# West Riverside & Woodbank House, Balloch

## Transport Assessment

On behalf of **Flamingo Land Ltd**

Project Ref: 35854 Rev: AA | Date: April 2018

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# 1 Introduction

## 1.1 Purpose of the Report

1.1.1 Peter Brett Associates LLP (PBA) was commissioned by Flamingo Land Ltd to undertake a Transport Assessment (TA) in support of a Planning Permission in Principle (PPiP) application for a development at West Riverside and Woodbank House, Balloch, Loch Lomond.

1.1.2 The proposed development will be sited at the West Riverside and Woodbank House site, located to the west of Balloch riverside and village, at the southern end of Loch Lomond, West Dunbartonshire.

## 1.2 Scoping

1.2.1 PBA has liaised with West Dunbartonshire Council (WDC) Road Officers and Transport Scotland (TS), with respect to the scope of this TA. Preliminary scoping was undertaken with WDC and TS during the preparatory stages of the Proposal of Application Notice (PAN), submitted in October 2017. As the development proposals have evolved, more detailed Scoping was undertaken with both TS and WDC to confirm the assessment parameters of this TA.

1.2.2 As such, this TA has been prepared in accordance with this agreement, and the form of this report follows that which was set out in a Scoping Note, agreed with WDC Road Officers in October 2017 and TS in March 2018. The Scoping and Correspondence is included in Appendix A of this report.

1.2.3 This TA has been produced in accordance with good practice and developed with reference to the Scottish Government's 'Transport Assessment Guidance 2012'. Consideration has been given to both Scottish Planning Policy (SPP) and Planning Advice Note (PAN) 75 in demonstrating that the proposals constitute sustainable development.

## 1.3 Report Structure

1.3.1 This TA report is structured as below:

- Chapter 2 – Site Location & Background;
- Chapter 3 – Development Proposals;
- Chapter 4 – Policy Review;
- Chapter 5 – Existing Conditions;
- Chapter 6 – Access & Parking Management;
- Chapter 7 – Traffic Impact Assessment;
- Chapter 8 – Outline Travel Plan; and
- Chapter 9 – Summary & Conclusions.

# 2 Site Location & Background

## 2.1 Introduction

2.1.1 West Riverside is a 44 acre site comprised mainly of woodland and grassed areas. It is located on the south west bank of Loch Lomond at Balloch in West Dunbartonshire within the Loch Lomond & Trossachs National Park. Often considered the gateway village to the LLTNP, Balloch is an accessible location just off the main Glasgow to West Highlands road (A82) and readily accessible from Stirling to the east, via the A811. Balloch Rail Station is also served by a half hourly rail service and a bus station operates adjacent to the village centre.

## 2.2 Site Location

2.2.1 The West Riverside and Woodbank House sites are adjacent but separate sites located to the west of Balloch riverside and village, at the southern end of Loch Lomond, West Dunbartonshire.

2.2.2 The West Riverside area of the site is formed from the boundary with the west bank of the mouth of the River Leven as it opens to Loch Lomond to the north, and surrounds the Loch Lomond Shores area and residential properties of Clairinsh in west Balloch. The Woodbank House site is located further west of the main site to the west of Old Luss Road, and accommodates the former Woodbank House constructed in circa 1775, which went on to become the Woodbank Hotel (1930s) and then the Hamilton House Hotel (1979). The house was severely damaged by fire in 1996 and has remained in a ruinous condition since.

2.2.3 Balloch is a small village located to the south of Loch Lomond and considered a gateway village to the wider Loch Lomond and Trossachs National Park, whilst located in the West Dunbartonshire Council (WDC) authority area. The village is home to a local population of circa 6,090[1] and, following the opening of Loch Lomond Shores in 2002, is a popular destination for various retail, commercial, tourism and leisure activities. Lomond Shores includes an anchor House of Fraser store amongst other retail offers, and includes the Sea Life Centre, Bird of Prey Centre, Tree Zone and hosts various farmer's markets, food shows and events. Located immediately adjacent to Loch Lomond, the "Shores" area offers a host of water-based sports and activities.

2.2.4 Balloch is located to the north of the Vale of Leven, and configured around the River Leven for the extents of the village, connected to the smaller town of Jamestown and, further south, Alexandria and onwards to Dumbarton.

2.2.5 Balloch Road and Drymen Road constitute the main east-west access road through the village for local-access purposes, albeit the A811 to the south of this route, is the more strategic route for east-west movements by-passing the village centre: this provides access to local villages towards Stirlingshire in the east, and connects with the A82 Trunk Road to the west. The A82 is located along the western peripheral extents of Balloch and is the strategic route for journeys to the north, including locations such as Crianlarich, Oban and Fort William. To the south, the A82 continues through Dumbarton, Milton and onwards towards the Erskine Bridge and Glasgow.

2.2.6 Local access to Balloch from the surrounding towns of Alexandria on the west of the River Leven is via Luss Road (B857). From the towns of Jamestown, residential areas of Bonhill and surrounding environs to the west of the River Leven, local access to Balloch is via Carrochan Road (A813) which also connects to the A82 to the south at the Lomondgate Roundabout and/ or Barloan Roundabout, Dumbarton.

2.2.7 Figure 2.1 below, illustrates the site location:

[1] Source: https://www.citypopulation.de/php/uk-scotland.php?cityid=S19000677 (2015)

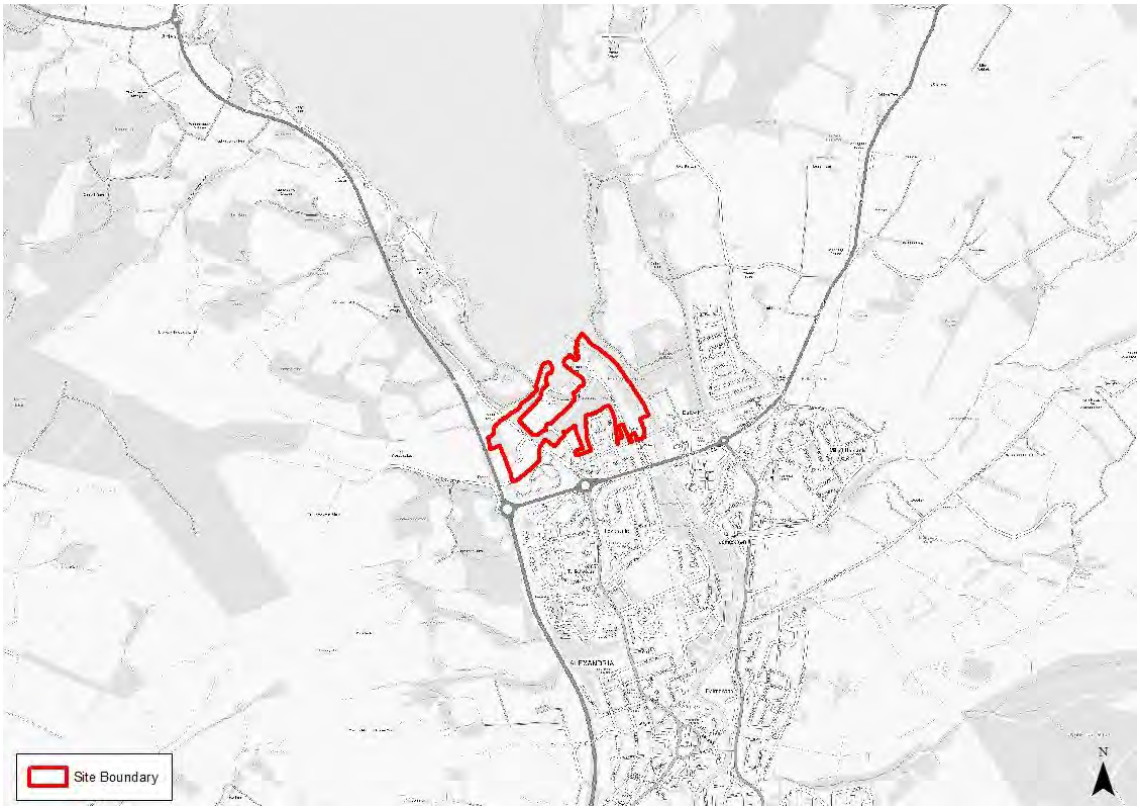


Figure 2.1 Site Location Plan

## 2.3 Background

2.3.1 The West Riverside site was promoted by Scottish Enterprise (SE) and Loch Lomond & Trossachs National Park (LLTNP) as a tourism and leisure-based development opportunity. The key aim for SE at the time, was to secure creation of a quality-led destination that improves connectivity between Loch Lomond Shores and Balloch Village.

2.3.2 SE objectives for the West Riverside site are grouped and listed under the following two headings:

**Economic Development**

2.3.3 To strengthen Lomond Shores/ Balloch as a tourism destination by:

- Extending the range of quality activities open to visitors;
- Broadening and improving the quality of food and beverage provision;
- Encouraging additional overnight stays in the Park; and
- Encouraging year-round activity (outside peak seasons).

## Design

2.3.4 In keeping with the waterfront location in the National Park, the development requires to adopt a high standard for design and specification through:

- The use of quality materials which are in keeping with the wider built and natural environment;
- A high level of integration between different uses;
- Public realm that invites and encourages footfall between Balloch and Loch Lomond Shores;
- Retaining and enhancing access to the River Leven footpath; and
- Retention of the former station buildings.

2.3.5 Flamingo Land Ltd secured the rights to develop the site in late 2016. Development of the West Riverside site is bound to SE's objectives for economic development and design, whilst the Woodbank Site is owned outright by Flamingo Land Ltd.

# 3 Development Proposals

## 3.1 Quantum of Development

3.1.1 The proposed development subject to the PPiP application is comprised of two main site elements: West Riverside and Woodbank House. The Woodbank House site will be accessed separately and treated as a standalone entity from the main West Riverside site with respect to parking provision.

3.1.2 The West Riverside and Woodbank House site is intended to be redeveloped for a variety of commercial, leisure and tourism-related uses as outlined in the appended Parameters Plan (Appendix B). The items listed below constitute the development uses which will be assessed in the TA:

- Zone A – Station Square
  - Brewery incorporating 300sqm pub;
  - Restaurant 150sqm;
  - Youth Hostel 32 beds;
- Zone B – Riverfront
  - Forest lodges 43;
- Zone C – Pierhead
  - Apart Hotel 60 beds including restaurant/ bar 150sqm;
  - Waterpark 2,500sqm;
  - “Iconic Visitor Attraction” and overspill car park (subject to future planning);
- Zone D – Drumkinnon Wood & Bay
  - Woodland visitor attractions, incorporating a children’s play area and adventure themed rides and walkways 1.78 hectares;
  - Forest lodges 32;
  - Staff and service area 900sqm;
  - Boathouse accommodation;
- Zone E – Woodbank
  - Residential 20 units;
  - Forest lodges 28;
- Ancillary Uses
  - New car parking 256 spaces; and
  - 74 relocated/ reconfigured spaces at the Pierhead.

3.1.3 The other development uses included within the Parameters Plan and not listed above, will not be included in TA on the basis that as standalone entities, they would not constitute a change to the existing trip characteristics of the existing and/ or Loch Lomond Shores area. These include:

- Zone A – Station Square
  - Amphitheatre – temporary tented structure;
  - Refurbished tourist office and enhanced public square;
- Zone B – Riverfront
  - Picnic, barbeque and play areas and path network;
  - Existing woodland retained and managed and existing path network;
- Zone C – Pierhead
  - Visitor Hub (indoor rides, storage and office uses). This is not being assessed since the use is envisaged primarily as an information hub, with lockers for visitors and ticketing/ general ancillary uses. However, we are assessing the staff and service area as office use which will produce a robust assessment in trip generation terms. Moreover, the staff trips for other discrete land uses throughout the site, will be captured in the TRICS data trip generation numbers;
  - Multi-user public realm;
- Zone D – Drumkinnon Wood & Bay
  - Targeted development to retain and improve existing woodland;
  - Path network;
  - Site entrance building (security, management and ticketing); and
- Zone E – Woodbank
  - Façade retention of listed Woodbank House as landscape feature.

3.1.4 The above development schedule will be accompanied by various supporting transport and development infrastructure as well as a range of ancillary uses which will complement other development proposals in the vicinity including those for Sweeney Cruises and Maid of the Loch.

## 3.2 Access Proposals

3.2.1 The proposed development site will be accessed from existing access junctions on the local road network as indicated by the Parameters Plan as appended (Appendix B) to this report. This indicates that the following junctions will provide access to the site:

- Pier Road/ Balloch Road priority junction – will retain its existing function of providing access to the Pierhead, Maid of the Loch, Slipway to Loch Lomond, Lomond Shores and the proposed Zone C Pierhead (Aparthotel; Water Park; Restaurant Rides; & Visitor Hub);
- Ben Lomond Way – the existing priority junction with the current Loch Lomond Shores overspill parking will retain its existing operational function and provide access to overspill parking; and

- Woodbank House/ Old Luss Road priority junction – will retain its existing function of providing access to the Woodbank House site generally, and will be upgraded and formalised to reflect current junction geometry design parameters.

3.2.2 An Access and Parking Management Strategy will be produced to control arrivals and departures for those elements of the development with a check-in/ registration and/ or ticketing function, such as the: budget accommodation; woodland lodges; aparthotel; and the waterpark and the woodland visitor attractions, as far as reasonably practical. It is recognised that there will be multiple shared-uses between the existing Loch Lomond Shores activities and those currently proposed, and not all parking can be controlled and/ or managed, subject to trip purposes and destination/ attraction choices. Access and Parking Management is covered in further detail in Chapter 6, below.

## 3.3 Parking – Vehicular/ Cycle

3.3.1 Parking provision for the development will be provided in accordance with SCOTS National Roads Development Guidelines, as agreed with West Dunbartonshire Council, and in keeping with development standards within the Loch Lomond and Trossachs National Park and West Dunbartonshire authority area.

# 4 Policy Review

## 4.1 Introduction

4.1.1 This chapter summaries the relevant transport policies which have been considered in the preparation of this Transport Assessment in support of the development at West Riverside and Woodbank House, Loch Lomond.

## 4.2 National Policy

### Scottish Planning Policy

4.2.1 The Scottish Planning Policy (SPP) was published in June 2014 and sets out the Scottish Government's policy on nationally important land use matters. Planning Advice Note 75 (PAN 75) Planning and Transport provides supporting information to the transport elements of the new SPP.

4.2.2 The policy principles of the SPP include that the planning system should support patterns of development which:

- Optimise the use of existing infrastructure;
- Reduce the need to travel;
- Provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
- Enable the integration of transport modes; and
- Facilitate freight movement by rail or water.

4.2.3 The document stipulates that development plans should take account of the relationship between land use and transport, particularly the capacity of the existing transport network, environmental and operational constraints, and proposed or committed transport projects.

4.2.4 Plans should identify active travel networks and promote opportunities for travel by more sustainable modes, and facilitate integration between transport modes.

4.2.5 Furthermore, the document states that significant travel generating uses should be sited at locations which are well served by public transport, subject to parking restraint policies, and supported by measures to promote the availability of high quality public transport services.

## 4.3 Regional Policy

### A Catalyst for Change – The Regional Transport Strategy for the West of Scotland 2008-2021, Strathclyde Partnership for Transport (SPT)

4.3.1 SPT is the Regional Transport Partnership for west central Scotland, encompassing 12 local authorities including West Dunbartonshire Council. The Regional Transport Strategy (RTS) influences all future plans and activities of the organisation and informs future national and local transport strategies.

4.3.2 The RTS sets out a strategic vision to provide "*a world class sustainable transport system that acts as a catalyst for an improved quality of life for all".*

4.3.3 The vision includes six strategic objectives to achieve this, including:

- Safety and Security: To improve safety and personal security on the transport system;
- Modal Shift: To increase the proportion of trips undertaken by walking, cycling and public transport;
- Excellent Transport System: To enhance the attractiveness, reliability and integration of the transport network;
- Access for All: To promote and facilitate access that recognises the transport requirements of all;
- Environment and Health: To improve health and protect the environment by minimising emissions and consumption of resources and energy by the transport system; and
- Economy, Transport and Land-use Planning: To support land-use planning strategies, regeneration and development by integrating transport provision.

## 4.4 Local Policy

### Loch Lomond & the Trossachs National Park - Local Development Plan 2017-2021

4.4.1 Balloch and the countryside to the west and east of Loch Lomond are covered by Loch Lomond and the Trossachs National Park, and not the West Dunbartonshire Planning Authority.

4.4.2 The Local Development Plan replaces the former Local Plan and covers the period 2017 to 2026. The main policies considered relevant to the proposed development are listed below.

- Overarching Policy 1: All development should contribute to the National Park being a low carbon place by connecting well to public transport and safe pedestrian/cycle access where possible;
- Overarching Policy 2: Development proposals should not conflict with nearby land uses and where relevant, must address the following requirements:
  - Sustainable Travel: support active travel choices where possible (prioritise walking, cycling and public transport over car use) and transport infrastructure; and
  - Safe Access and Parking: provide safe road access and appropriate parking provision.

4.4.3 The Plan also contains several specific transport policies:

- Safeguarding sites to improve the transport network;
- Promoting sustainable travel and improve active travel options; and
- Impact assessment and design standards of new development.

### West Dunbartonshire Local Transport Strategy 2013 - 2018

4.4.4 The West Dunbartonshire Local Transport Strategy sets out of the objectives, strategy and action plan for transport in the West Dunbartonshire area from 2013 to 2018. The six objectives of the document have been identified as:

- Economy: to support a vibrant and sustainable local economy that stimulates business development and economic growth;

- Environment: to support West Dunbartonshire as an attractive and sustainable place to live, work and visit;
- Integration: to enhance integration and efficiency of transport networks, infrastructure and services;
- Accessibility & Social: to facilitate access to services and opportunities, promote physical and mental well-being, prevent ill health and reduce inequality;
- Safety: to support communities in which people feel safe to live, work and enjoy their leisure time; and
- Maintenance: to maintain the transport network to a high standard that ensures it is safe and fit for purpose.

4.4.5 To deliver on these objectives, the Council has developed a framework for the LTS that seeks to draw upon the benefits offered by being in a geographically unique position (close to the Glasgow conurbation and Loch Lomond & the Trossachs National Park, whilst also maintaining a number of distinct local towns) and delivering local improvements. This framework provides the context for the interventions defined in the action plan.

4.4.6 The LTS has also established three ‘policy pillars’ to act as a guiding principle for its implementation; including Sustainable Transport, Access for All, and Supporting Development & Economic Activity.

# 5 Existing Conditions

## 5.1 Introduction

5.1.1 This section provides details on the existing access and movement environment along key routes to and within the proposed development area. The information set out herein, is based upon PBA's local knowledge and experience of the study area and numerous site visits undertaken throughout Spring/Summer 2017.

## 5.2 Pedestrian Facilities

5.2.1 The proposed development site is accessible by foot along the existing main vehicular access routes to the site, as well as the NCN 7 towpath along the western side of the River Leven and west bank of the site, dedicated pedestrian routes through Lomond Shores and the footways and links to the John Muir Way. This section considers the following routes:

- Pier Road;
- Ben Lomond Way;
- Lomond Shores Internal Routes;
- Old Luss Road; and
- John Muir Way.

### Pier Road

5.2.2 Pier Road is an un-adopted private road providing primarily vehicle access to the Pierhead area (northern extents) of the proposed development site, where there is an operational slipway into Loch Lomond. As such, this route provides for functional access to the slipway and associated activities and, whilst a relatively direct route from Balloch into the site, the lack of footways on the route combined with dense brush and tree cover, is such that it has limited function as a walking route due to perceived safety and security issues. There is no lighting provided on this route with the exception of the southerly extents adjacent to a handful of residential properties and the interface with Balloch Road.

### Ben Lomond Way

5.2.3 Ben Lomond Way is the main vehicular access route into the Lomond Shores site from the western extents of the West Riverside component of the site. It provides an "Avenue-esque" connection from Balloch Road into Lomond Shores, as a function of strong landscaping defined by Beech hedges and a tree-lined, remote pedestrian route into Drumkinnon Woods and further north into the immediate Lomond Shores site. This is a well-lit, circa 2m wide pedestrian route and is favoured by many local people accessing the site and/ or the network of informal woodland trails through Drumkinnon Woods. This route links continuously with footways on Balloch Road and, whilst there are no controlled pedestrian crossing points, there is a dedicated, dropped-kerb with tactile paving to the east of Ben Lomond Roundabout. Further, there is a dedicated crossing location on Ben Lomond Way itself, just north of Ben Lomond Roundabout, providing continuous pedestrian access to Old Luss Road (north and south).

### Loch Lomond Shores Internal Routes

5.2.4 Much of the Lomond Shores site is pedestrianised and facilitates movements on foot for all nature of users through large areas of the site. The main pedestrianised areas, remote from vehicular routes, include: around the "bay" and beached area to the west of the Pierhead area;

to the rear and frontage of the commercial units; the route which skirts the north-western boundary of the car park and connects to Old Luss Road to the west; and a network of raised board-walk paths through woodland to the north of the Lomond Shores main area.

5.2.5 Notwithstanding the board-walk paths, the main pedestrianised areas are generally wide and well surfaced and capable of accommodating a reasonable volume of two-way pedestrian flow. These are also well lit. At a minimum, for example to the rear of the retail units, the footway is circa 2m wide.

5.2.6 The board-walk paths through the woodlands to the north of the site are raised walk way of circa 2m wide and textured to avoid slipping hazards. Some of the routing is tight and angular, but provides reasonable opportunity for passing.

5.2.7 Ben Lomond Way – internal to the Lomond Shores area – provides a continuous 2m footway along the southern side of the road, connecting the Ben Lomond Way/ Lomond Shores access roundabout with the Pierhead area of the site, and Pier Road. The route is lit on the northern side, where there is no continuous footway, albeit sections of the route are paved on the north side to facilitate access into the main pedestrianised area from a coach drop off area and a layby for disabled-users drop-off. CCTV security cameras are located on the route and orientated on the link into the main pedestrianised area of Lomond Shores and the service access area.

5.2.8 A dedicated, pedestrian crossing with barriers on the approach to the carriageway, is located to the south west of the commercial units, to allow onward connection to Drumkinnon Woods and the main entrance footway in to the site, on Ben Lomond Way.

### Old Luss Road

5.2.9 Old Luss Road is located to the east of the Woodbank House site and to the south of the Lomond Shores area. Access from Lomond Shores to Old Luss Road is provided by the internal remote pedestrian footway to the north of the Lomond Shores car park: wooden bollards prevent vehicle access from Old Luss Road. Old Luss Road provides for onward pedestrian connections to the west towards the more rural Upper Stoneymollan and John Muir Way and, to the east, the suggested cycling section for the John Muir Way.

5.2.10 The low volumes of traffic on the route, as a result of a “no-through-route” to vehicles to the north, gives rise to the route being used as a pedestrian link between Balloch and Cameron House and Duck Bay Marina to the north. A continuous footway is provided on the eastern side of the road, albeit foliage growth and lack of maintenance is such that this is largely overgrown and rough underfoot. This is not noted to be a deterrent to pedestrians who continue to make use of the relatively wide and reasonably surfaced carriageway, for walking (and cycling). There is no street lighting along the section of route between the Lomond Shores site and where the carriageway terminates to the north.

5.2.11 The southern extents of Old Luss Road provide reasonable quality, circa 2m wide and lit footways connecting to Ben Lomond Road Roundabout and Ben Lomond Way on the east. Lighting is more extensive on the east side of Old Luss Road, but with some lighting provision on the west side at the more southerly extents of the road.

### John Muir Way

5.2.12 The John Muir Way is a coast to coast predominantly rural route for walkers (and cyclists) which stretches 134 miles between Helensburgh in the west, through to Dunbar on the east coast of Scotland. The route is divided into 10 sections, with the Helensburgh to Balloch and Balloch to Strathblane sections, being of relevance to the proposed development site.

5.2.13 The John Muir Way comes into the proposed development site’s area of influence, via Upper Stoneymollan, over the A82 footbridge and linking to a single-track access road which skirts the

southern boundary of the Woodbank House site. At the interface of this route with Old Luss Road, walkers are signed north towards the pedestrian link from Old Luss Road in to the Lomond Shores site. Thereafter, the route follows the internal pedestrian routes of Lomond Shores towards the west bank of the River Leven and follows this route south to Balloch Bridge. From here the route enters Balloch Castle Country Park on the east bank of the River Leven and meanders north and eastwards through Boturich, intercepts the A811 Stirling Road, and on towards Auchencarroch Road (providing connections to Gartocharn, Croftamie and Drymen).

## 5.3 Cycling Facilities

### NCN Route 7

5.3.1 National Cycle Network (NCN) Route 7 links Sunderland in England to Inverness in the north. The 601mile route in its entirety forms part of the wider Lochs & Glens (north) cycle route which passes through two national parks - Loch Lomond & The Trossachs and Cairngorms. The route leaves Glasgow by following the River Clyde to Dumbarton and then heads to Inverness via Aberfoyle, Callander, Killin, Pitlochry, Kingussie, Aviemore and Carrbridge.

5.3.2 In relation to the proposed development side, NCN Route 7 follows the west bank of the River Leven and approaches the proposed development site from the south, via Sweeney's Cruises adjacent to Balloch Bridge. There is a main dedicated path – shared with walkers – but an alternative meandering unsurfaced route, which takes cyclists adjacent to the west river bank, through trees and scrub. This links directly to the Pierhead area and onwards to Loch Lomond Shores main.

### West Loch Lomond Cycle Way

5.3.3 The West Loch Lomond Cycle Way starts at the Visit Scotland Visitor Centre in Balloch, adjacent to Balloch Bridge and Sweeney's Loch Cruises. It's an "easy" waymarked route suitable for most abilities of cyclist and follows part of the John Muir Way, along the west river bank of the proposed development site area. From the Pierhead area, cyclists are directed through the off-road shared pedestrian routes through Lomond Shores and west wards to Old Luss Road via the wide remote foot and cycleway to the north of the car park. From Old Luss Road, cyclists are directed along a route which skirts Loch Lomond side and, from Arden roundabout can continue adjacent to the A82 (off-road) or through an alternative route through the Carrick Golf Course. A short on-road section through the former Luss access road, takes cyclists through to Luss, thereafter, the route remains off-road as far north as Tarbet.

### General Cycle Network

5.3.4 There are no other dedicated off-road cycle routes within the local urban area. Given the nature of the location and relatively low number of pedestrians, most routes highlighted above for the pedestrian environment will be used by both walkers and cyclists, with mutual acceptance of users on both parts. On-road cycle routes are limited, noting that the approach to the pedestrian crossing facility on Ben Lomond Way, appears to dedicate both lanes of the carriageway, to cycle priority. This is not noted elsewhere in the area and is therefore assumed to have been provided on the basis of this section of route being provided primarily for service vehicle access (and, potentially, relatively lower levels of vehicles). There is no continuum of this route noted elsewhere on the local network.

5.3.5 In the wider locality, including John Muir Way to the west and off-road routes through Whinny Hill Woods and Boturich to the east, routes are generally used by both walkers and cyclists – particularly, local mountain bikers and leisure cyclists.

5.3.6 Cyclists are able to use the recommended walking route for the John Muir Way as described above, however, an alternative cycling section is suggested on the Section 1 route maps which follows the NCN Route 7 trail. This remains an off-road section and directs cyclists towards the Cross Keys roundabout on the B832, and then east to Arden Roundabout (A82). Here the route

links with a shared foot and cycle way, which skirts the A82, the west bank of Loch Lomond and continues south to link with Old Luss Road. From here, cyclists and walkers, can tie back into the dedicated route at Lomond Shores and continue west and south.

## 5.4 Public Transport

### Balloch Railway Station

5.4.1 Balloch railway station is located approximately 100 metres to the south of the proposed development on Tullichewan Road. The station can be accessed via the established footpaths in the surrounding area. Sheltered cycle storage is available with 22 bicycle parking spaces. On-street parking is available from Tullichewan Road.

5.4.2 Train services run half hourly on Monday to Saturday from Balloch to Airdrie via Glasgow Queen Street and Singer. Sunday services run via Yoker and Glasgow Central and then alternately to Motherwell via Whifflet and to Larkhall on an hourly basis.

5.4.3 Table 5.1 provides a summary of existing train services at Balloch Rail Station.

Table 5.1 Train Services Summary

| Service | Destination | Journey Time (minutes) | Frequency (Services per hour) |
|---|---|---|---|
| Monday to Saturday | Glasgow Queen Street | 47 | 2 |
| Monday to Saturday | Airdrie via Glasgow Queen Street | 74 | 2 |
| Sunday | Glasgow Central | 48 | 2 |
| Sunday | Larkhall | 82 | 1 |
| Sunday | Motherwell via Glasgow Central | 83 | 1 |

### Bus Services

5.4.4 Bus stops are located on both sides of Balloch Road adjacent to the proposed southern site boundary. Bus stops are serviced by the number 207 bus (McColl's), 305 (Garelochhead Minibuses and Coaches) and the number 309 (McGill's). The number 207provides an hourly service between Balloch and Bonhill via Rosshead. The 305 bus service provides a regular service between Alexandria and Luss and the number 309 runs between Balmaha to Alexandria or Bonhill every 90 minutes.

5.4.5 Table 5.2 provides a summary of existing bus services in the vicinity of the development.

Table 5.2 Bus Services Summary

| Service | Operator | Route | Nearest Bus Stop | Journey Time (minutes) | Frequency (Services per hour midweek) |
|---|---|---|---|---|---|
| 1 (The One) | First Greater Glasgow | Balloch – Glasgow City Centre | Balloch Bus Terminus | 105 | 2 |
| 206 | First Glasgow | Balloch - Westcliff | Balloch Bus Terminus | 48 | 4 |
| 207 | McColl's | Balloch - Bonhill | Loch Lomond Shores | 27 | 1 |
| 305 | Garelochhead Minibuses and Coaches | Alexandria - Luss | Loch Lomond Shores | 16 | 1 |
| | | Luss - Alexandria | Loch Lomond Shores | 11 | 1 |
| 309 | McGill's | Old Bonhill - Balmaha | Balloch | 21 | <1 |
| | | Balmaha - Bonhill | Loch Lomond Shores | 13 | <1 |
| 316A* | Garelochhead Coaches | Coulport - Alexandria | Loch Lomond Shores | | 1 morning service Monday - Saturday |
| 863** | First Greater Glasgow | Balloch – Dumbarton | Haldane, Balloch | 1 | 5 evening services Monday - Friday |
| 874*** | First Greater Glasgow | Balloch - Dumbarton | Balloch Bus Terminus | 11 | 6 evening services Monday - Saturday |

* Service from Coulport – Loch Lomond Shores (LLS) arrives at 0755 Monday – Friday and service from Garelochhead – Loch Lomond Shores arrives at 0855 on Saturday.

** Four morning services from Dumbarton – Balloch (Monday – Friday) and four evening services from Balloch – Dumbarton (Monday – Friday).

***Morning services only run from Dumbarton – Balloch (Monday – Sunday) whilst evening services only run from Balloch – Dumbarton (Monday – Saturday).

## 5.5 Vehicular Access

5.5.1 This section outlines the strategic and local vehicular access routes to the site.

### A82 Trunk Road

5.5.2 The A82 runs north – south and is one of two trunk roads through the National Park which is managed by Transport Scotland and therefore is one of the main access routes to the site. It provides access from the centre of Glasgow to Inverness via Fort William. For the most part, this route has a 60 mph speed limit. In addition, there are proposals in place to upgrade the section between Tarbet and Inverarnan which aims to reduce congestion and improve traffic flows. The National Park states that travel from central Glasgow would take approximately 40 minutes using the A82.

### A811 Stirling Road

5.5.3 In addition to the A82, this trunk road provides key access through the National Park. It links Stirling in the east to the A82 in the west at Balloch, via Drymen. As a result, it provides a connection north to Perth, Dundee and Aberdeen. Generally, the speed limit is 60 mph. The National Park notes that car journeys from Stirling are approximately 50 minutes using this route.

### B857 (Renton Road / Bank Street / North Main Street / Luss Road)

5.5.4 The B857 connects the A82 in the south to the A811 Stirling Road in the north, running through Renton, Alexandria and Balloch parallel to the A82 and A813. As a result of its built-up surroundings, the B857 has a speed limit of 30 mph with 20mph speed limits in place adjacent to main school routes.

### Carrochan Road (A813)

5.5.5 The A813 links the A82, north of Dumbarton at Bellsmyre, to Drymen Road in Balloch crossing the A811. It runs north – south on the east side of the River Leven, parallel to the A82 and B857. The speed limit on this route is predominantly 40 mph speed limit, with sections of 30 mph in built-up areas.

### Balloch Road / Drymen Road

5.5.6 This road runs east – west, parallel to the A811 Stirling Road, through Balloch from A811 Stirling Road in the east to the roundabout with Old Luss Road / Ben Lomond Way in the west, crossing River Leven. It has a speed limit of 30 mph.

### Ben Lomond Way

5.5.7 This route provides access to the Loch Lomond Shores site from the northern arm of the roundabout with Old Luss Road / Ben Lomond Way and has a speed limit of 30 mph. It runs north west from the roundabout to an internal roundabout at Loch Lomond Shores which provides access to the main car parks, before running north east towards Balloch Pier.

### Pier Road

5.5.8 This is a private road which runs northwards from Balloch Road to Ben Lomond Way and provides direct access to Pierhead. Signage at the Balloch Road junction states that, “Vehicles using this road do so at their own risk”, due to its private status. It is assumed to have a 30 mph speed limit, albeit most of the road is not to adoptable standard.

## 5.6 Water-Based Transport

5.6.1 The Waterbus service operates on Loch Lomond and Loch Katrine, offering ten services which are used by cyclists and walkers. The Park offers this as a sustainable alternative to the car which can enhance the visitor experience. There is potential to build upon the success of the Waterbus with the opportunity to enhance integration as part of a wider tourism and/ or access strategy.

5.6.2 Loch Lomond services offer alternative connections between Balloch, Luss, Balmaha and Tarbet amongst others. Generally, these run between April and October, although seasonality varies between services.

## 5.7 Access Opportunities & Constraints

5.7.1 The following access and movement opportunities and constraints are noted with respect to the development proposals and how these may be refined/ informed at subsequent design stages:

- Balloch Station Square – streetscape improvements are proposed for Balloch Road which will better connect Balloch Rail Station with the existing Tourist Information Office and the Zone A Station Square development proposals. This presents an opportunity for collaborative working to develop a scheme which will achieve both WDC's objectives and the design requirements of the Zone A Station Square area of the development proposals. (see https://www.sustrans.org.uk/balloch);

- ScotRail Abellio - discussions are ongoing with ScotRail Abellio to agree in principle the mutual benefits of promoting access to the development site by rail. Possible interventions are in very early developmental stages, and are described in further detail in Chapter 6, below; and

- Sweeney's Cruises – a planning application has been submitted to Loch Lomond and the Trossachs National Park by Sweeney's Cruises. At the time of writing (early April 2018), it has not yet been determined (Ref. No: 2017/0373/DET). They consider that their existing facilities on the banks of the River Leven are no longer fit for purpose and propose to construct three new buildings (a two-storey office building, slipway enclosure/workshop building, and a boathouse with storage level above) and to install two new pontoons and a new access road. This presents an opportunity to ensure the Zone A Station Square proposals and access arrangements are optimised for both Sweeney's Cruises and the West Riverside development.

# 6 Access and Parking Management

## 6.1 Introduction

6.1.1 The proposed level of development is outlined in Chapter 3 of this report and illustrated in the appended Parameters Plan (Appendix B).

6.1.2 This chapter focuses on the measures required to support the development taking cognisance of the proposed nature of uses and anticipated future operation of the development within the context of the existing Loch Lomond Shores and other activities/ operations within the wider site.

## 6.2 Pedestrian & Cycle Access

6.2.1 It is intended that the proposed development will be fully accessible by sustainable modes of transport. The existing pedestrian and cycle network as it exists through the West Riverside site will be retained and enhanced as necessary to provide full connectivity to the wider network as well as all new internal elements of the site. The site will benefit from increased uptake of sustainable modes over the use of the private car, and it is anticipated that walking and cycling will be the go-to-mode of choice for those visitors using the woodland lodges and overnight accommodation: by leaving their cars remote from the lodges, it is hoped this will reduce any unnecessary internal car trips.

6.2.2 Bike hire is proposed as part of the Station Square and enhanced Tourist Information Office offering, which will further support internal movements by bike.

6.2.3 Whilst the internal layout requires to be developed further as part of subsequent detailed design stages, it is intended that the existing cycle and walking routes will be widened to SUSTRANS standards for shared walking and cycling routes, where this is practicable to do so.

6.2.4 Throughout the Station Square, Riverfront and Drumkinnon areas, the existing path network including the John Muir Way will be retained and enhanced as appropriate, albeit some relocating of certain sections may be required. It is expected that discussions will be held with SUSTRANS when the detail of these routes is considered. The existing north-south foot and cycle paths through the Riverfront Zone, will be enhanced with a series of east-west paths increasing access opportunities between Pier Road and the Riverfront area.

6.2.5 The existing foot and cycle way from Loch Lomond Shores to Old Luss Road will be extended to provide a shared foot and cycle way, compliant with technical standards, on the north (development) side of the road, providing a direct walking and cycling link between the two sites.

6.2.6 From the Woodbank House site, which is intended to be configured in accordance with Designing Streets Principles and will provide a continuous internal path network, a direct foot and cycle link will be provided to the Upper Stoneymollan Road/ John Muir Way.

## 6.3 Public Transport

### Rail

6.3.1 The proposed WDC plans for the Station Square enhancements on Balloch Road between the proposed new Station Square development (Zone A) and Balloch Railway Station, will help deliver enhanced access between the station and the proposed development site as well as the wider village of Balloch. It is also understood that revised parking arrangements are being considered for Balloch Rail Station as part of the wider “Balloch Village Parking Proposals” which are hoped to alleviate parking issues in the locality as well as encourage an uptake in rail usage.

6.3.2 Discussions have been undertaken with ScotRail Abellio to seek to agree in principle the mutual benefits of promoting access to the development site by rail. Whilst any interventions are still in early developmental stages, these are presently anticipated to include:

- Shared-ticketing: whereby rail and attraction-tickets can be purchased simultaneously, incorporating some form of discount for the passenger/ visitor;
- The opportunity to promote the new West Riverside development as a destination, where branding/ wrapping the trains can be used as a marketing/ promotional incentive; and
- The potential for further studies into the need for enhanced rail services either by frequency and/ or selective station stopping to improve journey times.

6.3.3 The development proposals also include incorporation of a mono-rail between Zone A (Station Square) and Zone C (Pierhead). This will provide better connectivity between Balloch Village and Loch Lomond Shores, through provision of a safe, direct and convenient means of transport. During the winter months/ dark nights the existing Pier Road and walking routes adjacent to the River Leven (Riverfront area) are not conducive to walking as function of reduced personal security, and the overall distance. As such, the monorail will help support an evening economy at the existing and with-development scenarios.

### Bus

6.3.4 The existing bus service that operates through Loch Lomond Shores via Ben Lomond Way is presently intended to remain in operation with the proposed development, albeit discussions will be held with the operator once internal layout designs are progressed further.

## 6.4 Parking Provision

### Vehicular Parking

6.4.1 As agreed with West Dunbartonshire Council, parking for the proposed development will be provided in accordance with SCOTS National Roads Development Guideline (NRDG) parking standards. These guidelines suggest that maximum standards should be used with respect to providing car parking in new developments.

6.4.2 Those standards which are proposed in the application of car parking provision calculations are included within Table 6.1, below.

Table 6.1 NRDG Parking Standards

| Development Use | Quantum | Proposed Standard | Provision |
|---|---|---|---|
| Brewery incl. pub | 300sqm | 10 spaces/ 100sqm GFA | 30 spaces |
| Restaurant | 150sqm | 1 space / 5sqm GFA | 30 spaces |
| Youth hostel | 32 beds | 1 space/ 4 staff plus customer parking | 8 spaces |
| | | **Zone A – Sub-Total** | **68 spaces** |
| Woodland Lodges (Riverfront) | 43 | 1.5 spaces per lodge[2] | 65 spaces |
| | | **Zone B – Sub-Total** | **65 spaces** |
| Apart Hotel & Rest. | 60 beds | 1 space/ 2.5 beds | 24 spaces |
| Water Park | 600sqm | 10 spaces/ 100sqm pool area | 60 spaces |
| Iconic Visitor Attraction | TBC | Subject to future planning | - |
| | | **Zone C – Sub-Total** | **84 spaces** |
| Woodland Lodges (Drumkinnon) | 32 | 1.5 spaces per lodge | 48 spaces |
| Boathouse Accommodation | 1 bed | 1 space | 1 space |
| Staff & Service Area | 900sqm | 1 space/ 20sqm | 45 spaces |
| | | **Zone D – Sub-Total** | **94 spaces** |
| Residential units | 20 | 3 spaces/ dwelling | 60 spaces |
| Woodland Lodges (Woodbank) | 28 | 1.5 spaces per lodge | 42 spaces |
| | | **Zone E – Sub-Total** | **82 spaces** |
| | | **Total Incl. Woodbank Site** | **413 spaces** |
| | | **Total at West Riverside** | **311 Spaces** |

6.4.3 For the purposes of the PPiP application, it has been assumed that the development proposals demonstrate self-sufficiency with respect to vehicle parking. That is, presently, no reliance is placed on the existing spare capacity at the Loch Lomond Shores (main or overspill car parks). Whilst the future operating ambition would see the parking for all woodland lodges, the luxury boathouse accommodation, staff parking and, potentially, parking for the Apart Hotel at Pierhead, being sited at the existing Loch Lomond Shores overspill parking area, the quantum of shared parking is still to be agreed with the existing Loch Lomond Shores proprietors.

6.4.4 The parameters plan indicates total parking provision of 256 new parking spaces plus 74 relocated/ reconfigured at Pierhead: this results in a total parking provision of 330 spaces across the site (excluding the Woodbank House site). This is disaggregated as follows:

- 109 spaces at the newly configured car park on Pier Road; and
- 221 new parking spaces at the Pierhead.

6.4.5 As the detail of the proposals progress, and dialogue with the other Loch Lomond Shores proprietors continues, it is anticipated that parking locations will be reconfigured to allow effective, efficient and sustainable vehicle and access operations across the shared-sites.

6.4.6 As a result of the Zone A Station Square proposals replacing the existing West Riverside Car Park, WDC has requested that as a result of displaced parking, 44 Park & Ride (for rail) spaces should be provided within the newly proposed car park on Pier Road. These should be sited at

[2] Bespoke parking figure for all woodland accommodation based on provision of a mix of 1, 2 or 3 bedroom lodges.

the southern extents of the new Pier Road car park to provide convenient proximity to the rail station and reduce the need for on-street parking around the station and on Tullichewan Road. This level of provision is considered both achievable and compatible, given the nature of the proposed Station Square development uses (pub/ restaurant), which are largely expected to have a development/ parking demand peak outwith the commuting/ P&R demand period.

6.4.7 Consultation has been undertaken with WDC with respect to the Balloch Village Parking Proposals and, more specifically, the streetscape improvements proposed as part of the Station Square Proposals for Balloch Road. WDC has indicated that any future refinement of the streetscape proposals will be informed through collaborative working with the proposed developer, to develop a scheme which will achieve both WDC's objectives and the design requirements of the Zone A Station Square area of the development proposals. It is expected that this scheme will progress collaboratively between WDC, SUSTRANS and the developer.

### Cycle Parking

6.4.8 In addition to the above vehicular parking standards, the proposed development will include cycle parking which at least meets the minimum recommended provision as detailed within Cycling by Design. The provision of convenient secure cycle parking and related facilities will be key to attracting and encouraging an uplift in cycling to, through and between the existing and proposed development site area. It is acknowledged that cycle parking demand varies greatly between different land user classes, however, it is proposed that each of the key zones within the site will include appropriate cycle parking.

6.4.9 Consideration will also be given to the nature of cycle parking, whereby for shorter cycling trips, standard Sheffield Cycle Stands will be provided at key hubs throughout the site. For longer-stay cycle parking, such as employee facilities or bike hire locations, sheltered and secure cycle parking will be provided. In addition, staff changing and showering facilities will be incorporated into staff and service facilities, to encourage the opportunities for staff to cycle to work.

## 6.5 Access Points and Layout Considerations

6.5.1 An access strategy for the site has been derived around the following key objectives:

- To optimise the use of sustainable modes to, through and from the site;
- To optimise and enhance the use of existing walking, cycling and vehicular infrastructure;
- To use the preferred road hierarchy for vehicular access to the site;
- To reduce needless internal vehicular circulation within the site; and
- To reduce unnecessary throughs-trips on Balloch Road and Drymen Road.

6.5.2 Pedestrian and cycle access improvements proposed for the site are described in Section 6.2, above.

6.5.3 The main access points to the site will be via Ben Lomond Way – the existing main access point to Loch Lomond Shores - and Pier Road, an existing, albeit secondary access point to Pierhead, Maid of the Loch and slipway activities. Woodbank House, as a standalone site, will be accessed via Old Luss Road and the reformation of an existing priority access junction.

6.5.4 Pier Road will be used for access to the newly proposed car park to the west of Pier Road, which is intended to cater for the land uses included within the Zone A Station Square proposals. Ben Lomond Way will be promoted as the main access point to the wider site to ensure strategic and site-bound traffic is removed from the local road network as soon as practicable.

6.5.5 A signage and wayfinding strategy will be developed for the wider site, once clarification on the preferred parking locations for site-based activities and land uses are confirmed. It is expected that a combination of enhanced signage and Variable Message Signing (VMS) will need to be installed at key approaches to the site from both the strategic and local road network, as well as internally within the site, to ensure effective vehicular movement for internal destinations and appropriate directions to the relevant car parking areas.

6.5.6 For accommodation land uses, except for the Woodbank House site, the arrivals and parking for this element can be managed from the point of booking, whereby visitors can be advised of the intended arrival and check-in arrangements. The intention is that accommodation-based-visitors and associated parking will be segregated from other land-uses and that parking will be provided remotely from the accommodation. Small buggies and/ or small coaches will be used to transport visitors and baggage to their holiday accommodation. This will reduce both unnecessary vehicular circulation at arrival and departure times but is also expected to reduce the use of cars for short-trips by guests throughout their stay: it will be more convenient to walk, cycle or use the mono-rail for shorter local and site-internal trips.

## Deliveries and Servicing

6.5.7 The operational details for the proposed development land-uses will evolve during the latter detailed design stages, however, all buildings and access routes will be appropriately configured for operational service access for delivery and refuse collection vehicles, as necessary.

6.5.8 Certain land uses will be subject to their own servicing and delivery arrangements, however, many of these, such as accommodation, will be managed from the central staff and servicing area. It is intended that more strategic services and deliveries will access the staff and service area, from which smaller scale vehicles or buggies can dispatch goods throughout the site.

6.5.9 The residential development of the Woodbank House site will be designed in accordance with Designing Streets Principles and, once a preferred layout is identified, the internal route will be designed to ensure it can accommodate the manoeuvres of service vehicles.

## Construction Traffic

6.5.10 During the construction period, it is anticipated that associated traffic flows will not compromise the efficiency of the existing road network. However, the following measures are recommended to further reduce the impact of the development traffic:

- The preferred routes for heavy goods vehicles (HGVs) to and from the site should be identified in advance and agreed with the local Roads Authority;
- Tracking of mud from site entrances should be addressed by on-site wheel cleaning, or periodic brushing of the carriageway;
- Efforts should be made to minimise dust and mud emissions generated from HGV movements (HGVs to be sheeted);
- The roads near the site access points should be kept free from dirt generated by the site clearance activities;
- Any abnormal loads are to be scheduled in consultation with both the local road authorities and the local Police and to be advertised well in advance to minimise possible disruption;
- HGV movements should be confined to a designated operational period, the precise hours to be agreed with the local road authority;

- The operator should ensure that all drivers are informed of the requirement to drive slowly and safely on approaches to the site. Supplementary road signs enforcing such instructions could also be erected, if this is felt necessary;
- Warning signs should be erected indicating the presence of the site entrances and directing HGV traffic to be erected;
- Car parking should be provided on-site for contractor's vehicles; and
- HGV drivers should be instructed that they are not to arrive at the site outside of the site's permitted period of operation, and that they should not park\lay-over on the adjacent local road network.

# 7 Traffic Impact Assessment

## 7.1 Introduction

7.1.1 The assessment parameters of the Transport Assessment were agreed with WDC and TS. PBA's Scoping Note and associated scoping correspondence is included in Appendix A.

7.1.2 This Chapter describes the key assessment parameters and provides a summary of the Traffic Impact Assessment results.

### Traffic Surveys

7.1.3 To determine the existing traffic conditions on the study network, a series of Junction Turning Counts (JTCs) were undertaken over Thursday 6 September 2017 and Saturday 9 September 2017 at all junctions noted below and as per the Survey Specification agreed with WDC (See Appendix C).

7.1.4 In addition, to help inform the traffic impact assessment and the requirement for a noise and air quality assessment to support the Environmental Assessment, a seven-day Automatic Traffic Count (ATC) survey was undertaken from Thursday 6 September 2017 to Wednesday 12 September 2017 inclusive, to record existing traffic link flows, vehicle composition and traffic speeds.

7.1.5 Whilst the survey data referenced above was taken for a neutral month assessment, survey data was also gathered in August 2017 (w/c Thursday 10th August 2017 to Wednesday 16th August 2017, inclusive) during the school summer holiday period. This was to provide traffic data for a sensitivity assessment, should it be required at key pinch points on the network, subject to the neutral month assessment. It was agreed with WDC and TS, however, that mitigation would not be provided for a summer season assessment given the industry standard premise that it is generally not appropriate to design and build for a non-neutral assessment scenario.

### Extent of Assessment

7.1.6 The following junctions have been agreed with WDC and TS for assessment:

- Ben Lomond Way/ Loch Lomond Shores Roundabout (internal);
- Ben Lomond Way, Old Luss Road, Balloch Road Roundabout;
- A811, Ben Lomond Way Roundabout;
- A82/ A811 Stoneymollan Roundabout;
- A811/ Carrochan Cres Roundabout;
- Pier Road/ Balloch Road Priority;
- Balloch Road/ Drymen Road/ Carrochan Road Priority; and
- Drymen Road/ A811 Stirling Road Priority.

7.1.7 Scoping correspondence had indicated that access junctions into the site would be assessed and this remains the case with respect to the Pier Road/ Balloch Road priority junction and Ben Lomond Way/ Loch Lomond Shores Roundabout (internal). As the phasing and/or detailed applications for the development come forward, the access and operational details will be

considered further. The existing access junction to the Woodbank House site will be brought up to adoptable road standards and comply with the relevant priority access design parameters.

## Year of Assessment

7.1.8 It was agreed that PBA would undertake a year of opening assessment based on all development being operational in 2020 and in accordance with Transport Assessment Guidance 2012. Further, given the short lead in time between the surveyed flows to the baseline and year of assessment, it was agreed that growth would not need to be applied to the surveyed flows.

## Committed Development

7.1.9 No committed development was identified during scoping discussions with WDC albeit the Station Square Proposals anticipated to come forward between WDC and SUSTRANS will have a bearing on the ultimate design and interface of Zone A Station Square, but will not have material impact on the traffic network.

## Assessment Period

7.1.10 The assessment periods for the proposed development were agreed as:

- Weekday AM Network Peak (08:00-09:00);
- Weekday PM Network Peak (16:30-17:30); and
- Weekend/ Saturday Network Peak (15:15-16:15).

## Trip Generation

7.1.11 Trip generation has been based on the use of the TRICS V7.4.4 database for all proposed development land uses, with exception of the Iconic Visitor Attraction (IVA) and Woodland Visitor Attractions, for which a bespoke trip arrivals and departures profile was produced for both the weekday and weekend. Appendix A Scoping Note & Correspondence contains a Technical Memo describing the approach used to derive the generated IVA and Woodland Visitor Experience trips.

7.1.12 All TRICS output files are contained in Appendix D.

7.1.13 The Trip Rates and Generation for the individual development uses are presented in Table 7.1 below:

Table 7.1 Proposed Development Land Uses, Trip Rates and Trip Generation

| Element | | Area | Weekday | | | | | | | | Weekend | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM (08:00 to 09:00) | | | | PM (17:30 to 18:30) | | | | Saturday (15:00 to 16:00) | | | |
| | | | Arrs. Rate | Arrs | Deps. Rate | Deps. | Arrs. Rate | Arrs | Deps. Rate | Deps. | Arrs. Rate | Arrs | Deps. Rate | Deps. |
| A | Budget Accommodation | Youth Hostel (32 max bed) | 0.11 | **4** | 0.15 | **5** | 0.15 | **5** | 0.09 | **3** | 0.20 | **6** | 0.21 | **7** |
| A | Brewery | 300 sqm pub | 0.00 | **0** | 0.00 | **0** | 3.04 | **9** | 2.41 | **7** | 0.87 | **3** | 0.76 | **2** |
| A | Restaurant | Restaurant (GFA 150 sqm) | 0.00 | **0** | 0.00 | **0** | 4.60 | **7** | 1.98 | **3** | 1.27 | **2** | 1.33 | **2** |
| B | Woodland with Forest Lodges and Recreational Facilities (Zone B - 43 lodges) | Up to max No. 43 single storey forest lodges (mix 2/3 bed) within woodland | 0.03 | **1** | 0.04 | **2** | 0.11 | **5** | 0.06 | **3** | 0.12 | **5** | 0.08 | **3** |
| C | Apart Hotel (max 60 bedrooms) | Max 60 beds including bar/ restaurant 150sqm | 0.12 | **7** | 0.27 | **16** | 0.49 | **30** | 0.27 | **16** | 0.61 | **37** | 0.68 | **41** |
| C | Water Park | Waterpark/ leisure pool with spa facilities (2,500sqm) | 0.65 | **16** | 0.50 | **13** | 1.46 | **36** | 1.50 | **38** | 0.70 | **17** | 0.70 | **17** |

| Element | | Area | Weekday | | | | | | | | Weekend | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM (08:00 to 09:00) | | | | PM (17:30 to 18:30) | | | | Saturday (15:00 to 16:00) | | | |
| | | | Arrs. Rate | Arrs | Deps. Rate | Deps. | Arrs. Rate | Arrs | Deps. Rate | Deps. | Arrs. Rate | Arrs | Deps. Rate | Deps. |
| C | Iconic Visitor Attraction and overspill car park – details subject to future planning | Subject to future planning: limited information on format/ operation beyond footfall numbers identified. (Bespoke trips profile derived) | - | **8** | - | **0** | - | **9** | - | **22** | - | **22** | - | **25** |
| D | Woodland with Forest Lodges (Zone D - 32 lodges) | Up to max No. 32 single storey (mix 2.3 bed) forest lodges within woodland | 0.03 | **1** | 0.04 | **1** | 0.11 | **4** | 0.06 | **2** | 0.12 | **4** | 0.08 | **3** |
| D | Boathouse Accommodation | Luxury visitor/ honey-moon accommodation/ destination at previous Woodbank Boathouse (access by boat). Max 2 bed. | 0.03 | **0** | 0.04 | **0** | 0.11 | **0** | 0.06 | **0** | 0.12 | **0** | 0.08 | **0** |
| D | Woodland Visitor Attractions (1.78 Hectares) | 1.78 hectares – low density woodland incorporating a children's play area and adventure themed-rides and walkways. | - | **4** | - | **0** | - | **6** | - | **11** | - | **18** | - | **21** |

| Element | | Area | Weekday | | | | | | | | Weekend | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM (08:00 to 09:00) | | | | PM (17:30 to 18:30) | | | | Saturday (15:00 to 16:00) | | | |
| | | | Arrs. Rate | Arrs | Deps. Rate | Deps. | Arrs. Rate | Arrs | Deps. Rate | Deps. | Arrs. Rate | Arrs | Deps. Rate | Deps. |
| | | (Bespoke trips profile derived) | | | | | | | | | | | | |
| D | Staff and Service Area | Deliveries point, storage, management, welfare and security uses (8m max height). Based on office use. | 2.12 | **19** | 0.39 | **4** | 0.17 | **2** | 1.50 | **14** | 0.27 | **2** | 0.51 | **5** |
| E | Holiday Lodges | Up to No. 28 holiday lodges | 0.03 | **1** | 0.04 | **1** | 0.11 | **2** | 0.06 | **1** | 0.12 | **2** | 0.08 | **1** |
| E | Residential (4 Bedroom) | Up to No. 20 low density residential dwellings (4 bed) | 0.20 | **4** | 0.39 | **8** | 0.33 | **7** | 0.19 | **4** | 0.26 | **5** | 0.17 | **3** |

### Trip Distribution

7.1.14 Development trips have been assigned to the network on the basis of the existing turning proportions of vehicles on the network. This was considered to be the most robust approach given the nature of trips associated with the existing activities at: Old Luss Road; Loch Lomond Shores; Pierhead; and the West Riverside car park (to become Zone A Station Square) and adjacent to WDC/ SUSTRANS planned Station Square Proposals.

### Junction Threshold Assessment

7.1.15 Transport Scotland generally require a detailed analysis of junctions on the trunk road network when a 5% threshold assessment is exceeded. To determine the relative impact of the development on the A82 Stoneymollan Roundabout, a junction threshold assessment has been undertaken for the development during the Weekday AM and PM and Weekend (Saturday) peak periods.

7.1.16 The assessment calculates the percentage impact of the development traffic compared to the 2020 Base. The results of the assessment are presented below in Table 7.2 which indicates what the percentage impact of development traffic will be.

Table 7.2 A82 Stoneymollan Roundabout Threshold Assessment

| Arm | Wkday AM Peak 2020 | Wkday AM Peak 2020 +Dev | Wkday AM Peak % Increase | Wkday PM Peak 2020 | Wkday PM Peak 2020 +Dev | Wkday PM Peak % Increase | Sat Peak 2020 | Sat Peak 2020 + Dev | Sat Peak % Increase |
|---|---|---|---|---|---|---|---|---|---|
| A82 North | 609 | 623 | **2%** | 1255 | 1298 | **3%** | 1031 | 1068 | **4%** |
| A811 | 832 | 881 | **6%** | 682 | 806 | **18%** | 912 | 997 | **9%** |
| A82 South | 985 | 1008 | **2%** | 928 | 959 | **3%** | 1243 | 1287 | **4%** |
| Local Access | 1 | 1 | **0%** | 2 | 2 | **0%** | 7 | 7 | **0%** |

7.1.17 As noted above, the 5% threshold impact is exceeded on the A811 (east) approach to the A82 Stoneymollan Roundabout across all three development scenarios (AM, PM & Saturday peak hours). This is to be expected to an extent given the preference to route traffic in accordance with the appropriate road hierarchy. As such, the A82 Stoneymollan Roundabout has been subject to further junction testing (see below).

## 7.2 Junction Capacity Assessments

7.2.1 The junctions in the study network have been analysed using PICADY (for priority junctions) and ARCADY (for roundabouts) computer packages.

7.2.2 The ARCADY and PICADY computer models can split the peak period under consideration into a series of 15-minute time segments in order to simulate the likely arrival pattern of traffic more effectively. Research indicates that the peak Ratio to Flow Capacity (RFC) values returned in any individual peak (i.e. the peak capacity and corresponding queue results) are likely to be observed over the central 15-30 minute period for the hour.

7.2.3 RFC values between 0.00 and 0.85 are generally accepted as representing stable operating conditions, values between 0.85 and unity represent variable operation (i.e. possible queues building up at the junction during the period under consideration and increases in vehicle delay

moving through the junction). RFC values in excess of unity represent possible congested conditions.

7.2.4 Each junction has been assessed during the Weekday AM and PM peak and Weekend (Saturday) peak under the following conditions, unless otherwise stated:

- 2020 Baseline Traffic Flows; and
- 2020 Baseline + West Riverside & Woodbank House Development Traffic Flows.

7.2.5 A summary of the junction analysis results is presented within the following sections with all associated modelling analysis contained within Appendix E.

## Ben Lomond Way/ Loch Lomond Shores Roundabout (Internal)

7.2.6 The operation of the Ben Lomond Way/ Loch Lomond Shores roundabout (internal) junction has been assessed using ARCADY and the results of the assessment are summarised in Table 7.3 below, and in full in Appendix E.

Table 7.3 Ben Lomond Way/ Loch Lomond Shores Roundabout (Internal)

| Arm | Increase in RFC | | | Max RFC |
|---|---|---|---|---|
| | Weekday AM Peak Hour | Weekday PM Peak Hour | Saturday Peak Hour | |
| Ben Lomond Way (East) | 3% | 8% | 11% | 18% |
| Ben Lomond Way (South) | 4% | 7% | 8% | 25% |
| Lomond Shores (Access / Egress) | 0% | 0% | 2% | 23% |
| Lomond Shores (Access / Egress) | 0% | 0% | 1% | 17% |

7.2.7 Table 7.3 shows that the greatest impact on this junction by the development is during the Saturday peak hour but there is plenty of spare capacity to accommodate the increase in flows with RFC not exceeding 25% on any approach. There is no requirement for remedial measures.

## Ben Lomond Way, Old Luss Road, Balloch Road Roundabout

7.2.8 The operation of the Ben Lomond Way/ Old Luss Road/ Balloch Road roundabout junction has been assessed using ARCADY and the results of the assessment are summarised in Table 7.4 below, and in full in Appendix E.

Table 7.4 Ben Lomond Way, Old Luss Road, Balloch Road Roundabout

| Arm | Increase in RFC | | | Max RFC |
|---|---|---|---|---|
| | Weekday AM Peak Hour | Weekday PM Peak Hour | Saturday Peak Hour | |
| Ben Lomond Way (North) | 3% | 9% | 10% | 43% |
| Balloch Road (East) | 3% | 8% | 3% | 27% |
| Old Luss Road (South) | 3% | 7% | 8% | 46% |
| Old Luss Road (West) | 0% | 1% | 1% | 9% |

7.2.9 Table 7.4 shows that there is some impact on this junction by the development during the Weekday PM and Saturday peak hour but there is plenty of spare capacity to accommodate the increase in flows with RFC not exceeding 50% on any approach. There is no requirement for remedial measures.

## A811, Ben Lomond Way Roundabout

7.2.10 The operation of the A811/ Ben Lomond Way roundabout junction has been assessed using ARCADY and the results of the assessment are summarised in Table 7.5 below, and in full in Appendix E.

Table 7.5 A811, Ben Lomond Way Roundabout

| Arm | Increase in RFC | | | Max RFC |
|---|---|---|---|---|
| | Weekday AM Peak Hour | Weekday PM Peak Hour | Saturday Peak Hour | |
| Old Luss Road (North) | 4% | 11% | 7% | 48% |
| A811 (East) | 1% | 3% | 3% | 45% |
| Luss Road (South) | 1% | 3% | 2% | 38% |
| A811 (West) | 2% | 6% | 5% | 64% |

7.2.11 Table 7.5 shows that there is some impact on this junction by the development during the Weekday PM and Saturday peak hour, primarily Old Luss Road (northern arm) but there is plenty of spare capacity to accommodate the increase in flows. The A811 (western arm) has the highest RFC of around 64% in the weekday PM peak hour, well below the requirement for remedial measures.

## A82/ A811 Stoneymollan Roundabout

7.2.12 The operation of the A82/ A811 Stoneymollan roundabout junction has been assessed using ARCADY and the results of the assessment are summarised in Table 7.6 below, and in full in Appendix E.

Table 7.6 A82/ A811 Stoneymollan Roundabout

| Arm | Increase in RFC | | | Max RFC |
|---|---|---|---|---|
| | Weekday AM Peak Hour | Weekday PM Peak Hour | Saturday Peak Hour | |
| A82 (North) | 1% | 3% | 3% | 68% |
| A811 (East) | 2% | 8% | 5% | 60% |
| A82 (South) | 2% | 2% | 2% | 52% |
| Local Access (West) | 0% | 0% | 0% | 3% |

7.2.13 Table 7.6 shows that there is some impact on the A811 (eastern arm) junction during the Weekday PM peak hour as a result of the development, but there is ample remaining capacity to accommodate the increase in flows. The A82 (northern arm) has the highest RFC of around 68% in the weekday PM peak hour, well below the requirement for remedial measures.

7.2.14 Based on local knowledge and observation, it is considered that the ARCADY software may not accurately model the junction in terms of experiences of queuing and delay. Due to the limited geometric parameters entered into ARCADY, there is little opportunity to reflect the particular characteristics of the junction in terms of give-way behaviour, lane discipline and the merge of traffic from the south and east on the circulation. However, the results of the above are aligned with the threshold assessment and are also compatible with the operation of the roundabout during a typical weekday.

## A811/ Carrochan Road Roundabout

7.2.15 The operation of the A811/ Carrochan Crescent roundabout junction has been assessed using ARCADY and the results of the assessment are summarised in Table 7.7 below, and in full in Appendix E.

Table 7.7 A811/ Carrochan Road Roundabout

| Arm | Increase in RFC | | | Max RFC |
|---|---|---|---|---|
| | Weekday AM Peak Hour | Weekday PM Peak Hour | Saturday Peak Hour | |
| Carrochan Road | 1% | 1% | 1% | 27% |
| A811 Lomond Road | 0% | 1% | 0% | 40% |
| A813 Carrochan Road (South) | 1% | 1% | 0% | 22% |
| A811 (West) | 0% | 1% | 2% | 52% |

7.2.16 Table 7.7 shows that there is minimal impact on this junction as a result of the development with all arms operating well below capacity and no requirement for remedial measures.

## Pier Road / Balloch Road Priority

7.2.17 The operation of the Pier Road/ Balloch Road Priority junction has been assessed using PICADY and the results of the assessment are summarised in Table 7.8 below, and in full in Appendix E.

Table 7.8 Pier Road/ Balloch Road Priority

| Arm | Increase in RFC | | | Max RFC |
|---|---|---|---|---|
| | Weekday AM Peak Hour | Weekday PM Peak Hour | Saturday Peak Hour | |
| Pier Road | 7% | 24% | 3% | 24% |
| Balloch Road (right turn) | 0% | 2% | 0% | 5% |

7.2.18 Table 7.8 shows that there is a significant percentage impact on the Pier Road approach as a result of this development during the Weekday PM peak hour. This is because of it being changed from a private road (current status) to the secondary site access. The analysis shows that it operates well below capacity and there is no requirement for remedial measures.

## Balloch Road/ Drymen Road/ Carrochan Road Priority

7.2.19 The operation of the Balloch Road/ Drymen Road/ Carrochan Road priority junction has been assessed using PICADY and the results of the assessment are summarised in Table 7.9 below, and in full in Appendix E.

Table 7.9 Balloch Road/ Drymen Road/ Carrochan Road Priority

| Arm | Increase in RFC | | | Max RFC |
|---|---|---|---|---|
| | Weekday AM Peak Hour | Weekday PM Peak Hour | Saturday Peak Hour | |
| Carrochan Road (left turn) | 0% | 0% | 0% | 24% |
| Carrochan Road (right turn) | 0% | 0% | 0% | 17% |
| Balloch Road (right turn) | 1% | 0% | 1% | 38% |

7.2.20 Table 7.9 shows that there is minimal impact on this junction as a result of the development with all arms operating well below capacity and no requirement for remedial measures. Additional trips as a result of the development are primarily pass-through trips; i.e. not turning movements.

## Drymen Road/ A811 Stirling Road Priority

7.2.21 The operation of the Drymen Road/ A811 Stirling Road priority junction has been assessed using PICADY and the results of the assessment are summarised in Table 7.10 below, and in full in Appendix E.

Table 7.10 Drymen Road/ A811 Stirling Road Priority

| Arm | Increase in RFC | | | Max RFC |
|---|---|---|---|---|
| | Weekday AM Peak Hour | Weekday PM Peak Hour | Saturday Peak Hour | |
| Drymen Road | 2% | 4% | 3% | 28% |
| A811 Main Street (right turn) | 1% | 4% | 4% | 16% |

7.2.22 Table 7.10 shows that there is some impact on this junction as a result of the development with all arms operating well below capacity and no requirement for remedial measures. Additional trips as a result of the development are primarily pass-through trips; i.e. not turning movements.

## Operation Summary

7.2.23 The results of the junction analysis presented above suggest that remedial junction measures are not required on the local or strategic road network as a result of the development proposals. This may be attributed to the following factors.

- The nature and scale of development uses appeal to different user and age-categories and, in practice, will also be influenced by weather conditions. As such, the proposed development uses are likely to have operating peaks which won't necessarily coincide with each other, nor with the weekday AM, PM and Saturday peak hours.

- The development proposals offer multiple access points. Notwithstanding that the Woodbank House site is segregated from the wider West Riverbank site, the proposals incorporate three access points, which serves to disperse the accessing and egressing traffic effectively from the site. Further, the local road network is optimally configured to cater for separate local and pass-by strategic traffic, through Drymen and Balloch Road, and the more strategic A811. This is also supported by the A813 Carrochan Road and B857 Luss Road, which efficiently spreads local traffic and, provides viable alternative routes, during more congested periods.

- Many of the constituent parts of the development proposals incorporate overnight accommodation and will be marketed for long-weekend, week/ fortnight-long stays. This results in arrival and departure trips for these uses being lower and, in practice, will result in less internal traffic movements for the accommodation uses.

- The baseline operating conditions on the network are derived from a neutral month when network delays and queues are generally relatively limited, with exception of road traffic incidents or traffic improvement works. The development will bring additional traffic to the area, but not so much as to warrant remedial or junction improvement works. Local events are known to exacerbate traffic operations, and should these continue to be operated by Loch Lomond Shores going forward, it is suggested that a Traffic & Event Management Plan should be implemented to materially reduce delay and queuing impacts on the road network.

# 8 Outline Travel Plan

## 8.1 Introduction

8.1.1 Sustainable transport measures are now at the fore of both Local and National Government policies. This section outlines a range of measures that could be incorporated within a Travel Plan to help promote the use of sustainable modes of transport when accessing the proposed development.

8.1.2 As outlined in Transport Scotland's *Transport Assessment Guidance* (2012), a travel plan is a "*site specific package of practical measures which minimise the negative impacts of travel and transport and aims to co-ordinate transport with wider policy issues (such as environment, accessibility and social inclusion) into a co-ordinated strategy*". They assist in encouraging sustainable travel as well as being able to provide benefits to companies through reduced costs and increased efficiency whilst also reducing local road congestion. The document also states that a monitoring framework, to ensure adherence to the Travel Plan, should be agreed and included as part of the Transport Assessment.

8.1.3 The main benefits of a Travel Plan are:

- Reduced pollution;
- Reduced local congestion;
- Encouraging users to take more responsibility for reducing overall carbon footprint;
- Healthier population (walking, cycling and access to public transport use all allow greater opportunities for exercise over the private car);
- Reduced on-site car parking problems; and
- Financial savings through reduced parking costs, mileage costs, car allowances, etc.

8.1.4 Given the nature and scale of the various land-uses within the West Riverside and Woodbank House site as well as the location adjacent to Loch Lomond, it is essential that unnecessary vehicular trips and internal vehicular circulation are reduced, as far as reasonably practicable.

8.1.5 Whilst the access and parking management strategy outlined in Chapter 6 will seek to address access to the site for visitors by sustainable modes, the sustainable travel measures and initiatives outlined in this Chapter are directed towards the on-site staff that will be employed within the development.

## 8.2 Potential Measures

8.2.1 This Outline Travel Plan therefore describes a package of measures and incentives which aim to encourage the use of sustainable modes of travel in preference to the private car. This section outlines several potential measures which could be implemented to support sustainable travel choices for future employees, including:

- Pedestrian initiatives;
- Cycle initiatives;
- Public transport initiatives; and
- Car-sharing initiatives.

8.2.2 The Travel Plan should be administered and coordinated by a staff member on-site who would have responsibility for ensuring the relevant information is conveyed to new staff and up to date information is contained on all staff noticeboards. They will assume a coordinating and management role for staff car pool and car share initiatives.

## 8.3 Pedestrian Initiatives

8.3.1 The location of the site adjacent to Balloch Village which has a local bus stance facility and a rail station within close proximity, as well as a local residential population and a number of local amenities and services, are such that walking is a viable means of access for many local trips. The following measures, some proposed as part of the development, and incentives could encourage uptake of pedestrian trips:

- Provision of an extensive network of pedestrian facilities throughout the site;
- Provision of a number of accesses providing convenient connections to, through and from the site with an established pedestrian network;
- Internal road network designed taking cognisance of Designing Streets to promote low vehicle speeds and provide an environment which is more attractive to pedestrians;
- Provision of Travel Noticeboards within staff areas/ facilities including plans showing the following:
    - Internal pedestrian network;
    - Locations of development accesses;
    - Locations of adjacent pedestrian facilities including the network of leisure paths; and
    - Locations of internal and external amenities.
- The Travel Noticeboards could provide links to existing information on pedestrian facilities in the wider Balloch area including the Core Paths as well as distances and associated walking journey times;
- Provision of adequate warning signs throughout the development site alerting drivers to the main pedestrian routes through the site; and
- Discounted or free travel for employees on the proposed monorail, would assist with completing the last-leg of a trip into the site, which may otherwise be perceived as “too far” for some walkers.

## 8.4 Cycle Initiatives

8.4.1 It is generally accepted that employees are willing to cycle up to 6km (20 minutes) to access their place of employment. As such, the local surrounding villages and towns of Jamestown, Alexandria, Renton and, more northerly areas of Dumbarton, are within a reasonable cycling catchment of the site. Moreover, the existing off-road and entirely traffic-free route along the River Leven (NCN 7) provides a suitable safe, and coherent cycle route direct to the site.

8.4.2 The following measures, some proposed as part of the development, and incentives could encourage uptake of cycling trips:

- Provision of cycle connections throughout the site;
- The ability for staff to make use of a site-based cycle-hire scheme;

- Provision of a number of accesses into the development to ensure that the site is legible for cyclists from the surrounding transport network;
- Provision of Travel Noticeboards within staff areas/ facilities to include plans showing the following:
    - Locations of development accesses and cycle parking locations;
    - Locations of adjacent facilities which are suitable for use by cyclists;
    - Locations of internal and external amenities, including local cycle network;
- The Travel Noticeboards could provide links to existing information on cycling routes and facilities in the wider Balloch area as well as distances and associated cycle journey times;
- Internal road network designed to promote low vehicle speeds and therefore provide an attractive environment for cyclists;
- The inclusion of staff lockers, changing and showering facilities within staff areas, to facilitate ease of cycling for employees; and
- Provision of cycle information to new-starters.

## 8.5 Public Transport Initiatives

8.5.1 Bus services currently operate on Ben Lomond Way within the main Loch Lomond Shores site as well as a more frequent level of service on Balloch and Drymen Road. Further, a local bus stance and a railway station are located within Balloch village, the latter being within almost immediate proximity of Zone A – the Station Square area of the new development.

8.5.2 A monorail is also proposed to enhance connectivity from Balloch Village main to the heart of the development (adjacent to Loch Lomond Shores retail crescent and Pierhead).

8.5.3 To maximise uptake of public transport by employees, residents and visitors the site. The development will be supported by the introduction of the following measures:

- Provision of Travel Noticeboards within staff areas/ facilities to provide the following information:
    - A plan showing the locations of local bus stops (& stance) and rail/ monorail station locations, including indicative walking and cycling journey times;
    - Bus and rail and monorail timetable information;
    - Local public transport operator contact details;
- Discounted or free travel for employees on the proposed monorail, would assist with encouraging access to the wider public transport services;
- Shared-ticketing initiatives are being discussed with ScotRail Abellio for visitors by rail to the proposed development, and options for tickets for staff and employees should be explored; and
- Bus stop facilities within the development site should be upgraded to include Real Time Passenger Information, wherever practicable, as well as incorporating timetables and sheltered/ well-lit facilities.

## 8.6 Car Sharing Initiatives

8.6.1 It is suggested that car sharing and car pool initiatives could be publicised as part of the Travel Plan with details of the scheme included within Staff Travel Packs and Noticeboards. The management of any internal staff car sharing scheme would be undertaken by the on-site Travel Plan Coordinator.

## 8.7 Implementation

8.7.1 It is intended that Travel Packs would be issued to new-starts upon commencement of employment at the site.

8.7.2 A Travel Information Pack will also be provided to residents at the Woodbank House site, at the point of occupation of their properties. The pack will provide residents with information similar to that presented on the Travel Noticeboard: including details about all modes of travel including routes, journey times, distances, onward connections and calories-burned, to enable them to make an informed decision about how they choose to travel to and from the site.

# 9 Summary & Conclusions

9.1.1 Peter Brett Associates LLP (PBA) was commissioned by Flamingo Land Ltd to undertake a Transport Assessment (TA) in support of a Planning Permission in Principle (PPiP) application for a variety of commercial, leisure and tourism-related development uses at West Riverside and Woodbank House, Balloch, Loch Lomond.

9.1.2 Scoping discussions and correspondence was undertaken with West Dunbartonshire Council (WDC) Road Officers and Transport Scotland (TS) and their requirements with respect to analysis have been reflected in this Transport Assessment (TA).

9.1.3 This TA has been produced in accordance with good practice and developed with reference to the Scottish Government's 'Transport Assessment Guidance 2012'. Consideration has been given to both Scottish Planning Policy (SPP) and Planning Advice Note (PAN) 75 in demonstrating that the proposals constitute sustainable development, as far as reasonably practicable for this PPiP stage.

9.1.4 The trip generation used to inform this TA was based on the use of the industry standard TRICS V7.4.4 database where existing land use categories were compatible with the proposed development uses. The Iconic Visitor Attraction (IVA) and the "Woodland Visitor Experiences" did not match with TRICS land use categories, therefore, a bespoke trip generation derived from a daily profile of arrivals and departures for each land use, was produced. Our approach was based on anticipated footfall figures and agreed by Transport Scotland (TS).

9.1.5 The agreed approach to the trip generation considers each development land use as standalone and assumes that there is no cross-over between the proposed and/ or existing Loch Lomond Shores (and associated) land uses. As such, our assessment is based on a worst-case trip-generation scenario and represents a robust assessment of any likely impact arising from the proposed development.

9.1.6 The development proposals place an emphasis on sustainable access and movement. The existing sustainable and active travel routes to and through the development are retained, enhanced and bolstered by new connections to internal development uses. A monorail is proposed to enhance connectivity from Balloch Village, and onward connections by bus and rail, to the heart of the development site. This provides a much-needed link to the existing and proposed development, facilitating an uptake of sustainable and active travel modes, and providing a convenient alternative over the private car.

9.1.7 Whilst the detailed content of the development proposals is yet to be finalised, we have demonstrated that the interim parking provision scenario is based on all West Riverside development parking being provided over the reconfigured Pierhead and new Pier Road car parks. Parking associated with the Woodbank House site will be contained within the site, and is considered separately from the overall West Riverside parking provision requirements.

9.1.8 Operationally, the eventual aspiration is to entirely segregate the parking associated with the accommodation-based land uses, and remove these from general operation over a visitor's duration of stay at the site. This would facilitate a reduction in unnecessary vehicular trips for short-internal-site trips, but would also reduce any unnecessary internal circulation at the point of visitor arrivals.

9.1.9 Supporting access and parking management interventions will be adopted to support safe and convenient access and movement within the site, via the existing routes on Ben Lomond Way and Pier Road. Signage and wayfinding, likely incorporating Variable Message Signing (VMS) and orientation boards, will support efficient and effective internal access and routing strategies. Interventions at attraction and accommodation-bookings, will help ensure informed access arrangements and management which will reduce internal vehicular/ movement conflicts overall and facilitate an uptake of sustainable modes throughout the site.

9.1.10 The proposed development is compliant with the wider policy and development aspirations of the site and has been developed with consideration to sustainable transport and design opportunities. The associated access, transport and movement proposals are compliant with WDC and wider sustainable and active travel policies.

9.1.11 Due to the number of additional vehicle trips that are anticipated as a result of the proposed development, it has been demonstrated that there would be minimal impact on the operation of the local road network. It is widely known that the summer season, good weather and local events can increase through traffic, particularly on the A82 and the A811, as well as Balloch and Loch Lomond Shores-bound traffic. This is an upshot of the proximity to Loch Lomond, the wider Loch Lomond & Trossachs National Park and the functionality of the A82 as the main strategic access road to the north west of Scotland. During a neutral assessment period, the development traffic is not anticipated to exacerbate the prevailing operational status quo, albeit a Traffic Management Plan should be implemented for additional and significant trip-generating events and activities in the locality, regardless of season. Further, the access and parking proposals for the new and existing Loch Lomond Shores development, should be closely monitored and managed to ensure optimal efficiency for the local and wider road network.

# Appendix A Scoping Note & Correspondence

# SCOPING NOTE

Project Name: West Riverside, Balloch

Project Ref: 35854

Note Title: Transport Assessment Scoping Note

Date: 07/03/18

Prepared By: Kirsty Davison

## 1.1 Background

1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by Flamingo Land/ Iconic Leisure Developments (ILD) to provide access and transportation advice in respect of redevelopment proposals for the West Riverside and Woodbank House site, Balloch, in West Dunbartonshire.

1.1.2 A Transport Assessment (TA) and Environmental Impact Assessment (EIA) are required to support an application for planning permission in principle (PPiP) for the proposed redevelopment.

1.1.3 A preferred masterplan for the site has now been finalised and, as such, it is appropriate to undertake the TA.

1.1.4 Initial scoping discussions were held with West Dunbartonshire Council (WDC) in June 2017 and, following refinement of the masterplan, again in more detail in November 2017. Initial scoping discussions were also held with Transport Scotland (TS) in June 2017. Notes from all meetings are contained within Appendix A.

1.1.5 TS indicated that their area of interest with respect to this PPiP would primarily be the traffic impact arising as a result of the development on the trunk road network (A82) and, as such, would defer to WDC to agree the scope and main parameters of the TA. Whilst some of the TA parameters were established at a higher-level in June 2017 and, refined somewhat further in discussion with WDC, the details of the trip generation assumptions were not confirmed.

1.1.6 As such, this Scoping Note sets out the agreed-to-date and full scoping details for the TA for the West Riverside and Woodbank House site, incorporating the more recently derived trip generation approach.

1.1.7 Reaching agreement on all matters contained herein, will be necessary to ensuring a full understanding of WDC and TS's expectations for what should be included in the TA and to avoid any conflict / delays later in the project.

## 1.2 Development Proposals

1.2.1 The West Riverside and Woodbank House site is intended to be redeveloped for a variety of commercial, leisure and tourism-related uses as outlined in the appended Parameters Plan (Appendix B). The items listed below constitute the development uses which will be assessed in the TA:

- Zone A – Station Square
  - Brewery incorporating 300sqm pub;
  - Restaurant 150sqm;
  - Youth Hostel 32 beds;
- Zone B – Riverfront

- Forest lodges 43;

- Zone C – Pierhead
  - Apart Hotel 60 beds including restaurant/ bar 150sqm;
  - Waterpark 2,500sqm;
  - "Iconic Visitor Attraction" and overspill car park (subject to future planning);
- Zone D – Drumkinnon Wood & Bay
  - Woodland visitor attractions, incorporating a children's play area and adventure themed rides and walkways 1.78 hectares;
  - Forest lodges 32;
  - Staff and service area 900sqm;
  - Boathouse accommodation;
- Zone E – Woodbank
  - Residential 20 units;
  - Forest lodges 28;
- Ancillary Uses
  - New car parking 256 spaces; and
  - 74 relocated/ reconfigured spaces at the Pierhead.

1.2.2 The other development uses included within the Parameters Plan and not listed above, will not be included in TA on the basis that as standalone entities, they would not constitute a change to the existing trip characteristics of the existing and/ or Loch Lomond Shores area. These include:

- Zone A – Station Square
  - Amphitheatre – temporary tented structure;
  - Refurbished tourist office and enhanced public square;
- Zone B – Riverfront
  - Picnic, bbq and play areas and path network;
  - Existing woodland retained and managed and existing path network;
- Zone C – Pierhead
  - Visitor Hub (indoor rides, storage and office uses). This is not being assessed since the use is envisaged primarily as an information hub, with lockers for visitors and ticketing/ general ancillary uses. However, we are assessing the staff and service area as office use which will produce a robust assessment in trip generation terms. Moreover, the staff trips for other discrete land uses throughout the site, will be captured in the TRICS data trip generation numbers;

- Multi-user public realm;

- Zone D – Drumkinnon Wood & Bay
  - Targeted development to retain and improve existing woodland;
  - Path network;
  - Site entrance building (security, management and ticketing); and
- Zone E – Woodbank
  - Façade retention of listed Woodbank House as landscape feature.

# SCOPING NOTE

| Item | Title | PBA Proposed Approach | Agreement Status with WDC | Progress Update | Comments |
|---|---|---|---|---|---|
| **1** | Traffic Surveys | As per Appendix C Survey Specification and accompanying correspondence to WDC, with surveys undertaken August 2017 (school holidays) and September 2017 (neutral month). | Agreed with WDC. | No change. | |
| **2** | Year of Assessment | To undertake a year of opening assessment based on all development being operational in 2019 and in accordance with Transport Assessment Guidance 2012. | Agreed with WDC. | Given current timescales, we would propose that a 2020 year of opening assessment would be more appropriate, albeit premise of all development assessed as being operational, would hold. | |
| **3** | Extent of Assessment/ Seasonality | The extent of junctions to be assessed is based on local knowledge of those junctions which will incur a throughput of development traffic and are established as per the junctions surveyed above. Since it would not be appropriate to mitigate for a summer season scenario (school holidays), it is proposed that a summer sensitivity test may only be required subject to the level of traffic impact noted in the neutral month scenario assessment. | Agreed with WDC. | No change. | |
| **4** | Traffic Growth | Initially proposed to undertake a year of opening assessment in 2019 with no growth, however, given programme, early 2020 is more realistic for any element of the development being operational. | 2019 with no growth agreed with WDC. | PBA has used the Scottish Trip End Programme (STEP) to assess likely growth in the area to 2020, which results in circa 0.4%. As such, PBA would propose a 2020 year of opening with no growth would be a reasonable position.<br><br>The Scottish Trip End Program (STEP) is a software application that has been developed by Transport Scotland to enable the derivation of population, employment, households by car ownership, trip ends and growth factors based on data from the National Transport, Demand and Land Use Models. | WDC to confirm progress update is acceptable. |
| **5** | Committed Development | No committed development identified. | Agreed with WDC. | No change. | |
| **6** | Assessment Period | PBA profiled the existing survey flows to identify the weekday AM and PM network peak hours (8-9 and 4.30-5.30) and the weekend network peak hour (3.15-4.15).<br><br>PBA propose a weekday network peak assessment (AM/PM) and a weekend network peak assessment. The development peak will be identified and profiled against the network peak, to establish the most robust weekend assessment position. | Agreed with WDC. | No change, albeit once the weekend day development peak is identified | |
| **7** | Trip Generation | Trip generation will be based on the use of the TRICS database for the majority of proposed development land uses. The “Iconic Visitor Attraction” is not included in | Agreed with WDC. | PBA has developed a bespoke daily weekday and weekend trip generation profile for the “Iconic Visitor Attraction”, based on anticipated/ desired visitor footfall. Our | Considering the proposed land uses in isolation establishes a robust assessment position. It is expected that most ride-based “trips”, such as the woodland visitor |

| Item | Title | PBA Proposed Approach | Agreement Status with WDC | Progress Update | Comments |
|---|---|---|---|---|---|
| | | TRICS and, as such, it was proposed that a comparative site would be identified and/ or a bespoke trip rate generated. Please see Appendix D.<br><br>Land uses will be considered in isolation to establish a robust trip-generation position. | | technical note describing our approach is presented in Appendix D.<br><br>To be confirmed as acceptable to WDC. | attractions, will be associated with other uses such as forest lodges, hotel, restaurant and existing LLS uses and attractions in the area. As such most vehicular trips will be captured in the existing baseline flows and/ or trip rates/ generation for the other proposed development land uses. |
| **8** | Trip Distribution | Development traffic will be assigned to the network as per the existing surveyed turning proportions, except for accessing/ egressing traffic to new entry points. | Agreed with WDC. | No change. | |
| **9** | Extent of Assessment | The extent of assessment includes all those junctions as included in the survey specification (Appendix C) and as listed below for completeness:<br><br>• Site access points including:<br>  • LLS overspill parking area;<br>  • Woodbank House site access; and<br>  • Pier Road car park/ site access.<br>• Ben Lomond Way/ Loch Lomond Shores Roundabout (internal);<br>• Ben Lomond Way, Old Luss Road, Balloch Road Roundabout;<br>• A811, Ben Lomond Way Roundabout;<br>• A82/ A811 Stoneymollan Roundabout;<br>• A811/ Carrochan Cres Roundabout;<br>• Pier Road/ Balloch Road Priority;<br>• Balloch Road/ Drymen Road/ Carrochan Road Priority; and<br>• Drymen Road/ A811 Stirling Road Priority. | Agreed with WDC. | No change.<br><br>Two additional ATCs were included in the survey spec for the A82 (north) and Old Luss Road to inform the noise and air quality assessments. | |
| **10** | Parking Provision | Parking provision will be examined within the context of existing provision and demand within the immediate vicinity of the site. PBA has considered WDC parking standards, but subsequently agreed with WDC that parking should reflect SCOTS NRDG standards. Consideration will also be given to retention of 44 spaces associated with the existing P&R function at the current River Leven, into the new parking provision. | Agreed with WDC that parking provision should be based on SCOTS NRDG parking standards. | Masterplan has revised since previous meeting with WDC and PBA requires to review and understand the current parking availability and advise on management. WDC commentary to date (as per Appendix A) will be noted. | |
| **11** | Sustainable/ Active Travel | Development proposals will, as far as reasonably practicable, preserve and enhance existing pedestrian and cycle routes through the site. The TA will consider access to the site by all modes. | WDC request that there is adequate cycling facilities through the site linking from NCN from Balloch to the Loch Lomond-side Route into Argyll & Bute. Noted that the West Riverside walk route should be retained as a natural conduit to NCN 7 route/ towpath. | WDC requirements noted. Any route changes will be discussed with WDC and SUSTRANS Officers at the appropriate time, albeit appropriate foot and cycle design requirements will be adhered to as far as reasonably practicable. | |

# Appendix A WDC & TS Meeting Notes

# MINUTES

| | |
|---|---|
| **Meeting Title:** | West Riverside, Balloch – Initial Transport Scoping |
| **Attendees:** | John McDonald (TS), George Smith (SYSTRA), Kirsty Davison (PBA) |
| **Apologies:** | N/A |
| **cc:** | Dougie McDonald; Gordon Scott |
| **Date of Meeting:** | Tuesday 13 June 2017 |
| **Job Number:** | 35854 |

| Item | Subject | Actions |
|---|---|---|
| 1. | Introductions | - |
| 2. | Development Schedule<br><br>KD provided an update on the current position of the project from a transport perspective alongside an overview of the latest development schedule and emerging layout. Discussed that the development schedule would likely continue to evolve and, for the time being, until all opportunities and constraints are clearer from both WDC and TS, the current discussions are intended to be initial scoping.<br><br>GS indicated that much of the locational parking issues etc, were more of a concern for the local authority.<br><br>Once details refine on the parking and access strategy, as well as a better comprehension of the trip generation/ shared trip methodology, then PBA would seek to re-confirm the scope of ongoing assessment.<br><br>KD provided a broad indication of timescales in so far as the application of the PAN to LLTNP planning authority has been delayed (at LLTNP request), but full timing implications presently unclear. Transportation less critical to the main programme, but KD would be looking at this in more detail following initial scoping discussions. | |
| 3. | Principles of Assessment<br><br>KD indicated that determining the approach to assessment was an evolving process whilst we continue through the data gathering & review stages and aim to secure a better “appreciation” of parking data, Lomond Shores visitor information/ data, development content, and constraints/ opportunities. Indicated that preference would be to use locational data where practicable (LS original TA would be beneficial) and thereafter comparative/ equivalent data.<br><br>KD explained that anticipation is that some elements of development would generate new trips but that there would inevitably be an element of shared trips and, with/ without supporting data, would be a challenging task. Recognition also given to the parking provision at LS and the need for LS and the Client to work together, as may be more a case of extended duration of stay than many new trips (for | KD/ GS |

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| | some uses). Acknowledged by GS and JMcD. GS considers that LS car park is underused currently.<br><br>JMcD noted that much of the development content was likely to result in an off-peak development impact and likely to come down to percentage impact/ thresholds. Indicated that First Principles approach appropriate and starting position to assume new trips for individual uses initially and pair back from there as need be/ appropriate.<br><br>KD indicated need to understand what was in original LS consent and current development footprint and any implications for parking. Currently understood that LS and Client will likely work together with respect to parking provision, but may be dependent on any new development coming forward at LS (known to be planned, but unclear what and when).<br><br>JMcD indicated that TS were less concerned about overall survey extents and suggested that the number crunch comes first and, if not likely to be a 5% percentage impact, then the A82 Stoneymollan would not need assessment. JMcD noted it would be useful to understand the cause of queues/ delay although generally known to be associated with the two lanes from dual carriageway merging to one northbound. KD queried Lomondgate Roundabout (A82) and TS felt impact level too dispersed at this location, so not required. Generally 5% standard threshold impact on trunk road network.<br><br>KD indicated a year of opening assessment and relayed WDC position that a year of opening assessment with no growth acceptable to 2019. If after 2019, then likely need growth. TS fine with principle of year of opening assessment, unless the developer needs to demonstrate mitigation in accordance with phasing (to spread outlay). Will be dependent on outcomes/ impact of assessment ultimately. GS stated that TS default is to use high growth on the trunk road network for through movements (to opening year).<br><br>KD also indicated that surveys likely to be conducted during the summer months (early August) and a neutral month. With respect to survey periods, TS would defer to WDC position, albeit wouldn't demand a "seasonal" assessment. Potentially beneficial, but design wouldn't be based on summer season situation and development impact would be less during peak season. KD proposed a weekday peak hours and Saturday peak hour assessment: acceptable to TS.<br><br>KD indicated trip generation likely to be based on existing turning proportions. Acceptable to TS.<br><br>GS was involved in LS original application and indicated that at the time the TA was very extensive looking at tourism and retail data to help inform trip draw. Indicated that GS would see if the original TA (15-20yrs) was still available. Unclear on the specific mitigation measures and the Travel Plan requirements.<br><br>TS would not require a model: mention of this in their EIA Scoping Response was in reference to "a model" being included in previous documentation. GS noted that JMP had produced a microsimulation model for Lomond Shores parking (old). | |
| 4. | AOB | KD |

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| | KD reiterated that the approach would be to refine thinking on approach, consider the trip gen numbers and when clearer around the trip gen/ parking/ access assessment parameters then would likely meet with TS/ WDC to relay. Alternatively, will provide Scoping Correspondence and/ or a Report to establish and thereafter agree the full and detailed principles of assessment (albeit supporting information will be required to justify). In any case, propose to keep in touch during the scoping and assessment process. | |

# MINUTES

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| **Meeting Title:** | West Riverside, Balloch – Initial Transport Scoping |
| **Attendees:** | Kirsty Davison (PBA), Gordon Scott (PBA), Raymond Walsh (WDC) |
| **Apologies:** | N/A |
| **cc:** | Dougie McDonald; Gordon Scott |
| **Date of Meeting:** | Tuesday 06 June 2017 |
| **Job Number:** | 35854 |

| Item | Subject | Actions |
|---|---|---|
| 1. | Introductions<br><br>KD undertook introductions for attendees. | |
| 2. | Development Schedule<br><br>KD provided an update on the current position of the project from a transport perspective alongside an overview of the latest development schedule (as tabled at a DT meeting that morning) and emerging layout. Discussed that the development schedule would likely continue to evolve and, for the time being, until all opportunities and constraints are clearer from both WDC and TS, the current discussions are intended to be initial scoping. Thereafter, once details refine on the parking and access strategy, as well as a better comprehension of the trip generation/ shared trip methodology, then we would seek to confirm the scope of assessment.<br><br>KD provided a broad indication of timescales in so far as the application of the PAN to LLTNP planning authority has been delayed (at LLTNP request), but full timing implications presently unclear. Transportation less critical to the main programme, but KD would be looking at this in more detail following initial scoping discussions.<br><br>RW relatively comfortable with the level/ scale of development being proposed.<br><br>Commentary from RW on Site VE4 (Woodbank House) and planning designation: less of an issue for Roads. No issue with residential unit numbers, but consideration to the following will be needed:<br><br>▪ Feature building – what likely to entail/ involve and, if a wedding venue etc, then consideration in layout to servicing and refuse access;<br><br>▪ Need a GFA for venue;<br><br>▪ WRT to access road for resi, would be preferable to be mindful of Designing Streets principles and remove dead-end/ cul de sac and incorporate as a loop, but overall relatively flexible subject to site constraints. Cul de sac should be no more than circa 150m but loop preferable; | ALL |

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| | ▪ Lodges access doesn't need to be a public road, but for resi will require RCC and Bond for resi;<br><br>▪ Will expect footways on both side of Old Luss Road in relation to resi development and linkage with existing footways/ ped network (also to upper Stoneymollan links);<br><br>▪ Last recorded flooding event on Old Luss Road. Area will require a FRA, and SUDS for resi-site;<br><br><u>Other Layout Commentary:</u><br><br>▪ West Riverside Walkway is missing from masterplan and, in keeping with Charette and local aspirations, should be retained. WDC may be willing to adopt this route if to the correct standards;<br><br>▪ Would expect to see existing parking provision at gateway area, retained in some capacity to cater for commuters and park & ride function. Needs to be incorporated into layout. WDC are looking at a parking structure adjacent to the station which will assist with parking, but the net difference needs to be retained (circa 44 spaces). Generally, a strong feeling that more parking is needed in Balloch;<br><br>▪ Clarity needed over house boats as river belongs to WDC;<br><br>▪ Clarity needed over composition of Kids Planet and what it entails;<br><br>▪ Pier Road needs to be developed to adoptable standards, but no interest in adopting internals. Will need clarity on the internal access Lomond Way and the placemaking proposals, as presently there are servicing vehicles using this route, so will need to demonstrate workability in terms of wanting road to remain adopted. Expects to see regular controlled crossing points in this location (although would placemaking proposals not remove the need for formal crossings? Ethos/ approach will need clarity going forward). Suggested by RW that WDC could adopt to servicing extents. On the basis of above, could Kids Planet be better located at other end of the site? (Pipeline constraints noted);<br><br>▪ Also require some disabled parking bays on Ben Lomond Way as many people try to access LS frontage at this location, as an informal drop-off, but makes sense in proximity terms;<br><br>▪ Clarification on parking numbers will be required and note that LS will want to retain "security" on their parking provision. RW/ WDC will provide full JMP Parking Study as requested by PBA;<br><br>▪ Discussed the existing access into current overspill parking area and where provision is relatively high. Need to consider footway linkages – possibly needed on either side and, to avoid queuing, is a right turn ghost island required? Discussed that a left in left out would be more pragmatic; | |

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| | ▪ Signage will be key to orientation on the surrounding road and immediate internal network and some form of VMS may be beneficial;<br><br>▪ How will how boats/ pontoons and lodges be serviced? Is there an intention for parking at these locations?;<br><br>▪ What is the intention for hotel servicing? Requires clarification;<br><br>▪ Night-time economy important too;<br><br>▪ Anticipates that Slipway Roundabout needs raised/ reconfigured;<br><br>▪ Generally speaking, if the level of development can be retained as is in terms of numbers and "roughly" as is, (notwithstanding above), that would be ideal;<br><br><u>Additional:</u><br><br>▪ General discussion around Village Square, Station Square and Balloch Road streetscape improvements. Need to see preferred schemes to incorporate into access proposals, if necessary; | |
| 3. | <u>Principles of Assessment*</u><br><br>General discussions around schedule of development and some uses being shared with existing LS function and some uses being new. Duration of stay increases with existing parking provision and are there implications of this? RW accepts there will be some shared trips but new trips are guaranteed and he will need to see the emerging methodology. RW recommends reviewing the previous TA for LS and understanding what was consented versus built-out.<br><br>▪ Year of opening assessment acceptable and happy with no growth if a 2019 year of opening (subject to phasing plans etc);<br><br>▪ Recognition that trip gen still evolving and happy to be contacted latterly to confirm approach;<br><br>▪ Seasonal and neutral month assessment required, albeit PBA indicated any design would not be based on the seasonal peaks;<br><br>▪ Trip distribution likely to be on existing turning proportions. Acceptable to RW;<br><br>▪ If no modal split information from LS, then will be difficult to derive travel by other modes without some supporting travel surveys at LS;<br><br>▪ PBA tabled survey extents and RW largely happy with proposals with addition of Drymen Road/ Carrochan Crescent; | PBA |
| 4. | <u>Constraints/ Areas for Discussion:</u> | ALL |

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| | ▪ Lomondgate Roundabout (A82) – TS remit but issues and constraints generally well known/ recognised;<br><br>▪ Stoneymollan Roundabout (A82) – TS remit;<br><br>▪ West Riverside walk route as natural conduit to NCN 7 Route/ towpath, to be retained;<br><br>▪ Viability and status of footway bridge between west and east Riverside (2016 Balloch Charette). Not an aspiration of WDC Roads or Regeneration to investigate feasibility or fund, but recognises benefit of road/ cycle connections east and west (onward destinations);<br><br>▪ Sweeney's Cruises – coach parking/ drop-off/ contingency arrangements – generally understood to function well but unclear about coach waiting arrangements;<br><br>▪ Moss of Balloch "greenspace" - complaint of low parking provision in Balloch, but not likely to be possible here due to local concerns/ previous rejection of shared parking/ event provision. Could try but unlikely to secure anything here. PBA suggested parking within Balloch Park boundary, and this likely more palatable. Able to use land and better screened (albeit subject to a future bridge structure);<br><br>▪ Balloch Bus Stance – status queried. RW indicated that a previous scheme saw the stance moved to the development site and incorporated as a wider park and ride on basis of tie in with station. Was rejected at the time due to a preferred scheme not identified and bus stance has been upgraded with three bus stops/ waiting provisions in the interim; | |
| 5. | AOB<br><br>▪ Discussed that following this initial scoping discussion and following discussion with TS, the PBA would refine approach and rationale to assessment and seek confirmation from both authorities through Scoping Correspondence and/ or a Report. | |

# MEMO

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| **Memo Title:** | West Riverside, Balloch – Detailed Transport Scoping Discussions |
| **Attendees:** | Raymond Walsh (WDC); John Walker (WDC); Kirsty Davison (PBA) |
| **Apologies:** | N/A |
| **cc:** | Dougie McDonald; Gordon Scott |
| **Date of Meeting:** | Thursday 30 November 2017 |
| **Job Number:** | 35854 |

| Item | Subject | Actions |
|---|---|---|
| 1. | General Discussion Post Consultation Event and LLS Christmas Light Switch On:<br><br>• Public back-lash re. events in the area, as poorly planned and managed;<br>• Recent light switch on resulted in road closures and traffic at gridlock internally and trying to access/ leave the site;<br>• Understood to be on the basis of a free-event and draw from Glasgow;<br>• Councillors now very focused on this; and<br>• WDC concerns over parking are significant.<br><br>As such, WDC will be seeking:<br><br>i) Parking compliance with Scots NRDG standards; and<br>ii) Any existing parking to be replaced/ managed thoughtfully.<br><br>Will require a standard's based approach to determining parking provision and a robust assessment which looks at each land use in isolation, unless justification can be provided for shared (evening versus day) uses (despite bus, rail and sustainable mode opportunities). Parking and capacity are the two items of main concern.<br><br>WDC will also expect appropriate levels of pedestrian crossing provision, although this can be managed. WDC will also expect measures to modify speeds and enhance accessibility by other modes. | |
| 2. | KD tabled latest masterplan as being used at the PAN Consultation Event and described PBA's approach to deriving parking provision (and assumptions) and the proposed more detailed approach to trip generation (previously only discussed in general terms).<br><br><u>Parking</u><br><br>• Suggested approach using WDC standards to be updated to reflect Scots NRDG, to ensure consistency with the Council's approach. KD noted there is unlikely to be much difference in the levels of provision derived to date; | |

- Assessing land uses in isolation and independence of each other is acceptable in principle and, where some levels of shared-use required between uses, this will need to be justified;

- Concern expressed over the practicalities of remote parking for the swimming pool. Need a strong position to justify remote parking in this instance and/ or how it will be managed;

- Concern also expressed over use of lower Stoneymollan Road even for limited Woodbank Site access/ egress and would generally discourage use of this route. Any new road/ access would require to be brought up to adoptable standards;

- Concern expressed over removal of the spaces associated with the LLS overspill parking area and that this provision, was most likely a condition of their original consent and to be retained or replaced in some capacity. Clarification will need to be sought from Proprietors. Some further discussion is likely required around acceptability of parking provision and locations;

- Be mindful that parking on Balloch Road is proposed as part of new proposals for the area (as well as Village and Station Square); and

- John Walker will provide parking provision recently used on another "bunkhouse" scheme as WDC will require consistency.

<u>General Layout</u>

- Observations made of Pier Road arrangements and discussion around the provision of a gate to "limit" access to Pier Head area. Pier Road is a private road but not private access and couldn't be gated without removal from the "list of roads". Would also require a turning head (or two) to be provided at gates.

- Adoption of Ben Lomond Way was a historic decision for the Council and preference would be to have this removed. There is no current desire for BLW to be adopted. In terms of ease of operation and management, it would likely be preferable to have the whole internal site of the same status – all adopted, or all unadopted.

- Noted that volume of traffic anticipated to come into Pier Road (for parking) will likely warrant some form of crossing point over Pier Road. There is a ped crossing on Ben Lomond Way which is frequently damaged.

- Buggies could not be permitted on the local road network (adopted road extent), so routes for these would have to be clear, signed and well managed to avoid interface with vehicles (unless routes are not adopted).

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| | ▪ Traffic calming would be required to reduce vehicle speeds throughout: discussion to be had around retention of adopted road status internally and the implications for people management. Preference would definitely be for an all or nothing scenario;<br><br>▪ Lighting on Pier Road remains a key requirement as well as through lodge areas;<br><br>▪ WDC unclear as to whether approval would be granted with loss of overspill parking; and<br><br>▪ Unclear as to how Pierhead parking area/ access would function on a remote basis as (currently) proposed. On site changes likely and, potentially, a further pedestrian crossing point on Ben Lomond Way (east) to support internal ped movements.<br><br><u>Transport Assessment</u><br><br>KD provided a quick overview/ reiteration of approach to TA agreed at a high-level in June 2017:<br><br>▪ Weekday Network Peak Assessment (AM/ PM);<br><br>▪ Weekend Network/ Development Peak Assessment (likely to be one and the same given development uses). PBA to profile daily trips and confirm peak period;<br><br>▪ Year of opening assessment required. If 2019 no growth, if beyond 2019 then medium growth to be applied to existing flows;<br><br>▪ No committed development;<br><br>▪ Scope of junctions to be assessed as agreed per JTC survey locations as well as all access points;<br><br>KD provided further detail on trip gen & distribution methodology:<br><br>▪ Trip generation to be based on TRICS database for those relevant land uses;<br><br>▪ Land uses to be considered in isolation to establish a robust trip generation position;<br><br>▪ For “ride-based” trips – not likely to be data in TRICS and so a comparable site/ data will be required and/ or failing that, a bespoke trip rate to be derived. Will require justification, but would note that the premise of other land uses being considered in isolation will provide a robust position to allow some flexibility on the “ride” trip rates (given it’s unlikely many “ride” users will purely use the rides – and will either be existing visitors to LLS or other land uses); | |

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| | ▪ Trips to be assigned to the network in accordance with existing turning proportions (except for accessing/ egressing traffic to new entry points); and<br><br>▪ Acceptance by WDC that any design/ mitigation would be less appropriate for a summer season scenario, and so neutral month assessment to be undertaken in the first instance, supported by sensitivity testing of the summer scenario at key locations as impact warrants. | |
| 3. | **Next steps:**<br><br>KD to issue summary memo of discussion but formal correspondence to follow to WDC and TS to sign off scope/ methodology. | |
| 4. | **Additional Comments Post Draft Circulation**<br><br>WDC request that there is adequate cycling facilities through the site linking from NCN from Balloch to the Loch Lomond-side Route into Argyll & Bute. | |

# Appendix B Current Parameters Plan

| Zone | Area | Proposed Use(s) | Key Parameters |
|---|---|---|---|
| Zone A: Station Square | 1 | Mixed Use: Food & Drink, Entertainment and Budget Accommodation | • Brewery (max height 13m, 1200 sqm total floor area including 300 sqm pub)<br>• Restaurant (max height – 9m, floor area 150 sqm)<br>• Amphitheatre - temporary tented structure<br>• Budget accommodation (32 max bed spaces, 16m max height) |
| | 2 | Tourist Information Services and Public Realm | • **Tourist office to remain with potential to accommodate other complementary uses eg bike hire**<br>• Enhanced public square adjacent to tourist office |
| Zone B: Riverfront | 3a | Woodland with Forest Lodges and Recreational Facilities | • Up to max No. 43 single storey forest lodges within woodland<br>• Picnic, BBQ and Play Areas in woodland pockets<br>• Path network (incorporates John Muir Way (JMW)) |
| | 4a | Managed Woodland with SUDs | • Existing woodland retained and managed<br>• Existing path network (including JMW) retained<br>• 2 SUDS attenuation areas:<br>  • Area 1 – **treatment of surface water from upgraded section of Pier Road and adjacent car park.**<br>  • Area 2 – **treatment of surface water from reconfigured Pierhead Car Park and roof runoff from Pierhead Visitor Destination** |
| Zone C: Pierhead | 5 | **Pierhead Visitor Destination** | • Apart Hotel (max 60 bedrooms, height varies with a maximum of 24m height)<br>• Water Park (max 24m height of structures)<br>• Restaurant/Bar (max 150 sqm, incorporated into aparthotel/water park)<br>• Visitor Hub (indoor rides, storage and office uses, height varies but max 24m height) |
| | 6 | **Visitor attraction and carpark** | • Details subject to future planning |
| | 7 | **Multi-User Public Realm** | • High quality hard landscape public realm with capacity for temporary visitor attraction uses |
| Zone D: Drumkinnon Wood & Bay | 8 | Woodland Visitor Attractions | • Children's Play Area<br>• Adventure themed rides and walkways (all installations below tree canopy, max height at entry points up to 12m)<br>• Targeted development to retain and improve existing woodland<br>• Retention of above ground Petroineos pipeline infrastructure |
| | 3b | Woodland with Forest Lodges | • Up to max No. 32 single storey forest lodges within woodland<br>• Path network |
| | 9 | Site Entrance Building(s) | • Security, management and ticketing uses (5m max height above adjacent car park) |
| | 4b | Managed Woodland | • New pedestrian path networks<br>• Existing woodland retained and managed |
| | 10 | Staff & Service Area | • Deliveries point, storage, management, welfare and security uses (8m max height) |
| | 3c | Boathouse Accommodation | • Luxury visitor accommodation at previous Woodbank Boathouse<br>• Access by boat |
| | 11 | Buffer Zone | • 12m stand-off between existing dwellings at Drumkinnon Gate and proposed development<br>• No development |
| Zone E: Woodbank | 12 | Residential | • Up to No. 20 low density residential dwellings |
| | 13 | Heritage Landscaping | • Façade retention of listed Woodbank House as landmark feature<br>• Landscaping |
| | 3d | Visitor Accommodation largely within woodland | • **Up to No. 28 holiday lodges**<br>• **Path network**<br>• **Use of existing cutbuildings as visitor accommodation– subject to future planning** |
| | | New Car Parking | • Total provision for **311** new parking spaces = 74 relocated/reconfigured spaces at Pierhead |
| | * | Site Vehicular Access Points | • No.11 vehicular access points |
| **Overarching Components** (*Internal access, utilities and drainage to be confirmed at detailed design stage*) | ↔ | Indicative Pedestrian/cycle linkages (capable of use by emergency vehicles) | • As drawing |
| | ←→ | Indicative Pedestrian/cycle linkages | • As drawing |
| | ●— | Monorail | • Station Square to Pierhead through Zones A, B and C (max height 3.5m)<br>• Monorail Stations in Zone A at ground level & Zone C in Apart-Hotel<br>• Monorail alignment subject to detailed design |
| | * | Site Boat Access Points | • 2 no boat access points |

**REVISIONS**

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|---|---|---|
| B | 16.01.17 | text amended within key |
| C | 18.01.17 | area of Zone B Area 3d amended annotation to Area 6 amended |
| D | 03.05.17 | parking areas updated annotation updated |

**NOTES**

**DO NOT SCALE**
Contractor must verify on-site/ check & verify all Site & Building Dimensions, Levels & Setout Grids at OCN's before commencing work.
This Drawing must be read with the NSS Contract Specification and any related Structural Engineer or Specialist Contractors Drawings.
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# PLANNING

West Riverside

TSL/Flamingo Land

Parameters plan

| Number | Revision | Date |
|---|---|---|
| 1139 | AL(0)005 | D |

| Scale | Date | Date | Date |
|---|---|---|---|
| 1:1250 @ A0 | 1 Feb | Date | Date |
| Drawn | Date | Checked | |
| AM | | RG | |

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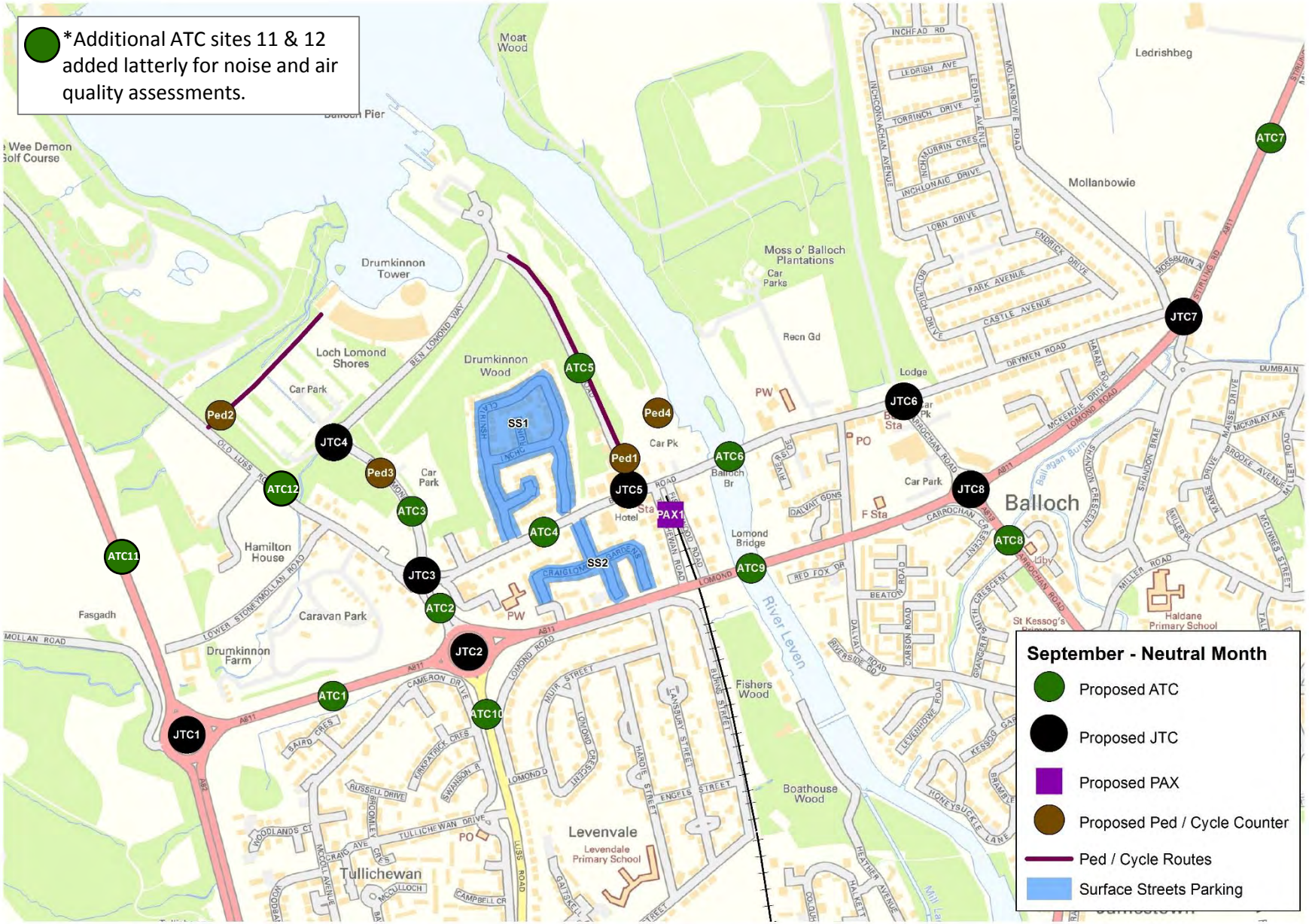
CAD Info

# Appendix C Survey Specification




**Plan 1**

# September – Neutral Month Survey Locations

# Plan 2

## August – Summer Month Survey Locations

# Appendix D Trip Generation Approach & Assumptions

# INFORMATION NOTE

Project Name: West Riverside & Woodbank House, Balloch

Project Ref: 35854

Note Title: Trip Generation Assumptions and Development

Date: 07/03/18

Prepared By: Brendan Reynolds, Kirsty Davison

## 1.1 Introduction and Background

1.1.1 Peter Brett Associates LLP (PBA) is working on behalf of Flamingo Land/ Iconic Leisure Development to undertake a Transport Assessment (TA) to support a Planning Permission in Principle (PPiP) application for a mixed-use leisure and tourism re-development of the West Riverside and Woodbank House site in Balloch, West Dunbartonshire.

1.1.2 Initial scoping discussions with West Dunbartonshire Council (WDC) and Transport Scotland, have resulted in agreement in principle, to PBA's proposed approach to the main assessment parameters of the TA.

1.1.3 The contents of this note are as follows:

- Section 1.2 – lists the development proposals that will be assessed in the TA;
- Section 1.3 – describes our overarching approach to the trip generation;
- Section 1.4 – provides a summary of our trip generation assumptions and rationale, within the context of the TRICS database land use classifications; and
- Section 1.5 – describes our approach to deriving a reasonable and robust trip generation for the "Iconic Visitor Attraction" element of the development proposals.

## 1.2 Development Proposals

1.2.1 The West Riverside and Woodbank House site is intended to be redeveloped for a variety of commercial, leisure and tourism-related uses. The items listed below constitute the development uses which will be assessed in the TA:

- <u>Zone A – Station Square</u>
  - Brewery incorporating 300sqm pub;
  - Restaurant 150sqm;
  - Youth Hostel 32 beds;
- <u>Zone B – Riverfront</u>
  - Forest lodges 43;
- <u>Zone C – Pierhead</u>
  - Apart Hotel 60 beds including restaurant/ bar 150sqm;
  - Waterpark 2,500sqm;
  - "Iconic Visitor Attraction" and overspill car park (subject to future planning);

- Zone D – Drumkinnon Wood & Bay
  - Woodland visitor attractions, incorporating a children's play area and adventure themed rides and walkways 1.78 hectares;
  - Forest lodges 32;
  - Staff and service area 900sqm;
  - Boathouse accommodation;
- Zone E – Woodbank
  - Residential 20 units;
  - Forest lodges 28;
- Ancillary Uses
  - New car parking 256 spaces; and
  - 74 relocated/ reconfigured spaces at the Pierhead.

## 1.3 Approach to Trip Generation

1.3.1 It was agreed with WDC in November 2017, that PBA would use the TRICS database to derive the trip generation for most land uses within the development proposals: except for the Iconic Visitor Attraction (IVA), this remains the preferred approach.

1.3.2 It was also agreed that given the complexity of accounting for shared-trips between the various development land uses, as well as the existing Loch Lomond Shores, the most robust and straightforward approach to the trip generation for the site would be to consider each proposed land-use as a standalone entity. This would build in some resilience to the trip generation and wider transport assessment in accounting for some of the other land uses (rides/ activities etc.) for which it would be difficult to derive a traditional trip generation.

1.3.3 Now that the development schedule has been set, we have undertaken a comprehensive review of TRICS survey data and, in conjunction with refined thinking on the operational aspects of the development, we have summarised our assumptions/ justification for using the selected TRICS land use classifications below.

1.3.4 Since a comparative site or destination-equivalent has not been proposed for the IVA nor any operational parameters (e.g. operating area and/ or equivalent Gross or Net Floor Area), PBA has devised a bespoke trip generation for this land use based on the visitor footfall figures aspired to by the Client team. See Section 1.5 Trip Generation for the Iconic Visitor Attraction (IVA), further below.

## 1.4 Summary of Trip Generation Assumptions / Rationale

| Zone | Proposed Uses | TRICS Land Use Classifications/ Rationale |
|---|---|---|
| A Station Square | **Budget Accommodation: 32 max bed spaces** | TRICS 06/A<br>Hotel, Food & Drink – Hotel<br>Absence of budget/ hostel/ bunkhouse equivalent. |
| | **Brewery (1200 sqm** | TRICS 06/I |

| Zone | Proposed Uses | TRICS Land Use Classifications/ Rationale |
|---|---|---|
| | **total floor area including 300 sqm pub)** | Hotel, Food & Drink – Public House (without restaurant)<br>Brewery "operations" will be visible to the public from the bar area but will not include guided tours etc. |
| | **Restaurant (floor area 150 sqm)** | TRICS 06/B<br>Hotel, Food & Drink – Restaurant |
| B Riverfront | **Woodland with Forest Lodges**<br>Up to max No. 43 single storey forest lodges within woodland | TRICS 03/J<br>Residential – Holiday Accommodation |
| C Pierhead | **Apart Hotel (Maximum 60 bedrooms) including restaurant / bar (Maximum 150 sqm)** | TRICS 06/H<br>Hotel, Food & Drink – Pub/ Restaurant + Hotel |
| | **Water Park (2,500 sqm)** | TRICS 07/C<br>Leisure – Leisure Centre<br>Most suitable TRICS classification based on:<br>• 07/P Watersports Centre sites are based on yacht clubs, water skiing and other large scale outdoor activities<br>• 07/C Leisure Centre function and type/ profile of users will be similar to those proposed in the "Water Park" which will be a true wet-weather facility for families and all age groups<br>• If anything, the trip rate will likely be high given usual nature of authority-managed leisure centres albeit the "Water-Park" admission costs will be higher than usual and durations of stay likely longer |
| | **Iconic Visitor Attraction** and overspill car park – details subject to future planning | Operational parameters and scale unavailable but the Client Team has identified a preferred/ desirable visitor footfall level. **Please see Appendix A: Technical Note Iconic Visitor Attraction Trip Generation Derivation** |
| D Drumkinnon Wood & | **Woodland Visitor Attractions (1.78 Hectares)** – low density woodland | TRICS 07/M<br>Leisure – Country Park<br>Most suitable TRICS classification based on: |

| Zone | Proposed Uses | TRICS Land Use Classifications/ Rationale |
|---|---|---|
| Bay | incorporating a children's play area and adventure themed-rides and walkways | • Nature of rides/ attractions will be low-key and sensitive to woodland environment and not dissimilar to traditional country/ local park context with play amenities;<br>• O7/U Play Centre classification considered, but there will be no-indoor play. Attraction will be all-round, all-weather<br>• Given nature of users and target audience, highly likely that other proposed or existing development uses will be visited as part of a trip |
| | **Woodland Forest with Lodges.** Up to max No. 32 single storey forest lodges within woodland | TRICS 03/J<br>Residential – Holiday Accommodation |
| | **Staff and Service Area (900 sqm)** | TRICS 02/A<br>Employment – Office<br>Most suitable TRICS classification based on:<br>• Need to capture staff for development uses which aren't standalone entities (e.g. pub, hotel etc) and more so related to wider site operations and management<br>• Office classification is robust and would address any small office-based functions associated with the visitor hub<br>• |
| | **Boathouse Accommodation** – luxury visitor accommodation at previous Woodbank Boathouse (access by boat). Max 2 bed. | TRICS 03/J<br>Residential – Holiday Accommodation |
| E Woodbank | **Residential (4 bedroom).** Up to No. 20 low density residential dwellings | TRICS 03/A<br>Residential – House Privately Owned |
| | **Holiday Lodges.** Up to No. 28 holiday Lodges | TRICS 03/J<br>Residential – Holiday Accommodation |

## 1.5 Trip Generation Derivation for the Iconic Visitor Attraction (IVA)

1.5.1 The Tourism Resource Consultancy (TRC) produced an assessment of Visit Seasonality for the West Riverside Development Proposals, identifying a specific "sightseeing" category to capture the anticipated visitor numbers associated with an "Iconic Visitor Attraction" (IVA) in both a low and high scenario (please see Appendix A).

1.5.2 To ensure consistency with the traffic survey data gathered to support the TA, PBA extracted the September No. of Visits to the IVA in both the Low and High Scenario and took the average of 15,948 as a typical indication of visitors throughout the month of September[1].

1.5.3 A straightforward division by 4 was used to derive a typical weekly no. of visitors to the IVA of 3,987.

1.5.4 The 24-hour vehicle flows obtained from a week-long ATC survey of vehicular traffic northbound (arriving) to the Loch Lomond Shores development via Ben Lomond Way, were used to identify the proportion of arrivals for each day of the week. This resulted in the flowing:

| Day | Total 24 Hour Veh Flow (North) | % of Weekly Total | IVA Visitors/ Day (based on 3,987/week) |
|---|---|---|---|
| Wednesday | 1,179 | 11 | 452 |
| Thursday | 1,021 | 10 | 392 |
| Friday | 1,339 | 13 | 514 |
| Saturday | 2,417 | 23 | 927 |
| Sunday | 1,683 | 16 | 645 |
| Monday | 1,211 | 12 | 464 |
| Tuesday | 1,546 | 15 | 593 |
| **Totals** | **10,936** | **100** | **3,987** |

1.5.5 From these percentages, a weekday and weekend average of 483 and 786 visitors respectively, to the IVA were derived.

1.5.6 Thereafter, a typical weekday and weekend day was isolated from the ATC survey data on Ben Lomond Way (north) to derive an hourly arrivals profile for the weekday and weekend visitors to the IVA.

1.5.7 Thereafter, modal split proportions provided by TRC, based on Scotland Tourism Visits (2016) specific to Loch Lomond, which is a higher proportion of car-based trips – 75%, compared to Scotland – 68%, were applied to the hourly weekday and weekend arrivals.

1.5.8 Since it would be inappropriate to assume that the derived hourly profile of weekday and weekend visitors would all travel by vehicle individually, and to be consistent with the existing Loch Lomond Shores approach to deriving typical visitor numbers from vehicles accessing the site presently, the hourly visitor profiles were divided by a typical car occupancy rate of 2.5. This results in the proposal weekday and weekend vehicular arrival profile to the IVA:

[1] a comparison was undertaken against an annualised monthly average for both the low and high scenarios which resulted in a lower monthly average of 15,695 visitors, hence the higher no. specific to the month of September was adopted.

| Time | Typical Wkday Arrivals | Typical Wkend Arrivals |
|---|---|---|
| 07:00 – 08:00 | 1 | 1 |
| 08:00 – 09:00 | 4 | 8 |
| 09:00 – 10:00 | 8 | 18 |
| 10:00 – 11:00 | 14 | 22 |
| 11:00 – 12:00 | 16 | 32 |
| 12:00 – 13:00 | 17 | 27 |
| 13:00 – 14:00 | 14 | 25 |
| 14:00 – 15:00 | 15 | 31 |
| 15:00 – 16:00 | 11 | 22 |
| 16:00 – 17:00 | 8 | 17 |
| 17:00 – 18:00 | 7 | 9 |
| 18:00 – 19:00 | 5 | 8 |

1.5.9 It is suggested that it would be reasonable to assume a minimum two-hour duration of stay for visitors to the IVA and, as such, the departure profile of vehicles from the IVA (as a standalone visitor attraction) would reflect this. The vehicles remaining post 19:00 have been assumed to leave out with the hours of interest in traffic terms.

1.5.10 The vehicular arrivals and departure profiles as described above, will constitute the daily trip generation for the IVA, as presented below.

| Time | Typical Wkday | | Typical Wkend | |
|---|---|---|---|---|
| | Arrivals | Departures | Arrivals | Departures |
| 07:00 – 08:00 | 1 | - | 1 | - |
| 08:00 – 09:00 | 4 | - | 8 | - |
| 09:00 – 10:00 | 8 | 1 | 18 | 1 |
| 10:00 – 11:00 | 14 | 4 | 22 | 8 |
| 11:00 – 12:00 | 16 | 8 | 32 | 18 |
| 12:00 – 13:00 | 17 | 14 | 27 | 22 |
| 13:00 – 14:00 | 14 | 16 | 25 | 32 |
| 14:00 – 15:00 | 15 | 17 | 31 | 27 |
| 15:00 – 16:00 | 11 | 14 | 22 | 25 |
| 16:00 – 17:00 | 8 | 15 | 17 | 31 |
| 17:00 – 18:00 | 7 | 11 | 9 | 22 |
| 18:00 – 19:00 | 5 | 8 | 8 | 17 |

# Appendix A Tourism Resource Consultancy Input

High Scenario

| | Sightseeing | |
|---|---|---|
| | No. of Visits | % |
| Jan | 11,112 | 5.7% |
| Feb | 13,799 | 7.0% |
| Mar | 16,220 | 8.3% |
| Apr | 15,063 | 7.7% |
| May | 17,822 | 9.1% |
| Jun | 19,270 | 9.8% |
| Jul | 21,554 | 11.0% |
| Aug | 21,660 | 11.1% |
| Sep | 16,666 | 8.5% |
| Oct | 16,027 | 8.2% |
| Nov | 13,905 | 7.1% |
| Dec | 12,901 | 6.6% |
| Annual | **195,998** | **100.0%** |

Low Scenario

| | Sightseeing | |
|---|---|---|
| | No. of Visits | % |
| Jan | 10,209 | 5.7% |
| Feb | 12,823 | 7.1% |
| Mar | 15,060 | 8.3% |
| Apr | 13,915 | 7.7% |
| May | 16,451 | 9.1% |
| Jun | 17,767 | 9.8% |
| Jul | 19,949 | 11.0% |
| Aug | 19,879 | 11.0% |
| Sep | 15,230 | 8.4% |
| Oct | 14,748 | 8.2% |
| Nov | 12,812 | 7.1% |
| Dec | 11,839 | 6.6% |
| Annual | **180,683** | **100.0%** |

## Scotland Tourism Visits 2016 – Mode of Transport and Duration

- The Average Distance travelled in Scotland for a Tourism Day Visit is 50 miles, further than in the rest of the UK;

| Mode of Transport | All Scotland Day Visits | Assumed Loch Lomond |
|---|---|---|
| | % | % |
| Car | 68% | 75% |
| Train | 10% | 10% |
| Walked | 6% | 4% |
| Regular Bus | 10% | 2% |
| Coach | 0% | 7% |
| Other | 6% | 2% |
| Total | 100% | 100% |

| Visit Duration Away From Home | % |
|---|---|
| 3 hrs to 3.59 | 38% |
| 4 hrs to 4.59 | 24% |
| 5 hrs to 5.59 | 13% |
| 6 hrs + | 25% |
| Total | 100% |

# INFORMATION NOTE

Project Name: West Riverside & Woodbank House, Balloch

Project Ref: 35854

Note Title: Development Trip Rates & Trip Generation

Date: 19/03/18

Prepared By: Kirsty Davison

## 1.1 Trip Rates & Generation

1.1.1 The table below presents the trip rates and associated trip generation for the proposed development land uses and scales, for the West Riverside & Woodbank House site.

1.1.2 Please note, trip rates are not provided for the Iconic Visitor Attraction or the Woodland Visitor Attractions: daily weekday and weekend arrival and departure trip profiles for these uses are based on the derivation of trips from “anticipated” footfall data from Tourism Resources Consultants (TRC).

# INFORMATION NOTE

| Zone / Area | | Element | Area | Weekday | | | | | | | | Weekend | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM (08:00 to 09:00) | | | | PM (17:30 to 18:30) | | | | Saturday (15:00 to 16:00) | | | |
| | | | | Arrs. Rate | Arrs | Deps. Rate | Deps. | Arrs. Rate | Arrs | Deps. Rate | Deps. | Arrs. Rate | Arrs | Deps. Rate | Deps. |
| A | 1 | Budget Accommodation | Youth Hostel (32 max bed)<br><br>Budget accommodation for cyclists /walkers | 0.11 | **4** | 0.15 | **5** | 0.15 | **5** | 0.09 | **3** | 0.20 | **6** | 0.21 | **7** |
| A | 1 | Brewery | Brewery (1200 sqm total floor area including 300 sqm pub: brewery not accessible to the public) | 0.00 | **0** | 0.00 | **0** | 3.04 | **9** | 2.41 | **7** | 0.87 | **3** | 0.76 | **2** |
| A | 1 | Restaurant | Restaurant (GFA 150 sqm) | 0.00 | **0** | 0.00 | **0** | 4.60 | **7** | 1.98 | **3** | 1.27 | **2** | 1.33 | **2** |
| B | 3a | Woodland with Forest Lodges and Recreational Facilities (Zone B - 43 lodges) | Up to max No. 43 single storey forest lodges (mix 2/3 bed) within woodland Access to lodge by buggy | 0.03 | **1** | 0.04 | **2** | 0.11 | **5** | 0.06 | **3** | 0.12 | **5** | 0.08 | **3** |
| C | 5 | Apart Hotel (max 60 bedrooms) | Max 60 beds including bar/ restaurant 150sqm | 0.12 | **7** | 0.27 | **16** | 0.49 | **30** | 0.27 | **16** | 0.61 | **37** | 0.68 | **41** |
| C | 5 | Water Park | Waterpark/ leisure pool with spa facilities (2,500sqm) | 0.65 | **16** | 0.50 | **13** | 1.46 | **36** | 1.50 | **38** | 0.70 | **17** | 0.70 | **17** |
| C | 6 | Iconic Visitor Attraction and overspill car park – details subject to future planning | Subject to future planning: limited information on format/ operation beyond footfall numbers identified. (Bespoke trips profile derived) | - | **8** | - | **0** | - | **9** | - | **22** | - | **22** | - | **25** |
| D | 3b | Woodland with Forest Lodges (Zone D - 32 lodges) | Up to max No. 32 single storey (mix 2.3 bed) forest lodges within woodland | 0.03 | **1** | 0.04 | **1** | 0.11 | **4** | 0.06 | **2** | 0.12 | **4** | 0.08 | **3** |
| D | 3c | Boathouse Accommodation | – luxury visitor/ honey-moon accommodation/ destination at previous Woodbank Boathouse (access by boat). Max 2 bed. | 0.03 | **0** | 0.04 | **0** | 0.11 | **0** | 0.06 | **0** | 0.12 | **0** | 0.08 | **0** |

| Zone / Area | | Element | Area | Weekday | | | | | | | | Weekend | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM (08:00 to 09:00) | | | | PM (17:30 to 18:30) | | | | Saturday (15:00 to 16:00) | | | |
| | | | | Arrs. Rate | Arrs | Deps. Rate | Deps. | Arrs. Rate | Arrs | Deps. Rate | Deps. | Arrs. Rate | Arrs | Deps. Rate | Deps. |
| D | 8 | Woodland Visitor Attractions (1.78 Hectares) | 1.78 hectares – low density woodland incorporating a children's play area and adventure themed-rides and walkways. (Bespoke trips profile derived) | - | **4** | - | **0** | - | **6** | - | **11** | - | **18** | - | **21** |
| D | 10 | Staff and Service Area | Deliveries point, storage, management, welfare and security uses (8m max height). Based on office use. | 2.12 | **19** | 0.39 | **4** | 0.17 | **2** | 1.50 | **14** | 0.27 | **2** | 0.51 | **5** |
| E | 3d | Holiday Lodges | Up to No. 28 holiday lodges | 0.03 | **1** | 0.04 | **1** | 0.11 | **2** | 0.06 | **1** | 0.12 | **2** | 0.08 | **1** |
| E | 12 | Residential (4 Bedroom) | Up to No. 20 low density residential dwellings (4 bed) | 0.20 | **4** | 0.39 | **8** | 0.33 | **7** | 0.19 | **4** | 0.26 | **5** | 0.17 | **3** |
| | | | | | **65** | | **49** | | **122** | | **124** | | **125** | | **132** |

# TECHNICAL NOTE

Project Name: West Riverside & Woodbank House, Balloch

Project Ref: 35854

Note Title: West Riverside Woodland Visitor Attractions – Trip Generation Derivation

Date: 20/03/18

Prepared By: Kirsty Davison

## 1.1 Introduction and Background

1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by Flamingo Land/ Iconic Leisure Developments (ILD) to provide access and transportation advice in respect of redevelopment proposals for the West Riverside and Woodbank House site, Balloch, in West Dunbartonshire.

1.1.2 Initial scoping discussions with West Dunbartonshire Council (WDC) and Transport Scotland, have resulted in agreement in principle, to PBA's proposed approach to the main assessment parameters of the TA. This note sets out how a weekday and weekend daily trip profile has been derived for the Woodland Visitor Attractions[1].

## 1.2 Trip Generation Derivation for the Woodland Visitor Attractions

1.2.1 The Tourism Resources Consultancy (TRC) produced an assessment of Visit Seasonality for the West Riverside Development Proposals, identifying a specific "Peter Rabbit" category to capture the anticipated visitor numbers associated with the "Woodland Visitor Attractions" in both a low and high scenario (please see Appendix A).

1.2.2 To ensure consistency with the traffic survey data gathered to support the TA, PBA extracted the September No. of Visits to the Woodland Visitor Attractions in both the Low and High Scenario and took the average of 13,326 as a typical indication of visitors throughout the month of September[2].

1.2.3 A straightforward division by 4 was used to derive a typical weekly no. of visitors to the Woodland Visitor Attractions of 3,331.

1.2.4 The 24-hour vehicle flows obtained from a week-long ATC survey of vehicular traffic northbound (arriving) to the Loch Lomond Shores development via Ben Lomond Way, were used to identify the proportion of arrivals for each day of the week. This resulted in the flowing:

| Day | Total 24 Hour Veh Flow (North) | % of Weekly Total | WVA Visitors/ Day (based on 3,987/week) |
|---|---|---|---|
| Wednesday | 1,179 | 11 | 378 |
| Thursday | 1,021 | 10 | 327 |
| Friday | 1,339 | 13 | 429 |

[1] Woodland Visitor Attractions will be low density attractions in the woodland for children along the lines of a themed or character-based concept (Peter Rabbit, for example), and likely to include a children's play area, tree-top walks and small rides.

[2] a comparison was undertaken against an annualised monthly average for both the low and high scenarios which resulted in a lower monthly average of 13,016 visitors, hence the higher no. specific to the month of September was adopted.

| | | | |
|---|---|---|---|
| Saturday | 2,417 | 23 | 775 |
| Sunday | 1,683 | 16 | 539 |
| Monday | 1,211 | 12 | 388 |
| Tuesday | 1,546 | 15 | 495 |
| **Totals** | **10,936** | **100** | **3,331** |

1.2.5 From these percentages, a weekday and weekend average of 404 and 657 visitors respectively, to the Woodland Visitor Attractions were derived.

1.2.6 Thereafter, a typical weekday and weekend day was isolated from the ATC survey data on Ben Lomond Way (north) to derive an hourly arrivals profile for the weekday and weekend visitors to the Woodland Visitor Attractions.

1.2.7 Thereafter, modal split proportions provided by TRC, based on Scotland Tourism Visits (2016) specific to Loch Lomond, which is a higher proportion of car-based trips – 75%, compared to Scotland – 68%, were applied to the hourly weekday and weekend arrivals.

1.2.8 Since it would be inappropriate to assume that the derived hourly profile of weekday and weekend visitors would all travel by vehicle individually, and to be consistent with the existing Loch Lomond Shores approach to deriving typical visitor numbers from vehicles accessing the site presently, the hourly visitor profiles were divided by a typical car occupancy rate of 2.5. This results in the proposal weekday and weekend vehicular arrival profile to the Woodland Visitor Attractions:

| Time | Typical Wkday Arrivals | Typical Wkend Arrivals |
|---|---|---|
| 07:00 – 08:00 | 1 | 1 |
| 08:00 – 09:00 | 4 | 6 |
| 09:00 – 10:00 | 8 | 15 |
| 10:00 – 11:00 | 13 | 18 |
| 11:00 – 12:00 | 15 | 27 |
| 12:00 – 13:00 | 16 | 23 |
| 13:00 – 14:00 | 14 | 21 |
| 14:00 – 15:00 | 14 | 26 |
| 15:00 – 16:00 | 11 | 18 |
| 16:00 – 17:00 | 8 | 15 |
| 17:00 – 18:00 | 6 | 8 |
| 18:00 – 19:00 | 4 | 7 |

1.2.9 It is suggested that it would be reasonable to assume a minimum two-hour duration of stay for visitors to the Woodland Visitor Attractions and, as such, the departure profile of vehicles from the Woodland Visitor Attractions (as a standalone visitor attraction) would reflect this. The vehicles remaining post 19:00 have been assumed to leave out with the hours of interest in traffic terms.

1.2.10 The vehicular arrivals and departure profiles as described above, will constitute the daily trip generation for the Woodland Visitor Attractions, as presented below.

| Time | Typical Wkday | | Typical Wkend | |
|---|---|---|---|---|
| | Arrivals | Departures | Arrivals | Departures |
| 07:00 – 08:00 | 1 | - | 1 | - |
| 08:00 – 09:00 | 4 | - | 6 | - |
| 09:00 – 10:00 | 8 | 1 | 15 | 1 |
| 10:00 – 11:00 | 13 | 4 | 18 | 6 |
| 11:00 – 12:00 | 15 | 8 | 27 | 15 |
| 12:00 – 13:00 | 16 | 13 | 23 | 18 |
| 13:00 – 14:00 | 14 | 15 | 21 | 27 |
| 14:00 – 15:00 | 14 | 16 | 26 | 23 |
| 15:00 – 16:00 | 11 | 14 | 18 | 21 |
| 16:00 – 17:00 | 8 | 14 | 15 | 26 |
| 17:00 – 18:00 | 6 | 11 | 8 | 18 |
| 18:00 – 19:00 | 4 | 8 | 7 | 15 |

# Appendix A Tourism Resource Consultancy Input

High Scenario

| | Peter Rabbit | |
|---|---|---|
| | No. of Visits | % |
| Jan | 9,889 | 5.9% |
| Feb | 11,942 | 7.1% |
| Mar | 14,137 | 8.5% |
| Apr | 11,962 | 7.2% |
| May | 14,947 | 8.9% |
| Jun | 16,542 | 9.9% |
| Jul | 18,177 | 10.9% |
| Aug | 18,723 | 11.2% |
| Sep | 14,307 | 8.6% |
| Oct | 13,469 | 8.1% |
| Nov | 11,582 | 6.9% |
| Dec | 11,417 | 6.8% |
| Annual | **167,094** | **100.0%** |

Low Scenario

| | Peter Rabbit | |
|---|---|---|
| | No. of Visits | % |
| Jan | 8,676 | 6.0% |
| Feb | 10,525 | 7.2% |
| Mar | 12,452 | 8.6% |
| Apr | 10,394 | 7.2% |
| May | 12,818 | 8.8% |
| Jun | 14,071 | 9.7% |
| Jul | 15,892 | 10.9% |
| Aug | 16,295 | 11.2% |
| Sep | 12,344 | 8.5% |
| Oct | 11,685 | 8.0% |
| Nov | 10,126 | 7.0% |
| Dec | 9,999 | 6.9% |
| Annual | **145,276** | **100.0%** |

## Scotland Tourism Visits 2016 – Mode of Transport and Duration

- The Average Distance travelled in Scotland for a Tourism Day Visit is 50 miles, further than in the rest of the UK;

| Mode of Transport | All Scotland Day Visits | Assumed Loch Lomond |
|---|---|---|
| | % | % |
| Car | 68% | 75% |
| Train | 10% | 10% |
| Walked | 6% | 4% |
| Regular Bus | 10% | 2% |
| Coach | 0% | 7% |
| Other | 6% | 2% |
| Total | 100% | 100% |

| Visit Duration Away From Home | % |
|---|---|
| 3 hrs to 3.59 | 38% |
| 4 hrs to 4.59 | 24% |
| 5 hrs to 5.59 | 13% |
| 6 hrs + | 25% |
| Total | 100% |

## Emma Jopling

**From:** RUSSELL Graham <grussell@systra.com>
**Sent:** 21 March 2018 10:21
**To:** Kirsty Davison
**Cc:** SMITH George; John.McDonald@transport.gov.scot; Raymond.Walsh@west-dunbarton.gov.uk; John Walker (Engineering Assistant)
**Subject:** RE: West Riverside & Woodbank House, Transport Assessment - Scoping Note

Hi Kirsty,

Thanks for the further information - we can confirm that this is acceptable.

Regards
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Consultant
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**From:** Kirsty Davison [mailto:kdavison@peterbrett.com]
**Sent:** 20 March 2018 16:33
**To:** RUSSELL Graham <grussell@systra.com>
**Cc:** SMITH George <gsmith@systra.com>; John.McDonald@transport.gov.scot; Raymond.Walsh@west-dunbarton.gov.uk; John Walker (Engineering Assistant) <John.Walker@west-dunbarton.gov.uk>
**Subject:** RE: West Riverside & Woodbank House, Transport Assessment - Scoping Note [Filed 20 Mar 2018 16:38]

Hi Graham,

Thanks for the prompt response. Please see comments in red below and the attached which explains how the Woodland Visitor Attractions have been derived (along the same lines as the IVA).

Trust this will be acceptable, but please advise.

Kind regards,

**Kirsty Davison**
Associate Transport Planner
For and on behalf of Peter Brett Associates LLP - Glasgow

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**From:** RUSSELL Graham [mailto:grussell@systra.com]
**Sent:** 20 March 2018 15:23
**To:** Kirsty Davison <kdavison@peterbrett.com>
**Cc:** SMITH George <gsmith@systra.com>; John.McDonald@transport.gov.scot; Raymond.Walsh@west-dunbarton.gov.uk; John Walker (Engineering Assistant) <John.Walker@west-dunbarton.gov.uk>
**Subject:** RE: West Riverside & Woodbank House, Transport Assessment - Scoping Note

Kirsty,

Thanks for this, and also the TRICS output files. Your proposed trip generation figures seem generally fine, but before we can sign off on this, there's a few points that require clarification /addressing:

1. The Saturday Peak trip rates (0.70 for both arrivals and departures) shown in the table for the Water Park are not the highest during Saturday afternoon. The TRICS output file shows that the trip rates for the preceding hour (1400 to 1500 hours) are actually higher (1.00 and 0.76 for the arrivals and departures respectively). These should be used instead. For the difference this equates to, we will use the higher development trip rate.

2. Zero trips are predicted for the Boathouse Accommodation, although trip rates are provided. The trip rates are so low that this doesn't equate to more than 0.15 arrivals and 0.12 departures (highest) at any point throughout the day, so doesn't materially convert to trips in our workbook/ table.

3. Further details are required as to how the bespoke trip numbers were calculated for the Woodland Visitor Attraction. As per the approach taken to the IVA and use made of the TRC "footfall" figures (and attached).

4. Staff and Service Area trips are predicted for the Saturday Peak, although no TRICS output is provided for this. The staff and service area is based on Office Accommodation for which there are no Saturday surveys: as such we've defaulted to the weekday trip rates. They'll likely be lower to some extent in practice at the weekend, but given the nature of the operations of the site and the likely need for some 24 hour support and ops management, possibly not too far off the mark.

Regards
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**From:** Kirsty Davison [mailto:kdavison@peterbrett.com]
**Sent:** 20 March 2018 09:42
**To:** RUSSELL Graham <grussell@systra.com>
**Cc:** SMITH George <gsmith@systra.com>; John.McDonald@transport.gov.scot; Raymond.Walsh@west-

dunbarton.gov.uk; John Walker (Engineering Assistant) <John.Walker@west-dunbarton.gov.uk>
**Subject:** RE: West Riverside & Woodbank House, Transport Assessment - Scoping Note [Filed 20 Mar 2018 09:43]

Hi Graham,

Thank you for your response below.

Our proposed trip rates and the resultant trip generation for each individual development land use, are included in the attached. As per our TA Scoping Note of 07/03/18 we had indicated our intention to use the TRICS 07/M Leisure - Country Park classification for the "Woodland Visitor Attraction", however, further analysis has revealed that the proposed 1.78 hectares for the new development is too small to be scale-able for the existing country park sizes/ hectarage in TRICS which was resulting in almost negligible trip rates. As such, we've reverted to use of the TRC data for the woodland attractions, as per the approach adopted for the "Iconic Visitor Attraction".

I'd also indicate, as discussed yesterday, that despite a change in the opening year from 2019 to 2020, we are still proposing that no growth would remain suitable on the basis that STEP indicated growth in the area of 0.4%, which we felt was practically negligible in this circumstance.

Again, thank you for your swift response earlier and I look forward to any further comments on the above/ attached.

Kind regards,

Kirsty

**Kirsty Davison**
Associate Transport Planner
For and on behalf of Peter Brett Associates LLP - Glasgow

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**Sent:** 13 March 2018 16:00
**To:** Kirsty Davison <kdavison@peterbrett.com>
**Cc:** SMITH George <gsmith@systra.com>; 'John McDonald (John.McDonald@transport.gov.scot)' <John.McDonald@transport.gov.scot>; Raymond Walsh(Roads) <Raymond.Walsh@west-dunbarton.gov.uk>
**Subject:** RE: West Riverside & Woodbank House, Transport Assessment - Scoping Note

Kirsty,

Thank you for your Transport Assessment (TA) Scoping Note for the proposed Balloch development. We have now finished reviewing this, and we would make the following comments on behalf of the trunk road authority Transport Scotland. We have copied in Raymond Walsh of West Dunbartonshire Council.

**Guidelines & Policy**

The TA should be carried out in accordance with Transport Scotland's "Transport Assessment Guidance" (June 2012), PAN (Planning Advice Note) 75, and SPP (Scottish Planning Policy).

**Development Proposals**

We note that the development will consist of a mixed commercial / leisure use, including a brewery / pub, youth hostel, restaurant, 103 forest lodges, 23 residential units, hotel, staff & service area, water park, boathouse accommodation, woodland visitor attractions, and an "Iconic Visitor Attraction".

**Site Access**

It is noted that the site will be accessed via Balloch Road and the existing access points for Loch Lomond Shores. As these are on the local road network, however, and therefore a matter primarily for West Dunbartonshire Council, we have no further comments to make regarding this.

**Parking**

As parking is an internal site layout matter, we would consider the final level of car and cycle parking provision to be a matter to be agreed with West Dunbartonshire Council.

**Assessment Year**

You proposed to carry out an assessment, based on an opening year of 2020. This seems reasonable in terms of a first phase opening of development.

**Traffic Growth**

Your proposed 4% growth rate to expand the 2017 observed flows to 2020 levels lies approximately half-way between NRTF Central and High Growth factors for this period. This is considered to be quite robust, and therefore acceptable.

**Assessment Periods**

Your proposal to carry out an assessment for Weekday AM and PM Peaks, and also a Weekend (presumably Saturday?) Peak, is considered to be acceptable.

**Committed Developments**

We note that West Dunbartonshire Council have confirmed that no committed developments need to be taken into account in the TA.

**Trip Generation**

The TRICS categories you propose to use for each element of the development (except the Iconic Visitor Attraction), as detailed in Section 1.4 of your "Trip Generation Assumptions & Development Information Note", are considered to be acceptable.

No details are provided, however, as to what your proposed trip rates will be. In order to avoid potentially abortive work, these will need to be agreed with both ourselves and West Dunbartonshire Council, prior to any work being undertaken on the TA.

Your trip generation methodology and resulting figures for the Iconic Visitor Attraction seem reasonable.

**Trip Distribution**

We note that it has been agreed with West Dunbartonshire Council to base the trip distribution on the observed turning movements at junctions. Whilst a bit over-simplistic, and less scientific than a gravity model methodology, it's acknowledged that a high proportion of trips on the local road network surrounding Loch Lomond Shores are likely to be associated with that development and are therefore commercial / leisure in nature. In this instance, we are therefore prepared to accept the proposed approach.

**Network Impact**

As we stated at our meeting last June, the extent of junctions on the trunk road network requiring a detailed analysis is normally determined by a 5% threshold assessment.

In this instance, however, as also stated at the meeting, we are satisfied that the A82 / A811 Stoneymollan Roundabout is likely to represent the maximum extent of trunk road network likely to be significantly affected by the traffic impact of your client's development. The threshold assessment should be carried out to determine whether or not this will require detailed analysis.

We agree with the proposed approach to undertake a sensitivity test based on school holiday traffic flows in August, but base any mitigation requirements on the September traffic flows.

Should any mitigation measures be necessary at the Stoneymollan Roundabout, these will require agreement in principle with Transport Scotland, compliance with DMRB standards, and also a Stage 1 Road Safety Audit. These will be required before Transport Scotland can make its formal planning consultation response to Loch Lomond & The Trossachs National Park Authority, in connection with any future planning application.

**Sustainable Transport Accessibility**

As you've indicated, the TA should investigate opportunities to access the development site by sustainable transport modes. SPP calls for the location of key travel generating uses to support more sustainable travel patterns. A wide range of sustainable transport measures will be required in order to comply with SPP, and the details of these measures will need to be agreed with West Dunbartonshire Council.

We trust the above comments are of assistance, and we look forward to receiving details of your proposed trip generation rates for the different elements (excluding the Iconic Visitor Attraction) of the development.

In the meantime, if you have any queries regarding the above, please don't hesitate to contact us.

Regards
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**From:** Kirsty Davison [mailto:kdavison@peterbrett.com]
**Sent:** Wednesday, March 07, 2018 12:16 PM
**To:** John.McDonald@transport.gov.scot; SMITH George <gsmith@systra.com>
**Cc:** Gordon Scott <gscott@peterbrett.com>; Douglas McDonald <dmcdonald@peterbrett.com>
**Subject:** West Riverside & Woodbank House, Transport Assessment - Scoping Note
**Importance:** High

John & George,

Hope this finds you both well. As per a quick courtesy catch up with George last week, please see attached PBA Scoping Note for the West Riverside & Woodbank Development Transport Assessment: this collates the contents of previous scoping discussions with both WDC and TS and, more recently, our activity refining the trip generation approach.

Whilst my preference would have been to have the comfort of full agreement from both WDC and TS on this latest submission, due to the timescales for the PPiP application, we are now compelled to progress the TA in accordance with the details contained in the attached. Given the majority of the parameters of assessment have been discussed and agreed with WDC prior, and our approach remains pragmatic and robust, I trust this is unlikely to pose concern. I would, however, be grateful if you can review and revert at your earliest convenience as we are committed to providing the noise and air quality assessment-associated traffic data, for 9th March 2018.

For information, the main changes to note would be a 2020 year of opening/ assessment year (given present timescales and instead of 2019 as initially agreed with WDC) and that we have been able to use the TRICS database for all proposed development land uses, with exception of the “Iconic Visitor Attraction” for which we have derived a bespoke weekday and weekend arrivals/departure profile based on desired visitor footfall. (All necessary justifications contained within our Scoping Note).

Please do not hesitate to contact me should you have any queries or wish to discuss further.

Kind regards,

Kirsty

**Kirsty Davison**
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# Appendix B Parameters Plan

| Zone | Area | Proposed Use(s) | Key Parameters |
|---|---|---|---|
| Zone A: Station Square | 1 | Mixed Use: Food & Drink, Entertainment and Budget Accommodation | • Brewery (max height 13m, 1200 sqm total floor area including 300 sqm pub)<br>• Restaurant (max height – 9m, floor area 150 sqm)<br>• Amphitheatre - temporary tented structure<br>• Budget accommodation (32 max bed spaces, 16m max height) |
| | 2 | Tourist Information Services and Public Realm | • **Tourist office to remain with potential to accommodate other complementary uses eg bike hire**<br>• Enhanced public square adjacent to tourist office |
| Zone B: Riverfront | 3a | Woodland with Forest Lodges and Recreational Facilities | • Up to max No. 43 single storey forest lodges within woodland<br>• Picnic, BBQ and Play Areas in woodland pockets<br>• Path network (incorporates John Muir Way (JMW)) |
| | 4a | Managed Woodland with SUDs | • Existing woodland retained and managed<br>• Existing path network (including JMW) retained<br>• 2 SUDS attenuation areas:<br>  • Area 1 – **treatment of surface water from upgraded section of Pier Road and adjacent car park.**<br>  • Area 2 – **treatment of surface water from reconfigured Pierhead Car Park and roof runoff from Pierhead Visitor Destination** |
| Zone C: Pierhead | 5 | **Pierhead Visitor Destination** | • Apart Hotel (max 60 bedrooms, height varies with a maximum of 24m height)<br>• Water Park (max 24m height of structures)<br>• Restaurant/Bar (max 150 sqm, incorporated into aparthotel/water park)<br>• Visitor Hub (indoor rides, storage and office uses, height varies but max 24m height) |
| | 6 | **Visitor attraction and carpark** | • Details subject to future planning |
| | 7 | **Multi-User Public Realm** | • High quality hard landscape public realm with capacity for temporary visitor attraction uses |
| Zone D: Drumkinnon Wood & Bay | 8 | Woodland Visitor Attractions | • Children's Play Area<br>• Adventure themed rides and walkways (all installations below tree canopy, max height at entry points up to 12m)<br>• Targeted development to retain and improve existing woodland<br>• Retention of above ground Petroineos pipeline infrastructure |
| | 3b | Woodland with Forest Lodges | • Up to max No. 32 single storey forest lodges within woodland<br>• Path network |
| | 9 | Site Entrance Building(s) | • Security, management and ticketing uses (5m max height above adjacent car park) |
| | 4b | Managed Woodland | • New pedestrian path networks<br>• Existing woodland retained and managed |
| | 10 | Staff & Service Area | • Deliveries point, storage, management, welfare and security uses (8m max height) |
| | 3c | Boathouse Accommodation | • Luxury visitor accommodation at previous Woodbank Boathouse<br>• Access by boat |
| | 11 | Buffer Zone | • 12m stand-off between existing dwellings at Drumkinnon Gate and proposed development<br>• No development |
| Zone E: Woodbank | 12 | Residential | • Up to No. 20 low density residential dwellings |
| | 13 | Heritage Landscaping | • Façade retention of listed Woodbank House as landmark feature<br>• Landscaping |
| | 3d | Visitor Accommodation largely within woodland | • **Up to No. 28 holiday lodges**<br>• **Path network**<br>• **Use of existing cutbuildings as visitor accommodation– subject to future planning** |
| | | New Car Parking | • Total provision for **311** new parking spaces = 74 relocated/reconfigured spaces at Pierhead |
| | * | Site Vehicular Access Points | • No.11 vehicular access points |
| **Overarching Components** (*Internal access, utilities and drainage to be confirmed at detailed design stage*) | ↔ | Indicative Pedestrian/cycle linkages (capable of use by emergency vehicles) | • As drawing |
| | ←→ | Indicative Pedestrian/cycle linkages | • As drawing |
| | ●— | Monorail | • Station Square to Pierhead through Zones A, B and C (max height 3.5m)<br>• Monorail Stations in Zone A at ground level & Zone C in Apart-Hotel<br>• Monorail alignment subject to detailed design |
| | * | Site Boat Access Points | • 2 no boat access points |

**REVISIONS**

| | | |
|---|---|---|
| B | 16.01.17 | text amended within key |
| C | 18.01.17 | area of Zone B Area 3d amended annotation to Area 6 amended |
| D | 03.05.17 | parking areas updated annotation updated |

**NOTES**

**DO NOT SCALE**
Contractor must verify on-site/ check & verify all Site & Building Dimensions, Levels & Setout Grids at OCN's before commencing work.
This Drawing must be read with the NSS Contract Specification and any related Structural Engineer or Specialist Contractors Drawings.
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# PLANNING

West Riverside

TSL/Flamingo Land

Parameters plan

| Number | Revision | Date |
|---|---|---|
| 1139 | AL(0)005 | D |

| Scale | Date | Date | Date |
|---|---|---|---|
| 1:1250 @ A0 | 1 Feb | Date | Date |
| Drawn | Date | Checked | |
| AM | | RG | |

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CAD Info

# Appendix C Survey Specification

# Balloch Data Collection Specification – August & September 2017

## 1 Overview

### 1.1 Introduction

1.1.1 Peter Brett Associates LLP is preparing a tender on behalf of a client who is looking to undertake a data collection exercise in the Balloch area.

1.1.2 This document details the survey specification to inform the preparation of tender quotations from interested bidders.

1.1.3 The data collection will include the following elements, which are detailed throughout the remainder of this document:

- classified junction turning counts;
- automatic traffic counts;
- pedestrian and cycle counts;
- rail passenger counts; and
- surface street parking counts.

### 1.2 Tender Responses

1.2.1 Fee quotes should be provided for each individual survey element, so the client group can confirm the surveys they wish to commission within a yet to be confirmed budget. There is no guarantee that all specified fieldwork will be undertaken or be awarded to a single bidder. Where there are cost efficiencies associated with undertaking multiple survey elements this should be indicated.

1.2.2 Bidders should indicate where they can add value to surveys or the associated analysis and reporting.

1.2.3 The closing date for tender responses is **Thursday 27th July 2017 at noon**. Tender returns should be made to PBA.

1.2.4 Peter Brett Associates LLP will commission the surveys on behalf of our client.

### 1.3 Required Survey Dates

1.3.1 Surveys require to be undertaken in accordance with the appended "Data Collection – September – Neutral Month" and "Data Collection – August – Summer Season" location plans.

1.3.2 Surveys require to be undertaken in both months specified on a neutral weekday (preferably a Thursday) and a Saturday excluding times where issues such as school holidays, traffic management and roadworks, route diversions, temporary restrictions or industrial action will influence the collected data. We note the requirement for a "summer-season" survey period, when the schools are on holiday and it is preferable that this is undertaken as far removed from the last week and weekend, before the schools return, as far as reasonably practicable within the current timing.

1.3.3 Ideally all fieldwork survey elements will be undertaken on the same day to provide a consistent set of data, with the exception of ATCs that are required over a one-week period. We appreciate the need for a sufficient lead-in period prior to the surveys and intend to commission the work as soon as practicable following receipt of tender responses and evaluation time/ client agreement.

1.3.4 Bidders should identify a suitable survey programme and obtain all necessary approvals from West Dunbartonshire Council and any other organisations to undertake the surveys in an appropriate and safe manner.

1.3.5 Bidders should also define the timescales for data delivery.

1.3.6 An element of the tender assessment will be concerned with the programme and data return timescales. A cost penalty will apply to any data delivered late so tenderers are requested to specify timescales they are confident they can deliver within.

# 2 Junction Turning Counts

## 2.1 Overview

2.1.1 Classified junction counts are required at a series of junctions and should be carried out by video system. The client will require all video records to be provided.

## 2.2 Locations

2.2.1 August Surveys

- JTC3 Ben Lomond Way / Old Luss Road / Balloch Road Roundabout (4 arm)
- JTC5 Pier Road / Balloch Road Junction
- JTC6 Balloch Road / Drymen Road / Carrochan Road Junction

2.2.2 September Surveys

- JTC1 A82 / A811 – Stoneymollan Roundabout (3 arm)
- JTC2 A811 – Luss Road / Ben Lomond Way Roundabout (4 arm)
- JTC3 Ben Lomond Way / Old Luss Road / Balloch Road Roundabout (4 arm)
- JTC4 Ben Lomond Way / Loch Lomond Shores Roundabout
- JTC5 Pier Road / Balloch Road Junction
- JTC6 Balloch Road / Drymen Road / Carrochan Road Junction
- JTC7 Drymen Road / A811 Stirling Road priority junction
- JTC8 A811 Lomond Road / A813 Carrochan Road Roundabout (4 arm)

2.2.3 Surveys should be undertaken for all movements, including U-turns.

## 2.3 Classifications

2.3.1 Turning movements should be recorded in the following classifications:

- Cycles;
- Motorcycles;
- Cars;
- Taxis;

- Service buses;
- Coaches;
- Light Goods Vehicles (LGV) up to 7.5t panel van; and
- Heavy Goods Vehicles (HGV) larger than 7.5t panel vans.

2.3.2 Bidders should indicate if there is an additional cost associated with identifying taxi movements separate to general cars.

## 2.4 Time Periods

2.4.1 Weekday

2.4.2 Weekday fee quotes should be provided for the following time periods on a single day:

- 0700 to 1000 hours; and
- 1600 to 1900 hours.

2.4.3 Saturday fee quotes should be provided for the following time periods on a single day

- 0700 to 1900 hours

2.4.4 Data should be collected in 15-minute intervals.

## 2.5 Analysis and Reporting Requirements

2.5.1 The data should be provided in Excel format with summary analysis including the identification of the combined network peak hour for the morning (0700-1000), and evening periods (1600-1900) for weekday surveys and full day (0700-1900) for weekend surveys as applicable. A summary report should be prepared providing a note of the survey methodology and conditions. The video data will be required and this should be in a suitable “Microsoft Windows” compatible format.

# 3 Automatic Traffic Counts

## 3.1 Overview

3.1.1 Classified Automatic Traffic Counts (ATCs) are required for a two-week period on a series of road links.

## 3.2 Locations

3.2.1 August and September 2-way surveys are required at the following locations as shown in the location plans provided;

- ATC1 – A811
- ATC2 - Old Luss Road
- ATC3 - Ben Lomond Way (main vehicle access / exit to Lomond Shores)
- ATC4 – Balloch Road (west of main entrance to Clairinsh)
- ATC5 – Pier Road (secondary vehicle access / exit to Lomond Shores)
- ATC6 – Balloch Road / Drymen Road (Balloch Bridge)
- ATC7 – A811 Stirling Road
- ATC8 – A813 Carrochan Road
- ATC9 – A811 Lomond Road (Lomond Bridge)

- ATC10 – B857 Luss Road

## 3.3 Classifications

3.3.1 Link flows should be collected with the following desired classifications:

- Cycles;
- Motorcycles;
- Cars/Taxis;
- Buses/Coaches;
- Light Goods Vehicles (LGV); and
- Heavy Goods Vehicles (HGV).

3.3.2 Bidders should advise on the available classifications using their equipment.

## 3.4 Time Periods

3.4.1 Data should be collected in 15-minute intervals for a full one-week period. Tenderers should specify the period they intend to cover and ensure it covers the period when the junction turn count surveys are taking place.

3.4.2 Tenderers will be responsible for monitoring equipment adequately to ensure that robust data is recorded throughout the survey period.

## 3.5 Analysis and Reporting Requirements

3.5.1 The data should be provided in Excel format with summary analysis including combined network time-series data identifying average peak hours and daily variation in traffic flows. A summary report should be prepared providing a note of the survey methodology and conditions.

# 4 Pedestrian and Cycle Counts

## 4.1 Overview

4.1.1 Pedestrian and Cycle Counts are required for a neutral weekday and Saturday over a 12-hour period at a series of locations.

## 4.2 Locations

4.2.1 2-way surveys are required at the following locations shown in the location plans provided.

- Ped1 - John Muir Way at Pier Road (eastern access to the site)
- Ped2 - John Muir Way Old Luss Road / Lomond Shores Main Car Park (western access to the site)
- Ped3 – Ben Lomond Way (north/south movement on footway adjacent to car park)
- Ped4 – Riverside Walk (Adjacent to bank of River Leven)

## 4.3 Classifications

4.3.1 Pedestrian and cycle counts should be collected with the desired classifications

- Pedestrian
- Cyclist

### 4.4 Time Periods

4.4.1 Data should be collected in one hour intervals on a neutral weekday and Saturday between 0700 to 1900 hours.

### 4.5 Analysis and Reporting Requirements

4.5.1 The data should be provided in Excel format with summary analysis. A summary report should be prepared providing a note of the survey methodology and conditions.

# 5 Rail Passenger Counts

### 5.1 Overview

5.1.1 Rail Passenger Counts are required for a neutral weekday and Saturday over a 12-hour period at the location specified below

### 5.2 Location

5.2.1 Boarding and Alighting rail passenger counts are required at the following location as shown in the location plans provided.

- PAX1 - Balloch Station

### 5.3 Classifications

5.3.1 Rail Passenger counts should be collected with the desired classifications

- Boarding
- Alighting

### 5.4 Time Periods

5.4.1 Data should be collected in 30-minute intervals or in conjunction with train timetables on a neutral weekday and Saturday between 0700 to 1900 hours.

### 5.5 Analysis and Reporting Requirements

5.5.1 The data should be provided in Excel format with summary analysis. A summary report should be prepared providing a note of the survey methodology and conditions.

# 6 Surface Street Parking Counts

### 6.1 Overview

6.1.1 Surface Street Parking Counts are required for a neutral weekday and Saturday over a 12-hour period at the locations specified below.

### 6.2 Locations

6.2.1 Surface Street Parking surveys are required at the locations specified below and shown in the location plans provided.

- SS1 - Streets North of Lomond Road (Clairnish, Inchruin, Inchtavannach)

- SS2 -Streets South of Lomond Road (Craiglomond Gardens)

## 6.3 Time Periods

6.3.1 Data should be collected in one hour intervals on a neutral weekday and Saturday between 0700 to 1900 hours.

## 6.4 Analysis and Reporting Requirements

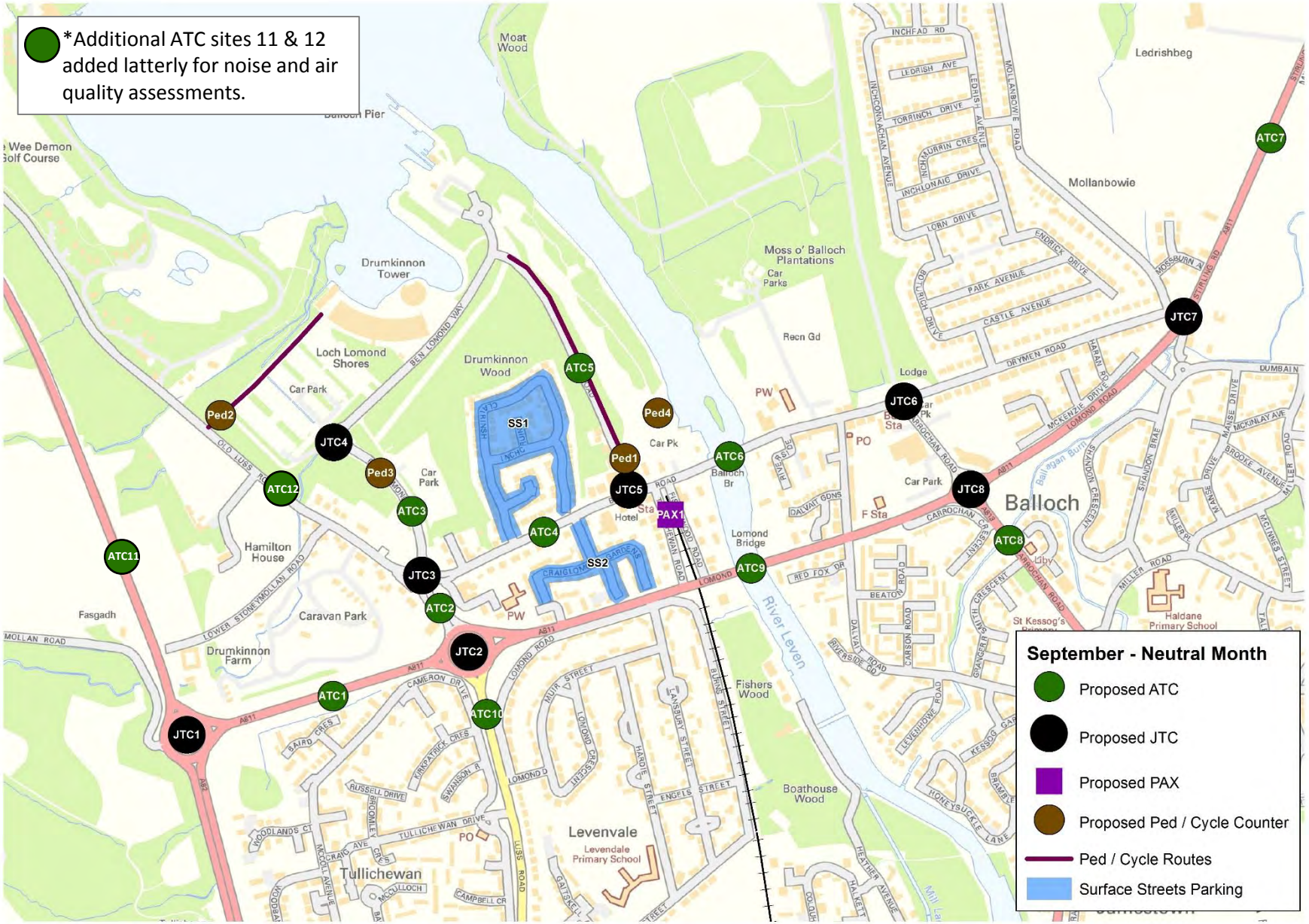
6.4.1 It is requested that this element is costed separately to all other elements in this specification. The data should be provided in Excel format with summary analysis. A summary report should be prepared providing a note of the survey methodology and conditions.

# 7 Other Information

7.1.1 In addition to the cost of the surveys, consideration will be given to the proposed data collection timetable proposed and to the timetable for data delivery.

7.1.2 On contract award, data delivery dates will be agreed with the successful tenderer(s).

7.1.3 For each day beyond the agreed delivery date that a given data element is delayed, 5% of the agreed fee for that data element will be deducted from the final invoice.




