

**PROPOSED ALDI FOODSTORE AND COFFEE DRIVE-
THROUGH WITH EV CHARGING HUB,
LONDON ROAD, DEVIZES**

Highgrove Group (Reading) Limited on behalf of
PRZM Real Estate and Aldi Stores Limited
Transport Assessment

23 February 2026

**Proposed Discount Foodstore and Drive-Through Unit with EV Charging
Hub**

London Road, Devizes

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1.0 INTRODUCTION

1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Highgrove Group (Reading) Limited on behalf of PRZM Real Estate and Aldi Stores Limited in relation to their proposed discount foodstore and drive through unit with EV Charging Hub, located to the east of the A361 London Road.

1.2 Site Location

- 1.2.1 The proposal site (herein referred to as 'the Site') is located to the east of the A361 London Road, and north of Horton Road. The permitted use on the Site is a motorcycle training school.
- 1.2.2 The location of the Site is shown at Figure 1.1 below.

Figure 1.1 – Site Location Plan

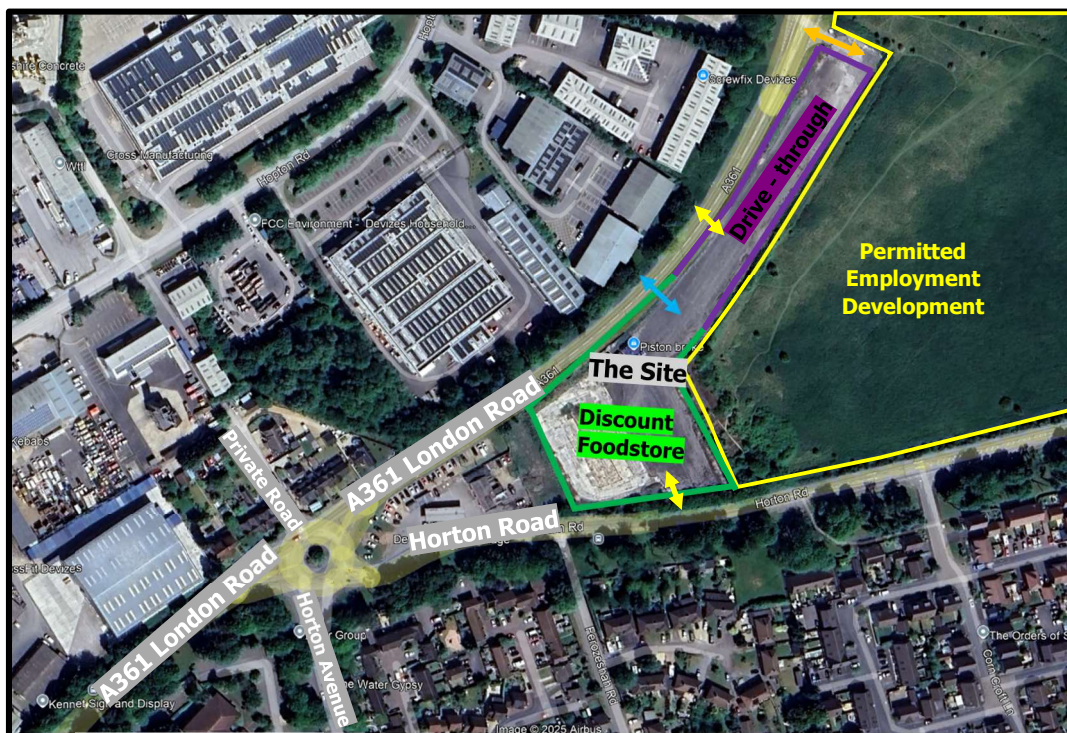


Source: Ordnance Survey / The site location is denoted by a blue star

- 1.2.3 The Site is bound to the north by the A361 London Road (and the Hopton Road / Waller Road employment area / Hopton Park Industrial Estate immediately to the north of London Road), to the west by a car wash and petrol station, and to the east by land with planning permission for an employment development for up to 25,000 sq.m. B2, B8 and E (g) (i-iii) (planning reference: PL/2022/00977 approved at appeal AP-36873 on 16/02/2024).

- 1.2.4 Figure 1.2 below identifies the context of the Site in relation to the local area, where the green boundary indicates the approximate location of site for the discount foodstore, and purple boundary indicates the approximate location of the site for the drive through unit and EV charging hub. The orange arrow is the location of the existing access (which sits outside of the red line boundary for this planning application). The blue arrow is the approximate location of the proposed new vehicular access, and the yellow arrows represent the approximate location of the non-car accesses. The western side of the adjacent employment site (ref PL/2022/00977) is indicated in yellow.

Figure 1.2 – Site in its Local Context



Source: Google Earth

1.3 Existing Site Usage and Access

- 1.3.1 As detailed above, the Site is occupied by a motorcycle training school.
- 1.3.2 The existing all movements site access is located at the northeastern end of the wider Site (but outside of the red line boundary of this planning application) onto the A361 London Road and is shown on Figure 1.2 above, indicated by the orange arrow. The existing site access includes a short right turn lane with kerbed central islands either side.

1.4 Development Proposals

- 1.4.1 The development proposals are shown on the Proposed Site Plan provided at Appendix 1. The proposed development consists of the provision of an Aldi foodstore at the southern end of the site, and a drive through unit and EV charging hub at the northern end of the Site.
- 1.4.2 The overall composition of the Site is therefore as follows: -

- Aldi foodstore with GIA of 1,787sq.m.
- Coffee shop drive-through with a GIA of up to 205sq.m. and
- An 8-space EV-charging hub.

- 1.4.3 The proposed site access is via a new, all-movements, ghost island priority junction on to the A361 London Road. The proposed ghost island includes a physical island to the west of the turning lane. The site access proposal has been designed with reference to current highway design standards and has been independently assessed with a Stage 1 Road Safety Audit.
- 1.4.4 The existing access, currently used for the motorcycle training centre, does not form part of this planning application and will remain independent from the scheme and provide no vehicular or active travel links to the Site. The existing access would remain unaltered.
- 1.4.5 As a general overview, the proposed Aldi will provide an additional, complementary food retail offering within Devizes that is well located to its intended localised catchment population.
- 1.4.6 There nearest comparable Aldi stores are in Melksham (approximately 10 miles to the west) and Chippenham (approximately 14 miles to the northwest). With the proposed Aldi in place, people who already use Aldi will be able to make shorter car trips or, in some cases, transfer from a car to a walk/cycle trip.
- 1.4.7 The drive-through unit will provide a new facility for the local community and customers of the Aldi store, as well as those on the nearby transport networks.
- 1.4.8 The proposed development will be accessible by both car and non-car modes. Its location at the eastern side of Devizes will allow customers to visit the store as part of an existing journey along the A361 London Road, meaning that these trips can serve an additional purpose with little or no extra travel distance. The site also provides opportunities for some existing car journeys to be replaced by walking trips instead.

1.5 Pre-Application Advice

- 1.5.1 The Local Planning Authority and Local Highway Authority is Wiltshire Council.
- 1.5.2 The applicant has engaged in pre-application consultation with Wiltshire Council via a highway development control consultation response dated 3rd October 2025, and a video conference meeting held on 7th November 2025.
- 1.5.3 The proposal and this report have been guided by the pre-application advice received, including the LHA's request to consider pedestrian connectivity between the Site and Waller Road / the Hopton Park Industrial Estate, also the need for a Stage 1 Road Safety Audit to be undertaken for the proposed layout, and broad trip type proportions.

1.6 National and Local Transport Planning Policy

National Planning Policy Framework (NPPF), December 2024

- 1.6.1 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 12th December 2024, with a minor update on 7th February 2025. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.

1.6.2 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.

1.6.3 At its heart, the NPPF maintains its presumption in favour of sustainable development.

1.6.4 Paragraph 109 sets out how transport solutions should be based on a vision-led approach:

"109. 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. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

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, and for net environmental gains."

1.6.5 Paragraphs 115 – 118 address how development proposals are to be considered:

"115. In assessing sites that may be allocated for development in plans, or specific applications for development, 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;

b) safe and suitable access to the site can be achieved for all users; and

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; 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."

"116. 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."

"117. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

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

1.6.6 Paragraphs 56 – 58 address how planning conditions and obligations are to be used:

"56. Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition."

"57. Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision-making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification."

"58. Planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;*
- b) directly related to the development; and*
- c) fairly and reasonably related in scale and kind to the development."*

Wiltshire Local Plan Review

1.6.7 Wiltshire Council is currently in the process of reviewing its Local Plan, at the time of writing the Wiltshire Core Strategy remains the adopted plan.

Wiltshire Core Strategy, January 2015

- 1.6.8 The Wiltshire Core Strategy sets out the strategic vision up to the period of 2026; it sets out a series of strategic objectives to deliver the vision for Wiltshire, including:

"Strategic objective 6: To ensure that infrastructure is in place to support communities".

- 1.6.9 Core Policy 60: Sustainable Transport seeks to encourage sustainable modes of transport and sets out the following:

"The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

This will be achieved by:

- i. planning developments in accessible locations*
- ii. promoting sustainable transport alternatives to the use of the private car*
- iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community*
- iv. promoting appropriate demand management measures*
- v. influencing the routing of freight within and through the county*
- vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment."*

- 1.6.10 Core Policy 61: Transport and New Development of the Core Strategy sets out the following:

"New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.

As part of a required transport assessment, the following must be demonstrated:

- i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:*
 - a. Visually impaired and other disabled people*
 - b. Pedestrians*
 - c. Cyclists*
 - d. Public transport*
 - e. Goods vehicles*
 - f. Powered two-wheelers*
 - g. Private cars.*
- ii. That the proposal is capable of being served by safe access to the highway network.*

iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.

Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements."

1.6.11 Core Policy 62: Development impacts on the transport network:

"Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated."

1.6.12 Core Policy 64: Demand Management sets out the following:

"Demand management measures will be promoted where appropriate to reduce reliance on the car and to encourage the use of sustainable transport alternatives.

These measures include:

i. car parking management – efficiently and effectively managing the car parking stock through the implementation of appropriate supply, maintenance, charging and enforcement measures. These measures include:

a. public car parking charges – parking charges will be set taking account of a number of factors including the service role and strength of the local economy, the utilisation of existing parking spaces, the availability of sustainable transport modes and parking charges in neighbouring areas

b. private non-residential parking standards – the provision of parking associated with new private non-residential development will be limited to maximum parking standards (except for disabled parking spaces). These maximum standards will be reduced to reflect local circumstances and the relative accessibility by sustainable transport modes in accordance with an accessibility framework

c. managing publicly available private non-residential parking – there will be a presumption that any planning application which includes provision for publicly available private non-residential parking will be required to provide an accompanying car park management plan and, subject to a case-by-case analysis, to implement parking restrictions and charges consistent with those of council run car parks in the local area

d. residential parking standards – the provision of car parking associated with well designed new residential development will be based on minimum parking standards. In determining the appropriate mix of parking types, the presumption will be that unallocated communal parking will be included in the majority of new residential development. Reduced residential parking requirements will be considered where there are significant urban design or heritage issues, where parking demand is likely to be low or where any parking overspill can be controlled.

ii. traffic management measures – traffic management measures will be developed to promote sustainable transport alternatives, reduce reliance on the car, lower the risk of accidents and improve the environment

iii. charging measures – opportunities for charging measures, such as road user charging and the workplace levy, will be kept under review

iv. smarter choices measures – appropriate smarter choices measures (e.g. travel plans, personalised travel planning, car sharing and information and marketing campaigns) will be developed to influence people's travel behaviour towards more sustainable travel options."

1.6.13 Core Policy 65: Movement of Goods sets out the following:

"The council and its partners will seek to achieve a sustainable freight distribution system which makes the most efficient use of road, rail and water networks. In particular:

i. developments which generate large volumes of freight traffic or involve the movement of bulk materials should make use of rail or water transport for freight movements wherever practical

ii. the provision of intermodal and other rail freight terminals in suitable areas will be supported and land required for realistically deliverable proposals will be protected from inappropriate development

iii. overnight lorry parking should be provided in the vicinity of the advisory freight network, either where demand can be demonstrated or to alleviate nuisance caused in local communities

iv. where carriage of freight by rail and water is not realistic, encouragement will be given for heavy goods vehicles (HGVs) traffic to use those roads where a minimum of community and environmental impacts will occur, principally the advisory freight network. Where problems caused by HGVs making unnecessary and undesirable use of routes are identified (other than on advisory freight routes), freight management processes will be employed."

Wiltshire Local Transport Plan 4, Adopted March 2025

1.6.14 The Wiltshire Local Transport Plan 4 (LTP4) is focused on four policy areas including: -

Avoid unnecessary travel.

- **A1** *Reduce the need to travel as often through combining journeys and providing digital options*
- **A2** *Enabling access to services, jobs and other destinations within closer reach*

Shift to more sustainable modes of transport.

- **S1** *Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving dedicated walking/cycle routes, journey safety, access and quality*
- **S2** *Provide more public and shared transport options, and improve service quality*

- **S3** *Provide better access to public and shared transport services*
- **S4** *Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most*
- **S5** *Encourage and enable shift to more sustainable modes for freight*
Improve vehicle, fuel, and network efficiency.
- **I1** *Facilitate and encourage move to low and zero emission vehicles*
- **I2** *Enable safer, more efficient driving and operation of road networks*
Support and enable delivery of the avoid/shift/and improve policy areas.
- **SU1** *Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport*
- **SU2** *Work in partnership with Government bodies, stakeholders to improve transport for all*
- **SU3** *Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered*

Devizes Area Neighbourhood Plan 2015-2026, Adopted 2015

1.6.15 The Devizes Area Neighbourhood Plan Executive Summary confirms that *"This Plan deals primarily with housing related issues and the immediate impact on infrastructure from the development of new housing"*. Even so, the Neighbourhood Plan provides a clear vision for the future of Devizes.

1.6.16 The Vision Statement is as follows:

"Devizes should grow in a manner which enables its residents to live a sustainable lifestyle, with a reduced need to travel; where there is a provision for easy access to open space and the public realm and the scale and ambiance of the built environment promotes wellbeing."

1.6.17 Relevant extracts from Section 9 Getting Around include the following:

"9.3 Traffic Strategy for the Existing Highway Network

...Both the Community Area Transport Plan and the Devizes Transport Strategy put the main emphasis on reducing local car use by cycling, walking and public transport. Whilst such a strategy offers a degree of relief from traffic problems at an affordable cost, it is only part of the solution and not the whole solution. There is a limit as to how much modal shift is possible for older people and families with young children. Through commercial traffic and much of the local commercial activity, which relies on cars and goods vehicles, cannot be diverted onto buses and cycles.

This plan supports the proposals to induce modal change away from the motor car, particularly for short journeys. The essential components of such a policy include:

Safe Cycling and Walking Groups

A comprehensive cycle network should be established using as many "off-road" pathways as possible to create safe cycling routes suitable for children. This network must connect housing areas to the town centre, to the employment areas and the schools. Particular attention must be paid to the quality of these routes, with good surfaces and clearly segregated cycling areas.

Similarly, a network of safe walking routes should be established, again connecting places of work, shops and homes...

1.6.18 The overall objective for the Getting Around section is that

"The location of developments should be chosen to minimise their impact on people's ability to get around the town safely and conveniently."

1.6.19 The development proposals incorporate local pedestrian and cycle accessibility improvements which are discussed further in Chapter 3.0.

1.7 Car Parking Policy

1.7.1 NPPF Chapter 9 *Promoting sustainable transport* sets out at paragraph 112 that,

"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."

1.7.2 Paragraph 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."

Adopted Local Parking Standards

Wiltshire Local Transport Plan (2011-2026) – Car Parking Strategy, Adopted March 2015

1.7.3 Policy PS4 – Private non-residential parking standards: -

"The provision of parking associated with new private non-residential development will be limited to maximum parking standards (except for disabled parking spaces). These maximum standards will be reduced to reflect local circumstances and the relative accessibility by sustainable transport modes in accordance with an accessibility framework.

The actual parking provision for developments will be negotiated between the council and developers taking account of a range of issues including the mix of land uses, ancillary uses, scale of development, approach to design, opportunities for sharing parking and the role of local Park and Ride sites."

1.7.4 Policy PS4 – Private non-residential parking standards - Additional comments: -

"Disabled people need special provision; new developments must therefore ensure that 'Blue Badge' holders have an adequate number of properly designed, conveniently located and reserved car parking spaces (in line with recognised national standards as a minimum).

The council will use transport assessments, business, and school travel plans and other 'smarter choices' measures to help reduce the need for, or usage of, PNR parking spaces.

The provision of required parking spaces should always be well integrated within the wider design approach to a development. As part of this, appropriate measures should be considered to reduce the environmental impact of providing parking spaces (e.g. the use of permeable surfaces to reduce surface water run-off)."

1.7.5 Policy PS12 - Improving access and use: -

"The council will promote the convenient access to parking facilities in Wiltshire by ensuring that:

- Parking for disabled motorists (Blue Badge holders) is provided in line with recognised national guidance (as a minimum).*
- Where appropriate (e.g. at supermarkets and retail centres), provision is made for 'parent and child' spaces.*
- Parking facilities are clearly signed and that good levels of information on the location and availability of parking are provided*
- Parking facilities are 'safer by design'.*
- Facilities for service vehicles or those delivering goods are, as far as possible, segregated to avoid conflict and their use as overflow car parking areas."*

1.7.6 Maximum Parking Standards: -

"The existing maximum parking standards for private non-residential developments in Wiltshire were found to be appropriate and the council intends to maintain the use of these standards for the LTP3 period."

- 1.7.7 The maximum car parking standards are set out at Appendix C of the Wiltshire document, cycle parking is set out in the Cycling Strategy (adopted March 2014), and the standards for the proposed uses are summarised in Table 1.1 below.

Table 1.1 – Wiltshire Council Parking Standards

Use class	Land use	Car Parking Standard (maximum)	Cycle Parking Standard	Powered Two Wheelers	Accessible Parking
A1: Retail	Food Retail	1 per 14m ² (>1000m ²) 1 per 35m ² (<1000m ²)	1 covered cycle space per 10 employees + 1 visitor space per 15 car parking spaces.	1 secure space for every 20 car parking spaces.	National standards as a minimum (6%).
A3: Food and Drink	Fast Food and Drive Through	1 per 5m ²	1 covered cycle space per 10 employees + 1 visitor space per 15 car parking spaces.	1 secure space for every 20 car parking spaces.	National standards as a minimum (6%).

Source: Wiltshire Local Transport Plan 3 2011 – 2026, Car Parking Strategy, Adopted March 2015 and Cycling Strategy, Adopted March 2014.

1.8 BREEAM Assessment

- 1.8.1 BREEAM or Building Research Establishment Environmental Assessment Method is an industry standard sustainability assessment method. Launched in 1990, by the Building Research Establishment it sets standards for the environmental performance of buildings through the design, specification, construction and operation phases and can be applied to new developments or refurbishment schemes.
- 1.8.2 The BREEAM Assessment utilises a system of credit scoring to determine the level of sustainability and environmental impact of a development. Credits are collated from a set of environmental sections and issues outlined in the 'BREEAM UK New Construction Version 6.1 Technical Manual - SD5079' to give an overall BREEAM rating. These sections and issues include Management, Health & Wellbeing, Energy, Transport, Water, Materials, Waste, Land Use Ecology, Pollution and Innovation.
- 1.8.3 The 'Tra 01 Transport Assessment and Travel Plan' section of 'BREEAM UK New Construction Version 6.1 Technical Manual - SD5079' outlines a set of values that aim to raise awareness of the existing local transport network and amenities, and identify ways to improve transport sustainability.
- 1.8.4 A maximum of two credits are awarded if development proposals include a Transport Assessment or Statement and an associated Travel Plan during the feasibility or design stages.
- 1.8.5 Both a Transport Assessment and Travel Plan have been produced for the proposed development, which are to be assessed against the two credits for Tra 01. They have been produced in accordance with the following BREEAM guidance set out in the 'BREEAM UK New Construction Version 6.1 Technical Manual - SD5079': -

"No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form;

The site-specific travel assessment (or statement) shall cover as a minimum:

a If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.

b Predicted travel patterns and transport impact of future building or site users.

c Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.

d Reporting of the number and type of existing accessible amenities within 500m of the site.

e Disabled access accounting for varying levels and types of disability, including visual impairment.

f Calculation of the existing public transport Accessibility Index (AI).

g Current facilities for cyclists.

Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation.

If the occupier is known, involve them in the development of the travel plan.

Demonstrate that the travel plan will be implemented and supported by the building's management in operation."

1.9 Proposed Development Vision

1.9.1 In line with paragraph 109 of the NPPF, the vision of the proposed development is:

Provision of an Aldi discount foodstore and a coffee drive-through that has safe and suitable access by sustainable travel modes, and encourages their use, with an emphasis on travel by foot as this is the most relevant non-car travel mode for the development.

The development proposals provide safe and suitable access by all relevant modes of transport, will reduce travel distances across the local area, and encourage the use of electric vehicles.

The development does not unacceptably impact on the operation of the surrounding road network.

1.10 Report Overview

1.10.1 The remainder of this report is divided into five further sections, which are as follows: -

Section 2.0 Site Transport Context

- 1.10.2 This section of the report considers the accessibility of the Site in terms of a range of transport modes.

Section 3.0 Proposed Development

- 1.10.3 The various components of the development proposal, including the Site access arrangements, servicing and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

- 1.10.4 This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects.

Section 5.0 Junction Capacity Assessment

- 1.10.5 The results of the traffic assessment have been used to inform junction capacity assessment, and the methodology and results are outlined in this section of the report.

Section 6.0 Summary and Conclusions

- 1.10.6 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

- 2.1.1 This section of the report considers the accessibility of the Site in terms of a range of transport modes.

2.2 Pedestrian Access

- 2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice: -

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 2.2.2 Manual for Streets also states, at paragraph 6.3.1:

"The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing."

- 2.2.3 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 2.2.4 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot, which is supported by data from the National Travel Survey (NTS) table NTS0308a which, for 2024, reports that 81% of trips under 1 mile are undertaken with Walk as the main mode.

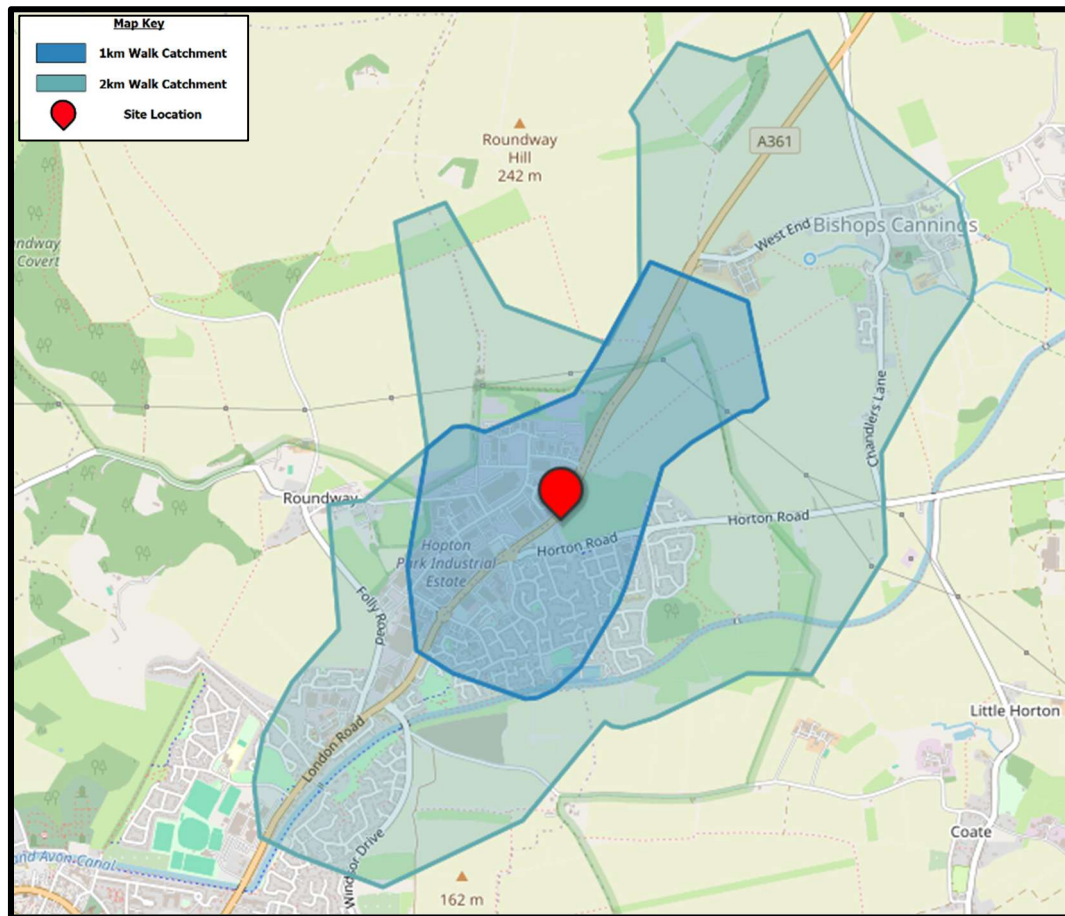
- 2.2.5 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.

- 2.2.6 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, the attractiveness of the environment and their mobility.

- 2.2.7 NTS 2024 table 0409 indicates that average trip lengths when walking are 890m for shopping and 1.36km for commuting.

- 2.2.8 Indicative walking catchments of 1km and 2km from the Site are shown at Figure 2.1 below.

Figure 2.1 – Indicative 1km and 2km Walk Catchments



Source: OpenRouteService.

- 2.2.9 The walk catchments indicate that the residential areas of Horton Road, Horton Avenue and Hambleton Avenue, as well as existing and permitted employment destinations are located within a 1km walk of the Site. There is a substantial staff and potential customer pool within the 2km walk catchment.
- 2.2.10 Horton Road has a shared footway/cycleway on the southern side of the road which is street lit, include crossing with dropped kerbs, and has an approximate width of between 1.8m and 2.3m.
- 2.2.11 The proposals include a new purpose built pedestrian and cyclist access directly to Horton Road, with a link directly to the eastbound bus stop on Horton Road, and a proposed crossing (including dropped kerbs and tactile paving) joining to the footway/cycleway on the southern side of Horton Road.
- 2.2.12 The proposals include a new purpose built 2m wide pedestrian link between the Site and Waller Road / Hopton Road / Hopeton Park Industrial Estate to the north of the Site, including a new crossing of London Road with dropped kerbs, tactile paving and a pedestrian island.
- 2.2.13 The proposed pedestrian link between the site and Waller Road serves the potential pedestrian desire line between the proposed development and the Waller Road/Hopton Road employment area, and also provides significantly improved pedestrian connections between Waller Road and the Horton Road / Horton Avenue residential area to the south, and facilitates walking trips between Waller Road and the bus stops on Horton Road.

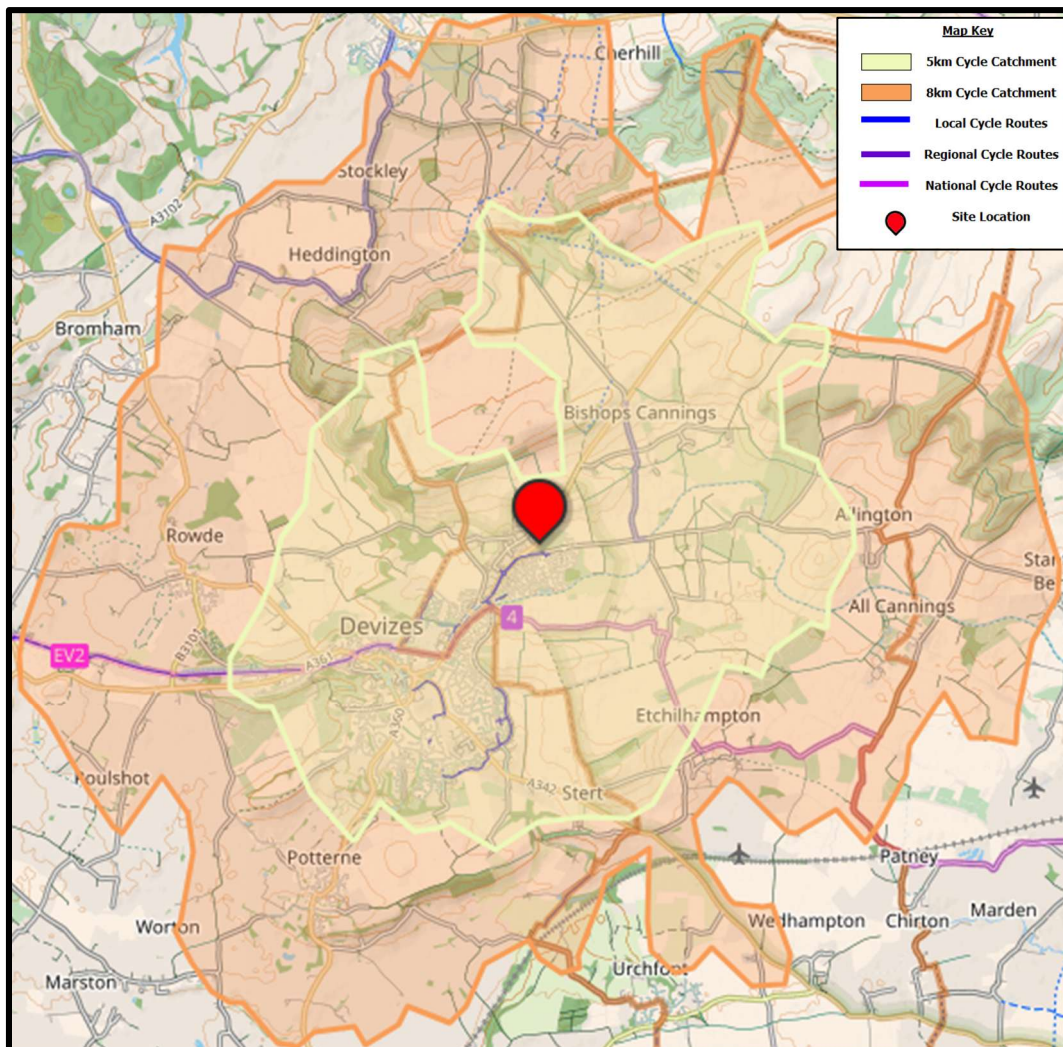
2.2.14 In light of the local pedestrian facilities and the new linkages that will be provided by the proposals, the Site is connected to the local pedestrian network with opportunities for staff and customers to make trips by foot.

2.3 Access by Cycling

2.3.1 The 2024 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.5.3km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are up to five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 8km.

2.3.2 Indicative cycle catchments are shown at Figure 2.2 below, being a 5km catchment (representing the 5.3km NTS average cycling distance) and an 8km catchment (being the distance of 80% of cycle trips).

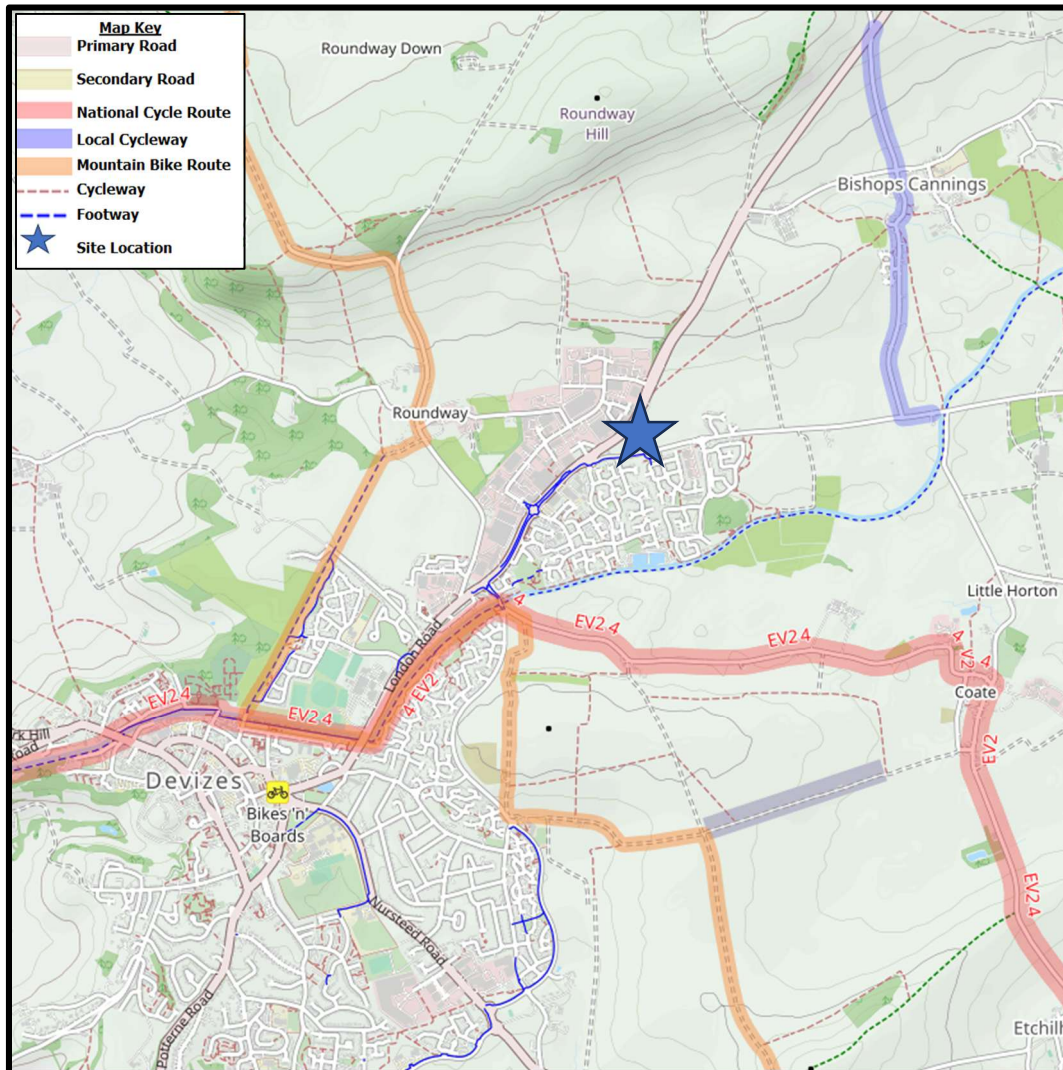
Figure 2.2 – Cycle Catchment Area



Source: OpenRouteService.

- 2.3.3 The 5km cycle catchment includes all of Devizes. The 8km catchment includes some surrounding villages, however given the more rural nature of these locations it appears reasonable that the cycle catchment will primarily be from Devizes. There is therefore a significant local population within cycling distance of the Site.
- 2.3.4 Figure 2.3 below, shows a cycle map for Devizes and the surrounding areas taken from OpenStreetMap, showing local and national cycle ways in the area.

Figure 2.3 – Local Cycle Map



Source: OpenStreetMap.

- 2.3.5 The shared footway/cycleway on Horton Road (discussed at Section 2.2) connects to a similar provision on London Road, as indicated by the blue lines in Figure 2.3.
- 2.3.6 Cyclists are required to dismount to cross Horton Avenue, around 130m to the west of the proposed pedestrian access to the Site. From this point, the cycle route continues along London Road.

- 2.3.7 This footway/cycleway along London Road provides traffic free and direct cycle access (with the exception of side road junctions) along the key road within east Devizes, connecting to local residential, commercial and retail areas. Once off London Road footway/cycleway, traffic flows on local side roads are likely to be materially lower. The route is a key connection between the Site and the eastern residential areas of Devizes, and central Devizes.
- 2.3.8 The proposed development connects directly to this facility, increasing the propensity for customers to walk and cycle, reducing vehicle use through active travel options which aligns with the Core Strategy and the Neighbourhood Plan.
- 2.3.9 National Cycle Route EV2 and EV4 pass near to the site (along London Road, Windsor Drive, and Coate Road) and connects with the local cycle route which passes along the southern frontage of the Site.
- 2.3.10 National Cycle Route EV2 and EV4 provide a connection from Pewsey to Devizes and Bowerhill / Melksham to Devizes.
- 2.3.11 Considering that the roads local to the Site are urban in character, and that the local topography is generally gentle, and the presence of cycle infrastructure, there are realistic, viable and attractive opportunities for customers and employees to make trips by cycling.

2.4 Access by Bus

- 2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 2.4.2 The nearest bus stops to the Site are located on the southern site boundary on Horton Road. Both the eastbound (called 'Devizes Ferozeshah Road E-bound') and westbound (called 'Devizes Ferozeshah Road W-bound') stops have shelters with seating and timetables.
- 2.4.3 The eastbound bus stop is 100m walk from the entrance to the proposed foodstore, and 321m walk from the entrance to the proposed coffee shop which is within the 400m IHT recommendation.
- 2.4.4 The westbound bus stop is 110m walk from the entrance to the proposed foodstore, and 331m walk from the entrance to the proposed coffee shop which is within the 400m IHT recommendation.
- 2.4.5 The bus stops and the potential walking routes to/from the Site are shown at Figure 2.4 below, with the short walking route clearly highlighted by the yellow dashed line.

The bus stops are served by routes 1C (the town loop), 49 and 101. There are regular buses between the Site and the local area.

Table 2.1 – Bus Service Details

2.4.8 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the Site is accessible by public transport.

2.5 Access by Rail

- 2.5.1 There is no station in Devizes, and the nearest station to the Site is Melksham Station which is 16km from the Site. On this basis, rail is unlikely to be a regular mode of access to the Site.

2.6 Vehicular Access

- 2.6.1 The proposed development will be served from a new, all movements ghost island priority junction on the A361 London Road, including a physical island to the west of the ghost island right turning lane.
- 2.6.2 The existing access does not form part of this planning application and will remain in its current form, and no part of the proposed development will be accessed from it.
- 2.6.3 The A361 London Road is a single carriageway road of approximately 7.3m width, with a de-restricted speed limit (60mph for cars) along the northern site frontage. Approximately 50m to the west of the western boundary of the Site the speed limit changes to 40mph.
- 2.6.4 The A361 heading northeast from the Site leads to Beckhampton where it meets the A4; heading southwest from the Site, the A361 leads to Trowbridge, passing through central Devizes and connects residents of Devizes with the Site.
- 2.6.5 Horton Road meets the A361 at a 5-arm roundabout c.130m to the west of the Site. Horton Road provides access along the northern side of the Northfields residential area and the permitted Horton Road employment site, and then continues towards Horton, Allington, Pewsey and other settlements.
- 2.6.6 The layout of the road network near to the Site can be seen at Figure 2.3 above.
- 2.6.7 Overall, the Site has a prominent location in relation to the local road network from which it is readily accessible.

2.7 Accessible Amenities

- 2.7.1 As identified in Table 3 of the 'BREEAM UK New Construction Version 6.1 Technical Manual - SD5079', it is a requirement to identify amenities within a radius of 500m of the Site, which are shown at Table 2.2 below.

Table 2.2 – Accessible Amenities within 500m

Appropriate food outlet (i.e. groceries, convenience)	Proposed foodstore	-
Access to cash	None within 500m	-
Access to an outdoor open space (public or private, suitably sized and accessible to building users)	Horton Road green space	Immediately south of the site
Access to a recreation or leisure facility for fitness or sports	None within 500m	-
Publicly available postal facility	None within 500m walk	-
Community facility	None within 500m walk	-
Over the counter services associated with a pharmacy	None within 500m walk	-
Public sector GP surgery or general medical centre	None within 500m walk	-
Childcare facility or school	None within 500m walk	-

- 2.7.2 As part of the BREEAM assessment, it is necessary to also calculate the Accessibility Index (AI) of the Site. The AI functions as an indicator for the accessibility and density of the public transport network relevant to the development site.
- 2.7.3 This Accessibility Index is separate from the usual planning tests for accessibility by non-car modes which are detailed in Sections 2.2 - 2.6 above.
- 2.7.4 The AI is described in the 'BREEAM UK New Construction Version 6.1 Technical Manual - SD5079' as follows: -

"The index is influenced by the proximity and diversity of the public transport network and the frequency of services at the accessible nodes. The greater the number of compliant nodes, services and their proximity to the building, the higher the AI."

- 2.7.5 Utilising a BREEAM Tra01/02 accessibility calculator, the Site has an AI of 2.76. It should be noted that the Accessibility Index in BREEAM terms is not a transport planning reference. Instead, the factual bus timetable in Section 2.4 should be referenced.

2.8 Existing Highway Conditions

- 2.8.1 Traffic count and speed surveys have been undertaken on multiple occasions, in January/February, June, and July 2025. These extensive datasets have been used to inform the design of the site access arrangements.
- 2.8.2 Additional traffic counts were undertaken at offsite junctions in June 2025 for the purposes of traffic analysis and are discussed in Section 4.0.
- 2.8.3 Automatic Traffic Counters (ATCs) were laid at three locations along the A361 London Road as indicated at Figure 2.5 below.

Figure 2.5 – ATC Locations



Image Source: Google Earth.

- 2.8.4 ATC 1, recording 30/1/2025 – 5/2/2025, is at the approximate location of the proposed site access minor arm centreline.
- 2.8.5 ATC 2, recording 26/6/2025 – 4/7/2025, is approximately 90m to the north east of the proposed site access.
- 2.8.6 ATC 3, recording 12/7/2025 – 18/7/2025, is approximately 140m to the north east of the proposed site access.
- 2.8.7 All ATCs recorded traffic flows, speeds, and vehicle classification throughout that time.

Traffic Speeds

- 2.8.8 The geometric designs of roads and junctions are based on the 85th percentile average speeds, being the speed below which 85% of traffic travels (and which is exceeded by 15% of the traffic).
- 2.8.9 The ATC speed data is summarised in Table 2.3. Average vehicle speeds are included to provide context in comparison to the posted speed limit, and 85th percentile speeds are included for design reference.

2.8.10 All mean averages and 85th percentile speeds are significantly lower than the speed limit of 60mph. The results are logical and confirm that the northbound vehicles are accelerating gently and the southbound vehicles are decelerating gently, tending towards 40mph which aligns with the speed limit to the west of the Site.

Table 2.3 – Summary of Seven-Day Traffic Speeds

Location	Location Description	Direction	Mean Average (mph)	85th Percentile (mph)
ATC 1	Proposed Site Access	Northbound	42.3	47.2
		Southbound	38.9	44.6
ATC 2	90m NE of the Proposed Site Access	Northbound	43.6	49.2
		Southbound	41.8	47.6
ATC 3	140m NE of the Proposed Site Access	Northbound	44.4	50.4
		Southbound	43.6	49.5

2.9 Road Safety Review

- 2.9.1 Publicly available official collision records include collisions which resulted in a personal injury and which were reported to the police. The data does not include details of damage-only collisions or those which were not reported to the police.
- 2.9.2 Personal-injury collisions are classified by the police as one of either 'Slight', 'Serious' or 'Fatal'. Where more than one personal injury occurs, the classification is determined by the most serious. A description of each classification is provided in the DfT publication Instructions for the Completion of Road Accident Reports dated October 2004, summarised below:

Slight:

- Sprains, not necessarily requiring medical treatment
- Neck whiplash injury
- Bruises
- Slight cuts
- Slight shock requiring roadside attention.
- (Persons who are merely shaken and who have no other injury should not be included unless they receive or appear to need medical treatment).

Serious:

- Fracture
- Internal injury
- Severe cuts
- Crushing
- Burns (excluding friction burns)
- Concussion

- Severe general shock requiring hospital treatment
- Detention in hospital as an in-patient, either immediately or later
- Injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident.

Fatal:

- 'Fatal' injury includes only those cases where death occurs in less than 30 days as a result of the accident. 'Fatal' does not include death from natural causes or suicide.

2.9.3 Personal injury collision data has been obtained from Wiltshire Council for the area local to the site for the most recent five-year period between 1/2/2021 and 11/2/2026. The collision data is included at Appendix 2 and is summarised in Table 2.4.

Table 2.4 – Summary of Collision Data

Location	Reference	Severity	Detail
London Road / Waller Road	A1205/22	Slight	V1 (Car) travelling west has turned across the path of V2 (Car) travelling north. V2 has collided front with V1 N/S front.
London Road / Horton Road Roundabout	251652302	Slight	V1 travelling West on Horton Road, V2 travelling South from London Road to Horton Avenue, V1 failed to give way to V2 and pulled into roundabout as V2 was exiting.
Horton Road / Marlborough Close	251672515	Slight	V1 travelling West on Horton Road, pedestrian travelling North across the carriageway, pedestrian has stepped out into path of V1.
	47359/21	Serious	Pedestrian has alighted from the bus and crossed the road, vehicle overtaking the bus has collided with the pedestrian.
Hopton Road (north of London Road / Hambleton Avenue)	19827/22	Slight	Car travelling NW has "failed to notice" cycle travelling SW and has collided with the rear of the cycle.

2.9.4 There are no cluster locations where more than five collisions have occurred (i.e. with an average of one collision per year). In locations where a single collision has occurred the conclusion can be drawn that there is no pattern to identify.

2.9.5 Whilst there are no clusters within the study area, there have been two collisions involving pedestrians crossing Horton Road in the vicinity of the bus stops at Marlborough Close (within the last 5 years) and it is prudent to examine these in greater detail.

2.9.6 Contributory factors are recoded on the collision data provided by Wiltshire Council which may provide deeper insight into the collisions (albeit the information highlights that "Warning: factor data is subjective").

- 2.9.7 Collision reference 47359/21 (the locations are plotted on the plan included at Appendix 2) includes the factors that the pedestrian (also the casualty) "Failed to look properly" / "Very likely", and "Crossed road masked by stationary or parked vehicle" / "Possible".
- 2.9.8 Collision reference 251672515 includes the factors that the pedestrian (also the casualty) was "careless or in a hurry" / "Very likely" and that there was "Incorrect use of crossing facility by person crossing the road" / "Possible".
- 2.9.9 All collisions are regrettable, and although the two collisions within 5 years that have involve pedestrians could be as a result of chance, it also highlights the importance of providing suitable pedestrian facilities, including crossings.

2.10 Section Conclusion

- 2.10.1 The Site is well connected to the existing pedestrian network that includes crossing facilities, the proposals further enhance the pedestrian network with a new connection between the Site and Waller Road, resulting in a substantial employment and residential catchment within walking distance of the proposals.
- 2.10.2 The area local to the Site is conducive to cycling, with a wide catchment of customers within cycling distance, and there are good opportunities for staff to make their journeys by bike utilising existing cycle route infrastructure.
- 2.10.3 The bus stops local to the Site are within a 400m walk and served by frequent bus services, which provide access to / from a variety of destinations.
- 2.10.4 The Site also has a prominent location relative to the local highway network, and the recent local collision records do not indicate a particular existing road safety problem in the vicinity of the Site.
- 2.10.5 Overall, the site has a good level of accessibility by all relevant transport modes, thereby complying with:
- national (NPPF paragraphs 115 and 117)
 - local (Core Strategy Policies 60 and 61
 - Wiltshire LTP4 policies A1, A2, S1, and S3), and
 - Neighbourhood Plan (with a reduced need to travel, and Section 9.3 – "modal change away from the motor car, particularly for short journeys") transport planning policy including the vision of the proposed development.

3.0 PROPOSED DEVELOPMENT

3.1 Development Proposals

- 3.1.1 The development proposals are shown on the Proposed Site Plan provided at Appendix 1. The proposed development consists of the provision of an Aldi foodstore at the southern end of the Site, and a drive through unit with EV charging hub at the northern end of the Site.
- 3.1.2 The overall composition of the Site is therefore as follows: -
- Aldi foodstore with GIA of 1,787sq.m.
 - Aldi foodstore total car parking provision of 91 spaces including: 71 standard spaces (of which there will be 24 passive EV spaces), 5 accessible spaces (of which 1 will be EV), 7 standard parent and child spaces (of which 1 will be EV), and up to 8 standard EV spaces.
 - Coffee shop drive-through with a GIA of up to 205sq.m.
 - Coffee shop drive-through with 23 standard spaces and 3 standard accessible spaces, and 4 motorcycle spaces.
 - 8-space EV-charging hub.

3.2 Proposed Site Access Arrangements

- 3.2.1 The proposed Site access is via a new, all-movements, ghost island priority junction on to the A361 London Road. The proposed ghost island is protected by a physical island to the west of the turning lane. The Site access proposal has been designed with reference to current highway design standards and has been independently assessed with a Stage 1 Road Safety Audit.
- 3.2.2 The existing access, currently used for the motorcycle training centre, does not form part of this planning application and will remain independent from the scheme and provide no vehicular or active travel links to the Site. The existing access would remain unaltered.
- 3.2.3 A new purpose built 3m wide shared pedestrian and cycle access is proposed on the southern frontage of the Site connecting to Horton Road and the existing footway/cycleway along the southern side of Horton Road. This connects the Site to the residential areas on the eastern side of Devizes, and to central Devizes, via active travel modes (described in Section 2.0).
- 3.2.4 The route also provides a direct connection (less than 400m walk distance) between the scheme and the existing bus stops on Horton Road.
- 3.2.5 Pedestrian access to the A361 was omitted from the design of the Hopton Park Industrial Estate, when constructed. Since that time, safe pedestrian access has not been achievable to the Horton Road bus stops or the residential areas south of the Site from the Hopton Road / Waller Road employment area.
- 3.2.6 The proposed development seeks to positively rectify this historic omission, with the provision of a new footway along the Site's northeastern boundary on the A361 London Road, providing the missing connection to Waller Road (and therefore to the Hopton Road employment area).
- 3.2.7 This new footway includes a dropped kerb tactile paving crossing of London Road, with a new pedestrian refuge island for increased pedestrian safety.
- 3.2.8 The new footway connects the Waller Road / Hopton Road industrial area to the development and, also, locations beyond including the Horton Road bus stops, residential areas to the south of the Site and the consented employment site to the east.

- 3.2.9 The provision of the footway not only provides direct connection between the Site and a large employment catchment, but also increases opportunities for those working at or visiting the employment park to travel by sustainable modes of transport.
- 3.2.10 Active travel routes are provided through the site, to serve the foodstore and coffee shop elements, as well as connecting the two active travel accesses (Horton Road to the south, and London Road to the north).
- 3.2.11 Together, these active travel routes not only promote sustainable travel associated with the proposed development, but also improve the active travel network between the residential areas to the south of the development, and the employment areas to the north of the development.
- 3.2.12 The crossings proposed as part of the development include dropped kerbs and tactile paving, which is beneficial for those with reduced vision, and all gradients are designed to be gentle which is beneficial for all users especially those with wheeled items such as wheelchairs, buggies and push chairs.
- 3.2.13 This is in line with national, local and neighbourhood policies and the vision for the development.
- 3.2.14 Details of the proposed site access arrangements is provided on the proposed site plan at Appendix 1.

3.3 Vision Splays

- 3.3.1 The proposed Site access junction has been designed with visibility splays in accordance with the DMRB standards for the 60mph speed limit (national speed limit on single carriageway roads) of 2.4m x 215m. Approximately 150m to the west of the proposed site access, the speed limit changes to 40mph.
- 3.3.2 The visibility splays are shown on the proposed Site Access drawing also included at Appendix 1.

3.4 Deliveries / Servicing

Aldi Deliveries

- 3.4.1 An Aldi store typically receives an average of three to four HGV deliveries per day. Two to three articulated HGV deliveries per day come from the Regional Distribution Centre (RDC) and there is one delivery per day of milk by a local supplier, usually using a medium sized goods vehicle.
- 3.4.2 Daily deliveries of milk, bread and morning fresh produce are received prior to, or as early as possible after, the store opening in the morning, and are delivered by one Aldi HGV and one milk delivery vehicle.
- 3.4.3 In addition to goods deliveries, each store has 1-2 collections of General Waste and supermarket derived organic materials per week.
- 3.4.4 Aldi stores have a cardboard bailer within the warehouse, and all cardboard packaging is bailed. Together with any plastics as required for recycling, this is then back loaded to the RDC with each Aldi HGV. This is efficient as it utilises otherwise empty vehicles to transport recyclable waste.

- 3.4.5 Aldi operate a closely managed servicing arrangement for each of its stores. The Aldi articulated service vehicle is able to carry frozen, chilled and mixed goods assembled at Aldi's RDC, enabling the potential to reduce journeys and vehicle kilometres compared to separate deliveries, thus providing an efficient servicing regime.
- 3.4.6 In relation to Core Strategy Policy 65, this operation supports *"a sustainable freight distribution system which makes the most efficient use of road ... networks."*
- 3.4.7 Aldi operates its own fleet of dedicated vehicles and drivers. Aldi HGVs are driven and operated by the dedicated Aldi driver.
- 3.4.8 The Aldi store warehouse has been designed as a result of years of experience to hold enough stock to prevent unnecessary deliveries, but is also of efficient size to ensure the freshest possible products and to prevent over-stocking. The efficient stock holding in their stores further reduces the need for multiple daily deliveries.
- 3.4.9 Stores are constructed with a delivery ramp, sheltered canopy and dock leveller system which means products can be unloaded without any external activity, such as forklift trucks, scissor lifts or cages, and in less than half the time were these facilities not provided. The usual time for unloading an Aldi HGV is 30 - 60 minutes.
- 3.4.10 During unloading, the back of the vehicle body is at the shop floor level, enabling the pre-packed pallets to be directly transported from the HGV to the dedicated storage area within the store. The delivery system is extremely efficient.
- 3.4.11 All Aldi vehicles are equipped with Reversing Cameras and Audible Warning Systems enabling the driver and customers to be aware of the reversing vehicle. Where required, a trained Pedestrian Marshal is utilised by the store to guide pedestrians in a safe manner whilst a service vehicle is manoeuvring.
- 3.4.12 HGV access to the service area has been designed to accommodate the required turning manoeuvres of the largest service vehicle (FTA 16.5m articulated goods vehicle). The service vehicle will drive forwards into the site, reverse into the service ramp and then drive out forwards to exit the site.

Coffee Drive-Through Deliveries

- 3.4.13 The planning application for the coffee drive through is in outline, with the internal layout being a reserved matter. The final layout would be refined to meet the final operator's requirements and submitted for Reserved Matters approval.
- 3.4.14 As operator-specific data is not available, an analysis has been made of the TRICS data to forecast how many Ordinary Goods Vehicles (OGV) trips could be made to a typical coffee drive-through each day.
- 3.4.15 The full details of the TRICS criteria is provided in Section 4.0 below.
- 3.4.16 Table 3.1 below shows the results.

Table 3.1 – TRICS Coffee Drive-Through OGV Trips

	Trip Rate			Trip Number		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Daily	0.906	0.896	1.802	2	2	4

- 3.4.17 The TRICS data indicates two OGV deliveries each day.

Proposed Deliveries / Servicing Access Arrangements

- 3.4.18 Delivery and service vehicles will access the proposed development via the proposed new access junction described above.
- 3.4.19 The proposed foodstore site layout has been assessed for goods vehicle manoeuvres based on a 16.5m articulated vehicle. A drawing showing the swept path assessment is provided at Appendix 3.
- 3.4.20 The proposed coffee drive-through site layout has been assessed for goods vehicle manoeuvres based on a 16.5m articulated vehicle. A drawing showing the swept path assessment is provided at Appendix 3.
- 3.4.21 The drawing shows that the routes through the site are satisfactory and that service vehicles will be able to manoeuvre within the site, allowing them to arrive and depart in forward gear.

Eight-Bay EV Charging Station

- 3.4.22 There should be no requirement for the eight-bay EV charging station to accommodate large vehicles, once constructed. Regular servicing and maintenance is likely to be undertaken by a sprinter-style van (or smaller). As the swept path for the drive-through unit has demonstrated that a 16.5m articulated vehicle can be accommodated within the site, the EV charging bays can reasonably be concluded to have sufficient servicing space.

3.5 Road Safety Audit

- 3.5.1 The proposed design of the site access junction has been subject to a Stage 1 Road Safety Audit (RSA), completed by an independent, qualified Road Safety Auditor.
- 3.5.2 The RSA Report is provided at Appendix 4, which concludes that the audit team did not identify any areas of concern in terms of highway safety associated with the proposed works.
- 3.5.3 In the section "*Issues outside the scope of this road safety audit*", the auditor notes the following although it is outside of the scope of the audit:

"While the audit team accept that sufficient visibility is available for both drivers and pedestrians to assess approaching vehicles and make appropriate decisions in terms of accessing London Road in particular; it is noted that measured vehicle speeds made available to the audit team are well below that which would be expected for the posted speed limit. In line, however, with the Safe System approach to design it would be beneficial to consult with Wiltshire Council and seek their views on extending the 40mph speed limit to the north on London Road as the scheme progresses"

- 3.5.4 The items (above) are outside the scope of the RSA and are not items which have been considered to affect the conclusion of the RSA. 'Issues outside the scope' do not need to be delivered to achieve a safe and suitable access.
- 3.5.5 It is, however, noted that the audit team advise that it would be appropriate for the LHA to consider whether they would support lowering the speed limit along the Site's London Road frontage.
- 3.5.6 It has already been demonstrated, in Table 2.3, that average vehicle speeds tend towards 40mph rather than the posted national speed limit. As such, there appears to be potential for the speed limit to be reduced to 40mph.

- 3.5.7 A reduction in speed limit to 40mph could benefit pedestrians utilising the proposed Waller Road pedestrian link and the wider aspirations of the Neighbourhood Plan.
- 3.5.8 Whilst the development proposals do not rely on a speed limit reduction, this TA will be reviewed by the LHA and it is recommended that the LHA consider reviewing the speed limit in this location.

3.6 Car and Cycle Parking

Aldi Car Parking

- 3.6.1 The proposed Aldi store provides a total of 91 car parking spaces including:
- Accessible parking: 5 spaces (of which 1 is EV)
 - Parent and Child parking: 7 spaces (of which 1 is EV)
 - Electric Vehicle parking: 8 spaces.
 - Future Electric Vehicle parking (passive): 24 spaces.
 - Cycle parking: 8 spaces.
- 3.6.2 The proposed 91 car parking spaces are within the maximum parking standards (of 127) calculated from the adopted local standards set out at Section 1.7 ($1787 / 14 = 127$).
- 3.6.3 The 5 accessible parking spaces accord with the local parking standards ($6\% * 91 = 5$).
- 3.6.4 No specific powered two-wheeler spaces will be provided, as standard parking spaces can be used by powered two-wheelers.
- 3.6.5 The proposed development provides a total of 8 covered and secure cycle parking spaces in the form of Sheffield stands located in a highly visible location at the front of the store under the canopy area. This is broadly in accordance with the cycle parking standards of 1 cycle space per 10 employees + 1 space per 15 car parking spaces. $91 / 15 = 6$ spaces; employees can utilise the remaining spaces.

Coffee Drive-Through Parking

- 3.6.6 Whilst the proposed coffee drive-through is in outline, and site layout (including parking) will be dealt with at the Reserved Matters stage, the indicative masterplan includes the following:
- Standard parking: 23 spaces
 - Accessible parking: 3 spaces
 - Motorcycle parking: 4 spaces
- 3.6.7 The total car parking provision of 26 spaces is within the local parking standard of a maximum of 41 spaces and therefore accords with the standards set out at Section 1.7 ($205 / 5 = 41$).
- 3.6.8 Accessible parking is shown at a ratio of 11.5% ($3 / 26 = 0.115$) which exceeds the accessibility standards.
- 3.6.9 The site layout, including the final car parking proposals, will be confirmed at the reserved matters stage.

Eight-Bay EV Charging Hub

- 3.6.10 The eight-bay EV charging hub is located adjacent to the drive-through coffee-unit parking. The location is roadside, so that passing drivers will clearly see the provision.
- 3.6.11 The inclusion of an EV charging hub will provide additional electric vehicle charging provision for the local community, some of whom may not have access to a driveway for charging.
- 3.6.12 Promoting the use of electric vehicles across the local area could result in improvement to local air quality.

