow
- Enhanced safety measures
- Optimised resource allocation

This approach to junction analysis contributes significantly to the broader goal of creating more efficient and resilient networks.

The model's input parameters were derived from measurements taken from the CAD drawings. This approach ensures accuracy in representing the junctions' geometric characteristics and operational features.

The results summary tables for each junction refer to the following three traffic performance indicators:

- Queue Length. For roundabouts, this is the average queue length across the hour for that approach. For signalised junctions, this is the longest queue that occurs when or just after the signals on an approach go green. Due to the differences in how signalised and roundabout queue lengths are reported, reported queues at signalised junctions tend to be greater than at roundabouts.
- Delay. The is the average delay per vehicle in seconds. Any time a vehicle travels below the driver's desired speed is considered as delay.
- Ratio of Flow to Capacity (RFC): This is the proportion of an approach's capacity that is being used by traffic. An RFC of 0.5 means half the capacity is being used by traffic while an RFC of 1.0 means an approach's capacity is fully utilised.

Delays and queue lengths are reported in Passenger Car Units (PCUs). A PCU is a measure of a vehicle's road space occupancy based on a typical car. A car has a PCU of 1, while a bus has a PCU of 2, meaning it occupies twice as much road space as a car.

2. Four Elms Roundabout

2.1 Existing Layout

The Four Elms roundabout is in the Wainscott part of Rochester and forms the junction of the A228 Four Elms Road / A289 / B2108 Hoo Road. The A289 is a key route from the M2 into Chatham, while the A228 is the main access to the Hoo Peninsula. The existing roundabout configuration was modelled using Junctions 10 software. Figure 2-1 illustrates the current layout, which comprises:

- Four-arm, non-signalised roundabout: This roundabout serves as the critical junction, managing traffic flow from four different directions without the use of traffic signals. The absence of signals means that traffic flow is governed by standard roundabout rules, where entering vehicles yield to those already in the roundabout.
- Multiple lane approaches: Each of the four approaches to the roundabout features either two or three lanes. This multi-lane design is typically implemented to increase capacity and reduce queuing, allowing for more efficient traffic flow, especially during peak hours.
- Dedicated filter lane: A specific lane is provided to allow direct movement from Four Elms Hill to Wulfere Way, bypassing the main roundabout. This filter lane is an important feature for traffic management, as it reduces the volume of vehicles entering the roundabout, potentially easing congestion for other movements.

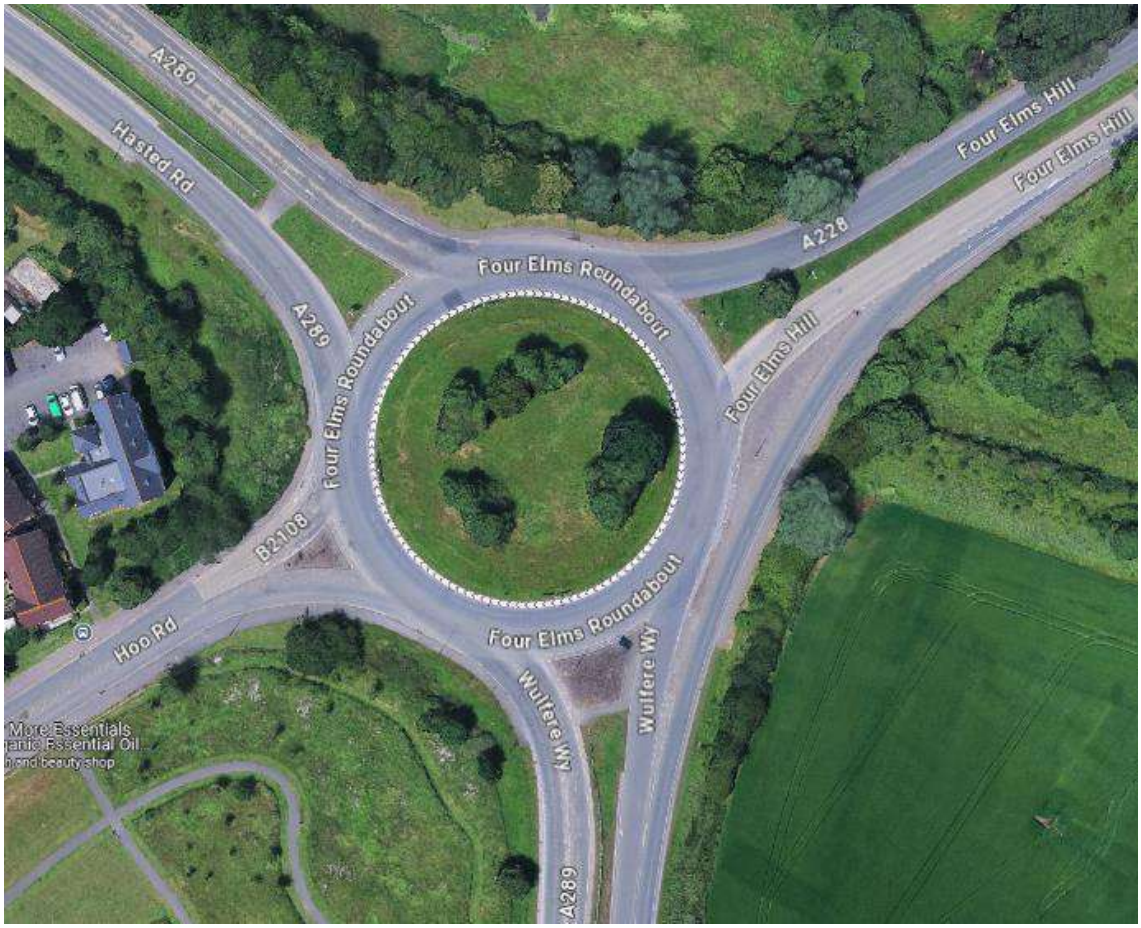


Figure 2-1: Existing Roundabout Layout – Four Elms Roundabout

2.1.1 Results Summary - Existing

The results in Table 2-1 below include testing the 2024 Base and 2041 Reference Case scenario flows. Full results are located in Appendix A.

Table 2-1: Four Elms Results Summary - Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Base 2024						
Four Elms Hill	3	8	0.72	1	4	0.53
Wulfere Way	4	8	0.79	4	7	0.78
Hoo Road	2	14	0.61	1	11	0.56
A289 Hasted Road	2	5	0.69	2	5	0.66
Reference Case Demand 2041						
Four Elms Hill	2	5.	0.69	3	7	0.75
Wulfere Way	2	6	0.65	2	5	0.62
Hoo Road	2	16	0.68	2	13	0.62
A289 Hasted Road	149	>300	>1.00	229	>300	>1.00

The Reference Case Demand scenario reveals a significant shift in performance, particularly for the A289 Hasted Road. This approach exceeds capacity (RFC > 1) in both peak periods, with substantial increases in queue lengths and delays. The other three approaches maintain operations within capacity, albeit with slight increases in RFC and delays.

2.2 Proposed Layout

The proposed design introduces modifications to the existing roundabout, aiming to improve traffic flow and safety. Key features of the proposed layout include:

1. Signalisation: Traffic signals will be installed on three approaches:
    - A289
    - Four Elms Hill
    - Wulfere Way
2. Filter Lanes: Each of these three approaches will incorporate a dedicated filter lane to facilitate left turns, enhancing traffic efficiency.
3. Hoo Road Reconfiguration: The design repositions Hoo Road as a priority exit from Wulfere Way, situated before the signalised roundabout entry.

Figure 2-2 provides a visual representation of this redesigned layout. Full design details can be found in Appendix B.

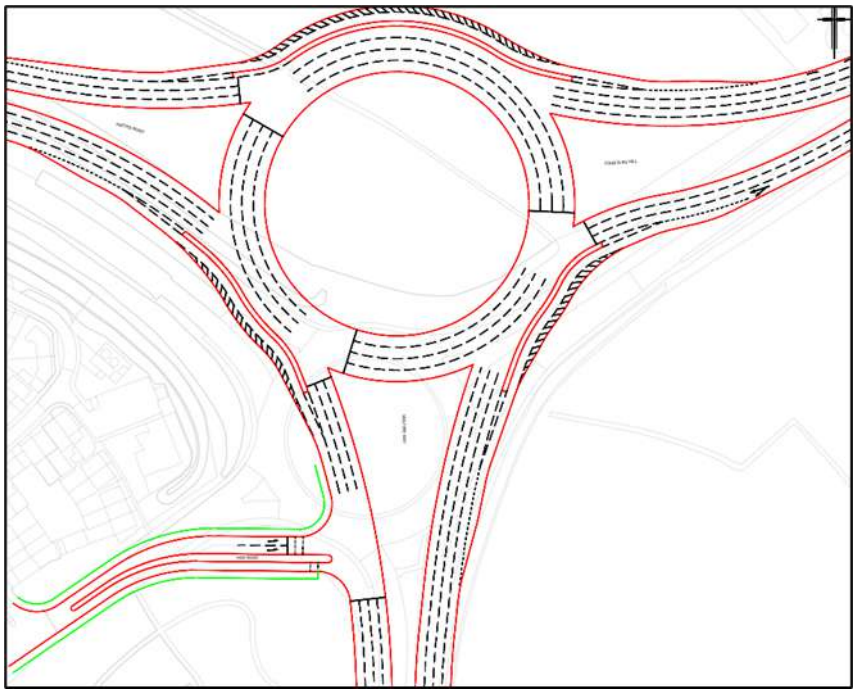


Figure 2-2: Proposed Layout – Four Elms

2.2.1 Results Summary - Proposed

The results in Table 2-2 below include testing of the Do Something scenario flows with the proposed mitigation measures. The Reference Case scenario has not been reported. Full results are located in Appendix A.

Table 2-2: Four Elms Results Summary - Proposed

Proposed Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041						
Four Elms Hill	12	4	0.74	13	4	0.76
Wulfere Way	17	5	0.83	15	5	0.81
Hoo Road	10	5	0.68	11	5	0.72
A289 Hasted Road	11	4	0.76	11	4	0.77

This summary shows the junction performance for the Do Something with mitigation. The analysis focuses on Queue, Total Delay, and RFC for four approaches: Four Elms Hill, Wulfere Way, Hoo Road, and A289 Hasted Road.

The Do Something proposed scenario presents more reasonable results across all approaches compared to the Reference Case without mitigation. Notably, it resolves the over-capacity issue on Wulfere Way, reducing RFC to 0.83 (AM) and 0.81 (PM). All approaches now operate within capacity, with RFC ranging from 0.68 to 0.83.

In conclusion, the proposed layout addresses the critical A289 Hasted Road issues identified in the existing layout's future scenarios, with the Do Something with mitigation showing to offer a more balanced and sustainable solution across all approaches. It effectively mitigates the over- capacity issues seen in Reference Case while maintaining improved performance compared to the existing layout's projected future performance.

3. A228 Peninsula Way / Main Road Hoo (J1)

3.1 Existing Layout

The A228 Peninsula Way / Main Road Hoo is located to the north of Chatham. The A228 is the main access route to the Hoo peninsula, while Main Road Hoo connects the A228 with the village of Hoo. Dunnock Drive provides access to a residential neighbourhood. The existing roundabout configuration was modelled using Junctions 10 software. Figure 3-1 illustrates the current layout, which comprises:

- Peninsula Way: This road is designed as a dual carriageway, providing multiple lanes in each direction. This type of road design typically allows for higher traffic capacity and smoother flow of vehicles entering and exiting the roundabout.
- Main Road Hoo: This approach is primarily a single lane road. However, it features a flare on the approach to the roundabout. A flare is a widening of the road near the roundabout entry, allowing more vehicles to queue side-by-side. This design can increase the capacity of the approach, reducing congestion during peak hours.
- Dunnock Drive: Similar to Main Road Hoo, Dunnock Drive is also a single lane road with a flare on the approach to the roundabout. The flare serves the same purpose of increasing capacity at the roundabout entry point.



Figure 3-1: Existing Roundabout Layout – A228 Peninsula Way / Main Road Hoo

3.1.1 Results Summary - Existing

The results in Table 3-1 below include testing of the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 3-1: A228 Peninsula Way / Main Road Hoo Results Summary – Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
A228 Peninsula Way (n)	2	5	0.67	4	8	0.80
Main Road Hoo	3	28	0.73	0	0	0
A228 Peninsula Way (s)	114	162	>1.0	25	41	0.97
Dunnock Drive	0	0	0	0	0	0
Do Something 2041						
A228 Peninsula Way (n)	192	>300	>1.0	402	>300	>1.0
Main Road Hoo	873	>300	>1.0	518	>300	>1.0
A228 Peninsula Way (s)	1360	>300	>1.0	1519	>300	>1.0
Dunnock Drive	146	>300	>1.0	70	>300	>1.0

Table 3-1 above gives a comparison between the Reference Case 2041 and Do Something 2041 scenarios and reveals significant changes in predicted results. In the Reference Case 2041, the AM peak shows moderate congestion, primarily on A228 Peninsula Way (south) with a queue of 114 PCUs and a 162 second delay. Main Road Hoo experiences some queuing, while other roads have minimal impact. The PM peak in this scenario sees reduced congestion overall, with A228 Peninsula Way (south) still experiencing the highest, albeit decreased, impact.

Whilst the Do Something 2041 scenario presents a considerably worsened predicted results, both AM and PM peaks exhibit congestion across all roads, with delays exceeding 300 seconds universally. RFC values at or above capacity (>1.0) are observed for all roads, indicating significant over capacity. A228 Peninsula Way (south) has the most congestion in both peaks, while Main Road Hoo shows an increase in queue length and RFC, especially during the AM peak.

3.2 Proposed Layout

The new design proposal transforms the existing roundabout into a more structured traffic management solution. Key features of this redesign include:

1. Four-Arm Signalised Junction: The roundabout has been reconfigured into a four-way junction controlled by traffic signals.

Dedicated Slip Road: A new slip road has been incorporated, facilitating direct movement from Main Road to the A228. Figure 3-2 provides a visual representation of this updated layout. Full design details can be found in Appendix B.

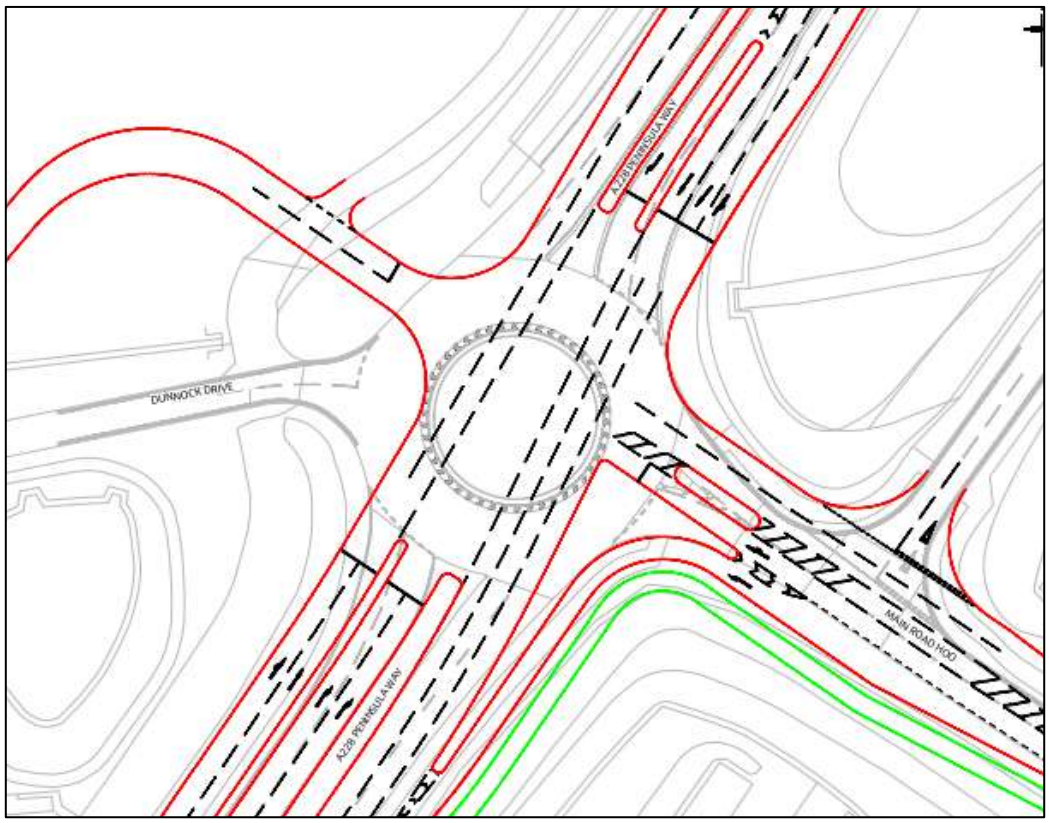


Figure 3-2: Proposed Layout – A228 Peninsula Way / Main Road Hoo

3.2.1 Results Summary – Proposed

The results in Table 3-2 below include testing of the Do Something Flow scenarios. Full results are located in Appendix A.

Table 3-2: A228 Peninsula Way / Main Road Hoo Results Summary - Proposed

Proposed Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041						
Dunnock Drive	11	7	0.90	7	5	0.89
Peninsula Way (e)	33	10	0.90	31	10	0.90
Main Road Hoo	1	1	0.54	1	1	0.38
Peninsula Way (w)	18	13	0.89	18	13	0.88

The comparison between the Do Something 2041 with the exiting layout and the proposed layout reveals a benefit compared to existing layout in predicted results. All four locations in the existing layout, experience congestion with queue lengths exceeding 300 seconds and RFC values at or above capacity (>1.0) throughout. A228 Peninsula Way (south) and Main Road Hoo face high queues, with 1360 and 873 PCUs respectively in the AM peak.

The Do Something scenario, shows significantly improved traffic results. Queue lengths are drastically reduced, with the highest being 33 PCUs on Peninsula Way (east) in the AM peak. Total delays are substantially lower, ranging from 1 to 13 seconds. The RFC is below 1 for all locations, with the highest at 0.90 for Dunnock Drive in the AM peak.

This comparison suggests that the Proposed Layout offers a considerable improvement over the Do Something scenario using the existing layout. It appears that the mitigation reduces queues and delays while keeping all the junction within capacity. The most notable improvements are seen on Main Road Hoo and Peninsula Way, which show manageable queue lengths and RFC compared to the predicted congestion in the first scenario.

4. A228 Peninsula Way / Dux Court Road / Bell's Lane (J2)

4.1 Existing Layout

The A228 Peninsula Way / Dux Court Road / Bell's Lane is located to the north of Chatham. The A228 is the main access route to the Hoo peninsula, while Bell's Lane connects the A228 with the village of Hoo. Dunnock Drive provides from the A228 to the village of High Halstow. The existing roundabout configuration was modelled using Junctions 10 software. Figure 4-1 illustrates the current layout, which comprises:

- Four-arm, non-signalised roundabout: This indicates that the roundabout has four entry/exit points and operates without traffic signals. Non-signalised roundabouts rely on driver judgment and the 'give way' rule for traffic flow management.
- A228 dual carriageway: The A228 road approaching the roundabout is a dual carriageway. This typically means it has two lanes in each direction, separated by a central reservation or median. Dual carriageways generally allow for higher traffic capacity and smoother flow compared to single-lane roads.
- Bells Lane and Dux Court Road: These are single-lane roads approaching the roundabout. Single-lane roads have one lane for each direction of travel.
- Flared approaches: Both Bells Lane and Dux Court Road feature a flare on their approach to the roundabout. A flare is a widening of the road near the roundabout entry, allowing more vehicles to queue side-by-side. This design feature can significantly increase the entry capacity of the roundabout, reducing queues and delays during peak traffic periods.



Figure 4-1: Existing Roundabout Layout – A228 Peninsula Way / Dux Court Road / Bell's Lane

4.1.1 Results Summary - Existing

The results in Table 4-1 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 4-1: A228 Peninsula Way / Dux Court Road / Bell's Lane – Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041						
Dux Court Road	0	0	0	0	21	0.04
A228 Peninsula Way (e)	13	24	0.93	259	>300	>1.0
Bells Lane	152	>300	>1.0	123	>300	>1.0
A228 Peninsula Way (w)	114	154	>1.0	72	102	>1.0

In the Reference Case 2041, the predicted results appear manageable on all approaches. Dux Court Road shows minimal impact with low RFC values and delays. A228 Peninsula Way (east) experiences slight congestion in the PM peak with an RFC of 0.74. Bells Lane sees moderate delays, particularly in the PM peak with 21 seconds of delay. A228 Peninsula Way (west) maintains relatively stable conditions in both peaks with RFC values of 0.77 in the AM peak and 0.70 in the PM peak.

The Do Something 2041 scenario, however, presents a significant disbenefit at the junction. Dux Court Road remains largely unaffected, but the other three approaches show substantial increases in delay, queues and RFC.

A228 Peninsula Way (east) sees an increase in the PM peak, with queue lengths rising from 3 to 259 PCUs, delay exceeding 300 seconds, and RFC increasing to over 1.0, indicating over capacity.

Bells Lane experiences capacity issues in both peaks, with queue lengths of 152 and 123 PCUs in the AM and PM peaks respectively, delays exceeding 300 seconds, and RFC values of over 1.0 for both peaks, suggesting significant over capacity.

A228 Peninsula Way (west) also shows considerable disbenefits, with increased queue lengths, delays, and RFC values exceeding 1.0 in both peaks.

This comparison indicates that the proposed changes in the Do Something scenario would likely lead to substantial negative impacts on traffic flow and capacity in the area, potentially resulting in congestion during peak hours, particularly on Bells Lane and both sections of A228 Peninsula Way.

4.2 Proposed Layout

The proposed mitigation strategy for the roundabout focuses on capacity improvement through targeted infrastructure modification. Key aspects of this enhancement include:

1. Lane Addition: An extra lane is to be incorporated on the A228 Peninsula (W) approach.

Full design details can be found in Appendix B.

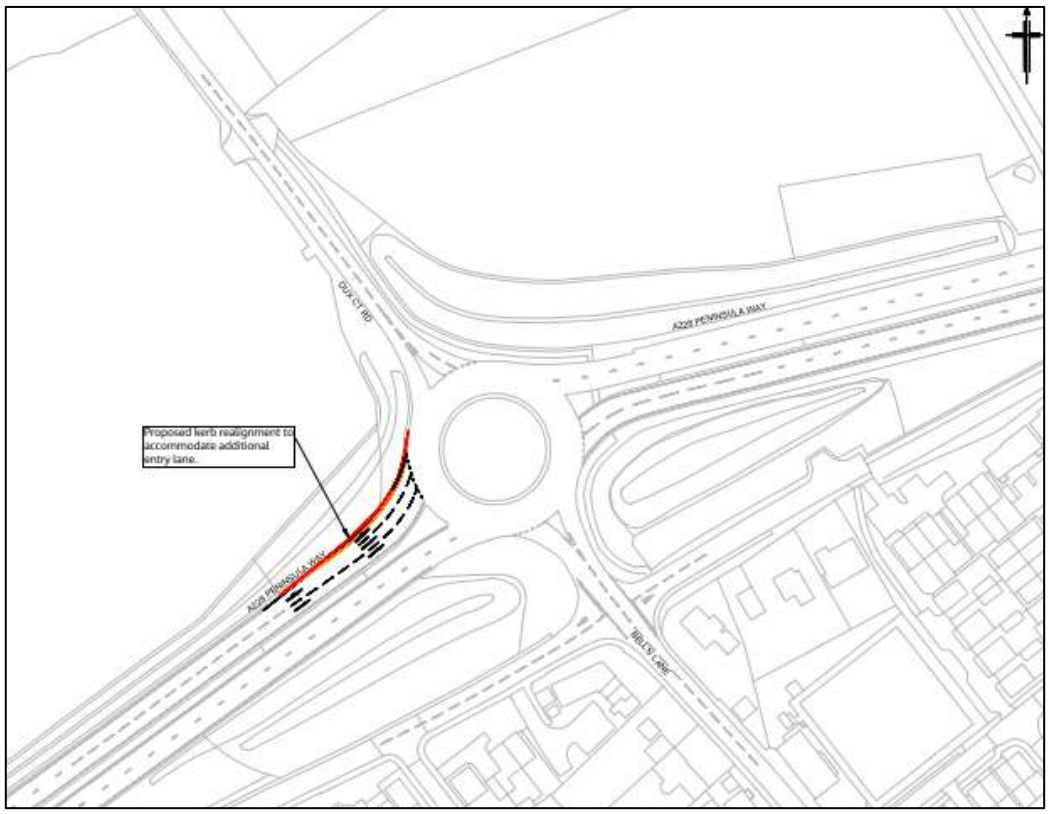


Figure 4-2: Proposed Layout – A228 Peninsula Way / Main Road Hoo

4.2.1 Results Summary – Proposed

The results in Table 4-2 below include testing of the Do Something flow scenario. Full results are located in Appendix A.

Table 4-2: A228 Peninsula Way / Dux Court Road / Bell's Lane Results Summary - Proposed

Proposed Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041						
Dux Court Road	0	0	0	0	9	0.02
A228 Peninsula Way (e)	4	7	0.79	13	22	0.93
Bells Lane	1	8	0.58	2	10	0.63
A228 Peninsula Way (w)	15	22	0.94	11	17	0.92

The biggest differences are observed in the Do Something 2041 scenarios. The existing Do Something scenario predicts over capacity issues, with RFC values exceeding 1.0 at multiple approaches and delays over 300 seconds for Bells Lane and A228 Peninsula Way (east) in the PM peak.

The Proposed Layout for Do Something 2041 shows predicted results being within capacity. Dux Court Road remains largely unaffected in both scenarios. A228 Peninsula Way (east) sees a significant improvement, with queue lengths reduced from 259 to 13 PCUs in the PM peak, and delay decreased from over 300 seconds to 22 seconds. Bells Lane shows the most improvement, with queue lengths reduced from 152 and 123 PCUs to just 1 and 2 PCUs in AM and PM peaks respectively. Delays are reduced from over 300 seconds to single digits. A228 Peninsula Way (west) also sees significant improvements, with queue lengths and delays considerably reduced, and RFC values brought below 1.0.

5. A228 Peninsula Way / Roper's Lane / Ratcliffe Highway (J3)

5.1 Existing Layout

The A228 Peninsula Way / Roper's Lane / Ratcliffe Highway is located to the north of Chatham. The A228 is the main access route to the Cliffe peninsula, while Roper's Lane connects the A228 to an industrial estate and business park. Ratcliffe Highway provides access to an industrial estate. The existing roundabout configuration was modelled using Junctions 10 software. Figure 5-1 illustrates the current layout, which comprises:

- Four-arm, non-signalised roundabout: This roundabout features four entry and exit points, one for each approaching road. The term "non-signalised" indicates that there are no traffic lights controlling the flow. Instead, traffic is regulated by standard roundabout rules, where entering vehicles yield to those already in the circulatory roadway.
- A228 (w) dual carriageway: The western approach of the A228 is a dual carriageway. This typically means it has two lanes in each direction, separated by a central reservation or median. Dual carriageways generally allow for higher traffic volumes and faster speeds, making this approach likely the primary route feeding into the roundabout.
- Ratcliffe Highway and Ropers Lane: These two roads are single lane approaches to the roundabout. This means they have one lane for each direction of travel as they near the junction.
- Flared approaches: Both Ratcliffe Highway and Ropers Lane feature flared approaches to the roundabout. A flare is a widening of the road near the roundabout entry, allowing more vehicles to queue side-by-side. This design element can significantly increase the entry capacity of the roundabout, reducing queues and delays during peak traffic periods.



Figure 5-1: Existing Roundabout Layout – A228 Peninsula Way /Roper's Lane /Ratcliffe Highway

5.1.1 Results Summary - Existing

The results in Table 5-1 below include testing of the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 5-1: A228 Peninsula Way /Roper's Lane /Ratcliffe Highway – Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
Ratcliffe Highway	0	0	0	0	0	0
A228 Peninsula Way (e)	2	6	0.59	1	4	0.46
Ropers Lane	0	8	0.24	6	42	0.85
A228 Peninsula Way (w)	2	5	0.62	2	8	0.66
Do Something 2041						
Ratcliffe Highway	0	0	0	0	0	0
A228 Peninsula Way (e)	216	>300	>1.0	4	11	0.78
Ropers Lane	254	>300	>1.0	626	>300	>1.0
A228 Peninsula Way (w)	5	8	0.82	7	14	0.87

For the Reference Case 2041, traffic flow is generally within capacity on all approaches. Ratcliffe Highway shows no impact in both AM and PM peaks. A228 Peninsula Way (east) experiences no capacity issues, as the AM peak has an RFC of 0.59 as does Ropers Lane in the AM. Ropers Lane in the PM sees this go up with a delay of 42 seconds and an RFC of 0.85. A228 Peninsula Way (west) maintains being within capacity in both peaks with RFC values of 0.62 and 0.66 in the AM and PM peaks respectively.

The Do Something 2041 scenario, however, presents a capacity issues for two of the approaches. Ratcliffe Highway remains unaffected, but other locations show substantial increases in congestion:

A228 Peninsula Way (east) sees an increase in the AM peak, with queue length rising from 2 to 216 PCUs, delay exceeding 300 seconds, and RFC increasing to over 1.0, indicating over capacity. However, in the PM peak conditions remain within capacity.

Ropers Lane experiences capacity issues in both peaks, with queue lengths of 254 and 626 PCUs in the AM and PM peaks respectively, delays exceeding 300 seconds, and RFC values of over 1.0 for both peaks, suggesting significant over capacity.

A228 Peninsula Way (west) shows a moderate increase in the ratio of flow to capacity, but remains below capacity with RFC values of 0.82 and 0.87 in AM and PM peaks respectively.

5.2 Proposed Layout

The proposed enhancements for the roundabout present two configurations, each aimed at improving traffic flow and capacity as shown in **Figure 5-2** and **Figure 5-3**.

Full design details can be found in Appendix B.

Option 1:

1. Ratcliffe Highway (N) Expansion:
    - Additional lane on entry
    - Additional lane on exit

2. Ropers Lane Enhancement:
    - New segregated left turn lane connecting to A228 westbound

Option 2:

1. Ratcliffe Highway (N) Expansion:
    - Identical to Option 1 (additional entry and exit lanes)
2. Ropers Lane Modification:
    - Additional lane (instead of the segregated left turn)

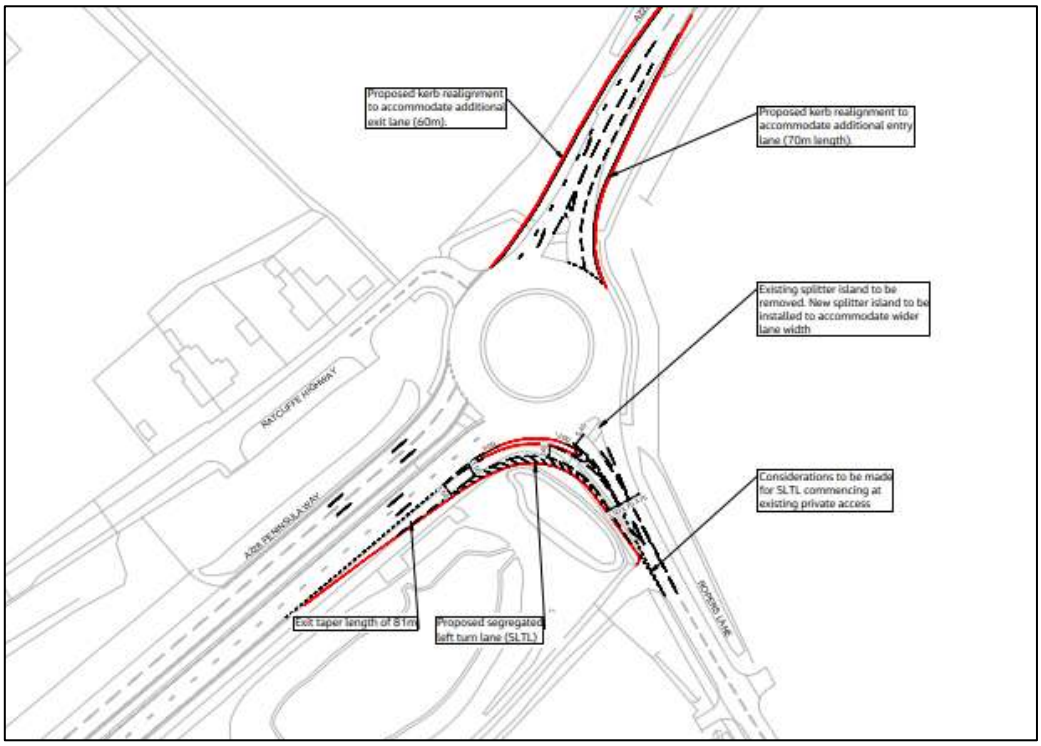


Figure 5-2: Proposed Layout – A228 Peninsula Way / Main Road Hoo – Option 1

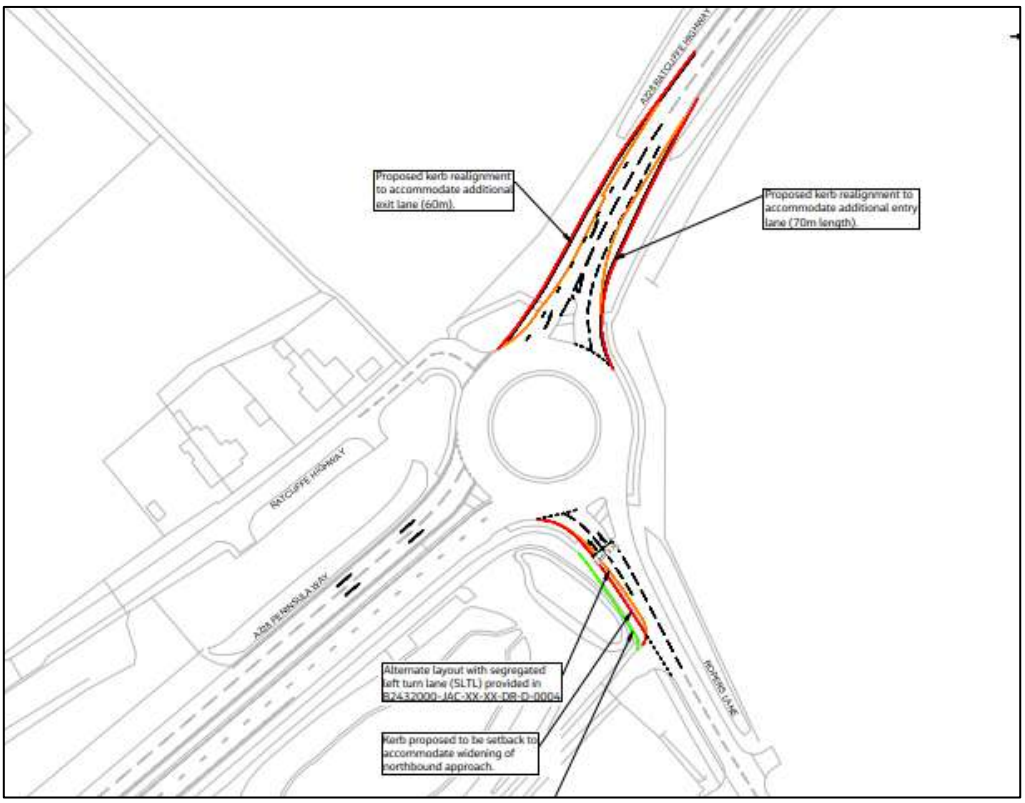


Figure 5-3: Proposed Layout – A228 Peninsula Way / Main Road Hoo – Option 2

5.2.1 Results Summary – Proposed Option 1

The results in Table 5-2 below include testing of the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 5-2: A228 Peninsula Way /Roper's Lane /Ratcliffe Highway Results Summary – Proposed Option 1

Proposed Layout – Option 2	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041						
Ratcliffe Highway	0	0	0	0	0	0
A228 Peninsula Way (e)	9	22	0.90	2	5	0.63
Ropers Lane	1	6	0.52	3	12	0.77
A228 Peninsula Way (w)	5	9	0.84	2	5	0.68

The most notable differences are observed in the Do Something 2041 scenarios. The original Do Something scenario showed capacity issues, especially on A228 Peninsula Way (east) and Ropers Lane. In contrast, the Proposed Layout – Option 1 for Do Something 2041 shows significantly better traffic management:

A228 Peninsula Way (east) sees an improvement in the AM peak, with queue length reduced from 216 to 9 PCUs, delay decreased from over 300 seconds to 22 seconds, and RFC lowered from over 1.0 to 0.90. The PM peak also shows improvement.

Ropers Lane shows the most substantial improvement. In the AM peak, queue length is reduced from 254 to 1 PCU, delay from over 300 seconds to 6 seconds, and RFC from over 1.0 to 0.52. The PM peak sees an even more significant improvement, with queue length reduced from 626 to 3 PCUs, delay from over 300 seconds to 12 seconds, and RFC from over 1.0 to 0.77.

A228 Peninsula Way (west) maintains similar performance in both scenarios, with decreases in the ratio of flow to capacity in the Proposed Layout – Option 1.

Ratcliffe Highway remains unaffected in both scenarios.

5.2.2 Results Summary – Proposed Option 2

The results in Table 5-3 below include testing of the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 5-3: A228 Peninsula Way /Roper's Lane /Ratcliffe Highway Results Summary – Proposed Option 2

Proposed Layout – Option 2	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041						
Ratcliffe Highway	0	0	0	0	0	0
A228 Peninsula Way (e)	9	22	0.90	2	5	0.63
Ropers Lane	0	5	0.02	0	5	0.07
A228 Peninsula Way (w)	5	9	0.84	2	5	0.68

The proposed layout in shows significant improvements over the existing layout, particularly in the Do Something 2041 scenario. For the Reference Case 2041, the proposed layout demonstrates reduced queue lengths and delays on A228 Peninsula Way (e) in both AM and PM peak periods. Ropers Lane sees slightly increased delays but significantly reduced queue lengths and RFC values. A228 Peninsula Way (w) shows minimal changes with slightly increased delays but similar queue lengths and RFC values.

The most notable improvements are observed in the Do Something 2041 scenario. A228 Peninsula Way (e) experiences drastically reduced queue lengths and delays, especially in the AM period, with delay times decreasing from over 300 seconds to 22 seconds. Ropers Lane shows remarkable improvements across all metrics, particularly in the PM period, where delay times are reduced from over 300 seconds to just 5 seconds. A228 Peninsula Way (w) also sees slight improvements in queue lengths and delays, with similar RFC values.

The proposed layout effectively addresses the major issues present in the existing layout, particularly for the Do Something 2041 scenario. It successfully reduces excessive queue lengths and delays, bringing all RFC values below 1.0, which indicates improved traffic flow and reduced congestion. The elimination of over-capacity situations (RFC >1.0) in the Do Something 2041 scenario is a key achievement of the proposed layout.

In conclusion, the proposed design appears to be a more efficient and effective traffic management solution compared to the existing layout, especially when considering future traffic growth scenarios. It offers substantial reductions in queue lengths and delay times, particularly at critical points like A228 Peninsula Way (e) and Ropers Lane, suggesting improved overall traffic performance and reduced congestion in the area. However, this is balanced with additional cost, it could be that Option 1 is delivered and monitored with Option 2 being delivered if issues continue.

6. Sans Pareil Roundabout (J4)

6.1 Existing Layout

The Sans Pareil Roundabout forms the junction of the A289, A228 Berwick Way and Wainscott Road. The A289 links the M2 with Chatham. The A228 Berwick Way provides access to Strood and Wainscott Road provides access to the village of Wainscott. The existing roundabout configuration was modelled using Junctions 10 software. Figure 6-1 illustrates the current layout, which comprises:

- Four-arm, non-signalised roundabout: This configuration indicates that the roundabout has four entry and exit points. The term "non-signalised" means that the roundabout operates without traffic lights or signals. Instead, it relies on established right-of-way rules and driver judgment to manage traffic flow. Typically, vehicles already in the roundabout have priority over those entering.
- A289 dual carriageway: The A289 road approaching the roundabout is a dual carriageway. Dual carriageways generally consist of two lanes in each direction, separated by a central reservation or median. This design allows for higher traffic capacity and smoother traffic flow compared to single-lane roads.
- Berwick Way dual carriageway: Similar to the A289, Berwick Way is also a dual carriageway approach to the roundabout. This suggests that both these roads are major routes carrying significant traffic volumes.



Figure 6-1: Existing Roundabout Layout – A228 Peninsula Way /Roper's Lane /Ratcliffe Highway

6.1.1 Results Summary - Existing

The results in Table 6-1 below include testing the of the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 6-1: Sans Pareil Roundabout- Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
Wainscott Road	234	>300	>1.0	23	170	>1.0
Wulfere Way	0	2	0.18	0	2	0.17
Berwick Way	276	>300	>1.0	368	>300	>1.0
Frindsbury Hill	4	26	0.81	3	19	0.74
Do Something 2041						
Wainscott Road	121	>300	>1.0	87	>300	>1.0
Wulfere Way	1	3	0.31	0	2	0.26
Berwick Way	1134	>300	>1.0	1325	>300	>1.0
Frindsbury Hill	2	14	0.70	1	9	0.53

In the Reference Case 2041, capacity issues are evident at two locations. Wainscott Road experiences issues in the AM peak with a queue length of 234 PCUs, delay exceeding 300 seconds, and an RFC of over 1.0, indicating severe over capacity. The PM peak shows slightly better results, but still at capacity. Berwick Way faces severe capacity issues in both peaks, with queue lengths of 276 in the AM peak and 368 PCUs in the PM peak, delays exceeding 300 seconds, and RFC values of over 1.0 in both peaks. Frindsbury Hill shows that the approach is within capacity, while Wulfere Way remains relatively unaffected.

Within the Do Something 2041 scenario, Wainscott Road sees some improvement in the AM peak with reduced queue length (121 PCUs) and slightly lower RFC, however the RFC is still above 1.0but delays remain high. The PM peak shows a worsening of the capacity issues compared to the Reference Case.

Wulfere Way remains largely unaffected, with only slight increases in RFC values.

Berwick Way experiences a worsening of the capacity issues. Queue lengths increase from 1134 and 1325 PCUs in AM and PM peaks respectively, with delays still exceeding 300 seconds and RFC values rising to above 1.0 in both peaks.

Frindsbury Hill, shows predicted results to improve in both peaks, with reduced queue lengths, delays, and RFC values.

6.2 Proposed Layout

The proposed modifications to the existing roundabout incorporate significant enhancements to improve traffic flow and capacity as shown in Figure 6-2.

1. Increased Footprint: The overall size of the roundabout has been expanded.
2. A289 Enhancements:
    - Additional lanes added to improve capacity and traffic flow
3. Signalisation: Traffic signals have been introduced to manage traffic more effectively.
4. Bypass Lanes:

- A289 eastbound to Berwick Way: Dedicated filter/bypass lane
- Berwick Way to A289 westbound: Dedicated filter/bypass lane

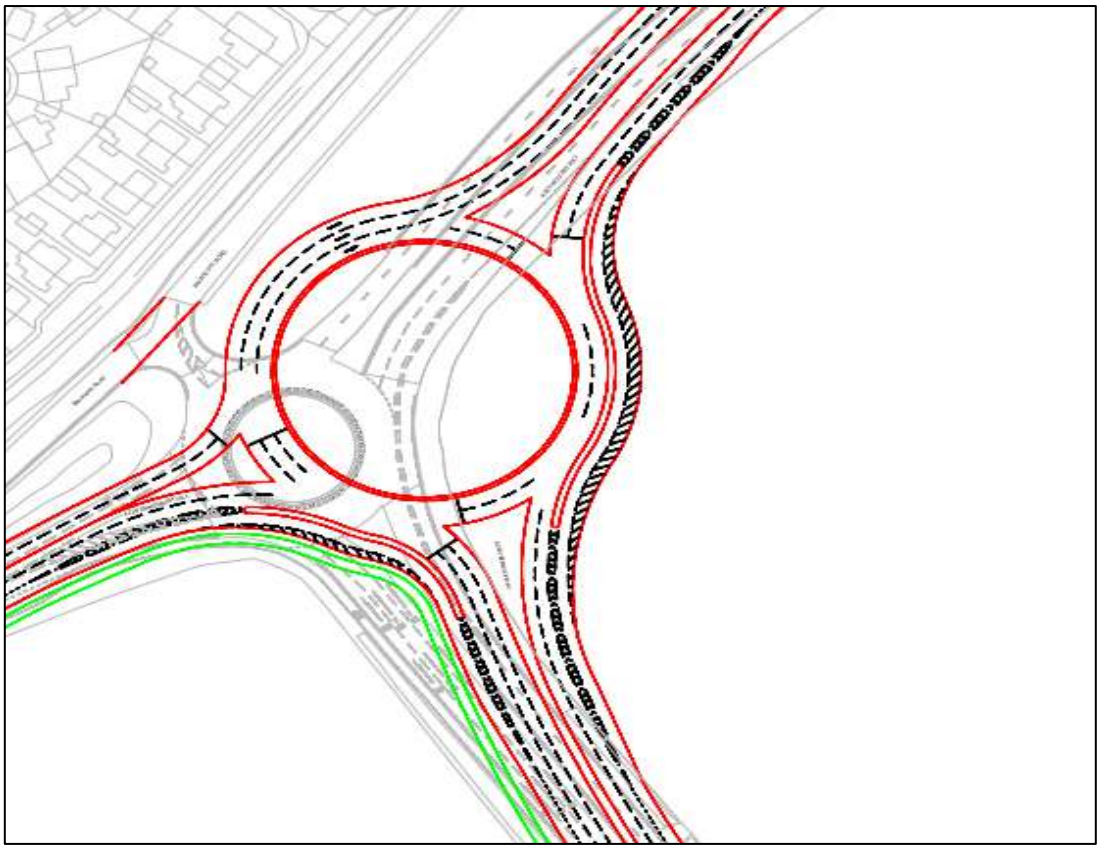


Figure 6-2: Proposed Layout – Sans Pareil Roundabout

6.2.1 Results Summary – Proposed Layout

The results in Table 6-2 below include testing of the Do Something Flow scenarios. Full results are located in Appendix A.

Table 6-2: Sans Pareil Roundabout Results Summary - Proposed

Proposed Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041						
Wainscott Road	5	4	0.84	4	3	0.80
Wulfere Way	7	3	0.74	6	3	0.75
Berwick Way	17	5	0.86	14	5	0.85
Frindsbury Hill	6	3	0.76	7	4	0.81

In the existing Do Something 2041 scenario, capacity issues are evident, particularly at Wainscott Road and Berwick Way. Both locations are predicted to experience queue lengths over 100 PCUs, delays exceeding 300 seconds, and RFC values well above 1.0, indicating severe over capacity.

Whilst looking at the Proposed Layout – Option 2 presents a significantly improved traffic situation, with Wainscott Road showing an improvement. Queue lengths are reduced from 121 to 5 PCUs in the AM peak and from 87 to 4 PCUs in the PM peak. Delays are reduced from over 300 seconds to just 4 and 3 seconds. The RFC is down to 0.84 and 0.80, well below the critical 1.0 threshold. Berwick Way queue lengths are

reduced from over 1000 PCUs to just 17 and 14 PCUs in AM and PM peaks respectively. Delays are reduced from over 300 seconds to 5 in the AM Peak and 5 seconds in the PM peak. The RFC is down from over 1.0 to 0.86 in the AM peak and 0.85 in the PM peak, indicating the junction is now operating within capacity.

Frindsbury Hill and Wulfere Way, which were within capacity in the existing layout, also show improvements or maintain good performance levels.

7. A2 High Street / Station Road (J5)

7.1 Existing Layout

The A2 High Street / Station Road junction is in Strood Town Centre. Station Road links the town centre with Stood station. The A2 High Street arm and Commercial Road (west) arms are part of the town centre one way system. The A2 Commercial Road (southeast) links Stood with Rochester. The existing signalised junction configuration was modelled using LinSig software. Figure 7-1 illustrates the current layout, which comprises:

- Three-arm signalised junction: This configuration indicates that the junction has three approaches controlled by traffic signals. A three-arm junction, also known as a T-junction or Y-junction, typically occurs where one road meets another at a point, rather than crossing it. The use of signals at this junction suggests it manages significant traffic volumes or addresses specific safety concerns.
- A2 (southeast) dual carriageway: The southeastern approach of the A2 road to the junction is a dual carriageway. Dual carriageways generally consist of two lanes in each direction, separated by a central reservation or median. This design allows for higher traffic capacity and typically smoother traffic flow compared to single-lane roads.



Figure 7-1: Existing Roundabout Layout – A2 High Street /Station Road

The LinSig model included the adjacent A2 High Street / Canal Street / Esplanade junction due to its proximity to the A2 High Street / Station Road junction which means signal timings need to be co-ordinated.

LinSig results have been reported for both the A2 High Street / Station Road and A2 High Street / Canal Street / Esplanade junctions

7.1.1 Results Summary - Existing

The results in Table 7-1 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 7-1: A2 High Street /Station Road – Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041 - Junction 1 (NW)						
A2 (w)	13	6	0.76	15	7	0.78
Station Road (n)	16	4	0.67	21	6	0.77
A2 (e) (internal)	16	4	0.72	13.6	3	0.66
Reference Case 2041 – Junction 2 (SE)						
A2 (w) (internal)	8	2	0.59	14	3	0.65
Canal Road (n)	0	0	0.0	0	0	0.0
A2 (e)	27	7	0.82	19	5	0.68
Esplanade	-	-	-	-	-	-
Do Something 2041 – Junction 1 (NW)						
A2 (w)	21	10	0.91	24	12	0.94
Station Road (n)	25	8	0.86	32	13	0.94
A2 (e) (internal	25	9	0.92	21	7	0.87
Do Something 2041 – Junction 2 (SE)						
A2 (w) (internal)	18	4	0.74	17		0.80
Canal Road (n)	1	1	0.28	1	0	0.12
A2 (e)	35	10	0.90	25	6	0.78
Esplanade	-	-	-	-	-	-

The data presents a comparison between a Reference Case 2041 and a Do Something 2041 scenario for two junctions: Junction 1 (NW junction) and Junction 2 (SE junction).

For Junction 1 (NW junction): In the Reference Case 2041, the junction is within capacity. The A2 (west) and Station Road (north) show similar results in both peaks, with RFC ranging from 0.67 to 0.78. The A2 (east) performs slightly better in the PM peak.

In the Do Something 2041 scenario, there's a decrease in capacity. All approaches see increased queue lengths and delays. The RFC values rise, with A2 (west) reaching 0.94 in the PM peak and Station Road (north) at 0.94, indicating they're operating very close to capacity.

For Junction 2 (SE junction): In the Reference Case 2041 (as a roundabout), the A2 (east) experiences capacity issues, particularly in the AM peak with an RFC of 0.82. The A2 (west) performs well in both peaks. Canal Road shows no traffic, while Esplanade data is not provided.

In the Do Something 2041 scenario, the A2 (west) sees decreased capacity but remains within capacity. The A2 (east) experiences decreased capacity, particularly in the AM peak with an RFC of 0.90 and longer queues.

7.2 Proposed Layout

The proposed modifications to the junction focus on optimising traffic movement through targeted changes as shown in Figure 7-2.

Full design details can be found in Appendix B.

1. ASL Removal: The Advanced Stop Line has been eliminated from the design.
2. Station Road Lane Reallocation:
    - Previous: Right turn lane
    - New: Left turn only lane
3. Signal Timing Adjustment: The traffic signal phasing has been reconfigured to complement the new layout.

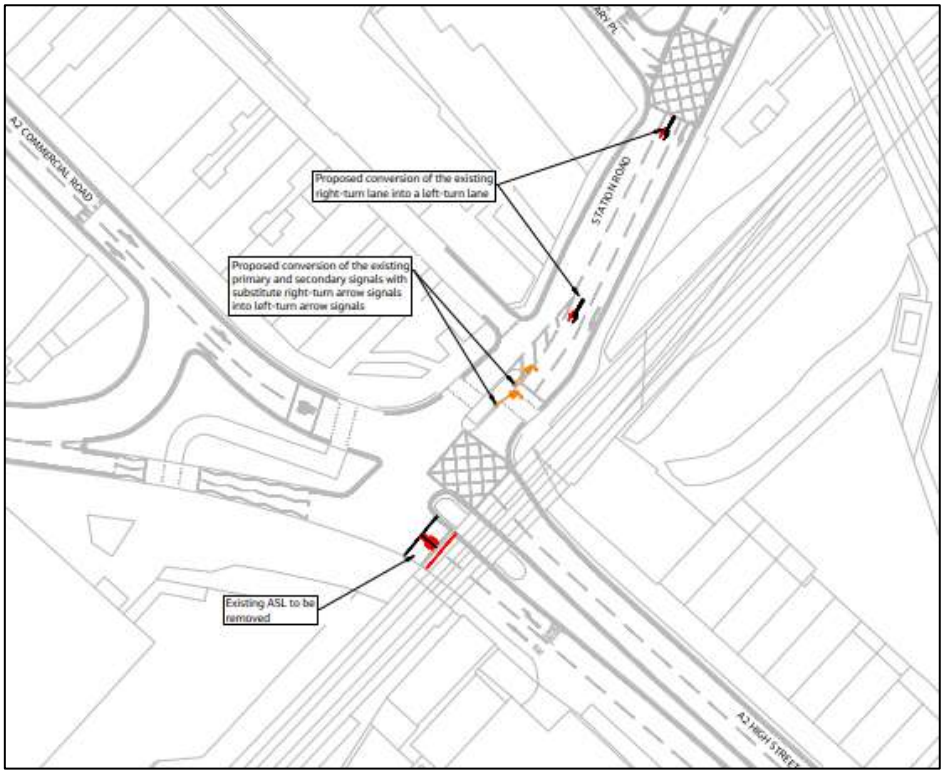


Figure 7-2: Proposed Layout – A2 High Street /Station Road

7.2.1 Results Summary – Proposed

The results in Table 7-2 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 7-2: A2 High Street /Station Road Roundabout Results Summary – Proposed

Proposed Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041 – Junction 1 (A2/ Station Road NW)						
A2 (w)	16	6	0.75	18	7	0.77
Station Road (n)	9	3	0.46	10	3	0.48
A2 (e) (internal)	19	4	0.75	17	4	0.72
Do Something 2041 – Junction 2 (A2/ Canal Road/ Esplanade)						
A2 (w) (internal)	21	3	0.74	25	4	0.82
Canal Road (n)	1	1	0.28	1	0	0.12
A2 (e)	35	10	0.90	25	6	0.78
Esplanade	-	-	-	-	-	-

Comparing the Proposed Layout with the original scenarios reveals significant changes in traffic performance, particularly for Junction 1.

For Junction 1 (A2/ Station Road NW junction): In the Reference Case 2041, shows a worsening of the situation compared to the existing layout. While the A2 (west) performs better, both Station Road (north) and A2 (east) experience severe over capacity. Station Road's RFC increases from 0.67 (AM) and 0.77 (PM) to well over 1.0 in both peaks, and A2 (east) from 0.72 (AM) and 0.67 (PM) to also well over 1.0 in both peaks.

However, in the Do Something 2041 scenario, shows significant improvements. All approaches see increase in capacity to the existing layout. Notably, Station Road (north) improves from 0.86 (AM) and 0.94 (PM) RFC to 0.46 (AM) and 0.48 (PM), and A2 (east) from 0.92 (AM) and 0.87 (PM) to 0.75 (AM) and 0.72 (PM) RFC.

For Junction 2 (A2/ Canal Road/ Esplanade SE junction), the Reference Case 2041, maintains similar performance to the existing layout for A2 (east), while A2 (west) shows improved conditions.

In the Do Something 2041 scenario, presents similar results to the existing layout for A2 (east) and Canal Road. However, A2 (west) experiences slightly decreased capacity, particularly in the PM peak.

Overall, the Proposed Layout presents a mixed results. It improves Junction 1's performance in the Do Something scenario, effectively addressing the near-capacity operations seen in the existing layout. However, it introduces issues at Junction 1 under the reference case conditions.

8. Union Street / Best Street (J6)

8.1 Existing Layout

Union Street / Best Street is in Chatham Town Centre. The Brook links the town centre with the historic dockyard area. The A2 links Chatham with Strood and Rochester to the west and Gillingham and Rainham to the west. Best Street and High Street serve the town centre area. The existing signalised priority configuration was modelled using LinSig software. Figure 8-1 illustrates the current layout, which comprises:

- Three-arm signalised junction: This configuration indicates that the intersection has three approaches controlled by traffic signals. A three-arm junction, also known as a T-junction, typically occurs where one road meets another at a point, rather than crossing it. The use of signals at this junction suggests it manages significant traffic volumes or addresses specific safety concerns.
- Slip lane /give way from The Brook onto A2 eastbound: This feature allows traffic from The Brook to merge onto the A2 eastbound without necessarily stopping at the traffic signals. A slip lane, also known as a filter lane or turn lane, is designed to improve traffic flow by allowing vehicles to bypass the main intersection. The giveway (yield) requirement means that vehicles using this lane must yield to traffic already on the A2 before merging.
- A2 dual carriageway: The A2 road at this junction is a dual carriageway. Dual carriageways typically consist of two lanes in each direction, separated by a central reservation or median. This design allows for higher traffic capacity and generally smoother traffic flow compared to single-lane roads.
- The Brook dual carriageway: The Brook, which intersects with the A2 at this junction, is also a dual carriageway. This suggests that The Brook is also a significant route carrying substantial traffic volumes.



Figure 8-1: Existing Roundabout Layout – Union Street / Best Street

The LinSig model included the adjacent The Brook / Slicketts Hill junction due to its proximity to the Union Street / Best Street junction which means signal timings need to be co-ordinated. LinSig results have been reported for all four of these nearby junctions.

8.1.1 Results Summary - Existing

The results in Table 8-1 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 8-1: A2 Union Street / Best Street - Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041 - Junction 1 A2 / Union Street						
A2 (w)	17	5	0.65	14	5	0.65
Union Street	5	2	0.56	7.2	3	0.75
A2 (e)	12	6	0.76	13	6	0.79
Reference Case 2041 – Junction 2 Union Street / Best Street						
Best Street	2	2	0.30	5	3	0.35
The Brook	6	1	0.50	0	1	0.34
Union Street	5	1	0.30	8	1	0.35
Reference Case 2041 – Junction 3 The Brook / High Street						
The Brook (n)	3	1	0.41	3	1	0.42
High Street	0	0	0.0	0	0	0.0
The Brook (s)	1	0	0.24	2	0	0.20
Reference Case 2041 – Junction 4 The Brook / Slicketts Hill						
The Brook	6	1	0.34	8	2	0.39
Slicketts Hill	0	0	0.0	1	0	0.13
The Brook	1	0	0.28	3	1	0.30
Do Something 2041 - Junction 1 A2 / Union Street						
A2 (w)	20	7	0.75	18	7	0.79
Union Street	5	2	0.63	11	5	0.86
A2 (e)	15	7	0.83	7.1	2	0.36
Do Something 2041 – Junction 2 Union Street / Best Street						
Best Street	3	2	0.37	6	4	0.43
The Brook	0	0	0.18	7	0	0.43
Union Street	6	1	0.32	9	1	0.39
Do Something 2041 – Junction 3 The Brook / High Street						
The Brook (n)	3	2	0.45	5	2	0.56
High Street	0	0	0.0	0	0	0.0
The Brook (s)	1	0	0.27	3	1	0.19
Do Something 2041 – Junction 4 The Brook / Slicketts Hill						
The Brook	8	2	0.39	11	3	0.50
Slicketts Hill	0	0	0.0	1	0	0.15
The Brook	1	0	0.31	3	0	0.23

The results presented in Table 8-1 offer an assessment of the four signalised junctions' performance under future traffic conditions. The analysis encompasses both the 2041 Reference Case and the Do Something scenario, providing robust results into the junction's long-term viability.

In both scenarios, the junction demonstrates robust performance, operating well within its designed capacity. This indicates that the current configuration and signal timing strategies are sufficiently resilient to accommodate projected traffic growth through 2041.

Given these positive outcomes, the analysis concludes that no further mitigation measures are required for this junction.

9. Pier Road / Pegasus Way (J7)

9.1 Existing Layout

Pier Road / Pegasus Way is in Gillingham near to Gillingham Marina. Pier Road links Gillingham with Wainscott and the M2 to the west and Rainham to the east. Pegasus Way serves a residential area. The existing signalised priority junction was modelled using LinSig software. Figure 9-1 illustrates the current layout, which comprises:

- Three-arm signalised junction: This configuration indicates that the intersection has three approaches controlled by traffic signals. A three-arm junction, typically T-shaped, occurs where one road meets another at a point, rather than crossing it. The use of signals at this junction suggests it manages significant traffic volumes or addresses specific safety concerns.
- Slip lane/ give way from Pier Road onto Pegasus Way northbound: This feature allows traffic from Pier Road to merge onto Pegasus Way northbound without necessarily stopping at the traffic signals. A slip lane, also known as a filter lane or turn lane, is designed to improve traffic flow by allowing vehicles to bypass the main intersection. The giveway (yield) requirement means that vehicles using this lane must yield to traffic already on Pegasus Way before merging.
- Pier Way dual carriageway: Pier Way at this junction is a dual carriageway. Dual carriageways typically consist of two lanes in each direction, separated by a central reservation or median. This design allows for higher traffic capacity and generally smoother traffic flow compared to single-lane roads.
- Pegasus Way dual carriageway: Pegasus Way, which intersects with Pier Way at this junction, is also a dual carriageway. This suggests that Pegasus Way is also a significant route carrying substantial traffic volumes.



Figure 9-1: Existing Roundabout Layout – Pier Road / Pegasus Way

9.1.1 Result Summary - Existing

The results in Table 9-1 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 9-1: A2 Pier Road / Pegasus Way – Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
Pier Road (w)	12	3	0.65	14	4	0.67
Pegasus Way (n)	2	1	0.47	3	2	0.57
Pier Road (e)	15	5	0.72	20	6	0.80
Do Something 2041						
Pier Road (w)	16	5	0.76	21	8	0.86
Pegasus Way (n)	3	2	0.59	5	3	0.80
Pier Road (e)	23	7	0.86	33	13	0.96

In the Reference Case 2041: Pier Road (west) shows the approaches are within capacity with RFC values of 0.65 and 0.67 in the AM and PM peaks respectively. Queue lengths and delays are relatively low.

Pegasus Way (north) experiences the least capacity issues among the three approaches, with RFC values of 0.47 and 0.57 in the AM and PM peaks respectively. Queue lengths and delays are minimal.

Pier Road (east) shows the highest capacity levels, particularly in the PM peak with an RFC of 0.78. Queue lengths reach 20 PCUs in the PM peak.

In the Do Something 2041 scenario all approaches see decreased capacity compared to the Reference Case.

Pier Road (west) experiences a decrease in capacity, with RFC values rising to 0.76 and 0.86 in the AM and PM peaks respectively. Queue lengths and delays also increase, particularly in the PM peak.

Pegasus Way (north) shows a decrease in capacity, especially in the PM peak where the RFC rises from 0.57 to 0.80. However, queue lengths remain relatively low.

Pier Road (east) experiences the decrease in capacity. The RFC values rise to 0.86 and 0.96 in AM and PM peaks respectively, indicating operation very close to capacity in the PM peak. Queue lengths increase to 23 and 33 PCUs, with delays reaching 13 seconds in the PM peak.

10. Dynamo Way Gyratory (J8)

10.1 Existing Layout

The Dynamo Way gyratory forms the junction with Pier Road / Gillingham Gate Road / Dynamo Way / Medway Road and Medway Police Station. It is in Gillingham near to Medway Port. Gillingham Gate Road is the main access to Medway Port and Dynamo Way is the main access to large ASDA superstore. Medway Road links the junction to Chatham and Gillingham. Pier Road links Gillingham with Wainscott and the M2 to the west and Rainham to the east. The existing signalised priority junction configuration was modelled using LinSig software. Figure 10-1 illustrates the current layout, which comprises:

- Six-arm signalised junction: This configuration indicates a highly complex intersection with six approaches controlled by traffic signals. Such junctions are relatively uncommon due to their complexity and are typically found in urban areas with high traffic volumes or at the convergence of multiple major routes. The six-arm design suggests that this junction manages traffic flow from multiple directions, potentially including various turning movements.
- Pier Road dual carriageway: Pier Road is described as a dual carriageway, typically consisting of two lanes in each direction separated by a central reservation or median. This design allows for higher traffic capacity and generally smoother traffic flow compared to single-lane roads. The dual carriageway nature of Pier Road, combined with the flyover, suggests it is a major arterial route carrying significant traffic volumes.



Figure 10-1: Existing Roundabout Layout – Dynamo Way Gyratory

10.1.1 Results Summary - Existing

The results in Table 10-1 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 10-1: Dynamo Way Gyratory- Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
Medway Road (s) B2004	13	3	0.59	8	2	0.51
Purser Way	10	5	0.80	14	7	0.90
A289 Pier Road (w)	16	10	0.85	20	14	0.92
Gillingham Gate Road	7	6	0.76	18	12	0.94
Dynamo Way (n) / ASDA Access	1	1	0.29	0	0	0.0
A289 Pier Road (e)	15	7	0.75	13	7	0.75
Do Something 2041						
Medway Road (s) B2004	16	4	0.68	15	3	0.67
Purser Way	11	5	0.76	20	12	0.98
A289 Pier Road (w)	21	12	0.89	37	26	1.00
Gillingham Gate Road	9	9	0.92	147	138	>1.00
Dynamo Way (n) / ASDA Access	6	4	0.73	7	6	0.83
A289 Pier Road (e)	19	9	0.84	21	12	0.90

In the Reference Case 2041, during the AM peak, A289 Pier Road (w) experiences the highest congestion with 16 PCUs queue length, 10 seconds delay, and 0.84 RFC. The PM peak shows similar trends, with A289 Pier Road (w) having the highest queue and delay, while Gillingham Gate Road reaches the highest RFC at 0.94.

The Do Something 2041 scenario generally indicates increased RFC. During the AM peak, A289 Pier Road (w) maintains the highest queue and delay, but Gillingham Gate Road shows the highest RFC at 0.92. The PM peak in this scenario reveals an increase in RFC, particularly at Gillingham Gate Road, which experiences a substantial 138 second delay and an RFC well above 1.0.

The Do Something scenario shows consistent increases in traffic metrics across most locations compared to the Reference Case. The Dynamo Way/ASDA Access, which had minimal traffic in the Reference Case, shows marked increases in the Do Something scenario. A289 Pier Road (w) consistently demonstrates high congestion levels in both scenarios.

10.2 Proposed Layout

The proposed redesign represents a significant shift in the junction's traffic management approach. The existing signalised priority junction has been reimagined as a six-arm roundabout. Full design details can be found in Appendix B.

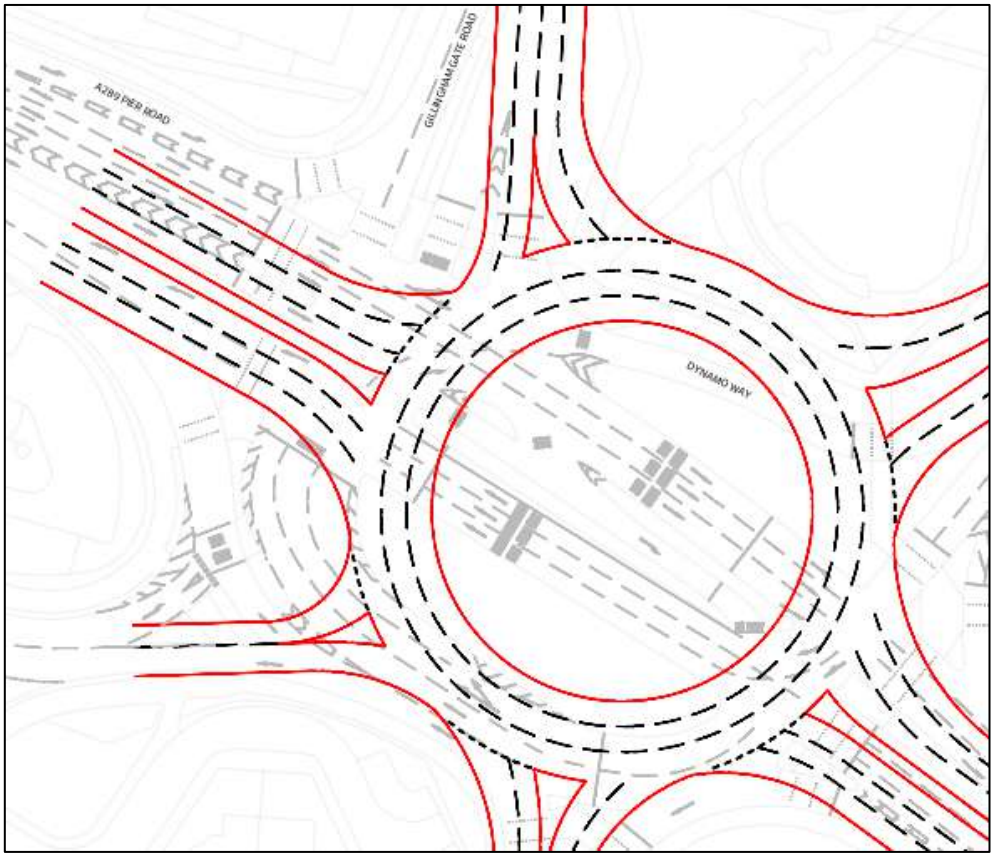


Figure 10-2: Proposed Layout – Pier Road / Pegasus Way

10.2.1 Results Summary - Proposed

The results in Table 10-2 below include testing the Flow scenarios. Full results are located in Appendix A.

Table 10-2: Dynamo Way Gyratory Results Summary - Proposed

Proposed Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
2041 Do Something						
Medway Road (s) B2004	2	9	0.68	5	18	0.84
Purser Way	0	0	0	0	0	0
A289 Pier Road (w)	1	2	0.50	1	2	0.50
Gillingham Gate Road	1	5	0.37	11	44	0.94
Dynamo Way (n) / ASDA Access	0	4	0.27	1	9	0.50
A289 Pier Road (e)	2	5	0.69	3	7	0.76

In the Proposed Layout, overall congestion levels appear lower than both the Reference Case 2041 and Do Something 2041 scenarios. The Medway Road (s) B2004 shows the approach to be within capacity, with a maximum queue of 5 PCUs and 18 seconds delay during PM peak, and an RFC of 0.84.

Purser Way shows no traffic in the 2041 scenario, contrasting sharply with the 2041 scenarios where it experiences significant congestion. A289 Pier Road (w) shows minimal congestion in 2041, with only 1 PCU queue and low delays in both AM and PM peaks. This is difference from the 2041 scenarios where it consistently had high congestion levels.

Gillingham Gate Road in the 2041 scenario shows it works within capacity during AM peak but experiences increased capacity during PM peak with 11 PCUs queue, 44 seconds delay, and 0.94 RFC. While this indicates potential capacity issues, it's still considerably lower than the extreme congestion predicted in the 2041 Do Something scenario.

Dynamo Way / ASDA Access shows minimal congestion in 2041, contrasting with the increased traffic predicted in the 2041 Do Something scenario.

Lastly, the A289 in the 2041 scenario predicts that the approach is within capacity, with a maximum of 3 PCUs queue and 7 seconds delay during PM peak.

11. Dock Road / Middle Street / Wood Street (J9)

11.1 Existing Layout

The Dock Road / Middle Street / Wood Street junction is in The Historic Dockyard part of Chatham. Dock Road links the A289 Pier Road to the north with the A2 to the south. Wood Street links Chatham to Gillingham. Middle Street provides access to a residential area. The existing roundabout configuration was modelled using Junctions10 software. Figure 11-1 illustrates the current layout, which comprises:

- Four-arm non-signalised roundabout junction: This configuration indicates that the roundabout has four entry and exit points. The term "non-signalised" means that the roundabout operates without traffic lights or signals. Instead, it relies on established right-of-way rules and driver judgment to manage traffic flow. Typically, vehicles already in the roundabout have priority over those entering. This design is often effective in managing traffic from multiple directions while maintaining a continuous flow.
- A231 dual carriageway: The A231 road approaching the roundabout is a dual carriageway. Dual carriageways generally consist of two lanes in each direction, separated by a central reservation or median. This design allows for higher traffic capacity and smoother traffic flow compared to single-lane roads. The presence of a dual carriageway suggests that the A231 is a major route carrying significant traffic volumes.



Figure 11-1: Existing Roundabout Layout – Dock Road / Middle Street / Wood Street

11.1.1 Results Summary - Existing

The results in Table 11-1 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 11-1: Dock Road / Middle Street / Wood Street – Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
Dock Road (e)	13	36	0.94	6	19	0.86
A231 Wood Street	1	8	0.42	0	4	0.21
Middle Street (s)	0	7	0.17	0	7	0.25
A2231 Dock Road (w)	2	6	0.68	3	7	0.73
Do Something 2041						
Dock Road (e)	105	251	>1.0	23	66	0.98
A231 Wood Street	1	8	0.48	1	4	0.34
Middle Street (s)	0	8	0.21	1	9	0.33
A2231 Dock Road (w)	3	9	0.77	5	12	0.83

For the Reference Case 2041, Dock Road (e) experiences moderate congestion during AM peak with a queue of 13 PCUs, 36 seconds delay, and an RFC of 0.94. The PM peak shows a lower queuing and delay with a 6 PCUs queue and 19 second delay. Other roads in this scenario show relatively low congestion levels.

In the Do Something 2041 scenario, Dock Road (e) during AM peak experiences over capacity issues with a queue of 105 PCUs, a delay of 251 seconds, and an RFC of over 1.0, indicating the approach is over capacity. The PM peak also shows increased congestion compared to the Reference Case, with 23 PCUs queue and 66 second delay.

A231 Wood Street and Middle Street (s) maintain relatively low RFC levels in both scenarios, with increases in the Do Something scenario. A2231 Dock Road (w) shows moderate increases in RFC in the Do Something scenario, particularly during PM peak.

11.2 Proposed Layout

The proposed modification to the existing roundabout focuses on a targeted improvement to enhance traffic flow and capacity. Specifically, the plan calls for widening of the lanes on the Dock Road approach to the roundabout.

Figure 11-2 provides a visual representation of this strategic enhancement, illustrating the expanded lane configuration on the Dock Road entry. This widening aims to address potential congestion issues and improve the approach's capacity to handle incoming traffic volumes. Full design details can be found in Appendix B.

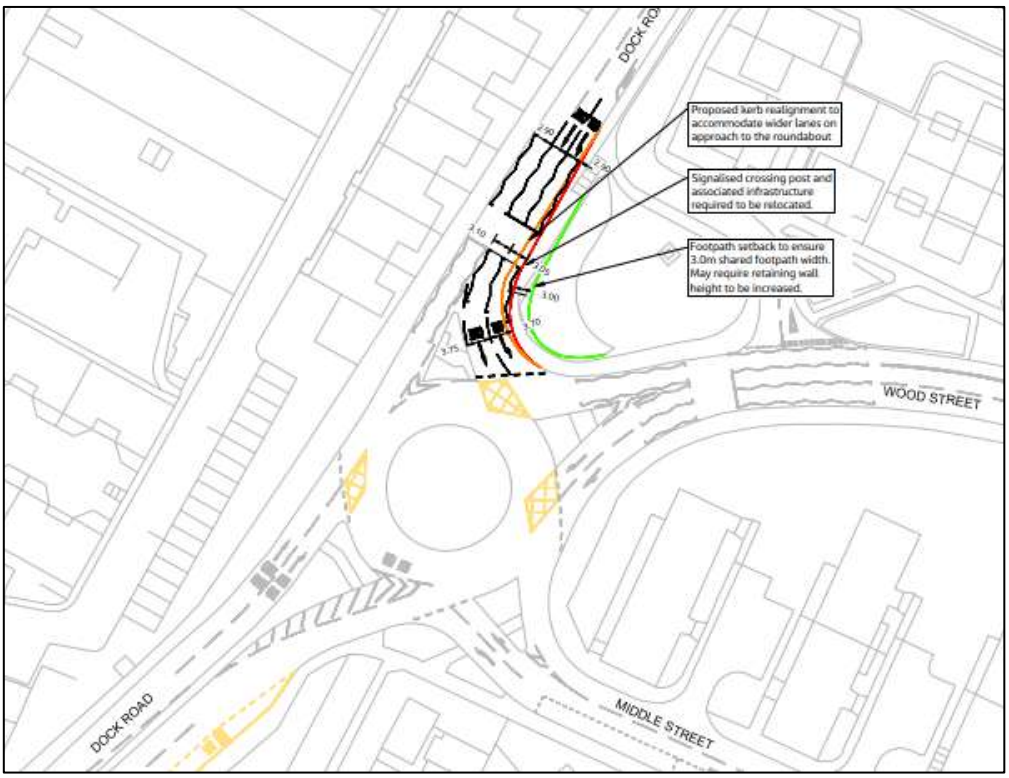


Figure 11-2: Proposed Layout – Dock Road / Middle Street / Wood Street

11.2.1 Results Summary - Proposed

The results in Table 11-2 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 11-2: Dock Road / Middle Street / Wood Street **Results Summary - Proposed**

Proposed Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
Dock Road (e)	6	16	0.85	3	8	0.72
A231 Wood Street	1	8	0.42	0	4	0.21
Middle Street (s)	1	26	0.42	0	7	0.25
A2231 Dock Road (w)	4	10	0.77	3	7	0.73
Do Something 2041						
Dock Road (e)	7	18	0.87	4	11	0.80
A231 Wood Street	1	8	0.50	0	4	0.30
Middle Street (s)	0	9	0.22	1	10	0.33
A2231 Dock Road (w)	3	9	0.77	5	12	0.83

In the existing Layout, Dock Road (e) is predicted to experience an increase in the ratio of flow to capacity in the Do Something 2041 scenario, with a queue of 105 PCUs and 251 seconds delay during AM peak. The Proposed Layout reduces this to just 7 PCUs and 18 second delay. This improvement is also evident in the Reference Case 2041, where the queue length reduces from 13 to 6 PCUs during AM peak.

Middle Street (s) shows changes in the Reference Case 2041, its AM peak delay increases from 7 to 26 seconds in the Proposed Layout, but the Do Something scenario shows a slight increase from 8 to 9 seconds.

A231 Wood Street maintains similar low RFC across both layouts, with slight increases in the Do Something scenario of the Proposed Layout for the AM peak.

A2231 Dock Road (w) shows minor increases in RFC in the Proposed Layout for both scenarios, particularly during the AM peak in the Reference Case where the queue increases from 2 to 4 PCUs.

12. Cornwallis Avenue / Yokosuka Way (J10)

12.1 Existing Layout

The Cornwallis Avenue / Yokosuka Way roundabout is located approx. 2 kilometres to the east of Gillingham town centre. The A289 Yokosuka Way / Ito Way links the north of Gillingham to the A2 to the south. Cornwallis Avenue provides access to Gillingham Town Centre. Beechings Way provides access to Rainham. The existing roundabout configuration was modelled using Junctions10 software. Figure 12-11 illustrates the current layout, which comprises:

- Four-arm non-signalised roundabout junction: This configuration indicates that the roundabout has four entry and exit points. The term "non-signalised" means that the roundabout operates without traffic lights or signals. Instead, it relies on established right-of-way rules and driver judgment to manage traffic flow. Typically, vehicles already in the roundabout have priority over those entering. This design is often effective in managing traffic from multiple directions while maintaining a continuous flow.
- A289 dual carriageway: The A289 road approaching the roundabout is a dual carriageway. Dual carriageways generally consist of two lanes in each direction, separated by a central reservation or median. This design allows for higher traffic capacity and smoother traffic flow compared to single-lane roads.
- Beechings Way dual carriageway: Like the A289, Beechings Way is also a dual carriageway approach to the roundabout. This suggests that both these roads are major routes carrying significant traffic volumes.



Figure 12-1: Existing Roundabout Layout – Cornwallis Avenue / Yokosuka Way

12.1.1 Results Summary - Existing

The results in Table 12-1 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 12-1: Cornwallis Avenue / Yokosuka Way - Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
Yokosuka Way (n)	1	4	0.56	3	6	0.72
Beeching Way (e)	1	4	0.43	1	5	0.43
Yokosuka Way (s)	2	5	0.66	1	4	0.52
Cornwallis Ave (w)	0	5	0.21	1	5	0.34
Do Something 2041						
Yokosuka Way (n)	2	5	0.65	5	10	0.82
Beeching Way (e)	1	6	0.52	1	5	0.43
Yokosuka Way (s)	2	6	0.68	2	4	0.60
Cornwallis Ave (w)	0	5	0.23	1	6	0.40

Analysis of the existing roundabout's performance projections reveals results for both the 2041 Reference Case and the Do Something scenarios. The data indicates that the current roundabout is expected to operate within its designed capacity, showing that is within capacity in future traffic conditions. Therefore, no mitigation was sought for this junction.

13. M2 J4 (J11)

13.1 Existing Layout

The M2 J4 is located to the south of Medway district and forms the junction of the A278 Hoath Way and the M2. The A278 Hoath Way is the main access to Rainham and Gillingham. The existing roundabout configuration was modelled using Junctions10 software. Figure 13-1 illustrates the current layout, which comprises:

- Three-arm non-signalised grade separated motorway roundabout junction: This configuration indicates that the roundabout has three entry and exit points. The term "non-signalised" means that the roundabout operates without traffic lights or signals. Instead, it relies on established right-of-way rules and driver judgment to manage traffic flow. Typically, vehicles already in the roundabout have priority over those entering. A three-arm roundabout is less common than four-arm configurations and is often used where one major road meets another at an angle, or where a T-junction is converted to improve traffic flow.
- Hoath Way dual carriageway: Hoath Way approaching the roundabout is a dual carriageway. Dual carriageways generally consist of two lanes in each direction, separated by a central reservation or median. This design allows for higher traffic capacity and smoother traffic flow compared to single-lane roads. The presence of a dual carriageway suggests that Hoath Way is a major route carrying significant traffic volumes.



Figure 13-1: Existing Roundabout Layout – M2 J4

13.1.1 Results Summary - Existing

The results in Table 13-1 below include testing the Reference Case and Do Something flow scenarios. Full results are located in Appendix A.

Table 13-1: M2J4- Existing

Existing Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Reference Case 2041						
A278 Hoath Way	1	4	0.56	1	3	0.33
M2 (e)	742	>300	>1.0	374	>300	>1.0
M2 (w)	0	4	0.31	1	6	0.55
Do Something 2041						
A278 Hoath Way	4	8	0.79	1	4	0.45
M2 (e)	446	>300	>1.0	446	>300	>1.0
M2 (w)	0	4	0.31	2	9	0.70

In the Reference Case 2041, the M2 (e) is considerably overcapacity during both AM and PM peaks. The AM peak shows a long queue of 742 PCUs, delays exceeding 300 seconds, and a Ratio of Flow to Capacity (RFC) of over 1.0, indicating the road is significantly over capacity. The PM peak, while slightly better, still shows congestion with 374 PCUs queue and an RFC of over1.0.

The Do Something 2041 scenario shows some improvement for the M2 (e) during the AM peak, with the queue length reducing to 446 PCUs. However, the RFC remains high over 1.0, and delays still exceed 300 seconds. The PM peak congestion worsens slightly in this scenario, with the queue increasing to 446 PCUs and the RFC also being over 1.0.

A278 Hoath Way shows a moderate increase in ratio of flow to capacity in the Do Something scenario, particularly during the AM peak where the queue increases from 1 to 4 PCUs and the RFC rises from 0.56 to 0.79.

The M2 (w) shows minimal congestion in the AM peak for both scenarios. However, there's a noticeable increase in congestion during the PM peak in the Do Something scenario, with the queue increasing from 1 to 2 PCUs and the RFC rising from 0.55 to 0.70.

13.2 Proposed Layout

The mitigation strategy proposed has been developed by Charles and Associates, the developers, and is regarded as more robust due to the higher flows utilised, ensuring that the junction continues to perform effectively and is expected to be implemented by the local plan year. Five primary modifications have been identified:

1. Proposed signalisation of the circulatory at A278 / Hoath Way, along with a segregated left turn onto the slip lane.

2. A new proposed link road to the south of the roundabout featuring a segregated left turn onto the slip lane.

3. A proposed segregated left turn lane that merges onto the new link road from the M2 westbound slip lane.

4. The number of circulatory lanes will be increased to two, and the white markings will be updated.

5. A proposed segregated left turn from the M2 off-slip eastbound to Hoath Way.

Figure 13-2 illustrates the new road marking layout, lane configurations, and signalisation at M2 J4. Comprehensive design details can be found in Appendix B.

It is important to reiterate that the design and model outputs originate from a third party: Charles and Associates, the developers.

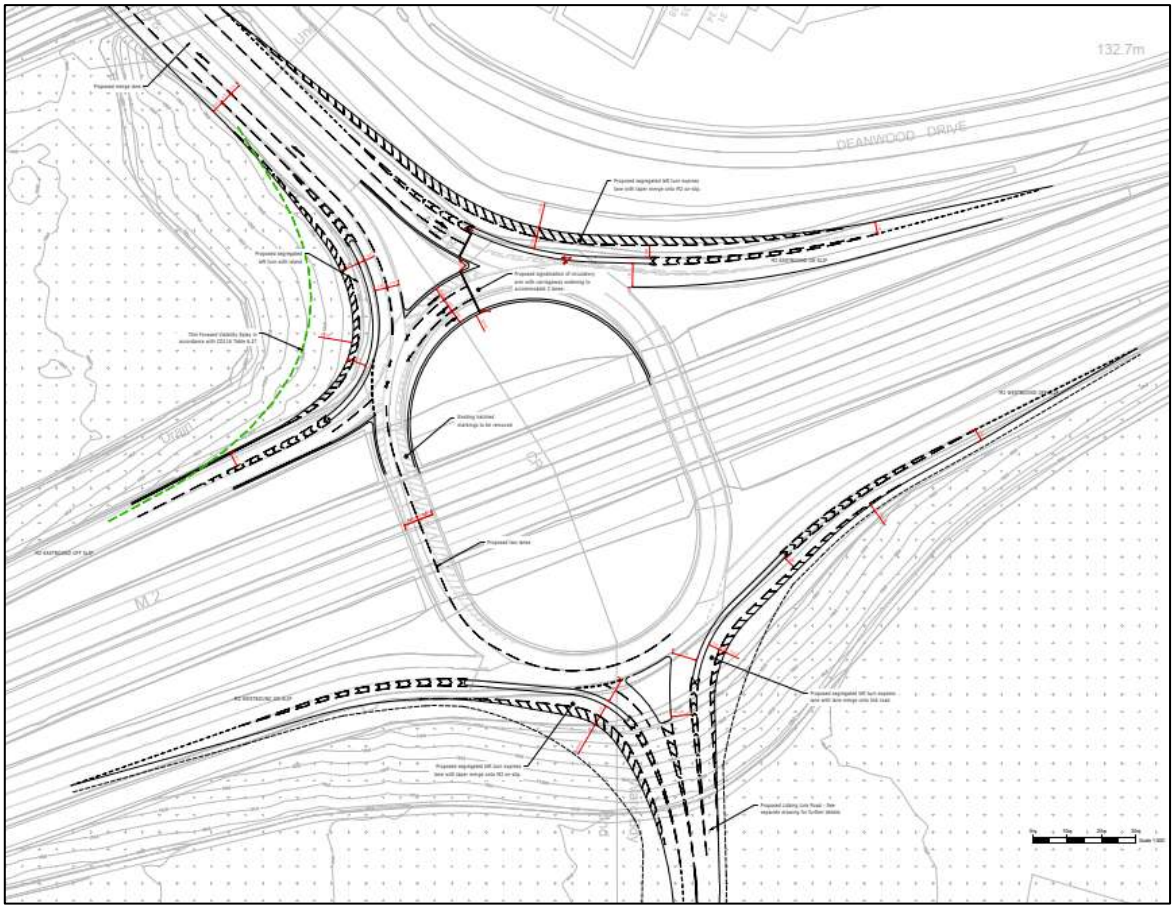


Figure 13-2: Proposed Layout by Charles and Associates – M2J4

13.2.1 Result Summary - Proposed

The results in Table 13-2 below include testing the Do Something flow scenarios 2041. Full results are located in Appendix A.

Table 13-2: M2 J4 Results Summary - Proposed

Proposed Layout	AM			PM		
	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)	RFC
Do Something 2041						
A278 Hoath Way (AH)	13	33	0.93	9	24	0.87
A278 Hoath Way (AH)	9	21	0.87	8	18	0.82
Northern Circulatory (AH)	1	14	0.35	3	15	0.51
Northern Circulatory (R/AH)	2	17	0.52	3	15	0.51
Northern Circulatory (R)	2	17	0.52	3	15	0.51

To emphasise, the two tables display traffic data for distinct road configurations, employing different metrics and time periods, which complicates a straightforward comparison. The first table presents data for the year

2041, whereas the second table relates to 2041. Also, the results for the proposed option only include data for the signalised arm, with no information available for the other approaches.

For the A278 Hoath Way, the first table shows minimal queues but some delay, whereas the second table indicates larger queues and more delays. The first table also reveals severe congestion on the M2 (e) with queues over 300 PCUs and RFC >1.0, but the second table doesn't provide M2 data for comparison.

Do Something 2041 scenario predicts to have better performance with shorter queues and delays compared to the first table's Do Something 2041 scenario. However, it should be noted there is a four-year difference in projections.

Without additional context about the specific changes between these scenarios and the reasons for the different metrics used, it's difficult to draw more detailed conclusions. The data does suggest that traffic conditions are generally worse in the 2041 projections compared to 2041, which is logical given the typical increase in traffic over time.

14. Cost Estimates

14.1 Methodology

To develop high-level order of magnitude costs, rough measurements were taken of each of the proposed options and compared against estimated 2025 rates. This includes cost against the following series:

- Series 100 Preliminaries
- Series 200 Site Clearance
- Series 400 Road Restraint Systems
- Series 500 Drainage
- Series 600 Earthworks
- Series 700 Pavements
- Series 1100 Kerbs, Footways and Paved Areas
- Series 1200 Traffic Signs and Markings
- Series 1300 Road Lighting and Signals
- Series 3000 Landscape and Ecology

Please note the following have not been considered:

- Land acquisition costs,
- Extensive utility diversion.

Table 14-1 below shows a summary of the cost estimates, with a more detailed breakdown shown in Appendix C.

Table 14-1: Order of Magnitude Cost Estimates

Junction	Low Cost Estimate	High Cost Estimate
A228 Peninsula Way/Main Road Hoo	£ 11,000,000.00	£ 18,000,000.00
A228 Peninsula Way/Dux Court Road/Bells Ln	£ 1,000,000.00	£ 2,000,000.00
A228 Peninsula Way/Roper's Ln/Ratcliff Highway	£ 1,000,000.00	£ 2,000,000.00
Sans Pareil Roundabout	£ 23,000,000.00	£ 38,000,000.00
A2 High Street/Station Road and A2 High Street/Canal Road	£ 1,000,000.00	£ 1,000,000.00
Pier Road/Gillingham Gate/Dynamo Way Gyratory	£ 18,000,000.00	£ 30,000,000.00
Dock Road/Middle Street/Wood Street	£ 1,000,000.00	£ 2,000,000.00
Four Elms Roundabout	£ 51,000,000.00	£ 84,000,000.00

15. Conclusion

This report provides a detailed analysis of traffic conditions and proposed improvements for eleven key junctions in the Medway area, comparing 2041 Reference Case and Do Something scenarios. The main conclusions are as follows:

Most junctions show increased congestion in the Do Something 2041 scenario compared to the Reference Case, indicating potential challenges with future traffic growth. However, proposed layouts generally offer significant improvements over existing configurations, particularly for junctions experiencing severe congestion in the Do Something scenario.

Notable improvements are seen at several junctions. The Four Elms Roundabout (J1) benefits from signalisation and lane reconfiguration, which significantly reduces congestion. The Sans Pareil Roundabout (J4) sees great improvement in traffic flow due to an expanded roundabout design with signalisation. At the Dock Road/Middle Street/Wood Street junction (J9), lane widening on the Dock Road approach effectively reduces queues and delays. The M2 J4 (J11) shows improved capacity, especially for the M2 eastbound off-slip, with the extended give way markings and lane reconfiguration.

Some junctions, such as Union Street/Best Street (J6) and Cornwallis Avenue/Yokosuka Way (J10), demonstrate adequate performance without requiring mitigation measures. The Dynamo Way Gyratory (J8) shows improved performance in the 2041 proposed layout, but further analysis may be needed for 2041 conditions.

The A2 High Street/Station Road junction (J5) presents mixed results, with improvements in the Do Something scenario but potential issues in the Reference Case. This suggests that careful monitoring and possible further adjustments may be necessary as traffic patterns evolve.

Overall, the proposed modifications appear to address many of the congestion issues predicted in the 2041 scenarios. However, some junctions may require further optimisation or monitoring as traffic volumes increase.

Table 15-1 shows the model PRC results of all the junctions for Reference Case, Do Something and Mitigation DS Scenarios.

- GREEN Results indicate the junction is operating within capacity with minimal delays and queues.
- AMBER Results indicate the junction is operating within capacity, but delays and queues are beginning to increase.
- RED Results indicate the junction is operating over capacity, with significant delays and queues

Table 15-1: Junction Modelling Results

Junction	AM			PM		
	RC	DS	Mit	RC	DS	Mit
A228 Peninsula Way / Main Road Hoo	-0.13	-0.46	0	-0.07	-0.46	0
A228 Peninsula Way / Dux Court Road / Bell's Lane	0.1	-0.19	-0.1	0.04	-0.2	-0.08
A228 Peninsula Way / Roper's Lane / Ratcliffe Highway	0.25	-0.32	0.06	-0.02	-0.41	0.07
Sans Pareil Roundabout	-0.3	-0.32	0.09	-0.32	-0.41	0.14
A2 High Street / Station Road	0.1	-0.02	0	0.15	-0.05	0.1
Union Street / Best Street	0.19	0.09	N/A	0.14	0.04	N/A
Pier Road / Pegasus Way	0.25	0.05	N/A	0.13	0.02	N/A
Dynamo Way Gyratory	0.08	-0.03	0.08	-0.05	-0.76	-0.02
Dock Road / Middle Street / Wood Street	-0.43	-0.49	-0.03	-0.39	-0.45	0.02
Cornwallis Avenue /Yokosuka Way	0.27	0.24	N/A	0.23	0.09	N/A
M2 J4	-0.26	-0.36	0.01	-0.4	-0.44	0.02
Four Elms Roundabout	-0.29	-0.67	0.12	-0.26	-0.65	0.1

Appendix A. Junction Models Output Results

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J1_V1.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\BASE\1 A228 Peninsula Way_Main Road Hoo
Report generation date: 25/06/2025 11:31:43

»2041 DS, AM
»2041 DS, PM
»2041 RC, AM
»2041 RC, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2041 DS												
1 - A228 Peninsula Way [N]	D1	191.7	268.92	1.08	F	-47 % [3 - A228 Peninsula Way [S]]	D2	401.8	569.67	1.18	F	-49 % [3 - A228 Peninsula Way [S]]
2 - Main Road Hoo		873.1	15222.74	5.87	F			517.8	7242.98	3.31	F	
3 - A228 Peninsula Way [S]		1360.0	1843.50	1.58	F			1519.3	2060.35	1.65	F	
4 - Dunnock Dr		146.0	59999940.00	9999999999.00	F			70.0	59999940.00	9999999999.00	F	
2041 RC												
1 - A228 Peninsula Way [N]	D3	2.1	4.58	0.67	A	-19 % [3 - A228 Peninsula Way [S]]	D4	4.2	7.86	0.80	A	-13 % [3 - A228 Peninsula Way [S]]
2 - Main Road Hoo		2.9	28.34	0.73	D			0.0	0.00	0.00	A	
3 - A228 Peninsula Way [S]		113.6	162.12	1.04	F			24.7	41.38	0.97	E	
4 - Dunnock Dr		0.0	0.00	0.00	A			0.0	0.00	0.00	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

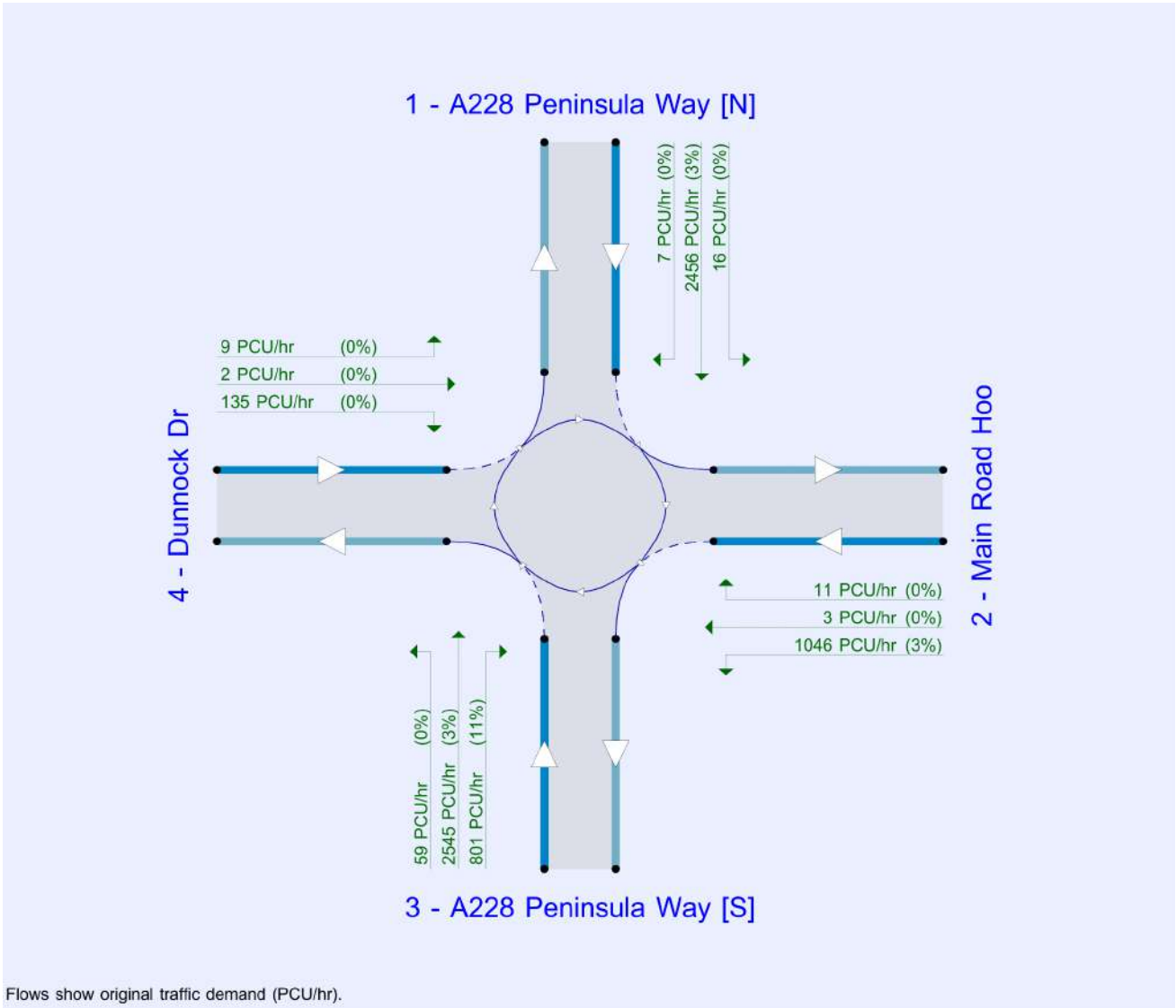
File summary

File Description

Title	
Location	
Site number	
Date	05/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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	Use iterations for HCM roundabouts
5.75					✓	RFC/DOS	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	08:00	09:00	60	15	✓
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓
D3	2041 RC	AM	FLAT	08:00	09:00	60	15	✓
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Analysis Set Details

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

2041 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	1191802.89	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-47	3 - A228 Peninsula Way [S]	1191802.89	F

Arms

Arms

Arm	Name	Description	No give-way line
1	A228 Peninsula Way [N]		
2	Main Road Hoo		
3	A228 Peninsula Way [S]		
4	Dunnock Dr		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A228 Peninsula Way [N]	9.00	9.00	0.0	29.0	49.5	18.2		
2 - Main Road Hoo	3.60	7.33	12.9	14.0	49.5	32.0		
3 - A228 Peninsula Way [S]	7.00	9.00	13.5	26.0	49.5	55.9		
4 - Dunnock Dr	2.80	5.40	3.6	14.0	49.5	39.3		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A228 Peninsula Way [N]	0.851	2880
2 - Main Road Hoo	0.590	1631
3 - A228 Peninsula Way [S]	0.708	2333
4 - Dunnock Dr	0.468	1030

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A228 Peninsula Way [N]		FLAT	✓	2479	100.000
2 - Main Road Hoo		FLAT	✓	1060	100.000
3 - A228 Peninsula Way [S]		FLAT	✓	3685	100.000
4 - Dunnock Dr		FLAT	✓	146	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	16	2456	7
	2 - Main Road Hoo	11	0	1046	3
	3 - A228 Peninsula Way [S]	2545	801	280	59
	4 - Dunnock Dr	9	2	135	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	0	3	0
	2 - Main Road Hoo	0	0	3	0
	3 - A228 Peninsula Way [S]	3	11	2	0
	4 - Dunnock Dr	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A228 Peninsula Way [N]	1.08	268.92	191.7	F	2479	2479
2 - Main Road Hoo	5.87	15222.74	873.1	F	1060	1060
3 - A228 Peninsula Way [S]	1.58	1843.50	1360.0	F	3685	3685
4 - Dunnock Dr	9999999999.00	59999940.00	146.0	F	146	146

2041 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	577926.43	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-49	3 - A228 Peninsula Way [S]	577926.43	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A228 Peninsula Way [N]		FLAT	✓	2634	100.000
2 - Main Road Hoo		FLAT	✓	746	100.000
3 - A228 Peninsula Way [S]		FLAT	✓	3843	100.000
4 - Dunnock Dr		FLAT	✓	70	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	14	2612	8
	2 - Main Road Hoo	12	0	732	2
	3 - A228 Peninsula Way [S]	2471	986	262	124
	4 - Dunnock Dr	7	2	61	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	0	2	0
	2 - Main Road Hoo	0	0	14	0
	3 - A228 Peninsula Way [S]	2	2	2	0
	4 - Dunnock Dr	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A228 Peninsula Way [N]	1.18	569.67	401.8	F	2634	2634
2 - Main Road Hoo	3.31	7242.98	517.8	F	746	746
3 - A228 Peninsula Way [S]	1.65	2060.35	1519.3	F	3843	3843
4 - Dunnock Dr	9999999999.00	59999940.00	70.0	F	70	70

2041 RC, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	92.37	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-19	3 - A228 Peninsula Way [S]	92.37	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A228 Peninsula Way [N]		FLAT	✓	1654	100.000
2 - Main Road Hoo		FLAT	✓	374	100.000
3 - A228 Peninsula Way [S]		FLAT	✓	2425	100.000
4 - Dunnock Dr		FLAT	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	0	1654	0
	2 - Main Road Hoo	0	0	374	0
	3 - A228 Peninsula Way [S]	1924	246	255	0
	4 - Dunnock Dr	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	0	4	0
	2 - Main Road Hoo	0	0	9	0
	3 - A228 Peninsula Way [S]	7	11	2	0
	4 - Dunnock Dr	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A228 Peninsula Way [N]	0.67	4.58	2.1	A	1654	1654
2 - Main Road Hoo	0.73	28.34	2.9	D	374	374
3 - A228 Peninsula Way [S]	1.04	162.12	113.6	F	2425	2425
4 - Dunnock Dr	0.00	0.00	0.0	A	0	0

2041 RC, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	25.87	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-13	3 - A228 Peninsula Way [S]	25.87	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A228 Peninsula Way [N]		FLAT	✓	1949	100.000
2 - Main Road Hoo		FLAT	✓	0	100.000
3 - A228 Peninsula Way [S]		FLAT	✓	2264	100.000
4 - Dunnock Dr		FLAT	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	0	1949	0
	2 - Main Road Hoo	0	0	0	0
	3 - A228 Peninsula Way [S]	1733	293	238	0
	4 - Dunnock Dr	0	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	0	5	0
	2 - Main Road Hoo	0	0	0	0
	3 - A228 Peninsula Way [S]	3	9	2	0
	4 - Dunnock Dr	0	0	0	0

Results

Results Summary for whole modelled period

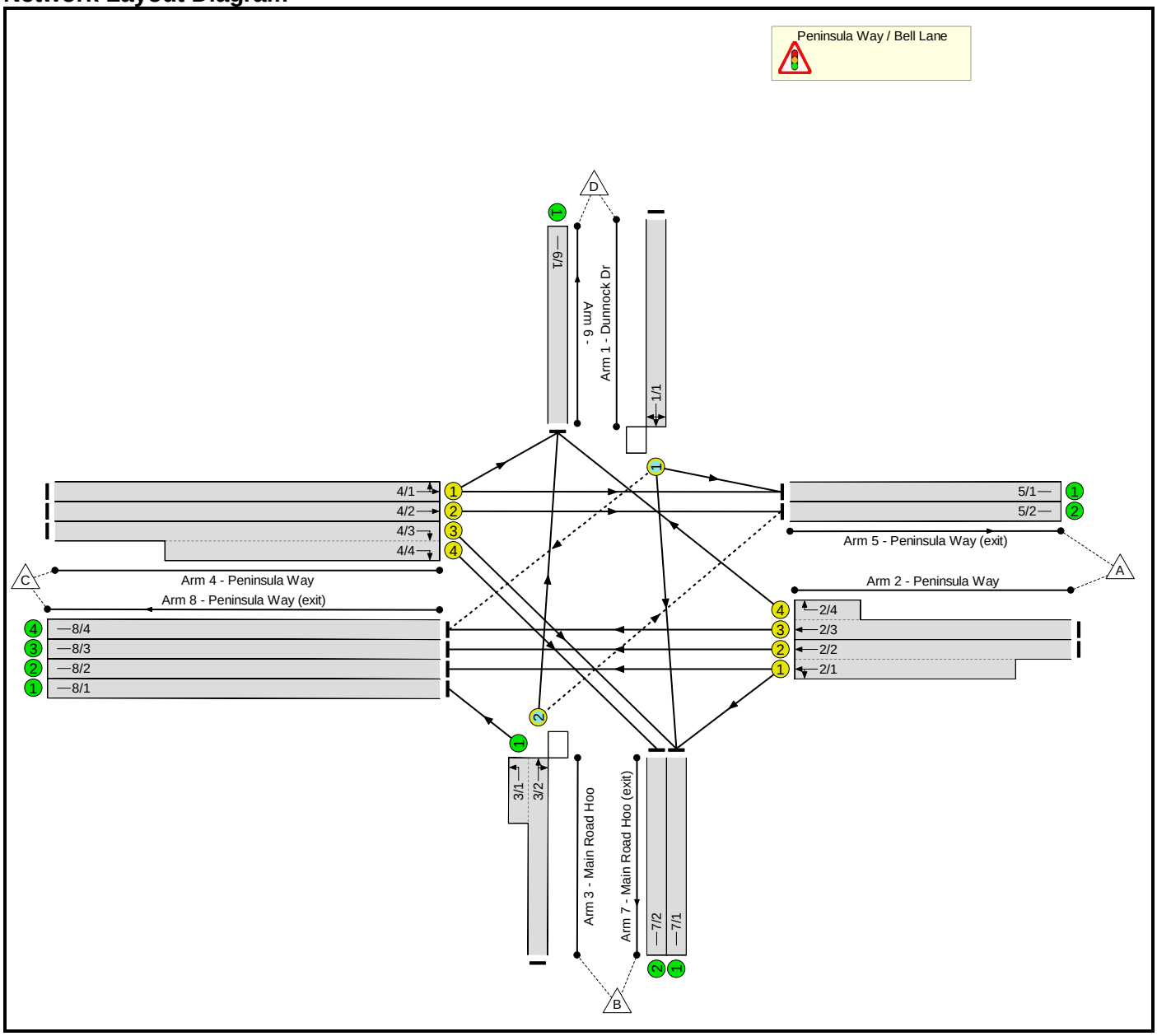
Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A228 Peninsula Way [N]	0.80	7.86	4.2	A	1949	1949
2 - Main Road Hoo	0.00	0.00	0.0	A	0	0
3 - A228 Peninsula Way [S]	0.97	41.38	24.7	E	2264	2264
4 - Dunnock Dr	0.00	0.00	0.0	A	0	0

Full Input Data And Results

User and Project Details

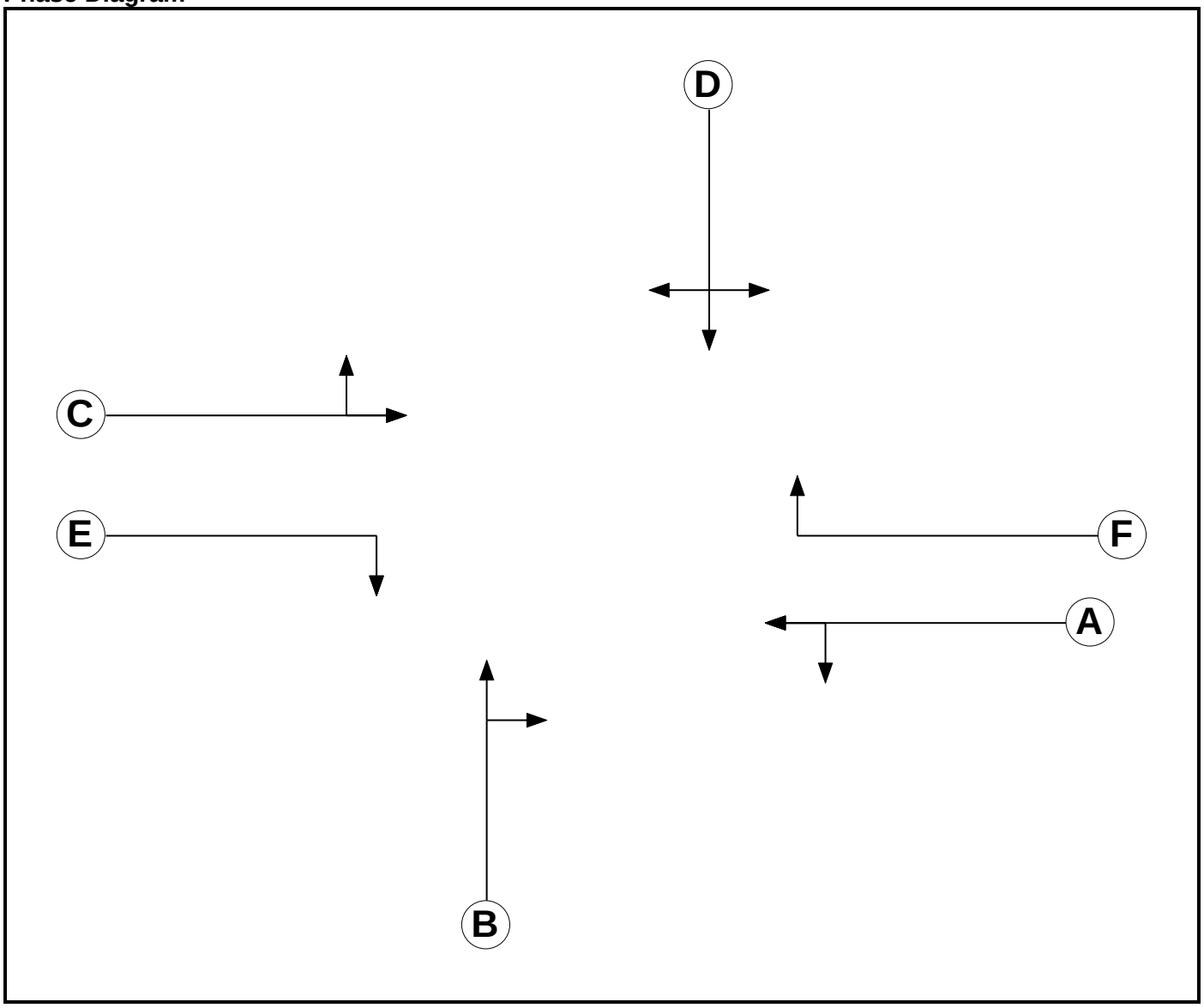
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Title:	
Location:	
Additional detail:	
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Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7

Full Input Data And Results

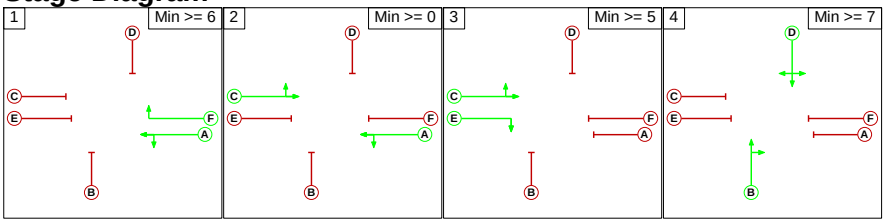
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		7	-	5	5	-
	B	5		7	-	5	5
	C	-	5		6	-	5
	D	7	-	5		5	7
	E	6	5	-	5		-
	F	-	5	6	5	-	

Phases in Stage

Stage No.	Phases in Stage
1	A F
2	A C
3	C E
4	B D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		6	6	7
	2	5		5	7
	3	6	6		6
	4	7	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Peninsula Way / Bell Lane											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Dunnock Dr)	8/4 (Right)	1439	0	3/2	1.09	To 6/1 (Ahead)	2.00	2.00	0.50	2	2.00
3/2 (Main Road Hoo)	5/2 (Right)	1439	0	1/1	1.09	To 7/1 (Ahead)	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Peninsula Way / Bell Lane												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Dunnock Dr)	O	D	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 5 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	30.00
2/1 (Peninsula Way)	U	A	2	3	30.0	Geom	-	3.50	0.00	Y	Arm 7 Left	Inf
											Arm 8 Ahead	Inf
2/2 (Peninsula Way)	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 8 Ahead	Inf
2/3 (Peninsula Way)	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 8 Ahead	Inf
2/4 (Peninsula Way)	U	F	2	3	5.0	User	1800	-	-	-	-	-
3/1 (Main Road Hoo)	U		2	3	5.0	Geom	-	3.50	0.00	Y	Arm 8 Left	Inf
3/2 (Main Road Hoo)	O	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Right	Inf
											Arm 6 Ahead	Inf
4/1 (Peninsula Way)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Left	Inf
4/2 (Peninsula Way)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 5 Ahead	Inf
4/3 (Peninsula Way)	U	E	2	3	60.0	Geom	-	3.50	0.00	N	Arm 7 Right	Inf
4/4 (Peninsula Way)	U	E	2	3	20.9	Geom	-	3.50	0.00	Y	Arm 7 Right	Inf
5/1 (Peninsula Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Peninsula Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Main Road Hoo (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

7/2 (Main Road Hoo (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Peninsula Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (Peninsula Way (exit))	U		2	3	32.2	Geom	-	3.50	0.00	Y		
8/3 (Peninsula Way (exit))	U		2	3	32.2	Geom	-	3.50	0.00	Y		
8/4 (Peninsula Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 DS AM'	08:00	09:00	01:00	
2: '2041 DS PM'	16:00	17:00	01:00	

Scenario 1: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	16	2456	7	2479
	B	11	0	1046	3	1060
	C	2545	801	0	59	3405
	D	9	2	135	0	146
	Tot.	2565	819	3637	69	7090

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2041 DS AM
Junction: Peninsula Way / Bell Lane	
1/1	146
2/1 (short)	684
2/2 (with short)	1408(In) 724(Out)
2/3 (with short)	1071(In) 1064(Out)
2/4 (short)	7
3/1 (short)	1046
3/2 (with short)	1060(In) 14(Out)
4/1	1250
4/2	1354
4/3 (with short)	801(In) 414(Out)
4/4 (short)	387
5/1	1200
5/2	1365
6/1	69
7/1	432
7/2	387
8/1	1046
8/2	668
8/3	724
8/4	1199

Full Input Data And Results

Lane Saturation Flows

Junction: Peninsula Way / Bell Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dunnock Dr)	4.50	0.00	Y	Arm 5 Left	15.00	6.2 %	1962	1962
				Arm 7 Ahead	Inf	1.4 %		
				Arm 8 Right	30.00	92.5 %		
2/1 (Peninsula Way)	3.50	0.00	Y	Arm 7 Left	Inf	2.3 %	1965	1965
				Arm 8 Ahead	Inf	97.7 %		
2/2 (Peninsula Way)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Peninsula Way)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Peninsula Way Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Main Road Hoo)	3.50	0.00	Y	Arm 8 Left	Inf	100.0 %	1965	1965
3/2 (Main Road Hoo)	3.50	0.00	Y	Arm 5 Right	Inf	78.6 %	1965	1965
				Arm 6 Ahead	Inf	21.4 %		
4/1 (Peninsula Way)	3.50	0.00	Y	Arm 5 Ahead	Inf	95.3 %	1965	1965
				Arm 6 Left	Inf	4.7 %		
4/2 (Peninsula Way)	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
4/3 (Peninsula Way)	3.50	0.00	N	Arm 7 Right	Inf	100.0 %	2105	2105
4/4 (Peninsula Way)	3.50	0.00	Y	Arm 7 Right	Inf	100.0 %	1965	1965
5/1 (Peninsula Way (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Peninsula Way (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Main Road Hoo (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Main Road Hoo (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Peninsula Way (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Peninsula Way (exit))	3.50	0.00	Y				1965	1965
8/3 (Peninsula Way (exit))	3.50	0.00	Y				1965	1965
8/4 (Peninsula Way (exit) Lane 4)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	14	2612	8	2634
	B	12	0	732	2	746
	C	2471	986	0	124	3581
	D	7	2	61	0	70
	Tot.	2490	1002	3405	134	7031

Traffic Lane Flows

Lane	Scenario 2: 2041 DS PM
Junction: Peninsula Way / Bell Lane	
1/1	70
2/1 (short)	767
2/2 (with short)	1576(In) 809(Out)
2/3 (with short)	1058(In) 1050(Out)
2/4 (short)	8
3/1 (short)	732
3/2 (with short)	746(In) 14(Out)
4/1	1246
4/2	1349
4/3 (with short)	986(In) 510(Out)
4/4 (short)	476
5/1	1129
5/2	1361
6/1	134
7/1	526
7/2	476
8/1	732
8/2	753
8/3	809
8/4	1111

Full Input Data And Results

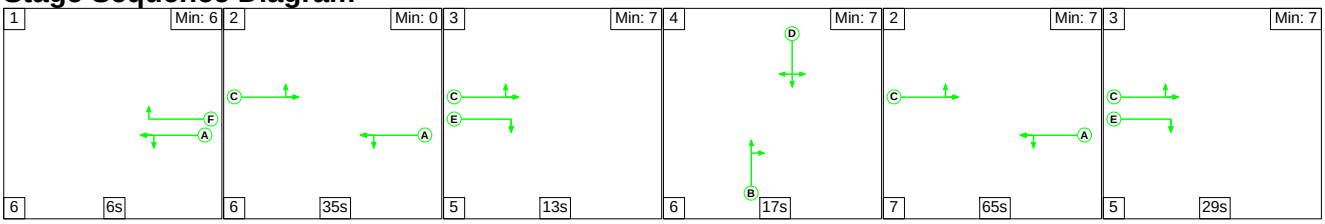
Lane Saturation Flows

Junction: Peninsula Way / Bell Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dunnock Dr)	4.50	0.00	Y	Arm 5 Left	15.00	10.0 %	1960	1960
				Arm 7 Ahead	Inf	2.9 %		
				Arm 8 Right	30.00	87.1 %		
2/1 (Peninsula Way)	3.50	0.00	Y	Arm 7 Left	Inf	1.8 %	1965	1965
				Arm 8 Ahead	Inf	98.2 %		
2/2 (Peninsula Way)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Peninsula Way)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Peninsula Way Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Main Road Hoo)	3.50	0.00	Y	Arm 8 Left	Inf	100.0 %	1965	1965
3/2 (Main Road Hoo)	3.50	0.00	Y	Arm 5 Right	Inf	85.7 %	1965	1965
				Arm 6 Ahead	Inf	14.3 %		
4/1 (Peninsula Way)	3.50	0.00	Y	Arm 5 Ahead	Inf	90.0 %	1965	1965
				Arm 6 Left	Inf	10.0 %		
4/2 (Peninsula Way)	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
4/3 (Peninsula Way)	3.50	0.00	N	Arm 7 Right	Inf	100.0 %	2105	2105
4/4 (Peninsula Way)	3.50	0.00	Y	Arm 7 Right	Inf	100.0 %	1965	1965
5/1 (Peninsula Way (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Peninsula Way (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Main Road Hoo (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Main Road Hoo (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Peninsula Way (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Peninsula Way (exit))	3.50	0.00	Y				1965	1965
8/3 (Peninsula Way (exit))	3.50	0.00	Y				1965	1965
8/4 (Peninsula Way (exit) Lane 4)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'NCP')

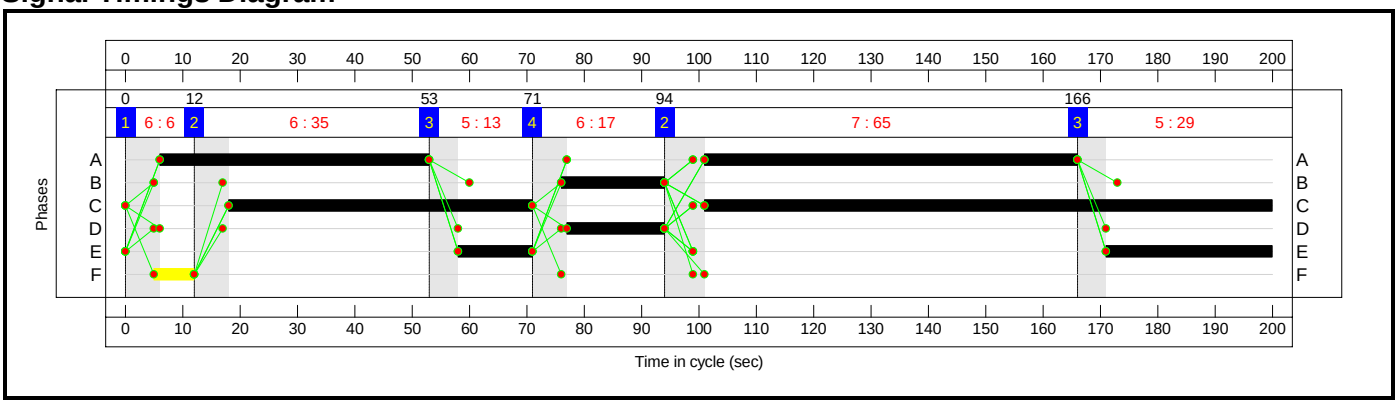
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	2	3
Duration	6	35	13	17	65	29
Change Point	0	12	53	71	94	166

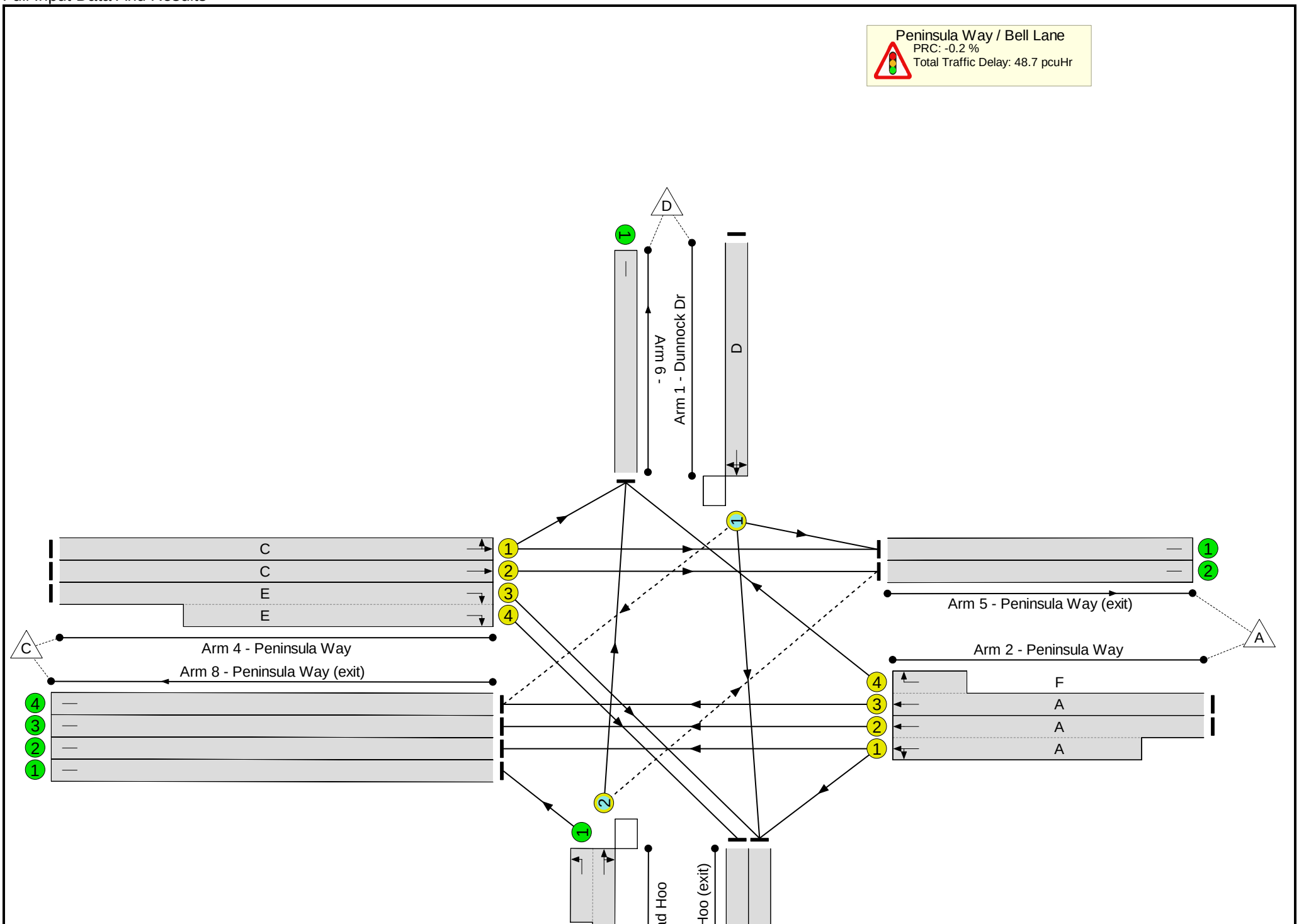
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 48.70 pcuHr
Worst PRC: -0.19 % (On Lane 1/1)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
Peninsula Way / Bell Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
1/1	Dunnock Dr Left Ahead Right	O	N/A	N/A	D		1	17	-	146	1962	162	90.2%
2/2+2/1	Peninsula Way Left Ahead	U	N/A	N/A	A		2	112	-	1408	2105:1965	1046+988	69.2 : 69.2%
2/3+2/4	Peninsula Way Right Ahead	U	N/A	N/A	A F		2:1	112:7	-	1071	2105:1800	1183+8	90.0 : 90.0%
3/2+3/1	Main Road Hoo Right Ahead Left	O+U	N/A	N/A	B -		1	18	-	1060	1965:1965	26+1939	53.9 : 53.9%
4/1	Peninsula Way Ahead Left	U	N/A	N/A	C		2	152	-	1250	1965	1513	82.6%
4/2	Peninsula Way Ahead	U	N/A	N/A	C		2	152	-	1354	2105	1621	83.5%
4/3+4/4	Peninsula Way Right	U	N/A	N/A	E		2	42	-	801	2105:1965	463+432	89.4 : 89.5%
5/1	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	1200	Inf	Inf	0.0%
5/2	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	1365	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	69	Inf	Inf	0.0%
7/1	Main Road Hoo (exit)	U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
7/2	Main Road Hoo (exit)	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
8/1	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	1046	Inf	Inf	0.0%
8/2	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	668	1965	1965	34.0%
8/3	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	724	1965	1965	36.8%

Full Input Data And Results

8/4	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	1199	Inf	Inf	0.0%

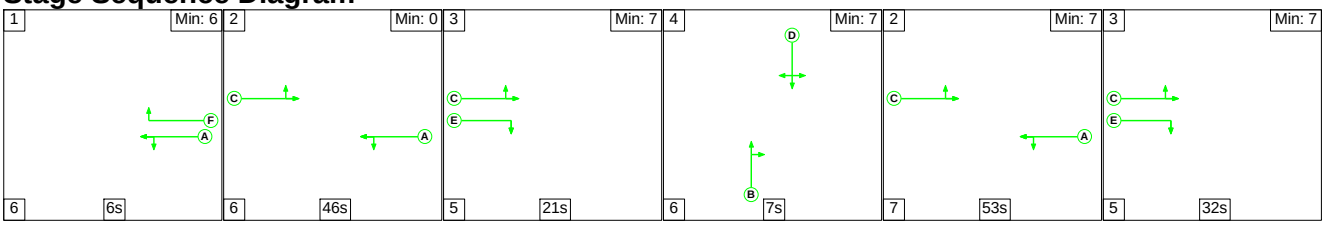
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**140**	**0**	**6**	**30.2**	**18.4**	**0.1**	**48.7**	**-**	**-**	**-**	**-**
Peninsula Way / Bell Lane	**-**	**-**	**140**	**0**	**6**	**30.2**	**18.4**	**0.1**	**48.7**	**-**	**-**	**-**	**-**
1/1	146	146	129	0	6	3.6	3.3	0.1	7.0	171.6	8.0	3.3	11.2
2/2+2/1	1408	1408	-	-	-	5.6	1.1	-	6.7	17.1	14.3	1.1	15.4
2/3+2/4	1071	1071	-	-	-	5.9	4.2	-	10.1	34.0	28.5	4.2	32.7
3/2+3/1	1060	1060	11	0	0	0.3	0.6	0.0	0.9	3.1	0.7	0.6	1.3
4/1	1250	1250	-	-	-	2.7	2.3	-	5.0	14.5	27.4	2.3	29.8
4/2	1354	1354	-	-	-	3.0	2.5	-	5.5	14.5	30.5	2.5	33.0
4/3+4/4	801	801	-	-	-	9.0	3.9	-	13.0	58.2	14.1	3.9	18.1
5/1	1200	1200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1365	1365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	69	69	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1046	1046	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	668	668	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
8/3	724	724	-	-	-	0.0	0.3	-	0.3	1.5	6.6	0.3	6.9
8/4	1199	1199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -0.2 Total Delay for Signalled Lanes (pcuHr): 48.14 Cycle Time (s): 200
PRC Over All Lanes (%): -0.2 Total Delay Over All Lanes(pcuHr): 48.70

Full Input Data And Results

Scenario 2: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'NCP')

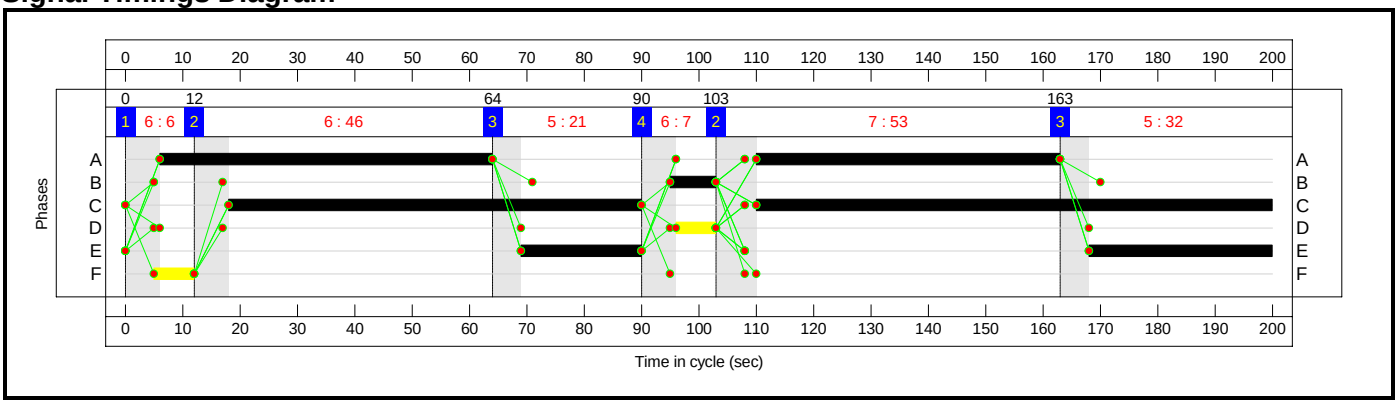
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	2	3
Duration	6	46	21	7	53	32
Change Point	0	12	64	90	103	163

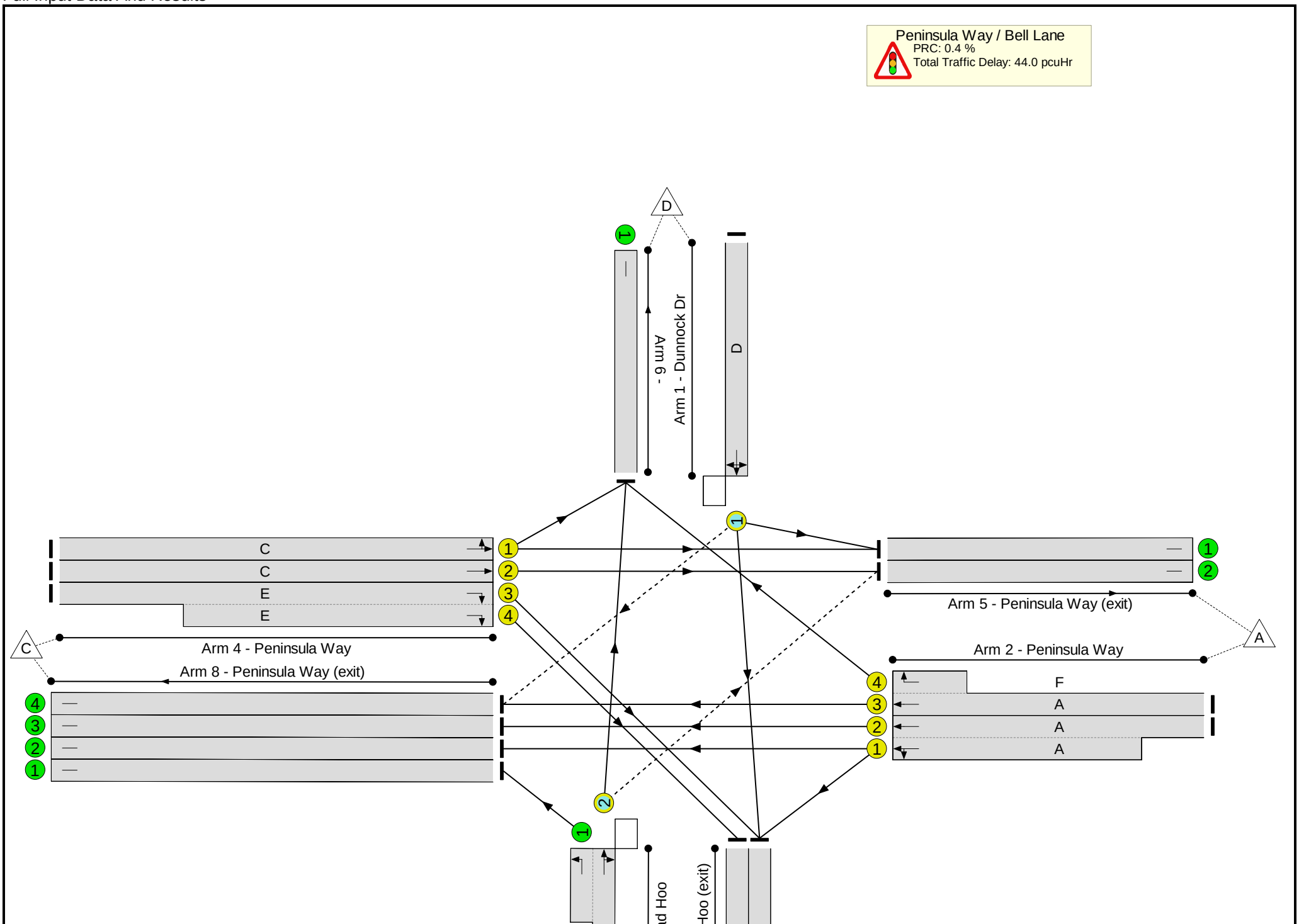
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 44.00 pcuHr
Worst PRC: 0.38 % (On Lane 2/3)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
Peninsula Way / Bell Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
1/1	Dunnock Dr Left Ahead Right	O	N/A	N/A	D		1	7	-	70	1960	78	89.3%
2/2+2/1	Peninsula Way Left Ahead	U	N/A	N/A	A		2	111	-	1576	2105:1965	1044+990	77.5 : 77.5%
2/3+2/4	Peninsula Way Right Ahead	U	N/A	N/A	A F		2:1	111:7	-	1058	2105:1800	1171+9	89.7 : 89.7%
3/2+3/1	Main Road Hoo Right Ahead Left	O+U	N/A	N/A	B -		1	8	-	746	1965:1965	37+1928	38.0 : 38.0%
4/1	Peninsula Way Ahead Left	U	N/A	N/A	C		2	162	-	1246	1965	1611	77.3%
4/2	Peninsula Way Ahead	U	N/A	N/A	C		2	162	-	1349	2105	1726	78.2%
4/3+4/4	Peninsula Way Right	U	N/A	N/A	E		2	53	-	986	2105:1965	579+540	88.1 : 88.1%
5/1	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	1129	Inf	Inf	0.0%
5/2	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	1361	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	134	Inf	Inf	0.0%
7/1	Main Road Hoo (exit)	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
7/2	Main Road Hoo (exit)	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
8/1	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
8/2	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	753	1965	1965	38.3%
8/3	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	809	1965	1965	41.2%

Full Input Data And Results

8/4	Peninsula Way (exit)	U	N/A	N/A	-		-	-	-	1111	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**69**	**0**	**4**	**27.7**	**16.3**	**0.0**	**44.0**	**-**	**-**	**-**	**-**
Peninsula Way / Bell Lane	**-**	**-**	**69**	**0**	**4**	**27.7**	**16.3**	**0.0**	**44.0**	**-**	**-**	**-**	**-**
1/1	70	70	57	0	4	1.9	2.6	0.0	4.5	229.0	3.9	2.6	6.5
2/2+2/1	1576	1576	-	-	-	6.8	1.7	-	8.5	19.4	16.4	1.7	18.1
2/3+2/4	1058	1058	-	-	-	5.9	4.1	-	10.0	34.0	26.7	4.1	30.8
3/2+3/1	746	746	12	0	0	0.4	0.3	0.0	0.7	3.2	0.7	0.3	1.1
4/1	1246	1246	-	-	-	1.5	1.7	-	3.2	9.3	17.7	1.7	19.3
4/2	1349	1349	-	-	-	1.7	1.8	-	3.5	9.3	19.5	1.8	21.3
4/3+4/4	986	986	-	-	-	9.5	3.5	-	13.1	47.7	14.3	3.5	17.8
5/1	1129	1129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1361	1361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	753	753	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
8/3	809	809	-	-	-	0.0	0.3	-	0.4	1.6	8.8	0.3	9.2
8/4	1111	1111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.4 Total Delay for Signalled Lanes (pcuHr): 43.32 Cycle Time (s): 200
PRC Over All Lanes (%): 0.4 Total Delay Over All Lanes(pcuHr): 44.00

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J2_v1.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\BASE\2 A228 Peninsula Way_Dux Court Road_Bell's Lane
Report generation date: 25/06/2025 11:33:03

»2041 DS, AM
»2041 DS, PM
»2041 RC, AM
»2041 RC, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS											
1 - Dux Ct Rd	D1	0.0	0.00	0.00	A	-19 % [4 - A288 Penisula Way [W]]	D2	0.0	20.65	0.04	C	-22 % [2 - A228 Penisula Way [E]]
2 - A228 Penisula Way [E]		12.6	23.69	0.93	C			258.4	425.68	1.13	F	
3 - Bells Ln		151.8	971.12	1.31	F			122.7	744.69	1.23	F	
4 - A288 Penisula Way [W]		114.2	153.67	1.04	F			72.2	102.39	1.02	F	
	2041 RC											
1 - Dux Ct Rd	D3	0.2	10.43	0.14	B	10 % [4 - A288 Penisula Way [W]]	D4	0.3	9.16	0.21	A	4 % [3 - Bells Ln]
2 - A228 Penisula Way [E]		1.1	3.82	0.51	A			3.0	8.17	0.74	A	
3 - Bells Ln		1.8	10.36	0.64	B			3.3	20.54	0.77	C	
4 - A288 Penisula Way [W]		3.6	6.73	0.77	A			2.4	5.11	0.70	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

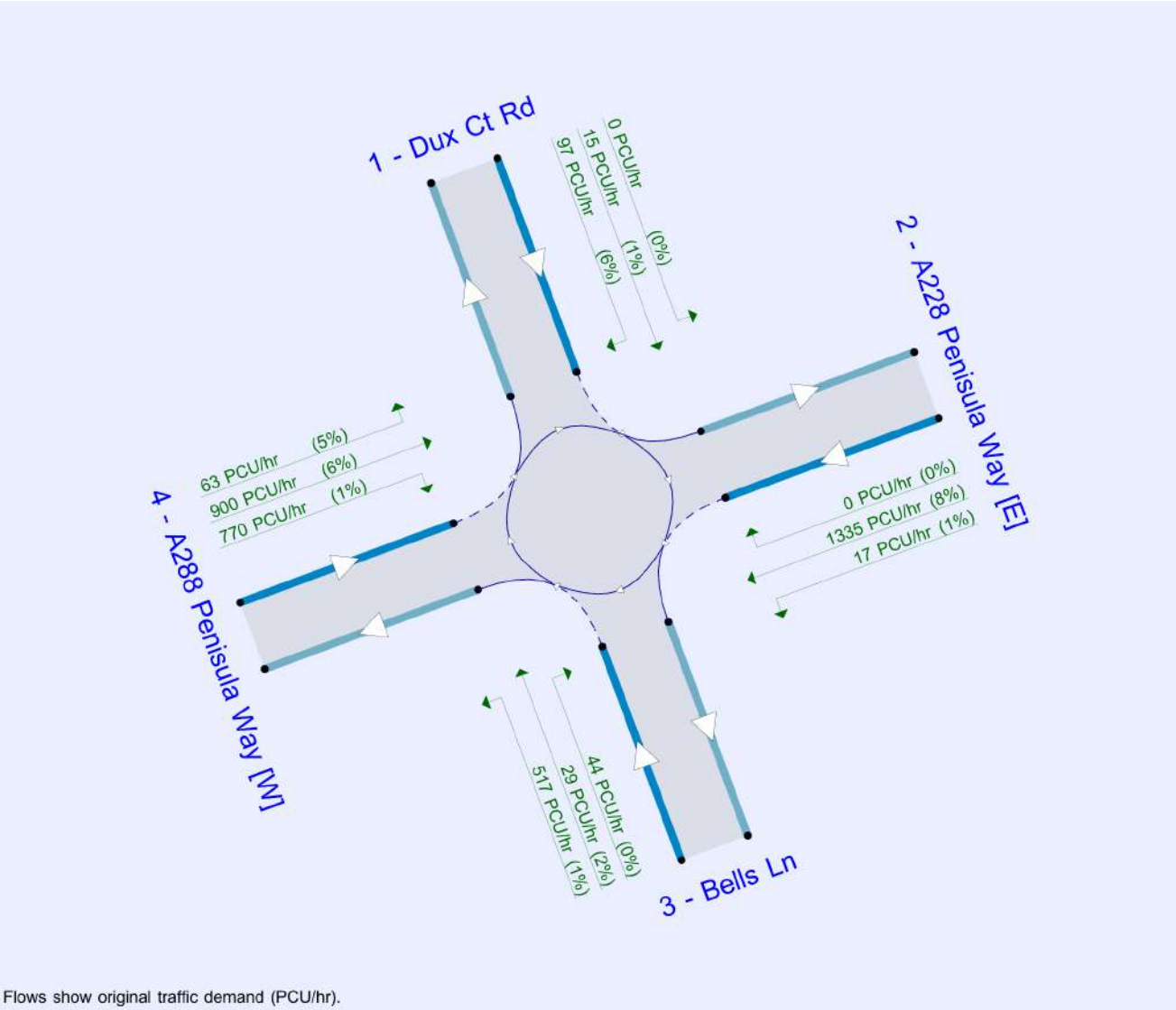
File summary

File Description

Title	
Location	
Site number	
Date	05/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	RFC/DOS	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2041 DS	AM	FLAT	07:00	08:00	60	15
D2	2041 DS	PM	FLAT	16:00	17:00	60	15
D3	2041 RC	AM	FLAT	07:00	08:00	60	15
D4	2041 RC	PM	FLAT	16:00	17:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2041 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	205.44	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-19	4 - A288 Penisula Way [W]	205.44	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Dux Ct Rd		
2	A228 Penisula Way [E]		
3	Bells Ln		
4	A288 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dux Ct Rd	3.10	7.00	10.5	24.0	55.0	42.8		
2 - A228 Penisula Way [E]	7.52	9.00	11.4	30.0	55.0	51.0		
3 - Bells Ln	3.25	7.10	11.5	18.0	55.0	22.2		
4 - A288 Penisula Way [W]	7.41	9.00	20.2	29.0	55.0	46.8		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dux Ct Rd	0.524	1425
2 - A228 Penisula Way [E]	0.705	2449
3 - Bells Ln	0.569	1580
4 - A288 Penisula Way [W]	0.721	2517

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2041 DS	AM	FLAT	07:00	08:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		✓	0	100.000
2 - A228 Penisula Way [E]		✓	2012	100.000
3 - Bells Ln		✓	651	100.000
4 - A288 Penisula Way [W]		✓	2565	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	105	1907
	3 - Bells Ln	27	52	0	572
	4 - A288 Penisula Way [W]	107	2034	424	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	1	3
	3 - Bells Ln	1	0	0	1
	4 - A288 Penisula Way [W]	3	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Dux Ct Rd	0.00	0.00	0.0	A
2 - A228 Penisula Way [E]	0.93	23.69	12.6	C
3 - Bells Ln	1.31	971.12	151.8	F
4 - A288 Penisula Way [W]	1.04	153.67	114.2	F

2041 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	312.96	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-22	2 - A228 Penisula Way [E]	312.96	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2041 DS	PM	FLAT	16:00	17:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		✓	7	100.000
2 - A228 Penisula Way [E]		✓	2188	100.000
3 - Bells Ln		✓	648	100.000
4 - A288 Penisula Way [W]		✓	2490	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	7	0
	2 - A228 Penisula Way [E]	0	0	93	2095
	3 - Bells Ln	38	72	0	538
	4 - A288 Penisula Way [W]	136	1614	740	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	2	0
	2 - A228 Penisula Way [E]	0	0	1	2
	3 - Bells Ln	1	0	0	1
	4 - A288 Penisula Way [W]	2	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Dux Ct Rd	0.04	20.65	0.0	C
2 - A228 Penisula Way [E]	1.13	425.68	258.4	F
3 - Bells Ln	1.23	744.69	122.7	F
4 - A288 Penisula Way [W]	1.02	102.39	72.2	F

2041 RC, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.58	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	4 - A288 Penisula Way [W]	6.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2041 RC	AM	FLAT	07:00	08:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		✓	60	100.000
2 - A228 Penisula Way [E]		✓	1052	100.000
3 - Bells Ln		✓	629	100.000
4 - A288 Penisula Way [W]		✓	1924	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	15	45
	2 - A228 Penisula Way [E]	0	0	41	1011
	3 - Bells Ln	16	15	0	598
	4 - A288 Penisula Way [W]	65	1353	506	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	2	14
	2 - A228 Penisula Way [E]	0	0	1	6
	3 - Bells Ln	1	1	0	1
	4 - A288 Penisula Way [W]	5	9	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Dux Ct Rd	0.14	10.43	0.2	B
2 - A228 Penisula Way [E]	0.51	3.82	1.1	A
3 - Bells Ln	0.64	10.36	1.8	B
4 - A288 Penisula Way [W]	0.77	6.73	3.6	A

2041 RC, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.72	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	4	3 - Bells Ln	8.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2041 RC	PM	FLAT	16:00	17:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		✓	112	100.000
2 - A228 Penisula Way [E]		✓	1352	100.000
3 - Bells Ln		✓	590	100.000
4 - A288 Penisula Way [W]		✓	1733	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	15	97
	2 - A228 Penisula Way [E]	0	0	17	1335
	3 - Bells Ln	29	44	0	517
	4 - A288 Penisula Way [W]	63	900	770	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	1	6
	2 - A228 Penisula Way [E]	0	0	1	8
	3 - Bells Ln	2	0	0	1
	4 - A288 Penisula Way [W]	5	6	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Dux Ct Rd	0.21	9.16	0.3	A
2 - A228 Penisula Way [E]	0.74	8.17	3.0	A
3 - Bells Ln	0.77	20.54	3.3	C
4 - A288 Penisula Way [W]	0.70	5.11	2.4	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J2_Proposed_Op2.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\Proposed
Report generation date: 25/06/2025 16:31:15

»2041 DS, AM
»2041 DS, PM
»2041 RC, AM
»2041 RC, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS											
1 - Dux Ct Rd	D1	0.0	0.00	0.00	A	-10 % [4 - A288 Penisula Way [W]]	D2	0.0	9.41	0.02	A	-8 % [2 - A228 Penisula Way [E]]
2 - A228 Penisula Way [E]		3.7	6.75	0.79	A			12.6	21.62	0.93	C	
3 - Bells Ln		1.4	7.56	0.58	A			1.7	9.52	0.63	A	
4 - A288 Penisula Way [W]		15.3	22.43	0.94	C			11.4	17.14	0.92	C	
	2041 RC											
1 - Dux Ct Rd	D3	0.1	6.99	0.10	A	21 % [4 - A288 Penisula Way [W]]	D4	0.2	6.46	0.16	A	31 % [2 - A228 Penisula Way [E]]
2 - A228 Penisula Way [E]		0.8	2.69	0.43	A			1.6	4.26	0.60	A	
3 - Bells Ln		0.7	3.75	0.39	A			0.7	4.53	0.42	A	
4 - A288 Penisula Way [W]		2.5	4.63	0.70	A			1.8	3.76	0.64	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

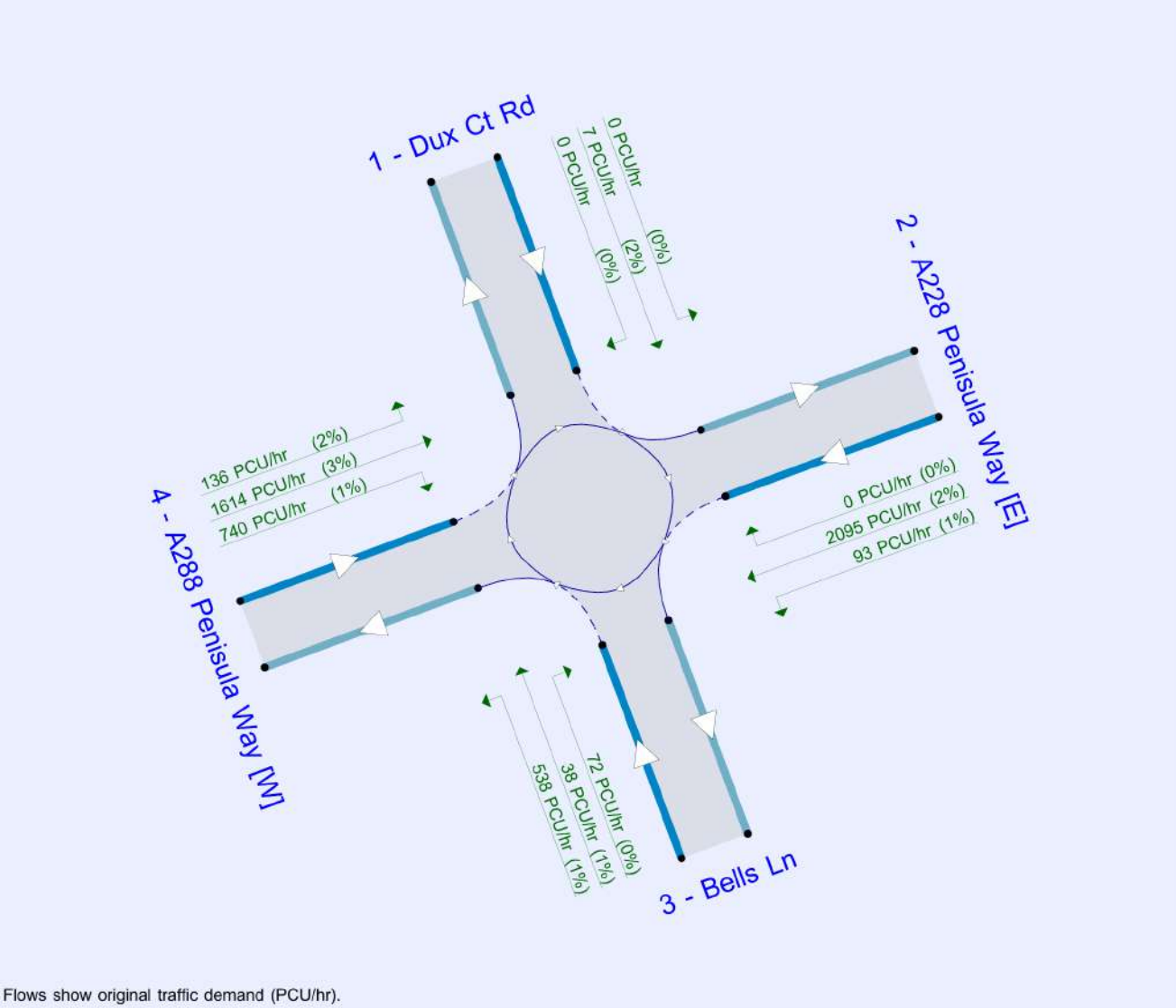
File summary

File Description

Title	
Location	
Site number	
Date	05/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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	Use iterations for HCM roundabouts
5.75					✓	RFC/DOS	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Analysis Set Details

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

2041 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	14.54	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-10	4 - A288 Penisula Way [W]	14.54	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Dux Ct Rd		
2	A228 Penisula Way [E]		
3	Bells Ln		
4	A288 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dux Ct Rd	3.10	7.00	10.5	24.0	80.0	42.8		
2 - A228 Penisula Way [E]	9.00	9.00	0.0	42.0	80.0	26.0		
3 - Bells Ln	7.00	7.00	0.0	33.0	80.0	28.0		
4 - A288 Penisula Way [W]	9.00	10.50	21.0	38.0	80.0	38.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Dux Ct Rd	None		
2 - A228 Penisula Way [E]	Percentage		100.00
3 - Bells Ln	None		
4 - A288 Penisula Way [W]	Percentage		90.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dux Ct Rd	0.424	1425
2 - A228 Penisula Way [E]	0.648	2835
3 - Bells Ln	0.548	2177
4 - A288 Penisula Way [W]	0.674	2774

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	2012	100.000
3 - Bells Ln		FLAT	✓	651	100.000
4 - A288 Penisula Way [W]		FLAT	✓	2565	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	105	1907
	3 - Bells Ln	27	52	0	572
	4 - A288 Penisula Way [W]	107	2034	424	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	1	3
	3 - Bells Ln	1	0	0	1
	4 - A288 Penisula Way [W]	3	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dux Ct Rd	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.79	6.75	3.7	A	2012	2012
3 - Bells Ln	0.58	7.56	1.4	A	651	651
4 - A288 Penisula Way [W]	0.94	22.43	15.3	C	2565	2565

2041 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	18.04	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-8	2 - A228 Penisula Way [E]	18.04	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		FLAT	✓	7	100.000
2 - A228 Penisula Way [E]		FLAT	✓	2188	100.000
3 - Bells Ln		FLAT	✓	648	100.000
4 - A288 Penisula Way [W]		FLAT	✓	2490	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	7	0
	2 - A228 Penisula Way [E]	0	0	93	2095
	3 - Bells Ln	38	72	0	538
	4 - A288 Penisula Way [W]	136	1614	740	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	2	0
	2 - A228 Penisula Way [E]	0	0	1	2
	3 - Bells Ln	1	0	0	1
	4 - A288 Penisula Way [W]	2	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dux Ct Rd	0.02	9.41	0.0	A	7	7
2 - A228 Penisula Way [E]	0.93	21.62	12.6	C	2188	2188
3 - Bells Ln	0.63	9.52	1.7	A	648	648
4 - A288 Penisula Way [W]	0.92	17.14	11.4	C	2490	2490

2041 RC, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.96	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	21	4 - A288 Penisula Way [W]	3.96	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		FLAT	✓	60	100.000
2 - A228 Penisula Way [E]		FLAT	✓	1052	100.000
3 - Bells Ln		FLAT	✓	629	100.000
4 - A288 Penisula Way [W]		FLAT	✓	1924	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	15	45
	2 - A228 Penisula Way [E]	0	0	41	1011
	3 - Bells Ln	16	15	0	598
	4 - A288 Penisula Way [W]	65	1353	506	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	2	14
	2 - A228 Penisula Way [E]	0	0	1	6
	3 - Bells Ln	1	1	0	1
	4 - A288 Penisula Way [W]	5	9	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dux Ct Rd	0.10	6.99	0.1	A	60	60
2 - A228 Penisula Way [E]	0.43	2.69	0.8	A	1052	1052
3 - Bells Ln	0.39	3.75	0.7	A	629	629
4 - A288 Penisula Way [W]	0.70	4.63	2.5	A	1924	1924

2041 RC, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.14	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	31	2 - A228 Penisula Way [E]	4.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		FLAT	✓	112	100.000
2 - A228 Penisula Way [E]		FLAT	✓	1352	100.000
3 - Bells Ln		FLAT	✓	590	100.000
4 - A288 Penisula Way [W]		FLAT	✓	1733	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	15	97
	2 - A228 Penisula Way [E]	0	0	17	1335
	3 - Bells Ln	29	44	0	517
	4 - A288 Penisula Way [W]	63	900	770	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dux Ct Rd	2 - A228 Penisula Way [E]	3 - Bells Ln	4 - A288 Penisula Way [W]
From	1 - Dux Ct Rd	0	0	1	6
	2 - A228 Penisula Way [E]	0	0	1	8
	3 - Bells Ln	2	0	0	1
	4 - A288 Penisula Way [W]	5	6	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dux Ct Rd	0.16	6.46	0.2	A	112	112
2 - A228 Penisula Way [E]	0.60	4.26	1.6	A	1352	1352
3 - Bells Ln	0.42	4.53	0.7	A	590	590
4 - A288 Penisula Way [W]	0.64	3.76	1.8	A	1733	1733

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J3_v2.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\BASE\3 A228 Peninsula Way_Roper's Lane_Ratcliffe Highway
Report generation date: 25/06/2025 11:35:55

»2041 DS AM - 2041 DS, AM
»2041 DS PM - 2041 DS, PM
»2041 RC AM - 2041 RC, AM
»2041 RC PM - 2041 RC, PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
1 - Ratcliffe Hwy	A1 D1	0.0	0.00	0.00	A	-32 % [3 - Ropers Ln]
2 - A228 Penisula Way [E]		216.0	553.20	1.17	F	
3 - Ropers Ln		253.9	2043.86	1.65	F	
4 - A228 Penisula Way [W]		4.7	8.17	0.82	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Ratcliffe Hwy	A2 D2	0.0	0.00	0.00	A	-41 % [3 - Ropers Ln]
2 - A228 Penisula Way [E]		3.6	10.61	0.78	B	
3 - Ropers Ln		626.0	4753.16	2.51	F	
4 - A228 Penisula Way [W]		6.5	14.26	0.87	B	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
1 - Ratcliffe Hwy	A3 D3	0.0	0.00	0.00	A	43 % [2 - A228 Penisula Way [E]]
2 - A228 Penisula Way [E]		1.5	5.64	0.59	A	
3 - Ropers Ln		0.4	7.68	0.24	A	
4 - A228 Penisula Way [W]		1.8	4.74	0.62	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
1 - Ratcliffe Hwy	A4 D4	0.0	0.00	0.00	A	-2 % [3 - Ropers Ln]
2 - A228 Penisula Way [E]		0.9	3.73	0.46	A	
3 - Ropers Ln		6.1	42.22	0.85	E	
4 - A228 Penisula Way [W]		2.0	7.73	0.66	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

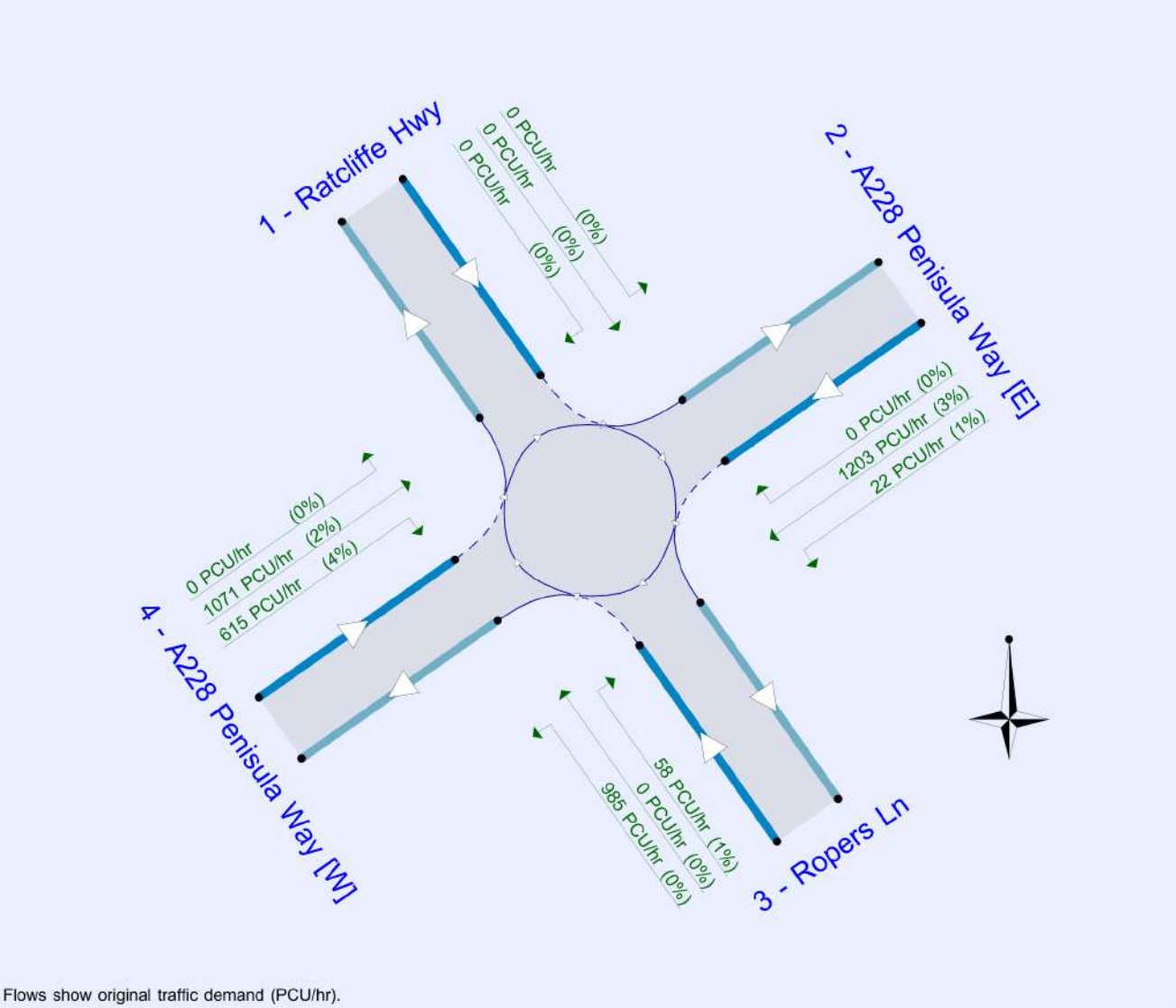
File summary

File Description

Title	
Location	
Site number	
Date	06/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	512.40	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-32	3 - Ropers Ln	512.40	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	56.0	32.5		
2 - A228 Penisula Way [E]	3.77	8.69	20.2	25.0	56.0	36.3		
3 - Ropers Ln	3.60	8.10	22.6	20.0	56.0	26.6		
4 - A228 Penisula Way [W]	7.40	9.00	13.3	26.0	56.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Penisula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-814
4 - A228 Penisula Way [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.488	1343
2 - A228 Penisula Way [E]	0.622	1956
3 - Ropers Ln	0.627	1132
4 - A228 Penisula Way [W]	0.726	2544

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	1457	100.000
3 - Ropers Ln		FLAT	✓	648	100.000
4 - A228 Penisula Way [W]		FLAT	✓	2086	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	77	1380
	3 - Ropers Ln	0	16	0	632
	4 - A228 Penisula Way [W]	0	943	1143	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	2	2
	3 - Ropers Ln	0	2	0	4
	4 - A228 Penisula Way [W]	0	2	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	1.17	553.20	216.0	F	1457	1457
3 - Ropers Ln	1.65	2043.86	253.9	F	648	648
4 - A228 Penisula Way [W]	0.82	8.17	4.7	A	2086	2086

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	1263.17	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-41	3 - Ropers Ln	1263.17	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	56.0	32.5		
2 - A228 Penisula Way [E]	3.77	8.69	20.2	25.0	56.0	36.3		
3 - Ropers Ln	3.60	8.10	22.6	20.0	56.0	26.6		
4 - A228 Penisula Way [W]	7.40	9.00	13.3	26.0	56.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Penisula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-777
4 - A228 Penisula Way [W]	Direct	unequal lane usage	-584

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.488	1343
2 - A228 Penisula Way [E]	0.622	1956
3 - Ropers Ln	0.627	1169
4 - A228 Penisula Way [W]	0.726	1960

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	1225	100.000
3 - Ropers Ln		FLAT	✓	1043	100.000
4 - A228 Penisula Way [W]		FLAT	✓	1686	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	22	1203
	3 - Ropers Ln	0	58	0	985
	4 - A228 Penisula Way [W]	0	1071	615	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	1	3
	3 - Ropers Ln	0	1	0	0
	4 - A228 Penisula Way [W]	0	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.78	10.61	3.6	B	1225	1225
3 - Ropers Ln	2.51	4753.16	626.0	F	1043	1043
4 - A228 Penisula Way [W]	0.87	14.26	6.5	B	1686	1686

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	43	2 - A228 Penisula Way [E]	5.29	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	56.0	32.5		
2 - A228 Penisula Way [E]	3.77	8.69	20.2	25.0	56.0	36.3		
3 - Ropers Ln	3.60	8.10	22.6	20.0	56.0	26.6		
4 - A228 Penisula Way [W]	7.40	9.00	13.3	26.0	56.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Penisula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-645
4 - A228 Penisula Way [W]	Direct	unequal lane usage	-327

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.488	1343
2 - A228 Penisula Way [E]	0.622	1956
3 - Ropers Ln	0.627	1301
4 - A228 Penisula Way [W]	0.726	2217

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	931	100.000
3 - Ropers Ln		FLAT	✓	178	100.000
4 - A228 Penisula Way [W]		FLAT	✓	1367	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	30	901
	3 - Ropers Ln	0	27	0	151
	4 - A228 Penisula Way [W]	0	776	591	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	4	3
	3 - Ropers Ln	0	2	0	23
	4 - A228 Penisula Way [W]	0	3	19	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.59	5.64	1.5	A	931	931
3 - Ropers Ln	0.24	7.68	0.4	A	178	178
4 - A228 Penisula Way [W]	0.62	4.74	1.8	A	1367	1367

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	14.22	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-2	3 - Ropers Ln	14.22	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	56.0	32.5		
2 - A228 Penisula Way [E]	3.77	8.69	20.2	25.0	56.0	36.3		
3 - Ropers Ln	3.60	8.10	22.6	20.0	56.0	26.6		
4 - A228 Penisula Way [W]	7.40	9.00	13.3	26.0	56.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Penisula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-786
4 - A228 Penisula Way [W]	Direct	unequal lane usage	-1090

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.488	1343
2 - A228 Penisula Way [E]	0.622	1956
3 - Ropers Ln	0.627	1160
4 - A228 Penisula Way [W]	0.726	1454

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	862	100.000
3 - Ropers Ln		FLAT	✓	542	100.000
4 - A228 Penisula Way [W]		FLAT	✓	944	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	26	836
	3 - Ropers Ln	0	26	0	516
	4 - A228 Penisula Way [W]	0	783	161	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	1	3
	3 - Ropers Ln	0	2	0	15
	4 - A228 Penisula Way [W]	0	3	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.46	3.73	0.9	A	862	862
3 - Ropers Ln	0.85	42.22	6.1	E	542	542
4 - A228 Penisula Way [W]	0.66	7.73	2.0	A	944	944

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J3_Proposed_op2.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\Proposed
Report generation date: 25/06/2025 16:32:06

»2041 DS AM - 2041 DS, AM
»2041 DS PM - 2041 DS, PM
»2041 RC AM - 2041 RC, AM
»2041 RC PM - 2041 RC, PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
1 - Ratcliffe Hwy	A1 D1	0.0	0.00	0.00	A	3 % [2 - A228 Penisula Way [E]]
2 - A228 Penisula Way [E]		8.6	22.18	0.90	C	
3 - Ropers Ln		1.1	6.22	0.52	A	
4 - A228 Penisula Way [W]		5.1	8.96	0.84	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Ratcliffe Hwy	A2 D2	0.0	0.00	0.00	A	12 % [3 - Ropers Ln]
2 - A228 Penisula Way [E]		1.8	5.23	0.63	A	
3 - Ropers Ln		3.4	11.83	0.77	B	
4 - A228 Penisula Way [W]		2.2	4.71	0.68	A	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
1 - Ratcliffe Hwy	A3 D3	0.0	0.00	0.00	A	50 % [4 - A228 Penisula Way [W]]
2 - A228 Penisula Way [E]		0.9	3.64	0.48	A	
3 - Ropers Ln		0.3	6.21	0.20	A	
4 - A228 Penisula Way [W]		1.9	4.94	0.63	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
1 - Ratcliffe Hwy	A4 D4	0.0	0.00	0.00	A	10 % [3 - Ropers Ln]
2 - A228 Penisula Way [E]		0.7	2.76	0.39	A	
3 - Ropers Ln		2.7	18.51	0.71	C	
4 - A228 Penisula Way [W]		2.2	8.31	0.67	A	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

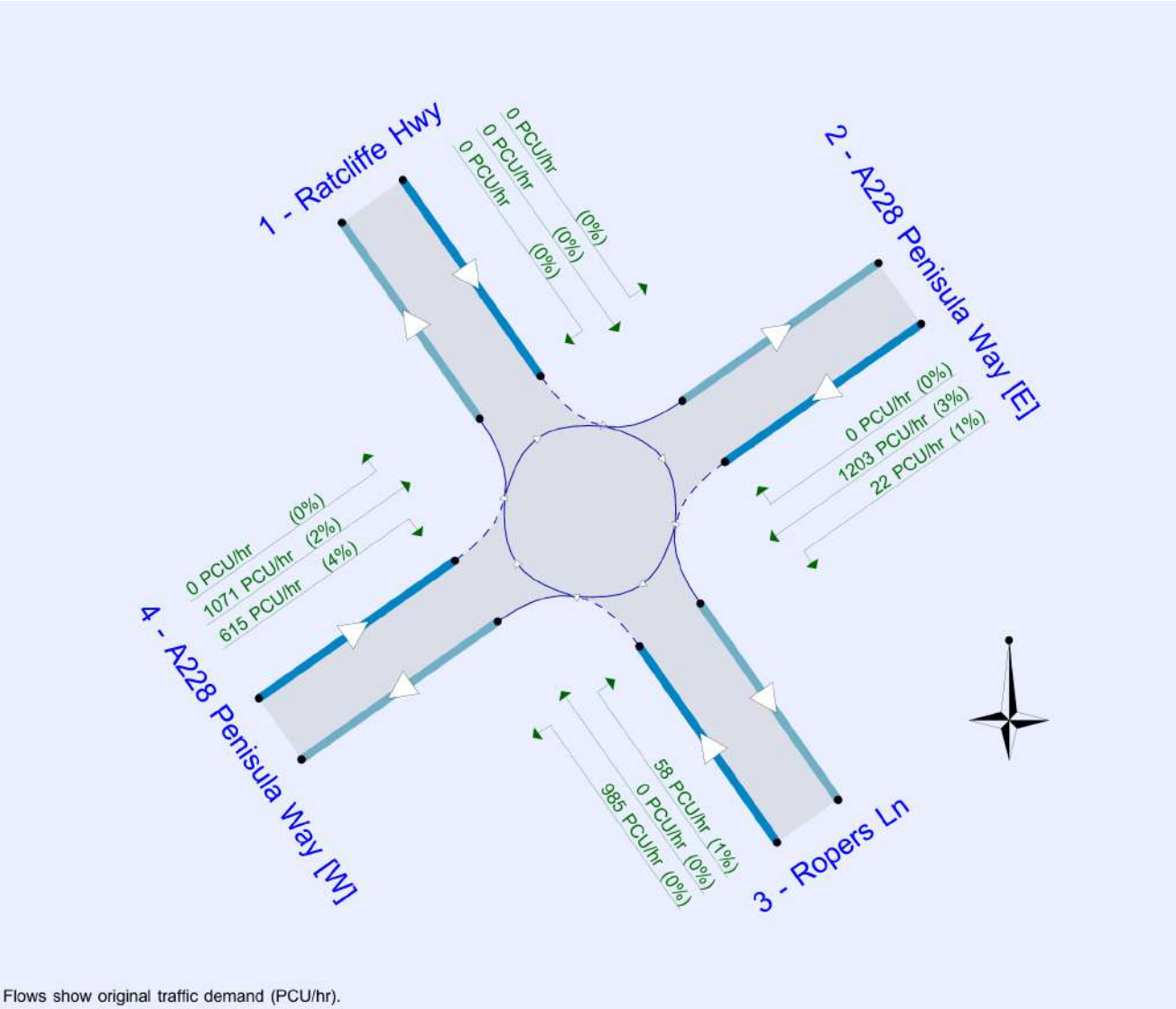
File summary

File Description

Title	
Location	
Site number	
Date	06/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A228 Penisula Way [E] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	13.13	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	3	2 - A228 Penisula Way [E]	13.13	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	70.0	32.5		
2 - A228 Penisula Way [E]	4.50	9.00	35.0	25.0	70.0	36.3		
3 - Ropers Ln	3.80	8.00	30.0	24.0	70.0	35.0		
4 - A228 Penisula Way [W]	8.00	8.50	10.0	26.0	70.0	38.6		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.426	1343
2 - A228 Penisula Way [E]	0.597	2301
3 - Ropers Ln	0.552	2012
4 - A228 Penisula Way [W]	0.628	2507

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	1457	100.000
3 - Ropers Ln		FLAT	✓	648	100.000
4 - A228 Penisula Way [W]		FLAT	✓	2086	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	77	1380
	3 - Ropers Ln	0	16	0	632
	4 - A228 Penisula Way [W]	0	943	1143	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	2	2
	3 - Ropers Ln	0	2	0	4
	4 - A228 Penisula Way [W]	0	2	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.90	22.18	8.6	C	1457	1457
3 - Ropers Ln	0.52	6.22	1.1	A	648	648
4 - A228 Penisula Way [W]	0.84	8.96	5.1	A	2086	2086