**Plan 1**

# September – Neutral Month Survey Locations

# Plan 2

## August – Summer Month Survey Locations

# Appendix D TRICS Outputs

Calculation Reference: AUDIT-706706-180315-0301

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 06 | WEST MIDLANDS | | |
| | WK | WARWICKSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | WY | WEST YORKSHIRE | 2 days |
| 09 | NORTH | | |
| | CB | CUMBRIA | 1 days |
| | TW | TYNE & WEAR | 1 days |
| 11 | SCOTLAND | | |
| | HI | HIGHLAND | 1 days |

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 442 to 1500 (units: sqm)
Range Selected by User: 442 to 1500 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 23/05/17

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

*Selected survey days:*

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

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 6 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

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

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Industrial Zone | 1 |
| Commercial Zone | 1 |
| Development Zone | 1 |
| Built-Up Zone | 1 |
| High Street | 1 |
| No Sub Category | 1 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| B1 | 6 days |

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

*Population within 1 mile:*

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

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

*Population within 5 miles:*

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

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 4 days |
| 1.1 to 1.5 | 2 days |

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

*Travel Plan:*

| | |
|---|---|
| No | 6 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 6 days |

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

*LIST OF SITES relevant to selection parameters*

1 CB-02-A-02 OFFICE CUMBRIA
PORT ROAD

CARLISLE
Edge of Town Centre
Industrial Zone
Total Gross floor area: 925 sqm
*Survey date: FRIDAY* *24/06/16* *Survey Type: MANUAL*

2 HI-02-A-01 OFFICE HIGHLAND
HIGHLANDER WAY

INVERNESS
Edge of Town
Development Zone
Total Gross floor area: 804 sqm
*Survey date: WEDNESDAY* *20/05/09* *Survey Type: MANUAL*

3 TW-02-A-05 TELEVISION CO. TYNE & WEAR
DELTA BANK ROAD
METRO RIVERSIDE PARK
GATESHEAD
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 1500 sqm
*Survey date: TUESDAY* *29/09/09* *Survey Type: MANUAL*

4 WK-02-A-01 OFFICES WARWICKSHIRE
WARWICK ROAD

COVENTRY
Town Centre
Built-Up Zone
Total Gross floor area: 960 sqm
*Survey date: THURSDAY* *17/10/13* *Survey Type: MANUAL*

5 WY-02-A-04 INSURANCE COMPANY WEST YORKSHIRE
BRADFORD ROAD

CLECKHEATON
Town Centre
High Street
Total Gross floor area: 442 sqm
*Survey date: FRIDAY* *23/09/16* *Survey Type: MANUAL*

6 WY-02-A-05 OFFICES WEST YORKSHIRE
PIONEER WAY
WHITWOOD
CASTLEFORD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
*Survey date: TUESDAY* *23/05/17* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | |
| 07:00 - 07:30 | 5 | 1084 | 0.314 | 5 | 1084 | 0.037 | 5 | 1084 | 0.351 |
| 07:30 - 08:00 | 5 | 1084 | 0.443 | 5 | 1084 | 0.037 | 5 | 1084 | 0.480 |
| 08:00 - 08:30 | 6 | 977 | 1.109 | 6 | 977 | 0.136 | 6 | 977 | 1.245 |
| 08:30 - 09:00 | 6 | 977 | 1.007 | 6 | 977 | 0.256 | 6 | 977 | 1.263 |
| 09:00 - 09:30 | 6 | 977 | 0.409 | 6 | 977 | 0.085 | 6 | 977 | 0.494 |
| 09:30 - 10:00 | 6 | 977 | 0.444 | 6 | 977 | 0.171 | 6 | 977 | 0.615 |
| 10:00 - 10:30 | 6 | 977 | 0.392 | 6 | 977 | 0.188 | 6 | 977 | 0.580 |
| 10:30 - 11:00 | 6 | 977 | 0.290 | 6 | 977 | 0.154 | 6 | 977 | 0.444 |
| 11:00 - 11:30 | 6 | 977 | 0.222 | 6 | 977 | 0.205 | 6 | 977 | 0.427 |
| 11:30 - 12:00 | 6 | 977 | 0.051 | 6 | 977 | 0.290 | 6 | 977 | 0.341 |
| 12:00 - 12:30 | 6 | 977 | 0.205 | 6 | 977 | 0.529 | 6 | 977 | 0.734 |
| 12:30 - 13:00 | 6 | 977 | 0.444 | 6 | 977 | 0.495 | 6 | 977 | 0.939 |
| 13:00 - 13:30 | 6 | 977 | 0.444 | 6 | 977 | 0.256 | 6 | 977 | 0.700 |
| 13:30 - 14:00 | 6 | 977 | 0.409 | 6 | 977 | 0.188 | 6 | 977 | 0.597 |
| 14:00 - 14:30 | 6 | 977 | 0.171 | 6 | 977 | 0.136 | 6 | 977 | 0.307 |
| 14:30 - 15:00 | 6 | 977 | 0.154 | 6 | 977 | 0.085 | 6 | 977 | 0.239 |
| 15:00 - 15:30 | 6 | 977 | 0.222 | 6 | 977 | 0.205 | 6 | 977 | 0.427 |
| 15:30 - 16:00 | 6 | 977 | 0.051 | 6 | 977 | 0.307 | 6 | 977 | 0.358 |
| 16:00 - 16:30 | 6 | 977 | 0.171 | 6 | 977 | 0.341 | 6 | 977 | 0.512 |
| 16:30 - 17:00 | 6 | 977 | 0.290 | 6 | 977 | 0.921 | 6 | 977 | 1.211 |
| 17:00 - 17:30 | 6 | 977 | 0.102 | 6 | 977 | 0.990 | 6 | 977 | 1.092 |
| 17:30 - 18:00 | 6 | 977 | 0.068 | 6 | 977 | 0.512 | 6 | 977 | 0.580 |
| 18:00 - 18:30 | 4 | 1047 | 0.048 | 4 | 1047 | 0.430 | 4 | 1047 | 0.478 |
| 18:30 - 19:00 | 4 | 1047 | 0.048 | 4 | 1047 | 0.477 | 4 | 1047 | 0.525 |
| 19:00 - 19:30 | | | | | | | | | |
| 19:30 - 20:00 | | | | | | | | | |
| 20:00 - 20:30 | | | | | | | | | |
| 20:30 - 21:00 | | | | | | | | | |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 7.508 | | | 7.431 | | | 14.939 |

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

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

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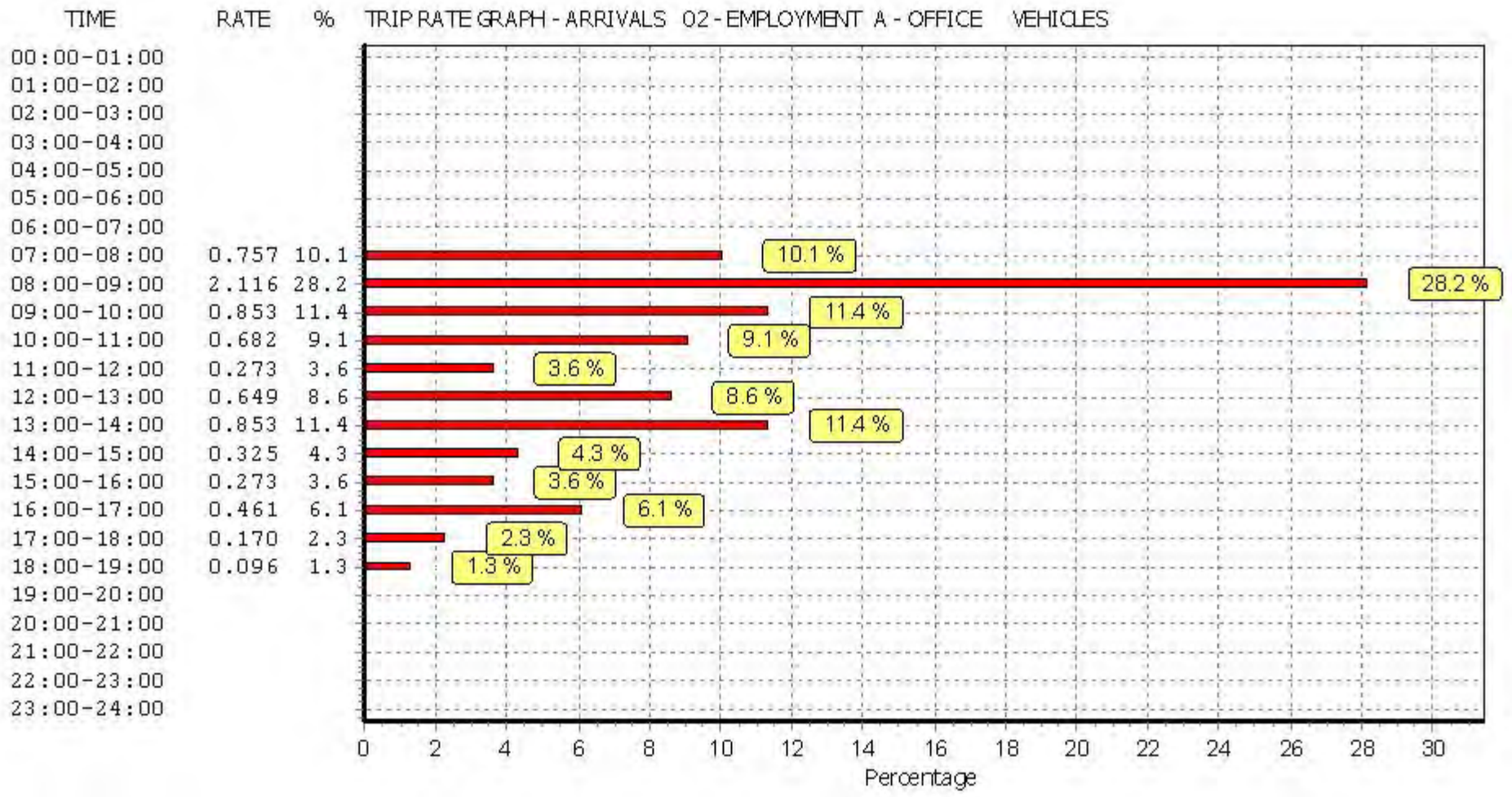
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 442 - 1500 (units: sqm) |
| Survey date date range: | 01/01/09 - 23/05/17 |
| Number of weekdays (Monday-Friday): | 6 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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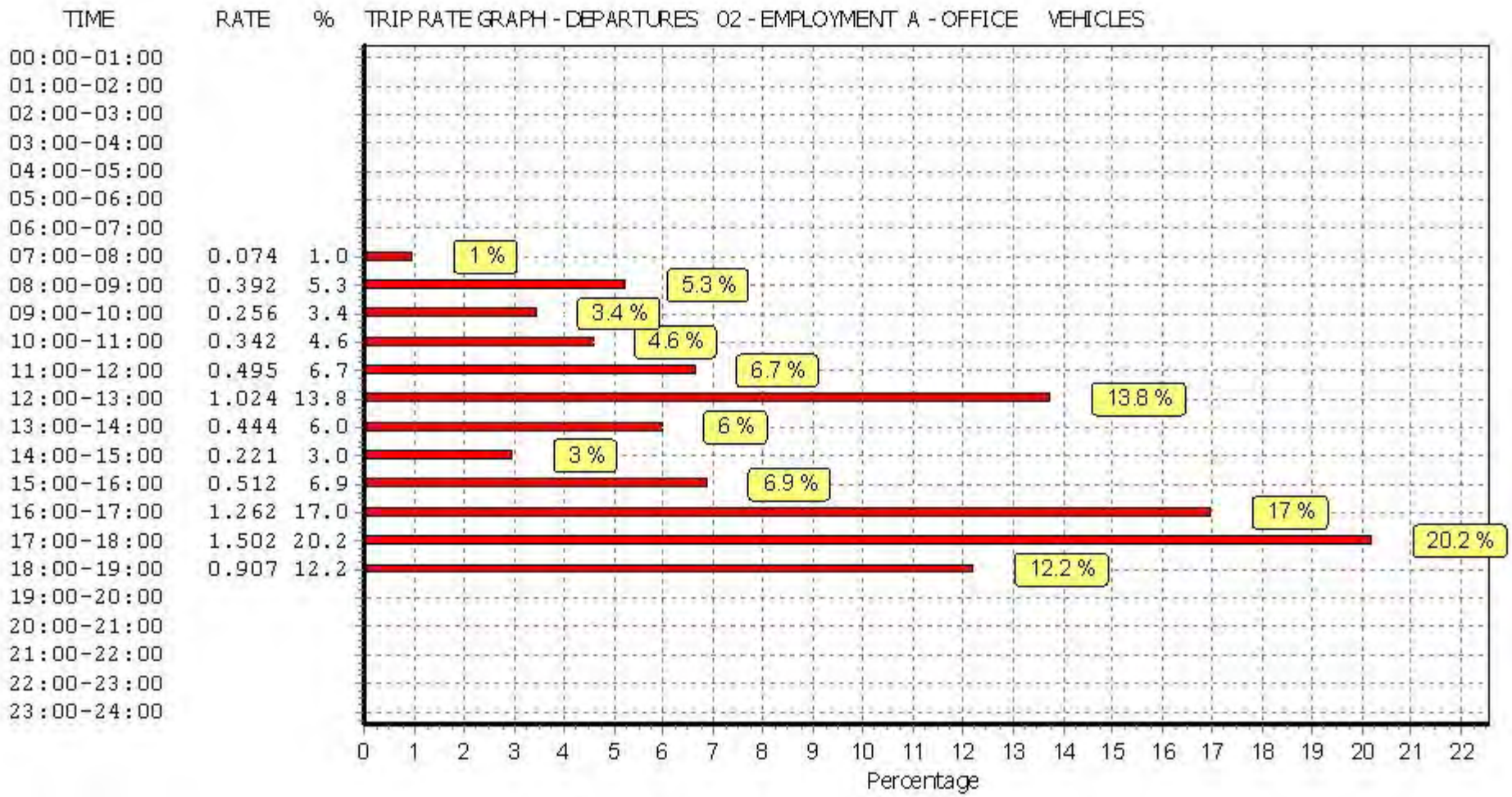


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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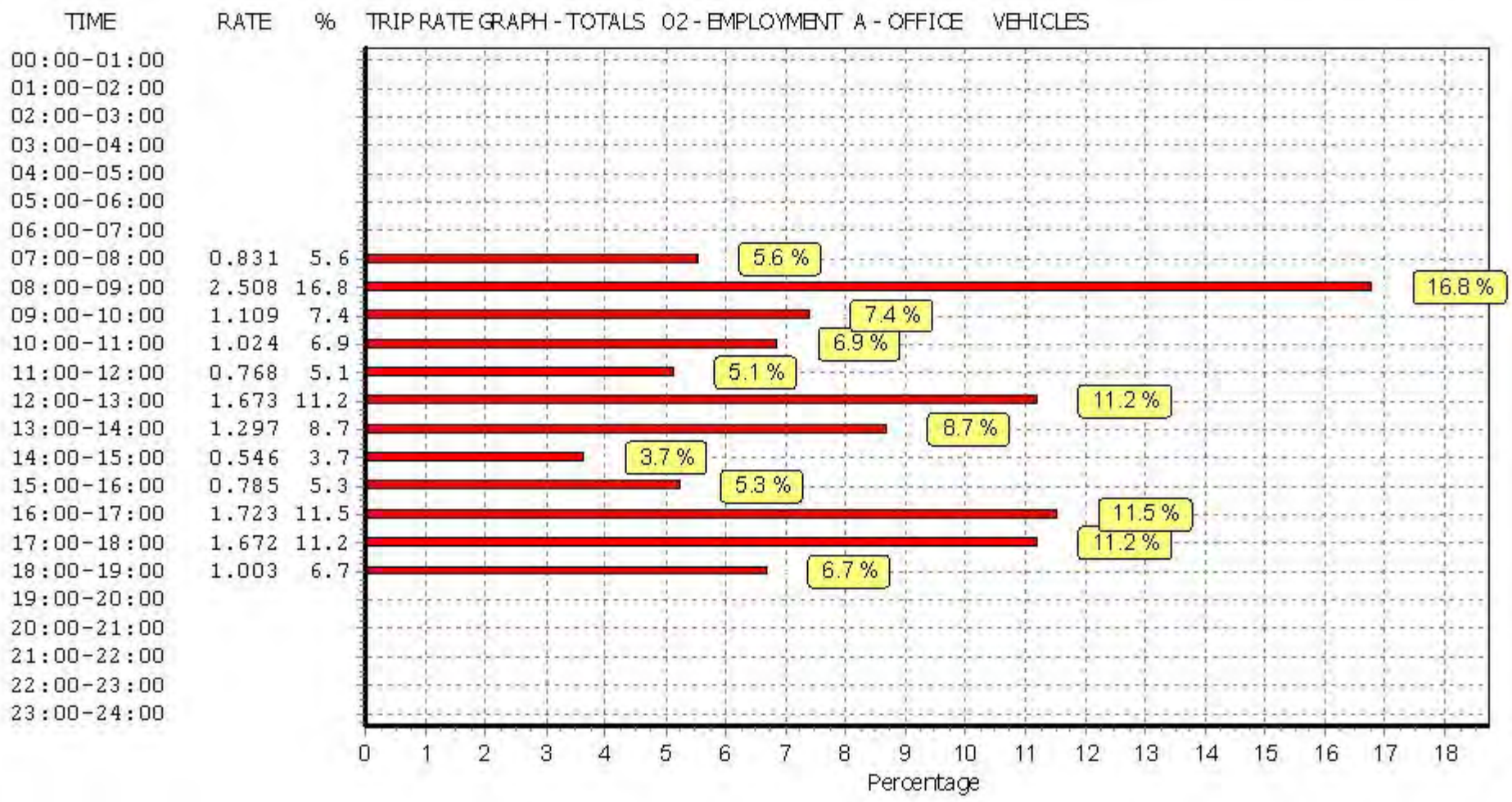


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | |
| 07:00 - 07:30 | 5 | 1084 | 0.000 | 5 | 1084 | 0.000 | 5 | 1084 | 0.000 |
| 07:30 - 08:00 | 5 | 1084 | 0.000 | 5 | 1084 | 0.000 | 5 | 1084 | 0.000 |
| 08:00 - 08:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 08:30 - 09:00 | 6 | 977 | 0.068 | 6 | 977 | 0.051 | 6 | 977 | 0.119 |
| 09:00 - 09:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 09:30 - 10:00 | 6 | 977 | 0.017 | 6 | 977 | 0.017 | 6 | 977 | 0.034 |
| 10:00 - 10:30 | 6 | 977 | 0.000 | 6 | 977 | 0.017 | 6 | 977 | 0.017 |
| 10:30 - 11:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 11:00 - 11:30 | 6 | 977 | 0.017 | 6 | 977 | 0.017 | 6 | 977 | 0.034 |
| 11:30 - 12:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 12:00 - 12:30 | 6 | 977 | 0.017 | 6 | 977 | 0.017 | 6 | 977 | 0.034 |
| 12:30 - 13:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 13:00 - 13:30 | 6 | 977 | 0.034 | 6 | 977 | 0.034 | 6 | 977 | 0.068 |
| 13:30 - 14:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 14:00 - 14:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 14:30 - 15:00 | 6 | 977 | 0.017 | 6 | 977 | 0.000 | 6 | 977 | 0.017 |
| 15:00 - 15:30 | 6 | 977 | 0.000 | 6 | 977 | 0.017 | 6 | 977 | 0.017 |
| 15:30 - 16:00 | 6 | 977 | 0.017 | 6 | 977 | 0.000 | 6 | 977 | 0.017 |
| 16:00 - 16:30 | 6 | 977 | 0.017 | 6 | 977 | 0.034 | 6 | 977 | 0.051 |
| 16:30 - 17:00 | 6 | 977 | 0.017 | 6 | 977 | 0.000 | 6 | 977 | 0.017 |
| 17:00 - 17:30 | 6 | 977 | 0.000 | 6 | 977 | 0.017 | 6 | 977 | 0.017 |
| 17:30 - 18:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 18:00 - 18:30 | 4 | 1047 | 0.024 | 4 | 1047 | 0.024 | 4 | 1047 | 0.048 |
| 18:30 - 19:00 | 4 | 1047 | 0.000 | 4 | 1047 | 0.000 | 4 | 1047 | 0.000 |
| 19:00 - 19:30 | | | | | | | | | |
| 19:30 - 20:00 | | | | | | | | | |
| 20:00 - 20:30 | | | | | | | | | |
| 20:30 - 21:00 | | | | | | | | | |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.245 | | | 0.245 | | | 0.490 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 442 - 1500 (units: sqm) |
| Survey date date range: | 01/01/09 - 23/05/17 |
| Number of weekdays (Monday-Friday): | 6 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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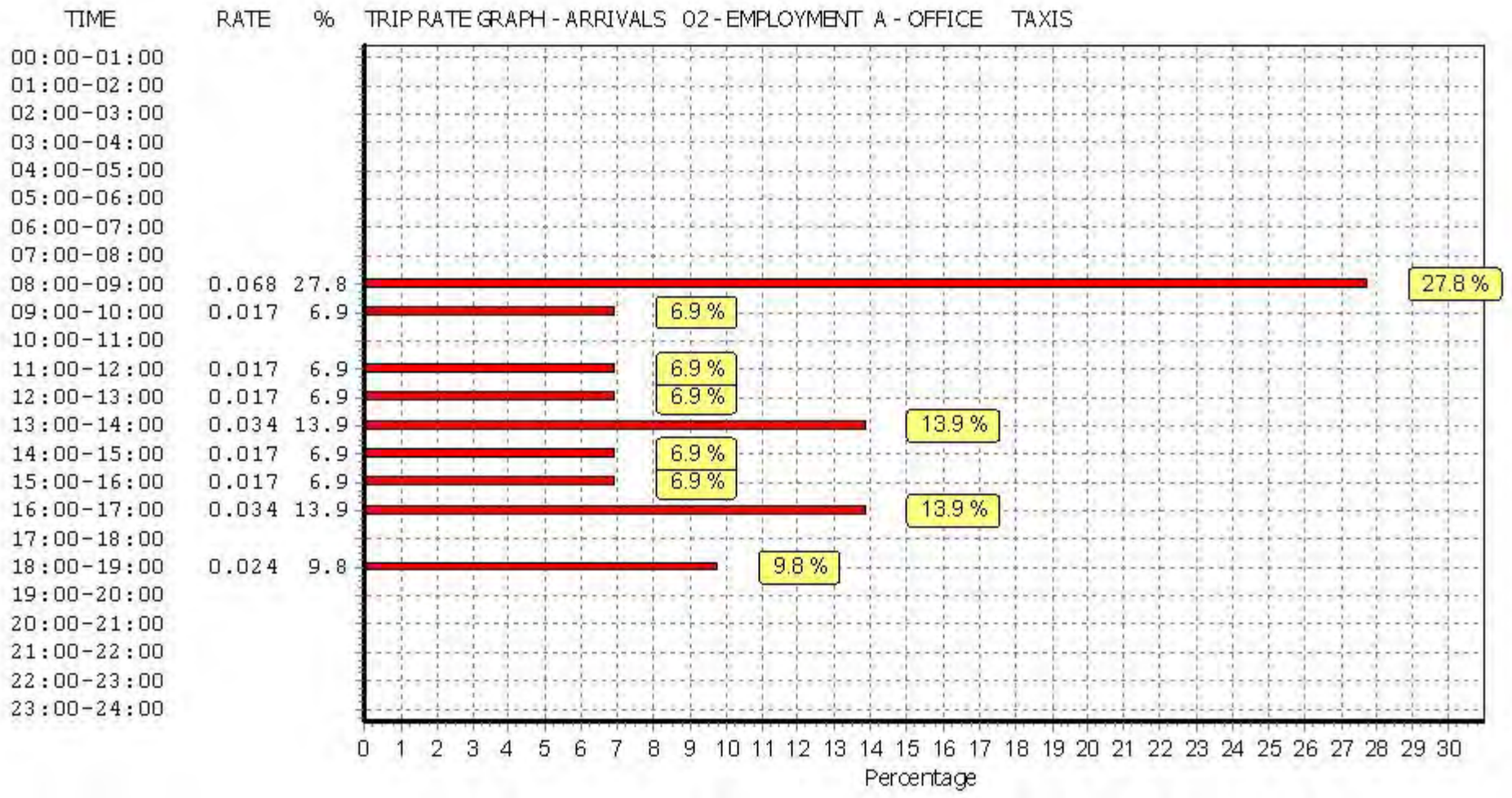
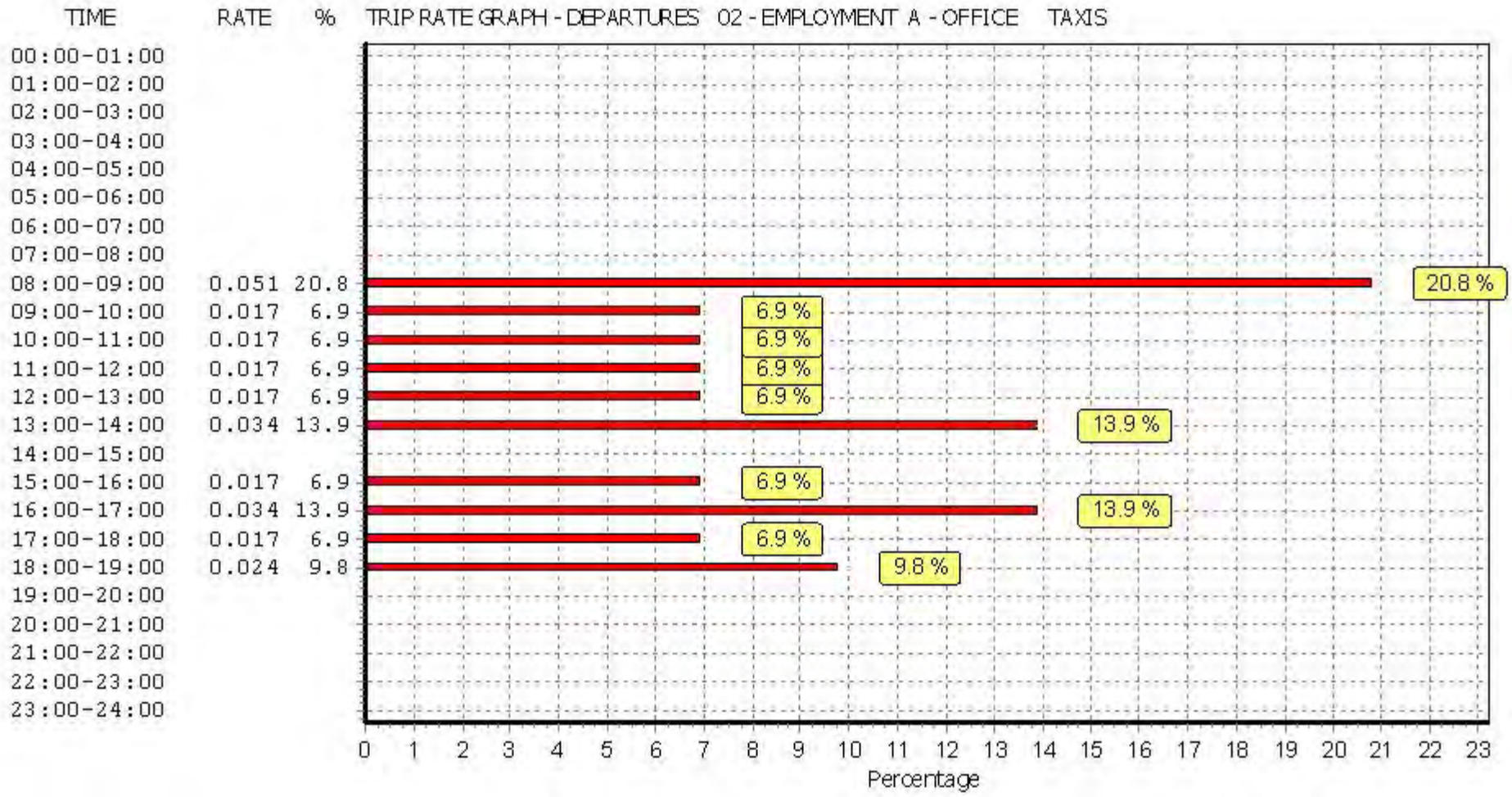
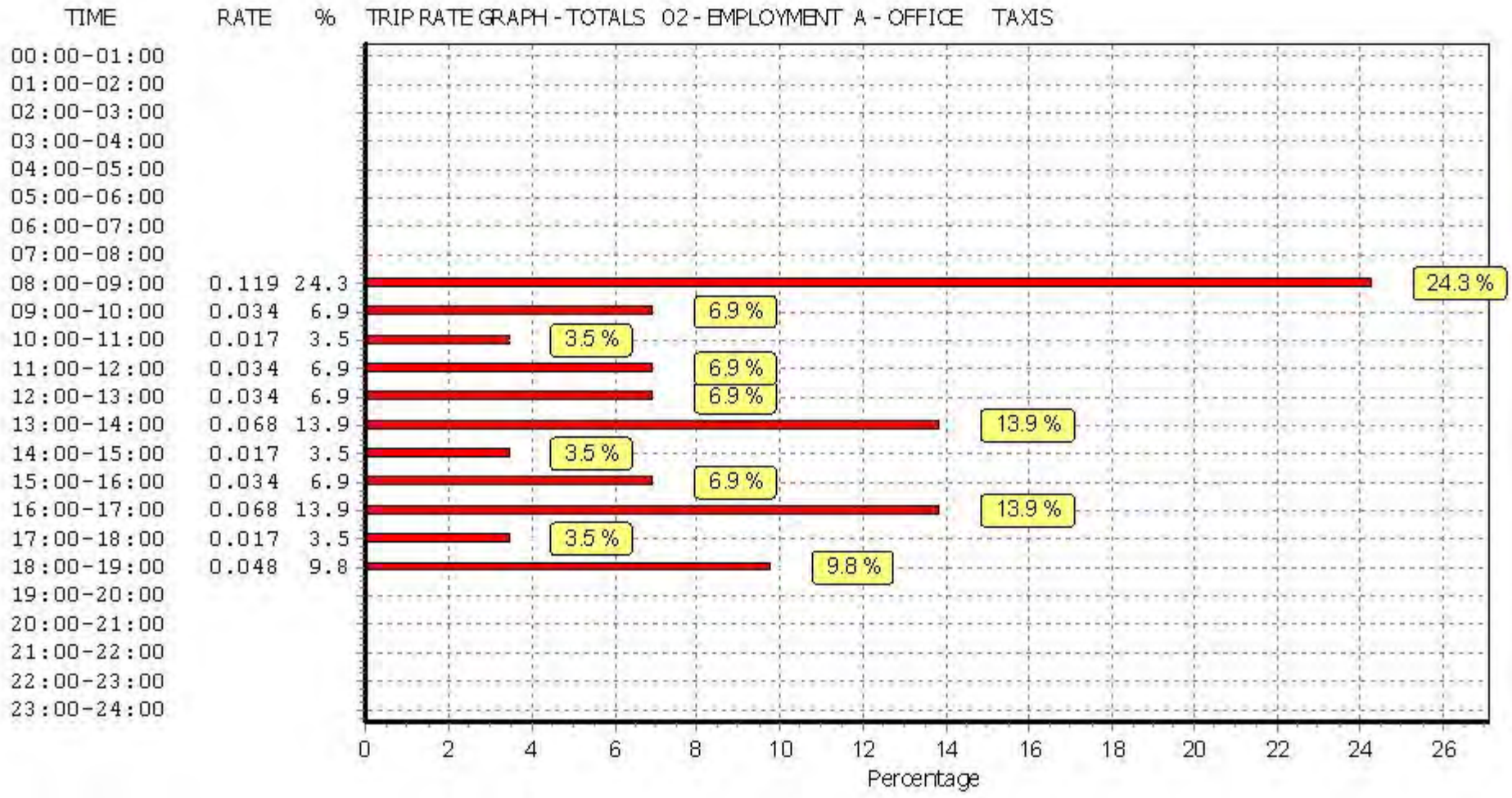



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | |
| 07:00 - 07:30 | 5 | 1084 | 0.000 | 5 | 1084 | 0.000 | 5 | 1084 | 0.000 |
| 07:30 - 08:00 | 5 | 1084 | 0.018 | 5 | 1084 | 0.000 | 5 | 1084 | 0.018 |
| 08:00 - 08:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 08:30 - 09:00 | 6 | 977 | 0.000 | 6 | 977 | 0.017 | 6 | 977 | 0.017 |
| 09:00 - 09:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 09:30 - 10:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 10:00 - 10:30 | 6 | 977 | 0.017 | 6 | 977 | 0.017 | 6 | 977 | 0.034 |
| 10:30 - 11:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 11:00 - 11:30 | 6 | 977 | 0.017 | 6 | 977 | 0.000 | 6 | 977 | 0.017 |
| 11:30 - 12:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 12:00 - 12:30 | 6 | 977 | 0.000 | 6 | 977 | 0.017 | 6 | 977 | 0.017 |
| 12:30 - 13:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 13:00 - 13:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 13:30 - 14:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 14:00 - 14:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 14:30 - 15:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 15:00 - 15:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 15:30 - 16:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 16:00 - 16:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 16:30 - 17:00 | 6 | 977 | 0.017 | 6 | 977 | 0.017 | 6 | 977 | 0.034 |
| 17:00 - 17:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 17:30 - 18:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 18:00 - 18:30 | 4 | 1047 | 0.000 | 4 | 1047 | 0.000 | 4 | 1047 | 0.000 |
| 18:30 - 19:00 | 4 | 1047 | 0.000 | 4 | 1047 | 0.000 | 4 | 1047 | 0.000 |
| 19:00 - 19:30 | | | | | | | | | |
| 19:30 - 20:00 | | | | | | | | | |
| 20:00 - 20:30 | | | | | | | | | |
| 20:30 - 21:00 | | | | | | | | | |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.069 | | | 0.068 | | | 0.137 |

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

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

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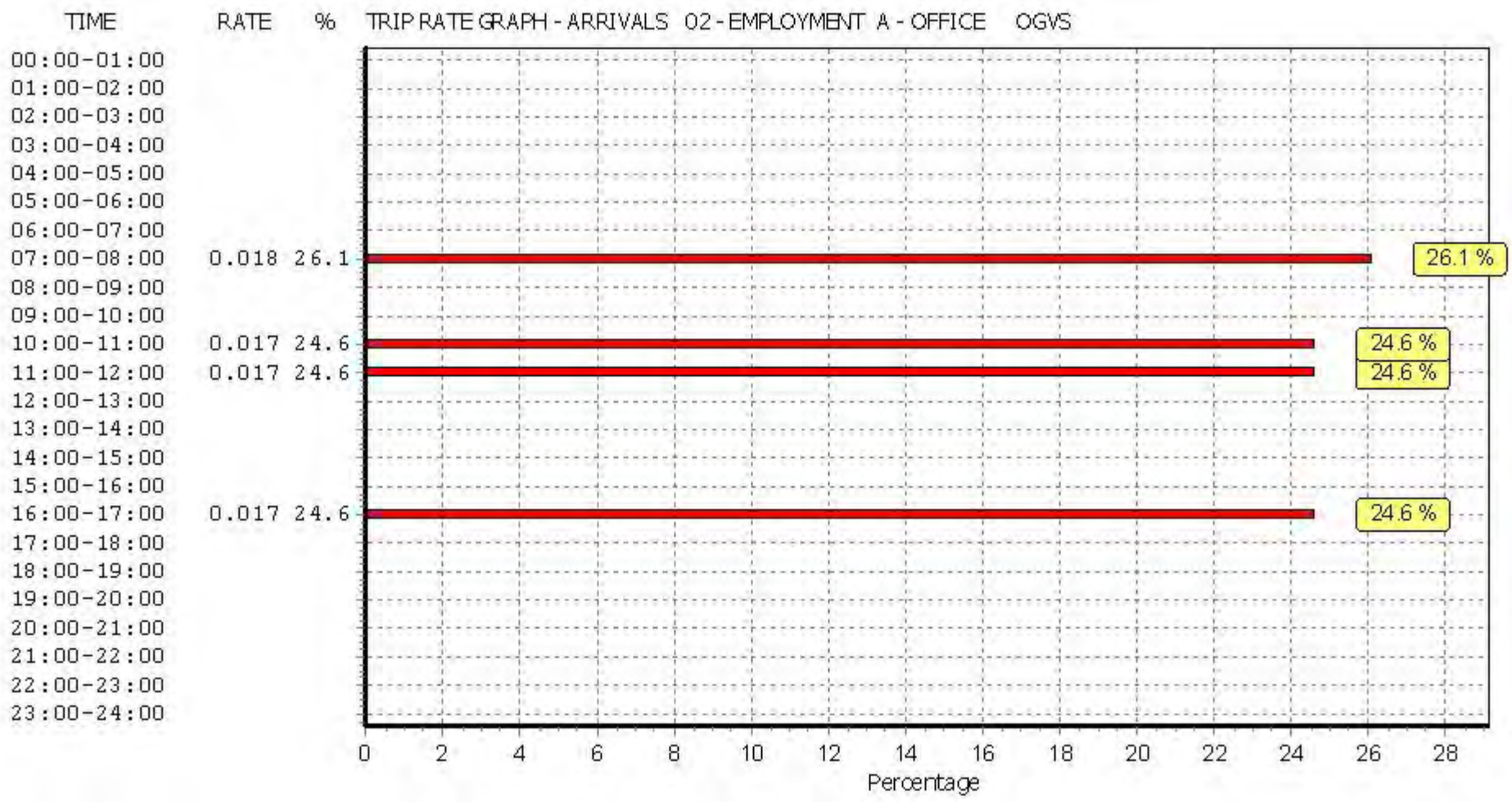
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 442 - 1500 (units: sqm) |
| Survey date date range: | 01/01/09 - 23/05/17 |
| Number of weekdays (Monday-Friday): | 6 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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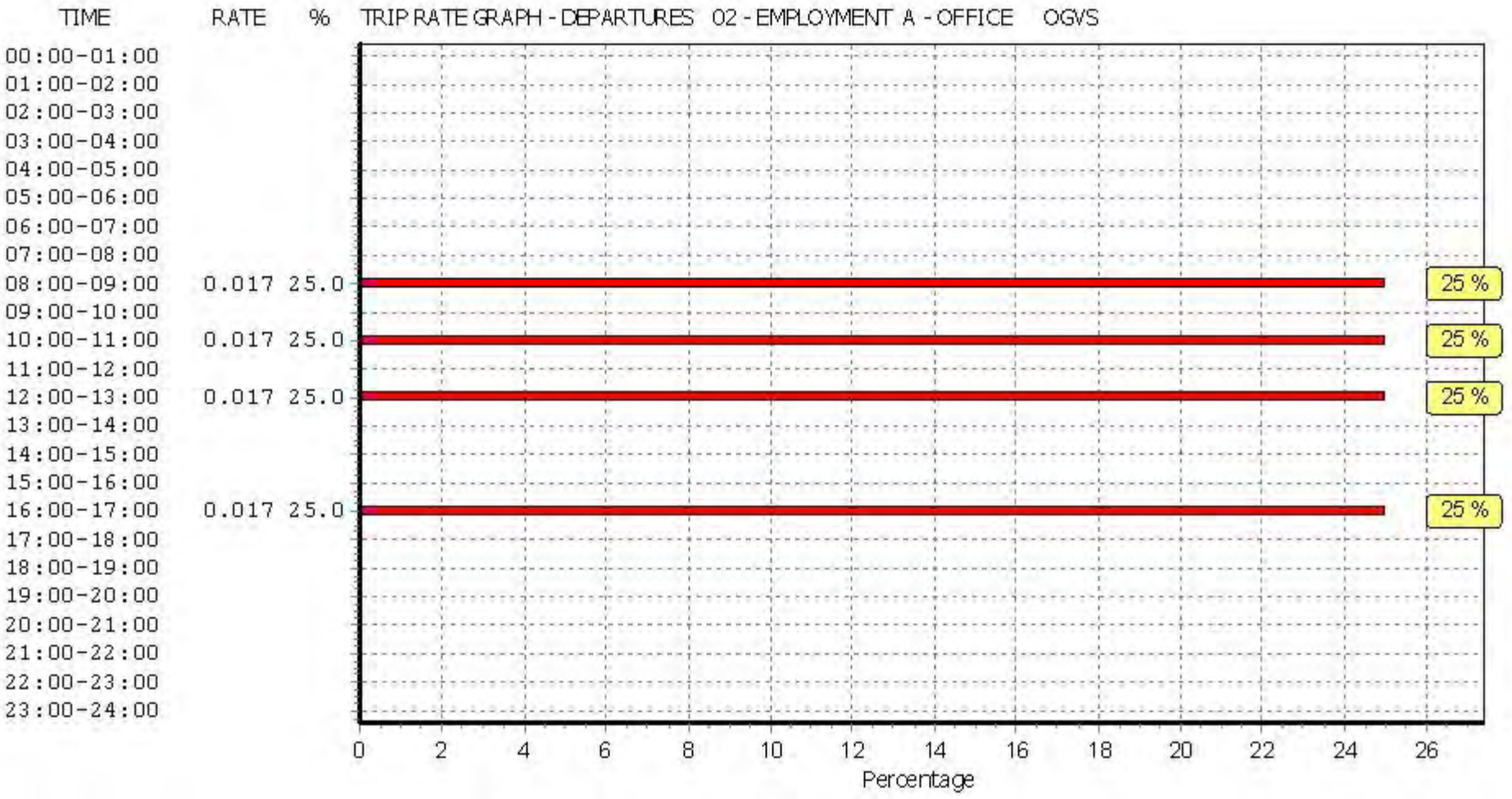
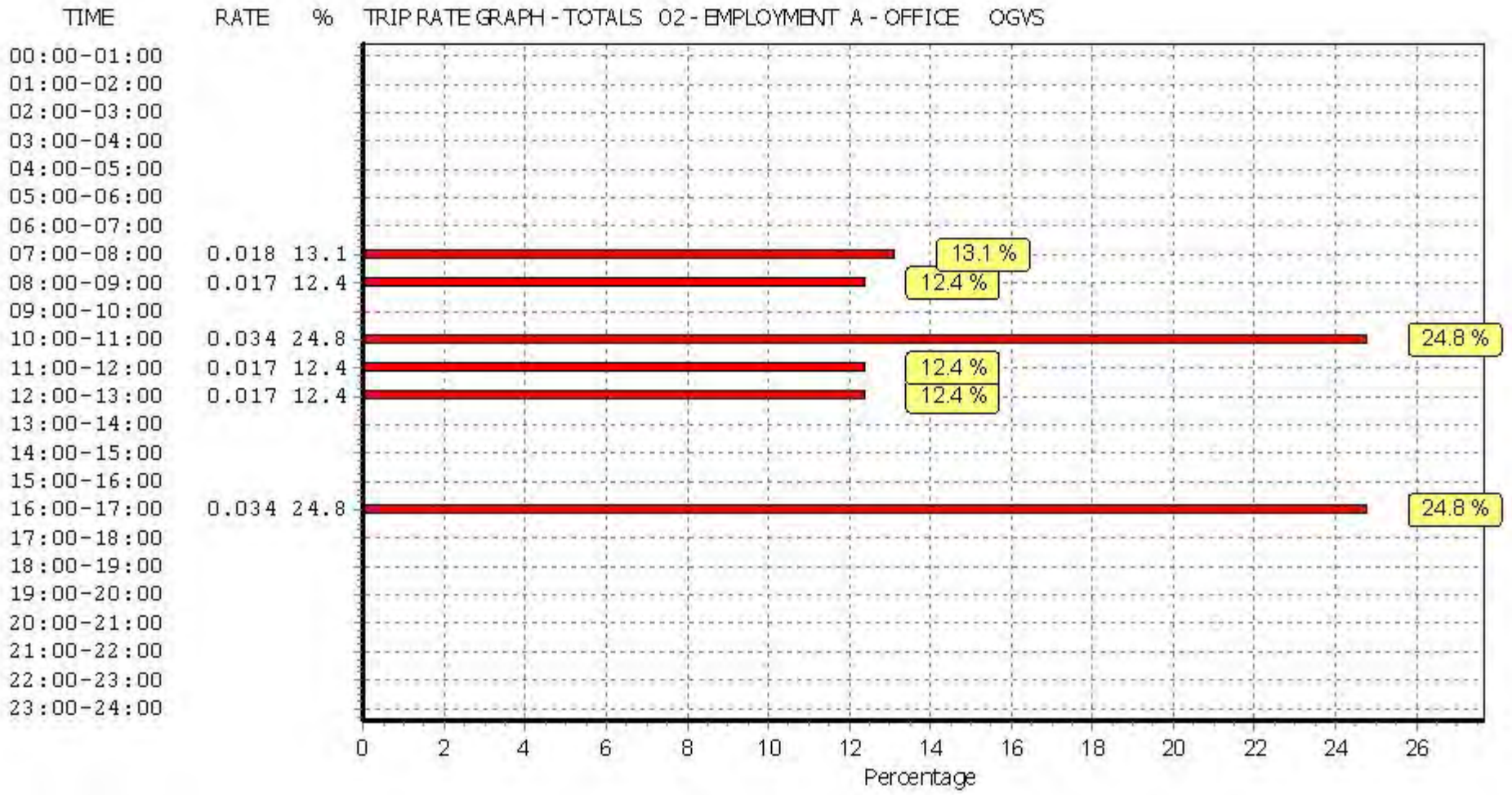



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | |
| 07:00 - 07:30 | 5 | 1084 | 0.000 | 5 | 1084 | 0.000 | 5 | 1084 | 0.000 |
| 07:30 - 08:00 | 5 | 1084 | 0.000 | 5 | 1084 | 0.000 | 5 | 1084 | 0.000 |
| 08:00 - 08:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 08:30 - 09:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 09:00 - 09:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 09:30 - 10:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 10:00 - 10:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 10:30 - 11:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 11:00 - 11:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 11:30 - 12:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 12:00 - 12:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 12:30 - 13:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 13:00 - 13:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 13:30 - 14:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 14:00 - 14:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 14:30 - 15:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 15:00 - 15:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 15:30 - 16:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 16:00 - 16:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 16:30 - 17:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 17:00 - 17:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 17:30 - 18:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 18:00 - 18:30 | 4 | 1047 | 0.000 | 4 | 1047 | 0.000 | 4 | 1047 | 0.000 |
| 18:30 - 19:00 | 4 | 1047 | 0.000 | 4 | 1047 | 0.000 | 4 | 1047 | 0.000 |
| 19:00 - 19:30 | | | | | | | | | |
| 19:30 - 20:00 | | | | | | | | | |
| 20:00 - 20:30 | | | | | | | | | |
| 20:30 - 21:00 | | | | | | | | | |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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

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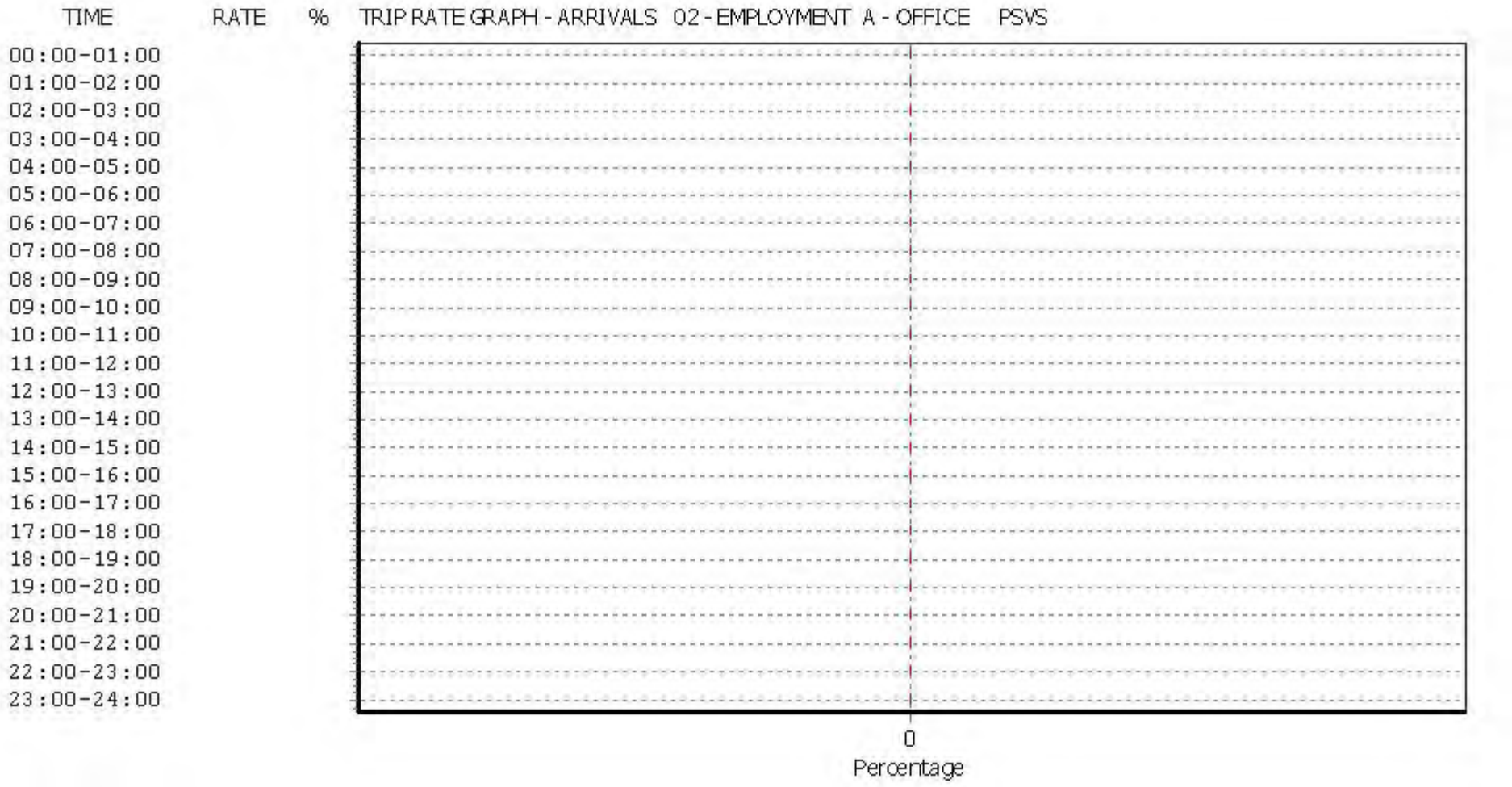
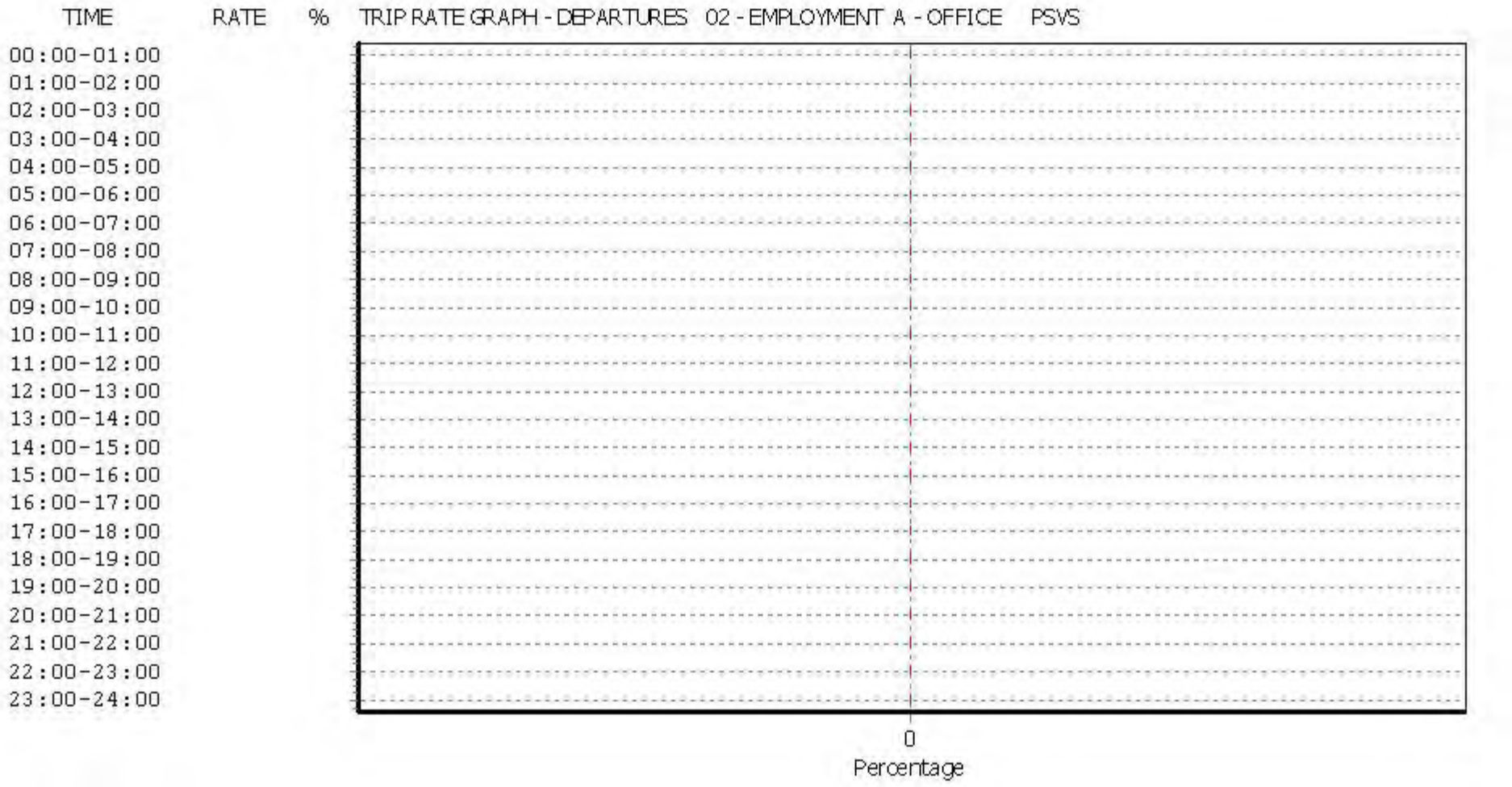
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 442 - 1500 (units: sqm) |
| Survey date date range: | 01/01/09 - 23/05/17 |
| Number of weekdays (Monday-Friday): | 6 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

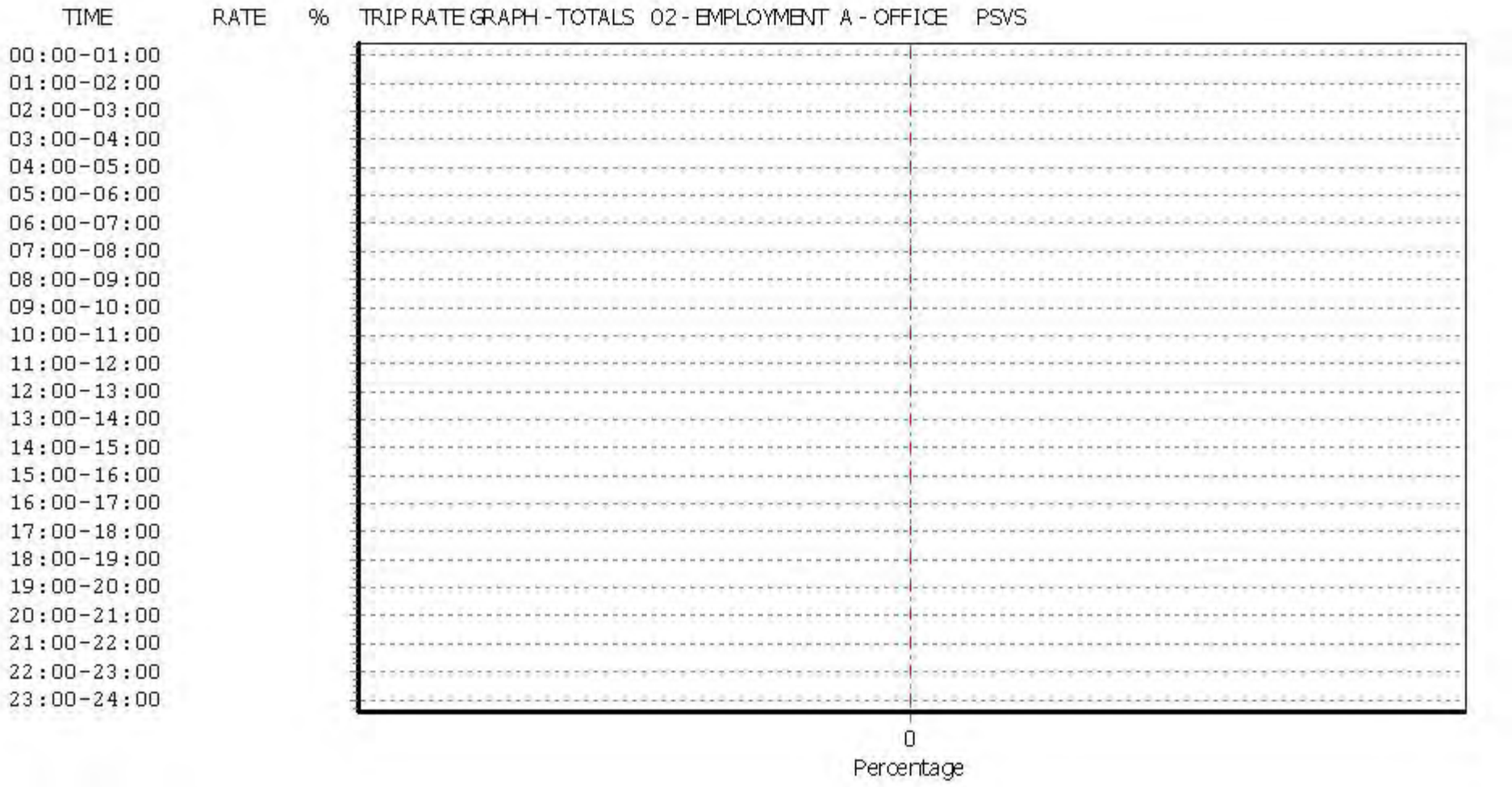
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | |
| 07:00 - 07:30 | 5 | 1084 | 0.000 | 5 | 1084 | 0.000 | 5 | 1084 | 0.000 |
| 07:30 - 08:00 | 5 | 1084 | 0.000 | 5 | 1084 | 0.000 | 5 | 1084 | 0.000 |
| 08:00 - 08:30 | 6 | 977 | 0.017 | 6 | 977 | 0.000 | 6 | 977 | 0.017 |
| 08:30 - 09:00 | 6 | 977 | 0.017 | 6 | 977 | 0.051 | 6 | 977 | 0.068 |
| 09:00 - 09:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 09:30 - 10:00 | 6 | 977 | 0.017 | 6 | 977 | 0.017 | 6 | 977 | 0.034 |
| 10:00 - 10:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 10:30 - 11:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 11:00 - 11:30 | 6 | 977 | 0.000 | 6 | 977 | 0.017 | 6 | 977 | 0.017 |
| 11:30 - 12:00 | 6 | 977 | 0.017 | 6 | 977 | 0.000 | 6 | 977 | 0.017 |
| 12:00 - 12:30 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 12:30 - 13:00 | 6 | 977 | 0.000 | 6 | 977 | 0.017 | 6 | 977 | 0.017 |
| 13:00 - 13:30 | 6 | 977 | 0.017 | 6 | 977 | 0.000 | 6 | 977 | 0.017 |
| 13:30 - 14:00 | 6 | 977 | 0.000 | 6 | 977 | 0.017 | 6 | 977 | 0.017 |
| 14:00 - 14:30 | 6 | 977 | 0.000 | 6 | 977 | 0.017 | 6 | 977 | 0.017 |
| 14:30 - 15:00 | 6 | 977 | 0.017 | 6 | 977 | 0.000 | 6 | 977 | 0.017 |
| 15:00 - 15:30 | 6 | 977 | 0.017 | 6 | 977 | 0.000 | 6 | 977 | 0.017 |
| 15:30 - 16:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 16:00 - 16:30 | 6 | 977 | 0.034 | 6 | 977 | 0.000 | 6 | 977 | 0.034 |
| 16:30 - 17:00 | 6 | 977 | 0.000 | 6 | 977 | 0.017 | 6 | 977 | 0.017 |
| 17:00 - 17:30 | 6 | 977 | 0.034 | 6 | 977 | 0.034 | 6 | 977 | 0.068 |
| 17:30 - 18:00 | 6 | 977 | 0.000 | 6 | 977 | 0.000 | 6 | 977 | 0.000 |
| 18:00 - 18:30 | 4 | 1047 | 0.000 | 4 | 1047 | 0.000 | 4 | 1047 | 0.000 |
| 18:30 - 19:00 | 4 | 1047 | 0.000 | 4 | 1047 | 0.000 | 4 | 1047 | 0.000 |
| 19:00 - 19:30 | | | | | | | | | |
| 19:30 - 20:00 | | | | | | | | | |
| 20:00 - 20:30 | | | | | | | | | |
| 20:30 - 21:00 | | | | | | | | | |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.187 | | | 0.187 | | | 0.374 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 442 - 1500 (units: sqm) |
| Survey date date range: | 01/01/09 - 23/05/17 |
| Number of weekdays (Monday-Friday): | 6 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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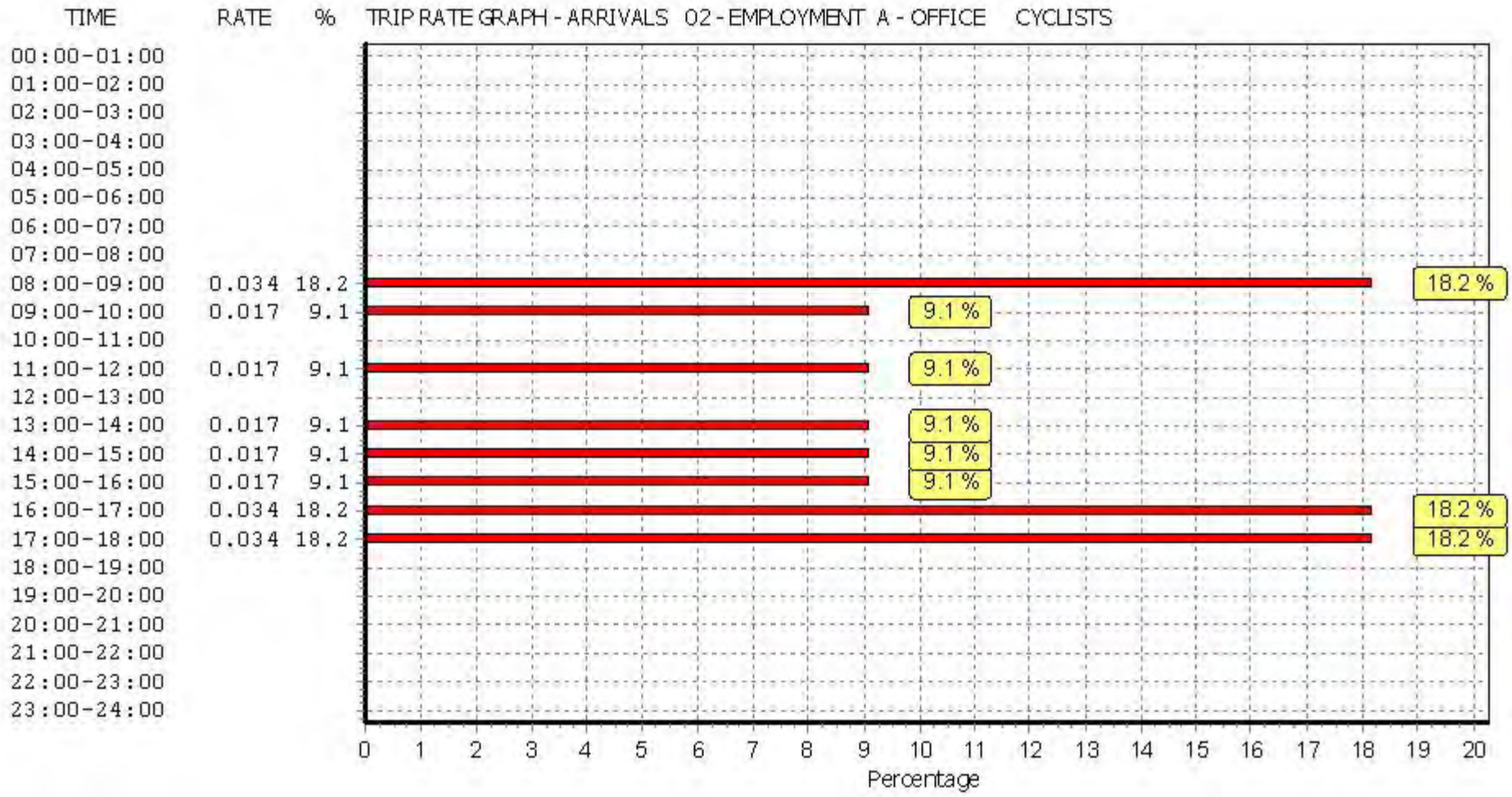


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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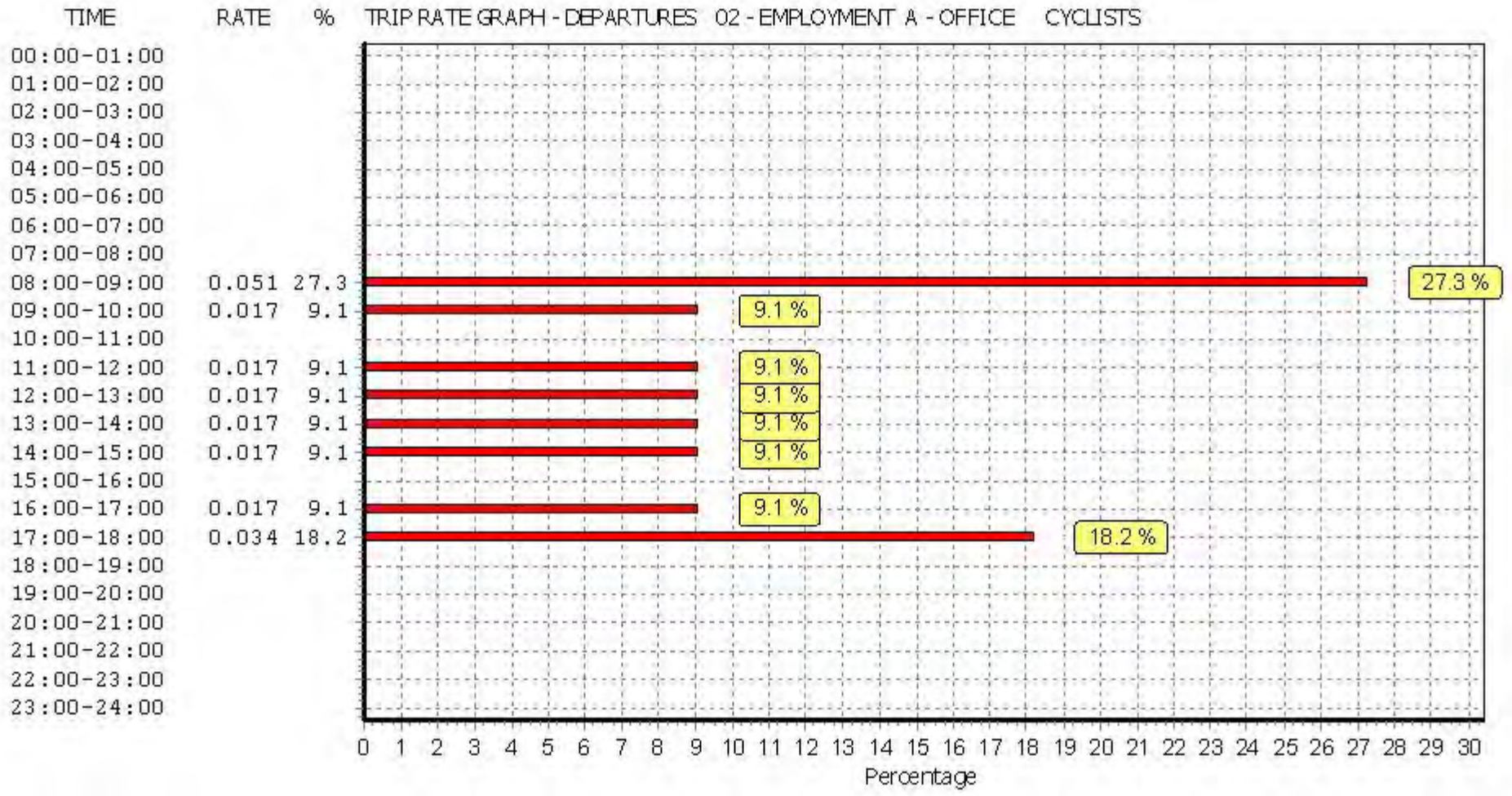


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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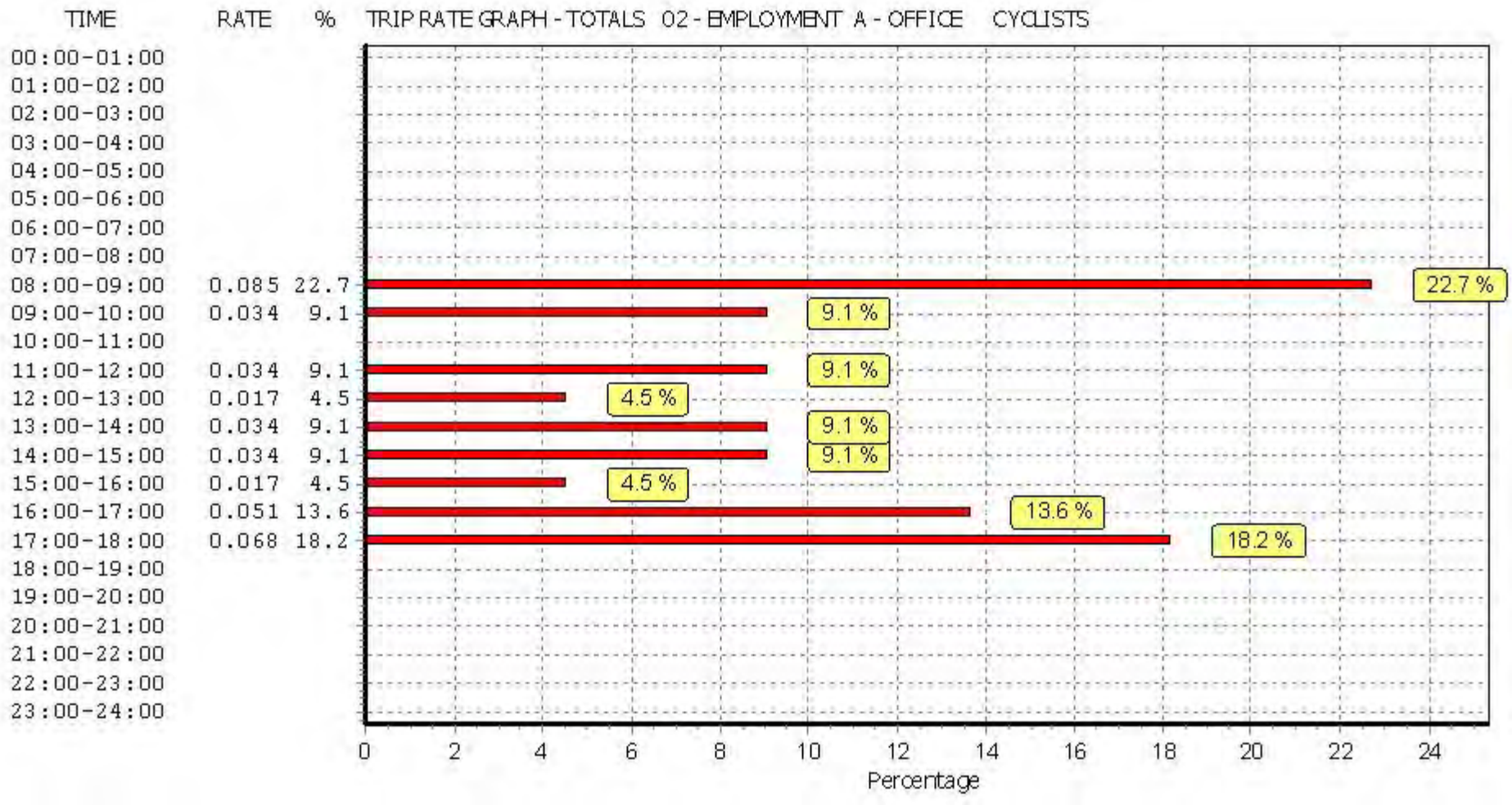


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

Calculation Reference: AUDIT-706706-180315-0319

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 03 | SOUTH WEST | | |
| | DC | DORSET | 1 days |
| | DV | DEVON | 1 days |
| | SM | SOMERSET | 1 days |
| | WL | WILTSHIRE | 1 days |
| 04 | EAST ANGLIA | | |
| | CA | CAMBRIDGESHIRE | 2 days |
| | NF | NORFOLK | 2 days |
| | SF | SUFFOLK | 2 days |
| 05 | EAST MIDLANDS | | |
| | LN | LINCOLNSHIRE | 2 days |
| 06 | WEST MIDLANDS | | |
| | SH | SHROPSHIRE | 2 days |
| | ST | STAFFORDSHIRE | 1 days |
| | WK | WARWICKSHIRE | 2 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | NY | NORTH YORKSHIRE | 5 days |
| | WY | WEST YORKSHIRE | 1 days |
| 08 | NORTH WEST | | |
| | CH | CHESHIRE | 2 days |
| | GM | GREATER MANCHESTER | 2 days |
| | LC | LANCASHIRE | 1 days |
| | MS | MERSEYSIDE | 1 days |
| 09 | NORTH | | |
| | CB | CUMBRIA | 1 days |
| | DH | DURHAM | 1 days |
| | TW | TYNE & WEAR | 2 days |
| 10 | WALES | | |
| | PS | POWYS | 2 days |
| | VG | VALE OF GLAMORGAN | 1 days |
| 11 | SCOTLAND | | |
| | AG | ANGUS | 1 days |
| | FA | FALKIRK | 1 days |
| | HI | HIGHLAND | 2 days |
| | PK | PERTH & KINROSS | 1 days |

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

Secondary Filtering selection:

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

| | |
|---|---|
| Parameter: | Number of dwellings |
| Actual Range: | 6 to 50 (units: ) |
| Range Selected by User: | 5 to 50 (units: ) |

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 10/05/17

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

*Selected survey days:*

| | |
|---|---|
| Monday | 10 days |
| Tuesday | 10 days |
| Wednesday | 9 days |
| Thursday | 6 days |
| Friday | 6 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 41 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Edge of Town Centre | 6 |
| Suburban Area (PPS6 Out of Centre) | 19 |
| Edge of Town | 13 |
| Neighbourhood Centre (PPS6 Local Centre) | 3 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Residential Zone | 37 |
| Village | 1 |
| No Sub Category | 3 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| C1 | 1 days |
| C3 | 39 days |

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

*Population within 1 mile:*

| | |
|---|---|
| 1,001 to 5,000 | 3 days |
| 5,001 to 10,000 | 9 days |
| 10,001 to 15,000 | 8 days |
| 15,001 to 20,000 | 8 days |
| 20,001 to 25,000 | 3 days |
| 25,001 to 50,000 | 9 days |
| 50,001 to 100,000 | 1 days |

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

Secondary Filtering selection (Cont.):

*Population within 5 miles:*

| | |
|---|---|
| 5,001 to 25,000 | 6 days |
| 25,001 to 50,000 | 4 days |
| 50,001 to 75,000 | 5 days |
| 75,001 to 100,000 | 8 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 9 days |
| 250,001 to 500,000 | 6 days |
| 500,001 or More | 2 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.5 or Less | 1 days |
| 0.6 to 1.0 | 17 days |
| 1.1 to 1.5 | 23 days |

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

*Travel Plan:*

| | |
|---|---|
| No | 41 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 41 days |

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

*LIST OF SITES relevant to selection parameters*

1 AG-03-A-01 BUNGALOWS/DET. ANGUS
KEPTIE ROAD

ARBROATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
*Survey date: TUESDAY* *22/05/12* *Survey Type: MANUAL*

2 CA-03-A-04 DETACHED CAMBRIDGESHIRE

THORPE PARK ROAD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
*Survey date: TUESDAY* *18/10/11* *Survey Type: MANUAL*

3 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD

PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
*Survey date: MONDAY* *17/10/16* *Survey Type: MANUAL*

4 CB-03-A-05 DETACHED/TERRACED HOUSING CUMBRIA
MACADAM WAY

PENRITH
Edge of Town Centre
Residential Zone
Total Number of dwellings: 50
*Survey date: TUESDAY* *21/06/16* *Survey Type: MANUAL*

5 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
BOUGHTON HEATH
CHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
*Survey date: TUESDAY* *22/05/12* *Survey Type: MANUAL*

6 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
HURDSFIELD
MACCLESFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
*Survey date: MONDAY* *24/11/14* *Survey Type: MANUAL*

7 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
CASTLE LANE WEST
BOURNEMOUTH
Edge of Town
Residential Zone
Total Number of dwellings: 28
*Survey date: MONDAY* *24/03/14* *Survey Type: MANUAL*

8 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD

BISHOP AUCKLAND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
*Survey date: TUESDAY* *28/03/17* *Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

9 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD

TORQUAY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 37
*Survey date: WEDNESDAY* *30/09/15* *Survey Type: MANUAL*

10 FA-03-A-01 SEMI-DETACHED/TERRACED FALKIRK
MANDELA AVENUE

FALKIRK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 37
*Survey date: THURSDAY* *30/05/13* *Survey Type: MANUAL*

11 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
PRESTWICH
MANCHESTER
Edge of Town
Residential Zone
Total Number of dwellings: 29
*Survey date: WEDNESDAY* *12/10/11* *Survey Type: MANUAL*

12 GM-03-A-11 TERRACED & SEMI-DETACHED GREATER MANCHESTER
RUSHFORD STREET
LEVENSHULME
MANCHESTER
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 37
*Survey date: MONDAY* *26/09/16* *Survey Type: MANUAL*

13 HI-03-A-13 HOUSING HIGHLAND
KINGSMILLS ROAD

INVERNESS
Edge of Town
Residential Zone
Total Number of dwellings: 9
*Survey date: THURSDAY* *21/05/09* *Survey Type: MANUAL*

14 HI-03-A-14 SEMI-DETACHED & TERRACED HIGHLAND
KING BRUDE ROAD
SCORGUIE
INVERNESS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 40
*Survey date: WEDNESDAY* *23/03/16* *Survey Type: MANUAL*

15 LC-03-A-30 SEMI-DETACHED LANCASHIRE
WATSON ROAD

BLACKPOOL
Edge of Town Centre
Residential Zone
Total Number of dwellings: 24
*Survey date: FRIDAY* *14/06/13* *Survey Type: MANUAL*

16 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
BOULTHAM
LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
*Survey date: TUESDAY* *18/09/12* *Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

17 LN-03-A-04 DETACHED & SEMI-DETACHED LINCOLNSHIRE
EGERTON ROAD

LINCOLN
Edge of Town Centre
Residential Zone
Total Number of dwellings: 30
*Survey date: MONDAY* *29/06/15* *Survey Type: MANUAL*

18 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
OTTERSPOOL
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
*Survey date: FRIDAY* *21/06/13* *Survey Type: MANUAL*

19 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD

CAISTER-ON-SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
*Survey date: TUESDAY* *16/10/12* *Survey Type: MANUAL*

20 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY

THETFORD
Edge of Town
Residential Zone
Total Number of dwellings: 10
*Survey date: WEDNESDAY* *16/09/15* *Survey Type: MANUAL*

21 NY-03-A-07 DETACHED & SEMI DET. NORTH YORKSHIRE
CRAVEN WAY

BOROUGHBRIDGE
Edge of Town
No Sub Category
Total Number of dwellings: 23
*Survey date: TUESDAY* *18/10/11* *Survey Type: MANUAL*

22 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET

YORK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
*Survey date: MONDAY* *16/09/13* *Survey Type: MANUAL*

23 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23
*Survey date: WEDNESDAY* *18/09/13* *Survey Type: MANUAL*

24 NY-03-A-12 TOWN HOUSES NORTH YORKSHIRE
RACECOURSE LANE

NORTHALLERTON
Edge of Town Centre
Residential Zone
Total Number of dwellings: 47
*Survey date: TUESDAY* *27/09/16* *Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

25 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
OLD HOSPITAL COMPOUND
CATTERICK GARRISON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
*Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL*

26 PK-03-A-01 DETAC. & BUNGALOWS PERTH & KINROSS
TULLYLUMB TERRACE
GORNHILL
PERTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 36
*Survey date: WEDNESDAY 11/05/11 Survey Type: MANUAL*

27 PS-03-A-01 MIXED HOUSES POWYS
BRYN GLAS

WELSHPOOL
Edge of Town Centre
Residential Zone
Total Number of dwellings: 16
*Survey date: MONDAY 11/05/15 Survey Type: MANUAL*

28 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD

WELSHPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
*Survey date: MONDAY 11/05/15 Survey Type: MANUAL*

29 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE

LOWESTOFT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
*Survey date: TUESDAY 23/10/12 Survey Type: MANUAL*

30 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE

BURY ST EDMUNDS
Edge of Town
Residential Zone
Total Number of dwellings: 18
*Survey date: WEDNESDAY 09/09/15 Survey Type: MANUAL*

31 SH-03-A-03 DETATCHED SHROPSHIRE
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10
*Survey date: FRIDAY 26/06/09 Survey Type: MANUAL*

32 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD

SHREWSBURY
Edge of Town
Residential Zone
Total Number of dwellings: 16
*Survey date: THURSDAY 22/05/14 Survey Type: MANUAL*

33 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
NORTHFIELD
BRIDGWATER
Edge of Town
Residential Zone
Total Number of dwellings: 33
*Survey date: THURSDAY 24/09/15 Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

34 ST-03-A-06 SEMI-DET. & TERRACED STAFFORDSHIRE
STANFORD ROAD
BLAKENHALL
WOLVERHAMPTON
Edge of Town Centre
No Sub Category
Total Number of dwellings: 17
*Survey date: FRIDAY* *09/05/14* *Survey Type: MANUAL*

35 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD

GATESHEAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 16
*Survey date: MONDAY* *07/10/13* *Survey Type: MANUAL*

36 TW-03-A-03 MIXED HOUSES TYNE & WEAR
STATION ROAD
BACKWORTH
NEAR NEWCASTLE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 33
*Survey date: FRIDAY* *13/11/15* *Survey Type: MANUAL*

37 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN
ARTHUR STREET

BARRY
Edge of Town
Residential Zone
Total Number of dwellings: 12
*Survey date: MONDAY* *08/05/17* *Survey Type: MANUAL*

38 WK-03-A-01 TERRACED/SEMI/DET. WARWICKSHIRE
ARLINGTON AVENUE

LEAMINGTON SPA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 6
*Survey date: FRIDAY* *21/10/11* *Survey Type: MANUAL*

39 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
POTTERS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 17
*Survey date: THURSDAY* *17/10/13* *Survey Type: MANUAL*

40 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE

SWINDON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
*Survey date: THURSDAY* *22/09/16* *Survey Type: MANUAL*

41 WY-03-A-01 MIXED HOUSING WEST YORKSHIRE
SPRING VALLEY CRESCENT
BRAMLEY
LEEDS
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 46
*Survey date: WEDNESDAY* *21/09/16* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 41 | 24 | 0.078 | 41 | 24 | 0.238 | 41 | 24 | 0.316 |
| 08:00 - 09:00 | 41 | 24 | 0.195 | 41 | 24 | 0.386 | 41 | 24 | 0.581 |
| 09:00 - 10:00 | 41 | 24 | 0.162 | 41 | 24 | 0.190 | 41 | 24 | 0.352 |
| 10:00 - 11:00 | 41 | 24 | 0.159 | 41 | 24 | 0.163 | 41 | 24 | 0.322 |
| 11:00 - 12:00 | 41 | 24 | 0.162 | 41 | 24 | 0.186 | 41 | 24 | 0.348 |
| 12:00 - 13:00 | 41 | 24 | 0.188 | 41 | 24 | 0.200 | 41 | 24 | 0.388 |
| 13:00 - 14:00 | 41 | 24 | 0.195 | 41 | 24 | 0.195 | 41 | 24 | 0.390 |
| 14:00 - 15:00 | 41 | 24 | 0.193 | 41 | 24 | 0.223 | 41 | 24 | 0.416 |
| 15:00 - 16:00 | 41 | 24 | 0.261 | 41 | 24 | 0.214 | 41 | 24 | 0.475 |
| 16:00 - 17:00 | 41 | 24 | 0.313 | 41 | 24 | 0.190 | 41 | 24 | 0.503 |
| 17:00 - 18:00 | 41 | 24 | 0.331 | 41 | 24 | 0.194 | 41 | 24 | 0.525 |
| 18:00 - 19:00 | 41 | 24 | 0.222 | 41 | 24 | 0.157 | 41 | 24 | 0.379 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.459 | | | 2.536 | | | 4.995 |

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

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

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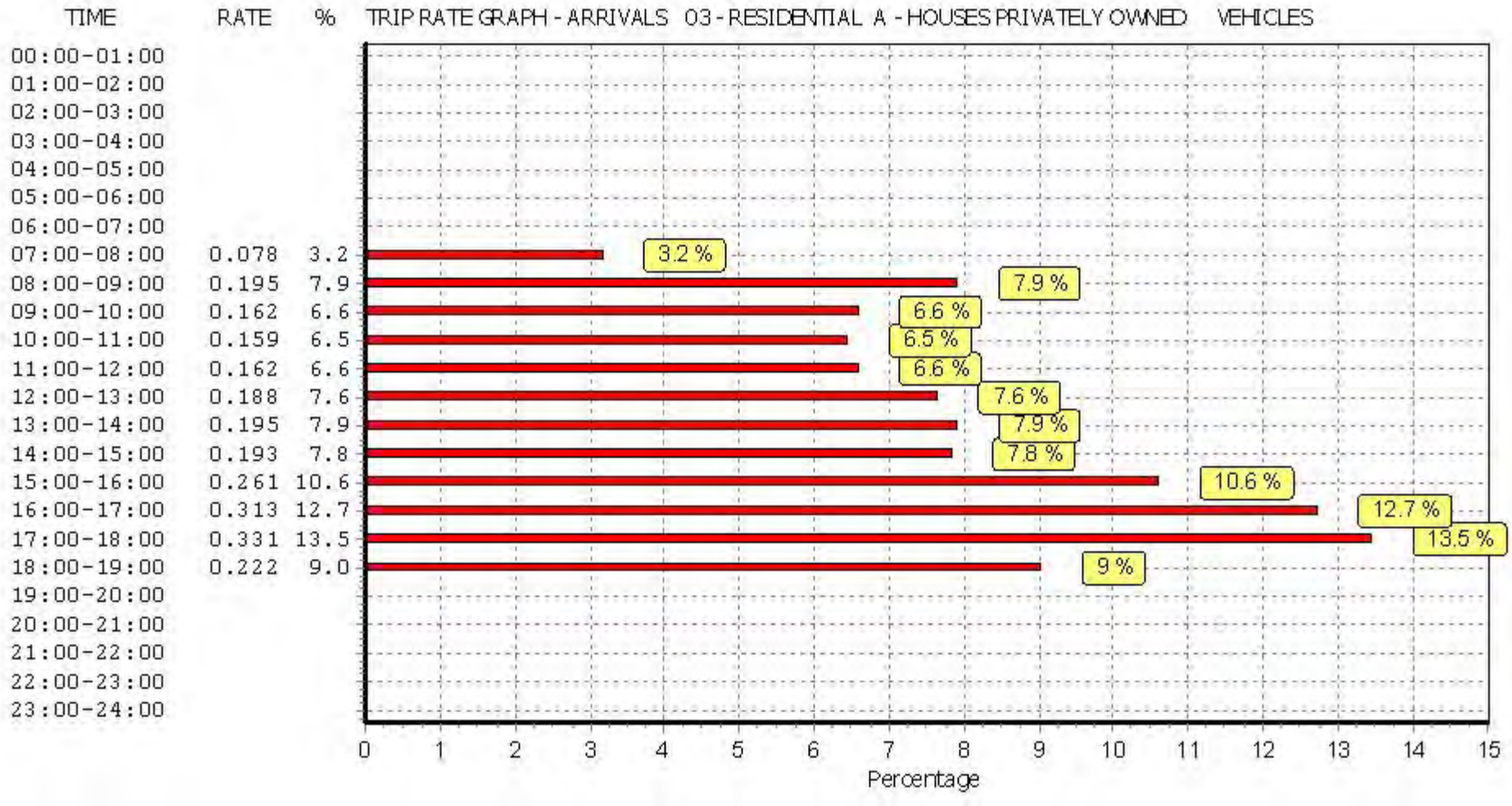
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 6 - 50 (units: ) |
| Survey date date range: | 01/01/09 - 10/05/17 |
| Number of weekdays (Monday-Friday): | 41 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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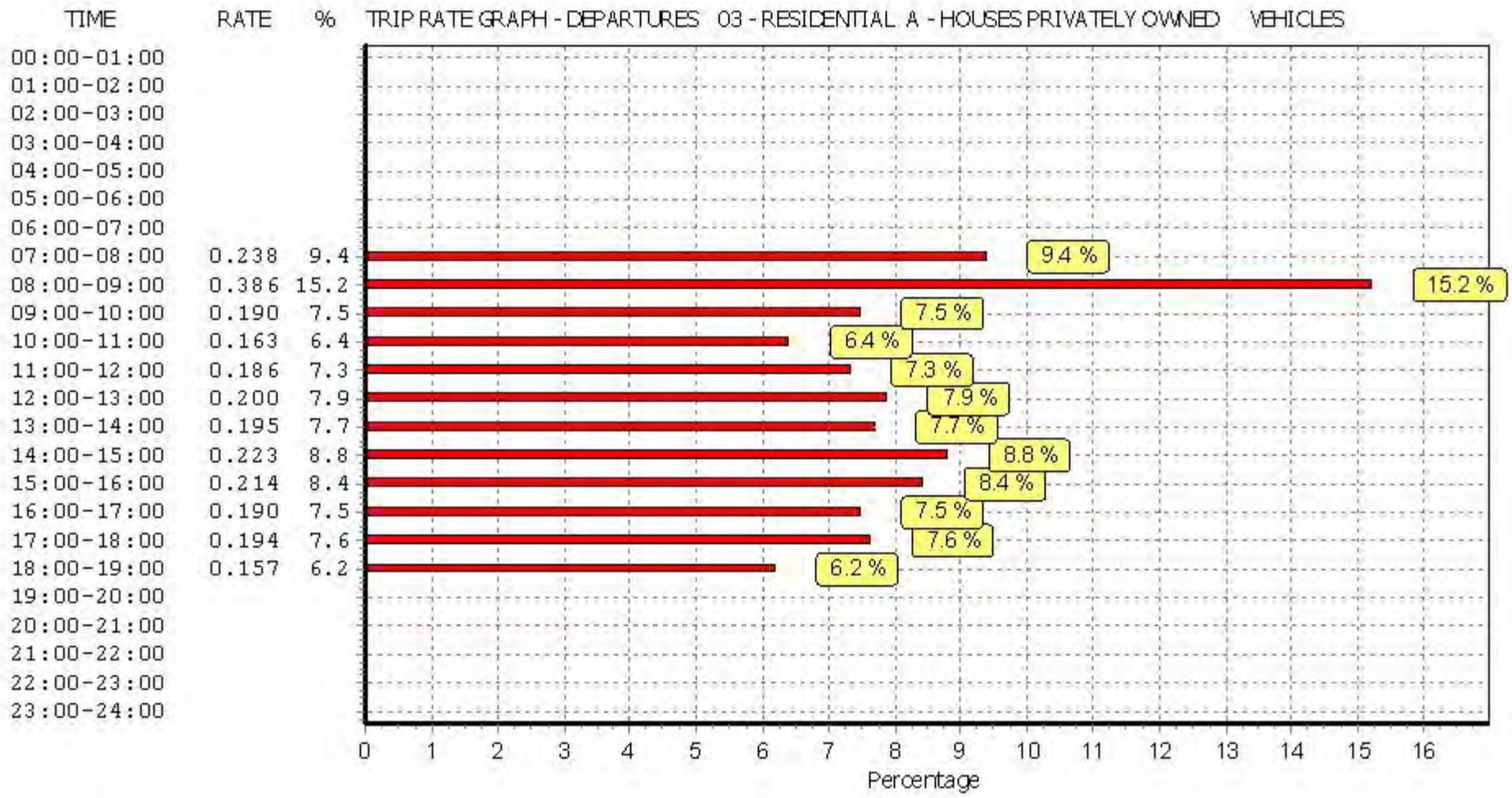
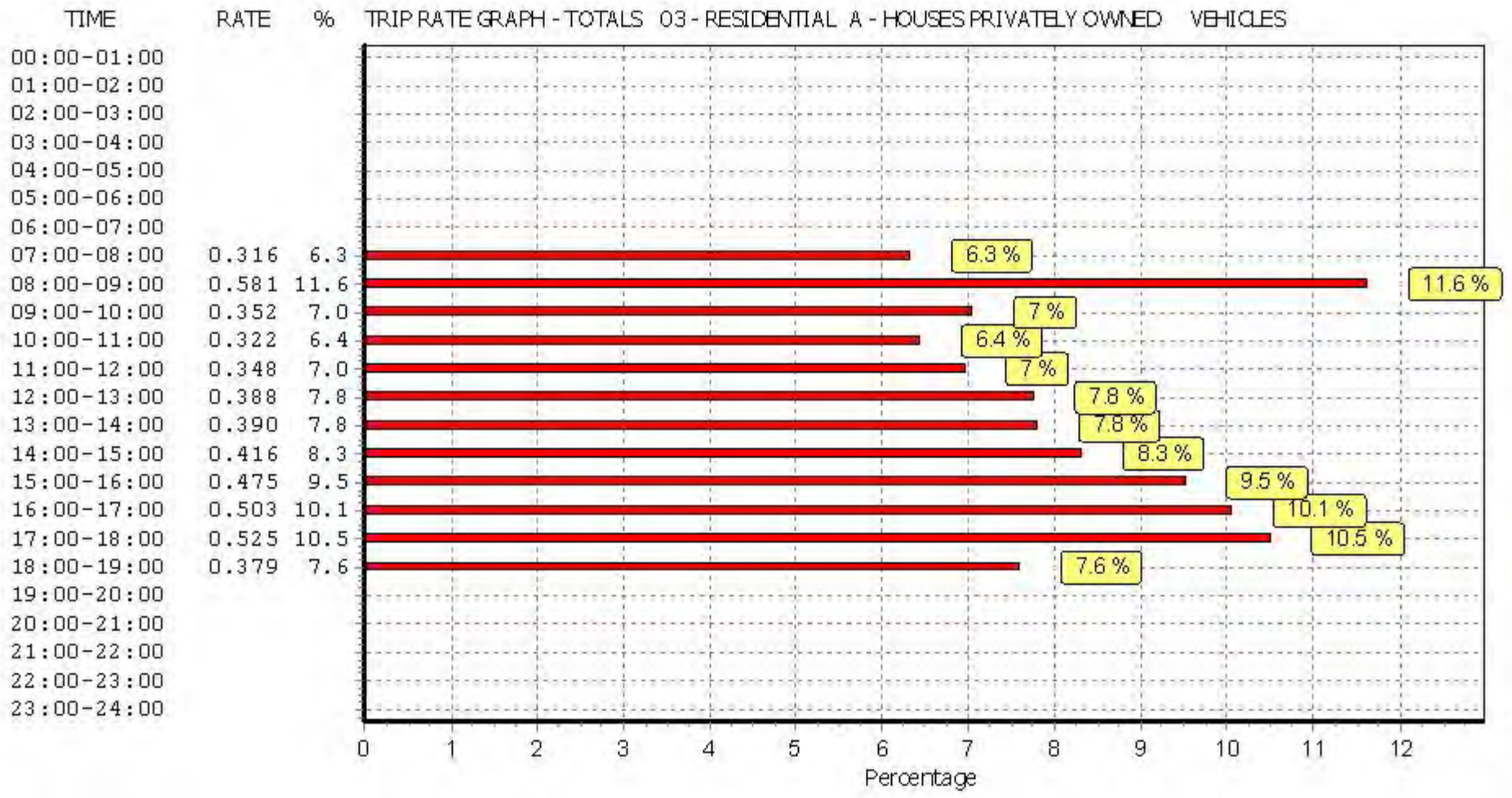



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 41 | 24 | 0.001 | 41 | 24 | 0.002 | 41 | 24 | 0.003 |
| 08:00 - 09:00 | 41 | 24 | 0.006 | 41 | 24 | 0.006 | 41 | 24 | 0.012 |
| 09:00 - 10:00 | 41 | 24 | 0.006 | 41 | 24 | 0.004 | 41 | 24 | 0.010 |
| 10:00 - 11:00 | 41 | 24 | 0.004 | 41 | 24 | 0.006 | 41 | 24 | 0.010 |
| 11:00 - 12:00 | 41 | 24 | 0.001 | 41 | 24 | 0.001 | 41 | 24 | 0.002 |
| 12:00 - 13:00 | 41 | 24 | 0.004 | 41 | 24 | 0.003 | 41 | 24 | 0.007 |
| 13:00 - 14:00 | 41 | 24 | 0.008 | 41 | 24 | 0.006 | 41 | 24 | 0.014 |
| 14:00 - 15:00 | 41 | 24 | 0.003 | 41 | 24 | 0.002 | 41 | 24 | 0.005 |
| 15:00 - 16:00 | 41 | 24 | 0.004 | 41 | 24 | 0.008 | 41 | 24 | 0.012 |
| 16:00 - 17:00 | 41 | 24 | 0.003 | 41 | 24 | 0.003 | 41 | 24 | 0.006 |
| 17:00 - 18:00 | 41 | 24 | 0.002 | 41 | 24 | 0.002 | 41 | 24 | 0.004 |
| 18:00 - 19:00 | 41 | 24 | 0.005 | 41 | 24 | 0.006 | 41 | 24 | 0.011 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.047 | | | 0.049 | | | 0.096 |

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

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

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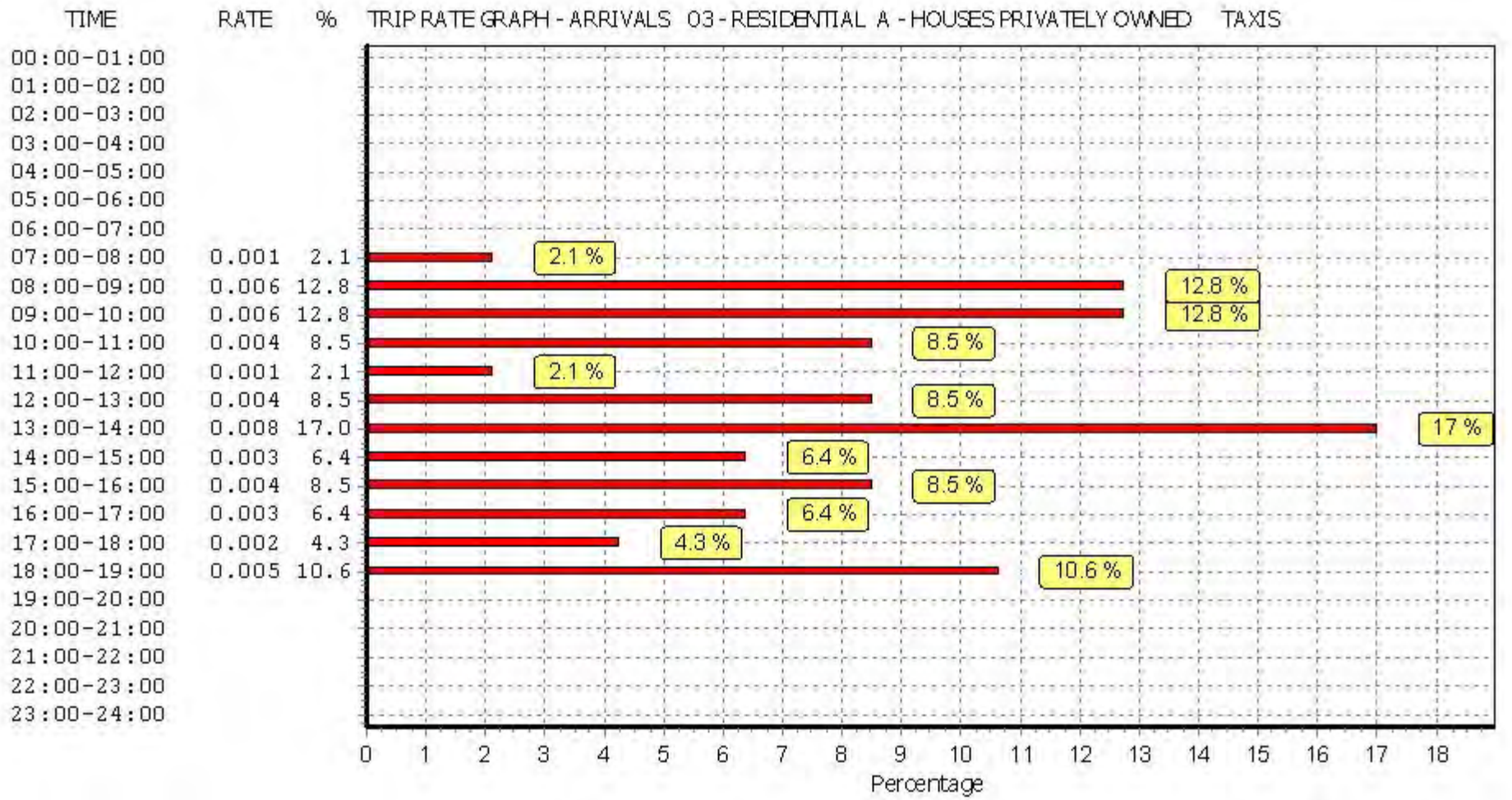
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 6 - 50 (units: ) |
| Survey date date range: | 01/01/09 - 10/05/17 |
| Number of weekdays (Monday-Friday): | 41 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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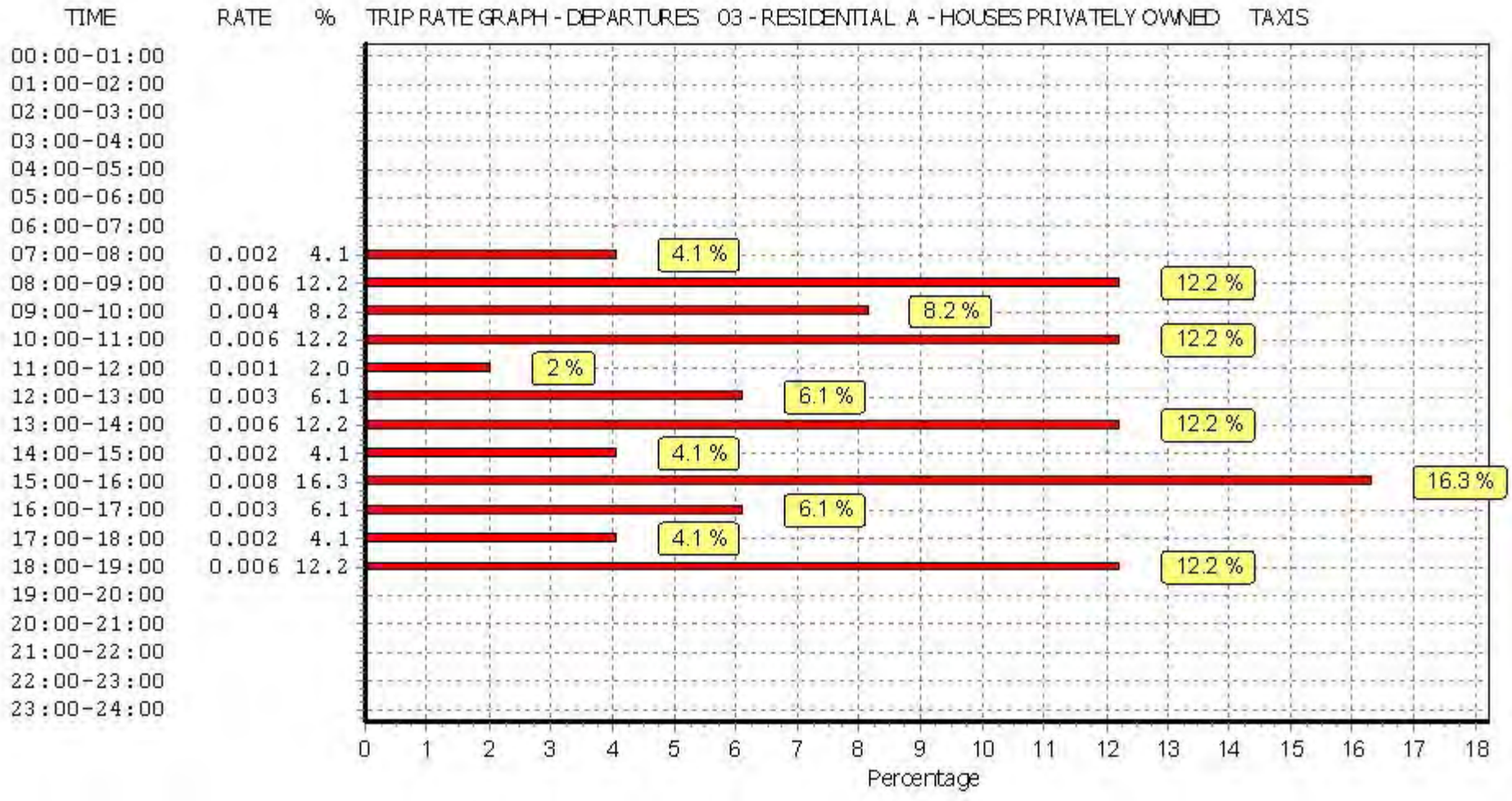
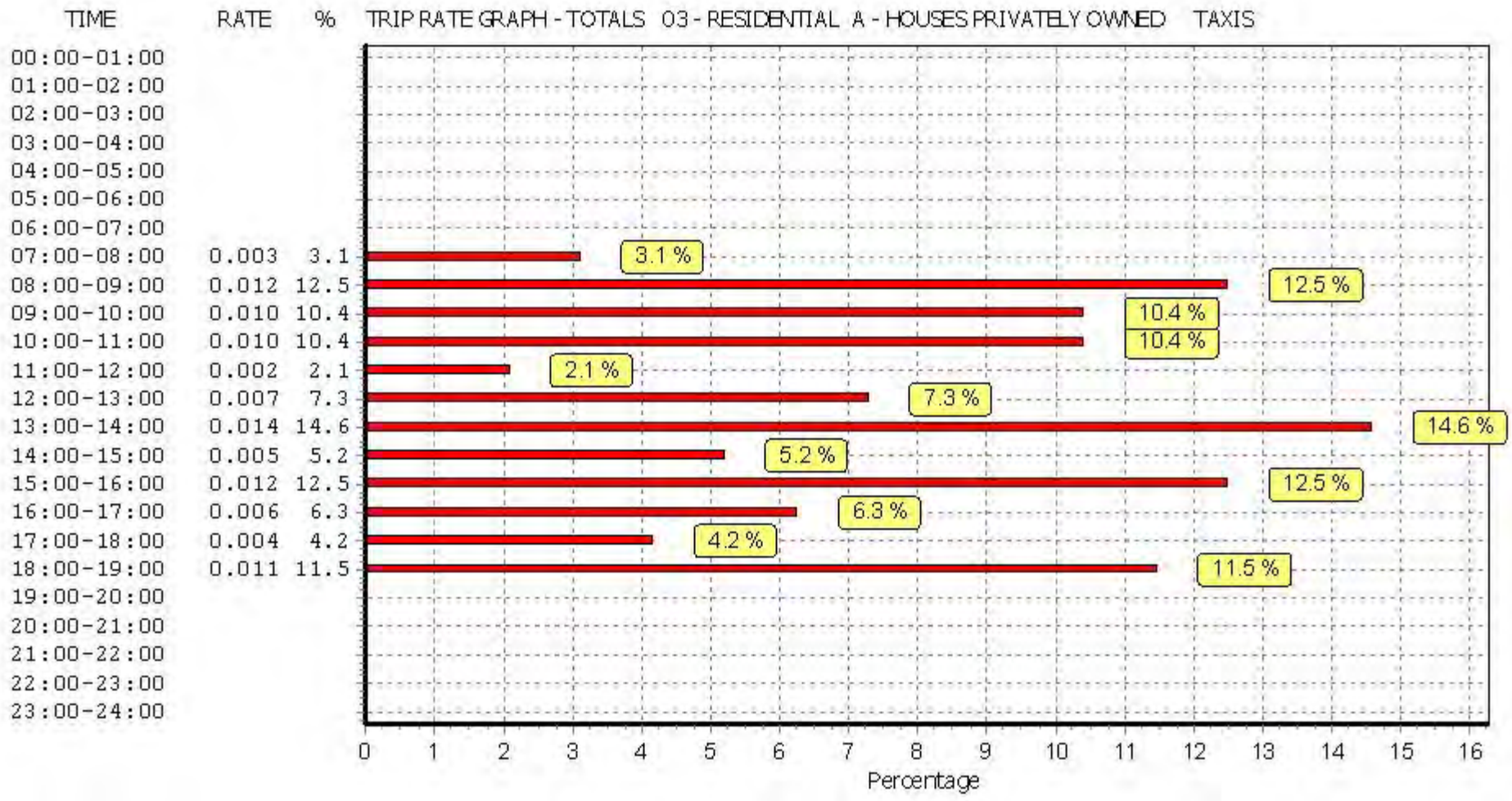



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 41 | 24 | 0.003 | 41 | 24 | 0.003 | 41 | 24 | 0.006 |
| 08:00 - 09:00 | 41 | 24 | 0.008 | 41 | 24 | 0.008 | 41 | 24 | 0.016 |
| 09:00 - 10:00 | 41 | 24 | 0.006 | 41 | 24 | 0.005 | 41 | 24 | 0.011 |
| 10:00 - 11:00 | 41 | 24 | 0.005 | 41 | 24 | 0.004 | 41 | 24 | 0.009 |
| 11:00 - 12:00 | 41 | 24 | 0.001 | 41 | 24 | 0.001 | 41 | 24 | 0.002 |
| 12:00 - 13:00 | 41 | 24 | 0.000 | 41 | 24 | 0.001 | 41 | 24 | 0.001 |
| 13:00 - 14:00 | 41 | 24 | 0.002 | 41 | 24 | 0.002 | 41 | 24 | 0.004 |
| 14:00 - 15:00 | 41 | 24 | 0.001 | 41 | 24 | 0.001 | 41 | 24 | 0.002 |
| 15:00 - 16:00 | 41 | 24 | 0.001 | 41 | 24 | 0.001 | 41 | 24 | 0.002 |
| 16:00 - 17:00 | 41 | 24 | 0.001 | 41 | 24 | 0.001 | 41 | 24 | 0.002 |
| 17:00 - 18:00 | 41 | 24 | 0.002 | 41 | 24 | 0.002 | 41 | 24 | 0.004 |
| 18:00 - 19:00 | 41 | 24 | 0.000 | 41 | 24 | 0.000 | 41 | 24 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.030 | | | 0.029 | | | 0.059 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 6 - 50 (units: ) |
| Survey date date range: | 01/01/09 - 10/05/17 |
| Number of weekdays (Monday-Friday): | 41 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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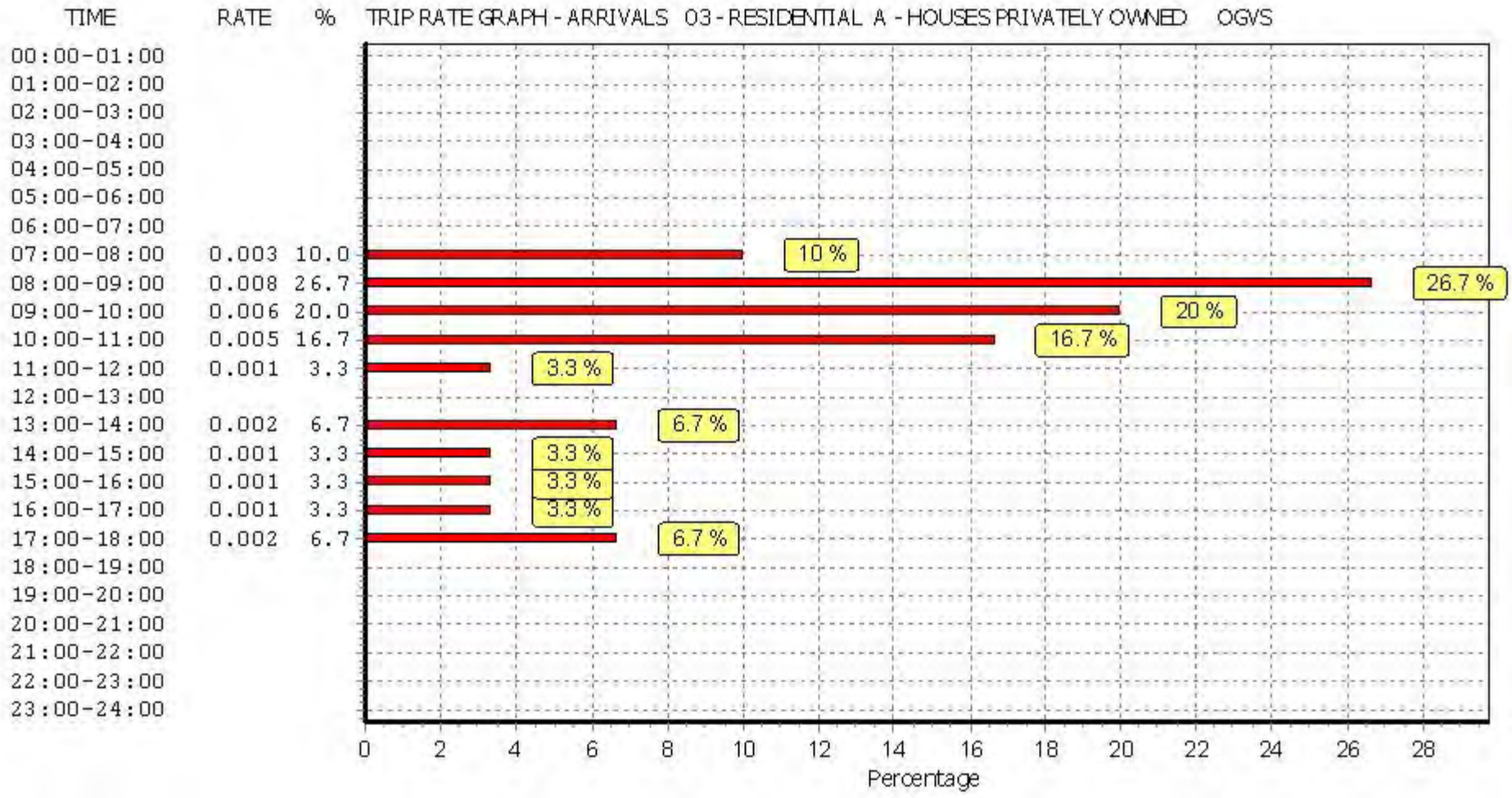
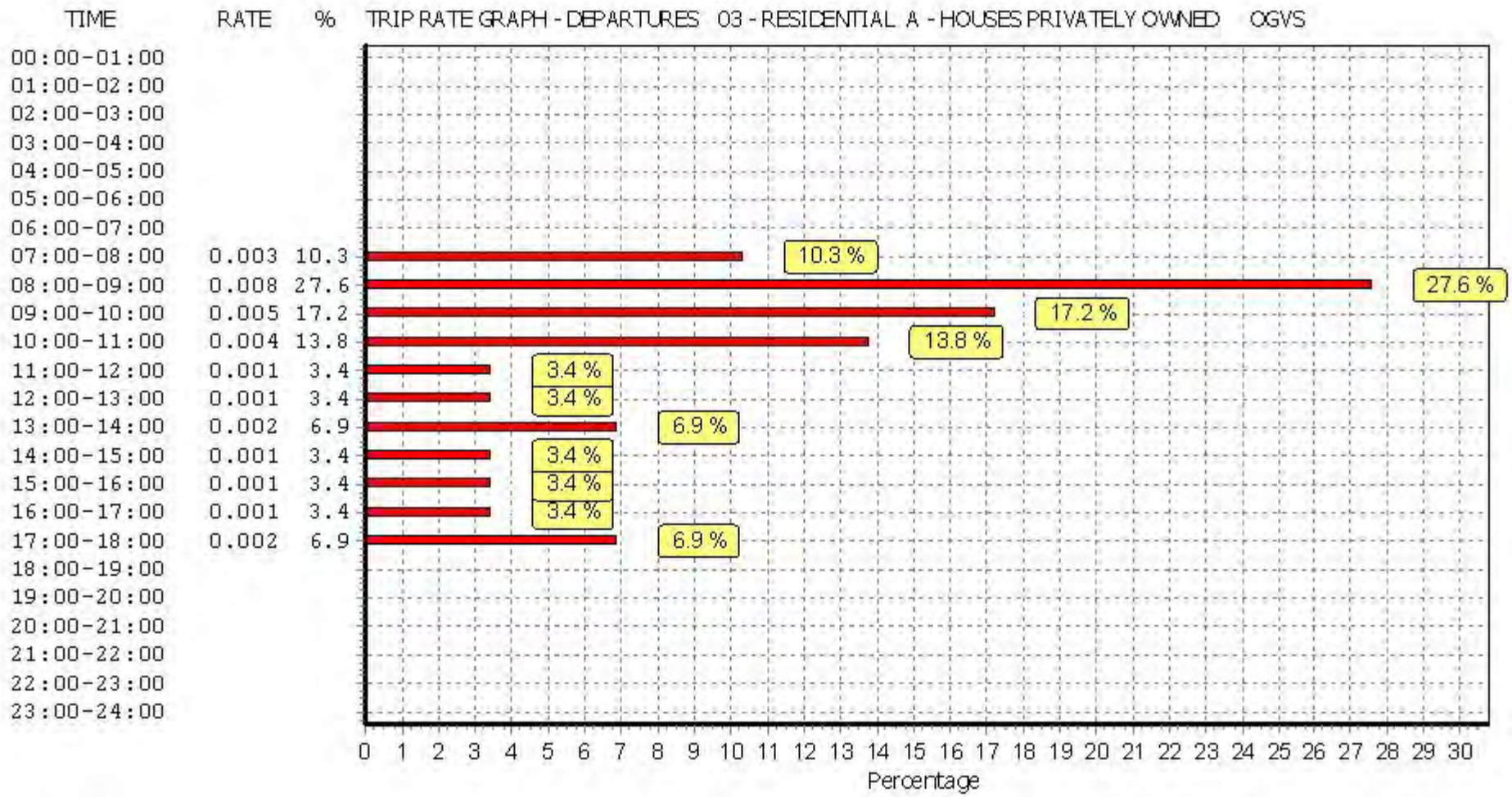
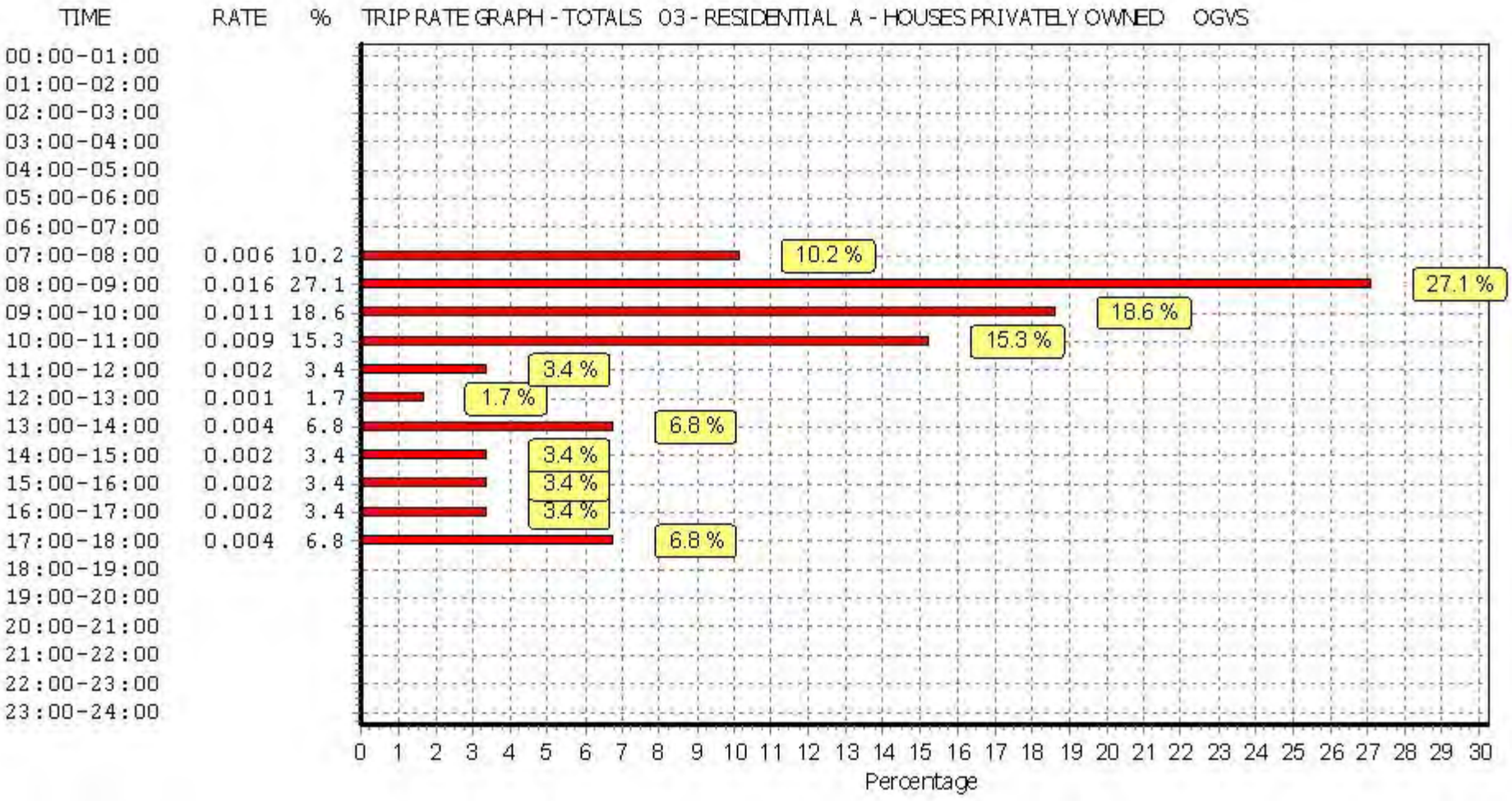



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 41 | 24 | 0.000 | 41 | 24 | 0.000 | 41 | 24 | 0.000 |
| 08:00 - 09:00 | 41 | 24 | 0.003 | 41 | 24 | 0.003 | 41 | 24 | 0.006 |
| 09:00 - 10:00 | 41 | 24 | 0.000 | 41 | 24 | 0.000 | 41 | 24 | 0.000 |
| 10:00 - 11:00 | 41 | 24 | 0.000 | 41 | 24 | 0.000 | 41 | 24 | 0.000 |
| 11:00 - 12:00 | 41 | 24 | 0.000 | 41 | 24 | 0.000 | 41 | 24 | 0.000 |
| 12:00 - 13:00 | 41 | 24 | 0.000 | 41 | 24 | 0.000 | 41 | 24 | 0.000 |
| 13:00 - 14:00 | 41 | 24 | 0.000 | 41 | 24 | 0.000 | 41 | 24 | 0.000 |
| 14:00 - 15:00 | 41 | 24 | 0.001 | 41 | 24 | 0.001 | 41 | 24 | 0.002 |
| 15:00 - 16:00 | 41 | 24 | 0.002 | 41 | 24 | 0.002 | 41 | 24 | 0.004 |
| 16:00 - 17:00 | 41 | 24 | 0.000 | 41 | 24 | 0.000 | 41 | 24 | 0.000 |
| 17:00 - 18:00 | 41 | 24 | 0.000 | 41 | 24 | 0.000 | 41 | 24 | 0.000 |
| 18:00 - 19:00 | 41 | 24 | 0.000 | 41 | 24 | 0.000 | 41 | 24 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.006 | | | 0.006 | | | 0.012 |

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 6 - 50 (units: ) |
| Survey date date range: | 01/01/09 - 10/05/17 |
| Number of weekdays (Monday-Friday): | 41 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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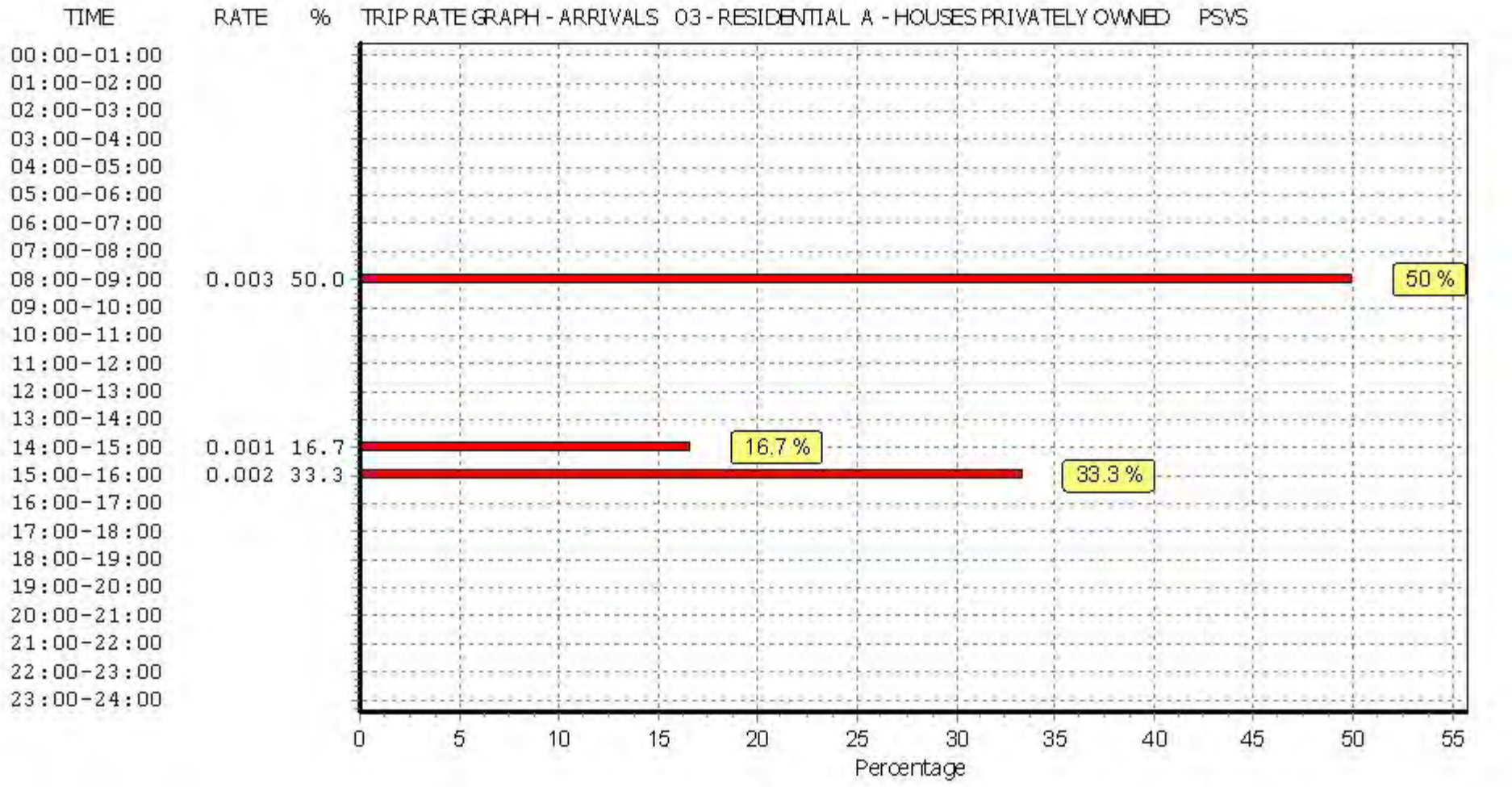
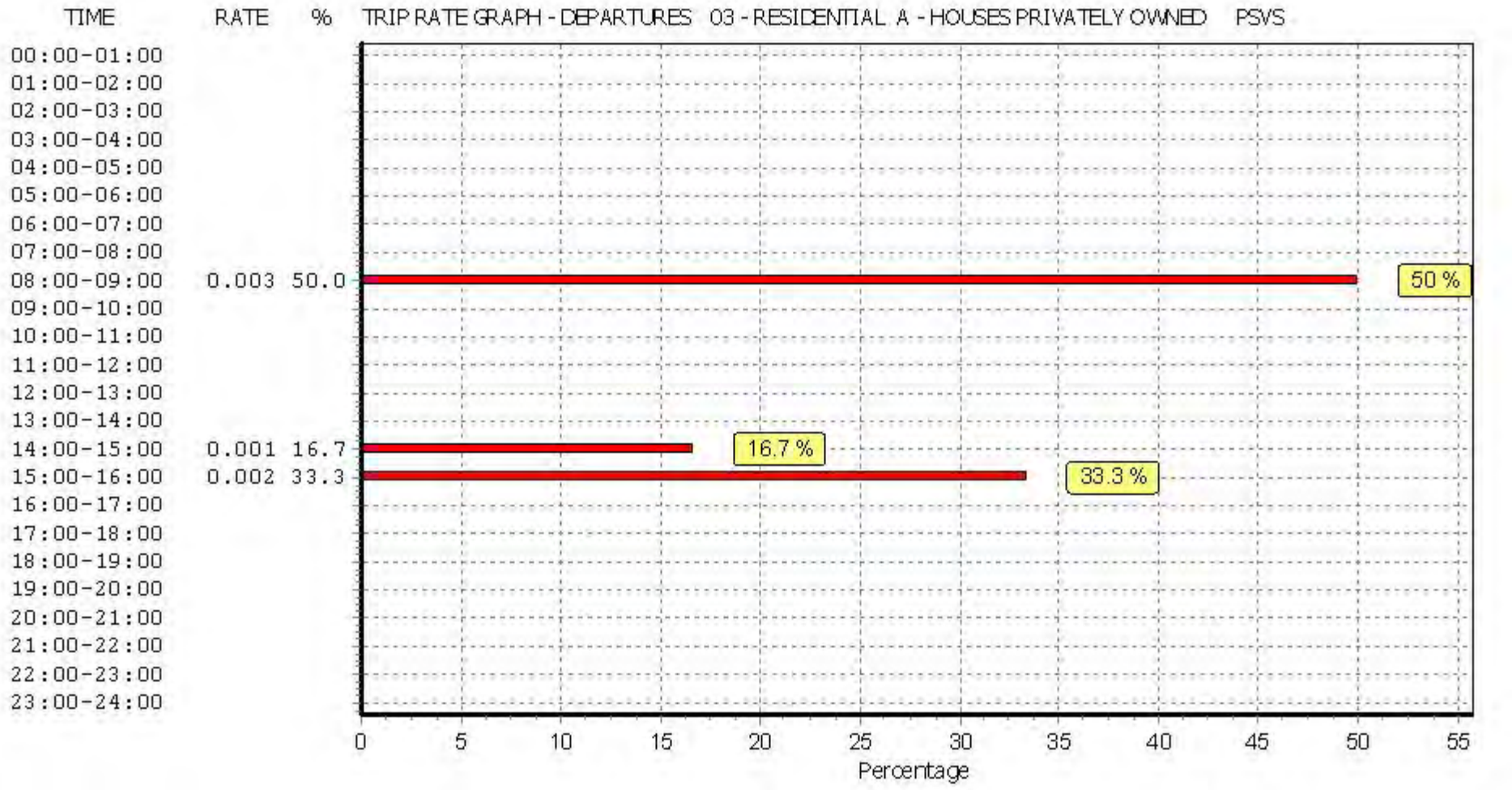



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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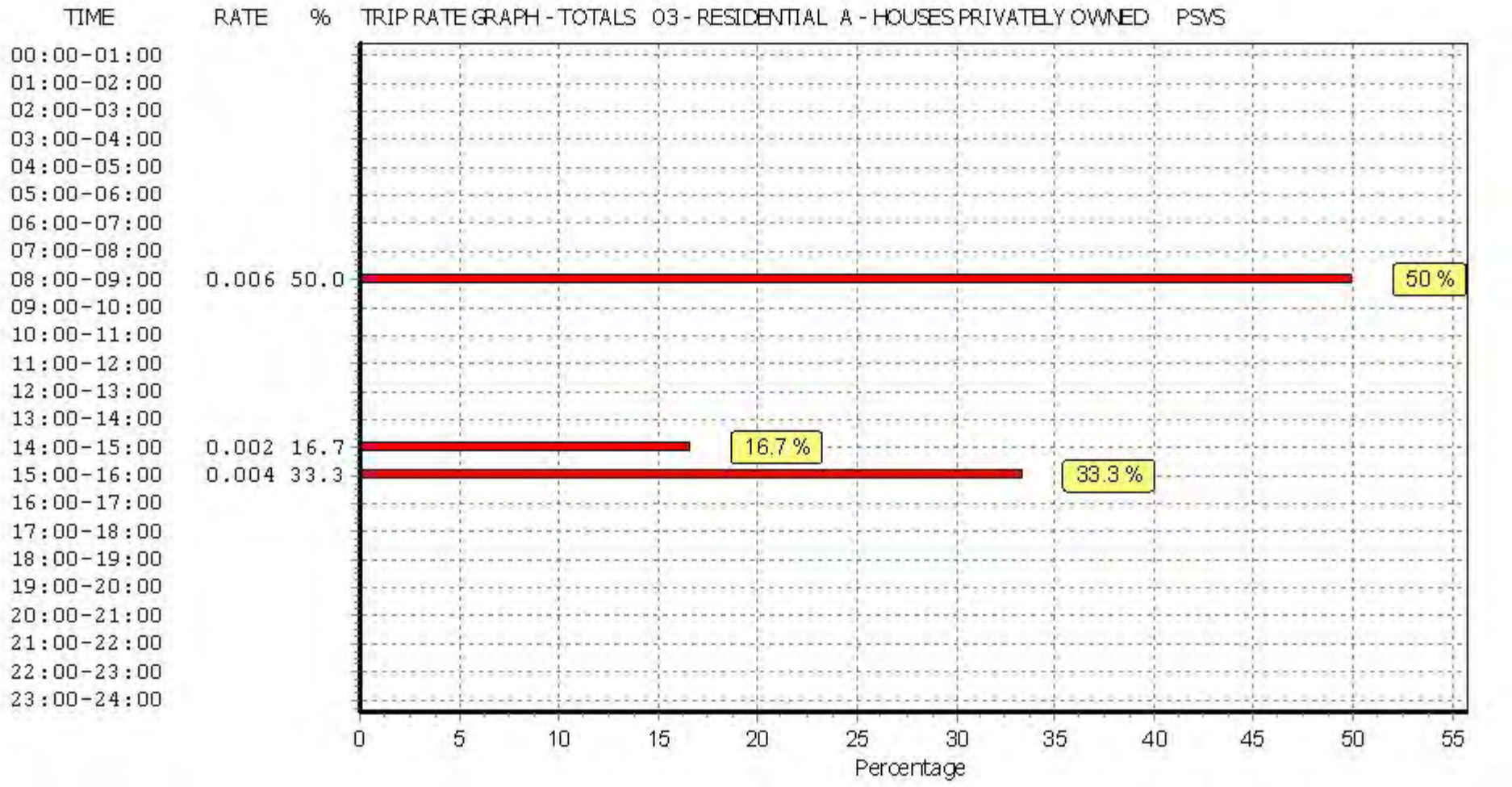


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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 41 | 24 | 0.006 | 41 | 24 | 0.024 | 41 | 24 | 0.030 |
| 08:00 - 09:00 | 41 | 24 | 0.003 | 41 | 24 | 0.020 | 41 | 24 | 0.023 |
| 09:00 - 10:00 | 41 | 24 | 0.002 | 41 | 24 | 0.005 | 41 | 24 | 0.007 |
| 10:00 - 11:00 | 41 | 24 | 0.005 | 41 | 24 | 0.009 | 41 | 24 | 0.014 |
| 11:00 - 12:00 | 41 | 24 | 0.002 | 41 | 24 | 0.003 | 41 | 24 | 0.005 |
| 12:00 - 13:00 | 41 | 24 | 0.010 | 41 | 24 | 0.007 | 41 | 24 | 0.017 |
| 13:00 - 14:00 | 41 | 24 | 0.007 | 41 | 24 | 0.004 | 41 | 24 | 0.011 |
| 14:00 - 15:00 | 41 | 24 | 0.004 | 41 | 24 | 0.007 | 41 | 24 | 0.011 |
| 15:00 - 16:00 | 41 | 24 | 0.021 | 41 | 24 | 0.000 | 41 | 24 | 0.021 |
| 16:00 - 17:00 | 41 | 24 | 0.018 | 41 | 24 | 0.005 | 41 | 24 | 0.023 |
| 17:00 - 18:00 | 41 | 24 | 0.018 | 41 | 24 | 0.012 | 41 | 24 | 0.030 |
| 18:00 - 19:00 | 41 | 24 | 0.014 | 41 | 24 | 0.009 | 41 | 24 | 0.023 |
| 19:00 - 20:00 | 1 | 7 | 0.000 | 1 | 7 | 0.000 | 1 | 7 | 0.000 |
| 20:00 - 21:00 | 1 | 7 | 0.000 | 1 | 7 | 0.000 | 1 | 7 | 0.000 |
| 21:00 - 22:00 | 1 | 7 | 0.000 | 1 | 7 | 0.000 | 1 | 7 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.110 | | | 0.105 | | | 0.215 |

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 6 - 50 (units: ) |
| Survey date date range: | 01/01/09 - 10/05/17 |
| Number of weekdays (Monday-Friday): | 41 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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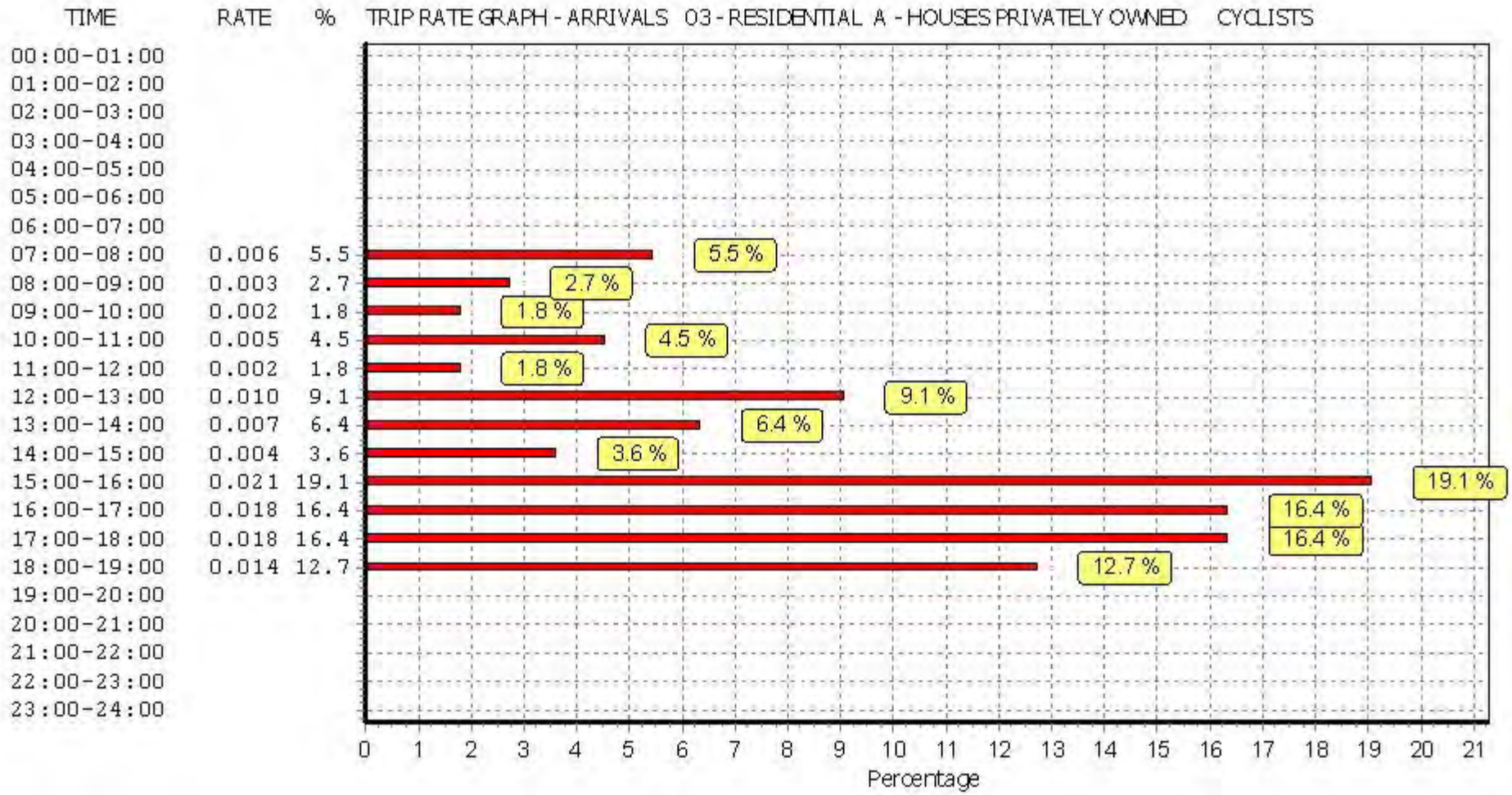
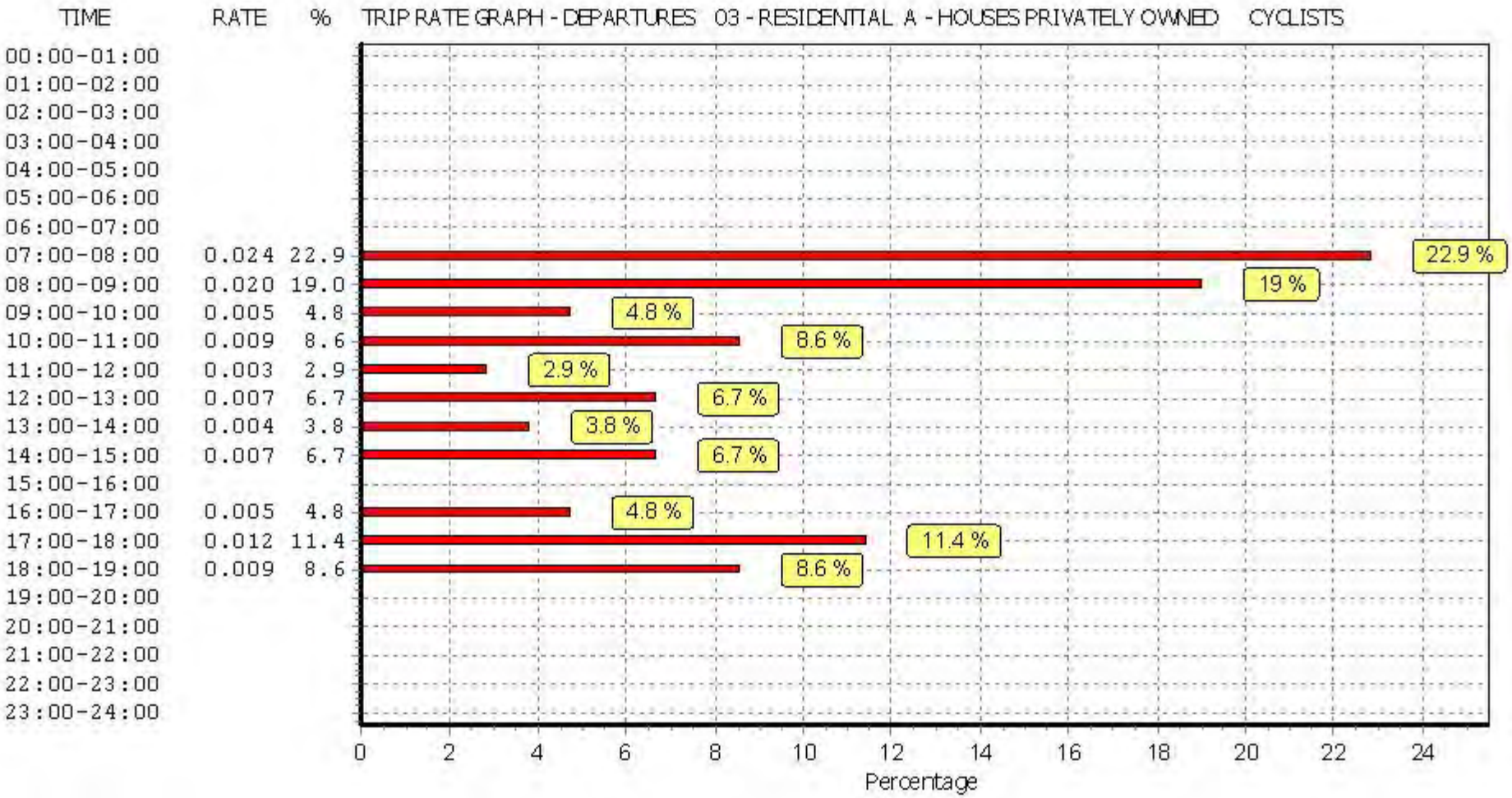



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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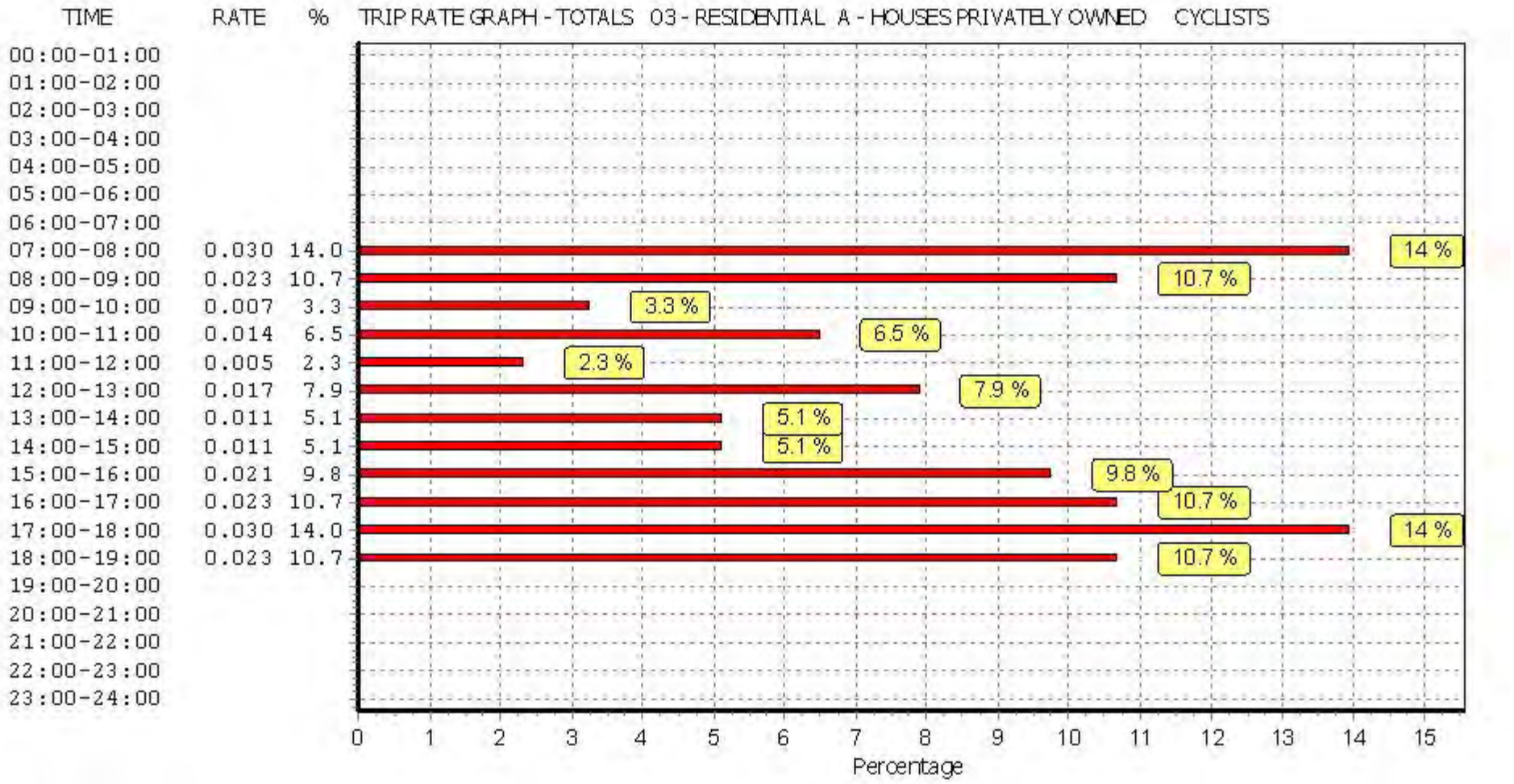


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

Calculation Reference: AUDIT-706706-180315-0305

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 06 | WEST MIDLANDS | | |
| | SH | SHROPSHIRE | 1 days |
| 08 | NORTH WEST | | |
| | MS | MERSEYSIDE | 1 days |

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 31 to 57 (units: )
Range Selected by User: 5 to 100 (units: )

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 10/05/17

*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:*

| | |
|---|---|
| Sunday | 2 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 2 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

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

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Residential Zone | 2 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| C3 | 2 days |

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

Secondary Filtering selection (Cont.):

*Population within 1 mile:*

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

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

*Population within 5 miles:*

| | |
|---|---|
| 100,001 to 125,000 | 1 days |
| 500,001 or More | 1 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 1 days |
| 1.6 to 2.0 | 1 days |

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

*Travel Plan:*

| | |
|---|---|
| No | 2 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 2 days |

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

*LIST OF SITES relevant to selection parameters*

| | | | | |
|---|---|---|---|---|
| 1 | MS-03-A-02 | DETACHED | | MERSEYSIDE |
| | RIVERSIDE DRIVE | | | |
| | AIGBURTH | | | |
| | LIVERPOOL | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Number of dwellings: | | 31 | |
| | *Survey date: SUNDAY* | | *05/09/10* | *Survey Type: MANUAL* |
| 2 | SH-03-A-02 | DETATCHED | | SHROPSHIRE |
| | GATCOMBE WAY | | | |
| | PRIORSLEE | | | |
| | TELFORD | | | |
| | Edge of Town | | | |
| | Residential Zone | | | |
| | Total Number of dwellings: | | 57 | |
| | *Survey date: SUNDAY* | | *21/06/09* | *Survey Type: MANUAL* |

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 44 | 0.057 | 2 | 44 | 0.034 | 2 | 44 | 0.091 |
| 08:00 - 09:00 | 2 | 44 | 0.034 | 2 | 44 | 0.125 | 2 | 44 | 0.159 |
| 09:00 - 10:00 | 2 | 44 | 0.080 | 2 | 44 | 0.148 | 2 | 44 | 0.228 |
| 10:00 - 11:00 | 2 | 44 | 0.205 | 2 | 44 | 0.341 | 2 | 44 | 0.546 |
| 11:00 - 12:00 | 2 | 44 | 0.239 | 2 | 44 | 0.375 | 2 | 44 | 0.614 |
| 12:00 - 13:00 | 2 | 44 | 0.330 | 2 | 44 | 0.261 | 2 | 44 | 0.591 |
| 13:00 - 14:00 | 2 | 44 | 0.307 | 2 | 44 | 0.239 | 2 | 44 | 0.546 |
| 14:00 - 15:00 | 2 | 44 | 0.170 | 2 | 44 | 0.182 | 2 | 44 | 0.352 |
| 15:00 - 16:00 | 2 | 44 | 0.261 | 2 | 44 | 0.170 | 2 | 44 | 0.431 |
| 16:00 - 17:00 | 2 | 44 | 0.159 | 2 | 44 | 0.159 | 2 | 44 | 0.318 |
| 17:00 - 18:00 | 2 | 44 | 0.159 | 2 | 44 | 0.125 | 2 | 44 | 0.284 |
| 18:00 - 19:00 | 2 | 44 | 0.148 | 2 | 44 | 0.148 | 2 | 44 | 0.296 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.149 | | | 2.307 | | | 4.456 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 31 - 57 (units: ) |
| Survey date date range: | 01/01/09 - 10/05/17 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 2 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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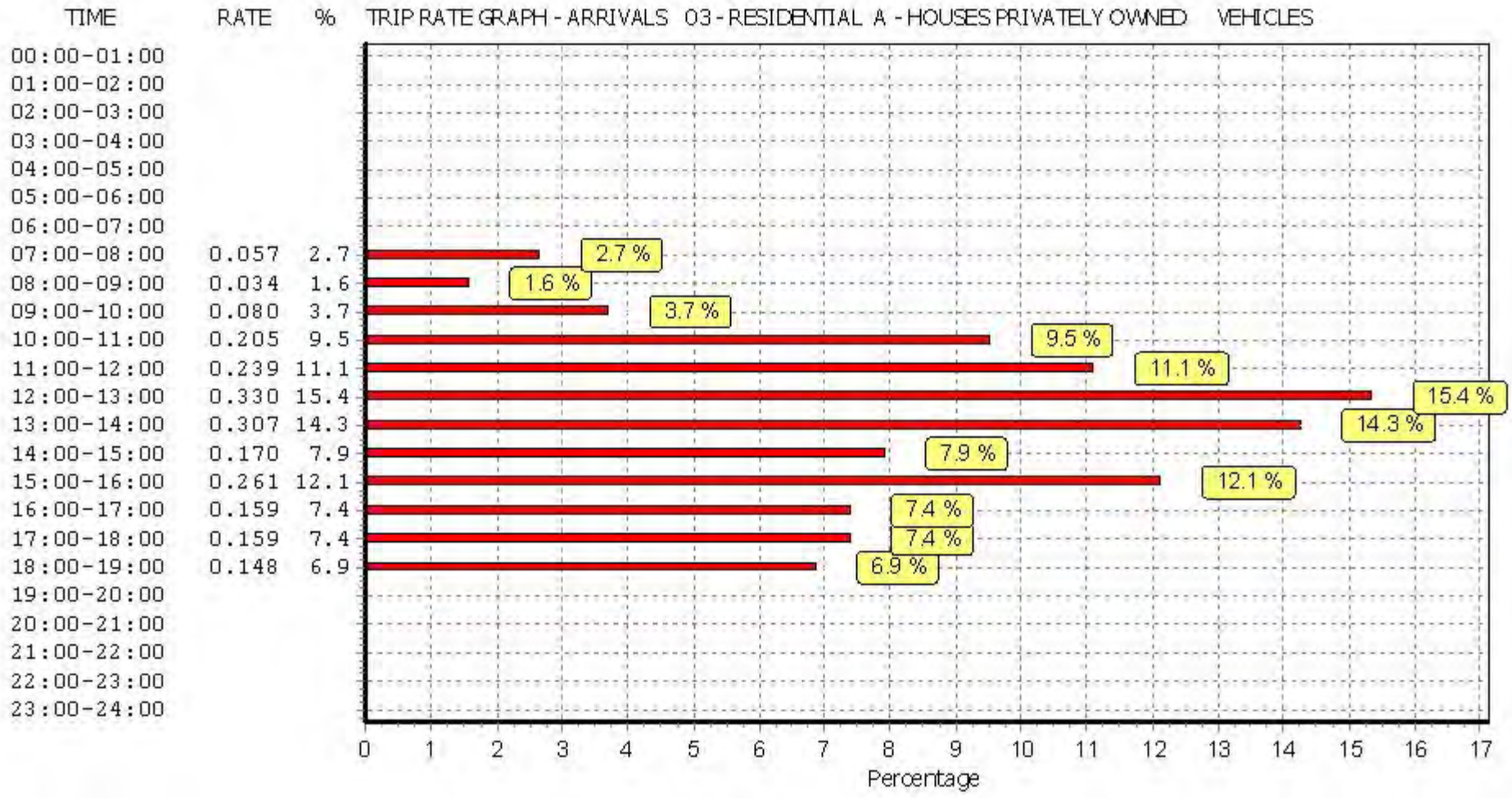


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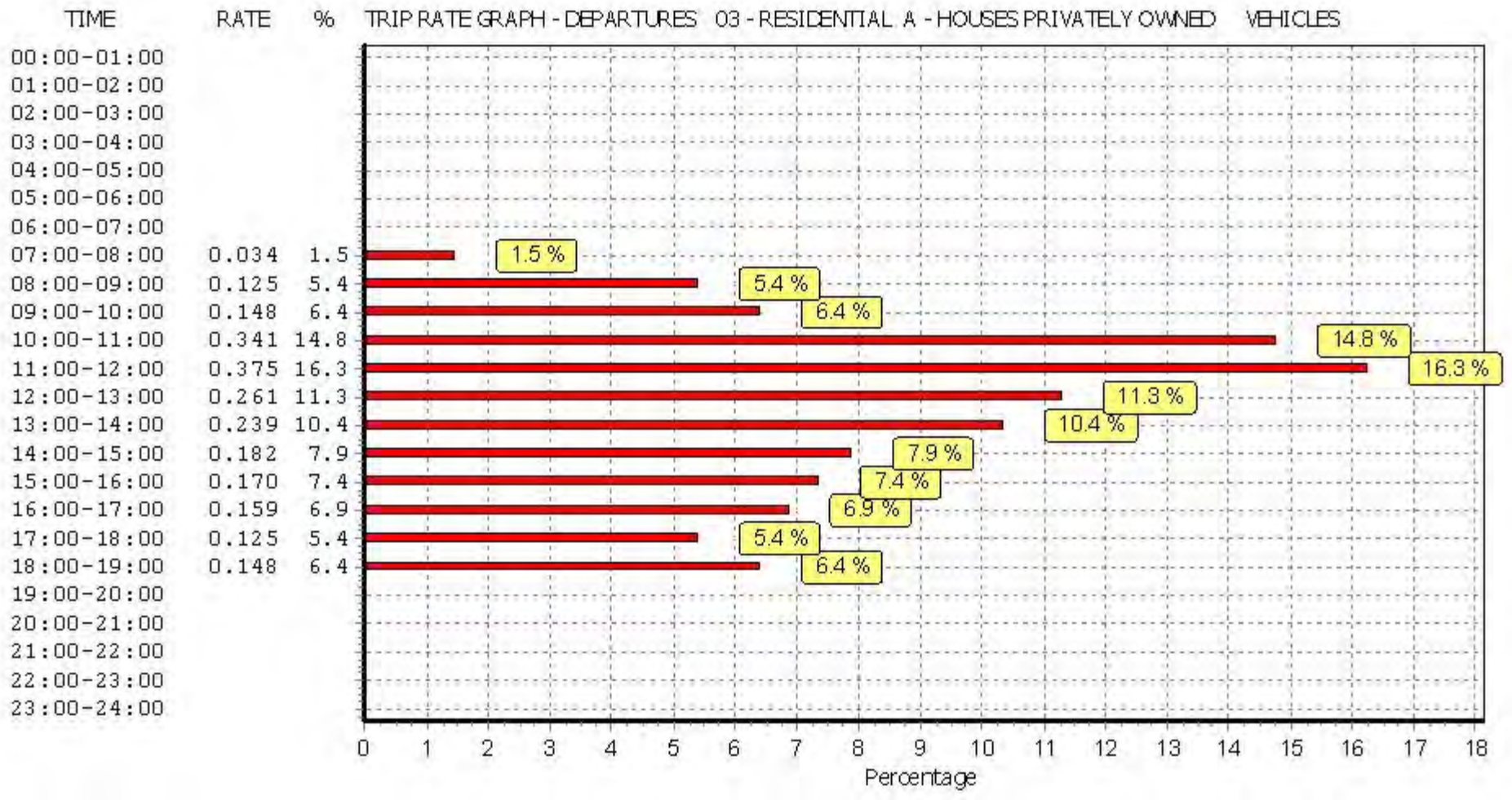


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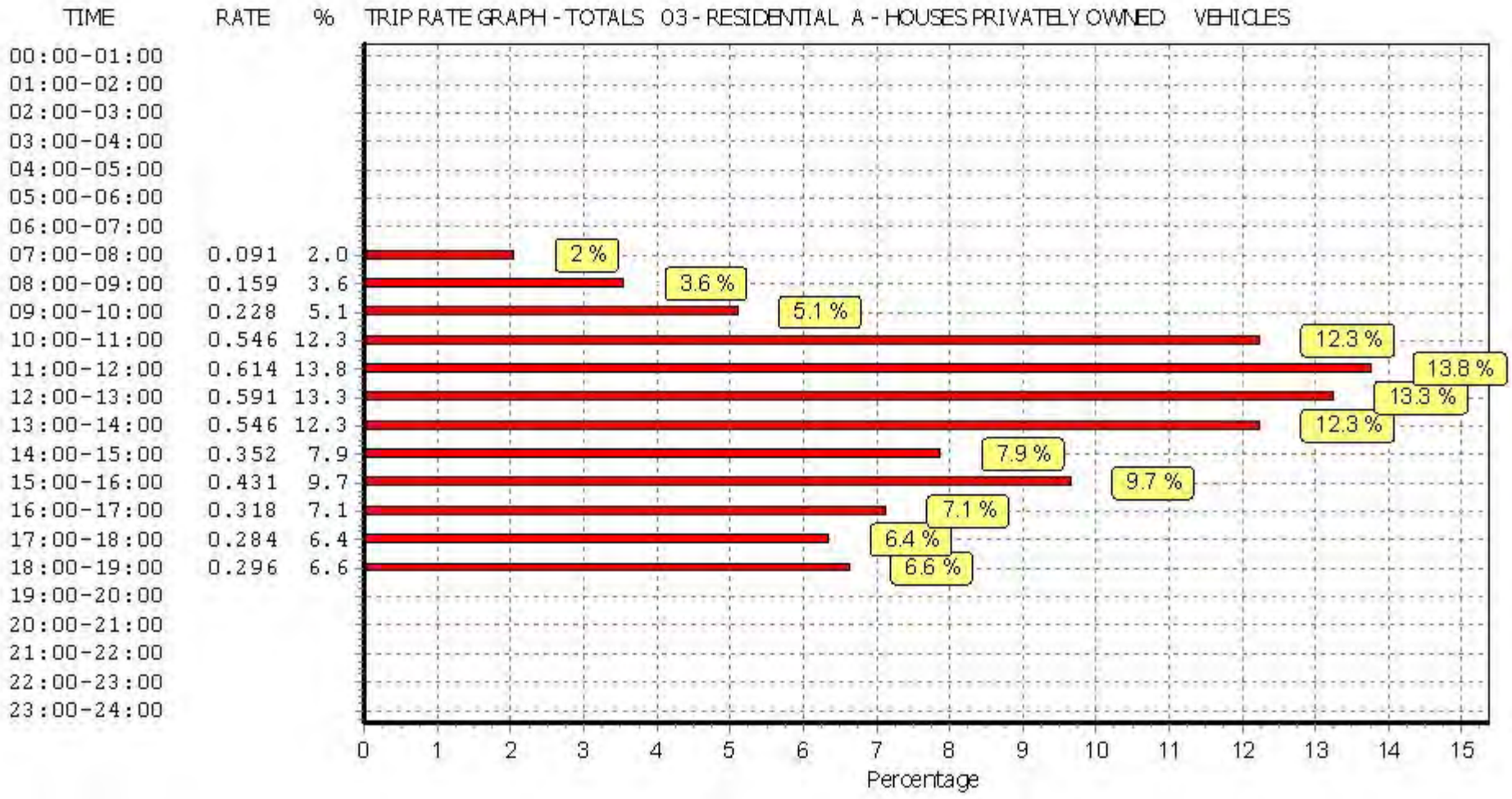


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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 08:00 - 09:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 09:00 - 10:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 10:00 - 11:00 | 2 | 44 | 0.011 | 2 | 44 | 0.011 | 2 | 44 | 0.022 |
| 11:00 - 12:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 12:00 - 13:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 13:00 - 14:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 14:00 - 15:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 15:00 - 16:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 16:00 - 17:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 17:00 - 18:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 18:00 - 19:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.011 | | | 0.011 | | | 0.022 |

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 31 - 57 (units: ) |
| Survey date date range: | 01/01/09 - 10/05/17 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 2 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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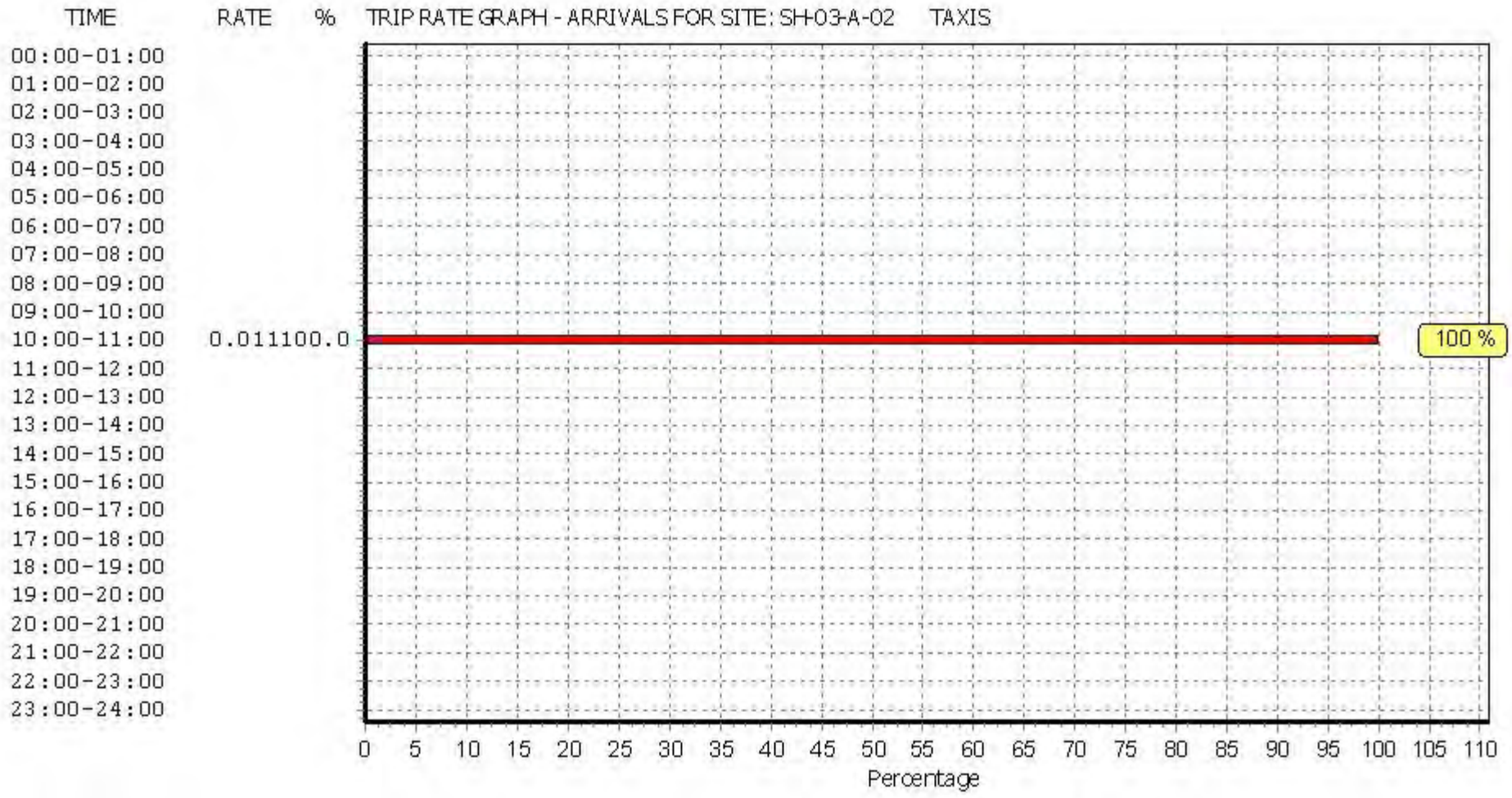


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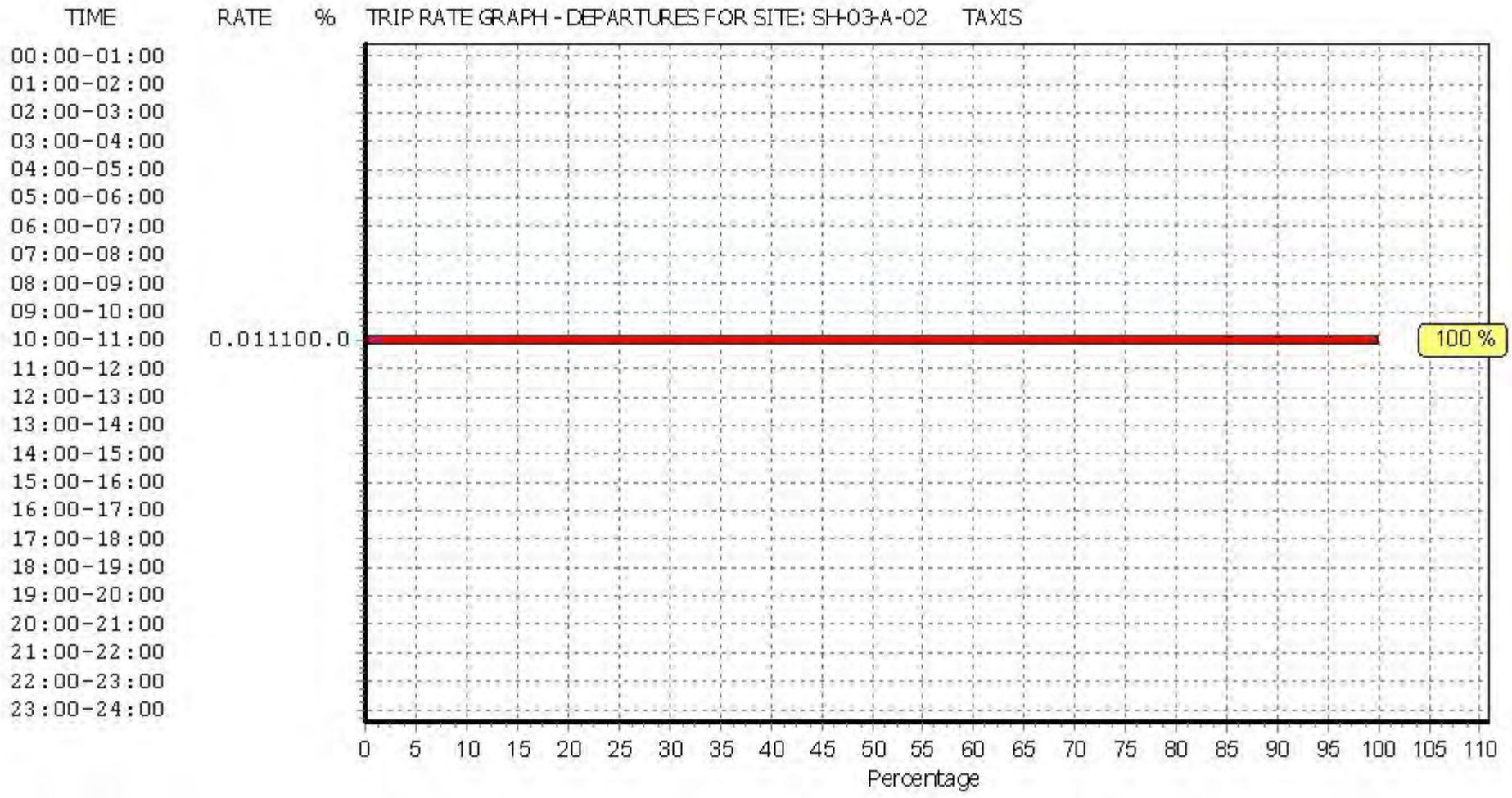


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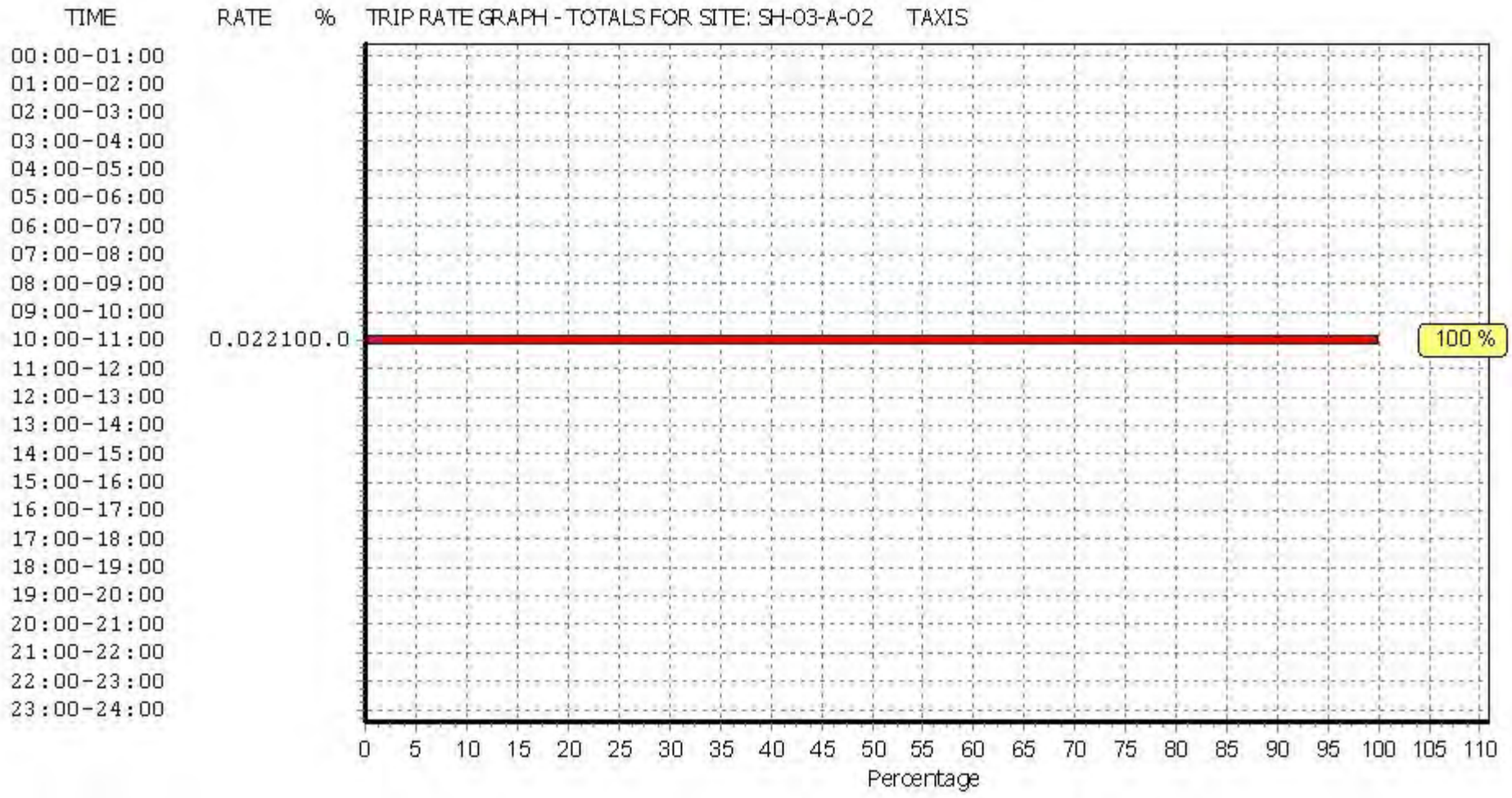


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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 08:00 - 09:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 09:00 - 10:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 10:00 - 11:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 11:00 - 12:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 12:00 - 13:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 13:00 - 14:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 14:00 - 15:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 15:00 - 16:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 16:00 - 17:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 17:00 - 18:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 18:00 - 19:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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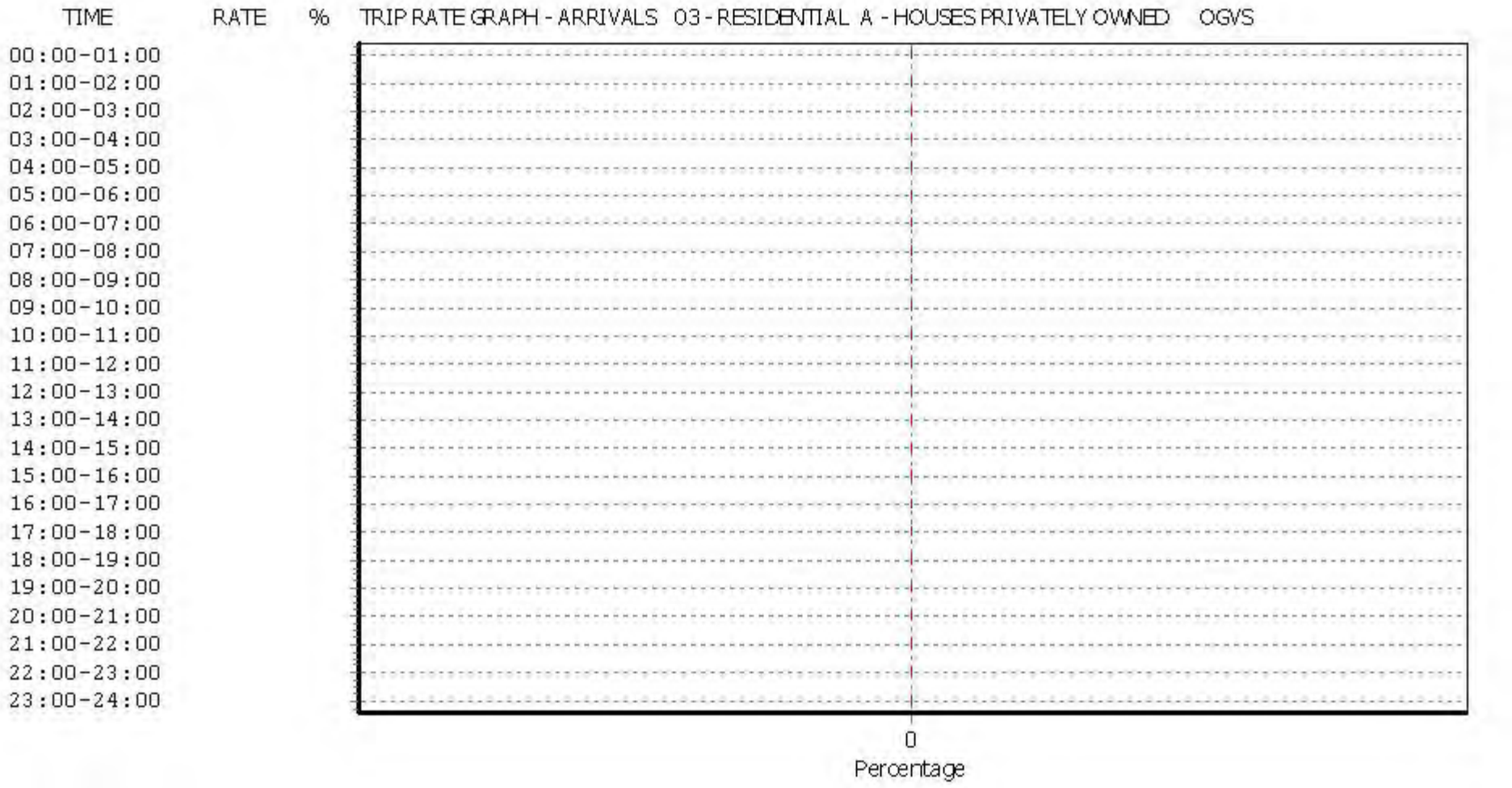
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 31 - 57 (units: ) |
| Survey date date range: | 01/01/09 - 10/05/17 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 2 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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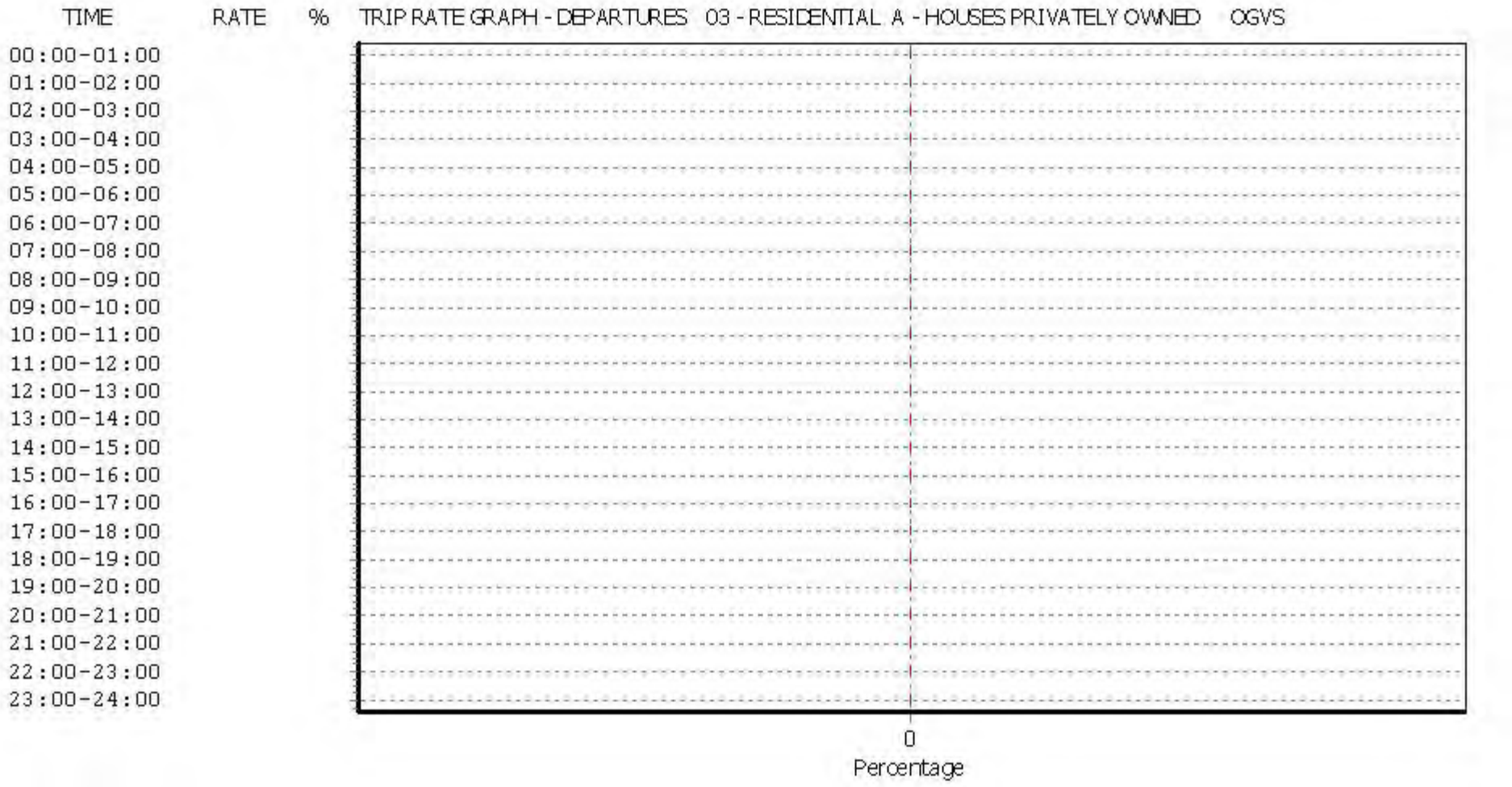


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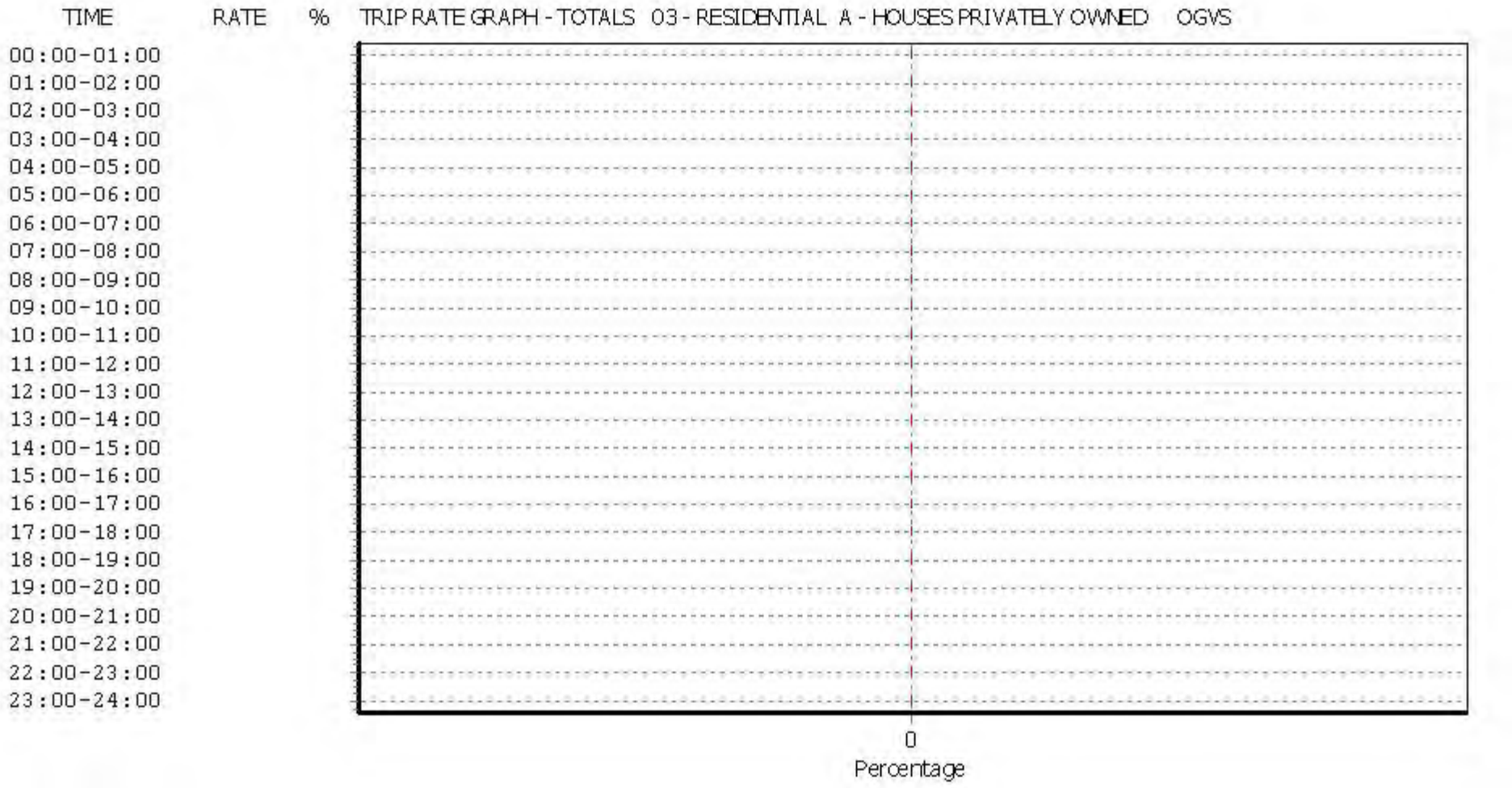