3.7 Section Conclusion

- 3.7.1 The proposed vehicular site access is via a new, all-movements, ghost island priority junction on to the A361 London Road. The proposed ghost island is protected by a physical island to the west of the turning lane. The site access proposal has been designed with reference to current highway design standards and has been independently assessed with a Stage 1 Road Safety Audit.
- 3.7.2 Pedestrian movements are accommodated within the site access design (towards Waller Road) and the internal site layout, connecting to existing and new active travel infrastructure. The new infrastructure includes a new pedestrian link to the Waller Road employment area to the north of the development.
- 3.7.3 The primary active travel access to the Site incorporates a purpose built 3m pedestrian/cycle connection to north side of Horton Road. The proposals include a direct link to the existing bus stops and onwards to the Horton Road / London Road footway / cycleway facilities.
- 3.7.4 The proposed active travel infrastructure provides connections for pedestrians and cyclists associated with the development, and should also encourage additional walking trips between Waller Road (employment area) and Horton Road (residential area) in lieu of existing car trips.
- 3.7.5 The proposed new pedestrian link to Waller Road provides the missing connection between the existing bus stops on Horton Road and the residential areas to the south, further improving access to services, jobs and other destinations.
- 3.7.6 Swept path analysis shows that the access arrangements and layout of the proposed development are suitable for the largest vehicles that are expected to use the Site. Aldi's servicing arrangements seek to maximise efficiency by reducing mileage which is in line with the thrust of Core Strategy Policy 65.
- 3.7.7 The proposed on-site parking is provided in accordance with the local parking standards and exceeds local standards for blue badge holders.
- 3.7.8 The proposed development brings a new foodstore and coffee drive through within a reasonable walking, cycling or public transport journey of the local community, including via the Devizes Town Loop bus providing further non-car options.
- 3.7.9 The inclusion of an eight bay EV charging hub will provide additional electric vehicle charging provision for the local community, some of whom may not have access to a driveway for charging.
- 3.7.10 The proposals therefore accord with the:
- Wiltshire Core Strategy Strategic objective 6
 - Core Strategy Policies 60, 61, 64 and 65
 - Wiltshire LTP4 including policies A1, A2, S1, S3, I1 and I2

-
- the Devizes Area Neighbourhood Plan vision statement and Section 9 Getting Around, and
 - with paragraphs 109, 112 and 113 of the NPPF, plus
 - complying with the vision of the proposed development.

4.0 TRAFFIC ASSESSMENT

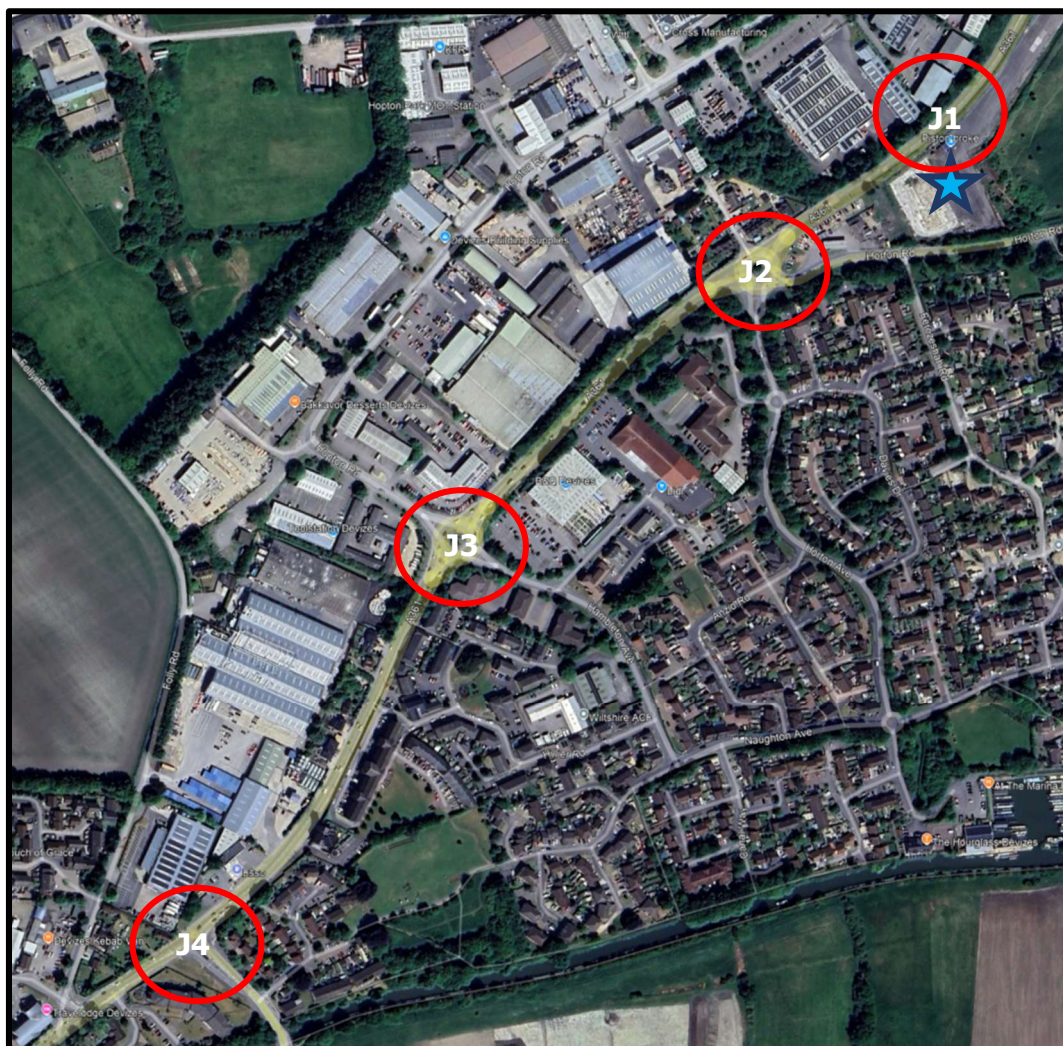
4.1 Introduction

- 4.1.1 The following traffic analysis considers the traffic attraction of the proposed development.
- 4.1.2 The assessment is conservative as it does not take into account any trips that could be attracted by the extant land use.
- 4.1.3 For a foodstore of this nature, very few (if any) wholly new trips to the wider highway network are likely to be attracted to the Site, especially during the peak hours. Particularly where there are existing foodstores across the local area, a significant majority of trips are simply diverting from one foodstore to the new foodstore. Whilst this is likely to affect traffic local to the Site, this effect quickly dissipates.
- 4.1.4 Due to the nature of the proposed development, the majority of its peak-hour vehicular trips will be either be primary trips that are transferred from an existing destination, or secondary trips such as pass-by trips or linked trips – i.e. trips that are already on the local road network and are therefore not new/additional trips to the traffic study area.

4.2 Study Area

- 4.2.1 This section of the report provides details of the traffic data used for the assessment of the study area junctions.
- 4.2.2 The assessment considers the effect of the proposed development traffic on the junctions indicated at Figure 4.1 below.

Figure 4.1 – Transport Assessment Study Area



Source: Google Earth. N.B. The Site location is denoted by the blue star.

- 4.2.3 The junction labelled J1 is the proposed Site access.
- 4.2.4 The junction labelled J2 is the 5-arm roundabout with the London Road (A361) / Horton Road / Horton Avenue / A361 / and a private road.
- 4.2.5 The junction labelled J3 is the 4-arm roundabout with the London Road (A361) / Hambleton Avenue / A361 / and Hopton Road.
- 4.2.6 The junction labelled J4 is the 3-arm signal-controlled junction with the A361 and Windsor Drive.

4.3 Existing Traffic Flows

- 4.3.1 Vehicle turning-count surveys were undertaken at study junctions 2, 3, and 4 on Thursday 26th, Friday 27th, and Saturday 28th June 2025. The survey dates can therefore be considered to be a 'neutral' time of year because they were undertaken outside of the weeks before, during and after school holidays or public holidays.

- 4.3.2 In addition to the junctions shown on Figure 4.1, the junction of North Arakan Road / Lidl car park access was also surveyed.
- 4.3.3 The turning-count surveys recorded the vehicle movements at the junctions between the hours of 07:00-10:00 and 16:00-19:00 on Thursday and Friday in order to capture the AM and PM peak periods and between the hours of 11:00-14:00 on Saturday in order to capture the weekend peak period.
- 4.3.4 The turning-count surveys show that both the Thursday and Friday AM network peak hour occurs between 07:30-08:30, the Thursday PM network peak hour occurs between 16:30-17:30 and the Friday PM network peak hour occurs 30 minutes earlier between 16:00-17:00, and the Saturday network peak hour occurs between 11:45-12:45.
- 4.3.5 Traffic volumes were recorded to be higher on the Thursday than the Friday during the peak hours, and therefore the Thursday AM (07:30-08:30) and PM (16:30-17:30) peak has been used as the weekday AM and PM peak.
- 4.3.6 In order to confirm that the Thursday provides a suitable flow set for the baseline assessment, the traffic count data from ATC 2 (see Figure 2.5) has been compared with the junction turning count data undertaken during the same week. ATC 2 has been reported in 15 minute time intervals and therefore the 15 minute increment peak hour results have been calculated directly. The survey data is included in Appendix 5.
- 4.3.7 The comparison data is shown in Table 4.1.

Table 4.1 – A361 London Road ATC 2 Flows

Peak	Day / Time	Survey	Northbound	Southbound	Two-Way	Two-Way % Difference
AM	Thursday 07:30-08:30	Thursday 26 th June	691	433	1124	-1.2%
		ATC weekday average	682	455	1137	
PM	Thursday 16:30-17:30	Thursday 26 th June	580	522	1102	4.6%
		ATC weekday average	544	509	1053	
Saturday	Saturday 11:45-12:45	Saturday 28 th June	451	436	887	0.2%
		ATC Saturday	448	437	885	

- 4.3.8 The Institute of Environmental Assessment (IEMA) "Guidelines for the Environmental Assessment of Road Traffic" states at paragraph 3.16 that 'the day-to-day variation of traffic on a road is frequently at least some + or – 10%'.
- 4.3.9 Table 4.1 shows that during the weekday dates of which the survey data was collected, the traffic flows on the road network were 4.6% greater than the average weekday ATC flows for the PM peak and 1.2% lower for the AM peak, however, this difference is insignificant as the difference is less than 10%.
- 4.3.10 As such, it is demonstrated that the turning count surveys were undertaken on neutral days with typical traffic flows, and the data is therefore considered suitable to use as the baseline for analysis, upon which the development proposals will be assessed.

4.3.11 Schematic diagrams showing the local road network, study junctions, and the observed surveyed weekday AM and PM peak-hour traffic flows, are provided at Appendix 6.

4.4 Assessment Year Traffic Flows

4.4.1 The assessment will be based on a future assessment year of 2031 (Application year + 5 years). Growth factors have been applied to the surveyed traffic flows (shown graphically at Appendix 6 to represent the future year to account for projected economic growth and local development forecasts.

4.4.2 The growth factors for the period 2025 to 2031 have been derived from the TEMPRO database version 8.1 Core scenario, adjusting the output for car drivers for the geographical area of "Wiltshire 025" (with the NRTP 2022 Core NTM Dataset, road type "All" and area "Region"). The resultant growth factors are summarised below at Table 4.2.

Table 4.2 – TEMPRO Growth Rates

Peak Period	2025 to 2031
	Resultant Growth
AM	1.0636
PM	1.0645
Sat	1.0688

4.4.3 The TEMPRO growth factors have been applied to the surveyed flows to produce the forecast 2031 base traffic flows. These are shown on schematic diagrams provided at Appendix 7.

4.5 Committed Development

4.5.1 Local committed developments (developments with planning permission but not yet constructed or occupied) will have a future traffic impact on the local highway network, but the traffic will not have been picked up in the baseline traffic surveys.

4.5.2 The TEMPRO growth factors account for general growth in respect of local development forecasts, in particular the traffic associated with developments that are identified in Local Plans.

4.5.3 Even so, specific sites which may affect local traffic flows may be considered specifically. The adjacent employment site's traffic flows (planning reference: PL/2022/00977 approved at appeal AP-36873 on 16/02/2024) have been included as a committed development.

4.5.4 The committed development traffic flows have been extracted from the development's Transport Assessment and mapped on to the local road network. The traffic effect is shown on diagrams at Appendix 8, and subsequently added to the 2031 base traffic to produce the flows for the scenario '2031 + Committed Development Traffic', shown at Appendix 9.

4.6 Proposed Development Trip Attraction

4.6.1 The industry-standard TRICS database (version 8.25.11) has been used to identify the average trip attraction of developments with comparable characteristics to the proposed development. As there are no comparable sites for an EV charging hub, a bespoke assessment has been undertaken for the traffic attraction of that land use.

4.6.2 The TRICS database is an industry-standard collection of traffic surveys, detailing hourly trip arrivals and departures, recorded from a variety of existing development sites using a standardised methodology.

4.6.3 Following the TRICS best practice guidance, the database has been filtered using the following criteria in Table 4.3 and Table 4.4 to obtain a dataset of comparable development sites.

Table 4.3 – Discount Foodstore TRICS Database Key Selection Criteria

TRICS version 8.25.11		
Land use and trip rate selection		
Select Land Use By:	Full list Of Active Main/Sub Land Uses	
Main Land Use:	01 - RETAIL	
Sub Land Use:	C – DISCOUNT FOOD STORES	
Calculation Options:	MULTI MODAL TRIP RATES	
Regions:	All	
Primary filtering		
Trip Rate Parameters:	Gross Floor Area	
Range:	1,023-2440 sq.m	
Selected Dates:	01/01/08 to 25/06/24	
Week days to include:	Weekdays only	Saturday
Location Types to include:	Edge of Town, Neighbourhood Centre, Freestanding	
Secondary filtering		
Population < 1 Mile:	1,001-15,000	
Population < 5 Miles:	10,001-75,000	

Table 4.4 – Coffee Drive-Through TRICS Database Key Selection Criteria

TRICS version 8.25.11		
Land use and trip rate selection		
Select Land Use By:	Full list Of Active Main/Sub Land Uses	
Main Land Use:	06 – HOTEL, FOOD & DRINK	
Sub Land Use:	J – DRIVE THROUGH COFFEE SHOP	
Calculation Options:	TOTAL VEHICLES	
Regions:	All	
Primary filtering		
Trip Rate Parameters:	Gross Floor Area	
Range:	43-420 sq.m	
Selected Dates:	01/01/08 to 21/06/24	
Week days to include:	Weekdays only	Saturday
Location Types to include:	Edge of Town, Neighbourhood Centre, Freestanding	
Secondary filtering		
Population < 1 Mile:	1,001-15,000	
Population < 5 Miles:	10,001-75,000	

- 4.6.4 The full TRICS outputs are provided at Appendix 10; summaries of the resultant vehicular trip rates (per 100sqm) during the weekday AM and PM, and Saturday peak hours are set out at Table 4.5, alongside the equivalent vehicle trip numbers for the proposed development.
- 4.6.5 The TRICS data is output in hourly time segments; where the peak hour falls outside of a whole hour period, the trip rate has been calculated using the proportional trip rate from each relevant whole hour, e.g. the trip rate for the 16:30-17:30 period has been calculated as 50% of the 16:00-17:00 TRICS trip rate plus 50% of the 17:00-18:00 TRICS trip rate.

Table 4.5 – TRICS Vehicle Trip Rate Data – Proposed Development

Peak	Average Vehicle Trip Rates (per 100sq.m)			Vehicle Trip Attraction		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Discount Foodstore (1,787sq.m)						
Weekday 07:30-08:30	1.2805	0.8245	2.105	23	15	38
Weekday 16:30-17:30	4.579	4.6015	9.1805	82	82	164
Saturday 11:45-12:45	5.622	6.11825	11.74025	100	109	210
Coffee Drive-Through (205sq.m)						
Weekday 07:30-08:30	11.866	10.3685	22.2345	24	21	46
Weekday 16:30-17:30	7.6035	9.6775	17.281	16	20	35
Saturday 11:45-12:45	19.35525	19.4355	38.79075	40	40	80
<u>Combined Total Development Vehicle Trips</u>						
Weekday 07:30-08:30				47	36	83
Weekday 16:30-17:30				97	102	199
Saturday 11:45-12:45				140	149	289

N.B. Some of the figures include mathematical rounding.

- 4.6.6 Based on the TRICS data, the proposed development is forecast to attract (prior to consideration of trip types) 83 two-way trips during the weekday AM peak, 199 two-way trips during the weekday PM peak, and 289 two-way trips during the Saturday peak.
- 4.6.7 The forecast traffic attraction associated with the eight-bay EV charging hub has been assessed from first principles. Each charging bay could reasonably be expected to charge around 2 cars per hour (20% to 80% charge) if operating at full capacity.
- 4.6.8 A reasonable peak utilisation of 70% has been assumed. On this basis, the EV charging hub could therefore attract in the region of 11 arrivals and 11 departures per hour during the peak hours ($8 \times 2 \times 70\% = 11.2$). It is assumed, however, that the overwhelming majority of these users will take advantage of the proposed coffee drive through or Aldi supermarket during the charging period and as such are linked trips and are already taken account of in the TRICS exercise above.
- 4.6.9 As such, whilst the EV charging hub would attract vehicle movements, no specific consideration has been given to the traffic effects within the remainder of this traffic assessment.

4.7 Consideration of Trip Types

- 4.7.1 The traffic that will be attracted to the proposed development will comprise the following trip types:-
- Pass by trips resulting from people who currently use the road adjacent to the Site for a trip involving another purpose who will visit the Site while passing.
 - Diverted trips derived from people who are using the road network close to the Site for another purpose who will divert their trips to visit the Site while passing in the broad vicinity.

- Linked trips undertaken by existing visitors to a specific local destination who visit the proposed development as part of their existing trip.
- Transferred trips by people who would change their destination from a competing attraction (for example, Lidl on North Arakan Road, as the nearest existing discount foodstore), to the proposed development. For simplicity only Transferred Primary trips are considered in this assessment.
- New Primary trips that are new to the study network, made by people who travel to the study network for the specific purpose of visiting the proposed development, but not included in the trip types above.

4.7.2 TRICS research report 14/1 titled 'Pass-by & Diverted Trips' sets out that a large variety of results have been observed for the combination of pass-by, diverted, and linked trips and that a site-by-site approach should be taken to the application of these 'secondary' trips. Specifically the TRICS 14/1 report notes that:

"It is recommended that for an assessment of the quantum of pass-by and diverted trips that a first principles approach is taken for each site, whereby a process is defined for the assessment of these trips and agreed by the applicant and determining authority."

- 4.7.3 The commercial and academic research contained within the TRICS 14/1 report identifies levels of pass-by proportions ranging from 6% to 72%, combined levels of pass-by and diverted trip proportions ranging from 57% to 67%, and average linked trip proportions (with town centres / district centres) ranging from 46% to 60%.
- 4.7.4 The research is undertaken by a number of researchers and institutions, which shows (and which is logical) that some trip types will overlap others, such as 'transferred pass-by' trips.

Consideration of Secondary Trip Types

4.7.5 The Secondary Trip type category consists of:

- Pass-by trips
- Diverted trips, and
- Linked trips.

4.7.6 The principles that determine the proportion of secondary trips used within this assessment involve consideration of the Site, and the ability for the location characteristics to result in proportions of secondary trips within the ranges set out within the TRICS research. In doing so, the assessment will identify a set of proportions that are suitable as a means to consider the effects of the proposed development.

4.7.7 The TRICS research shows that the proportion of pass-by trips can vary significantly up to observed values of approximately 70% and is dependent on a number of factors, not limited to vehicle volumes on the roads adjacent to the site, the proximity of residences, the proximity of employment / retail, and the number of competing attractions. This assessment is based on a pass-by rate of 30% for the Discount Foodstore and 50% for the Coffee Drive-Through which are within the range indicated by the TRICS research.

- 4.7.8 Likewise, the TRICS research shows that the proportion of diverted trips can vary site-to-site. This assessment is based on a diverted rate of 15% for the Discount Foodstore and 10% for the Coffee Drive-Through. These combined pass by and diverted rates for the foodstore are less than the combined pass-by and diverted range established within the Harries et al. (2012) research set out in TRICS 14/1, and the combined rates for the Coffee Drive-Through are within the research range.
- 4.7.9 The TRICS research identifies linked trip proportions in the region of c.50% and above, which is dependent upon the proximity of local retail destinations. As above, and established within the TRICS research, linked trips may include pass-by or diverted trips and so care must be taken when assigning these proportions. For simplicity, 10% of the trips to the Coffee Drive-Through have been assessed as linked with the discount foodstore.
- 4.7.10 The total proportion of secondary trips used in this assessment is therefore 45% for the Discount Foodstore and 70% for the Coffee Drive Through.
- 4.7.11 Secondary trips will be assigned to the study area network as follows: -

Discount Foodstore

- Pass-by Trips: 30% on the A361 London Road.
- Diverted Trips: 15% from the 5-arm roundabout to the south of the Site with the A361 London Road, Horton Road, Horton Avenue, A361 London Road, and a private road (drawn proportionally based on the traffic survey).

Coffee Drive-Through

- Pass-by Trips: 50% on the A361 London Road.
- Diverted Trips: 10% from the 5-arm roundabout to the south of the Site with the A361 London Road, Horton Road, Horton Avenue, A361 London Road, and a private road (drawn proportionally based on the traffic survey).
- Linked Trips: 10% with the proposed Discount Foodstore

Consideration of Primary Trip Types

- 4.7.12 The Primary Trip type category consists of:
- Transferred Primary
 - 'New' Primary (new to the study network)
- 4.7.13 Primary trips to the proposed development will be a combination of transferred trips from journeys (already using the study area network) to competing attractions and new trips to the study area network.
- 4.7.14 The assessment is based on the simplifying assumption that 40% of the Discount Foodstore trips are transferred (from the existing Lidl on North Arakan Road) and 15% are 'new' primary trips to the study area network. As there are not any existing coffee drive-throughs nearby none of the trips are assessed as transferred, and 30% are 'new' primary trips to the study area network.
- 4.7.15 The distribution of primary trips is based on the Manual Classified Counts proportions for each inbound arm to the traffic study network and then been distributed through the network based on a logical route choice.

4.7.16 Table 4.6 sets out the primary trip distributions for each peak hour.

Table 4.6 – Primary Trip Distribution

Origin / Destination	Percentage		
	AM	PM	Sat
A361 (N)	17.6%	20.2%	20.4%
Horton Road	11.0%	7.8%	8.9%
Horton Avenue	3.7%	2.7%	3.0%
Private Road	0.2%	0.1%	0.0%
Hambleton Avenue	7.4%	11.7%	13.3%
Hopton Road	8.7%	14.6%	8.1%
Windsor Drive	20.4%	15.4%	14.7%
A361 (S)	31.0%	27.4%	31.7%
	100%	100%	100%

Proposed Development Trip Types

4.7.17 By way of summary, this assessment is based on the trip type assumptions shown at Table 4.7.

Table 4.7 – Summary of Trip Types

Trip Type	Assessed Value (%)	
	Discount Foodstore	Coffee Drive-Through
New Primary Trips to Study Area Network	15%	30%
Transferred Primary Trips	40%	0%
Pass-by	30%	50%
Diverted Trips	15%	10%
Linked Trips	0%	10%

4.7.18 Diagrams indicating the traffic movements associated with each of trip types that would be attracted to the proposed development are provided at Appendix 11.

4.8 Overall Net Development Traffic Effect

4.8.1 The overall net traffic effect of the proposed development is calculated by applying the above trip-type assumptions to the proposed development's net traffic attraction (shown at Table 4.5). This is shown on diagrams at Appendix 11 and summarised for each of the study junctions at Table 4.8 below.

Table 4.8 – Overall Net Traffic Effect (Two-Way Movements)

Junction	AM Peak	PM Peak	Sat Peak
Aldi Unit			
J1) London Road / Site Access Junction	28	126	162
J2) London Road / Horton Road Roundabout	13	64	82
J3) London Road / Hambleton Avenue Roundabout	-2	5	7
J4) London Road / Windsor Drive Signal Junction	1	11	16
Coffee Drive Through Unit			
J1) London Road / Site Access Junction	29	24	52
J2) London Road / Horton Road Roundabout	13	11	23
J3) London Road / Hambleton Avenue Roundabout	8	8	16
J4) London Road / Windsor Drive Signal Junction	6	6	11
Combined Effect			
J1) London Road / Site Access Junction	57	150	214
J2) London Road / Horton Road Roundabout	26	76	105
J3) London Road / Hambleton Avenue Roundabout	7	13	23
J4) London Road / Windsor Drive Signal Junction	8	16	28

N.B. Some of the figures include mathematical rounding.

4.8.2 Generally, a net development traffic effect of 30 two-way vehicles per hour is often used as an indicative threshold below which detailed junction capacity assessments are not required. This is not an absolute cut off point, however it is a logical threshold as a net effect of 30 additional vehicles per hour is the equivalent of 1 additional vehicle movement per 2 minutes which is unlikely to be noticeable by subjective observation.

4.8.3 The net traffic effect of the proposed development has been combined with the '2031 + committed development' base traffic flows, the result of which is shown on diagrams at Appendix 12, to produce the assessment scenario '2031 + Committed Development + Proposed Development'.

4.9 Section Conclusions

4.9.1 The industry-standard TRICS database has been used to identify the average vehicle trip rates for the proposed Aldi and Coffee Drive-Through. A bespoke assessment of the eight-bay EV charging hub has also been undertaken.

4.9.2 The trips have been disaggregated into different trip types, and each trip type has been distributed on the surrounding road network based on the proportional turning count data relevant for each trip type.

-
- 4.9.3 The highest net traffic effect has been calculated to occur during the Saturday peak hour with a forecast volume of 214 new two-way vehicle movements at the Site access junction.
 - 4.9.4 The forecast net traffic effect at the London Road / Horton Road roundabout has been calculated to be 105 new two-way vehicle movements during the Saturday peak hour.
 - 4.9.5 The traffic effect at the London Road / Hambleton Avenue roundabout, and at the London Road / Windsor Drive signal junction has been calculated to be less than 1 new vehicle movement every two minutes in the development-attracted peak hours and the development is below that which could reasonably require detailed traffic assessment.

5.0 JUNCTION CAPACITY ASSESSMENT

5.1 Introduction

5.1.1 The assessment in Section 4.0 identifies the net traffic effect of the proposed development across the study network. Based on the net effect at Table 4.8, junction capacity tests and analysis, along with a collision analysis, have been undertaken for the following junctions: -

J1) A361 London Road / Site Access Priority Junction.

J2) A361 London Road / Horton Road Roundabout.

5.2 Computer Modelling Software

5.2.1 Industry-standard junction capacity modelling software, appropriate to the specific study junction/s, has been used to assess the development traffic effect on their capacity and operation.

5.2.2 The PICADY9 module of the Junctions9 package is an industry standard computer package for modelling the operation of priority (give-way) junctions. PICADY uses the geometry of the junction combined with traffic flow information to forecast capacity. The software provides a number of results in its output, the most meaningful of which is the Ratio of Flow to Capacity (RFC), where an RFC of 1.00 on any approach to the junction reflects a traffic demand equal to the theoretical capacity of that approach. Typically, an RFC of less than 0.85 is considered to indicate satisfactory performance.

5.2.3 The ARCADY9 module of the Junctions9 package is an industry standard computer package for modelling the operation of roundabouts. ARCADY uses the geometry of the junction combined with traffic flow information to forecast capacity. The software provides a number of results in its output, the most meaningful of which is the Ratio of Flow to Capacity (RFC), where an RFC of 1.00 on any approach to the junction reflects a traffic demand equal to the theoretical capacity of that approach. Typically, an RFC of less than 0.85 is considered to indicate satisfactory performance.

5.2.4 Both ARCADY and PICADY are typically operated using 'One Hour' mode which estimates the traffic profile for an hour-long period based a bell-shaped curve with a 15-minute 'Warm Up' period before, and a 15-minute 'Cool Down' period either side of the peak-hour. This simulates the robust scenario of a peak within the peak hour.

5.3 Capacity Analysis

Proposed London Road / Site Access

5.3.1 The PICADY9 computer program has been used, with a One Hour demand profile, to assess the operation of the proposed site access junction.

5.3.2 The forecast operation of the junction has been assessed for the 2031 base traffic with committed development and the proposed Aldi development, and 2031 base traffic with committed development and with the proposed Aldi + Coffee Drive Through development, for the Weekday AM / PM and Saturday Peak periods, based on the proposed junction geometry.

5.3.3 The results of the PICADY tests are set out at Table 5.1.

Table 5.1 – PICADY Summary – Proposed London Road / Site Access

	AM			PM			Sat		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2031 Base + Committed Development + Aldi									
Stream B-C	0.0	6.02	0.02	0.1	7.10	0.12	0.2	6.93	0.15
Stream B-A	0.0	13.66	0.02	0.1	15.58	0.09	0.1	13.17	0.10
Stream C-AB	0.0	6.48	0.03	0.1	7.47	0.12	0.2	7.19	0.14
2031 Base + Committed Development + Aldi + Drive Thru									
Stream B-C	0.0	6.33	0.04	0.2	7.39	0.14	0.2	7.44	0.19
Stream B-A	0.1	13.98	0.05	0.1	16.14	0.13	0.2	14.13	0.15
Stream C-AB	0.1	6.69	0.07	0.2	7.64	0.14	0.2	7.60	0.19

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

- 5.3.4 The PICADY9 assessment shows that the proposed Site access junction will operate within capacity, with a maximum RFC of 0.19, and maximum queue lengths of 0.2 vehicles.
- 5.3.5 The geometric parameters input to the capacity modelling is provided at Appendix 13, and the junction capacity outputs are provided at Appendix 14.

A361 London Road / Horton Road Roundabout

- 5.3.6 The ARCADY9 computer program has been used, with a One Hour demand profile, to assess the operation of the 5-arm roundabout.
- 5.3.7 The forecast operation of the junction has been assessed for the following scenarios:
- 2025 Surveyed flows
 - 2031 Base
 - 2031 base with committed development
 - 2031 base traffic with committed development and the proposed Aldi development, and
 - 2031 base traffic with committed development and with the proposed Aldi + Coffee Drive Through development.
- 5.3.8 For the weekday AM, weekday PM and Saturday Peak periods, based on the existing junction geometry. The results of the ARCADY tests are set out at Table 5.2.

Table 5.2 – ARCADY Summary – London Road / Horton Road Roundabout

	AM			PM			Sat		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2025 Surveyed Flows									
Arm 1	0.5	4.05	0.35	0.8	4.76	0.43	0.5	3.93	0.34
Arm 2	0.4	4.45	0.27	0.3	4.37	0.21	0.2	4.02	0.19
Arm 3	0.1	2.65	0.07	0.1	2.50	0.05	0.0	2.44	0.04
Arm 4	1.1	4.94	0.53	1.2	4.90	0.54	0.8	3.89	0.44
Arm 5	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
2031 Base									
Arm 1	0.6	4.22	0.37	0.9	5.07	0.46	0.6	4.12	0.37
Arm 2	0.4	4.64	0.29	0.3	4.53	0.23	0.3	4.15	0.20
Arm 3	0.1	2.71	0.08	0.1	2.55	0.06	0.1	2.49	0.05
Arm 4	1.3	5.35	0.56	1.3	5.32	0.58	0.9	4.12	0.47
Arm 5	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
2031 Base + Committed Development									
Arm 1	0.7	4.56	0.40	0.9	5.25	0.47	0.6	4.12	0.37
Arm 2	0.5	4.94	0.33	0.6	5.49	0.37	0.3	4.15	0.20
Arm 3	0.1	2.78	0.09	0.1	2.67	0.06	0.1	2.49	0.05
Arm 4	1.7	6.39	0.63	1.5	5.72	0.60	0.9	4.12	0.47
Arm 5	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
2031 Base + Committed Development + Aldi									
Arm 1	0.7	4.58	0.40	1.0	5.57	0.51	0.7	4.41	0.41
Arm 2	0.5	4.95	0.33	0.6	5.64	0.38	0.3	4.24	0.21
Arm 3	0.1	2.79	0.09	0.1	2.70	0.06	0.1	2.53	0.05
Arm 4	1.7	6.50	0.64	1.6	5.91	0.62	0.9	4.29	0.48
Arm 5	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
2031 Base + Committed Development + Aldi + Drive Thru									
Arm 1	0.7	4.63	0.41	1.0	5.64	0.51	0.7	4.49	0.43
Arm 2	0.5	4.98	0.34	0.6	5.67	0.38	0.3	4.28	0.21
Arm 3	0.1	2.80	0.09	0.1	2.72	0.06	0.1	2.54	0.05
Arm 4	1.8	6.56	0.64	1.6	5.95	0.62	1.0	4.35	0.49
Arm 5	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00

There are warnings associated with one or more model runs - see the [Task List](#) 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.

Arm 1 = A361 London Road (N), Arm 2 = Horton Road, Arm 3 = Horton Avenue, Arm 4 = A361 London Road (S), Arm 5 = Private Road.

- 5.3.9 The warning referred to in the ARCADY output relates to the effective flare length on Arm 4 which is measured at 43.8m and is "over 30m, which is outside the normal range".
- 5.3.10 The ARCADY9 assessment forecasts that the junction will continue to operate within capacity with the addition of the proposed development traffic, with a negligible increase in RFC, queueing, and delay.
- 5.3.11 The geometric parameters input to the capacity modelling is provided at Appendix 13, and the junction capacity outputs are provided at Appendix 14.

5.4 Effect on Road Safety

- 5.4.1 Section 2.9 reviews the collision records from the most recent five years available. It concludes that there does not appear to be any particular pattern of collisions that is likely to be affected by the net traffic effect of the proposed development.
- 5.4.2 The capacity assessment shows that the proposed Site access junction and the London Road / Horton Road Roundabout are both forecast to operate within capacity in the 2031 with committed and proposed development scenarios, and the queue lengths will be subject to only a small increase (in the order of 0.1 vehicles).
- 5.4.3 The findings of the Stage 1 RSA confirm that the proposed highway works do not result in any safety issues.
- 5.4.4 The effect of the proposed development traffic is unlikely to materially worsen the occurrence or materially affect the pattern of collisions on the local highway network.

5.5 Section Conclusions

- 5.5.1 The capacity assessment shows that the proposed site access junction and the London Road / Horton Road Roundabout are both forecast to operate within capacity for all peak periods.
- 5.5.2 No patterns of collisions has been identified within the recent collision records, and the effect of the proposed development traffic is unlikely to materially worsen the occurrence or materially affect the pattern of collisions in the vicinity of the Site.
- 5.5.3 Overall, the scale of residual impact cannot be considered to be severe when viewed in the context of the NPPF planning test (NPPF paragraph 116), and the proposal satisfies Core Strategy Policies 60(vi), 61(ii), 62, and LTP4 policies A2 and S1.
- 5.5.4 The proposed development also complies with the NPPF vision led approach.
- 5.5.5 Overall therefore, the net traffic effect of the proposed development is considered to be acceptable.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Highgrove Group (Reading) Limited on behalf of PRZM Real Estate and Aldi Stores Limited in relation to a proposed discount foodstore and coffee-drive through with EV charging hub.

6.2 Development Vision

- 6.2.1 In line with paragraph 109 of the NPPF, the vision of the proposed development is:

Provision of an Aldi discount foodstore and a coffee drive-through that has safe and suitable access by sustainable travel modes, and encourages their use, with an emphasis on travel by foot as this is the most relevant non-car travel mode for the development.

The development proposals provide safe and suitable access by all relevant modes of transport, will reduce travel distances across the local area, and encourage the use of electric vehicles.

The development does not unacceptably impact on the operation of the surrounding road network.

6.3 Development Proposals

- 6.3.1 The overall composition of the Site is therefore as follows

- An Aldi foodstore with a GIA of 1,787 sq.m. and associated landscaping and parking.
- Coffee shop drive through with a GIA of up to 205 sq.m. and associated landscaping and parking.
- Eight-space EV charging hub.

6.4 Active Travel Accessibility

- 6.4.1 The primary active travel access to the Site incorporates a purpose built 3m pedestrian/cycle connection to north side of Horton Road. The proposals include a direct link to the existing bus stops and onwards to the Horton Road / London Road footway / cycleway facilities.
- 6.4.2 Pedestrian access to the A361 was omitted from the design of the Hopton Park Industrial Estate, when constructed. Since that time, safe pedestrian access has not been achievable to the Horton Road bus stops or the residential areas south of the Site from the Hopton Road / Waller Road employment area.
- 6.4.3 The proposed development seeks to positively rectify this historic omission, with the provision of a new footway along the Site's northeastern boundary on the A361 London Road, providing the missing connection to Waller Road (and therefore to the Hopton Road employment area).
- 6.4.4 This new footway includes a dropped kerb tactile paving crossing of London Road, with a new pedestrian refuge island for increased pedestrian safety.

- 6.4.5 The new footway connects the Waller Road / Hopton Road industrial area to the development and, also, locations beyond including the Horton Road bus stops, residential areas to the south of the Site and the consented employment site to the east.
- 6.4.6 The provision of the footway not only provides direct connection between the Site and a large employment catchment, but also increases opportunities for those working at or visiting the employment park to travel by sustainable modes of transport.
- 6.4.7 The proposed active travel infrastructure provides connections for pedestrians and cyclists associated with the development, and should also encourage additional walking trips between Waller Road (employment area) and Horton Road (residential area) in lieu of existing car trips.
- 6.4.8 Cycle provision is made in covered and secure cycle parking spaces directly adjacent to the Aldi store's frontage, in an area which is overlooked – providing additional passive security.
- 6.4.9 Within the Site, the proposed pedestrian routes are direct and have been designed to minimise conflicts between vehicles and pedestrians.
- 6.4.10 The proposed scheme accords with the development vision in respect of active travel.

6.5 Public Transport Accessibility

- 6.5.1 The nearest bus stops to the Site are located on the southern Site boundary on Horton Road. The eastbound bus stop is 100m walk from the entrance to the proposed foodstore, and 321m walk from the entrance to the proposed coffee shop which is within the 400m IHT recommendation.
- 6.5.2 The bus stops are served by routes 1C (the town loop), 49 and 101. There are regular buses between the Site and the local area.
- 6.5.3 The primary active travel access to the Site provides a direct connection to these bus stops.
- 6.5.4 The proposed scheme accords with the development vision in respect of public transport.

6.6 Vehicular Access

- 6.6.1 The proposed Site access junction has been designed with reference to DMRB standards for the observed traffic speeds and has been subject to a Stage 1 Road Safety Audit (RSA).
- 6.6.2 The independent RSA highlights no safety issues with regard to the design of the Site access.
- 6.6.3 Swept path analysis shows that the access arrangements and layout of the proposed development are suitable for the largest vehicles that are expected to use the site.
- 6.6.4 The proposed on-site parking is provided in accordance with the local parking standards for standard spaces and exceed local standards for provision for blue badge holders.

6.7 Forecast Traffic Effects

- 6.7.1 The industry-standard TRICS database (version 8.25.11) has been used to identify the average trip attraction of Aldi and coffee drive-through with comparable characteristics to the proposed development. As there are no comparable sites for an EV charging hub, therefore a bespoke assessment has been undertaken for the traffic attraction of that land use.
- 6.7.2 The trips have been disaggregated into different trip types, and each trip type has been distributed on the surrounding road network based on the proportional turning count data relevant for each trip type.

6.7.3 Capacity assessments have been undertaken at:

- The proposed A361 London Road / Site Access junction and
- The A361 London Road / Horton Road Roundabout.

6.7.4 The results of the analysis forecasts that there are no severe residual impacts on the local highway network and that the proposed development can be accommodated without leading to material increases in either queuing or delays.

6.7.5 The effect of the proposed development traffic is unlikely to materially worsen the occurrence, or materially affect the pattern of, collisions on the local highway network.

6.8 Conclusions

6.8.1 The proposal is shown to accord with:

- Core Strategy strategic objective 6,
- Core Policies 60, 61, 62, 64 and 65,
- LPT4 policies A1, A2, S1, S3, I1 and I2,
- Devizes Neighbourhood Plan vision statement and Section 9 Getting Around, and
- Paragraphs 115 and 117 of the NPPF.

6.8.2 Overall, the scale of residual impact cannot be considered to be severe when viewed in the context of the NPPF planning test (NPPF paragraph 116). The proposals are also in line with the development's vision.

6.8.3 There are therefore no reasonable highways or transportation reasons for refusal of this planning application.

APPENDIX 1 – SITE LAYOUT

- KEY**
- Area of outline application
Drive-Thru and EV charging hub
 - Existing trees
 - Concrete
 - Tarmac/ Asphalt
 - Soft landscaping
 - Retaining structure

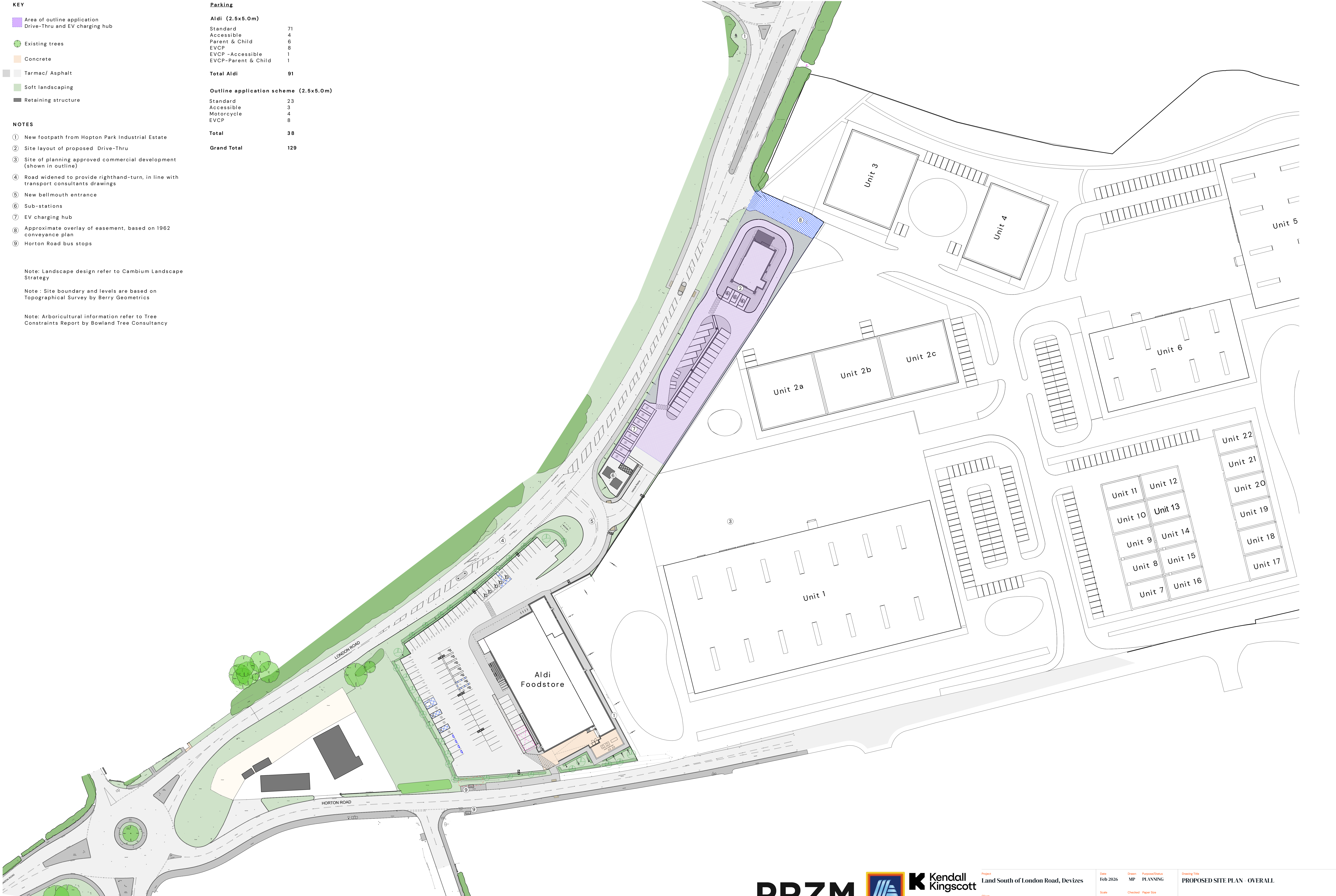
- NOTES**
- New footpath from Hopton Park Industrial Estate
 - Site layout of proposed Drive-Thru
 - Site of planning approved commercial development (shown in outline)
 - Road widened to provide righthand-turn, in line with transport consultants drawings
 - New bellmouth entrance
 - Sub-stations
 - EV charging hub
 - Approximate overlay of easement, based on 1962 conveyance plan
 - Horton Road bus stops

Note: Landscape design refer to Cambium Landscape Strategy

Note : Site boundary and levels are based on Topographical Survey by Berry Geometrics

Note: Arboricultural information refer to Tree Constraints Report by Bowland Tree Consultancy

Parking		
Aldi (2.5x5.0m)		
Standard	71	
Accessible	4	
Parent & Child	6	
EVCP	8	
EVCP -Accessible	1	
EVCP-Parent & Child	1	
Total Aldi	91	
Outline application scheme (2.5x5.0m)		
Standard	23	
Accessible	3	
Motorcycle	4	
EVCP	8	
Total	38	
Grand Total	129	



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PRZM
— REAL ESTATE —



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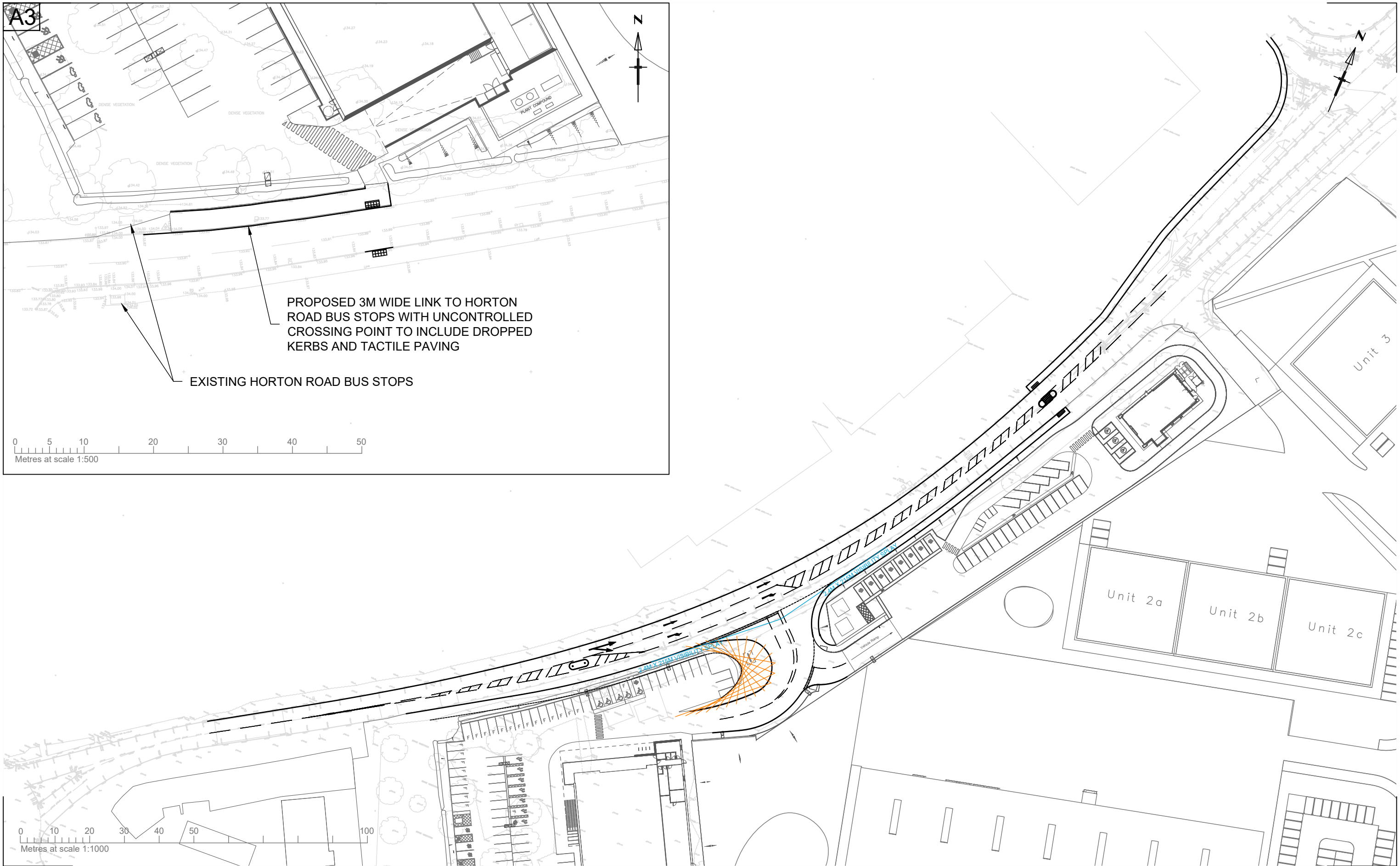
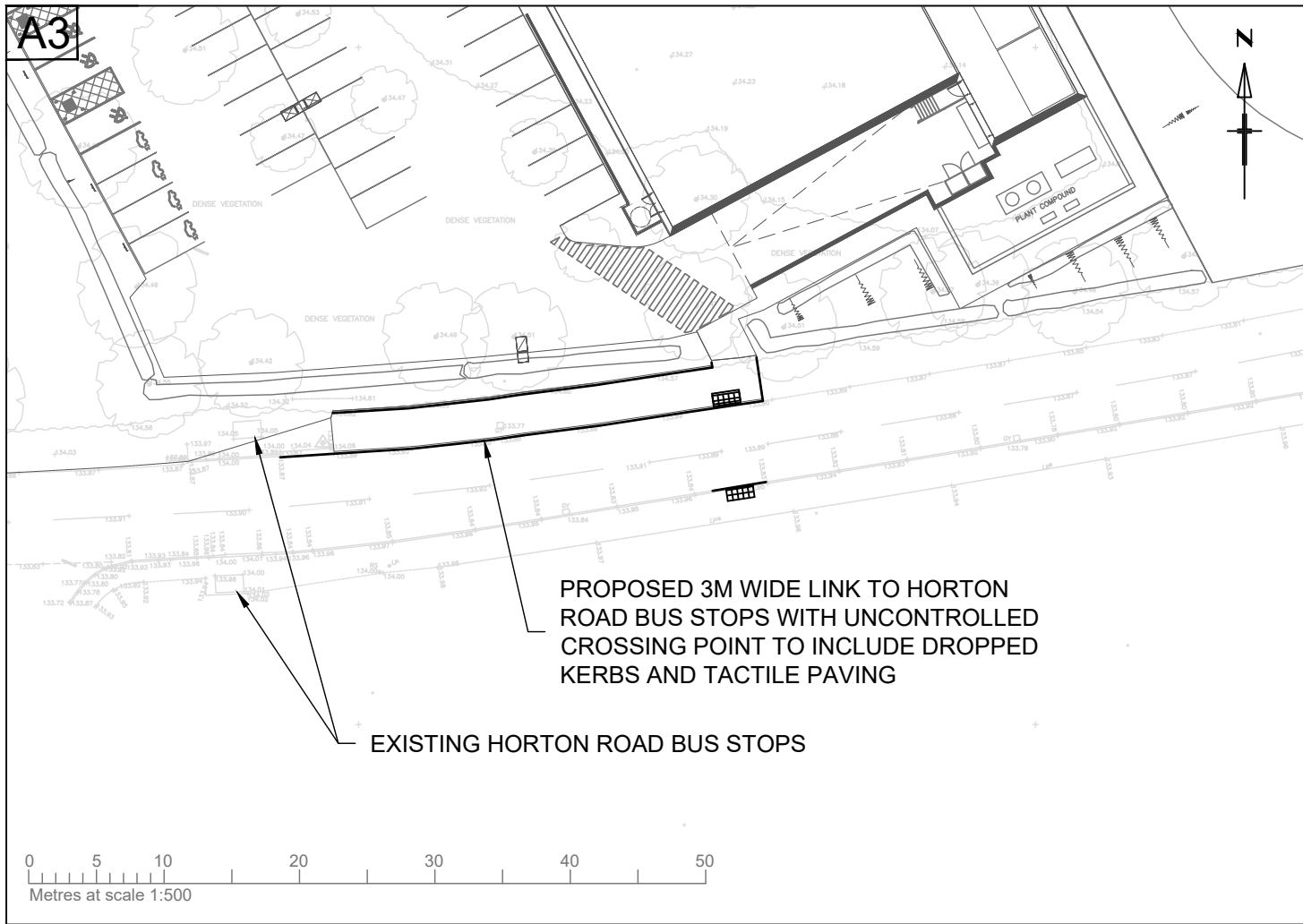
Project
Land South of London Road, Deves
Client
PRZM Real Estate & Aldi Ltd.

Date
Feb 2026
Scale
1:500
Filename
240646.vwx
Drawn
MP
Checked
MW
Purpose/Status
PLANNING
Paper Size
ISO A0

Drawing Title
PROPOSED SITE PLAN - OVERALL
Project Number/Drawing Number
240646-1301
Check all dimensions and levels on site

Revision
P12
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connect CONSULTANTS 78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG Tel: 01454 320 220 Web: www.connect-consultants.com Fax: 01454 320 099 Email: bristol@connect-consultants.com safecontractor APPROVED bsi UKAS MANAGEMENT SYSTEMS QUALITY MANAGEMENT SYSTEM ISO 9001 : 2015 FS 594947 client HIGHGROVE GROUP (READING) LIMITED ON BEHALF OF PRZM REAL ESTATE AND ALDI STORES LIMITED project PROPOSED DEVELOPMENT LONDON ROAD, DEVIZES title PROPOSED SITE ACCESS date FEBRUARY 2026 drawn by T.A.S checked by C.B.W scale AS SHOWN status PLANNING drawing number 240215-010 rev. D

APPENDIX 2 – COLLISION DATA



INTERMEDIATE COLLISION REPORT
Total collisions: 5

Run on: 18/02/2026 12:25:25

Collisions between dates: 01/02/2021 and 11/02/2026
Selection: Selected using Manual Selection

Notes: Devizes

LAYOUT	Police Ref. Severity Road No. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	Date Weather Speed	Time Rd cond Grid Ref.	Darkness / Light	VEHICLE / CASUALTY DETAILS			
					Veh No / Type	Manoeuvre	Direction	Casualty Info

47359/21	18/05/2021	1629 hrs	Tue	Daylight				
Serious	Fine without high winds		Road Dry		Veh 1	Goods < 3.5t	Overtaking stat. vehicle offside	W - E Casualty: Ped Serious 13
U	50 mph		E402896	N163118				
UC HORTON RD, APPROX 20M W OF JCT WITH MARLBOROUGH CLOSE. DEVIZES. SMO					Veh 2	Bus/coach	Parked	UK - UK
V1(VAN) TRAV E. V2(BUS) PARKED AT BUS STOP. CAS1(PED) TRAV S. CAS1 HAS GOT OFF THE BUS AND GONE TO CROSS THE RD INTO THE PATH OF V1. V1 HAS COLLIDED FRONT WITH CAS1. SMO								

19827/22	23/02/2022	0601 hrs	Wed	Daylight				
Slight	Unknown		Road Dry		Veh 1	Car	Starting	SE - NW
U	30 mph		E401955	N162986				
UC HOPTON RD, AT JCT WITH PRIVATE RD TO 'BAKKAVOR FOOD COMPANY', DEVIZES. SMO					Veh 2	Pedal cycle	Going ahead	NE - SW Casualty: Dri Slight 57
V1(CAR) TRAV NW. V2(CYCLE) TRAV SW. V1 HAS FAILED TO NOTICE V2 AND COLLIDED WITH V2 REAR CAUSING V2 RIDER TO BE DISPLACED. SMO								

A1205/22	26/09/2022	0800 hrs	Mon	Daylight				
Slight	Unknown		Road Dry		Veh 1	Car	Turning right	NE - W Casualty: Dri Slight 55
A361	60 mph		E402524	N163348				
A361 LONDON RD, AT JCT WITH WALLER RD, DEVIZES. SMO					Veh 2	Car	Going ahead	SW - NE
V1(CAR) TRAV W. V2(CAR) TRAV N. V1 HAS TURNED ACROSS RD INTO PATH OF V2. V2 HAS COLLIDED FRONT WITH V1 N/S FRONT. SMO								

251652302	22/09/2025	1607 hrs	Mon	Daylight				
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	E - W
A361	40 mph		E402254	N162989				
LONDON ROAD (A361) AT JUNCTION WITH HORTON AVENUE, DEVIZES, WILTSHIRE					Veh 2	Car	Going ahead	N - S Casualty: FSP Slight 82 Casualty: Dri Slight 51
V1 TRAVELLING W ON HORTON ROAD IN DEVIZES. V2 TRAVELLING S FROM LONDON ROAD ONTO HORTON AVENUE. V1 FAILED TO GIVE WAY TO V2 AND PULLED ONTO ROUNDABOUT AS V2 WAS EXITING.								



INTERMEDIATE COLLISION REPORT
Total collisions: 5

Run on: 18/02/2026 12:25:25

Collisions between dates: 01/02/2021 and 11/02/2026
Selection: Selected using Manual Selection

Notes: Devizes

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION				VEHICLE / CASUALTY DETAILS				
	Veh No / Type		Manoeuvre		Direction		Casualty Info		
251672515	23/11/2025	1230 hrs	Sun	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	E - W	Casualty: Ped Slight 15
U	40 mph		E402901	N163119					
HORTON ROAD AT JUNCTION WITH GANDY WAY, DEVIZES, WILTSHIRE									
V1 TRAVELLING W ON HORTON ROAD IN DEVIZES. C1 TRAVELLING N ACROSS THE CARRIAGEWAY. VEHICLE 1 HAS BEEN TRAVELLING ALONG THE ROAD WHEN PEDESTRIAN HAS STEPPED OUT INTO PATH OF IT.									



INTERPRETED LISTING REPORT

Run on: 18/02/2026 12:25:16

Collisions between dates: 01/02/2021 and 11/02/2026
Selection: Selected using Manual Selection

Notes: Devises

47359/21	18/05/2021	Tuesday	1629	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Serious	Unclassified	Speed limit: 50		Single carriageway	Road surface Dry	E402896	N163118
Junction detail:	Staggered or T Junction				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

UC HORTON RD, APPROX 20M W OF JCT WITH MARLBOROUGH CLOSE. DEVIZES. SMO

V1(VAN) TRAV E. V2(BUS) PARKED AT BUS STOP. CAS1(PED) TRAV S. CAS1 HAS GOT OFF THE BUS AND GONE TO CROSS THE RD INTO THE PATH OF V1. V1 HAS COLLIDED FRONT WITH CAS1. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Casualty 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Casualty 1	Possible	Crossed road masked by stationary or parked veh	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Van / Goods 3.5 tonnes mgw and under

Age: 53 Male

Overtaking stationary vehicle offside

VRM: **Excluded**

Travelling W - E

Impact: Front

Breath test: **Excluded**

Location Lane: On main carriageway

Junction location: Cleared junction or waiting/parked at junction exit

Hit and Run: Not hit and run

Skid: Skidded

No tow / articulation

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Commuting to/from work

Casualty 1: Pedestrian

Age: 13 Male

Serious

Location: Crossing elsewhere

Movement: Crossing from driver's nearside masked

Vehicle 2 : Bus or coach (17+ seats)

Age: 29 Male

Parked

VRM: **Excluded**

Travelling Parked - Parked

Impact: Did not impact

Breath test: **Excluded**

Location Lane: On main carriageway

Junction location: Approaching junction/Parked at approach

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

No tow / articulation

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Journey as part of work

19827/22	23/02/2022	Wednesday	0601	Daylight	Unknown	Vehs: 2	Cas: 1
Slight	Unclassified	Speed limit: 30		Single carriageway	Road surface Dry	E401955	N162986
Junction detail:	Private road/drive				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Member of public reported at police station				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

UC HOPTON RD, AT JCT WITH PRIVATE RD TO 'BAKKAVOR FOOD COMPANY', DEVIZES. SMO

V1(CAR) TRAV NW. V2(CYCLE) TRAV SW. V1 HAS FAILED TO NOTICE V2 AND COLLIDED WITH V2 REAR CAUSING V2 RIDER TO BE DISPLACED. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Possible	Failed to look properly	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Too close to cyclist, horse or pedestrian	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded



INTERPRETED LISTING REPORT

Run on: 18/02/2026 12:25:16

Collisions between dates: 01/02/2021 and 11/02/2026
Selection: Selected using Manual Selection

Notes: Devizes

Vehicle 1 : Car		Age: Unknown
Starting		VRM: **Excluded**
Travelling SE - NW	Impact: Unknown	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Entering main road	Hit and Run: Vehicle hit but failed to stop
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown
Vehicle 2 : Pedal Cycle (Including pedal assisted electric bicycles)		Age: 57 Male
Going ahead other		VRM: **Excluded**
Travelling NE - SW	Impact: Nearside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown
Casualty 1: Driver / Rider		Age: 57 Male
Seatbelt: Not applicable		Slight

A1205/22	26/09/2022	Monday	0800	Daylight	Unknown	Vehs: 2	Cas: 1
Slight	A 361	Speed limit: 60		Single carriageway	Road surface Dry	E402524	N163348
Junction detail:	Staggered or T Junction				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A361 LONDON RD, AT JCT WITH WALLER RD, DEVIZES. SMO

V1(CAR) TRAV W. V2(CAR) TRAV N. V1 HAS TURNED ACROSS RD INTO PATH OF V2. V2 HAS COLLIDED FRONT WITH V1 N/S FRONT. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Poor turn or manoeuvre	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Failed to judge other persons path or speed	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car		Age: 55 Male
Turning right		VRM: **Excluded**
Travelling NE - W	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown
Casualty 1: Driver / Rider		Age: 55 Male
Seatbelt: Unknown		Slight
Vehicle 2 : Car		Age: 45 Female
Going ahead other		VRM: **Excluded**
Travelling SW - NE	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown



INTERPRETED LISTING REPORT

Run on: 18/02/2026 12:25:16

Collisions between dates: 01/02/2021 and 11/02/2026
Selection: Selected using Manual Selection

Notes: Devises

251652302	22/09/2025	Monday	1607	Daylight	Fine - no high winds	Vehs: 2	Cas: 2
Slight	A 361	Speed limit: 40		Roundabout	Road surface Dry	E402254	N162989
Junction detail:	Not coded				Crossing facilities:		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions:		

LONDON ROAD (A361) AT JUNCTION WITH HORTON AVENUE, DEVIZES, WILTSHIRE

V1 TRAVELLING W ON HORTON ROAD IN DEVIZES. V2 TRAVELLING S FROM LONDON ROAD ONTO HORTON AVENUE. V1 FAILED TO GIVE WAY TO V2 AND PULLED ONTO ROUNDABOUT AS V2 WAS EXITING.