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A228 Penisula Way [E] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.75	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	12	3 - Ropers Ln	6.75	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	70.0	32.5		
2 - A228 Penisula Way [E]	4.50	9.00	35.0	25.0	70.0	36.3		
3 - Ropers Ln	3.80	8.00	30.0	24.0	70.0	35.0		
4 - A228 Penisula Way [W]	8.00	8.50	10.0	26.0	70.0	38.6		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.426	1343
2 - A228 Penisula Way [E]	0.597	2301
3 - Ropers Ln	0.552	2012
4 - A228 Penisula Way [W]	0.628	2507

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	1225	100.000
3 - Ropers Ln		FLAT	✓	1043	100.000
4 - A228 Penisula Way [W]		FLAT	✓	1686	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	22	1203
	3 - Ropers Ln	0	58	0	985
	4 - A228 Penisula Way [W]	0	1071	615	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	1	3
	3 - Ropers Ln	0	1	0	0
	4 - A228 Penisula Way [W]	0	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.63	5.23	1.8	A	1225	1225
3 - Ropers Ln	0.77	11.83	3.4	B	1043	1043
4 - A228 Penisula Way [W]	0.68	4.71	2.2	A	1686	1686

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A228 Penisula Way [E] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.55	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	50	4 - A228 Penisula Way [W]	4.55	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	70.0	32.5		
2 - A228 Penisula Way [E]	4.50	9.00	35.0	25.0	70.0	36.3		
3 - Ropers Ln	3.80	8.00	30.0	24.0	70.0	35.0		
4 - A228 Penisula Way [W]	8.00	8.50	10.0	26.0	70.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Penisula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-645
4 - A228 Penisula Way [W]	Direct	unequal lane usage	-327

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.426	1343
2 - A228 Penisula Way [E]	0.597	2301
3 - Ropers Ln	0.552	1367
4 - A228 Penisula Way [W]	0.628	2180

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	931	100.000
3 - Ropers Ln		FLAT	✓	178	100.000
4 - A228 Penisula Way [W]		FLAT	✓	1367	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	30	901
	3 - Ropers Ln	0	27	0	151
	4 - A228 Penisula Way [W]	0	776	591	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	4	3
	3 - Ropers Ln	0	2	0	23
	4 - A228 Penisula Way [W]	0	3	19	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.48	3.64	0.9	A	931	931
3 - Ropers Ln	0.20	6.21	0.3	A	178	178
4 - A228 Penisula Way [W]	0.63	4.94	1.9	A	1367	1367

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A228 Penisula Way [E] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.63	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	3 - Ropers Ln	8.63	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	70.0	32.5		
2 - A228 Penisula Way [E]	4.50	9.00	35.0	25.0	70.0	36.3		
3 - Ropers Ln	3.80	8.00	30.0	24.0	70.0	35.0		
4 - A228 Penisula Way [W]	8.00	8.50	10.0	26.0	70.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Penisula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-786
4 - A228 Penisula Way [W]	Direct	unequal lane usage	-1090

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.426	1343
2 - A228 Penisula Way [E]	0.597	2301
3 - Ropers Ln	0.552	1226
4 - A228 Penisula Way [W]	0.628	1417

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	862	100.000
3 - Ropers Ln		FLAT	✓	542	100.000
4 - A228 Penisula Way [W]		FLAT	✓	944	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	26	836
	3 - Ropers Ln	0	26	0	516
	4 - A228 Penisula Way [W]	0	783	161	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	1	3
	3 - Ropers Ln	0	2	0	15
	4 - A228 Penisula Way [W]	0	3	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.39	2.76	0.7	A	862	862
3 - Ropers Ln	0.71	18.51	2.7	C	542	542
4 - A228 Penisula Way [W]	0.67	8.31	2.2	A	944	944

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J3_Proposed_op3.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\Proposed
Report generation date: 25/06/2025 16:33:08

»2041 DS AM - 2041 DS, AM
»2041 DS PM - 2041 DS, PM
»2041 RC AM - 2041 RC, AM
»2041 RC PM - 2041 RC, PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
1 - Ratcliffe Hwy	A1 D1	0.0	0.00	0.00	A	3 % [2 - A228 Penisula Way [E]]
2 - A228 Penisula Way [E]		8.6	22.18	0.90	C	
3 - Ropers Ln		0.0	5.35	0.02	A	
4 - A228 Penisula Way [W]		5.1	8.96	0.84	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Ratcliffe Hwy	A2 D2	0.0	0.00	0.00	A	38 % [2 - A228 Penisula Way [E]]
2 - A228 Penisula Way [E]		1.8	5.23	0.63	A	
3 - Ropers Ln		0.1	5.03	0.07	A	
4 - A228 Penisula Way [W]		2.2	4.71	0.68	A	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
1 - Ratcliffe Hwy	A3 D3	0.0	0.00	0.00	A	32 % [3 - Ropers Ln]
2 - A228 Penisula Way [E]		0.9	3.64	0.48	A	
3 - Ropers Ln		0.1	15.18	0.10	C	
4 - A228 Penisula Way [W]		1.9	4.94	0.63	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
1 - Ratcliffe Hwy	A4 D4	0.0	0.00	0.00	A	7 % [3 - Ropers Ln]
2 - A228 Penisula Way [E]		0.7	2.76	0.39	A	
3 - Ropers Ln		0.2	28.11	0.17	D	
4 - A228 Penisula Way [W]		2.2	8.31	0.67	A	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

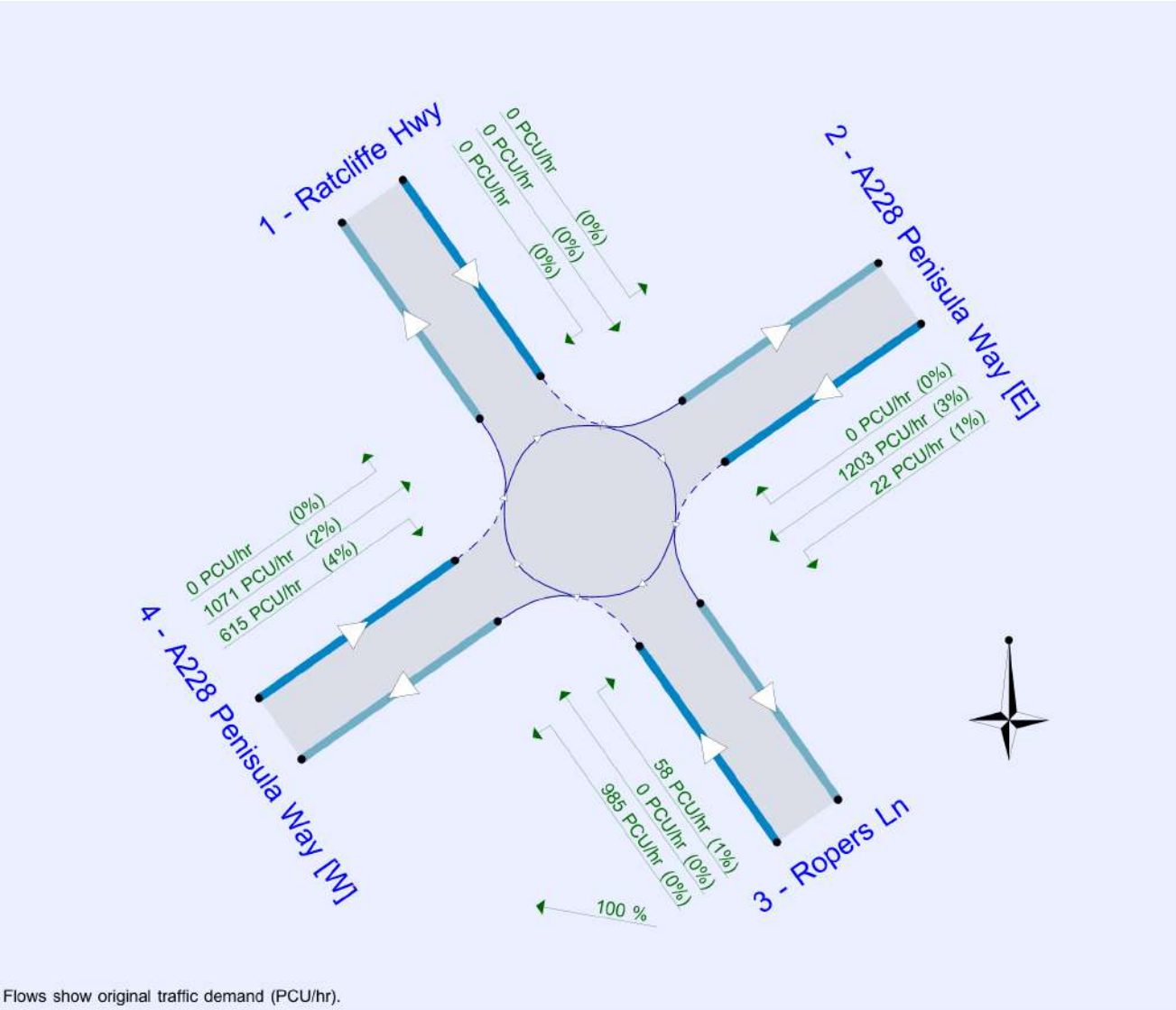
File summary

File Description

Title	
Location	
Site number	
Date	06/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A228 Penisula Way [E] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	13.00	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	3	2 - A228 Penisula Way [E]	13.00	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	70.0	32.5		
2 - A228 Penisula Way [E]	4.50	9.00	35.0	25.0	70.0	36.3		
3 - Ropers Ln	3.80	4.50	10.0	24.0	70.0	35.0		
4 - A228 Penisula Way [W]	8.00	8.50	10.0	26.0	70.0	38.6		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Ratcliffe Hwy		
2 - A228 Penisula Way [E]		
3 - Ropers Ln	✓	100
4 - A228 Penisula Way [W]		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.426	1343
2 - A228 Penisula Way [E]	0.597	2301
3 - Ropers Ln	0.442	1312
4 - A228 Penisula Way [W]	0.628	2507

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	1457	100.000
3 - Ropers Ln		FLAT	✓	648	100.000
4 - A228 Penisula Way [W]		FLAT	✓	2086	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	77	1380
	3 - Ropers Ln	0	16	0	632
	4 - A228 Penisula Way [W]	0	943	1143	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	2	2
	3 - Ropers Ln	0	2	0	4
	4 - A228 Penisula Way [W]	0	2	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.90	22.18	8.6	C	1457	1457
3 - Ropers Ln	0.02	5.35	0.0	A	648	16
4 - A228 Penisula Way [W]	0.84	8.96	5.1	A	2086	2086

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A228 Penisula Way [E] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.96	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	38	2 - A228 Penisula Way [E]	4.96	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	70.0	32.5		
2 - A228 Penisula Way [E]	4.50	9.00	35.0	25.0	70.0	36.3		
3 - Ropers Ln	3.80	4.50	10.0	24.0	70.0	35.0		
4 - A228 Penisula Way [W]	8.00	8.50	10.0	26.0	70.0	38.6		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Ratcliffe Hwy		
2 - A228 Penisula Way [E]		
3 - Ropers Ln	✓	100
4 - A228 Penisula Way [W]		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.426	1343
2 - A228 Penisula Way [E]	0.597	2301
3 - Ropers Ln	0.442	1312
4 - A228 Penisula Way [W]	0.628	2507

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	1225	100.000
3 - Ropers Ln		FLAT	✓	1043	100.000
4 - A228 Penisula Way [W]		FLAT	✓	1686	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	22	1203
	3 - Ropers Ln	0	58	0	985
	4 - A228 Penisula Way [W]	0	1071	615	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	1	3
	3 - Ropers Ln	0	1	0	0
	4 - A228 Penisula Way [W]	0	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.63	5.23	1.8	A	1225	1225
3 - Ropers Ln	0.07	5.03	0.1	A	1043	58
4 - A228 Penisula Way [W]	0.68	4.71	2.2	A	1686	1686

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A228 Penisula Way [E] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.19	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	32	3 - Ropers Ln	5.19	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	70.0	32.5		
2 - A228 Penisula Way [E]	4.50	9.00	35.0	25.0	70.0	36.3		
3 - Ropers Ln	3.80	4.50	10.0	24.0	70.0	35.0		
4 - A228 Penisula Way [W]	8.00	8.50	10.0	26.0	70.0	38.6		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Ratcliffe Hwy		
2 - A228 Penisula Way [E]		
3 - Ropers Ln	✓	100
4 - A228 Penisula Way [W]		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Penisula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-645
4 - A228 Penisula Way [W]	Direct	unequal lane usage	-327

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.426	1343
2 - A228 Penisula Way [E]	0.597	2301
3 - Ropers Ln	0.442	667
4 - A228 Penisula Way [W]	0.628	2180

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	931	100.000
3 - Ropers Ln		FLAT	✓	178	100.000
4 - A228 Penisula Way [W]		FLAT	✓	1367	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	30	901
	3 - Ropers Ln	0	27	0	151
	4 - A228 Penisula Way [W]	0	776	591	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	4	3
	3 - Ropers Ln	0	2	0	23
	4 - A228 Penisula Way [W]	0	3	19	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.48	3.64	0.9	A	931	931
3 - Ropers Ln	0.10	15.18	0.1	C	178	27
4 - A228 Penisula Way [W]	0.63	4.94	1.9	A	1367	1367

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A228 Penisula Way [E] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.84	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	7	3 - Ropers Ln	10.84	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Penisula Way [E]		
3	Ropers Ln		
4	A228 Penisula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	70.0	32.5		
2 - A228 Penisula Way [E]	4.50	9.00	35.0	25.0	70.0	36.3		
3 - Ropers Ln	3.80	4.50	10.0	24.0	70.0	35.0		
4 - A228 Penisula Way [W]	8.00	8.50	10.0	26.0	70.0	38.6		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Ratcliffe Hwy		
2 - A228 Penisula Way [E]		
3 - Ropers Ln	✓	100
4 - A228 Penisula Way [W]		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Penisula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-786
4 - A228 Penisula Way [W]	Direct	unequal lane usage	-1090

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.426	1343
2 - A228 Penisula Way [E]	0.597	2301
3 - Ropers Ln	0.442	526
4 - A228 Penisula Way [W]	0.628	1417

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Penisula Way [E]		FLAT	✓	862	100.000
3 - Ropers Ln		FLAT	✓	542	100.000
4 - A228 Penisula Way [W]		FLAT	✓	944	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	26	836
	3 - Ropers Ln	0	26	0	516
	4 - A228 Penisula Way [W]	0	783	161	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Ratcliffe Hwy	2 - A228 Penisula Way [E]	3 - Ropers Ln	4 - A228 Penisula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Penisula Way [E]	0	0	1	3
	3 - Ropers Ln	0	2	0	15
	4 - A228 Penisula Way [W]	0	3	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Penisula Way [E]	0.39	2.76	0.7	A	862	862
3 - Ropers Ln	0.17	28.11	0.2	D	542	26
4 - A228 Penisula Way [W]	0.67	8.31	2.2	A	944	944

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J4_V3.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\BASE\4 Sans Pereil Roundabout
Report generation date: 25/06/2025 11:36:57

»2041 DS AM - 2041 DS, AM
»2041 DS PM - 2041 DS, PM
»2041 RC AM - 2041 RC, AM
»2041 RC PM - 2041 RC, PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
1 - Wainscott Rd	A1 D1	121.4	1572.16	1.49	F	-45 % [2 - Wulfere Way]
2 - Wulfere Way		0.5	2.48	0.31	A	
3 - Berwick Way		1133.8	1779.74	1.56	F	
4 - Frindsbury Hill		2.3	13.92	0.70	B	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Wainscott Rd	A2 D2	87.4	929.14	1.28	F	-44 % [3 - Berwick Way]
2 - Wulfere Way		0.4	2.39	0.26	A	
3 - Berwick Way		1325.2	2014.05	1.64	F	
4 - Frindsbury Hill		1.1	9.47	0.53	A	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
1 - Wainscott Rd	A3 D3	233.7	1899.56	1.60	F	-29 % [2 - Wulfere Way]
2 - Wulfere Way		0.2	2.26	0.18	A	
3 - Berwick Way		276.3	360.81	1.11	F	
4 - Frindsbury Hill		4.2	25.95	0.81	D	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
1 - Wainscott Rd	A4 D4	22.8	169.94	1.01	F	-24 % [2 - Wulfere Way]
2 - Wulfere Way		0.2	2.33	0.17	A	
3 - Berwick Way		368.3	487.33	1.15	F	
4 - Frindsbury Hill		2.8	18.99	0.74	C	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

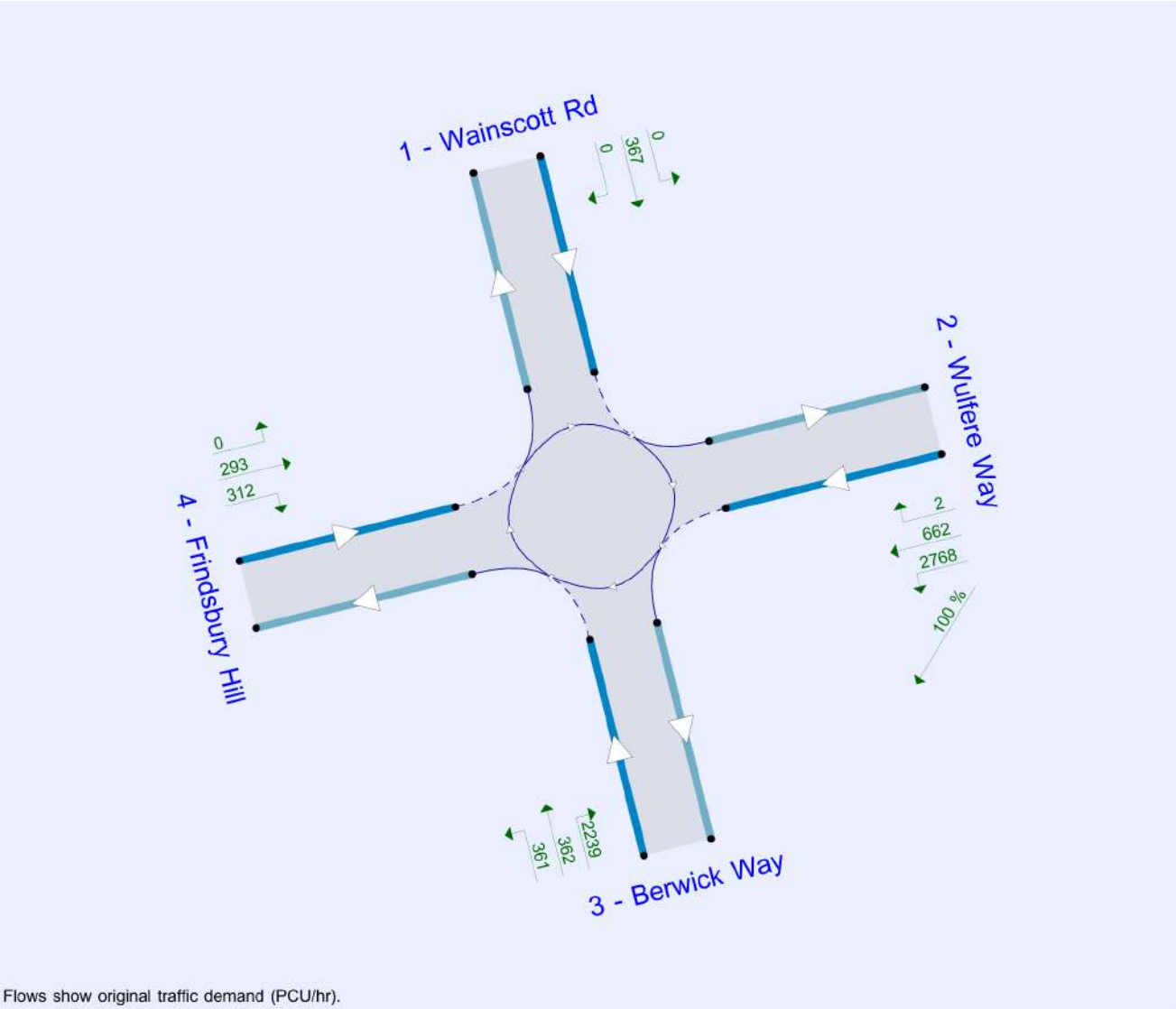
File summary

File Description

Title	
Location	
Site number	
Date	14/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\HAMIDMH
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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	Use iterations for HCM roundabouts
5.75					✓	RFC/DOS	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Frindsbury Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sans Pareil Roundabout	Standard Roundabout		1, 2, 3, 4	819.76	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-45	2 - Wulfere Way	819.76	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Wainscott Rd		
2	Wulfere Way		
3	Berwick Way		
4	Frindsbury Hill		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Wainscott Rd	3.87	6.50	2.9	15.1	58.9	64.8		
2 - Wulfere Way	9.00	9.00	0.0	45.0	58.9	52.4		
3 - Berwick Way	11.73	11.73	0.0	34.5	58.9	46.7		
4 - Frindsbury Hill	3.60	7.00	95.5	21.4	58.9	45.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wainscott Rd		
2 - Wulfere Way	✓	100
3 - Berwick Way		
4 - Frindsbury Hill		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Wainscott Rd	None		
2 - Wulfere Way	None		
3 - Berwick Way	Direct	unequal lane usage	-844
4 - Frindsbury Hill	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wainscott Rd	0.437	1187
2 - Wulfere Way	0.706	2589
3 - Berwick Way	0.855	2577
4 - Frindsbury Hill	0.588	1917

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wainscott Rd		FLAT	✓	367	100.000
2 - Wulfere Way		FLAT	✓	3432	100.000
3 - Berwick Way		FLAT	✓	3142	100.000
4 - Frindsbury Hill		FLAT	✓	605	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	367	0
	2 - Wulfere Way	2	0	2768	662
	3 - Berwick Way	362	2239	180	361
	4 - Frindsbury Hill	0	293	312	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	0	0
	2 - Wulfere Way	0	0	7	0
	3 - Berwick Way	0	7	2	1
	4 - Frindsbury Hill	0	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wainscott Rd	1.49	1572.16	121.4	F	367	367
2 - Wulfere Way	0.31	2.48	0.5	A	3432	664
3 - Berwick Way	1.56	1779.74	1133.8	F	3142	3142
4 - Frindsbury Hill	0.70	13.92	2.3	B	605	605

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Frindsbury Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sans Pareil Roundabout	Standard Roundabout		1, 2, 3, 4	999.52	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-44	3 - Berwick Way	999.52	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Wainscott Rd		
2	Wulfere Way		
3	Berwick Way		
4	Frindsbury Hill		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Wainscott Rd	3.87	6.50	2.9	15.1	58.9	64.8		
2 - Wulfere Way	9.00	9.00	0.0	45.0	58.9	52.4		
3 - Berwick Way	11.73	11.73	0.0	34.5	58.9	46.7		
4 - Frindsbury Hill	3.60	7.00	95.5	21.4	58.9	45.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wainscott Rd		
2 - Wulfere Way	✓	100
3 - Berwick Way		
4 - Frindsbury Hill		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Wainscott Rd	None		
2 - Wulfere Way	None		
3 - Berwick Way	Direct	unequal lane usage	-888
4 - Frindsbury Hill	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wainscott Rd	0.437	1187
2 - Wulfere Way	0.706	2589
3 - Berwick Way	0.855	2533
4 - Frindsbury Hill	0.588	1917

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wainscott Rd		FLAT	✓	388	100.000
2 - Wulfere Way		FLAT	✓	3000	100.000
3 - Berwick Way		FLAT	✓	3399	100.000
4 - Frindsbury Hill		FLAT	✓	434	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	388	0
	2 - Wulfere Way	1	0	2464	535
	3 - Berwick Way	459	2330	271	339
	4 - Frindsbury Hill	0	128	306	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	0	0
	2 - Wulfere Way	0	0	3	0
	3 - Berwick Way	0	3	0	1
	4 - Frindsbury Hill	0	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wainscott Rd	1.28	929.14	87.4	F	388	388
2 - Wulfere Way	0.26	2.39	0.4	A	3000	536
3 - Berwick Way	1.64	2014.05	1325.2	F	3399	3399
4 - Frindsbury Hill	0.53	9.47	1.1	A	434	434

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Frindsbury Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sans Pareil Roundabout	Standard Roundabout		1, 2, 3, 4	344.31	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-29	2 - Wulfere Way	344.31	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Wainscott Rd		
2	Wulfere Way		
3	Berwick Way		
4	Frindsbury Hill		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Wainscott Rd	3.87	6.50	2.9	15.1	58.9	64.8		
2 - Wulfere Way	9.00	9.00	0.0	45.0	58.9	52.4		
3 - Berwick Way	11.73	11.73	0.0	34.5	58.9	46.7		
4 - Frindsbury Hill	3.60	7.00	95.5	21.4	58.9	45.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wainscott Rd		
2 - Wulfere Way	✓	100
3 - Berwick Way		
4 - Frindsbury Hill		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Wainscott Rd	None		
2 - Wulfere Way	None		
3 - Berwick Way	Direct	unequal lane usage	-641
4 - Frindsbury Hill	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wainscott Rd	0.437	1187
2 - Wulfere Way	0.706	2589
3 - Berwick Way	0.855	2780
4 - Frindsbury Hill	0.588	1917

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wainscott Rd		FLAT	✓	625	100.000
2 - Wulfere Way		FLAT	✓	2418	100.000
3 - Berwick Way		FLAT	✓	2713	100.000
4 - Frindsbury Hill		FLAT	✓	596	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	572	53
	2 - Wulfere Way	0	0	2060	358
	3 - Berwick Way	813	1291	122	487
	4 - Frindsbury Hill	45	165	386	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	0	0
	2 - Wulfere Way	0	0	10	1
	3 - Berwick Way	0	12	3	2
	4 - Frindsbury Hill	0	5	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wainscott Rd	1.60	1899.56	233.7	F	625	625
2 - Wulfere Way	0.18	2.26	0.2	A	2418	358
3 - Berwick Way	1.11	360.81	276.3	F	2713	2713
4 - Frindsbury Hill	0.81	25.95	4.2	D	596	596

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Frindsbury Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sans Pareil Roundabout	Standard Roundabout		1, 2, 3, 4	238.96	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-24	2 - Wulfere Way	238.96	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Wainscott Rd		
2	Wulfere Way		
3	Berwick Way		
4	Frindsbury Hill		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Wainscott Rd	3.87	6.50	2.9	15.1	58.9	64.8		
2 - Wulfere Way	9.00	9.00	0.0	45.0	58.9	52.4		
3 - Berwick Way	11.73	11.73	0.0	34.5	58.9	46.7		
4 - Frindsbury Hill	3.60	7.00	95.5	21.4	58.9	45.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wainscott Rd		
2 - Wulfere Way	✓	100
3 - Berwick Way		
4 - Frindsbury Hill		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Wainscott Rd	None		
2 - Wulfere Way	None		
3 - Berwick Way	Direct	unequal lane usage	-701
4 - Frindsbury Hill	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wainscott Rd	0.437	1187
2 - Wulfere Way	0.706	2589
3 - Berwick Way	0.855	2720
4 - Frindsbury Hill	0.588	1917

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wainscott Rd		FLAT	✓	498	100.000
2 - Wulfere Way		FLAT	✓	2251	100.000
3 - Berwick Way		FLAT	✓	2763	100.000
4 - Frindsbury Hill		FLAT	✓	542	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	438	60
	2 - Wulfere Way	0	0	1935	316
	3 - Berwick Way	1069	1083	165	446
	4 - Frindsbury Hill	43	90	409	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	0	0
	2 - Wulfere Way	0	0	4	0
	3 - Berwick Way	0	7	1	1
	4 - Frindsbury Hill	0	3	1	0

Results

Results Summary for whole modelled period

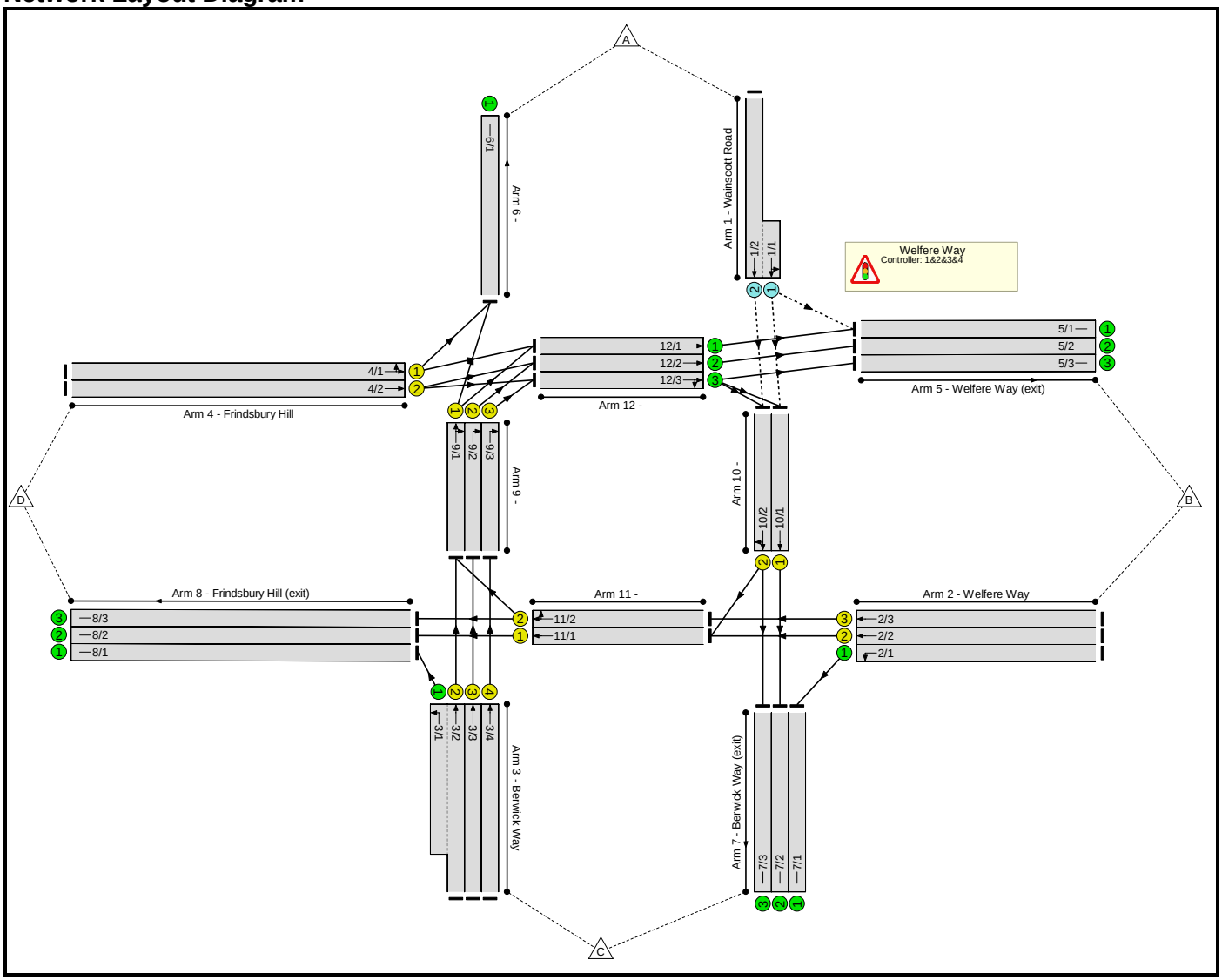
Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wainscott Rd	1.01	169.94	22.8	F	498	498
2 - Wulfere Way	0.17	2.33	0.2	A	2251	316
3 - Berwick Way	1.15	487.33	368.3	F	2763	2763
4 - Frindsbury Hill	0.74	18.99	2.8	C	542	542

Full Input Data And Results

User and Project Details

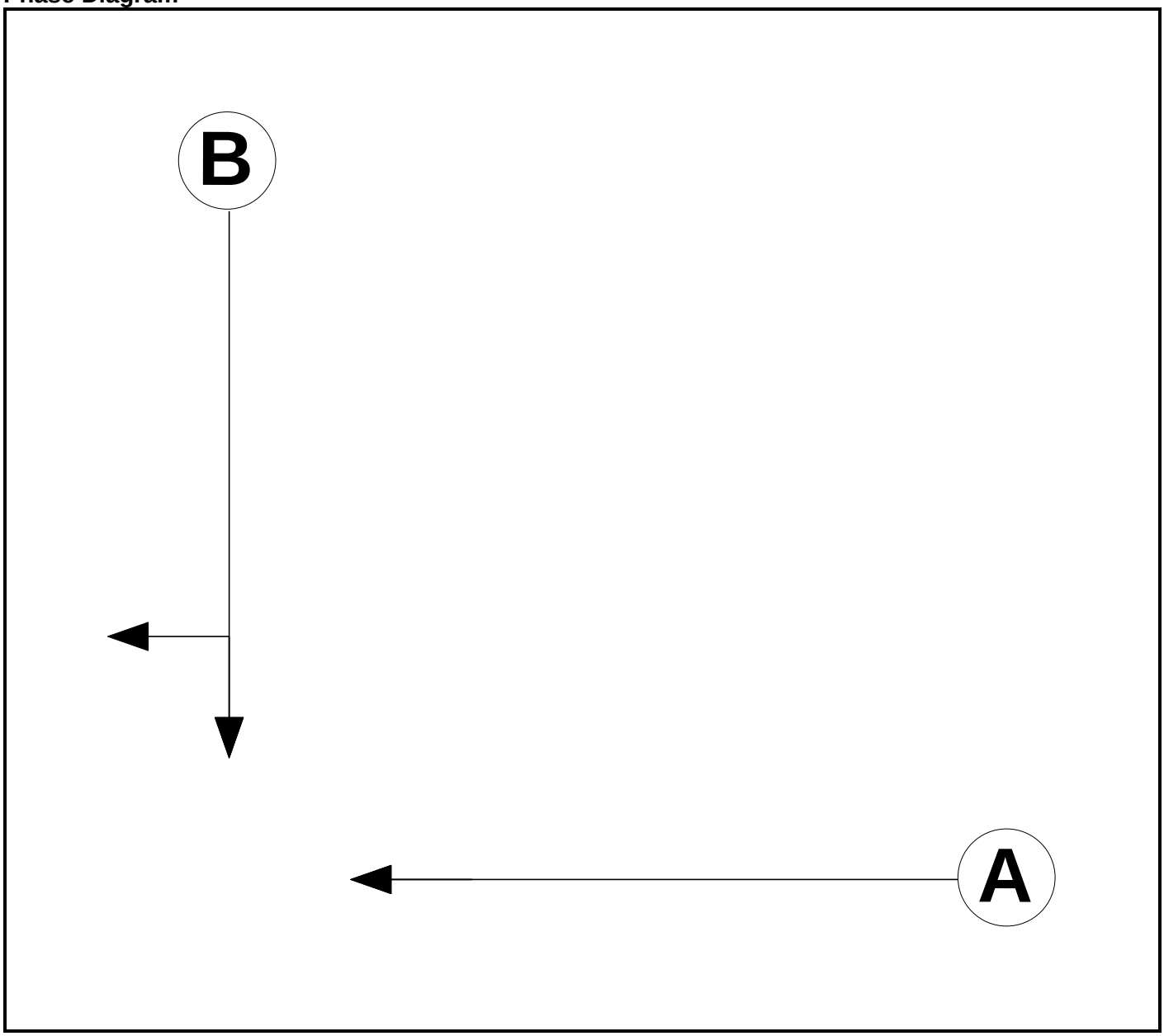
Project:	
Title:	
Location:	
Additional detail:	
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Author:	
Company:	
Address:	

Network Layout Diagram



C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

Full Input Data And Results

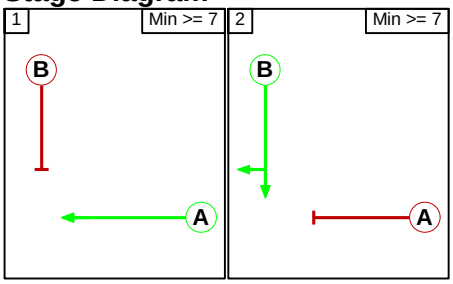
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

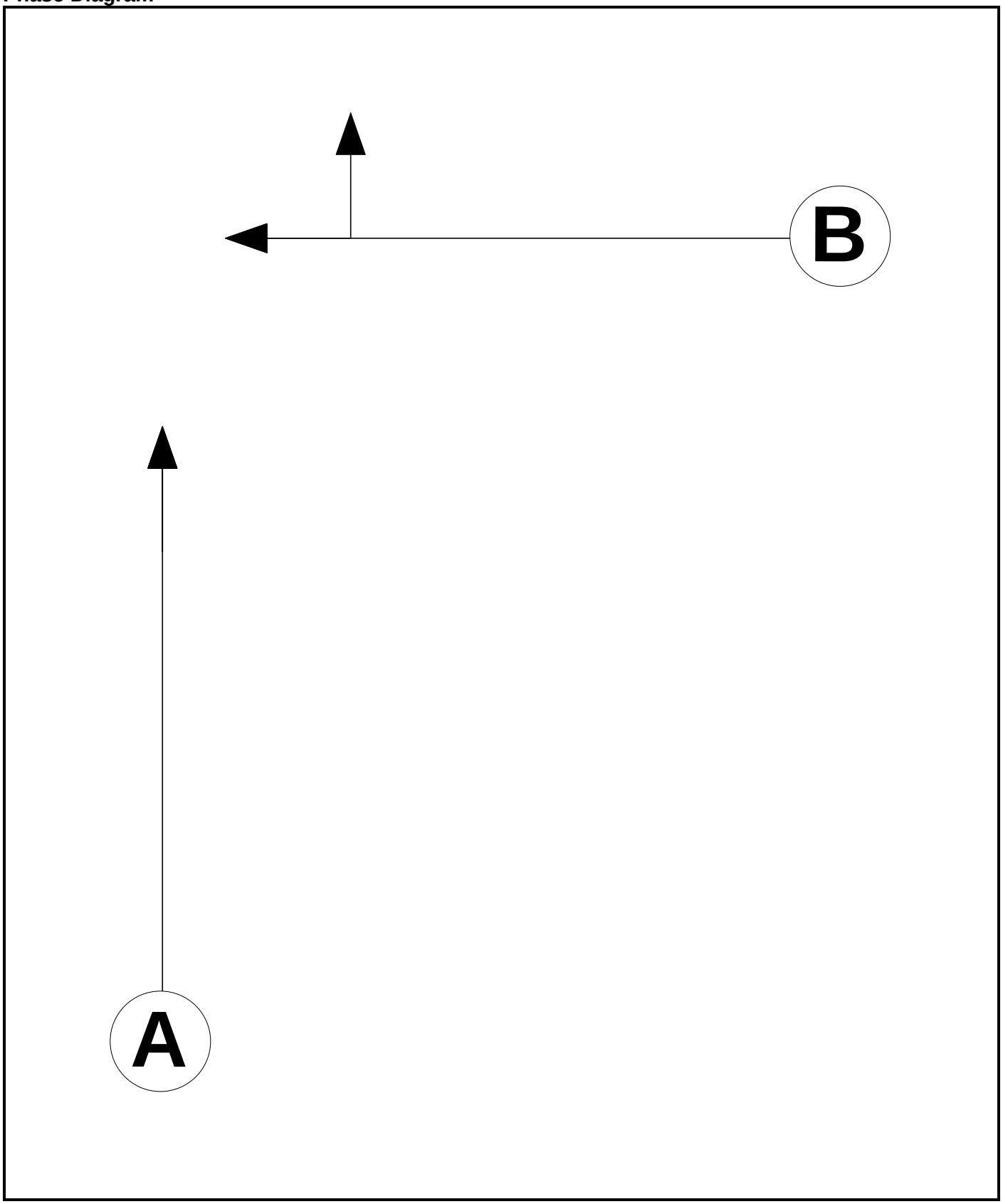
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	5	

C2

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

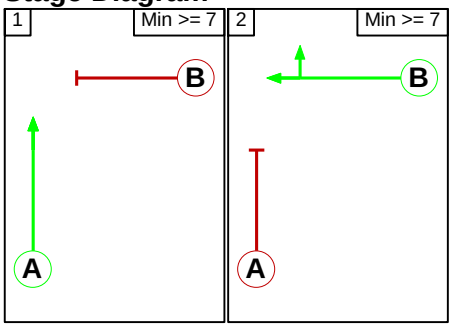
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

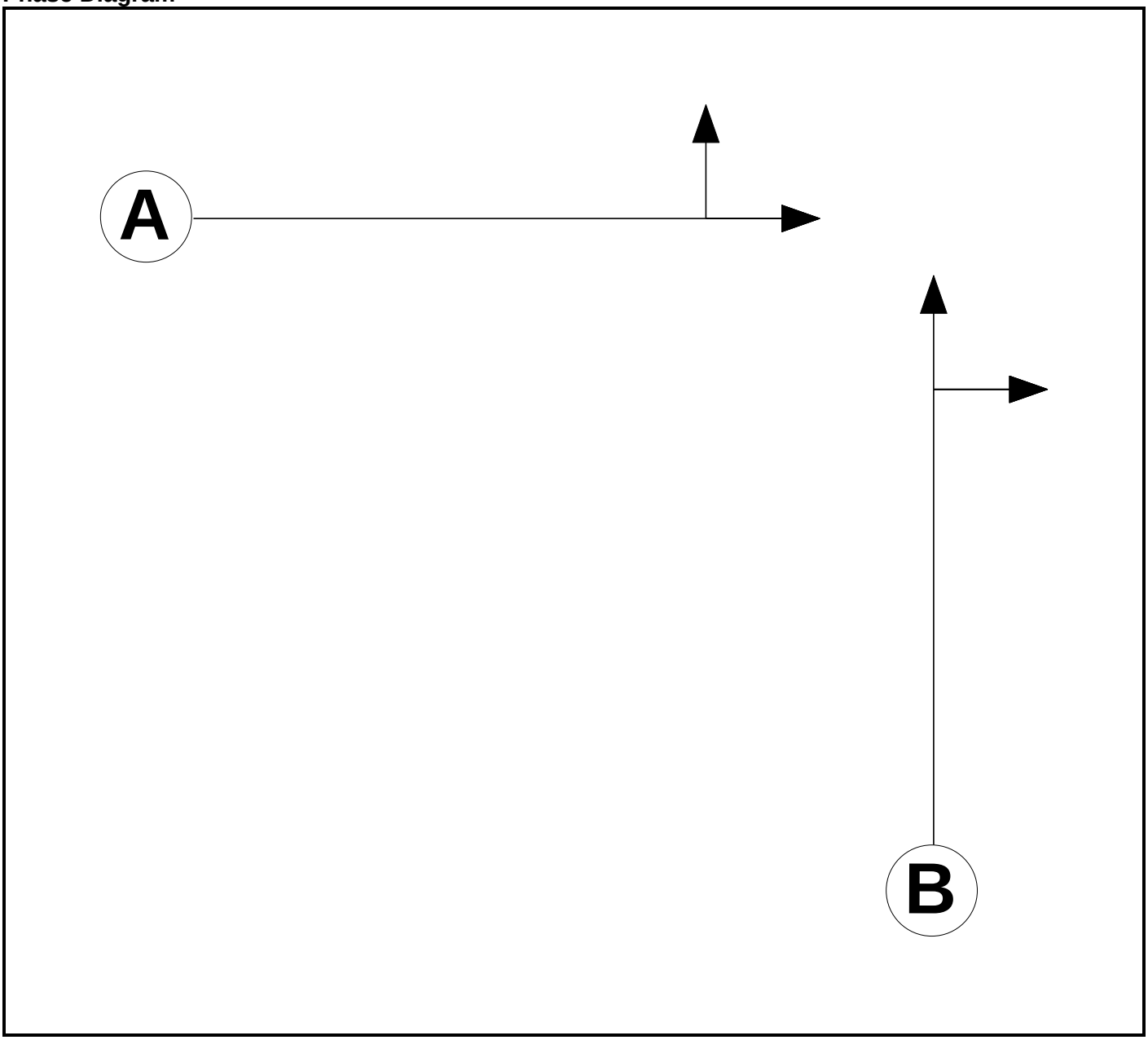
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		5
	2	5	

C3

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

Full Input Data And Results

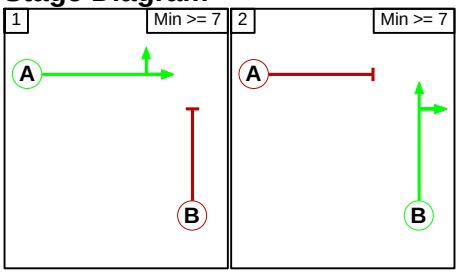
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

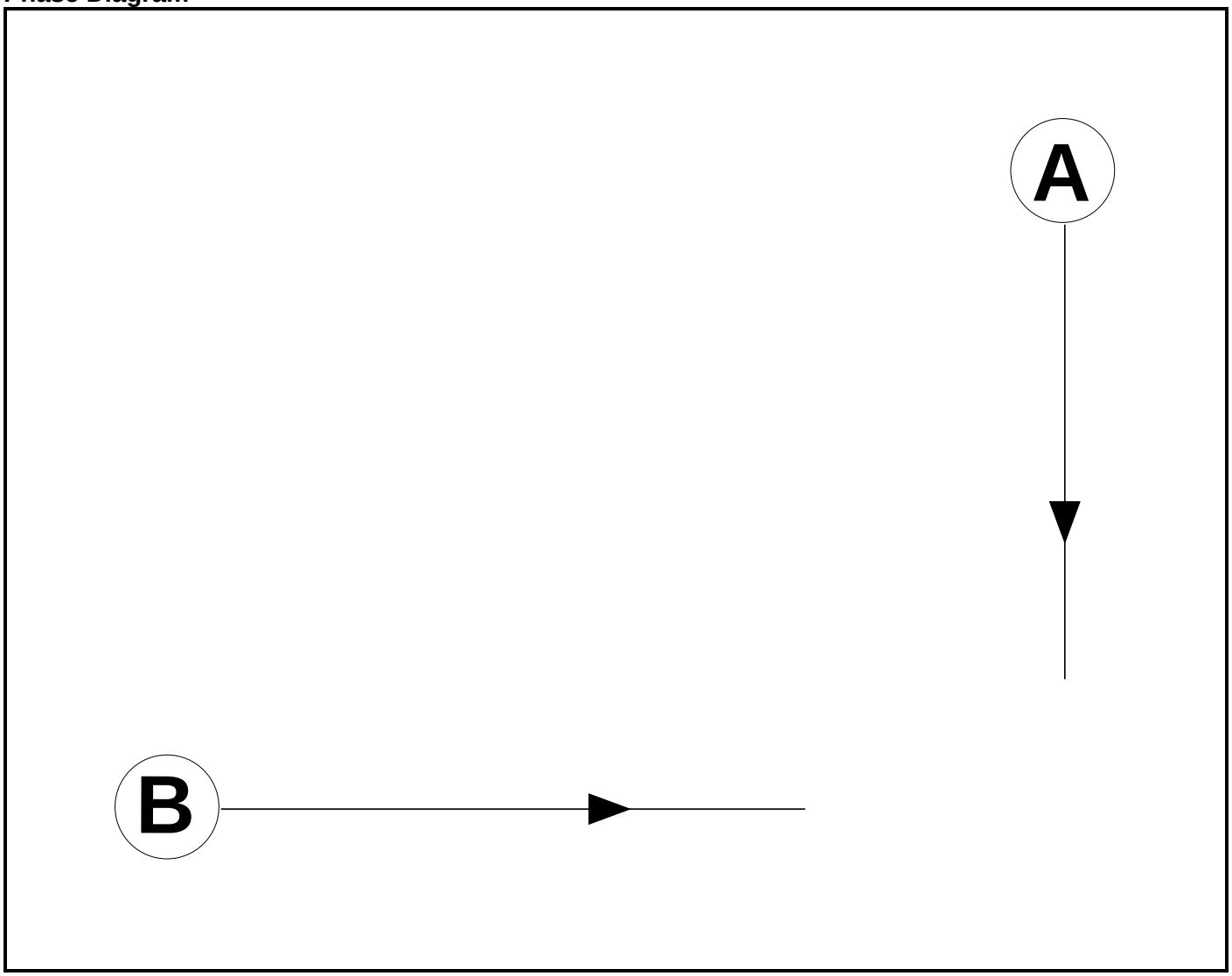
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	5	

C4

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

Phase Intergreens Matrix

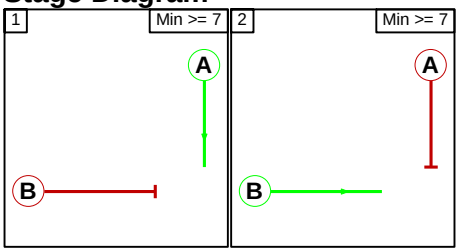
	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Full Input Data And Results

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage		
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Welfere Way											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Wainscott Road)	5/1 (Left)	1000	0	12/1	0.33	All	-	-	-	-	-
				12/2	0.33	All					
				12/3	0.33	All					
	10/1 (Ahead)	1000	0	12/1	0.33	All					
				12/2	0.33	All					
				12/3	0.33	All					
1/2 (Wainscott Road)	10/2 (Ahead)	1000	0	12/1	0.33	All	-	-	-	-	-
				12/2	0.33	All					
				12/3	0.33	All					

Full Input Data And Results

Lane Input Data

Junction: Welfere Way												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Wainscott Road)	O		2	3	5.0	User	1900	-	-	-	-	-
1/2 (Wainscott Road)	O		2	3	60.0	User	1900	-	-	-	-	-
2/1 (Welfere Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (Welfere Way)	U	A	2	3	60.0	User	1900	-	-	-	-	-
2/3 (Welfere Way)	U	A	2	3	60.0	User	1900	-	-	-	-	-
3/1 (Berwick Way)	U		2	3	13.9	Geom	-	3.25	0.00	Y	Arm 8 Left	Inf
3/2 (Berwick Way)	U	A	2	3	60.0	User	1900	-	-	-	-	-
3/3 (Berwick Way)	U	A	2	3	60.0	User	1900	-	-	-	-	-
3/4 (Berwick Way)	U	A	2	3	60.0	User	1900	-	-	-	-	-
4/1 (Frindsbury Hill)	U	A	2	3	60.0	User	1900	-	-	-	-	-
4/2 (Frindsbury Hill)	U	A	2	3	60.0	User	1900	-	-	-	-	-
5/1 (Welfere Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Welfere Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/3 (Welfere Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Berwick Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (Berwick Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/3 (Berwick Way (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Frindsbury Hill (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

8/2 (Frindsbury Hill (exit))	U		2	3	32.2	Geom	-	3.50	0.00	Y		
8/3 (Frindsbury Hill (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U	B	2	3	6.1	User	1900	-	-	-	-	-
9/2	U	B	2	3	6.1	User	1900	-	-	-	-	-
9/3	U	B	2	3	6.1	User	1900	-	-	-	-	-
10/1	U	B	2	3	7.0	User	1900	-	-	-	-	-
10/2	U	B	2	3	7.0	User	1900	-	-	-	-	-
11/1	U	B	2	3	6.1	User	1900	-	-	-	-	-
11/2	U	B	2	3	6.1	User	1900	-	-	-	-	-
12/1	U		2	3	6.1	Inf	-	-	-	-	-	-
12/2	U		2	3	6.1	Inf	-	-	-	-	-	-
12/3	U		2	3	6.1	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 DS AM'	08:00	09:00	01:00	
2: '2041 DS PM'	16:00	17:00	01:00	

Scenario 1: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	367	0	367
	B	2	0	2768	662	3432
	C	362	2239	180	361	3142
	D	0	293	312	0	605
	Tot.	364	2532	3627	1023	7546

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2041 DS AM
Junction: Welfere Way	
1/1 (short)	184
1/2 (with short)	367(In) 183(Out)
2/1	2768
2/2	312
2/3	352
3/1 (short)	361
3/2 (with short)	1023(In) 662(Out)
3/3	1060
3/4	1059
4/1	293
4/2	312
5/1	593
5/2	1060
5/3	879
6/1	364
7/1	2768
7/2	439
7/3	420
8/1	361
8/2	312
8/3	350
9/1	664
9/2	1060
9/3	1059
10/1	439
10/2	420
11/1	312
11/2	352
12/1	593
12/2	1060
12/3	1371

Full Input Data And Results

Lane Saturation Flows

Junction: Welfere Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Wainscott Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Wainscott Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Welfere Way Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Welfere Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (Welfere Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Berwick Way)	3.25	0.00	Y	Arm 8 Left	Inf	100.0 %	1940	1940
3/2 (Berwick Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (Berwick Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (Berwick Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Frindsbury Hill Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Frindsbury Hill Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Welfere Way (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Welfere Way (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
5/3 (Welfere Way (exit) Lane 3)	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Berwick Way (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Berwick Way (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (Berwick Way (exit) Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Frindsbury Hill (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Frindsbury Hill (exit))	3.50	0.00	Y				1965	1965
8/3 (Frindsbury Hill (exit) Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1	This lane uses a directly entered Saturation Flow						1900	1900
9/2	This lane uses a directly entered Saturation Flow						1900	1900
9/3	This lane uses a directly entered Saturation Flow						1900	1900
10/1	This lane uses a directly entered Saturation Flow						1900	1900
10/2	This lane uses a directly entered Saturation Flow						1900	1900

11/1	This lane uses a directly entered Saturation Flow	1900	1900
11/2	This lane uses a directly entered Saturation Flow	1900	1900
12/1	Infinite Saturation Flow	Inf	Inf
12/2	Infinite Saturation Flow	Inf	Inf
12/3	Infinite Saturation Flow	Inf	Inf

Scenario 2: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	388	0	388
	B	1	0	2464	535	3000
	C	459	2330	271	339	3399
	D	0	128	306	0	434
	Tot.	460	2458	3429	874	7221

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2041 DS PM
Junction: Welfere Way	
1/1 (short)	194
1/2 (with short)	388(In) 194(Out)
2/1	2464
2/2	285
2/3	251
3/1 (short)	339
3/2 (with short)	1348(In) 1009(Out)
3/3	1025
3/4	1026
4/1	128
4/2	306
5/1	678
5/2	1025
5/3	755
6/1	460
7/1	2464
7/2	483
7/3	482
8/1	339
8/2	285
8/3	250
9/1	1010
9/2	1025
9/3	1026
10/1	483
10/2	482
11/1	285
11/2	251
12/1	678
12/2	1025
12/3	1332

Full Input Data And Results

Lane Saturation Flows

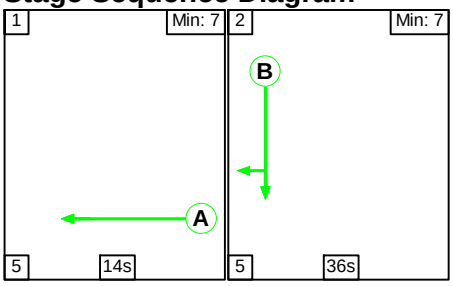
Junction: Welfere Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Wainscott Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Wainscott Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Welfere Way Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Welfere Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (Welfere Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Berwick Way)	3.25	0.00	Y	Arm 8 Left	Inf	100.0 %	1940	1940
3/2 (Berwick Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (Berwick Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (Berwick Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Frindsbury Hill Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Frindsbury Hill Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Welfere Way (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Welfere Way (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
5/3 (Welfere Way (exit) Lane 3)	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Berwick Way (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Berwick Way (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (Berwick Way (exit) Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Frindsbury Hill (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Frindsbury Hill (exit))	3.50	0.00	Y				1965	1965
8/3 (Frindsbury Hill (exit) Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1	This lane uses a directly entered Saturation Flow						1900	1900
9/2	This lane uses a directly entered Saturation Flow						1900	1900
9/3	This lane uses a directly entered Saturation Flow						1900	1900
10/1	This lane uses a directly entered Saturation Flow						1900	1900
10/2	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

11/1	This lane uses a directly entered Saturation Flow	1900	1900
11/2	This lane uses a directly entered Saturation Flow	1900	1900
12/1	Infinite Saturation Flow	Inf	Inf
12/2	Infinite Saturation Flow	Inf	Inf
12/3	Infinite Saturation Flow	Inf	Inf

Scenario 1: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'NCP')
C1

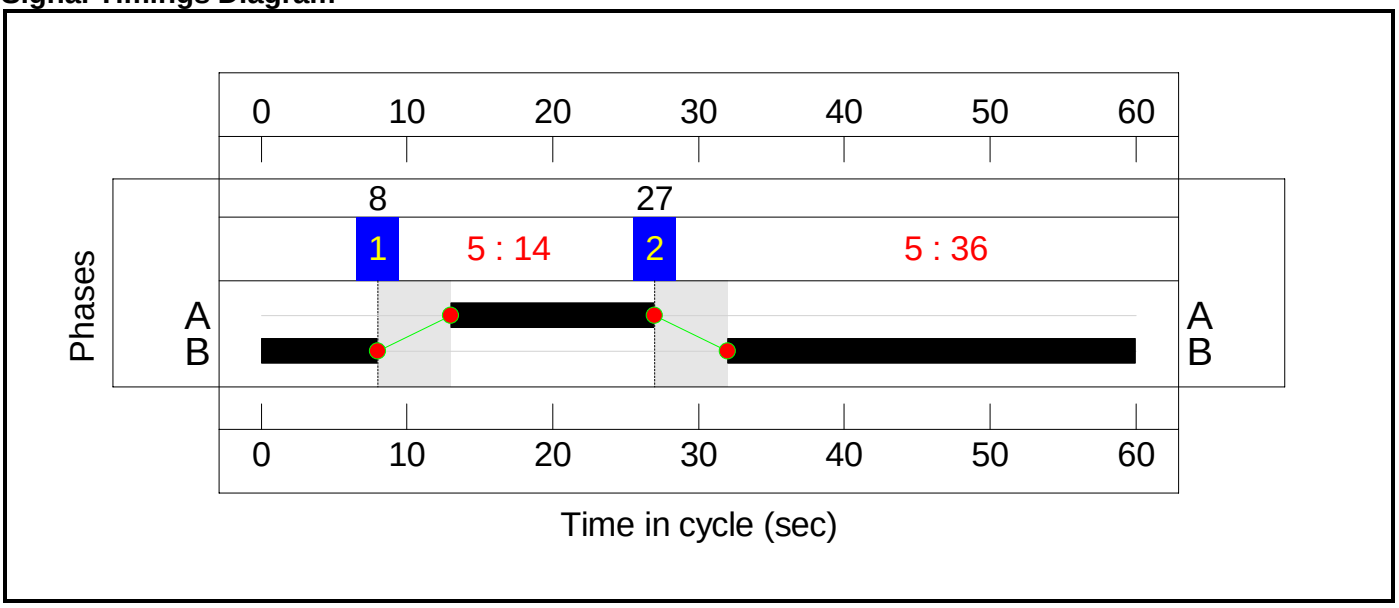
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	14	36
Change Point	8	27

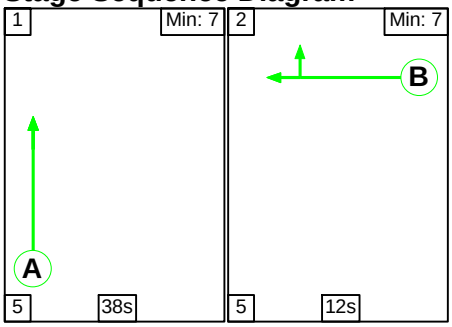
Signal Timings Diagram



Full Input Data And Results

C2

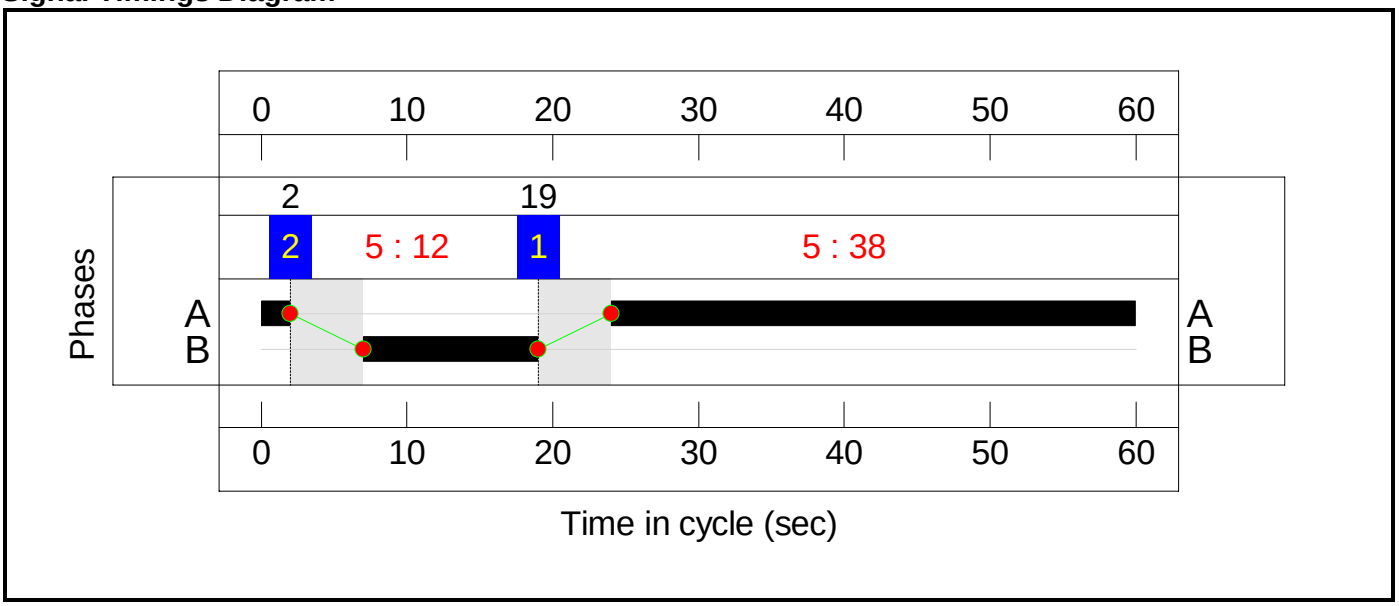
Stage Sequence Diagram



Stage Timings

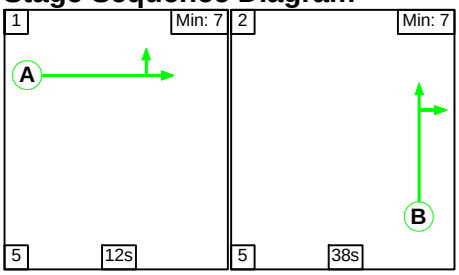
Stage	1	2
Duration	38	12
Change Point	19	2

Signal Timings Diagram



C3

Stage Sequence Diagram

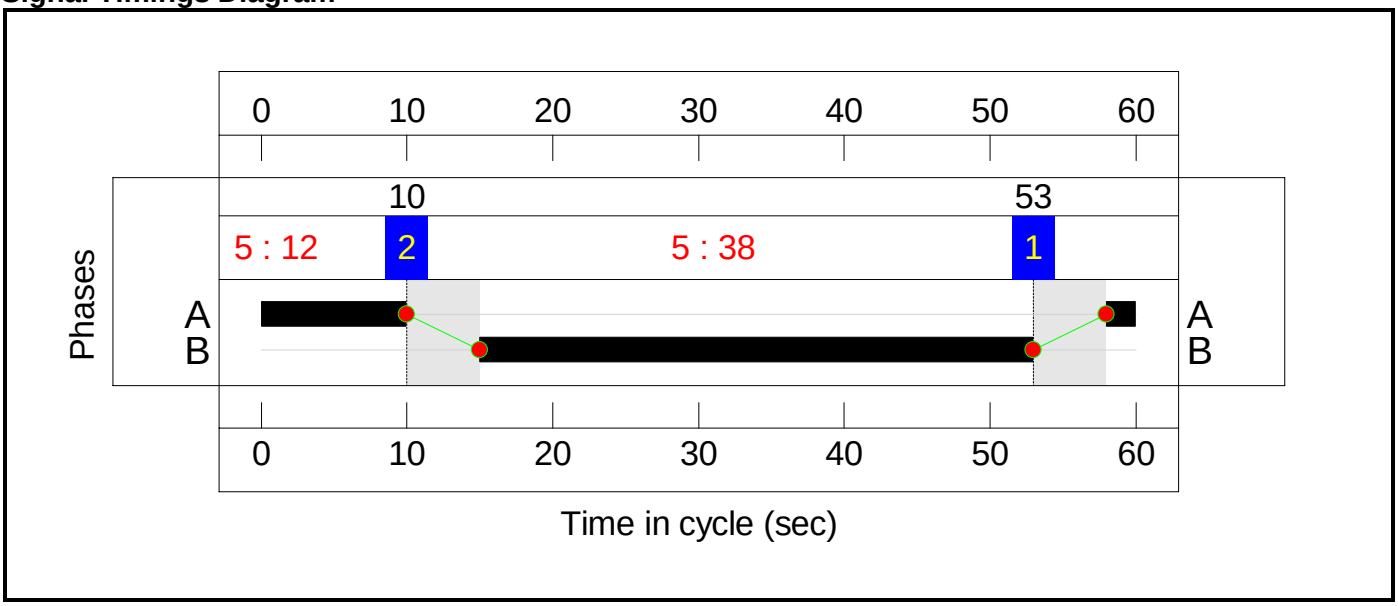


Stage Timings

Stage	1	2
Duration	12	38
Change Point	53	10

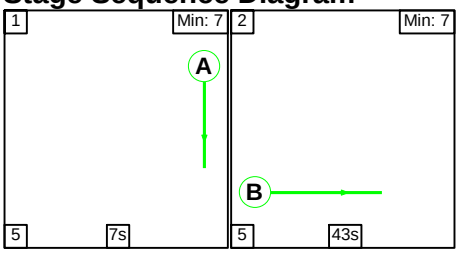
Full Input Data And Results

Signal Timings Diagram



C4

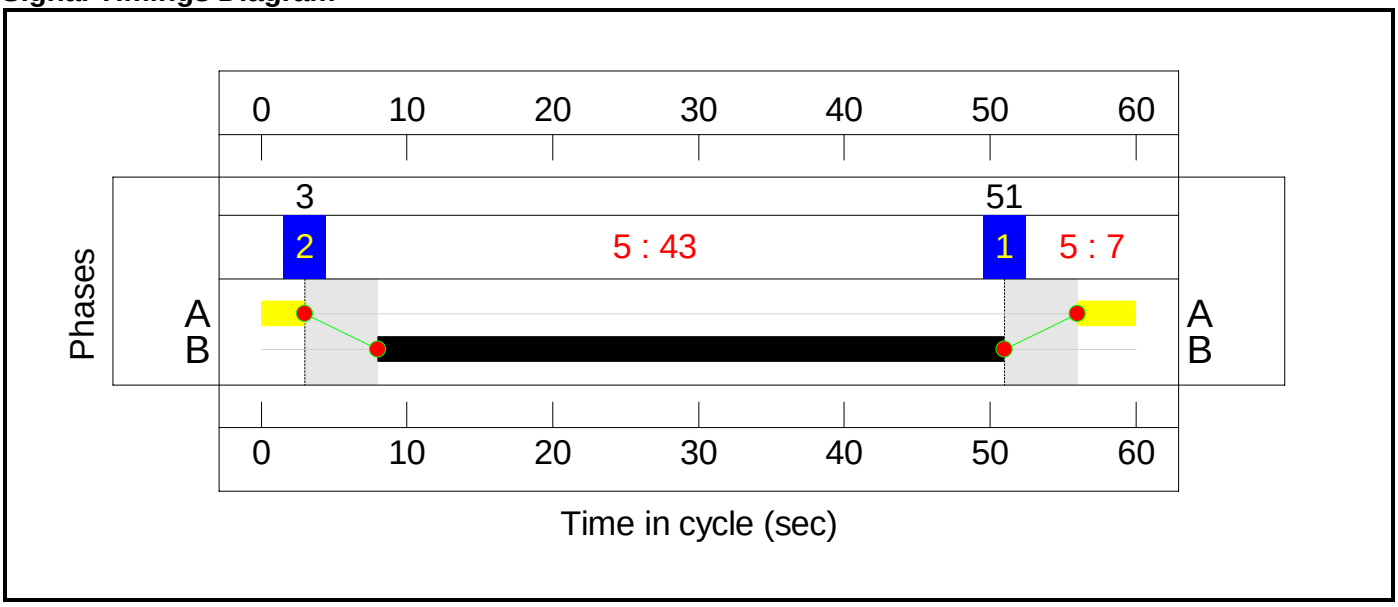
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	7	43
Change Point	51	3

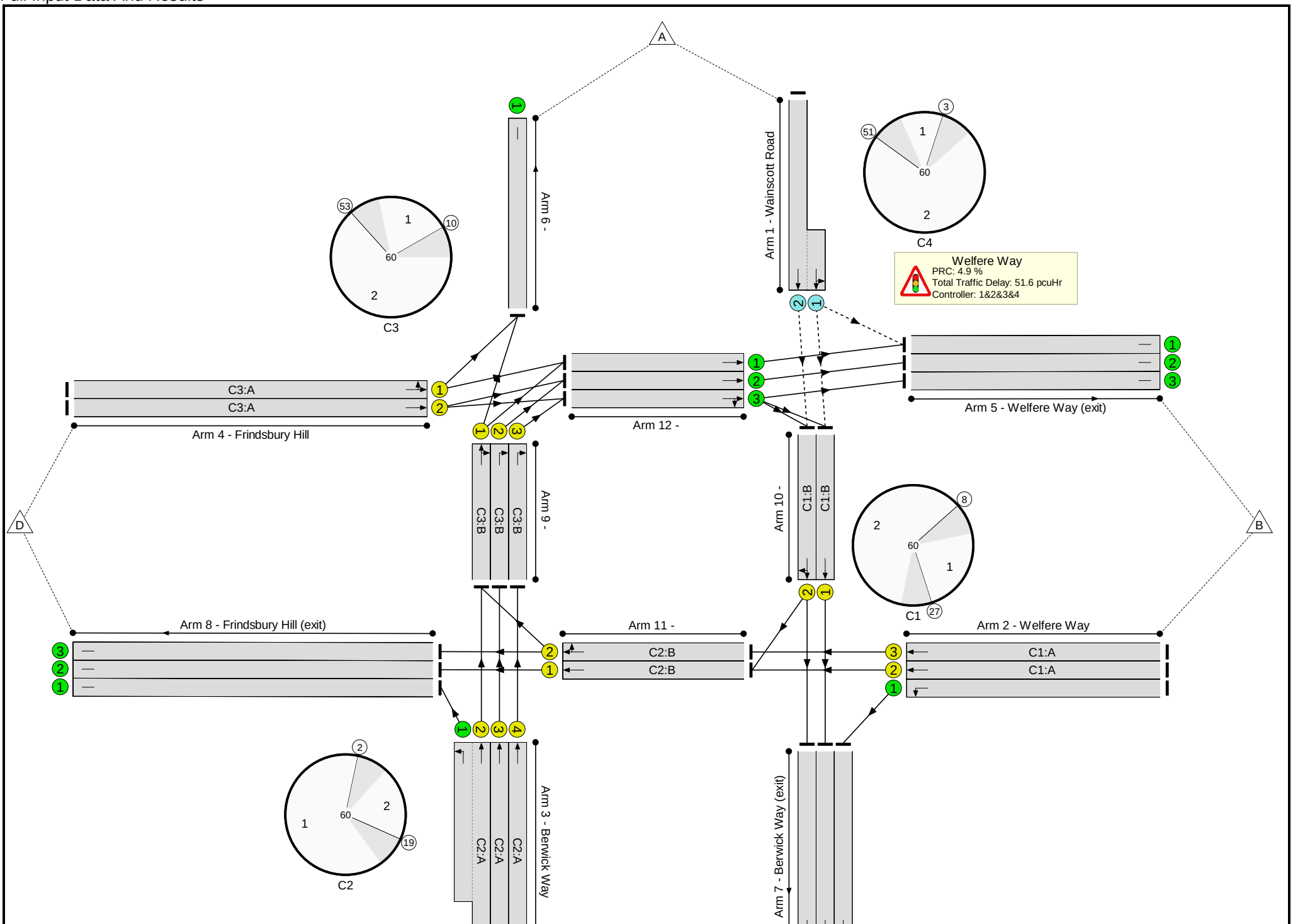
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	21.45	9.08
C2	1	4.86	22.84
C3	1	4.86	15.98
C4	1	0.00	0.00
Total Network Delay: 51.61 pcuHr			
Worst PRC: 4.86 % (On Lane 3/3 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.8%**
Welfere Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.8%**
1/2+1/1	Wainscott Road Left Ahead	O	N/A	N/A	-		-	-	-	367	1900:1900	218+218	83.9 : 84.3%
2/1	Welfere Way Left	U	N/A	N/A	-		-	-	-	2768	Inf	Inf	0.0%
2/2	Welfere Way Ahead	U	N/A	N/A	C1:A		1	14	-	312	1900	475	65.7%
2/3	Welfere Way Ahead	U	N/A	N/A	C1:A		1	14	-	352	1900	475	74.1%
3/2+3/1	Berwick Way Left Ahead	U	N/A	N/A	C2:A -		1	38	-	1023	1900:1940	1105+603	59.9 : 59.9%
3/3	Berwick Way Ahead	U	N/A	N/A	C2:A		1	38	-	1060	1900	1235	85.8%
3/4	Berwick Way Ahead	U	N/A	N/A	C2:A		1	38	-	1059	1900	1235	85.7%
4/1	Frindsbury Hill Left Ahead	U	N/A	N/A	C3:A		1	12	-	293	1900	412	71.2%
4/2	Frindsbury Hill Ahead	U	N/A	N/A	C3:A		1	12	-	312	1900	412	75.8%
5/1	Welfere Way (exit)	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
5/2	Welfere Way (exit)	U	N/A	N/A	-		-	-	-	1060	Inf	Inf	0.0%
5/3	Welfere Way (exit)	U	N/A	N/A	-		-	-	-	879	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
7/1	Berwick Way (exit)	U	N/A	N/A	-		-	-	-	2768	Inf	Inf	0.0%
7/2	Berwick Way (exit)	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
7/3	Berwick Way (exit)	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%

Full Input Data And Results

8/1	Frindsbury Hill (exit)	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
8/2	Frindsbury Hill (exit)	U	N/A	N/A	-		-	-	-	312	1965	1965	15.9%
8/3	Frindsbury Hill (exit)	U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
9/1	Ahead Right	U	N/A	N/A	C3:B		1	38	-	664	1900	1235	53.8%
9/2	Right	U	N/A	N/A	C3:B		1	38	-	1060	1900	1235	85.8%
9/3	Right	U	N/A	N/A	C3:B		1	38	-	1059	1900	1235	85.7%
10/1	Ahead	U	N/A	N/A	C1:B		1	36	-	439	1900	1172	37.5%
10/2	Ahead Right	U	N/A	N/A	C1:B		1	36	-	420	1900	1172	35.8%
11/1	Ahead	U	N/A	N/A	C2:B		1	12	-	312	1900	412	75.8%
11/2	Ahead Right	U	N/A	N/A	C2:B		1	12	-	352	1900	412	85.5%
12/1	Ahead	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
12/2	Ahead	U	N/A	N/A	-		-	-	-	1060	Inf	Inf	0.0%
12/3	Ahead Right	U	N/A	N/A	-		-	-	-	1371	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**734**	**0**	**0**	**26.2**	**25.4**	**0.0**	**51.6**	**-**	**-**	**-**	**-**
Welfere Way	**-**	**-**	**734**	**0**	**0**	**26.2**	**25.4**	**0.0**	**51.6**	**-**	**-**	**-**	**-**
1/2+1/1	367	367	734	0	0	1.1	2.5	-	3.6	35.5	2.3	2.5	4.8
2/1	2768	2768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	312	312	-	-	-	1.8	0.9	-	2.7	31.1	4.6	0.9	5.5
2/3	352	352	-	-	-	2.0	1.4	-	3.4	35.0	5.4	1.4	6.8
3/2+3/1	1023	1023	-	-	-	1.0	0.7	-	1.8	6.3	5.9	0.7	6.6
3/3	1060	1060	-	-	-	2.4	2.9	-	5.4	18.3	13.8	2.9	16.8
3/4	1059	1059	-	-	-	2.4	2.9	-	5.4	18.2	13.8	2.9	16.7
4/1	293	293	-	-	-	1.8	1.2	-	3.0	36.6	4.5	1.2	5.7
4/2	312	312	-	-	-	1.9	1.5	-	3.4	39.6	4.9	1.5	6.4
5/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1060	1060	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	2768	2768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	312	312	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	664	664	-	-	-	0.7	0.6	-	1.2	6.8	2.4	0.6	3.0
9/2	1060	1060	-	-	-	1.2	2.9	-	4.2	14.2	4.0	2.9	7.0
9/3	1059	1059	-	-	-	1.2	2.9	-	4.1	14.1	4.0	2.9	6.9
10/1	439	439	-	-	-	1.2	0.3	-	1.5	12.1	4.6	0.3	4.9
10/2	420	420	-	-	-	1.2	0.3	-	1.5	12.7	4.5	0.3	4.8

Full Input Data And Results

11/1	312	312	-	-	-	2.8	1.5	-	4.3	49.7	3.6	1.5	5.1
11/2	352	352	-	-	-	3.3	2.7	-	6.0	61.6	4.3	2.7	7.0
12/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1060	1060	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	1371	1371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

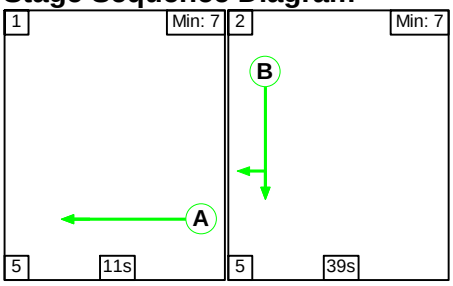
C1	PRC for Signalled Lanes (%):	21.4	Total Delay for Signalled Lanes (pcuHr):	9.08	Cycle Time (s): 60
C2	PRC for Signalled Lanes (%):	4.9	Total Delay for Signalled Lanes (pcuHr):	22.84	Cycle Time (s): 60
C3	PRC for Signalled Lanes (%):	4.9	Total Delay for Signalled Lanes (pcuHr):	15.98	Cycle Time (s): 60
C4	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 60
	PRC Over All Lanes (%):	4.9	Total Delay Over All Lanes(pcuHr):	51.61	

Full Input Data And Results

Scenario 2: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'NCP')

C1

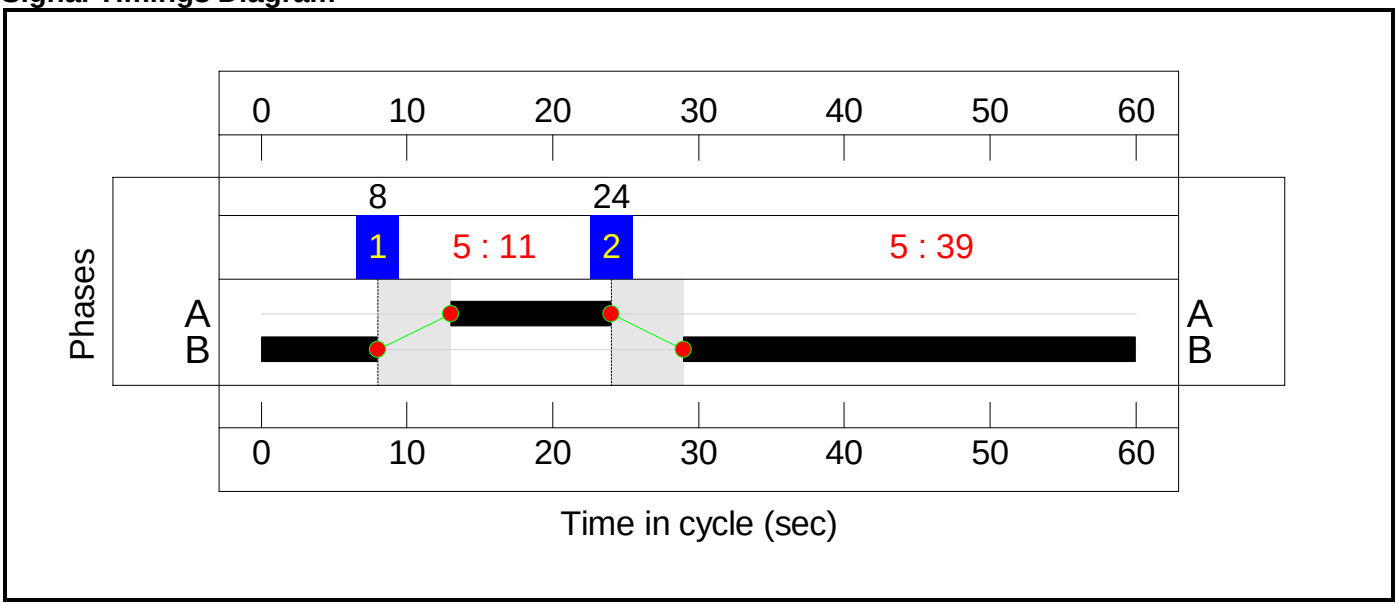
Stage Sequence Diagram



Stage Timings

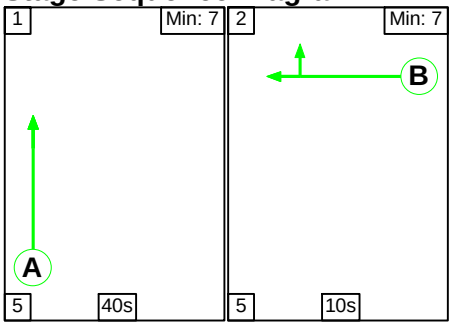
Stage	1	2
Duration	11	39
Change Point	8	24

Signal Timings Diagram



C2

Stage Sequence Diagram

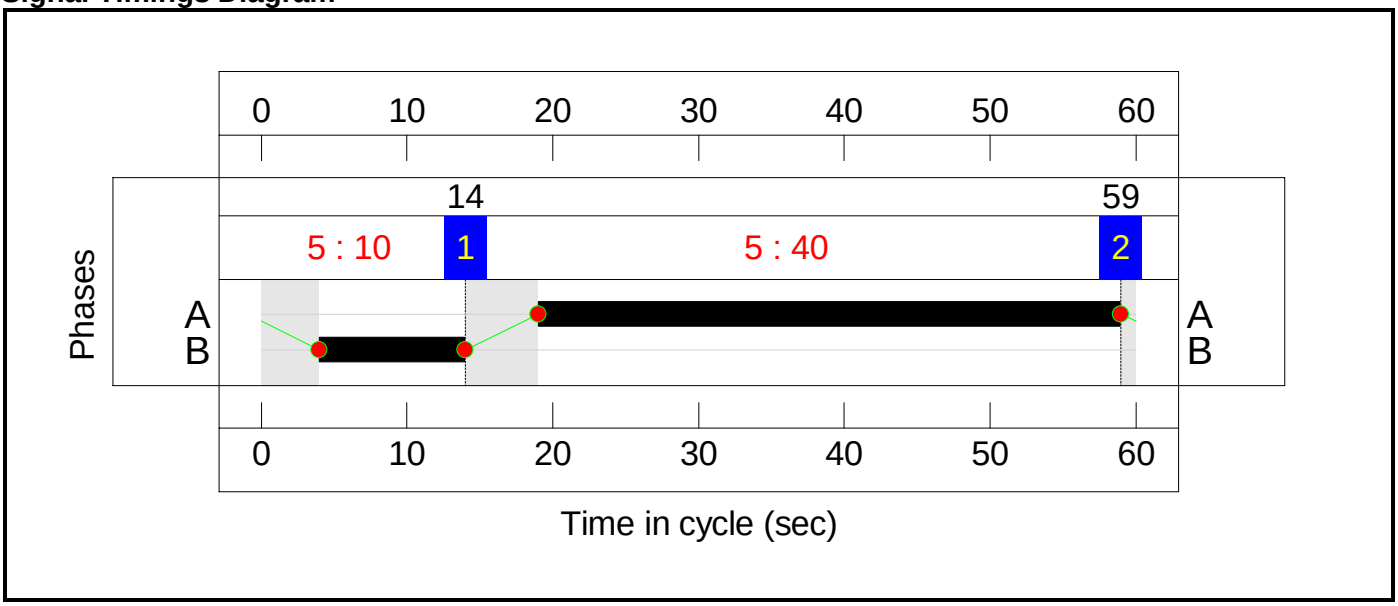


Stage Timings

Stage	1	2
Duration	40	10
Change Point	14	59

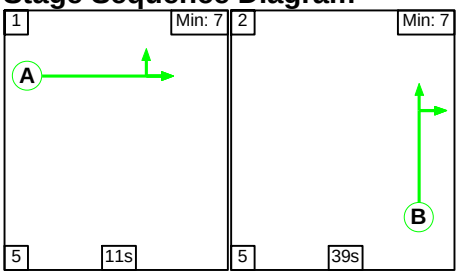
Full Input Data And Results

Signal Timings Diagram



C3

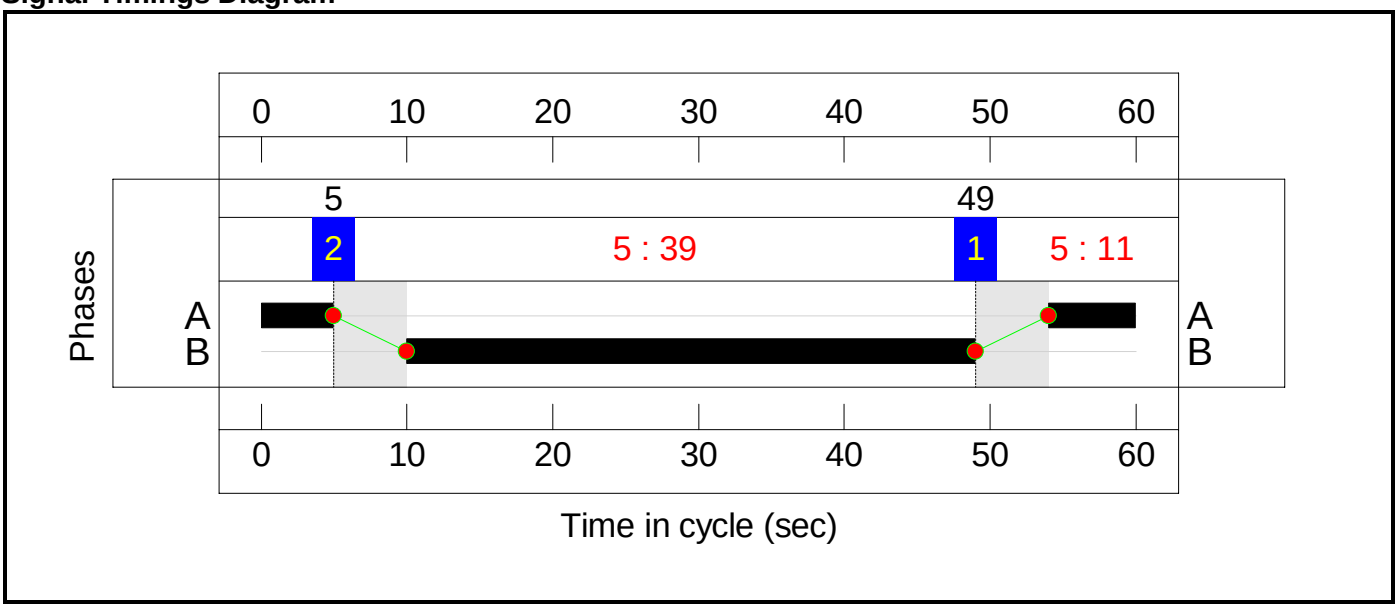
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	11	39
Change Point	49	5

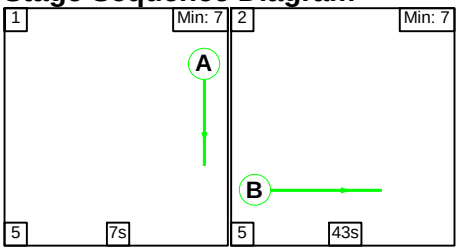
Signal Timings Diagram



Full Input Data And Results

C4

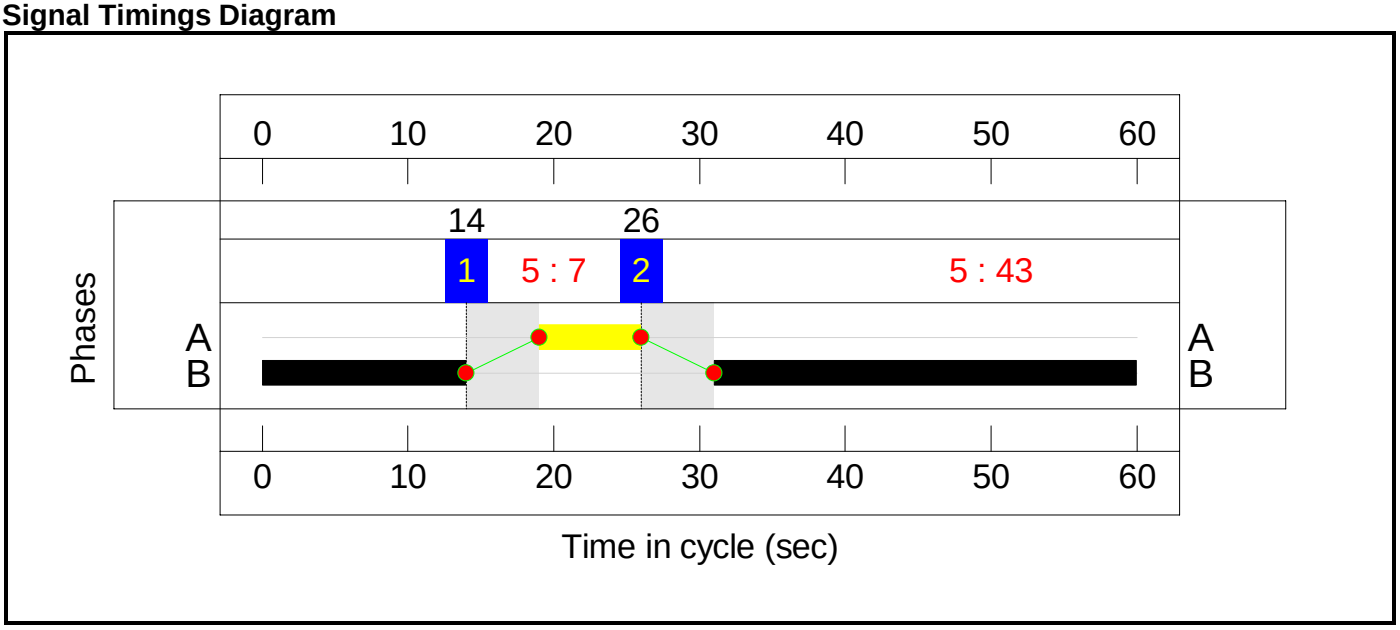
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	7	43
Change Point	14	26

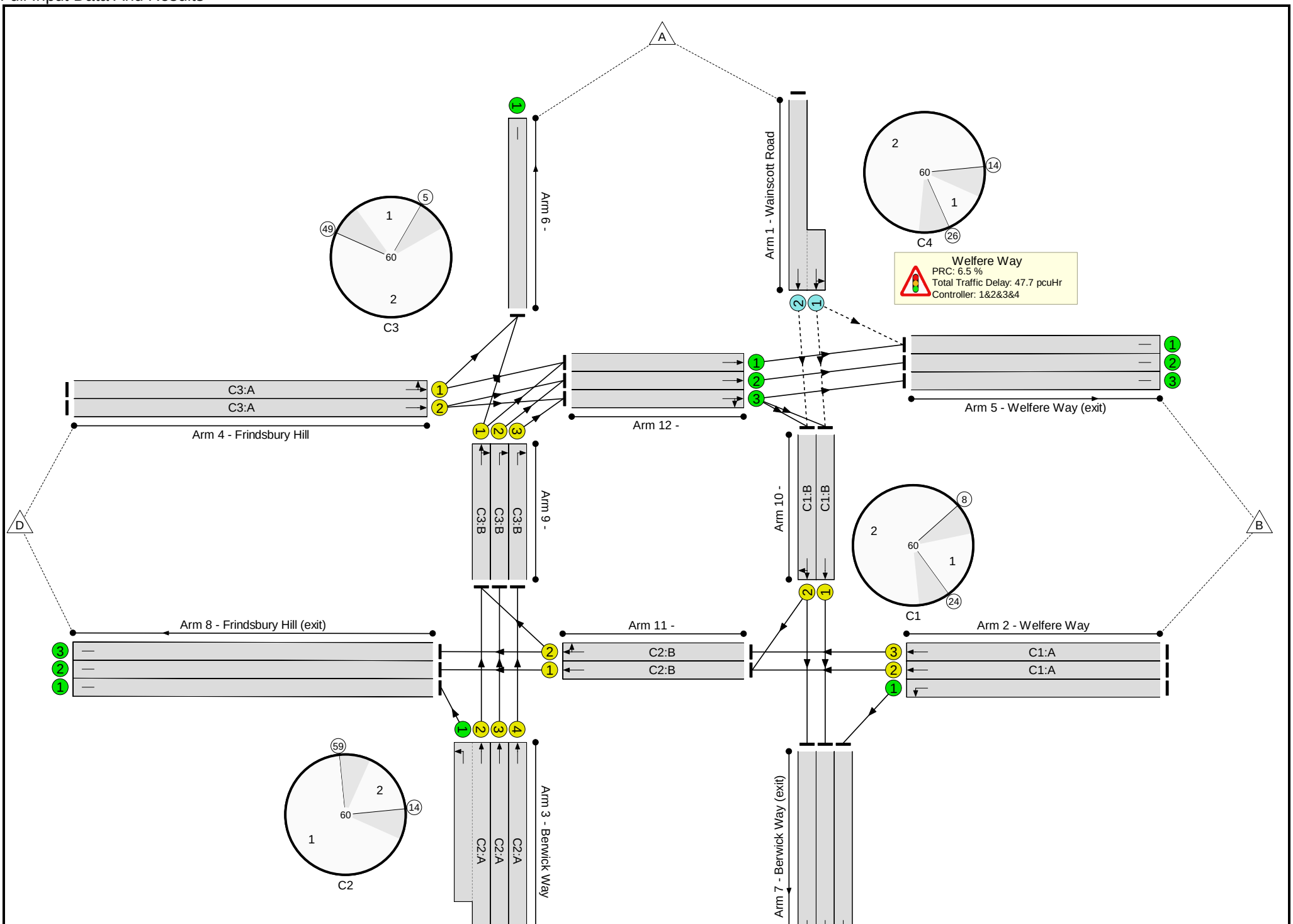
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	20.00	7.96
C2	1	6.54	22.23
C3	1	11.11	14.34
C4	1	0.00	0.00
Total Network Delay: 47.72 pcuHr			
Worst PRC: 6.54 % (On Lane 3/2 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**
Welfere Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**
1/2+1/1	Wainscott Road Left Ahead	O	N/A	N/A	-		-	-	-	388	1900:1900	241+241	80.4 : 80.4%
2/1	Welfere Way Left	U	N/A	N/A	-		-	-	-	2464	Inf	Inf	0.0%
2/2	Welfere Way Ahead	U	N/A	N/A	C1:A		1	11	-	285	1900	380	75.0%
2/3	Welfere Way Ahead	U	N/A	N/A	C1:A		1	11	-	251	1900	380	66.1%
3/2+3/1	Berwick Way Left Ahead	U	N/A	N/A	C2:A -		1	40	-	1348	1900:1940	1194+401	84.5 : 84.5%
3/3	Berwick Way Ahead	U	N/A	N/A	C2:A		1	40	-	1025	1900	1298	78.9%
3/4	Berwick Way Ahead	U	N/A	N/A	C2:A		1	40	-	1026	1900	1298	79.0%
4/1	Frindsbury Hill Left Ahead	U	N/A	N/A	C3:A		1	11	-	128	1900	380	33.7%
4/2	Frindsbury Hill Ahead	U	N/A	N/A	C3:A		1	11	-	306	1900	380	80.5%
5/1	Welfere Way (exit)	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
5/2	Welfere Way (exit)	U	N/A	N/A	-		-	-	-	1025	Inf	Inf	0.0%
5/3	Welfere Way (exit)	U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
7/1	Berwick Way (exit)	U	N/A	N/A	-		-	-	-	2464	Inf	Inf	0.0%
7/2	Berwick Way (exit)	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
7/3	Berwick Way (exit)	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%

Full Input Data And Results

8/1	Frindsbury Hill (exit)	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
8/2	Frindsbury Hill (exit)	U	N/A	N/A	-		-	-	-	285	1965	1965	14.5%
8/3	Frindsbury Hill (exit)	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
9/1	Ahead Right	U	N/A	N/A	C3:B		1	39	-	1010	1900	1267	79.7%
9/2	Right	U	N/A	N/A	C3:B		1	39	-	1025	1900	1267	80.9%
9/3	Right	U	N/A	N/A	C3:B		1	39	-	1026	1900	1267	81.0%
10/1	Ahead	U	N/A	N/A	C1:B		1	39	-	483	1900	1267	38.1%
10/2	Ahead Right	U	N/A	N/A	C1:B		1	39	-	482	1900	1267	38.1%
11/1	Ahead	U	N/A	N/A	C2:B		1	10	-	285	1900	348	81.8%
11/2	Ahead Right	U	N/A	N/A	C2:B		1	10	-	251	1900	348	72.1%
12/1	Ahead	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
12/2	Ahead	U	N/A	N/A	-		-	-	-	1025	Inf	Inf	0.0%
12/3	Ahead Right	U	N/A	N/A	-		-	-	-	1332	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**776**	**0**	**0**	**24.6**	**23.2**	**0.0**	**47.7**	**-**	**-**	**-**	**-**
Welfere Way	**-**	**-**	**776**	**0**	**0**	**24.6**	**23.2**	**0.0**	**47.7**	**-**	**-**	**-**	**-**
1/2+1/1	388	388	776	0	0	1.1	2.0	-	3.1	28.7	2.3	2.0	4.3
2/1	2464	2464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	285	285	-	-	-	1.8	1.5	-	3.2	41.0	4.4	1.5	5.9
2/3	251	251	-	-	-	1.5	1.0	-	2.5	35.9	3.8	1.0	4.8
3/2+3/1	1348	1348	-	-	-	1.8	2.7	-	4.5	11.9	11.2	2.7	13.9
3/3	1025	1025	-	-	-	1.9	1.8	-	3.7	13.0	11.7	1.8	13.5
3/4	1026	1026	-	-	-	1.9	1.9	-	3.7	13.1	11.7	1.9	13.5
4/1	128	128	-	-	-	0.7	0.3	-	1.0	27.7	1.8	0.3	2.1
4/2	306	306	-	-	-	1.9	2.0	-	3.9	46.0	4.8	2.0	6.8
5/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1025	1025	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	2464	2464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	285	285	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1010	1010	-	-	-	1.1	1.9	-	3.0	10.8	4.0	1.9	5.9
9/2	1025	1025	-	-	-	1.1	2.1	-	3.2	11.2	4.0	2.1	6.1
9/3	1026	1026	-	-	-	1.1	2.1	-	3.2	11.3	4.0	2.1	6.1
10/1	483	483	-	-	-	0.8	0.3	-	1.1	8.2	3.7	0.3	4.0
10/2	482	482	-	-	-	0.8	0.3	-	1.1	8.3	3.6	0.3	3.9

Full Input Data And Results

11/1	285	285	-	-	-	3.7	2.1	-	5.8	73.5	4.8	2.1	6.9
11/2	251	251	-	-	-	3.3	1.3	-	4.5	64.8	4.2	1.3	5.4
12/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1025	1025	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	1332	1332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

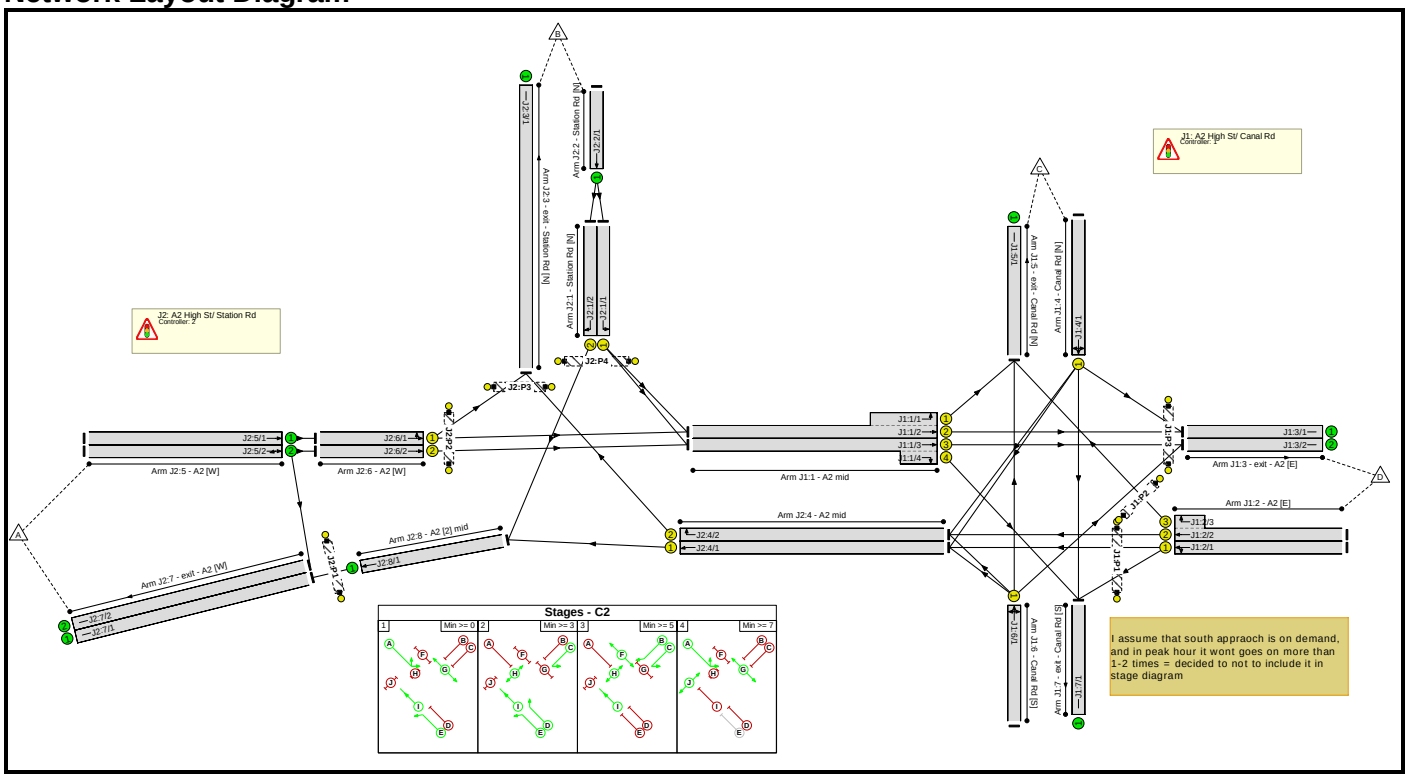
C1	PRC for Signalled Lanes (%):	20.0	Total Delay for Signalled Lanes (pcuHr):	7.96	Cycle Time (s): 60
C2	PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	22.23	Cycle Time (s): 60
C3	PRC for Signalled Lanes (%):	11.1	Total Delay for Signalled Lanes (pcuHr):	14.34	Cycle Time (s): 60
C4	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 60
	PRC Over All Lanes (%):	6.5	Total Delay Over All Lanes(pcuHr):	47.72	

Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Combined.lsg3x
Author:	
Company:	
Address:	

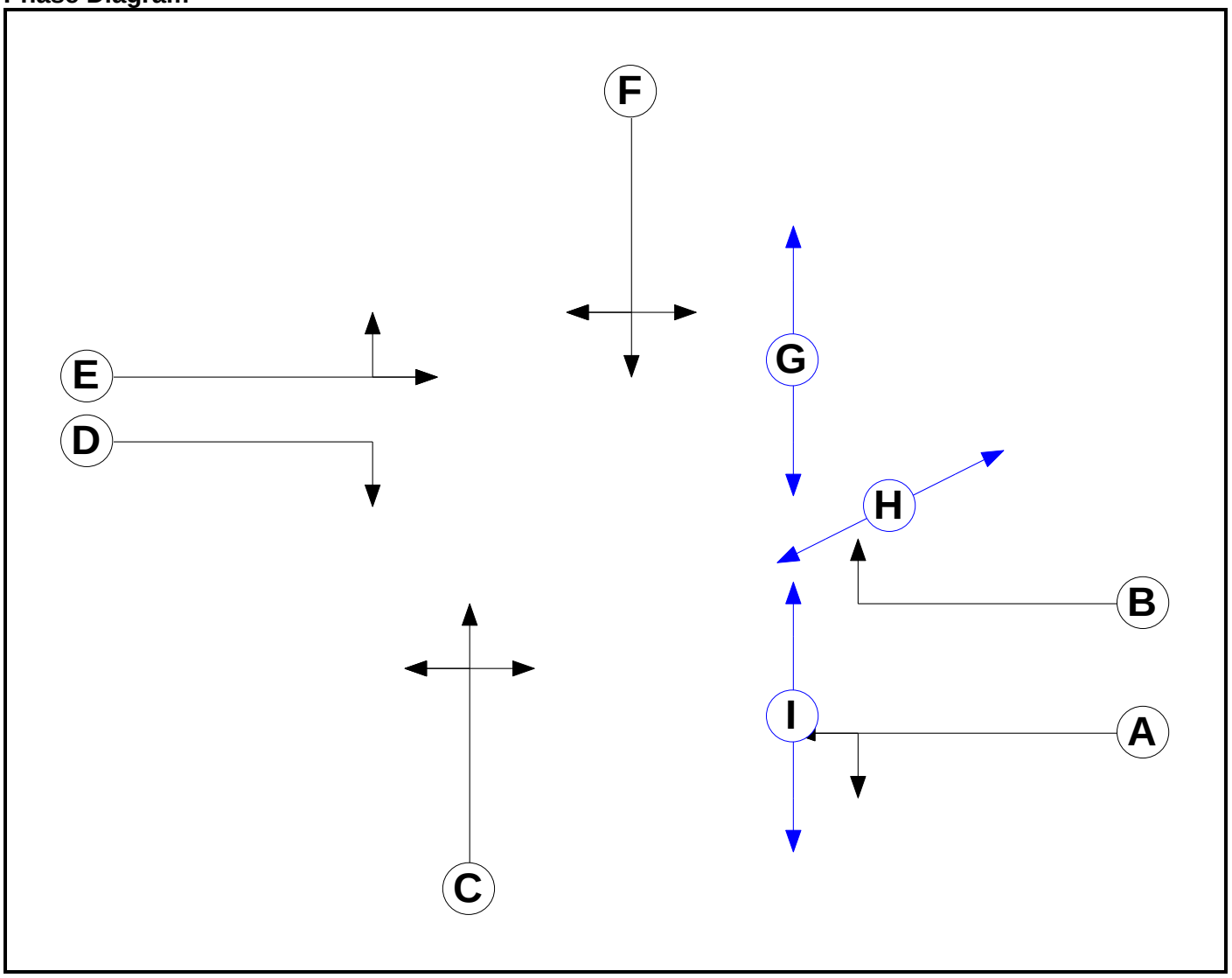
Network Layout Diagram



Full Input Data And Results

C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6

Full Input Data And Results

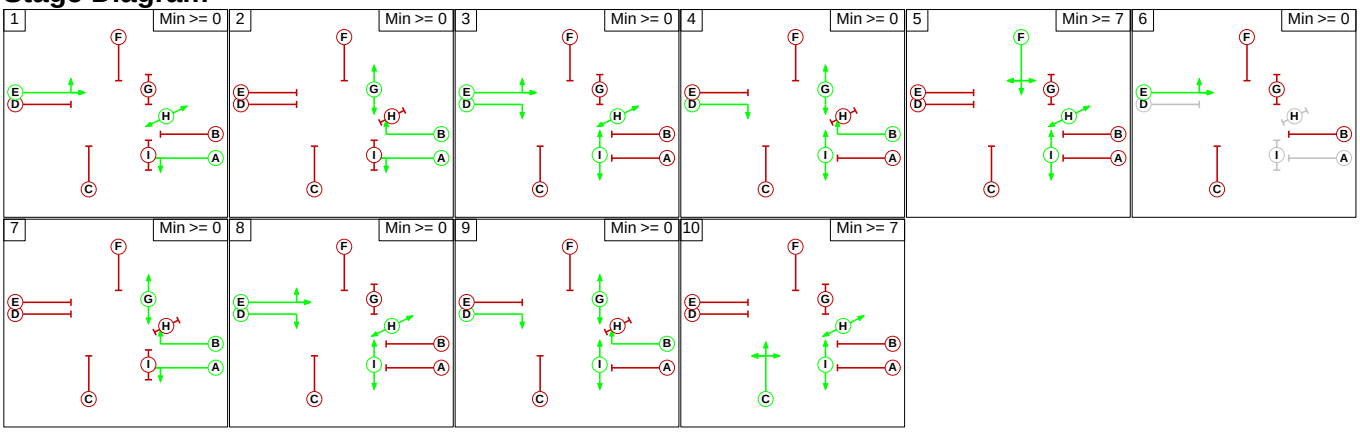
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	5	7	-	7	-	-	5
B	-		10	-	10	11	-	10	-
C	9	14		8	8	8	14	-	-
D	10	-	5		-	6	-	-	-
E	-	11	5	-		6	11	-	-
F	8	8	8	9	8		12	-	-
G	-	-	10	-	10	10		-	-
H	-	11	-	-	-	-	-		-
I	10	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A E H
2	A B G
3	D E H I
4	B D G I
5	F H I
6	E
7	A B G
8	D E H I
9	B D G I
10	C H I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

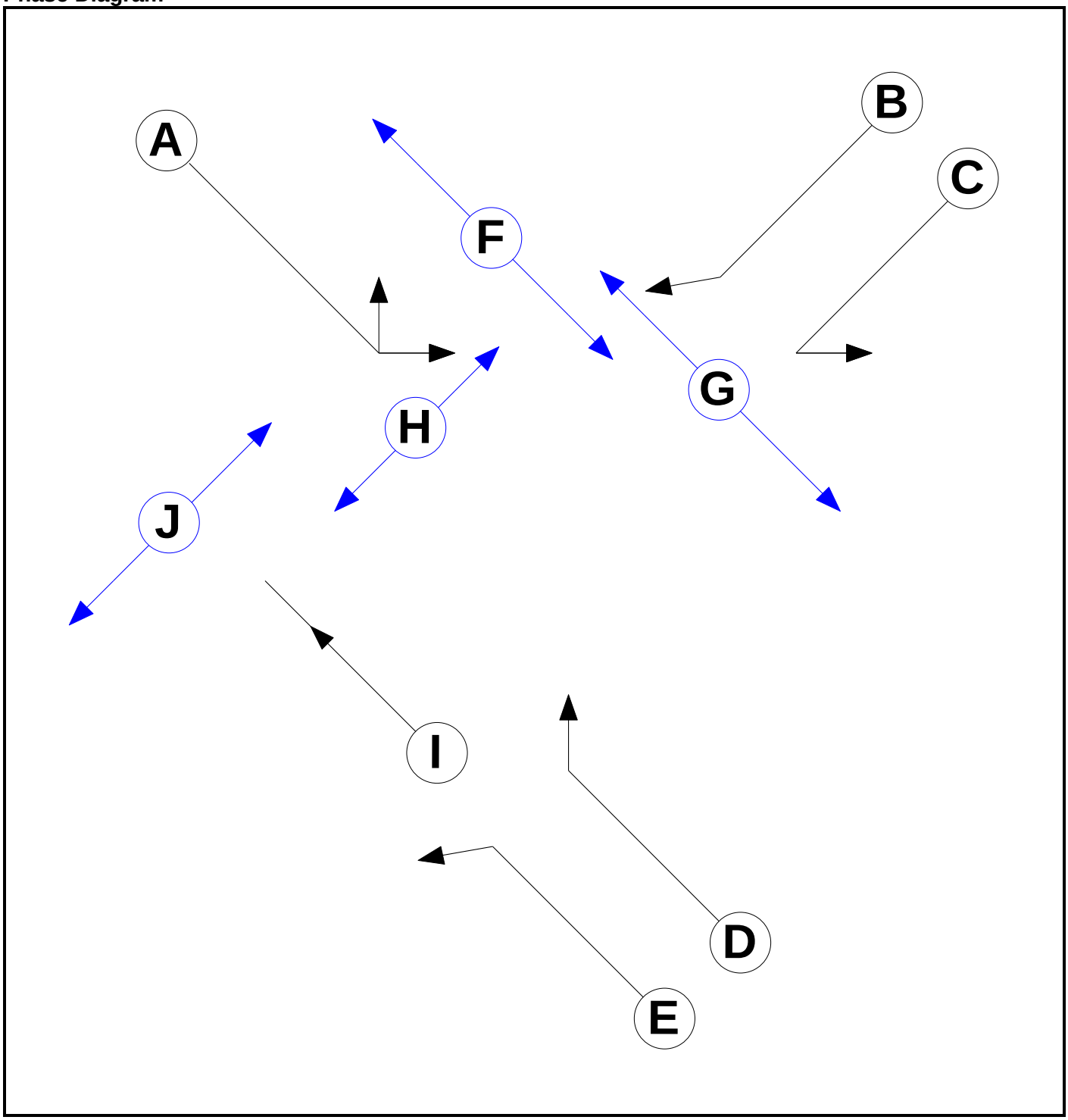
Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage									
	1	2	3	4	5	6	7	8	9	10
1		11	7	11	7	0	11	7	11	5
2	10		X	X	11	10	0	10	7	10
3	10	X		X	6	0	11	0	11	5
4	10	X	X		11	10	10	10	0	10
5	10	12	9	12		8	12	9	12	8
6	2	11	2	11	6		11	2	11	5
7	10	0	10	7	11	10		X	X	10
8	10	11	0	11	6	0	X		X	5
9	10	10	10	0	11	10	X	X		10
10	10	14	8	14	8	8	14	8	14	

C2

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Traffic		7	1
J	Pedestrian		7	7

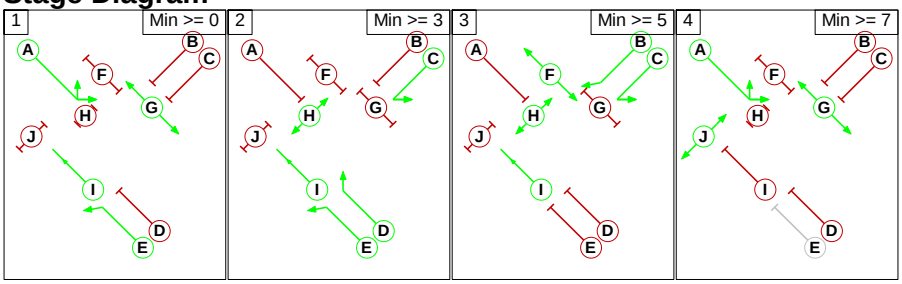
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		13	13	9	-	11	-	9	-	-
B	11		-	6	7	-	5	-	-	-
C	11	-		-	-	-	5	-	-	-
D	11	5	-		-	13	-	-	-	-
E	-	5	-	-		-	-	-	-	-
F	8	-	-	8	-		-	-	-	-
G	-	8	8	-	-	-		-	-	-
H	9	-	-	-	-	-	-		-	-
I	-	-	-	-	-	-	-	-		5
J	-	-	-	-	-	-	-	-	9	

Phases in Stage

Stage No.	Phases in Stage
1	A E G I
2	C D E H I
3	B C F H I
4	A G J

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	4	I	Losing	6	6
2	4	I	Losing	6	6
3	4	I	Losing	6	6

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		13	13	11
	2	11		13	11
	3	11	8		11
	4	9	13	13	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: A2 High St/ Canal Rd
There are no Opposed Lanes in this Junction

Junction: J2: A2 High St/ Station Rd
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: A2 High St/ Canal Rd												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J1:1/1 (A2 mid)	U	E	2	3	7.8	Geom	-	2.85	0.00	Y	Arm J1:5 Left	16.00
J1:1/2 (A2 mid)	U	E	2	3	30.6	Geom	-	2.85	0.00	Y	Arm J1:3 Ahead	Inf
J1:1/3 (A2 mid)	U	E	2	3	30.6	Geom	-	2.85	0.00	Y	Arm J1:3 Ahead	Inf
J1:1/4 (A2 mid)	U	D	2	3	4.3	Geom	-	2.85	0.00	Y	Arm J1:7 Right	16.00
J1:2/1 (A2 [E])	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Ahead	Inf
											Arm J1:7 Left	8.00
J1:2/2 (A2 [E])	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Ahead	Inf
J1:2/3 (A2 [E])	U	B	2	3	3.5	Geom	-	3.25	0.00	Y	Arm J1:5 Right	10.00
J1:3/1 (exit - A2 [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/2 (exit - A2 [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/1 (Canal Rd [N])	U	F	2	3	60.0	Geom	-	2.85	0.00	Y	Arm J2:4 Right	30.00
											Arm J1:3 Left	15.00
											Arm J1:7 Ahead	Inf
J1:5/1 (exit - Canal Rd [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (Canal Rd [S])	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Left	8.00
											Arm J1:3 Right	8.00
											Arm J1:5 Ahead	Inf
J1:7/1 (exit - Canal Rd [S])	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (Station Rd [N])	U	C	2	3	8.0	Geom	-	3.25	0.00	Y	Arm J1:1 Left	12.00
J2:1/2 (Station Rd [N])	U	B	2	3	8.0	Geom	-	3.25	0.00	Y	Arm J2:8 Right	20.00
J2:2/1 (Station Rd [N])	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:1 Ahead	Inf
J2:3/1 (exit - Station Rd [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (A2 mid)	U	E	2	3	32.2	Geom	-	3.50	0.00	Y	Arm J2:8 Ahead	Inf
J2:4/2 (A2 mid)	U	D	2	3	32.2	Geom	-	3.50	0.00	Y	Arm J2:3 Right	10.00
J2:5/1 (A2 [W])	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:6 Ahead	Inf
J2:5/2 (A2 [W])	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:6 Ahead	Inf
											Arm J2:7 U-Turn	15.00
J2:6/1 (A2 [W])	U	A	2	3	5.4	Geom	-	3.25	0.00	Y	Arm J2:3 Left	16.00
											Arm J1:1 Ahead	Inf
J2:6/2 (A2 [W])	U	A	2	3	5.4	Geom	-	3.25	0.00	Y	Arm J1:1 Ahead	Inf
J2:7/1 (exit - A2 [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/2 (exit - A2 [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:8/1 (A2 [2] mid)	U		2	3	8.5	Geom	-	3.50	0.00	Y	Arm J2:7 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak MaxSet A-AM Peak MaxSetA'	08:00	09:00	01:00	
2: '2041 DS AM'	08:00	09:00	01:00	
3: '2041 DS PM'	16:00	17:00	01:00	
4: '2041 RC AM'	08:00	09:00	01:00	
5: '2041 RC PM'	16:00	17:00	01:00	
6: '2023 Base AM'	07:30	08:30	01:00	
7: '2023 Base PM'	16:45	17:45	01:00	

Scenario 1: 'AM Peak MaxSet A-AM Peak MaxSetA' (FG1: 'AM Peak MaxSet A-AM Peak MaxSetA', Plan 1: 'NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Peak MaxSet A-AM Peak MaxSetA
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	0(In) 0(Out)
J1:1/3 (with short)	0(In) 0(Out)
J1:1/4 (short)	0
J1:2/1	0
J1:2/2 (with short)	0(In) 0(Out)
J1:2/3 (short)	0
J1:3/1	0
J1:3/2	0
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	0
J2:1/2	0
J2:2/1	0
J2:3/1	0
J2:4/1	0
J2:4/2	0
J2:5/1	0
J2:5/2	0
J2:6/1	0
J2:6/2	0
J2:7/1	0
J2:7/2	0
J2:8/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	0.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	0.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	0.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	0.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	0.0 %	1940	1940
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	0.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	0.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	0.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	0.0 %	1965	1965
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	0.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	0.0 %	1940	1940
				Arm J2:7 U-Turn	15.00	0.0 %		
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	0.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	0.0 %	1965	1965

Scenario 2: '2041 DS AM' (FG2: '2041 DS AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	522	0	4	1022	1548
	B	60	0	1	776	837
	C	11	5	0	17	33
	D	1090	636	3	0	1729
	Tot.	1683	641	8	1815	4147

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2041 DS AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	5
J1:1/2 (with short)	902(In) 897(Out)
J1:1/3 (with short)	901(In) 901(Out)
J1:1/4 (short)	0
J1:2/1	1090
J1:2/2 (with short)	639(In) 636(Out)
J1:2/3 (short)	3
J1:3/1	914
J1:3/2	901
J1:4/1	33
J1:5/1	8
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	777
J2:1/2	60
J2:2/1	837
J2:3/1	641
J2:4/1	1101
J2:4/2	641
J2:5/1	514
J2:5/2	1034
J2:6/1	514
J2:6/2	512
J2:7/1	1161
J2:7/2	522
J2:8/1	1161

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	100.0 %	1737	1737
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	100.0 %	1687	1687
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	48.5 %	1766	1766
				Arm J1:3 Left	15.00	51.5 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	49.5 %	1847	1847
				Arm J2:7 U-Turn	15.00	50.5 %		
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 3: '2041 DS PM' (FG3: '2041 DS PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	461	0	14	1134	1609
	B	0	0	4	810	814
	C	4	2	0	8	14
	D	944	569	11	0	1524
	Tot.	1409	571	29	1952	3961

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2041 DS PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	18
J1:1/2 (with short)	988(In) 970(Out)
J1:1/3 (with short)	974(In) 974(Out)
J1:1/4 (short)	0
J1:2/1	944
J1:2/2 (with short)	580(In) 569(Out)
J1:2/3 (short)	11
J1:3/1	978
J1:3/2	974
J1:4/1	14
J1:5/1	29
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	814
J2:1/2	0
J2:2/1	814
J2:3/1	571
J2:4/1	948
J2:4/2	571
J2:5/1	575
J2:5/2	1034
J2:6/1	575
J2:6/2	573
J2:7/1	948
J2:7/2	461
J2:8/1	948

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	100.0 %	1737	1737
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	100.0 %	1687	1687
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	42.9 %	1762	1762
				Arm J1:3 Left	15.00	57.1 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	0.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	55.4 %	1857	1857
				Arm J2:7 U-Turn	15.00	44.6 %		
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 4: '2041 RC AM' (FG4: '2041 RC AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	501	0	0	760	1261
	B	88	0	0	642	730
	C	0	0	0	0	0
	D	989	542	0	0	1531
	Tot.	1578	542	0	1402	3522

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2041 RC AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	690(In) 690(Out)
J1:1/3 (with short)	712(In) 712(Out)
J1:1/4 (short)	0
J1:2/1	989
J1:2/2 (with short)	542(In) 542(Out)
J1:2/3 (short)	0
J1:3/1	690
J1:3/2	712
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	642
J2:1/2	88
J2:2/1	730
J2:3/1	542
J2:4/1	989
J2:4/2	542
J2:5/1	383
J2:5/2	878
J2:6/1	383
J2:6/2	377
J2:7/1	1077
J2:7/2	501
J2:8/1	1077

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	42.9 %	1835	1835
				Arm J2:7 U-Turn	15.00	57.1 %		
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 5: '2041 RC PM' (FG5: '2041 RC PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	496	0	0	855	1351
	B	1	0	0	712	713
	C	0	0	0	0	0
	D	828	472	0	0	1300
	Tot.	1325	472	0	1567	3364

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2041 RC PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	781(In) 781(Out)
J1:1/3 (with short)	786(In) 786(Out)
J1:1/4 (short)	0
J1:2/1	828
J1:2/2 (with short)	472(In) 472(Out)
J1:2/3 (short)	0
J1:3/1	781
J1:3/2	786
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	712
J2:1/2	1
J2:2/1	713
J2:3/1	472
J2:4/1	828
J2:4/2	472
J2:5/1	431
J2:5/2	920
J2:6/1	431
J2:6/2	424
J2:7/1	829
J2:7/2	496
J2:8/1	829

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	46.1 %	1841	1841
				Arm J2:7 U-Turn	15.00	53.9 %		
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 6: '2023 Base AM' (FG6: '2023 Base AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	278	49	0	1007	1334
	B	187	0	0	494	681
	C	0	0	0	0	0
	D	949	538	0	0	1487
	Tot.	1414	587	0	1501	3502

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2023 Base AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	722(In) 722(Out)
J1:1/3 (with short)	779(In) 779(Out)
J1:1/4 (short)	0
J1:2/1	949
J1:2/2 (with short)	538(In) 538(Out)
J1:2/3 (short)	0
J1:3/1	722
J1:3/2	779
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	494
J2:1/2	187
J2:2/1	681
J2:3/1	587
J2:4/1	949
J2:4/2	538
J2:5/1	526
J2:5/2	808
J2:6/1	526
J2:6/2	530
J2:7/1	1136
J2:7/2	278
J2:8/1	1136

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	65.6 %	1875	1875
				Arm J2:7 U-Turn	15.00	34.4 %		
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:3 Left	16.00	9.3 %	1923	1923
				Arm J1:1 Ahead	Inf	90.7 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 7: '2023 Base PM' (FG7: '2023 Base PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	390	38	0	1128	1556
	B	256	0	0	500	756
	C	0	0	0	0	0
	D	847	410	0	0	1257
	Tot.	1493	448	0	1628	3569

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2023 Base PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	790(In) 790(Out)
J1:1/3 (with short)	838(In) 838(Out)
J1:1/4 (short)	0
J1:2/1	847
J1:2/2 (with short)	410(In) 410(Out)
J1:2/3 (short)	0
J1:3/1	790
J1:3/2	838
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	500
J2:1/2	256
J2:2/1	756
J2:3/1	448
J2:4/1	847
J2:4/2	410
J2:5/1	581
J2:5/2	975
J2:6/1	581
J2:6/2	585
J2:7/1	1103
J2:7/2	390
J2:8/1	1103

Full Input Data And Results

Lane Saturation Flows

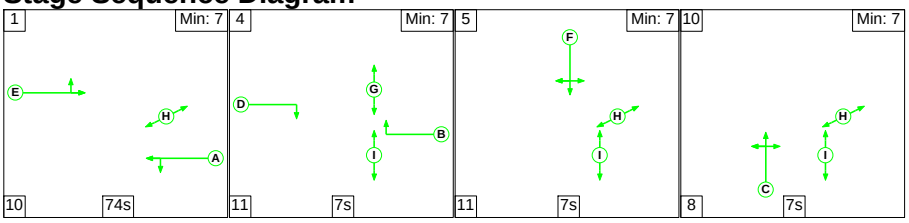
Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	60.0 %	1865	1865
				Arm J2:7 U-Turn	15.00	40.0 %		
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:3 Left	16.00	6.5 %	1928	1928
				Arm J1:1 Ahead	Inf	93.5 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 1: 'AM Peak MaxSet A-AM Peak MaxSetA' (FG1: 'AM Peak MaxSet A-AM Peak MaxSetA', Plan 1: 'NCP')
C1

Stage Sequence Diagram

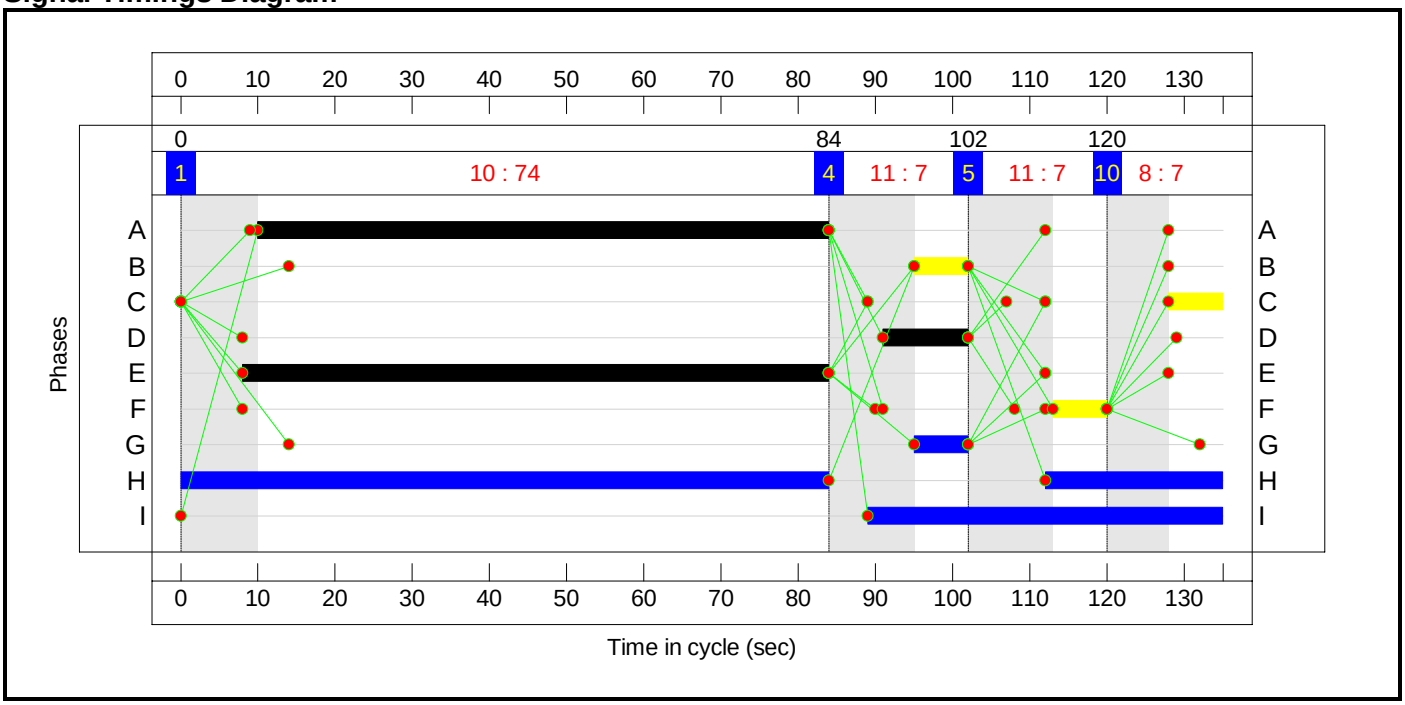


Stage Timings

Stage	1	4	5	10
Duration	74	7	7	7
Change Point	0	84	102	120

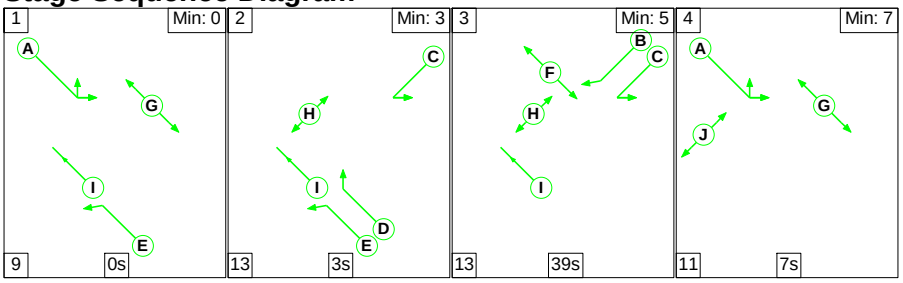
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

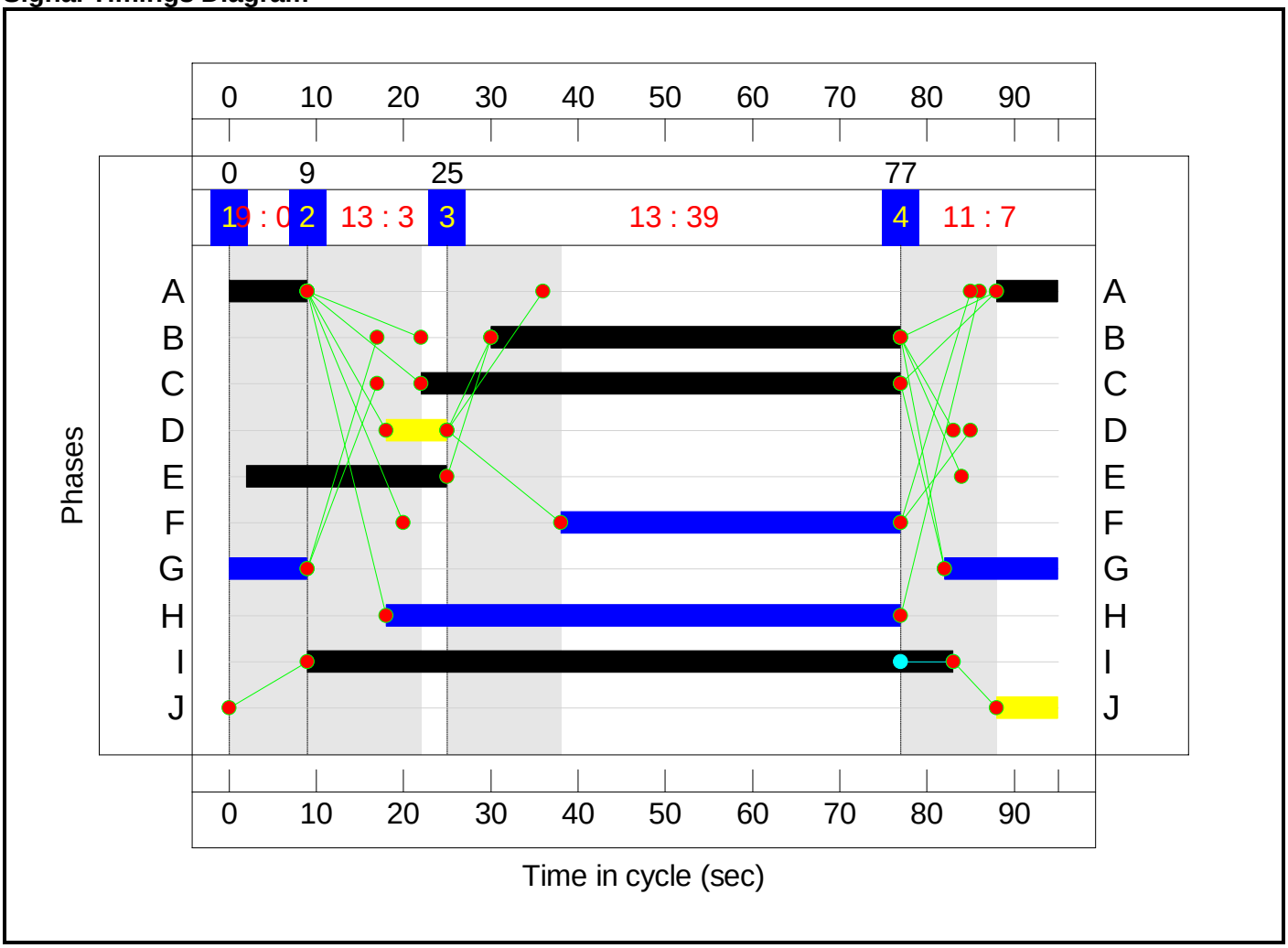


Stage Timings

Stage	1	2	3	4
Duration	0	3	39	7
Change Point	0	9	25	77

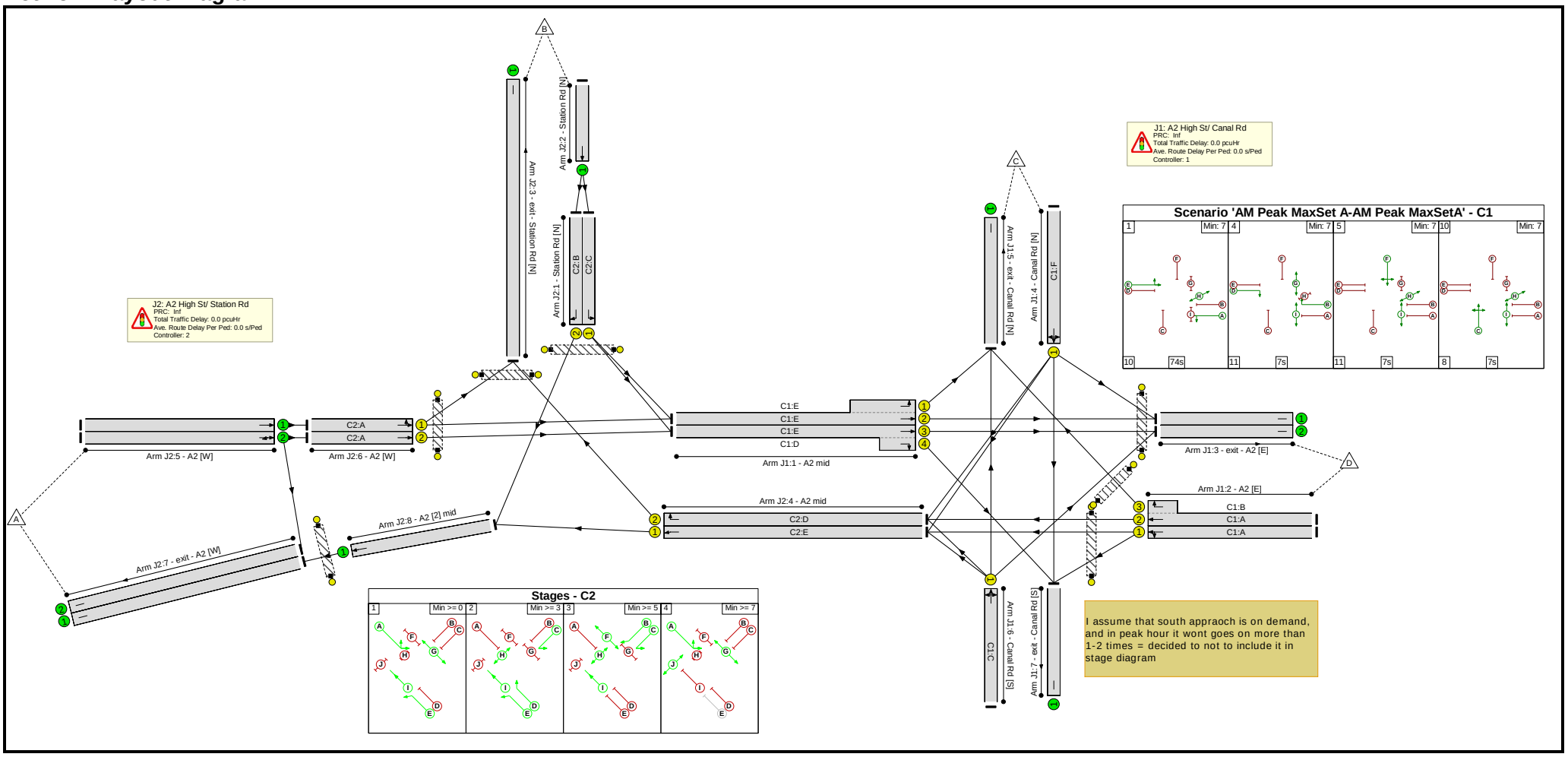
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	Inf	0.00
C2	1	Inf	0.00
Total Network Delay: 0.00 pcuHr			
Worst PRC: Inf % (On Lane J2:1/1 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
J1: A2 High St/ Canal Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	0	1900:1900	653+653	0.0 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	0	1900:1900	1082+0	0.0 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	0	1940	1078	0.0%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	0	1940:1940	105+105	0.0 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	113	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		1	7	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	46	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	107	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	55	-	0	1940	1144	0.0%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	47	-	0	1940	980	0.0%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	23	-	0	1965	496	0.0%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	7	-	0	1965	165	0.0%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	16	-	0	1940	347	0.0%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	16	-	0	1940	347	0.0%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	0	1965	1965	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	59	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	39	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	22	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/2+1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2+2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**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
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

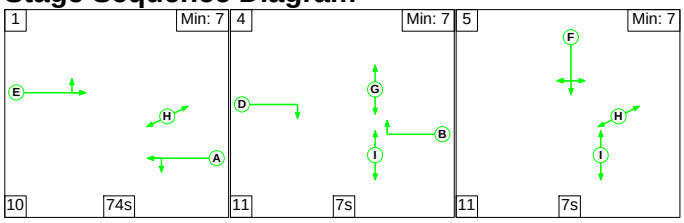
C1	PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	135	
C2	PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	95	
	PRC Over All Lanes (%):	Inf	Total Delay Over All Lanes(pcuHr):	0.00			

Full Input Data And Results

Scenario 2: '2041 DS AM' (FG2: '2041 DS AM', Plan 2: 'Copy of NCP')

C1

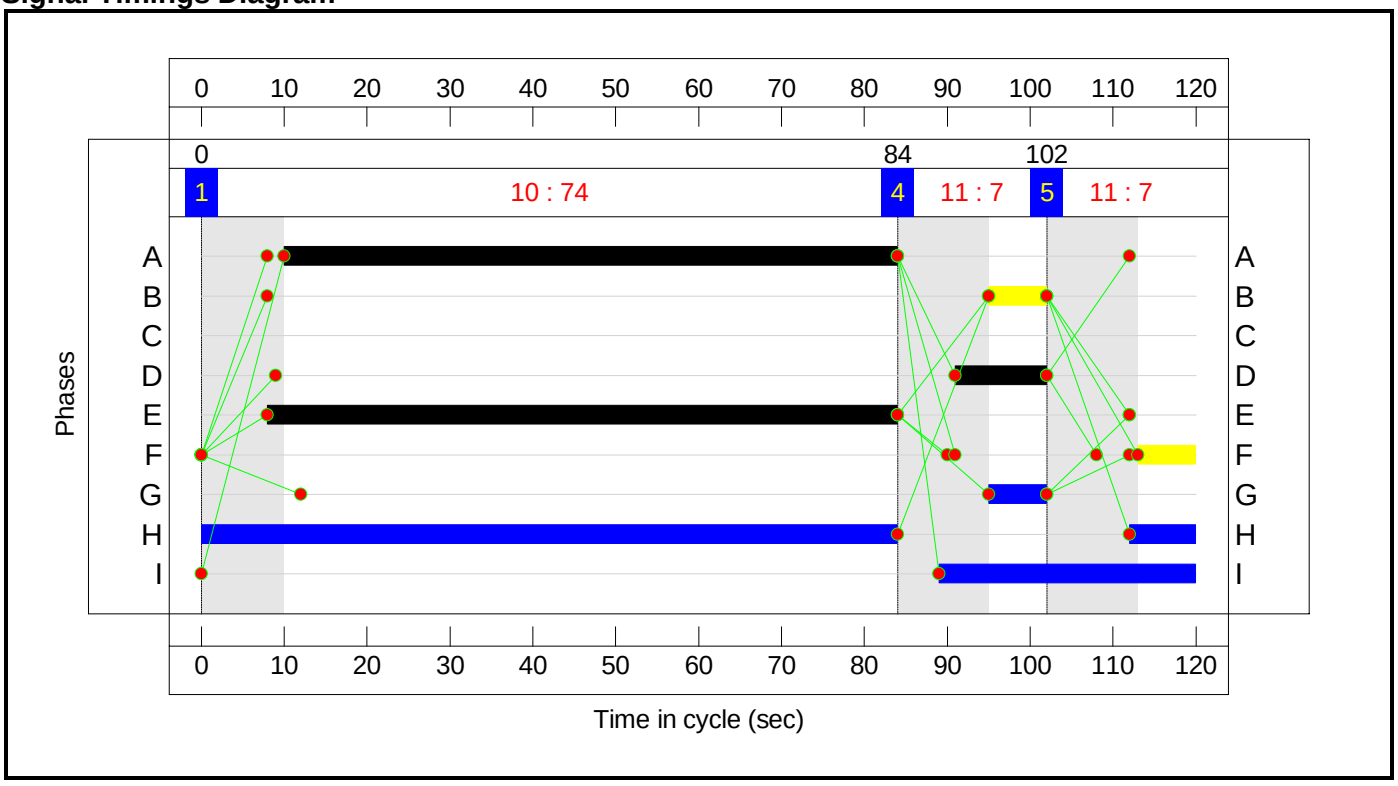
Stage Sequence Diagram



Stage Timings

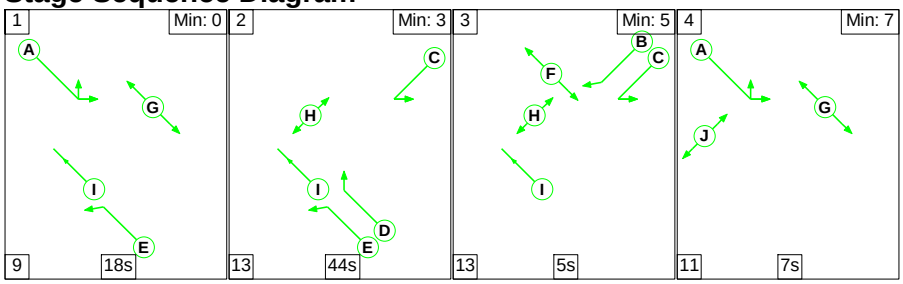
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

Stage Sequence Diagram

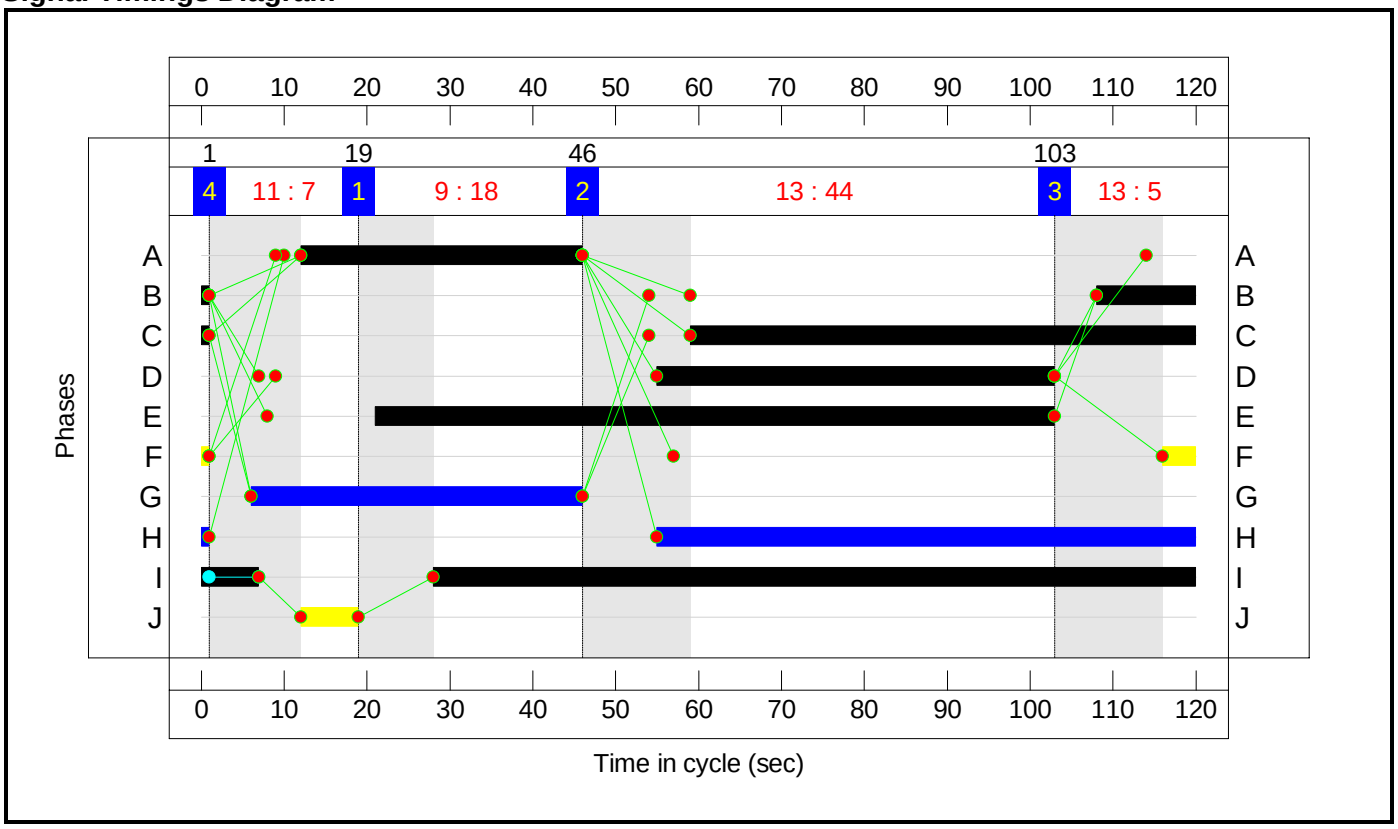


Full Input Data And Results

Stage Timings

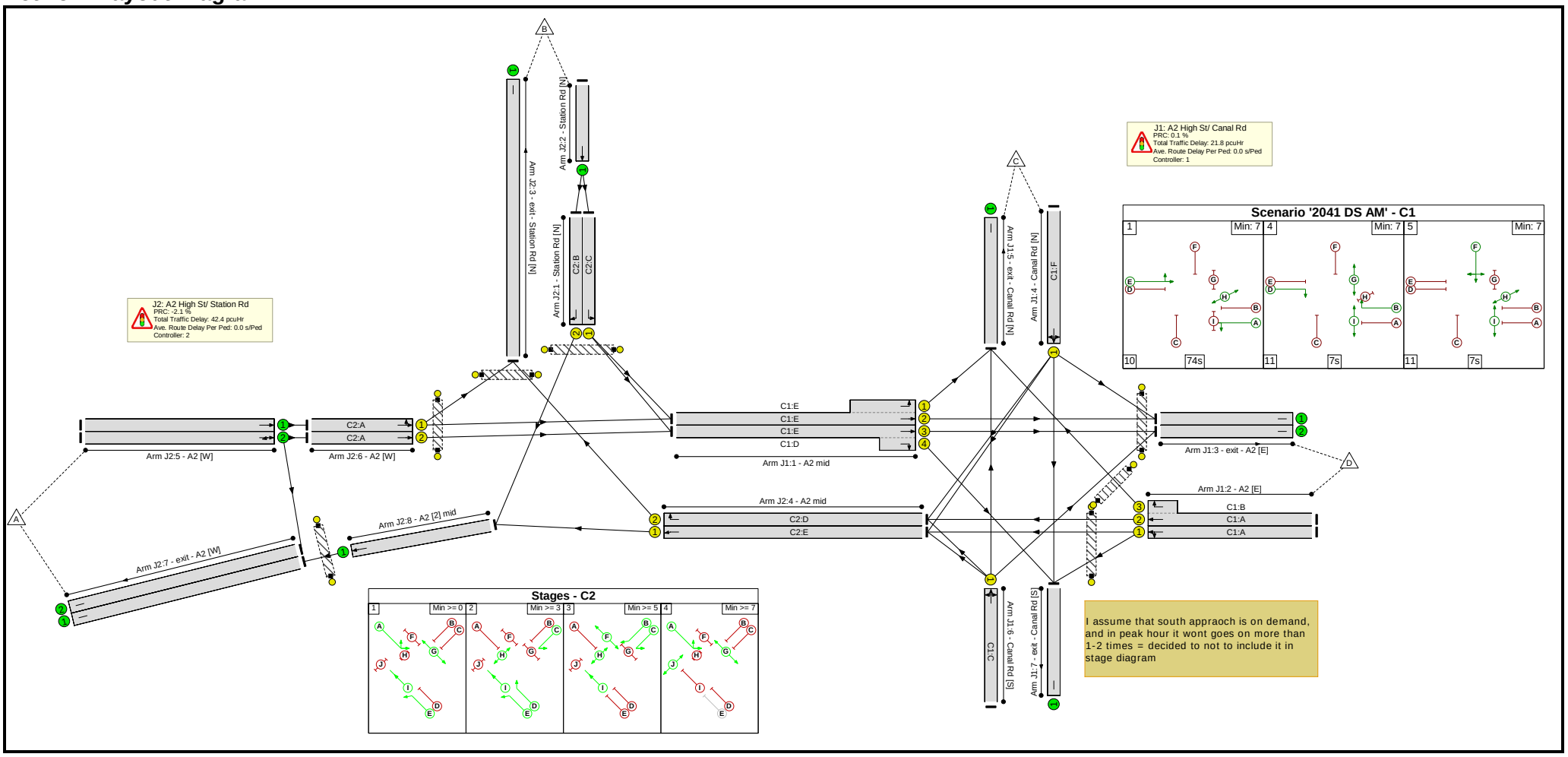
Stage	1	2	3	4
Duration	18	44	5	7
Change Point	19	46	103	1

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	0.11	21.77
C2	1	-2.06	40.48
Total Network Delay: 64.16 pcuHr			
Worst PRC: -2.06 % (On Lane J2:4/2 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.9%**
J1: A2 High St/ Canal Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.9%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	902	1900:1737	1219+7	73.6 : 73.6%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	901	1900:1900	1217+0	74.0 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	1090	1940	1213	89.9%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	639	1940:1687	1206+6	52.7 : 52.7%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	914	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	901	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	33	1766	118	28.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.9%**
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	62	-	777	1724	905	85.8%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	13	-	60	1805	211	28.5%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	837	1940	1940	43.1%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	82	-	1101	1965	1359	81.0%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	48	-	641	1709	698	91.9%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	514	1940	1940	26.5%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	1034	1847	1847	56.0%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	34	-	514	1940	566	90.8%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	34	-	512	1940	566	90.5%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	1161	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	1161	1965	1965	59.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	66	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	40	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**36.1**	**28.0**	**0.0**	**64.2**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**14.1**	**7.7**	**0.0**	**21.8**	**-**	**-**	**-**	**-**
1/2+1/1	902	902	-	-	-	2.7	1.4	-	4.1	16.4	16.8	1.4	18.2
1/3+1/4	901	901	-	-	-	2.7	1.4	-	4.1	16.6	12.3	1.4	13.7
2/1	1090	1090	-	-	-	5.8	4.2	-	10.0	33.0	30.9	4.2	35.0
2/2+2/3	639	639	-	-	-	2.3	0.6	-	2.8	15.9	11.9	0.6	12.4
3/1	914	914	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	33	33	-	-	-	0.5	0.2	-	0.7	74.4	1.0	0.2	1.2
5/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**22.1**	**20.3**	**0.0**	**42.4**	**-**	**-**	**-**	**-**
1/1	777	777	-	-	-	5.3	2.9	-	8.2	38.1	22.2	2.9	25.1
1/2	60	60	-	-	-	0.8	0.2	-	1.0	60.4	1.8	0.2	2.0
2/1	837	837	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
3/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1101	1101	-	-	-	0.2	2.1	-	2.3	7.7	1.2	2.1	3.3
4/2	641	641	-	-	-	4.0	4.8	-	8.9	49.7	20.5	4.8	25.4
5/1	514	514	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	1034	1034	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
6/1	514	514	-	-	-	5.8	4.3	-	10.1	70.8	16.4	4.3	20.7

Full Input Data And Results

6/2	512	512	-	-	-	5.8	4.1	-	9.9	69.9	16.4	4.1	20.5
7/1	1161	1161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1161	1161	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

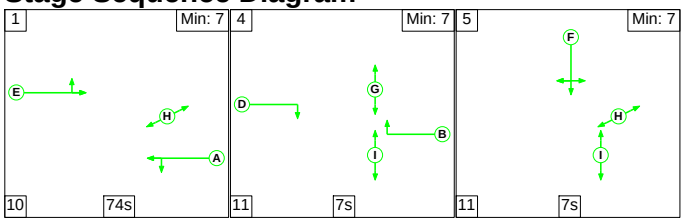
C1	PRC for Signalled Lanes (%):	0.1	Total Delay for Signalled Lanes (pcuHr):	21.77	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	-2.1	Total Delay for Signalled Lanes (pcuHr):	40.48	Cycle Time (s): 120
	PRC Over All Lanes (%):	-2.1	Total Delay Over All Lanes(pcuHr):	64.16	

Full Input Data And Results

Scenario 3: '2041 DS PM' (FG3: '2041 DS PM', Plan 2: 'Copy of NCP')

C1

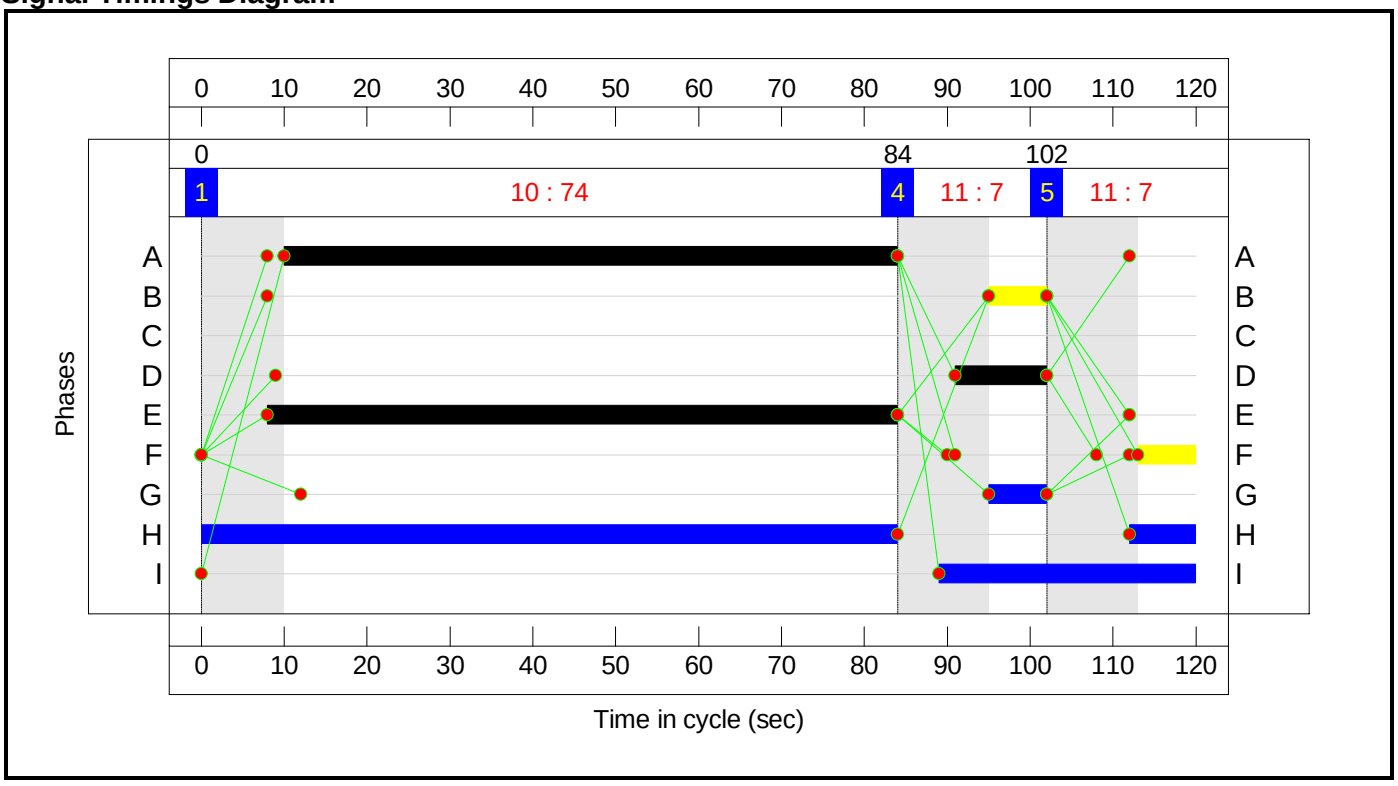
Stage Sequence Diagram



Stage Timings

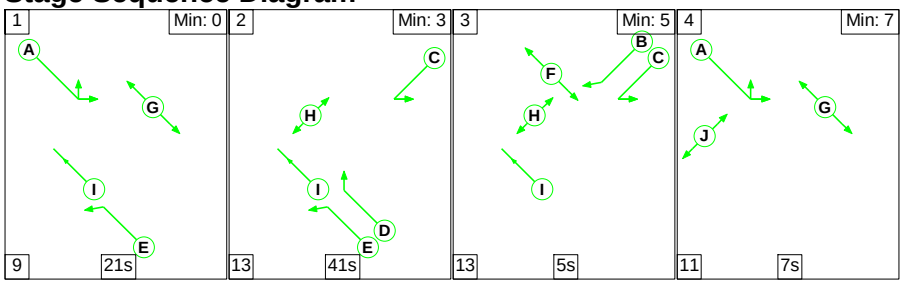
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

Stage Sequence Diagram

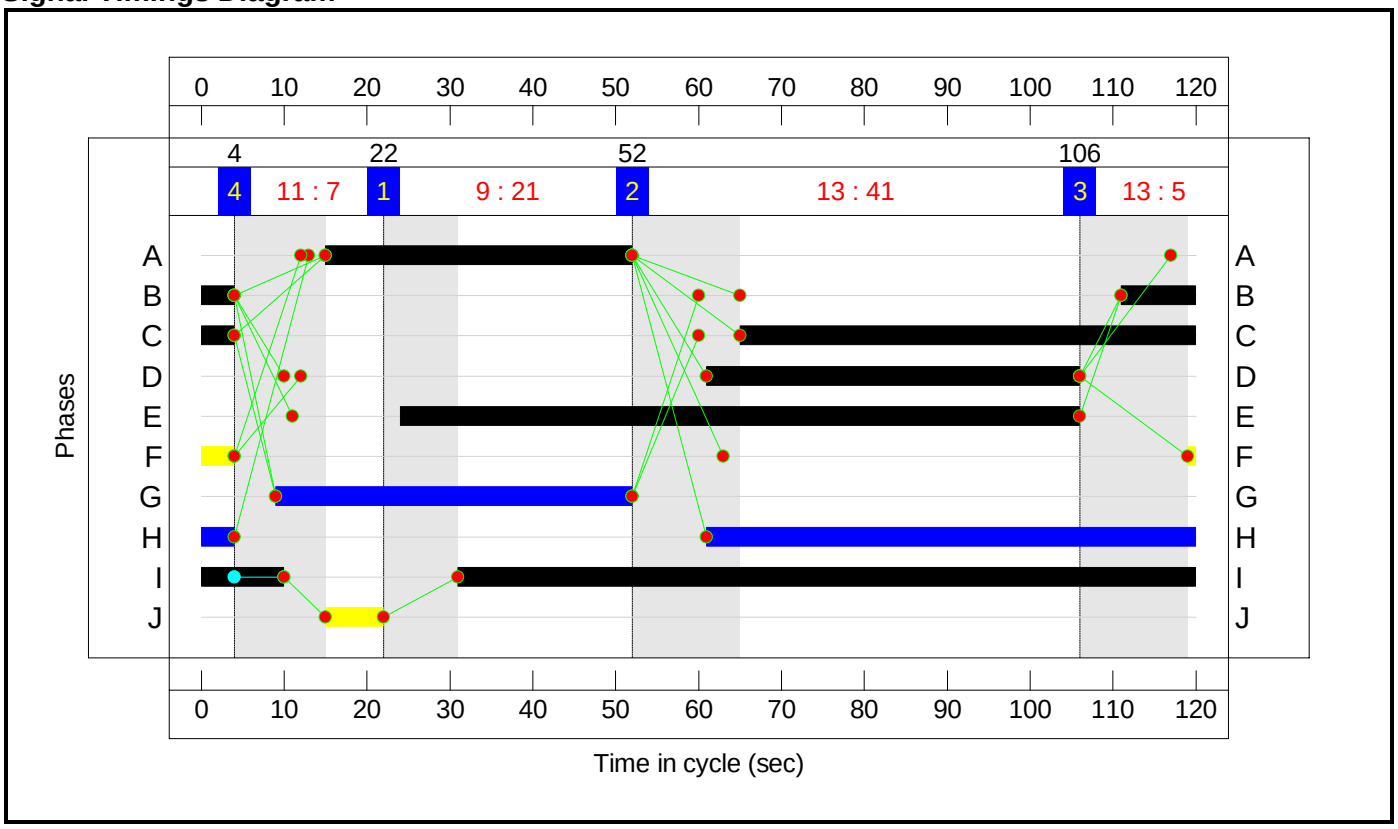


Full Input Data And Results

Stage Timings

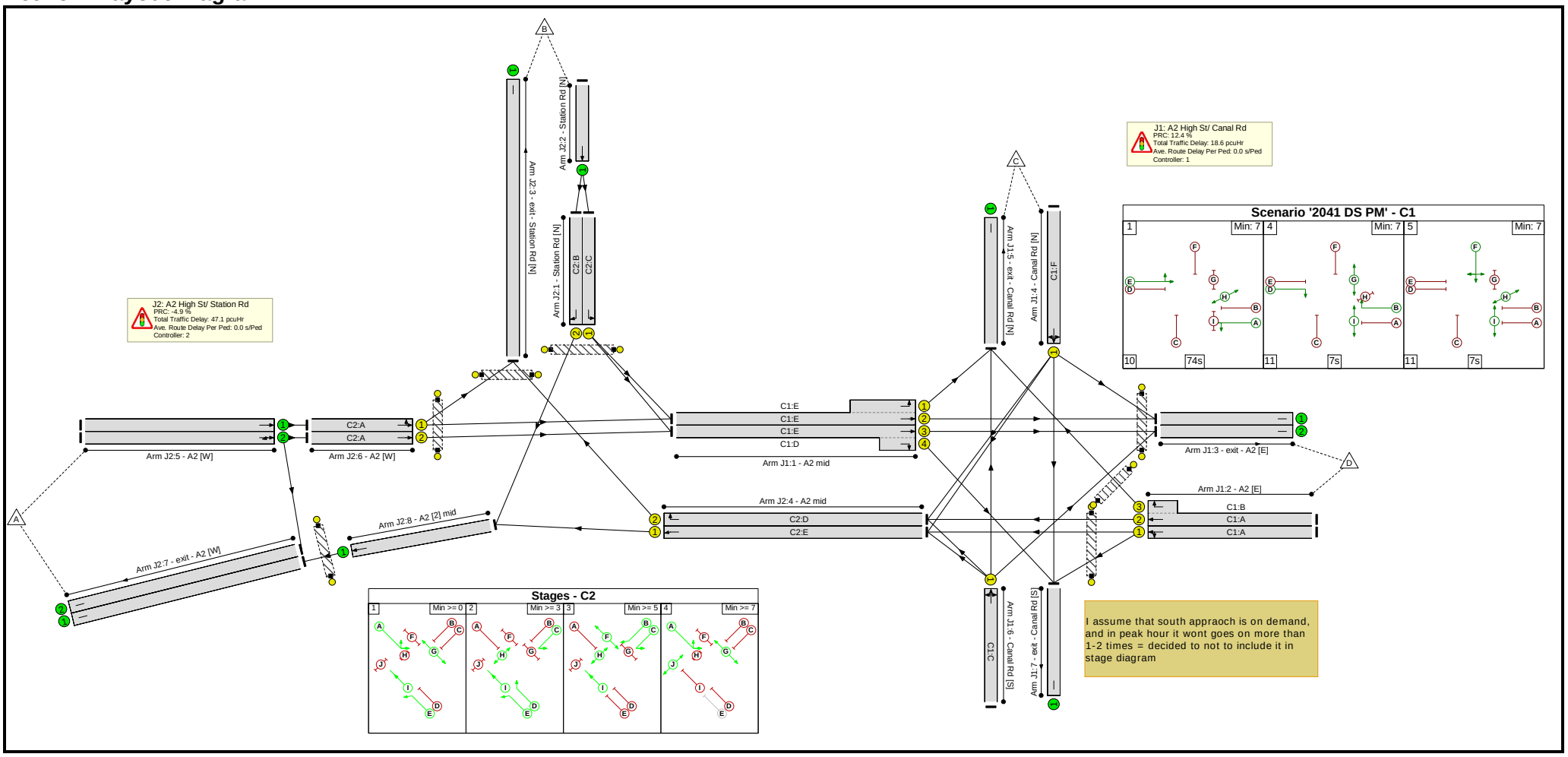
Stage	1	2	3	4
Duration	21	41	5	7
Change Point	22	52	106	4

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	12.43	18.62
C2	1	-4.92	45.39
Total Network Delay: 65.68 pcuHr			
Worst PRC: -4.92 % (On Lane J2:1/1 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.0%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	988	1900:1737	1215+23	79.8 : 79.8%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	974	1900:1900	1217+0	80.0 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	944	1940	1213	77.9%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	580	1940:1687	1188+23	47.9 : 47.9%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	14	1762	117	11.9%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	29	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	0	0.0%
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	59	-	814	1724	862	94.4%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	13	-	0	1940	226	0.0%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	814	1940	1940	42.0%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	82	-	948	1965	1359	69.8%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	45	-	571	1709	655	87.2%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	575	1940	1940	29.6%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	1034	1857	1857	55.7%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	37	-	575	1940	614	93.6%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	37	-	573	1940	614	93.3%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	948	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	948	1965	1965	48.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	43	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**35.7**	**29.9**	**0.0**	**65.7**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**12.4**	**6.2**	**0.0**	**18.6**	**-**	**-**	**-**	**-**
1/2+1/1	988	988	-	-	-	3.0	2.0	-	4.9	18.0	19.4	2.0	21.4
1/3+1/4	974	974	-	-	-	2.9	2.0	-	4.9	17.9	14.9	2.0	16.8
2/1	944	944	-	-	-	4.3	1.7	-	6.0	23.1	22.8	1.7	24.5
2/2+2/3	580	580	-	-	-	2.1	0.5	-	2.5	15.6	10.2	0.5	10.7
3/1	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	14	14	-	-	-	0.2	0.1	-	0.3	70.1	0.4	0.1	0.5
5/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**23.3**	**23.8**	**0.0**	**47.1**	**-**	**-**	**-**	**-**
1/1	814	814	-	-	-	6.4	6.6	-	13.1	57.8	25.6	6.6	32.2
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	814	814	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
3/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	948	948	-	-	-	0.1	1.1	-	1.3	4.8	0.5	1.1	1.7
4/2	571	571	-	-	-	4.1	3.2	-	7.2	45.5	18.3	3.2	21.4
5/1	575	575	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	1034	1034	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
6/1	575	575	-	-	-	6.4	5.7	-	12.0	75.3	18.5	5.7	24.2

Full Input Data And Results

6/2	573	573	-	-	-	6.3	5.5	-	11.8	74.2	18.5	5.5	23.9
7/1	948	948	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	948	948	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

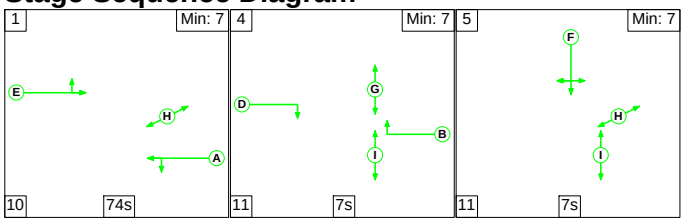
C1	PRC for Signalled Lanes (%):	12.4	Total Delay for Signalled Lanes (pcuHr):	18.62	Cycle Time (s):	120
C2	PRC for Signalled Lanes (%):	-4.9	Total Delay for Signalled Lanes (pcuHr):	45.39	Cycle Time (s):	120
	PRC Over All Lanes (%):	-4.9	Total Delay Over All Lanes(pcuHr):	65.68		

Full Input Data And Results

Scenario 4: '2041 RC AM' (FG4: '2041 RC AM', Plan 2: 'Copy of NCP')

C1

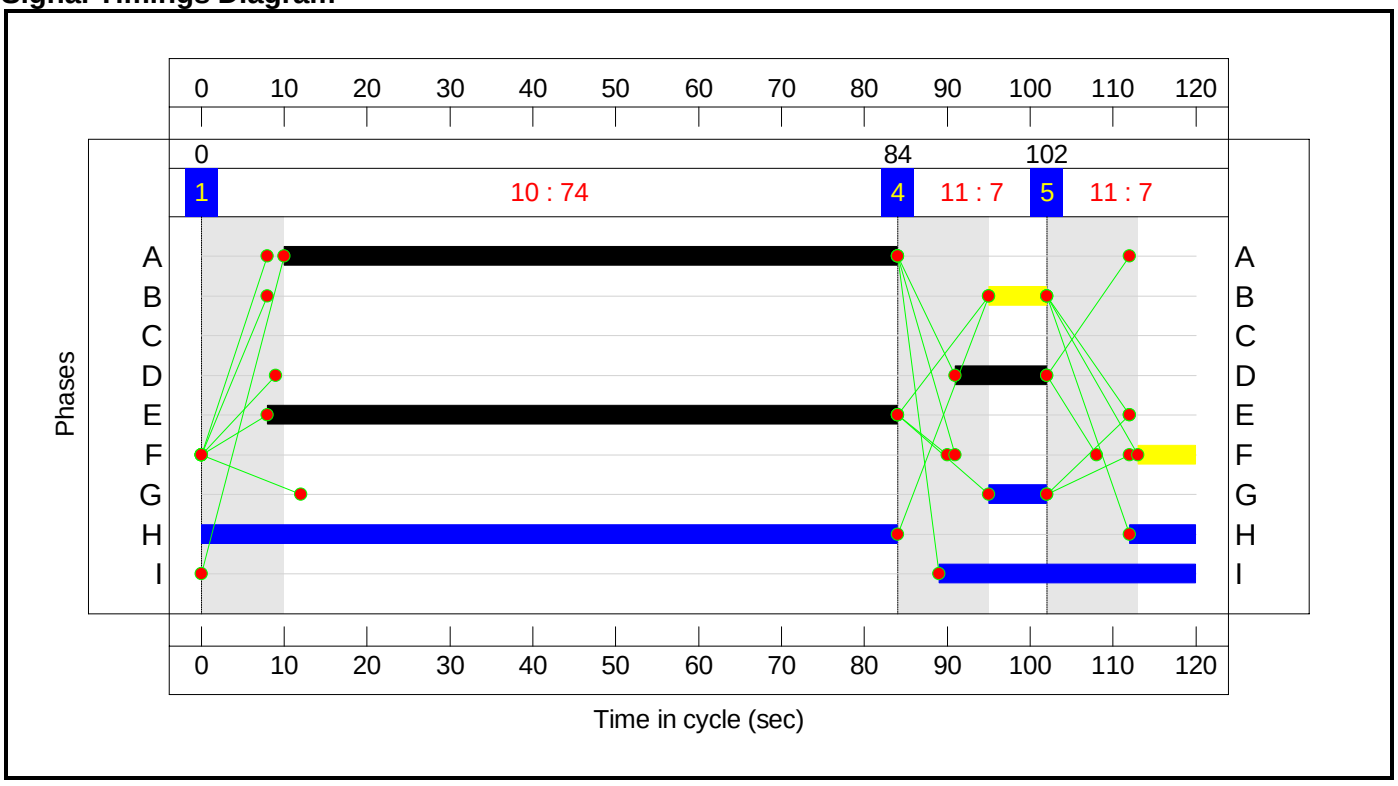
Stage Sequence Diagram



Stage Timings

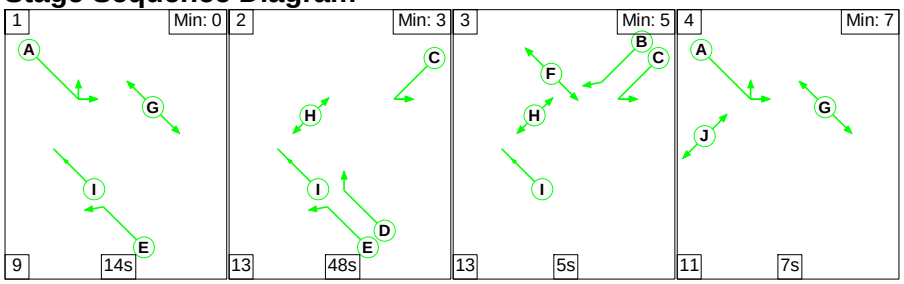
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