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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 08:00 - 09:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 09:00 - 10:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 10:00 - 11:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 11:00 - 12:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 12:00 - 13:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 13:00 - 14:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 14:00 - 15:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 15:00 - 16:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 16:00 - 17:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 17:00 - 18:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 18:00 - 19:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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

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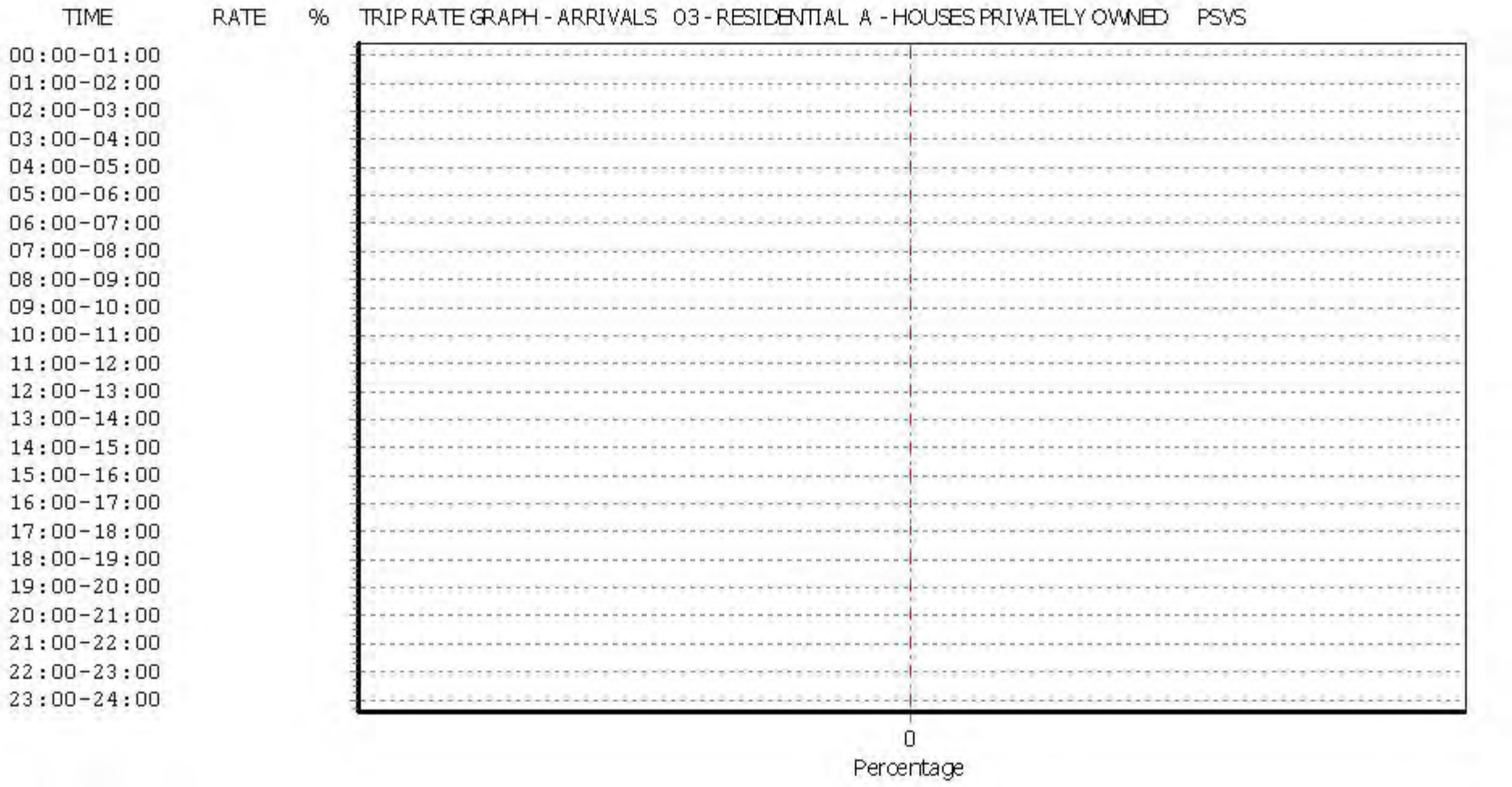
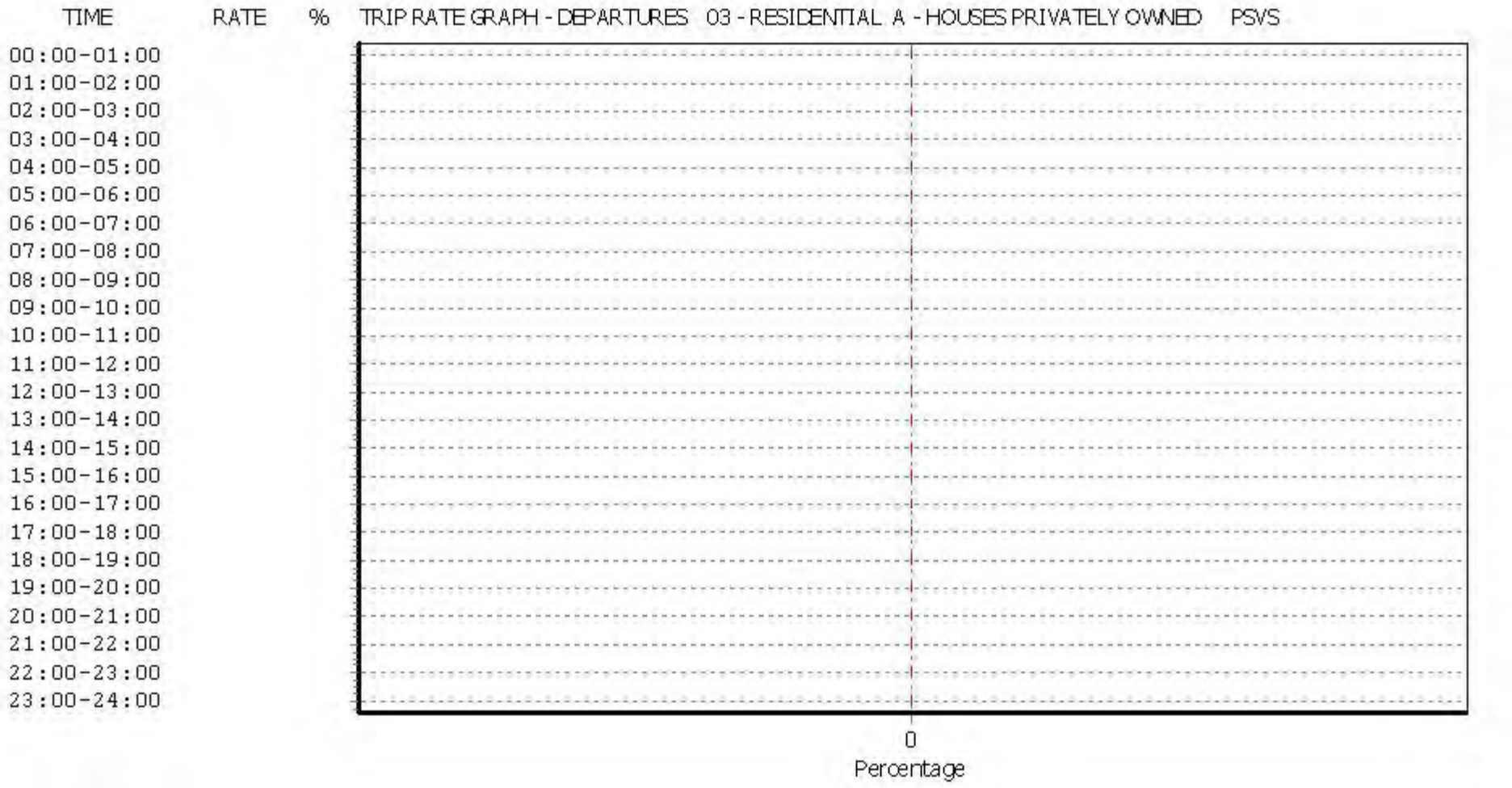
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 31 - 57 (units: ) |
| Survey date date range: | 01/01/09 - 10/05/17 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 2 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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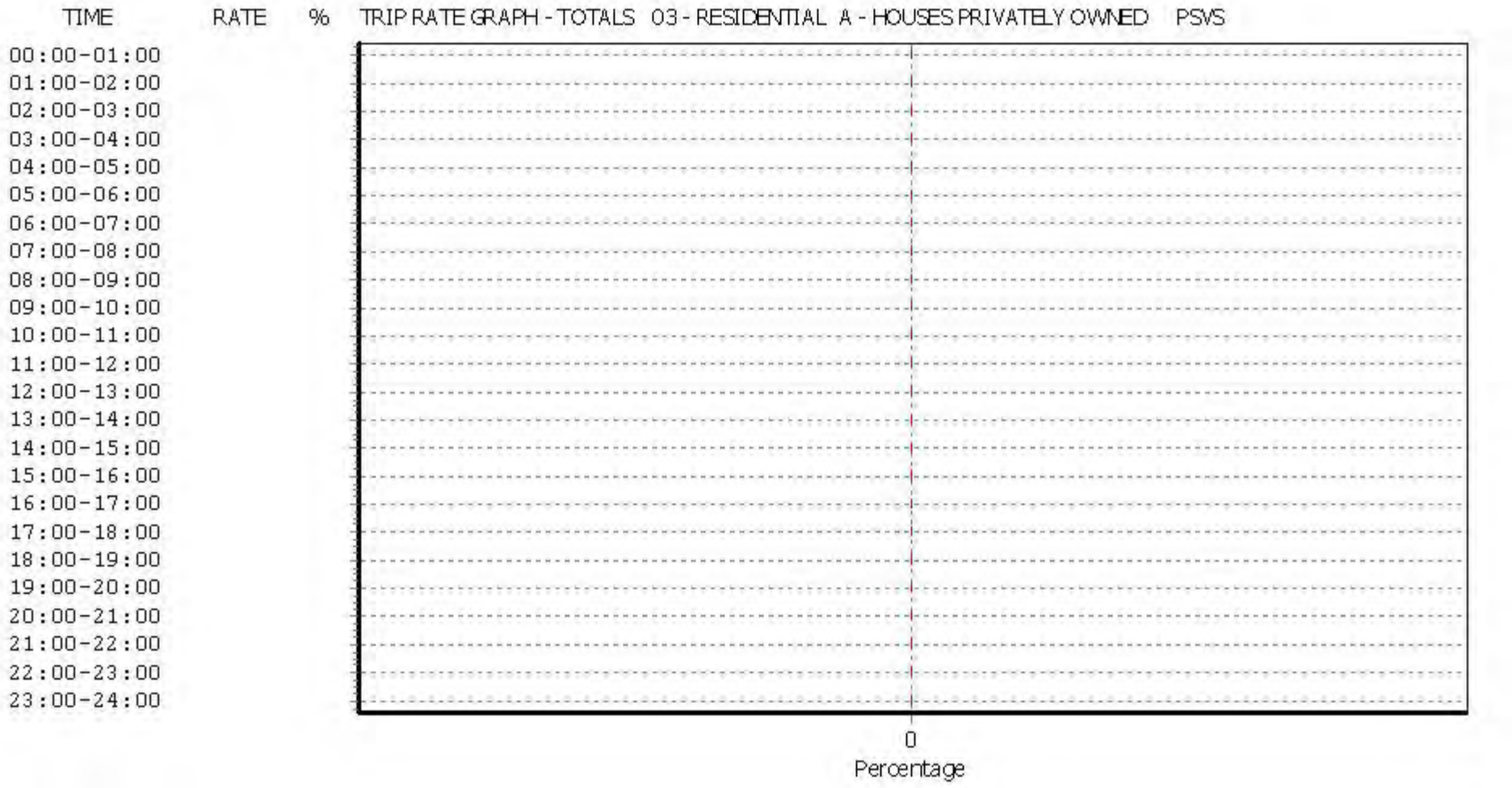


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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 08:00 - 09:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 09:00 - 10:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 10:00 - 11:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 11:00 - 12:00 | 2 | 44 | 0.011 | 2 | 44 | 0.011 | 2 | 44 | 0.022 |
| 12:00 - 13:00 | 2 | 44 | 0.000 | 2 | 44 | 0.011 | 2 | 44 | 0.011 |
| 13:00 - 14:00 | 2 | 44 | 0.011 | 2 | 44 | 0.000 | 2 | 44 | 0.011 |
| 14:00 - 15:00 | 2 | 44 | 0.011 | 2 | 44 | 0.011 | 2 | 44 | 0.022 |
| 15:00 - 16:00 | 2 | 44 | 0.011 | 2 | 44 | 0.011 | 2 | 44 | 0.022 |
| 16:00 - 17:00 | 2 | 44 | 0.000 | 2 | 44 | 0.011 | 2 | 44 | 0.011 |
| 17:00 - 18:00 | 2 | 44 | 0.000 | 2 | 44 | 0.045 | 2 | 44 | 0.045 |
| 18:00 - 19:00 | 2 | 44 | 0.000 | 2 | 44 | 0.000 | 2 | 44 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.044 | | | 0.100 | | | 0.144 |

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

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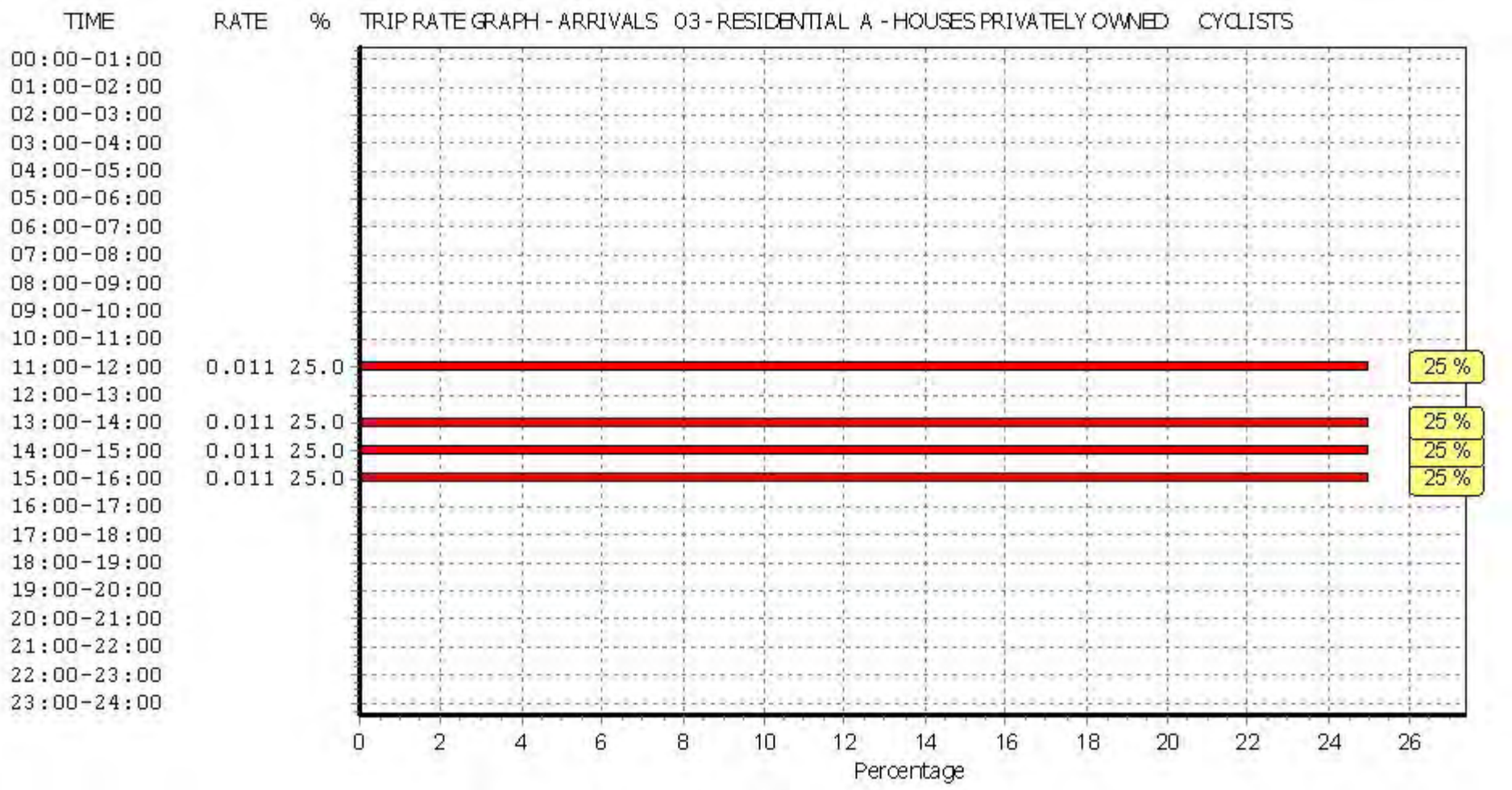
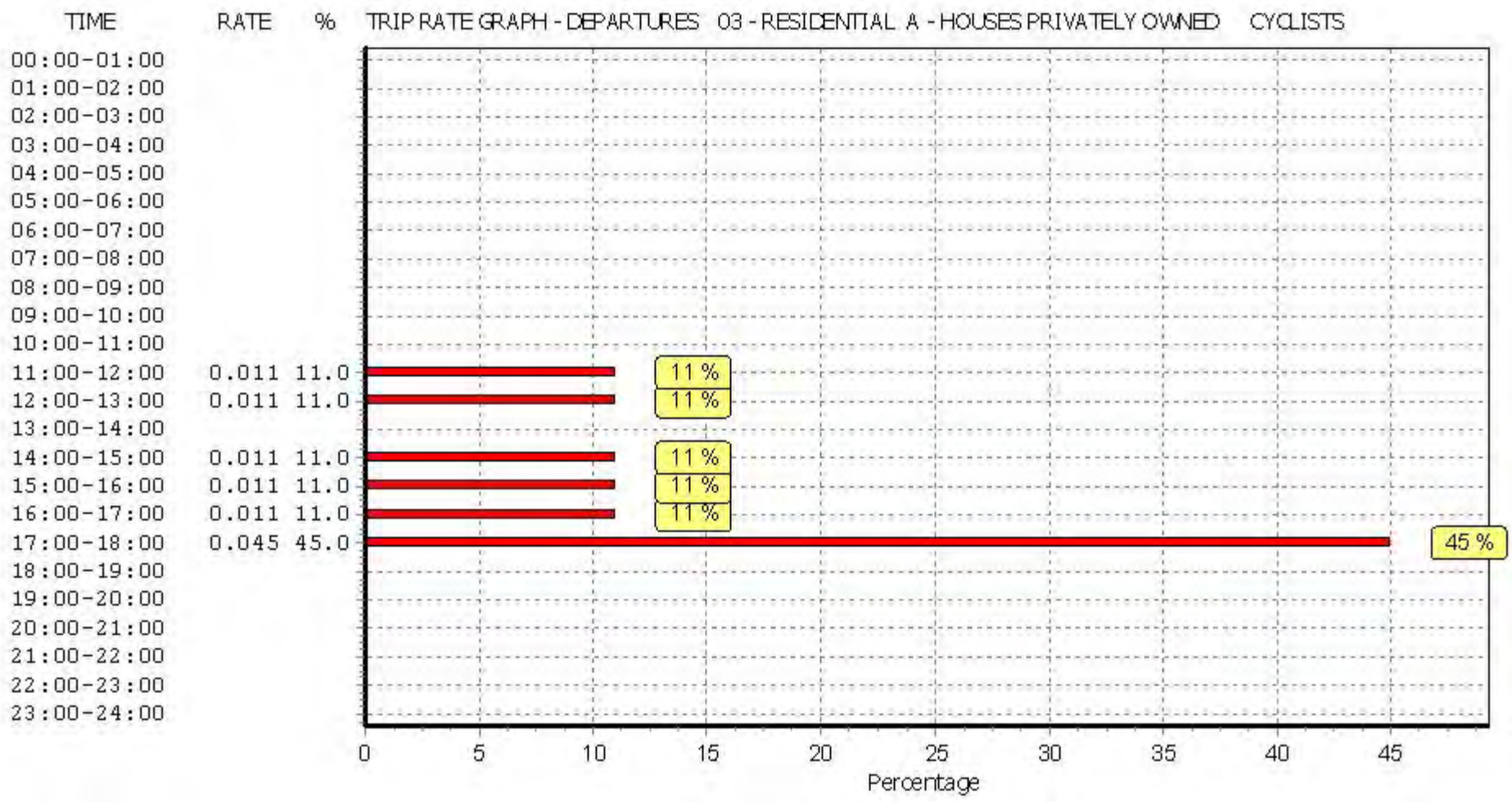
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 31 - 57 (units: ) |
| Survey date date range: | 01/01/09 - 10/05/17 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 2 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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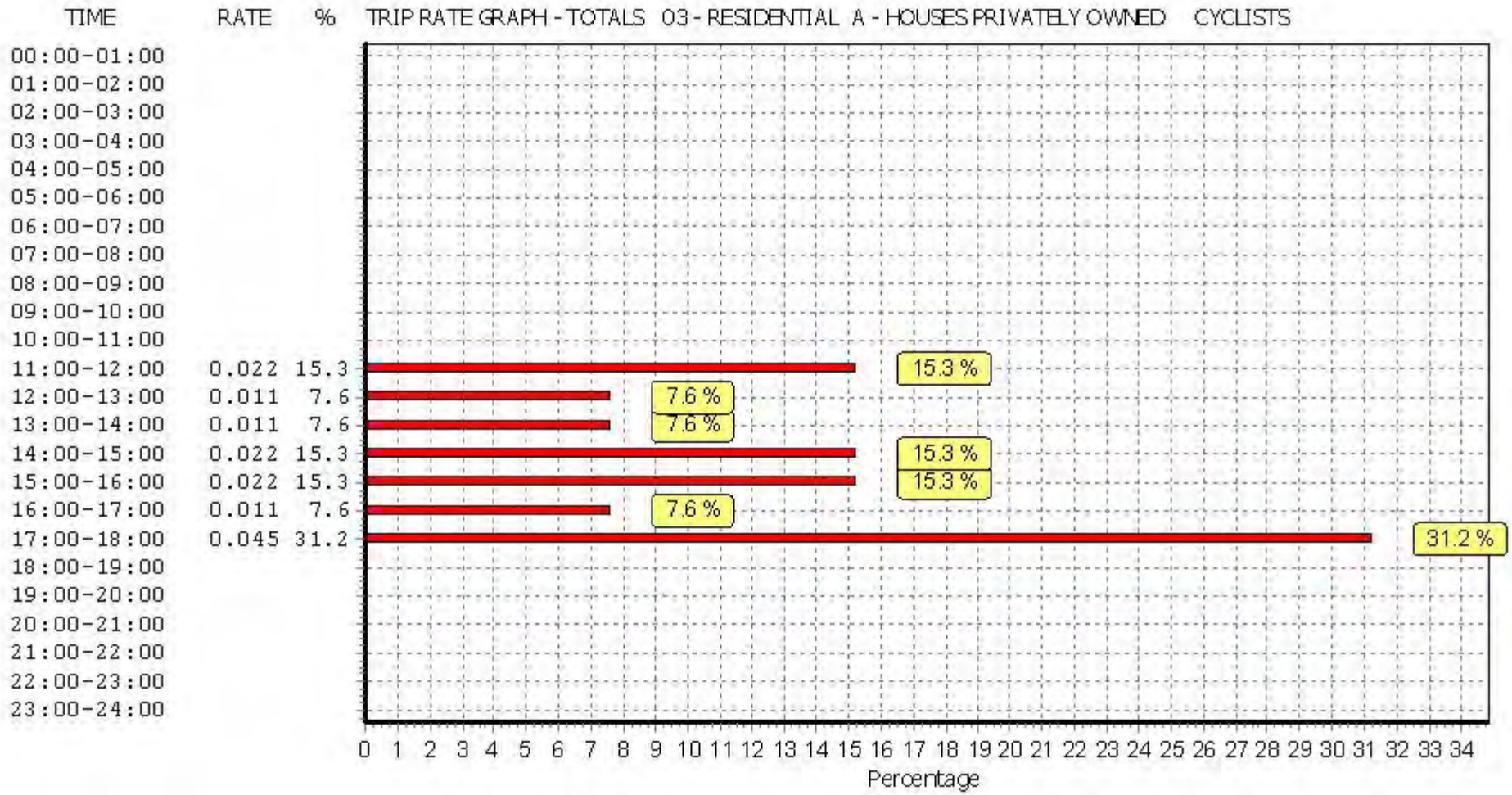
PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706

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Calculation Reference: AUDIT-706706-180319-0332

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : J - HOLIDAY ACCOMMODATION
VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 03 | SOUTH WEST | | |
| | DC | DORSET | 2 days |
| 04 | EAST ANGLIA | | |
| | SF | SUFFOLK | 1 days |
| 05 | EAST MIDLANDS | | |
| | DS | DERBYSHIRE | 1 days |
| 06 | WEST MIDLANDS | | |
| | SH | SHROPSHIRE | 1 days |
| | WM | WEST MIDLANDS | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | NY | NORTH YORKSHIRE | 1 days |
| 10 | WALES | | |
| | PS | POWYS | 1 days |
| | VG | VALE OF GLAMORGAN | 1 days |
| 13 | MUNSTER | | |
| | LI | LIMERICK | 1 days |
| 17 | ULSTER (NORTHERN IRELAND) | | |
| | DO | DOWN | 1 days |

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

Secondary Filtering selection:

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

Parameter: Number of units
Actual Range: 50 to 494 (units: )
Range Selected by User: 31 to 9700 (units: )

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 29/07/11

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

*Selected survey days:*

| | |
|---|---|
| Monday | 3 days |
| Tuesday | 1 days |
| Wednesday | 1 days |
| Friday | 6 days |

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

*Selected survey types:*

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

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

*Selected Locations:*

| | |
|---|---|
| Suburban Area (PPS6 Out of Centre) | 2 |
| Edge of Town | 1 |
| Neighbourhood Centre (PPS6 Local Centre) | 2 |
| Free Standing (PPS6 Out of Town) | 6 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Residential Zone | 1 |
| Village | 3 |
| Out of Town | 5 |
| No Sub Category | 2 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| Not Known | 10 days |

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

*Population within 1 mile:*

| | |
|---|---|
| 1,000 or Less | 3 days |
| 1,001 to 5,000 | 5 days |
| 5,001 to 10,000 | 1 days |
| 10,001 to 15,000 | 1 days |
| 25,001 to 50,000 | 1 days |

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

*Population within 5 miles:*

| | |
|---|---|
| 5,000 or Less | 1 days |
| 5,001 to 25,000 | 3 days |
| 25,001 to 50,000 | 1 days |
| 50,001 to 75,000 | 3 days |
| 75,001 to 100,000 | 2 days |
| 125,001 to 250,000 | 1 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 5 days |
| 1.1 to 1.5 | 2 days |
| 1.6 to 2.0 | 4 days |

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

*Travel Plan:*

| | |
|---|---|
| Not Known | 3 days |
| No | 8 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 11 days |

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

*LIST OF SITES relevant to selection parameters*

1 DC-03-J-04 CARAVAN PARK DORSET
PRESTON ROAD
PRESTON
NEAR WEYMOUTH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of units: 353
*Survey date: FRIDAY* *26/07/02* *Survey Type: MANUAL*

2 DC-03-J-05 CAMPING/CARAVAN DORSET
STATION ROAD

MORETON
Free Standing (PPS6 Out of Town)
Out of Town
Total Number of units: 122
*Survey date: FRIDAY* *11/07/08* *Survey Type: MANUAL*

3 DO-03-J-01 TARA CARAVAN PARK DOWN
BALLYQUINTIN ROAD

PORTAFERRY
Free Standing (PPS6 Out of Town)
Out of Town
Total Number of units: 50
*Survey date: FRIDAY* *30/07/10* *Survey Type: MANUAL*

4 DS-03-J-01 CARAVAN PARK DERBYSHIRE
MAIN ROAD
ELVASTON
THULSTON
Free Standing (PPS6 Out of Town)
Village
Total Number of units: 152
*Survey date: FRIDAY* *29/07/11* *Survey Type: MANUAL*

5 LI-03-J-01 HOLIDAY VILLAGE LIMERICK
GALTREE AVENUE

LIMERICK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of units: 70
*Survey date: MONDAY* *18/07/11* *Survey Type: MANUAL*

6 NY-03-J-01 CAMPING & CARAVANNING NORTH YORKSHIRE
BAR LANE
ROECLIFFE
NEAR BOROUGHBRIDGE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of units: 163
*Survey date: TUESDAY* *16/09/08* *Survey Type: MANUAL*

7 PS-03-J-01 CAMPING/CARAVAN POWYS
HAY ROAD

NEAR BRECON
Free Standing (PPS6 Out of Town)
Out of Town
Total Number of units: 115
*Survey date: FRIDAY* *19/07/02* *Survey Type: MANUAL*

8 SF-03-J-01 CARAVAN PARK SUFFOLK
WALTON AVENUE

FELIXSTOWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of units: 300
*Survey date: WEDNESDAY* *28/05/08* *Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

| | | | | |
|---|---|---|---|---|
| 9 | SH-03-J-01 | CARAVAN PARK | | SHROPSHIRE |
| | WELSHPOOL ROAD | | | |
| | BICTON HEATH | | | |
| | SHREWSBURY | | | |
| | Edge of Town | | | |
| | No Sub Category | | | |
| | Total Number of units: | | 115 | |
| | *Survey date: FRIDAY* | | *26/06/09* | *Survey Type: MANUAL* |
| 10 | VG-03-J-01 | CARAVAN PARK | | VALE OF GLAMORGAN |
| | FONTYGARY ROAD | | | |
| | RHOOSE | | | |
| | NEAR BARRY | | | |
| | Free Standing (PPS6 Out of Town) | | | |
| | Out of Town | | | |
| | Total Number of units: | | 494 | |
| | *Survey date: MONDAY* | | *22/07/02* | *Survey Type: MANUAL* |
| 11 | WM-03-J-01 | CARAVAN PARK | | WEST MIDLANDS |
| | MILL LANE | | | |
| | ASTON CANTLOW | | | |
| | NEAR COVENTRY | | | |
| | Free Standing (PPS6 Out of Town) | | | |
| | Out of Town | | | |
| | Total Number of units: | | 86 | |
| | *Survey date: MONDAY* | | *08/06/09* | *Survey Type: MANUAL* |

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
VEHICLES
Calculation factor: 1 UNITS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 11 | 184 | 0.013 | 11 | 184 | 0.024 | 11 | 184 | 0.037 |
| 08:00 - 09:00 | 11 | 184 | 0.031 | 11 | 184 | 0.042 | 11 | 184 | 0.073 |
| 09:00 - 10:00 | 11 | 184 | 0.047 | 11 | 184 | 0.072 | 11 | 184 | 0.119 |
| 10:00 - 11:00 | 11 | 184 | 0.059 | 11 | 184 | 0.107 | 11 | 184 | 0.166 |
| 11:00 - 12:00 | 11 | 184 | 0.069 | 11 | 184 | 0.113 | 11 | 184 | 0.182 |
| 12:00 - 13:00 | 11 | 184 | 0.070 | 11 | 184 | 0.088 | 11 | 184 | 0.158 |
| 13:00 - 14:00 | 11 | 184 | 0.080 | 11 | 184 | 0.079 | 11 | 184 | 0.159 |
| 14:00 - 15:00 | 11 | 184 | 0.093 | 11 | 184 | 0.072 | 11 | 184 | 0.165 |
| 15:00 - 16:00 | 11 | 184 | 0.096 | 11 | 184 | 0.064 | 11 | 184 | 0.160 |
| 16:00 - 17:00 | 11 | 184 | 0.108 | 11 | 184 | 0.072 | 11 | 184 | 0.180 |
| 17:00 - 18:00 | 11 | 184 | 0.114 | 11 | 184 | 0.063 | 11 | 184 | 0.177 |
| 18:00 - 19:00 | 11 | 184 | 0.093 | 11 | 184 | 0.065 | 11 | 184 | 0.158 |
| 19:00 - 20:00 | 8 | 132 | 0.065 | 8 | 132 | 0.057 | 8 | 132 | 0.122 |
| 20:00 - 21:00 | 8 | 132 | 0.059 | 8 | 132 | 0.025 | 8 | 132 | 0.084 |
| 21:00 - 22:00 | 7 | 139 | 0.026 | 7 | 139 | 0.020 | 7 | 139 | 0.046 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.023 | | | 0.963 | | | 1.986 |

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 50 - 494 (units: ) |
| Survey date date range: | 01/01/02 - 29/07/11 |
| Number of weekdays (Monday-Friday): | 11 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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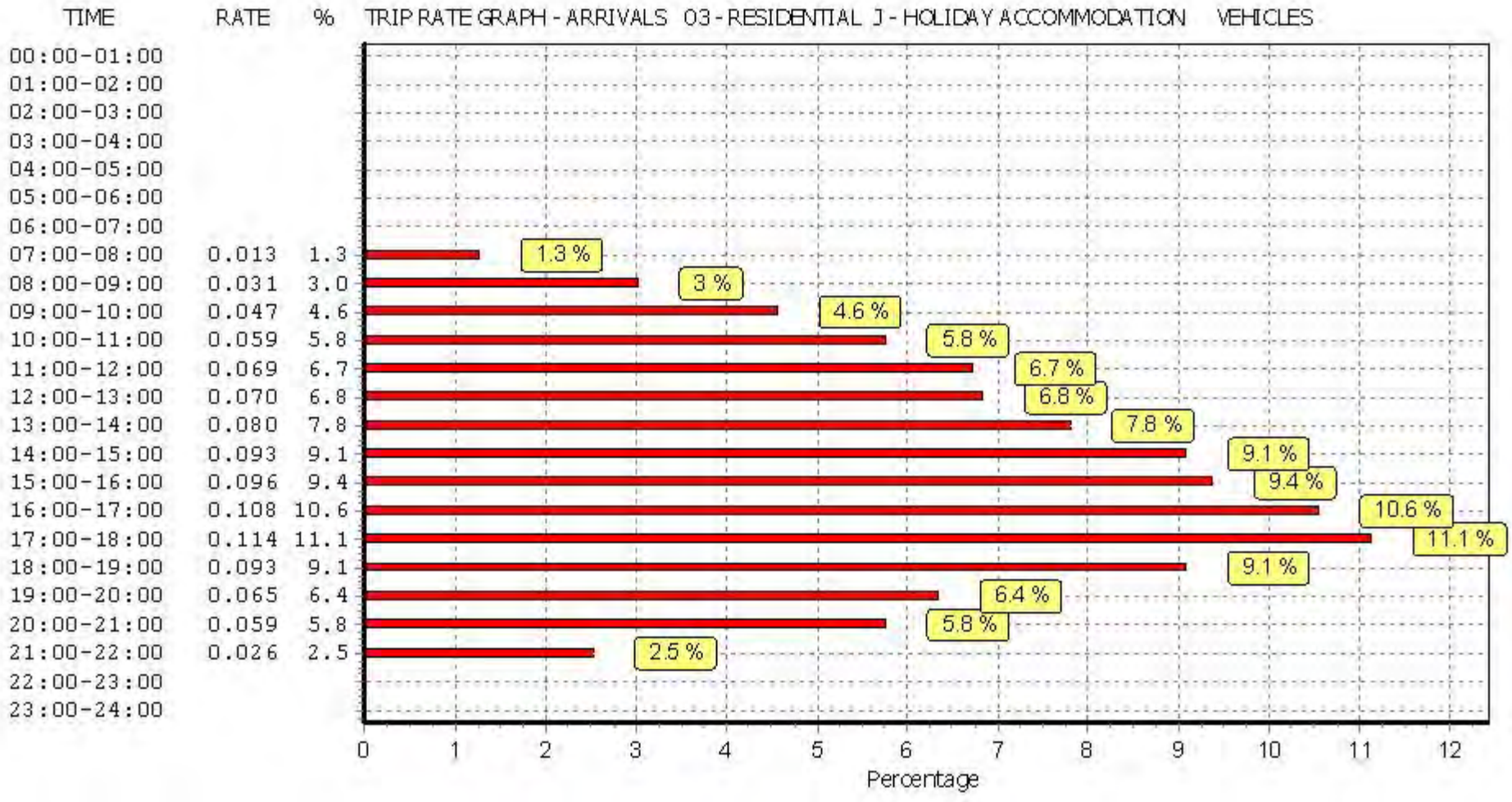
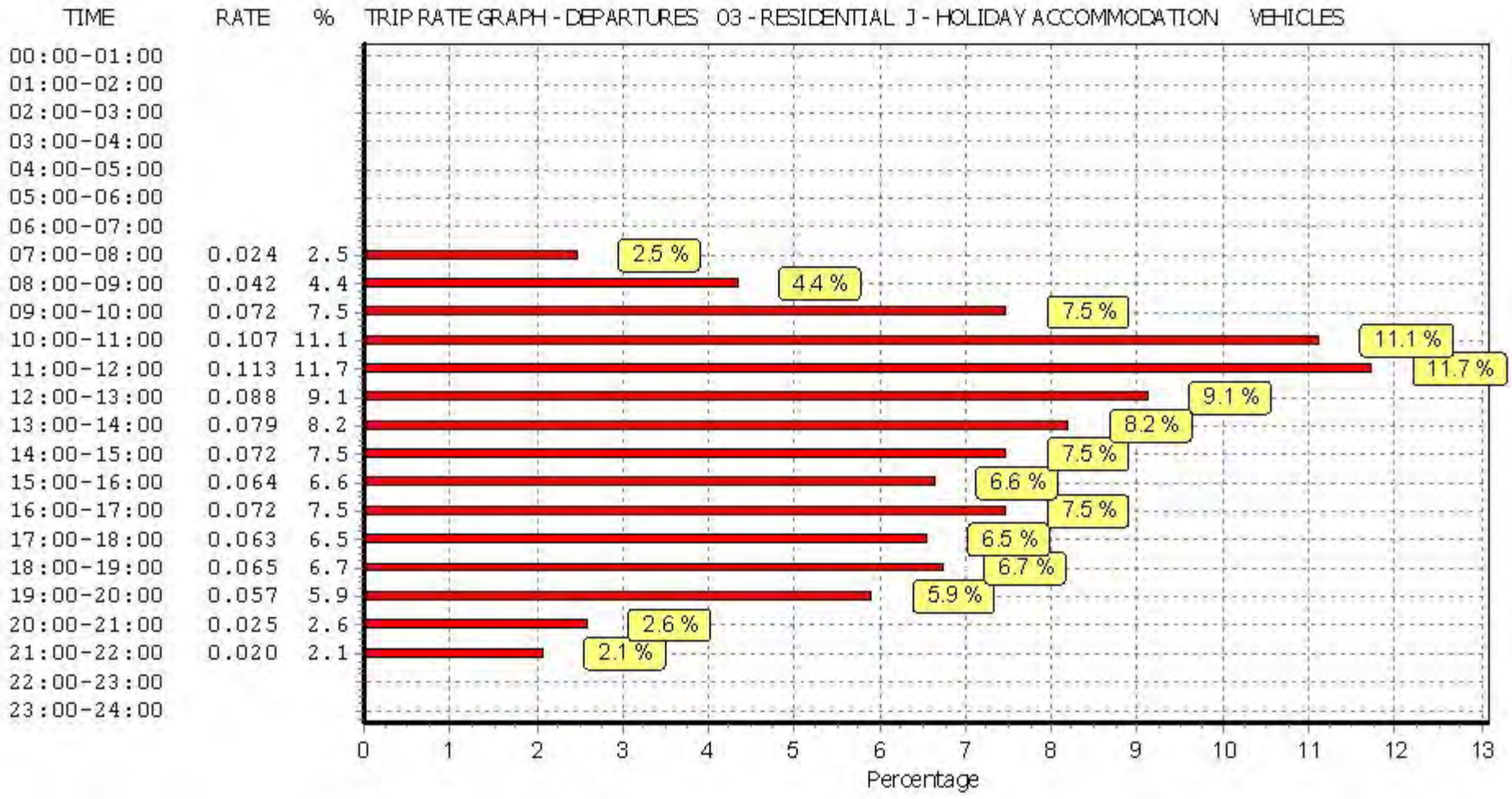
PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706

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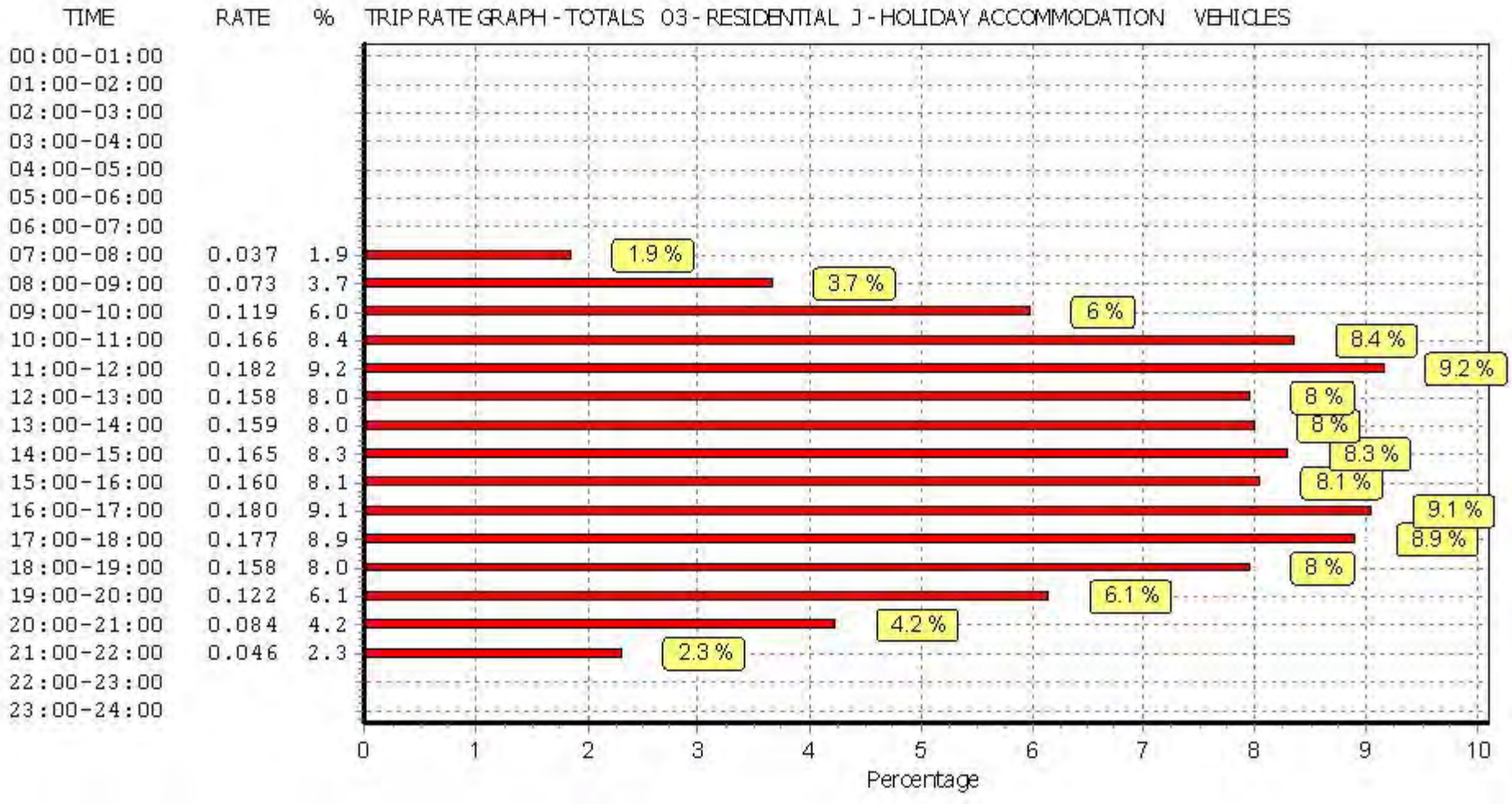


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TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
OGVS
Calculation factor: 1 UNITS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 08:00 - 09:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 09:00 - 10:00 | 11 | 184 | 0.001 | 11 | 184 | 0.001 | 11 | 184 | 0.002 |
| 10:00 - 11:00 | 11 | 184 | 0.003 | 11 | 184 | 0.001 | 11 | 184 | 0.004 |
| 11:00 - 12:00 | 11 | 184 | 0.002 | 11 | 184 | 0.003 | 11 | 184 | 0.005 |
| 12:00 - 13:00 | 11 | 184 | 0.001 | 11 | 184 | 0.002 | 11 | 184 | 0.003 |
| 13:00 - 14:00 | 11 | 184 | 0.002 | 11 | 184 | 0.001 | 11 | 184 | 0.003 |
| 14:00 - 15:00 | 11 | 184 | 0.001 | 11 | 184 | 0.001 | 11 | 184 | 0.002 |
| 15:00 - 16:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 16:00 - 17:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 17:00 - 18:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 18:00 - 19:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 19:00 - 20:00 | 8 | 132 | 0.001 | 8 | 132 | 0.000 | 8 | 132 | 0.001 |
| 20:00 - 21:00 | 8 | 132 | 0.001 | 8 | 132 | 0.001 | 8 | 132 | 0.002 |
| 21:00 - 22:00 | 7 | 139 | 0.000 | 7 | 139 | 0.000 | 7 | 139 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.012 | | | 0.010 | | | 0.022 |

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 50 - 494 (units: ) |
| Survey date date range: | 01/01/02 - 29/07/11 |
| Number of weekdays (Monday-Friday): | 11 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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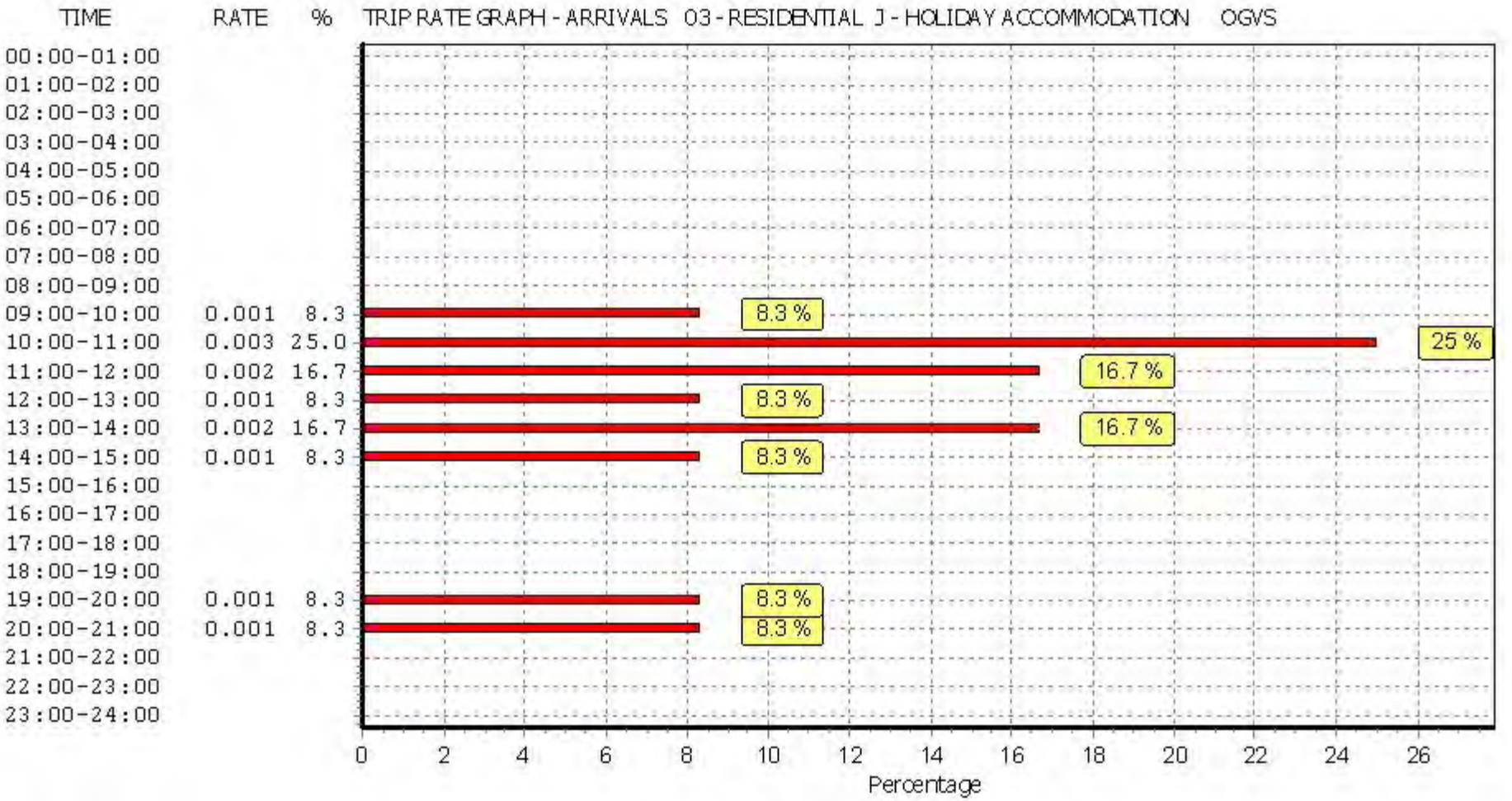
PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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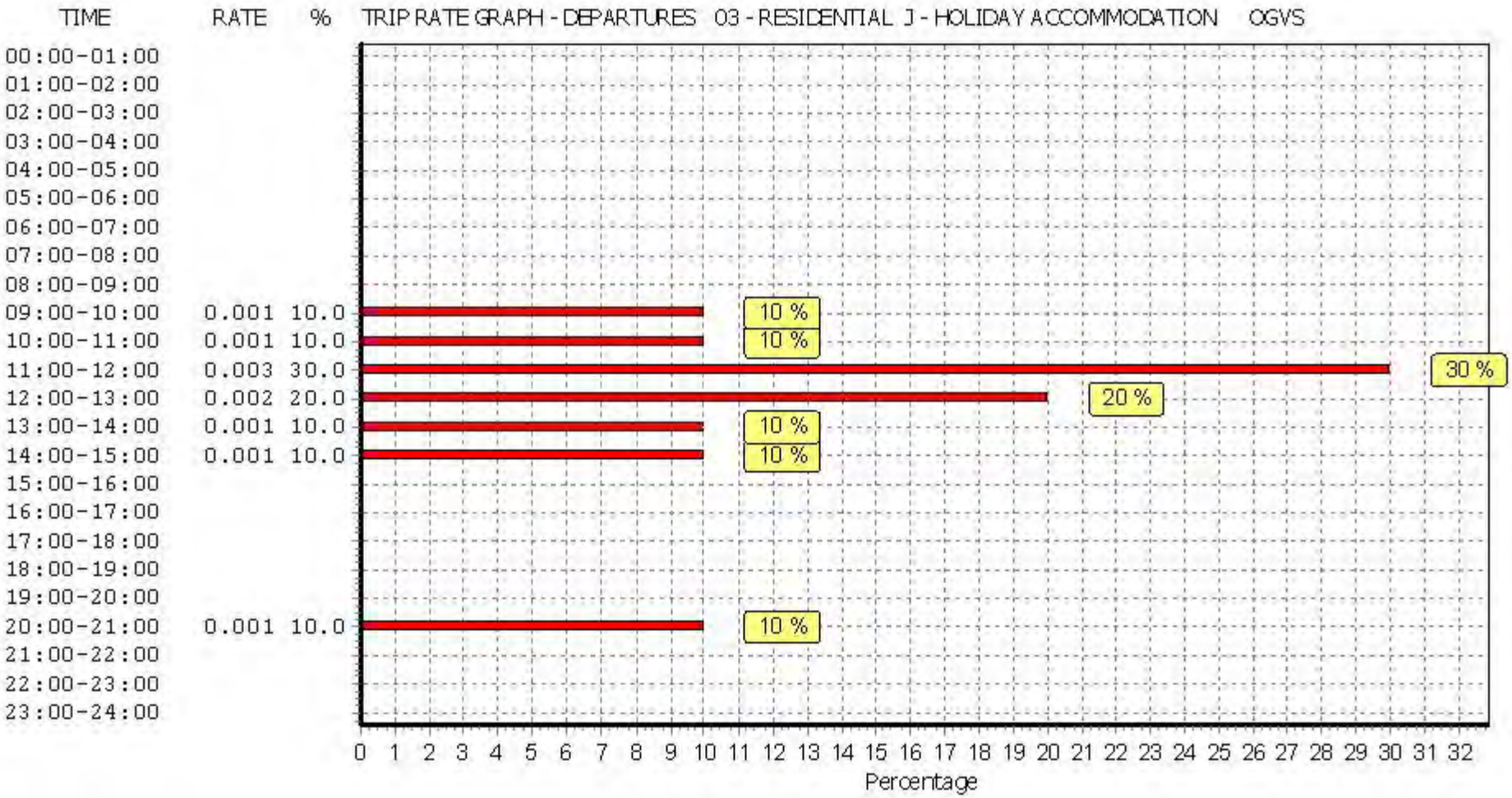


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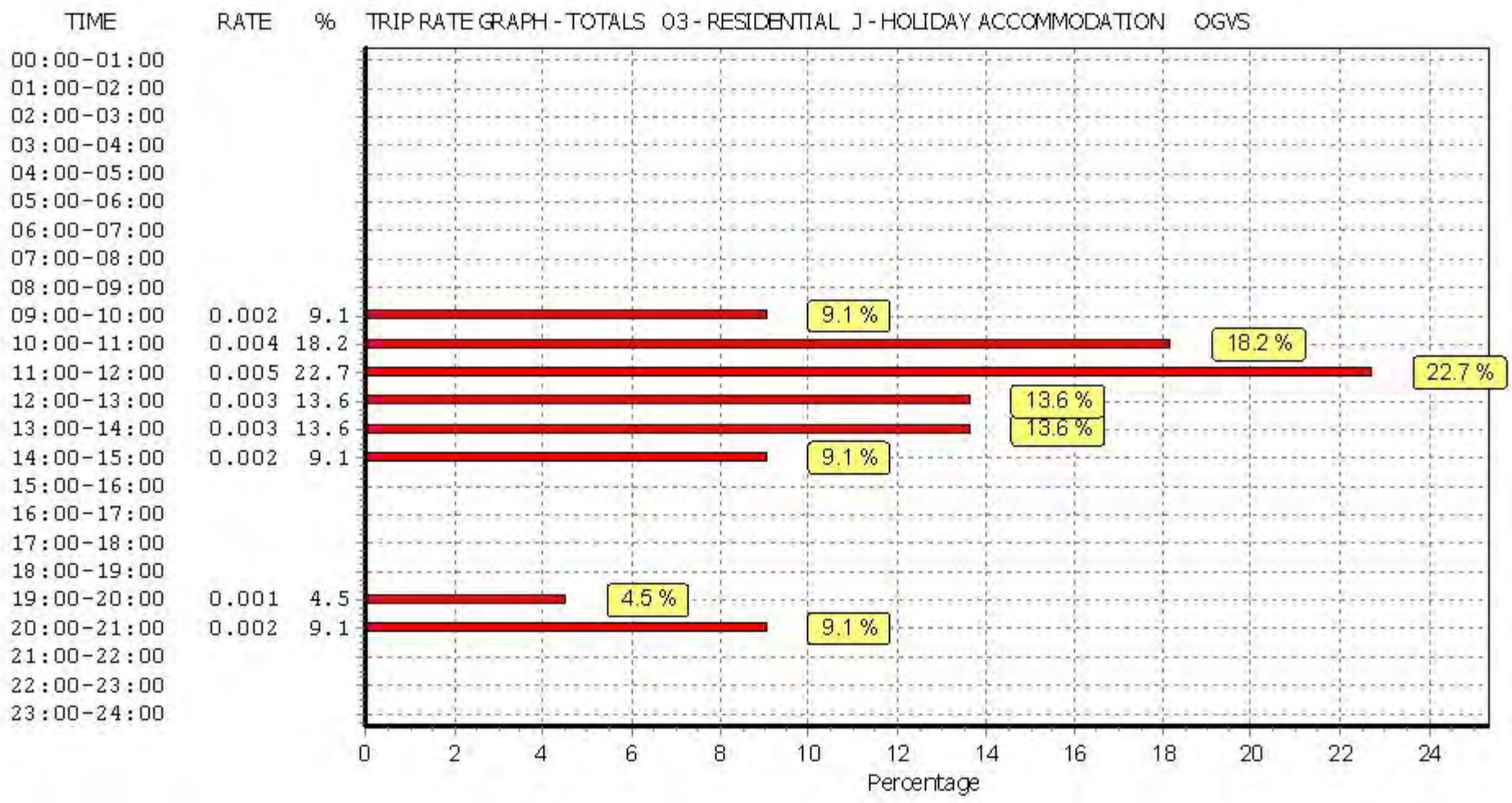


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TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
PSVS
Calculation factor: 1 UNITS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 08:00 - 09:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 09:00 - 10:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 10:00 - 11:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 11:00 - 12:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 12:00 - 13:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 13:00 - 14:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 14:00 - 15:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 15:00 - 16:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 16:00 - 17:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 17:00 - 18:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 18:00 - 19:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 19:00 - 20:00 | 8 | 132 | 0.000 | 8 | 132 | 0.000 | 8 | 132 | 0.000 |
| 20:00 - 21:00 | 8 | 132 | 0.000 | 8 | 132 | 0.000 | 8 | 132 | 0.000 |
| 21:00 - 22:00 | 7 | 139 | 0.000 | 7 | 139 | 0.000 | 7 | 139 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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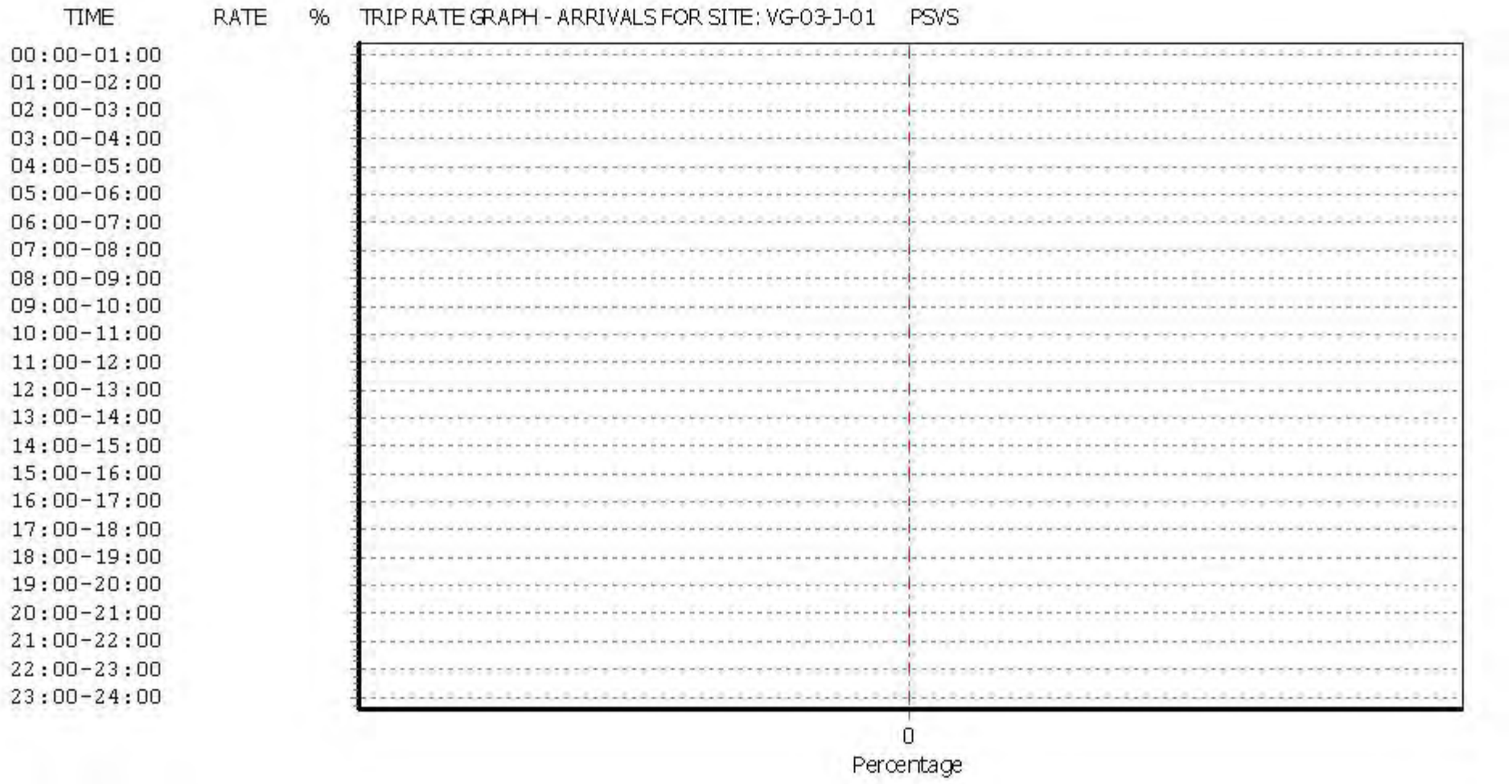
Parameter summary

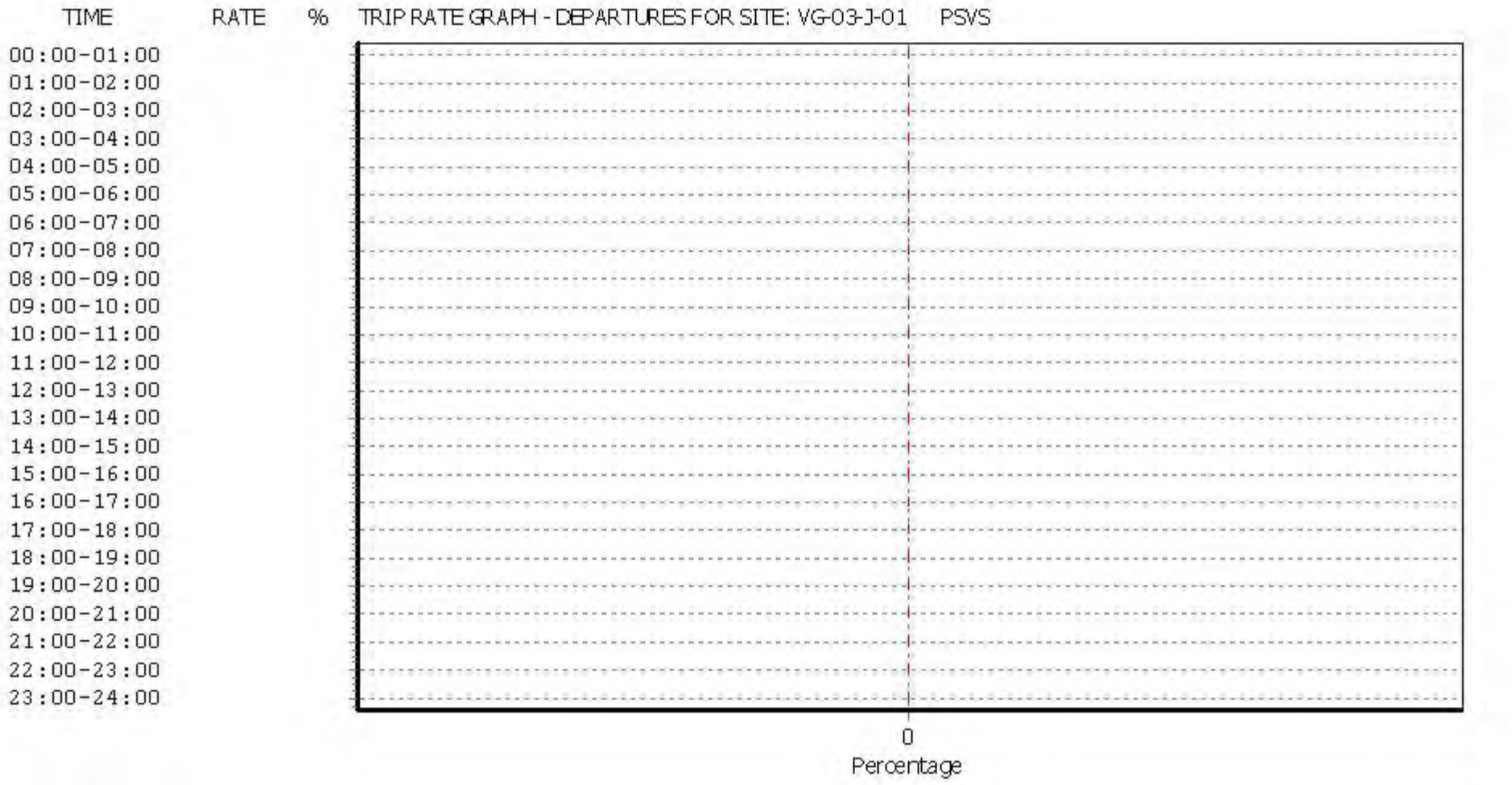
| | |
|---|---|
| Trip rate parameter range selected: | 50 - 494 (units: ) |
| Survey date date range: | 01/01/02 - 29/07/11 |
| Number of weekdays (Monday-Friday): | 11 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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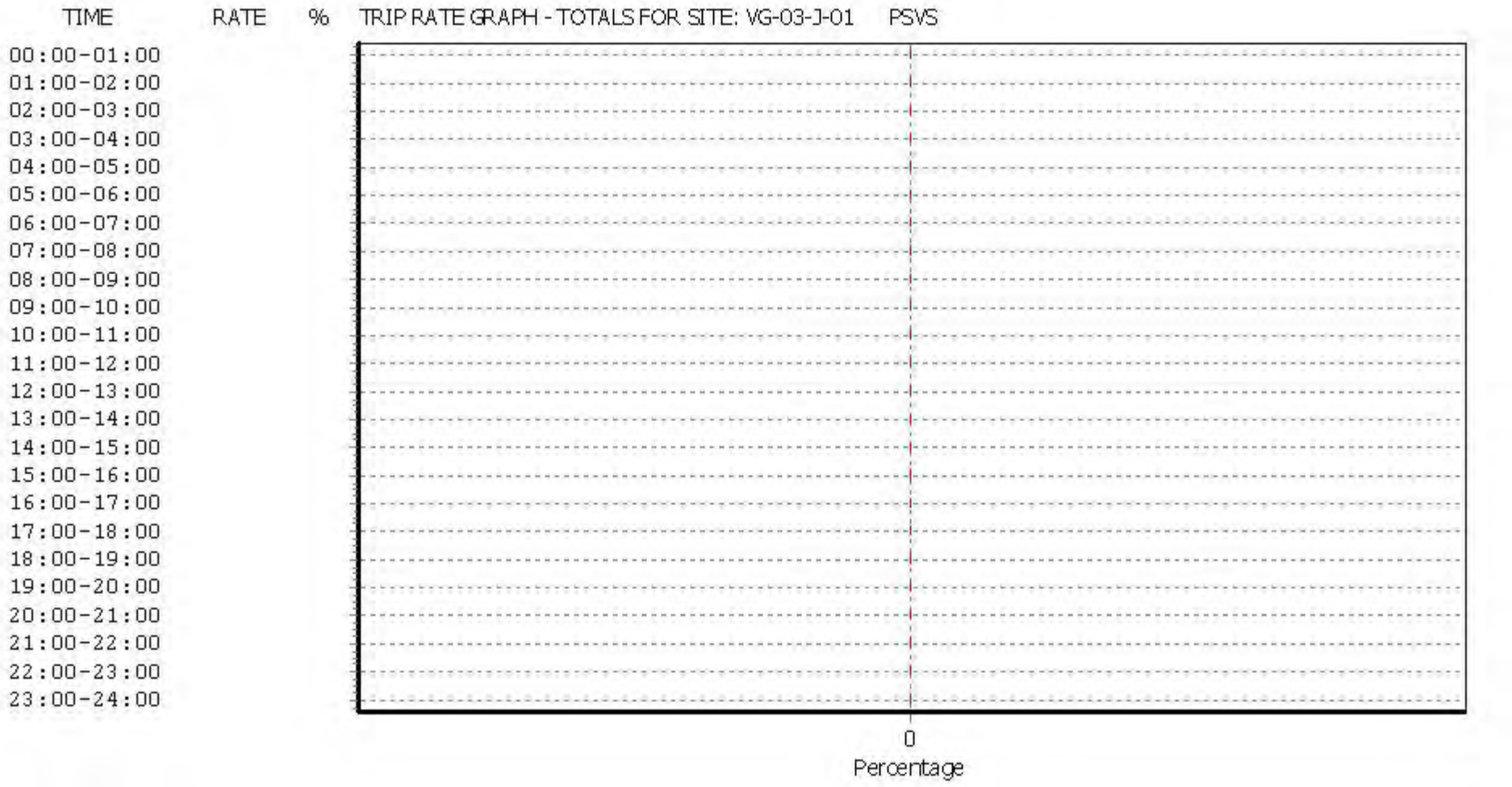


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TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
CYCLISTS
Calculation factor: 1 UNITS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 08:00 - 09:00 | 11 | 184 | 0.000 | 11 | 184 | 0.000 | 11 | 184 | 0.000 |
| 09:00 - 10:00 | 11 | 184 | 0.000 | 11 | 184 | 0.002 | 11 | 184 | 0.002 |
| 10:00 - 11:00 | 11 | 184 | 0.001 | 11 | 184 | 0.001 | 11 | 184 | 0.002 |
| 11:00 - 12:00 | 11 | 184 | 0.001 | 11 | 184 | 0.001 | 11 | 184 | 0.002 |
| 12:00 - 13:00 | 11 | 184 | 0.003 | 11 | 184 | 0.001 | 11 | 184 | 0.004 |
| 13:00 - 14:00 | 11 | 184 | 0.000 | 11 | 184 | 0.002 | 11 | 184 | 0.002 |
| 14:00 - 15:00 | 11 | 184 | 0.000 | 11 | 184 | 0.001 | 11 | 184 | 0.001 |
| 15:00 - 16:00 | 11 | 184 | 0.001 | 11 | 184 | 0.000 | 11 | 184 | 0.001 |
| 16:00 - 17:00 | 11 | 184 | 0.001 | 11 | 184 | 0.001 | 11 | 184 | 0.002 |
| 17:00 - 18:00 | 11 | 184 | 0.001 | 11 | 184 | 0.001 | 11 | 184 | 0.002 |
| 18:00 - 19:00 | 11 | 184 | 0.001 | 11 | 184 | 0.002 | 11 | 184 | 0.003 |
| 19:00 - 20:00 | 8 | 132 | 0.000 | 8 | 132 | 0.000 | 8 | 132 | 0.000 |
| 20:00 - 21:00 | 8 | 132 | 0.002 | 8 | 132 | 0.002 | 8 | 132 | 0.004 |
| 21:00 - 22:00 | 7 | 139 | 0.001 | 7 | 139 | 0.000 | 7 | 139 | 0.001 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.012 | | | 0.014 | | | 0.026 |

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

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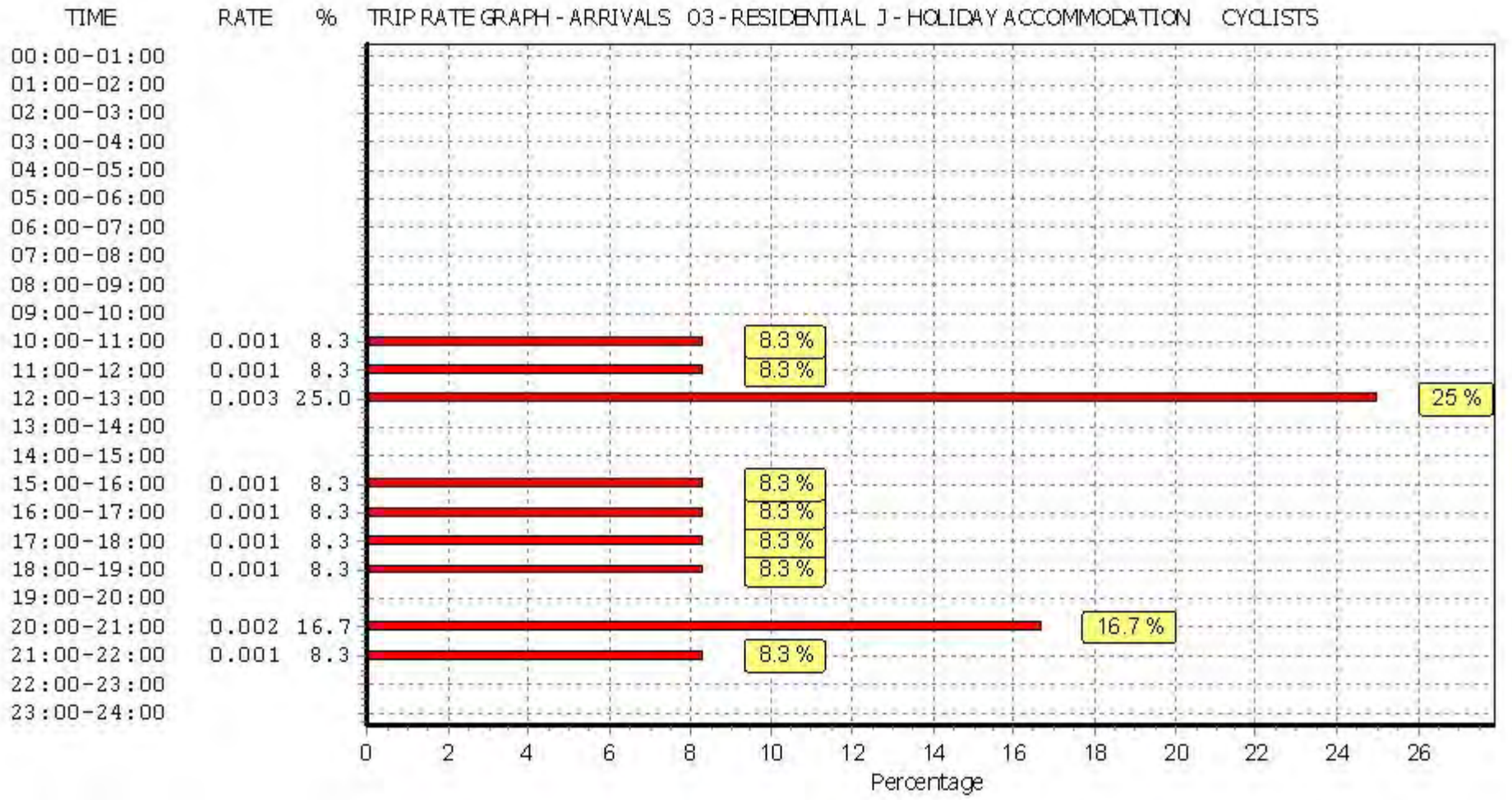
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 50 - 494 (units: ) |
| Survey date date range: | 01/01/02 - 29/07/11 |
| Number of weekdays (Monday-Friday): | 11 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706

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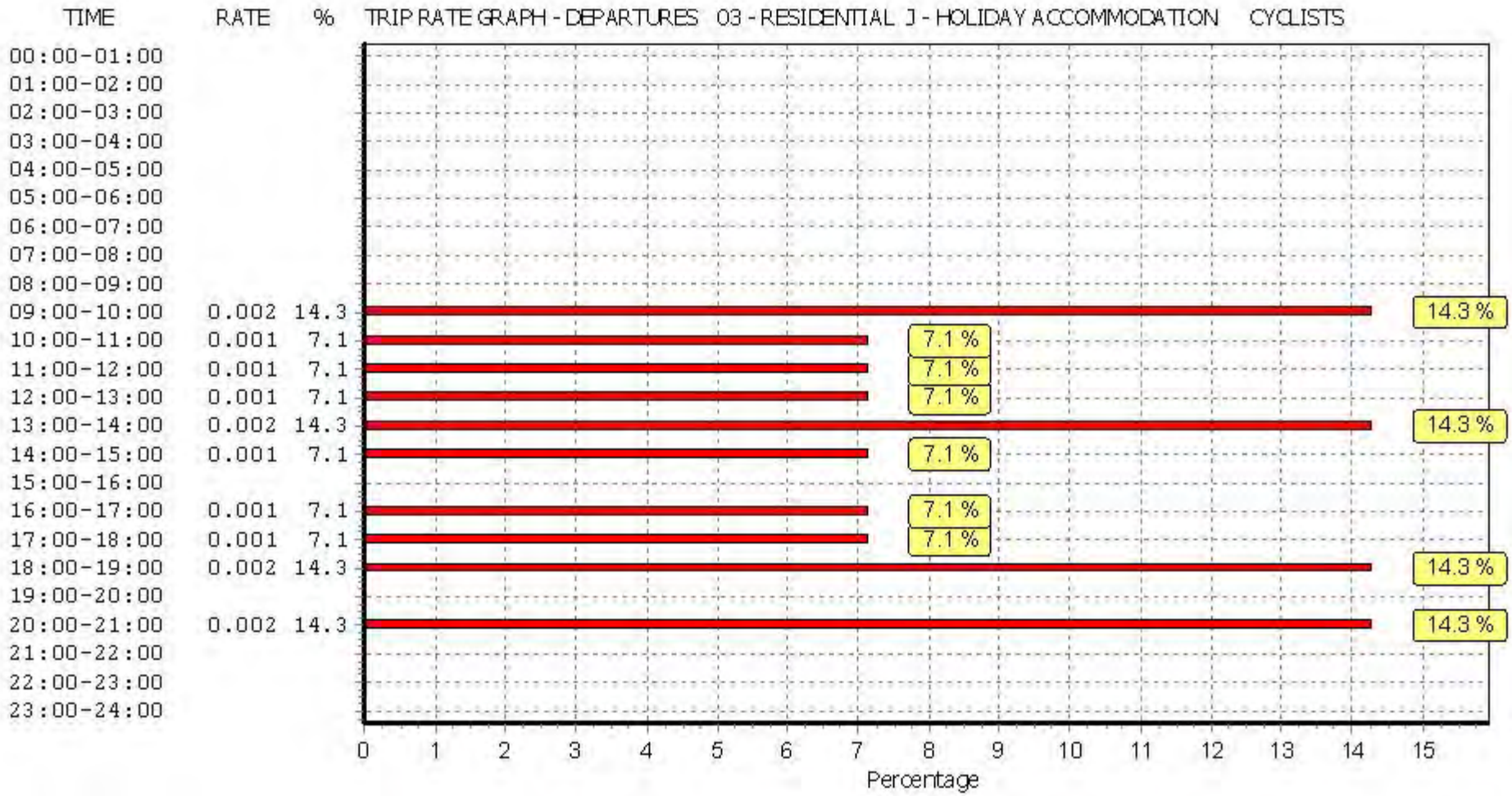


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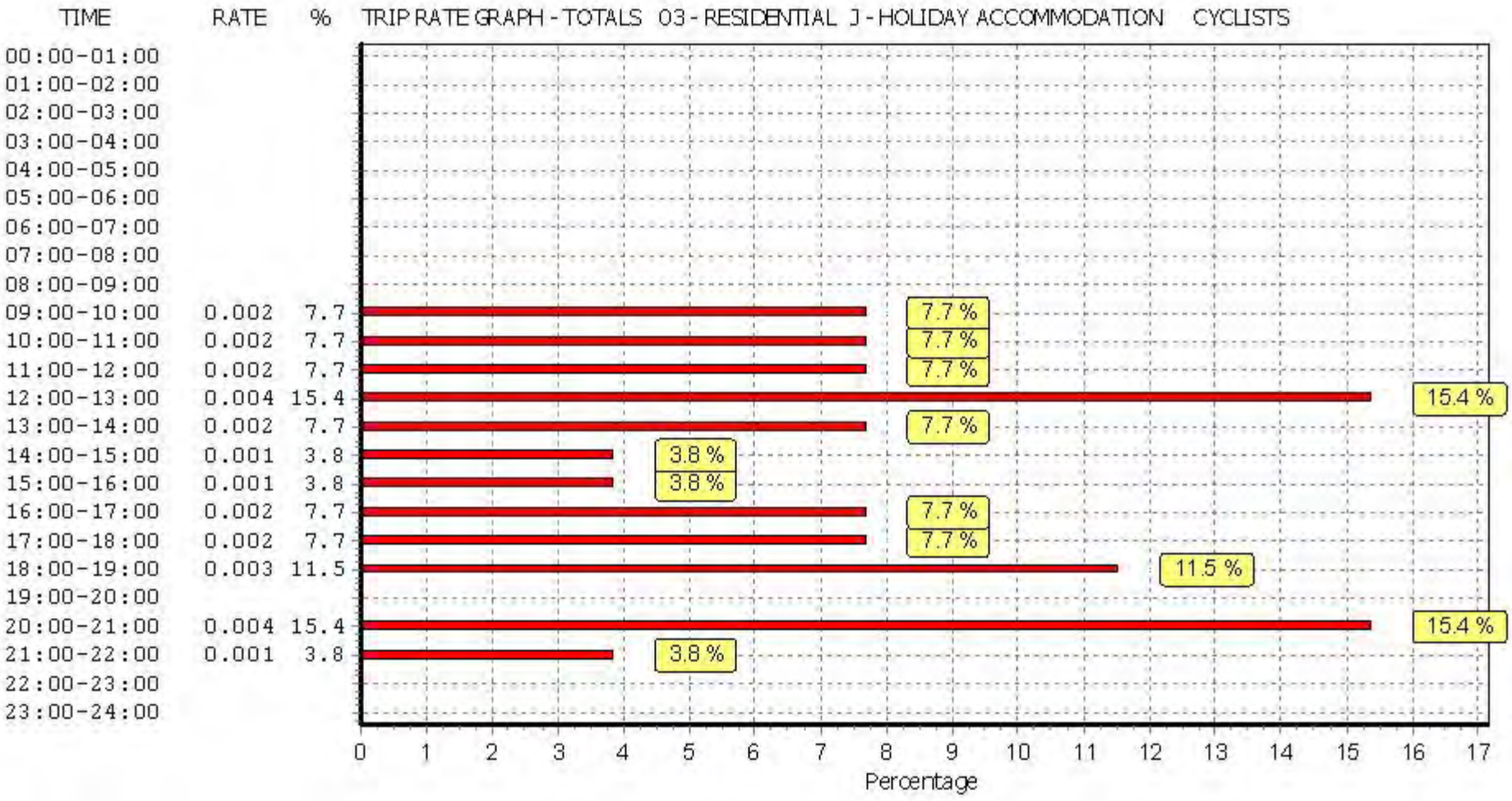


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Calculation Reference: AUDIT-706706-180319-0327

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : J - HOLIDAY ACCOMMODATION
VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 03 | SOUTH WEST | | |
| | DC | DORSET | 1 days |
| 10 | WALES | | |
| | BG | BRIDGEND | 1 days |
| | PS | POWYS | 1 days |
| 15 | GREATER DUBLIN | | |
| | DL | DUBLIN | 1 days |

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

Secondary Filtering selection:

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

Parameter: Number of units
Actual Range: 115 to 2700 (units: )
Range Selected by User: 31 to 9700 (units: )

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 29/07/11

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

*Selected survey days:*

| | |
|---|---|
| Saturday | 4 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 4 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Edge of Town | 1 |
| Neighbourhood Centre (PPS6 Local Centre) | 2 |
| Free Standing (PPS6 Out of Town) | 1 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Residential Zone | 1 |
| Village | 2 |
| Out of Town | 1 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| Not Known | 4 days |

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

Secondary Filtering selection (Cont.):

*Population within 1 mile:*

| | |
|---|---|
| 1,001 to 5,000 | 3 days |
| 5,001 to 10,000 | 1 days |

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

*Population within 5 miles:*

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

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 2 days |
| 1.1 to 1.5 | 2 days |

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

*Travel Plan:*

| | |
|---|---|
| Not Known | 2 days |
| No | 2 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 4 days |

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

*LIST OF SITES relevant to selection parameters*

1 BG-03-J-01 CARAVAN PARK BRIDGEND
BAY VIEW ROAD

PORTHCAWL
Edge of Town
Residential Zone
Total Number of units: 2700
*Survey date: SATURDAY* *20/09/08* *Survey Type: MANUAL*

2 DC-03-J-04 CARAVAN PARK DORSET
PRESTON ROAD
PRESTON
NEAR WEYMOUTH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of units: 353
*Survey date: SATURDAY* *27/07/02* *Survey Type: MANUAL*

3 DL-03-J-01 CARAVAN PARK DUBLIN
TRITON ROAD
BETTYSTOWN
DROGHEDA
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of units: 260
*Survey date: SATURDAY* *01/05/10* *Survey Type: MANUAL*

4 PS-03-J-01 CAMPING/CARAVAN POWYS
HAY ROAD

NEAR BRECON
Free Standing (PPS6 Out of Town)
Out of Town
Total Number of units: 115
*Survey date: SATURDAY* *20/07/02* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
VEHICLES
Calculation factor: 1 UNITS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 857 | 0.007 | 4 | 857 | 0.014 | 4 | 857 | 0.021 |
| 08:00 - 09:00 | 4 | 857 | 0.021 | 4 | 857 | 0.040 | 4 | 857 | 0.061 |
| 09:00 - 10:00 | 4 | 857 | 0.052 | 4 | 857 | 0.084 | 4 | 857 | 0.136 |
| 10:00 - 11:00 | 4 | 857 | 0.085 | 4 | 857 | 0.105 | 4 | 857 | 0.190 |
| 11:00 - 12:00 | 4 | 857 | 0.096 | 4 | 857 | 0.081 | 4 | 857 | 0.177 |
| 12:00 - 13:00 | 4 | 857 | 0.132 | 4 | 857 | 0.085 | 4 | 857 | 0.217 |
| 13:00 - 14:00 | 4 | 857 | 0.137 | 4 | 857 | 0.093 | 4 | 857 | 0.230 |
| 14:00 - 15:00 | 4 | 857 | 0.136 | 4 | 857 | 0.088 | 4 | 857 | 0.224 |
| 15:00 - 16:00 | 4 | 857 | 0.120 | 4 | 857 | 0.081 | 4 | 857 | 0.201 |
| 16:00 - 17:00 | 4 | 857 | 0.105 | 4 | 857 | 0.094 | 4 | 857 | 0.199 |
| 17:00 - 18:00 | 4 | 857 | 0.105 | 4 | 857 | 0.115 | 4 | 857 | 0.220 |
| 18:00 - 19:00 | 4 | 857 | 0.077 | 4 | 857 | 0.084 | 4 | 857 | 0.161 |
| 19:00 - 20:00 | 2 | 1480 | 0.058 | 2 | 1480 | 0.063 | 2 | 1480 | 0.121 |
| 20:00 - 21:00 | 2 | 1480 | 0.044 | 2 | 1480 | 0.046 | 2 | 1480 | 0.090 |
| 21:00 - 22:00 | 2 | 1480 | 0.031 | 2 | 1480 | 0.027 | 2 | 1480 | 0.058 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.206 | | | 1.100 | | | 2.306 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 115 - 2700 (units: ) |
| Survey date date range: | 01/01/02 - 29/07/11 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 4 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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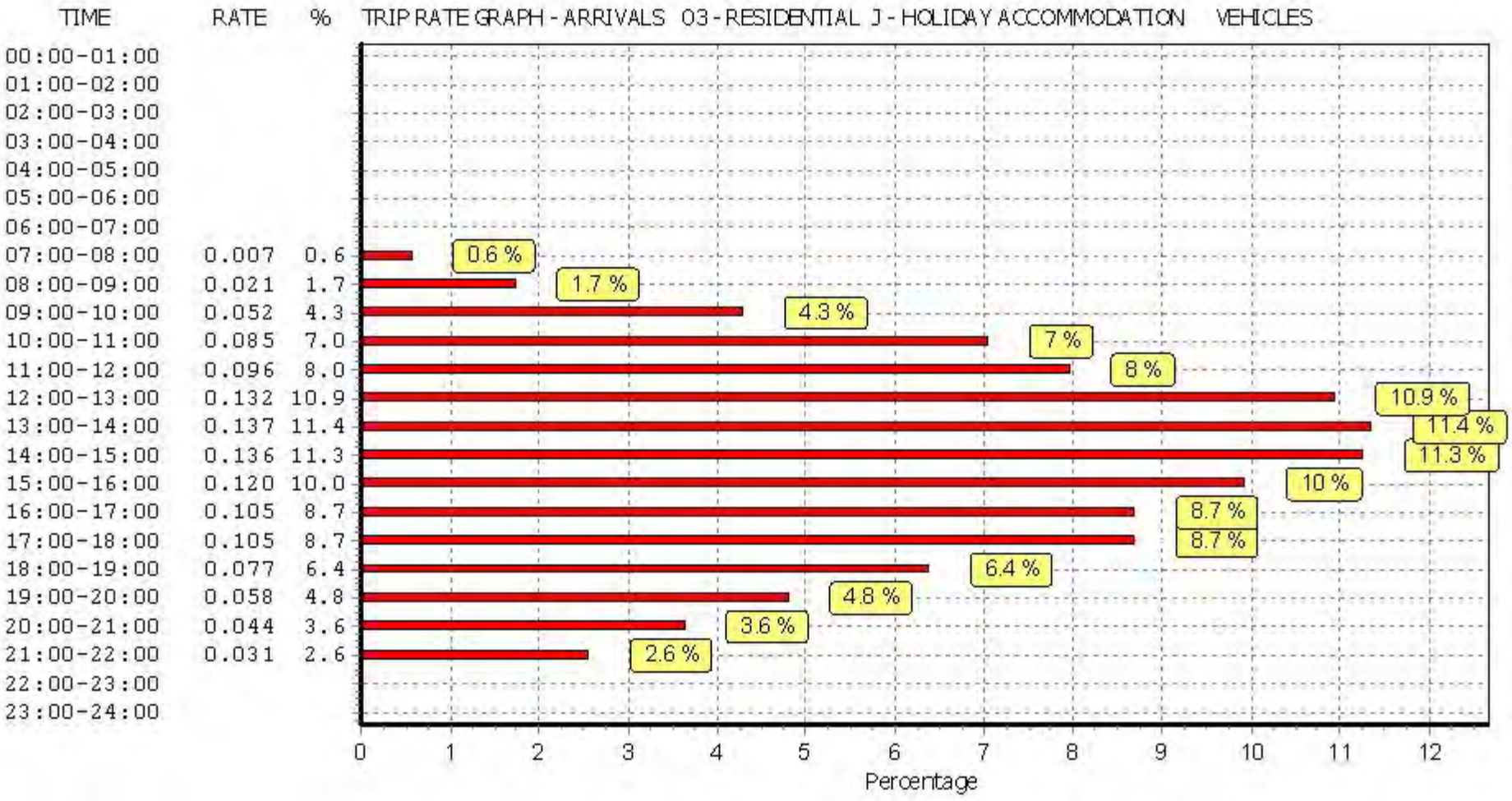


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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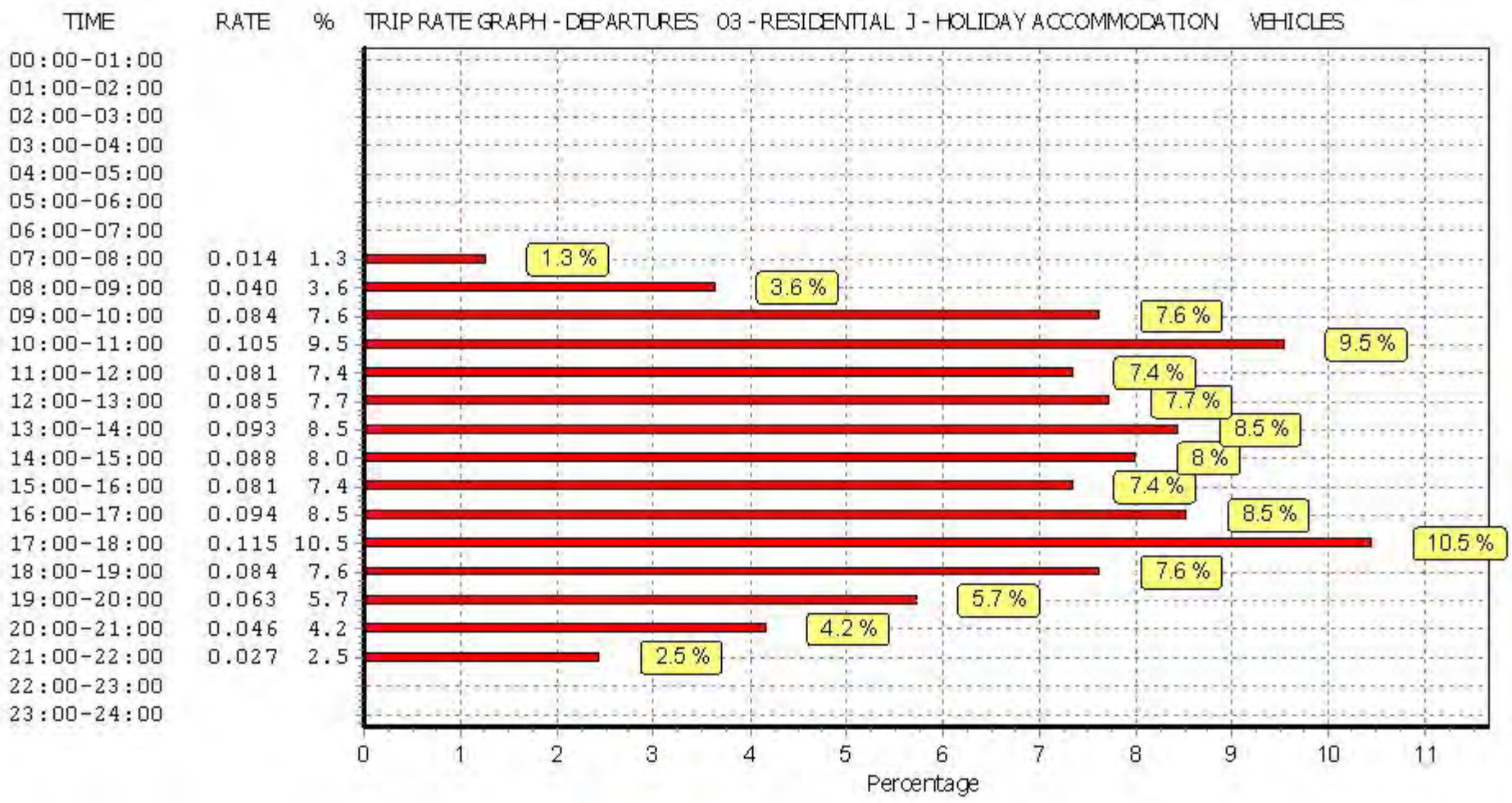


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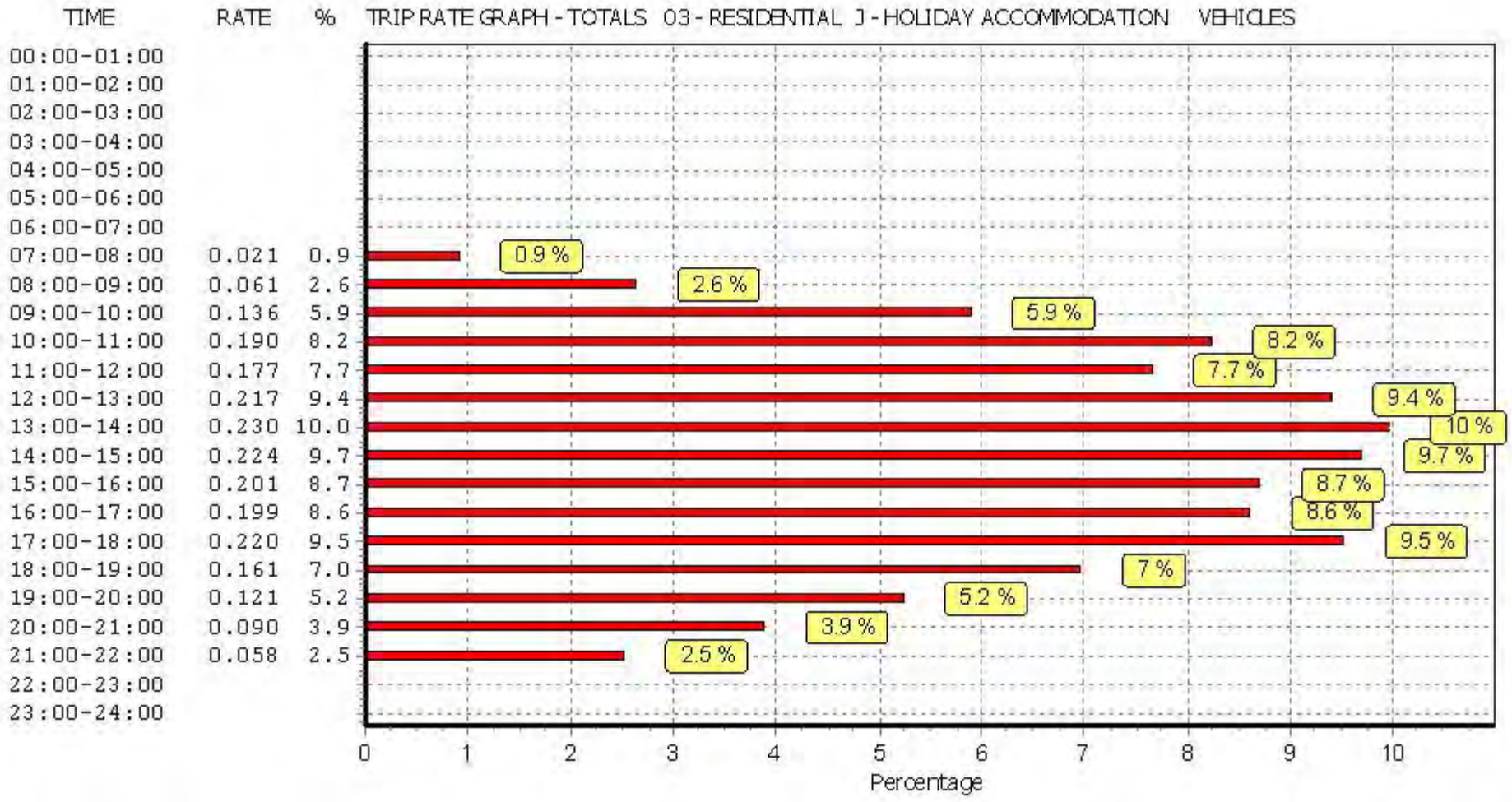


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TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
OGVS
Calculation factor: 1 UNITS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 857 | 0.001 | 4 | 857 | 0.000 | 4 | 857 | 0.001 |
| 08:00 - 09:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 09:00 - 10:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 10:00 - 11:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 11:00 - 12:00 | 4 | 857 | 0.001 | 4 | 857 | 0.001 | 4 | 857 | 0.002 |
| 12:00 - 13:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 13:00 - 14:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 14:00 - 15:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 15:00 - 16:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 16:00 - 17:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 17:00 - 18:00 | 4 | 857 | 0.001 | 4 | 857 | 0.000 | 4 | 857 | 0.001 |
| 18:00 - 19:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 19:00 - 20:00 | 2 | 1480 | 0.000 | 2 | 1480 | 0.000 | 2 | 1480 | 0.000 |
| 20:00 - 21:00 | 2 | 1480 | 0.000 | 2 | 1480 | 0.000 | 2 | 1480 | 0.000 |
| 21:00 - 22:00 | 2 | 1480 | 0.000 | 2 | 1480 | 0.000 | 2 | 1480 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.003 | | | 0.001 | | | 0.004 |

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 115 - 2700 (units: ) |
| Survey date date range: | 01/01/02 - 29/07/11 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 4 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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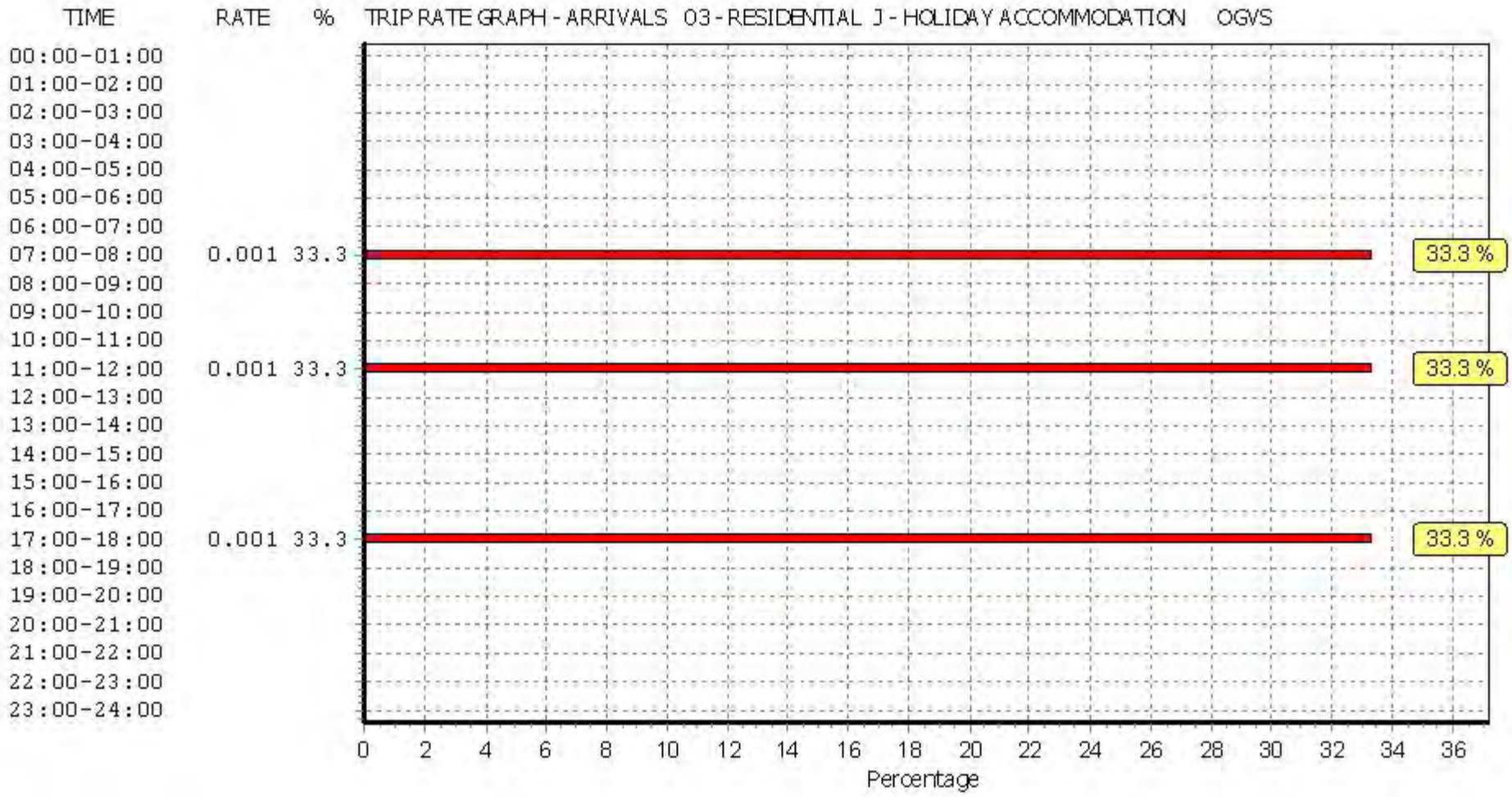


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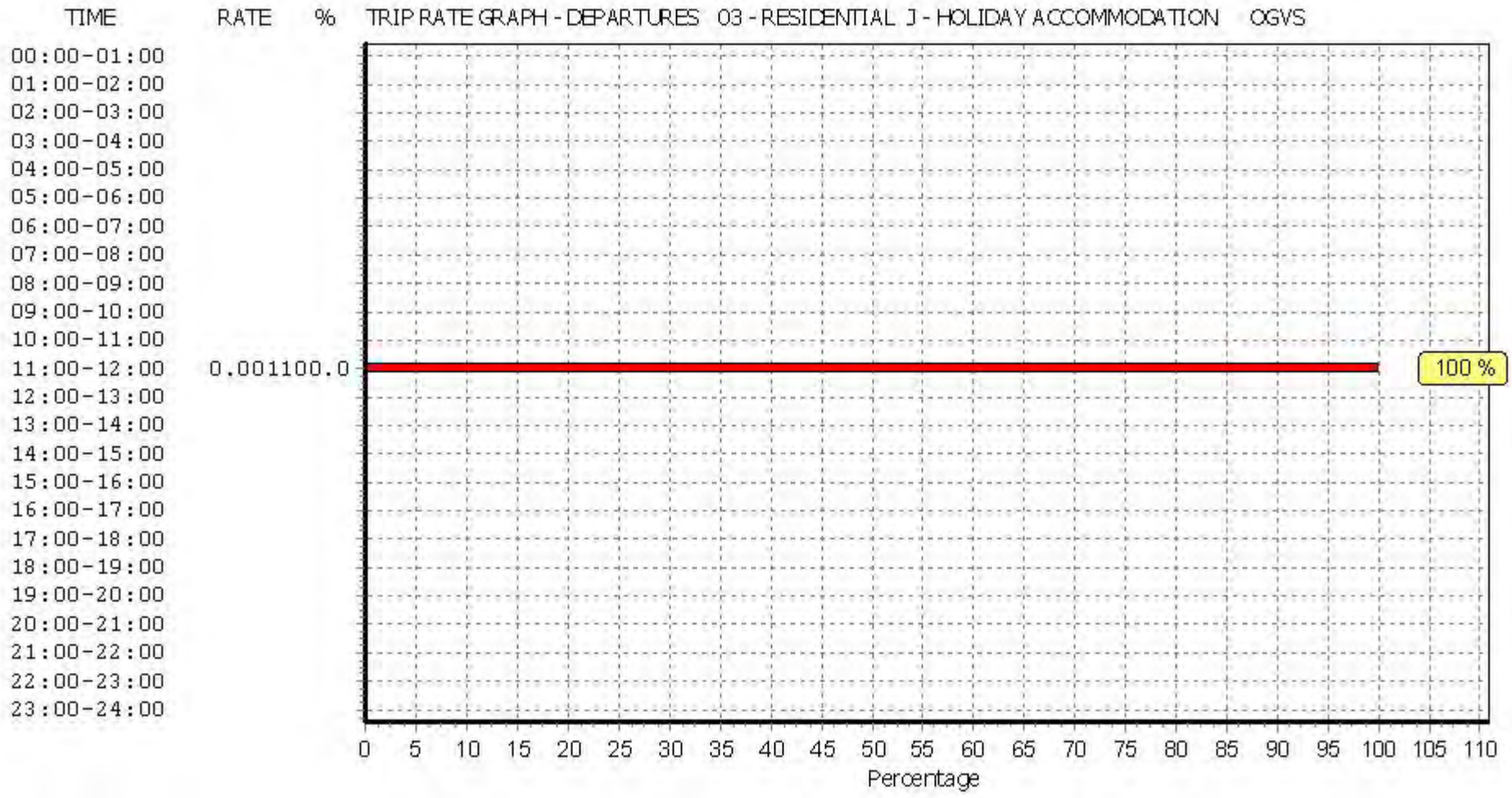


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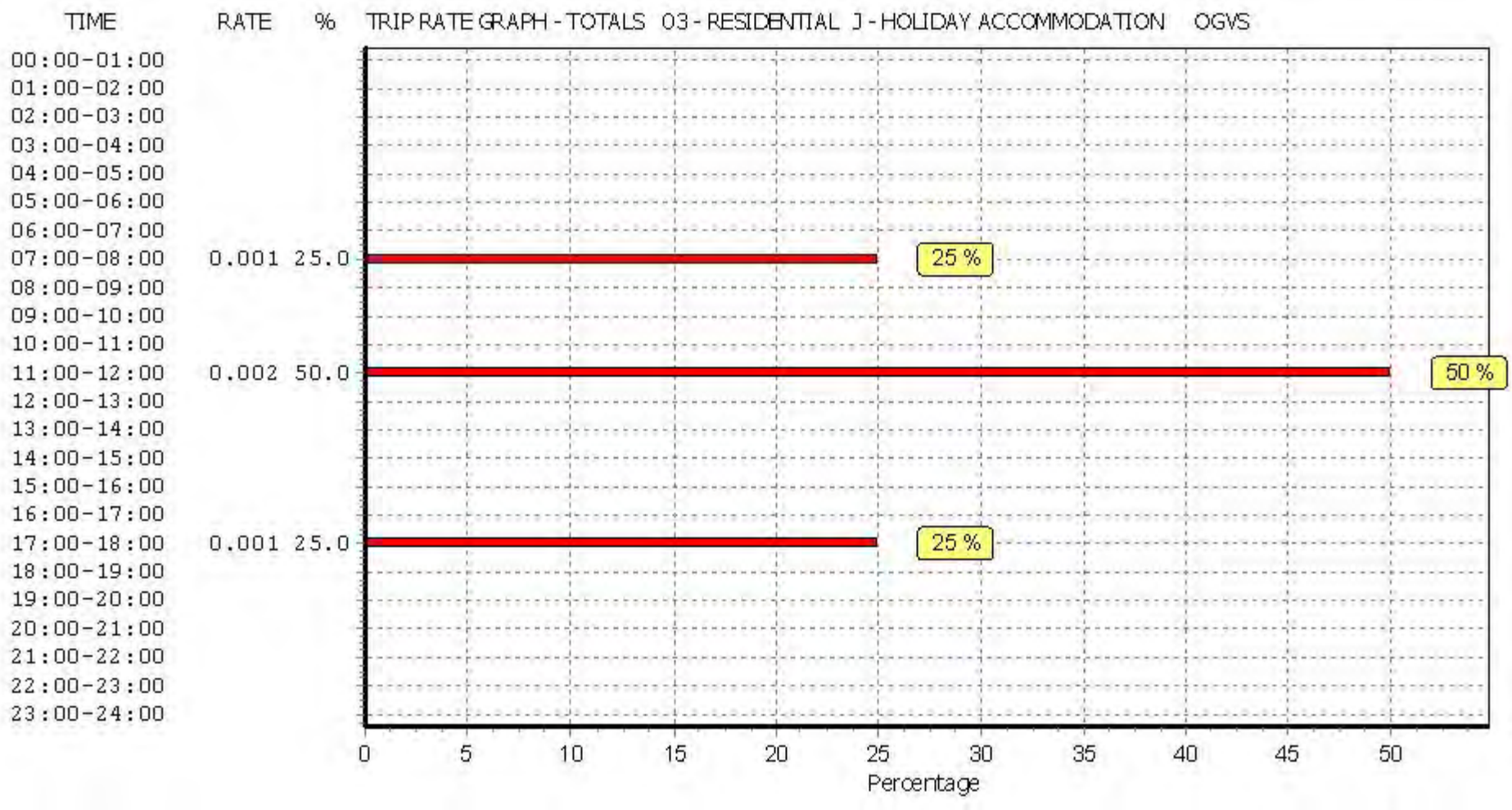


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TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
PSVS
Calculation factor: 1 UNITS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 08:00 - 09:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 09:00 - 10:00 | 4 | 857 | 0.001 | 4 | 857 | 0.000 | 4 | 857 | 0.001 |
| 10:00 - 11:00 | 4 | 857 | 0.000 | 4 | 857 | 0.001 | 4 | 857 | 0.001 |
| 11:00 - 12:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 12:00 - 13:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 13:00 - 14:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 14:00 - 15:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 15:00 - 16:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 16:00 - 17:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 17:00 - 18:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 18:00 - 19:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 19:00 - 20:00 | 2 | 1480 | 0.000 | 2 | 1480 | 0.000 | 2 | 1480 | 0.000 |
| 20:00 - 21:00 | 2 | 1480 | 0.000 | 2 | 1480 | 0.000 | 2 | 1480 | 0.000 |
| 21:00 - 22:00 | 2 | 1480 | 0.000 | 2 | 1480 | 0.000 | 2 | 1480 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.001 | | | 0.001 | | | 0.002 |

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 115 - 2700 (units: ) |
| Survey date date range: | 01/01/02 - 29/07/11 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 4 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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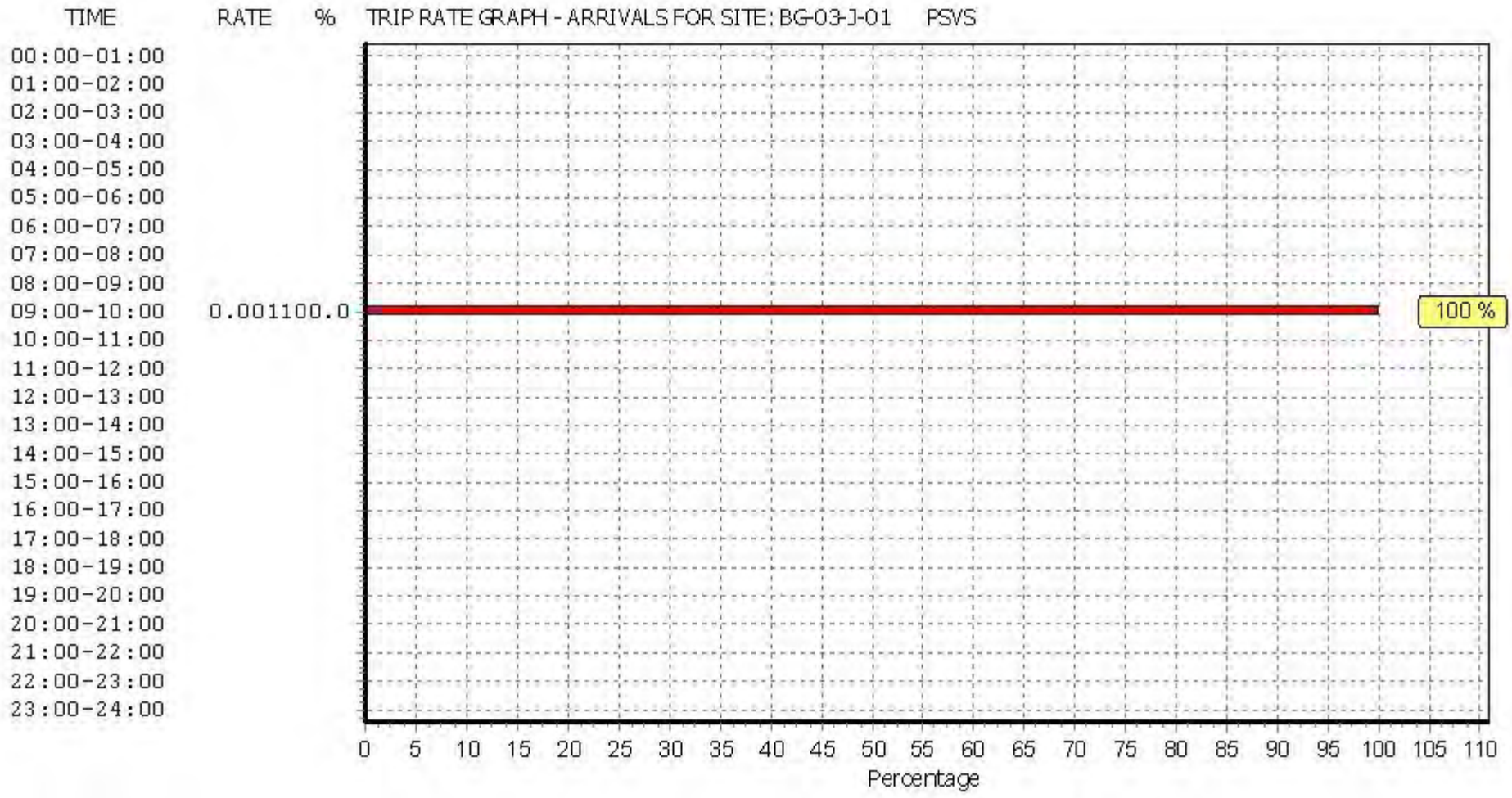
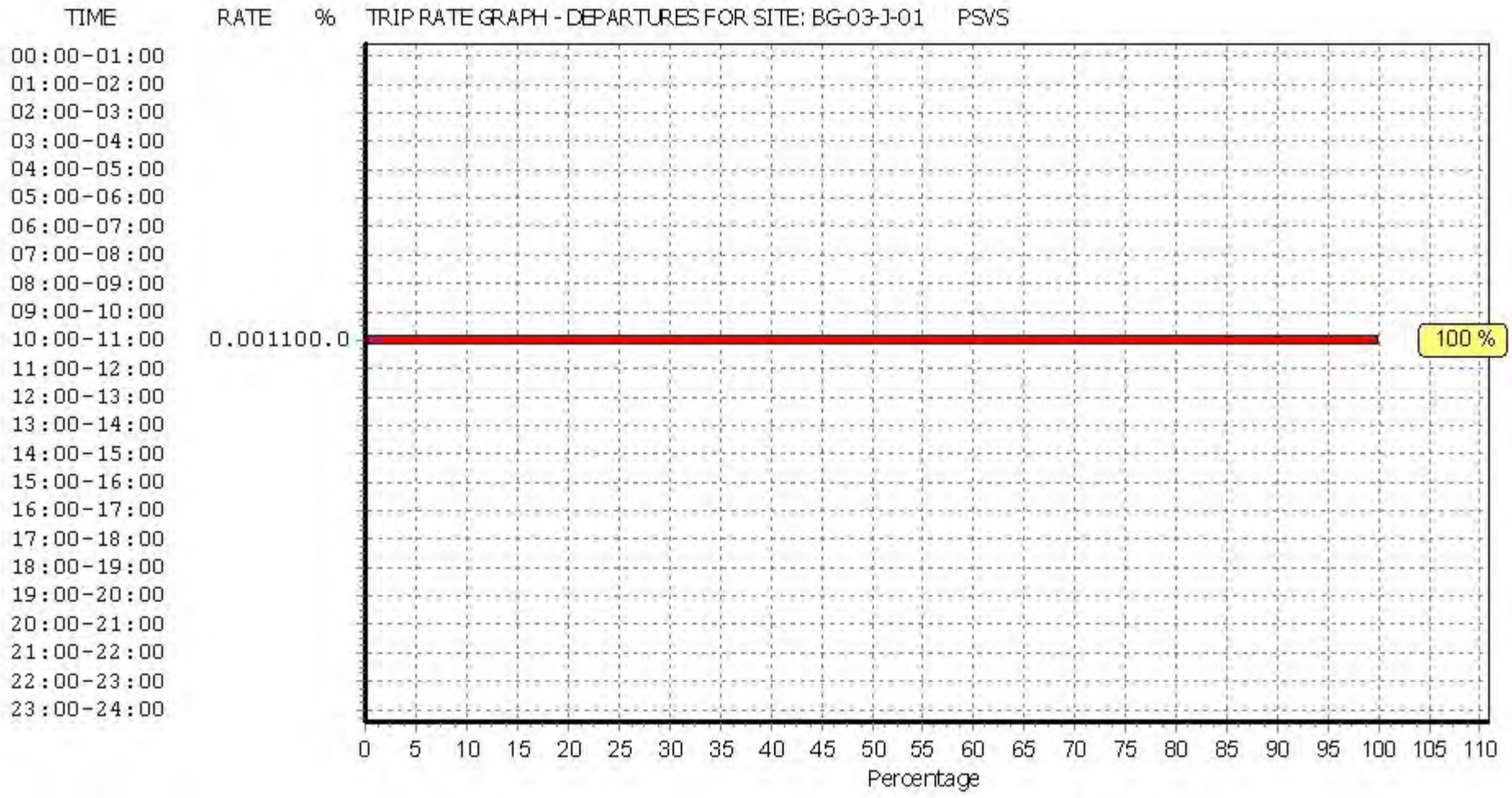



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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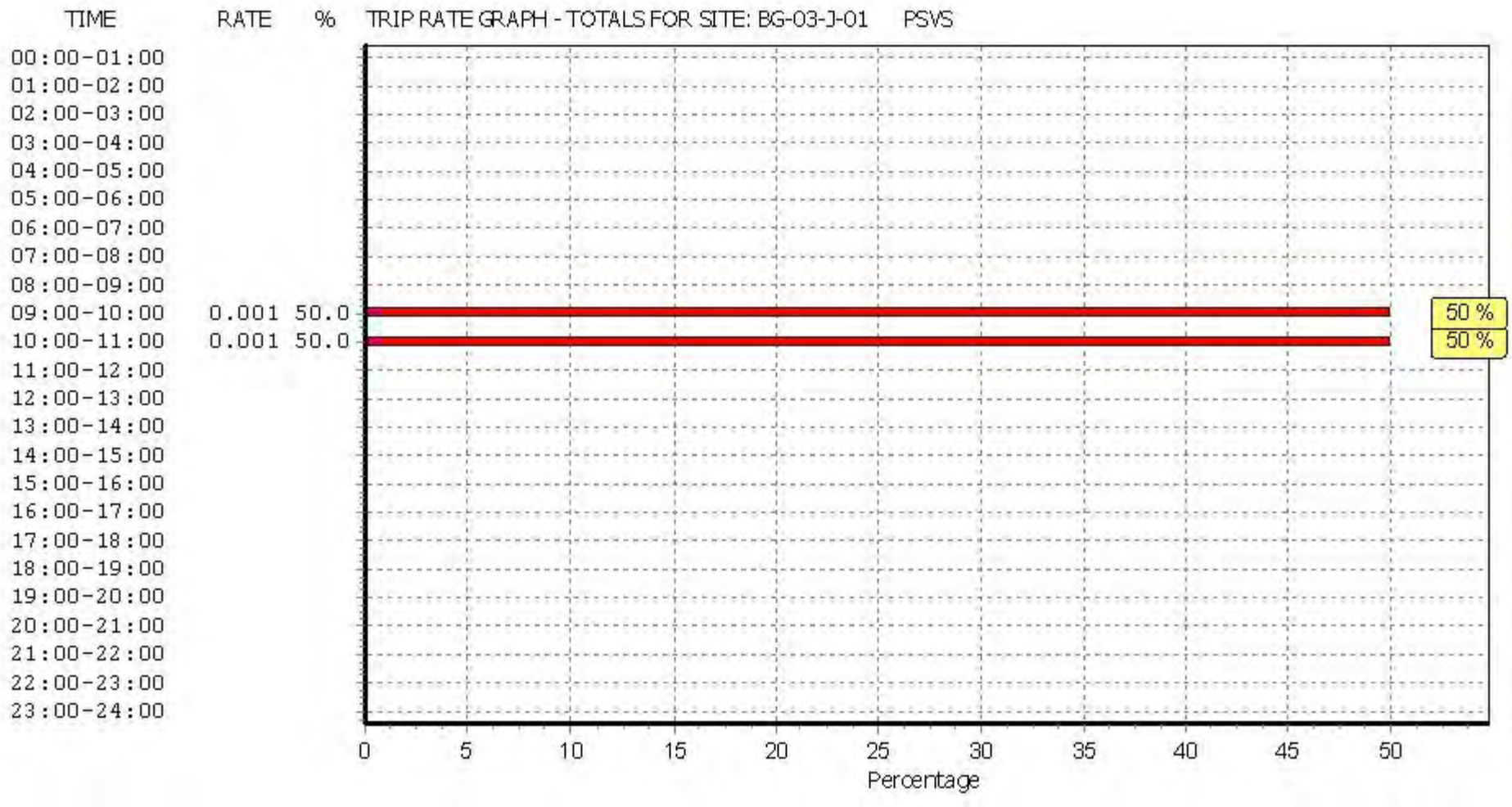


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TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
CYCLISTS
Calculation factor: 1 UNITS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 08:00 - 09:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 09:00 - 10:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 10:00 - 11:00 | 4 | 857 | 0.001 | 4 | 857 | 0.001 | 4 | 857 | 0.002 |
| 11:00 - 12:00 | 4 | 857 | 0.001 | 4 | 857 | 0.000 | 4 | 857 | 0.001 |
| 12:00 - 13:00 | 4 | 857 | 0.001 | 4 | 857 | 0.001 | 4 | 857 | 0.002 |
| 13:00 - 14:00 | 4 | 857 | 0.001 | 4 | 857 | 0.003 | 4 | 857 | 0.004 |
| 14:00 - 15:00 | 4 | 857 | 0.001 | 4 | 857 | 0.000 | 4 | 857 | 0.001 |
| 15:00 - 16:00 | 4 | 857 | 0.001 | 4 | 857 | 0.000 | 4 | 857 | 0.001 |
| 16:00 - 17:00 | 4 | 857 | 0.000 | 4 | 857 | 0.002 | 4 | 857 | 0.002 |
| 17:00 - 18:00 | 4 | 857 | 0.001 | 4 | 857 | 0.001 | 4 | 857 | 0.002 |
| 18:00 - 19:00 | 4 | 857 | 0.000 | 4 | 857 | 0.000 | 4 | 857 | 0.000 |
| 19:00 - 20:00 | 2 | 1480 | 0.001 | 2 | 1480 | 0.000 | 2 | 1480 | 0.001 |
| 20:00 - 21:00 | 2 | 1480 | 0.000 | 2 | 1480 | 0.000 | 2 | 1480 | 0.000 |
| 21:00 - 22:00 | 2 | 1480 | 0.000 | 2 | 1480 | 0.000 | 2 | 1480 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.008 | | | 0.008 | | | 0.016 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 115 - 2700 (units: ) |
| Survey date date range: | 01/01/02 - 29/07/11 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 4 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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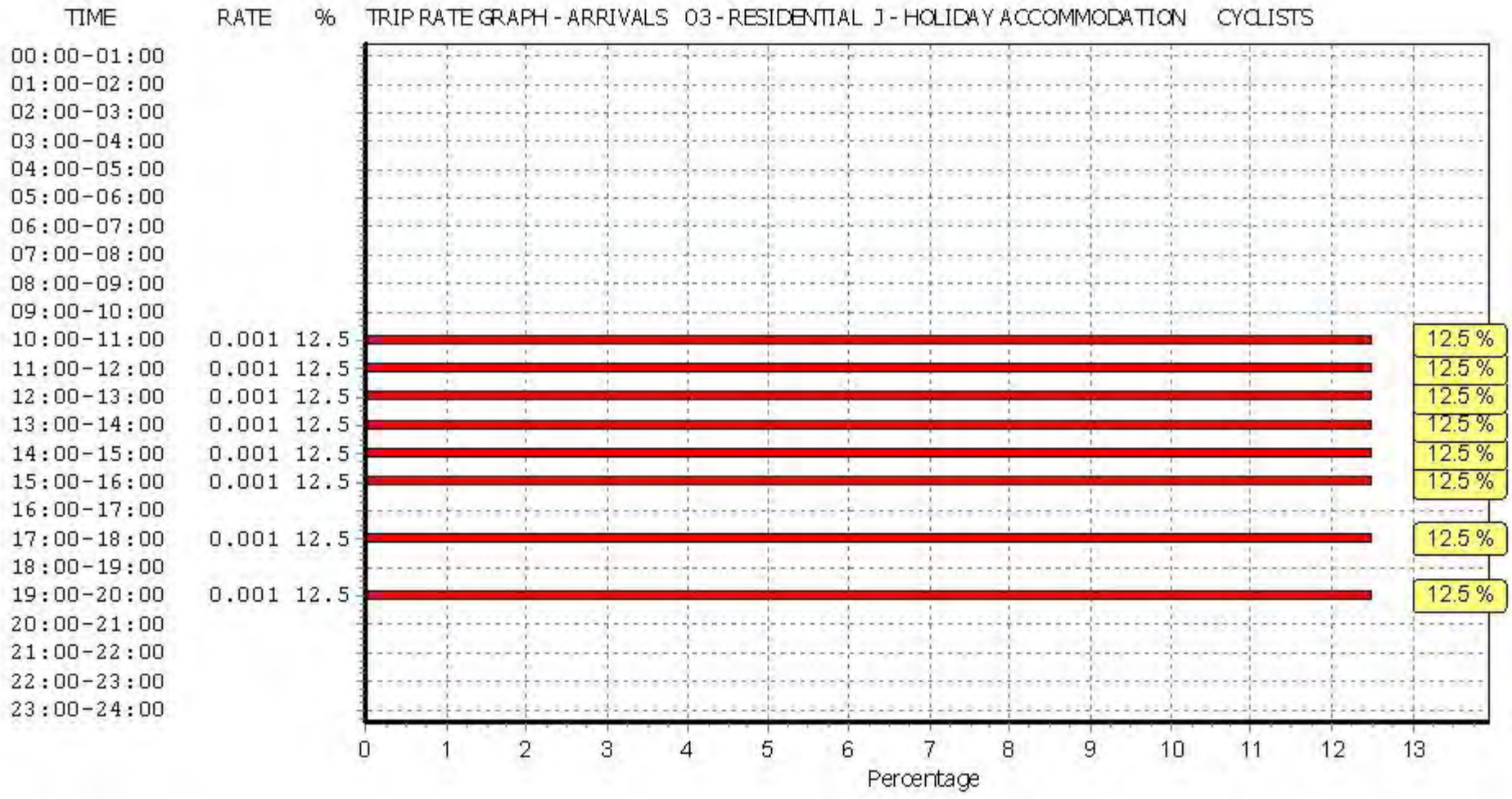
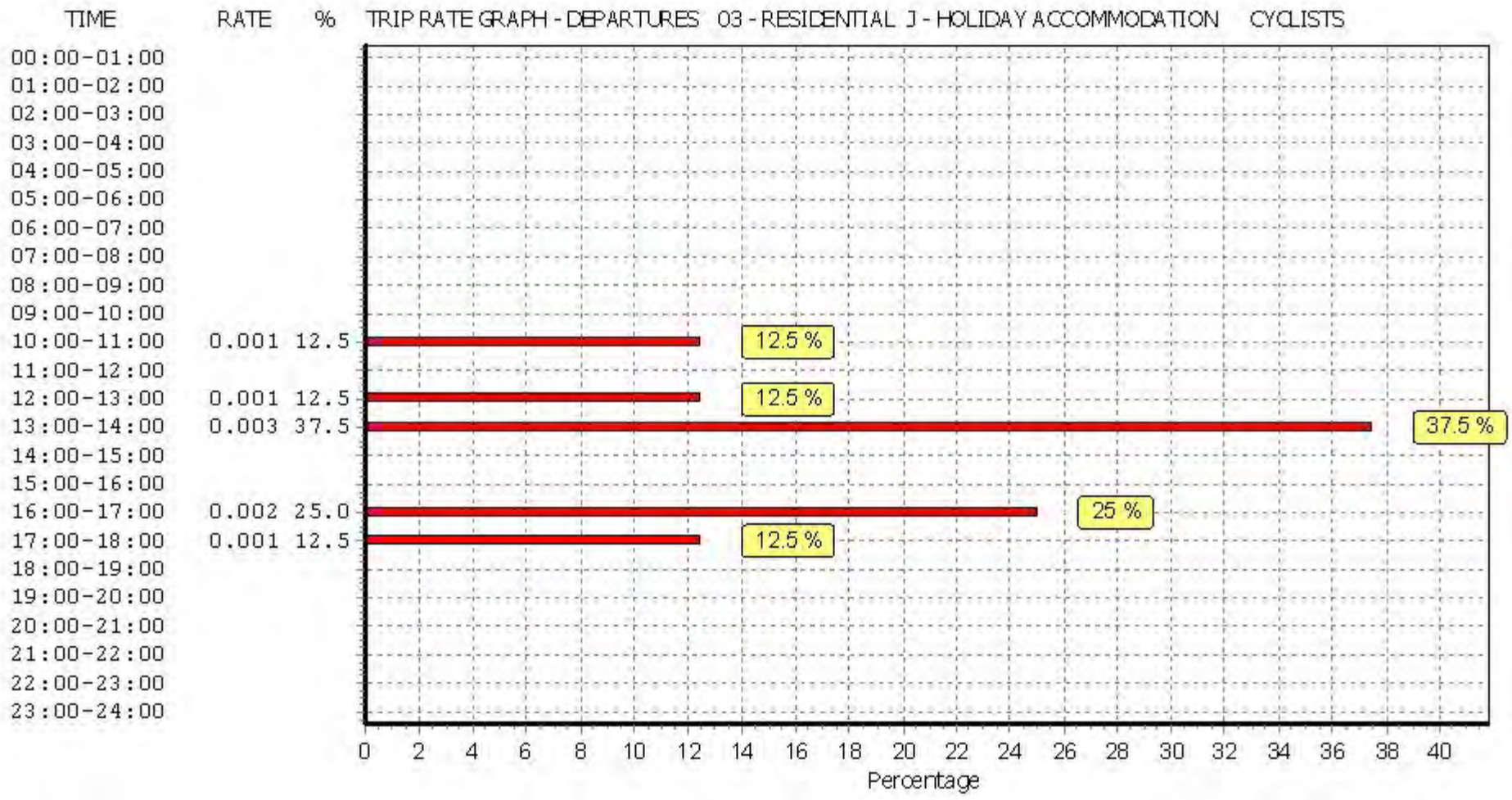


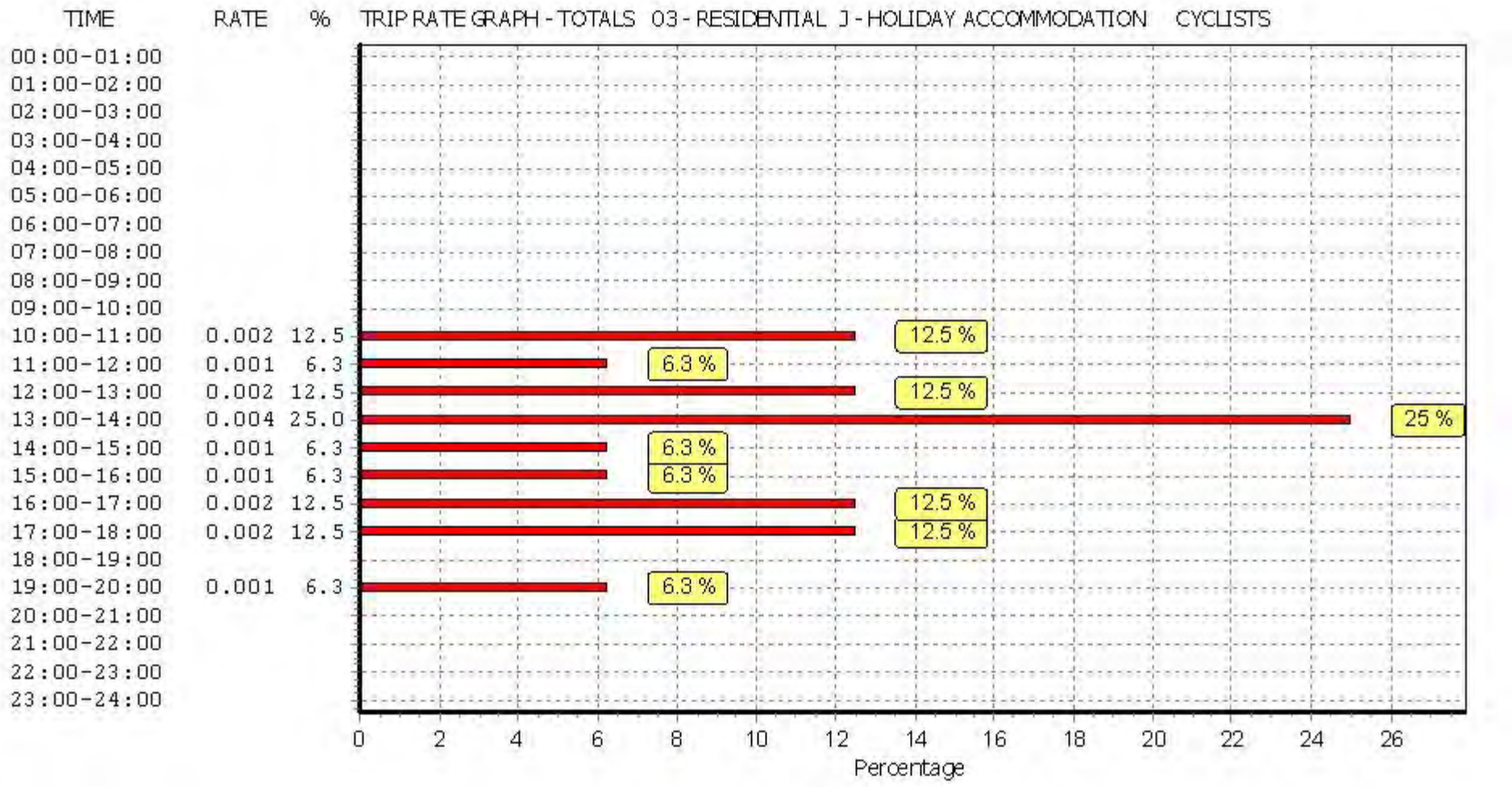

*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

Calculation Reference: AUDIT-706706-180315-0334

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 03 | SOUTH WEST | | |
| | GS | GLOUCESTERSHIRE | 1 days |
| 05 | EAST MIDLANDS | | |
| | NT | NOTTINGHAMSHIRE | 1 days |
| 06 | WEST MIDLANDS | | |
| | WM | WEST MIDLANDS | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | WY | WEST YORKSHIRE | 1 days |
| 08 | NORTH WEST | | |
| | LC | LANCASHIRE | 1 days |
| 09 | NORTH | | |
| | CB | CUMBRIA | 1 days |
| | TV | TEES VALLEY | 1 days |
| | TW | TYNE & WEAR | 2 days |
| 10 | WALES | | |
| | CF | CARDIFF | 2 days |
| | NW | NEWPORT | 1 days |
| | WR | WREXHAM | 1 days |
| 11 | SCOTLAND | | |
| | AG | ANGUS | 1 days |
| | HI | HIGHLAND | 1 days |

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 4 to 96 (units: )
Range Selected by User: 4 to 100 (units: )

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 20/06/16

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

*Selected survey days:*

| | |
|---|---|
| Monday | 5 days |
| Tuesday | 2 days |
| Thursday | 3 days |
| Friday | 5 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 15 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Town Centre | 5 |
| Edge of Town Centre | 2 |
| Suburban Area (PPS6 Out of Centre) | 4 |
| Edge of Town | 2 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |
| Free Standing (PPS6 Out of Town) | 1 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Development Zone | 1 |
| Residential Zone | 5 |
| Built-Up Zone | 3 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| A3 | 1 days |
| C1 | 14 days |

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

*Population within 1 mile:*

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

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

*Population within 5 miles:*

| | |
|---|---|
| 25,001 to 50,000 | 2 days |
| 50,001 to 75,000 | 1 days |
| 75,001 to 100,000 | 2 days |
| 125,001 to 250,000 | 2 days |
| 250,001 to 500,000 | 5 days |
| 500,001 or More | 3 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 6 days |
| 1.1 to 1.5 | 9 days |

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

*Travel Plan:*

| | |
|---|---|
| No | 15 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 15 days |

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

*LIST OF SITES relevant to selection parameters*

1 AG-06-A-01 BOUTIQUE B&B ANGUS
CLIFFBURN ROAD
HAYSHEAD
ARBROATH
Edge of Town
Residential Zone
Total Number of bedrooms: 4
*Survey date: TUESDAY* *22/05/12* *Survey Type: MANUAL*

2 CB-06-A-01 HOTEL CUMBRIA
ENGLISH STREET

CARLISLE
Town Centre
High Street
Total Number of bedrooms: 92
*Survey date: MONDAY* *20/06/16* *Survey Type: MANUAL*

3 CF-06-A-03 HOLIDAY INN EXPRESS CARDIFF
LONGUEIL CLOSE

CARDIFF
Edge of Town Centre
Residential Zone
Total Number of bedrooms: 87
*Survey date: MONDAY* *16/07/12* *Survey Type: MANUAL*

4 CF-06-A-04 TRAVELODGE CARDIFF
THE FRIARY

CARDIFF
Town Centre
Built-Up Zone
Total Number of bedrooms: 96
*Survey date: MONDAY* *16/07/12* *Survey Type: MANUAL*

5 GS-06-A-02 PREMIER INN GLOUCESTERSHIRE
GLOUCESTER ROAD
SAINT MARKS
CHELTENHAM SPA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 67
*Survey date: THURSDAY* *28/11/13* *Survey Type: MANUAL*

6 HI-06-A-04 HOTEL HIGHLAND
ACADEMY STREET

INVERNESS
Town Centre
High Street
Total Number of bedrooms: 84
*Survey date: FRIDAY* *13/05/11* *Survey Type: MANUAL*

7 LC-06-A-04 BEST WESTERN LANCASHIRE
LEYLAND WAY

LEYLAND
Edge of Town
Residential Zone
Total Number of bedrooms: 93
*Survey date: FRIDAY* *21/10/11* *Survey Type: MANUAL*

8 NT-06-A-02 PREMIER INN NOTTINGHAMSHIRE
LONDON ROAD

NOTTINGHAM
Edge of Town Centre
Built-Up Zone
Total Number of bedrooms: 87
*Survey date: MONDAY* *24/06/13* *Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

| | | | | |
|---|---|---|---|---|
| 9 | NW-06-A-01 | TRAVELODGE | | NEWPORT |
| | BRIDGE STREET | | | |
| | NEWPORT | | | |
| | Town Centre | | | |
| | High Street | | | |
| | Total Number of bedrooms: | | 62 | |
| | *Survey date: THURSDAY* | | *14/10/10* | *Survey Type: MANUAL* |
| 10 | TV-06-A-02 | HOTEL | | TEES VALLEY |
| | MARTON ROAD | | | |
| | MIDDLESBROUGH | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | No Sub Category | | | |
| | Total Number of bedrooms: | | 74 | |
| | *Survey date: FRIDAY* | | *18/12/09* | *Survey Type: MANUAL* |
| 11 | TW-06-A-02 | TRAVELODGE | | TYNE & WEAR |
| | CASPER WAY | | | |
| | SWALWELL | | | |
| | GATESHEAD | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Development Zone | | | |
| | Total Number of bedrooms: | | 60 | |
| | *Survey date: FRIDAY* | | *13/11/15* | *Survey Type: MANUAL* |
| 12 | TW-06-A-03 | HOTEL | | TYNE & WEAR |
| | SANDHILL | | | |
| | QUAYSIDE | | | |
| | NEWCASTLE UPON TYNE | | | |
| | Town Centre | | | |
| | Built-Up Zone | | | |
| | Total Number of bedrooms: | | 24 | |
| | *Survey date: TUESDAY* | | *14/06/16* | *Survey Type: MANUAL* |
| 13 | WM-06-A-05 | HOTEL | | WEST MIDLANDS |
| | BIRMINGHAM ROAD | | | |
| | HOPWOOD | | | |
| | BIRMINGHAM | | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | | |
| | Village | | | |
| | Total Number of bedrooms: | | 56 | |
| | *Survey date: MONDAY* | | *09/11/15* | *Survey Type: MANUAL* |
| 14 | WR-06-A-02 | HOTEL | | WREXHAM |
| | WREXHAM ROAD | | | |
| | HOLT | | | |
| | NEAR WREXHAM | | | |
| | Free Standing (PPS6 Out of Town) | | | |
| | Out of Town | | | |
| | Total Number of bedrooms: | | 37 | |
| | *Survey date: THURSDAY* | | *06/10/11* | *Survey Type: MANUAL* |
| 15 | WY-06-A-02 | HOTEL | | WEST YORKSHIRE |
| | CLIFF ROAD | | | |
| | HEADINGLEY | | | |
| | LEEDS | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Number of bedrooms: | | 24 | |
| | *Survey date: FRIDAY* | | *11/06/10* | *Survey Type: MANUAL* |

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 15 | 63 | 0.049 | 15 | 63 | 0.103 | 15 | 63 | 0.152 |
| 08:00 - 09:00 | 15 | 63 | 0.110 | 15 | 63 | 0.148 | 15 | 63 | 0.258 |
| 09:00 - 10:00 | 15 | 63 | 0.134 | 15 | 63 | 0.136 | 15 | 63 | 0.270 |
| 10:00 - 11:00 | 15 | 63 | 0.057 | 15 | 63 | 0.083 | 15 | 63 | 0.140 |
| 11:00 - 12:00 | 15 | 63 | 0.074 | 15 | 63 | 0.076 | 15 | 63 | 0.150 |
| 12:00 - 13:00 | 15 | 63 | 0.081 | 15 | 63 | 0.058 | 15 | 63 | 0.139 |
| 13:00 - 14:00 | 15 | 63 | 0.082 | 15 | 63 | 0.087 | 15 | 63 | 0.169 |
| 14:00 - 15:00 | 15 | 63 | 0.075 | 15 | 63 | 0.068 | 15 | 63 | 0.143 |
| 15:00 - 16:00 | 15 | 63 | 0.080 | 15 | 63 | 0.086 | 15 | 63 | 0.166 |
| 16:00 - 17:00 | 15 | 63 | 0.110 | 15 | 63 | 0.070 | 15 | 63 | 0.180 |
| 17:00 - 18:00 | 15 | 63 | 0.154 | 15 | 63 | 0.094 | 15 | 63 | 0.248 |
| 18:00 - 19:00 | 15 | 63 | 0.165 | 15 | 63 | 0.082 | 15 | 63 | 0.247 |
| 19:00 - 20:00 | 15 | 63 | 0.110 | 15 | 63 | 0.083 | 15 | 63 | 0.193 |
| 20:00 - 21:00 | 15 | 63 | 0.086 | 15 | 63 | 0.057 | 15 | 63 | 0.143 |
| 21:00 - 22:00 | 15 | 63 | 0.045 | 15 | 63 | 0.032 | 15 | 63 | 0.077 |
| 22:00 - 23:00 | 1 | 74 | 0.081 | 1 | 74 | 0.068 | 1 | 74 | 0.149 |
| 23:00 - 24:00 | 1 | 74 | 0.014 | 1 | 74 | 0.000 | 1 | 74 | 0.014 |
| Total Rates: | | | 1.507 | | | 1.331 | | | 2.838 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 4 - 96 (units: ) |
| Survey date date range: | 01/01/09 - 20/06/16 |
| Number of weekdays (Monday-Friday): | 15 |
| 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.*

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*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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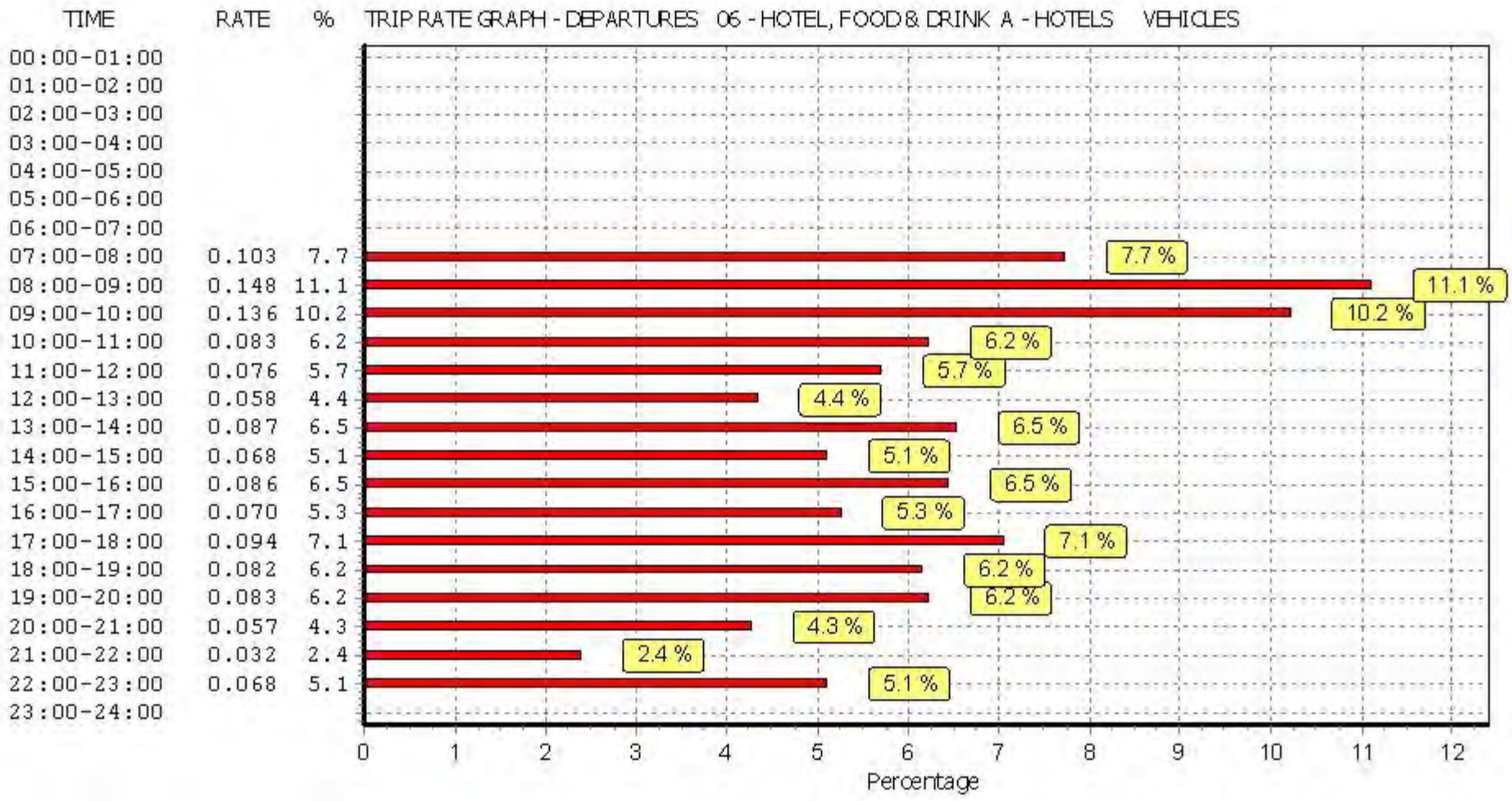
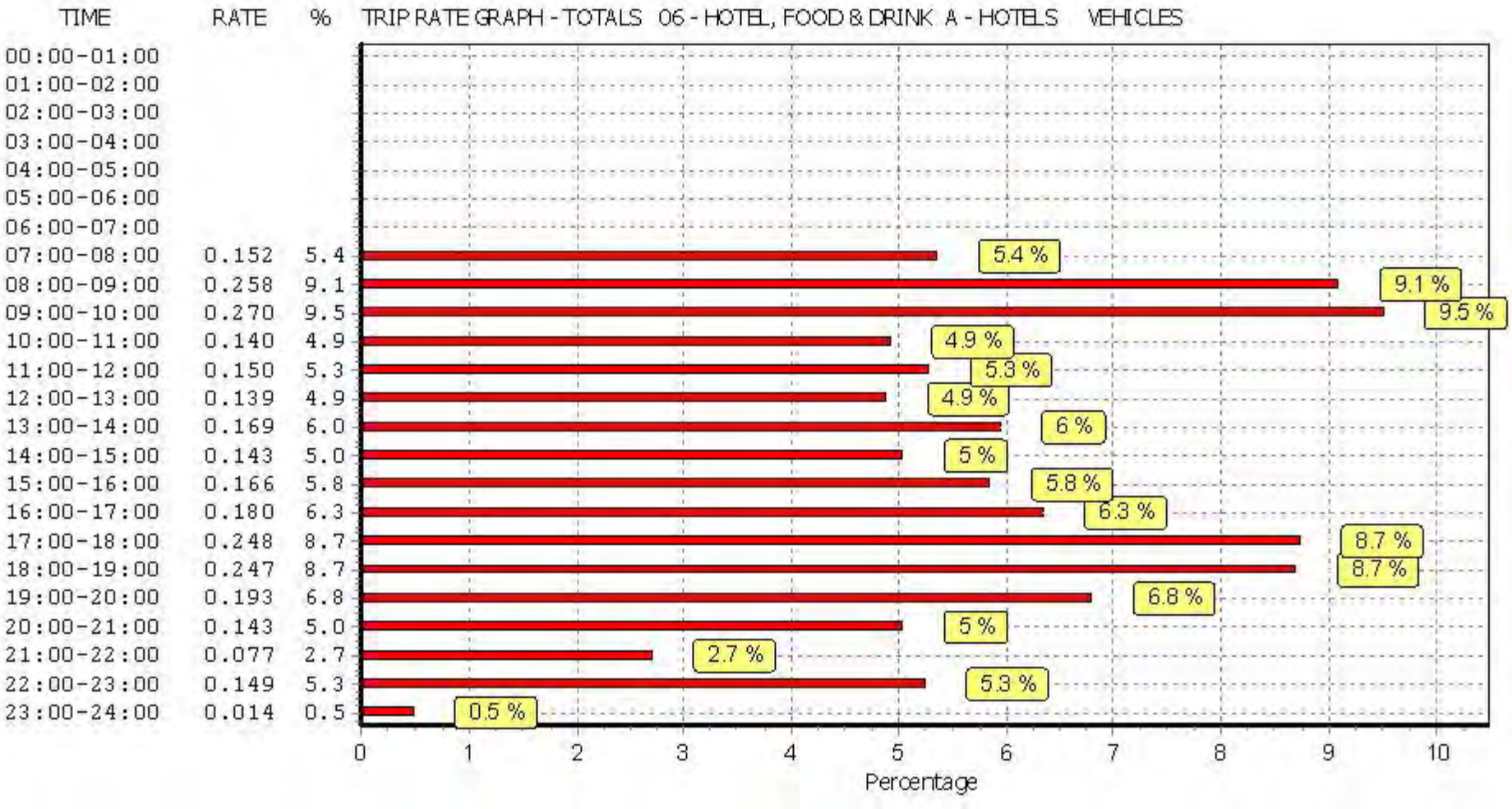



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
TAXIS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 15 | 63 | 0.004 | 15 | 63 | 0.004 | 15 | 63 | 0.008 |
| 08:00 - 09:00 | 15 | 63 | 0.006 | 15 | 63 | 0.010 | 15 | 63 | 0.016 |
| 09:00 - 10:00 | 15 | 63 | 0.011 | 15 | 63 | 0.013 | 15 | 63 | 0.024 |
| 10:00 - 11:00 | 15 | 63 | 0.004 | 15 | 63 | 0.010 | 15 | 63 | 0.014 |
| 11:00 - 12:00 | 15 | 63 | 0.005 | 15 | 63 | 0.005 | 15 | 63 | 0.010 |
| 12:00 - 13:00 | 15 | 63 | 0.003 | 15 | 63 | 0.004 | 15 | 63 | 0.007 |
| 13:00 - 14:00 | 15 | 63 | 0.010 | 15 | 63 | 0.011 | 15 | 63 | 0.021 |
| 14:00 - 15:00 | 15 | 63 | 0.012 | 15 | 63 | 0.007 | 15 | 63 | 0.019 |
| 15:00 - 16:00 | 15 | 63 | 0.007 | 15 | 63 | 0.006 | 15 | 63 | 0.013 |
| 16:00 - 17:00 | 15 | 63 | 0.003 | 15 | 63 | 0.003 | 15 | 63 | 0.006 |
| 17:00 - 18:00 | 15 | 63 | 0.015 | 15 | 63 | 0.013 | 15 | 63 | 0.028 |
| 18:00 - 19:00 | 15 | 63 | 0.021 | 15 | 63 | 0.020 | 15 | 63 | 0.041 |
| 19:00 - 20:00 | 15 | 63 | 0.015 | 15 | 63 | 0.018 | 15 | 63 | 0.033 |
| 20:00 - 21:00 | 15 | 63 | 0.008 | 15 | 63 | 0.013 | 15 | 63 | 0.021 |
| 21:00 - 22:00 | 15 | 63 | 0.002 | 15 | 63 | 0.003 | 15 | 63 | 0.005 |
| 22:00 - 23:00 | 1 | 74 | 0.041 | 1 | 74 | 0.041 | 1 | 74 | 0.082 |
| 23:00 - 24:00 | 1 | 74 | 0.000 | 1 | 74 | 0.000 | 1 | 74 | 0.000 |
| Total Rates: | | | 0.167 | | | 0.181 | | | 0.348 |

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

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

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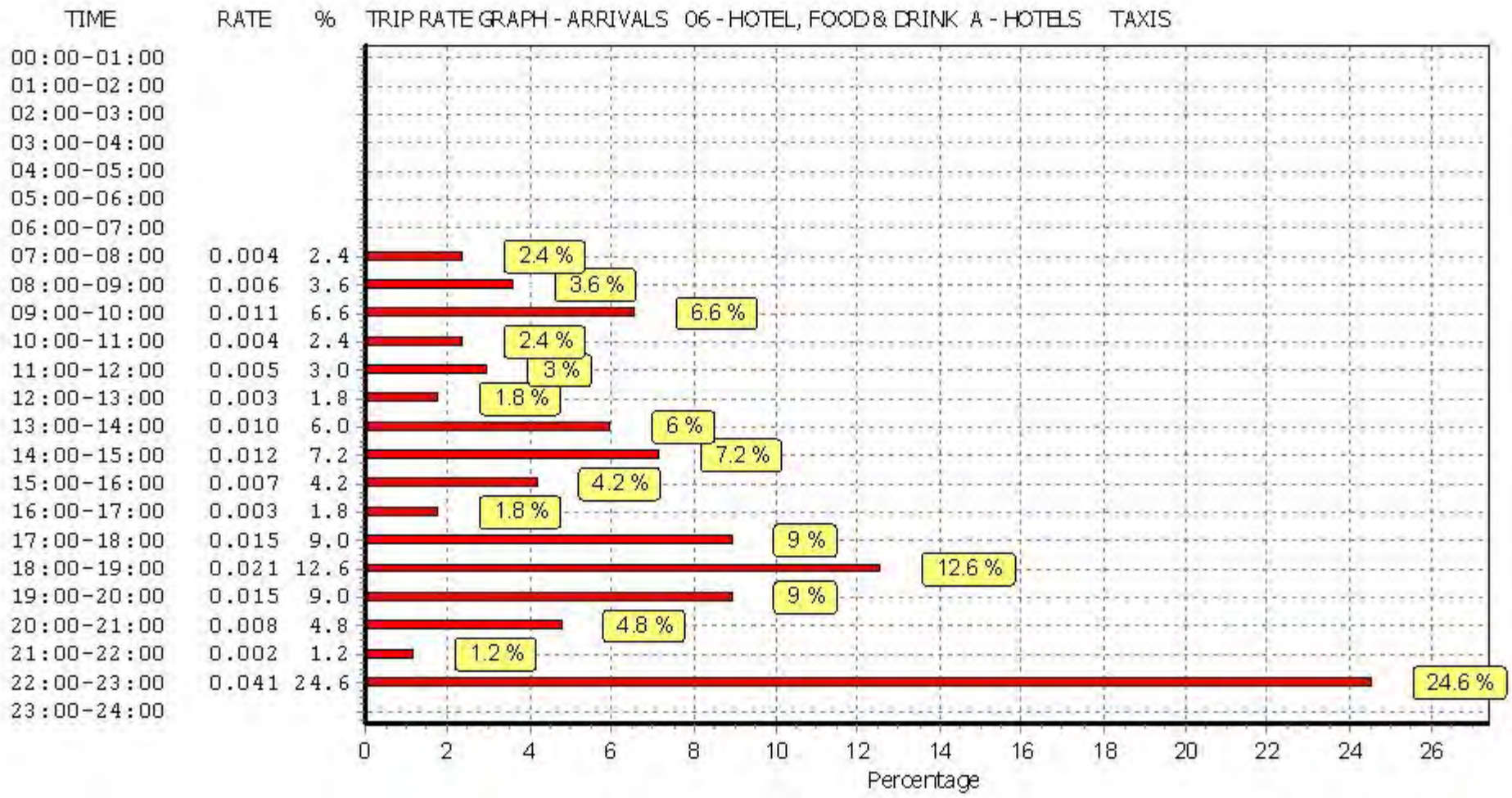
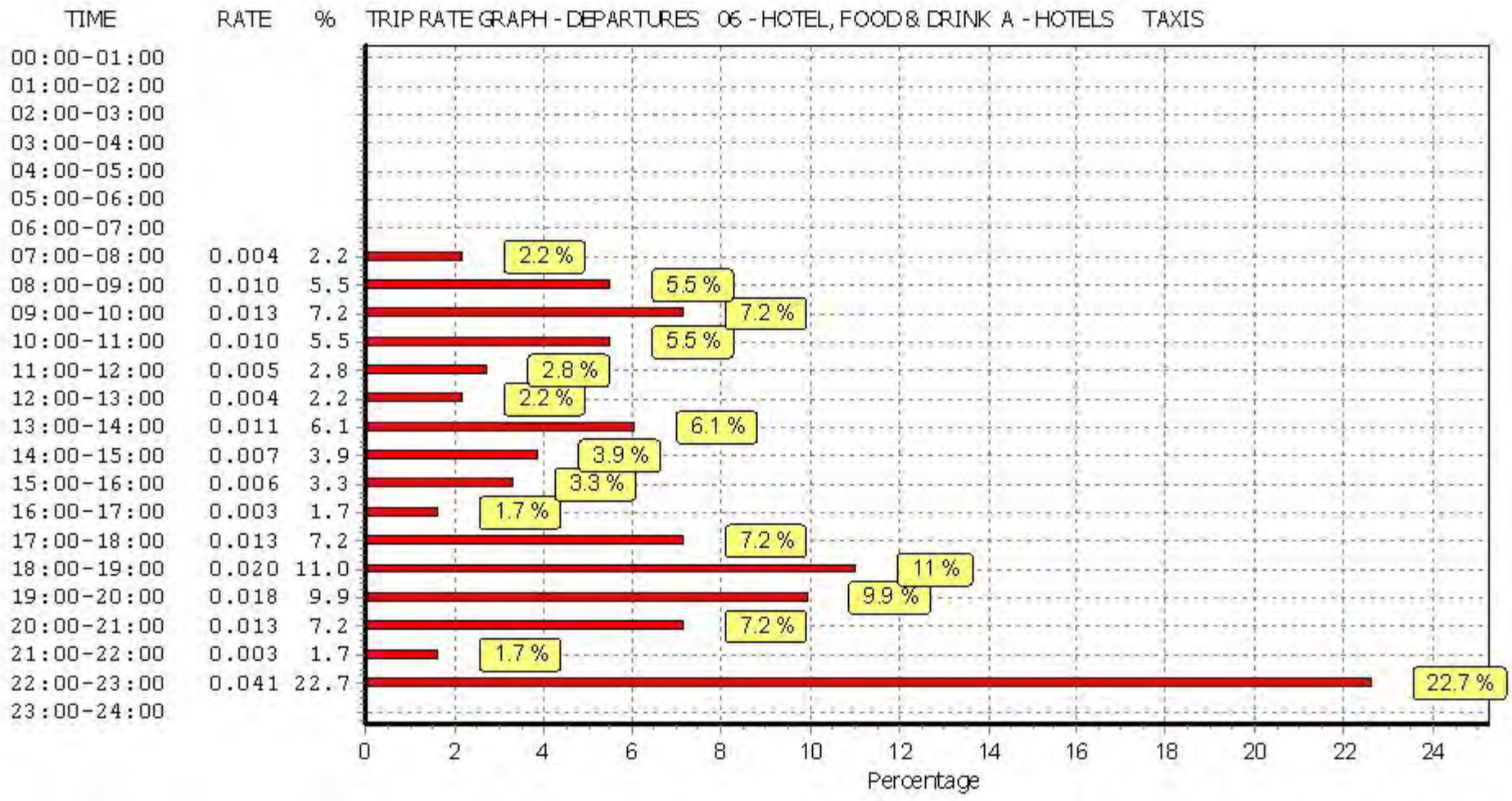
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 4 - 96 (units: ) |
| Survey date date range: | 01/01/09 - 20/06/16 |
| Number of weekdays (Monday-Friday): | 15 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 1 |
| Surveys manually removed from selection: | 0 |

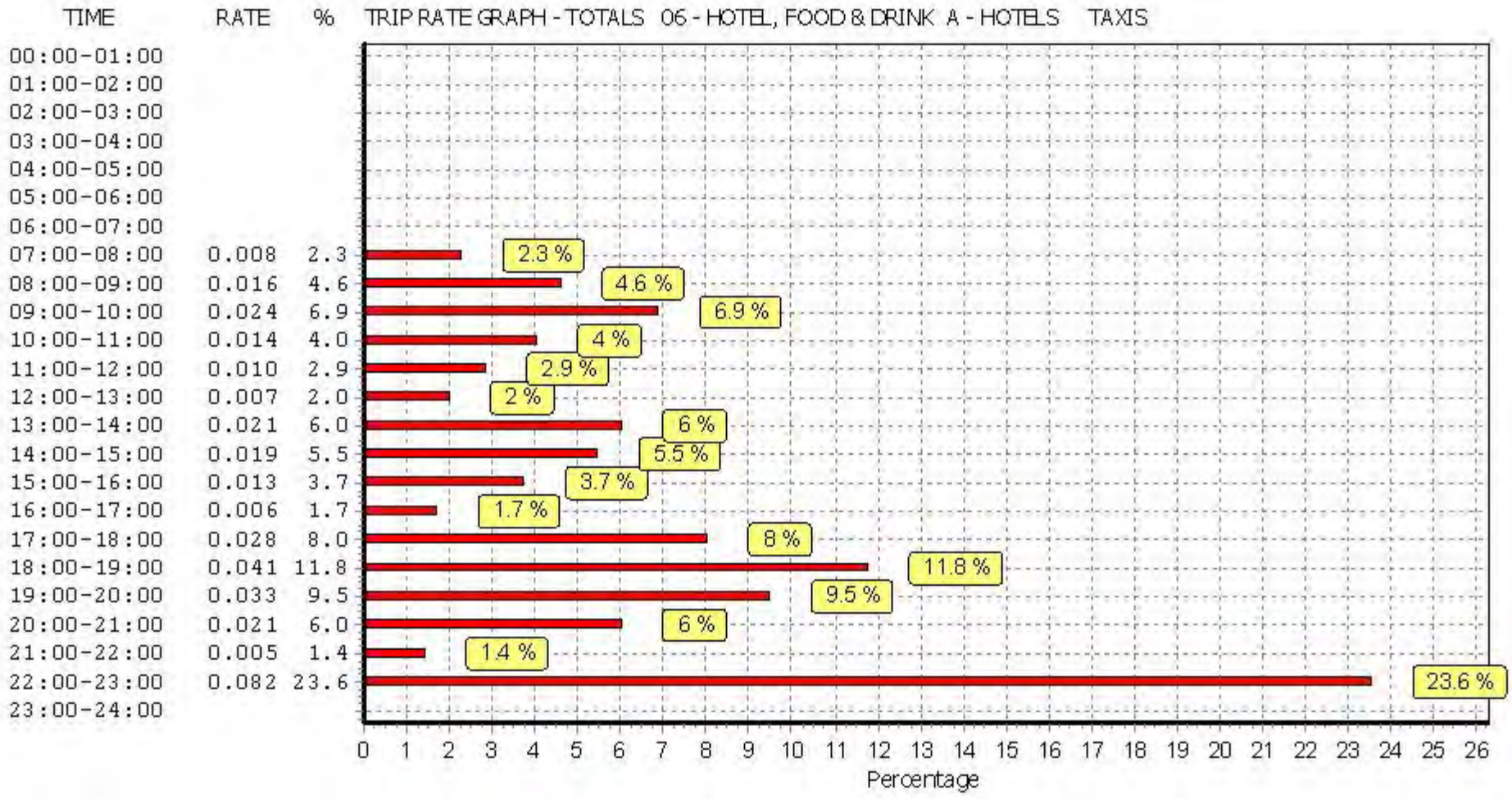
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 15 | 63 | 0.002 | 15 | 63 | 0.002 | 15 | 63 | 0.004 |
| 08:00 - 09:00 | 15 | 63 | 0.004 | 15 | 63 | 0.003 | 15 | 63 | 0.007 |
| 09:00 - 10:00 | 15 | 63 | 0.007 | 15 | 63 | 0.005 | 15 | 63 | 0.012 |
| 10:00 - 11:00 | 15 | 63 | 0.001 | 15 | 63 | 0.003 | 15 | 63 | 0.004 |
| 11:00 - 12:00 | 15 | 63 | 0.003 | 15 | 63 | 0.002 | 15 | 63 | 0.005 |
| 12:00 - 13:00 | 15 | 63 | 0.004 | 15 | 63 | 0.005 | 15 | 63 | 0.009 |
| 13:00 - 14:00 | 15 | 63 | 0.001 | 15 | 63 | 0.002 | 15 | 63 | 0.003 |
| 14:00 - 15:00 | 15 | 63 | 0.000 | 15 | 63 | 0.001 | 15 | 63 | 0.001 |
| 15:00 - 16:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 16:00 - 17:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 17:00 - 18:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 18:00 - 19:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 19:00 - 20:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 20:00 - 21:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 21:00 - 22:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 22:00 - 23:00 | 1 | 74 | 0.000 | 1 | 74 | 0.000 | 1 | 74 | 0.000 |
| 23:00 - 24:00 | 1 | 74 | 0.000 | 1 | 74 | 0.000 | 1 | 74 | 0.000 |
| Total Rates: | | | 0.022 | | | 0.023 | | | 0.045 |

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

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

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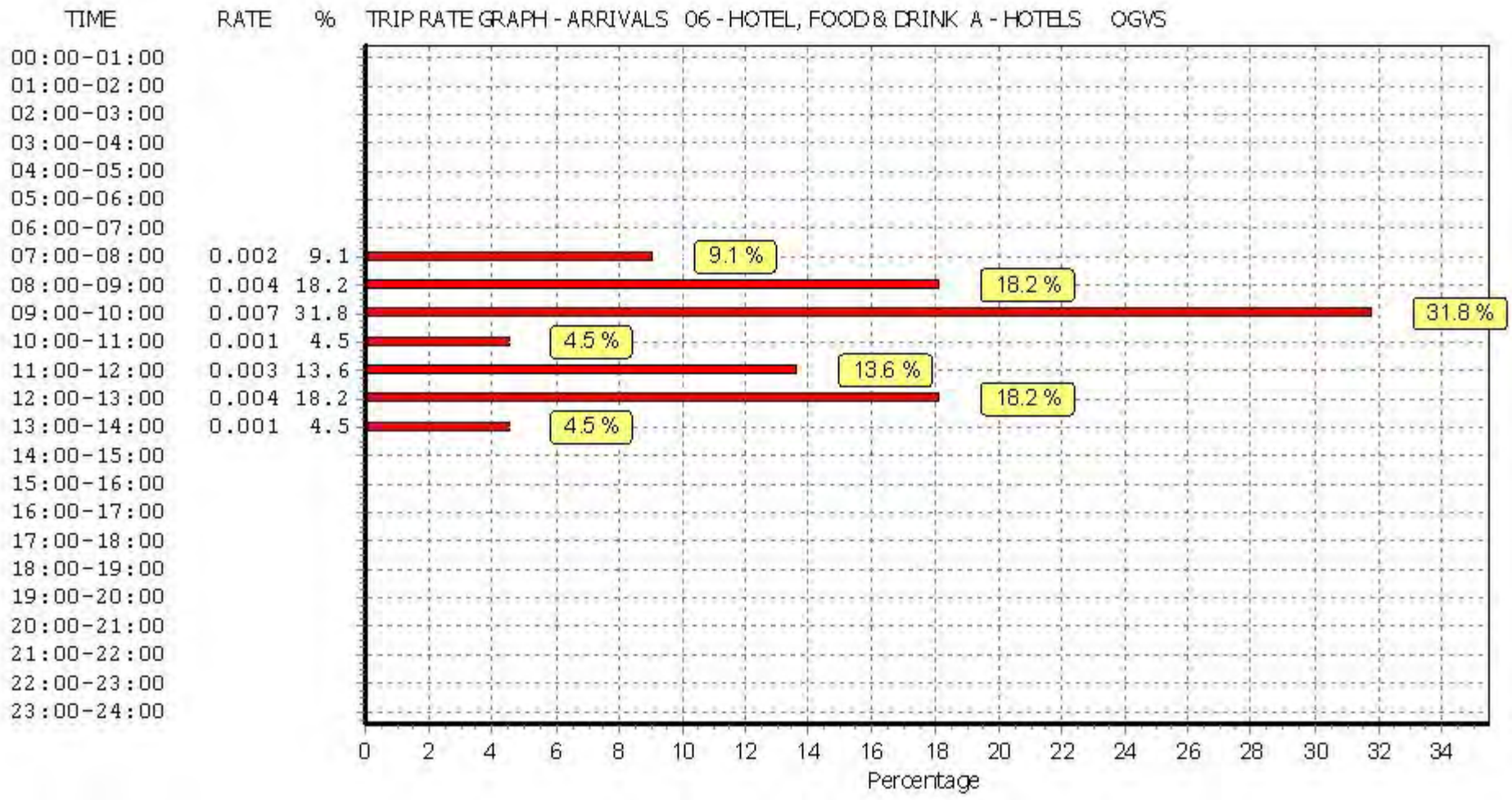
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 4 - 96 (units: ) |
| Survey date date range: | 01/01/09 - 20/06/16 |
| Number of weekdays (Monday-Friday): | 15 |
| 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.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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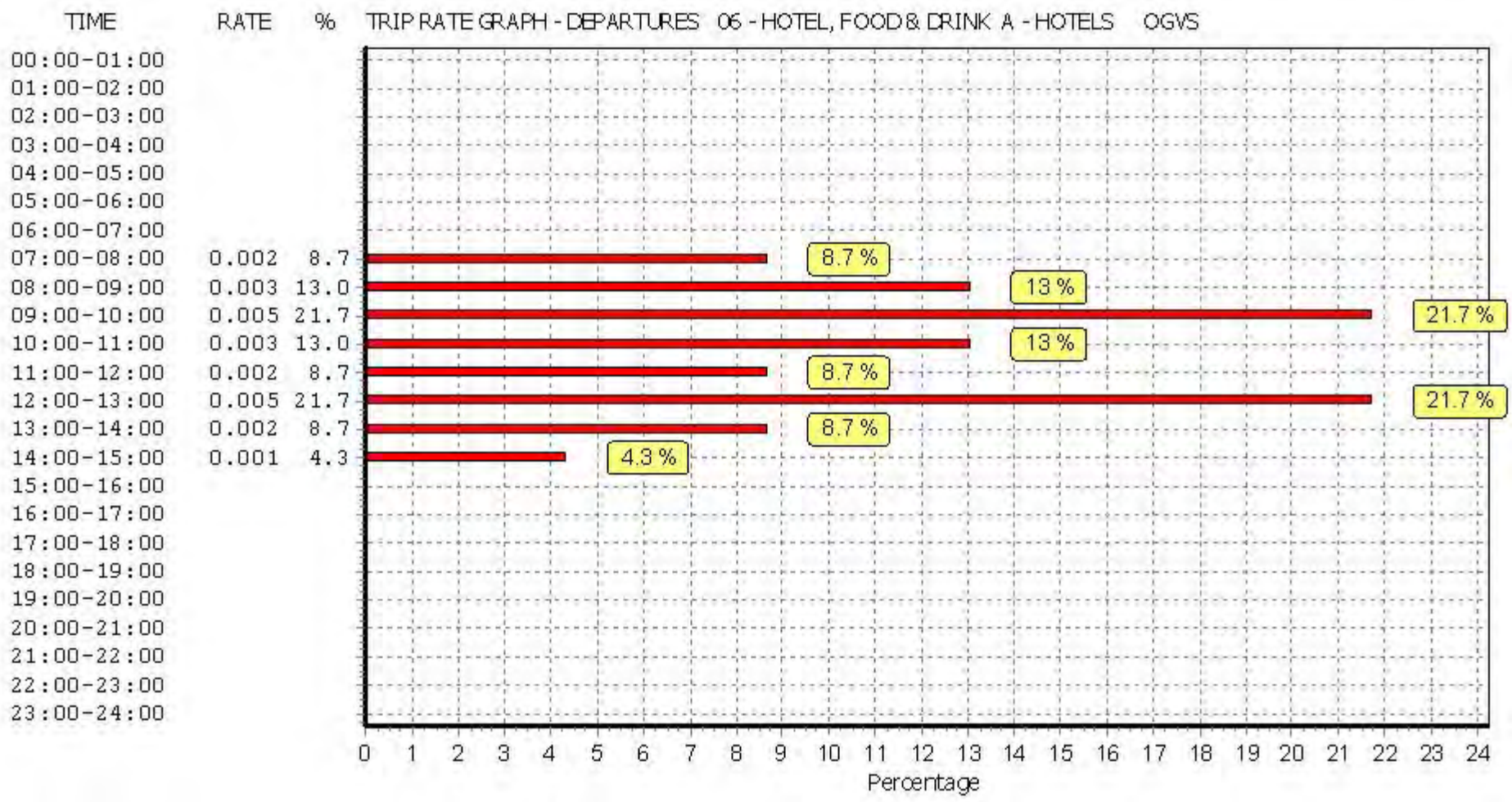
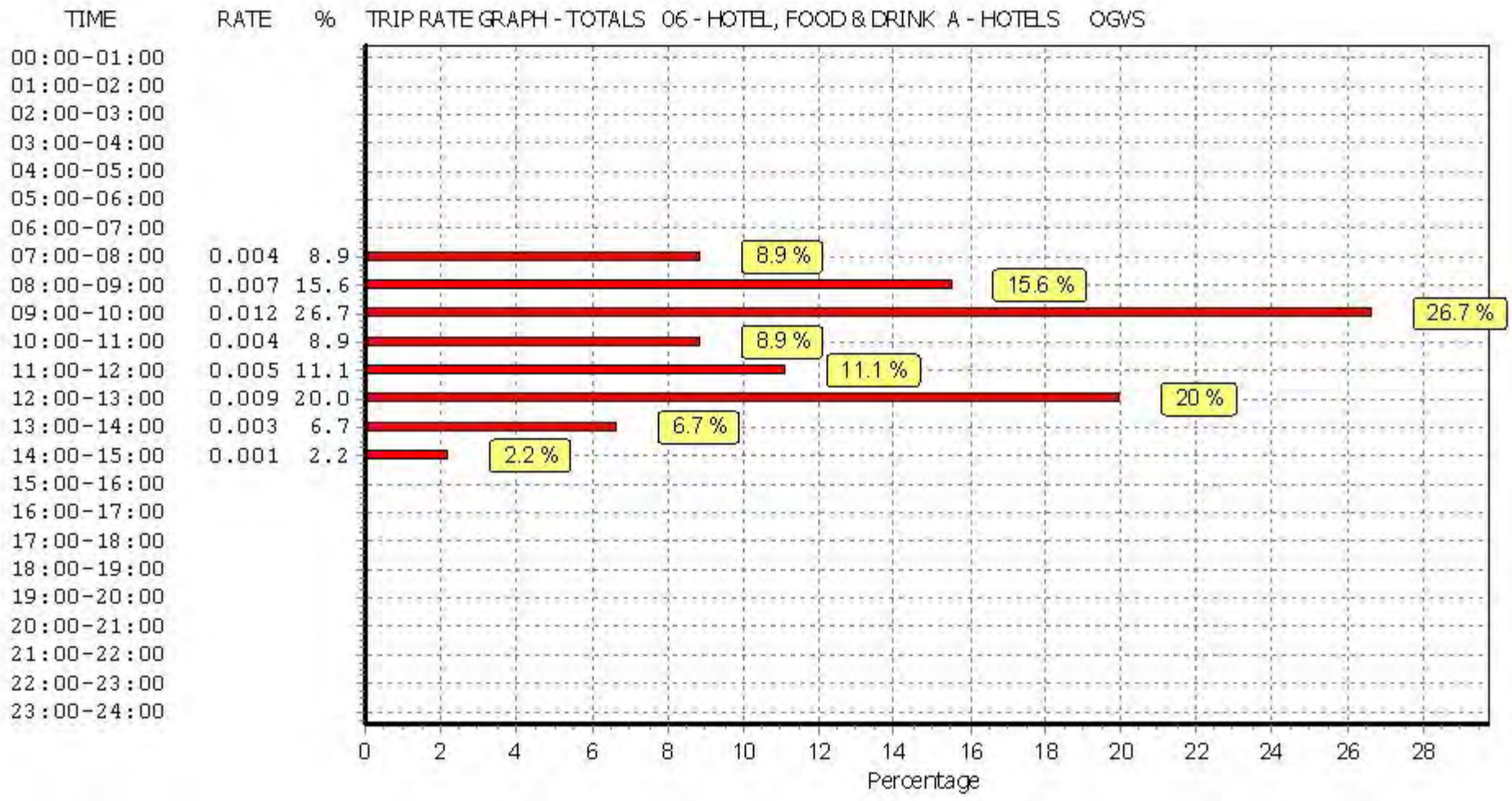