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Ineffective observation by either the driver, rider or pedestrian	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car

Age: 68 Female

Going ahead		VRM: **Excluded**
Travelling E - W	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Entering roundabout	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Vehicle 2 : Car

Age: 51 Female

Going ahead		VRM: **Excluded**
Travelling N - S	Impact: Nearside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Leaving roundabout	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Driver / Rider

Age: 51 Female

Slight

Seatbelt: Unknown

Bruising

Casualty 2: Vehicle Passenger

Age: 82 Female

Slight

Seatbelt: Unknown

Bruising

251672515	23/11/2025	Sunday	1230	Daylight	Fine - no high winds	Vehs: 1	Cas: 1
Slight	Unclassified	Speed limit: 40		Single carriageway	Road surface Dry	E402901	N163119
Junction detail:	T or staggered junction				Crossing facilities:		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: School crossing patrol		
					Special Conditions:		

HORTON ROAD AT JUNCTION WITH GANDY WAY, DEVIZES, WILTSHIRE

V1 TRAVELLING W ON HORTON ROAD IN DEVIZES. C1 TRAVELLING N ACROSS THE CARRIAGEWAY. VEHICLE 1 HAS BEEN TRAVELLING ALONG THE ROAD WHEN PEDESTRIAN HAS STEPPED OUT INTO PATH OF IT.

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Casualty 1	Possible	Incorrect use of crossing facility by person crossing the road	Not Coded	Not Coded	Not coded
Casualty 1	Very likely	Pedestrian careless or in a hurry	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded



INTERPRETED LISTING REPORT

Run on: 18/02/2026 12:25:16

Collisions between dates: 01/02/2021 and 11/02/2026
Selection: Selected using Manual Selection

Notes: Devises

Vehicle 1 : Car

Age: 79 Male

Going ahead

VRM: **Excluded**

Travelling E - W

Impact: Front

Breath test: **Excluded**

Location Lane: On main carriageway

Junction location: Cleared junction or
waiting/parked at junction exit

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

No tow / articulation

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Personal business or leisure

Casualty 1: Pedestrian

Age: 15 Female

Slight

Location: Crossing elsewhere within 50m ped crossi

Movement: Crossing from driver's nearside

Whiplash or neck pain



Collisions between dates: 01/02/2021 and 11/02/2026
Selection: Selected using Manual Selection

Notes: Devises

Collisions involving:

	Fatal	Serious	Slight	Total
Motor Vehicles Only	0	1	3	4
2-wheeled motor vehicles	0	0	0	0
Pedal Cycles	0	0	1	1
Horses & Other	0	0	0	0

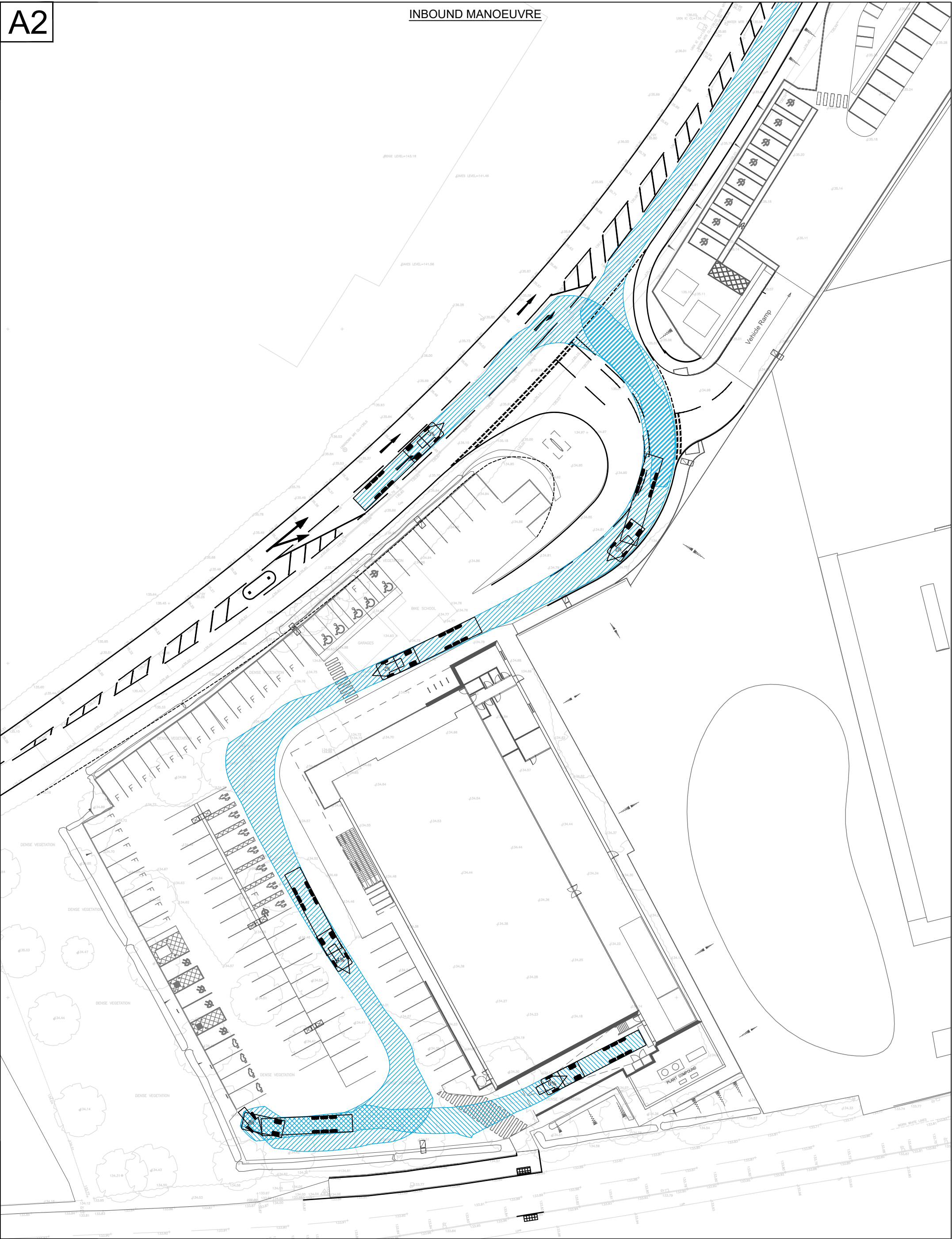
Total Collisions	0	1	4	5
-------------------------	----------	----------	----------	----------

Casualties:

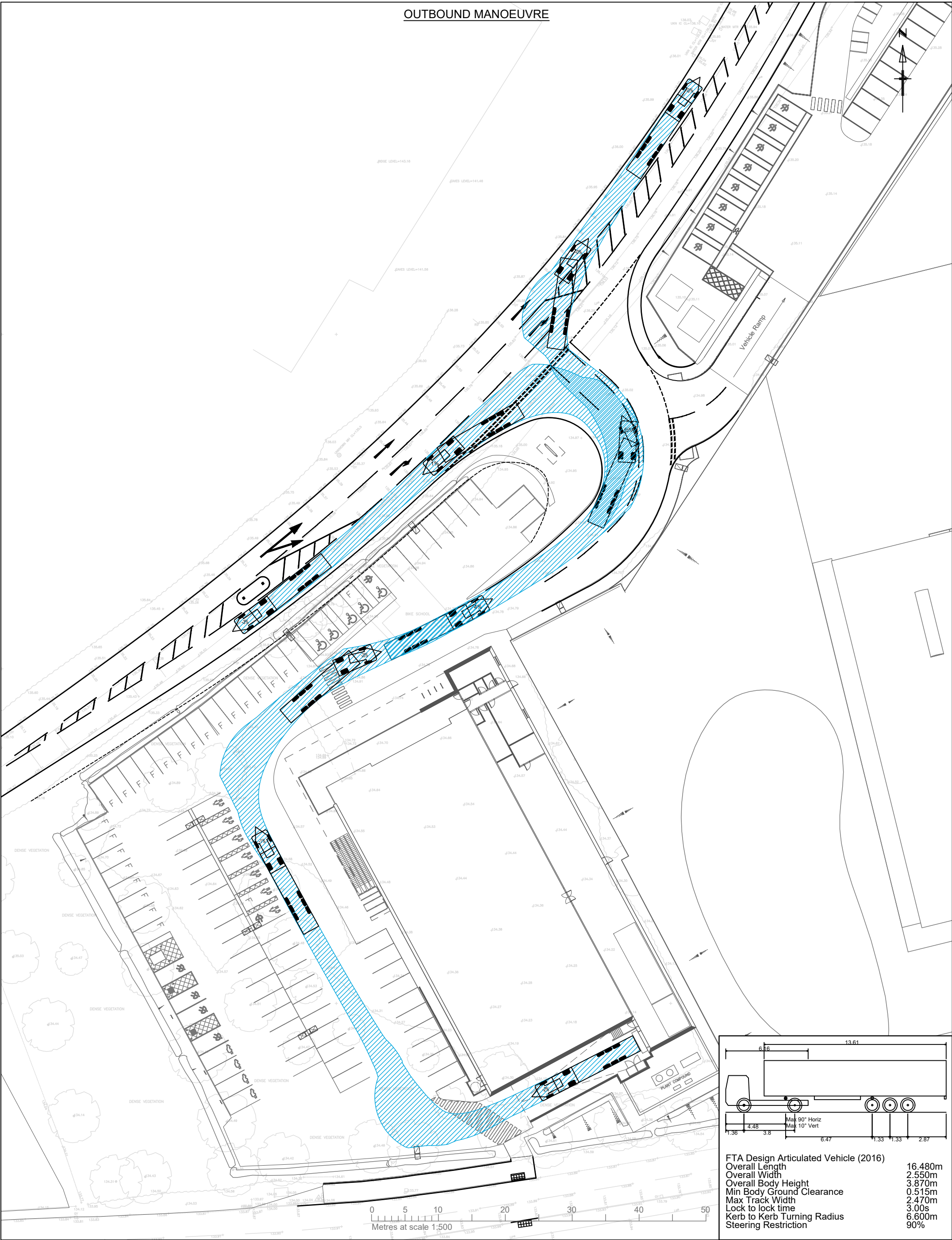
	Fatal	Serious	Slight	Total
Vehicle Driver	0	0	2	2
Vehicle Passenger	0	0	1	1
Motorcycle rider	0	0	0	0
Cyclist	0	0	1	1
Pedestrians	0	1	1	2
Other	0	0	0	0
Total	0	1	5	6

APPENDIX 3 – SWEEP PATH ANALYSIS

INBOUND MANOEUVRE



OUTBOUND MANOEUVRE

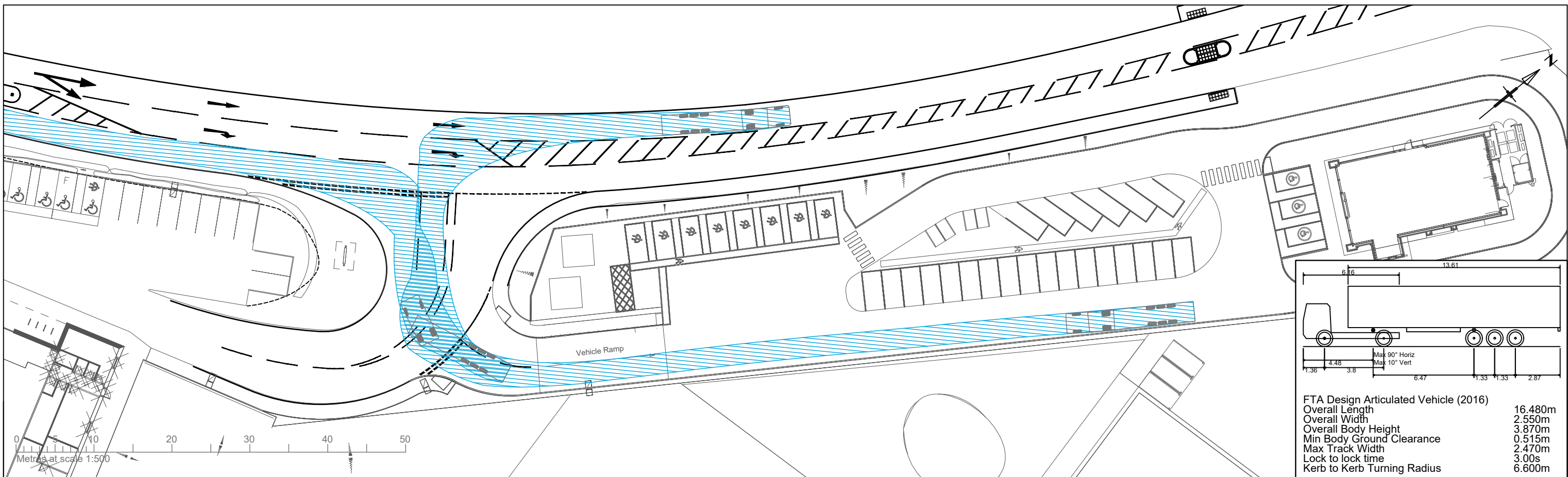
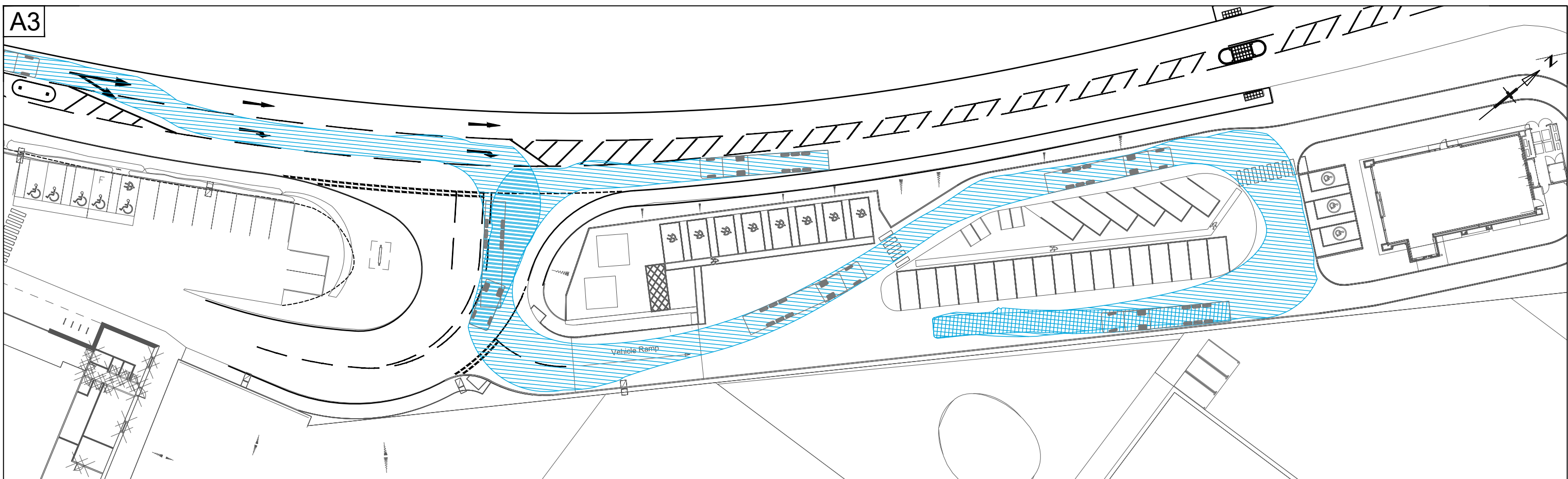


FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.915m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m
Steering Restriction	90%

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client
HIGHGROVE GROUP (READING) LIMITED ON BEHALF OF
PRZM REAL ESTATE AND ALDI STORES LIMITED

project
PROPOSED DEVELOPMENT
LONDON ROAD, DEVIZES

title
PROPOSED SITE ACCESS
SWEEP PATH ANALYSIS
FTA DESIGN ARTICULATED VEHICLE

date	drawn by	checked by
FEBRUARY 2026	T.A.S	C.B.W
scale	status	
1:500	PLANNING	
drawing number	rev.	
240215-TR002		

APPENDIX 4 – ROAD SAFETY AUDIT REPORT

Report Number: Connect/1816

Date: 10th January 2026

Prepared by: Julian Bartlett



PROPOSED DISCOUNT FOODSTORE AND COFFEE SHOP DRIVETHROUGH, LONDON ROAD, DEVIZES.; HIGHWAY ACCESS

Road Safety Audit

Stage 1

Prepared For:
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Job Number: 1811

Client: Connect Consultants

Highway Authority: Wiltshire Council (WC)

Project: Proposed Discount Foodstore and Coffee Shop DriveThrough,
London Road, Devizes: Highway Access:

Report Title: Stage 1 Road Safety Audit

Date: 18th December 2025

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	DRAFT	Julian Bartlett	Lyn Jones	Julian Bartlett	December 2025
D2	Corrected Typo	Julian Bartlett	Lyn Jones	Julian Bartlett	January 2026

J Bartlett Consulting Ltd has prepared this report in accordance with the instructions of the above named Client for their sole and specific use. Any other persons who may use the information contained herein do so at their own risk.

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1	Introduction.....	2
2	Issues Raised By The Stage 1 Road Safety Audit.....	5
3	Issues Outside The Scope Of This Road Safety Audit.....	6
4	Audit Team Statement.....	7
5	Audit Location Plan.....	8

1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Harry Flexman of Connect Consultants. The Audit was carried out during December 2025 and January 2026.

1.2 This Safety Audit considers

"Provision of priority junction with right turn lane into Aldi.

Provision of footway along western boundary from the site access to the proposed pedestrian island and provision of footway on the western side of the A361 to connect to the existing pedestrian infrastructure at the Waller Road.

Provision of footway along southern boundary from site to the bus stop." Extract from
Road Safety Audit Brief

1.3 The audit team comprised the following individuals:

Julian Bartlett
BEng FCIHT FSoRSA

Road Safety Audit Team Leader

Lyn Jones
HNC MCIHT MSoRSA

Road Safety Audit Team Member

Both Julian Bartlett and Lyn Jones hold a Highways England Certificate of Competency in Road Safety Audit gained through the education route.

1.4 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
240215-010	C	Proposed Site Access
240215-TR001	A	Proposed Site Layout Swept Path Analysis FTA Design Articulated Vehicle

Documents

Proposed Discount Foodstore and Coffee Shop Drive Through, London Road,
Devizes Stage 1 RSA Brief - dated 23/12/25 ref 240215 – RSA1

Appendix 3 Base Traffic Flows

Appendix 4 Traffic Effect Of Aldi And Coffee Shop Drive-Through

Appendix 5 Collision Data.

Departures,

None Identified

Specific Requirements

None identified

Identified Documentation

Wiltshire Council Series of Web Based Design Guides including Wiltshire
Design Guide.

- 1.5 A site visit was undertaken by the Audit Team on 30th December 2025 between 11:45 and 12:30. It was overcast and the road surface was dry at the time of the site visit. Vehicle movements were as expected on both London Road and Horton Road with two-way movements of mainly cars on both links. No cycles or pedestrians were seen on either link with a single motorcycle travelling on London Road towards the roundabout. While not confirmed it appeared that vehicles are travelling at or near the posted speed limit on both links.
- 1.6 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 The terms of reference for the audit are as described in the latest versions of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 'Road Safety Audit'. The audit has also been undertaken considering the philosophy outlined in the latest version of the CIHT 'Road Safety Guidelines'.
- 1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of

-
- Design Manual For Roads And Bridges (DMRB);
 - Manual For Streets;
 - Manual For Streets 2;
 - Highway Construction Details;
 - Specification For Highway Works;
 - Traffic Signs Manual Chapter 6; and
 - Traffic Signs Regulations and General Directions (TSRDG);
 - Local Authority design guides, requirements as provided / notified (See above).
- 1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate
- 1.11 The audit team have reviewed the information provided in terms of the collision history within the area of effect of the proposed development: No collisions resulting in personal injury have occurred within the area of affect, with a slight injury collision at the junction of London Road and Waller Road.
- 1.12 As far as the audit team are aware no previous stages of road safety audits have been undertaken on the proposals presented for this audit.

2 ISSUES RAISED BY THE STAGE 1 ROAD SAFETY AUDIT

- 2.1 Problems in this Audit will be identified linearly and by drawing number. See also Comments under section 3 of this report.

Drg: 240215-010 Rev C

- 2.2 After due and careful consideration, the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of audit.

Drg: 240215-TR001 Rev A

- 2.3 The drawing shows swept path movements for an FTA design articulated vehicle turning to and from the proposed access in all directions. All movements are contained within the available carriageway space and as such does not give rise to concerns in terms of this audit.

3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

- 3.1 While the audit team accept that sufficient visibility is available for both drivers and pedestrians to assess approaching vehicles and make appropriate decisions in terms of accessing London Road in particular; it is noted that measured vehicle speeds made available to the audit team are well below that which would be expected for the posted speed limit. In line, however, with the Safe System approach to design it would be beneficial to consult with Wiltshire Council and seek their views on extending the 40mph speed limit to the north on London Road as the scheme progresses

4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in in but not in full compliance with the National Highways standard GG 119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines' 2020 Edition.

Road Safety Audit Team Leader

Name: Julian Bartlett

Signed:



Position: Director

Organisation J Bartlett Consulting Ltd

Date: 17th January 2026

Road Safety Audit Team Member

Name: Lyn Jones

Signed:



Position: Associate

Organisation J Bartlett Consulting Ltd

Date: 18th January 2026

Contact Details as per record sheet

5 AUDIT LOCATION PLAN

Not Required

APPENDIX 5 – TRAFFIC SURVEY DATA



Client: Connect Consultants Ltd

Project Number: TSP15811

Project Name: Devizes, Wiltshire

Survey Type: ATC Site 01

Location: LONDON RD

Speed Limit: [60M]

Start Date: 26 June 2025

End Date: 02 July 2025

Survey Time: 24 Hours x 7 Days



TSP Class Profile All Days 15 mins 2023

Report Id - Custom151285
 Site Name - TSP15811-01
 Description - LONDON RD 160M
 Direction - North

26 June 2025

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Mean	Voor	ISL1	ISL1% 50	ISL1% 60	ISL2 60	ISL2% 70	V50	SD	Var	Fix1				
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	47.9	-	0	0	0	0	0	-	1.7	2.9					
0015	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	2	0	1	2	0	0	46.9	-	3	60	2	40	0	0	-	8.6	73.9				
0030	4	0	1	0	3	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	39.9	0	0	0	0	0	0	-	4.3	10.6					
0045	6	0	2	0	3	1	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	44.9	0	0	0	0	0	0	-	4.9	23.7					
0100	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	-	2	66.67	1	33.33	0	0	-	14.1	197.5					
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	-	-	-	-					
0130	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	-	0	0	0	0	0	-	-	-	-				
0145	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	48.3	-	2	50	0	0	0	-	5	25.1					
0200	3	0	2	0	0	0	0	0	0	0	0	1	0	0	0200	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	46.9	-	1	33.33	1	33.33	0	0	-	12.5	157.2				
0215	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.2	-	0	0	0	0	0	-	6.7	45.2					
0230	3	0	1	0	1	0	0	0	0	0	0	0	1	0	0230	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	35.6	-	0	0	0	0	0	-	5.9	34.4					
0245	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	54.4	-	3	75	3	75	2	50	-	15.6	242.4				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	-	-	-	-				
0315	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	43.8	-	0	0	0	0	0	0	-	-	-	-			
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.8	-	0	0	0	0	0	0	-	5.3	28.1				
0345	5	0	3	0	1	0	0	0	0	0	1	0	0	0	0345	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	43.6	-	0	0	0	0	0	-	6.3	40.1					
0400	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	47.3	-	1	25	1	25	0	0	-	14.2	200.2				
0415	11	1	6	0	3	1	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	4	1	1	1	0	0	48.1	58.7	3	27.27	1	9.091	0	45.7	6.5	42.8					
0430	7	1	6	0	1	1	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	1	1	3	0	1	0	0	0	45.7	-	1	14.29	0	0	0	-	6.7	45.2					
0445	8	0	6	0	1	1	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	1	3	0	4	0	0	0	47.5	-	4	50	0	0	0	-	5.3	28.4					
0500	20	0	16	0	4	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	4	2	6	6	1	0	0	0	46.2	53.4	7	35	0	0	0	-	46.5	6.8	45.8				
0515	28	1	23	0	4	1	1	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	7	6	11	1	0	0	0	0	48.6	53.3	13	46.43	1	3.571	0	48.6	5.5	30.3					
0530	42	0	30	0	9	0	0	0	1	1	1	0	0	0	0530	0	0	0	0	0	0	0	5	14	13	7	2	1	0	0	46.1	51.8	10	23.81	1	2.381	0	46.2	5.5	30.2					
0545	48	1	31	0	4	0	0	0	0	0	2	0	0	0	0545	0	0	0	0	0	0	0	4	11	23	8	1	1	0	0	47.1	51.7	10	29.83	1	2.083	0	47.2	5	24.8					
0600	55	0	44	0	7	0	0	0	0	0	2	2	0	0	0600	0	0	0	0	0	0	0	0	11	19	13	8	3	1	0	0	45.4	52	12	21.82	1	1.818	0	44.2	5.9	34.5				
0615	90	2	71	0	13	0	3	0	0	0	1	0	0	0	0615	0	0	0	0	0	0	0	17	25	26	17	4	1	0	0	44.8	52.8	22	24.44	1	1.111	0	43.5	6	35.9					
0630	102	1	80	0	18	1	1	0	0	0	1	0	0	0	0630	0	0	0	0	0	0	0	16	30	33	19	2	2	0	0	45.7	51.2	23	22.55	2	1.961	0	44.5	5.5	30.6					
0645	134	2	120	0	11	0	0	0	0	0	1	0	0	0	0645	0	0	0	0	0	0	0	1	14	44	55	16	4	0	0	0	45.5	50	20	14.93	0	0	0	-	45.4	4.5	20			
0659	159	1	137	0	19	0	1	0	0	0	1	0	0	0	0700	0	0	0	0	0	0	0	7	24	59	48	16	3	1	0	0	44.5	49.7	21	13.21	2	1.258	0	0.629	43.7	5.9	34.8			
0715	168	2	135	0	17	2	0	0	0	0	0	1	0	0	0715	0	0	0	0	0	0	0	24	58	48	24	2	2	0	0	0	45.3	50.6	28	17.72	2	1.266	0	45	5	24.7				
0730	160	1	163	2	11	0	2	0	0	0	3	0	0	0	0730	0	0	0	0	0	0	0	3	41	62	67	6	3	0	0	0	43.8	48.3	9	9.845	0	0	0	-	43.9	4.6	21.4			
0745	177	0	154	1	20	1	1	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	0	6	39	78	41	13	0	0	0	0	43	47.8	13	7.345	0	0	0	-	43.1	4.5	20.2			
0759	179	0	149	0	22	0	0	0	0	0	1	0	0	0	0800	0	0	0	0	0	0	0	1	32	78	40	11	0	0	0	0	43.8	46.8	12	6.818	0	0	0	-	42.9	4.7	21.8			
0815	163	0	134	0	16	1	0	0	0	0	1	1	0	0	0815	0	0	0	0	0	0	0	9	31	74	32	7	0	0	0	0	42.4	46.5	7	4.275	0	0	0	-	42.2	4.3	22.2			
0830	144	1	122	1	14	2	1	0	0	0	2	1	0	0	0830	0	0	0	0	0	0	0	7	5	35	49	41	7	0	0	0	0	42.1	47.8	7	4.861	0	0	0	-	42.1	5.4	29.3		
0845	93	1	79	0	9	0	1	0	0	0	0	0	0	0	0845	0	0	0	0	0	0	0	12	32	38	8	1	0	0	0	0	44.8	48.9	9	9.077	0	0	0	-	43.5	4.2	17.4			
0900	121	1	99	0	18	0	2	1	0	0	0	0	0	0	0900	0	0	0	0	0	0	0	1	5	34	34	35	7	4	1	0	0	43	48.6	12	9.917	1	8.826	0	43.5	5.8	34.2			
0915	99	1	84	0	10	1	0	0	0	0	0	0	0	0	0915	0	0	0	0	0	0	0	1	9	26	41	18	0	0	0	0	41.3	45.7	4	4.04	0	0	0	-	41.7	5	25.1			
0930	99	0	79	2	14	0	1	0	0	0	2	0	1	0	0930	0	0	0	0	0	0	0	12	34	34	16	2	1	0	0	0	40.8	46.3	3	3.03	0	0	0	-	40.4	5.2	26.6			
0945	98	0	79	0	15	0	1	0	0	0	1	0	2	0	0945	0	0	0	0	0	0	0	12	29	33	17	5	2	0	0	0	41.7	47.3	7	7.143	0	0	0	-	41.7	5.5	30.4			
1000	102	0	85	1	11	1	0	0	0	0	1	3	0	0	1000	0	0	0	0	0	0	0	3	15	23	37	18	5	1	0	0	0	41	47.8	6	5.882	0	0	0	-	42.9	5.1	26.1		
1015																																													

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Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	C11s	C12s	Fix1	Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Mean	Vpp	JSL1	JSL1%	JSPL	JSPL%	JSL2	JSL2%	V20	SD	Var	Fix1	
0000	9	0	5	0	3	0	0	0	0	1	0	0	0	0000	0	0	0	0	0	0	0	0	0	3	5	1	0	0	0	0	46.2	-	1	11.11	0	0	0	0	0	-	3.6	12.8			
0015	3	0	2	0	1	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	1	20	0	0	0	0	0	46.3	-	1	20	0	0	0	0	0	-	8.9	14.4			
0030	3	0	2	0	1	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	40	-	0	0	0	0	0	0	-	6.5	42.1				
0045	2	0	2	0	2	1	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	38	-	0	0	0	0	0	0	-	8.8	14.2				
0100	2	0	1	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	45.7	-	1	50	0	0	0	0	-	6.6	43.6				
0115	3	0	3	0	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	45.9	-	0	0	0	0	0	0	-	1.3	1.8				
0130	1	0	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	45.5	-	0	0	0	0	0	0	-	7.7	59.4				
0145	1	0	0	0	1	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	51.7	-	1	100	0	0	0	0	-	-	-				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	42.3	-	0	0	0	0	0	0	-	-	-				
0215	4	0	2	0	2	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	44.6	-	0	0	0	0	0	0	-	5.3	27.8				
0230	2	0	1	0	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	39.9	-	0	0	0	0	0	0	-	-	-				
0245	2	0	1	0	1	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	49.3	-	1	50	0	0	0	0	-	11.1	123.5				
0300	4	0	3	0	0	0	0	0	0	0	1	0	0	0300	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	41	-	0	0	0	0	0	0	-	5.9	34.7				
0315	5	0	4	0	1	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	41.9	-	0	0	0	0	0	0	-	-	-				
0330	2	0	2	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	37.4	-	0	0	0	0	0	0	-	2.7	7.4				
0345	1	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	42.3	-	0	0	0	0	0	0	-	-	-				
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	49.7	-	1	50	0	0	0	0	-	13.2	174.4				
0415	10	0	6	0	2	2	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	4	2	4	0	0	0	0	47.4	-	4	40	0	0	0	0	-	6	36.6				
0430	10	0	8	0	2	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	1	14	2	1	1	0	0	0	46	-	2	20	0	0	0	0	-	7.4	54.2				
0445	9	0	5	0	3	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	1	2	3	1	2	0	0	0	47.8	-	3	33.33	0	0	0	0	-	7	49				
0500	12	0	9	0	3	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	0	2	0	7	2	0	0	0	0	43.3	48.2	1	8.333	1	8.333	0	0	0	43.6	7.5	5.7			
0515	28	0	20	0	5	1	0	0	0	1	1	0	0	0515	0	0	0	0	0	0	0	1	2	5	13	6	1	0	0	0	46.8	51.8	7	25	0	0	0	0	47.3	5.3	28.5				
0530	31	0	19	0	8	0	1	1	0	0	2	0	0	0530	0	0	0	0	0	0	0	3	5	5	12	6	0	0	0	0	45	51.8	6	16.36	0	0	0	0	46	5.9	3.5				
0545	41	2	32	0	7	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	0	0	16	12	7	4	2	0	0	48.3	55.1	13	31.71	2	4.878	0	0	47.9	5.8	33.7				
0600	63	2	49	1	6	0	3	0	0	0	2	0	0	0600	0	0	0	1	0	0	0	3	6	23	19	10	1	0	0	0	44.3	51.5	11	17.46	0	0	0	0	44.9	6.1	37.8				
0615	71	2	52	0	13	1	2	0	0	0	1	0	0	0615	0	0	0	0	0	0	0	0	11	19	28	13	0	0	0	0	42.7	50.8	13	16.31	0	0	0	0	46.1	4.5	20.5				
0630	89	1	71	0	13	1	1	0	0	1	1	0	0	0630	0	0	0	0	0	0	0	3	14	31	27	14	0	0	0	0	44.5	50.6	14	15.73	0	0	0	0	44.4	4.8	23.3				
0645	100	4	81	0	13	0	2	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	0	13	33	33	14	6	1	0	0	45.9	52.8	21	21	1	1	0	0	45.4	5.4	29.4				
0700	123	0	100	3	17	0	1	0	0	1	0	0	1	0700	0	0	0	0	0	0	0	0	28	38	39	15	2	0	1	0	44.6	49.8	18	14.63	1	0.813	0	0	44.5	5.2	26.8				
0715	141	2	120	1	13	3	0	0	0	0	0	2	0	0715	0	0	0	0	0	0	0	2	17	37	42	18	5	0	0	0	45.2	50.1	23	16.31	0	0	0	0	44.8	5	25.1				
0730	173	2	154	0	12	3	1	0	0	0	1	0	0	0730	0	0	0	0	0	0	0	4	16	76	32	18	3	2	0	0	46	49.9	25	14.45	2	1.156	0	0	44.4	5.2	26.8				
0745	168	1	141	1	10	0	4	0	0	0	1	0	0	0745	0	0	0	0	0	0	0	6	40	52	40	15	3	2	0	0	43.7	48.8	20	12.66	2	1.266	0	0	43.5	5.4	28.9				
0800	165	1	135	0	15	3	0	0	0	0	1	0	0	0800	0	0	0	0	0	0	0	0	16	30	57	28	0	0	0	0	43.3	48.6	16	9.097	0	0	0	0	43.5	5.5	30.4				
0815	150	2	120	0	24	1	1	0	0	1	1	0	0	0815	0	0	0	0	0	0	0	10	43	51	37	6	3	0	0	0	42.1	46.6	9	6	0	0	0	0	41.8	5.1	26.3				
0830	108	1	86	2	14	1	0	0	0	0	0	0	0	0830	0	0	0	0	0	0	0	2	25	38	26	0	0	0	0	0	42.6	48	5	5	0	0	0	0	42.7	4.8	23.2				
0845	109	0	98	0	10	0	1	0	0	0	0	0	0	0845	0	0	0	0	0	0	0	1	4	19	46	30	8	1	0	0	43.4	47.8	9	8.257	0	0	0	0	43.8	4.7	22				
0900	104	1	90	1	6	0	4	0	0	1	1	0	0	0900	0	0	0	0	0	0	0	1	7	26	43	17	7	2	0	0	0	42.3	46.1	10	9.615	1	0.862	0	0	41.8	5.7	32			
0915	102	0	87	0	0	1	0	0	0	2	1	0	0	0915	0	0	0	0	0	0	0	3	13	52	27	5	1	0	0	0	43.5	47.5	7	6.863	1	0.98	0	0	43.4	4.6	21				
0930	112	1	93	1	13	1	0	0	0	2	1	0	0	0930	0	0	0	0	0	0	0	7	31	50	18	4	2	0	0	0	41.7	46.2	6	5.357	0	0	0	0	41.7	5	24.8				
0945	108	1	95	0	15	1	0	0	0	1	0	0	0	0945	0	0	0	0	0	0	0	4	13	43	32	10	1	0	0	0	42.3	46.1	13	12.04	2	1.862	0	0	41.1	5.9	35.2				
1000	90	3	66	2	15	0	1	0	0	1	1	0	0	1000	0	0	0	0	0	0	0	6	10	21	29	14	8	1	1	0	0	41.3	46.6	10	11.11	1	1.111	0	0	41.1	6.8	47.6			
1015	84	0	64	1	6	1	0	0	0	0	0	0	0	1015	0	0	0	0	0	0	0	3	27	29	26	7	2																		

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Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	Fix1	Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Mean	Vpp	JSL1	JSL1.5	JSPL	JSPL.5	JS2.5	JS2.75	V90	SD	Var	Fix1			
0000	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	48.5	0	1	33.33	0	0	0	0	0	0	5.2	27.3				
0015	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	47.9	0	1	33.33	0	0	0	0	0	0	5.3	27.4				
0030	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	2	0	3	2	1	0	0	0	0	0	37.8	0	0	0	0	0	0	0	0	0	5.5	30.7				
0045	3	0	9	0	0	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	48.3	0	0	0	0	0	0	0	0	0	6.8	73.9				
0100	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	7	2	1	0	0	0	0	44.6	0	0	0	0	0	0	0	0	0	3.4	11.8				
0115	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	36.5	0	0	0	0	0	0	0	0	0	7.8	60.4				
0130	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	0	0	0	0	0	0	0	0	0	7.2	51.2				
0145	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	53.1	2	66.67	0	0	0	0	0	0	6.8	46.6					
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56.5	2	100	0	0	0	0	0	0	3.6	12.9					
0215	5	0	3	0	1	0	0	0	0	0	1	0	0	0	0215	0	0	0	0	0	1	0	2	0	1	1	0	0	0	0	41.6	1	20	0	0	0	0	0	0	10.5	109.7					
0230	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	41.8	0	0	0	0	0	0	0	0	0	0.4	0.2				
0245	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	47.9	2	50	0	0	0	0	0	0	0	8.3	86				
0300	5	0	3	0	2	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	42.7	1	20	0	0	0	0	0	0	0	8.7	75.2				
0315	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1	0	0	0	0	0	0	0	0	0	1.7	21.6				
0330	4	0	2	0	2	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	41.9	0	0	0	0	0	0	0	0	0	6.9	47.1				
0345	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	1	33.33	0	0	0	0	0	0	10.4	107.8					
0400	3	0	2	0	0	0	0	0	1	0	0	0	0	0	0400	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	49.5	2	66.67	0	0	0	0	0	0	0	9.9	97				
0415	7	0	3	0	3	0	0	0	0	0	1	0	0	0	0415	0	0	0	0	0	0	0	1	3	1	1	1	0	0	0	46.3	2	28.57	0	0	0	0	0	0	0	6.2	38				
0430	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0.5	0.3				
0445	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	1	4	4	1	0	0	0	0	45.4	1	10	0	0	0	0	0	0	0	4.8	22.8			
0500	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	47.1	1	12.5	0	0	0	0	0	0	0	3.2	10.5			
0515	15	0	10	1	4	0	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	4	2	6	3	0	0	0	0	0	44.5	50.3	3	20	0	0	0	0	0	0	45.7	5.6	31.5		
0530	13	0	9	0	3	0	0	0	0	0	1	0	0	0	0530	0	0	0	0	0	0	0	2	4	4	1	1	1	0	0	0	46.8	57.3	3	23.08	1	7.892	0	0	0	0	45.2	7.5	56.5		
0545	21	0	19	0	1	0	0	0	0	1	0	0	0	0	0545	0	0	0	0	0	0	0	0	4	9	4	2	0	0	0	0	47.6	54.9	6	28.57	0	0	0	0	0	0	48	6.2	39		
0600	19	1	15	0	3	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	4	2	5	6	1	0	1	0	0	48.2	54.4	8	42.11	1	5.263	0	0	0	0	48.6	8.2	66.7		
0615	32	1	27	4	4	0	0	0	0	0	0	0	0	0	0615	0	0	0	0	0	1	0	6	17	4	2	1	0	0	0	0	47.4	53.4	7	21.88	1	3.125	0	0	0	0	47.5	6	35.5		
0630	40	1	33	1	4	0	0	0	0	1	0	0	0	0	0630	0	0	0	0	0	0	0	1	2	15	17	4	1	0	0	0	45.9	49	5	12.5	0	0	0	0	0	0	46.2	4.4	19.4		
0645	26	1	24	0	1	0	0	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	4	9	5	8	3	0	0	0	0	46.6	52.5	8	30.77	0	0	0	0	0	0	45.6	6.2	38.6		
0700	34	0	30	0	4	0	0	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	0	2	8	17	6	1	0	0	0	0	46.9	52.1	7	20.59	0	0	0	0	0	0	46.8	4.5	20.2		
0715	46	0	38	0	6	1	0	0	0	0	0	0	0	0	0715	0	0	0	0	0	0	0	5	19	15	4	3	0	0	0	0	45.4	51	7	15.22	0	0	0	0	0	0	44.8	4.8	23.5		
0730	57	0	50	0	0	0	2	0	0	0	0	0	0	0	0730	0	0	0	0	0	0	0	3	29	16	1	0	0	0	0	0	46.3	50.8	12	21.05	0	0	0	0	0	0	44.4	28.9			
0745	64	2	56	2	3	0	1	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	0	11	30	18	5	0	0	0	0	0	44	48.8	5	7.813	0	0	0	0	0	0	44.1	4.3	18.5		
0800	57	1	49	0	6	0	0	0	0	0	0	0	0	0	0800	0	0	0	0	0	0	0	6	19	44	7	4	0	0	0	0	44.6	48.7	7	12.28	0	0	0	0	0	0	44.6	4.8	18.6		
0815	62	1	52	1	7	0	0	0	0	0	0	0	0	0	0815	0	0	0	0	0	0	0	2	9	29	16	6	0	0	0	0	43.5	48.2	6	9.677	0	0	0	0	0	0	43.3	4.4	19.7		
0830	70	0	58	0	7	1	0	0	0	0	0	0	0	0	0830	0	0	0	0	0	0	0	4	21	24	8	0	0	0	0	0	45.3	50.3	11	15.71	0	0	0	0	0	0	44.3	4.1	19.1		
0845	85	2	79	0	4	0	0	0	0	0	0	0	0	0	0845	0	0	0	0	0	0	0	1	13	33	26	6	5	0	0	0	1	45	50	12	14.12	1	1.176	1	1.176	44.9	6.1	36.8			
0900	97	1	87	3	5	0	0	0	0	0	0	0	0	0	0900	0	0	0	0	0	0	0	1	8	17	33	30	6	2	0	0	0	43.3	49.3	8	8.247	0	0	0	0	0	0	43.1	5.9	34.6	
0915	114	1	108	2	2	0	0	0	0	0	0	0	0	0	0915	0	0	0	0	0	0	0	11	14	36	36	11	0	0	0	0	0	43.7	49.9	17	14.91	0	0	0	0	0	0	44.5	5.8	33.5	
0930	97	1	92	0	3	0	0	0	0	0	0	0	0	0	0930	0	0	0	0	0	0	0	3	23	29	29	10	2	0	0	0	0	43.9	49.6	13	13.4	1	1.031	0	0	0	0	43.7	5.8	33.4	
0945	113	0	104	0	8	0	0	0	0	0	0	0	0	0	0945	0	0	0	0	0	0	0	3	12	32	35	8	0	0	0	0	44.2	48.7	11	9.705	0	0	0	0	0	0	44.3	4.3	18.7		
1000	102	0	95	0	4	0	2	0	0	0	0	0	0	0	1000	0	0	0	0	0	0	0	4	29	31	26	9	1	0	0	0	1	43.5	49.7	12	11.76	2	1.96								

29 June 2025

Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	Fix1	Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Mean	Vpp	JSL1 85	JSL1% 50	JSL1% 60	JSPL 60	JSPL% 60	JSL2 60	JSL2% 70	V50	SD	Var	Fix1
0000	7	0	5	0	1	0	0	0	0	1	0	0	0	0000	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0	1	45.1	-	1	14.29	1	14.29	1	14.29	-	12.7	161.5			
0015	5	0	1	0	3	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	1	40	0	0	0	0	0	0	46.5	-	1	14.29	0	0	0	0	-	7.5	56.6			
0030	6	1	4	0	1	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	43.2	-	0	0	0	0	0	0	-	4.1	17.1			
0045	2	0	1	0	1	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	48.5	-	1	50	0	0	0	0	-	6.4	45.1			
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	45.3	-	2	50	0	0	0	0	-	8.8	77.2			
0115	3	0	2	0	0	0	1	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	47.2	-	1	33.33	0	0	0	0	-	5.7	32.1			
0130	2	0	1	0	0	1	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	51.6	-	1	50	0	0	0	0	-	5.1	26			
0145	3	0	3	0	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	54	-	2	66.67	0	0	0	0	-	5.7	32.1			
0200	7	0	5	0	1	0	1	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	45.3	-	1	14.29	0	0	0	0	-	6.8	46.6			
0215	1	0	1	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	54.5	-	1	100	0	0	0	0	-	-	-			
0230	2	0	2	0	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	46.7	-	1	50	0	0	0	0	-	5.6	31.5			
0245	6	0	5	0	0	1	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	1	1	2	1	1	0	0	0	48.7	-	2	33.33	0	0	0	0	-	7.5	56.6			
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	1	0	1	1	3	1	0	53.4	-	5	71.43	1	14.29	0	0	-	7.4	55.5			
0315	2	0	2	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	46.3	-	1	50	0	0	0	0	-	5.6	31.5			
0330	3	0	2	0	1	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	52.5	-	2	66.67	0	0	0	0	-	4.6	21			
0345	3	0	2	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	43.7	-	1	33.33	0	0	0	0	-	11.4	129.1			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	-	-			
0415	2	0	2	0	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	49.8	-	1	50	0	0	0	0	-	8.1	65.1			
0430	1	0	1	0	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.1	-	0	0	0	0	0	0	-	-	-			
0445	5	0	4	0	1	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	53.4	-	3	60	1	20	0	0	-	5.1	25.7		
0500	5	0	4	0	0	0	0	1	0	0	0	0	0	0500	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	45.7	-	1	20	0	0	0	0	-	3.9	15			
0515	2	0	1	0	1	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	45.8	-	0	0	0	0	0	0	-	1.9	3.8			
0530	0	0	2	0	0	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	42.8	-	0	0	0	0	0	0	-	0.8	0.4			
0545	5	0	5	0	0	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	47.7	-	1	20	0	0	0	0	-	4.4	19.3			
0600	18	0	16	0	2	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	1	0	5	3	5	2	2	0	0	0	0	44.6	53.3	4	22.22	0	0	0	0	45.3	7.6	57.8			
0615	11	0	10	0	1	1	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	0	0	2	3	4	1	0	1	0	0	46	54.7	2	18.18	1	9.091	0	0	45.1	7.1	50.1			
0630	17	3	13	0	1	0	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	0	0	1	4	8	2	1	1	0	0	47.5	54.8	4	23.53	1	5.882	0	0	46.6	5.6	31.5			
0645	22	1	20	0	1	1	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	0	0	2	9	4	6	1	0	0	46.8	52.3	7	31.82	0	0	0	0	46.3	4.9	23.9			
0700	22	0	21	0	1	1	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	0	0	0	5	8	7	1	0	0	0	49.8	54.1	9	40.91	1	4.545	1	4.545	48.8	6.5	42.3			
0715	36	0	34	0	2	0	0	0	0	0	0	0	0	0715	0	0	0	0	0	0	0	0	0	5	10	10	3	0	0	0	47.3	52.9	13	36.11	0	0	0	0	48.2	5.5	30.3			
0730	38	0	35	0	2	0	0	0	0	0	0	0	0	0730	0	0	0	0	0	0	0	0	0	7	16	7	5	2	1	0	45.1	53	8	21.05	1	2.352	0	0	43.2	6.4	40.3			
0745	43	1	37	0	5	0	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	0	0	0	7	8	15	9	3	1	0	46.8	52.6	13	30.23	1	2.326	0	0	47.3	5.7	33			
0800	29	1	28	0	2	0	0	0	0	0	0	0	0	0800	0	0	0	0	0	0	0	0	0	9	20	24	14	7	2	0	45.8	53	7	28.14	0	0	0	0	44.3	5.4	44			
0815	39	2	32	1	4	0	0	0	0	0	0	0	0	0815	0	0	0	0	1	0	1	3	6	13	10	3	2	0	0	0	42.4	49.7	5	12.82	0	0	0	0	42.2	7.7	59			
0830	43	0	39	0	3	0	0	0	0	0	0	0	0	0830	0	0	0	0	0	0	0	0	0	10	24	24	13	0	0	0	48.3	4	9.302	0	0	0	0	44.7	5.3	38				
0845	65	0	55	0	6	0	1	1	2	0	0	0	0	0845	0	0	0	1	4	1	0	1	5	14	26	11	3	0	0	0	44.3	51.4	14	21.54	0	0	0	0	46.4	8.5	72.1			
0900	61	1	57	0	3	0	0	0	0	0	0	0	0	0900	0	0	0	0	0	0	0	0	4	8	30	15	4	0	0	0	43.2	47.8	4	6.587	0	0	0	0	43.4	4.5	20			
0915	72	4	66	2	0	0	0	0	0	0	0	0	0	0915	0	0	0	0	0	0	0	0	3	2	28	19	4	3	0	0	43.3	49.3	9	9.722	0	0	0	0	43.4	40.3				
0930	102	8	90	1	3	0	0	0	0	0	0	0	0	0930	0	0	0	1	0	0	0	5	18	30	31	15	2	0	0	0	44.3	50.1	17	16.67	0	0	0	0	43.5	6.4	40.4			
0945	76	1	76	0	0	0	0	0	0	0	0	0	0	0945	0	0	0	0	0	0	0	0	0	9	20	24	14	7	2	0	45.8	53	7	28.14	0	0	0	0	44.3	5.4	44			
1000	102	6	88	0	8	0	0	0	0	0	0	0	0	1000	0	0	0	0	0	0	0	1	5	13	32	36	12	3	0	0	44.8	50	15	14.71	0	0	0	0	45	5.7	32.1			
1015	86	3	84	0	6	0	0	0	0	0	0	0	0	1015	0	0	0	0	0	0	0	0	2	20	48	17	5	0	0	0	42.5	45.9	3	3.125	0	0	0	0	42.1	3	15			
1030	109	2	88	1	8	0	0	0	0	0	0	0	0	1030	0	0	0	0	0	0	0	0	3	30	34	33	7	1	0	0</														

30 June 2025

Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	JSL1	JSL1%	JSPL	JSPL%	JSL2	JSL2%	V20	SD	Var	Fix1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		1	2	3	4	5	6	7	8	9	10	11	12			5	6	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240	245	250	255	260	265	270	275	280	285	290	295	300	305	310	315	320	325	330	335	340	345	350	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455	460	465	470	475	480	485	490	495	500	505	510	515	520	525	530	535	540	545	550	555	560	565	570	575	580	585	590	595	600	605	610	615	620	625	630	635	640	645	650	655	660	665	670	675	680	685	690	695	700	705	710	715	720	725	730	735	740	745	750	755	760	765	770	775	780	785	790	795	800	805	810	815	820	825	830	835	840	845	850	855	860	865	870	875	880	885	890	895	900	905	910	915	920	925	930	935	940	945	950	955	960	965	970	975	980	985	990	995	1000	1005	1010	1015	1020	1025	1030	1035	1040	1045	1050	1055	1060	1065	1070	1075	1080	1085	1090	1095	1100	1105	1110	1115	1120	1125	1130	1135	1140	1145	1150	1155	1160	1165	1170	1175	1180	1185	1190	1195	1200	1205	1210	1215	1220	1225	1230	1235	1240	1245	1250	1255	1260	1265	1270	1275	1280	1285	1290	1295	1300	1305	1310	1315	1320	1325	1330	1335	1340	1345	1350	1355	1360	1365	1370	1375	1380	1385	1390	1395	1400	1405	1410	1415	1420	1425	1430	1435	1440	1445	1450	1455	1460	1465	1470	1475	1480	1485	1490	1495	1500	1505	1510	1515	1520	1525	1530	1535	1540	1545	1550	1555	1560	1565	1570	1575	1580	1585	1590	1595	1600	1605	1610	1615	1620	1625	1630	1635	1640	1645	1650	1655	1660	1665	1670	1675	1680	1685	1690	1695	1700	1705	1710	1715	1720	1725	1730	1735	1740	1745	1750	1755	1760	1765	1770	1775	1780	1785	1790	1795	1800	1805	1810	1815	1820	1825	1830	1835	1840	1845	1850	1855	1860	1865	1870	1875	1880	1885	1890	1895	1900	1905	1910	1915	1920	1925	1930	1935	1940	1945	1950	1955	1960	1965	1970	1975	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000	4005	4010	4015	4020	4025	4030	4035	4040	4045	4050	4055	4060	4065	4070	4075	4080	4085	4090	4095	4100	4105	4110	4115	4120	4125	4130	4135	4140	4145	4150	4155	4160	4165	4170	4175	4180	4185	4190	4195	4200	4205	4210	4215	4220	4225	4230	4235	4240	4245	4250	4255	4260	4265	4270	4275	4280	4285	4290	4295	4300	4305	4310	4315	4320	4325	4330	4335	4340	4345	4350	4355	4360	4365	4370	4375	4380	4385	4390	4395	4400	4405	4410	4415	4420	4425	4430	4435	4440	4445	4450	4455	4460	4465	4470	4475	4480	4485	4490	4495	4500	4505	4510	4515	4520	4525	4530	4535	4540	4545	4550	4555	4560	4565	4570	4575	4580	4585	4590	4595	4600	4605	4610	4615	4620	4625	4630	4635	4640	4645	4650	4655	4660	4665	4670	4675	4680	4685	4690	4695	4700	4705	4710	4715	4720	4725	4730	4735	4740	4745	4750	4755	4760	4765	4770	4775	4780	4785	4790	4795	4800	4805	4810	4815	4820	4825	4830	4835	4840	4845	4850	4855	4860	4865	4870	4875	4880	4885	4890	4895	4900	4905	4910	4915	4920	4925	4930	4935	4940	4945	4950	4955	4960	4965	4970	4975	4980	4985	4990	4995	5000	5005	5010	5015	5020	5025	5030	5035	5040	5045	5050	5055	5060	5065	5070	5075	5080	5085	5090	5095	5100	5105	5110	5115	5120	5125	5130	5135	5140	5145	5150	5155	5160	5165	5170	5175	5180	5185	5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01 July 2025

Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	Fix1	Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Mean	Vpp	JSL1	JSL1%	JSPL	JSPL%	JSL2	JSL2%	V50	SD	Var	Fix1			
0000	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	48.1	2	50	0	0	0	0	0	0	12.4	154.3				
0015	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.3	0	0	0	0	0	0	0	0	2.5	2.5				
0030	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	42.2	0	0	0	0	0	0	0	0	5.4	29				
0045	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.3	0	0	0	0	0	0	0	0	4.2	17.6				
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	41.6	0	0	0	0	0	0	0	0	5.5	29.8				
0115	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	48.5	0	0	0	0	0	0	0	0	1.3	1.8				
0130	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.4	0	0	0	0	0	0	0	0	8	53.4				
0145	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	53.3	1	50	0	0	0	0	0	0	5.3	27.7				
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.8	2	100	0	0	0	0	0	0	1.1	9.5				
0215	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	49.8	1	33.33	0	0	0	0	0	0	3	8.9				
0230	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	54.2	3	100	0	0	0	0	0	0	3.8	14.8				
0245	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	42.4	0	0	0	0	0	0	0	0	4.2	17.6				
0300	5	0	4	0	0	0	0	0	0	0	1	0	0	0	0300	0	0	0	0	0	0	0	1	0	1	0	2	0	0	1	0	43.1	1	20	1	20	0	0	0	0	12.5	155.4				
0315	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	0	0	0	0	0	0	0	0	5.1	25.5				
0330	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	43.7	0	0	0	0	0	0	0	0	2.3	5.4				
0345	6	0	2	0	4	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	46.7	2	33.33	0	0	0	0	0	0	7.8	61.3				
0400	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	42.7	0	0	0	0	0	0	0	0	6.6	43.4				
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0445	11	0	6	0	3	0	0	0	0	0	1	1	0	0	0445	0	0	0	0	0	0	0	0	0	3	4	3	1	0	0	0	0	42.7	48.7	1	9.091	0	0	0	0	0	0	41.3	4.3	18.2	
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0530	38	1	30	0	4	0	0	0	0	0	2	1	0	0	0530	0	0	0	0	0	0	0	0	3	11	12	7	4	0	0	0	0	47	53.9	11	26.96	0	0	0	0	0	0	47.3	61	36.8	
0545	48	1	38	0	7	0	1	0	0	0	1	0	0	0	0545	0	0	0	0	0	0	0	1	6	12	12	13	2	0	0	0	0	47.2	53.4	17	35.42	2	4.167	0	0	0	0	46.2	7	48.5	
0555	56	1	46	1	7	0	1	0	0	0	0	0	0	0	0555	0	0	0	0	0	0	0	0	6	16	17	14	3	0	0	0	0	46.9	53.7	17	30.36	0	0	0	0	0	0	46.8	5.2	26.9	
0600	84	2	69	0	18	1	0	0	0	0	1	2	0	0	0600	0	0	0	0	0	0	0	2	1	15	20	28	6	4	0	0	0	44.7	49.4	10	11.9	0	0	0	0	0	0	44.3	5.2	27.3	
0630	99	1	81	2	9	1	0	0	0	0	5	0	0	0	0630	0	0	0	0	0	0	0	7	15	33	22	16	5	1	0	0	0	45	52.2	22	22.22	1	1.01	0	0	0	0	44.3	6.3	39.5	
0645	133	2	111	0	14	2	1	0	1	0	1	0	0	0	0645	0	0	0	0	0	0	0	5	23	50	41	12	2	0	0	0	0	44	49	14	10.53	0	0	0	0	0	0	44.2	5	24.6	
0700	155	1	131	1	18	2	1	0	0	1	0	0	0	0	0700	0	0	0	0	0	0	0	1	0	15	67	53	16	3	0	0	0	0	45	49	19	12.26	0	0	0	0	0	0	44.6	4.5	20.2
0715	186	1	161	0	17	0	1	0	0	2	1	0	1	0	0715	0	0	0	0	0	0	0	6	43	57	64	13	2	1	0	0	0	43.8	49.2	16	8.602	0	0	0	0	0	0	43.9	5	24.8	
0730	188	2	134	1	22	6	1	1	0	1	0	0	0	0	0730	0	0	0	0	0	0	0	3	24	77	49	15	0	0	0	0	0	43.9	49.2	15	8.929	0	0	0	0	0	0	44	4.1	16.8	
0745	204	0	179	2	16	1	4	1	0	1	0	0	0	0	0745	0	0	0	0	0	0	0	12	54	67	63	7	1	0	0	0	0	42.5	47.3	8	3.922	0	0	0	0	0	0	43	49	24	
0800	191	0	162	0	20	3	0	0	0	1	0	0	0	0	0800	0	0	0	0	0	0	0	5	17	46	51	7	0	0	0	0	0	41.7	46.9	8	4.188	0	0	0	0	0	0	42.1	5	42.2	
0815	146	0	120	1	15	0	6	1	0	0	2	1	0	0	0815	0	0	0	0	0	0	0	2	7	30	66	31	10	0	0	0	0	42.4	47.8	10	6.849	0	0	0	0	0	0	42.2	5.1	25.7	
0830	176	0	158	0	15	0	2	0	0	1	0	0	0	0	0830	0	0	0	0	0	0	0	2	7	32	66	31	10	0	0	0	0	41	46.8	5	2.841	0	0	0	0	0	0	40.8	5.5	30.2	
0845	124	0	106	0	12	1	4	0	0	0	1	0	0	0	0845	0	0	0	0	0	0	0	1	2	40	47	26	7	1	0	0	0	42.3	47.8	8	6.452	0	0	0	0	0	0	41.4	49	23.8	
0900	120	0	102	1	14	0	3	0	0	0	0	0	0	0	0900	0	0	0	0	0	0	0	5	3	28	46	35	8	0	0	0	0	43.3	47.3	8	6.667	0	0	0	0	0	0	43.3	4.4	19.4	
0915	121	0	94	1	19	0	2	0	0	2	1	0	0	0	0915	0	0	0	0	0	0	0	6	13	46	35	14	5	0	0	0	0	38.7	45.2	5	4.132	0	0	0	0	0	0	39.2	6.8	46.7	
0930	130	1	106	1	18	0	2	0	1	0	1	0	0	0	0930	0	0	0	0	0	0	0	5	17	38	50	19	1	0	0	0	0	39.9	45.1	1	0.769	0	0	0	0	0	0	40.4	5.1	25.9	
0945	92	0	79	0	13	1	2	0	0	0	0	0	0	0	0945	0	0	0	0	0	0	0	1	41	46.5	3	29	3	0	0	0	0	41	46.5	3	2.97	0	0	0	0	0	0	40.8	5.5	30.2	
1000	104	4	81	0	13	0	5	0	0	0	0	0	0	0	1000	0	0	0	0	0	0	0	7	41	34	16	5	1	0	0	0</															