Stage Sequence Diagram

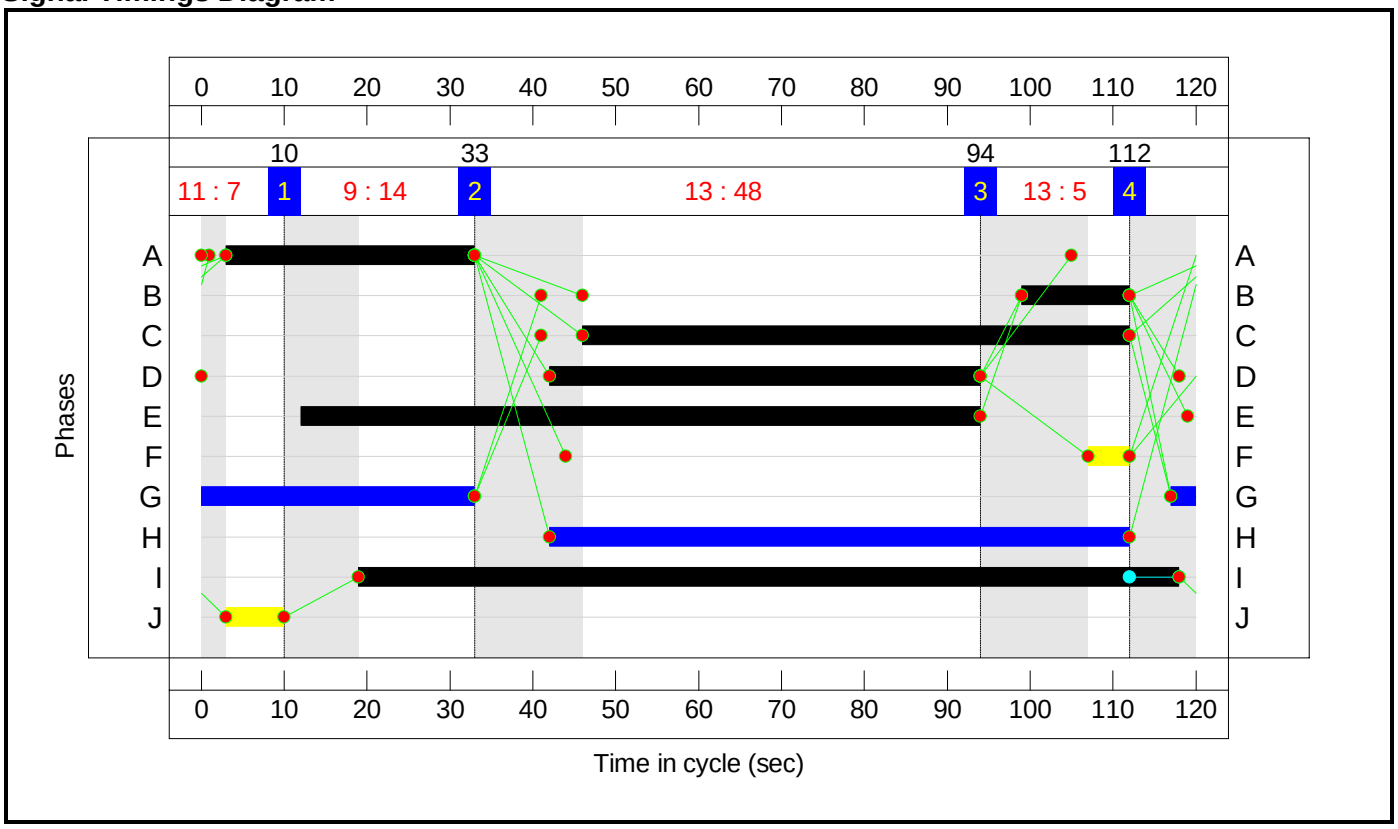


Full Input Data And Results

Stage Timings

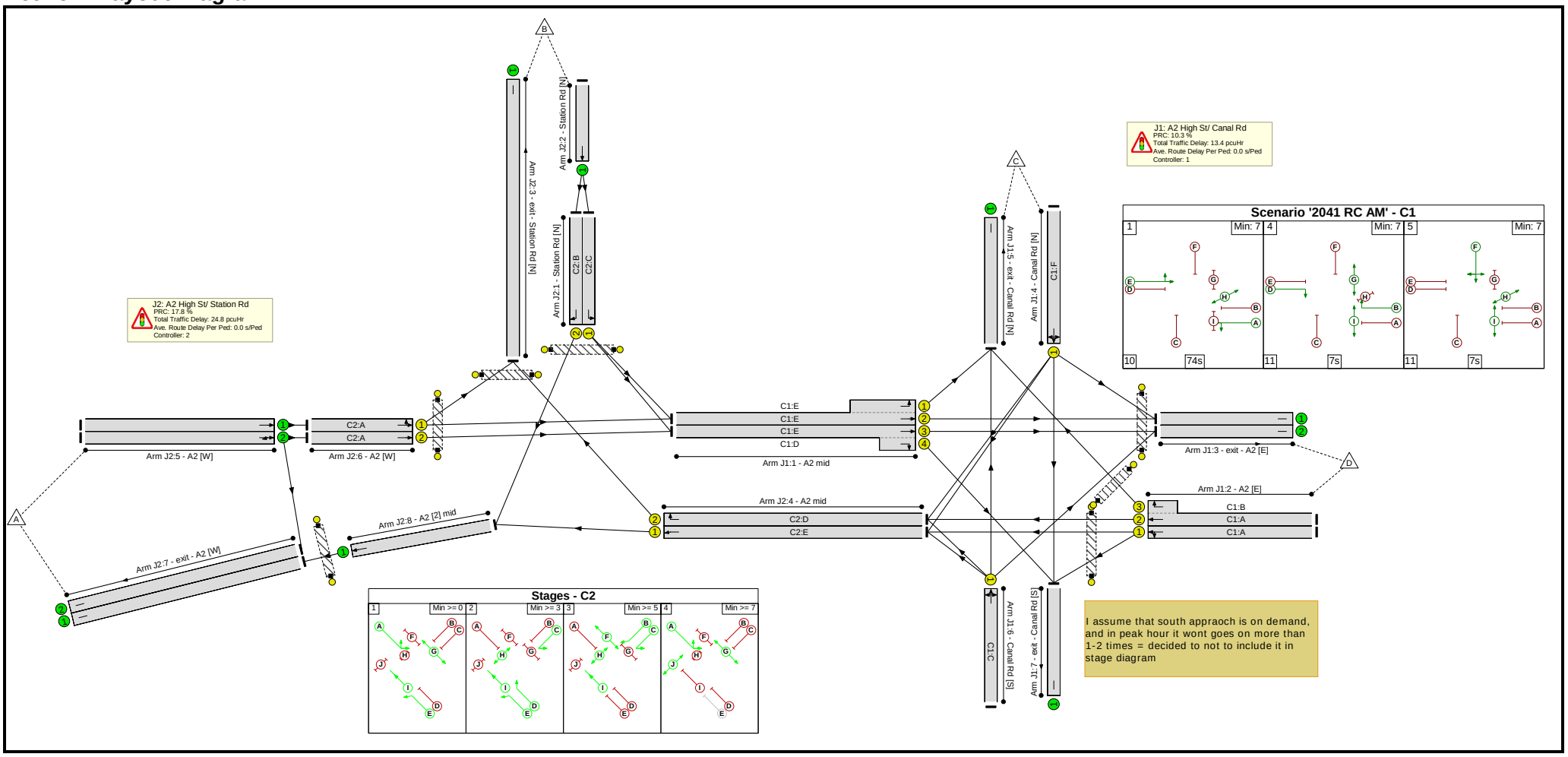
Stage	1	2	3	4
Duration	14	48	5	7
Change Point	10	33	94	112

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	10.34	13.39
C2	1	17.77	23.33
Total Network Delay: 38.21 pcuHr			
Worst PRC: 10.34 % (On Lane J1:2/1 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.6%**
J1: A2 High St/ Canal Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.6%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	690	1900:1900	1219+0	56.6 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	712	1900:1900	1217+0	58.5 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	989	1940	1213	81.6%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	542	1940:1940	1212+0	44.7 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	66	-	642	1724	963	66.7%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	13	-	88	1805	211	41.8%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	730	1940	1940	37.6%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	82	-	989	1965	1359	72.8%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	52	-	542	1709	755	71.8%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	383	1940	1940	19.7%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	878	1835	1835	47.8%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	30	-	383	1940	501	76.4%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	30	-	377	1940	501	75.2%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	1077	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	1077	1965	1965	54.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	70	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	36	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**25.8**	**12.4**	**0.0**	**38.2**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**9.5**	**3.9**	**0.0**	**13.4**	**-**	**-**	**-**	**-**
1/2+1/1	690	690	-	-	-	1.4	0.7	-	2.1	10.8	11.5	0.7	12.2
1/3+1/4	712	712	-	-	-	1.5	0.7	-	2.2	11.4	7.0	0.7	7.7
2/1	989	989	-	-	-	4.7	2.2	-	6.9	25.1	25.0	2.2	27.2
2/2+2/3	542	542	-	-	-	1.8	0.4	-	2.2	14.4	9.3	0.4	9.7
3/1	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**16.3**	**8.5**	**0.0**	**24.8**	**-**	**-**	**-**	**-**
1/1	642	642	-	-	-	3.3	1.0	-	4.3	24.2	15.0	1.0	16.0
1/2	88	88	-	-	-	1.2	0.4	-	1.6	63.8	2.7	0.4	3.1
2/1	730	730	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	989	989	-	-	-	0.8	1.3	-	2.1	7.7	2.8	1.3	4.2
4/2	542	542	-	-	-	2.4	1.3	-	3.6	24.0	14.7	1.3	16.0
5/1	383	383	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	878	878	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/1	383	383	-	-	-	4.4	1.6	-	6.0	56.0	11.7	1.6	13.3

Full Input Data And Results

6/2	377	377	-	-	-	4.3	1.5	-	5.8	55.1	11.5	1.5	13.0
7/1	1077	1077	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1077	1077	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

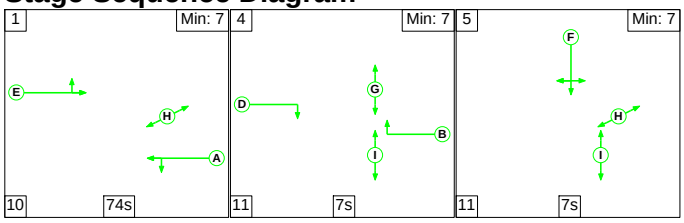
C1	PRC for Signalled Lanes (%):	10.3	Total Delay for Signalled Lanes (pcuHr):	13.39	Cycle Time (s):	120
C2	PRC for Signalled Lanes (%):	17.8	Total Delay for Signalled Lanes (pcuHr):	23.33	Cycle Time (s):	120
	PRC Over All Lanes (%):	10.3	Total Delay Over All Lanes(pcuHr):	38.21		

Full Input Data And Results

Scenario 5: '2041 RC PM' (FG5: '2041 RC PM', Plan 2: 'Copy of NCP')

C1

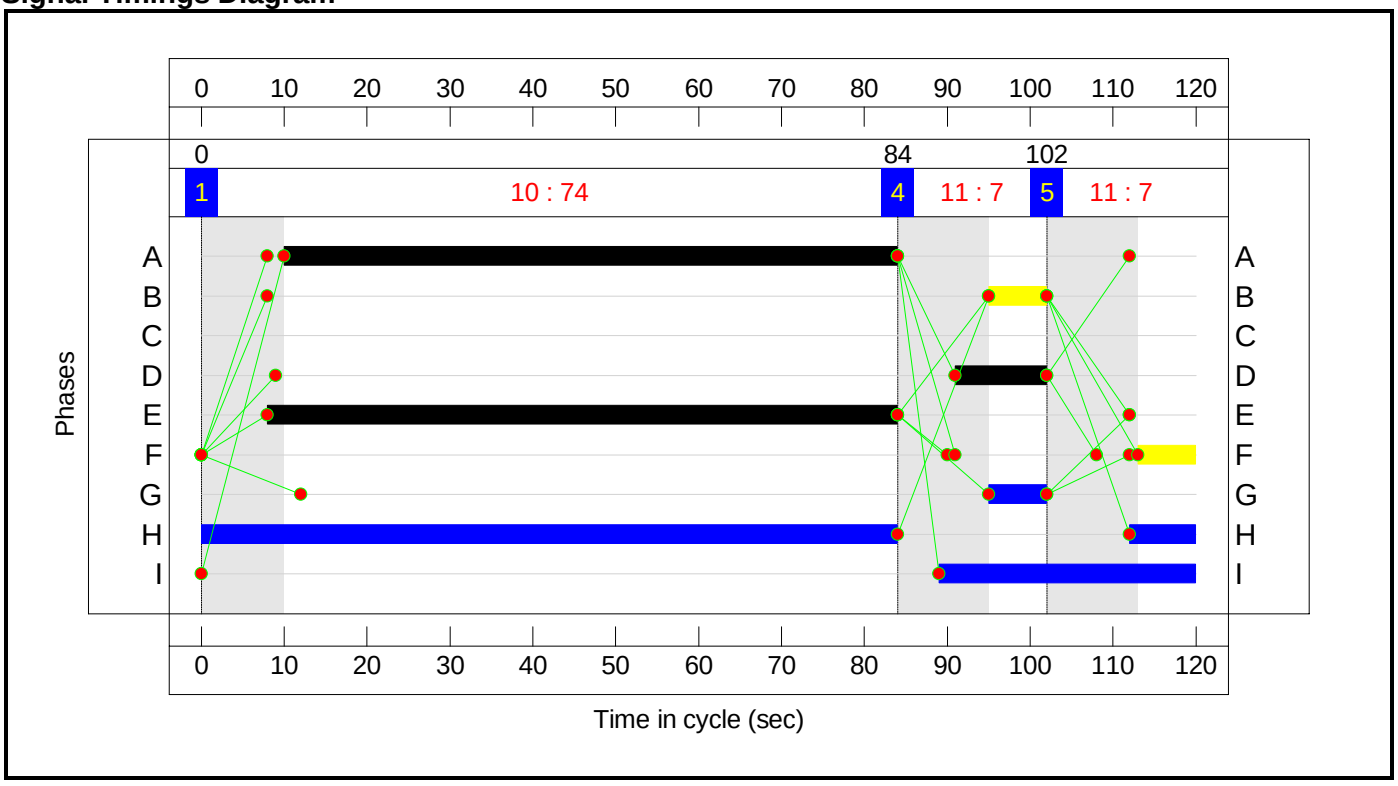
Stage Sequence Diagram



Stage Timings

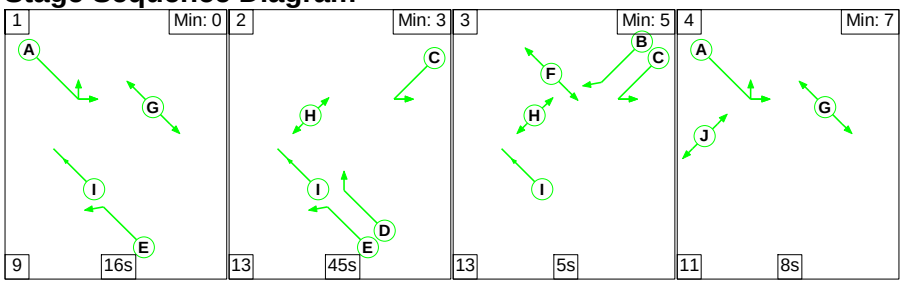
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

Stage Sequence Diagram

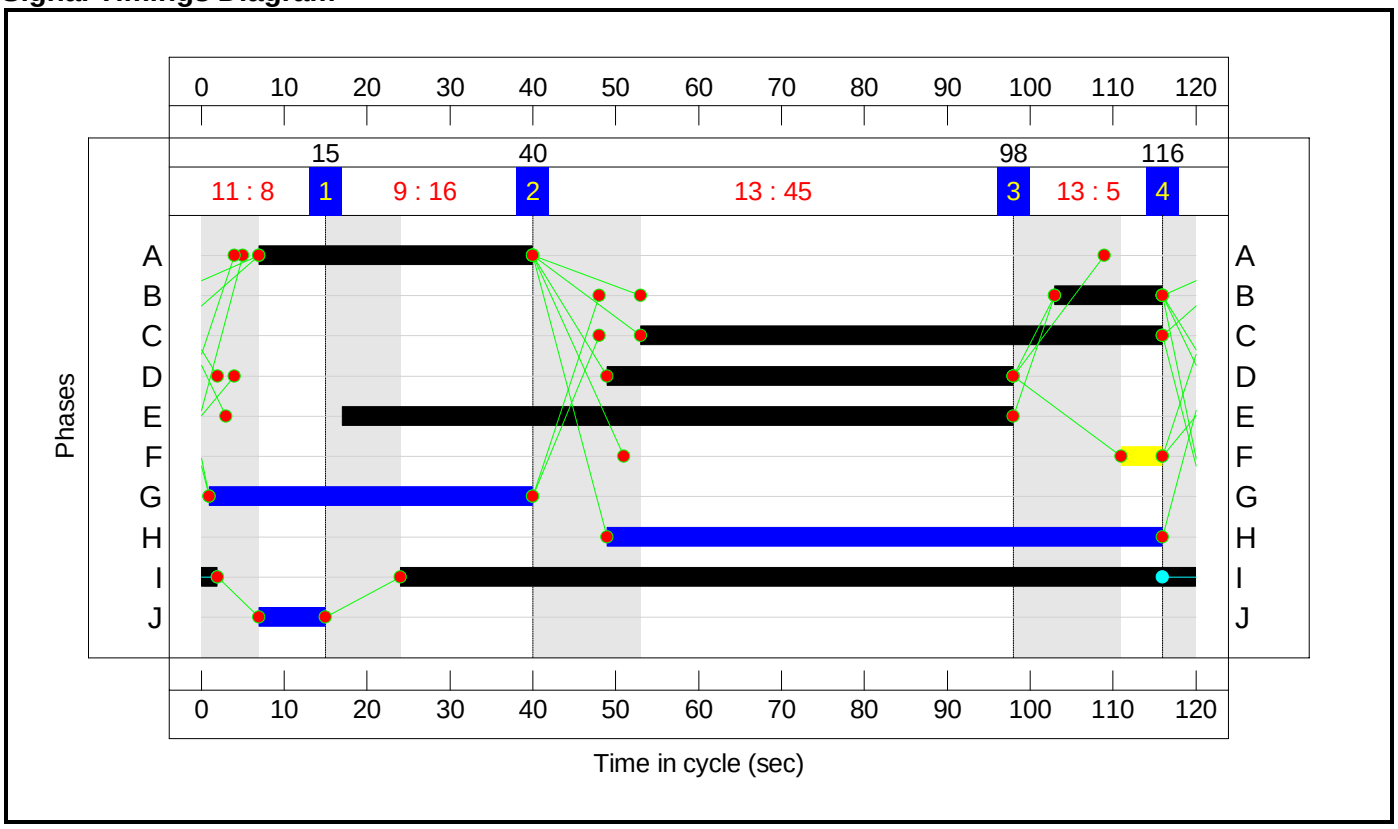


Full Input Data And Results

Stage Timings

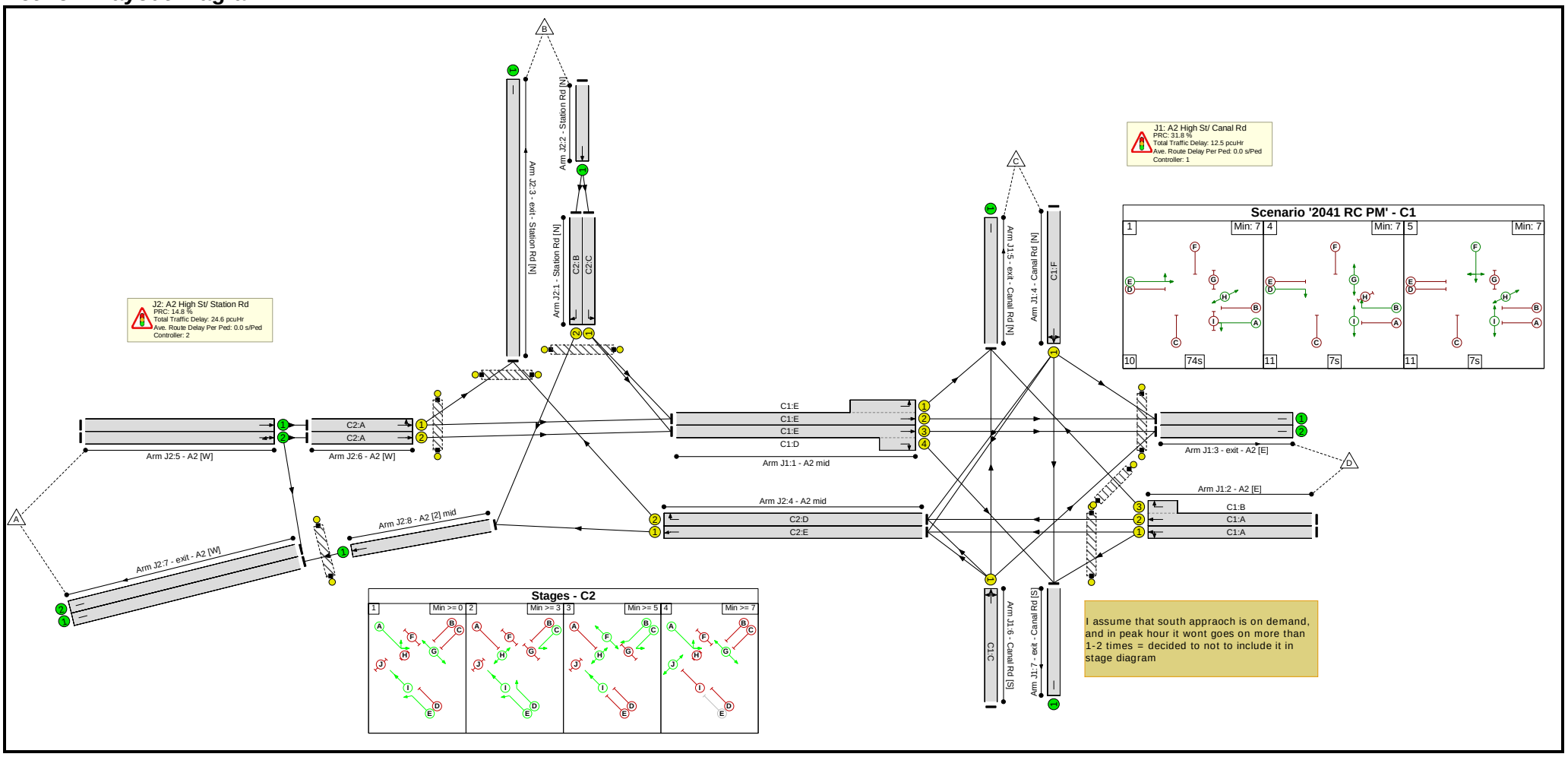
Stage	1	2	3	4
Duration	16	45	5	8
Change Point	15	40	98	116

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	31.79	12.55
C2	1	14.78	23.32
Total Network Delay: 37.16 pcuHr			
Worst PRC: 14.78 % (On Lane J2:6/1 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.4%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.3%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	781	1900:1900	1219+0	64.1 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	786	1900:1900	1217+0	64.6 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	828	1940	1213	68.3%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	472	1940:1940	1212+0	38.9 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.4%**
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	63	-	712	1724	919	77.4%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	13	-	1	1805	211	0.5%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	713	1940	1940	36.8%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	81	-	828	1965	1343	61.7%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	49	-	472	1709	712	66.3%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	431	1940	1940	22.2%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	920	1841	1841	50.0%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	33	-	431	1940	550	78.4%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	33	-	424	1940	550	77.1%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	829	1965	1965	42.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	67	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	39	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**25.8**	**11.4**	**0.0**	**37.2**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**9.4**	**3.2**	**0.0**	**12.5**	**-**	**-**	**-**	**-**
1/2+1/1	781	781	-	-	-	2.2	0.9	-	3.1	14.3	13.1	0.9	14.0
1/3+1/4	786	786	-	-	-	2.3	0.9	-	3.2	14.7	10.5	0.9	11.4
2/1	828	828	-	-	-	3.4	1.1	-	4.5	19.4	17.9	1.1	19.0
2/2+2/3	472	472	-	-	-	1.5	0.3	-	1.8	13.6	7.7	0.3	8.1
3/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**16.4**	**8.2**	**0.0**	**24.6**	**-**	**-**	**-**	**-**
1/1	712	712	-	-	-	4.4	1.7	-	6.1	30.8	18.8	1.7	20.5
1/2	1	1	-	-	-	0.0	0.0	-	0.0	55.9	0.0	0.0	0.0
2/1	713	713	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	828	828	-	-	-	0.4	0.8	-	1.2	5.2	1.4	0.8	2.2
4/2	472	472	-	-	-	2.2	1.0	-	3.2	24.5	12.6	1.0	13.6
5/1	431	431	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	920	920	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
6/1	431	431	-	-	-	4.7	1.8	-	6.5	54.4	13.2	1.8	14.9

Full Input Data And Results

6/2	424	424	-	-	-	4.6	1.6	-	6.3	53.4	13.0	1.6	14.6
7/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	829	829	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

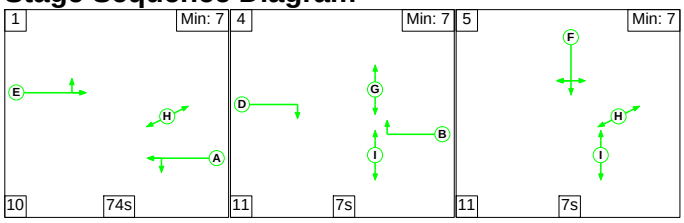
C1	PRC for Signalled Lanes (%):	31.8	Total Delay for Signalled Lanes (pcuHr):	12.55	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	14.8	Total Delay for Signalled Lanes (pcuHr):	23.32	Cycle Time (s): 120
	PRC Over All Lanes (%):	14.8	Total Delay Over All Lanes(pcuHr):	37.16	

Full Input Data And Results

Scenario 6: '2023 Base AM' (FG6: '2023 Base AM', Plan 2: 'Copy of NCP')

C1

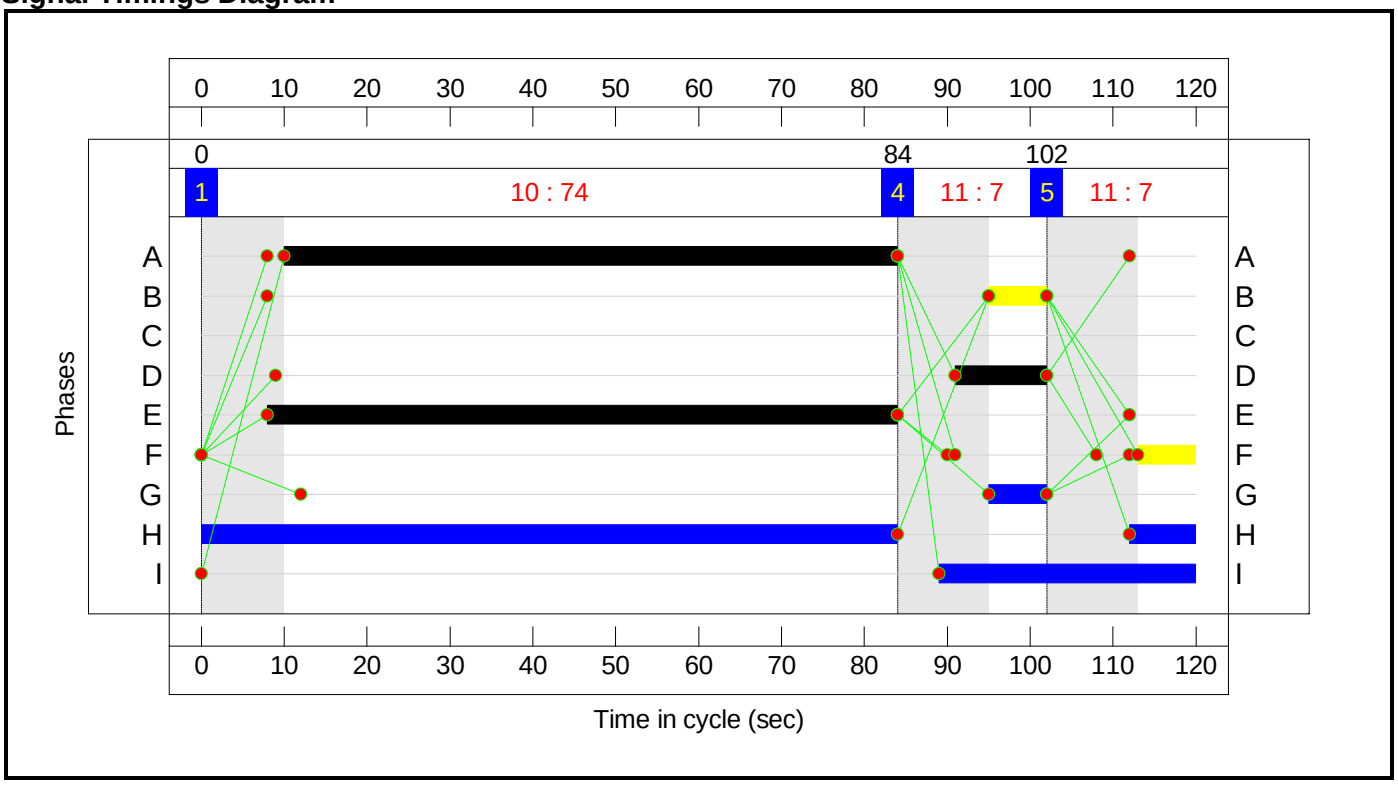
Stage Sequence Diagram



Stage Timings

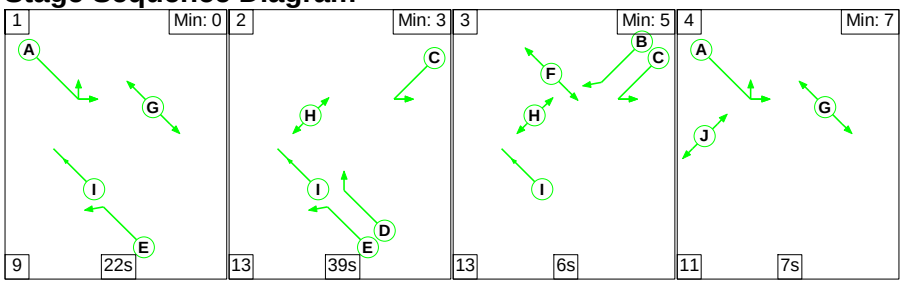
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

Stage Sequence Diagram

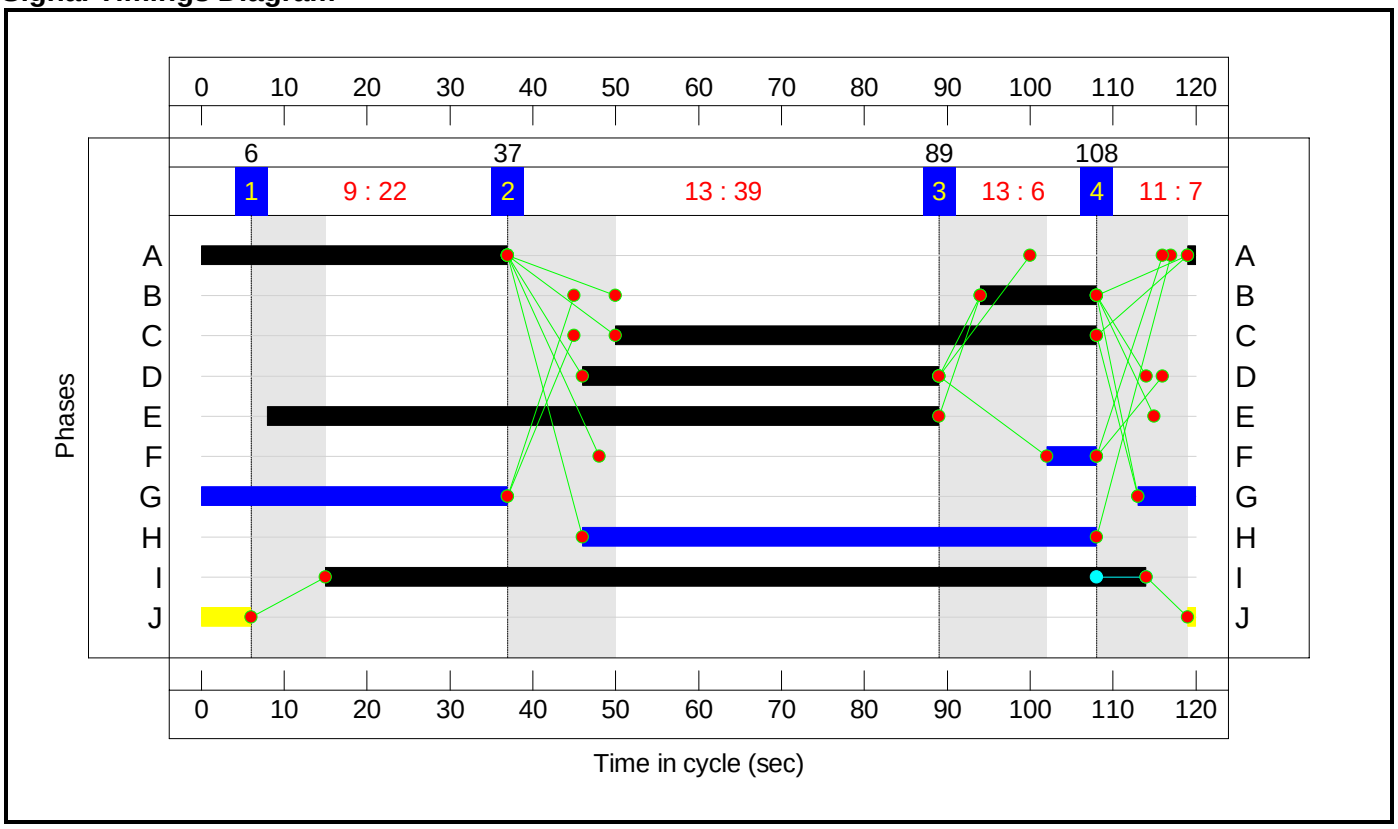


Full Input Data And Results

Stage Timings

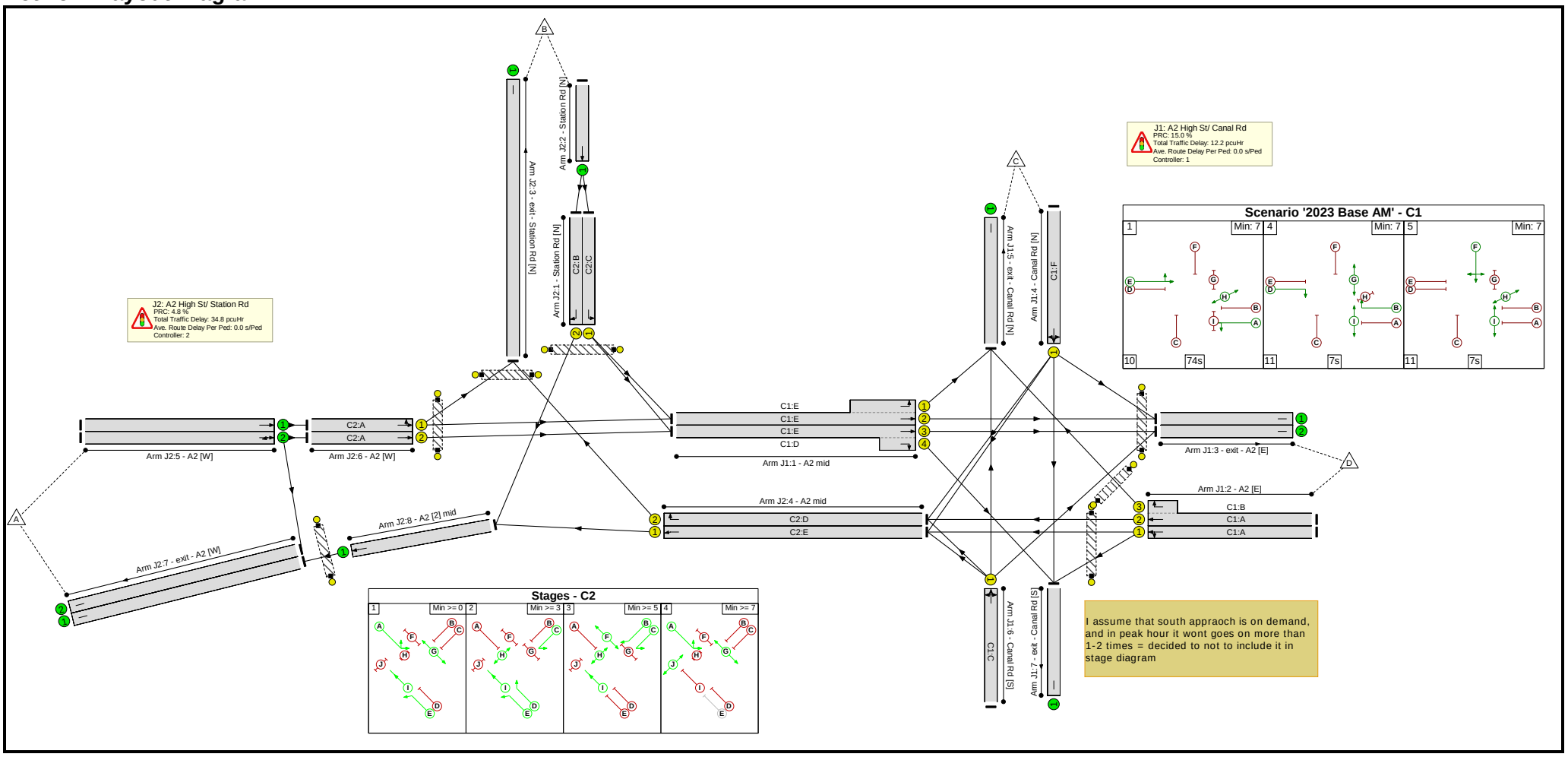
Stage	1	2	3	4
Duration	22	39	6	7
Change Point	6	37	89	108

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	14.99	12.18
C2	1	4.83	33.26
Total Network Delay: 46.96 pcuHr			
Worst PRC: 4.83 % (On Lane J2:4/2 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.9%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.3%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	722	1900:1900	1219+0	59.2 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	779	1900:1900	1217+0	64.0 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	949	1940	1213	78.3%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	538	1940:1940	1212+0	44.4 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.9%**
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	58	-	494	1724	848	58.3%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	14	-	187	1805	226	82.9%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	681	1940	1940	35.1%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	81	-	949	1965	1343	70.7%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	43	-	538	1709	627	85.9%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	526	1940	1940	27.1%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	808	1875	1875	43.1%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	38	-	526	1923	625	84.2%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	38	-	530	1940	631	84.1%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	1136	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	1136	1965	1965	57.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	62	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	44	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**29.7**	**17.3**	**0.0**	**47.0**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**8.4**	**3.8**	**0.0**	**12.2**	**-**	**-**	**-**	**-**
1/2+1/1	722	722	-	-	-	1.2	0.7	-	1.9	9.4	4.8	0.7	5.5
1/3+1/4	779	779	-	-	-	1.1	0.9	-	2.0	9.4	12.3	0.9	13.2
2/1	949	949	-	-	-	4.4	1.8	-	6.1	23.3	23.2	1.8	25.0
2/2+2/3	538	538	-	-	-	1.7	0.4	-	2.1	14.3	9.3	0.4	9.7
3/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**21.3**	**13.5**	**0.0**	**34.8**	**-**	**-**	**-**	**-**
1/1	494	494	-	-	-	3.0	0.7	-	3.7	26.8	11.7	0.7	12.4
1/2	187	187	-	-	-	2.7	2.2	-	4.8	93.1	6.1	2.2	8.3
2/1	681	681	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
3/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	949	949	-	-	-	1.1	1.2	-	2.3	8.8	4.0	1.2	5.2
4/2	538	538	-	-	-	3.5	2.9	-	6.4	42.5	16.4	2.9	19.3
5/1	526	526	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	808	808	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/1	526	526	-	-	-	5.5	2.5	-	8.0	54.9	16.2	2.5	18.7

Full Input Data And Results

6/2	530	530	-	-	-	5.5	2.5	-	8.0	54.7	16.3	2.5	18.9
7/1	1136	1136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1136	1136	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

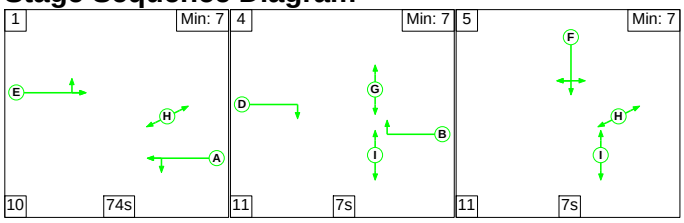
C1	PRC for Signalled Lanes (%):	15.0	Total Delay for Signalled Lanes (pcuHr):	12.18	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	4.8	Total Delay for Signalled Lanes (pcuHr):	33.26	Cycle Time (s): 120
	PRC Over All Lanes (%):	4.8	Total Delay Over All Lanes(pcuHr):	46.96	

Full Input Data And Results

Scenario 7: '2023 Base PM' (FG7: '2023 Base PM', Plan 2: 'Copy of NCP')

C1

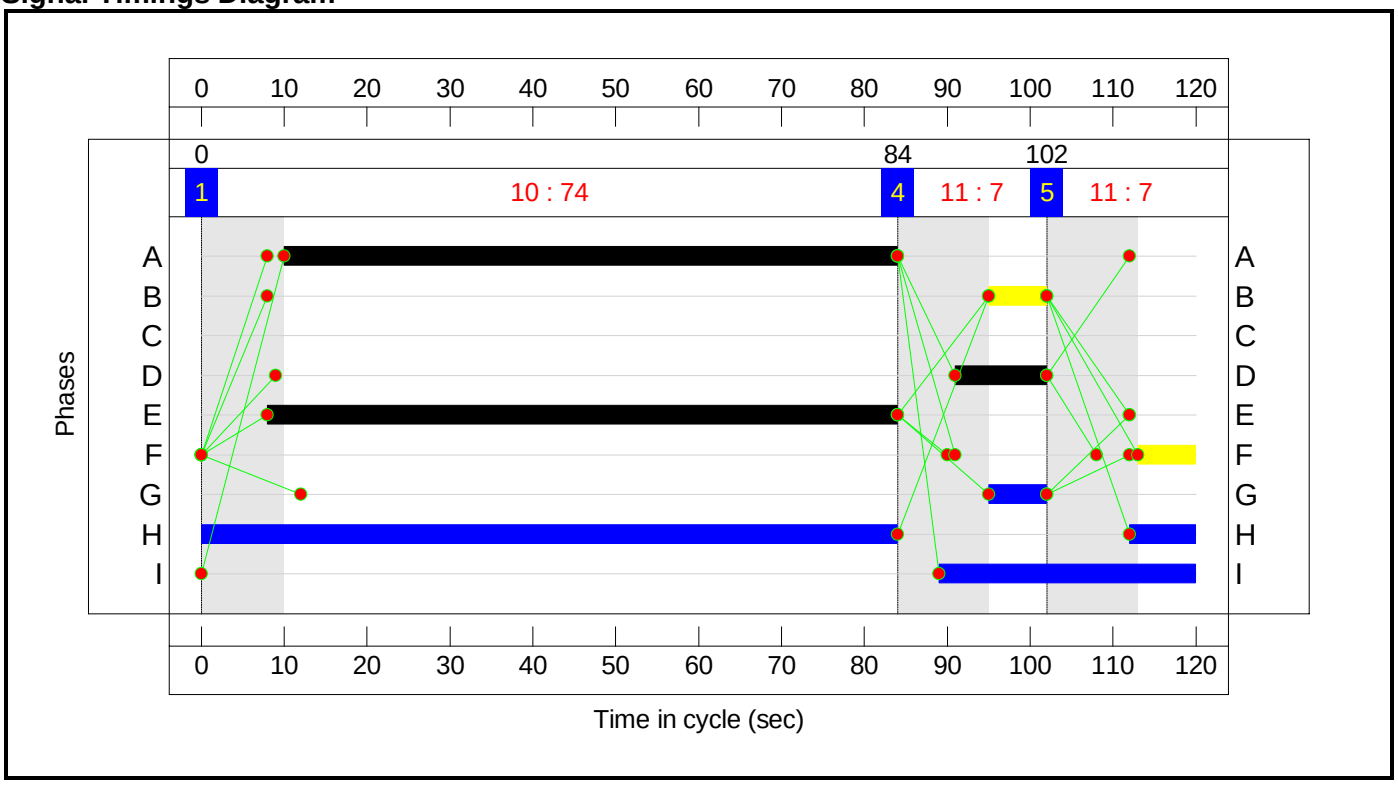
Stage Sequence Diagram



Stage Timings

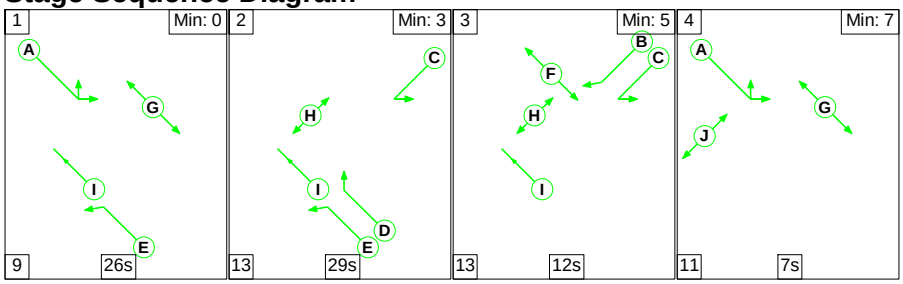
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

Stage Sequence Diagram

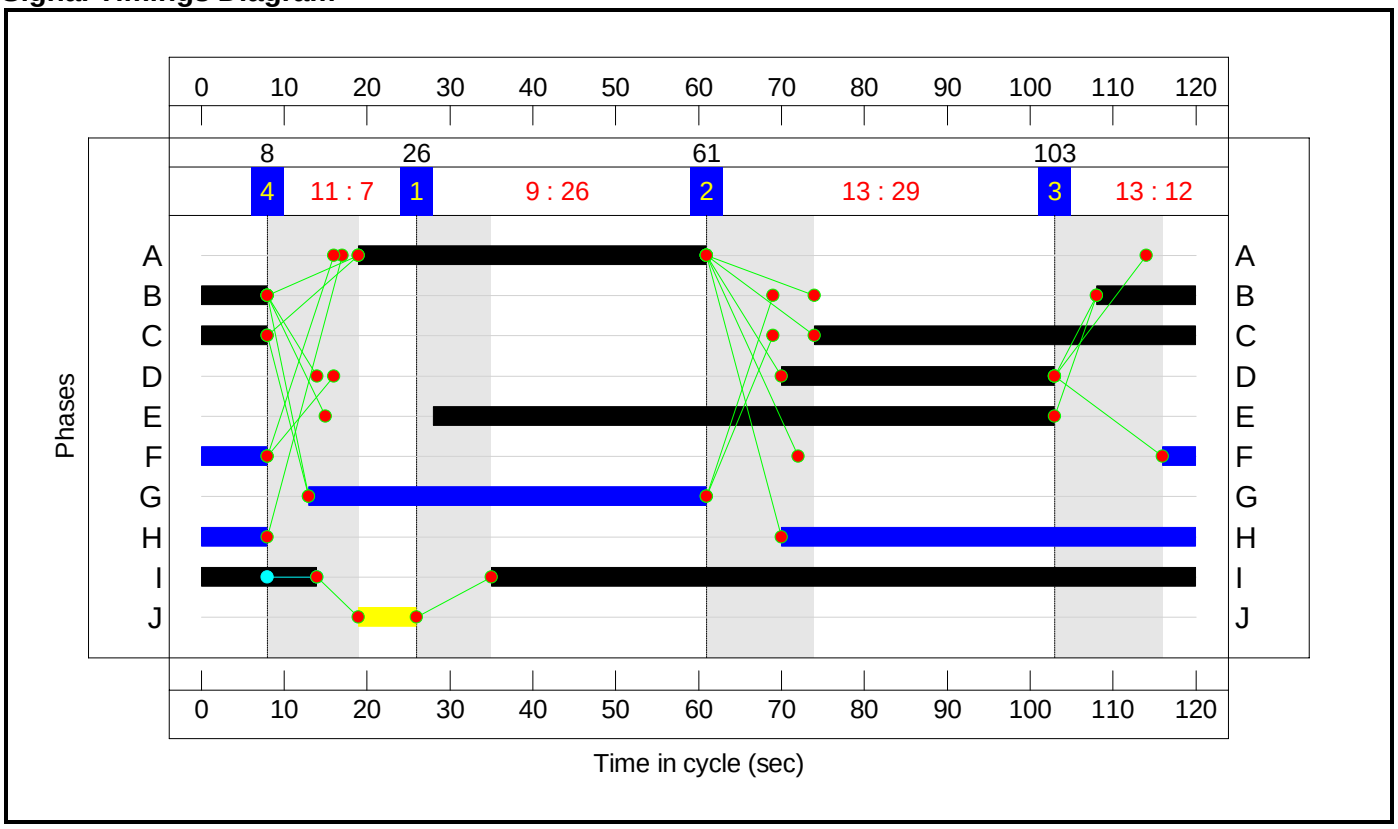


Full Input Data And Results

Stage Timings

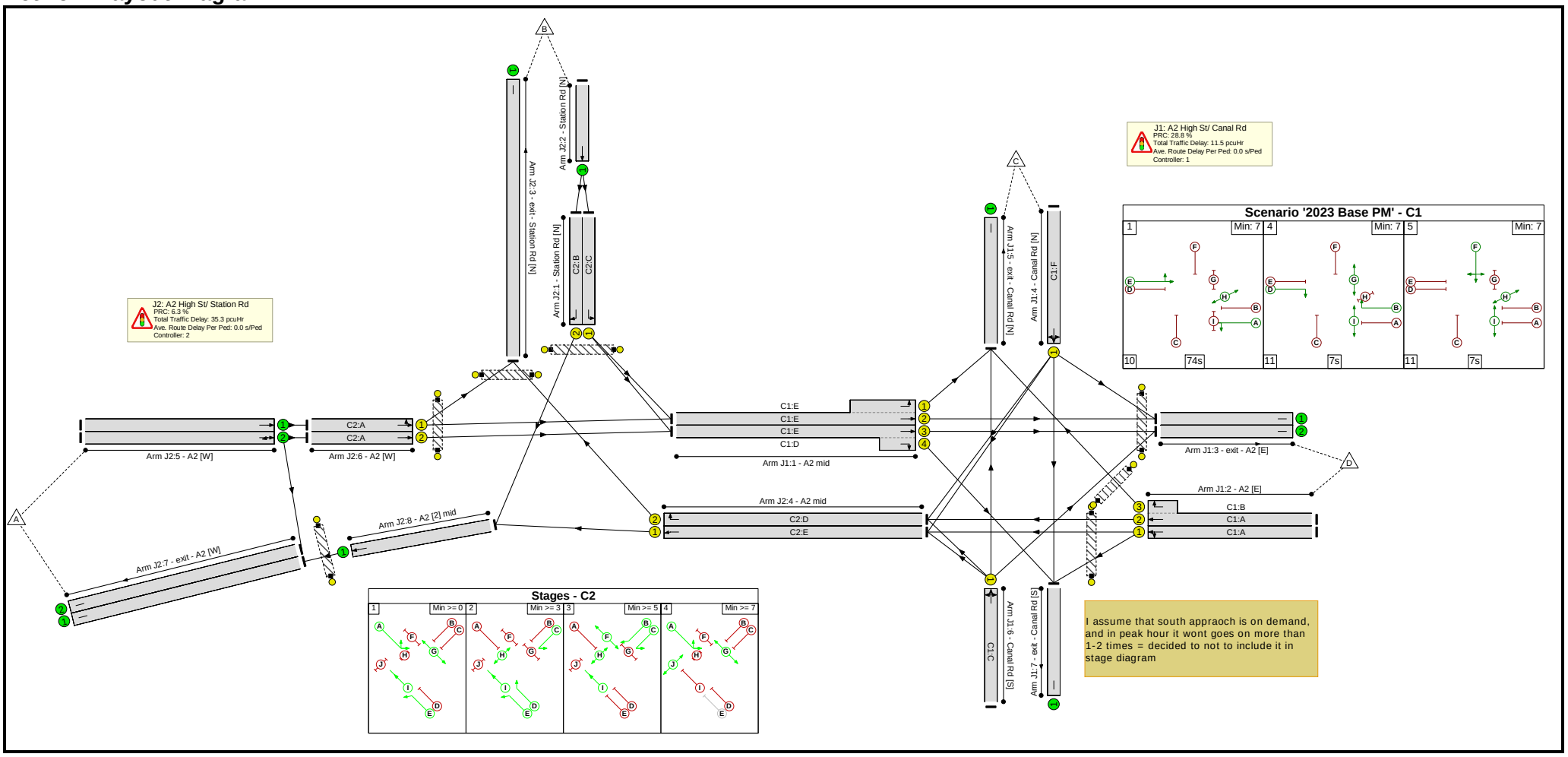
Stage	1	2	3	4
Duration	26	29	12	7
Change Point	26	61	103	8

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	28.84	11.49
C2	1	6.29	33.62
Total Network Delay: 46.83 pcuHr			
Worst PRC: 6.29 % (On Lane J2:4/2 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**
J1: A2 High St/ Canal Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.9%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	790	1900:1900	1219+0	64.8 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	838	1900:1900	1217+0	68.9 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	847	1940	1213	69.9%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	410	1940:1940	1212+0	33.8 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	54	-	500	1724	790	63.3%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	20	-	256	1805	316	81.0%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	756	1940	1940	39.0%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	75	-	847	1965	1244	68.1%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	33	-	410	1709	484	84.7%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	581	1940	1940	29.9%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	975	1865	1865	52.3%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	42	-	581	1928	691	84.1%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	42	-	585	1940	695	84.2%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	1103	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	1103	1965	1965	56.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	58	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	12	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	48	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**30.1**	**16.7**	**0.0**	**46.8**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**8.1**	**3.4**	**0.0**	**11.5**	**-**	**-**	**-**	**-**
1/2+1/1	790	790	-	-	-	1.6	0.9	-	2.5	11.5	8.0	0.9	8.9
1/3+1/4	838	838	-	-	-	1.7	1.1	-	2.8	12.1	13.9	1.1	15.0
2/1	847	847	-	-	-	3.5	1.2	-	4.7	19.9	18.6	1.2	19.7
2/2+2/3	410	410	-	-	-	1.2	0.3	-	1.5	12.9	6.5	0.3	6.7
3/1	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**22.1**	**13.3**	**0.0**	**35.3**	**-**	**-**	**-**	**-**
1/1	500	500	-	-	-	3.4	0.9	-	4.3	31.0	12.6	0.9	13.5
1/2	256	256	-	-	-	3.4	2.0	-	5.4	75.8	8.2	2.0	10.2
2/1	756	756	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	847	847	-	-	-	0.2	1.1	-	1.3	5.4	2.8	1.1	3.9
4/2	410	410	-	-	-	3.5	2.6	-	6.1	53.8	13.0	2.6	15.6
5/1	581	581	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	975	975	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
6/1	581	581	-	-	-	5.7	2.5	-	8.2	51.0	17.8	2.5	20.3

Full Input Data And Results

6/2	585	585	-	-	-	5.7	2.5	-	8.3	51.0	17.9	2.5	20.4
7/1	1103	1103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1103	1103	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

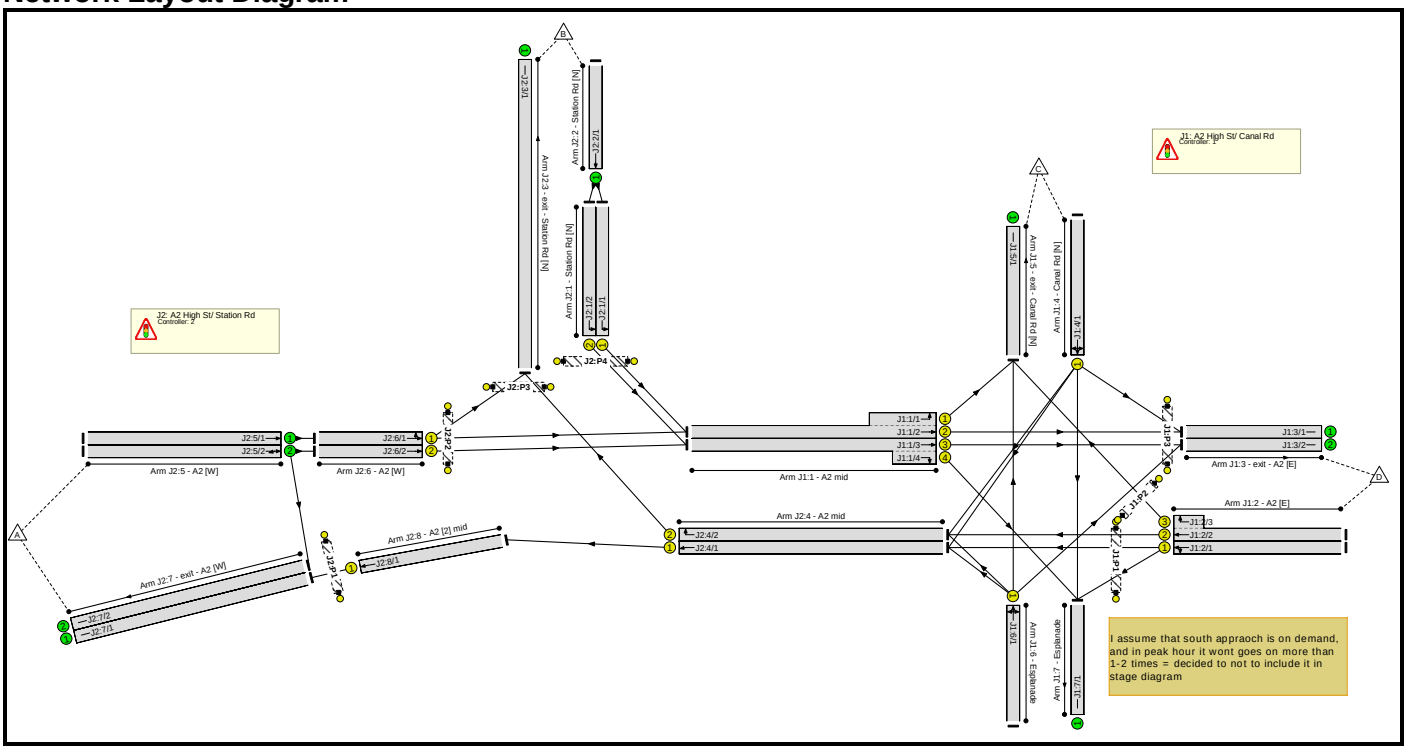
C1	PRC for Signalled Lanes (%):	28.8	Total Delay for Signalled Lanes (pcuHr):	11.49	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	6.3	Total Delay for Signalled Lanes (pcuHr):	33.62	Cycle Time (s): 120
	PRC Over All Lanes (%):	6.3	Total Delay Over All Lanes(pcuHr):	46.83	

Full Input Data And Results

User and Project Details

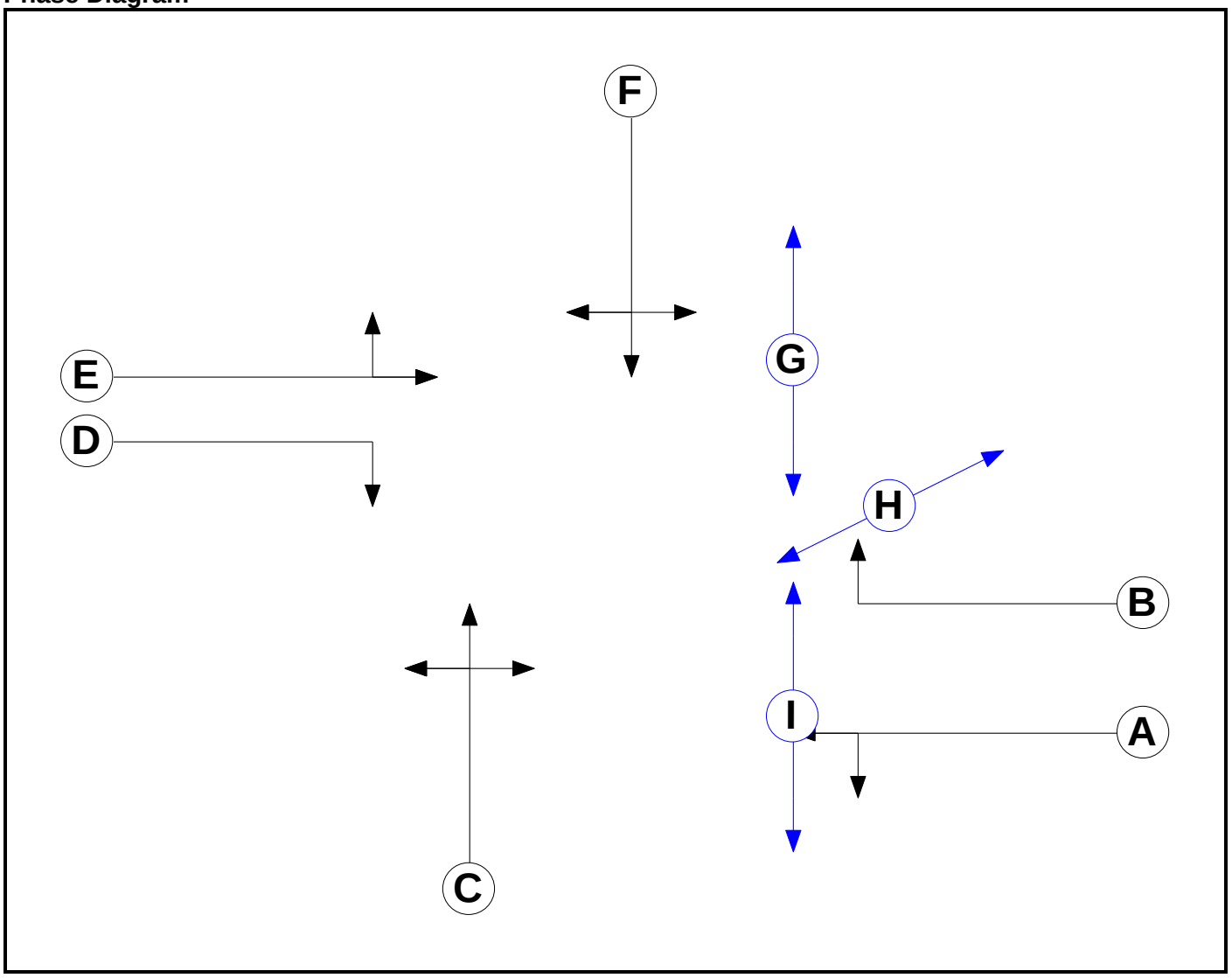
Project:	
Title:	
Location:	
Additional detail:	
File name:	J5_Proposed_Op2.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6

Full Input Data And Results

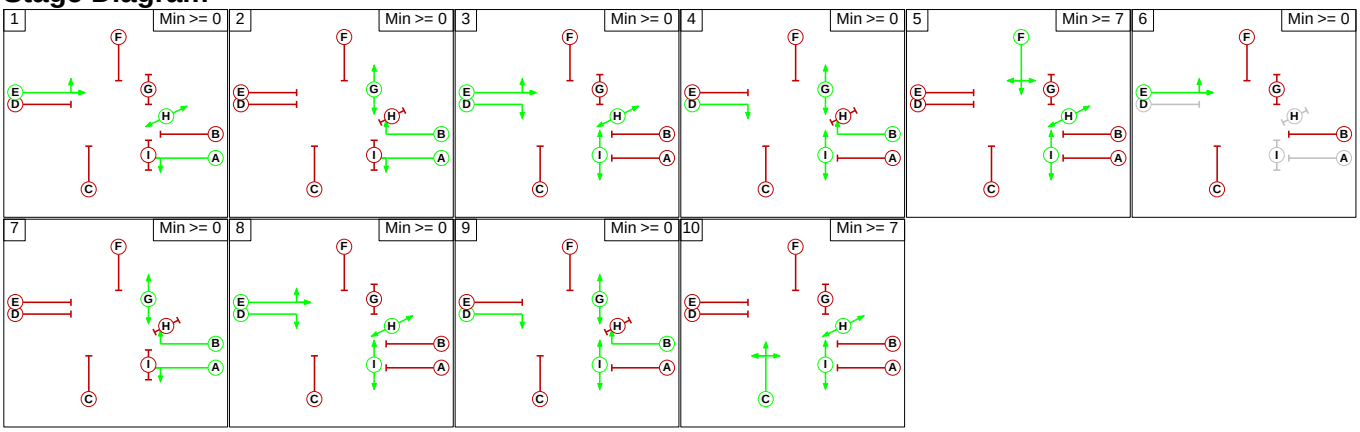
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	5	7	-	7	-	-	5
B	-		10	-	10	11	-	10	-
C	9	14		8	8	8	14	-	-
D	10	-	5		-	6	-	-	-
E	-	11	5	-		6	11	-	-
F	8	8	8	9	8		12	-	-
G	-	-	10	-	10	10		-	-
H	-	11	-	-	-	-	-		-
I	10	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A E H
2	A B G
3	D E H I
4	B D G I
5	F H I
6	E
7	A B G
8	D E H I
9	B D G I
10	C H I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

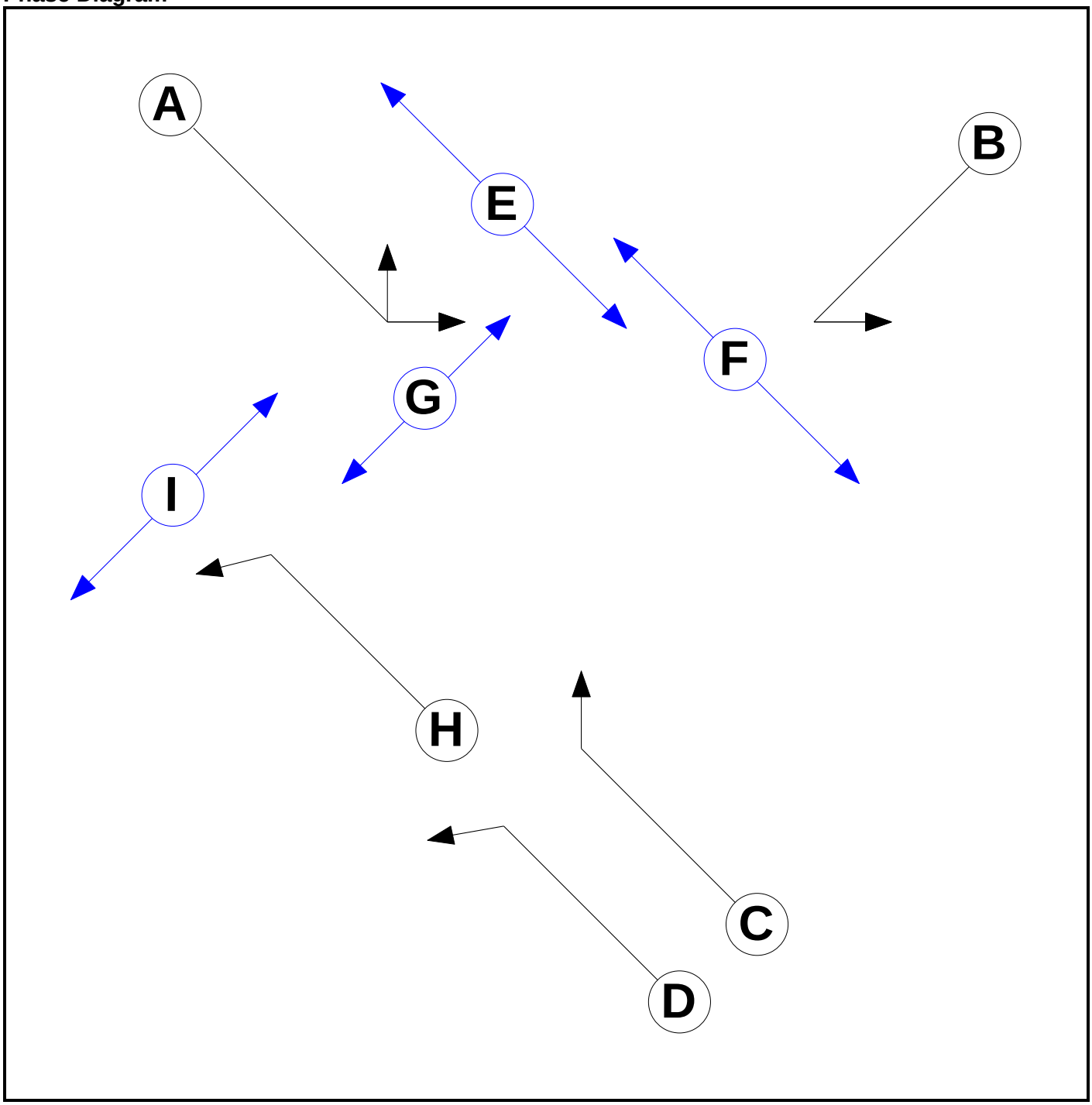
Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage									
	1	2	3	4	5	6	7	8	9	10
1		11	7	11	7	0	11	7	11	5
2	10		X	X	11	10	0	10	7	10
3	10	X		X	6	0	11	0	11	5
4	10	X	X		11	10	10	10	0	10
5	10	12	9	12		8	12	9	12	8
6	2	11	2	11	6		11	2	11	5
7	10	0	10	7	11	10		X	X	10
8	10	11	0	11	6	0	X		X	5
9	10	10	10	0	11	10	X	X		10
10	10	14	8	14	8	8	14	8	14	

C2

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Pedestrian	1		5	5
F	Pedestrian	1		5	5
G	Pedestrian	1		5	5
H	Traffic	2		7	7
I	Pedestrian	2		7	7

Phase Intergreens Matrix

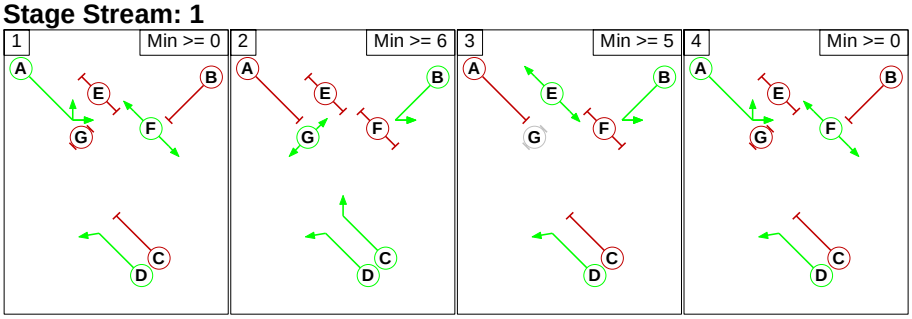
		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		10	9	-	11	-	9	-	-
	B	11		-	-	-	5	-	-	-
	C	11	-		-	12	-	-	-	-
	D	-	-	-		-	-	-	-	-
	E	8	-	8	-		-	-	-	-
	F	-	8	-	-	-		-	-	-
	G	9	-	-	-	-	-		-	-
	H	-	-	-	-	-	-	-		5
	I	-	-	-	-	-	-	-	8	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A D F
1	2	B C D G
1	3	B D E
1	4	A D F
2	1	H
2	2	I

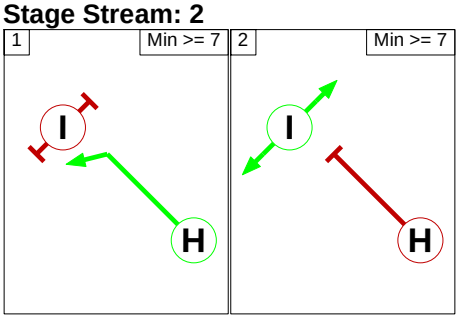
Stage Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
3	1	A	Gaining absolute	12	12

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

		To Stage			
		1	2	3	4
From Stage	1		10	11	0
	2	11		12	11
	3	12	8		11
	4	0	10	11	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: A2 High St/ Canal Rd
There are no Opposed Lanes in this Junction

Junction: J2: A2 High St/ Station Rd
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: A2 High St/ Canal Rd												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J1:1/1 (A2 mid)	U	E	2	3	7.8	Geom	-	2.85	0.00	Y	Arm J1:5 Left	16.00
J1:1/2 (A2 mid)	U	E	2	3	30.6	Geom	-	2.85	0.00	Y	Arm J1:3 Ahead	Inf
J1:1/3 (A2 mid)	U	E	2	3	30.6	Geom	-	2.85	0.00	Y	Arm J1:3 Ahead	Inf
J1:1/4 (A2 mid)	U	D	2	3	5.1	Geom	-	2.85	0.00	Y	Arm J1:7 Right	16.00
J1:2/1 (A2 [E])	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Ahead	Inf
											Arm J1:7 Left	8.00
J1:2/2 (A2 [E])	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Ahead	Inf
J1:2/3 (A2 [E])	U	B	2	3	3.5	Geom	-	3.25	0.00	Y	Arm J1:5 Right	10.00
J1:3/1 (exit - A2 [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/2 (exit - A2 [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/1 (Canal Rd [N])	U	F	2	3	60.0	Geom	-	2.85	0.00	Y	Arm J2:4 Right	30.00
											Arm J1:3 Left	15.00
											Arm J1:7 Ahead	Inf
J1:5/1 (exit - Canal Rd [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (Esplanade)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Left	8.00
											Arm J1:3 Right	8.00
											Arm J1:5 Ahead	Inf
J1:7/1 (Esplanade)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (Station Rd [N])	U	B	2	3	8.0	Geom	-	3.25	0.00	Y	Arm J1:1 Left	12.00
J2:1/2 (Station Rd [N])	U	B	2	3	8.0	Geom	-	3.25	0.00	Y	Arm J1:1 Left	Inf
J2:2/1 (Station Rd [N])	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:1 Ahead	Inf
J2:3/1 (exit - Station Rd [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (A2 mid)	U	D	2	3	32.2	Geom	-	3.50	0.00	Y	Arm J2:8 Ahead	Inf
J2:4/2 (A2 mid)	U	C	2	3	32.2	Geom	-	3.50	0.00	Y	Arm J2:3 Right	10.00
J2:5/1 (A2 [W])	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:6 Ahead	Inf
J2:5/2 (A2 [W])	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:6 Ahead	Inf
											Arm J2:7 U-Turn	15.00
J2:6/1 (A2 [W])	U	A	2	3	5.4	Geom	-	3.50	0.00	Y	Arm J2:3 Left	16.00
											Arm J1:1 Ahead	Inf
J2:6/2 (A2 [W])	U	A	2	3	5.4	Geom	-	3.50	0.00	Y	Arm J1:1 Ahead	Inf
J2:7/1 (exit - A2 [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/2 (exit - A2 [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:8/1 (A2 [2] mid)	U	H	2	3	8.5	Geom	-	3.50	0.00	Y	Arm J2:7 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak MaxSet A-AM Peak MaxSetA'	08:00	09:00	01:00	
2: '2041 DS AM'	08:00	09:00	01:00	
3: '2041 DS PM'	16:00	17:00	01:00	
4: '2041 RC AM'	08:00	09:00	01:00	
5: '2041 RC PM'	16:00	17:00	01:00	
6: '2023 Base AM'	07:30	08:30	01:00	
7: '2023 Base PM'	16:45	17:45	01:00	

Scenario 1: 'AM Peak MaxSet A-AM Peak MaxSetA' (FG1: 'AM Peak MaxSet A-AM Peak MaxSetA', Plan 1: 'NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Peak MaxSet A-AM Peak MaxSetA
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	0(In) 0(Out)
J1:1/3 (with short)	0(In) 0(Out)
J1:1/4 (short)	0
J1:2/1	0
J1:2/2 (with short)	0(In) 0(Out)
J1:2/3 (short)	0
J1:3/1	0
J1:3/2	0
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	0
J2:1/2	0
J2:2/1	0
J2:3/1	0
J2:4/1	0
J2:4/2	0
J2:5/1	0
J2:5/2	0
J2:6/1	0
J2:6/2	0
J2:7/1	0
J2:7/2	0
J2:8/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	0.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	0.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	0.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	0.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Esplanade)	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (Esplanade Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	0.0 %	1940	1940
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	Inf	0.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	0.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	0.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	0.0 %	1965	1965
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	0.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	0.0 %	1940	1940
				Arm J2:7 U-Turn	15.00	0.0 %		
J2:6/1 (A2 [W])	3.50	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1965	1965
				Arm J1:1 Ahead	Inf	0.0 %		
J2:6/2 (A2 [W])	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	0.0 %	1965	1965

Scenario 2: '2041 DS AM' (FG2: '2041 DS AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	522	0	4	1022	1548
	B	60	0	1	776	837
	C	11	5	0	17	33
	D	1090	636	3	0	1729
	Tot.	1683	641	8	1815	4147

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2041 DS AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	5
J1:1/2 (with short)	900(In) 895(Out)
J1:1/3 (with short)	903(In) 903(Out)
J1:1/4 (short)	0
J1:2/1	1090
J1:2/2 (with short)	639(In) 636(Out)
J1:2/3 (short)	3
J1:3/1	912
J1:3/2	903
J1:4/1	33
J1:5/1	8
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	386
J2:1/2	391
J2:2/1	777
J2:3/1	641
J2:4/1	1101
J2:4/2	641
J2:5/1	514
J2:5/2	1034
J2:6/1	514
J2:6/2	512
J2:7/1	1101
J2:7/2	522
J2:8/1	1101

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	100.0 %	1737	1737
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	100.0 %	1687	1687
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	48.5 %	1766	1766
				Arm J1:3 Left	15.00	51.5 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Esplanade)	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (Esplanade Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	Inf	100.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	49.5 %	1847	1847
				Arm J2:7 U-Turn	15.00	50.5 %		
J2:6/1 (A2 [W])	3.50	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1965	1965
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 3: '2041 DS PM' (FG3: '2041 DS PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	461	0	14	1134	1609
	B	0	0	4	810	814
	C	4	2	0	8	14
	D	944	569	11	0	1524
	Tot.	1409	571	29	1952	3961

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2041 DS PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	18
J1:1/2 (with short)	967(In) 949(Out)
J1:1/3 (with short)	995(In) 995(Out)
J1:1/4 (short)	0
J1:2/1	944
J1:2/2 (with short)	580(In) 569(Out)
J1:2/3 (short)	11
J1:3/1	957
J1:3/2	995
J1:4/1	14
J1:5/1	29
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	390
J2:1/2	424
J2:2/1	814
J2:3/1	571
J2:4/1	948
J2:4/2	571
J2:5/1	577
J2:5/2	1032
J2:6/1	577
J2:6/2	571
J2:7/1	948
J2:7/2	461
J2:8/1	948

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	100.0 %	1737	1737
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	100.0 %	1687	1687
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	42.9 %	1762	1762
				Arm J1:3 Left	15.00	57.1 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Esplanade)	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (Esplanade Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	Inf	100.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	55.3 %	1857	1857
				Arm J2:7 U-Turn	15.00	44.7 %		
J2:6/1 (A2 [W])	3.50	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1965	1965
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 4: '2041 RC AM' (FG4: '2041 RC AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	501	0	0	760	1261
	B	88	0	0	642	730
	C	0	0	0	0	0
	D	989	542	0	0	1531
	Tot.	1578	542	0	1402	3522

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2041 RC AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	690(In) 690(Out)
J1:1/3 (with short)	712(In) 712(Out)
J1:1/4 (short)	0
J1:2/1	989
J1:2/2 (with short)	542(In) 542(Out)
J1:2/3 (short)	0
J1:3/1	690
J1:3/2	712
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	307
J2:1/2	335
J2:2/1	642
J2:3/1	542
J2:4/1	989
J2:4/2	542
J2:5/1	383
J2:5/2	878
J2:6/1	383
J2:6/2	377
J2:7/1	989
J2:7/2	501
J2:8/1	989

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Esplanade)	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (Esplanade Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	Inf	100.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	42.9 %	1835	1835
				Arm J2:7 U-Turn	15.00	57.1 %		
J2:6/1 (A2 [W])	3.50	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1965	1965
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 5: '2041 RC PM' (FG5: '2041 RC PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	496	0	0	855	1351
	B	1	0	0	712	713
	C	0	0	0	0	0
	D	828	472	0	0	1300
	Tot.	1325	472	0	1567	3364

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2041 RC PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	781(In) 781(Out)
J1:1/3 (with short)	786(In) 786(Out)
J1:1/4 (short)	0
J1:2/1	828
J1:2/2 (with short)	472(In) 472(Out)
J1:2/3 (short)	0
J1:3/1	781
J1:3/2	786
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	350
J2:1/2	362
J2:2/1	712
J2:3/1	472
J2:4/1	828
J2:4/2	472
J2:5/1	431
J2:5/2	920
J2:6/1	431
J2:6/2	424
J2:7/1	828
J2:7/2	496
J2:8/1	828

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Esplanade)	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (Esplanade Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	Inf	100.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	46.1 %	1841	1841
				Arm J2:7 U-Turn	15.00	53.9 %		
J2:6/1 (A2 [W])	3.50	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1965	1965
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 6: '2023 Base AM' (FG6: '2023 Base AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	278	49	0	1007	1334
	B	187	0	0	494	681
	C	0	0	0	0	0
	D	949	538	0	0	1487
	Tot.	1414	587	0	1501	3502

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2023 Base AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	722(In) 722(Out)
J1:1/3 (with short)	779(In) 779(Out)
J1:1/4 (short)	0
J1:2/1	949
J1:2/2 (with short)	538(In) 538(Out)
J1:2/3 (short)	0
J1:3/1	722
J1:3/2	779
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	245
J2:1/2	249
J2:2/1	494
J2:3/1	587
J2:4/1	949
J2:4/2	538
J2:5/1	526
J2:5/2	808
J2:6/1	526
J2:6/2	530
J2:7/1	949
J2:7/2	278
J2:8/1	949

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Esplanade)	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (Esplanade Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	Inf	100.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	65.6 %	1875	1875
				Arm J2:7 U-Turn	15.00	34.4 %		
J2:6/1 (A2 [W])	3.50	0.00	Y	Arm J2:3 Left	16.00	9.3 %	1948	1948
				Arm J1:1 Ahead	Inf	90.7 %		
J2:6/2 (A2 [W])	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 7: '2023 Base PM' (FG7: '2023 Base PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	390	38	0	1128	1556
	B	256	0	0	500	756
	C	0	0	0	0	0
	D	847	410	0	0	1257
	Tot.	1493	448	0	1628	3569

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2023 Base PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	790(In) 790(Out)
J1:1/3 (with short)	838(In) 838(Out)
J1:1/4 (short)	0
J1:2/1	847
J1:2/2 (with short)	410(In) 410(Out)
J1:2/3 (short)	0
J1:3/1	790
J1:3/2	838
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	247
J2:1/2	253
J2:2/1	500
J2:3/1	448
J2:4/1	847
J2:4/2	410
J2:5/1	581
J2:5/2	975
J2:6/1	581
J2:6/2	585
J2:7/1	847
J2:7/2	390
J2:8/1	847

Full Input Data And Results

Lane Saturation Flows

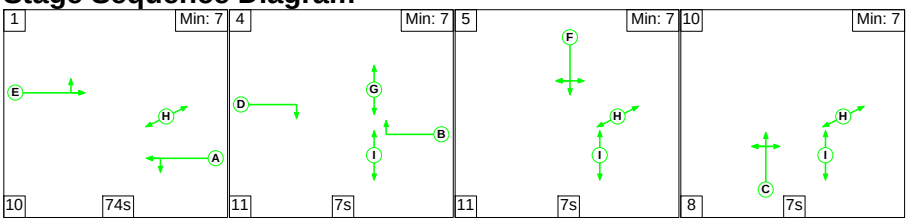
Junction: J1: A2 High St/ Canal Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Esplanade)	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (Esplanade Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	Inf	100.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	60.0 %	1865	1865
				Arm J2:7 U-Turn	15.00	40.0 %		
J2:6/1 (A2 [W])	3.50	0.00	Y	Arm J2:3 Left	16.00	6.5 %	1953	1953
				Arm J1:1 Ahead	Inf	93.5 %		
J2:6/2 (A2 [W])	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 1: 'AM Peak MaxSet A-AM Peak MaxSetA' (FG1: 'AM Peak MaxSet A-AM Peak MaxSetA', Plan 1: 'NCP')
C1

Stage Sequence Diagram

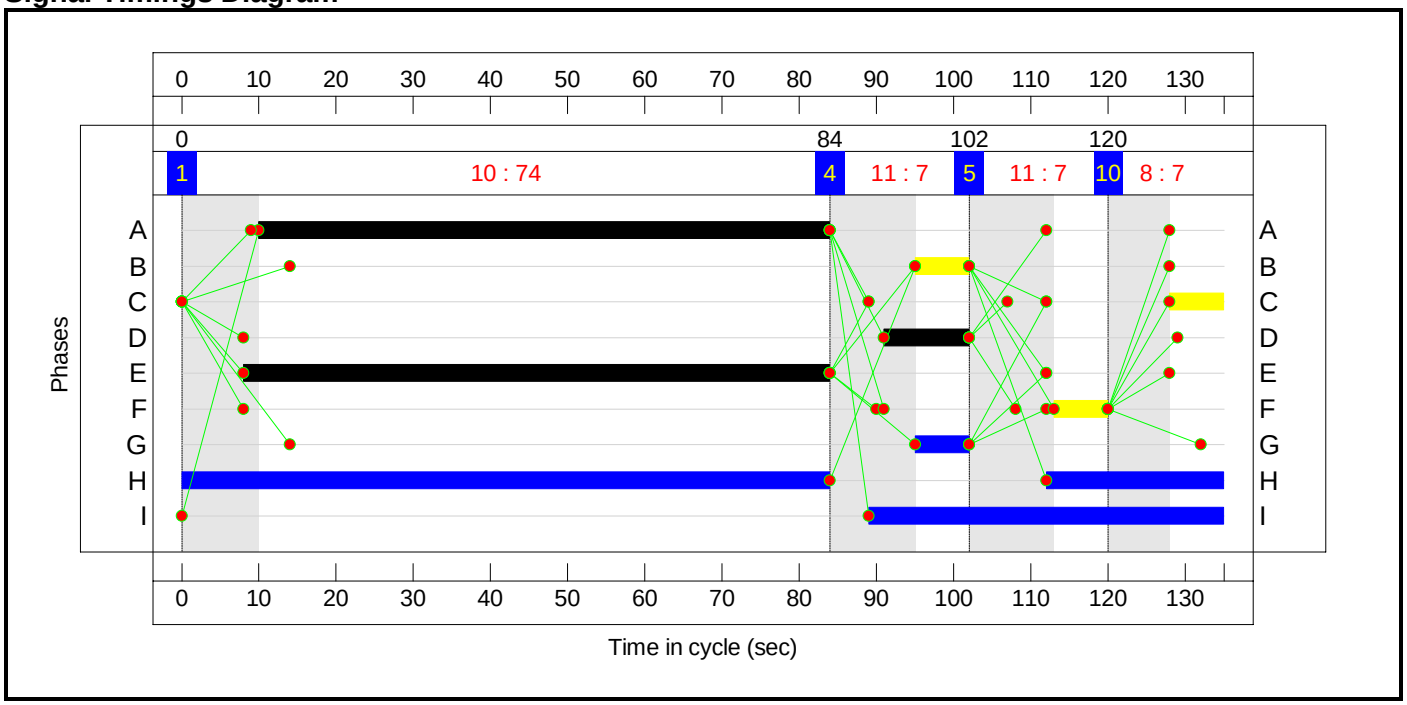


Stage Timings

Stage	1	4	5	10
Duration	74	7	7	7
Change Point	0	84	102	120

Full Input Data And Results

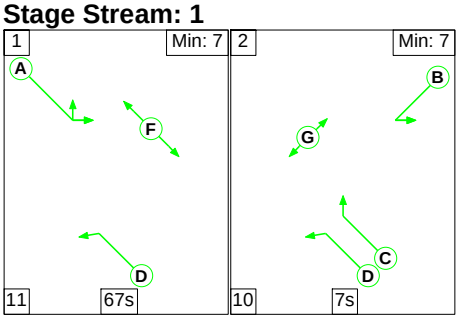
Signal Timings Diagram



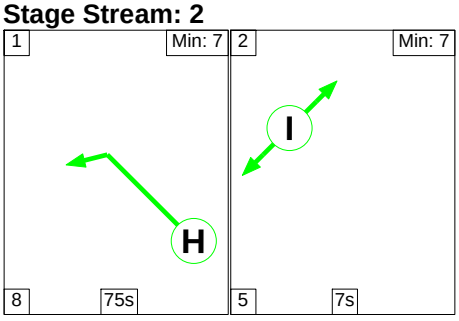
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

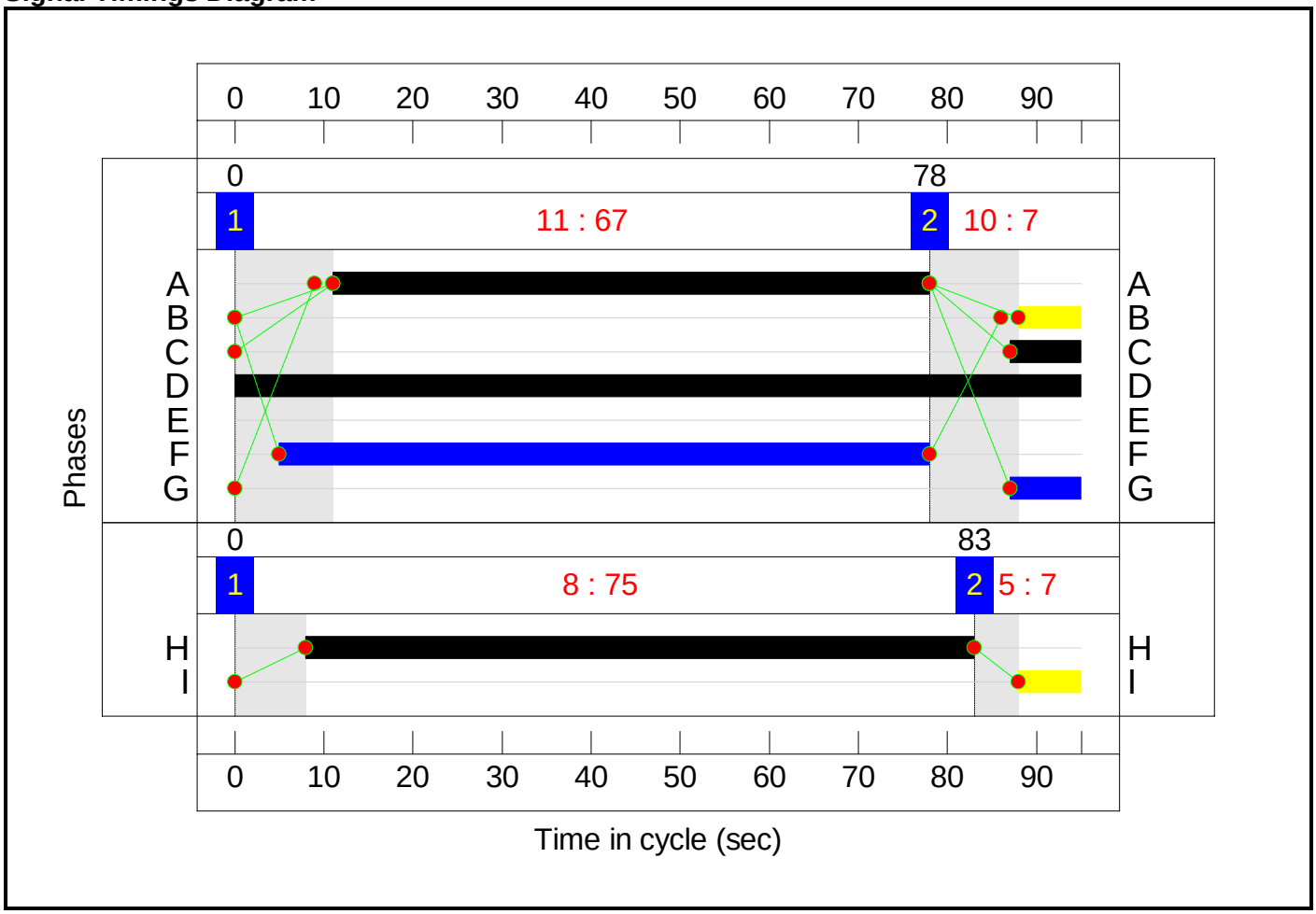
Stage	1	2
Duration	67	7
Change Point	0	78

Full Input Data And Results

Stage Stream: 2

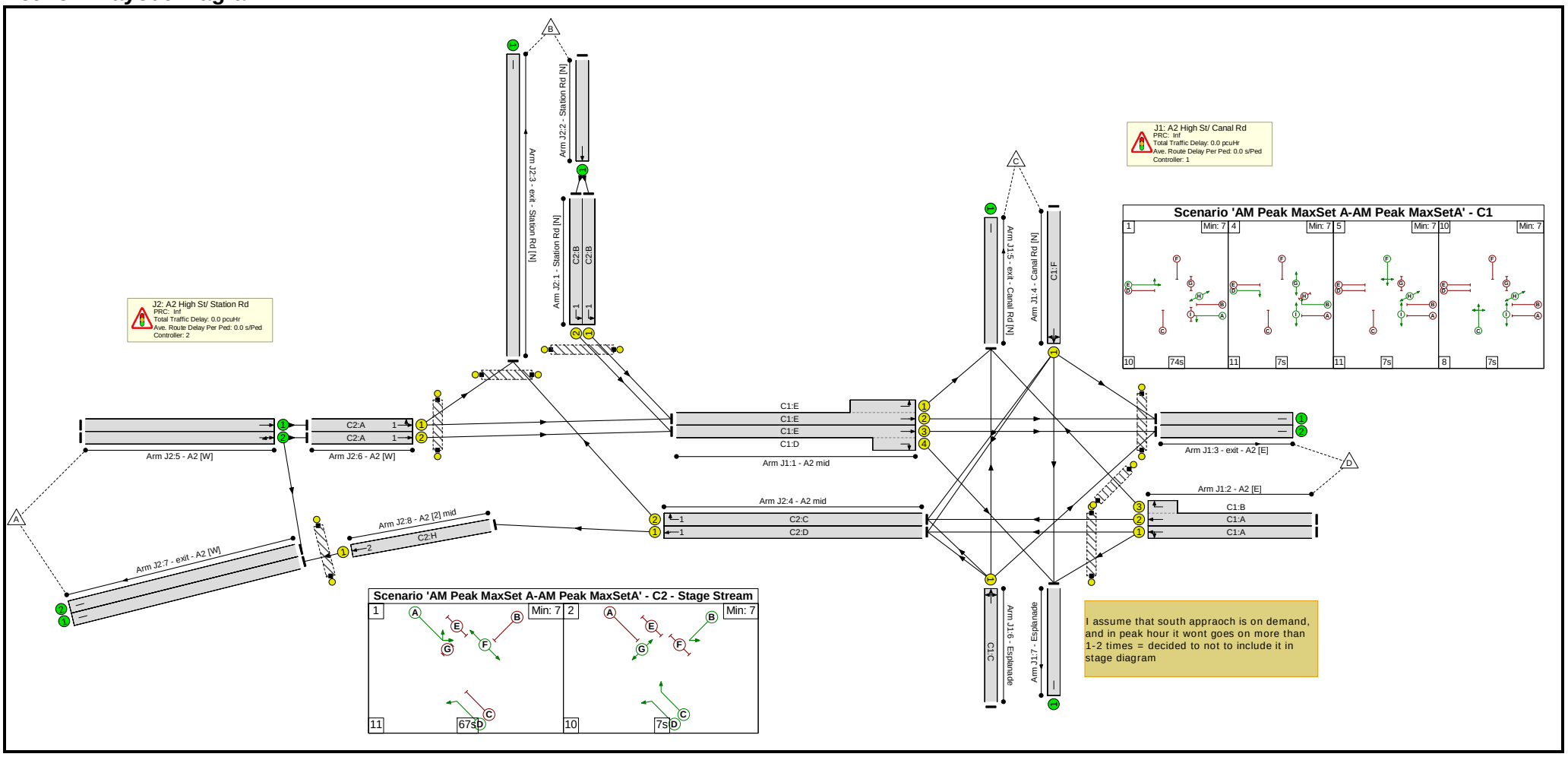
Stage	1	2
Duration	75	7
Change Point	0	83

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	Inf	0.00
C2	1	Inf	0.00
C2	2	Inf	0.00

Total Network Delay: 0.00 pcuHr

Worst PRC: Inf % (On Lane J2:1/1 in Stream 1)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
J1: A2 High St/ Canal Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	0	1900:1900	653+653	0.0 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	0	1900:1900	1084+0	0.0 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	0	1940	1078	0.0%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	0	1940:1940	105+105	0.0 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	113	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Esplanade Left Right Ahead	U	N/A	N/A	C1:C		1	7	-	0	1940	-	-
7/1	Esplanade	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	46	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	107	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/1	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	0	1940	163	0.0%
1/2	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	0	1940	163	0.0%

Full Input Data And Results

2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	2:1	N/A	C2:D		1	95	-	0	1965	1965	0.0%
4/2	A2 mid Right	U	2:1	N/A	C2:C		1	8	-	0	1965	186	0.0%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%
6/1	A2 [W] Left Ahead	U	2:1	N/A	C2:A		1	67	-	0	1965	1407	0.0%
6/2	A2 [W] Ahead	U	2:1	N/A	C2:A		1	67	-	0	1965	1407	0.0%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	2:2	N/A	C2:H		1	75	-	0	1965	1572	0.0%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:I		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:E		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:F		1	73	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/2+1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2+2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**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
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

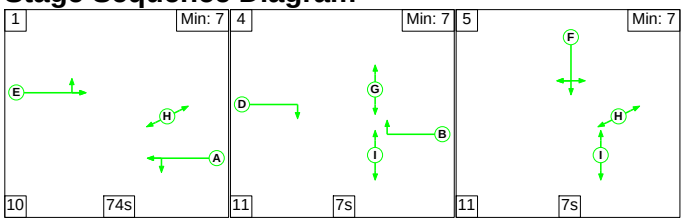
C1		PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	135
C2	Stream: 1	PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	95
C2	Stream: 2	PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	95
		PRC Over All Lanes (%):	Inf	Total Delay Over All Lanes(pcuHr):	0.00		

Full Input Data And Results

Scenario 2: '2041 DS AM' (FG2: '2041 DS AM', Plan 2: 'Copy of NCP')

C1

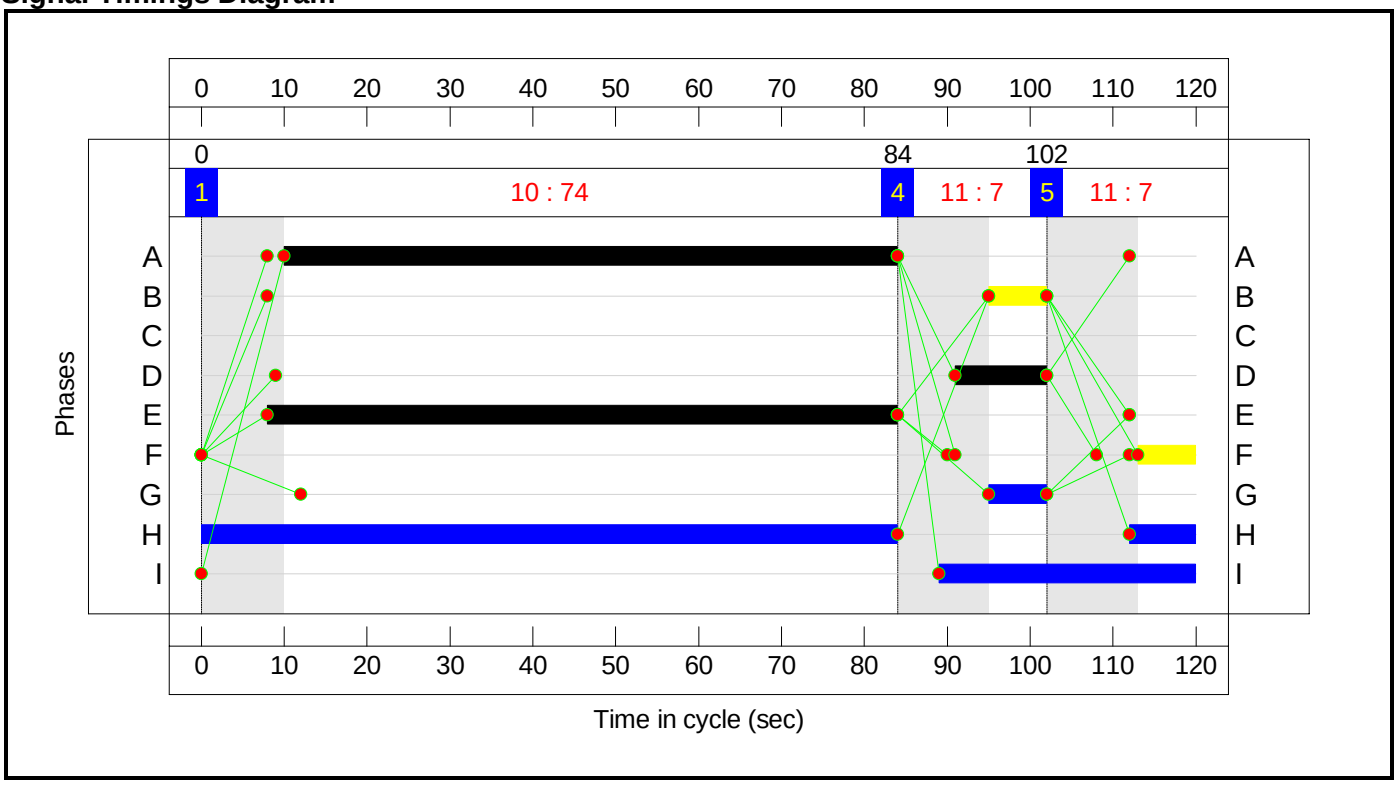
Stage Sequence Diagram



Stage Timings

Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

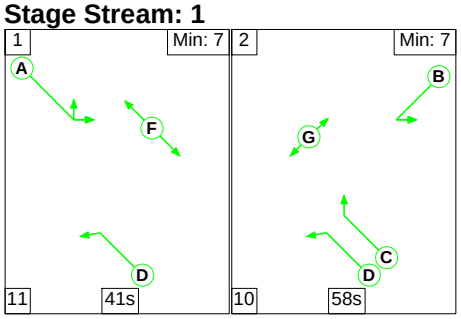
Signal Timings Diagram



C2

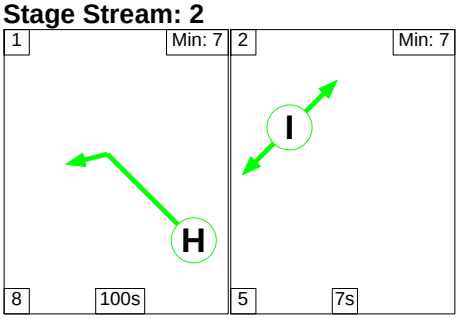
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

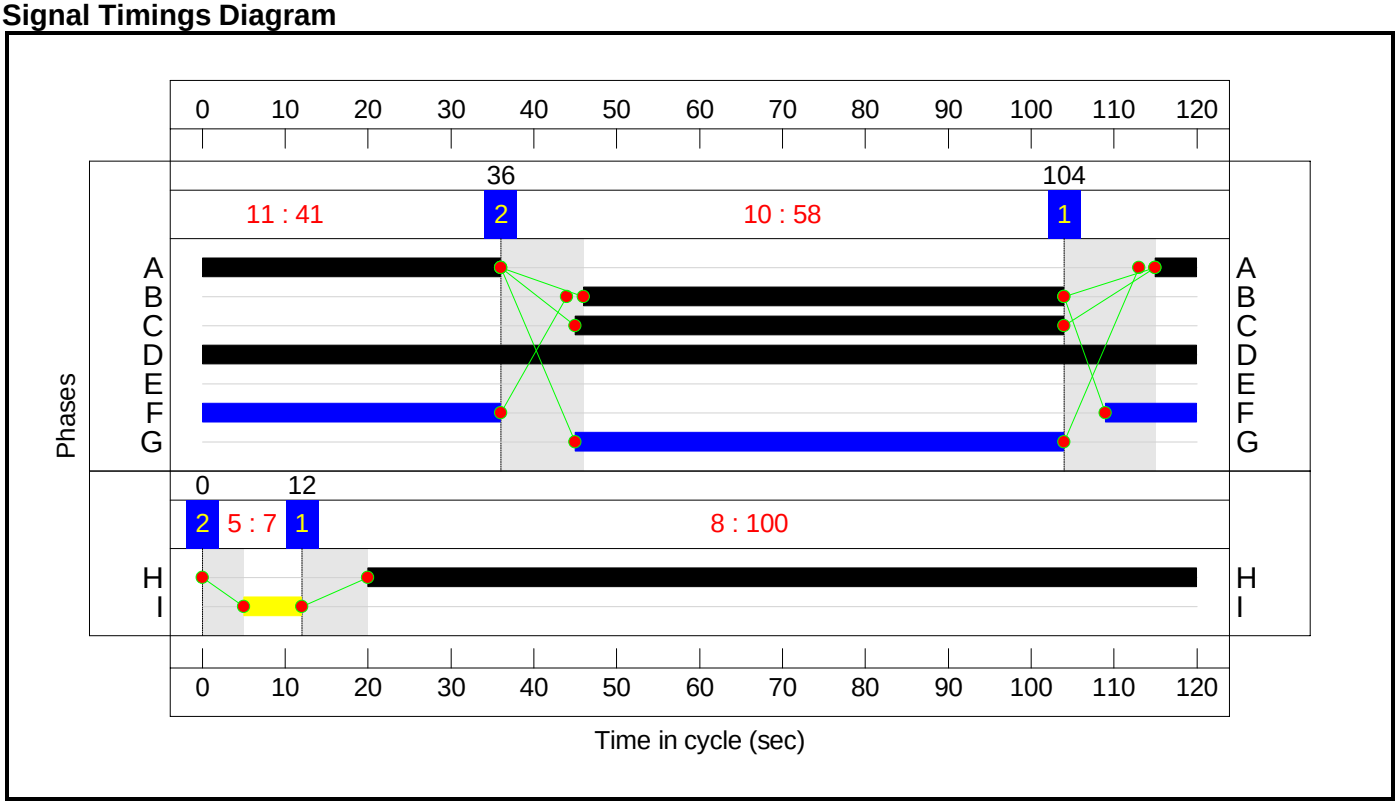
Stage Stream: 1

Stage	1	2
Duration	41	58
Change Point	104	36

Stage Stream: 2

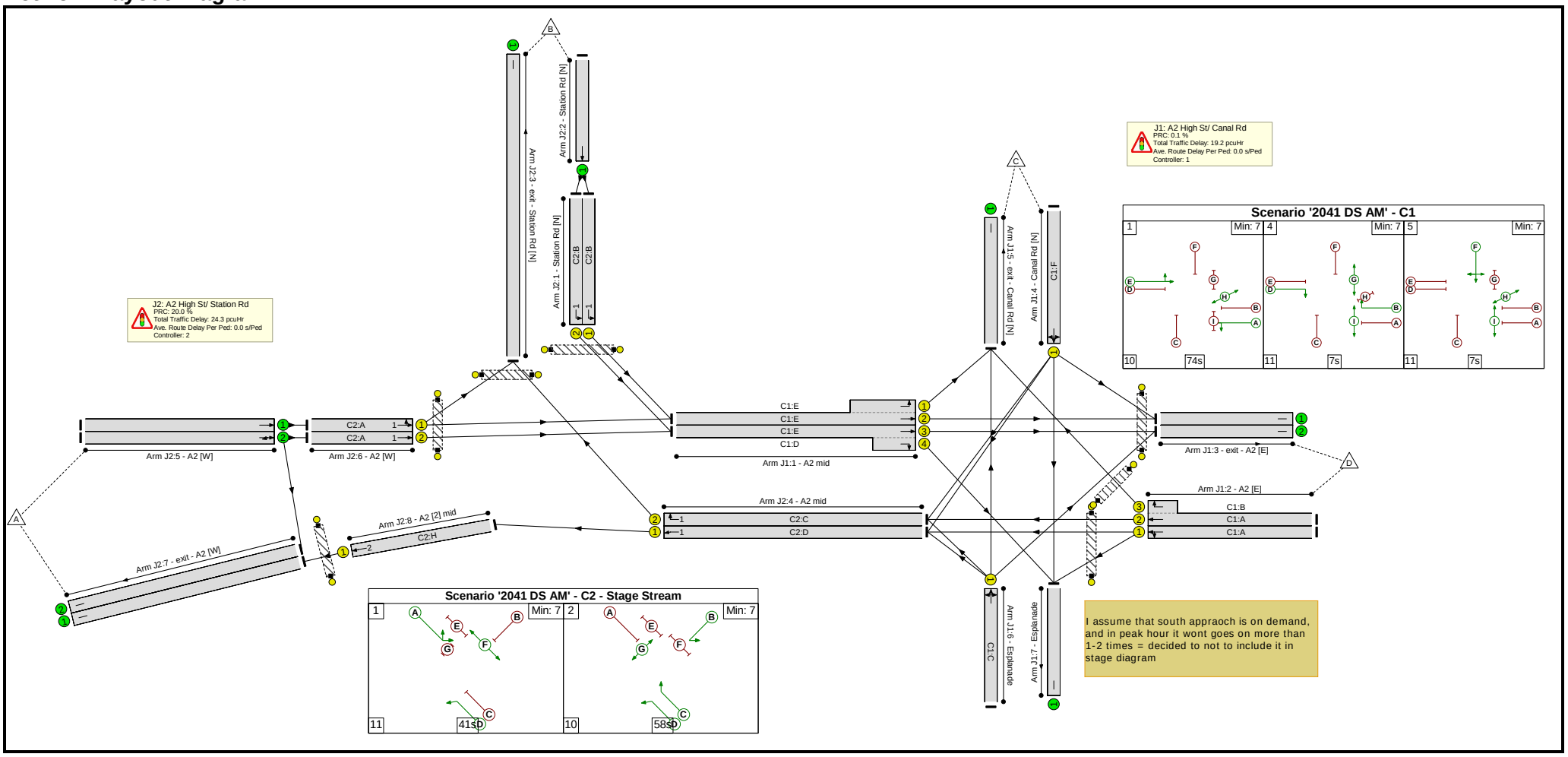
Stage	1	2
Duration	100	7
Change Point	12	0

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	0.11	19.16
C2	1	19.98	22.17
C2	2	35.19	1.01

Total Network Delay: 43.50 pcuHr

Worst PRC: 0.11 % (On Lane J1:2/1 in Stream 1)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.9%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.9%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	900	1900:1737	1219+7	73.4 : 73.4%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	903	1900:1900	1219+0	74.1 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	1090	1940	1213	89.9%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	639	1940:1687	1206+6	52.7 : 52.7%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	912	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	33	1766	118	28.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%
6/1	Esplanade Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	0	0.0%
7/1	Esplanade	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.0%**
1/1	Station Rd [N] Left	U	2:1	N/A	C2:B		1	58	-	386	1724	848	45.5%
1/2	Station Rd [N] Left	U	2:1	N/A	C2:B		1	58	-	391	1940	954	41.0%

Full Input Data And Results

2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	777	1940	1940	40.1%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	2:1	N/A	C2:D		1	120	-	1101	1965	1965	56.0%
4/2	A2 mid Right	U	2:1	N/A	C2:C		1	59	-	641	1709	854	75.0%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	514	1940	1940	26.5%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	1034	1847	1847	56.0%
6/1	A2 [W] Left Ahead	U	2:1	N/A	C2:A		1	41	-	514	1965	688	74.7%
6/2	A2 [W] Ahead	U	2:1	N/A	C2:A		1	41	-	512	1965	688	74.4%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	1101	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	2:2	N/A	C2:H		1	100	-	1101	1965	1654	66.6%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:I		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	59	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:E		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:F		1	47	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**27.9**	**15.6**	**0.0**	**43.5**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**11.5**	**7.7**	**0.0**	**19.2**	**-**	**-**	**-**	**-**
1/2+1/1	900	900	-	-	-	1.4	1.4	-	2.8	11.2	19.6	1.4	21.0
1/3+1/4	903	903	-	-	-	1.5	1.4	-	2.9	11.4	19.7	1.4	21.1
2/1	1090	1090	-	-	-	5.8	4.2	-	10.0	33.0	30.9	4.2	35.0
2/2+2/3	639	639	-	-	-	2.3	0.6	-	2.8	15.9	11.9	0.6	12.4
3/1	912	912	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	33	33	-	-	-	0.5	0.2	-	0.7	74.4	1.0	0.2	1.2
5/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**16.4**	**7.9**	**0.0**	**24.3**	**-**	**-**	**-**	**-**
1/1	386	386	-	-	-	2.1	0.4	-	2.6	23.9	8.4	0.4	8.8
1/2	391	391	-	-	-	2.1	0.3	-	2.5	22.6	8.3	0.3	8.6
2/1	777	777	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1101	1101	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
4/2	641	641	-	-	-	2.4	1.5	-	3.9	21.7	17.6	1.5	19.1
5/1	514	514	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	1034	1034	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
6/1	514	514	-	-	-	4.9	1.5	-	6.4	44.5	15.0	1.5	16.4

Full Input Data And Results

6/2	512	512	-	-	-	4.9	1.4	-	6.3	44.4	14.9	1.4	16.4
7/1	1101	1101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1101	1101	-	-	-	0.0	1.0	-	1.0	3.3	0.3	1.0	1.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

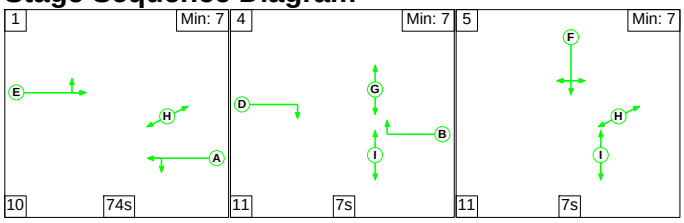
C1		PRC for Signalled Lanes (%):	0.1	Total Delay for Signalled Lanes (pcuHr):	19.16	Cycle Time (s):	120
C2	Stream: 1	PRC for Signalled Lanes (%):	20.0	Total Delay for Signalled Lanes (pcuHr):	22.17	Cycle Time (s):	120
C2	Stream: 2	PRC for Signalled Lanes (%):	35.2	Total Delay for Signalled Lanes (pcuHr):	1.01	Cycle Time (s):	120
		PRC Over All Lanes (%):	0.1	Total Delay Over All Lanes(pcuHr):	43.50		

Full Input Data And Results

Scenario 3: '2041 DS PM' (FG3: '2041 DS PM', Plan 2: 'Copy of NCP')

C1

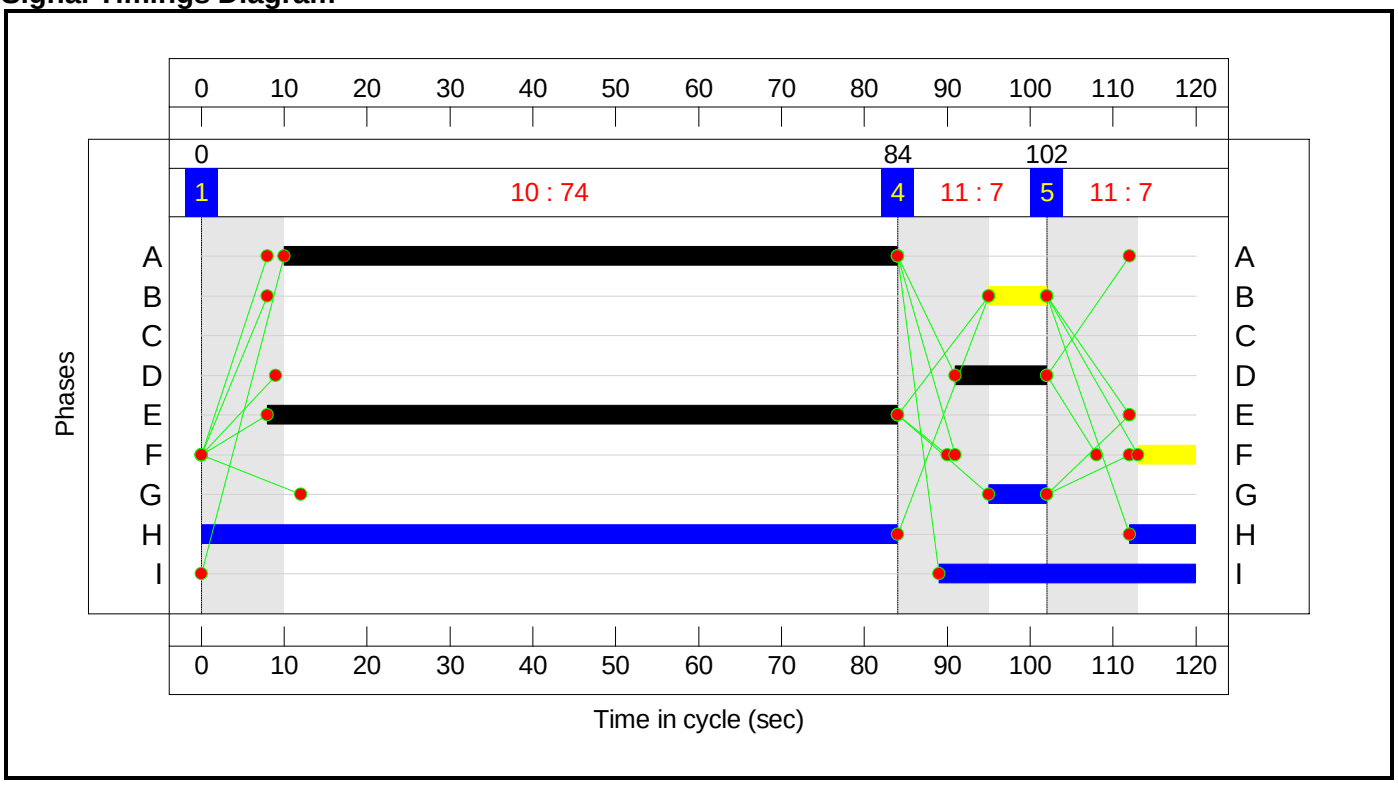
Stage Sequence Diagram



Stage Timings

Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

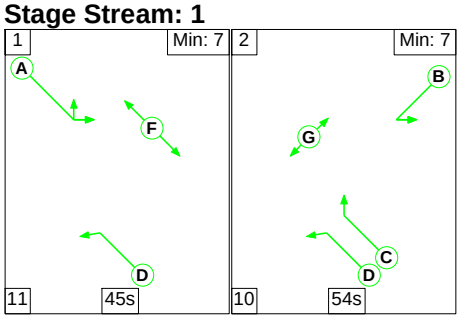
Signal Timings Diagram



C2

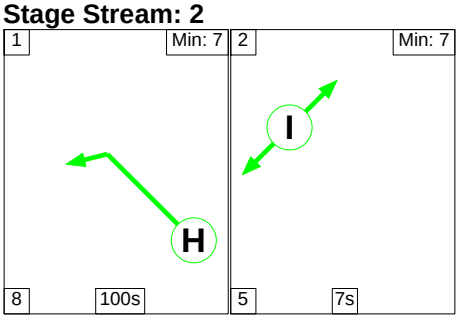
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

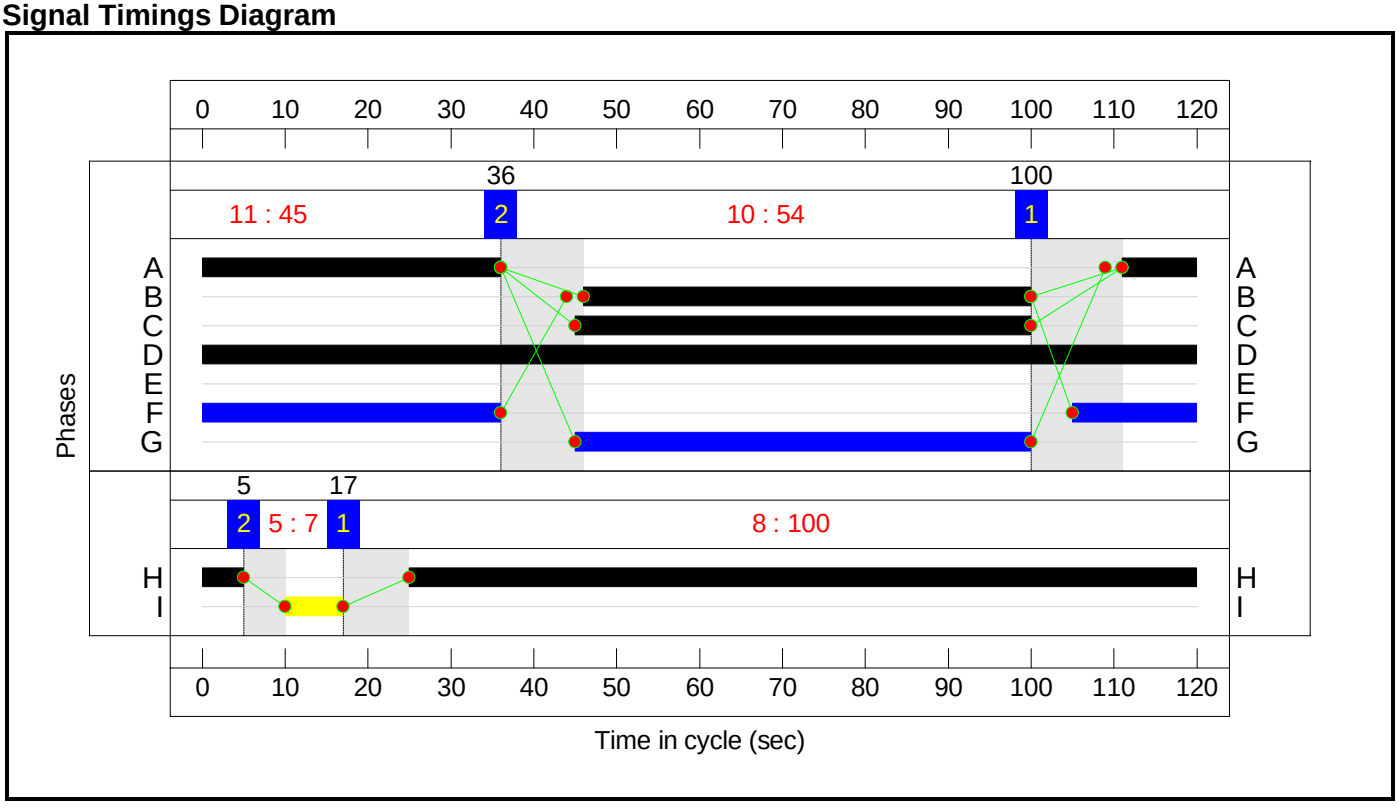
Stage Stream: 1

Stage	1	2
Duration	45	54
Change Point	100	36

Stage Stream: 2

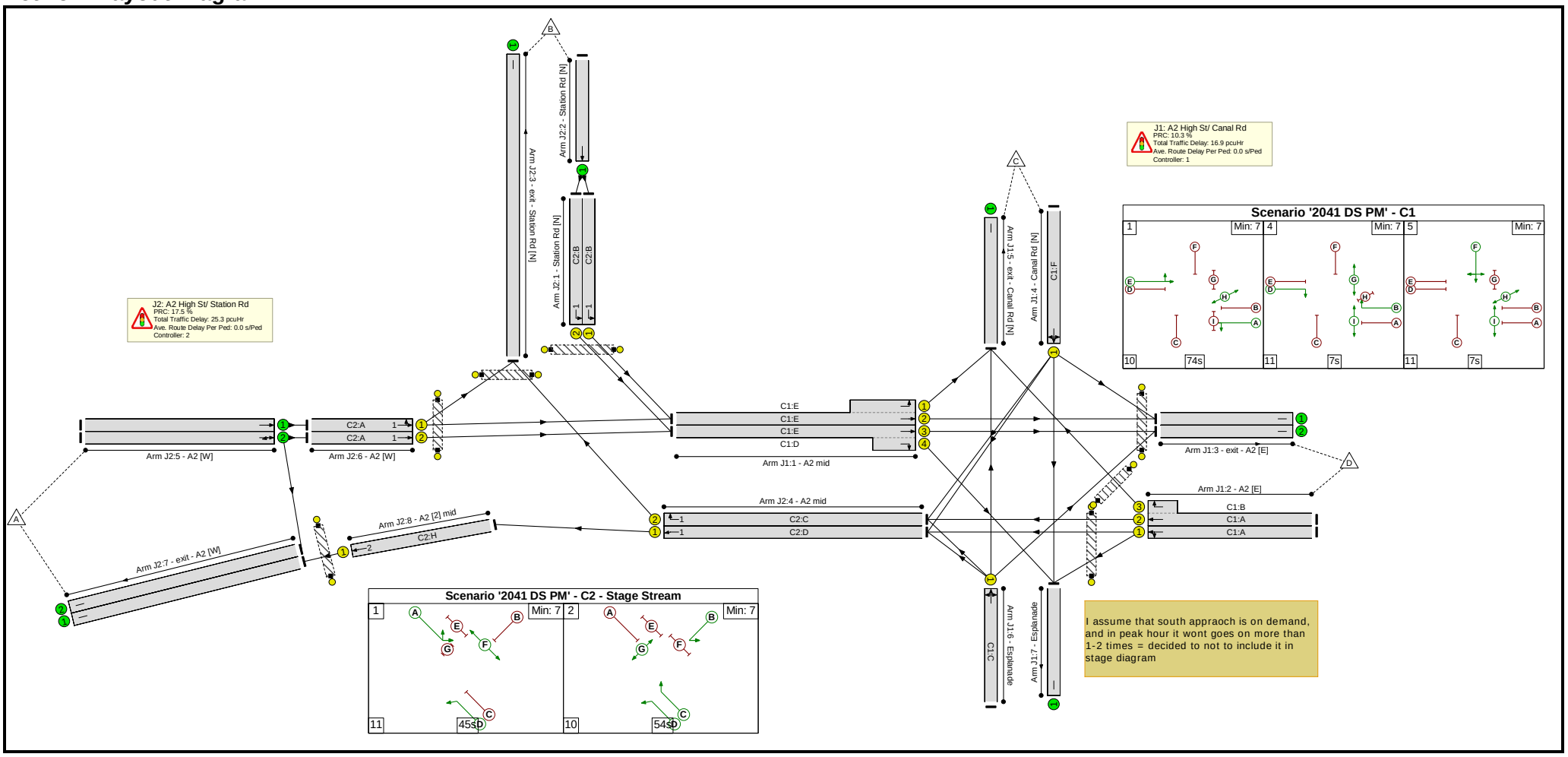
Stage	1	2
Duration	100	7
Change Point	17	5

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	10.28	16.94
C2	1	17.49	23.40
C2	2	57.01	0.68

Total Network Delay: 42.23 pcuHr

Worst PRC: 10.28 % (On Lane J1:1/3 in Stream 1)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.6%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.6%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	967	1900:1737	1214+23	78.1 : 78.1%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	995	1900:1900	1219+0	81.6 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	944	1940	1213	77.9%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	580	1940:1687	1188+23	47.9 : 47.9%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	957	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	995	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	14	1762	117	11.9%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	29	Inf	Inf	0.0%
6/1	Esplanade Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	0	0.0%
7/1	Esplanade	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.6%**
1/1	Station Rd [N] Left	U	2:1	N/A	C2:B		1	54	-	390	1724	790	49.4%
1/2	Station Rd [N] Left	U	2:1	N/A	C2:B		1	54	-	424	1940	889	47.7%

Full Input Data And Results

2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	814	1940	1940	42.0%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	2:1	N/A	C2:D		1	120	-	948	1965	1965	48.2%
4/2	A2 mid Right	U	2:1	N/A	C2:C		1	55	-	571	1709	798	71.6%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	577	1940	1940	29.7%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	1032	1857	1857	55.6%
6/1	A2 [W] Left Ahead	U	2:1	N/A	C2:A		1	45	-	577	1965	753	76.6%
6/2	A2 [W] Ahead	U	2:1	N/A	C2:A		1	45	-	571	1965	753	75.8%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	948	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	2:2	N/A	C2:H		1	100	-	948	1965	1654	57.3%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:I		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	55	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:E		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:F		1	51	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**28.4**	**13.9**	**0.0**	**42.2**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**10.7**	**6.2**	**0.0**	**16.9**	**-**	**-**	**-**	**-**
1/2+1/1	967	967	-	-	-	1.9	1.8	-	3.7	13.8	22.3	1.8	24.1
1/3+1/4	995	995	-	-	-	2.2	2.2	-	4.4	15.9	22.7	2.2	24.9
2/1	944	944	-	-	-	4.3	1.7	-	6.0	23.1	22.8	1.7	24.5
2/2+2/3	580	580	-	-	-	2.1	0.5	-	2.5	15.6	10.2	0.5	10.7
3/1	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	995	995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	14	14	-	-	-	0.2	0.1	-	0.3	70.1	0.4	0.1	0.5
5/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**17.6**	**7.7**	**0.0**	**25.3**	**-**	**-**	**-**	**-**
1/1	390	390	-	-	-	2.5	0.5	-	3.0	27.2	9.1	0.5	9.6
1/2	424	424	-	-	-	2.7	0.5	-	3.1	26.4	9.8	0.5	10.2
2/1	814	814	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
3/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	948	948	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
4/2	571	571	-	-	-	2.2	1.2	-	3.5	21.8	15.3	1.2	16.5
5/1	577	577	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	1032	1032	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
6/1	577	577	-	-	-	5.2	1.6	-	6.8	42.3	16.7	1.6	18.3

Full Input Data And Results

6/2	571	571	-	-	-	5.1	1.5	-	6.6	41.9	16.5	1.5	18.0
7/1	948	948	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	948	948	-	-	-	0.0	0.7	-	0.7	2.6	0.2	0.7	0.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

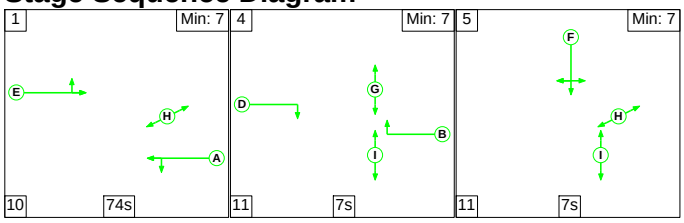
C1		PRC for Signalled Lanes (%):	10.3	Total Delay for Signalled Lanes (pcuHr):	16.94	Cycle Time (s):	120
C2	Stream: 1	PRC for Signalled Lanes (%):	17.5	Total Delay for Signalled Lanes (pcuHr):	23.40	Cycle Time (s):	120
C2	Stream: 2	PRC for Signalled Lanes (%):	57.0	Total Delay for Signalled Lanes (pcuHr):	0.68	Cycle Time (s):	120
		PRC Over All Lanes (%):	10.3	Total Delay Over All Lanes(pcuHr):	42.23		

Full Input Data And Results

Scenario 4: '2041 RC AM' (FG4: '2041 RC AM', Plan 2: 'Copy of NCP')

C1

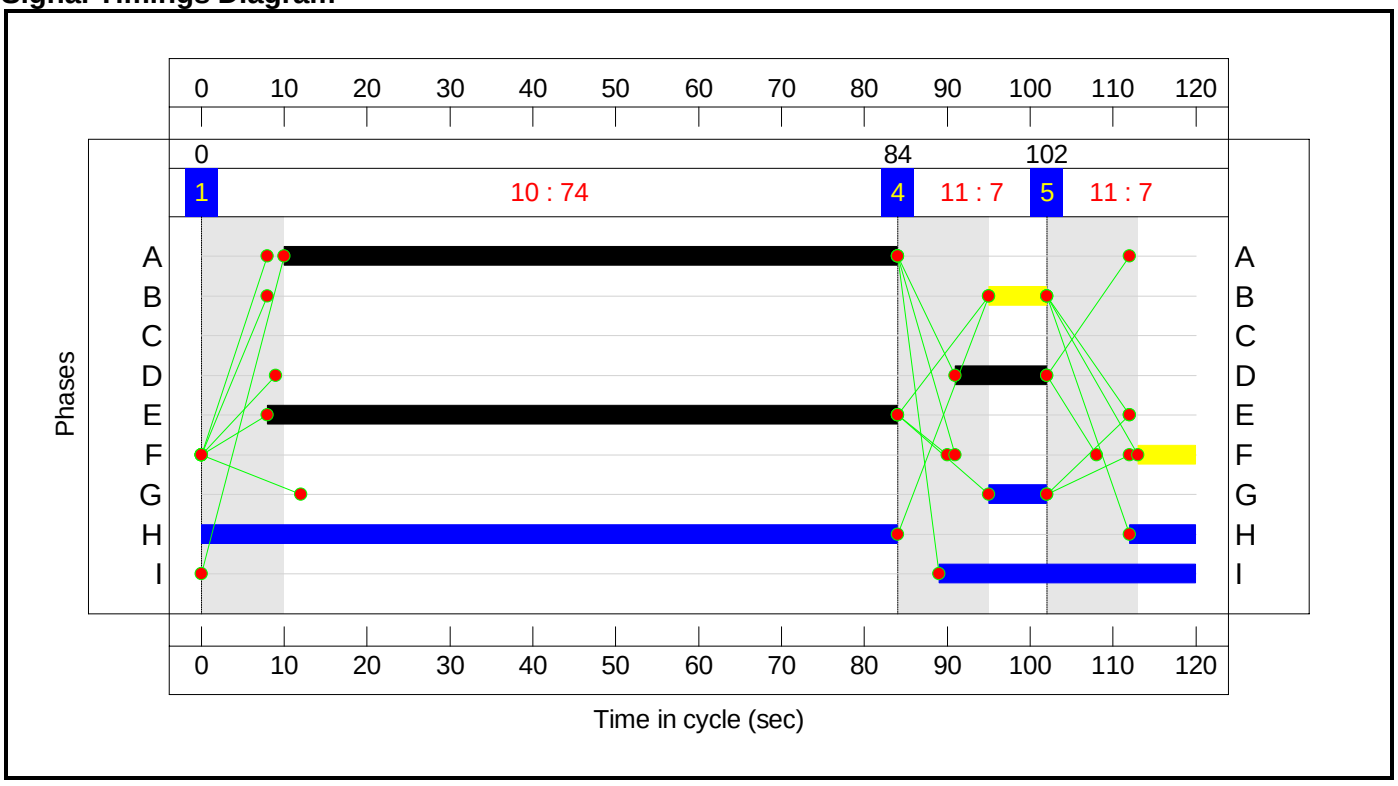
Stage Sequence Diagram



Stage Timings

Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

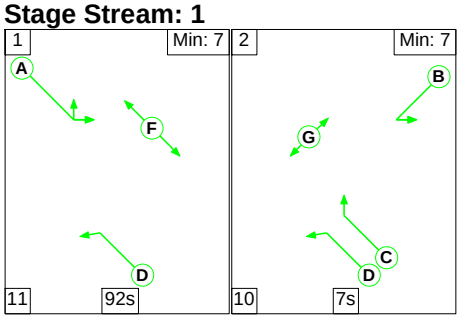
Signal Timings Diagram



C2

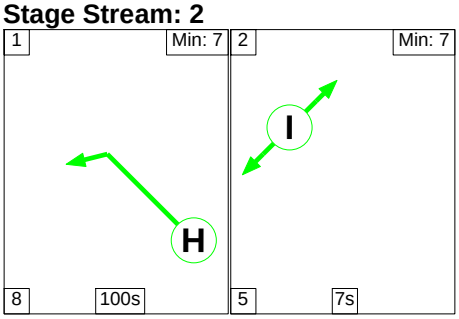
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

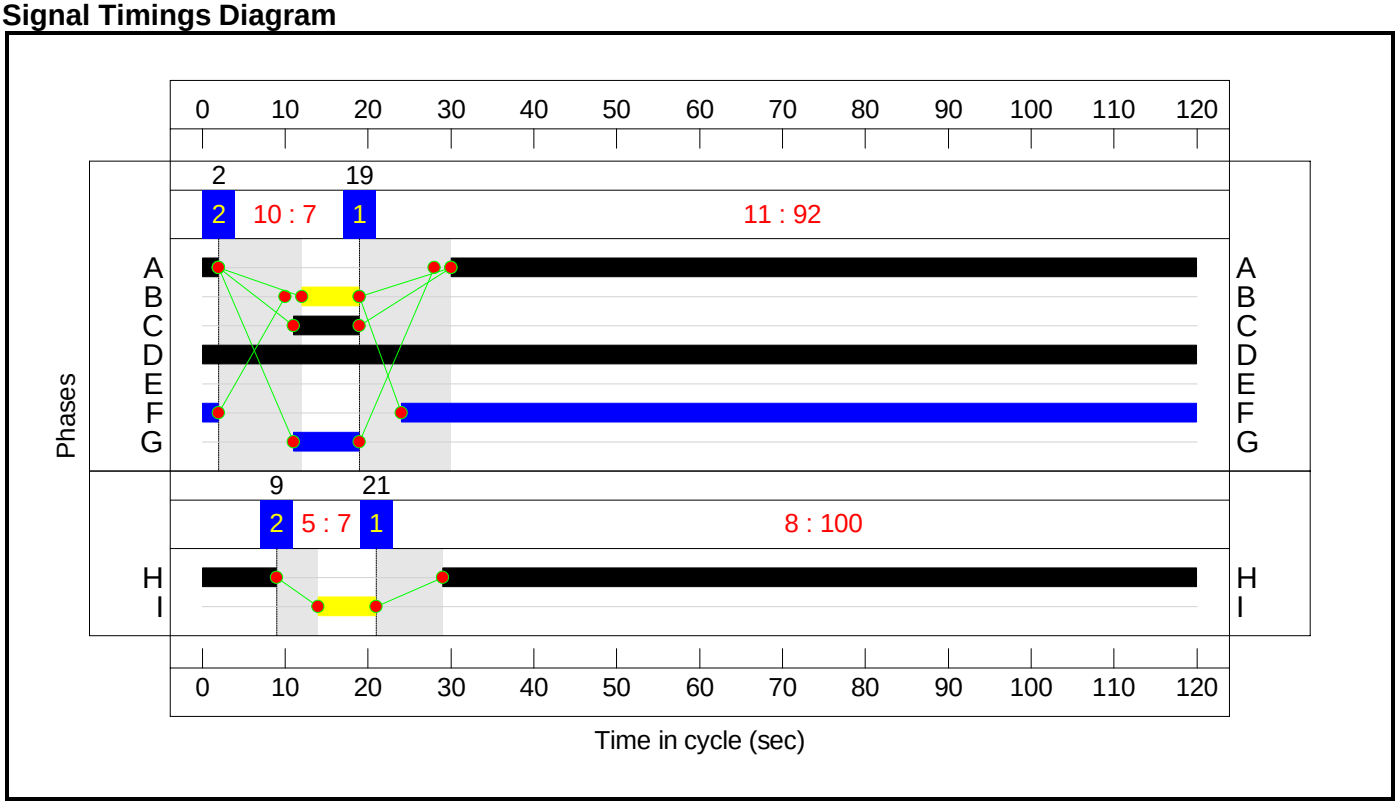
Stage Stream: 1

Stage	1	2
Duration	92	7
Change Point	19	2

Stage Stream: 2

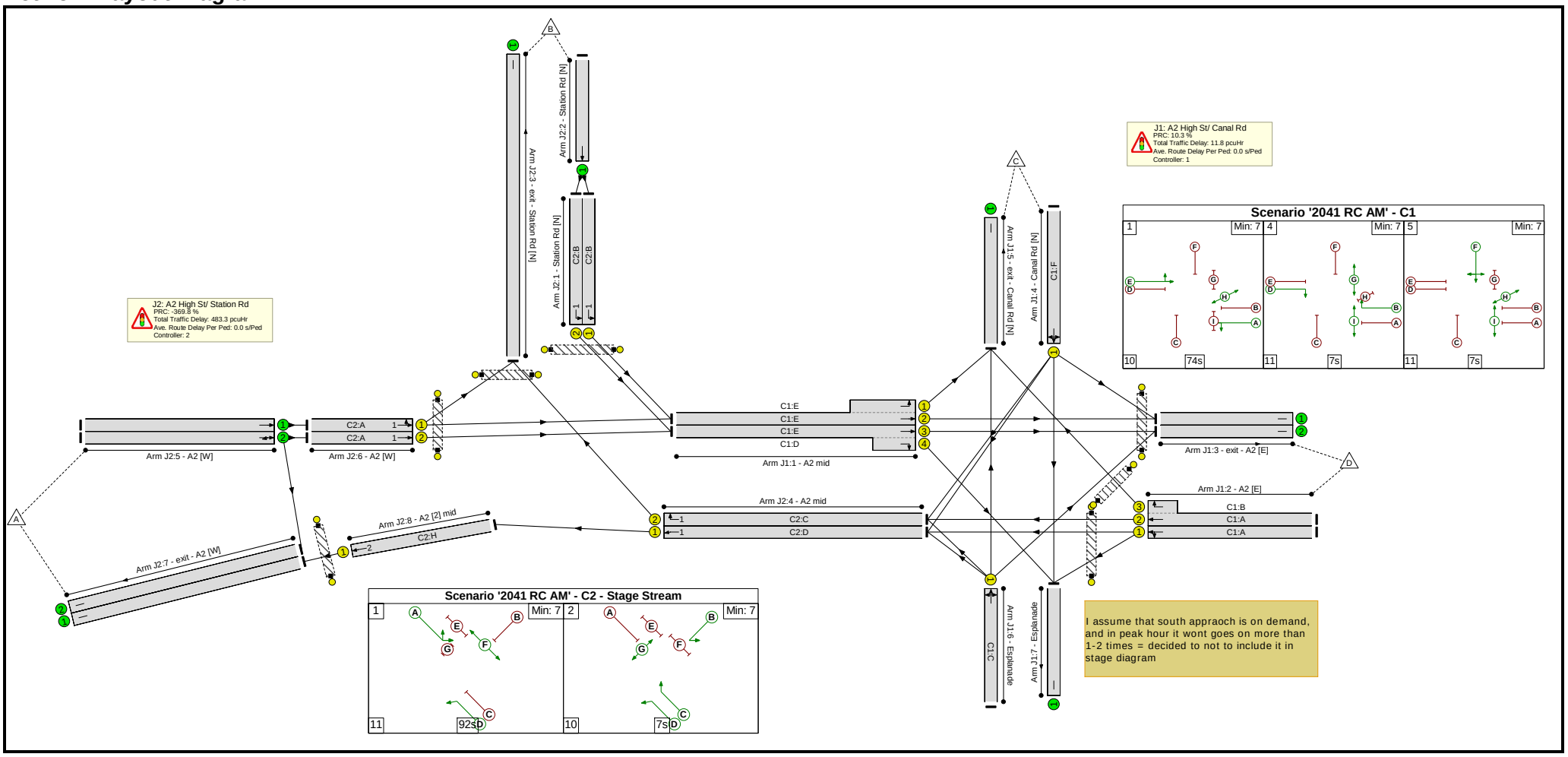
Stage	1	2
Duration	100	7
Change Point	21	9

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	10.34	11.80
C2	1	-369.84	481.70
C2	2	50.50	0.74

Total Network Delay: 495.07 pcuHr

Worst PRC: -369.84 % (On Lane J2:4/2 in Stream 1)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**422.9%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.6%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	690	1900:1900	1219+0	40.8 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	712	1900:1900	1219+0	41.5 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	989	1940	1213	81.6%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	542	1940:1940	1212+0	44.7 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Esplanade Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	Esplanade	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**422.9%**
1/1	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	307	1724	115	267.1%
1/2	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	335	1940	129	259.0%

Full Input Data And Results

2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	642	1940	1940	33.1%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	2:1	N/A	C2:D		1	120	-	989	1965	1965	50.3%
4/2	A2 mid Right	U	2:1	N/A	C2:C		1	8	-	542	1709	128	422.9%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	383	1940	1940	19.7%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	878	1835	1835	47.8%
6/1	A2 [W] Left Ahead	U	2:1	N/A	C2:A		1	92	-	383	1965	1523	25.1%
6/2	A2 [W] Ahead	U	2:1	N/A	C2:A		1	92	-	377	1965	1523	24.8%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	2:2	N/A	C2:H		1	100	-	989	1965	1654	59.8%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:I		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:E		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:F		1	98	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**81.4**	**413.7**	**0.0**	**495.1**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**8.5**	**3.3**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
1/2+1/1	498	498	-	-	-	1.0	0.3	-	1.4	9.9	5.6	0.3	6.0
1/3+1/4	506	506	-	-	-	1.0	0.4	-	1.4	9.7	5.6	0.4	5.9
2/1	989	989	-	-	-	4.7	2.2	-	6.9	25.1	25.0	2.2	27.2
2/2+2/3	542	542	-	-	-	1.8	0.4	-	2.2	14.4	9.3	0.4	9.7
3/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**72.8**	**410.4**	**0.0**	**483.3**	**-**	**-**	**-**	**-**
1/1	307	115	-	-	-	16.6	96.8	-	113.5	1330.6	21.2	96.8	118.0
1/2	335	129	-	-	-	17.9	103.6	-	121.6	1306.4	22.8	103.6	126.5
2/1	642	642	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/1	128	128	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	989	989	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
4/2	542	128	-	-	-	37.5	207.6	-	245.0	1627.5	45.6	207.6	253.2
5/1	383	383	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	878	878	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/1	383	383	-	-	-	0.4	0.2	-	0.6	5.4	3.5	0.2	3.7

Full Input Data And Results

6/2	377	377	-	-	-	0.4	0.2	-	0.6	5.3	3.5	0.2	3.6
7/1	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	989	989	-	-	-	0.0	0.7	-	0.7	2.7	0.0	0.7	0.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

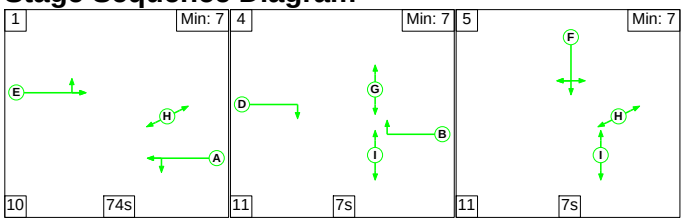
C1	PRC for Signalled Lanes (%):	10.3	Total Delay for Signalled Lanes (pcuHr):	11.80	Cycle Time (s):	120
C2	Stream: 1 PRC for Signalled Lanes (%):	-369.8	Total Delay for Signalled Lanes (pcuHr):	481.70	Cycle Time (s):	120
C2	Stream: 2 PRC for Signalled Lanes (%):	50.5	Total Delay for Signalled Lanes (pcuHr):	0.74	Cycle Time (s):	120
	PRC Over All Lanes (%):	-369.8	Total Delay Over All Lanes(pcuHr):	495.07		

Full Input Data And Results

Scenario 5: '2041 RC PM' (FG5: '2041 RC PM', Plan 2: 'Copy of NCP')

C1

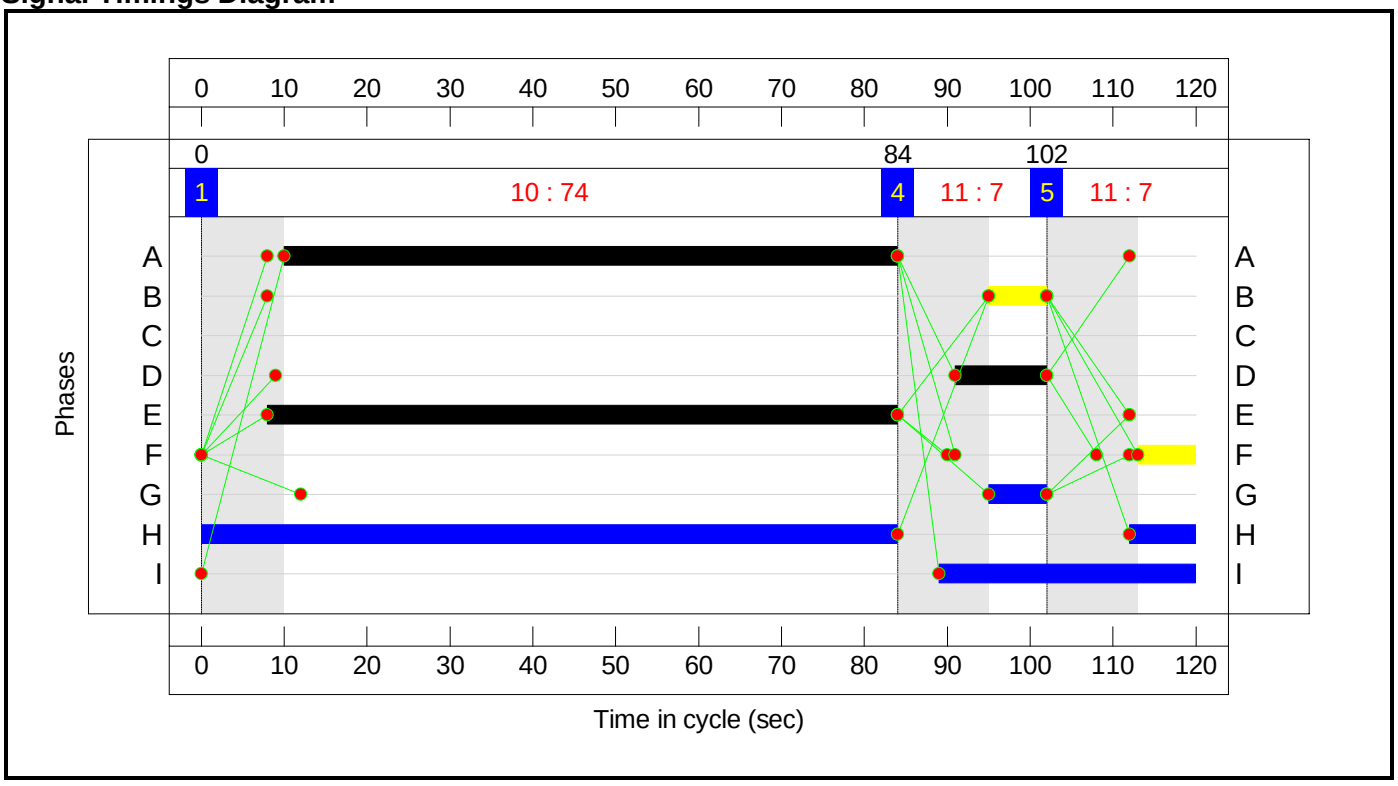
Stage Sequence Diagram



Stage Timings

Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

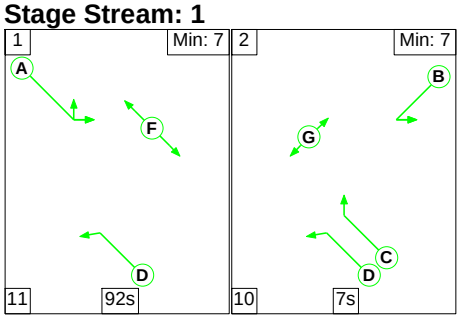
Signal Timings Diagram



C2

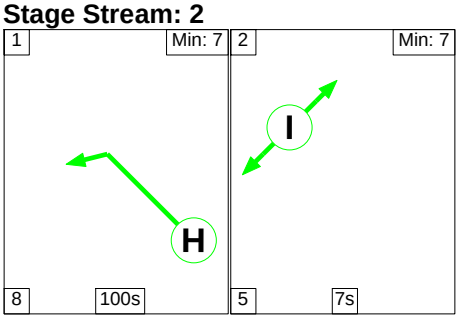
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

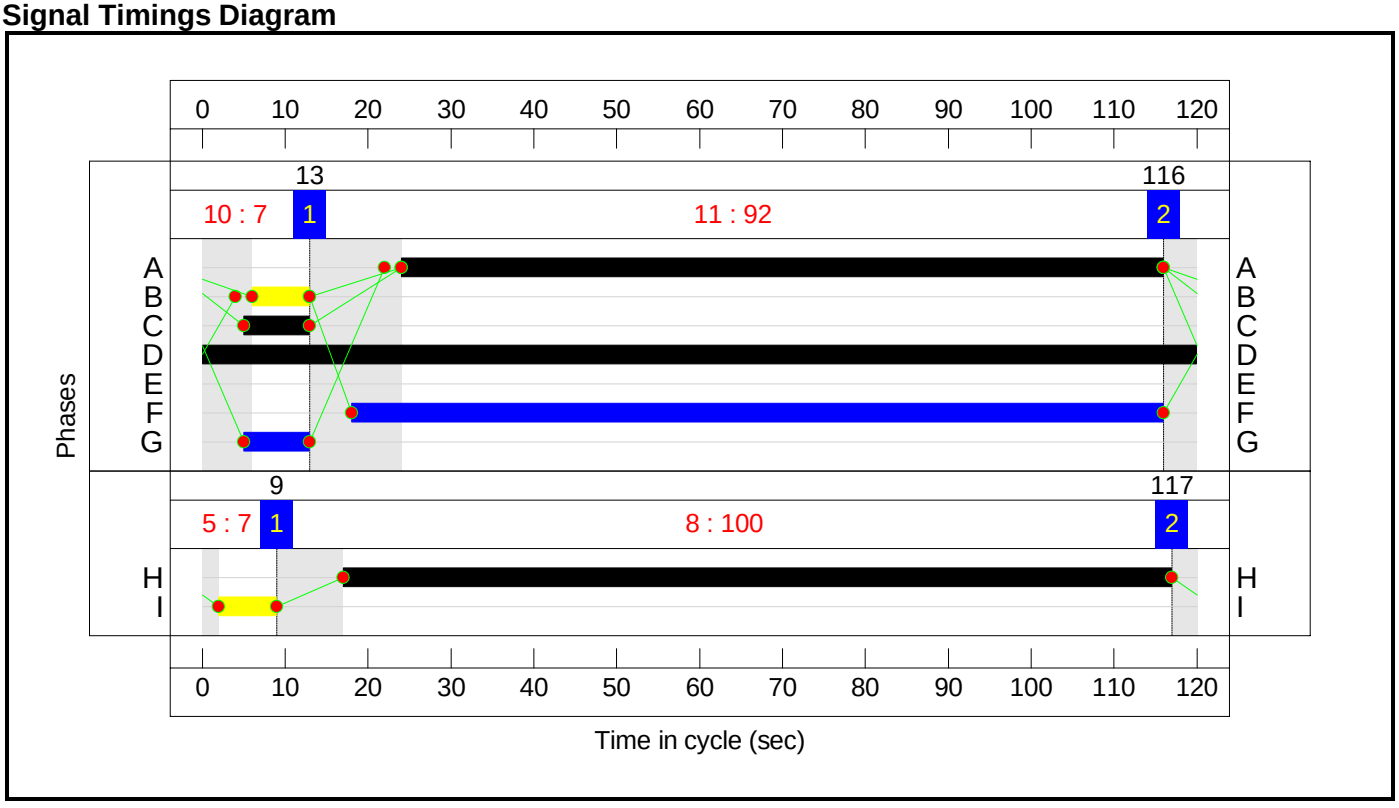
Stage Stream: 1

Stage	1	2
Duration	92	7
Change Point	13	116

Stage Stream: 2

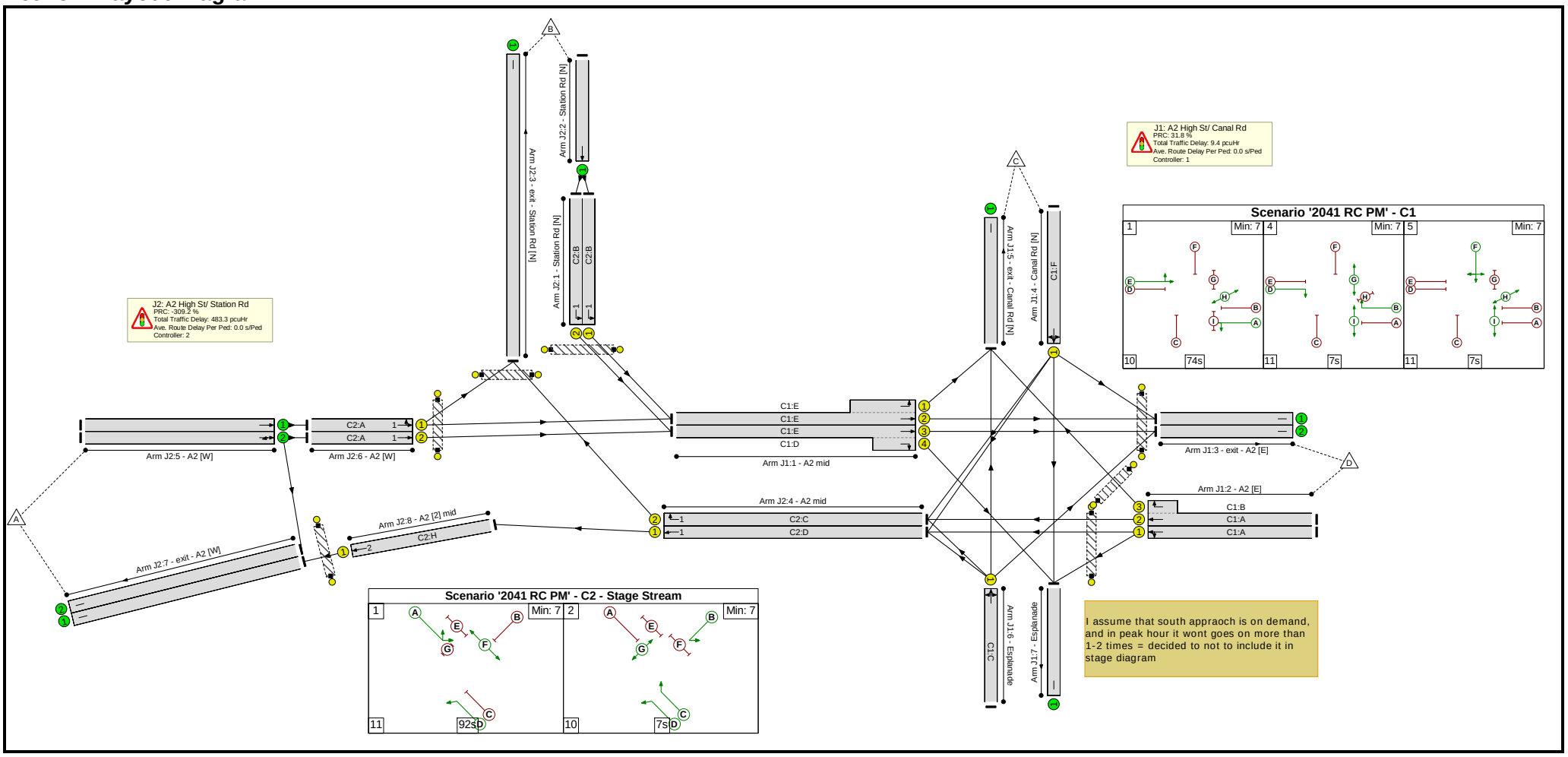
Stage	1	2
Duration	100	7
Change Point	9	117

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	31.79	9.39
C2	1	-309.16	481.87
C2	2	79.77	0.52

Total Network Delay: 492.72 pcuHr

Worst PRC: -309.16 % (On Lane J2:4/2 in Stream 1)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**368.2%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.3%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	781	1900:1900	1219+0	44.8 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	786	1900:1900	1219+0	45.4 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	828	1940	1213	68.3%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	472	1940:1940	1212+0	38.9 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Esplanade Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	Esplanade	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**368.2%**
1/1	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	350	1724	115	304.5%
1/2	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	362	1940	129	279.9%

Full Input Data And Results

2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	712	1940	1940	36.7%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	2:1	N/A	C2:D		1	120	-	828	1965	1965	42.1%
4/2	A2 mid Right	U	2:1	N/A	C2:C		1	8	-	472	1709	128	368.2%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	431	1940	1940	22.2%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	920	1841	1841	50.0%
6/1	A2 [W] Left Ahead	U	2:1	N/A	C2:A		1	92	-	431	1965	1523	28.3%
6/2	A2 [W] Ahead	U	2:1	N/A	C2:A		1	92	-	424	1965	1523	27.8%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	2:2	N/A	C2:H		1	100	-	828	1965	1654	50.1%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:I		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:E		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:F		1	98	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**80.3**	**412.4**	**0.0**	**492.7**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**7.2**	**2.2**	**0.0**	**9.4**	**-**	**-**	**-**	**-**
1/2+1/1	546	546	-	-	-	1.2	0.4	-	1.6	10.5	6.1	0.4	6.5
1/3+1/4	553	553	-	-	-	1.2	0.4	-	1.6	10.2	5.9	0.4	6.3
2/1	828	828	-	-	-	3.4	1.1	-	4.5	19.4	17.9	1.1	19.0
2/2+2/3	472	472	-	-	-	1.5	0.3	-	1.8	13.6	7.7	0.3	8.1
3/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**73.2**	**410.2**	**0.0**	**483.3**	**-**	**-**	**-**	**-**
1/1	350	115	-	-	-	20.4	118.3	-	138.6	1426.0	25.8	118.3	144.1
1/2	362	129	-	-	-	20.4	117.1	-	137.5	1367.5	26.0	117.1	143.1
2/1	712	712	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	128	128	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	828	828	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
4/2	472	128	-	-	-	31.5	172.6	-	204.1	1556.3	38.6	172.6	211.2
5/1	431	431	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	920	920	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
6/1	431	431	-	-	-	0.5	0.2	-	0.7	5.5	4.1	0.2	4.3

Full Input Data And Results

6/2	424	424	-	-	-	0.5	0.2	-	0.6	5.5	4.0	0.2	4.2
7/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	828	828	-	-	-	0.0	0.5	-	0.5	2.2	0.1	0.5	0.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

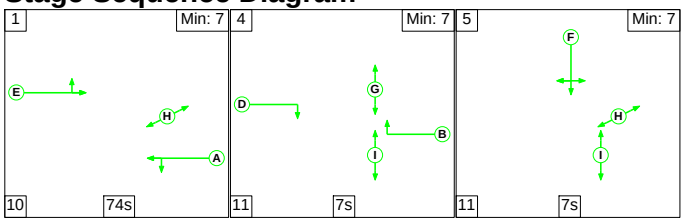
C1		PRC for Signalled Lanes (%):	31.8	Total Delay for Signalled Lanes (pcuHr):	9.39	Cycle Time (s):	120
C2	Stream: 1	PRC for Signalled Lanes (%):	-309.2	Total Delay for Signalled Lanes (pcuHr):	481.87	Cycle Time (s):	120
C2	Stream: 2	PRC for Signalled Lanes (%):	79.8	Total Delay for Signalled Lanes (pcuHr):	0.52	Cycle Time (s):	120
		PRC Over All Lanes (%):	-309.2	Total Delay Over All Lanes(pcuHr):	492.72		

Full Input Data And Results

Scenario 6: '2023 Base AM' (FG6: '2023 Base AM', Plan 2: 'Copy of NCP')

C1

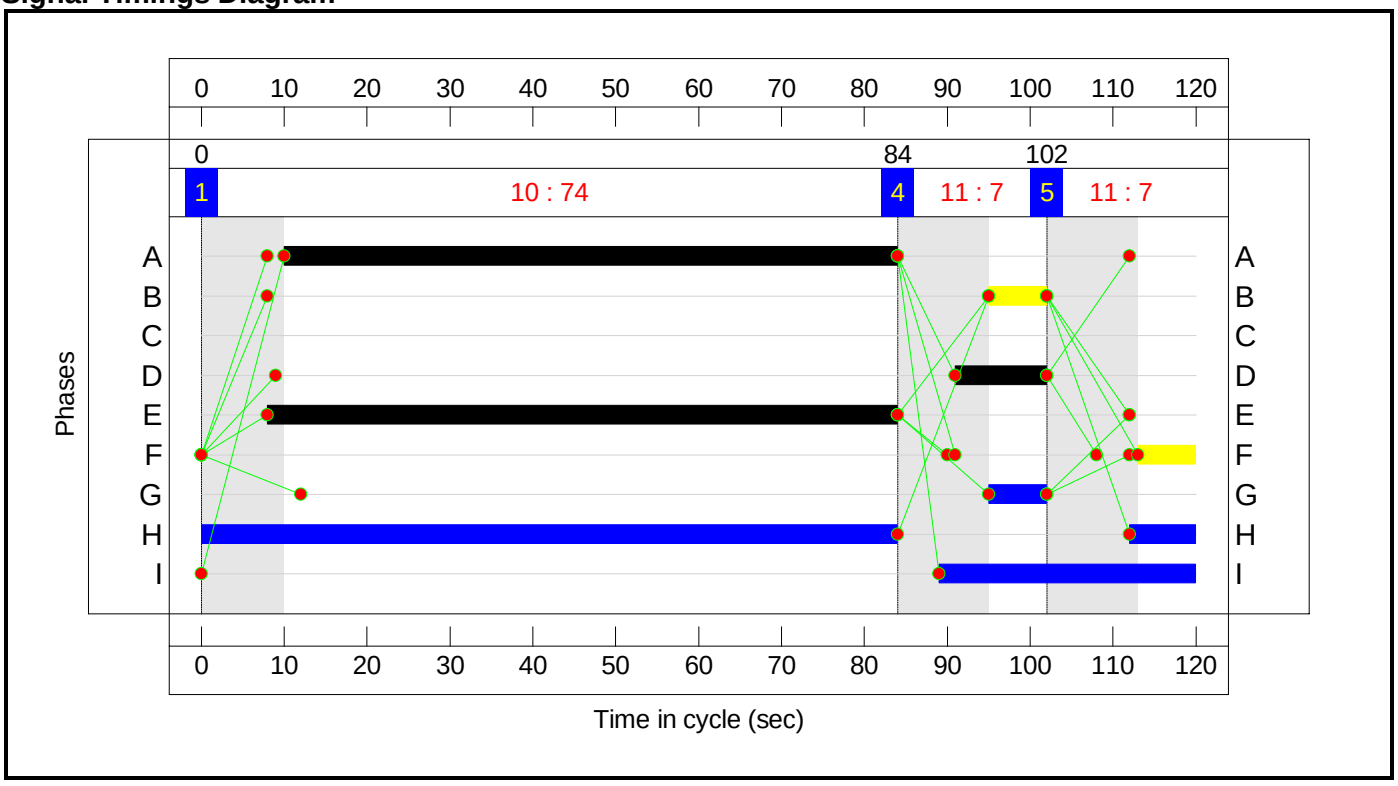
Stage Sequence Diagram



Stage Timings

Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

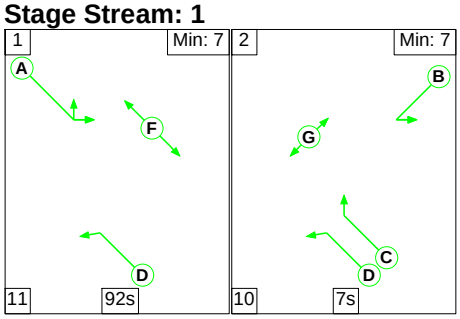
Signal Timings Diagram



C2

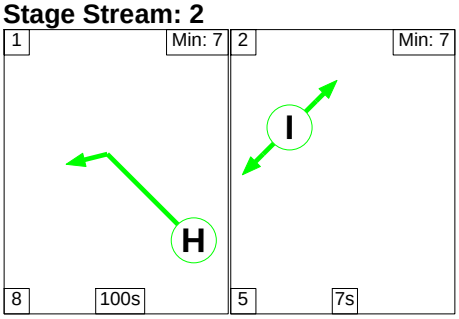
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

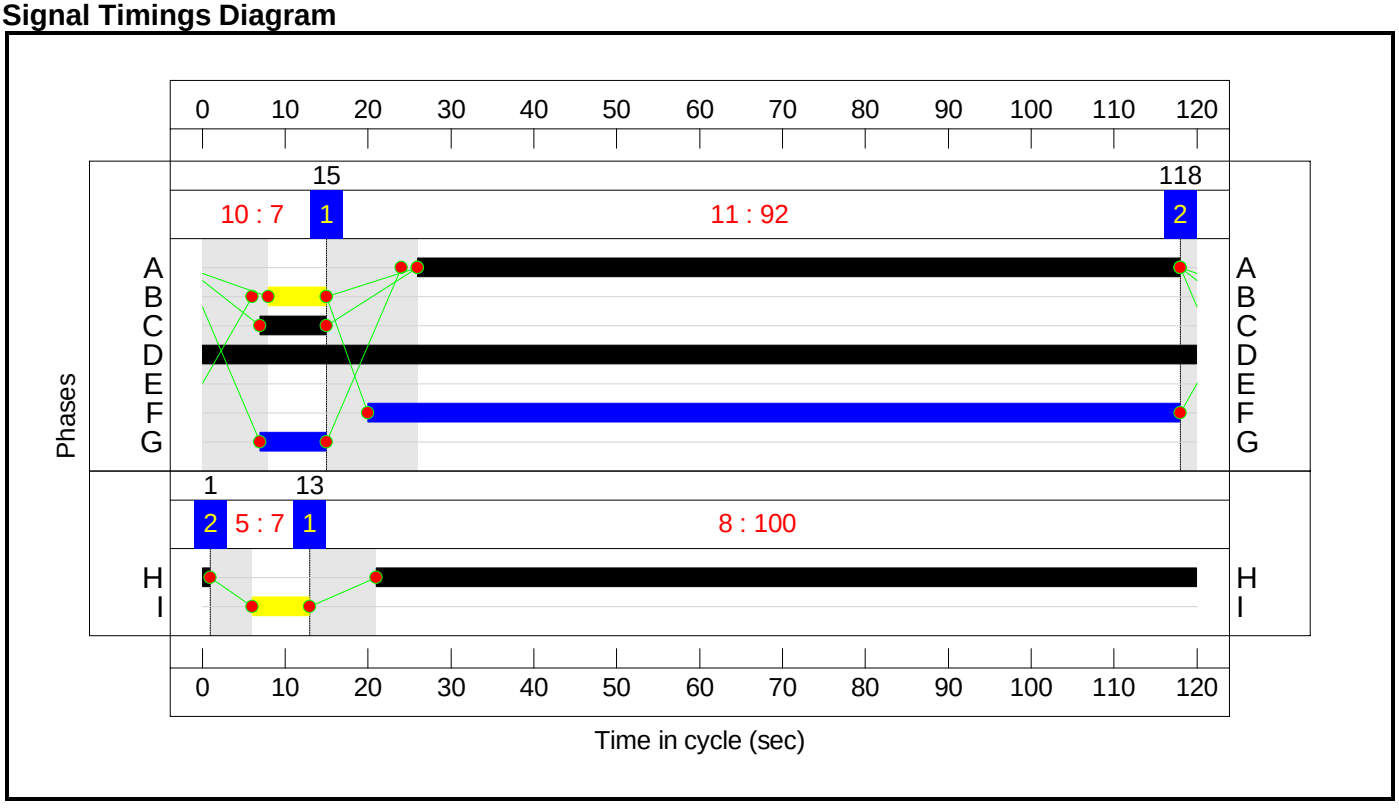
Stage Stream: 1

Stage	1	2
Duration	92	7
Change Point	15	118

Stage Stream: 2

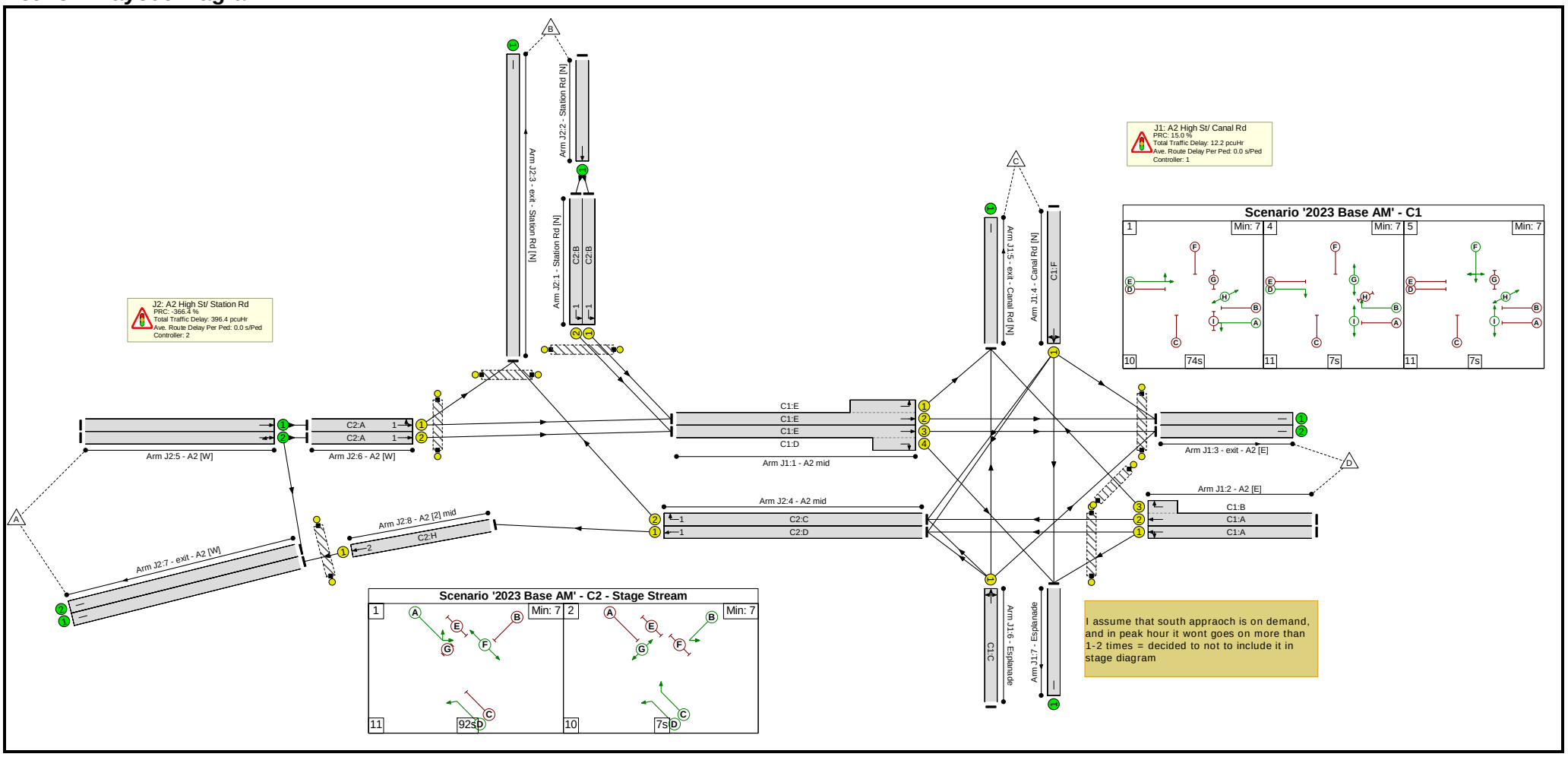
Stage	1	2
Duration	100	7
Change Point	13	1