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
PSVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 08:00 - 09:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 09:00 - 10:00 | 15 | 63 | 0.002 | 15 | 63 | 0.002 | 15 | 63 | 0.004 |
| 10:00 - 11:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 11:00 - 12:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 12:00 - 13:00 | 15 | 63 | 0.002 | 15 | 63 | 0.000 | 15 | 63 | 0.002 |
| 13:00 - 14:00 | 15 | 63 | 0.000 | 15 | 63 | 0.002 | 15 | 63 | 0.002 |
| 14:00 - 15:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 15:00 - 16:00 | 15 | 63 | 0.001 | 15 | 63 | 0.000 | 15 | 63 | 0.001 |
| 16:00 - 17:00 | 15 | 63 | 0.003 | 15 | 63 | 0.002 | 15 | 63 | 0.005 |
| 17:00 - 18:00 | 15 | 63 | 0.002 | 15 | 63 | 0.002 | 15 | 63 | 0.004 |
| 18:00 - 19:00 | 15 | 63 | 0.003 | 15 | 63 | 0.001 | 15 | 63 | 0.004 |
| 19:00 - 20:00 | 15 | 63 | 0.001 | 15 | 63 | 0.003 | 15 | 63 | 0.004 |
| 20:00 - 21:00 | 15 | 63 | 0.001 | 15 | 63 | 0.002 | 15 | 63 | 0.003 |
| 21:00 - 22:00 | 15 | 63 | 0.001 | 15 | 63 | 0.001 | 15 | 63 | 0.002 |
| 22:00 - 23:00 | 1 | 74 | 0.000 | 1 | 74 | 0.000 | 1 | 74 | 0.000 |
| 23:00 - 24:00 | 1 | 74 | 0.000 | 1 | 74 | 0.000 | 1 | 74 | 0.000 |
| Total Rates: | | | 0.016 | | | 0.015 | | | 0.031 |

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

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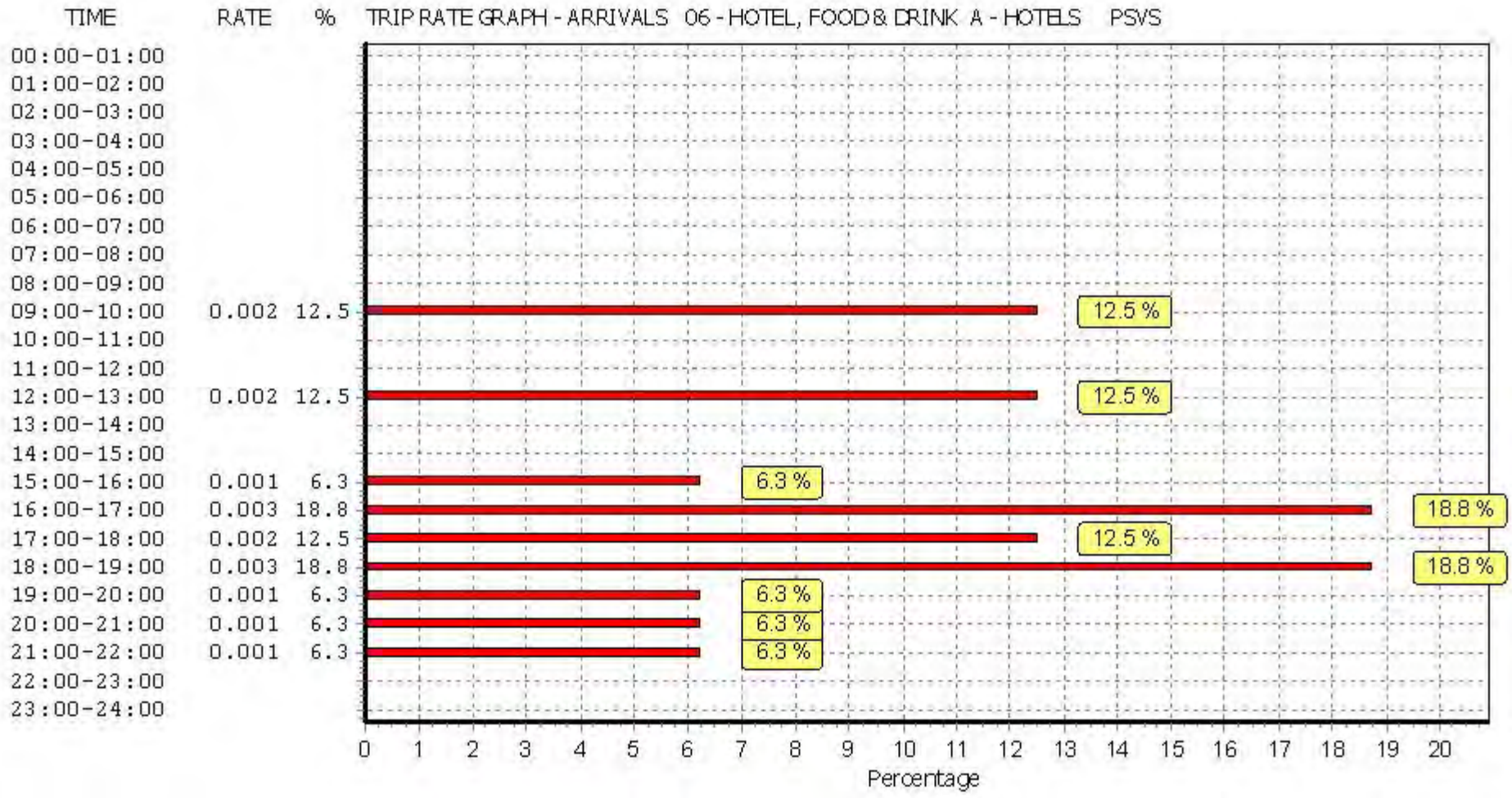
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 4 - 96 (units: ) |
| Survey date date range: | 01/01/09 - 20/06/16 |
| Number of weekdays (Monday-Friday): | 15 |
| 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.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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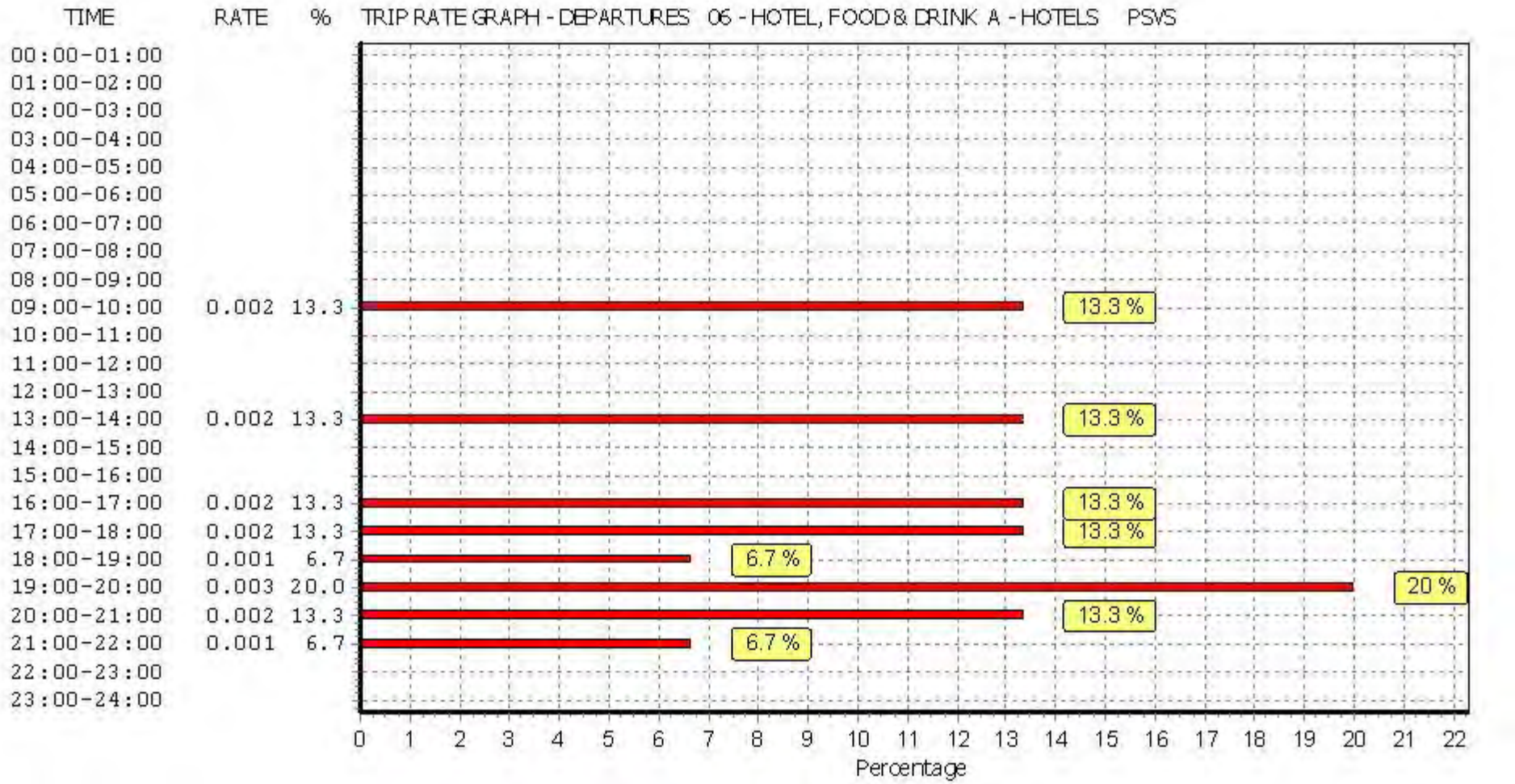
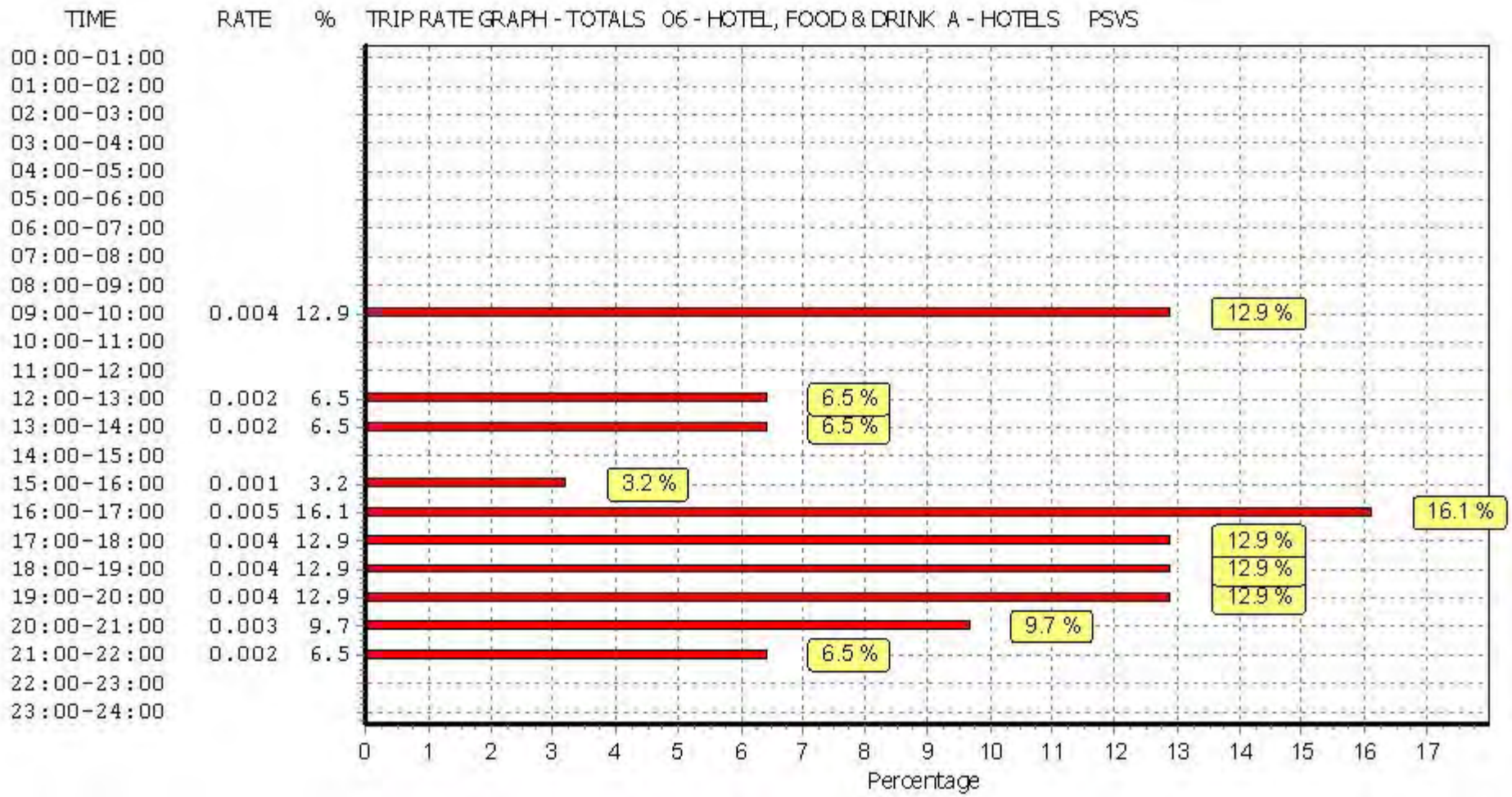



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
CYCLISTS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 08:00 - 09:00 | 15 | 63 | 0.003 | 15 | 63 | 0.000 | 15 | 63 | 0.003 |
| 09:00 - 10:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 10:00 - 11:00 | 15 | 63 | 0.000 | 15 | 63 | 0.001 | 15 | 63 | 0.001 |
| 11:00 - 12:00 | 15 | 63 | 0.001 | 15 | 63 | 0.000 | 15 | 63 | 0.001 |
| 12:00 - 13:00 | 15 | 63 | 0.000 | 15 | 63 | 0.003 | 15 | 63 | 0.003 |
| 13:00 - 14:00 | 15 | 63 | 0.000 | 15 | 63 | 0.002 | 15 | 63 | 0.002 |
| 14:00 - 15:00 | 15 | 63 | 0.000 | 15 | 63 | 0.005 | 15 | 63 | 0.005 |
| 15:00 - 16:00 | 15 | 63 | 0.002 | 15 | 63 | 0.000 | 15 | 63 | 0.002 |
| 16:00 - 17:00 | 15 | 63 | 0.000 | 15 | 63 | 0.002 | 15 | 63 | 0.002 |
| 17:00 - 18:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 18:00 - 19:00 | 15 | 63 | 0.001 | 15 | 63 | 0.000 | 15 | 63 | 0.001 |
| 19:00 - 20:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 20:00 - 21:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 21:00 - 22:00 | 15 | 63 | 0.000 | 15 | 63 | 0.000 | 15 | 63 | 0.000 |
| 22:00 - 23:00 | 1 | 74 | 0.000 | 1 | 74 | 0.000 | 1 | 74 | 0.000 |
| 23:00 - 24:00 | 1 | 74 | 0.000 | 1 | 74 | 0.000 | 1 | 74 | 0.000 |
| Total Rates: | | | 0.007 | | | 0.013 | | | 0.020 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 4 - 96 (units: ) |
| Survey date date range: | 01/01/09 - 20/06/16 |
| Number of weekdays (Monday-Friday): | 15 |
| 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.*

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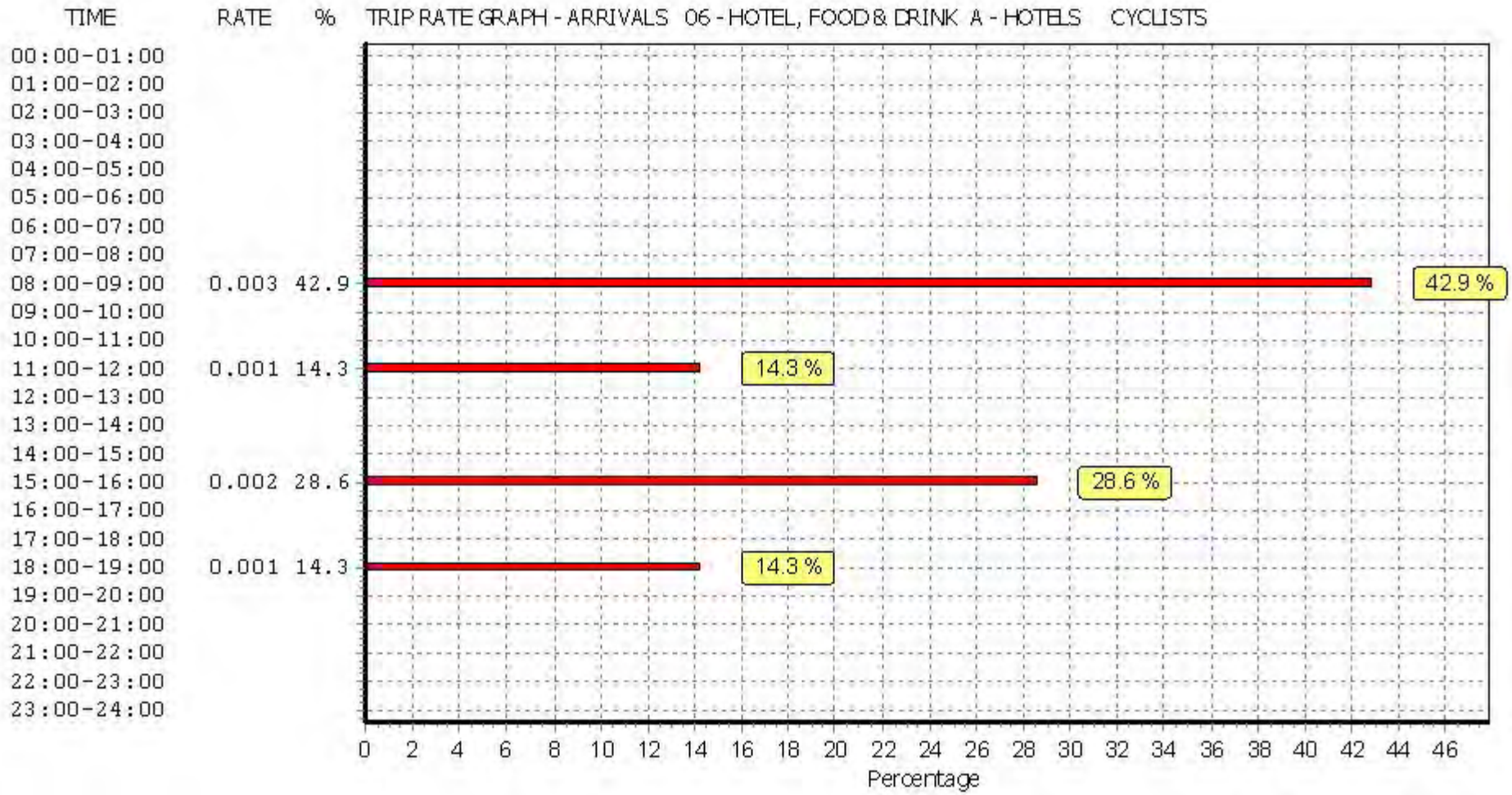


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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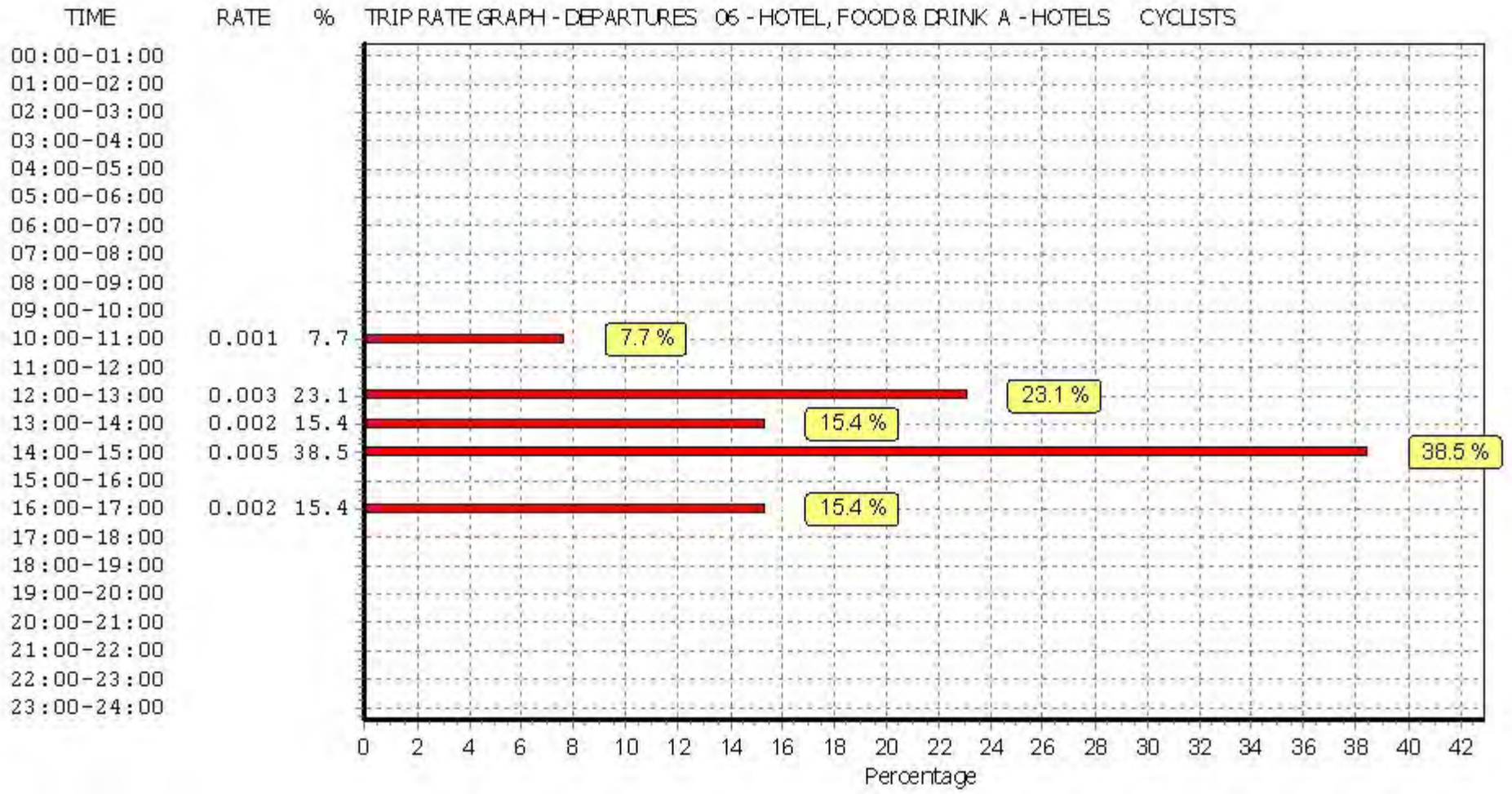


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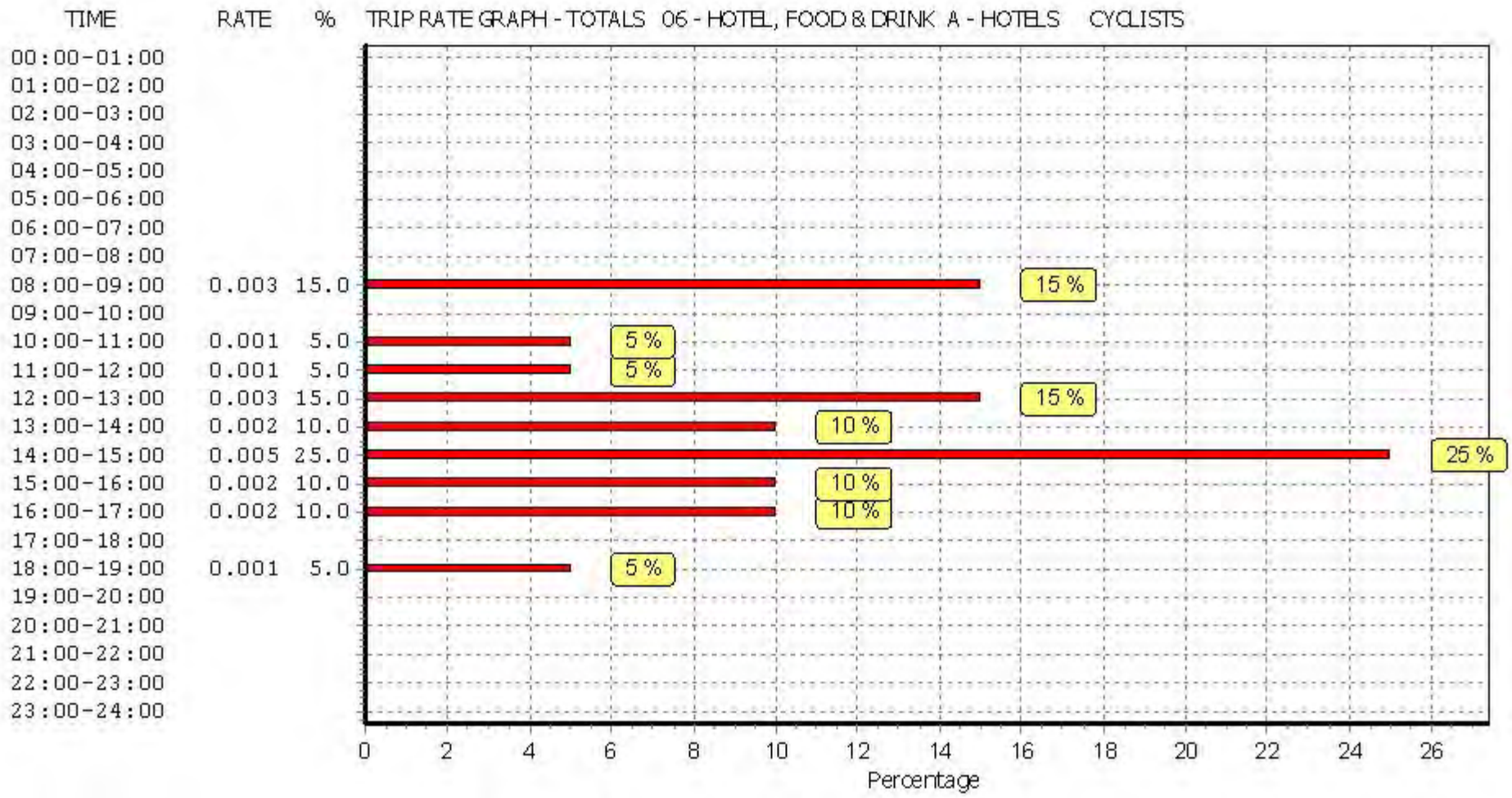


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 03 | SOUTH WEST | | |
| | BR | BRISTOL CITY | 1 days |
| 05 | EAST MIDLANDS | | |
| | DS | DERBYSHIRE | 1 days |

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 36 to 99 (units: )
Range Selected by User: 4 to 100 (units: )

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 20/06/16

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

*Selected survey days:*

| | |
|---|---|
| Saturday | 1 days |
| Sunday | 1 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 2 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Edge of Town | 2 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Residential Zone | 1 |
| Out of Town | 1 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| C1 | 2 days |

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

Secondary Filtering selection (Cont.):

*Population within 1 mile:*

| | |
|---|---|
| 1,001 to 5,000 | 1 days |
| 5,001 to 10,000 | 1 days |

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

*Population within 5 miles:*

| | |
|---|---|
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 1 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 1 days |

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

*Travel Plan:*

| | |
|---|---|
| No | 2 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 2 days |

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

*LIST OF SITES relevant to selection parameters*

1 BR-06-A-01 HOTEL BRISTOL CITY
A38 BRIDGWATER ROAD

BRISTOL
Edge of Town
Out of Town
Total Number of bedrooms: 36
*Survey date: SUNDAY* *27/09/15* *Survey Type: MANUAL*

2 DS-06-A-03 MENZIES HOTEL DERBYSHIRE
ETWALL ROAD
MICKLEOVER
DERBY
Edge of Town
Residential Zone
Total Number of bedrooms: 99
*Survey date: SATURDAY* *25/07/15* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 68 | 0.237 | 2 | 68 | 0.237 | 2 | 68 | 0.474 |
| 08:00 - 09:00 | 2 | 68 | 0.244 | 2 | 68 | 0.415 | 2 | 68 | 0.659 |
| 09:00 - 10:00 | 2 | 68 | 0.237 | 2 | 68 | 0.274 | 2 | 68 | 0.511 |
| 10:00 - 11:00 | 2 | 68 | 0.215 | 2 | 68 | 0.237 | 2 | 68 | 0.452 |
| 11:00 - 12:00 | 2 | 68 | 0.207 | 2 | 68 | 0.326 | 2 | 68 | 0.533 |
| 12:00 - 13:00 | 2 | 68 | 0.163 | 2 | 68 | 0.163 | 2 | 68 | 0.326 |
| 13:00 - 14:00 | 2 | 68 | 0.200 | 2 | 68 | 0.148 | 2 | 68 | 0.348 |
| 14:00 - 15:00 | 2 | 68 | 0.148 | 2 | 68 | 0.215 | 2 | 68 | 0.363 |
| 15:00 - 16:00 | 2 | 68 | 0.200 | 2 | 68 | 0.207 | 2 | 68 | 0.407 |
| 16:00 - 17:00 | 2 | 68 | 0.200 | 2 | 68 | 0.274 | 2 | 68 | 0.474 |
| 17:00 - 18:00 | 2 | 68 | 0.222 | 2 | 68 | 0.126 | 2 | 68 | 0.348 |
| 18:00 - 19:00 | 2 | 68 | 0.304 | 2 | 68 | 0.222 | 2 | 68 | 0.526 |
| 19:00 - 20:00 | 2 | 68 | 0.274 | 2 | 68 | 0.185 | 2 | 68 | 0.459 |
| 20:00 - 21:00 | 2 | 68 | 0.163 | 2 | 68 | 0.237 | 2 | 68 | 0.400 |
| 21:00 - 22:00 | 1 | 99 | 0.091 | 1 | 99 | 0.152 | 1 | 99 | 0.243 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.105 | | | 3.418 | | | 6.523 |

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

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

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Parameter summary

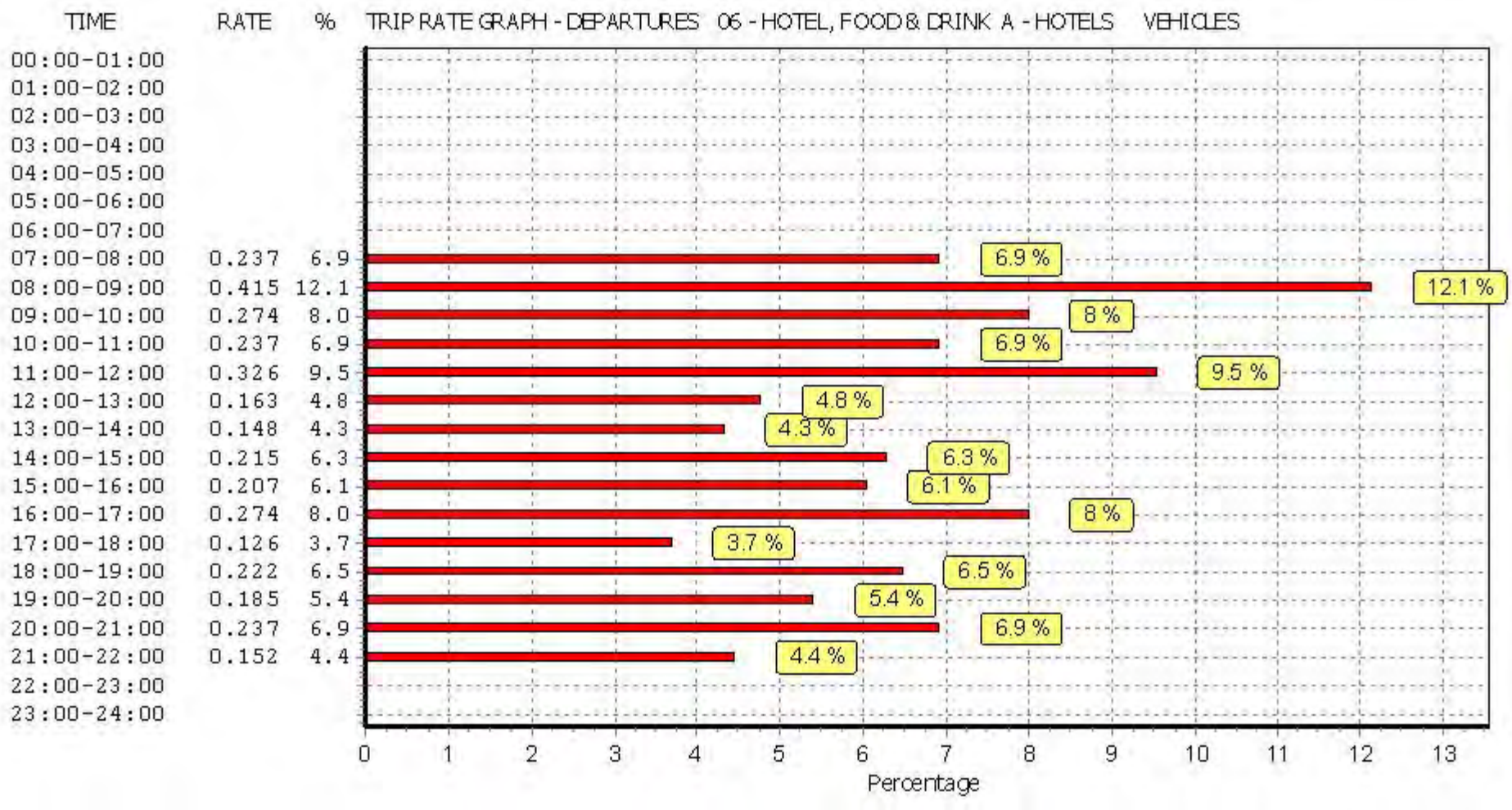
| | |
|---|---|
| Trip rate parameter range selected: | 36 - 99 (units: ) |
| Survey date date range: | 01/01/09 - 20/06/16 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 1 |
| Number of Sundays: | 1 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706

*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706

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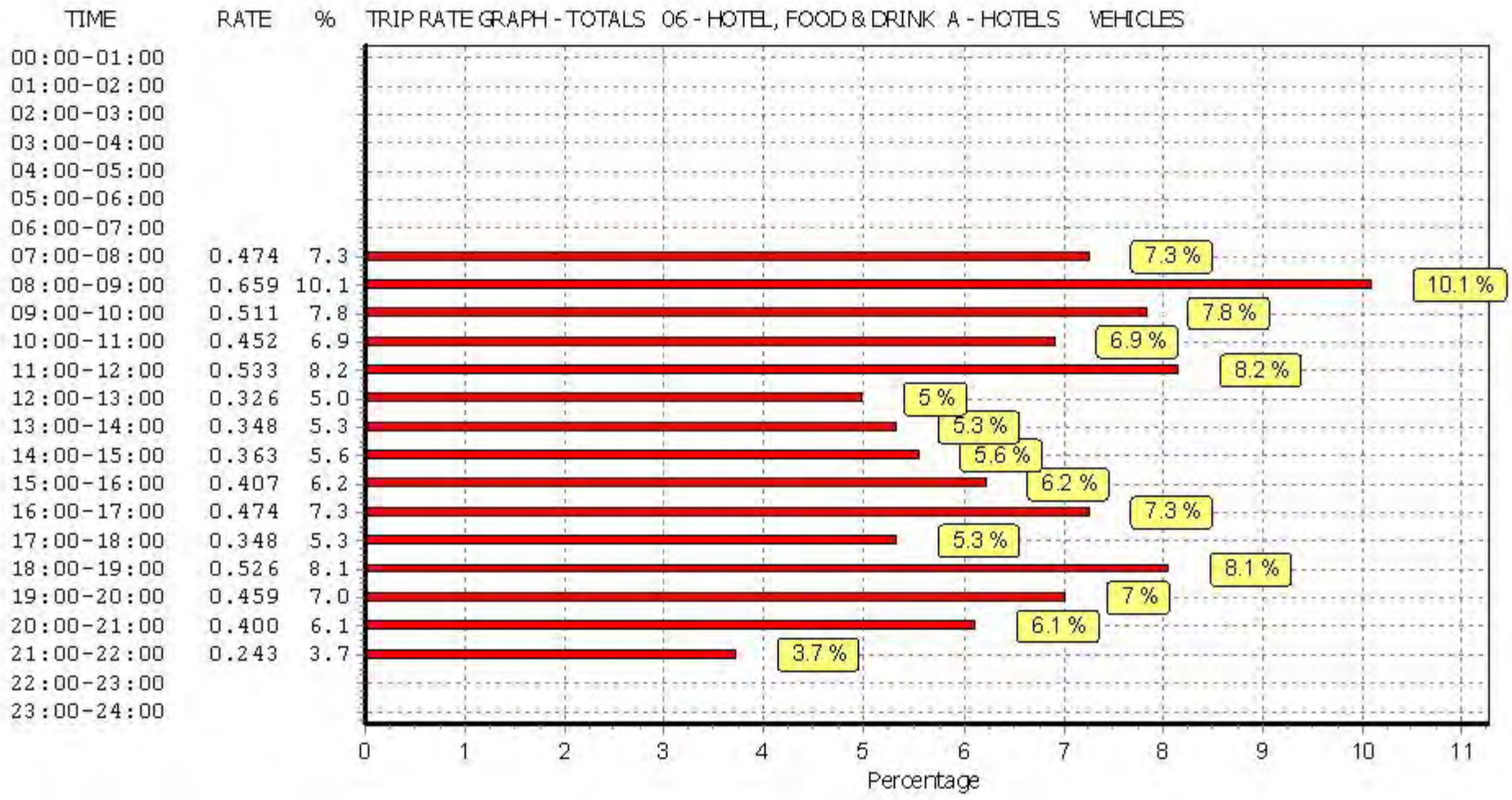


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
TAXIS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 08:00 - 09:00 | 2 | 68 | 0.015 | 2 | 68 | 0.015 | 2 | 68 | 0.030 |
| 09:00 - 10:00 | 2 | 68 | 0.022 | 2 | 68 | 0.022 | 2 | 68 | 0.044 |
| 10:00 - 11:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 11:00 - 12:00 | 2 | 68 | 0.015 | 2 | 68 | 0.007 | 2 | 68 | 0.022 |
| 12:00 - 13:00 | 2 | 68 | 0.000 | 2 | 68 | 0.007 | 2 | 68 | 0.007 |
| 13:00 - 14:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 14:00 - 15:00 | 2 | 68 | 0.007 | 2 | 68 | 0.000 | 2 | 68 | 0.007 |
| 15:00 - 16:00 | 2 | 68 | 0.007 | 2 | 68 | 0.015 | 2 | 68 | 0.022 |
| 16:00 - 17:00 | 2 | 68 | 0.007 | 2 | 68 | 0.007 | 2 | 68 | 0.014 |
| 17:00 - 18:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 18:00 - 19:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 19:00 - 20:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 20:00 - 21:00 | 2 | 68 | 0.007 | 2 | 68 | 0.007 | 2 | 68 | 0.014 |
| 21:00 - 22:00 | 1 | 99 | 0.000 | 1 | 99 | 0.000 | 1 | 99 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.080 | | | 0.080 | | | 0.160 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 36 - 99 (units: ) |
| Survey date date range: | 01/01/09 - 20/06/16 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 1 |
| Number of Sundays: | 1 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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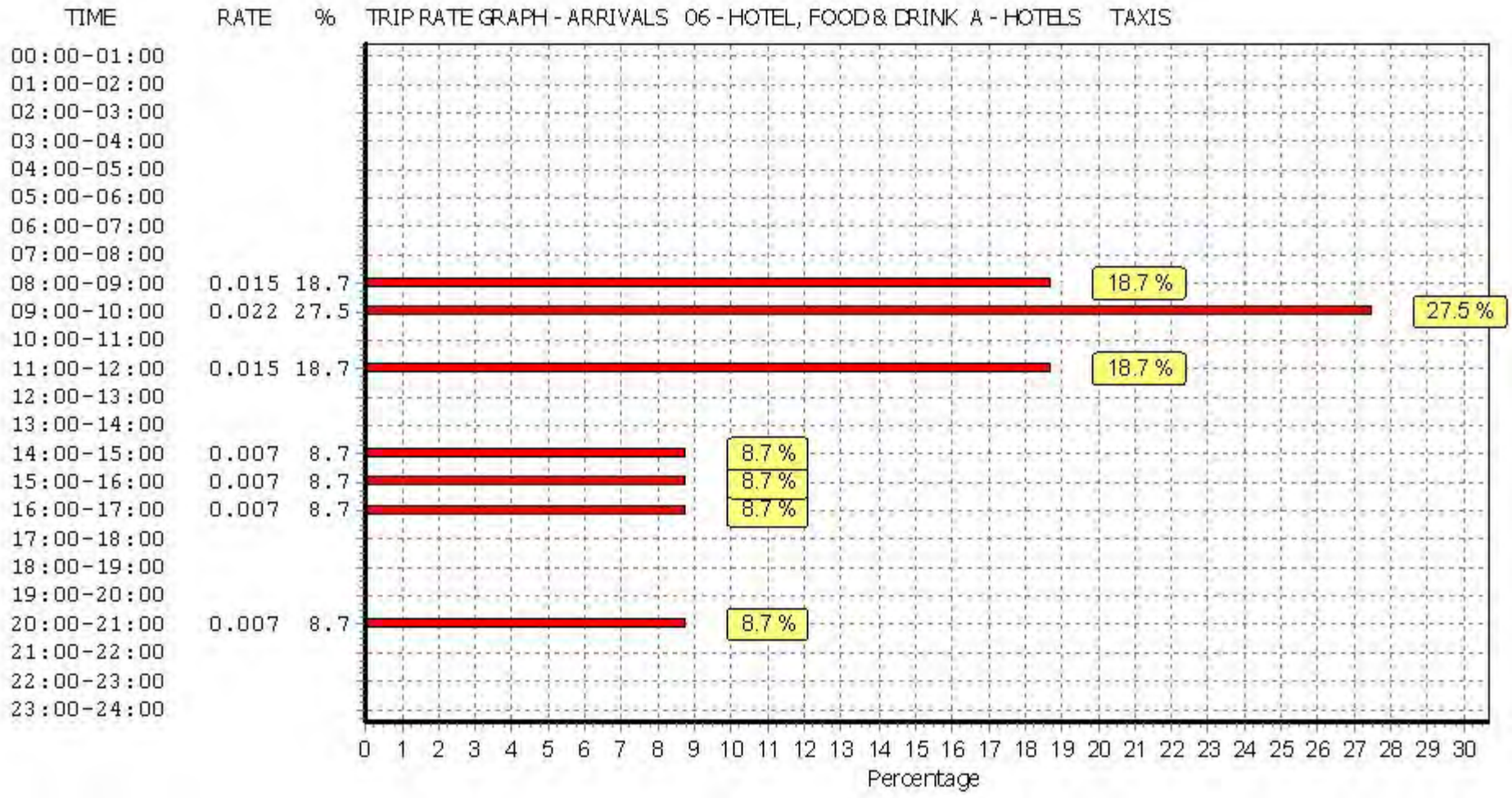
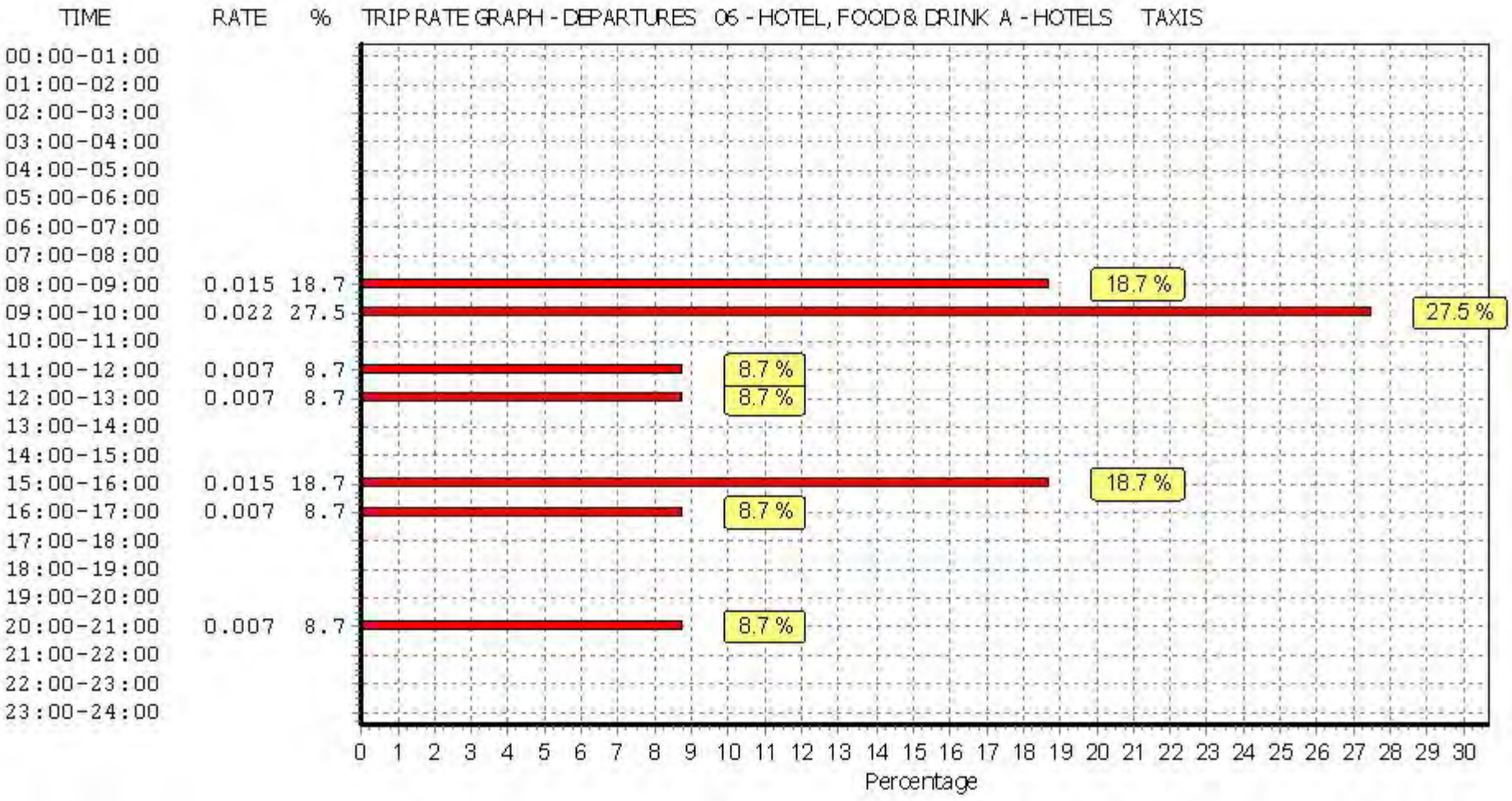



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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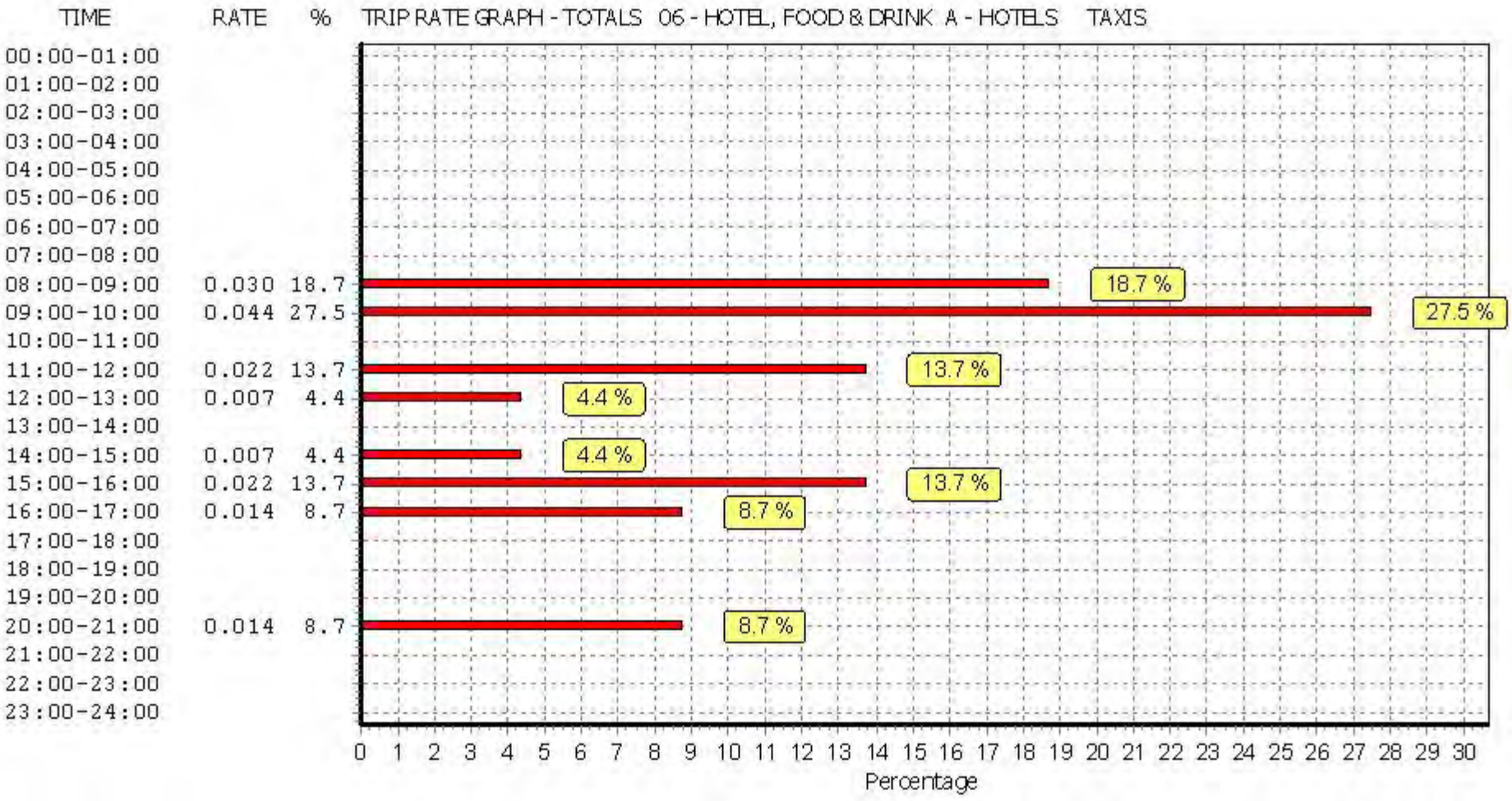


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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 08:00 - 09:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 09:00 - 10:00 | 2 | 68 | 0.007 | 2 | 68 | 0.000 | 2 | 68 | 0.007 |
| 10:00 - 11:00 | 2 | 68 | 0.007 | 2 | 68 | 0.007 | 2 | 68 | 0.014 |
| 11:00 - 12:00 | 2 | 68 | 0.000 | 2 | 68 | 0.007 | 2 | 68 | 0.007 |
| 12:00 - 13:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 13:00 - 14:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 14:00 - 15:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 15:00 - 16:00 | 2 | 68 | 0.007 | 2 | 68 | 0.007 | 2 | 68 | 0.014 |
| 16:00 - 17:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 17:00 - 18:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 18:00 - 19:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 19:00 - 20:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 20:00 - 21:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 21:00 - 22:00 | 1 | 99 | 0.000 | 1 | 99 | 0.000 | 1 | 99 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.021 | | | 0.021 | | | 0.042 |

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

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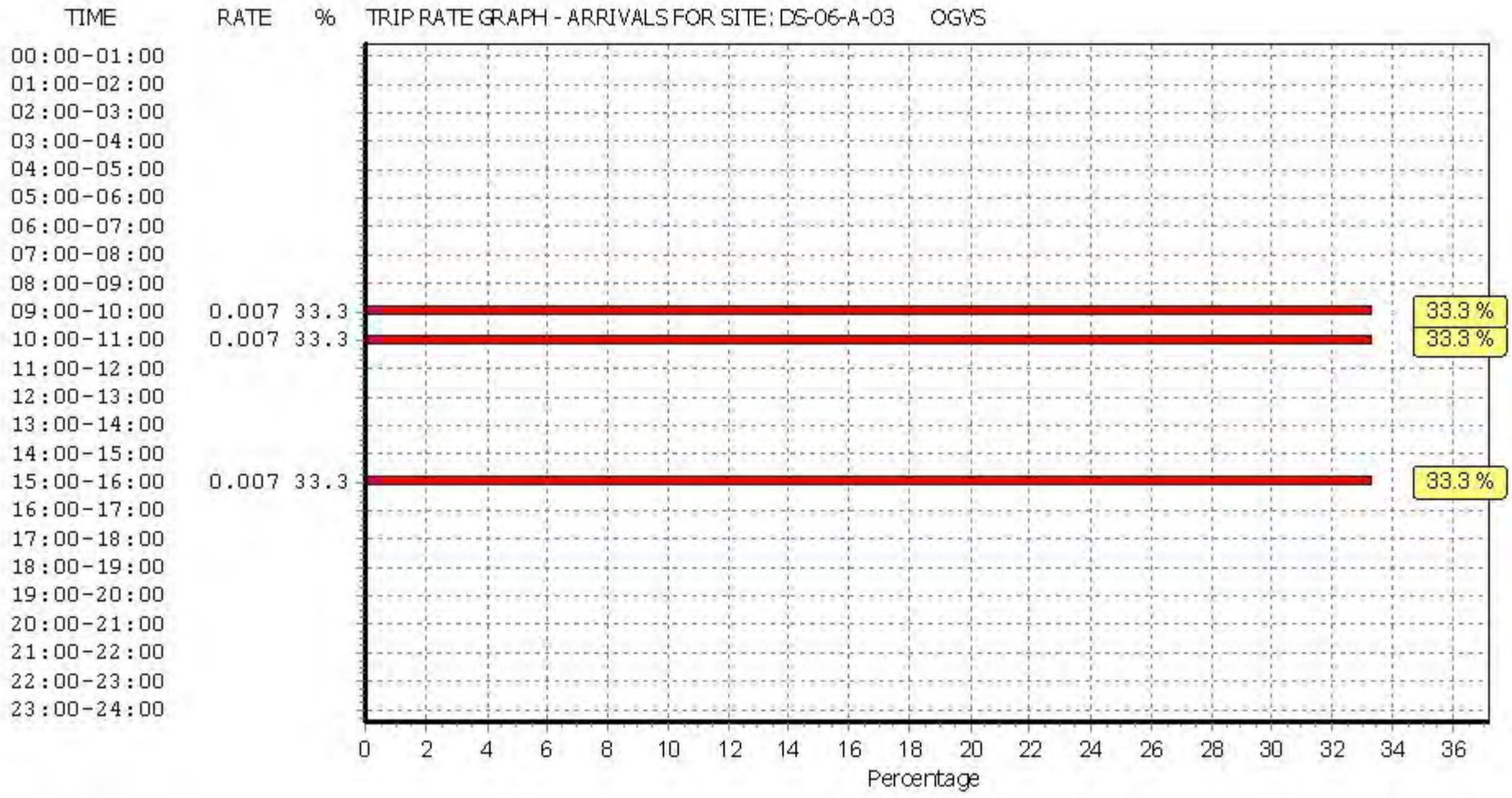
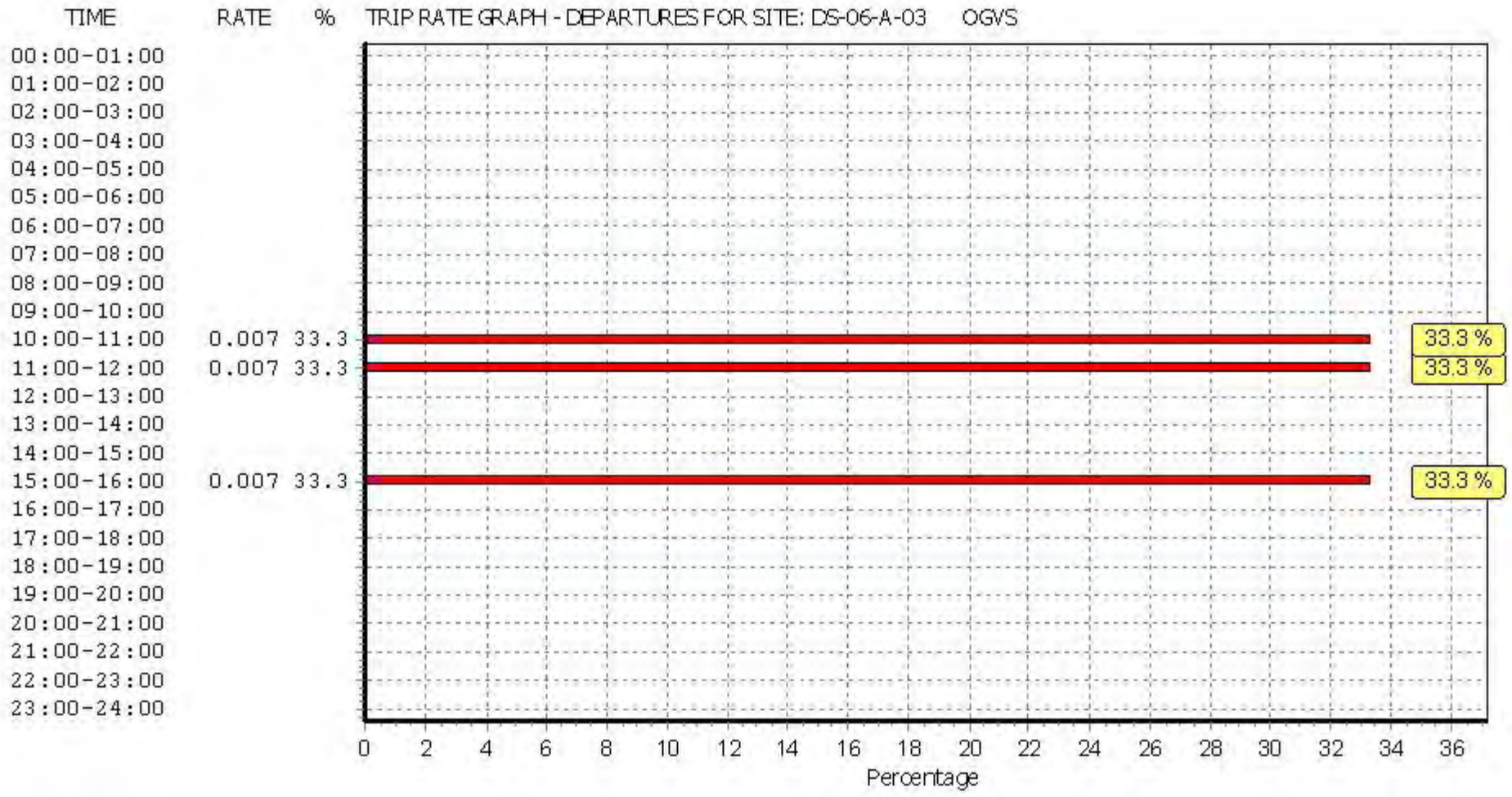
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 36 - 99 (units: ) |
| Survey date date range: | 01/01/09 - 20/06/16 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 1 |
| Number of Sundays: | 1 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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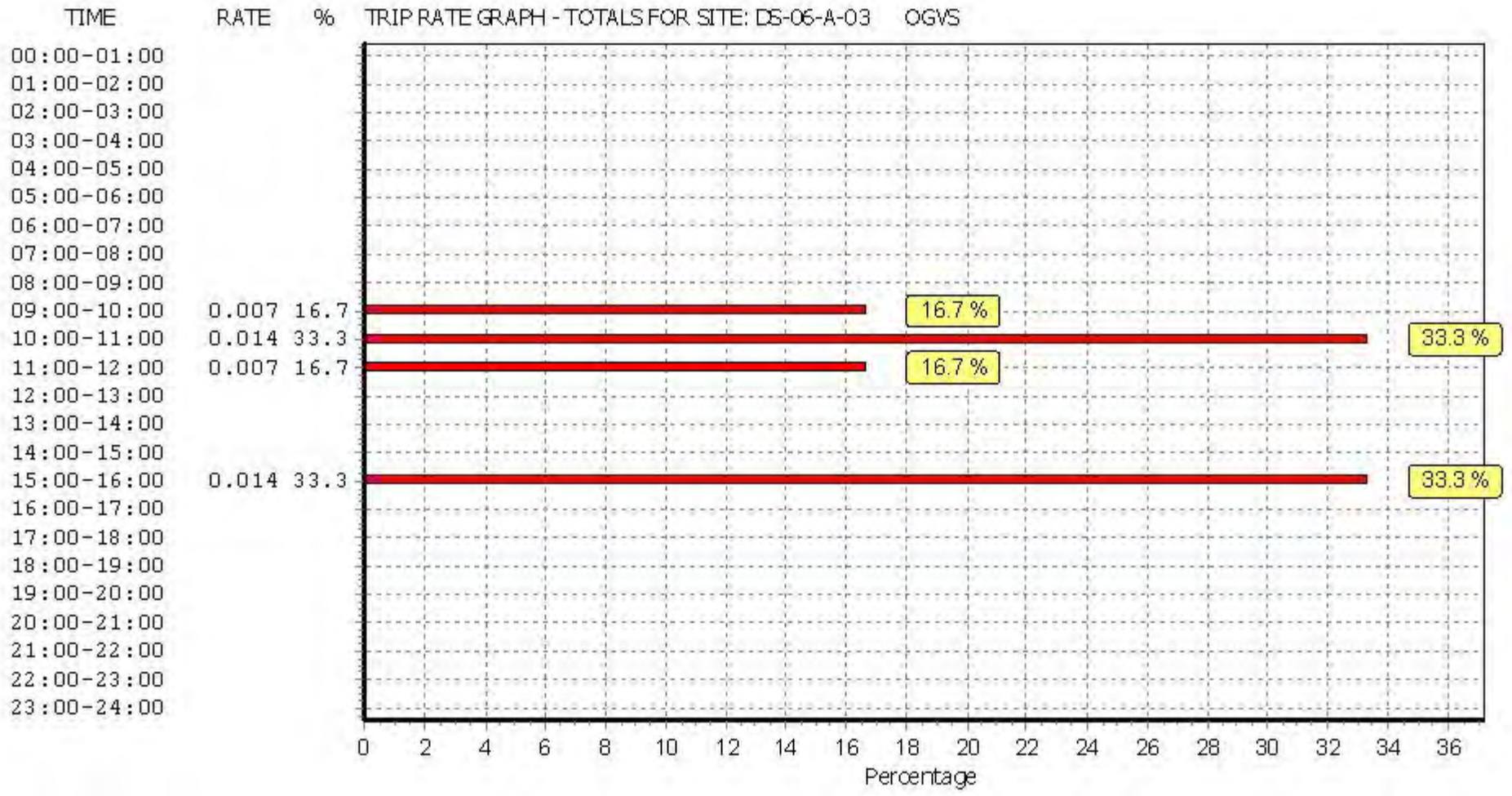


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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
PSVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 08:00 - 09:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 09:00 - 10:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 10:00 - 11:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 11:00 - 12:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 12:00 - 13:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 13:00 - 14:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 14:00 - 15:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 15:00 - 16:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 16:00 - 17:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 17:00 - 18:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 18:00 - 19:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 19:00 - 20:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 20:00 - 21:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 21:00 - 22:00 | 1 | 99 | 0.000 | 1 | 99 | 0.000 | 1 | 99 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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

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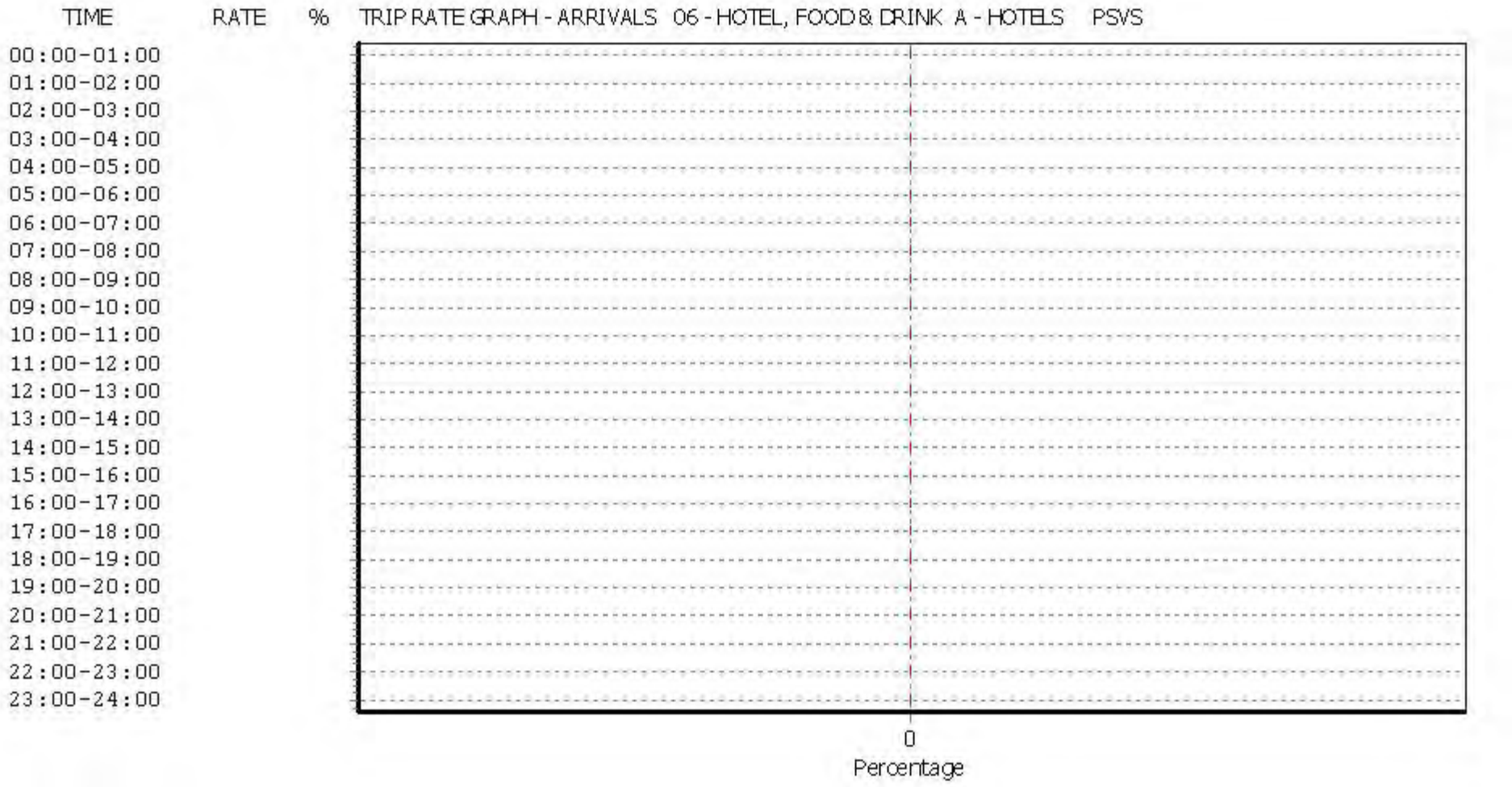
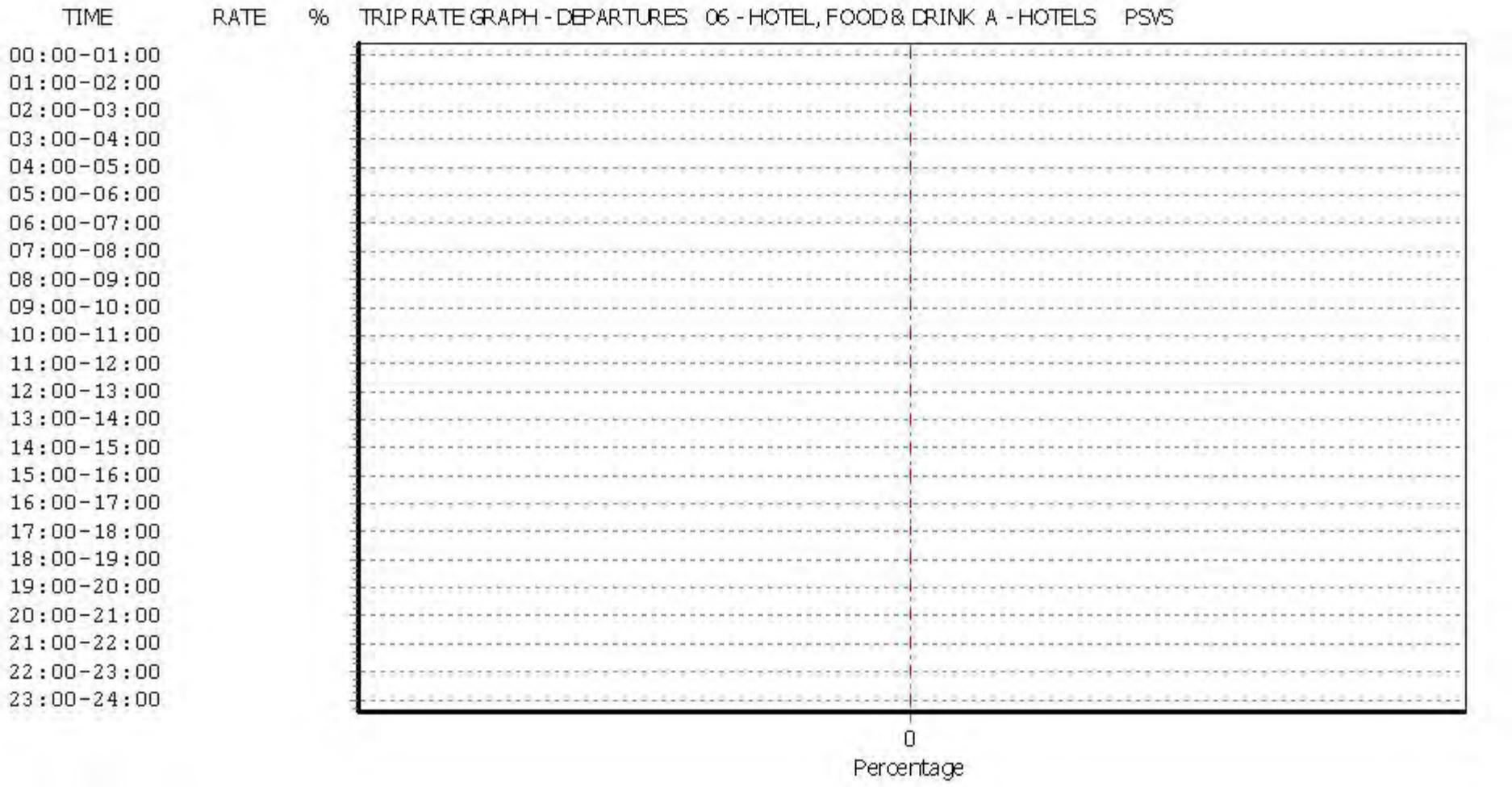
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 36 - 99 (units: ) |
| Survey date date range: | 01/01/09 - 20/06/16 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 1 |
| Number of Sundays: | 1 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

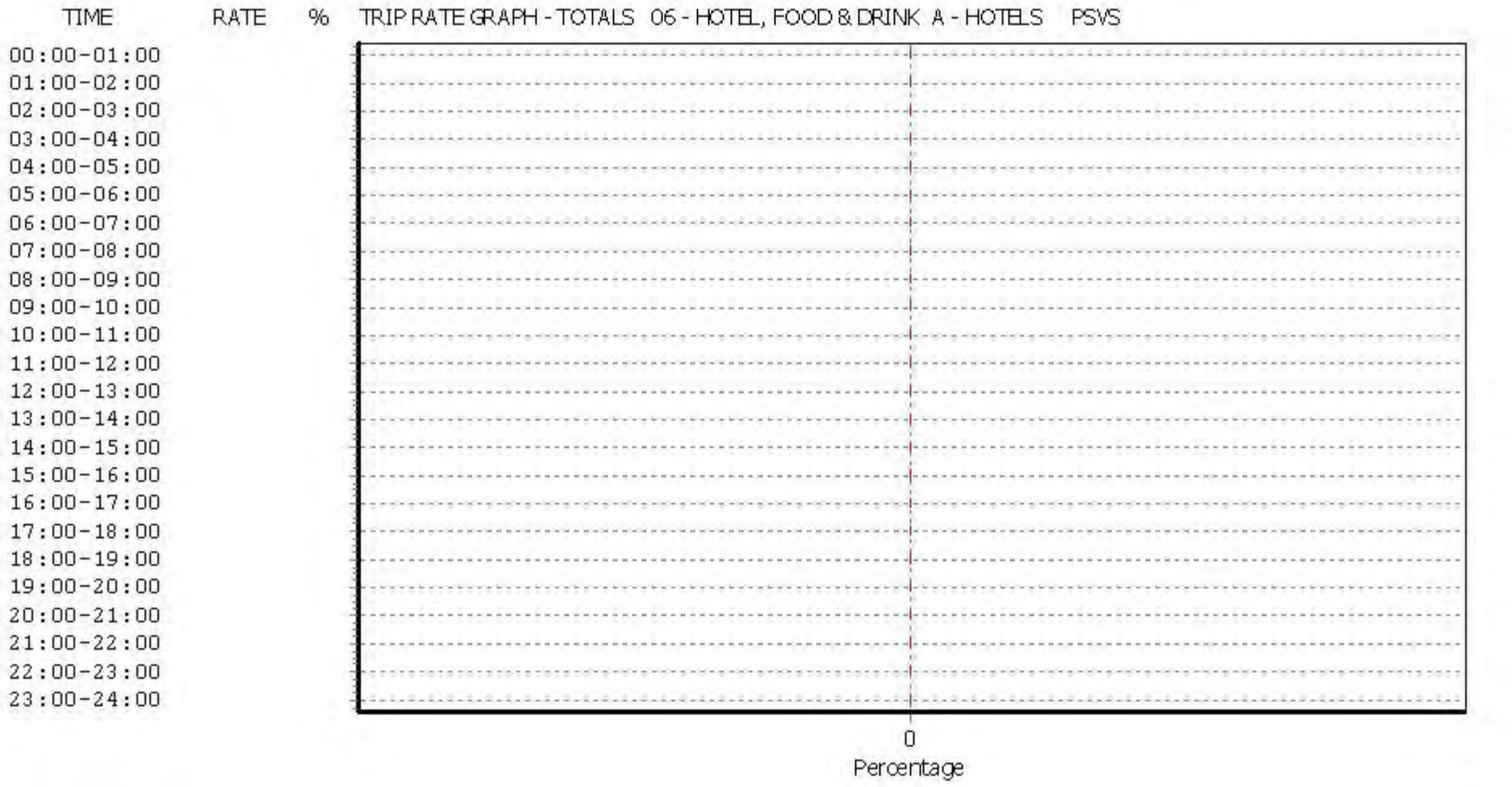
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
CYCLISTS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 08:00 - 09:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 09:00 - 10:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 10:00 - 11:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 11:00 - 12:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 12:00 - 13:00 | 2 | 68 | 0.000 | 2 | 68 | 0.007 | 2 | 68 | 0.007 |
| 13:00 - 14:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 14:00 - 15:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 15:00 - 16:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 16:00 - 17:00 | 2 | 68 | 0.007 | 2 | 68 | 0.000 | 2 | 68 | 0.007 |
| 17:00 - 18:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 18:00 - 19:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 19:00 - 20:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 20:00 - 21:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 21:00 - 22:00 | 1 | 99 | 0.000 | 1 | 99 | 0.000 | 1 | 99 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.007 | | | 0.007 | | | 0.014 |

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

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

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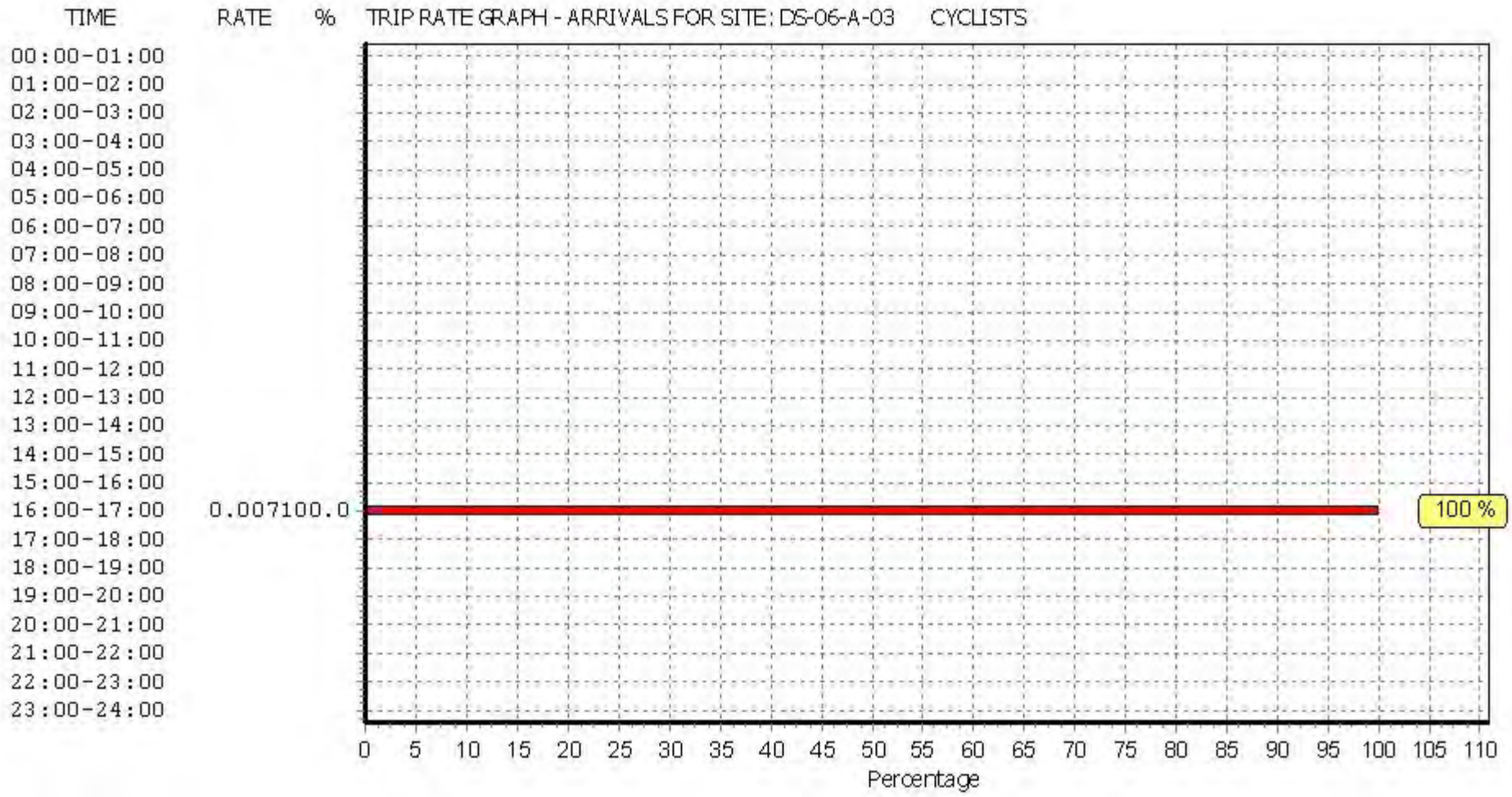
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 36 - 99 (units: ) |
| Survey date date range: | 01/01/09 - 20/06/16 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 1 |
| Number of Sundays: | 1 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

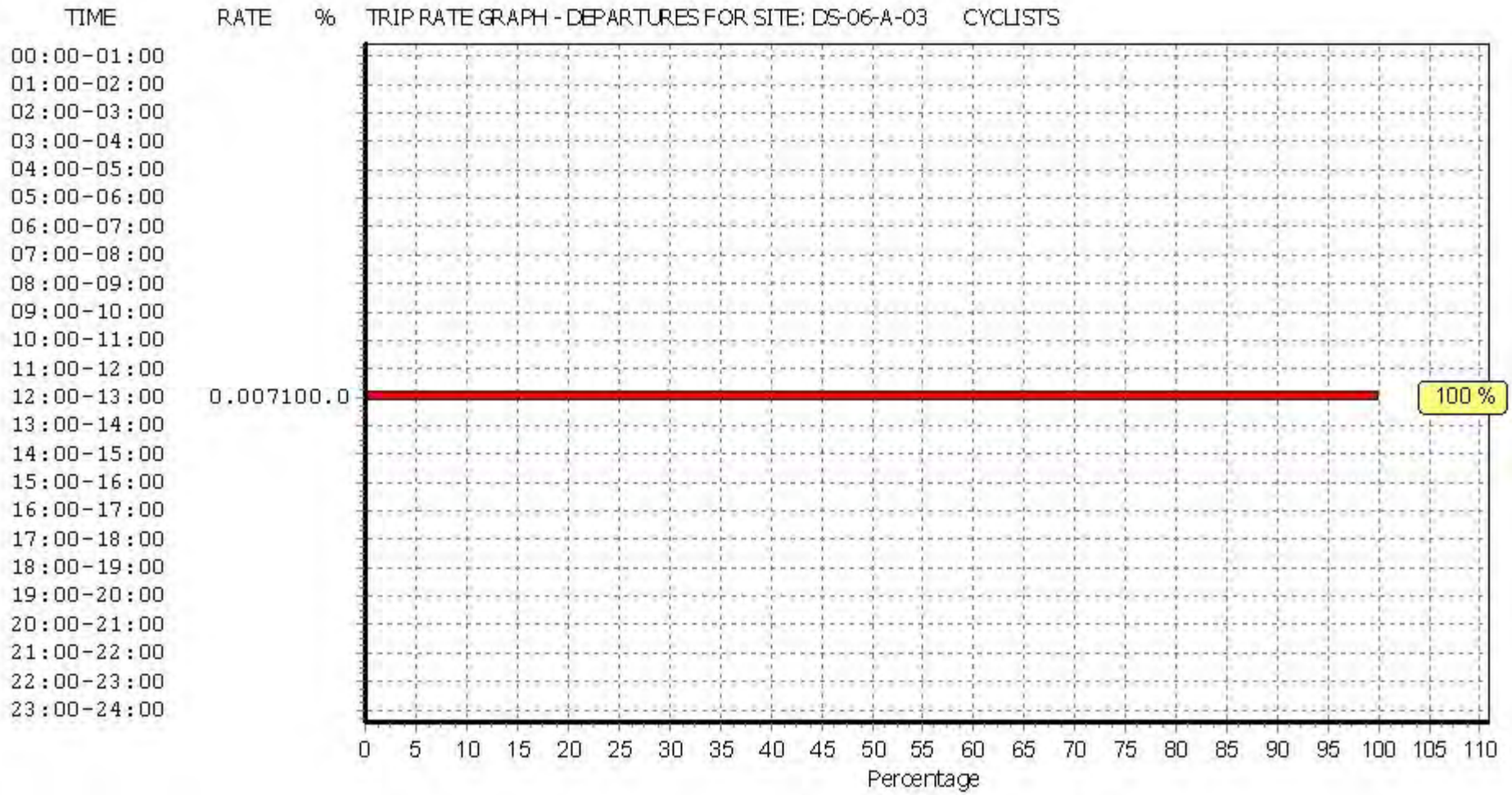
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706



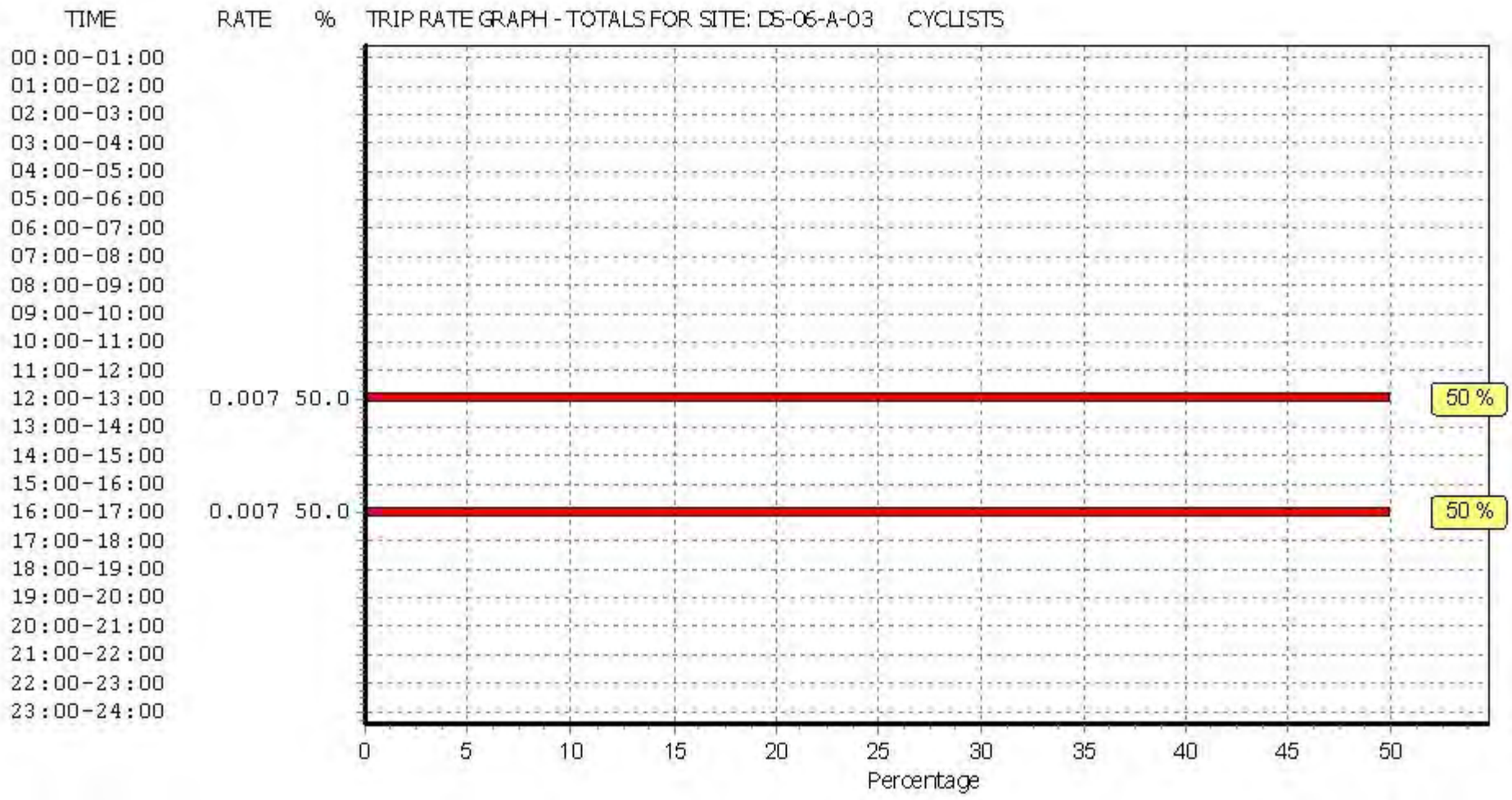

*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
CARS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 68 | 0.230 | 2 | 68 | 0.215 | 2 | 68 | 0.445 |
| 08:00 - 09:00 | 2 | 68 | 0.207 | 2 | 68 | 0.393 | 2 | 68 | 0.600 |
| 09:00 - 10:00 | 2 | 68 | 0.200 | 2 | 68 | 0.215 | 2 | 68 | 0.415 |
| 10:00 - 11:00 | 2 | 68 | 0.185 | 2 | 68 | 0.215 | 2 | 68 | 0.400 |
| 11:00 - 12:00 | 2 | 68 | 0.170 | 2 | 68 | 0.281 | 2 | 68 | 0.451 |
| 12:00 - 13:00 | 2 | 68 | 0.163 | 2 | 68 | 0.156 | 2 | 68 | 0.319 |
| 13:00 - 14:00 | 2 | 68 | 0.200 | 2 | 68 | 0.141 | 2 | 68 | 0.341 |
| 14:00 - 15:00 | 2 | 68 | 0.133 | 2 | 68 | 0.207 | 2 | 68 | 0.340 |
| 15:00 - 16:00 | 2 | 68 | 0.178 | 2 | 68 | 0.185 | 2 | 68 | 0.363 |
| 16:00 - 17:00 | 2 | 68 | 0.185 | 2 | 68 | 0.252 | 2 | 68 | 0.437 |
| 17:00 - 18:00 | 2 | 68 | 0.200 | 2 | 68 | 0.104 | 2 | 68 | 0.304 |
| 18:00 - 19:00 | 2 | 68 | 0.274 | 2 | 68 | 0.215 | 2 | 68 | 0.489 |
| 19:00 - 20:00 | 2 | 68 | 0.259 | 2 | 68 | 0.178 | 2 | 68 | 0.437 |
| 20:00 - 21:00 | 2 | 68 | 0.148 | 2 | 68 | 0.215 | 2 | 68 | 0.363 |
| 21:00 - 22:00 | 1 | 99 | 0.091 | 1 | 99 | 0.141 | 1 | 99 | 0.232 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.823 | | | 3.113 | | | 5.936 |

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

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

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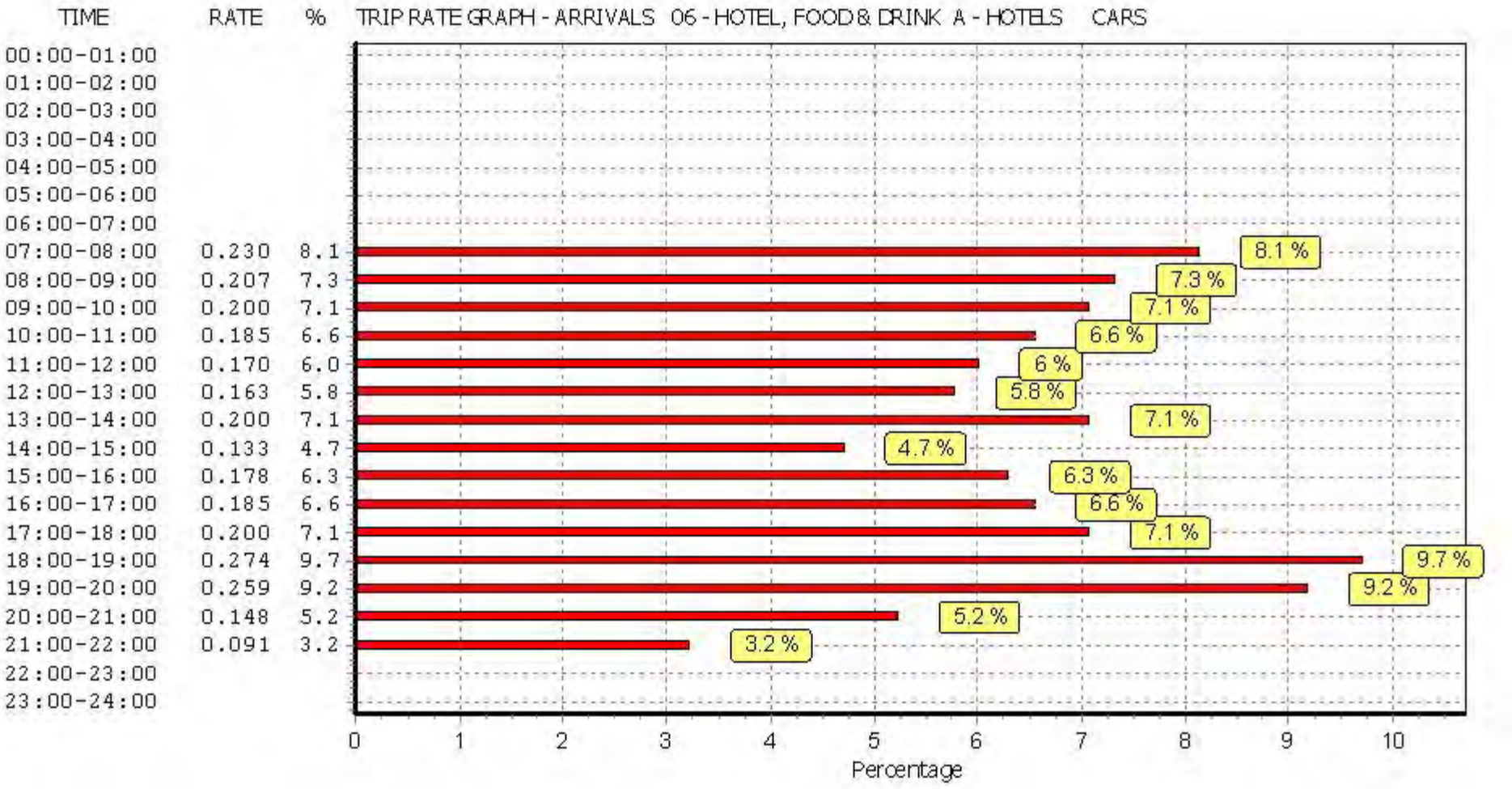
Parameter summary

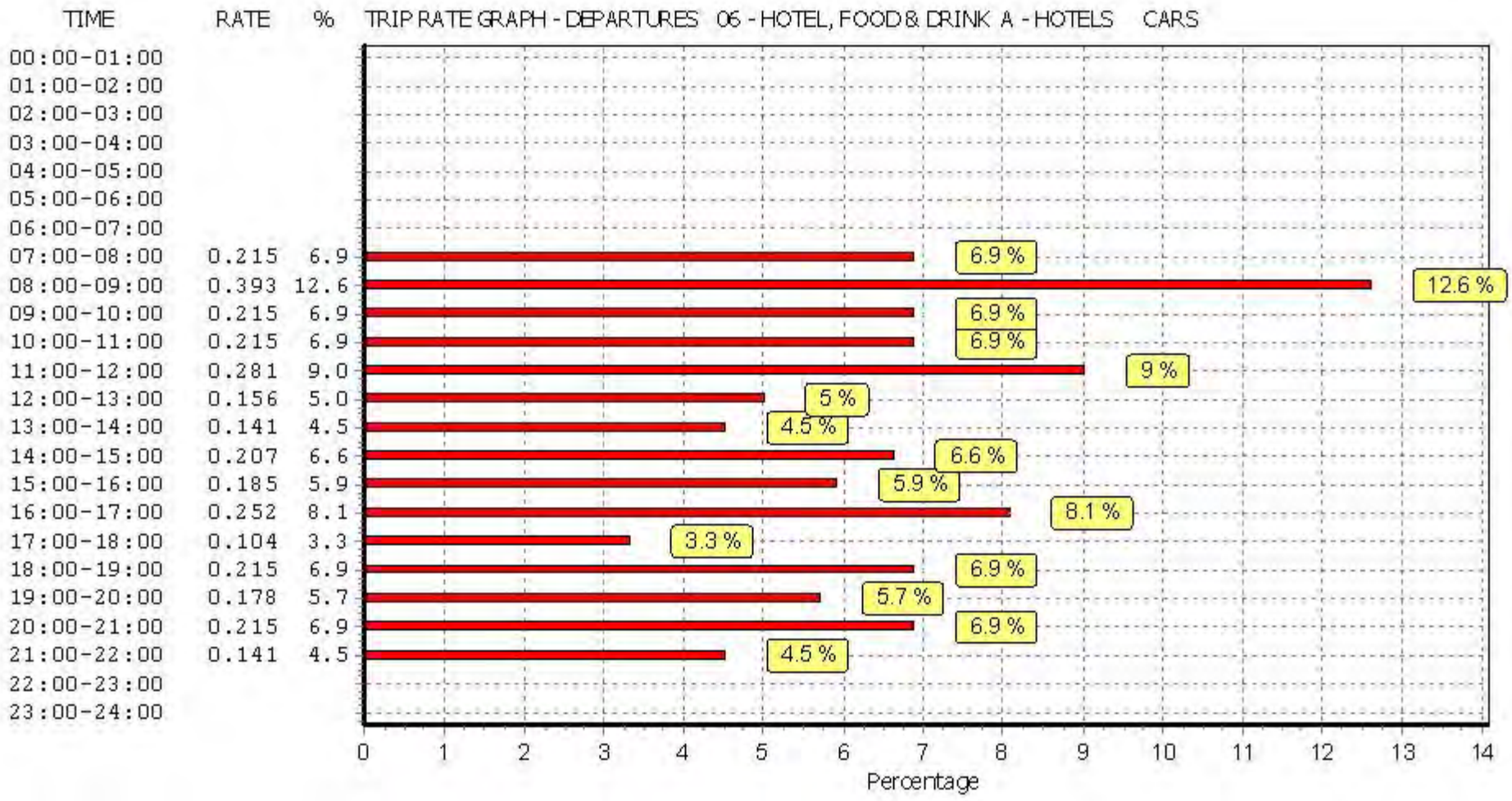
| | |
|---|---|
| Trip rate parameter range selected: | 36 - 99 (units: ) |
| Survey date date range: | 01/01/09 - 20/06/16 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 1 |
| Number of Sundays: | 1 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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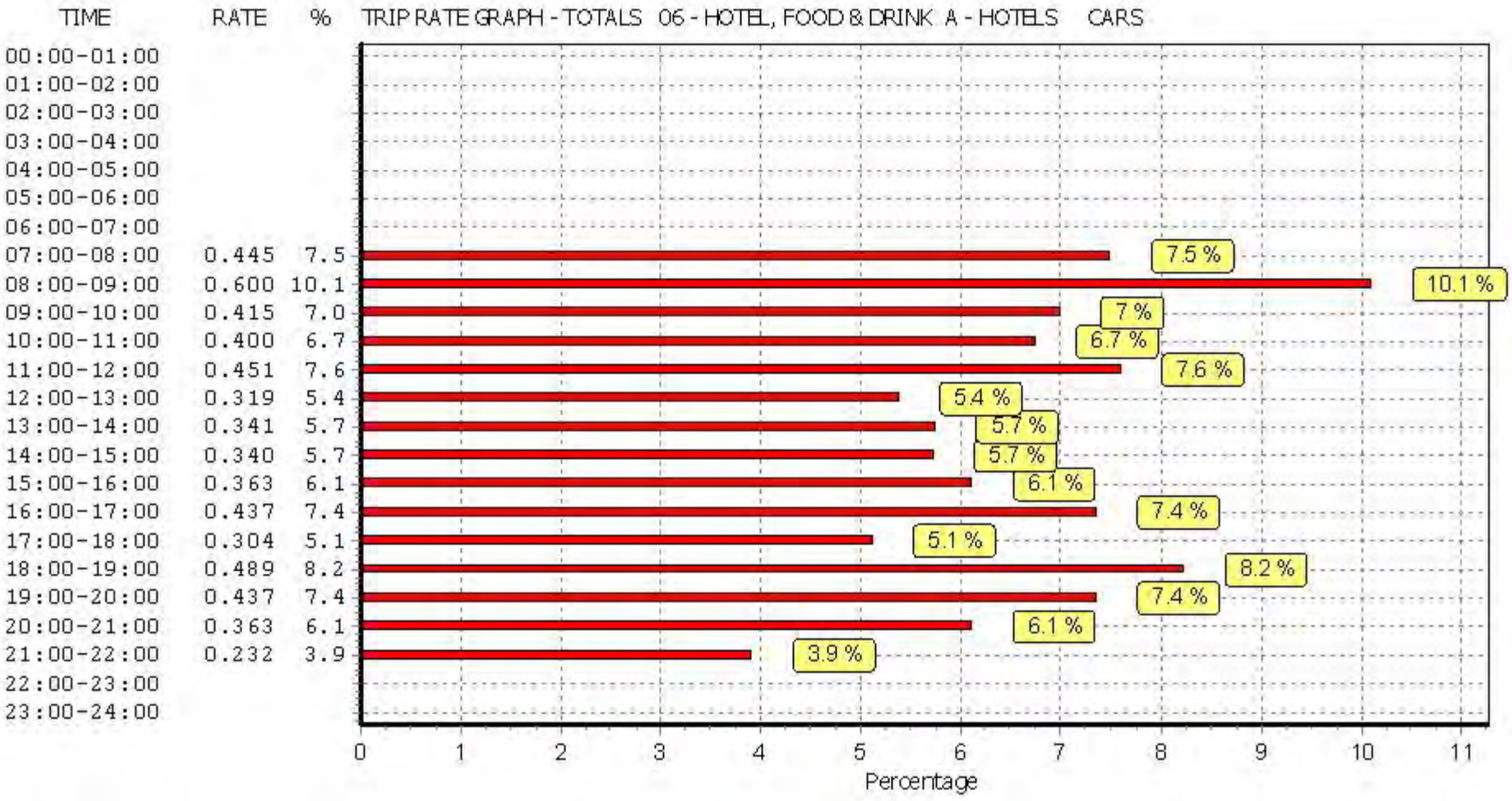
PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
LGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 68 | 0.007 | 2 | 68 | 0.022 | 2 | 68 | 0.029 |
| 08:00 - 09:00 | 2 | 68 | 0.015 | 2 | 68 | 0.007 | 2 | 68 | 0.022 |
| 09:00 - 10:00 | 2 | 68 | 0.007 | 2 | 68 | 0.037 | 2 | 68 | 0.044 |
| 10:00 - 11:00 | 2 | 68 | 0.022 | 2 | 68 | 0.015 | 2 | 68 | 0.037 |
| 11:00 - 12:00 | 2 | 68 | 0.022 | 2 | 68 | 0.022 | 2 | 68 | 0.044 |
| 12:00 - 13:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 13:00 - 14:00 | 2 | 68 | 0.000 | 2 | 68 | 0.007 | 2 | 68 | 0.007 |
| 14:00 - 15:00 | 2 | 68 | 0.007 | 2 | 68 | 0.007 | 2 | 68 | 0.014 |
| 15:00 - 16:00 | 2 | 68 | 0.007 | 2 | 68 | 0.000 | 2 | 68 | 0.007 |
| 16:00 - 17:00 | 2 | 68 | 0.000 | 2 | 68 | 0.007 | 2 | 68 | 0.007 |
| 17:00 - 18:00 | 2 | 68 | 0.022 | 2 | 68 | 0.015 | 2 | 68 | 0.037 |
| 18:00 - 19:00 | 2 | 68 | 0.030 | 2 | 68 | 0.007 | 2 | 68 | 0.037 |
| 19:00 - 20:00 | 2 | 68 | 0.015 | 2 | 68 | 0.007 | 2 | 68 | 0.022 |
| 20:00 - 21:00 | 2 | 68 | 0.007 | 2 | 68 | 0.015 | 2 | 68 | 0.022 |
| 21:00 - 22:00 | 1 | 99 | 0.000 | 1 | 99 | 0.010 | 1 | 99 | 0.010 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.161 | | | 0.178 | | | 0.339 |

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

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

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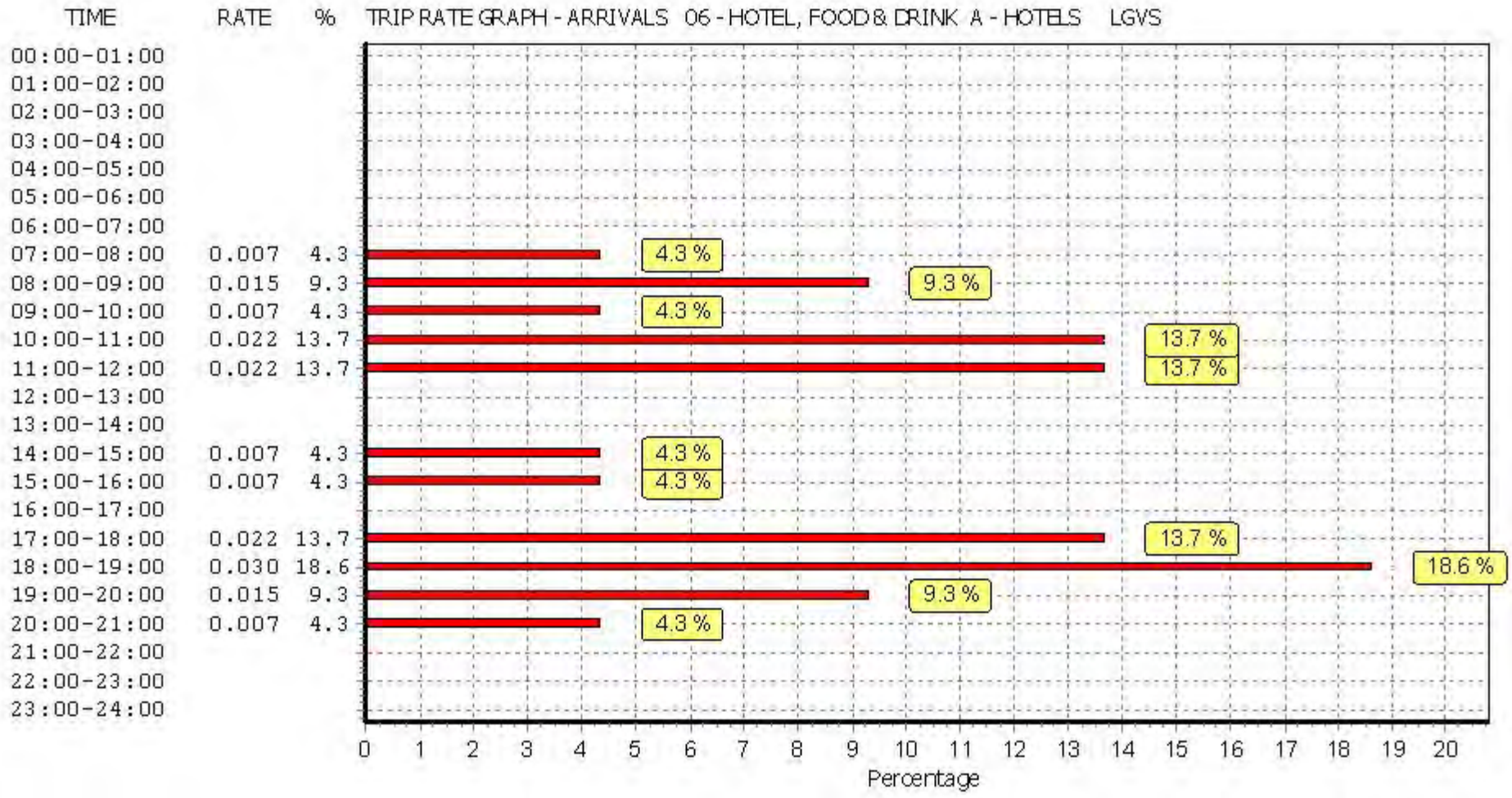
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 36 - 99 (units: ) |
| Survey date date range: | 01/01/09 - 20/06/16 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 1 |
| Number of Sundays: | 1 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

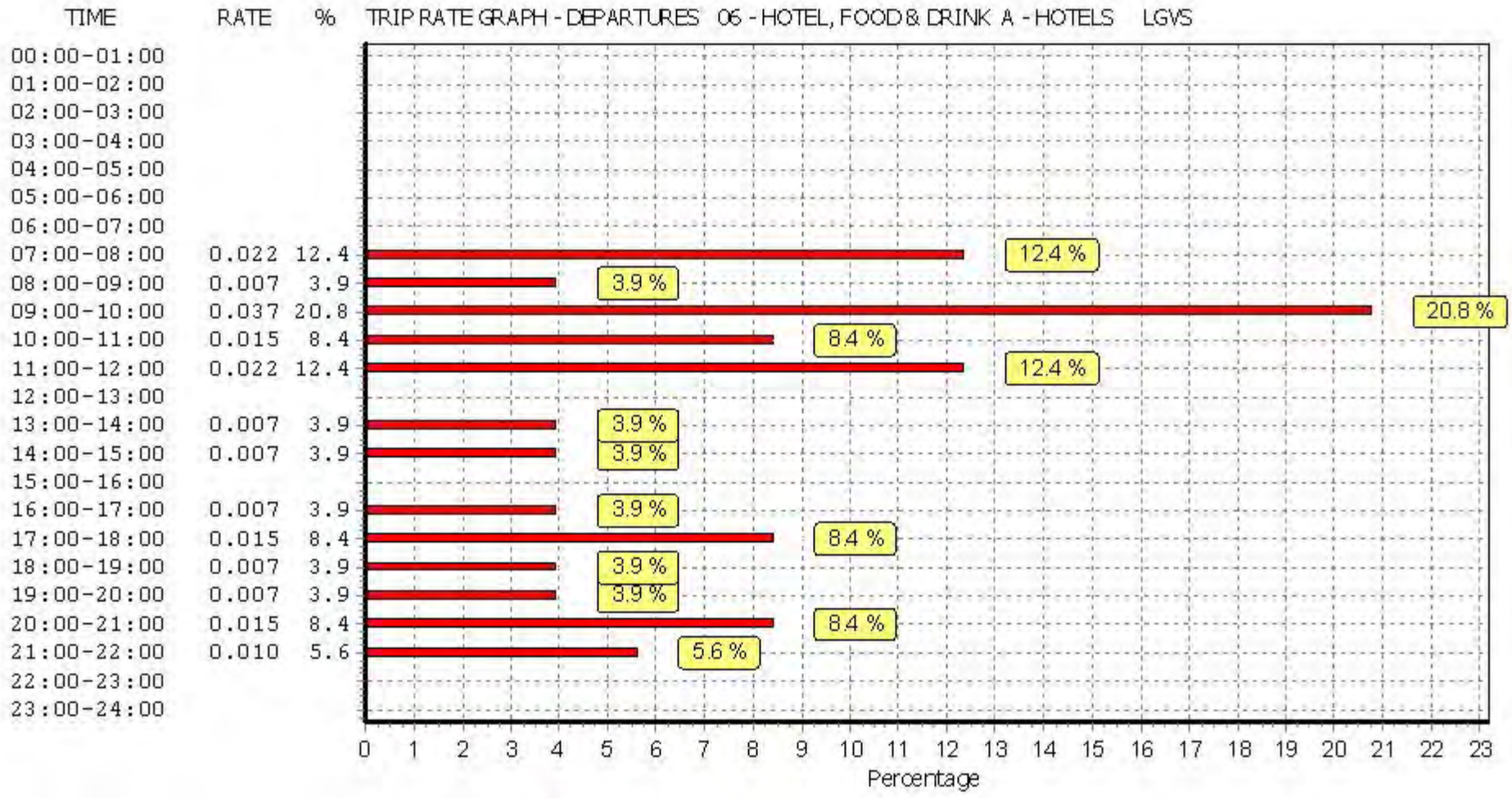
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706

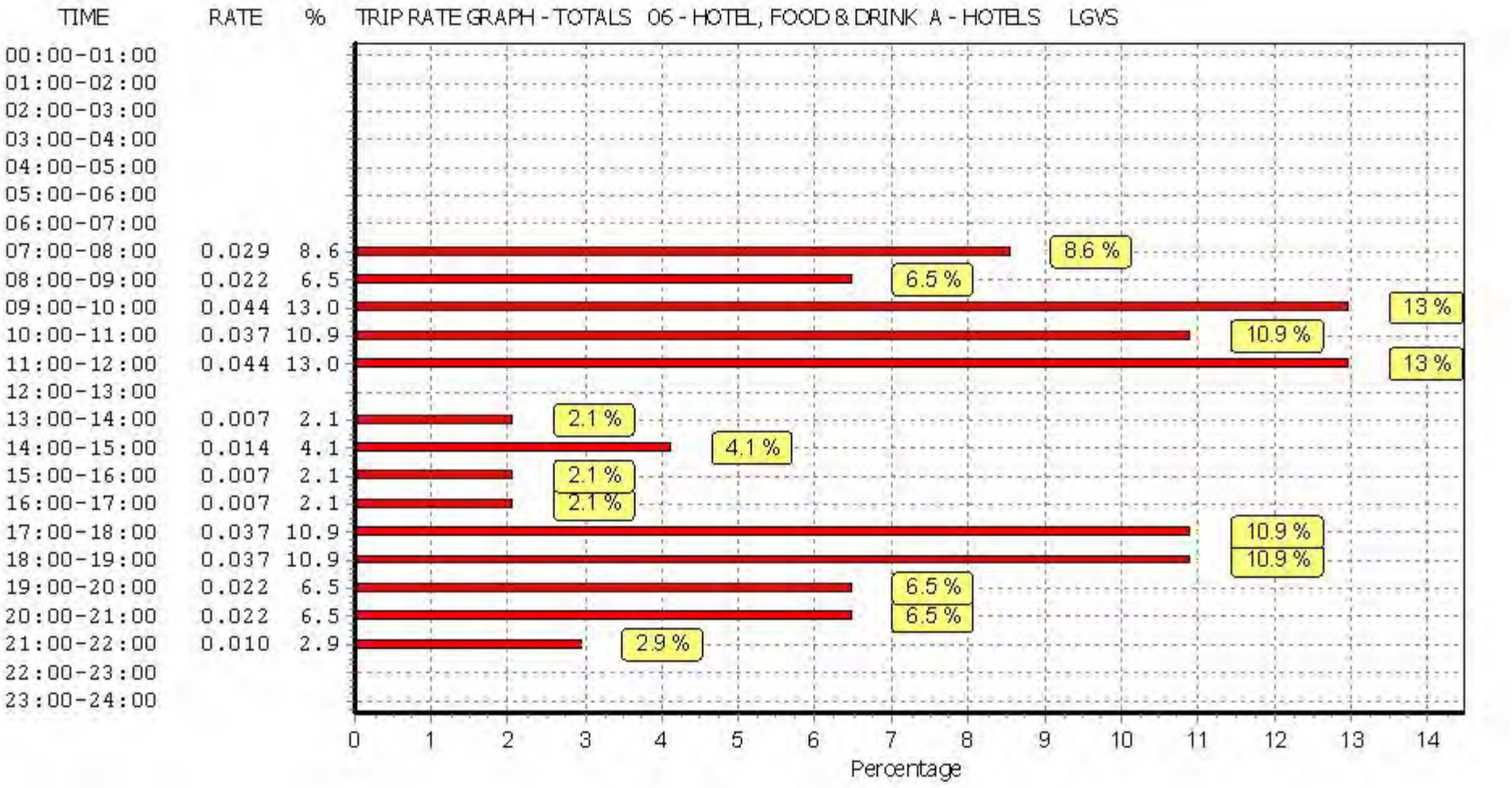



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MOTOR CYCLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 08:00 - 09:00 | 2 | 68 | 0.007 | 2 | 68 | 0.000 | 2 | 68 | 0.007 |
| 09:00 - 10:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 10:00 - 11:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 11:00 - 12:00 | 2 | 68 | 0.000 | 2 | 68 | 0.007 | 2 | 68 | 0.007 |
| 12:00 - 13:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 13:00 - 14:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 14:00 - 15:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 15:00 - 16:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 16:00 - 17:00 | 2 | 68 | 0.007 | 2 | 68 | 0.007 | 2 | 68 | 0.014 |
| 17:00 - 18:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 18:00 - 19:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 19:00 - 20:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 20:00 - 21:00 | 2 | 68 | 0.000 | 2 | 68 | 0.000 | 2 | 68 | 0.000 |
| 21:00 - 22:00 | 1 | 99 | 0.000 | 1 | 99 | 0.000 | 1 | 99 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.014 | | | 0.014 | | | 0.028 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 36 - 99 (units: ) |
| Survey date date range: | 01/01/09 - 20/06/16 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 1 |
| Number of Sundays: | 1 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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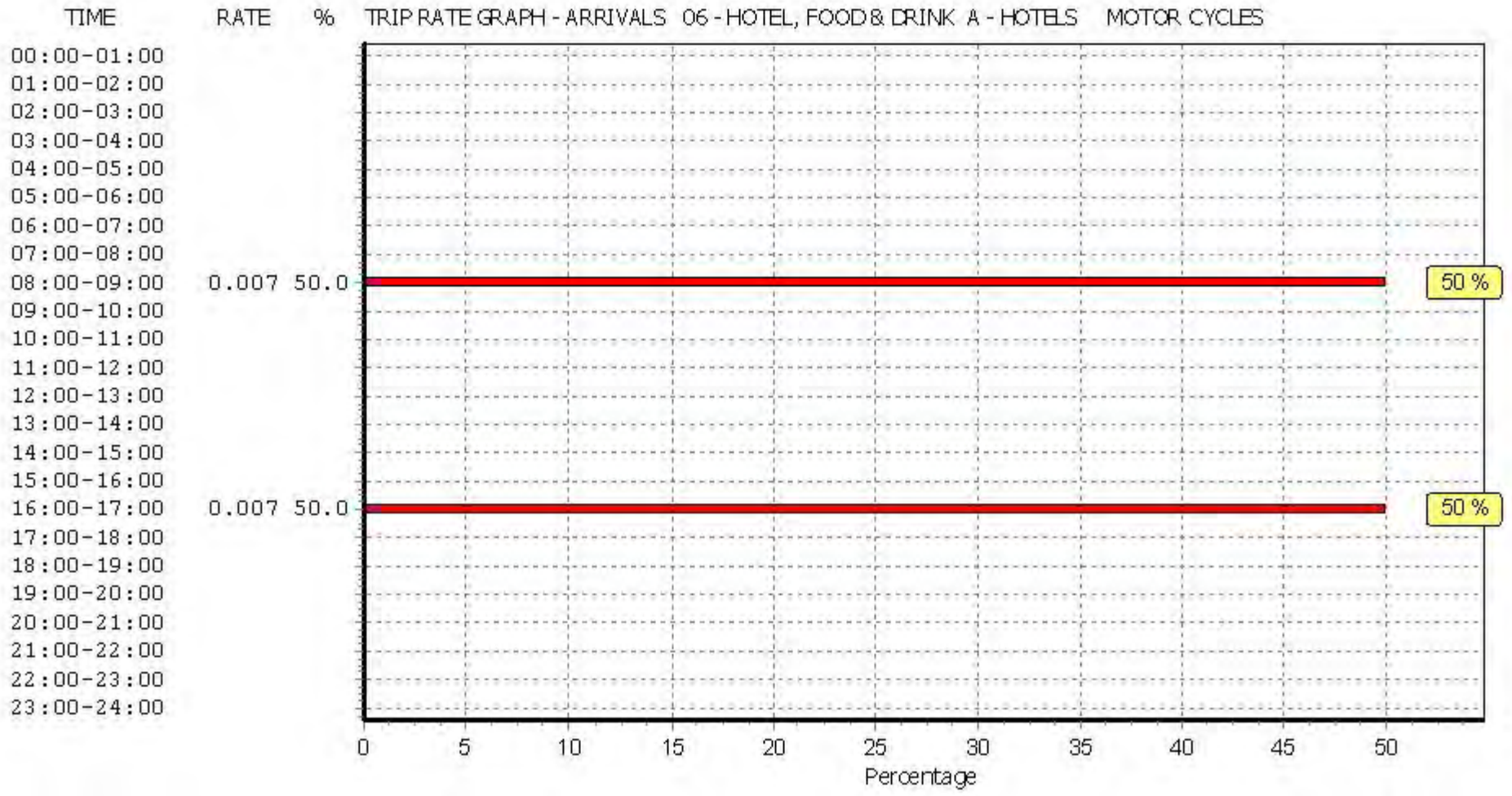
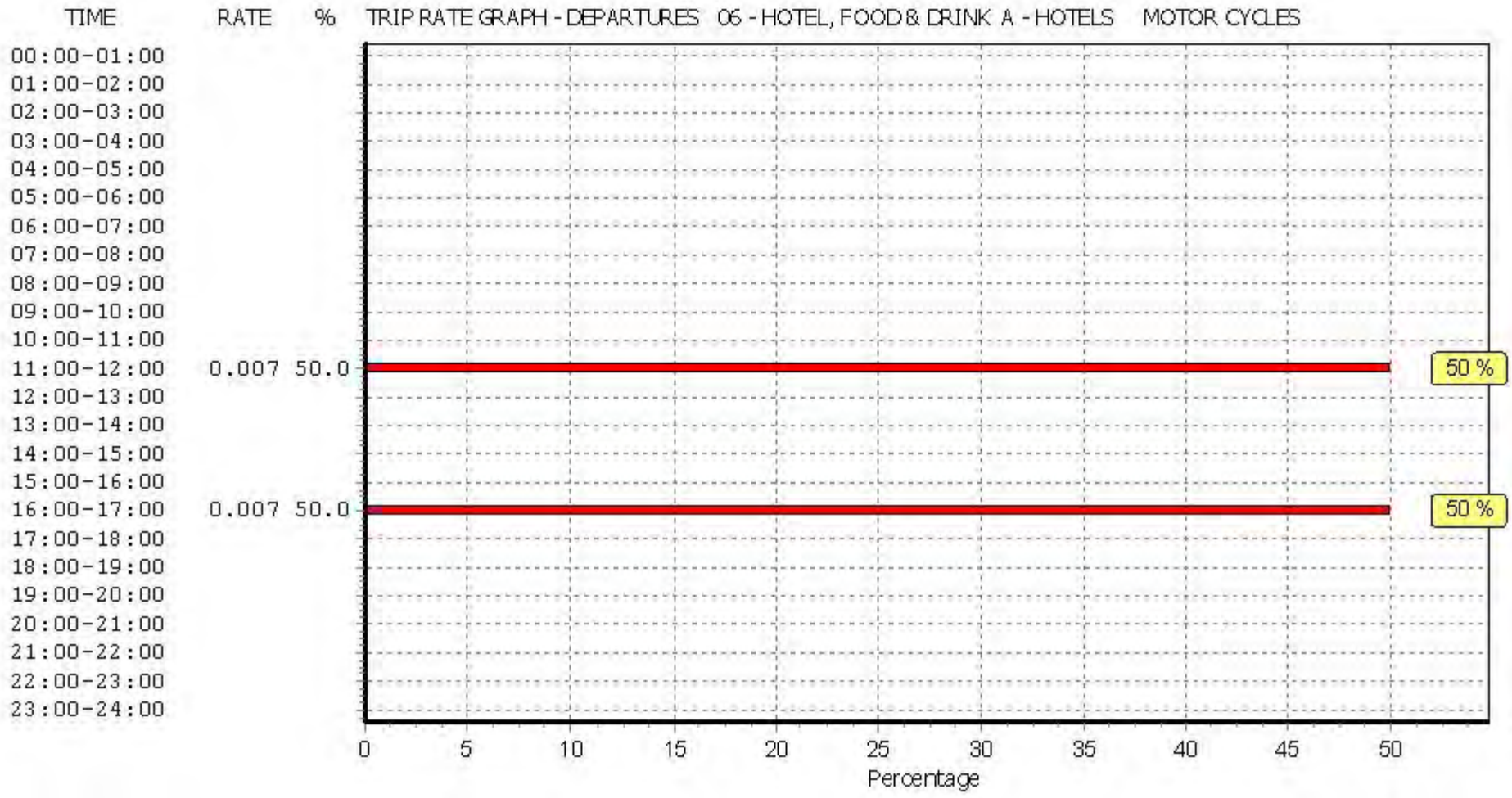



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706

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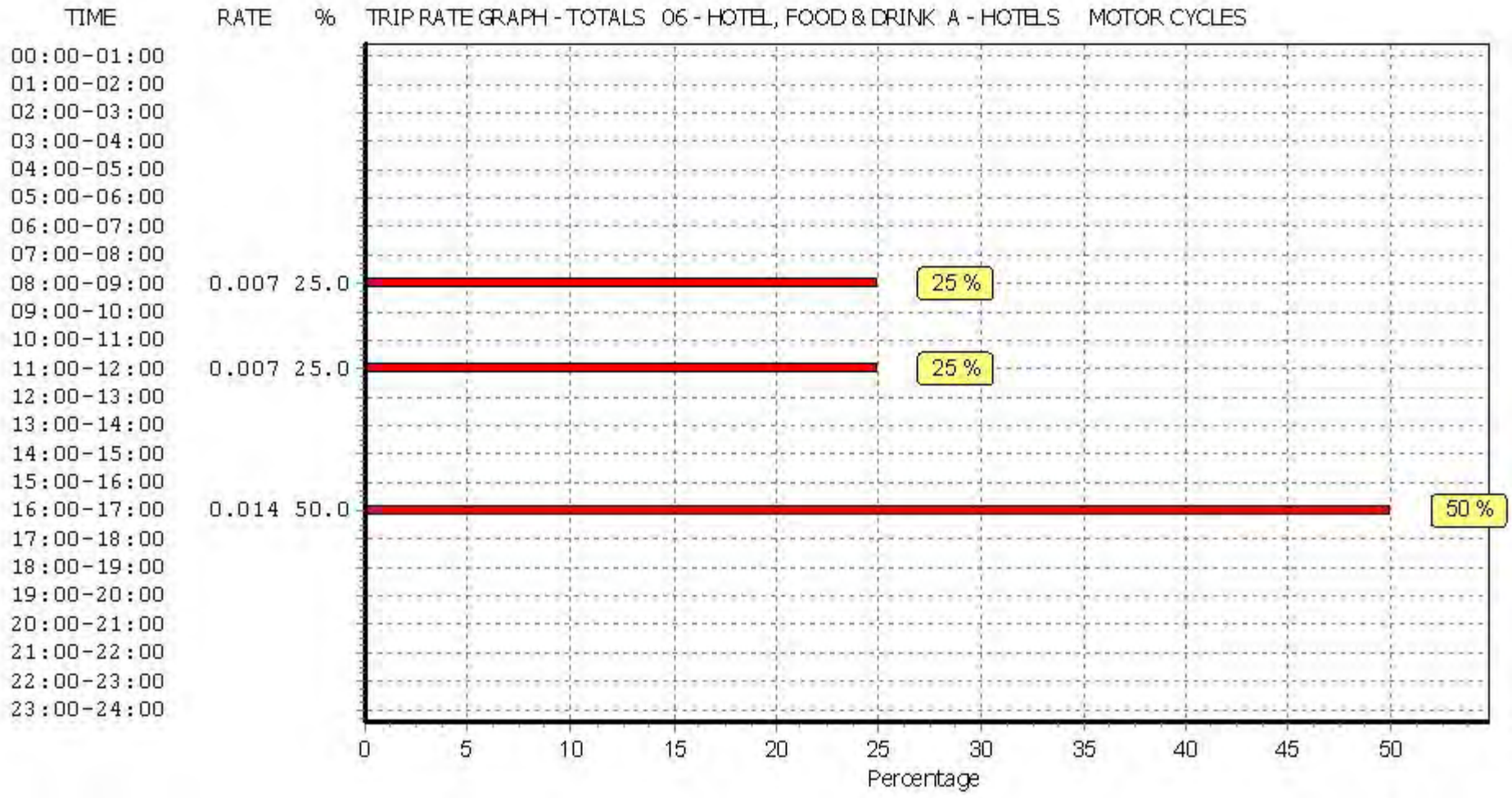


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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 06 | WEST MIDLANDS | | |
| | ST | STAFFORDSHIRE | 1 days |
| | WM | WEST MIDLANDS | 1 days |
| 08 | NORTH WEST | | |
| | CH | CHESHIRE | 1 days |
| 11 | SCOTLAND | | |
| | RF | RENFREWSHIRE | 1 days |

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 175 to 500 (units: sqm)
Range Selected by User: 75 to 500 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 24/11/16

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

*Selected survey days:*

| | |
|---|---|
| Tuesday | 1 days |
| Thursday | 2 days |
| Friday | 1 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 4 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

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

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Retail Zone | 1 |
| Built-Up Zone | 1 |
| High Street | 1 |
| No Sub Category | 1 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| A3 | 4 days |

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

Secondary Filtering selection (Cont.):

*Population within 1 mile:*

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

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

*Population within 5 miles:*

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

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 2 days |
| 1.1 to 1.5 | 2 days |

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

*Travel Plan:*

| | |
|---|---|
| No | 4 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 4 days |

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

*LIST OF SITES relevant to selection parameters*

1 CH-06-B-01 BBQ RESTAURANT CHESHIRE
SOUTERS LANE

CHESTER
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 500 sqm
*Survey date: TUESDAY* *11/11/14* *Survey Type: MANUAL*

2 RF-06-B-01 INDIAN RESTAURANT RENFREWSHIRE
LINWOOD ROAD
PHOENIX LEISURE PARK
PAISLEY
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 175 sqm
*Survey date: FRIDAY* *20/06/14* *Survey Type: MANUAL*

3 ST-06-B-01 RESTAURANT STAFFORDSHIRE
STONE ROAD
TRENTHAM
STOKE-ON-TRENT
Edge of Town
Retail Zone
Total Gross floor area: 259 sqm
*Survey date: THURSDAY* *24/10/13* *Survey Type: MANUAL*

4 WM-06-B-06 ITALIAN RESTAURANT WEST MIDLANDS
EARLSDON STREET

COVENTRY
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 175 sqm
*Survey date: THURSDAY* *24/11/16* *Survey Type: MANUAL*

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 175 | 0.571 | 1 | 175 | 0.571 | 1 | 175 | 1.142 |
| 10:00 - 11:00 | 4 | 277 | 2.525 | 4 | 277 | 1.172 | 4 | 277 | 3.697 |
| 11:00 - 12:00 | 4 | 277 | 2.976 | 4 | 277 | 2.254 | 4 | 277 | 5.230 |
| 12:00 - 13:00 | 4 | 277 | 6.402 | 4 | 277 | 2.435 | 4 | 277 | 8.837 |
| 13:00 - 14:00 | 4 | 277 | 6.492 | 4 | 277 | 5.771 | 4 | 277 | 12.263 |
| 14:00 - 15:00 | 4 | 277 | 3.246 | 4 | 277 | 5.591 | 4 | 277 | 8.837 |
| 15:00 - 16:00 | 4 | 277 | 1.443 | 4 | 277 | 3.336 | 4 | 277 | 4.779 |
| 16:00 - 17:00 | 4 | 277 | 2.164 | 4 | 277 | 1.984 | 4 | 277 | 4.148 |
| 17:00 - 18:00 | 4 | 277 | 4.599 | 4 | 277 | 1.984 | 4 | 277 | 6.583 |
| 18:00 - 19:00 | 4 | 277 | 6.132 | 4 | 277 | 4.689 | 4 | 277 | 10.821 |
| 19:00 - 20:00 | 4 | 277 | 6.132 | 4 | 277 | 6.402 | 4 | 277 | 12.534 |
| 20:00 - 21:00 | 4 | 277 | 4.779 | 4 | 277 | 6.312 | 4 | 277 | 11.091 |
| 21:00 - 22:00 | 4 | 277 | 2.615 | 4 | 277 | 4.238 | 4 | 277 | 6.853 |
| 22:00 - 23:00 | 4 | 277 | 1.894 | 4 | 277 | 3.246 | 4 | 277 | 5.140 |
| 23:00 - 24:00 | 4 | 277 | 0.451 | 4 | 277 | 2.976 | 4 | 277 | 3.427 |
| Total Rates: | | | 52.421 | | | 52.961 | | | 105.382 |

*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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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 175 - 500 (units: sqm) |
| Survey date date range: | 01/01/09 - 24/11/16 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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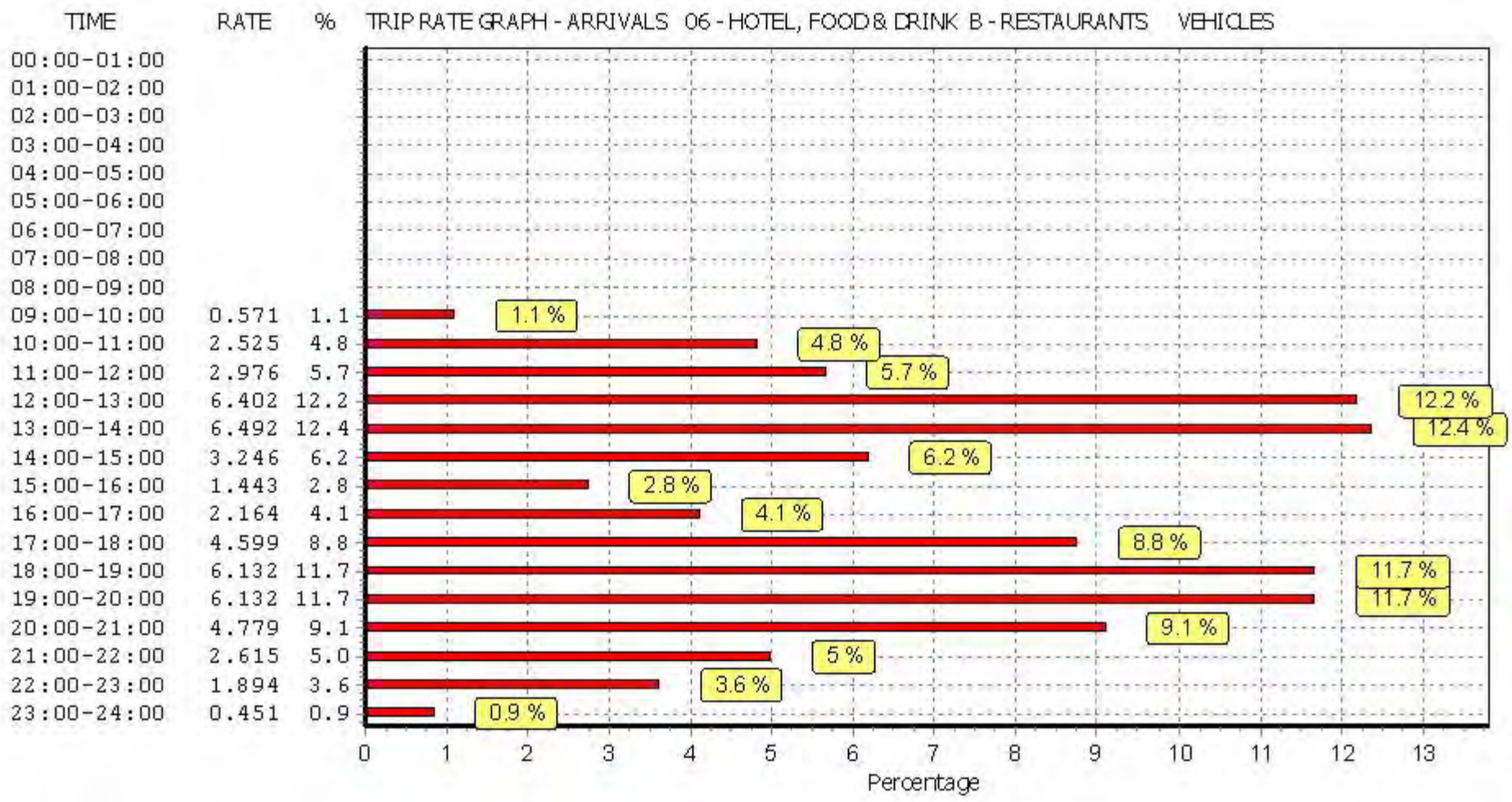


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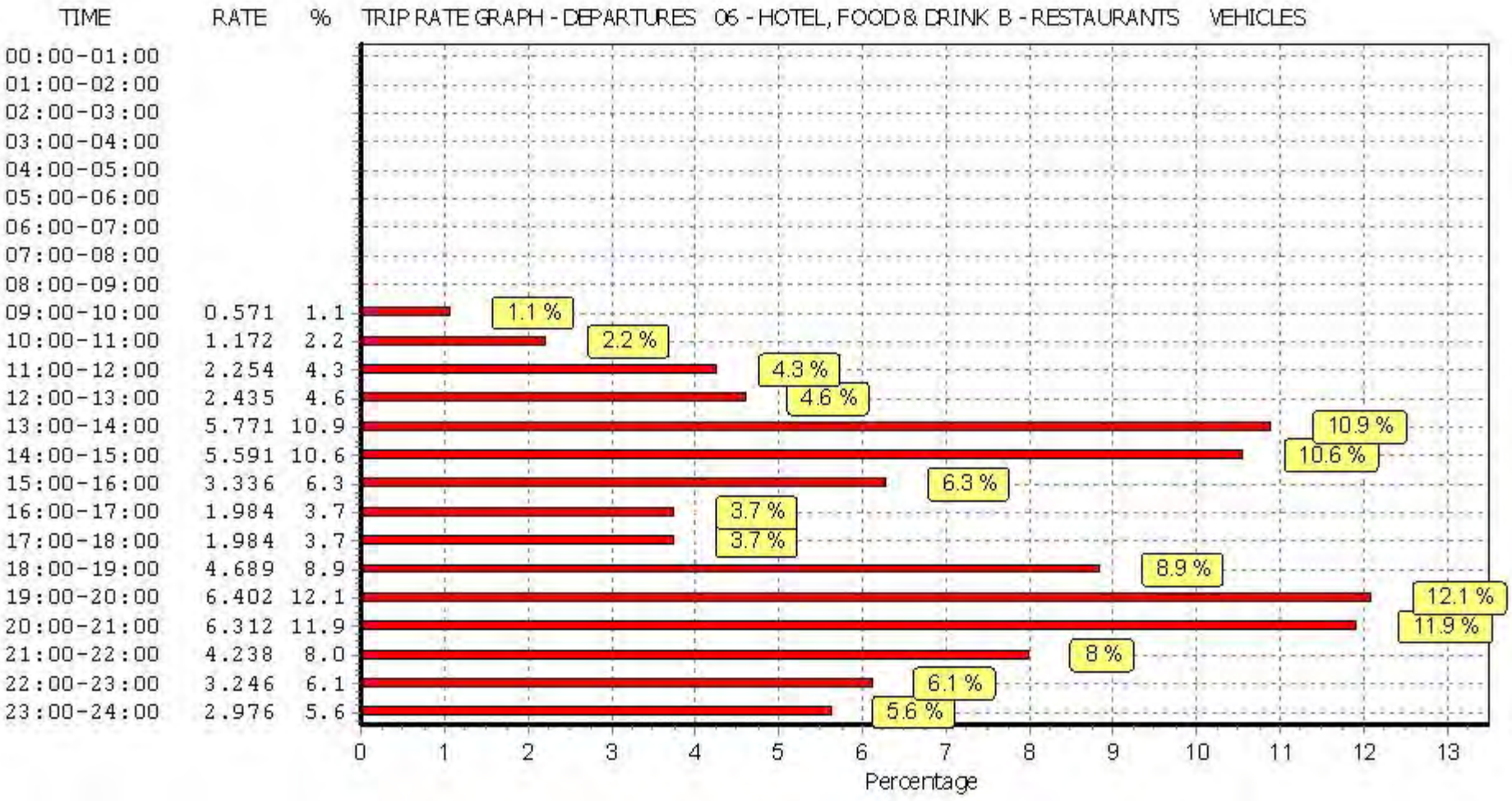


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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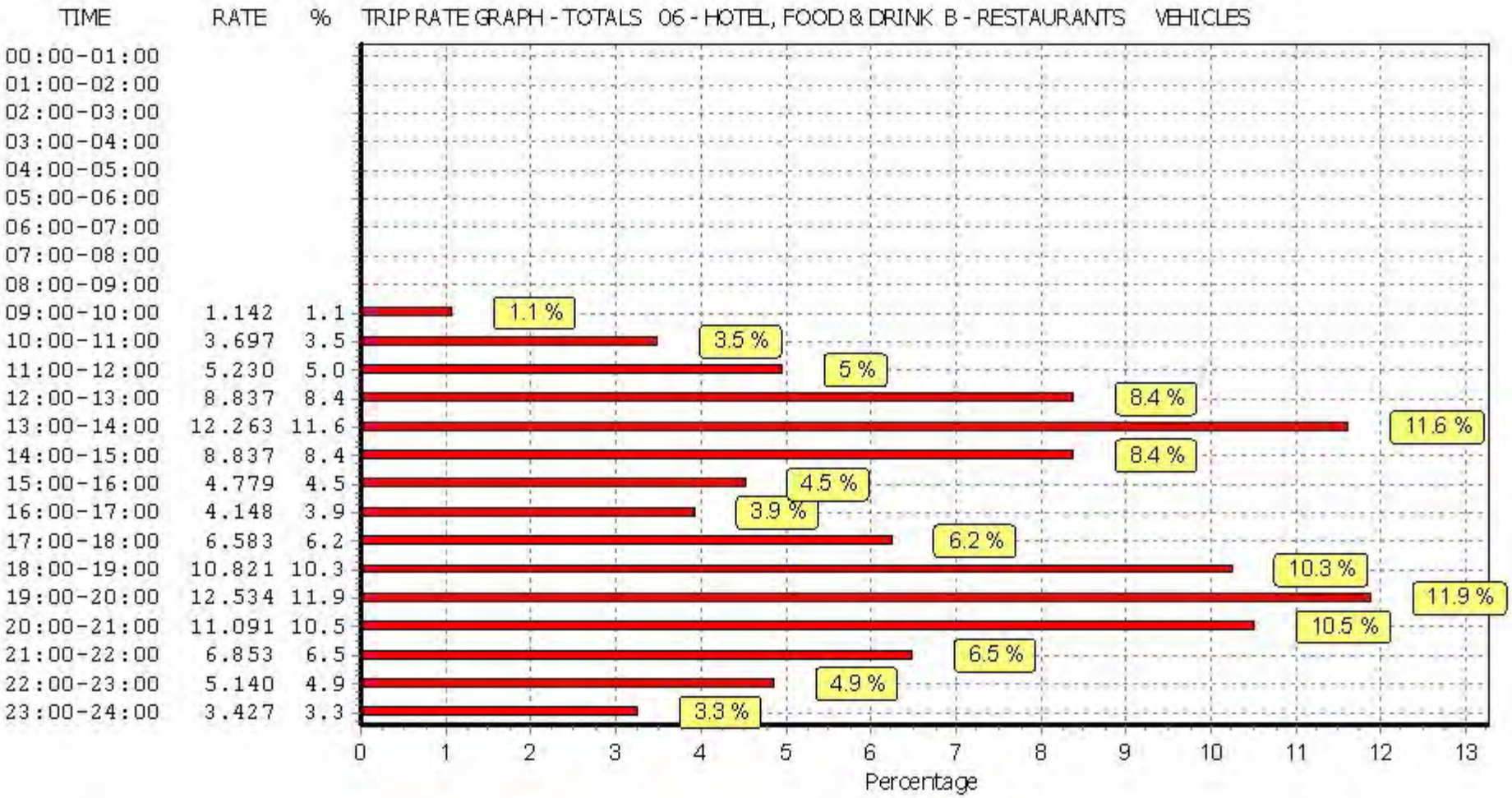


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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 175 | 0.000 | 1 | 175 | 0.000 | 1 | 175 | 0.000 |
| 10:00 - 11:00 | 4 | 277 | 0.271 | 4 | 277 | 0.271 | 4 | 277 | 0.542 |
| 11:00 - 12:00 | 4 | 277 | 0.271 | 4 | 277 | 0.180 | 4 | 277 | 0.451 |
| 12:00 - 13:00 | 4 | 277 | 0.180 | 4 | 277 | 0.271 | 4 | 277 | 0.451 |
| 13:00 - 14:00 | 4 | 277 | 0.271 | 4 | 277 | 0.271 | 4 | 277 | 0.542 |
| 14:00 - 15:00 | 4 | 277 | 0.090 | 4 | 277 | 0.090 | 4 | 277 | 0.180 |
| 15:00 - 16:00 | 4 | 277 | 0.180 | 4 | 277 | 0.180 | 4 | 277 | 0.360 |
| 16:00 - 17:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 17:00 - 18:00 | 4 | 277 | 0.090 | 4 | 277 | 0.090 | 4 | 277 | 0.180 |
| 18:00 - 19:00 | 4 | 277 | 0.271 | 4 | 277 | 0.180 | 4 | 277 | 0.451 |
| 19:00 - 20:00 | 4 | 277 | 0.451 | 4 | 277 | 0.541 | 4 | 277 | 0.992 |
| 20:00 - 21:00 | 4 | 277 | 0.541 | 4 | 277 | 0.451 | 4 | 277 | 0.992 |
| 21:00 - 22:00 | 4 | 277 | 0.180 | 4 | 277 | 0.180 | 4 | 277 | 0.360 |
| 22:00 - 23:00 | 4 | 277 | 0.180 | 4 | 277 | 0.271 | 4 | 277 | 0.451 |
| 23:00 - 24:00 | 4 | 277 | 0.180 | 4 | 277 | 0.180 | 4 | 277 | 0.360 |
| Total Rates: | | | 3.156 | | | 3.156 | | | 6.312 |

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 175 - 500 (units: sqm) |
| Survey date date range: | 01/01/09 - 24/11/16 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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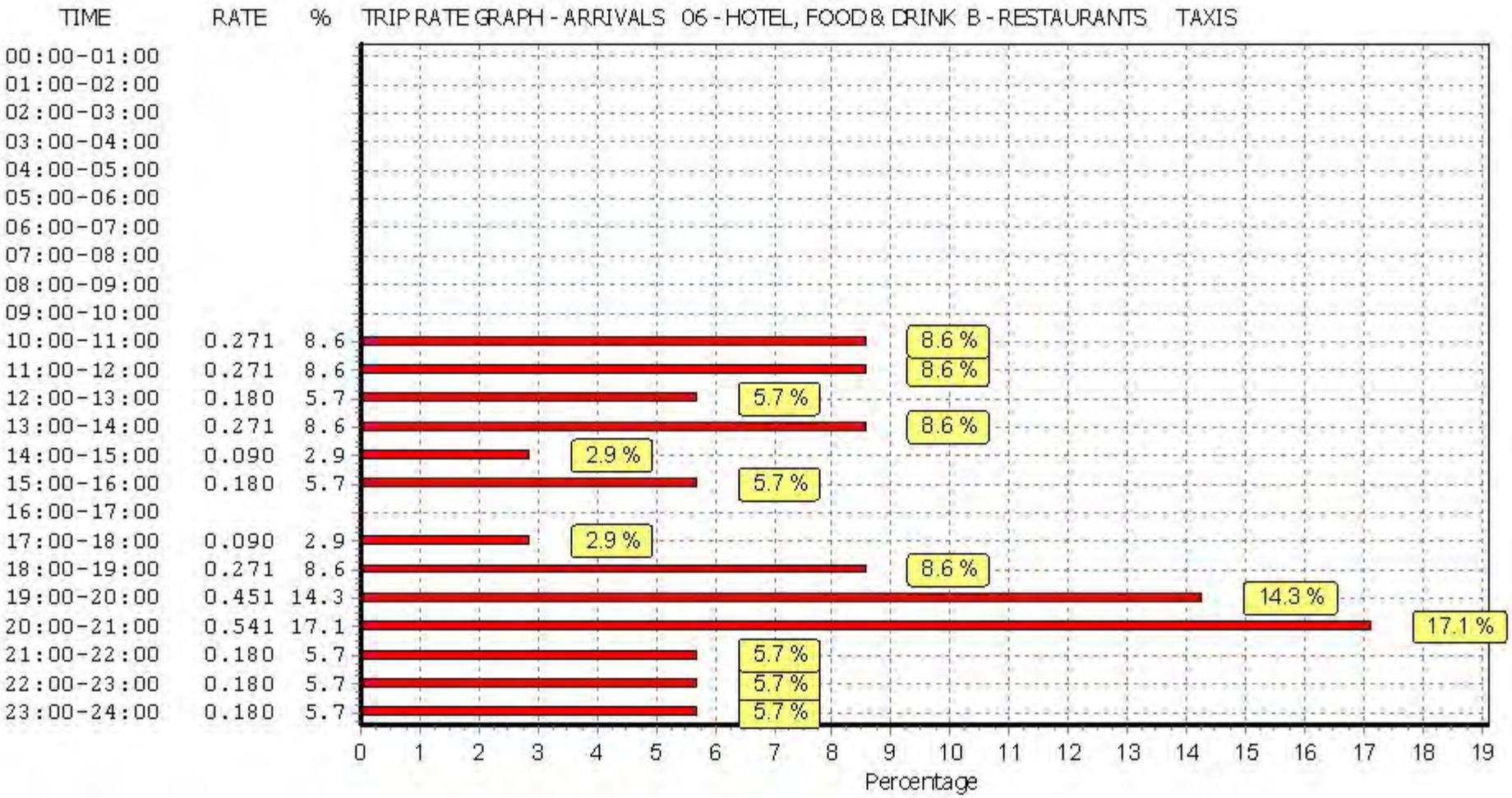


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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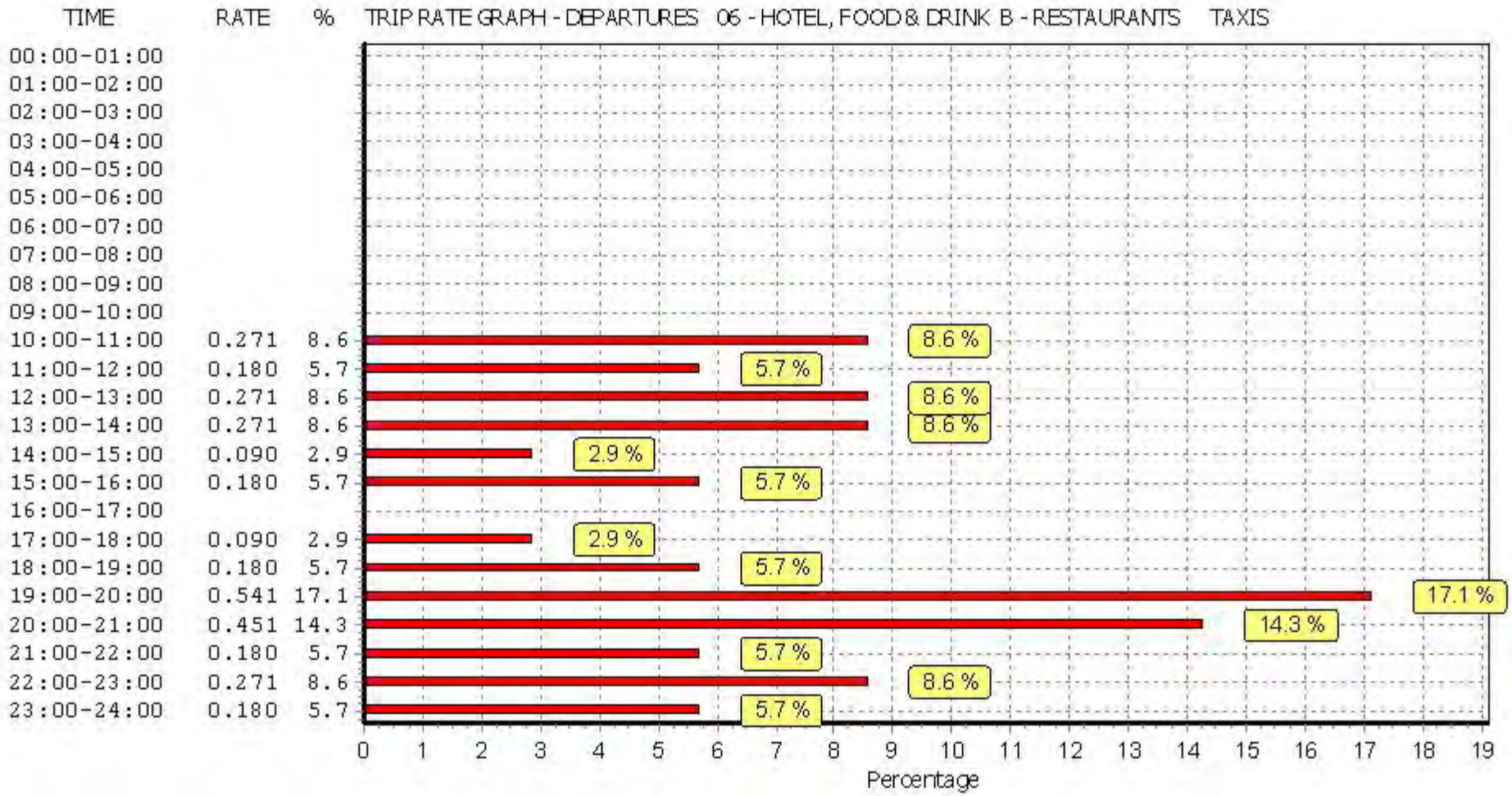
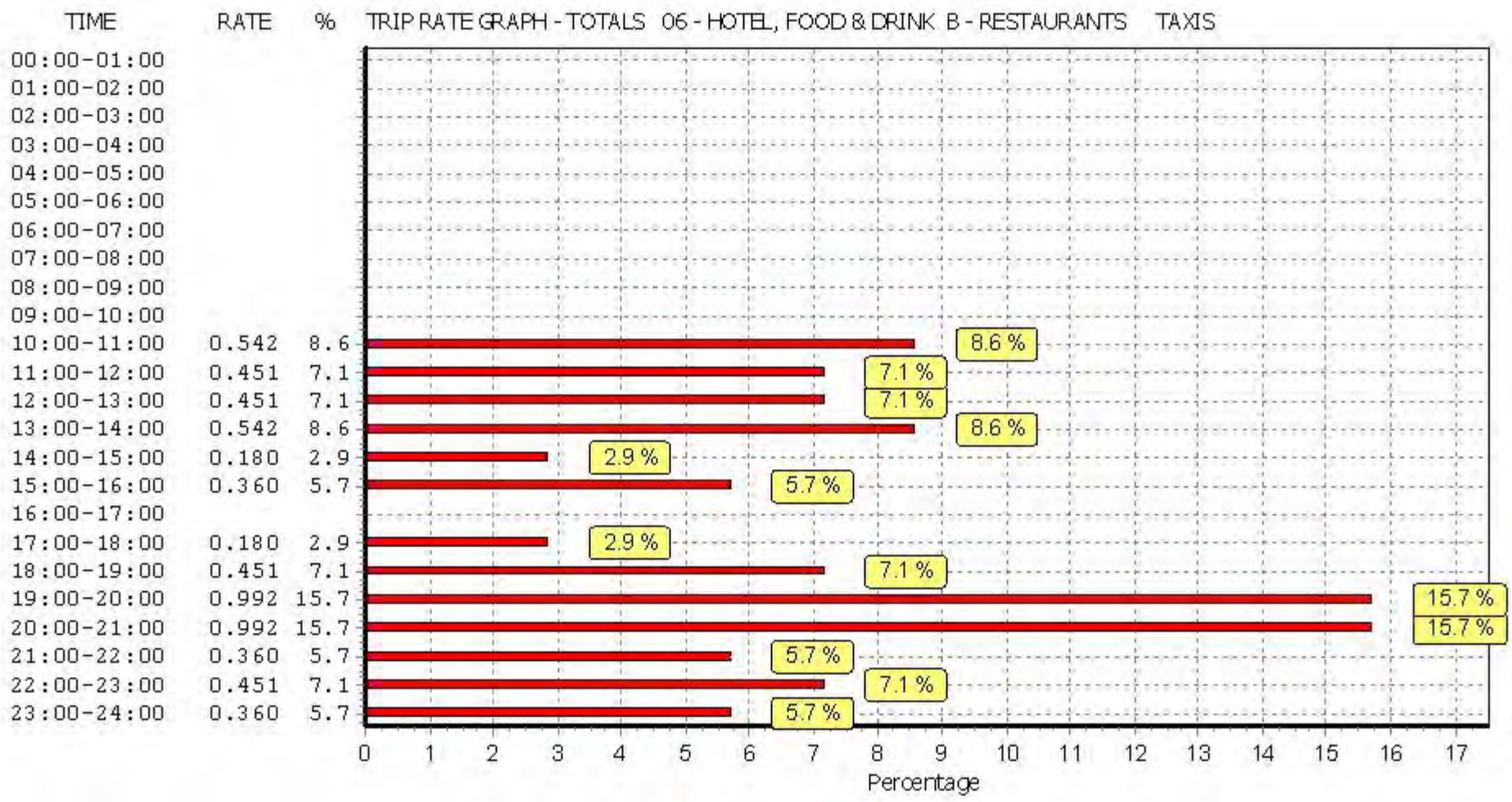



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 175 | 0.000 | 1 | 175 | 0.000 | 1 | 175 | 0.000 |
| 10:00 - 11:00 | 4 | 277 | 0.090 | 4 | 277 | 0.090 | 4 | 277 | 0.180 |
| 11:00 - 12:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 12:00 - 13:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 13:00 - 14:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 14:00 - 15:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 15:00 - 16:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 16:00 - 17:00 | 4 | 277 | 0.090 | 4 | 277 | 0.090 | 4 | 277 | 0.180 |
| 17:00 - 18:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 18:00 - 19:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 19:00 - 20:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 20:00 - 21:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 21:00 - 22:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 22:00 - 23:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 23:00 - 24:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| Total Rates: | | | 0.180 | | | 0.180 | | | 0.360 |

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

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

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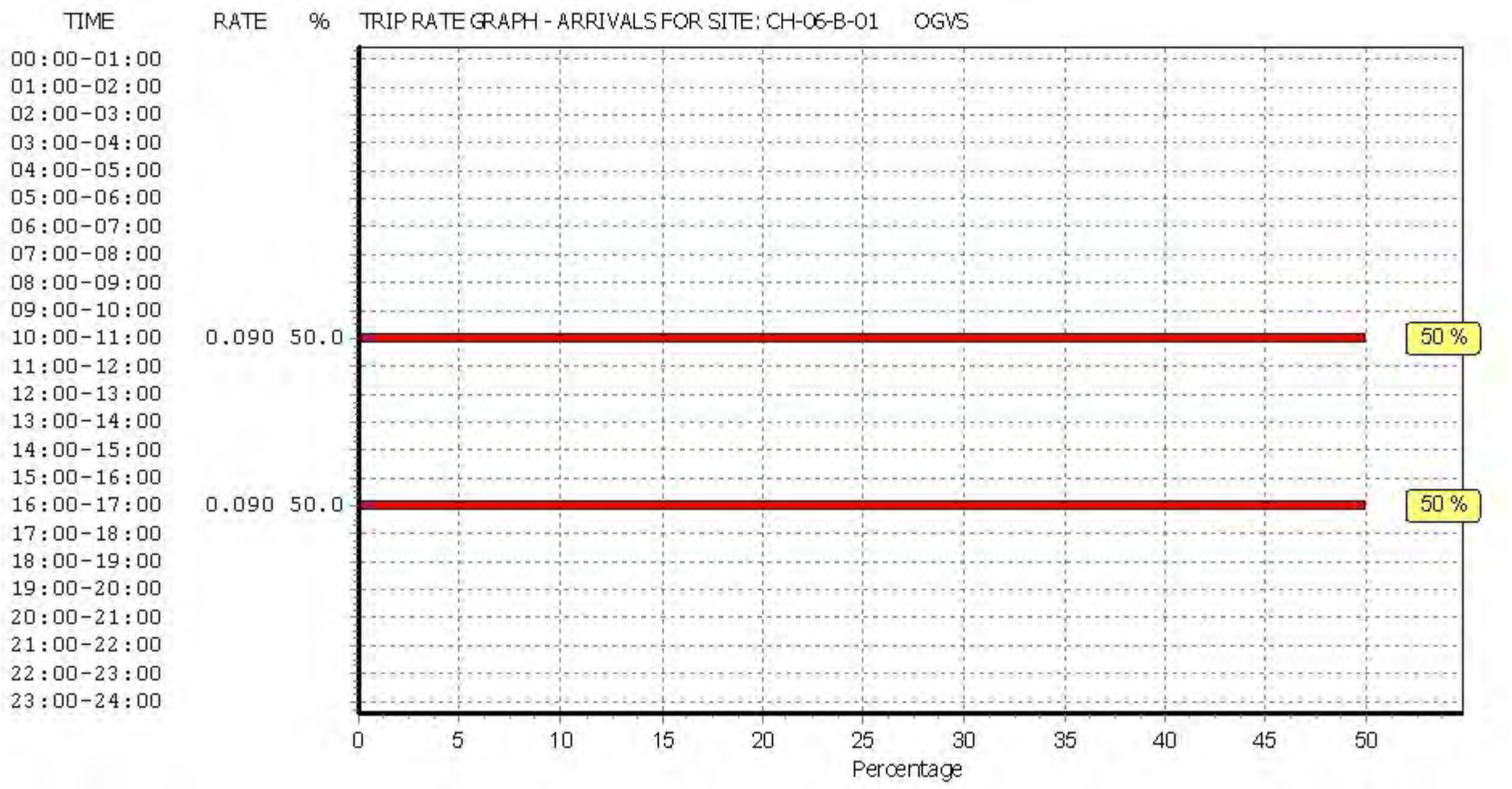
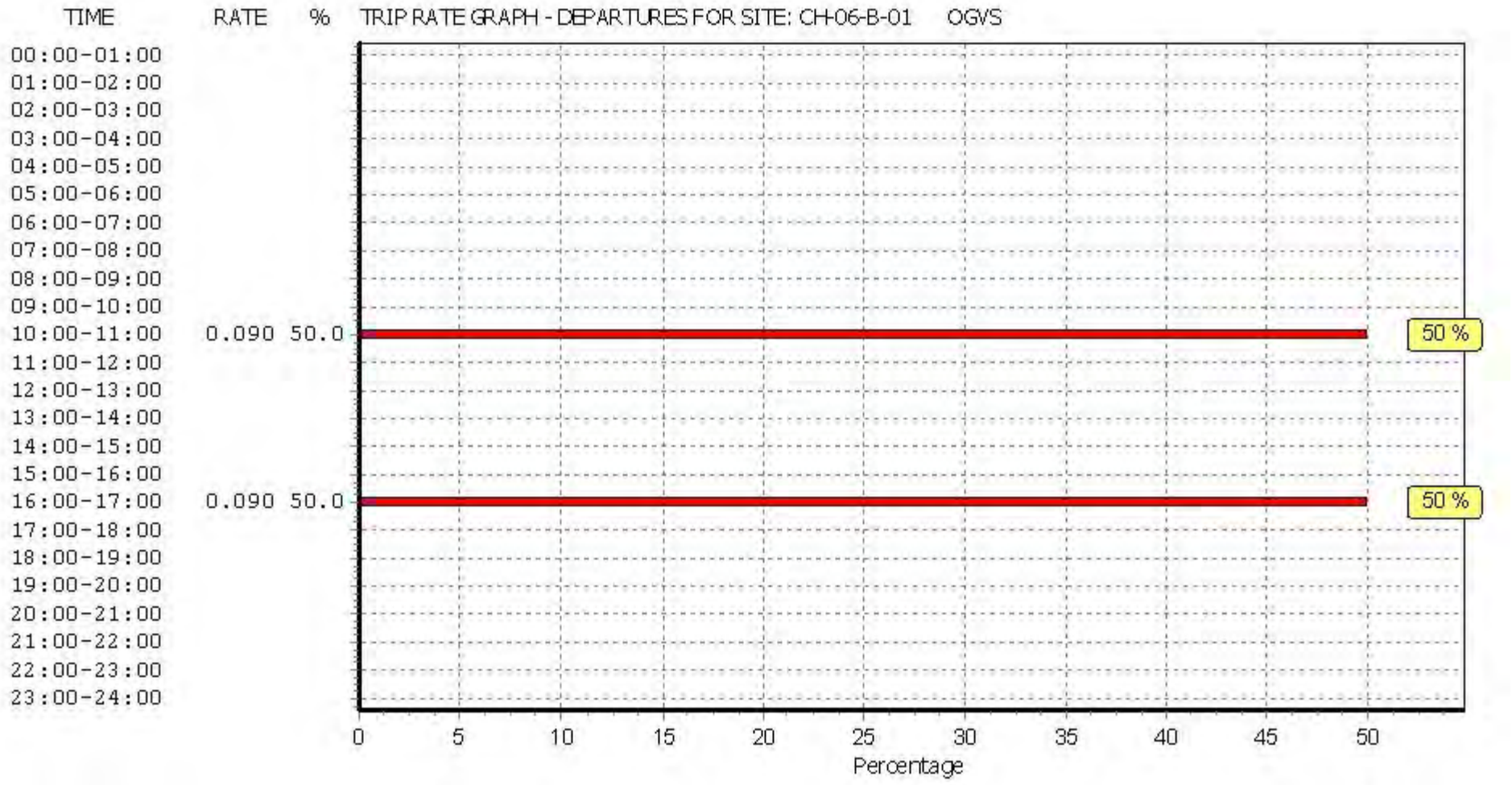
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 175 - 500 (units: sqm) |
| Survey date date range: | 01/01/09 - 24/11/16 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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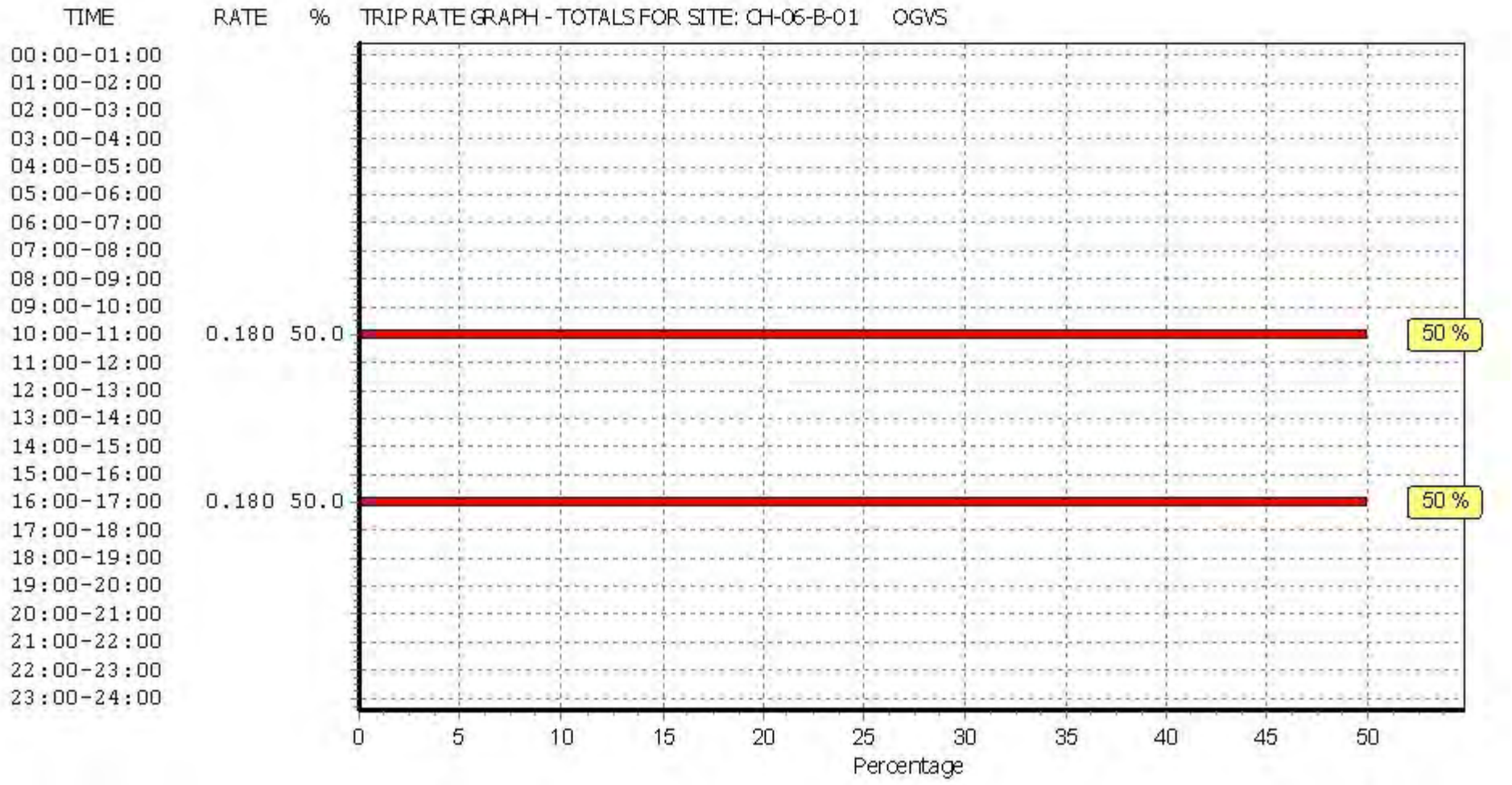


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 175 | 0.000 | 1 | 175 | 0.000 | 1 | 175 | 0.000 |
| 10:00 - 11:00 | 4 | 277 | 0.090 | 4 | 277 | 0.000 | 4 | 277 | 0.090 |
| 11:00 - 12:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 12:00 - 13:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 13:00 - 14:00 | 4 | 277 | 0.000 | 4 | 277 | 0.090 | 4 | 277 | 0.090 |
| 14:00 - 15:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 15:00 - 16:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 16:00 - 17:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 17:00 - 18:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 18:00 - 19:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 19:00 - 20:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 20:00 - 21:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 21:00 - 22:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 22:00 - 23:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 23:00 - 24:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| Total Rates: | | | 0.090 | | | 0.090 | | | 0.180 |

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

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

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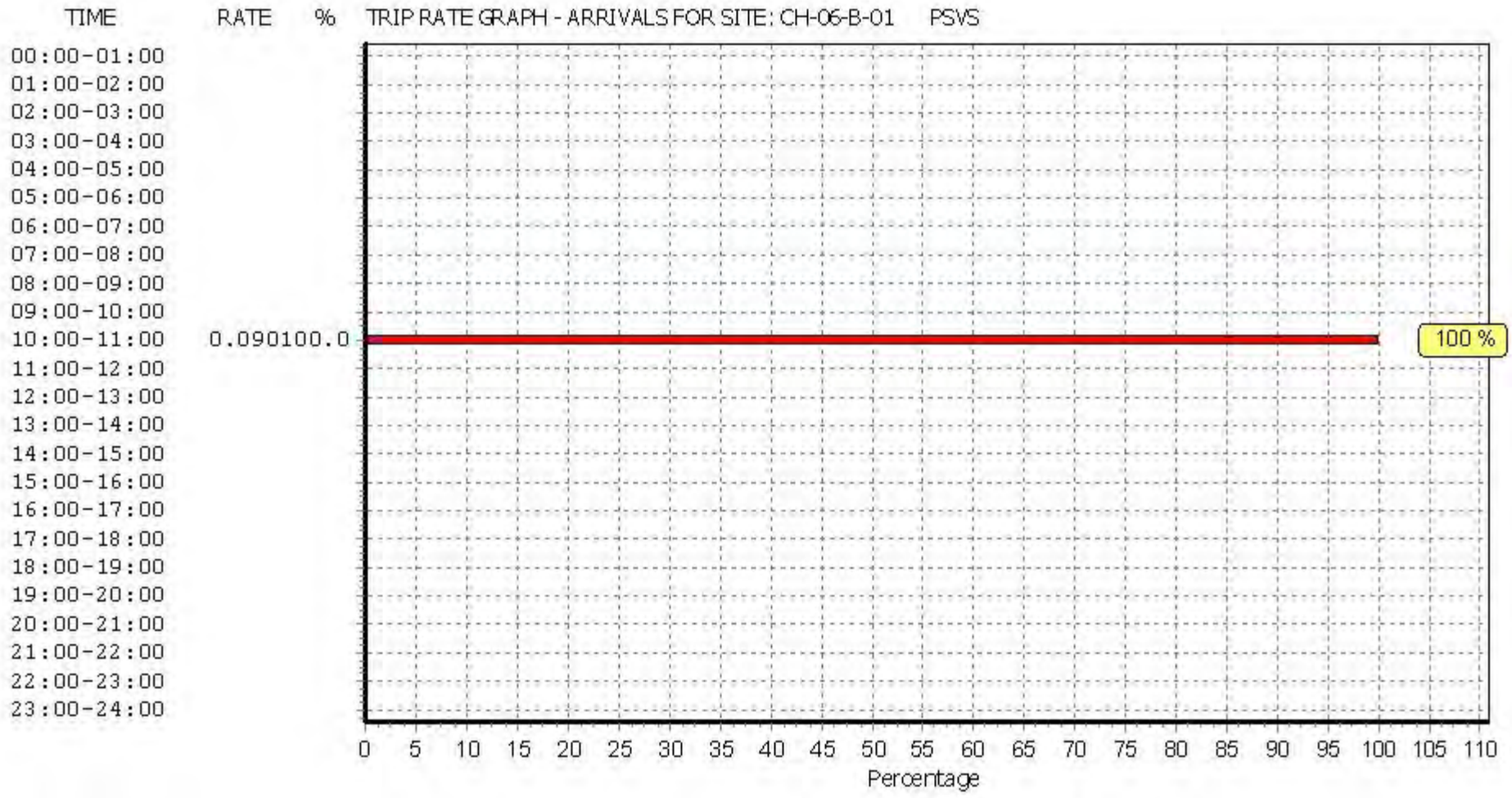
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 175 - 500 (units: sqm) |
| Survey date date range: | 01/01/09 - 24/11/16 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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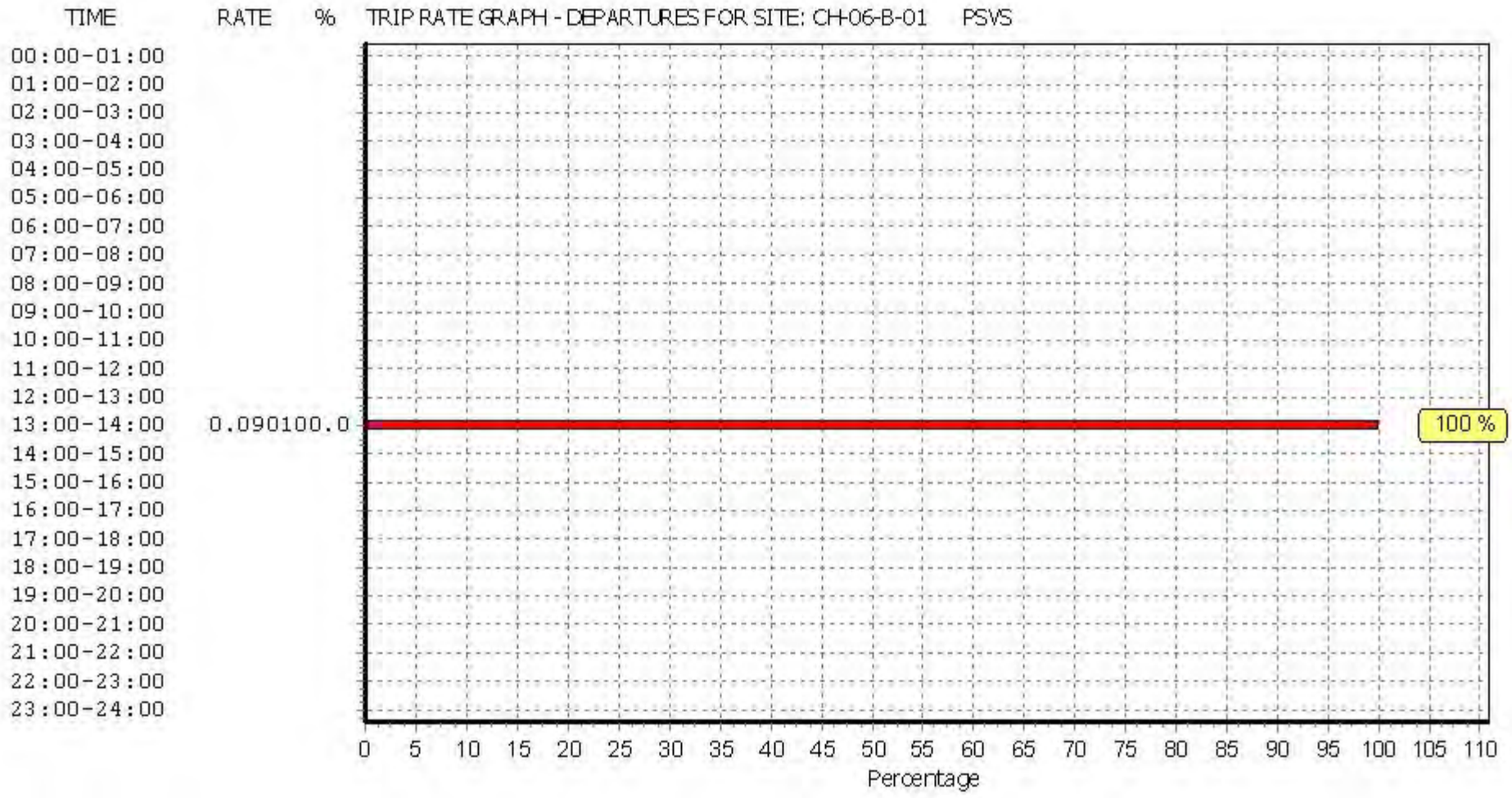
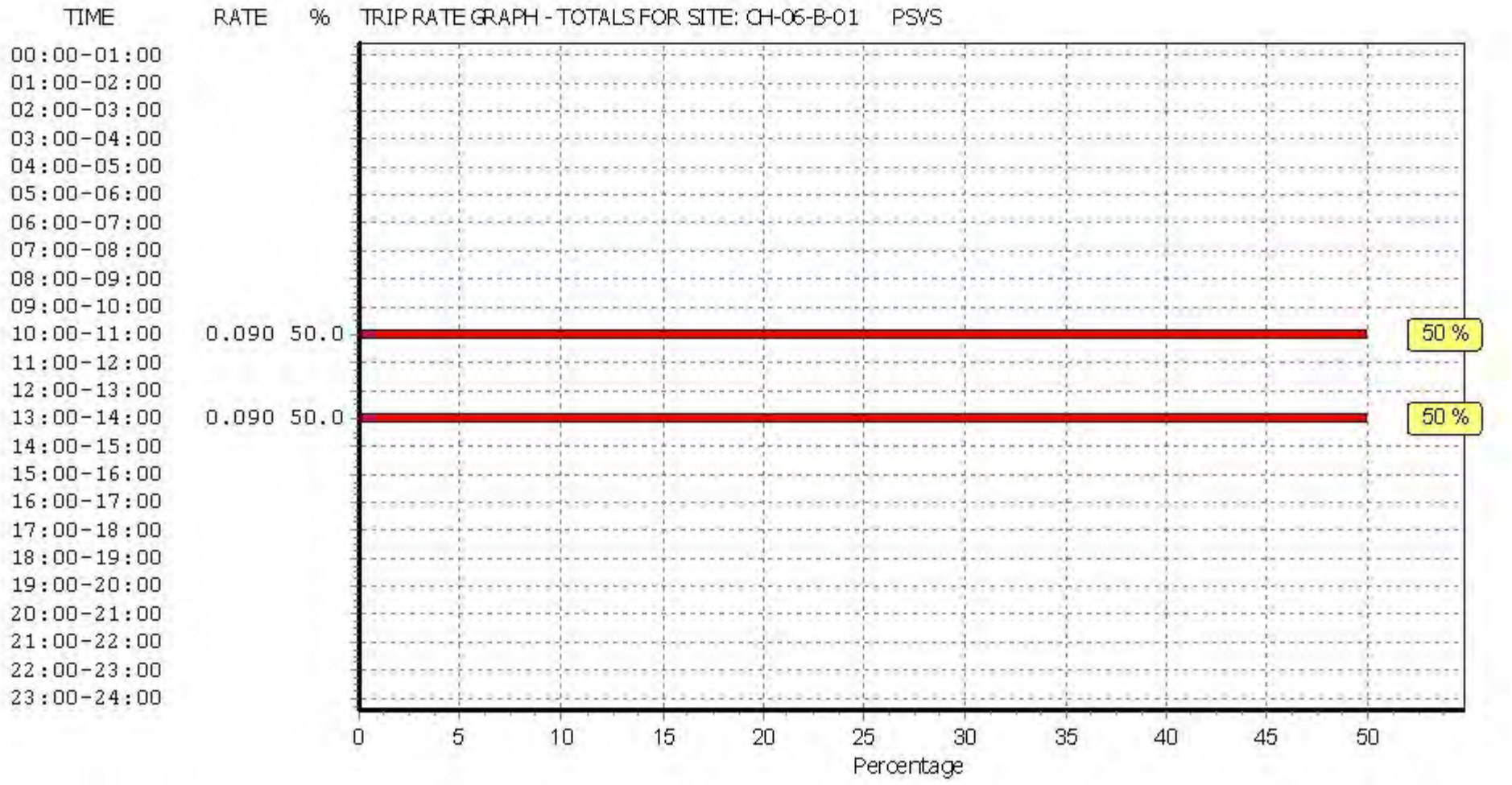