02 July 2025

[illegible]

03 July 2025

Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	Fix1	Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Mean	Vpp	JSL1	JSL1%	JSPL	JSPL%	JSL2	JSL2%	V50	SD	Var	Fix1		
0000	8	0	6	0	2	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	3	0	3	0	1	0	1	0	47.4	-	2	25	1	12.5	0	0	-	10.8	116.4				
0015	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	3	0	3	0	1	0	1	0	46.7	-	2	25	1	12.5	0	0	-	10.6	113.2				
0030	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	50.2	-	1	50	0	0	0	0	-	4.5	20.3				
0045	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	50.8	-	1	50	0	0	0	0	-	6.9	47.8				
0100	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	43.4	-	1	20	0	0	0	0	-	10.2	104.9				
0115	3	0	2	0	0	0	0	0	0	0	1	0	0	0	0115	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	40.9	-	0	0	0	0	0	0	-	5.8	33.9				
0130	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.1	-	1	100	0	0	0	0	-	10.2	103.5				
0145	4	0	1	0	3	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	41.8	-	1	25	0	0	0	0	-	5.4	28.8				
0200	3	0	2	0	0	0	0	0	0	1	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	55.8	-	2	66.7	0	0	0	0	-	6.2	38.2				
0215	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70.2	-	1	100	1	100	1	100	-	-	-	-			
0230	1	0	2	0	1	0	0	0	0	1	0	0	0	0	0230	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	54.7	-	2	50	2	50	1	25	-	17.8	316.5				
0245	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	1	1	3	0	1	0	0	0	51.4	-	1	50	0	0	0	0	-	10.9	117.8				
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	1	0	2	0	1	0	1	0	51.7	-	2	40	1	20	0	0	-	5.8	33.9			
0315	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	47.2	-	2	66.7	0	0	0	0	-	6.2	38.2				
0330	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	47.2	-	2	66.7	0	0	0	0	-	6.2	38.2				
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55.9	-	1	33.3	1	33.3	1	33.3	-	19.6	383.6				
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	48.4	55.5	5	38.46	0	0	0	0	-	47.5	5.2	26.8		
0415	13	0	8	0	3	1	1	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	5	3	3	2	0	0	0	46.7	55.5	1	14.29	0	0	0	0	-	6.5	41.7			
0430	7	0	4	0	3	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	2	1	3	0	1	0	0	0	47.9	56	3	18.75	0	0	0	0	-	46.8	5.6	31.2		
0445	16	0	7	0	7	0	1	0	0	0	1	0	0	0	0445	0	0	0	0	0	0	0	0	1	3	9	1	2	0	0	0	44.3	52.3	3	16.67	0	0	0	0	-	44.5	8	44		
0500	18	0	10	1	2	0	0	0	1	0	1	0	0	0	0500	0	0	0	0	0	0	0	1	2	5	3	1	2	0	0	0	45.8	52.9	7	23.33	0	0	0	0	-	46.1	6.2	38.1		
0515	30	0	23	1	6	0	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	1	4	7	11	6	1	0	0	0	45.7	52.1	9	40.91	0	0	0	0	-	47.8	48.9			
0530	22	0	14	0	7	0	0	0	0	0	1	0	0	0	0530	0	0	0	0	0	0	0	4	2	5	8	1	0	0	0	0	47.9	55.4	14	41.18	1	2.941	0	0	0	49	6.9	48.2		
0545	34	1	24	0	6	0	2	0	0	1	0	0	0	0	0545	0	0	0	0	0	0	0	2	4	4	10	8	5	1	0	0	44.9	51.1	14	20.59	0	0	0	0	-	44.5	6	35.5		
0600	68	2	53	0	9	1	1	0	0	1	1	0	0	0	0600	0	0	0	0	0	0	0	4	9	25	16	11	3	0	0	0	45.3	51.5	22	29.08	0	0	0	0	-	45.5	6.3	49.2		
0615	96	2	67	0	14	2	0	0	1	0	0	0	0	0	0615	0	0	0	0	0	0	0	2	12	24	24	16	6	0	0	0	45.4	50.5	16	15.53	0	0	0	0	-	45.6	4.5	20.6		
0630	103	0	89	0	9	0	1	0	1	1	1	0	1	0	0630	0	0	0	0	0	0	0	0	12	38	37	13	3	0	0	0	44.2	49.5	16	12.9	0	0	0	0	-	43.9	4.7	22.3		
0645	124	3	99	1	16	0	4	0	1	0	0	0	0	0	0645	0	0	0	0	0	0	0	2	19	51	36	14	2	0	0	0	45.6	51	26	18.44	1	0.709	0	0	0	45	4.8	22.6		
0700	141	3	116	0	19	0	1	0	0	0	2	0	0	0	0700	0	0	0	0	0	0	0	1	13	55	46	23	2	1	0	0	0	42.8	48.3	12	10.34	1	0.862	0	0	0	45	4.7	21.8	
0715	172	1	149	0	17	2	3	0	0	0	0	0	0	0	0715	0	0	0	0	0	0	0	3	24	58	68	14	5	0	0	0	0	44.2	49.6	27	13.3	2	0.985	0	0	0	44.1	4.2	17.9	
0730	203	2	174	1	22	0	1	0	0	1	2	0	0	0	0730	0	0	0	0	0	0	0	5	37	68	62	19	4	1	1	0	0	44.3	49.6	27	13.3	2	0.985	0	0	0	44.1	4.2	17.9	
0745	169	0	150	1	16	0	2	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	0	34	66	56	12	1	0	0	0	0	44.8	47.5	9	5.397	0	0	0	0	-	42.9	7.7	59		
0800	168	0	142	0	18	3	0	0	0	0	0	0	0	0	0800	0	0	0	0	0	0	0	14	34	46	9	5	0	0	0	0	43.2	48	12	7.453	2	1.242	0	0	0	42.6	4.9	24.2		
0815	161	2	134	0	21	0	1	1	0	1	1	0	0	0	0815	0	0	0	0	0	0	0	3	42	65	38	8	2	2	0	0	43.6	50	13	14.84	1	1.149	0	0	0	41.9	6.2	37.9		
0830	183	0	157	0	13	2	0	0	0	0	0	0	0	0	0830	0	0	0	0	0	0	0	6	13	32	45	26	8	1	0	0	0	41.3	46.8	9	6.87	0	0	0	0	-	41.9	6.2	37.9	
0845	131	0	111	2	7	0	5	0	1	2	3	0	0	0	0845	0	0	0	0	0	0	0	6	13	32	45	26	8	1	0	0	0	41.3	46.8	9	6.87	0	0	0	0	-	41.9	6.2	37.9	
0900	116	1	93	2	17	1	1	0	0	0	1	0	0	0	0900	0	0	0	0	0	0	0	1	12	19	48	24	9	2	1	0	0	42.8	48.3	12	10.34	1	0.862	0	0	0	42.7	5.9	34.8	
0915	83	0	82	1	8	0	1	0	0	1	0	0	0	0	0915	0	0	0	0	0	0	0	7	21	26	25	8	1	0	0	0	41.6	47.3	9	9.977	0	0	0	0	-	42.7	6.3	40.1		
0930	118	1	101	0	10	2	1	0	1	1	1	0	0	0	0930	0	0	0	0	0	0	0	7	33	52	12	2	2	0	0	0	40.8	44.8	4	3.39	0	0	0	0	-	41	4.9	24.1		
0945	105	0	82	0	15	0	0	0	0	0	0	0	0	0	0945	0	0	0	0	0	0	0	5	19	43	23	8	1	0	0	0	41.6	47.7	9	8.971	0	0	0	0	-	42.9	7.7	59		
1000	109	0	95	1	11	0	0	0	0	1	0	0	0	0	1000	0	0	0	0	0	0	0	8	10	25	34	23	8	1	0	0	0	41.1	47.9	9	8.257	0	0	0	0	-	41.6	6.6	43.2	
1015																																													

[illegible]

Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	Fix1	Time	Win0	Win5	Win10	Win15	Win20	Win25	Win30	Win35	Win40	Win45	Win50	Win55	Win60	Win65	Win70	Mean	Vpp	JSL1	JSL1%	JSPL	JSPL%	JSLL1	JSLL1%	V50	S0	Pst1			
		1	2	3	4	5	6	7	8	9	10	11	12			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70		80	85	90	95	98	99	100						
0000	2	19	0	13	0	0	0	0	0	0	1	0	0	0	0000	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.4	54.7	5	28.70	0	1.424	0	0.1734	449	8.6	7.4			
0000	11	0	8	0	2	0	0	0	0	0	1	0	0	0	0000	2	0	0	0	0	0	0	1	1	3	3	2	1	0	0	0	45.6	52.6	3	24.84	0	1.608	0	0	45.6	7.5	56.1		
0000	8	0	8	0	2	0	0	0	0	0	1	0	0	0	0000	2	0	0	0	0	0	0	2	1	1	6	5	4	2	0	0	47.1	54.58	1.78	27.11	0	1.6542	0	0	47.1	5.7	90.0		
0000	15	0	11	0	0	0	0	0	0	0	1	0	0	0	0000	2	0	0	0	0	0	0	1	1	4	4	1	1	0	0	44.6	53.55	3.5	19.7	0	1.5545	0	0	44.3	7.8	60.6			
0400	29	0	18	0	0	7	1	1	0	0	1	1	0	0	0400	0	0	0	0	0	0	0	3	8	9	4	3	0	0	0	47	54.7	8	28.29	1	2.306	0	0.388	461	6.7	45			
0800	107	0	82	17	17	1	1	0	0	0	0	0	0	0	0800	22	46	26	0	0	0	0	0	0	0	0	0	0	0	0	48.7	53.7	2.68	17.7	0	1.618	0	0	48.7	6.8	67			
0800	294	6	238	1	37	1	4	1	2	3	0	0	0	0	0800	0	0	0	0	0	0	0	6	41	95	95	43	11	2	0	45.4	51	56	19.12	2	0.718	0	0	45.2	5.7	30.3			
0700	586	4	481	3	94	4	5	0	0	2	2	0	0	0	0700	0	0	0	0	0	0	0	13	99	204	174	53	9	2	0	44.2	49.2	64	11.54	2	0.439	0	0.04	441	5.2	267			
0600	536	51	431	35	1	0	0	0	0	0	0	0	0	0	0600	7	22	4	0	0	0	0	4	68	4	7	625	8	0	0	42.8	47.7	10	12.05	0	0.53	0	0	42.3	5.3	28.3			
0000	417	4	351	4	45	2	4	1	1	2	2	0	0	0	0000	0	0	0	0	0	0	0	1	4	32	96	156	94	27	5	1	42.3	47.6	33	7.967	1	0.265	0	0	42.3	5.7	32		
0000	408	348	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	28	191	2	4	64	0	0	0	42.3	47.6	33	7.967	1	0.265	0	0	42.3	5.7	32			
1100	405	5	342	3	44	2	3	0	2	2	2	0	0	0	1100	0	0	0	0	0	0	0	3	28	97	159	88	23	5	1	0	42.3	47.5	30	7.292	1	0.247	0	0	42.3	5.4	29.4		

[illegible]

Time	Total	Cis												Fix1	Time	Voin	Voin				Voin				Voin				Mean	Vsp	JSL1	JSL1%	JPSL	JPSL%	JSL2	JSL2%	V50	SD	Var	Fix1	
		1	2	3	4	5	6	7	8	9	10	11	12				13	14	15	16	17	18	19	20	21	22	23	24													25
--	66665	833	48582	383	5412	231	373	51	130	245	289	13	23	--	3	5	17	58	81	44	2734	11336	20194	56832	5206	1276	281	72	57	43.6	4.92	6891	12.18	410	0.725	57	0.101	43.5	5.9	34.6	

TSP Class Profile All Days 15 mins 2023

Report Id - CustomList_285
Site Name - TSP15811-01
Description - LONDON RD (60M)
Direction - South

26 June 2025

[illegible]

27 June 2025

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	C11s	C12s	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	BSL1	BSL1%	JPSL	JPSL%	BSL2	BSL2%	V60	SD	Var	Fix1
		1	2	3	4	5	6	7	8	9	10	11	12			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80		85	50	50	60	60	70	70					
0000	14	0	11	0	1	1	0	0	0	1	0	0	0	0000	0	0	0	0	0	0	0	6	3	4	1	0	0	0	42.5	49.3	1	7.143	0	0	0	0	0	0	41.4	5.7	32.6				
0015	0	0	1	0	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	1	2	2	0	1	0	0	46	45	1	16.67	0	0	0	0	0	0	0	6.6	44.1				
0030	9	0	9	0	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	2	4	2	1	0	0	0	43.9	-	1	11.11	0	0	0	0	0	0	0	4	16.1				
0045	5	0	4	0	1	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	3	0	2	0	0	0	47.4	-	2	40	0	0	0	0	0	0	5.8	33.2					
0100	6	0	5	0	1	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	1	4	1	0	0	0	0	41.8	-	0	0	0	0	0	0	2.8	8.2							
0115	9	0	7	0	2	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	1	5	1	1	0	0	0	43	-	1	11.11	0	0	0	0	0	0	5.3	28.1					
0130	8	0	7	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	1	4	1	0	0	0	44.4	-	2	25	0	0	0	0	4.4	19.5							
0145	10	0	7	0	1	0	0	0	1	1	0	0	0	0145	0	0	0	0	0	0	0	2	5	1	2	0	0	0	44.5	-	2	20	0	0	0	0	5.8	33.5							
0200	2	0	0	0	1	0	0	0	0	1	0	0	0	0200	0	0	0	0	0	0	0	1	1	0	0	0	0	0	39	-	0	0	0	0	0	0	2.6	6.6							
0215	2	0	1	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	2	0	0	0	0	0	0	37.2	-	0	0	0	0	0	0	0	0	0						
0230	1	0	1	0	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	1	0	0	0	0	0	44.7	-	0	0	0	0	0	0	0	0	0						
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.8	-	1	50	0	0	0	0	0	0	0						
0300	3	0	0	0	0	0	0	0	1	1	1	0	0	0300	0	0	0	0	0	0	0	3	0	0	0	0	0	0	38.3	-	0	0	0	0	0	0	0	0	0	1.2	1.5				
0315	3	0	3	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	2	0	0	1	0	0	0	42.6	-	1	33.33	0	0	0	0	0	0	8.7	75.9					
0330	4	0	1	0	1	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	3	0	0	0	0	0	0	46.4	-	2	25	0	0	0	0	0	0	6.1	37.7					
0345	3	0	3	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	2	0	0	0	1	0	0	44.2	-	1	33.33	0	0	0	0	0	0	11.5	133.2					
0400	7	0	2	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	1	1	0	0	48.8	-	1	50	0	0	0	0	0	0	4	16					
0415	2	0	0	0	1	0	0	0	0	0	0	1	0	0415	0	0	0	0	0	0	0	0	1	0	1	0	0	0	48.5	-	1	50	0	0	0	0	0	0	8.7	75.7					
0430	3	0	2	0	0	0	0	0	0	1	0	0	0	0430	0	0	0	0	0	0	0	0	1	0	2	0	0	0	49.9	-	2	66.67	0	0	0	0	0	0	4.8	23					
0445	4	0	2	0	1	0	0	0	0	0	1	0	0	0445	0	0	0	0	0	0	0	2	1	1	0	0	0	0	46.5	-	1	25	0	0	0	0	0	0	3.2	10.4					
0500	9	1	6	0	2	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	2	1	4	1	0	1	0	47.2	-	2	22.22	1	11.11	0	0	0	0	7.9	61.8					
0515	8	0	7	0	1	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	0	3	4	1	0	0	0	46.9	-	1	12.5	0	0	0	0	0	0	2.7	7.5					
0530	16	3	9	0	1	1	0	0	0	1	1	0	0	0530	0	0	0	0	0	0	0	2	3	7	2	2	0	0	47.7	54.9	4	25	0	0	0	0	48.8	5.6	30.9						
0545	22	0	19	0	3	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	4	1	4	11	2	0	0	48	53.1	13	59.09	0	0	0	0	50.2	6.2	37.9						
0600	25	0	17	0	4	1	1	0	0	0	2	0	0	0600	0	0	0	0	0	0	0	5	8	9	2	1	0	0	44.7	49.9	3	12	0	0	0	0	44.9	5.3	28.3						
0615	34	0	24	0	8	0	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	0	3	8	9	7	6	1	0	0	43.7	50.7	7	20.59	0	0	0	0	43.3	6	35.9					
0630	51	0	39	0	10	0	0	0	0	1	1	0	0	0630	0	0	0	0	0	0	0	2	27	16	3	3	0	0	0	45.2	49	6	11.76	0	0	0	0	43.7	4.4	19.4					
0645	89	0	72	1	11	2	0	0	0	0	3	0	0	0645	0	0	0	0	0	0	0	1	5	39	32	10	2	0	0	45	49.4	12	13.48	0	0	0	0	44.7	4.2	17.8					
0700	72	1	57	0	12	2	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	0	6	16	18	23	6	3	0	0	43.9	49.9	9	12.5	0	0	0	0	44.2	5.9	34.9					
0715	85	0	74	0	8	1	0	0	0	0	1	0	0	0715	0	0	0	0	0	0	0	2	15	41	21	3	0	0	0	44.7	49.9	12	14.12	1	1.176	0	0	44.6	5.7	32					
0730	136	1	115	0	13	2	2	0	0	0	2	1	0	0730	0	0	0	0	0	0	0	4	6	49	43	27	6	0	0	41	46.6	6	4.412	0	0	0	0	40.7	5.4	28.8					
0745	115	3	93	1	15	1	1	0	0	0	0	0	0	0745	0	0	0	0	0	0	0	4	34	39	10	1	1	0	0	42.2	45.9	5	4.348	1	0.87	0	0	41.9	4.4	19.6					
0800	94	1	83	0	9	0	0	0	0	0	1	0	0	0800	0	0	0	0	0	0	0	2	20	48	21	3	0	0	0	42.7	47	3	3.191	0	0	0	0	42.4	3.8	14.8					
0815	115	0	91	2	16	1	1	0	0	4	0	0	0	0815	0	0	0	0	0	0	0	3	5	42	43	17	5	0	0	41.1	45.7	5	4.348	0	0	0	0	40.9	4.7	22.3					
0830	136	2	117	1	14	0	0	0	0	0	0	0	0	0830	0	0	0	0	0	0	0	4	27	67	38	6	3	0	0	42.6	46.4	2	4.471	0	0	0	0	43.1	3.8	14.5					
0845	107	0	88	0	17	0	0	0	0	0	0	0	0	0845	0	0	0	0	0	0	0	1	6	39	37	20	4	0	0	41.3	45.6	4	3.738	0	0	0	0	41	4.3	18.9					
0900	79	0	64	0	12	0	2	0	0	0	1	0	0	0900	0	0	0	0	0	0	0	1	25	32	19	1	0	0	0	42.1	46	2	2.532	0	0	0	0	41.3	4.1	16.9					
0915	81	1	61	0	18	0	0	0	0	0	0	1	0	0915	0	0	3	7	8	1	7	22	23	6	3	1	0	0	35.6	44.8	4	4.938	0	0	0	0	38.3	10.4	107.6						
0930	83	1	64	0	14	1	1	0	0	1	0	0	0	0930	0	0	0	0	0	0	0	1	2	27	29	17	5	2	0	0	42.2	47.4	7	8.434	0	0	0	0	41.6	5	25				
0945	84	2	70	0	10	1	0	0	0	0	0	0	0	0945	0	0	0	0	0	0	0	2	32	46	9	0	0	0	43.2	46.9	5	5.892	0	0	0	0	42.9	4.1	16						
1000	78	1	70	0	5	0	1	0	0	0	0	0	0	1000	0	0	0	0	0	0	0	7	20	38	10	3	0	0	0	41.3	45.3	3	3.846	0	0	0	0	41.9	4.7	21.7					
1015	96	1	88	1	22	1	0	0	0	0	0	0	0	1015	0	0	0	0	0	0	0	4	34	30	29	6	2	0	0	38.2	42.4	2	2.105	0	0	0	0	38.5	5	24.5					
1030	88	1	65	0	21	0	0	1	0	0	0	0	0	1030	0	0	0	0	0	0	0	6	1	12	33	29	5	2	0	0	38.4	43.2	2	2.273	0	0	0	0</							

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Time		Total	Cis 1	Cis 2	Cis 3	Cis 4	Cis 5	Cis 6	Cis 7	Cis 8	Cis 9	Cis 10	Cis 11	Cis 12	Fix1	Time	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Mean	Vpp	ISL1	ISL1%	JPSL	JPSL%	ISL2	ISL2%	V60	SD	Var	Fix1	
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	1	2	2	1	2	0	0	52.4	5	62.5	2	25	0	0	7.5	56.8					
0015	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0015	0	0	0	0	0	0	0	5	6	3	2	0	0	0	0	0	42.8	49.5	5	12.5	0	0	41.5	4.9	24.3				
0030	4	0	2	0	1	0	0	0	0	0	0	1	0	0	0	0030	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	44.1	1	25	0	0	0	0	7	49.5					
0045	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	1	1	1	3	2	0	1	1	0	49.2	4	40	2	20	0	0	10.9	119.7					
0100	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	0	0	0	0	0	0	4.6	21						
0115	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	35.8	0	0	0	0	0	0	4.3	18.5					
0130	9	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	1	0	0	3	1	0	0	0	43.5	2	22.22	0	0	0	0	6	64.7					
0145	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	39.6	0	0	0	0	0	0	5.5	29.8					
0200	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	44.6	0	0	0	0	0	0	0	3	8.8				
0215	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.3	1	16.67	0	0	0	0	8.5	72.1					
0230	7	0	4	0	0	0	0	0	0	1	1	1	0	0	0	0230	0	0	0	0	0	0	1	1	1	3	0	1	0	0	0	45	1	14.29	0	0	0	0	8.2	67.7					
0245	6	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	3	1	0	1	1	0	0	0	0	40.3	1	16.67	0	0	0	0	8.5	72.1					
0300	4	0	2	0	1	0	0	0	0	1	0	0	0	0	0	0300	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	52.1	2	50	1	25	0	0	12.2	149.7					
0315	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	44.1	0	0	0	0	0	0	0	1.4	1.9				
0330	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.9	0	0	0	0	0	0	0	6.9	4.7				
0345	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	47	1	25	0	0	0	0	3.3	10.7					
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.5	0	0	0	0	0	0	0	0	0				
0415	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	49.9	0	0	0	0	0	0	0	0	0			
0430	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51.8	1	100	0	0	0	0	0	0	0				
0445	7	0	6	0	2	0	0	0	0	1	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0	44.3	1	14.29	0	0	0	0	4.2	17.3				
0500	6	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	1	0	0	3	2	0	0	0	0	0	42.1	0	0	0	0	0	0	0	6.6	46.4			
0515	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	43	0	0	0	0	0	0	0	3.7	13.9			
0530	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	46.4	1	16.67	0	0	0	0	4.3	18.9				
0545	11	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	1	2	3	1	3	1	0	0	0	45	53.1	4	36.36	0	0	0	44	7.3	53.3				
0600	8	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	0	2	4	2	0	0	0	0	0	47.3	2	25	0	0	0	0	3.4	11.9				
0615	24	0	21	0	2	0	0	0	0	1	0	0	0	0	0	0615	0	0	0	0	0	0	0	1	2	11	7	3	3	0	0	0	49.9	55.4	10	41.67	0	0	0	49.8	5.1	26.4			
0630	20	0	17	0	1	1	0	0	0	0	1	0	0	0	0	0630	0	0	0	0	0	0	0	1	6	8	4	1	0	0	0	0	42.1	48.9	1	5	0	0	0	41.5	4.2	18.1			
0645	28	0	24	0	4	0	0	0	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	0	13	7	6	2	0	0	0	0	47.2	52.4	8	28.57	0	0	0	0	46	46	21.6		
0700	23	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	0	3	10	5	3	2	0	0	0	0	45.5	52.9	5	21.74	0	0	0	44.6	5.8	34.1			
0715	22	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0715	0	0	0	0	0	0	0	4	6	11	4	0	0	0	0	0	42.2	45.7	1	4.845	2	41.5	3.8	14.3	0	0	0		
0730	33	1	29	0	3	0	0	0	0	0	0	0	0	0	0	0730	0	0	0	0	0	0	0	6	15	8	3	1	0	0	0	0	44.4	49.2	4	12.12	0	0	0	0	44	48	22.6		
0745	50	0	38	0	11	0	1	0	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	0	11	13	10	9	0	0	0	0	0	43.8	48.9	4	8	1	2	0	0	44.5	5.9	30.4		
0800	41	0	38	0	3	0	0	0	0	0	0	0	0	0	0	0800	0	0	0	0	0	0	0	5	10	17	6	3	0	0	0	0	46.7	52.1	9	21.95	0	0	0	0	46.8	5.1	25.6		
0815	52	0	48	0	4	0	0	0	0	0	0	0	0	0	0	0815	0	0	0	0	0	0	0	13	24	12	3	0	0	0	0	0	43.3	48.6	3	5.769	0	0	0	0	42.5	4.3	18.4		
0830	78	2	69	0	8	0	0	0	0	0	0	0	0	0	0	0830	0	0	0	0	0	0	0	4	20	39	11	4	0	0	0	0	41.7	46.4	6	5.128	0	0	0	0	41.7	4.5	20.4		
0845	63	1	57	1	4	0	0	0	0	0	0	0	0	0	0	0845	0	0	0	0	0	0	0	6	22	24	8	3	0	0	0	0	40.9	45.4	3	4.762	0	0	0	0	40.8	5.1	25.9		
0900	46	0	40	0	6	0	0	0	0	0	0	0	0	0	0	0900	0	0	0	0	0	0	0	9	26	13	0	0	0	0	0	0	41.7	46.9	5	4.464	0	0	0	0	42.1	4.7	22.4		
0915	78	2	65	1	8	1	0	0	0	0	1	0	0	0	0	0915	0	0	0	0	1	0	11	30	24	10	2	0	0	0	0	0	39.7	45.5	2	2.564	0	0	0	0	39.1	5.2	27.4		
0930	62	2	55	1	4	0	0	0	0	0	0	0	0	0	0	0930	0	0	0	0	0	0	2	18	29	11	2	0	0	0	0	0	41.5	46.5	2	3.226	0	0	0	0	41.2	4.4	19.7		
0945	78	3	68	0	6	1	0	0	0	0	0	0	0	0	0	0945	0	0	0	0	0	0	0	4	25	16	5	0	1	0	0	0	41.4	46	1	1.262	0	0	0	0	42	5.3	28.6		
1000	72	0	67	1	3	0	1	0	0	0	0	0	0	0	0	1000	0	0	0	0	0	1	5	16	31	15	3	0	0	0	0	0	42.5	48.4	4	5.556	0	0	0	0	43.6	3.9	14.8		

[illegible]

Time	Total
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01 July 2025

	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	C11s	C12s	Fix1	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin
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[illegible]

Time	Tot
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Time	Tot
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Time	Tot
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ARX

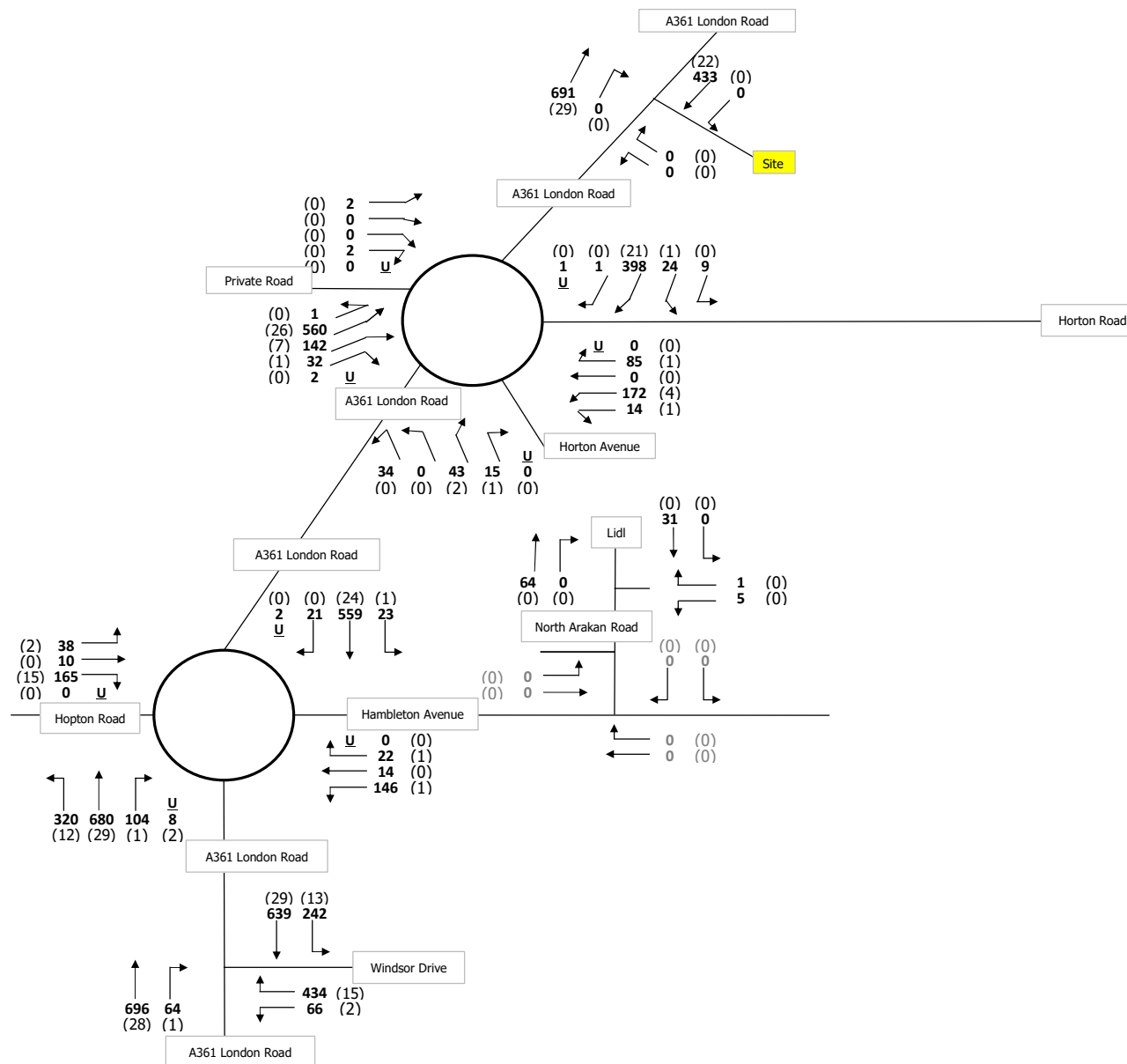
ARX is a modification of AustRoads94. It removes class 12, moves all other classes up by one, and inserts a cycle class as class 1.

- **Units:** Metric (m)
- **Car class:** 2
- **Unclassifiable vehicle class:** 13

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	$d(1) < 1.7\text{m} \ \& \ \text{axles} = 2$		1 (Light)
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	$d(1) \geq 1.7\text{m}, d(1) \leq 3.2\text{m} \ \& \ \text{axles} = 2$		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	$\text{groups} = 3, d(1) \geq 2.1\text{m}, d(1) \leq 3.2\text{m}, d(2) \geq 2.1\text{m} \ \& \ \text{axles} = 3, 4, 5$		
2	2	Two axle truck or Bus	TB2	4	$d(1) > 3.2\text{m} \ \& \ \text{axles} = 2$		2 (Medium)
3	2	Three axle truck or Bus	TB3	5	$\text{axles} = 3 \ \& \ \text{groups} = 2$		
>3	2	Four axle truck	T4	6	$\text{axles} > 3 \ \& \ \text{groups} = 2$		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	$d(1) > 3.2\text{m}, \text{axles} = 3 \ \& \ \text{groups} = 3$		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	$d(2) < 2.1\text{m} \ \text{or} \ d(1) < 2.1\text{m} \ \text{or} \ d(1) > 3.2\text{m} \ \& \ \text{axles} = 4 \ \& \ \text{groups} > 2$		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	$d(2) < 2.1\text{m} \ \text{or} \ d(1) < 2.1\text{m} \ \text{or} \ d(1) > 3.2\text{m} \ \& \ \text{axles} = 5 \ \& \ \text{groups} > 2$		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	$\text{axles} = 6 \ \& \ \text{groups} > 2 \ \text{or} \ \text{axles} > 6 \ \& \ \text{groups} = 3$		
>6	4	B-Double or Heavy truck and trailer	BD	11	$\text{groups} = 4 \ \& \ \text{axles} > 6$		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	$\text{groups} \geq 5 \ \& \ \text{axles} > 6$		

APPENDIX 6 – SURVEYED TRAFFIC FLOWS

Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed

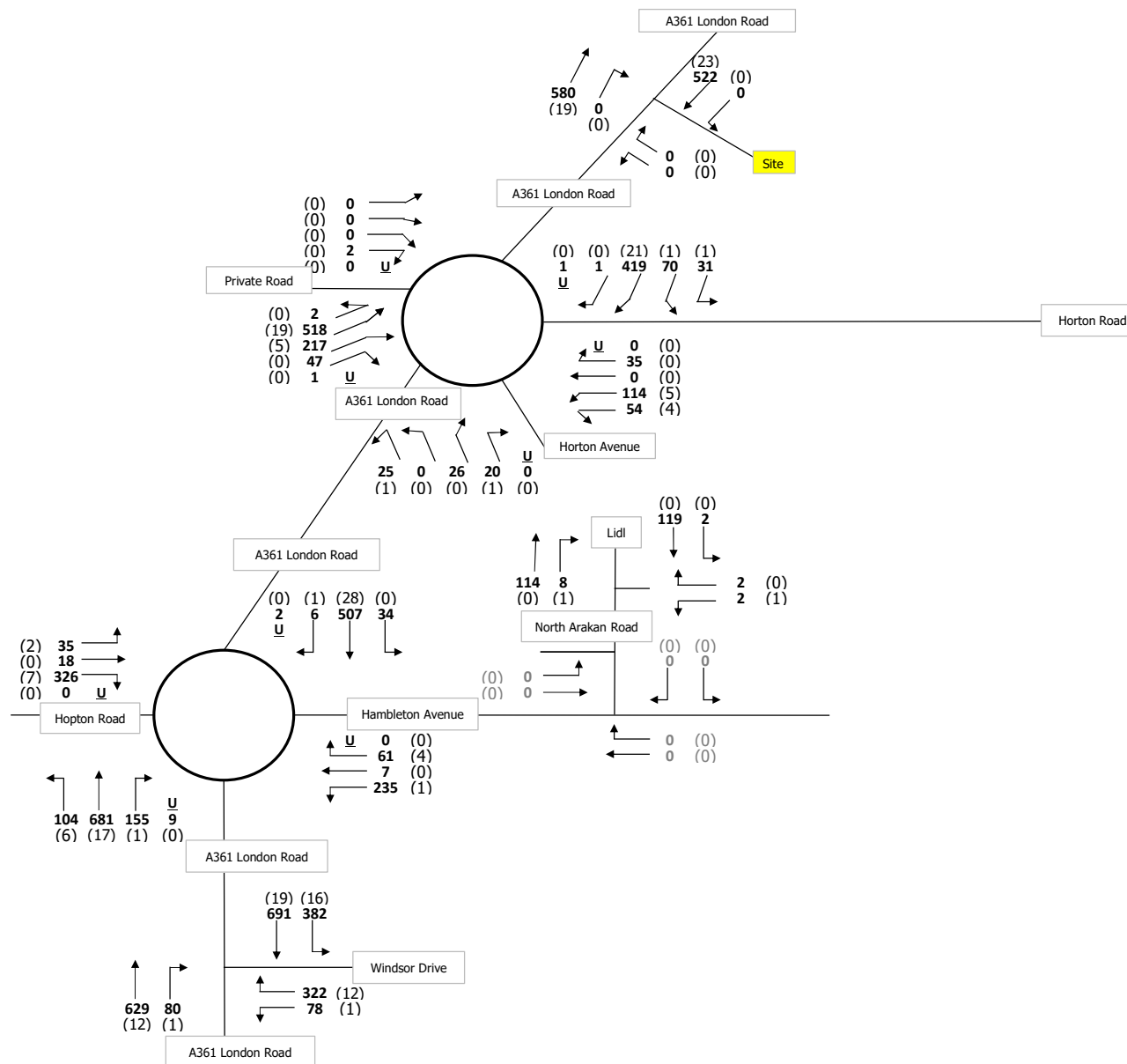


PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

AM Peak 07:30 - 08:30

2025 Surveyed Flows

Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed

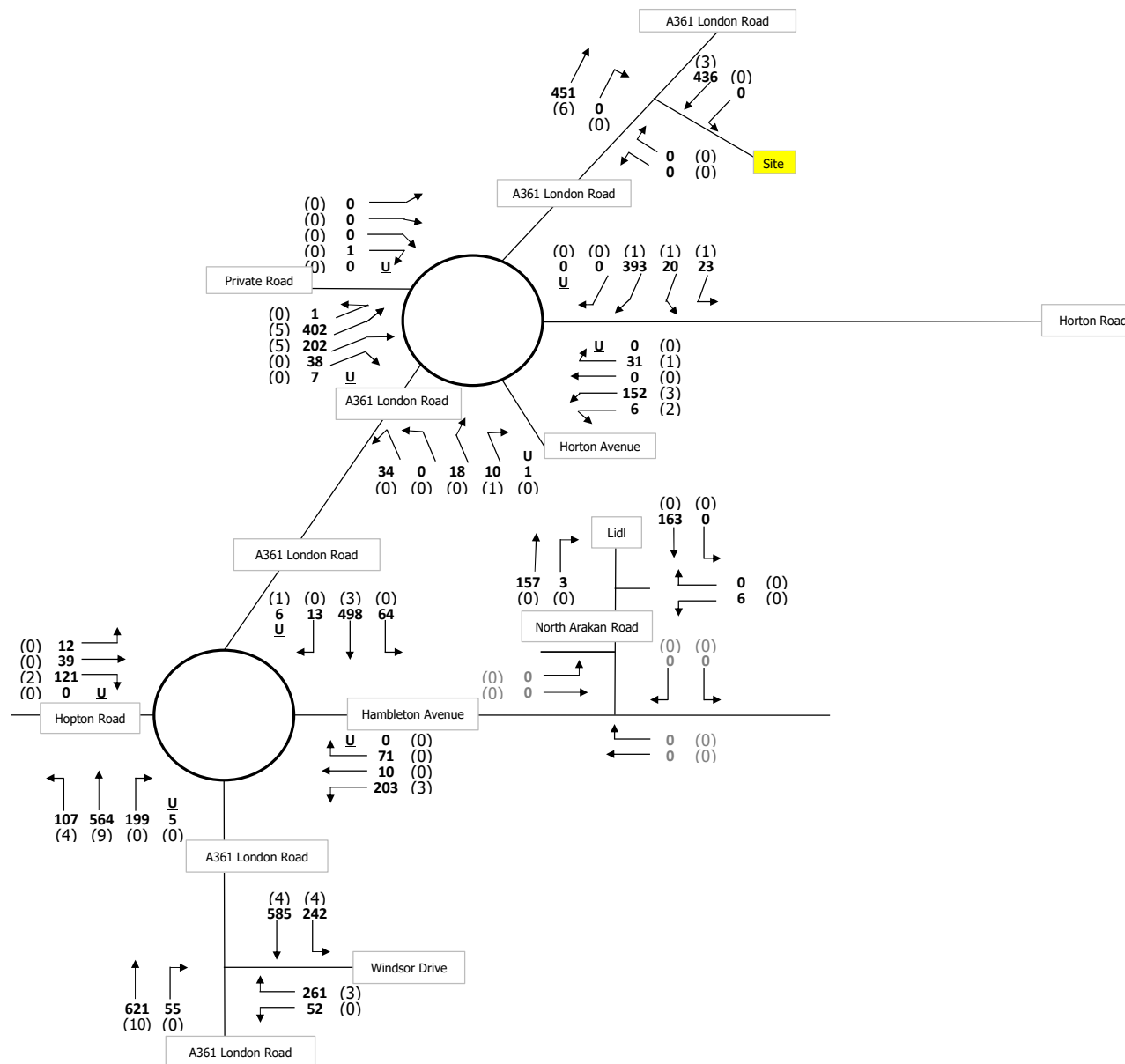


PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

PM Peak 16:30 - 17:30

2025 Surveyed Flows

Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed



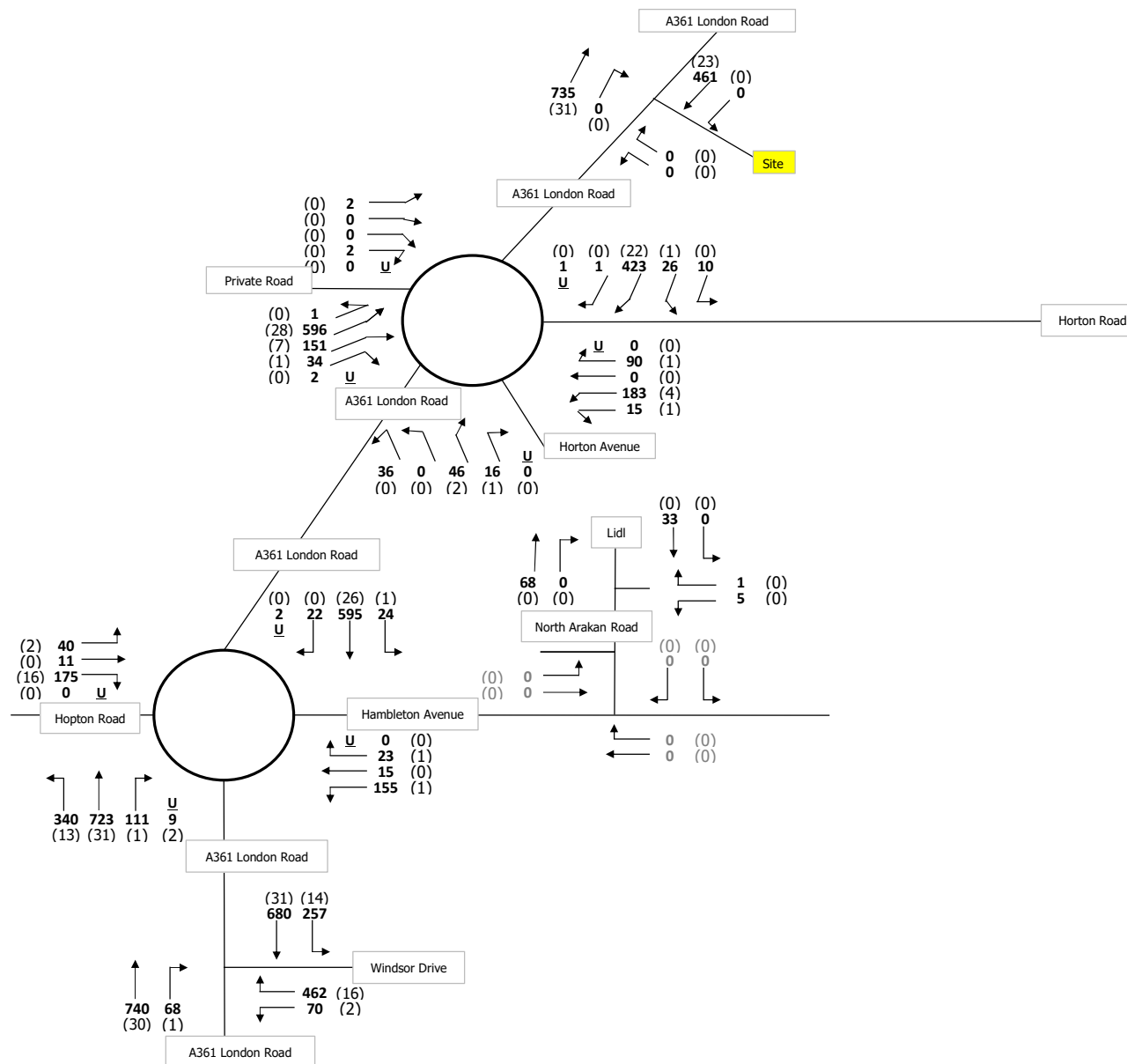
PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

Sat Peak 11:45 - 12:45

2025 Surveyed Flows

APPENDIX 7 – 2031 BASE FLOWS

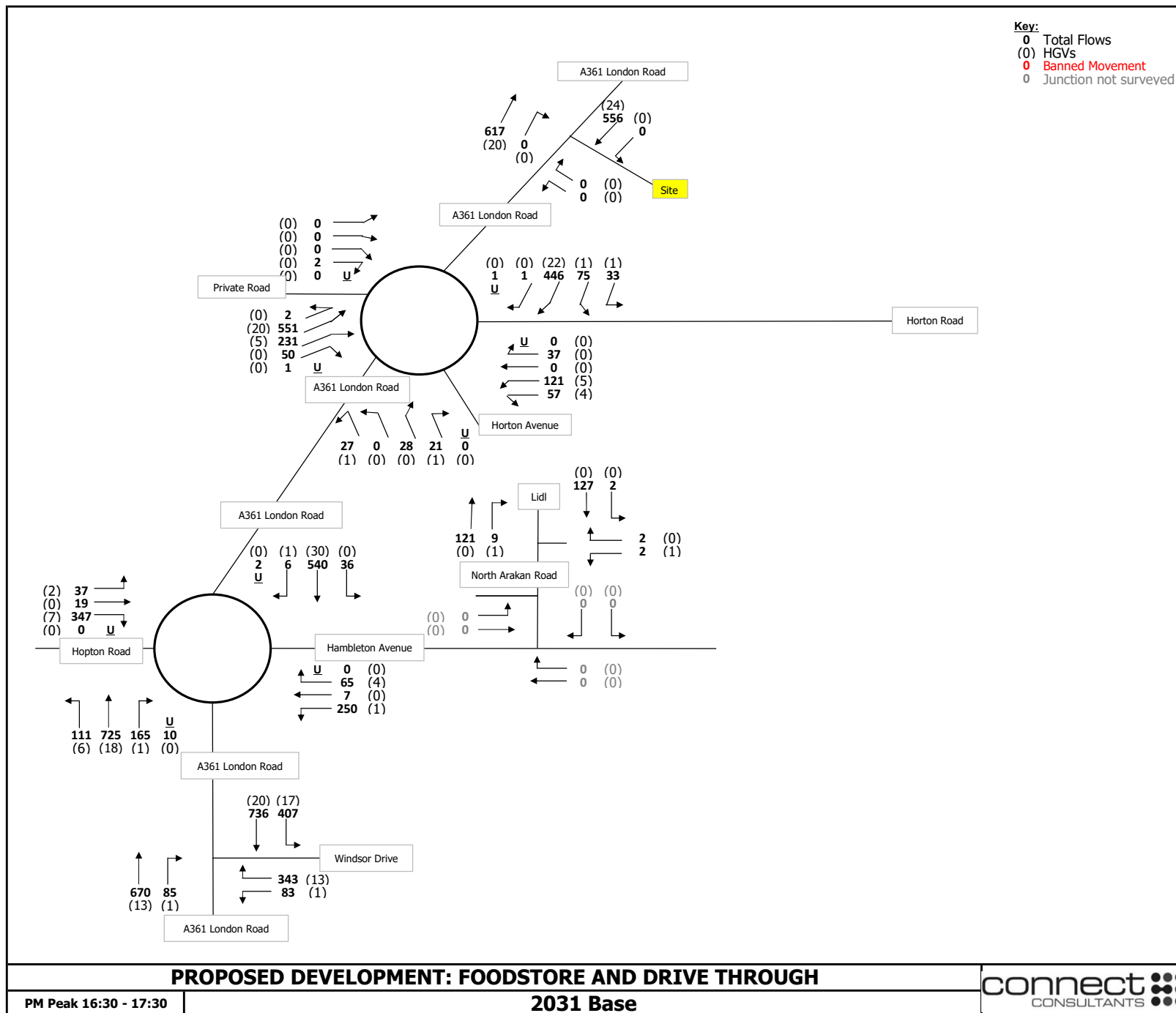
Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed



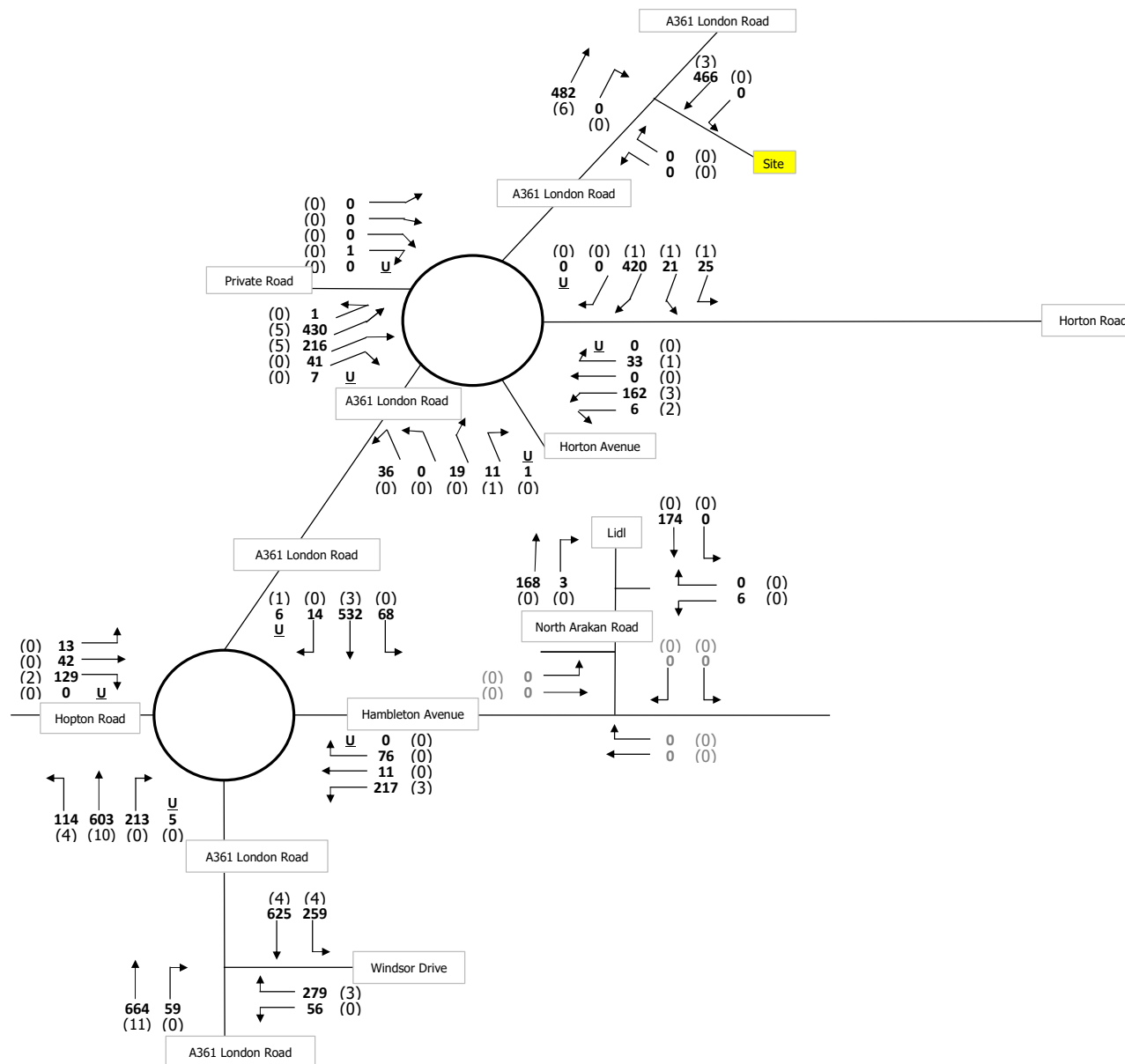
PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

AM Peak 07:30 - 08:30

2031 Base



Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed



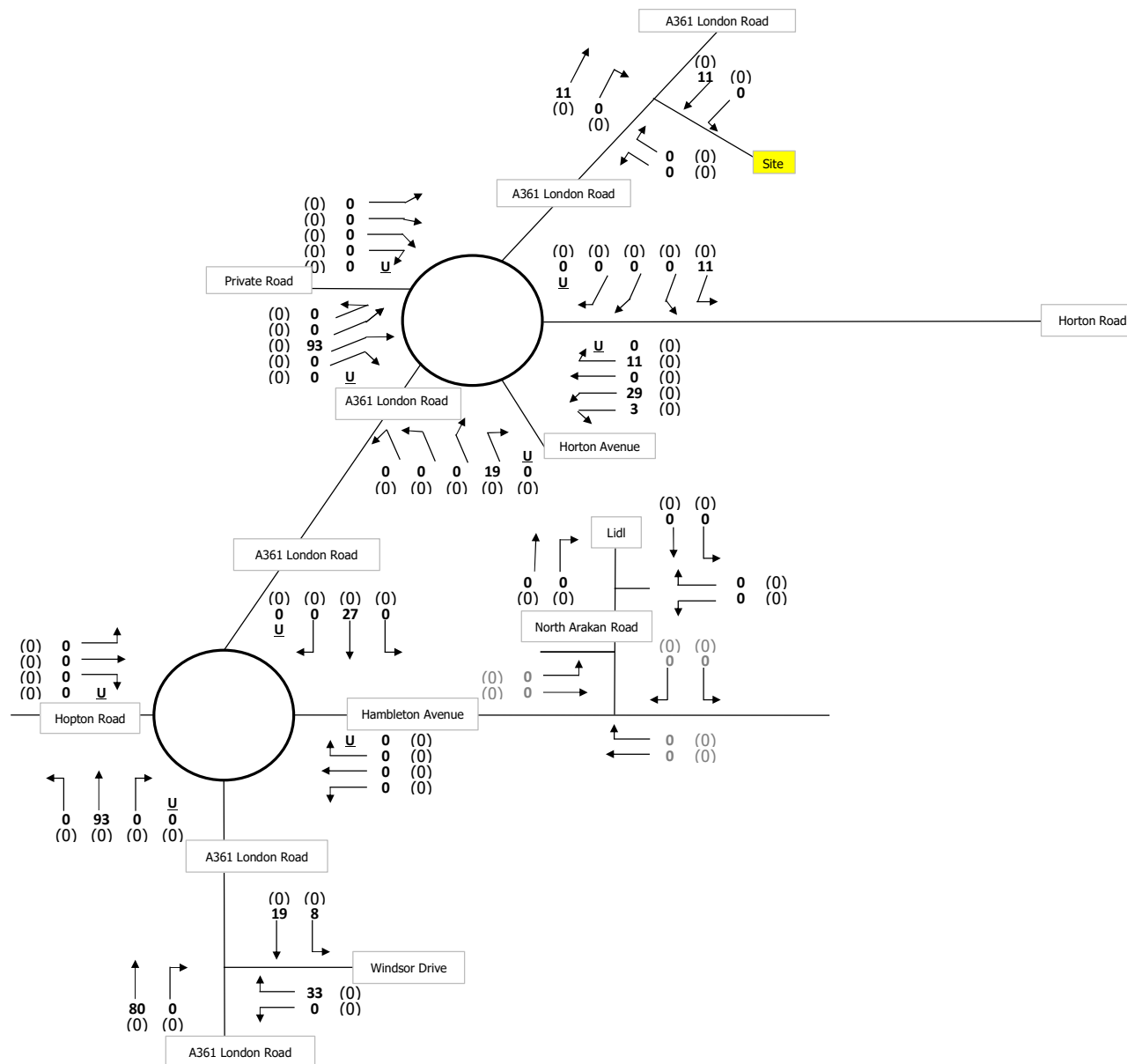
PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

Sat Peak 11:45 - 12:45

2031 Base

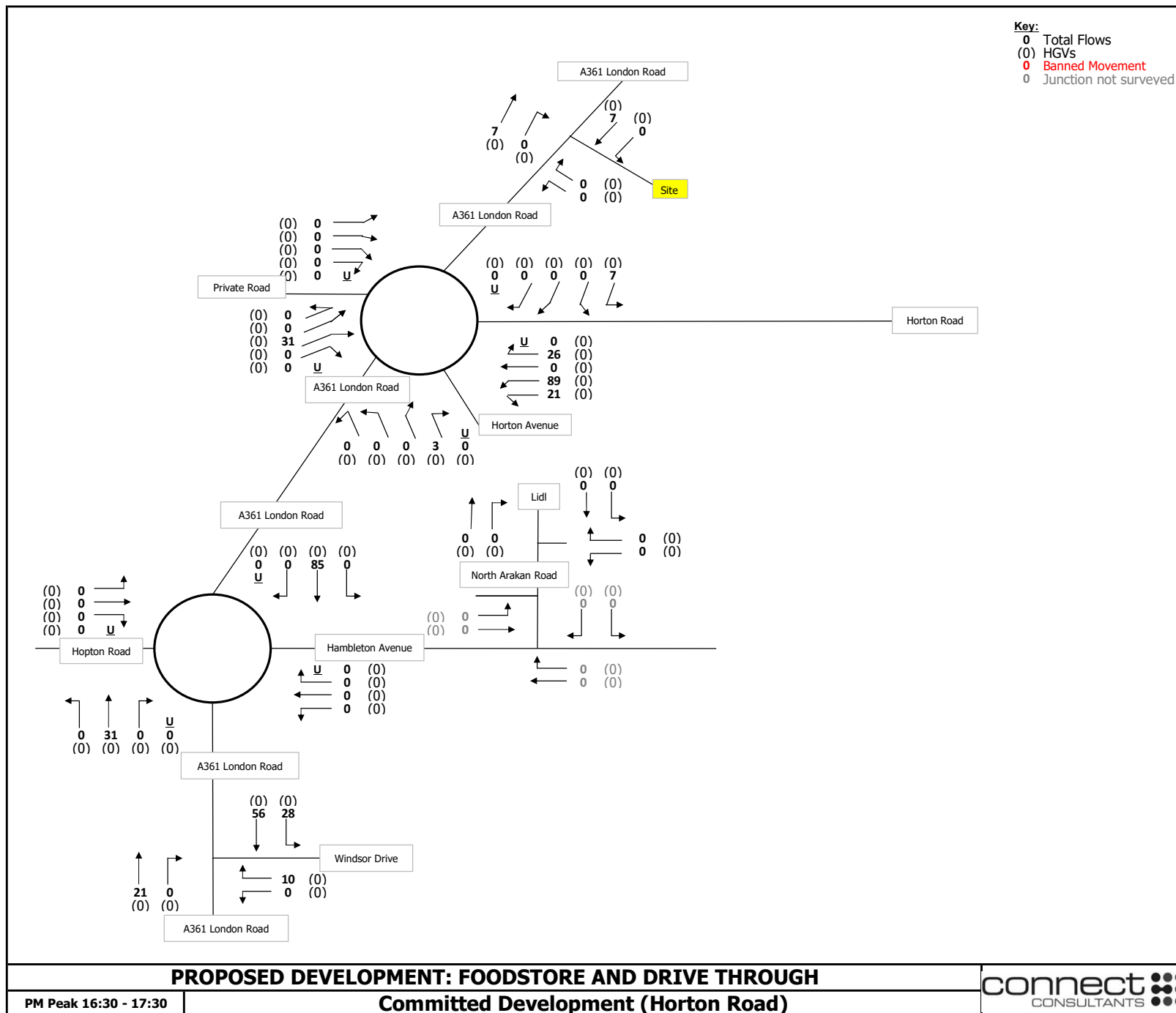
APPENDIX 8 – COMMITTED DEVELOPMENT

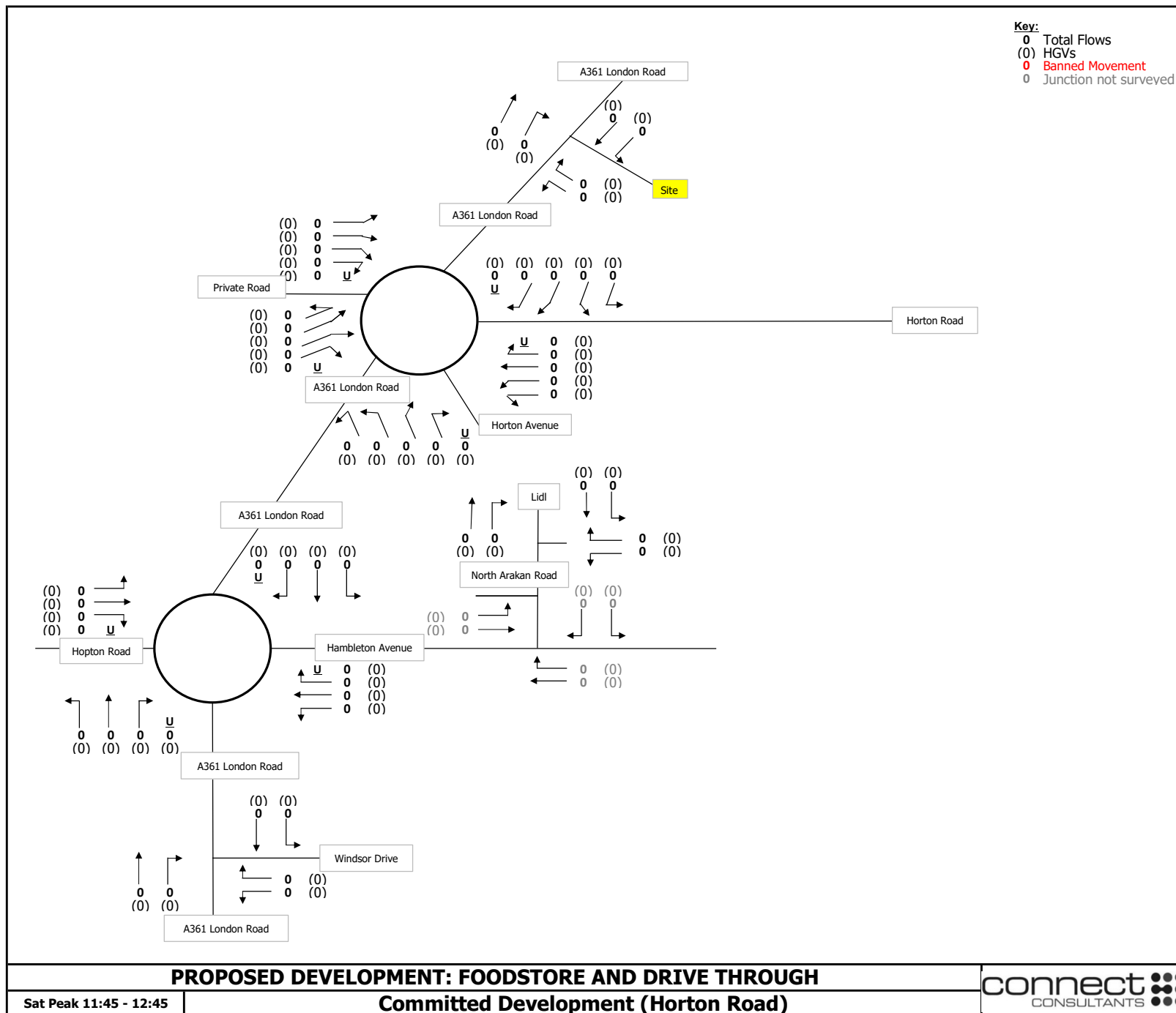
Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed



PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH
Committed Development (Horton Road)

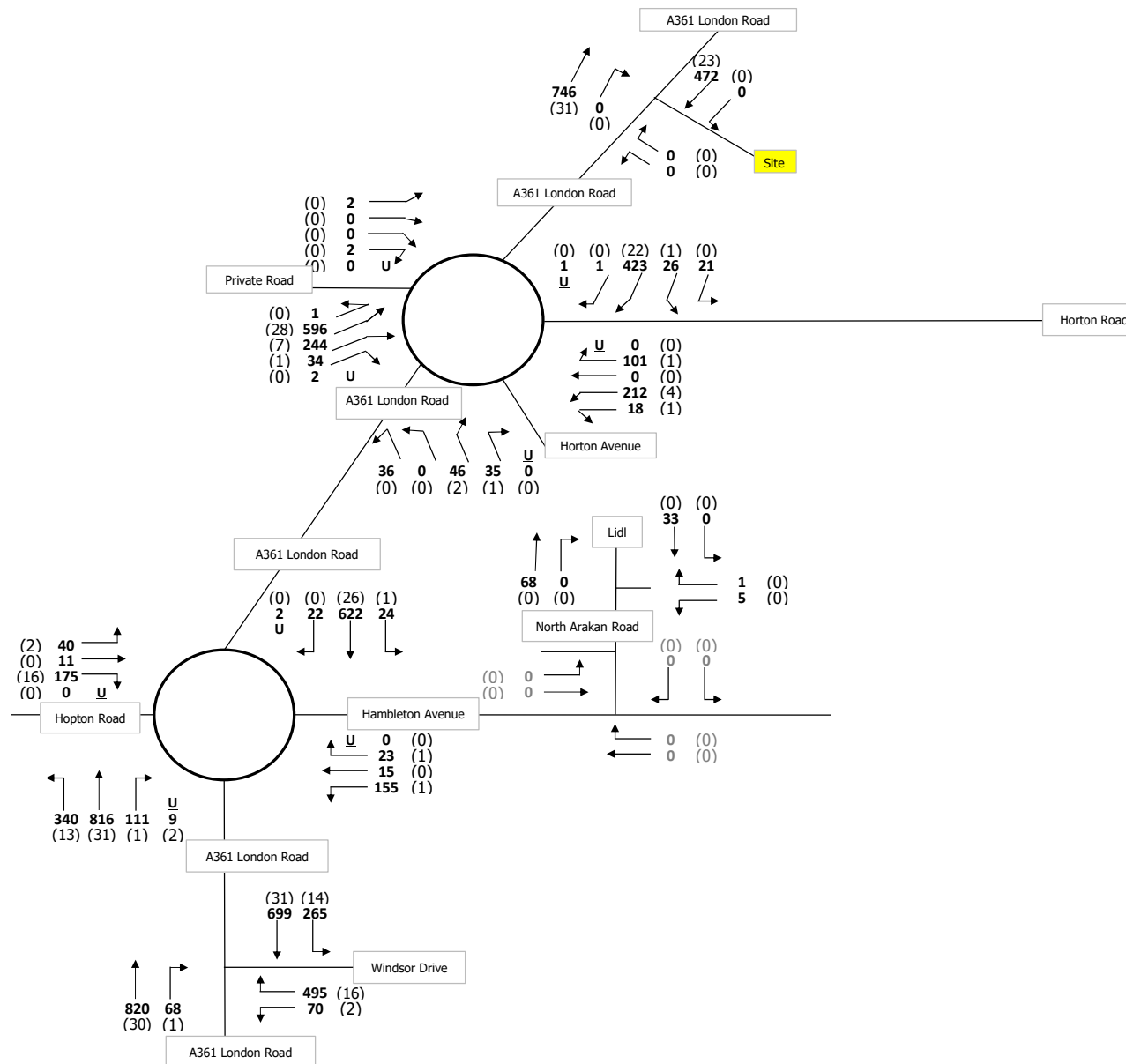
AM Peak 07:30 - 08:30





APPENDIX 9 – 2031 BASE ‘WITH’ COMMITTED DEVELOPMENT

Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed



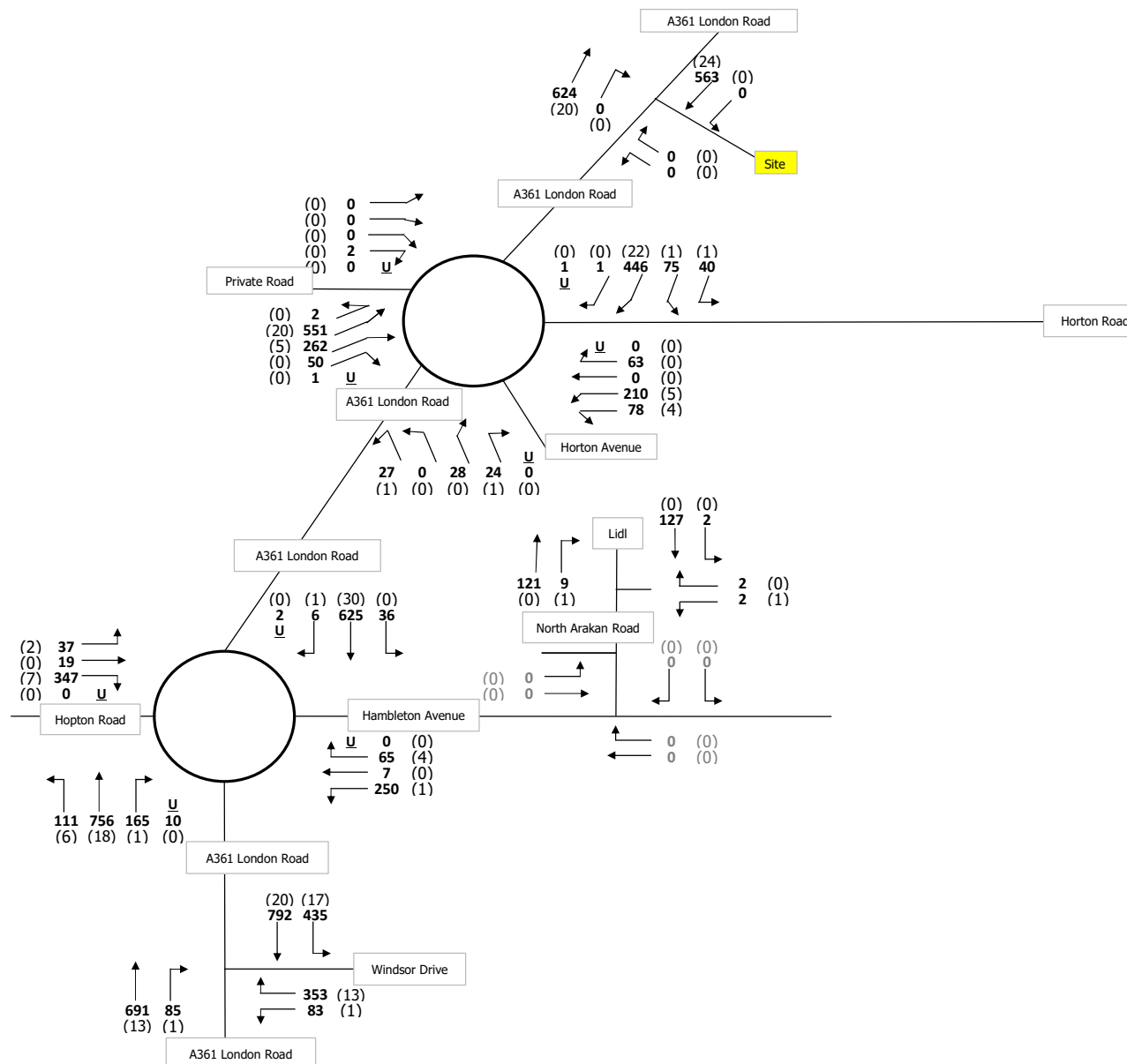
PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

AM Peak 07:30 - 08:30

2031 Base + Committed Development

connect
CONSULTANTS

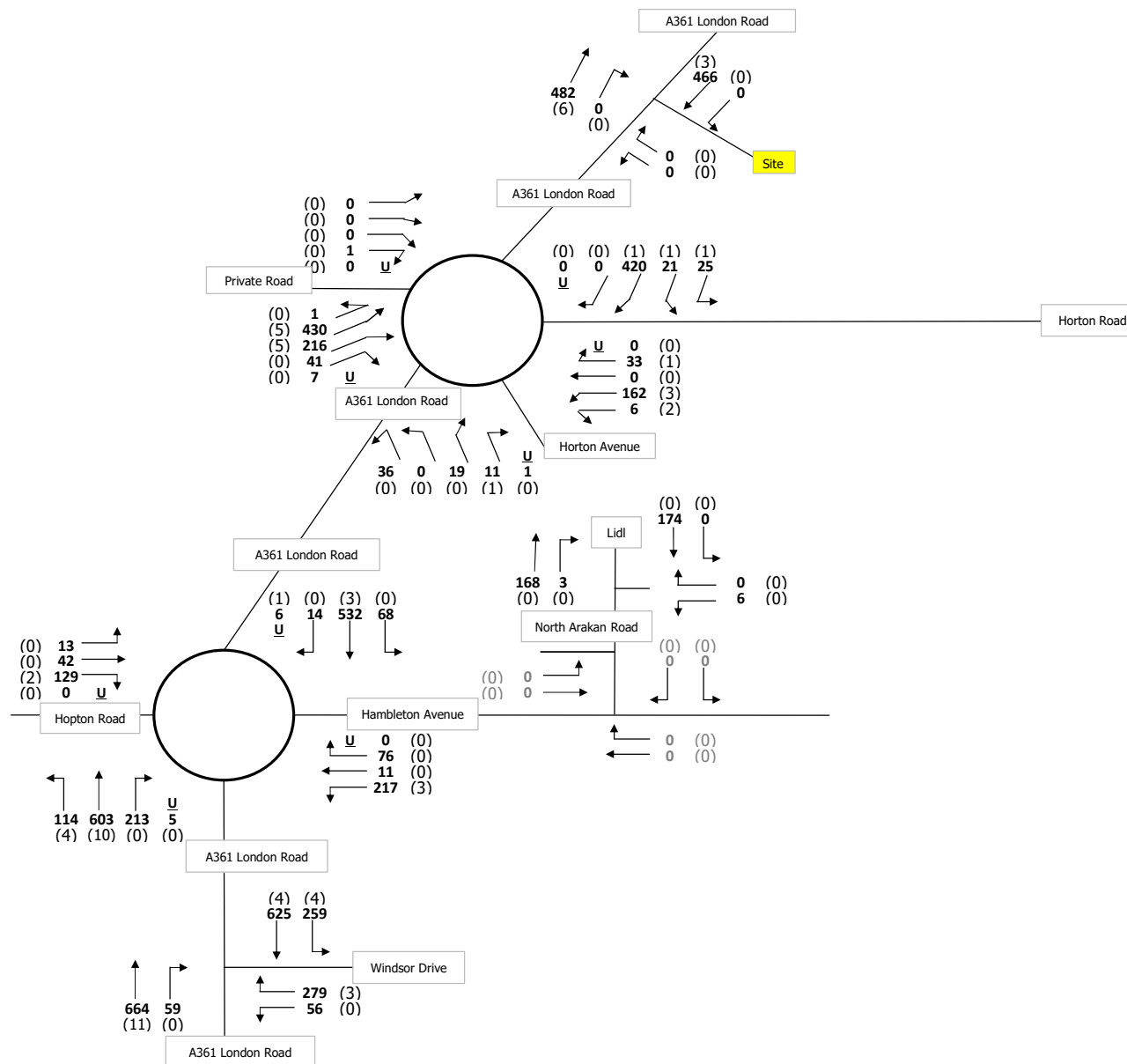
Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed



PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH
2031 Base + Committed Development

PM Peak 16:30 - 17:30

Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed



PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH
2031 Base + Committed Development

Sat Peak 11:45 - 12:45

connect
 CONSULTANTS

APPENDIX 10 – TRICS

Audit Code: 65da31b1-d5b8-4163-a861-81147d8bc6dd

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: C - DISCOUNT FOOD STORES

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	SM	SOMERSET	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 day
	NT	NOTTINGHAMSHIRE	1 day
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 day

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

Audit Code: 65da31b1-d5b8-4163-a861-81147d8bc6dd

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	1023 to 2440 (units:sqm)
Range Selected by User:	1023 to 2440 (units:sqm)
Parking Spaces Range:	1 - 230

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	22/11/91 to 30/10/24

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

Selected survey days:

Friday	2 days
Thursday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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

Selected Locations:

Edge of Town	5 days
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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 days
Industrial Zone	2 days
No Sub Category	1 days
Retail Zone	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	4 days

Audit Code: 65da31b1-d5b8-4163-a861-81147d8bc6dd

Secondary Filtering Selection:

Use Class:

E(a)	5 surveys
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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:

75 - 5615

Population within 1 mile:

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

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 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	2 surveys

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 surveys
1.6 to 2.0	1 surveys

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



Audit Code: 65da31b1-d5b8-4163-a861-81147d8bc6dd

Petrol filling station:

PFS is present at the site but is excluded from the count

5 surveys

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

Travel Plan:

No

5 surveys

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

PTAL Rating:

No PTAL Present

5 surveys

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

COVID-19 Restrictions:

No

Audit Code: 65da31b1-d5b8-4163-a861-81147d8bc6dd

1	AN-01-C-02	LIDL	ANTRIM
BELFAST ROAD CARRICKFERGUS Edge of Town Development Zone Gross floor area: 1325 sqm Survey date: Wednesday 12/10/2016			
			Survey Type: Unknown
2	CA-01-C-01	LIDL	CAMBRIDGESHIRE
CROMWELL ROAD WISBECH Edge of Town Retail Zone Gross floor area: 1466 sqm Survey date: Friday 21/10/2016			
			Survey Type: Unknown
3	NN-01-C-03	ALDI	NORTH NORTHAMPTONSHIRE
DALTON ROAD CORBY Edge of Town Industrial Zone Gross floor area: 1345 sqm Survey date: Wednesday 19/11/2008			
			Survey Type: Unknown
4	NT-01-C-01	LIDL	NOTTINGHAMSHIRE
CHAPEL LANE BINGHAM Edge of Town Industrial Zone Gross floor area: 2440 sqm Survey date: Friday 15/07/2016			
			Survey Type: Unknown
5	SM-01-C-01	LIDL	SOMERSET
SEAWARD WAY MINEHEAD Edge of Town No Sub Category Gross floor area: 2247 sqm Survey date: Thursday 22/06/2017			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DE-01-C-01	22-06-2021	Covid
LU-01-C-02	22-09-2021	Covid

Audit Code: 65da31b1-d5b8-4163-a861-81147d8bc6dd

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	1870	0.374	0.187	0.561
08:00-09:00	5	1765	2.187	1.462	3.649
09:00-10:00	5	1765	3.536	2.981	6.517
10:00-11:00	5	1765	4.364	4.080	8.444
11:00-12:00	5	1765	4.840	4.862	9.702
12:00-13:00	5	1765	4.817	4.613	9.430
13:00-14:00	5	1765	4.964	5.248	10.212
14:00-15:00	5	1765	5.214	5.350	10.564
15:00-16:00	5	1765	5.100	5.259	10.359
16:00-17:00	5	1765	4.579	4.556	9.135
17:00-18:00	5	1765	4.579	4.647	9.226
18:00-19:00	5	1765	3.536	3.899	7.435
19:00-20:00	5	1765	2.482	2.652	5.134
20:00-21:00	4	1870	1.672	2.086	3.758
21:00-22:00	4	1870	0.187	0.602	0.789
22:00-23:00	3	2051	0.065	0.195	0.260
23:00-00:00					
Total Rates:			52.496	52.679	105.175

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

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

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Audit Code: 65da31b1-d5b8-4163-a861-81147d8bc6dd

Parameter Summary:

Trip rate parameter range selected:	1023 - 2440 (units: sqm)
Survey date date range:	19/11/2008 - 22/06/2017
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Audit Code: 65da31b1-d5b8-4163-a861-81147d8bc6dd

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

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	1870	0.013	0.000	0.013
08:00-09:00	5	1765	0.045	0.023	0.068
09:00-10:00	5	1765	0.102	0.034	0.136
10:00-11:00	5	1765	0.125	0.125	0.250
11:00-12:00	5	1765	0.057	0.147	0.204
12:00-13:00	5	1765	0.057	0.079	0.136
13:00-14:00	5	1765	0.102	0.091	0.193
14:00-15:00	5	1765	0.102	0.102	0.204
15:00-16:00	5	1765	0.057	0.045	0.102
16:00-17:00	5	1765	0.068	0.034	0.102
17:00-18:00	5	1765	0.125	0.159	0.284
18:00-19:00	5	1765	0.091	0.102	0.193
19:00-20:00	5	1765	0.023	0.023	0.046
20:00-21:00	4	1870	0.053	0.053	0.106
21:00-22:00	4	1870	0.000	0.000	0.000
22:00-23:00	3	2051	0.000	0.000	0.000
23:00-00:00					
Total Rates:			1.020	1.017	2.037

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

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Audit Code: 65da31b1-d5b8-4163-a861-81147d8bc6dd

Parameter Summary:

Trip rate parameter range selected:	1023 - 2440 (units: sqm)
Survey date date range:	19/11/2008 - 22/06/2017
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Audit Code: 65da31b1-d5b8-4163-a861-81147d8bc6dd

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

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	1870	0.000	0.000	0.000
08:00-09:00	5	1765	0.000	0.000	0.000
09:00-10:00	5	1765	0.000	0.000	0.000
10:00-11:00	5	1765	0.000	0.000	0.000
11:00-12:00	5	1765	0.000	0.000	0.000
12:00-13:00	5	1765	0.000	0.000	0.000
13:00-14:00	5	1765	0.000	0.000	0.000
14:00-15:00	5	1765	0.000	0.000	0.000
15:00-16:00	5	1765	0.000	0.000	0.000
16:00-17:00	5	1765	0.000	0.000	0.000
17:00-18:00	5	1765	0.000	0.000	0.000
18:00-19:00	5	1765	0.000	0.000	0.000
19:00-20:00	5	1765	0.000	0.000	0.000
20:00-21:00	4	1870	0.000	0.000	0.000
21:00-22:00	4	1870	0.000	0.000	0.000
22:00-23:00	3	2051	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

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Audit Code: 65da31b1-d5b8-4163-a861-81147d8bc6dd

Parameter Summary:

Trip rate parameter range selected:	1023 - 2440 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Audit Code: 65da31b1-d5b8-4163-a861-81147d8bc6dd

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

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	1870	0.000	0.013	0.013
08:00-09:00	5	1765	0.011	0.023	0.034
09:00-10:00	5	1765	0.000	0.011	0.011
10:00-11:00	5	1765	0.011	0.011	0.022
11:00-12:00	5	1765	0.034	0.023	0.057
12:00-13:00	5	1765	0.011	0.011	0.022
13:00-14:00	5	1765	0.034	0.045	0.079
14:00-15:00	5	1765	0.000	0.000	0.000
15:00-16:00	5	1765	0.011	0.011	0.022
16:00-17:00	5	1765	0.011	0.011	0.022
17:00-18:00	5	1765	0.011	0.000	0.011
18:00-19:00	5	1765	0.034	0.034	0.068
19:00-20:00	5	1765	0.000	0.011	0.011
20:00-21:00	4	1870	0.013	0.000	0.013
21:00-22:00	4	1870	0.013	0.000	0.013
22:00-23:00	3	2051	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.194	0.204	0.398

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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Audit Code: 65da31b1-d5b8-4163-a861-81147d8bc6dd

Parameter Summary:

Trip rate parameter range selected:	1023 - 2440 (units: sqm)
Survey date date range:	19/11/2008 - 22/06/2017
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 65da31b1-d5b8-4163-a861-81147d8bc6dd

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

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	1870	0.000	0.000	0.000
08:00-09:00	5	1765	0.000	0.000	0.000
09:00-10:00	5	1765	0.011	0.011	0.022
10:00-11:00	5	1765	0.000	0.000	0.000
11:00-12:00	5	1765	0.000	0.000	0.000
12:00-13:00	5	1765	0.034	0.023	0.057
13:00-14:00	5	1765	0.023	0.034	0.057
14:00-15:00	5	1765	0.023	0.011	0.034
15:00-16:00	5	1765	0.000	0.011	0.011
16:00-17:00	5	1765	0.011	0.034	0.045
17:00-18:00	5	1765	0.000	0.000	0.000
18:00-19:00	5	1765	0.034	0.023	0.057
19:00-20:00	5	1765	0.023	0.011	0.034
20:00-21:00	4	1870	0.000	0.000	0.000
21:00-22:00	4	1870	0.000	0.000	0.000
22:00-23:00	3	2051	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.159	0.158	0.317

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

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Audit Code: 65da31b1-d5b8-4163-a861-81147d8bc6dd

Parameter Summary:

Trip rate parameter range selected:	1023 - 2440 (units: sqm)
Survey date date range:	19/11/2008 - 22/06/2017
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: C - DISCOUNT FOOD STORES

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST	
	SM	SOMERSET
		1 day
05	EAST MIDLANDS	
	NT	NOTTINGHAMSHIRE
		1 day

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

Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	1023 to 2440 (units:sqm)
Range Selected by User:	1023 to 2440 (units:sqm)
Parking Spaces Range:	1 - 230

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	22/11/91 to 30/10/24

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

Selected survey days:

Saturday	2 days
----------	--------

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
--------------	--------

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

Selected Location Sub Categories:

Industrial Zone	1 days
No Sub Category	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	1 days

Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

Secondary Filtering Selection:

Use Class:

E(a)	2 surveys
------	-----------

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

Population within 500m Range:

350 - 6332

Population within 1 mile:

5,001 to 10,000	2 surveys
-----------------	-----------

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

Population within 5 miles:

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

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 surveys
------------	-----------

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

Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

Petrol filling station:

PFS is present at the site but is excluded from the count

2 surveys

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

Travel Plan:

No

2 surveys

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

PTAL Rating:

No PTAL Present

2 surveys

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

COVID-19 Restrictions:

No

Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

1	NT-01-C-01	LIDL	NOTTINGHAMSHIRE
CHAPEL LANE BINGHAM Edge of Town Industrial Zone Gross floor area: 2440 sqm Survey date:			
			Survey Type: Unknown
2	SM-01-C-01	LIDL	SOMERSET
SEAWARD WAY MINEHEAD Edge of Town No Sub Category Gross floor area: 2247 sqm Survey date:			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
LU-01-C-01	07-11-2020	Covid

Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	2344	0.277	0.021	0.298
08:00-09:00	2	2344	1.899	1.344	3.243
09:00-10:00	2	2344	3.840	2.752	6.592
10:00-11:00	2	2344	4.523	4.203	8.726
11:00-12:00	2	2344	6.102	5.846	11.948
12:00-13:00	2	2344	5.462	6.209	11.671
13:00-14:00	2	2344	4.523	4.374	8.897
14:00-15:00	2	2344	4.694	4.374	9.068
15:00-16:00	2	2344	4.587	5.057	9.644
16:00-17:00	2	2344	4.907	5.035	9.942
17:00-18:00	2	2344	4.587	4.694	9.281
18:00-19:00	2	2344	2.582	3.222	5.804
19:00-20:00	2	2344	1.835	2.347	4.182
20:00-21:00	2	2344	0.725	0.896	1.621
21:00-22:00	2	2344	0.384	0.597	0.981
22:00-23:00	2	2344	0.000	0.000	0.000
23:00-00:00					
Total Rates:			50.927	50.971	101.898

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

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

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Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

Parameter Summary:

Trip rate parameter range selected:	1023 - 2440 (units: sqm)
Survey date date range:	16/07/2016 - 24/06/2017
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

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

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

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

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

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Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

Parameter Summary:

Trip rate parameter range selected:	1023 - 2440 (units: sqm)
Survey date date range:	16/07/2016 - 24/06/2017
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

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

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	2344	0.000	0.000	0.000
08:00-09:00	2	2344	0.000	0.000	0.000
09:00-10:00	2	2344	0.000	0.000	0.000
10:00-11:00	2	2344	0.000	0.000	0.000
11:00-12:00	2	2344	0.000	0.000	0.000
12:00-13:00	2	2344	0.000	0.000	0.000
13:00-14:00	2	2344	0.000	0.000	0.000
14:00-15:00	2	2344	0.000	0.000	0.000
15:00-16:00	2	2344	0.000	0.000	0.000
16:00-17:00	2	2344	0.000	0.000	0.000
17:00-18:00	2	2344	0.000	0.000	0.000
18:00-19:00	2	2344	0.000	0.000	0.000
19:00-20:00	2	2344	0.000	0.000	0.000
20:00-21:00	2	2344	0.000	0.000	0.000
21:00-22:00	2	2344	0.000	0.000	0.000
22:00-23:00	2	2344	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

Parameter Summary:

Trip rate parameter range selected:	1023 - 2440 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

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

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

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

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

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Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

Parameter Summary:

Trip rate parameter range selected:	1023 - 2440 (units: sqm)
Survey date date range:	16/07/2016 - 24/06/2017
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

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

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

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

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

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Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

Parameter Summary:

Trip rate parameter range selected:	1023 - 2440 (units: sqm)
Survey date date range:	24/06/2017 - 24/06/2017
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

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

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

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

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

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Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

Parameter Summary:

Trip rate parameter range selected:	1023 - 2440 (units: sqm)
Survey date date range:	16/07/2016 - 24/06/2017
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

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

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	2344	0.021	0.000	0.021
08:00-09:00	2	2344	0.021	0.021	0.042
09:00-10:00	2	2344	0.107	0.085	0.192
10:00-11:00	2	2344	0.085	0.064	0.149
11:00-12:00	2	2344	0.213	0.192	0.405
12:00-13:00	2	2344	0.128	0.149	0.277
13:00-14:00	2	2344	0.192	0.149	0.341
14:00-15:00	2	2344	0.107	0.064	0.171
15:00-16:00	2	2344	0.128	0.128	0.256
16:00-17:00	2	2344	0.192	0.192	0.384
17:00-18:00	2	2344	0.171	0.149	0.320
18:00-19:00	2	2344	0.128	0.192	0.320
19:00-20:00	2	2344	0.043	0.107	0.150
20:00-21:00	2	2344	0.043	0.043	0.086
21:00-22:00	2	2344	0.064	0.064	0.128
22:00-23:00	2	2344	0.000	0.000	0.000
23:00-00:00					
Total Rates:			1.643	1.599	3.242

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

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

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Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

Parameter Summary:

Trip rate parameter range selected:	1023 - 2440 (units: sqm)
Survey date date range:	16/07/2016 - 24/06/2017
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

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

Motorcycles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

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

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

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Audit Code: e5db1baf-8a42-4b6a-a9bf-9acc5a6c82c6

Parameter Summary:

Trip rate parameter range selected:	1023 - 2440 (units: sqm)
Survey date date range:	16/07/2016 - 24/06/2017
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: J - DRIVE THROUGH COFFEE SHOP

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 day
11	SCOTLAND		
	PK	PERTH & KINROSS	1 day

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



Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	43 to 420 (units:sqm)
Range Selected by User:	43 to 420 (units:sqm)
Parking Spaces Range:	7 - 36

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	29/06/19 to 30/10/24

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Free Standing	1 days

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

Selected Location Sub Categories:

Industrial Zone	1 days
Out of Town	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	1 days



Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

Secondary Filtering Selection:

Use Class:

Not Known	2 surveys
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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:

0 - 915

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	1 surveys

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 surveys
5,001 to 25,000	1 surveys

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 surveys
1.6 to 2.0	1 surveys

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



Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

Petrol filling station:

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

Travel Plan:

No 2 surveys

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

PTAL Rating:

No PTAL Present 2 surveys

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

COVID-19 Restrictions:

No



Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

1	HC-06-J-02	STARBUCKS	HAMPSHIRE
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A303
NEAR BASINGSTOKE
POPHAM
Free Standing
Out of Town
Gross floor area: 215 sqm
Survey date: Tuesday 16/05/2023

Survey Type: Manual

2	PK-06-J-01	STARBUCKS	PERTH & KINROSS
---	------------	-----------	-----------------

THE TRIANGLE
PERTH
INVERALMOND
Edge of Town
Industrial Zone
Gross floor area: 219 sqm
Survey date: Wednesday 20/04/2022

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HE-06-J-01	24-11-2020	Covid
SF-06-J-01	25-09-2020	Covid

Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	2	217	2.765	2.074	4.839
07:00-08:00	2	217	8.525	7.373	15.898
08:00-09:00	2	217	15.207	13.364	28.571
09:00-10:00	2	217	13.594	15.207	28.801
10:00-11:00	2	217	11.290	11.290	22.580
11:00-12:00	2	217	9.217	11.060	20.277
12:00-13:00	2	217	10.138	7.373	17.511
13:00-14:00	2	217	7.373	8.525	15.898
14:00-15:00	2	217	8.525	8.065	16.590
15:00-16:00	2	217	8.986	7.143	16.129
16:00-17:00	2	217	7.373	8.756	16.129
17:00-18:00	2	217	7.834	10.599	18.433
18:00-19:00	1	219	8.676	9.132	17.808
19:00-20:00	1	219	9.589	6.849	16.438
20:00-21:00	1	219	5.479	6.849	12.328
21:00-22:00	1	219	2.740	3.653	6.393
22:00-23:00					
23:00-00:00					
Total Rates:			137.311	137.312	274.623

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

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Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

Parameter Summary:

Trip rate parameter range selected:	43 - 420 (units: sqm)
Survey date date range:	20/04/2022 - 16/05/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	2	217	0.000	0.000	0.000
07:00-08:00	2	217	0.000	0.000	0.000
08:00-09:00	2	217	0.000	0.000	0.000
09:00-10:00	2	217	0.230	0.000	0.230
10:00-11:00	2	217	0.000	0.000	0.000
11:00-12:00	2	217	0.000	0.000	0.000
12:00-13:00	2	217	0.000	0.000	0.000
13:00-14:00	2	217	0.000	0.000	0.000
14:00-15:00	2	217	0.000	0.000	0.000
15:00-16:00	2	217	0.000	0.230	0.230
16:00-17:00	2	217	0.000	0.000	0.000
17:00-18:00	2	217	0.000	0.000	0.000
18:00-19:00	1	219	0.000	0.000	0.000
19:00-20:00	1	219	0.000	0.000	0.000
20:00-21:00	1	219	0.000	0.000	0.000
21:00-22:00	1	219	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.230	0.230	0.460

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

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Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

Parameter Summary:

Trip rate parameter range selected:	43 - 420 (units: sqm)
Survey date date range:	20/04/2022 - 20/04/2022
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	2	217	0.000	0.000	0.000
07:00-08:00	2	217	0.000	0.000	0.000
08:00-09:00	2	217	0.000	0.000	0.000
09:00-10:00	2	217	0.000	0.000	0.000
10:00-11:00	2	217	0.000	0.000	0.000
11:00-12:00	2	217	0.000	0.000	0.000
12:00-13:00	2	217	0.000	0.000	0.000
13:00-14:00	2	217	0.000	0.000	0.000
14:00-15:00	2	217	0.000	0.000	0.000
15:00-16:00	2	217	0.000	0.000	0.000
16:00-17:00	2	217	0.000	0.000	0.000
17:00-18:00	2	217	0.000	0.000	0.000
18:00-19:00	1	219	0.000	0.000	0.000
19:00-20:00	1	219	0.000	0.000	0.000
20:00-21:00	1	219	0.000	0.000	0.000
21:00-22:00	1	219	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

Parameter Summary:

Trip rate parameter range selected:	43 - 420 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	2	217	0.230	0.230	0.460
07:00-08:00	2	217	0.000	0.000	0.000
08:00-09:00	2	217	0.000	0.000	0.000
09:00-10:00	2	217	0.000	0.000	0.000
10:00-11:00	2	217	0.230	0.230	0.460
11:00-12:00	2	217	0.000	0.000	0.000
12:00-13:00	2	217	0.000	0.000	0.000
13:00-14:00	2	217	0.230	0.230	0.460
14:00-15:00	2	217	0.000	0.000	0.000
15:00-16:00	2	217	0.000	0.000	0.000
16:00-17:00	2	217	0.000	0.000	0.000
17:00-18:00	2	217	0.230	0.230	0.460
18:00-19:00	1	219	0.000	0.000	0.000
19:00-20:00	1	219	0.000	0.000	0.000
20:00-21:00	1	219	0.000	0.000	0.000
21:00-22:00	1	219	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.920	0.920	1.840

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

Parameter Summary:

Trip rate parameter range selected:	43 - 420 (units: sqm)
Survey date date range:	16/05/2023 - 16/05/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	2	217	0.230	0.000	0.230
07:00-08:00	2	217	0.000	0.230	0.230
08:00-09:00	2	217	0.000	0.000	0.000
09:00-10:00	2	217	0.230	0.230	0.460
10:00-11:00	2	217	0.230	0.230	0.460
11:00-12:00	2	217	0.000	0.000	0.000
12:00-13:00	2	217	0.000	0.000	0.000
13:00-14:00	2	217	0.230	0.230	0.460
14:00-15:00	2	217	0.000	0.000	0.000
15:00-16:00	2	217	0.000	0.000	0.000
16:00-17:00	2	217	0.000	0.000	0.000
17:00-18:00	2	217	0.000	0.000	0.000
18:00-19:00	1	219	0.000	0.000	0.000
19:00-20:00	1	219	0.000	0.000	0.000
20:00-21:00	1	219	0.000	0.000	0.000
21:00-22:00	1	219	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.920	0.920	1.840

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

Parameter Summary:

Trip rate parameter range selected:	43 - 420 (units: sqm)
Survey date date range:	20/04/2022 - 16/05/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	2	217	1.843	1.382	3.225
07:00-08:00	2	217	6.912	6.452	13.364
08:00-09:00	2	217	13.594	11.521	25.115
09:00-10:00	2	217	12.212	13.364	25.576
10:00-11:00	2	217	9.908	9.908	19.816
11:00-12:00	2	217	9.217	10.599	19.816
12:00-13:00	2	217	8.986	6.682	15.668
13:00-14:00	2	217	6.221	7.143	13.364
14:00-15:00	2	217	8.065	7.373	15.438
15:00-16:00	2	217	8.756	7.143	15.899
16:00-17:00	2	217	6.452	7.604	14.056
17:00-18:00	2	217	7.143	9.908	17.051
18:00-19:00	1	219	8.676	9.132	17.808
19:00-20:00	1	219	9.589	6.849	16.438
20:00-21:00	1	219	5.479	6.849	12.328
21:00-22:00	1	219	2.740	3.653	6.393
22:00-23:00					
23:00-00:00					
Total Rates:			125.793	125.562	251.355

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

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Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

Parameter Summary:

Trip rate parameter range selected:	43 - 420 (units: sqm)
Survey date date range:	20/04/2022 - 16/05/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	2	217	0.461	0.461	0.922
07:00-08:00	2	217	1.613	0.691	2.304
08:00-09:00	2	217	1.613	1.843	3.456
09:00-10:00	2	217	0.691	1.382	2.073
10:00-11:00	2	217	0.691	0.922	1.613
11:00-12:00	2	217	0.000	0.000	0.000
12:00-13:00	2	217	1.152	0.691	1.843
13:00-14:00	2	217	0.691	0.922	1.613
14:00-15:00	2	217	0.230	0.461	0.691
15:00-16:00	2	217	0.000	0.000	0.000
16:00-17:00	2	217	0.691	0.691	1.382
17:00-18:00	2	217	0.461	0.461	0.922
18:00-19:00	1	219	0.000	0.000	0.000
19:00-20:00	1	219	0.000	0.000	0.000
20:00-21:00	1	219	0.000	0.000	0.000
21:00-22:00	1	219	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			8.294	8.525	16.819

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

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Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

Parameter Summary:

Trip rate parameter range selected:	43 - 420 (units: sqm)
Survey date date range:	20/04/2022 - 16/05/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

Motorcycles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	2	217	0.000	0.000	0.000
07:00-08:00	2	217	0.000	0.000	0.000
08:00-09:00	2	217	0.000	0.000	0.000
09:00-10:00	2	217	0.461	0.230	0.691
10:00-11:00	2	217	0.230	0.000	0.230
11:00-12:00	2	217	0.000	0.461	0.461
12:00-13:00	2	217	0.000	0.000	0.000
13:00-14:00	2	217	0.000	0.000	0.000
14:00-15:00	2	217	0.230	0.230	0.460
15:00-16:00	2	217	0.230	0.000	0.230
16:00-17:00	2	217	0.230	0.461	0.691
17:00-18:00	2	217	0.000	0.000	0.000
18:00-19:00	1	219	0.000	0.000	0.000
19:00-20:00	1	219	0.000	0.000	0.000
20:00-21:00	1	219	0.000	0.000	0.000
21:00-22:00	1	219	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			1.381	1.382	2.763

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.

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Audit Code: f3a88d4e-e063-4a5d-96c1-f5e200a3bdae

Parameter Summary:

Trip rate parameter range selected:	43 - 420 (units: sqm)
Survey date date range:	16/05/2023 - 16/05/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: J - DRIVE THROUGH COFFEE SHOP

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	SM	SOMERSET	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
10	WALES		
	DB	DENBIGHSHIRE	1 day

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

Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	43 to 420 (units:sqm)
Range Selected by User:	43 to 420 (units:sqm)
Parking Spaces Range:	7 - 36

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	29/06/19 to 30/10/24

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

Selected survey days:	
Saturday	3 days

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

Selected survey types:	
Manual count	3
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	2 days
Neighbourhood Centre	1 days

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

Selected Location Sub Categories:	
No Sub Category	1 days
Retail Zone	1 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	1 days

Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

Secondary Filtering Selection:

Use Class:

Not Known	3 surveys
-----------	-----------

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

Population within 500m Range:

50 - 1600

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	1 surveys

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

Population within 5 miles:

75,001 to 100,000	3 surveys
-------------------	-----------

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	3 surveys
------------	-----------

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

Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

Petrol filling station:

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

Travel Plan:

No 3 surveys

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

PTAL Rating:

No PTAL Present 3 surveys

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

COVID-19 Restrictions:

No

1	CU-06-J-01	COSTA COFFEE	CUMBERLAND
PARKHOUSE ROAD			
CARLISLE			
GATEWAY 44			
Edge of Town			
No Sub Category			
Gross floor area: 210 sqm			
Survey date:			
Survey Type: Manual			
2	DB-06-J-01	COSTA COFFEE	DENBIGHSHIRE
WELLINGTON ROAD			
RHYL			
Edge of Town			
Retail Zone			
Gross floor area: 185 sqm			
Survey date:			
Survey Type: Manual			
3	SM-06-J-01	STARBUCKS	SOMERSET
BRISTOL ROAD			
NEAR BRIDGWATER			
DUNBALL			
Neighbourhood Centre			
Village			
Gross floor area: 225 sqm			
Survey date:			
Survey Type: Manual			

Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	225	0.000	0.000	0.000
06:00-07:00	3	207	2.903	2.258	5.161
07:00-08:00	3	207	5.806	5.161	10.967
08:00-09:00	3	207	13.226	11.613	24.839
09:00-10:00	3	207	17.258	15.484	32.742
10:00-11:00	3	207	23.065	22.419	45.484
11:00-12:00	3	207	19.839	19.677	39.516
12:00-13:00	3	207	19.194	19.355	38.549
13:00-14:00	3	207	17.742	17.581	35.323
14:00-15:00	3	207	19.194	19.032	38.226
15:00-16:00	3	207	15.323	16.935	32.258
16:00-17:00	3	207	11.452	10.645	22.097
17:00-18:00	3	207	9.516	12.903	22.419
18:00-19:00	3	207	4.516	4.677	9.193
19:00-20:00	3	207	2.419	3.548	5.967
20:00-21:00	1	225	0.889	0.889	1.778
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			182.342	182.177	364.519

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

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Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

Parameter Summary:

Trip rate parameter range selected:	43 - 420 (units: sqm)
Survey date date range:	16/10/2021 - 19/10/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
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.

Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	225	0.000	0.000	0.000
06:00-07:00	3	207	0.000	0.000	0.000
07:00-08:00	3	207	0.000	0.000	0.000
08:00-09:00	3	207	0.000	0.000	0.000
09:00-10:00	3	207	0.000	0.000	0.000
10:00-11:00	3	207	0.161	0.161	0.322
11:00-12:00	3	207	0.323	0.000	0.323
12:00-13:00	3	207	0.000	0.323	0.323
13:00-14:00	3	207	0.000	0.000	0.000
14:00-15:00	3	207	0.000	0.000	0.000
15:00-16:00	3	207	0.000	0.000	0.000
16:00-17:00	3	207	0.161	0.161	0.322
17:00-18:00	3	207	0.000	0.000	0.000
18:00-19:00	3	207	1.129	1.129	2.258
19:00-20:00	3	207	0.000	0.000	0.000
20:00-21:00	1	225	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.774	1.774	3.548

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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Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

Parameter Summary:

Trip rate parameter range selected:	43 - 420 (units: sqm)
Survey date date range:	04/05/2024 - 19/10/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	225	0.000	0.000	0.000
06:00-07:00	3	207	0.000	0.000	0.000
07:00-08:00	3	207	0.000	0.000	0.000
08:00-09:00	3	207	0.000	0.000	0.000
09:00-10:00	3	207	0.000	0.000	0.000
10:00-11:00	3	207	0.000	0.000	0.000
11:00-12:00	3	207	0.000	0.000	0.000
12:00-13:00	3	207	0.000	0.000	0.000
13:00-14:00	3	207	0.000	0.000	0.000
14:00-15:00	3	207	0.000	0.000	0.000
15:00-16:00	3	207	0.000	0.000	0.000
16:00-17:00	3	207	0.000	0.000	0.000
17:00-18:00	3	207	0.000	0.000	0.000
18:00-19:00	3	207	0.000	0.000	0.000
19:00-20:00	3	207	0.000	0.000	0.000
20:00-21:00	1	225	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

Parameter Summary:

Trip rate parameter range selected:	43 - 420 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	225	0.000	0.000	0.000
06:00-07:00	3	207	0.323	0.323	0.646
07:00-08:00	3	207	0.323	0.323	0.646
08:00-09:00	3	207	0.484	0.484	0.968
09:00-10:00	3	207	0.000	0.000	0.000
10:00-11:00	3	207	0.161	0.161	0.322
11:00-12:00	3	207	0.000	0.000	0.000
12:00-13:00	3	207	0.000	0.000	0.000
13:00-14:00	3	207	0.000	0.000	0.000
14:00-15:00	3	207	0.000	0.000	0.000
15:00-16:00	3	207	0.000	0.000	0.000
16:00-17:00	3	207	0.000	0.000	0.000
17:00-18:00	3	207	0.000	0.000	0.000
18:00-19:00	3	207	0.000	0.000	0.000
19:00-20:00	3	207	0.000	0.000	0.000
20:00-21:00	1	225	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.291	1.291	2.582

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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Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

Parameter Summary:

Trip rate parameter range selected:	43 - 420 (units: sqm)
Survey date date range:	16/10/2021 - 19/10/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	225	0.000	0.000	0.000
06:00-07:00	3	207	0.000	0.000	0.000
07:00-08:00	3	207	0.000	0.000	0.000
08:00-09:00	3	207	0.000	0.000	0.000
09:00-10:00	3	207	0.161	0.000	0.161
10:00-11:00	3	207	0.000	0.161	0.161
11:00-12:00	3	207	0.000	0.000	0.000
12:00-13:00	3	207	0.000	0.000	0.000
13:00-14:00	3	207	0.000	0.000	0.000
14:00-15:00	3	207	0.161	0.161	0.322
15:00-16:00	3	207	0.161	0.161	0.322
16:00-17:00	3	207	0.000	0.000	0.000
17:00-18:00	3	207	0.000	0.000	0.000
18:00-19:00	3	207	0.161	0.161	0.322
19:00-20:00	3	207	0.000	0.000	0.000
20:00-21:00	1	225	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.644	0.644	1.288

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

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

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Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

Parameter Summary:

Trip rate parameter range selected:	43 - 420 (units: sqm)
Survey date date range:	04/05/2024 - 04/05/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	225	0.000	0.000	0.000
06:00-07:00	3	207	2.419	1.774	4.193
07:00-08:00	3	207	4.839	4.355	9.194
08:00-09:00	3	207	11.452	10.000	21.452
09:00-10:00	3	207	16.129	14.516	30.645
10:00-11:00	3	207	20.484	19.516	40.000
11:00-12:00	3	207	18.226	18.065	36.291
12:00-13:00	3	207	18.387	18.548	36.935
13:00-14:00	3	207	16.129	15.968	32.097
14:00-15:00	3	207	18.871	18.548	37.419
15:00-16:00	3	207	14.355	16.129	30.484
16:00-17:00	3	207	10.484	9.677	20.161
17:00-18:00	3	207	9.032	12.258	21.290
18:00-19:00	3	207	4.032	4.194	8.226
19:00-20:00	3	207	2.258	3.387	5.645
20:00-21:00	1	225	0.889	0.889	1.778
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			167.986	167.824	335.810

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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Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

Parameter Summary:

Trip rate parameter range selected:	43 - 420 (units: sqm)
Survey date date range:	16/10/2021 - 19/10/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	225	0.000	0.000	0.000
06:00-07:00	3	207	0.161	0.161	0.322
07:00-08:00	3	207	0.645	0.484	1.129
08:00-09:00	3	207	1.290	1.129	2.419
09:00-10:00	3	207	0.806	0.968	1.774
10:00-11:00	3	207	2.419	2.419	4.838
11:00-12:00	3	207	1.452	1.452	2.904
12:00-13:00	3	207	0.806	0.806	1.612
13:00-14:00	3	207	1.613	1.613	3.226
14:00-15:00	3	207	0.161	0.323	0.484
15:00-16:00	3	207	0.645	0.645	1.290
16:00-17:00	3	207	0.645	0.484	1.129
17:00-18:00	3	207	0.323	0.484	0.807
18:00-19:00	3	207	0.323	0.323	0.646
19:00-20:00	3	207	0.161	0.161	0.322
20:00-21:00	1	225	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			11.450	11.452	22.902

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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Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

Parameter Summary:

Trip rate parameter range selected:	43 - 420 (units: sqm)
Survey date date range:	16/10/2021 - 19/10/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
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.

Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

Motorcycles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	225	0.000	0.000	0.000
06:00-07:00	3	207	0.000	0.000	0.000
07:00-08:00	3	207	0.000	0.000	0.000
08:00-09:00	3	207	0.000	0.000	0.000
09:00-10:00	3	207	0.161	0.000	0.161
10:00-11:00	3	207	0.000	0.161	0.161
11:00-12:00	3	207	0.161	0.161	0.322
12:00-13:00	3	207	0.000	0.000	0.000
13:00-14:00	3	207	0.000	0.000	0.000
14:00-15:00	3	207	0.000	0.000	0.000
15:00-16:00	3	207	0.161	0.000	0.161
16:00-17:00	3	207	0.323	0.484	0.807
17:00-18:00	3	207	0.161	0.161	0.322
18:00-19:00	3	207	0.000	0.000	0.000
19:00-20:00	3	207	0.000	0.000	0.000
20:00-21:00	1	225	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.967	0.967	1.934

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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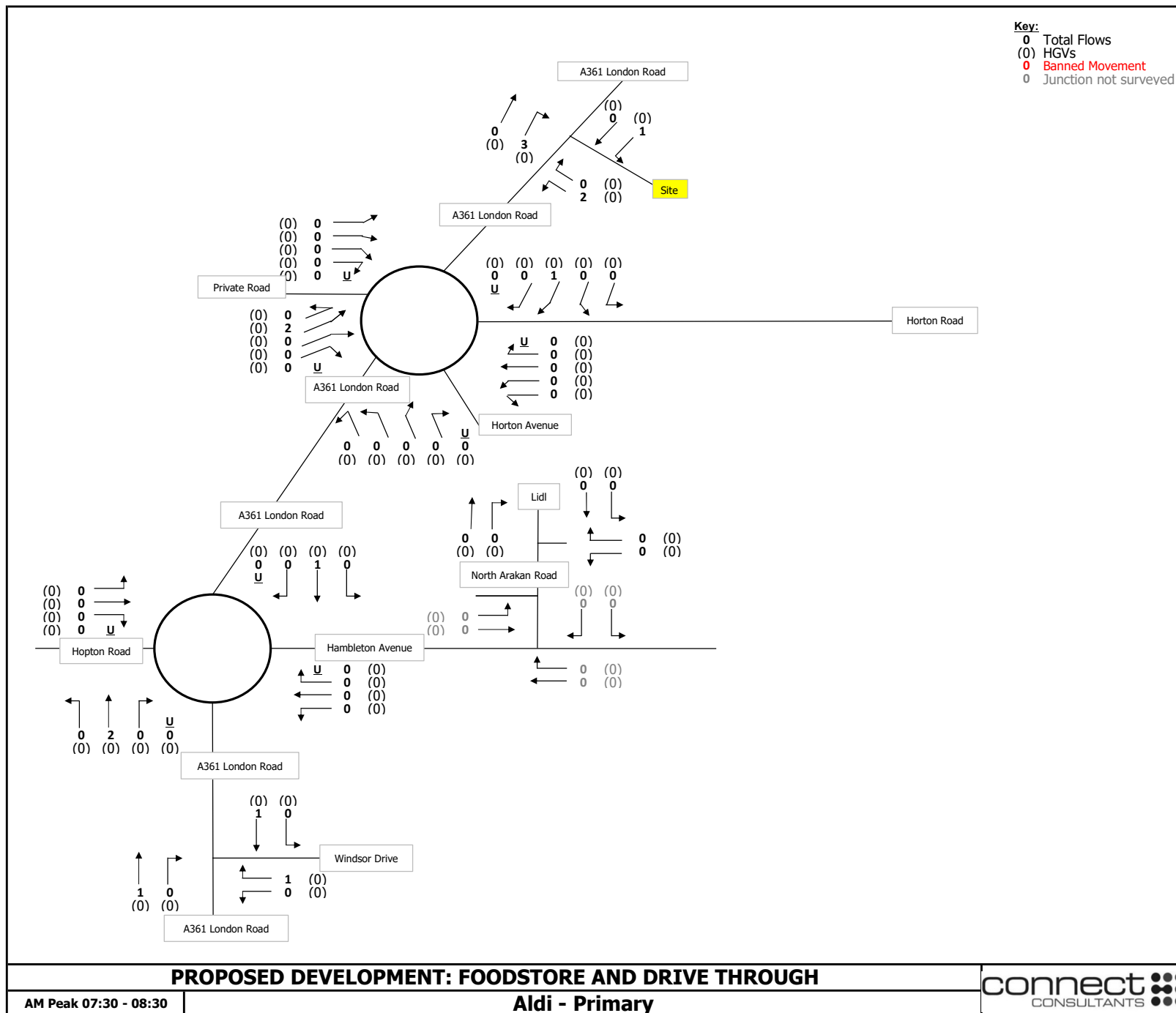
Audit Code: ecfeec19-10e3-4fb8-abf7-8e8c8c3f17ce

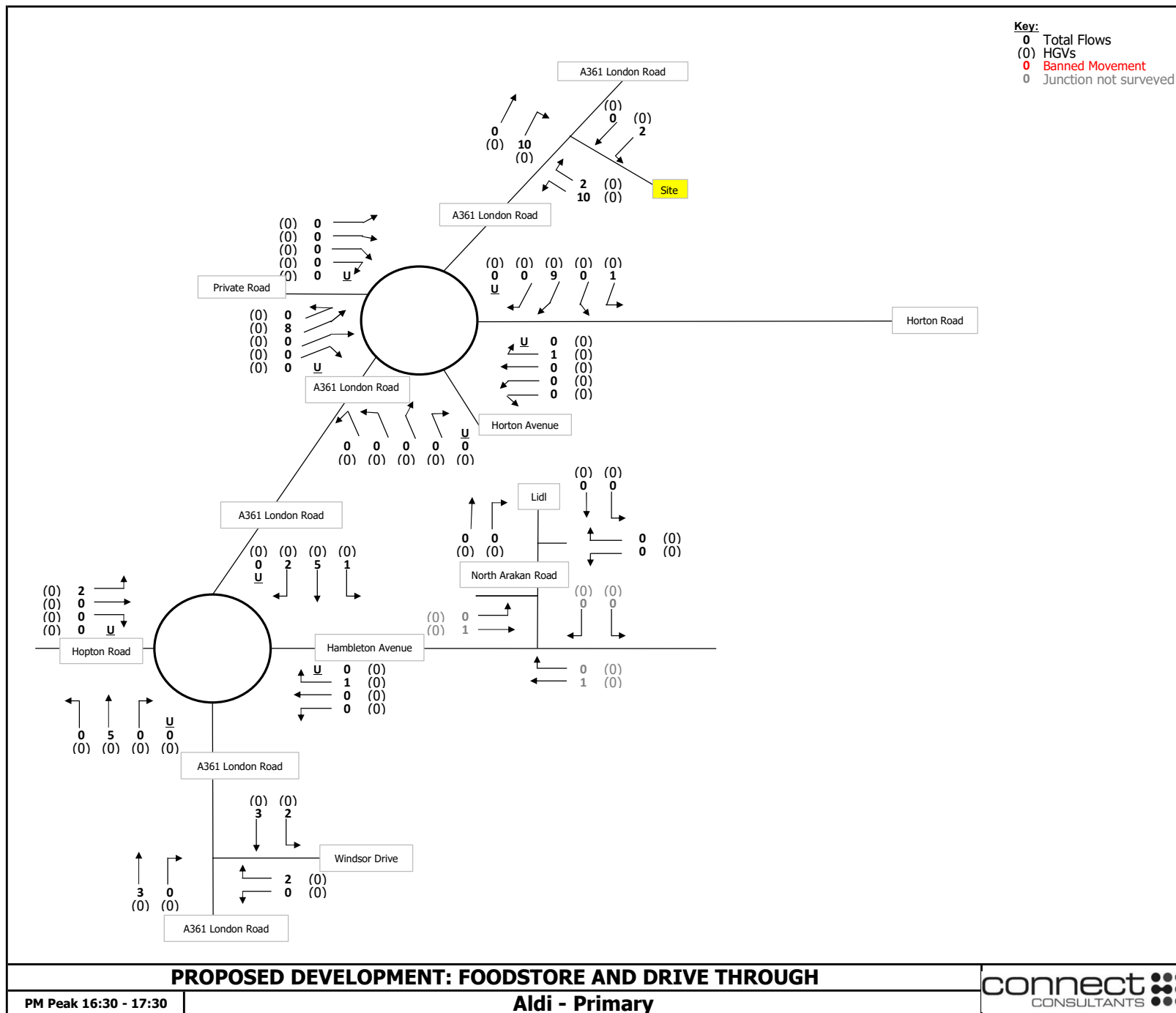
Parameter Summary:

Trip rate parameter range selected:	43 - 420 (units: sqm)
Survey date date range:	04/05/2024 - 19/10/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