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	14.99	12.23
C2	1	-366.38	394.99
C2	2	56.85	0.68

Total Network Delay: 408.64 pcuHr

Worst PRC: -366.38 % (On Lane J2:4/2 in Stream 1)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**419.7%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.3%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	722	1900:1900	1219+0	48.6 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	779	1900:1900	1219+0	54.1 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	949	1940	1213	78.3%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	538	1940:1940	1212+0	44.4 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Esplanade Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	Esplanade	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**419.7%**
1/1	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	245	1724	115	213.2%
1/2	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	249	1940	129	192.5%

Full Input Data And Results

2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	494	1940	1940	25.5%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	2:1	N/A	C2:D		1	120	-	949	1965	1965	48.3%
4/2	A2 mid Right	U	2:1	N/A	C2:C		1	8	-	538	1709	128	419.7%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	526	1940	1940	27.1%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	808	1875	1875	43.1%
6/1	A2 [W] Left Ahead	U	2:1	N/A	C2:A		1	92	-	526	1948	1510	34.8%
6/2	A2 [W] Ahead	U	2:1	N/A	C2:A		1	92	-	530	1965	1523	34.8%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	2:2	N/A	C2:H		1	100	-	949	1965	1654	57.4%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:I		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:E		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:F		1	98	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**70.6**	**338.0**	**0.0**	**408.6**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**9.0**	**3.2**	**0.0**	**12.2**	**-**	**-**	**-**	**-**
1/2+1/1	592	592	-	-	-	1.4	0.5	-	1.8	11.1	7.0	0.5	7.5
1/3+1/4	659	659	-	-	-	1.5	0.6	-	2.1	11.6	7.7	0.6	8.3
2/1	949	949	-	-	-	4.4	1.8	-	6.1	23.3	23.2	1.8	25.0
2/2+2/3	538	538	-	-	-	1.7	0.4	-	2.1	14.3	9.3	0.4	9.7
3/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**61.6**	**334.8**	**0.0**	**396.4**	**-**	**-**	**-**	**-**
1/1	245	115	-	-	-	12.0	66.0	-	78.0	1145.5	15.6	66.0	81.6
1/2	249	129	-	-	-	11.4	60.9	-	72.3	1044.7	15.0	60.9	75.9
2/1	494	494	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	949	949	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
4/2	538	128	-	-	-	37.0	205.6	-	242.6	1623.0	45.2	205.6	250.8
5/1	526	526	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	808	808	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/1	526	526	-	-	-	0.6	0.3	-	0.9	6.0	5.3	0.3	5.5

Full Input Data And Results

6/2	530	530	-	-	-	0.6	0.3	-	0.9	6.0	5.3	0.3	5.6
7/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	949	949	-	-	-	0.0	0.7	-	0.7	2.6	0.1	0.7	0.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

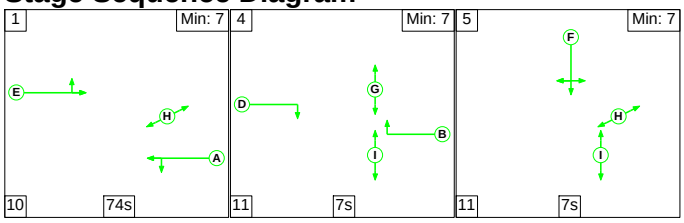
C1	PRC for Signalled Lanes (%):	15.0	Total Delay for Signalled Lanes (pcuHr):	12.23	Cycle Time (s):	120
C2	Stream: 1 PRC for Signalled Lanes (%):	-366.4	Total Delay for Signalled Lanes (pcuHr):	394.99	Cycle Time (s):	120
C2	Stream: 2 PRC for Signalled Lanes (%):	56.8	Total Delay for Signalled Lanes (pcuHr):	0.68	Cycle Time (s):	120
	PRC Over All Lanes (%):	-366.4	Total Delay Over All Lanes(pcuHr):	408.64		

Full Input Data And Results

Scenario 7: '2023 Base PM' (FG7: '2023 Base PM', Plan 2: 'Copy of NCP')

C1

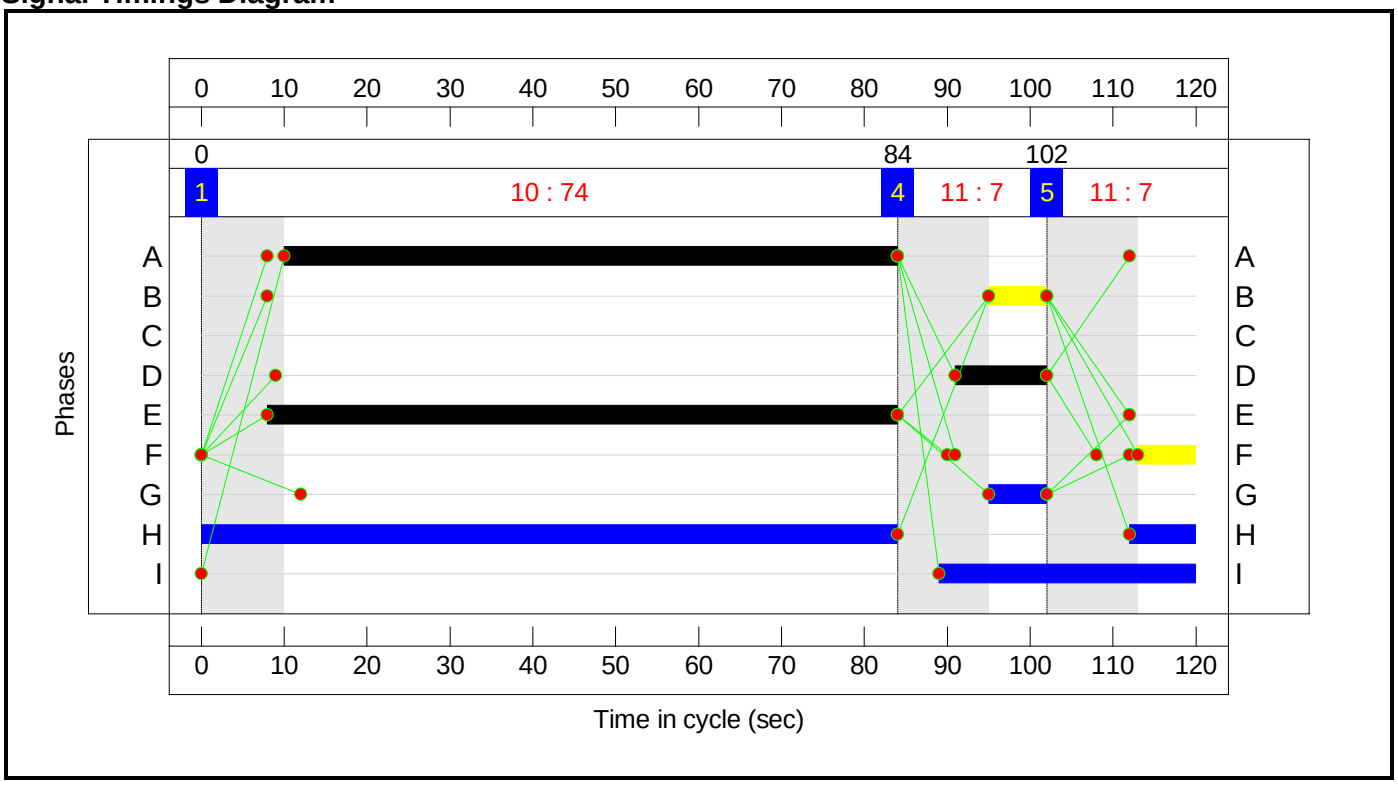
Stage Sequence Diagram



Stage Timings

Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

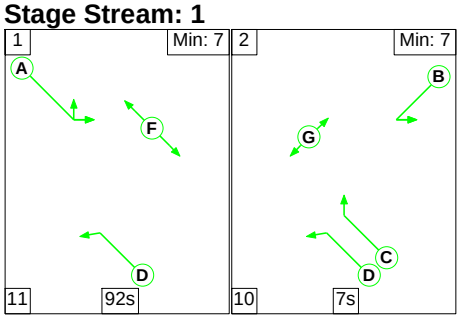
Signal Timings Diagram



C2

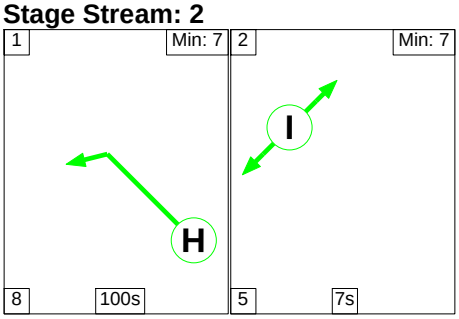
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

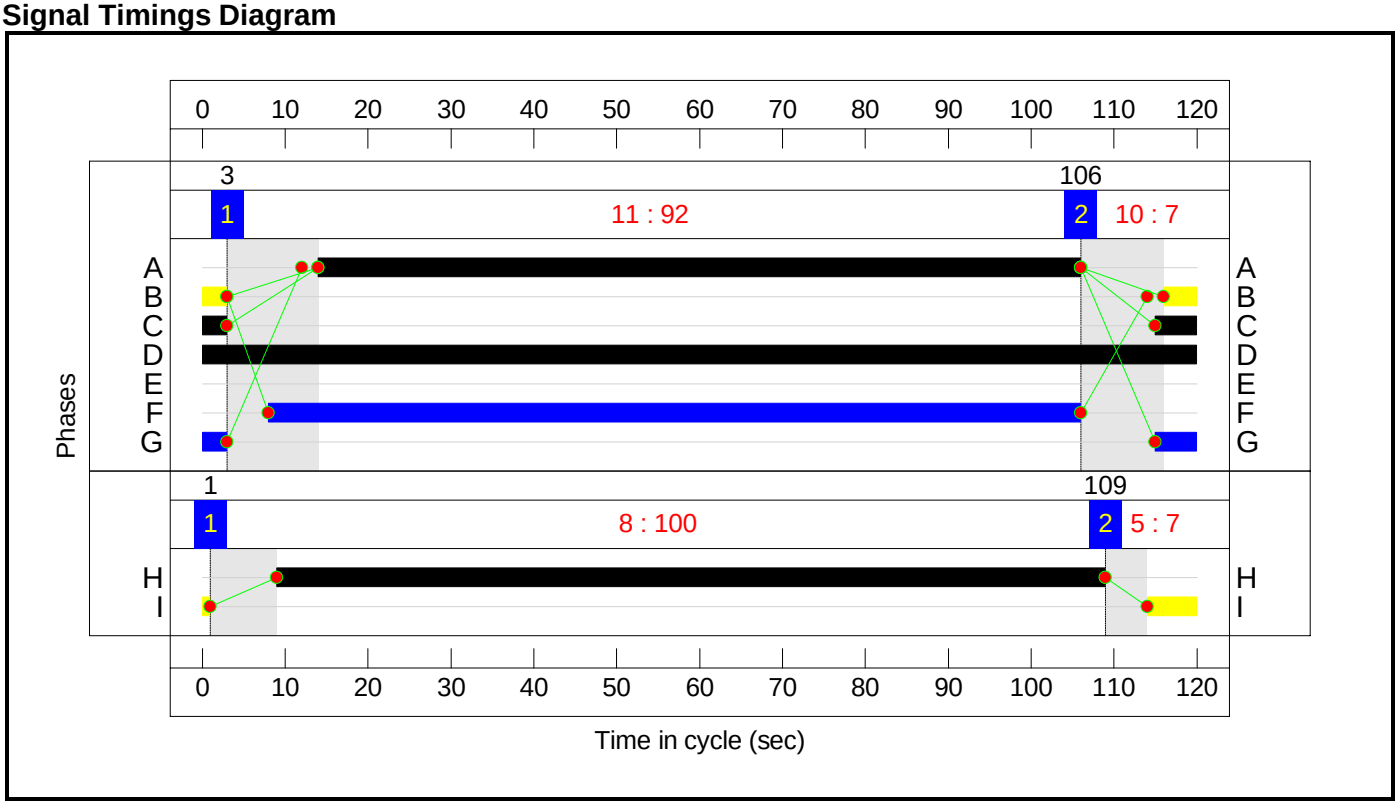
Stage Stream: 1

Stage	1	2
Duration	92	7
Change Point	3	106

Stage Stream: 2

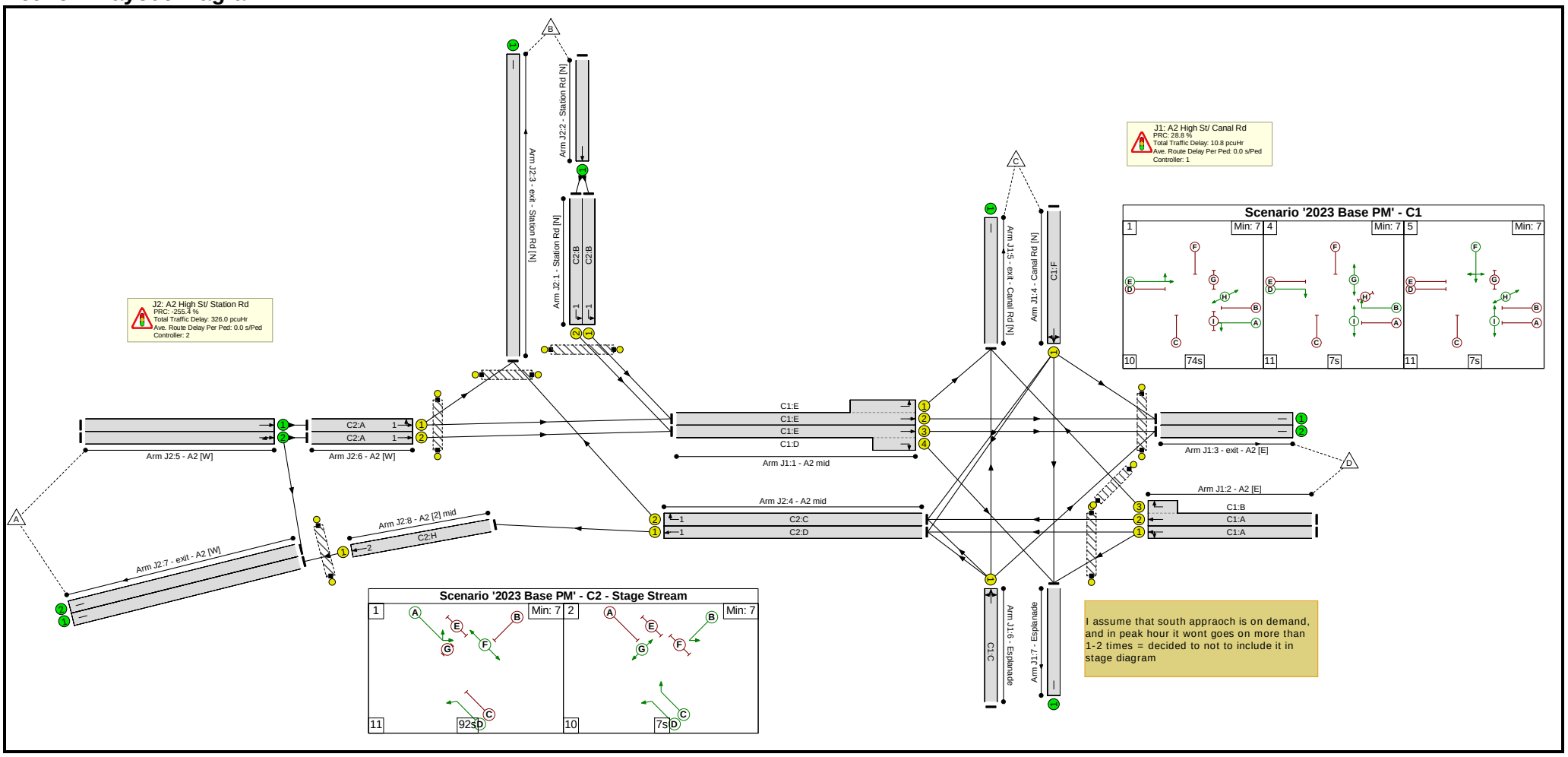
Stage	1	2
Duration	100	7
Change Point	1	109

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	28.84	10.84
C2	1	-255.42	324.51
C2	2	75.74	0.59

Total Network Delay: 336.87 pcuHr

Worst PRC: -255.42 % (On Lane J2:4/2 in Stream 1)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**319.9%**
J1: A2 High St/ Canal Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.9%**
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	790	1900:1900	1219+0	54.0 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	838	1900:1900	1219+0	58.6 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	847	1940	1213	69.9%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	410	1940:1940	1212+0	33.8 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Esplanade Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	Esplanade	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**319.9%**
1/1	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	247	1724	115	214.9%
1/2	Station Rd [N] Left	U	2:1	N/A	C2:B		1	7	-	253	1940	129	195.6%

Full Input Data And Results

2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	500	1940	1940	25.8%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	2:1	N/A	C2:D		1	120	-	847	1965	1965	43.1%
4/2	A2 mid Right	U	2:1	N/A	C2:C		1	8	-	410	1709	128	319.9%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	581	1940	1940	29.9%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	975	1865	1865	52.3%
6/1	A2 [W] Left Ahead	U	2:1	N/A	C2:A		1	92	-	581	1953	1514	38.4%
6/2	A2 [W] Ahead	U	2:1	N/A	C2:A		1	92	-	585	1965	1523	38.4%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	847	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	2:2	N/A	C2:H		1	100	-	847	1965	1654	51.2%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:I		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:E		0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:F		1	98	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**60.3**	**276.6**	**0.0**	**336.9**	**-**	**-**	**-**	**-**
J1: A2 High St/ Canal Rd	**-**	**-**	**0**	**0**	**0**	**8.1**	**2.7**	**0.0**	**10.8**	**-**	**-**	**-**	**-**
1/2+1/1	658	658	-	-	-	1.6	0.6	-	2.2	11.9	10.0	0.6	10.6
1/3+1/4	714	714	-	-	-	1.8	0.7	-	2.5	12.6	10.7	0.7	11.4
2/1	847	847	-	-	-	3.5	1.2	-	4.7	19.9	18.6	1.2	19.7
2/2+2/3	410	410	-	-	-	1.2	0.3	-	1.5	12.9	6.5	0.3	6.7
3/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	**-**	**-**	**0**	**0**	**0**	**52.1**	**273.9**	**0.0**	**326.0**	**-**	**-**	**-**	**-**
1/1	247	115	-	-	-	12.6	67.0	-	79.5	1159.4	16.6	67.0	83.6
1/2	253	129	-	-	-	12.1	62.8	-	75.0	1066.7	16.3	62.8	79.1
2/1	500	500	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/1	166	166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	847	847	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
4/2	410	128	-	-	-	26.0	141.6	-	167.6	1471.5	32.4	141.6	174.1
5/1	581	581	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	975	975	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
6/1	581	581	-	-	-	0.7	0.3	-	1.0	6.3	6.1	0.3	6.4

Full Input Data And Results

6/2	585	585	-	-	-	0.7	0.3	-	1.0	6.2	6.2	0.3	6.5
7/1	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	847	847	-	-	-	0.1	0.5	-	0.6	2.5	0.6	0.5	1.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	PRC for Signalled Lanes (%):	28.8	Total Delay for Signalled Lanes (pcuHr):	10.84	Cycle Time (s):	120
C2	Stream: 1 PRC for Signalled Lanes (%):	-255.4	Total Delay for Signalled Lanes (pcuHr):	324.51	Cycle Time (s):	120
C2	Stream: 2 PRC for Signalled Lanes (%):	75.7	Total Delay for Signalled Lanes (pcuHr):	0.59	Cycle Time (s):	120
	PRC Over All Lanes (%):	-255.4	Total Delay Over All Lanes(pcuHr):	336.87		

Full Input Data And Results

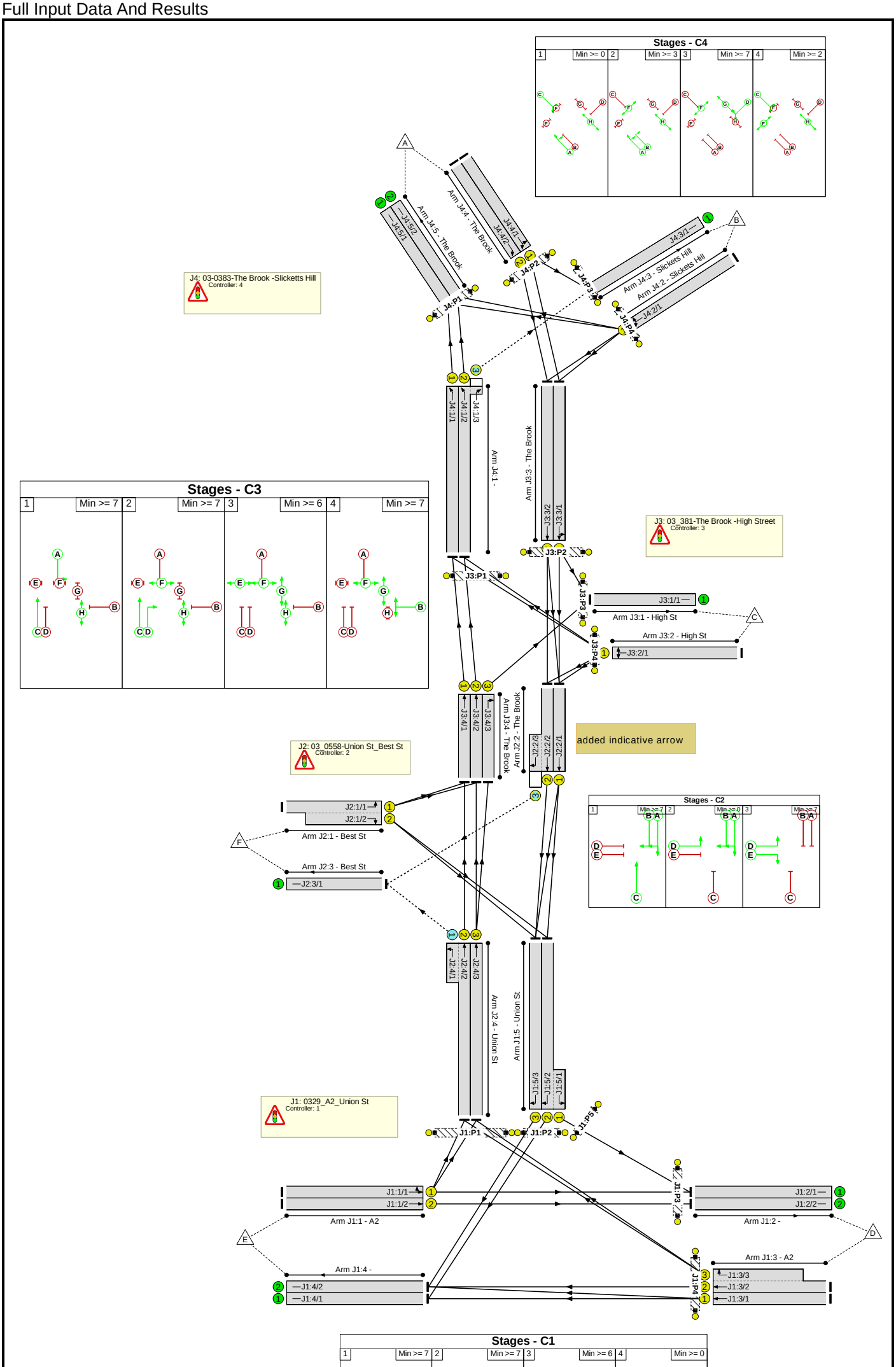
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Combined_Model_v3.lsg3x
Author:	
Company:	
Address:	

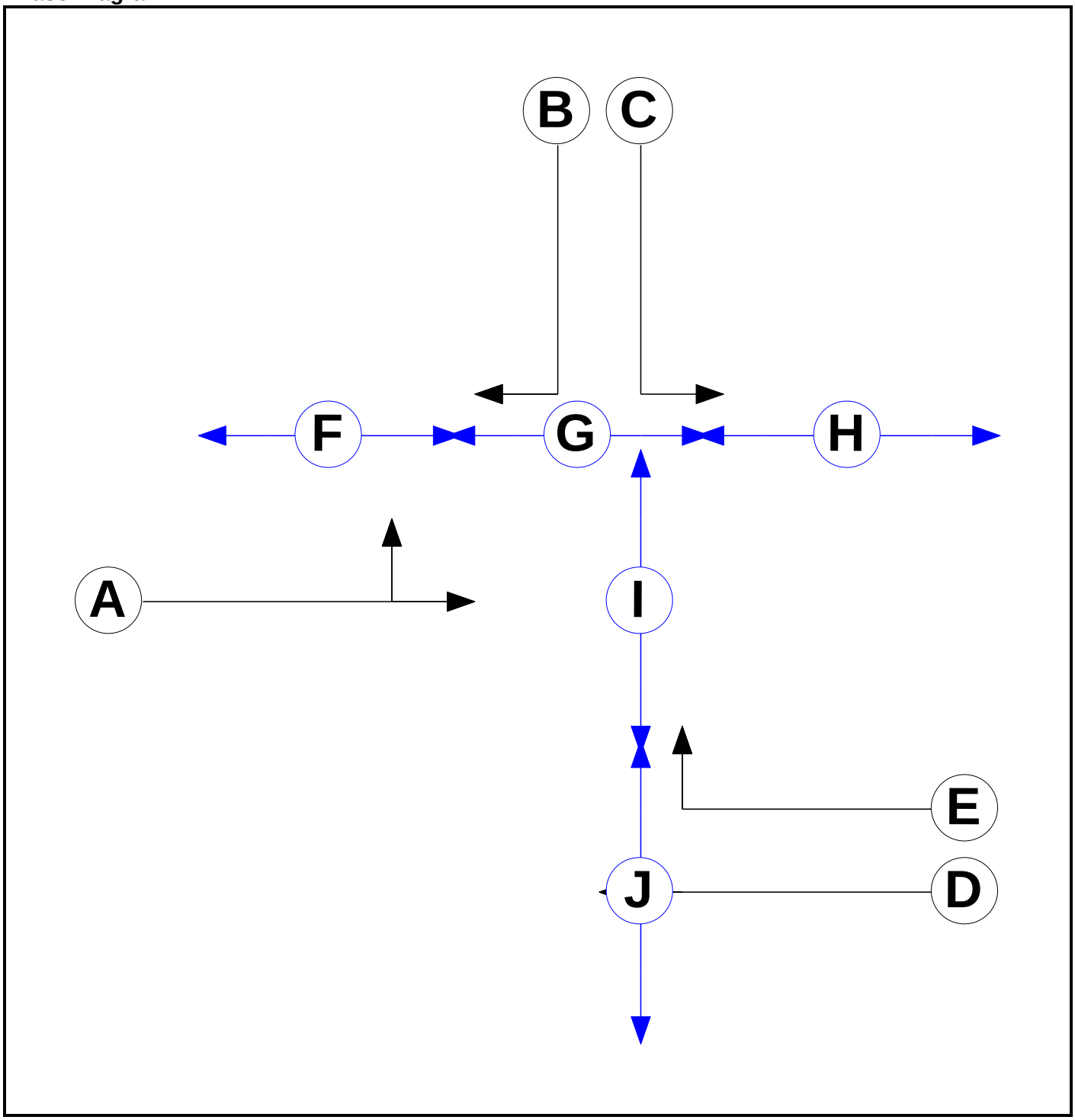
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



C1
Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	3
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6

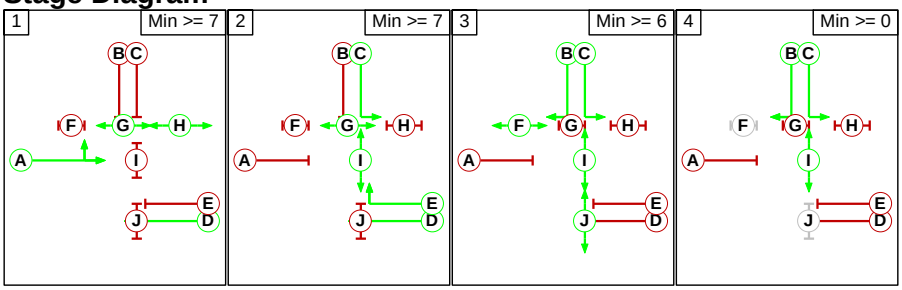
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		10	10	-	10	10	-	-	10	-
B	5		-	5	5	-	5	-	-	-
C	5	-		-	-	-	-	5	-	-
D	-	8	-		-	-	-	-	-	12
E	11	8	-	-		10	-	-	-	-
F	13	-	-	-	13		-	-	-	-
G	-	8	-	-	-	-		-	-	-
H	-	-	10	-	-	-	-		-	-
I	11	-	-	-	-	-	-	-		-
J	-	-	-	13	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A D G H
2	C D E G I
3	B C F I J
4	B C I

Stage Diagram



Full Input Data And Results

Phase Delays

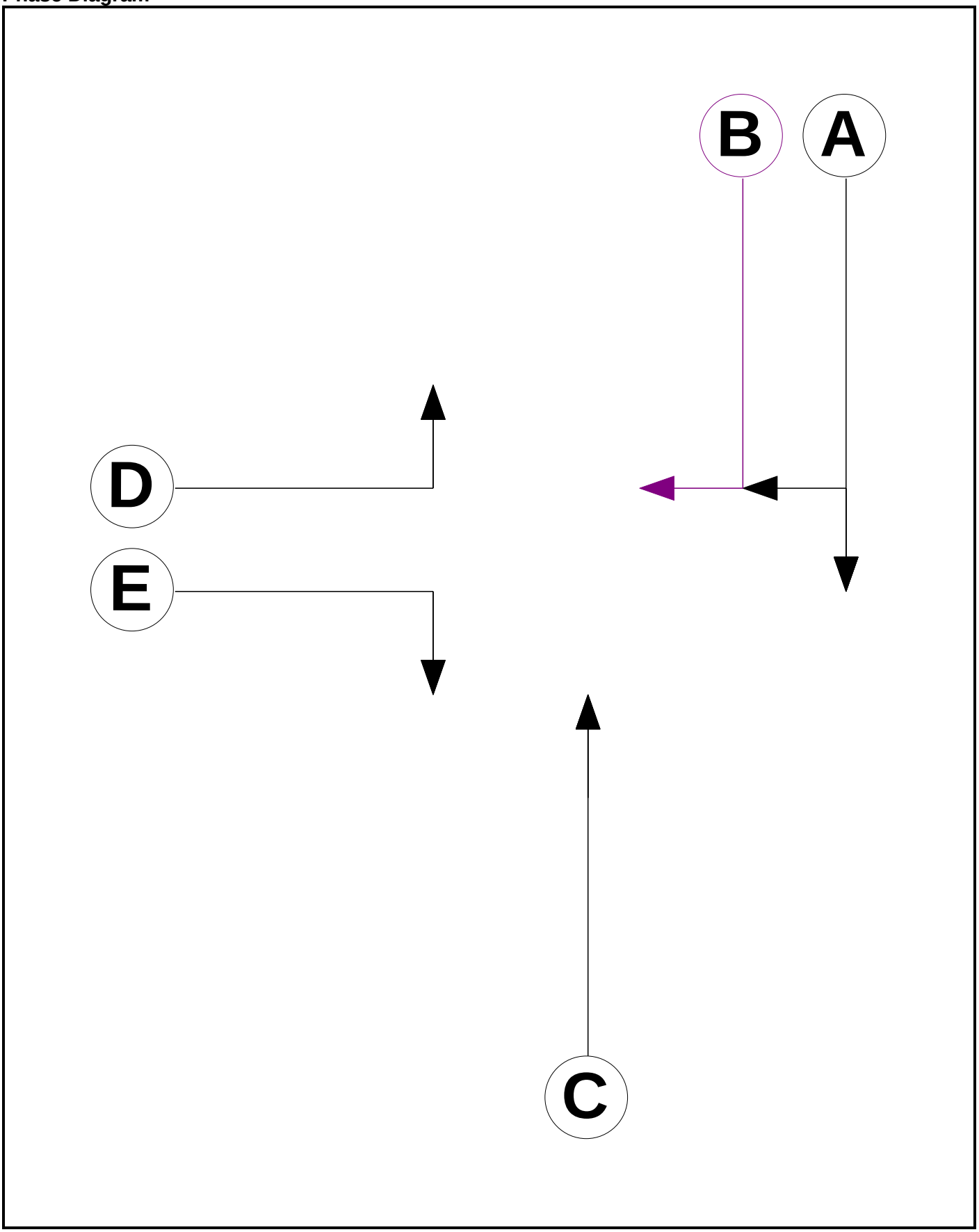
Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	C	Losing	4	4
3	1	B	Losing	8	8
3	1	C	Losing	8	8
3	2	B	Losing	8	8
4	1	B	Losing	6	6
4	1	C	Losing	6	6

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		10	12	10
	2	11		12	8
	3	13	13		0
	4	11	5	0	

C2

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Ind. Arrow	A	4	4
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7

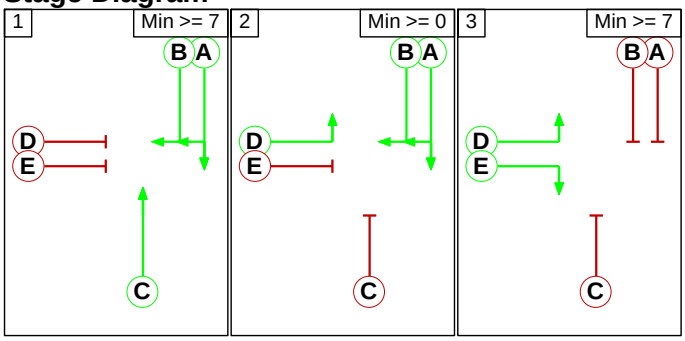
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		-	-	-	5
	B	-		-	-	5
	C	-	-		6	6
	D	-	-	6		-
	E	6	6	6	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B C
2	A B D
3	D E

Stage Diagram



Phase Delays

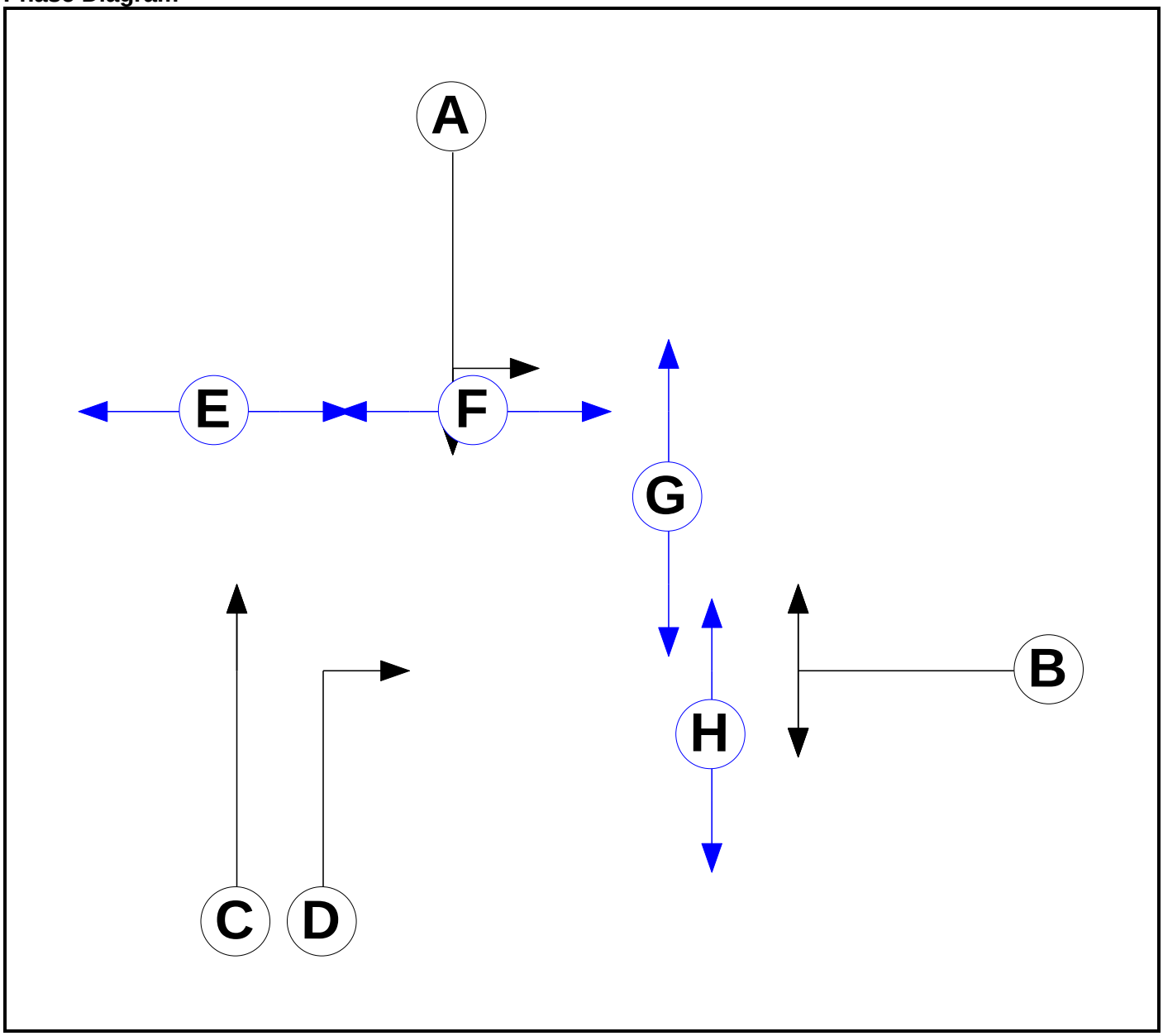
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		6	6
	2	6		5
	3	6	6	

C3

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		6	6

Full Input Data And Results

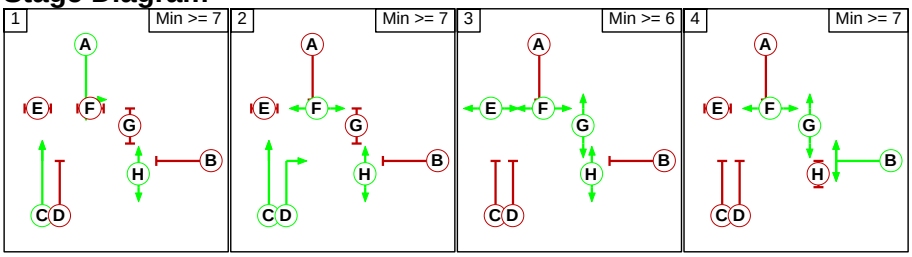
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		8	-	5	-	5	8	-
B	10		8	8	10	-	-	8
C	-	8		-	13	-	-	-
D	10	10	-		-	-	10	-
E	-	8	8	-		-	-	-
F	10	-	-	-	-		-	-
G	10	-	-	8	-	-		-
H	-	8	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C H
2	C D F H
3	E F G H
4	B F G

Stage Diagram



Phase Delays

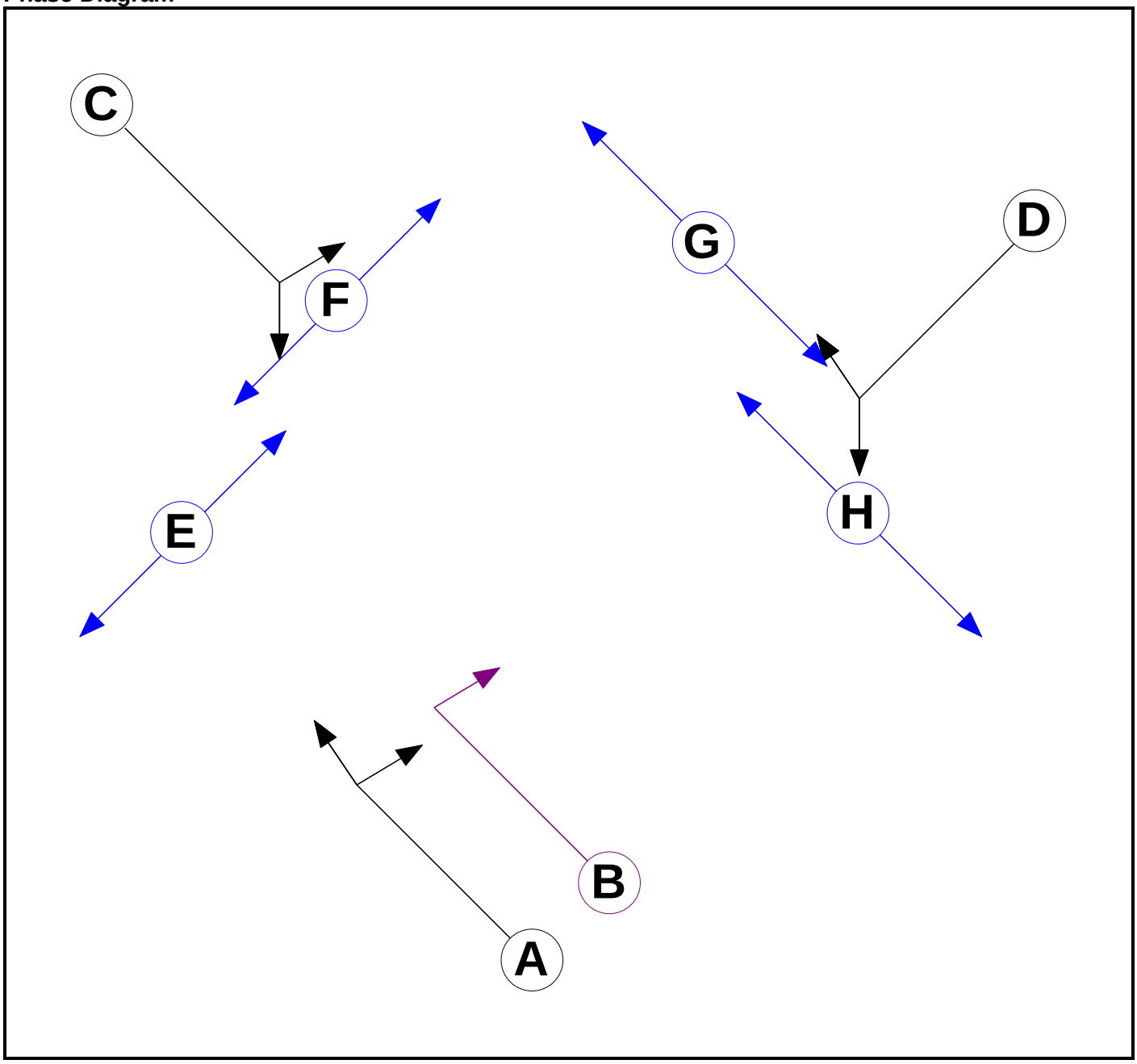
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		5	13	8
2	10		13	10
3	10	8		8
4	10	8	10	

C4

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Ind. Arrow	A	4	4
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5

Full Input Data And Results

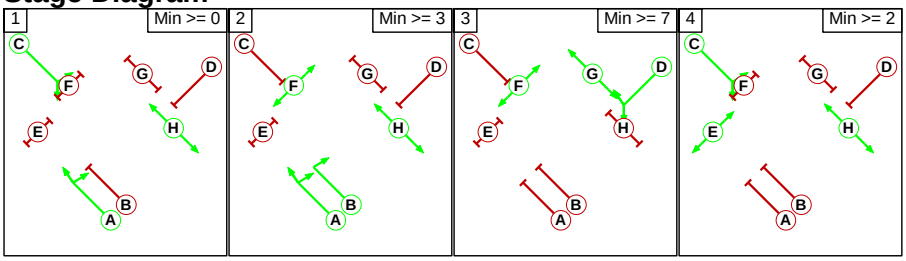
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		-	-	7	11	-	-	-
B	-		13	7	-	-	11	-
C	-	6		7	-	7	11	-
D	11	11	12		14	-	-	12
E	10	-	-	12		-	-	-
F	-	-	14	-	-		-	-
G	-	11	14	-	-	-		-
H	-	-	-	11	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C H
2	A B F H
3	D F G
4	C E H

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		7	11	11
2	14		11	14
3	14	12		14
4	10	X	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: 0329_A2_Union St
There are no Opposed Lanes in this Junction

Junction: J2: 03_0558-Union St_Best St											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:2/3 (The Brook)	J2:3/1 (Right)	1439	0	J2:4/2	1.09	All	2.00	-	0.50	2	2.00
				J2:4/3	1.09	All					
J2:4/1 (Union St)	J2:3/1 (Left)	715	0	J2:2/3	0.22	All	-	-	-	-	-

Junction: J3: 03_381-The Brook -High Street
There are no Opposed Lanes in this Junction

Junction: J4: 03-0383-The Brook -Slicketts Hill											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J4:1/3	J4:3/1 (Right)	850	0	J4:4/1	0.35	All	1.00	-	0.50	1	1.00
				J4:4/2	0.35	All					

Full Input Data And Results

Lane Input Data

Junction: J1: 0329_A2_Union St												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J1:1/1 (A2)	U	A	2	3	60.0	Geom	-	3.20	0.00	Y	Arm J1:2 Ahead	Inf
											Arm J2:4 Left	Inf
J1:1/2 (A2)	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm J1:2 Ahead	Inf
J1:2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:2/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/1 (A2)	U	D	2	3	60.0	Geom	-	3.30	0.00	Y	Arm J1:4 Ahead	Inf
J1:3/2 (A2)	U	D	2	3	60.0	Geom	-	3.75	0.00	N	Arm J1:4 Ahead	Inf
J1:3/3 (A2)	U	E	2	3	19.2	Geom	-	3.35	0.00	Y	Arm J2:4 Right	Inf
J1:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Union St)	U	C	2	3	5.0	Geom	-	3.50	0.00	Y	Arm J1:2 Left	15.00
J1:5/2 (Union St)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:4 Right	12.00
J1:5/3 (Union St)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:4 Right	12.00

Full Input Data And Results

Junction: J2: 03_0558-Union St_Best St												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (Best St)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:4 Left	10.00
J2:1/2 (Best St)	U	E	2	3	15.5	Geom	-	3.25	0.00	Y	Arm J1:5 Right	Inf
J2:2/1 (The Brook)	U	A	2	3	11.1	Geom	-	3.25	0.00	Y	Arm J1:5 Ahead	Inf
J2:2/2 (The Brook)	U	A	2	3	11.1	Geom	-	3.25	0.00	N	Arm J1:5 Ahead	Inf
J2:2/3 (The Brook)	O	A B	2	3	4.7	Geom	-	3.25	0.00	Y	Arm J2:3 Right	10.00
J2:3/1 (Best St)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (Union St)	O		2	3	5.0	Geom	-	3.50	0.00	Y	Arm J2:3 Left	15.00
J2:4/2 (Union St)	U	C	2	3	5.2	Geom	-	3.25	0.00	Y	Arm J3:4 Ahead	Inf
J2:4/3 (Union St)	U	C	2	3	5.2	Geom	-	3.25	0.00	Y	Arm J3:4 Ahead	Inf

Full Input Data And Results

Junction: J3: 03_381-The Brook -High Street												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J3:1/1 (High St)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:2/1 (High St)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:2 Left	10.00
											Arm J4:1 Right	10.00
J3:3/1 (The Brook)	U	A	2	3	19.4	Geom	-	3.25	0.00	Y	Arm J2:2 Ahead	Inf
											Arm J3:1 Left	10.00
J3:3/2 (The Brook)	U	A	2	3	19.4	Geom	-	3.25	0.00	Y	Arm J2:2 Ahead	Inf
J3:4/1 (The Brook)	U	C	2	3	10.1	Geom	-	3.25	0.00	Y	Arm J4:1 Ahead	Inf
J3:4/2 (The Brook)	U	C	2	3	10.1	Geom	-	3.25	0.00	N	Arm J4:1 Ahead	Inf
J3:4/3 (The Brook)	U	D	2	3	10.1	Geom	-	3.25	0.00	Y	Arm J3:1 Right	12.00

Full Input Data And Results

Junction: J4: 03-0383-The Brook -Slicketts Hill												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J4:1/1	U	A	2	3	17.9	Geom	-	3.25	0.00	Y	Arm J4:5 Ahead	80.00
J4:1/2	U	A	2	3	17.9	Geom	-	3.25	0.00	Y	Arm J4:5 Ahead	80.00
J4:1/3	O	A B	2	3	1.0	Geom	-	3.25	0.00	Y	Arm J4:3 Right	10.00
J4:2/1 (Slickets Hill)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:3 Left	10.00
											Arm J4:5 Right	10.00
J4:3/1 (Slickets Hill)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:4/1 (The Brook)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:3 Ahead	80.00
											Arm J4:3 Left	10.00
J4:4/2 (The Brook)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:3 Ahead	80.00
J4:5/1 (The Brook)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:5/2 (The Brook)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 DS AM Peak'	08:00	09:00	01:00	
2: '2041 DS PM Peak'	16:00	17:00	01:00	
3: '2041 RC AM Peak'	08:00	09:00	01:00	
4: '2041 RC PM Peak'	16:00	17:00	01:00	

Scenario 1: 'AM Peak MaxSetA' (FG1: '2041 DS AM Peak', Plan 1: 'AM Peak ')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	59	145	0	286	458	948
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	226	2	3	0	963	173	1367
	E	436	0	0	836	0	3	1275
	F	40	1	0	77	0	0	118
	Tot.	702	62	148	913	1249	634	3708

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Peak MaxSetA
Junction: J1: 0329_A2_Union St	
J1:1/1	614
J1:1/2	661
J1:2/1	175
J1:2/2	661
J1:3/1	963
J1:3/2 (with short)	402(In) 0(Out)
J1:3/3 (short)	402
J1:4/1	963
J1:4/2	0
J1:5/1 (short)	0
J1:5/2 (with short)	0(In) 0(Out)
J1:5/3	0
Junction: J2: 03_0558-Union St_Best St	
J2:1/1 (with short)	0(In) 0(Out)
J2:1/2 (short)	0
J2:2/1	0
J2:2/2 (with short)	458(In) 0(Out)
J2:2/3 (short)	458
J2:3/1	634
J2:4/1 (short)	176
J2:4/2 (with short)	176(In) 0(Out)
J2:4/3	665
Junction: J3: 03_381-The Brook -High Street	
J3:1/1	148
J3:2/1	0
J3:3/1	145
J3:3/2	458
J3:4/1	0
J3:4/2	662
J3:4/3	3
Junction: J4: 03-0383-The Brook -Slicketts Hill	
J4:1/1	0
J4:1/2 (with short)	662(In) 662(Out)

J4:1/3 (short)	0
J4:2/1	0
J4:3/1	59
J4:4/1	204
J4:4/2	458
J4:5/1	0
J4:5/2	662

Lane Saturation Flows

Junction: J1: 0329_A2_Union St

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2)	3.20	0.00	Y	Arm J1:2 Ahead	Inf	28.5 %	1935	1935
				Arm J2:4 Left	Inf	71.5 %		
J1:1/2 (A2)	3.25	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2080	2080
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A2)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1945	1945
J1:3/2 (A2)	3.75	0.00	N	Arm J1:4 Ahead	Inf	0.0 %	2130	2130
J1:3/3 (A2)	3.35	0.00	Y	Arm J2:4 Right	Inf	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Union St)	3.50	0.00	Y	Arm J1:2 Left	15.00	0.0 %	1965	1965
J1:5/2 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	0.0 %	1965	1965
J1:5/3 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	0.0 %	1965	1965

Full Input Data And Results

Junction: J2: 03_0558-Union St_Best St								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Best St)	3.25	0.00	Y	Arm J3:4 Left	10.00	0.0 %	1940	1940
J2:1/2 (Best St)	3.25	0.00	Y	Arm J1:5 Right	Inf	0.0 %	1940	1940
J2:2/1 (The Brook)	3.25	0.00	Y	Arm J1:5 Ahead	Inf	0.0 %	1940	1940
J2:2/2 (The Brook)	3.25	0.00	N	Arm J1:5 Ahead	Inf	0.0 %	2080	2080
J2:2/3 (The Brook)	3.25	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1687	1687
J2:3/1 (Best St Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Union St)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J2:4/2 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	0.0 %	1940	1940
J2:4/3 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940

Junction: J3: 03_381-The Brook -High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (High St Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/1 (High St)	3.25	0.00	Y	Arm J2:2 Left	10.00	0.0 %	1940	1940
				Arm J4:1 Right	10.00	0.0 %		
J3:3/1 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	0.0 %	1687	1687
				Arm J3:1 Left	10.00	100.0 %		
J3:3/2 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J3:4/1 (The Brook)	3.25	0.00	Y	Arm J4:1 Ahead	Inf	0.0 %	1940	1940
J3:4/2 (The Brook)	3.25	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2080	2080
J3:4/3 (The Brook)	3.25	0.00	Y	Arm J3:1 Right	12.00	100.0 %	1724	1724

Full Input Data And Results

Junction: J4: 03-0383-The Brook -Slicketts Hill								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.25	0.00	Y	Arm J4:5 Ahead	80.00	0.0 %	1940	1940
J4:1/2	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/3	3.25	0.00	Y	Arm J4:3 Right	10.00	0.0 %	1940	1940
J4:2/1 (Slickets Hill)	3.25	0.00	Y	Arm J3:3 Left	10.00	0.0 %	1940	1940
				Arm J4:5 Right	10.00	0.0 %		
J4:3/1 (Slickets Hill Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	71.1 %	1836	1836
				Arm J4:3 Left	10.00	28.9 %		
J4:4/2 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	100.0 %	1904	1904
J4:5/1 (The Brook Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (The Brook Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Peak MaxSetA' (FG2: '2041 DS PM Peak', Plan 1: 'AM Peak ')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	1	8	84	625	372	1090
	B	0	0	0	0	0	17	17
	C	0	0	0	0	0	0	0
	D	137	0	0	0	439	244	820
	E	1	0	0	1049	0	1	1051
	F	358	1	0	174	0	0	533
	Tot.	496	2	8	1307	1064	634	3511

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Peak MaxSetA
Junction: J1: 0329_A2_Union St	
J1:1/1	501
J1:1/2	550
J1:2/1	499
J1:2/2	550
J1:3/1	439
J1:3/2 (with short)	381(In) 0(Out)
J1:3/3 (short)	381
J1:4/1	439
J1:4/2	0
J1:5/1 (short)	0
J1:5/2 (with short)	0(In) 0(Out)
J1:5/3	0
Junction: J2: 03_0558-Union St_Best St	
J2:1/1 (with short)	0(In) 0(Out)
J2:1/2 (short)	0
J2:2/1	0
J2:2/2 (with short)	389(In) 0(Out)
J2:2/3 (short)	389
J2:3/1	634
J2:4/1 (short)	245
J2:4/2 (with short)	245(In) 0(Out)
J2:4/3	138
Junction: J3: 03_381-The Brook -High Street	
J3:1/1	8
J3:2/1	0
J3:3/1	8
J3:3/2	389
J3:4/1	0
J3:4/2	138
J3:4/3	0
Junction: J4: 03-0383-The Brook -Slicketts Hill	
J4:1/1	0
J4:1/2 (with short)	138(In) 138(Out)

J4:1/3 (short)	0
J4:2/1	17
J4:3/1	1
J4:4/1	9
J4:4/2	372
J4:5/1	0
J4:5/2	138

Lane Saturation Flows

Junction: J1: 0329_A2_Union St

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2)	3.20	0.00	Y	Arm J1:2 Ahead	Inf	99.6 %	1935	1935
				Arm J2:4 Left	Inf	0.4 %		
J1:1/2 (A2)	3.25	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2080	2080
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A2)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1945	1945
J1:3/2 (A2)	3.75	0.00	N	Arm J1:4 Ahead	Inf	0.0 %	2130	2130
J1:3/3 (A2)	3.35	0.00	Y	Arm J2:4 Right	Inf	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Union St)	3.50	0.00	Y	Arm J1:2 Left	15.00	0.0 %	1965	1965
J1:5/2 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	0.0 %	1965	1965
J1:5/3 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	0.0 %	1965	1965

Full Input Data And Results

Junction: J2: 03_0558-Union St_Best St								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Best St)	3.25	0.00	Y	Arm J3:4 Left	10.00	0.0 %	1940	1940
J2:1/2 (Best St)	3.25	0.00	Y	Arm J1:5 Right	Inf	0.0 %	1940	1940
J2:2/1 (The Brook)	3.25	0.00	Y	Arm J1:5 Ahead	Inf	0.0 %	1940	1940
J2:2/2 (The Brook)	3.25	0.00	N	Arm J1:5 Ahead	Inf	0.0 %	2080	2080
J2:2/3 (The Brook)	3.25	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1687	1687
J2:3/1 (Best St Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Union St)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J2:4/2 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	0.0 %	1940	1940
J2:4/3 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940

Junction: J3: 03_381-The Brook -High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (High St Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/1 (High St)	3.25	0.00	Y	Arm J2:2 Left	10.00	0.0 %	1940	1940
				Arm J4:1 Right	10.00	0.0 %		
J3:3/1 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	0.0 %	1687	1687
				Arm J3:1 Left	10.00	100.0 %		
J3:3/2 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J3:4/1 (The Brook)	3.25	0.00	Y	Arm J4:1 Ahead	Inf	0.0 %	1940	1940
J3:4/2 (The Brook)	3.25	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2080	2080
J3:4/3 (The Brook)	3.25	0.00	Y	Arm J3:1 Right	12.00	0.0 %	1940	1940

Full Input Data And Results

Junction: J4: 03-0383-The Brook -Slicketts Hill								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.25	0.00	Y	Arm J4:5 Ahead	80.00	0.0 %	1940	1940
J4:1/2	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/3	3.25	0.00	Y	Arm J4:3 Right	10.00	0.0 %	1940	1940
J4:2/1 (Slickets Hill)	3.25	0.00	Y	Arm J3:3 Left	10.00	100.0 %	1687	1687
				Arm J4:5 Right	10.00	0.0 %		
J4:3/1 (Slickets Hill Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	88.9 %	1877	1877
				Arm J4:3 Left	10.00	11.1 %		
J4:4/2 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	100.0 %	1904	1904
J4:5/1 (The Brook Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (The Brook Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2041 DS AM Peak' (FG1: '2041 DS AM Peak', Plan 1: 'AM Peak ')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	59	145	0	286	458	948
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	226	2	3	0	963	173	1367
	E	436	0	0	836	0	3	1275
	F	40	1	0	77	0	0	118
	Tot.	702	62	148	913	1249	634	3708

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2041 DS AM Peak
Junction: J1: 0329_A2_Union St	
J1:1/1	610
J1:1/2	665
J1:2/1	248
J1:2/2	665
J1:3/1	934
J1:3/2 (with short)	433(In) 29(Out)
J1:3/3 (short)	404
J1:4/1	616
J1:4/2	633
J1:5/1 (short)	77
J1:5/2 (with short)	226(In) 149(Out)
J1:5/3	137
Junction: J2: 03_0558-Union St_Best St	
J2:1/1 (with short)	118(In) 41(Out)
J2:1/2 (short)	77
J2:2/1	286
J2:2/2 (with short)	458(In) 0(Out)
J2:2/3 (short)	458
J2:3/1	634
J2:4/1 (short)	176
J2:4/2 (with short)	493(In) 317(Out)
J2:4/3	350
Junction: J3: 03_381-The Brook -High Street	
J3:1/1	148
J3:2/1	0
J3:3/1	418
J3:3/2	471
J3:4/1	343
J3:4/2	362
J3:4/3	3
Junction: J4: 03-0383-The Brook -Slicketts Hill	
J4:1/1	343
J4:1/2 (with short)	362(In) 359(Out)

J4:1/3 (short)	3
J4:2/1	0
J4:3/1	62
J4:4/1	477
J4:4/2	471
J4:5/1	343
J4:5/2	359

Lane Saturation Flows

Junction: J1: 0329_A2_Union St

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2)	3.20	0.00	Y	Arm J1:2 Ahead	Inf	28.0 %	1935	1935
				Arm J2:4 Left	Inf	72.0 %		
J1:1/2 (A2)	3.25	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2080	2080
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A2)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1945	1945
J1:3/2 (A2)	3.75	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2130	2130
J1:3/3 (A2)	3.35	0.00	Y	Arm J2:4 Right	Inf	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Union St)	3.50	0.00	Y	Arm J1:2 Left	15.00	100.0 %	1786	1786
J1:5/2 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747
J1:5/3 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Full Input Data And Results

Junction: J2: 03_0558-Union St_Best St								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Best St)	3.25	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1687	1687
J2:1/2 (Best St)	3.25	0.00	Y	Arm J1:5 Right	Inf	100.0 %	1940	1940
J2:2/1 (The Brook)	3.25	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (The Brook)	3.25	0.00	N	Arm J1:5 Ahead	Inf	0.0 %	2080	2080
J2:2/3 (The Brook)	3.25	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1687	1687
J2:3/1 (Best St Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Union St)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J2:4/2 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940
J2:4/3 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940

Junction: J3: 03_381-The Brook -High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (High St Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/1 (High St)	3.25	0.00	Y	Arm J2:2 Left	10.00	0.0 %	1940	1940
				Arm J4:1 Right	10.00	0.0 %		
J3:3/1 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	65.3 %	1844	1844
				Arm J3:1 Left	10.00	34.7 %		
J3:3/2 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J3:4/1 (The Brook)	3.25	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1940	1940
J3:4/2 (The Brook)	3.25	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2080	2080
J3:4/3 (The Brook)	3.25	0.00	Y	Arm J3:1 Right	12.00	100.0 %	1724	1724

Full Input Data And Results

Junction: J4: 03-0383-The Brook -Slicketts Hill								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/2	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/3	3.25	0.00	Y	Arm J4:3 Right	10.00	100.0 %	1687	1687
J4:2/1 (Slickets Hill)	3.25	0.00	Y	Arm J3:3 Left	10.00	0.0 %	1940	1940
				Arm J4:5 Right	10.00	0.0 %		
J4:3/1 (Slickets Hill Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	87.6 %	1874	1874
				Arm J4:3 Left	10.00	12.4 %		
J4:4/2 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	100.0 %	1904	1904
J4:5/1 (The Brook Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (The Brook Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2041 DS PM Peak' (FG2: '2041 DS PM Peak', Plan 1: 'AM Peak ')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	1	8	84	625	372	1090
	B	0	0	0	0	0	17	17
	C	0	0	0	0	0	0	0
	D	137	0	0	0	439	244	820
	E	1	0	0	1049	0	1	1051
	F	358	1	0	174	0	0	533
	Tot.	496	2	8	1307	1064	634	3511

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2041 DS PM Peak
Junction: J1: 0329_A2_Union St	
J1:1/1	501
J1:1/2	550
J1:2/1	757
J1:2/2	550
J1:3/1	439
J1:3/2 (with short)	381(In) 0(Out)
J1:3/3 (short)	381
J1:4/1	499
J1:4/2	565
J1:5/1 (short)	258
J1:5/2 (with short)	537(In) 279(Out)
J1:5/3	346
Junction: J2: 03_0558-Union St_Best St	
J2:1/1 (with short)	533(In) 359(Out)
J2:1/2 (short)	174
J2:2/1	599
J2:2/2 (with short)	499(In) 110(Out)
J2:2/3 (short)	389
J2:3/1	634
J2:4/1 (short)	245
J2:4/2 (with short)	319(In) 74(Out)
J2:4/3	64
Junction: J3: 03_381-The Brook -High Street	
J3:1/1	8
J3:2/1	0
J3:3/1	521
J3:3/2	585
J3:4/1	241
J3:4/2	256
J3:4/3	0
Junction: J4: 03-0383-The Brook -Slicketts Hill	
J4:1/1	241
J4:1/2 (with short)	256(In) 255(Out)

J4:1/3 (short)	1
J4:2/1	17
J4:3/1	2
J4:4/1	522
J4:4/2	568
J4:5/1	241
J4:5/2	255

Lane Saturation Flows

Junction: J1: 0329_A2_Union St

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2)	3.20	0.00	Y	Arm J1:2 Ahead	Inf	99.6 %	1935	1935
				Arm J2:4 Left	Inf	0.4 %		
J1:1/2 (A2)	3.25	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2080	2080
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A2)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1945	1945
J1:3/2 (A2)	3.75	0.00	N	Arm J1:4 Ahead	Inf	0.0 %	2130	2130
J1:3/3 (A2)	3.35	0.00	Y	Arm J2:4 Right	Inf	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Union St)	3.50	0.00	Y	Arm J1:2 Left	15.00	100.0 %	1786	1786
J1:5/2 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747
J1:5/3 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Full Input Data And Results

Junction: J2: 03_0558-Union St_Best St								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Best St)	3.25	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1687	1687
J2:1/2 (Best St)	3.25	0.00	Y	Arm J1:5 Right	Inf	100.0 %	1940	1940
J2:2/1 (The Brook)	3.25	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (The Brook)	3.25	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2080	2080
J2:2/3 (The Brook)	3.25	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1687	1687
J2:3/1 (Best St Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Union St)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J2:4/2 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940
J2:4/3 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940

Junction: J3: 03_381-The Brook -High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (High St Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/1 (High St)	3.25	0.00	Y	Arm J2:2 Left	10.00	0.0 %	1940	1940
				Arm J4:1 Right	10.00	0.0 %		
J3:3/1 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	98.5 %	1936	1936
				Arm J3:1 Left	10.00	1.5 %		
J3:3/2 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J3:4/1 (The Brook)	3.25	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1940	1940
J3:4/2 (The Brook)	3.25	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2080	2080
J3:4/3 (The Brook)	3.25	0.00	Y	Arm J3:1 Right	12.00	0.0 %	1940	1940

Full Input Data And Results

Junction: J4: 03-0383-The Brook -Slicketts Hill								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/2	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/3	3.25	0.00	Y	Arm J4:3 Right	10.00	100.0 %	1687	1687
J4:2/1 (Slickets Hill)	3.25	0.00	Y	Arm J3:3 Left	10.00	100.0 %	1687	1687
				Arm J4:5 Right	10.00	0.0 %		
J4:3/1 (Slickets Hill Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	99.8 %	1904	1904
				Arm J4:3 Left	10.00	0.2 %		
J4:4/2 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	100.0 %	1904	1904
J4:5/1 (The Brook Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (The Brook Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2041 RC AM Peak' (FG3: '2041 RC AM Peak', Plan 1: 'AM Peak ')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	62	155	0	250	378	845
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	175	0	0	0	882	157	1214
	E	421	0	0	735	0	0	1156
	F	32	1	0	68	0	0	101
	Tot.	628	63	155	803	1132	535	3316

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2041 RC AM Peak
Junction: J1: 0329_A2_Union St	
J1:1/1	552
J1:1/2	604
J1:2/1	199
J1:2/2	604
J1:3/1	753
J1:3/2 (with short)	461(In) 129(Out)
J1:3/3 (short)	332
J1:4/1	510
J1:4/2	622
J1:5/1 (short)	68
J1:5/2 (with short)	201(In) 133(Out)
J1:5/3	117
Junction: J2: 03_0558-Union St_Best St	
J2:1/1 (with short)	101(In) 33(Out)
J2:1/2 (short)	68
J2:2/1	220
J2:2/2 (with short)	408(In) 30(Out)
J2:2/3 (short)	378
J2:3/1	535
J2:4/1 (short)	157
J2:4/2 (with short)	449(In) 292(Out)
J2:4/3	304
Junction: J3: 03_381-The Brook -High Street	
J3:1/1	155
J3:2/1	0
J3:3/1	357
J3:3/2	426
J3:4/1	306
J3:4/2	323
J3:4/3	0
Junction: J4: 03-0383-The Brook -Slicketts Hill	
J4:1/1	306
J4:1/2 (with short)	323(In) 322(Out)

J4:1/3 (short)	1
J4:2/1	0
J4:3/1	63
J4:4/1	419
J4:4/2	426
J4:5/1	306
J4:5/2	322

Lane Saturation Flows

Junction: J1: 0329_A2_Union St

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2)	3.20	0.00	Y	Arm J1:2 Ahead	Inf	23.7 %	1935	1935
				Arm J2:4 Left	Inf	76.3 %		
J1:1/2 (A2)	3.25	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2080	2080
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A2)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1945	1945
J1:3/2 (A2)	3.75	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2130	2130
J1:3/3 (A2)	3.35	0.00	Y	Arm J2:4 Right	Inf	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Union St)	3.50	0.00	Y	Arm J1:2 Left	15.00	100.0 %	1786	1786
J1:5/2 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747
J1:5/3 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Full Input Data And Results

Junction: J2: 03_0558-Union St_Best St								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Best St)	3.25	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1687	1687
J2:1/2 (Best St)	3.25	0.00	Y	Arm J1:5 Right	Inf	100.0 %	1940	1940
J2:2/1 (The Brook)	3.25	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (The Brook)	3.25	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2080	2080
J2:2/3 (The Brook)	3.25	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1687	1687
J2:3/1 (Best St Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Union St)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J2:4/2 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940
J2:4/3 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940

Junction: J3: 03_381-The Brook -High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (High St Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/1 (High St)	3.25	0.00	Y	Arm J2:2 Left	10.00	0.0 %	1940	1940
				Arm J4:1 Right	10.00	0.0 %		
J3:3/1 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	56.6 %	1821	1821
				Arm J3:1 Left	10.00	43.4 %		
J3:3/2 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J3:4/1 (The Brook)	3.25	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1940	1940
J3:4/2 (The Brook)	3.25	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2080	2080
J3:4/3 (The Brook)	3.25	0.00	Y	Arm J3:1 Right	12.00	0.0 %	1940	1940

Full Input Data And Results

Junction: J4: 03-0383-The Brook -Slicketts Hill								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/2	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/3	3.25	0.00	Y	Arm J4:3 Right	10.00	100.0 %	1687	1687
J4:2/1 (Slickets Hill)	3.25	0.00	Y	Arm J3:3 Left	10.00	0.0 %	1940	1940
				Arm J4:5 Right	10.00	0.0 %		
J4:3/1 (Slickets Hill Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	85.2 %	1869	1869
				Arm J4:3 Left	10.00	14.8 %		
J4:4/2 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	100.0 %	1904	1904
J4:5/1 (The Brook Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (The Brook Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2041 RC PM Peak' (FG4: '2041 RC PM Peak', Plan 1: 'AM Peak ')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	0	81	0	486	285	852
	B	0	0	0	0	0	15	15
	C	0	0	0	0	0	0	0
	D	144	0	0	0	445	227	816
	E	0	0	0	929	0	0	929
	F	305	1	0	154	0	0	460
	Tot.	449	1	81	1083	931	527	3072

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2041 RC PM Peak
Junction: J1: 0329_A2_Union St	
J1:1/1	443
J1:1/2	486
J1:2/1	597
J1:2/2	486
J1:3/1	442
J1:3/2 (with short)	374(In) 3(Out)
J1:3/3 (short)	371
J1:4/1	451
J1:4/2	480
J1:5/1 (short)	154
J1:5/2 (with short)	384(In) 230(Out)
J1:5/3	256
Junction: J2: 03_0558-Union St_Best St	
J2:1/1 (with short)	460(In) 306(Out)
J2:1/2 (short)	154
J2:2/1	376
J2:2/2 (with short)	410(In) 110(Out)
J2:2/3 (short)	300
J2:3/1	527
J2:4/1 (short)	227
J2:4/2 (with short)	236(In) 9(Out)
J2:4/3	135
Junction: J3: 03_381-The Brook -High Street	
J3:1/1	81
J3:2/1	0
J3:3/1	423
J3:3/2	444
J3:4/1	171
J3:4/2	279
J3:4/3	0
Junction: J4: 03-0383-The Brook -Slicketts Hill	
J4:1/1	171
J4:1/2 (with short)	279(In) 278(Out)

J4:1/3 (short)	1
J4:2/1	15
J4:3/1	1
J4:4/1	423
J4:4/2	429
J4:5/1	171
J4:5/2	278

Lane Saturation Flows

Junction: J1: 0329_A2_Union St

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2)	3.20	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1935	1935
				Arm J2:4 Left	Inf	0.0 %		
J1:1/2 (A2)	3.25	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2080	2080
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A2)	3.30	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1945	1945
J1:3/2 (A2)	3.75	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2130	2130
J1:3/3 (A2)	3.35	0.00	Y	Arm J2:4 Right	Inf	100.0 %	1950	1950
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Union St)	3.50	0.00	Y	Arm J1:2 Left	15.00	100.0 %	1786	1786
J1:5/2 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747
J1:5/3 (Union St)	3.50	0.00	Y	Arm J1:4 Right	12.00	100.0 %	1747	1747

Full Input Data And Results

Junction: J2: 03_0558-Union St_Best St								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Best St)	3.25	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1687	1687
J2:1/2 (Best St)	3.25	0.00	Y	Arm J1:5 Right	Inf	100.0 %	1940	1940
J2:2/1 (The Brook)	3.25	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (The Brook)	3.25	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2080	2080
J2:2/3 (The Brook)	3.25	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1687	1687
J2:3/1 (Best St Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Union St)	3.50	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1786	1786
J2:4/2 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940
J2:4/3 (Union St)	3.25	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1940	1940

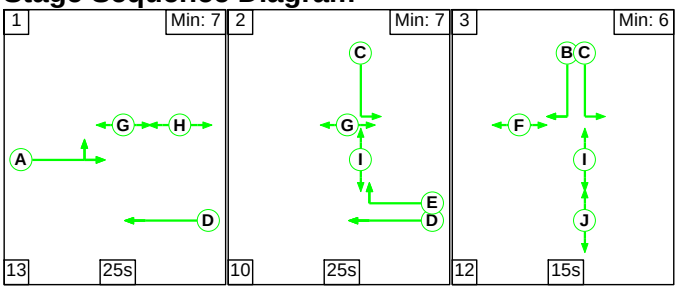
Junction: J3: 03_381-The Brook -High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (High St Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/1 (High St)	3.25	0.00	Y	Arm J2:2 Left	10.00	0.0 %	1940	1940
				Arm J4:1 Right	10.00	0.0 %		
J3:3/1 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	80.9 %	1886	1886
				Arm J3:1 Left	10.00	19.1 %		
J3:3/2 (The Brook)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J3:4/1 (The Brook)	3.25	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1940	1940
J3:4/2 (The Brook)	3.25	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2080	2080
J3:4/3 (The Brook)	3.25	0.00	Y	Arm J3:1 Right	12.00	0.0 %	1940	1940

Full Input Data And Results

Junction: J4: 03-0383-The Brook -Slicketts Hill								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/2	3.25	0.00	Y	Arm J4:5 Ahead	80.00	100.0 %	1904	1904
J4:1/3	3.25	0.00	Y	Arm J4:3 Right	10.00	100.0 %	1687	1687
J4:2/1 (Slickets Hill)	3.25	0.00	Y	Arm J3:3 Left	10.00	100.0 %	1687	1687
				Arm J4:5 Right	10.00	0.0 %		
J4:3/1 (Slickets Hill Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	100.0 %	1904	1904
				Arm J4:3 Left	10.00	0.0 %		
J4:4/2 (The Brook)	3.25	0.00	Y	Arm J3:3 Ahead	80.00	100.0 %	1904	1904
J4:5/1 (The Brook Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (The Brook Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Peak MaxSetA' (FG1: '2041 DS AM Peak', Plan 1: 'AM Peak ')
C1

Stage Sequence Diagram

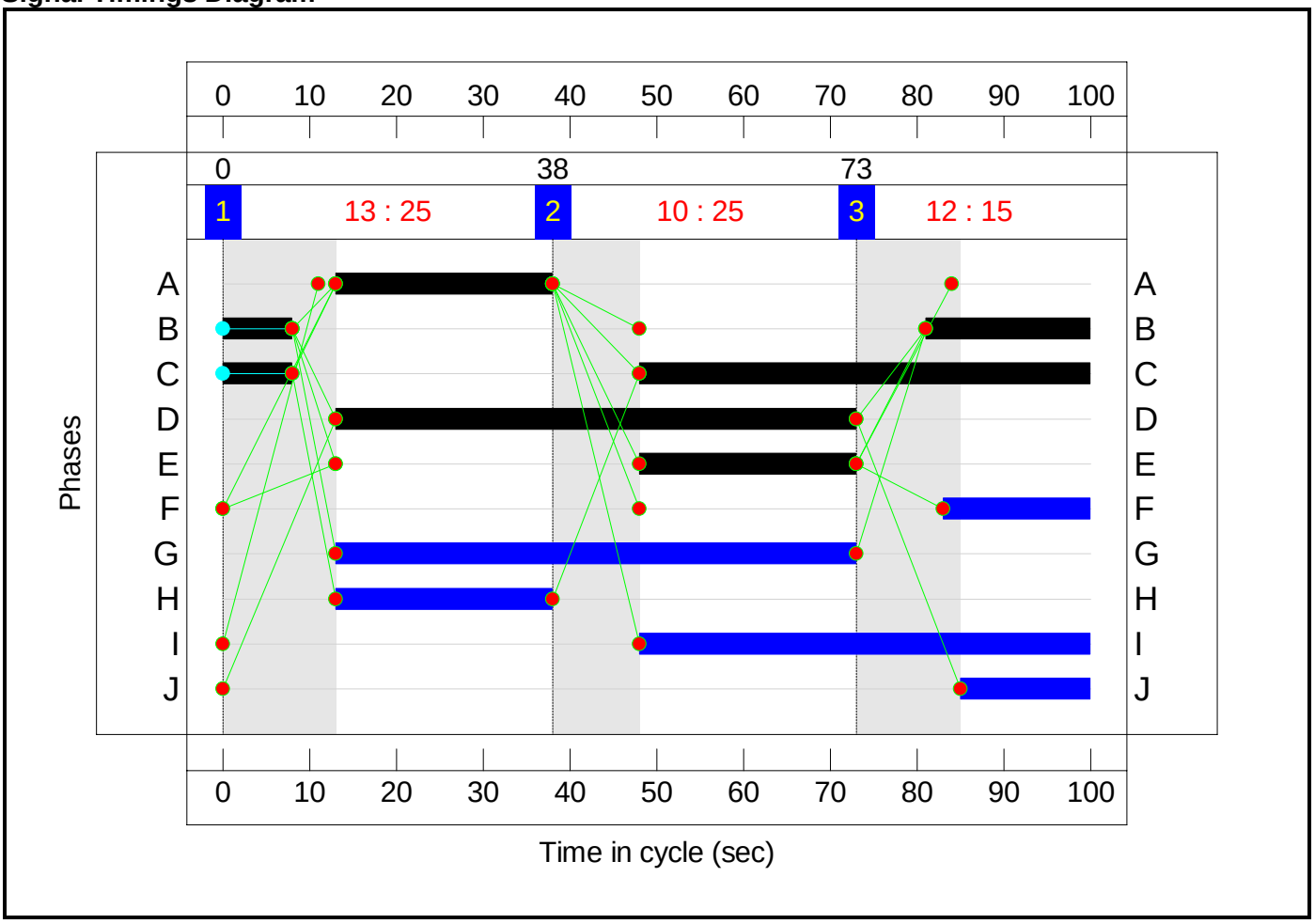


Stage Timings

Stage	1	2	3
Duration	25	25	15
Change Point	0	38	73

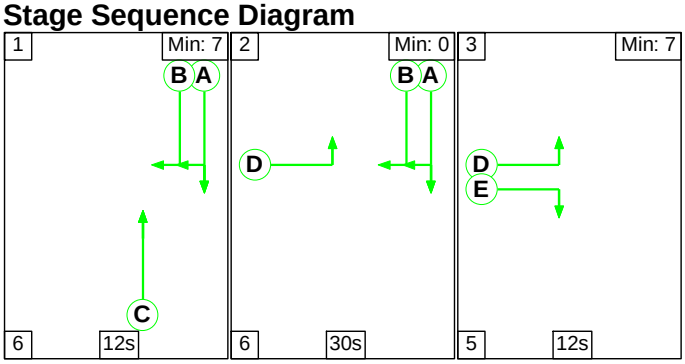
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

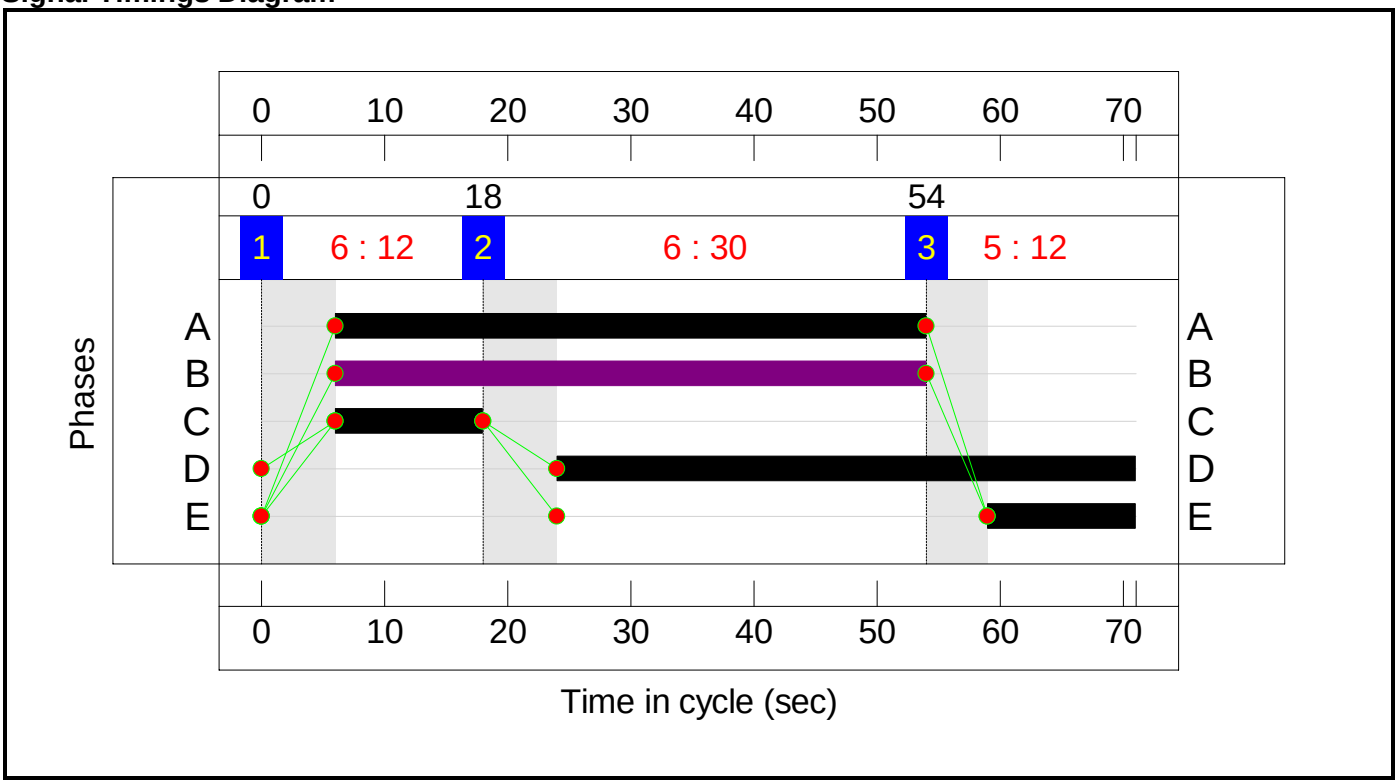


Stage Timings

Stage	1	2	3
Duration	12	30	12
Change Point	0	18	54

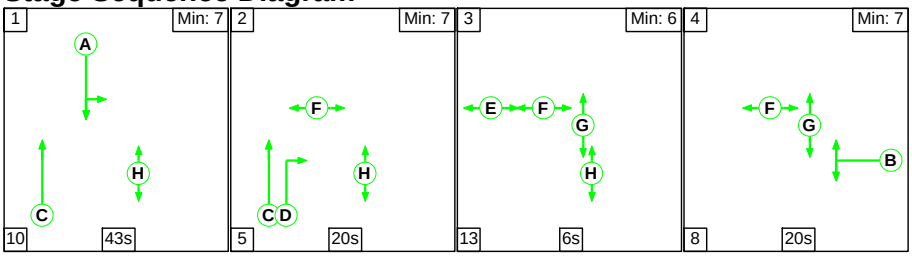
Full Input Data And Results

Signal Timings Diagram



C3

Stage Sequence Diagram

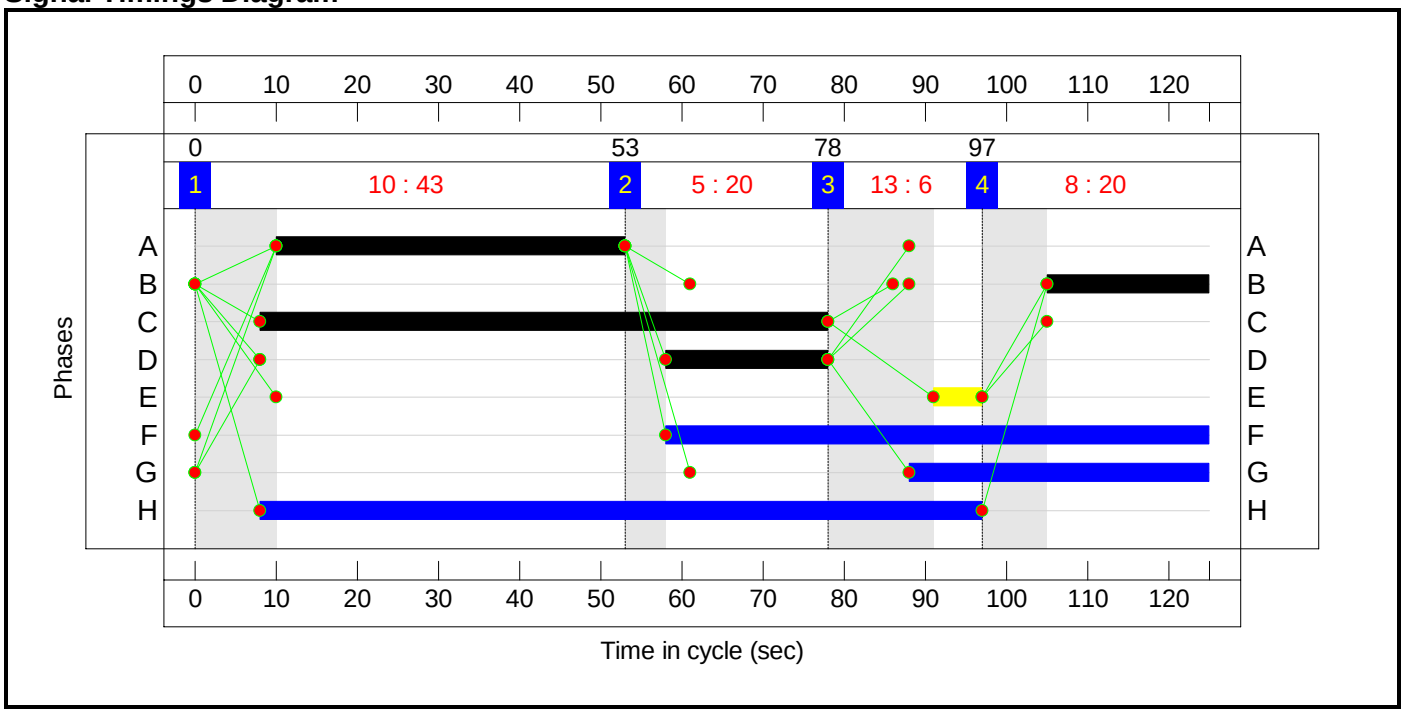


Stage Timings

Stage	1	2	3	4
Duration	43	20	6	20
Change Point	0	53	78	97

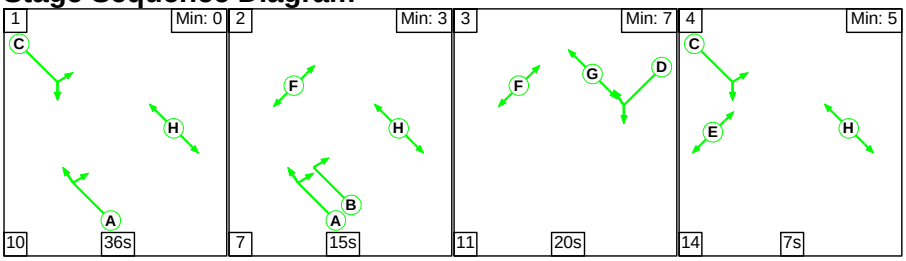
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

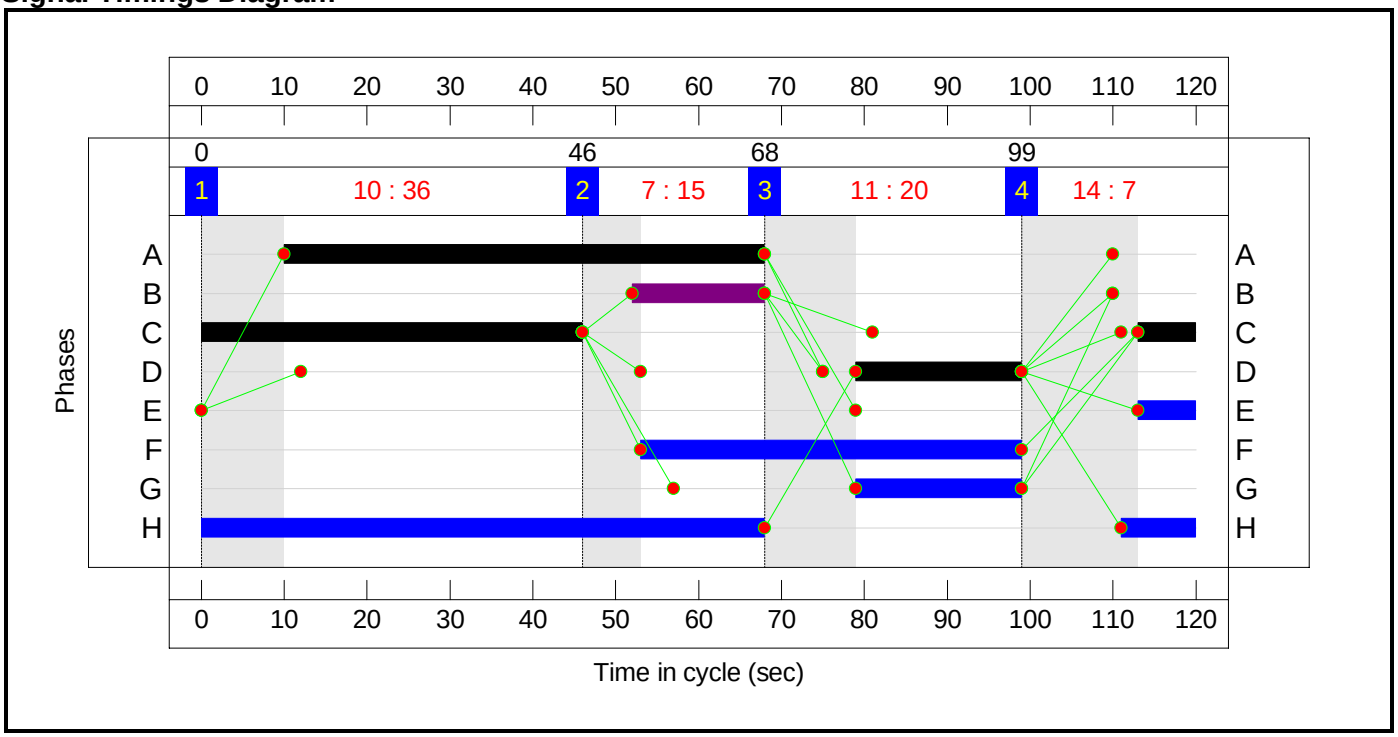


Stage Timings

Stage	1	2	3	4
Duration	36	15	20	7
Change Point	0	46	68	99

Full Input Data And Results

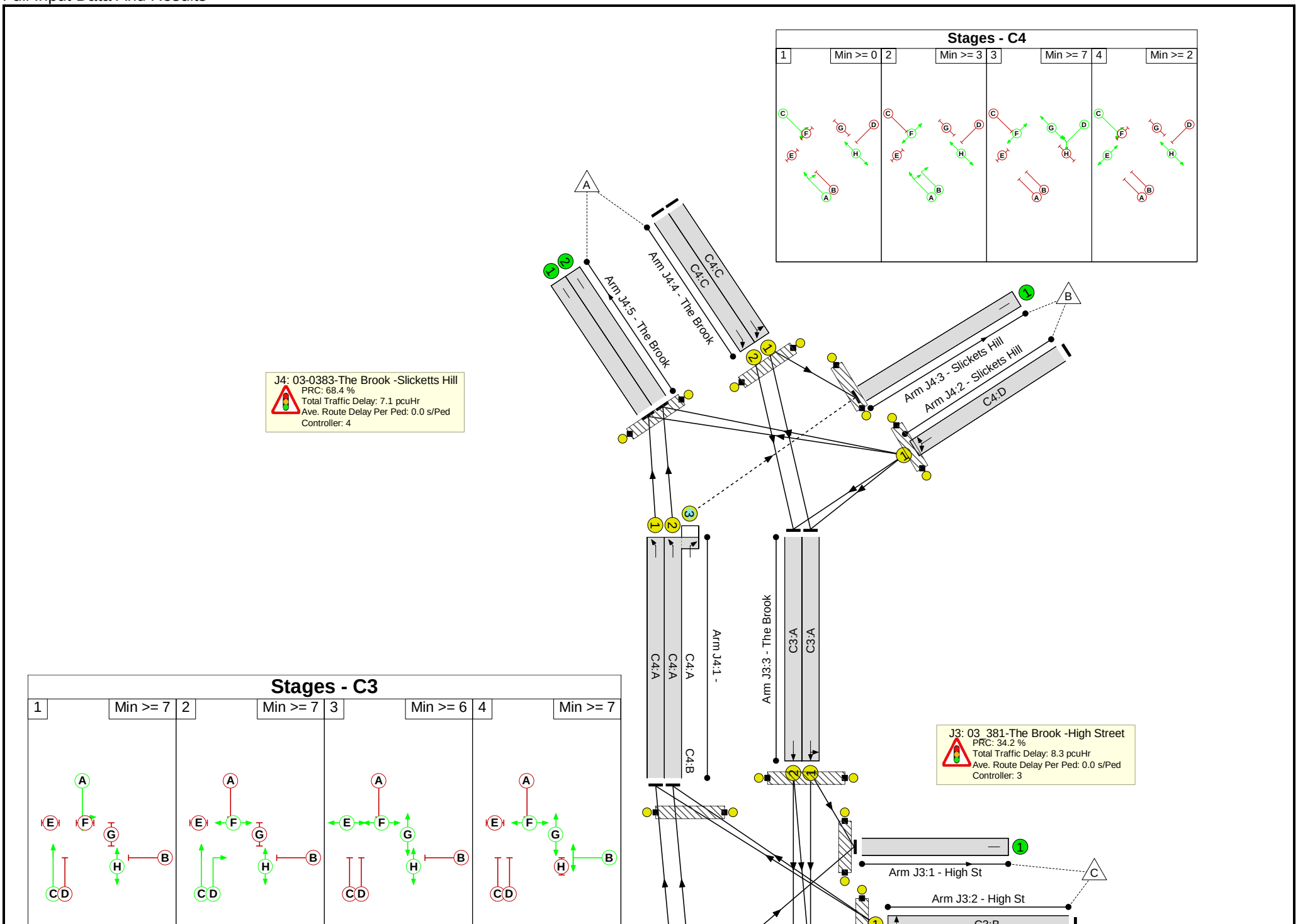
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-35.81	156.85
C2	1	-83.38	132.21
C3	1	34.19	8.32
C4	1	68.37	7.11
Total Network Delay: 304.49 pcuHr			
Worst PRC: -83.38 % (On Lane J2:4/3 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**165.0%**
J1: 0329_A2_Union St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**122.2%**
1/1	A2 Ahead Left	U	N/A	N/A	C1:A		1	25	-	614	1935	503	122.0%
1/2	A2 Ahead	U	N/A	N/A	C1:A		1	25	-	661	2080	541	122.2%
2/1		U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
3/1	A2 Ahead	U	N/A	N/A	C1:D		1	60	-	963	1945	1186	81.2%
3/2+3/3	A2 Ahead Right	U	N/A	N/A	C1:D C1:E		1	60:25	-	402	2130:1950	0+507	0.0 : 79.3%
4/1		U	N/A	N/A	-		-	-	-	963	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/2+5/1	Union St Left Right	U	N/A	N/A	C1:B C1:C		1	27:60	-	0	1965:1965	367+367	0.0 : 0.0%
5/3	Union St Right	U	N/A	N/A	C1:B		1	27	-	0	1965	550	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:F		1	17	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:G		1	60	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:I		1	52	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C1:J		1	15	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C1:H		1	25	-	0	-	0	0.0%
J2: 03_0558-Union St_Best St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**165.0%**
1/1+1/2	Best St Left Right	U	N/A	N/A	C2:D C2:E		1	47:12	-	0	1940:1940	355+355	0.0 : 0.0%
2/1	The Brook Ahead	U	N/A	N/A	C2:A		1	48	-	0	1940	1339	0.0%

Full Input Data And Results

2/2+2/3	The Brook Right Ahead	U+O	N/A	N/A	C2:A	C2:B	1	48	48	458	2080:1687	0+791	0.0 : 57.9%
3/1	Best St	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
4/2+4/1	Union St Left Ahead	U+O	N/A	N/A	C2:C -		1	12	-	176	1940:1786	0+617	0.0 : 28.4%
4/3	Union St Ahead	U	N/A	N/A	C2:C		1	12	-	665	1940	355	165.0%
J3: 03_381-The Brook -High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.1%**
1/1	High St	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
2/1	High St Left Right	U	N/A	N/A	C3:B		1	20	-	0	1940	326	0.0%
3/1	The Brook Ahead Left	U	N/A	N/A	C3:A		1	43	-	145	1687	594	24.4%
3/2	The Brook Ahead	U	N/A	N/A	C3:A		1	43	-	458	1940	683	67.1%
4/1	The Brook Ahead	U	N/A	N/A	C3:C		1	70	-	0	1940	1102	0.0%
4/2	The Brook Ahead	U	N/A	N/A	C3:C		1	70	-	662	2080	1181	29.9%
4/3	The Brook Right	U	N/A	N/A	C3:D		1	20	-	3	1724	290	0.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:F		1	67	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:G		1	37	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:H		1	89	-	0	-	0	0.0%
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.5%**
1/1	Ahead	U	N/A	N/A	C4:A		1	58	-	0	1940	954	0.0%
1/2+1/3	Right Ahead	U+O	N/A	N/A	C4:A	C4:B	1	58	16	662	1904:1940	934+0	37.8 : 0.0%
2/1	Slickets Hill Left Right	U	N/A	N/A	C4:D		1	20	-	0	1940	340	0.0%

Full Input Data And Results

3/1	Slickets Hill	U	N/A	N/A	-		-	-	-	59	Inf	Inf	0.0%
4/1	The Brook Ahead Left	U	N/A	N/A	C4:C		1	53	-	204	1836	826	24.7%
4/2	The Brook Ahead	U	N/A	N/A	C4:C		1	53	-	458	1904	857	53.5%
5/1	The Brook	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/2	The Brook	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:F		1	46	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	20	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C4:H		1	77	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**121**	**499**	**13**	**59.1**	**244.9**	**0.5**	**304.5**	**-**	**-**	**-**	**-**
J1: 0329_A2_Union St	**-**	**-**	**0**	**0**	**0**	**32.1**	**124.8**	**0.0**	**156.8**	**-**	**-**	**-**	**-**
1/1	614	503	-	-	-	11.6	58.1	-	69.7	408.8	20.1	58.1	78.2
1/2	661	541	-	-	-	12.6	62.7	-	75.3	410.0	21.7	62.7	84.4
2/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	963	963	-	-	-	4.0	2.1	-	6.1	23.0	20.6	2.1	22.7
3/2+3/3	402	402	-	-	-	3.9	1.8	-	5.7	51.1	10.4	1.8	12.2
4/1	963	963	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 03_0558-Union St_Best St	**-**	**-**	**121**	**499**	**13**	**14.1**	**117.7**	**0.5**	**132.2**	**-**	**-**	**-**	**-**
1/1+1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2+2/3	458	458	0	445	13	1.1	0.7	0.5	2.3	18.0	6.0	0.7	6.7
3/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	175	175	121	54	0	0.0	0.2	-	0.2	4.1	0.0	0.2	0.2
4/3	586	355	-	-	-	12.9	116.8	-	129.7	796.5	17.3	116.8	134.0
J3: 03_381-The Brook -High Street	**-**	**-**	**0**	**0**	**0**	**6.9**	**1.4**	**0.0**	**8.3**	**-**	**-**	**-**	**-**

Full Input Data And Results

1/1	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	145	145	-	-	-	1.2	0.2	-	1.3	32.7	3.5	0.2	3.7
3/2	458	458	-	-	-	4.4	1.0	-	5.4	42.3	13.5	1.0	14.5
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	353	353	-	-	-	1.4	0.2	-	1.6	16.2	6.4	0.2	6.6
4/3	2	2	-	-	-	0.0	0.0	-	0.0	49.9	0.1	0.0	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**0**	**0**	**0**	**6.1**	**1.0**	**0.0**	**7.1**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2+1/3	353	353	0	0	0	1.9	0.3	0.0	2.2	22.2	7.4	0.3	7.7
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	204	204	-	-	-	1.2	0.2	-	1.3	23.3	4.2	0.2	4.4
4/2	458	458	-	-	-	3.0	0.6	-	3.6	28.4	10.9	0.6	11.5
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

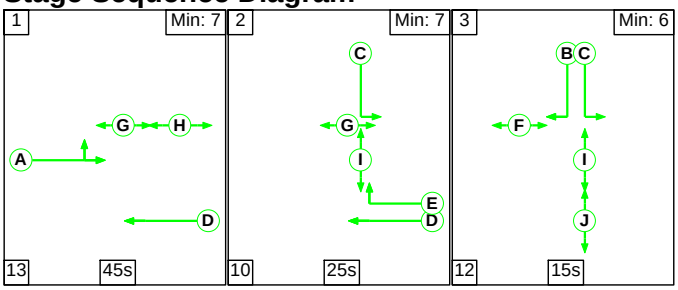
C1	PRC for Signalled Lanes (%):	-35.8	Total Delay for Signalled Lanes (pcuHr):	156.85	Cycle Time (s):	100
C2	PRC for Signalled Lanes (%):	-83.4	Total Delay for Signalled Lanes (pcuHr):	132.21	Cycle Time (s):	71
C3	PRC for Signalled Lanes (%):	34.2	Total Delay for Signalled Lanes (pcuHr):	8.32	Cycle Time (s):	125
C4	PRC for Signalled Lanes (%):	68.4	Total Delay for Signalled Lanes (pcuHr):	7.11	Cycle Time (s):	120
	PRC Over All Lanes (%):	-83.4	Total Delay Over All Lanes(pcuHr):	304.49		

Full Input Data And Results

Scenario 2: 'PM Peak MaxSetA' (FG2: '2041 DS PM Peak', Plan 1: 'AM Peak ')

C1

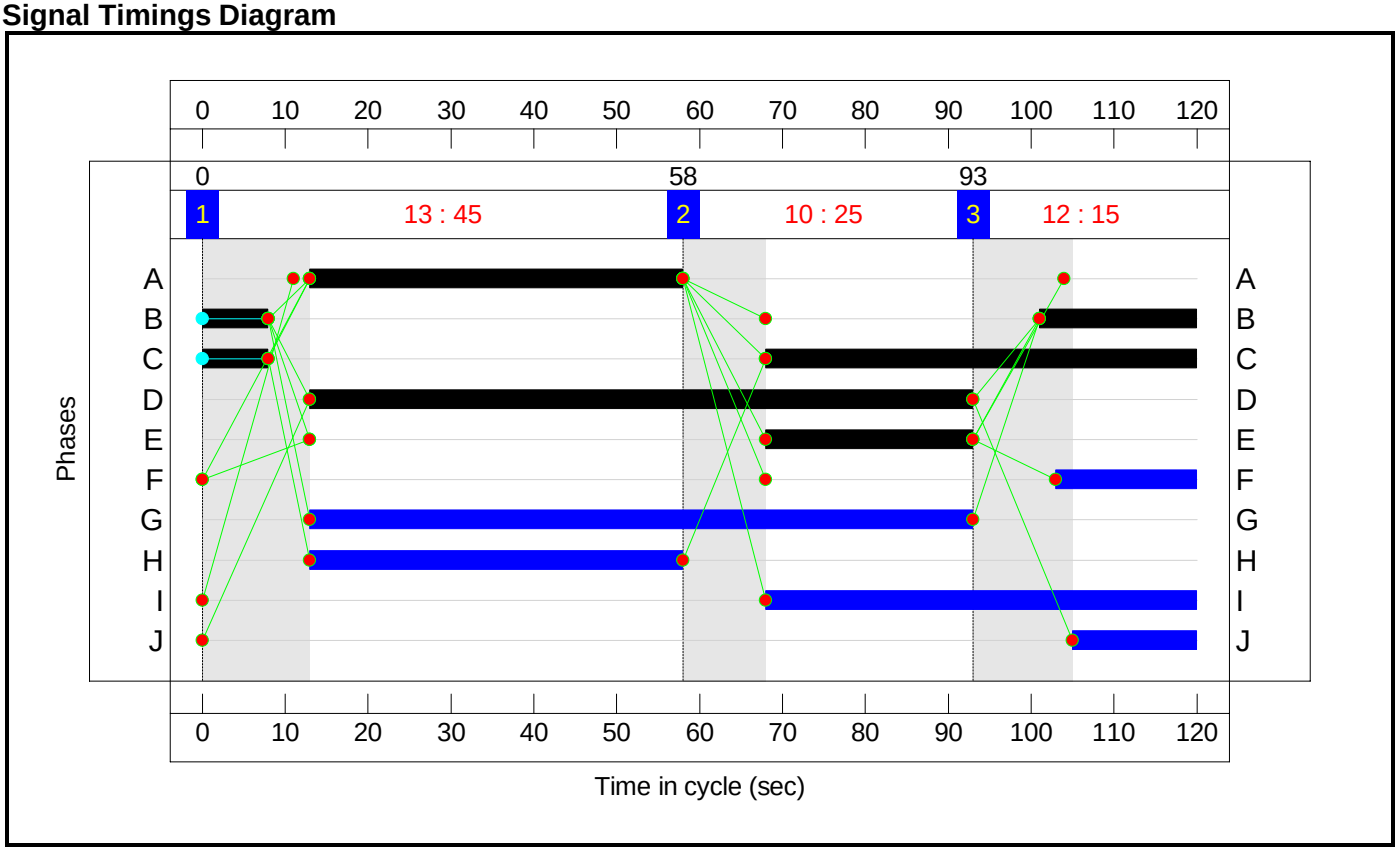
Stage Sequence Diagram



Stage Timings

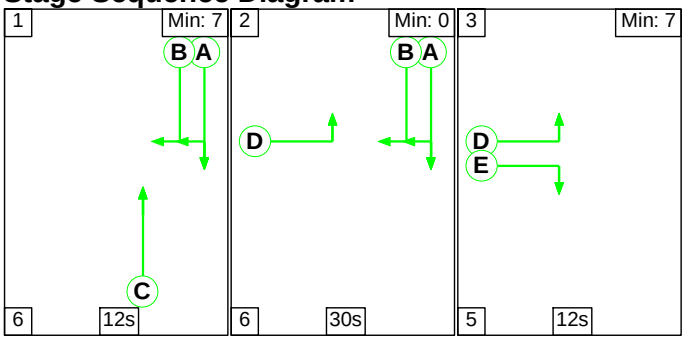
Stage	1	2	3
Duration	45	25	15
Change Point	0	58	93

Signal Timings Diagram



C2

Stage Sequence Diagram

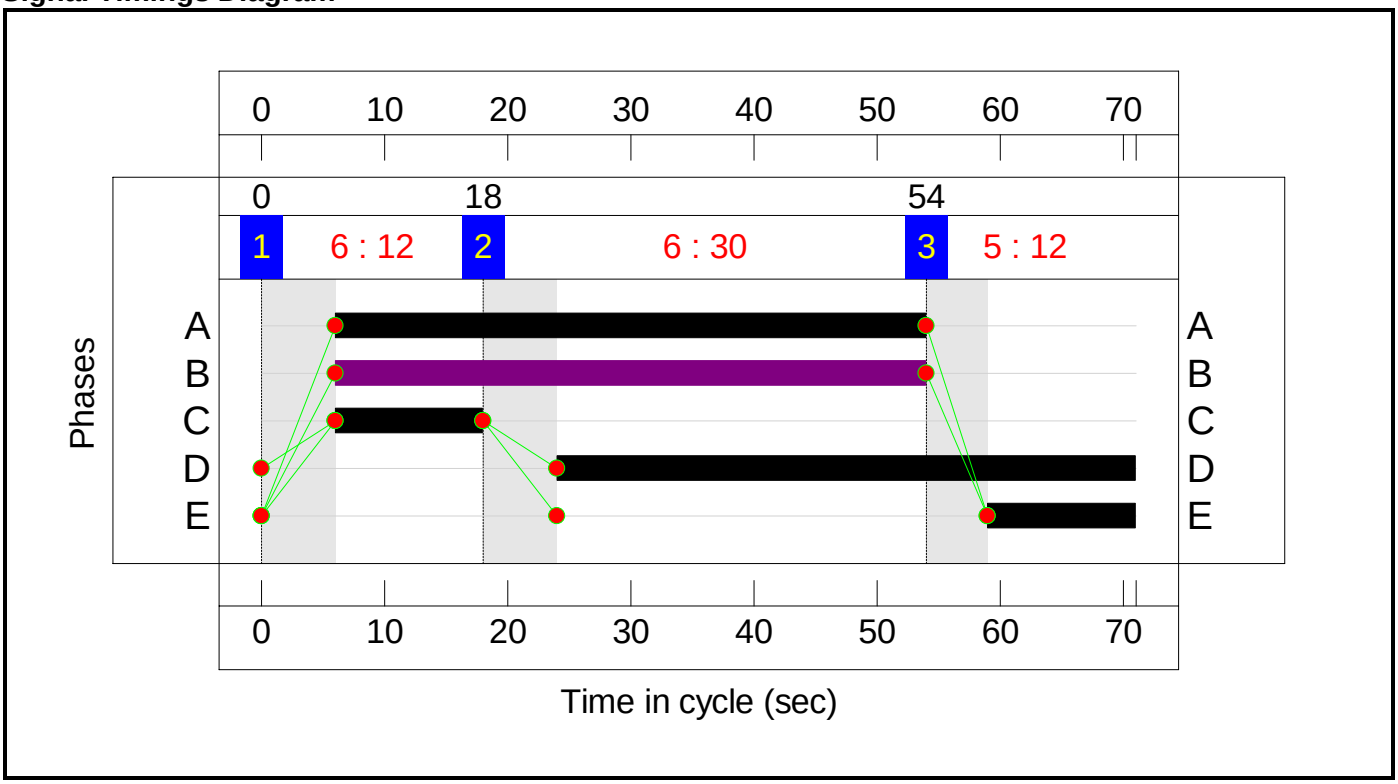


Full Input Data And Results

Stage Timings

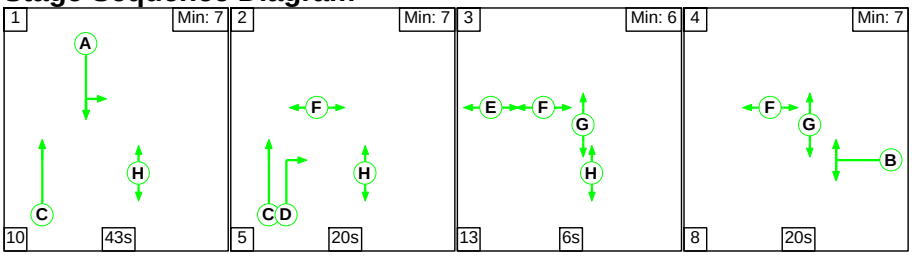
Stage	1	2	3
Duration	12	30	12
Change Point	0	18	54

Signal Timings Diagram



C3

Stage Sequence Diagram

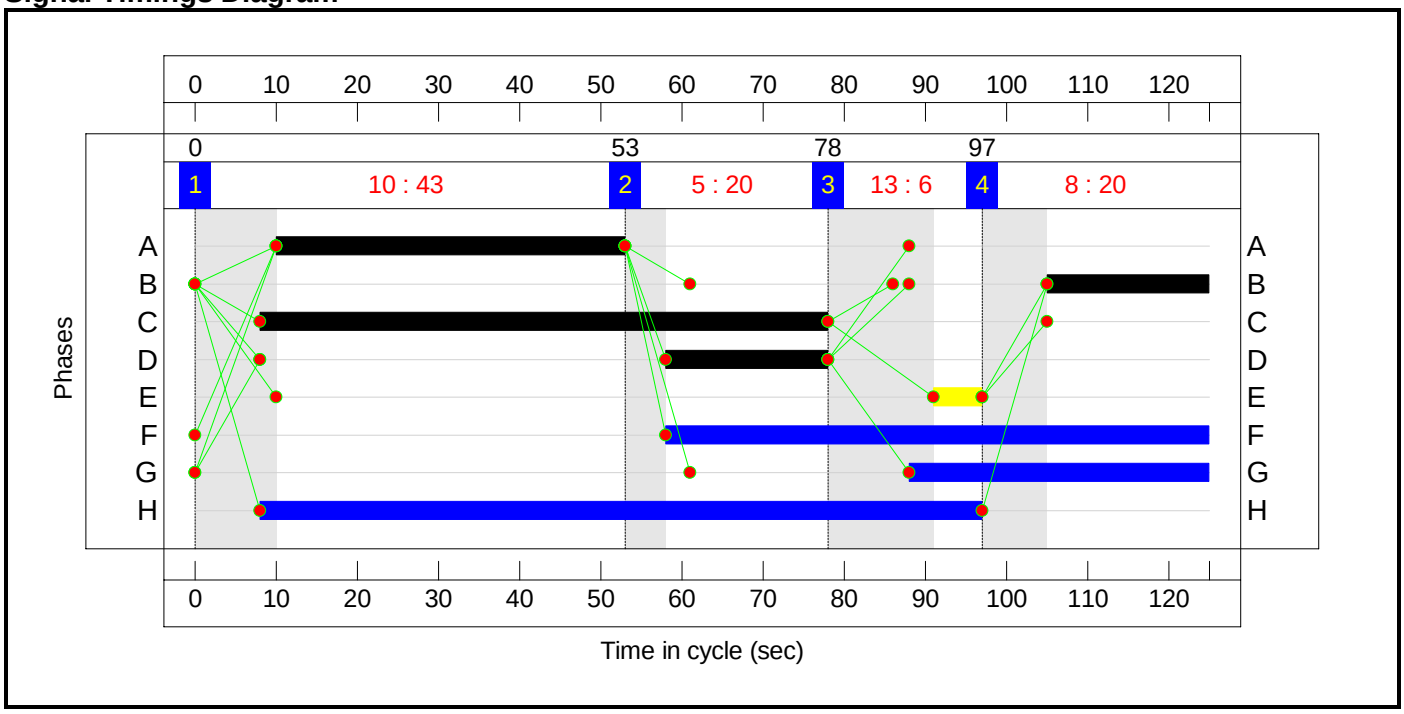


Stage Timings

Stage	1	2	3	4
Duration	43	20	6	20
Change Point	0	53	78	97

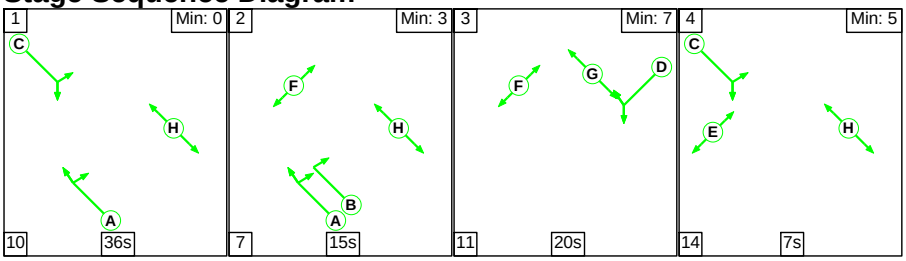
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

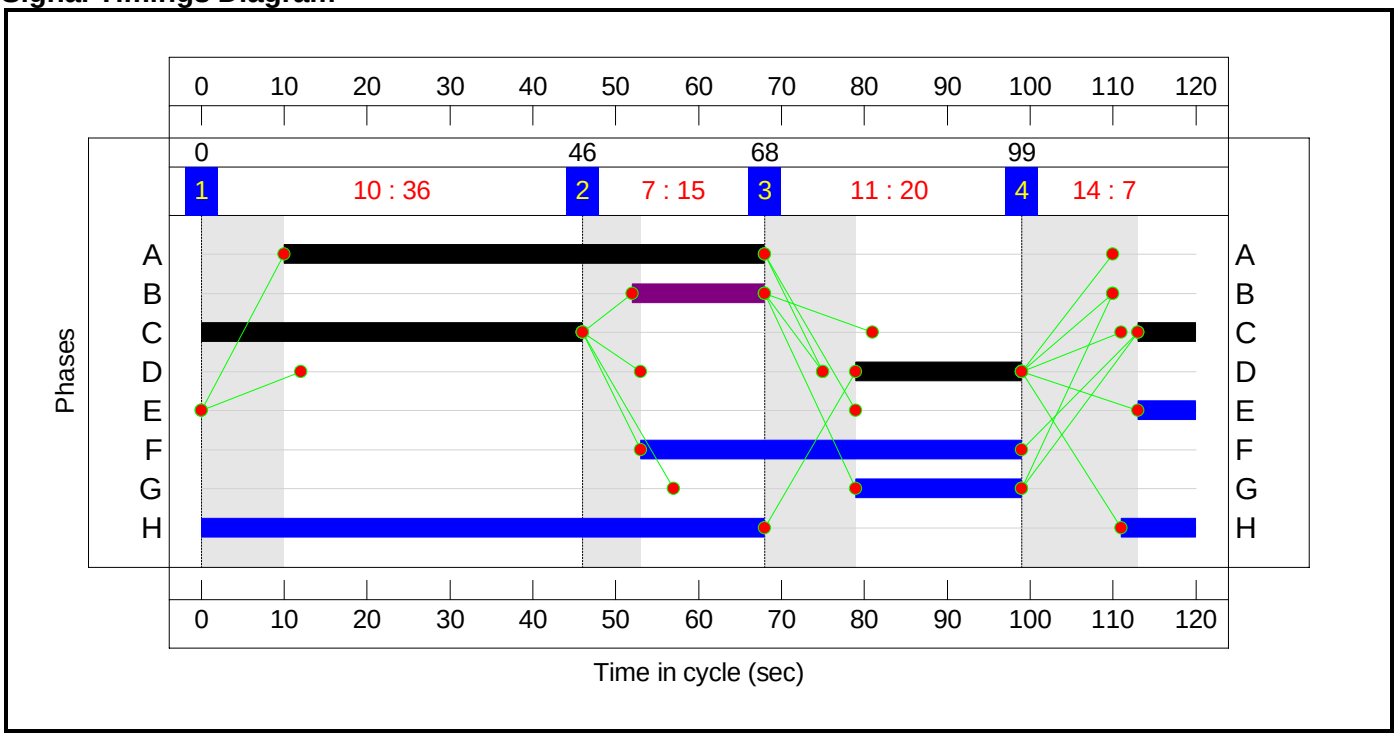


Stage Timings

Stage	1	2	3	4
Duration	36	15	20	7
Change Point	0	46	68	99

Full Input Data And Results

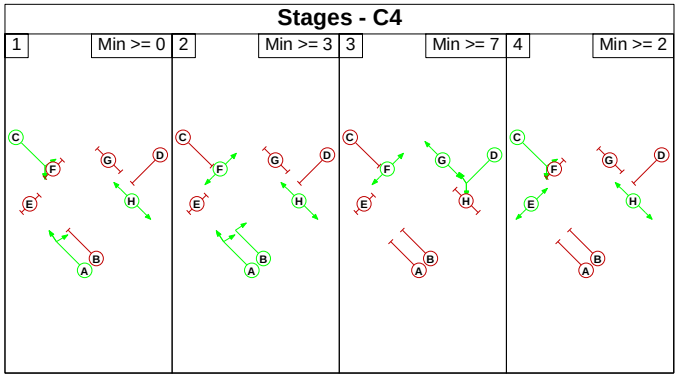
Signal Timings Diagram

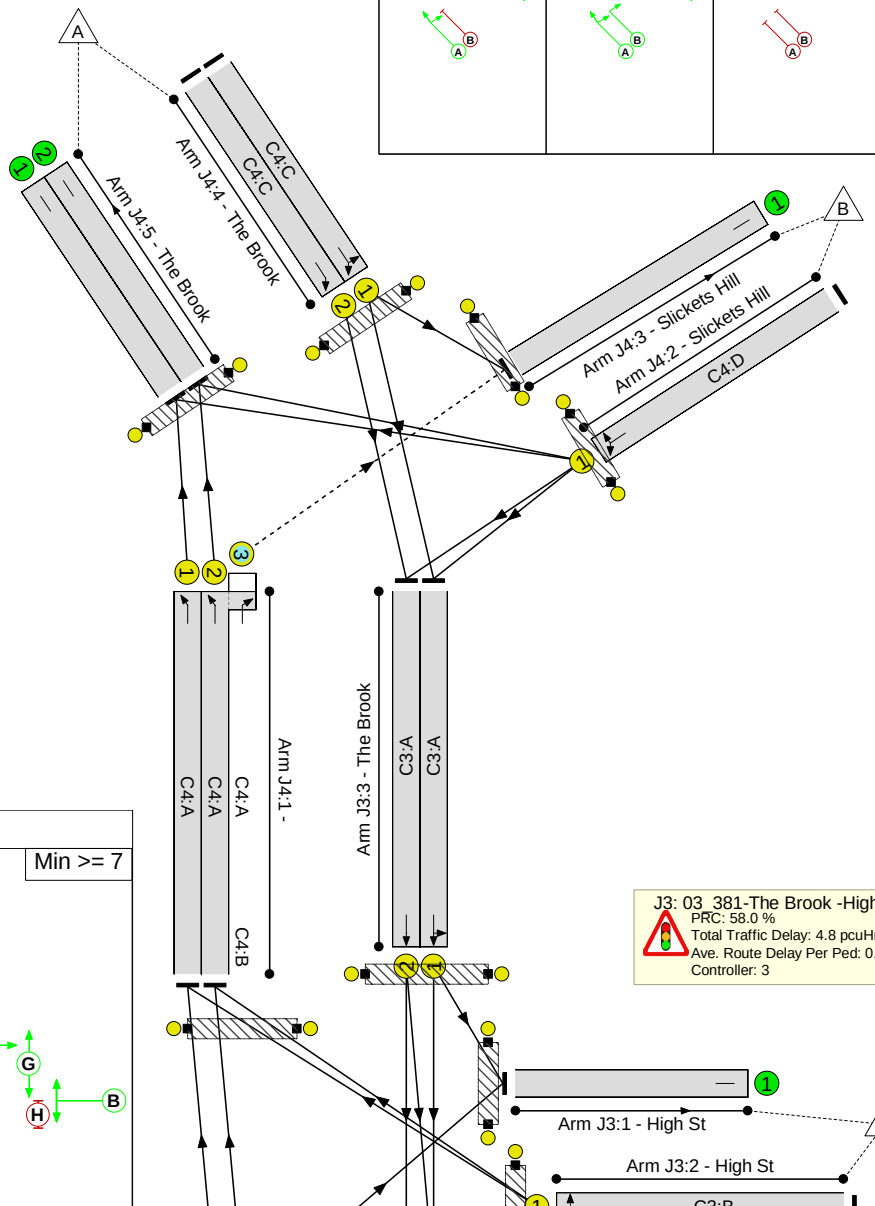


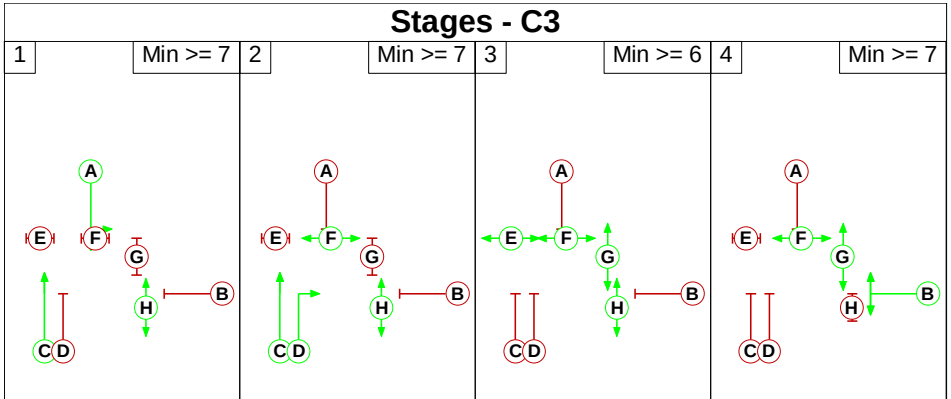
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results







Full Input Data And Results

Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-0.20	21.12
C2	1	117.86	2.74
C3	1	57.99	4.82
C4	1	107.29	3.72
Total Network Delay: 32.39 pcuHr			
Worst PRC: -0.20 % (On Lane J1:3/2 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**
J1: 0329_A2_Union St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**
1/1	A2 Ahead Left	U	N/A	N/A	C1:A		1	45	-	501	1935	742	67.5%
1/2	A2 Ahead	U	N/A	N/A	C1:A		1	45	-	550	2080	797	69.0%
2/1		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
3/1	A2 Ahead	U	N/A	N/A	C1:D		1	80	-	439	1945	1313	33.4%
3/2+3/3	A2 Ahead Right	U	N/A	N/A	C1:D C1:E		1	80:25	-	381	2130:1950	0+422	0.0 : 90.2%
4/1		U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/2+5/1	Union St Left Right	U	N/A	N/A	C1:B C1:C		1	27:60	-	0	1965:1965	306+306	0.0 : 0.0%
5/3	Union St Right	U	N/A	N/A	C1:B		1	27	-	0	1965	458	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:F		1	17	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:G		1	80	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:I		1	52	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C1:J		1	15	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C1:H		1	45	-	0	-	0	0.0%
J2: 03_0558-Union St_Best St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.3%**
1/1+1/2	Best St Left Right	U	N/A	N/A	C2:D C2:E		1	47:12	-	0	1940:1940	355+355	0.0 : 0.0%
2/1	The Brook Ahead	U	N/A	N/A	C2:A		1	48	-	0	1940	1339	0.0%

Full Input Data And Results

2/2+2/3	The Brook Right Ahead	U+O	N/A	N/A	C2:A	C2:B	1	48	48	389	2080:1687	0+942	0.0 : 41.3%
3/1	Best St	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
4/2+4/1	Union St Left Ahead	U+O	N/A	N/A	C2:C -		1	12	-	245	1940:1786	0+632	0.0 : 38.8%
4/3	Union St Ahead	U	N/A	N/A	C2:C		1	12	-	138	1940	355	38.9%
J3: 03_381-The Brook -High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.0%**
1/1	High St	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%
2/1	High St Left Right	U	N/A	N/A	C3:B		1	20	-	0	1940	326	0.0%
3/1	The Brook Ahead Left	U	N/A	N/A	C3:A		1	43	-	8	1687	594	1.3%
3/2	The Brook Ahead	U	N/A	N/A	C3:A		1	43	-	389	1940	683	57.0%
4/1	The Brook Ahead	U	N/A	N/A	C3:C		1	70	-	0	1940	1102	0.0%
4/2	The Brook Ahead	U	N/A	N/A	C3:C		1	70	-	138	2080	1181	11.7%
4/3	The Brook Right	U	N/A	N/A	C3:D		1	20	-	0	1940	326	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:F		1	67	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:G		1	37	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:H		1	89	-	0	-	0	0.0%
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**43.4%**
1/1	Ahead	U	N/A	N/A	C4:A		1	58	-	0	1940	954	0.0%
1/2+1/3	Right Ahead	U+O	N/A	N/A	C4:A	C4:B	1	58	16	138	1904:1940	934+0	14.8 : 0.0%
2/1	Slickets Hill Left Right	U	N/A	N/A	C4:D		1	20	-	17	1687	295	5.8%

Full Input Data And Results

3/1	Slickets Hill	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
4/1	The Brook Ahead Left	U	N/A	N/A	C4:C		1	53	-	9	1877	845	1.1%
4/2	The Brook Ahead	U	N/A	N/A	C4:C		1	53	-	372	1904	857	43.4%
5/1	The Brook	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/2	The Brook	U	N/A	N/A	-		-	-	-	138	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:F		1	46	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	20	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C4:H		1	77	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**320**	**303**	**11**	**23.7**	**8.5**	**0.2**	**32.4**	**-**	**-**	**-**	**-**
J1: 0329_A2_Union St	**-**	**-**	**0**	**0**	**0**	**14.9**	**6.3**	**0.0**	**21.1**	**-**	**-**	**-**	**-**
1/1	501	501	-	-	-	4.3	1.0	-	5.3	38.2	13.8	1.0	14.8
1/2	550	550	-	-	-	4.7	1.1	-	5.8	38.2	15.3	1.1	16.4
2/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	439	439	-	-	-	1.0	0.3	-	1.2	10.2	6.1	0.3	6.3
3/2+3/3	381	381	-	-	-	4.8	3.9	-	8.7	82.3	12.3	3.9	16.1
4/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 03_0558-Union St_Best St	**-**	**-**	**320**	**303**	**11**	**1.5**	**1.0**	**0.2**	**2.7**	**-**	**-**	**-**	**-**
1/1+1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2+2/3	389	389	151	227	11	0.6	0.4	0.2	1.1	10.4	3.6	0.4	3.9
3/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	245	245	169	76	0	0.0	0.3	-	0.3	4.6	0.0	0.3	0.3
4/3	138	138	-	-	-	1.0	0.3	-	1.3	33.8	2.4	0.3	2.7
J3: 03_381-The Brook -High Street	**-**	**-**	**0**	**0**	**0**	**4.1**	**0.7**	**0.0**	**4.8**	**-**	**-**	**-**	**-**

Full Input Data And Results

1/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	8	8	-	-	-	0.1	0.0	-	0.1	29.6	0.2	0.0	0.2
3/2	389	389	-	-	-	3.5	0.7	-	4.2	38.9	10.9	0.7	11.6
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	138	138	-	-	-	0.5	0.1	-	0.5	14.2	2.2	0.1	2.3
4/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**0**	**0**	**0**	**3.2**	**0.5**	**0.0**	**3.7**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2+1/3	138	138	0	0	0	0.6	0.1	0.0	0.7	19.0	2.5	0.1	2.6
2/1	17	17	-	-	-	0.2	0.0	-	0.2	47.7	0.5	0.0	0.5
3/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	9	9	-	-	-	0.0	0.0	-	0.1	20.6	0.2	0.0	0.2
4/2	372	372	-	-	-	2.3	0.4	-	2.7	26.3	8.5	0.4	8.9
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

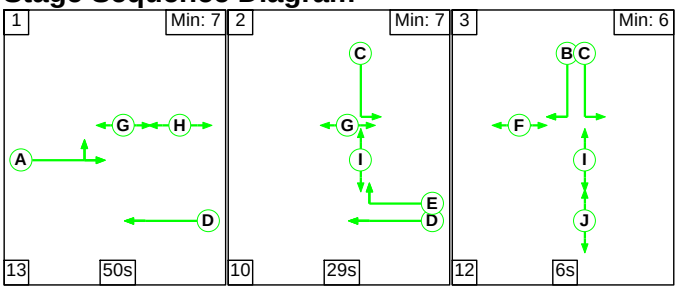
C1	PRC for Signalled Lanes (%):	-0.2	Total Delay for Signalled Lanes (pcuHr):	21.12	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	117.9	Total Delay for Signalled Lanes (pcuHr):	2.74	Cycle Time (s): 71
C3	PRC for Signalled Lanes (%):	58.0	Total Delay for Signalled Lanes (pcuHr):	4.82	Cycle Time (s): 125
C4	PRC for Signalled Lanes (%):	107.3	Total Delay for Signalled Lanes (pcuHr):	3.72	Cycle Time (s): 120
	PRC Over All Lanes (%):	-0.2	Total Delay Over All Lanes(pcuHr):	32.39	

Full Input Data And Results

Scenario 3: '2041 DS AM Peak' (FG1: '2041 DS AM Peak', Plan 1: 'AM Peak ')

C1

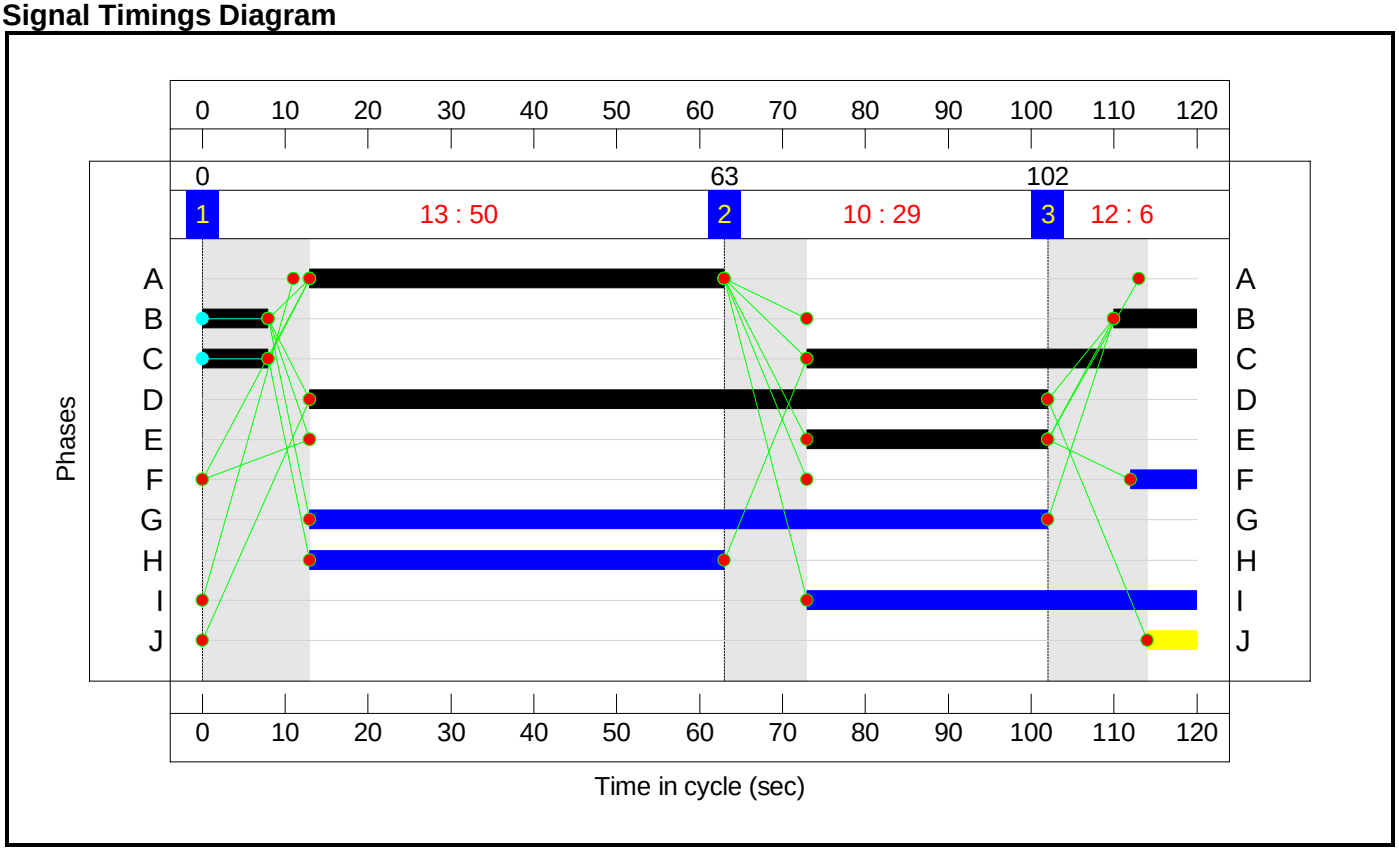
Stage Sequence Diagram



Stage Timings

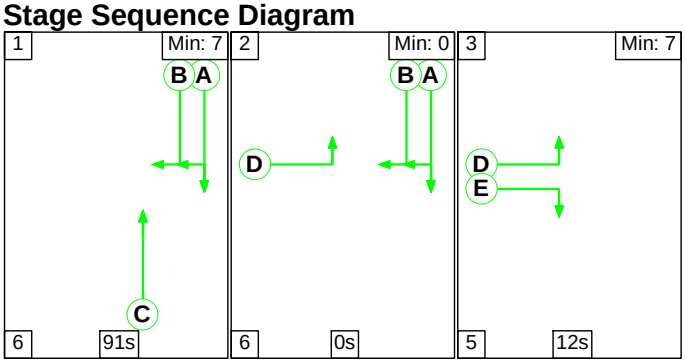
Stage	1	2	3
Duration	50	29	6
Change Point	0	63	102

Signal Timings Diagram



C2

Stage Sequence Diagram

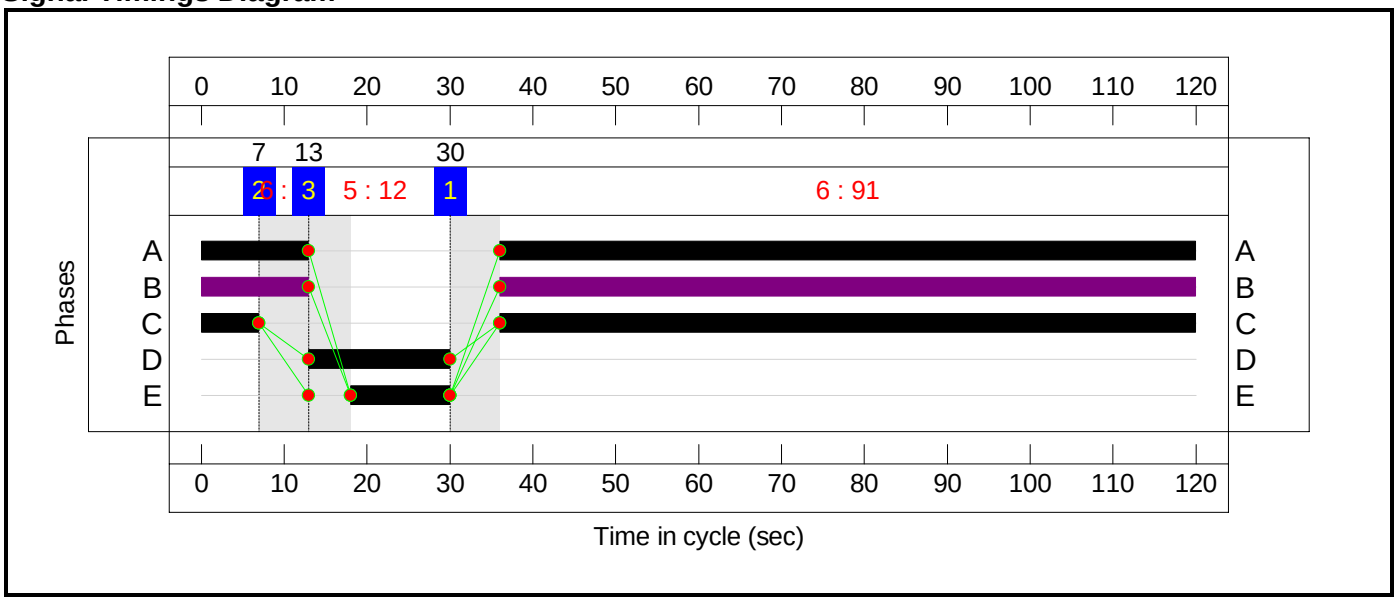


Full Input Data And Results

Stage Timings

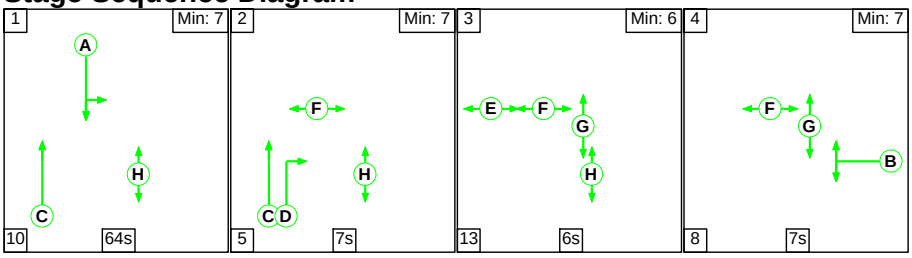
Stage	1	2	3
Duration	91	0	12
Change Point	30	7	13

Signal Timings Diagram



C3

Stage Sequence Diagram

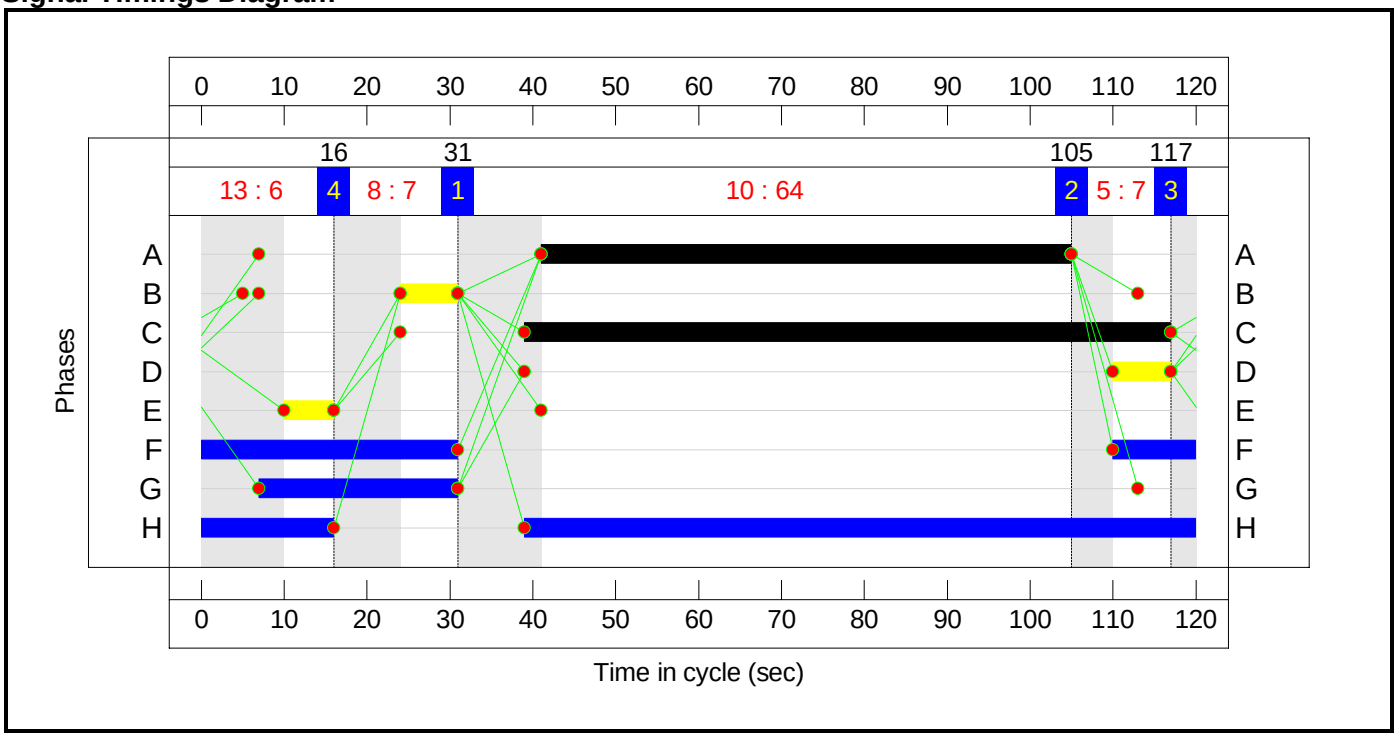


Stage Timings

Stage	1	2	3	4
Duration	64	7	6	7
Change Point	31	105	117	16

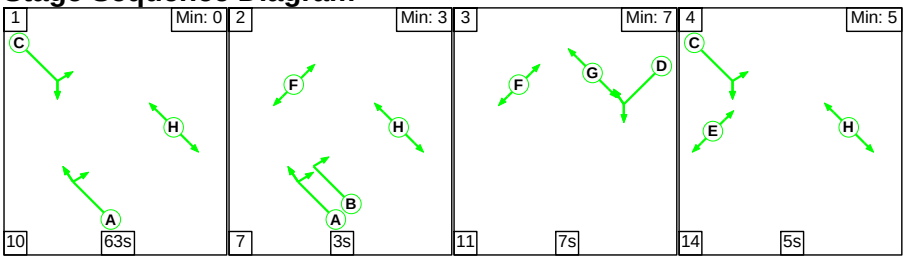
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

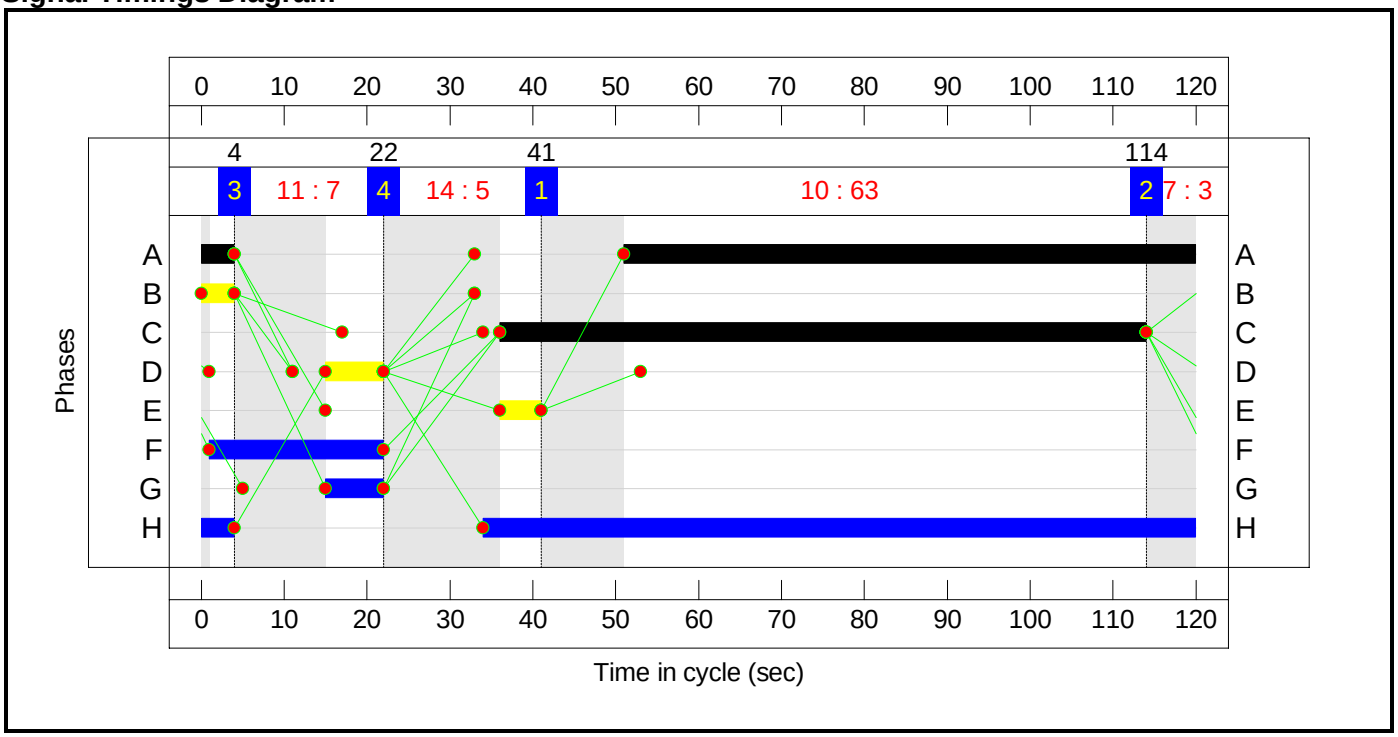


Stage Timings

Stage	1	2	3	4
Duration	63	3	7	5
Change Point	41	114	4	22

Full Input Data And Results

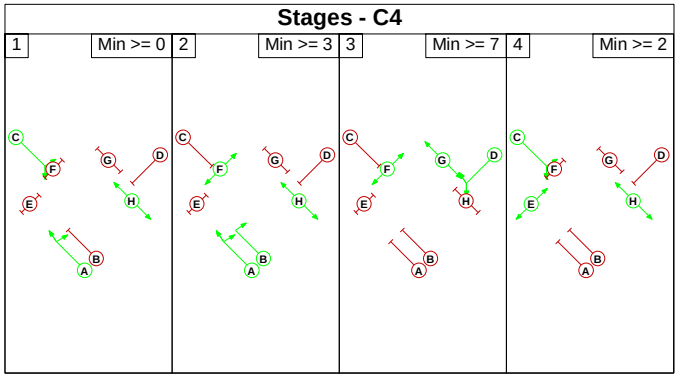
Signal Timings Diagram

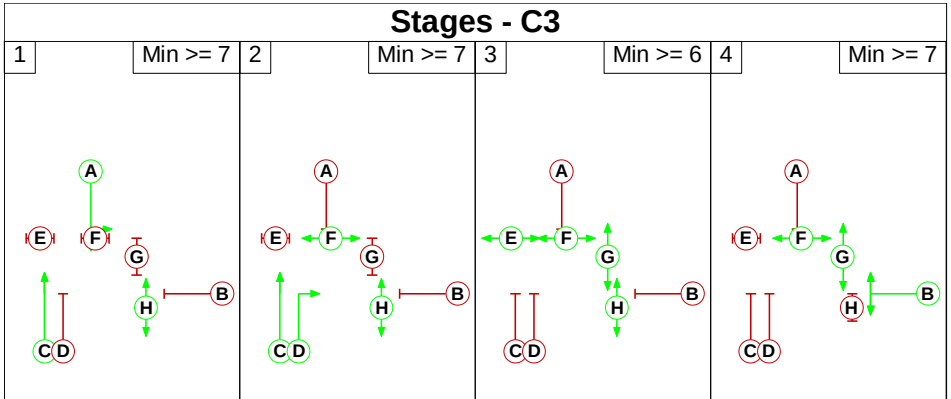


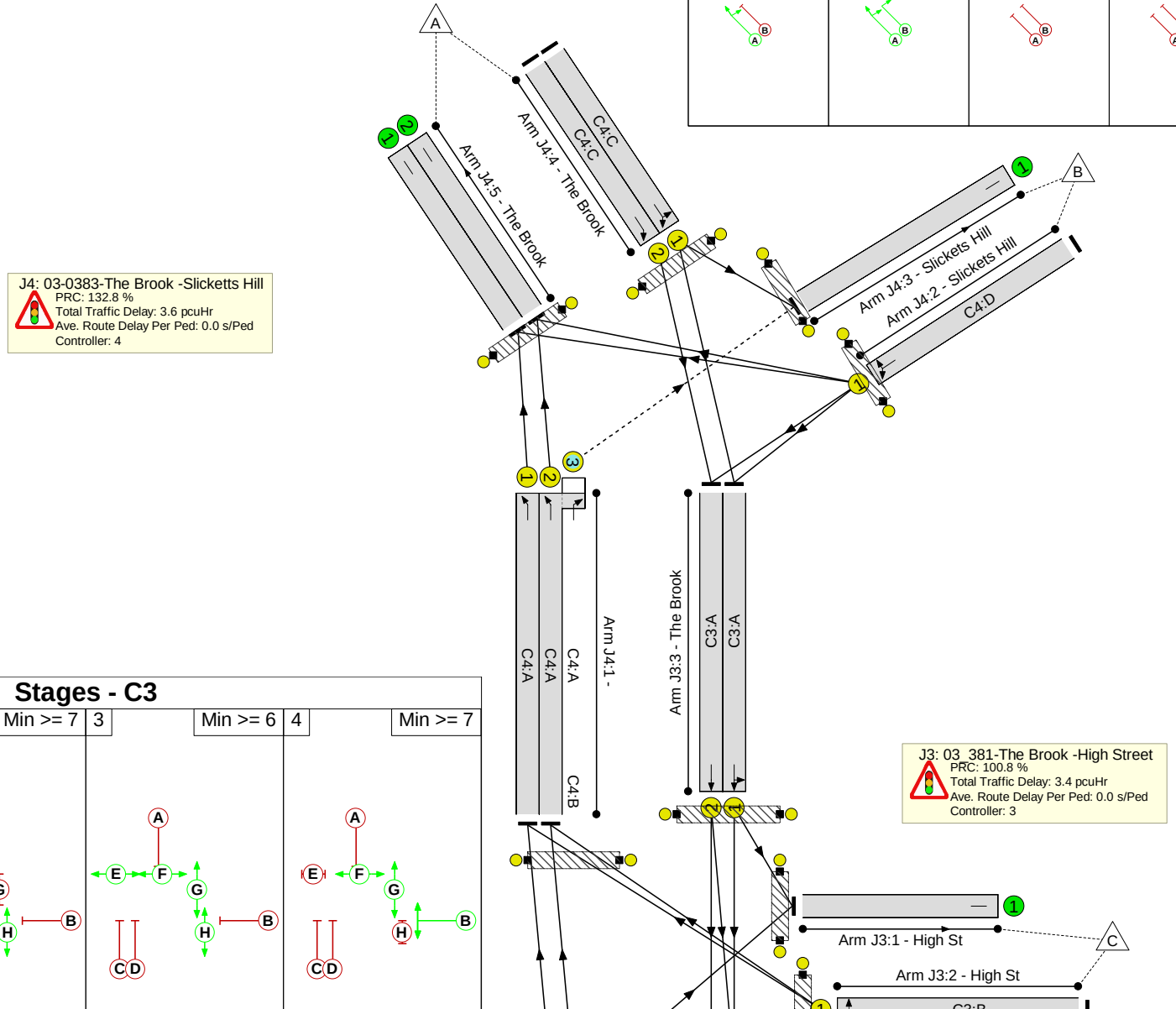
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results







Full Input Data And Results

Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	8.60	27.15
C2	1	44.72	5.56
C3	1	100.80	3.39
C4	1	132.78	3.58
Total Network Delay: 39.68 pcuHr			
Worst PRC: 8.60 % (On Lane J1:3/2 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**
J1: 0329_A2_Union St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**
1/1	A2 Ahead Left	U	N/A	N/A	C1:A		1	50	-	610	1935	822	74.2%
1/2	A2 Ahead	U	N/A	N/A	C1:A		1	50	-	665	2080	884	75.2%
2/1		U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
3/1	A2 Ahead	U	N/A	N/A	C1:D		1	89	-	934	1945	1459	64.0%
3/2+3/3	A2 Ahead Right	U	N/A	N/A	C1:D C1:E		1	89:29	-	433	2130:1950	35+488	82.9 : 82.9%
4/1		U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
5/2+5/1	Union St Left Right	U	N/A	N/A	C1:B C1:C		1	18:55	-	226	1747:1786	237+122	62.9 : 62.9%
5/3	Union St Right	U	N/A	N/A	C1:B		1	18	-	137	1747	277	49.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:F		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:G		1	89	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:I		1	47	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C1:J		1	6	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C1:H		1	50	-	0	-	0	0.0%
J2: 03_0558-Union St_Best St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.2%**
1/1+1/2	Best St Left Right	U	N/A	N/A	C2:D C2:E		1	17:12	-	118	1687:1940	128+210	32.1 : 36.6%
2/1	The Brook Ahead	U	N/A	N/A	C2:A		1	97	-	286	1940	1584	18.1%

Full Input Data And Results

2/2+2/3	The Brook Right Ahead	U+O	N/A	N/A	C2:A	C2:B	1	97	97	458	2080:1687	0+736	0.0 : 62.2%
3/1	Best St	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
4/2+4/1	Union St Left Ahead	U+O	N/A	N/A	C2:C -		1	91	-	493	1940:1786	987+548	32.1 : 32.1%
4/3	Union St Ahead	U	N/A	N/A	C2:C		1	91	-	350	1940	1487	23.5%
J3: 03_381-The Brook -High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.8%**
1/1	High St	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
2/1	High St Left Right	U	N/A	N/A	C3:B		1	7	-	0	1940	129	0.0%
3/1	The Brook Ahead Left	U	N/A	N/A	C3:A		1	64	-	418	1844	999	41.8%
3/2	The Brook Ahead	U	N/A	N/A	C3:A		1	64	-	471	1940	1051	44.8%
4/1	The Brook Ahead	U	N/A	N/A	C3:C		1	78	-	343	1940	1277	26.9%
4/2	The Brook Ahead	U	N/A	N/A	C3:C		1	78	-	362	2080	1369	26.4%
4/3	The Brook Right	U	N/A	N/A	C3:D		1	7	-	3	1724	115	2.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:F		1	41	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:G		1	24	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:H		1	97	-	0	-	0	0.0%
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**38.7%**
1/1	Ahead	U	N/A	N/A	C4:A		1	73	-	343	1904	1174	29.2%
1/2+1/3	Right Ahead	U+O	N/A	N/A	C4:A	C4:B	1	73	4	362	1904:1687	1162+10	30.9 : 30.9%
2/1	Slickets Hill Left Right	U	N/A	N/A	C4:D		1	7	-	0	1940	129	0.0%

Full Input Data And Results

3/1	Slickets Hill	U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
4/1	The Brook Ahead Left	U	N/A	N/A	C4:C		1	78	-	477	1874	1234	38.7%
4/2	The Brook Ahead	U	N/A	N/A	C4:C		1	78	-	471	1904	1253	37.6%
5/1	The Brook	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
5/2	The Brook	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:E		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:F		1	21	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C4:H		1	90	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**635**	**2**	**0**	**27.7**	**11.2**	**0.8**	**39.7**	**-**	**-**	**-**	**-**
J1: 0329_A2_Union St	**-**	**-**	**0**	**0**	**0**	**19.7**	**7.4**	**0.0**	**27.2**	**-**	**-**	**-**	**-**
1/1	610	610	-	-	-	4.9	1.4	-	6.3	37.3	16.9	1.4	18.4
1/2	665	665	-	-	-	5.4	1.5	-	6.9	37.3	18.7	1.5	20.2
2/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	934	934	-	-	-	1.9	0.9	-	2.8	10.6	14.8	0.9	15.7
3/2+3/3	433	433	-	-	-	4.8	2.3	-	7.1	59.1	12.7	2.3	15.0
4/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	226	226	-	-	-	1.6	0.8	-	2.4	39.0	4.5	0.8	5.3
5/3	137	137	-	-	-	1.1	0.5	-	1.6	42.7	4.1	0.5	4.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 03_0558-Union St_Best St	**-**	**-**	**632**	**2**	**0**	**3.2**	**1.6**	**0.8**	**5.6**	**-**	**-**	**-**	**-**
1/1+1/2	118	118	-	-	-	1.6	0.3	-	1.8	56.0	2.4	0.3	2.6
2/1	286	286	-	-	-	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
2/2+2/3	458	458	458	0	0	0.5	0.8	0.8	2.0	16.1	11.2	0.8	12.1
3/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	493	493	174	2	0	0.7	0.2	-	0.9	6.7	5.8	0.2	6.0
4/3	350	350	-	-	-	0.5	0.2	-	0.6	6.6	5.7	0.2	5.8
J3: 03_381-The Brook -High Street	**-**	**-**	**0**	**0**	**0**	**2.2**	**1.1**	**0.0**	**3.4**	**-**	**-**	**-**	**-**

Full Input Data And Results

1/1	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	418	418	-	-	-	1.0	0.4	-	1.3	11.3	2.6	0.4	2.9
3/2	471	471	-	-	-	1.1	0.4	-	1.5	11.3	2.9	0.4	3.3
4/1	343	343	-	-	-	0.1	0.2	-	0.3	3.3	0.9	0.2	1.1
4/2	362	362	-	-	-	0.1	0.2	-	0.3	2.5	0.5	0.2	0.7
4/3	3	3	-	-	-	0.0	0.0	-	0.0	31.7	0.1	0.0	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**3**	**0**	**0**	**2.5**	**1.0**	**0.0**	**3.6**	**-**	**-**	**-**	**-**
1/1	343	343	-	-	-	0.0	0.2	-	0.2	2.6	0.8	0.2	1.0
1/2+1/3	362	362	3	0	0	0.0	0.2	0.0	0.3	2.5	0.6	0.2	0.8
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	477	477	-	-	-	1.2	0.3	-	1.6	11.8	7.2	0.3	7.5
4/2	471	471	-	-	-	1.2	0.3	-	1.5	11.6	7.1	0.3	7.4
5/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

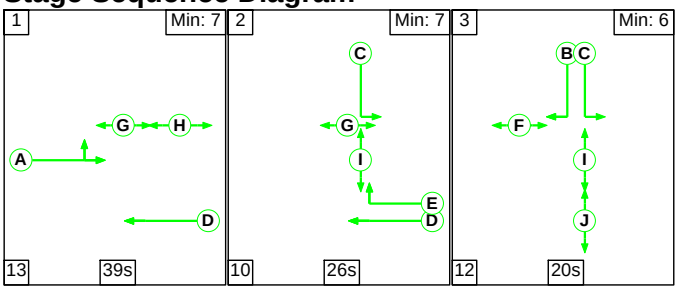
C1	PRC for Signalled Lanes (%):	8.6	Total Delay for Signalled Lanes (pcuHr):	27.15	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	44.7	Total Delay for Signalled Lanes (pcuHr):	5.56	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	100.8	Total Delay for Signalled Lanes (pcuHr):	3.39	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	132.8	Total Delay for Signalled Lanes (pcuHr):	3.58	Cycle Time (s): 120
	PRC Over All Lanes (%):	8.6	Total Delay Over All Lanes(pcuHr):	39.68	

Full Input Data And Results

Scenario 4: '2041 DS PM Peak' (FG2: '2041 DS PM Peak', Plan 1: 'AM Peak ')

C1

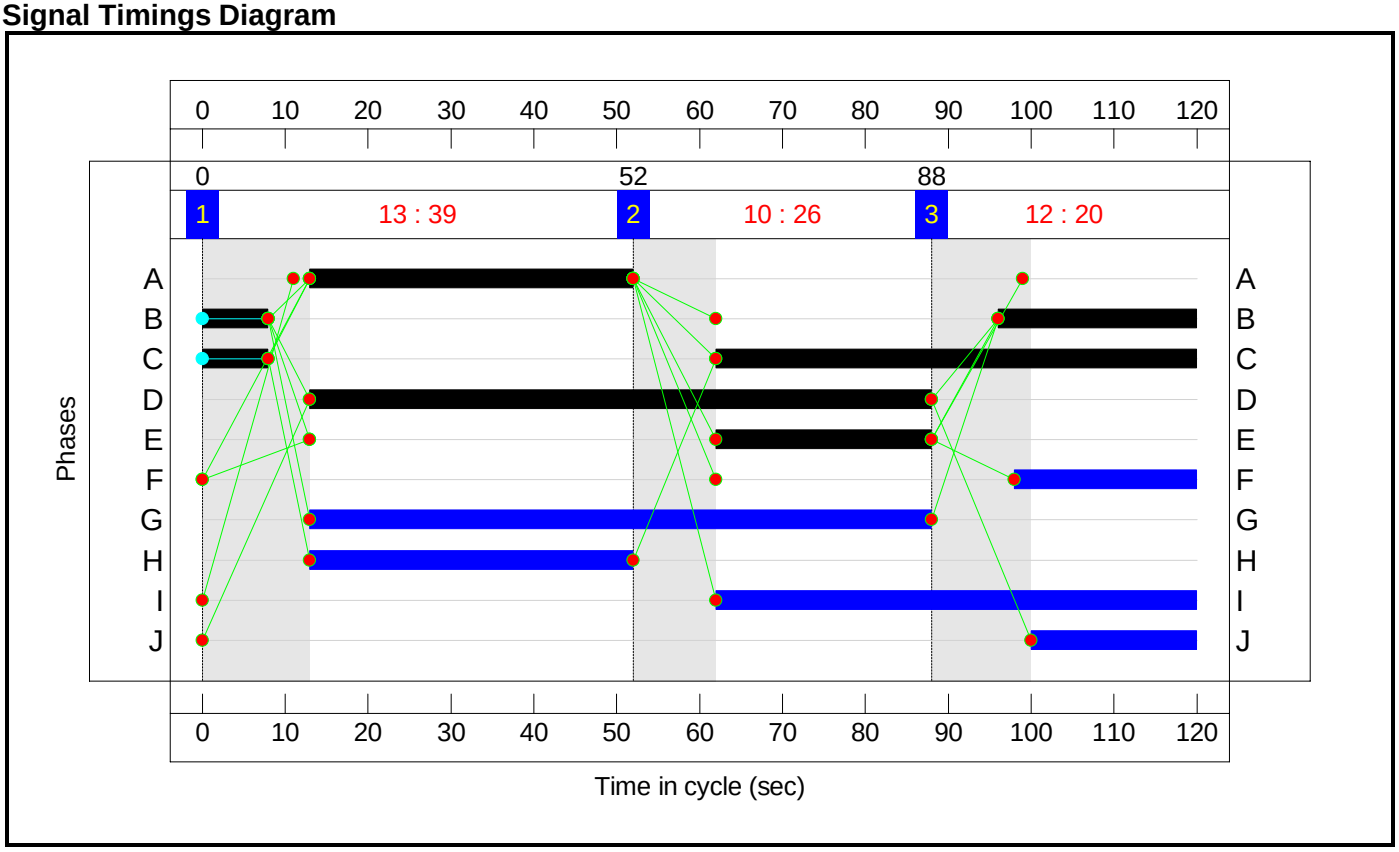
Stage Sequence Diagram



Stage Timings

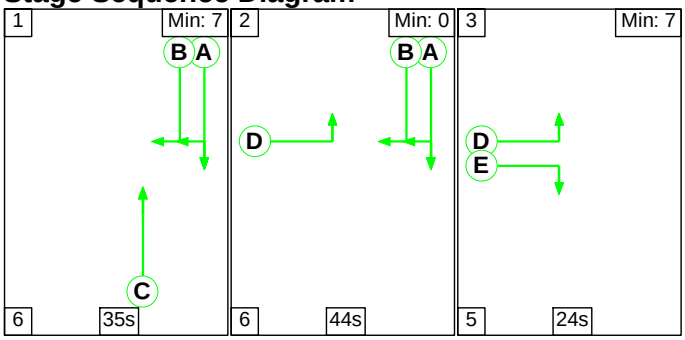
Stage	1	2	3
Duration	39	26	20
Change Point	0	52	88

Signal Timings Diagram



C2

Stage Sequence Diagram

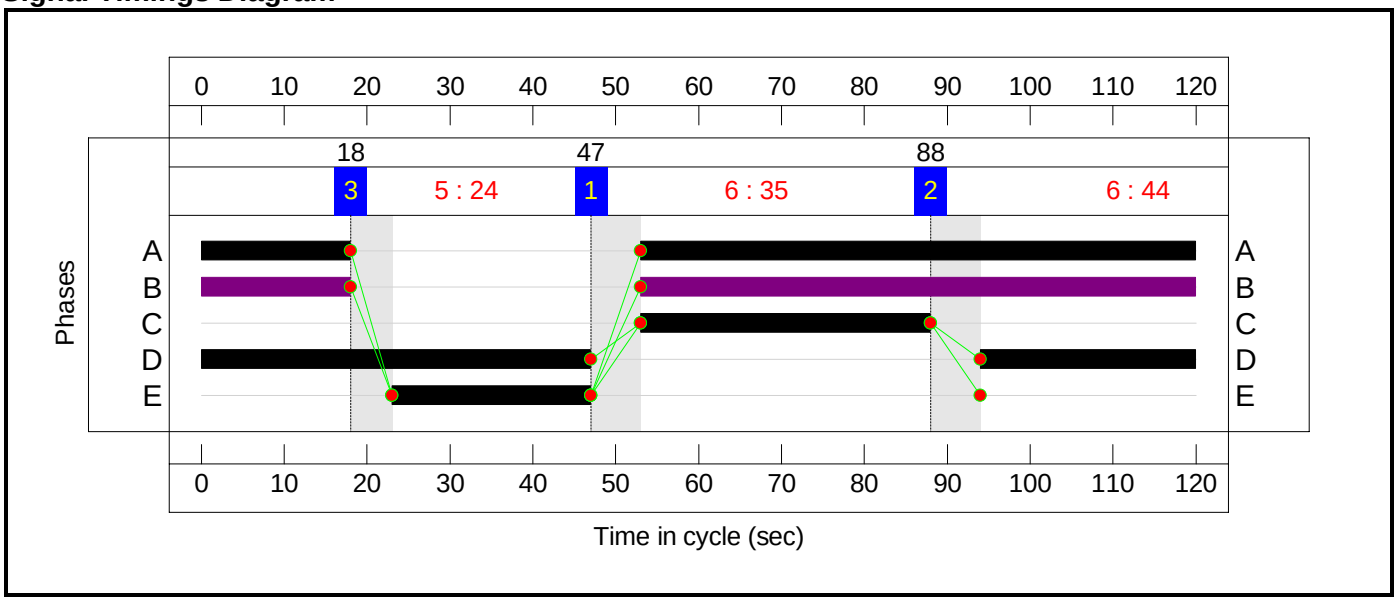


Full Input Data And Results

Stage Timings

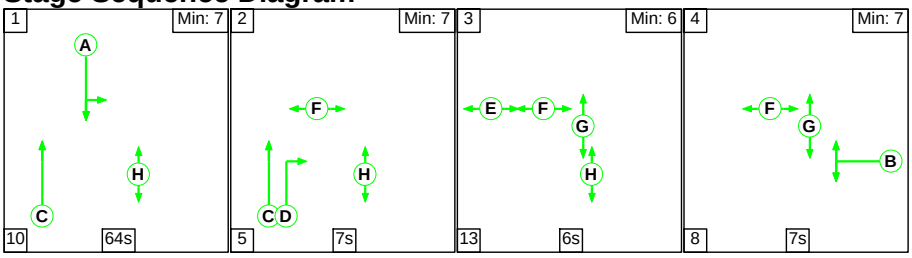
Stage	1	2	3
Duration	35	44	24
Change Point	47	88	18

Signal Timings Diagram



C3

Stage Sequence Diagram

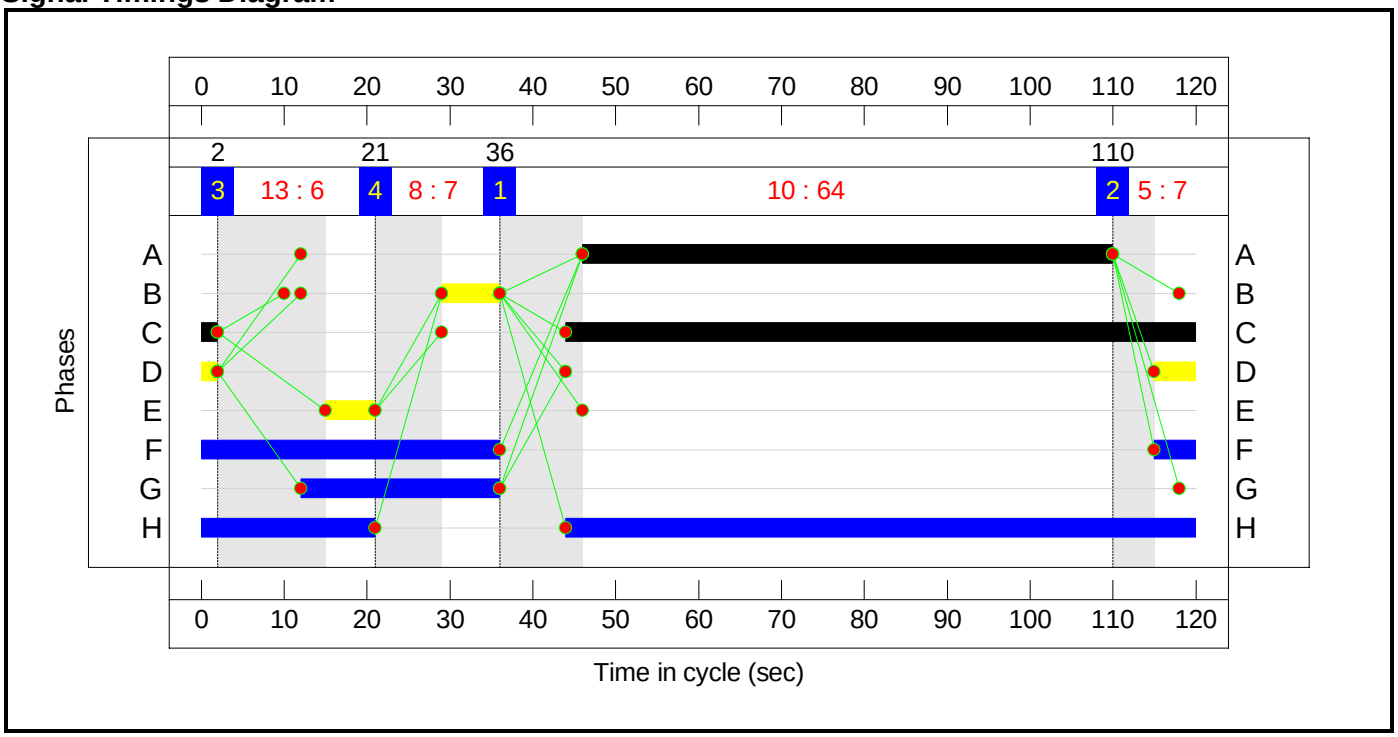


Stage Timings

Stage	1	2	3	4
Duration	64	7	6	7
Change Point	36	110	2	21

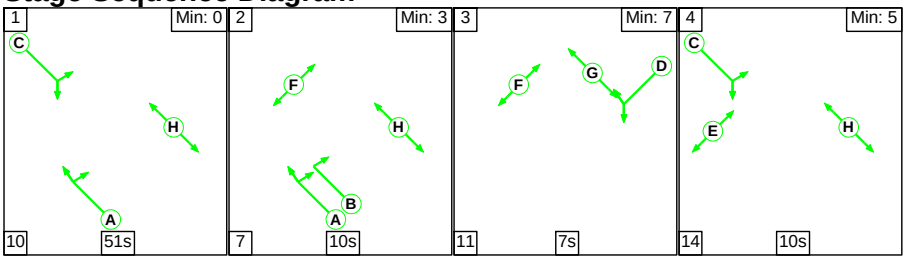
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