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 175 | 0.000 | 1 | 175 | 0.000 | 1 | 175 | 0.000 |
| 10:00 - 11:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 11:00 - 12:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 12:00 - 13:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 13:00 - 14:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 14:00 - 15:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 15:00 - 16:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 16:00 - 17:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 17:00 - 18:00 | 4 | 277 | 0.271 | 4 | 277 | 0.000 | 4 | 277 | 0.271 |
| 18:00 - 19:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 19:00 - 20:00 | 4 | 277 | 0.000 | 4 | 277 | 0.180 | 4 | 277 | 0.180 |
| 20:00 - 21:00 | 4 | 277 | 0.090 | 4 | 277 | 0.000 | 4 | 277 | 0.090 |
| 21:00 - 22:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 22:00 - 23:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 23:00 - 24:00 | 4 | 277 | 0.000 | 4 | 277 | 0.180 | 4 | 277 | 0.180 |
| Total Rates: | | | 0.361 | | | 0.360 | | | 0.721 |

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

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

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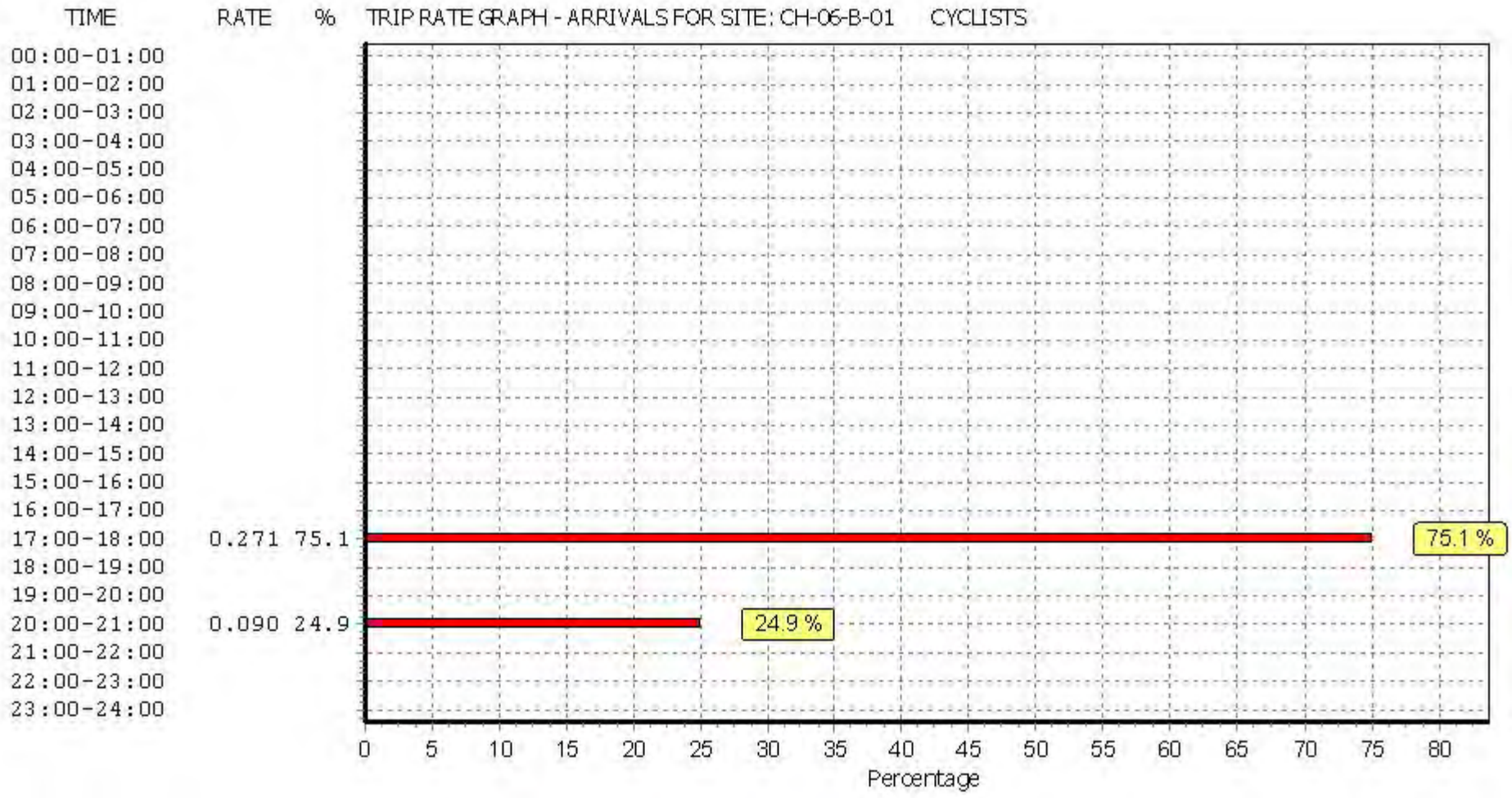
Parameter summary

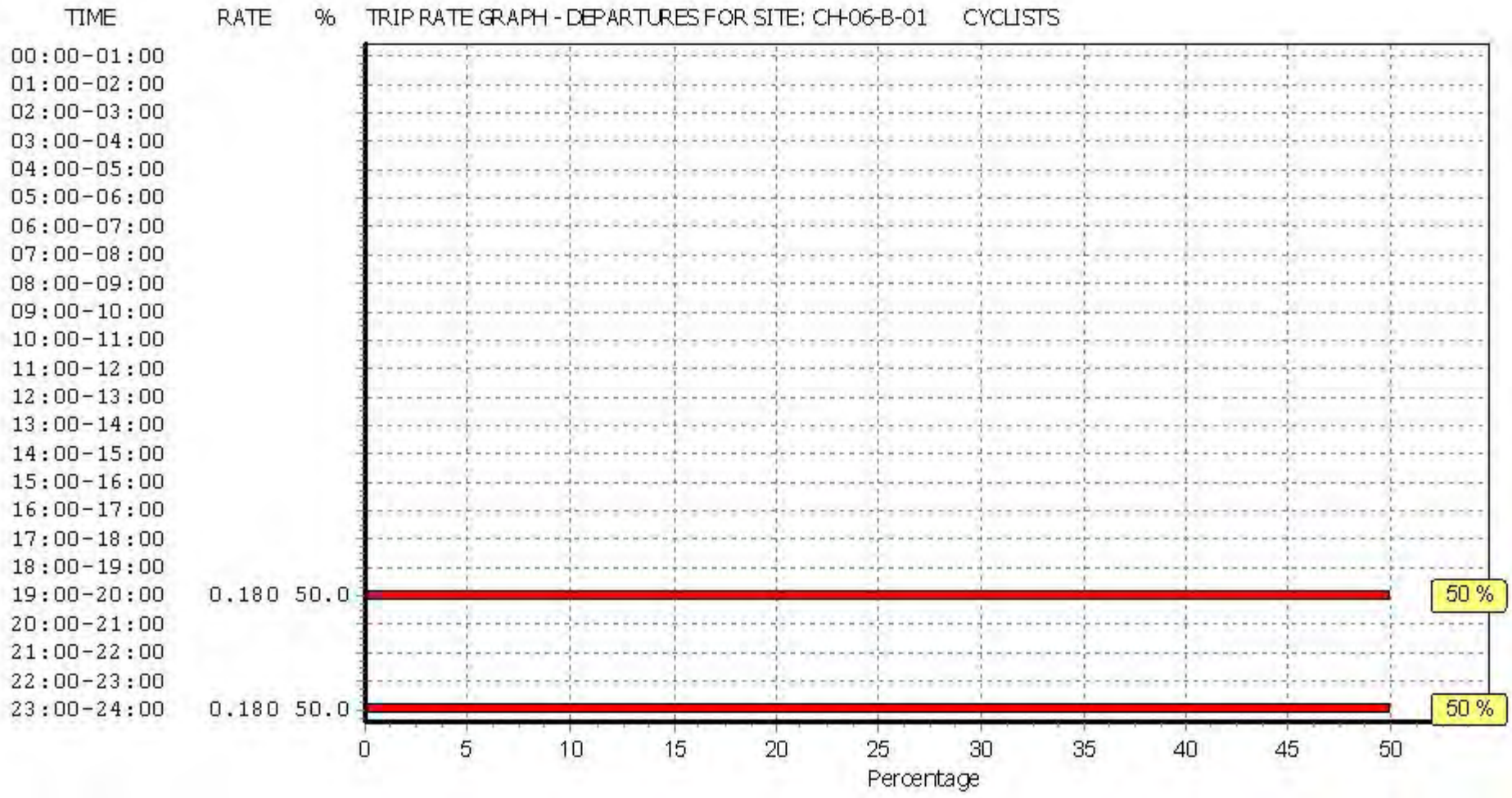
| | |
|---|---|
| Trip rate parameter range selected: | 175 - 500 (units: sqm) |
| Survey date date range: | 01/01/09 - 24/11/16 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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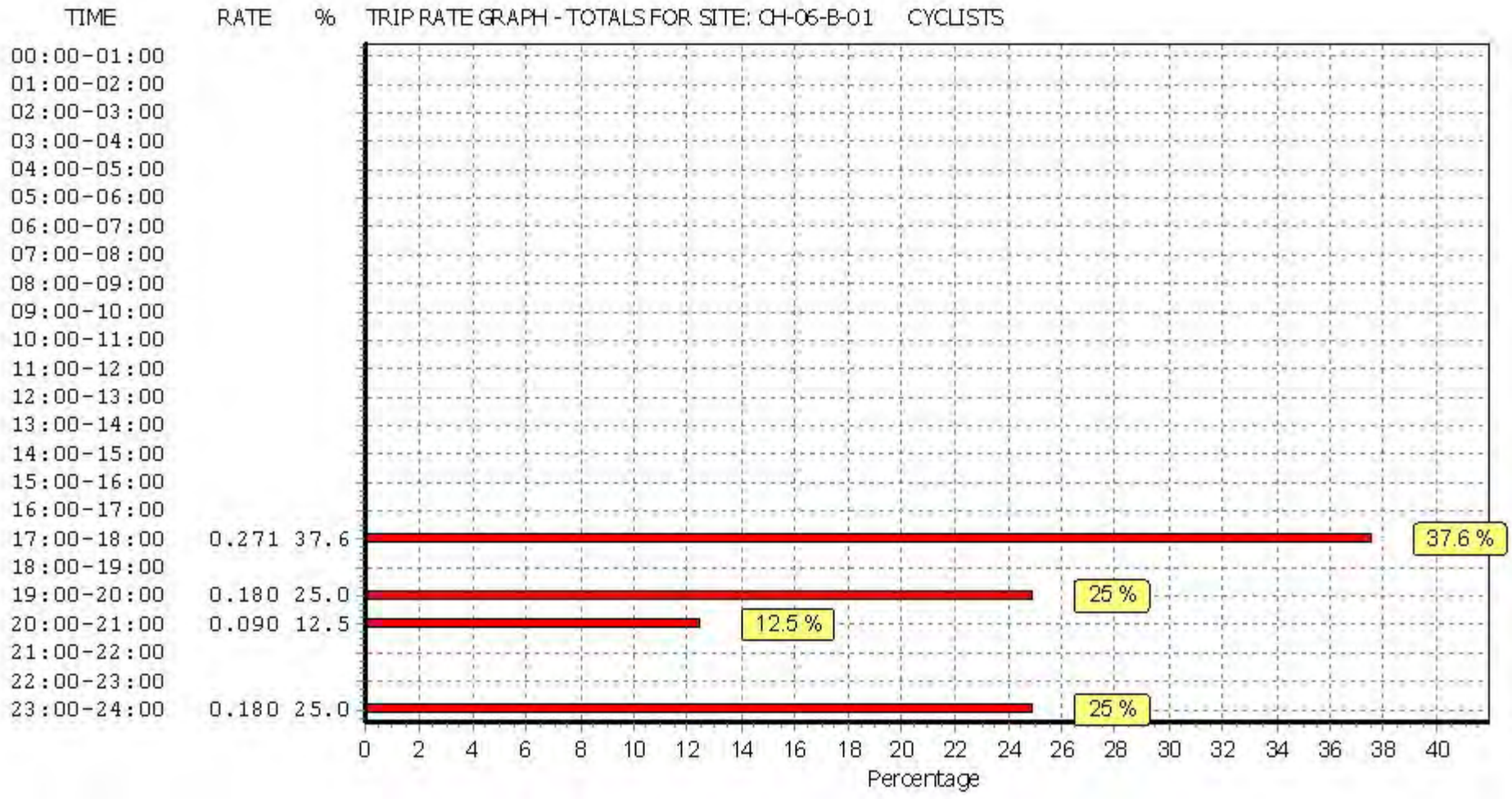


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 175 | 0.571 | 1 | 175 | 0.571 | 1 | 175 | 1.142 |
| 10:00 - 11:00 | 4 | 277 | 1.443 | 4 | 277 | 0.631 | 4 | 277 | 2.074 |
| 11:00 - 12:00 | 4 | 277 | 1.262 | 4 | 277 | 0.902 | 4 | 277 | 2.164 |
| 12:00 - 13:00 | 4 | 277 | 2.164 | 4 | 277 | 0.992 | 4 | 277 | 3.156 |
| 13:00 - 14:00 | 4 | 277 | 2.074 | 4 | 277 | 2.254 | 4 | 277 | 4.328 |
| 14:00 - 15:00 | 4 | 277 | 1.262 | 4 | 277 | 1.443 | 4 | 277 | 2.705 |
| 15:00 - 16:00 | 4 | 277 | 0.361 | 4 | 277 | 1.443 | 4 | 277 | 1.804 |
| 16:00 - 17:00 | 4 | 277 | 1.353 | 4 | 277 | 0.992 | 4 | 277 | 2.345 |
| 17:00 - 18:00 | 4 | 277 | 1.984 | 4 | 277 | 1.262 | 4 | 277 | 3.246 |
| 18:00 - 19:00 | 4 | 277 | 2.525 | 4 | 277 | 2.074 | 4 | 277 | 4.599 |
| 19:00 - 20:00 | 4 | 277 | 2.435 | 4 | 277 | 2.435 | 4 | 277 | 4.870 |
| 20:00 - 21:00 | 4 | 277 | 2.074 | 4 | 277 | 2.615 | 4 | 277 | 4.689 |
| 21:00 - 22:00 | 4 | 277 | 0.451 | 4 | 277 | 2.254 | 4 | 277 | 2.705 |
| 22:00 - 23:00 | 4 | 277 | 0.271 | 4 | 277 | 0.721 | 4 | 277 | 0.992 |
| 23:00 - 24:00 | 4 | 277 | 0.180 | 4 | 277 | 0.902 | 4 | 277 | 1.082 |
| Total Rates: | | | 20.410 | | | 21.491 | | | 41.901 |

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

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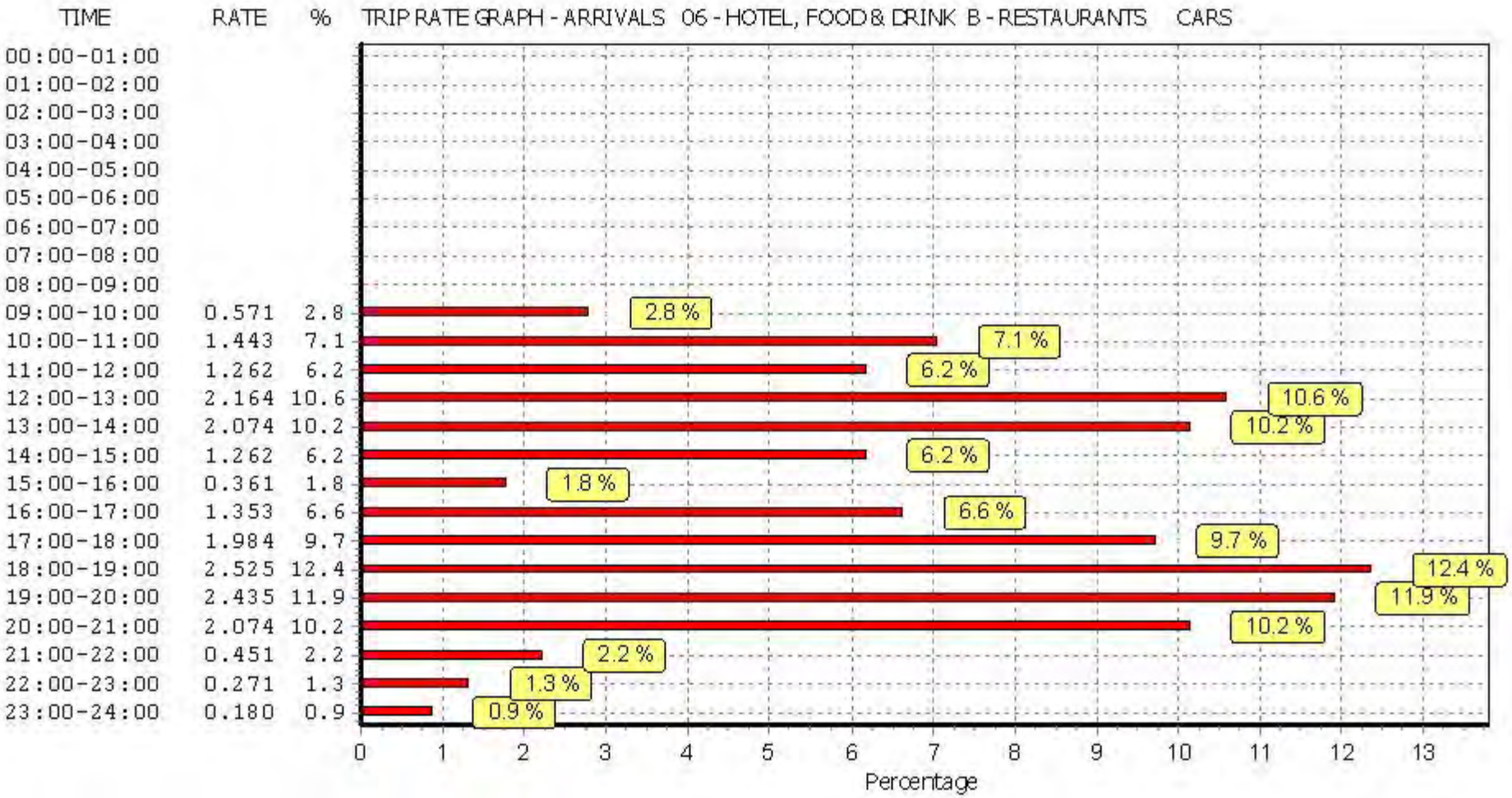
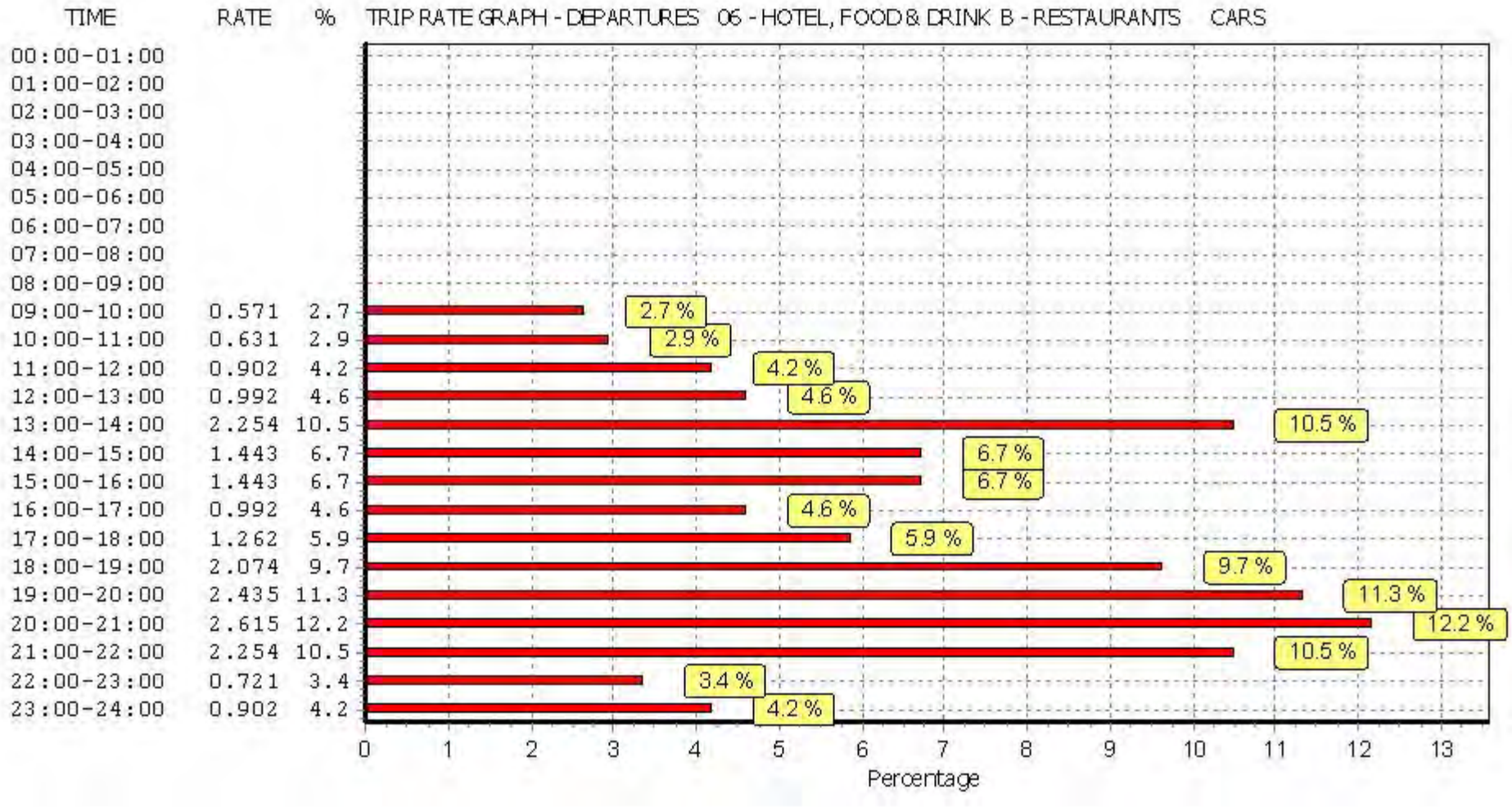
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 175 - 500 (units: sqm) |
| Survey date date range: | 01/01/09 - 24/11/16 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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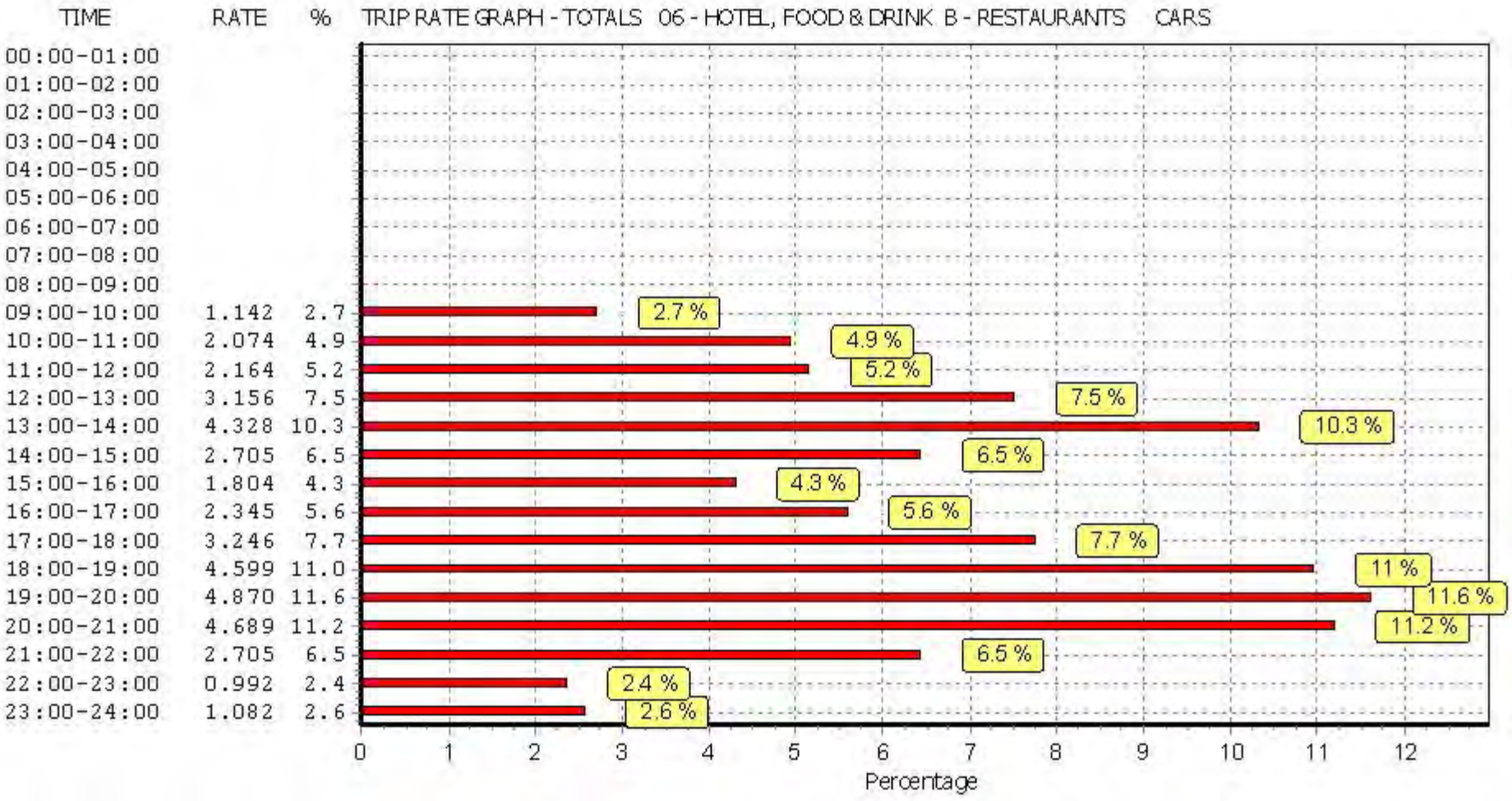


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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 175 | 0.000 | 1 | 175 | 0.000 | 1 | 175 | 0.000 |
| 10:00 - 11:00 | 4 | 277 | 0.271 | 4 | 277 | 0.180 | 4 | 277 | 0.451 |
| 11:00 - 12:00 | 4 | 277 | 0.361 | 4 | 277 | 0.541 | 4 | 277 | 0.902 |
| 12:00 - 13:00 | 4 | 277 | 0.090 | 4 | 277 | 0.090 | 4 | 277 | 0.180 |
| 13:00 - 14:00 | 4 | 277 | 0.271 | 4 | 277 | 0.361 | 4 | 277 | 0.632 |
| 14:00 - 15:00 | 4 | 277 | 0.180 | 4 | 277 | 0.090 | 4 | 277 | 0.270 |
| 15:00 - 16:00 | 4 | 277 | 0.090 | 4 | 277 | 0.180 | 4 | 277 | 0.270 |
| 16:00 - 17:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 17:00 - 18:00 | 4 | 277 | 0.180 | 4 | 277 | 0.090 | 4 | 277 | 0.270 |
| 18:00 - 19:00 | 4 | 277 | 0.090 | 4 | 277 | 0.180 | 4 | 277 | 0.270 |
| 19:00 - 20:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 20:00 - 21:00 | 4 | 277 | 0.000 | 4 | 277 | 0.090 | 4 | 277 | 0.090 |
| 21:00 - 22:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 22:00 - 23:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 23:00 - 24:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| Total Rates: | | | 1.533 | | | 1.802 | | | 3.335 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 175 - 500 (units: sqm) |
| Survey date date range: | 01/01/09 - 24/11/16 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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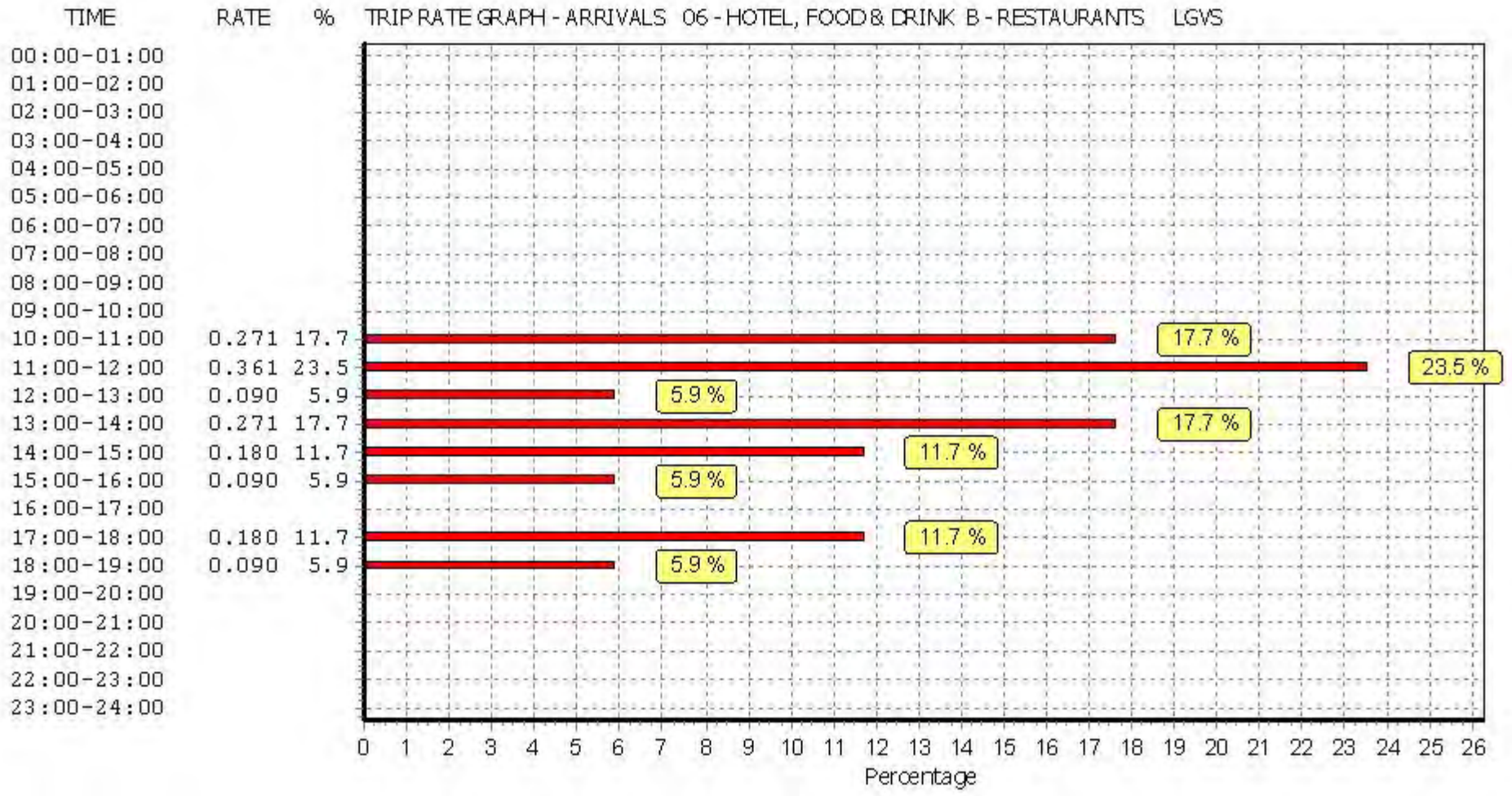
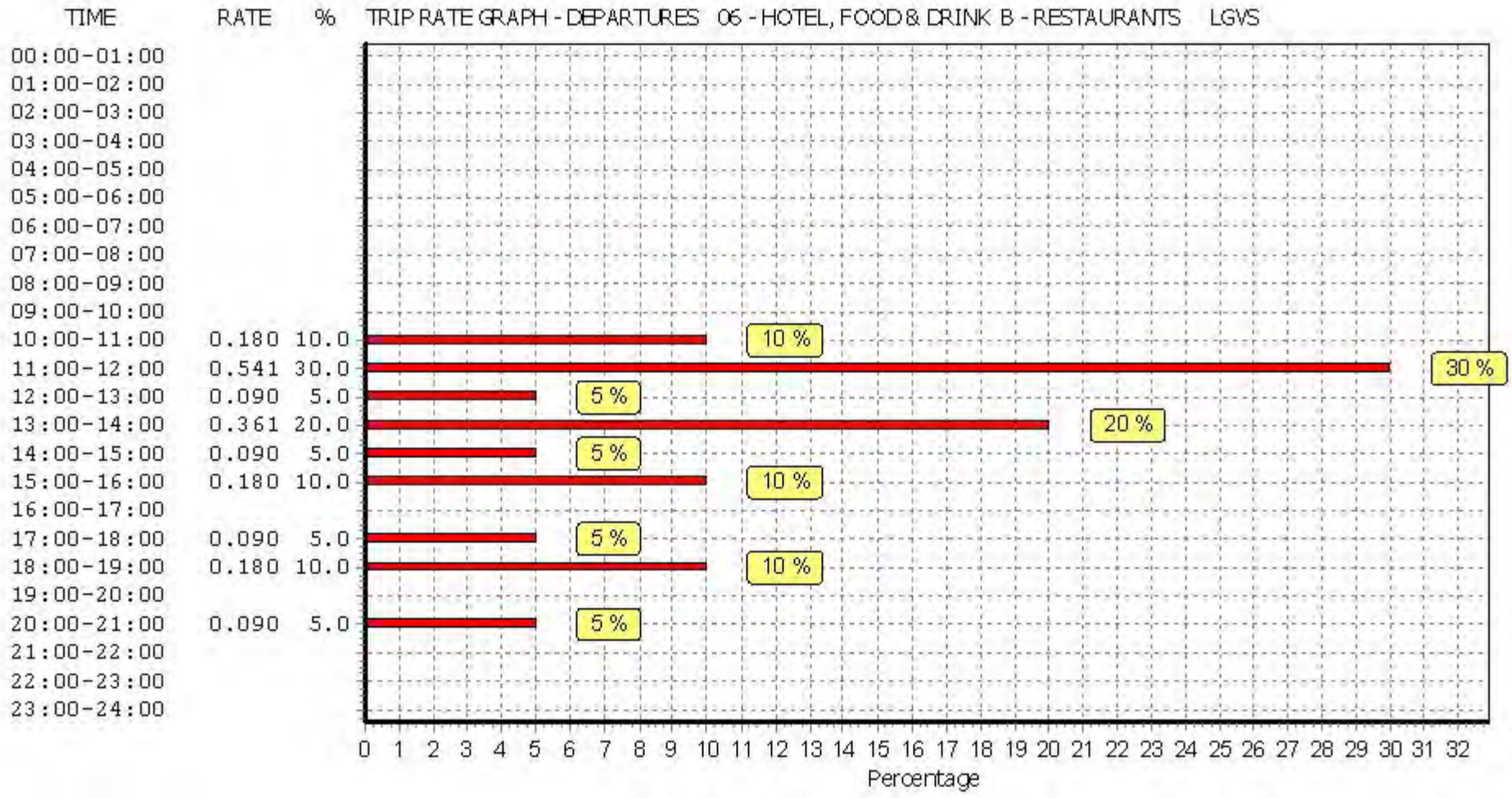



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706

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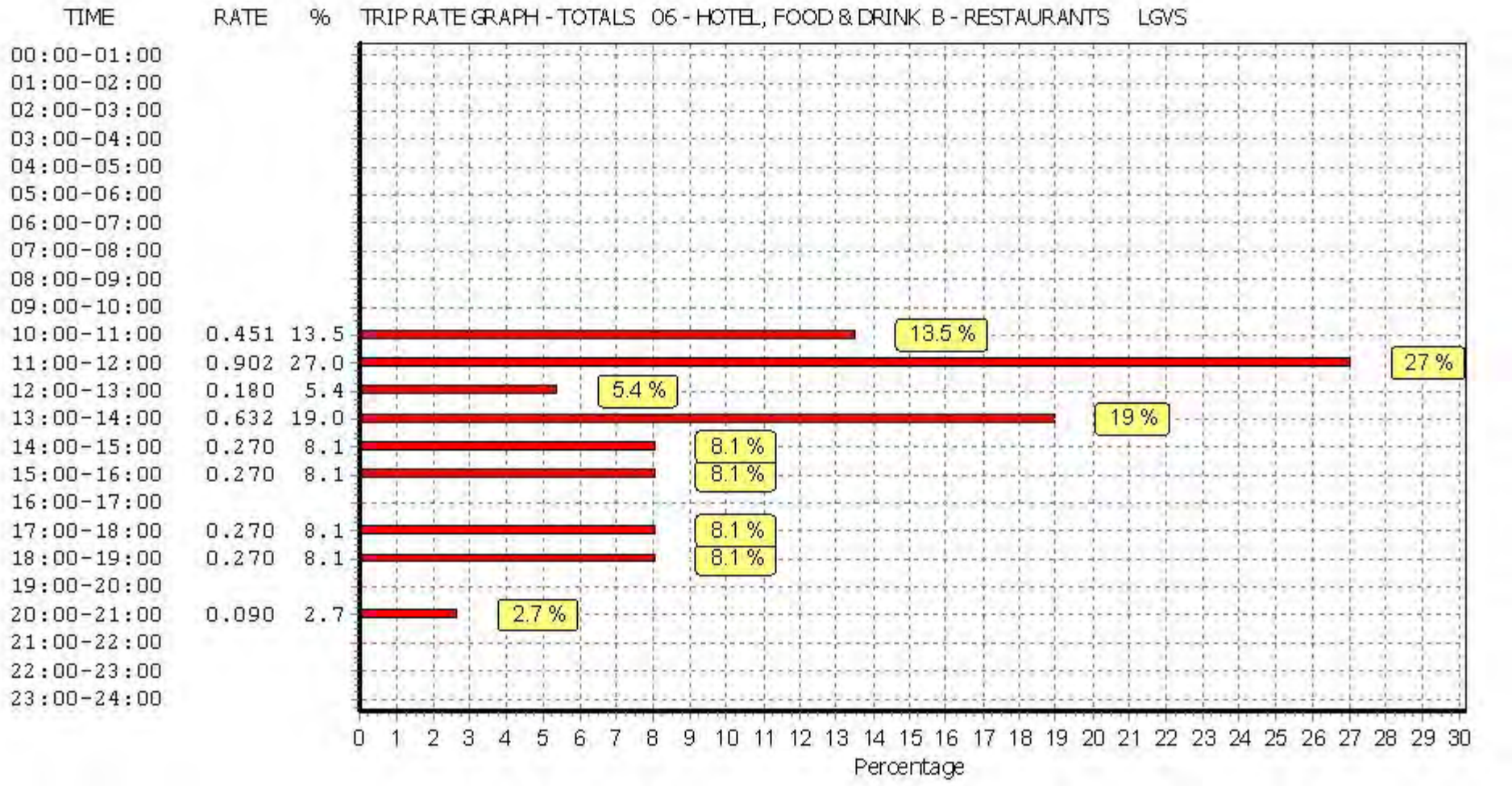


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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 175 | 0.000 | 1 | 175 | 0.000 | 1 | 175 | 0.000 |
| 10:00 - 11:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 11:00 - 12:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 12:00 - 13:00 | 4 | 277 | 0.090 | 4 | 277 | 0.000 | 4 | 277 | 0.090 |
| 13:00 - 14:00 | 4 | 277 | 0.090 | 4 | 277 | 0.090 | 4 | 277 | 0.180 |
| 14:00 - 15:00 | 4 | 277 | 0.000 | 4 | 277 | 0.090 | 4 | 277 | 0.090 |
| 15:00 - 16:00 | 4 | 277 | 0.090 | 4 | 277 | 0.000 | 4 | 277 | 0.090 |
| 16:00 - 17:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 17:00 - 18:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 18:00 - 19:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 19:00 - 20:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 20:00 - 21:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 21:00 - 22:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 22:00 - 23:00 | 4 | 277 | 0.000 | 4 | 277 | 0.000 | 4 | 277 | 0.000 |
| 23:00 - 24:00 | 4 | 277 | 0.000 | 4 | 277 | 0.180 | 4 | 277 | 0.180 |
| Total Rates: | | | 0.270 | | | 0.360 | | | 0.630 |

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 175 - 500 (units: sqm) |
| Survey date date range: | 01/01/09 - 24/11/16 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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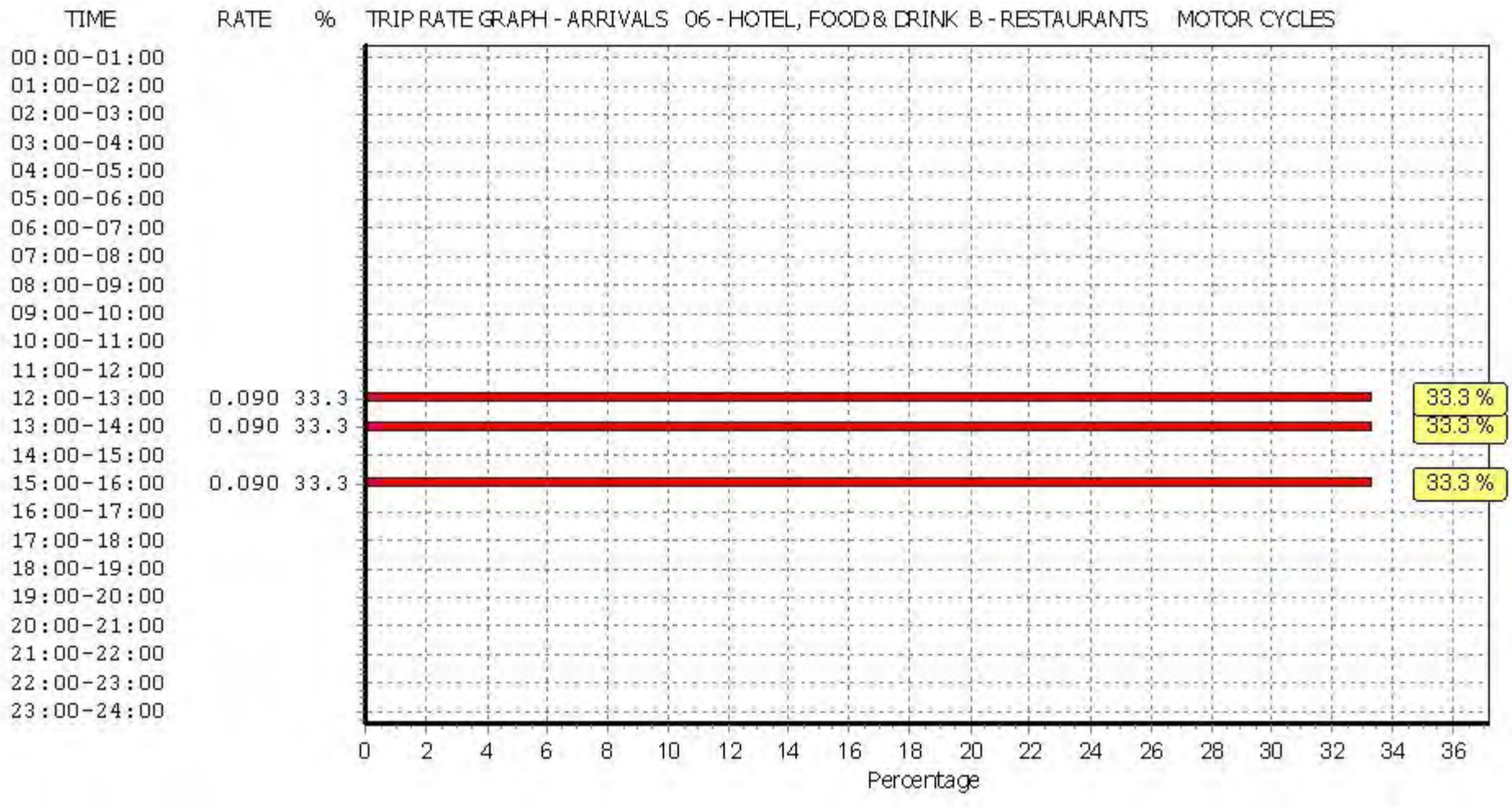


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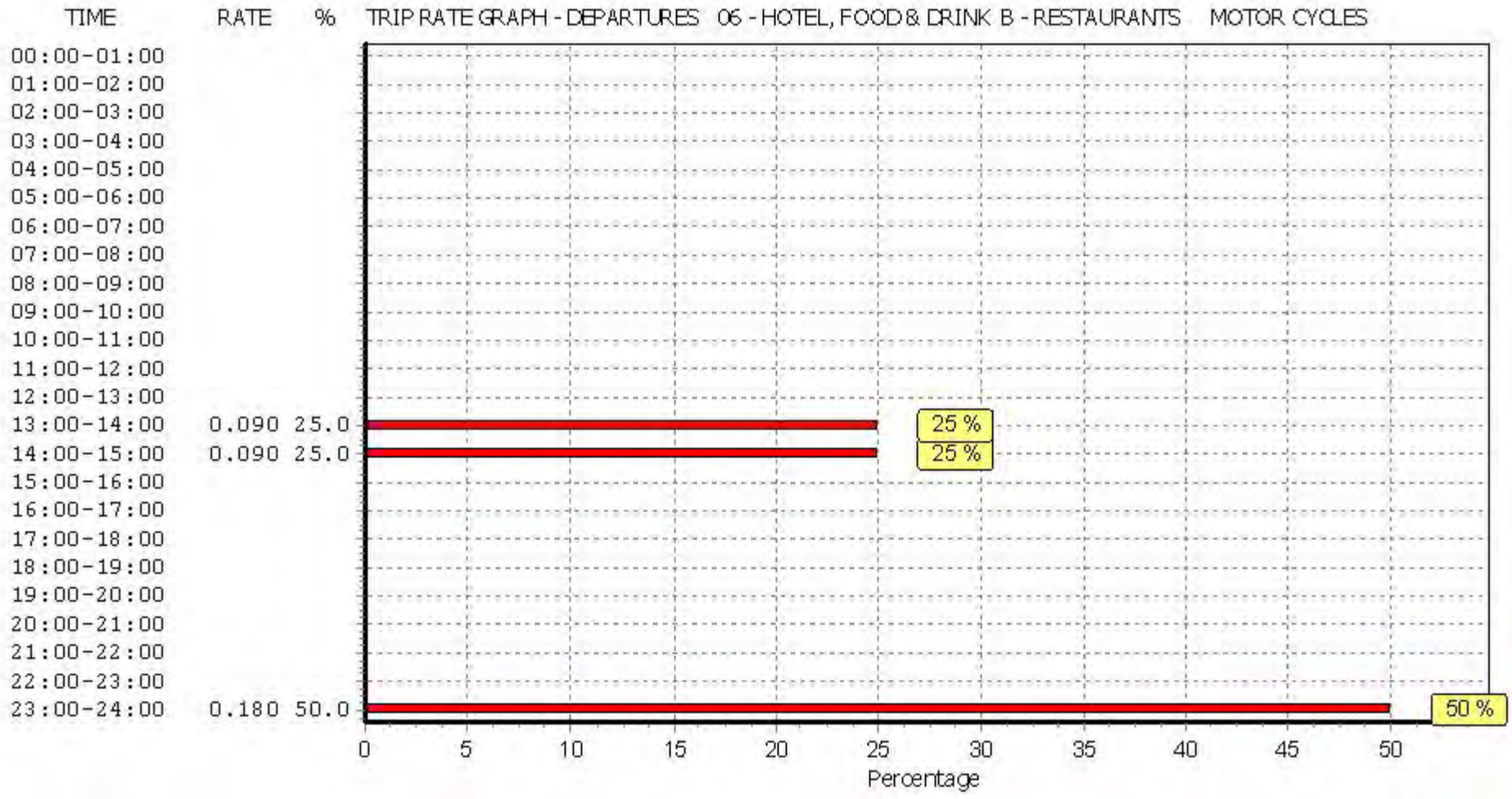


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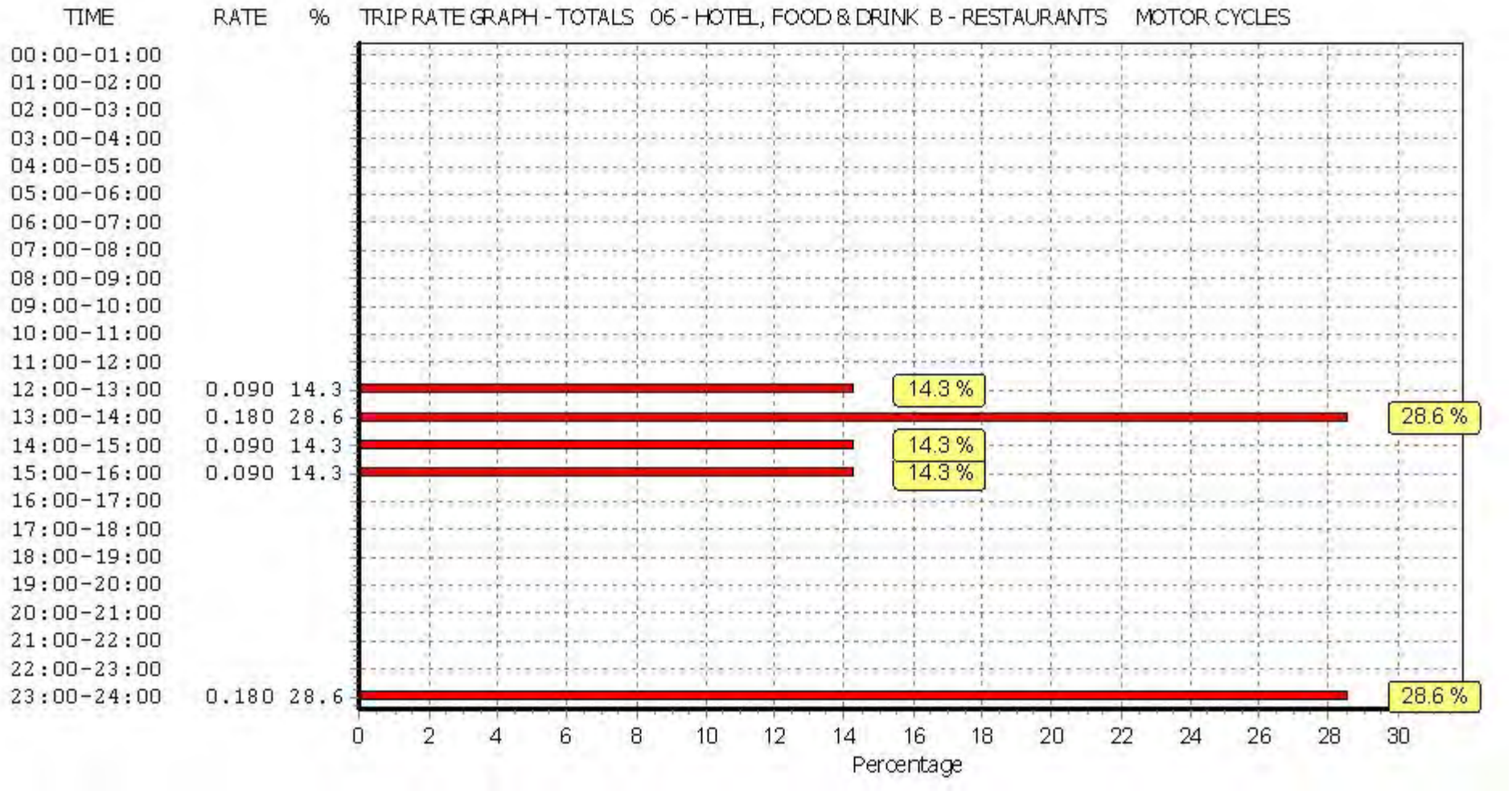


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Calculation Reference: AUDIT-706706-180315-0338

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 05 | EAST MIDLANDS | | |
| | DS | DERBYSHIRE | 2 days |
| 08 | NORTH WEST | | |
| | CH | CHESHIRE | 1 days |
| 09 | NORTH | | |
| | CB | CUMBRIA | 1 days |
| 10 | WALES | | |
| | CF | CARDIFF | 1 days |

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 75 to 450 (units: sqm)
Range Selected by User: 75 to 500 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 24/11/16

*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 |
| Sunday | 2 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 5 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

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

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Development Zone | 2 |
| Built-Up Zone | 3 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| A3 | 5 days |

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

Secondary Filtering selection (Cont.):

*Population within 1 mile:*

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

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

*Population within 5 miles:*

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

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 4 days |

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

*Travel Plan:*

| | |
|---|---|
| Yes | 1 days |
| No | 4 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 5 days |

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

*LIST OF SITES relevant to selection parameters*

1 CB-06-B-01 ITALIAN RESTAURANT CUMBRIA
MARKET STREET

CARLISLE
Town Centre
Built-Up Zone
Total Gross floor area: 150 sqm
*Survey date: SATURDAY* *25/06/16* *Survey Type: MANUAL*

2 CF-06-B-02 FRANKIE & BENNY'S CARDIFF
NEWPORT ROAD

CARDIFF
Edge of Town
Development Zone
Total Gross floor area: 400 sqm
*Survey date: SUNDAY* *19/10/14* *Survey Type: MANUAL*

3 CH-06-B-02 ITALIAN RESTAURANT CHESHIRE
MILL STREET

MACCLESFIELD
Town Centre
Built-Up Zone
Total Gross floor area: 75 sqm
*Survey date: SATURDAY* *17/09/16* *Survey Type: MANUAL*

4 DS-06-B-01 LITTLE FRANKIES DERBYSHIRE
CORN MARKET

DERBY
Town Centre
Built-Up Zone
Total Gross floor area: 425 sqm
*Survey date: SATURDAY* *20/06/09* *Survey Type: MANUAL*

5 DS-06-B-02 CHIQUITO DERBYSHIRE
PRIDE PARKWAY

DERBY
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 450 sqm
*Survey date: SUNDAY* *19/10/14* *Survey Type: MANUAL*

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | 1 | 400 | 1.000 | 1 | 400 | 0.750 | 1 | 400 | 1.750 |
| 09:00 - 10:00 | 3 | 425 | 0.941 | 3 | 425 | 0.314 | 3 | 425 | 1.255 |
| 10:00 - 11:00 | 5 | 300 | 1.000 | 5 | 300 | 0.600 | 5 | 300 | 1.600 |
| 11:00 - 12:00 | 5 | 300 | 1.800 | 5 | 300 | 1.133 | 5 | 300 | 2.933 |
| 12:00 - 13:00 | 5 | 300 | 2.533 | 5 | 300 | 1.133 | 5 | 300 | 3.666 |
| 13:00 - 14:00 | 5 | 300 | 2.933 | 5 | 300 | 2.600 | 5 | 300 | 5.533 |
| 14:00 - 15:00 | 5 | 300 | 1.800 | 5 | 300 | 2.200 | 5 | 300 | 4.000 |
| 15:00 - 16:00 | 5 | 300 | 1.267 | 5 | 300 | 1.333 | 5 | 300 | 2.600 |
| 16:00 - 17:00 | 5 | 300 | 1.267 | 5 | 300 | 1.600 | 5 | 300 | 2.867 |
| 17:00 - 18:00 | 5 | 300 | 2.600 | 5 | 300 | 1.667 | 5 | 300 | 4.267 |
| 18:00 - 19:00 | 5 | 300 | 2.600 | 5 | 300 | 2.733 | 5 | 300 | 5.333 |
| 19:00 - 20:00 | 5 | 300 | 3.400 | 5 | 300 | 2.933 | 5 | 300 | 6.333 |
| 20:00 - 21:00 | 5 | 300 | 1.133 | 5 | 300 | 2.067 | 5 | 300 | 3.200 |
| 21:00 - 22:00 | 5 | 300 | 1.333 | 5 | 300 | 2.333 | 5 | 300 | 3.666 |
| 22:00 - 23:00 | 5 | 300 | 0.400 | 5 | 300 | 1.867 | 5 | 300 | 2.267 |
| 23:00 - 24:00 | 2 | 250 | 0.000 | 2 | 250 | 0.000 | 2 | 250 | 0.000 |
| Total Rates: | | | 26.007 | | | 25.263 | | | 51.270 |

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

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

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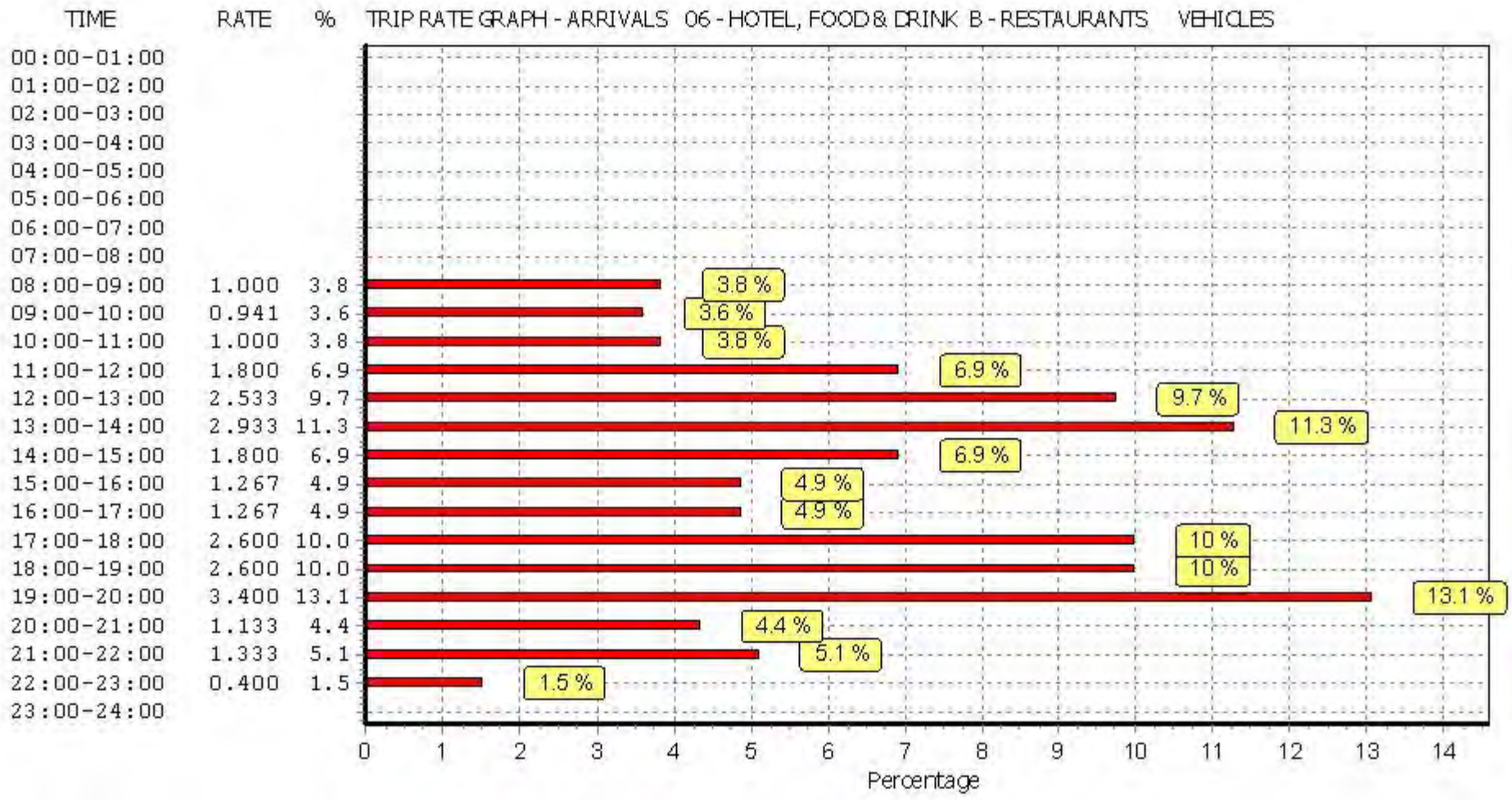
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 75 - 450 (units: sqm) |
| Survey date date range: | 01/01/09 - 24/11/16 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 3 |
| Number of Sundays: | 2 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

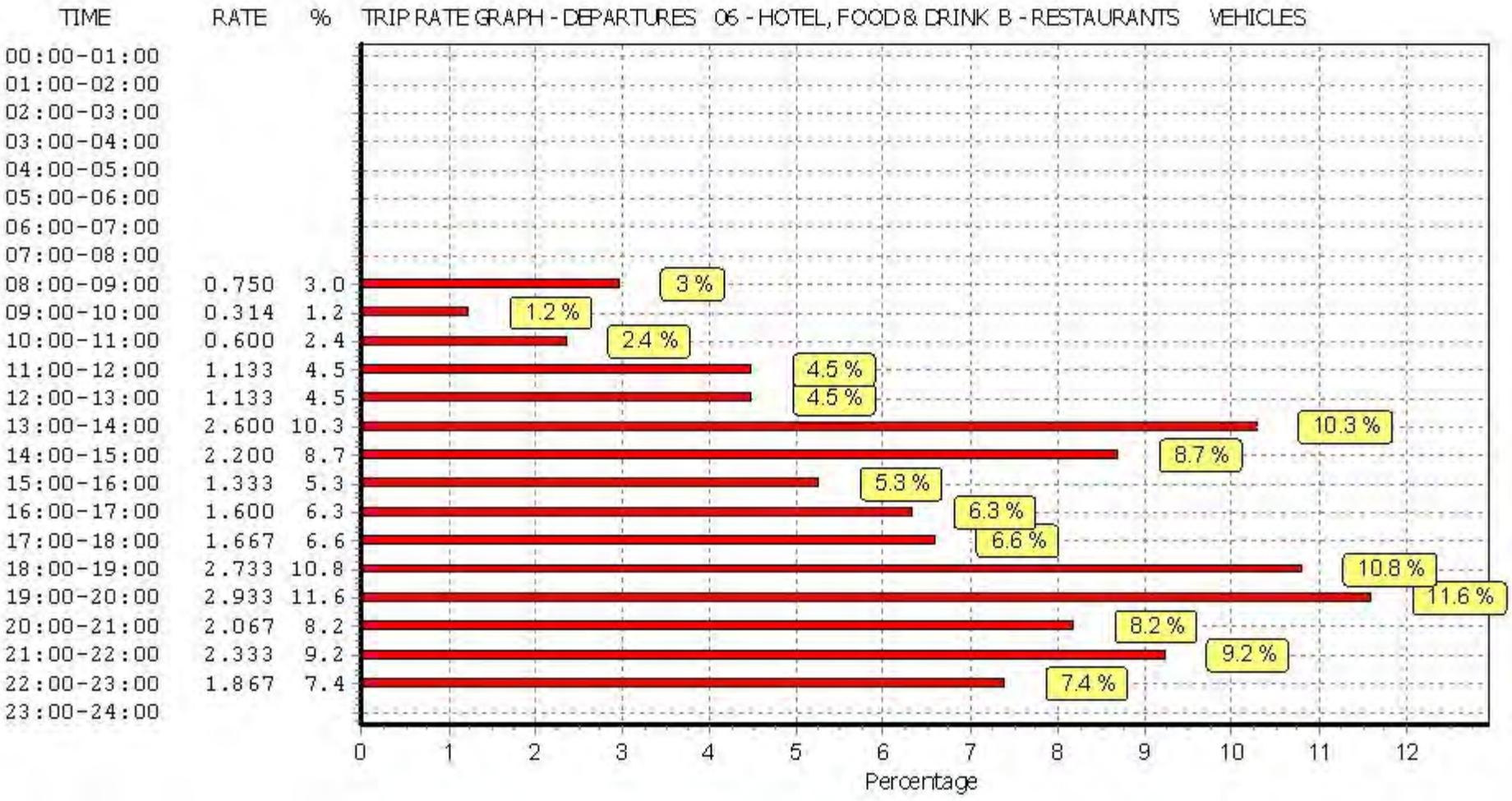
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706

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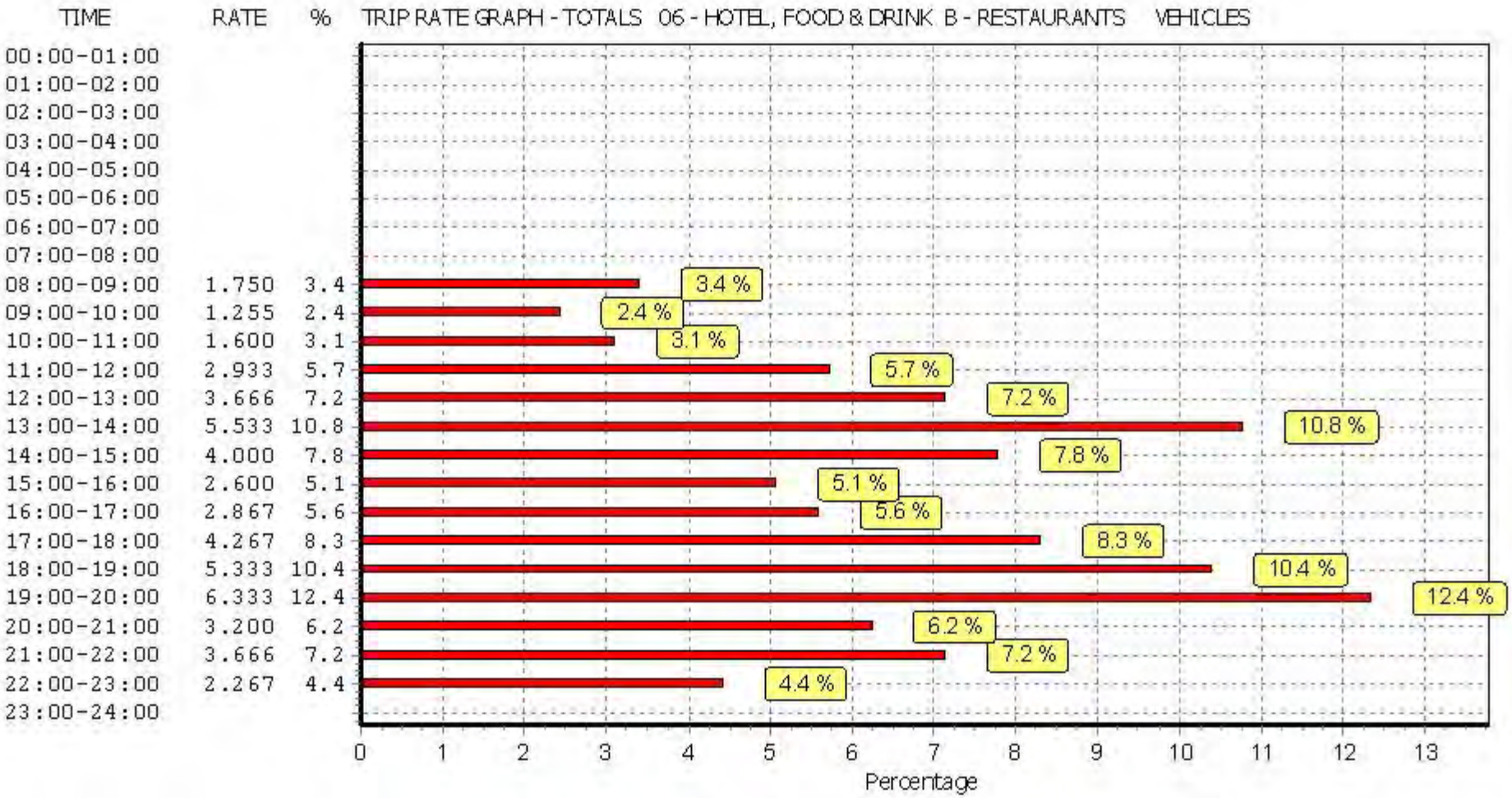


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | 1 | 400 | 0.000 | 1 | 400 | 0.000 | 1 | 400 | 0.000 |
| 09:00 - 10:00 | 3 | 425 | 0.000 | 3 | 425 | 0.000 | 3 | 425 | 0.000 |
| 10:00 - 11:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 11:00 - 12:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 12:00 - 13:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 13:00 - 14:00 | 5 | 300 | 0.067 | 5 | 300 | 0.067 | 5 | 300 | 0.134 |
| 14:00 - 15:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 15:00 - 16:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 16:00 - 17:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 17:00 - 18:00 | 5 | 300 | 0.067 | 5 | 300 | 0.067 | 5 | 300 | 0.134 |
| 18:00 - 19:00 | 5 | 300 | 0.067 | 5 | 300 | 0.067 | 5 | 300 | 0.134 |
| 19:00 - 20:00 | 5 | 300 | 0.800 | 5 | 300 | 0.800 | 5 | 300 | 1.600 |
| 20:00 - 21:00 | 5 | 300 | 0.333 | 5 | 300 | 0.333 | 5 | 300 | 0.666 |
| 21:00 - 22:00 | 5 | 300 | 0.667 | 5 | 300 | 0.667 | 5 | 300 | 1.334 |
| 22:00 - 23:00 | 5 | 300 | 0.200 | 5 | 300 | 0.200 | 5 | 300 | 0.400 |
| 23:00 - 24:00 | 2 | 250 | 0.000 | 2 | 250 | 0.000 | 2 | 250 | 0.000 |
| Total Rates: | | | 2.201 | | | 2.201 | | | 4.402 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 75 - 450 (units: sqm) |
| Survey date date range: | 01/01/09 - 24/11/16 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 3 |
| Number of Sundays: | 2 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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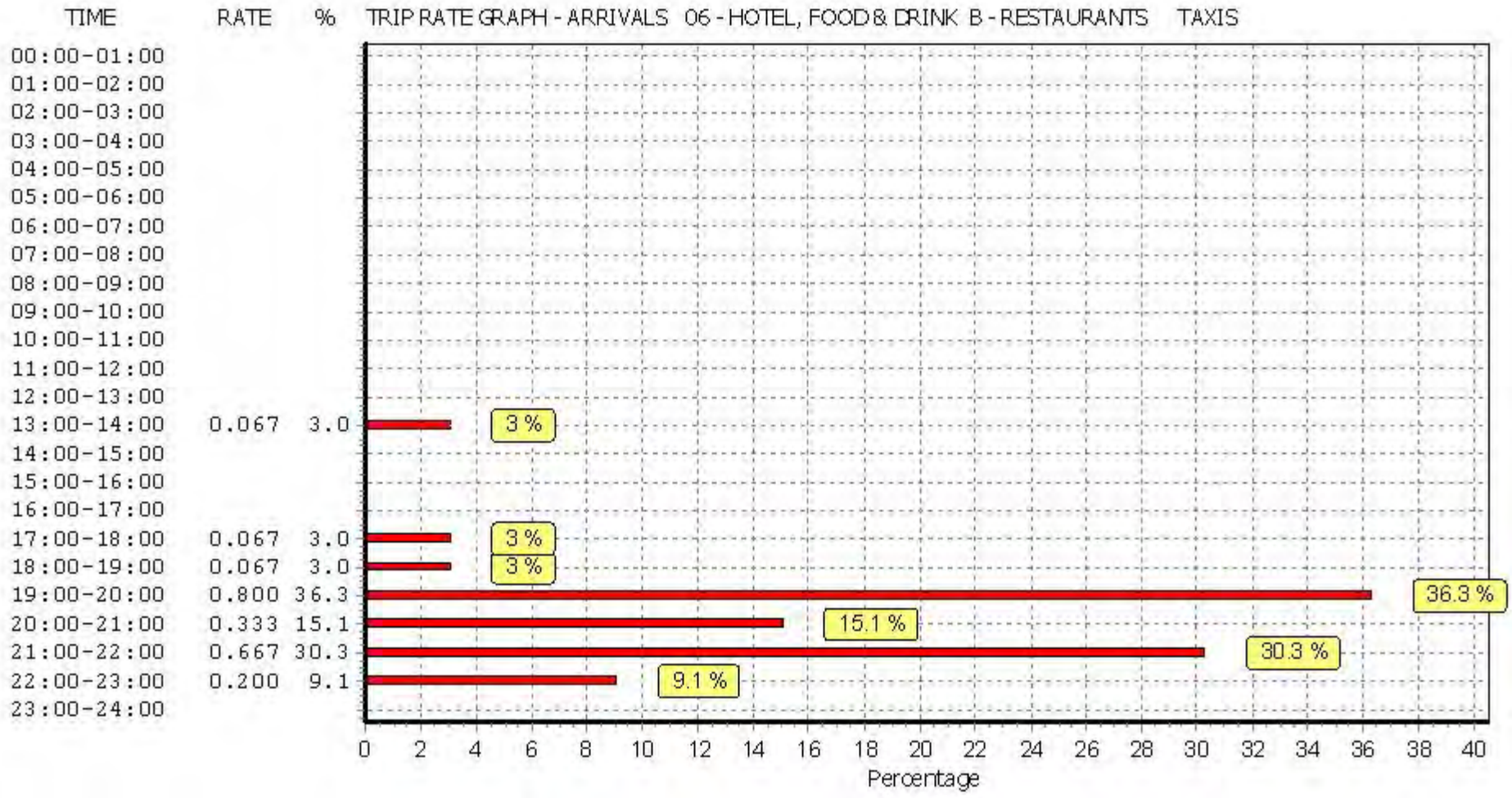
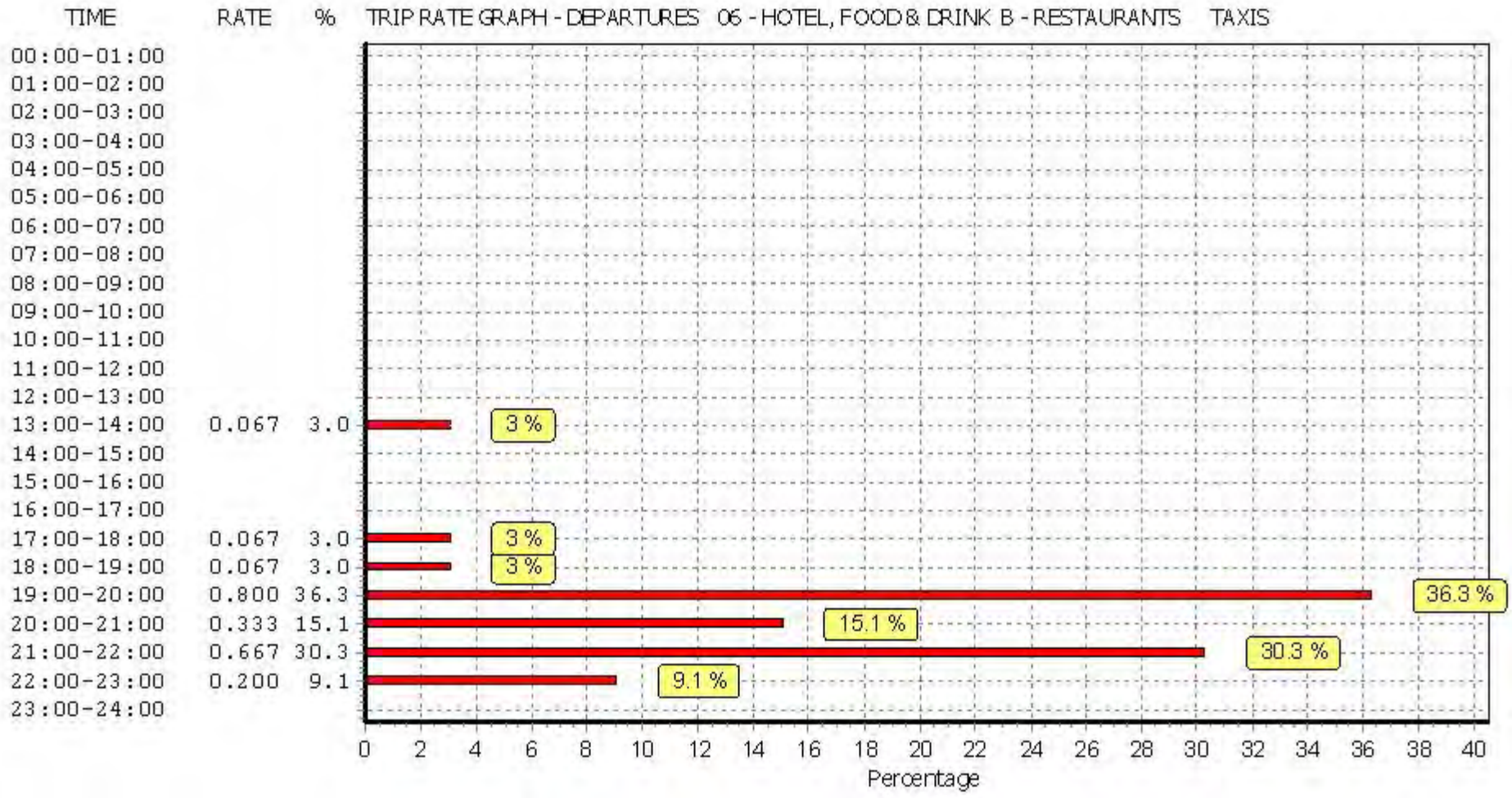
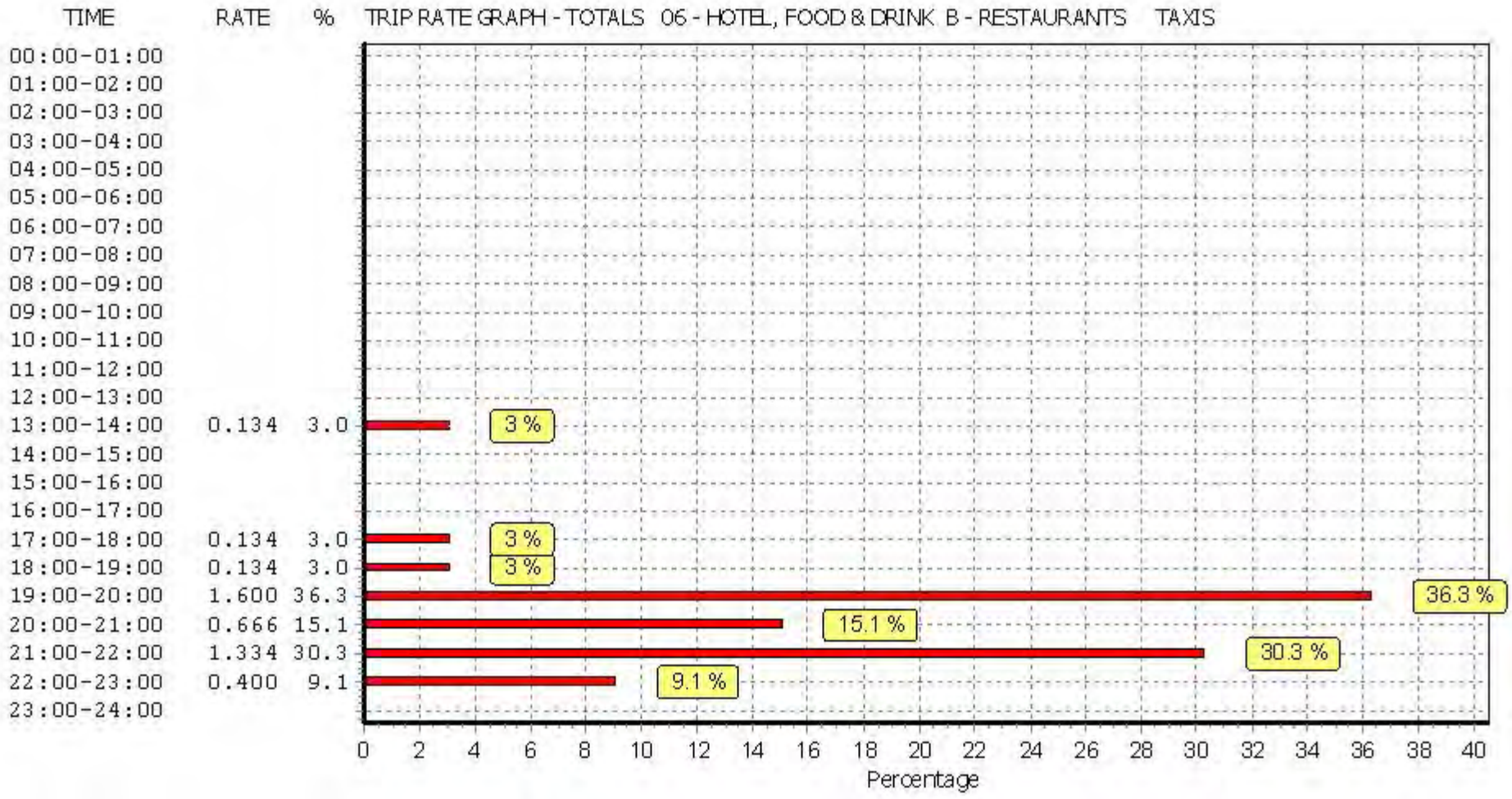



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | 1 | 400 | 0.000 | 1 | 400 | 0.000 | 1 | 400 | 0.000 |
| 09:00 - 10:00 | 3 | 425 | 0.000 | 3 | 425 | 0.000 | 3 | 425 | 0.000 |
| 10:00 - 11:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 11:00 - 12:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 12:00 - 13:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 13:00 - 14:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 14:00 - 15:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 15:00 - 16:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 16:00 - 17:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 17:00 - 18:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 18:00 - 19:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 19:00 - 20:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 20:00 - 21:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 21:00 - 22:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 22:00 - 23:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 23:00 - 24:00 | 2 | 250 | 0.000 | 2 | 250 | 0.000 | 2 | 250 | 0.000 |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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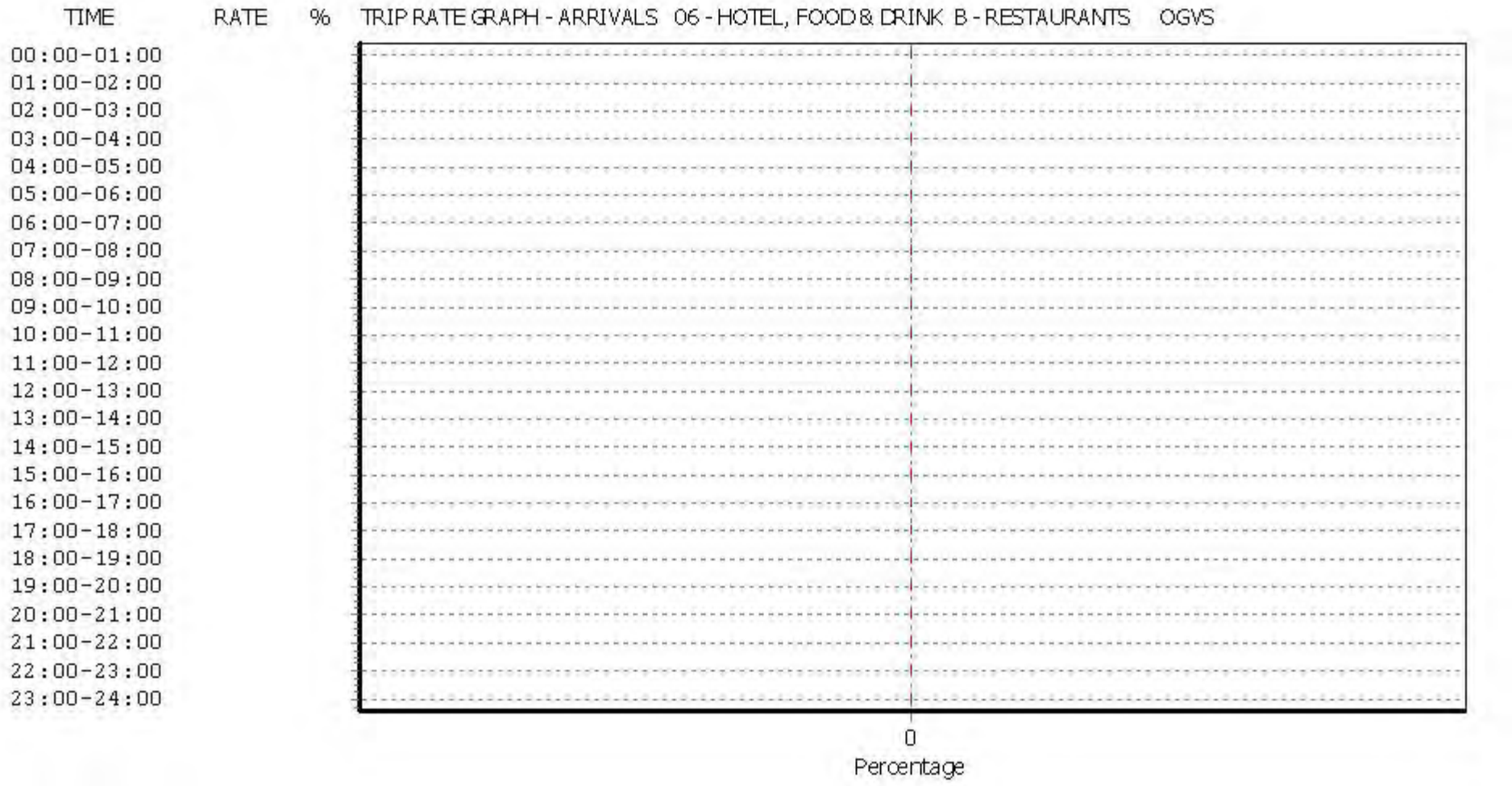
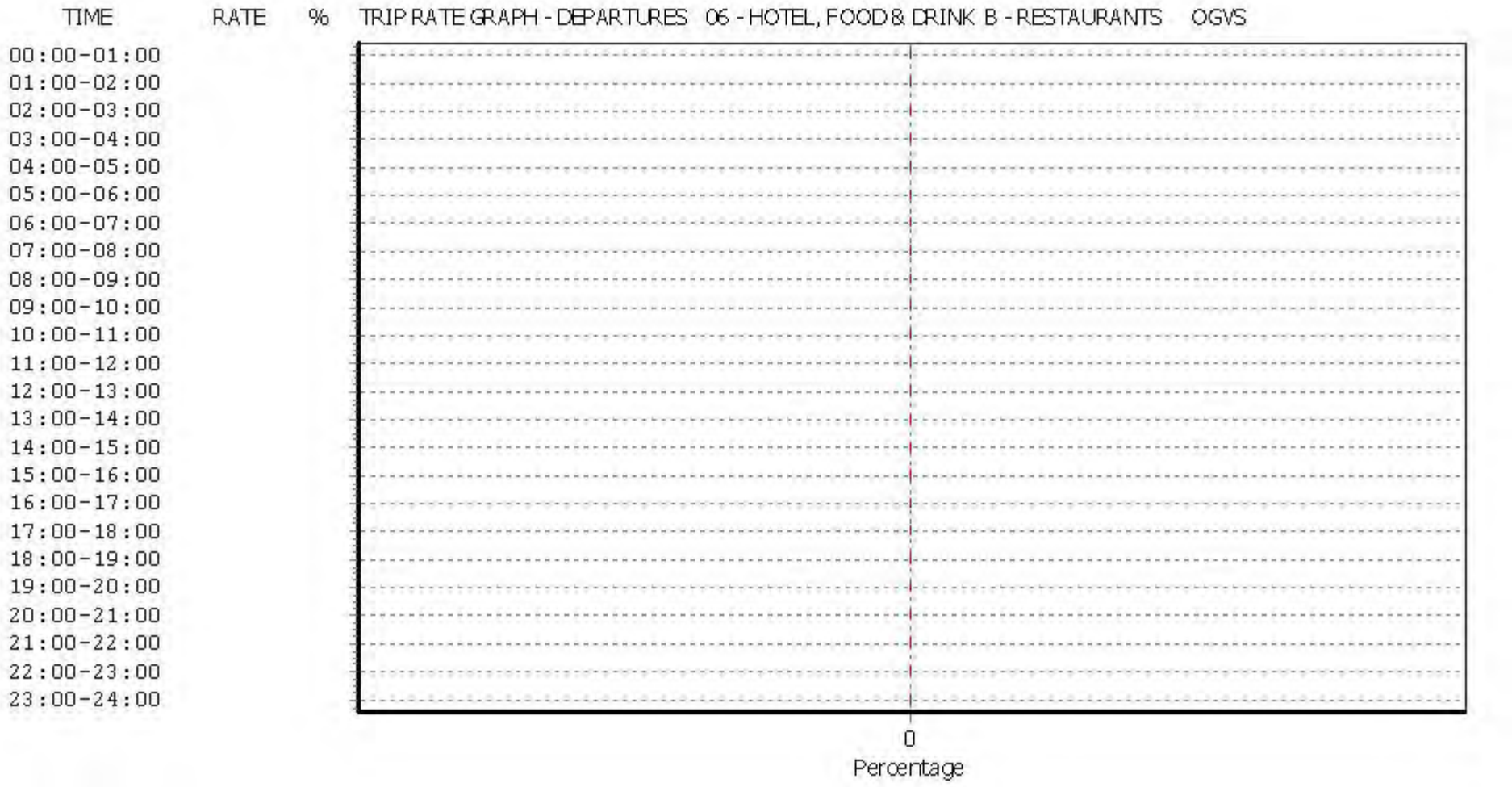
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 75 - 450 (units: sqm) |
| Survey date date range: | 01/01/09 - 24/11/16 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 3 |
| Number of Sundays: | 2 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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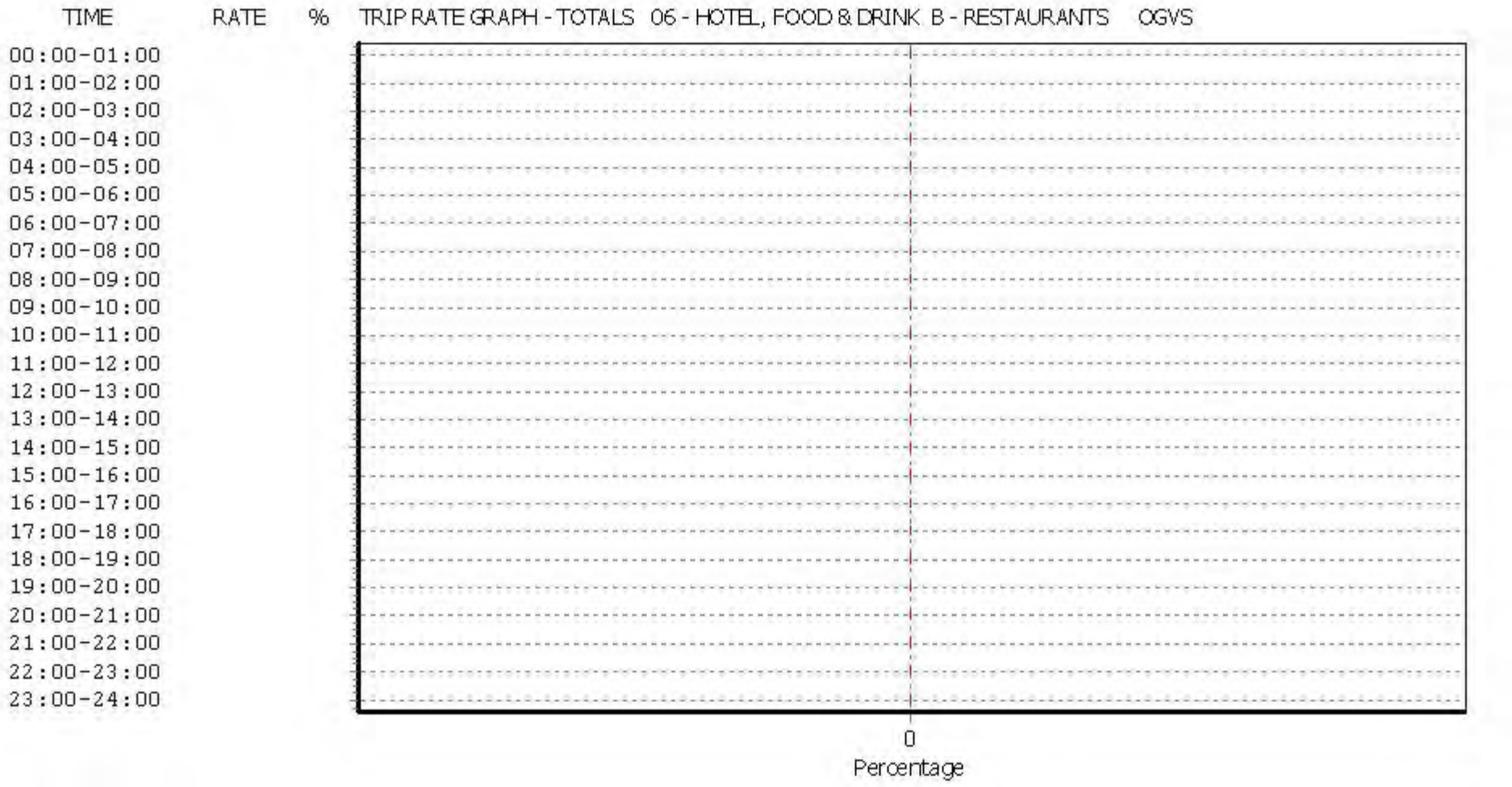


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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | 1 | 400 | 0.000 | 1 | 400 | 0.000 | 1 | 400 | 0.000 |
| 09:00 - 10:00 | 3 | 425 | 0.000 | 3 | 425 | 0.000 | 3 | 425 | 0.000 |
| 10:00 - 11:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 11:00 - 12:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 12:00 - 13:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 13:00 - 14:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 14:00 - 15:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 15:00 - 16:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 16:00 - 17:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 17:00 - 18:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 18:00 - 19:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 19:00 - 20:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 20:00 - 21:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 21:00 - 22:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 22:00 - 23:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 23:00 - 24:00 | 2 | 250 | 0.000 | 2 | 250 | 0.000 | 2 | 250 | 0.000 |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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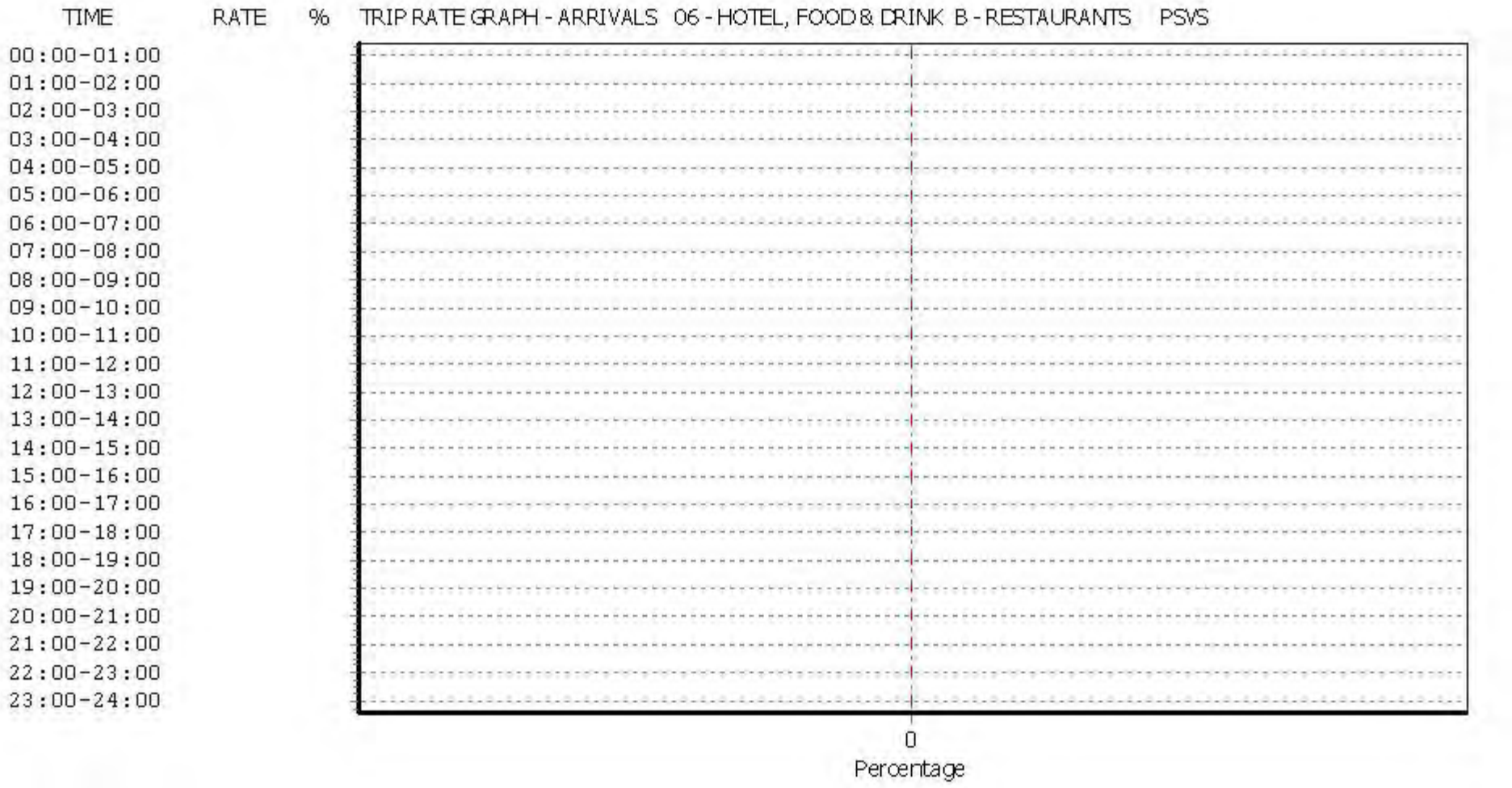
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 75 - 450 (units: sqm) |
| Survey date date range: | 01/01/09 - 24/11/16 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 3 |
| Number of Sundays: | 2 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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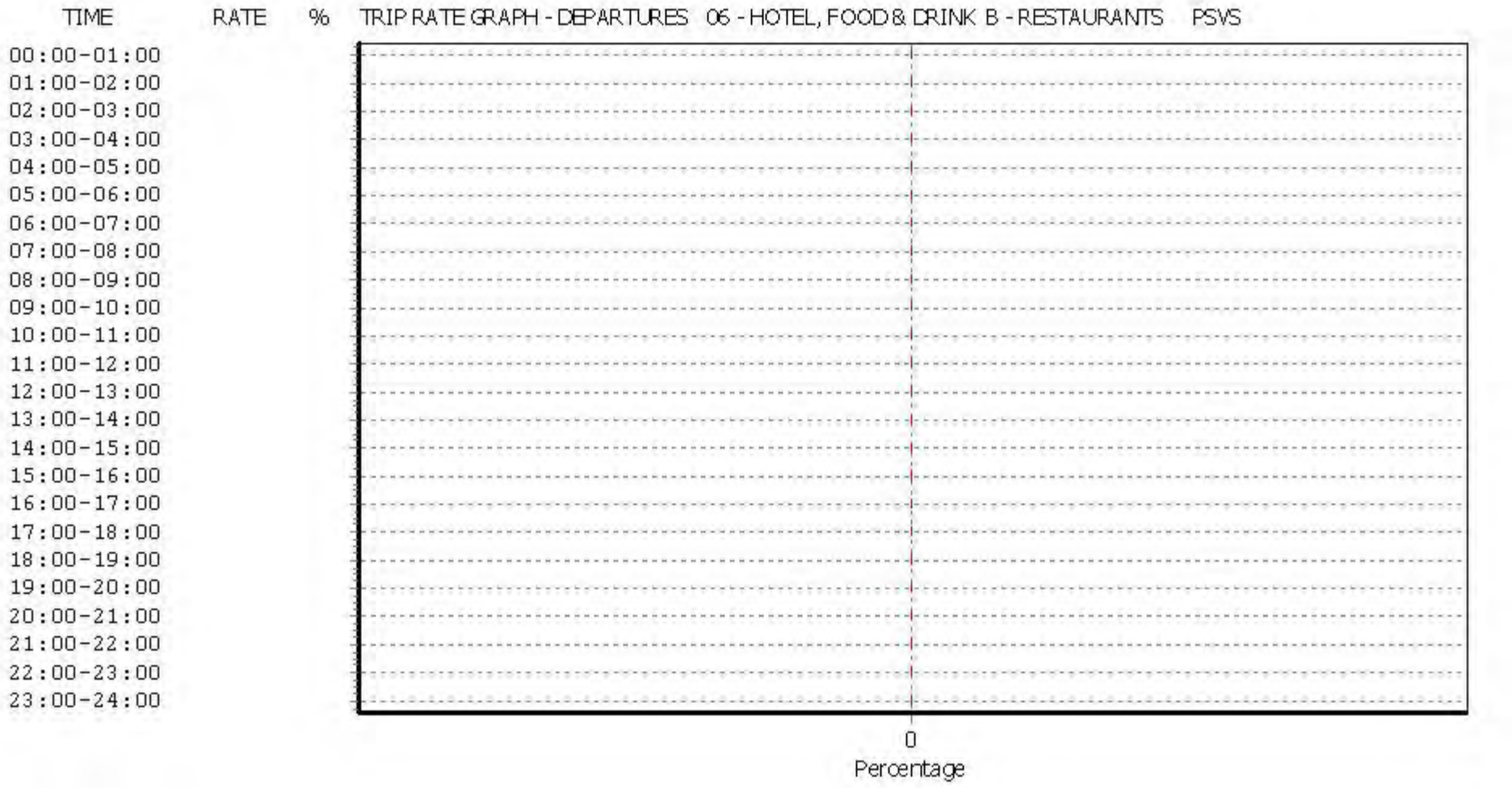


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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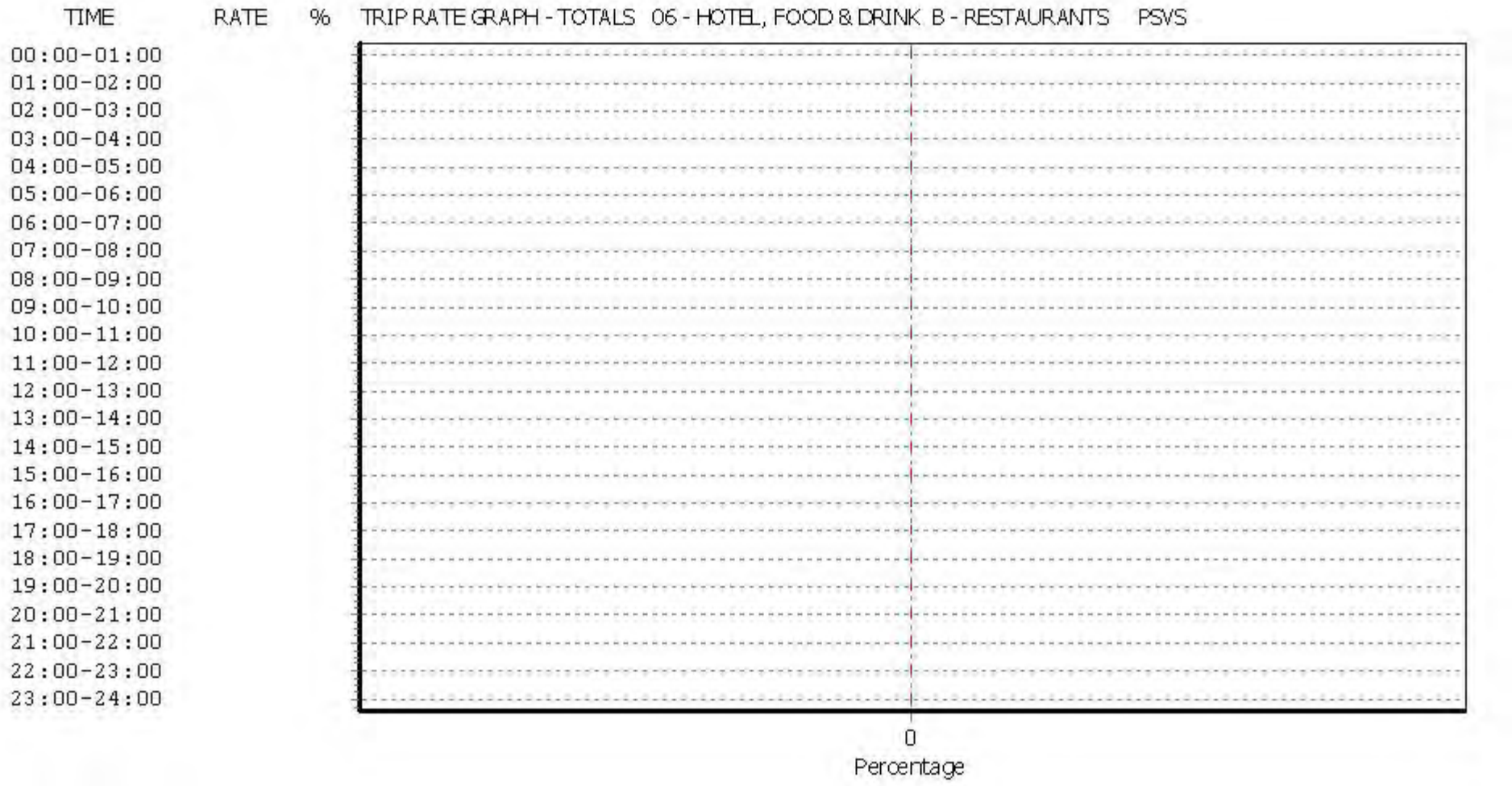


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | 1 | 400 | 0.000 | 1 | 400 | 0.000 | 1 | 400 | 0.000 |
| 09:00 - 10:00 | 3 | 425 | 0.000 | 3 | 425 | 0.000 | 3 | 425 | 0.000 |
| 10:00 - 11:00 | 5 | 300 | 0.067 | 5 | 300 | 0.000 | 5 | 300 | 0.067 |
| 11:00 - 12:00 | 5 | 300 | 0.067 | 5 | 300 | 0.067 | 5 | 300 | 0.134 |
| 12:00 - 13:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 13:00 - 14:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 14:00 - 15:00 | 5 | 300 | 0.000 | 5 | 300 | 0.067 | 5 | 300 | 0.067 |
| 15:00 - 16:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 16:00 - 17:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 17:00 - 18:00 | 5 | 300 | 0.067 | 5 | 300 | 0.000 | 5 | 300 | 0.067 |
| 18:00 - 19:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 19:00 - 20:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 20:00 - 21:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 21:00 - 22:00 | 5 | 300 | 0.000 | 5 | 300 | 0.000 | 5 | 300 | 0.000 |
| 22:00 - 23:00 | 5 | 300 | 0.000 | 5 | 300 | 0.067 | 5 | 300 | 0.067 |
| 23:00 - 24:00 | 2 | 250 | 0.000 | 2 | 250 | 0.000 | 2 | 250 | 0.000 |
| Total Rates: | | | 0.201 | | | 0.201 | | | 0.402 |

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

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

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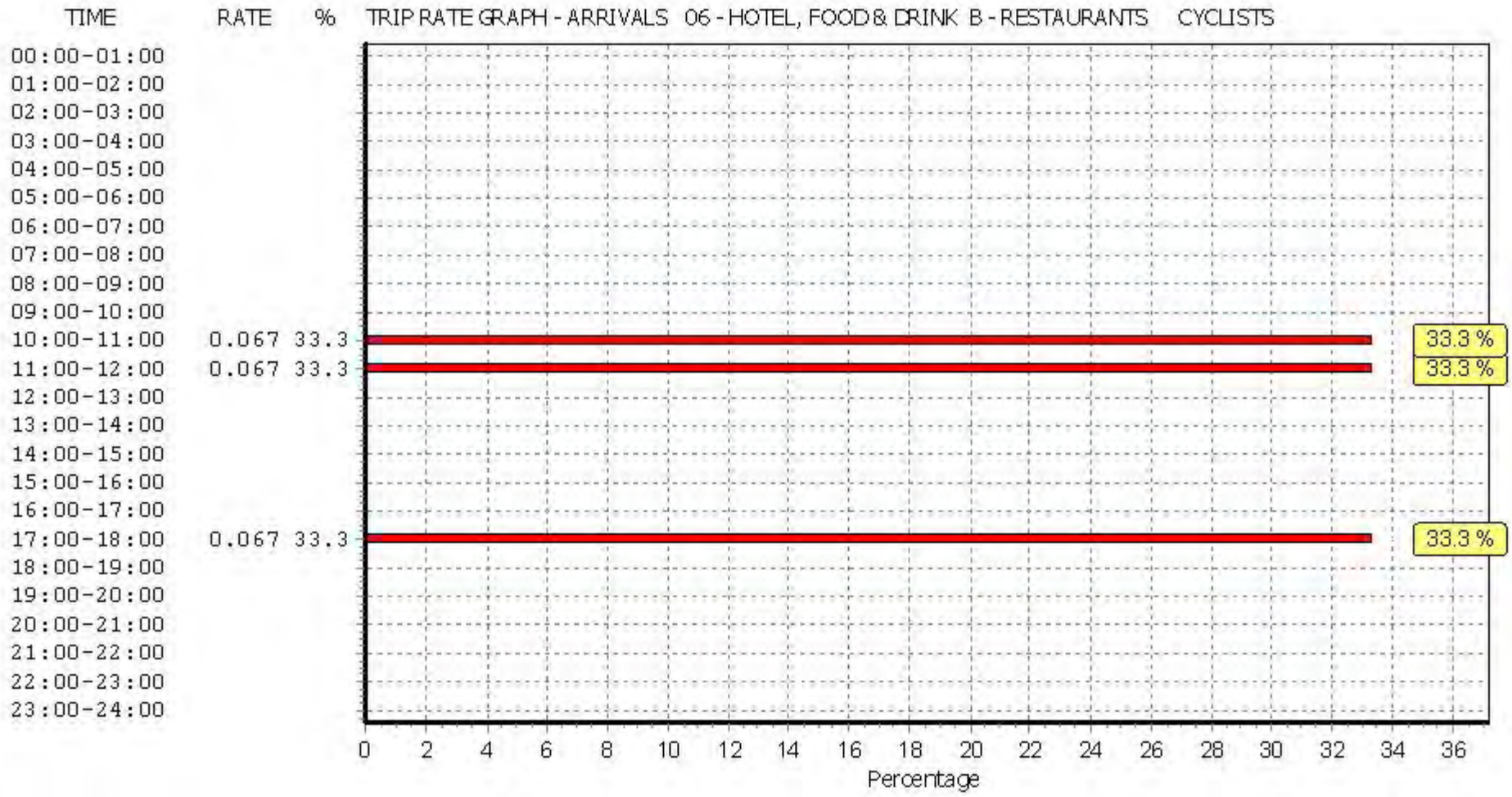
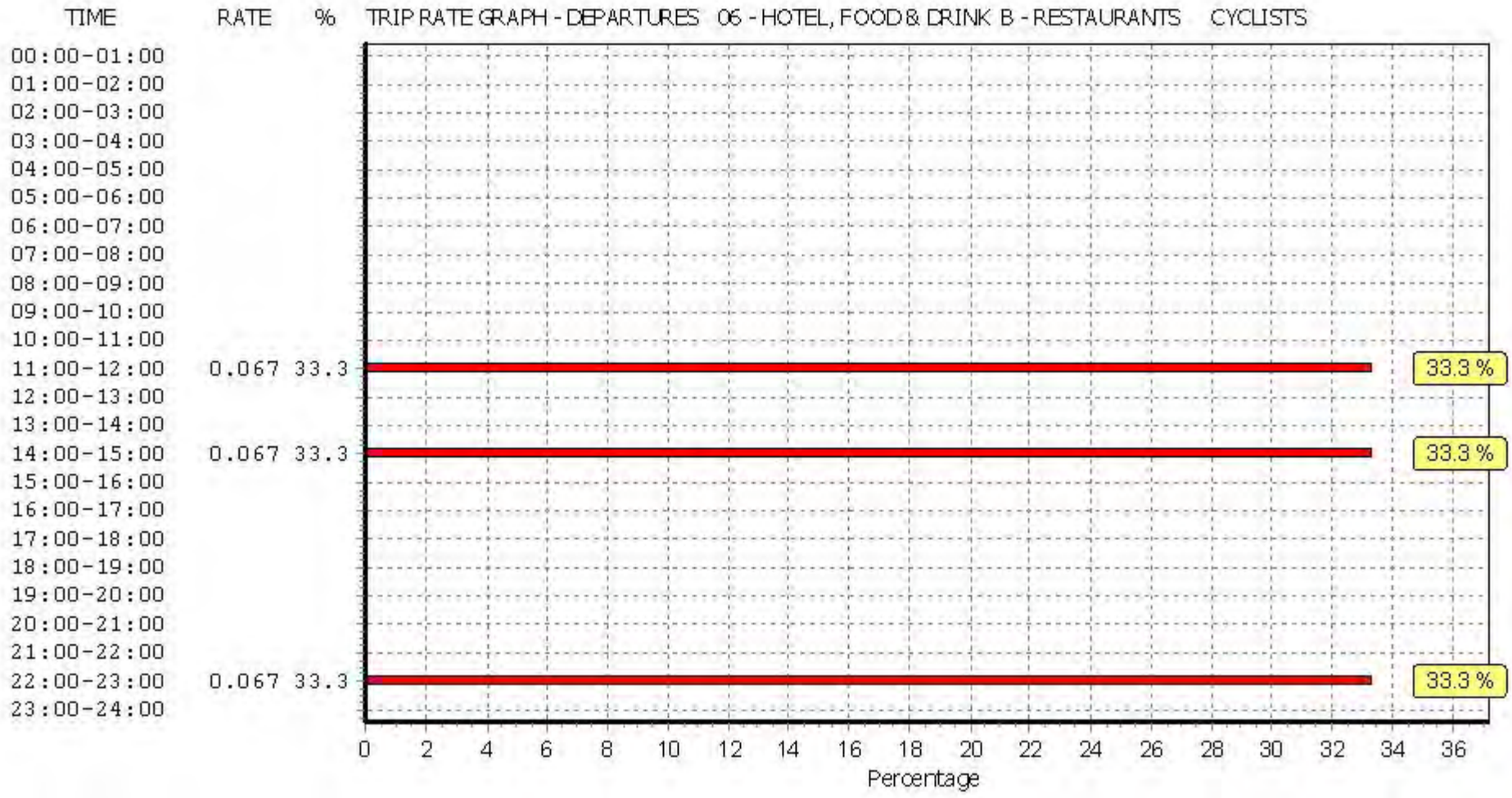
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 75 - 450 (units: sqm) |
| Survey date date range: | 01/01/09 - 24/11/16 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 3 |
| Number of Sundays: | 2 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

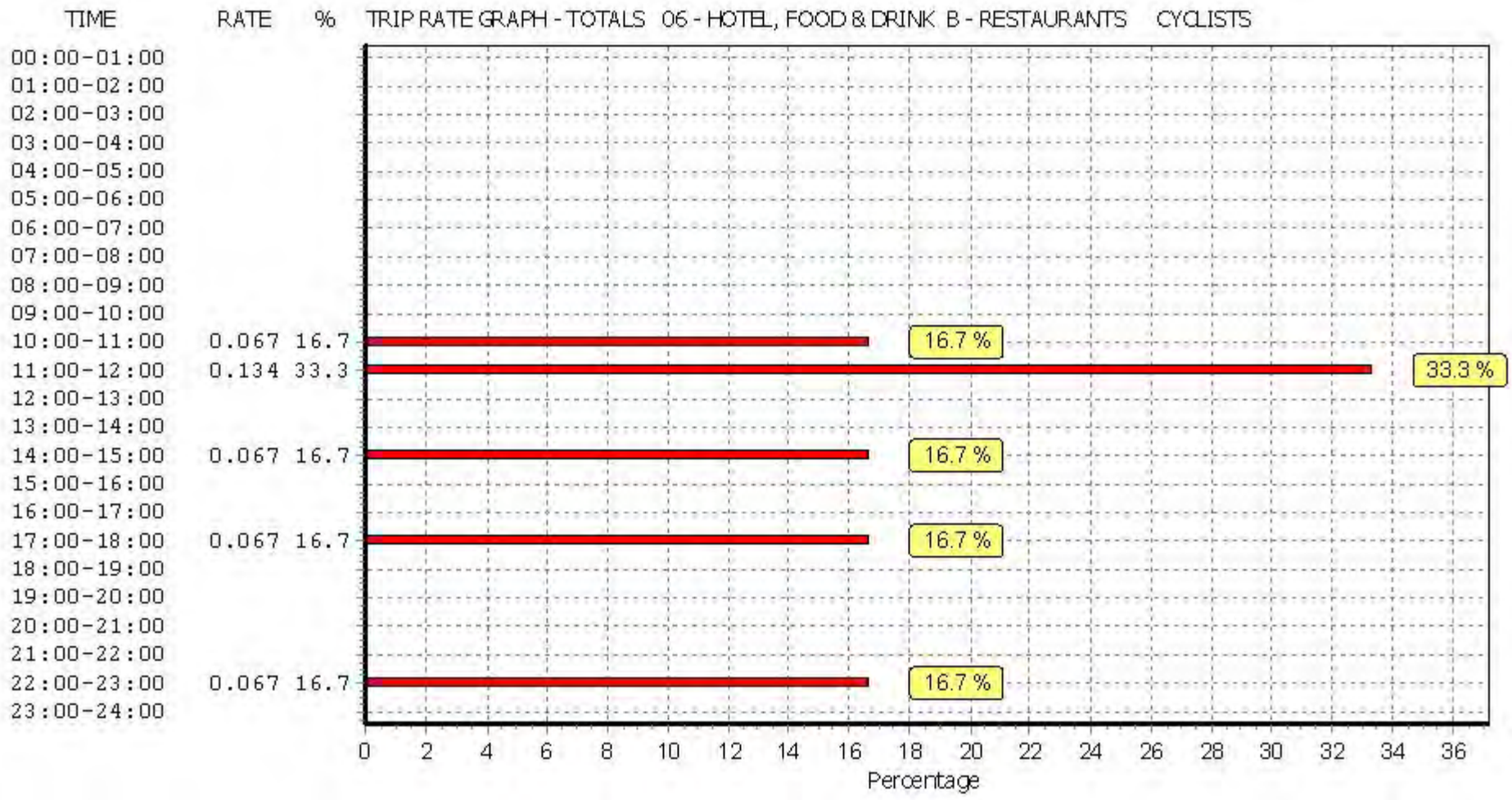
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

Calculation Reference: AUDIT-706706-180319-0300

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : H - PUB/RES + HOTEL
VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 03 | SOUTH WEST | | |
| | GS | GLOUCESTERSHIRE | 1 days |
| 04 | EAST ANGLIA | | |
| | CA | CAMBRIDGESHIRE | 1 days |
| | SF | SUFFOLK | 1 days |
| 05 | EAST MIDLANDS | | |
| | DS | DERBYSHIRE | 1 days |
| | NR | NORTHAMPTONSHIRE | 2 days |
| 06 | WEST MIDLANDS | | |
| | HE | HEREFORDSHIRE | 1 days |
| | WO | WORCESTERSHIRE | 2 days |
| 08 | NORTH WEST | | |
| | MS | MERSEYSIDE | 1 days |
| 09 | NORTH | | |
| | CB | CUMBRIA | 2 days |
| | TV | TEES VALLEY | 2 days |
| 10 | WALES | | |
| | CP | CAERPHILLY | 1 days |
| | SW | SWANSEA | 1 days |
| 11 | SCOTLAND | | |
| | EB | CITY OF EDINBURGH | 1 days |
| | FA | FALKIRK | 1 days |
| | GC | GLASGOW CITY | 1 days |
| | HI | HIGHLAND | 1 days |

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 9 to 132 (units: )
Range Selected by User: 9 to 132 (units: )

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 24/10/13

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

*Selected survey days:*

| | |
|---|---|
| Monday | 1 days |
| Tuesday | 2 days |
| Wednesday | 5 days |
| Thursday | 6 days |
| Friday | 6 days |

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

*Selected survey types:*

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

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

*Selected Locations:*

| | |
|---|---|
| Edge of Town Centre | 2 |
| Suburban Area (PPS6 Out of Centre) | 7 |
| Edge of Town | 9 |
| Neighbourhood Centre (PPS6 Local Centre) | 2 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Commercial Zone | 1 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| Not Known | 11 days |
| C1 | 6 days |

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

*Population within 1 mile:*

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

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

*Population within 5 miles:*

| | |
|---|---|
| 25,001 to 50,000 | 2 days |
| 50,001 to 75,000 | 1 days |
| 75,001 to 100,000 | 3 days |
| 100,001 to 125,000 | 3 days |
| 125,001 to 250,000 | 8 days |
| 250,001 to 500,000 | 1 days |
| 500,001 or More | 2 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.5 or Less | 1 days |
| 0.6 to 1.0 | 7 days |
| 1.1 to 1.5 | 12 days |

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

*Travel Plan:*

| | |
|---|---|
| Not Known | 2 days |
| No | 18 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 20 days |

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

*LIST OF SITES relevant to selection parameters*

1 CA-06-H-01 PUB/RES+P.INN CAMBRIDGESHIRE
LINCOLN ROAD
DUKESMEAD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 40
*Survey date: THURSDAY* *22/10/09* *Survey Type: MANUAL*

2 CB-06-H-02 PREMIER INN/PUB CUMBRIA
KINGSTOWN ROAD

CARLISLE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 49
*Survey date: THURSDAY* *04/02/10* *Survey Type: MANUAL*

3 CB-06-H-03 PREMIER INN/PUB CUMBRIA
WALKMILL CRESCENT
DURRANHILL
CARLISLE
Edge of Town
No Sub Category
Total Number of bedrooms: 44
*Survey date: WEDNESDAY* *16/12/09* *Survey Type: MANUAL*

4 CP-06-H-01 PUB/RES.+ HOTEL CAERPHILLY
GORDON ROAD

BLACKWOOD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 15
*Survey date: WEDNESDAY* *14/09/05* *Survey Type: MANUAL*

5 DS-06-H-01 PREMIER T.INN DERBYSHIRE
CARTER LANE EAST
SOUTH NORMANTON
NEAR MANSFIELD
Edge of Town
No Sub Category
Total Number of bedrooms: 82
*Survey date: WEDNESDAY* *28/06/06* *Survey Type: MANUAL*

6 EB-06-H-01 BEEFEATER+T.INN CITY OF EDINBURGH
WILLOWBRAE ROAD

EDINBURGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 72
*Survey date: THURSDAY* *19/06/08* *Survey Type: MANUAL*

7 FA-06-H-01 PREMIER INN & BEEFEATER FALKIRK
MAIN STREET
CAMELON
FALKIRK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 31
*Survey date: WEDNESDAY* *29/05/13* *Survey Type: MANUAL*

8 GC-06-H-01 TRAVEL INN GLASGOW CITY
ORION WAY
WESTHORN DRIVE
GLASGOW
Edge of Town
Commercial Zone
Total Number of bedrooms: 40
*Survey date: FRIDAY* *08/07/05* *Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

9 GS-06-H-01 PREMIER INN & BEEFEATER GLOUCESTERSHIRE
HAYDEN ROAD
UCKINGTON
CHELTENHAM
Edge of Town
No Sub Category
Total Number of bedrooms: 40
*Survey date: WEDNESDAY* *28/04/10* *Survey Type: MANUAL*

10 HE-06-H-02 PREMIER INN & BEEFEATER HEREFORDSHIRE
HOLMER ROAD

HEREFORD
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 81
*Survey date: TUESDAY* *22/10/13* *Survey Type: MANUAL*

11 HI-06-H-01 HOTEL/PUB/RES. HIGHLAND
MILBURN ROAD

INVERNESS
Edge of Town
Residential Zone
Total Number of bedrooms: 55
*Survey date: THURSDAY* *21/05/09* *Survey Type: MANUAL*

12 MS-06-H-01 PREMIER TRAVEL INN MERSEYSIDE
ROBY ROAD

HUYTON-WITH-ROBY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 53
*Survey date: TUESDAY* *04/10/05* *Survey Type: MANUAL*

13 NR-06-H-01 PREMIER INN/PUB NORTHAMPTONSHIRE
NEWPORT PAGNELL RD W
HARDINGSTONE
NORTHAMPTON
Edge of Town
No Sub Category
Total Number of bedrooms: 52
*Survey date: THURSDAY* *20/11/08* *Survey Type: MANUAL*

14 NR-06-H-02 PUB/RES/HOTEL NORTHAMPTONSHIRE
HOPPING HILL GARDENS
DUSTON
NORTHAMPTON
Edge of Town
Residential Zone
Total Number of bedrooms: 9
*Survey date: MONDAY* *24/11/08* *Survey Type: MANUAL*

15 SF-06-H-01 PREMIER INN & PUB SUFFOLK
OLD HADLEIGH ROAD

IPSWICH
Edge of Town
Out of Town
Total Number of bedrooms: 49
*Survey date: FRIDAY* *19/07/13* *Survey Type: MANUAL*

16 SW-06-H-01 PREMIER INN & BEEFEATER SWANSEA
LANGDON ROAD
THE WATERFRONT
SWANSEA
Edge of Town Centre
Development Zone
Total Number of bedrooms: 132
*Survey date: THURSDAY* *24/10/13* *Survey Type: MANUAL*

17 TV-06-H-01 PREMIER TRAVEL INN TEES VALLEY
MARITIME AVENUE

HARTLEPOOL
Edge of Town Centre
Development Zone
Total Number of bedrooms: 60
*Survey date: FRIDAY* *22/04/05* *Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

| | | | | |
|---|---|---|---|---|
| 18 | TV-06-H-02 | PREMIER TRAVEL INN | | TEES VALLEY |
| | YARM ROAD | | | |
| | STOCKTON-ON-TEES | | | |
| | Edge of Town | | | |
| | Development Zone | | | |
| | Total Number of bedrooms: | | 40 | |
| | *Survey date: FRIDAY* | | *15/04/05* | *Survey Type: MANUAL* |
| 19 | WO-06-H-01 | THE SWAN | | WORCESTERSHIRE |
| | A38 WORCESTER ROAD | | | |
| | UPTON WARREN | | | |
| | NEAR BROMSGROVE | | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | | |
| | No Sub Category | | | |
| | Total Number of bedrooms: | | 29 | |
| | *Survey date: FRIDAY* | | *15/02/02* | *Survey Type: MANUAL* |
| 20 | WO-06-H-02 | TOBY GRILL | | WORCESTERSHIRE |
| | A38 BIRMINGHAM ROAD | | | |
| | MARLBROOK | | | |
| | NEAR BROMSGROVE | | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | | |
| | No Sub Category | | | |
| | Total Number of bedrooms: | | 30 | |
| | *Survey date: FRIDAY* | | *01/03/02* | *Survey Type: MANUAL* |

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 17 | 55 | 0.073 | 17 | 55 | 0.221 | 17 | 55 | 0.294 |
| 08:00 - 09:00 | 17 | 55 | 0.123 | 17 | 55 | 0.270 | 17 | 55 | 0.393 |
| 09:00 - 10:00 | 17 | 55 | 0.123 | 17 | 55 | 0.174 | 17 | 55 | 0.297 |
| 10:00 - 11:00 | 18 | 52 | 0.103 | 18 | 52 | 0.093 | 18 | 52 | 0.196 |
| 11:00 - 12:00 | 20 | 50 | 0.181 | 20 | 50 | 0.160 | 20 | 50 | 0.341 |
| 12:00 - 13:00 | 20 | 50 | 0.395 | 20 | 50 | 0.179 | 20 | 50 | 0.574 |
| 13:00 - 14:00 | 20 | 50 | 0.320 | 20 | 50 | 0.364 | 20 | 50 | 0.684 |
| 14:00 - 15:00 | 20 | 50 | 0.272 | 20 | 50 | 0.316 | 20 | 50 | 0.588 |
| 15:00 - 16:00 | 20 | 50 | 0.232 | 20 | 50 | 0.271 | 20 | 50 | 0.503 |
| 16:00 - 17:00 | 20 | 50 | 0.384 | 20 | 50 | 0.218 | 20 | 50 | 0.602 |
| 17:00 - 18:00 | 20 | 50 | 0.494 | 20 | 50 | 0.268 | 20 | 50 | 0.762 |
| 18:00 - 19:00 | 20 | 50 | 0.547 | 20 | 50 | 0.384 | 20 | 50 | 0.931 |
| 19:00 - 20:00 | 20 | 50 | 0.406 | 20 | 50 | 0.388 | 20 | 50 | 0.794 |
| 20:00 - 21:00 | 20 | 50 | 0.291 | 20 | 50 | 0.348 | 20 | 50 | 0.639 |
| 21:00 - 22:00 | 20 | 50 | 0.171 | 20 | 50 | 0.247 | 20 | 50 | 0.418 |
| 22:00 - 23:00 | 10 | 40 | 0.198 | 10 | 40 | 0.393 | 10 | 40 | 0.591 |
| 23:00 - 24:00 | 10 | 40 | 0.083 | 10 | 40 | 0.188 | 10 | 40 | 0.271 |
| Total Rates: | | | 4.396 | | | 4.482 | | | 8.878 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 132 (units: ) |
| Survey date date range: | 01/01/02 - 24/10/13 |
| Number of weekdays (Monday-Friday): | 20 |
| 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.*

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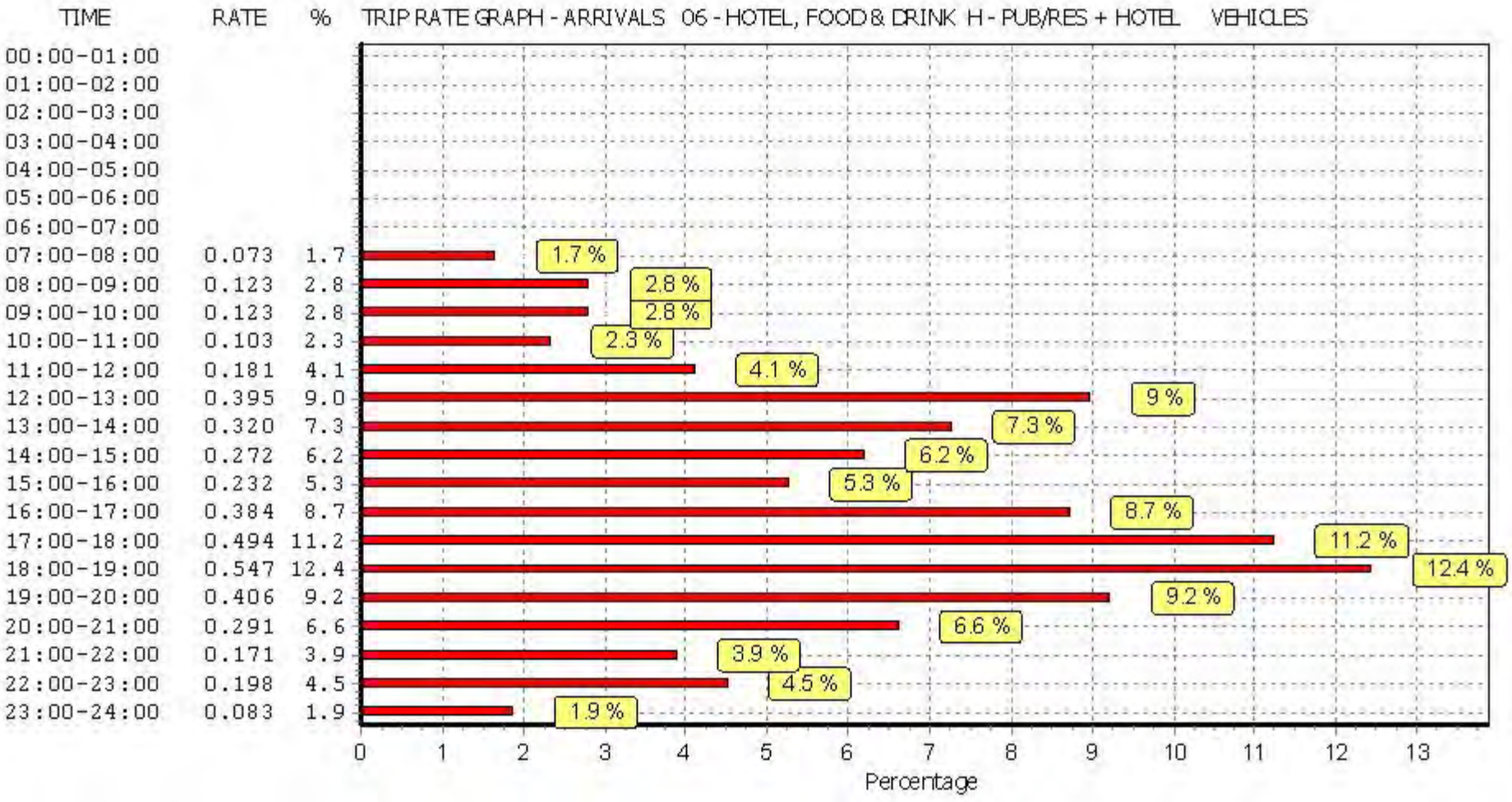
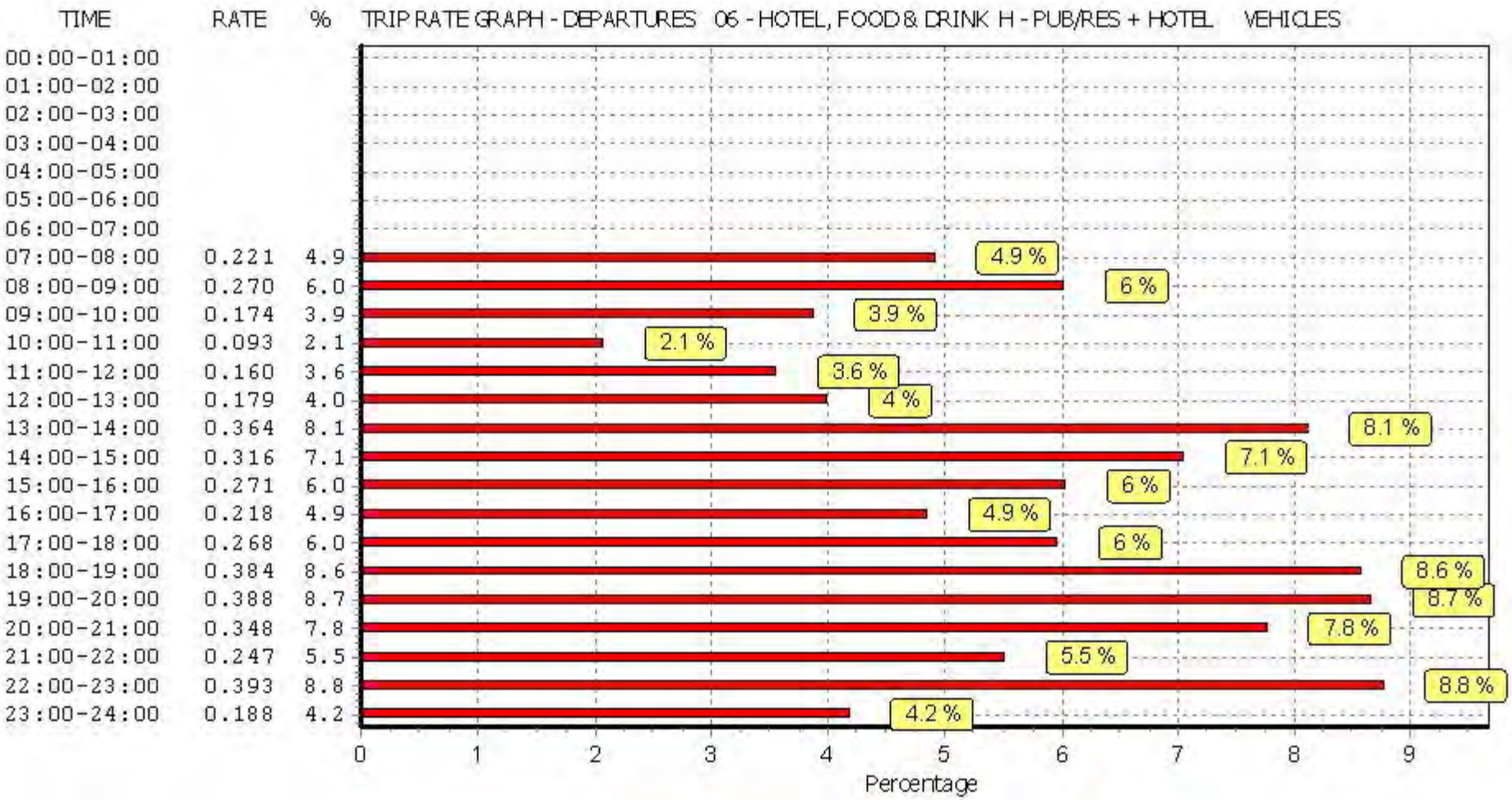
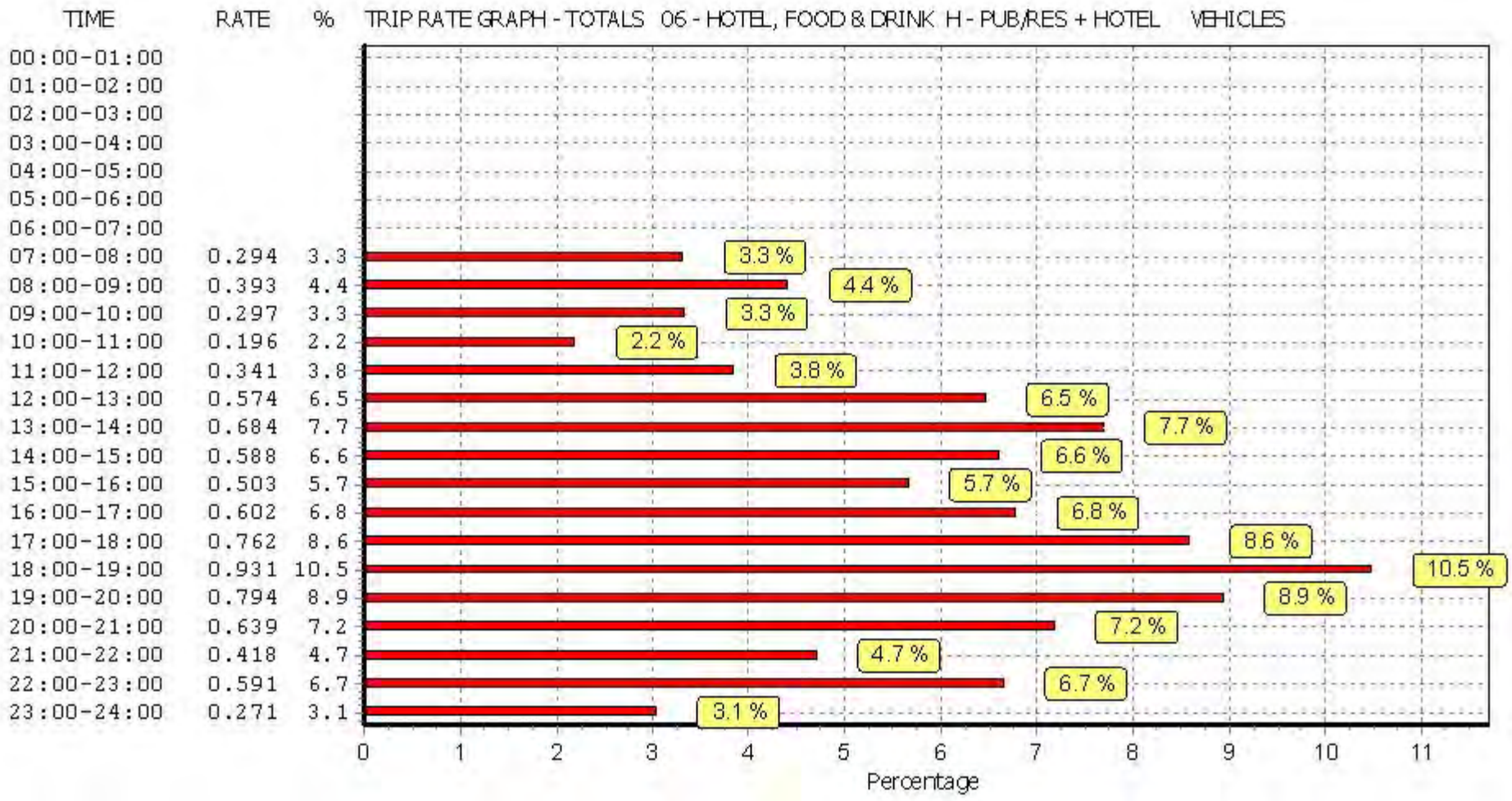



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 17 | 55 | 0.002 | 17 | 55 | 0.004 | 17 | 55 | 0.006 |
| 08:00 - 09:00 | 17 | 55 | 0.003 | 17 | 55 | 0.001 | 17 | 55 | 0.004 |
| 09:00 - 10:00 | 17 | 55 | 0.004 | 17 | 55 | 0.004 | 17 | 55 | 0.008 |
| 10:00 - 11:00 | 18 | 52 | 0.003 | 18 | 52 | 0.005 | 18 | 52 | 0.008 |
| 11:00 - 12:00 | 20 | 50 | 0.005 | 20 | 50 | 0.003 | 20 | 50 | 0.008 |
| 12:00 - 13:00 | 20 | 50 | 0.004 | 20 | 50 | 0.005 | 20 | 50 | 0.009 |
| 13:00 - 14:00 | 20 | 50 | 0.007 | 20 | 50 | 0.005 | 20 | 50 | 0.012 |
| 14:00 - 15:00 | 20 | 50 | 0.004 | 20 | 50 | 0.005 | 20 | 50 | 0.009 |
| 15:00 - 16:00 | 20 | 50 | 0.001 | 20 | 50 | 0.001 | 20 | 50 | 0.002 |
| 16:00 - 17:00 | 20 | 50 | 0.000 | 20 | 50 | 0.001 | 20 | 50 | 0.001 |
| 17:00 - 18:00 | 20 | 50 | 0.000 | 20 | 50 | 0.000 | 20 | 50 | 0.000 |
| 18:00 - 19:00 | 20 | 50 | 0.002 | 20 | 50 | 0.001 | 20 | 50 | 0.003 |
| 19:00 - 20:00 | 20 | 50 | 0.000 | 20 | 50 | 0.001 | 20 | 50 | 0.001 |
| 20:00 - 21:00 | 20 | 50 | 0.000 | 20 | 50 | 0.000 | 20 | 50 | 0.000 |
| 21:00 - 22:00 | 20 | 50 | 0.000 | 20 | 50 | 0.000 | 20 | 50 | 0.000 |
| 22:00 - 23:00 | 10 | 40 | 0.000 | 10 | 40 | 0.000 | 10 | 40 | 0.000 |
| 23:00 - 24:00 | 10 | 40 | 0.000 | 10 | 40 | 0.000 | 10 | 40 | 0.000 |
| Total Rates: | | | 0.035 | | | 0.036 | | | 0.071 |

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 132 (units: ) |
| Survey date date range: | 01/01/02 - 24/10/13 |
| Number of weekdays (Monday-Friday): | 20 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 2 |
| Surveys manually removed from selection: | 0 |

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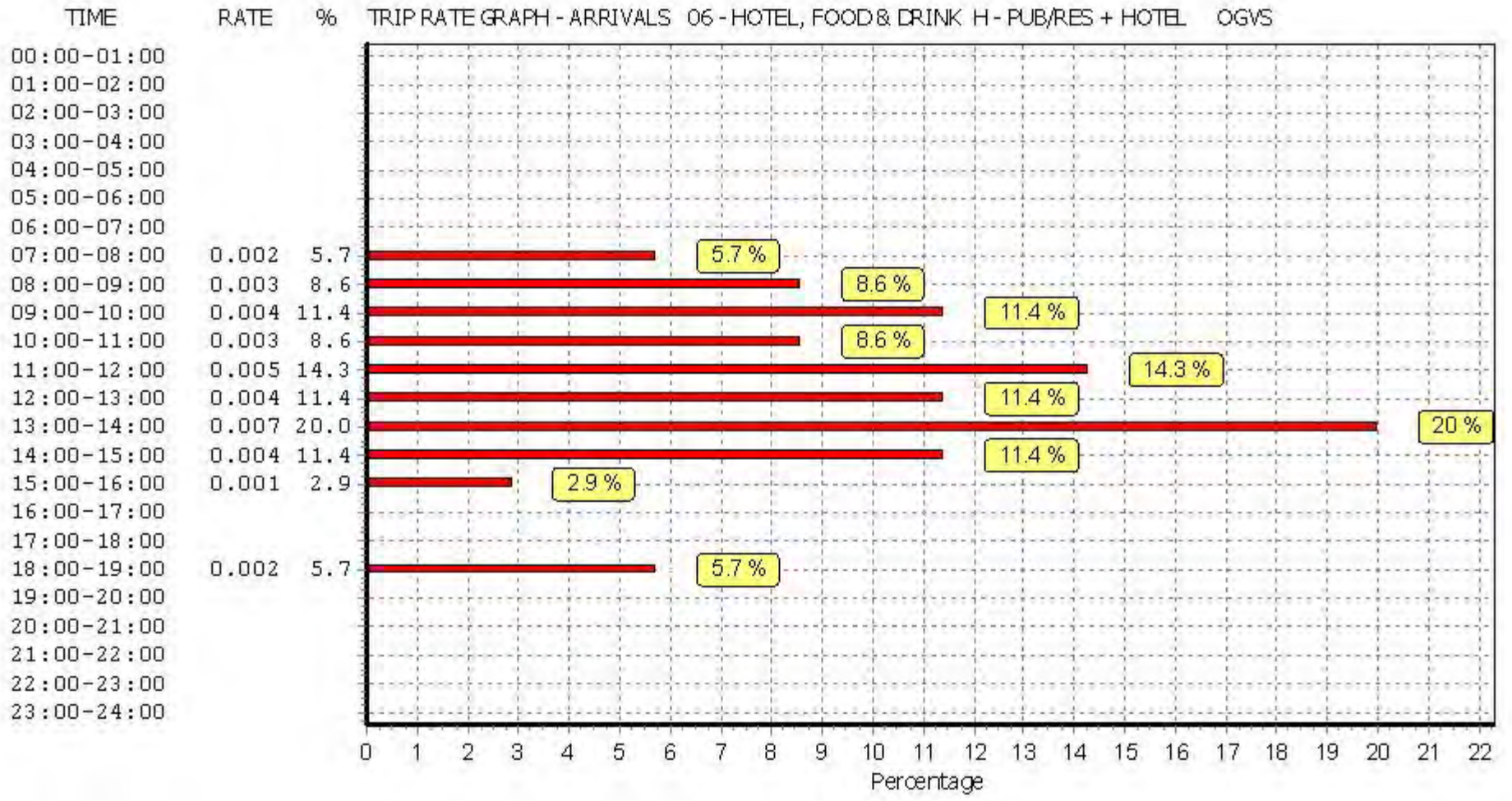


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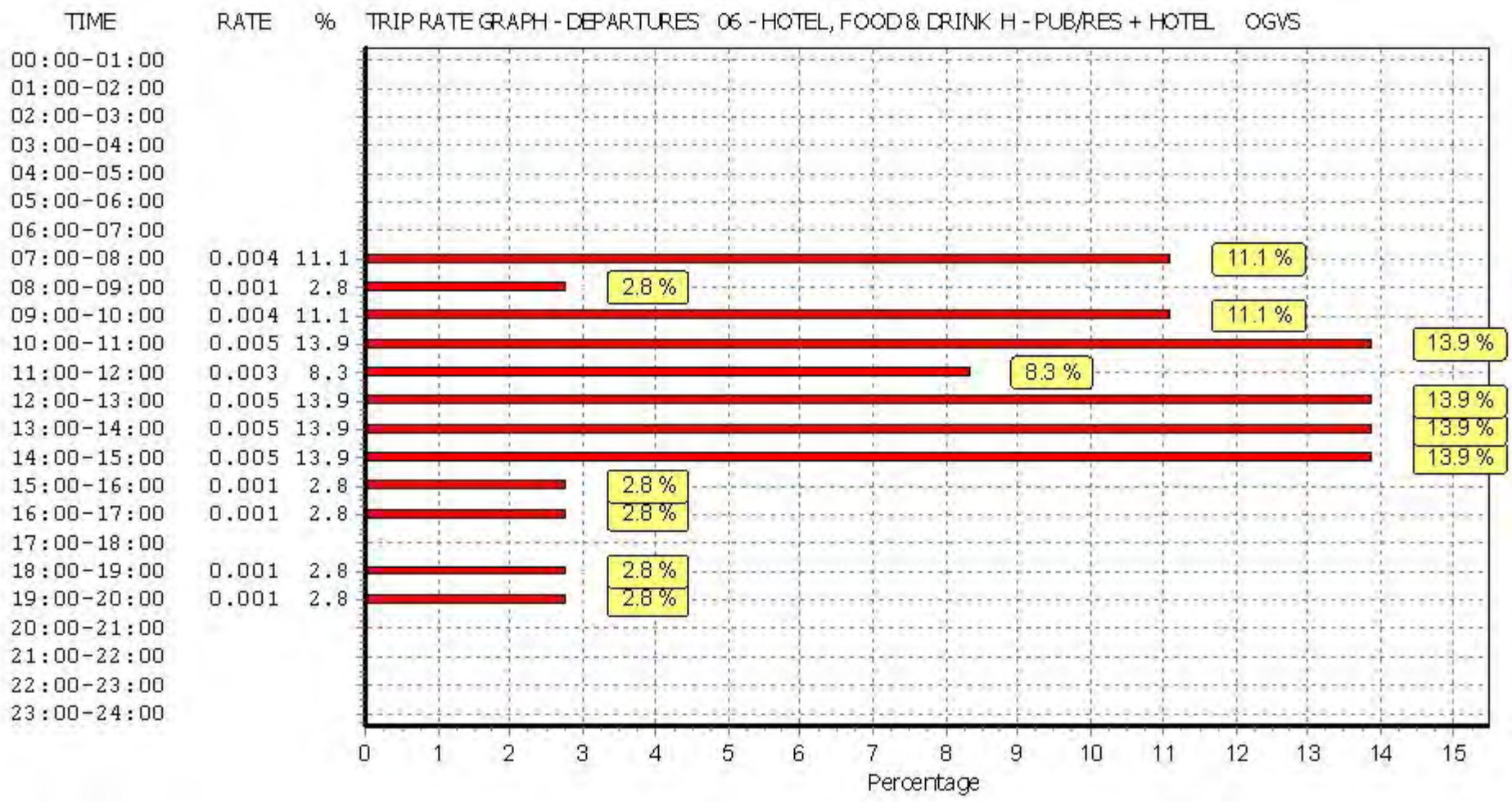


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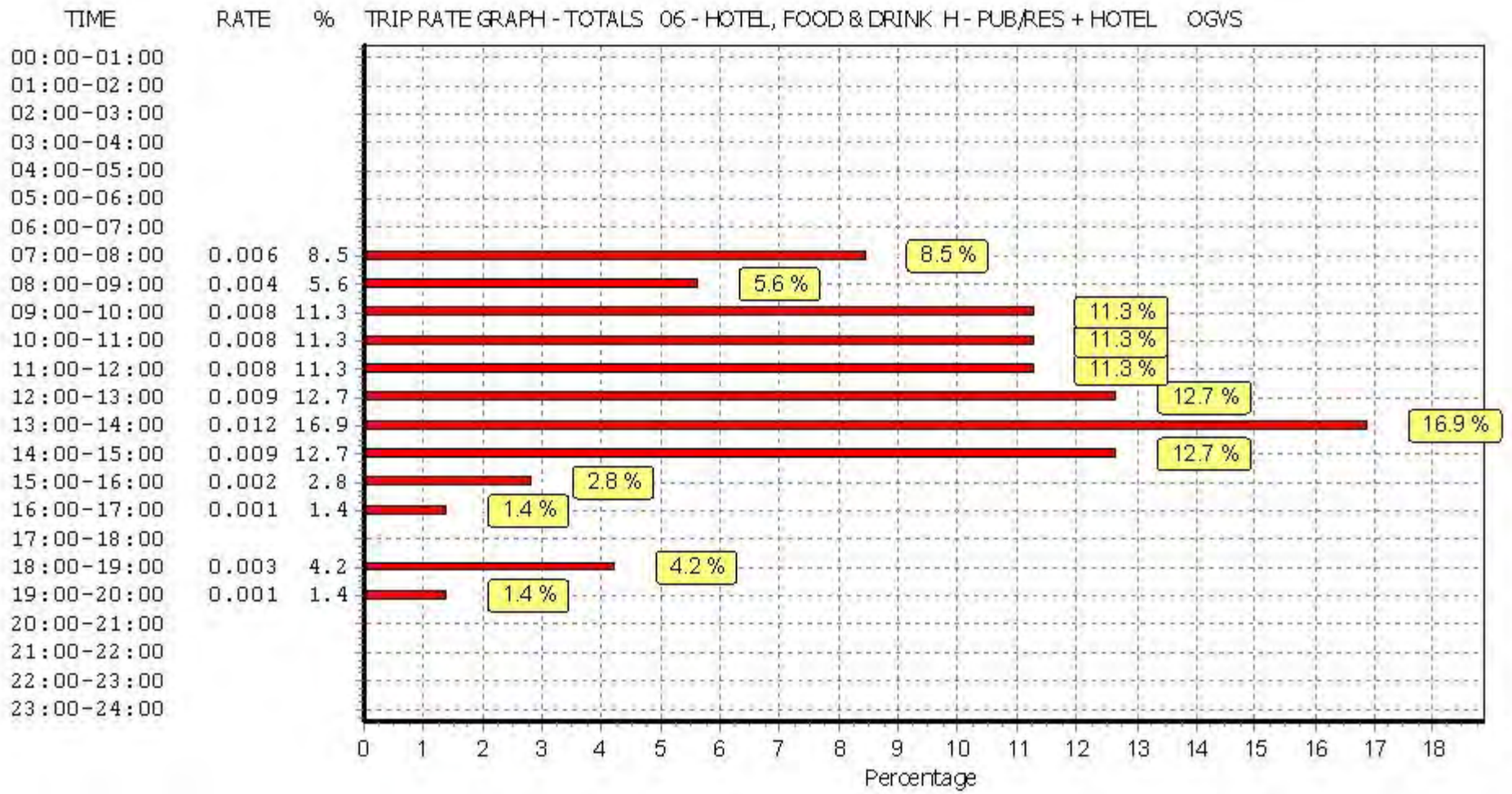


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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
PSVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 17 | 55 | 0.000 | 17 | 55 | 0.000 | 17 | 55 | 0.000 |
| 08:00 - 09:00 | 17 | 55 | 0.001 | 17 | 55 | 0.002 | 17 | 55 | 0.003 |
| 09:00 - 10:00 | 17 | 55 | 0.000 | 17 | 55 | 0.000 | 17 | 55 | 0.000 |
| 10:00 - 11:00 | 18 | 52 | 0.002 | 18 | 52 | 0.002 | 18 | 52 | 0.004 |
| 11:00 - 12:00 | 20 | 50 | 0.000 | 20 | 50 | 0.000 | 20 | 50 | 0.000 |
| 12:00 - 13:00 | 20 | 50 | 0.000 | 20 | 50 | 0.000 | 20 | 50 | 0.000 |
| 13:00 - 14:00 | 20 | 50 | 0.001 | 20 | 50 | 0.001 | 20 | 50 | 0.002 |
| 14:00 - 15:00 | 20 | 50 | 0.000 | 20 | 50 | 0.000 | 20 | 50 | 0.000 |
| 15:00 - 16:00 | 20 | 50 | 0.000 | 20 | 50 | 0.000 | 20 | 50 | 0.000 |
| 16:00 - 17:00 | 20 | 50 | 0.001 | 20 | 50 | 0.000 | 20 | 50 | 0.001 |
| 17:00 - 18:00 | 20 | 50 | 0.000 | 20 | 50 | 0.000 | 20 | 50 | 0.000 |
| 18:00 - 19:00 | 20 | 50 | 0.000 | 20 | 50 | 0.000 | 20 | 50 | 0.000 |
| 19:00 - 20:00 | 20 | 50 | 0.000 | 20 | 50 | 0.000 | 20 | 50 | 0.000 |
| 20:00 - 21:00 | 20 | 50 | 0.001 | 20 | 50 | 0.001 | 20 | 50 | 0.002 |
| 21:00 - 22:00 | 20 | 50 | 0.001 | 20 | 50 | 0.000 | 20 | 50 | 0.001 |
| 22:00 - 23:00 | 10 | 40 | 0.007 | 10 | 40 | 0.010 | 10 | 40 | 0.017 |
| 23:00 - 24:00 | 10 | 40 | 0.000 | 10 | 40 | 0.000 | 10 | 40 | 0.000 |
| Total Rates: | | | 0.014 | | | 0.016 | | | 0.030 |

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

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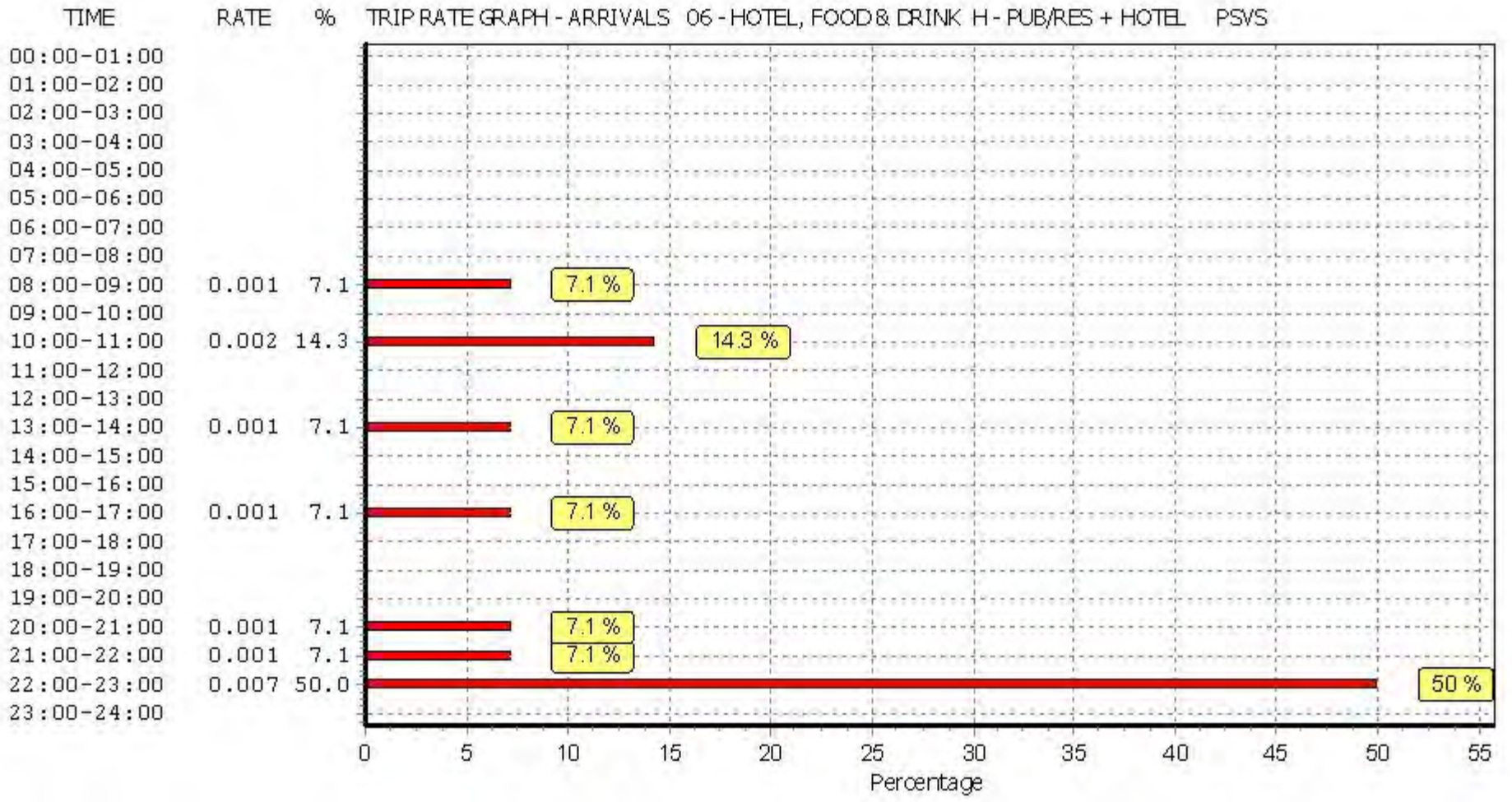
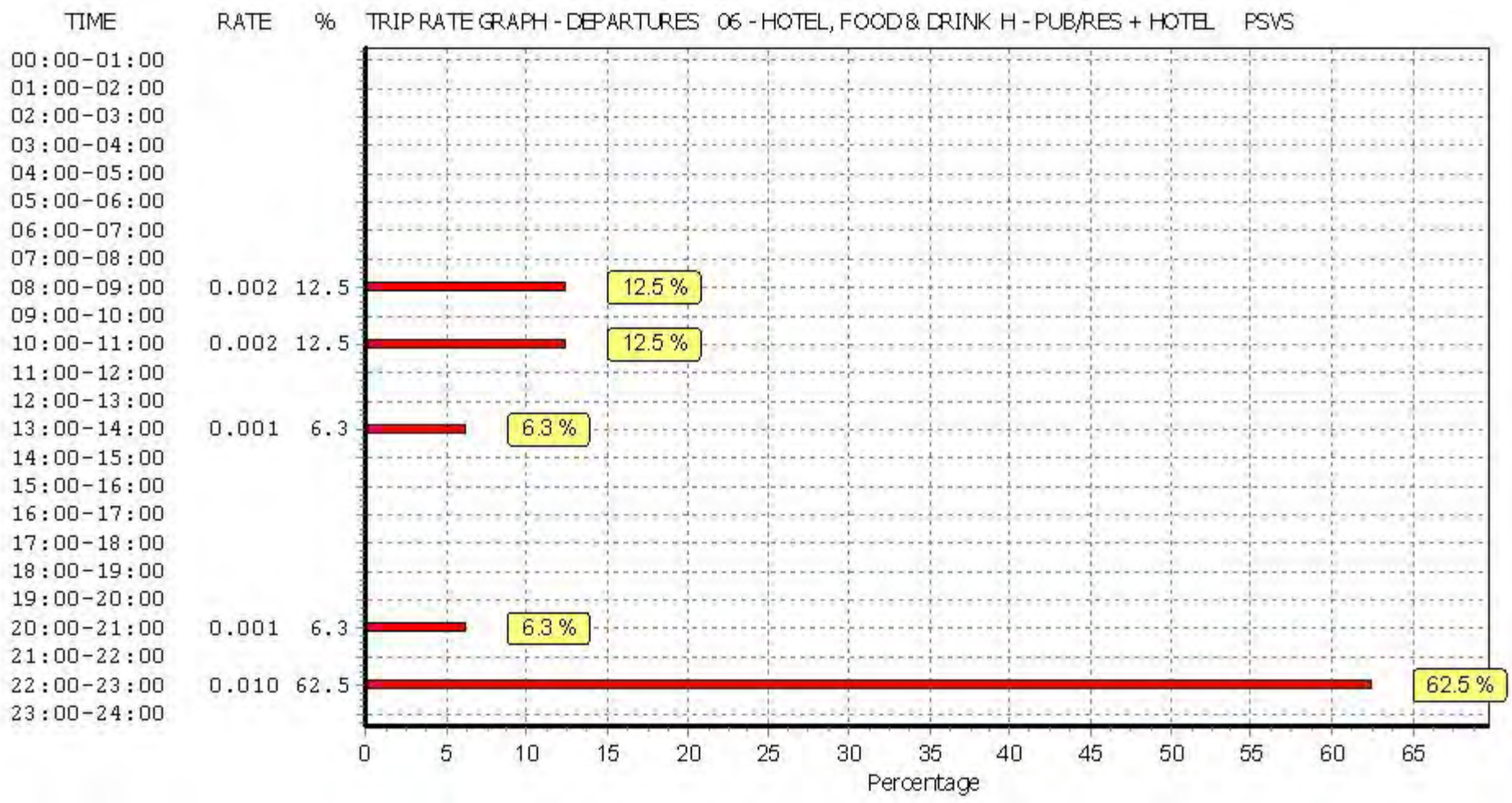
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 132 (units: ) |
| Survey date date range: | 01/01/02 - 24/10/13 |
| Number of weekdays (Monday-Friday): | 20 |
| 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.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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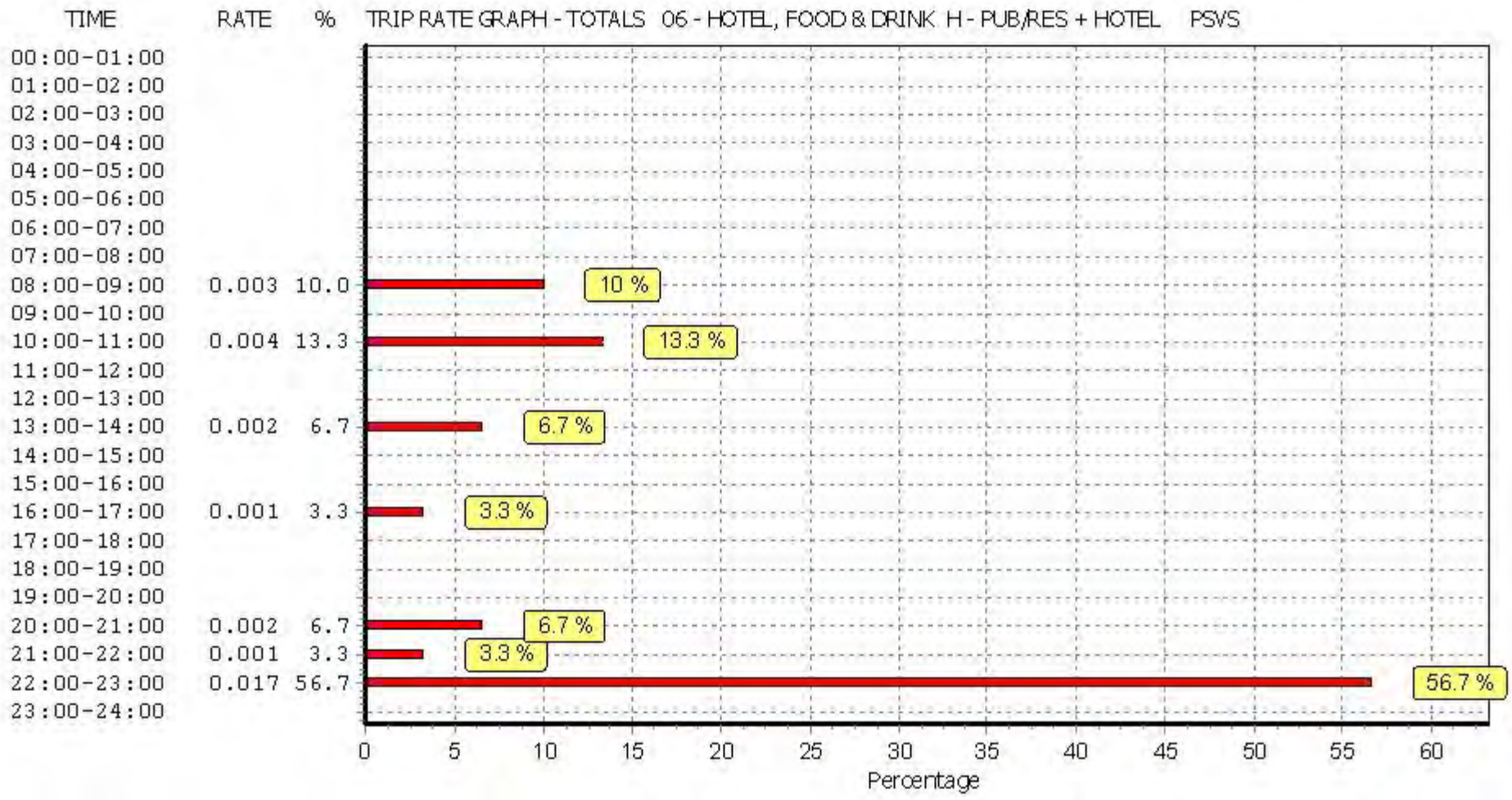


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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
CYCLISTS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 17 | 55 | 0.002 | 17 | 55 | 0.001 | 17 | 55 | 0.003 |
| 08:00 - 09:00 | 17 | 55 | 0.005 | 17 | 55 | 0.003 | 17 | 55 | 0.008 |
| 09:00 - 10:00 | 17 | 55 | 0.005 | 17 | 55 | 0.004 | 17 | 55 | 0.009 |
| 10:00 - 11:00 | 18 | 52 | 0.001 | 18 | 52 | 0.000 | 18 | 52 | 0.001 |
| 11:00 - 12:00 | 20 | 50 | 0.000 | 20 | 50 | 0.001 | 20 | 50 | 0.001 |
| 12:00 - 13:00 | 20 | 50 | 0.002 | 20 | 50 | 0.000 | 20 | 50 | 0.002 |
| 13:00 - 14:00 | 20 | 50 | 0.001 | 20 | 50 | 0.003 | 20 | 50 | 0.004 |
| 14:00 - 15:00 | 20 | 50 | 0.002 | 20 | 50 | 0.003 | 20 | 50 | 0.005 |
| 15:00 - 16:00 | 20 | 50 | 0.001 | 20 | 50 | 0.002 | 20 | 50 | 0.003 |
| 16:00 - 17:00 | 20 | 50 | 0.001 | 20 | 50 | 0.001 | 20 | 50 | 0.002 |
| 17:00 - 18:00 | 20 | 50 | 0.005 | 20 | 50 | 0.002 | 20 | 50 | 0.007 |
| 18:00 - 19:00 | 20 | 50 | 0.004 | 20 | 50 | 0.010 | 20 | 50 | 0.014 |
| 19:00 - 20:00 | 20 | 50 | 0.003 | 20 | 50 | 0.003 | 20 | 50 | 0.006 |
| 20:00 - 21:00 | 20 | 50 | 0.001 | 20 | 50 | 0.000 | 20 | 50 | 0.001 |
| 21:00 - 22:00 | 20 | 50 | 0.000 | 20 | 50 | 0.000 | 20 | 50 | 0.000 |
| 22:00 - 23:00 | 10 | 40 | 0.000 | 10 | 40 | 0.005 | 10 | 40 | 0.005 |
| 23:00 - 24:00 | 10 | 40 | 0.000 | 10 | 40 | 0.000 | 10 | 40 | 0.000 |
| Total Rates: | | | 0.033 | | | 0.038 | | | 0.071 |

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 132 (units: ) |
| Survey date date range: | 01/01/02 - 24/10/13 |
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| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 2 |
| Surveys manually removed from selection: | 0 |

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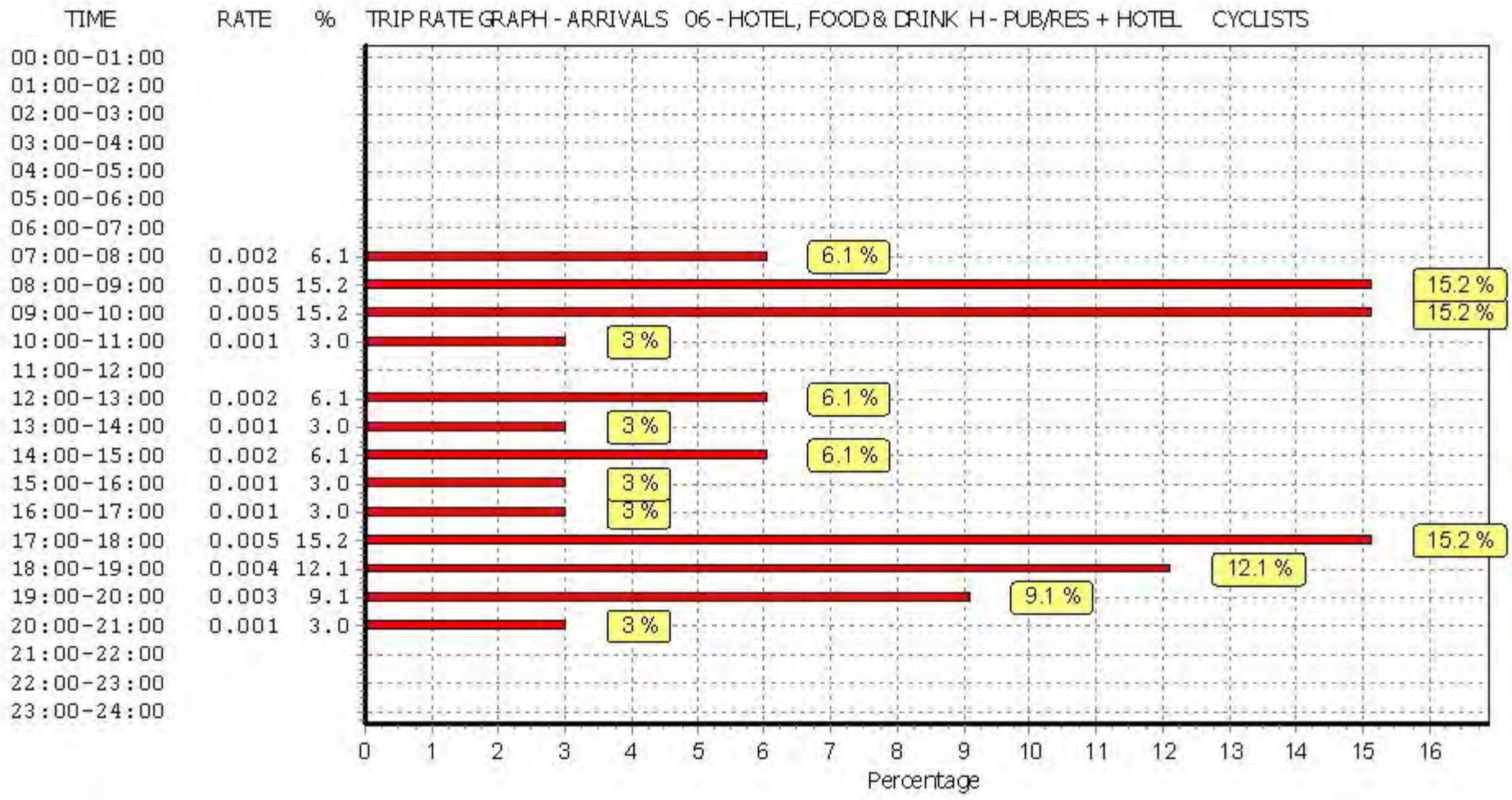


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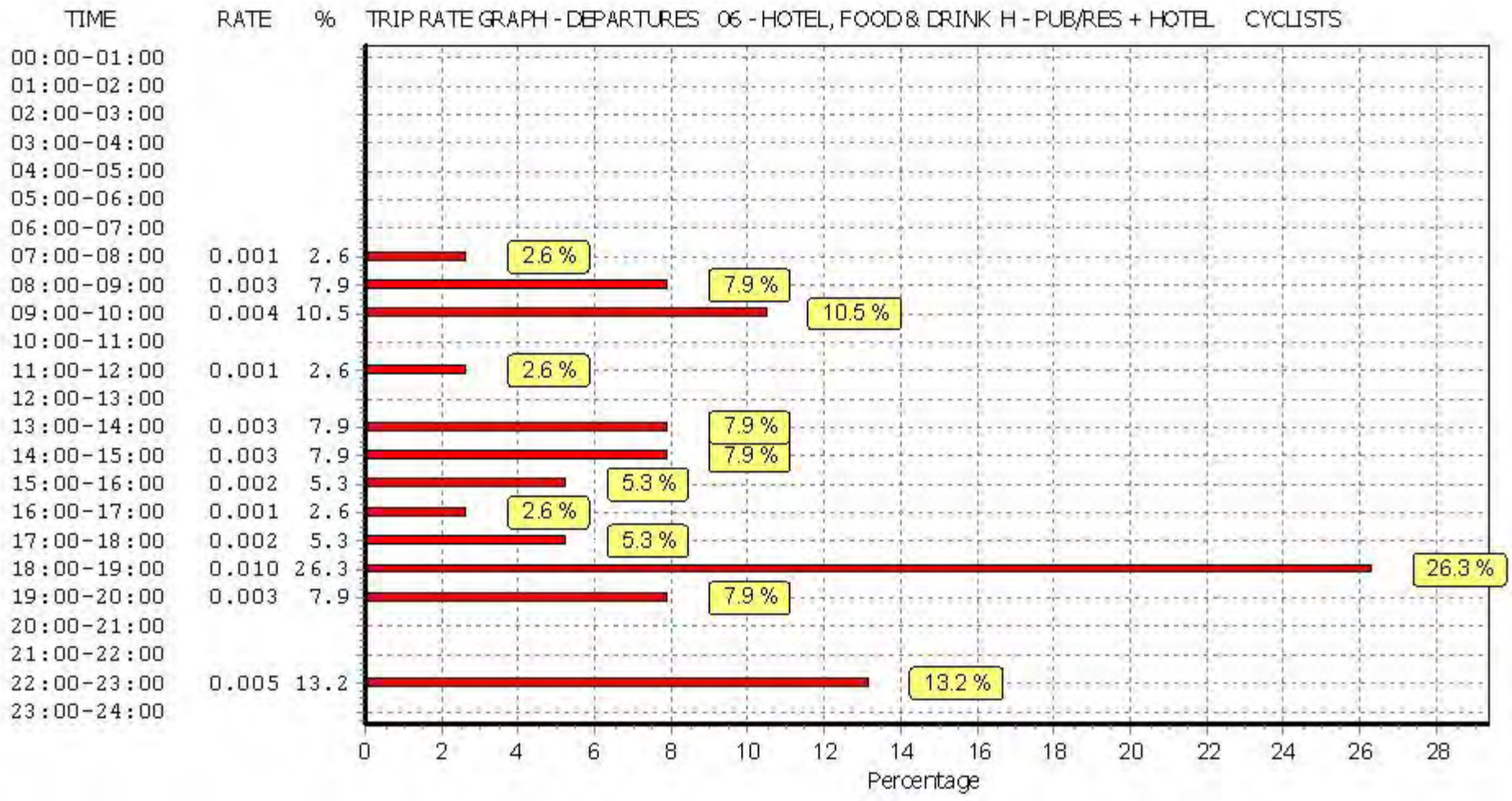