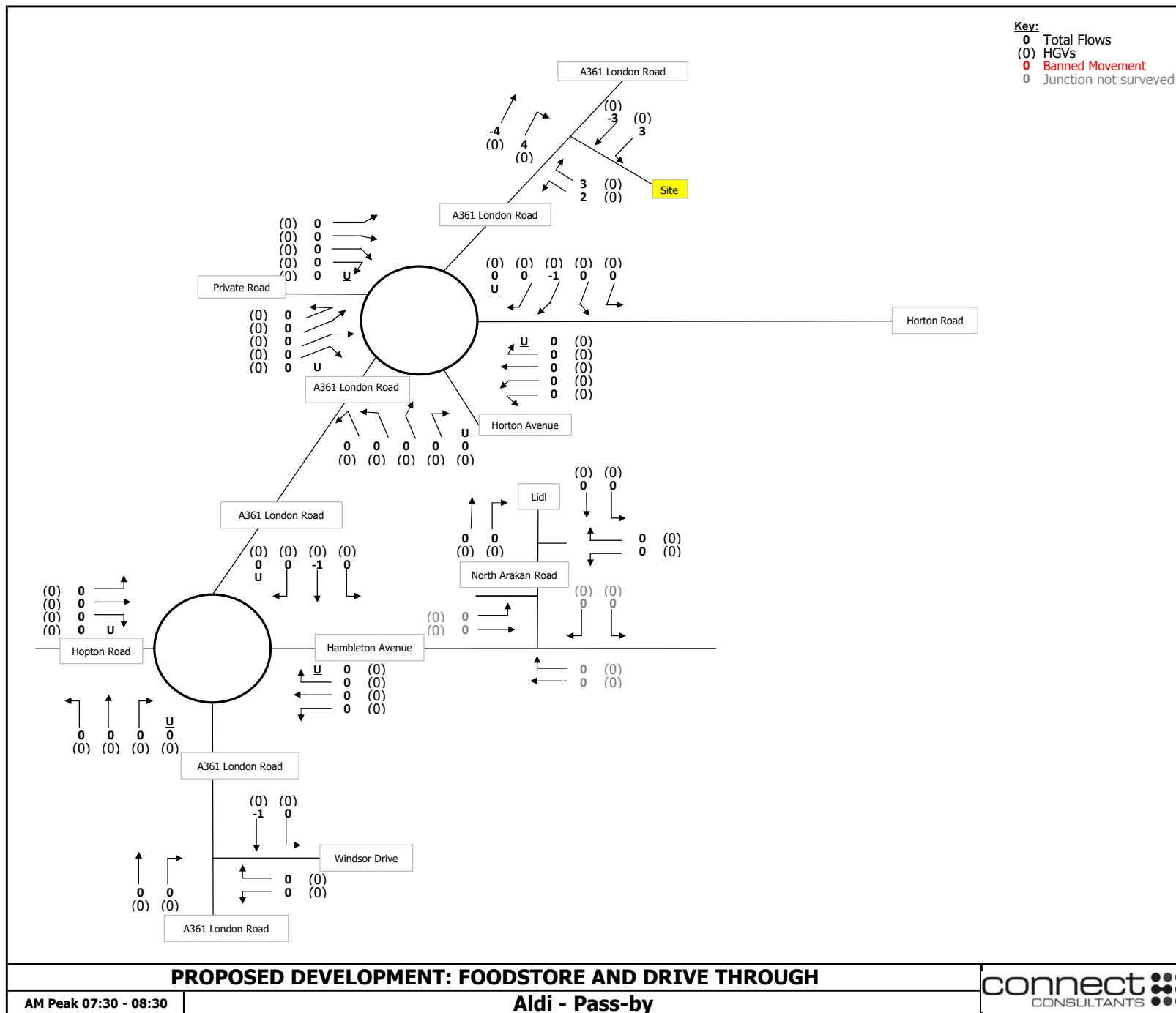
APPENDIX 11 – DEVELOPMENT FLOWS

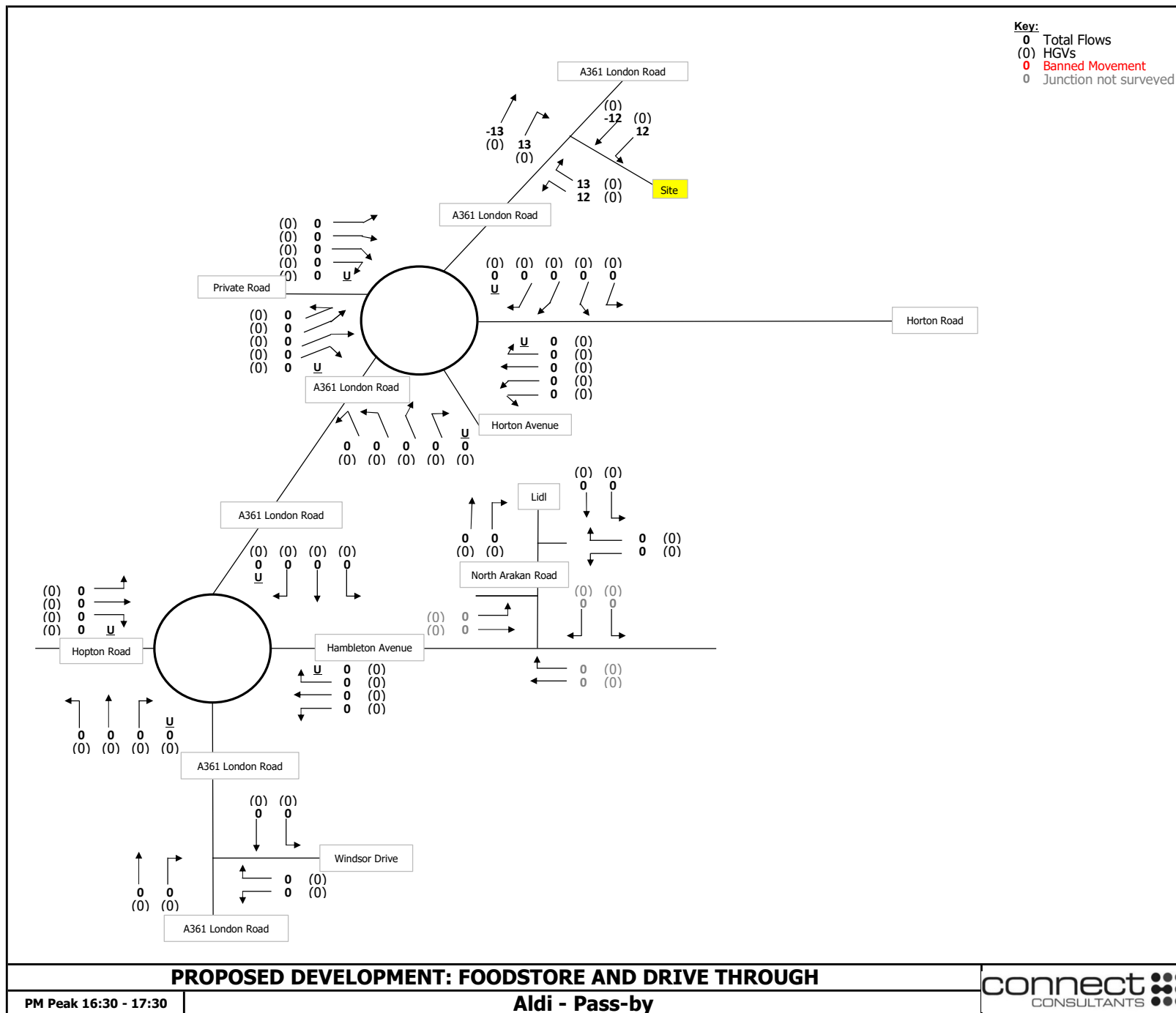




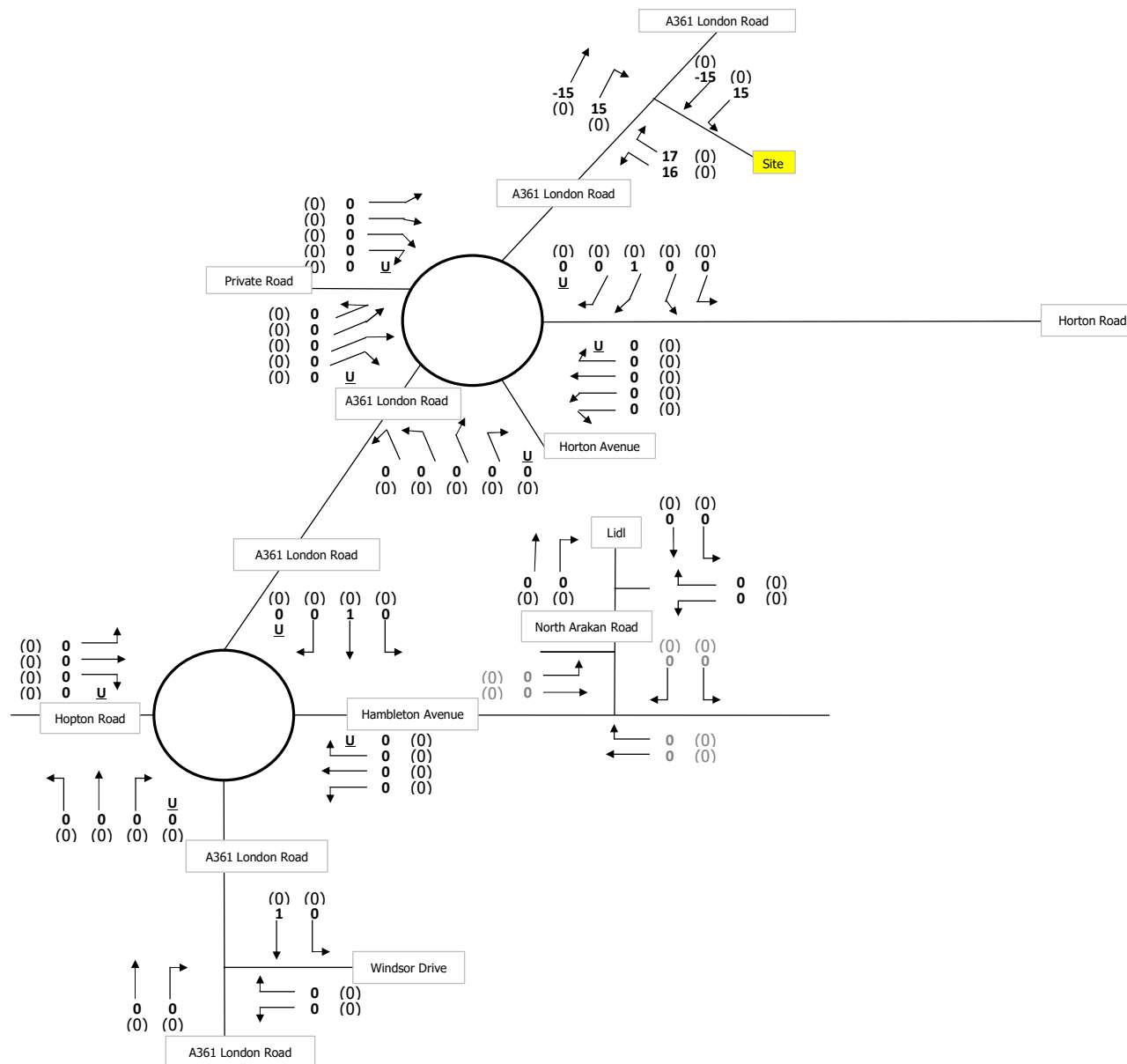


connect CONSULTANTS





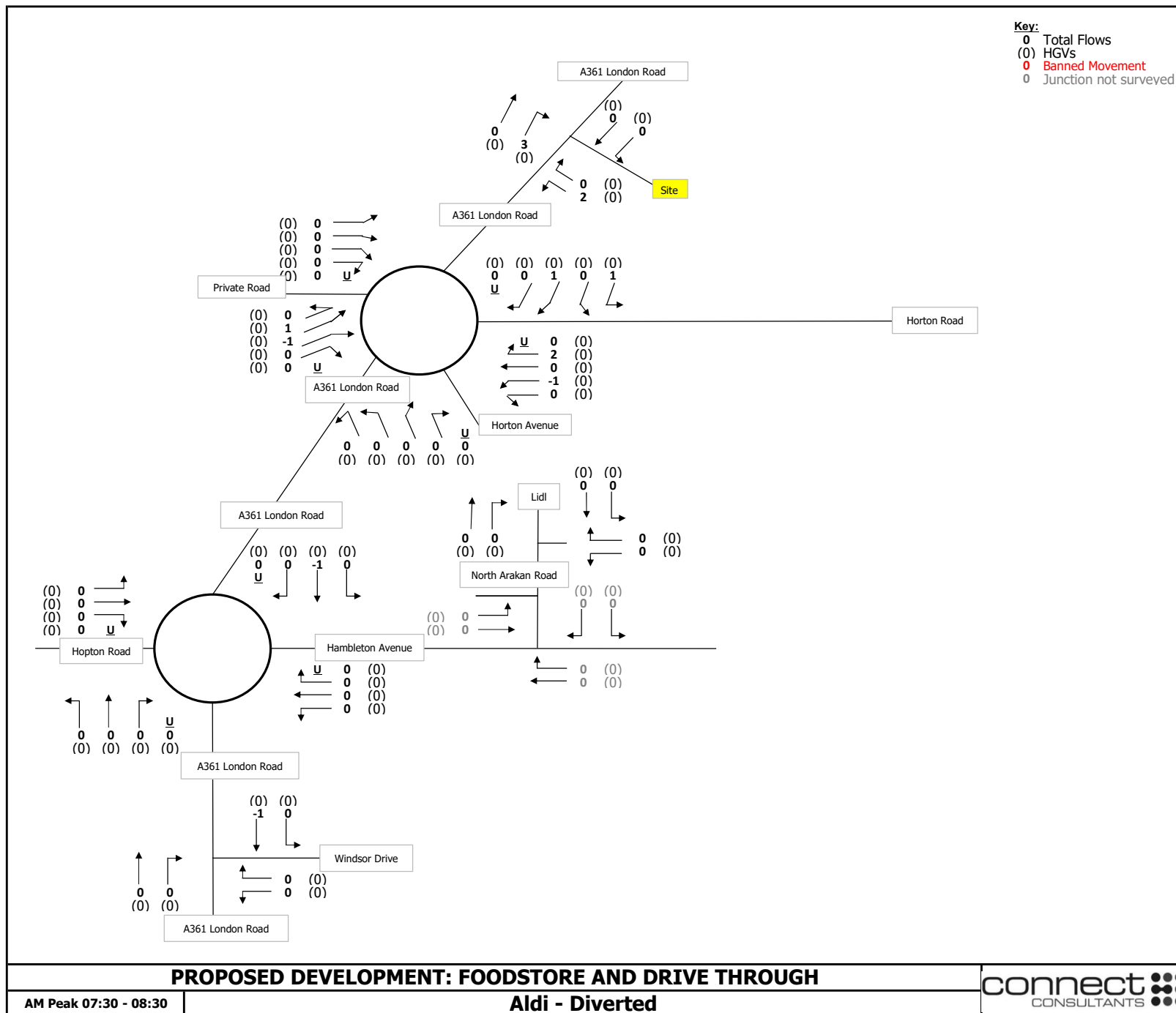
Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed

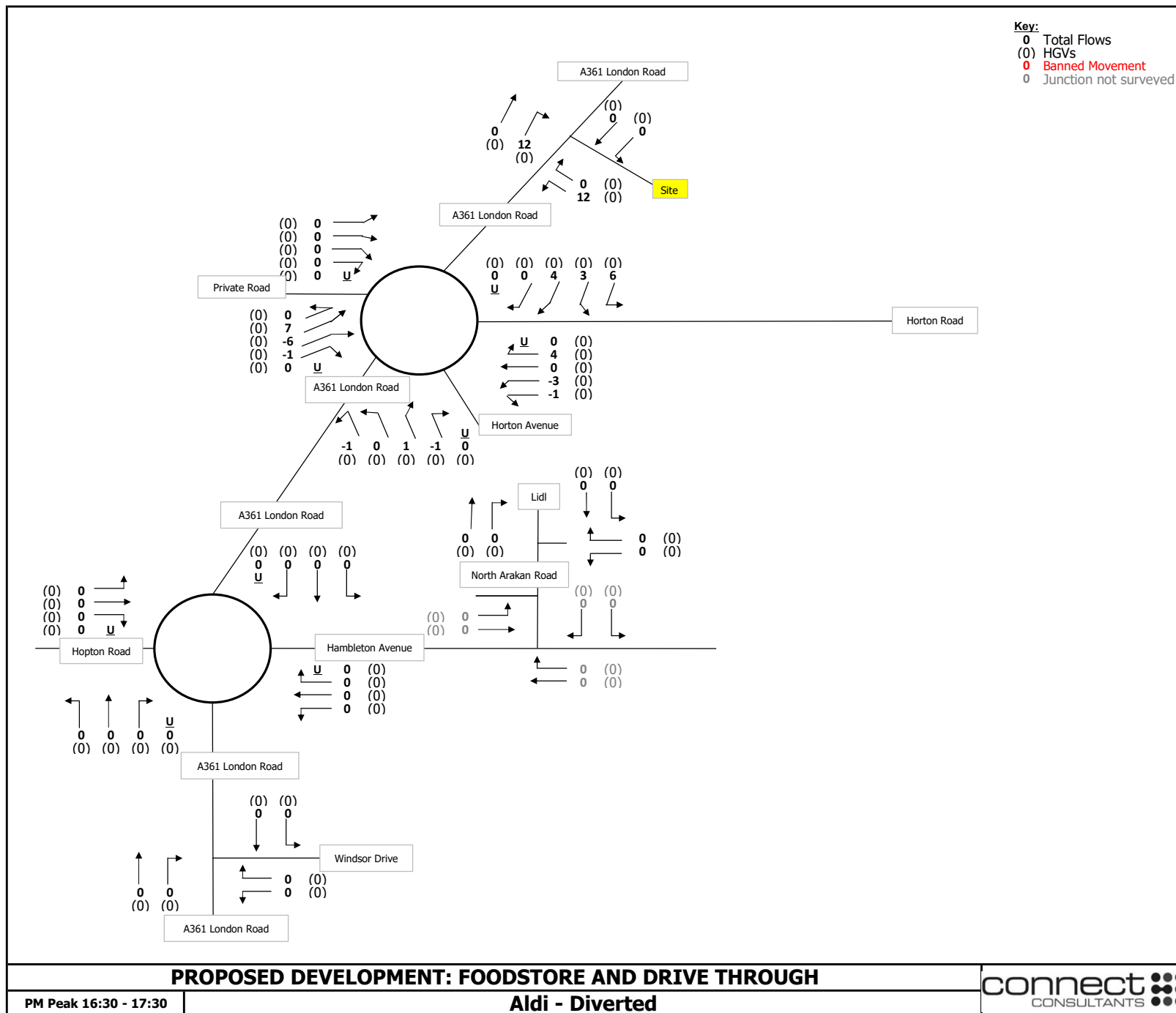


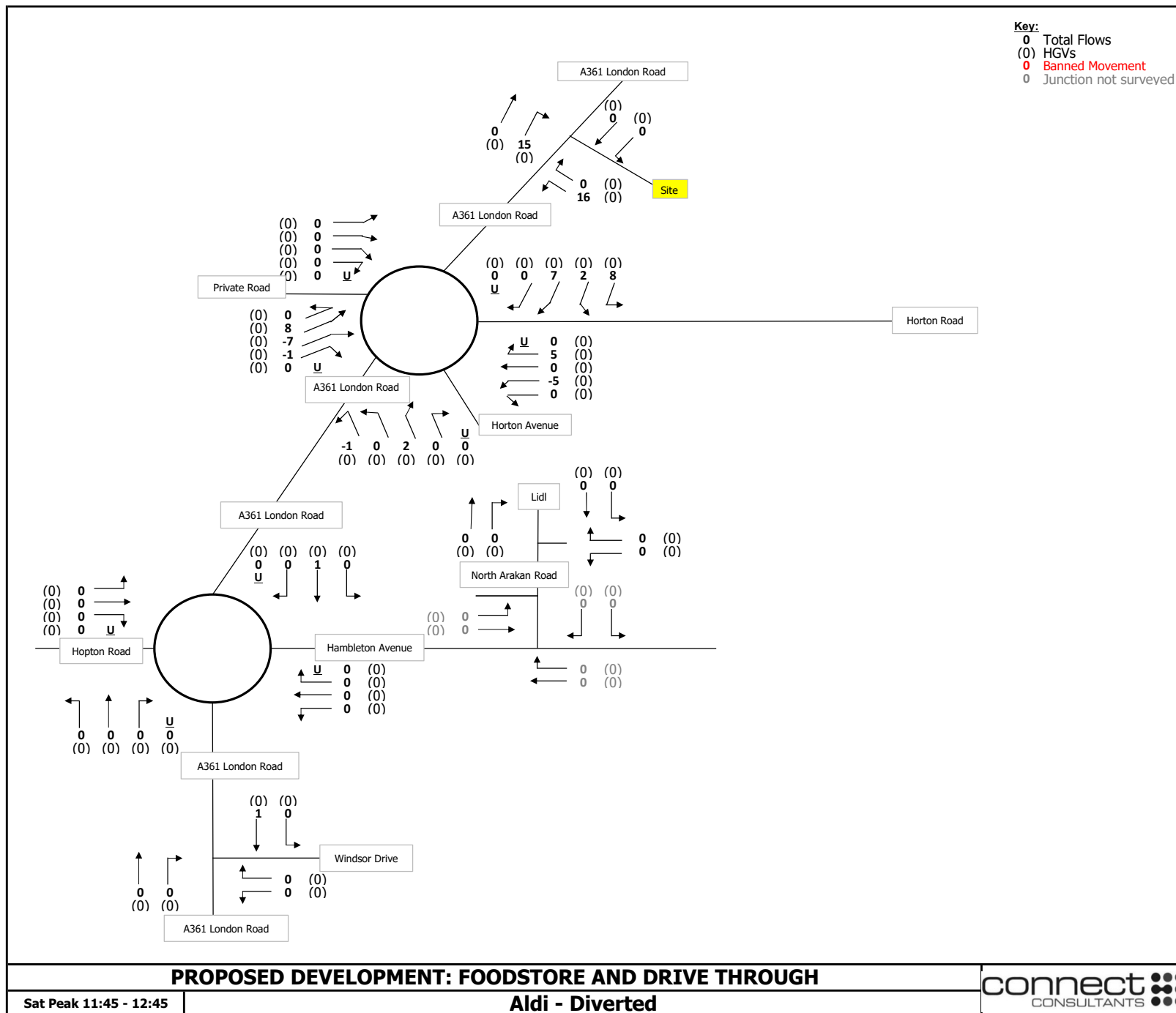
PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

Sat Peak 11:45 - 12:45

Aldi - Pass-by



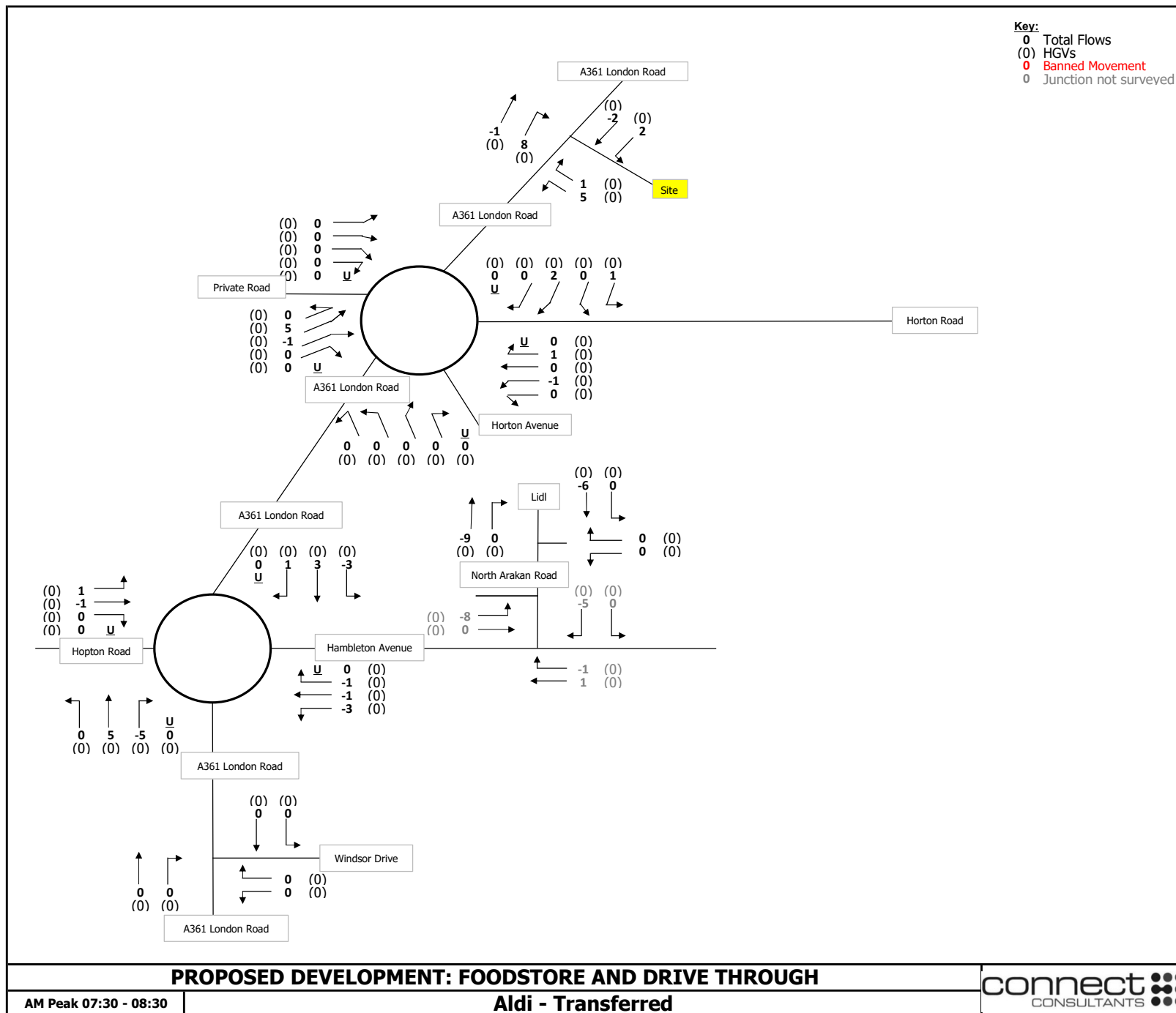


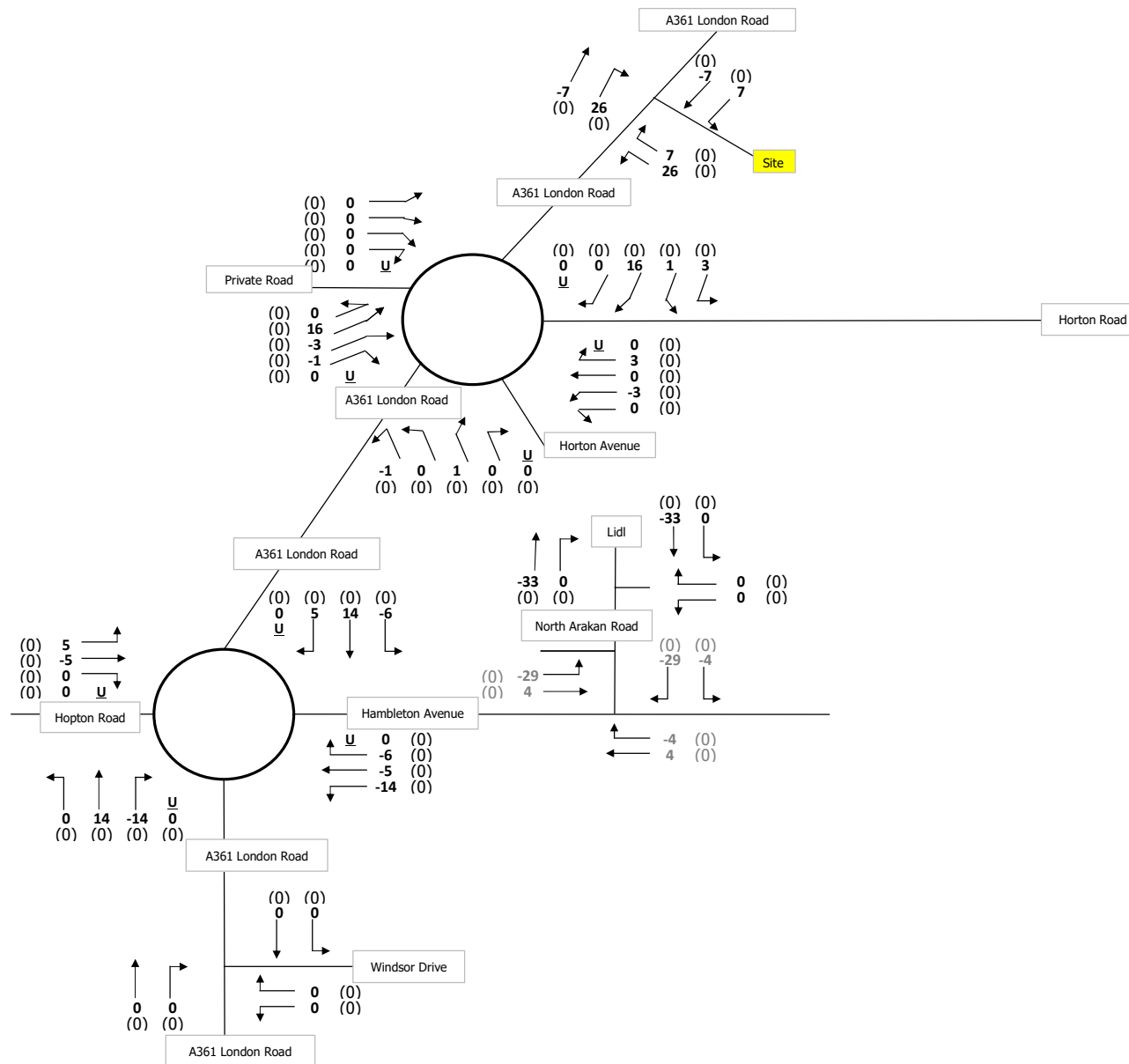


PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

Sat Peak 11:45 - 12:45

Aldi - Diverted

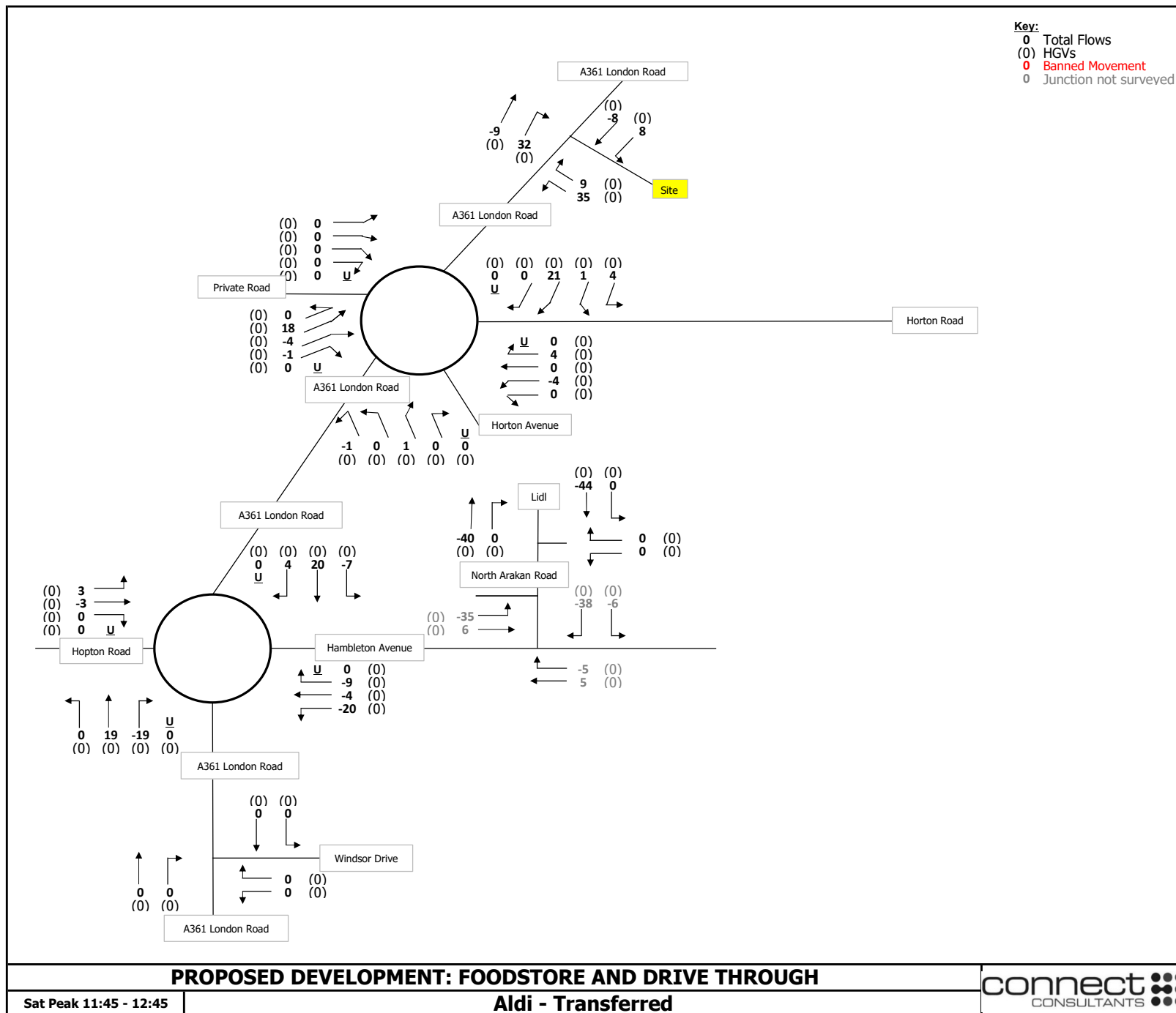




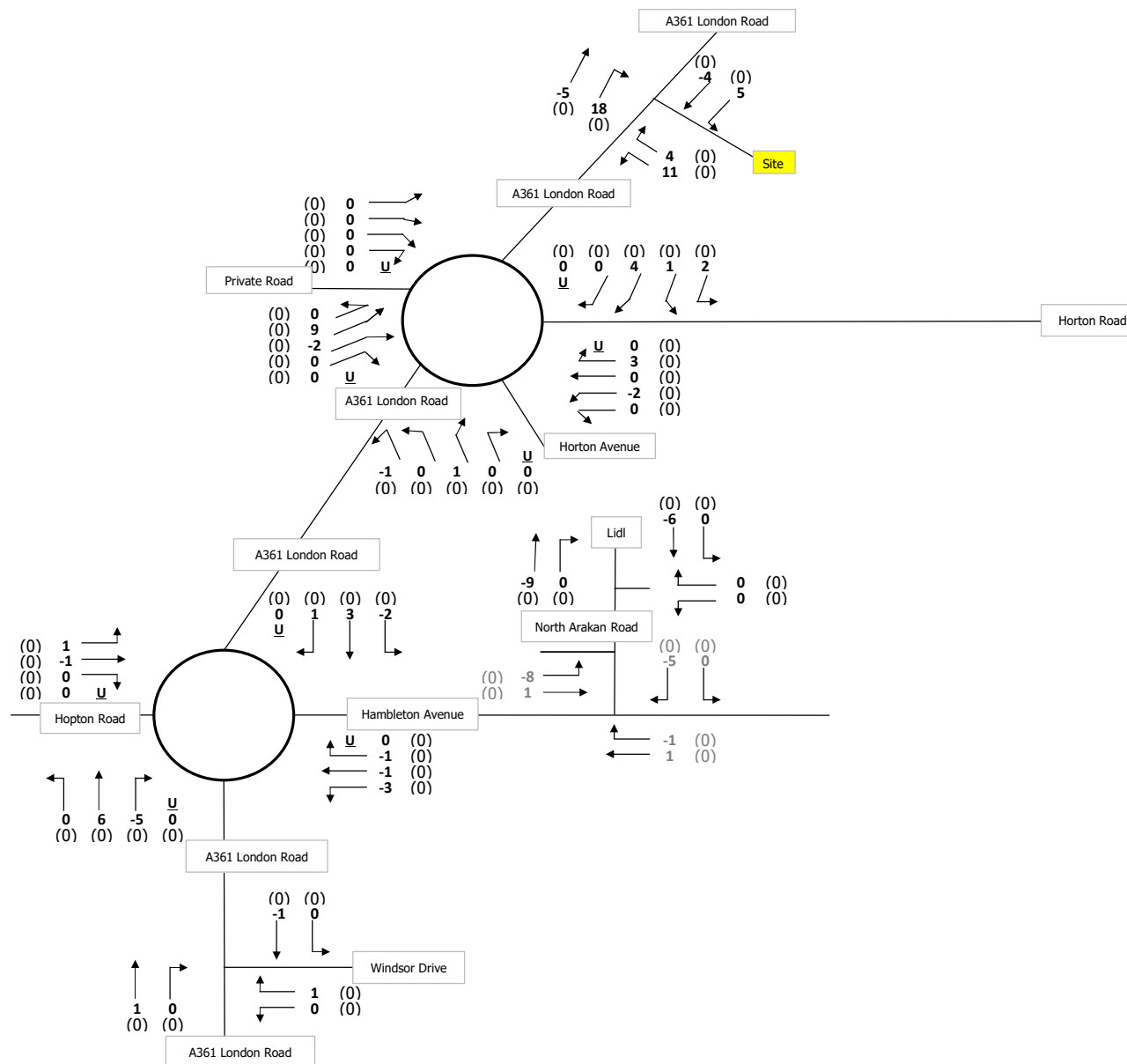
PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

PM Peak 16:30 - 17:30

Aldi - Transferred



Key:
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 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed