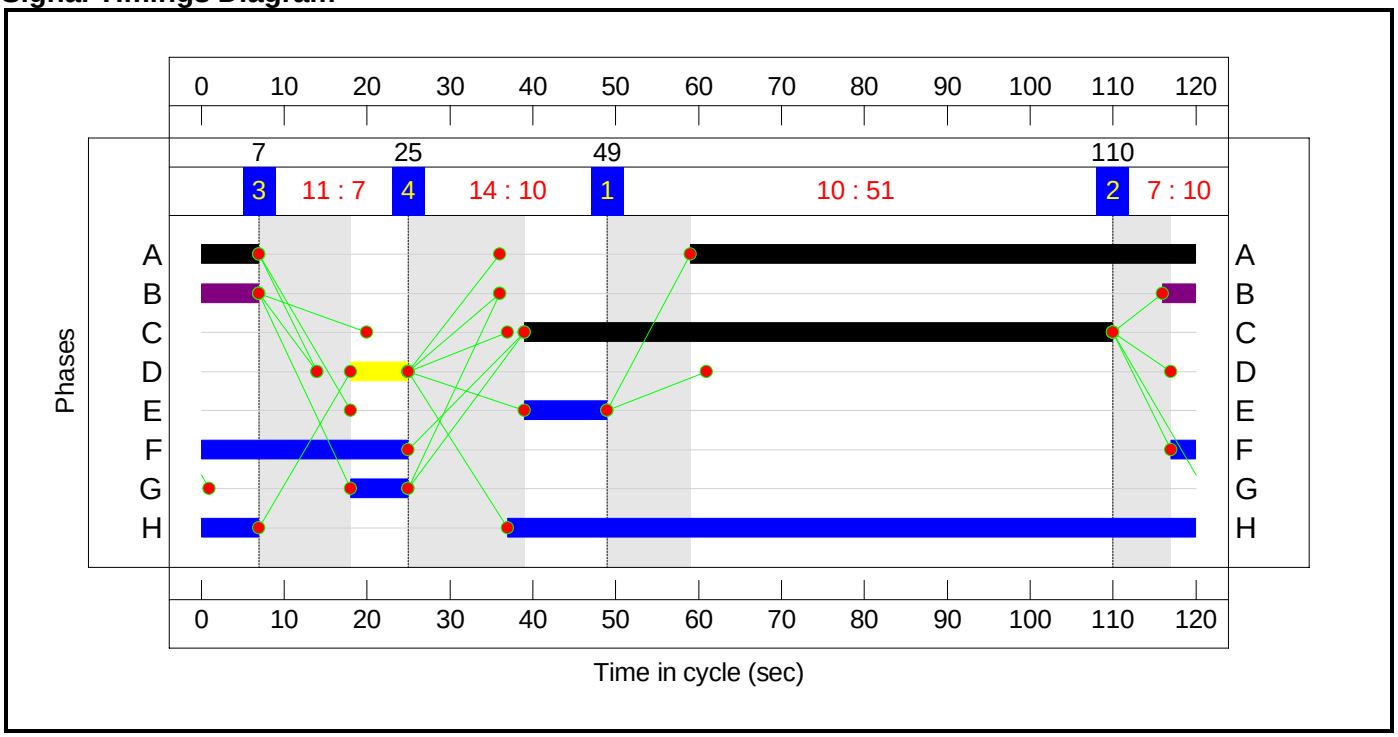


Stage Timings

Stage	1	2	3	4
Duration	51	10	7	10
Change Point	49	110	7	25

Full Input Data And Results

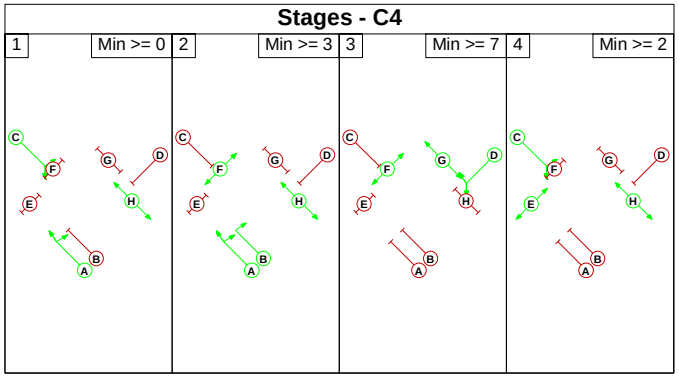
Signal Timings Diagram

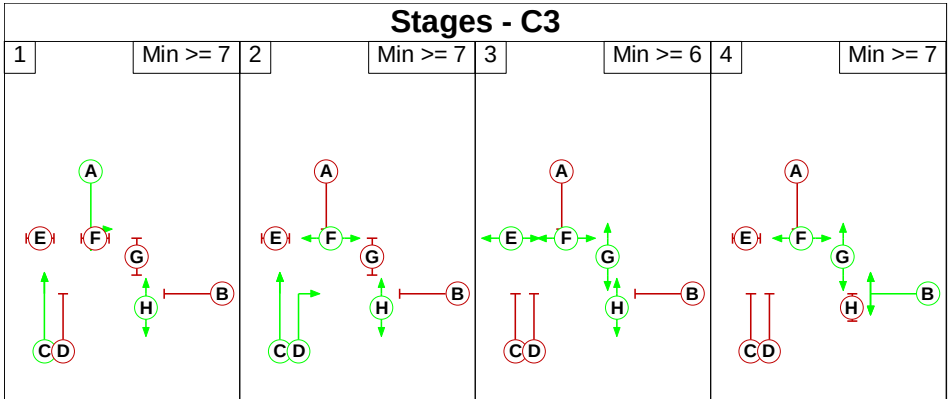


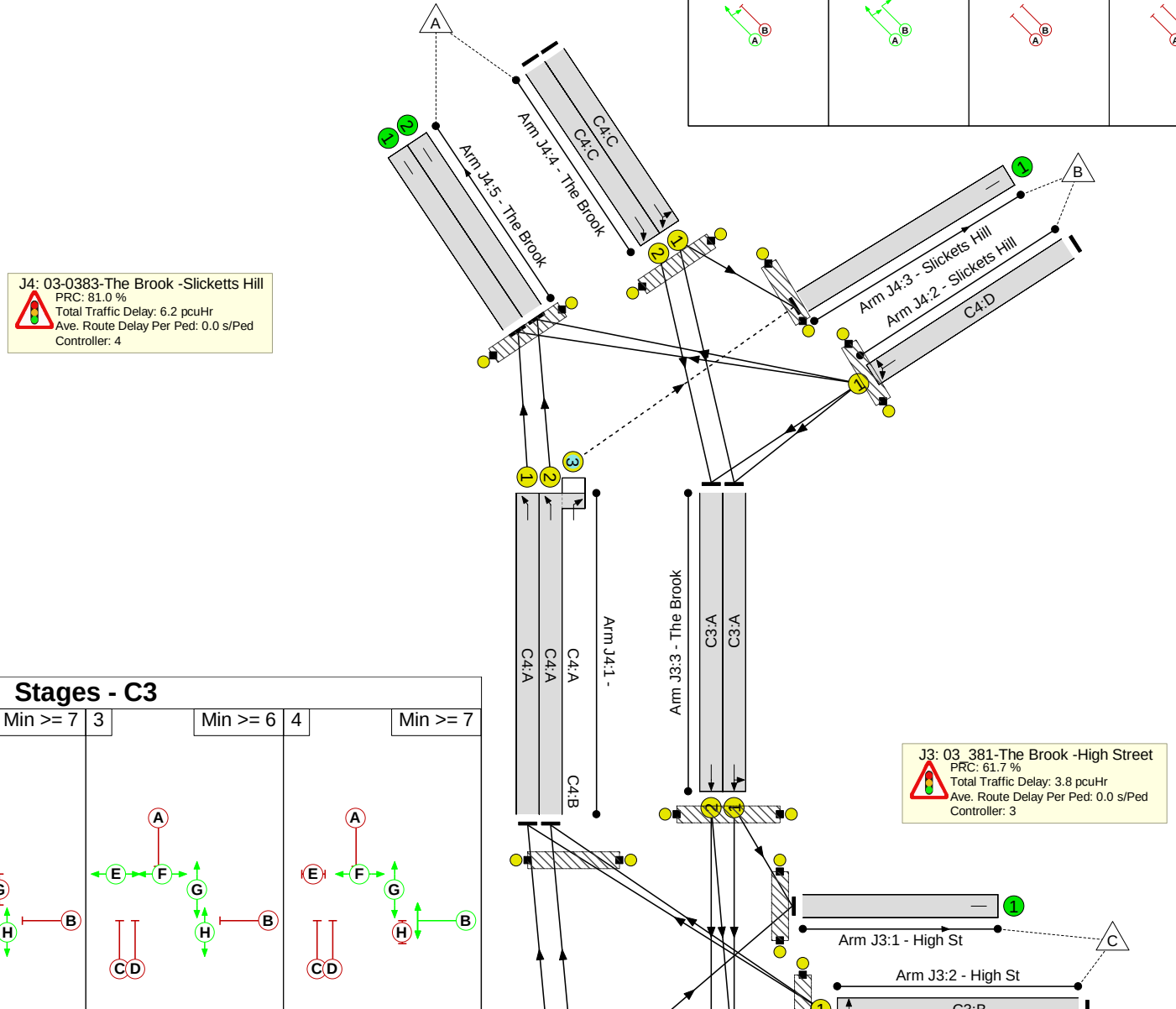
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results







Full Input Data And Results

Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	3.64	31.84
C2	1	108.90	5.96
C3	1	61.67	3.76
C4	1	81.01	6.17
Total Network Delay: 47.73 pcuHr			
Worst PRC: 3.64 % (On Lane J1:3/2 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.8%**
J1: 0329_A2_Union St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.8%**
1/1	A2 Ahead Left	U	N/A	N/A	C1:A		1	39	-	501	1935	645	77.7%
1/2	A2 Ahead	U	N/A	N/A	C1:A		1	39	-	550	2080	693	79.3%
2/1		U	N/A	N/A	-		-	-	-	757	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
3/1	A2 Ahead	U	N/A	N/A	C1:D		1	75	-	439	1945	1232	35.6%
3/2+3/3	A2 Ahead Right	U	N/A	N/A	C1:D C1:E		1	75:26	-	381	2130:1950	0+439	0.0 : 86.8%
4/1		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
5/2+5/1	Union St Left Right	U	N/A	N/A	C1:B C1:C		1	32:66	-	537	1747:1786	326+301	85.6 : 85.6%
5/3	Union St Right	U	N/A	N/A	C1:B		1	32	-	346	1747	480	72.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:F		1	22	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:G		1	75	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:I		1	58	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C1:J		1	20	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C1:H		1	39	-	0	-	0	0.0%
J2: 03_0558-Union St_Best St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**43.1%**
1/1+1/2	Best St Left Right	U	N/A	N/A	C2:D C2:E		1	73:24	-	533	1687:1940	876+404	41.0 : 43.1%
2/1	The Brook Ahead	U	N/A	N/A	C2:A		1	85	-	599	1940	1390	43.1%

Full Input Data And Results

2/2+2/3	The Brook Right Ahead	U+O	N/A	N/A	C2:A	C2:B	1	85	85	499	2080:1687	259+917	42.4 : 42.4%
3/1	Best St	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
4/2+4/1	Union St Left Ahead	U+O	N/A	N/A	C2:C -		1	35	-	319	1940:1786	190+629	38.9 : 38.9%
4/3	Union St Ahead	U	N/A	N/A	C2:C		1	35	-	64	1940	582	11.0%
J3: 03_381-The Brook -High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.7%**
1/1	High St	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%
2/1	High St Left Right	U	N/A	N/A	C3:B		1	7	-	0	1940	129	0.0%
3/1	The Brook Ahead Left	U	N/A	N/A	C3:A		1	64	-	521	1936	1049	49.7%
3/2	The Brook Ahead	U	N/A	N/A	C3:A		1	64	-	585	1940	1051	55.7%
4/1	The Brook Ahead	U	N/A	N/A	C3:C		1	78	-	241	1940	1277	18.9%
4/2	The Brook Ahead	U	N/A	N/A	C3:C		1	78	-	256	2080	1369	18.7%
4/3	The Brook Right	U	N/A	N/A	C3:D		1	7	-	0	1940	129	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:F		1	41	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:G		1	24	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:H		1	97	-	0	-	0	0.0%
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.7%**
1/1	Ahead	U	N/A	N/A	C4:A		1	68	-	241	1904	1095	22.0%
1/2+1/3	Right Ahead	U+O	N/A	N/A	C4:A	C4:B	1	68	11	256	1904:1687	1088+4	23.4 : 23.4%
2/1	Slickets Hill Left Right	U	N/A	N/A	C4:D		1	7	-	17	1687	112	15.1%

Full Input Data And Results

3/1	Slickets Hill	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
4/1	The Brook Ahead Left	U	N/A	N/A	C4:C		1	71	-	522	1904	1142	45.7%
4/2	The Brook Ahead	U	N/A	N/A	C4:C		1	71	-	568	1904	1142	49.7%
5/1	The Brook	U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
5/2	The Brook	U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:E		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:F		1	28	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C4:H		1	90	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**514**	**121**	**0**	**32.5**	**15.0**	**0.2**	**47.7**	**-**	**-**	**-**	**-**
J1: 0329_A2_Union St	**-**	**-**	**0**	**0**	**0**	**20.9**	**10.9**	**0.0**	**31.8**	**-**	**-**	**-**	**-**
1/1	501	501	-	-	-	5.0	1.7	-	6.7	48.2	14.9	1.7	16.6
1/2	550	550	-	-	-	5.5	1.9	-	7.4	48.5	16.5	1.9	18.4
2/1	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	439	439	-	-	-	1.3	0.3	-	1.5	12.7	6.8	0.3	7.1
3/2+3/3	381	381	-	-	-	4.7	3.0	-	7.7	73.0	12.2	3.0	15.2
4/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	537	537	-	-	-	2.1	2.8	-	4.9	33.0	7.8	2.8	10.6
5/3	346	346	-	-	-	2.3	1.3	-	3.5	36.6	9.5	1.3	10.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 03_0558-Union St_Best St	**-**	**-**	**514**	**120**	**0**	**4.2**	**1.5**	**0.2**	**6.0**	**-**	**-**	**-**	**-**
1/1+1/2	533	533	-	-	-	3.1	0.4	-	3.5	23.4	5.8	0.4	6.1
2/1	599	599	-	-	-	0.0	0.4	-	0.4	2.4	6.6	0.4	6.9
2/2+2/3	499	499	269	120	0	0.0	0.4	0.2	0.6	4.4	4.7	0.4	5.1
3/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	319	319	244	1	0	1.1	0.3	-	1.4	15.7	8.1	0.3	8.5
4/3	64	64	-	-	-	0.0	0.1	-	0.1	5.6	0.1	0.1	0.1
J3: 03_381-The Brook -High Street	**-**	**-**	**0**	**0**	**0**	**2.4**	**1.4**	**0.0**	**3.8**	**-**	**-**	**-**	**-**

Full Input Data And Results

1/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	521	521	-	-	-	0.7	0.5	-	1.2	8.5	1.9	0.5	2.4
3/2	585	585	-	-	-	0.9	0.6	-	1.5	9.4	3.9	0.6	4.5
4/1	241	241	-	-	-	0.4	0.1	-	0.5	7.1	2.0	0.1	2.2
4/2	256	256	-	-	-	0.4	0.1	-	0.5	7.4	2.4	0.1	2.5
4/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**1**	**0**	**0**	**4.9**	**1.3**	**0.0**	**6.2**	**-**	**-**	**-**	**-**
1/1	241	241	-	-	-	0.3	0.1	-	0.4	6.0	2.5	0.1	2.6
1/2+1/3	256	256	1	0	0	0.3	0.2	0.0	0.4	6.2	3.0	0.2	3.1
2/1	17	17	-	-	-	0.2	0.1	-	0.3	71.7	0.5	0.1	0.6
3/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	522	522	-	-	-	1.9	0.4	-	2.3	16.1	9.6	0.4	10.0
4/2	568	568	-	-	-	2.2	0.5	-	2.7	16.8	10.7	0.5	11.2
5/1	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

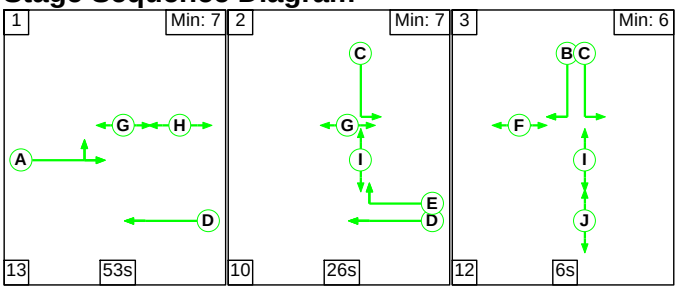
C1	PRC for Signalled Lanes (%):	3.6	Total Delay for Signalled Lanes (pcuHr):	31.84	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	108.9	Total Delay for Signalled Lanes (pcuHr):	5.96	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	61.7	Total Delay for Signalled Lanes (pcuHr):	3.76	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	81.0	Total Delay for Signalled Lanes (pcuHr):	6.17	Cycle Time (s): 120
	PRC Over All Lanes (%):	3.6	Total Delay Over All Lanes(pcuHr):	47.73	

Full Input Data And Results

Scenario 5: '2041 RC AM Peak' (FG3: '2041 RC AM Peak', Plan 1: 'AM Peak ')

C1

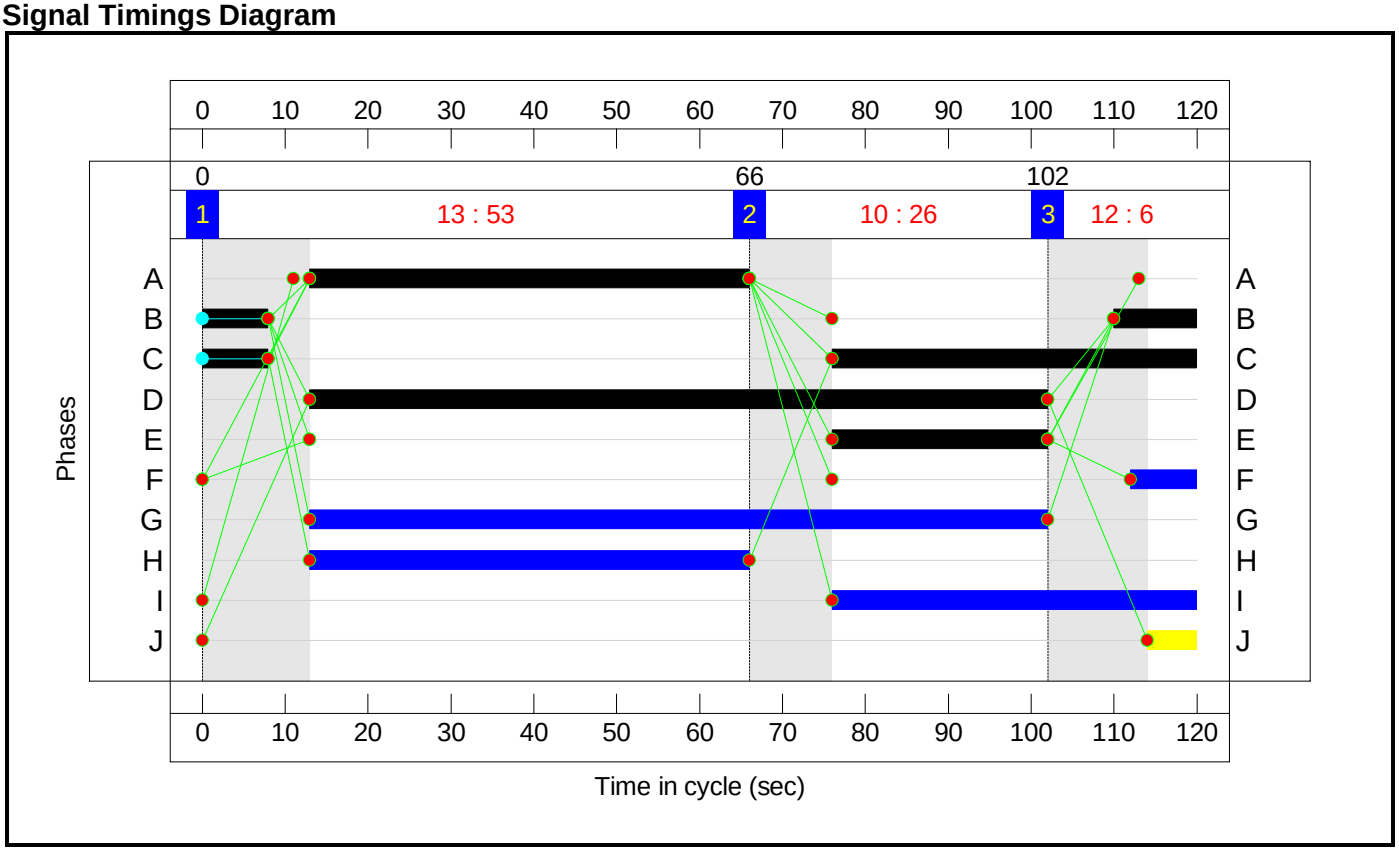
Stage Sequence Diagram



Stage Timings

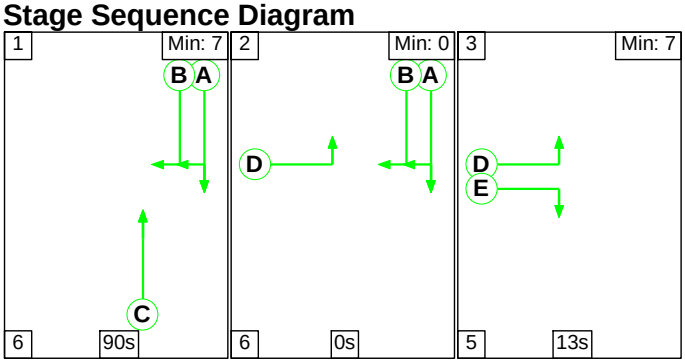
Stage	1	2	3
Duration	53	26	6
Change Point	0	66	102

Signal Timings Diagram



C2

Stage Sequence Diagram

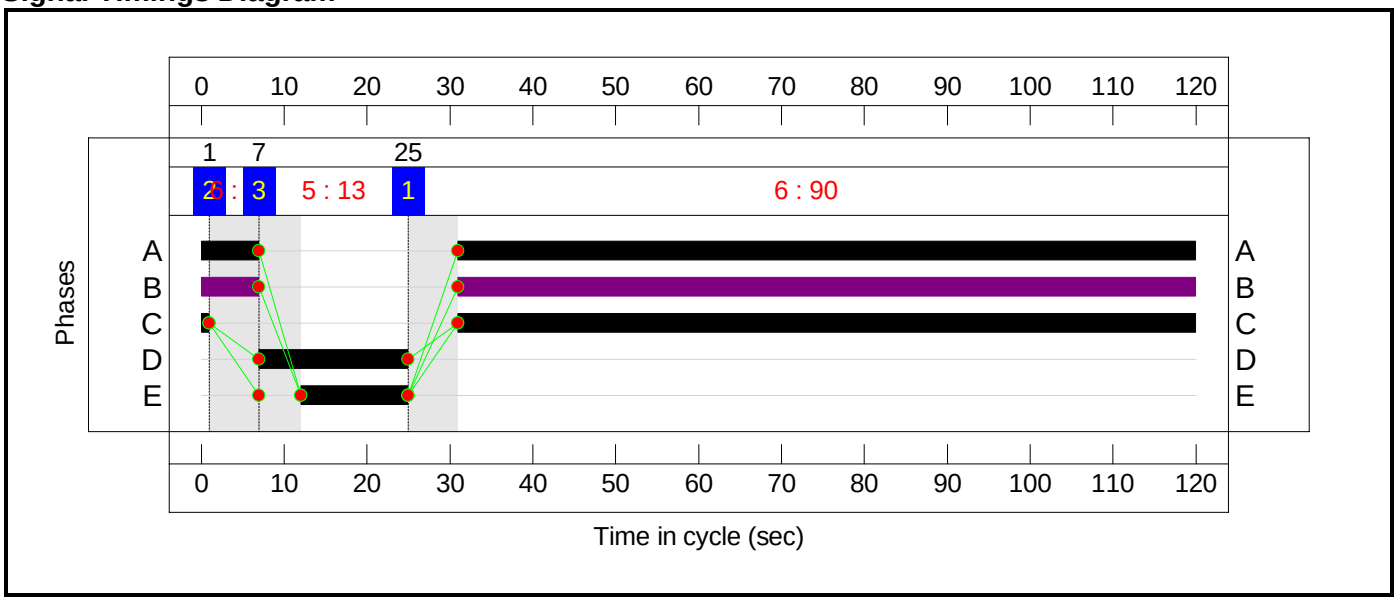


Full Input Data And Results

Stage Timings

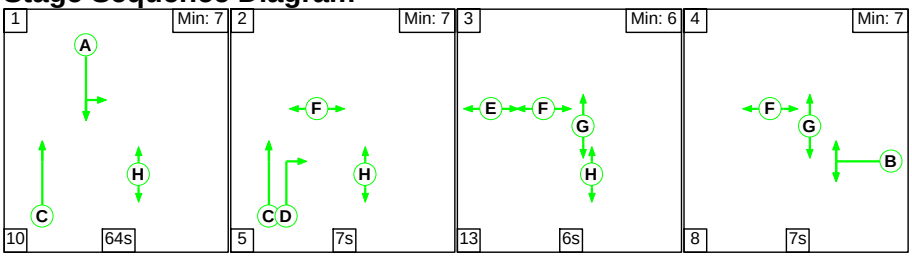
Stage	1	2	3
Duration	90	0	13
Change Point	25	1	7

Signal Timings Diagram



C3

Stage Sequence Diagram

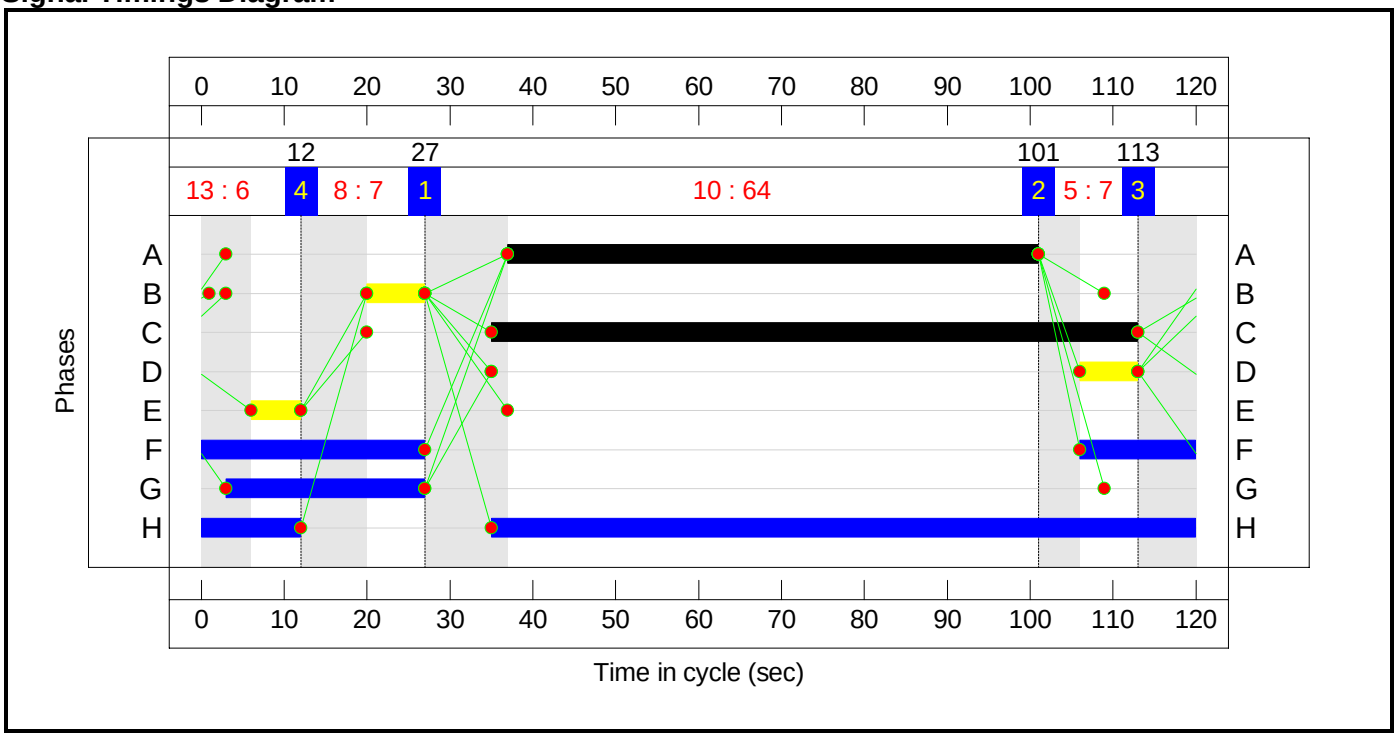


Stage Timings

Stage	1	2	3	4
Duration	64	7	6	7
Change Point	27	101	113	12

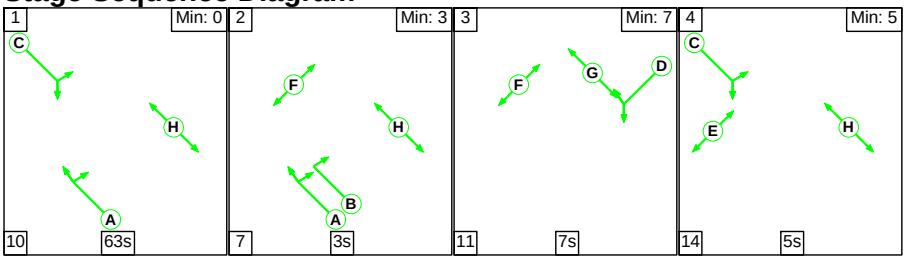
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

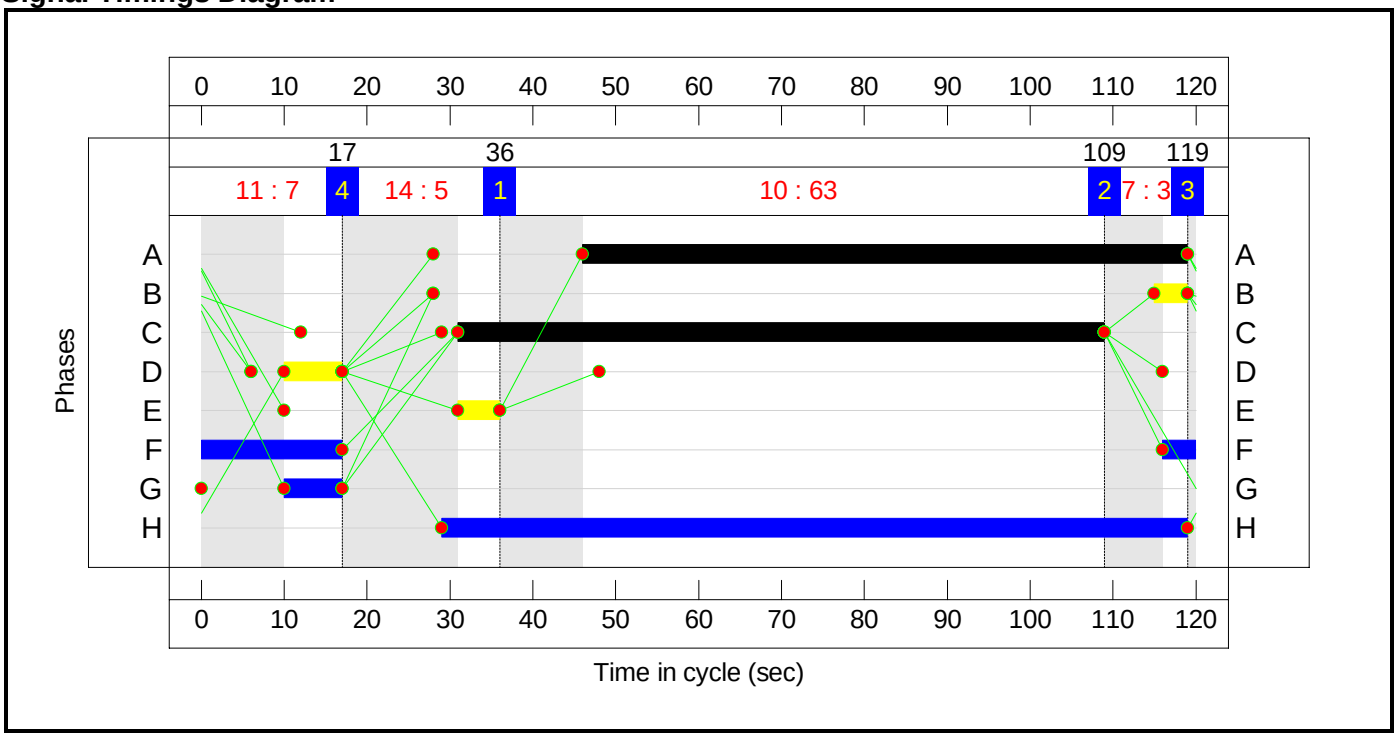


Stage Timings

Stage	1	2	3	4
Duration	63	3	7	5
Change Point	36	109	119	17

Full Input Data And Results

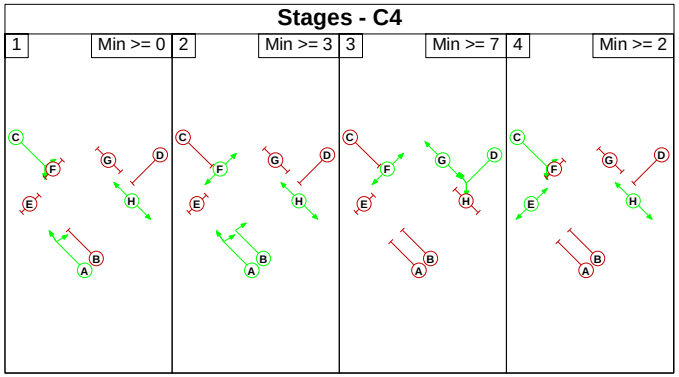
Signal Timings Diagram

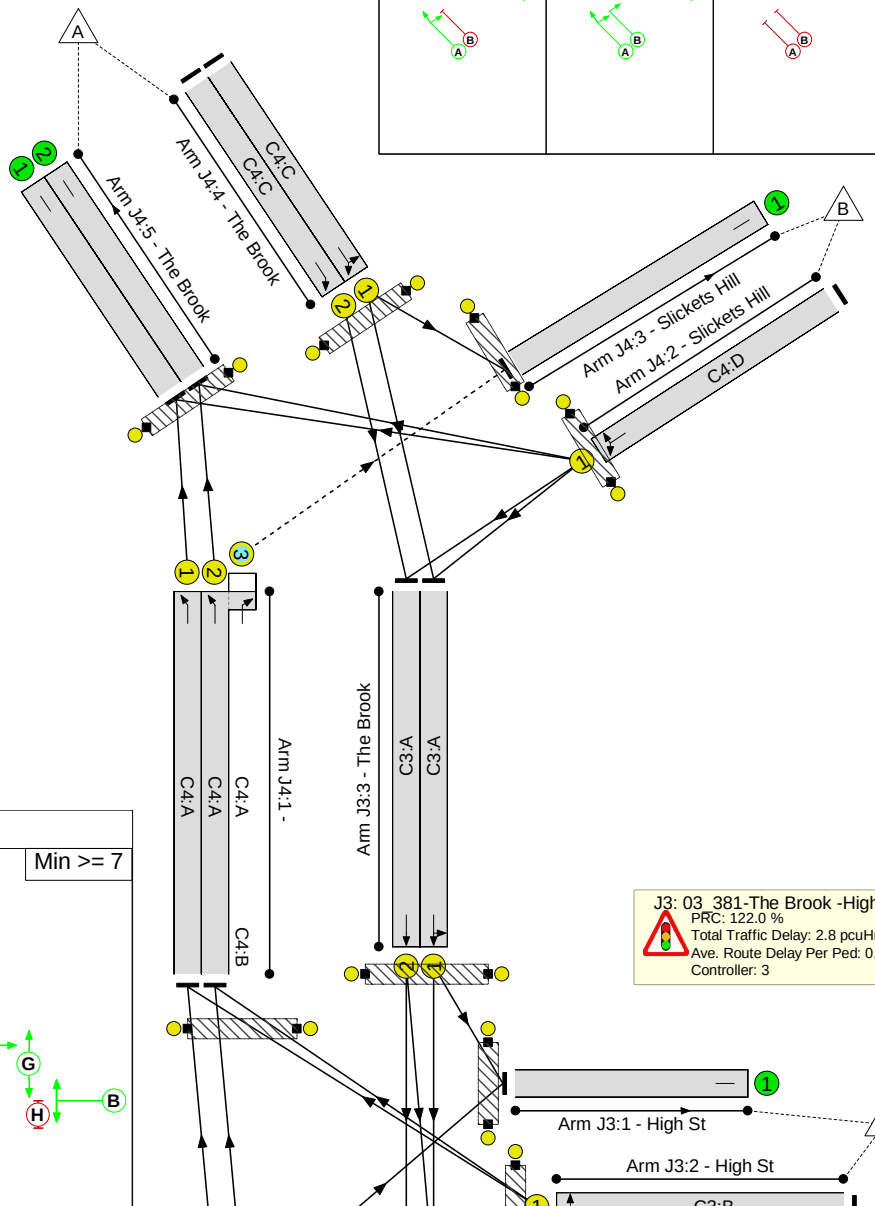


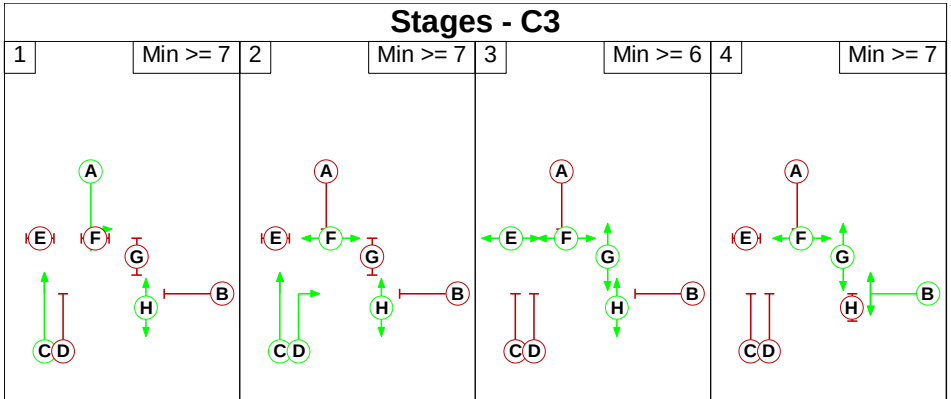
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results







Full Input Data And Results

Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	18.94	20.98
C2	1	80.81	3.56
C3	1	122.01	2.83
C4	1	164.29	3.14
Total Network Delay: 30.52 pcuHr			
Worst PRC: 18.94 % (On Lane J1:3/2 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.7%**
J1: 0329_A2_Union St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.7%**
1/1	A2 Ahead Left	U	N/A	N/A	C1:A		1	53	-	552	1935	871	63.4%
1/2	A2 Ahead	U	N/A	N/A	C1:A		1	53	-	604	2080	936	64.5%
2/1		U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
3/1	A2 Ahead	U	N/A	N/A	C1:D		1	89	-	753	1945	1459	51.6%
3/2+3/3	A2 Ahead Right	U	N/A	N/A	C1:D C1:E		1	89:26	-	461	2130:1950	170+439	75.7 : 75.7%
4/1		U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
5/2+5/1	Union St Left Right	U	N/A	N/A	C1:B C1:C		1	18:52	-	201	1747:1786	237+121	56.0 : 56.0%
5/3	Union St Right	U	N/A	N/A	C1:B		1	18	-	117	1747	277	42.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:F		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:G		1	89	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:I		1	44	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C1:J		1	6	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C1:H		1	53	-	0	-	0	0.0%
J2: 03_0558-Union St_Best St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.8%**
1/1+1/2	Best St Left Right	U	N/A	N/A	C2:D C2:E		1	18:13	-	101	1687:1940	110+226	30.0 : 30.0%
2/1	The Brook Ahead	U	N/A	N/A	C2:A		1	96	-	220	1940	1568	14.0%

Full Input Data And Results

2/2+2/3	The Brook Right Ahead	U+O	N/A	N/A	C2:A	C2:B	1	96	96	408	2080:1687	60+759	49.8 : 49.8%
3/1	Best St	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
4/2+4/1	Union St Left Ahead	U+O	N/A	N/A	C2:C -		1	90	-	449	1940:1786	987+531	29.6 : 29.6%
4/3	Union St Ahead	U	N/A	N/A	C2:C		1	90	-	304	1940	1471	20.7%
J3: 03_381-The Brook -High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.5%**
1/1	High St	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%
2/1	High St Left Right	U	N/A	N/A	C3:B		1	7	-	0	1940	129	0.0%
3/1	The Brook Ahead Left	U	N/A	N/A	C3:A		1	64	-	357	1821	986	36.2%
3/2	The Brook Ahead	U	N/A	N/A	C3:A		1	64	-	426	1940	1051	40.5%
4/1	The Brook Ahead	U	N/A	N/A	C3:C		1	78	-	306	1940	1277	24.0%
4/2	The Brook Ahead	U	N/A	N/A	C3:C		1	78	-	323	2080	1369	23.6%
4/3	The Brook Right	U	N/A	N/A	C3:D		1	7	-	0	1940	129	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:F		1	41	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:G		1	24	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:H		1	97	-	0	-	0	0.0%
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**34.1%**
1/1	Ahead	U	N/A	N/A	C4:A		1	73	-	306	1904	1174	26.1%
1/2+1/3	Right Ahead	U+O	N/A	N/A	C4:A	C4:B	1	73	4	323	1904:1687	1168+4	27.6 : 27.6%
2/1	Slickets Hill Left Right	U	N/A	N/A	C4:D		1	7	-	0	1940	129	0.0%

Full Input Data And Results

3/1	Slickets Hill	U	N/A	N/A	-		-	-	-	63	Inf	Inf	0.0%
4/1	The Brook Ahead Left	U	N/A	N/A	C4:C		1	78	-	419	1869	1230	34.1%
4/2	The Brook Ahead	U	N/A	N/A	C4:C		1	78	-	426	1904	1253	34.0%
5/1	The Brook	U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
5/2	The Brook	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:E		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:F		1	21	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C4:H		1	90	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**536**	**0**	**0**	**22.5**	**7.8**	**0.3**	**30.5**	**-**	**-**	**-**	**-**
J1: 0329_A2_Union St	**-**	**-**	**0**	**0**	**0**	**16.2**	**4.8**	**0.0**	**21.0**	**-**	**-**	**-**	**-**
1/1	552	552	-	-	-	3.9	0.9	-	4.8	31.0	14.1	0.9	15.0
1/2	604	604	-	-	-	4.3	0.9	-	5.2	31.0	15.6	0.9	16.5
2/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	753	753	-	-	-	1.3	0.5	-	1.8	8.7	10.0	0.5	10.6
3/2+3/3	461	461	-	-	-	4.1	1.5	-	5.7	44.3	10.3	1.5	11.9
4/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	201	201	-	-	-	1.6	0.6	-	2.2	39.9	4.0	0.6	4.6
5/3	117	117	-	-	-	1.0	0.4	-	1.3	40.6	3.5	0.4	3.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 03_0558-Union St_Best St	**-**	**-**	**535**	**0**	**0**	**2.1**	**1.1**	**0.3**	**3.6**	**-**	**-**	**-**	**-**
1/1+1/2	101	101	-	-	-	1.3	0.2	-	1.5	54.5	2.1	0.2	2.3
2/1	220	220	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
2/2+2/3	408	408	378	0	0	0.0	0.5	0.3	0.8	7.3	5.7	0.5	6.2
3/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	449	449	157	0	0	0.5	0.2	-	0.7	5.7	5.2	0.2	5.4
4/3	304	304	-	-	-	0.3	0.1	-	0.4	4.9	4.4	0.1	4.6
J3: 03_381-The Brook -High Street	**-**	**-**	**0**	**0**	**0**	**1.9**	**0.9**	**0.0**	**2.8**	**-**	**-**	**-**	**-**

Full Input Data And Results

1/1	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	357	357	-	-	-	0.8	0.3	-	1.1	10.7	2.1	0.3	2.4
3/2	426	426	-	-	-	0.9	0.3	-	1.3	10.8	2.7	0.3	3.1
4/1	306	306	-	-	-	0.1	0.2	-	0.2	2.8	0.5	0.2	0.6
4/2	323	323	-	-	-	0.1	0.2	-	0.3	2.9	0.6	0.2	0.8
4/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**1**	**0**	**0**	**2.3**	**0.9**	**0.0**	**3.1**	**-**	**-**	**-**	**-**
1/1	306	306	-	-	-	0.1	0.2	-	0.2	2.9	0.6	0.2	0.8
1/2+1/3	323	323	1	0	0	0.1	0.2	0.0	0.3	3.0	0.7	0.2	0.9
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	63	63	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	419	419	-	-	-	1.1	0.3	-	1.3	11.2	6.1	0.3	6.3
4/2	426	426	-	-	-	1.1	0.3	-	1.3	11.2	6.2	0.3	6.4
5/1	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

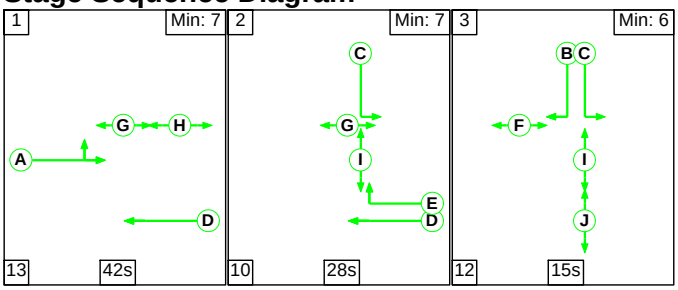
C1	PRC for Signalled Lanes (%):	18.9	Total Delay for Signalled Lanes (pcuHr):	20.98	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	80.8	Total Delay for Signalled Lanes (pcuHr):	3.56	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	122.0	Total Delay for Signalled Lanes (pcuHr):	2.83	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	164.3	Total Delay for Signalled Lanes (pcuHr):	3.14	Cycle Time (s): 120
	PRC Over All Lanes (%):	18.9	Total Delay Over All Lanes(pcuHr):	30.52	

Full Input Data And Results

Scenario 6: '2041 RC PM Peak' (FG4: '2041 RC PM Peak', Plan 1: 'AM Peak ')

C1

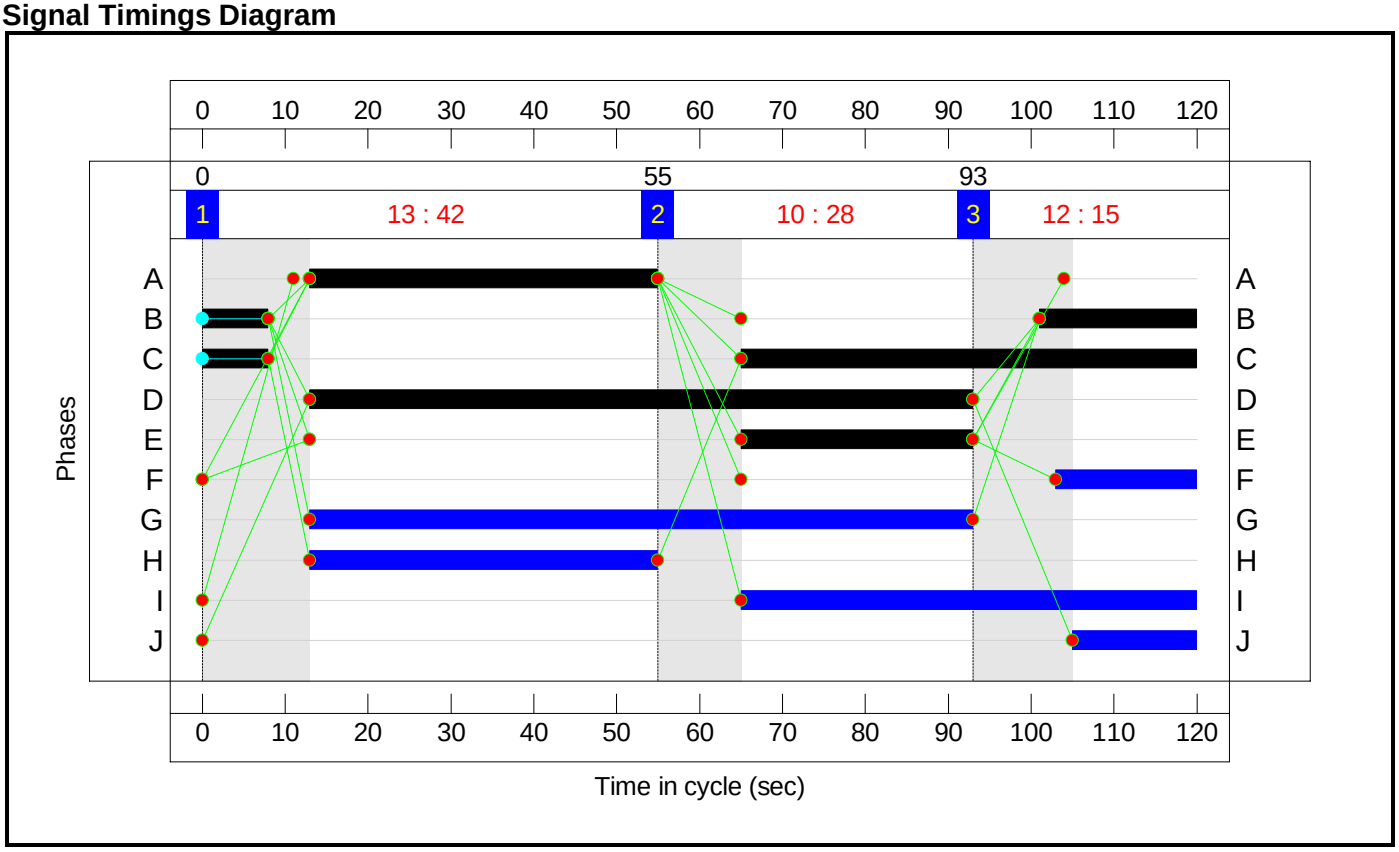
Stage Sequence Diagram



Stage Timings

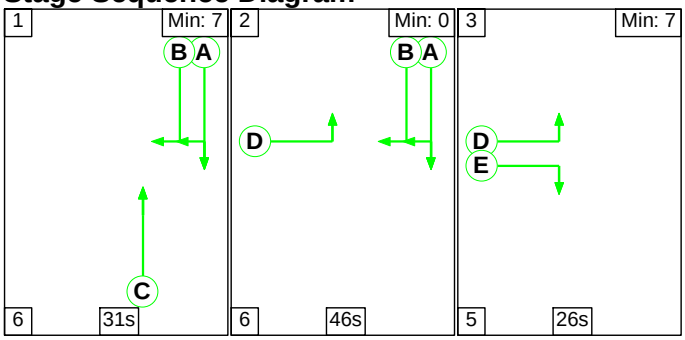
Stage	1	2	3
Duration	42	28	15
Change Point	0	55	93

Signal Timings Diagram



C2

Stage Sequence Diagram

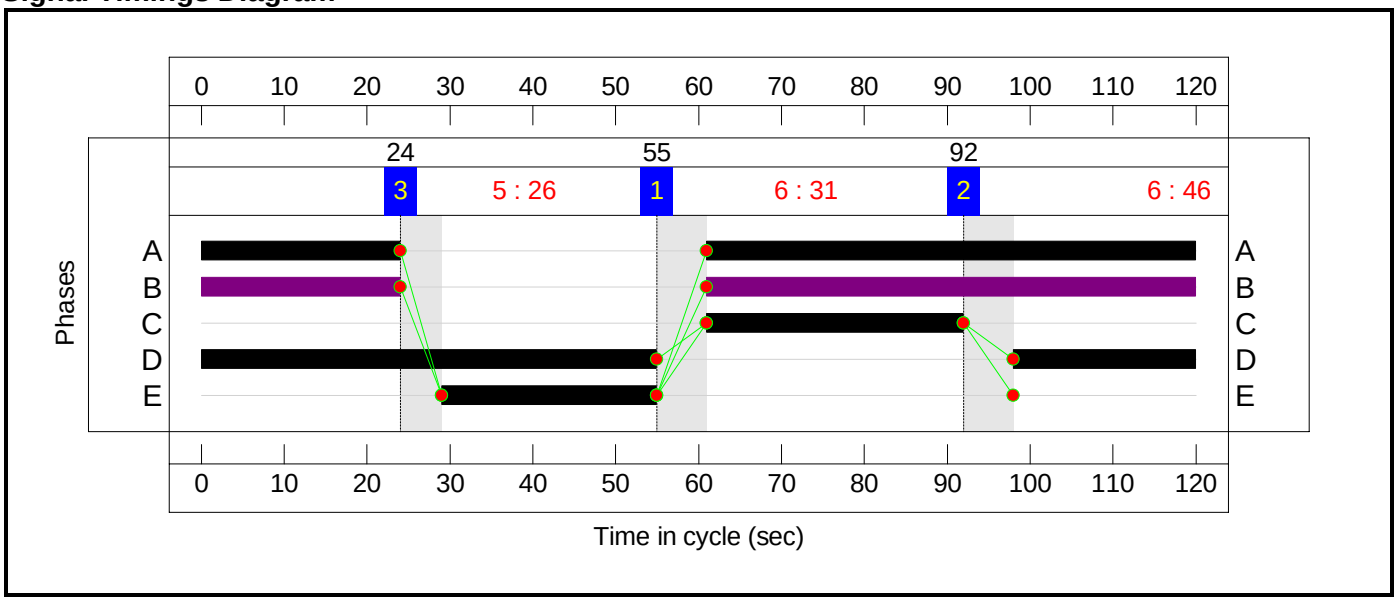


Full Input Data And Results

Stage Timings

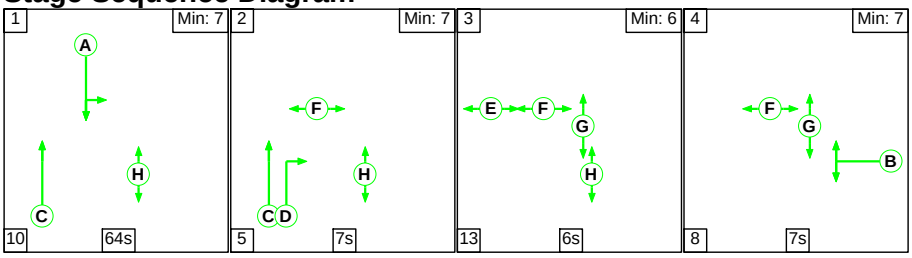
Stage	1	2	3
Duration	31	46	26
Change Point	55	92	24

Signal Timings Diagram



C3

Stage Sequence Diagram

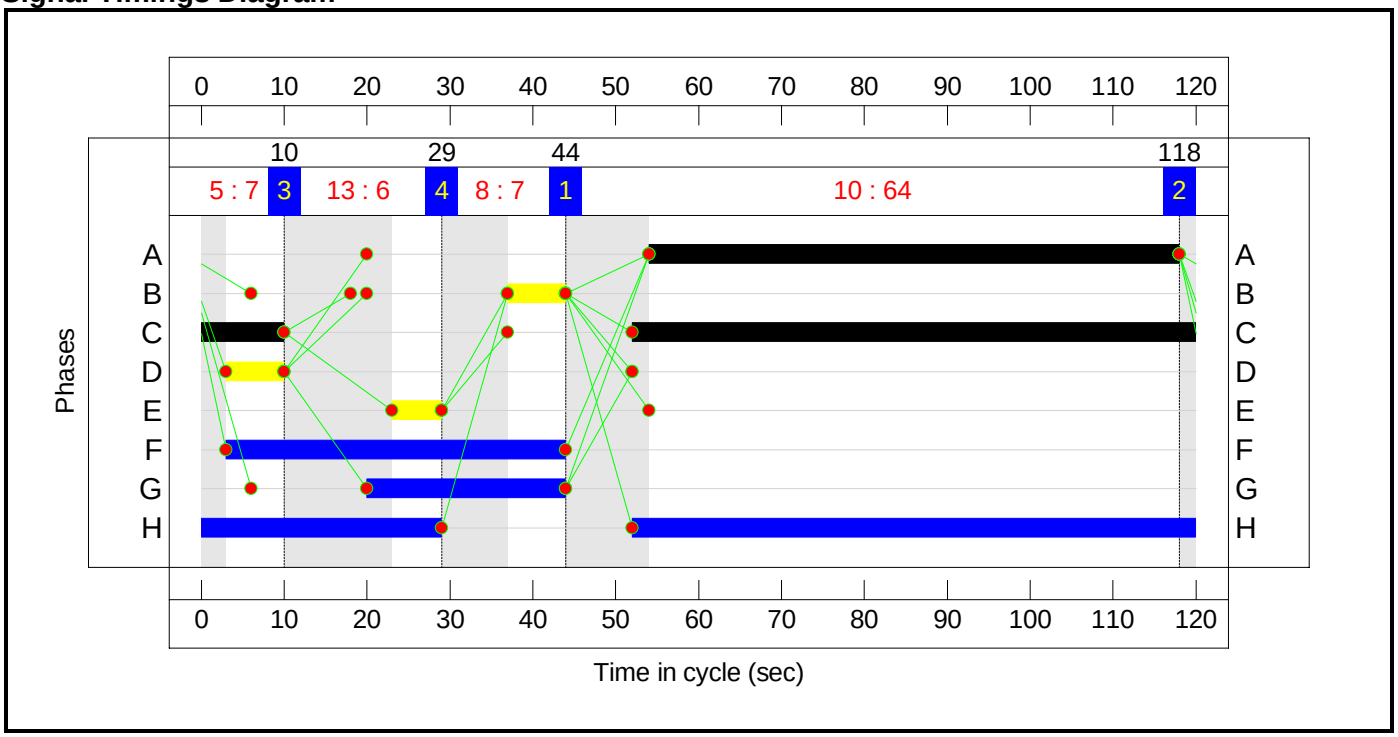


Stage Timings

Stage	1	2	3	4
Duration	64	7	6	7
Change Point	44	118	10	29

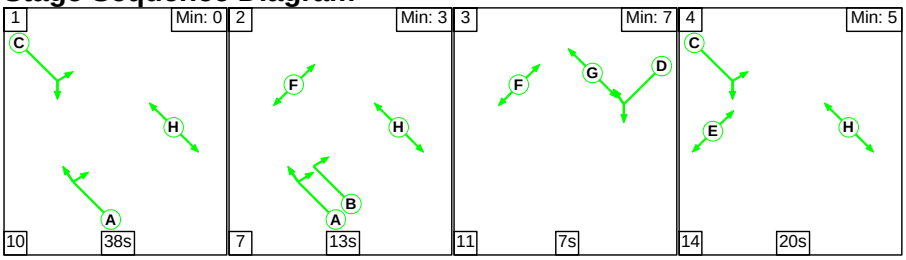
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

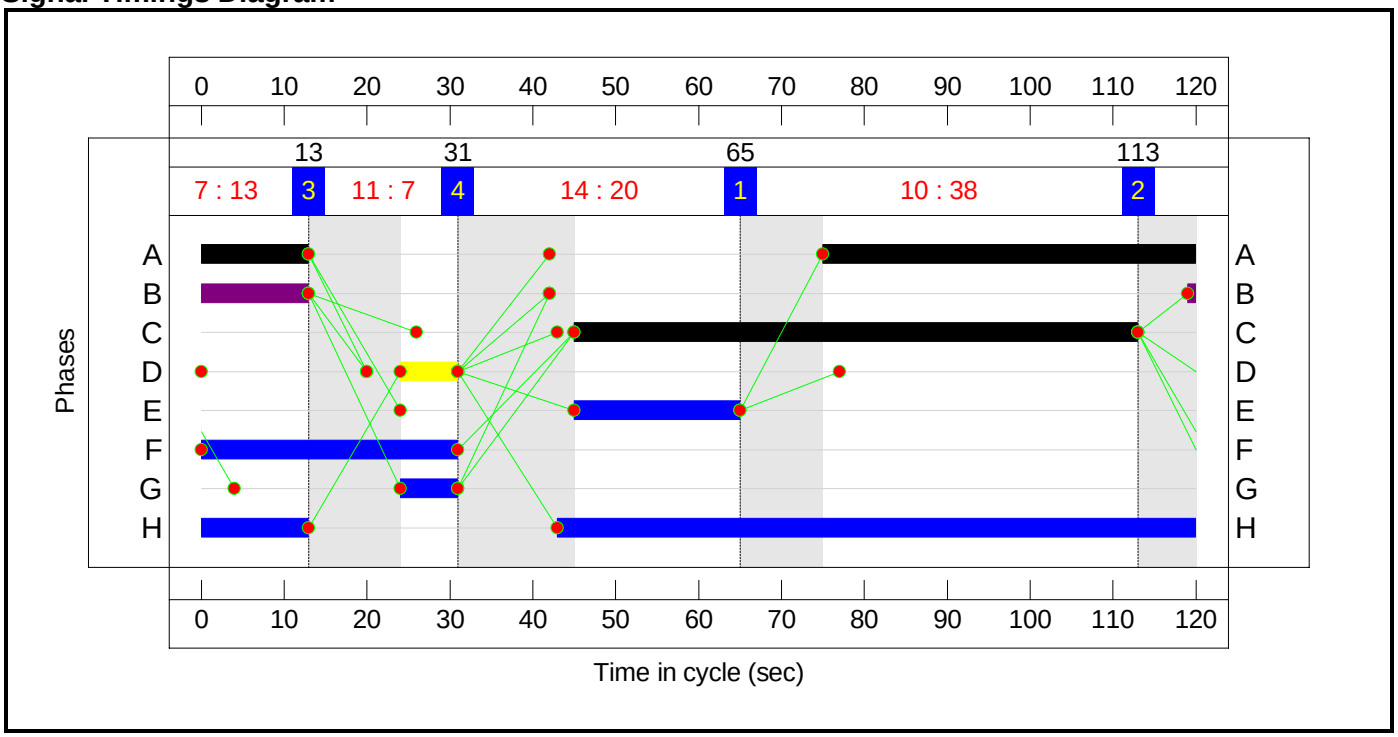


Stage Timings

Stage	1	2	3	4
Duration	38	13	7	20
Change Point	65	113	13	31

Full Input Data And Results

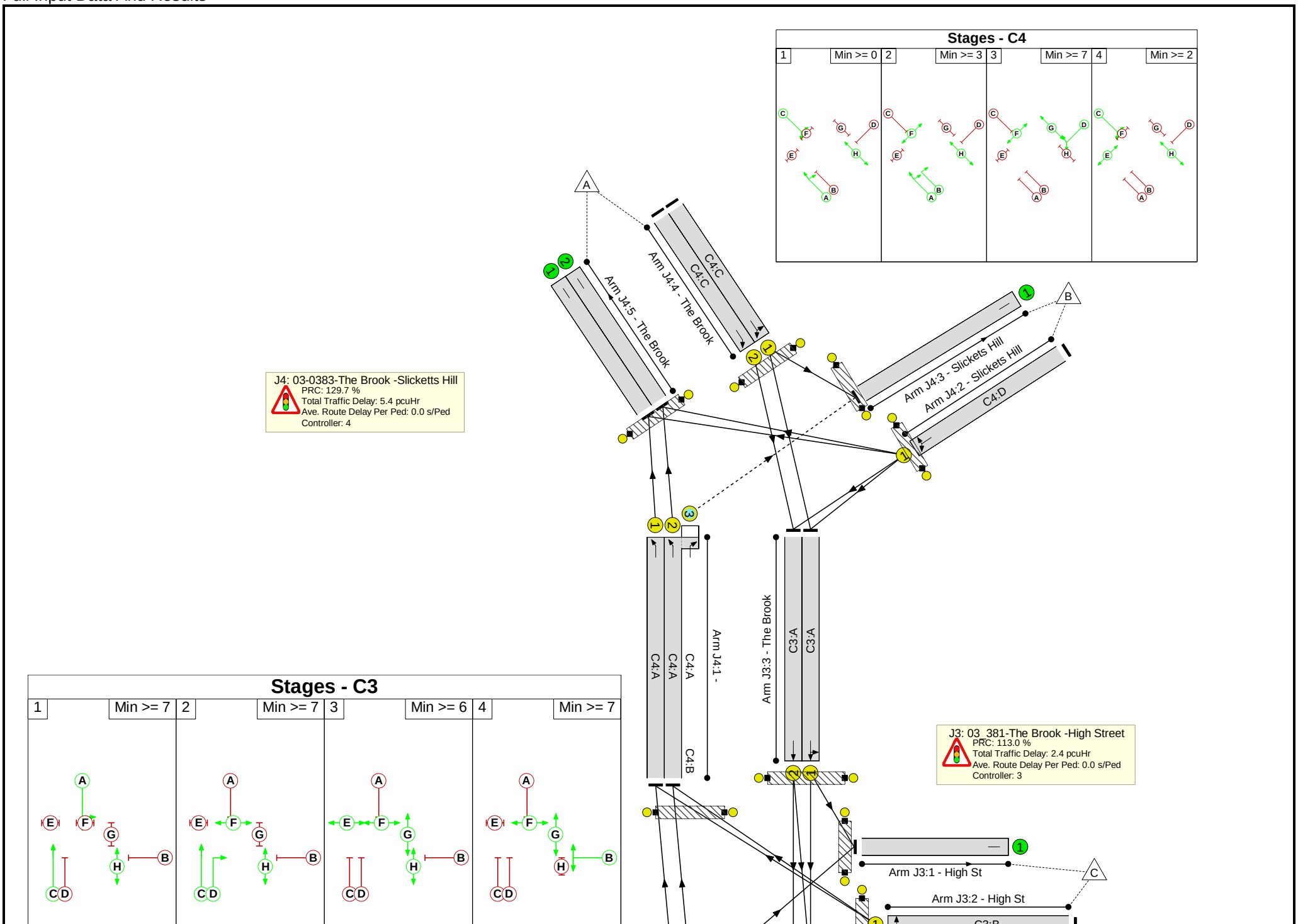
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	14.32	23.60
C2	1	155.10	4.70
C3	1	113.01	2.38
C4	1	129.68	5.37
Total Network Delay: 36.05 pcuHr			
Worst PRC: 14.32 % (On Lane J1:3/2 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.7%**
J1: 0329_A2_Union St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.7%**
1/1	A2 Ahead Left	U	N/A	N/A	C1:A		1	42	-	443	1935	693	63.9%
1/2	A2 Ahead	U	N/A	N/A	C1:A		1	42	-	486	2080	745	65.2%
2/1		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
3/1	A2 Ahead	U	N/A	N/A	C1:D		1	80	-	442	1945	1313	33.7%
3/2+3/3	A2 Ahead Right	U	N/A	N/A	C1:D C1:E		1	80:28	-	374	2130:1950	4+471	78.7 : 78.7%
4/1		U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%
5/2+5/1	Union St Left Right	U	N/A	N/A	C1:B C1:C		1	27:63	-	384	1747:1786	308+206	74.6 : 74.6%
5/3	Union St Right	U	N/A	N/A	C1:B		1	27	-	256	1747	408	62.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:F		1	17	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:G		1	80	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:I		1	55	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C1:J		1	15	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C1:H		1	42	-	0	-	0	0.0%
J2: 03_0558-Union St_Best St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**35.3%**
1/1+1/2	Best St Left Right	U	N/A	N/A	C2:D C2:E		1	77:26	-	460	1687:1940	909+437	33.7 : 35.3%
2/1	The Brook Ahead	U	N/A	N/A	C2:A		1	83	-	376	1940	1358	27.7%

Full Input Data And Results

2/2+2/3	The Brook Right Ahead	U+O	N/A	N/A	C2:A	C2:B	1	83	83	410	2080:1687	325+886	33.8 : 33.8%
3/1	Best St	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
4/2+4/1	Union St Left Ahead	U+O	N/A	N/A	C2:C -		1	31	-	236	1940:1786	26+649	35.0 : 35.0%
4/3	Union St Ahead	U	N/A	N/A	C2:C		1	31	-	135	1940	517	26.1%
J3: 03_381-The Brook -High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**42.3%**
1/1	High St	U	N/A	N/A	-		-	-	-	81	Inf	Inf	0.0%
2/1	High St Left Right	U	N/A	N/A	C3:B		1	7	-	0	1940	129	0.0%
3/1	The Brook Ahead Left	U	N/A	N/A	C3:A		1	64	-	423	1886	1022	41.4%
3/2	The Brook Ahead	U	N/A	N/A	C3:A		1	64	-	444	1940	1051	42.3%
4/1	The Brook Ahead	U	N/A	N/A	C3:C		1	78	-	171	1940	1277	13.4%
4/2	The Brook Ahead	U	N/A	N/A	C3:C		1	78	-	279	2080	1369	20.4%
4/3	The Brook Right	U	N/A	N/A	C3:D		1	7	-	0	1940	129	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:F		1	41	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:G		1	24	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:H		1	97	-	0	-	0	0.0%
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**39.2%**
1/1	Ahead	U	N/A	N/A	C4:A		1	58	-	171	1904	936	18.3%
1/2+1/3	Right Ahead	U+O	N/A	N/A	C4:A	C4:B	1	58	14	279	1904:1687	931+3	29.9 : 29.9%
2/1	Slickets Hill Left Right	U	N/A	N/A	C4:D		1	7	-	15	1687	112	13.3%

Full Input Data And Results

3/1	Slickets Hill	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
4/1	The Brook Ahead Left	U	N/A	N/A	C4:C		1	68	-	423	1904	1095	38.6%
4/2	The Brook Ahead	U	N/A	N/A	C4:C		1	68	-	429	1904	1095	39.2%
5/1	The Brook	U	N/A	N/A	-		-	-	-	171	Inf	Inf	0.0%
5/2	The Brook	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:E		1	20	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C4:F		1	31	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C4:G		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C4:H		1	90	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**447**	**81**	**0**	**26.6**	**9.2**	**0.2**	**36.1**	**-**	**-**	**-**	**-**
J1: 0329_A2_Union St	**-**	**-**	**0**	**0**	**0**	**17.5**	**6.1**	**0.0**	**23.6**	**-**	**-**	**-**	**-**
1/1	443	443	-	-	-	3.9	0.9	-	4.8	39.2	12.2	0.9	13.1
1/2	486	486	-	-	-	4.4	0.9	-	5.3	39.1	13.5	0.9	14.4
2/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	442	442	-	-	-	1.0	0.3	-	1.3	10.3	6.1	0.3	6.4
3/2+3/3	374	374	-	-	-	4.4	1.8	-	6.2	59.5	11.5	1.8	13.3
4/1	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	384	384	-	-	-	1.8	1.4	-	3.2	30.2	5.8	1.4	7.2
5/3	256	256	-	-	-	2.0	0.8	-	2.8	39.8	6.9	0.8	7.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 03_0558-Union St_Best St	**-**	**-**	**447**	**80**	**0**	**3.3**	**1.2**	**0.2**	**4.7**	**-**	**-**	**-**	**-**
1/1+1/2	460	460	-	-	-	2.4	0.3	-	2.7	21.1	4.3	0.3	4.6
2/1	376	376	-	-	-	0.0	0.2	-	0.2	1.8	0.2	0.2	0.3
2/2+2/3	410	410	220	80	0	0.0	0.3	0.2	0.5	4.0	0.1	0.3	0.3
3/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	236	236	227	0	0	0.8	0.3	-	1.1	16.3	7.6	0.3	7.8
4/3	135	135	-	-	-	0.1	0.2	-	0.3	7.4	0.1	0.2	0.3
J3: 03_381-The Brook -High Street	**-**	**-**	**0**	**0**	**0**	**1.5**	**0.9**	**0.0**	**2.4**	**-**	**-**	**-**	**-**

Full Input Data And Results

1/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	423	423	-	-	-	0.4	0.4	-	0.7	6.1	1.2	0.4	1.5
3/2	444	444	-	-	-	0.5	0.4	-	0.8	6.6	2.7	0.4	3.1
4/1	171	171	-	-	-	0.3	0.1	-	0.4	8.9	2.0	0.1	2.1
4/2	279	279	-	-	-	0.3	0.1	-	0.4	5.5	1.8	0.1	1.9
4/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J4: 03-0383-The Brook -Slicketts Hill	**-**	**-**	**1**	**0**	**0**	**4.3**	**1.0**	**0.0**	**5.4**	**-**	**-**	**-**	**-**
1/1	171	171	-	-	-	0.4	0.1	-	0.5	11.4	2.8	0.1	2.9
1/2+1/3	279	279	1	0	0	0.4	0.2	0.0	0.6	7.6	2.5	0.2	2.7
2/1	15	15	-	-	-	0.2	0.1	-	0.3	71.2	0.5	0.1	0.5
3/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	423	423	-	-	-	1.6	0.3	-	2.0	16.6	7.6	0.3	8.0
4/2	429	429	-	-	-	1.7	0.3	-	2.0	16.7	7.7	0.3	8.1
5/1	171	171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

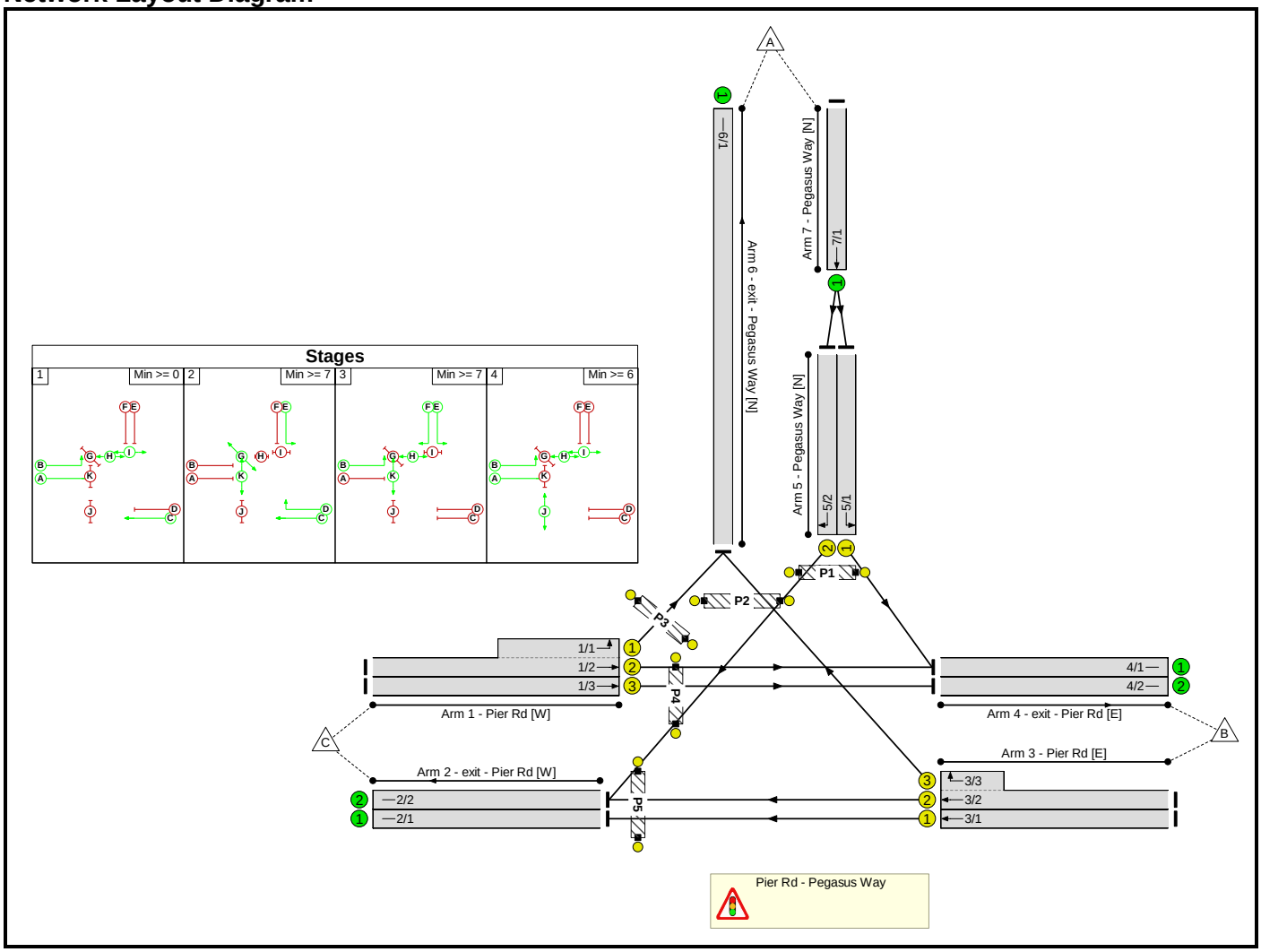
C1	PRC for Signalled Lanes (%):	14.3	Total Delay for Signalled Lanes (pcuHr):	23.60	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	155.1	Total Delay for Signalled Lanes (pcuHr):	4.70	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	113.0	Total Delay for Signalled Lanes (pcuHr):	2.38	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	129.7	Total Delay for Signalled Lanes (pcuHr):	5.37	Cycle Time (s): 120
	PRC Over All Lanes (%):	14.3	Total Delay Over All Lanes(pcuHr):	36.05	

Full Input Data And Results

User and Project Details

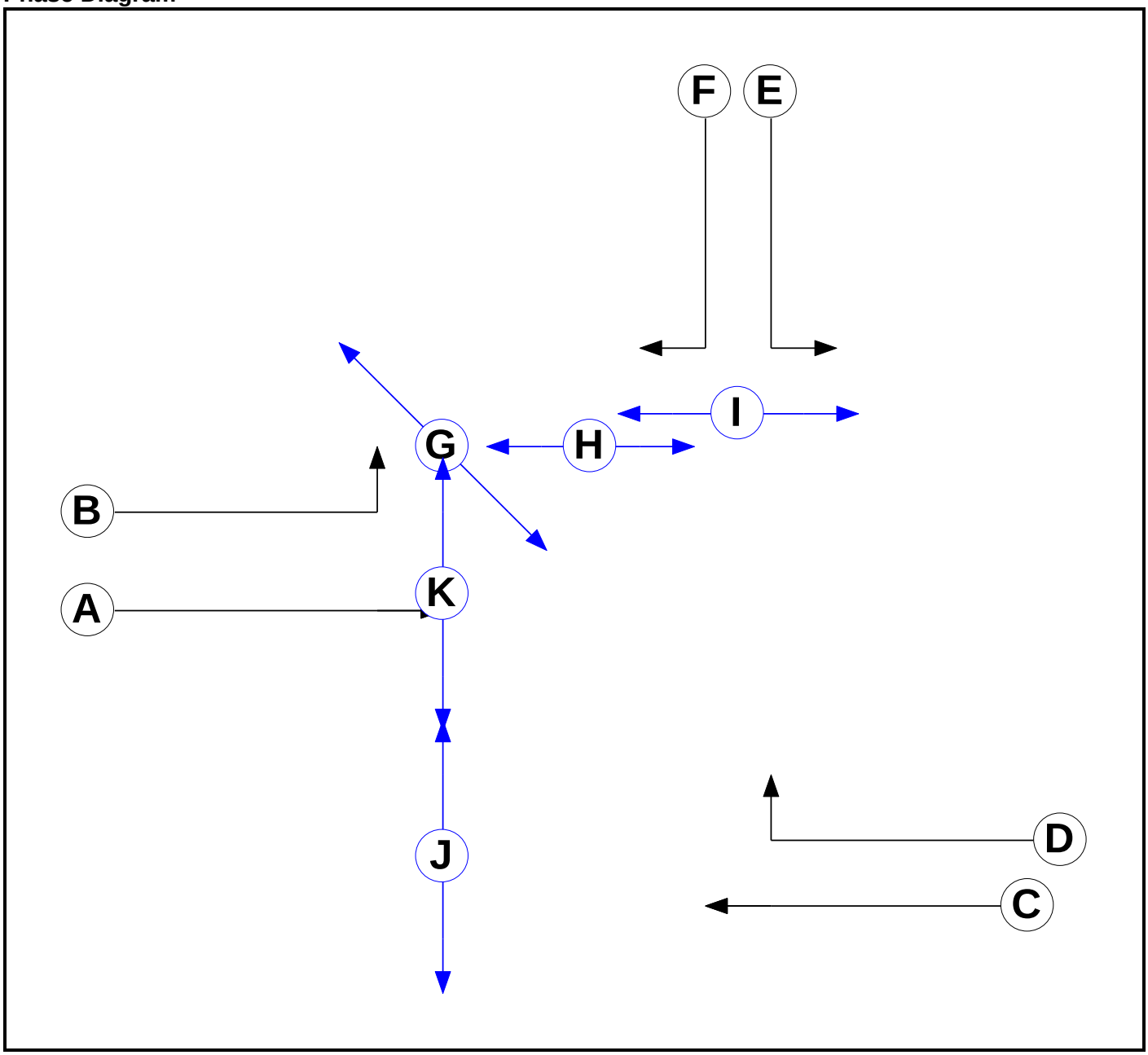
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Additional detail:	
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Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6
K	Pedestrian		6	6

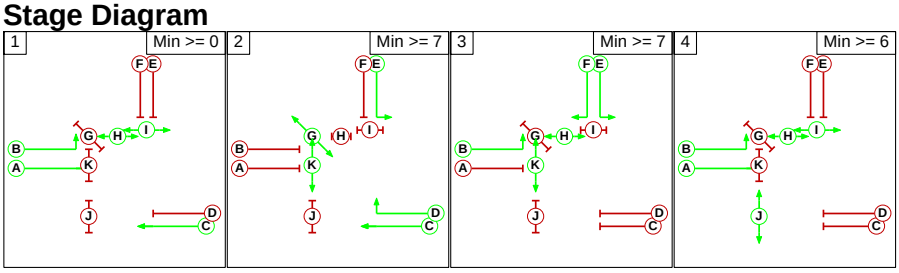
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	-	8	8	8	-	-	-	-	8
B	-		-	8	-	-	8	-	-	-	-
C	-	-		-	-	8	-	-	-	8	-
D	8	8	-		-	8	-	8	-	-	-
E	5	-	-	-		-	-	-	5	-	-
F	8	-	8	8	-		-	-	8	10	-
G	-	8	-	-	-	-		-	-	-	-
H	-	-	-	8	-	-	-		-	-	-
I	-	-	-	-	8	8	-	-		-	-
J	-	-	8	-	-	8	-	-	-		-
K	8	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B C H I
2	C D E G K
3	B E F H K
4	A B H I J

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
3	1	E	Losing	3	3

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		8	8	8
	2	8		8	8
	3	8	8		10
	4	8	8	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Pier Rd - Pegasus Way
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Pier Rd - Pegasus Way												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Pier Rd [W])	U	B	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 6 Left	25.00
1/2 (Pier Rd [W])	U	A	2	3	29.6	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
1/3 (Pier Rd [W])	U	A	2	3	29.6	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
2/1 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Pier Rd [E])	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 2 Ahead	Inf
3/2 (Pier Rd [E])	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 2 Ahead	Inf
3/3 (Pier Rd [E])	U	D	2	3	5.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
4/1 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Pegasus Way [N])	U	E	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 4 Left	12.00
5/2 (Pegasus Way [N])	U	F	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 2 Right	18.00
6/1 (exit - Pegasus Way [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Pegasus Way [N])	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 DS AM'	08:00	09:00	01:00	
2: '2041 DS PM'	16:00	17:00	01:00	
3: '2041 RC AM'	08:00	09:00	01:00	
4: '2041 RC PM'	16:00	17:00	01:00	

Scenario 1: 'AM Peak MaxSet A' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	165	95	260
	B	180	0	1320	1500
	C	107	1533	0	1640
	Tot.	287	1698	1415	3400

Traffic Lane Flows

Lane	Scenario 1: AM Peak MaxSet A
Junction: Pier Rd - Pegasus Way	
1/1 (short)	107
1/2 (with short)	859(In) 752(Out)
1/3	781
2/1	831
2/2	584
3/1	831
3/2 (with short)	669(In) 489(Out)
3/3 (short)	180
4/1	917
4/2	781
5/1	165
5/2	95
6/1	287
7/1	260

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'IP Peak MaxSet B' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	165	95	260
	B	180	0	1320	1500
	C	107	1533	0	1640
	Tot.	287	1698	1415	3400

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: IP Peak MaxSet B
Junction: Pier Rd - Pegasus Way	
1/1 (short)	107
1/2 (with short)	863(In) 756(Out)
1/3	777
2/1	719
2/2	696
3/1	719
3/2 (with short)	781(In) 601(Out)
3/3 (short)	180
4/1	921
4/2	777
5/1	165
5/2	95
6/1	287
7/1	260

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'PM Peak MaxSet C' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	251	129	380
	B	259	0	1161	1420
	C	2	1681	0	1683
	Tot.	261	1932	1290	3483

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: PM Peak MaxSet C
Junction: Pier Rd - Pegasus Way	
1/1 (short)	2
1/2 (with short)	843(In) 841(Out)
1/3	840
2/1	1161
2/2	129
3/1	1161
3/2 (with short)	259(In) 0(Out)
3/3 (short)	259
4/1	1092
4/2	840
5/1	251
5/2	129
6/1	261
7/1	380

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	0.0 %	1965	1965
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	165	95	260
	B	180	0	1320	1500
	C	107	1533	0	1640
	Tot.	287	1698	1415	3400

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2041 DS AM
Junction: Pier Rd - Pegasus Way	
1/1 (short)	107
1/2 (with short)	862(In) 755(Out)
1/3	778
2/1	976
2/2	439
3/1	976
3/2 (with short)	524(In) 344(Out)
3/3 (short)	180
4/1	920
4/2	778
5/1	165
5/2	95
6/1	287
7/1	260

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	251	129	380
	B	259	0	1161	1420
	C	2	1681	0	1683
	Tot.	261	1932	1290	3483

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2041 DS PM
Junction: Pier Rd - Pegasus Way	
1/1 (short)	2
1/2 (with short)	843(In) 841(Out)
1/3	840
2/1	1084
2/2	206
3/1	1084
3/2 (with short)	336(In) 77(Out)
3/3 (short)	259
4/1	1092
4/2	840
5/1	251
5/2	129
6/1	261
7/1	380

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2041 DS PM 120CT' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	251	129	380
	B	259	0	1161	1420
	C	2	1681	0	1683
	Tot.	261	1932	1290	3483

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2041 DS PM 120CT
Junction: Pier Rd - Pegasus Way	
1/1 (short)	2
1/2 (with short)	843(In) 841(Out)
1/3	840
2/1	1084
2/2	206
3/1	1084
3/2 (with short)	336(In) 77(Out)
3/3 (short)	259
4/1	1092
4/2	840
5/1	251
5/2	129
6/1	261
7/1	380

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2041 RC AM' (FG3: '2041 RC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	142	76	218
	B	138	0	1489	1627
	C	111	1353	0	1464
	Tot.	249	1495	1565	3309

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2041 RC AM
Junction: Pier Rd - Pegasus Way	
1/1 (short)	111
1/2 (with short)	780(In) 669(Out)
1/3	684
2/1	787
2/2	778
3/1	787
3/2 (with short)	840(In) 702(Out)
3/3 (short)	138
4/1	811
4/2	684
5/1	142
5/2	76
6/1	249
7/1	218

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2041 RC PM' (FG4: '2041 RC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	208	92	300
	B	176	0	1278	1454
	C	36	1387	0	1423
	Tot.	212	1595	1370	3177

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2041 RC PM
Junction: Pier Rd - Pegasus Way	
1/1 (short)	36
1/2 (with short)	731(In) 695(Out)
1/3	692
2/1	905
2/2	465
3/1	905
3/2 (with short)	549(In) 373(Out)
3/3 (short)	176
4/1	903
4/2	692
5/1	208
5/2	92
6/1	212
7/1	300

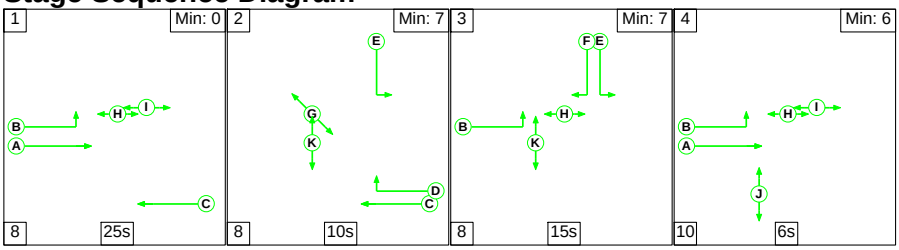
Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Peak MaxSet A' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

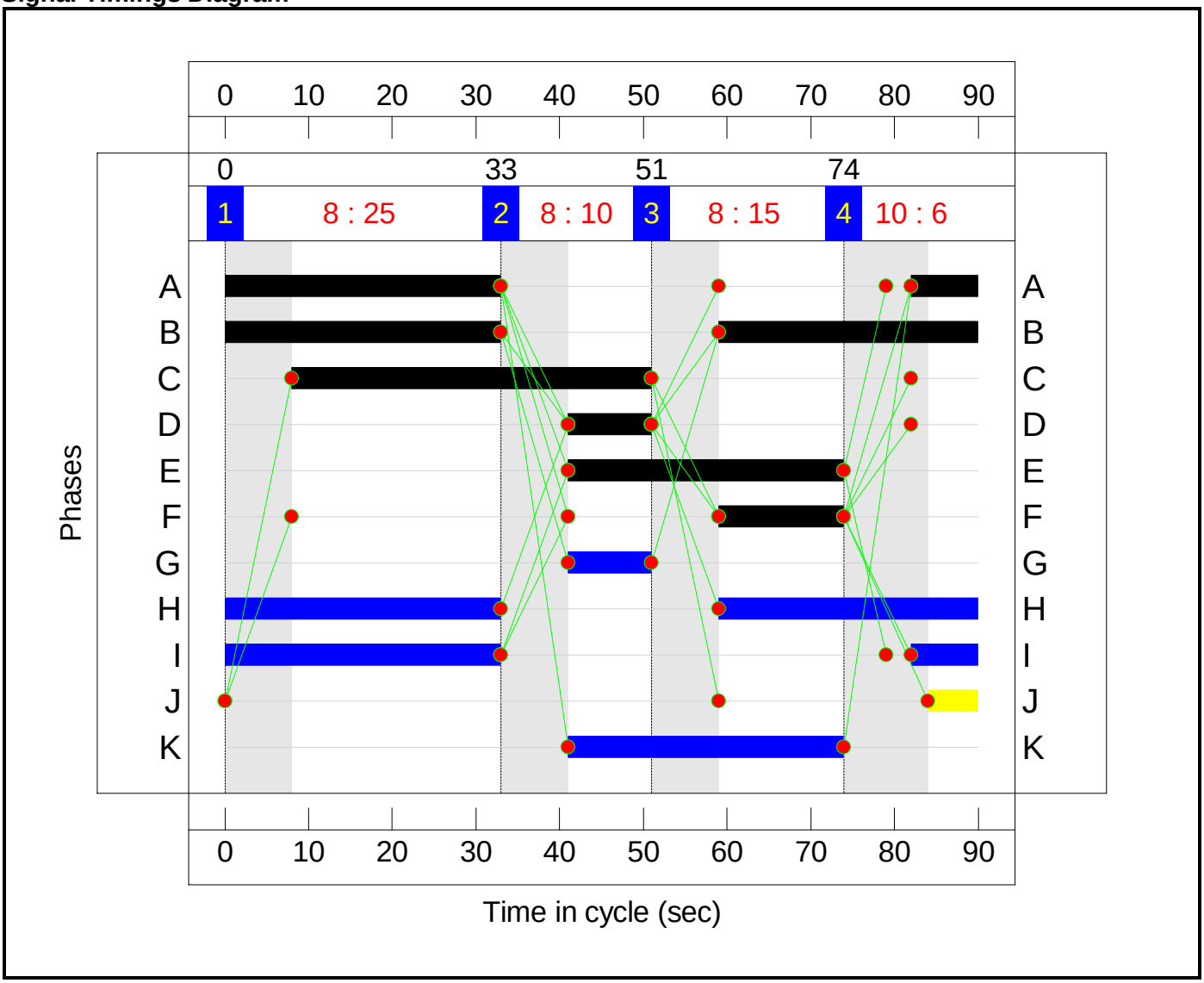


Stage Timings

Stage	1	2	3	4
Duration	25	10	15	6
Change Point	0	33	51	74

Full Input Data And Results

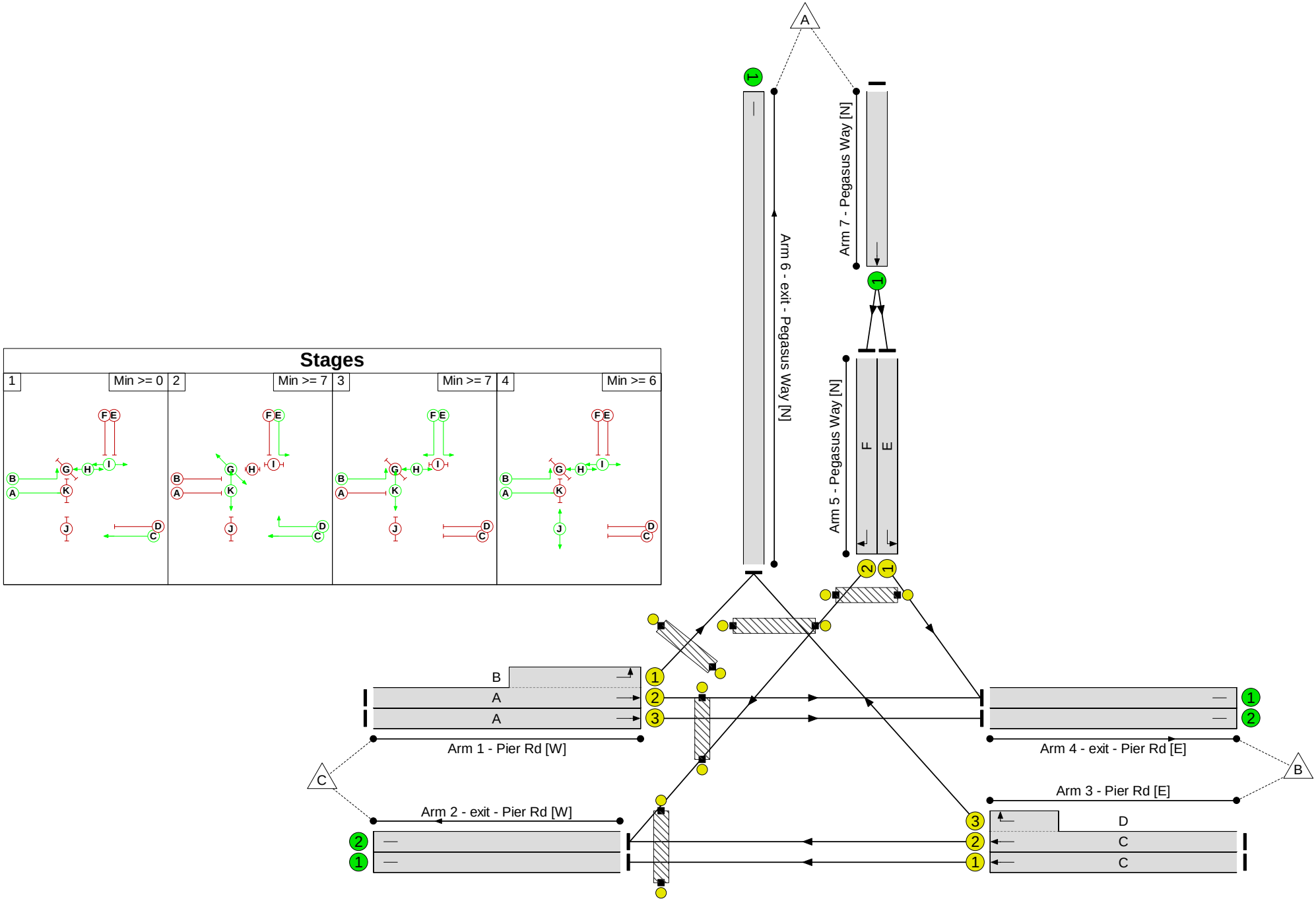
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 32.30 pcuHr
Worst PRC: 2.86 % (On Lane 3/2)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	41:64	-	859	1965:1854	867+123	86.8 : 86.8%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	41	-	781	1965	917	85.2%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	43	-	831	1965	961	86.5%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	43:10	-	669	1965:1786	559+206	87.5 : 87.5%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	33	-	165	1747	660	25.0%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	15	-	95	1814	322	29.5%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	41	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	64	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	33	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

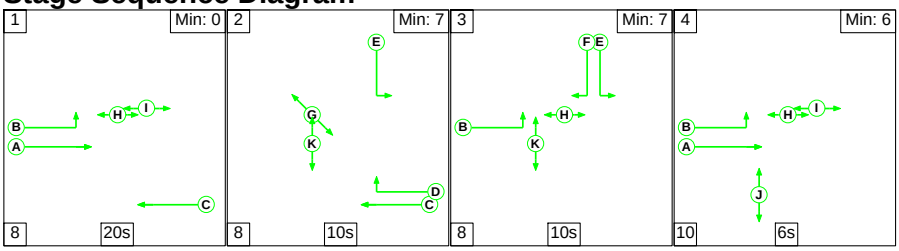
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**19.7**	**12.6**	**0.0**	**32.3**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**19.7**	**12.6**	**0.0**	**32.3**	**-**	**-**	**-**	**-**
1/2+1/1	859	859	-	-	-	4.6	3.1	-	7.7	32.2	17.7	3.1	20.8
1/3	781	781	-	-	-	4.6	2.8	-	7.4	34.0	17.1	2.8	19.9
2/1	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	831	831	-	-	-	4.7	3.1	-	7.8	33.6	18.2	3.1	21.3
3/2+3/3	669	669	-	-	-	4.1	3.3	-	7.4	39.7	10.1	3.3	13.3
4/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	165	165	-	-	-	0.9	0.2	-	1.0	22.9	2.8	0.2	3.0
5/2	95	95	-	-	-	0.8	0.2	-	1.1	40.0	2.1	0.2	2.3
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 2.9 Total Delay for Signalled Lanes (pcuHr): 32.30 Cycle Time (s): 90
PRC Over All Lanes (%): 2.9 Total Delay Over All Lanes(pcuHr): 32.30

Full Input Data And Results

Scenario 2: 'IP Peak MaxSet B' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

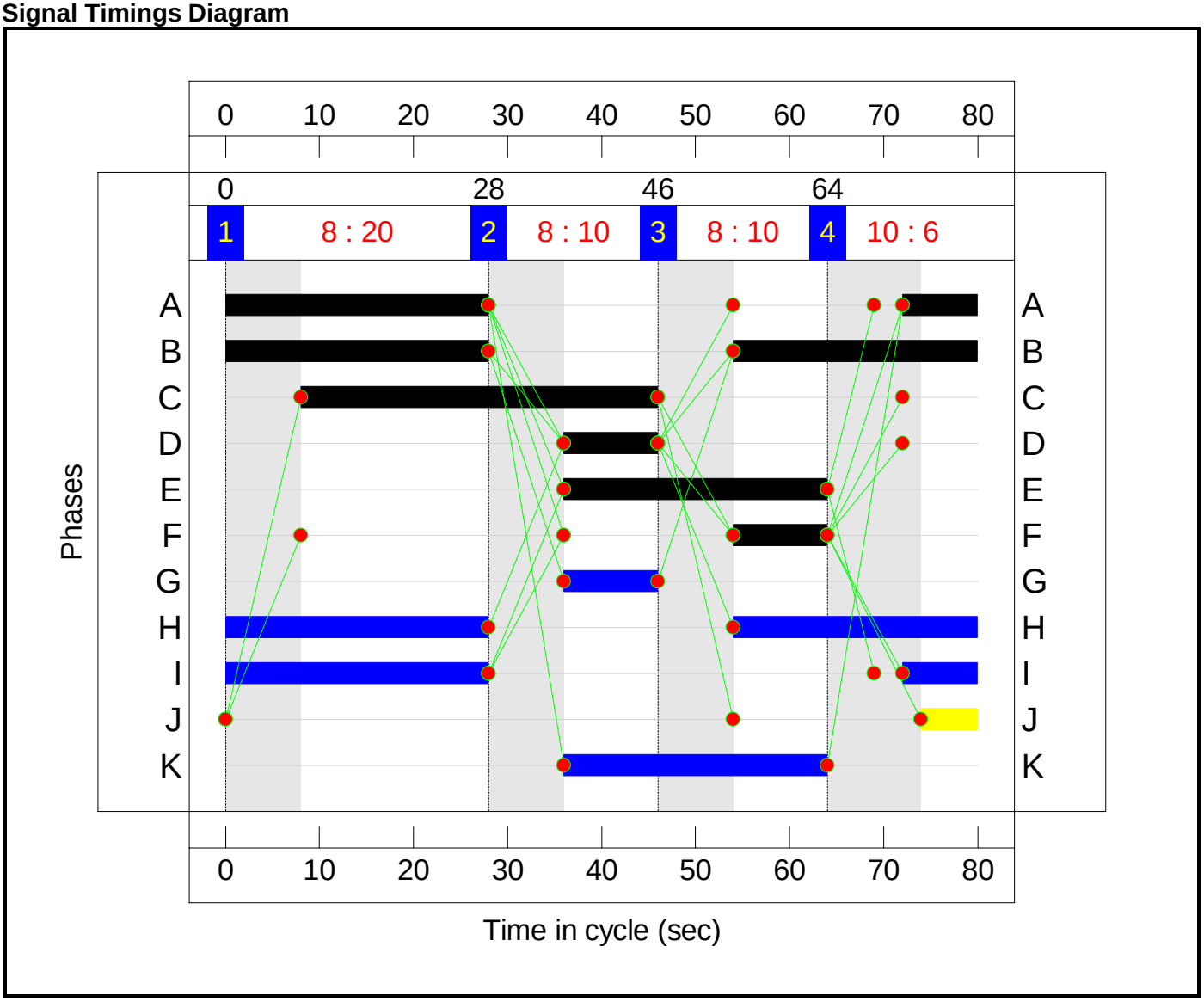
Stage Sequence Diagram



Stage Timings

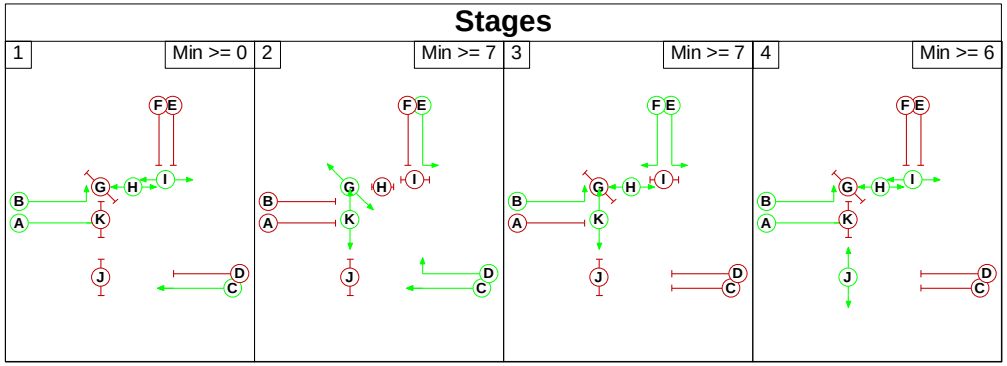
Stage	1	2	3	4
Duration	20	10	10	6
Change Point	0	28	46	64

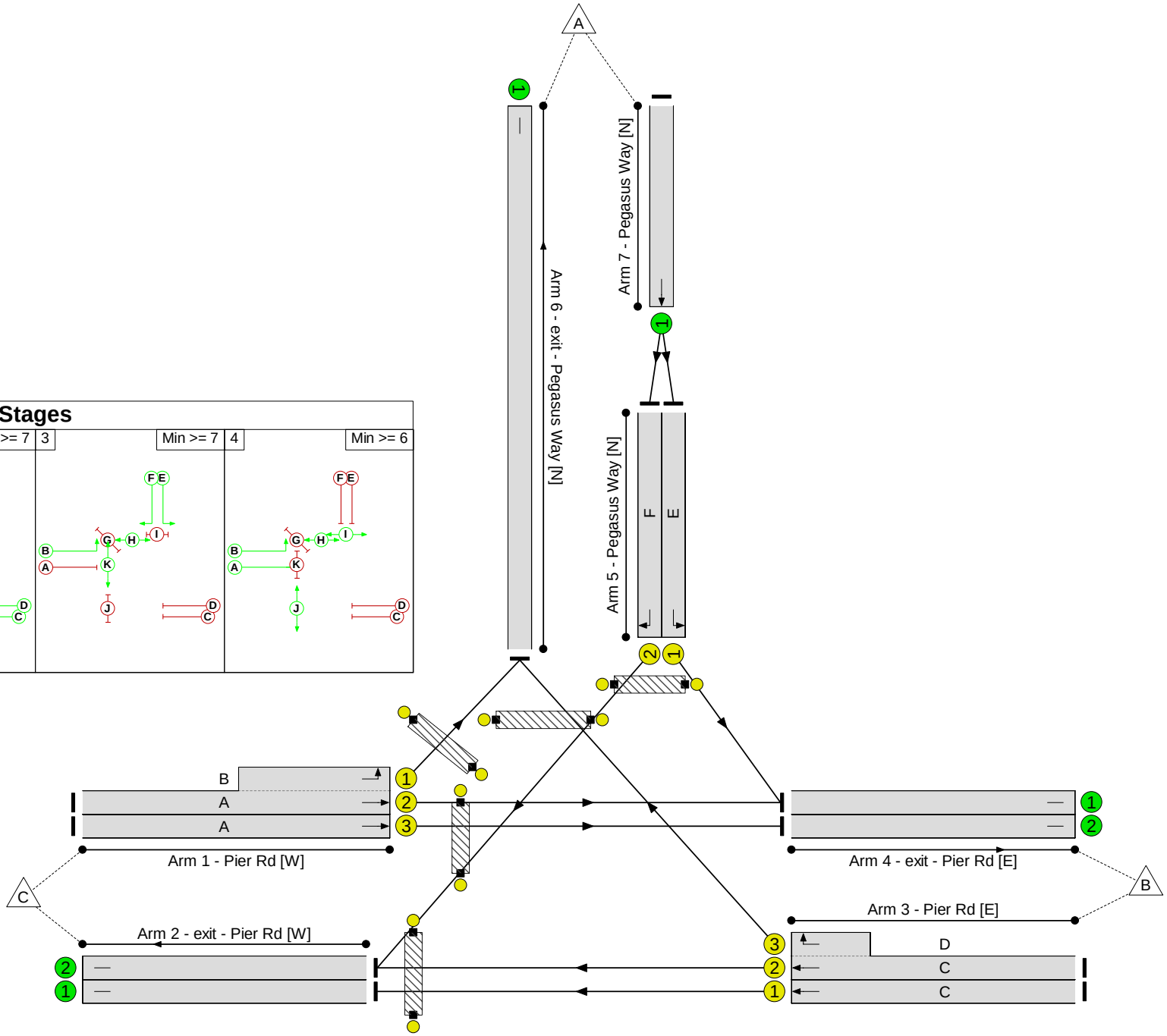
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram





Pier Rd - Pegasus Way
PRC: 3.4 %

Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 27.30 pcuHr
Worst PRC: 3.39 % (On Lane 1/2)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	36:54	-	863	1965:1854	868+123	87.1 : 87.1%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	36	-	777	1965	909	85.5%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	38	-	719	1965	958	75.1%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	38:10	-	781	1965:1786	765+229	78.5 : 78.5%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	921	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	28	-	165	1747	633	26.1%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	10	-	95	1814	249	38.1%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	36	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	54	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	28	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

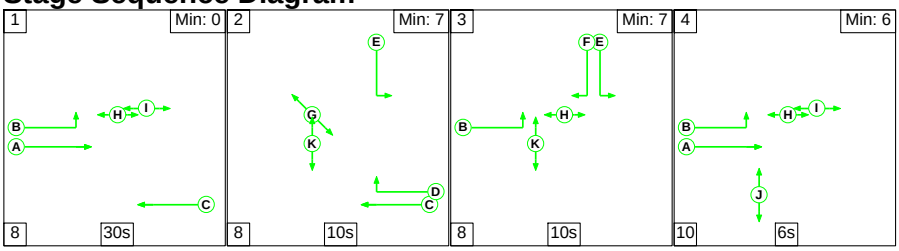
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**17.5**	**9.8**	**0.0**	**27.3**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**17.5**	**9.8**	**0.0**	**27.3**	**-**	**-**	**-**	**-**
1/2+1/1	863	863	-	-	-	4.1	3.2	-	7.3	30.6	15.6	3.2	18.8
1/3	777	777	-	-	-	4.1	2.8	-	7.0	32.2	15.3	2.8	18.2
2/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	719	719	-	-	-	3.3	1.5	-	4.8	24.0	12.8	1.5	14.3
3/2+3/3	781	781	-	-	-	4.3	1.8	-	6.1	28.0	12.2	1.8	14.0
4/1	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	165	165	-	-	-	0.8	0.2	-	1.0	21.8	2.6	0.2	2.7
5/2	95	95	-	-	-	0.8	0.3	-	1.1	43.0	1.9	0.3	2.2
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 3.4 Total Delay for Signalled Lanes (pcuHr): 27.30 Cycle Time (s): 80
PRC Over All Lanes (%): 3.4 Total Delay Over All Lanes(pcuHr): 27.30

Full Input Data And Results

Scenario 3: 'PM Peak MaxSet C' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

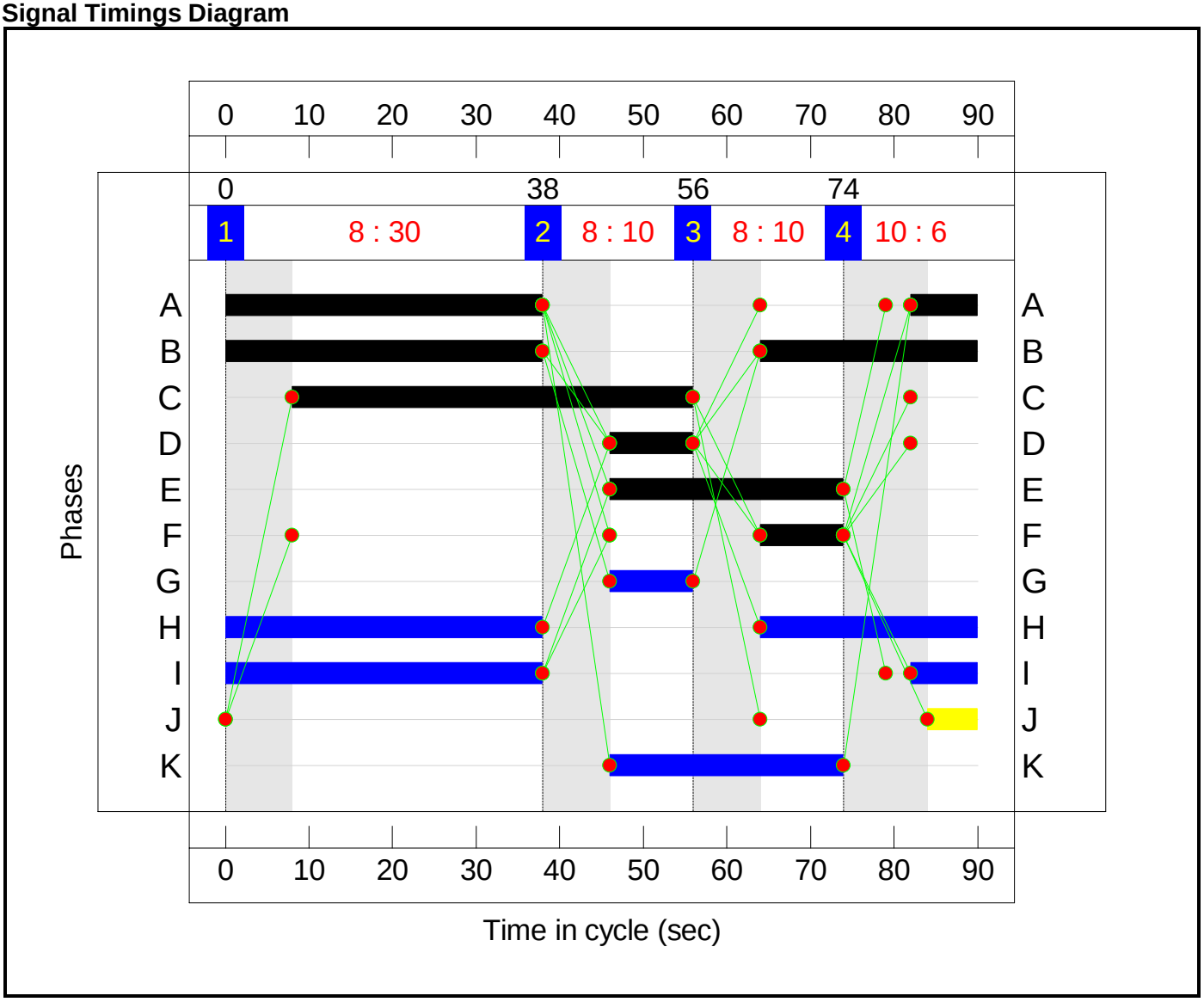
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	30	10	10	6
Change Point	0	38	56	74

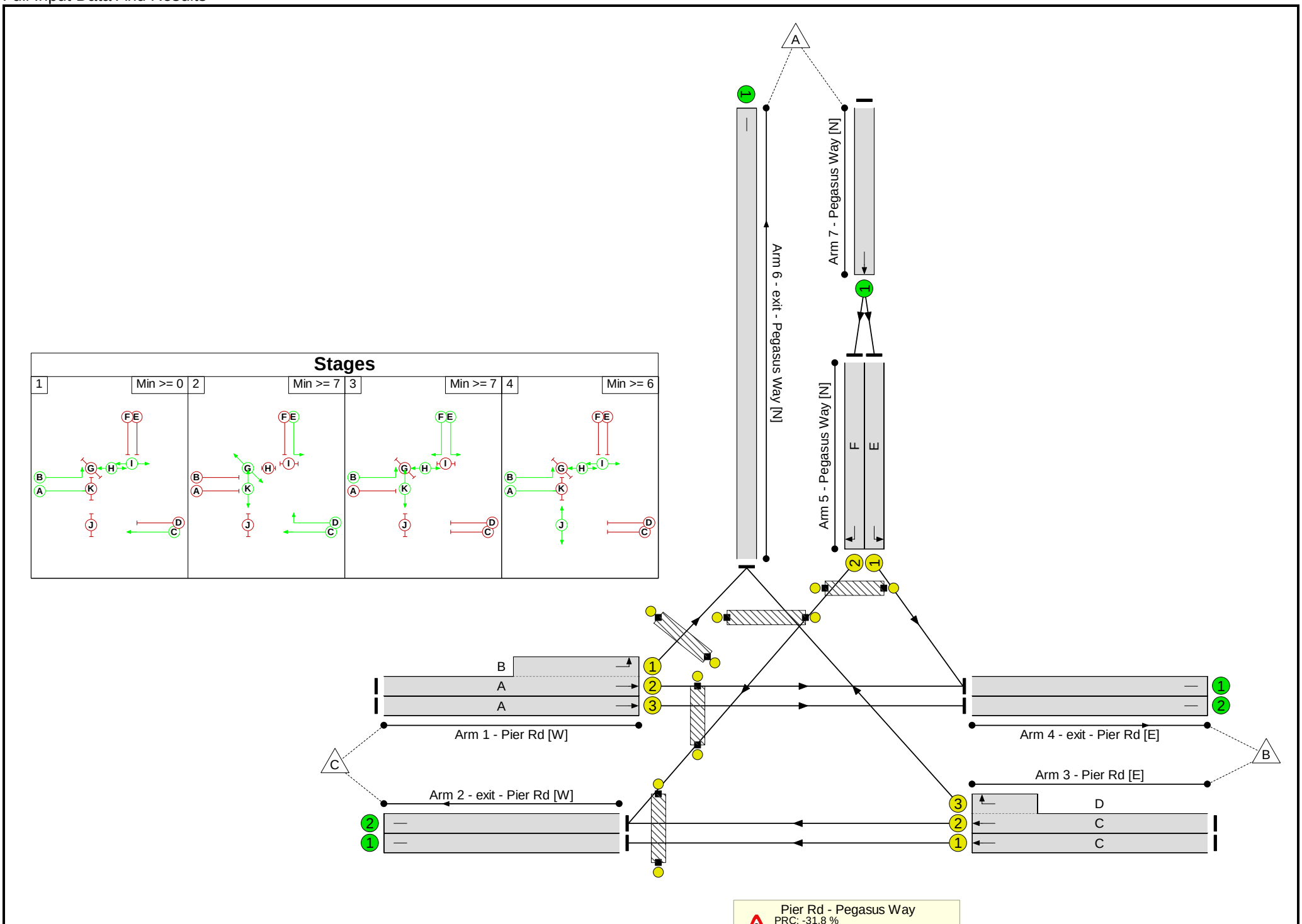
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 105.90 pcuHr
Worst PRC: -31.83 % (On Lane 3/2)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.7%**
Pier Rd - Pegasus Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.7%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	46:64	-	843	1965:1854	1026+2	82.0 : 82.0%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	46	-	840	1965	1026	81.9%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	1161	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	129	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	48	-	1161	1965	1070	108.5%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	48:10	-	259	1965:1786	0+218	0.0 : 118.7%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	1092	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	840	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	28	-	251	1747	563	44.6%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	10	-	129	1814	222	58.2%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	46	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	64	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	28	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

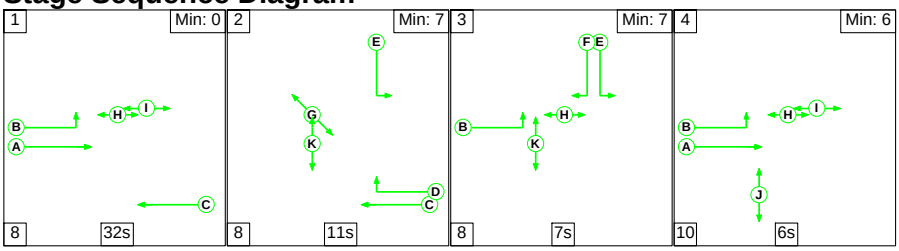
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**26.0**	**79.9**	**0.0**	**105.9**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**26.0**	**79.9**	**0.0**	**105.9**	**-**	**-**	**-**	**-**
1/2+1/1	843	843	-	-	-	4.2	2.2	-	6.4	27.4	17.5	2.2	19.7
1/3	840	840	-	-	-	4.2	2.2	-	6.4	27.4	17.5	2.2	19.7
2/1	1070	1070	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1161	1070	-	-	-	10.3	51.2	-	61.6	190.9	31.3	51.2	82.6
3/2+3/3	259	218	-	-	-	4.3	23.2	-	27.4	381.3	7.8	23.2	31.0
4/1	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	251	251	-	-	-	1.7	0.4	-	2.1	29.9	5.0	0.4	5.4
5/2	129	129	-	-	-	1.3	0.7	-	2.0	56.5	3.0	0.7	3.7
6/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -31.8 Total Delay for Signalled Lanes (pcuHr): 105.90 Cycle Time (s): 90
PRC Over All Lanes (%): -31.8 Total Delay Over All Lanes(pcuHr): 105.90

Full Input Data And Results

Scenario 4: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

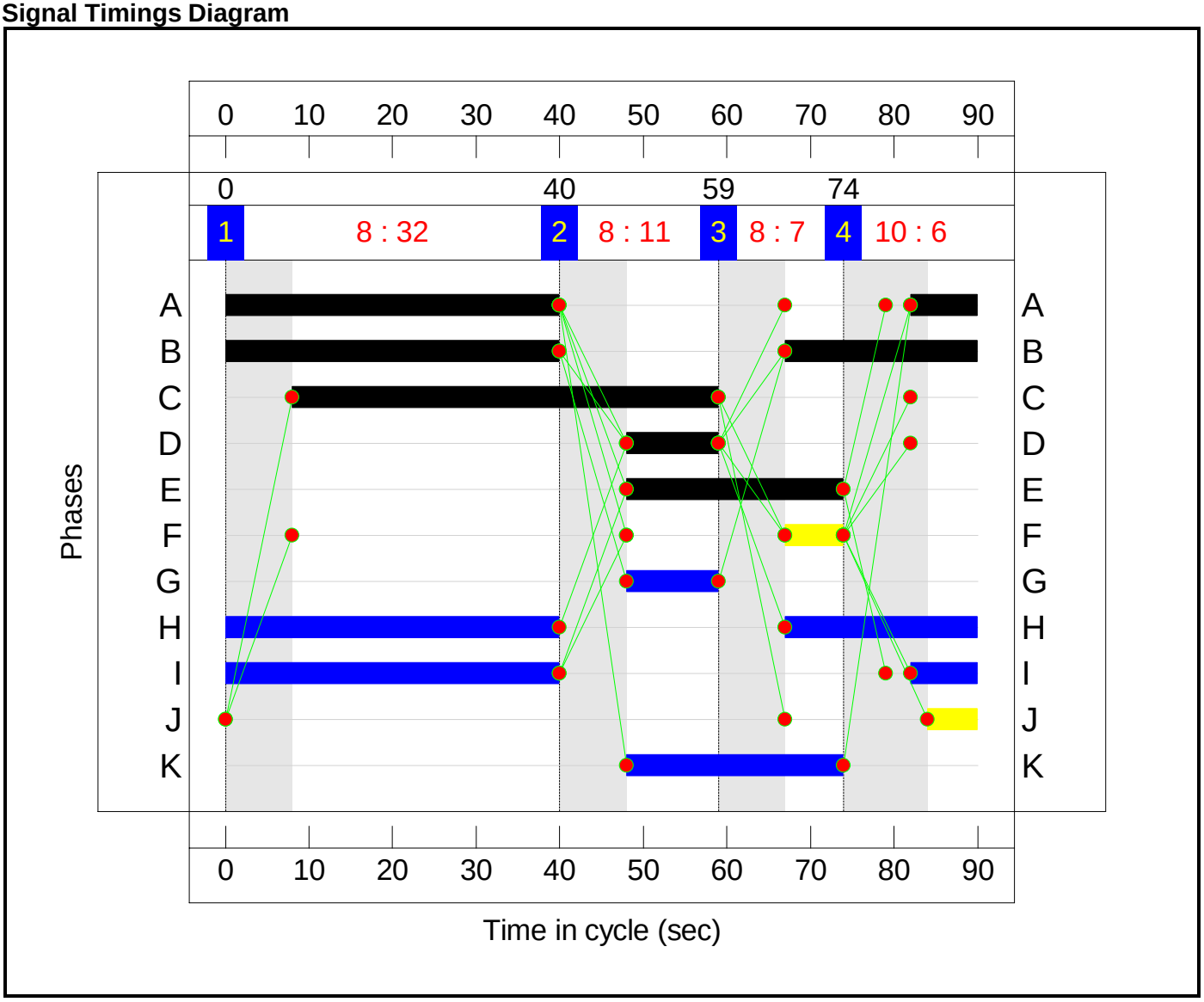
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	32	11	7	6
Change Point	0	40	59	74

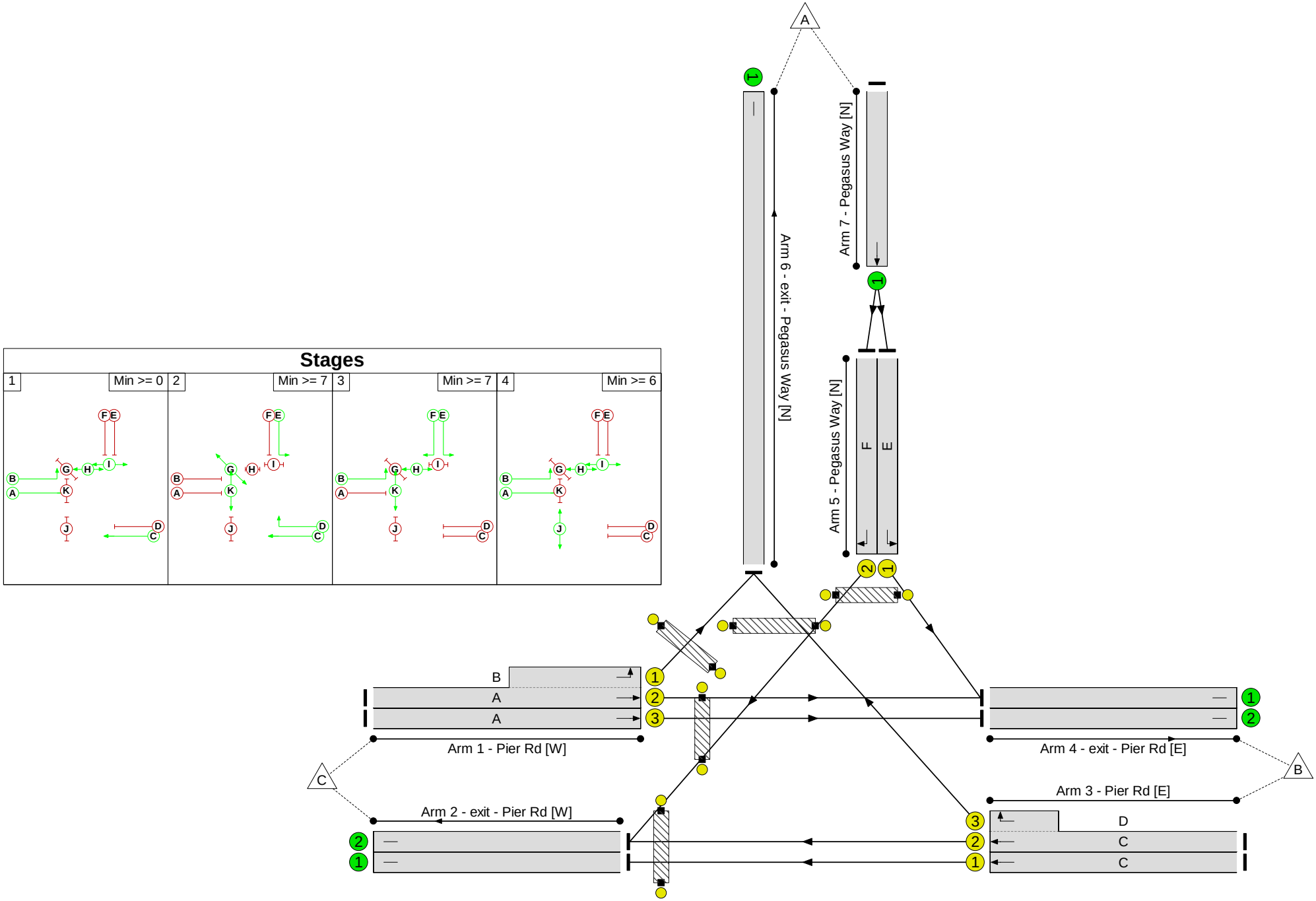
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 25.19 pcuHr
Worst PRC: 4.69 % (On Lane 3/1)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.0%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.0%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	48:63	-	862	1965:1854	1000+142	75.5 : 75.5%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	48	-	778	1965	1070	72.7%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	976	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	51	-	976	1965	1135	86.0%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	51:11	-	524	1965:1786	410+215	83.9 : 83.9%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	920	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	26	-	165	1747	524	31.5%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	7	-	95	1814	161	58.9%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	48	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	11	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	26	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

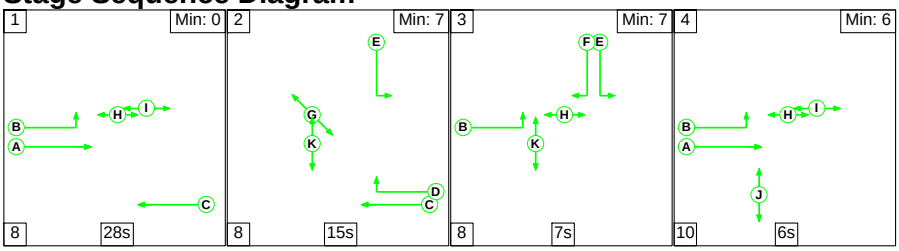
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**16.0**	**9.2**	**0.0**	**25.2**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**16.0**	**9.2**	**0.0**	**25.2**	**-**	**-**	**-**	**-**
1/2+1/1	862	862	-	-	-	3.3	1.5	-	4.9	20.3	14.6	1.5	16.2
1/3	778	778	-	-	-	3.3	1.3	-	4.7	21.6	14.5	1.3	15.8
2/1	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	976	976	-	-	-	4.3	3.0	-	7.3	26.8	20.3	3.0	23.3
3/2+3/3	524	524	-	-	-	2.8	2.5	-	5.3	36.4	4.4	2.5	6.9
4/1	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	165	165	-	-	-	1.1	0.2	-	1.3	29.4	3.2	0.2	3.4
5/2	95	95	-	-	-	1.0	0.7	-	1.7	66.1	2.3	0.7	3.0
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 4.7 Total Delay for Signalled Lanes (pcuHr): 25.19 Cycle Time (s): 90
PRC Over All Lanes (%): 4.7 Total Delay Over All Lanes(pcuHr): 25.19

Full Input Data And Results

Scenario 5: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

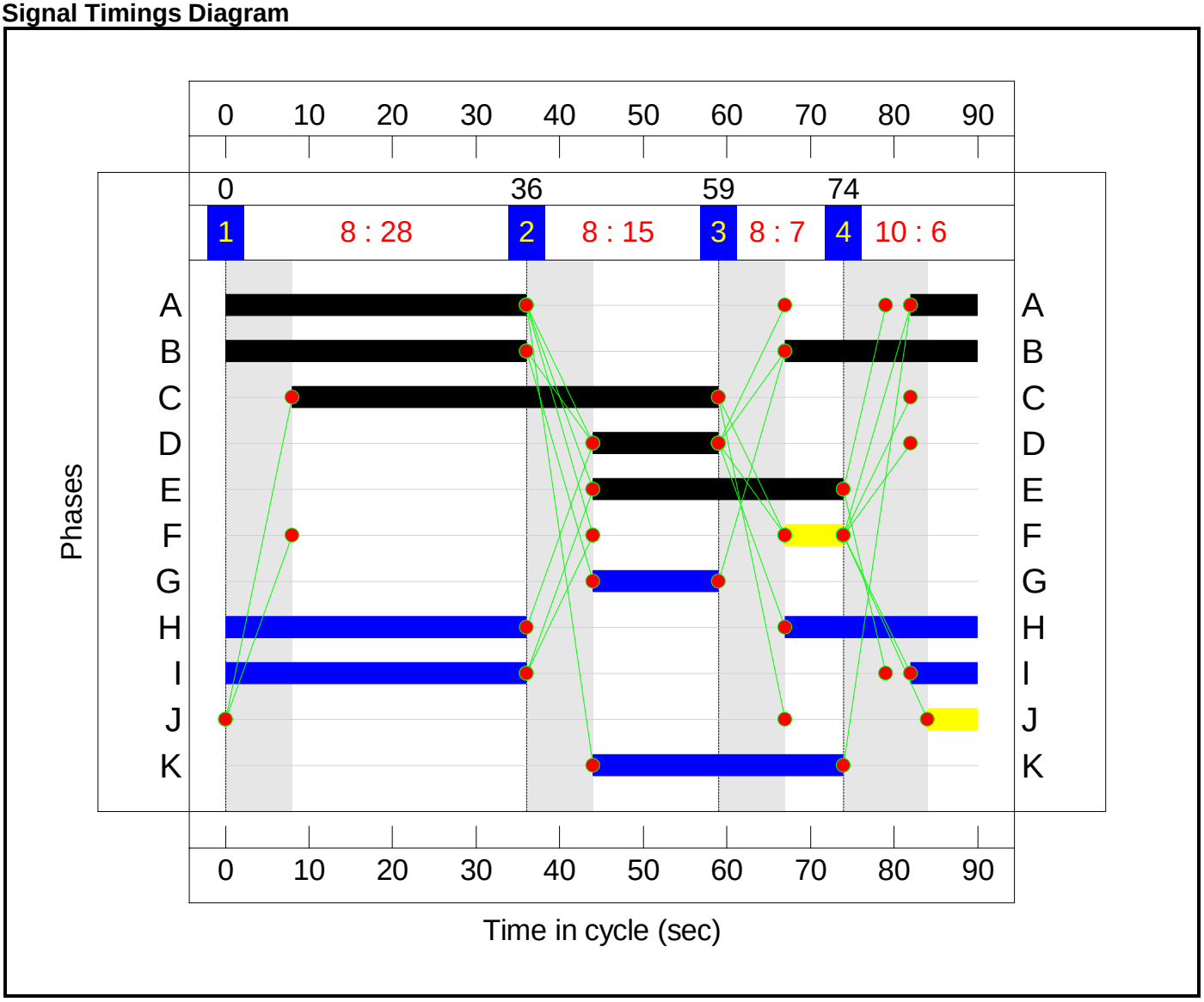
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	28	15	7	6
Change Point	0	36	59	74

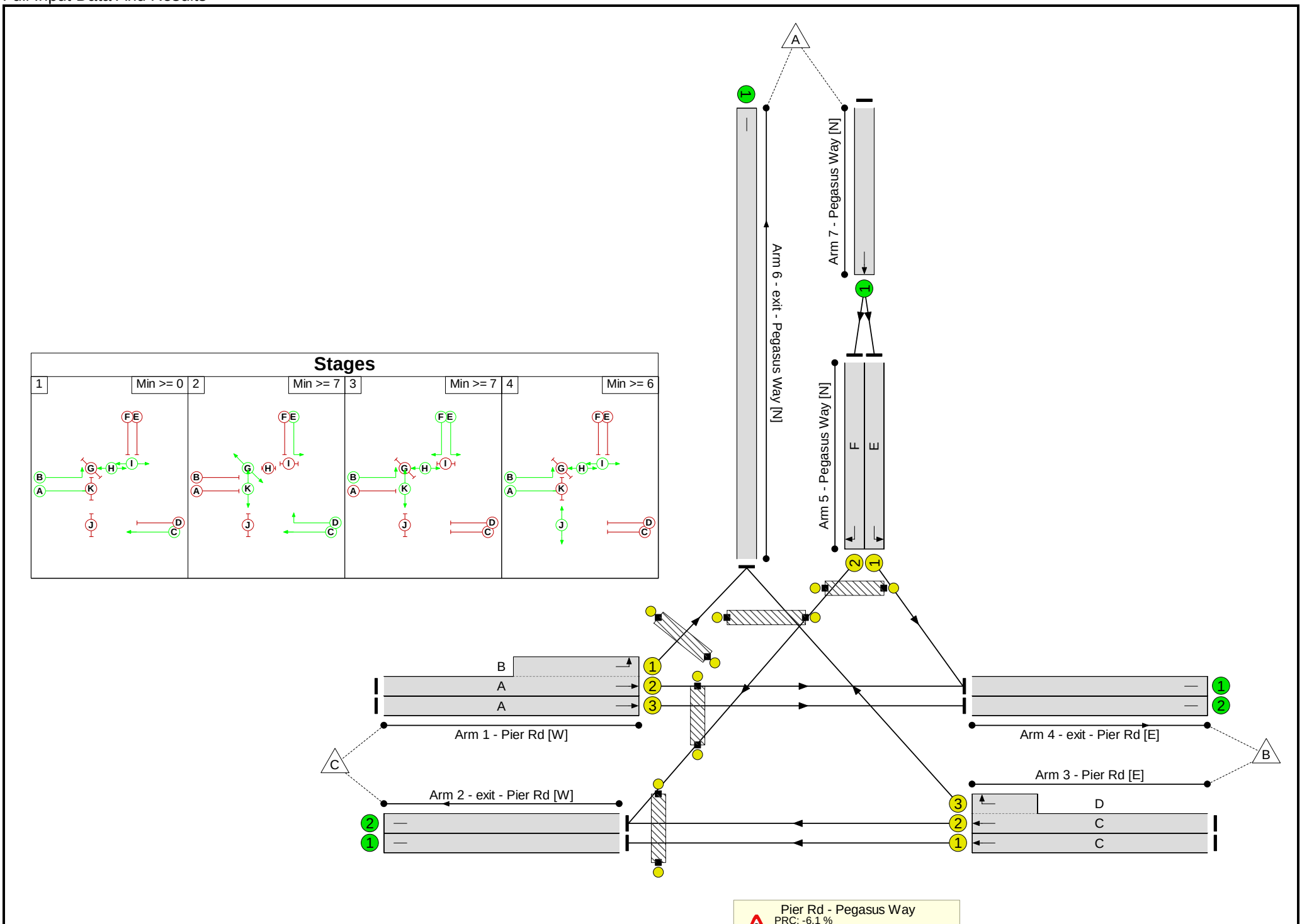
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 39.51 pcuHr
Worst PRC: -6.09 % (On Lane 3/1)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.5%**
Pier Rd - Pegasus Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.5%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	44:59	-	843	1965:1854	982+2	85.6 : 85.6%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	44	-	840	1965	982	85.5%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	51	-	1084	1965	1135	95.5%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	51:15	-	336	1965:1786	87+294	88.2 : 88.2%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	1092	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	840	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	30	-	251	1747	602	41.7%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	7	-	129	1814	161	80.0%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	44	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	59	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	15	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	30	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

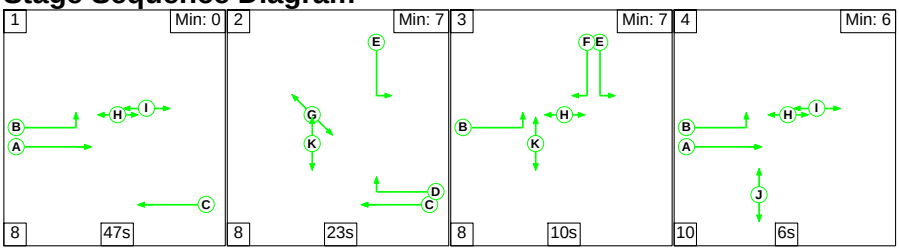
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**20.4**	**19.1**	**0.0**	**39.5**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**20.4**	**19.1**	**0.0**	**39.5**	**-**	**-**	**-**	**-**
1/2+1/1	843	843	-	-	-	4.6	2.9	-	7.5	31.8	18.2	2.9	21.1
1/3	840	840	-	-	-	4.6	2.8	-	7.4	31.8	18.2	2.8	21.0
2/1	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1084	1084	-	-	-	5.4	8.0	-	13.4	44.6	25.3	8.0	33.3
3/2+3/3	336	336	-	-	-	2.8	3.3	-	6.0	64.6	6.7	3.3	9.9
4/1	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	251	251	-	-	-	1.6	0.4	-	1.9	27.7	4.7	0.4	5.1
5/2	129	129	-	-	-	1.4	1.8	-	3.2	90.4	3.2	1.8	5.0
6/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -6.1 Total Delay for Signalled Lanes (pcuHr): 39.51 Cycle Time (s): 90
PRC Over All Lanes (%): -6.1 Total Delay Over All Lanes(pcuHr): 39.51

Full Input Data And Results

Scenario 6: '2041 DS PM 120CT' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

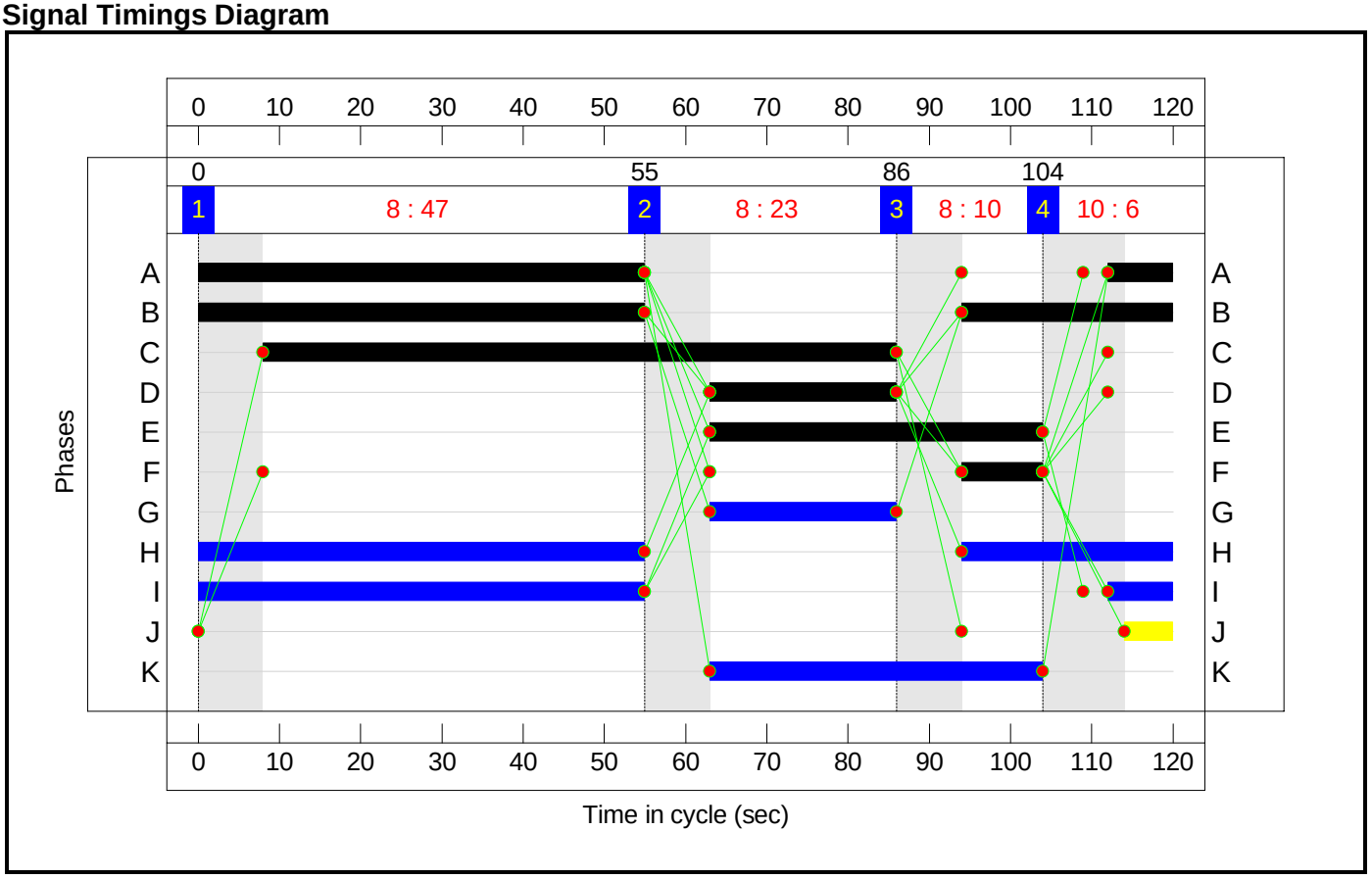
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	47	23	10	6
Change Point	0	55	86	104

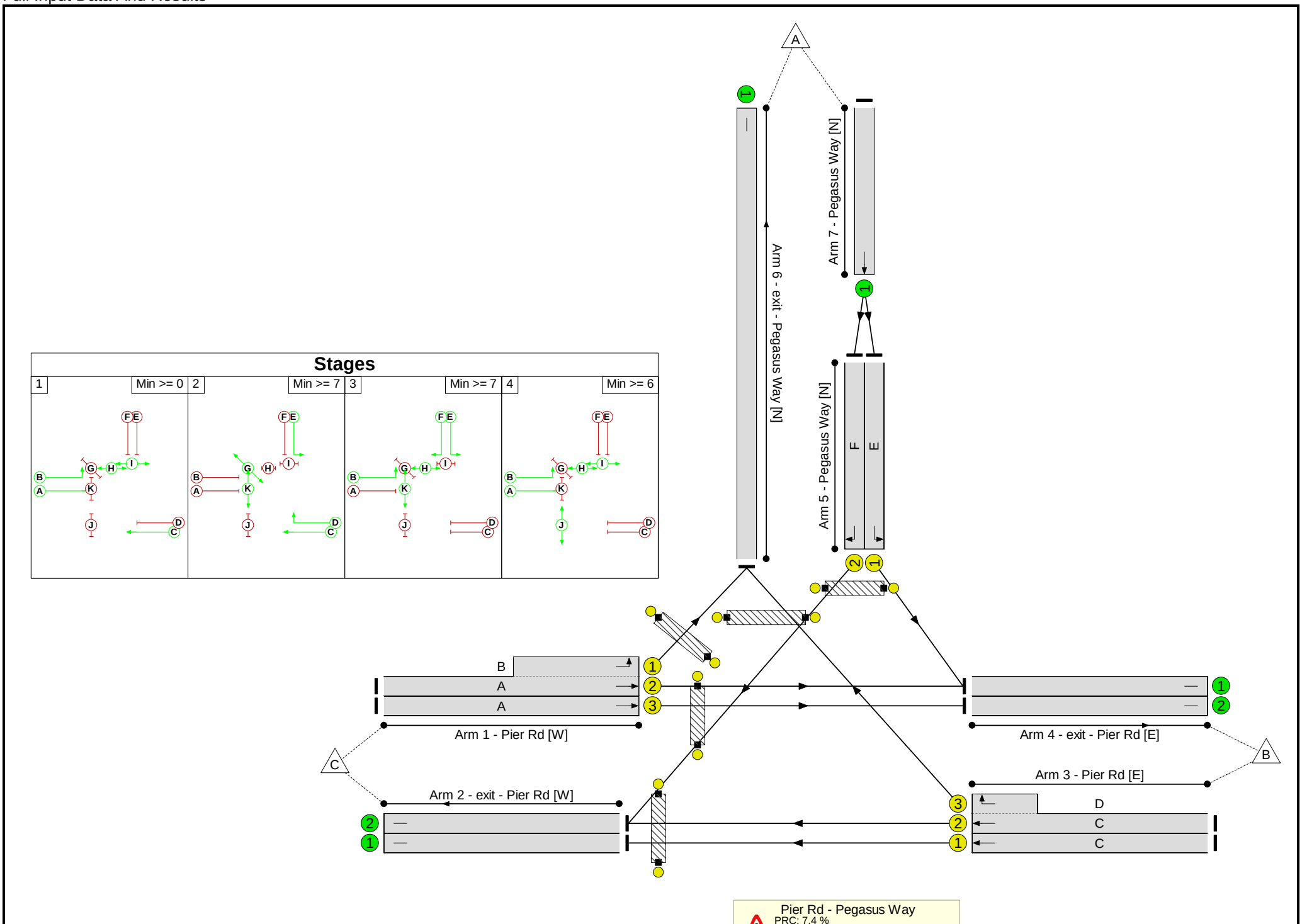
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 33.56 pcuHr
Worst PRC: 7.40 % (On Lane 3/1)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.8%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.8%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	63:81	-	843	1965:1854	1048+2	80.2 : 80.2%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	63	-	840	1965	1048	80.2%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	78	-	1084	1965	1294	83.8%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	78:23	-	336	1965:1786	93+314	82.5 : 82.5%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	1092	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	840	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	41	-	251	1747	611	41.0%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	10	-	129	1814	166	77.6%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	63	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	81	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	23	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	41	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

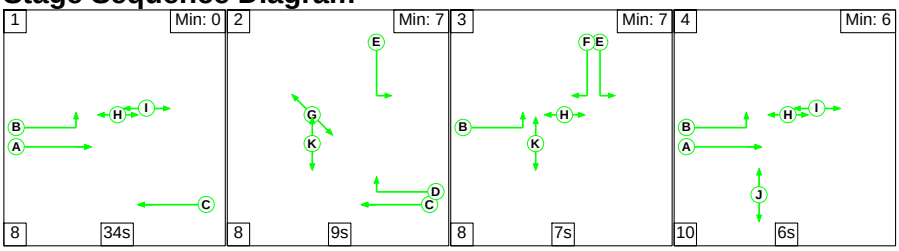
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**22.9**	**10.7**	**0.0**	**33.6**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**22.9**	**10.7**	**0.0**	**33.6**	**-**	**-**	**-**	**-**
1/2+1/1	843	843	-	-	-	5.3	2.0	-	7.3	31.3	22.7	2.0	24.7
1/3	840	840	-	-	-	5.3	2.0	-	7.3	31.3	22.6	2.0	24.6
2/1	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1084	1084	-	-	-	4.7	2.5	-	7.2	24.0	27.4	2.5	29.9
3/2+3/3	336	336	-	-	-	3.6	2.2	-	5.8	61.8	9.2	2.2	11.4
4/1	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	251	251	-	-	-	2.1	0.3	-	2.4	34.6	6.3	0.3	6.7
5/2	129	129	-	-	-	1.9	1.6	-	3.5	97.8	4.2	1.6	5.8
6/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 7.4 Total Delay for Signalled Lanes (pcuHr): 33.56 Cycle Time (s): 120
PRC Over All Lanes (%): 7.4 Total Delay Over All Lanes(pcuHr): 33.56

Full Input Data And Results

Scenario 7: '2041 RC AM' (FG3: '2041 RC AM', Plan 1: 'Network Control Plan 1')

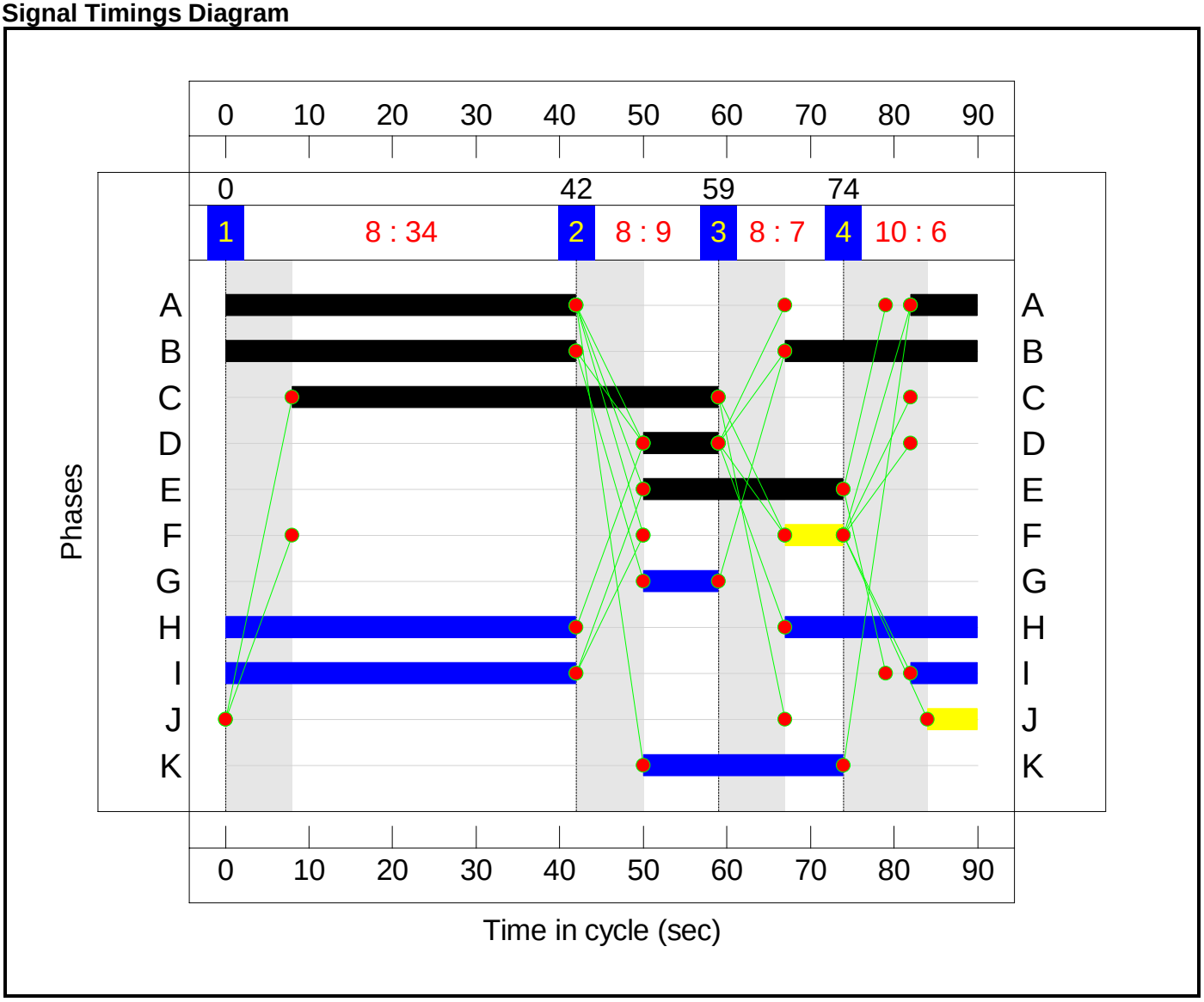
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	34	9	7	6
Change Point	0	42	59	74

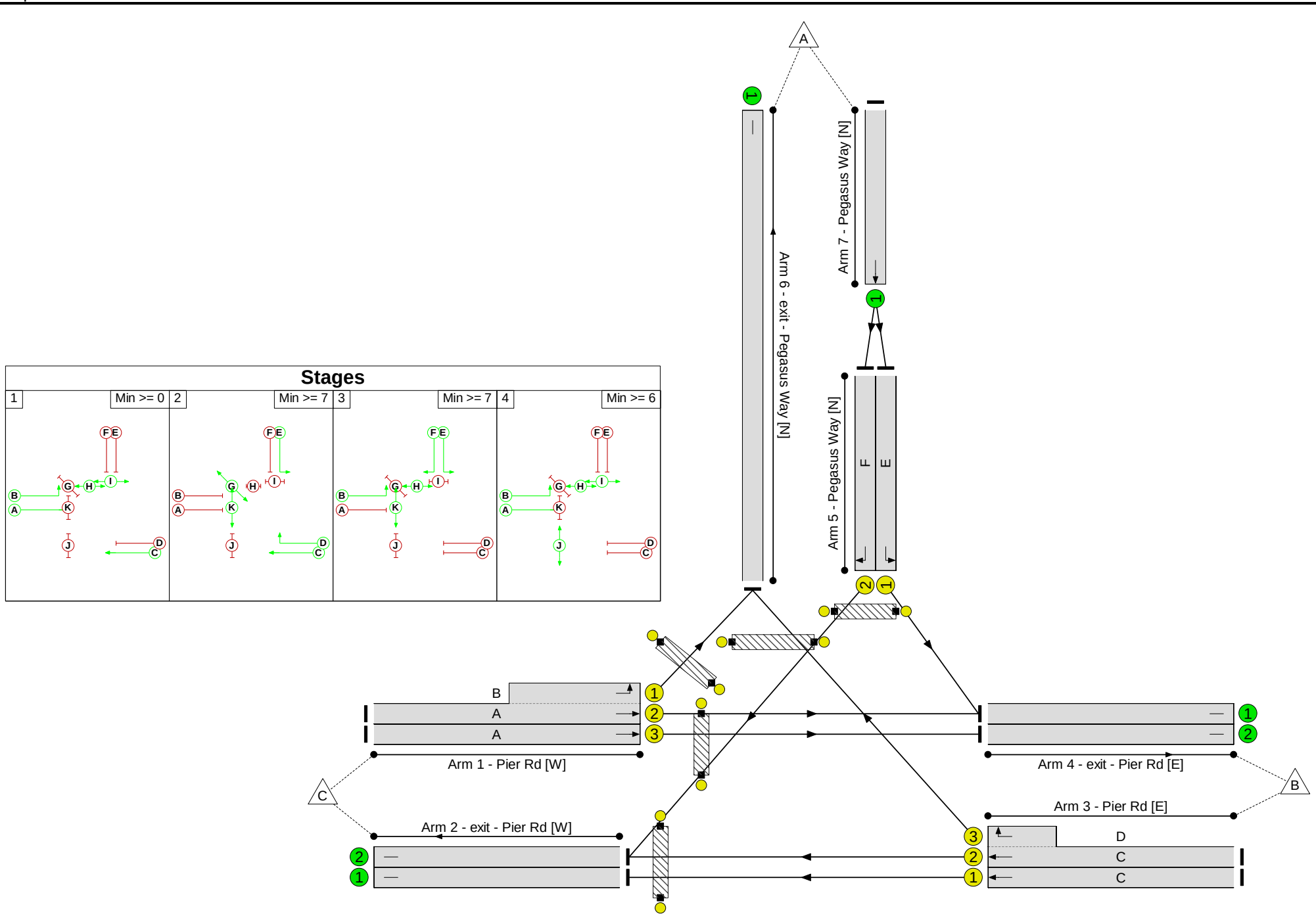
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 18.52 pcuHr
Worst PRC: 24.48 % (On Lane 3/2)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.3%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.3%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	50:65	-	780	1965:1854	1023+170	65.4 : 65.4%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	50	-	684	1965	1113	61.4%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	787	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	51	-	787	1965	1135	69.3%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	51:9	-	840	1965:1786	971+191	72.3 : 72.3%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	24	-	142	1747	485	29.3%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	7	-	76	1814	161	47.1%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	50	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	65	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	24	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

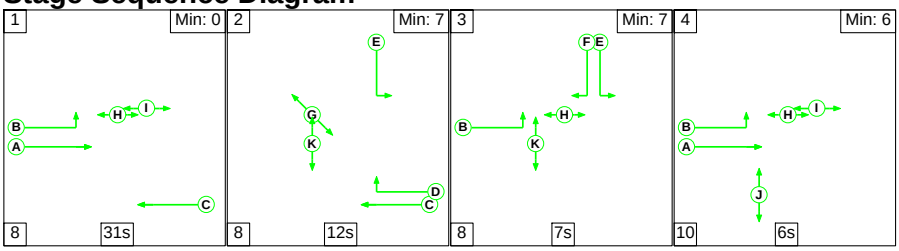
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.7**	**4.8**	**0.0**	**18.5**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**13.7**	**4.8**	**0.0**	**18.5**	**-**	**-**	**-**	**-**
1/2+1/1	780	780	-	-	-	2.5	0.9	-	3.4	15.8	11.1	0.9	12.1
1/3	684	684	-	-	-	2.5	0.8	-	3.3	17.1	11.2	0.8	12.0
2/1	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	787	787	-	-	-	2.9	1.1	-	4.0	18.5	13.8	1.1	14.9
3/2+3/3	840	840	-	-	-	4.0	1.3	-	5.3	22.7	13.7	1.3	15.0
4/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	142	142	-	-	-	1.0	0.2	-	1.2	30.8	2.8	0.2	3.0
5/2	76	76	-	-	-	0.8	0.4	-	1.3	59.9	1.8	0.4	2.2
6/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 24.5 Total Delay for Signalled Lanes (pcuHr): 18.52 Cycle Time (s): 90
PRC Over All Lanes (%): 24.5 Total Delay Over All Lanes(pcuHr): 18.52

Full Input Data And Results

Scenario 8: '2041 RC PM' (FG4: '2041 RC PM', Plan 1: 'Network Control Plan 1')

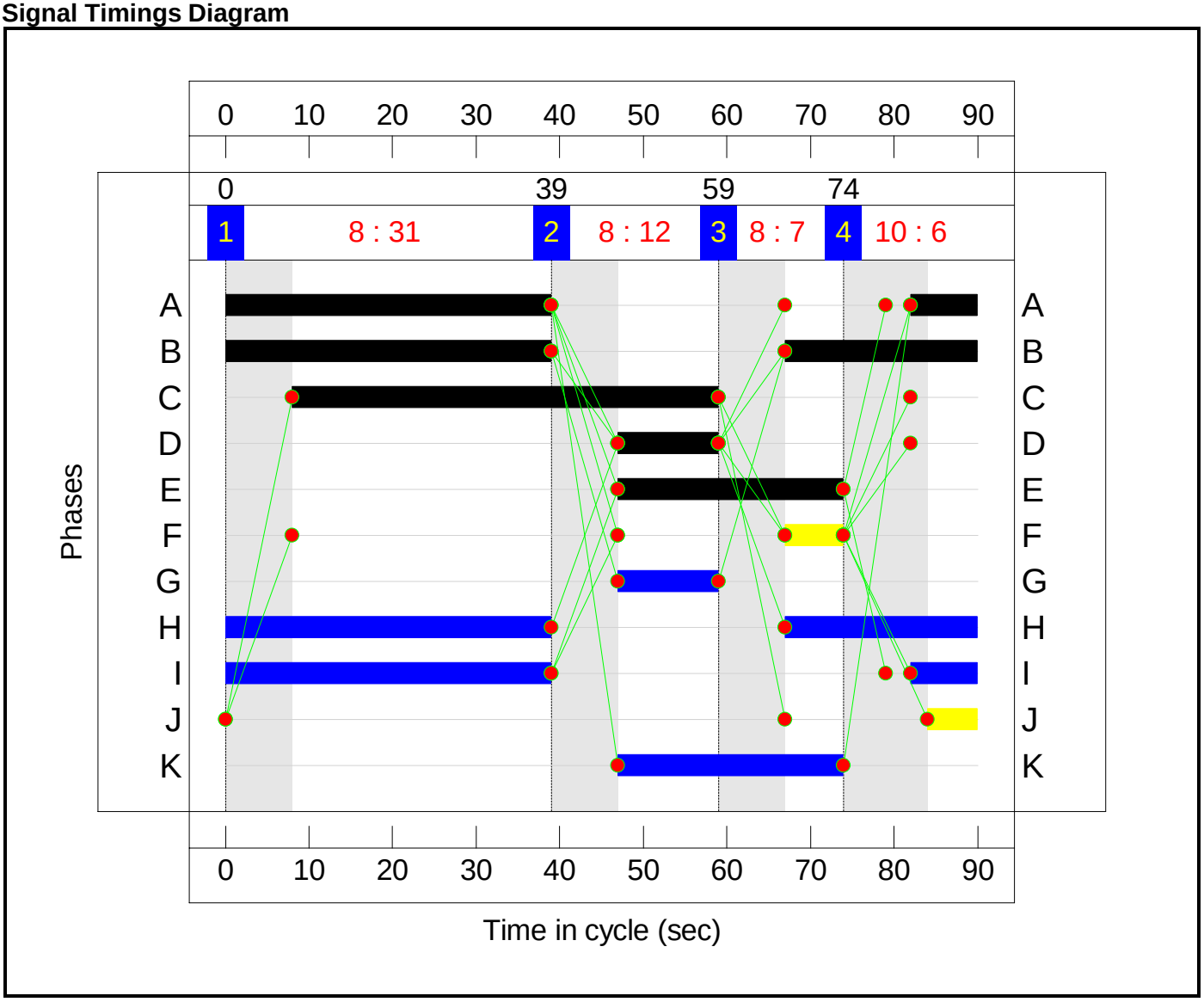
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	31	12	7	6
Change Point	0	39	59	74

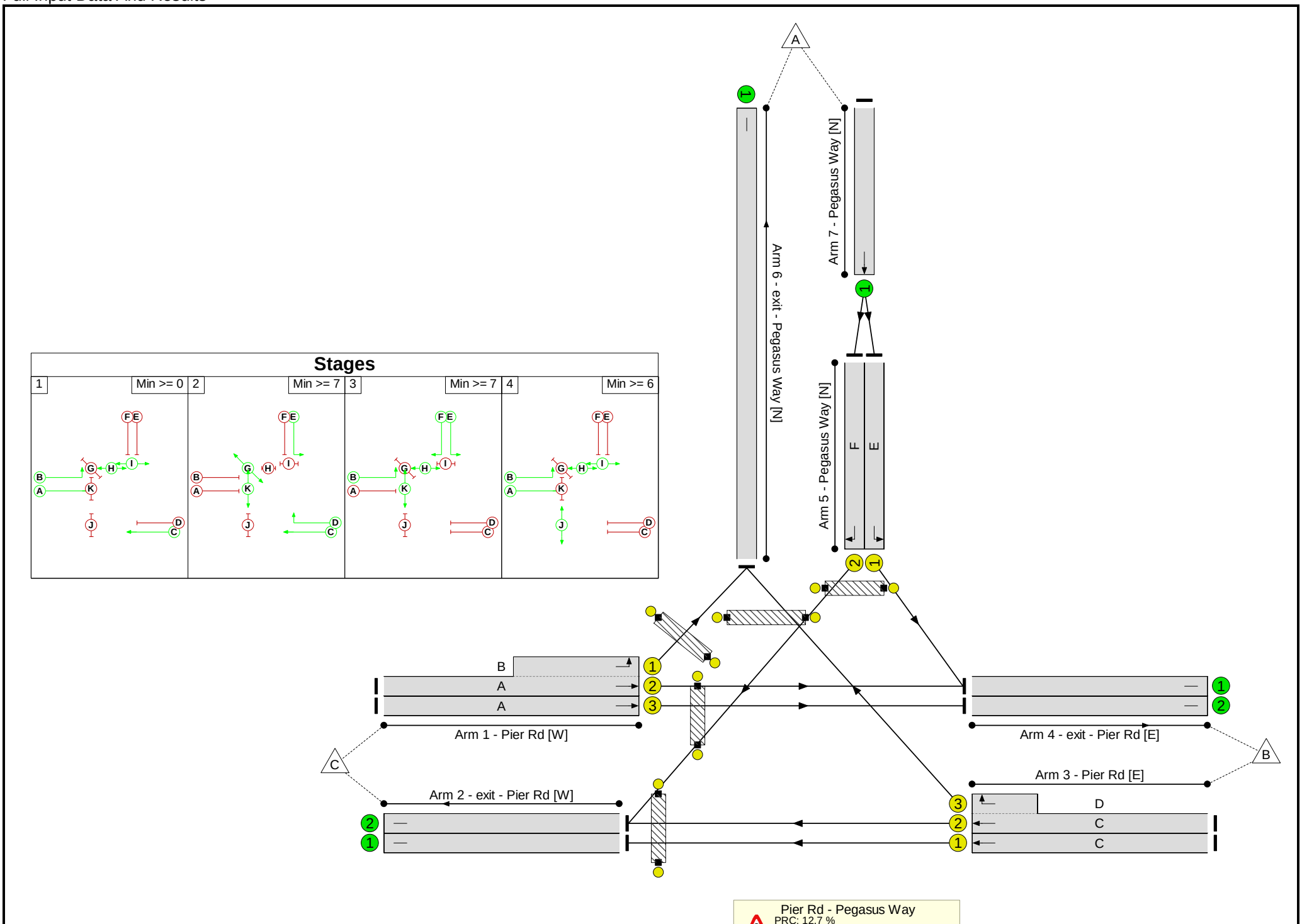
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 21.65 pcuHr
Worst PRC: 12.68 % (On Lane 3/2)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.9%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.9%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	47:62	-	731	1965:1854	1034+54	67.2 : 67.2%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	47	-	692	1965	1048	66.0%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	905	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	51	-	905	1965	1135	79.7%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	51:12	-	549	1965:1786	467+220	79.9 : 79.9%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	27	-	208	1747	544	38.3%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	7	-	92	1814	161	57.1%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	47	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	62	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	12	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	27	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**14.8**	**6.8**	**0.0**	**21.7**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**14.8**	**6.8**	**0.0**	**21.7**	**-**	**-**	**-**	**-**
1/2+1/1	731	731	-	-	-	3.0	1.0	-	4.0	19.7	12.4	1.0	13.5
1/3	692	692	-	-	-	2.9	1.0	-	3.9	20.2	12.3	1.0	13.3
2/1	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	905	905	-	-	-	3.7	1.9	-	5.7	22.6	17.6	1.9	19.5
3/2+3/3	549	549	-	-	-	2.8	1.9	-	4.7	31.1	4.8	1.9	6.7
4/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	208	208	-	-	-	1.4	0.3	-	1.7	29.6	4.0	0.3	4.4
5/2	92	92	-	-	-	1.0	0.7	-	1.7	64.9	2.2	0.7	2.8
6/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

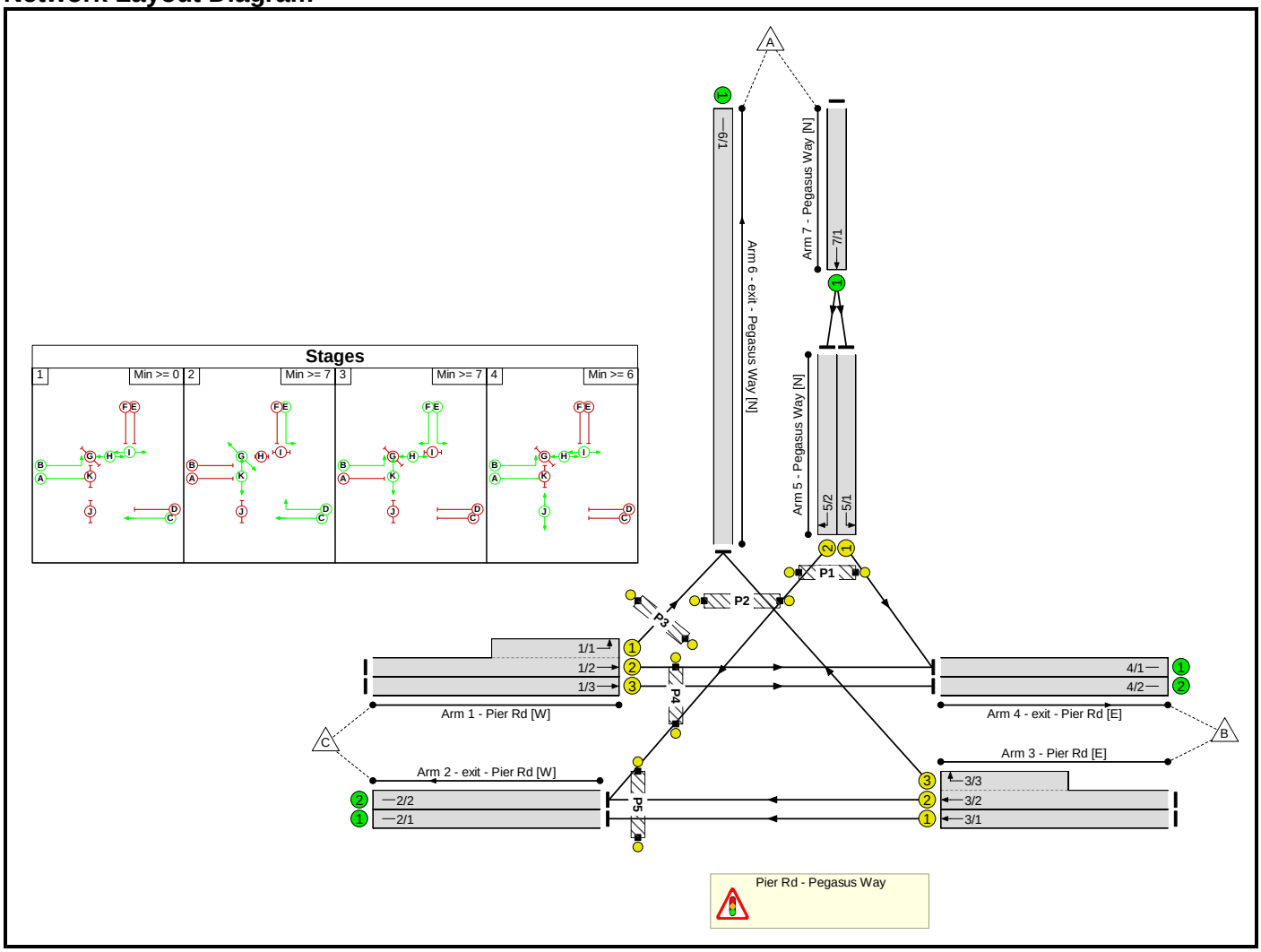
C1 PRC for Signalled Lanes (%): 12.7 Total Delay for Signalled Lanes (pcuHr): 21.65 Cycle Time (s): 90
PRC Over All Lanes (%): 12.7 Total Delay Over All Lanes(pcuHr): 21.65

Full Input Data And Results

User and Project Details

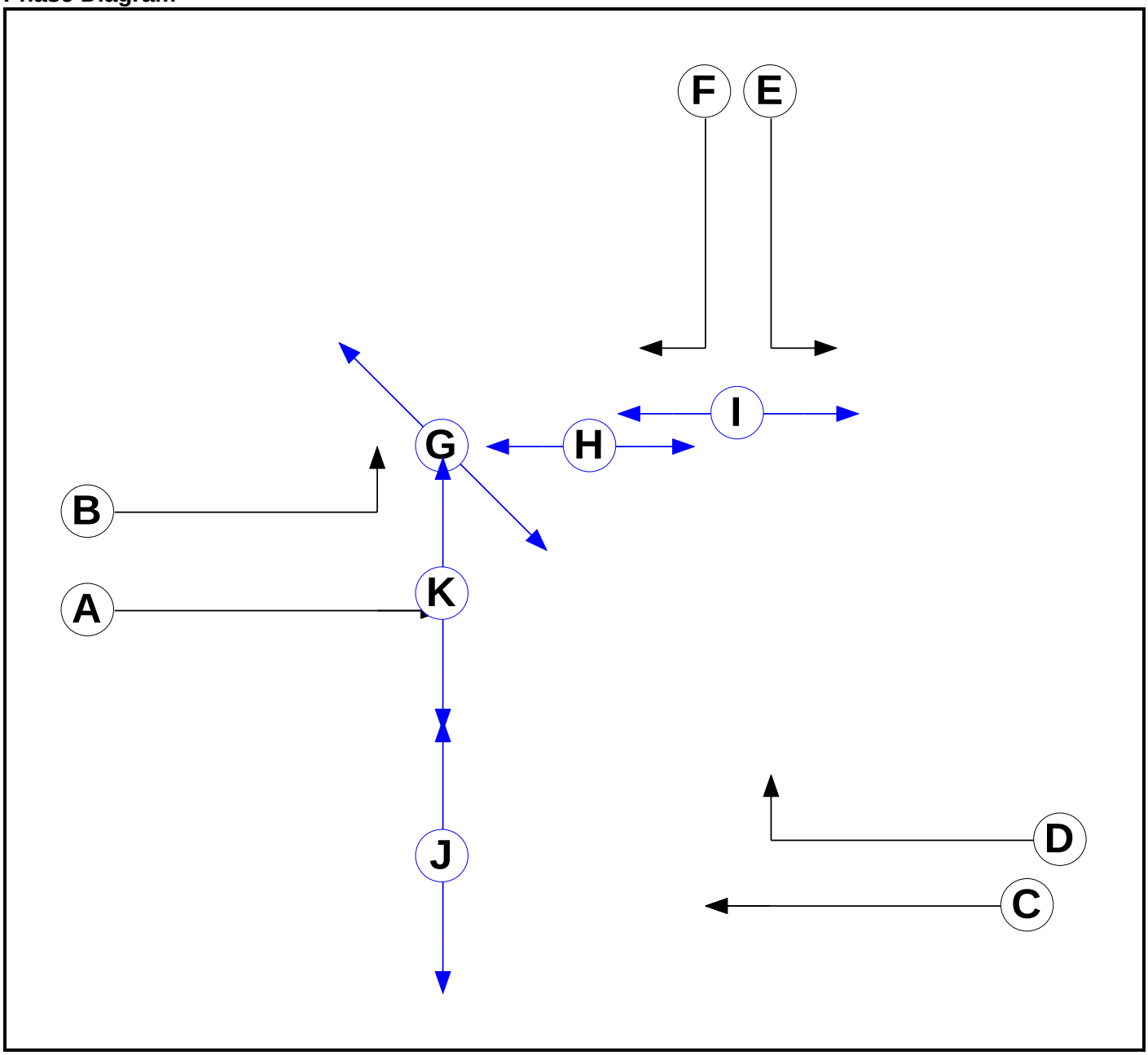
Project:	
Title:	
Location:	
Additional detail:	
File name:	J7_Proposed.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6
K	Pedestrian		6	6