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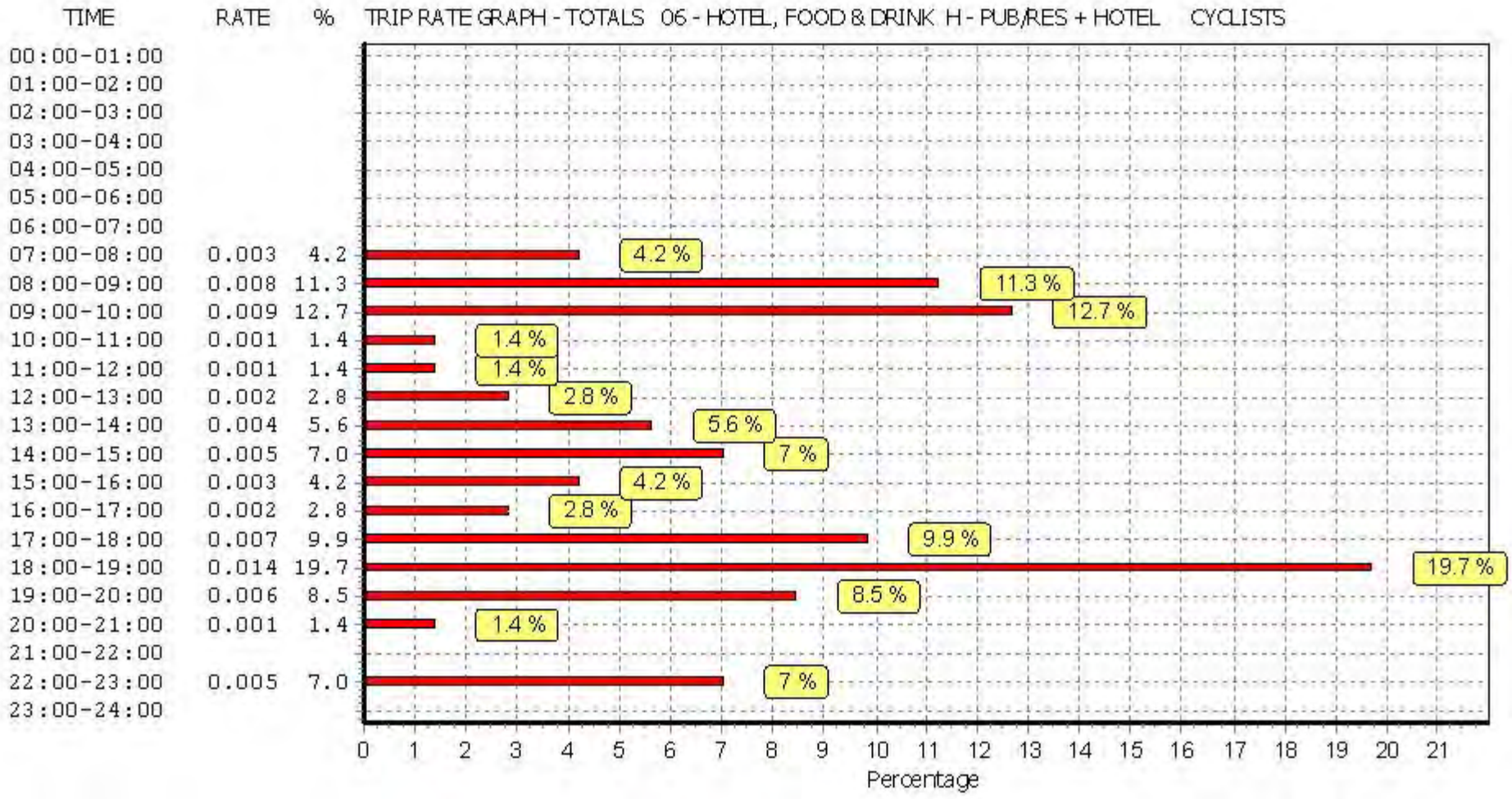


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Calculation Reference: AUDIT-706706-180319-0350

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : H - PUB/RES + HOTEL
VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 06 | WEST MIDLANDS | | |
| | WK | WARWICKSHIRE | 1 days |
| | WO | WORCESTERSHIRE | 2 days |

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 26 to 30 (units: )
Range Selected by User: 9 to 132 (units: )

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 24/10/13

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

*Selected survey days:*

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

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

*Selected survey types:*

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

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

*Selected Locations:*

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

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

*Selected Location Sub Categories:*

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

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| Not Known | 2 days |
| C1 | 1 days |

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

Secondary Filtering selection (Cont.):

*Population within 1 mile:*

| | |
|---|---|
| 1,000 or Less | 1 days |
| 1,001 to 5,000 | 1 days |
| 25,001 to 50,000 | 1 days |

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

*Population within 5 miles:*

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

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.5 or Less | 1 days |
| 1.1 to 1.5 | 2 days |

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

*Travel Plan:*

| | |
|---|---|
| Not Known | 2 days |
| No | 1 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 3 days |

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

*LIST OF SITES relevant to selection parameters*

1 WK-06-H-01 HOTEL WARWICKSHIRE
ST NICHOLAS STREET
DRAPERS FIELD
COVENTRY
Edge of Town Centre
No Sub Category
Total Number of bedrooms: 26
*Survey date: SATURDAY* *18/02/06* *Survey Type: MANUAL*

2 WO-06-H-01 THE SWAN WORCESTERSHIRE
A38 WORCESTER ROAD
UPTON WARREN
NEAR BROMSGROVE
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Number of bedrooms: 29
*Survey date: SATURDAY* *16/02/02* *Survey Type: MANUAL*

3 WO-06-H-02 TOBY GRILL WORCESTERSHIRE
A38 BIRMINGHAM ROAD
MARLBROOK
NEAR BROMSGROVE
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Number of bedrooms: 30
*Survey date: SATURDAY* *02/03/02* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 1 | 26 | 0.077 | 1 | 26 | 0.154 | 1 | 26 | 0.231 |
| 08:00 - 09:00 | 1 | 26 | 0.115 | 1 | 26 | 0.346 | 1 | 26 | 0.461 |
| 09:00 - 10:00 | 1 | 26 | 0.077 | 1 | 26 | 0.000 | 1 | 26 | 0.077 |
| 10:00 - 11:00 | 1 | 26 | 0.077 | 1 | 26 | 0.154 | 1 | 26 | 0.231 |
| 11:00 - 12:00 | 3 | 28 | 0.494 | 3 | 28 | 0.176 | 3 | 28 | 0.670 |
| 12:00 - 13:00 | 3 | 28 | 1.106 | 3 | 28 | 0.435 | 3 | 28 | 1.541 |
| 13:00 - 14:00 | 3 | 28 | 0.918 | 3 | 28 | 0.694 | 3 | 28 | 1.612 |
| 14:00 - 15:00 | 3 | 28 | 0.576 | 3 | 28 | 0.812 | 3 | 28 | 1.388 |
| 15:00 - 16:00 | 3 | 28 | 0.612 | 3 | 28 | 0.682 | 3 | 28 | 1.294 |
| 16:00 - 17:00 | 3 | 28 | 0.918 | 3 | 28 | 0.729 | 3 | 28 | 1.647 |
| 17:00 - 18:00 | 3 | 28 | 1.259 | 3 | 28 | 1.024 | 3 | 28 | 2.283 |
| 18:00 - 19:00 | 3 | 28 | 1.282 | 3 | 28 | 0.941 | 3 | 28 | 2.223 |
| 19:00 - 20:00 | 3 | 28 | 1.518 | 3 | 28 | 1.165 | 3 | 28 | 2.683 |
| 20:00 - 21:00 | 3 | 28 | 1.118 | 3 | 28 | 1.224 | 3 | 28 | 2.342 |
| 21:00 - 22:00 | 2 | 30 | 1.017 | 2 | 30 | 1.644 | 2 | 30 | 2.661 |
| 22:00 - 23:00 | 2 | 30 | 0.627 | 2 | 30 | 1.932 | 2 | 30 | 2.559 |
| 23:00 - 24:00 | 2 | 30 | 0.288 | 2 | 30 | 0.864 | 2 | 30 | 1.152 |
| Total Rates: | | | 12.079 | | | 12.976 | | | 25.055 |

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

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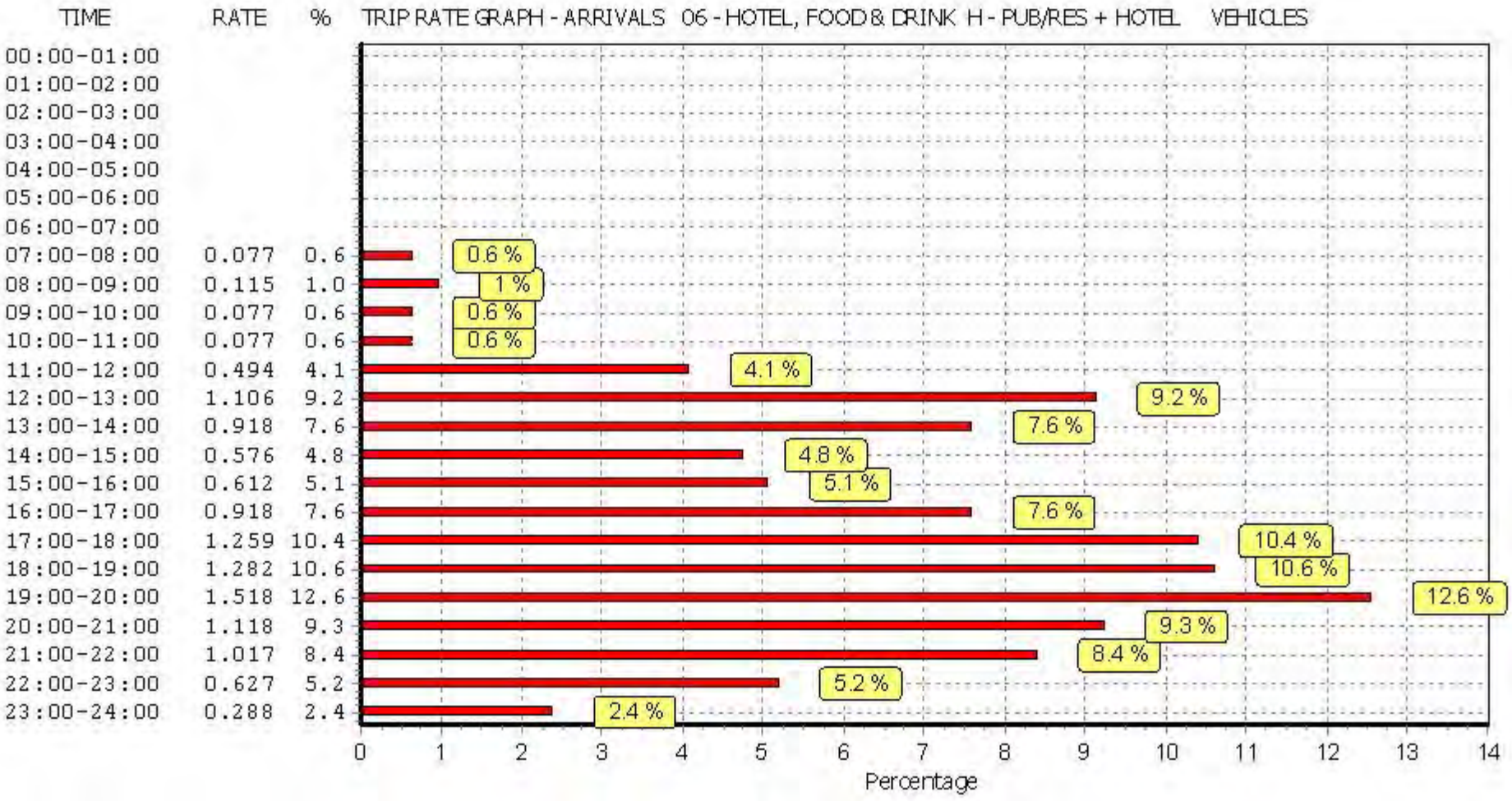
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 26 - 30 (units: ) |
| Survey date date range: | 01/01/02 - 24/10/13 |
| 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.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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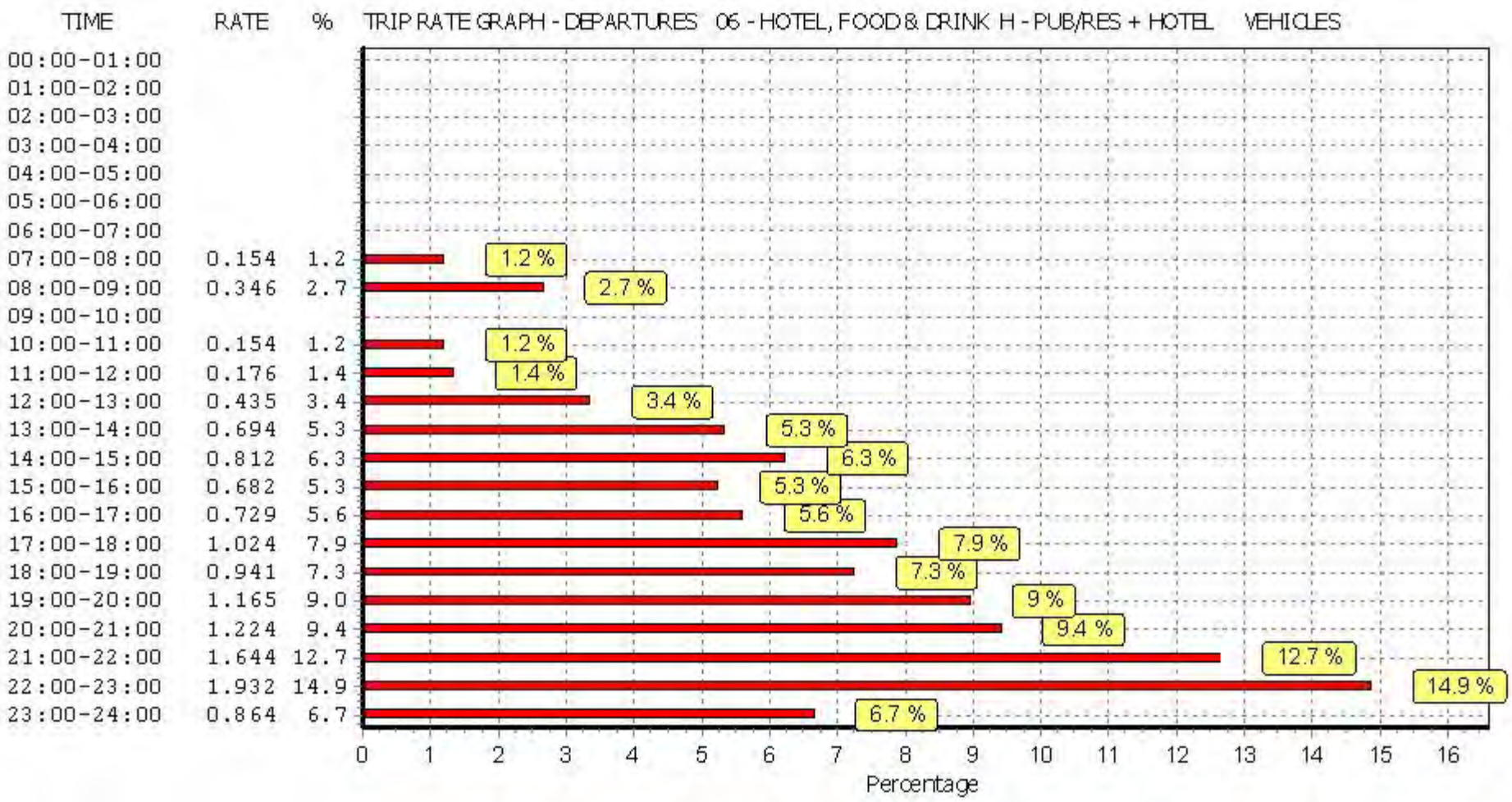


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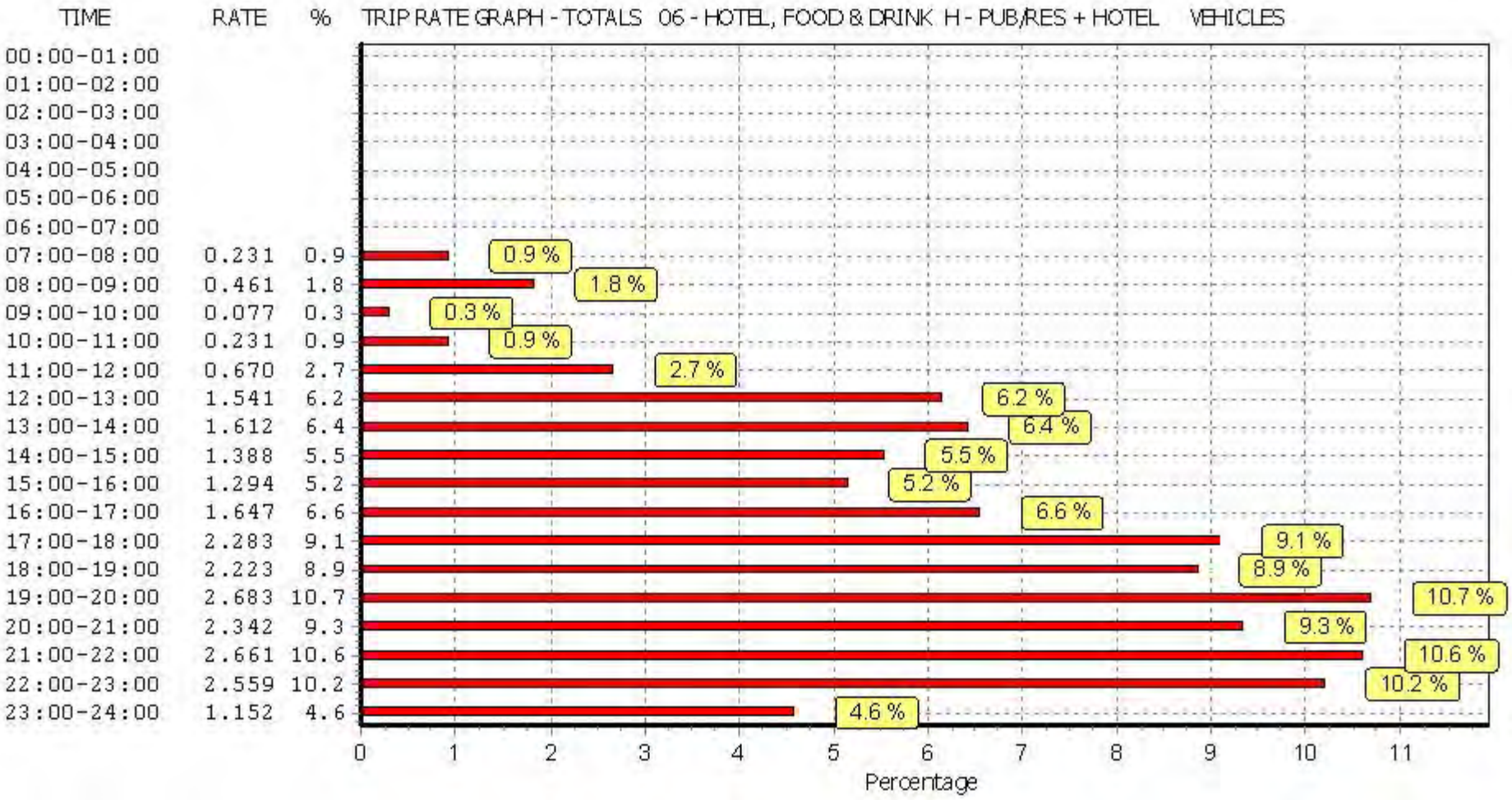


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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 1 | 26 | 0.000 | 1 | 26 | 0.000 | 1 | 26 | 0.000 |
| 08:00 - 09:00 | 1 | 26 | 0.000 | 1 | 26 | 0.000 | 1 | 26 | 0.000 |
| 09:00 - 10:00 | 1 | 26 | 0.000 | 1 | 26 | 0.000 | 1 | 26 | 0.000 |
| 10:00 - 11:00 | 1 | 26 | 0.000 | 1 | 26 | 0.000 | 1 | 26 | 0.000 |
| 11:00 - 12:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 12:00 - 13:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 13:00 - 14:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 14:00 - 15:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 15:00 - 16:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 16:00 - 17:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 17:00 - 18:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 18:00 - 19:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 19:00 - 20:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 20:00 - 21:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 21:00 - 22:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| 22:00 - 23:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| 23:00 - 24:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 26 - 30 (units: ) |
| Survey date date range: | 01/01/02 - 24/10/13 |
| 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 |

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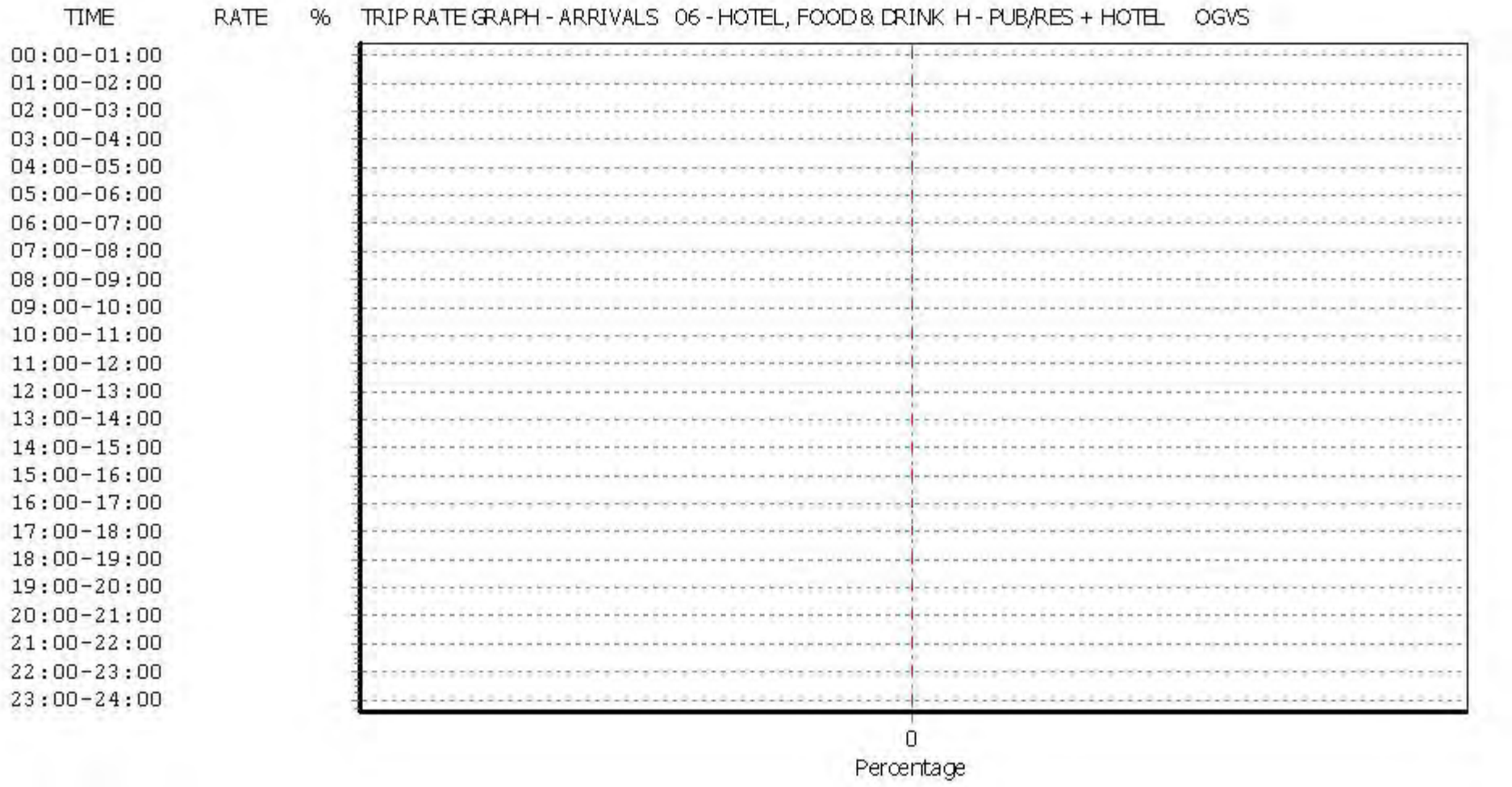


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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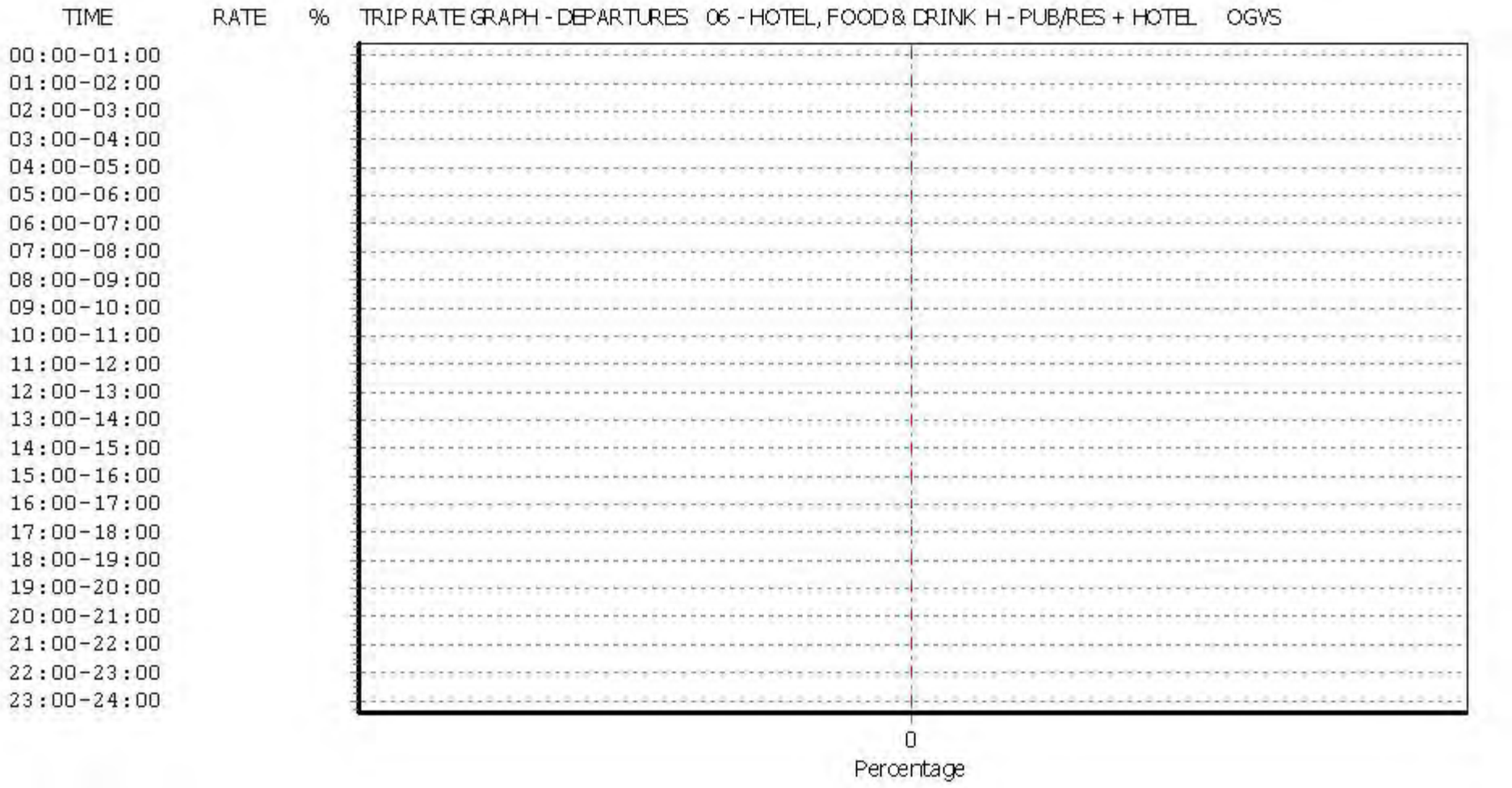


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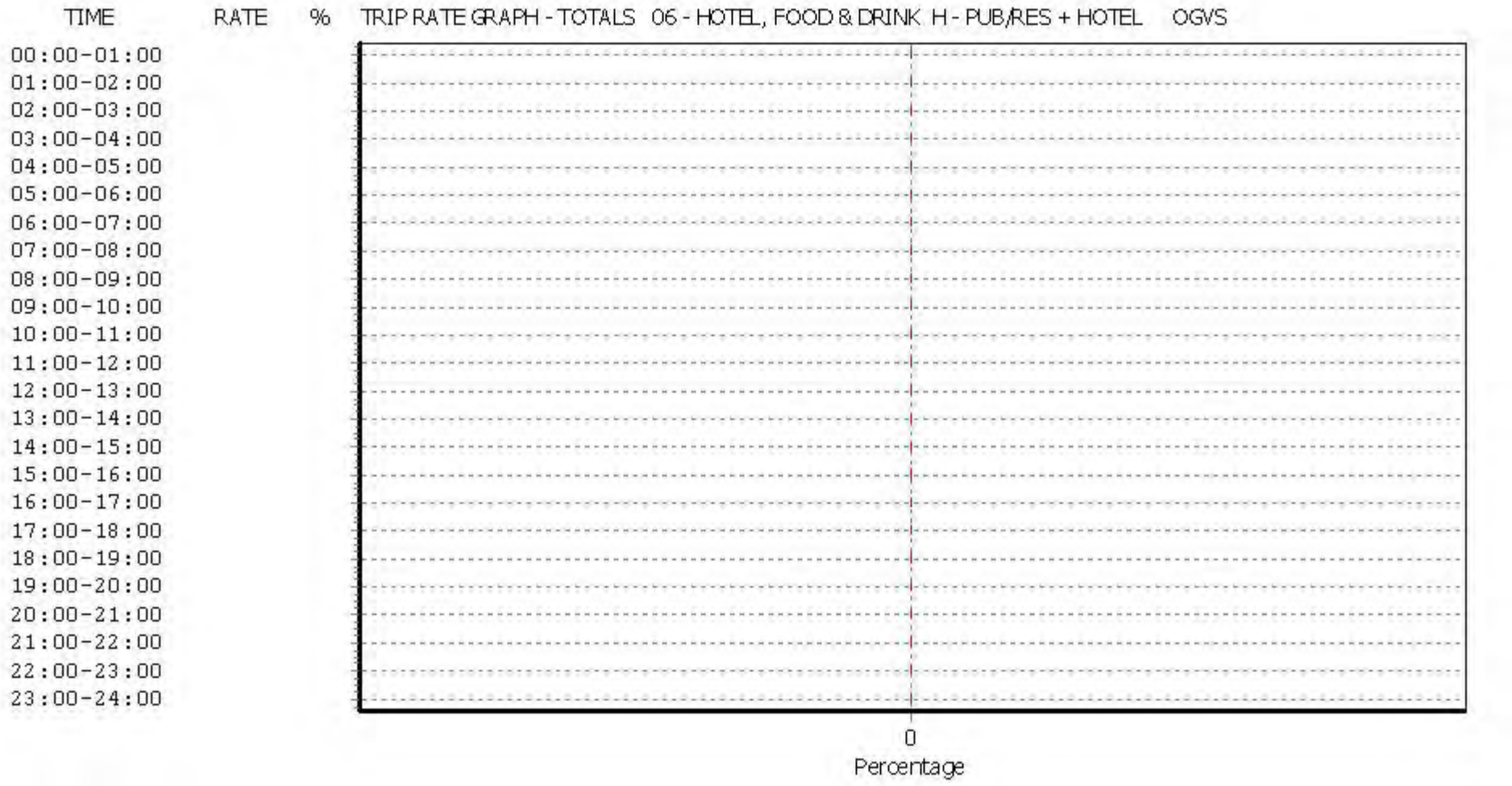


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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
PSVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 1 | 26 | 0.000 | 1 | 26 | 0.000 | 1 | 26 | 0.000 |
| 08:00 - 09:00 | 1 | 26 | 0.000 | 1 | 26 | 0.000 | 1 | 26 | 0.000 |
| 09:00 - 10:00 | 1 | 26 | 0.000 | 1 | 26 | 0.000 | 1 | 26 | 0.000 |
| 10:00 - 11:00 | 1 | 26 | 0.000 | 1 | 26 | 0.000 | 1 | 26 | 0.000 |
| 11:00 - 12:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 12:00 - 13:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 13:00 - 14:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 14:00 - 15:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 15:00 - 16:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 16:00 - 17:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 17:00 - 18:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 18:00 - 19:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 19:00 - 20:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 20:00 - 21:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 21:00 - 22:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| 22:00 - 23:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| 23:00 - 24:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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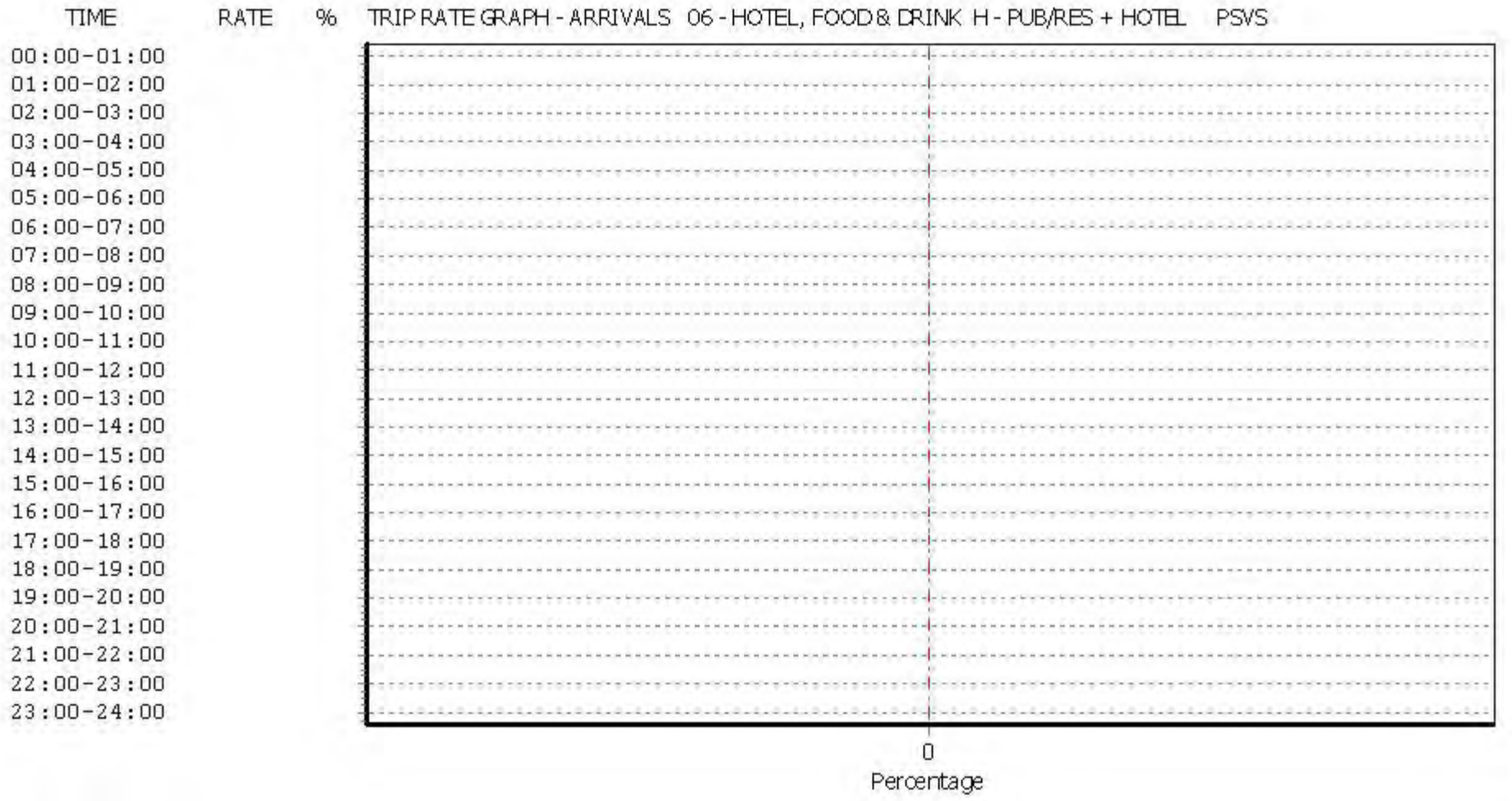
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 26 - 30 (units: ) |
| Survey date date range: | 01/01/02 - 24/10/13 |
| 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.*

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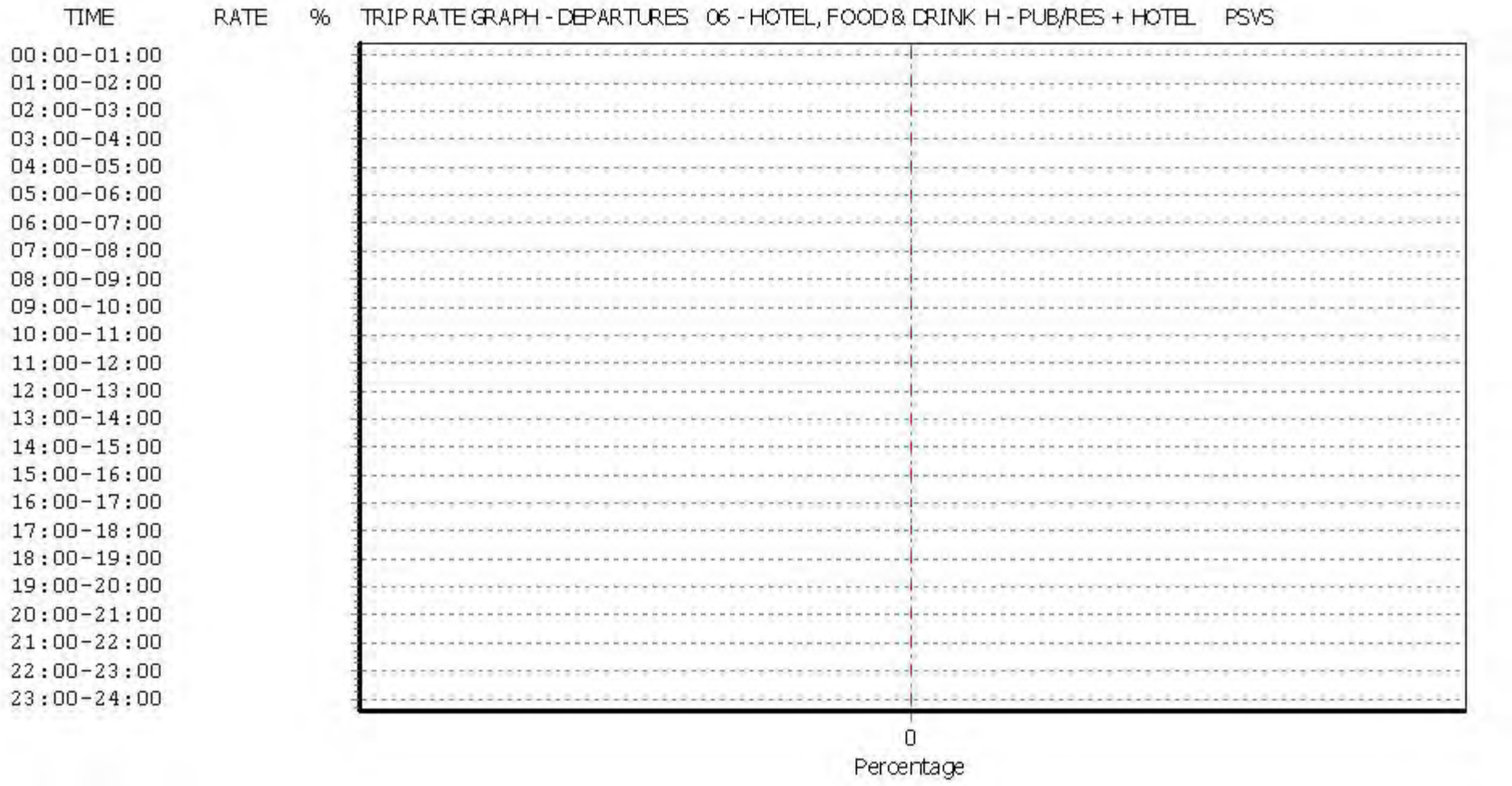


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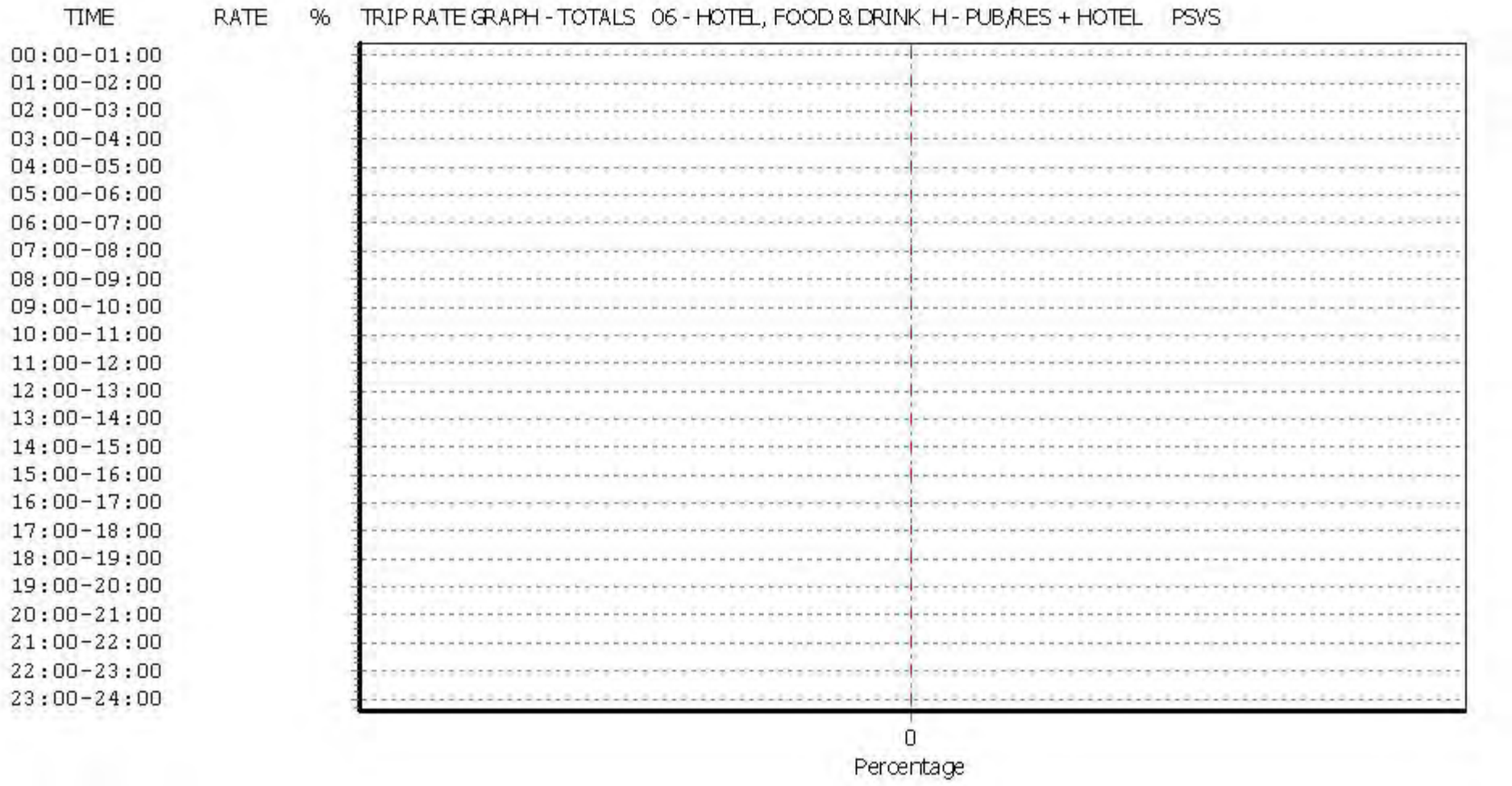


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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
CYCLISTS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 1 | 26 | 0.000 | 1 | 26 | 0.000 | 1 | 26 | 0.000 |
| 08:00 - 09:00 | 1 | 26 | 0.000 | 1 | 26 | 0.000 | 1 | 26 | 0.000 |
| 09:00 - 10:00 | 1 | 26 | 0.000 | 1 | 26 | 0.000 | 1 | 26 | 0.000 |
| 10:00 - 11:00 | 1 | 26 | 0.000 | 1 | 26 | 0.000 | 1 | 26 | 0.000 |
| 11:00 - 12:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 12:00 - 13:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 13:00 - 14:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 14:00 - 15:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 15:00 - 16:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 16:00 - 17:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 17:00 - 18:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 18:00 - 19:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 19:00 - 20:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 20:00 - 21:00 | 3 | 28 | 0.000 | 3 | 28 | 0.000 | 3 | 28 | 0.000 |
| 21:00 - 22:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| 22:00 - 23:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| 23:00 - 24:00 | 2 | 30 | 0.000 | 2 | 30 | 0.000 | 2 | 30 | 0.000 |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 26 - 30 (units: ) |
| Survey date date range: | 01/01/02 - 24/10/13 |
| 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.*

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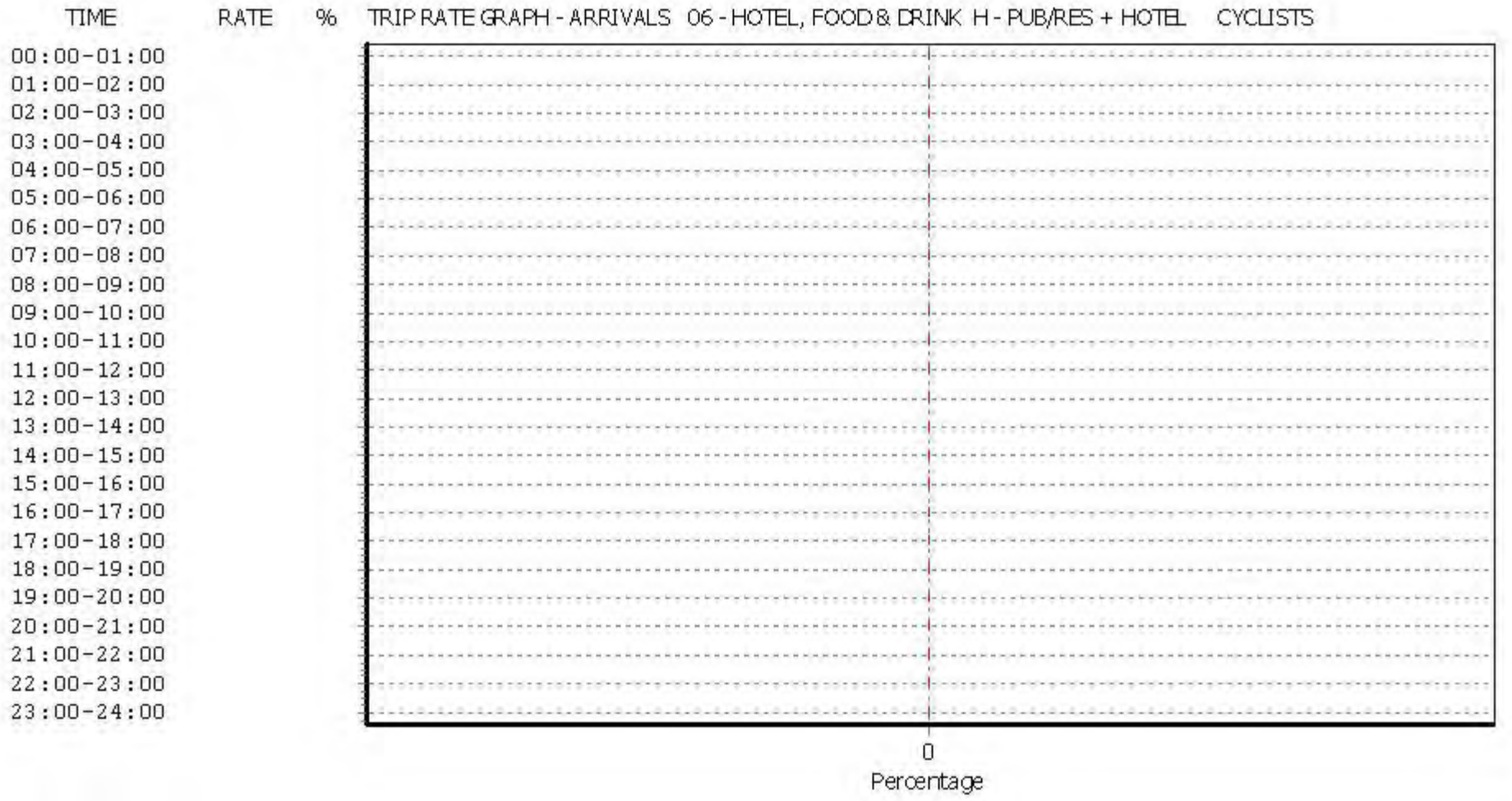
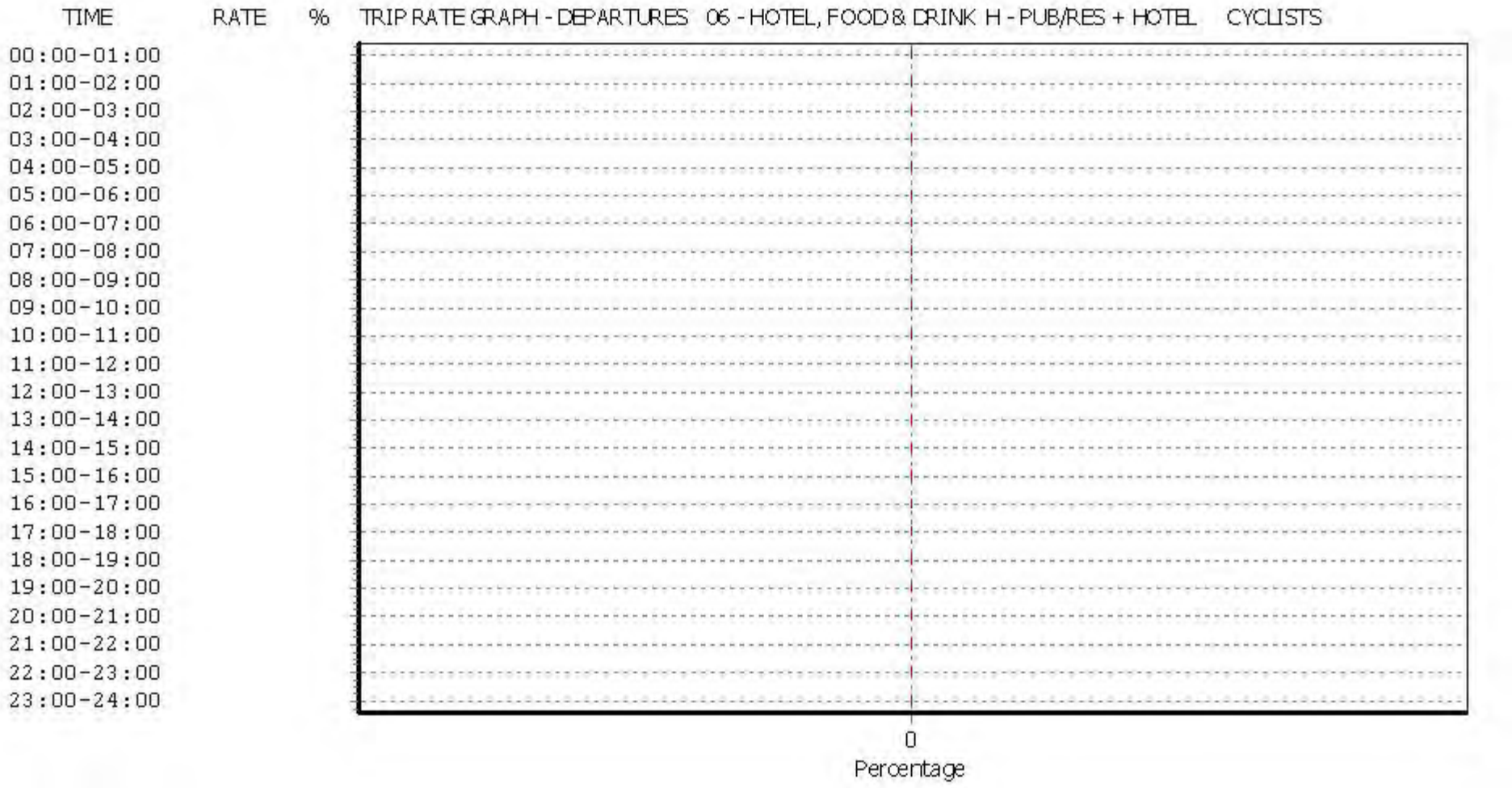



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706

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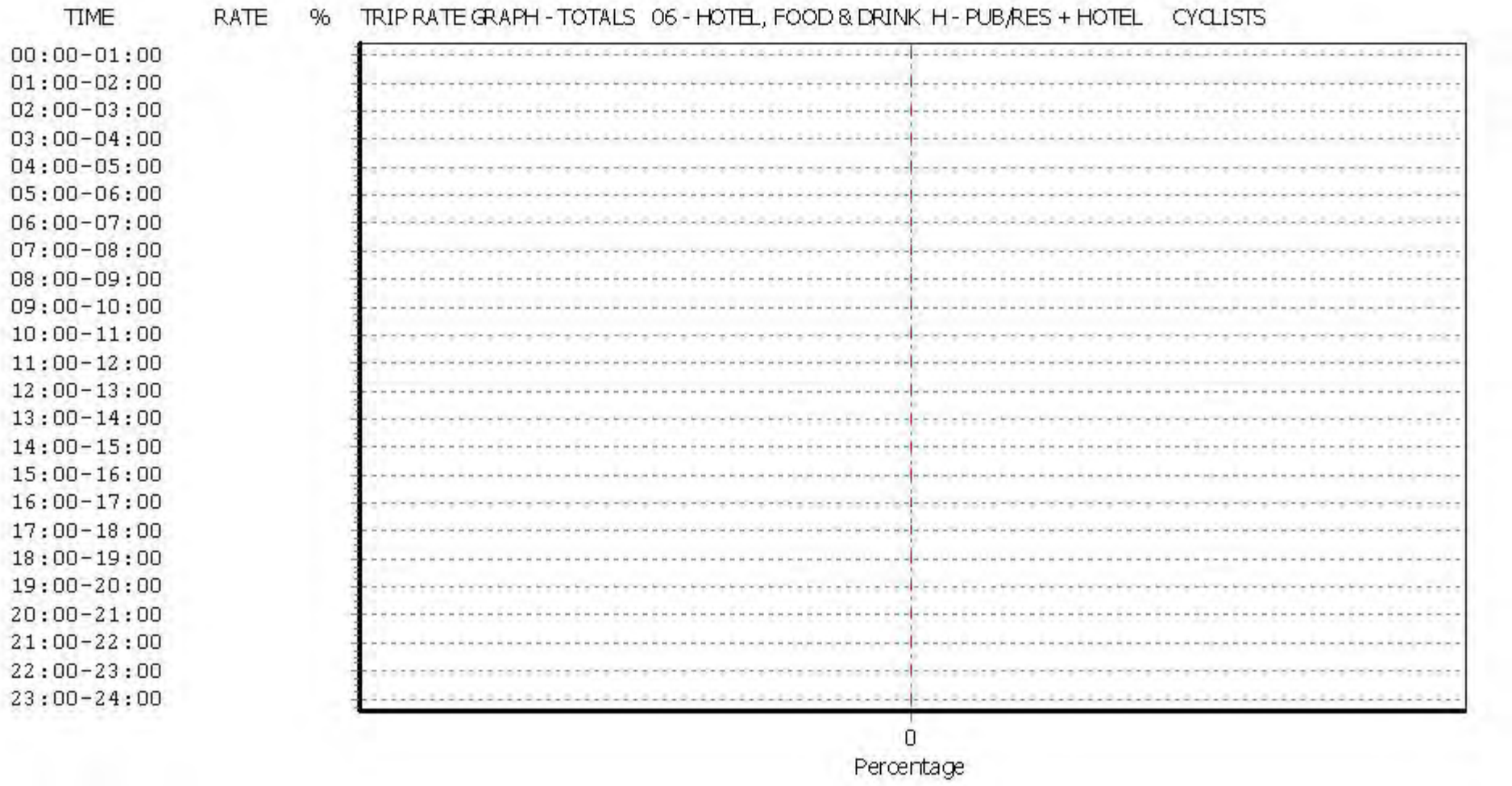


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Calculation Reference: AUDIT-706706-180315-0332

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : I - PUBLIC HOUSE (WITHOUT RESTAURANT)
VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 05 | EAST MIDLANDS | | |
| | LN | LINCOLNSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | WY | WEST YORKSHIRE | 1 days |
| 08 | NORTH WEST | | |
| | GM | GREATER MANCHESTER | 1 days |

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 175 to 600 (units: sqm)
Range Selected by User: 175 to 750 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 25/11/14

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

*Selected survey days:*

| | |
|---|---|
| Tuesday | 1 days |
| Friday | 2 days |

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

*Selected survey types:*

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

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

*Selected Locations:*

| | |
|---|---|
| Town Centre | 1 |
| Edge of Town Centre | 1 |
| Edge of Town | 1 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Residential Zone | 1 |
| Built-Up Zone | 1 |
| No Sub Category | 1 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| A4 | 3 days |

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

Secondary Filtering selection (Cont.):

*Population within 1 mile:*

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

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

*Population within 5 miles:*

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

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 2 days |

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

*Travel Plan:*

| | |
|---|---|
| No | 3 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 3 days |

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

*LIST OF SITES relevant to selection parameters*

| | | | | |
|---|---|---|---|---|
| 1 | GM-06-I-01<br>SYKE ROAD | PUBLIC HOUSE | | GREATER MANCHESTER |
| | ROCHDALE<br>Edge of Town<br>Residential Zone<br>Total Gross floor area: | | 175 sqm | |
| | *Survey date: TUESDAY* | | *25/11/14* | *Survey Type: MANUAL* |
| 2 | LN-06-I-01<br>NORTH STREET | PUBLIC HOUSE | | LINCOLNSHIRE |
| | GRANTHAM<br>Town Centre<br>Built-Up Zone<br>Total Gross floor area: | | 510 sqm | |
| | *Survey date: FRIDAY* | | *14/06/13* | *Survey Type: MANUAL* |
| 3 | WY-06-I-01<br>HALIFAX ROAD | PUBLIC HOUSE | | WEST YORKSHIRE |
| | LIVERSEDGE<br>Edge of Town Centre<br>No Sub Category<br>Total Gross floor area: | | 600 sqm | |
| | *Survey date: FRIDAY* | | *25/04/14* | *Survey Type: MANUAL* |

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | | | | | | | | | |
| 10:00 - 11:00 | | | | | | | | | |
| 11:00 - 12:00 | 2 | 343 | 0.146 | 2 | 343 | 0.000 | 2 | 343 | 0.146 |
| 12:00 - 13:00 | 3 | 428 | 0.233 | 3 | 428 | 0.156 | 3 | 428 | 0.389 |
| 13:00 - 14:00 | 3 | 428 | 0.545 | 3 | 428 | 0.467 | 3 | 428 | 1.012 |
| 14:00 - 15:00 | 3 | 428 | 0.545 | 3 | 428 | 0.467 | 3 | 428 | 1.012 |
| 15:00 - 16:00 | 3 | 428 | 1.634 | 3 | 428 | 0.623 | 3 | 428 | 2.257 |
| 16:00 - 17:00 | 3 | 428 | 1.946 | 3 | 428 | 1.245 | 3 | 428 | 3.191 |
| 17:00 - 18:00 | 3 | 428 | 3.035 | 3 | 428 | 2.412 | 3 | 428 | 5.447 |
| 18:00 - 19:00 | 3 | 428 | 1.401 | 3 | 428 | 2.179 | 3 | 428 | 3.580 |
| 19:00 - 20:00 | 3 | 428 | 1.245 | 3 | 428 | 1.790 | 3 | 428 | 3.035 |
| 20:00 - 21:00 | 3 | 428 | 1.868 | 3 | 428 | 1.712 | 3 | 428 | 3.580 |
| 21:00 - 22:00 | 3 | 428 | 1.012 | 3 | 428 | 1.634 | 3 | 428 | 2.646 |
| 22:00 - 23:00 | 3 | 428 | 1.401 | 3 | 428 | 1.479 | 3 | 428 | 2.880 |
| 23:00 - 24:00 | 2 | 343 | 0.584 | 2 | 343 | 1.606 | 2 | 343 | 2.190 |
| Total Rates: | | | 15.595 | | | 15.770 | | | 31.365 |

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

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

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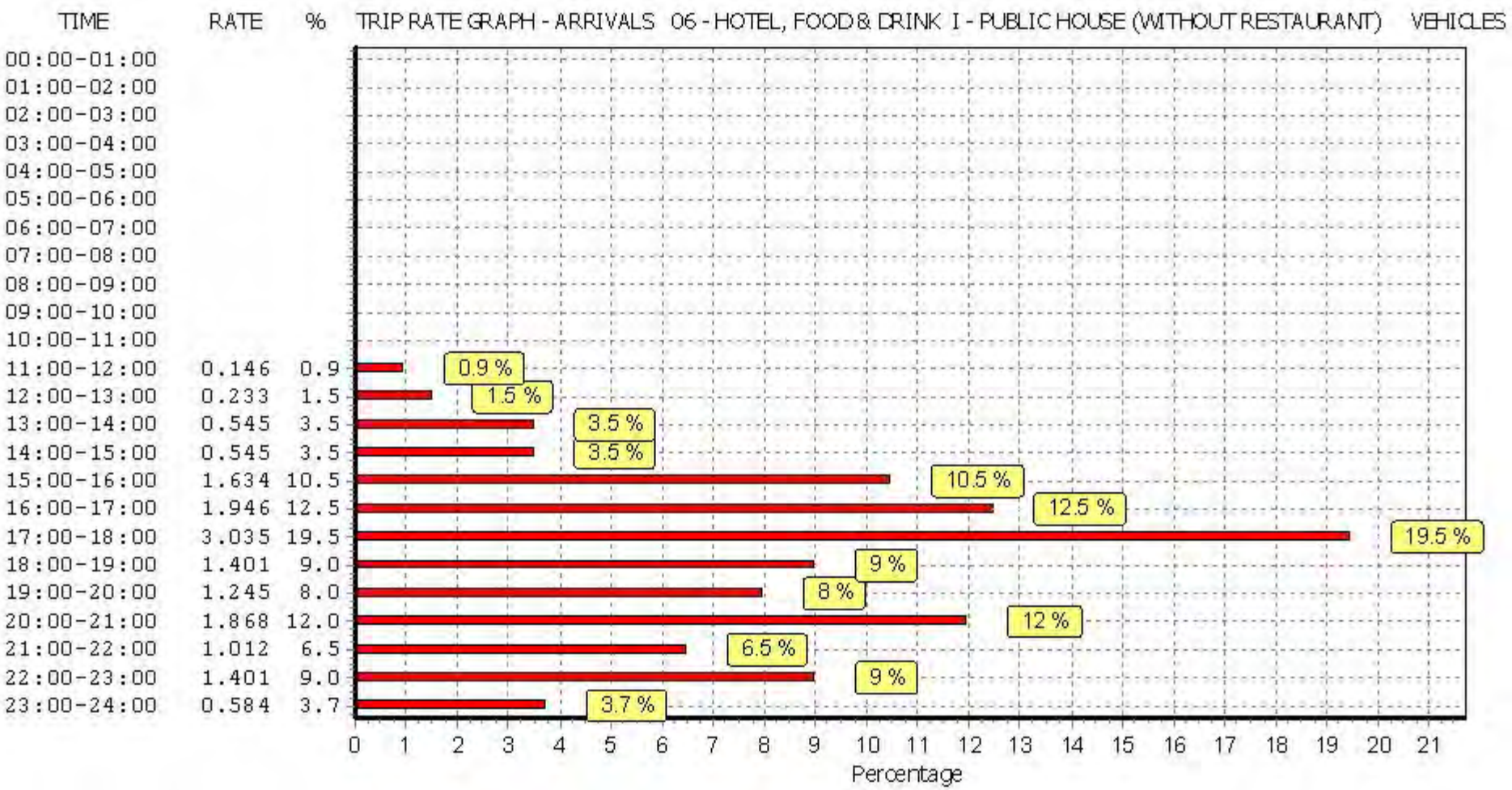
Parameter summary

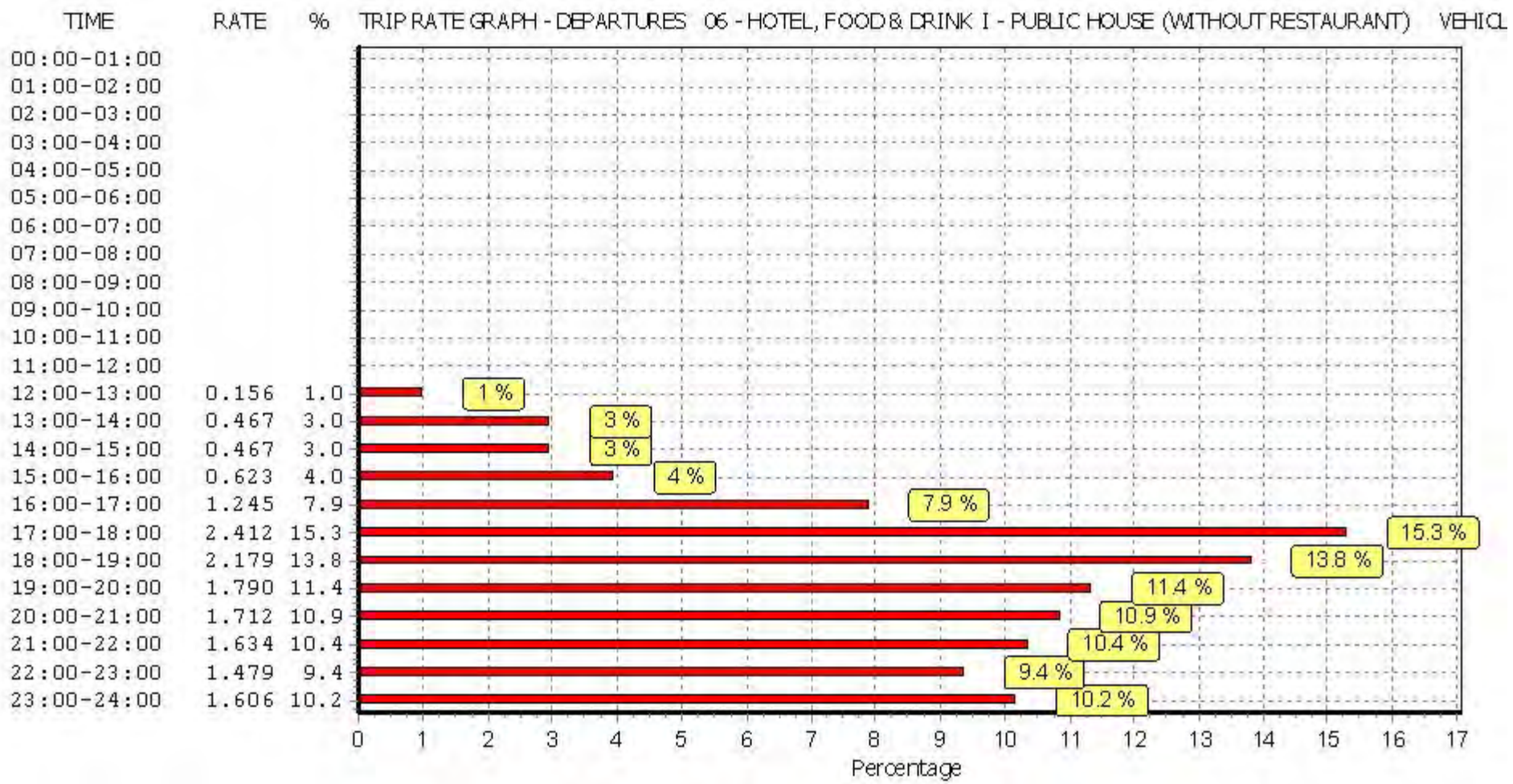
| | |
|---|---|
| Trip rate parameter range selected: | 175 - 600 (units: sqm) |
| Survey date date range: | 01/01/09 - 25/11/14 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706

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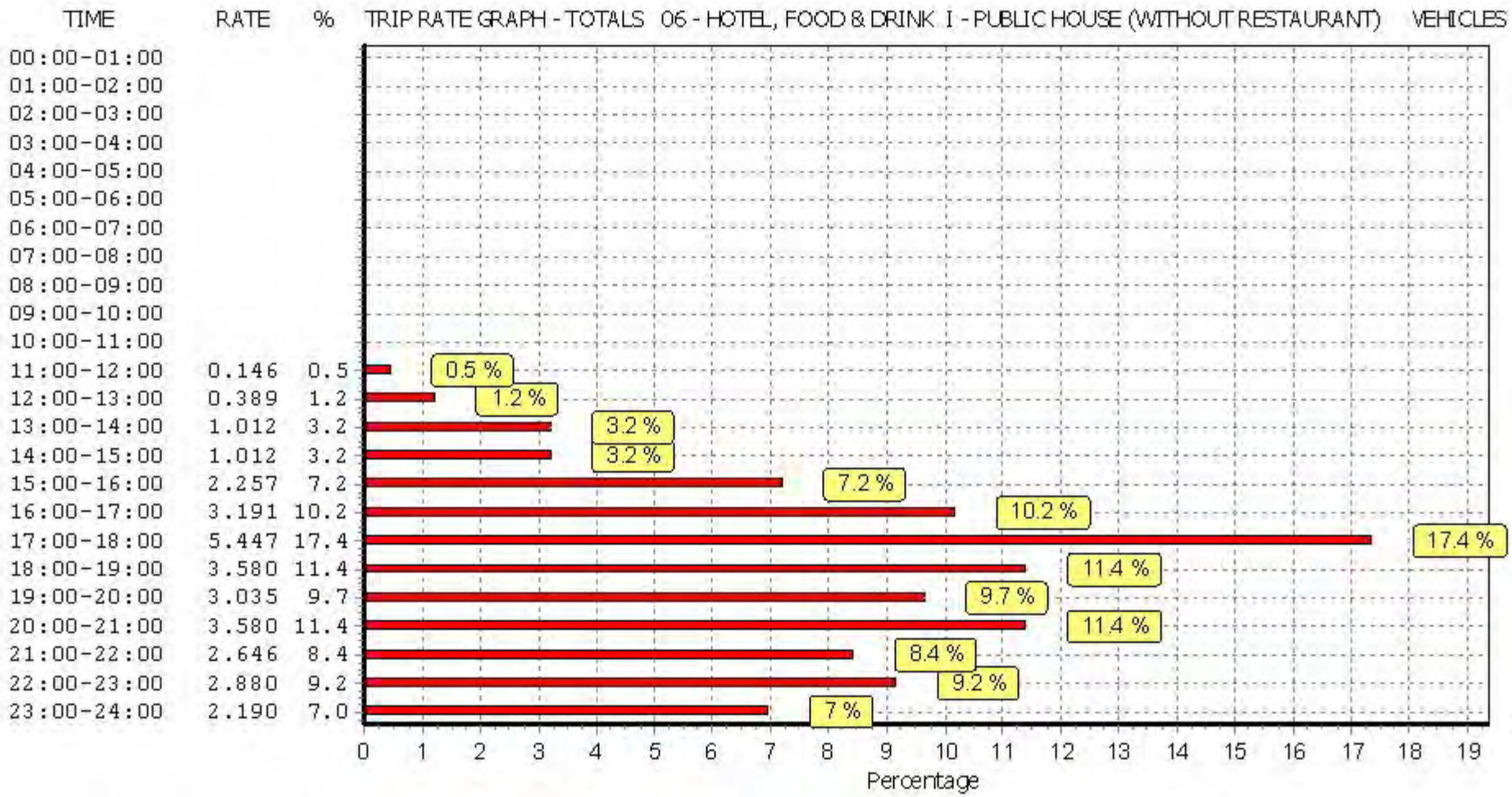


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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | | | | | | | | | |
| 10:00 - 11:00 | | | | | | | | | |
| 11:00 - 12:00 | 2 | 343 | 0.000 | 2 | 343 | 0.000 | 2 | 343 | 0.000 |
| 12:00 - 13:00 | 3 | 428 | 0.000 | 3 | 428 | 0.078 | 3 | 428 | 0.078 |
| 13:00 - 14:00 | 3 | 428 | 0.156 | 3 | 428 | 0.156 | 3 | 428 | 0.312 |
| 14:00 - 15:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 15:00 - 16:00 | 3 | 428 | 0.078 | 3 | 428 | 0.000 | 3 | 428 | 0.078 |
| 16:00 - 17:00 | 3 | 428 | 0.156 | 3 | 428 | 0.233 | 3 | 428 | 0.389 |
| 17:00 - 18:00 | 3 | 428 | 0.389 | 3 | 428 | 0.389 | 3 | 428 | 0.778 |
| 18:00 - 19:00 | 3 | 428 | 0.233 | 3 | 428 | 0.233 | 3 | 428 | 0.466 |
| 19:00 - 20:00 | 3 | 428 | 0.467 | 3 | 428 | 0.389 | 3 | 428 | 0.856 |
| 20:00 - 21:00 | 3 | 428 | 0.467 | 3 | 428 | 0.467 | 3 | 428 | 0.934 |
| 21:00 - 22:00 | 3 | 428 | 0.467 | 3 | 428 | 0.545 | 3 | 428 | 1.012 |
| 22:00 - 23:00 | 3 | 428 | 0.700 | 3 | 428 | 0.700 | 3 | 428 | 1.400 |
| 23:00 - 24:00 | 2 | 343 | 0.438 | 2 | 343 | 0.438 | 2 | 343 | 0.876 |
| Total Rates: | | | 3.551 | | | 3.628 | | | 7.179 |

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

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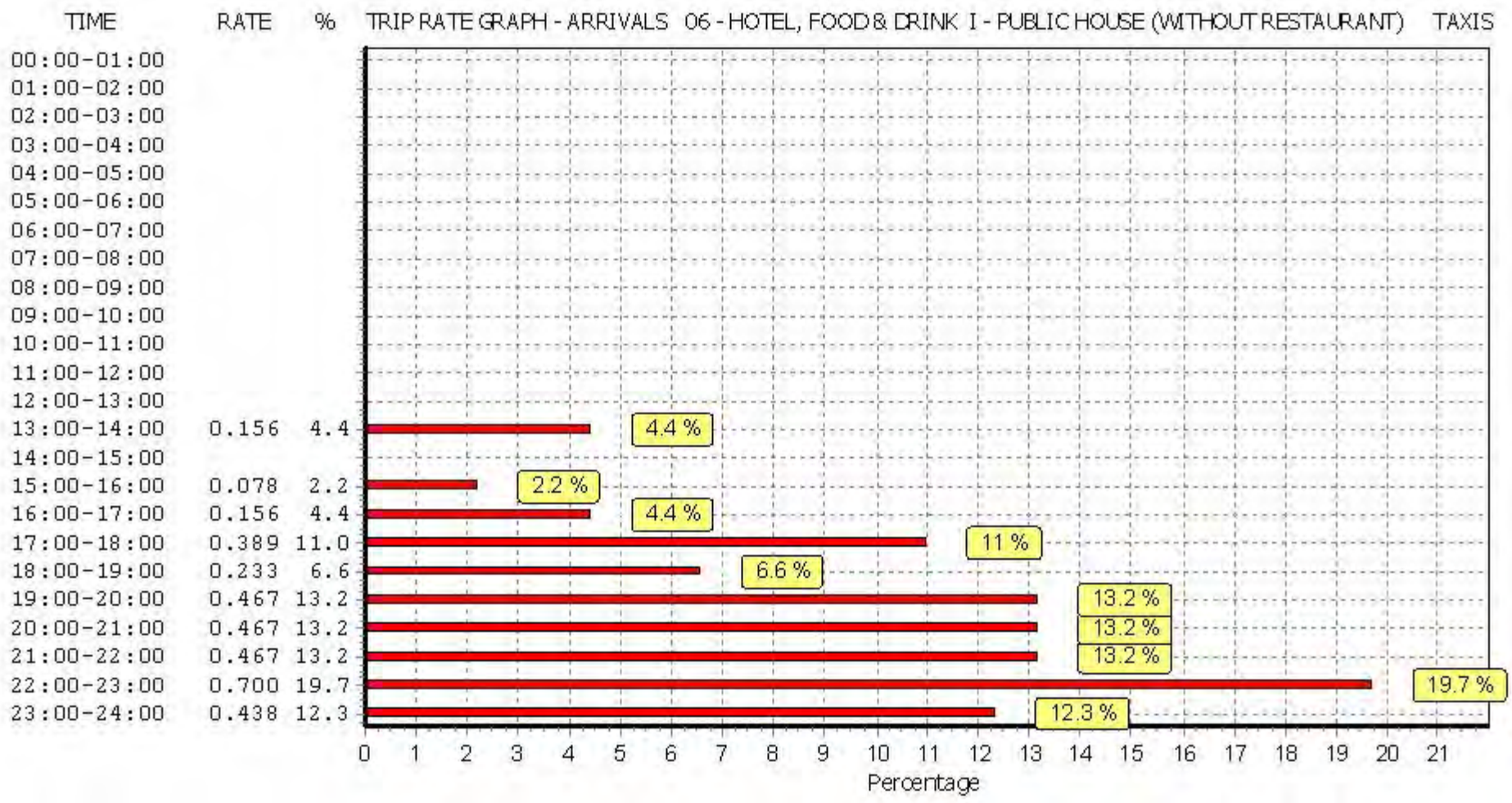
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 175 - 600 (units: sqm) |
| Survey date date range: | 01/01/09 - 25/11/14 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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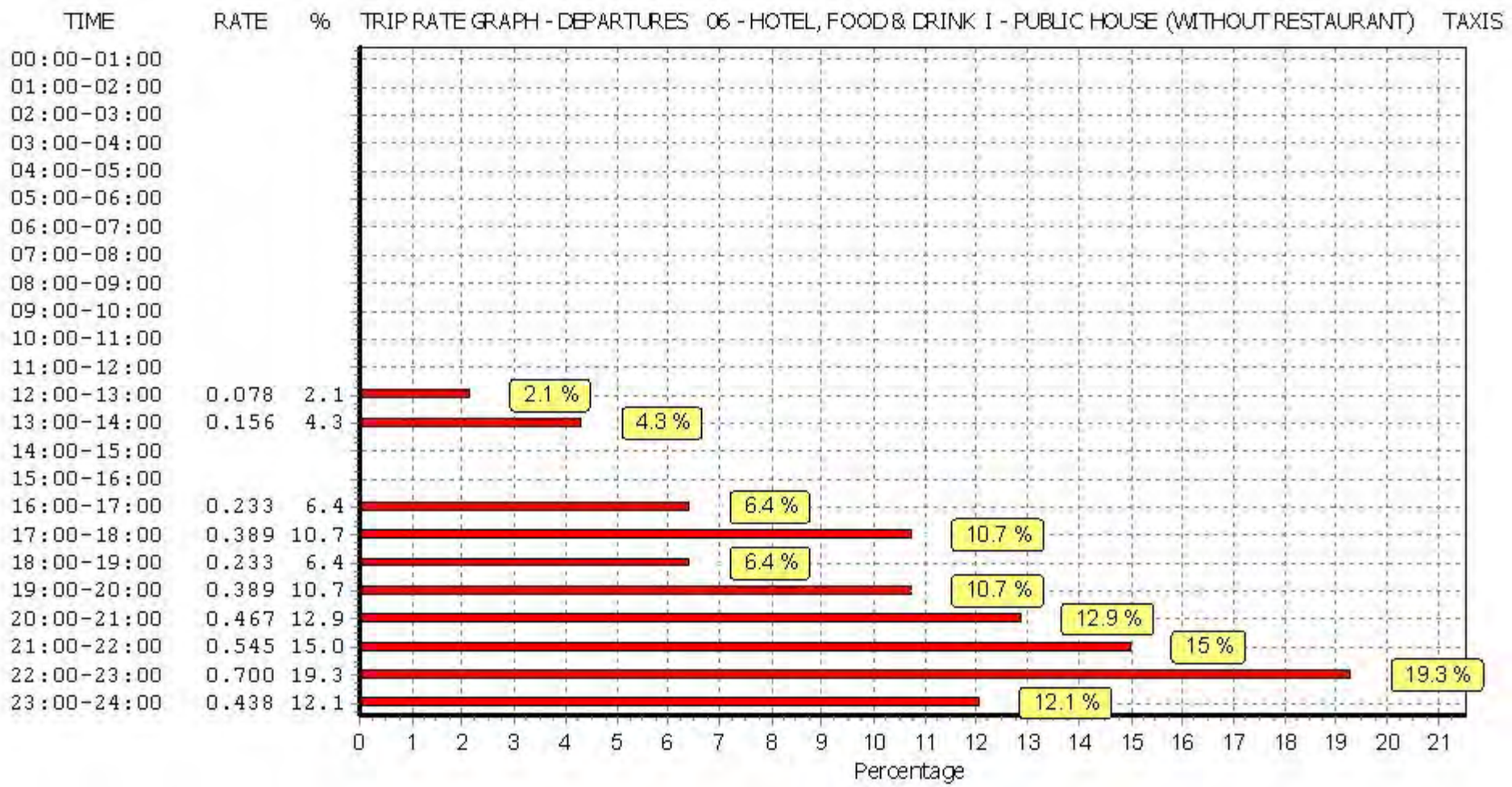


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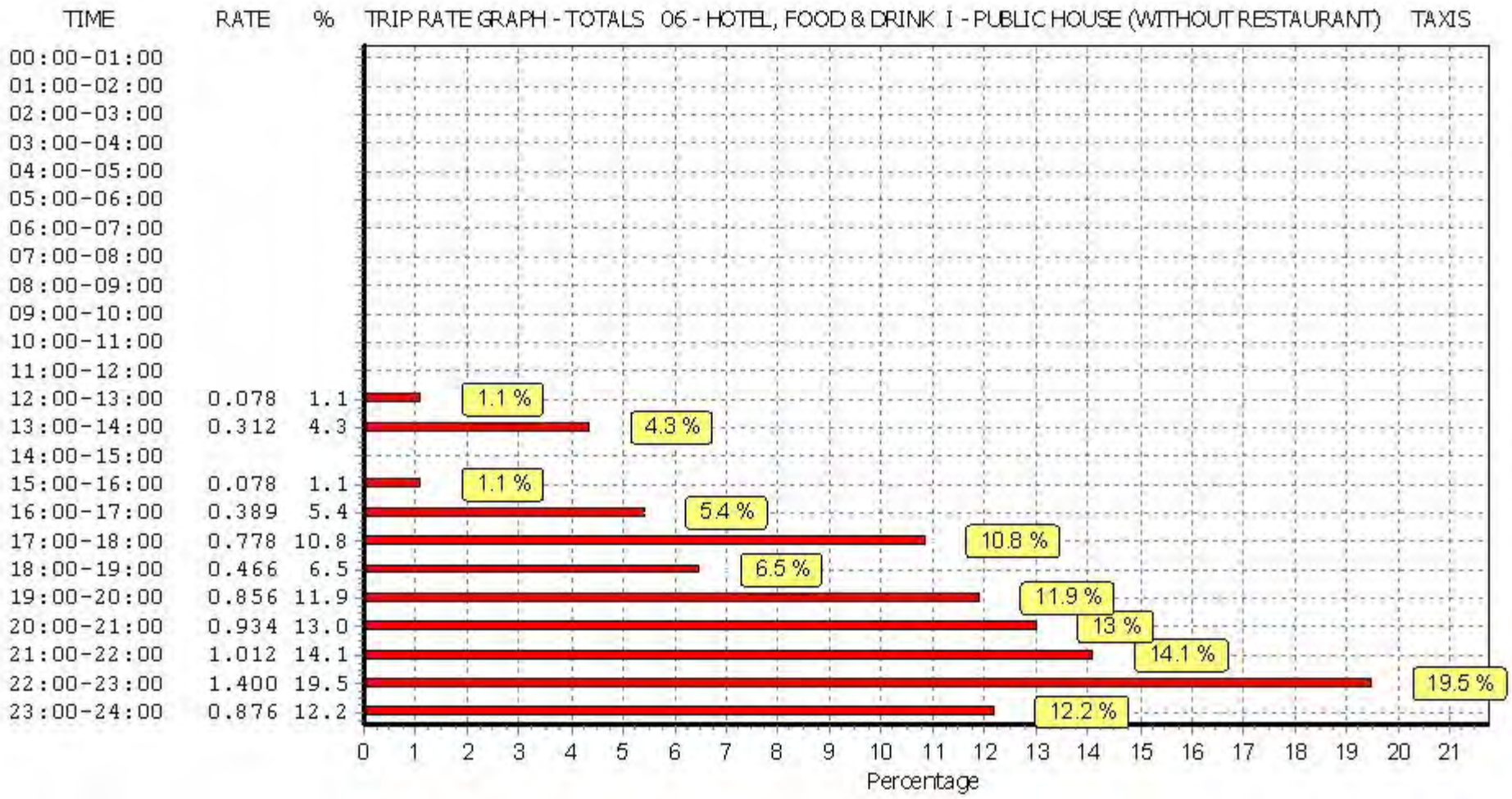


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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | | | | | | | | | |
| 10:00 - 11:00 | | | | | | | | | |
| 11:00 - 12:00 | 2 | 343 | 0.000 | 2 | 343 | 0.000 | 2 | 343 | 0.000 |
| 12:00 - 13:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 13:00 - 14:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 14:00 - 15:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 15:00 - 16:00 | 3 | 428 | 0.078 | 3 | 428 | 0.078 | 3 | 428 | 0.156 |
| 16:00 - 17:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 17:00 - 18:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 18:00 - 19:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 19:00 - 20:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 20:00 - 21:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 21:00 - 22:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 22:00 - 23:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 23:00 - 24:00 | 2 | 343 | 0.000 | 2 | 343 | 0.000 | 2 | 343 | 0.000 |
| Total Rates: | | | 0.078 | | | 0.078 | | | 0.156 |

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

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

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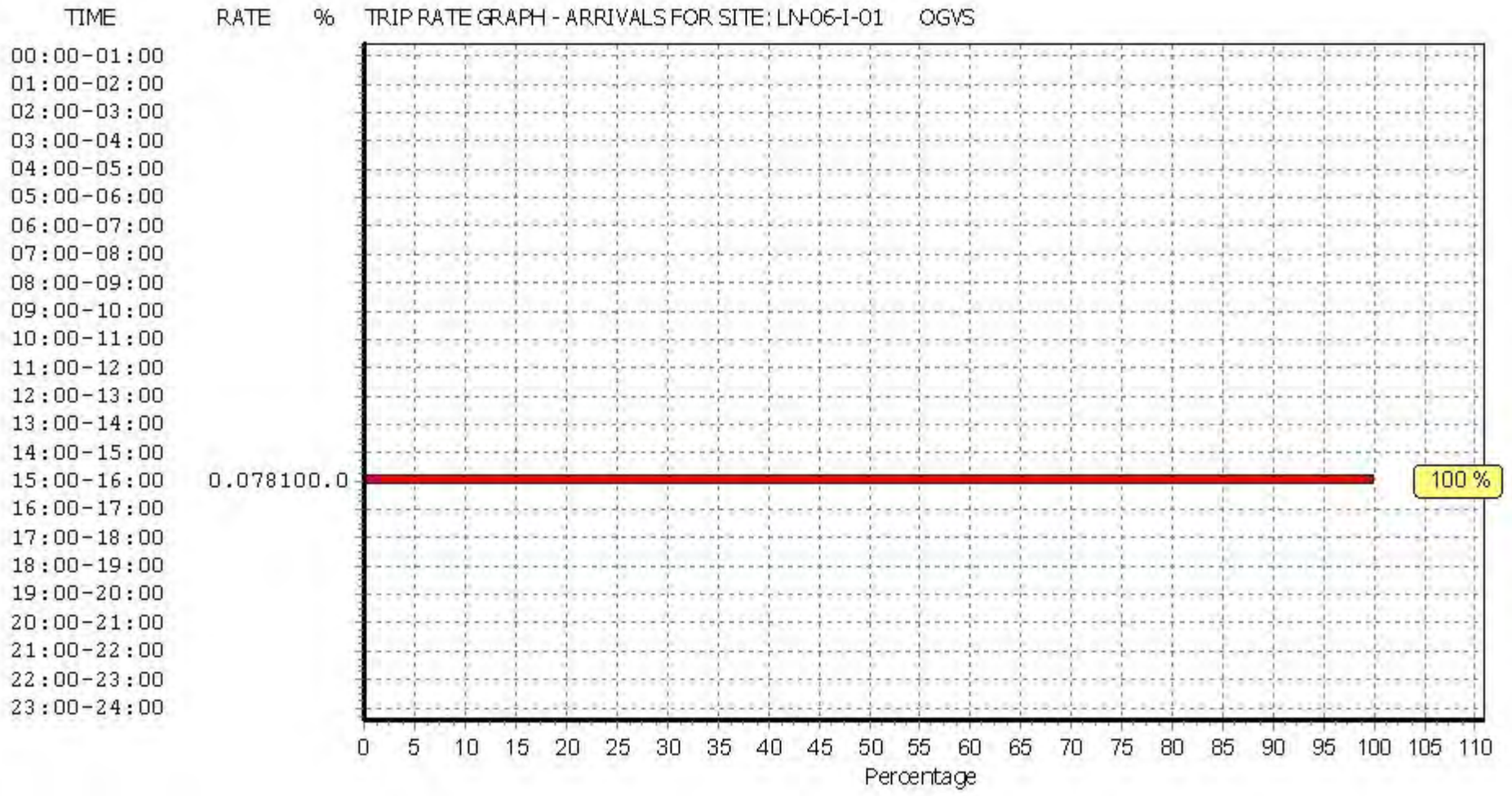
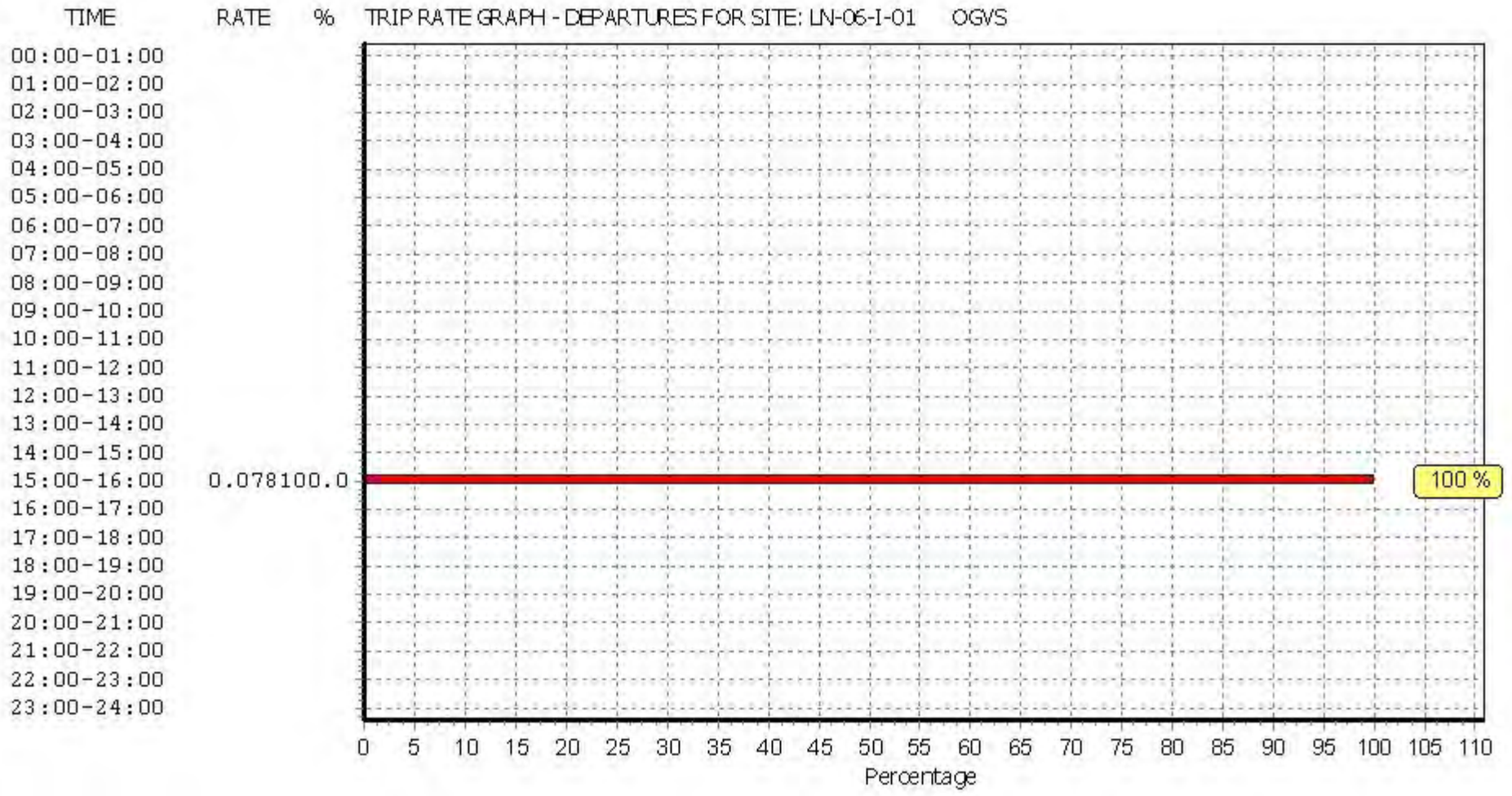
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 175 - 600 (units: sqm) |
| Survey date date range: | 01/01/09 - 25/11/14 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

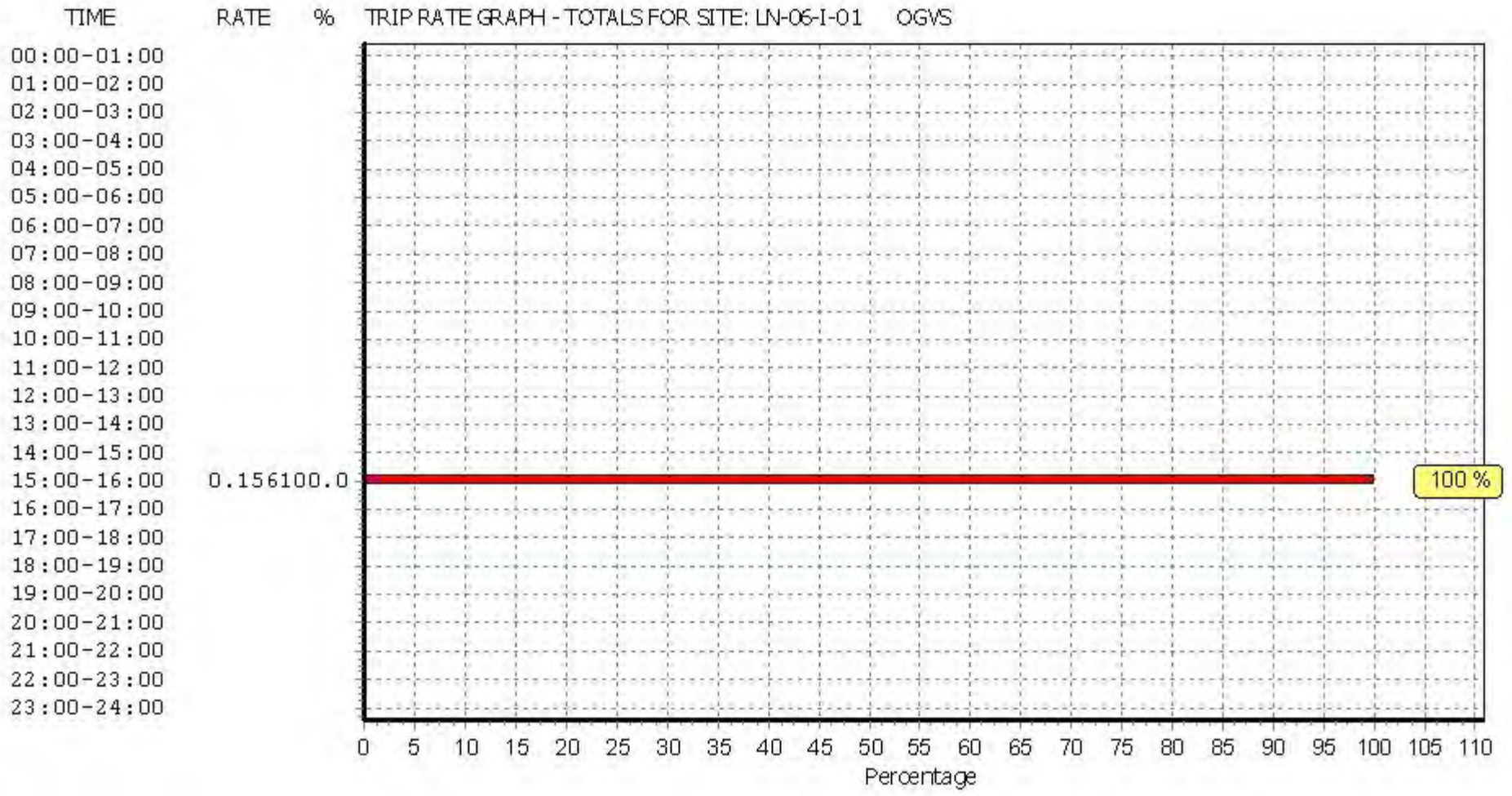
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | | | | | | | | | |
| 10:00 - 11:00 | | | | | | | | | |
| 11:00 - 12:00 | 2 | 343 | 0.000 | 2 | 343 | 0.000 | 2 | 343 | 0.000 |
| 12:00 - 13:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 13:00 - 14:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 14:00 - 15:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 15:00 - 16:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 16:00 - 17:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 17:00 - 18:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 18:00 - 19:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 19:00 - 20:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 20:00 - 21:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 21:00 - 22:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 22:00 - 23:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 23:00 - 24:00 | 2 | 343 | 0.000 | 2 | 343 | 0.000 | 2 | 343 | 0.000 |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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

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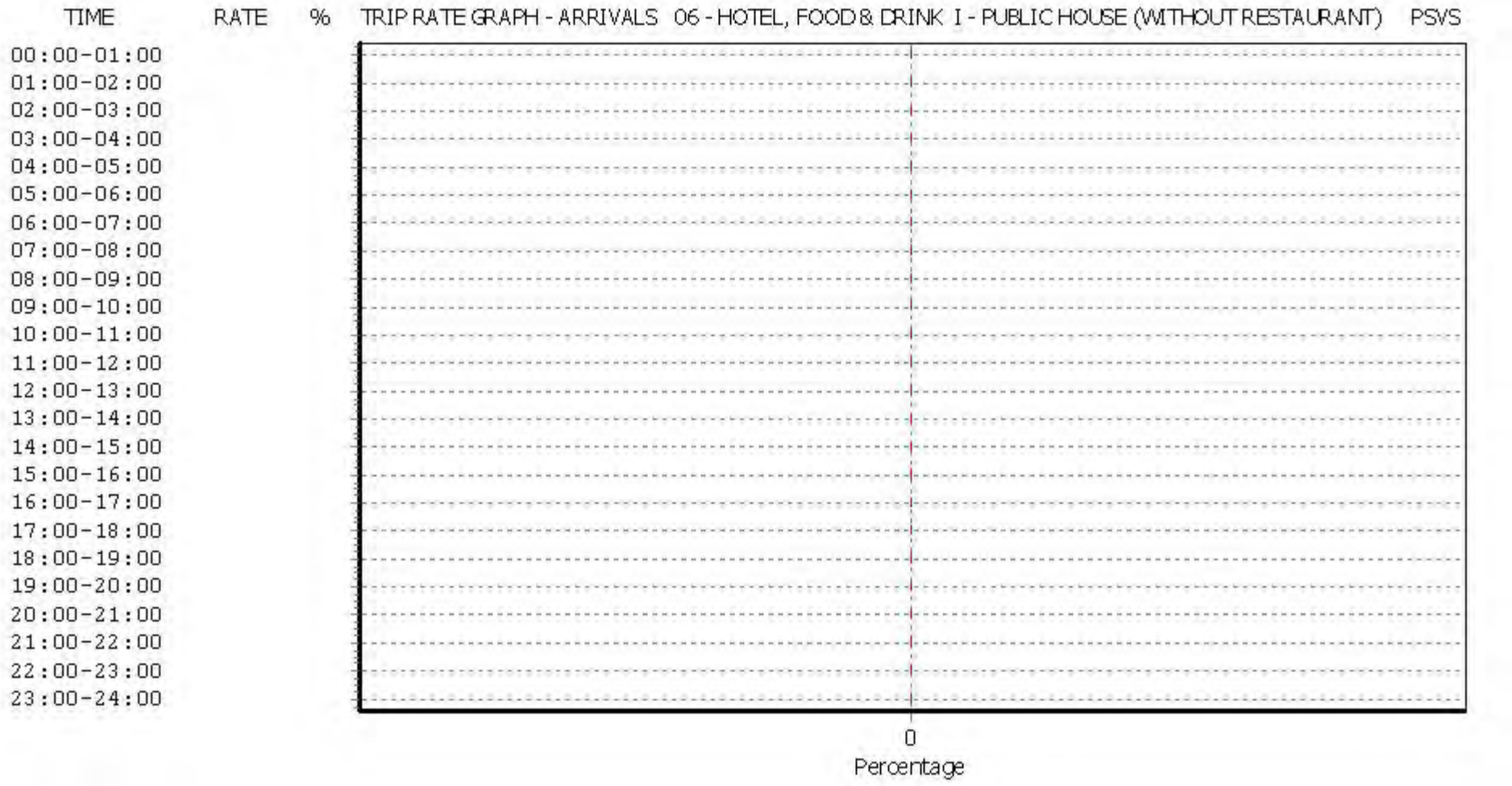
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 175 - 600 (units: sqm) |
| Survey date date range: | 01/01/09 - 25/11/14 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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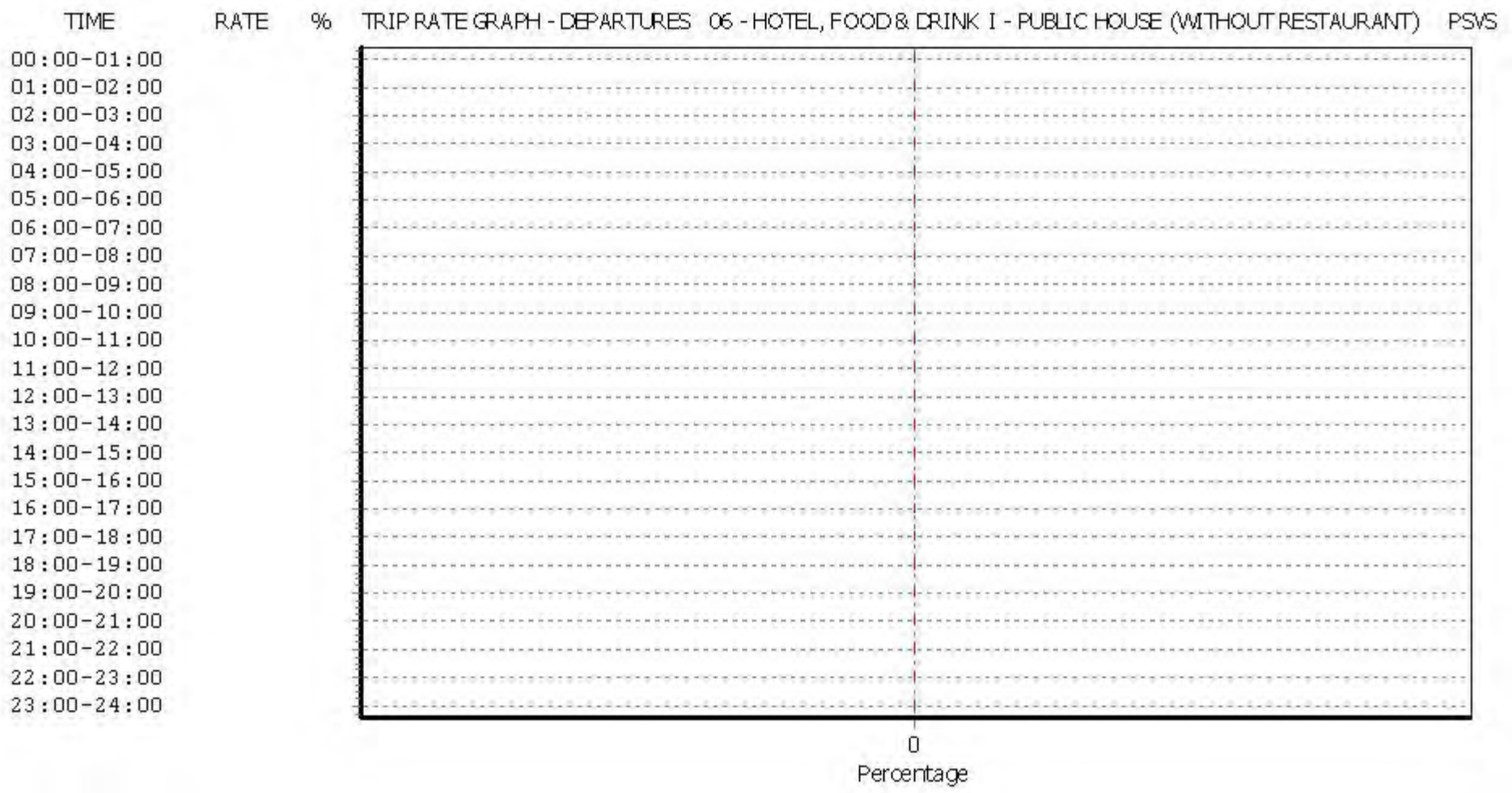
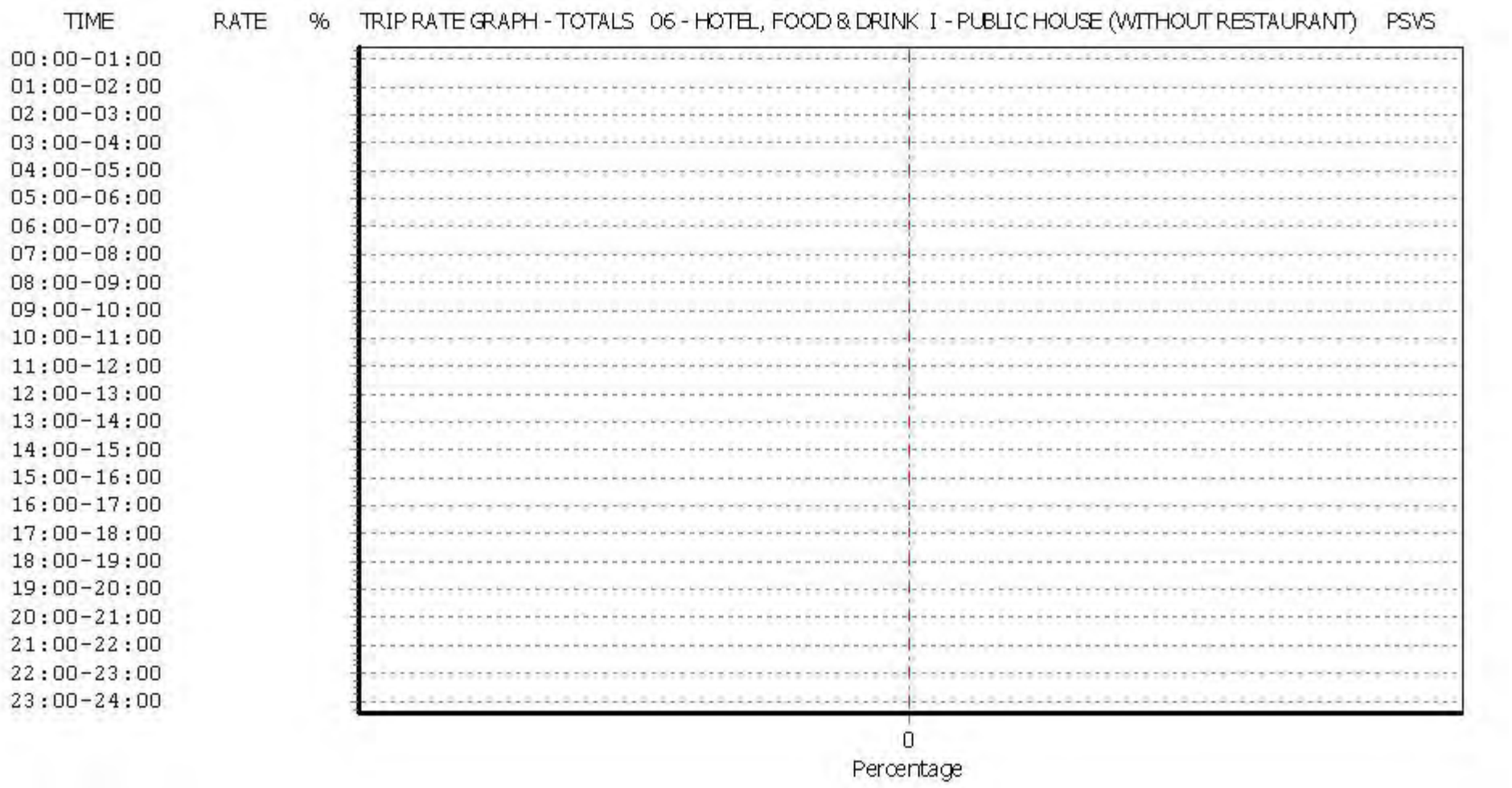



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | | | | | | | | | |
| 10:00 - 11:00 | | | | | | | | | |
| 11:00 - 12:00 | 2 | 343 | 0.000 | 2 | 343 | 0.000 | 2 | 343 | 0.000 |
| 12:00 - 13:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 13:00 - 14:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 14:00 - 15:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 15:00 - 16:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 16:00 - 17:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 17:00 - 18:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 18:00 - 19:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 19:00 - 20:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 20:00 - 21:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 21:00 - 22:00 | 3 | 428 | 0.078 | 3 | 428 | 0.000 | 3 | 428 | 0.078 |
| 22:00 - 23:00 | 3 | 428 | 0.000 | 3 | 428 | 0.078 | 3 | 428 | 0.078 |
| 23:00 - 24:00 | 2 | 343 | 0.000 | 2 | 343 | 0.000 | 2 | 343 | 0.000 |
| Total Rates: | | | 0.078 | | | 0.078 | | | 0.156 |

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

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

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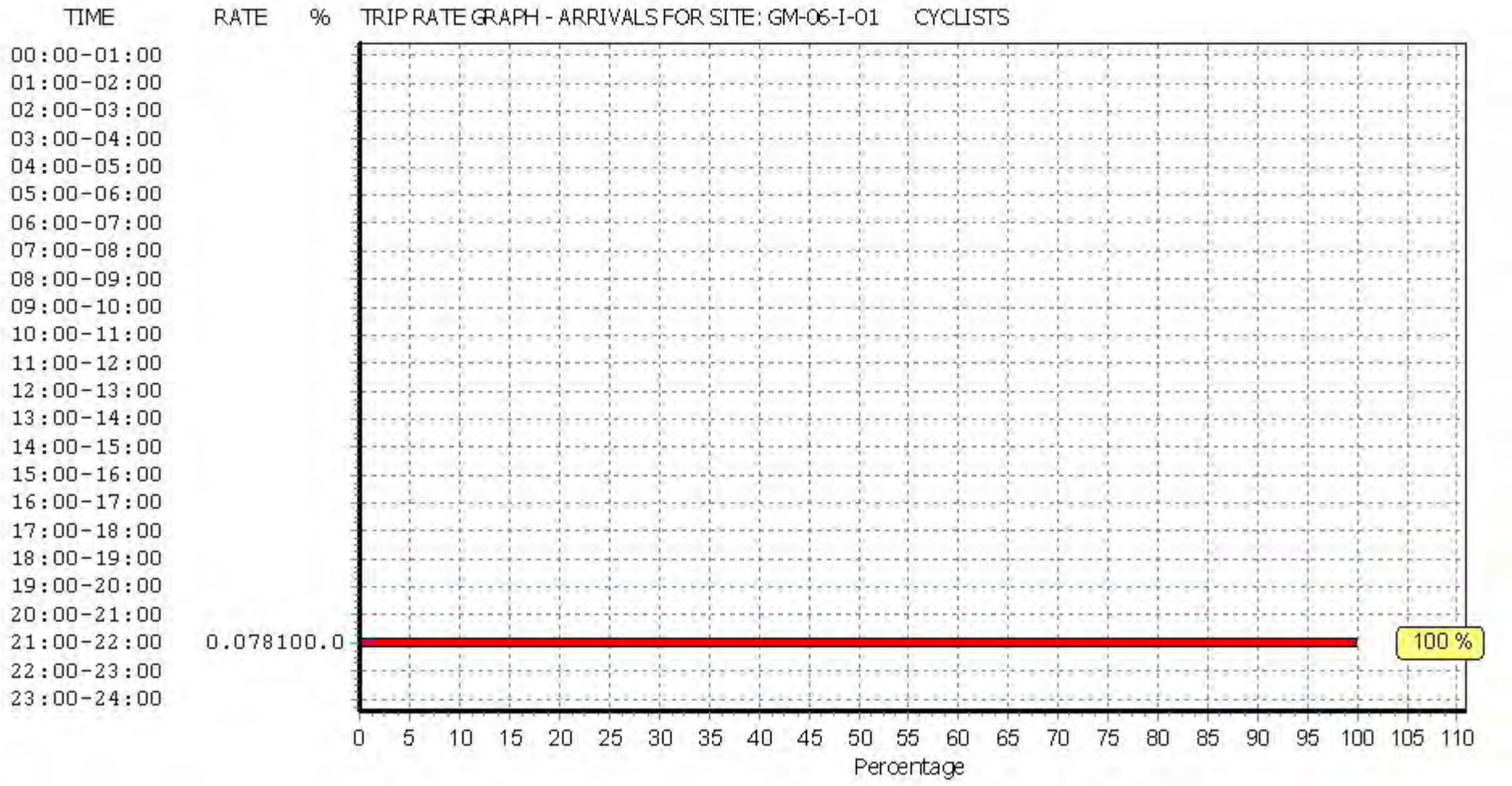
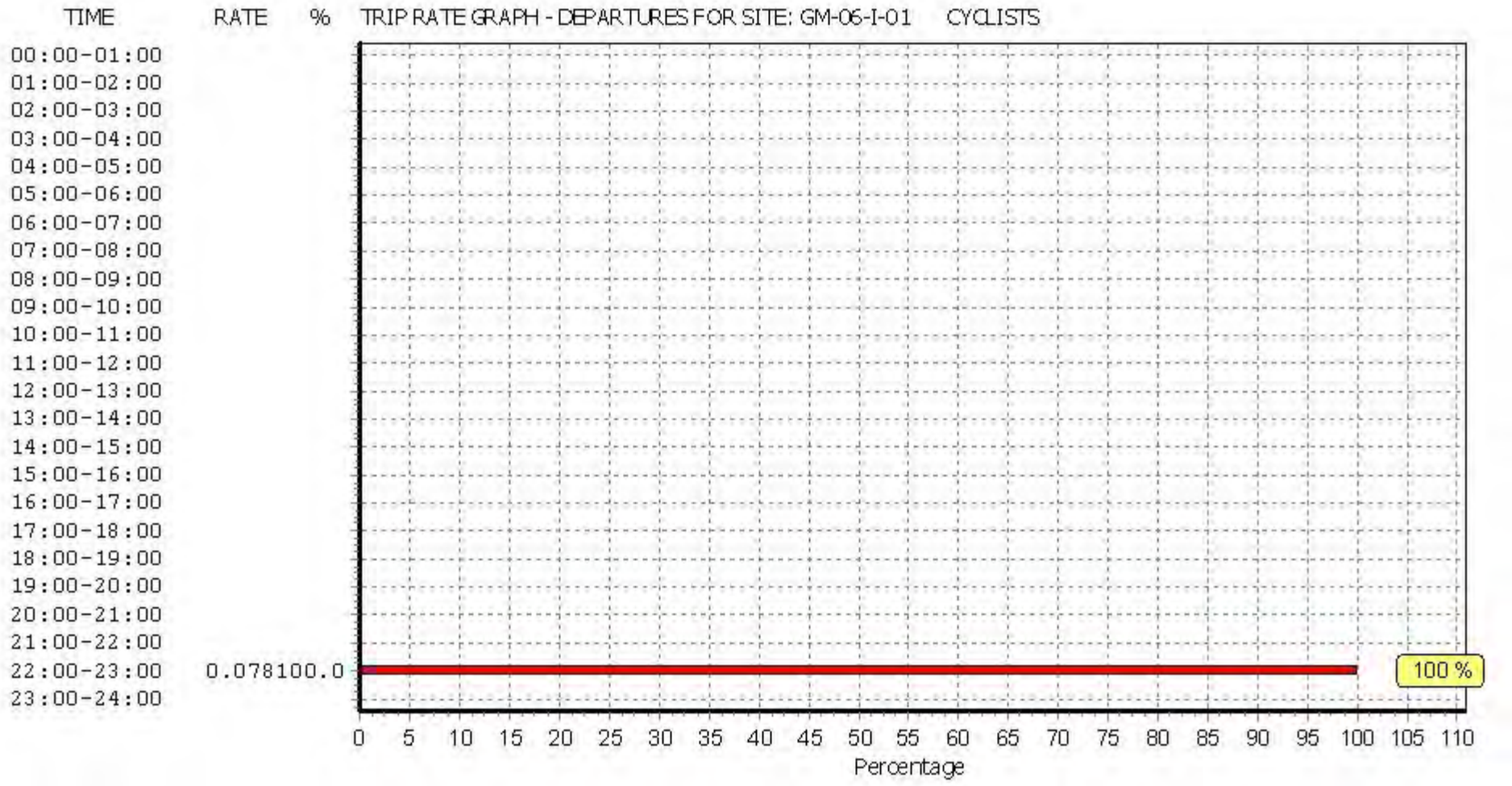
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 175 - 600 (units: sqm) |
| Survey date date range: | 01/01/09 - 25/11/14 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

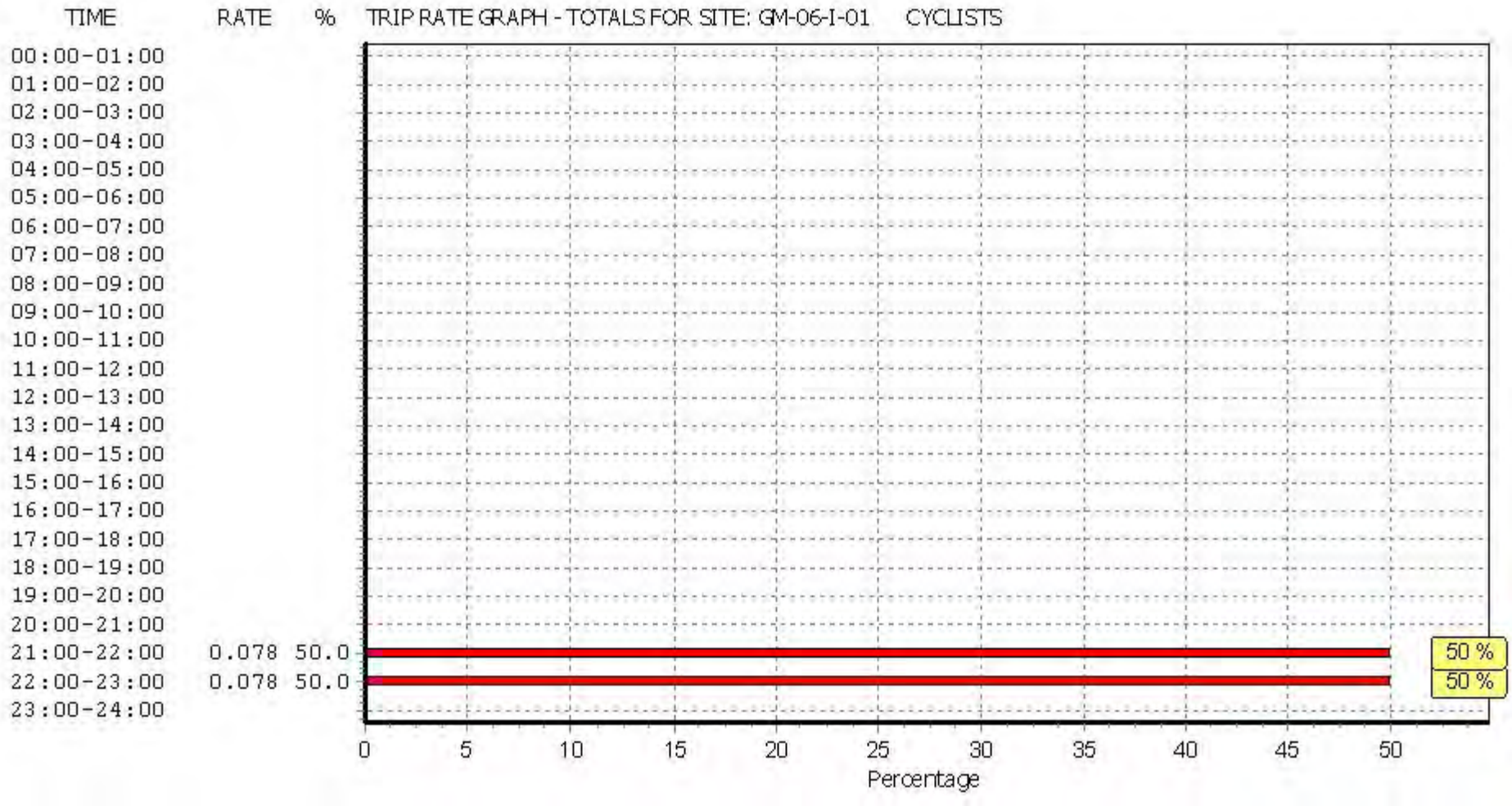
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | | | | | | | | | |
| 10:00 - 11:00 | | | | | | | | | |
| 11:00 - 12:00 | 2 | 343 | 0.146 | 2 | 343 | 0.000 | 2 | 343 | 0.146 |
| 12:00 - 13:00 | 3 | 428 | 0.156 | 3 | 428 | 0.078 | 3 | 428 | 0.234 |
| 13:00 - 14:00 | 3 | 428 | 0.078 | 3 | 428 | 0.078 | 3 | 428 | 0.156 |
| 14:00 - 15:00 | 3 | 428 | 0.311 | 3 | 428 | 0.311 | 3 | 428 | 0.622 |
| 15:00 - 16:00 | 3 | 428 | 0.778 | 3 | 428 | 0.233 | 3 | 428 | 1.011 |
| 16:00 - 17:00 | 3 | 428 | 0.545 | 3 | 428 | 0.467 | 3 | 428 | 1.012 |
| 17:00 - 18:00 | 3 | 428 | 1.245 | 3 | 428 | 0.934 | 3 | 428 | 2.179 |
| 18:00 - 19:00 | 3 | 428 | 0.778 | 3 | 428 | 1.089 | 3 | 428 | 1.867 |
| 19:00 - 20:00 | 3 | 428 | 0.233 | 3 | 428 | 0.467 | 3 | 428 | 0.700 |
| 20:00 - 21:00 | 3 | 428 | 0.545 | 3 | 428 | 0.467 | 3 | 428 | 1.012 |
| 21:00 - 22:00 | 3 | 428 | 0.311 | 3 | 428 | 0.545 | 3 | 428 | 0.856 |
| 22:00 - 23:00 | 3 | 428 | 0.545 | 3 | 428 | 0.233 | 3 | 428 | 0.778 |
| 23:00 - 24:00 | 2 | 343 | 0.146 | 2 | 343 | 1.168 | 2 | 343 | 1.314 |
| Total Rates: | | | 5.817 | | | 6.070 | | | 11.887 |

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

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

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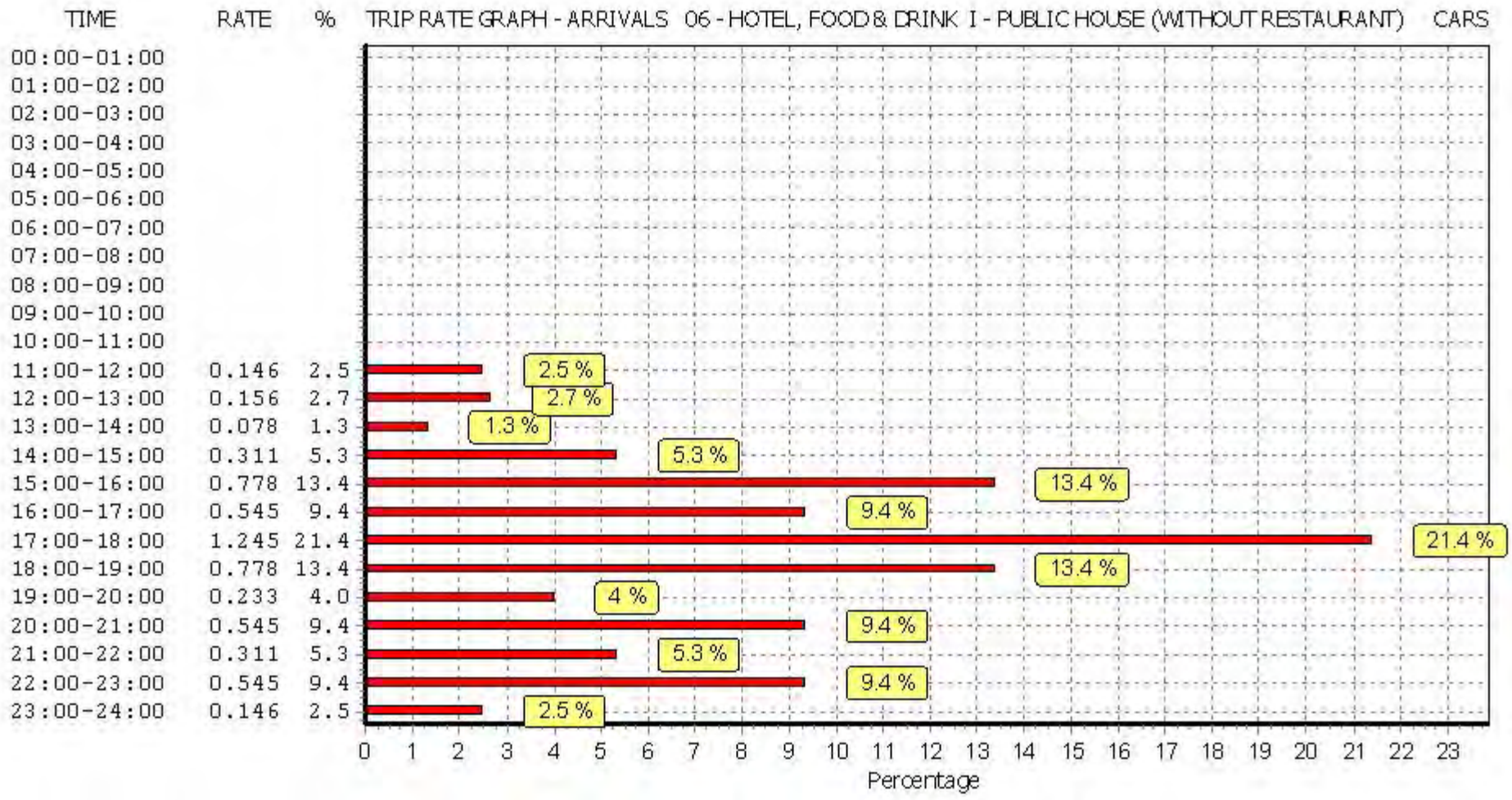
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 175 - 600 (units: sqm) |
| Survey date date range: | 01/01/09 - 25/11/14 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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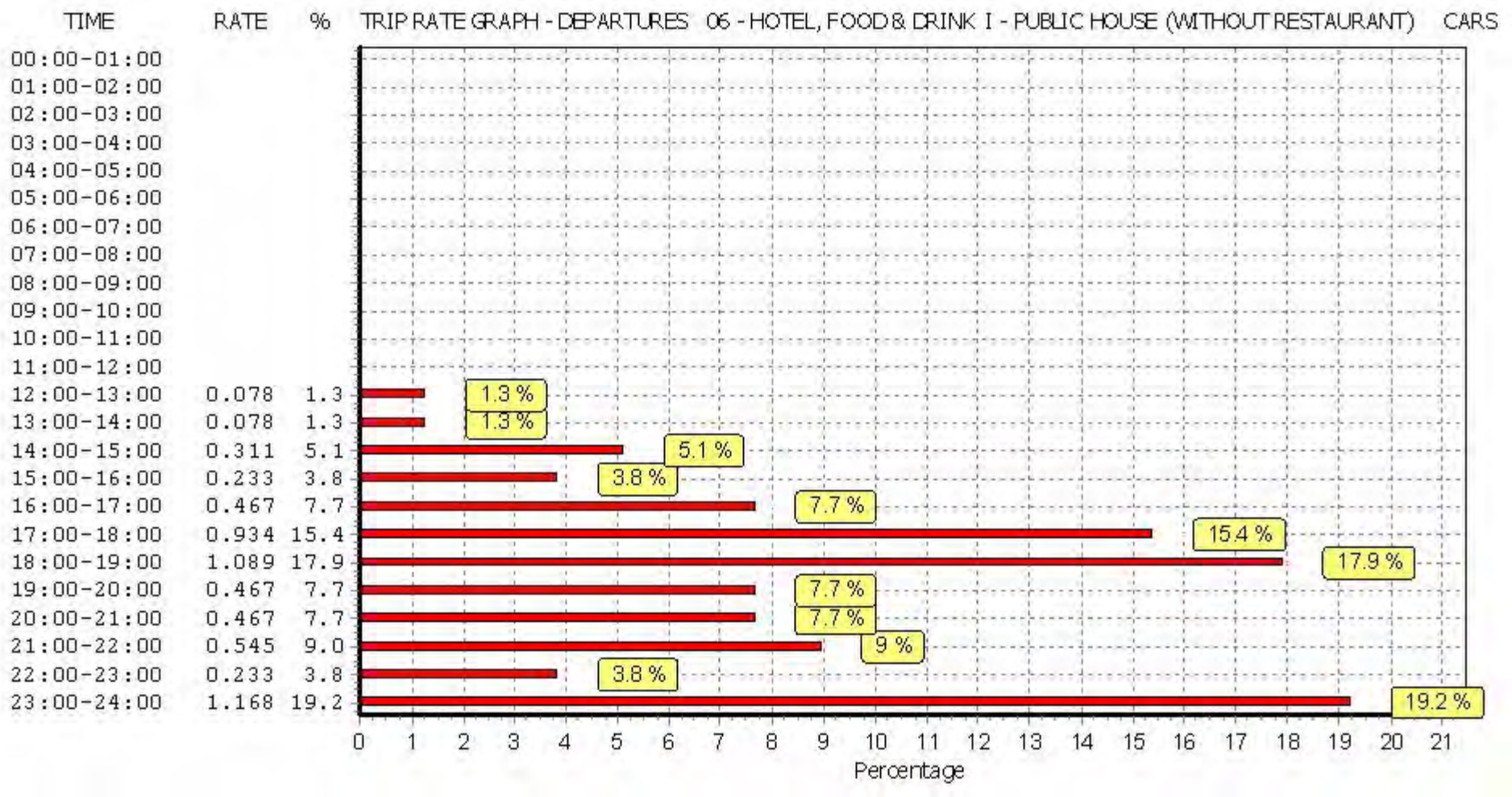


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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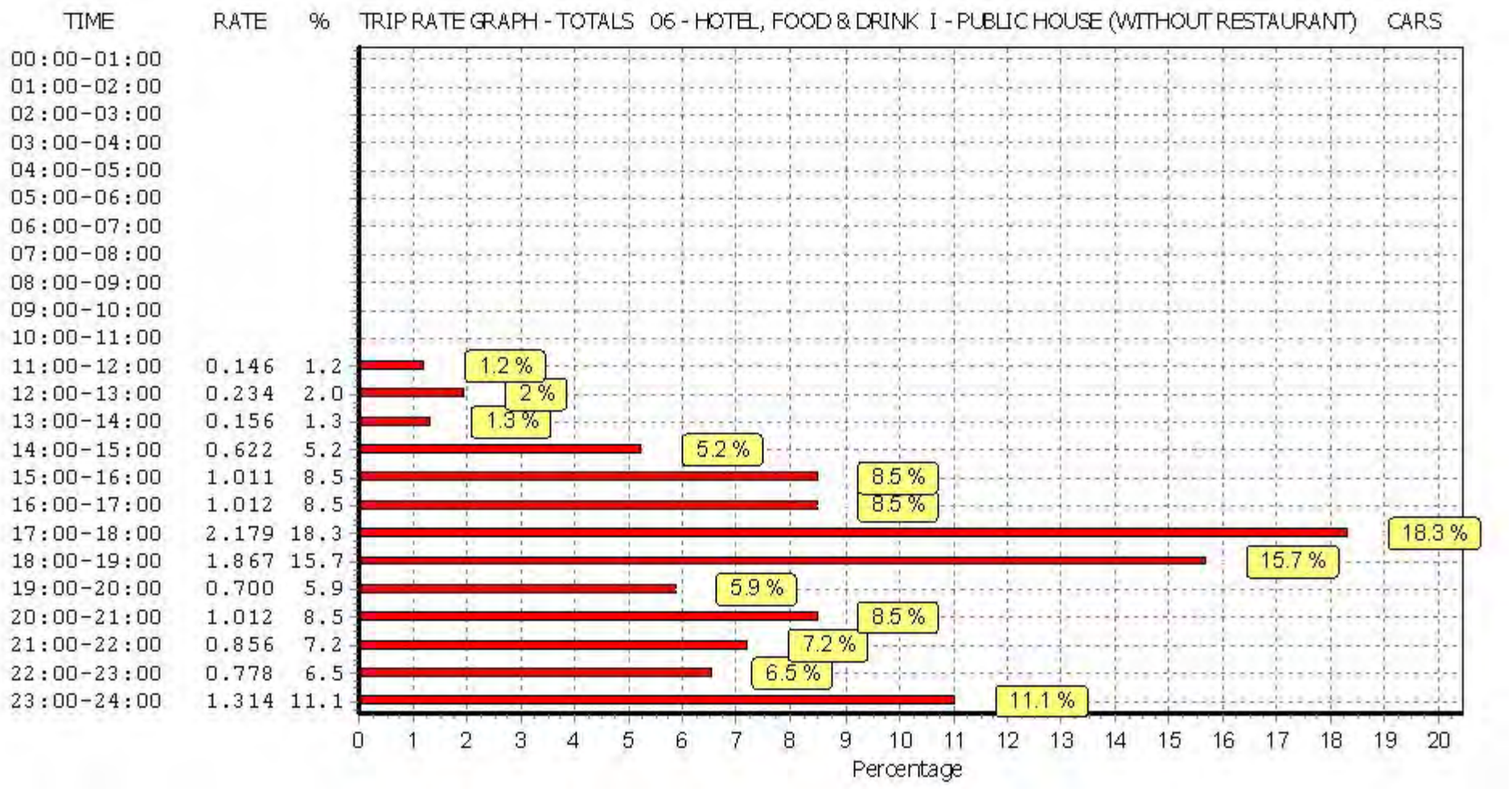


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | | | | | | | | | |
| 10:00 - 11:00 | | | | | | | | | |
| 11:00 - 12:00 | 2 | 343 | 0.000 | 2 | 343 | 0.000 | 2 | 343 | 0.000 |
| 12:00 - 13:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 13:00 - 14:00 | 3 | 428 | 0.156 | 3 | 428 | 0.078 | 3 | 428 | 0.234 |
| 14:00 - 15:00 | 3 | 428 | 0.156 | 3 | 428 | 0.078 | 3 | 428 | 0.234 |
| 15:00 - 16:00 | 3 | 428 | 0.000 | 3 | 428 | 0.078 | 3 | 428 | 0.078 |
| 16:00 - 17:00 | 3 | 428 | 0.233 | 3 | 428 | 0.156 | 3 | 428 | 0.389 |
| 17:00 - 18:00 | 3 | 428 | 0.233 | 3 | 428 | 0.078 | 3 | 428 | 0.311 |
| 18:00 - 19:00 | 3 | 428 | 0.078 | 3 | 428 | 0.156 | 3 | 428 | 0.234 |
| 19:00 - 20:00 | 3 | 428 | 0.000 | 3 | 428 | 0.078 | 3 | 428 | 0.078 |
| 20:00 - 21:00 | 3 | 428 | 0.156 | 3 | 428 | 0.156 | 3 | 428 | 0.312 |
| 21:00 - 22:00 | 3 | 428 | 0.000 | 3 | 428 | 0.078 | 3 | 428 | 0.078 |
| 22:00 - 23:00 | 3 | 428 | 0.000 | 3 | 428 | 0.078 | 3 | 428 | 0.078 |
| 23:00 - 24:00 | 2 | 343 | 0.000 | 2 | 343 | 0.000 | 2 | 343 | 0.000 |
| Total Rates: | | | 1.012 | | | 1.014 | | | 2.026 |

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

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

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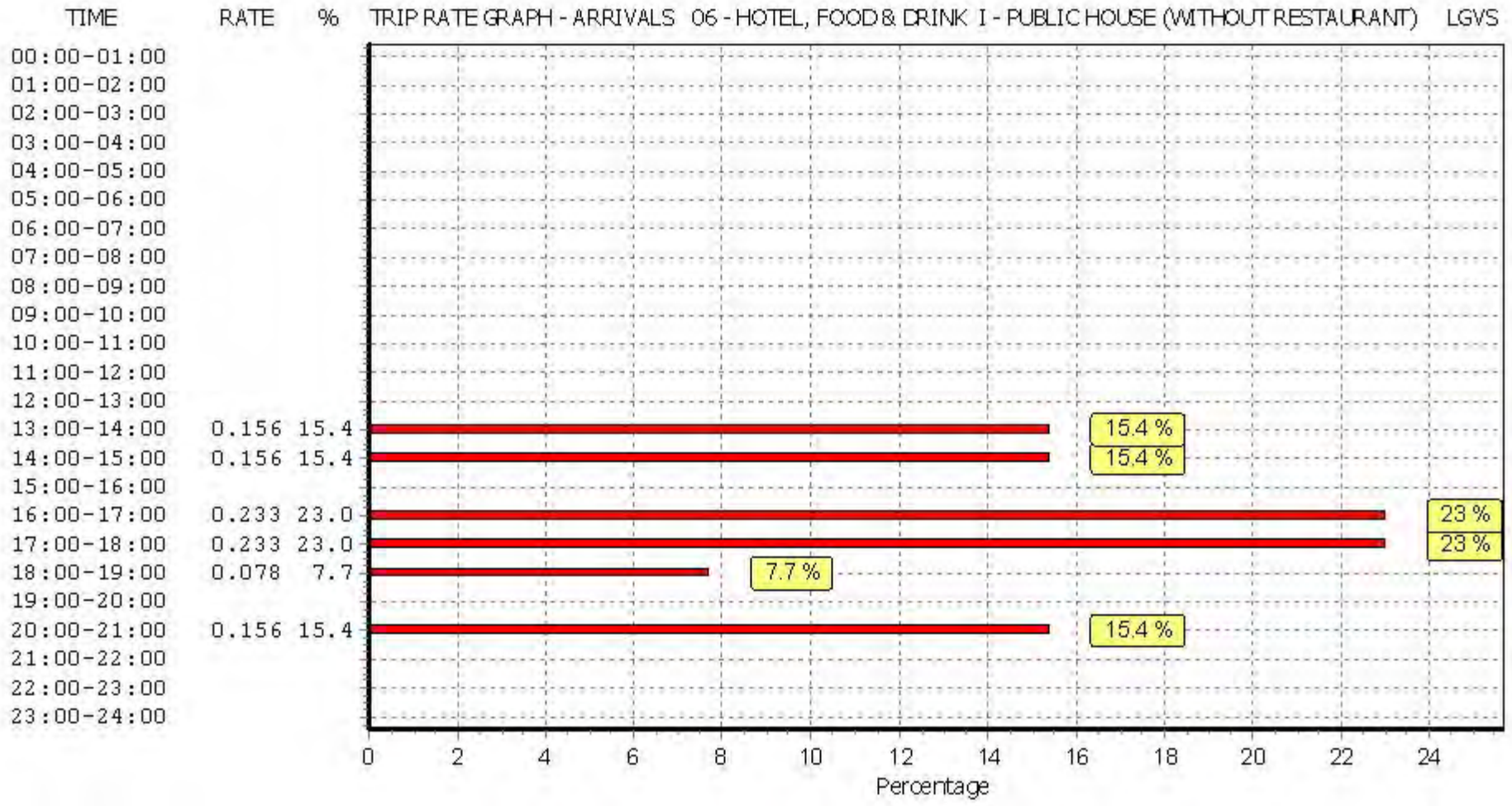
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 175 - 600 (units: sqm) |
| Survey date date range: | 01/01/09 - 25/11/14 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

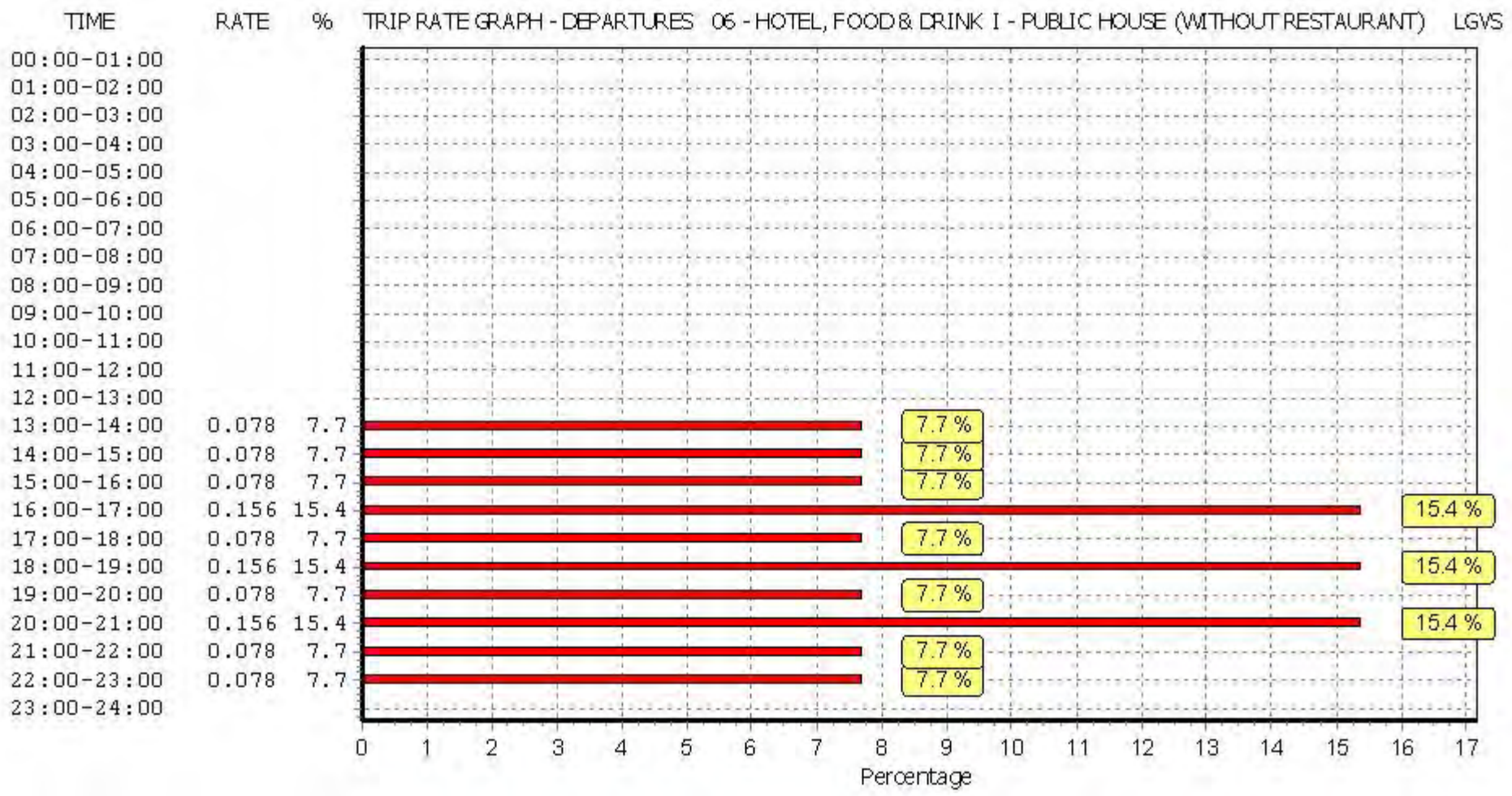
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706

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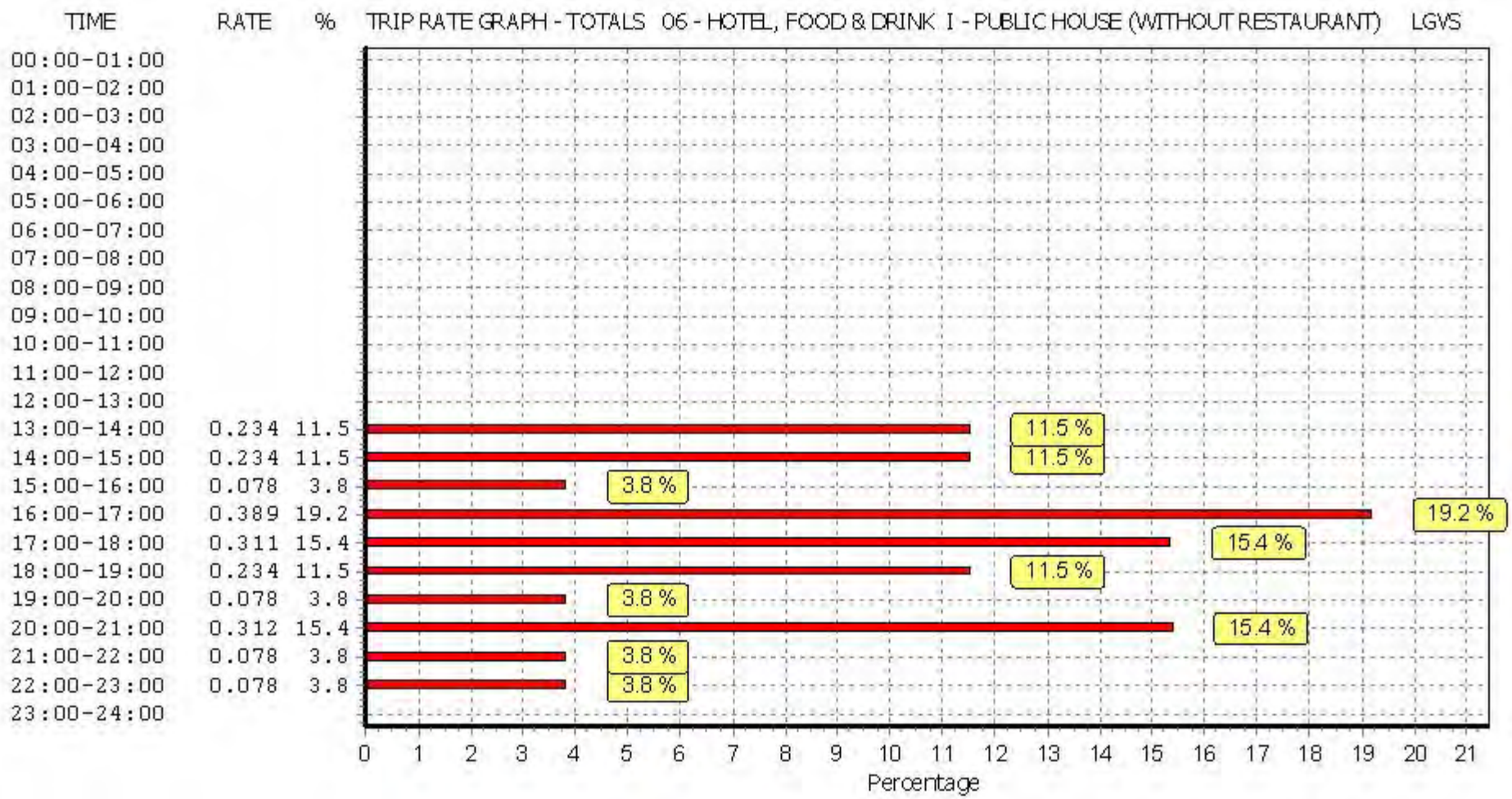


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | | | | | | | | | |
| 10:00 - 11:00 | | | | | | | | | |
| 11:00 - 12:00 | 2 | 343 | 0.000 | 2 | 343 | 0.000 | 2 | 343 | 0.000 |
| 12:00 - 13:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 13:00 - 14:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 14:00 - 15:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 15:00 - 16:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 16:00 - 17:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 17:00 - 18:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 18:00 - 19:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 19:00 - 20:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 20:00 - 21:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 21:00 - 22:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 22:00 - 23:00 | 3 | 428 | 0.000 | 3 | 428 | 0.000 | 3 | 428 | 0.000 |
| 23:00 - 24:00 | 2 | 343 | 0.000 | 2 | 343 | 0.000 | 2 | 343 | 0.000 |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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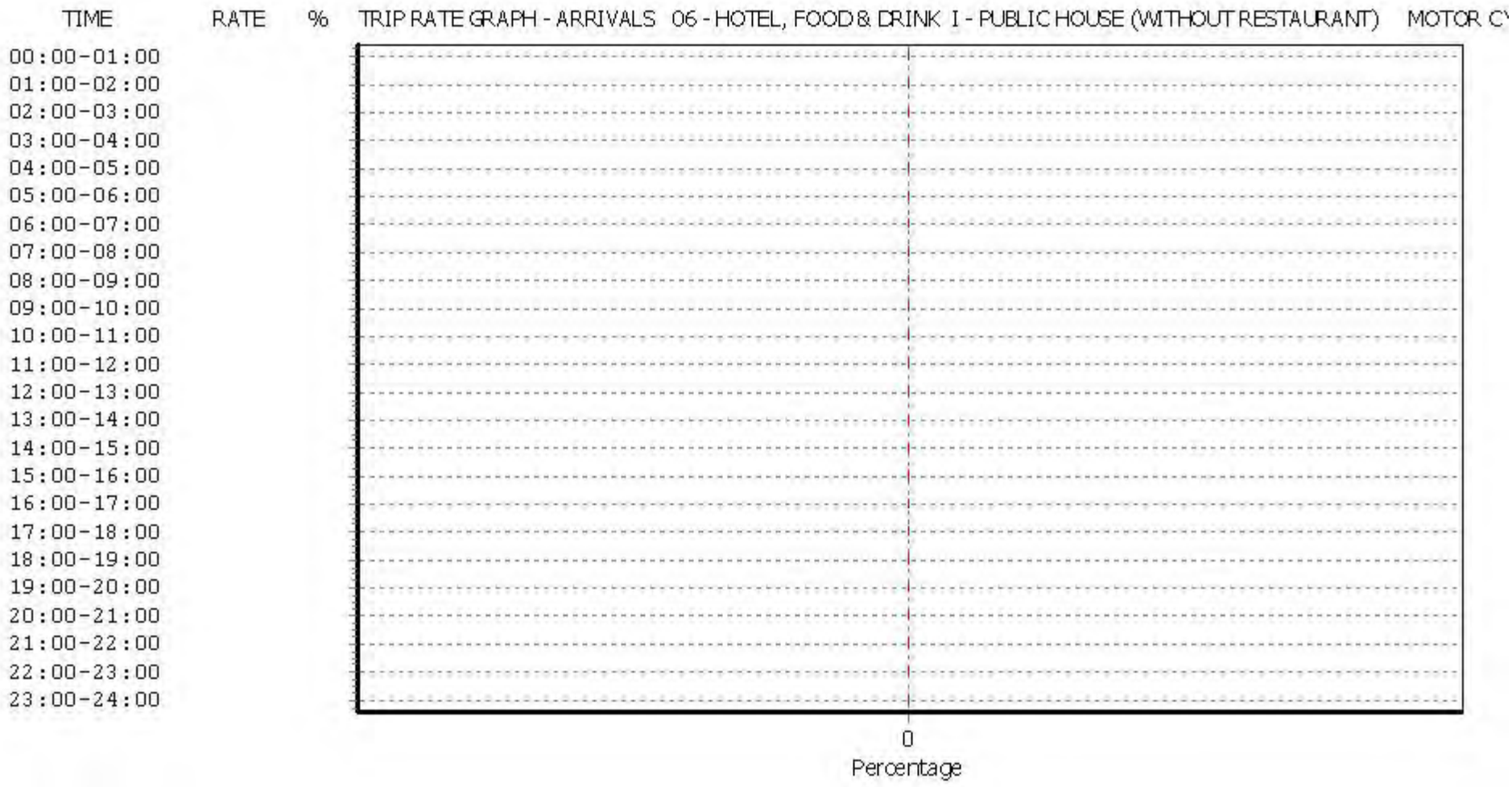
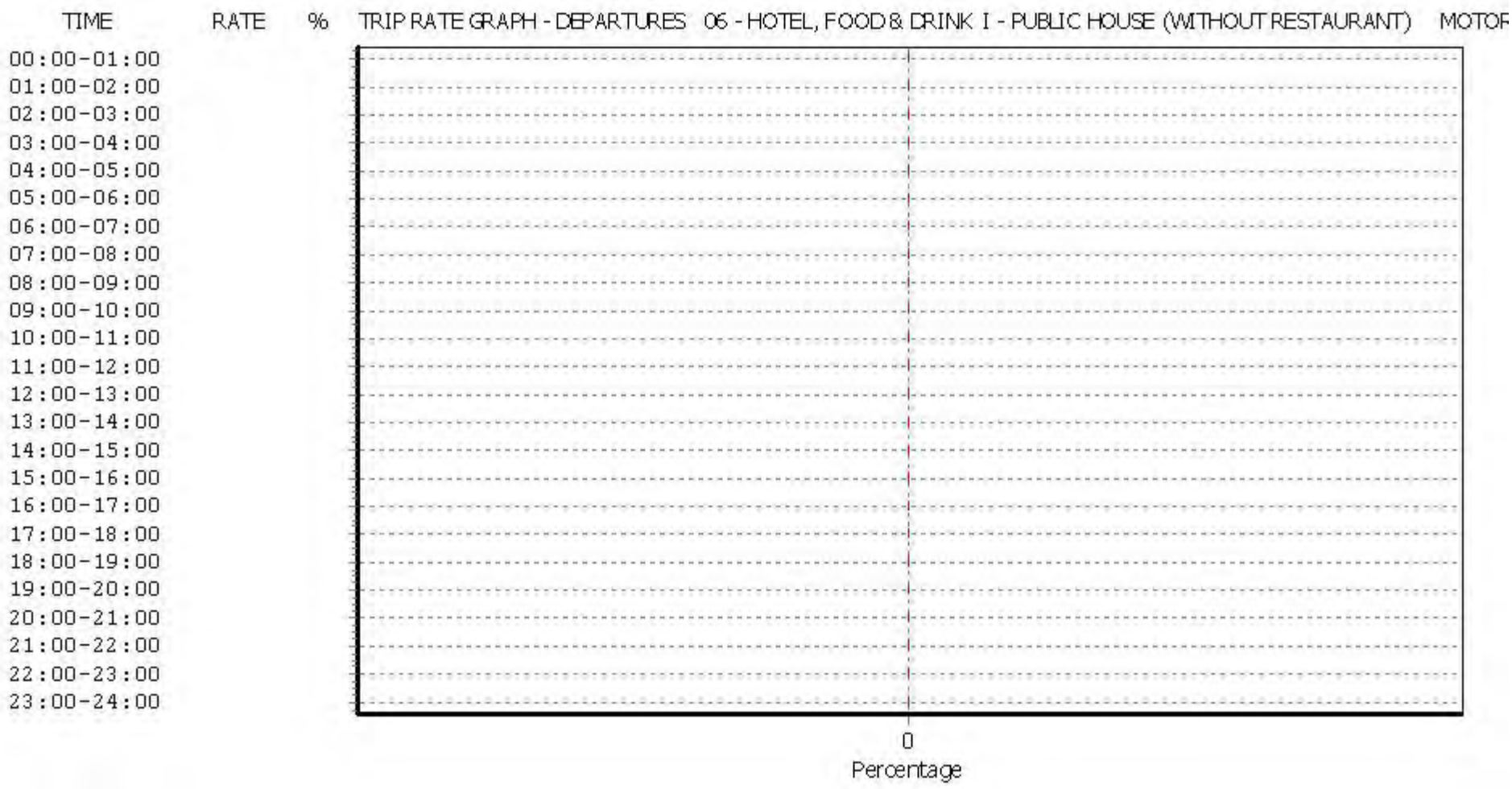
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 175 - 600 (units: sqm) |
| Survey date date range: | 01/01/09 - 25/11/14 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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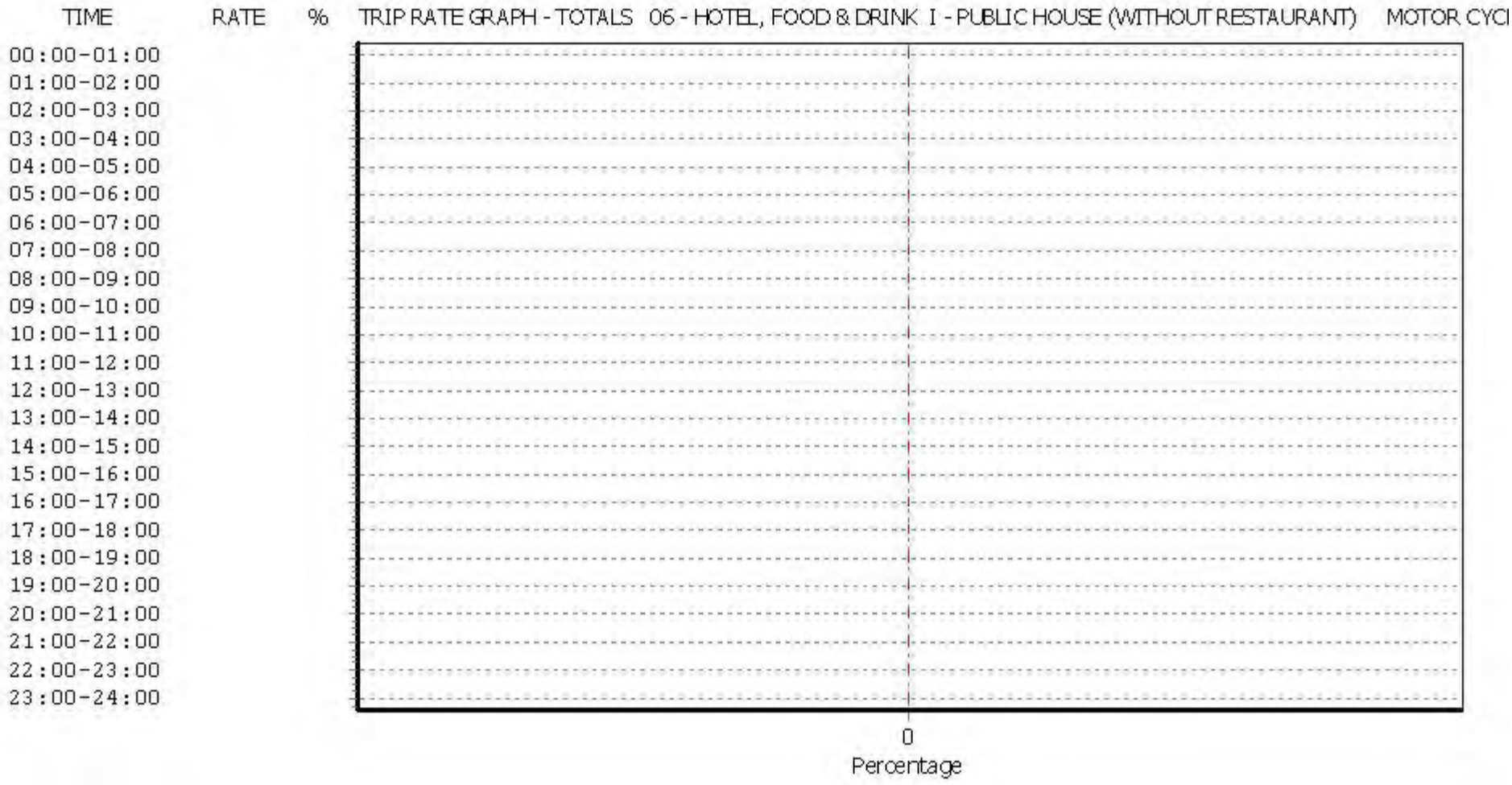


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Calculation Reference: AUDIT-706706-180315-0308

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : I - PUBLIC HOUSE (WITHOUT RESTAURANT)
VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | NY | NORTH YORKSHIRE | 1 days |
| 10 | WALES | | |
| | CF | CARDIFF | 1 days |

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 325 to 600 (units: sqm)
Range Selected by User: 175 to 750 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 25/11/14

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

*Selected survey days:*

| | |
|---|---|
| Saturday | 1 days |
| Sunday | 1 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 2 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Edge of Town | 1 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Village | 1 |
| No Sub Category | 1 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| A4 | 2 days |

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

Secondary Filtering selection (Cont.):

*Population within 1 mile:*

| | |
|---|---|
| 1,000 or Less | 1 days |
| 10,001 to 15,000 | 1 days |

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

*Population within 5 miles:*

| | |
|---|---|
| 50,001 to 75,000 | 1 days |
| 125,001 to 250,000 | 1 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 1.1 to 1.5 | 2 days |

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

*Travel Plan:*

| | |
|---|---|
| No | 2 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 2 days |

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

*LIST OF SITES relevant to selection parameters*

| | | | | |
|---|---|---|---|---|
| 1 | CF-06-I-02 | PUBLIC HOUSE | | CARDIFF |
| | BROADSTREET COMMON | | | |
| | PETERST. WENTLOOGE | | | |
| | NEAR CARDIFF | | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | | |
| | Village | | | |
| | Total Gross floor area: | | 325 sqm | |
| | *Survey date: SUNDAY* | | *19/10/14* | *Survey Type: MANUAL* |
| 2 | NY-06-I-02 | PUBLIC HOUSE | | NORTH YORKSHIRE |
| | HOVINGHAM ROAD | | | |
| | SCARBOROUGH | | | |
| | Edge of Town | | | |
| | No Sub Category | | | |
| | Total Gross floor area: | | 600 sqm | |
| | *Survey date: SATURDAY* | | *19/09/09* | *Survey Type: MANUAL* |

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | | | | | | | | | |
| 10:00 - 11:00 | | | | | | | | | |
| 11:00 - 12:00 | 1 | 325 | 0.923 | 1 | 325 | 0.308 | 1 | 325 | 1.231 |
| 12:00 - 13:00 | 2 | 463 | 1.405 | 2 | 463 | 0.216 | 2 | 463 | 1.621 |
| 13:00 - 14:00 | 2 | 463 | 1.514 | 2 | 463 | 1.081 | 2 | 463 | 2.595 |
| 14:00 - 15:00 | 2 | 463 | 0.865 | 2 | 463 | 0.865 | 2 | 463 | 1.730 |
| 15:00 - 16:00 | 2 | 463 | 0.865 | 2 | 463 | 0.757 | 2 | 463 | 1.622 |
| 16:00 - 17:00 | 2 | 463 | 1.081 | 2 | 463 | 0.973 | 2 | 463 | 2.054 |
| 17:00 - 18:00 | 2 | 463 | 1.189 | 2 | 463 | 2.270 | 2 | 463 | 3.459 |
| 18:00 - 19:00 | 2 | 463 | 0.324 | 2 | 463 | 0.324 | 2 | 463 | 0.648 |
| 19:00 - 20:00 | 1 | 600 | 1.667 | 1 | 600 | 0.500 | 1 | 600 | 2.167 |
| 20:00 - 21:00 | 1 | 600 | 2.000 | 1 | 600 | 1.500 | 1 | 600 | 3.500 |
| 21:00 - 22:00 | 1 | 600 | 0.667 | 1 | 600 | 1.500 | 1 | 600 | 2.167 |
| 22:00 - 23:00 | 1 | 600 | 0.333 | 1 | 600 | 1.500 | 1 | 600 | 1.833 |
| 23:00 - 24:00 | 1 | 600 | 0.333 | 1 | 600 | 1.667 | 1 | 600 | 2.000 |
| Total Rates: | | | 13.166 | | | 13.461 | | | 26.627 |

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 325 - 600 (units: sqm) |
| Survey date date range: | 01/01/09 - 25/11/14 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 1 |
| Number of Sundays: | 1 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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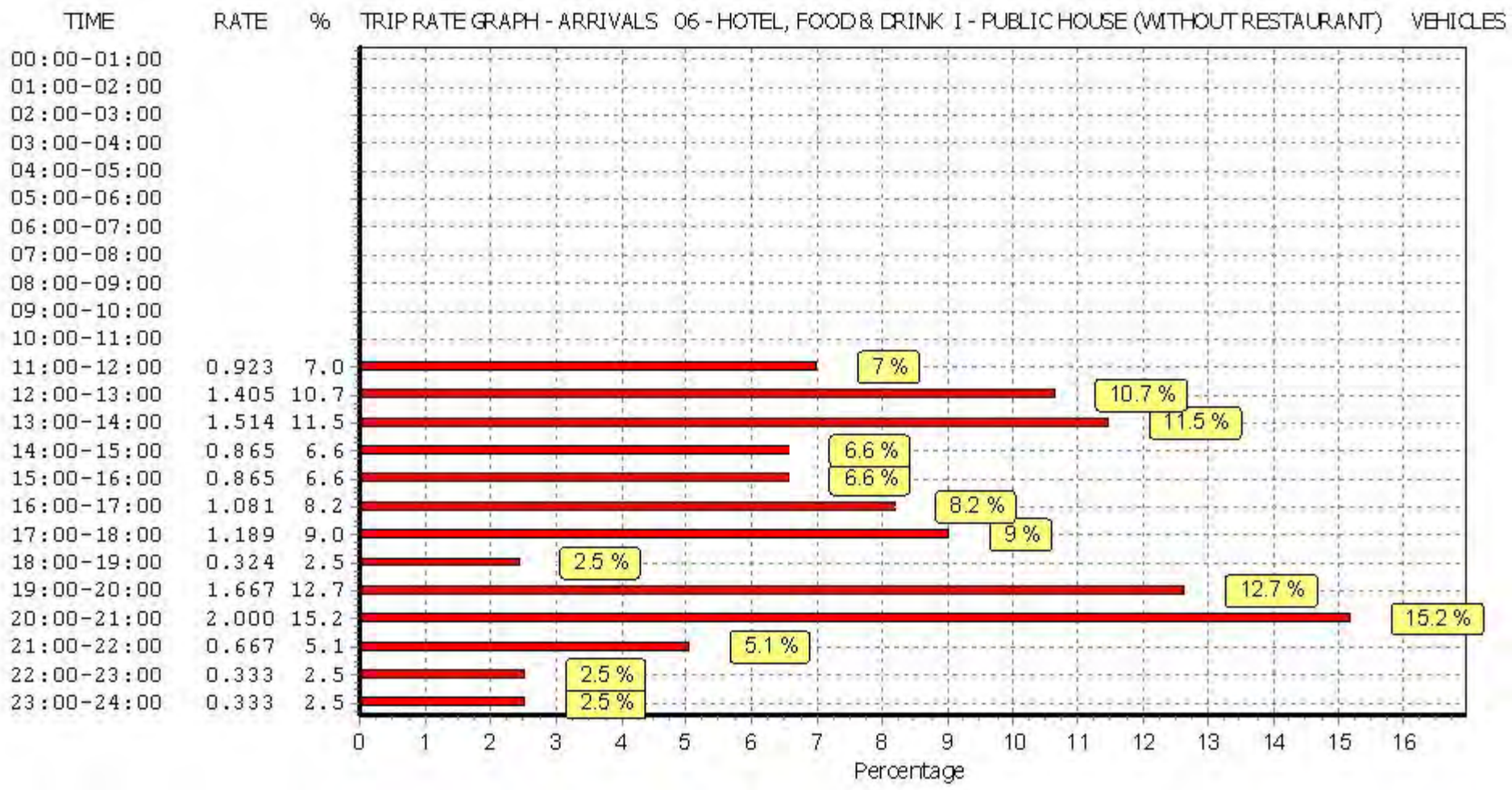


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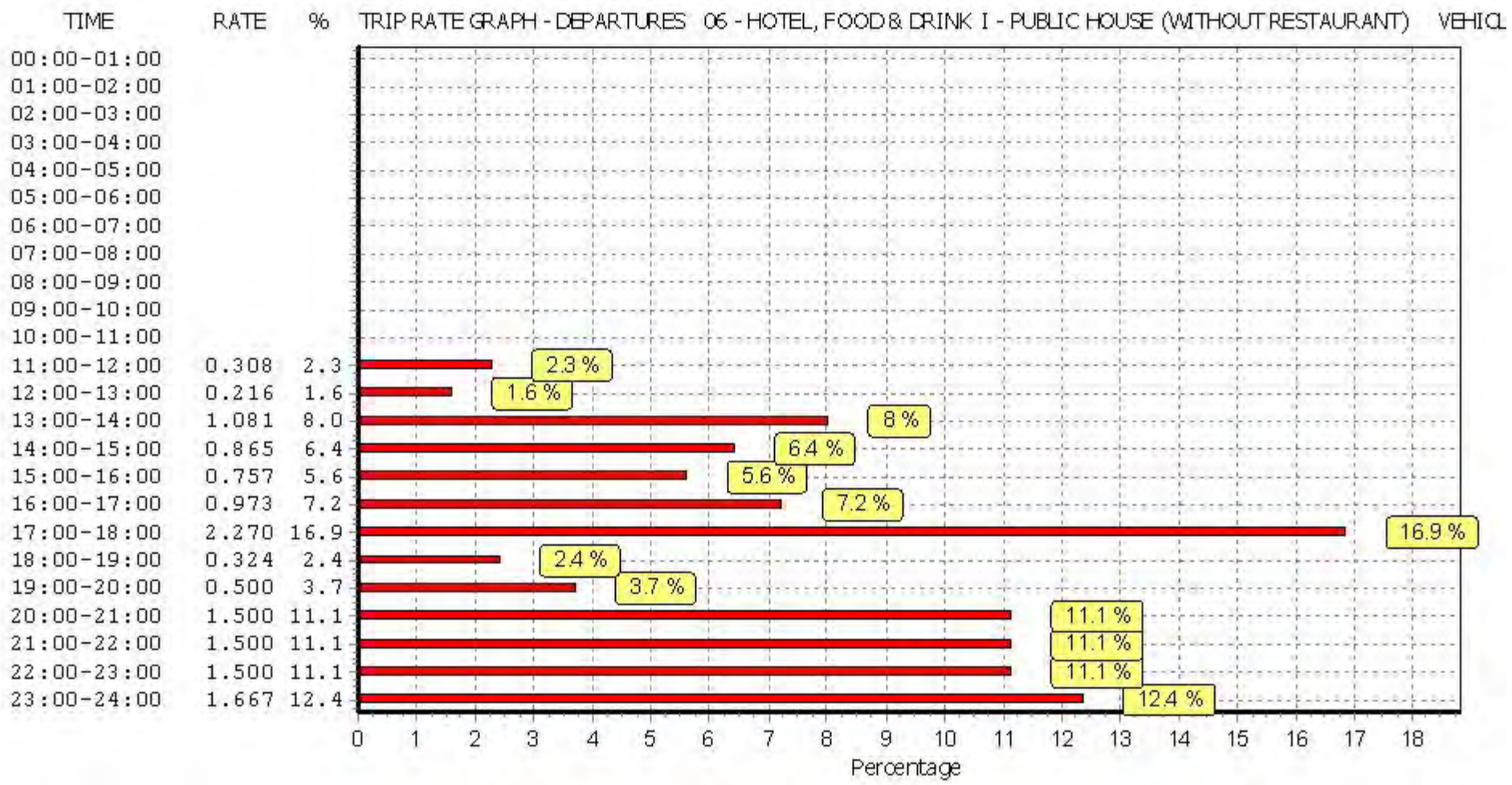


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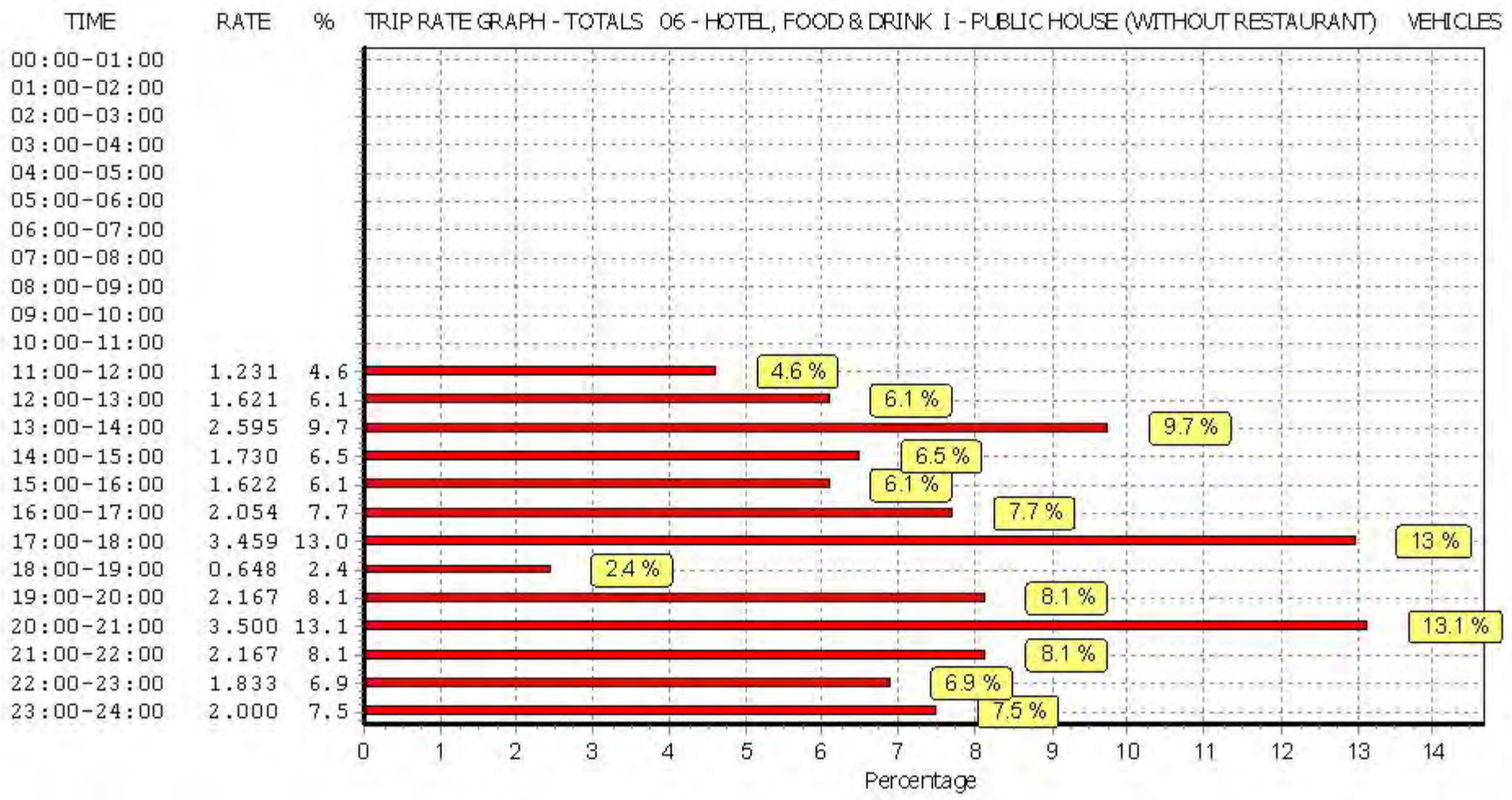


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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | | | | | | | | | |
| 10:00 - 11:00 | | | | | | | | | |
| 11:00 - 12:00 | 1 | 325 | 0.000 | 1 | 325 | 0.000 | 1 | 325 | 0.000 |
| 12:00 - 13:00 | 2 | 463 | 0.108 | 2 | 463 | 0.108 | 2 | 463 | 0.216 |
| 13:00 - 14:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 14:00 - 15:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 15:00 - 16:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 16:00 - 17:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 17:00 - 18:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 18:00 - 19:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 19:00 - 20:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 20:00 - 21:00 | 1 | 600 | 0.333 | 1 | 600 | 0.333 | 1 | 600 | 0.666 |
| 21:00 - 22:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 22:00 - 23:00 | 1 | 600 | 0.167 | 1 | 600 | 0.167 | 1 | 600 | 0.334 |
| 23:00 - 24:00 | 1 | 600 | 0.333 | 1 | 600 | 0.333 | 1 | 600 | 0.666 |
| Total Rates: | | | 0.941 | | | 0.941 | | | 1.882 |