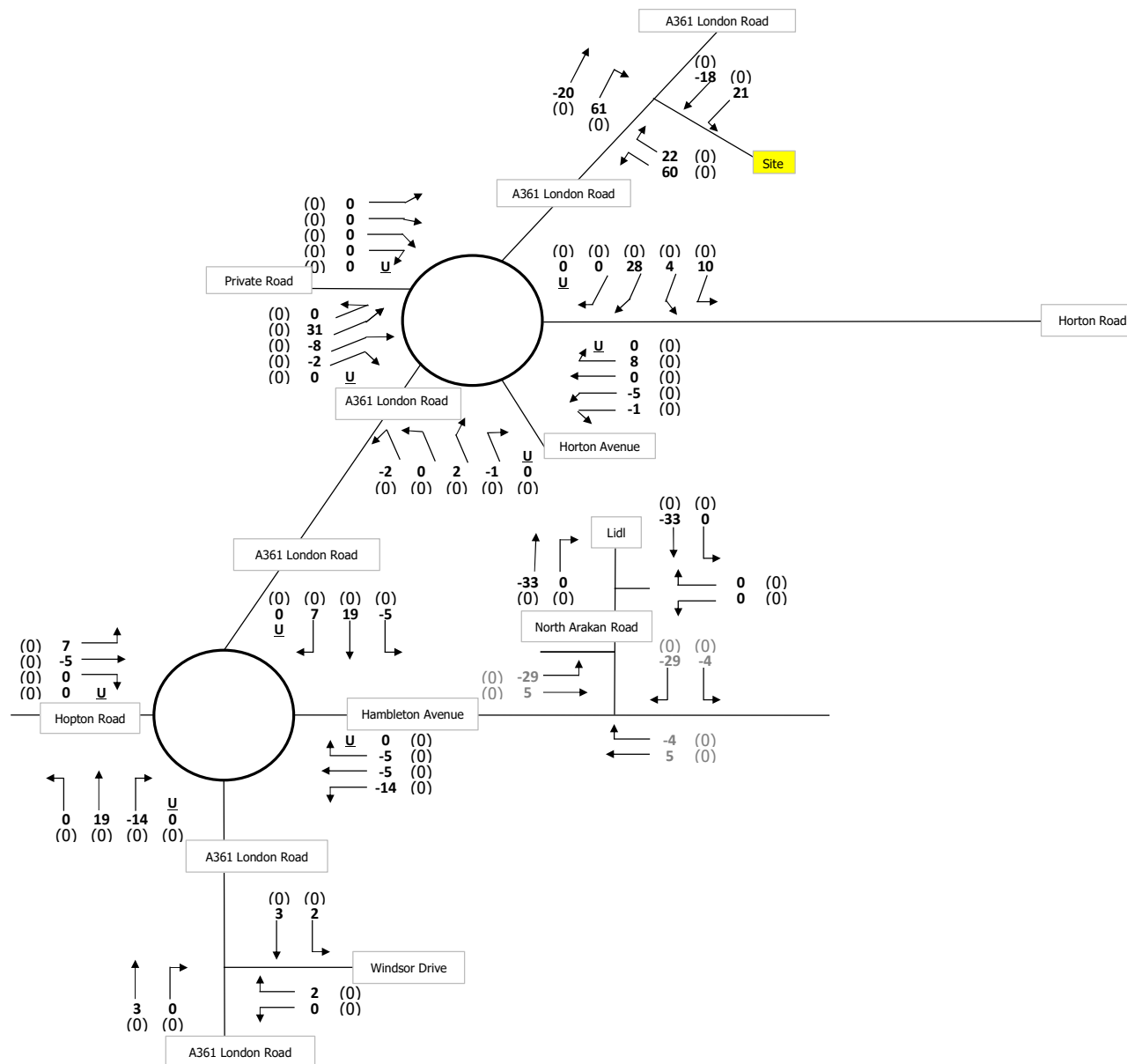


PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

AM Peak 07:30 - 08:30

Aldi - Total

Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed



PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

PM Peak 16:30 - 17:30

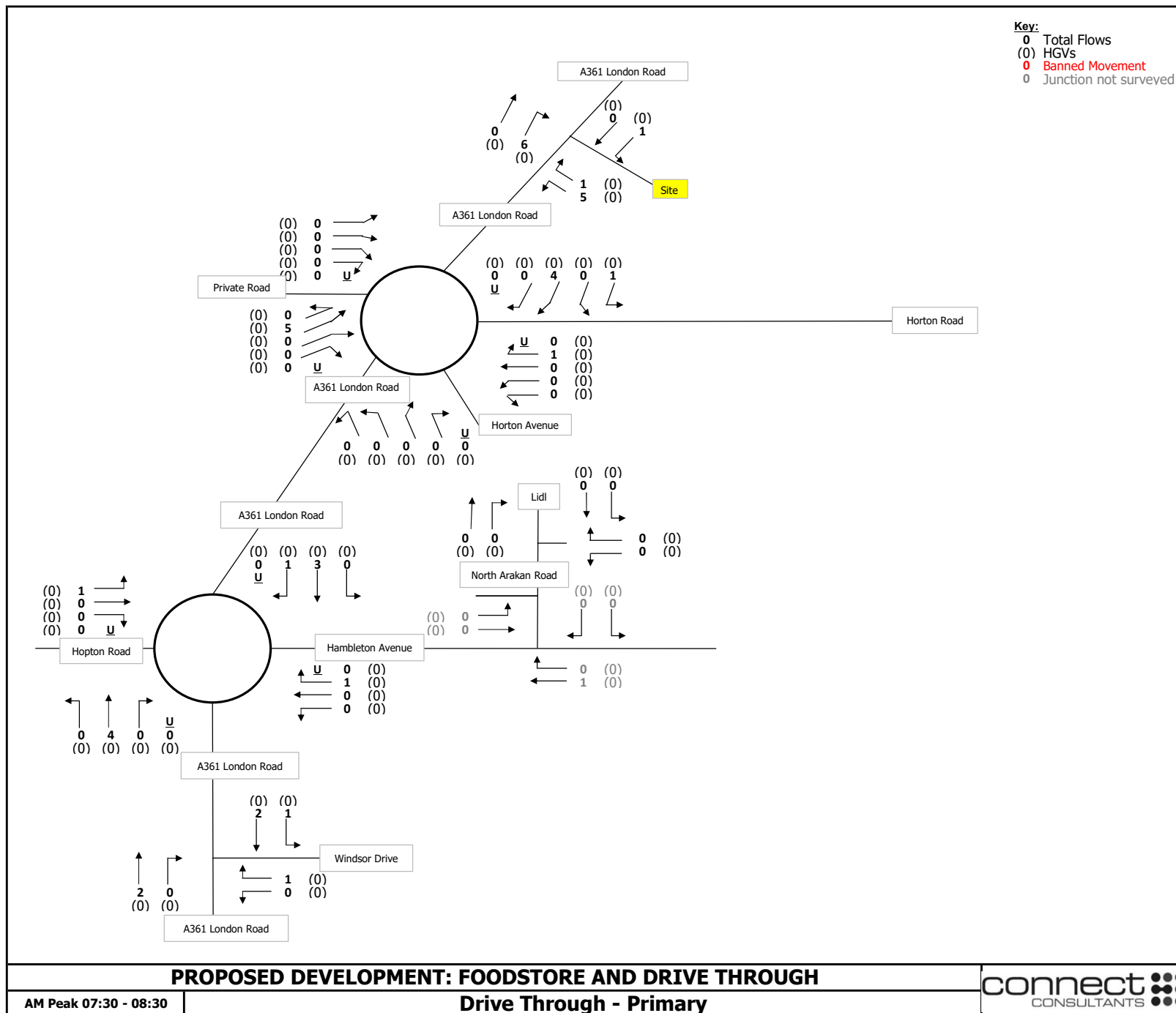
Aldi - Total

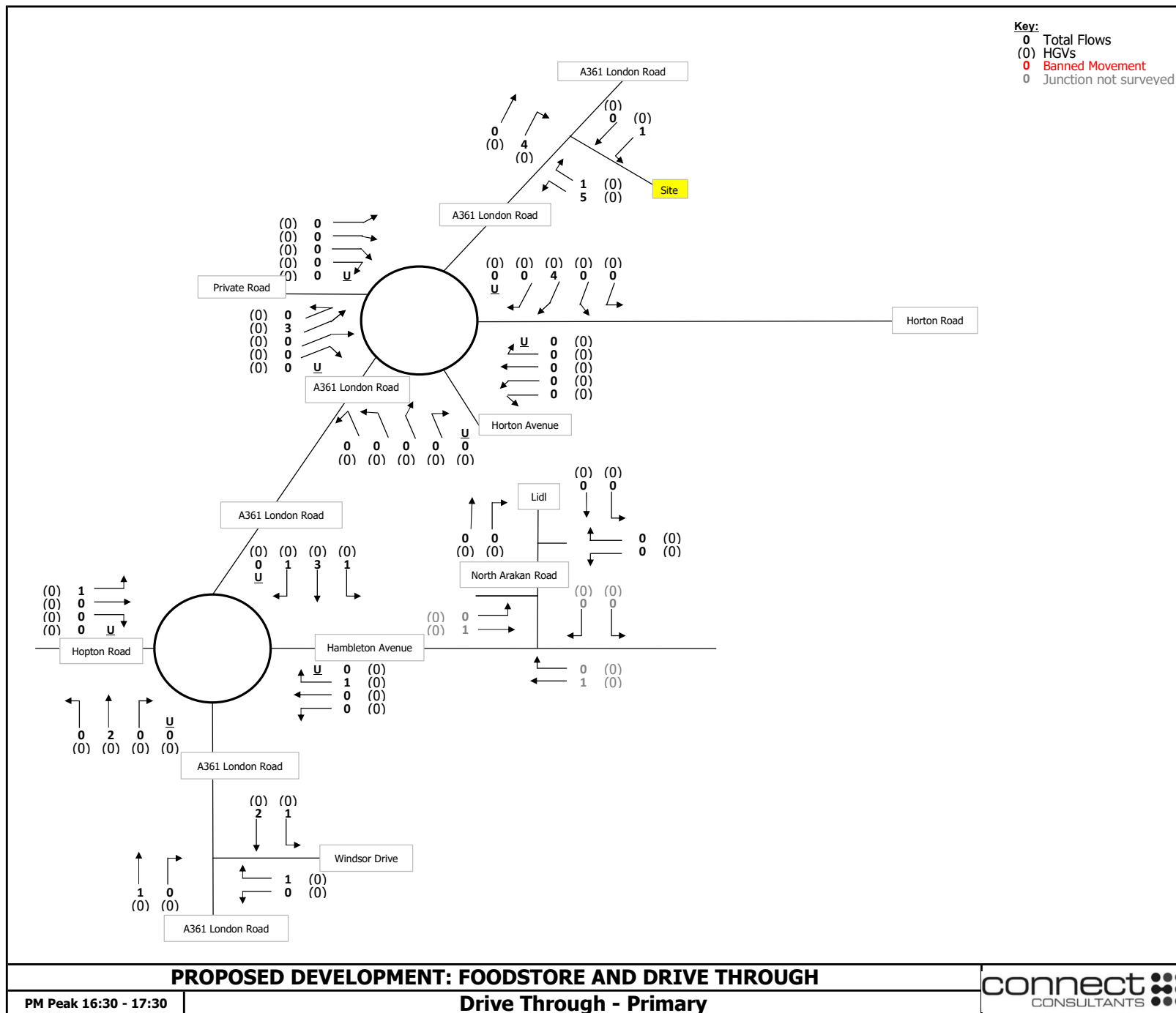
connect
CONSULTANTS



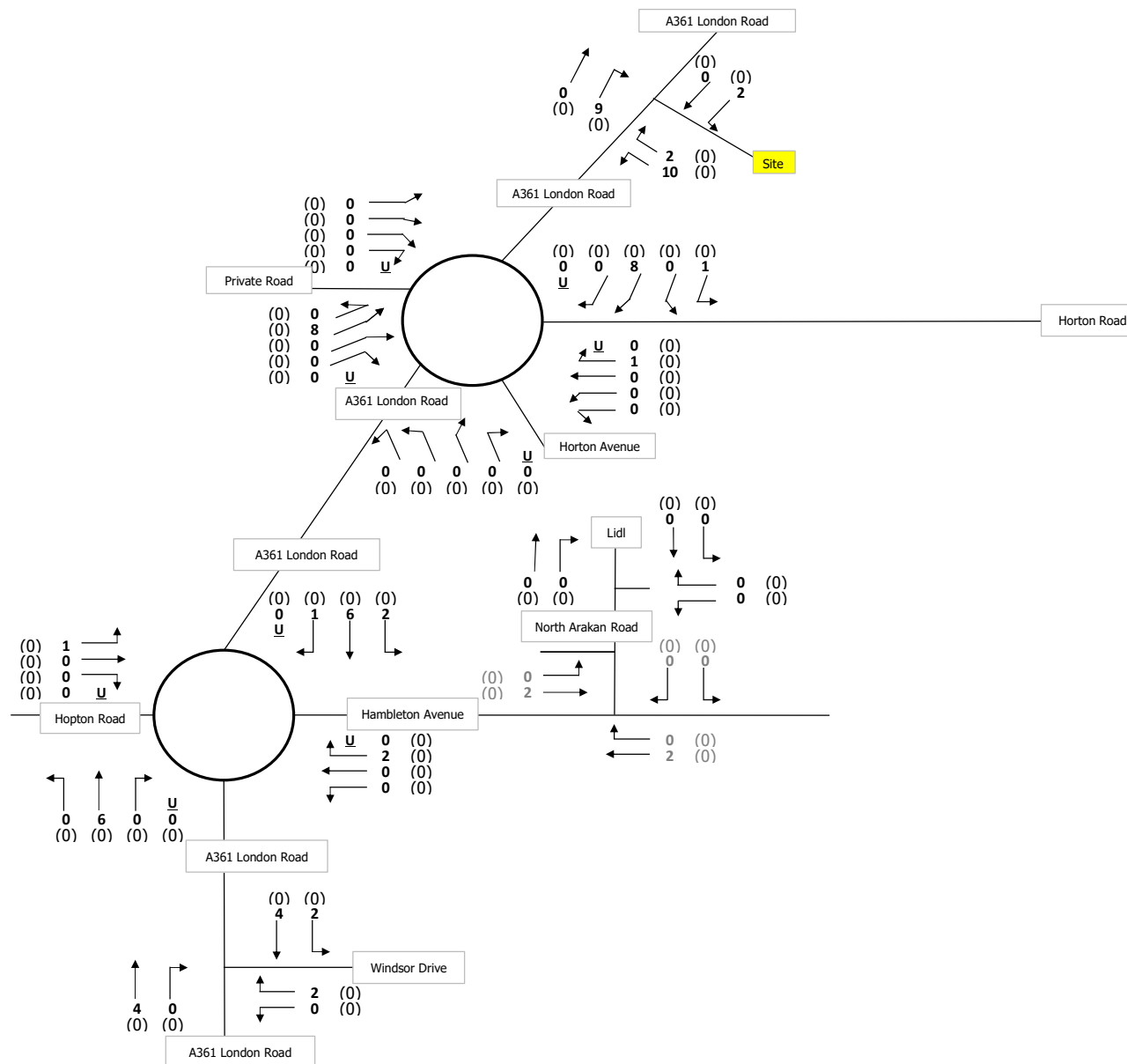
connect CONSULTANTS

Aldi - Total





Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed

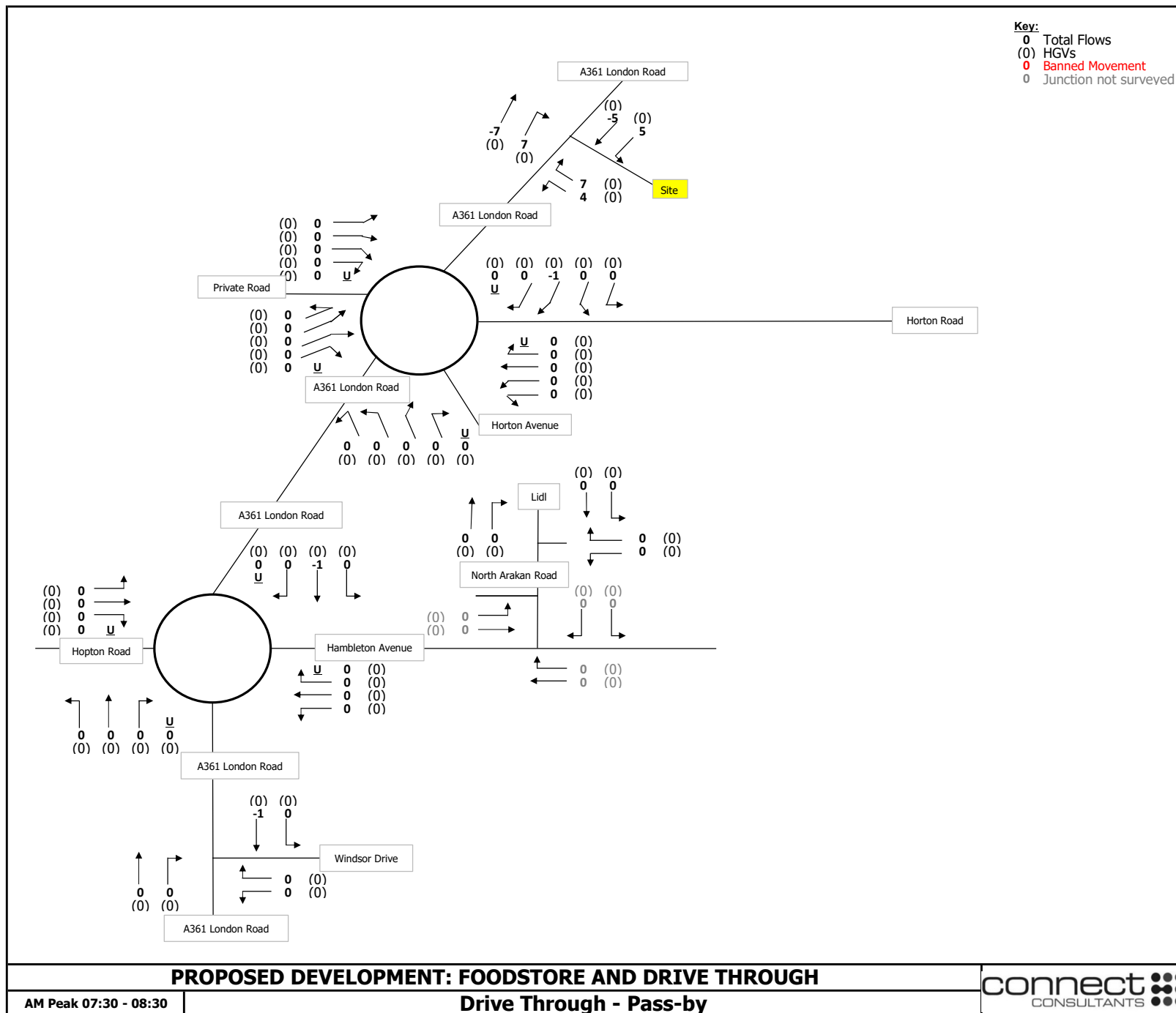


PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

Sat Peak 11:45 - 12:45

Drive Through - Primary

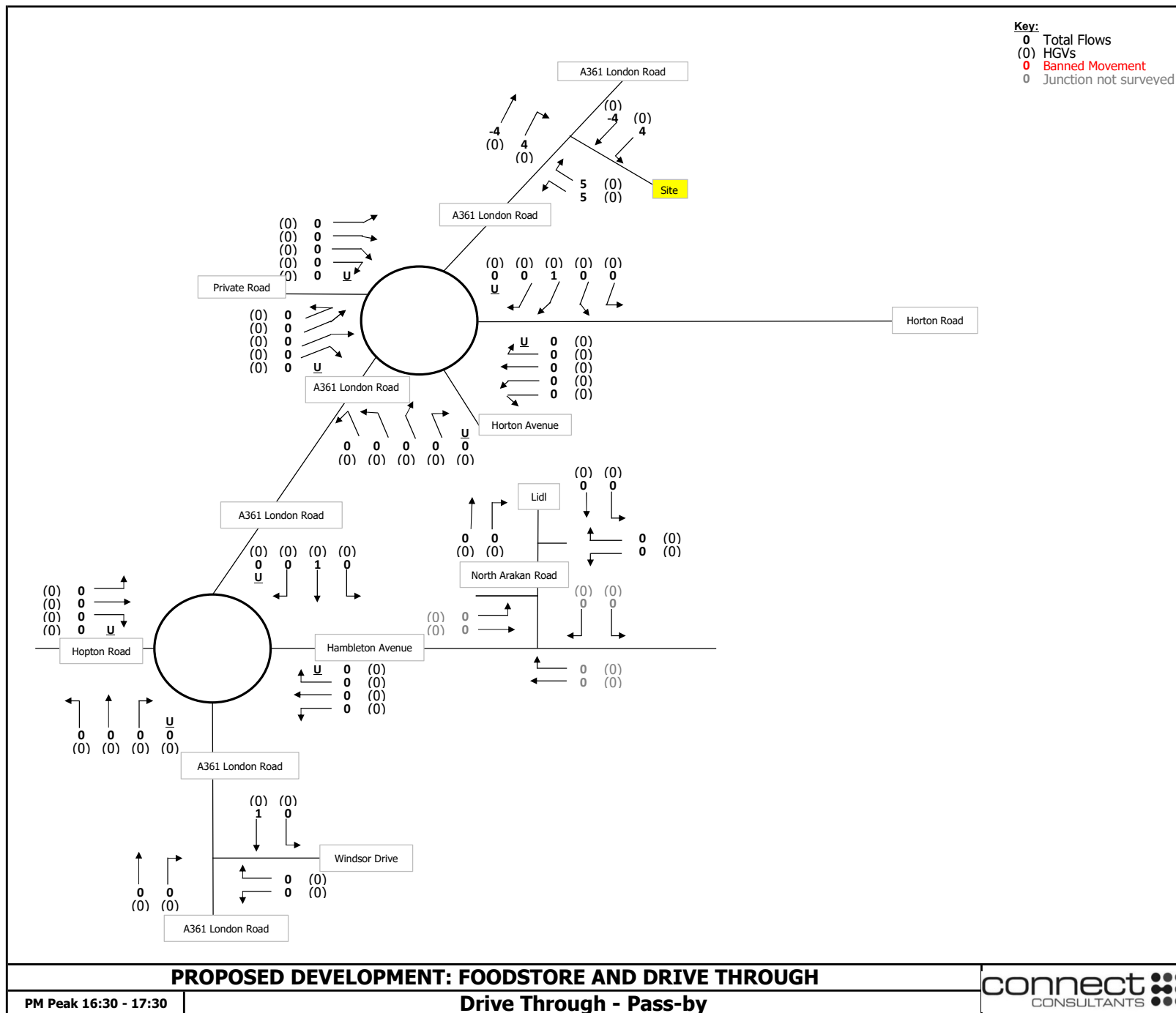
connect
CONSULTANTS

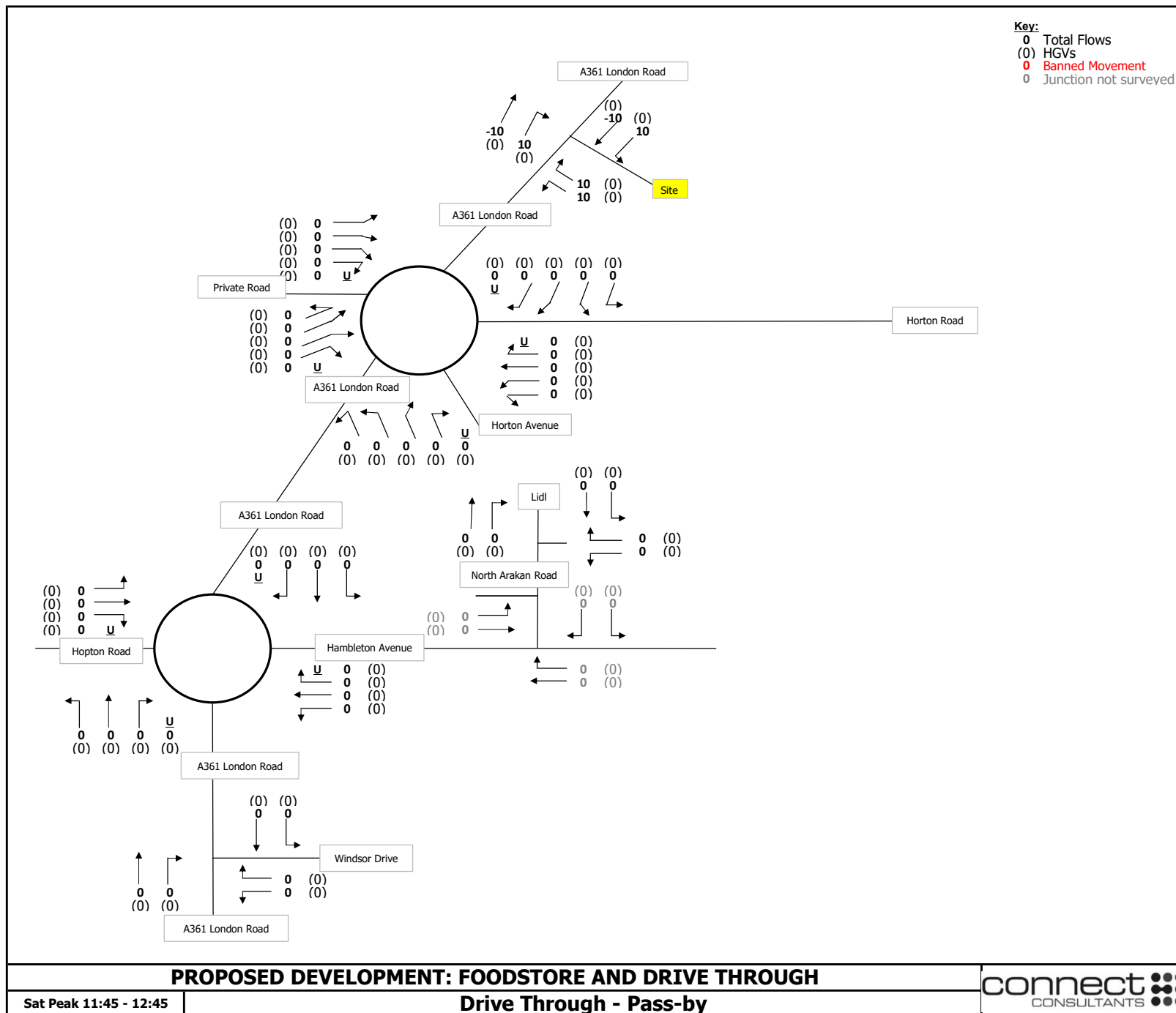


PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

AM Peak 07:30 - 08:30

Drive Through - Pass-by

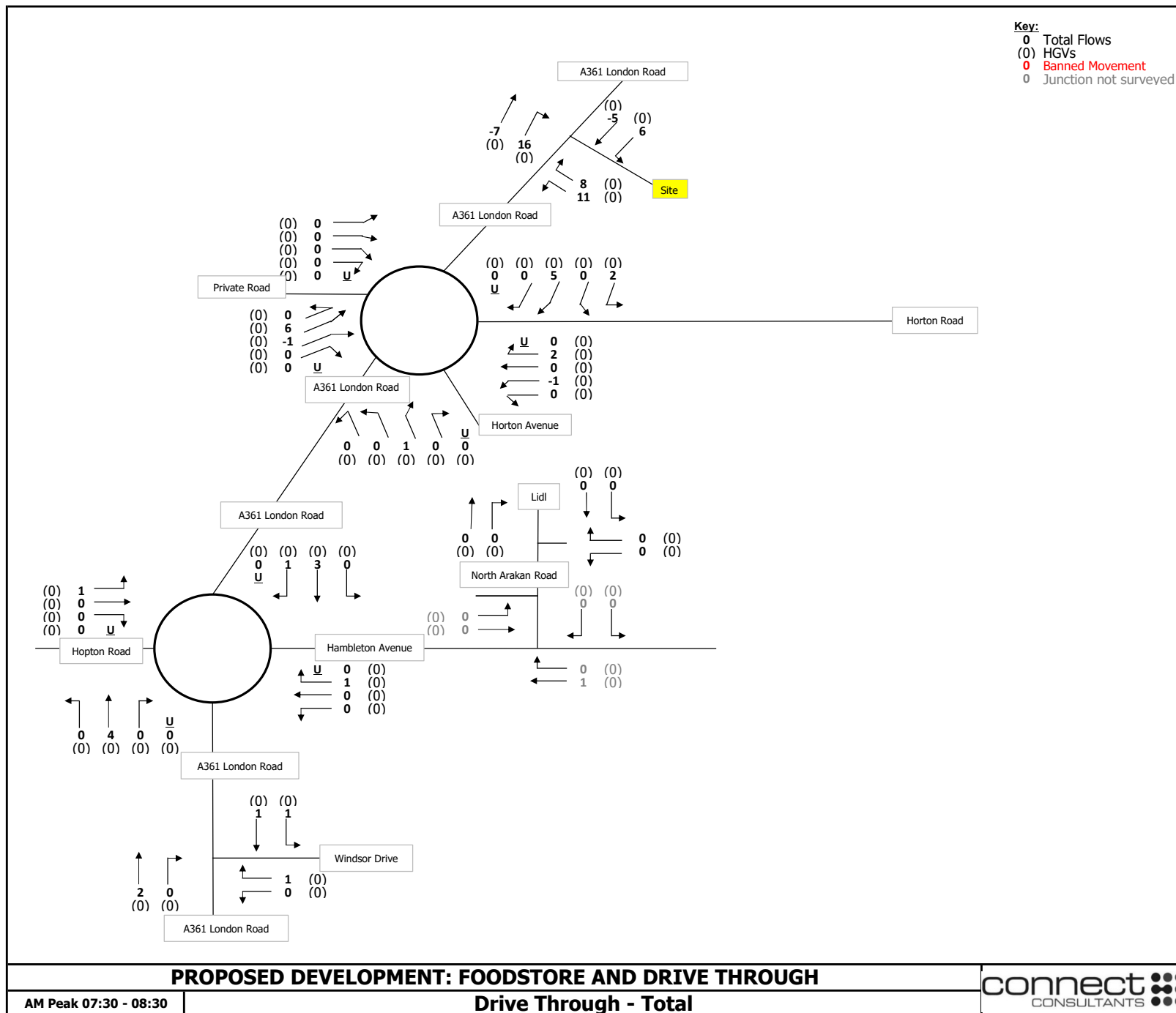


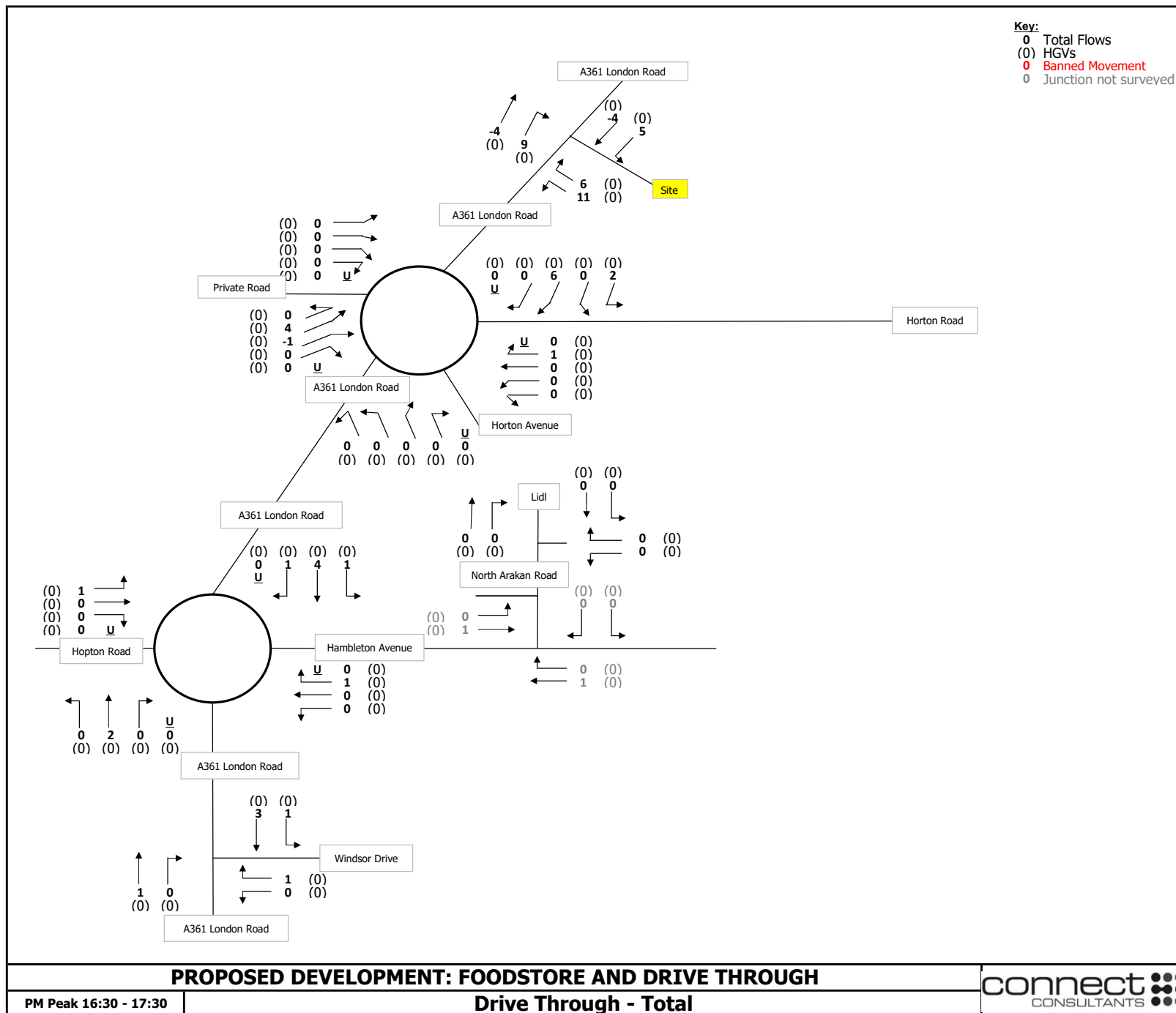


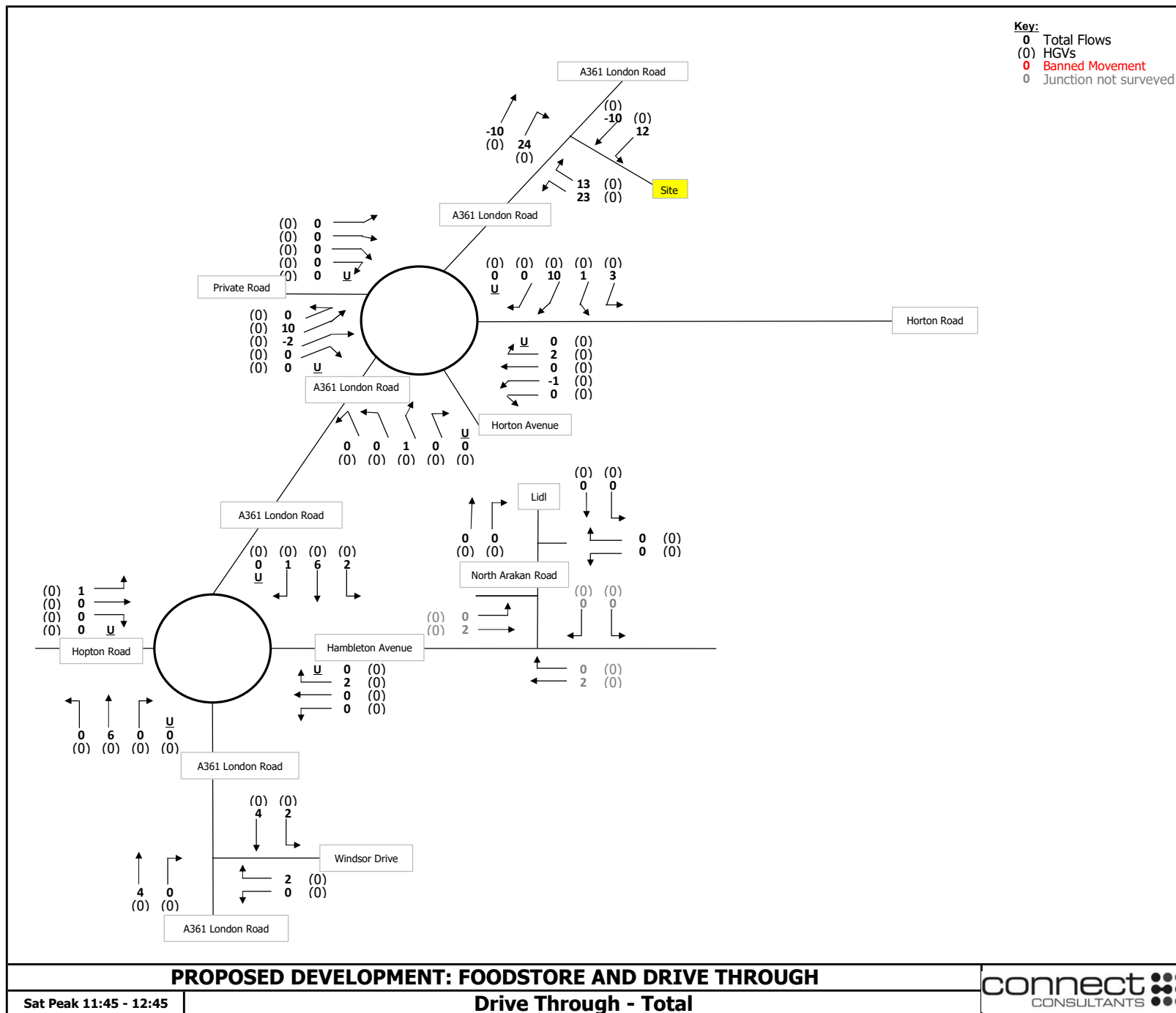
PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

Sat Peak 11:45 - 12:45

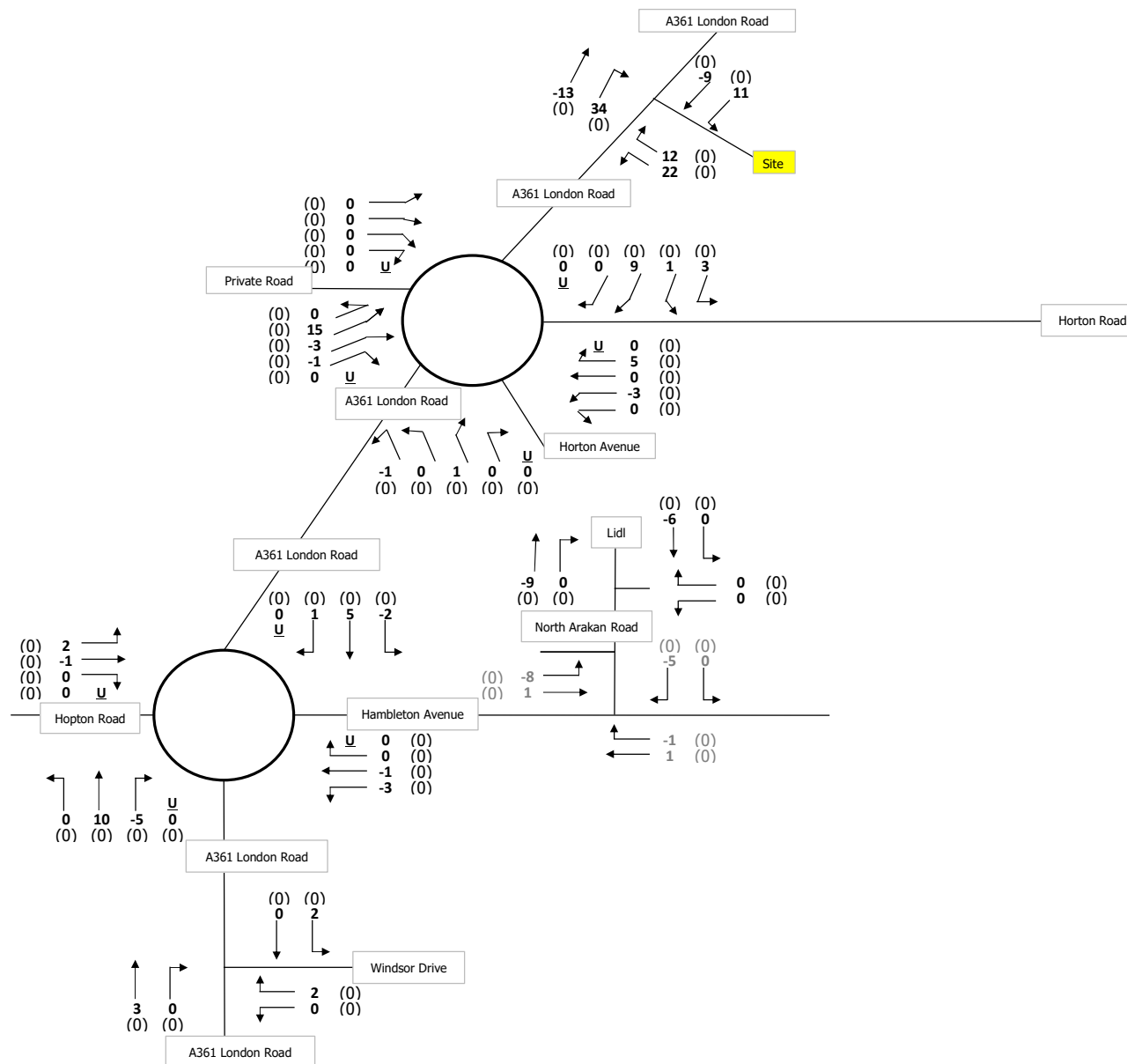
Drive Through - Pass-by







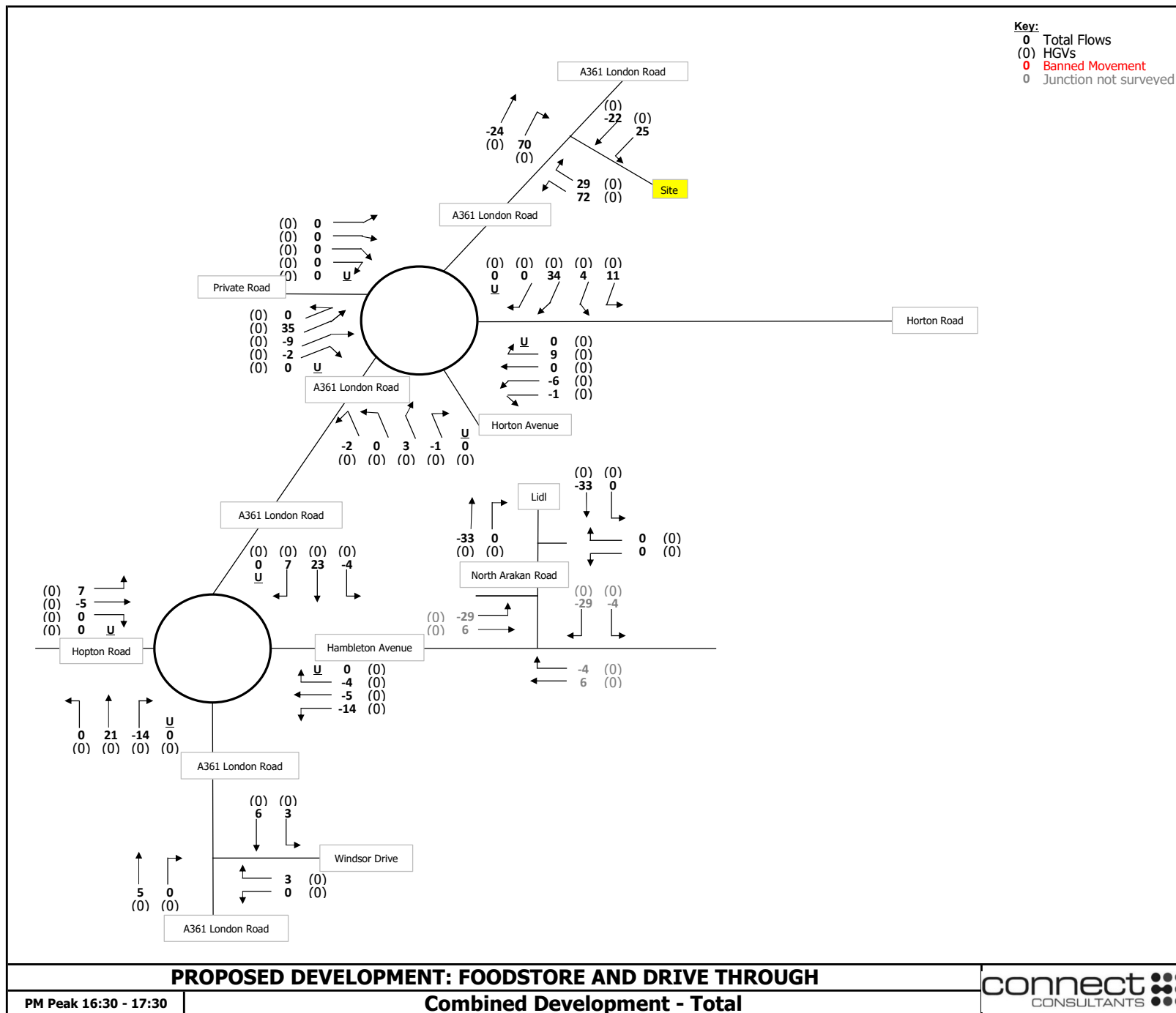
Key:
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 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed



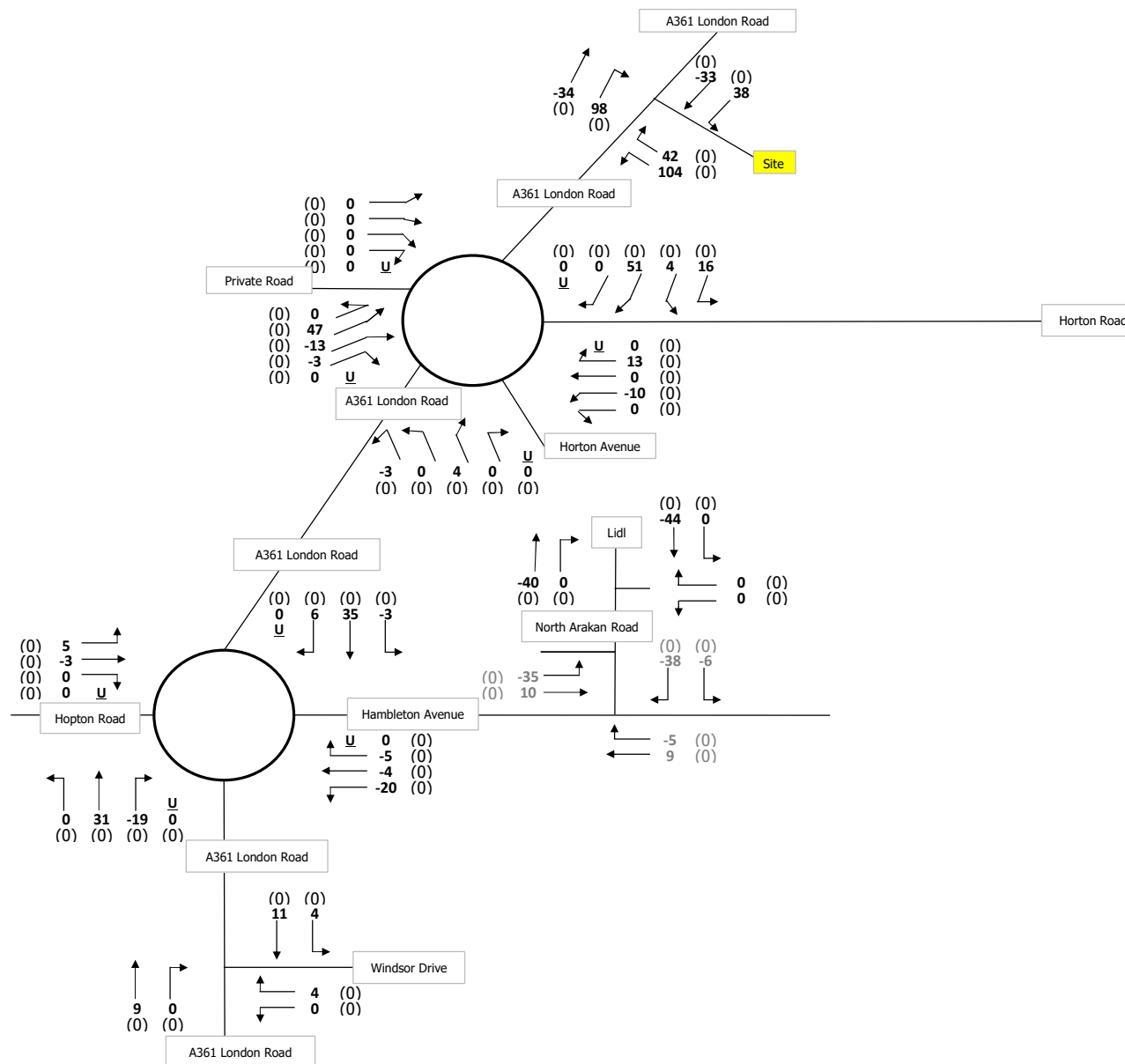
PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

AM Peak 07:30 - 08:30

Combined Development - Total



Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed



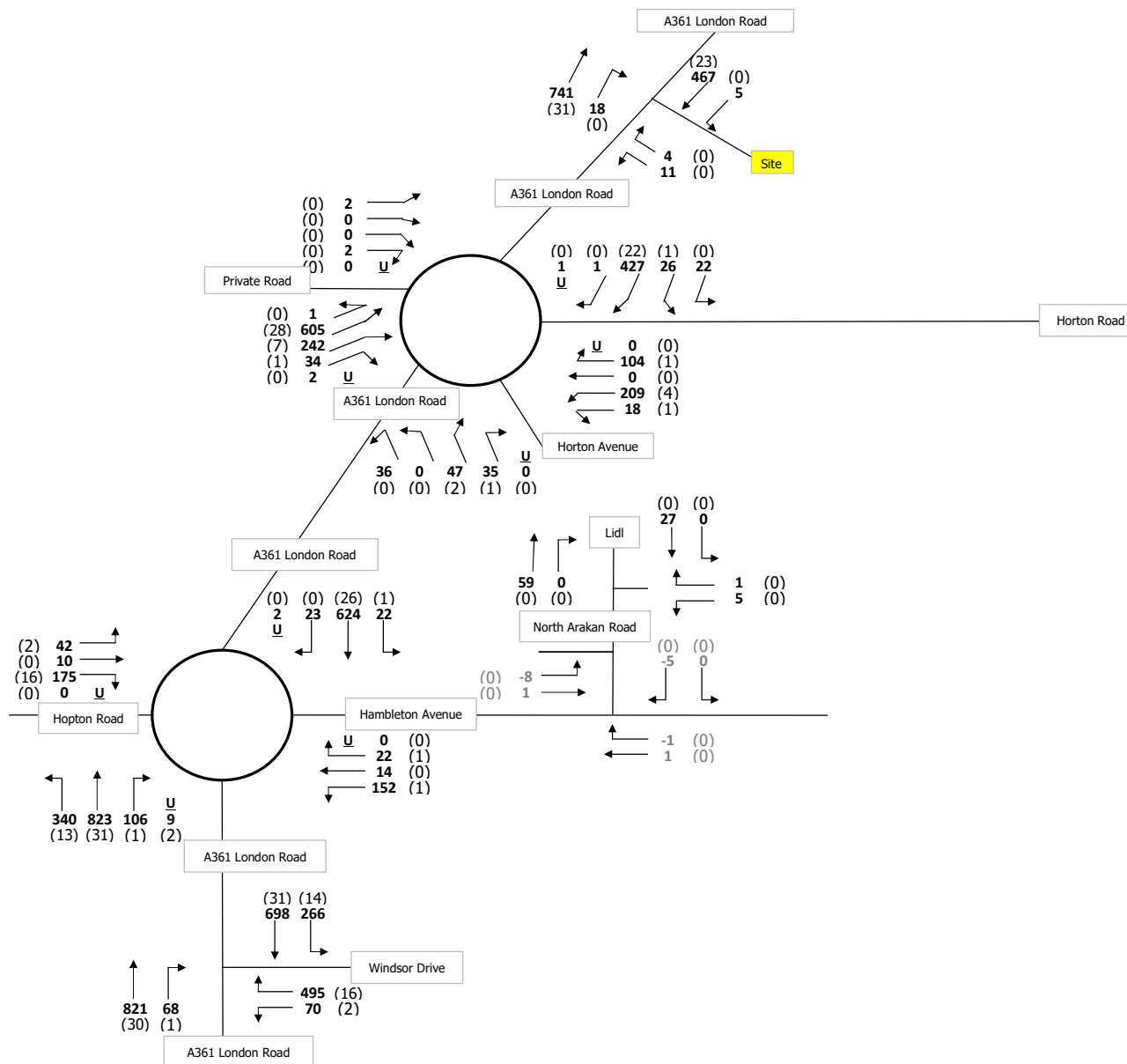
PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

Sat Peak 11:45 - 12:45

Combined Development - Total

APPENDIX 12 – 2031 BASE ‘WITH’ COMMITTED DEVELOPMENT ‘WITH’ PROPOSED DEVELOPMENT

Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed

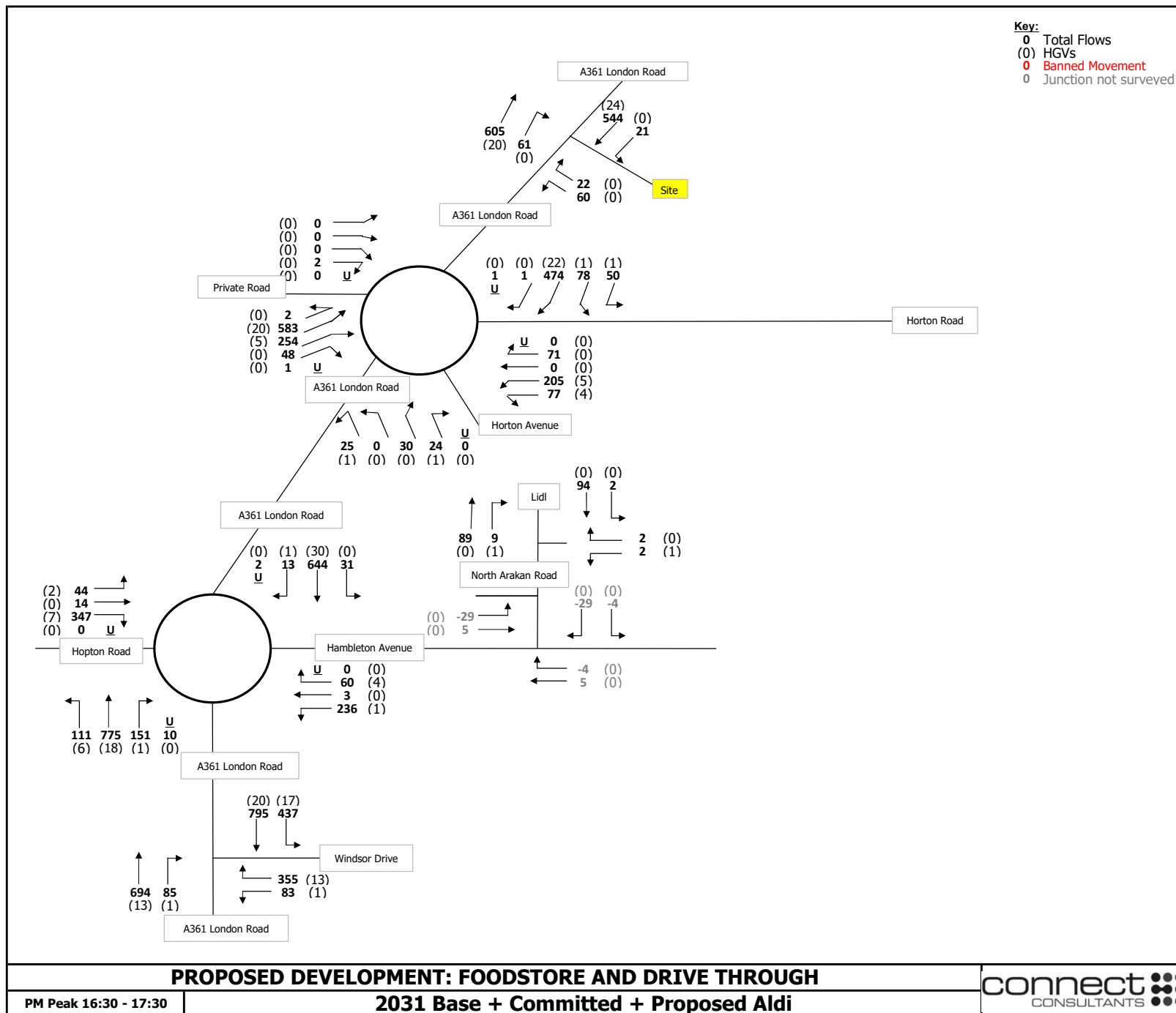


PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

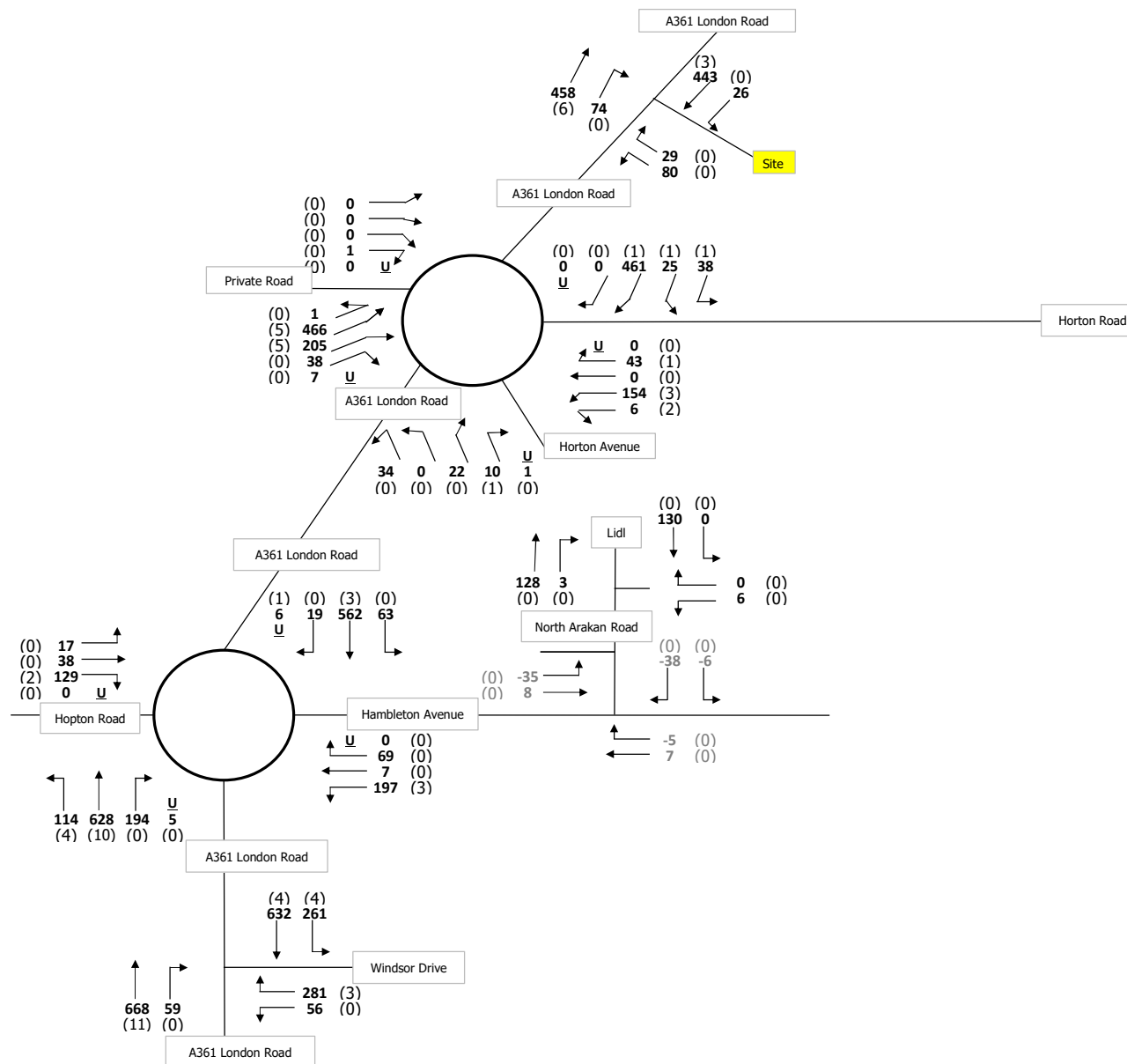
AM Peak 07:30 - 08:30

2031 Base + Committed + Proposed Aldi

connect
CONSULTANTS



Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed



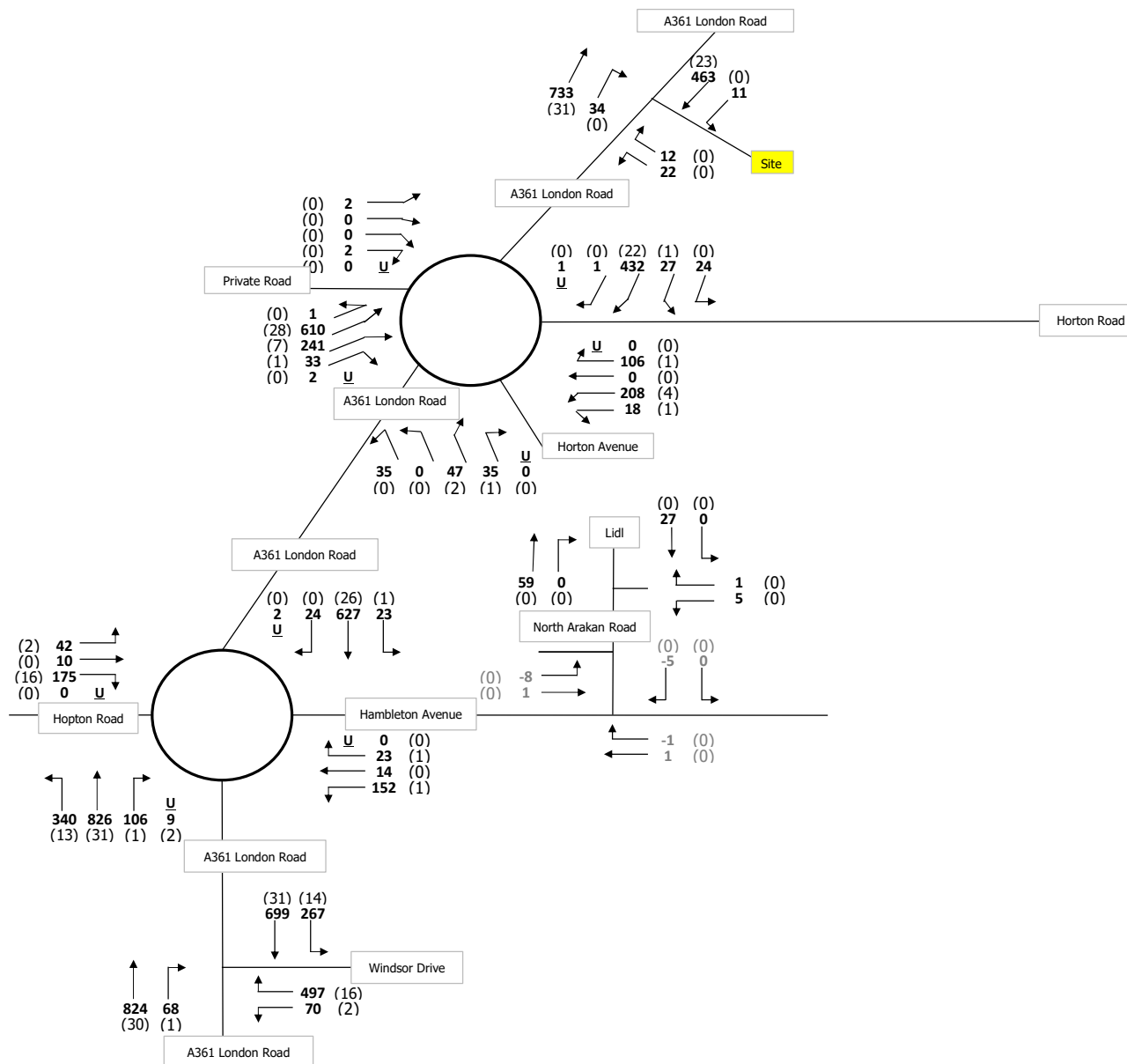
PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

Sat Peak 11:45 - 12:45

2031 Base + Committed + Proposed Aldi

connect
CONSULTANTS

Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed

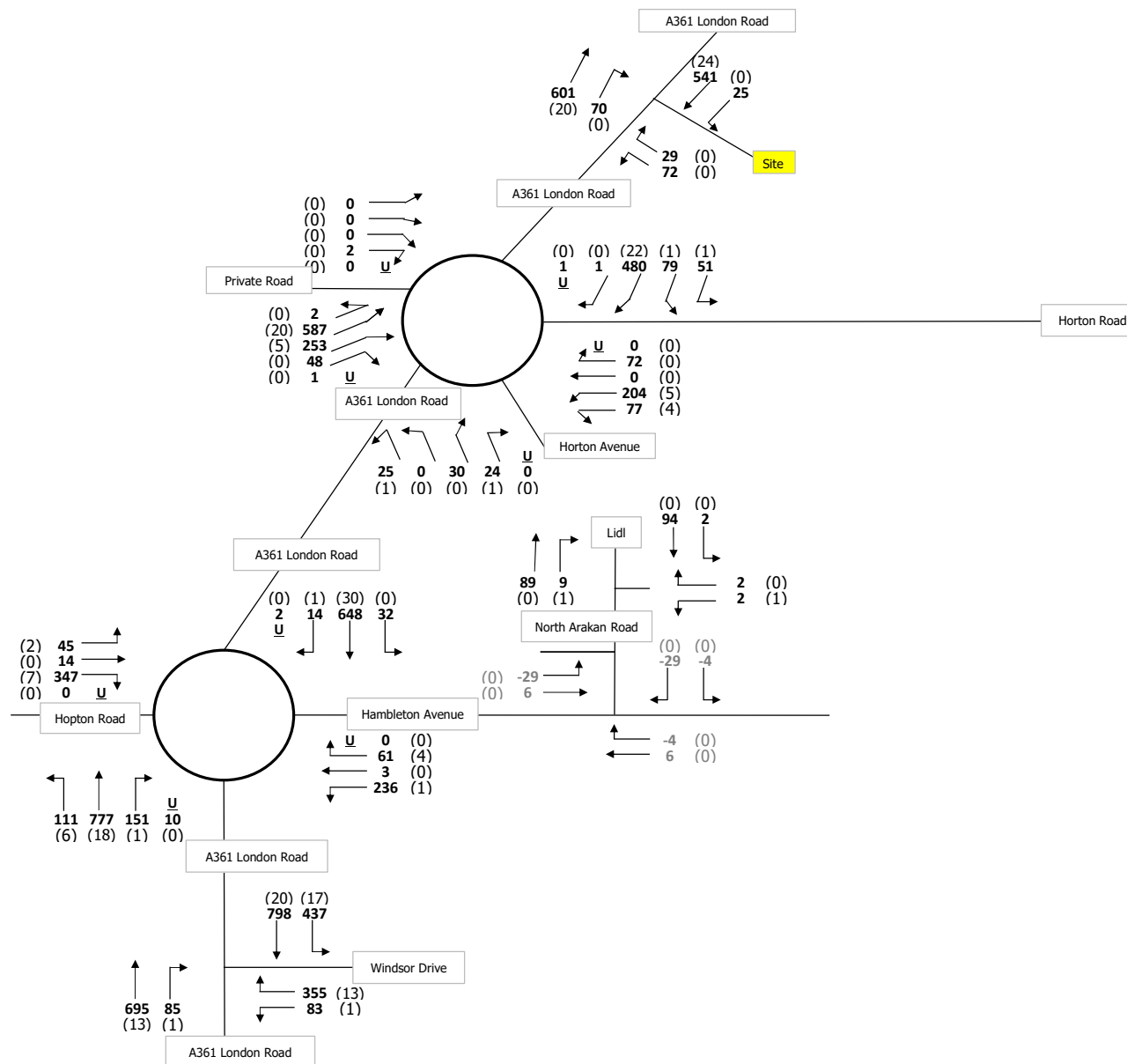


PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

AM Peak 07:30 - 08:30

2031 Base + Committed + Proposed Aldi and Drive Thru

Key:
 0 Total Flows
 (0) HGVs
 0 Banned Movement
 0 Junction not surveyed

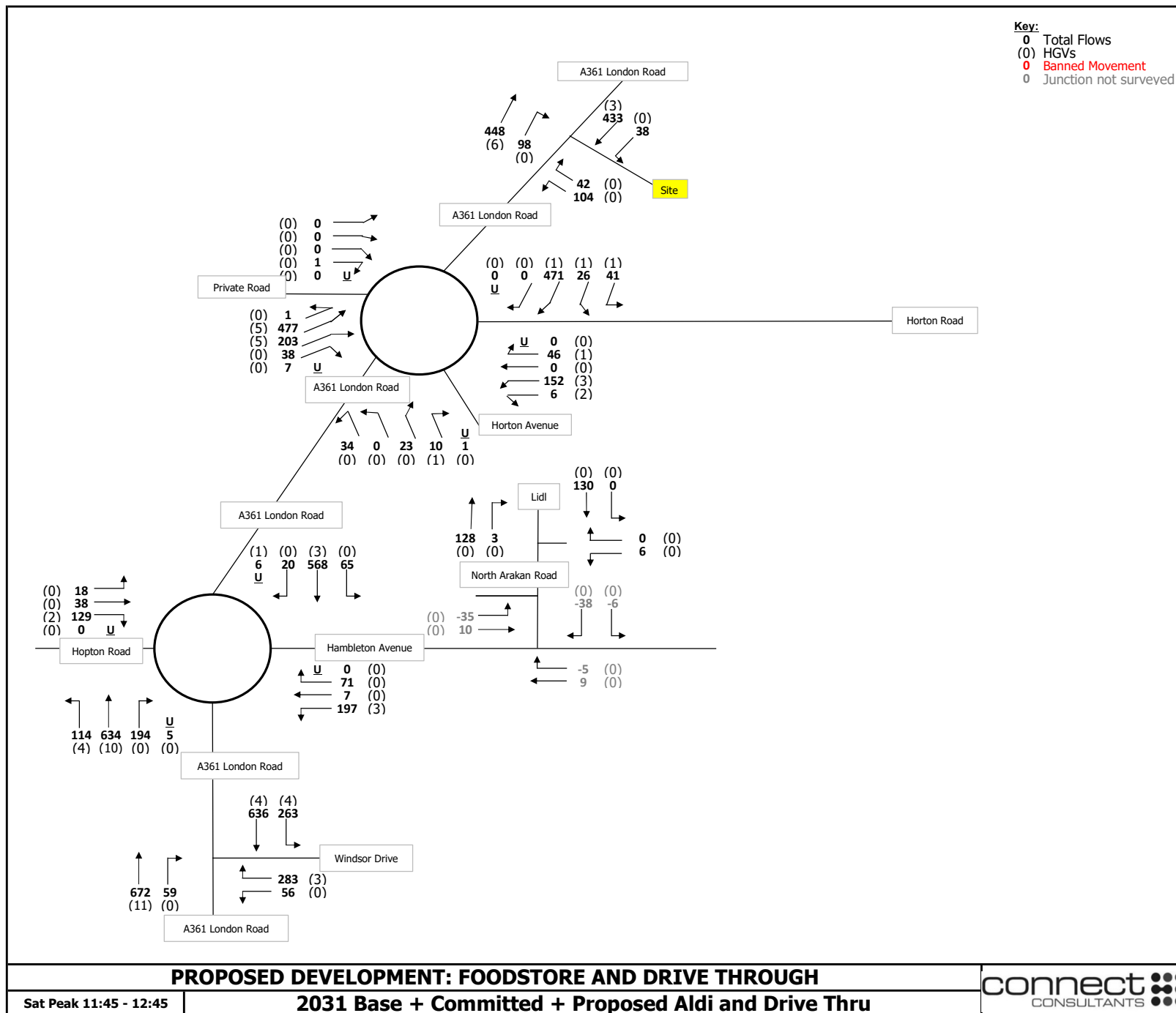


PROPOSED DEVELOPMENT: FOODSTORE AND DRIVE THROUGH

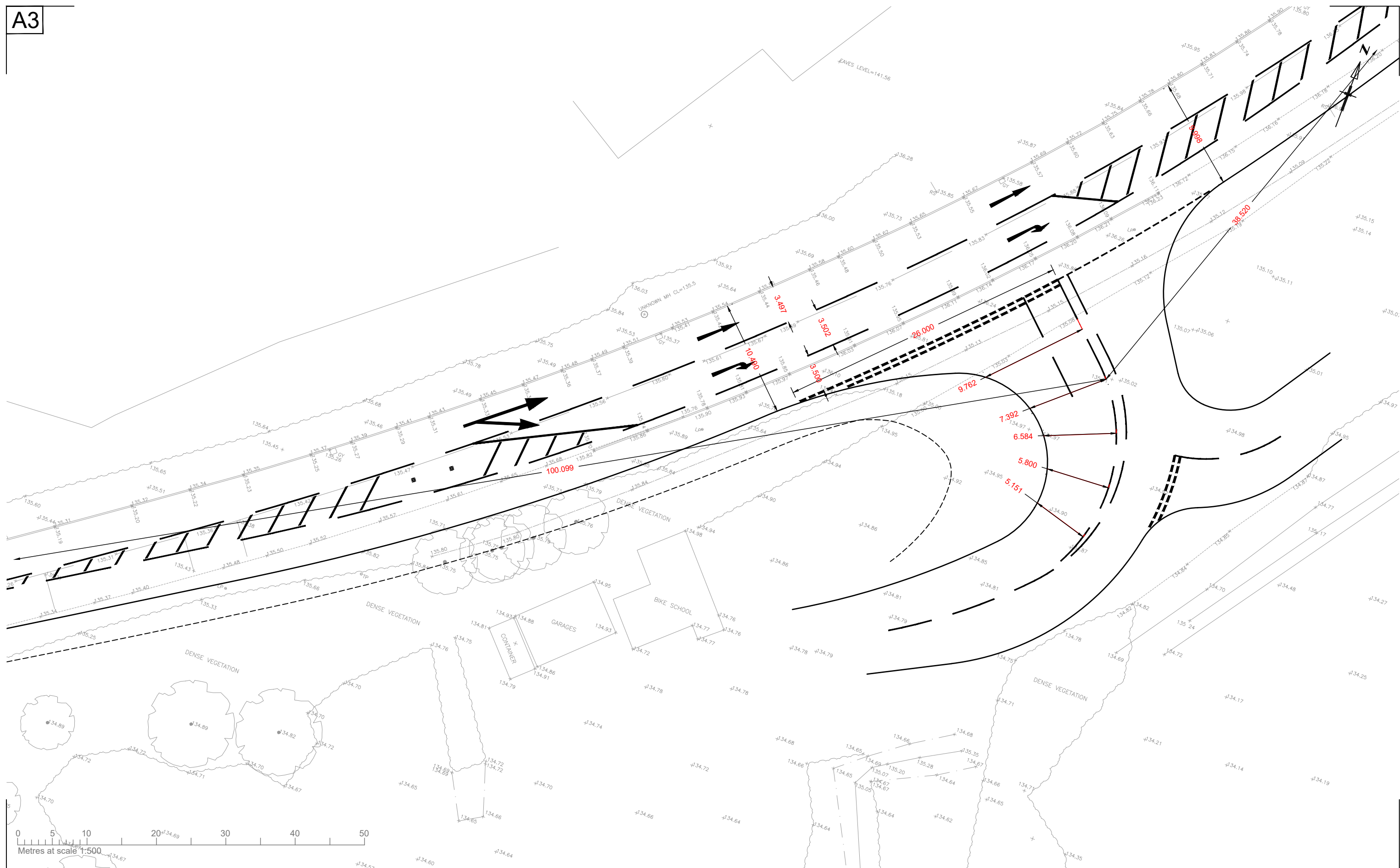
PM Peak 16:30 - 17:30

2031 Base + Committed + Proposed Aldi and Drive Thru

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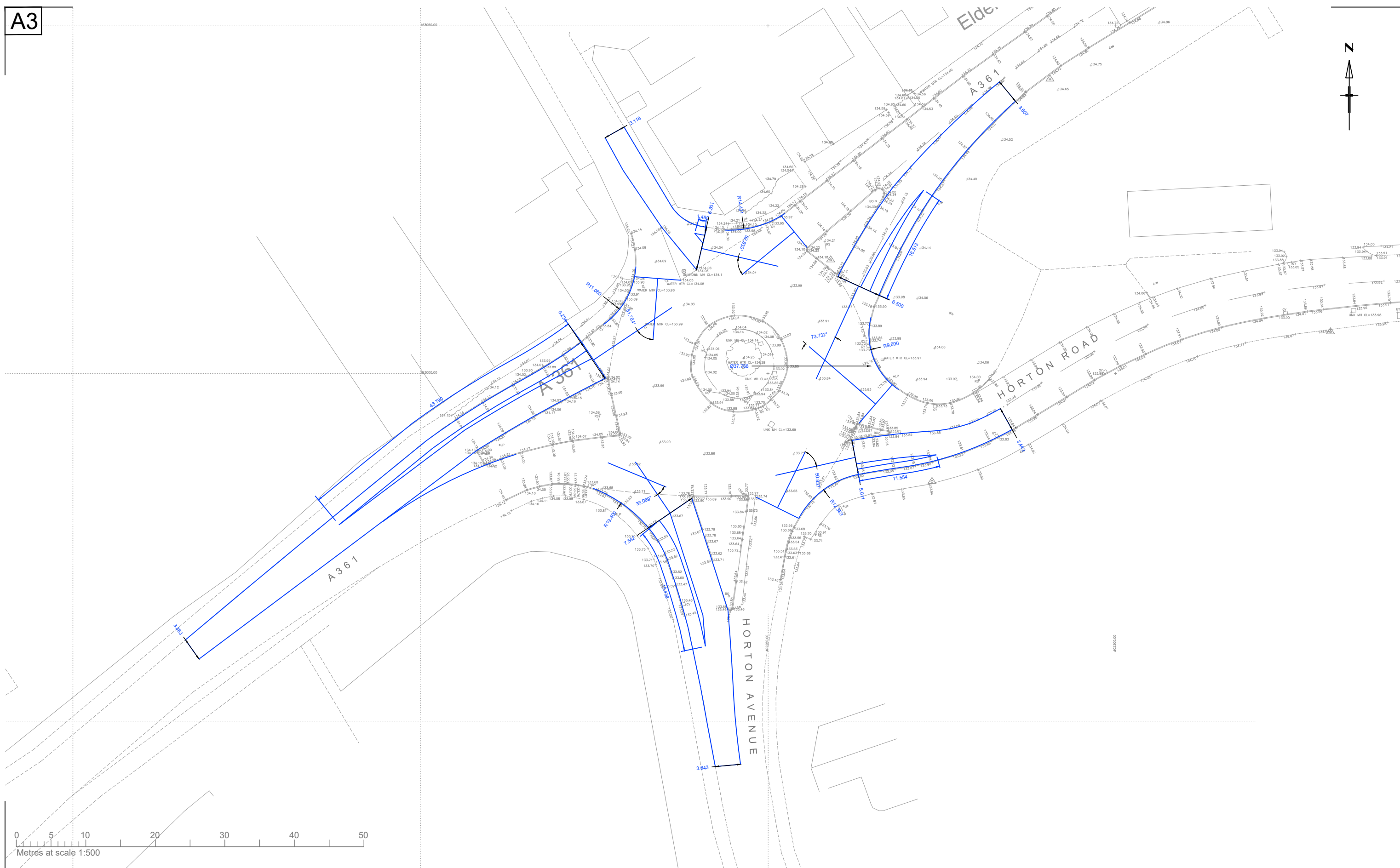


APPENDIX 13 – JUNCTION CAPACITY GEOMETRIC PARAMETERS



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QUALITY MANAGEMENT SYSTEM
ISO 9001 : 2015 FS 594947

client
HIGHGROVE GROUP (READING) LIMITED ON BEHALF OF
PRZM REAL ESTATE AND ALDI STORES LIMITED

project
PROPOSED DEVELOPMENT
LONDON ROAD, DEVIZES

title	EXISTING JUNCTION GEOMETRIES HORTON AVENUE/ HORTON ROAD / A361
-------	---

date
FEBRUARY 2026

drawn by
T.A.S

checked by	C.B.W
------------	-------

scale	status
1:500	PLANNING

drawing number
240215-SK20260223.1

REV

APPENDIX 14 – JUNCTION CAPACITY OUTPUTS

Junctions 9															
PICADY 9 - Priority Intersection Module															
Version: 9.5.1.7462 © Copyright TRL Limited, 2019															
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk															
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution															

Filename: 20251218 - A361.Site Access Priority T-Junction.j9

Path:

Report generation date:

»2031 Base + Committed Development + Aldi, AM
 »2031 Base + Committed Development + Aldi, PM
 »2031 Base + Committed Development + Aldi, Sat
 »2031 Base + Committed Development + Aldi + Drive Thru, AM
 »2031 Base + Committed Development + Aldi + Drive Thru, PM
 »2031 Base + Committed Development + Aldi + Drive Thru, Sat

Summary of junction performance

	AM					PM					Sat				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2031 Base + Committed Development + Aldi														
Stream B-C	D1	0.0	6.03	0.02	A	D2	0.1	7.11	0.12	A	D3	0.2	6.94	0.15	A
Stream B-A		0.0	13.33	0.02	B		0.1	15.18	0.09	C		0.1	12.83	0.10	B
Stream C-AB		0.0	6.48	0.03	A		0.1	7.47	0.12	A		0.2	7.19	0.14	A
	2031 Base + Committed Development + Aldi + Drive Thru														
Stream B-C	D4	0.0	6.34	0.04	A	D5	0.2	7.39	0.14	A	D6	0.2	7.44	0.19	A
Stream B-A		0.0	13.63	0.05	B		0.1	15.71	0.12	C		0.2	13.74	0.15	B
Stream C-AB		0.1	6.69	0.07	A		0.2	7.64	0.14	A		0.2	7.60	0.19	A

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

File summary

File Description

Title	
Location	
Site number	
Date	05/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	

Enumerator	CCL\LPartridge
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Base + Committed Development + Aldi	AM	ONE HOUR	07:15	08:45	15	✓
D2	2031 Base + Committed Development + Aldi	PM	ONE HOUR	16:15	17:45	15	✓
D3	2031 Base + Committed Development + Aldi	Sat	ONE HOUR	11:30	13:00	15	✓
D4	2031 Base + Committed Development + Aldi + Drive Thru	AM	ONE HOUR	07:15	08:45	15	✓
D5	2031 Base + Committed Development + Aldi + Drive Thru	PM	ONE HOUR	16:15	17:45	15	✓
D6	2031 Base + Committed Development + Aldi + Drive Thru	Sat	ONE HOUR	11:30	13:00	15	✓

Analysis Set Details

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

2031 Base + Committed Development + Aldi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.50	100.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	9.76	7.39	6.58	5.80	✓	3.00	100	39

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	534	0.093	0.235	0.148	0.336
B-C	766	0.112	0.284	-	-
C-B	721	0.267	0.267	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Base + Committed Development + Aldi	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	472	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	759	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	5	467
	B	4	0	11
	C	741	18	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	0	5
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	6.03	0.0	A	10	15
B-A	0.02	13.33	0.0	B	4	6
C-AB	0.03	6.48	0.0	A	17	25
C-A					680	1020
A-B					5	7
A-C					429	643

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	659	0.013	8	0.0	0.0	5.528	A
B-A	3	0.75	356	0.008	3	0.0	0.0	10.185	B
C-AB	14	3	622	0.022	13	0.0	0.0	5.918	A
C-A	558	139			558				
A-B	4	0.94			4				
A-C	352	88			352				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	638	0.015	10	0.0	0.0	5.726	A
B-A	4	0.90	322	0.011	4	0.0	0.0	11.304	B
C-AB	16	4	602	0.027	16	0.0	0.0	6.140	A

C-A	666	167			666				
A-B	4	1			4				
A-C	420	105			420				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	610	0.020	12	0.0	0.0	6.024	A
B-A	4	1	274	0.016	4	0.0	0.0	13.334	B
C-AB	20	5	576	0.034	20	0.0	0.0	6.476	A
C-A	816	204			816				
A-B	6	1			6				
A-C	514	129			514				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	609	0.020	12	0.0	0.0	6.025	A
B-A	4	1	274	0.016	4	0.0	0.0	13.332	B
C-AB	20	5	576	0.034	20	0.0	0.0	6.476	A
C-A	816	204			816				
A-B	6	1			6				
A-C	514	129			514				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	638	0.015	10	0.0	0.0	5.730	A
B-A	4	0.90	322	0.011	4	0.0	0.0	11.303	B
C-AB	16	4	602	0.027	16	0.0	0.0	6.141	A
C-A	666	167			666				
A-B	4	1			4				
A-C	420	105			420				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	659	0.013	8	0.0	0.0	5.532	A
B-A	3	0.75	357	0.008	3	0.0	0.0	10.185	B
C-AB	14	3	622	0.022	14	0.0	0.0	5.921	A
C-A	558	139			558				
A-B	4	0.94			4				
A-C	352	88			352				

2031 Base + Committed Development + Aldi, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031 Base + Committed Development + Aldi	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	565	100.000
B		ONE HOUR	✓	82	100.000
C		ONE HOUR	✓	666	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	21	544
	B	22	0	60
	C	605	61	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	4
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.12	7.11	0.1	A	55	83
B-A	0.09	15.18	0.1	C	20	30
C-AB	0.12	7.47	0.1	A	56	84
C-A					555	833
A-B					19	29
A-C					499	749