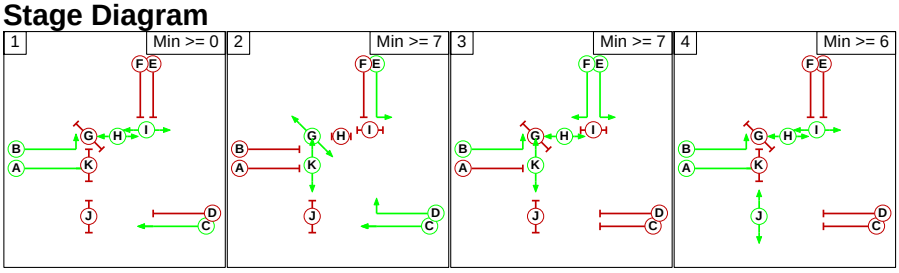
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	-	8	8	8	-	-	-	-	8
B	-		-	8	-	-	8	-	-	-	-
C	-	-		-	-	8	-	-	-	8	-
D	8	8	-		-	8	-	8	-	-	-
E	5	-	-	-		-	-	-	5	-	-
F	8	-	8	8	-		-	-	8	10	-
G	-	8	-	-	-	-		-	-	-	-
H	-	-	-	8	-	-	-		-	-	-
I	-	-	-	-	8	8	-	-		-	-
J	-	-	8	-	-	8	-	-	-		-
K	8	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B C H I
2	C D E G K
3	B E F H K
4	A B H I J

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
3	1	E	Losing	3	3

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		8	8	8
	2	8		8	8
	3	8	8		10
	4	8	8	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Pier Rd - Pegasus Way
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Pier Rd - Pegasus Way												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Pier Rd [W])	U	B	2	3	10.1	Geom	-	3.50	0.00	Y	Arm 6 Left	25.00
1/2 (Pier Rd [W])	U	A	2	3	29.6	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
1/3 (Pier Rd [W])	U	A	2	3	29.6	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
2/1 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Pier Rd [E])	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 2 Ahead	Inf
3/2 (Pier Rd [E])	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 2 Ahead	Inf
3/3 (Pier Rd [E])	U	D	2	3	10.1	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
4/1 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Pegasus Way [N])	U	E	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 4 Left	12.00
5/2 (Pegasus Way [N])	U	F	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 2 Right	18.00
6/1 (exit - Pegasus Way [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Pegasus Way [N])	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 DS AM'	08:00	09:00	01:00	
2: '2041 DS PM'	16:00	17:00	01:00	
3: '2041 RC AM'	08:00	09:00	01:00	
4: '2041 RC PM'	16:00	17:00	01:00	

Scenario 1: 'AM Peak MaxSet A' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	165	95	260
	B	180	0	1320	1500
	C	107	1533	0	1640
	Tot.	287	1698	1415	3400

Traffic Lane Flows

Lane	Scenario 1: AM Peak MaxSet A
Junction: Pier Rd - Pegasus Way	
1/1 (short)	107
1/2 (with short)	854(In) 747(Out)
1/3	786
2/1	664
2/2	751
3/1	664
3/2 (with short)	836(In) 656(Out)
3/3 (short)	180
4/1	912
4/2	786
5/1	165
5/2	95
6/1	287
7/1	260

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	N	Arm 2 Ahead	Inf	100.0 %	2105	2105
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'IP Peak MaxSet B' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	165	95	260
	B	180	0	1320	1500
	C	107	1533	0	1640
	Tot.	287	1698	1415	3400

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: IP Peak MaxSet B
Junction: Pier Rd - Pegasus Way	
1/1 (short)	107
1/2 (with short)	858(In) 751(Out)
1/3	782
2/1	654
2/2	761
3/1	654
3/2 (with short)	846(In) 666(Out)
3/3 (short)	180
4/1	916
4/2	782
5/1	165
5/2	95
6/1	287
7/1	260

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	N	Arm 2 Ahead	Inf	100.0 %	2105	2105
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'PM Peak MaxSet C' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	251	129	380
	B	259	0	1161	1420
	C	2	1681	0	1683
	Tot.	261	1932	1290	3483

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: PM Peak MaxSet C
Junction: Pier Rd - Pegasus Way	
1/1 (short)	2
1/2 (with short)	843(In) 841(Out)
1/3	840
2/1	1161
2/2	129
3/1	1161
3/2 (with short)	259(In) 0(Out)
3/3 (short)	259
4/1	1092
4/2	840
5/1	251
5/2	129
6/1	261
7/1	380

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	N	Arm 2 Ahead	Inf	0.0 %	2105	2105
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	165	95	260
	B	180	0	1320	1500
	C	107	1533	0	1640
	Tot.	287	1698	1415	3400

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2041 DS AM
Junction: Pier Rd - Pegasus Way	
1/1 (short)	107
1/2 (with short)	859(In) 752(Out)
1/3	781
2/1	662
2/2	753
3/1	662
3/2 (with short)	838(In) 658(Out)
3/3 (short)	180
4/1	917
4/2	781
5/1	165
5/2	95
6/1	287
7/1	260

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	N	Arm 2 Ahead	Inf	100.0 %	2105	2105
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	251	129	380
	B	259	0	1161	1420
	C	2	1681	0	1683
	Tot.	261	1932	1290	3483

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2041 DS PM
Junction: Pier Rd - Pegasus Way	
1/1 (short)	2
1/2 (with short)	843(In) 841(Out)
1/3	840
2/1	1055
2/2	235
3/1	1055
3/2 (with short)	365(In) 106(Out)
3/3 (short)	259
4/1	1092
4/2	840
5/1	251
5/2	129
6/1	261
7/1	380

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	N	Arm 2 Ahead	Inf	100.0 %	2105	2105
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2041 RC AM' (FG3: '2041 RC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	142	76	218
	B	138	0	1489	1627
	C	111	1353	0	1464
	Tot.	249	1495	1565	3309

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2041 RC AM
Junction: Pier Rd - Pegasus Way	
1/1 (short)	111
1/2 (with short)	777(In) 666(Out)
1/3	687
2/1	734
2/2	831
3/1	734
3/2 (with short)	893(In) 755(Out)
3/3 (short)	138
4/1	808
4/2	687
5/1	142
5/2	76
6/1	249
7/1	218

Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	N	Arm 2 Ahead	Inf	100.0 %	2105	2105
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2041 RC PM' (FG4: '2041 RC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	208	92	300
	B	176	0	1278	1454
	C	36	1387	0	1423
	Tot.	212	1595	1370	3177

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2041 RC PM
Junction: Pier Rd - Pegasus Way	
1/1 (short)	36
1/2 (with short)	727(In) 691(Out)
1/3	696
2/1	633
2/2	737
3/1	633
3/2 (with short)	821(In) 645(Out)
3/3 (short)	176
4/1	899
4/2	696
5/1	208
5/2	92
6/1	212
7/1	300

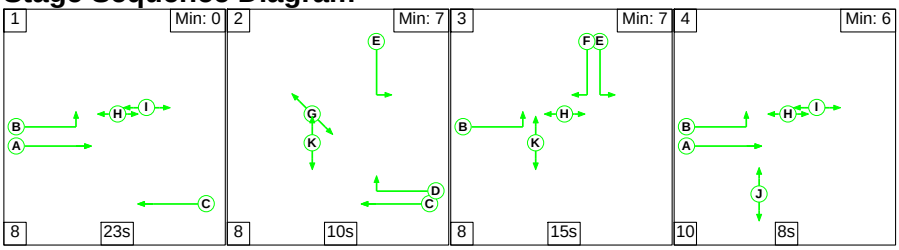
Full Input Data And Results

Lane Saturation Flows

Junction: Pier Rd - Pegasus Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Pier Rd [W])	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
1/2 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/3 (Pier Rd [W])	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Pier Rd [E])	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
3/2 (Pier Rd [E])	3.50	0.00	N	Arm 2 Ahead	Inf	100.0 %	2105	2105
3/3 (Pier Rd [E])	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Pegasus Way [N])	3.50	0.00	Y	Arm 4 Left	12.00	100.0 %	1747	1747
5/2 (Pegasus Way [N])	3.50	0.00	Y	Arm 2 Right	18.00	100.0 %	1814	1814
6/1 (exit - Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Pegasus Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Peak MaxSet A' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

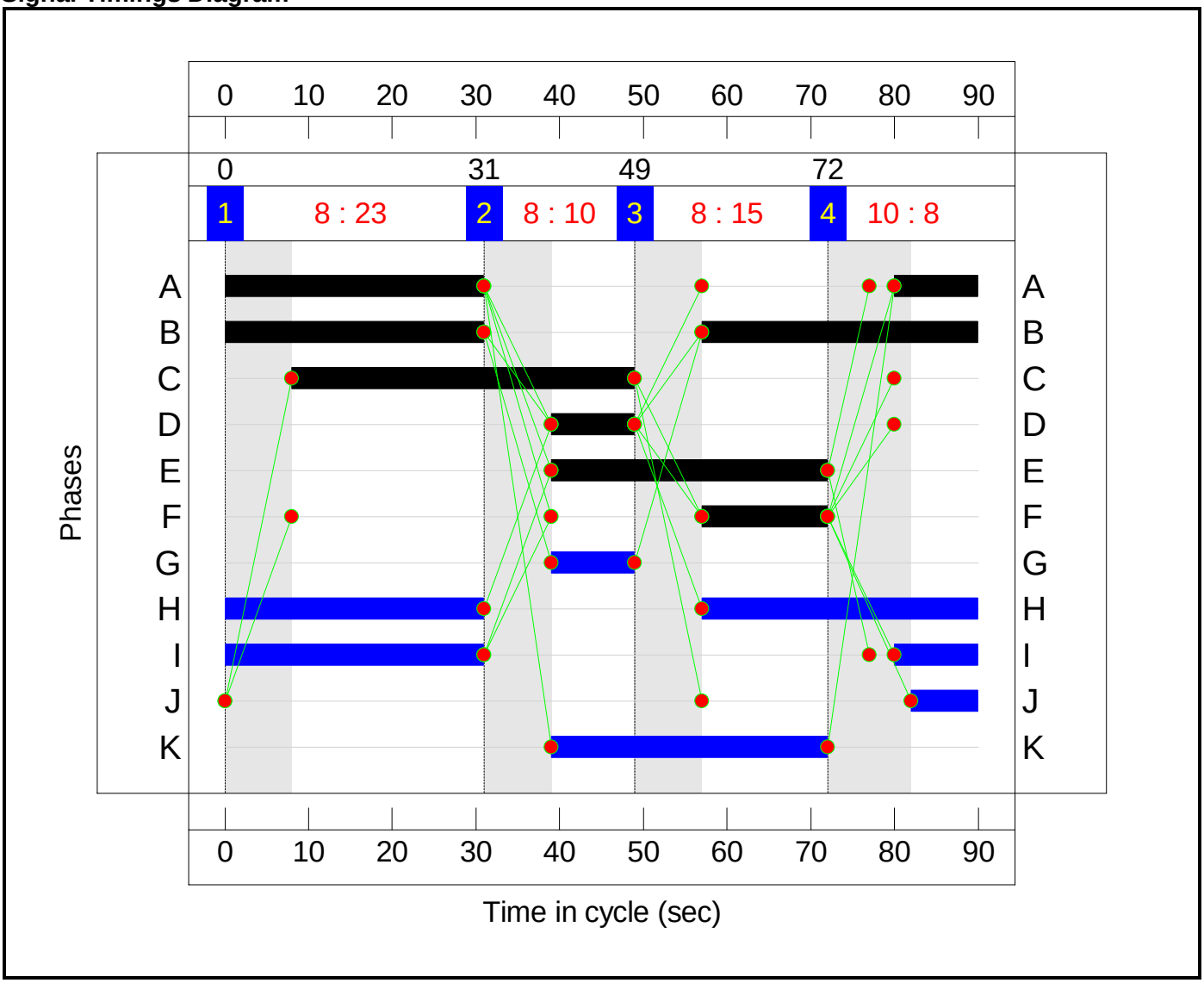


Stage Timings

Stage	1	2	3	4
Duration	23	10	15	8
Change Point	0	31	49	72

Full Input Data And Results

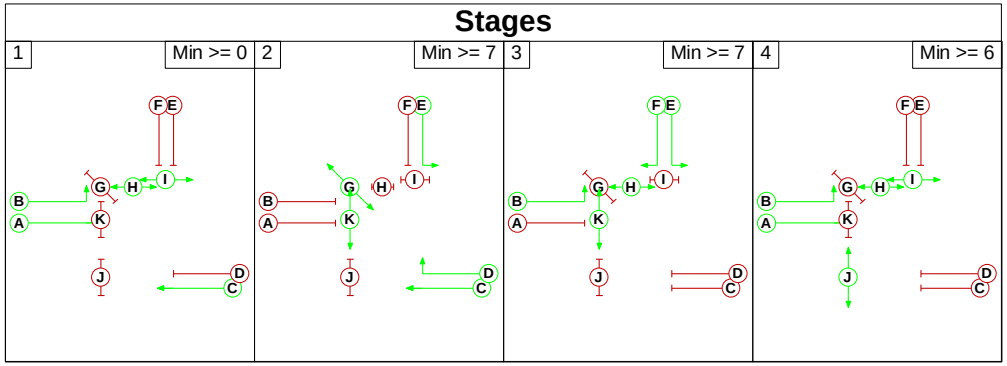
Signal Timings Diagram

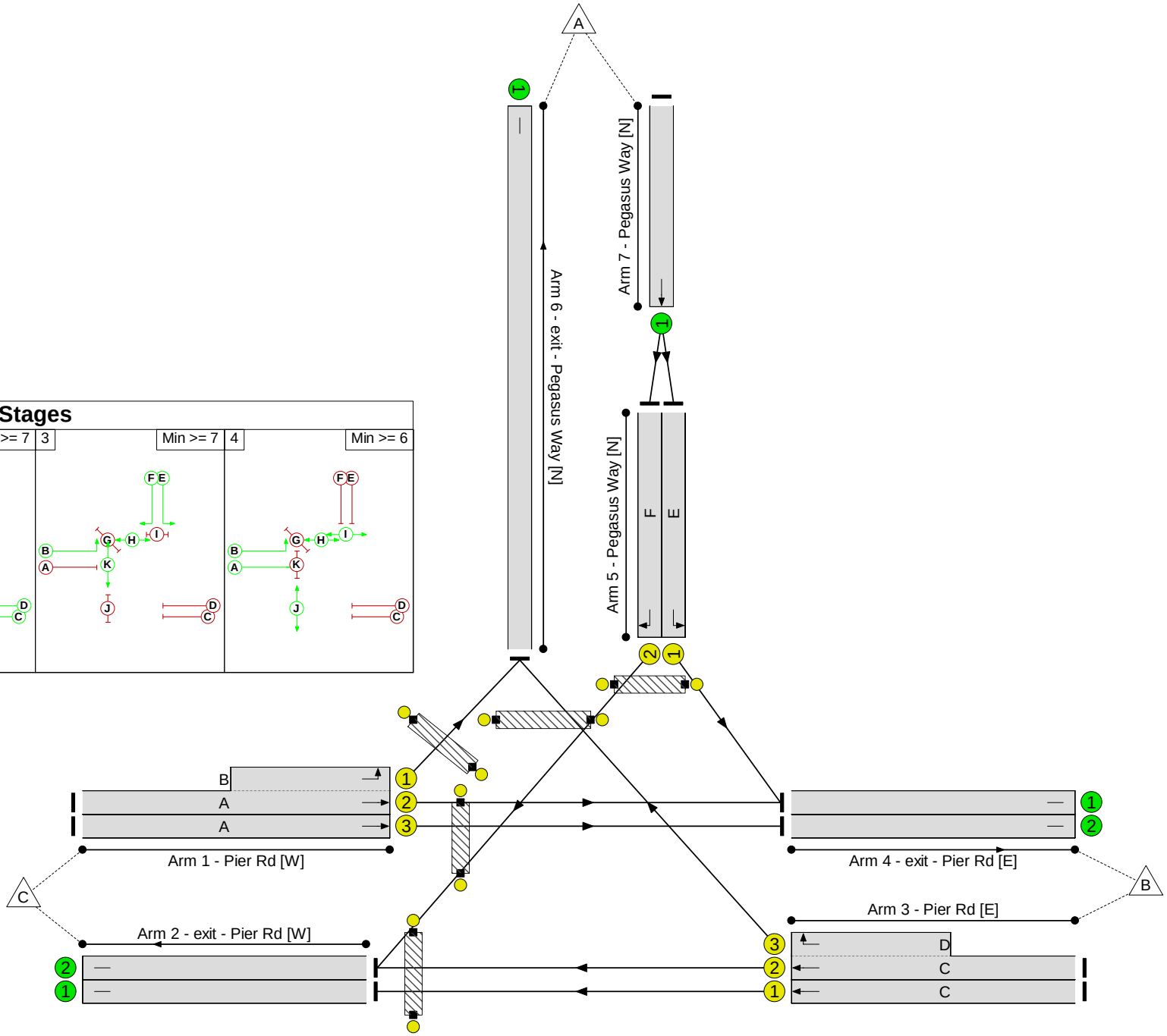


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results





Pier Rd - Pegasus Way
PRC: 3.3 %

Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 29.39 pcuHr
Worst PRC: 3.29 % (On Lane 1/2)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.1%**
Pier Rd - Pegasus Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.1%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	41:64	-	854	1965:1854	857+123	87.1 : 87.1%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	41	-	786	1965	917	85.7%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	664	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	41	-	664	1965	917	72.4%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	41:10	-	836	2105:1786	844+218	77.7 : 82.5%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	912	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	33	-	165	1747	660	25.0%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	15	-	95	1814	322	29.5%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	41	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	64	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	33	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	8	-	0	-	0	0.0%

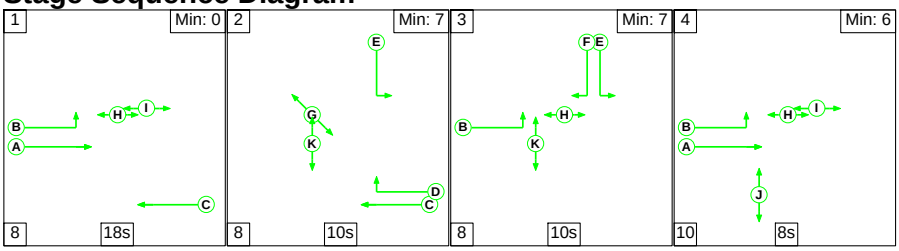
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**19.8**	**9.6**	**0.0**	**29.4**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**19.8**	**9.6**	**0.0**	**29.4**	**-**	**-**	**-**	**-**
1/2+1/1	854	854	-	-	-	4.5	3.2	-	7.7	32.6	17.5	3.2	20.7
1/3	786	786	-	-	-	4.7	2.9	-	7.5	34.5	17.2	2.9	20.1
2/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	664	664	-	-	-	3.6	1.3	-	4.9	26.4	13.3	1.3	14.6
3/2+3/3	836	836	-	-	-	5.3	1.8	-	7.1	30.8	13.8	1.8	15.6
4/1	912	912	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	165	165	-	-	-	0.9	0.2	-	1.0	22.9	2.8	0.2	3.0
5/2	95	95	-	-	-	0.8	0.2	-	1.1	40.0	2.1	0.2	2.3
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 3.3 Total Delay for Signalled Lanes (pcuHr): 29.39 Cycle Time (s): 90
PRC Over All Lanes (%): 3.3 Total Delay Over All Lanes(pcuHr): 29.39

Full Input Data And Results

Scenario 2: 'IP Peak MaxSet B' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

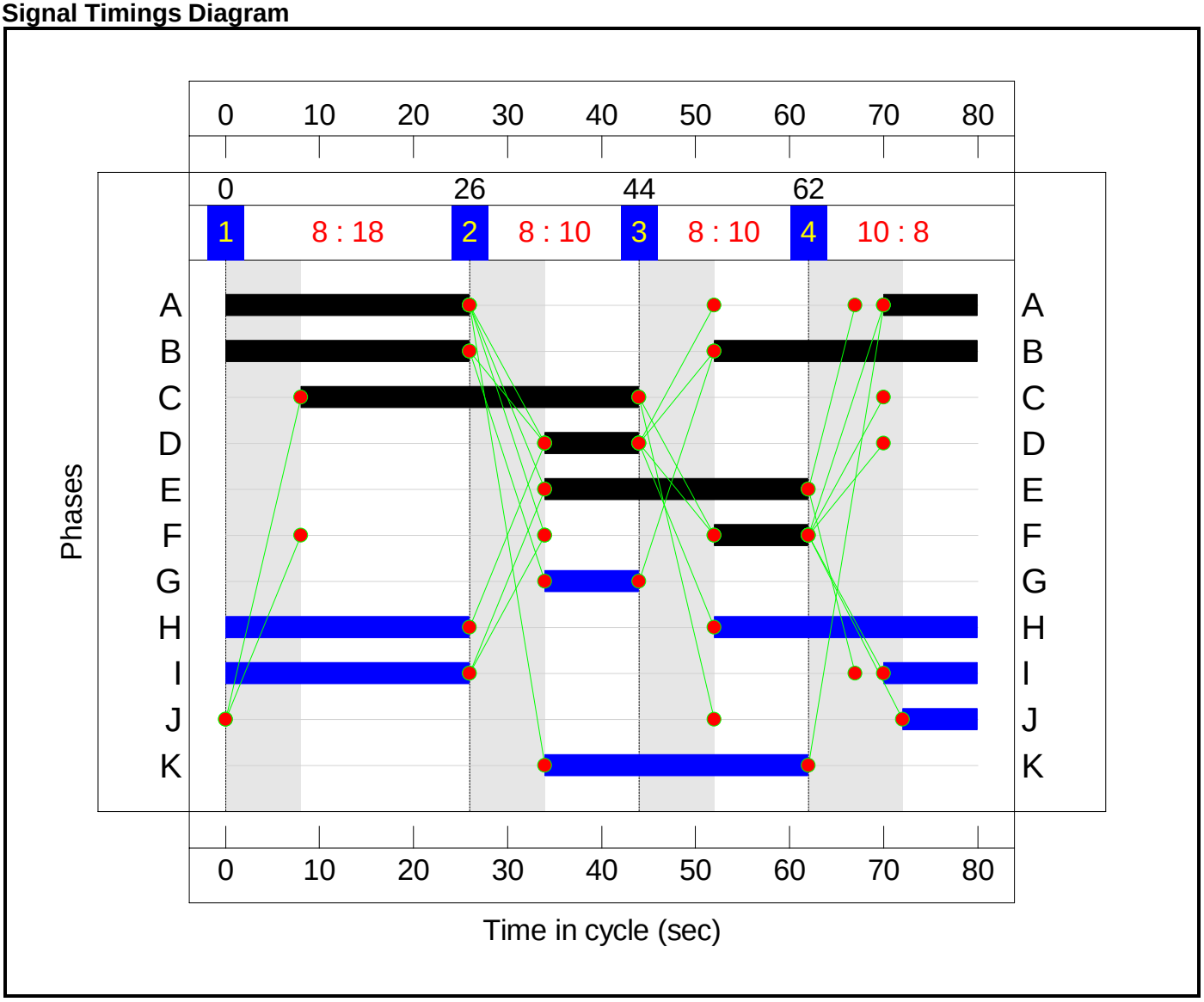
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	18	10	10	8
Change Point	0	26	44	62

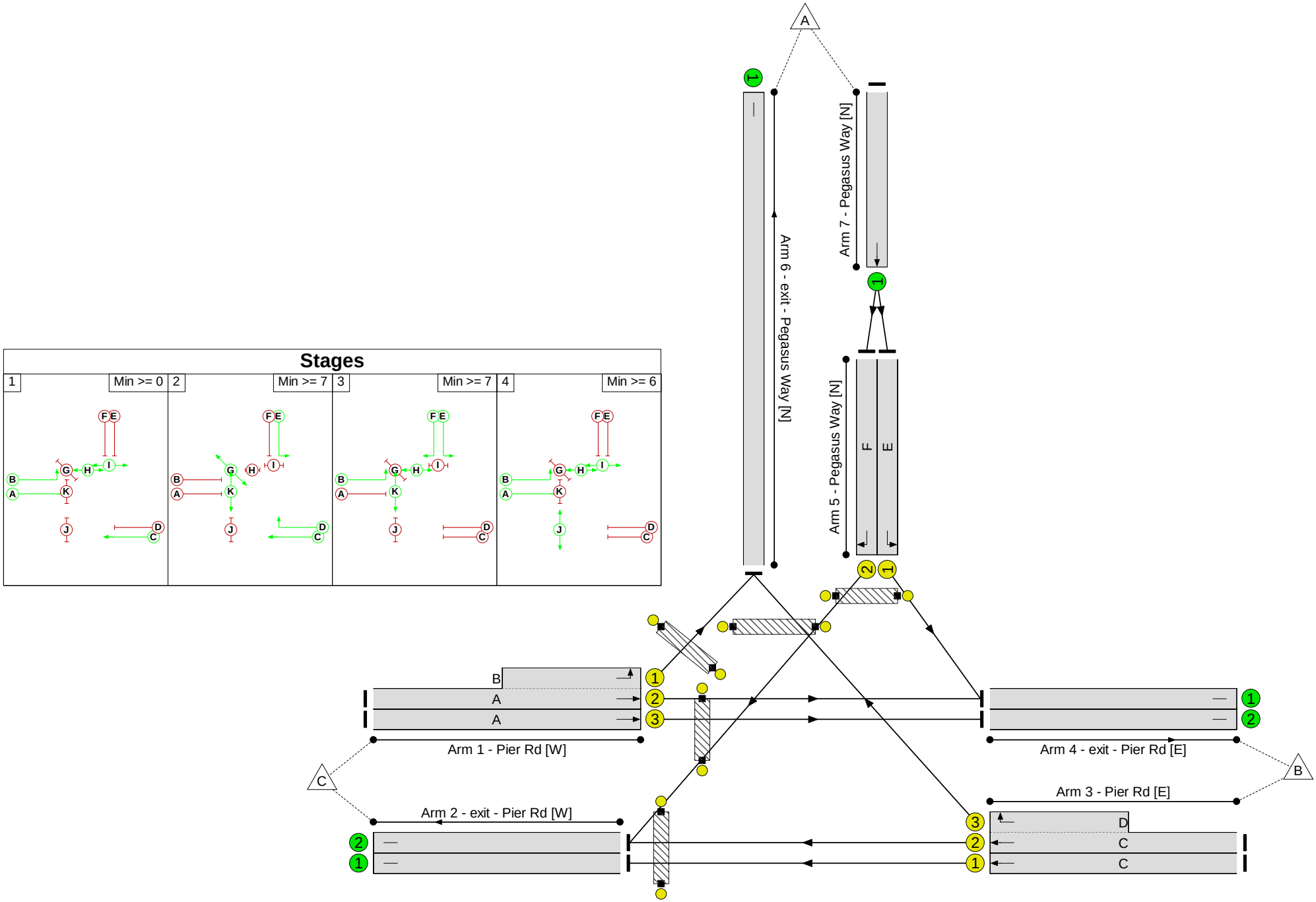
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 27.64 pcuHr
Worst PRC: 2.83 % (On Lane 1/2)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	36:54	-	858	1965:1854	858+122	87.5 : 87.5%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	36	-	782	1965	909	86.0%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	36	-	654	1965	909	72.0%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	36:10	-	846	2105:1786	852+230	78.2 : 78.2%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	916	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	28	-	165	1747	633	26.1%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	10	-	95	1814	249	38.1%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	36	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	54	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	28	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	8	-	0	-	0	0.0%

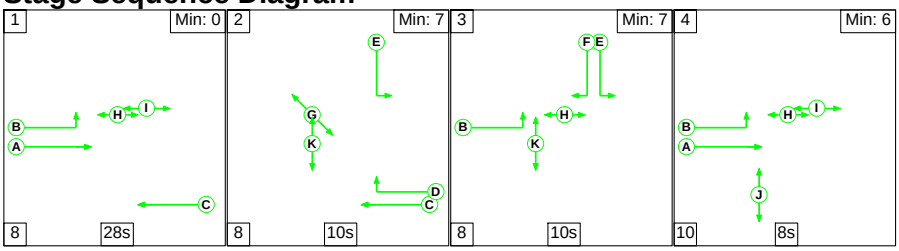
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**17.9**	**9.8**	**0.0**	**27.6**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**17.9**	**9.8**	**0.0**	**27.6**	**-**	**-**	**-**	**-**
1/2+1/1	858	858	-	-	-	4.1	3.3	-	7.4	31.1	15.6	3.3	18.9
1/3	782	782	-	-	-	4.2	2.9	-	7.1	32.8	15.4	2.9	18.4
2/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	654	654	-	-	-	3.1	1.3	-	4.4	24.3	11.6	1.3	12.9
3/2+3/3	846	846	-	-	-	4.8	1.8	-	6.6	27.9	12.5	1.8	14.2
4/1	916	916	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	165	165	-	-	-	0.8	0.2	-	1.0	21.8	2.6	0.2	2.7
5/2	95	95	-	-	-	0.8	0.3	-	1.1	43.0	1.9	0.3	2.2
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 2.8 Total Delay for Signalled Lanes (pcuHr): 27.64 Cycle Time (s): 80
PRC Over All Lanes (%): 2.8 Total Delay Over All Lanes(pcuHr): 27.64

Full Input Data And Results

Scenario 3: 'PM Peak MaxSet C' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

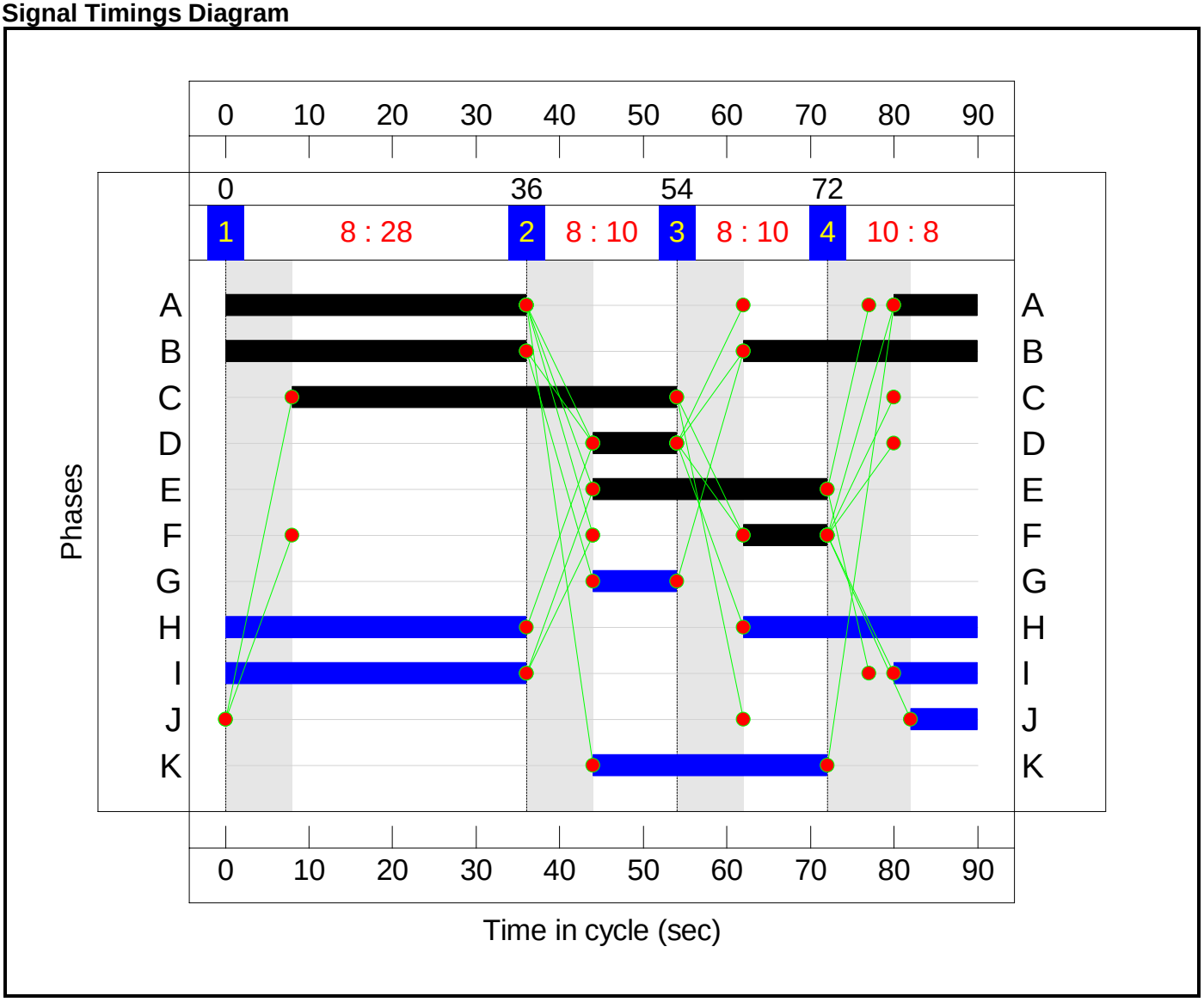
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	28	10	10	8
Change Point	0	36	54	72

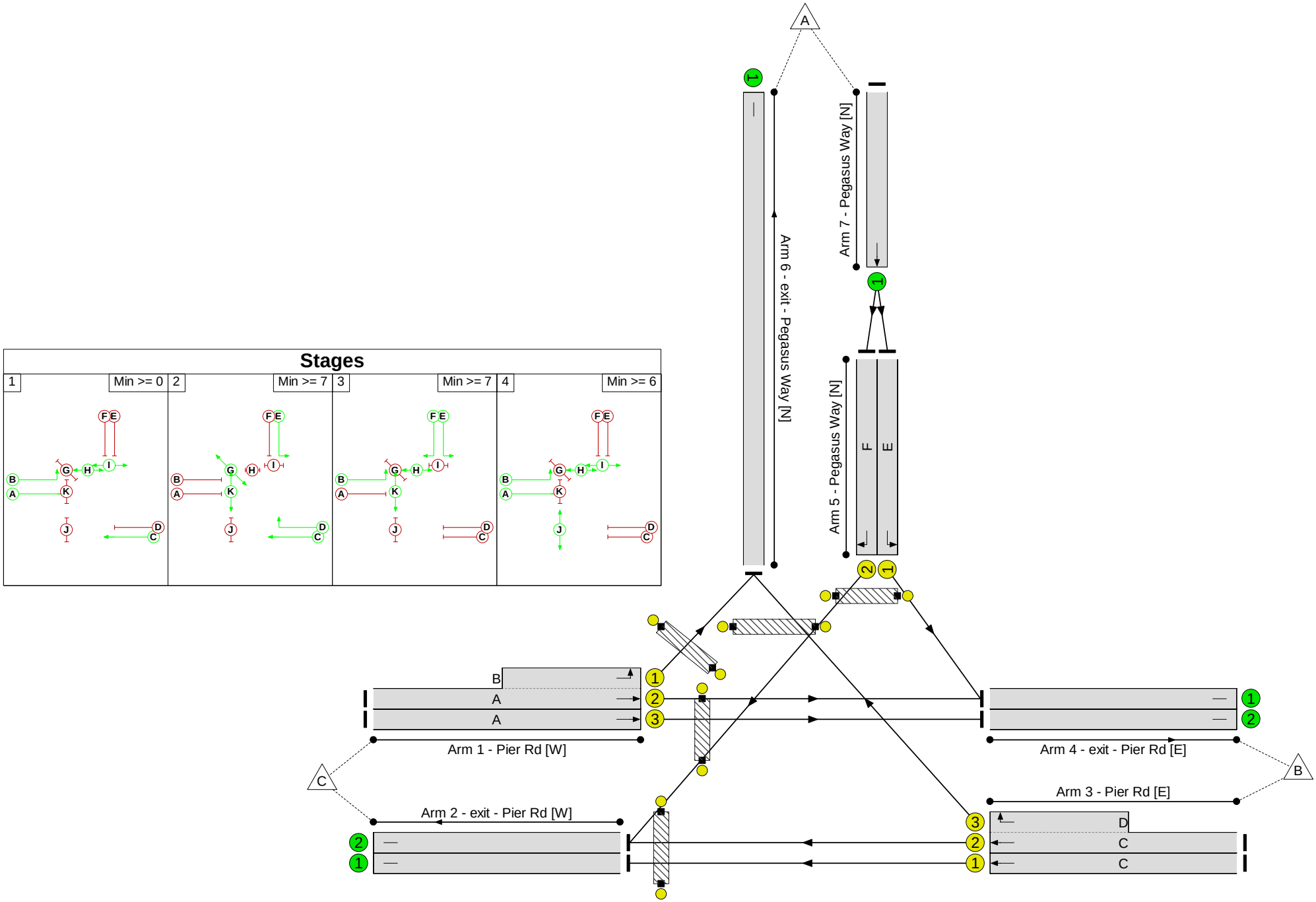
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 128.29 pcuHr
Worst PRC: -31.83 % (On Lane 3/2)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.7%**
Pier Rd - Pegasus Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.7%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	46:64	-	843	1965:1854	1026+2	82.0 : 82.0%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	46	-	840	1965	1026	81.9%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	1161	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	129	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	46	-	1161	1965	1026	113.1%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	46:10	-	259	2105:1786	0+218	0.0 : 118.7%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	1092	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	840	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	28	-	251	1747	563	44.6%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	10	-	129	1814	222	58.2%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	46	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	64	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	28	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	8	-	0	-	0	0.0%

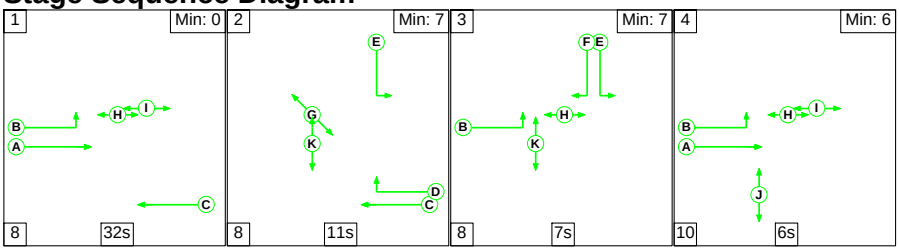
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**28.1**	**100.1**	**0.0**	**128.3**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**28.1**	**100.1**	**0.0**	**128.3**	**-**	**-**	**-**	**-**
1/2+1/1	843	843	-	-	-	4.2	2.2	-	6.4	27.4	17.5	2.2	19.7
1/3	840	840	-	-	-	4.2	2.2	-	6.4	27.4	17.5	2.2	19.7
2/1	1026	1026	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1161	1026	-	-	-	12.4	71.5	-	83.9	260.2	32.4	71.5	103.9
3/2+3/3	259	218	-	-	-	4.3	23.2	-	27.5	381.6	7.5	23.2	30.6
4/1	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	251	251	-	-	-	1.7	0.4	-	2.1	29.9	5.0	0.4	5.4
5/2	129	129	-	-	-	1.3	0.7	-	2.0	56.5	3.0	0.7	3.7
6/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -31.8 Total Delay for Signalled Lanes (pcuHr): 128.29 Cycle Time (s): 90
PRC Over All Lanes (%): -31.8 Total Delay Over All Lanes(pcuHr): 128.29

Full Input Data And Results

Scenario 4: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'Network Control Plan 1')

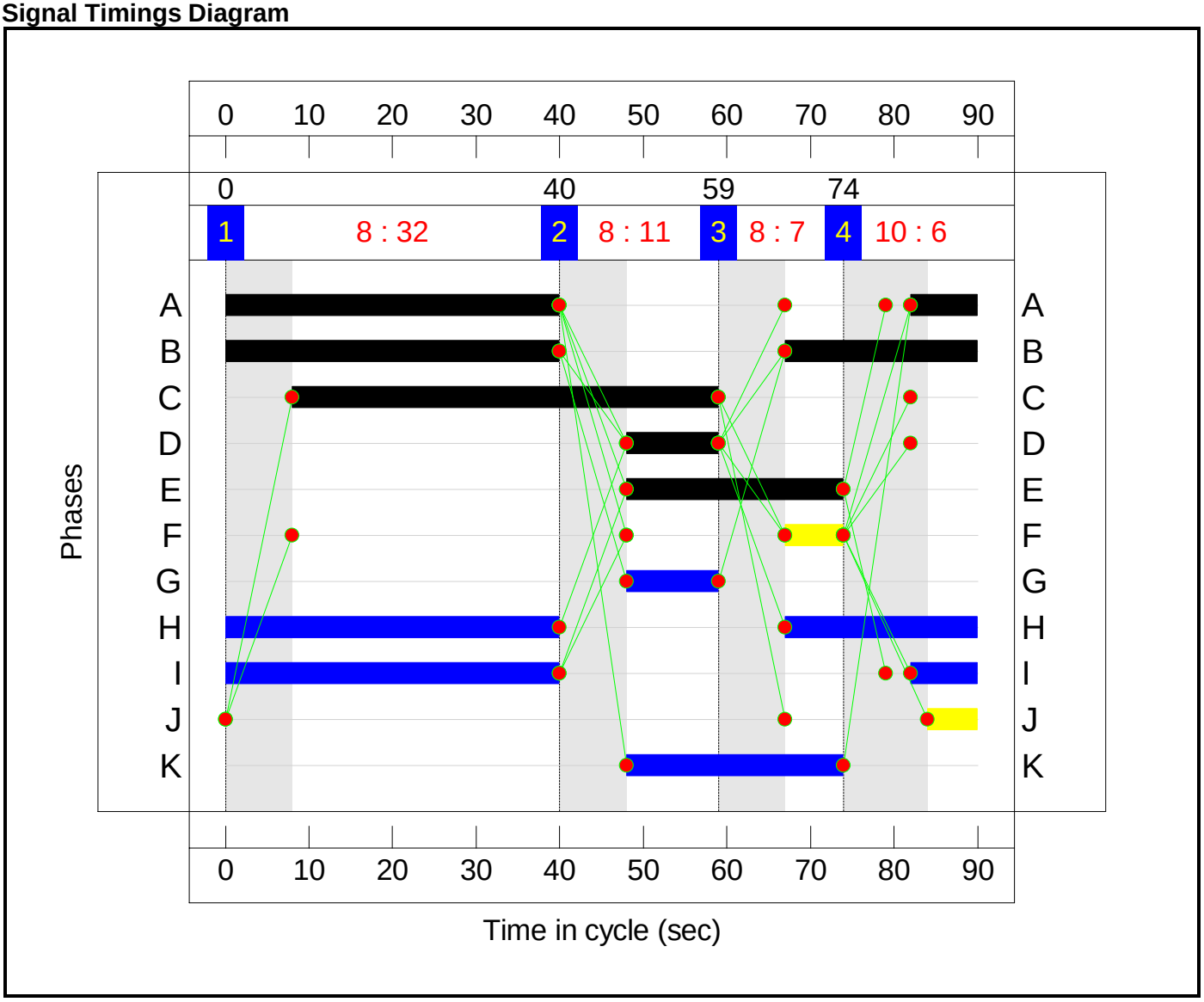
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	32	11	7	6
Change Point	0	40	59	74

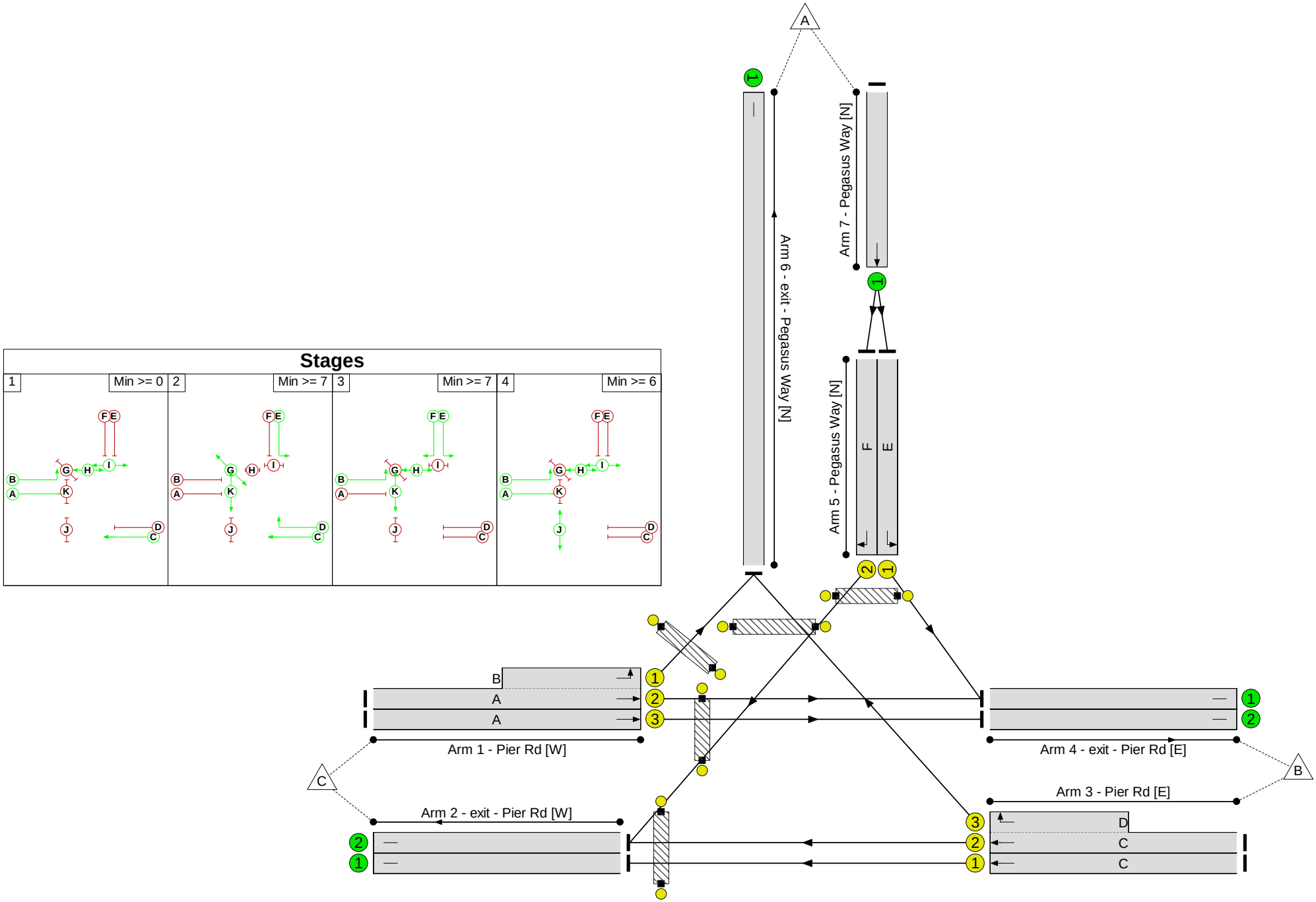
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 20.60 pcuHr
Worst PRC: 18.54 % (On Lane 1/2)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	48:63	-	859	1965:1854	990+141	75.9 : 75.9%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	48	-	781	1965	1070	73.0%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	51	-	662	1965	1135	58.3%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	51:11	-	838	2105:1786	1022+238	64.4 : 75.6%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	26	-	165	1747	524	31.5%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	7	-	95	1814	161	58.9%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	48	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	11	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	26	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**15.1**	**5.5**	**0.0**	**20.6**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**15.1**	**5.5**	**0.0**	**20.6**	**-**	**-**	**-**	**-**
1/2+1/1	859	859	-	-	-	3.3	1.6	-	4.9	20.5	14.6	1.6	16.2
1/3	781	781	-	-	-	3.4	1.3	-	4.7	21.7	14.8	1.3	16.1
2/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	662	662	-	-	-	2.2	0.7	-	2.9	15.9	10.5	0.7	11.2
3/2+3/3	838	838	-	-	-	4.0	1.0	-	5.0	21.5	10.1	1.0	11.0
4/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	165	165	-	-	-	1.1	0.2	-	1.3	29.4	3.2	0.2	3.4
5/2	95	95	-	-	-	1.0	0.7	-	1.7	66.1	2.3	0.7	3.0
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 18.5
PRC Over All Lanes (%): 18.5

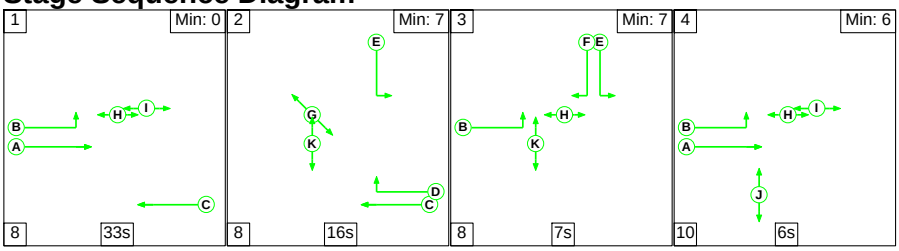
Total Delay for Signalled Lanes (pcuHr): 20.60
Total Delay Over All Lanes(pcuHr): 20.60

Cycle Time (s): 90

Full Input Data And Results

Scenario 5: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'Network Control Plan 1')

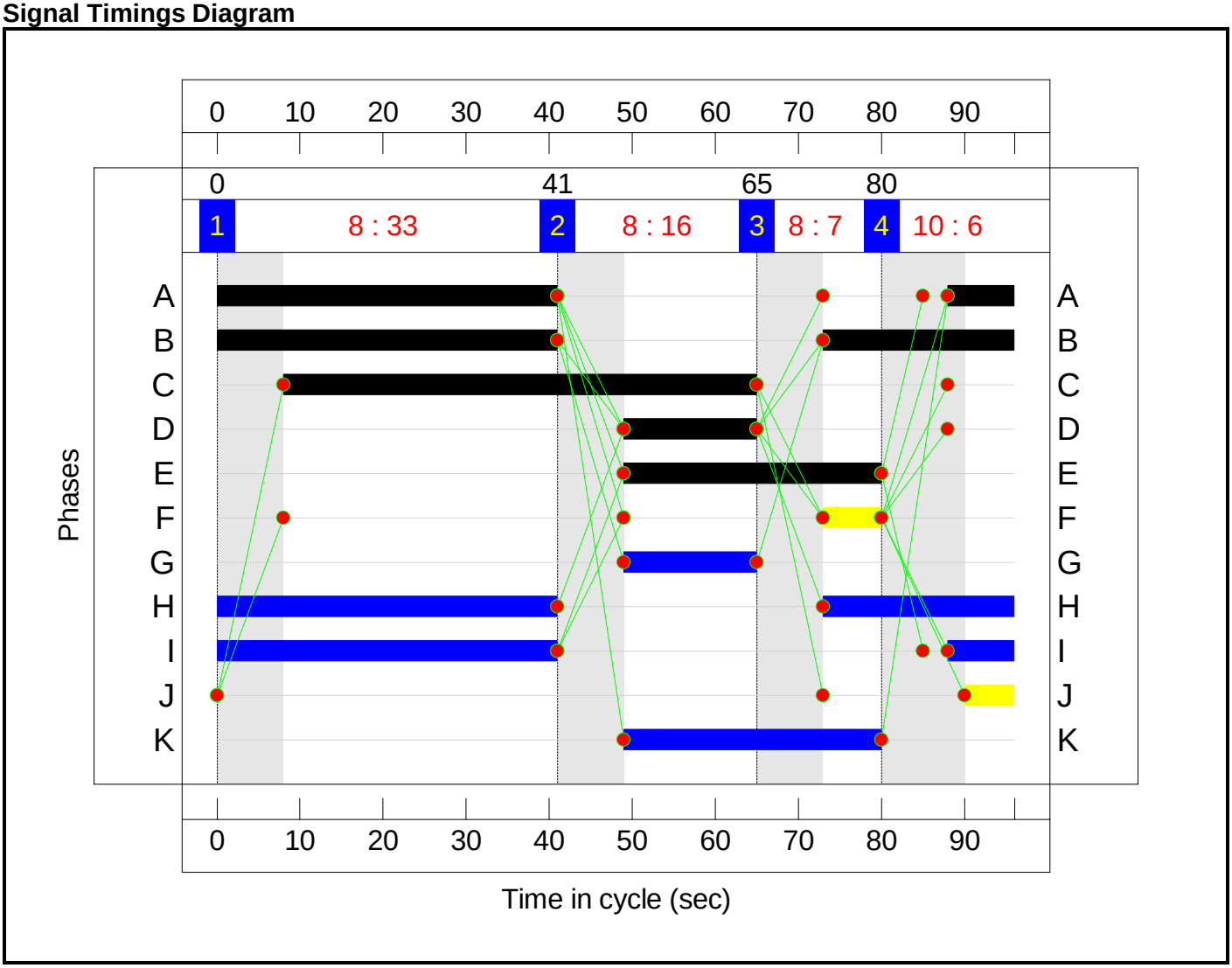
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	33	16	7	6
Change Point	0	41	65	80

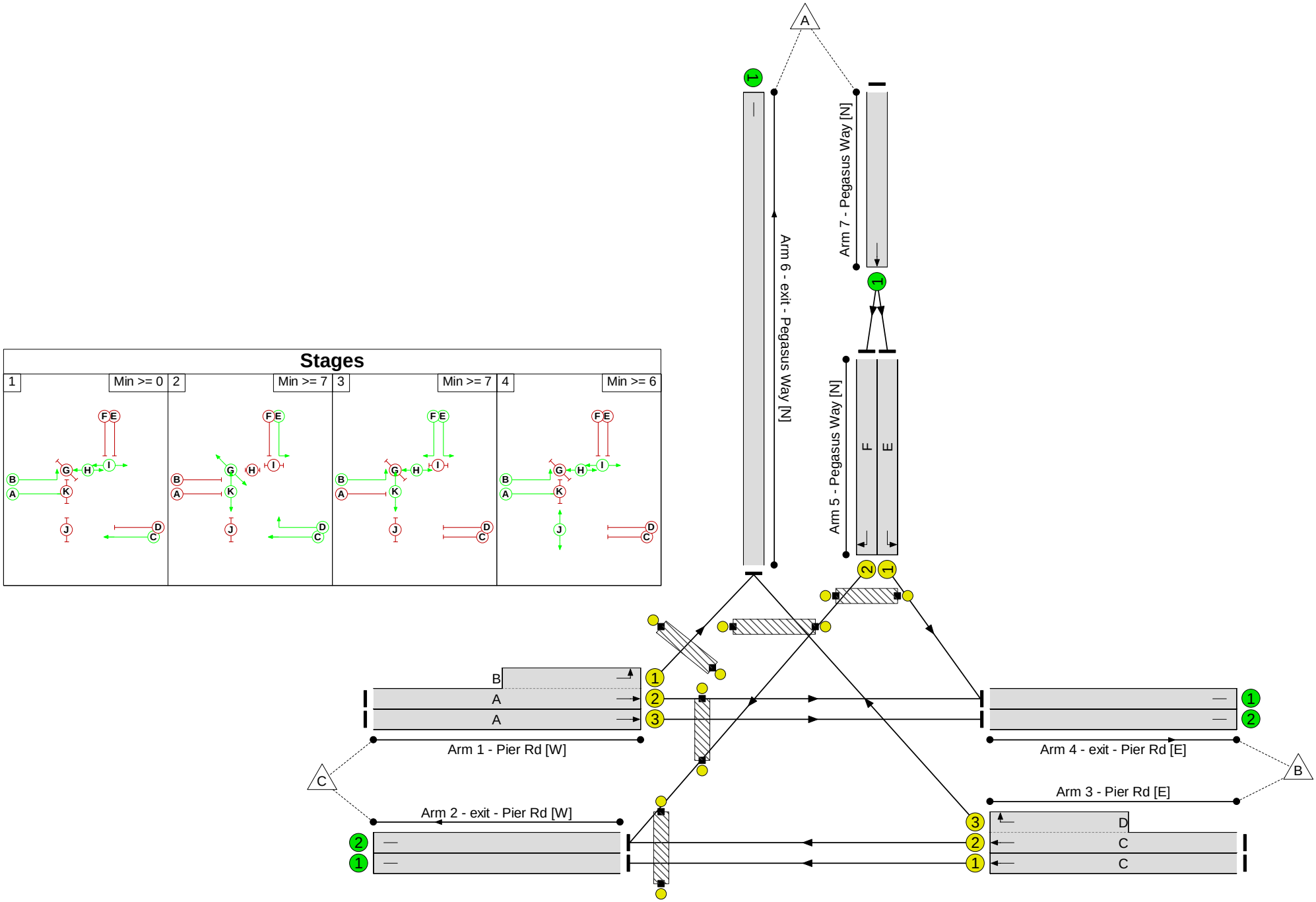
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 33.20 pcuHr
Worst PRC: 1.28 % (On Lane 3/1)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.9%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.9%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	49:64	-	843	1965:1854	1023+2	82.2 : 82.2%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	49	-	840	1965	1023	82.1%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	1055	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	57	-	1055	1965	1187	88.9%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	57:16	-	365	2105:1786	129+316	81.9 : 81.9%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	1092	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	840	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	31	-	251	1747	582	43.1%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	7	-	129	1814	151	85.3%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	49	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	64	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	16	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	31	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%

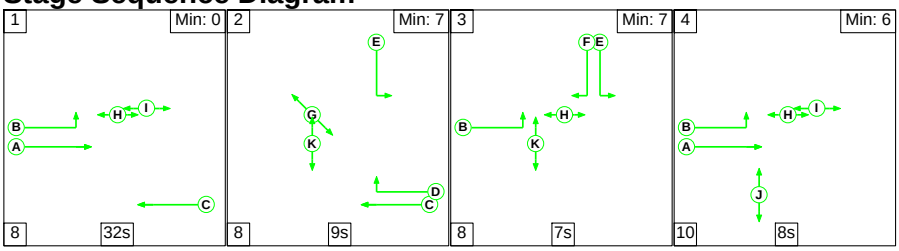
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**20.0**	**13.2**	**0.0**	**33.2**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**20.0**	**13.2**	**0.0**	**33.2**	**-**	**-**	**-**	**-**
1/2+1/1	843	843	-	-	-	4.5	2.2	-	6.8	28.9	18.7	2.2	20.9
1/3	840	840	-	-	-	4.5	2.2	-	6.7	28.8	18.7	2.2	20.9
2/1	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1055	1055	-	-	-	4.8	3.8	-	8.5	29.1	24.0	3.8	27.8
3/2+3/3	365	365	-	-	-	3.0	2.1	-	5.1	50.5	6.6	2.1	8.8
4/1	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	251	251	-	-	-	1.7	0.4	-	2.1	30.3	5.2	0.4	5.5
5/2	129	129	-	-	-	1.6	2.4	-	3.9	110.2	3.4	2.4	5.8
6/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 1.3 Total Delay for Signalled Lanes (pcuHr): 33.20 Cycle Time (s): 96
PRC Over All Lanes (%): 1.3 Total Delay Over All Lanes(pcuHr): 33.20

Full Input Data And Results

Scenario 6: '2041 RC AM' (FG3: '2041 RC AM', Plan 1: 'Network Control Plan 1')

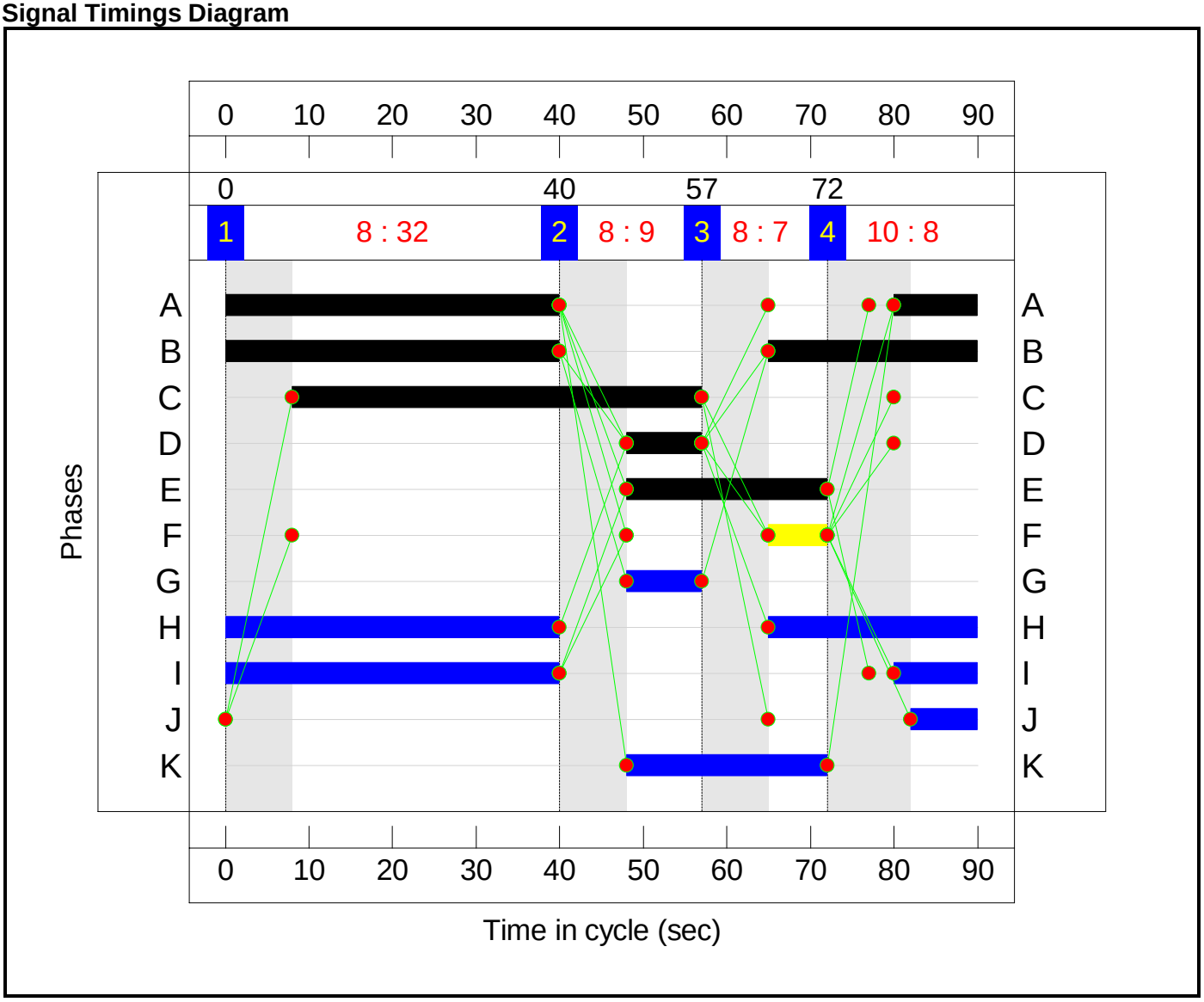
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	32	9	7	8
Change Point	0	40	57	72

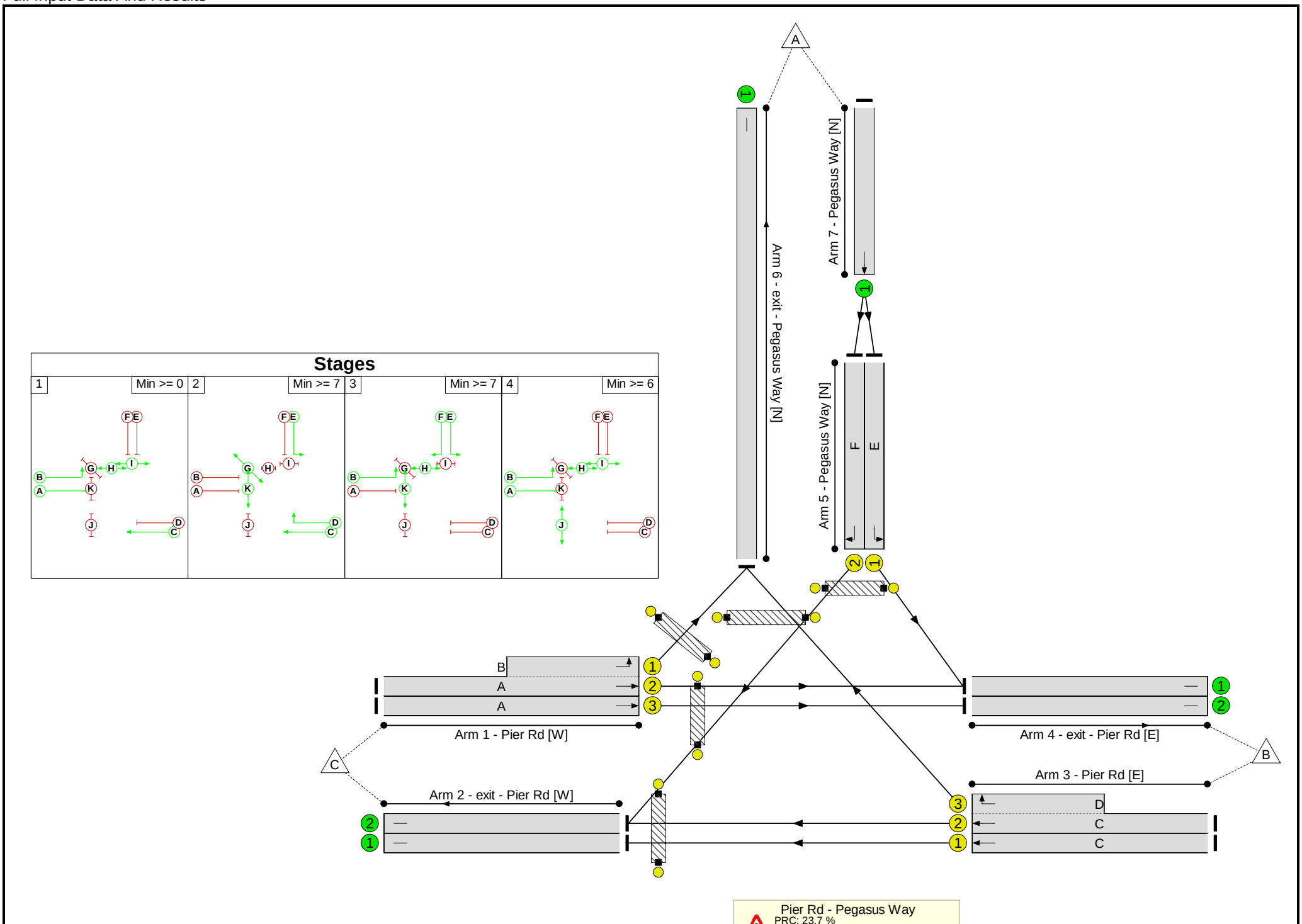
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 18.82 pcuHr
Worst PRC: 23.67 % (On Lane 3/2)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.8%**
Pier Rd - Pegasus Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.8%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	50:65	-	777	1965:1854	1015+169	65.6 : 65.6%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	50	-	687	1965	1113	61.7%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	49	-	734	1965	1092	67.2%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	49:9	-	893	2105:1786	1037+190	72.8 : 72.8%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	24	-	142	1747	485	29.3%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	7	-	76	1814	161	47.1%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	50	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	65	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	24	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	8	-	0	-	0	0.0%

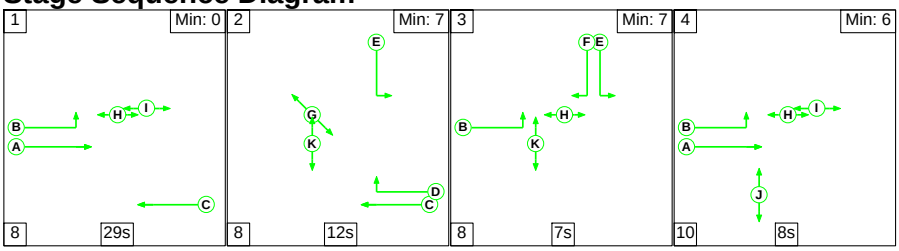
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**14.1**	**4.7**	**0.0**	**18.8**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**14.1**	**4.7**	**0.0**	**18.8**	**-**	**-**	**-**	**-**
1/2+1/1	777	777	-	-	-	2.5	1.0	-	3.4	15.9	11.0	1.0	11.9
1/3	687	687	-	-	-	2.5	0.8	-	3.3	17.2	11.3	0.8	12.1
2/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	734	734	-	-	-	2.9	1.0	-	3.9	19.2	12.8	1.0	13.9
3/2+3/3	893	893	-	-	-	4.4	1.3	-	5.7	23.1	13.8	1.3	15.1
4/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	142	142	-	-	-	1.0	0.2	-	1.2	30.8	2.8	0.2	3.0
5/2	76	76	-	-	-	0.8	0.4	-	1.3	59.9	1.8	0.4	2.2
6/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 23.7 Total Delay for Signalled Lanes (pcuHr): 18.82 Cycle Time (s): 90
PRC Over All Lanes (%): 23.7 Total Delay Over All Lanes(pcuHr): 18.82

Full Input Data And Results

Scenario 7: '2041 RC PM' (FG4: '2041 RC PM', Plan 1: 'Network Control Plan 1')

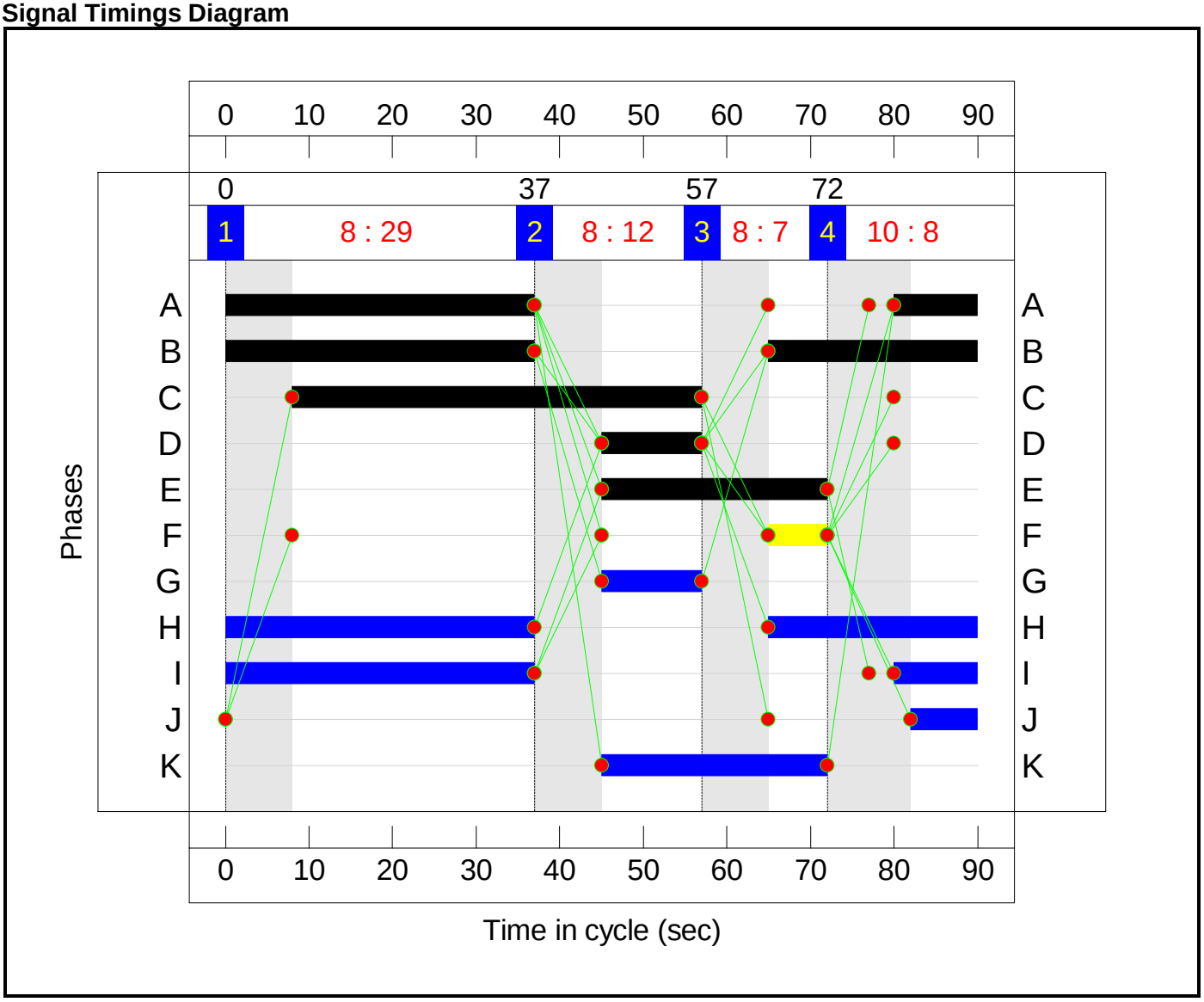
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	29	12	7	8
Change Point	0	37	57	72

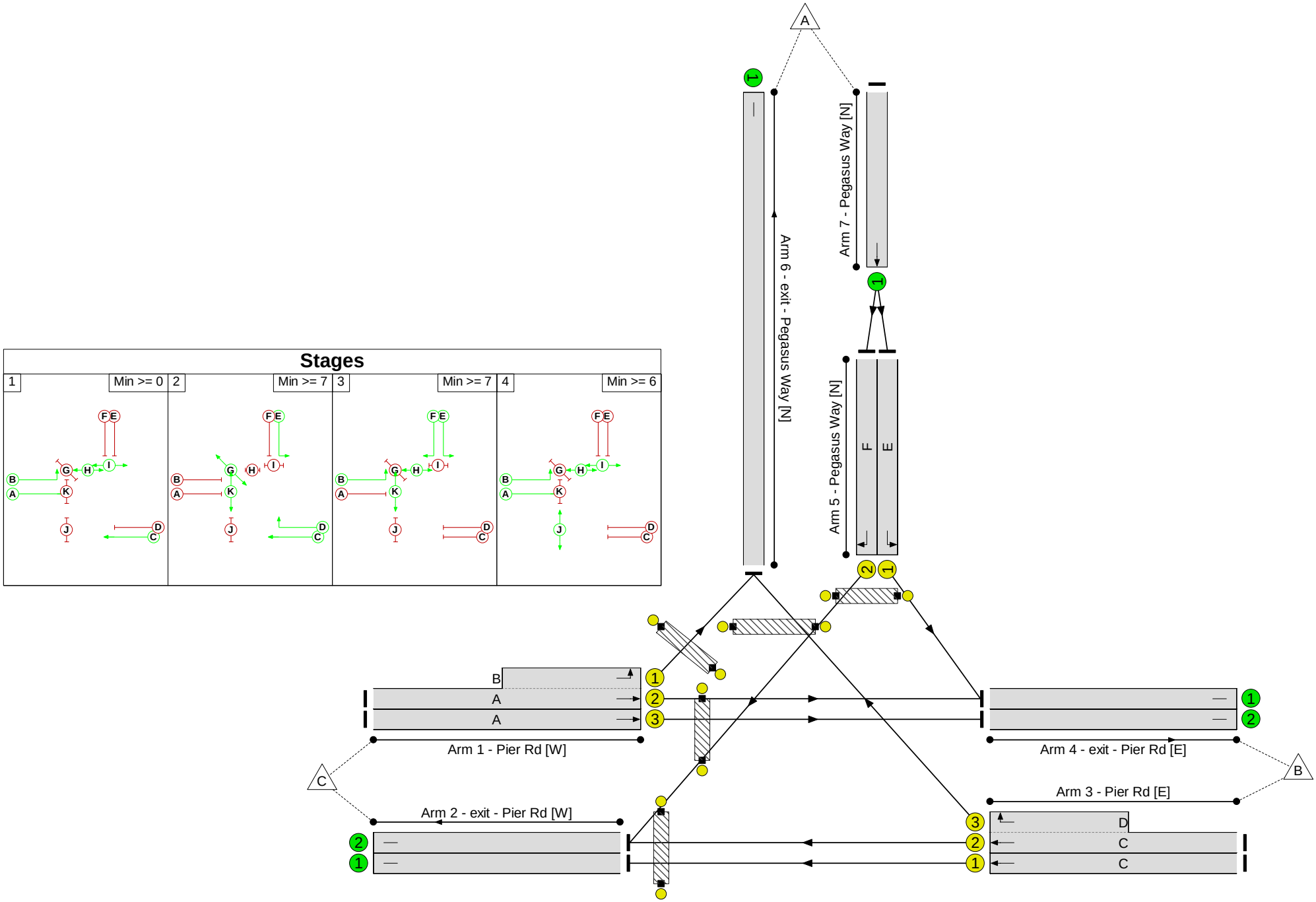
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Summary

Total Network Delay: 19.31 pcuHr
Worst PRC: 31.92 % (On Lane 3/2)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.2%**
Pier Rd - Pegasus Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.2%**
1/2+1/1	Pier Rd [W] Ahead Left	U	N/A	N/A	A B		1	47:62	-	727	1965:1854	1023+53	67.6 : 67.6%
1/3	Pier Rd [W] Ahead	U	N/A	N/A	A		1	47	-	696	1965	1048	66.4%
2/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
2/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
3/1	Pier Rd [E] Ahead	U	N/A	N/A	C		1	49	-	633	1965	1092	58.0%
3/2+3/3	Pier Rd [E] Ahead Right	U	N/A	N/A	C D		1	49:12	-	821	2105:1786	987+258	65.4 : 68.2%
4/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
4/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
5/1	Pegasus Way [N] Left	U	N/A	N/A	E		1	27	-	208	1747	544	38.3%
5/2	Pegasus Way [N] Right	U	N/A	N/A	F		1	7	-	92	1814	161	57.1%
6/1	exit - Pegasus Way [N]	U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%
7/1	Pegasus Way [N] Ahead	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	47	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	62	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	12	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	27	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	8	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**14.7**	**4.6**	**0.0**	**19.3**	**-**	**-**	**-**	**-**
Pier Rd - Pegasus Way	**-**	**-**	**0**	**0**	**0**	**14.7**	**4.6**	**0.0**	**19.3**	**-**	**-**	**-**	**-**
1/2+1/1	727	727	-	-	-	2.9	1.0	-	4.0	19.7	12.5	1.0	13.6
1/3	696	696	-	-	-	2.9	1.0	-	3.9	20.3	12.6	1.0	13.5
2/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	633	633	-	-	-	2.3	0.7	-	3.0	17.0	10.4	0.7	11.1
3/2+3/3	821	821	-	-	-	4.1	1.0	-	5.0	22.1	10.3	1.0	11.3
4/1	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	208	208	-	-	-	1.4	0.3	-	1.7	29.6	4.0	0.3	4.4
5/2	92	92	-	-	-	1.0	0.7	-	1.7	64.9	2.2	0.7	2.8
6/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

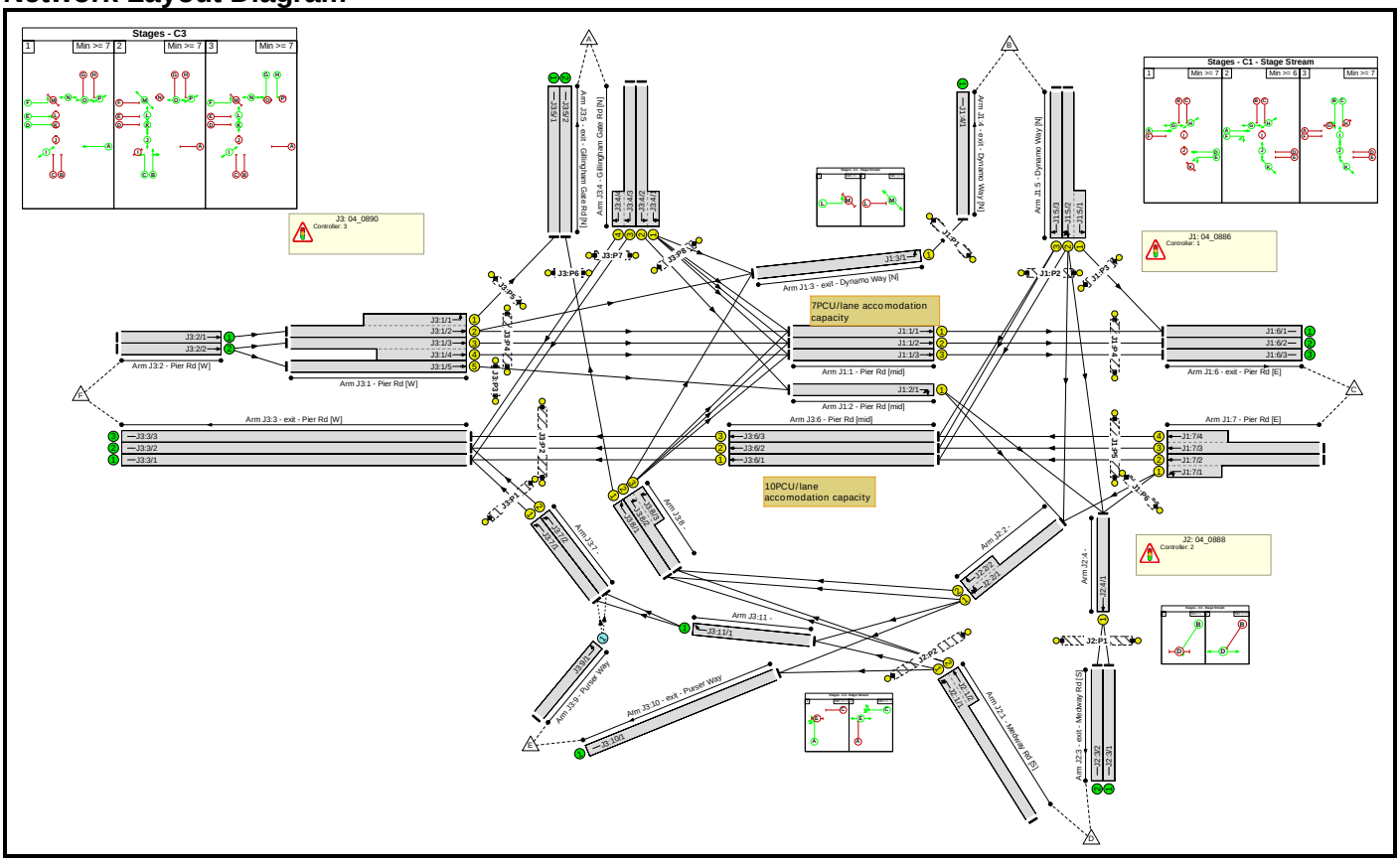
C1 PRC for Signalled Lanes (%): 31.9 Total Delay for Signalled Lanes (pcuHr): 19.31 Cycle Time (s): 90
PRC Over All Lanes (%): 31.9 Total Delay Over All Lanes(pcuHr): 19.31

Full Input Data And Results

User and Project Details

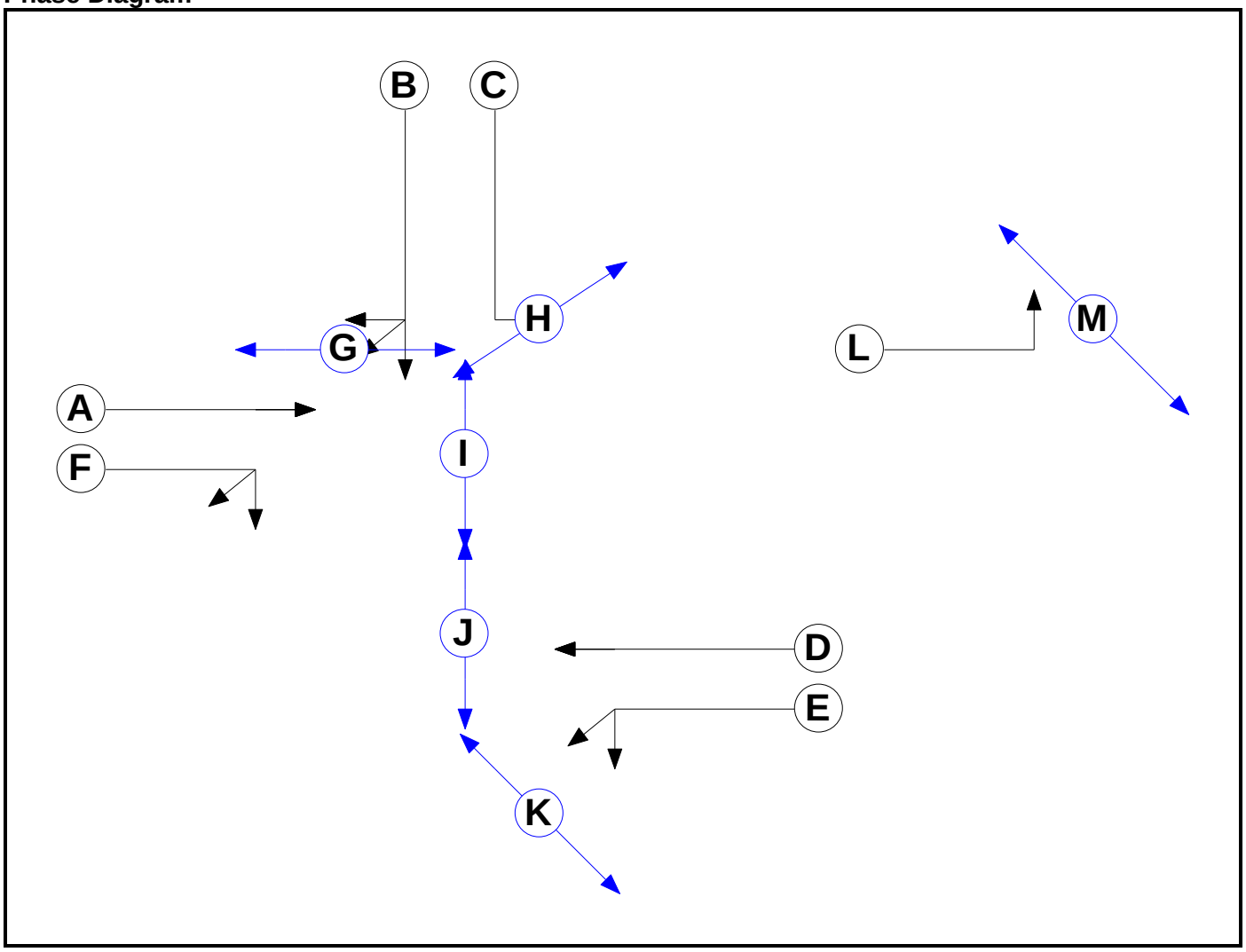
Project:	
Title:	
Location:	
Additional detail:	
File name:	Combined.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Pedestrian	1		5	5
H	Pedestrian	1		5	5
I	Pedestrian	1		5	5
J	Pedestrian	1		5	5
K	Pedestrian	1		5	5
L	Traffic	2		7	7
M	Pedestrian	2		5	5

Full Input Data And Results

Phase Intergreens Matrix

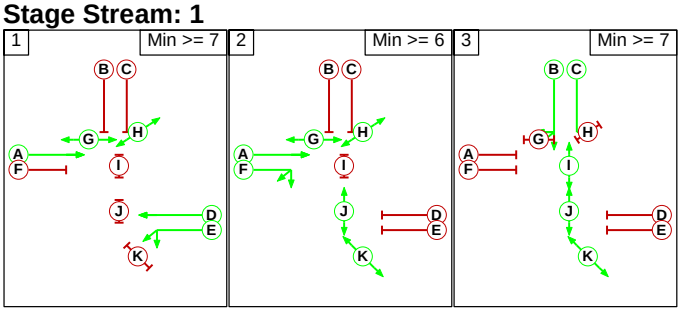
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M
A		12	12	-	-	-	-	-	12	-	-	-	-
B	13		-	13	13	12	12	-	-	-	-	-	-
C	13	-		-	-	-	-	13	-	-	-	-	-
D	-	12	-		-	8	-	-	-	8	-	-	-
E	-	12	-	-		8	-	-	-	-	8	-	-
F	-	12	-	11	11		-	-	-	-	-	-	-
G	-	12	-	-	-	-		-	-	-	-	-	-
H	-	-	12	-	-	-	-		-	-	-	-	-
I	13	-	-	-	-	-	-	-		-	-	-	-
J	-	-	-	11	-	-	-	-	-		-	-	-
K	-	-	-	-	11	-	-	-	-	-		-	-
L	-	-	-	-	-	-	-	-	-	-	-		7
M	-	-	-	-	-	-	-	-	-	-	-	9	

Phases in Stage

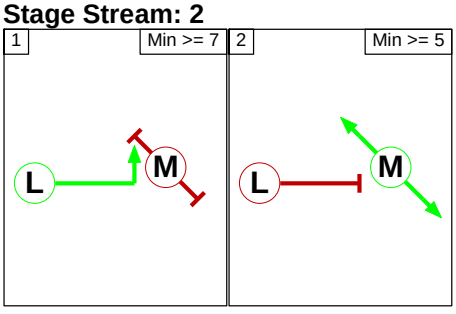
Stream	Stage No.	Phases in Stage
1	1	A D E G H
1	2	A F G H J K
1	3	B C I J K
2	1	L
2	2	M

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

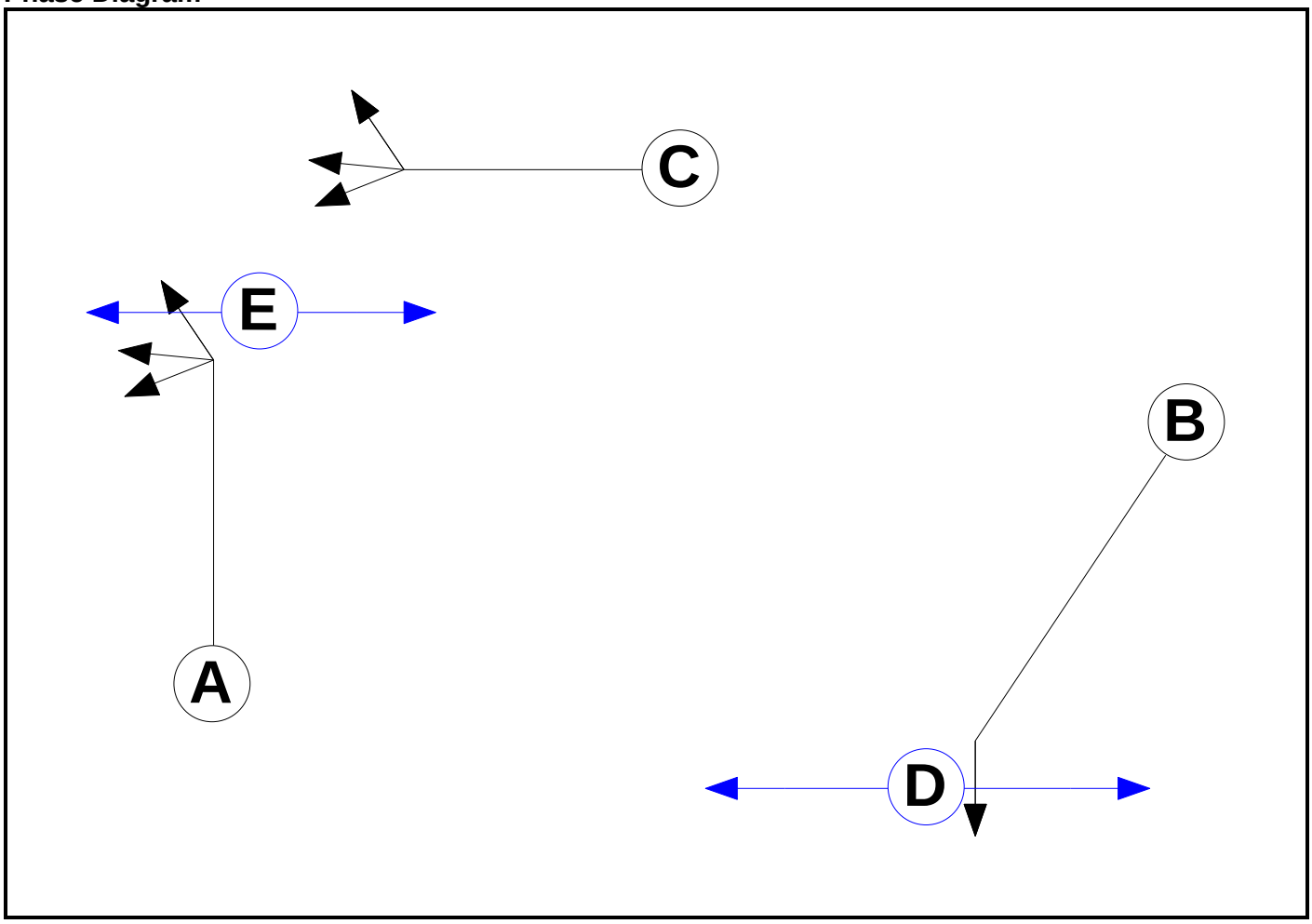
		To Stage		
		1	2	3
From Stage	1		8	12
	2	11		12
	3	13	13	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		7
	2	9	

C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	2		7	7
C	Traffic	1		7	7
D	Pedestrian	2		5	5
E	Pedestrian	1		5	5

Full Input Data And Results

Phase Intergreens Matrix

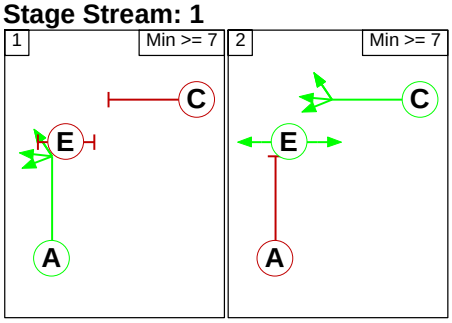
Terminating Phase	Starting Phase A	B	C	D	E
A		-	7	-	7
B	-		-	6	-
C	11	-		-	-
D	-	9	-		-
E	11	-	-	-	

Phases in Stage

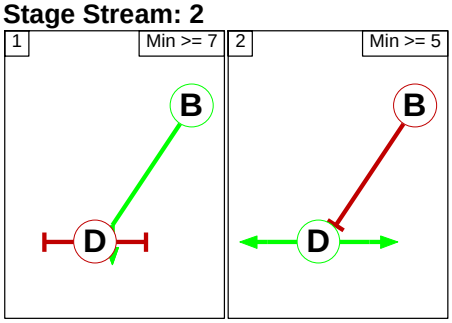
Stream	Stage No.	Phases in Stage
1	1	A
1	2	C E
2	1	B
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

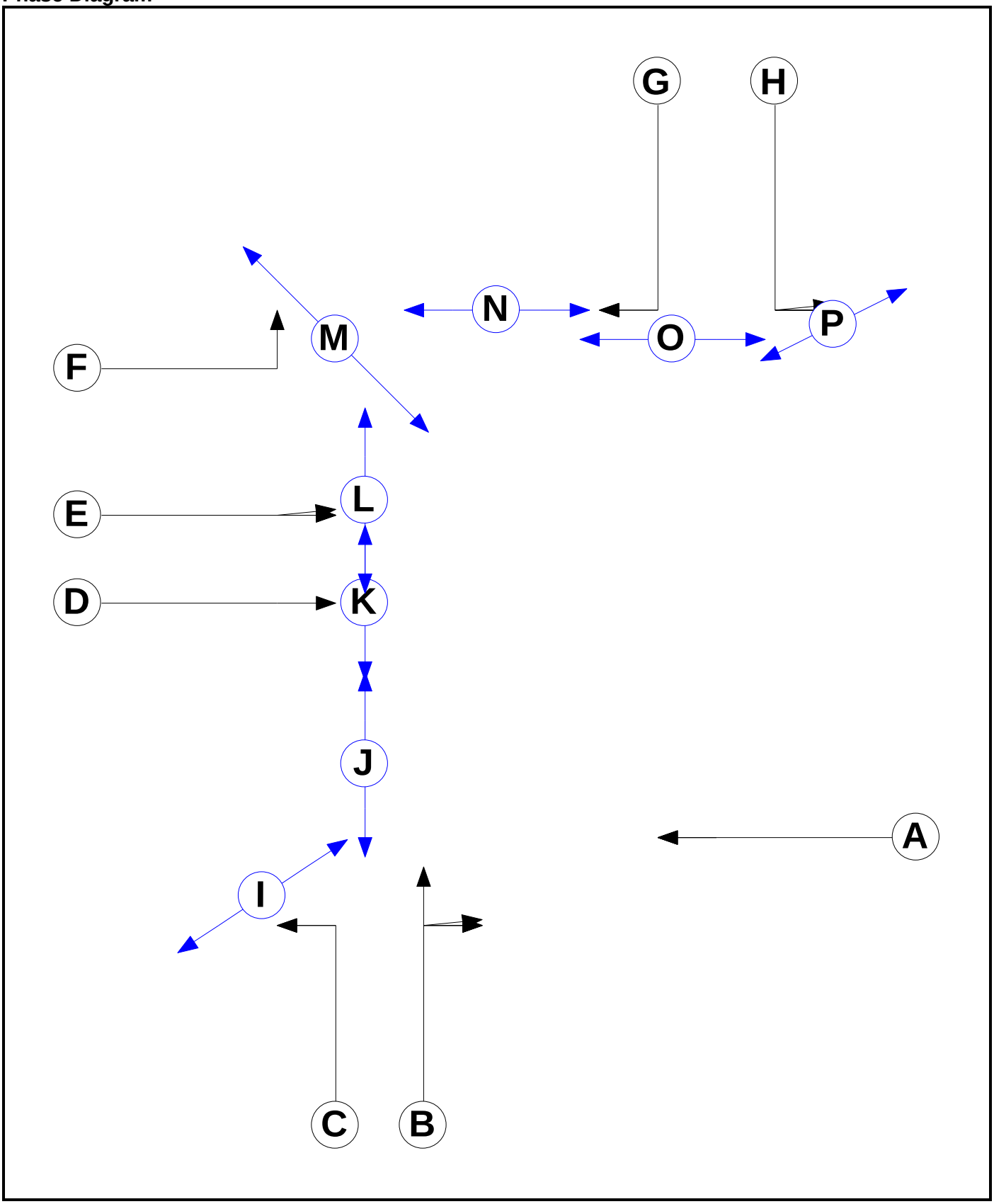
	To Stage		
		1	2
From Stage	1		7
	2	11	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		6
	2	9	

C3

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		5	5
L	Pedestrian		5	5
M	Pedestrian		5	5
N	Pedestrian		5	5
O	Pedestrian		5	5
P	Pedestrian		5	5

Full Input Data And Results

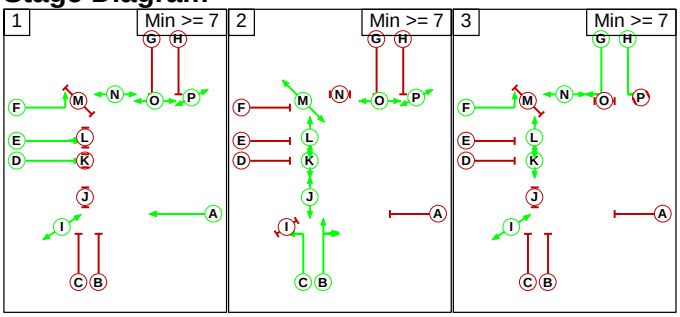
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A		11	11	-	-	-	12	12	-	11	-	-	-	-	-	-
B	13		-	13	13	13	13	13	-	-	-	-	-	13	-	-
C	13	-		-	-	-	13	-	13	-	-	-	-	-	-	-
D	-	11	-		-	-	12	12	-	-	11	-	-	-	-	-
E	-	11	-	-		-	12	12	-	-	-	11	-	-	-	-
F	-	11	-	-	-		-	-	-	-	-	-	11	-	-	-
G	11	13	13	11	11	-		-	-	13	-	-	-	-	13	-
H	11	13	-	12	12	-	-		-	-	-	-	-	-	-	13
I	-	-	12	-	-	-	-	-		-	-	-	-	-	-	-
J	13	-	-	-	-	-	13	-	-		-	-	-	-	-	-
K	-	-	-	13	-	-	-	-	-	-		-	-	-	-	-
L	-	-	-	-	13	-	-	-	-	-	-		-	-	-	-
M	-	-	-	-	-	13	-	-	-	-	-	-		-	-	-
N	-	13	-	-	-	-	-	-	-	-	-	-	-		-	-
O	-	-	-	-	-	-	13	-	-	-	-	-	-	-		-
P	-	-	-	-	-	-	-	13	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A D E F I N O P
2	B C J K L M O P
3	F G H I K L N

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		13	13
	2	13		13
	3	13	13	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: 04_0886
There are no Opposed Lanes in this Junction

Junction: J2: 04_0888
There are no Opposed Lanes in this Junction

Junction: J3: 04_0890											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J3:9/1 (Purser Way)	J3:7/1 (Left)	1439	0	J3:11/1	1.09	All	-	-	-	-	-
	J3:7/2 (Left)	1439	0	J3:11/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: J1: 04_0886

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (Pier Rd [mid])	U	A	2	3	16.3	Geom	-	3.25	0.00	Y	Arm J1:6 Ahead	Inf
J1:1/2 (Pier Rd [mid])	U	A	2	3	16.3	Geom	-	3.25	0.00	Y	Arm J1:6 Ahead	Inf
J1:1/3 (Pier Rd [mid])	U	A	2	3	16.3	Geom	-	3.25	0.00	Y	Arm J1:6 Ahead	Inf
J1:2/1 (Pier Rd [mid])	U	F	2	3	13.0	Geom	-	3.25	0.00	Y	Arm J2:2 U-Turn	16.00
											Arm J2:4 Right	16.00
J1:3/1 (exit - Dynamo Way [N])	U	L	2	3	17.0	Geom	-	3.25	0.00	Y	Arm J1:4 Left	Inf
J1:4/1 (exit - Dynamo Way [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Dynamo Way [N])	U	C	2	3	6.1	Geom	-	3.25	0.00	Y	Arm J1:6 Left	45.00
J1:5/2 (Dynamo Way [N])	U	B	2	3	10.1	Geom	-	3.25	0.00	Y	Arm J3:6 Right	16.00
											Arm J2:2 Right	25.00
											Arm J2:4 Ahead	Inf
J1:5/3 (Dynamo Way [N])	U	B	2	3	10.1	Geom	-	3.25	0.00	Y	Arm J3:6 Right	16.00
J1:6/1 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/2 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/3 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1 (Pier Rd [E])	U	E	2	3	7.0	Geom	-	3.25	0.00	Y	Arm J2:2 Ahead	Inf
											Arm J2:4 Left	28.00
J1:7/2 (Pier Rd [E])	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:6 Ahead	Inf
J1:7/3 (Pier Rd [E])	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:6 Ahead	Inf

J1:7/4 (Pier Rd [E])	U	D	2	3	7.8	Geom	-	3.25	0.00	Y	Arm J3:6 Ahead	Inf

Junction: J2: 04_0888

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Medway Rd [S])	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:10 Left	22.00
											Arm J3:11 Left	22.00
J2:1/2 (Medway Rd [S])	U	A	2	3	5.0	Geom	-	3.25	0.00	Y	Arm J3:8 Ahead	25.00
J2:2/1	U	C	2	3	12.2	Geom	-	3.25	0.00	Y	Arm J3:8 Right	28.00
											Arm J3:10 Ahead	28.00
											Arm J3:11 Ahead	28.00
J2:2/2	U	C	2	3	5.2	Geom	-	3.25	0.00	Y	Arm J3:8 Right	28.00
J2:3/1 (exit - Medway Rd [S])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/2 (exit - Medway Rd [S])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1	U	B	2	3	7.8	Geom	-	3.25	0.00	Y	Arm J2:3 Ahead	Inf

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (Pier Rd [W])	U	F	2	3	13.2	Geom	-	3.25	0.00	Y	Arm J3:5 Left	24.00
J3:1/2 (Pier Rd [W])	U	E	2	3	19.7	Geom	-	3.25	0.00	Y	Arm J1:1 Ahead	Inf
											Arm J1:3 Ahead	Inf
J3:1/3 (Pier Rd [W])	U	E	2	3	19.7	Geom	-	3.25	0.00	Y	Arm J1:1 Ahead	Inf
J3:1/4 (Pier Rd [W])	U	E	2	3	11.5	Geom	-	3.25	0.00	Y	Arm J1:1 Ahead	Inf
J3:1/5 (Pier Rd [W])	U	D	2	3	19.7	Geom	-	3.25	0.00	Y	Arm J1:2 Ahead	Inf
J3:2/1 (Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:2/2 (Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/1 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/2 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/3 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:4/1 (Gillingham Gate Rd [N])	U	H	2	3	4.5	Geom	-	3.25	0.00	Y	Arm J1:1 Left	33.00
											Arm J1:3 Left	Inf
J3:4/2 (Gillingham Gate Rd [N])	U	H	2	3	10.1	Geom	-	3.25	0.00	Y	Arm J1:2 Left	55.00
J3:4/3 (Gillingham Gate Rd [N])	U	G	2	3	10.1	Geom	-	3.25	0.00	Y	Arm J3:3 Right	13.00
J3:4/4 (Gillingham Gate Rd [N])	U	G	2	3	4.5	Geom	-	3.25	0.00	Y	Arm J3:3 Right	10.00
J3:5/1 (exit - Gillingham Gate Rd [N])	U		2	3	60.0	Inf	-	-	-	-	-	-

J3:5/2 (exit - Gillingham Gate Rd [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:6/1 (Pier Rd [mid])	U	A	2	3	14.3	Geom	-	3.25	0.00	Y	Arm J3:3 Ahead	Inf
J3:6/2 (Pier Rd [mid])	U	A	2	3	14.3	Geom	-	3.25	0.00	Y	Arm J3:3 Ahead	Inf
J3:6/3 (Pier Rd [mid])	U	A	2	3	14.3	Geom	-	3.25	0.00	Y	Arm J3:3 Ahead	Inf
J3:7/1	U	C	2	3	3.1	Geom	-	3.25	0.00	Y	Arm J3:3 Left	43.00
J3:7/2	U	C	2	3	3.1	Geom	-	3.25	0.00	Y	Arm J3:3 Left	43.00
J3:8/1	U	B	2	3	13.0	Geom	-	3.25	0.00	Y	Arm J3:5 Ahead	Inf
J3:8/2	U	B	2	3	13.0	Geom	-	3.25	0.00	Y	Arm J1:3 Right	25.00
J3:8/3	U	B	2	3	5.0	Geom	-	3.25	0.00	Y	Arm J1:1 Right	21.00
J3:9/1 (Purser Way)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:7 Left	19.00
J3:10/1 (exit - Purser Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:11/1	U		2	3	11.3	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 DS AM'	08:00	09:00	01:00	
2: '2041 DS PM'	16:00	17:00	01:00	
3: '2041 RC AM'	08:00	09:00	01:00	
4: '2041 RC PM'	16:00	17:00	01:00	
5: '2023 Base AM'	07:45	08:45	01:00	
6: '2023 Base PM'	16:30	17:30	01:00	

Scenario 1: 'AM Peak MaxSet A' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	0	72	45	0	275	392
	B	2	0	52	34	6	205	299
	C	221	14	0	76	8	1256	1575
	D	141	16	33	0	0	644	834
	E	0	0	0	0	0	0	0
	F	274	22	1512	316	28	0	2152
	Tot.	638	52	1669	471	42	2380	5252

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Peak MaxSet A
Junction: J1: 04_0886	
J1:1/1	547
J1:1/2	540
J1:1/3	530
J1:2/1	389
J1:3/1	52
J1:4/1	52
J1:5/1 (short)	52
J1:5/2 (with short)	179(In) 127(Out)
J1:5/3	120
J1:6/1	599
J1:6/2	540
J1:6/3	530
J1:7/1 (short)	319
J1:7/2 (with short)	734(In) 415(Out)
J1:7/3 (with short)	841(In) 421(Out)
J1:7/4 (short)	420
Junction: J2: 04_0888	
J2:1/1 (with short)	834(In) 644(Out)
J2:1/2 (short)	190
J2:2/1 (with short)	279(In) 265(Out)
J2:2/2 (short)	14
J2:3/1	235
J2:3/2	236
J2:4/1	471
Junction: J3: 04_0890	
J3:1/1 (short)	274
J3:1/2 (with short)	820(In) 546(Out)
J3:1/3 (with short)	988(In) 495(Out)
J3:1/4 (short)	493
J3:1/5	344
J3:2/1	820
J3:2/2	1332

Full Input Data And Results

J3:3/1	962
J3:3/2	938
J3:3/3	480
J3:4/1 (short)	72
J3:4/2 (with short)	117(In) 45(Out)
J3:4/3 (with short)	275(In) 140(Out)
J3:4/4 (short)	135
J3:5/1	274
J3:5/2	364
J3:6/1	500
J3:6/2	481
J3:6/3	480
J3:7/1	322
J3:7/2	322
J3:8/1	364
J3:8/2 (with short)	63(In) 30(Out)
J3:8/3 (short)	33
J3:9/1	0
J3:10/1	42
J3:11/1	644

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	7.2 %	1774	1774
				Arm J2:4 Right	16.00	92.8 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	66.9 %	1819	1819
				Arm J2:2 Right	25.00	6.3 %		
				Arm J2:4 Ahead	Inf	26.8 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	76.2 %	1916	1916
				Arm J2:4 Left	28.00	23.8 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	84.2 %	1841	1841
				Arm J3:10 Ahead	28.00	15.8 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	96.0 %	1940	1940
				Arm J1:3 Ahead	Inf	4.0 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	100.0 %	1856	1856
				Arm J1:3 Left	Inf	0.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Peak MaxSet C' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	0	72	45	0	275	392
	B	2	0	52	34	6	205	299
	C	221	14	0	76	8	1256	1575
	D	141	16	33	0	0	644	834
	E	0	0	0	0	0	0	0
	F	274	22	1512	316	28	0	2152
	Tot.	638	52	1669	471	42	2380	5252

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Peak MaxSet C
Junction: J1: 04_0886	
J1:1/1	538
J1:1/2	539
J1:1/3	540
J1:2/1	389
J1:3/1	52
J1:4/1	52
J1:5/1 (short)	52
J1:5/2 (with short)	177(In) 125(Out)
J1:5/3	122
J1:6/1	590
J1:6/2	539
J1:6/3	540
J1:7/1 (short)	319
J1:7/2 (with short)	732(In) 413(Out)
J1:7/3 (with short)	843(In) 421(Out)
J1:7/4 (short)	422
Junction: J2: 04_0888	
J2:1/1 (with short)	834(In) 644(Out)
J2:1/2 (short)	190
J2:2/1 (with short)	279(In) 265(Out)
J2:2/2 (short)	14
J2:3/1	235
J2:3/2	236
J2:4/1	471
Junction: J3: 04_0890	
J3:1/1 (short)	274
J3:1/2 (with short)	814(In) 540(Out)
J3:1/3 (with short)	994(In) 495(Out)
J3:1/4 (short)	499
J3:1/5	344
J3:2/1	814
J3:2/2	1338

Full Input Data And Results

J3:3/1	958
J3:3/2	939
J3:3/3	483
J3:4/1 (short)	72
J3:4/2 (with short)	117(In) 45(Out)
J3:4/3 (with short)	275(In) 140(Out)
J3:4/4 (short)	135
J3:5/1	274
J3:5/2	364
J3:6/1	496
J3:6/2	482
J3:6/3	483
J3:7/1	322
J3:7/2	322
J3:8/1	364
J3:8/2 (with short)	63(In) 30(Out)
J3:8/3 (short)	33
J3:9/1	0
J3:10/1	42
J3:11/1	644

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	7.2 %	1774	1774
				Arm J2:4 Right	16.00	92.8 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	66.4 %	1820	1820
				Arm J2:2 Right	25.00	6.4 %		
				Arm J2:4 Ahead	Inf	27.2 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	76.2 %	1916	1916
				Arm J2:4 Left	28.00	23.8 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	84.2 %	1841	1841
				Arm J3:10 Ahead	28.00	15.8 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	95.9 %	1940	1940
				Arm J1:3 Ahead	Inf	4.1 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	100.0 %	1856	1856
				Arm J1:3 Left	Inf	0.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	0	72	45	0	275	392
	B	2	0	52	34	6	205	299
	C	221	14	0	76	8	1256	1575
	D	141	16	33	0	0	644	834
	E	0	0	0	0	0	0	0
	F	274	22	1512	316	28	0	2152
	Tot.	638	52	1669	471	42	2380	5252

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2041 DS AM
Junction: J1: 04_0886	
J1:1/1	549
J1:1/2	535
J1:1/3	533
J1:2/1	389
J1:3/1	52
J1:4/1	52
J1:5/1 (short)	52
J1:5/2 (with short)	185(In) 133(Out)
J1:5/3	114
J1:6/1	601
J1:6/2	535
J1:6/3	533
J1:7/1 (short)	319
J1:7/2 (with short)	734(In) 415(Out)
J1:7/3 (with short)	841(In) 421(Out)
J1:7/4 (short)	420
Junction: J2: 04_0888	
J2:1/1 (with short)	834(In) 644(Out)
J2:1/2 (short)	190
J2:2/1 (with short)	279(In) 265(Out)
J2:2/2 (short)	14
J2:3/1	235
J2:3/2	236
J2:4/1	471
Junction: J3: 04_0890	
J3:1/1 (short)	274
J3:1/2 (with short)	818(In) 544(Out)
J3:1/3 (with short)	990(In) 495(Out)
J3:1/4 (short)	495
J3:1/5	344
J3:2/1	818
J3:2/2	1334

Full Input Data And Results

J3:3/1	968
J3:3/2	935
J3:3/3	477
J3:4/1 (short)	72
J3:4/2 (with short)	117(In) 45(Out)
J3:4/3 (with short)	275(In) 140(Out)
J3:4/4 (short)	135
J3:5/1	274
J3:5/2	364
J3:6/1	506
J3:6/2	478
J3:6/3	477
J3:7/1	322
J3:7/2	322
J3:8/1	364
J3:8/2 (with short)	63(In) 30(Out)
J3:8/3 (short)	33
J3:9/1	0
J3:10/1	42
J3:11/1	644

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	7.2 %	1774	1774
				Arm J2:4 Right	16.00	92.8 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	68.4 %	1817	1817
				Arm J2:2 Right	25.00	6.0 %		
				Arm J2:4 Ahead	Inf	25.6 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	76.2 %	1916	1916
				Arm J2:4 Left	28.00	23.8 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	84.2 %	1841	1841
				Arm J3:10 Ahead	28.00	15.8 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	96.0 %	1940	1940
				Arm J1:3 Ahead	Inf	4.0 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	100.0 %	1856	1856
				Arm J1:3 Left	Inf	0.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	3	196	77	0	616	892
	B	1	0	94	25	0	255	375
	C	152	57	0	100	0	1177	1486
	D	71	45	55	0	0	736	907
	E	0	0	0	0	0	0	0
	F	188	56	1497	428	0	0	2169
	Tot.	412	161	1842	630	0	2784	5829

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2041 DS PM
Junction: J1: 04_0886	
J1:1/1	579
J1:1/2	583
J1:1/3	586
J1:2/1	505
J1:3/1	161
J1:4/1	161
J1:5/1 (short)	94
J1:5/2 (with short)	243(In) 149(Out)
J1:5/3	132
J1:6/1	673
J1:6/2	583
J1:6/3	586
J1:7/1 (short)	309
J1:7/2 (with short)	687(In) 378(Out)
J1:7/3 (with short)	799(In) 400(Out)
J1:7/4 (short)	399
Junction: J2: 04_0888	
J2:1/1 (with short)	907(In) 736(Out)
J2:1/2 (short)	171
J2:2/1 (with short)	210(In) 153(Out)
J2:2/2 (short)	57
J2:3/1	314
J2:3/2	316
J2:4/1	630
Junction: J3: 04_0890	
J3:1/1 (short)	188
J3:1/2 (with short)	752(In) 564(Out)
J3:1/3 (with short)	989(In) 494(Out)
J3:1/4 (short)	495
J3:1/5	428
J3:2/1	752
J3:2/2	1417

Full Input Data And Results

J3:3/1	1298
J3:3/2	1021
J3:3/3	465
J3:4/1 (short)	199
J3:4/2 (with short)	276(In) 77(Out)
J3:4/3 (with short)	616(In) 429(Out)
J3:4/4 (short)	187
J3:5/1	188
J3:5/2	224
J3:6/1	501
J3:6/2	466
J3:6/3	465
J3:7/1	368
J3:7/2	368
J3:8/1	224
J3:8/2 (with short)	157(In) 102(Out)
J3:8/3 (short)	55
J3:9/1	0
J3:10/1	0
J3:11/1	736

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	0.0 %	1774	1774
				Arm J2:4 Right	16.00	100.0 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	82.6 %	1800	1800
				Arm J2:2 Right	25.00	0.7 %		
				Arm J2:4 Ahead	Inf	16.8 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	67.6 %	1907	1907
				Arm J2:4 Left	28.00	32.4 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
				Arm J3:10 Ahead	28.00	0.0 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	90.1 %	1940	1940
				Arm J1:3 Ahead	Inf	9.9 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	98.5 %	1857	1857
				Arm J1:3 Left	Inf	1.5 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2041 RC AM' (FG3: '2041 RC AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	18	61	14	4	314	411
	B	0	18	0	14	4	0	36
	C	139	0	0	158	50	1281	1628
	D	74	0	28	0	0	552	654
	E	0	0	0	0	0	0	0
	F	103	0	1389	266	27	0	1785
	Tot.	316	36	1478	452	85	2147	4514

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2041 RC AM
Junction: J1: 04_0886	
J1:1/1	508
J1:1/2	485
J1:1/3	485
J1:2/1	311
J1:3/1	36
J1:4/1	36
J1:5/1 (short)	0
J1:5/2 (with short)	36(In) 36(Out)
J1:5/3	0
J1:6/1	508
J1:6/2	485
J1:6/3	485
J1:7/1 (short)	347
J1:7/2 (with short)	774(In) 427(Out)
J1:7/3 (with short)	854(In) 427(Out)
J1:7/4 (short)	427
Junction: J2: 04_0888	
J2:1/1 (with short)	654(In) 552(Out)
J2:1/2 (short)	102
J2:2/1 (with short)	242(In) 224(Out)
J2:2/2 (short)	18
J2:3/1	226
J2:3/2	226
J2:4/1	452
Junction: J3: 04_0890	
J3:1/1 (short)	103
J3:1/2 (with short)	598(In) 495(Out)
J3:1/3 (with short)	894(In) 447(Out)
J3:1/4 (short)	447
J3:1/5	293
J3:2/1	598
J3:2/2	1187

Full Input Data And Results

J3:3/1	863
J3:3/2	857
J3:3/3	427
J3:4/1 (short)	79
J3:4/2 (with short)	97(In) 18(Out)
J3:4/3 (with short)	314(In) 160(Out)
J3:4/4 (short)	154
J3:5/1	103
J3:5/2	213
J3:6/1	427
J3:6/2	427
J3:6/3	427
J3:7/1	276
J3:7/2	276
J3:8/1	213
J3:8/2 (with short)	46(In) 18(Out)
J3:8/3 (short)	28
J3:9/1	0
J3:10/1	85
J3:11/1	552

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	10.0 %	1774	1774
				Arm J2:4 Right	16.00	90.0 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	0.0 %	1940	1940
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	0.0 %	1871	1871
				Arm J2:2 Right	25.00	61.1 %		
				Arm J2:4 Ahead	Inf	38.9 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	0.0 %	1940	1940
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	54.5 %	1894	1894
				Arm J2:4 Left	28.00	45.5 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	62.1 %	1841	1841
				Arm J3:10 Ahead	28.00	37.9 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
				Arm J1:3 Ahead	Inf	0.0 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	77.2 %	1874	1874
				Arm J1:3 Left	Inf	22.8 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2041 RC PM' (FG4: '2041 RC PM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	0	103	9	0	501	613
	B	0	0	0	0	0	0	0
	C	57	0	0	234	0	1142	1433
	D	41	0	66	0	0	618	725
	E	0	0	0	0	0	0	0
	F	48	0	1322	377	0	0	1747
	Tot.	146	0	1491	620	0	2261	4518

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2041 RC PM
Junction: J1: 04_0886	
J1:1/1	512
J1:1/2	490
J1:1/3	489
J1:2/1	386
J1:3/1	0
J1:4/1	0
J1:5/1 (short)	0
J1:5/2 (with short)	0(In) 0(Out)
J1:5/3	0
J1:6/1	512
J1:6/2	490
J1:6/3	489
J1:7/1 (short)	291
J1:7/2 (with short)	671(In) 380(Out)
J1:7/3 (with short)	762(In) 381(Out)
J1:7/4 (short)	381
Junction: J2: 04_0888	
J2:1/1 (with short)	725(In) 618(Out)
J2:1/2 (short)	107
J2:2/1 (with short)	57(In) 57(Out)
J2:2/2 (short)	0
J2:3/1	309
J2:3/2	311
J2:4/1	620
Junction: J3: 04_0890	
J3:1/1 (short)	48
J3:1/2 (with short)	524(In) 476(Out)
J3:1/3 (with short)	846(In) 423(Out)
J3:1/4 (short)	423
J3:1/5	377
J3:2/1	524
J3:2/2	1223

Full Input Data And Results

J3:3/1	959
J3:3/2	921
J3:3/3	381
J3:4/1 (short)	103
J3:4/2 (with short)	112(In) 9(Out)
J3:4/3 (with short)	501(In) 270(Out)
J3:4/4 (short)	231
J3:5/1	48
J3:5/2	98
J3:6/1	380
J3:6/2	381
J3:6/3	381
J3:7/1	309
J3:7/2	309
J3:8/1	98
J3:8/2 (with short)	66(In) 0(Out)
J3:8/3 (short)	66
J3:9/1	0
J3:10/1	0
J3:11/1	618

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	0.0 %	1774	1774
				Arm J2:4 Right	16.00	100.0 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	0.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	0.0 %	1940	1940
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	0.0 %	1940	1940
				Arm J2:2 Right	25.00	0.0 %		
				Arm J2:4 Ahead	Inf	0.0 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	0.0 %	1940	1940
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	19.6 %	1860	1860
				Arm J2:4 Left	28.00	80.4 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
				Arm J3:10 Ahead	28.00	0.0 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	0.0 %	1940	1940
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
				Arm J1:3 Ahead	Inf	0.0 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	100.0 %	1856	1856
				Arm J1:3 Left	Inf	0.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	0.0 %	1940	1940
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2023 Base AM' (FG5: '2023 Base AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	4	36	25	1	101	167
	B	0	0	42	53	3	86	184
	C	51	57	0	275	54	1334	1771
	D	17	60	135	0	18	179	409
	E	0	0	0	0	0	18	18
	F	124	99	776	233	23	0	1255
	Tot.	192	220	989	586	99	1718	3804

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2023 Base AM
Junction: J1: 04_0886	
J1:1/1	253
J1:1/2	347
J1:1/3	347
J1:2/1	282
J1:3/1	220
J1:4/1	220
J1:5/1 (short)	42
J1:5/2 (with short)	126(In) 84(Out)
J1:5/3	58
J1:6/1	295
J1:6/2	347
J1:6/3	347
J1:7/1 (short)	437
J1:7/2 (with short)	872(In) 435(Out)
J1:7/3 (with short)	899(In) 450(Out)
J1:7/4 (short)	449
Junction: J2: 04_0888	
J2:1/1 (with short)	409(In) 197(Out)
J2:1/2 (short)	212
J2:2/1 (with short)	189(In) 132(Out)
J2:2/2 (short)	57
J2:3/1	291
J2:3/2	295
J2:4/1	586
Junction: J3: 04_0890	
J3:1/1 (short)	124
J3:1/2 (with short)	419(In) 295(Out)
J3:1/3 (with short)	580(In) 290(Out)
J3:1/4 (short)	290
J3:1/5	256
J3:2/1	419
J3:2/2	836

Full Input Data And Results

J3:3/1	613
J3:3/2	627
J3:3/3	478
J3:4/1 (short)	40
J3:4/2 (with short)	66(In) 26(Out)
J3:4/3 (with short)	101(In) 51(Out)
J3:4/4 (short)	50
J3:5/1	124
J3:5/2	68
J3:6/1	463
J3:6/2	479
J3:6/3	478
J3:7/1	99
J3:7/2	98
J3:8/1	68
J3:8/2 (with short)	252(In) 117(Out)
J3:8/3 (short)	135
J3:9/1	18
J3:10/1	99
J3:11/1	179

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	8.5 %	1774	1774
				Arm J2:4 Right	16.00	91.5 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	33.3 %	1877	1877
				Arm J2:2 Right	25.00	3.6 %		
				Arm J2:4 Ahead	Inf	63.1 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	37.1 %	1877	1877
				Arm J2:4 Left	28.00	62.9 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	9.1 %	1816	1816
				Arm J3:11 Left	22.00	90.9 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	38.6 %	1841	1841
				Arm J3:10 Ahead	28.00	61.4 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	66.4 %	1940	1940
				Arm J1:3 Ahead	Inf	33.6 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	90.0 %	1864	1864
				Arm J1:3 Left	Inf	10.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	100.0 %	1798	1798
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2023 Base PM' (FG6: '2023 Base PM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	11	62	27	0	113	213
	B	1	0	142	103	7	110	363
	C	23	63	0	195	18	832	1131
	D	27	113	242	0	13	231	626
	E	0	0	0	0	0	48	48
	F	71	197	1244	262	13	0	1787
	Tot.	122	384	1690	587	51	1334	4168

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2023 Base PM
Junction: J1: 04_0886	
J1:1/1	420
J1:1/2	564
J1:1/3	564
J1:2/1	302
J1:3/1	384
J1:4/1	384
J1:5/1 (short)	142
J1:5/2 (with short)	264(In) 122(Out)
J1:5/3	99
J1:6/1	562
J1:6/2	564
J1:6/3	564
J1:7/1 (short)	299
J1:7/2 (with short)	569(In) 270(Out)
J1:7/3 (with short)	562(In) 281(Out)
J1:7/4 (short)	281
Junction: J2: 04_0888	
J2:1/1 (with short)	626(In) 244(Out)
J2:1/2 (short)	382
J2:2/1 (with short)	125(In) 62(Out)
J2:2/2 (short)	63
J2:3/1	292
J2:3/2	295
J2:4/1	587
Junction: J3: 04_0890	
J3:1/1 (short)	71
J3:1/2 (with short)	584(In) 513(Out)
J3:1/3 (with short)	928(In) 464(Out)
J3:1/4 (short)	464
J3:1/5	275
J3:2/1	584
J3:2/2	1203

Full Input Data And Results

J3:3/1	478
J3:3/2	526
J3:3/3	330
J3:4/1 (short)	73
J3:4/2 (with short)	100(In) 27(Out)
J3:4/3 (with short)	113(In) 57(Out)
J3:4/4 (short)	56
J3:5/1	71
J3:5/2	51
J3:6/1	281
J3:6/2	331
J3:6/3	330
J3:7/1	140
J3:7/2	139
J3:8/1	51
J3:8/2 (with short)	418(In) 176(Out)
J3:8/3 (short)	242
J3:9/1	48
J3:10/1	51
J3:11/1	231

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	4.3 %	1774	1774
				Arm J2:4 Right	16.00	95.7 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	9.0 %	1916	1916
				Arm J2:2 Right	25.00	6.6 %		
				Arm J2:4 Ahead	Inf	84.4 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	34.8 %	1875	1875
				Arm J2:4 Left	28.00	65.2 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	5.3 %	1816	1816
				Arm J3:11 Left	22.00	94.7 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	38.7 %	1841	1841
				Arm J3:10 Ahead	28.00	61.3 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	61.6 %	1940	1940
				Arm J1:3 Ahead	Inf	38.4 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	84.9 %	1868	1868
				Arm J1:3 Left	Inf	15.1 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

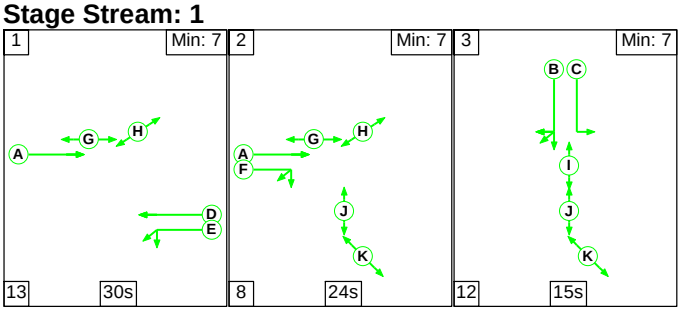
Full Input Data And Results

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	100.0 %	1798	1798
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

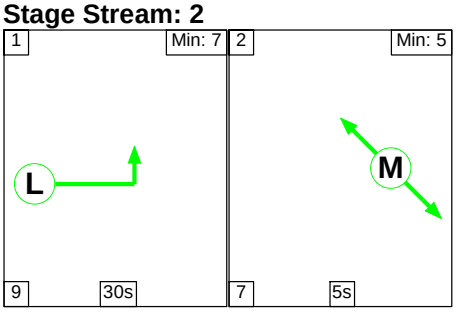
Scenario 1: 'AM Peak MaxSet A' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

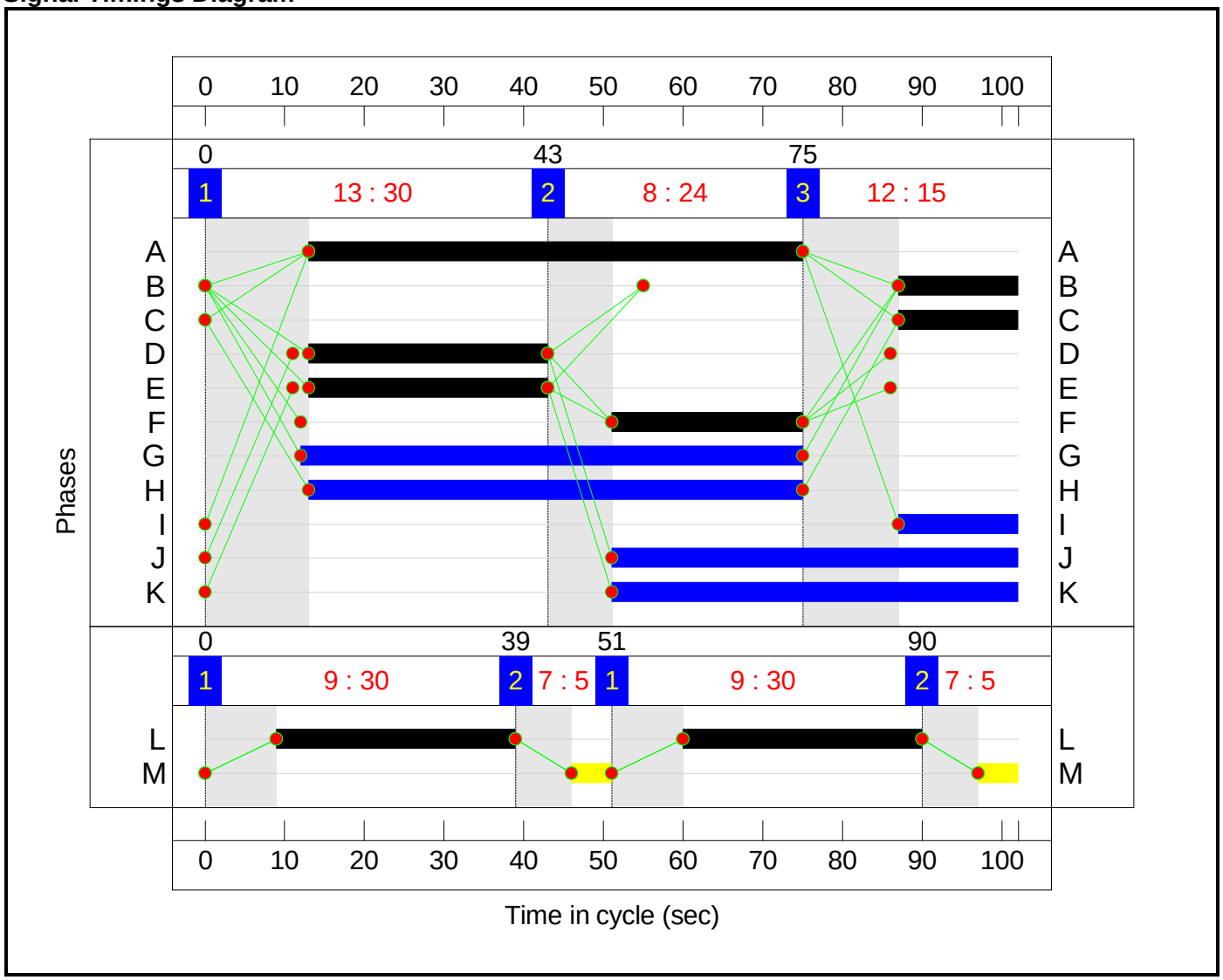
Stage	1	2	3
Duration	30	24	15
Change Point	0	43	75

Stage Stream: 2

Stage	1	2	1	2
Duration	30	5	30	5
Change Point	0	39	51	90

Full Input Data And Results

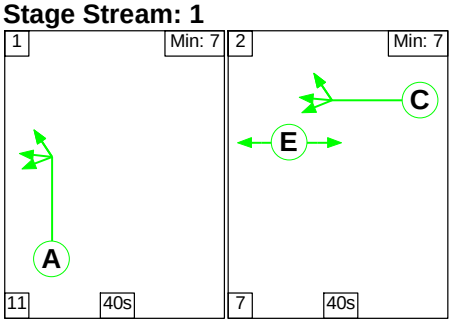
Signal Timings Diagram



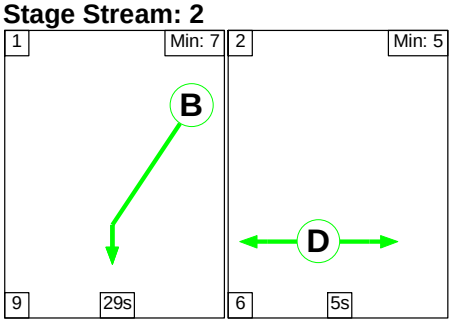
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

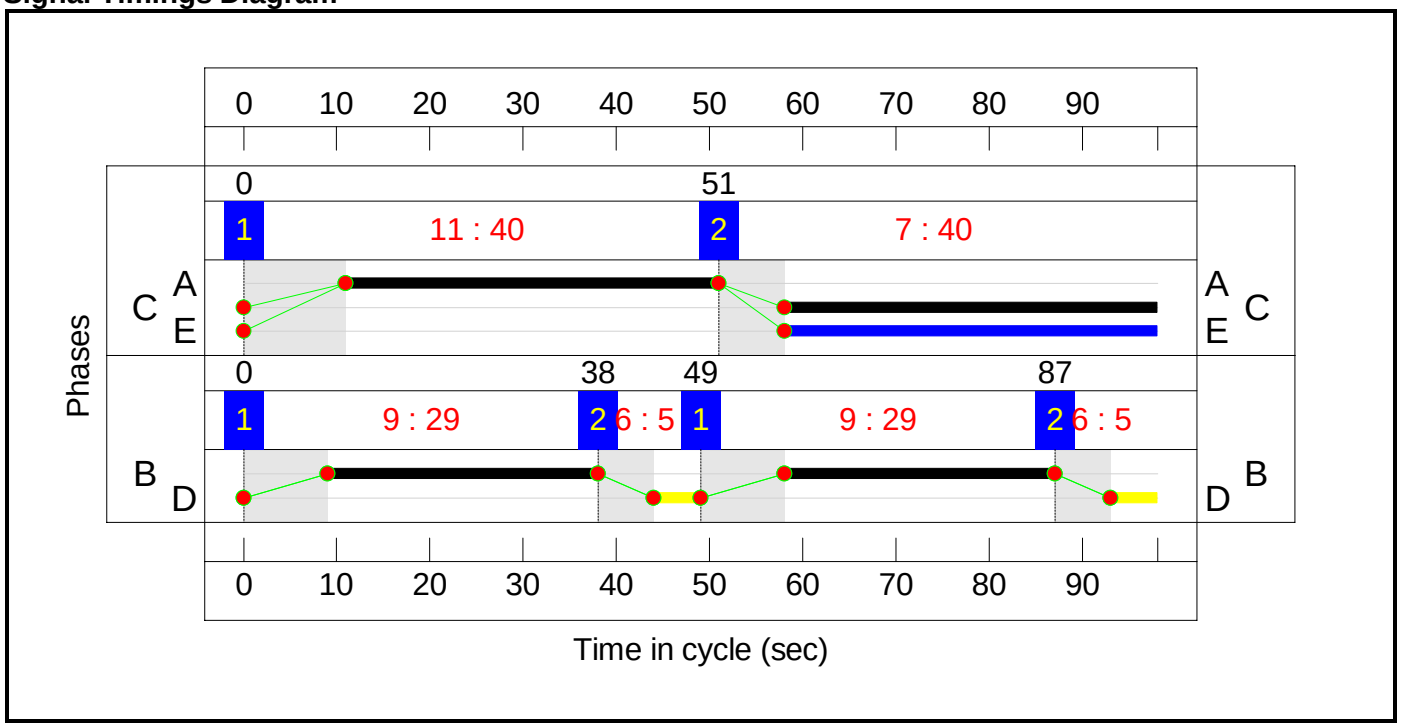
Stage Stream: 1

Stage	1	2
Duration	40	40
Change Point	0	51

Stage Stream: 2

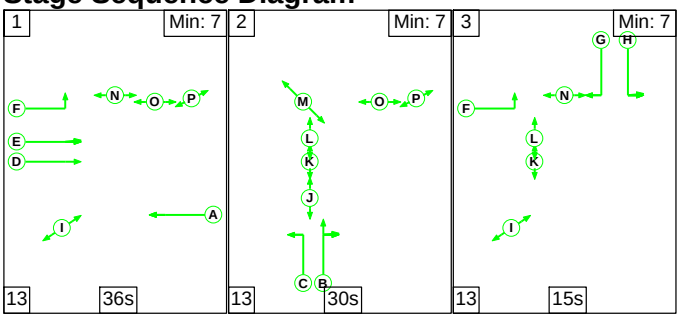
Stage	1	2	1	2
Duration	29	5	29	5
Change Point	0	38	49	87

Signal Timings Diagram



C3

Stage Sequence Diagram

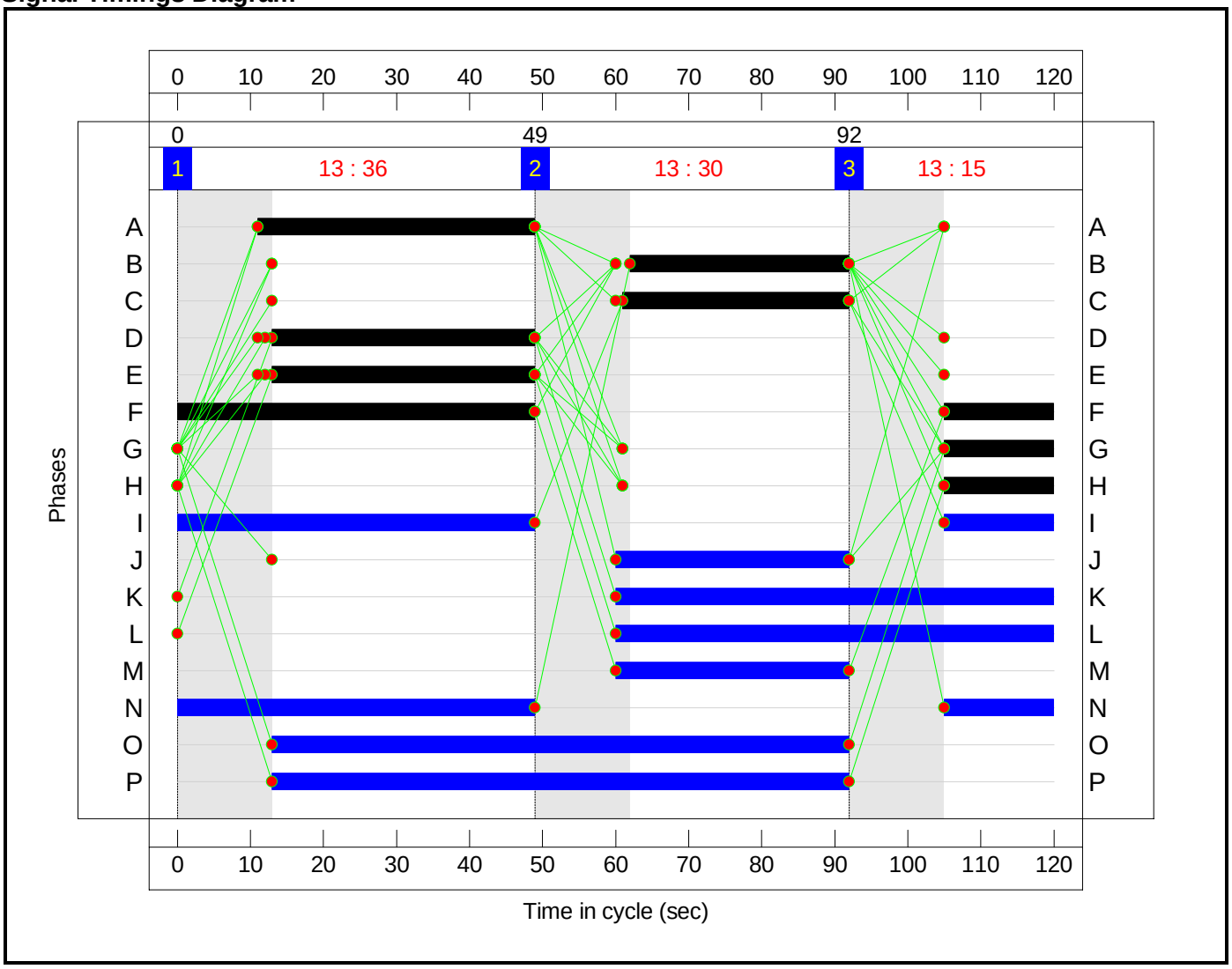


Stage Timings

Stage	1	2	3
Duration	36	30	15
Change Point	0	49	92

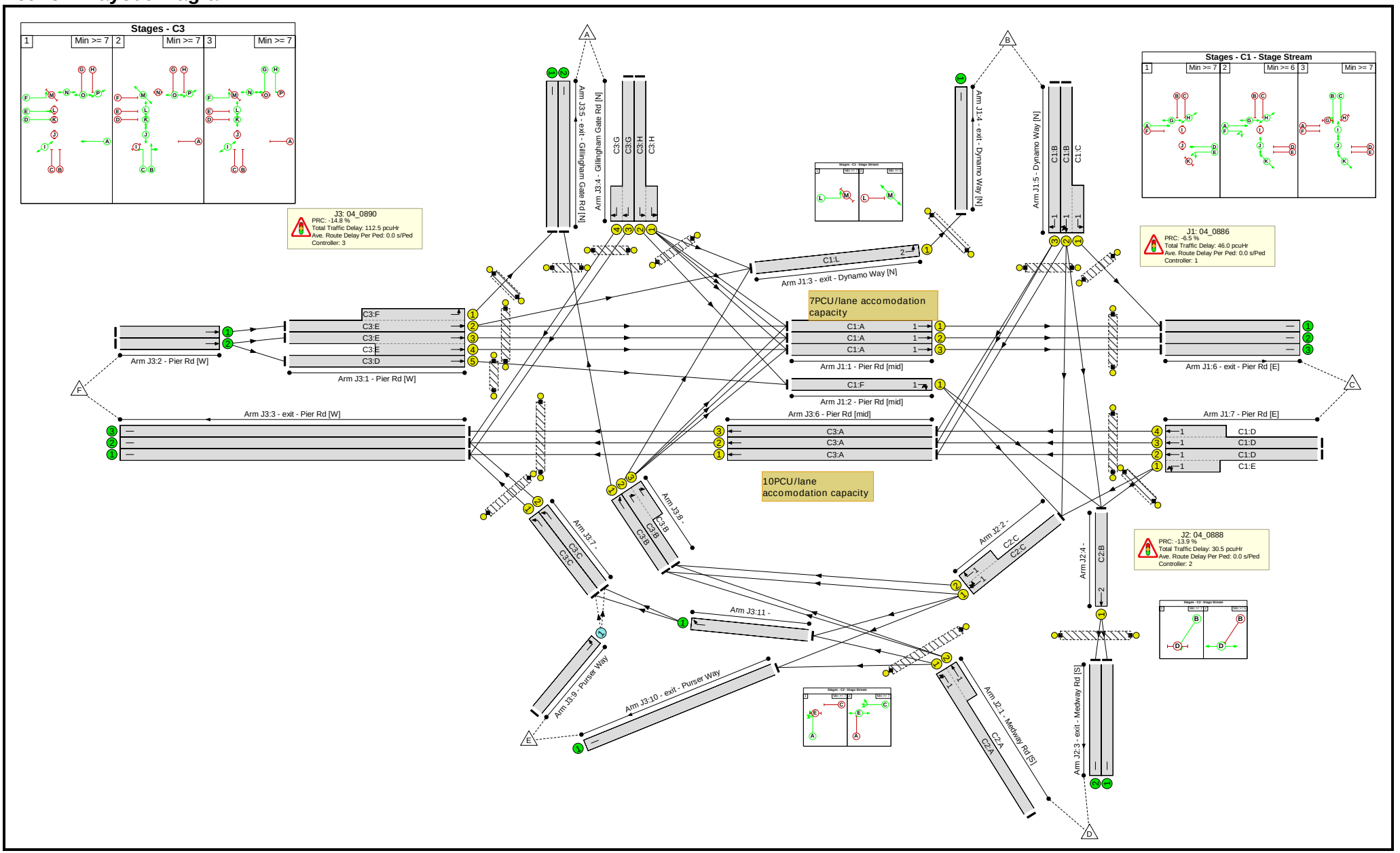
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-6.49	45.89
C1	2	1980.03	0.08
C2	1	-13.94	29.54
C2	2	126.96	0.97
C3	1	-14.79	112.53
Total Network Delay: 189.01 pcuHr			
Worst PRC: -14.79 % (On Lane J3:1/3 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.3%**
J1: 04_0886	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.8%**
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	547	1940	1198	44.5%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	540	1940	1198	43.7%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	530	1940	1198	42.9%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	24	-	389	1774	435	89.5%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	60	-	52	1940	1179	4.3%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	15	-	179	1819:1877	265+109	47.8 : 47.8%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	15	-	120	1774	278	43.1%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	30	-	734	1940:1916	440+338	94.4 : 94.4%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	30	-	841	1940:1940	439+438	95.8 : 95.8%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	62	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	15	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	51	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	51	-	0	-	0	0.0%
J2: 04_0888	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.5%**
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	40	-	834	1816:1830	628+185	102.5 : 102.5%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	40	-	279	1841:1841	741+39	35.8 : 35.8%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	58	-	471	1940	1188	39.7%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	40	-	0	-	0	0.0%
J3: 04_0890	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.3%**
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	36:64	-	820	1940:1826	532+267	102.7 : 102.7%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	36	-	988	1940:1940	479+477	103.3 : 103.3%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	36	-	344	1940	598	57.5%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1332	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	938	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	15	-	117	1888:1856	130+208	34.6 : 34.6%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	15	-	275	1739:1687	188+181	74.5 : 74.5%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	38	-	500	1940	631	79.3%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	38	-	481	1940	631	76.3%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	38	-	480	1940	631	76.1%
7/1	Left	U	N/A	N/A	C3:C		1	31	-	322	1875	500	62.8%
7/2	Left	U	N/A	N/A	C3:C		1	31	-	322	1875	500	62.8%
8/1	Ahead	U	N/A	N/A	C3:B		1	30	-	364	1940	501	71.9%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	30	-	63	1830:1811	288+317	10.3 : 10.2%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	947	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	64	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	32	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	60	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	60	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	32	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	64	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	79	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	79	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**91.1**	**97.9**	**0.0**	**189.0**	**-**	**-**	**-**	**-**
J1: 04_0886	**-**	**-**	**0**	**0**	**0**	**25.8**	**20.2**	**0.0**	**46.0**	**-**	**-**	**-**	**-**
1/1	533	533	-	-	-	1.5	0.4	-	1.9	13.0	7.8	0.4	8.2
1/2	524	524	-	-	-	1.5	0.4	-	1.9	12.9	7.7	0.4	8.1
1/3	514	514	-	-	-	1.4	0.4	-	1.8	12.8	7.6	0.4	7.9
2/1	389	389	-	-	-	4.0	3.7	-	7.7	71.1	10.6	3.7	14.3
3/1	51	51	-	-	-	0.1	0.0	-	0.1	5.7	0.3	0.0	0.3
4/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	179	179	-	-	-	1.9	0.5	-	2.4	47.7	3.2	0.5	3.7
5/3	120	120	-	-	-	1.3	0.4	-	1.7	50.2	3.1	0.4	3.4
6/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	734	734	-	-	-	6.5	6.5	-	13.0	63.9	14.6	6.5	21.1
7/3+7/4	841	841	-	-	-	7.5	8.0	-	15.5	66.5	15.1	8.0	23.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	**-**	**-**	**0**	**0**	**0**	**9.4**	**21.1**	**0.0**	**30.5**	**-**	**-**	**-**	**-**
1/1+1/2	834	813	-	-	-	7.3	20.5	-	27.8	119.9	22.7	20.5	43.2

Full Input Data And Results

2/1+2/2	279	279	-	-	-	1.5	0.3	-	1.8	22.8	4.9	0.3	5.1
3/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	471	471	-	-	-	0.6	0.3	-	1.0	7.4	3.3	0.3	3.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	**-**	**-**	**0**	**0**	**0**	**55.9**	**56.6**	**0.0**	**112.5**	**-**	**-**	**-**	**-**
1/2+1/1	820	806	-	-	-	8.7	20.7	-	29.4	129.0	22.5	20.7	43.2
1/3+1/4	988	956	-	-	-	12.5	25.5	-	38.0	138.4	24.5	25.5	50.0
1/5	344	344	-	-	-	3.3	0.7	-	4.0	41.9	9.6	0.7	10.2
2/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1332	1332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	954	954	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	117	117	-	-	-	1.5	0.3	-	1.8	54.8	2.2	0.3	2.4
4/3+4/4	275	275	-	-	-	3.7	1.4	-	5.2	67.6	4.4	1.4	5.8
5/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	500	500	-	-	-	5.1	1.9	-	7.0	50.2	15.1	1.9	17.0
6/2	481	481	-	-	-	4.9	1.6	-	6.4	48.1	14.3	1.6	15.9
6/3	480	480	-	-	-	4.8	1.6	-	6.4	48.0	14.3	1.6	15.8
7/1	314	314	-	-	-	3.4	0.8	-	4.2	48.4	9.2	0.8	10.0
7/2	314	314	-	-	-	3.4	0.8	-	4.2	48.4	9.2	0.8	10.0
8/1	361	361	-	-	-	4.1	1.3	-	5.3	53.1	10.9	1.3	12.2
8/2+8/3	62	62	-	-	-	0.6	0.1	-	0.6	36.9	0.8	0.1	0.9
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

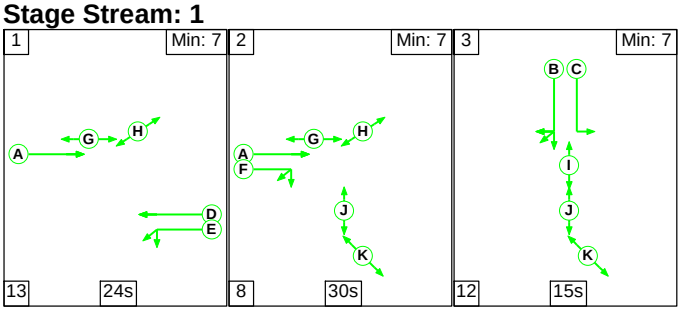
11/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	-6.5	Total Delay for Signalled Lanes (pcuHr):	45.89	Cycle Time (s):	102
C1	Stream: 2 PRC for Signalled Lanes (%):	1980.0	Total Delay for Signalled Lanes (pcuHr):	0.08	Cycle Time (s):	102
C2	Stream: 1 PRC for Signalled Lanes (%):	-13.9	Total Delay for Signalled Lanes (pcuHr):	29.54	Cycle Time (s):	98
C2	Stream: 2 PRC for Signalled Lanes (%):	127.0	Total Delay for Signalled Lanes (pcuHr):	0.97	Cycle Time (s):	98
C3	PRC for Signalled Lanes (%):	-14.8	Total Delay for Signalled Lanes (pcuHr):	112.53	Cycle Time (s):	120
	PRC Over All Lanes (%):	-14.8	Total Delay Over All Lanes(pcuHr):	189.01		

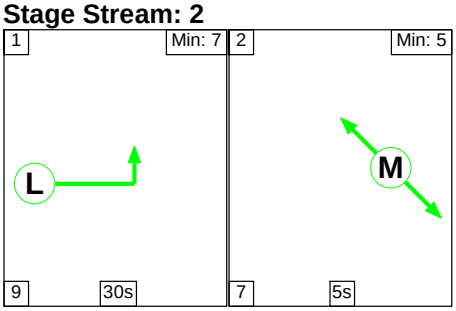
Full Input Data And Results
Scenario 2: 'PM Peak MaxSet C' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

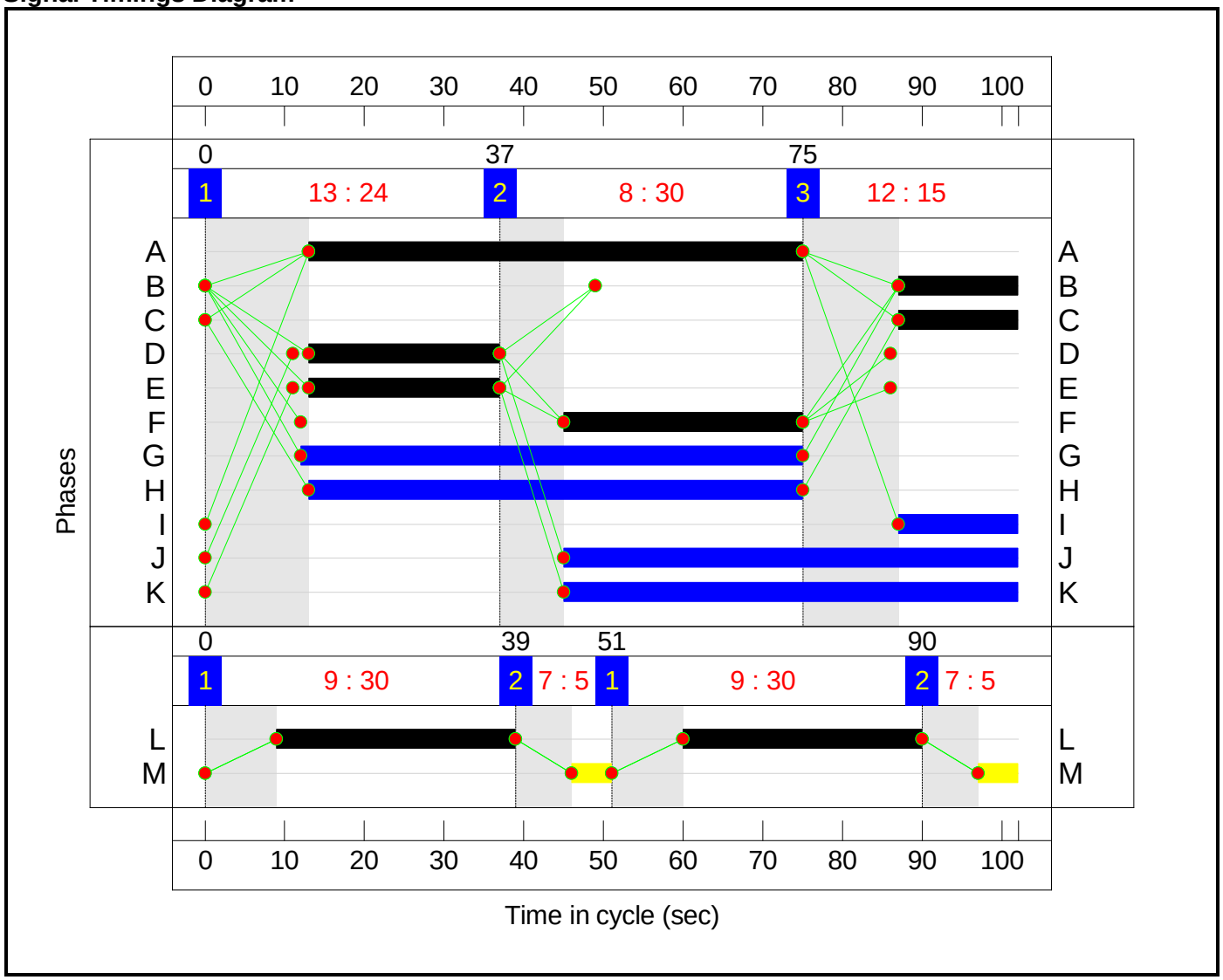
Stage	1	2	3
Duration	24	30	15
Change Point	0	37	75

Stage Stream: 2

Stage	1	2	1	2
Duration	30	5	30	5
Change Point	0	39	51	90

Full Input Data And Results

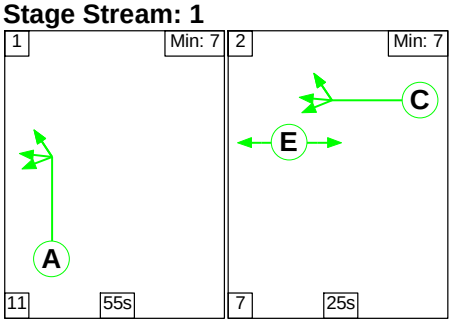
Signal Timings Diagram



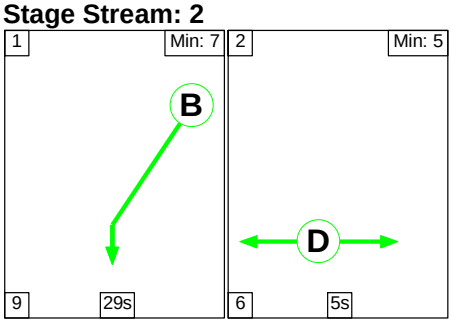
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

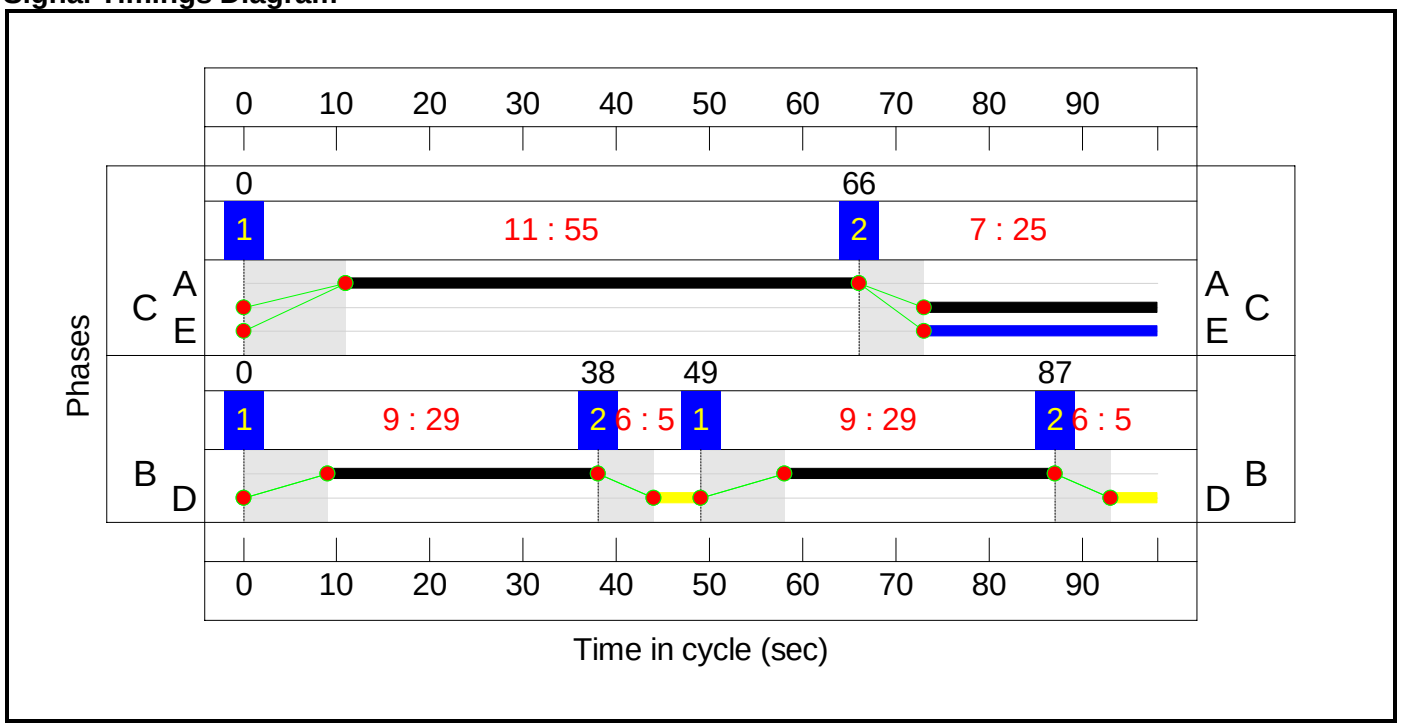
Stage Stream: 1

Stage	1	2
Duration	55	25
Change Point	0	66

Stage Stream: 2

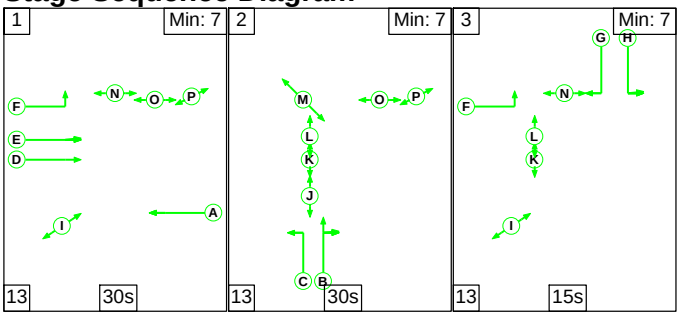
Stage	1	2	1	2
Duration	29	5	29	5
Change Point	0	38	49	87

Signal Timings Diagram



C3

Stage Sequence Diagram

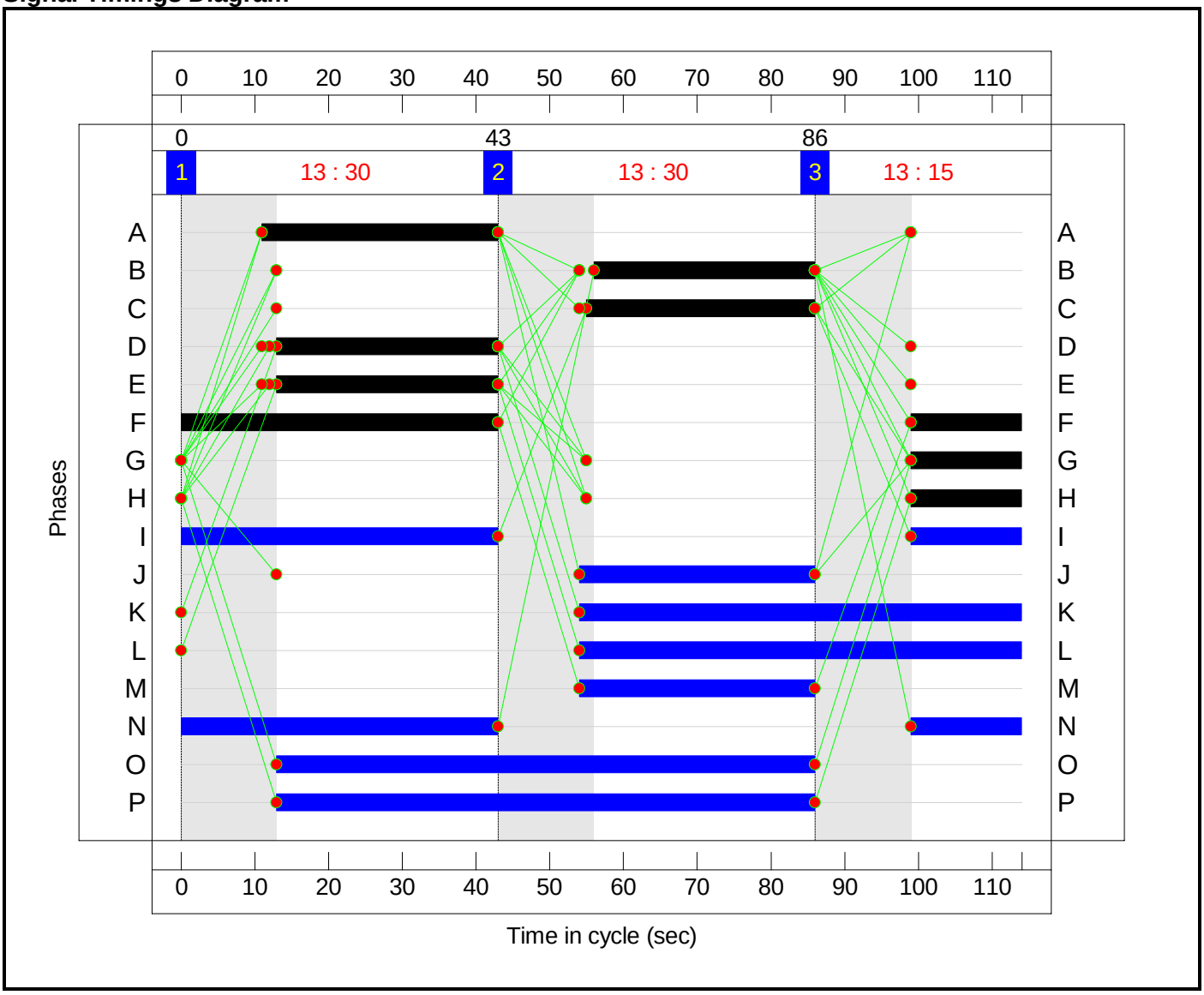


Stage Timings

Stage	1	2	3
Duration	30	30	15
Change Point	0	43	86

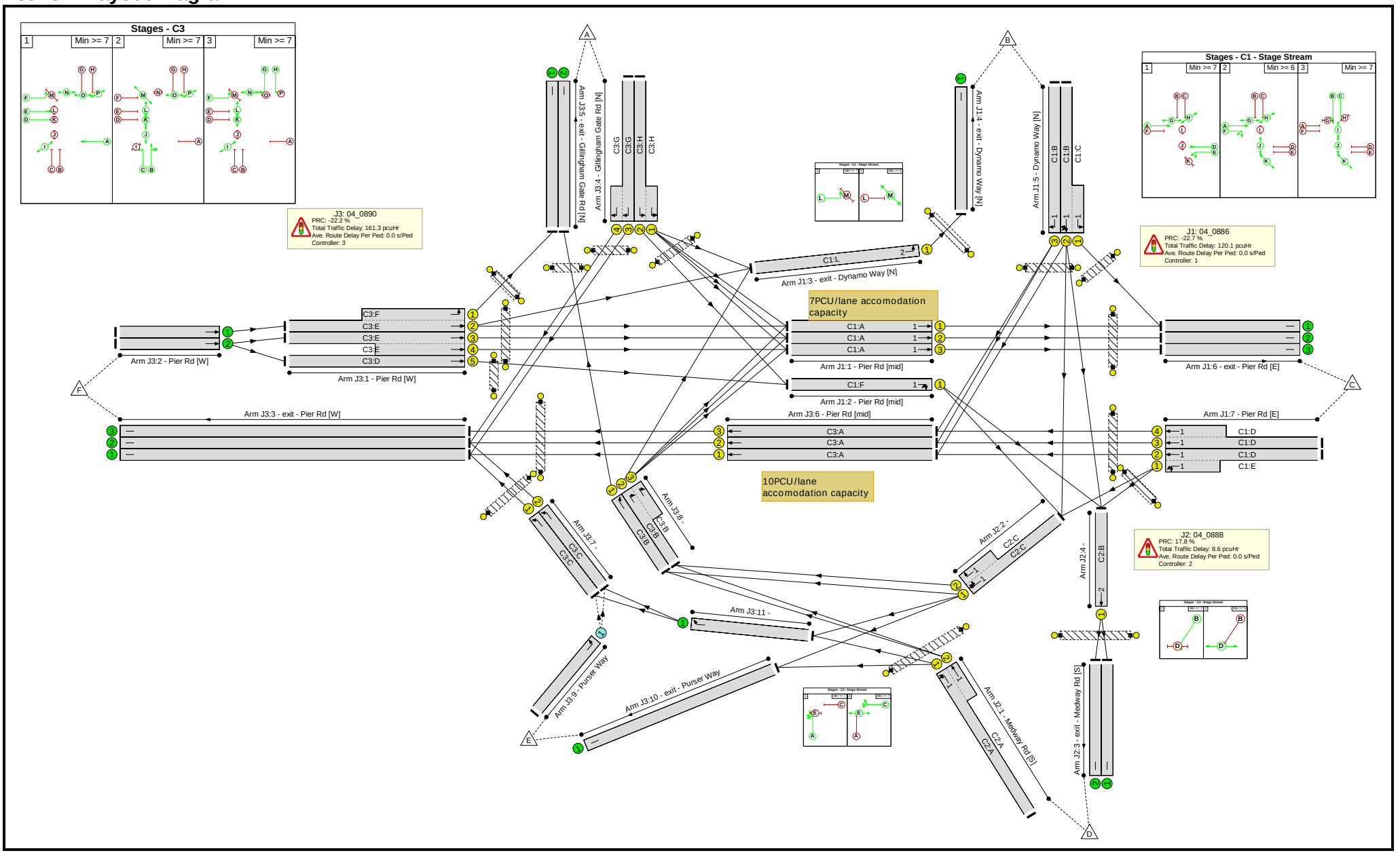
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-22.70	120.04
C1	2	2075.27	0.08
C2	1	17.82	7.68
C2	2	130.37	0.94
C3	1	-22.19	161.35
Total Network Delay: 290.08 pcuHr			
Worst PRC: -22.70 % (On Lane J1:7/3 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**110.4%**
J1: 04_0886	-	-	**N/A**	-	-		-	-	-	-	-	-	**110.4%**
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	538	1940	1198	41.1%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	539	1940	1198	41.2%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	540	1940	1198	41.3%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	30	-	389	1774	539	72.1%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	60	-	52	1940	1179	4.1%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	15	-	177	1820:1877	265+110	47.1 : 47.1%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	15	-	122	1774	278	43.8%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	539	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	24	-	732	1940:1916	375+290	110.1 : 110.1%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	24	-	843	1940:1940	381+382	110.4 : 110.4%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	62	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	15	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	57	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	57	-	0	-	0	0.0%
J2: 04_0888	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	55	-	834	1816:1830	843+249	76.4 : 76.4%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	25	-	279	1841:1841	473+25	51.6 : 50.9%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	58	-	471	1940	1188	39.1%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	25	-	0	-	0	0.0%
J3: 04_0890	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.0%**
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	30:58	-	814	1940:1826	493+250	109.6 : 109.6%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	30	-	994	1940:1940	450+454	110.0 : 110.0%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	30	-	344	1940	528	65.2%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1338	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	958	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	939	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	15	-	117	1888:1856	137+219	32.9 : 32.9%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	15	-	275	1739:1687	198+191	70.8 : 70.8%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	32	-	496	1940	562	81.6%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	32	-	482	1940	562	78.8%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	32	-	483	1940	562	78.9%
7/1	Left	U	N/A	N/A	C3:C		1	31	-	322	1875	526	61.2%
7/2	Left	U	N/A	N/A	C3:C		1	31	-	322	1875	526	61.2%
8/1	Ahead	U	N/A	N/A	C3:B		1	30	-	364	1940	528	65.2%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	30	-	63	1830:1811	303+334	9.5 : 9.9%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	929	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	58	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	32	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	60	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	60	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	32	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	58	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	73	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	73	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**100.3**	**189.8**	**0.0**	**290.1**	**-**	**-**	**-**	**-**
J1: 04_0886	**-**	**-**	**0**	**0**	**0**	**34.1**	**86.0**	**0.0**	**120.1**	**-**	**-**	**-**	**-**
1/1	493	493	-	-	-	1.4	0.3	-	1.7	12.5	7.1	0.3	7.5
1/2	494	494	-	-	-	1.4	0.4	-	1.7	12.6	7.1	0.4	7.5
1/3	495	495	-	-	-	1.4	0.4	-	1.7	12.6	7.1	0.4	7.5
2/1	389	389	-	-	-	3.4	1.3	-	4.7	43.4	9.7	1.3	11.0
3/1	49	49	-	-	-	0.1	0.0	-	0.1	5.7	0.3	0.0	0.3
4/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	177	177	-	-	-	1.9	0.4	-	2.3	47.5	3.2	0.4	3.6
5/3	122	122	-	-	-	1.3	0.4	-	1.7	50.4	3.1	0.4	3.5
6/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	732	665	-	-	-	10.7	38.3	-	49.1	241.3	18.5	38.3	56.8
7/3+7/4	843	763	-	-	-	12.5	44.5	-	57.1	243.7	19.8	44.5	64.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	**-**	**-**	**0**	**0**	**0**	**6.2**	**2.4**	**0.0**	**8.6**	**-**	**-**	**-**	**-**
1/1+1/2	834	834	-	-	-	3.4	1.6	-	5.0	21.5	15.2	1.6	16.8

Full Input Data And Results

2/1+2/2	257	257	-	-	-	2.2	0.5	-	2.7	37.7	5.6	0.5	6.2
3/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	464	464	-	-	-	0.6	0.3	-	0.9	7.3	3.1	0.3	3.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	**-**	**-**	**0**	**0**	**0**	**60.0**	**101.3**	**0.0**	**161.3**	**-**	**-**	**-**	**-**
1/2+1/1	814	757	-	-	-	11.3	40.7	-	51.9	229.7	24.1	40.7	64.7
1/3+1/4	994	904	-	-	-	15.9	50.0	-	66.0	239.0	25.4	50.0	75.4
1/5	344	344	-	-	-	3.5	0.9	-	4.4	46.4	9.6	0.9	10.5
2/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1338	1338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	117	117	-	-	-	1.4	0.2	-	1.7	51.1	2.0	0.2	2.3
4/3+4/4	275	275	-	-	-	3.5	1.2	-	4.7	61.3	4.1	1.2	5.3
5/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	458	458	-	-	-	4.8	2.1	-	6.9	54.4	13.5	2.1	15.6
6/2	442	442	-	-	-	4.6	1.8	-	6.4	51.9	12.8	1.8	14.6
6/3	443	443	-	-	-	4.6	1.8	-	6.4	52.0	12.8	1.8	14.6
7/1	322	322	-	-	-	3.2	0.8	-	4.0	44.3	8.9	0.8	9.6
7/2	322	322	-	-	-	3.2	0.8	-	4.0	44.3	8.9	0.8	9.6
8/1	344	344	-	-	-	3.5	0.9	-	4.4	46.4	9.5	0.9	10.5
8/2+8/3	62	62	-	-	-	0.5	0.1	-	0.6	33.9	0.8	0.1	0.8
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	41	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