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

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

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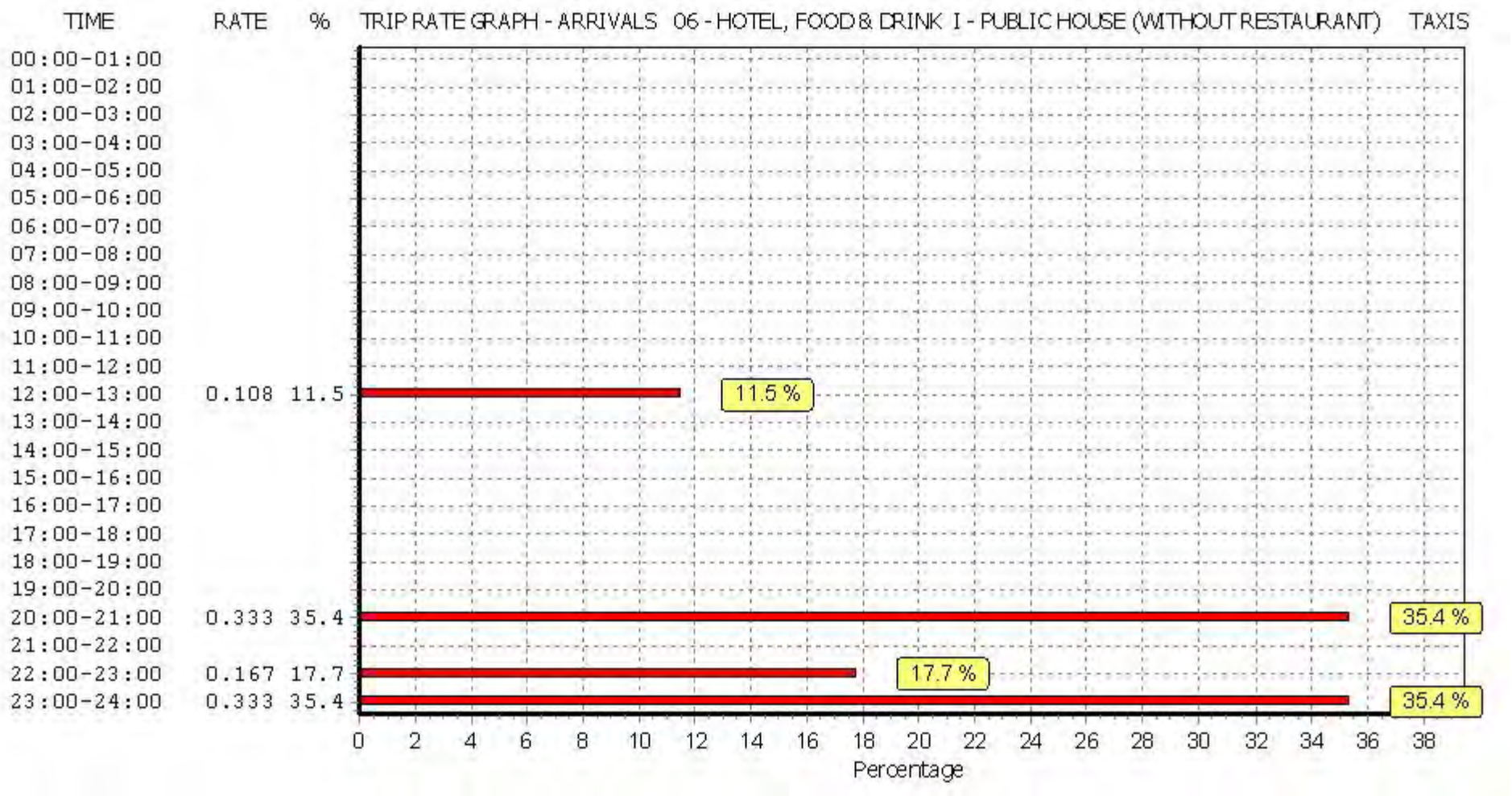
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 325 - 600 (units: sqm) |
| Survey date date range: | 01/01/09 - 25/11/14 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 1 |
| Number of Sundays: | 1 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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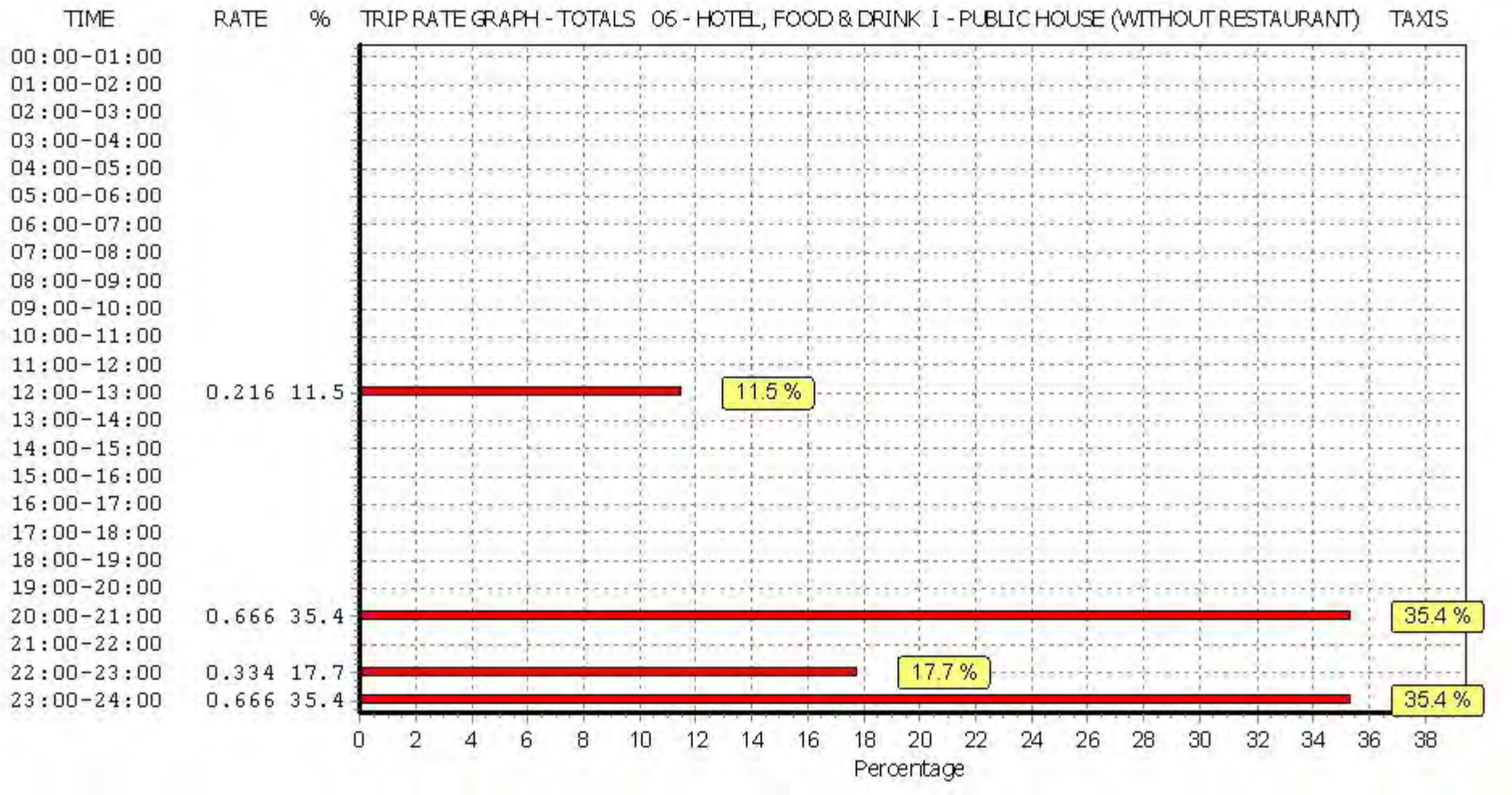


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | | | | | | | | | |
| 10:00 - 11:00 | | | | | | | | | |
| 11:00 - 12:00 | 1 | 325 | 0.000 | 1 | 325 | 0.000 | 1 | 325 | 0.000 |
| 12:00 - 13:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 13:00 - 14:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 14:00 - 15:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 15:00 - 16:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 16:00 - 17:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 17:00 - 18:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 18:00 - 19:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 19:00 - 20:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 20:00 - 21:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 21:00 - 22:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 22:00 - 23:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 23:00 - 24:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 325 - 600 (units: sqm) |
| Survey date date range: | 01/01/09 - 25/11/14 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 1 |
| Number of Sundays: | 1 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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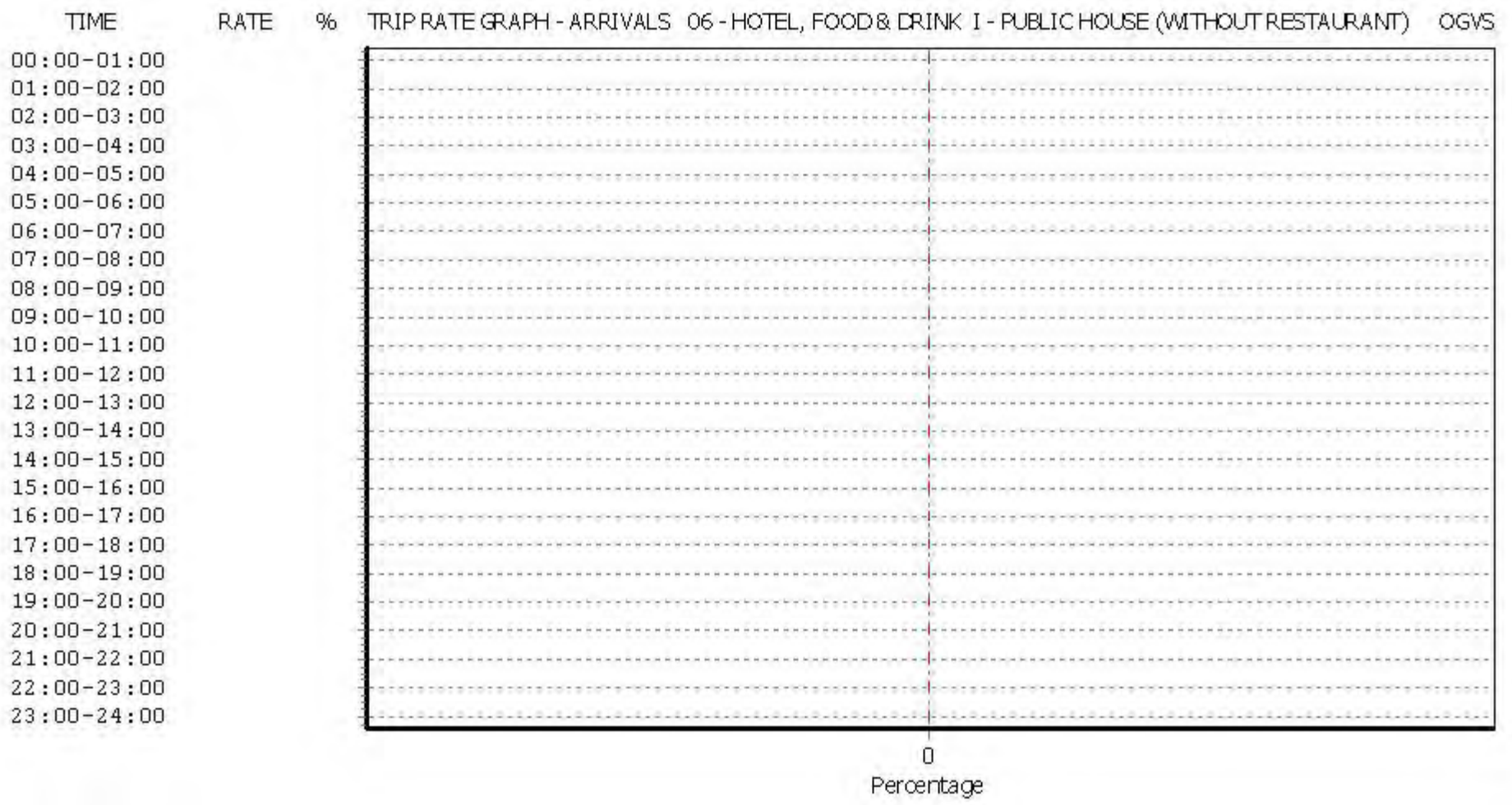


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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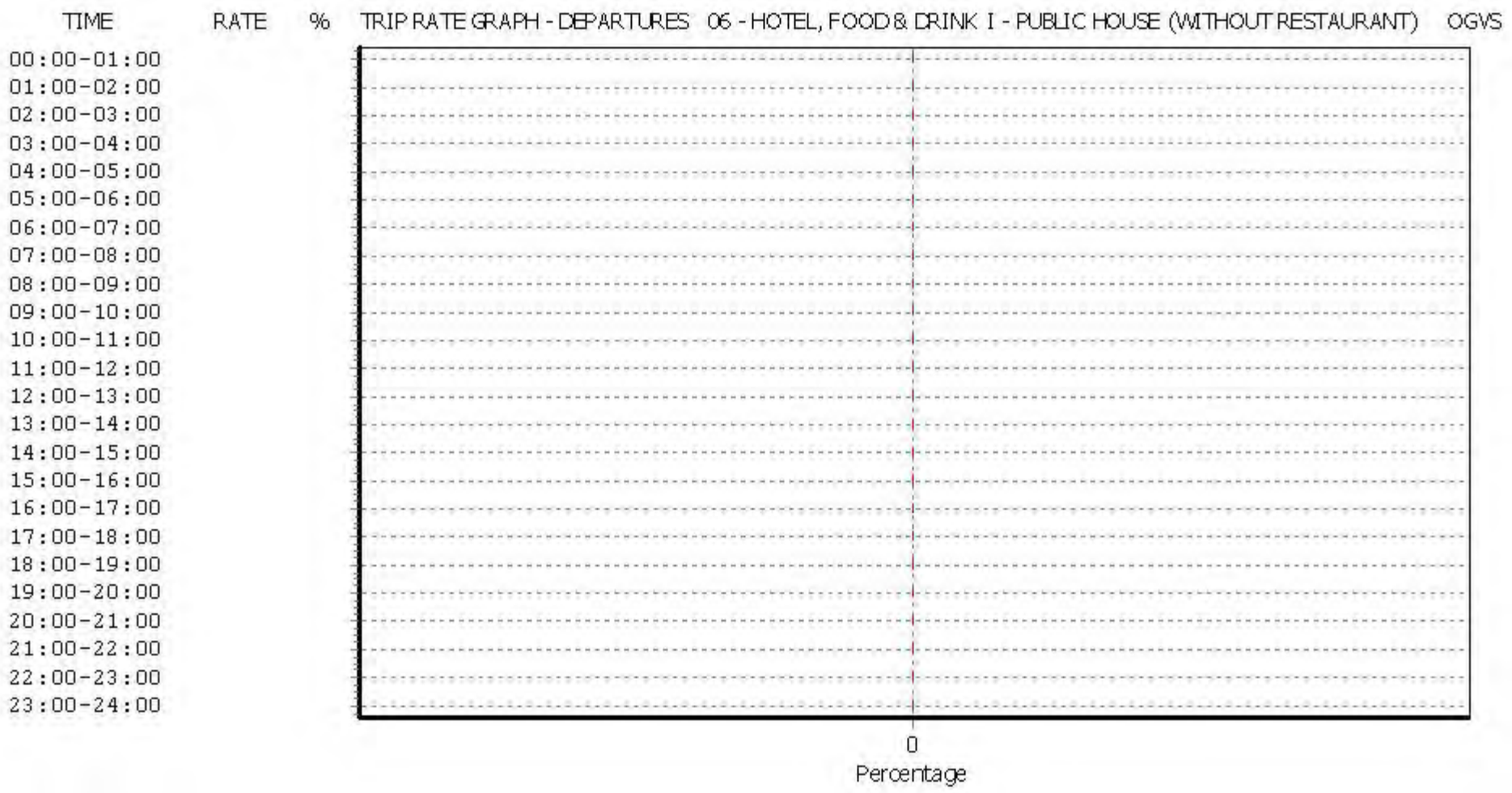


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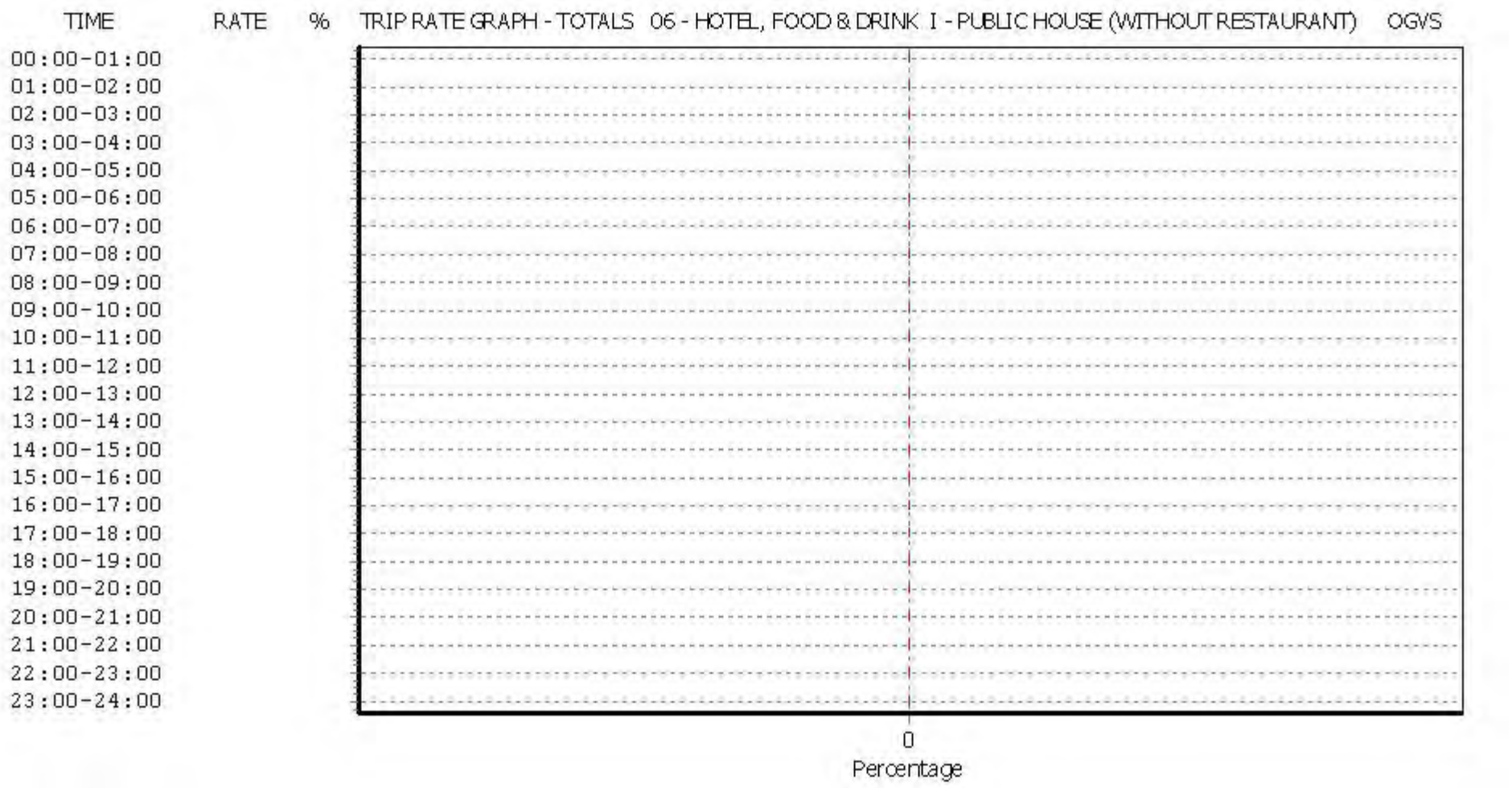


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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | | | | | | | | | |
| 10:00 - 11:00 | | | | | | | | | |
| 11:00 - 12:00 | 1 | 325 | 0.000 | 1 | 325 | 0.000 | 1 | 325 | 0.000 |
| 12:00 - 13:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 13:00 - 14:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 14:00 - 15:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 15:00 - 16:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 16:00 - 17:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 17:00 - 18:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 18:00 - 19:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 19:00 - 20:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 20:00 - 21:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 21:00 - 22:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 22:00 - 23:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 23:00 - 24:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 325 - 600 (units: sqm) |
| Survey date date range: | 01/01/09 - 25/11/14 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 1 |
| Number of Sundays: | 1 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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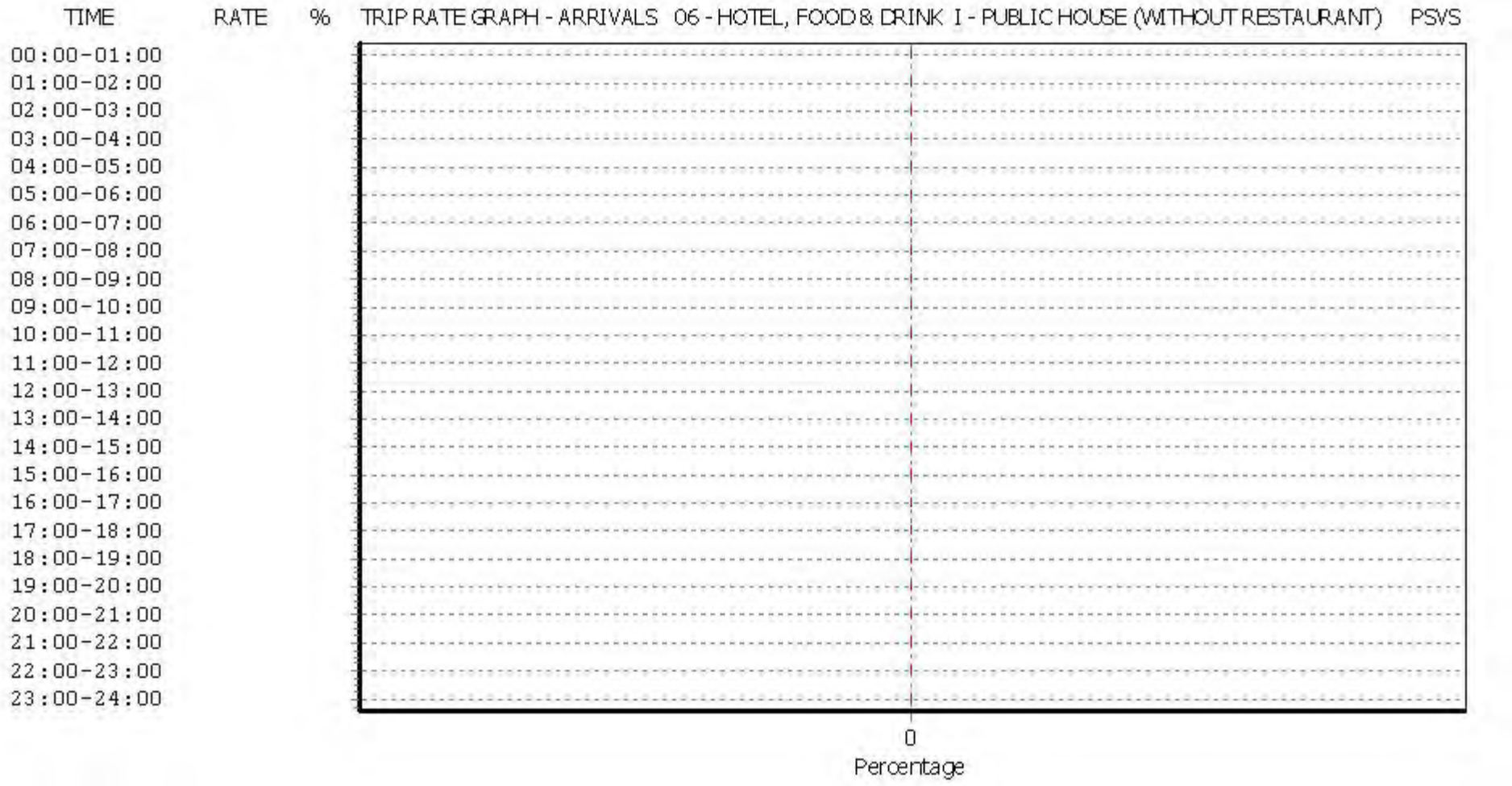


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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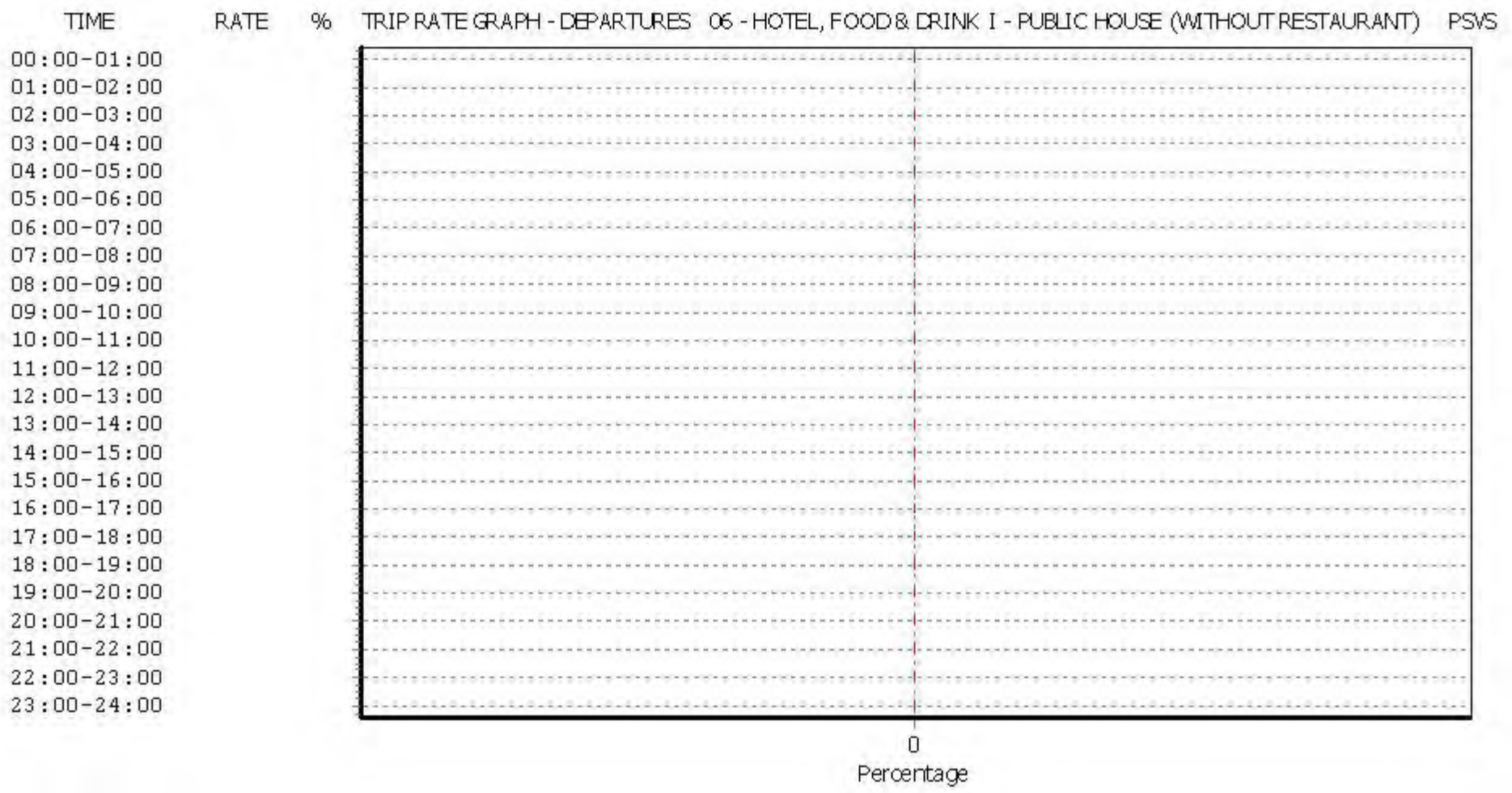


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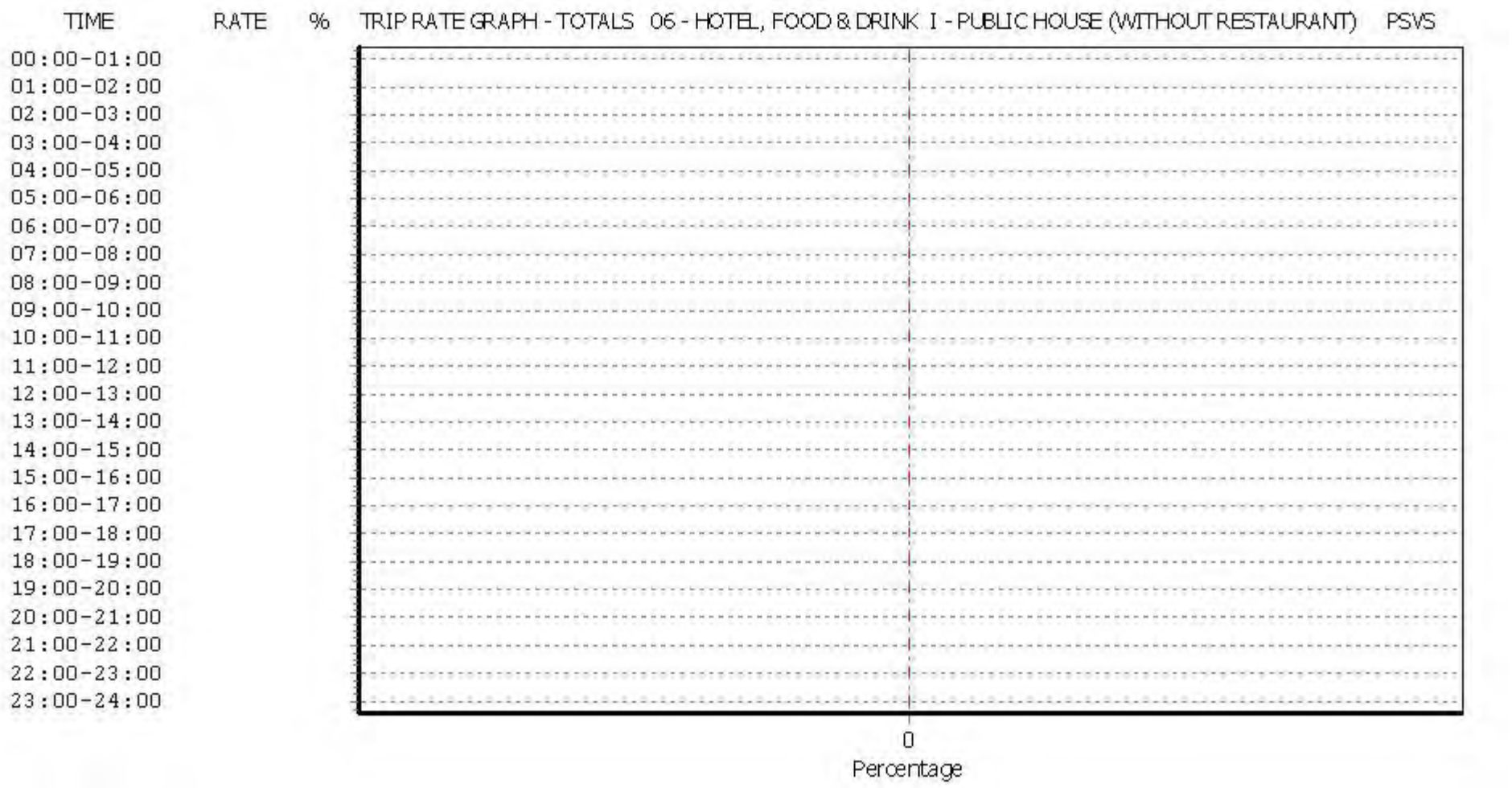


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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | | | | | | | | | |
| 10:00 - 11:00 | | | | | | | | | |
| 11:00 - 12:00 | 1 | 325 | 0.000 | 1 | 325 | 0.000 | 1 | 325 | 0.000 |
| 12:00 - 13:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 13:00 - 14:00 | 2 | 463 | 0.216 | 2 | 463 | 0.216 | 2 | 463 | 0.432 |
| 14:00 - 15:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 15:00 - 16:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 16:00 - 17:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 17:00 - 18:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 18:00 - 19:00 | 2 | 463 | 0.000 | 2 | 463 | 0.000 | 2 | 463 | 0.000 |
| 19:00 - 20:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 20:00 - 21:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 21:00 - 22:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 22:00 - 23:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| 23:00 - 24:00 | 1 | 600 | 0.000 | 1 | 600 | 0.000 | 1 | 600 | 0.000 |
| Total Rates: | | | 0.216 | | | 0.216 | | | 0.432 |

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

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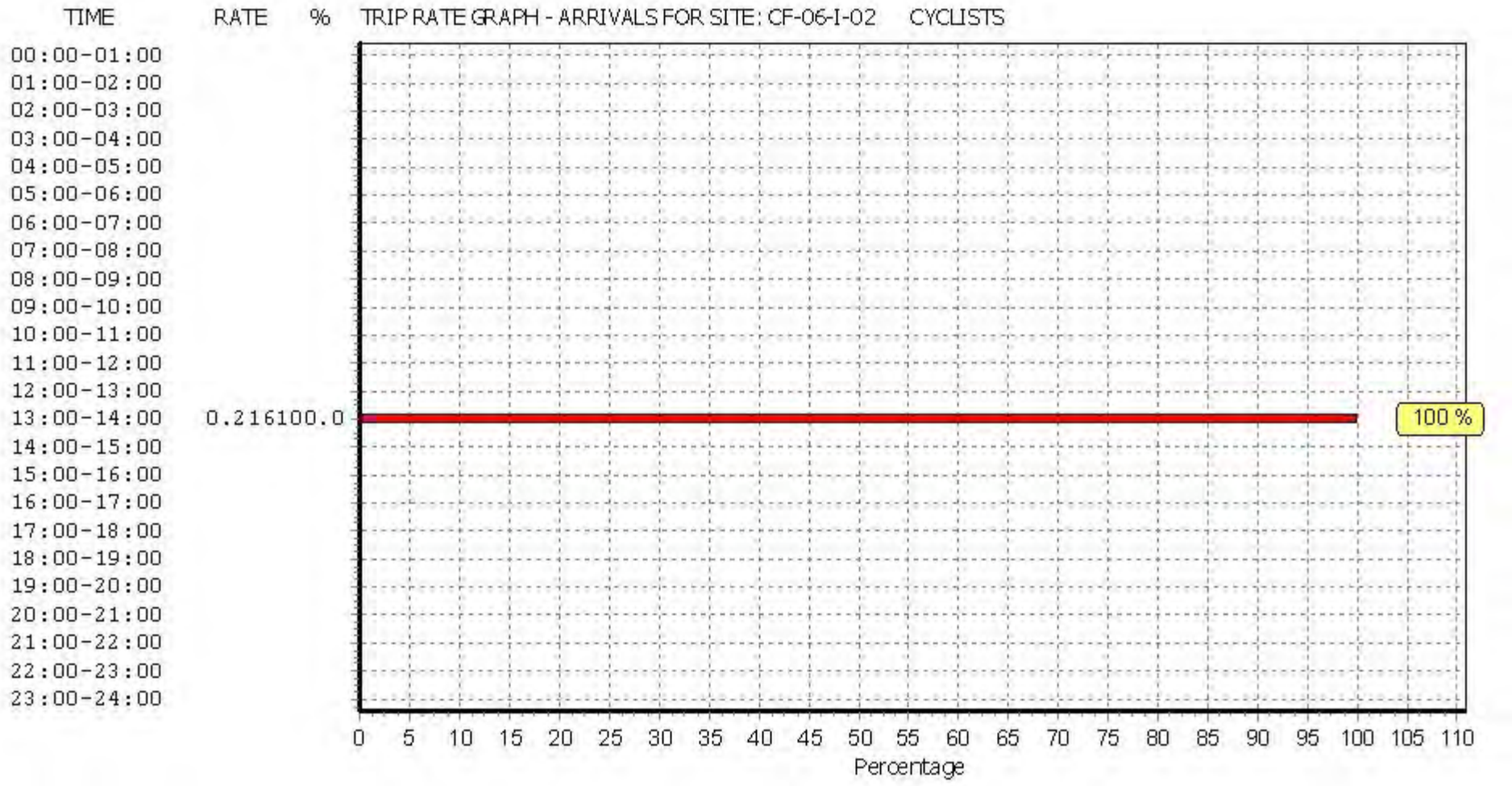
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 325 - 600 (units: sqm) |
| Survey date date range: | 01/01/09 - 25/11/14 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 1 |
| Number of Sundays: | 1 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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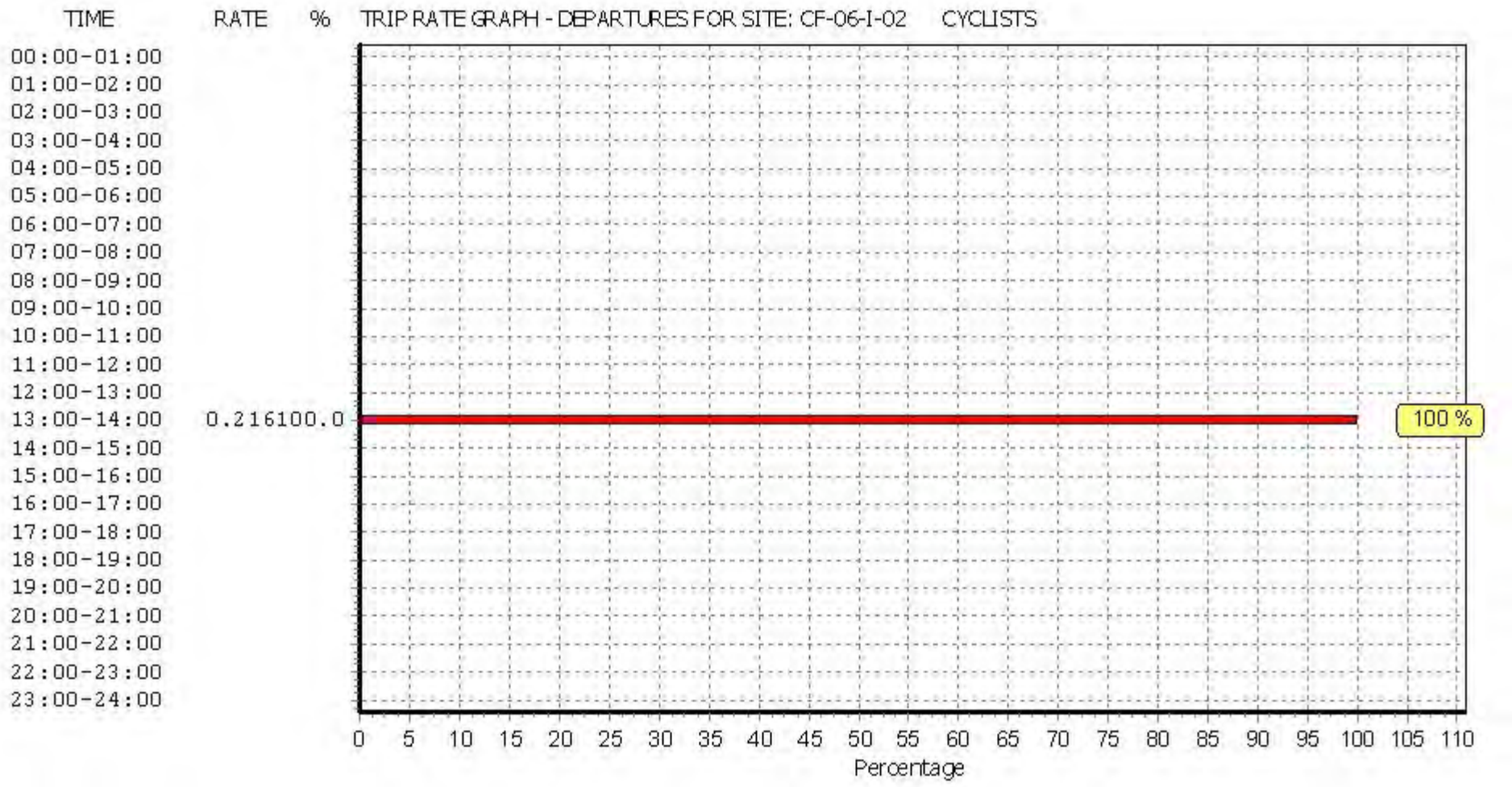


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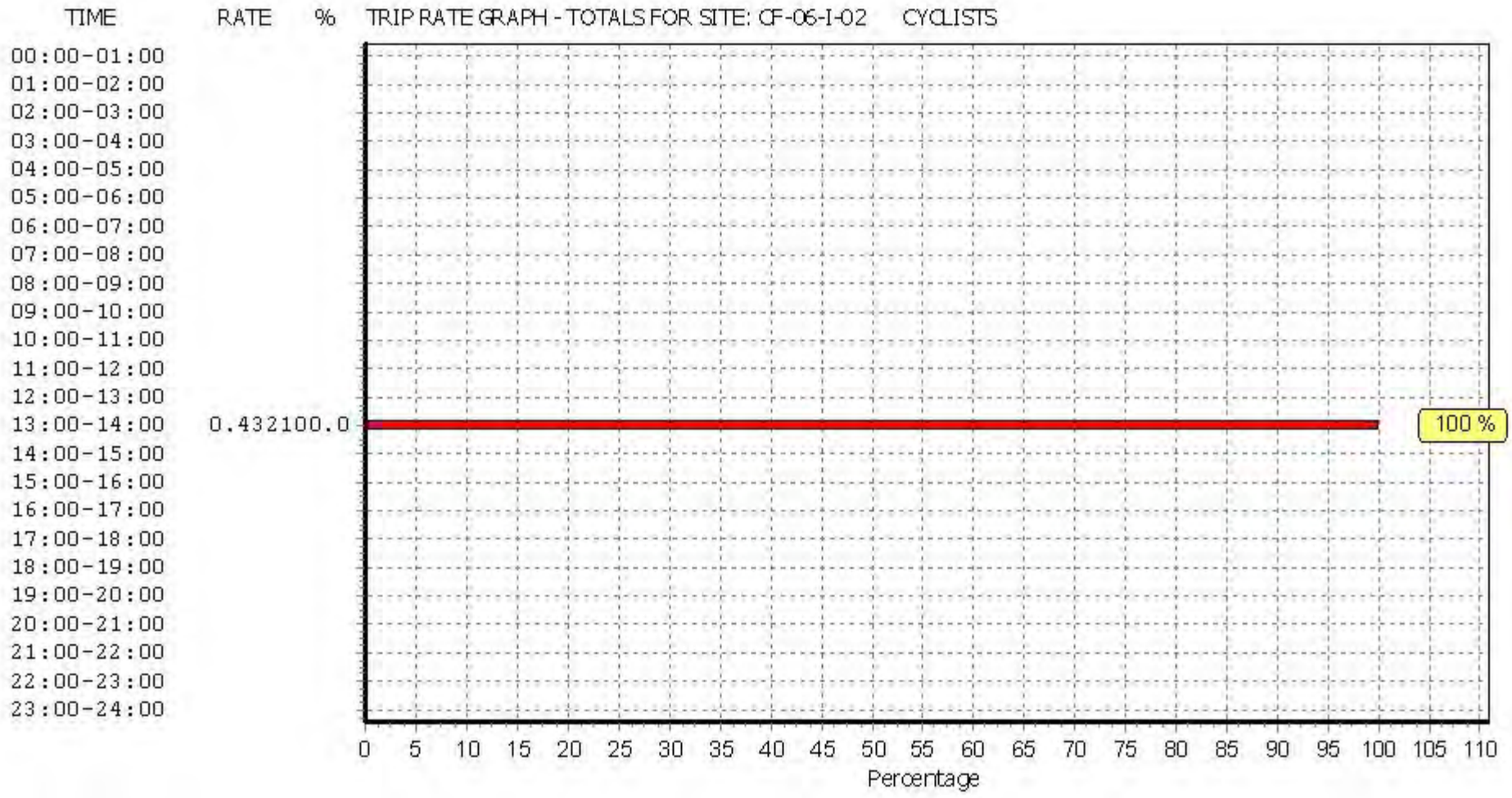


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Calculation Reference: AUDIT-706706-180315-0346

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : C - LEISURE CENTRE
VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 03 | SOUTH WEST | | |
| | BR | BRISTOL CITY | 1 days |
| | DV | DEVON | 1 days |
| 04 | EAST ANGLIA | | |
| | CA | CAMBRIDGESHIRE | 1 days |
| 05 | EAST MIDLANDS | | |
| | LE | LEICESTERSHIRE | 1 days |
| | NT | NOTTINGHAMSHIRE | 2 days |
| 06 | WEST MIDLANDS | | |
| | WO | WORCESTERSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | NY | NORTH YORKSHIRE | 1 days |
| | WY | WEST YORKSHIRE | 2 days |
| 08 | NORTH WEST | | |
| | MS | MERSEYSIDE | 1 days |
| 09 | NORTH | | |
| | CB | CUMBRIA | 1 days |
| | TW | TYNE & WEAR | 1 days |
| 10 | WALES | | |
| | CF | CARDIFF | 1 days |
| | WR | WREXHAM | 1 days |
| 11 | SCOTLAND | | |
| | AG | ANGUS | 1 days |

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 850 to 5000 (units: sqm)
Range Selected by User: 650 to 5000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 05/07/17

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

*Selected survey days:*

| | |
|---|---|
| Monday | 2 days |
| Tuesday | 5 days |
| Wednesday | 7 days |
| Thursday | 1 days |
| Friday | 1 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 16 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Town Centre | 1 |
| Edge of Town Centre | 6 |
| Suburban Area (PPS6 Out of Centre) | 5 |
| Edge of Town | 2 |
| Neighbourhood Centre (PPS6 Local Centre) | 2 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Industrial Zone | 1 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| D2 | 16 days |

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

*Population within 1 mile:*

| | |
|---|---|
| 1,001 to 5,000 | 1 days |
| 5,001 to 10,000 | 2 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 3 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 8 days |

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

*Population within 5 miles:*

| | |
|---|---|
| 5,001 to 25,000 | 2 days |
| 25,001 to 50,000 | 1 days |
| 75,001 to 100,000 | 2 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 3 days |
| 250,001 to 500,000 | 5 days |
| 500,001 or More | 2 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.5 or Less | 1 days |
| 0.6 to 1.0 | 4 days |
| 1.1 to 1.5 | 10 days |
| 1.6 to 2.0 | 1 days |

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

*Travel Plan:*

| | |
|---|---|
| No | 16 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 16 days |

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

*LIST OF SITES relevant to selection parameters*

1 AG-07-C-01 LEISURE CENTRE ANGUS
A92 MONTROSE ROAD
WARDDYKES
ARBROATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4738 sqm
*Survey date: WEDNESDAY 23/05/12 Survey Type: MANUAL*

2 BR-07-C-01 SWIMMING POOL BRISTOL CITY
JUBILEE ROAD
KNOWLE
BRISTOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 900 sqm
*Survey date: MONDAY 26/10/09 Survey Type: MANUAL*

3 CA-07-C-01 SWIMMING POOL CAMBRIDGESHIRE
POOL WAY
COLDHAM'S COMMON
CAMBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 2925 sqm
*Survey date: MONDAY 19/10/09 Survey Type: MANUAL*

4 CB-07-C-03 SWIMMING & FITNESS CENTRE CUMBRIA
JAMES STREET

CARLISLE
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
*Survey date: WEDNESDAY 22/06/16 Survey Type: MANUAL*

5 CF-07-C-01 LEISURE CENTRE CARDIFF
JIM DRISCOLL WAY
WINDSOR QUAY
CARDIFF
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 2150 sqm
*Survey date: WEDNESDAY 18/07/12 Survey Type: MANUAL*

6 DV-07-C-02 LEISURE CENTRE DEVON
HEAVITREE ROAD

EXETER
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1450 sqm
*Survey date: WEDNESDAY 05/07/17 Survey Type: MANUAL*

7 LE-07-C-01 SWIMMING POOL LEICESTERSHIRE
STATION ROAD
WIGSTON
LEICESTER
Edge of Town
No Sub Category
Total Gross floor area: 1200 sqm
*Survey date: WEDNESDAY 24/06/09 Survey Type: MANUAL*

8 MS-07-C-03 SWIMMING POOL MERSEYSIDE
WELLINGTON ROAD
WAVERTREE SPORTS PK
LIVERPOOL
Neighbourhood Centre (PPS6 Local Centre)
Commercial Zone
Total Gross floor area: 5000 sqm
*Survey date: TUESDAY 07/09/10 Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

| | | | | |
|---|---|---|---|---|
| 9 | NT-07-C-04 | LEISURE CENTRE | | NOTTINGHAMSHIRE |
| | GEDLING STREET | | | |
| | NOTTINGHAM | | | |
| | Edge of Town Centre | | | |
| | No Sub Category | | | |
| | Total Gross floor area: | | 2955 sqm | |
| | *Survey date: WEDNESDAY* | | *26/06/13* | *Survey Type: MANUAL* |
| 10 | NT-07-C-05 | LEISURE CENTRE | | NOTTINGHAMSHIRE |
| | DENMAN STREET CENTRAL | | | |
| | RADFORD | | | |
| | NOTTINGHAM | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 2210 sqm | |
| | *Survey date: FRIDAY* | | *02/12/16* | *Survey Type: MANUAL* |
| 11 | NY-07-C-01 | SWIMMING POOL | | NORTH YORKSHIRE |
| | MILL LANE | | | |
| | PICKERING | | | |
| | Edge of Town Centre | | | |
| | No Sub Category | | | |
| | Total Gross floor area: | | 1100 sqm | |
| | *Survey date: THURSDAY* | | *13/10/11* | *Survey Type: MANUAL* |
| 12 | TW-07-C-02 | SWIM. POOL | | TYNE & WEAR |
| | NORTH ROAD | | | |
| | PRESTON | | | |
| | NORTH SHIELDS | | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 4000 sqm | |
| | *Survey date: TUESDAY* | | *09/11/10* | *Survey Type: MANUAL* |
| 13 | WO-07-C-04 | SWIMMING POOL | | WORCESTERSHIRE |
| | WEIR LANE | | | |
| | WORCESTER | | | |
| | Edge of Town | | | |
| | Industrial Zone | | | |
| | Total Gross floor area: | | 850 sqm | |
| | *Survey date: TUESDAY* | | *30/06/09* | *Survey Type: MANUAL* |
| 14 | WR-07-C-01 | SWIMMING POOL | | WREXHAM |
| | BODHYFRYD | | | |
| | WREXHAM | | | |
| | Town Centre | | | |
| | Built-Up Zone | | | |
| | Total Gross floor area: | | 2800 sqm | |
| | *Survey date: WEDNESDAY* | | *12/10/11* | *Survey Type: MANUAL* |
| 15 | WY-07-C-01 | LEISURE CENTRE | | WEST YORKSHIRE |
| | QUARRY HILL | | | |
| | LEEDS | | | |
| | Edge of Town Centre | | | |
| | Built-Up Zone | | | |
| | Total Gross floor area: | | 4060 sqm | |
| | *Survey date: TUESDAY* | | *24/09/13* | *Survey Type: MANUAL* |
| 16 | WY-07-C-02 | LEISURE CENTRE | | WEST YORKSHIRE |
| | LODGE LANE | | | |
| | WETHERBY | | | |
| | Edge of Town Centre | | | |
| | No Sub Category | | | |
| | Total Gross floor area: | | 2182 sqm | |
| | *Survey date: TUESDAY* | | *20/09/16* | *Survey Type: MANUAL* |

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | 12 | 2454 | 0.380 | 12 | 2454 | 0.044 | 12 | 2454 | 0.424 |
| 07:00 - 08:00 | 15 | 2591 | 0.599 | 15 | 2591 | 0.291 | 15 | 2591 | 0.890 |
| 08:00 - 09:00 | 16 | 2564 | 0.651 | 16 | 2564 | 0.502 | 16 | 2564 | 1.153 |
| 09:00 - 10:00 | 16 | 2564 | 0.826 | 16 | 2564 | 0.529 | 16 | 2564 | 1.355 |
| 10:00 - 11:00 | 16 | 2564 | 0.714 | 16 | 2564 | 0.678 | 16 | 2564 | 1.392 |
| 11:00 - 12:00 | 16 | 2564 | 0.734 | 16 | 2564 | 0.765 | 16 | 2564 | 1.499 |
| 12:00 - 13:00 | 16 | 2564 | 0.722 | 16 | 2564 | 0.778 | 16 | 2564 | 1.500 |
| 13:00 - 14:00 | 16 | 2564 | 0.700 | 16 | 2564 | 0.634 | 16 | 2564 | 1.334 |
| 14:00 - 15:00 | 16 | 2564 | 0.597 | 16 | 2564 | 0.544 | 16 | 2564 | 1.141 |
| 15:00 - 16:00 | 16 | 2564 | 0.909 | 16 | 2564 | 0.619 | 16 | 2564 | 1.528 |
| 16:00 - 17:00 | 16 | 2564 | 1.433 | 16 | 2564 | 1.007 | 16 | 2564 | 2.440 |
| 17:00 - 18:00 | 16 | 2564 | 1.455 | 16 | 2564 | 1.502 | 16 | 2564 | 2.957 |
| 18:00 - 19:00 | 16 | 2564 | 1.382 | 16 | 2564 | 1.658 | 16 | 2564 | 3.040 |
| 19:00 - 20:00 | 16 | 2564 | 0.995 | 16 | 2564 | 1.173 | 16 | 2564 | 2.168 |
| 20:00 - 21:00 | 16 | 2564 | 0.507 | 16 | 2564 | 0.990 | 16 | 2564 | 1.497 |
| 21:00 - 22:00 | 16 | 2564 | 0.139 | 16 | 2564 | 0.831 | 16 | 2564 | 0.970 |
| 22:00 - 23:00 | 4 | 2547 | 0.029 | 4 | 2547 | 0.206 | 4 | 2547 | 0.235 |
| 23:00 - 24:00 | 1 | 4738 | 0.000 | 1 | 4738 | 0.000 | 1 | 4738 | 0.000 |
| Total Rates: | | | 12.772 | | | 12.751 | | | 25.523 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 850 - 5000 (units: sqm) |
| Survey date date range: | 01/01/09 - 05/07/17 |
| Number of weekdays (Monday-Friday): | 16 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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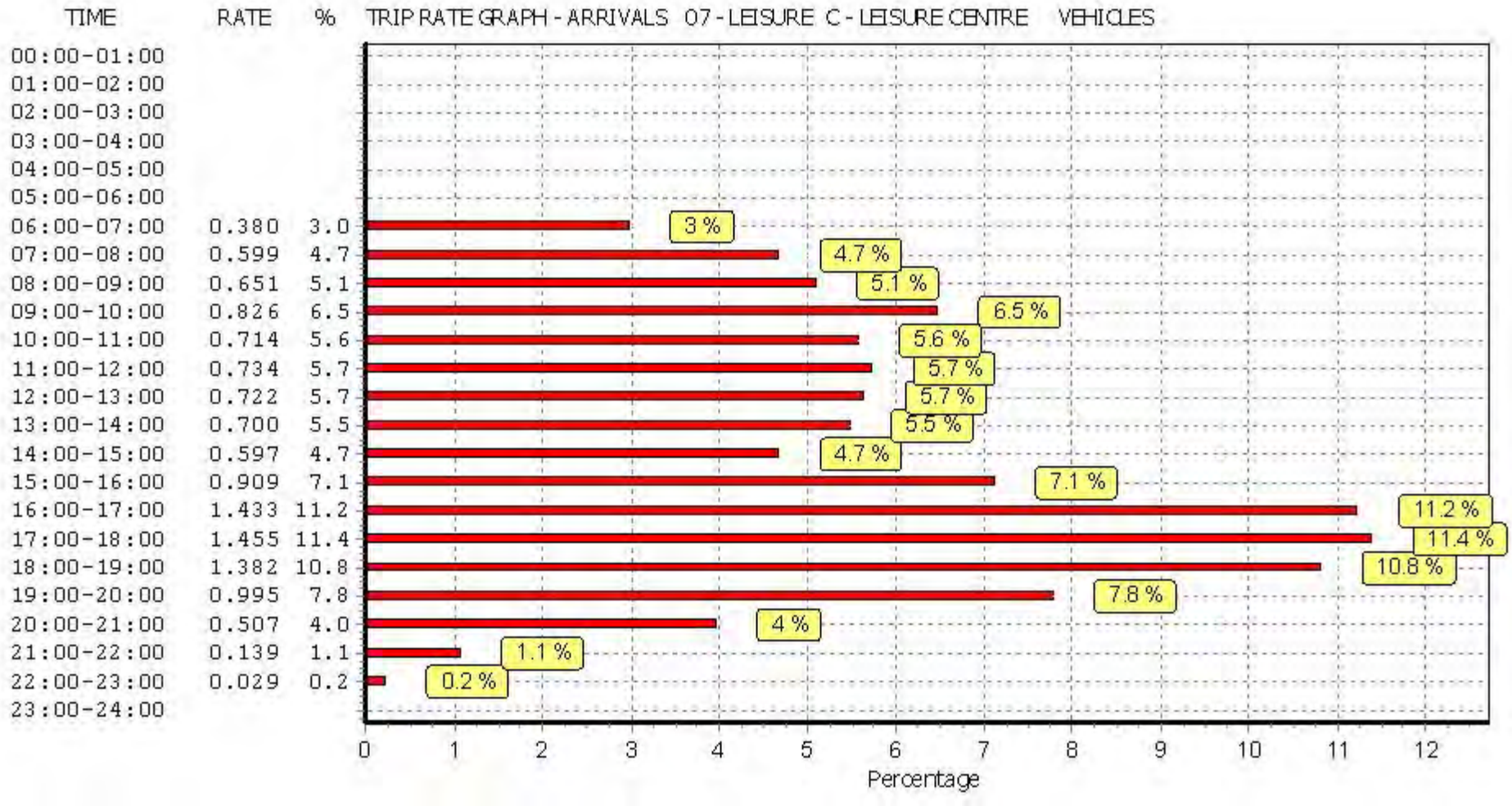
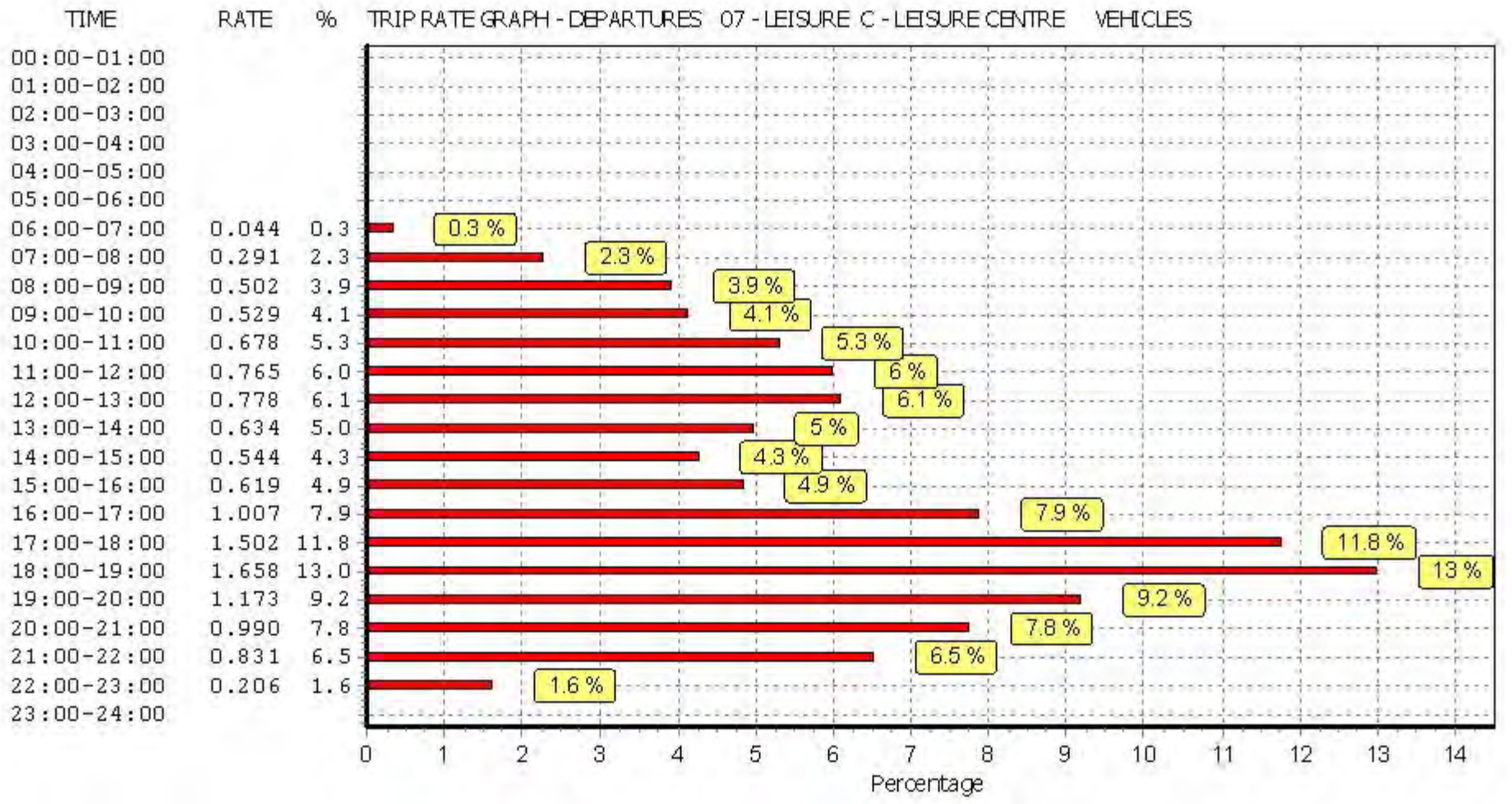



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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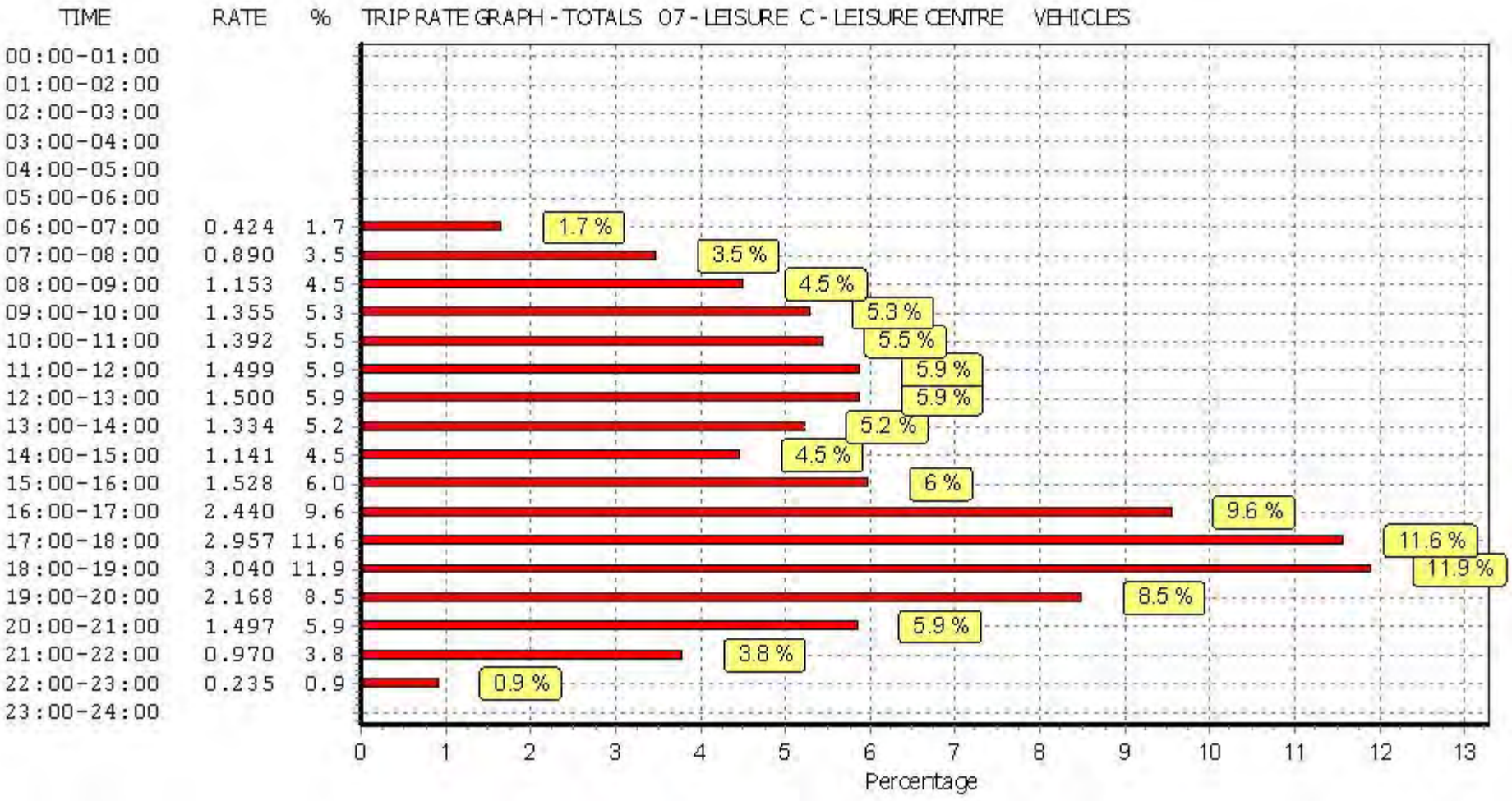


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | 12 | 2454 | 0.003 | 12 | 2454 | 0.003 | 12 | 2454 | 0.006 |
| 07:00 - 08:00 | 15 | 2591 | 0.000 | 15 | 2591 | 0.000 | 15 | 2591 | 0.000 |
| 08:00 - 09:00 | 16 | 2564 | 0.002 | 16 | 2564 | 0.002 | 16 | 2564 | 0.004 |
| 09:00 - 10:00 | 16 | 2564 | 0.002 | 16 | 2564 | 0.002 | 16 | 2564 | 0.004 |
| 10:00 - 11:00 | 16 | 2564 | 0.007 | 16 | 2564 | 0.007 | 16 | 2564 | 0.014 |
| 11:00 - 12:00 | 16 | 2564 | 0.005 | 16 | 2564 | 0.005 | 16 | 2564 | 0.010 |
| 12:00 - 13:00 | 16 | 2564 | 0.010 | 16 | 2564 | 0.007 | 16 | 2564 | 0.017 |
| 13:00 - 14:00 | 16 | 2564 | 0.000 | 16 | 2564 | 0.002 | 16 | 2564 | 0.002 |
| 14:00 - 15:00 | 16 | 2564 | 0.005 | 16 | 2564 | 0.005 | 16 | 2564 | 0.010 |
| 15:00 - 16:00 | 16 | 2564 | 0.002 | 16 | 2564 | 0.002 | 16 | 2564 | 0.004 |
| 16:00 - 17:00 | 16 | 2564 | 0.005 | 16 | 2564 | 0.005 | 16 | 2564 | 0.010 |
| 17:00 - 18:00 | 16 | 2564 | 0.007 | 16 | 2564 | 0.007 | 16 | 2564 | 0.014 |
| 18:00 - 19:00 | 16 | 2564 | 0.012 | 16 | 2564 | 0.012 | 16 | 2564 | 0.024 |
| 19:00 - 20:00 | 16 | 2564 | 0.005 | 16 | 2564 | 0.005 | 16 | 2564 | 0.010 |
| 20:00 - 21:00 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 |
| 21:00 - 22:00 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 |
| 22:00 - 23:00 | 4 | 2547 | 0.000 | 4 | 2547 | 0.000 | 4 | 2547 | 0.000 |
| 23:00 - 24:00 | 1 | 4738 | 0.000 | 1 | 4738 | 0.000 | 1 | 4738 | 0.000 |
| Total Rates: | | | 0.065 | | | 0.064 | | | 0.129 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 850 - 5000 (units: sqm) |
| Survey date date range: | 01/01/09 - 05/07/17 |
| Number of weekdays (Monday-Friday): | 16 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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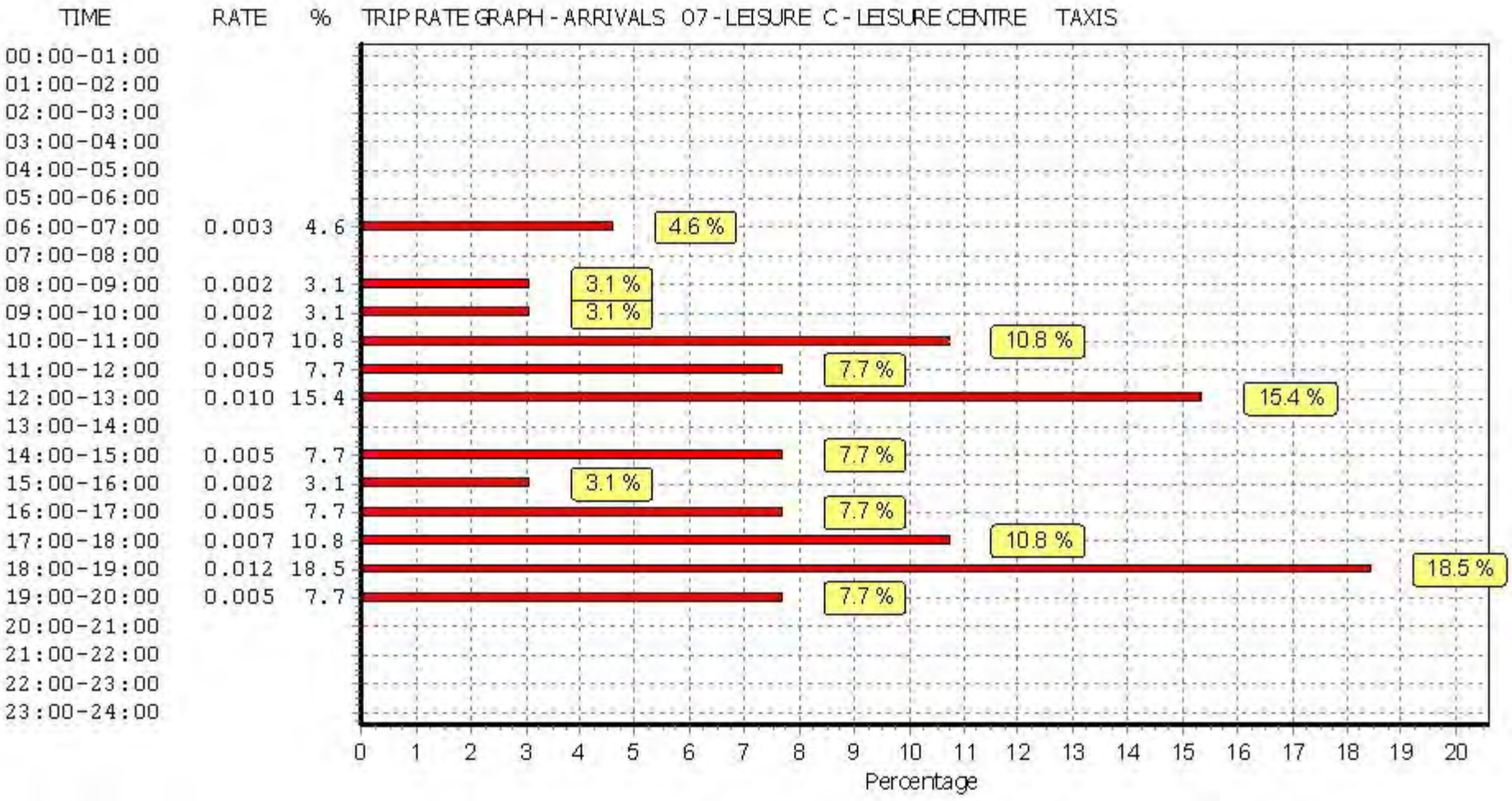


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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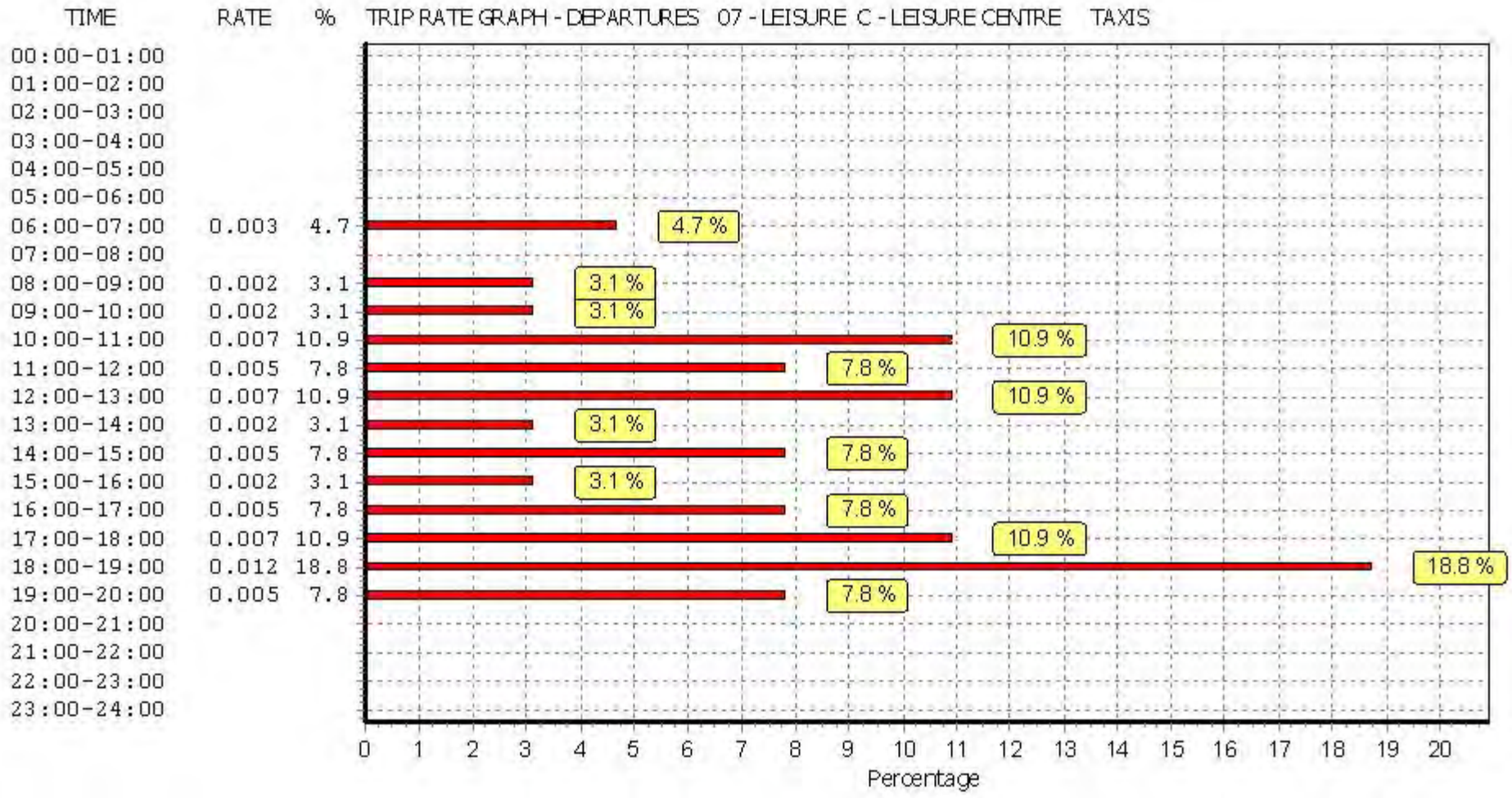


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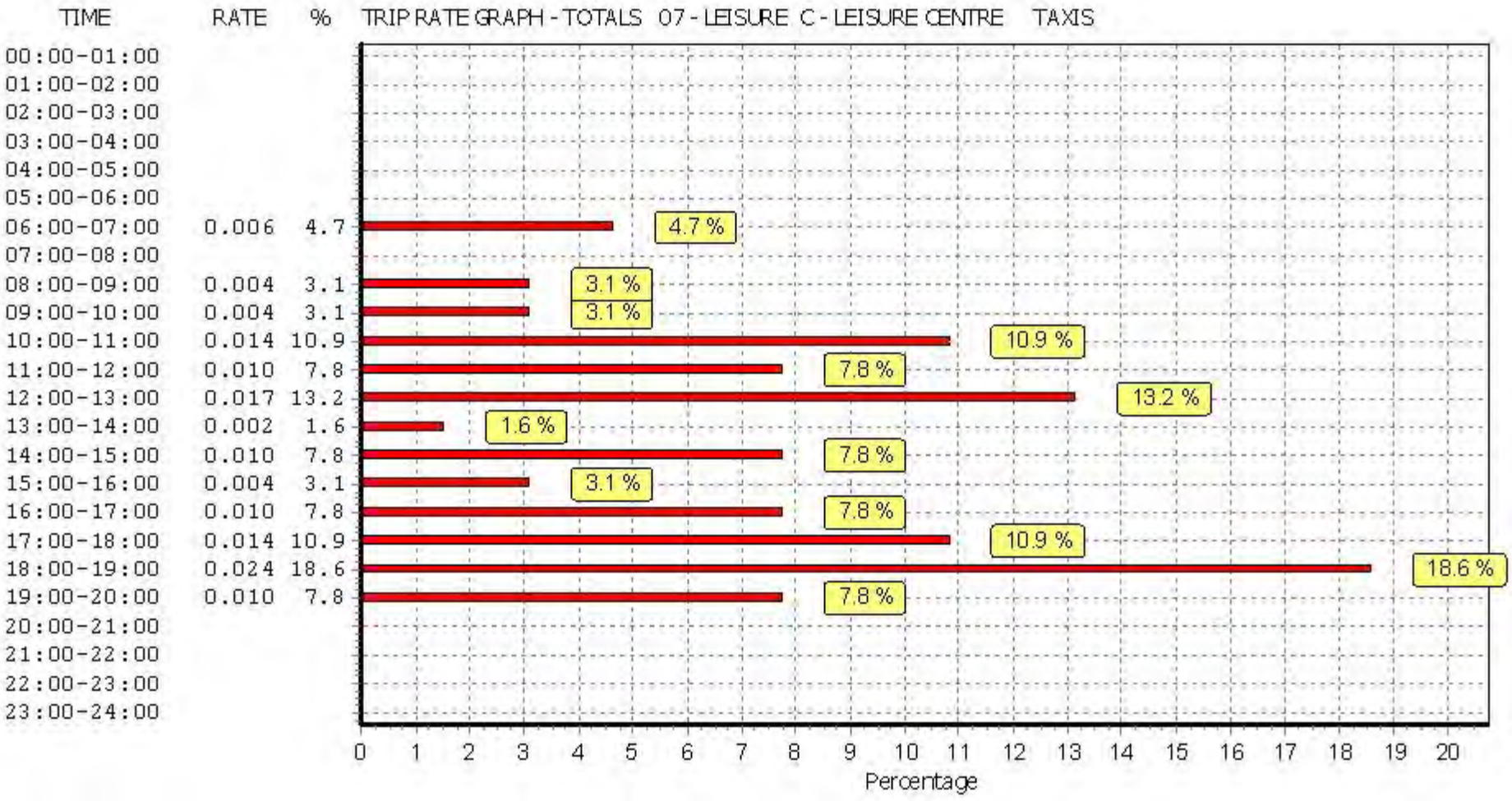


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | 12 | 2454 | 0.003 | 12 | 2454 | 0.003 | 12 | 2454 | 0.006 |
| 07:00 - 08:00 | 15 | 2591 | 0.003 | 15 | 2591 | 0.003 | 15 | 2591 | 0.006 |
| 08:00 - 09:00 | 16 | 2564 | 0.010 | 16 | 2564 | 0.007 | 16 | 2564 | 0.017 |
| 09:00 - 10:00 | 16 | 2564 | 0.005 | 16 | 2564 | 0.007 | 16 | 2564 | 0.012 |
| 10:00 - 11:00 | 16 | 2564 | 0.005 | 16 | 2564 | 0.002 | 16 | 2564 | 0.007 |
| 11:00 - 12:00 | 16 | 2564 | 0.005 | 16 | 2564 | 0.005 | 16 | 2564 | 0.010 |
| 12:00 - 13:00 | 16 | 2564 | 0.002 | 16 | 2564 | 0.005 | 16 | 2564 | 0.007 |
| 13:00 - 14:00 | 16 | 2564 | 0.007 | 16 | 2564 | 0.005 | 16 | 2564 | 0.012 |
| 14:00 - 15:00 | 16 | 2564 | 0.005 | 16 | 2564 | 0.005 | 16 | 2564 | 0.010 |
| 15:00 - 16:00 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 |
| 16:00 - 17:00 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 |
| 17:00 - 18:00 | 16 | 2564 | 0.000 | 16 | 2564 | 0.002 | 16 | 2564 | 0.002 |
| 18:00 - 19:00 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 |
| 19:00 - 20:00 | 16 | 2564 | 0.005 | 16 | 2564 | 0.005 | 16 | 2564 | 0.010 |
| 20:00 - 21:00 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 |
| 21:00 - 22:00 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 |
| 22:00 - 23:00 | 4 | 2547 | 0.000 | 4 | 2547 | 0.000 | 4 | 2547 | 0.000 |
| 23:00 - 24:00 | 1 | 4738 | 0.000 | 1 | 4738 | 0.000 | 1 | 4738 | 0.000 |
| Total Rates: | | | 0.050 | | | 0.049 | | | 0.099 |

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

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

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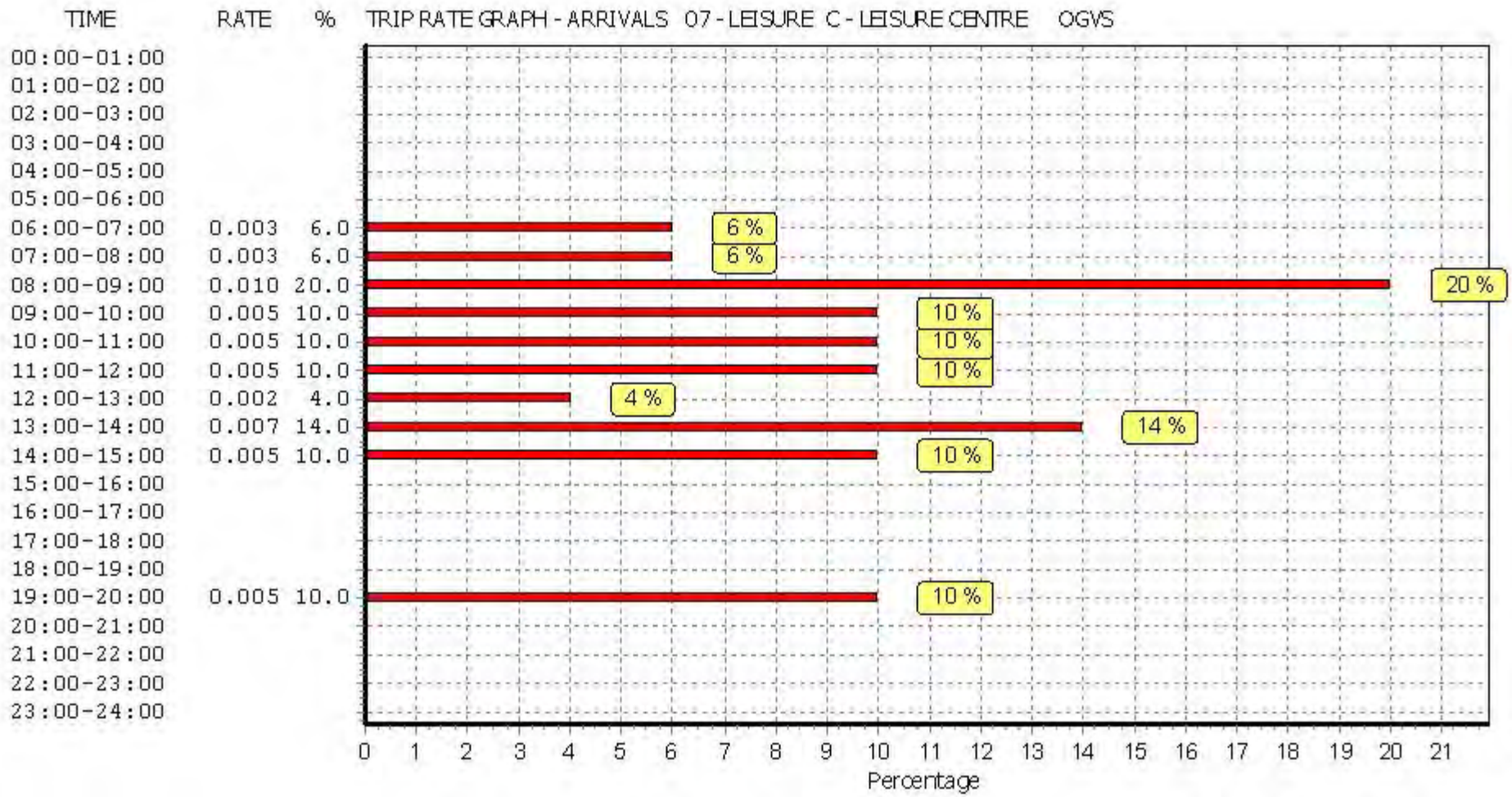
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 850 - 5000 (units: sqm) |
| Survey date date range: | 01/01/09 - 05/07/17 |
| Number of weekdays (Monday-Friday): | 16 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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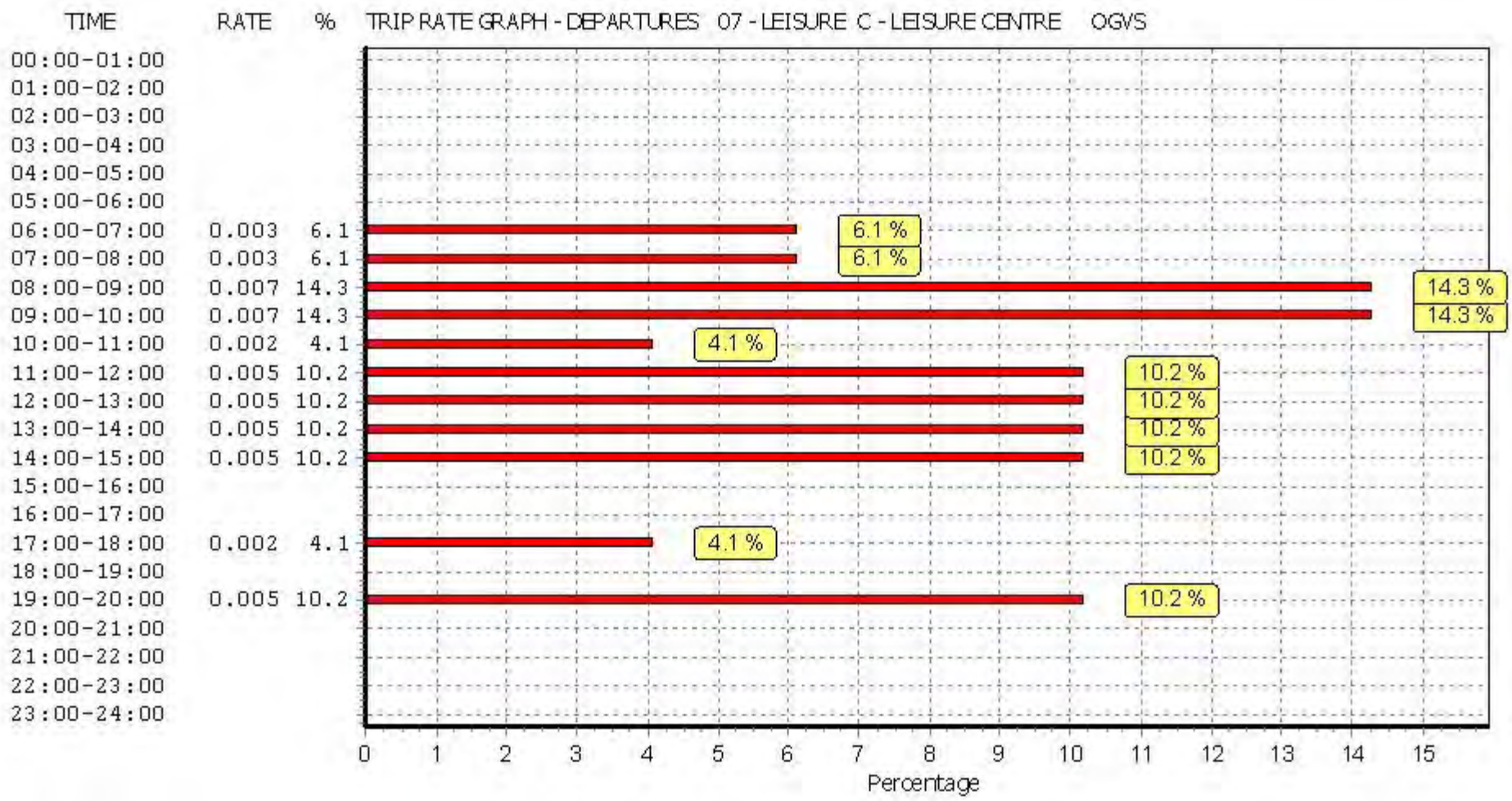


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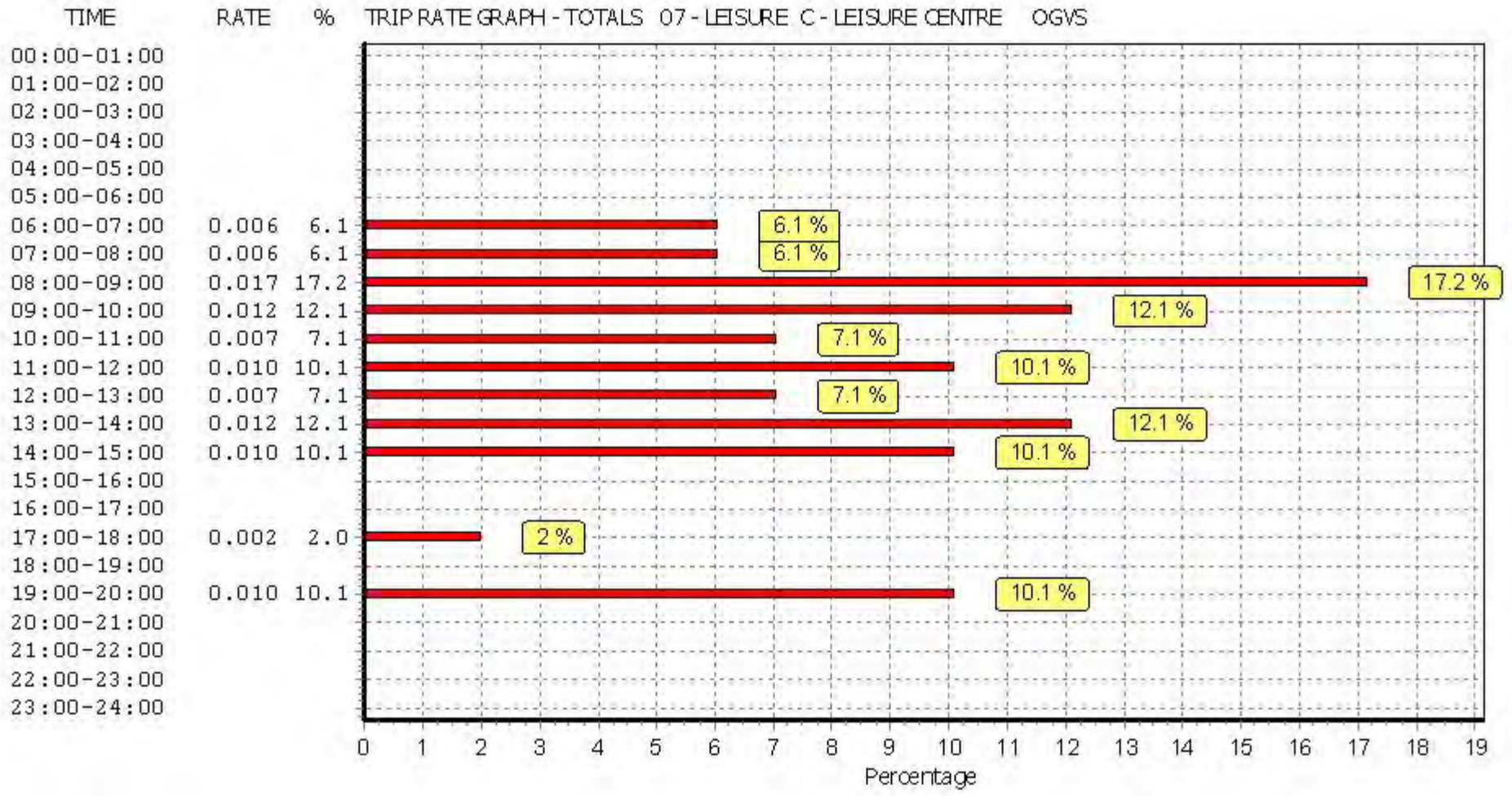


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | 12 | 2454 | 0.000 | 12 | 2454 | 0.000 | 12 | 2454 | 0.000 |
| 07:00 - 08:00 | 15 | 2591 | 0.000 | 15 | 2591 | 0.000 | 15 | 2591 | 0.000 |
| 08:00 - 09:00 | 16 | 2564 | 0.002 | 16 | 2564 | 0.000 | 16 | 2564 | 0.002 |
| 09:00 - 10:00 | 16 | 2564 | 0.029 | 16 | 2564 | 0.010 | 16 | 2564 | 0.039 |
| 10:00 - 11:00 | 16 | 2564 | 0.032 | 16 | 2564 | 0.029 | 16 | 2564 | 0.061 |
| 11:00 - 12:00 | 16 | 2564 | 0.020 | 16 | 2564 | 0.029 | 16 | 2564 | 0.049 |
| 12:00 - 13:00 | 16 | 2564 | 0.007 | 16 | 2564 | 0.015 | 16 | 2564 | 0.022 |
| 13:00 - 14:00 | 16 | 2564 | 0.029 | 16 | 2564 | 0.024 | 16 | 2564 | 0.053 |
| 14:00 - 15:00 | 16 | 2564 | 0.015 | 16 | 2564 | 0.022 | 16 | 2564 | 0.037 |
| 15:00 - 16:00 | 16 | 2564 | 0.002 | 16 | 2564 | 0.007 | 16 | 2564 | 0.009 |
| 16:00 - 17:00 | 16 | 2564 | 0.007 | 16 | 2564 | 0.000 | 16 | 2564 | 0.007 |
| 17:00 - 18:00 | 16 | 2564 | 0.000 | 16 | 2564 | 0.007 | 16 | 2564 | 0.007 |
| 18:00 - 19:00 | 16 | 2564 | 0.010 | 16 | 2564 | 0.000 | 16 | 2564 | 0.010 |
| 19:00 - 20:00 | 16 | 2564 | 0.000 | 16 | 2564 | 0.010 | 16 | 2564 | 0.010 |
| 20:00 - 21:00 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 |
| 21:00 - 22:00 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 | 16 | 2564 | 0.000 |
| 22:00 - 23:00 | 4 | 2547 | 0.000 | 4 | 2547 | 0.000 | 4 | 2547 | 0.000 |
| 23:00 - 24:00 | 1 | 4738 | 0.000 | 1 | 4738 | 0.000 | 1 | 4738 | 0.000 |
| Total Rates: | | | 0.153 | | | 0.153 | | | 0.306 |

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

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

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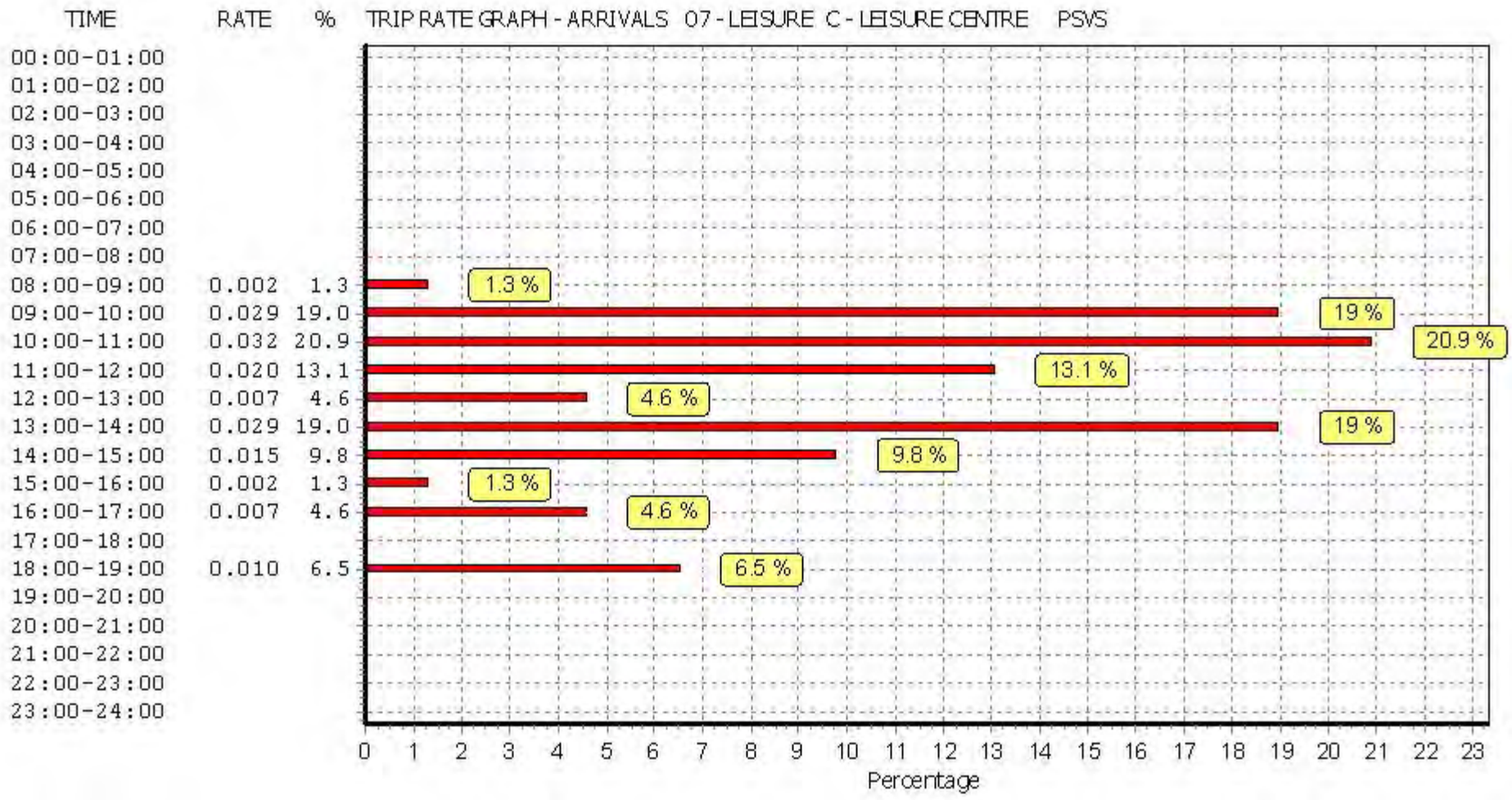
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 850 - 5000 (units: sqm) |
| Survey date date range: | 01/01/09 - 05/07/17 |
| Number of weekdays (Monday-Friday): | 16 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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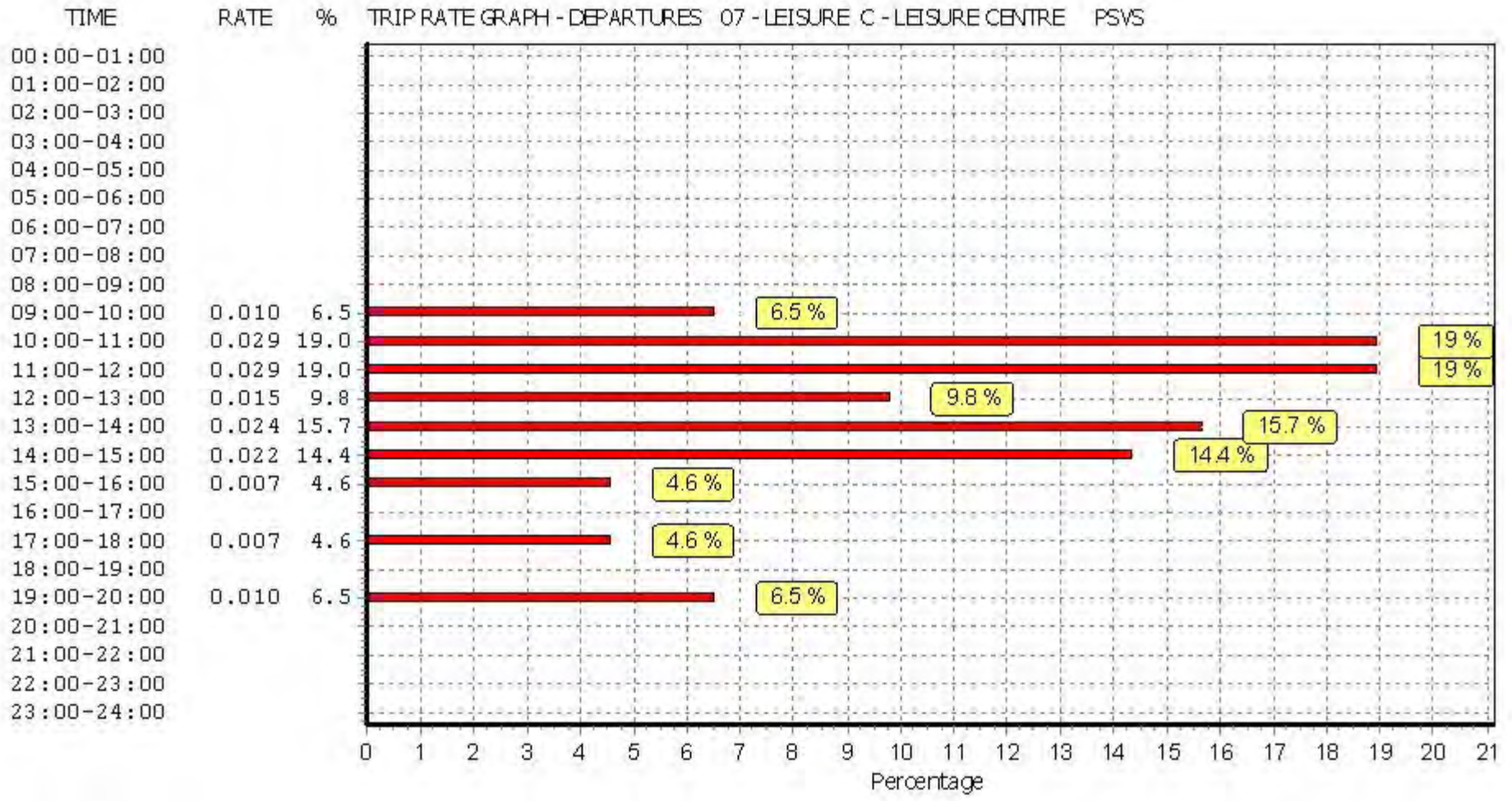


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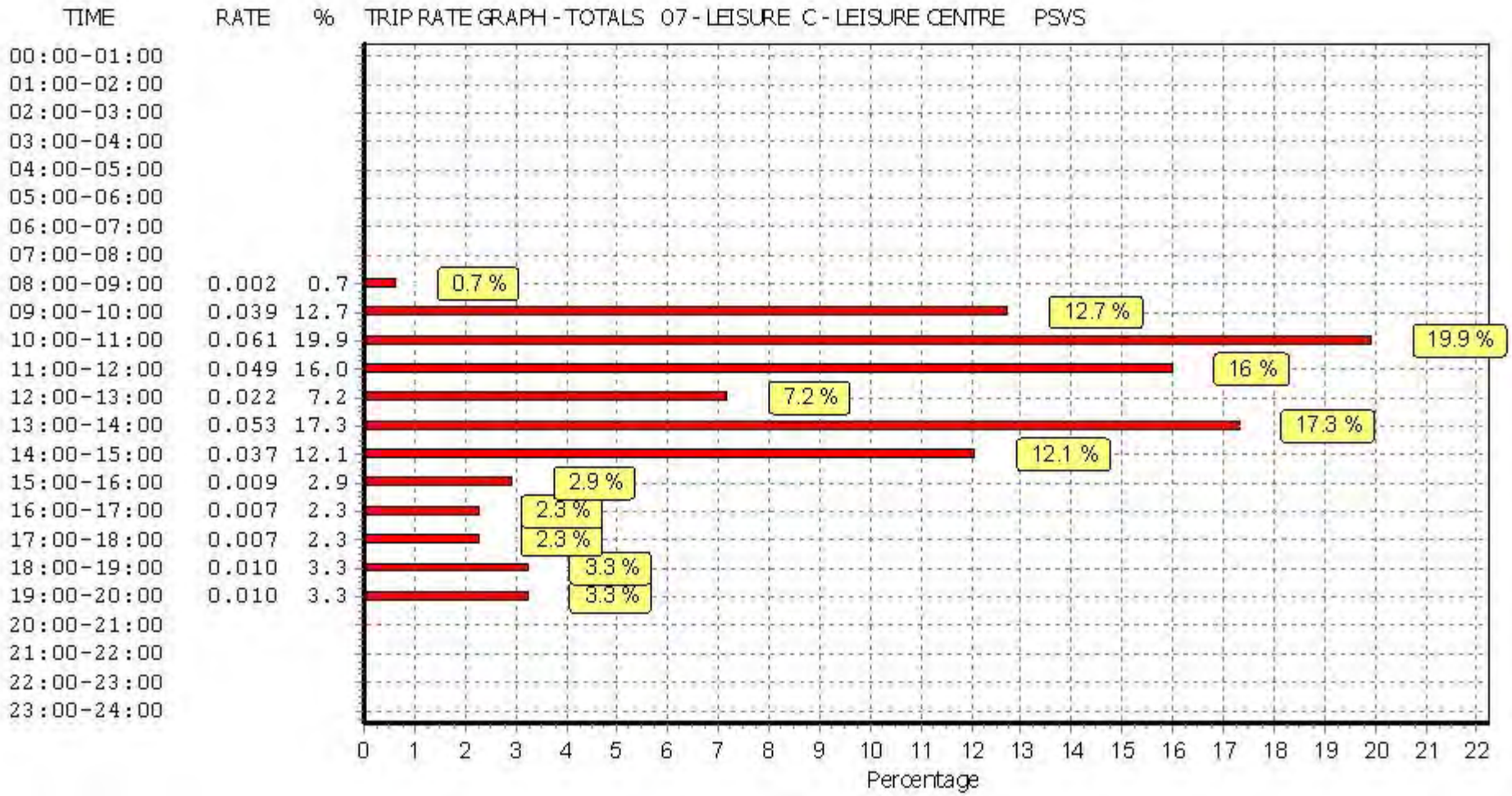


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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | 12 | 2454 | 0.075 | 12 | 2454 | 0.000 | 12 | 2454 | 0.075 |
| 07:00 - 08:00 | 15 | 2591 | 0.059 | 15 | 2591 | 0.033 | 15 | 2591 | 0.092 |
| 08:00 - 09:00 | 16 | 2564 | 0.056 | 16 | 2564 | 0.066 | 16 | 2564 | 0.122 |
| 09:00 - 10:00 | 16 | 2564 | 0.051 | 16 | 2564 | 0.039 | 16 | 2564 | 0.090 |
| 10:00 - 11:00 | 16 | 2564 | 0.044 | 16 | 2564 | 0.041 | 16 | 2564 | 0.085 |
| 11:00 - 12:00 | 16 | 2564 | 0.029 | 16 | 2564 | 0.034 | 16 | 2564 | 0.063 |
| 12:00 - 13:00 | 16 | 2564 | 0.041 | 16 | 2564 | 0.041 | 16 | 2564 | 0.082 |
| 13:00 - 14:00 | 16 | 2564 | 0.037 | 16 | 2564 | 0.059 | 16 | 2564 | 0.096 |
| 14:00 - 15:00 | 16 | 2564 | 0.015 | 16 | 2564 | 0.024 | 16 | 2564 | 0.039 |
| 15:00 - 16:00 | 16 | 2564 | 0.041 | 16 | 2564 | 0.027 | 16 | 2564 | 0.068 |
| 16:00 - 17:00 | 16 | 2564 | 0.100 | 16 | 2564 | 0.039 | 16 | 2564 | 0.139 |
| 17:00 - 18:00 | 16 | 2564 | 0.046 | 16 | 2564 | 0.056 | 16 | 2564 | 0.102 |
| 18:00 - 19:00 | 16 | 2564 | 0.044 | 16 | 2564 | 0.098 | 16 | 2564 | 0.142 |
| 19:00 - 20:00 | 16 | 2564 | 0.039 | 16 | 2564 | 0.076 | 16 | 2564 | 0.115 |
| 20:00 - 21:00 | 16 | 2564 | 0.017 | 16 | 2564 | 0.032 | 16 | 2564 | 0.049 |
| 21:00 - 22:00 | 16 | 2564 | 0.002 | 16 | 2564 | 0.012 | 16 | 2564 | 0.014 |
| 22:00 - 23:00 | 4 | 2547 | 0.000 | 4 | 2547 | 0.000 | 4 | 2547 | 0.000 |
| 23:00 - 24:00 | 1 | 4738 | 0.000 | 1 | 4738 | 0.000 | 1 | 4738 | 0.000 |
| Total Rates: | | | 0.696 | | | 0.677 | | | 1.373 |

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

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

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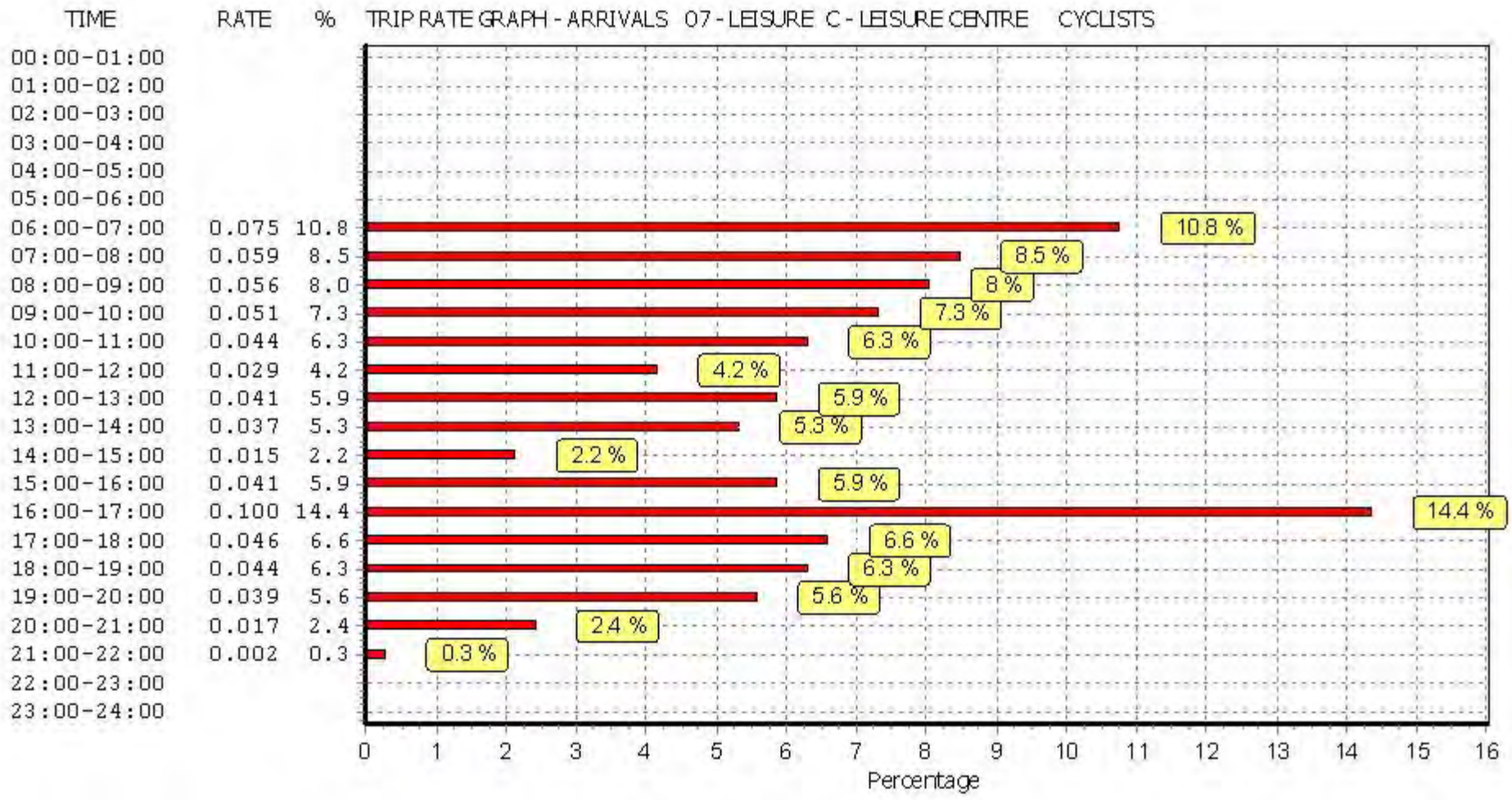
Parameter summary

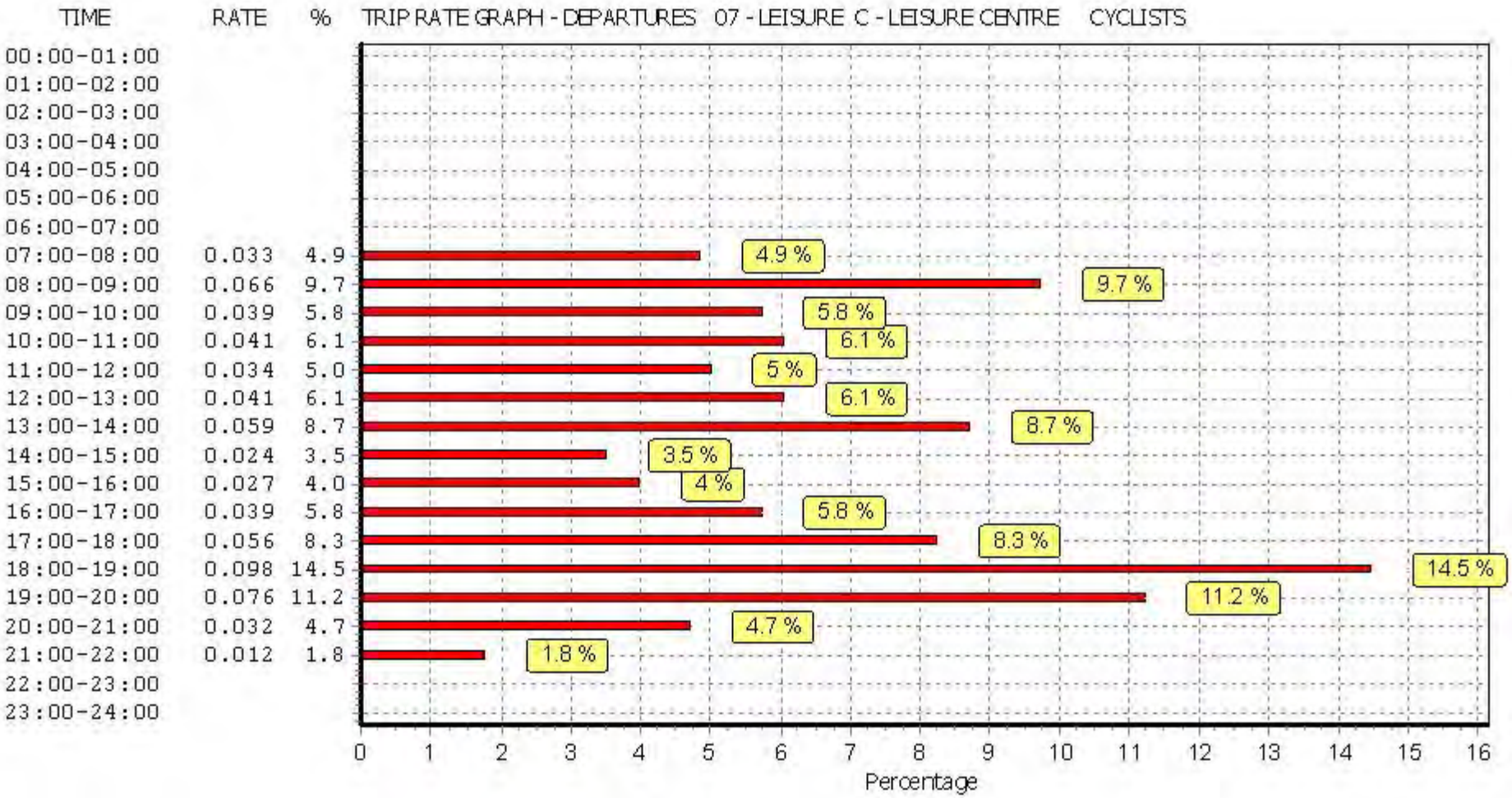
| | |
|---|---|
| Trip rate parameter range selected: | 850 - 5000 (units: sqm) |
| Survey date date range: | 01/01/09 - 05/07/17 |
| Number of weekdays (Monday-Friday): | 16 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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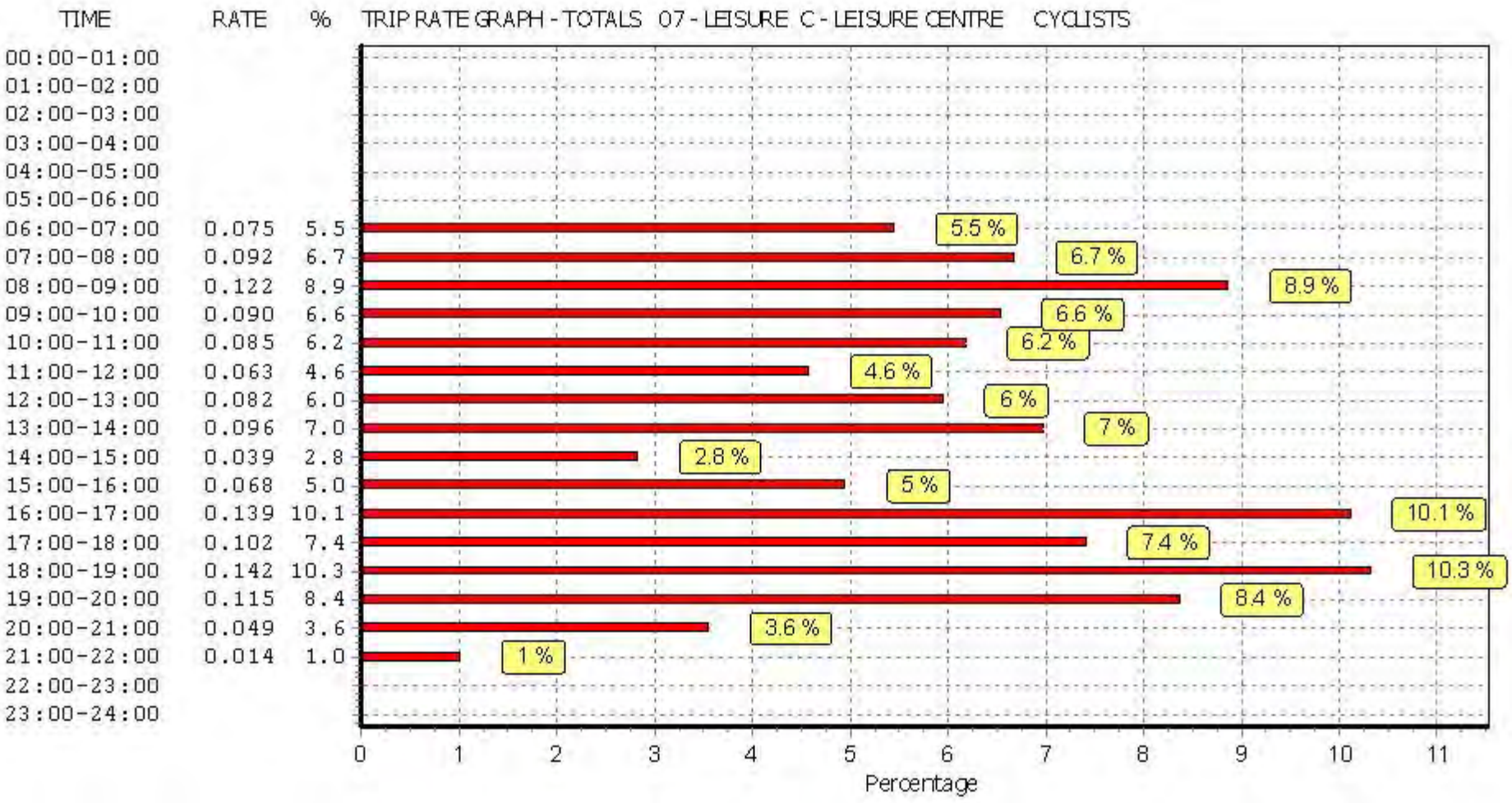


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : C - LEISURE CENTRE
VEHICLES

*Selected regions and areas:*
11 SCOTLAND
EB CITY OF EDINBURGH 1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 3300 to 3300 (units: sqm)
Range Selected by User: 650 to 5000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 05/07/17

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

*Selected survey days:*
Saturday 1 days

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

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

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

*Selected Locations:*
Suburban Area (PPS6 Out of Centre) 1

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

*Selected Location Sub Categories:*
Built-Up Zone 1

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

Secondary Filtering selection:

*Use Class:*
D2 1 days

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

*Population within 1 mile:*
50,001 to 100,000 1 days

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

Secondary Filtering selection (Cont.):

*Population within 5 miles:*
250,001 to 500,000 1 days

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

*Car ownership within 5 miles:*
0.6 to 1.0 1 days

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

*Travel Plan:*
No 1 days

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

*PTAL Rating:*
No PTAL Present 1 days

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

*LIST OF SITES relevant to selection parameters*

1 EB-07-C-02 SWIMMING POOL CITY OF EDINBURGH
LEITH WALK
LEITH
EDINBURGH
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 3300 sqm
*Survey date: SATURDAY* *30/10/10* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 3300 | 0.212 | 1 | 3300 | 0.000 | 1 | 3300 | 0.212 |
| 10:00 - 11:00 | 1 | 3300 | 0.970 | 1 | 3300 | 0.030 | 1 | 3300 | 1.000 |
| 11:00 - 12:00 | 1 | 3300 | 0.818 | 1 | 3300 | 0.939 | 1 | 3300 | 1.757 |
| 12:00 - 13:00 | 1 | 3300 | 0.788 | 1 | 3300 | 0.909 | 1 | 3300 | 1.697 |
| 13:00 - 14:00 | 1 | 3300 | 0.727 | 1 | 3300 | 0.697 | 1 | 3300 | 1.424 |
| 14:00 - 15:00 | 1 | 3300 | 1.000 | 1 | 3300 | 0.758 | 1 | 3300 | 1.758 |
| 15:00 - 16:00 | 1 | 3300 | 0.697 | 1 | 3300 | 0.697 | 1 | 3300 | 1.394 |
| 16:00 - 17:00 | 1 | 3300 | 0.121 | 1 | 3300 | 1.030 | 1 | 3300 | 1.151 |
| 17:00 - 18:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.273 | 1 | 3300 | 0.273 |
| 18:00 - 19:00 | | | | | | | | | |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 5.333 | | | 5.333 | | | 10.666 |

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

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

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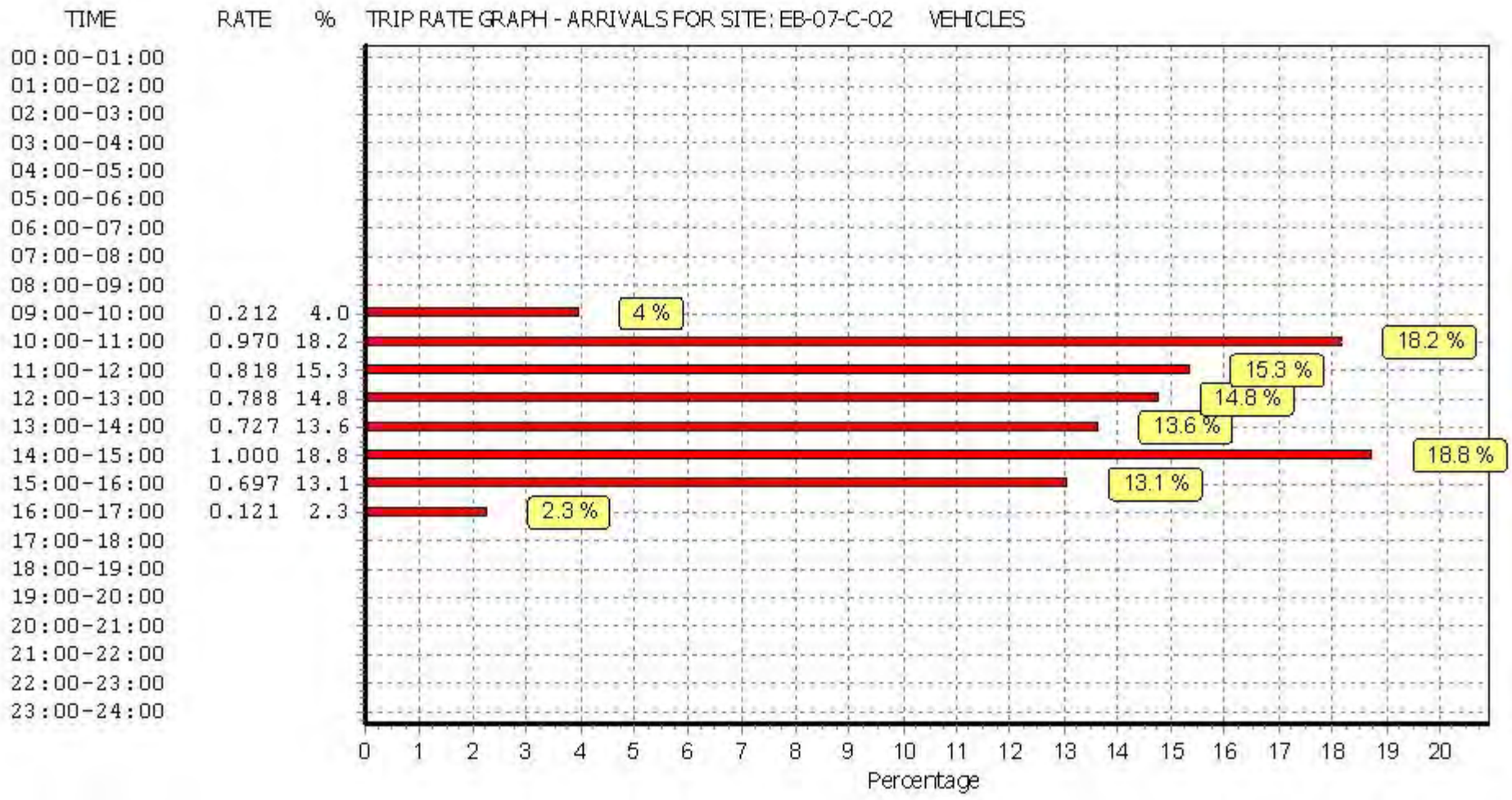
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 3300 - 3300 (units: sqm) |
| Survey date date range: | 01/01/09 - 05/07/17 |
| 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 |

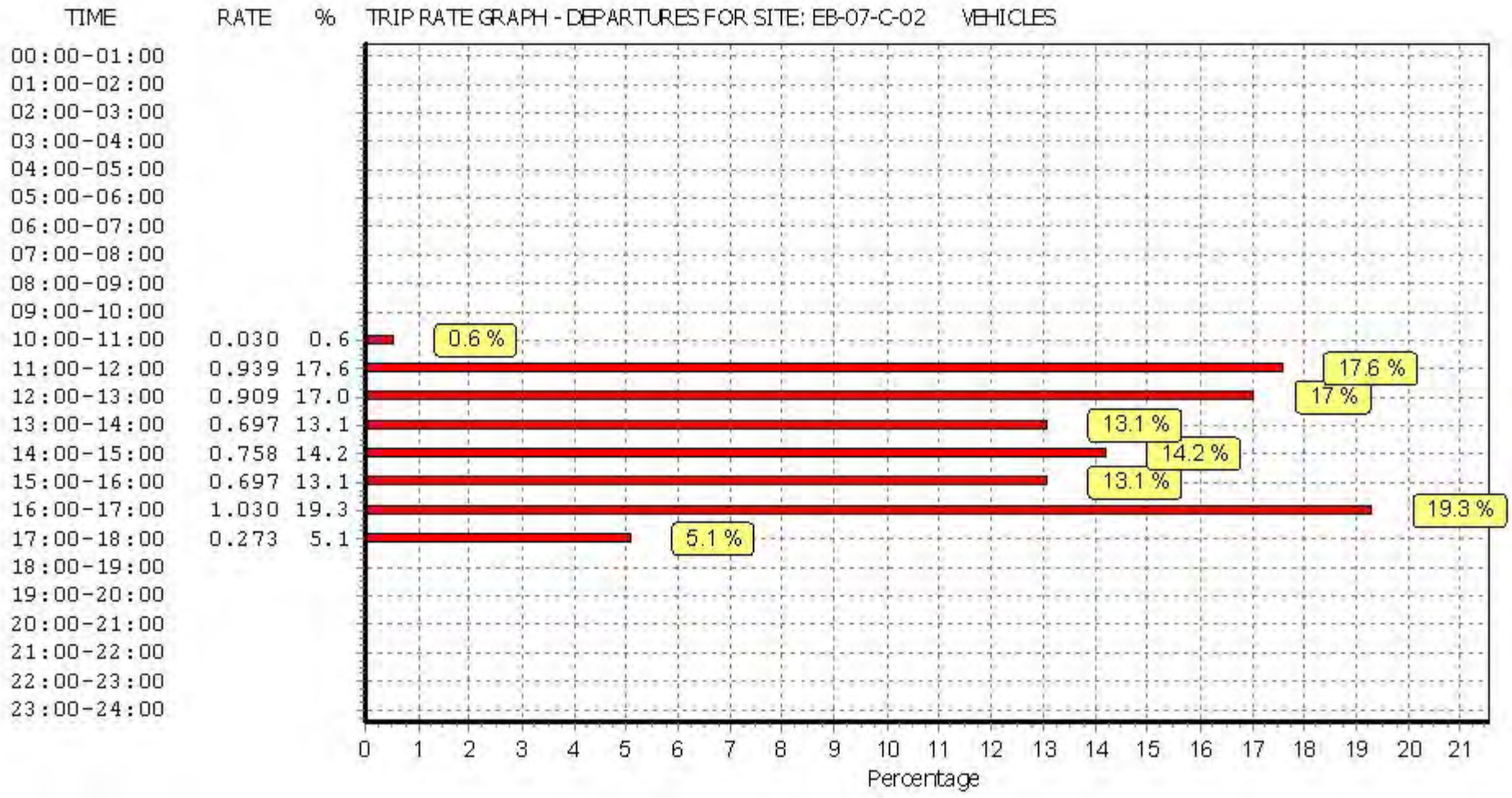
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706



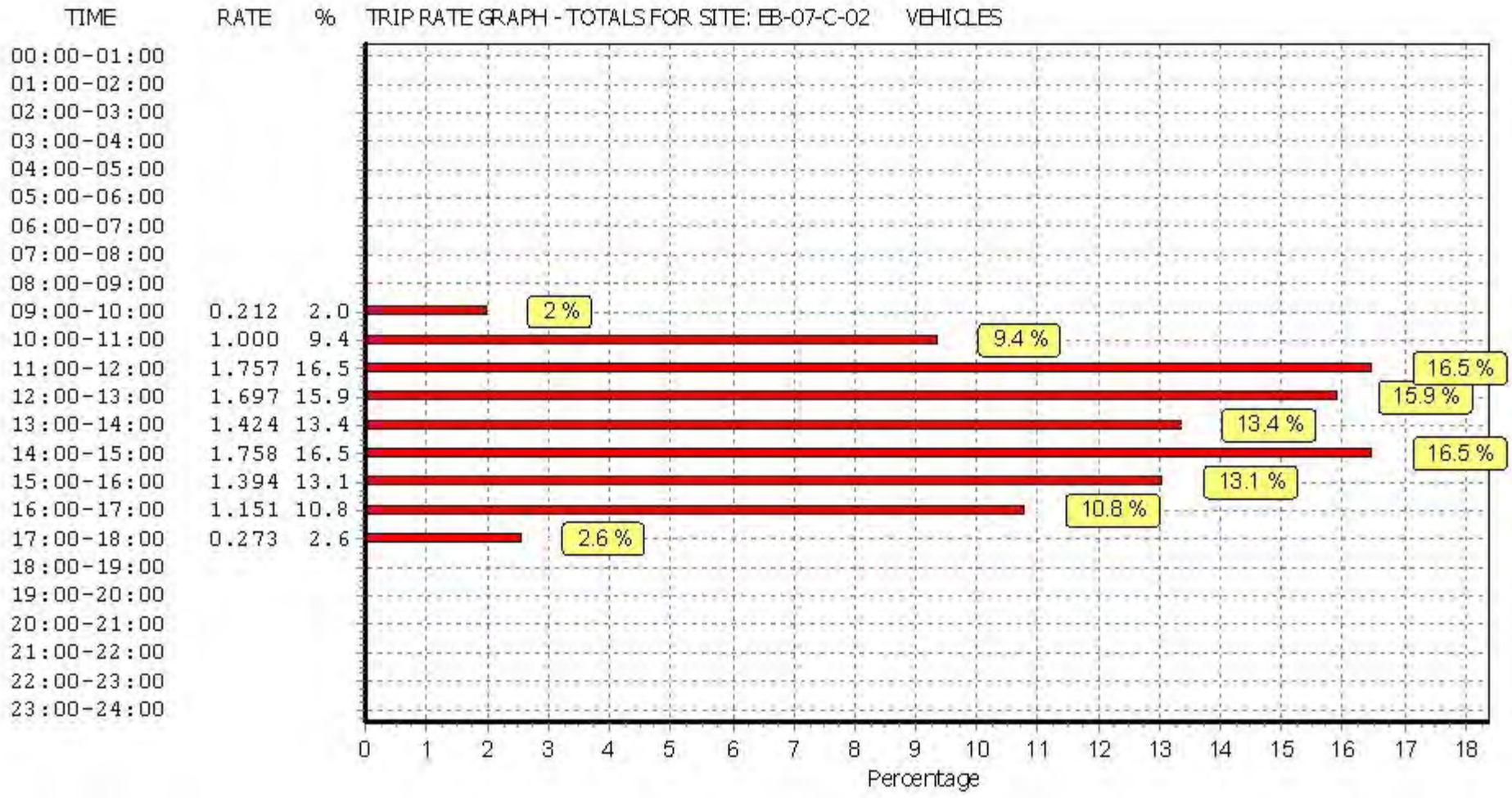

*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 10:00 - 11:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 11:00 - 12:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 12:00 - 13:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 13:00 - 14:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 14:00 - 15:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 15:00 - 16:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 16:00 - 17:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 17:00 - 18:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 18:00 - 19:00 | | | | | | | | | |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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

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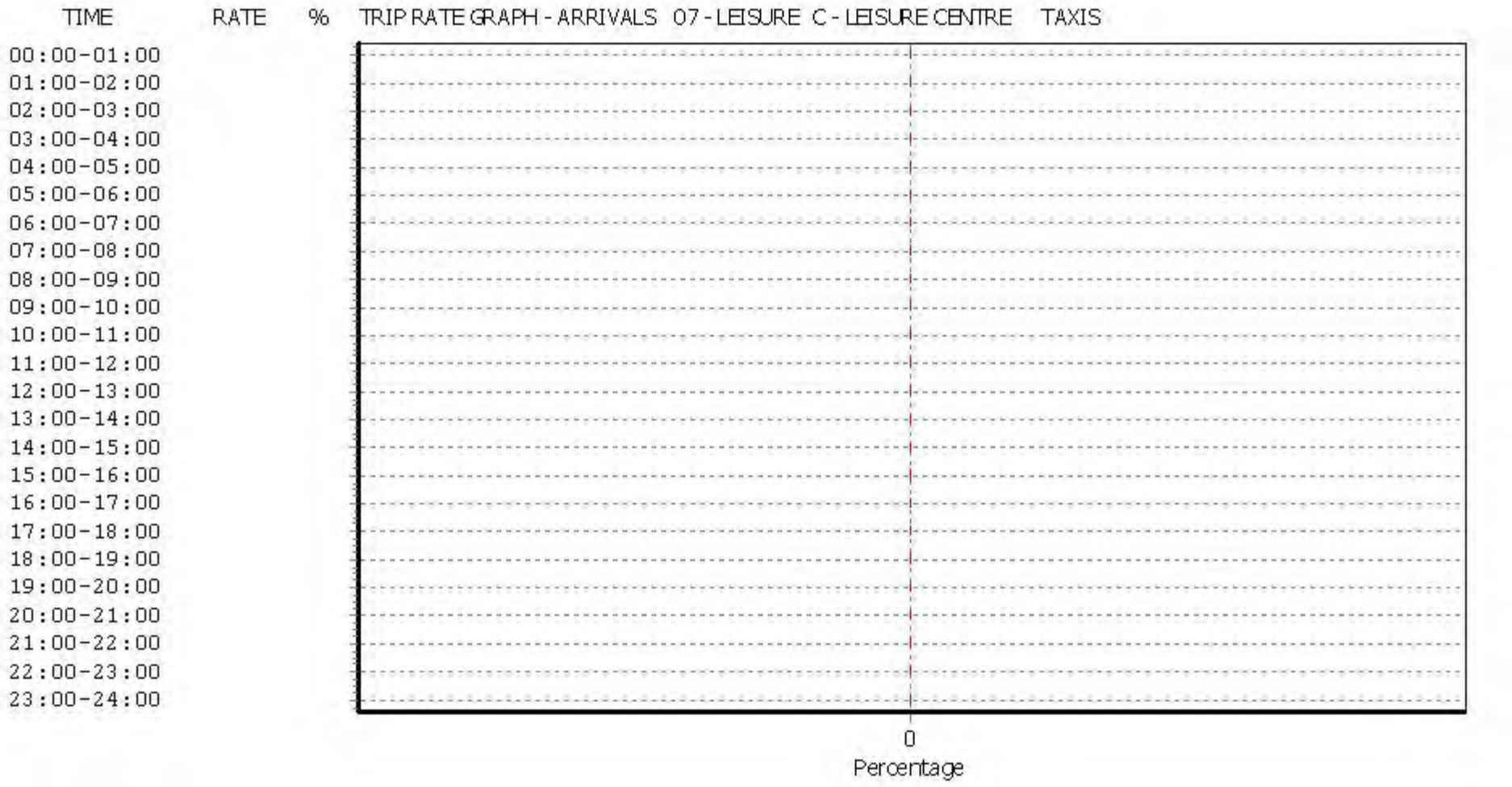
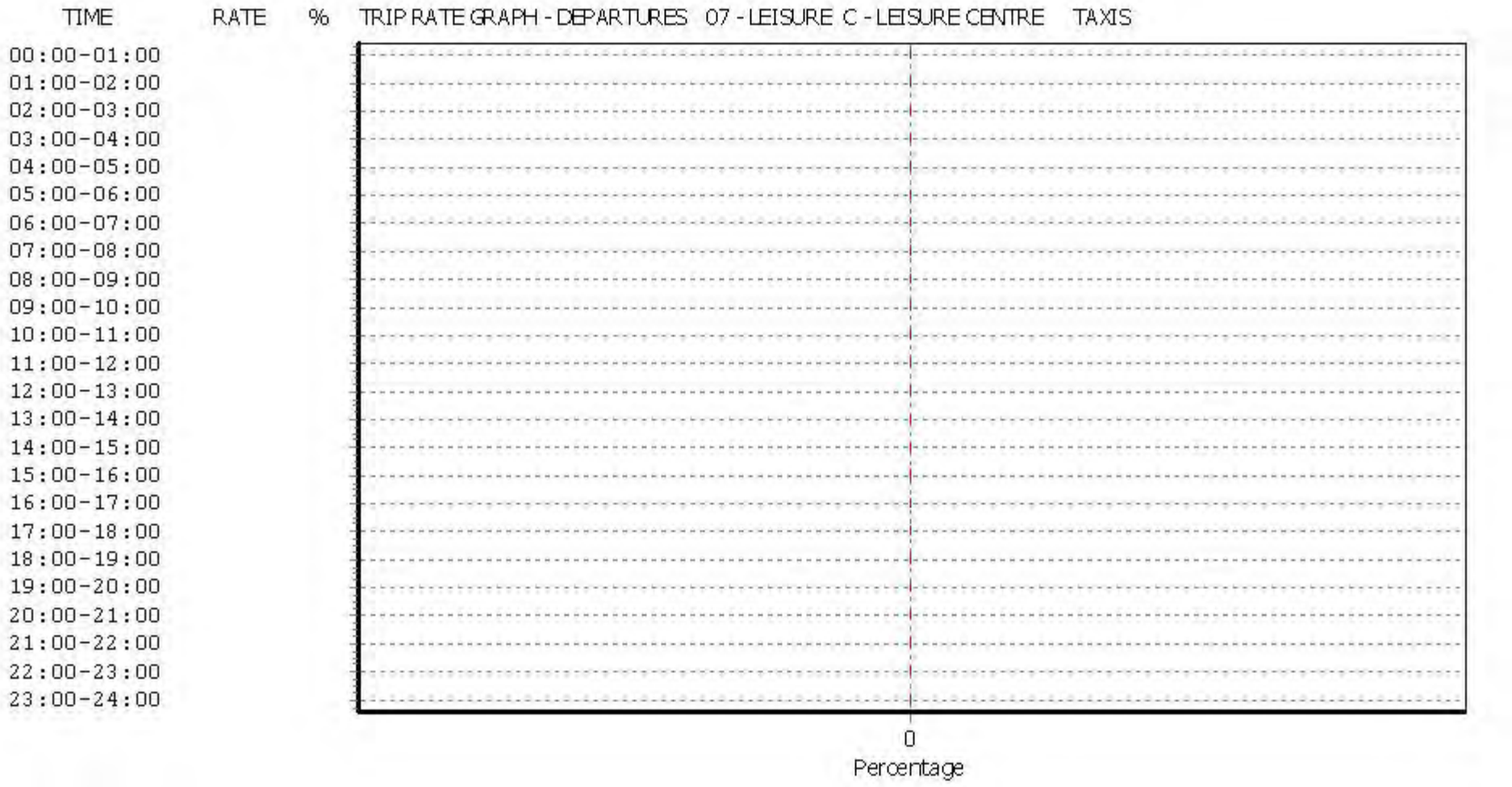
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 3300 - 3300 (units: sqm) |
| Survey date date range: | 01/01/09 - 05/07/17 |
| 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.*

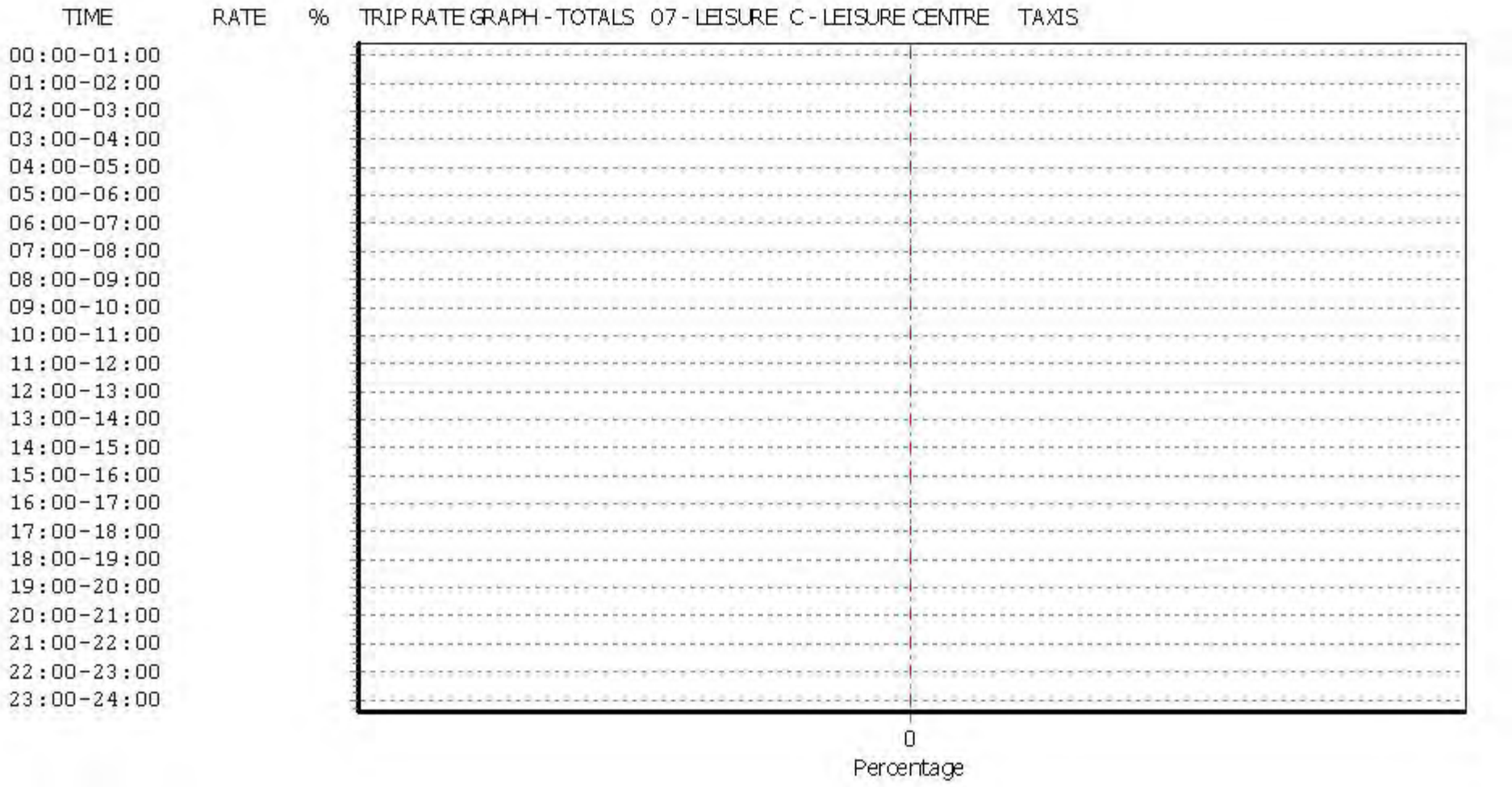



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 10:00 - 11:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 11:00 - 12:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 12:00 - 13:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 13:00 - 14:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 14:00 - 15:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 15:00 - 16:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 16:00 - 17:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 17:00 - 18:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 18:00 - 19:00 | | | | | | | | | |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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

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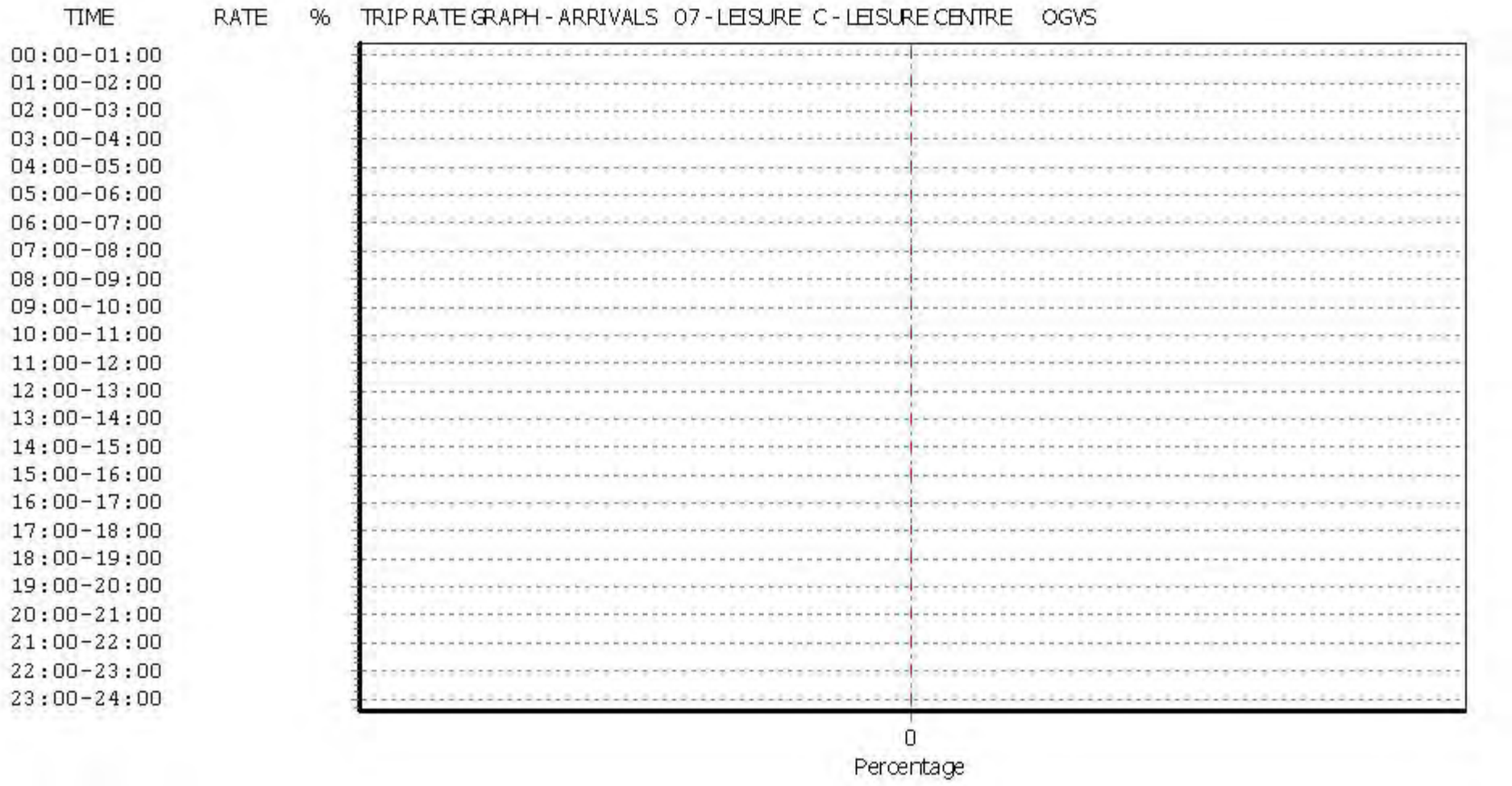
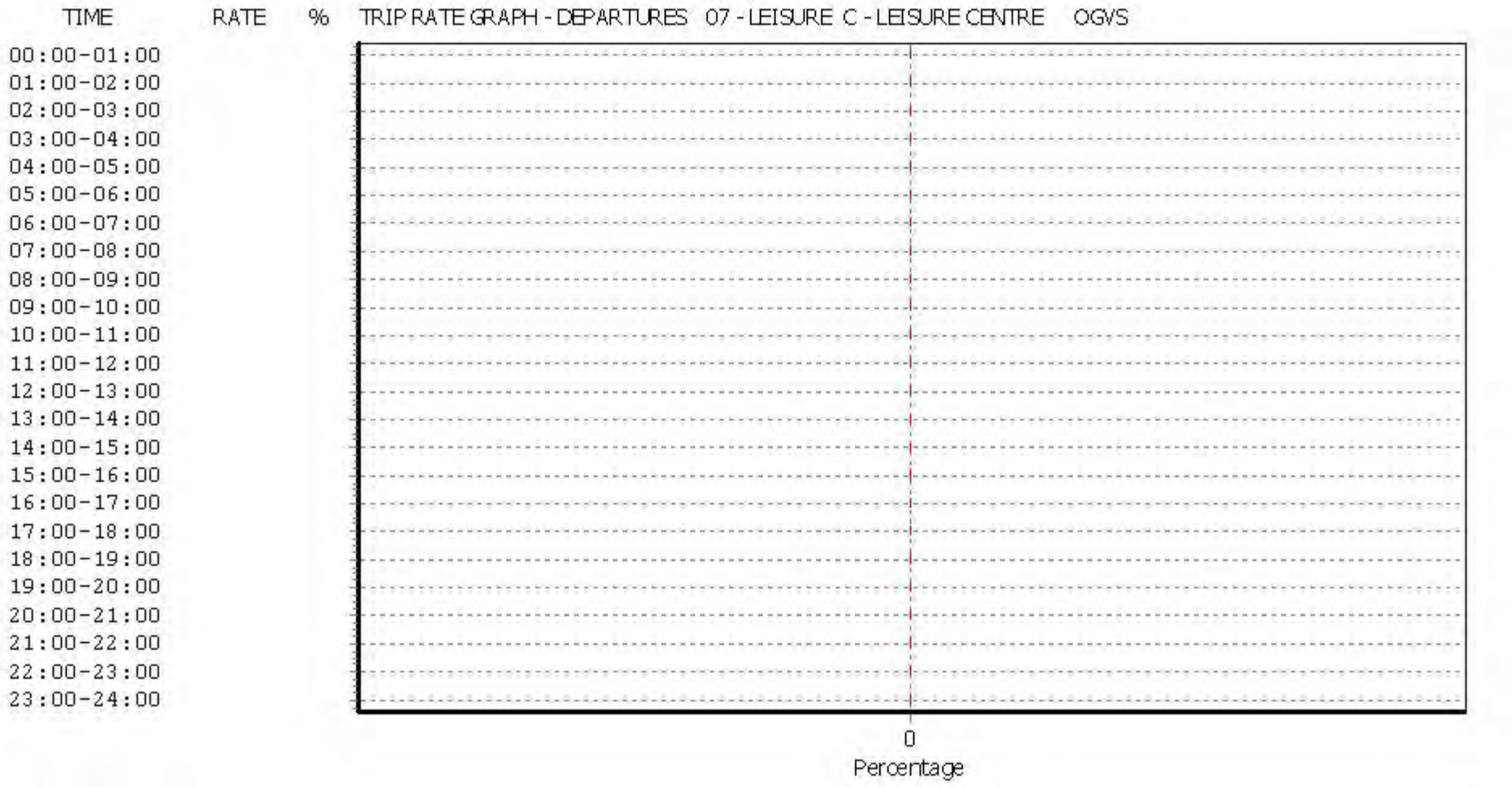
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 3300 - 3300 (units: sqm) |
| Survey date date range: | 01/01/09 - 05/07/17 |
| 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 |

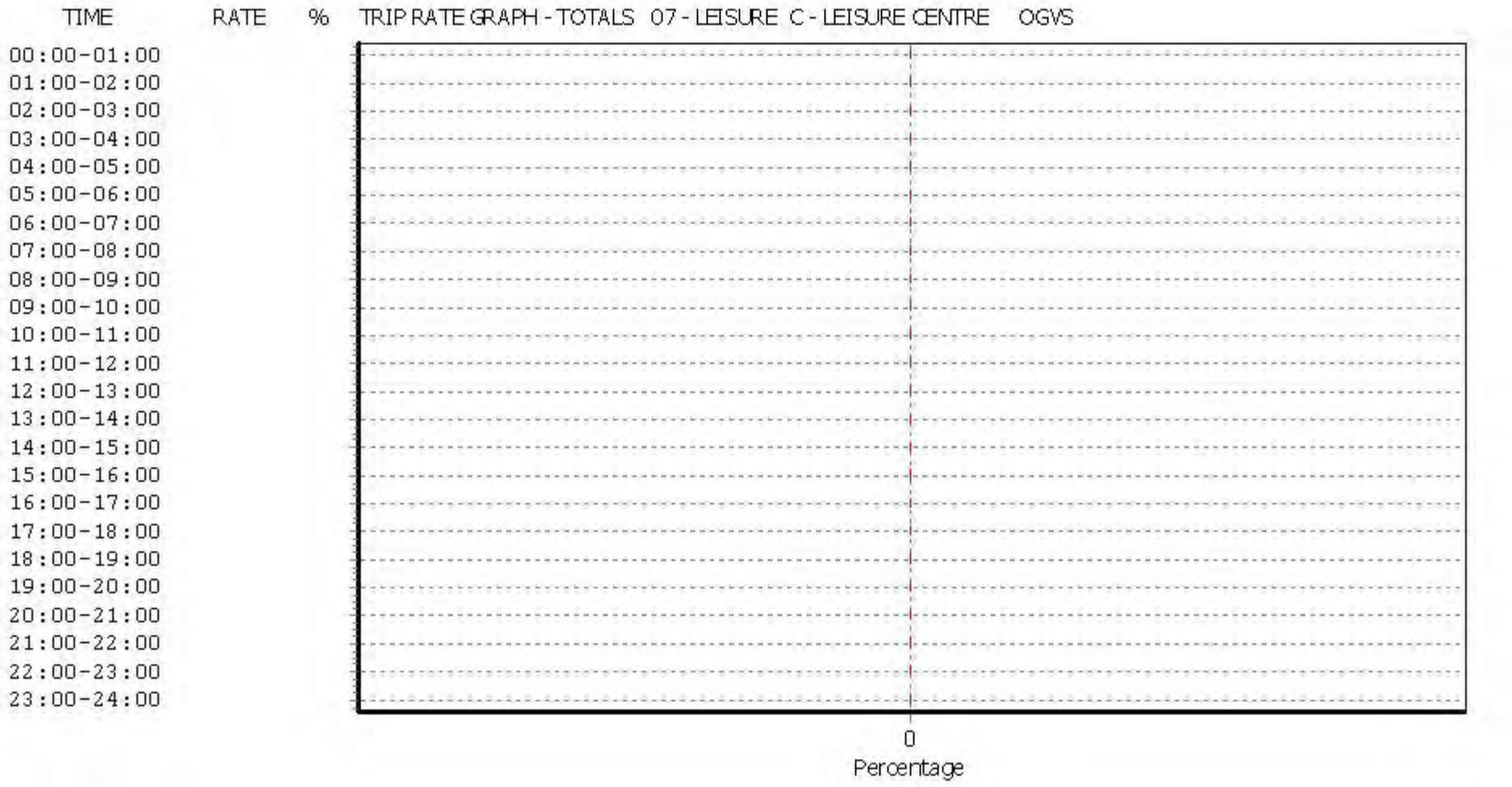
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 10:00 - 11:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 11:00 - 12:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 12:00 - 13:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 13:00 - 14:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 14:00 - 15:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 15:00 - 16:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 16:00 - 17:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 17:00 - 18:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 18:00 - 19:00 | | | | | | | | | |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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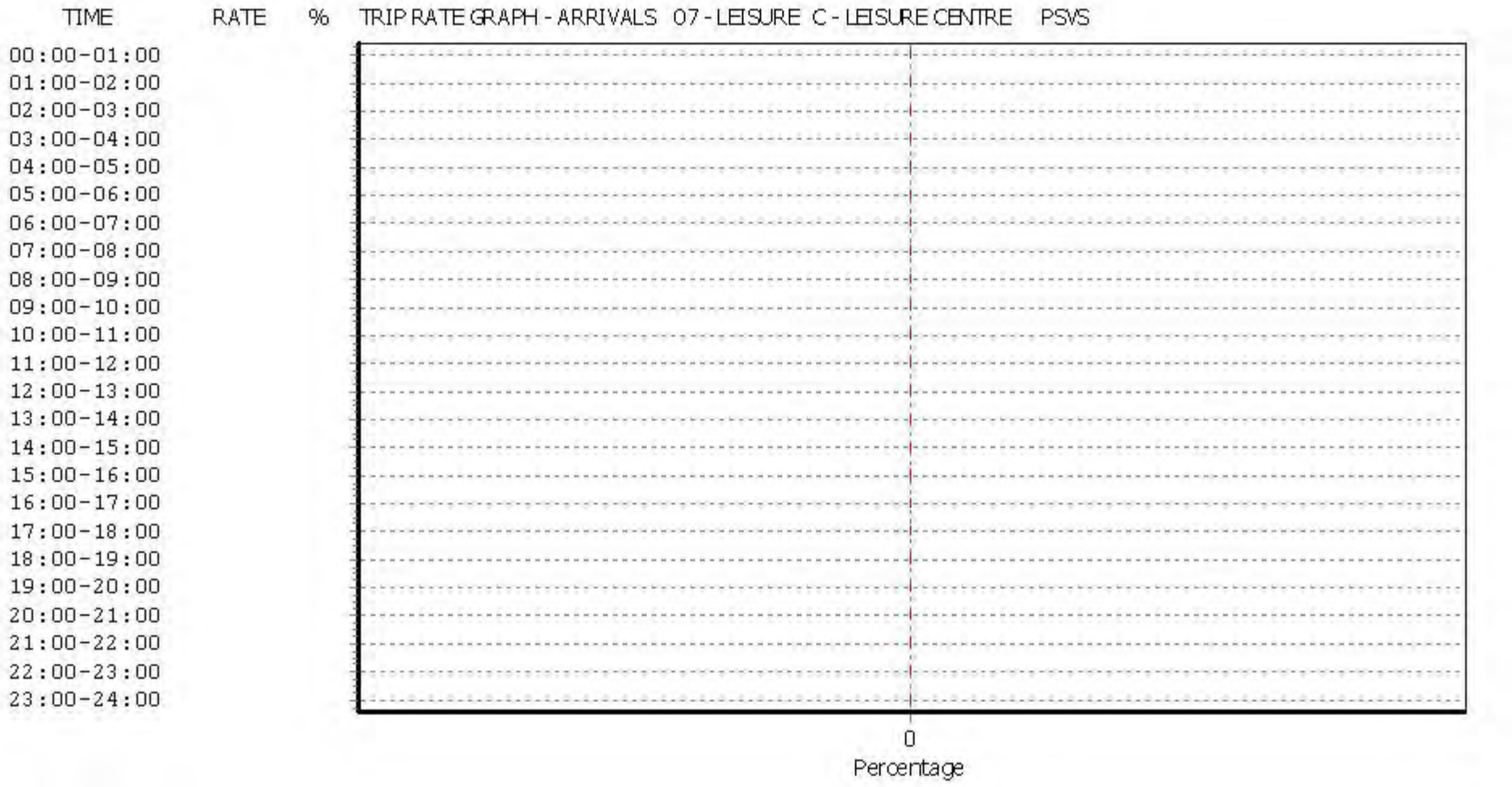
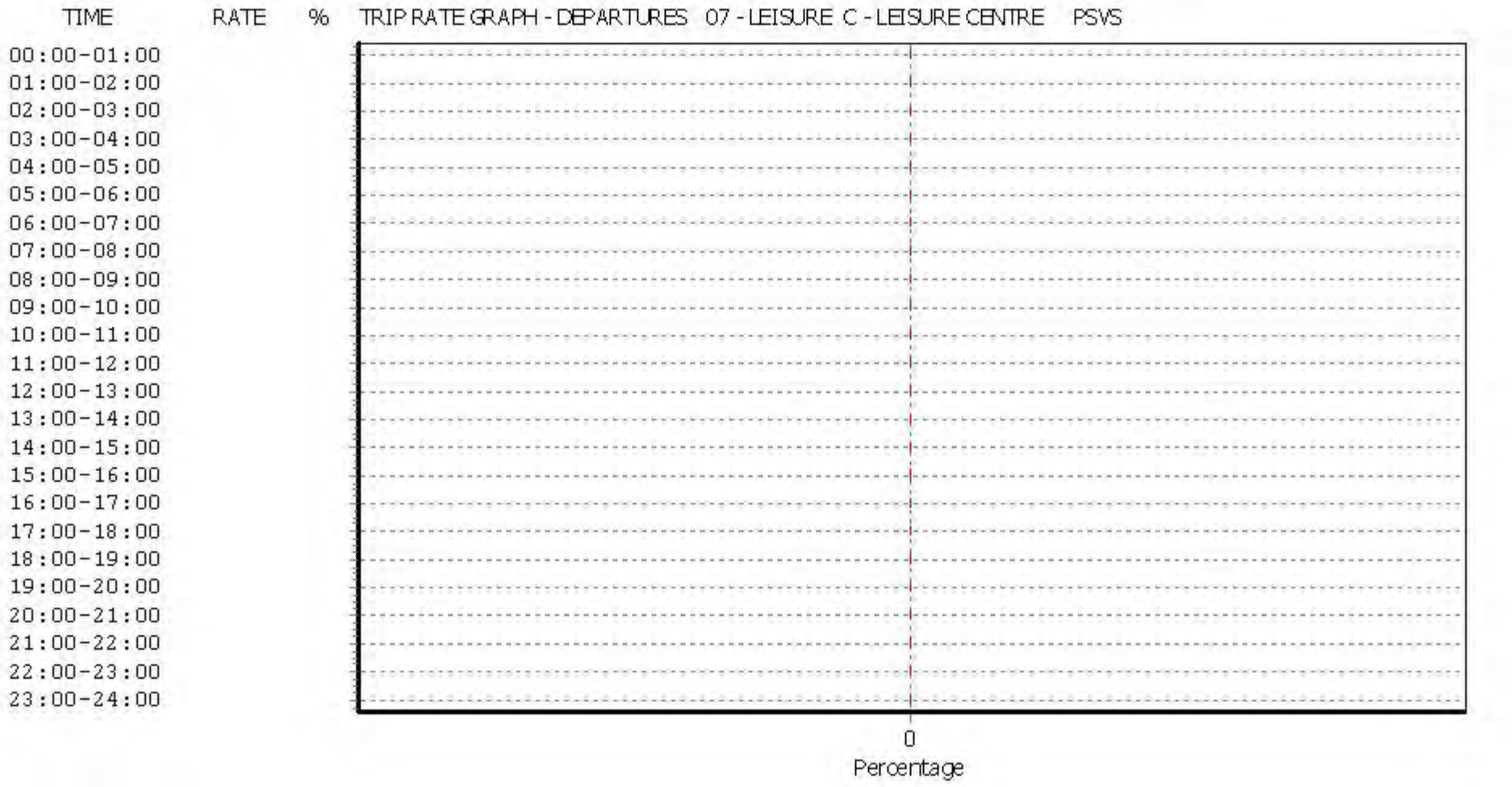
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 3300 - 3300 (units: sqm) |
| Survey date date range: | 01/01/09 - 05/07/17 |
| 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.*




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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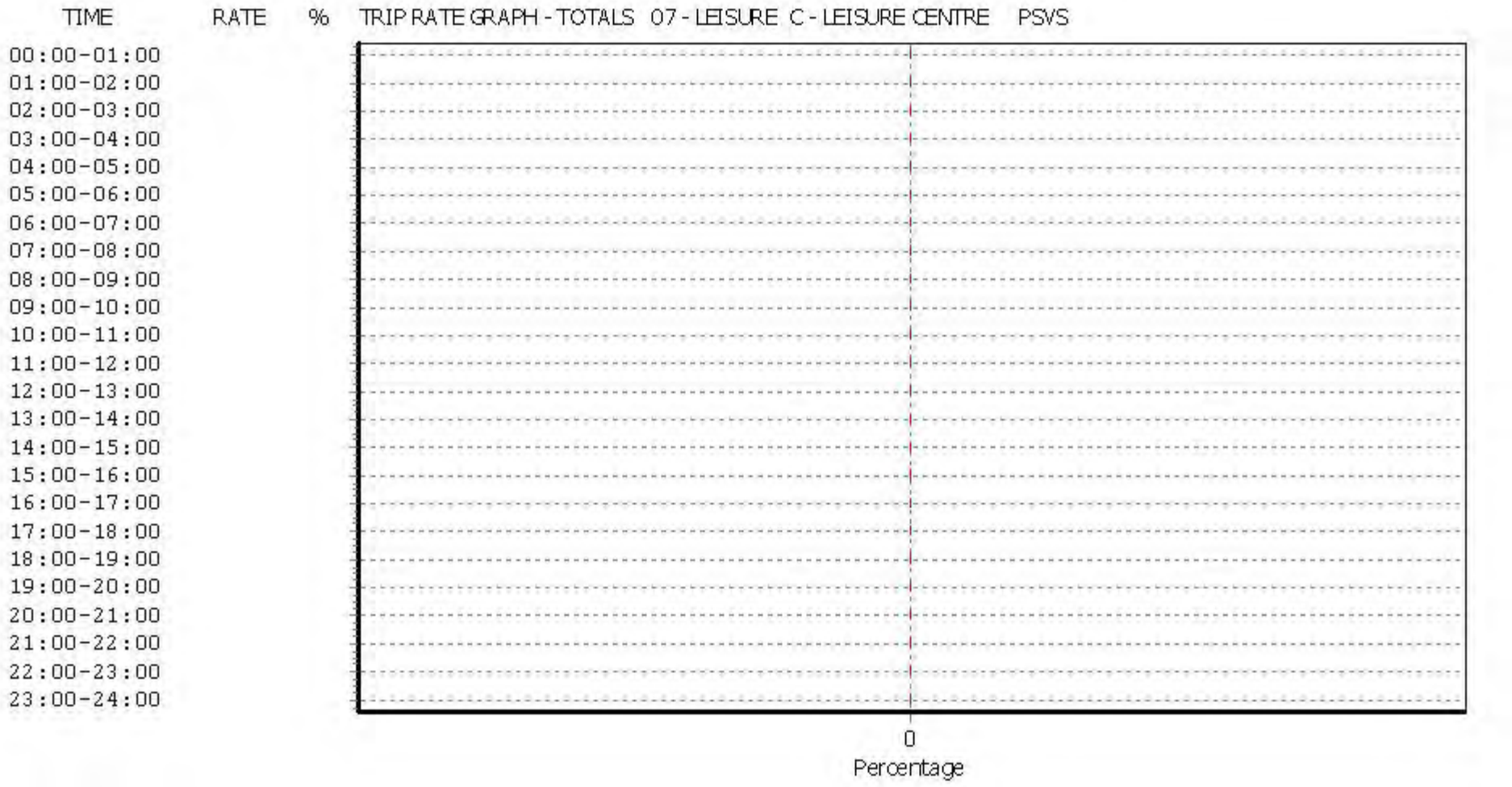


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 10:00 - 11:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 11:00 - 12:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 12:00 - 13:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 | 1 | 3300 | 0.000 |
| 13:00 - 14:00 | 1 | 3300 | 0.061 | 1 | 3300 | 0.000 | 1 | 3300 | 0.061 |
| 14:00 - 15:00 | 1 | 3300 | 0.152 | 1 | 3300 | 0.030 | 1 | 3300 | 0.182 |
| 15:00 - 16:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.061 | 1 | 3300 | 0.061 |
| 16:00 - 17:00 | 1 | 3300 | 0.030 | 1 | 3300 | 0.121 | 1 | 3300 | 0.151 |
| 17:00 - 18:00 | 1 | 3300 | 0.000 | 1 | 3300 | 0.030 | 1 | 3300 | 0.030 |
| 18:00 - 19:00 | | | | | | | | | |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.243 | | | 0.242 | | | 0.485 |

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

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

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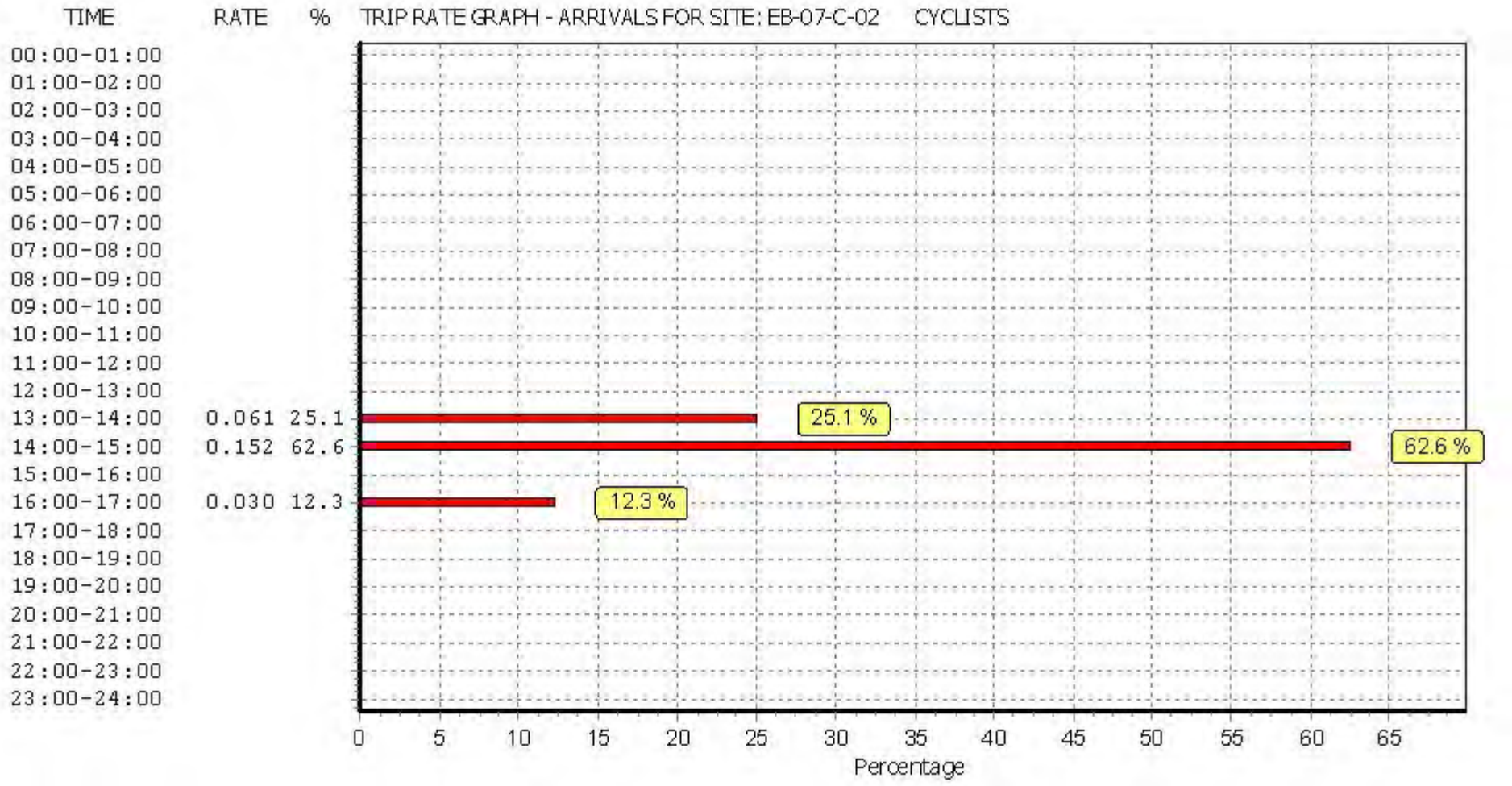
Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 3300 - 3300 (units: sqm) |
| Survey date date range: | 01/01/09 - 05/07/17 |
| 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 |

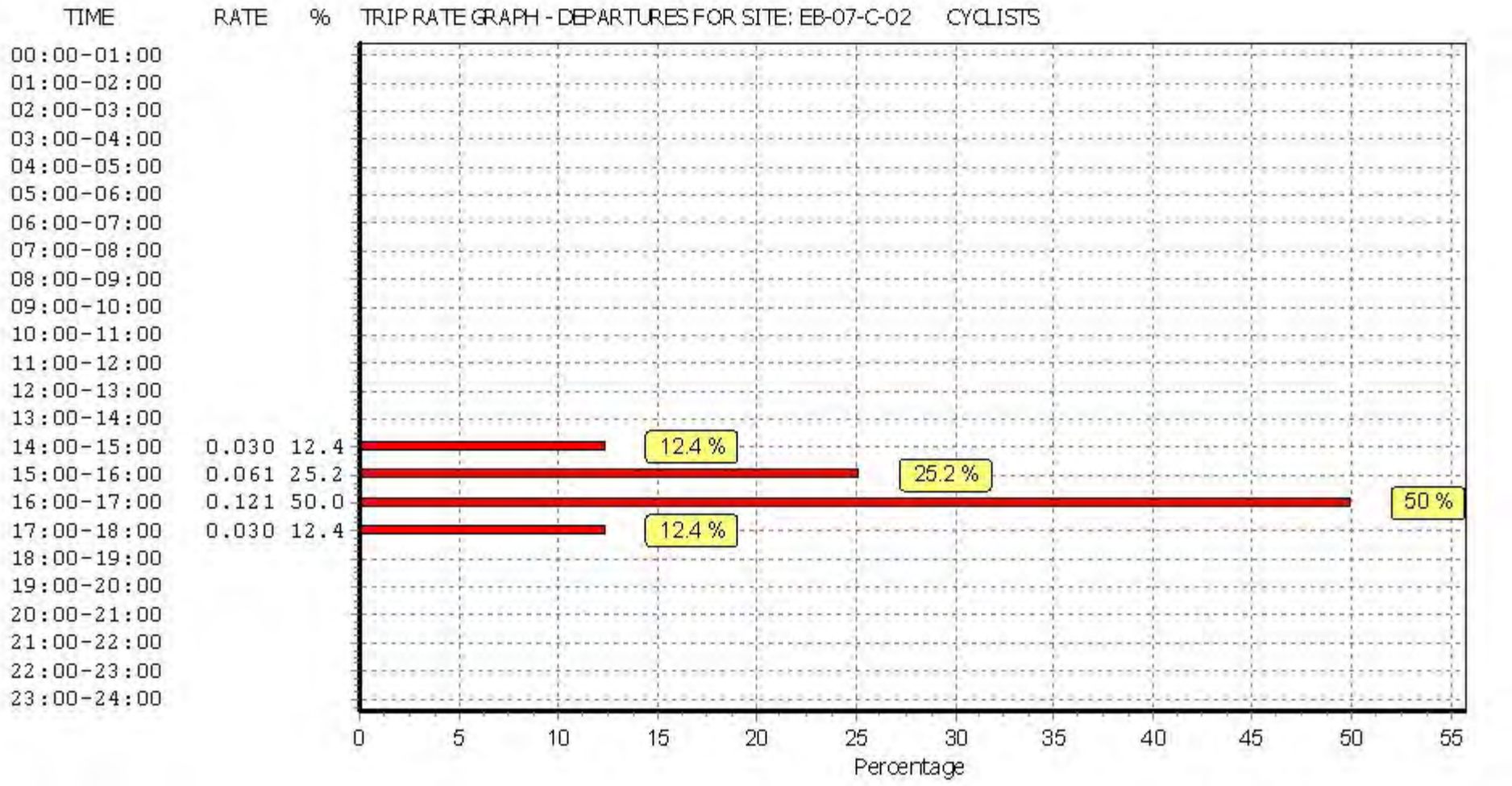
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706