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	11	635	0.071	45	0.0	0.1	6.093	A
B-A	17	4	348	0.048	16	0.0	0.0	10.858	B
C-AB	46	11	603	0.076	46	0.0	0.1	6.452	A
C-A	455	114			455				
A-B	16	4			16				
A-C	410	102			410				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	13	609	0.089	54	0.1	0.1	6.481	A
B-A	20	5	311	0.064	20	0.0	0.1	12.338	B
C-AB	55	14	580	0.094	55	0.1	0.1	6.849	A
C-A	544	136			544				
A-B	19	5			19				
A-C	489	122			489				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66	17	573	0.115	66	0.1	0.1	7.104	A
B-A	24	6	261	0.093	24	0.1	0.1	15.167	C
C-AB	67	17	549	0.122	67	0.1	0.1	7.472	A
C-A	666	167			666				
A-B	23	6			23				
A-C	599	150			599				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66	17	572	0.115	66	0.1	0.1	7.109	A
B-A	24	6	261	0.093	24	0.1	0.1	15.182	C
C-AB	67	17	549	0.122	67	0.1	0.1	7.475	A
C-A	666	167			666				
A-B	23	6			23				
A-C	599	150			599				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	13	609	0.089	54	0.1	0.1	6.487	A
B-A	20	5	311	0.064	20	0.1	0.1	12.353	B
C-AB	55	14	580	0.094	55	0.1	0.1	6.855	A
C-A	544	136			544				
A-B	19	5			19				
A-C	489	122			489				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	11	635	0.071	45	0.1	0.1	6.103	A
B-A	17	4	348	0.048	17	0.1	0.1	10.877	B
C-AB	46	11	603	0.076	46	0.1	0.1	6.462	A
C-A	455	114			455				
A-B	16	4			16				
A-C	410	102			410				

2031 Base + Committed Development + Aldi, Sat

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 Base + Committed Development + Aldi	Sat	ONE HOUR	11:30	13:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
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A		ONE HOUR	✓	469	100.000
B		ONE HOUR	✓	109	100.000
C		ONE HOUR	✓	532	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	26	443
	B	29	0	80
	C	458	74	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	6.94	0.2	A	73	110
B-A	0.10	12.83	0.1	B	27	40
C-AB	0.14	7.19	0.2	A	68	102
C-A					420	630
A-B					24	36
A-C					407	610

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	659	0.091	60	0.0	0.1	6.006	A
B-A	22	5	383	0.057	22	0.0	0.1	9.964	A
C-AB	56	14	626	0.089	55	0.0	0.1	6.303	A
C-A	345	86			345				
A-B	20	5			20				
A-C	334	83			334				

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	637	0.113	72	0.1	0.1	6.368	A
B-A	26	7	353	0.074	26	0.1	0.1	10.998	B
C-AB	67	17	608	0.109	66	0.1	0.1	6.652	A
C-A	412	103			412				
A-B	23	6			23				
A-C	398	100			398				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	607	0.145	88	0.1	0.2	6.935	A
B-A	32	8	313	0.102	32	0.1	0.1	12.815	B
C-AB	81	20	582	0.140	81	0.1	0.2	7.187	A
C-A	504	126			504				
A-B	29	7			29				
A-C	488	122			488				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	607	0.145	88	0.2	0.2	6.939	A
B-A	32	8	313	0.102	32	0.1	0.1	12.826	B
C-AB	81	20	582	0.140	81	0.2	0.2	7.190	A
C-A	504	126			504				
A-B	29	7			29				
A-C	488	122			488				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	637	0.113	72	0.2	0.1	6.374	A
B-A	26	7	353	0.074	26	0.1	0.1	11.012	B
C-AB	67	17	608	0.109	67	0.2	0.1	6.658	A
C-A	412	103			412				
A-B	23	6			23				
A-C	398	100			398				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	658	0.091	60	0.1	0.1	6.019	A
B-A	22	5	383	0.057	22	0.1	0.1	9.982	A
C-AB	56	14	626	0.089	56	0.1	0.1	6.315	A
C-A	345	86			345				
A-B	20	5			20				
A-C	334	83			334				

2031 Base + Committed Development + Aldi + Drive Thru, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 Base + Committed Development + Aldi + Drive Thru	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	474	100.000
B		ONE HOUR	✓	34	100.000
C		ONE HOUR	✓	767	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	11	463
	B	12	0	22
	C	733	34	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	0	5
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.04	6.34	0.0	A	20	30
B-A	0.05	13.63	0.0	B	11	17
C-AB	0.07	6.69	0.1	A	31	47
C-A					673	1009
A-B					10	15
A-C					425	637

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	4	643	0.026	16	0.0	0.0	5.748	A
B-A	9	2	363	0.025	9	0.0	0.0	10.175	B
C-AB	26	6	621	0.041	25	0.0	0.0	6.039	A
C-A	552	138			552				
A-B	8	2			8				
A-C	349	87			349				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	621	0.032	20	0.0	0.0	5.982	A
B-A	11	3	327	0.033	11	0.0	0.0	11.387	B
C-AB	31	8	602	0.051	31	0.0	0.1	6.300	A
C-A	659	165			659				
A-B	10	2			10				
A-C	416	104			416				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	592	0.041	24	0.0	0.0	6.340	A
B-A	13	3	277	0.048	13	0.0	0.0	13.631	B
C-AB	37	9	575	0.065	37	0.1	0.1	6.695	A

C-A	807	202			807				
A-B	12	3			12				
A-C	510	127			510				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	592	0.041	24	0.0	0.0	6.342	A
B-A	13	3	277	0.048	13	0.0	0.0	13.633	B
C-AB	37	9	575	0.065	37	0.1	0.1	6.695	A
C-A	807	202			807				
A-B	12	3			12				
A-C	510	127			510				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	621	0.032	20	0.0	0.0	5.988	A
B-A	11	3	327	0.033	11	0.0	0.0	11.392	B
C-AB	31	8	602	0.051	31	0.1	0.1	6.303	A
C-A	659	165			659				
A-B	10	2			10				
A-C	416	104			416				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	4	642	0.026	17	0.0	0.0	5.752	A
B-A	9	2	363	0.025	9	0.0	0.0	10.177	B
C-AB	26	6	621	0.041	26	0.1	0.0	6.045	A
C-A	552	138			552				
A-B	8	2			8				
A-C	349	87			349				

2031 Base + Committed Development + Aldi + Drive Thru, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 Base + Committed Development + Aldi + Drive Thru	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	561	100.000
B		ONE HOUR	✓	101	100.000
C		ONE HOUR	✓	666	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	25	536
	B	29	0	72
	C	596	70	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	5
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	7.39	0.2	A	66	99
B-A	0.12	15.71	0.1	C	27	40
C-AB	0.14	7.64	0.2	A	64	96
C-A					547	820
A-B					23	34
A-C					492	738

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	14	631	0.086	54	0.0	0.1	6.235	A
B-A	22	5	348	0.063	22	0.0	0.1	11.010	B
C-AB	53	13	603	0.087	52	0.0	0.1	6.532	A
C-A	449	112			449				
A-B	19	5			19				
A-C	404	101			404				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	604	0.107	65	0.1	0.1	6.673	A
B-A	26	7	312	0.084	26	0.1	0.1	12.598	B
C-AB	63	16	580	0.108	63	0.1	0.1	6.956	A
C-A	536	134			536				
A-B	22	6			22				
A-C	482	120			482				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	79	20	566	0.140	79	0.1	0.2	7.387	A
B-A	32	8	261	0.122	32	0.1	0.1	15.687	C
C-AB	77	19	548	0.141	77	0.1	0.2	7.634	A
C-A	656	164			656				
A-B	28	7			28				
A-C	590	148			590				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	79	20	566	0.140	79	0.2	0.2	7.393	A
B-A	32	8	261	0.122	32	0.1	0.1	15.712	C
C-AB	77	19	548	0.141	77	0.2	0.2	7.637	A
C-A	656	164			656				
A-B	28	7			28				
A-C	590	148			590				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	604	0.107	65	0.2	0.1	6.681	A
B-A	26	7	312	0.084	26	0.1	0.1	12.623	B
C-AB	63	16	580	0.108	63	0.2	0.1	6.966	A
C-A	536	134			536				
A-B	22	6			22				
A-C	482	120			482				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	14	630	0.086	54	0.1	0.1	6.251	A
B-A	22	5	348	0.063	22	0.1	0.1	11.037	B
C-AB	53	13	603	0.087	53	0.1	0.1	6.544	A
C-A	449	112			449				
A-B	19	5			19				
A-C	404	101			404				

2031 Base + Committed Development + Aldi + Drive Thru, Sat

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 Base + Committed Development + Aldi + Drive Thru	Sat	ONE HOUR	11:30	13:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	471	100.000
B		ONE HOUR	✓	146	100.000
C		ONE HOUR	✓	546	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	38	433
	B	42	0	104
	C	448	98	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	7.44	0.2	A	95	143
B-A	0.15	13.74	0.2	B	39	58
C-AB	0.19	7.60	0.2	A	90	135
C-A					411	617
A-B					35	52
A-C					397	596

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	78	20	653	0.120	78	0.0	0.1	6.258	A
B-A	32	8	381	0.083	31	0.0	0.1	10.293	B
C-AB	74	18	626	0.118	73	0.0	0.1	6.511	A
C-A	337	84			337				
A-B	29	7			29				
A-C	326	81			326				

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	630	0.148	93	0.1	0.2	6.706	A
B-A	38	9	350	0.108	38	0.1	0.1	11.516	B
C-AB	88	22	607	0.145	88	0.1	0.2	6.931	A

C-A	403	101			403				
A-B	34	9			34				
A-C	389	97			389				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	29	598	0.191	114	0.2	0.2	7.435	A
B-A	46	12	308	0.150	46	0.1	0.2	13.715	B
C-AB	108	27	581	0.186	108	0.2	0.2	7.594	A
C-A	493	123			493				
A-B	42	10			42				
A-C	477	119			477				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	29	598	0.191	115	0.2	0.2	7.444	A
B-A	46	12	308	0.150	46	0.2	0.2	13.738	B
C-AB	108	27	581	0.186	108	0.2	0.2	7.600	A
C-A	493	123			493				
A-B	42	10			42				
A-C	477	119			477				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	630	0.148	94	0.2	0.2	6.721	A
B-A	38	9	350	0.108	38	0.2	0.1	11.538	B
C-AB	88	22	607	0.145	88	0.2	0.2	6.940	A
C-A	403	101			403				
A-B	34	9			34				
A-C	389	97			389				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	78	20	652	0.120	78	0.2	0.1	6.278	A
B-A	32	8	381	0.083	32	0.1	0.1	10.325	B
C-AB	74	18	626	0.118	74	0.2	0.1	6.524	A
C-A	337	84			337				
A-B	29	7			29				
A-C	326	81			326				

Junctions 9		
ARCADY 9 - Roundabout Module		
Version: 9.5.1.7462 © Copyright TRL Limited, 2019		
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Filename: 20251218 - A361.Horton Road roundabout.j9

Path:

Report generation date:

»2025 Surveyed Flows, AM
 »2025 Surveyed Flows, PM
 »2025 Surveyed Flows, Sat
 »2031 Base, AM
 »2031 Base, PM
 »2031 Base, Sat
 »2031 Base + Committed Development, AM
 »2031 Base + Committed Development, PM
 »2031 Base + Committed Development, Sat
 »2031 Base + Committed Development + Aldi, AM
 »2031 Base + Committed Development + Aldi, PM
 »2031 Base + Committed Development + Aldi, Sat
 »2031 Base + Committed Development + Aldi + Drive Thru, AM
 »2031 Base + Committed Development + Aldi + Drive Thru, PM
 »2031 Base + Committed Development + Aldi + Drive Thru, Sat

Summary of junction performance

	AM			PM			Sat		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2025 Surveyed Flows									
Arm 1	0.6	4.19	0.36	0.8	5.07	0.45	0.5	4.13	0.35
Arm 2	0.4	4.91	0.29	0.3	4.88	0.23	0.3	4.37	0.20
Arm 3	0.1	2.92	0.08	0.1	2.71	0.06	0.1	2.65	0.05
Arm 4	1.1	5.11	0.54	1.2	5.00	0.55	0.8	3.93	0.44
Arm 5	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
2031 Base									
Arm 1	0.6	4.39	0.38	0.9	5.44	0.48	0.6	4.35	0.38
Arm 2	0.5	5.17	0.31	0.3	5.12	0.25	0.3	4.54	0.22
Arm 3	0.1	3.02	0.08	0.1	2.78	0.06	0.1	2.72	0.05
Arm 4	1.3	5.57	0.57	1.4	5.44	0.58	0.9	4.17	0.47
Arm 5	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
2031 Base + Committed Development									
Arm 1	0.7	4.87	0.41	1.0	5.69	0.49	0.6	4.35	0.38
Arm 2	0.6	5.54	0.36	0.7	6.38	0.41	0.3	4.54	0.22

Arm 3	0.1	3.13	0.10	0.1	2.99	0.07	0.1	2.72	0.05
Arm 4	1.8	6.77	0.65	1.6	5.91	0.61	0.9	4.17	0.47
Arm 5	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
2031 Base + Committed Development + Aldi									
Arm 1	0.7	4.89	0.42	1.1	6.05	0.53	0.7	4.66	0.43
Arm 2	0.6	5.57	0.36	0.7	6.64	0.42	0.3	4.70	0.23
Arm 3	0.1	3.15	0.10	0.1	3.04	0.07	0.1	2.78	0.05
Arm 4	1.8	6.91	0.65	1.7	6.13	0.62	1.0	4.36	0.49
Arm 5	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
2031 Base + Committed Development + Aldi + Drive Thru									
Arm 1	0.7	4.94	0.42	1.1	6.14	0.53	0.8	4.75	0.44
Arm 2	0.6	5.60	0.36	0.7	6.69	0.42	0.3	4.75	0.23
Arm 3	0.1	3.16	0.10	0.1	3.07	0.07	0.1	2.80	0.06
Arm 4	1.9	6.97	0.65	1.7	6.17	0.63	1.0	4.43	0.50
Arm 5	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00

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	05/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCL\LPtridge
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Surveyed Flows	AM	ONE HOUR	07:15	08:45	15	✓
D2	2025 Surveyed Flows	PM	ONE HOUR	16:30	18:00	15	✓
D3	2025 Surveyed Flows	Sat	ONE HOUR	11:30	13:00	15	✓

D4	2031 Base	AM	ONE HOUR	07:15	08:45	15	✓
D5	2031 Base	PM	ONE HOUR	16:30	18:00	15	✓
D6	2031 Base	Sat	ONE HOUR	11:30	13:00	15	✓
D7	2031 Base + Committed Development	AM	ONE HOUR	07:15	08:45	15	✓
D8	2031 Base + Committed Development	PM	ONE HOUR	16:30	18:00	15	✓
D9	2031 Base + Committed Development	Sat	ONE HOUR	11:30	13:00	15	✓
D10	2031 Base + Committed Development + Aldi	AM	ONE HOUR	07:15	08:45	15	✓
D11	2031 Base + Committed Development + Aldi	PM	ONE HOUR	16:30	18:00	15	✓
D12	2031 Base + Committed Development + Aldi	Sat	ONE HOUR	11:30	13:00	15	✓
D13	2031 Base + Committed Development + Aldi + Drive Thru	AM	ONE HOUR	07:15	08:45	15	✓
D14	2031 Base + Committed Development + Aldi + Drive Thru	PM	ONE HOUR	16:30	18:00	15	✓
D15	2031 Base + Committed Development + Aldi + Drive Thru	Sat	ONE HOUR	11:30	13:00	15	✓

Analysis Set Details

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

2025 Surveyed Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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	4.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	untitled	
2	untitled	
3	untitled	
4	untitled	

5	untitled	
---	----------	--

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)	Exit only
1	3.61	6.50	16.5	9.7	37.8	36.9	
2	3.44	5.01	11.6	12.4	37.8	25.4	
3	3.64	7.54	19.4	19.4	37.8	16.5	
4	3.38	6.22	43.8	11.1	37.8	25.9	
5	3.12	6.30	1.5	14.4	37.8	26.3	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.589	1529
2	0.573	1355
3	0.702	1906
4	0.638	1694
5	0.516	1061

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 Surveyed Flows	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	433	100.000
2		ONE HOUR	✓	271	100.000
3		ONE HOUR	✓	92	100.000
4		ONE HOUR	✓	737	100.000
5		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1	2	3	4	5
From	1	1	9	24	398	1
	2	85	0	14	172	0
	3	43	15	0	34	0
	4	560	142	32	2	1
	5	2	0	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	0	4	5	0
	2	1	0	7	2	0
	3	5	7	0	0	0
	4	5	5	3	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.36	4.19	0.6	A	397	596
2	0.29	4.91	0.4	A	249	373
3	0.08	2.92	0.1	A	84	127
4	0.54	5.11	1.1	A	676	1014
5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	326	81	143	1374	0.237	325	517	0.0	0.3	3.425	A
2	204	51	343	1127	0.181	203	124	0.0	0.2	3.894	A
3	69	17	494	1494	0.046	69	52	0.0	0.0	2.525	A
4	555	139	109	1547	0.359	553	454	0.0	0.6	3.612	A
5	0	0	660	705	0.000	0	1	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	389	97	172	1358	0.287	389	619	0.3	0.4	3.716	A
2	244	61	411	1087	0.224	243	149	0.2	0.3	4.267	A
3	83	21	592	1426	0.058	83	63	0.0	0.1	2.680	A
4	663	166	130	1534	0.432	662	544	0.6	0.8	4.125	A
5	0	0	790	635	0.000	0	2	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	477	119	210	1335	0.357	476	757	0.4	0.6	4.189	A
2	298	75	504	1033	0.289	298	182	0.3	0.4	4.897	A
3	101	25	725	1332	0.076	101	77	0.1	0.1	2.923	A

4	811	203	159	1516	0.535	810	666	0.8	1.1	5.090	A
5	0	0	967	539	0.000	0	2	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	477	119	210	1335	0.357	477	759	0.6	0.6	4.195	A
2	298	75	504	1032	0.289	298	183	0.4	0.4	4.905	A
3	101	25	726	1332	0.076	101	77	0.1	0.1	2.925	A
4	811	203	160	1515	0.535	811	667	1.1	1.1	5.113	A
5	0	0	969	538	0.000	0	2	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	389	97	172	1357	0.287	390	621	0.6	0.4	3.725	A
2	244	61	412	1086	0.224	244	150	0.4	0.3	4.278	A
3	83	21	593	1425	0.058	83	63	0.1	0.1	2.684	A
4	663	166	131	1534	0.432	664	546	1.1	0.8	4.148	A
5	0	0	793	633	0.000	0	2	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	326	81	144	1374	0.237	326	519	0.4	0.3	3.439	A
2	204	51	345	1126	0.181	204	125	0.3	0.2	3.907	A
3	69	17	497	1493	0.046	69	53	0.1	0.0	2.531	A
4	555	139	109	1547	0.359	556	457	0.8	0.6	3.636	A
5	0	0	663	703	0.000	0	2	0.0	0.0	0.000	A

2025 Surveyed Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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	4.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Surveyed Flows	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	522	100.000
2		ONE HOUR	✓	203	100.000
3		ONE HOUR	✓	71	100.000
4		ONE HOUR	✓	785	100.000
5		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1	2	3	4	5
From	1	1	31	70	419	1
	2	35	0	54	114	0
	3	26	20	0	25	0
	4	518	217	47	1	2
	5	0	0	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	3	1	5	0
	2	0	0	7	4	0
	3	0	5	0	4	0
	4	4	2	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.45	5.07	0.8	A	479	718
2	0.23	4.88	0.3	A	186	279
3	0.06	2.71	0.1	A	65	98
4	0.55	5.00	1.2	A	720	1080
5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	393	98	214	1343	0.293	391	435	0.0	0.4	3.778	A
2	153	38	404	1070	0.143	152	201	0.0	0.2	3.919	A
3	53	13	428	1548	0.035	53	128	0.0	0.0	2.407	A
4	591	148	62	1603	0.369	589	419	0.0	0.6	3.542	A
5	0	0	649	716	0.000	0	2	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	469	117	256	1318	0.356	469	521	0.4	0.5	4.234	A
2	182	46	484	1024	0.178	182	241	0.2	0.2	4.274	A
3	64	16	513	1488	0.043	64	154	0.0	0.0	2.527	A
4	706	176	75	1595	0.442	705	502	0.6	0.8	4.040	A
5	0	0	777	648	0.000	0	3	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	575	144	313	1285	0.447	574	637	0.5	0.8	5.051	A
2	224	56	592	962	0.232	223	295	0.2	0.3	4.868	A
3	78	20	628	1406	0.056	78	188	0.0	0.1	2.710	A
4	864	216	91	1585	0.545	863	614	0.8	1.2	4.975	A
5	0	0	951	556	0.000	0	3	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	575	144	314	1285	0.447	575	639	0.8	0.8	5.068	A
2	224	56	593	962	0.232	224	295	0.3	0.3	4.876	A
3	78	20	629	1405	0.056	78	188	0.1	0.1	2.712	A
4	864	216	91	1585	0.545	864	615	1.2	1.2	4.997	A
5	0	0	952	555	0.000	0	3	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	469	117	257	1318	0.356	470	523	0.8	0.6	4.253	A
2	182	46	486	1023	0.178	183	241	0.3	0.2	4.283	A
3	64	16	514	1487	0.043	64	154	0.1	0.0	2.531	A
4	706	176	75	1595	0.442	707	504	1.2	0.8	4.061	A
5	0	0	779	647	0.000	0	3	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
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1	393	98	215	1342	0.293	394	437	0.6	0.4	3.797	A
2	153	38	406	1069	0.143	153	202	0.2	0.2	3.931	A
3	53	13	430	1547	0.035	53	129	0.0	0.0	2.412	A
4	591	148	63	1603	0.369	592	421	0.8	0.6	3.566	A
5	0	0	652	715	0.000	0	2	0.0	0.0	0.000	A

2025 Surveyed Flows, Sat

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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	4.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Surveyed Flows	Sat	ONE HOUR	11:30	13:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	436	100.000
2		ONE HOUR	✓	189	100.000
3		ONE HOUR	✓	63	100.000
4		ONE HOUR	✓	650	100.000
5		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1	2	3	4	5
From	1	0	23	20	393	0
	2	31	0	6	152	0
	3	18	10	1	34	0
	4	402	202	38	7	1
	5	0	0	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	4	5	0	0
	2	3	0	33	2	0
	3	0	10	0	0	0
	4	1	2	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.35	4.13	0.5	A	400	600
2	0.20	4.37	0.3	A	173	260
3	0.05	2.65	0.1	A	58	87
4	0.44	3.93	0.8	A	596	895
5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

11:30 - 11:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	328	82	194	1406	0.233	327	338	0.0	0.3	3.332	A
2	142	36	344	1122	0.127	142	176	0.0	0.1	3.671	A
3	47	12	437	1572	0.030	47	49	0.0	0.0	2.361	A
4	489	122	45	1644	0.298	488	440	0.0	0.4	3.109	A
5	0	0	532	783	0.000	0	0.75	0.0	0.0	0.000	A

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	392	98	232	1384	0.283	392	405	0.3	0.4	3.629	A

2	170	42	412	1084	0.157	170	211	0.1	0.2	3.937	A
3	57	14	524	1512	0.037	57	58	0.0	0.0	2.473	A
4	584	146	54	1638	0.357	584	526	0.4	0.6	3.411	A
5	0	0	637	728	0.000	0	0.90	0.0	0.0	0.000	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	480	120	284	1353	0.355	479	496	0.4	0.5	4.120	A
2	208	52	505	1033	0.202	208	258	0.2	0.3	4.364	A
3	69	17	641	1430	0.049	69	71	0.0	0.1	2.644	A
4	716	179	66	1631	0.439	715	644	0.6	0.8	3.926	A
5	0	0	780	653	0.000	0	1	0.0	0.0	0.000	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	480	120	284	1352	0.355	480	497	0.5	0.5	4.126	A
2	208	52	505	1032	0.202	208	259	0.3	0.3	4.367	A
3	69	17	642	1430	0.049	69	72	0.1	0.1	2.646	A
4	716	179	66	1631	0.439	716	645	0.8	0.8	3.934	A
5	0	0	781	653	0.000	0	1	0.0	0.0	0.000	A

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	392	98	232	1383	0.283	393	406	0.5	0.4	3.637	A
2	170	42	413	1083	0.157	170	212	0.3	0.2	3.944	A
3	57	14	525	1511	0.037	57	59	0.1	0.0	2.475	A
4	584	146	54	1638	0.357	585	528	0.8	0.6	3.420	A
5	0	0	638	727	0.000	0	0.90	0.0	0.0	0.000	A

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	328	82	194	1406	0.233	329	340	0.4	0.3	3.344	A
2	142	36	346	1121	0.127	142	177	0.2	0.1	3.681	A
3	47	12	439	1570	0.030	47	49	0.0	0.0	2.365	A
4	489	122	45	1644	0.298	490	442	0.6	0.4	3.122	A
5	0	0	534	782	0.000	0	0.75	0.0	0.0	0.000	A

2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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	5.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 Base	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	461	100.000
2		ONE HOUR	✓	288	100.000
3		ONE HOUR	✓	98	100.000
4		ONE HOUR	✓	784	100.000
5		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1	2	3	4	5
From	1	1	10	26	423	1
	2	90	0	15	183	0
	3	46	16	0	36	0
	4	596	151	34	2	1
	5	2	0	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	0	4	5	0
	2	1	0	7	2	0
	3	5	7	0	0	0
	4	5	5	3	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.38	4.39	0.6	A	423	635
2	0.31	5.17	0.5	A	264	396
3	0.08	3.02	0.1	A	90	135
4	0.57	5.57	1.3	A	719	1079
5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	347	87	152	1369	0.254	346	550	0.0	0.3	3.513	A
2	217	54	365	1114	0.195	216	133	0.0	0.2	4.004	A
3	74	18	525	1473	0.050	74	56	0.0	0.1	2.573	A
4	590	148	115	1543	0.383	588	483	0.0	0.6	3.759	A
5	0	0	702	683	0.000	0	1	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	414	104	182	1351	0.307	414	658	0.3	0.4	3.839	A
2	259	65	437	1072	0.242	259	159	0.2	0.3	4.428	A
3	88	22	629	1400	0.063	88	67	0.1	0.1	2.744	A
4	705	176	138	1529	0.461	704	578	0.6	0.8	4.360	A
5	0	0	840	608	0.000	0	2	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	508	127	223	1327	0.382	507	805	0.4	0.6	4.384	A
2	317	79	535	1014	0.313	317	194	0.3	0.5	5.163	A
3	108	27	770	1301	0.083	108	82	0.1	0.1	3.017	A
4	863	216	169	1509	0.572	861	708	0.8	1.3	5.540	A
5	0	0	1028	506	0.000	0	2	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	508	127	223	1327	0.382	508	807	0.6	0.6	4.392	A
2	317	79	536	1013	0.313	317	195	0.5	0.5	5.170	A
3	108	27	771	1300	0.083	108	83	0.1	0.1	3.019	A
4	863	216	170	1509	0.572	863	709	1.3	1.3	5.572	A
5	0	0	1031	505	0.000	0	2	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	414	104	183	1351	0.307	415	661	0.6	0.4	3.849	A
2	259	65	439	1071	0.242	259	160	0.5	0.3	4.441	A
3	88	22	630	1398	0.063	88	68	0.1	0.1	2.747	A
4	705	176	139	1529	0.461	707	580	1.3	0.9	4.391	A
5	0	0	844	606	0.000	0	2	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	347	87	153	1369	0.254	347	553	0.4	0.3	3.529	A
2	217	54	367	1113	0.195	217	133	0.3	0.2	4.021	A
3	74	18	528	1471	0.050	74	57	0.1	0.1	2.579	A
4	590	148	116	1543	0.383	591	485	0.9	0.6	3.789	A
5	0	0	706	680	0.000	0	2	0.0	0.0	0.000	A

2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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	5.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 Base	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	556	100.000
2		ONE HOUR	✓	215	100.000
3		ONE HOUR	✓	76	100.000

4		ONE HOUR	✓	835	100.000
5		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1	2	3	4	5
From	1	1	33	75	446	1
	2	37	0	57	121	0
	3	28	21	0	27	0
	4	551	231	50	1	2
	5	0	0	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	3	1	5	0
	2	0	0	7	4	0
	3	0	5	0	4	0
	4	4	2	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.48	5.44	0.9	A	510	765
2	0.25	5.12	0.3	A	197	296
3	0.06	2.78	0.1	A	70	105
4	0.58	5.44	1.4	A	766	1149
5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	419	105	227	1335	0.314	417	463	0.0	0.5	3.913	A
2	162	40	430	1055	0.153	161	214	0.0	0.2	4.023	A
3	57	14	455	1529	0.037	57	136	0.0	0.0	2.444	A
4	629	157	66	1601	0.393	626	446	0.0	0.6	3.685	A
5	0	0	690	694	0.000	0	2	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	500	125	272	1309	0.382	499	554	0.5	0.6	4.441	A
2	193	48	515	1006	0.192	193	256	0.2	0.2	4.425	A
3	68	17	545	1465	0.047	68	163	0.0	0.0	2.576	A
4	751	188	79	1592	0.471	750	534	0.6	0.9	4.268	A
5	0	0	826	622	0.000	0	3	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	612	153	333	1274	0.481	611	678	0.6	0.9	5.419	A
2	237	59	631	940	0.252	236	313	0.2	0.3	5.111	A
3	84	21	667	1378	0.061	84	200	0.0	0.1	2.780	A
4	919	230	97	1581	0.581	917	654	0.9	1.4	5.406	A
5	0	0	1011	524	0.000	0	3	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	612	153	334	1274	0.481	612	679	0.9	0.9	5.441	A
2	237	59	632	940	0.252	237	314	0.3	0.3	5.120	A
3	84	21	668	1377	0.061	84	200	0.1	0.1	2.782	A
4	919	230	97	1581	0.581	919	655	1.4	1.4	5.438	A
5	0	0	1013	523	0.000	0	3	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	500	125	273	1308	0.382	501	556	0.9	0.6	4.466	A
2	193	48	517	1005	0.192	194	257	0.3	0.2	4.438	A
3	68	17	547	1464	0.047	68	164	0.1	0.0	2.581	A
4	751	188	79	1592	0.471	753	536	1.4	0.9	4.298	A
5	0	0	829	620	0.000	0	3	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	419	105	228	1334	0.314	419	465	0.6	0.5	3.939	A
2	162	40	433	1054	0.154	162	215	0.2	0.2	4.038	A
3	57	14	458	1527	0.037	57	137	0.0	0.0	2.448	A
4	629	157	66	1600	0.393	630	449	0.9	0.7	3.714	A
5	0	0	694	692	0.000	0	2	0.0	0.0	0.000	A

2031 Base, Sat

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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	4.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 Base	Sat	ONE HOUR	11:30	13:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	466	100.000
2		ONE HOUR	✓	201	100.000
3		ONE HOUR	✓	67	100.000
4		ONE HOUR	✓	695	100.000
5		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1	2	3	4	5
From	1	0	25	21	420	0
	2	33	0	6	162	0
	3	19	11	1	36	0
	4	430	216	41	7	1
	5	0	0	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	4	5	0	0
	2	3	0	33	2	0
	3	0	10	0	0	0
	4	1	2	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.38	4.35	0.6	A	428	641
2	0.22	4.54	0.3	A	184	277
3	0.05	2.72	0.1	A	61	92
4	0.47	4.17	0.9	A	638	957
5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

11:30 - 11:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	351	88	207	1398	0.251	349	362	0.0	0.3	3.427	A
2	151	38	368	1110	0.136	151	189	0.0	0.2	3.752	A
3	50	13	466	1551	0.033	50	52	0.0	0.0	2.399	A
4	523	131	48	1642	0.319	521	469	0.0	0.5	3.206	A
5	0	0	569	764	0.000	0	0.75	0.0	0.0	0.000	A

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	419	105	248	1374	0.305	419	433	0.3	0.4	3.765	A
2	181	45	440	1069	0.169	181	226	0.2	0.2	4.049	A
3	60	15	559	1487	0.041	60	62	0.0	0.0	2.523	A
4	625	156	57	1636	0.382	624	561	0.5	0.6	3.556	A
5	0	0	681	705	0.000	0	0.90	0.0	0.0	0.000	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	513	128	303	1341	0.383	512	530	0.4	0.6	4.342	A
2	221	55	539	1014	0.218	221	277	0.2	0.3	4.538	A
3	74	18	684	1400	0.053	74	76	0.0	0.1	2.714	A
4	765	191	70	1628	0.470	764	687	0.6	0.9	4.163	A
5	0	0	833	625	0.000	0	1	0.0	0.0	0.000	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	513	128	304	1340	0.383	513	531	0.6	0.6	4.350	A
2	221	55	539	1014	0.218	221	277	0.3	0.3	4.542	A
3	74	18	685	1399	0.053	74	76	0.1	0.1	2.715	A
4	765	191	70	1628	0.470	765	688	0.9	0.9	4.173	A
5	0	0	835	624	0.000	0	1	0.0	0.0	0.000	A

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	419	105	249	1374	0.305	420	434	0.6	0.4	3.775	A
2	181	45	441	1069	0.169	181	227	0.3	0.2	4.057	A
3	60	15	560	1486	0.041	60	62	0.1	0.0	2.525	A
4	625	156	58	1636	0.382	626	563	0.9	0.6	3.569	A
5	0	0	683	704	0.000	0	0.90	0.0	0.0	0.000	A

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	351	88	208	1398	0.251	351	363	0.4	0.3	3.440	A
2	151	38	369	1109	0.137	152	190	0.2	0.2	3.764	A
3	50	13	469	1549	0.033	50	52	0.0	0.0	2.401	A
4	523	131	48	1642	0.319	524	471	0.6	0.5	3.222	A
5	0	0	571	762	0.000	0	0.75	0.0	0.0	0.000	A

2031 Base + Committed Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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	5.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Base + Committed Development	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	472	100.000

2		ONE HOUR	✓	331	100.000
3		ONE HOUR	✓	117	100.000
4		ONE HOUR	✓	877	100.000
5		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1	2	3	4	5
From	1	1	21	26	423	1
	2	101	0	18	212	0
	3	46	35	0	36	0
	4	596	244	34	2	1
	5	2	0	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	0	4	5	0
	2	1	0	6	2	0
	3	5	3	0	0	0
	4	5	3	3	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.41	4.87	0.7	A	433	650
2	0.36	5.54	0.6	A	304	456
3	0.10	3.13	0.1	A	107	161
4	0.65	6.77	1.8	A	805	1207
5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	355	89	236	1323	0.269	354	558	0.0	0.4	3.709	A
2	249	62	365	1114	0.224	248	225	0.0	0.3	4.150	A

3	88	22	555	1461	0.060	88	58	0.0	0.1	2.621	A
4	660	165	138	1537	0.429	657	505	0.0	0.7	4.077	A
5	0	0	794	635	0.000	0	1	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	424	106	283	1296	0.327	424	668	0.4	0.5	4.124	A
2	298	74	437	1072	0.278	297	269	0.3	0.4	4.645	A
3	105	26	664	1383	0.076	105	70	0.1	0.1	2.816	A
4	788	197	165	1520	0.519	787	604	0.7	1.1	4.901	A
5	0	0	951	551	0.000	0	2	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	520	130	346	1260	0.413	519	817	0.5	0.7	4.853	A
2	364	91	535	1014	0.359	364	329	0.4	0.6	5.528	A
3	129	32	813	1278	0.101	129	86	0.1	0.1	3.131	A
4	966	241	202	1497	0.645	963	740	1.1	1.8	6.701	A
5	0	0	1163	437	0.000	0	2	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	520	130	347	1259	0.413	520	819	0.7	0.7	4.866	A
2	364	91	536	1014	0.360	364	330	0.6	0.6	5.544	A
3	129	32	815	1277	0.101	129	86	0.1	0.1	3.134	A
4	966	241	203	1497	0.645	966	741	1.8	1.8	6.772	A
5	0	0	1166	435	0.000	0	2	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	424	106	284	1296	0.328	425	671	0.7	0.5	4.139	A
2	298	74	439	1071	0.278	298	271	0.6	0.4	4.661	A
3	105	26	667	1382	0.076	105	70	0.1	0.1	2.820	A
4	788	197	166	1520	0.519	791	606	1.8	1.1	4.958	A
5	0	0	955	548	0.000	0	2	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	355	89	238	1323	0.269	356	561	0.5	0.4	3.727	A
2	249	62	367	1113	0.224	250	226	0.4	0.3	4.169	A
3	88	22	558	1459	0.060	88	59	0.1	0.1	2.626	A
4	660	165	139	1537	0.430	662	507	1.1	0.8	4.120	A
5	0	0	799	632	0.000	0	2	0.0	0.0	0.000	A

2031 Base + Committed Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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	5.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Base + Committed Development	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	563	100.000
2		ONE HOUR	✓	351	100.000
3		ONE HOUR	✓	79	100.000
4		ONE HOUR	✓	866	100.000
5		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (Veh/hr)

		To					
From		1	2	3	4	5	
	1	1	40	75	446	1	
	2	63	0	78	210	0	
	3	28	24	0	27	0	
	4	551	262	50	1	2	
	5	0	0	0	2	0	

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	3	1	5	0
	2	0	0	5	3	0
	3	0	4	0	4	0
	4	4	2	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.49	5.69	1.0	A	517	775
2	0.41	6.38	0.7	A	322	483
3	0.07	2.99	0.1	A	72	109
4	0.61	5.91	1.6	A	795	1192
5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	424	106	253	1320	0.321	422	482	0.0	0.5	3.999	A
2	264	66	430	1067	0.248	263	244	0.0	0.3	4.467	A
3	59	15	541	1473	0.040	59	152	0.0	0.0	2.546	A
4	652	163	88	1588	0.411	649	513	0.0	0.7	3.825	A
5	0	0	735	671	0.000	0	2	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	506	127	303	1292	0.392	505	577	0.5	0.6	4.574	A
2	316	79	515	1018	0.310	315	293	0.3	0.4	5.116	A
3	71	18	648	1397	0.051	71	182	0.0	0.1	2.714	A
4	779	195	105	1577	0.494	777	614	0.7	1.0	4.495	A
5	0	0	880	594	0.000	0	3	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	620	155	370	1253	0.495	619	706	0.6	1.0	5.664	A
2	386	97	631	951	0.406	386	358	0.4	0.7	6.351	A
3	87	22	793	1294	0.067	87	223	0.1	0.1	2.982	A
4	953	238	129	1562	0.610	951	751	1.0	1.5	5.868	A

5	0	0	1076	490	0.000	0	3	0.0	0.0	0.000	A
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17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	620	155	371	1252	0.495	620	708	1.0	1.0	5.691	A
2	386	97	632	951	0.407	386	359	0.7	0.7	6.379	A
3	87	22	795	1292	0.067	87	223	0.1	0.1	2.985	A
4	953	238	129	1562	0.610	953	753	1.5	1.6	5.913	A
5	0	0	1079	488	0.000	0	3	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	506	127	304	1291	0.392	507	580	1.0	0.7	4.601	A
2	316	79	517	1017	0.310	316	294	0.7	0.5	5.146	A
3	71	18	651	1395	0.051	71	183	0.1	0.1	2.718	A
4	779	195	105	1577	0.494	781	616	1.6	1.0	4.536	A
5	0	0	883	592	0.000	0	3	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	424	106	254	1320	0.321	425	485	0.7	0.5	4.026	A
2	264	66	433	1066	0.248	265	246	0.5	0.3	4.495	A
3	59	15	544	1471	0.040	60	153	0.1	0.0	2.550	A
4	652	163	88	1588	0.411	653	516	1.0	0.7	3.858	A
5	0	0	739	669	0.000	0	2	0.0	0.0	0.000	A

2031 Base + Committed Development, Sat

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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	4.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031 Base + Committed Development	Sat	ONE HOUR	11:30	13:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	466	100.000
2		ONE HOUR	✓	201	100.000
3		ONE HOUR	✓	67	100.000
4		ONE HOUR	✓	695	100.000
5		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1	2	3	4	5
From	1	0	25	21	420	0
	2	33	0	6	162	0
	3	19	11	1	36	0
	4	430	216	41	7	1
	5	0	0	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	4	5	0	0
	2	3	0	33	2	0
	3	0	10	0	0	0
	4	1	2	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.38	4.35	0.6	A	428	641
2	0.22	4.54	0.3	A	184	277
3	0.05	2.72	0.1	A	61	92
4	0.47	4.17	0.9	A	638	957
5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

11:30 - 11:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	351	88	207	1398	0.251	349	362	0.0	0.3	3.427	A
2	151	38	368	1110	0.136	151	189	0.0	0.2	3.752	A
3	50	13	466	1551	0.033	50	52	0.0	0.0	2.399	A
4	523	131	48	1642	0.319	521	469	0.0	0.5	3.206	A
5	0	0	569	764	0.000	0	0.75	0.0	0.0	0.000	A

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	419	105	248	1374	0.305	419	433	0.3	0.4	3.765	A
2	181	45	440	1069	0.169	181	226	0.2	0.2	4.049	A
3	60	15	559	1487	0.041	60	62	0.0	0.0	2.523	A
4	625	156	57	1636	0.382	624	561	0.5	0.6	3.556	A
5	0	0	681	705	0.000	0	0.90	0.0	0.0	0.000	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	513	128	303	1341	0.383	512	530	0.4	0.6	4.342	A
2	221	55	539	1014	0.218	221	277	0.2	0.3	4.538	A
3	74	18	684	1400	0.053	74	76	0.0	0.1	2.714	A
4	765	191	70	1628	0.470	764	687	0.6	0.9	4.163	A
5	0	0	833	625	0.000	0	1	0.0	0.0	0.000	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	513	128	304	1340	0.383	513	531	0.6	0.6	4.350	A
2	221	55	539	1014	0.218	221	277	0.3	0.3	4.542	A
3	74	18	685	1399	0.053	74	76	0.1	0.1	2.715	A
4	765	191	70	1628	0.470	765	688	0.9	0.9	4.173	A
5	0	0	835	624	0.000	0	1	0.0	0.0	0.000	A

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	419	105	249	1374	0.305	420	434	0.6	0.4	3.775	A
2	181	45	441	1069	0.169	181	227	0.3	0.2	4.057	A
3	60	15	560	1486	0.041	60	62	0.1	0.0	2.525	A
4	625	156	58	1636	0.382	626	563	0.9	0.6	3.569	A
5	0	0	683	704	0.000	0	0.90	0.0	0.0	0.000	A

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	351	88	208	1398	0.251	351	363	0.4	0.3	3.440	A
2	151	38	369	1109	0.137	152	190	0.2	0.2	3.764	A
3	50	13	469	1549	0.033	50	52	0.0	0.0	2.401	A
4	523	131	48	1642	0.319	524	471	0.6	0.5	3.222	A
5	0	0	571	762	0.000	0	0.75	0.0	0.0	0.000	A

2031 Base + Committed Development + Aldi, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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	5.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031 Base + Committed Development + Aldi	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	477	100.000
2		ONE HOUR	✓	331	100.000
3		ONE HOUR	✓	118	100.000
4		ONE HOUR	✓	884	100.000
5		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1	2	3	4	5
From	1	1	22	26	427	1
	2	104	0	18	209	0
	3	47	35	0	36	0
	4	605	242	34	2	1
	5	2	0	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	0	4	5	0
	2	1	0	6	2	0
	3	5	3	0	0	0
	4	5	3	3	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.42	4.89	0.7	A	438	657
2	0.36	5.57	0.6	A	304	456
3	0.10	3.15	0.1	A	108	162
4	0.65	6.91	1.8	A	811	1217
5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	359	90	235	1324	0.271	358	567	0.0	0.4	3.719	A
2	249	62	368	1113	0.224	248	224	0.0	0.3	4.158	A
3	89	22	558	1458	0.061	89	58	0.0	0.1	2.627	A
4	666	166	141	1535	0.433	662	505	0.0	0.8	4.111	A
5	0	0	802	631	0.000	0	1	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	429	107	281	1298	0.330	428	679	0.4	0.5	4.140	A

2	298	74	441	1070	0.278	297	268	0.3	0.4	4.657	A
3	106	27	668	1380	0.077	106	70	0.1	0.1	2.824	A
4	795	199	169	1518	0.524	793	605	0.8	1.1	4.960	A
5	0	0	960	546	0.000	0	2	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	525	131	344	1261	0.416	524	831	0.5	0.7	4.879	A
2	364	91	540	1012	0.360	364	328	0.4	0.6	5.550	A
3	130	32	818	1275	0.102	130	86	0.1	0.1	3.143	A
4	973	243	207	1494	0.651	970	741	1.1	1.8	6.832	A
5	0	0	1175	430	0.000	0	2	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	525	131	345	1261	0.417	525	833	0.7	0.7	4.894	A
2	364	91	541	1011	0.360	364	329	0.6	0.6	5.565	A
3	130	32	819	1274	0.102	130	86	0.1	0.1	3.146	A
4	973	243	207	1494	0.651	973	742	1.8	1.8	6.910	A
5	0	0	1178	429	0.000	0	2	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	429	107	282	1297	0.331	430	683	0.7	0.5	4.157	A
2	298	74	442	1069	0.278	298	270	0.6	0.4	4.674	A
3	106	27	670	1379	0.077	106	70	0.1	0.1	2.830	A
4	795	199	169	1518	0.524	798	607	1.8	1.1	5.022	A
5	0	0	965	543	0.000	0	2	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	359	90	236	1324	0.271	360	571	0.5	0.4	3.735	A
2	249	62	370	1112	0.224	250	226	0.4	0.3	4.178	A
3	89	22	561	1456	0.061	89	59	0.1	0.1	2.634	A
4	666	166	142	1535	0.434	667	508	1.1	0.8	4.153	A
5	0	0	807	628	0.000	0	2	0.0	0.0	0.000	A

2031 Base + Committed Development + Aldi, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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	6.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2031 Base + Committed Development + Aldi	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	604	100.000
2		ONE HOUR	✓	353	100.000
3		ONE HOUR	✓	79	100.000
4		ONE HOUR	✓	888	100.000
5		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1	2	3	4	5
From	1	1	50	78	474	1
	2	71	0	77	205	0
	3	30	24	0	25	0
	4	583	254	48	1	2
	5	0	0	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	2	1	5	0
	2	0	0	6	3	0
	3	0	4	0	4	0
	4	3	2	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.53	6.05	1.1	A	554	831
2	0.42	6.64	0.7	A	324	486
3	0.07	3.04	0.1	A	72	109
4	0.62	6.13	1.7	A	815	1222
5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	455	114	245	1326	0.343	453	513	0.0	0.5	4.112	A
2	266	66	452	1053	0.252	264	246	0.0	0.3	4.556	A
3	59	15	564	1458	0.041	59	152	0.0	0.0	2.573	A
4	669	167	95	1593	0.420	666	528	0.0	0.7	3.872	A
5	0	0	759	661	0.000	0	2	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	543	136	294	1298	0.418	542	615	0.5	0.7	4.758	A
2	317	79	541	1002	0.317	317	294	0.3	0.5	5.254	A
3	71	18	676	1378	0.052	71	182	0.0	0.1	2.752	A
4	798	200	114	1581	0.505	797	633	0.7	1.0	4.587	A
5	0	0	908	581	0.000	0	3	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	665	166	359	1260	0.528	663	752	0.7	1.1	6.016	A
2	389	97	662	932	0.417	388	360	0.5	0.7	6.606	A
3	87	22	827	1271	0.068	87	223	0.1	0.1	3.040	A
4	978	244	140	1565	0.625	975	774	1.0	1.6	6.081	A

5	0	0	1111	474	0.000	0	3	0.0	0.0	0.000	A
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17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	665	166	360	1260	0.528	665	754	1.1	1.1	6.052	A
2	389	97	664	931	0.418	389	361	0.7	0.7	6.640	A
3	87	22	829	1269	0.069	87	223	0.1	0.1	3.043	A
4	978	244	140	1565	0.625	978	776	1.6	1.7	6.133	A
5	0	0	1114	473	0.000	0	3	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	543	136	295	1297	0.419	545	618	1.1	0.7	4.791	A
2	317	79	544	1000	0.317	318	296	0.7	0.5	5.287	A
3	71	18	679	1376	0.052	71	183	0.1	0.1	2.757	A
4	798	200	114	1581	0.505	801	636	1.7	1.0	4.631	A
5	0	0	912	579	0.000	0	3	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	455	114	247	1325	0.343	456	517	0.7	0.5	4.143	A
2	266	66	455	1052	0.253	266	247	0.5	0.3	4.586	A
3	59	15	568	1455	0.041	60	153	0.1	0.0	2.578	A
4	669	167	96	1592	0.420	670	532	1.0	0.7	3.908	A
5	0	0	763	658	0.000	0	2	0.0	0.0	0.000	A

2031 Base + Committed Development + Aldi, Sat

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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	4.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2031 Base + Committed Development + Aldi	Sat	ONE HOUR	11:30	13:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	524	100.000
2		ONE HOUR	✓	203	100.000
3		ONE HOUR	✓	67	100.000
4		ONE HOUR	✓	717	100.000
5		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1	2	3	4	5
From	1	0	38	25	461	0
	2	43	0	6	154	0
	3	22	10	1	34	0
	4	466	205	38	7	1
	5	0	0	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	3	4	0	0
	2	2	0	34	2	0
	3	0	10	0	0	0
	4	1	3	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.43	4.66	0.7	A	481	721
2	0.23	4.70	0.3	A	186	279
3	0.05	2.78	0.1	A	61	92

4	0.49	4.36	1.0	A	658	987
5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

11:30 - 11:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	394	99	196	1405	0.281	393	398	0.0	0.4	3.554	A
2	153	38	399	1094	0.140	152	190	0.0	0.2	3.822	A
3	50	13	499	1531	0.033	50	53	0.0	0.0	2.431	A
4	540	135	57	1632	0.331	538	492	0.0	0.5	3.283	A
5	0	0	594	750	0.000	0	0.75	0.0	0.0	0.000	A

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	471	118	234	1381	0.341	471	477	0.4	0.5	3.951	A
2	182	46	478	1050	0.174	182	227	0.2	0.2	4.149	A
3	60	15	597	1462	0.041	60	63	0.0	0.0	2.566	A
4	645	161	68	1625	0.397	644	589	0.5	0.7	3.667	A
5	0	0	711	688	0.000	0	0.90	0.0	0.0	0.000	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	577	144	287	1350	0.427	576	584	0.5	0.7	4.647	A
2	224	56	585	990	0.226	223	278	0.2	0.3	4.692	A
3	74	18	731	1369	0.054	74	77	0.0	0.1	2.778	A
4	789	197	84	1615	0.489	788	721	0.7	0.9	4.346	A
5	0	0	871	605	0.000	0	1	0.0	0.0	0.000	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	577	144	287	1349	0.428	577	585	0.7	0.7	4.659	A
2	224	56	586	990	0.226	224	279	0.3	0.3	4.699	A
3	74	18	732	1369	0.054	74	77	0.1	0.1	2.779	A
4	789	197	84	1615	0.489	789	722	0.9	1.0	4.359	A
5	0	0	872	604	0.000	0	1	0.0	0.0	0.000	A

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	471	118	235	1381	0.341	472	478	0.7	0.5	3.965	A

2	182	46	479	1049	0.174	183	228	0.3	0.2	4.157	A
3	60	15	599	1461	0.041	60	63	0.1	0.0	2.571	A
4	645	161	68	1625	0.397	646	591	1.0	0.7	3.682	A
5	0	0	713	687	0.000	0	0.90	0.0	0.0	0.000	A

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	394	99	197	1404	0.281	395	400	0.5	0.4	3.568	A
2	153	38	401	1093	0.140	153	191	0.2	0.2	3.834	A
3	50	13	501	1529	0.033	50	53	0.0	0.0	2.436	A
4	540	135	57	1632	0.331	540	494	0.7	0.5	3.298	A
5	0	0	597	748	0.000	0	0.75	0.0	0.0	0.000	A

2031 Base + Committed Development + Aldi + Drive Thru, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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	5.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2031 Base + Committed Development + Aldi + Drive Thru	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	485	100.000
2		ONE HOUR	✓	332	100.000
3		ONE HOUR	✓	117	100.000
4		ONE HOUR	✓	887	100.000
5		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1	2	3	4	5
From	1	1	24	27	432	1
	2	106	0	18	208	0
	3	47	35	0	35	0
	4	610	241	33	2	1
	5	2	0	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	0	4	5	0
	2	1	0	6	2	0
	3	5	3	0	0	0
	4	5	3	3	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.42	4.94	0.7	A	445	668
2	0.36	5.60	0.6	A	305	457
3	0.10	3.16	0.1	A	107	161
4	0.65	6.97	1.9	A	814	1221
5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	365	91	233	1325	0.275	364	573	0.0	0.4	3.743	A
2	250	62	372	1111	0.225	249	225	0.0	0.3	4.172	A
3	88	22	562	1455	0.061	88	58	0.0	0.1	2.633	A
4	668	167	142	1534	0.435	665	508	0.0	0.8	4.126	A
5	0	0	806	629	0.000	0	1	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	436	109	279	1299	0.336	436	686	0.4	0.5	4.168	A
2	298	75	445	1067	0.280	298	269	0.3	0.4	4.678	A
3	105	26	673	1376	0.076	105	70	0.1	0.1	2.831	A
4	797	199	171	1517	0.526	796	608	0.8	1.1	4.987	A
5	0	0	965	543	0.000	0	2	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	534	133	341	1263	0.423	533	839	0.5	0.7	4.928	A
2	366	91	545	1009	0.362	365	329	0.4	0.6	5.587	A
3	129	32	824	1270	0.101	129	86	0.1	0.1	3.154	A
4	977	244	209	1493	0.654	974	744	1.1	1.9	6.895	A
5	0	0	1180	427	0.000	0	2	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	534	133	342	1262	0.423	534	841	0.7	0.7	4.943	A
2	366	91	546	1008	0.363	366	330	0.6	0.6	5.603	A
3	129	32	826	1269	0.102	129	86	0.1	0.1	3.157	A
4	977	244	209	1493	0.654	977	745	1.9	1.9	6.974	A
5	0	0	1184	426	0.000	0	2	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	436	109	281	1298	0.336	437	689	0.7	0.5	4.186	A
2	298	75	447	1066	0.280	299	271	0.6	0.4	4.697	A
3	105	26	676	1375	0.077	105	70	0.1	0.1	2.835	A
4	797	199	171	1516	0.526	800	610	1.9	1.1	5.048	A
5	0	0	970	541	0.000	0	2	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
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1	365	91	235	1325	0.276	366	576	0.5	0.4	3.757	A
2	250	62	374	1109	0.225	250	226	0.4	0.3	4.194	A
3	88	22	565	1453	0.061	88	59	0.1	0.1	2.638	A
4	668	167	143	1534	0.435	669	510	1.1	0.8	4.169	A
5	0	0	811	626	0.000	0	2	0.0	0.0	0.000	A

2031 Base + Committed Development + Aldi + Drive Thru, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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	6.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2031 Base + Committed Development + Aldi + Drive Thru	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	612	100.000
2		ONE HOUR	✓	353	100.000
3		ONE HOUR	✓	79	100.000
4		ONE HOUR	✓	891	100.000
5		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1	2	3	4	5
From	1	1	51	79	480	1
	2	72	0	77	204	0
	3	30	24	0	25	0
	4	587	253	48	1	2
	5	0	0	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	2	1	5	0
	2	0	0	6	3	0
	3	0	5	0	4	0
	4	3	2	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.53	6.14	1.1	A	562	842
2	0.42	6.69	0.7	A	324	486
3	0.07	3.07	0.1	A	72	109
4	0.63	6.17	1.7	A	818	1226
5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	461	115	244	1326	0.347	459	517	0.0	0.5	4.139	A
2	266	66	457	1050	0.253	264	246	0.0	0.3	4.573	A
3	59	15	569	1450	0.041	59	153	0.0	0.0	2.587	A
4	671	168	96	1592	0.421	668	532	0.0	0.7	3.884	A
5	0	0	762	659	0.000	0	2	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	550	138	293	1298	0.424	549	619	0.5	0.7	4.801	A
2	317	79	548	998	0.318	317	294	0.3	0.5	5.281	A
3	71	18	681	1371	0.052	71	183	0.0	0.1	2.769	A
4	801	200	115	1580	0.507	800	637	0.7	1.0	4.607	A
5	0	0	912	579	0.000	0	3	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	674	168	358	1261	0.534	672	758	0.7	1.1	6.099	A
2	389	97	670	927	0.419	388	360	0.5	0.7	6.660	A
3	87	22	834	1262	0.069	87	224	0.1	0.1	3.062	A
4	981	245	141	1564	0.627	978	780	1.0	1.7	6.122	A
5	0	0	1116	472	0.000	0	3	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	674	168	359	1260	0.535	674	760	1.1	1.1	6.138	A
2	389	97	672	926	0.420	389	361	0.7	0.7	6.695	A
3	87	22	836	1261	0.069	87	225	0.1	0.1	3.065	A
4	981	245	141	1564	0.627	981	782	1.7	1.7	6.174	A
5	0	0	1119	470	0.000	0	3	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	550	138	294	1298	0.424	552	622	1.1	0.7	4.836	A
2	317	79	550	997	0.318	318	296	0.7	0.5	5.316	A
3	71	18	684	1368	0.052	71	184	0.1	0.1	2.776	A
4	801	200	115	1580	0.507	804	640	1.7	1.0	4.652	A
5	0	0	916	577	0.000	0	3	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	461	115	246	1325	0.348	462	520	0.7	0.5	4.171	A
2	266	66	460	1049	0.253	266	247	0.5	0.3	4.605	A
3	59	15	572	1448	0.041	60	154	0.1	0.0	2.592	A
4	671	168	97	1592	0.421	672	535	1.0	0.7	3.921	A
5	0	0	766	656	0.000	0	2	0.0	0.0	0.000	A

2031 Base + Committed Development + Aldi + Drive Thru, Sat

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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	4.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2031 Base + Committed Development + Aldi + Drive Thru	Sat	ONE HOUR	11:30	13:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	538	100.000
2		ONE HOUR	✓	204	100.000
3		ONE HOUR	✓	68	100.000
4		ONE HOUR	✓	726	100.000
5		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1	2	3	4	5
From	1	0	41	26	471	0
	2	46	0	6	152	0
	3	23	10	1	34	0
	4	477	203	38	7	1
	5	0	0	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	3	4	0	0
	2	2	0	35	2	0
	3	0	10	0	0	0
	4	1	3	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.44	4.75	0.8	A	494	741
2	0.23	4.75	0.3	A	187	281
3	0.06	2.80	0.1	A	62	94
4	0.50	4.43	1.0	A	666	999
5	0.00	0.00	0.0	A	0	0

Main Results for each time segment

11:30 - 11:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	405	101	194	1405	0.288	403	410	0.0	0.4	3.586	A
2	154	38	407	1089	0.141	153	191	0.0	0.2	3.844	A
3	51	13	507	1526	0.034	51	53	0.0	0.0	2.441	A
4	547	137	60	1631	0.335	545	498	0.0	0.5	3.309	A
5	0	0	604	745	0.000	0	0.75	0.0	0.0	0.000	A

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	484	121	233	1382	0.350	483	490	0.4	0.5	4.001	A
2	183	46	488	1044	0.176	183	228	0.2	0.2	4.181	A
3	61	15	607	1456	0.042	61	64	0.0	0.0	2.580	A
4	653	163	72	1623	0.402	652	596	0.5	0.7	3.706	A
5	0	0	723	682	0.000	0	0.90	0.0	0.0	0.000	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	592	148	285	1351	0.439	591	600	0.5	0.8	4.734	A
2	225	56	597	983	0.228	224	279	0.2	0.3	4.742	A
3	75	19	743	1361	0.055	75	78	0.0	0.1	2.798	A
4	799	200	88	1613	0.496	798	730	0.7	1.0	4.413	A
5	0	0	885	597	0.000	0	1	0.0	0.0	0.000	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	592	148	285	1351	0.439	592	601	0.8	0.8	4.747	A
2	225	56	598	983	0.229	225	280	0.3	0.3	4.749	A
3	75	19	744	1360	0.055	75	78	0.1	0.1	2.799	A
4	799	200	88	1613	0.496	799	731	1.0	1.0	4.426	A
5	0	0	886	596	0.000	0	1	0.0	0.0	0.000	A

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	484	121	233	1382	0.350	485	492	0.8	0.5	4.015	A
2	183	46	489	1043	0.176	184	229	0.3	0.2	4.190	A
3	61	15	609	1455	0.042	61	64	0.1	0.0	2.585	A
4	653	163	72	1623	0.402	654	598	1.0	0.7	3.721	A
5	0	0	725	681	0.000	0	0.90	0.0	0.0	0.000	A

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	405	101	195	1405	0.288	406	412	0.5	0.4	3.606	A
2	154	38	409	1088	0.141	154	191	0.2	0.2	3.855	A
3	51	13	510	1524	0.034	51	54	0.0	0.0	2.446	A
4	547	137	60	1630	0.335	547	501	0.7	0.5	3.324	A
5	0	0	607	743	0.000	0	0.75	0.0	0.0	0.000	A