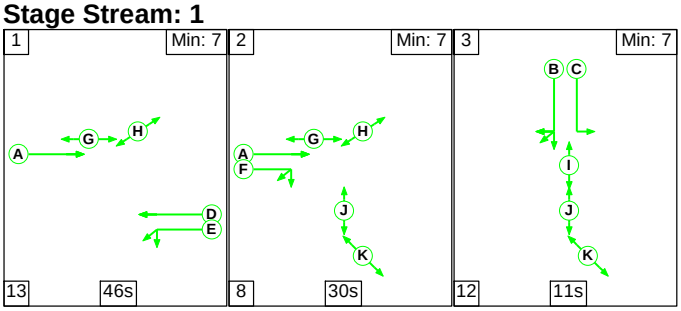
11/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1	PRC for Signalled Lanes (%):	-22.7	Total Delay for Signalled Lanes (pcuHr):	120.04	Cycle Time (s):	102
C1	Stream: 2	PRC for Signalled Lanes (%):	2075.3	Total Delay for Signalled Lanes (pcuHr):	0.08	Cycle Time (s):	102
C2	Stream: 1	PRC for Signalled Lanes (%):	17.8	Total Delay for Signalled Lanes (pcuHr):	7.68	Cycle Time (s):	98
C2	Stream: 2	PRC for Signalled Lanes (%):	130.4	Total Delay for Signalled Lanes (pcuHr):	0.94	Cycle Time (s):	98
C3		PRC for Signalled Lanes (%):	-22.2	Total Delay for Signalled Lanes (pcuHr):	161.35	Cycle Time (s):	114
		PRC Over All Lanes (%):	-22.7	Total Delay Over All Lanes(pcuHr):	290.08		

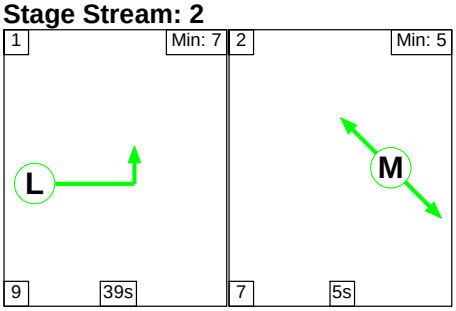
Full Input Data And Results
Scenario 3: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

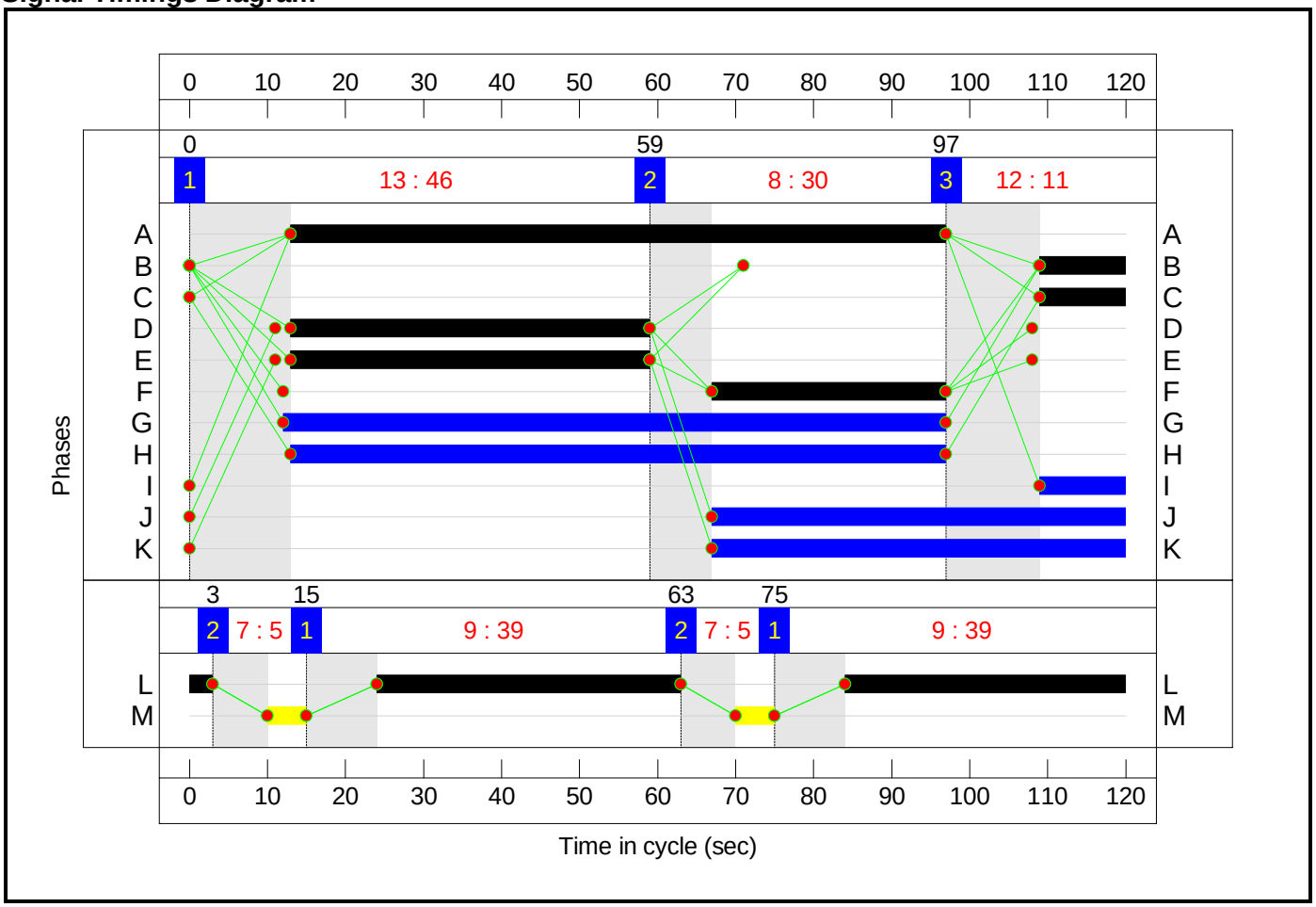
Stage	1	2	3
Duration	46	30	11
Change Point	0	59	97

Stage Stream: 2

Stage	1	2	1	2
Duration	39	5	39	5
Change Point	15	63	75	3

Full Input Data And Results

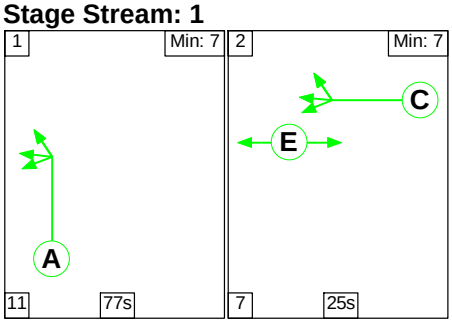
Signal Timings Diagram



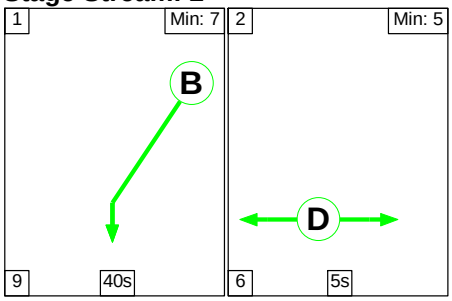
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

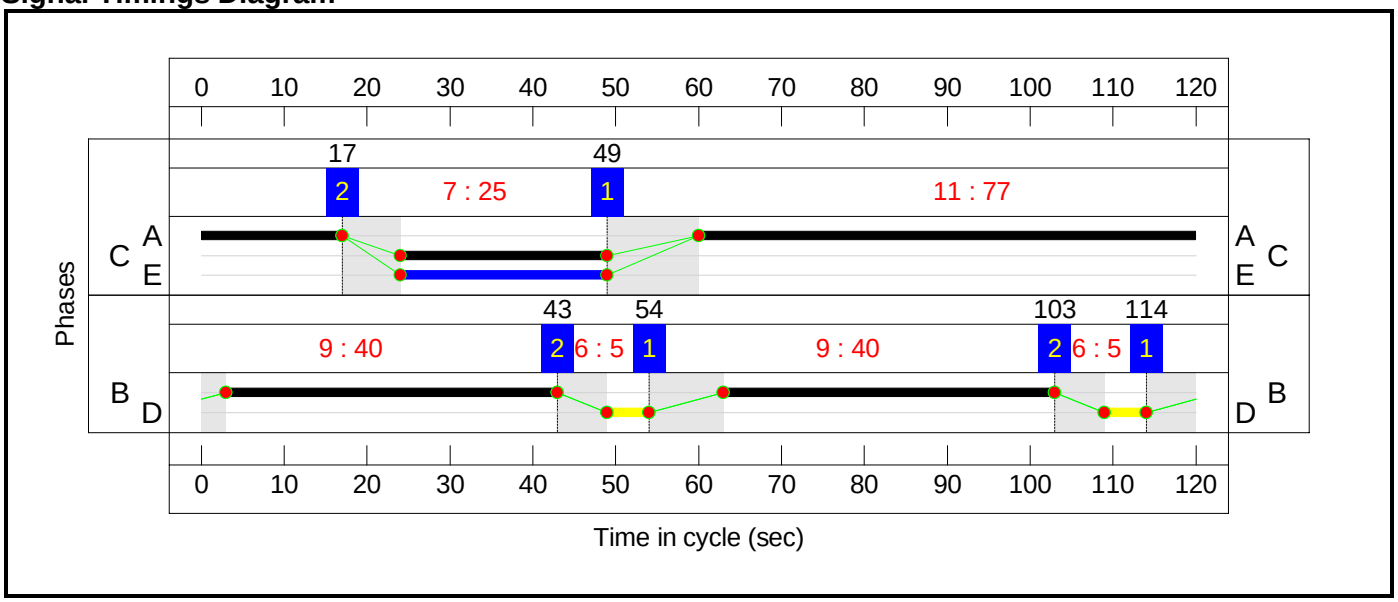
Stage Stream: 1

Stage	1	2
Duration	77	25
Change Point	49	17

Stage Stream: 2

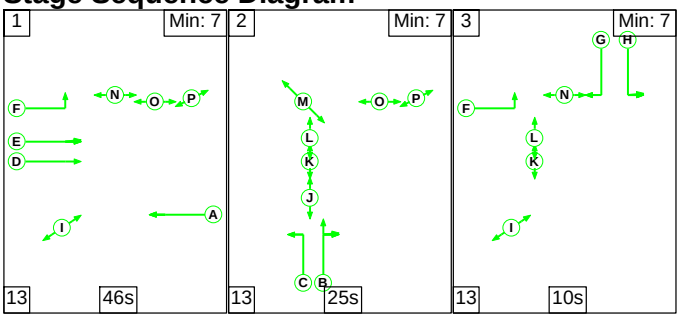
Stage	1	2	1	2
Duration	40	5	40	5
Change Point	114	43	54	103

Signal Timings Diagram



C3

Stage Sequence Diagram

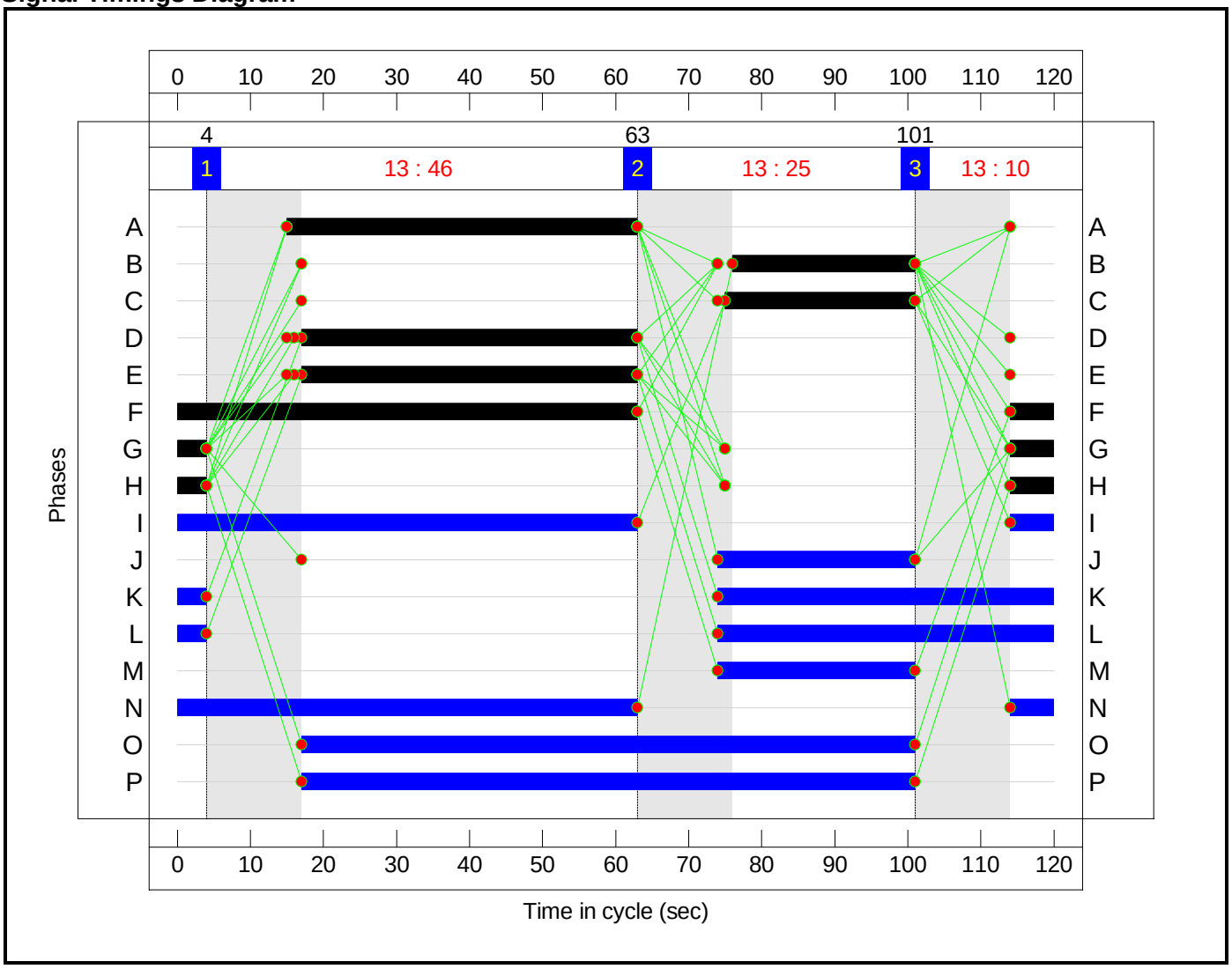


Stage Timings

Stage	1	2	3
Duration	46	25	10
Change Point	4	63	101

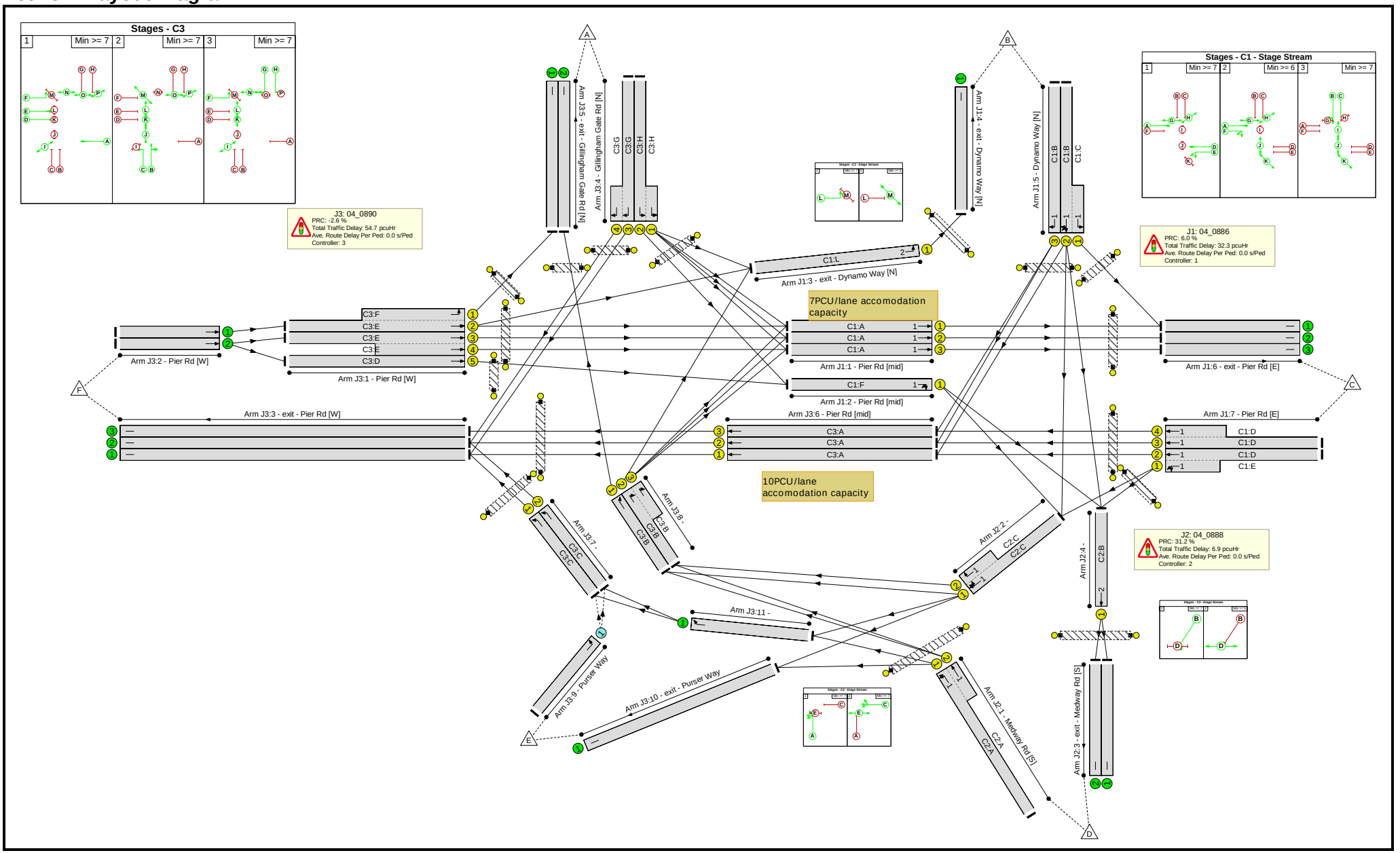
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	6.03	32.26
C1	2	2138.46	0.03
C2	1	31.21	6.51
C2	2	153.31	0.38
C3	1	-2.62	54.71
Total Network Delay: 93.89 pcuHr			
Worst PRC: -2.62 % (On Lane J3:4/3 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.4%**
J1: 04_0886	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.9%**
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	549	1940	1374	40.0%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	535	1940	1374	38.9%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	533	1940	1374	38.8%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	30	-	389	1774	458	84.9%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	78	-	52	1940	1293	4.0%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	11	-	185	1817:1877	182+71	73.2 : 73.2%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	11	-	114	1774	177	64.3%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	46	-	734	1940:1916	519+399	79.9 : 79.9%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	46	-	841	1940:1940	503+502	83.7 : 83.7%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	85	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	84	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	11	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	53	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	53	-	0	-	0	0.0%
J2: 04_0888	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.6%**
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	77	-	834	1816:1830	946+279	68.1 : 68.1%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	25	-	279	1841:1841	386+20	68.6 : 68.6%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	80	-	471	1940	1326	35.5%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	25	-	0	-	0	0.0%
J3: 04_0890	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.4%**
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	46:69	-	818	1940:1826	637+321	85.4 : 85.4%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	46	-	990	1940:1940	559+559	88.5 : 88.5%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	46	-	344	1940	760	45.3%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1334	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	968	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	10	-	117	1888:1856	100+160	45.0 : 45.0%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	10	-	275	1739:1687	152+146	92.4 : 92.4%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	48	-	506	1940	792	63.9%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	48	-	478	1940	792	60.3%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	48	-	477	1940	792	60.2%
7/1	Left	U	N/A	N/A	C3:C		1	26	-	322	1875	422	76.3%
7/2	Left	U	N/A	N/A	C3:C		1	26	-	322	1875	422	76.3%
8/1	Ahead	U	N/A	N/A	C3:B		1	25	-	364	1940	420	86.6%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	25	-	63	1830:1811	252+277	11.9 : 11.9%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	906	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	69	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	27	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	50	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	50	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	27	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	69	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	84	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	84	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**61.1**	**32.8**	**0.0**	**93.9**	**-**	**-**	**-**	**-**
J1: 04_0886	**-**	**-**	**0**	**0**	**0**	**22.1**	**10.2**	**0.0**	**32.3**	**-**	**-**	**-**	**-**
1/1	549	549	-	-	-	0.0	0.3	-	0.4	2.5	0.7	0.3	1.0
1/2	535	535	-	-	-	0.1	0.3	-	0.4	2.7	0.9	0.3	1.3
1/3	533	533	-	-	-	0.1	0.3	-	0.4	2.6	0.9	0.3	1.2
2/1	389	389	-	-	-	4.9	2.6	-	7.5	69.3	13.0	2.6	15.6
3/1	52	52	-	-	-	0.0	0.0	-	0.0	2.0	0.1	0.0	0.1
4/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	185	185	-	-	-	2.7	1.3	-	4.0	77.3	4.3	1.3	5.6
5/3	114	114	-	-	-	1.6	0.9	-	2.5	79.6	3.6	0.9	4.5
6/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	734	734	-	-	-	5.9	2.0	-	7.8	38.4	15.2	2.0	17.2
7/3+7/4	841	841	-	-	-	6.8	2.5	-	9.3	39.7	16.0	2.5	18.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	**-**	**-**	**0**	**0**	**0**	**4.5**	**2.4**	**0.0**	**6.9**	**-**	**-**	**-**	**-**
1/1+1/2	834	834	-	-	-	2.8	1.1	-	3.8	16.5	15.2	1.1	16.3

Full Input Data And Results

2/1+2/2	279	279	-	-	-	1.6	1.1	-	2.7	34.7	6.9	1.1	7.9
3/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	471	471	-	-	-	0.1	0.3	-	0.4	2.9	1.1	0.3	1.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	**-**	**-**	**0**	**0**	**0**	**34.5**	**20.2**	**0.0**	**54.7**	**-**	**-**	**-**	**-**
1/2+1/1	818	818	-	-	-	5.7	2.8	-	8.5	37.3	17.1	2.8	19.9
1/3+1/4	990	990	-	-	-	8.3	3.6	-	11.9	43.3	17.3	3.6	20.9
1/5	344	344	-	-	-	2.6	0.4	-	3.0	31.3	8.4	0.4	8.8
2/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1334	1334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	117	117	-	-	-	1.7	0.4	-	2.1	63.7	2.3	0.4	2.7
4/3+4/4	275	275	-	-	-	4.1	4.4	-	8.5	111.0	4.7	4.4	9.0
5/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	506	506	-	-	-	0.7	0.9	-	1.6	11.5	10.3	0.9	11.1
6/2	478	478	-	-	-	0.5	0.8	-	1.3	9.8	2.4	0.8	3.1
6/3	477	477	-	-	-	0.5	0.8	-	1.3	9.7	2.4	0.8	3.1
7/1	322	322	-	-	-	2.9	1.6	-	4.5	50.0	9.0	1.6	10.5
7/2	322	322	-	-	-	2.9	1.6	-	4.5	50.0	9.0	1.6	10.5
8/1	364	364	-	-	-	4.1	2.9	-	7.0	69.6	11.9	2.9	14.9
8/2+8/3	63	63	-	-	-	0.5	0.1	-	0.6	34.1	0.8	0.1	0.9
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

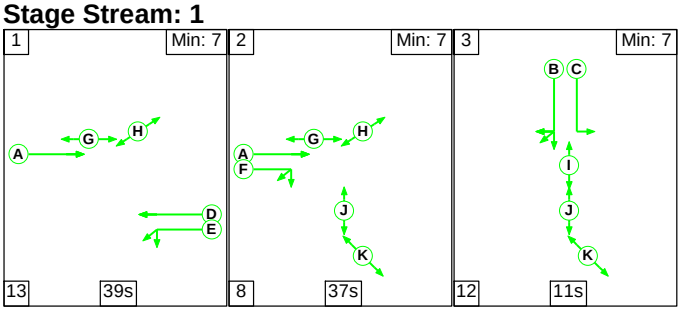
11/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):	32.26	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	2138.5	Total Delay for Signalled Lanes (pcuHr):	0.03	Cycle Time (s):	120
C2	Stream: 1 PRC for Signalled Lanes (%):	31.2	Total Delay for Signalled Lanes (pcuHr):	6.51	Cycle Time (s):	120
C2	Stream: 2 PRC for Signalled Lanes (%):	153.3	Total Delay for Signalled Lanes (pcuHr):	0.38	Cycle Time (s):	120
C3	PRC for Signalled Lanes (%):	-2.6	Total Delay for Signalled Lanes (pcuHr):	54.71	Cycle Time (s):	120
	PRC Over All Lanes (%):	-2.6	Total Delay Over All Lanes(pcuHr):	93.89		

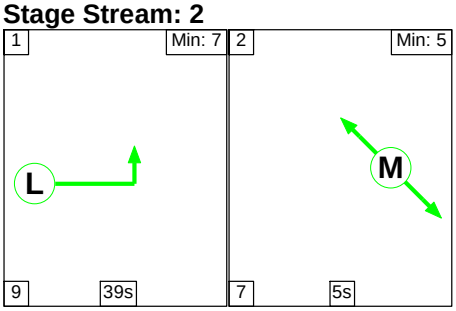
Full Input Data And Results
Scenario 4: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

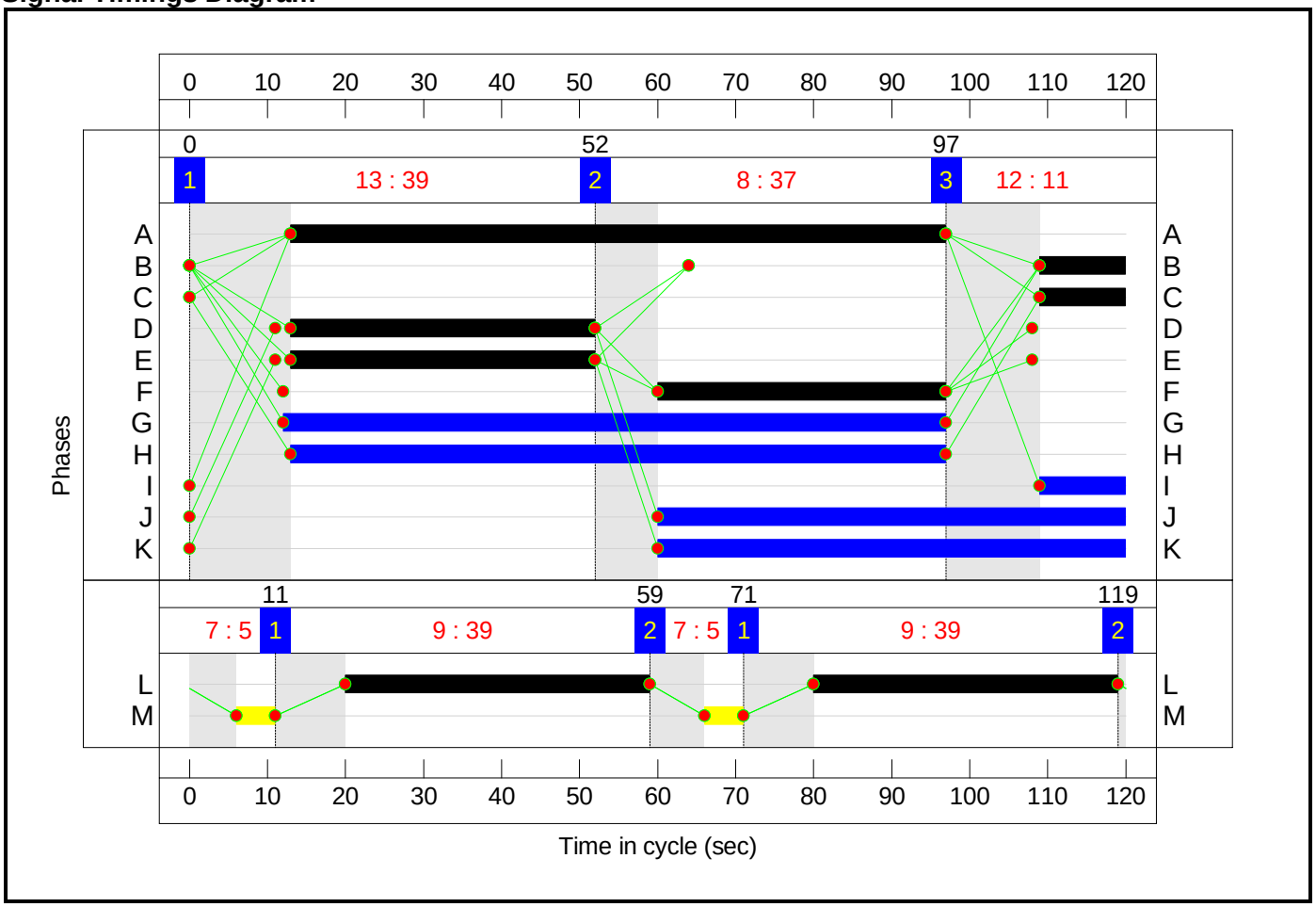
Stage	1	2	3
Duration	39	37	11
Change Point	0	52	97

Stage Stream: 2

Stage	1	2	1	2
Duration	39	5	39	5
Change Point	71	119	11	59

Full Input Data And Results

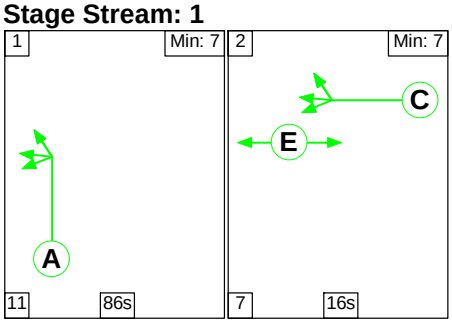
Signal Timings Diagram



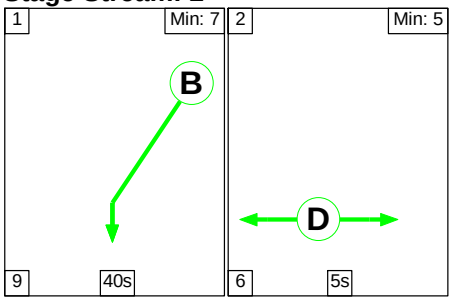
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

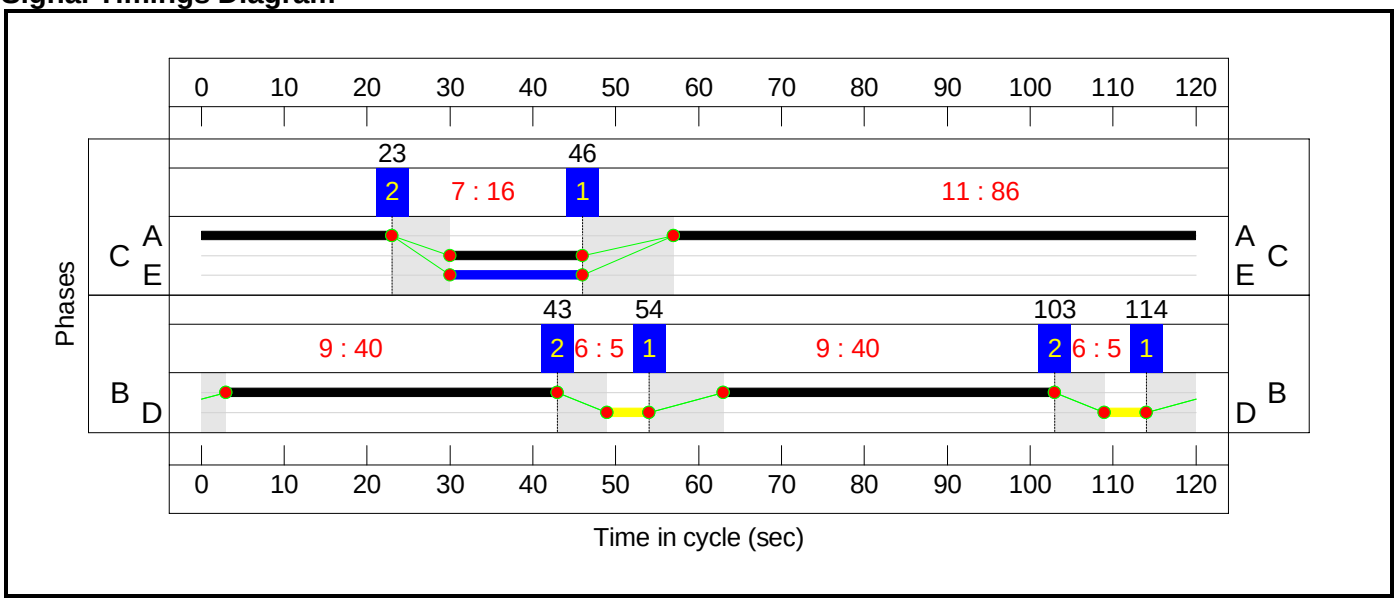
Stage Stream: 1

Stage	1	2
Duration	86	16
Change Point	46	23

Stage Stream: 2

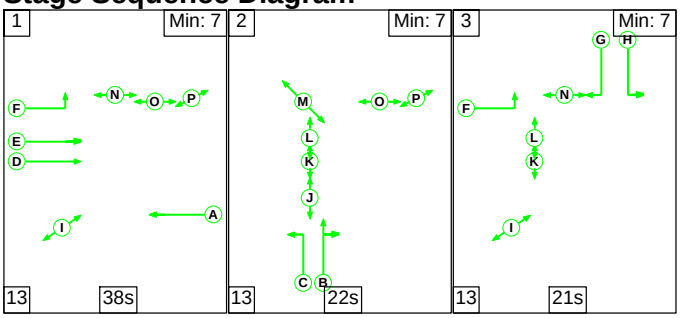
Stage	1	2	1	2
Duration	40	5	40	5
Change Point	114	43	54	103

Signal Timings Diagram



C3

Stage Sequence Diagram

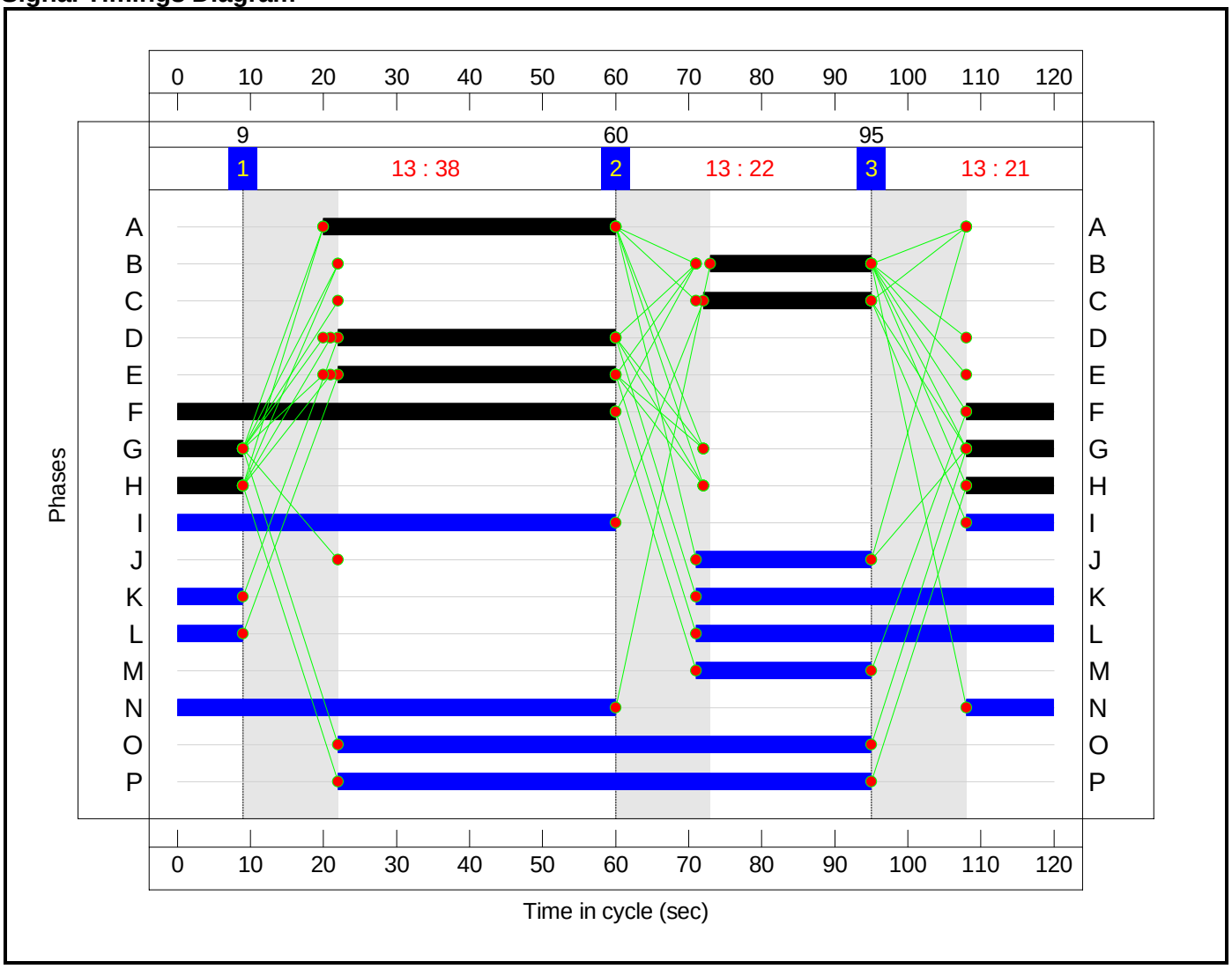


Stage Timings

Stage	1	2	3
Duration	38	22	21
Change Point	9	60	95

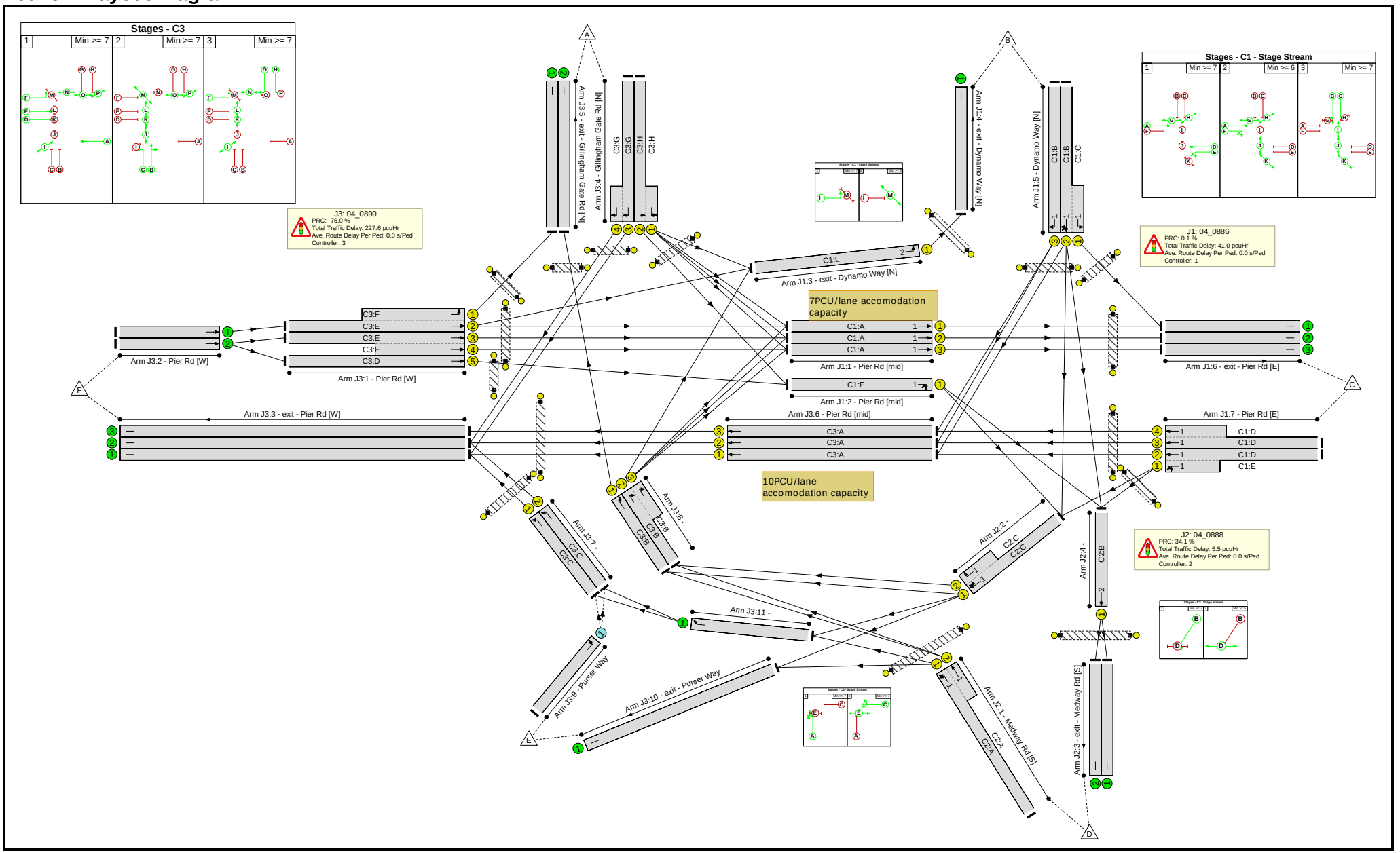
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	0.12	40.82
C1	2	622.98	0.13
C2	1	34.14	4.98
C2	2	89.38	0.54
C3	1	-75.96	227.58
Total Network Delay: 274.05 pcuHr			
Worst PRC: -75.96 % (On Lane J3:4/3 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**158.4%**
J1: 04_0886	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.9%**
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	579	1940	1374	42.1%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	583	1940	1374	42.4%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	586	1940	1374	42.6%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	37	-	505	1774	562	89.9%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	78	-	161	1940	1293	12.4%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	11	-	243	1800:1877	180+114	82.8 : 82.8%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	11	-	132	1774	177	74.4%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	39	-	687	1940:1907	448+366	84.3 : 84.3%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	39	-	799	1940:1940	446+445	89.6 : 89.6%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	85	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	84	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	11	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	60	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	60	-	0	-	0	0.0%
J2: 04_0888	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.1%**
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	86	-	907	1816:1830	1097+255	67.1 : 67.1%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	16	-	210	1841:1841	233+87	65.8 : 65.8%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	80	-	630	1940	1326	47.5%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	16	-	0	-	0	0.0%
J3: 04_0890	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**158.4%**
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	38:72	-	752	1940:1826	573+191	98.4 : 98.4%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	38	-	989	1940:1940	494+495	100.0 : 100.0%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	38	-	428	1940	631	67.9%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1417	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	1298	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	1021	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	21	-	276	1888:1857	111+287	69.3 : 69.3%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	21	-	616	1739:1687	271+118	158.4 : 158.4%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	40	-	501	1940	663	75.6%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	40	-	466	1940	663	70.3%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	40	-	465	1940	663	70.2%
7/1	Left	U	N/A	N/A	C3:C		1	23	-	368	1875	375	98.1%
7/2	Left	U	N/A	N/A	C3:C		1	23	-	368	1875	375	98.1%
8/1	Ahead	U	N/A	N/A	C3:B		1	22	-	224	1940	372	60.2%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	22	-	157	1830:1811	278+150	36.6 : 36.6%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	688	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	72	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	58	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	58	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	24	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	72	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	73	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	73	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**91.8**	**182.3**	**0.0**	**274.1**	**-**	**-**	**-**	**-**
J1: 04_0886	**-**	**-**	**0**	**0**	**0**	**25.7**	**15.2**	**0.0**	**41.0**	**-**	**-**	**-**	**-**
1/1	579	579	-	-	-	0.2	0.4	-	0.5	3.4	2.1	0.4	2.4
1/2	583	583	-	-	-	0.2	0.4	-	0.6	3.5	2.2	0.4	2.5
1/3	586	586	-	-	-	0.2	0.4	-	0.6	3.5	2.2	0.4	2.6
2/1	505	505	-	-	-	5.5	3.9	-	9.4	67.3	16.8	3.9	20.7
3/1	161	161	-	-	-	0.1	0.1	-	0.1	3.0	0.4	0.1	0.5
4/1	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	243	243	-	-	-	3.5	2.2	-	5.7	85.0	4.8	2.2	7.1
5/3	132	132	-	-	-	1.9	1.4	-	3.3	89.9	4.3	1.4	5.6
6/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	687	687	-	-	-	6.4	2.6	-	9.0	47.3	14.7	2.6	17.3
7/3+7/4	799	799	-	-	-	7.6	4.0	-	11.6	52.4	16.6	4.0	20.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	**-**	**-**	**0**	**0**	**0**	**3.1**	**2.4**	**0.0**	**5.5**	**-**	**-**	**-**	**-**
1/1+1/2	907	907	-	-	-	2.0	1.0	-	3.0	12.0	14.2	1.0	15.2

Full Input Data And Results

2/1+2/2	210	210	-	-	-	1.0	0.9	-	2.0	33.5	3.9	0.9	4.9
3/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	630	630	-	-	-	0.1	0.5	-	0.5	3.1	0.8	0.5	1.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	**-**	**-**	**0**	**0**	**0**	**63.0**	**164.6**	**0.0**	**227.6**	**-**	**-**	**-**	**-**
1/2+1/1	752	752	-	-	-	6.8	11.0	-	17.8	85.2	20.3	11.0	31.3
1/3+1/4	989	989	-	-	-	10.3	15.8	-	26.0	94.8	21.5	15.8	37.2
1/5	428	428	-	-	-	4.2	1.0	-	5.2	43.9	12.2	1.0	13.3
2/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1417	1417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1140	1140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	952	952	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	276	276	-	-	-	3.4	1.1	-	4.5	58.8	6.7	1.1	7.8
4/3+4/4	616	389	-	-	-	23.4	114.8	-	138.3	808.1	31.7	114.8	146.5
5/1	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	501	501	-	-	-	1.3	1.5	-	2.9	20.5	15.2	1.5	16.7
6/2	466	466	-	-	-	0.7	1.2	-	1.9	14.4	12.0	1.2	13.2
6/3	465	465	-	-	-	0.7	1.2	-	1.9	14.4	12.0	1.2	13.1
7/1	368	368	-	-	-	4.2	8.0	-	12.2	119.1	12.1	8.0	20.1
7/2	368	368	-	-	-	4.2	8.0	-	12.2	119.1	12.1	8.0	20.1
8/1	224	224	-	-	-	2.3	0.8	-	3.0	48.6	7.1	0.8	7.9
8/2+8/3	157	157	-	-	-	1.5	0.3	-	1.8	41.2	3.0	0.3	3.3
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

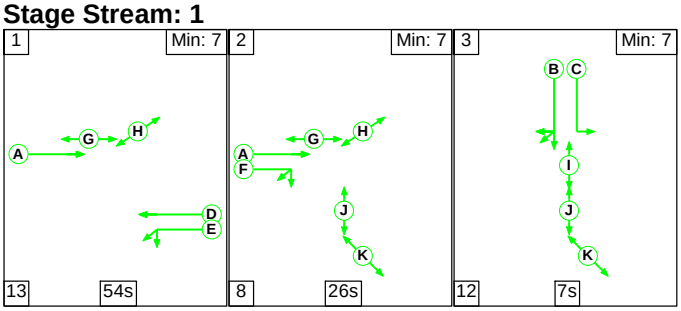
11/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	0.1	Total Delay for Signalled Lanes (pcuHr):	40.82	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	623.0	Total Delay for Signalled Lanes (pcuHr):	0.13	Cycle Time (s):	120
C2	Stream: 1 PRC for Signalled Lanes (%):	34.1	Total Delay for Signalled Lanes (pcuHr):	4.98	Cycle Time (s):	120
C2	Stream: 2 PRC for Signalled Lanes (%):	89.4	Total Delay for Signalled Lanes (pcuHr):	0.54	Cycle Time (s):	120
C3	PRC for Signalled Lanes (%):	-76.0	Total Delay for Signalled Lanes (pcuHr):	227.58	Cycle Time (s):	120
	PRC Over All Lanes (%):	-76.0	Total Delay Over All Lanes(pcuHr):	274.05		

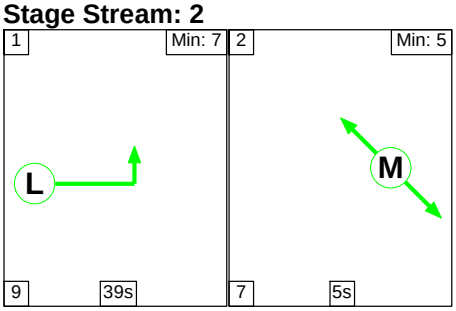
Full Input Data And Results
Scenario 5: '2041 RC AM' (FG3: '2041 RC AM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

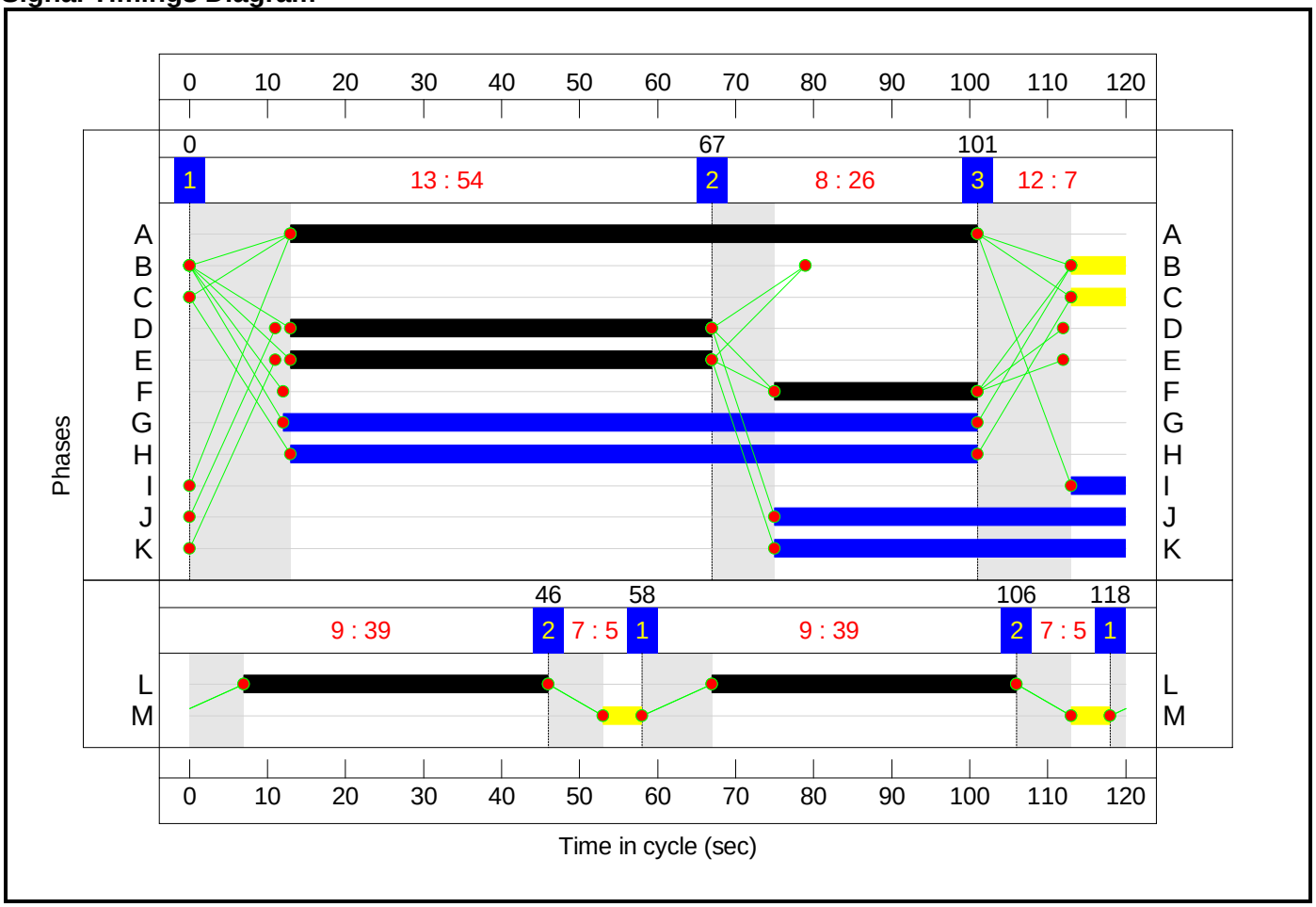
Stage	1	2	3
Duration	54	26	7
Change Point	0	67	101

Stage Stream: 2

Stage	1	2	1	2
Duration	39	5	39	5
Change Point	118	46	58	106

Full Input Data And Results

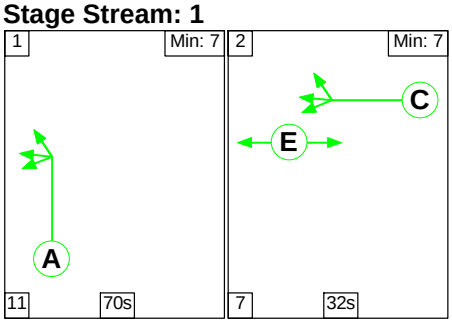
Signal Timings Diagram



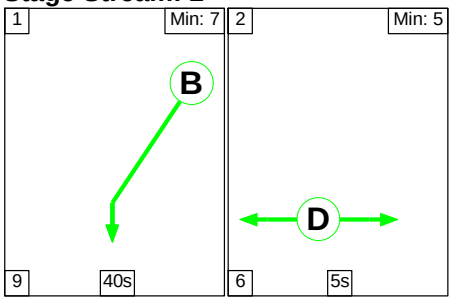
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

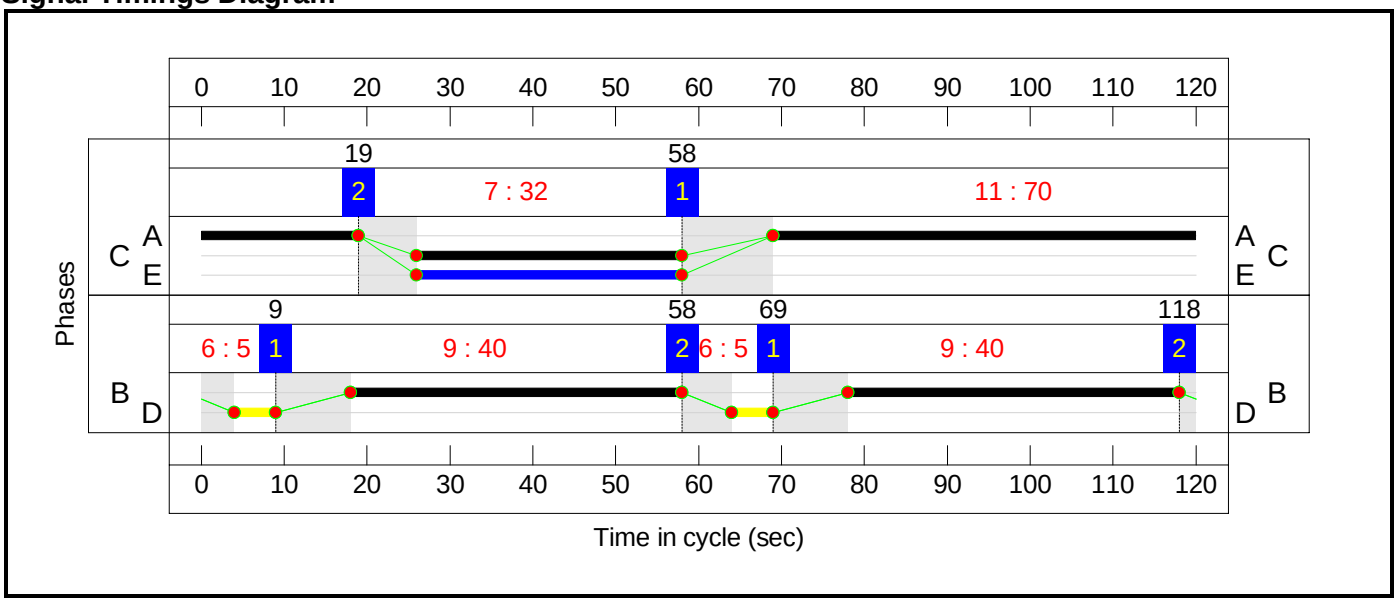
Stage Stream: 1

Stage	1	2
Duration	70	32
Change Point	58	19

Stage Stream: 2

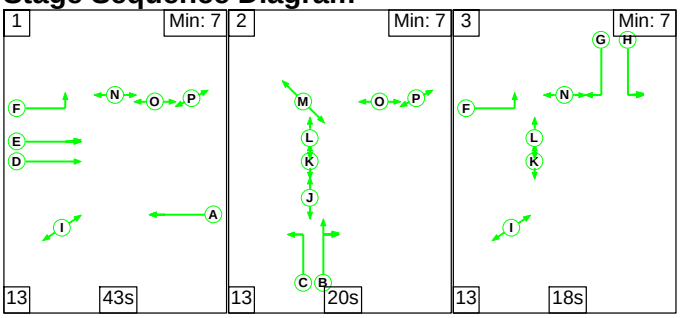
Stage	1	2	1	2
Duration	40	5	40	5
Change Point	69	118	9	58

Signal Timings Diagram



C3

Stage Sequence Diagram

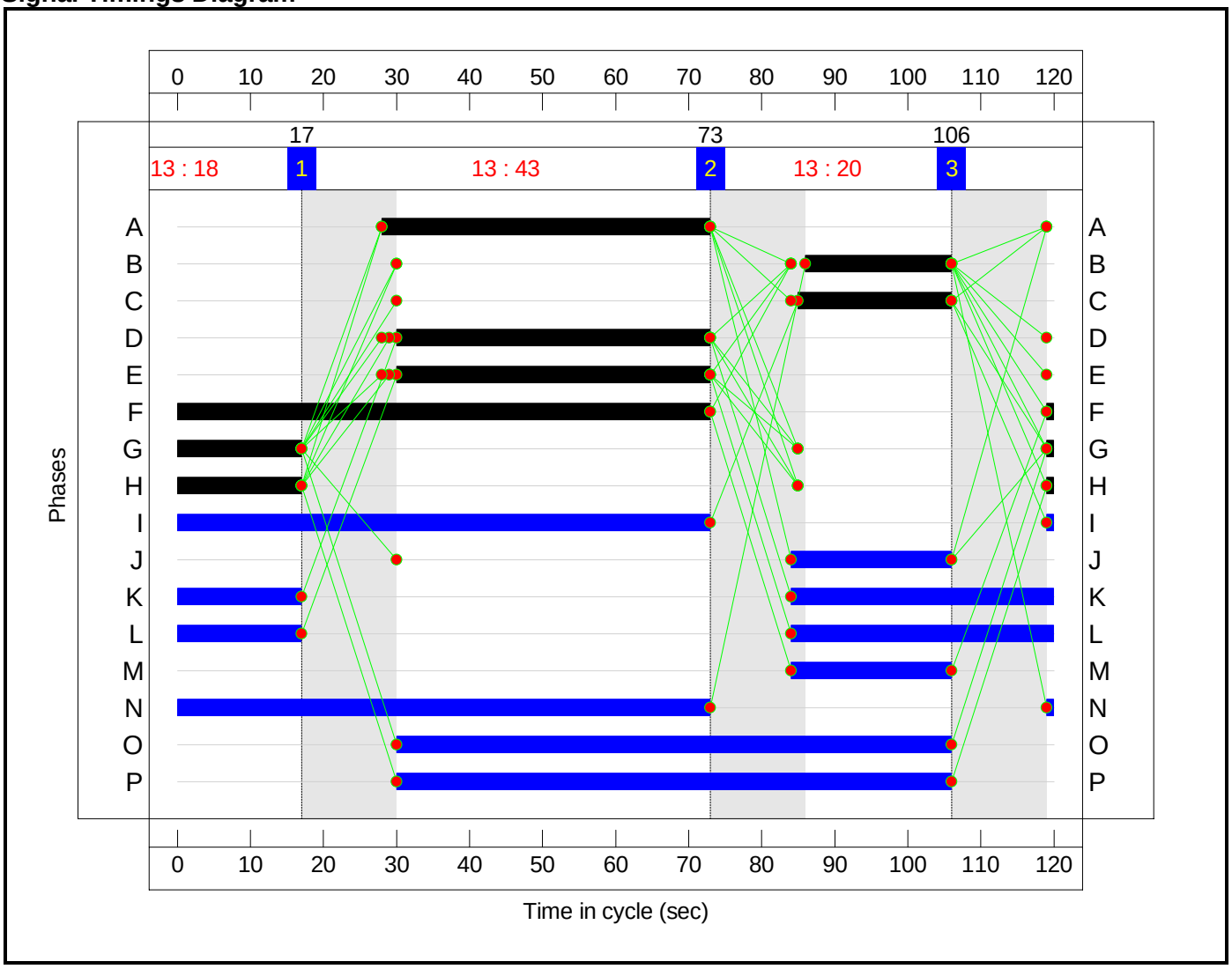


Stage Timings

Stage	1	2	3
Duration	43	20	18
Change Point	17	73	106

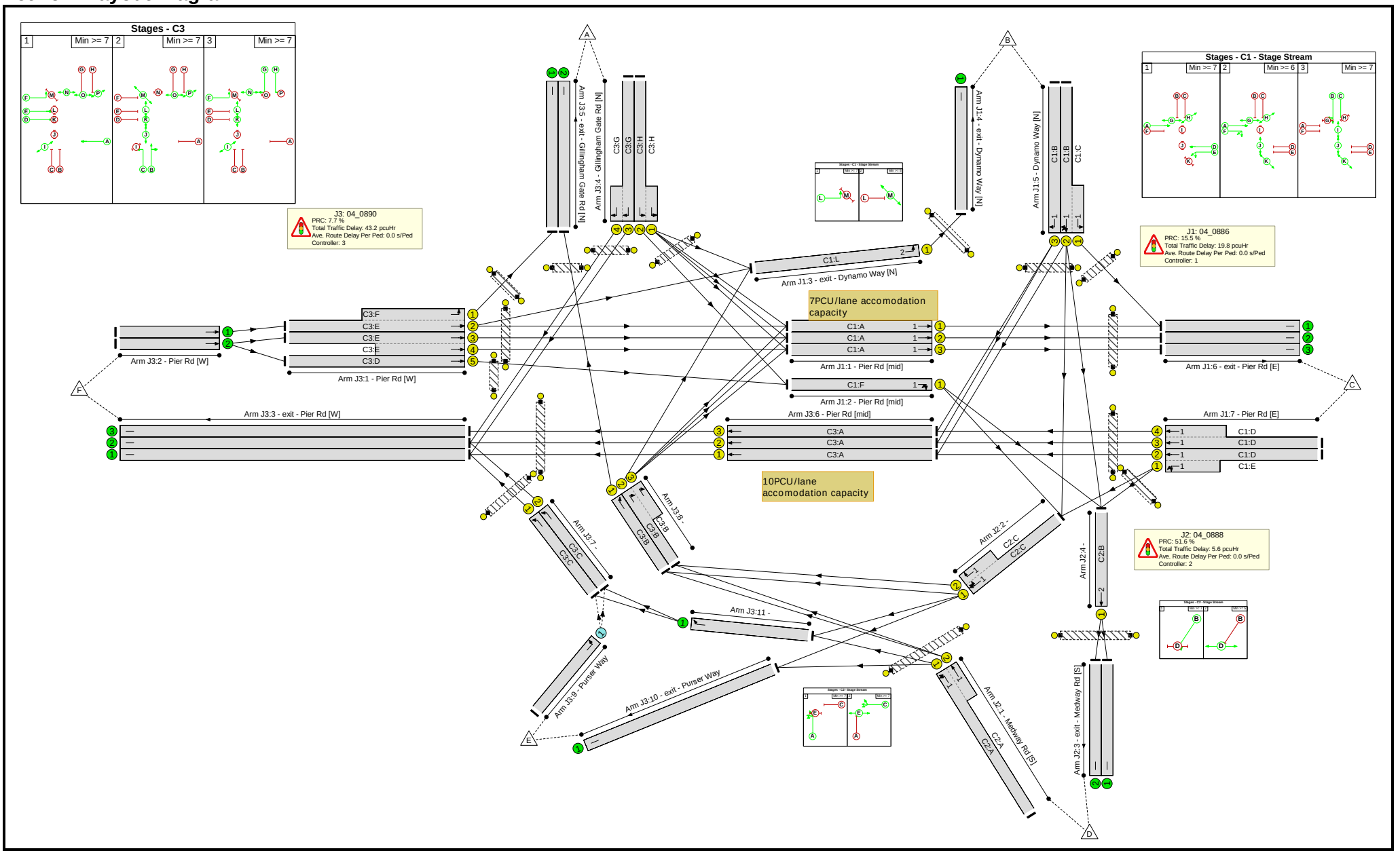
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	15.51	19.79
C1	2	3133.33	0.02
C2	1	51.64	5.22
C2	2	163.96	0.36
C3	1	7.71	43.21
Total Network Delay: 68.59 pcuHr			
Worst PRC: 7.71 % (On Lane J3:1/3 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.6%**
J1: 04_0886	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.9%**
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	508	1940	1439	35.3%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	485	1940	1439	33.7%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	485	1940	1439	33.7%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	26	-	311	1774	399	77.9%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	78	-	36	1940	1293	2.8%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	7	-	36	1871:1940	125+0	28.9 : 0.0%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	7	-	0	1940	129	0.0%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	54	-	774	1940:1894	581+472	73.6 : 73.6%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	54	-	854	1940:1940	567+567	75.3 : 75.3%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	89	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	88	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	7	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	45	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	45	-	0	-	0	0.0%
J2: 04_0888	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.3%**
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	70	-	654	1816:1830	930+172	59.3 : 59.3%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	32	-	242	1841:1841	480+39	46.7 : 46.7%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	80	-	452	1940	1326	34.1%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	32	-	0	-	0	0.0%
J3: 04_0890	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.6%**
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	43:74	-	598	1940:1826	659+137	75.2 : 75.2%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	43	-	894	1940:1940	535+535	83.6 : 83.6%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	43	-	293	1940	711	41.2%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1187	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	857	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	18	-	97	1888:1874	61+269	29.3 : 29.3%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	18	-	314	1739:1687	210+202	76.2 : 76.2%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	213	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	45	-	427	1940	744	57.4%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	45	-	427	1940	744	57.4%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	45	-	427	1940	744	57.4%
7/1	Left	U	N/A	N/A	C3:C		1	21	-	276	1875	344	80.3%
7/2	Left	U	N/A	N/A	C3:C		1	21	-	276	1875	344	80.3%
8/1	Ahead	U	N/A	N/A	C3:B		1	20	-	213	1940	340	62.7%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	20	-	46	1830:1811	162+251	11.1 : 11.1%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	891	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	85	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	74	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	22	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	53	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	53	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	22	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	74	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	76	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	76	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**48.8**	**19.8**	**0.0**	**68.6**	**-**	**-**	**-**	**-**
J1: 04_0886	**-**	**-**	**0**	**0**	**0**	**14.2**	**5.6**	**0.0**	**19.8**	**-**	**-**	**-**	**-**
1/1	508	508	-	-	-	0.0	0.3	-	0.3	2.0	0.2	0.3	0.5
1/2	485	485	-	-	-	0.0	0.3	-	0.3	2.2	0.7	0.3	1.0
1/3	485	485	-	-	-	0.0	0.3	-	0.3	2.2	0.7	0.3	1.0
2/1	311	311	-	-	-	3.2	1.7	-	4.9	57.1	10.4	1.7	12.1
3/1	36	36	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
4/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	36	36	-	-	-	0.5	0.2	-	0.7	73.5	1.1	0.2	1.3
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	774	774	-	-	-	4.9	1.4	-	6.3	29.3	13.7	1.4	15.0
7/3+7/4	854	854	-	-	-	5.4	1.5	-	6.9	29.2	13.3	1.5	14.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	**-**	**-**	**0**	**0**	**0**	**4.2**	**1.4**	**0.0**	**5.6**	**-**	**-**	**-**	**-**
1/1+1/2	654	654	-	-	-	2.7	0.7	-	3.4	18.6	12.3	0.7	13.1

Full Input Data And Results

2/1+2/2	242	242	-	-	-	1.4	0.4	-	1.8	27.4	5.5	0.4	6.0
3/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	452	452	-	-	-	0.1	0.3	-	0.4	2.9	0.6	0.3	0.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	**-**	**-**	**0**	**0**	**0**	**30.4**	**12.8**	**0.0**	**43.2**	**-**	**-**	**-**	**-**
1/2+1/1	598	598	-	-	-	4.7	1.5	-	6.2	37.3	14.4	1.5	15.9
1/3+1/4	894	894	-	-	-	7.8	2.5	-	10.2	41.2	13.5	2.5	16.0
1/5	293	293	-	-	-	2.3	0.3	-	2.7	32.6	7.2	0.3	7.6
2/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1187	1187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	97	97	-	-	-	1.2	0.2	-	1.4	51.8	2.3	0.2	2.5
4/3+4/4	314	314	-	-	-	4.1	1.6	-	5.6	64.6	5.4	1.6	6.9
5/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	427	427	-	-	-	0.7	0.7	-	1.4	11.8	11.0	0.7	11.7
6/2	427	427	-	-	-	0.8	0.7	-	1.4	12.1	11.1	0.7	11.8
6/3	427	427	-	-	-	0.8	0.7	-	1.4	12.1	11.1	0.7	11.8
7/1	276	276	-	-	-	2.5	1.9	-	4.5	58.1	8.1	1.9	10.0
7/2	276	276	-	-	-	2.5	1.9	-	4.5	58.1	8.1	1.9	10.0
8/1	213	213	-	-	-	2.5	0.8	-	3.4	56.9	6.8	0.8	7.6
8/2+8/3	46	46	-	-	-	0.5	0.1	-	0.6	43.2	0.6	0.1	0.7
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	85	85	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

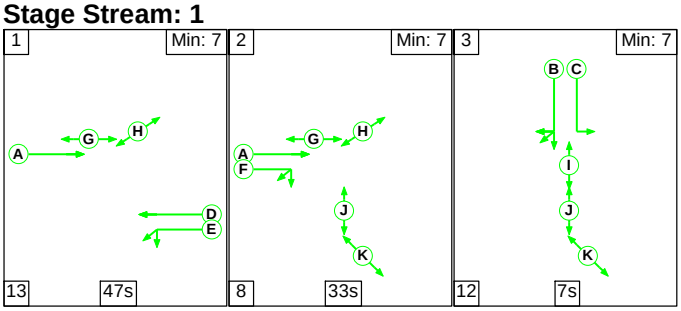
11/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1	PRC for Signalled Lanes (%):	15.5	Total Delay for Signalled Lanes (pcuHr):	19.79	Cycle Time (s):	120
C1	Stream: 2	PRC for Signalled Lanes (%):	3133.3	Total Delay for Signalled Lanes (pcuHr):	0.02	Cycle Time (s):	120
C2	Stream: 1	PRC for Signalled Lanes (%):	51.6	Total Delay for Signalled Lanes (pcuHr):	5.22	Cycle Time (s):	120
C2	Stream: 2	PRC for Signalled Lanes (%):	164.0	Total Delay for Signalled Lanes (pcuHr):	0.36	Cycle Time (s):	120
C3		PRC for Signalled Lanes (%):	7.7	Total Delay for Signalled Lanes (pcuHr):	43.21	Cycle Time (s):	120
		PRC Over All Lanes (%):	7.7	Total Delay Over All Lanes(pcuHr):	68.59		

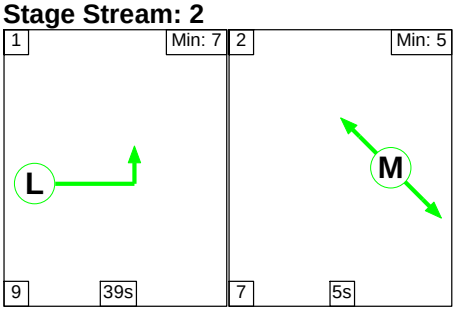
Full Input Data And Results
Scenario 6: '2041 RC PM' (FG4: '2041 RC PM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

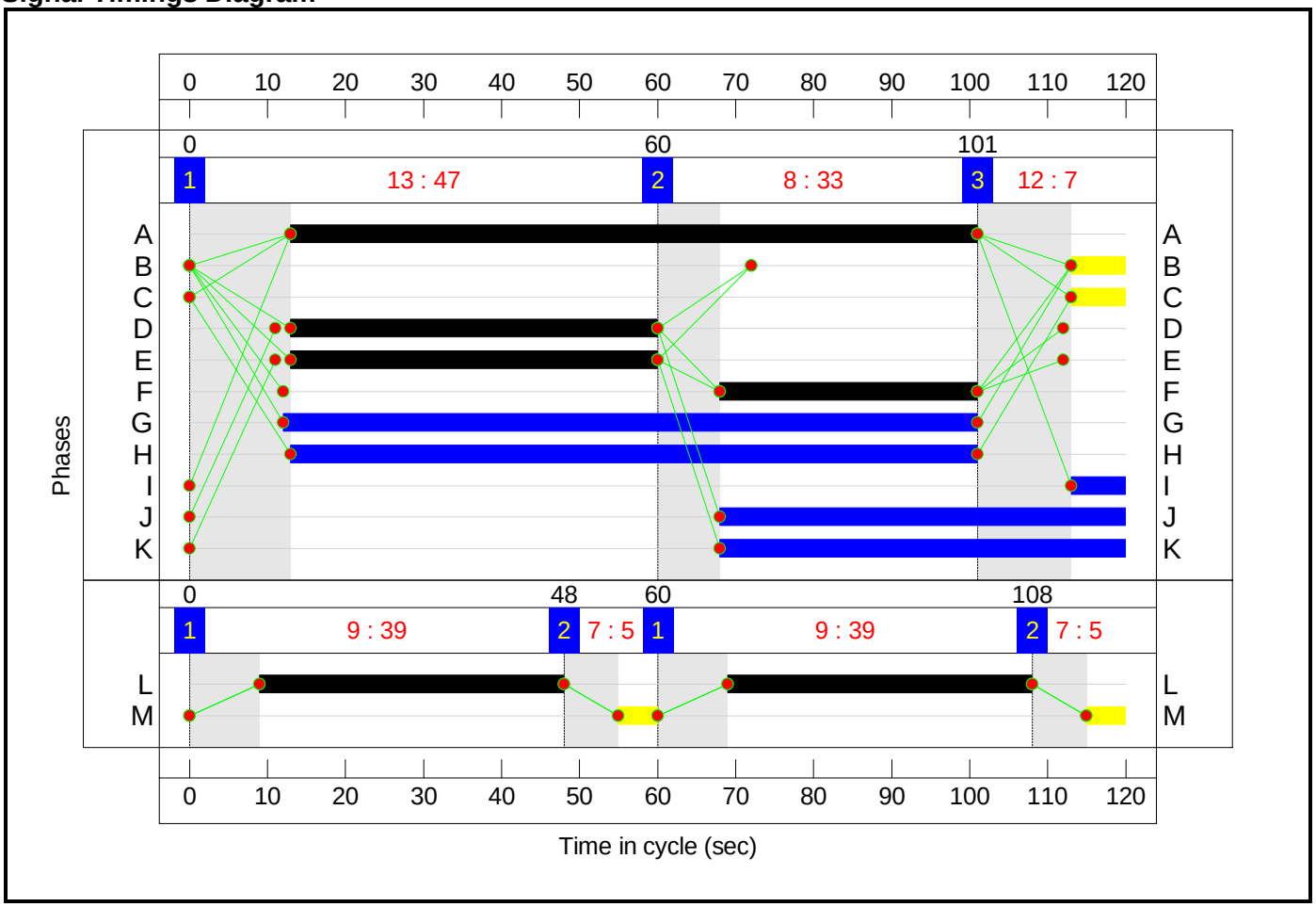
Stage	1	2	3
Duration	47	33	7
Change Point	0	60	101

Stage Stream: 2

Stage	1	2	1	2
Duration	39	5	39	5
Change Point	0	48	60	108

Full Input Data And Results

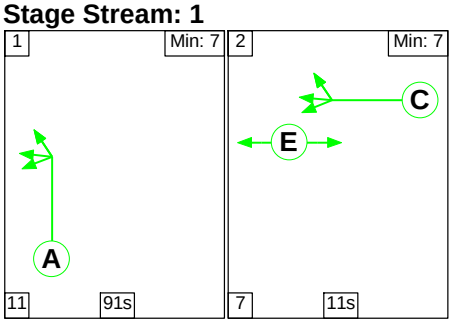
Signal Timings Diagram



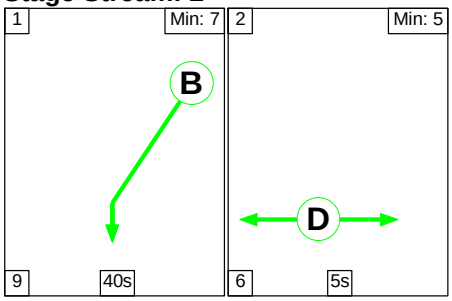
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

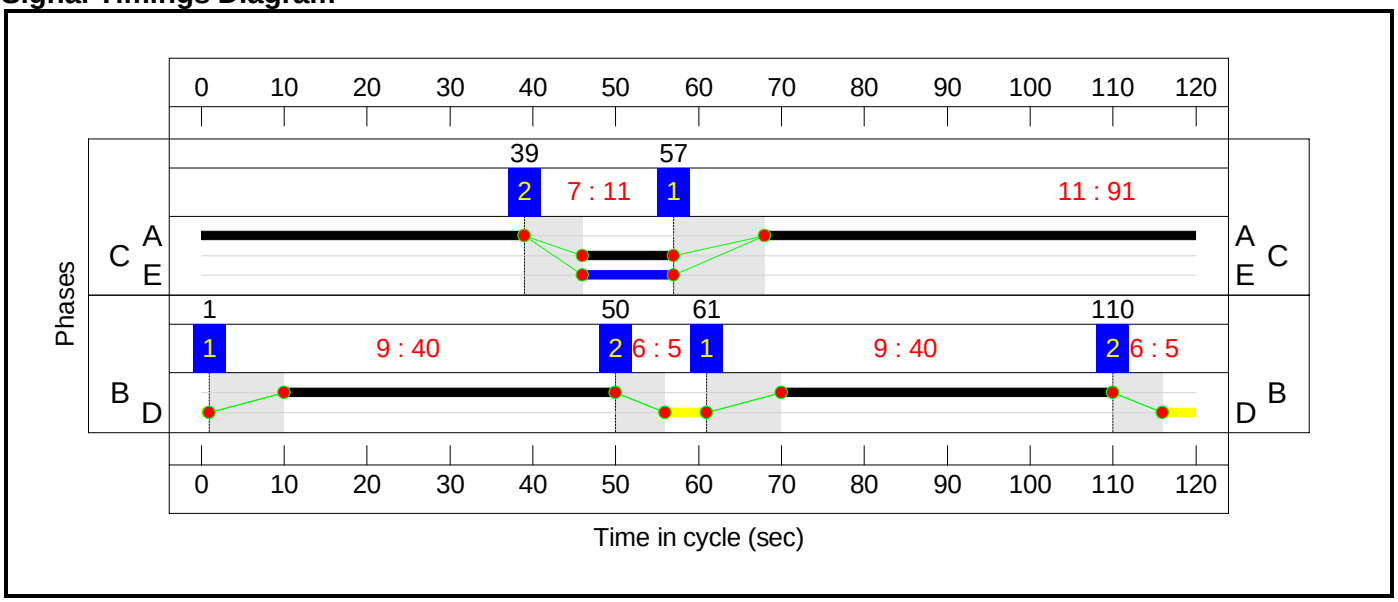
Stage Stream: 1

Stage	1	2
Duration	91	11
Change Point	57	39

Stage Stream: 2

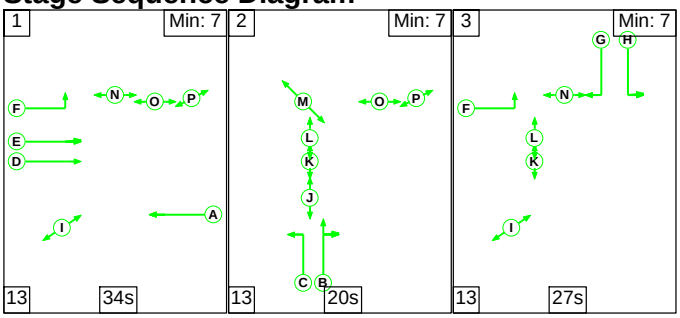
Stage	1	2	1	2
Duration	40	5	40	5
Change Point	1	50	61	110

Signal Timings Diagram



C3

Stage Sequence Diagram

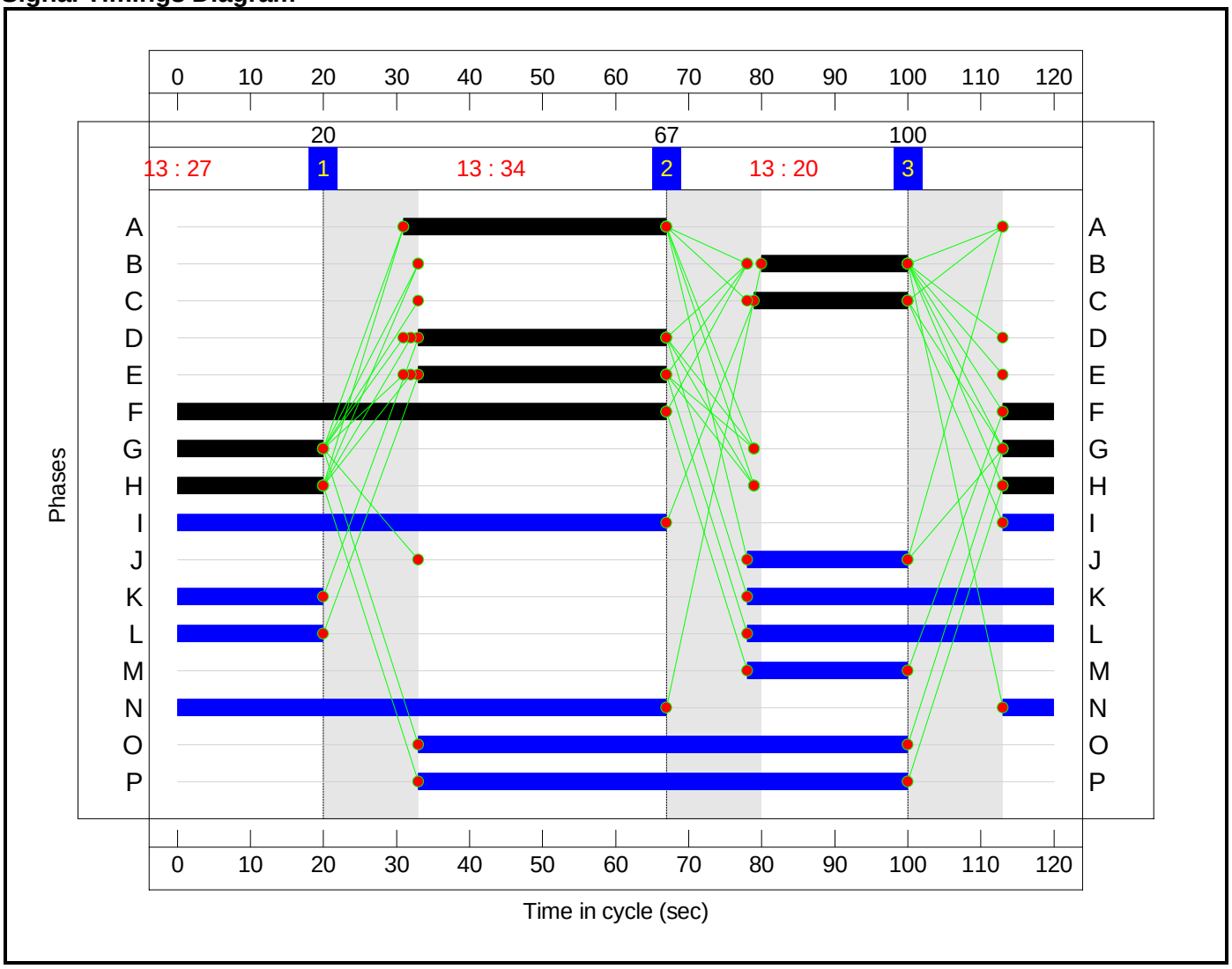


Stage Timings

Stage	1	2	3
Duration	34	20	27
Change Point	20	67	100

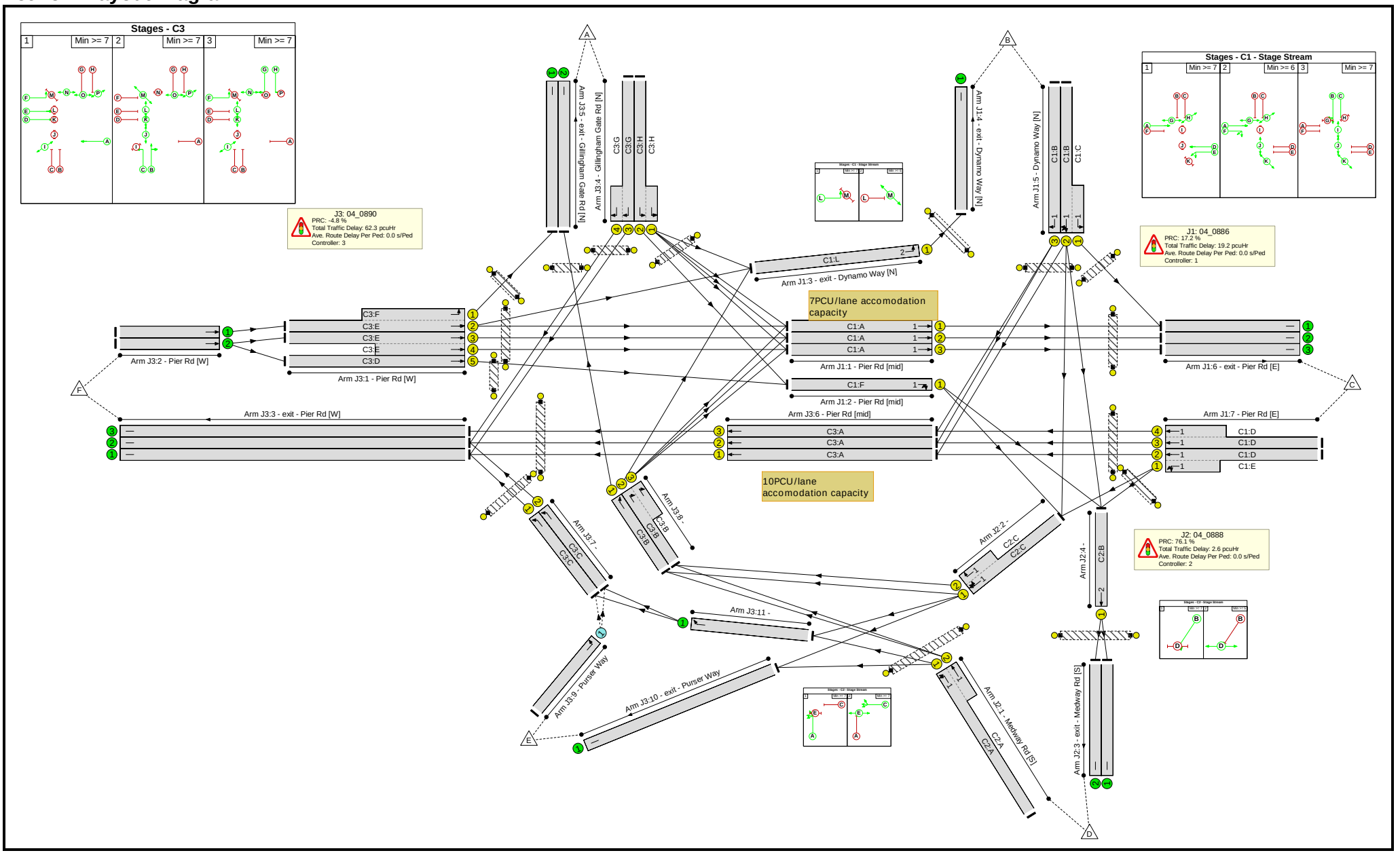
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	17.19	19.24
C1	2	Inf	0.00
C2	1	76.07	2.10
C2	2	92.44	0.54
C3	1	-4.77	62.33
Total Network Delay: 84.21 pcuHr			
Worst PRC: -4.77 % (On Lane J3:4/3 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.3%**
J1: 04_0886	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.8%**
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	512	1940	1439	35.6%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	490	1940	1439	34.1%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	489	1940	1439	34.0%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	33	-	386	1774	503	76.8%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	78	-	0	1940	1293	0.0%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	7	-	0	1940:1940	129+37	0.0 : 0.0%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	7	-	0	1940	129	0.0%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	47	-	671	1940:1860	525+402	72.4 : 72.4%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	47	-	762	1940:1940	510+510	74.6 : 74.6%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	89	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	88	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	7	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	52	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	52	-	0	-	0	0.0%
J2: 04_0888	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.1%**
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	91	-	725	1816:1830	1209+209	51.1 : 51.1%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	11	-	57	1841:1940	184+0	31.0 : 0.0%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	80	-	620	1940	1326	46.8%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	11	-	0	-	0	0.0%
J3: 04_0890	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.3%**
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	34:74	-	524	1940:1826	554+56	85.9 : 85.9%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	34	-	846	1940:1940	462+462	91.5 : 91.5%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	34	-	377	1940	566	66.6%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1223	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	921	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	27	-	112	1888:1856	36+413	24.9 : 24.9%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	27	-	501	1739:1687	286+245	94.3 : 94.3%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	36	-	380	1940	598	63.5%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	36	-	381	1940	598	63.7%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	36	-	381	1940	598	63.7%
7/1	Left	U	N/A	N/A	C3:C		1	21	-	309	1875	344	89.9%
7/2	Left	U	N/A	N/A	C3:C		1	21	-	309	1875	344	89.9%
8/1	Ahead	U	N/A	N/A	C3:B		1	20	-	98	1940	340	28.9%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	20	-	66	1940:1811	0+316	0.0 : 20.9%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	958	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	74	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	22	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	62	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	62	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	22	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	74	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	67	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	67	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**52.8**	**31.4**	**0.0**	**84.2**	**-**	**-**	**-**	**-**
J1: 04_0886	**-**	**-**	**0**	**0**	**0**	**14.1**	**5.2**	**0.0**	**19.2**	**-**	**-**	**-**	**-**
1/1	512	512	-	-	-	0.0	0.3	-	0.3	2.3	0.7	0.3	1.0
1/2	490	490	-	-	-	0.1	0.3	-	0.4	2.6	1.2	0.3	1.5
1/3	489	489	-	-	-	0.1	0.3	-	0.4	2.6	1.2	0.3	1.5
2/1	386	386	-	-	-	3.1	1.6	-	4.7	43.7	12.9	1.6	14.5
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	671	671	-	-	-	5.0	1.3	-	6.3	34.0	12.3	1.3	13.6
7/3+7/4	762	762	-	-	-	5.7	1.5	-	7.2	33.9	11.9	1.5	13.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	**-**	**-**	**0**	**0**	**0**	**1.5**	**1.2**	**0.0**	**2.6**	**-**	**-**	**-**	**-**
1/1+1/2	725	725	-	-	-	1.0	0.5	-	1.5	7.5	7.8	0.5	8.3

Full Input Data And Results

2/1+2/2	57	57	-	-	-	0.4	0.2	-	0.6	37.6	1.8	0.2	2.0
3/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	620	620	-	-	-	0.1	0.4	-	0.5	3.1	1.0	0.4	1.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	**-**	**-**	**0**	**0**	**0**	**37.3**	**25.0**	**0.0**	**62.3**	**-**	**-**	**-**	**-**
1/2+1/1	524	524	-	-	-	5.4	2.9	-	8.3	56.8	15.1	2.9	18.0
1/3+1/4	846	846	-	-	-	9.1	4.8	-	13.9	59.0	15.0	4.8	19.8
1/5	377	377	-	-	-	3.9	1.0	-	4.9	46.8	11.0	1.0	12.0
2/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1223	1223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	112	112	-	-	-	1.2	0.2	-	1.3	42.6	2.8	0.2	2.9
4/3+4/4	501	501	-	-	-	6.0	5.9	-	11.9	85.6	12.4	5.9	18.4
5/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	380	380	-	-	-	0.9	0.9	-	1.8	16.9	10.9	0.9	11.8
6/2	381	381	-	-	-	0.9	0.9	-	1.8	17.2	10.9	0.9	11.8
6/3	381	381	-	-	-	0.9	0.9	-	1.8	17.2	10.9	0.9	11.8
7/1	309	309	-	-	-	3.7	3.7	-	7.4	85.8	10.0	3.7	13.7
7/2	309	309	-	-	-	3.7	3.7	-	7.4	85.8	10.0	3.7	13.7
8/1	98	98	-	-	-	0.9	0.2	-	1.1	39.4	3.0	0.2	3.2
8/2+8/3	66	66	-	-	-	0.7	0.1	-	0.8	45.9	1.8	0.1	1.9
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

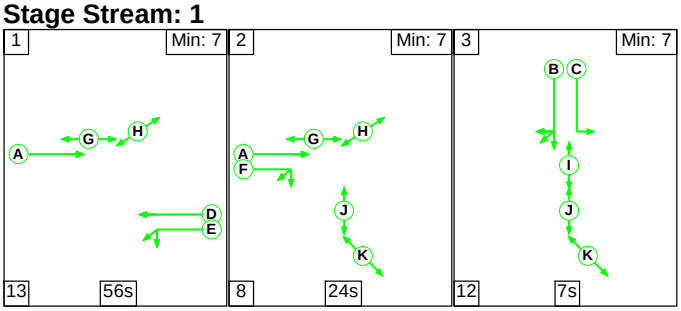
11/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	17.2	Total Delay for Signalled Lanes (pcuHr):	19.24	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120
C2	Stream: 1 PRC for Signalled Lanes (%):	76.1	Total Delay for Signalled Lanes (pcuHr):	2.10	Cycle Time (s):	120
C2	Stream: 2 PRC for Signalled Lanes (%):	92.4	Total Delay for Signalled Lanes (pcuHr):	0.54	Cycle Time (s):	120
C3	PRC for Signalled Lanes (%):	-4.8	Total Delay for Signalled Lanes (pcuHr):	62.33	Cycle Time (s):	120
	PRC Over All Lanes (%):	-4.8	Total Delay Over All Lanes(pcuHr):	84.21		

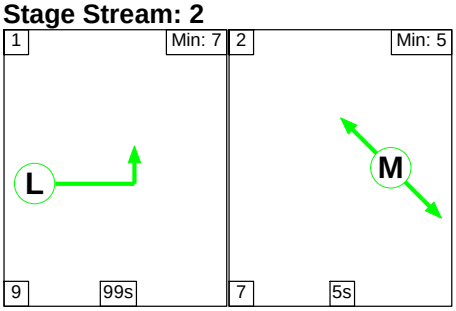
Full Input Data And Results
Scenario 7: '2023 Base AM' (FG5: '2023 Base AM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

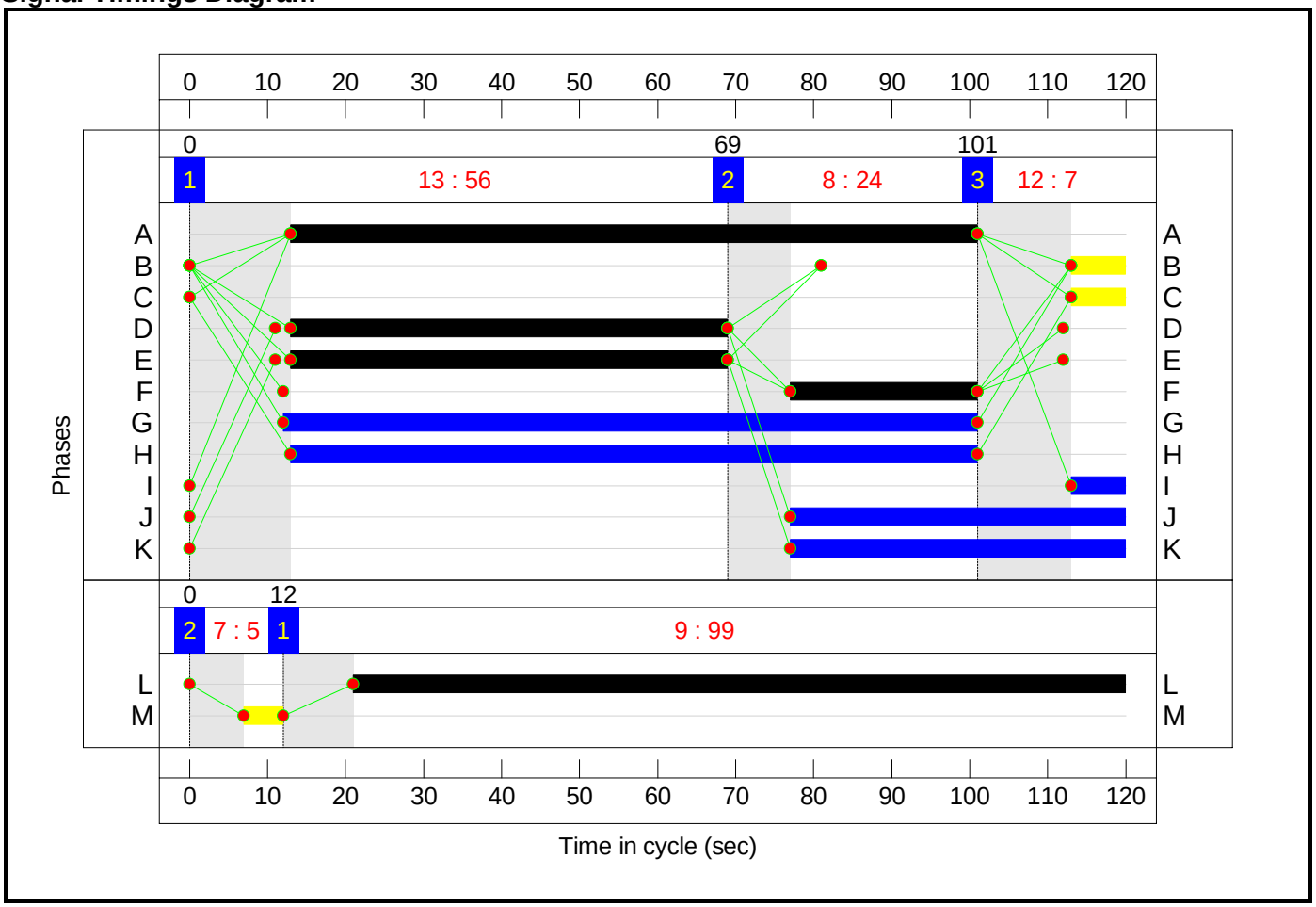
Stage	1	2	3
Duration	56	24	7
Change Point	0	69	101

Stage Stream: 2

Stage	1	2
Duration	99	5
Change Point	12	0

Full Input Data And Results

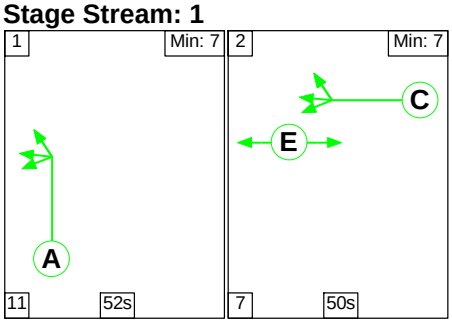
Signal Timings Diagram



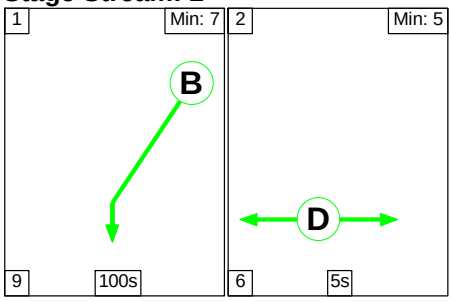
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

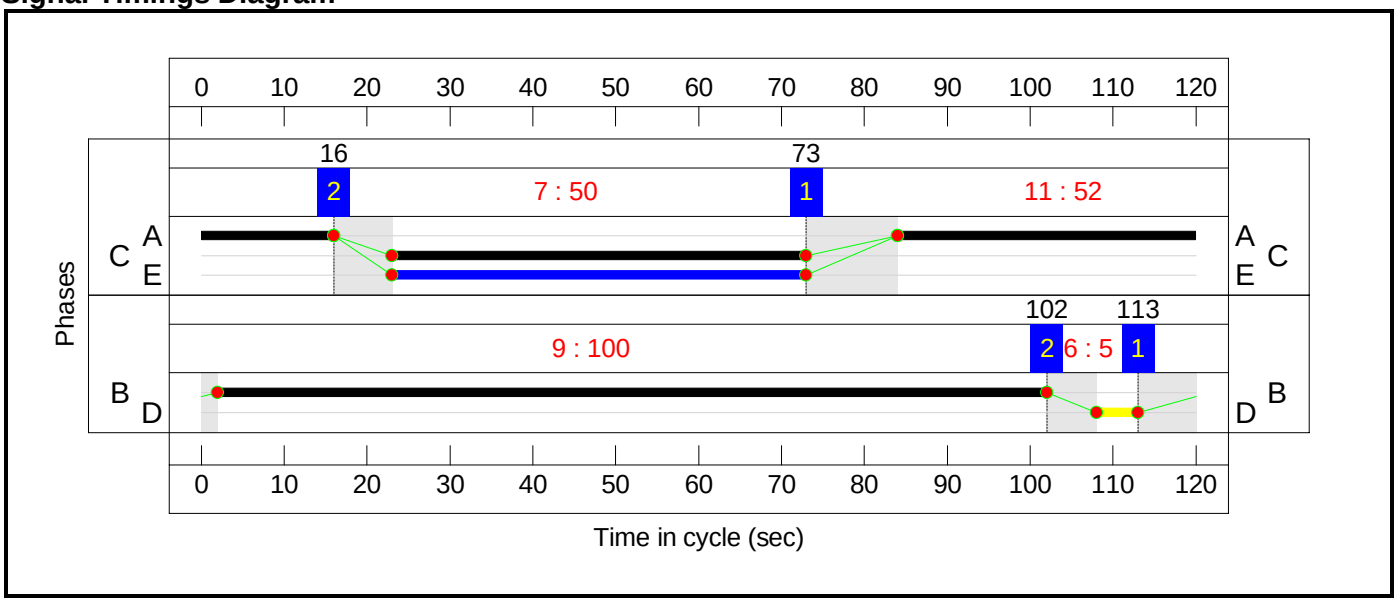
Stage Stream: 1

Stage	1	2
Duration	52	50
Change Point	73	16

Stage Stream: 2

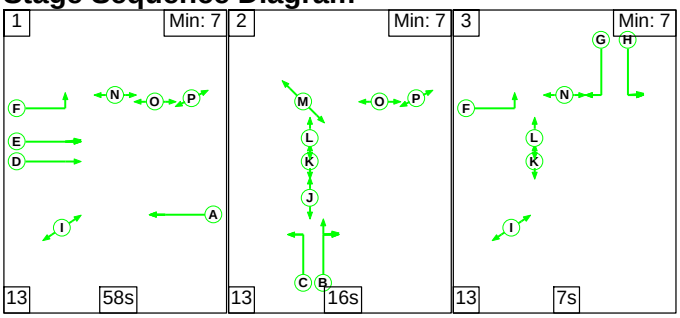
Stage	1	2
Duration	100	5
Change Point	113	102

Signal Timings Diagram



C3

Stage Sequence Diagram

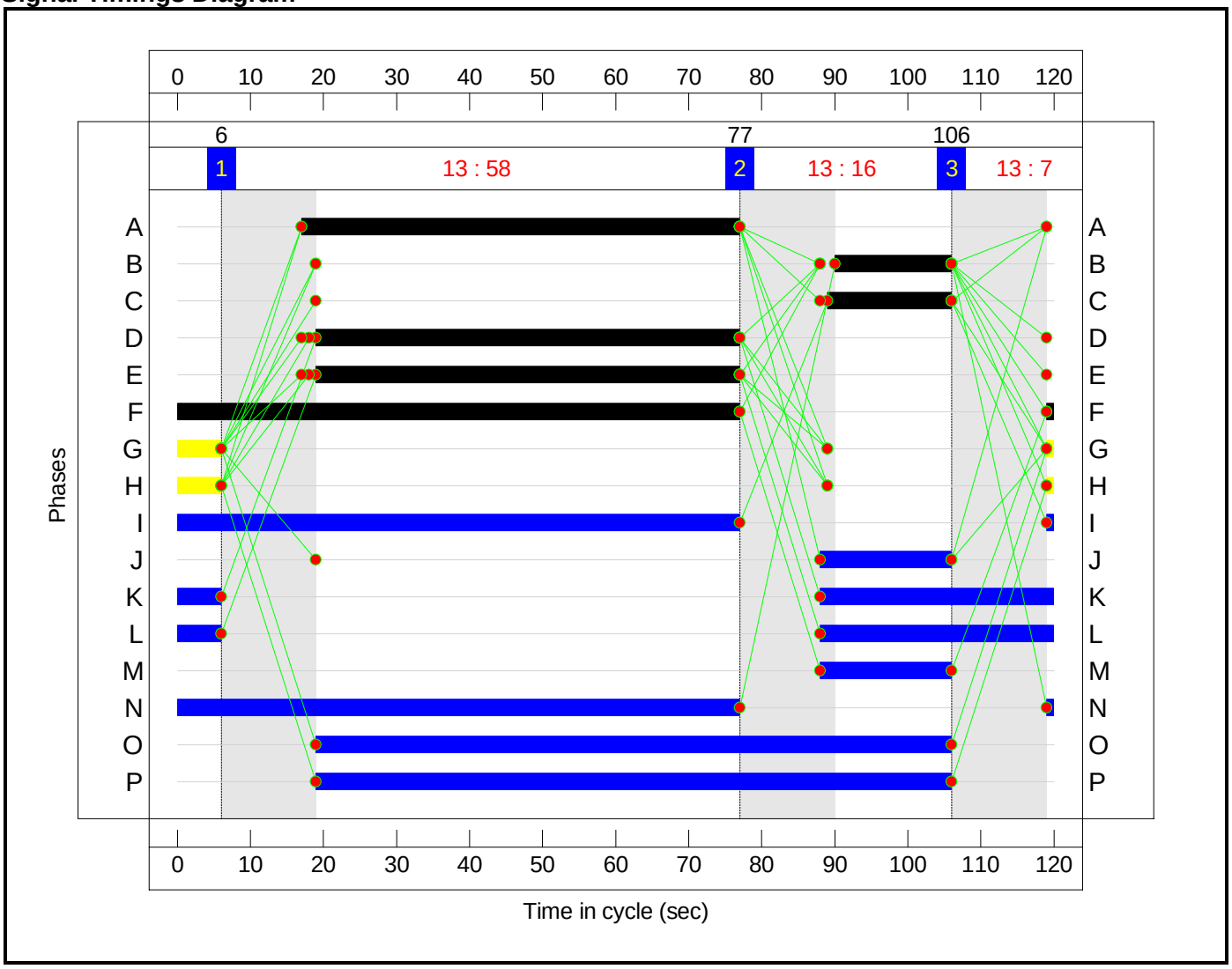


Stage Timings

Stage	1	2	3
Duration	58	16	7
Change Point	6	77	106

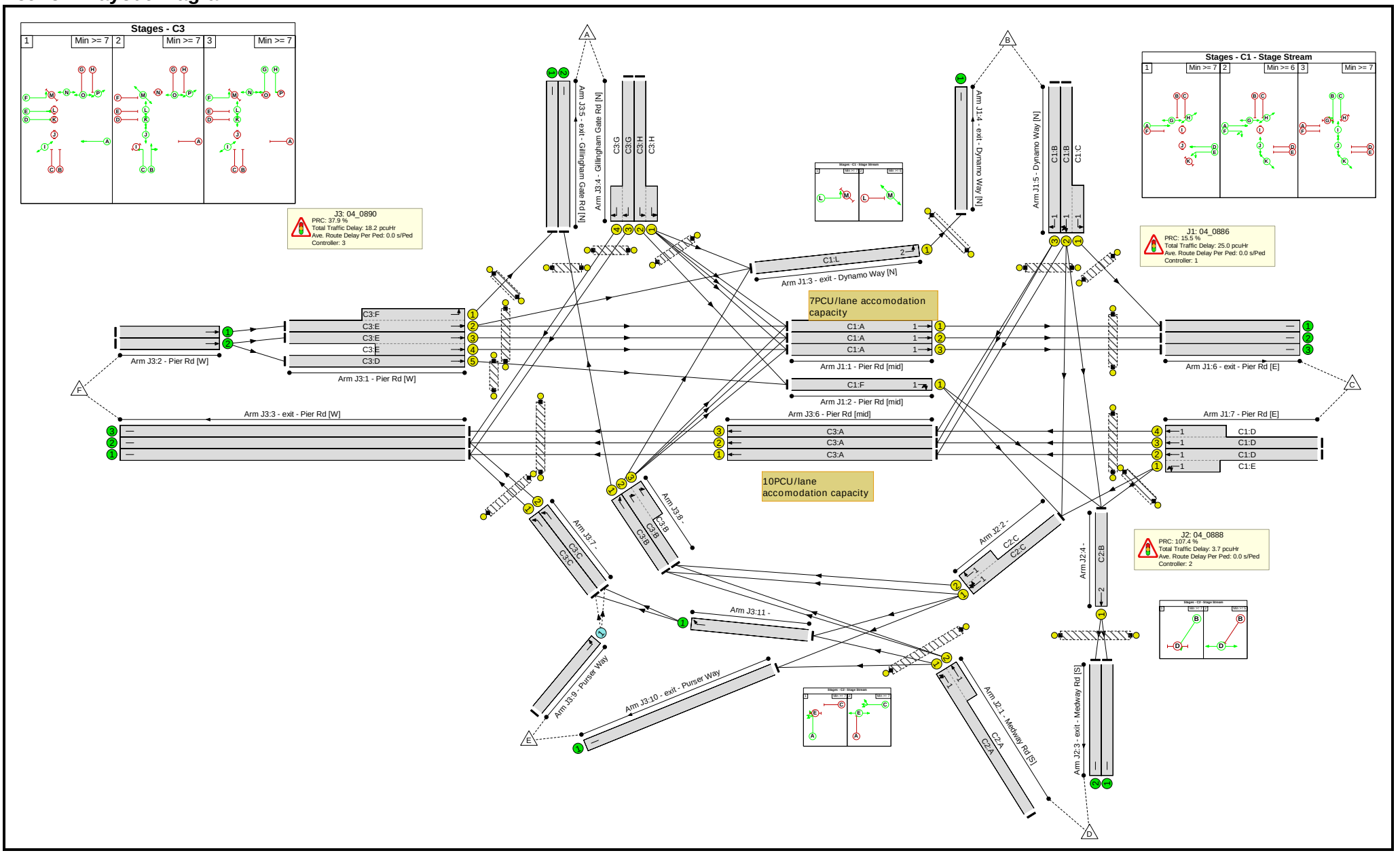
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	15.45	24.87
C1	2	561.36	0.09
C2	1	107.44	3.38
C2	2	150.78	0.34
C3	1	37.91	18.17
Total Network Delay: 46.86 pcuHr			
Worst PRC: 15.45 % (On Lane J1:7/2 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.0%**
J1: 04_0886	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.0%**
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	253	1940	1439	17.6%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	347	1940	1439	24.1%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	347	1940	1439	24.1%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	24	-	282	1774	370	76.3%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		1	99	-	220	1940	1617	13.6%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	7	-	126	1877:1877	125+63	67.1 : 67.1%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	7	-	58	1774	118	49.0%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	56	-	872	1940:1877	558+561	78.0 : 78.0%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	56	-	899	1940:1940	584+582	77.1 : 77.1%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	89	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	88	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	7	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	43	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	43	-	0	-	0	0.0%
J2: 04_0888	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**43.4%**
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	52	-	409	1816:1830	454+489	43.4 : 43.4%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	50	-	189	1841:1841	594+256	22.2 : 22.2%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		1	100	-	586	1940	1633	35.9%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	50	-	0	-	0	0.0%
J3: 04_0890	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.3%**
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	58:78	-	419	1940:1826	786+330	37.6 : 37.6%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	58	-	580	1940:1940	656+656	44.2 : 44.2%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	58	-	256	1940	954	26.8%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	7	-	66	1888:1864	81+124	32.2 : 32.2%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	7	-	101	1739:1687	116+112	44.0 : 44.5%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	124	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	60	-	463	1940	986	46.9%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	60	-	479	1940	986	48.6%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	60	-	478	1940	986	48.5%
7/1	Left	U	N/A	N/A	C3:C		1	17	-	99	1875	281	35.2%
7/2	Left	U	N/A	N/A	C3:C		1	17	-	98	1875	281	34.8%
8/1	Ahead	U	N/A	N/A	C3:B		1	16	-	68	1940	275	24.7%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	16	-	252	1830:1811	179+207	65.3 : 65.3%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	18	1798	1251	1.4%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	78	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	18	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	38	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	38	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	18	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	78	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	87	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	87	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**18**	**0**	**0**	**34.6**	**12.3**	**0.0**	**46.9**	**-**	**-**	**-**	**-**
J1: 04_0886	**-**	**-**	**0**	**0**	**0**	**18.0**	**6.9**	**0.0**	**25.0**	**-**	**-**	**-**	**-**
1/1	253	253	-	-	-	0.3	0.1	-	0.4	5.4	1.5	0.1	1.6
1/2	347	347	-	-	-	0.3	0.2	-	0.4	4.5	1.5	0.2	1.7
1/3	347	347	-	-	-	0.3	0.2	-	0.4	4.5	1.5	0.2	1.7
2/1	282	282	-	-	-	3.6	1.6	-	5.1	65.7	9.4	1.6	11.0
3/1	220	220	-	-	-	0.0	0.1	-	0.1	1.5	0.2	0.1	0.2
4/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	126	126	-	-	-	1.9	1.0	-	2.9	82.6	2.7	1.0	3.7
5/3	58	58	-	-	-	0.9	0.5	-	1.3	83.5	1.9	0.5	2.3
6/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	872	872	-	-	-	5.4	1.7	-	7.1	29.4	15.1	1.7	16.8
7/3+7/4	899	899	-	-	-	5.5	1.7	-	7.1	28.6	14.4	1.7	16.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	**-**	**-**	**0**	**0**	**0**	**2.9**	**0.8**	**0.0**	**3.7**	**-**	**-**	**-**	**-**
1/1+1/2	409	409	-	-	-	2.4	0.4	-	2.8	24.4	4.4	0.4	4.8

Full Input Data And Results

2/1+2/2	189	189	-	-	-	0.5	0.1	-	0.6	11.4	1.7	0.1	1.8
3/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	586	586	-	-	-	0.1	0.3	-	0.3	2.1	1.8	0.3	2.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	**-**	**-**	**18**	**0**	**0**	**13.6**	**4.5**	**0.0**	**18.2**	**-**	**-**	**-**	**-**
1/2+1/1	419	419	-	-	-	1.8	0.3	-	2.1	17.7	5.8	0.3	6.1
1/3+1/4	580	580	-	-	-	2.9	0.4	-	3.3	20.7	5.7	0.4	6.1
1/5	256	256	-	-	-	1.3	0.2	-	1.5	20.4	5.0	0.2	5.2
2/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	66	66	-	-	-	1.0	0.2	-	1.2	66.2	1.3	0.2	1.5
4/3+4/4	101	101	-	-	-	1.5	0.4	-	1.9	67.9	1.6	0.4	2.0
5/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	463	463	-	-	-	0.2	0.4	-	0.6	4.7	1.0	0.4	1.5
6/2	479	479	-	-	-	0.2	0.5	-	0.6	4.9	1.1	0.5	1.6
6/3	478	478	-	-	-	0.2	0.5	-	0.6	4.9	1.1	0.5	1.6
7/1	99	99	-	-	-	0.9	0.3	-	1.1	40.8	1.3	0.3	1.6
7/2	98	98	-	-	-	0.8	0.3	-	1.1	40.8	1.3	0.3	1.6
8/1	68	68	-	-	-	0.8	0.2	-	0.9	49.4	1.9	0.2	2.1
8/2+8/3	252	252	-	-	-	2.2	0.9	-	3.1	44.8	3.1	0.9	4.1
9/1	18	18	18	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
10/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

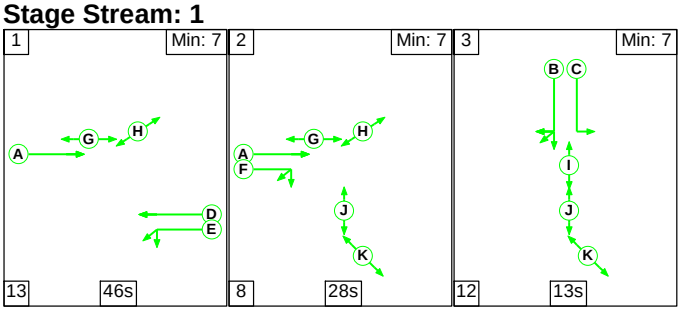
11/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1	PRC for Signalled Lanes (%):	15.5	Total Delay for Signalled Lanes (pcuHr):	24.87	Cycle Time (s):	120
C1	Stream: 2	PRC for Signalled Lanes (%):	561.4	Total Delay for Signalled Lanes (pcuHr):	0.09	Cycle Time (s):	120
C2	Stream: 1	PRC for Signalled Lanes (%):	107.4	Total Delay for Signalled Lanes (pcuHr):	3.38	Cycle Time (s):	120
C2	Stream: 2	PRC for Signalled Lanes (%):	150.8	Total Delay for Signalled Lanes (pcuHr):	0.34	Cycle Time (s):	120
C3		PRC for Signalled Lanes (%):	37.9	Total Delay for Signalled Lanes (pcuHr):	18.17	Cycle Time (s):	120
		PRC Over All Lanes (%):	15.5	Total Delay Over All Lanes(pcuHr):	46.86		

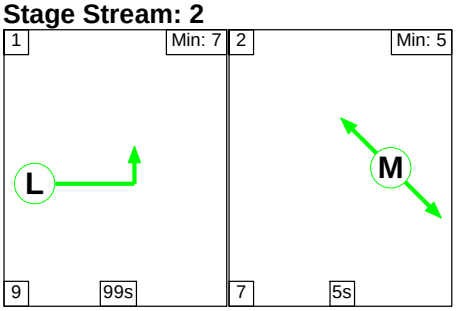
Full Input Data And Results
Scenario 8: '2023 Base PM' (FG6: '2023 Base PM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

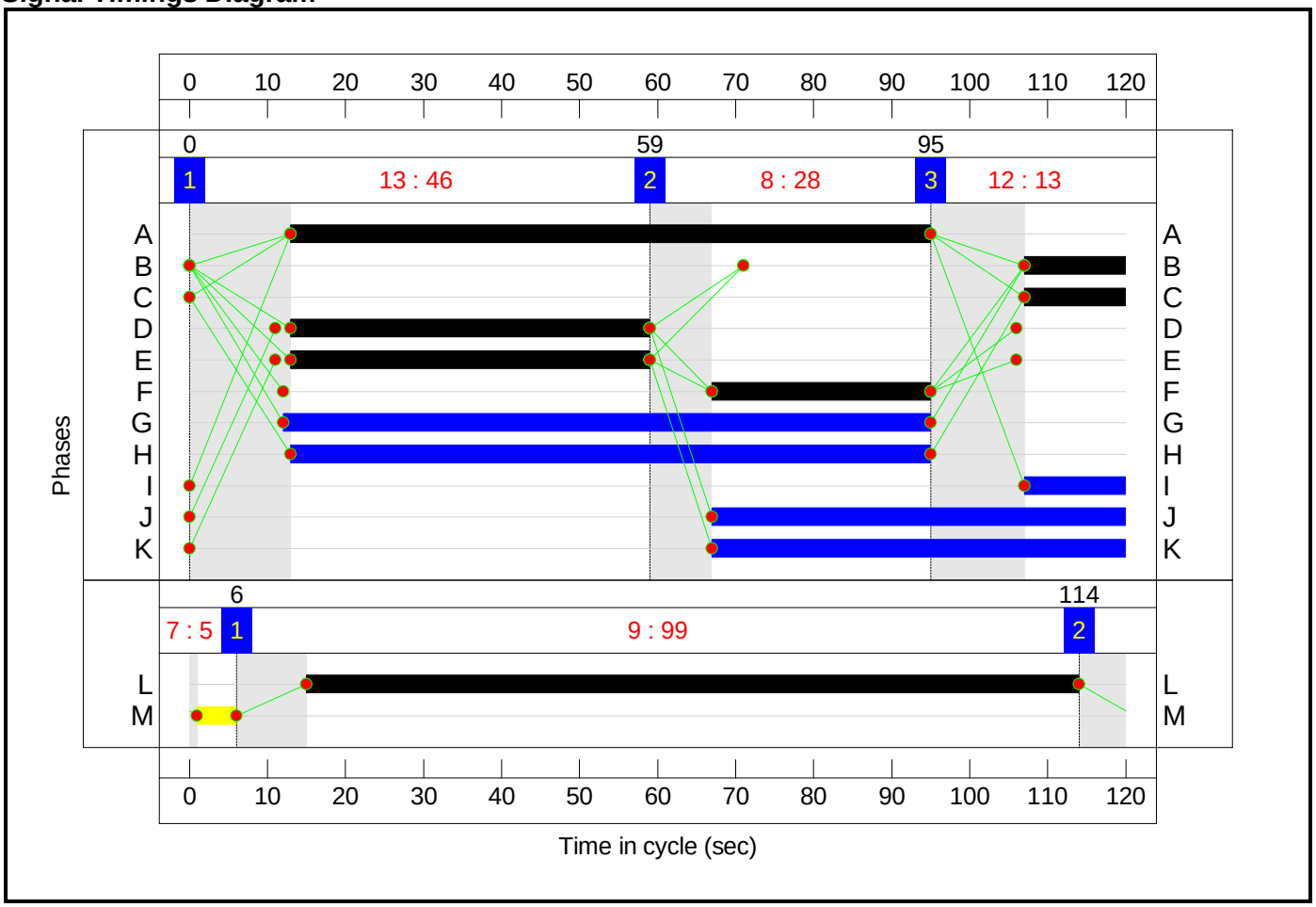
Stage	1	2	3
Duration	46	28	13
Change Point	0	59	95

Stage Stream: 2

Stage	1	2
Duration	99	5
Change Point	6	114

Full Input Data And Results

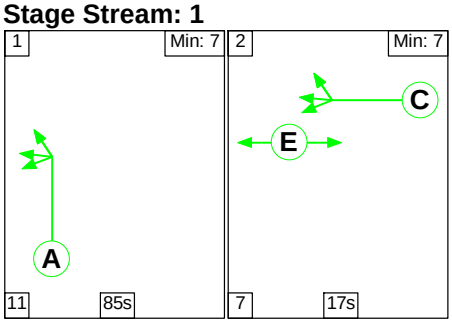
Signal Timings Diagram



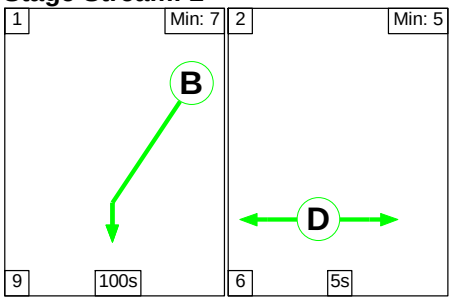
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

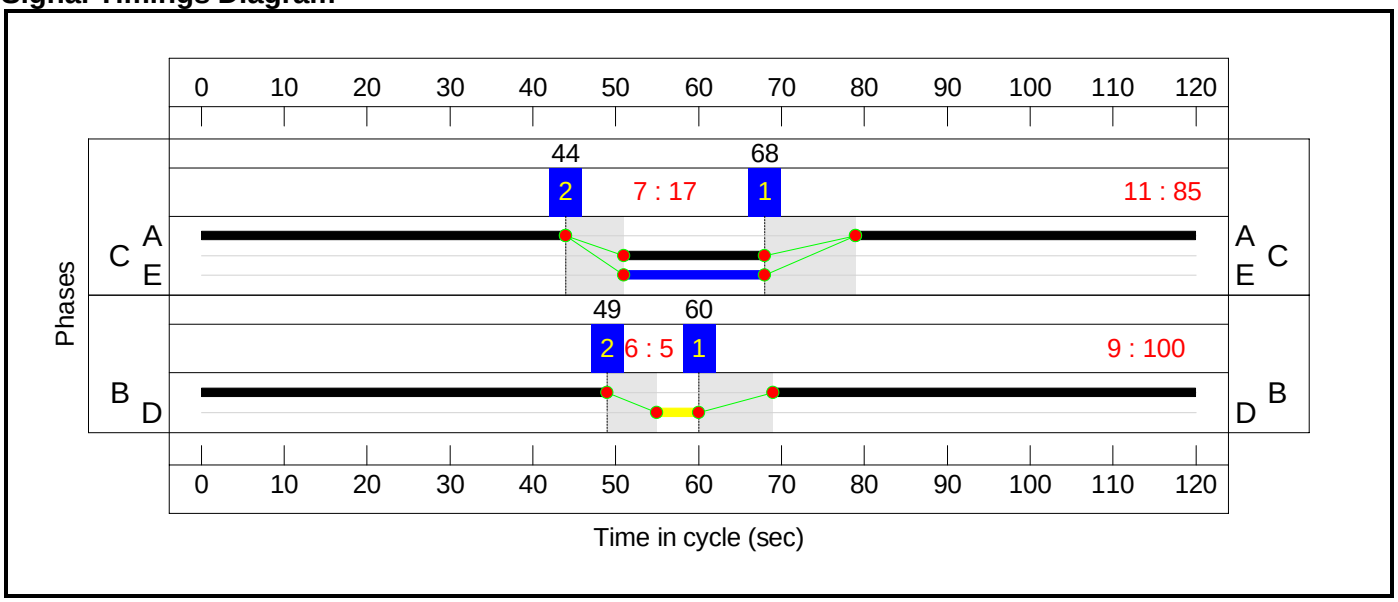
Stage Stream: 1

Stage	1	2
Duration	85	17
Change Point	68	44

Stage Stream: 2

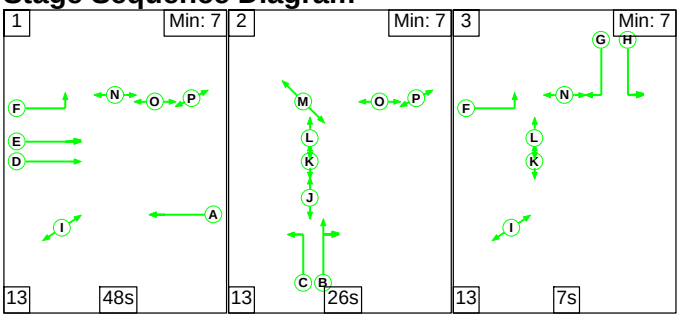
Stage	1	2
Duration	100	5
Change Point	60	49

Signal Timings Diagram



C3

Stage Sequence Diagram

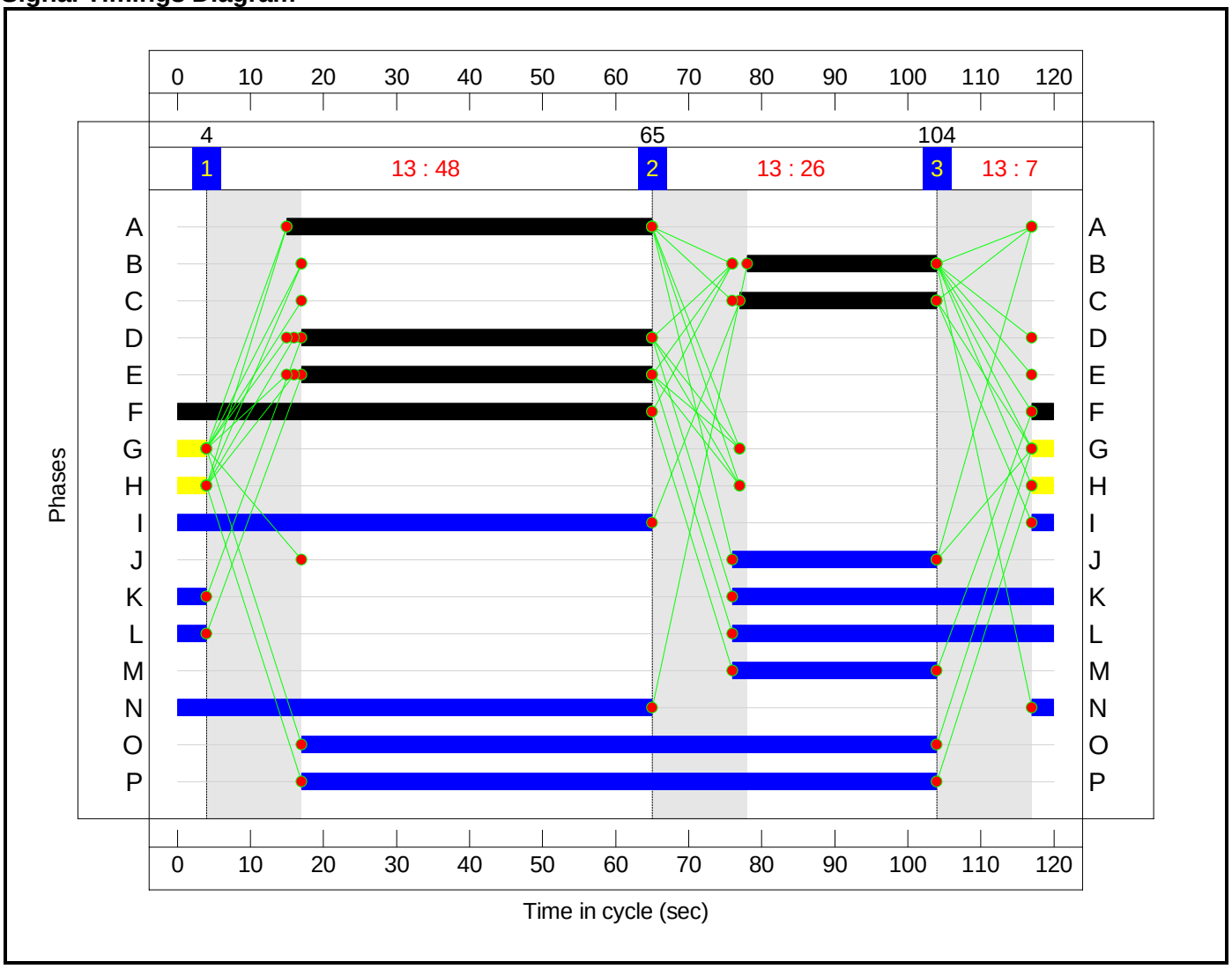


Stage Timings

Stage	1	2	3
Duration	48	26	7
Change Point	4	65	104

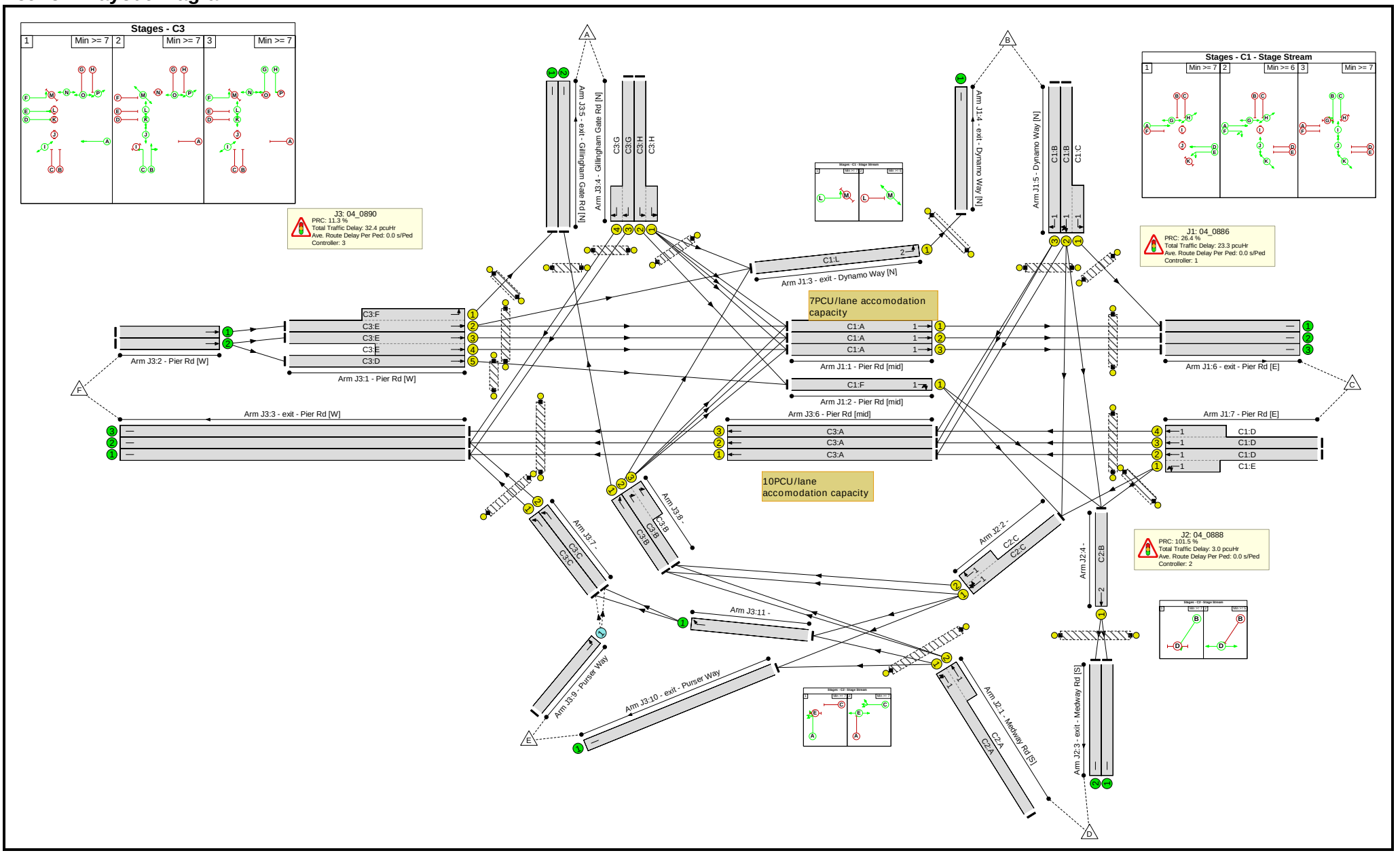
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	26.45	23.17
C1	2	278.91	0.18
C2	1	101.47	2.64
C2	2	150.35	0.36
C3	1	11.27	32.40
Total Network Delay: 58.77 pcuHr			
Worst PRC: 11.27 % (On Lane J3:8/2 in Stream 1)			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**
J1: 04_0886	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.2%**
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	82	-	420	1940	1342	31.3%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	82	-	564	1940	1342	42.0%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	82	-	564	1940	1342	42.0%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	28	-	302	1774	429	70.4%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		1	99	-	384	1940	1617	23.8%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	13	-	264	1916:1877	171+200	71.2 : 71.2%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	13	-	99	1774	207	47.8%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	46	-	569	1940:1875	446+494	60.6 : 60.6%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	46	-	562	1940:1940	502+502	55.9 : 55.9%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	83	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	82	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	13	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	53	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	53	-	0	-	0	0.0%
J2: 04_0888	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.7%**
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	85	-	626	1816:1830	546+855	44.7 : 44.7%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	17	-	125	1841:1841	214+217	29.0 : 29.0%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		1	100	-	587	1940	1633	35.9%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	17	-	0	-	0	0.0%
J3: 04_0890	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	48:68	-	584	1940:1826	746+103	68.8 : 68.8%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	48	-	928	1940:1940	575+575	80.6 : 80.6%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	48	-	275	1940	792	34.7%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1203	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	7	-	100	1888:1868	46+125	58.6 : 58.6%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	7	-	113	1739:1687	116+112	49.2 : 49.8%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	71	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	50	-	281	1940	825	34.1%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	50	-	331	1940	825	40.1%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	50	-	330	1940	825	40.0%
7/1	Left	U	N/A	N/A	C3:C		1	27	-	140	1875	438	32.0%
7/2	Left	U	N/A	N/A	C3:C		1	27	-	139	1875	438	31.8%
8/1	Ahead	U	N/A	N/A	C3:B		1	26	-	51	1940	437	11.7%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	26	-	418	1830:1811	218+299	80.9 : 80.9%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	48	1798	1189	4.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	68	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	28	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	48	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	48	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	28	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	68	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	87	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	87	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**48**	**0**	**0**	**44.4**	**14.3**	**0.0**	**58.8**	**-**	**-**	**-**	**-**
J1: 04_0886	**-**	**-**	**0**	**0**	**0**	**18.0**	**5.3**	**0.0**	**23.3**	**-**	**-**	**-**	**-**
1/1	420	420	-	-	-	0.4	0.2	-	0.7	5.6	2.2	0.2	2.4
1/2	564	564	-	-	-	0.4	0.4	-	0.8	5.0	2.1	0.4	2.4
1/3	564	564	-	-	-	0.4	0.4	-	0.8	5.0	2.1	0.4	2.4
2/1	302	302	-	-	-	3.5	1.2	-	4.7	55.5	10.1	1.2	11.2
3/1	384	384	-	-	-	0.0	0.2	-	0.2	1.7	0.4	0.2	0.5
4/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	264	264	-	-	-	3.7	1.2	-	4.9	66.8	4.5	1.2	5.7
5/3	99	99	-	-	-	1.4	0.5	-	1.8	66.1	3.1	0.5	3.5
6/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	569	569	-	-	-	4.1	0.8	-	4.9	31.0	7.3	0.8	8.1
7/3+7/4	562	562	-	-	-	4.1	0.6	-	4.7	30.0	6.6	0.6	7.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	**-**	**-**	**0**	**0**	**0**	**2.1**	**0.9**	**0.0**	**3.0**	**-**	**-**	**-**	**-**
1/1+1/2	626	626	-	-	-	1.0	0.4	-	1.4	8.2	4.5	0.4	4.9

Full Input Data And Results

2/1+2/2	125	125	-	-	-	1.0	0.2	-	1.2	34.9	1.9	0.2	2.1
3/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	587	587	-	-	-	0.1	0.3	-	0.4	2.2	0.8	0.3	1.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	**-**	**-**	**48**	**0**	**0**	**24.3**	**8.1**	**0.0**	**32.4**	**-**	**-**	**-**	**-**
1/2+1/1	584	584	-	-	-	4.3	1.1	-	5.4	33.2	13.8	1.1	14.9
1/3+1/4	928	928	-	-	-	7.1	2.0	-	9.2	35.5	12.8	2.0	14.8
1/5	275	275	-	-	-	1.9	0.3	-	2.1	28.0	6.3	0.3	6.5
2/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1203	1203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	100	100	-	-	-	1.5	0.7	-	2.2	79.1	2.4	0.7	3.0
4/3+4/4	113	113	-	-	-	1.7	0.5	-	2.2	69.5	1.8	0.5	2.3
5/1	71	71	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	281	281	-	-	-	0.1	0.3	-	0.4	5.1	0.5	0.3	0.8
6/2	331	331	-	-	-	0.3	0.3	-	0.7	7.4	1.8	0.3	2.2
6/3	330	330	-	-	-	0.3	0.3	-	0.7	7.3	1.8	0.3	2.1
7/1	140	140	-	-	-	1.4	0.2	-	1.6	41.6	2.9	0.2	3.2
7/2	139	139	-	-	-	1.4	0.2	-	1.6	41.5	2.9	0.2	3.1
8/1	51	51	-	-	-	0.4	0.1	-	0.4	30.7	1.3	0.1	1.4
8/2+8/3	418	418	-	-	-	3.9	2.0	-	5.9	51.1	4.7	2.0	6.8
9/1	48	48	48	0	0	0.0	0.0	-	0.0	1.6	0.0	0.0	0.1
10/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	26.4	Total Delay for Signalled Lanes (pcuHr):	23.17	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	278.9	Total Delay for Signalled Lanes (pcuHr):	0.18	Cycle Time (s):	120
C2	Stream: 1 PRC for Signalled Lanes (%):	101.5	Total Delay for Signalled Lanes (pcuHr):	2.64	Cycle Time (s):	120
C2	Stream: 2 PRC for Signalled Lanes (%):	150.3	Total Delay for Signalled Lanes (pcuHr):	0.36	Cycle Time (s):	120
C3	PRC for Signalled Lanes (%):	11.3	Total Delay for Signalled Lanes (pcuHr):	32.40	Cycle Time (s):	120
	PRC Over All Lanes (%):	11.3	Total Delay Over All Lanes(pcuHr):	58.77		

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J8_Proposed_roundabout.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\Proposed
Report generation date: 25/06/2025 16:33:43

»2025, AM
»2025, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025											
Arm 1	D1	2.1	8.52	0.68	A	15 % [Arm 1]	D2	4.8	18.24	0.84	C	-1 % [Arm 4]
Arm 2		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
Arm 3		1.1	1.60	0.50	A			1.0	1.54	0.50	A	
Arm 4		0.6	4.83	0.37	A			11.2	43.95	0.94	E	
Arm 5		0.4	4.07	0.27	A			1.0	8.64	0.50	A	
Arm 6		2.4	4.99	0.69	A			3.3	7.29	0.76	A	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

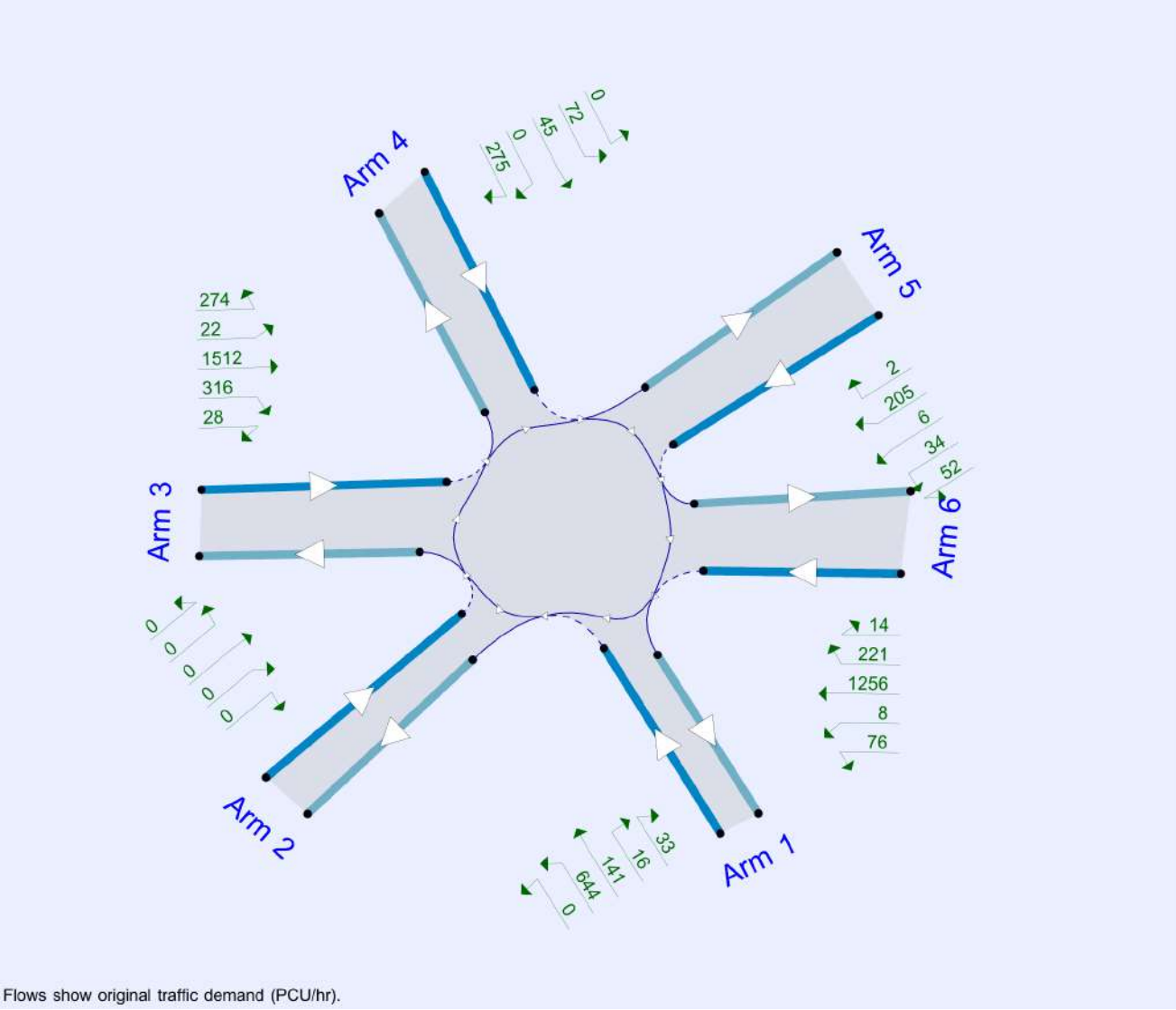
File summary

File Description

Title	
Location	
Site number	
Date	02/04/2025
Version	
Status	In progress
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\FERREIA
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	AM	ONE HOUR	00:00	01:30	15	✓
D2	2025	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 6 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	4.10	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	15	Arm 1	4.10	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B204		
2	untitled		
3	Pier Road		
4	Gillingham Gate Rd		
5	ASDA Access		
6	A289		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	9.00	9.00	0.0	15.0	90.0	35.0		
2	3.50	4.50	3.0	6.0	90.0	35.0		
3	9.00	10.50	50.0	10.0	90.0	35.0		
4	9.00	9.00	0.0	40.0	90.0	35.0		
5	9.00	9.00	0.0	30.0	90.0	35.0		
6	9.00	10.50	50.0	40.0	90.0	35.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)	Percentage intercept adjustment (%)
1	None			
2	None			
3	Direct		2096	
4	Percentage			90.00
5	None			
6	None			

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.582	2635
2	0.335	1048
3	0.617	5030
4	0.606	2472
5	0.601	2724
6	0.665	3164

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	834	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	2152	100.000
4		ONE HOUR	✓	392	100.000
5		ONE HOUR	✓	299	100.000
6		ONE HOUR	✓	1575	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	0	0	644	141	16	33
	2	0	0	0	0	0	0
	3	316	28	0	274	22	1512
	4	45	0	275	0	0	72
	5	34	6	205	2	0	52
	6	76	8	1256	221	14	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To					
		1	2	3	4	5	6
From	1	0	0	1	0	0	1
	2	0	0	0	0	0	0
	3	8	0	0	0	0	6
	4	0	0	0	0	0	0
	5	0	0	0	0	0	0
	6	4	0	7	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.68	8.52	2.1	A	765	1148
2	0.00	0.00	0.0	A	0	0
3	0.50	1.60	1.1	A	1975	2962
4	0.37	4.83	0.6	A	360	540
5	0.27	4.07	0.4	A	274	412
6	0.69	4.99	2.4	A	1445	2168

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 6 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	12.55	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-1	Arm 4	12.55	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	907	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	2169	100.000
4		ONE HOUR	✓	892	100.000
5		ONE HOUR	✓	375	100.000
6		ONE HOUR	✓	1486	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	0	0	736	71	45	55
	2	0	0	0	0	0	0
	3	428	0	0	188	56	1497
	4	77	0	616	0	3	196
	5	25	0	255	1	0	94
	6	100	0	1177	152	57	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To					
		1	2	3	4	5	6
From	1	0	0	1	0	0	0
	2	0	0	0	0	0	0
	3	3	0	0	0	0	2
	4	0	0	0	0	0	0
	5	0	0	0	0	0	0
	6	1	0	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.84	18.24	4.8	C	832	1248
2	0.00	0.00	0.0	A	0	0
3	0.50	1.54	1.0	A	1990	2985
4	0.94	43.95	11.2	E	819	1228
5	0.50	8.64	1.0	A	344	516
6	0.76	7.29	3.3	A	1364	2045

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J9_v4.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\BASE\9 Dock Road_Middle Street_Wood Street
Report generation date: 25/06/2025 11:39:04

»2041 DS AM - 2041 DS, AM
»2041 DS PM - 2041 DS, PM
»2041 RC AM - 2041 RC, AM
»2041 RC PM - 2041 RC, PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
1 - Dock Rd [E]	A1 D1	104.5	250.74	1.07	F	-18 % [1 - Dock Rd [E]]
2 - A231 Wood Street		1.0	7.70	0.48	A	
3 - Middle St [S]		0.3	8.27	0.21	A	
4 - A231 Dock Rd [W]		3.4	8.84	0.77	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Dock Rd [E]	A2 D2	23.4	65.70	0.98	F	-11 % [1 - Dock Rd [E]]
2 - A231 Wood Street		0.5	4.34	0.34	A	
3 - Middle St [S]		0.5	9.45	0.33	A	
4 - A231 Dock Rd [W]		4.8	11.75	0.83	B	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
1 - Dock Rd [E]	A3 D3	12.9	37.57	0.94	E	-8 % [1 - Dock Rd [E]]
2 - A231 Wood Street		0.8	7.67	0.42	A	
3 - Middle St [S]		0.2	7.32	0.17	A	
4 - A231 Dock Rd [W]		2.2	6.31	0.68	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
1 - Dock Rd [E]	A4 D4	6.1	19.19	0.86	C	-1 % [1 - Dock Rd [E]]
2 - A231 Wood Street		0.3	3.69	0.21	A	
3 - Middle St [S]		0.4	7.15	0.25	A	
4 - A231 Dock Rd [W]		2.7	7.27	0.73	A	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

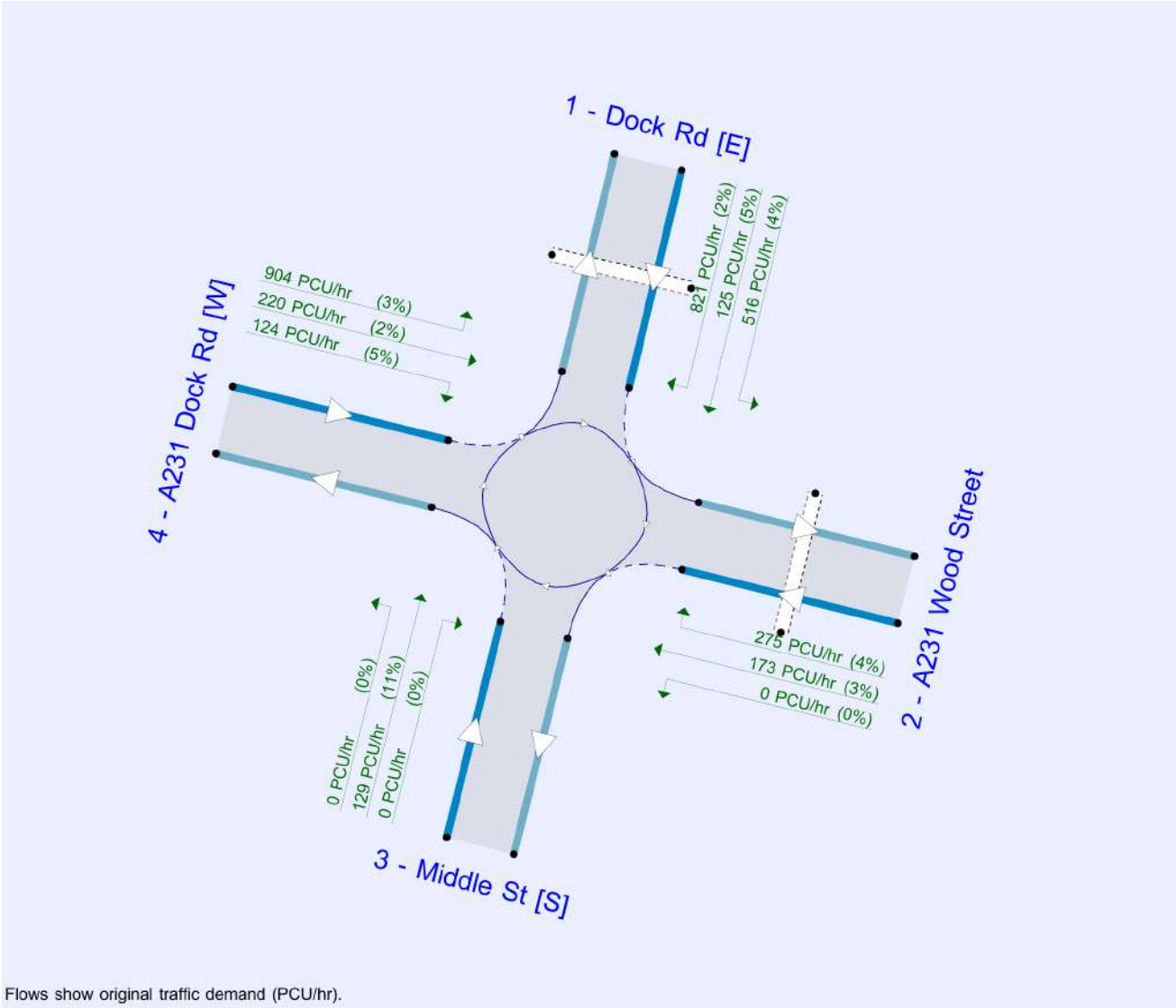
File summary

File Description

Title	
Location	
Site number	
Date	06/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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	Use iterations for HCM roundabouts
5.75					✓	RFC/DOS	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	111.54	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-18	1 - Dock Rd [E]	111.54	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.21	12.9	11.5	34.0	24.4		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	None		
2 - A231 Wood Street	Direct	unequal lane usage	-291
3 - Middle St [S]	None		
4 - A231 Dock Rd [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.646	1690
2 - A231 Wood Street	0.755	1826
3 - Middle St [S]	0.575	1398
4 - A231 Dock Rd [W]	0.789	2137

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1462	100.000
2 - A231 Wood Street		FLAT	✓	448	100.000
3 - Middle St [S]		FLAT	✓	129	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1399	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	20.00
2 - A231 Wood Street	[FLAT]	20.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	516	125	821
	2 - A231 Wood Street	275	0	0	173
	3 - Middle St [S]	129	0	0	0
	4 - A231 Dock Rd [W]	904	220	124	151

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	4	5	2
	2 - A231 Wood Street	4	0	0	3
	3 - Middle St [S]	11	0	0	0
	4 - A231 Dock Rd [W]	3	2	5	4

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dock Rd [E]	1.07	250.74	104.5	F	1462	1462
2 - A231 Wood Street	0.48	7.70	1.0	A	448	448
3 - Middle St [S]	0.21	8.27	0.3	A	129	129
4 - A231 Dock Rd [W]	0.77	8.84	3.4	A	1399	1399

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	1 - Dock Rd [E] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	2 - A231 Wood Street - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	31.55	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-11	1 - Dock Rd [E]	31.55	D

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.21	12.9	11.5	34.0	24.4		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	None		
2 - A231 Wood Street	Direct	unequal lane usage	0
3 - Middle St [S]	None		
4 - A231 Dock Rd [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.646	1690
2 - A231 Wood Street	0.755	2117
3 - Middle St [S]	0.575	1398
4 - A231 Dock Rd [W]	0.789	2137

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1342	100.000
2 - A231 Wood Street		FLAT	✓	431	100.000
3 - Middle St [S]		FLAT	✓	203	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1496	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	0.00
2 - A231 Wood Street	[FLAT]	0.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	415	121	806
	2 - A231 Wood Street	213	0	0	218
	3 - Middle St [S]	203	0	0	0
	4 - A231 Dock Rd [W]	1010	294	60	132

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	2	8	2
	2 - A231 Wood Street	3	0	0	1
	3 - Middle St [S]	8	0	0	0
	4 - A231 Dock Rd [W]	3	1	3	1

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dock Rd [E]	0.98	65.70	23.4	F	1342	1342
2 - A231 Wood Street	0.34	4.34	0.5	A	431	431
3 - Middle St [S]	0.33	9.45	0.5	A	203	203
4 - A231 Dock Rd [W]	0.83	11.75	4.8	B	1496	1496

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	19.87	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-8	1 - Dock Rd [E]	19.87	C

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.21	12.9	11.5	34.0	24.4		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	None		
2 - A231 Wood Street	Direct	unequal lane usage	-389
3 - Middle St [S]	None		
4 - A231 Dock Rd [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.646	1690
2 - A231 Wood Street	0.755	1728
3 - Middle St [S]	0.575	1398
4 - A231 Dock Rd [W]	0.789	2137

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1302	100.000
2 - A231 Wood Street		FLAT	✓	356	100.000
3 - Middle St [S]		FLAT	✓	115	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1272	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	20.00
2 - A231 Wood Street	[FLAT]	20.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	410	108	784
	2 - A231 Wood Street	231	0	0	125
	3 - Middle St [S]	115	0	0	0
	4 - A231 Dock Rd [W]	811	206	128	127

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	5	6	2
	2 - A231 Wood Street	5	0	0	3
	3 - Middle St [S]	13	0	0	0
	4 - A231 Dock Rd [W]	4	2	5	5

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dock Rd [E]	0.94	37.57	12.9	E	1302	1302
2 - A231 Wood Street	0.42	7.67	0.8	A	356	356
3 - Middle St [S]	0.17	7.32	0.2	A	115	115
4 - A231 Dock Rd [W]	0.68	6.31	2.2	A	1272	1272

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.62	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-1	1 - Dock Rd [E]	11.62	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.21	12.9	11.5	34.0	24.4		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.646	1690
2 - A231 Wood Street	0.755	2117
3 - Middle St [S]	0.575	1398
4 - A231 Dock Rd [W]	0.789	2137

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1174	100.000
2 - A231 Wood Street		FLAT	✓	273	100.000
3 - Middle St [S]		FLAT	✓	181	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1355	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	20.00
2 - A231 Wood Street	[FLAT]	20.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	302	102	770
	2 - A231 Wood Street	169	0	0	104
	3 - Middle St [S]	181	0	0	0
	4 - A231 Dock Rd [W]	852	324	59	120

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	3	9	2
	2 - A231 Wood Street	4	0	0	2
	3 - Middle St [S]	9	0	0	0
	4 - A231 Dock Rd [W]	3	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dock Rd [E]	0.86	19.19	6.1	C	1174	1174
2 - A231 Wood Street	0.21	3.69	0.3	A	273	273
3 - Middle St [S]	0.25	7.15	0.4	A	181	181
4 - A231 Dock Rd [W]	0.73	7.27	2.7	A	1355	1355

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J9_Proposed.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\Proposed
Report generation date: 25/06/2025 16:34:15

»2041 DS AM - 2041 DS, AM
»2041 DS PM - 2041 DS, PM
»2041 RC AM - 2041 RC, AM
»2041 RC PM - 2041 RC, PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
1 - Dock Rd [E]	A1 D1	6.9	17.52	0.87	C	-3 % [1 - Dock Rd [E]]
2 - A231 Wood Street		1.0	8.43	0.50	A	
3 - Middle St [S]		0.3	8.82	0.22	A	
4 - A231 Dock Rd [W]		3.4	8.84	0.77	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Dock Rd [E]	A2 D2	4.0	10.96	0.80	B	2 % [4 - A231 Dock Rd [W]]
2 - A231 Wood Street		0.4	3.70	0.30	A	
3 - Middle St [S]		0.5	9.52	0.33	A	
4 - A231 Dock Rd [W]		4.8	11.75	0.83	B	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
1 - Dock Rd [E]	A3 D3	5.8	16.32	0.85	C	-1 % [1 - Dock Rd [E]]
2 - A231 Wood Street		0.8	7.69	0.42	A	
3 - Middle St [S]		0.8	25.73	0.42	D	
4 - A231 Dock Rd [W]		3.5	10.03	0.77	B	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
1 - Dock Rd [E]	A4 D4	2.6	7.77	0.72	A	14 % [4 - A231 Dock Rd [W]]
2 - A231 Wood Street		0.3	3.69	0.21	A	
3 - Middle St [S]		0.4	7.15	0.25	A	
4 - A231 Dock Rd [W]		2.7	7.27	0.73	A	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

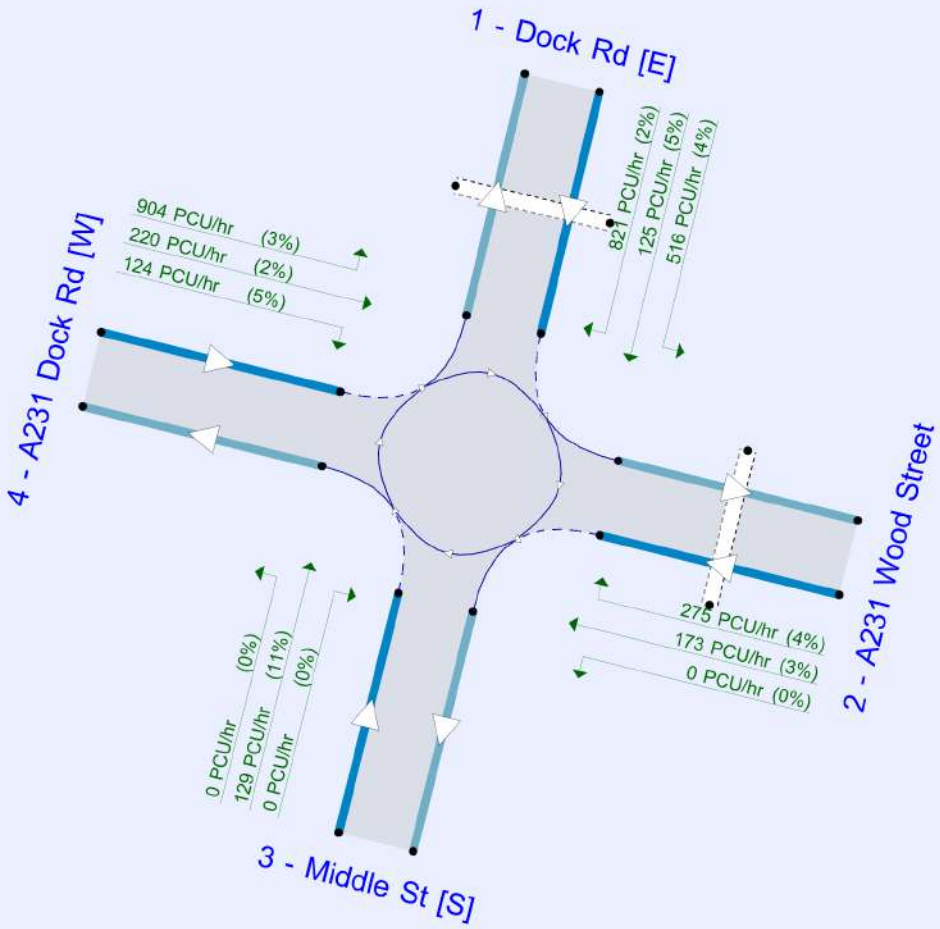
File summary

File Description

Title	
Location	
Site number	
Date	06/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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	Use iterations for HCM roundabouts
5.75					✓	RFC/DOS	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	12.48	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	1 - Dock Rd [E]	12.48	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.70	22.0	22.0	34.0	20.0		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	None		
2 - A231 Wood Street	Direct	unequal lane usage	-291
3 - Middle St [S]	None		
4 - A231 Dock Rd [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.733	2034
2 - A231 Wood Street	0.755	1826
3 - Middle St [S]	0.575	1398
4 - A231 Dock Rd [W]	0.789	2137

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1462	100.000
2 - A231 Wood Street		FLAT	✓	448	100.000
3 - Middle St [S]		FLAT	✓	129	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1399	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	20.00
2 - A231 Wood Street	[FLAT]	20.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	516	125	821
	2 - A231 Wood Street	275	0	0	173
	3 - Middle St [S]	129	0	0	0
	4 - A231 Dock Rd [W]	904	220	124	151

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	4	5	2
	2 - A231 Wood Street	4	0	0	3
	3 - Middle St [S]	11	0	0	0
	4 - A231 Dock Rd [W]	3	2	5	4

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dock Rd [E]	0.87	17.52	6.9	C	1462	1462
2 - A231 Wood Street	0.50	8.43	1.0	A	448	448
3 - Middle St [S]	0.22	8.82	0.3	A	129	129
4 - A231 Dock Rd [W]	0.77	8.84	3.4	A	1399	1399

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	1 - Dock Rd [E] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	2 - A231 Wood Street - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.32	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	2	4 - A231 Dock Rd [W]	10.32	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.70	22.0	22.0	34.0	20.0		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	None		
2 - A231 Wood Street	Direct	unequal lane usage	151
3 - Middle St [S]	None		
4 - A231 Dock Rd [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.733	2034
2 - A231 Wood Street	0.755	2268
3 - Middle St [S]	0.575	1398
4 - A231 Dock Rd [W]	0.789	2137

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1342	100.000
2 - A231 Wood Street		FLAT	✓	431	100.000
3 - Middle St [S]		FLAT	✓	203	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1496	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	0.00
2 - A231 Wood Street	[FLAT]	0.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	415	121	806
	2 - A231 Wood Street	213	0	0	218
	3 - Middle St [S]	203	0	0	0
	4 - A231 Dock Rd [W]	1010	294	60	132

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	2	8	2
	2 - A231 Wood Street	3	0	0	1
	3 - Middle St [S]	8	0	0	0
	4 - A231 Dock Rd [W]	3	1	3	1

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dock Rd [E]	0.80	10.96	4.0	B	1342	1342
2 - A231 Wood Street	0.30	3.70	0.4	A	431	431
3 - Middle St [S]	0.33	9.52	0.5	A	203	203
4 - A231 Dock Rd [W]	0.83	11.75	4.8	B	1496	1496

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	13.04	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-1	1 - Dock Rd [E]	13.04	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.70	22.0	22.0	34.0	20.0		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	Direct	unequal lane usage	-168
2 - A231 Wood Street	Direct	unequal lane usage	-389
3 - Middle St [S]	Direct	unequal lane usage	-397
4 - A231 Dock Rd [W]	Direct	unequal lane usage	-220

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.733	1866
2 - A231 Wood Street	0.755	1728
3 - Middle St [S]	0.575	1001
4 - A231 Dock Rd [W]	0.789	1917

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1302	100.000
2 - A231 Wood Street		FLAT	✓	356	100.000
3 - Middle St [S]		FLAT	✓	115	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1272	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	20.00
2 - A231 Wood Street	[FLAT]	20.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	410	108	784
	2 - A231 Wood Street	231	0	0	125
	3 - Middle St [S]	115	0	0	0
	4 - A231 Dock Rd [W]	811	206	128	127

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	5	6	2
	2 - A231 Wood Street	5	0	0	3
	3 - Middle St [S]	13	0	0	0
	4 - A231 Dock Rd [W]	4	2	5	5

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dock Rd [E]	0.85	16.32	5.8	C	1302	1302
2 - A231 Wood Street	0.42	7.69	0.8	A	356	356
3 - Middle St [S]	0.42	25.73	0.8	D	115	115
4 - A231 Dock Rd [W]	0.77	10.03	3.5	B	1272	1272

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.13	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	14	4 - A231 Dock Rd [W]	7.13	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.70	22.0	22.0	34.0	20.0		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.733	2034
2 - A231 Wood Street	0.755	2117
3 - Middle St [S]	0.575	1398
4 - A231 Dock Rd [W]	0.789	2137

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1174	100.000
2 - A231 Wood Street		FLAT	✓	273	100.000
3 - Middle St [S]		FLAT	✓	181	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1355	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	20.00
2 - A231 Wood Street	[FLAT]	20.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	302	102	770
	2 - A231 Wood Street	169	0	0	104
	3 - Middle St [S]	181	0	0	0
	4 - A231 Dock Rd [W]	852	324	59	120

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	3	9	2
	2 - A231 Wood Street	4	0	0	2
	3 - Middle St [S]	9	0	0	0
	4 - A231 Dock Rd [W]	3	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Dock Rd [E]	0.72	7.77	2.6	A	1174	1174
2 - A231 Wood Street	0.21	3.69	0.3	A	273	273
3 - Middle St [S]	0.25	7.15	0.4	A	181	181
4 - A231 Dock Rd [W]	0.73	7.27	2.7	A	1355	1355

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J10_v3.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\BASE\10 Cornwallis Avenue_Yokosuka Way
Report generation date: 25/06/2025 11:41:05

»2041 DS AM - 2041 DS, AM
»2041 DS PM - 2041 DS, PM
»2041 RC AM - 2041 RC, AM
»2041 RC PM - 2041 RC, PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
1 - Yokosuka Way [N]	A1 D1	0.0	0.00	0.00	A	20 % [3 - Yokosuka Way (S)]
2 - Beechings Way [E]		0.5	2.89	0.34	A	
3 - Yokosuka Way (S)		2.2	5.78	0.68	A	
4 - Cornwallis Ave [W]		0.3	5.18	0.23	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Yokosuka Way [N]	A2 D2	4.5	9.60	0.82	A	3 % [1 - Yokosuka Way [N]]
2 - Beechings Way [E]		0.8	4.81	0.43	A	
3 - Yokosuka Way (S)		1.5	4.38	0.60	A	
4 - Cornwallis Ave [W]		0.7	5.81	0.40	A	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
1 - Yokosuka Way [N]	A3 D3	1.3	3.82	0.56	A	23 % [3 - Yokosuka Way (S)]
2 - Beechings Way [E]		0.8	4.25	0.43	A	
3 - Yokosuka Way (S)		2.0	5.38	0.66	A	
4 - Cornwallis Ave [W]		0.3	5.32	0.21	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
1 - Yokosuka Way [N]	A4 D4	2.5	6.02	0.72	A	16 % [1 - Yokosuka Way [N]]
2 - Beechings Way [E]		0.8	5.03	0.43	A	
3 - Yokosuka Way (S)		1.1	3.69	0.52	A	
4 - Cornwallis Ave [W]		0.5	5.01	0.34	A	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

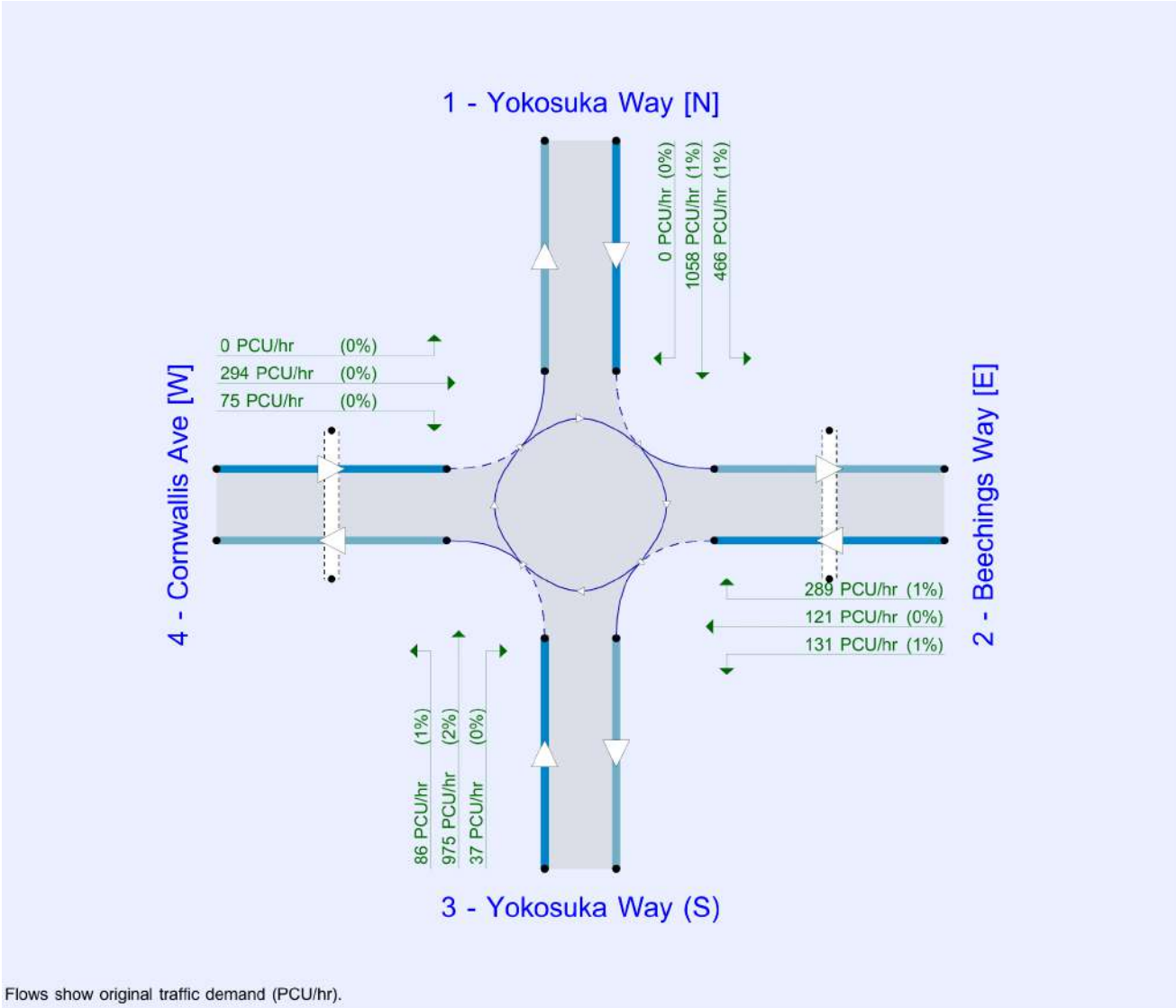
File summary

File Description

Title	
Location	
Site number	
Date	06/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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	Use iterations for HCM roundabouts
5.75					✓	RFC/DOS	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Yokosuka Way [N] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Cornwallis Ave [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.89	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	20	3 - Yokosuka Way (S)	4.89	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Yokosuka Way [N]		
2	Beechings Way [E]		
3	Yokosuka Way (S)		
4	Cornwallis Ave [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Yokosuka Way [N]	6.40	9.00	31.3	16.0	55.0	43.4		
2 - Beechings Way [E]	6.10	9.00	4.3	25.0	55.0	21.0		
3 - Yokosuka Way (S)	6.61	9.00	20.8	18.0	55.0	46.4		
4 - Cornwallis Ave [W]	2.75	8.00	33.9	14.0	55.0	24.6		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Beechings Way [E]	14.00	3.00	2.90	1.00	6.00	8.00	40.00
4 - Cornwallis Ave [W]	8.00	3.00	2.90	1.00	6.00	8.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Yokosuka Way [N]	None		
2 - Beechings Way [E]	Direct	unequal lane usage	-170
3 - Yokosuka Way (S)	None		
4 - Cornwallis Ave [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Yokosuka Way [N]	0.697	2411
2 - Beechings Way [E]	0.689	2043
3 - Yokosuka Way (S)	0.690	2374
4 - Cornwallis Ave [W]	0.619	1892

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yokosuka Way [N]		FLAT	✓	0	100.000
2 - Beechings Way [E]		FLAT	✓	650	100.000
3 - Yokosuka Way (S)		FLAT	✓	1391	100.000
4 - Cornwallis Ave [W]		FLAT	✓	205	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Yokosuka Way [N]		
2 - Beechings Way [E]	[FLAT]	20.00
3 - Yokosuka Way (S)		
4 - Cornwallis Ave [W]	[FLAT]	20.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yokosuka Way [N]	2 - Beechings Way [E]	3 - Yokosuka Way (S)	4 - Cornwallis Ave [W]
From	1 - Yokosuka Way [N]	0	0	0	0
	2 - Beechings Way [E]	303	0	159	188
	3 - Yokosuka Way (S)	1144	100	0	147
	4 - Cornwallis Ave [W]	0	108	97	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Yokosuka Way [N]	2 - Beechings Way [E]	3 - Yokosuka Way (S)	4 - Cornwallis Ave [W]
From	1 - Yokosuka Way [N]	0	0	0	0
	2 - Beechings Way [E]	2	0	1	1
	3 - Yokosuka Way (S)	4	1	0	1
	4 - Cornwallis Ave [W]	0	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yokosuka Way [N]	0.00	0.00	0.0	A	0	0
2 - Beechings Way [E]	0.34	2.89	0.5	A	650	650
3 - Yokosuka Way (S)	0.68	5.78	2.2	A	1391	1391
4 - Cornwallis Ave [W]	0.23	5.18	0.3	A	205	205

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Yokosuka Way [N] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Cornwallis Ave [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	2 - Beechings Way [E] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	4 - Cornwallis Ave [W] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.86	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	3	1 - Yokosuka Way [N]	6.86	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Yokosuka Way [N]		
2	Beechings Way [E]		
3	Yokosuka Way (S)		
4	Cornwallis Ave [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Yokosuka Way [N]	6.40	9.00	31.3	16.0	55.0	43.4		
2 - Beechings Way [E]	6.10	9.00	4.3	25.0	55.0	21.0		
3 - Yokosuka Way (S)	6.61	9.00	20.8	18.0	55.0	46.4		
4 - Cornwallis Ave [W]	2.75	8.00	33.9	14.0	55.0	24.6		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Beechings Way [E]	14.00	3.00	2.90	1.00	6.00	8.00	40.00
4 - Cornwallis Ave [W]	8.00	3.00	2.90	1.00	6.00	8.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Yokosuka Way [N]	None		
2 - Beechings Way [E]	Direct	unequal lane usage	0
3 - Yokosuka Way (S)	None		
4 - Cornwallis Ave [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Yokosuka Way [N]	0.697	2411
2 - Beechings Way [E]	0.689	2213
3 - Yokosuka Way (S)	0.690	2374
4 - Cornwallis Ave [W]	0.619	1892

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yokosuka Way [N]		FLAT	✓	1707	100.000
2 - Beechings Way [E]		FLAT	✓	564	100.000
3 - Yokosuka Way (S)		FLAT	✓	1232	100.000
4 - Cornwallis Ave [W]		FLAT	✓	422	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Yokosuka Way [N]		
2 - Beechings Way [E]	[FLAT]	0.00
3 - Yokosuka Way (S)		
4 - Cornwallis Ave [W]	[FLAT]	0.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yokosuka Way [N]	2 - Beechings Way [E]	3 - Yokosuka Way (S)	4 - Cornwallis Ave [W]
From	1 - Yokosuka Way [N]	0	494	1213	0
	2 - Beechings Way [E]	279	0	120	165
	3 - Yokosuka Way (S)	1043	45	0	144
	4 - Cornwallis Ave [W]	0	334	88	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Yokosuka Way [N]	2 - Beechings Way [E]	3 - Yokosuka Way (S)	4 - Cornwallis Ave [W]
From	1 - Yokosuka Way [N]	0	1	1	0
	2 - Beechings Way [E]	1	0	1	0
	3 - Yokosuka Way (S)	2	0	0	0
	4 - Cornwallis Ave [W]	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yokosuka Way [N]	0.82	9.60	4.5	A	1707	1707
2 - Beechings Way [E]	0.43	4.81	0.8	A	564	564
3 - Yokosuka Way (S)	0.60	4.38	1.5	A	1232	1232
4 - Cornwallis Ave [W]	0.40	5.81	0.7	A	422	422

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Yokosuka Way [N] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Cornwallis Ave [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.60	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	23	3 - Yokosuka Way (S)	4.60	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Yokosuka Way [N]		
2	Beechings Way [E]		
3	Yokosuka Way (S)		
4	Cornwallis Ave [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Yokosuka Way [N]	6.40	9.00	31.3	16.0	55.0	43.4		
2 - Beechings Way [E]	6.10	9.00	4.3	25.0	55.0	21.0		
3 - Yokosuka Way (S)	6.61	9.00	20.8	18.0	55.0	46.4		
4 - Cornwallis Ave [W]	2.75	8.00	33.9	14.0	55.0	24.6		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Beechings Way [E]	14.00	3.00	2.90	1.00	6.00	8.00	40.00
4 - Cornwallis Ave [W]	8.00	3.00	2.90	1.00	6.00	8.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Yokosuka Way [N]	None		
2 - Beechings Way [E]	Direct	unequal lane usage	0
3 - Yokosuka Way (S)	None		
4 - Cornwallis Ave [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Yokosuka Way [N]	0.697	2411
2 - Beechings Way [E]	0.689	2213
3 - Yokosuka Way (S)	0.690	2374
4 - Cornwallis Ave [W]	0.619	1892

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yokosuka Way [N]		FLAT	✓	1239	100.000
2 - Beechings Way [E]		FLAT	✓	649	100.000
3 - Yokosuka Way (S)		FLAT	✓	1353	100.000
4 - Cornwallis Ave [W]		FLAT	✓	183	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Yokosuka Way [N]		
2 - Beechings Way [E]	[FLAT]	20.00
3 - Yokosuka Way (S)		
4 - Cornwallis Ave [W]	[FLAT]	20.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yokosuka Way [N]	2 - Beechings Way [E]	3 - Yokosuka Way (S)	4 - Cornwallis Ave [W]
From	1 - Yokosuka Way [N]	0	378	861	0
	2 - Beechings Way [E]	346	0	165	138
	3 - Yokosuka Way (S)	1175	93	0	85
	4 - Cornwallis Ave [W]	0	85	98	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Yokosuka Way [N]	2 - Beechings Way [E]	3 - Yokosuka Way (S)	4 - Cornwallis Ave [W]
From	1 - Yokosuka Way [N]	0	4	4	0
	2 - Beechings Way [E]	2	0	1	1
	3 - Yokosuka Way (S)	3	1	0	2
	4 - Cornwallis Ave [W]	0	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yokosuka Way [N]	0.56	3.82	1.3	A	1239	1239
2 - Beechings Way [E]	0.43	4.25	0.8	A	649	649
3 - Yokosuka Way (S)	0.66	5.38	2.0	A	1353	1353
4 - Cornwallis Ave [W]	0.21	5.32	0.3	A	183	183

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Yokosuka Way [N] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Cornwallis Ave [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	2 - Beechings Way [E] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	4 - Cornwallis Ave [W] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
~~A4~~	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.04	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	16	1 - Yokosuka Way [N]	5.04	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Yokosuka Way [N]		
2	Beechings Way [E]		
3	Yokosuka Way (S)		
4	Cornwallis Ave [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Yokosuka Way [N]	6.40	9.00	31.3	16.0	55.0	43.4		
2 - Beechings Way [E]	6.10	9.00	4.3	25.0	55.0	21.0		
3 - Yokosuka Way (S)	6.61	9.00	20.8	18.0	55.0	46.4		
4 - Cornwallis Ave [W]	2.75	8.00	33.9	14.0	55.0	24.6		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Beechings Way [E]	14.00	3.00	2.90	1.00	6.00	8.00	40.00
4 - Cornwallis Ave [W]	8.00	3.00	2.90	1.00	6.00	8.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Yokosuka Way [N]	None		
2 - Beechings Way [E]	Direct	unequal lane usage	-171
3 - Yokosuka Way (S)	None		
4 - Cornwallis Ave [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Yokosuka Way [N]	0.697	2411
2 - Beechings Way [E]	0.689	2042
3 - Yokosuka Way (S)	0.690	2374
4 - Cornwallis Ave [W]	0.619	1892

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yokosuka Way [N]		FLAT	✓	1524	100.000
2 - Beechings Way [E]		FLAT	✓	541	100.000
3 - Yokosuka Way (S)		FLAT	✓	1098	100.000
4 - Cornwallis Ave [W]		FLAT	✓	369	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Yokosuka Way [N]		
2 - Beechings Way [E]	[FLAT]	0.00
3 - Yokosuka Way (S)		
4 - Cornwallis Ave [W]	[FLAT]	0.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yokosuka Way [N]	2 - Beechings Way [E]	3 - Yokosuka Way (S)	4 - Cornwallis Ave [W]
From	1 - Yokosuka Way [N]	0	466	1058	0
	2 - Beechings Way [E]	289	0	131	121
	3 - Yokosuka Way (S)	975	37	0	86
	4 - Cornwallis Ave [W]	0	294	75	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Yokosuka Way [N]	2 - Beechings Way [E]	3 - Yokosuka Way (S)	4 - Cornwallis Ave [W]
From	1 - Yokosuka Way [N]	0	1	1	0
	2 - Beechings Way [E]	1	0	1	0
	3 - Yokosuka Way (S)	2	0	0	1
	4 - Cornwallis Ave [W]	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yokosuka Way [N]	0.72	6.02	2.5	A	1524	1524
2 - Beechings Way [E]	0.43	5.03	0.8	A	541	541
3 - Yokosuka Way (S)	0.52	3.69	1.1	A	1098	1098
4 - Cornwallis Ave [W]	0.34	5.01	0.5	A	369	369

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: J11_Proposed.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\06 Local Junction Modelling\Proposed
Report generation date: 25/06/2025 16:35:00

«2041 DS AM - 2041 DS, AM
- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
A - A278 Hoath Way	A1 D1	3.7	8.03	0.79	A	0 % [B - M2]
B - M2		8.6	33.46	0.90	D	
C - New designed arm		0.7	7.52	0.40	A	
D - M2		0.5	4.62	0.35	A	

	PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
A - A278 Hoath Way	A2 D2	0.8	3.86	0.45	A	3 % [B - M2]
B - M2		7.2	23.97	0.88	C	
C - New designed arm		1.3	6.84	0.56	A	
D - M2		3.8	14.69	0.79	B	

	AM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
A - A278 Hoath Way	A3 D3	1.3	3.95	0.56	A	-12 % [B - M2]
B - M2		203.0	707.20	1.14	F	
C - New designed arm		0.8	7.01	0.45	A	
D - M2		0.6	4.97	0.36	A	

	PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
A - A278 Hoath Way	A4 D4	0.5	2.95	0.33	A	5 % [B - M2]
B - M2		5.7	19.22	0.85	C	
C - New designed arm		1.1	6.04	0.53	A	
D - M2		1.6	8.10	0.61	A	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

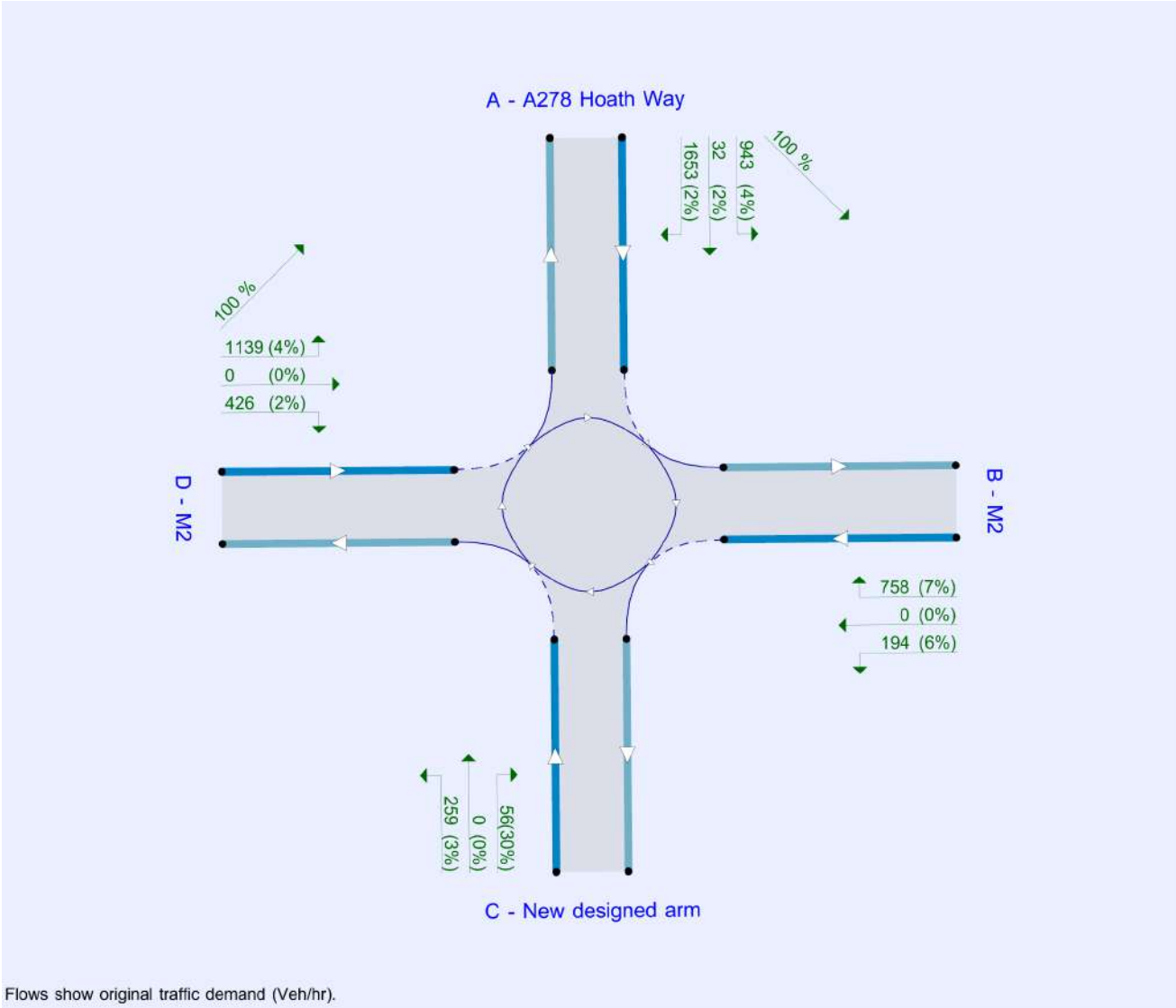
File summary

File Description

Title	M2 J4
Location	Gillingham Interchange
Site number	J4
Date	30/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\KORPAKA
Description	

Units

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



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:30	90	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - M2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M2 J4 Gillingham Interchange	Large Roundabout		A, B, C, D	11.58	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	0	B - M2	11.58	B

Arms

Arms

Arm	Name	Description	No give-way line
A	A278 Hoath Way		
B	M2		
C	New designed arm		
D	M2		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - A278 Hoath Way	6.85	7.26	25.4	37.9	91.0	35.0		
B - M2	7.50	10.50	100.0	143.0	92.0	3.0		
C - New designed arm	3.86	7.52	18.2	20.0	92.0	24.0		
D - M2	4.49	4.87	1.1	35.6	91.0	31.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A278 Hoath Way	1692	✓	50.00
B - M2	4319	✓	104.90
C - New designed arm	3459	✓	50.00
D - M2	884	✓	92.65

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
A - A278 Hoath Way	✓	100
B - M2		
C - New designed arm		
D - M2	✓	100

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
A - A278 Hoath Way	None		
B - M2	Percentage		60.00
C - New designed arm	None		
D - M2	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A278 Hoath Way	0.788	2576
B - M2	0.359	1902
C - New designed arm	0.394	1841
D - M2	0.761	1902

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

Traffic Demand

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A278 Hoath Way		FLAT	✓	2628	100.000
B - M2		FLAT	✓	952	100.000
C - New designed arm		FLAT	✓	315	100.000
D - M2		FLAT	✓	1565	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A278 Hoath Way	B - M2	C - New designed arm	D - M2
From	A - A278 Hoath Way	0	943	32	1653
	B - M2	758	0	194	0
	C - New designed arm	0	56	0	259
	D - M2	1139	0	426	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A278 Hoath Way	B - M2	C - New designed arm	D - M2
From	A - A278 Hoath Way	0	4	2	2
	B - M2	7	0	6	0
	C - New designed arm	0	30	0	3
	D - M2	4	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A278 Hoath Way	0.79	8.03	3.7	A	2646	2528
B - M2	0.90	33.46	8.6	D	952	1428
C - New designed arm	0.40	7.52	0.7	A	315	473
D - M2	0.35	4.62	0.5	A	1587	639

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsi l s
A - A278 Hoath Way	2646	1685	421	943	1139	479	2135	0.789	1671	737	0.0	3.6	7.530	
B - M2	952	952	238	0	943	2095	1062	0.896	925	56	0.0	6.7	22.986	
C - New designed arm	315	315	79	0	0	2375	807	0.390	312	644	0.0	0.6	7.238	
D - M2	1587	426	107	1139	0	792	1223	0.348	424	1896	0.0	0.5	4.492	

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsi l s
A - A278 Hoath Way	2646	1685	421	943	1139	482	2133	0.790	1685	755	3.6	3.7	8.009	
B - M2	952	952	238	0	943	2111	1057	0.901	948	56	6.7	7.7	31.067	
C - New designed arm	315	315	79	0	0	2408	795	0.396	315	651	0.6	0.6	7.495	
D - M2	1587	426	107	1139	0	811	1208	0.353	426	1912	0.5	0.5	4.602	

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsi l s
A - A278 Hoath Way	2646	1685	421	943	1139	482	2133	0.790	1685	757	3.7	3.7	8.020	
B - M2	952	952	238	0	943	2111	1057	0.901	950	56	7.7	8.1	32.381	
C - New designed arm	315	315	79	0	0	2410	794	0.397	315	652	0.6	0.7	7.510	
D - M2	1587	426	107	1139	0	813	1207	0.353	426	1912	0.5	0.5	4.611	

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsi l s
A - A278 Hoath Way	2646	1685	421	943	1139	482	2133	0.790	1685	757	3.7	3.7	8.023	
B - M2	952	952	238	0	943	2111	1057	0.901	951	56	8.1	8.3	32.943	
C - New designed arm	315	315	79	0	0	2410	794	0.397	315	652	0.7	0.7	7.514	
D - M2	1587	426	107	1139	0	813	1206	0.353	426	1912	0.5	0.5	4.613	

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsi l s
A - A278 Hoath Way	2646	1685	421	943	1139	482	2133	0.790	1685	758	3.7	3.7	8.025	
B - M2	952	952	238	0	943	2111	1057	0.901	951	56	8.3	8.5	33.258	
C - New designed arm	315	315	79	0	0	2411	794	0.397	315	652	0.7	0.7	7.515	
D - M2	1587	426	107	1139	0	814	1206	0.353	426	1912	0.5	0.5	4.615	

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsi l s
A - A278 Hoath Way	2646	1685	421	943	1139	482	2133	0.790	1685	758	3.7	3.7	8.027	
B - M2	952	952	238	0	943	2111	1057	0.901	952	56	8.5	8.6	33.461	
C - New designed arm	315	315	79	0	0	2411	794	0.397	315	652	0.7	0.7	7.516	
D - M2	1587	426	107	1139	0	814	1206	0.353	426	1912	0.5	0.5	4.615	

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: Four Elms Rbt_v2.j10
Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\Four Elms Roundabout
Report generation date: 25/06/2025 12:00:31

»Base - 2024, AM
»Base - 2024, PM
»Ref Case - RC Demand, AM
»Ref Case - RC Demand, PM
»Ref Case - RC LTC Demand, AM
»Ref Case - RC LTC Demand, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Base - 2024									
1 - Four Elms Hill	A1 D1	2.7	7.61	0.72	A	A1 D2	1.2	4.04	0.53	A
2 - Wulfere Wy		3.9	8.27	0.79	A		3.5	6.94	0.78	A
3 - Hoo Rd		1.6	13.59	0.61	B		1.3	11.28	0.56	B
4 - A289		2.4	5.04	0.69	A		2.0	4.60	0.66	A

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Ref Case - RC Demand									
1 - Four Elms Hill	A2 D3	2.3	5.20	0.69	A	A2 D4	3.2	6.65	0.75	A
2 - Wulfere Wy		2.1	5.68	0.65	A		1.7	5.26	0.62	A
3 - Hoo Rd		2.2	15.84	0.68	C		1.6	13.36	0.62	B
4 - A289		149.2	293.14	1.19	F		228.7	499.66	1.29	F
	Ref Case - RC LTC Demand									
1 - Four Elms Hill	A2 D5	2.2	5.12	0.68	A	A2 D6	3.1	6.51	0.75	A
2 - Wulfere Wy		2.1	5.77	0.65	A		1.8	5.36	0.63	A
3 - Hoo Rd		2.4	16.74	0.70	C		1.7	13.53	0.63	B
4 - A289		153.6	309.27	1.20	F		237.2	529.62	1.31	F

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

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

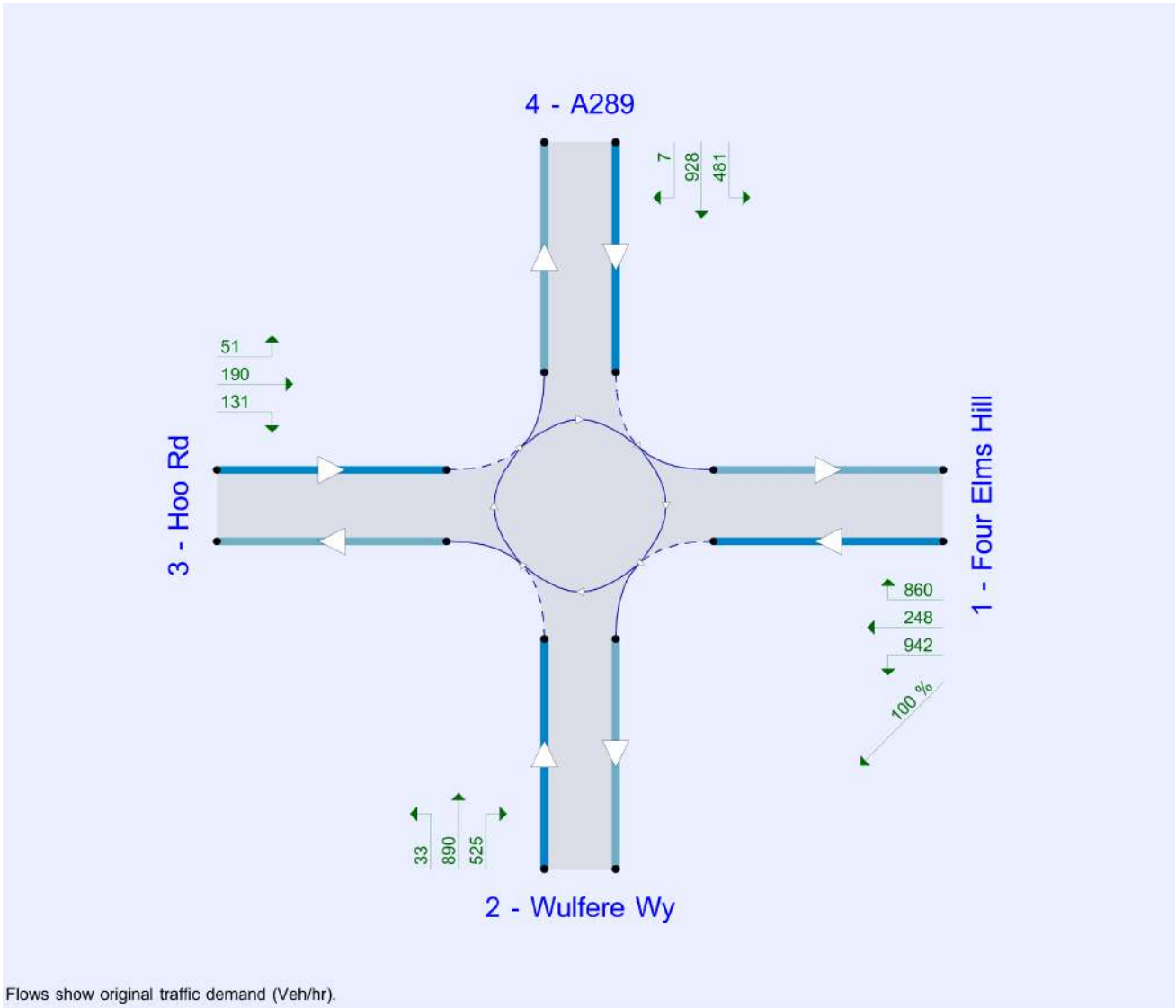
File summary

File Description

Title	
Location	
Site number	
Date	12/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\siudzis
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	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	AM	ONE HOUR	07:15	08:45	15	✓
D2	2024	PM	ONE HOUR	16:45	18:15	15	✓
D3	RC Demand	AM	ONE HOUR	07:15	08:45	15	✓
D4	RC Demand	PM	ONE HOUR	16:45	18:15	15	✓
D5	RC LTC Demand	AM	ONE HOUR	07:15	08:45	15	✓
D6	RC LTC Demand	PM	ONE HOUR	16:45	18:15	15	✓

Base - 2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Wulfere Wy - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Hoo Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Base	✓	✓	D1, D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Four Elms	Standard Roundabout		1, 2, 3, 4	7.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.48	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Four Elms Hill		
2	Wulfere Wy		
3	Hoo Rd		
4	A289		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Four Elms Hill	7.28	9.64	18.0	22.2	86.0	48.0		
2 - Wulfere Wy	9.47	10.68	59.1	30.7	86.0	49.0		
3 - Hoo Rd	3.10	9.22	31.7	32.1	86.0	25.5		
4 - A289	9.56	10.33	16.8	19.1	86.0	16.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Four Elms Hill	✓	100
2 - Wulfere Wy		
3 - Hoo Rd		
4 - A289		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Four Elms Hill	0.571	2553
2 - Wulfere Wy	0.645	3056
3 - Hoo Rd	0.534	2156
4 - A289	0.693	3244

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Four Elms Hill		ONE HOUR	✓	2061	100.000
2 - Wulfere Wy		ONE HOUR	✓	1450	100.000
3 - Hoo Rd		ONE HOUR	✓	372	100.000
4 - A289		ONE HOUR	✓	1418	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	11	942	248	860
	2 - Wulfere Wy	525	2	33	890
	3 - Hoo Rd	190	131	0	51
	4 - A289	481	928	7	2

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	0	2	2	7
	2 - Wulfere Wy	3	0	12	12
	3 - Hoo Rd	3	7	0	2
	4 - A289	14	12	29	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Four Elms Hill	0.72	7.61	2.7	A	1968	1630
2 - Wulfere Wy	0.79	8.27	3.9	A	1447	2170
3 - Hoo Rd	0.61	13.59	1.6	B	356	534
4 - A289	0.69	5.04	2.4	A	1467	2201

Base - 2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Wulfere Wy - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Hoo Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Base	✓	✓	D1, D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Four Elms	Standard Roundabout		1, 2, 3, 4	5.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.68	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Four Elms Hill		
2	Wulfere Wy		
3	Hoo Rd		
4	A289		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Four Elms Hill	7.28	9.64	18.0	22.2	86.0	48.0		
2 - Wulfere Wy	9.47	10.68	59.1	30.7	86.0	49.0		
3 - Hoo Rd	3.10	9.22	31.7	32.1	86.0	25.5		
4 - A289	9.56	10.33	16.8	19.1	86.0	16.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Four Elms Hill	✓	100
2 - Wulfere Wy		
3 - Hoo Rd		
4 - A289		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Four Elms Hill	0.571	2553
2 - Wulfere Wy	0.645	3056
3 - Hoo Rd	0.534	2156
4 - A289	0.693	3244

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Four Elms Hill		ONE HOUR	✓	1529	100.000
2 - Wulfere Wy		ONE HOUR	✓	1627	100.000
3 - Hoo Rd		ONE HOUR	✓	368	100.000
4 - A289		ONE HOUR	✓	1394	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	21	633	154	721
	2 - Wulfere Wy	674	6	46	901
	3 - Hoo Rd	245	85	2	36
	4 - A289	630	727	32	5

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	0	1	4	6
	2 - Wulfere Wy	1	0	0	3
	3 - Hoo Rd	3	1	0	3
	4 - A289	4	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Four Elms Hill	0.53	4.04	1.2	A	1454	1301
2 - Wulfere Wy	0.78	6.94	3.5	A	1524	2286
3 - Hoo Rd	0.56	11.28	1.3	B	346	519
4 - A289	0.66	4.60	2.0	A	1349	2023

Ref Case - RC Demand, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Wulfere Wy - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Hoo Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Ref Case	✓	✓	D3, D4, D5, D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Four Elms	Standard Roundabout		1, 2, 3, 4	85.53	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	85.53	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Four Elms Hill		
2	Wulfere Wy		
3	Hoo Rd		
4	A289		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Four Elms Hill	7.28	9.64	18.0	22.2	86.0	48.0		
2 - Wulfere Wy	9.47	10.68	59.1	30.7	86.0	49.0		
3 - Hoo Rd	3.10	9.22	31.7	32.1	86.0	25.5		
4 - A289	9.56	10.33	16.8	19.1	86.0	16.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Four Elms Hill	✓	100
2 - Wulfere Wy		
3 - Hoo Rd		
4 - A289		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Four Elms Hill	None		
2 - Wulfere Wy	None		
3 - Hoo Rd	None		
4 - A289	Percentage		67.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Four Elms Hill	0.571	2553
2 - Wulfere Wy	0.645	3056
3 - Hoo Rd	0.534	2156
4 - A289	0.693	2173

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	RC Demand	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Four Elms Hill		ONE HOUR	✓	2447	100.000
2 - Wulfere Wy		ONE HOUR	✓	1073	100.000
3 - Hoo Rd		ONE HOUR	✓	444	100.000
4 - A289		ONE HOUR	✓	1408	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	30	1054	218	1145
	2 - Wulfere Wy	595	0	4	474
	3 - Hoo Rd	212	31	0	201
	4 - A289	1095	313	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	0	3	0	4
	2 - Wulfere Wy	6	0	100	19
	3 - Hoo Rd	1	35	0	0
	4 - A289	6	38	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Four Elms Hill	0.69	5.20	2.3	A	2316	1980
2 - Wulfere Wy	0.65	5.68	2.1	A	1104	1656
3 - Hoo Rd	0.68	15.84	2.2	C	419	629
4 - A289	1.19	293.14	149.2	F	1461	2192

Ref Case - RC Demand, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Wulfere Wy - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Hoo Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Ref Case	✓	✓	D3, D4, D5, D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Four Elms	Standard Roundabout		1, 2, 3, 4	157.94	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	157.94	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Four Elms Hill		
2	Wulfere Wy		
3	Hoo Rd		
4	A289		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Four Elms Hill	7.28	9.64	18.0	22.2	86.0	48.0		
2 - Wulfere Wy	9.47	10.68	59.1	30.7	86.0	49.0		
3 - Hoo Rd	3.10	9.22	31.7	32.1	86.0	25.5		
4 - A289	9.56	10.33	16.8	19.1	86.0	16.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Four Elms Hill	✓	100
2 - Wulfere Wy		
3 - Hoo Rd		
4 - A289		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Four Elms Hill	None		
2 - Wulfere Wy	None		
3 - Hoo Rd	None		
4 - A289	Percentage		67.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Four Elms Hill	0.571	2553
2 - Wulfere Wy	0.645	3056
3 - Hoo Rd	0.534	2156
4 - A289	0.693	2173

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	RC Demand	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Four Elms Hill		ONE HOUR	✓	2298	100.000
2 - Wulfere Wy		ONE HOUR	✓	1023	100.000
3 - Hoo Rd		ONE HOUR	✓	405	100.000
4 - A289		ONE HOUR	✓	1631	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	28	790	236	1244
	2 - Wulfere Wy	627	0	3	393
	3 - Hoo Rd	239	4	0	162
	4 - A289	1186	445	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	1	3	0	6
	2 - Wulfere Wy	3	0	100	12
	3 - Hoo Rd	1	98	0	0
	4 - A289	4	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Four Elms Hill	0.75	6.65	3.2	A	2199	2179
2 - Wulfere Wy	0.62	5.26	1.7	A	1002	1503
3 - Hoo Rd	0.62	13.36	1.6	B	377	566
4 - A289	1.29	499.66	228.7	F	1581	2371

Ref Case - RC LTC Demand, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Wulfere Wy - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Hoo Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Ref Case	✓	✓	D3, D4, D5, D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Four Elms	Standard Roundabout		1, 2, 3, 4	89.01	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	89.01	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Four Elms Hill		
2	Wulfere Wy		
3	Hoo Rd		
4	A289		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Four Elms Hill	7.28	9.64	18.0	22.2	86.0	48.0		
2 - Wulfere Wy	9.47	10.68	59.1	30.7	86.0	49.0		
3 - Hoo Rd	3.10	9.22	31.7	32.1	86.0	25.5		
4 - A289	9.56	10.33	16.8	19.1	86.0	16.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Four Elms Hill	✓	100
2 - Wulfere Wy		
3 - Hoo Rd		
4 - A289		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Four Elms Hill	None		
2 - Wulfere Wy	None		
3 - Hoo Rd	None		
4 - A289	Percentage		67.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Four Elms Hill	0.571	2553
2 - Wulfere Wy	0.645	3056
3 - Hoo Rd	0.534	2156
4 - A289	0.693	2173

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	RC LTC Demand	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Four Elms Hill		ONE HOUR	✓	2445	100.000
2 - Wulfere Wy		ONE HOUR	✓	1063	100.000
3 - Hoo Rd		ONE HOUR	✓	464	100.000
4 - A289		ONE HOUR	✓	1380	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	30	1065	229	1121
	2 - Wulfere Wy	611	0	4	448
	3 - Hoo Rd	218	45	0	201
	4 - A289	1073	307	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	0	3	0	4
	2 - Wulfere Wy	6	0	100	24
	3 - Hoo Rd	1	25	0	0
	4 - A289	7	39	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Four Elms Hill	0.68	5.12	2.2	A	2314	1961
2 - Wulfere Wy	0.65	5.77	2.1	A	1111	1667
3 - Hoo Rd	0.70	16.74	2.4	C	438	657
4 - A289	1.20	309.27	153.6	F	1445	2168

Ref Case - RC LTC Demand, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Wulfere Wy - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Hoo Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Ref Case	✓	✓	D3, D4, D5, D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Four Elms	Standard Roundabout		1, 2, 3, 4	165.34	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	165.34	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Four Elms Hill		
2	Wulfere Wy		
3	Hoo Rd		
4	A289		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Four Elms Hill	7.28	9.64	18.0	22.2	86.0	48.0		
2 - Wulfere Wy	9.47	10.68	59.1	30.7	86.0	49.0		
3 - Hoo Rd	3.10	9.22	31.7	32.1	86.0	25.5		
4 - A289	9.56	10.33	16.8	19.1	86.0	16.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Four Elms Hill	✓	100
2 - Wulfere Wy		
3 - Hoo Rd		
4 - A289		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Four Elms Hill	None		
2 - Wulfere Wy	None		
3 - Hoo Rd	None		
4 - A289	Percentage		67.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Four Elms Hill	0.571	2553
2 - Wulfere Wy	0.645	3056
3 - Hoo Rd	0.534	2156
4 - A289	0.693	2173

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	RC LTC Demand	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Four Elms Hill		ONE HOUR	✓	2299	100.000
2 - Wulfere Wy		ONE HOUR	✓	1045	100.000
3 - Hoo Rd		ONE HOUR	✓	406	100.000
4 - A289		ONE HOUR	✓	1619	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	28	811	236	1224
	2 - Wulfere Wy	666	0	3	376
	3 - Hoo Rd	241	4	0	161
	4 - A289	1144	475	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

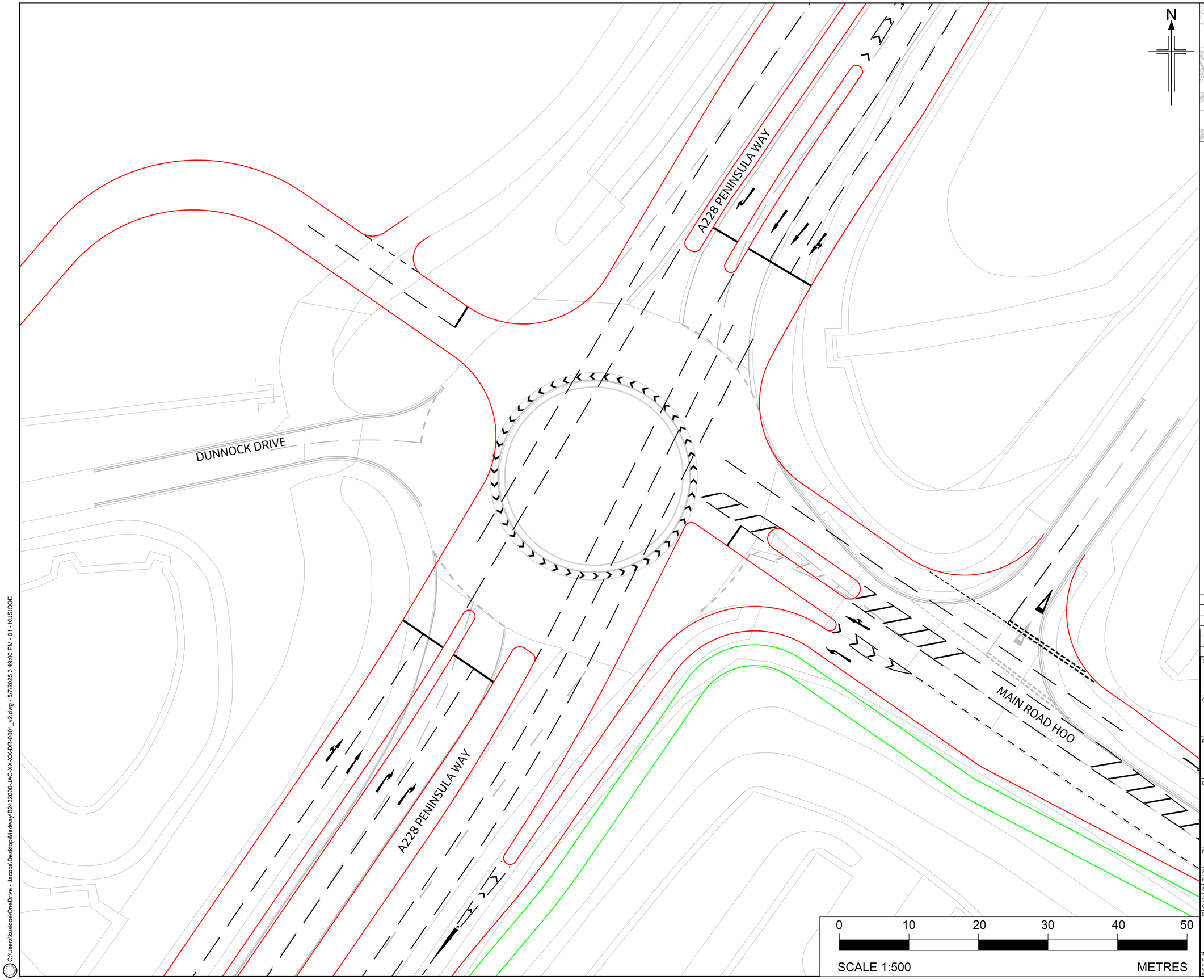
		To			
		1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289
From	1 - Four Elms Hill	1	3	0	6
	2 - Wulfere Wy	3	0	100	13
	3 - Hoo Rd	1	100	0	0
	4 - A289	4	9	0	0

Results

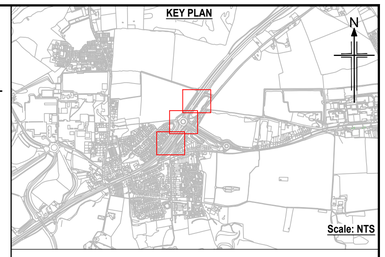
Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Four Elms Hill	0.75	6.51	3.1	A	2200	2150
2 - Wulfere Wy	0.63	5.36	1.8	A	1025	1537
3 - Hoo Rd	0.63	13.53	1.7	B	378	568
4 - A289	1.31	529.62	237.2	F	1567	2350

Appendix B. Proposed Mitigation Design Layouts



KEY PLAN



Notes

1. All dimensions in meters unless stated otherwise.
2. Road markings have been shown indicatively only to present the developing scheme.
3. The drawing has been based on a Topographical survey. Full details on TOPO survey provided separately.
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5. Drawing to be printed in colour.
6. Do not scale from this drawing.
7. The feasibility of this design solution is subject to further work to be conducted at the detailed design stage.
8. All road markings and signs are as per the Traffic Signs Regulations and General Directions 2016 (TSRGD) and Traffic Signs Manual.

Key

- Proposed Marking
- Proposed Kerbline
- Proposed Footway/ Verge
- Existing Marking

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FOR DISCUSSION ONLY

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	APR 2025	DRAFT	EKO	BS	BS	...

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitigation

Drawing title: Concept Design
A228 Peninsula Way / Main Road Hoo

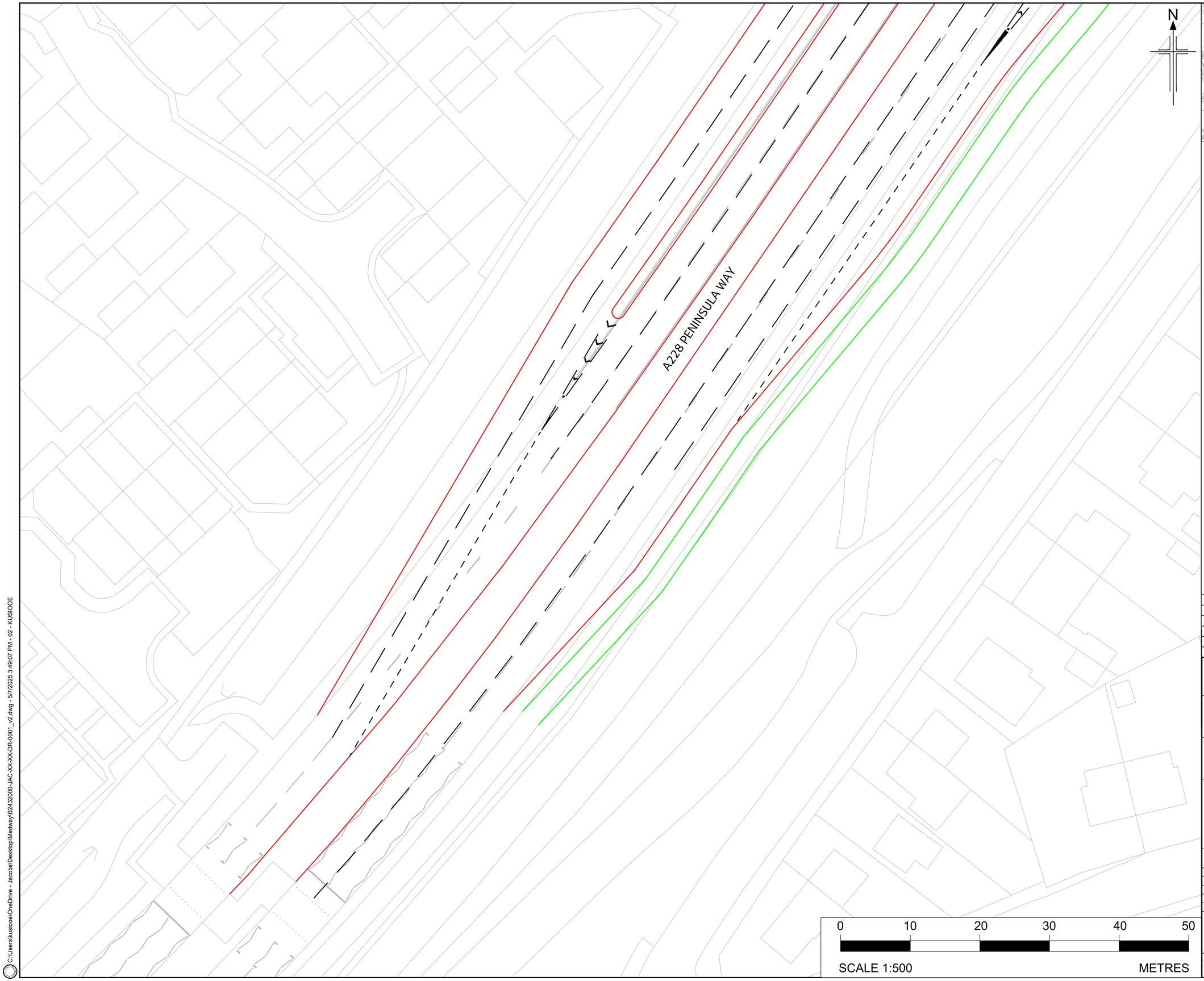
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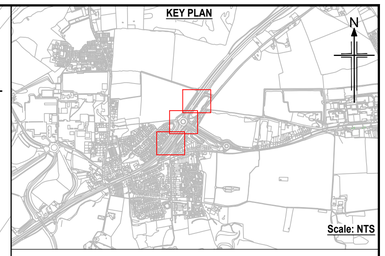
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Project Stage		
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Jacobs No.		Rev P01
Client no.	B2432000	

Drawing number: PIN B2432000 - Originator JAC - Volume XX - Location XX - Type DR - Role D - Number 0001

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Notes

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Key

- Proposed Marking
- Proposed Kerbline
- Proposed Footway/ Verge
- Existing Marking

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FOR DISCUSSION ONLY

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	APR 2025	DRAFT	EKO	BS	BS	...

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitigation

Drawing title: Concept Design
A228 Peninsula Way / Main Road Hoo

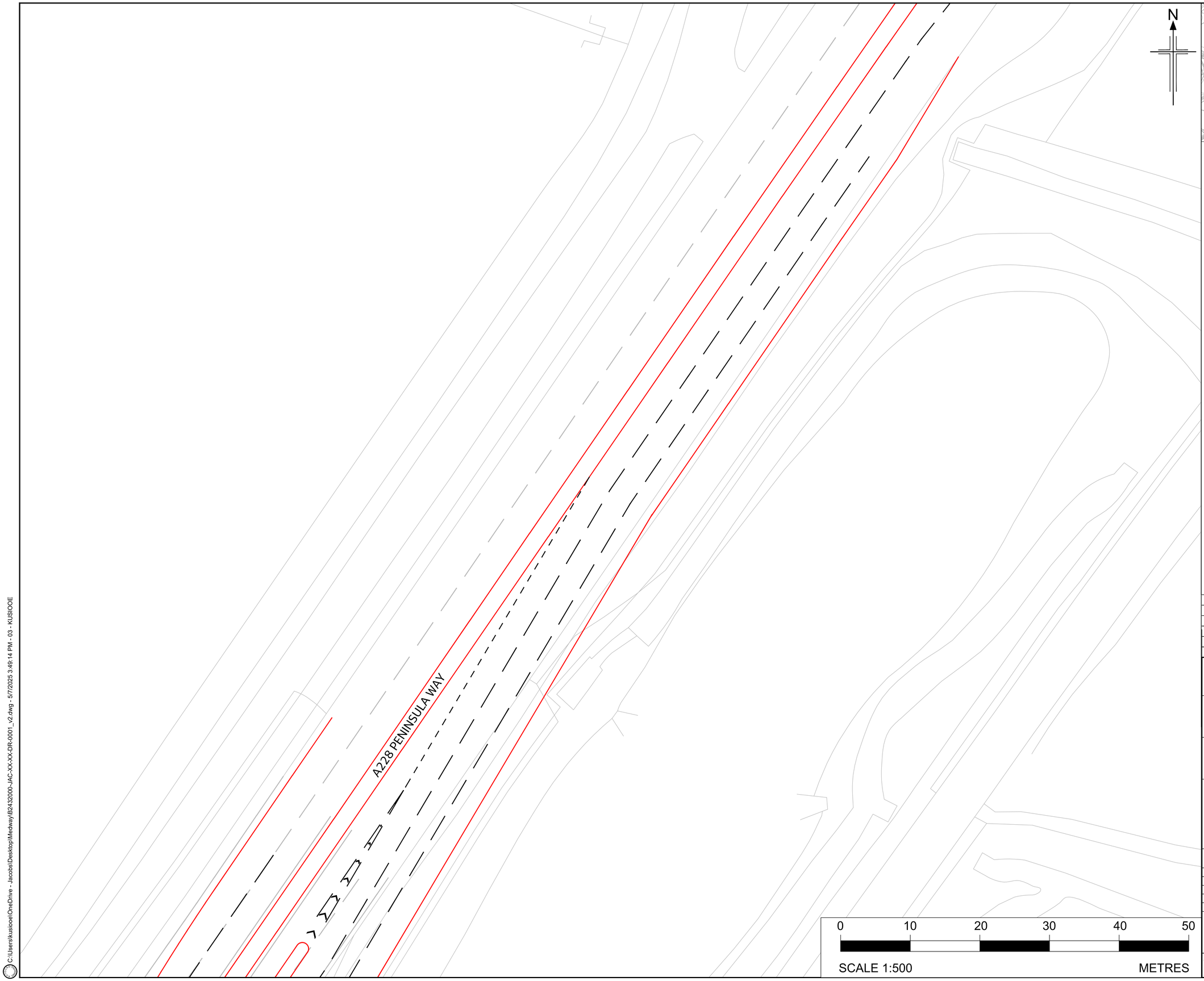
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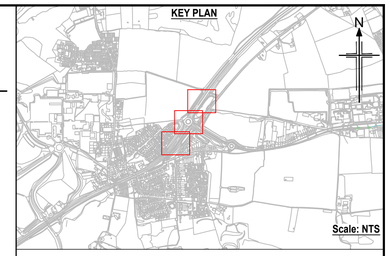
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Project Stage		
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Jacobs No.		Rev P01
Client no.	B2432000	

Drawing number: PIN B2432000 - Originator JAC - Volume XX - Location XX - Type DR - Role D - Number 0001

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Notes

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Key

- Proposed Marking
- Proposed Kerbline
- Proposed Footway/ Verge
- Existing Marking

0 10 20 30 40 50

SCALE 1:500 METRES

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Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	APR 2025	DRAFT	EKO	BS	BS	...

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitigation

Drawing title: Concept Design
A228 Peninsula Way / Main Road Hoo

Drawing status: Drawing

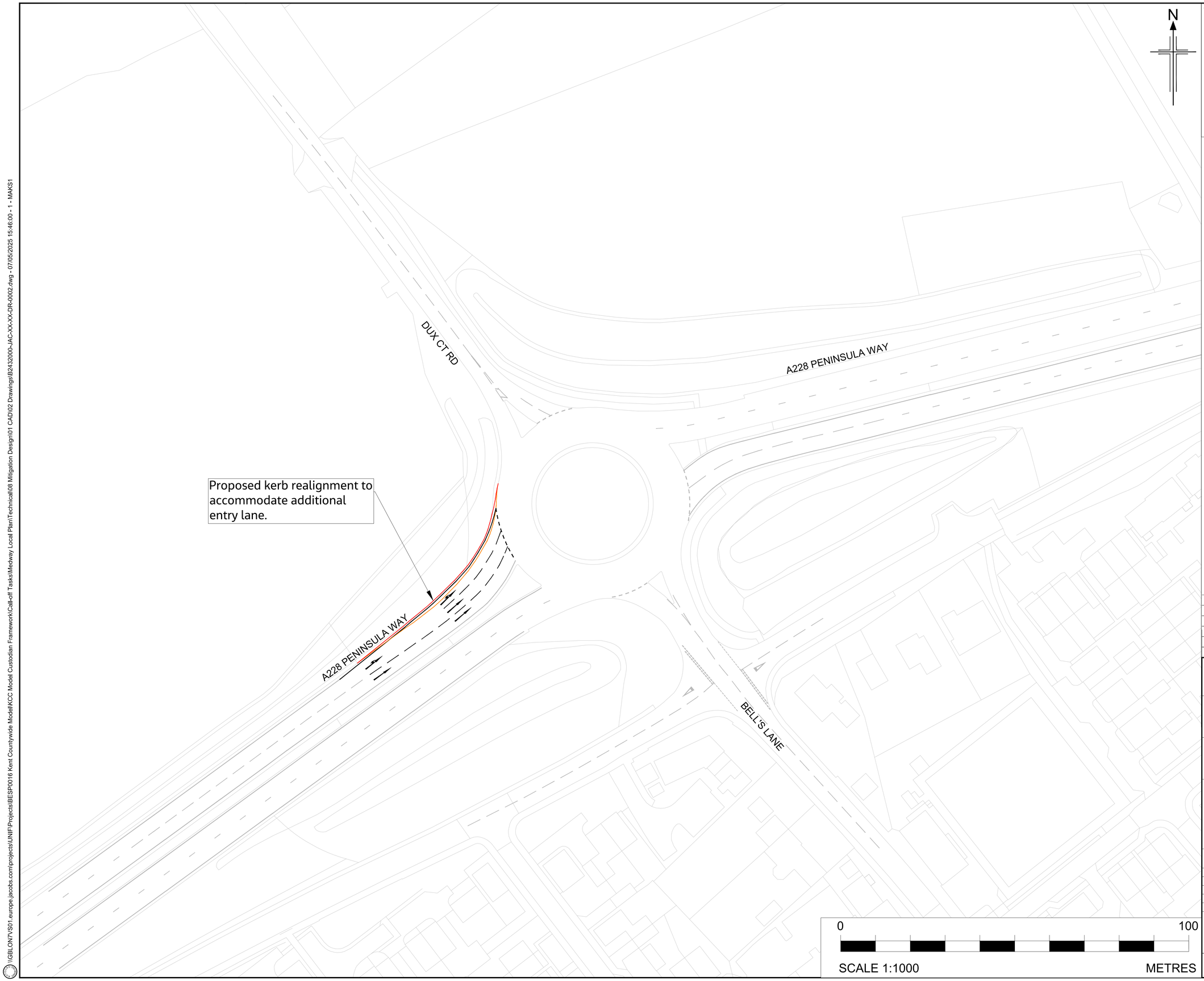
State Code	CONCEPT DESIGN	
Project Stage		
Scale	1:500 @A1	DO NOT SCALE
Jacobs No.		Rev P01
Client no.	B2432000	

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B2432000 - JAC - XX - XX - DR - D - 0001

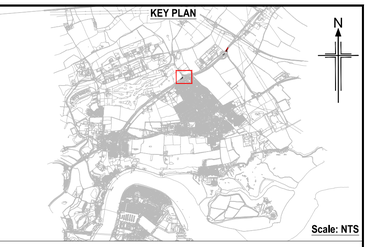
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KEY PLAN



Scale: NTS

Notes

1. All dimensions in meters unless stated otherwise.
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3. The drawing has been based on a Topographical survey. Full details on TOPO survey provided separately.
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5. Drawing to be printed in colour.
6. Do not scale from this drawing.
7. The feasibility of this design solution is subject to further work to be conducted at the detailed design stage.
8. All road markings and signs are as per the Traffic Signs Regulations and General Directions 2016 (TSRGD) and Traffic Signs Manual.

Key

- Proposed Marking
- Proposed Kerbline
- Proposed Footway/ Verge
- Existing Marking
- Existing Kerb to be Removed

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Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	25/04/2025	DRAFT	SM	BS	BS	CS

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitigation

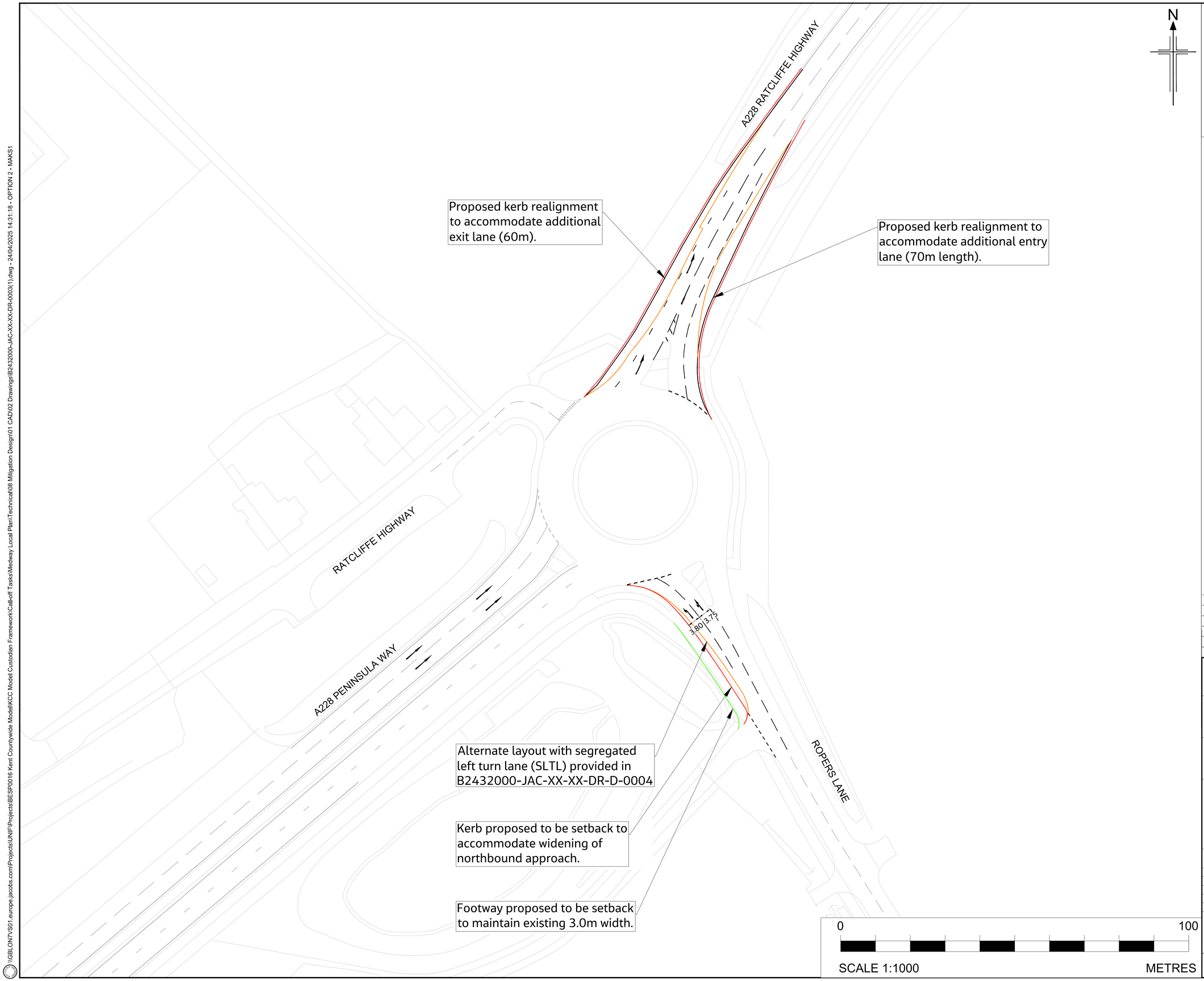
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A228 Peninsula Way / Bell's Lane
/ Dux Ct Road

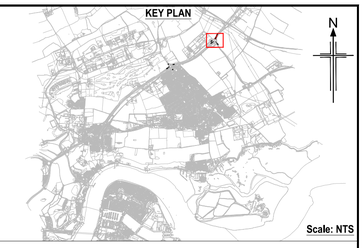
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State Code	CONCEPT	
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Jacobs No.		Rev P01
Client no.	B2432000	

Drawing number: B2432000 - JAC - XX - XX -DR- D -0002
(PIN | Originator | Volume | Location | Type | Role | Number)

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Notes

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8. All road markings and signs are as per the Traffic Signs Regulations and General Directions 2016 (TSRGD) and Traffic Signs Manual.

Key

- Proposed Marking
- Proposed Kerbline
- Proposed Footway/ Verge
- Existing Marking
- Existing Kerb to be Removed

DRAFT
FOR DISCUSSION ONLY

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	25/04/2025	DRAFT	SM	BS	BS	CS

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitigation

Drawing title: Concept Design
A228 Peninsula Way / Ropers Lane / Ratcliffe Highway

Lane Widening Option

Drawing status: Drawing

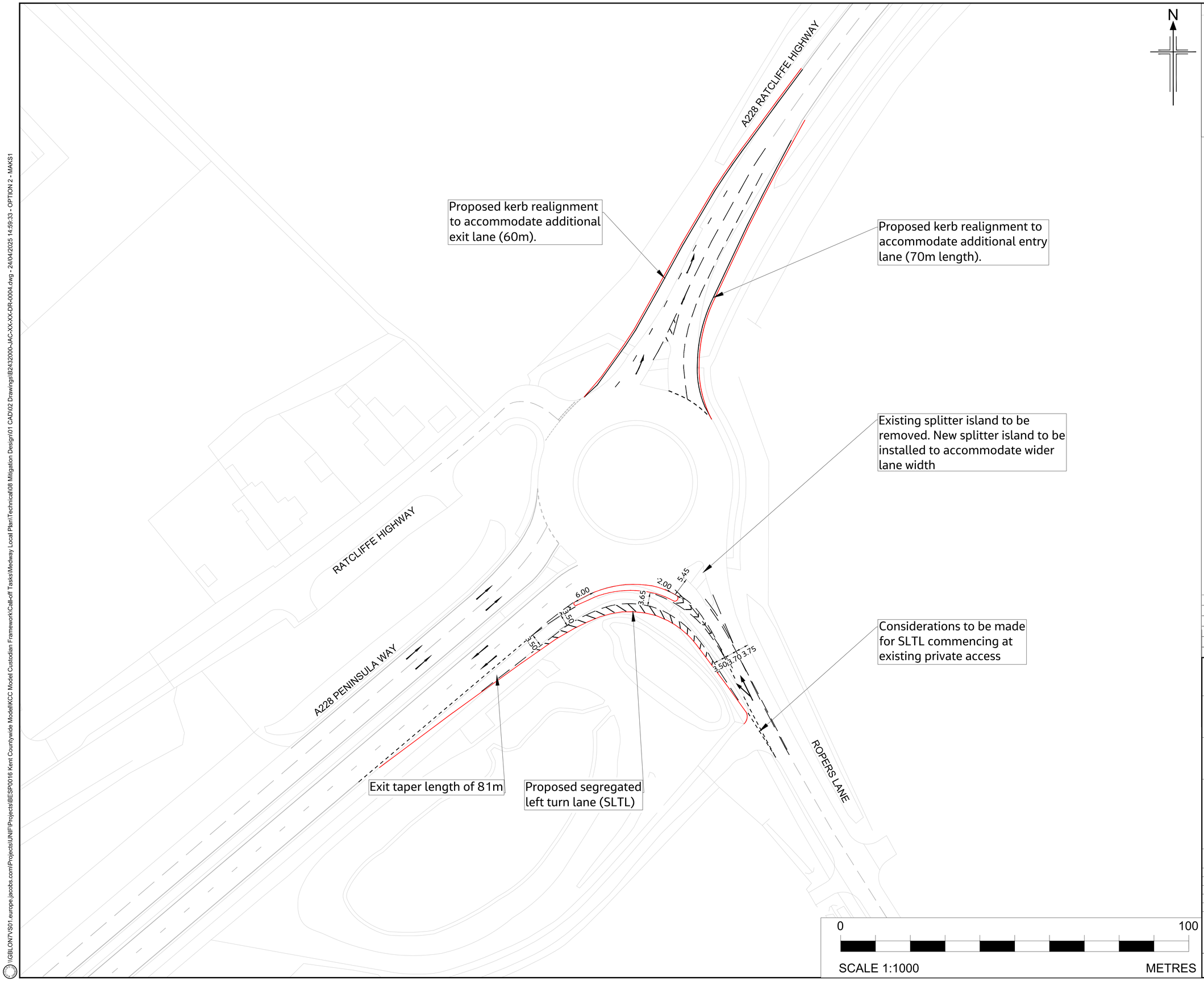
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Jacobs No.		Rev
Client no.	B2432000	P01

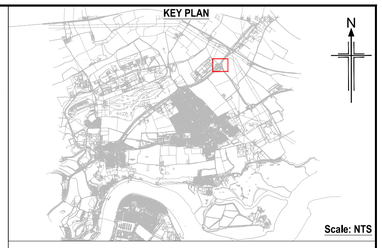
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PIN	Originator	Volume	Location	Type	Role	Number
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Notes

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8. All road markings and signs are as per the Traffic Signs Regulations and General Directions 2016 (TSRGD) and Traffic Signs Manual.

Key

- Proposed Marking
- Proposed Kerbline
- Proposed Footway/ Verge
- Existing Marking
- Existing Kerb to be Removed

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FOR DISCUSSION ONLY

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	25/04/2025	DRAFT	SM	BS	BS	CS

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitigation

Drawing title: Concept Design
A228 Peninsula Way / Ropers Lane / Ratcliffe Highway

Segregated Left Turn Lane Option

Drawing status: Drawing

State Code	CONCEPT
Project Stage	
Scale	1:1000 @A1
Jacobs No.	
Client no.	B2432000

DO NOT SCALE

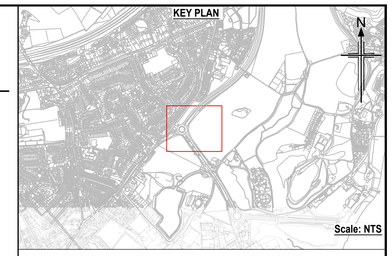
Rev P01

Drawing number
PIN | Originator | Volume | Location | Type | Role | Number
B2432000 - JAC - XX - XX -DR- D -0004

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8. All road markings and signs are as per the Traffic Signs Regulations and General Directions 2016 (TSRGD) and Traffic Signs Manual.

Key

- Proposed Marking
- Proposed Kerbline
- Proposed Footway/ Verge
- Existing Marking

DRAFT
FOR DISCUSSION ONLY

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	APR 2025	DRAFT	EKO	BS	...	...

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitigation

Drawing title: Concept Design
Sans Pareil Roundabout

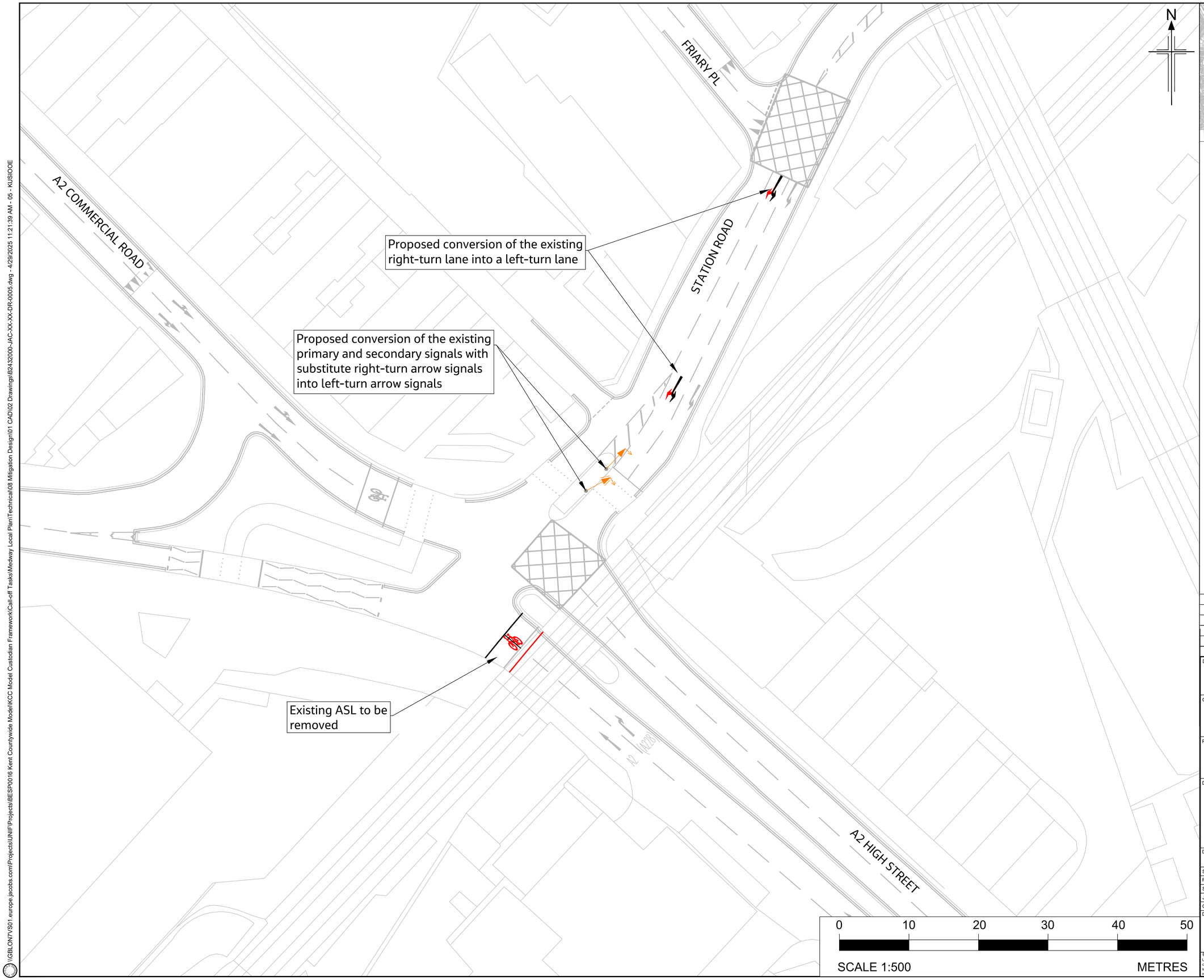
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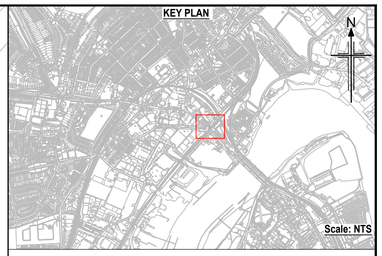
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Jacobs No.		Rev P01
Client no.	B2432000	

Drawing number
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C:\Users\kusiooe\OneDrive - Jacobs\Desktop\Medway\B2432000-JAC-XX-XX-DR-D-01_Main Road Hoo_v3.dwg - 4/30/2025 12:43:30 PM - 04 - KUSIOOE





Notes

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Key

- Proposed Marking
- Existing Marking
- Existing Marking to be removed
- Proposed Signals

DRAFT
FOR DISCUSSION ONLY

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	APR 2025	DRAFT	EKO	BS	BS	-

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitigation

Drawing title: Concept Design
A2 High Street/Station Road

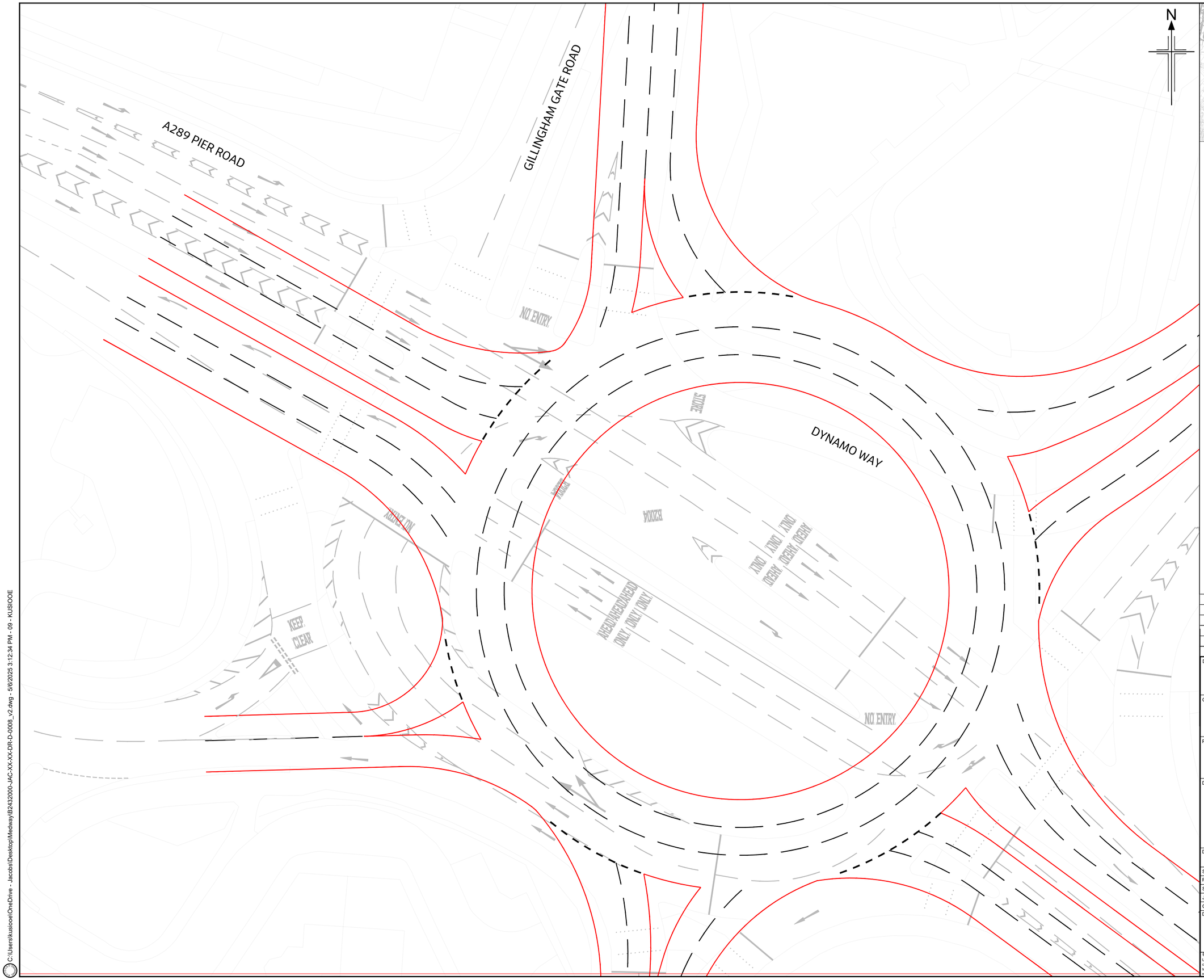
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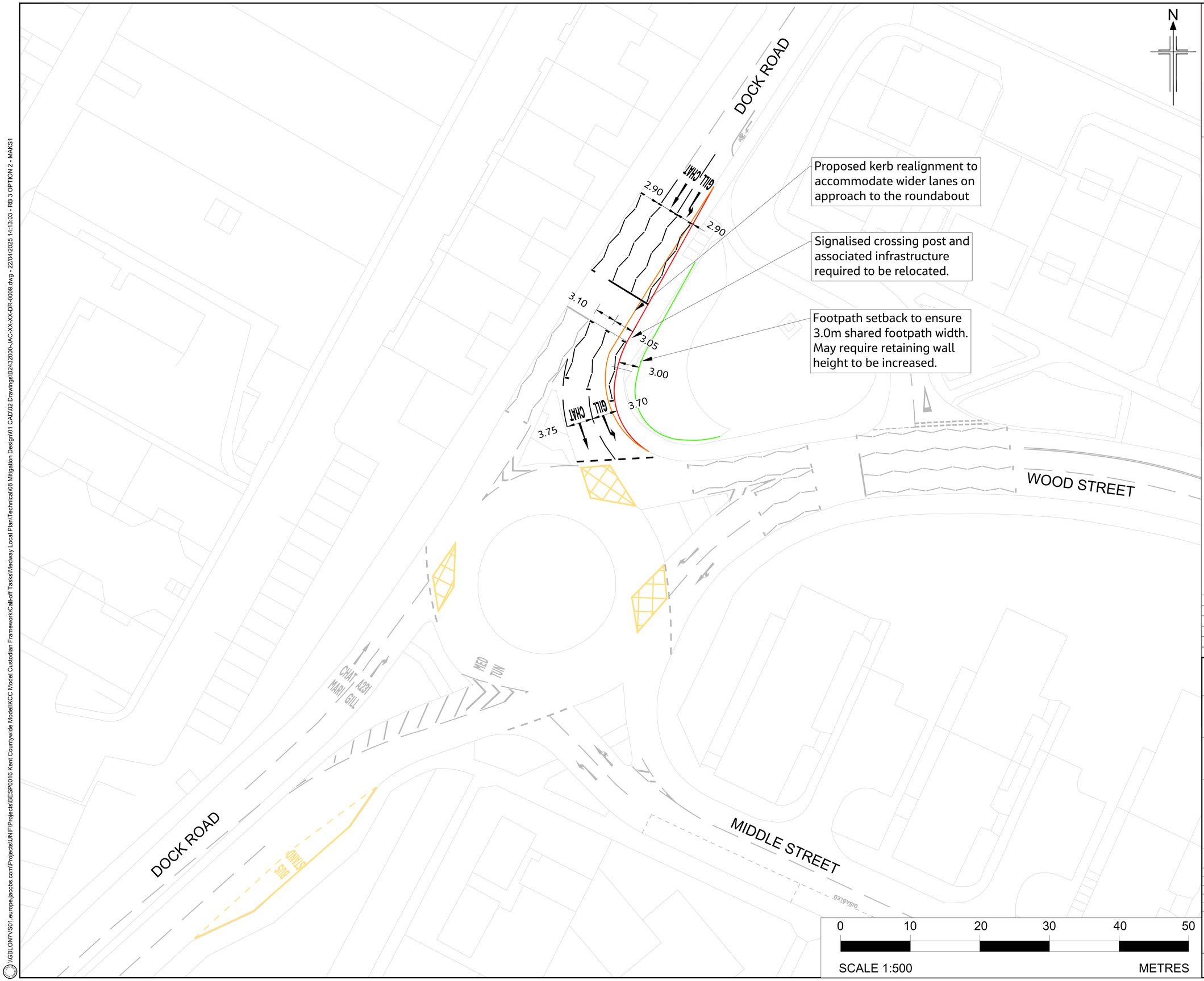
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Project Stage			
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Jacobs No.		Rev	P01
Client no.	B2432000		

Drawing number: PIN | Originator | Volume | Location | Type | Role | Number
B2432000 - JAC - XX - XX - DR - D - 0005

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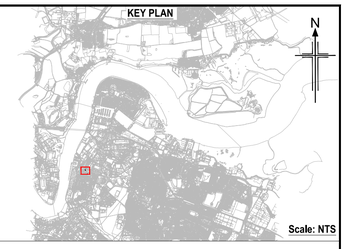
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A289 PIER ROAD
GILLINGHAM GATE ROAD
DYNAMO WAY
NO ENTRY
NO ENTRY
KEEP CLEAR
NO ENTRY
ONLY
ONLY
ONL



N

KEY PLAN



Scale: NTS

Notes

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Key

- Proposed Marking
- Proposed Kerbline
- Proposed Footway/ Verge
- Existing Marking
- Existing Kerb to be Removed

DRAFT
FOR DISCUSSION ONLY

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
P01	18/04/2025	DRAFT	SM	BS	BS	CS

Designer: Jacobs

Client: Medway Council

Project: Medway LP Mitgation

Drawing title: Concept Design
Dock Road / Wood Street
/ Middle Street Roundabout

Drawing status: Drawing

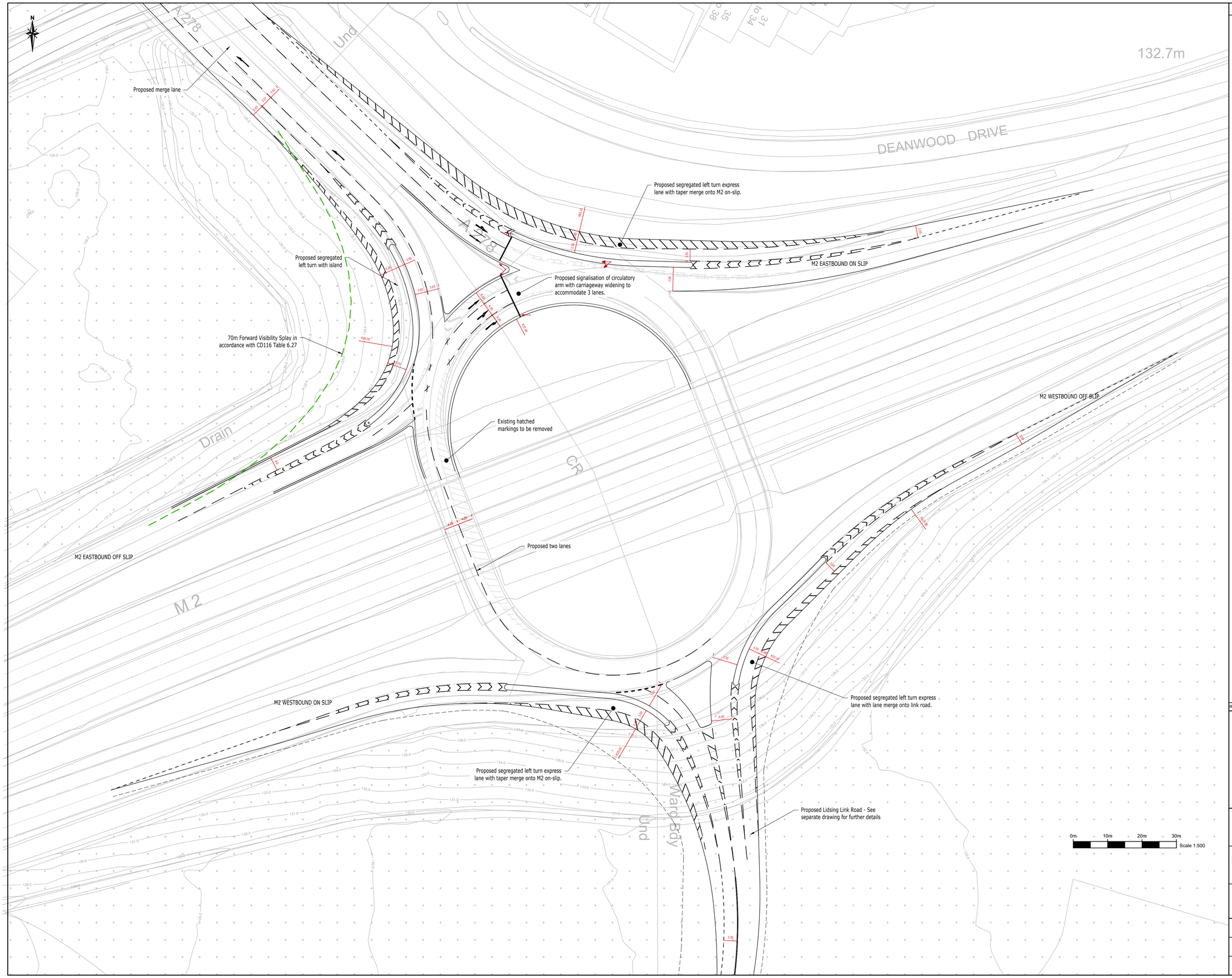
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Client no.	B2432000	

Drawing number: PIN B2432000 - Originator JAC - Volume XX - Location XX - Type DR - Role D - Number 0009

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Show Work at 1:000-JaC



NOTES

Adapted from Drawing
19-062-017 Rev D

Rev	Amendments	Drn	Chk	App	Date

Charles & Associates

Issued by

Landmark House
Station Road
Hook
Hampshire
RG27 9HA
01256 630420

Park House
Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford
Kent
ME20 6SN
01732 448120

enquiries@c-a-uk.com
www.c-a-uk.com

Job Title

Lidsing Garden Community

Drawing Title

Proposed M2 Junction 4 Improvements + Lidsing Link Road Connection

Client

FD Attwood & Partners

Scale	Date	Designed
1:500 @ A1	Mar 2025	DH
Drawn	**Checked**	**Approved**
DH	JW	JW
Job No	**Drawing No**	**Rev**
24-095	24-095-011	-

Appendix C. Order of Magnitude Cost Estimates

Description	A228 Peninsula Way/Main Road Hoo	A228 Peninsula Way/Dux Court Road/Bells Ln	A228 Peninsula Way/Roper's Ln/Ratcliff Highway OP1	A228 Peninsula Way/Roper's Ln/Ratcliff Highway OP2	Sans Pareil Roundabout	A2 High Street/Station Road and A2 High Street/Canal Road	Pier Road/Gillingham Gate/Dynamo Way Gyratory	Dock Road/Middle Street/Wood Street	Four Elms Roundabout
Series 100	£ 960,000.00	£ 480,000.00	£ 576,000.00	£ 576,000.00	£ 960,000.00	£ 384,000.00	£ 1,152,000.00	£ 576,000.00	£ 1,152,000.00
Series 200	£ 47,526.91	£ 1,907.71	£ 7,326.72	£ 9,649.15	£ 68,954.11	£ -	£ 51,715.58	£ 1,244.16	£ 151,699.05
Series 400	£ 60,000.00	£ -	£ -	£ -	£ 60,000.00	£ -	£ 60,000.00	£ -	£ 60,000.00
Series 500	£ 436,248.00	£ 20,572.92	£ 40,940.93	£ 52,165.63	£ 1,838,085.84	£ 16,299.00	£ 1,381,958.13	£ 23,572.17	£ 4,205,764.93
Series 600	£ 1,024,396.80	£ -	£ 17,864.32	£ 56,625.28	£ 8,541,254.40	£ -	£ 6,405,940.80	£ 23,731.20	£ 19,644,885.12
Series 700	£ 847,168.00	£ 11,516.80	£ 89,108.80	£ 108,921.60	£ 2,635,200.00	£ -	£ 1,976,400.00	£ 7,027.20	£ 6,060,960.00
Series 1100	£ 511,155.20	£ 17,056.00	£ 59,686.40	£ 69,824.00	£ 577,971.20	£ -	£ 433,478.40	£ 18,934.40	£ 1,329,333.76
Series 1200	£ 221,600.00	£ 3,300.00	£ 1,000.00	£ 2,000.00	£ 9,000.00	£ 4,500.00	£ 3,375.00	£ 3,375.00	£ 10,350.00
Series 1300	£ 200,000.00	£ 1,280.00	£ 1,280.00	£ 6,400.00	£ 386,480.00	£ 160.00	£ 289,860.00	£ 80.00	£ 888,904.00
Series 1400	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -
Series 3000	£ 104,000.00	£ 104,000.00	£ 104,000.00	£ 104,000.00	£ 104,000.00	£ 104,000.00	£ 104,000.00	£ 104,000.00	£ 104,000.00
Total works Cost (£)	**£4,412,094.91**	**£639,633.43**	**£897,207.17**	**£985,585.66**	**£15,180,945.55**	**£508,959.00**	**£11,858,727.91**	**£757,964.13**	**£33,607,896.86**
Design & Supervision	£882,418.98	£127,926.69	£179,441.43	£197,117.13	£3,036,189.11	£101,791.80	£2,371,745.58	£151,592.83	£6,721,579.37
Risks & Contingencies	£1,764,837.96	£255,853.37	£358,882.87	£394,234.27	£6,072,378.22	£203,583.60	£4,743,491.17	£303,185.65	£13,443,158.74
Subtotal	£7,059,351.86	£1,023,413.49	£1,435,531.47	£1,576,937.06	£24,289,512.88	£814,334.40	£18,973,964.66	£1,212,742.61	£53,772,634.97
Fee	£352,967.59	£51,170.67	£71,776.57	£78,846.85	£1,214,475.64	£40,716.72	£948,698.23	£60,637.13	£2,688,631.75
Optimism Bias	£1,411,870.37	£204,682.70	£287,106.29	£315,387.41	£4,857,902.58	£162,866.88	£3,794,792.93	£242,548.52	£10,754,526.99
Final Cost	**£8,824,190**	**£1,279,267**	**£1,794,414**	**£1,971,171**	**£30,361,891**	**£1,017,918**	**£23,717,456**	**£1,515,928**	**£67,215,794**

Description	A228 Peninsula Way/Main Road Hoo	A228 Peninsula Way/Dux Court Road/Bells Ln	A228 Peninsula Way/Roper's Ln/Ratcliff Highway OP1	A228 Peninsula Way/Roper's Ln/Ratcliff Highway OP2	Sans Pareil Roundabout	A2 High Street/Station Road and A2 High Street/Canal Road	Pier Road/Gillingham Gate/Dynamo Way Gyratory	Dock Road/Middle Street/Wood Street	Four Elms Roundabout
Lower Range	£ 7,000,000.00	£ 1,000,000.00	£ 1,000,000.00	£ 1,000,000.00	£ 23,000,000.00	£ 1,000,000.00	£ 18,000,000.00	£ 1,000,000.00	£ 50,000,000.00
Higher Range	£ 11,000,000.00	£ 2,000,000.00	£ 2,000,000.00	£ 2,000,000.00	£ 38,000,000.00	£ 1,000,000.00	£ 30,000,000.00	£ 2,000,000.00	£ 84,000,000.00

Appendix K. Four Elms Mitigation Options

Jacobs Challenging today. Reinventing tomorrow.

Four Elms Roundabout – Early Optioneering

Introduction

- The Forecasting Report, published as part of the Regulation 18 (Reg18) consultation demonstrated significant deterioration at Four Elms roundabout within the Reference Case scenario (completed and committed development only) which is further exacerbated in the Do Something Local Plan scenario. Significant delay and increases in queueing at all approach to Four Elms roundabout cause considerable re-routing along parallel, more attractive routes, causing subsequent issues elsewhere on the network.

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Reference Case

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Reference Case					
1 - Four Elms Hill	2.3	5.2	0.69	3.2	6.65	0.75
2 - Wulfere Wy	2.1	5.68	0.65	1.7	5.26	0.62
3 - Hoo Rd	2.2	15.84	0.68	1.6	13.36	0.62
4 - A289	149.2	293.14	1.19	228.7	499.66	1.29

AM	1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289	Total
1 - Four Elms Hill	30	1054	218	1145	2447
2 - Wulfere Wy	595	0	4	474	1073
3 - Hoo Rd	212	31	0	201	444
4 - A289	1095	313	0	0	1408
Total	1932	1398	222	1820	5372

PM	1 - Four Elms Hill	2 - Wulfere Wy	3 - Hoo Rd	4 - A289	Total
1 - Four Elms Hill	28	790	236	1244	2298
2 - Wulfere Wy	627	0	3	393	1023
3 - Hoo Rd	239	4	0	162	405
4 - A289	1186	445	0	0	1631
Total	2080	1239	239	1799	5357

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Regulation 19 Interim Flows Summary

Total	A289 Hasted Road	A228 Four Elms Hill	A289 Wulfere Way	B2108 Hoo Road
A289 Hasted Road	0	1936	1221	123
A228 Four Elms Hill	1806	54	1874	430
A289 Wulfere Way	1275	1104	0	4
B2108 Hoo Road	120	347	160	0

Total	A289 Hasted Road	A228 Four Elms Hill	A289 Wulfere Way	B2108 Hoo Road
A289 Hasted Road	0	2219	1466	196
A228 Four Elms Hill	1828	55	1417	380
A289 Wulfere Way	1334	1115	0	3
B2108 Hoo Road	108	453	76	0

- **Flows almost doubled from reference case.**
- **Additional 5000+PCU from reference case.**
- Highest flows travelling between Hasted Rd and Four Elms Hill in both peaks
- High flow volumes between Hasted Rd and Wulfere Way.
- Lower flows on Hoo Rd compared to the rest of the junction.
- 10,000+ total PCUs at the junction in both peaks.

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Flow Changes - AM

Old Flows	A289 Hasted Road	A228 Four Elms Hill	A289 Wulfere Way	B2108 Hoo Road	Total
A289 Hasted Road	0	1781	190	0	1971
A228 Four Elms Hill	2083	0	2076	425	4584
A289 Wulfere Way	254	1360	0	8	1622
B2108 Hoo Road	82	519	44	0	645
Total	2419	3660	2310	433	8822

New Flows	A289 Hasted Road	A228 Four Elms Hill	A289 Wulfere Way	B2108 Hoo Road	Total
A289 Hasted Road	0	1936	1221	123	3280
A228 Four Elms Hill	1806	54	1874	430	4164
A289 Wulfere Way	1275	1104	0	4	2382
B2108 Hoo Road	120	347	160	0	628
Total	3201	3441	3256	556	10454

Difference	A289 Hasted Road	A228 Four Elms Hill	A289 Wulfere Way	B2108 Hoo Road	Total
A289 Hasted Road	0	155	1031	123	1309
A228 Four Elms Hill	-277	54	-202	5	-420
A289 Wulfere Way	1021	-256	0	-4	760
B2108 Hoo Road	38	-172	116	0	-17
Total	782	-219	946	123	1632

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Flow Changes - PM

Old Flows	A289 Hasted Road	A228 Four Elms Hill	A289 Wulfere Way	B2108 Hoo Road	Total
A289 Hasted Road	0	1914	99	0	2013
A228 Four Elms Hill	2063	0	1446	400	3909
A289 Wulfere Way	113	1358	0	2	1473
B2108 Hoo Road	0	563	9	0	572
Total	2176	3835	1554	402	7967

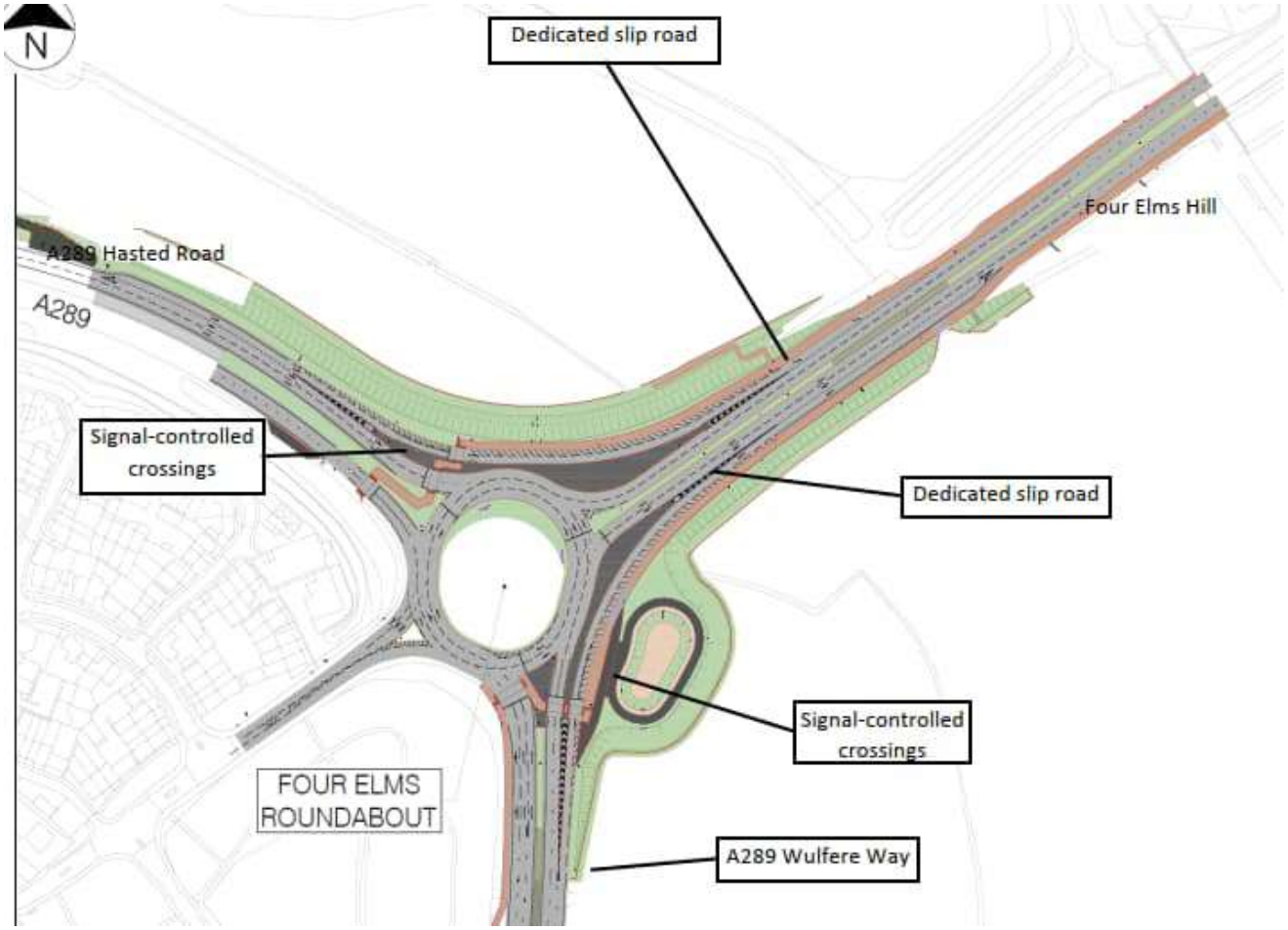
New Flows	A289 Hasted Road	A228 Four Elms Hill	A289 Wulfere Way	B2108 Hoo Road	Total
A289 Hasted Road	0	2219	1466	196	3881
A228 Four Elms Hill	1828	55	1417	380	3680
A289 Wulfere Way	1334	1115	0	3	2452
B2108 Hoo Road	108	453	76	0	636
Total	3270	3842	2958	578	10649

Difference	A289 Hasted Road	A228 Four Elms Hill	A289 Wulfere Way	B2108 Hoo Road	Total
A289 Hasted Road	0	305	1367	196	1868
A228 Four Elms Hill	-235	55	-29	-20	-229
A289 Wulfere Way	1221	-243	0	1	979
B2108 Hoo Road	108	-110	67	0	64
Total	1094	7	1404	176	2682

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Original Proposed Design

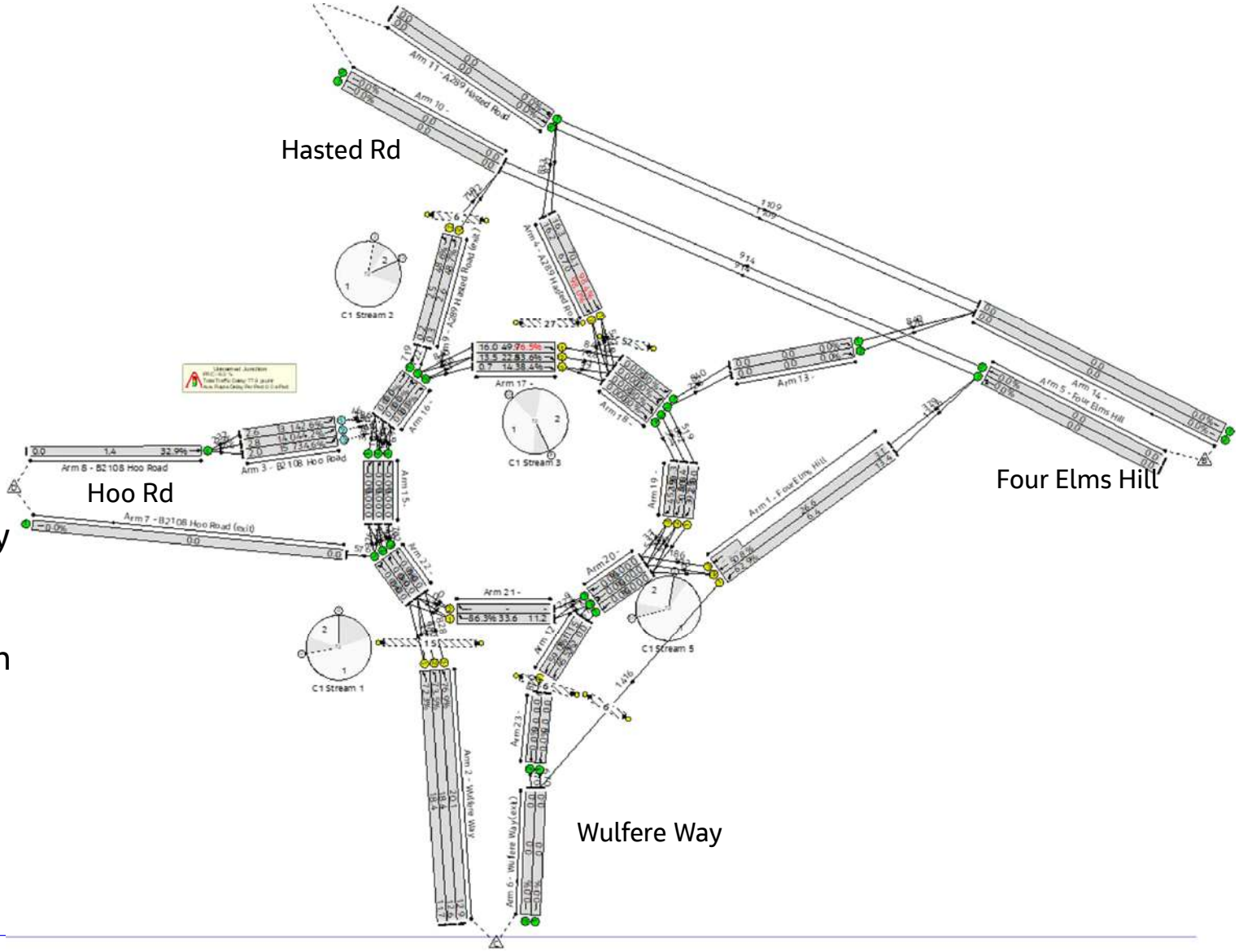
- Signalisation of the existing roundabout.
- Left turn slips on Hasted Road and Four Elms Hill
- Hoo Road remains unsignalized.
- Modelling shows junction cannot handle the level of flow in the DS LP scenario.



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Test A - Layout

- The existing proposed roundabout with an additional grade separated link to provide for the high flow between Four Elms Hill and Hasted Rd.
- Additional circulatory lanes added to provide capacity for the Hasted Road to Wulfere Way flow.
- Modelling shows some concerns remain over queues on internal stoplines.

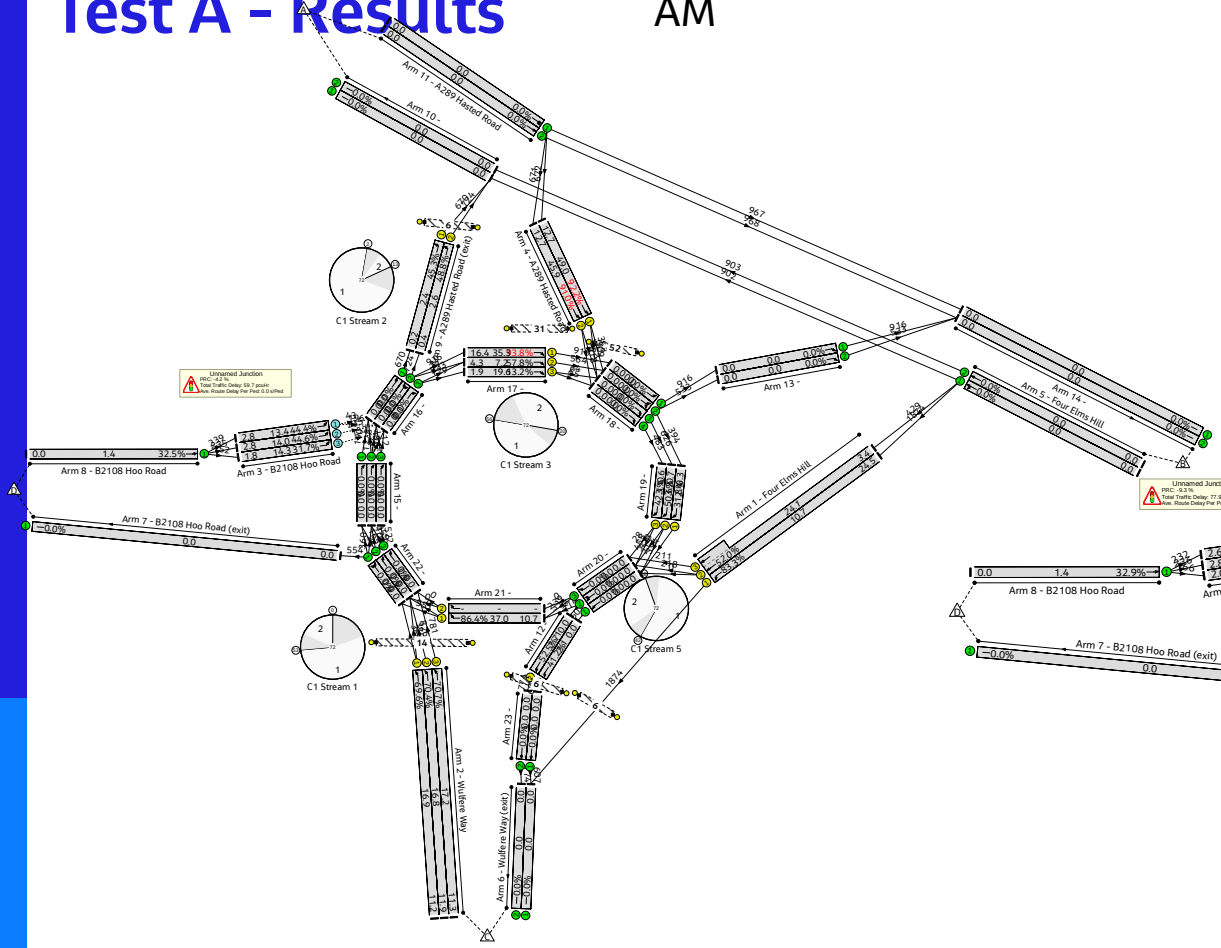


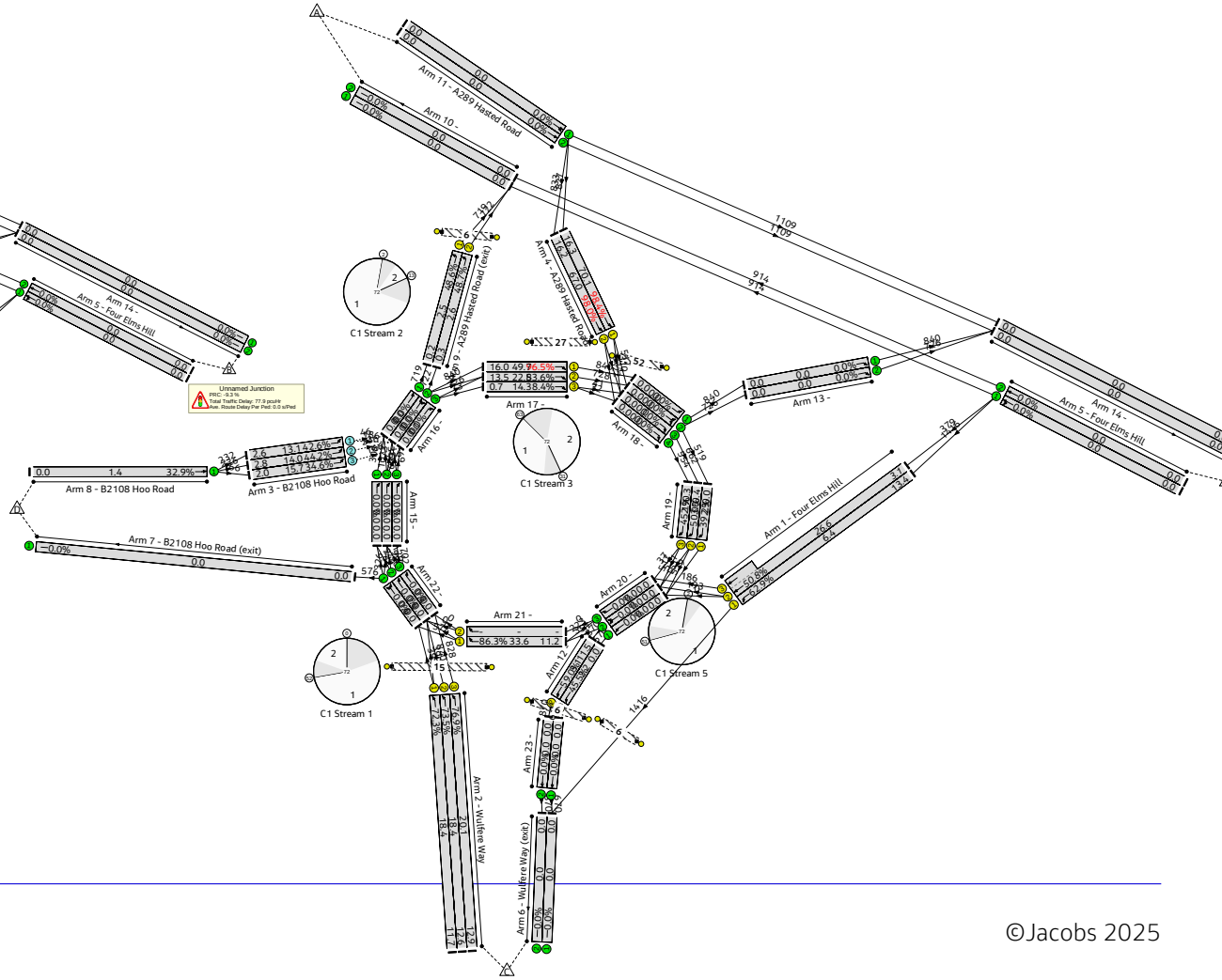
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Test A - Results

AM

PM

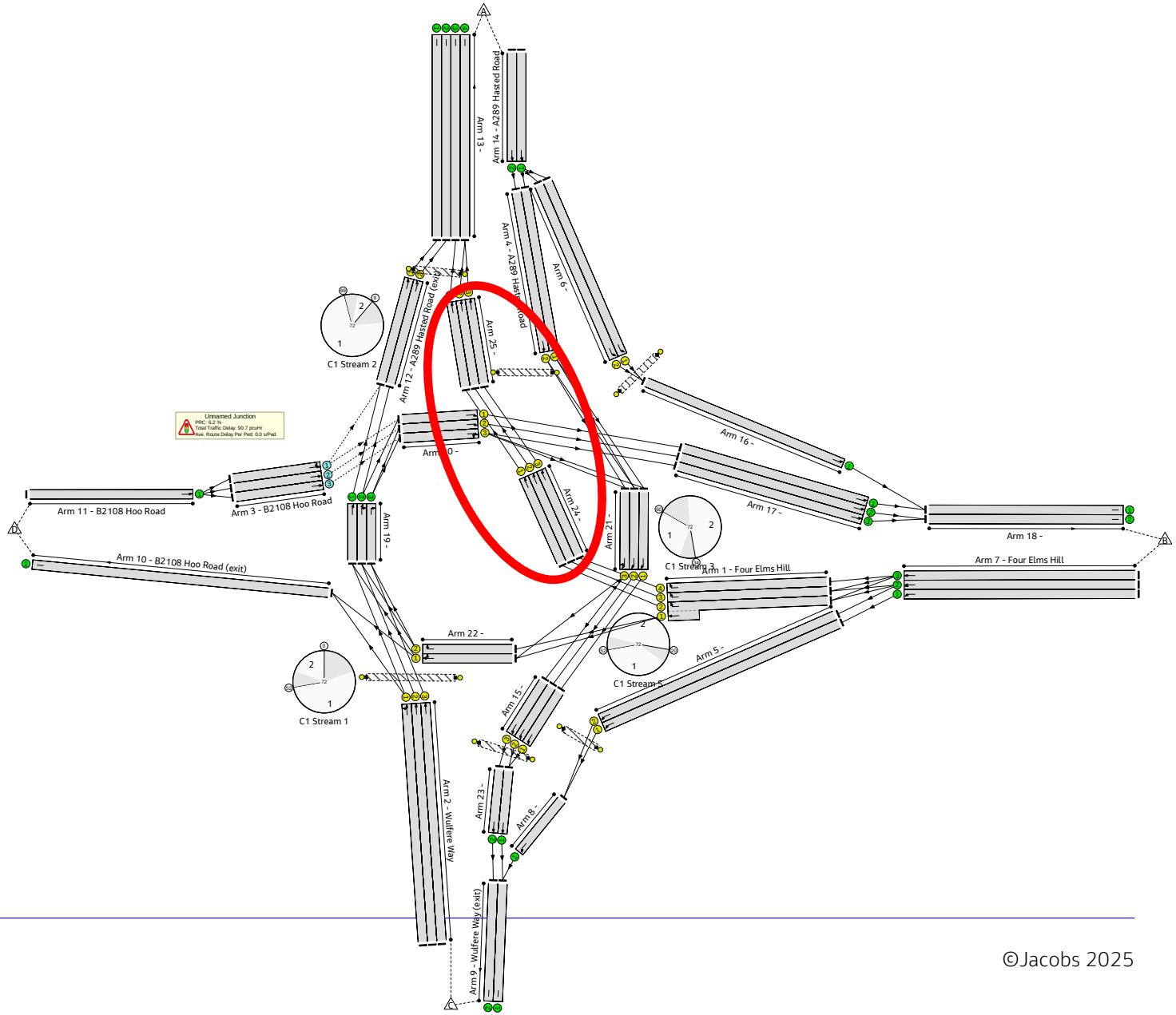




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Test B - Layout

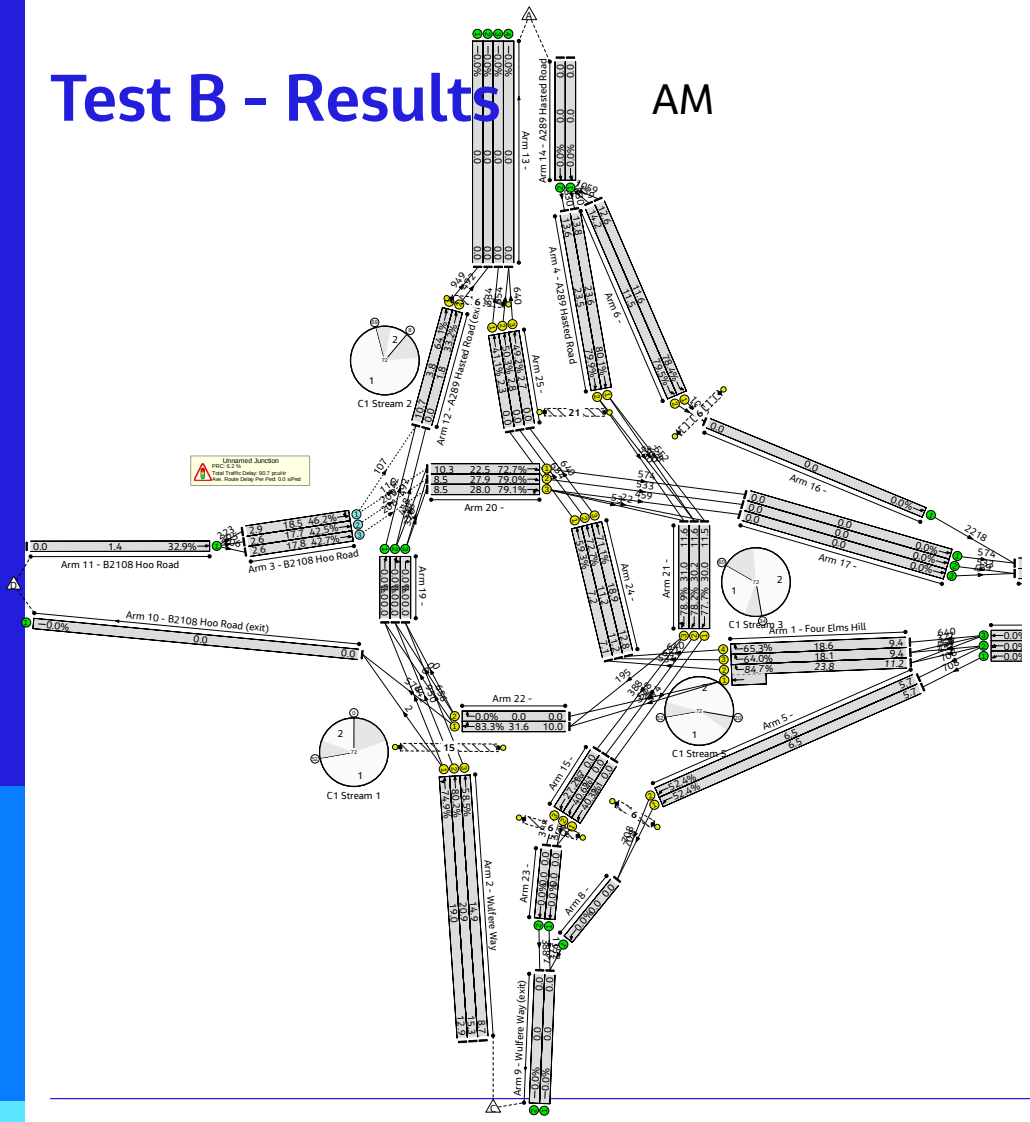
- The existing proposed roundabout with a ‘hamburger’ link to provide additional capacity for the high flow between Four Elms Hill and Hasted Rd.
- Additional lanes added to provide capacity for the Hasted Road to Wulfere Way flow.
- Modelling shows some concerns remain over queues on internal stoplines.



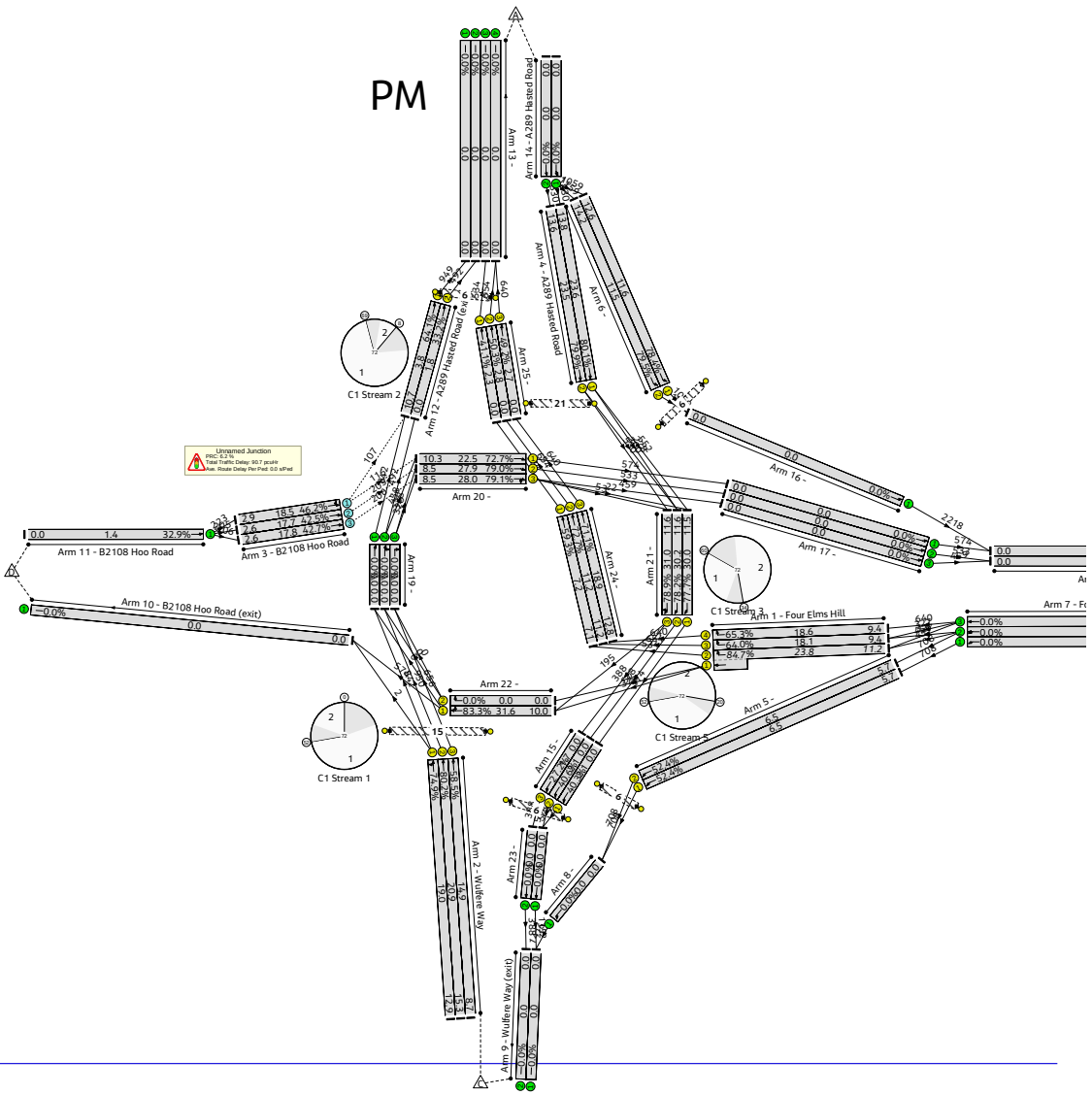
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Test B - Results

AM



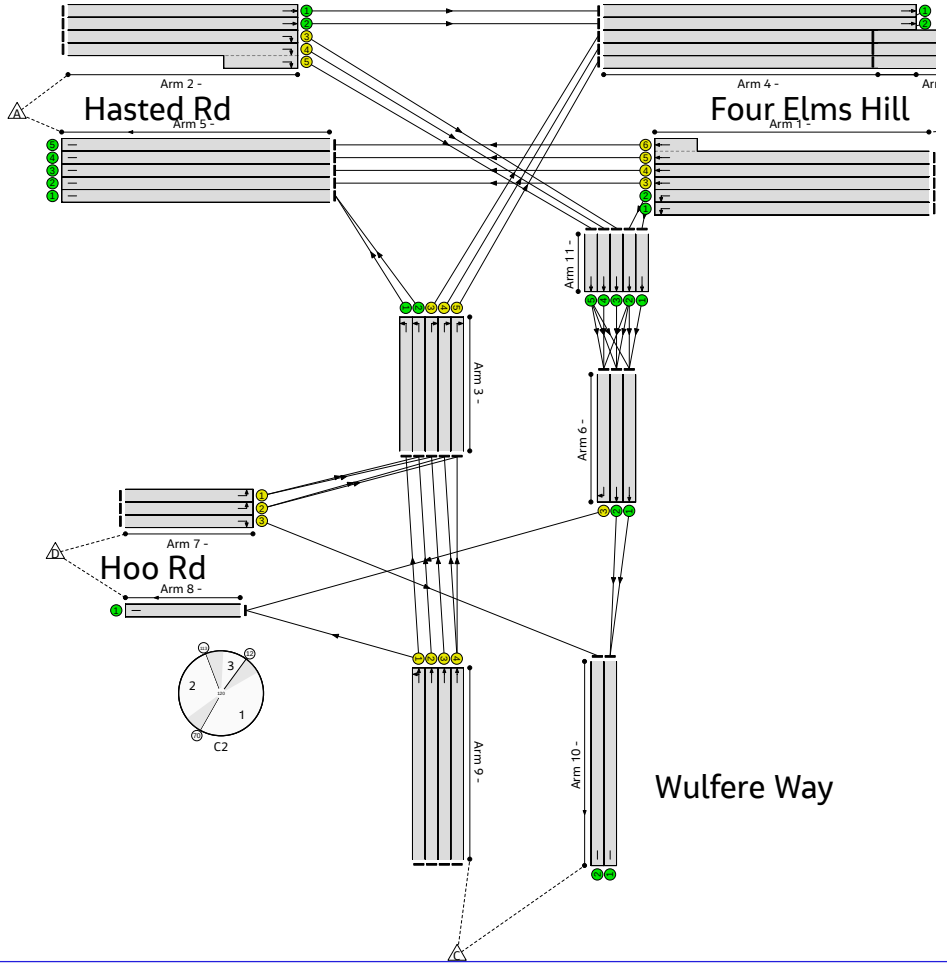
PM



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Test C - Layout

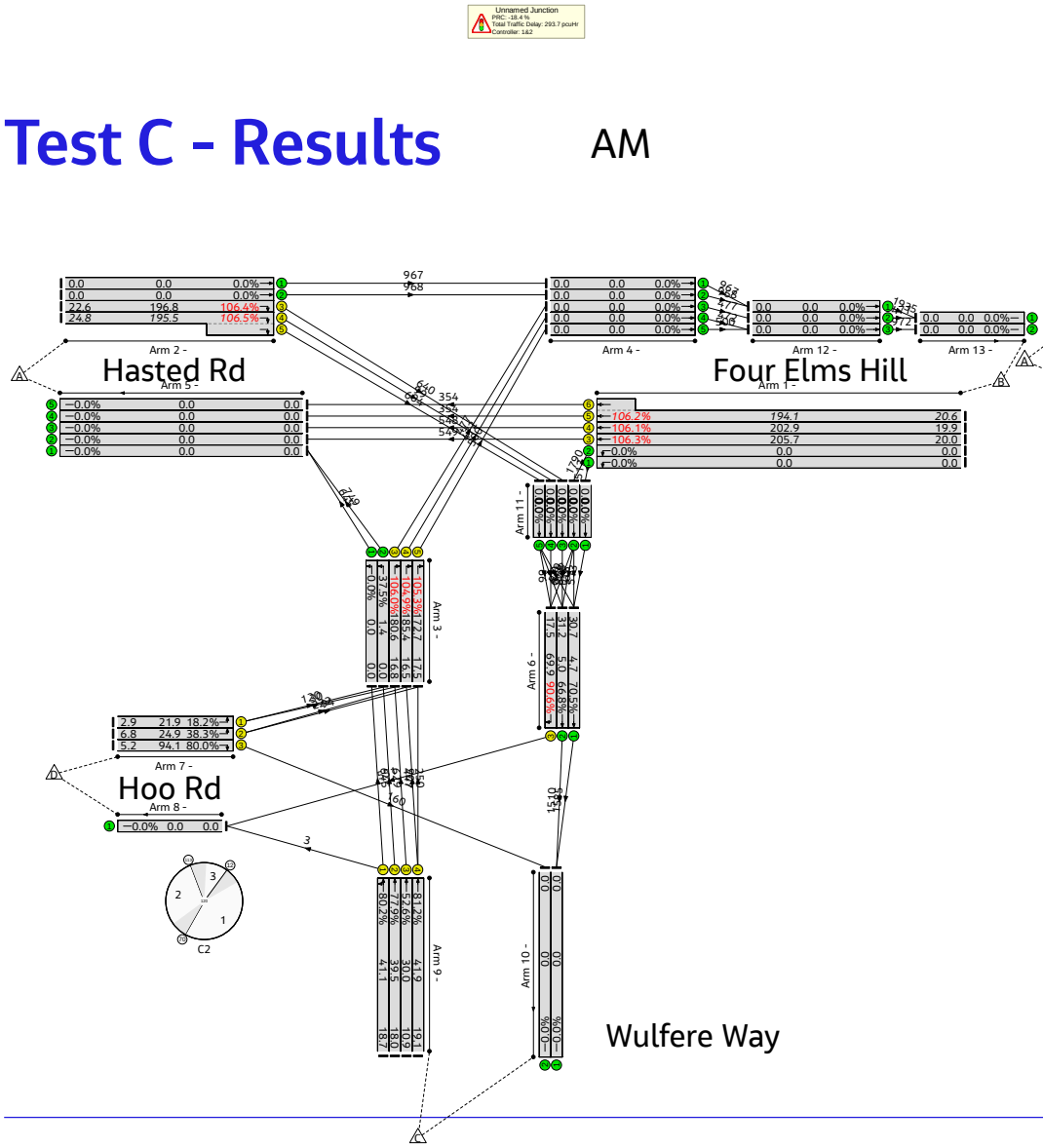
- T-junction formed to allow straight ahead movement between Four Elms Hill and onto Hasted Road with Hasted Road traffic avoiding the signals.
- Left turn slips from Four Elms Hill and onto Hasted Road.
- Additional lanes added to provide capacity for the Hasted Road to Wulfere Way flow.
- Modelling shows capacity issues despite high number of lanes provided.



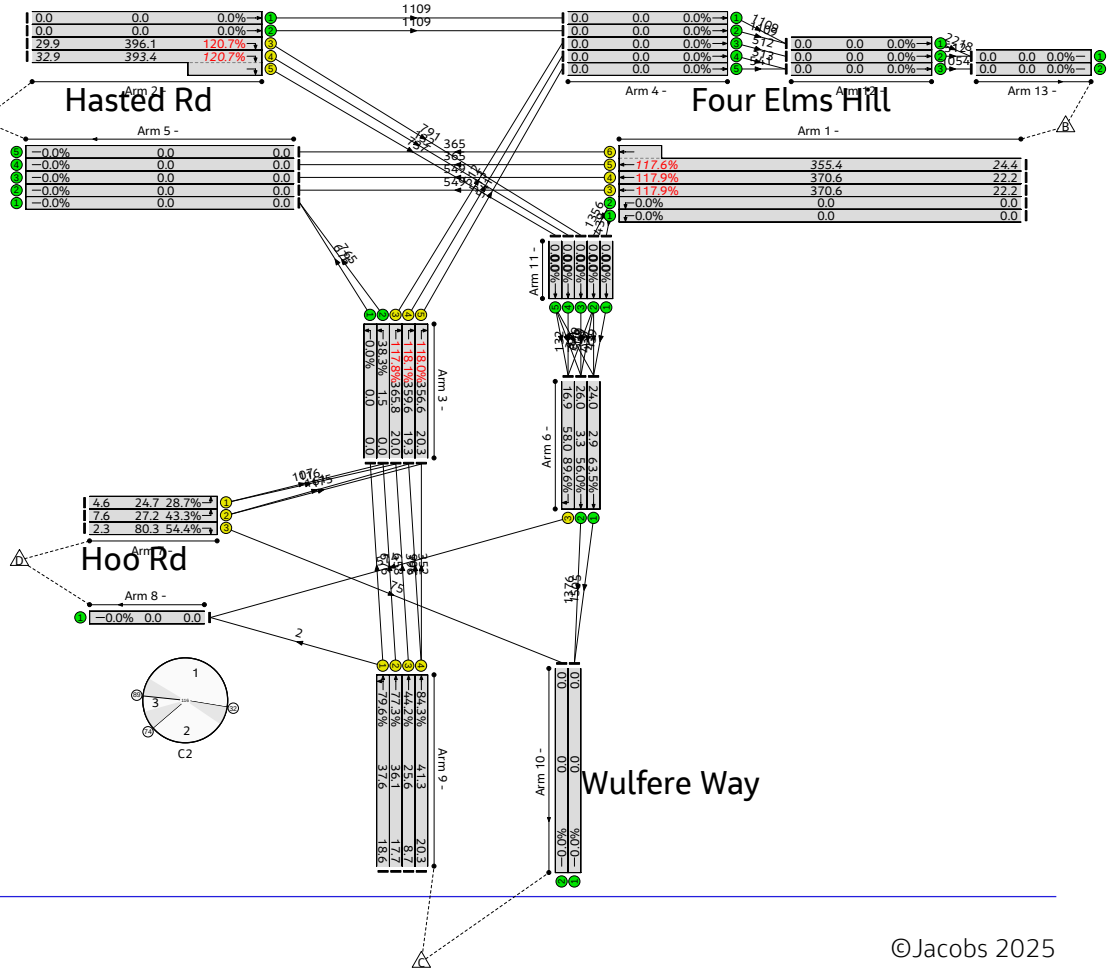
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Test C - Results

AM



PM



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Test D - Layout

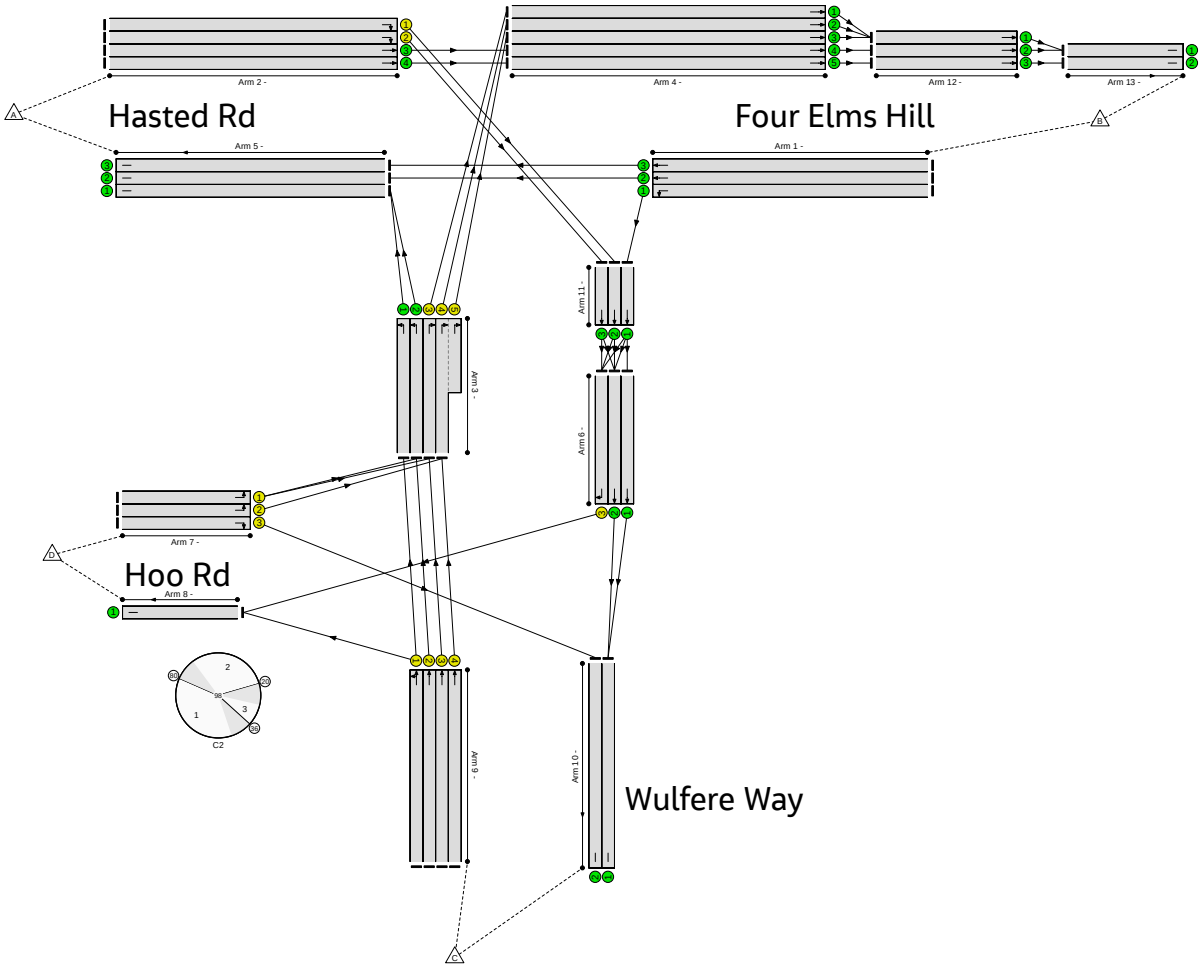
- Three arm T-junction proposed to the north of existing roundabout.
- Grade separated between Hasted Rd and Four Elms Hill
- Left turn slips from Four Elms Hill and onto Hasted Road.
- Secondary junction with Hoo Road to the south with a bypass for southbound traffic.
- Two stage junction at off-slips to provide access to Grade Separated section.



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Test D - Layout

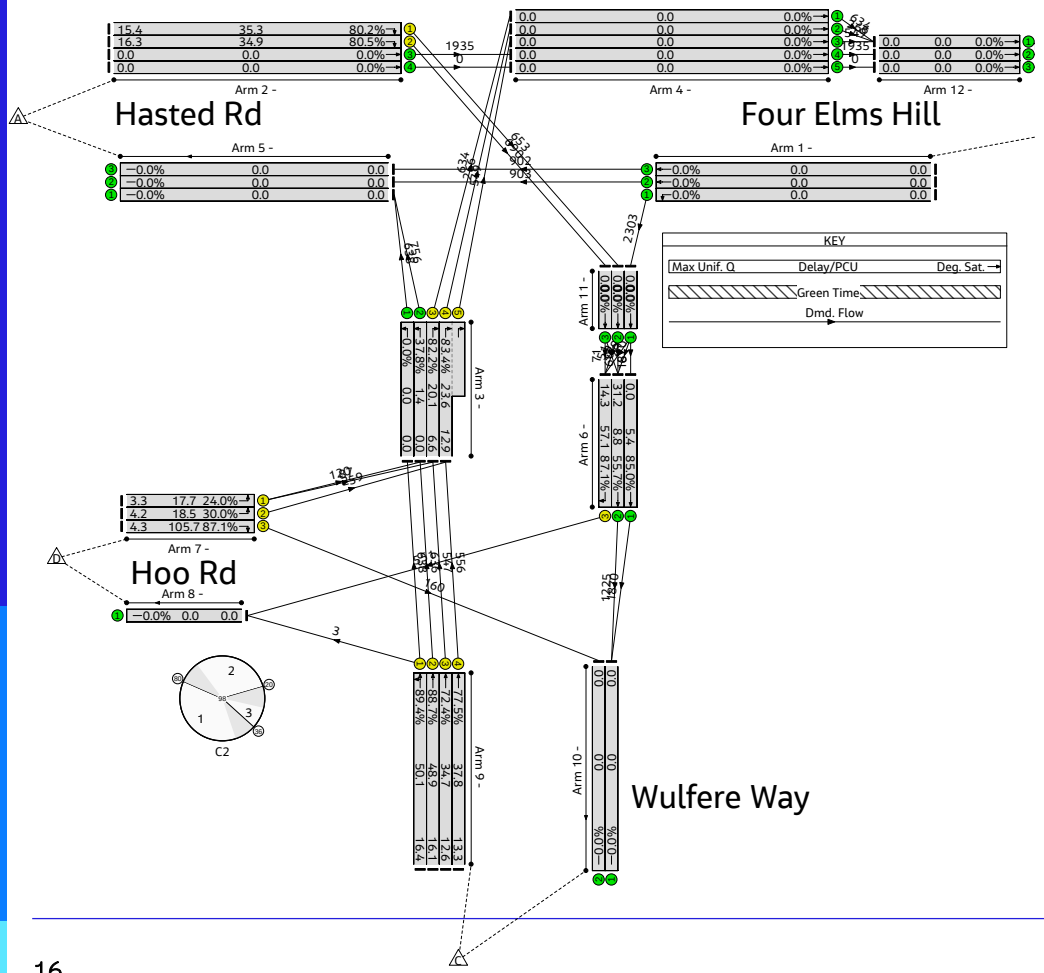
- Three arm T-junction proposed to the north of existing roundabout.
- Grade separated between Hasted Rd and Four Elms Hill
- Left turn slips from Four Elms Hill and onto Hasted Road.
- Secondary junction with Hoo Road to the south with a bypass for southbound traffic.
- Two stage junction at off-slips to provide access to Grade Separated section.



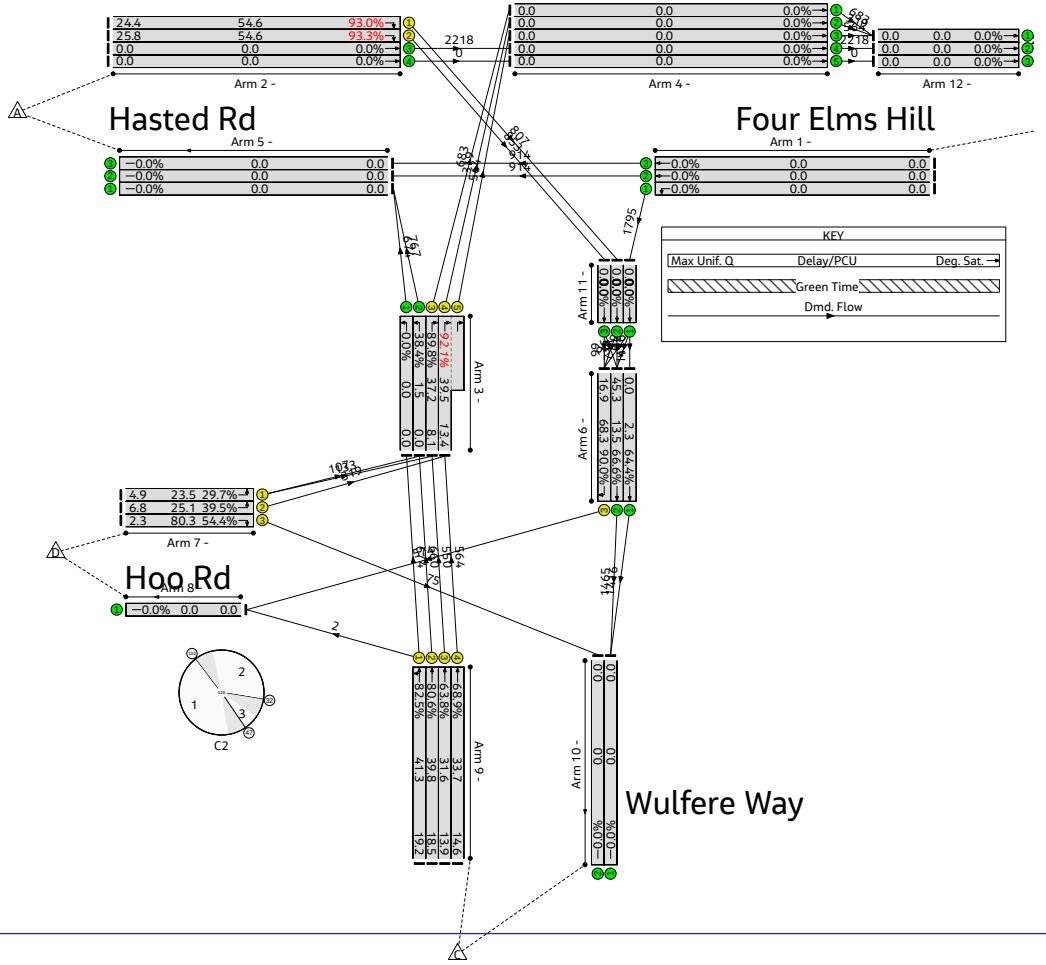
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Test D - Results

AM



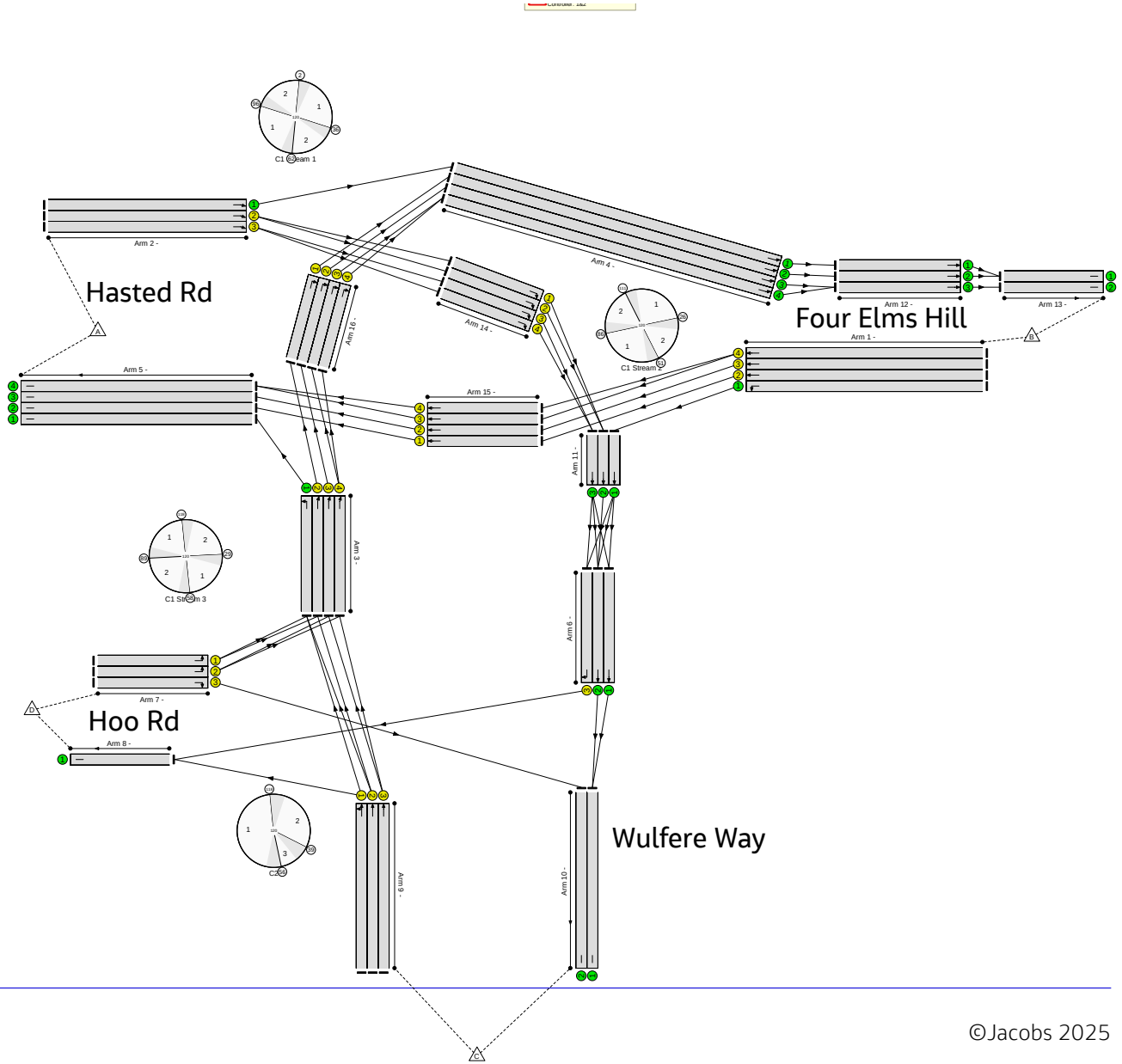
PM



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Test E - Layout

- Three arm signalised roundabout proposed to the north of existing roundabout.
- Free flow left turn slips both from Four Elms Hill to Wulfere Way and onto Hasted Road from Wulfere Way.
- Secondary junction with Hoo Road to the south with a bypass for southbound traffic.
- Two stage junction at off-slips to provide access to Grade Separated section.

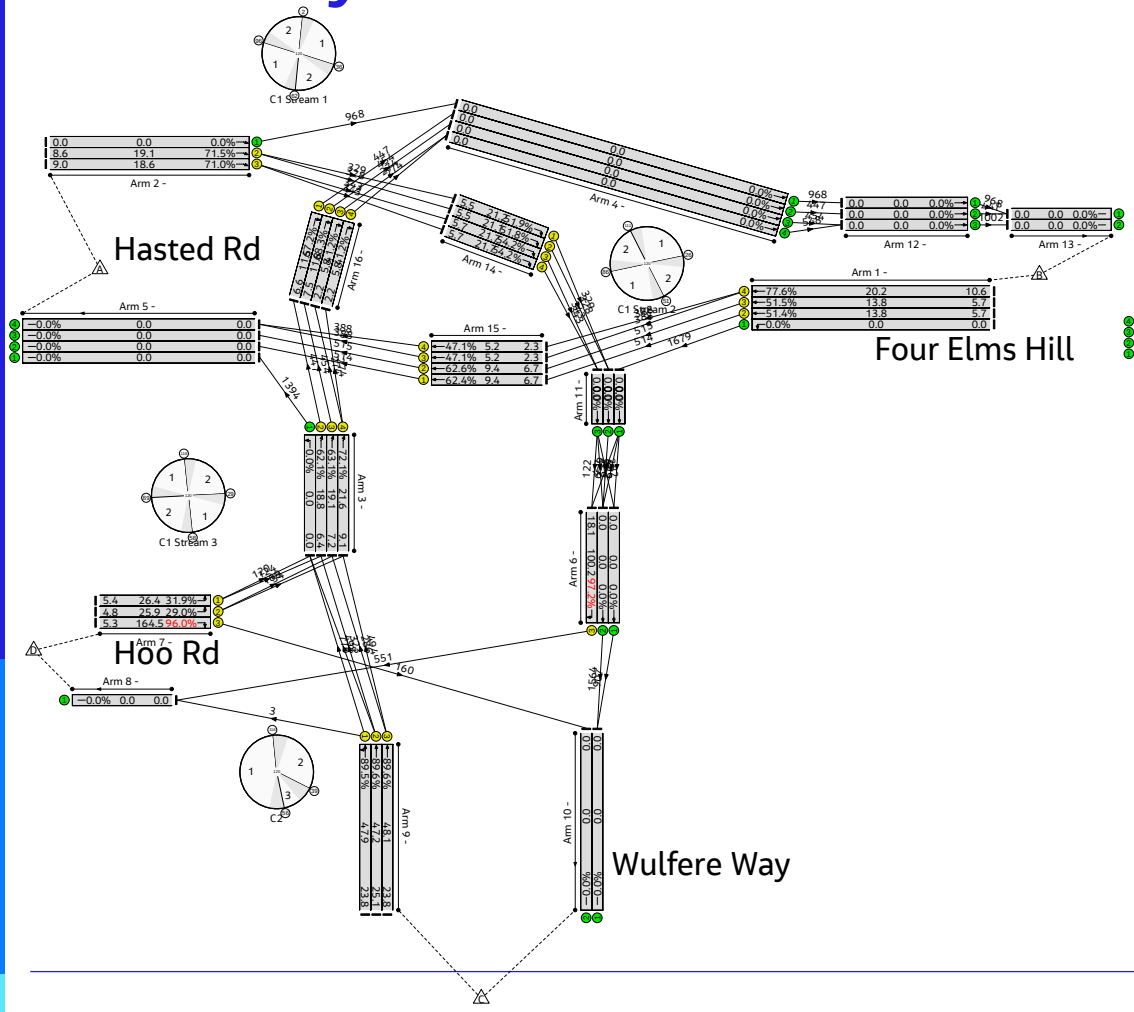


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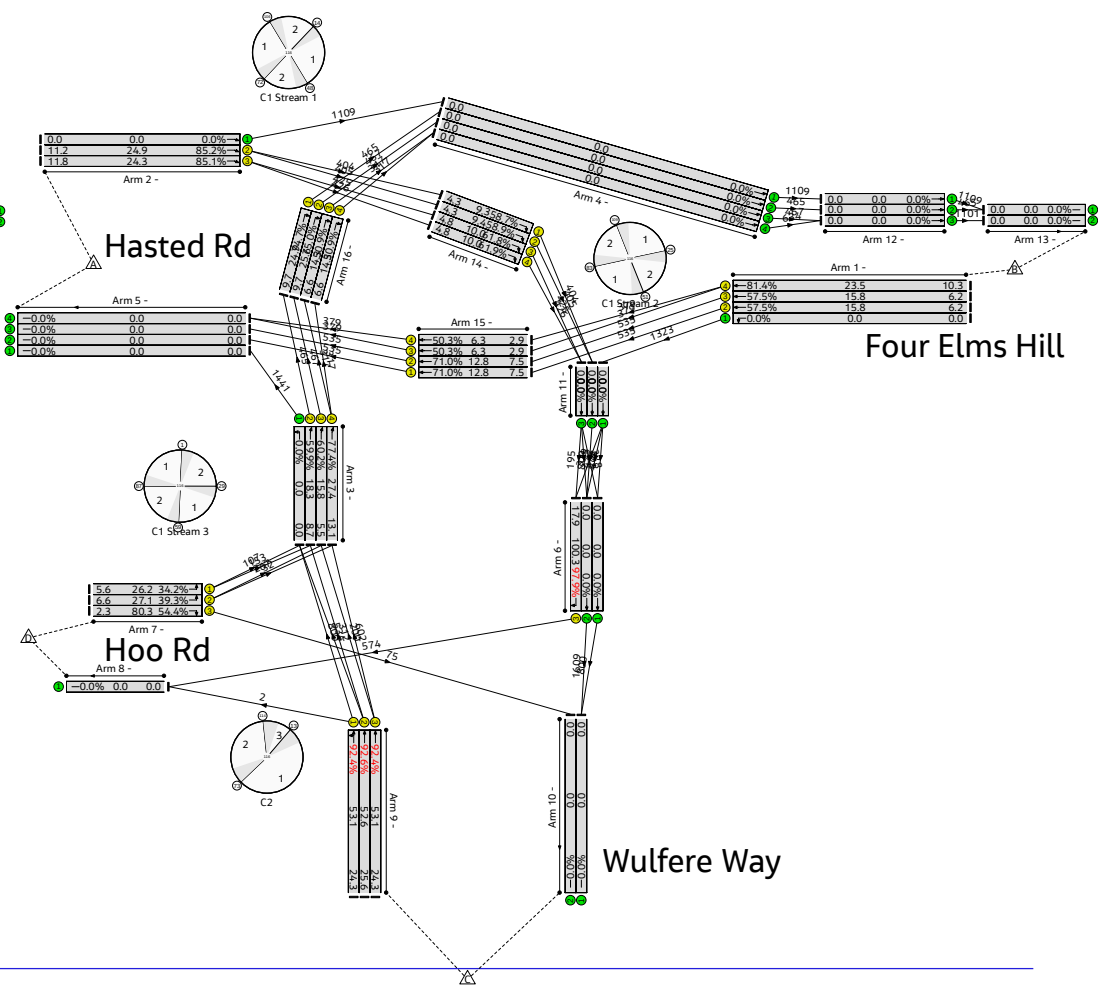
DJ1 Not sure if it is me misunderstanding but is it right from Four Elms hill?
Denny, Jessica, 2025-01-13T18:10:47.130

Test E - Layout

AM



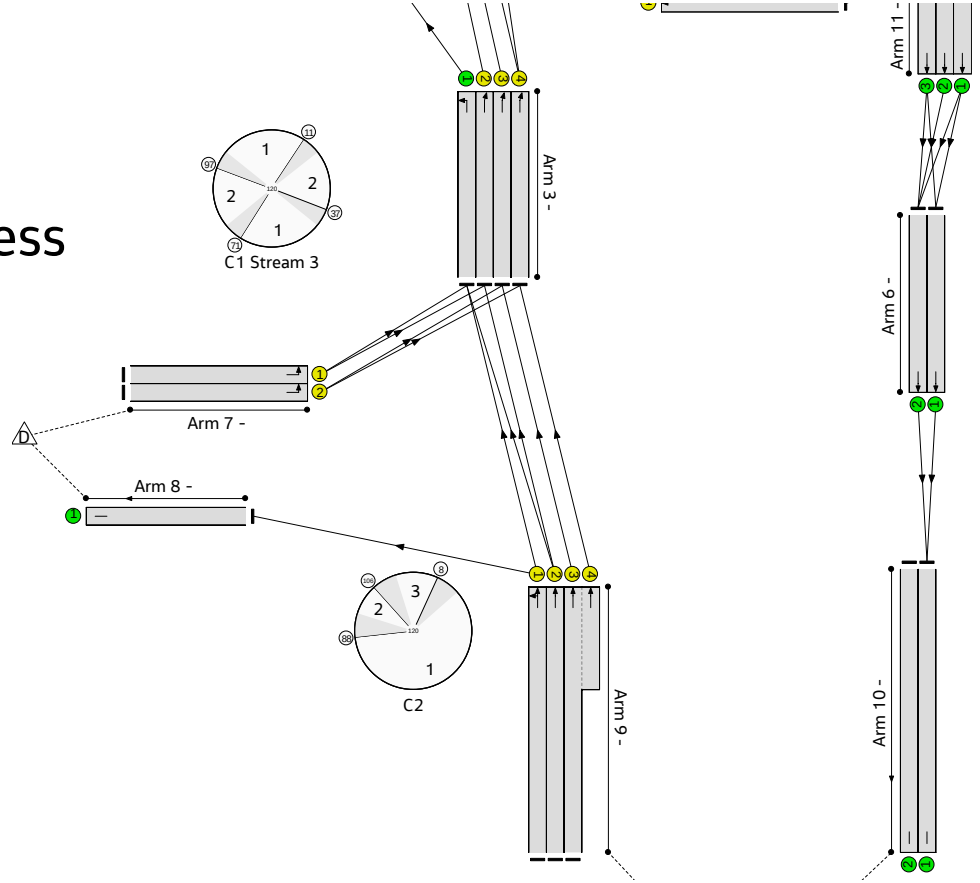
PM



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Potential to Make Hoo Road Left-In Left-out

- Would benefit options C, D and E.
- Would provide improvements to modelling results and allow for a smaller junction and potentially less land take.
- Potential for traffic to re-route elsewhere.



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Test Summary

Test	Grade Separation	Land Take	Junction Footprint	Ped Facilities	Modelling Results
Existing Proposal	No	No	Moderate	Yes	Insufficient Capacity
A – GS Roundabout	Yes	Moderate	Moderate	Yes	Poor
B – Hamburger Roundabout	No	No	Large	Yes	Moderate
C – T-Junction with Hoo Rd Stagger	No	Yes	Large	Limited	Poor
D – GS T-Junction with Hoo Rd Stagger	Yes	Yes	Large	Limited	Moderate
E – Roundabout with Hoo Rd Stagger	No	Yes	Moderate	Potential	Good

It is recommended that options B and E are considered for further testing.

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Appendix L. Reg19: Uncertainty Log Local Plan Developments

Development Information				Demand Inputs			Network Inputs		AM Peak (08:00 -09:00)						PM Peak (17:00 -18:00)					
	Reference			All Developments					Trip Rate			Trip Generation			Trip Rate			Trip Generation		
Site_ID	(Planning/SLAA)	Scenario	District	HH, Dwellings	No Jobs	HH + Jobs	Location	Final Zone	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way	Destination (Arrivals)	Origins (Departures)	Two-Way
2000	AS2	Local Plan Development	Medway	4	0	4	Neighbourhood Centre	115021	0.14	0.30	0.44	0.56	1.18	1.74	0.27	0.14	0.41	1.08	0.56	1.65
2002	RN29	Local Plan Development	Medway	14	0	14	Suburban Area	110103	0.12	0.39	0.51	1.64	5.52	7.15	0.37	0.19	0.56	5.19	2.62	7.81
2003	SNF9	Local Plan Development	Medway	40	0	40	Town Centre	115001	0.04	0.10	0.14	1.60	4.00	5.60	0.14	0.16	0.30	5.60	6.40	12.00
2008	CHR14	Local Plan Development	Medway	49	0	49	Neighbourhood Centre	110117	0.14	0.30	0.44	6.81	14.50	21.32	0.27	0.14	0.41	13.28	6.91	20.19
2010	HHH32	Local Plan Development	Medway	3	0	3	Neighbourhood Centre	110004	0.13	0.27	0.39	0.38	0.80	1.17	0.24	0.13	0.37	0.73	0.38	1.11
2012	HHH26	Local Plan Development	Medway	760	0	760	Neighbourhood Centre	400002	0.14	0.30	0.44	105.64	224.96	330.60	0.27	0.14	0.41	205.96	107.16	313.12
2013	HHH12	Local Plan Development	Medway	1801	0	1801	Neighbourhood Centre	400003	0.13	0.27	0.39	225.31	479.79	705.09	0.24	0.13	0.37	439.26	228.55	667.81
2015	CCB15	Local Plan Development	Medway	60	0	60	Town Centre	400005	0.04	0.10	0.14	2.40	6.00	8.40	0.14	0.16	0.30	8.40	9.60	18.00
2016	SNF41	Local Plan Development	Medway	216	0	216	Edge of Town Centre	400006	0.03	0.15	0.19	7.43	32.66	40.09	0.14	0.07	0.20	29.38	14.17	43.55
2017	SNF35	Local Plan Development	Medway	171	0	171	Neighbourhood Centre	400007	0.00	0.09	0.09	0.00	15.18	15.18	0.18	0.00	0.18	30.37	0.00	30.37
2018	HHH24	Local Plan Development	Medway	85	0	85	Neighbourhood Centre	110011	0.13	0.27	0.39	10.63	22.64	33.28	0.24	0.13	0.37	20.73	10.79	31.52
2019	HHH29	Local Plan Development	Medway	55	0	55	Neighbourhood Centre	115002	0.14	0.30	0.44	7.65	16.28	23.93	0.27	0.14	0.41	14.91	7.76	22.66
2022	AS25	Local Plan Development	Medway	34	0	34	Neighbourhood Centre	110002	0.13	0.27	0.39	4.25	9.06	13.31	0.24	0.13	0.37	8.29	4.31	12.61
2023	SMI6	Local Plan Development	Medway	2200	844	3044	Town Centre	400011	0.79	0.13	0.92	321.86	229.42	551.29	0.23	0.79	1.02	336.02	548.42	884.44
2024	HW6	Local Plan Development	Medway	88	0	88	Edge of Town	110147	0.12	0.39	0.51	10.30	34.67	44.97	0.37	0.19	0.56	32.65	16.46	49.10
2025	AS6	Local Plan Development	Medway	40	0	40	Neighbourhood Centre	115021	0.14	0.30	0.44	5.56	11.84	17.40	0.27	0.14	0.41	10.84	5.64	16.48
2031	LW4	Local Plan Development	Medway	670	0	670	Edge of Town	400014	0.12	0.39	0.51	78.39	263.98	342.37	0.37	0.19	0.56	248.57	125.29	373.86
2032	LW10	Local Plan Development	Medway	5	0	5	Edge of Town	110128	0.12	0.39	0.51	0.59	1.97	2.56	0.37	0.19	0.56	1.86	0.94	2.79
2034	HHH6	Local Plan Development	Medway	550	0	550	Neighbourhood Centre	400016	0.13	0.27	0.39	68.81	146.52	215.33	0.24	0.13	0.37	134.15	69.80	203.94
2035	SR7	Local Plan Development	Medway	44	0	44	Neighbourhood Centre	110006	0.13	0.27	0.39	5.50	11.72	17.23	0.24	0.13	0.37	10.73	5.58	16.32
2036	HHH11	Local Plan Development	Medway	240	0	240	Neighbourhood Centre	400017	0.13	0.27	0.39	30.02	63.94	93.96	0.24	0.13	0.37	58.54	30.46	88.99
2037	HHH33	Local Plan Development	Medway	330	0	330	Neighbourhood Centre	400018	0.13	0.27	0.39	41.28	87.91	129.20	0.24	0.13	0.37	80.49	41.88	122.36
2039	LW8	Local Plan Development	Medway	2000	0	2000	Edge of Town	400019	0.12	0.39	0.51	234.00	788.00	1022.00	0.37	0.19	0.56	742.00	374.00	1116.00
2040	FP11	Local Plan Development	Medway	123	0	123	Town Centre	400020	0.04	0.10	0.14	4.92	12.30	17.22	0.14	0.16	0.30	17.22	19.68	36.90
2041	HHH5	Local Plan Development	Medway	50	0	50	Neighbourhood Centre	115018	0.13	0.27	0.39	6.26	13.32	19.58	0.24	0.13	0.37	12.20	6.35	18.54
2042	AS28	Local Plan Development	Medway	9	0	9	Neighbourhood Centre	110002	0.13	0.27	0.39	1.13	2.40	3.52	0.24	0.13	0.37	2.20	1.14	3.34
2043	RN30	Local Plan Development	Medway	90	0	90	Edge of Town	400066	0.12	0.39	0.51	10.53	35.46	45.99	0.37	0.19	0.56	33.39	16.83	50.22
2044	RN31	Local Plan Development	Medway	80	0	80	Edge of Town	400067	0.12	0.39	0.51	9.36	31.52	40.88	0.37	0.19	0.56	29.68	14.96	44.64
2046	AS11	Local Plan Development	Medway	10	0	10	Neighbourhood Centre	115022	0.14	0.30	0.44	1.39	2.96	4.35	0.27	0.14	0.41	2.71	1.41	4.12
2048	CCB27	Local Plan Development	Medway	20	0	20	Town Centre	110063	0.04	0.10	0.14	0.80	2.00	2.80	0.14	0.16	0.30	2.80	3.20	6.00
2049	HHH8	Local Plan Development	Medway	450	0	450	Neighbourhood Centre	400022	0.13	0.27	0.39	56.30	119.88	176.18	0.24	0.13	0.37	109.76	57.11	166.86
2051	HHH3	Local Plan Development	Medway	0	0	0	Neighbourhood Centre	400024	0.13	0.27	0.39	0.00	0.00	0.00	0.24	0.13	0.37	0.00	0.00	0.00
2053	CCB37	Local Plan Development	Medway	200	0	200	Town Centre	400026	0.04	0.10	0.14	8.00	20.00	28.00	0.14	0.16	0.30	28.00	32.00	60.00
2055	FP10	Local Plan Development	Medway	139	0	139	Suburban Area	400028	0.09	0.32	0.41	13.01	43.81	56.82	0.30	0.15	0.45	41.26	20.79	62.05
2056	GN6	Local Plan Development	Medway	400	0	400	Suburban Area	400029	0.04	0.15	0.19	16.00	58.24	74.24	0.12	0.07	0.19	48.32	26.88	75.20
2057	SR49	Local Plan Development	Medway	6	0	6	Neighbourhood Centre	115018	0.13	0.27	0.39	0.75	1.60	2.35	0.24	0.13	0.37	1.46	0.76	2.22
2058	SR4	Local Plan Development	Medway	130	0	130	Neighbourhood Centre	400030	0.13	0.27	0.39	16.26	34.63	50.90	0.24	0.13	0.37	31.71	16.50	48.20
2060	CCB12	Local Plan Development	Medway	24	0	24	Town Centre	115026	0.04	0.10	0.14	0.96	2.40	3.36	0.14	0.16	0.30	3.36	3.84	7.20
2061	SNF20	Local Plan Development	Medway	15	0	15	Edge of Town Centre	110025	0.03	0.15	0.19	0.52	2.27	2.78	0.14	0.07	0.20	2.04	0.98	3.02
2062	GN8	Local Plan Development	Medway	17	0	17	Suburban Area	115008	0.09	0.32	0.41	1.59	5.36	6.95	0.30	0.15	0.45	5.05	2.54	7.59
2063	SNF15	Local Plan Development	Medway	350	0	350	Town Centre	400033	0.04	0.10	0.14	14.00	35.00	49.00	0.14	0.16	0.30	49.00	56.00	105.00
2064	L12	Local Plan Development	Medway	13	0	13	Suburban Area	110084	0.09	0.32	0.41	1.22	4.10	5.31	0.30	0.15	0.45	3.86	1.94	5.80
2065	GS35	Local Plan Development	Medway	12	0	12	Suburban Area	110065	0.09	0.32	0.41	1.12	3.78	4.91	0.30	0.15	0.45	3.56	1.80	5.36
2066	CCB30	Local Plan Development	Medway	21	0	21	Town Centre	115026	0.04	0.10	0.14	0.84	2.10	2.94	0.14	0.16	0.30	2.94	3.36	6.30
2067	CCB1	Local Plan Development	Medway	12	0	12	Town Centre	115026	0.04	0.10	0.14	0.48	1.20	1.68	0.14	0.16	0.30	1.68	1.92	3.60
2068	RWB12	Local Plan Development	Medway	3	0	3	Town Centre	110057	0.09	0.32	0.41	0.28	0.95	1.23	0.30	0.15	0.45	0.89	0.45	1.34
2069	RN22	Local Plan Development	Medway	8	0	8	Town Centre	110102	0.12	0.39	0.51	0.94	3.15	4.09	0.37	0.19	0.56	2.97	1.50	4.46
2070	FP1	Local Plan Development	Medway	28	0	28	Town Centre	400034	0.04	0.10	0.14	1.12	2.80	3.92	0.14	0.16	0.30	3.92	4.48	8.40
2071	L9	Local Plan Development	Medway	22	0	22	Neighbourhood Centre	110082	0.11	0.24	0.35	2.45	5.21	7.66	0.22	0.11	0.33	4.77	2.48	7.25
2072	CCB39	Local Plan Development	Medway	24	0	24	Town Centre	110063	0.04	0.10	0.14	0.96	2.40	3.36	0.14	0.16	0.30	3.36	3.84	7.20
2073	W4	Local Plan Development	Medway	5	0	5	Suburban Area	110053	0.09	0.32	0.41	0.47	1.58	2.04	0.30	0.15	0.45	1.48	0.75	2.23
2074	FP12	Local Plan Development	Medway	70	0	70	Town Centre	115011	0.04	0.10	0.14	2.80	7.00	9.80	0.14	0.16	0.30	9.80	11.20	21.00
2075	SNF30	Local Plan Development	Medway	9	0	9	Town Centre	115001	0.04	0.10	0.14	0.36	0.90	1.26	0.14	0.16	0.30	1.26	1.44	2.70
2076	REWW3	Local Plan Development	Medway	11	0	11	Suburban Area	110071	0.09	0.32	0.41	1.03	3.47	4.50	0.30	0.15	0.45	3.26	1.65	4.91
2077	SNF8	Local Plan Development	Medway	19	0	19	Town Centre	115000	0.04	0.10	0.14	0.76	1.90	2.66	0.14	0.16	0.30	2.66	3.04	5.70
2078	GS2	Local Plan Development	Medway	45	0	45	Town Centre	110067	0.09	0.32	0.41	4.21	14.18	18.40	0.30	0.15	0.45	13.36	6.73	20.09
2079	SNF34	Local Plan Development	Medway	52	0	52	Town Centre	115001	0.04	0.10	0.14	2.08	5.20	7.28	0.14	0.16	0.30	7.28	8.32	15.60
2092	SNF38	Local Plan Development	Medway	12	0	12	Town Centre	110022	0.09	0.32	0.41	1.12	3.78	4.91	0.30	0.15	0.45	3.56	1.80	5.36
2143	HHH41	Local Plan Development	Medway	25	0	25	Neighbourhood Centre	110010	0.13	0.27	0.39	3.13	6.66	9.79	0.24	0.13	0.37	6.10	3.17	9.27
2145	CCB49	Local Plan Development	Medway	150	0	150	Town Centre	400042	0.04	0.10	0.14	6.00	15.00	21.00	0.14	0.16	0.30	21.00	24.00	45.00
2146	FP6	Local Plan Development	Medway	102	0	102	Town Centre	400043	0.09	0.32	0.41	9.55	32.15	41.70	0.30	0.15	0.45	30.27	15.26	45.53
2147	HW11	Local Plan Development	Medway	60	0	60	Edge of Town	110146	0.11	0.35	0.46	6.32	21.28	27.59	0.33	0.17	0.50	20.03	10.10	30.13
2148	SNF44	Local Plan Development	Medway	6	0	6	Suburban Area	110022	0.09	0.32	0.41	0.56	1.89	2.45	0.30	0.15	0.45	1.78	0.90	2.68
2150	FP25	Local Plan Development	Medway	121	0	121	Town Centre	400045	0.04	0.10	0.14	4.84	12.10	16.94	0.14	0.16	0.30	16.94	19.36	36.30
2154	GN15	Local Plan Development	Medway	1100	0	1100	Suburban Area	400046	0.04	0.15	0.19	44.00	160.16	204.16	0.12	0.07	0.19	132.88	73.92	206.80
2156	RWB25	Local Plan Development	Medway	132	0	132	Neighbourhood Centre	400047	0.00	0.09	0.09	0.00	11.72	11.72	0.18	0.00	0.18	23.44	0.00	23.44
2157	GN3	Local Plan Development	Medway	176	0	176	Suburban Area	400048	0.09	0.32	0.41	16.47	55.48	71.95	0.30	0.15	0.45	52.24	26.33	78.57
4004	CCB7	Local Plan Development	Medway	9	0	9	Town Centre	115026	0.09	0.32	0.41	0.84	2.84	3.68	0.30	0.15	0.45	2.67	1.35	4.02
4006	CCB3	Local Plan Development	Medway	13	0	13	Town Centre	115026	0.09	0.32	0.41	1.22	4.10	5.31	0.30	0.15	0.45	3.86	1.94	5.80
4007	SW6	Local Plan Development	Medway	8	0	8	Suburban Area	110041	0.12	0.39	0.51	0.94	3.15	4.09	0.37	0.19	0.56	2.97	1.50	4.46
4008	L7	Local Plan Development	Medway	6	0	6	Suburban Area	110083	0.09	0.32	0.41	0.56	1.89	2.45	0.30	0.15	0.45	1.78	0.90	2.68
2166	CCB25	Local Plan Development	Medway	150	0	150	Town Centre	400065	0.09	0.32	0.41	14.04	47.28	61.32	0.30	0.15	0.45	44.52	22.44	66.96
4005	HHH15	Local Plan Development	Medway	5	0	5	Neighbourhood Centre	115002	0.14	0.30	0.44	0.70	1.48	2.18	0.27	0.14	0.41	1.36	0.71	2.06

4000	SNF1	Local Plan Development	Medway	360	0	360	Edge of Town Centre	400059	0.14	0.29	0.43	49.68	104.76	154.44	0.28	0.17	0.45	101.88	61.20	163.08
4002	SNF3	Local Plan Development	Medway	800	0	800	Edge of Town Centre	400061	0.14	0.29	0.43	110.40	232.80	343.20	0.28	0.17	0.45	226.40	136.00	362.40
4013	SR5	Local Plan Development	Medway	120	0	120	Edge of Town Centre	400062	0.14	0.29	0.43	16.56	34.92	51.48	0.28	0.17	0.45	33.96	20.40	54.36
4014	RN9	Local Plan Development	Medway	800	0	800	Edge of Town Centre	400063	0.14	0.29	0.43	110.40	232.80	343.20	0.28	0.17	0.45	226.40	136.00	362.40
4015	SR14	Local Plan Development	Medway	49	0	49	Neighbourhood Centre	400068	0.14	0.30	0.44	6.81	14.50	21.32	0.27	0.14	0.41	13.28	6.91	20.19
4016	HHH22 & HHH31	Local Plan Development	Medway	1700	0	1700	Edge of Town Centre	400064	0.14	0.29	0.43	234.60	494.70	729.30	0.28	0.17	0.45	481.10	289.00	770.10
2159	HHH36	Local Plan Development	Medway	0	0	0	Neighbourhood Centre	400050	0.44	0.22	0.66	0.00	0.00	0.00	0.14	0.31	0.45	0.00	0.00	0.00
2160	HHH35	Local Plan Development	Medway	0	6902	6902	Neighbourhood Centre	400051	1.33	0.29	1.62	698.49	149.31	847.79	0.31	1.06	1.36	161.08	552.95	714.03
2161	RWB5	Local Plan Development	Medway	0	100	100	Edge of Town	400052	0.71	0.21	0.92	26.14	7.72	33.86	0.12	0.81	0.93	4.26	29.97	34.22
2162	CHR18	Local Plan Development	Medway	0	95	95	Town Centre	110045	0.85	0.03	0.88	29.70	1.20	30.90	0.10	0.71	0.81	3.56	24.95	28.51
2163	CHR17	Local Plan Development	Medway	0	397	397	Town Centre	400054	0.85	0.03	0.88	123.91	4.99	128.90	0.10	0.71	0.81	14.85	104.07	118.92
2164	CHR16	Local Plan Development	Medway	0	688	688	Town Centre	400055	0.85	0.03	0.88	214.72	8.65	223.37	0.10	0.71	0.81	25.73	180.34	206.07
4017	RN17	Local Plan Development	Medway	32	0	32	Edge of Town Centre	110102	0.14	0.29	0.43	4.42	9.31	13.73	0.28	0.17	0.45	9.06	5.44	14.50
4018	HW3	Local Plan Development	Medway	335	0	335	Edge of Town Centre	400069	0.14	0.29	0.43	46.23	97.49	143.72	0.28	0.17	0.45	94.81	56.95	151.76
4019	SR53	Local Plan Development	Medway	690	0	690	Edge of Town Centre	400070	0.04	0.17	0.21	26.70	117.37	144.07	0.15	0.07	0.23	105.57	50.92	156.49
4020	HHH19	Local Plan Development	Medway	0	412	412	Edge of Town Centre	400071	0.41	0.13	0.54	59.37	18.16	77.52	0.12	0.31	0.43	17.87	43.95	61.81