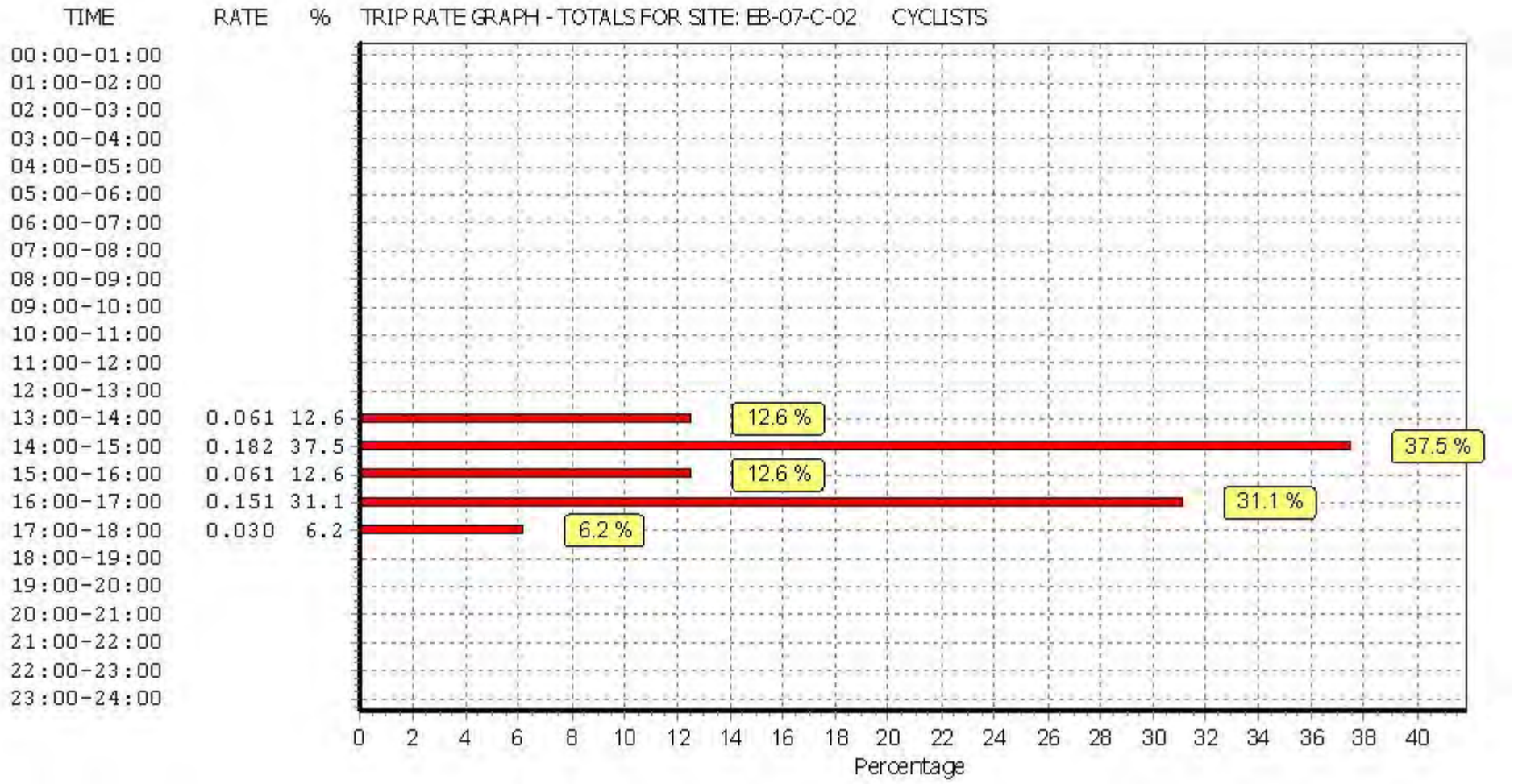

*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

PETER BRETT ASSSOCIATES LLP VICTORIA SQUARE BIRMINGHAM Licence No: 706706




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

# Appendix E Network Flow Diagrams

**Figure 1.1**
**Weekday 2017**
**AM Peak Hour**
**08:00 to 09:00**
**Surveyed Flows**
**PCUs**

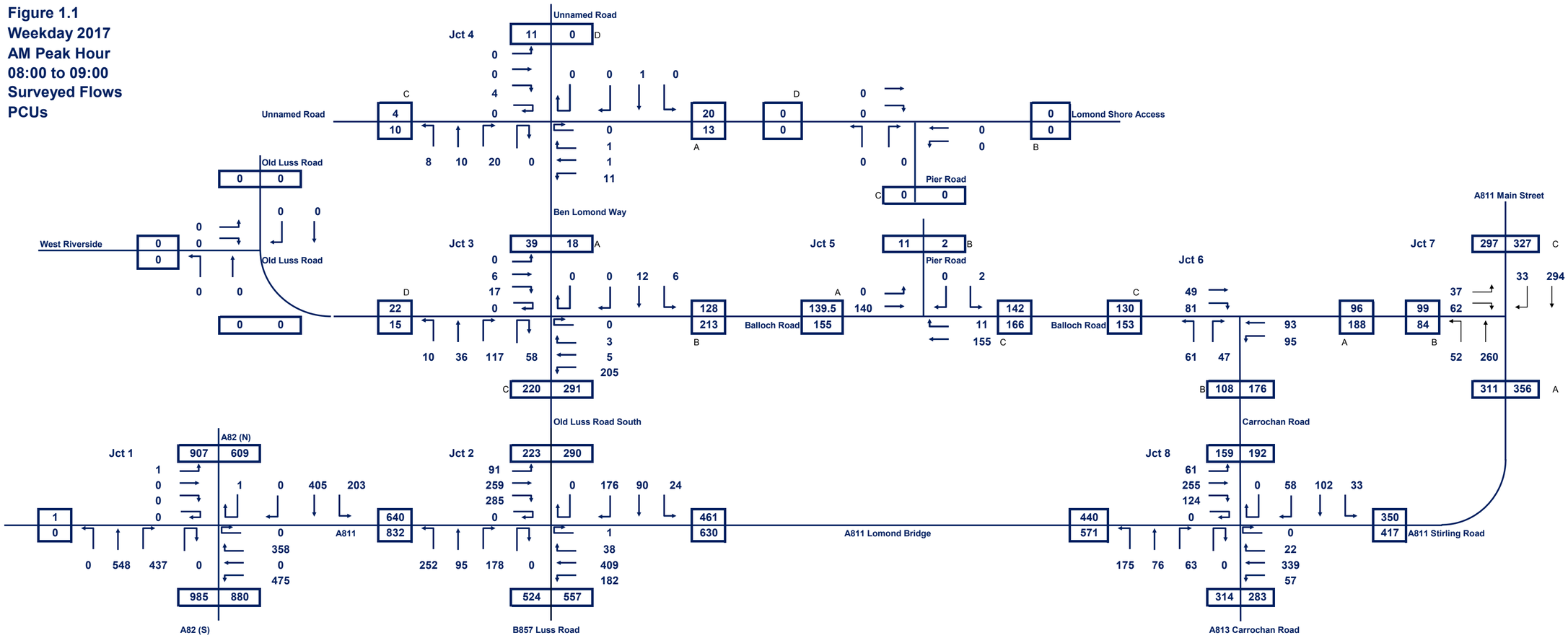


**Figure 1.2**
**Weekday 2017**
**PM Peak Hour**
**16:30 to 17:30**
**Surveyed Flows**
**PCUs**

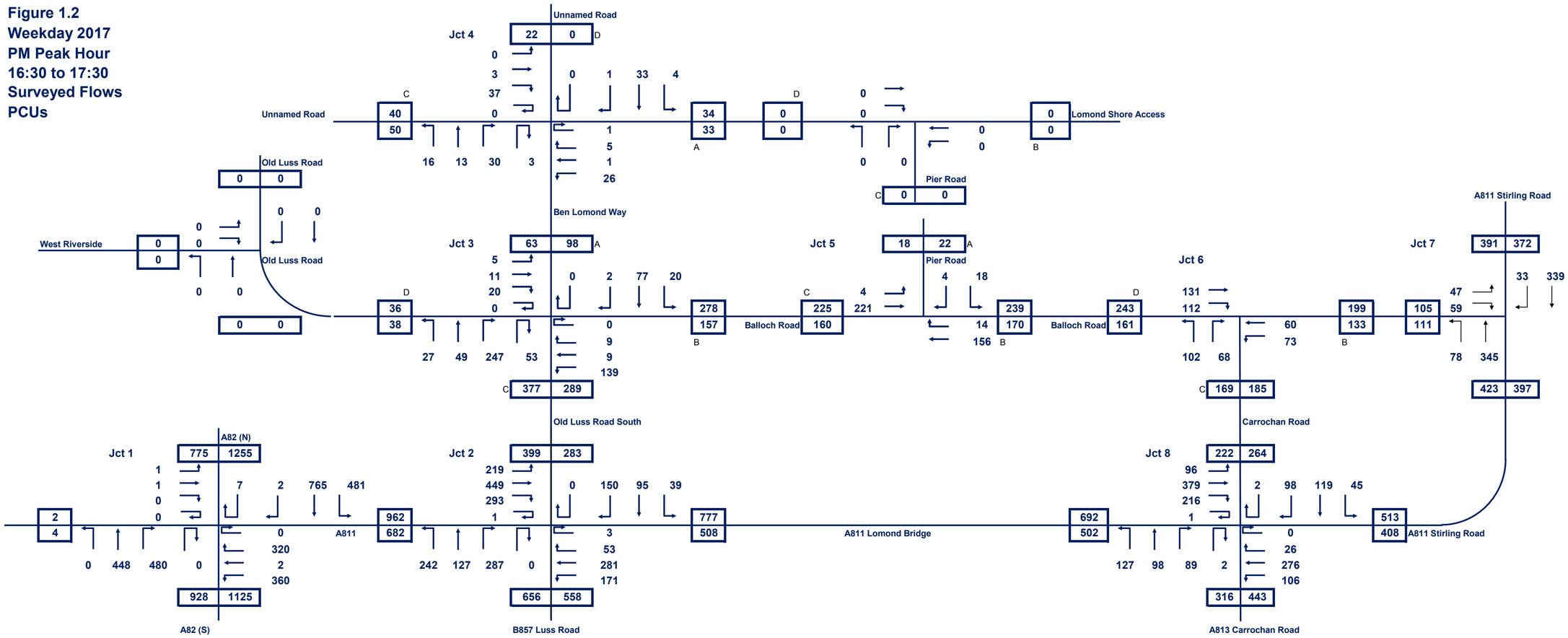


**Figure 1.3**
**Saturday 2017**
**Peak Hour**
**15:00 to 16:00**
**Surveyed Flows**
**PCUs**

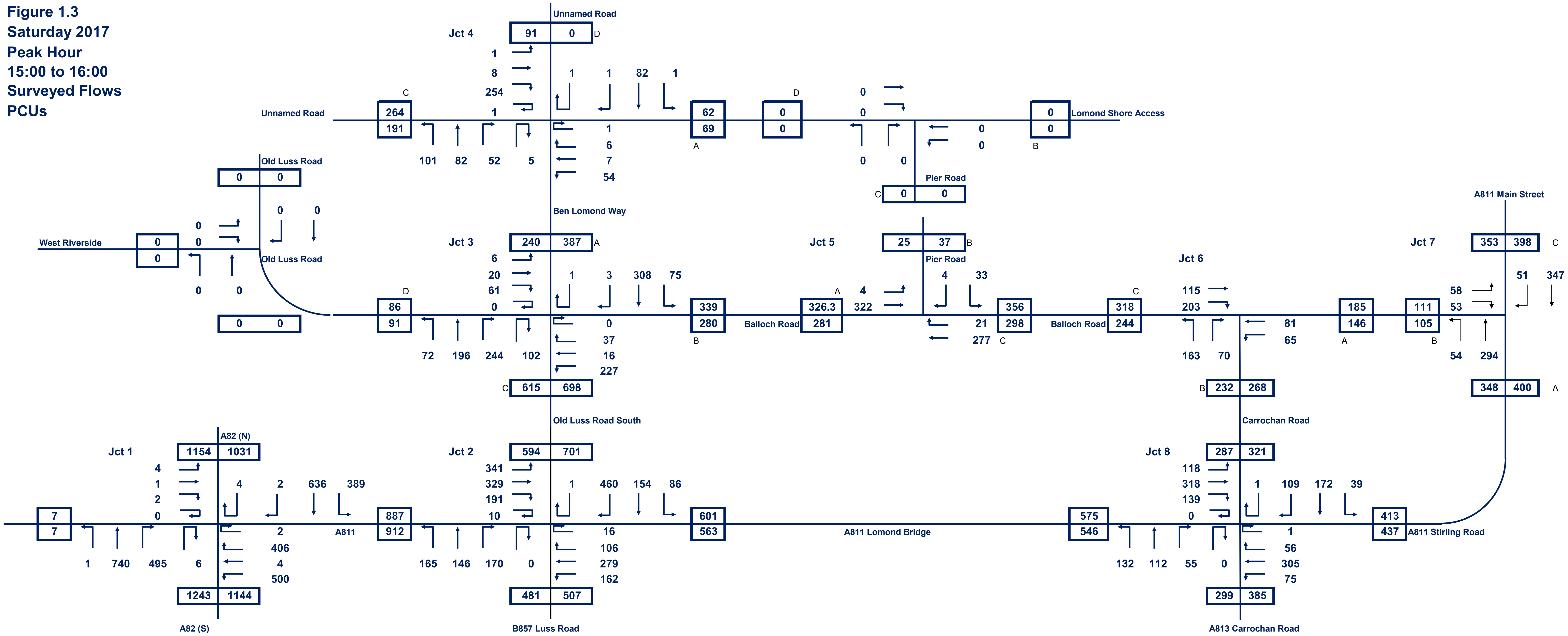


**Figure 1.4**
**Weekday 2020**
**AM Peak Hour**
**08:00 to 09:00**
**Projected Flows**
**PCUs**

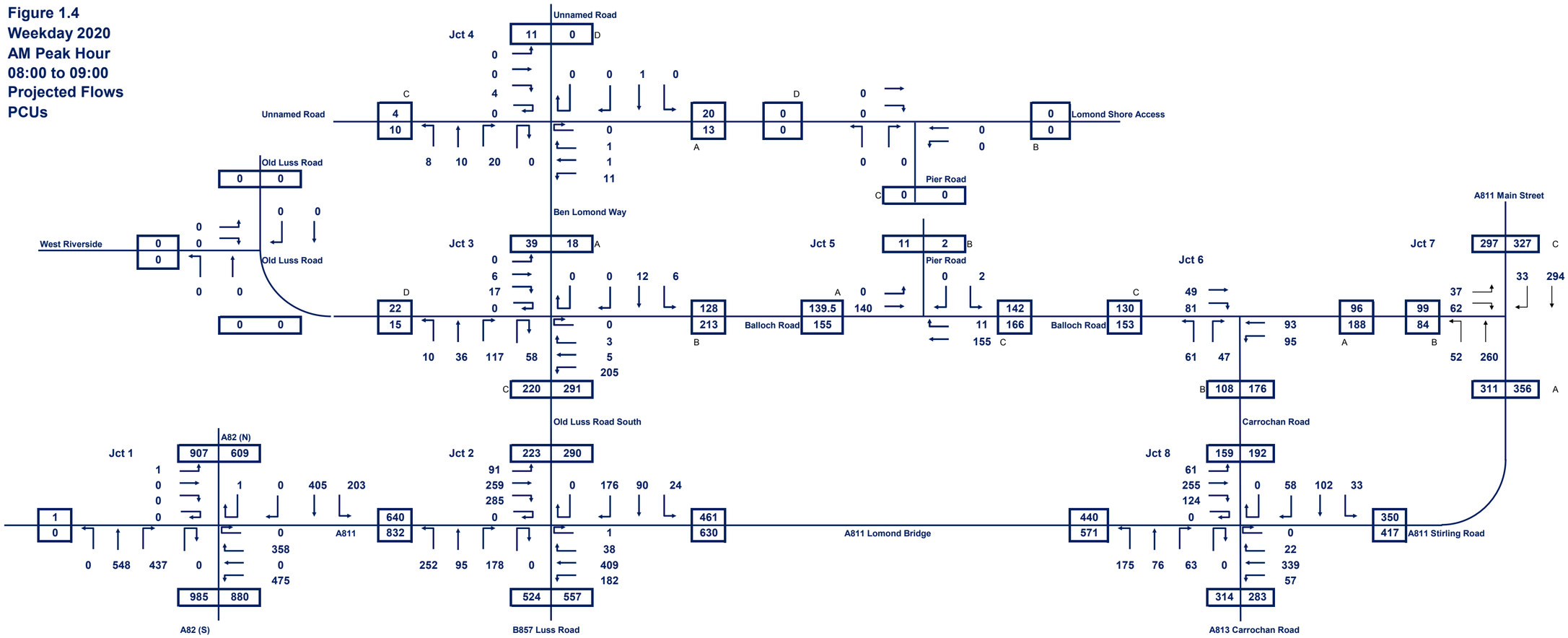


**Figure 1.5**
**Weekday 2020**
**PM Peak Hour**
**16:30 to 17:30**
**Projected Flows**
**PCUs**

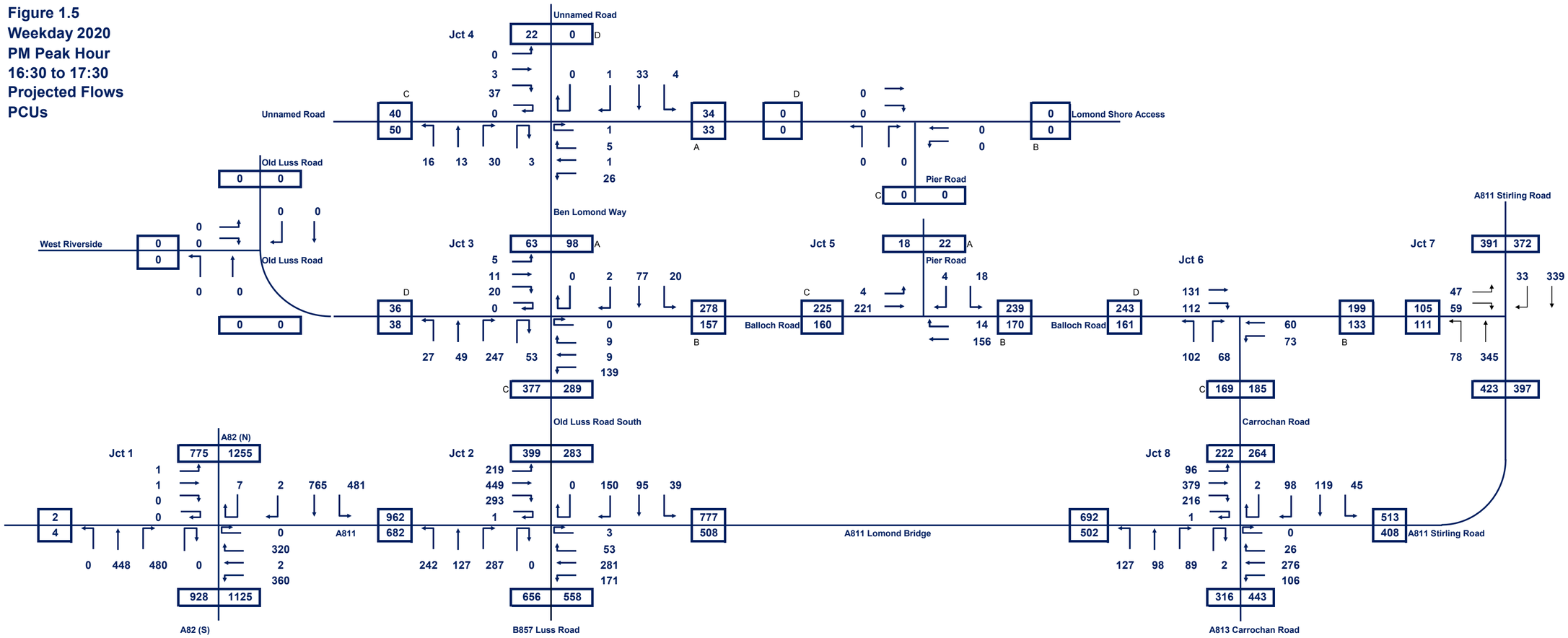


**Figure 1.6**
**Saturday 2020**
**Peak Hour**
**15:00 to 16:00**
**Projected Flows**
**PCUs**

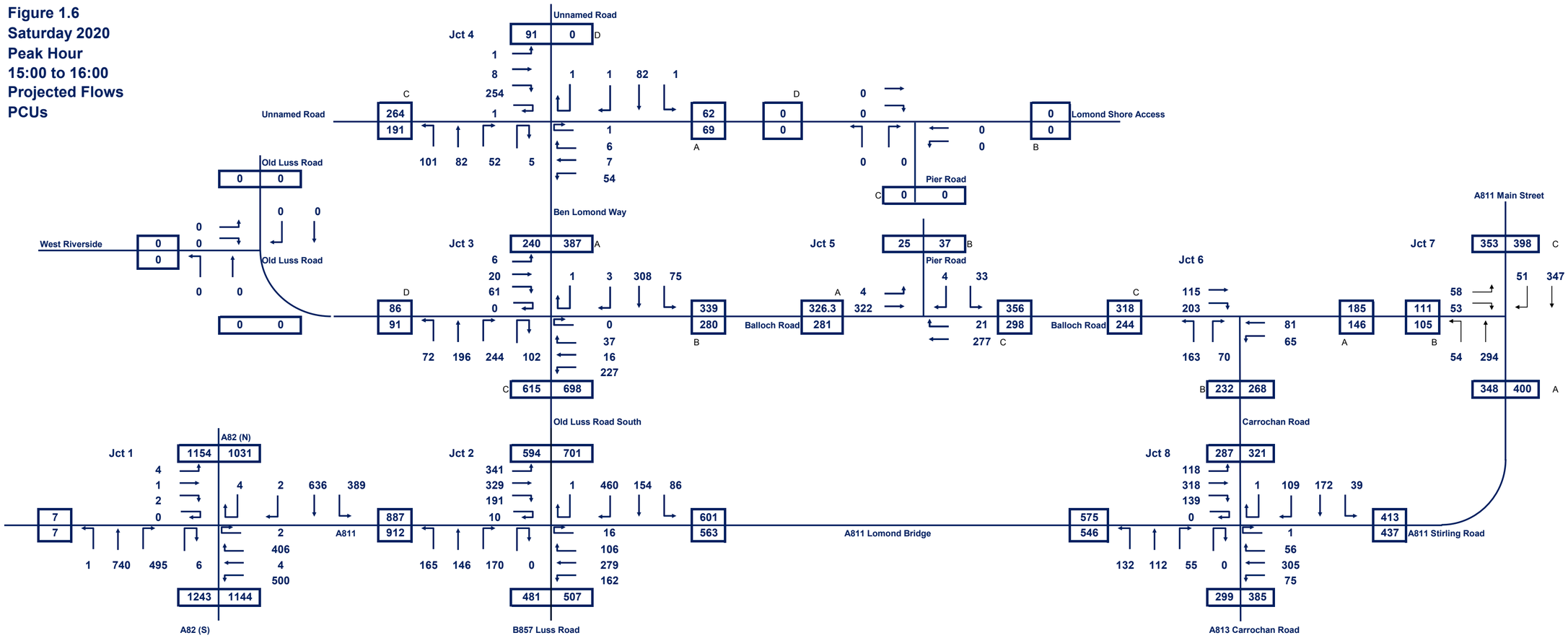


**Figure 1.7**
**Weekday 2020**
**AM Peak Hour**
**08:00 to 09:00**
**Development Flows**
**PCUs**

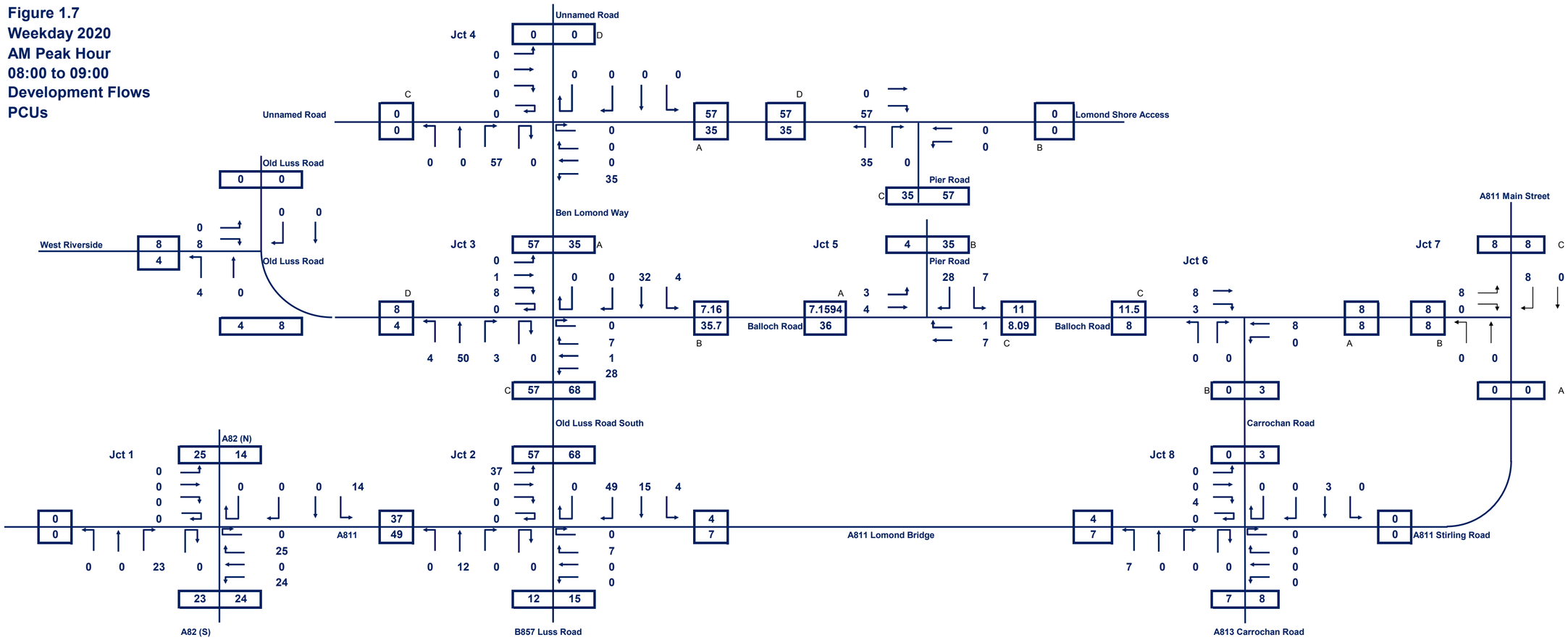


**Figure 1.8**
**Weekday 2020**
**PM Peak Hour**
**16:30 to 17:30**
**Development Flows**
**PCUs**

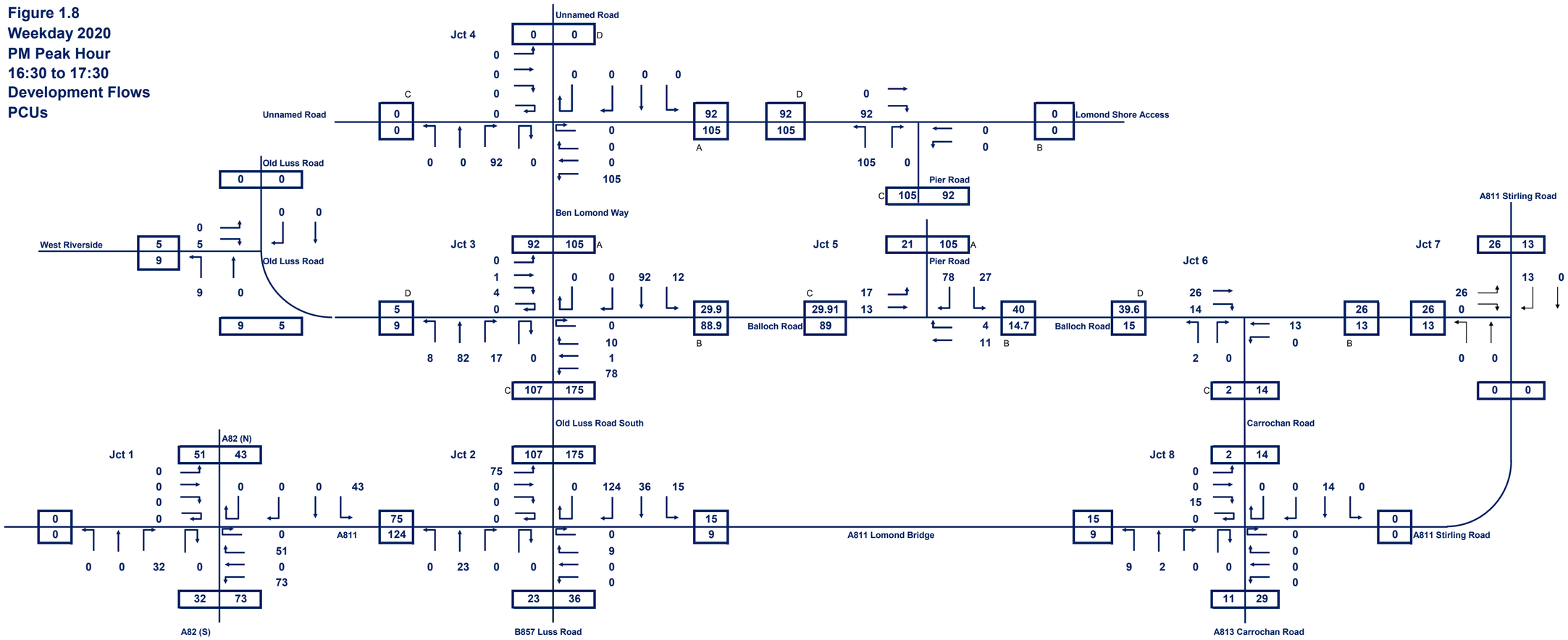


**Figure 1.9**
**Saturday 2020**
**Peak Hour**
**15:00 to 16:00**
**Development Flows**
**PCUs**

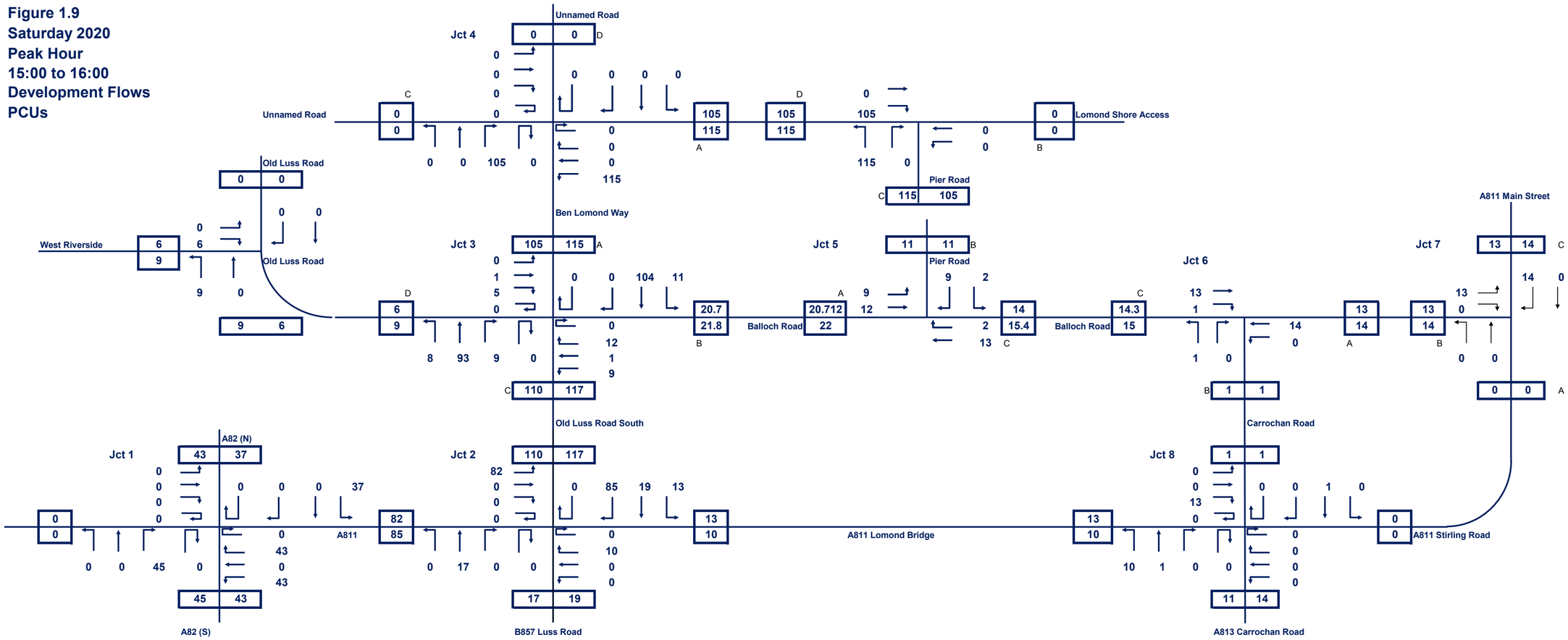


**Figure 1.10**
**Weekday 2020**
**AM Peak Hour**
**08:00 to 09:00**
**Future Flows**
**PCUs**

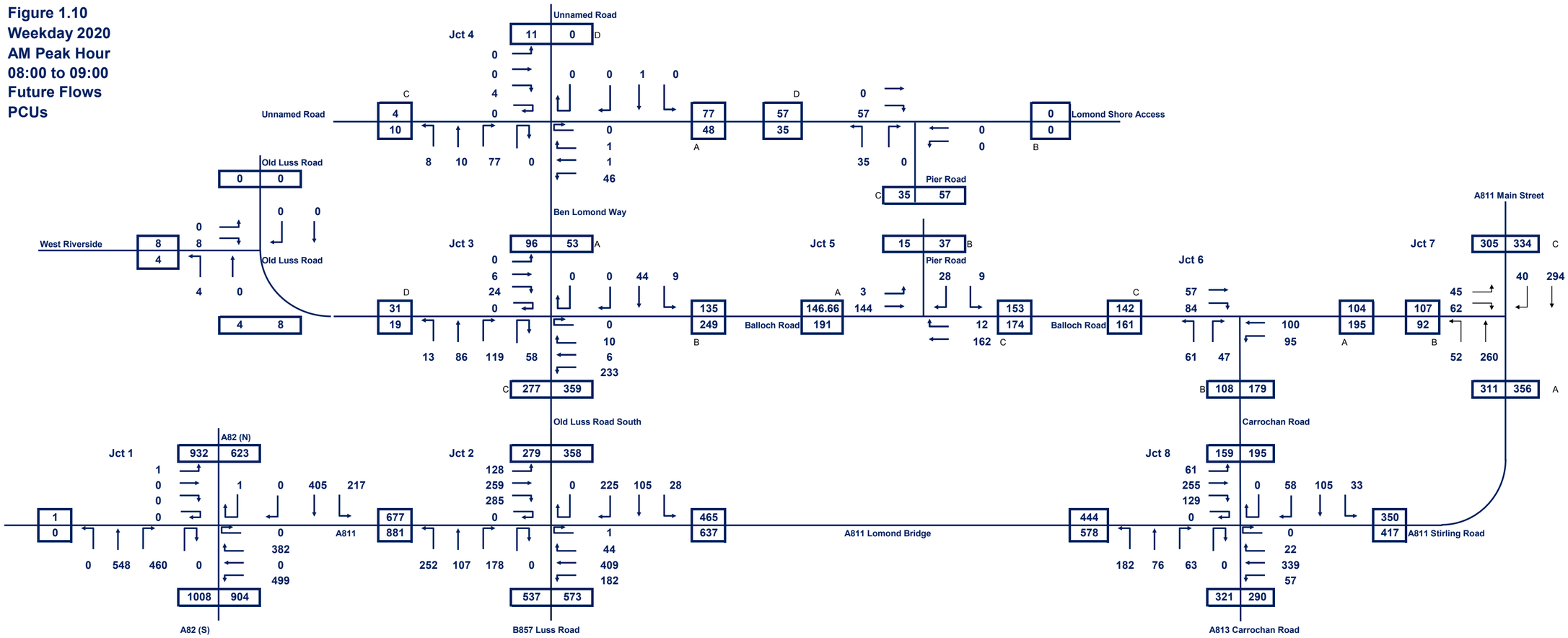


**Figure 1.11**
**Weekday 2020**
**PM Peak Hour**
**16:30 to 17:30**
**Future Flows**
**PCUs**

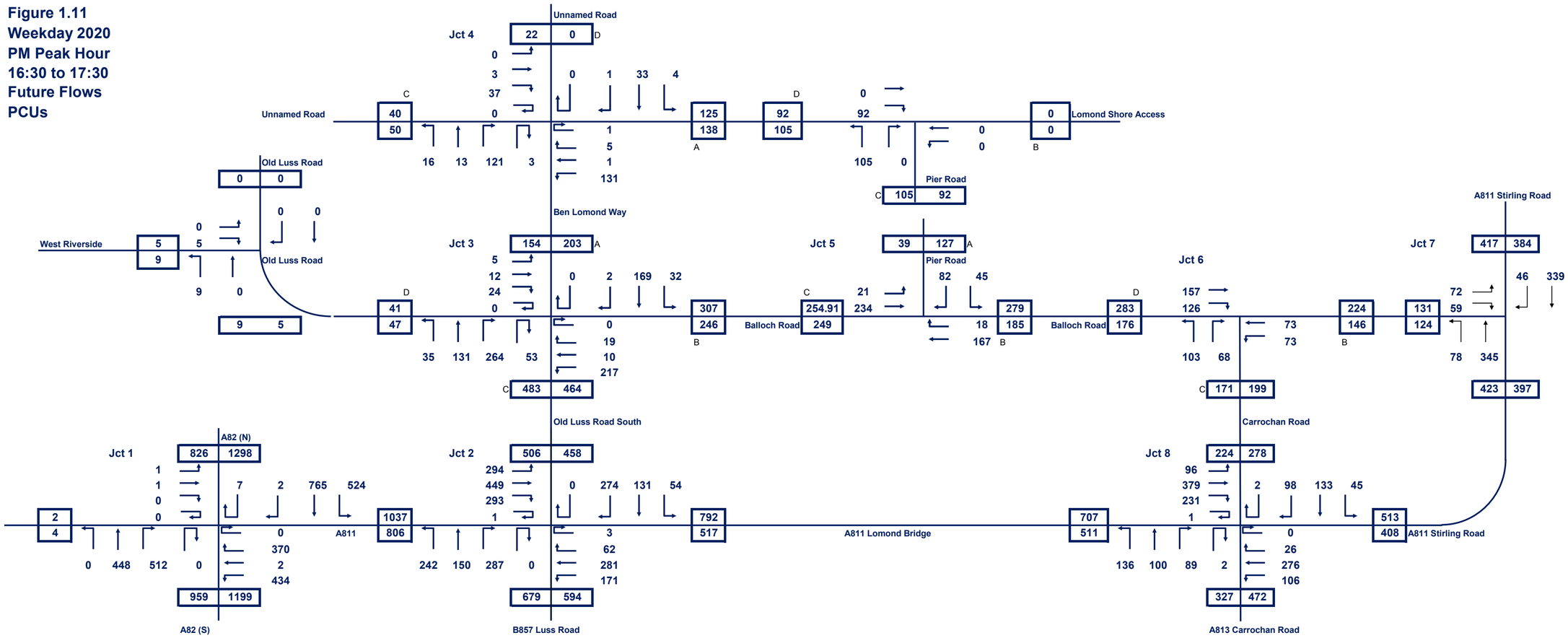
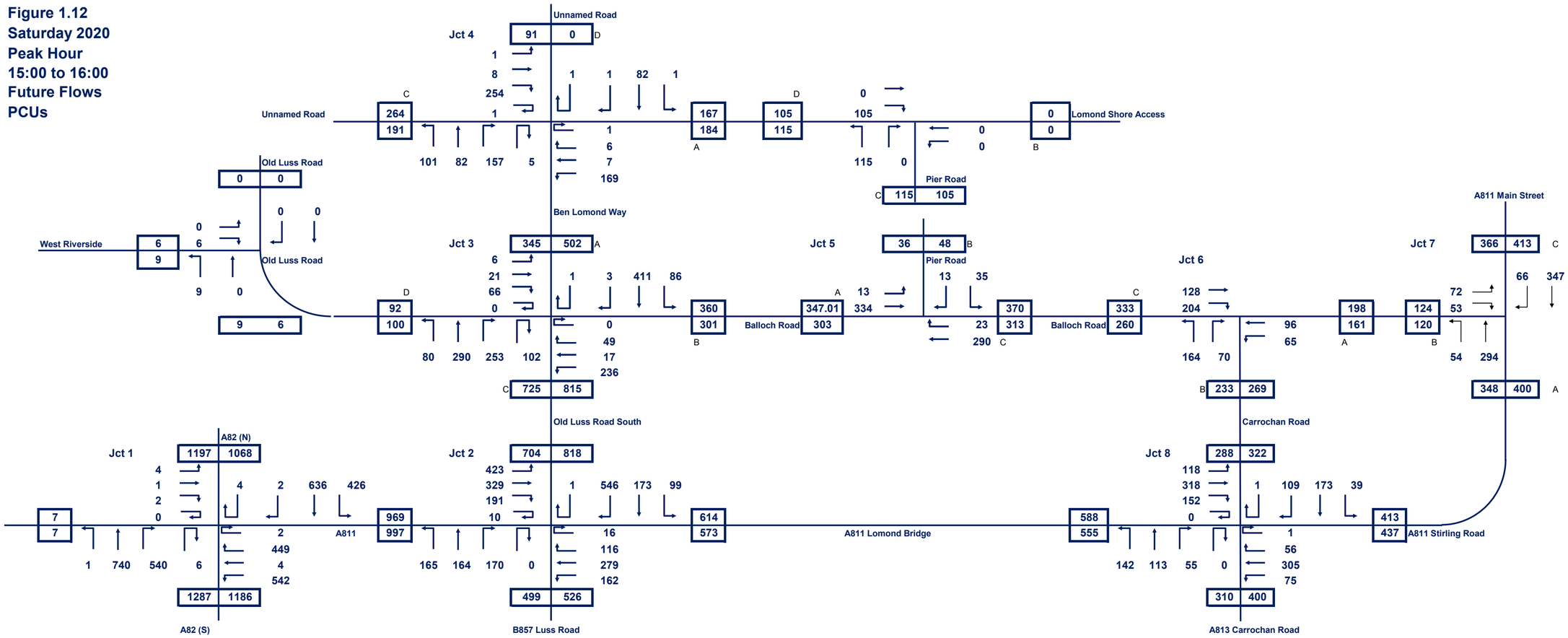


**Figure 1.12**
**Saturday 2020**
**Peak Hour**
**15:00 to 16:00**
**Future Flows**
**PCUs**



# Appendix F ARCADY & PICADY Outputs

# Junctions 9

## ARCADY 9 - Roundabout Module
## PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** Base Model_v3.j9
**Path:** J:\35854 West Riverside Dev Loch Lomond\Working\Transport\Junction Models
**Report generation date:** 04/04/2018 15:44:54

»Existing Layout - 2018, Weekday AM
»Existing Layout - 2018, Weekday PM
»Existing Layout - 2018, Saturday Peak Hour
»Existing Layout - 2020, Weekday AM
»Existing Layout - 2020, Weekday PM
»Existing Layout - 2020, Saturday Peak Hour

### Summary of junction performance

| | Weekday AM | | | | | Weekday PM | | | | | Saturday Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Queue (PCU) | Delay (s) | RFC | LOS | Network Residual Capacity | Queue (PCU) | Delay (s) | RFC | LOS | Network Residual Capacity | Queue (PCU) | Delay (s) | RFC | LOS | Network Residual Capacity |
| | Existing Layout - 2018 | | | | | | | | | | | | | | |
| 1 - untitled - 1 - A82 (North) | 0.5 | 2.67 | 0.31 | A | | 2.0 | 5.32 | 0.65 | A | | 1.2 | 3.69 | 0.54 | A | |
| 1 - untitled - 2 - A811 (East) | 1.0 | 3.78 | 0.47 | A | | 0.8 | 3.99 | 0.43 | A | | 1.2 | 4.43 | 0.55 | A | |
| 1 - untitled - 3 - A82 (South) | 0.7 | 2.37 | 0.39 | A | | 0.6 | 2.26 | 0.37 | A | | 1.0 | 2.68 | 0.50 | A | |
| 1 - untitled - 4 - Local Access (West) | 0.0 | 0.00 | 0.00 | A | | 0.0 | 0.00 | 0.00 | A | | 0.0 | 13.25 | 0.03 | B | |
| 2 - untitled - 1 - Old Luss Road (North) | 0.2 | 2.55 | 0.17 | A | | 0.3 | 2.92 | 0.19 | A | | 0.7 | 3.27 | 0.41 | A | |
| 2 - untitled - 2 - A811 (East) | 0.8 | 4.30 | 0.43 | A | | 0.6 | 3.73 | 0.34 | A | | 0.7 | 4.26 | 0.42 | A | |
| 2 - untitled - 3 - Luss Road (South) | 0.4 | 2.80 | 0.29 | A | | 0.6 | 2.91 | 0.35 | A | | 0.4 | 2.77 | 0.29 | A | |
| 2 - untitled - 4 - A811 (West) | 0.6 | 3.26 | 0.37 | A | | 1.5 | 5.22 | 0.58 | A | | 1.1 | 4.11 | 0.52 | A | |
| 3 - untitled - 1 - Ben Lomond Way (North) | 0.0 | 2.76 | 0.01 | A | | 0.1 | 3.16 | 0.08 | A | | 0.5 | 4.14 | 0.33 | A | |
| 3 - untitled - 2 - Balloch Road (East) | 0.2 | 3.01 | 0.15 | A | | 0.1 | 2.97 | 0.11 | A | | 0.3 | 3.67 | 0.24 | A | |
| 3 - untitled - 3 - Old Luss Road (South) | 0.2 | 2.55 | 0.14 | A | | 0.3 | 2.89 | 0.23 | A | | 0.6 | 3.32 | 0.38 | A | |
| 3 - untitled - 4 - Old Luss Road (West) | 0.0 | 2.83 | 0.02 | A | | 0.0 | 3.08 | 0.03 | A | | 0.1 | 3.35 | 0.08 | A | |
| 4 - untitled - 1 - Ben Lomond Way (East) | 0.0 | 2.65 | 0.01 | A | 82 % | 0.0 | 2.80 | 0.03 | A | 39 % | 0.1 | 3.36 | 0.07 | A | 32 % |
| 4 - untitled - 2 - Ben Lomond Way (South) | 0.0 | 2.40 | 0.03 | A | [1 - untitled - 2 - A811 (East)] | 0.0 | 2.45 | 0.04 | A | [1 - untitled - 1 - A82 (North)] | 0.2 | 2.85 | 0.17 | A | [1 - untitled - 4 - Local Access (West)] |
| 4 - untitled - 3 - Lomond Shores (Access Only) | 0.0 | 0.00 | 0.00 | A | | 0.0 | 2.65 | 0.03 | A | | 0.3 | 3.45 | 0.21 | A | |
| 4 - untitled - 4 - Lomond Shores (Access / Egress) | 0.0 | 0.00 | 0.00 | A | | 0.1 | 5.58 | 0.06 | A | | 0.2 | 7.33 | 0.16 | A | |
| 5 - Balloch Road / Pier Road - Stream B-AC | 0.0 | 0.00 | 0.00 | A | | 0.0 | 0.00 | 0.00 | A | | 0.1 | 5.78 | 0.06 | A | |
| 5 - Balloch Road / Pier Road - Stream C-AB | 0.0 | 5.71 | 0.02 | A | | 0.0 | 5.71 | 0.02 | A | | 0.1 | 5.04 | 0.05 | A | |
| 6 - Balloch Road / Carrochan Road - Stream B-C | 0.1 | 5.70 | 0.09 | A | | 0.2 | 6.07 | 0.15 | A | | 0.3 | 6.25 | 0.24 | A | |
| 6 - Balloch Road / Carrochan Road - Stream B-A | 0.1 | 8.74 | 0.10 | A | | 0.2 | 9.55 | 0.15 | A | | 0.2 | 9.61 | 0.17 | A | |
| 6 - Balloch Road / Carrochan Road - Stream C-AB | 0.2 | 6.87 | 0.14 | A | | 0.3 | 6.69 | 0.21 | A | | 0.7 | 7.83 | 0.37 | A | |
| 7 - untitled - Stream B-AC | 0.3 | 9.83 | 0.21 | A | | 0.3 | 10.58 | 0.24 | B | | 0.3 | 9.04 | 0.23 | A | |
| 7 - untitled - Stream C-AB | 0.2 | 5.48 | 0.08 | A | | 0.2 | 5.47 | 0.08 | A | | 0.3 | 5.00 | 0.12 | A | |
| 8 - untitled - 1 - Carrochan Road | 0.2 | 3.39 | 0.15 | A | | 0.3 | 4.22 | 0.24 | A | | 0.4 | 3.67 | 0.26 | A | |
| 8 - untitled - 2 - A811 Lomond Road | 0.6 | 4.76 | 0.36 | A | | 0.7 | 5.26 | 0.37 | A | | 0.7 | 4.92 | 0.40 | A | |
| 8 - untitled - 3 - A813 Carrochan Road (South) | 0.3 | 3.07 | 0.21 | A | | 0.3 | 3.05 | 0.21 | A | | 0.3 | 2.83 | 0.21 | A | |
| 8 - untitled - 4 - A811 (West) | 0.5 | 3.72 | 0.32 | A | | 1.1 | 5.30 | 0.51 | A | | 0.7 | 4.18 | 0.42 | A | |
| | Existing Layout - 2020 | | | | | | | | | | | | | | |
| 1 - untitled - 1 - A82 (North) | 0.5 | 2.72 | 0.32 | A | | 2.3 | 5.85 | 0.68 | A | | 1.3 | 3.98 | 0.57 | A | |
| 1 - untitled - 2 - A811 (East) | 1.1 | 3.98 | 0.49 | A | | 1.1 | 4.63 | 0.51 | A | | 1.5 | 4.93 | 0.60 | A | |
| 1 - untitled - 3 - A82 (South) | 0.7 | 2.44 | 0.41 | A | | 0.7 | 2.36 | 0.39 | A | | 1.1 | 2.81 | 0.52 | A | |
| 1 - untitled - 4 - Local Access (West) | 0.0 | 0.00 | 0.00 | A | | 0.0 | 0.00 | 0.00 | A | | 0.0 | 14.31 | 0.03 | B | |
| 2 - untitled - 1 - Old Luss Road (North) | 0.3 | 2.68 | 0.21 | A | | 0.5 | 3.40 | 0.30 | A | | 0.9 | 3.69 | 0.48 | A | |
| 2 - untitled - 2 - A811 (East) | 0.9 | 4.51 | 0.44 | A | | 0.6 | 4.12 | 0.37 | A | | 0.8 | 4.63 | 0.45 | A | |
| 2 - untitled - 3 - Luss Road (South) | 0.5 | 2.90 | 0.30 | A | | 0.7 | 3.18 | 0.38 | A | | 0.5 | 2.96 | 0.31 | A | |
| 2 - untitled - 4 - A811 (West) | 0.7 | 3.41 | 0.39 | A | | 1.9 | 6.03 | 0.64 | A | | 1.3 | 4.66 | 0.57 | A | |
| 3 - untitled - 1 - Ben Lomond Way (North) | 0.0 | 2.85 | 0.04 | A | | 0.2 | 3.53 | 0.17 | A | | 0.8 | 4.91 | 0.43 | A | |
| 3 - untitled - 2 - Balloch Road (East) | 0.2 | 3.17 | 0.18 | A | | 0.3 | 3.38 | 0.19 | A | | 0.4 | 4.05 | 0.27 | A | |
| 3 - untitled - 3 - Old Luss Road (South) | 0.2 | 2.67 | 0.17 | A | | 0.5 | 3.18 | 0.30 | A | | 0.8 | 3.78 | 0.46 | A | |
| 3 - untitled - 4 - Old Luss Road (West) | 0.0 | 2.93 | 0.02 | A | | 0.0 | 3.29 | 0.04 | A | | 0.1 | 3.64 | 0.09 | A | |
| 4 - untitled - 1 - Ben Lomond Way (East) | 0.0 | 2.73 | 0.04 | A | 74 % | 0.1 | 3.07 | 0.11 | A | 33 % | 0.2 | 3.80 | 0.18 | A | 27 % |
| 4 - untitled - 2 - Ben Lomond Way (South) | 0.1 | 2.51 | 0.07 | A | [2 - untitled - 2 - A811 (East)] | 0.1 | 2.63 | 0.11 | A | [1 - untitled - 1 - A82 (North)] | 0.3 | 3.13 | 0.25 | A | [1 - untitled - 4 - Local Access (West)] |
| 4 - untitled - 3 - Lomond Shores (Access Only) | 0.0 | 0.00 | 0.00 | A | | 0.0 | 2.77 | 0.03 | A | | 0.3 | 3.70 | 0.23 | A | |
| 4 - untitled - 4 - Lomond Shores (Access / Egress) | 0.0 | 0.00 | 0.00 | A | | 0.1 | 5.93 | 0.06 | A | | 0.2 | 8.05 | 0.17 | A | |
| 5 - Balloch Road / Pier Road - Stream B-AC | 0.1 | 7.17 | 0.07 | A | | 0.3 | 8.98 | 0.24 | A | | 0.1 | 6.36 | 0.09 | A | |
| 5 - Balloch Road / Pier Road - Stream C-AB | 0.0 | 5.70 | 0.02 | A | | 0.1 | 5.87 | 0.04 | A | | 0.1 | 5.04 | 0.05 | A | |
| 6 - Balloch Road / Carrochan Road - Stream B-C | 0.1 | 5.72 | 0.09 | A | | 0.2 | 6.07 | 0.15 | A | | 0.3 | 6.31 | 0.24 | A | |
| 6 - Balloch Road / Carrochan Road - Stream B-A | 0.1 | 8.83 | 0.10 | A | | 0.2 | 9.55 | 0.15 | A | | 0.2 | 9.80 | 0.17 | A | |
| 6 - Balloch Road / Carrochan Road - Stream C-AB | 0.2 | 6.89 | 0.15 | A | | 0.3 | 6.69 | 0.21 | A | | 0.7 | 7.87 | 0.38 | A | |
| 7 - untitled - Stream B-AC | 0.3 | 9.87 | 0.23 | A | | 0.4 | 10.80 | 0.28 | B | | 0.4 | 9.19 | 0.26 | A | |
| 7 - untitled - Stream C-AB | 0.2 | 5.54 | 0.09 | A | | 0.3 | 5.58 | 0.12 | A | | 0.3 | 5.12 | 0.16 | A | |
| 8 - untitled - 1 - Carrochan Road | 0.2 | 3.41 | 0.16 | A | | 0.4 | 4.34 | 0.25 | A | | 0.4 | 3.71 | 0.27 | A | |
| 8 - untitled - 2 - A811 Lomond Road | 0.6 | 4.79 | 0.36 | A | | 0.7 | 5.38 | 0.38 | A | | 0.7 | 4.99 | 0.40 | A | |
| 8 - untitled - 3 - A813 Carrochan Road (South) | 0.3 | 3.09 | 0.22 | A | | 0.3 | 3.08 | 0.22 | A | | 0.3 | 2.86 | 0.21 | A | |
| 8 - untitled - 4 - A811 (West) | 0.5 | 3.74 | 0.32 | A | | 1.2 | 5.44 | 0.52 | A | | 0.8 | 4.27 | 0.44 | A | |

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.*

## File summary

### File Description

| | |
|---|---|
| **Title** | (untitled) |
| **Location** | |
| **Site number** | |
| **Date** | 12/02/2018 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | PBA\breynolds |
| **Description** | |

## Units

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

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|
| **D1** | 2018 | Weekday AM | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |
| **D2** | 2018 | Weekday PM | ONE HOUR | 16:30 | 18:00 | 15 | ✓ |
| **D3** | 2018 | Saturday Peak Hour | ONE HOUR | 15:00 | 16:30 | 15 | ✓ |
| **D4** | 2020 | Weekday AM | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |
| **D5** | 2020 | Weekday PM | ONE HOUR | 16:30 | 18:00 | 15 | ✓ |
| **D6** | 2020 | Saturday Peak Hour | ONE HOUR | 15:00 | 16:30 | 15 | ✓ |

## Analysis Set Details

| ID | Name | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|---|---|---|---|---|
| **A1** | Existing Layout | ✓ | 100.000 | 100.000 |

# Existing Layout - 2018, Weekday AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Geometry | 2 - untitled - 3 - Luss Road (South) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Vehicle Mix | 4 - untitled | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Standard Roundabout | | 1,2,3,4 | 2.93 | A |
| 2 | untitled | Standard Roundabout | | 1,2,3,4 | 3.36 | A |
| 3 | untitled | Standard Roundabout | | 1,2,3,4 | 2.78 | A |
| 4 | untitled | Standard Roundabout | | 1,2,3,4 | 2.47 | A |
| 5 | Balloch Road / Pier Road | T-Junction | Two-way | | 0.26 | A |
| 6 | Balloch Road / Carrochan Road | T-Junction | Two-way | | 3.18 | A |
| 7 | untitled | T-Junction | Two-way | | 1.70 | A |
| 8 | untitled | Standard Roundabout | | 1,2,3,4 | 3.84 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 82 | 1 - untitled - 2 - A811 (East) |

## Arms

### Arms

| Junction | Arm | Name | Description | Arm type |
|---|---|---|---|---|
| 1 - untitled | 1 | A82 (North) | | |
| | 2 | A811 (East) | | |
| | 3 | A82 (South) | | |
| | 4 | Local Access (West) | | |
| 2 - untitled | 1 | Old Luss Road (North) | | |
| | 2 | A811 (East) | | |
| | 3 | Luss Road (South) | | |
| | 4 | A811 (West) | | |
| 3 - untitled | 1 | Ben Lomond Way (North) | | |
| | 2 | Balloch Road (East) | | |
| | 3 | Old Luss Road (South) | | |
| | 4 | Old Luss Road (West) | | |
| 4 - untitled | 1 | Ben Lomond Way (East) | | |
| | 2 | Ben Lomond Way (South) | | |
| | 3 | Lomond Shores (Access Only) | | |
| | 4 | Lomond Shores (Access / Egress) | | |
| 5 - Balloch Road / Pier Road | A | Balloch Road (West) | | Major |
| | B | Pier Road | | Minor |
| | C | Balloch Road (East) | | Major |
| 6 - Balloch Road / Carrochan Road | A | Drymen Road (East) | | Major |
| | B | Carrochan Road | | Minor |
| | C | Balloch Road (west) | | Major |
| 7 - untitled | A | A811 Lomond Road | | Major |
| | B | Drymen Road | | Minor |
| | C | A811 Main Street | | Major |
| 8 - untitled | 1 | Carrochan Road | | |
| | 2 | A811 Lomond Road | | |
| | 3 | A813 Carrochan Road (South) | | |
| | 4 | A811 (West) | | |

### Roundabout Geometry

| Junction | 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 - untitled | 1 - A82 (North) | 3.68 | 10.36 | 24.2 | 40.5 | 90.0 | 4.9 | |
| | 2 - A811 (East) | 3.53 | 11.83 | 16.0 | 29.6 | 90.0 | 6.4 | |
| | 3 - A82 (South) | 7.15 | 10.97 | 12.8 | 37.3 | 90.0 | 9.8 | |
| | 4 - Local Access (West) | 3.12 | 4.39 | 0.6 | 3.0 | 90.0 | 7.0 | |
| 2 - untitled | 1 - Old Luss Road (North) | 4.28 | 9.65 | 17.9 | 46.9 | 80.0 | 9.7 | |
| | 2 - A811 (East) | 3.75 | 6.98 | 27.0 | 37.5 | 80.0 | 23.5 | |
| | 3 - Luss Road (South) | 4.27 | 8.20 | 37.3 | 33.1 | 80.0 | 6.9 | |
| | 4 - A811 (West) | 3.80 | 10.89 | 13.5 | 36.2 | 80.0 | 14.4 | |
| 3 - untitled | 1 - Ben Lomond Way (North) | 4.16 | 6.09 | 7.5 | 8.5 | 40.0 | 9.8 | |
| | 2 - Balloch Road (East) | 4.67 | 5.99 | 11.7 | 6.3 | 38.3 | 16.7 | |
| | 3 - Old Luss Road (South) | 4.02 | 7.51 | 16.9 | 20.7 | 40.0 | 39.0 | |
| | 4 - Old Luss Road (West) | 3.75 | 6.05 | 8.0 | 16.5 | 40.0 | 12.6 | |
| 4 - untitled | 1 - Ben Lomond Way (East) | 3.18 | 5.62 | 7.2 | 13.7 | 40.0 | 12.1 | |
| | 2 - Ben Lomond Way (South) | 3.68 | 5.89 | 5.4 | 32.5 | 40.0 | 7.7 | |
| | 3 - Lomond Shores (Access Only) | 3.92 | 4.73 | 7.5 | 17.5 | 40.0 | 13.8 | |
| | 4 - Lomond Shores (Access / Egress) | 3.00 | 3.00 | 0.0 | 3.0 | 40.0 | 11.1 | |
| | 1 - Carrochan Road | 4.29 | 7.52 | 4.5 | 18.5 | 60.0 | 18.8 | |
| | 2 - A811 Lomond Road | 3.91 | 7.03 | 2.6 | 17.1 | 60.0 | 11.2 | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 8 - untitled | 3 - A813 Carrochan Road (South) | 4.54 | 7.72 | 6.6 | 24.0 | 60.0 | 4.7 | |
| | 4 - A811 (West) | 3.76 | 7.96 | 5.9 | 24.0 | 60.0 | 12.3 | |

### Major Arm Geometry

| Junction | Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|---|
| 5 - Balloch Road / Pier Road | C - Balloch Road (East) | 8.91 | | | 132.0 | ✓ | 0.00 |
| 6 - Balloch Road / Carrochan Road | C - Balloch Road (west) | 7.58 | | | 200.0 | ✓ | 0.00 |
| 7 - untitled | C - A811 Main Street | 7.19 | | | 164.0 | ✓ | 0.00 |

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

### Minor Arm Geometry

| Junction | Arm | Minor arm type | Lane width (m) | Lane Width (Left) (m) | Lane Width (Right) (m) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|---|---|---|
| 5 - Balloch Road / Pier Road | B - Pier Road | One lane | 4.50 | | | 61 | 100 |
| 6 - Balloch Road / Carrochan Road | B - Carrochan Road | Two lanes | | 5.00 | 3.36 | 100 | 100 |
| 7 - untitled | B - Drymen Road | One lane | 5.00 | | | 20 | 20 |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Junction | Arm | Final slope | Final intercept (PCU/hr) |
|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | 0.585 | 2435 |
| | 2 - A811 (East) | 0.550 | 2211 |
| | 3 - A82 (South) | 0.663 | 3013 |
| | 4 - Local Access (West) | 0.286 | 800 |
| 2 - untitled | 1 - Old Luss Road (North) | 0.588 | 2337 |
| | 2 - A811 (East) | 0.516 | 1928 |
| | 3 - Luss Road (South) | 0.597 | 2402 |
| | 4 - A811 (West) | 0.548 | 2101 |
| 3 - untitled | 1 - Ben Lomond Way (North) | 0.620 | 1587 |
| | 2 - Balloch Road (East) | 0.609 | 1607 |
| | 3 - Old Luss Road (South) | 0.653 | 1800 |
| | 4 - Old Luss Road (West) | 0.632 | 1574 |
| 4 - untitled | 1 - Ben Lomond Way (East) | 0.588 | 1370 |
| | 2 - Ben Lomond Way (South) | 0.639 | 1541 |
| | 3 - Lomond Shores (Access Only) | 0.604 | 1437 |
| | 4 - Lomond Shores (Access / Egress) | 0.382 | 717 |
| 8 - untitled | 1 - Carrochan Road | 0.558 | 1650 |
| | 2 - A811 Lomond Road | 0.530 | 1458 |
| | 3 - A813 Carrochan Road (South) | 0.621 | 1921 |
| | 4 - A811 (West) | 0.564 | 1633 |

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

#### Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|---|
| 5 | B-A | 629 | 0.100 | 0.253 | 0.159 | 0.362 |
| 5 | B-C | 790 | 0.106 | 0.267 | - | - |
| 5 | C-B | 650 | 0.220 | 0.220 | - | - |

#### Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|---|
| 6 | B-A | 581 | 0.099 | 0.249 | 0.157 | 0.356 |
| 6 | B-C | 824 | 0.118 | 0.297 | - | - |
| 6 | C-B | 690 | 0.249 | 0.249 | - | - |

#### Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|---|
| 7 | B-A | 593 | 0.102 | 0.259 | 0.163 | 0.370 |
| 7 | B-C | 764 | 0.111 | 0.281 | - | - |
| 7 | C-B | 669 | 0.246 | 0.246 | - | - |

*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 | 2018 | Weekday AM | ONE HOUR | 08:00 | 09:30 | 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)

| Junction | Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | | ONE HOUR | ✓ | 609 | 100.000 |
| | 2 - A811 (East) | | ONE HOUR | ✓ | 833 | 100.000 |
| | 3 - A82 (South) | | ONE HOUR | ✓ | 985 | 100.000 |
| | 4 - Local Access (West) | | ONE HOUR | ✓ | 1 | 100.000 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2 - untitled | 1 - Old Luss Road (North) | | ONE HOUR | ✓ | 290 | 100.000 |
| | 2 - A811 (East) | | ONE HOUR | ✓ | 630 | 100.000 |
| | 3 - Luss Road (South) | | ONE HOUR | ✓ | 525 | 100.000 |
| | 4 - A811 (West) | | ONE HOUR | ✓ | 635 | 100.000 |
| 3 - untitled | 1 - Ben Lomond Way (North) | | ONE HOUR | ✓ | 18 | 100.000 |
| | 2 - Balloch Road (East) | | ONE HOUR | ✓ | 213 | 100.000 |
| | 3 - Old Luss Road (South) | | ONE HOUR | ✓ | 221 | 100.000 |
| | 4 - Old Luss Road (West) | | ONE HOUR | ✓ | 23 | 100.000 |
| 4 - untitled | 1 - Ben Lomond Way (East) | | ONE HOUR | ✓ | 13 | 100.000 |
| | 2 - Ben Lomond Way (South) | | ONE HOUR | ✓ | 38 | 100.000 |
| | 3 - Lomond Shores (Access Only) | | ONE HOUR | ✓ | 4 | 100.000 |
| | 4 - Lomond Shores (Access / Egress) | | ONE HOUR | ✓ | 1 | 100.000 |
| 5 - Balloch Road / Pier Road | A - Balloch Road (West) | | ONE HOUR | ✓ | 140 | 100.000 |
| | B - Pier Road | | ONE HOUR | ✓ | 2 | 100.000 |
| | C - Balloch Road (East) | | ONE HOUR | ✓ | 166 | 100.000 |
| 6 - Balloch Road / Carrochan Road | A - Drymen Road (East) | | ONE HOUR | ✓ | 188 | 100.000 |
| | B - Carrochan Road | | ONE HOUR | ✓ | 108 | 100.000 |
| | C - Balloch Road (west) | | ONE HOUR | ✓ | 130 | 100.000 |
| 7 - untitled | A - A811 Lomond Road | | ONE HOUR | ✓ | 312 | 100.000 |
| | B - Drymen Road | | ONE HOUR | ✓ | 99 | 100.000 |
| | C - A811 Main Street | | ONE HOUR | ✓ | 327 | 100.000 |
| 8 - untitled | 1 - Carrochan Road | | ONE HOUR | ✓ | 193 | 100.000 |
| | 2 - A811 Lomond Road | | ONE HOUR | ✓ | 418 | 100.000 |
| | 3 - A813 Carrochan Road (South) | | ONE HOUR | ✓ | 314 | 100.000 |
| | 4 - A811 (West) | | ONE HOUR | ✓ | 440 | 100.000 |

## Origin-Destination Data

1 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - A82 (North) | 2 - A811 (East) | 3 - A82 (South) | 4 - Local Access (West) |
| From | 1 - A82 (North) | 1 | 203 | 405 | 0 |
| | 2 - A811 (East) | 358 | 0 | 475 | 0 |
| | 3 - A82 (South) | 548 | 437 | 0 | 0 |
| | 4 - Local Access (West) | 1 | 0 | 0 | 0 |

2 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Old Luss Road (North) | 2 - A811 (East) | 3 - Luss Road (South) | 4 - A811 (West) |
| From | 1 - Old Luss Road (North) | 0 | 24 | 90 | 176 |
| | 2 - A811 (East) | 38 | 1 | 182 | 409 |
| | 3 - Luss Road (South) | 95 | 178 | 0 | 252 |
| | 4 - A811 (West) | 91 | 259 | 285 | 0 |

3 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (North) | 2 - Balloch Road (East) | 3 - Old Luss Road (South) | 4 - Old Luss Road (West) |
| From | 1 - Ben Lomond Way (North) | 0 | 6 | 12 | 0 |
| | 2 - Balloch Road (East) | 3 | 0 | 205 | 5 |
| | 3 - Old Luss Road (South) | 36 | 117 | 58 | 10 |
| | 4 - Old Luss Road (West) | 0 | 6 | 17 | 0 |

4 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (East) | 2 - Ben Lomond Way (South) | 3 - Lomond Shores (Access Only) | 4 - Lomond Shores (Access / Egress) |
| From | 1 - Ben Lomond Way (East) | 0 | 11 | 1 | 1 |
| | 2 - Ben Lomond Way (South) | 20 | 0 | 10 | 8 |
| | 3 - Lomond Shores (Access Only) | 0 | 4 | 0 | 0 |
| | 4 - Lomond Shores (Access / Egress) | 0 | 1 | 0 | 0 |

5 - Balloch Road / Pier Road

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Balloch Road (West) | B - Pier Road | C - Balloch Road (East) |
| From | A - Balloch Road (West) | 0 | 0 | 140 |
| | B - Pier Road | 0 | 0 | 2 |
| | C - Balloch Road (East) | 155 | 11 | 0 |

6 - Balloch Road / Carrochan Road

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Drymen Road (East) | B - Carrochan Road | C - Balloch Road (west) |
| From | A - Drymen Road (East) | 0 | 95 | 93 |
| | B - Carrochan Road | 47 | 0 | 61 |
| | C - Balloch Road (west) | 49 | 81 | 0 |

7 - untitled

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A811 Lomond Road | B - Drymen Road | C - A811 Main Street |
| From | A - A811 Lomond Road | 0 | 52 | 260 |
| | B - Drymen Road | 62 | 0 | 37 |
| | C - A811 Main Street | 294 | 33 | 0 |

8 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Carrochan Road | 2 - A811 Lomond Road | 3 - A813 Carrochan Road (South) | 4 - A811 (West) |
| From | 1 - Carrochan Road | 0 | 33 | 102 | 58 |
| | 2 - A811 Lomond Road | 22 | 0 | 57 | 339 |
| | 3 - A813 Carrochan Road (South) | 76 | 63 | 0 | 175 |
| | 4 - A811 (West) | 61 | 255 | 124 | 0 |

## Vehicle Mix

1 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - A82 (North) | 2 - A811 (East) | 3 - A82 (South) | 4 - Local Access (West) |
| From | 1 - A82 (North) | 10 | 10 | 10 | 10 |
| | 2 - A811 (East) | 10 | 10 | 10 | 10 |
| | 3 - A82 (South) | 10 | 10 | 10 | 10 |
| | 4 - Local Access (West) | 10 | 10 | 10 | 10 |

2 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Old Luss Road (North) | 2 - A811 (East) | 3 - Luss Road (South) | 4 - A811 (West) |
| From | 1 - Old Luss Road (North) | 10 | 10 | 10 | 10 |
| | 2 - A811 (East) | 10 | 10 | 10 | 10 |
| | 3 - Luss Road (South) | 10 | 10 | 10 | 10 |
| | 4 - A811 (West) | 10 | 10 | 10 | 0 |

3 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (North) | 2 - Balloch Road (East) | 3 - Old Luss Road (South) | 4 - Old Luss Road (West) |
| From | 1 - Ben Lomond Way (North) | 10 | 10 | 10 | 10 |
| | 2 - Balloch Road (East) | 10 | 10 | 10 | 10 |
| | 3 - Old Luss Road (South) | 10 | 10 | 10 | 10 |
| | 4 - Old Luss Road (West) | 10 | 10 | 10 | 10 |

4 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (East) | 2 - Ben Lomond Way (South) | 3 - Lomond Shores (Access Only) | 4 - Lomond Shores (Access / Egress) |
| From | 1 - Ben Lomond Way (East) | 0 | 0 | 0 | 0 |
| | 2 - Ben Lomond Way (South) | 0 | 0 | 0 | 0 |
| | 3 - Lomond Shores (Access Only) | 0 | 0 | 0 | 0 |
| | 4 - Lomond Shores (Access / Egress) | 0 | 0 | 0 | 0 |

5 - Balloch Road / Pier Road

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Balloch Road (West) | B - Pier Road | C - Balloch Road (East) |
| From | A - Balloch Road (West) | 10 | 10 | 10 |
| | B - Pier Road | 10 | 10 | 10 |
| | C - Balloch Road (East) | 10 | 10 | 10 |

6 - Balloch Road / Carrochan Road

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Drymen Road (East) | B - Carrochan Road | C - Balloch Road (west) |
| From | A - Drymen Road (East) | 10 | 10 | 10 |
| | B - Carrochan Road | 10 | 10 | 10 |
| | C - Balloch Road (west) | 10 | 10 | 10 |

7 - untitled

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - A811 Lomond Road | B - Drymen Road | C - A811 Main Street |
| From | A - A811 Lomond Road | 10 | 10 | 10 |
| | B - Drymen Road | 10 | 10 | 10 |
| | C - A811 Main Street | 10 | 10 | 10 |

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Carrochan Road | 2 - A811 Lomond Road | 3 - A813 Carrochan Road (South) | 4 - A811 (West) |

| | | | | | | |
|---|---|---|---|---|---|---|
| 8 - untitled | From | 1 - Carrochan Road | 10 | 10 | 10 | 10 |
| | | 2 - A811 Lomond Road | 10 | 10 | 10 | 10 |
| | | 3 - A813 Carrochan Road (South) | 10 | 10 | 10 | 10 |
| | | 4 - A811 (West) | 0 | 10 | 10 | 10 |

# Results

## Results Summary for whole modelled period

| Junction | Arm | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | 0.31 | 2.67 | 0.5 | A | 559 | 838 |
| | 2 - A811 (East) | 0.47 | 3.78 | 1.0 | A | 764 | 1147 |
| | 3 - A82 (South) | 0.39 | 2.37 | 0.7 | A | 904 | 1356 |
| | 4 - Local Access (West) | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| 2 - untitled | 1 - Old Luss Road (North) | 0.17 | 2.55 | 0.2 | A | 266 | 399 |
| | 2 - A811 (East) | 0.43 | 4.30 | 0.8 | A | 578 | 867 |
| | 3 - Luss Road (South) | 0.29 | 2.80 | 0.4 | A | 482 | 723 |
| | 4 - A811 (West) | 0.37 | 3.26 | 0.6 | A | 583 | 874 |
| 3 - untitled | 1 - Ben Lomond Way (North) | 0.01 | 2.76 | 0.0 | A | 17 | 25 |
| | 2 - Balloch Road (East) | 0.15 | 3.01 | 0.2 | A | 195 | 293 |
| | 3 - Old Luss Road (South) | 0.14 | 2.55 | 0.2 | A | 203 | 304 |
| | 4 - Old Luss Road (West) | 0.02 | 2.83 | 0.0 | A | 21 | 32 |
| 4 - untitled | 1 - Ben Lomond Way (East) | 0.01 | 2.65 | 0.0 | A | 12 | 18 |
| | 2 - Ben Lomond Way (South) | 0.03 | 2.40 | 0.0 | A | 35 | 52 |
| | 3 - Lomond Shores (Access Only) | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| | 4 - Lomond Shores (Access / Egress) | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| 8 - untitled | 1 - Carrochan Road | 0.15 | 3.39 | 0.2 | A | 177 | 266 |
| | 2 - A811 Lomond Road | 0.36 | 4.76 | 0.6 | A | 384 | 575 |
| | 3 - A813 Carrochan Road (South) | 0.21 | 3.07 | 0.3 | A | 288 | 432 |
| | 4 - A811 (West) | 0.32 | 3.72 | 0.5 | A | 404 | 606 |

## Results Summary for whole modelled period

| Junction | Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| 5 - Balloch Road / Pier Road | B-AC | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| | C-AB | 0.02 | 5.71 | 0.0 | A | 13 | 19 |
| | C-A | | | | | 140 | 209 |
| | A-B | | | | | 0 | 0 |
| | A-C | | | | | 128 | 193 |
| 6 - Balloch Road / Carrochan Road | B-C | 0.09 | 5.70 | 0.1 | A | 56 | 84 |
| | B-A | 0.10 | 8.74 | 0.1 | A | 43 | 65 |
| | C-AB | 0.14 | 6.87 | 0.2 | A | 80 | 120 |
| | C-A | | | | | 39 | 59 |
| | A-B | | | | | 87 | 131 |
| | A-C | | | | | 85 | 128 |
| 7 - untitled | B-AC | 0.21 | 9.83 | 0.3 | A | 91 | 136 |
| | C-AB | 0.08 | 5.48 | 0.2 | A | 47 | 71 |
| | C-A | | | | | 253 | 379 |
| | A-B | | | | | 48 | 72 |
| | A-C | | | | | 239 | 358 |

## Main Results for each time segment

08:00 - 08:15

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 458 | 115 | 328 | 2243 | 0.204 | 457 | 681 | 0.0 | 0.3 | 2.217 | A |
| | 2 - A811 (East) | - | 627 | 157 | 305 | 2043 | 0.307 | 625 | 481 | 0.0 | 0.5 | 2.789 | A |
| | 3 - A82 (South) | - | 742 | 185 | 269 | 2835 | 0.262 | 740 | 661 | 0.0 | 0.4 | 1.890 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1009 | 511 | 0.000 | 0 | 0 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 218 | 55 | 543 | 2018 | 0.108 | 218 | 168 | 0.0 | 0.1 | 2.200 | A |
| | 2 - A811 (East) | - | 474 | 119 | 414 | 1715 | 0.277 | 473 | 347 | 0.0 | 0.4 | 3.184 | A |
| | 3 - Luss Road (South) | - | 395 | 99 | 468 | 2122 | 0.186 | 394 | 418 | 0.0 | 0.3 | 2.290 | A |
| | 4 - A811 (West) | - | 478 | 120 | 234 | 1972 | 0.242 | 477 | 628 | 0.0 | 0.4 | 2.645 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 14 | 3 | 149 | 1495 | 0.009 | 14 | 29 | 0.0 | 0.0 | 2.672 | A |
| | 2 - Balloch Road (East) | - | 160 | 40 | 65 | 1568 | 0.102 | 160 | 97 | 0.0 | 0.1 | 2.813 | A |
| | 3 - Old Luss Road (South) | - | 166 | 42 | 6 | 1796 | 0.093 | 166 | 219 | 0.0 | 0.1 | 2.429 | A |
| | 4 - Old Luss Road (West) | - | 17 | 4 | 161 | 1472 | 0.012 | 17 | 11 | 0.0 | 0.0 | 2.721 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 10 | 2 | 0 | 1370 | 0.007 | 10 | 15 | 0.0 | 0.0 | 2.645 | A |
| | 2 - Ben Lomond Way (South) | - | 29 | 7 | 2 | 1540 | 0.019 | 29 | 8 | 0.0 | 0.0 | 2.382 | A |
| | 3 - Lomond Shores (Access Only) | - | 0 | 0 | 22 | 1424 | 0.000 | 0 | 8 | 0.0 | 0.0 | 0.000 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 0 | 0 | 15 | 711 | 0.000 | 0 | 7 | 0.0 | 0.0 | 0.000 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 0 | 0 | | 659 | 0.000 | 0 | | 0.0 | 0.0 | 0.000 | A |
| | - | C-AB | 10 | 2 | | 703 | 0.014 | 10 | | 0.0 | 0.0 | 5.711 | A |
| | - | C-A | 115 | 29 | | | | 115 | | | | | |
| | - | A-B | 0 | 0 | | | | 0 | | | | | |
| | - | A-C | 105 | 26 | | | | 105 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 46 | 11 | | 782 | 0.059 | 46 | | 0.0 | 0.1 | 5.378 | A |
| | - | B-A | 35 | 9 | | 529 | 0.067 | 35 | | 0.0 | 0.1 | 8.012 | A |
| | - | C-AB | 64 | 16 | | 678 | 0.095 | 64 | | 0.0 | 0.1 | 6.445 | A |
| | - | C-A | 33 | 8 | | | | 33 | | | | | |
| | - | A-B | 72 | 18 | | | | 72 | | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | - | A-C | 70 | 18 | | | | 70 | | | | | |
| 7 - untitled | - | B-AC | 75 | 19 | | 555 | 0.134 | 74 | | 0.0 | 0.2 | 8.212 | A |
| | - | C-AB | 35 | 9 | | 757 | 0.046 | 35 | | 0.0 | 0.1 | 5.479 | A |
| | - | C-A | 211 | 53 | | | | 211 | | | | | |
| | - | A-B | 39 | 10 | | | | 39 | | | | | |
| | - | A-C | 196 | 49 | | | | 196 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 145 | 36 | 332 | 1465 | 0.099 | 145 | 119 | 0.0 | 0.1 | 2.999 | A |
| | 2 - A811 Lomond Road | - | 315 | 79 | 213 | 1345 | 0.234 | 313 | 263 | 0.0 | 0.3 | 3.833 | A |
| | 3 - A813 Carrochan Road (South) | - | 236 | 59 | 314 | 1726 | 0.137 | 236 | 212 | 0.0 | 0.2 | 2.655 | A |
| | 4 - A811 (West) | - | 331 | 83 | 121 | 1565 | 0.212 | 330 | 429 | 0.0 | 0.3 | 3.160 | A |

**08:15 - 08:30**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 547 | 137 | 393 | 2205 | 0.248 | 547 | 815 | 0.3 | 0.4 | 2.388 | A |
| | 2 - A811 (East) | - | 749 | 187 | 365 | 2010 | 0.373 | 748 | 575 | 0.5 | 0.6 | 3.136 | A |
| | 3 - A82 (South) | - | 885 | 221 | 322 | 2800 | 0.316 | 885 | 791 | 0.4 | 0.5 | 2.068 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1207 | 455 | 0.000 | 0 | 0 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 261 | 65 | 650 | 1955 | 0.133 | 261 | 201 | 0.1 | 0.2 | 2.336 | A |
| | 2 - A811 (East) | - | 566 | 142 | 495 | 1673 | 0.339 | 566 | 415 | 0.4 | 0.6 | 3.575 | A |
| | 3 - Luss Road (South) | - | 472 | 118 | 560 | 2067 | 0.228 | 472 | 500 | 0.3 | 0.3 | 2.482 | A |
| | 4 - A811 (West) | - | 571 | 143 | 280 | 1947 | 0.293 | 570 | 752 | 0.4 | 0.5 | 2.877 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 16 | 4 | 178 | 1477 | 0.011 | 16 | 35 | 0.0 | 0.0 | 2.710 | A |
| | 2 - Balloch Road (East) | - | 191 | 48 | 78 | 1560 | 0.123 | 191 | 116 | 0.1 | 0.2 | 2.893 | A |
| | 3 - Old Luss Road (South) | - | 199 | 50 | 7 | 1795 | 0.111 | 199 | 262 | 0.1 | 0.1 | 2.479 | A |
| | 4 - Old Luss Road (West) | - | 21 | 5 | 192 | 1452 | 0.014 | 21 | 13 | 0.0 | 0.0 | 2.765 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 12 | 3 | 0 | 1370 | 0.009 | 12 | 18 | 0.0 | 0.0 | 2.649 | A |
| | 2 - Ben Lomond Way (South) | - | 34 | 9 | 2 | 1539 | 0.022 | 34 | 10 | 0.0 | 0.0 | 2.391 | A |
| | 3 - Lomond Shores (Access Only) | - | 0 | 0 | 26 | 1421 | 0.000 | 0 | 10 | 0.0 | 0.0 | 0.000 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 0 | 0 | 18 | 710 | 0.000 | 0 | 8 | 0.0 | 0.0 | 0.000 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 0 | 0 | | 651 | 0.000 | 0 | | 0.0 | 0.0 | 0.000 | A |
| | - | C-AB | 12 | 3 | | 714 | 0.017 | 12 | | 0.0 | 0.0 | 5.644 | A |
| | - | C-A | 137 | 34 | | | | 137 | | | | | |
| | - | A-B | 0 | 0 | | | | 0 | | | | | |
| | - | A-C | 126 | 31 | | | | 126 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 55 | 14 | | 773 | 0.071 | 55 | | 0.1 | 0.1 | 5.511 | A |
| | - | B-A | 42 | 11 | | 519 | 0.081 | 42 | | 0.1 | 0.1 | 8.308 | A |
| | - | C-AB | 78 | 19 | | 676 | 0.115 | 78 | | 0.1 | 0.2 | 6.621 | A |
| | - | C-A | 39 | 10 | | | | 39 | | | | | |
| | - | A-B | 85 | 21 | | | | 85 | | | | | |
| | - | A-C | 84 | 21 | | | | 84 | | | | | |
| 7 - untitled | - | B-AC | 89 | 22 | | 537 | 0.166 | 89 | | 0.2 | 0.2 | 8.828 | A |
| | - | C-AB | 45 | 11 | | 776 | 0.058 | 45 | | 0.1 | 0.1 | 5.415 | A |
| | - | C-A | 249 | 62 | | | | 249 | | | | | |
| | - | A-B | 47 | 12 | | | | 47 | | | | | |
| | - | A-C | 234 | 58 | | | | 234 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 174 | 43 | 397 | 1429 | 0.121 | 173 | 143 | 0.1 | 0.2 | 3.154 | A |
| | 2 - A811 Lomond Road | - | 376 | 94 | 255 | 1323 | 0.284 | 375 | 315 | 0.3 | 0.4 | 4.177 | A |
| | 3 - A813 Carrochan Road (South) | - | 282 | 71 | 376 | 1688 | 0.167 | 282 | 254 | 0.2 | 0.2 | 2.817 | A |
| | 4 - A811 (West) | - | 396 | 99 | 145 | 1551 | 0.255 | 395 | 514 | 0.3 | 0.4 | 3.378 | A |

**08:30 - 08:45**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 671 | 168 | 481 | 2154 | 0.311 | 670 | 998 | 0.4 | 0.5 | 2.669 | A |
| | 2 - A811 (East) | - | 917 | 229 | 447 | 1965 | 0.467 | 916 | 704 | 0.6 | 1.0 | 3.768 | A |
| | 3 - A82 (South) | - | 1085 | 271 | 395 | 2752 | 0.394 | 1084 | 968 | 0.5 | 0.7 | 2.372 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1478 | 377 | 0.000 | 0 | 0 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 319 | 80 | 795 | 1870 | 0.171 | 319 | 246 | 0.2 | 0.2 | 2.553 | A |
| | 2 - A811 (East) | - | 694 | 173 | 606 | 1615 | 0.429 | 693 | 508 | 0.6 | 0.8 | 4.287 | A |
| | 3 - Luss Road (South) | - | 578 | 145 | 686 | 1992 | 0.290 | 578 | 613 | 0.3 | 0.4 | 2.800 | A |
| | 4 - A811 (West) | - | 699 | 175 | 343 | 1912 | 0.366 | 698 | 921 | 0.5 | 0.6 | 3.260 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 20 | 5 | 218 | 1452 | 0.014 | 20 | 43 | 0.0 | 0.0 | 2.764 | A |
| | 2 - Balloch Road (East) | - | 235 | 59 | 96 | 1549 | 0.151 | 234 | 142 | 0.2 | 0.2 | 3.011 | A |
| | 3 - Old Luss Road (South) | - | 243 | 61 | 9 | 1794 | 0.136 | 243 | 321 | 0.1 | 0.2 | 2.552 | A |
| | 4 - Old Luss Road (West) | - | 25 | 6 | 235 | 1425 | 0.018 | 25 | 17 | 0.0 | 0.0 | 2.828 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 14 | 4 | 0 | 1370 | 0.010 | 14 | 22 | 0.0 | 0.0 | 2.654 | A |
| | 2 - Ben Lomond Way (South) | - | 42 | 10 | 2 | 1539 | 0.027 | 42 | 12 | 0.0 | 0.0 | 2.403 | A |
| | 3 - Lomond Shores (Access Only) | - | 0 | 0 | 32 | 1418 | 0.000 | 0 | 12 | 0.0 | 0.0 | 0.000 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 0 | 0 | 22 | 708 | 0.000 | 0 | 10 | 0.0 | 0.0 | 0.000 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 0 | 0 | | 640 | 0.000 | 0 | | 0.0 | 0.0 | 0.000 | A |
| | - | C-AB | 16 | 4 | | 729 | 0.022 | 16 | | 0.0 | 0.0 | 5.554 | A |
| | - | C-A | 167 | 42 | | | | 167 | | | | | |
| | - | A-B | 0 | 0 | | | | 0 | | | | | |
| | - | A-C | 154 | 39 | | | | 154 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 67 | 17 | | 761 | 0.088 | 67 | | 0.1 | 0.1 | 5.702 | A |
| | - | B-A | 52 | 13 | | 505 | 0.103 | 52 | | 0.1 | 0.1 | 8.737 | A |
| | - | C-AB | 97 | 24 | | 673 | 0.144 | 97 | | 0.2 | 0.2 | 6.870 | A |
| | - | C-A | 46 | 12 | | | | 46 | | | | | |
| | - | A-B | 105 | 26 | | | | 105 | | | | | |
| | - | A-C | 102 | 26 | | | | 102 | | | | | |
| 7 - untitled | - | B-AC | 109 | 27 | | 512 | 0.213 | 109 | | 0.2 | 0.3 | 9.807 | A |
| | - | C-AB | 61 | 15 | | 803 | 0.076 | 61 | | 0.1 | 0.2 | 5.338 | A |
| | - | C-A | 299 | 75 | | | | 299 | | | | | |
| | - | A-B | 57 | 14 | | | | 57 | | | | | |
| | - | A-C | 286 | 72 | | | | 286 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 212 | 53 | 486 | 1379 | 0.154 | 212 | 175 | 0.2 | 0.2 | 3.393 | A |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 - untitled | 2 - A811 Lomond Road | - | 460 | 115 | 312 | 1292 | 0.356 | 460 | 386 | 0.4 | 0.6 | 4.750 | A |
| | 3 - A813 Carrochan Road (South) | - | 346 | 86 | 461 | 1635 | 0.211 | 345 | 311 | 0.2 | 0.3 | 3.069 | A |
| | 4 - A811 (West) | - | 484 | 121 | 177 | 1533 | 0.316 | 484 | 629 | 0.4 | 0.5 | 3.720 | A |

**08:45 - 09:00**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 671 | 168 | 481 | 2154 | 0.311 | 671 | 999 | 0.5 | 0.5 | 2.669 | A |
| | 2 - A811 (East) | - | 917 | 229 | 447 | 1965 | 0.467 | 917 | 705 | 1.0 | 1.0 | 3.778 | A |
| | 3 - A82 (South) | - | 1085 | 271 | 395 | 2752 | 0.394 | 1084 | 969 | 0.7 | 0.7 | 2.374 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1480 | 377 | 0.000 | 0 | 0 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 319 | 80 | 796 | 1869 | 0.171 | 319 | 247 | 0.2 | 0.2 | 2.554 | A |
| | 2 - A811 (East) | - | 694 | 173 | 607 | 1615 | 0.429 | 694 | 509 | 0.8 | 0.8 | 4.297 | A |
| | 3 - Luss Road (South) | - | 578 | 145 | 687 | 1991 | 0.290 | 578 | 613 | 0.4 | 0.4 | 2.801 | A |
| | 4 - A811 (West) | - | 699 | 175 | 344 | 1912 | 0.366 | 699 | 922 | 0.6 | 0.6 | 3.263 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 20 | 5 | 218 | 1452 | 0.014 | 20 | 43 | 0.0 | 0.0 | 2.764 | A |
| | 2 - Balloch Road (East) | - | 235 | 59 | 96 | 1549 | 0.151 | 235 | 142 | 0.2 | 0.2 | 3.011 | A |
| | 3 - Old Luss Road (South) | - | 243 | 61 | 9 | 1794 | 0.136 | 243 | 321 | 0.2 | 0.2 | 2.552 | A |
| | 4 - Old Luss Road (West) | - | 25 | 6 | 236 | 1425 | 0.018 | 25 | 17 | 0.0 | 0.0 | 2.828 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 14 | 4 | 0 | 1370 | 0.010 | 14 | 22 | 0.0 | 0.0 | 2.654 | A |
| | 2 - Ben Lomond Way (South) | - | 42 | 10 | 2 | 1539 | 0.027 | 42 | 12 | 0.0 | 0.0 | 2.403 | A |
| | 3 - Lomond Shores (Access Only) | - | 0 | 0 | 32 | 1418 | 0.000 | 0 | 12 | 0.0 | 0.0 | 0.000 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 0 | 0 | 22 | 708 | 0.000 | 0 | 10 | 0.0 | 0.0 | 0.000 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 0 | 0 | | 640 | 0.000 | 0 | | 0.0 | 0.0 | 0.000 | A |
| | - | C-AB | 16 | 4 | | 729 | 0.022 | 16 | | 0.0 | 0.0 | 5.554 | A |
| | - | C-A | 167 | 42 | | | | 167 | | | | | |
| | - | A-B | 0 | 0 | | | | 0 | | | | | |
| | - | A-C | 154 | 39 | | | | 154 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 67 | 17 | | 761 | 0.088 | 67 | | 0.1 | 0.1 | 5.703 | A |
| | - | B-A | 52 | 13 | | 505 | 0.103 | 52 | | 0.1 | 0.1 | 8.742 | A |
| | - | C-AB | 97 | 24 | | 673 | 0.144 | 97 | | 0.2 | 0.2 | 6.874 | A |
| | - | C-A | 46 | 12 | | | | 46 | | | | | |
| | - | A-B | 105 | 26 | | | | 105 | | | | | |
| | - | A-C | 102 | 26 | | | | 102 | | | | | |
| 7 - untitled | - | B-AC | 109 | 27 | | 512 | 0.213 | 109 | | 0.3 | 0.3 | 9.830 | A |
| | - | C-AB | 61 | 15 | | 803 | 0.076 | 61 | | 0.2 | 0.2 | 5.338 | A |
| | - | C-A | 299 | 75 | | | | 299 | | | | | |
| | - | A-B | 57 | 14 | | | | 57 | | | | | |
| | - | A-C | 286 | 72 | | | | 286 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 212 | 53 | 487 | 1379 | 0.154 | 212 | 175 | 0.2 | 0.2 | 3.394 | A |
| | 2 - A811 Lomond Road | - | 460 | 115 | 313 | 1292 | 0.356 | 460 | 386 | 0.6 | 0.6 | 4.758 | A |
| | 3 - A813 Carrochan Road (South) | - | 346 | 86 | 461 | 1635 | 0.211 | 346 | 312 | 0.3 | 0.3 | 3.070 | A |
| | 4 - A811 (West) | - | 484 | 121 | 177 | 1533 | 0.316 | 484 | 630 | 0.5 | 0.5 | 3.723 | A |

**09:00 - 09:15**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 547 | 137 | 393 | 2205 | 0.248 | 548 | 816 | 0.5 | 0.4 | 2.392 | A |
| | 2 - A811 (East) | - | 749 | 187 | 365 | 2010 | 0.373 | 750 | 576 | 1.0 | 0.7 | 3.145 | A |
| | 3 - A82 (South) | - | 885 | 221 | 323 | 2799 | 0.316 | 886 | 792 | 0.7 | 0.5 | 2.072 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1210 | 454 | 0.000 | 0 | 0 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 261 | 65 | 651 | 1955 | 0.133 | 261 | 202 | 0.2 | 0.2 | 2.339 | A |
| | 2 - A811 (East) | - | 566 | 142 | 496 | 1672 | 0.339 | 567 | 416 | 0.8 | 0.6 | 3.589 | A |
| | 3 - Luss Road (South) | - | 472 | 118 | 562 | 2066 | 0.228 | 472 | 501 | 0.4 | 0.3 | 2.484 | A |
| | 4 - A811 (West) | - | 571 | 143 | 281 | 1947 | 0.293 | 572 | 753 | 0.6 | 0.5 | 2.882 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 16 | 4 | 178 | 1477 | 0.011 | 16 | 35 | 0.0 | 0.0 | 2.710 | A |
| | 2 - Balloch Road (East) | - | 191 | 48 | 78 | 1560 | 0.123 | 192 | 116 | 0.2 | 0.2 | 2.894 | A |
| | 3 - Old Luss Road (South) | - | 199 | 50 | 7 | 1795 | 0.111 | 199 | 263 | 0.2 | 0.1 | 2.481 | A |
| | 4 - Old Luss Road (West) | - | 21 | 5 | 193 | 1452 | 0.014 | 21 | 13 | 0.0 | 0.0 | 2.765 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 12 | 3 | 0 | 1370 | 0.009 | 12 | 18 | 0.0 | 0.0 | 2.651 | A |
| | 2 - Ben Lomond Way (South) | - | 34 | 9 | 2 | 1539 | 0.022 | 34 | 10 | 0.0 | 0.0 | 2.391 | A |
| | 3 - Lomond Shores (Access Only) | - | 0 | 0 | 26 | 1421 | 0.000 | 0 | 10 | 0.0 | 0.0 | 0.000 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 0 | 0 | 18 | 710 | 0.000 | 0 | 8 | 0.0 | 0.0 | 0.000 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 0 | 0 | | 651 | 0.000 | 0 | | 0.0 | 0.0 | 0.000 | A |
| | - | C-AB | 12 | 3 | | 714 | 0.017 | 12 | | 0.0 | 0.0 | 5.644 | A |
| | - | C-A | 137 | 34 | | | | 137 | | | | | |
| | - | A-B | 0 | 0 | | | | 0 | | | | | |
| | - | A-C | 126 | 31 | | | | 126 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 55 | 14 | | 773 | 0.071 | 55 | | 0.1 | 0.1 | 5.513 | A |
| | - | B-A | 42 | 11 | | 519 | 0.081 | 42 | | 0.1 | 0.1 | 8.316 | A |
| | - | C-AB | 78 | 19 | | 676 | 0.115 | 78 | | 0.2 | 0.2 | 6.628 | A |
| | - | C-A | 39 | 10 | | | | 39 | | | | | |
| | - | A-B | 85 | 21 | | | | 85 | | | | | |
| | - | A-C | 84 | 21 | | | | 84 | | | | | |
| 7 - untitled | - | B-AC | 89 | 22 | | 537 | 0.166 | 89 | | 0.3 | 0.2 | 8.848 | A |
| | - | C-AB | 45 | 11 | | 776 | 0.058 | 45 | | 0.2 | 0.1 | 5.420 | A |
| | - | C-A | 249 | 62 | | | | 249 | | | | | |
| | - | A-B | 47 | 12 | | | | 47 | | | | | |
| | - | A-C | 234 | 58 | | | | 234 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 174 | 43 | 398 | 1428 | 0.121 | 174 | 143 | 0.2 | 0.2 | 3.158 | A |
| | 2 - A811 Lomond Road | - | 376 | 94 | 256 | 1323 | 0.284 | 376 | 316 | 0.6 | 0.4 | 4.188 | A |
| | 3 - A813 Carrochan Road (South) | - | 282 | 71 | 377 | 1687 | 0.167 | 283 | 255 | 0.3 | 0.2 | 2.821 | A |
| | 4 - A811 (West) | - | 396 | 99 | 145 | 1551 | 0.255 | 396 | 515 | 0.5 | 0.4 | 3.384 | A |

**09:15 - 09:30**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 458 | 115 | 329 | 2242 | 0.204 | 459 | 683 | 0.4 | 0.3 | 2.221 | A |
| | 2 - A811 (East) | - | 627 | 157 | 306 | 2043 | 0.307 | 628 | 482 | 0.7 | 0.5 | 2.801 | A |
| | 3 - A82 (South) | - | 742 | 185 | 271 | 2834 | 0.262 | 742 | 663 | 0.5 | 0.4 | 1.892 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1013 | 510 | 0.000 | 0 | 0 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 218 | 55 | 545 | 2017 | 0.108 | 218 | 169 | 0.2 | 0.1 | 2.201 | A |
| | 2 - A811 (East) | - | 474 | 119 | 415 | 1714 | 0.277 | 475 | 348 | 0.6 | 0.4 | 3.199 | A |
| | 3 - Luss Road (South) | - | 395 | 99 | 470 | 2121 | 0.186 | 396 | 420 | 0.3 | 0.3 | 2.296 | A |
| | 4 - A811 (West) | - | 478 | 120 | 235 | 1972 | 0.242 | 478 | 631 | 0.5 | 0.4 | 2.654 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 14 | 3 | 149 | 1495 | 0.009 | 14 | 29 | 0.0 | 0.0 | 2.672 | A |
| | 2 - Balloch Road (East) | - | 160 | 40 | 66 | 1567 | 0.102 | 160 | 97 | 0.2 | 0.1 | 2.816 | A |
| | 3 - Old Luss Road (South) | - | 166 | 42 | 6 | 1796 | 0.093 | 166 | 220 | 0.1 | 0.1 | 2.431 | A |
| | 4 - Old Luss Road (West) | - | 17 | 4 | 161 | 1472 | 0.012 | 17 | 11 | 0.0 | 0.0 | 2.723 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 10 | 2 | 0 | 1370 | 0.007 | 10 | 15 | 0.0 | 0.0 | 2.647 | A |
| | 2 - Ben Lomond Way (South) | - | 29 | 7 | 2 | 1540 | 0.019 | 29 | 8 | 0.0 | 0.0 | 2.384 | A |
| | 3 - Lomond Shores (Access Only) | - | 0 | 0 | 22 | 1424 | 0.000 | 0 | 8 | 0.0 | 0.0 | 0.000 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 0 | 0 | 15 | 711 | 0.000 | 0 | 7 | 0.0 | 0.0 | 0.000 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 0 | 0 | | 659 | 0.000 | 0 | | 0.0 | 0.0 | 0.000 | A |
| | - | C-AB | 10 | 2 | | 703 | 0.014 | 10 | | 0.0 | 0.0 | 5.711 | A |
| | - | C-A | 115 | 29 | | | | 115 | | | | | |
| | - | A-B | 0 | 0 | | | | 0 | | | | | |
| | - | A-C | 105 | 26 | | | | 105 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 46 | 11 | | 782 | 0.059 | 46 | | 0.1 | 0.1 | 5.384 | A |
| | - | B-A | 35 | 9 | | 529 | 0.067 | 35 | | 0.1 | 0.1 | 8.028 | A |
| | - | C-AB | 65 | 16 | | 678 | 0.095 | 65 | | 0.2 | 0.1 | 6.456 | A |
| | - | C-A | 33 | 8 | | | | 33 | | | | | |
| | - | A-B | 72 | 18 | | | | 72 | | | | | |
| | - | A-C | 70 | 18 | | | | 70 | | | | | |
| 7 - untitled | - | B-AC | 75 | 19 | | 555 | 0.134 | 75 | | 0.2 | 0.2 | 8.243 | A |
| | - | C-AB | 35 | 9 | | 757 | 0.046 | 35 | | 0.1 | 0.1 | 5.485 | A |
| | - | C-A | 211 | 53 | | | | 211 | | | | | |
| | - | A-B | 39 | 10 | | | | 39 | | | | | |
| | - | A-C | 196 | 49 | | | | 196 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 145 | 36 | 333 | 1464 | 0.099 | 145 | 120 | 0.2 | 0.1 | 3.001 | A |
| | 2 - A811 Lomond Road | - | 315 | 79 | 214 | 1345 | 0.234 | 315 | 264 | 0.4 | 0.3 | 3.849 | A |
| | 3 - A813 Carrochan Road (South) | - | 236 | 59 | 316 | 1725 | 0.137 | 237 | 213 | 0.2 | 0.2 | 2.659 | A |
| | 4 - A811 (West) | - | 331 | 83 | 121 | 1565 | 0.212 | 332 | 431 | 0.4 | 0.3 | 3.170 | A |

# Existing Layout - 2018, Weekday PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Geometry | 2 - untitled - 3 - Luss Road (South) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Vehicle Mix | 4 - untitled | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Standard Roundabout | | 1,2,3,4 | 4.01 | A |
| 2 | untitled | Standard Roundabout | | 1,2,3,4 | 4.01 | A |
| 3 | untitled | Standard Roundabout | | 1,2,3,4 | 2.96 | A |
| 4 | untitled | Standard Roundabout | | 1,2,3,4 | 3.26 | A |
| 5 | Balloch Road / Pier Road | T-Junction | Two-way | | 0.26 | A |
| 6 | Balloch Road / Carrochan Road | T-Junction | Two-way | | 3.97 | A |
| 7 | untitled | T-Junction | Two-way | | 1.58 | A |
| 8 | untitled | Standard Roundabout | | 1,2,3,4 | 4.70 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 39 | 1 - untitled - 1 - A82 (North) |

## 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 | 2018 | Weekday 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)

| Junction | Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | | ONE HOUR | ✓ | 1255 | 100.000 |
| | 2 - A811 (East) | | ONE HOUR | ✓ | 682 | 100.000 |
| | 3 - A82 (South) | | ONE HOUR | ✓ | 928 | 100.000 |
| | 4 - Local Access (West) | | ONE HOUR | ✓ | 2 | 100.000 |
| 2 - untitled | 1 - Old Luss Road (North) | | ONE HOUR | ✓ | 284 | 100.000 |
| | 2 - A811 (East) | | ONE HOUR | ✓ | 508 | 100.000 |
| | 3 - Luss Road (South) | | ONE HOUR | ✓ | 656 | 100.000 |
| | 4 - A811 (West) | | ONE HOUR | ✓ | 962 | 100.000 |
| 3 - untitled | 1 - Ben Lomond Way (North) | | ONE HOUR | ✓ | 99 | 100.000 |
| | 2 - Balloch Road (East) | | ONE HOUR | ✓ | 157 | 100.000 |
| | 3 - Old Luss Road (South) | | ONE HOUR | ✓ | 376 | 100.000 |
| | 4 - Old Luss Road (West) | | ONE HOUR | ✓ | 36 | 100.000 |
| 4 - untitled | 1 - Ben Lomond Way (East) | | ONE HOUR | ✓ | 33 | 100.000 |
| | 2 - Ben Lomond Way (South) | | ONE HOUR | ✓ | 62 | 100.000 |
| | 3 - Lomond Shores (Access Only) | | ONE HOUR | ✓ | 37 | 100.000 |
| | 4 - Lomond Shores (Access / Egress) | | ONE HOUR | ✓ | 38 | 100.000 |
| 5 - Balloch Road / Pier Road | A - Balloch Road (West) | | ONE HOUR | ✓ | 140 | 100.000 |
| | B - Pier Road | | ONE HOUR | ✓ | 2 | 100.000 |
| | C - Balloch Road (East) | | ONE HOUR | ✓ | 166 | 100.000 |
| 6 - Balloch Road / Carrochan Road | A - Drymen Road (East) | | ONE HOUR | ✓ | 133 | 100.000 |
| | B - Carrochan Road | | ONE HOUR | ✓ | 170 | 100.000 |
| | C - Balloch Road (west) | | ONE HOUR | ✓ | 243 | 100.000 |
| 7 - untitled | A - A811 Lomond Road | | ONE HOUR | ✓ | 423 | 100.000 |
| | B - Drymen Road | | ONE HOUR | ✓ | 106 | 100.000 |
| | C - A811 Main Street | | ONE HOUR | ✓ | 372 | 100.000 |
| 8 - untitled | 1 - Carrochan Road | | ONE HOUR | ✓ | 264 | 100.000 |
| | 2 - A811 Lomond Road | | ONE HOUR | ✓ | 408 | 100.000 |
| | 3 - A813 Carrochan Road (South) | | ONE HOUR | ✓ | 316 | 100.000 |
| | 4 - A811 (West) | | ONE HOUR | ✓ | 692 | 100.000 |

## Origin-Destination Data

**Demand (PCU/hr)**

**1 - untitled**

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - A82 (North) | 2 - A811 (East) | 3 - A82 (South) | 4 - Local Access (West) |
| From | 1 - A82 (North) | 7 | 481 | 765 | 2 |
| | 2 - A811 (East) | 320 | 0 | 360 | 2 |
| | 3 - A82 (South) | 448 | 480 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| | 4 - Local Access (West) | 1 | 1 | 0 | 0 |

2 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Old Luss Road (North) | 2 - A811 (East) | 3 - Luss Road (South) | 4 - A811 (West) |
| From | 1 - Old Luss Road (North) | 0 | 39 | 95 | 150 |
| | 2 - A811 (East) | 53 | 3 | 171 | 281 |
| | 3 - Luss Road (South) | 127 | 287 | 0 | 242 |
| | 4 - A811 (West) | 219 | 449 | 293 | 1 |

3 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (North) | 2 - Balloch Road (East) | 3 - Old Luss Road (South) | 4 - Old Luss Road (West) |
| From | 1 - Ben Lomond Way (North) | 0 | 20 | 77 | 2 |
| | 2 - Balloch Road (East) | 9 | 0 | 139 | 9 |
| | 3 - Old Luss Road (South) | 49 | 247 | 53 | 27 |
| | 4 - Old Luss Road (West) | 5 | 11 | 20 | 0 |

4 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (East) | 2 - Ben Lomond Way (South) | 3 - Lomond Shores (Access Only) | 4 - Lomond Shores (Access / Egress) |
| From | 1 - Ben Lomond Way (East) | 1 | 26 | 1 | 5 |
| | 2 - Ben Lomond Way (South) | 30 | 3 | 13 | 16 |
| | 3 - Lomond Shores (Access Only) | 0 | 37 | 0 | 0 |
| | 4 - Lomond Shores (Access / Egress) | 4 | 33 | 1 | 0 |

5 - Balloch Road / Pier Road

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Balloch Road (West) | B - Pier Road | C - Balloch Road (East) |
| From | A - Balloch Road (West) | 0 | 0 | 140 |
| | B - Pier Road | 0 | 0 | 2 |
| | C - Balloch Road (East) | 155 | 11 | 0 |

6 - Balloch Road / Carrochan Road

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Drymen Road (East) | B - Carrochan Road | C - Balloch Road (west) |
| From | A - Drymen Road (East) | 0 | 73 | 60 |
| | B - Carrochan Road | 68 | 0 | 102 |
| | C - Balloch Road (west) | 131 | 112 | 0 |

7 - untitled

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A811 Lomond Road | B - Drymen Road | C - A811 Main Street |
| From | A - A811 Lomond Road | 0 | 78 | 345 |
| | B - Drymen Road | 59 | 0 | 47 |
| | C - A811 Main Street | 339 | 33 | 0 |

8 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Carrochan Road | 2 - A811 Lomond Road | 3 - A813 Carrochan Road (South) | 4 - A811 (West) |
| From | 1 - Carrochan Road | 2 | 45 | 119 | 98 |
| | 2 - A811 Lomond Road | 26 | 0 | 106 | 276 |
| | 3 - A813 Carrochan Road (South) | 98 | 89 | 2 | 127 |
| | 4 - A811 (West) | 96 | 379 | 216 | 1 |

## Vehicle Mix

1 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - A82 (North) | 2 - A811 (East) | 3 - A82 (South) | 4 - Local Access (West) |
| From | 1 - A82 (North) | 10 | 10 | 10 | 10 |
| | 2 - A811 (East) | 10 | 10 | 10 | 10 |
| | 3 - A82 (South) | 10 | 10 | 10 | 10 |
| | 4 - Local Access (West) | 10 | 10 | 10 | 10 |

2 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Old Luss Road (North) | 2 - A811 (East) | 3 - Luss Road (South) | 4 - A811 (West) |
| From | 1 - Old Luss Road (North) | 10 | 10 | 10 | 10 |
| | 2 - A811 (East) | 10 | 10 | 10 | 10 |
| | 3 - Luss Road (South) | 10 | 10 | 10 | 10 |
| | 4 - A811 (West) | 10 | 10 | 10 | 0 |

3 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (North) | 2 - Balloch Road (East) | 3 - Old Luss Road (South) | 4 - Old Luss Road (West) |
| From | 1 - Ben Lomond Way (North) | 10 | 10 | 10 | 10 |
| | 2 - Balloch Road (East) | 10 | 10 | 10 | 10 |
| | 3 - Old Luss Road (South) | 10 | 10 | 10 | 10 |
| | 4 - Old Luss Road (West) | 10 | 10 | 10 | 10 |

4 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (East) | 2 - Ben Lomond Way (South) | 3 - Lomond Shores (Access Only) | 4 - Lomond Shores (Access / Egress) |
| From | 1 - Ben Lomond Way (East) | 0 | 0 | 0 | 0 |
| | 2 - Ben Lomond Way (South) | 0 | 0 | 0 | 0 |
| | 3 - Lomond Shores (Access Only) | 0 | 0 | 0 | 0 |
| | 4 - Lomond Shores (Access / Egress) | 0 | 0 | 0 | 0 |

5 - Balloch Road / Pier Road

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Balloch Road (West) | B - Pier Road | C - Balloch Road (East) |
| From | A - Balloch Road (West) | 10 | 10 | 10 |
| | B - Pier Road | 10 | 10 | 10 |
| | C - Balloch Road (East) | 10 | 10 | 10 |

6 - Balloch Road / Carrochan Road

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Drymen Road (East) | B - Carrochan Road | C - Balloch Road (west) |
| From | A - Drymen Road (East) | 10 | 10 | 10 |
| | B - Carrochan Road | 10 | 10 | 10 |
| | C - Balloch Road (west) | 10 | 10 | 10 |

7 - untitled

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - A811 Lomond Road | B - Drymen Road | C - A811 Main Street |
| From | A - A811 Lomond Road | 10 | 10 | 10 |
| | B - Drymen Road | 10 | 10 | 10 |
| | C - A811 Main Street | 10 | 10 | 10 |

8 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Carrochan Road | 2 - A811 Lomond Road | 3 - A813 Carrochan Road (South) | 4 - A811 (West) |
| From | 1 - Carrochan Road | 10 | 10 | 10 | 10 |
| | 2 - A811 Lomond Road | 10 | 10 | 10 | 10 |
| | 3 - A813 Carrochan Road (South) | 10 | 10 | 10 | 10 |
| | 4 - A811 (West) | 0 | 10 | 10 | 10 |

# Results

## Results Summary for whole modelled period

| Junction | Arm | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | 0.65 | 5.32 | 2.0 | A | 1152 | 1727 |
| | 2 - A811 (East) | 0.43 | 3.99 | 0.8 | A | 626 | 939 |
| | 3 - A82 (South) | 0.37 | 2.26 | 0.6 | A | 852 | 1277 |
| | 4 - Local Access (West) | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| 2 - untitled | 1 - Old Luss Road (North) | 0.19 | 2.92 | 0.3 | A | 261 | 391 |
| | 2 - A811 (East) | 0.34 | 3.73 | 0.6 | A | 466 | 699 |
| | 3 - Luss Road (South) | 0.35 | 2.91 | 0.6 | A | 602 | 903 |
| | 4 - A811 (West) | 0.58 | 5.22 | 1.5 | A | 883 | 1324 |
| 3 - untitled | 1 - Ben Lomond Way (North) | 0.08 | 3.16 | 0.1 | A | 91 | 136 |
| | 2 - Balloch Road (East) | 0.11 | 2.97 | 0.1 | A | 144 | 216 |
| | 3 - Old Luss Road (South) | 0.23 | 2.89 | 0.3 | A | 345 | 518 |
| | 4 - Old Luss Road (West) | 0.03 | 3.08 | 0.0 | A | 33 | 50 |
| 4 - untitled | 1 - Ben Lomond Way (East) | 0.03 | 2.80 | 0.0 | A | 30 | 45 |
| | 2 - Ben Lomond Way (South) | 0.04 | 2.45 | 0.0 | A | 57 | 85 |
| | 3 - Lomond Shores (Access Only) | 0.03 | 2.65 | 0.0 | A | 34 | 51 |
| | 4 - Lomond Shores (Access / Egress) | 0.06 | 5.58 | 0.1 | A | 35 | 52 |
| 8 - untitled | 1 - Carrochan Road | 0.24 | 4.22 | 0.3 | A | 242 | 363 |
| | 2 - A811 Lomond Road | 0.37 | 5.26 | 0.7 | A | 374 | 562 |
| | 3 - A813 Carrochan Road (South) | 0.21 | 3.05 | 0.3 | A | 290 | 435 |
| | 4 - A811 (West) | 0.51 | 5.30 | 1.1 | A | 635 | 952 |

## Results Summary for whole modelled period

| Junction | Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| 5 - Balloch Road / Pier Road | B-AC | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| | C-AB | 0.02 | 5.71 | 0.0 | A | 13 | 19 |
| | C-A | | | | | 140 | 209 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | A-B | | | | | 0 | 0 |
| | A-C | | | | | 128 | 193 |
| 6 - Balloch Road / Carrochan Road | B-C | 0.15 | 6.07 | 0.2 | A | 94 | 140 |
| | B-A | 0.15 | 9.55 | 0.2 | A | 62 | 94 |
| | C-AB | 0.21 | 6.69 | 0.3 | A | 124 | 185 |
| | C-A | | | | | 99 | 149 |
| | A-B | | | | | 67 | 100 |
| | A-C | | | | | 55 | 83 |
| 7 - untitled | B-AC | 0.24 | 10.58 | 0.3 | B | 97 | 146 |
| | C-AB | 0.08 | 5.47 | 0.2 | A | 51 | 77 |
| | C-A | | | | | 290 | 435 |
| | A-B | | | | | 72 | 107 |
| | A-C | | | | | 317 | 475 |

## Main Results for each time segment

**16:30 - 16:45**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 945 | 236 | 361 | 2224 | 0.425 | 942 | 582 | 0.0 | 0.8 | 3.080 | A |
| | 2 - A811 (East) | - | 513 | 128 | 581 | 1892 | 0.271 | 512 | 722 | 0.0 | 0.4 | 2.866 | A |
| | 3 - A82 (South) | - | 699 | 175 | 248 | 2849 | 0.245 | 697 | 844 | 0.0 | 0.4 | 1.840 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 943 | 530 | 0.000 | 0 | 3 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 214 | 53 | 775 | 1881 | 0.114 | 213 | 299 | 0.0 | 0.1 | 2.374 | A |
| | 2 - A811 (East) | - | 382 | 96 | 404 | 1719 | 0.222 | 381 | 584 | 0.0 | 0.3 | 2.956 | A |
| | 3 - Luss Road (South) | - | 494 | 123 | 366 | 2183 | 0.226 | 493 | 419 | 0.0 | 0.3 | 2.341 | A |
| | 4 - A811 (West) | - | 724 | 181 | 353 | 1907 | 0.380 | 722 | 506 | 0.0 | 0.7 | 3.333 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 75 | 19 | 248 | 1433 | 0.052 | 74 | 47 | 0.0 | 0.1 | 2.913 | A |
| | 2 - Balloch Road (East) | - | 118 | 30 | 114 | 1538 | 0.077 | 118 | 209 | 0.0 | 0.1 | 2.788 | A |
| | 3 - Old Luss Road (South) | - | 283 | 71 | 15 | 1790 | 0.158 | 282 | 217 | 0.0 | 0.2 | 2.624 | A |
| | 4 - Old Luss Road (West) | - | 27 | 7 | 269 | 1404 | 0.019 | 27 | 29 | 0.0 | 0.0 | 2.875 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 25 | 6 | 55 | 1338 | 0.019 | 25 | 26 | 0.0 | 0.0 | 2.741 | A |
| | 2 - Ben Lomond Way (South) | - | 47 | 12 | 6 | 1537 | 0.030 | 47 | 74 | 0.0 | 0.0 | 2.415 | A |
| | 3 - Lomond Shores (Access Only) | - | 28 | 7 | 41 | 1412 | 0.020 | 28 | 11 | 0.0 | 0.0 | 2.600 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 29 | 7 | 53 | 696 | 0.041 | 28 | 16 | 0.0 | 0.0 | 5.388 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 0 | 0 | | 659 | 0.000 | 0 | | 0.0 | 0.0 | 0.000 | A |
| | - | C-AB | 10 | 2 | | 703 | 0.014 | 10 | | 0.0 | 0.0 | 5.711 | A |
| | - | C-A | 115 | 29 | | | | 115 | | | | | |
| | - | A-B | 0 | 0 | | | | 0 | | | | | |
| | - | A-C | 105 | 26 | | | | 105 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 77 | 19 | | 785 | 0.098 | 76 | | 0.0 | 0.1 | 5.586 | A |
| | - | B-A | 51 | 13 | | 519 | 0.099 | 51 | | 0.0 | 0.1 | 8.451 | A |
| | - | C-AB | 98 | 24 | | 727 | 0.134 | 97 | | 0.0 | 0.2 | 6.277 | A |
| | - | C-A | 85 | 21 | | | | 85 | | | | | |
| | - | A-B | 55 | 14 | | | | 55 | | | | | |
| | - | A-C | 45 | 11 | | | | 45 | | | | | |
| 7 - untitled | - | B-AC | 80 | 20 | | 545 | 0.146 | 79 | | 0.0 | 0.2 | 8.484 | A |
| | - | C-AB | 37 | 9 | | 762 | 0.049 | 37 | | 0.0 | 0.1 | 5.460 | A |
| | - | C-A | 243 | 61 | | | | 243 | | | | | |
| | - | A-B | 59 | 15 | | | | 59 | | | | | |
| | - | A-C | 260 | 65 | | | | 260 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 199 | 50 | 515 | 1363 | 0.146 | 198 | 167 | 0.0 | 0.2 | 3.398 | A |
| | 2 - A811 Lomond Road | - | 307 | 77 | 328 | 1284 | 0.239 | 306 | 385 | 0.0 | 0.3 | 4.042 | A |
| | 3 - A813 Carrochan Road (South) | - | 238 | 59 | 302 | 1734 | 0.137 | 237 | 332 | 0.0 | 0.2 | 2.644 | A |
| | 4 - A811 (West) | - | 521 | 130 | 163 | 1541 | 0.338 | 519 | 376 | 0.0 | 0.6 | 3.812 | A |

**16:45 - 17:00**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 1128 | 282 | 431 | 2183 | 0.517 | 1127 | 696 | 0.8 | 1.2 | 3.745 | A |
| | 2 - A811 (East) | - | 613 | 153 | 695 | 1829 | 0.335 | 613 | 863 | 0.4 | 0.6 | 3.254 | A |
| | 3 - A82 (South) | - | 834 | 209 | 297 | 2817 | 0.296 | 834 | 1010 | 0.4 | 0.5 | 1.997 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1128 | 478 | 0.000 | 0 | 4 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 255 | 64 | 928 | 1792 | 0.142 | 255 | 358 | 0.1 | 0.2 | 2.576 | A |
| | 2 - A811 (East) | - | 457 | 114 | 484 | 1678 | 0.272 | 456 | 699 | 0.3 | 0.4 | 3.240 | A |
| | 3 - Luss Road (South) | - | 590 | 147 | 438 | 2140 | 0.276 | 589 | 502 | 0.3 | 0.4 | 2.553 | A |
| | 4 - A811 (West) | - | 865 | 216 | 422 | 1869 | 0.463 | 864 | 605 | 0.7 | 0.9 | 3.934 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 89 | 22 | 297 | 1403 | 0.063 | 89 | 57 | 0.1 | 0.1 | 3.013 | A |
| | 2 - Balloch Road (East) | - | 141 | 35 | 137 | 1524 | 0.093 | 141 | 250 | 0.1 | 0.1 | 2.862 | A |
| | 3 - Old Luss Road (South) | - | 338 | 85 | 18 | 1788 | 0.189 | 338 | 260 | 0.2 | 0.3 | 2.729 | A |
| | 4 - Old Luss Road (West) | - | 32 | 8 | 322 | 1371 | 0.024 | 32 | 34 | 0.0 | 0.0 | 2.958 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 30 | 7 | 66 | 1331 | 0.022 | 30 | 31 | 0.0 | 0.0 | 2.765 | A |
| | 2 - Ben Lomond Way (South) | - | 56 | 14 | 7 | 1536 | 0.036 | 56 | 89 | 0.0 | 0.0 | 2.431 | A |
| | 3 - Lomond Shores (Access Only) | - | 33 | 8 | 49 | 1407 | 0.024 | 33 | 13 | 0.0 | 0.0 | 2.620 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 34 | 9 | 64 | 692 | 0.049 | 34 | 19 | 0.0 | 0.1 | 5.468 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 0 | 0 | | 651 | 0.000 | 0 | | 0.0 | 0.0 | 0.000 | A |
| | - | C-AB | 12 | 3 | | 714 | 0.017 | 12 | | 0.0 | 0.0 | 5.644 | A |
| | - | C-A | 137 | 34 | | | | 137 | | | | | |
| | - | A-B | 0 | 0 | | | | 0 | | | | | |
| | - | A-C | 126 | 31 | | | | 126 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 92 | 23 | | 776 | 0.118 | 92 | | 0.1 | 0.1 | 5.783 | A |
| | - | B-A | 61 | 15 | | 507 | 0.121 | 61 | | 0.1 | 0.1 | 8.887 | A |
| | - | C-AB | 120 | 30 | | 735 | 0.163 | 120 | | 0.2 | 0.2 | 6.442 | A |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | - | C-A | 98 | 25 | | | | 98 | | | | | |
| | - | A-B | 66 | 16 | | | | 66 | | | | | |
| | - | A-C | 54 | 13 | | | | 54 | | | | | |
| 7 - untitled | - | B-AC | 95 | 24 | | 522 | 0.182 | 95 | | 0.2 | 0.2 | 9.260 | A |
| | - | C-AB | 49 | 12 | | 783 | 0.062 | 49 | | 0.1 | 0.1 | 5.395 | A |
| | - | C-A | 286 | 71 | | | | 286 | | | | | |
| | - | A-B | 70 | 18 | | | | 70 | | | | | |
| | - | A-C | 310 | 78 | | | | 310 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 237 | 59 | 617 | 1306 | 0.182 | 237 | 199 | 0.2 | 0.2 | 3.704 | A |
| | 2 - A811 Lomond Road | - | 367 | 92 | 393 | 1250 | 0.294 | 366 | 461 | 0.3 | 0.5 | 4.481 | A |
| | 3 - A813 Carrochan Road (South) | - | 284 | 71 | 362 | 1697 | 0.167 | 284 | 398 | 0.2 | 0.2 | 2.802 | A |
| | 4 - A811 (West) | - | 622 | 156 | 195 | 1523 | 0.408 | 621 | 451 | 0.6 | 0.7 | 4.327 | A |

**17:00 - 17:15**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 1382 | 345 | 528 | 2126 | 0.650 | 1378 | 852 | 1.2 | 2.0 | 5.271 | A |
| | 2 - A811 (East) | - | 751 | 188 | 850 | 1743 | 0.431 | 750 | 1056 | 0.6 | 0.8 | 3.981 | A |
| | 3 - A82 (South) | - | 1022 | 255 | 364 | 2772 | 0.369 | 1021 | 1236 | 0.5 | 0.6 | 2.259 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1381 | 405 | 0.000 | 0 | 4 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 313 | 78 | 1135 | 1670 | 0.187 | 312 | 439 | 0.2 | 0.3 | 2.917 | A |
| | 2 - A811 (East) | - | 559 | 140 | 593 | 1622 | 0.345 | 559 | 855 | 0.4 | 0.6 | 3.721 | A |
| | 3 - Luss Road (South) | - | 722 | 181 | 537 | 2081 | 0.347 | 722 | 614 | 0.4 | 0.6 | 2.910 | A |
| | 4 - A811 (West) | - | 1059 | 265 | 517 | 1817 | 0.583 | 1057 | 741 | 0.9 | 1.5 | 5.192 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 109 | 27 | 364 | 1361 | 0.080 | 109 | 69 | 0.1 | 0.1 | 3.161 | A |
| | 2 - Balloch Road (East) | - | 173 | 43 | 167 | 1506 | 0.115 | 173 | 306 | 0.1 | 0.1 | 2.970 | A |
| | 3 - Old Luss Road (South) | - | 414 | 103 | 22 | 1786 | 0.232 | 414 | 318 | 0.3 | 0.3 | 2.886 | A |
| | 4 - Old Luss Road (West) | - | 40 | 10 | 394 | 1325 | 0.030 | 40 | 42 | 0.0 | 0.0 | 3.080 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 36 | 9 | 81 | 1322 | 0.027 | 36 | 39 | 0.0 | 0.0 | 2.798 | A |
| | 2 - Ben Lomond Way (South) | - | 68 | 17 | 9 | 1535 | 0.044 | 68 | 109 | 0.0 | 0.0 | 2.454 | A |
| | 3 - Lomond Shores (Access Only) | - | 41 | 10 | 61 | 1400 | 0.029 | 41 | 17 | 0.0 | 0.0 | 2.647 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 42 | 10 | 78 | 687 | 0.061 | 42 | 23 | 0.1 | 0.1 | 5.580 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 0 | 0 | | 640 | 0.000 | 0 | | 0.0 | 0.0 | 0.000 | A |
| | - | C-AB | 16 | 4 | | 729 | 0.022 | 16 | | 0.0 | 0.0 | 5.554 | A |
| | - | C-A | 167 | 42 | | | | 167 | | | | | |
| | - | A-B | 0 | 0 | | | | 0 | | | | | |
| | - | A-C | 154 | 39 | | | | 154 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 112 | 28 | | 765 | 0.147 | 112 | | 0.1 | 0.2 | 6.067 | A |
| | - | B-A | 75 | 19 | | 490 | 0.153 | 75 | | 0.1 | 0.2 | 9.536 | A |
| | - | C-AB | 153 | 38 | | 745 | 0.205 | 153 | | 0.2 | 0.3 | 6.683 | A |
| | - | C-A | 114 | 29 | | | | 114 | | | | | |
| | - | A-B | 80 | 20 | | | | 80 | | | | | |
| | - | A-C | 66 | 17 | | | | 66 | | | | | |
| 7 - untitled | - | B-AC | 117 | 29 | | 491 | 0.238 | 116 | | 0.2 | 0.3 | 10.561 | B |
| | - | C-AB | 67 | 17 | | 813 | 0.083 | 67 | | 0.1 | 0.2 | 5.314 | A |
| | - | C-A | 342 | 86 | | | | 342 | | | | | |
| | - | A-B | 86 | 21 | | | | 86 | | | | | |
| | - | A-C | 380 | 95 | | | | 380 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 291 | 73 | 755 | 1229 | 0.236 | 290 | 244 | 0.2 | 0.3 | 4.216 | A |
| | 2 - A811 Lomond Road | - | 449 | 112 | 481 | 1203 | 0.373 | 448 | 564 | 0.5 | 0.6 | 5.243 | A |
| | 3 - A813 Carrochan Road (South) | - | 348 | 87 | 443 | 1646 | 0.211 | 348 | 487 | 0.2 | 0.3 | 3.049 | A |
| | 4 - A811 (West) | - | 762 | 190 | 239 | 1498 | 0.508 | 760 | 552 | 0.7 | 1.1 | 5.281 | A |

**17:15 - 17:30**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 1382 | 345 | 528 | 2126 | 0.650 | 1382 | 853 | 2.0 | 2.0 | 5.320 | A |
| | 2 - A811 (East) | - | 751 | 188 | 852 | 1742 | 0.431 | 751 | 1058 | 0.8 | 0.8 | 3.993 | A |
| | 3 - A82 (South) | - | 1022 | 255 | 364 | 2772 | 0.369 | 1022 | 1239 | 0.6 | 0.6 | 2.262 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1382 | 405 | 0.000 | 0 | 4 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 313 | 78 | 1137 | 1669 | 0.187 | 313 | 439 | 0.3 | 0.3 | 2.920 | A |
| | 2 - A811 (East) | - | 559 | 140 | 593 | 1622 | 0.345 | 559 | 857 | 0.6 | 0.6 | 3.725 | A |
| | 3 - Luss Road (South) | - | 722 | 181 | 537 | 2081 | 0.347 | 722 | 615 | 0.6 | 0.6 | 2.913 | A |
| | 4 - A811 (West) | - | 1059 | 265 | 517 | 1817 | 0.583 | 1059 | 742 | 1.5 | 1.5 | 5.224 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 109 | 27 | 364 | 1361 | 0.080 | 109 | 69 | 0.1 | 0.1 | 3.161 | A |
| | 2 - Balloch Road (East) | - | 173 | 43 | 167 | 1505 | 0.115 | 173 | 306 | 0.1 | 0.1 | 2.970 | A |
| | 3 - Old Luss Road (South) | - | 414 | 103 | 22 | 1786 | 0.232 | 414 | 318 | 0.3 | 0.3 | 2.886 | A |
| | 4 - Old Luss Road (West) | - | 40 | 10 | 394 | 1325 | 0.030 | 40 | 42 | 0.0 | 0.0 | 3.080 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 36 | 9 | 81 | 1322 | 0.027 | 36 | 39 | 0.0 | 0.0 | 2.798 | A |
| | 2 - Ben Lomond Way (South) | - | 68 | 17 | 9 | 1535 | 0.044 | 68 | 109 | 0.0 | 0.0 | 2.454 | A |
| | 3 - Lomond Shores (Access Only) | - | 41 | 10 | 61 | 1400 | 0.029 | 41 | 17 | 0.0 | 0.0 | 2.647 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 42 | 10 | 78 | 687 | 0.061 | 42 | 23 | 0.1 | 0.1 | 5.580 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 0 | 0 | | 640 | 0.000 | 0 | | 0.0 | 0.0 | 0.000 | A |
| | - | C-AB | 16 | 4 | | 729 | 0.022 | 16 | | 0.0 | 0.0 | 5.556 | A |
| | - | C-A | 167 | 42 | | | | 167 | | | | | |
| | - | A-B | 0 | 0 | | | | 0 | | | | | |
| | - | A-C | 154 | 39 | | | | 154 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 112 | 28 | | 765 | 0.147 | 112 | | 0.2 | 0.2 | 6.070 | A |
| | - | B-A | 75 | 19 | | 490 | 0.153 | 75 | | 0.2 | 0.2 | 9.546 | A |
| | - | C-AB | 153 | 38 | | 745 | 0.206 | 153 | | 0.3 | 0.3 | 6.690 | A |
| | - | C-A | 114 | 29 | | | | 114 | | | | | |
| | - | A-B | 80 | 20 | | | | 80 | | | | | |
| | - | A-C | 66 | 17 | | | | 66 | | | | | |
| 7 - untitled | - | B-AC | 117 | 29 | | 491 | 0.238 | 117 | | 0.3 | 0.3 | 10.583 | B |
| | - | C-AB | 68 | 17 | | 813 | 0.083 | 68 | | 0.2 | 0.2 | 5.317 | A |
| | - | C-A | 342 | 86 | | | | 342 | | | | | |
| | - | A-B | 86 | 21 | | | | 86 | | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | - | A-C | 380 | 95 | | | | 380 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 291 | 73 | 756 | 1228 | 0.237 | 291 | 244 | 0.3 | 0.3 | 4.222 | A |
| | 2 - A811 Lomond Road | - | 449 | 112 | 482 | 1202 | 0.374 | 449 | 565 | 0.6 | 0.7 | 5.256 | A |
| | 3 - A813 Carrochan Road (South) | - | 348 | 87 | 444 | 1646 | 0.211 | 348 | 488 | 0.3 | 0.3 | 3.050 | A |
| | 4 - A811 (West) | - | 762 | 190 | 239 | 1498 | 0.509 | 762 | 553 | 1.1 | 1.1 | 5.303 | A |

**17:30 - 17:45**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 1128 | 282 | 432 | 2182 | 0.517 | 1132 | 698 | 2.0 | 1.2 | 3.779 | A |
| | 2 - A811 (East) | - | 613 | 153 | 698 | 1827 | 0.336 | 614 | 866 | 0.8 | 0.6 | 3.266 | A |
| | 3 - A82 (South) | - | 834 | 209 | 298 | 2816 | 0.296 | 835 | 1014 | 0.6 | 0.5 | 1.999 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1129 | 477 | 0.000 | 0 | 4 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 255 | 64 | 931 | 1790 | 0.143 | 256 | 359 | 0.3 | 0.2 | 2.582 | A |
| | 2 - A811 (East) | - | 457 | 114 | 485 | 1678 | 0.272 | 457 | 701 | 0.6 | 0.4 | 3.246 | A |
| | 3 - Luss Road (South) | - | 590 | 147 | 439 | 2140 | 0.276 | 590 | 504 | 0.6 | 0.4 | 2.556 | A |
| | 4 - A811 (West) | - | 865 | 216 | 423 | 1869 | 0.463 | 867 | 607 | 1.5 | 1.0 | 3.961 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 89 | 22 | 298 | 1403 | 0.063 | 89 | 57 | 0.1 | 0.1 | 3.016 | A |
| | 2 - Balloch Road (East) | - | 141 | 35 | 137 | 1524 | 0.093 | 141 | 250 | 0.1 | 0.1 | 2.865 | A |
| | 3 - Old Luss Road (South) | - | 338 | 85 | 18 | 1788 | 0.189 | 338 | 260 | 0.3 | 0.3 | 2.730 | A |
| | 4 - Old Luss Road (West) | - | 32 | 8 | 322 | 1370 | 0.024 | 32 | 34 | 0.0 | 0.0 | 2.961 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 30 | 7 | 67 | 1331 | 0.022 | 30 | 31 | 0.0 | 0.0 | 2.768 | A |
| | 2 - Ben Lomond Way (South) | - | 56 | 14 | 7 | 1536 | 0.036 | 56 | 89 | 0.0 | 0.0 | 2.431 | A |
| | 3 - Lomond Shores (Access Only) | - | 33 | 8 | 49 | 1407 | 0.024 | 33 | 13 | 0.0 | 0.0 | 2.620 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 34 | 9 | 64 | 692 | 0.049 | 34 | 19 | 0.1 | 0.1 | 5.469 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 0 | 0 | | 651 | 0.000 | 0 | | 0.0 | 0.0 | 0.000 | A |
| | - | C-AB | 12 | 3 | | 714 | 0.017 | 12 | | 0.0 | 0.0 | 5.644 | A |
| | - | C-A | 137 | 34 | | | | 137 | | | | | |
| | - | A-B | 0 | 0 | | | | 0 | | | | | |
| | - | A-C | 126 | 31 | | | | 126 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 92 | 23 | | 776 | 0.118 | 92 | | 0.2 | 0.1 | 5.787 | A |
| | - | B-A | 61 | 15 | | 506 | 0.121 | 61 | | 0.2 | 0.2 | 8.901 | A |
| | - | C-AB | 120 | 30 | | 735 | 0.163 | 120 | | 0.3 | 0.3 | 6.452 | A |
| | - | C-A | 98 | 25 | | | | 98 | | | | | |
| | - | A-B | 66 | 16 | | | | 66 | | | | | |
| | - | A-C | 54 | 13 | | | | 54 | | | | | |
| 7 - untitled | - | B-AC | 95 | 24 | | 522 | 0.182 | 96 | | 0.3 | 0.2 | 9.287 | A |
| | - | C-AB | 49 | 12 | | 783 | 0.062 | 49 | | 0.2 | 0.1 | 5.400 | A |
| | - | C-A | 286 | 71 | | | | 286 | | | | | |
| | - | A-B | 70 | 18 | | | | 70 | | | | | |
| | - | A-C | 310 | 78 | | | | 310 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 237 | 59 | 619 | 1305 | 0.182 | 238 | 200 | 0.3 | 0.2 | 3.713 | A |
| | 2 - A811 Lomond Road | - | 367 | 92 | 395 | 1249 | 0.294 | 368 | 462 | 0.7 | 0.5 | 4.498 | A |
| | 3 - A813 Carrochan Road (South) | - | 284 | 71 | 363 | 1696 | 0.168 | 284 | 399 | 0.3 | 0.2 | 2.805 | A |
| | 4 - A811 (West) | - | 622 | 156 | 195 | 1523 | 0.409 | 624 | 452 | 1.1 | 0.8 | 4.349 | A |

**17:45 - 18:00**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 945 | 236 | 362 | 2224 | 0.425 | 946 | 584 | 1.2 | 0.8 | 3.105 | A |
| | 2 - A811 (East) | - | 513 | 128 | 584 | 1890 | 0.272 | 514 | 724 | 0.6 | 0.4 | 2.880 | A |
| | 3 - A82 (South) | - | 699 | 175 | 249 | 2848 | 0.245 | 699 | 848 | 0.5 | 0.4 | 1.844 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 946 | 530 | 0.000 | 0 | 3 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 214 | 53 | 779 | 1879 | 0.114 | 214 | 301 | 0.2 | 0.1 | 2.377 | A |
| | 2 - A811 (East) | - | 382 | 96 | 406 | 1718 | 0.223 | 383 | 586 | 0.4 | 0.3 | 2.965 | A |
| | 3 - Luss Road (South) | - | 494 | 123 | 368 | 2182 | 0.226 | 494 | 421 | 0.4 | 0.3 | 2.346 | A |
| | 4 - A811 (West) | - | 724 | 181 | 354 | 1907 | 0.380 | 725 | 508 | 1.0 | 0.7 | 3.357 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 75 | 19 | 249 | 1433 | 0.052 | 75 | 47 | 0.1 | 0.1 | 2.917 | A |
| | 2 - Balloch Road (East) | - | 118 | 30 | 115 | 1538 | 0.077 | 118 | 209 | 0.1 | 0.1 | 2.791 | A |
| | 3 - Old Luss Road (South) | - | 283 | 71 | 15 | 1790 | 0.158 | 283 | 218 | 0.3 | 0.2 | 2.627 | A |
| | 4 - Old Luss Road (West) | - | 27 | 7 | 270 | 1403 | 0.019 | 27 | 29 | 0.0 | 0.0 | 2.878 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 25 | 6 | 56 | 1337 | 0.019 | 25 | 26 | 0.0 | 0.0 | 2.742 | A |
| | 2 - Ben Lomond Way (South) | - | 47 | 12 | 6 | 1537 | 0.030 | 47 | 75 | 0.0 | 0.0 | 2.415 | A |
| | 3 - Lomond Shores (Access Only) | - | 28 | 7 | 41 | 1412 | 0.020 | 28 | 11 | 0.0 | 0.0 | 2.600 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 29 | 7 | 53 | 696 | 0.041 | 29 | 16 | 0.1 | 0.0 | 5.393 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 0 | 0 | | 659 | 0.000 | 0 | | 0.0 | 0.0 | 0.000 | A |
| | - | C-AB | 10 | 2 | | 703 | 0.014 | 10 | | 0.0 | 0.0 | 5.711 | A |
| | - | C-A | 115 | 29 | | | | 115 | | | | | |
| | - | A-B | 0 | 0 | | | | 0 | | | | | |
| | - | A-C | 105 | 26 | | | | 105 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 77 | 19 | | 784 | 0.098 | 77 | | 0.1 | 0.1 | 5.599 | A |
| | - | B-A | 51 | 13 | | 519 | 0.099 | 51 | | 0.2 | 0.1 | 8.478 | A |
| | - | C-AB | 98 | 24 | | 727 | 0.134 | 98 | | 0.3 | 0.2 | 6.299 | A |
| | - | C-A | 85 | 21 | | | | 85 | | | | | |
| | - | A-B | 55 | 14 | | | | 55 | | | | | |
| | - | A-C | 45 | 11 | | | | 45 | | | | | |
| 7 - untitled | - | B-AC | 80 | 20 | | 545 | 0.146 | 80 | | 0.2 | 0.2 | 8.522 | A |
| | - | C-AB | 37 | 9 | | 762 | 0.049 | 38 | | 0.1 | 0.1 | 5.468 | A |
| | - | C-A | 243 | 61 | | | | 243 | | | | | |
| | - | A-B | 59 | 15 | | | | 59 | | | | | |
| | - | A-C | 260 | 65 | | | | 260 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 199 | 50 | 518 | 1361 | 0.146 | 199 | 167 | 0.2 | 0.2 | 3.406 | A |
| | 2 - A811 Lomond Road | - | 307 | 77 | 330 | 1283 | 0.239 | 308 | 387 | 0.5 | 0.3 | 4.062 | A |
| | 3 - A813 Carrochan Road (South) | - | 238 | 59 | 304 | 1733 | 0.137 | 238 | 334 | 0.2 | 0.2 | 2.649 | A |
| | 4 - A811 (West) | - | 521 | 130 | 164 | 1541 | 0.338 | 522 | 378 | 0.8 | 0.6 | 3.834 | A |

# Existing Layout - 2018, Saturday Peak Hour

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Geometry | 2 - untitled - 3 - Luss Road (South) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Vehicle Mix | 1 - untitled | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |
| Warning | Vehicle Mix | 2 - untitled | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |
| Warning | Vehicle Mix | 3 - untitled | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |
| Warning | Vehicle Mix | 4 - untitled | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |
| Warning | Vehicle Mix | 5 - Balloch Road / Pier Road | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |
| Warning | Vehicle Mix | 6 - Balloch Road / Carrochan Road | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |
| Warning | Vehicle Mix | 7 - untitled | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |
| Warning | Vehicle Mix | 8 - untitled | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| **1** | untitled | Standard Roundabout | | 1,2,3,4 | 3.53 | A |
| **2** | untitled | Standard Roundabout | | 1,2,3,4 | 3.67 | A |
| **3** | untitled | Standard Roundabout | | 1,2,3,4 | 3.63 | A |
| **4** | untitled | Standard Roundabout | | 1,2,3,4 | 3.72 | A |
| **5** | Balloch Road / Pier Road | T-Junction | Two-way | | 0.57 | A |
| **6** | Balloch Road / Carrochan Road | T-Junction | Two-way | | 5.11 | A |
| **7** | untitled | T-Junction | Two-way | | 1.67 | A |
| **8** | untitled | Standard Roundabout | | 1,2,3,4 | 4.03 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 32 | 1 - untitled - 4 - Local Access (West) |

## 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** | 2018 | Saturday Peak Hour | ONE HOUR | 15:00 | 16:30 | 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)

| Junction | Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|---|
| **1 - untitled** | **1 - A82 (North)** | | ONE HOUR | ✓ | 1031 | 100.000 |
| | **2 - A811 (East)** | | ONE HOUR | ✓ | 912 | 100.000 |
| | **3 - A82 (South)** | | ONE HOUR | ✓ | 1242 | 100.000 |
| | **4 - Local Access (West)** | | ONE HOUR | ✓ | 7 | 100.000 |
| **2 - untitled** | **1 - Old Luss Road (North)** | | ONE HOUR | ✓ | 701 | 100.000 |
| | **2 - A811 (East)** | | ONE HOUR | ✓ | 563 | 100.000 |
| | **3 - Luss Road (South)** | | ONE HOUR | ✓ | 481 | 100.000 |
| | **4 - A811 (West)** | | ONE HOUR | ✓ | 871 | 100.000 |
| **3 - untitled** | **1 - Ben Lomond Way (North)** | | ONE HOUR | ✓ | 387 | 100.000 |
| | **2 - Balloch Road (East)** | | ONE HOUR | ✓ | 280 | 100.000 |
| | **3 - Old Luss Road (South)** | | ONE HOUR | ✓ | 614 | 100.000 |
| | **4 - Old Luss Road (West)** | | ONE HOUR | ✓ | 87 | 100.000 |
| **4 - untitled** | **1 - Ben Lomond Way (East)** | | ONE HOUR | ✓ | 68 | 100.000 |
| | **2 - Ben Lomond Way (South)** | | ONE HOUR | ✓ | 240 | 100.000 |
| | **3 - Lomond Shores (Access Only)** | | ONE HOUR | ✓ | 257 | 100.000 |
| | **4 - Lomond Shores (Access / Egress)** | | ONE HOUR | ✓ | 85 | 100.000 |
| **5 - Balloch Road / Pier Road** | **A - Balloch Road (West)** | | ONE HOUR | ✓ | 326 | 100.000 |
| | **B - Pier Road** | | ONE HOUR | ✓ | 37 | 100.000 |
| | **C - Balloch Road (East)** | | ONE HOUR | ✓ | 298 | 100.000 |
| **6 - Balloch Road / Carrochan Road** | **A - Drymen Road (East)** | | ONE HOUR | ✓ | 146 | 100.000 |
| | **B - Carrochan Road** | | ONE HOUR | ✓ | 233 | 100.000 |
| | **C - Balloch Road (west)** | | ONE HOUR | ✓ | 318 | 100.000 |
| **7 - untitled** | **A - A811 Lomond Road** | | ONE HOUR | ✓ | 348 | 100.000 |
| | **B - Drymen Road** | | ONE HOUR | ✓ | 111 | 100.000 |
| | **C - A811 Main Street** | | ONE HOUR | ✓ | 398 | 100.000 |
| **8 - untitled** | **1 - Carrochan Road** | | ONE HOUR | ✓ | 321 | 100.000 |
| | **2 - A811 Lomond Road** | | ONE HOUR | ✓ | 437 | 100.000 |
| | **3 - A813 Carrochan Road (South)** | | ONE HOUR | ✓ | 299 | 100.000 |
| | **4 - A811 (West)** | | ONE HOUR | ✓ | 575 | 100.000 |

## Origin-Destination Data

1 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - A82 (North) | 2 - A811 (East) | 3 - A82 (South) | 4 - Local Access (West) |
| From | 1 - A82 (North) | 4 | 389 | 636 | 2 |
| | 2 - A811 (East) | 406 | 2 | 500 | 4 |
| | 3 - A82 (South) | 740 | 495 | 6 | 1 |
| | 4 - Local Access (West) | 4 | 1 | 2 | 0 |

2 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Old Luss Road (North) | 2 - A811 (East) | 3 - Luss Road (South) | 4 - A811 (West) |
| From | 1 - Old Luss Road (North) | 1 | 86 | 154 | 460 |
| | 2 - A811 (East) | 106 | 16 | 162 | 279 |
| | 3 - Luss Road (South) | 146 | 170 | 0 | 165 |
| | 4 - A811 (West) | 341 | 329 | 191 | 10 |

3 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (North) | 2 - Balloch Road (East) | 3 - Old Luss Road (South) | 4 - Old Luss Road (West) |
| From | 1 - Ben Lomond Way (North) | 1 | 75 | 308 | 3 |
| | 2 - Balloch Road (East) | 37 | 0 | 227 | 16 |
| | 3 - Old Luss Road (South) | 196 | 244 | 102 | 72 |
| | 4 - Old Luss Road (West) | 6 | 20 | 61 | 0 |

4 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (East) | 2 - Ben Lomond Way (South) | 3 - Lomond Shores (Access Only) | 4 - Lomond Shores (Access / Egress) |
| From | 1 - Ben Lomond Way (East) | 1 | 54 | 7 | 6 |
| | 2 - Ben Lomond Way (South) | 52 | 5 | 82 | 101 |
| | 3 - Lomond Shores (Access Only) | 1 | 254 | 1 | 1 |
| | 4 - Lomond Shores (Access / Egress) | 1 | 82 | 1 | 1 |

5 - Balloch Road / Pier Road

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Balloch Road (West) | B - Pier Road | C - Balloch Road (East) |
| From | A - Balloch Road (West) | 0 | 4 | 322 |
| | B - Pier Road | 4 | 0 | 33 |
| | C - Balloch Road (East) | 277 | 21 | 0 |

6 - Balloch Road / Carrochan Road

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Drymen Road (East) | B - Carrochan Road | C - Balloch Road (west) |
| From | A - Drymen Road (East) | 0 | 65 | 81 |
| | B - Carrochan Road | 70 | 0 | 163 |
| | C - Balloch Road (west) | 115 | 203 | 0 |

7 - untitled

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A811 Lomond Road | B - Drymen Road | C - A811 Main Street |
| From | A - A811 Lomond Road | 0 | 54 | 294 |
| | B - Drymen Road | 53 | 0 | 58 |
| | C - A811 Main Street | 347 | 51 | 0 |

8 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Carrochan Road | 2 - A811 Lomond Road | 3 - A813 Carrochan Road (South) | 4 - A811 (West) |
| From | 1 - Carrochan Road | 1 | 39 | 172 | 109 |
| | 2 - A811 Lomond Road | 56 | 1 | 75 | 305 |
| | 3 - A813 Carrochan Road (South) | 112 | 55 | 0 | 132 |
| | 4 - A811 (West) | 118 | 318 | 139 | 0 |

## Vehicle Mix

1 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - A82 (North) | 2 - A811 (East) | 3 - A82 (South) | 4 - Local Access (West) |
| From | 1 - A82 (North) | 0 | 0 | 0 | 0 |
| | 2 - A811 (East) | 0 | 0 | 0 | 0 |
| | 3 - A82 (South) | 0 | 0 | 0 | 0 |
| | 4 - Local Access (West) | 0 | 0 | 0 | 0 |

2 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Old Luss Road (North) | 2 - A811 (East) | 3 - Luss Road (South) | 4 - A811 (West) |
| From | 1 - Old Luss Road (North) | 0 | 0 | 0 | 0 |
| | 2 - A811 (East) | 0 | 0 | 0 | 0 |
| | 3 - Luss Road (South) | 0 | 0 | 0 | 0 |
| | 4 - A811 (West) | 0 | 0 | 0 | 0 |

3 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (North) | 2 - Balloch Road (East) | 3 - Old Luss Road (South) | 4 - Old Luss Road (West) |
| From | 1 - Ben Lomond Way (North) | 0 | 0 | 0 | 0 |
| | 2 - Balloch Road (East) | 0 | 0 | 0 | 0 |
| | 3 - Old Luss Road (South) | 0 | 0 | 0 | 0 |
| | 4 - Old Luss Road (West) | 0 | 0 | 0 | 0 |

4 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (East) | 2 - Ben Lomond Way (South) | 3 - Lomond Shores (Access Only) | 4 - Lomond Shores (Access / Egress) |
| From | 1 - Ben Lomond Way (East) | 0 | 0 | 0 | 0 |
| | 2 - Ben Lomond Way (South) | 0 | 0 | 0 | 0 |
| | 3 - Lomond Shores (Access Only) | 0 | 0 | 0 | 0 |
| | 4 - Lomond Shores (Access / Egress) | 0 | 0 | 0 | 0 |

5 - Balloch Road / Pier Road

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Balloch Road (West) | B - Pier Road | C - Balloch Road (East) |
| From | A - Balloch Road (West) | 0 | 0 | 0 |
| | B - Pier Road | 0 | 0 | 0 |
| | C - Balloch Road (East) | 0 | 0 | 0 |

6 - Balloch Road / Carrochan Road

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Drymen Road (East) | B - Carrochan Road | C - Balloch Road (west) |
| From | A - Drymen Road (East) | 0 | 0 | 0 |
| | B - Carrochan Road | 0 | 0 | 0 |
| | C - Balloch Road (west) | 0 | 0 | 0 |

7 - untitled

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - A811 Lomond Road | B - Drymen Road | C - A811 Main Street |
| From | A - A811 Lomond Road | 0 | 0 | 0 |
| | B - Drymen Road | 0 | 0 | 0 |
| | C - A811 Main Street | 0 | 0 | 0 |

8 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Carrochan Road | 2 - A811 Lomond Road | 3 - A813 Carrochan Road (South) | 4 - A811 (West) |
| From | 1 - Carrochan Road | 0 | 0 | 0 | 0 |
| | 2 - A811 Lomond Road | 0 | 0 | 0 | 0 |
| | 3 - A813 Carrochan Road (South) | 0 | 0 | 0 | 0 |
| | 4 - A811 (West) | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Junction | Arm | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | 0.54 | 3.69 | 1.2 | A | 946 | 1419 |
| | 2 - A811 (East) | 0.55 | 4.43 | 1.2 | A | 837 | 1255 |
| | 3 - A82 (South) | 0.50 | 2.68 | 1.0 | A | 1140 | 1710 |
| | 4 - Local Access (West) | 0.03 | 13.25 | 0.0 | B | 6 | 10 |
| 2 - untitled | 1 - Old Luss Road (North) | 0.41 | 3.27 | 0.7 | A | 643 | 965 |
| | 2 - A811 (East) | 0.42 | 4.26 | 0.7 | A | 517 | 775 |
| | 3 - Luss Road (South) | 0.29 | 2.77 | 0.4 | A | 441 | 662 |
| | 4 - A811 (West) | 0.52 | 4.11 | 1.1 | A | 799 | 1199 |
| 3 - untitled | 1 - Ben Lomond Way (North) | 0.33 | 4.14 | 0.5 | A | 355 | 533 |
| | 2 - Balloch Road (East) | 0.24 | 3.67 | 0.3 | A | 257 | 385 |
| | 3 - Old Luss Road (South) | 0.38 | 3.32 | 0.6 | A | 563 | 845 |
| | 4 - Old Luss Road (West) | 0.08 | 3.35 | 0.1 | A | 80 | 120 |
| 4 - untitled | 1 - Ben Lomond Way (East) | 0.07 | 3.36 | 0.1 | A | 62 | 94 |
| | 2 - Ben Lomond Way (South) | 0.17 | 2.85 | 0.2 | A | 220 | 330 |
| | 3 - Lomond Shores (Access Only) | 0.21 | 3.45 | 0.3 | A | 236 | 354 |
| | 4 - Lomond Shores (Access / Egress) | 0.16 | 7.33 | 0.2 | A | 78 | 117 |
| | 1 - Carrochan Road | 0.26 | 3.67 | 0.4 | A | 295 | 442 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 8 - untitled | 2 - A811 Lomond Road | 0.40 | 4.92 | 0.7 | A | 401 | 601 |
| | 3 - A813 Carrochan Road (South) | 0.21 | 2.83 | 0.3 | A | 274 | 412 |
| | 4 - A811 (West) | 0.42 | 4.18 | 0.7 | A | 528 | 791 |

## Results Summary for whole modelled period

| Junction | Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| 5 - Balloch Road / Pier Road | B-AC | 0.06 | 5.78 | 0.1 | A | 34 | 51 |
| | C-AB | 0.05 | 5.04 | 0.1 | A | 29 | 44 |
| | C-A | | | | | 244 | 366 |
| | A-B | | | | | 4 | 6 |
| | A-C | | | | | 295 | 443 |
| 6 - Balloch Road / Carrochan Road | B-C | 0.24 | 6.25 | 0.3 | A | 150 | 224 |
| | B-A | 0.17 | 9.61 | 0.2 | A | 64 | 96 |
| | C-AB | 0.37 | 7.83 | 0.7 | A | 219 | 329 |
| | C-A | | | | | 72 | 109 |
| | A-B | | | | | 60 | 89 |
| | A-C | | | | | 74 | 111 |
| 7 - untitled | B-AC | 0.23 | 9.04 | 0.3 | A | 102 | 153 |
| | C-AB | 0.12 | 5.00 | 0.3 | A | 79 | 119 |
| | C-A | | | | | 286 | 429 |
| | A-B | | | | | 50 | 74 |
| | A-C | | | | | 270 | 405 |

## Main Results for each time segment

### 15:00 - 15:15

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 776 | 194 | 380 | 2213 | 0.351 | 774 | 867 | 0.0 | 0.5 | 2.499 | A |
| | 2 - A811 (East) | - | 687 | 172 | 488 | 1942 | 0.353 | 684 | 666 | 0.0 | 0.5 | 2.856 | A |
| | 3 - A82 (South) | - | 935 | 234 | 314 | 2806 | 0.333 | 933 | 859 | 0.0 | 0.5 | 1.921 | A |
| | 4 - Local Access (West) | - | 5 | 1 | 1241 | 445 | 0.012 | 5 | 5 | 0.0 | 0.0 | 8.185 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 528 | 132 | 537 | 2021 | 0.261 | 526 | 446 | 0.0 | 0.4 | 2.406 | A |
| | 2 - A811 (East) | - | 424 | 106 | 613 | 1612 | 0.263 | 422 | 451 | 0.0 | 0.4 | 3.022 | A |
| | 3 - Luss Road (South) | - | 362 | 91 | 655 | 2011 | 0.180 | 361 | 381 | 0.0 | 0.2 | 2.181 | A |
| | 4 - A811 (West) | - | 656 | 164 | 330 | 1920 | 0.342 | 654 | 686 | 0.0 | 0.5 | 2.838 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 291 | 73 | 320 | 1389 | 0.210 | 290 | 180 | 0.0 | 0.3 | 3.275 | A |
| | 2 - Balloch Road (East) | - | 211 | 53 | 356 | 1390 | 0.152 | 210 | 254 | 0.0 | 0.2 | 3.048 | A |
| | 3 - Old Luss Road (South) | - | 462 | 116 | 43 | 1772 | 0.261 | 461 | 524 | 0.0 | 0.4 | 2.743 | A |
| | 4 - Old Luss Road (West) | - | 65 | 16 | 435 | 1299 | 0.050 | 65 | 68 | 0.0 | 0.1 | 2.918 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 51 | 13 | 258 | 1219 | 0.042 | 51 | 41 | 0.0 | 0.0 | 3.083 | A |
| | 2 - Ben Lomond Way (South) | - | 181 | 45 | 13 | 1532 | 0.118 | 180 | 296 | 0.0 | 0.1 | 2.660 | A |
| | 3 - Lomond Shores (Access Only) | - | 193 | 48 | 125 | 1362 | 0.142 | 193 | 68 | 0.0 | 0.2 | 3.078 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 64 | 16 | 236 | 627 | 0.102 | 64 | 82 | 0.0 | 0.1 | 6.385 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 28 | 7 | | 697 | 0.040 | 28 | | 0.0 | 0.0 | 5.377 | A |
| | - | C-AB | 22 | 6 | | 736 | 0.030 | 22 | | 0.0 | 0.0 | 5.043 | A |
| | - | C-A | 202 | 51 | | | | 202 | | | | | |
| | - | A-B | 3 | 0.75 | | | | 3 | | | | | |
| | - | A-C | 242 | 61 | | | | 242 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 123 | 31 | | 779 | 0.158 | 122 | | 0.0 | 0.2 | 5.472 | A |
| | - | B-A | 53 | 13 | | 493 | 0.107 | 52 | | 0.0 | 0.1 | 8.159 | A |
| | - | C-AB | 174 | 43 | | 717 | 0.242 | 172 | | 0.0 | 0.4 | 6.596 | A |
| | - | C-A | 66 | 16 | | | | 66 | | | | | |
| | - | A-B | 49 | 12 | | | | 49 | | | | | |
| | - | A-C | 61 | 15 | | | | 61 | | | | | |
| 7 - untitled | - | B-AC | 84 | 21 | | 570 | 0.147 | 83 | | 0.0 | 0.2 | 7.382 | A |
| | - | C-AB | 58 | 14 | | 778 | 0.074 | 57 | | 0.0 | 0.1 | 4.993 | A |
| | - | C-A | 242 | 60 | | | | 242 | | | | | |
| | - | A-B | 41 | 10 | | | | 41 | | | | | |
| | - | A-C | 221 | 55 | | | | 221 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 242 | 60 | 385 | 1436 | 0.168 | 241 | 215 | 0.0 | 0.2 | 3.012 | A |
| | 2 - A811 Lomond Road | - | 329 | 82 | 316 | 1291 | 0.255 | 328 | 310 | 0.0 | 0.3 | 3.733 | A |
| | 3 - A813 Carrochan Road (South) | - | 225 | 56 | 354 | 1702 | 0.132 | 224 | 290 | 0.0 | 0.2 | 2.435 | A |
| | 4 - A811 (West) | - | 433 | 108 | 169 | 1538 | 0.282 | 431 | 410 | 0.0 | 0.4 | 3.249 | A |

### 15:15 - 15:30

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 927 | 232 | 455 | 2169 | 0.427 | 926 | 1037 | 0.5 | 0.7 | 2.894 | A |
| | 2 - A811 (East) | - | 820 | 205 | 584 | 1890 | 0.434 | 819 | 797 | 0.5 | 0.8 | 3.358 | A |
| | 3 - A82 (South) | - | 1117 | 279 | 375 | 2765 | 0.404 | 1116 | 1027 | 0.5 | 0.7 | 2.182 | A |
| | 4 - Local Access (West) | - | 6 | 2 | 1485 | 375 | 0.017 | 6 | 6 | 0.0 | 0.0 | 9.754 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 630 | 158 | 643 | 1959 | 0.322 | 630 | 534 | 0.4 | 0.5 | 2.708 | A |
| | 2 - A811 (East) | - | 506 | 127 | 733 | 1550 | 0.327 | 506 | 540 | 0.4 | 0.5 | 3.445 | A |
| | 3 - Luss Road (South) | - | 432 | 108 | 783 | 1934 | 0.224 | 432 | 455 | 0.2 | 0.3 | 2.396 | A |
| | 4 - A811 (West) | - | 783 | 196 | 394 | 1884 | 0.416 | 782 | 821 | 0.5 | 0.7 | 3.265 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 348 | 87 | 384 | 1349 | 0.258 | 348 | 216 | 0.3 | 0.3 | 3.593 | A |
| | 2 - Balloch Road (East) | - | 252 | 63 | 427 | 1348 | 0.187 | 252 | 305 | 0.2 | 0.2 | 3.284 | A |
| | 3 - Old Luss Road (South) | - | 552 | 138 | 51 | 1767 | 0.312 | 552 | 627 | 0.4 | 0.5 | 2.962 | A |
| | 4 - Old Luss Road (West) | - | 78 | 20 | 521 | 1245 | 0.063 | 78 | 82 | 0.1 | 0.1 | 3.085 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 61 | 15 | 309 | 1188 | 0.051 | 61 | 49 | 0.0 | 0.1 | 3.192 | A |
| | 2 - Ben Lomond Way (South) | - | 216 | 54 | 15 | 1531 | 0.141 | 216 | 355 | 0.1 | 0.2 | 2.737 | A |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 3 - Lomond Shores (Access Only) | - | 231 | 58 | 149 | 1347 | 0.172 | 231 | 82 | 0.2 | 0.2 | 3.225 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 76 | 19 | 282 | 609 | 0.125 | 76 | 98 | 0.1 | 0.1 | 6.755 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 33 | 8 | | 683 | 0.049 | 33 | | 0.0 | 0.1 | 5.541 | A |
| | - | C-AB | 28 | 7 | | 754 | 0.037 | 28 | | 0.0 | 0.1 | 4.960 | A |
| | - | C-A | 240 | 60 | | | | 240 | | | | | |
| | - | A-B | 4 | 0.90 | | | | 4 | | | | | |
| | - | A-C | 289 | 72 | | | | 289 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 147 | 37 | | 769 | 0.190 | 146 | | 0.2 | 0.2 | 5.777 | A |
| | - | B-A | 63 | 16 | | 475 | 0.132 | 63 | | 0.1 | 0.2 | 8.720 | A |
| | - | C-AB | 213 | 53 | | 723 | 0.295 | 213 | | 0.4 | 0.5 | 7.056 | A |
| | - | C-A | 73 | 18 | | | | 73 | | | | | |
| | - | A-B | 58 | 15 | | | | 58 | | | | | |
| | - | A-C | 73 | 18 | | | | 73 | | | | | |
| 7 - untitled | - | B-AC | 100 | 25 | | 549 | 0.182 | 100 | | 0.2 | 0.2 | 8.002 | A |
| | - | C-AB | 75 | 19 | | 802 | 0.094 | 75 | | 0.1 | 0.2 | 4.958 | A |
| | - | C-A | 283 | 71 | | | | 283 | | | | | |
| | - | A-B | 49 | 12 | | | | 49 | | | | | |
| | - | A-C | 264 | 66 | | | | 264 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 289 | 72 | 461 | 1393 | 0.207 | 288 | 258 | 0.2 | 0.3 | 3.258 | A |
| | 2 - A811 Lomond Road | - | 393 | 98 | 378 | 1258 | 0.312 | 392 | 371 | 0.3 | 0.5 | 4.159 | A |
| | 3 - A813 Carrochan Road (South) | - | 269 | 67 | 424 | 1658 | 0.162 | 269 | 347 | 0.2 | 0.2 | 2.590 | A |
| | 4 - A811 (West) | - | 517 | 129 | 202 | 1519 | 0.340 | 516 | 490 | 0.4 | 0.5 | 3.588 | A |

**15:30 - 15:45**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 1135 | 284 | 557 | 2110 | 0.538 | 1134 | 1269 | 0.7 | 1.2 | 3.682 | A |
| | 2 - A811 (East) | - | 1004 | 251 | 715 | 1818 | 0.552 | 1002 | 975 | 0.8 | 1.2 | 4.404 | A |
| | 3 - A82 (South) | - | 1367 | 342 | 459 | 2709 | 0.505 | 1366 | 1258 | 0.7 | 1.0 | 2.678 | A |
| | 4 - Local Access (West) | - | 8 | 2 | 1818 | 280 | 0.028 | 8 | 8 | 0.0 | 0.0 | 13.213 | B |
| 2 - untitled | 1 - Old Luss Road (North) | - | 772 | 193 | 787 | 1874 | 0.412 | 771 | 653 | 0.5 | 0.7 | 3.259 | A |
| | 2 - A811 (East) | - | 620 | 155 | 897 | 1465 | 0.423 | 619 | 661 | 0.5 | 0.7 | 4.250 | A |
| | 3 - Luss Road (South) | - | 530 | 132 | 959 | 1829 | 0.290 | 529 | 557 | 0.3 | 0.4 | 2.769 | A |
| | 4 - A811 (West) | - | 959 | 240 | 483 | 1836 | 0.522 | 957 | 1005 | 0.7 | 1.1 | 4.091 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 426 | 107 | 470 | 1296 | 0.329 | 426 | 264 | 0.3 | 0.5 | 4.133 | A |
| | 2 - Balloch Road (East) | - | 308 | 77 | 522 | 1289 | 0.239 | 308 | 373 | 0.2 | 0.3 | 3.668 | A |
| | 3 - Old Luss Road (South) | - | 676 | 169 | 63 | 1759 | 0.384 | 675 | 768 | 0.5 | 0.6 | 3.320 | A |
| | 4 - Old Luss Road (West) | - | 96 | 24 | 638 | 1171 | 0.082 | 96 | 100 | 0.1 | 0.1 | 3.348 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 75 | 19 | 378 | 1148 | 0.065 | 75 | 61 | 0.1 | 0.1 | 3.354 | A |
| | 2 - Ben Lomond Way (South) | - | 264 | 66 | 19 | 1529 | 0.173 | 264 | 434 | 0.2 | 0.2 | 2.846 | A |
| | 3 - Lomond Shores (Access Only) | - | 283 | 71 | 183 | 1327 | 0.213 | 283 | 100 | 0.2 | 0.3 | 3.448 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 94 | 23 | 345 | 585 | 0.160 | 93 | 120 | 0.1 | 0.2 | 7.324 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 41 | 10 | | 663 | 0.061 | 41 | | 0.1 | 0.1 | 5.782 | A |
| | - | C-AB | 38 | 10 | | 780 | 0.049 | 38 | | 0.1 | 0.1 | 4.854 | A |
| | - | C-A | 290 | 73 | | | | 290 | | | | | |
| | - | A-B | 4 | 1 | | | | 4 | | | | | |
| | - | A-C | 355 | 89 | | | | 355 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 179 | 45 | | 756 | 0.238 | 179 | | 0.2 | 0.3 | 6.243 | A |
| | - | B-A | 77 | 19 | | 452 | 0.171 | 77 | | 0.2 | 0.2 | 9.599 | A |
| | - | C-AB | 271 | 68 | | 731 | 0.370 | 270 | | 0.5 | 0.7 | 7.807 | A |
| | - | C-A | 79 | 20 | | | | 79 | | | | | |
| | - | A-B | 72 | 18 | | | | 72 | | | | | |
| | - | A-C | 89 | 22 | | | | 89 | | | | | |
| 7 - untitled | - | B-AC | 122 | 31 | | 521 | 0.235 | 122 | | 0.2 | 0.3 | 9.023 | A |
| | - | C-AB | 104 | 26 | | 835 | 0.124 | 104 | | 0.2 | 0.3 | 4.927 | A |
| | - | C-A | 334 | 84 | | | | 334 | | | | | |
| | - | A-B | 59 | 15 | | | | 59 | | | | | |
| | - | A-C | 324 | 81 | | | | 324 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 353 | 88 | 564 | 1336 | 0.265 | 353 | 316 | 0.3 | 0.4 | 3.661 | A |
| | 2 - A811 Lomond Road | - | 481 | 120 | 463 | 1213 | 0.397 | 480 | 454 | 0.5 | 0.7 | 4.911 | A |
| | 3 - A813 Carrochan Road (South) | - | 329 | 82 | 519 | 1599 | 0.206 | 329 | 424 | 0.2 | 0.3 | 2.833 | A |
| | 4 - A811 (West) | - | 633 | 158 | 247 | 1493 | 0.424 | 632 | 600 | 0.5 | 0.7 | 4.175 | A |

**15:45 - 16:00**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 1135 | 284 | 557 | 2109 | 0.538 | 1135 | 1271 | 1.2 | 1.2 | 3.694 | A |
| | 2 - A811 (East) | - | 1004 | 251 | 716 | 1817 | 0.553 | 1004 | 977 | 1.2 | 1.2 | 4.426 | A |
| | 3 - A82 (South) | - | 1367 | 342 | 460 | 2709 | 0.505 | 1367 | 1260 | 1.0 | 1.0 | 2.683 | A |
| | 4 - Local Access (West) | - | 8 | 2 | 1820 | 279 | 0.028 | 8 | 8 | 0.0 | 0.0 | 13.246 | B |
| 2 - untitled | 1 - Old Luss Road (North) | - | 772 | 193 | 788 | 1874 | 0.412 | 772 | 654 | 0.7 | 0.7 | 3.266 | A |
| | 2 - A811 (East) | - | 620 | 155 | 898 | 1465 | 0.423 | 620 | 662 | 0.7 | 0.7 | 4.261 | A |
| | 3 - Luss Road (South) | - | 530 | 132 | 960 | 1828 | 0.290 | 530 | 558 | 0.4 | 0.4 | 2.771 | A |
| | 4 - A811 (West) | - | 959 | 240 | 483 | 1836 | 0.522 | 959 | 1006 | 1.1 | 1.1 | 4.105 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 426 | 107 | 470 | 1296 | 0.329 | 426 | 264 | 0.5 | 0.5 | 4.139 | A |
| | 2 - Balloch Road (East) | - | 308 | 77 | 523 | 1289 | 0.239 | 308 | 373 | 0.3 | 0.3 | 3.670 | A |
| | 3 - Old Luss Road (South) | - | 676 | 169 | 63 | 1759 | 0.384 | 676 | 769 | 0.6 | 0.6 | 3.322 | A |
| | 4 - Old Luss Road (West) | - | 96 | 24 | 639 | 1170 | 0.082 | 96 | 100 | 0.1 | 0.1 | 3.349 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 75 | 19 | 379 | 1147 | 0.065 | 75 | 61 | 0.1 | 0.1 | 3.355 | A |
| | 2 - Ben Lomond Way (South) | - | 264 | 66 | 19 | 1529 | 0.173 | 264 | 435 | 0.2 | 0.2 | 2.846 | A |
| | 3 - Lomond Shores (Access Only) | - | 283 | 71 | 183 | 1326 | 0.213 | 283 | 100 | 0.3 | 0.3 | 3.449 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 94 | 23 | 346 | 585 | 0.160 | 94 | 120 | 0.2 | 0.2 | 7.328 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 41 | 10 | | 663 | 0.061 | 41 | | 0.1 | 0.1 | 5.782 | A |
| | - | C-AB | 38 | 10 | | 780 | 0.049 | 38 | | 0.1 | 0.1 | 4.857 | A |
| | - | C-A | 290 | 73 | | | | 290 | | | | | |
| | - | A-B | 4 | 1 | | | | 4 | | | | | |
| | - | A-C | 355 | 89 | | | | 355 | | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6 - Balloch Road / Carrochan Road | - | B-C | 179 | 45 | | 755 | 0.238 | 179 | | 0.3 | 0.3 | 6.249 | A |
| | - | B-A | 77 | 19 | | 451 | 0.171 | 77 | | 0.2 | 0.2 | 9.614 | A |
| | - | C-AB | 271 | 68 | | 731 | 0.371 | 271 | | 0.7 | 0.7 | 7.834 | A |
| | - | C-A | 79 | 20 | | | | 79 | | | | | |
| | - | A-B | 72 | 18 | | | | 72 | | | | | |
| | - | A-C | 89 | 22 | | | | 89 | | | | | |
| 7 - untitled | - | B-AC | 122 | 31 | | 520 | 0.235 | 122 | | 0.3 | 0.3 | 9.038 | A |
| | - | C-AB | 104 | 26 | | 835 | 0.125 | 104 | | 0.3 | 0.3 | 4.929 | A |
| | - | C-A | 334 | 84 | | | | 334 | | | | | |
| | - | A-B | 59 | 15 | | | | 59 | | | | | |
| | - | A-C | 324 | 81 | | | | 324 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 353 | 88 | 565 | 1335 | 0.265 | 353 | 316 | 0.4 | 0.4 | 3.666 | A |
| | 2 - A811 Lomond Road | - | 481 | 120 | 464 | 1212 | 0.397 | 481 | 455 | 0.7 | 0.7 | 4.922 | A |
| | 3 - A813 Carrochan Road (South) | - | 329 | 82 | 520 | 1599 | 0.206 | 329 | 425 | 0.3 | 0.3 | 2.835 | A |
| | 4 - A811 (West) | - | 633 | 158 | 248 | 1493 | 0.424 | 633 | 601 | 0.7 | 0.7 | 4.184 | A |

**16:00 - 16:15**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 927 | 232 | 455 | 2169 | 0.427 | 928 | 1039 | 1.2 | 0.8 | 2.906 | A |
| | 2 - A811 (East) | - | 820 | 205 | 585 | 1889 | 0.434 | 822 | 799 | 1.2 | 0.8 | 3.380 | A |
| | 3 - A82 (South) | - | 1117 | 279 | 377 | 2764 | 0.404 | 1118 | 1030 | 1.0 | 0.7 | 2.188 | A |
| | 4 - Local Access (West) | - | 6 | 2 | 1488 | 374 | 0.017 | 6 | 6 | 0.0 | 0.0 | 9.783 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 630 | 158 | 645 | 1958 | 0.322 | 631 | 535 | 0.7 | 0.5 | 2.714 | A |
| | 2 - A811 (East) | - | 506 | 127 | 735 | 1549 | 0.327 | 507 | 541 | 0.7 | 0.5 | 3.457 | A |
| | 3 - Luss Road (South) | - | 432 | 108 | 785 | 1933 | 0.224 | 433 | 457 | 0.4 | 0.3 | 2.400 | A |
| | 4 - A811 (West) | - | 783 | 196 | 395 | 1884 | 0.416 | 785 | 823 | 1.1 | 0.7 | 3.277 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 348 | 87 | 384 | 1349 | 0.258 | 348 | 216 | 0.5 | 0.3 | 3.602 | A |
| | 2 - Balloch Road (East) | - | 252 | 63 | 428 | 1347 | 0.187 | 252 | 305 | 0.3 | 0.2 | 3.290 | A |
| | 3 - Old Luss Road (South) | - | 552 | 138 | 51 | 1767 | 0.312 | 553 | 628 | 0.6 | 0.5 | 2.968 | A |
| | 4 - Old Luss Road (West) | - | 78 | 20 | 522 | 1244 | 0.063 | 78 | 82 | 0.1 | 0.1 | 3.090 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 61 | 15 | 310 | 1188 | 0.051 | 61 | 49 | 0.1 | 0.1 | 3.196 | A |
| | 2 - Ben Lomond Way (South) | - | 216 | 54 | 15 | 1531 | 0.141 | 216 | 356 | 0.2 | 0.2 | 2.739 | A |
| | 3 - Lomond Shores (Access Only) | - | 231 | 58 | 149 | 1347 | 0.172 | 231 | 82 | 0.3 | 0.2 | 3.230 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 76 | 19 | 283 | 609 | 0.126 | 77 | 98 | 0.2 | 0.1 | 6.767 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 33 | 8 | | 683 | 0.049 | 33 | | 0.1 | 0.1 | 5.544 | A |
| | - | C-AB | 28 | 7 | | 754 | 0.038 | 28 | | 0.1 | 0.1 | 4.964 | A |
| | - | C-A | 240 | 60 | | | | 240 | | | | | |
| | - | A-B | 4 | 0.90 | | | | 4 | | | | | |
| | - | A-C | 289 | 72 | | | | 289 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 147 | 37 | | 769 | 0.191 | 147 | | 0.3 | 0.2 | 5.788 | A |
| | - | B-A | 63 | 16 | | 475 | 0.132 | 63 | | 0.2 | 0.2 | 8.744 | A |
| | - | C-AB | 213 | 53 | | 723 | 0.295 | 214 | | 0.7 | 0.5 | 7.088 | A |
| | - | C-A | 73 | 18 | | | | 73 | | | | | |
| | - | A-B | 58 | 15 | | | | 58 | | | | | |
| | - | A-C | 73 | 18 | | | | 73 | | | | | |
| 7 - untitled | - | B-AC | 100 | 25 | | 549 | 0.182 | 100 | | 0.3 | 0.2 | 8.023 | A |
| | - | C-AB | 75 | 19 | | 802 | 0.094 | 76 | | 0.3 | 0.2 | 4.966 | A |
| | - | C-A | 282 | 71 | | | | 282 | | | | | |
| | - | A-B | 49 | 12 | | | | 49 | | | | | |
| | - | A-C | 264 | 66 | | | | 264 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 289 | 72 | 462 | 1393 | 0.207 | 289 | 258 | 0.4 | 0.3 | 3.265 | A |
| | 2 - A811 Lomond Road | - | 393 | 98 | 379 | 1257 | 0.313 | 394 | 372 | 0.7 | 0.5 | 4.172 | A |
| | 3 - A813 Carrochan Road (South) | - | 269 | 67 | 425 | 1657 | 0.162 | 269 | 348 | 0.3 | 0.2 | 2.594 | A |
| | 4 - A811 (West) | - | 517 | 129 | 203 | 1519 | 0.340 | 518 | 492 | 0.7 | 0.5 | 3.598 | A |

**16:15 - 16:30**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 776 | 194 | 381 | 2212 | 0.351 | 777 | 870 | 0.8 | 0.5 | 2.511 | A |
| | 2 - A811 (East) | - | 687 | 172 | 490 | 1941 | 0.354 | 687 | 668 | 0.8 | 0.5 | 2.874 | A |
| | 3 - A82 (South) | - | 935 | 234 | 315 | 2805 | 0.333 | 936 | 862 | 0.7 | 0.5 | 1.928 | A |
| | 4 - Local Access (West) | - | 5 | 1 | 1246 | 444 | 0.012 | 5 | 5 | 0.0 | 0.0 | 8.209 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 528 | 132 | 540 | 2020 | 0.261 | 528 | 448 | 0.5 | 0.4 | 2.415 | A |
| | 2 - A811 (East) | - | 424 | 106 | 615 | 1611 | 0.263 | 424 | 453 | 0.5 | 0.4 | 3.037 | A |
| | 3 - Luss Road (South) | - | 362 | 91 | 657 | 2009 | 0.180 | 362 | 382 | 0.3 | 0.2 | 2.187 | A |
| | 4 - A811 (West) | - | 656 | 164 | 331 | 1919 | 0.342 | 657 | 689 | 0.7 | 0.5 | 2.852 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 291 | 73 | 322 | 1388 | 0.210 | 292 | 181 | 0.3 | 0.3 | 3.287 | A |
| | 2 - Balloch Road (East) | - | 211 | 53 | 358 | 1389 | 0.152 | 211 | 255 | 0.2 | 0.2 | 3.057 | A |
| | 3 - Old Luss Road (South) | - | 462 | 116 | 43 | 1772 | 0.261 | 463 | 526 | 0.5 | 0.4 | 2.751 | A |
| | 4 - Old Luss Road (West) | - | 65 | 16 | 437 | 1298 | 0.050 | 66 | 69 | 0.1 | 0.1 | 2.923 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 51 | 13 | 259 | 1218 | 0.042 | 51 | 41 | 0.1 | 0.0 | 3.088 | A |
| | 2 - Ben Lomond Way (South) | - | 181 | 45 | 13 | 1532 | 0.118 | 181 | 298 | 0.2 | 0.1 | 2.663 | A |
| | 3 - Lomond Shores (Access Only) | - | 193 | 48 | 125 | 1361 | 0.142 | 194 | 69 | 0.2 | 0.2 | 3.085 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 64 | 16 | 237 | 626 | 0.102 | 64 | 82 | 0.1 | 0.1 | 6.402 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 28 | 7 | | 697 | 0.040 | 28 | | 0.1 | 0.0 | 5.382 | A |
| | - | C-AB | 22 | 6 | | 736 | 0.030 | 22 | | 0.1 | 0.0 | 5.044 | A |
| | - | C-A | 202 | 51 | | | | 202 | | | | | |
| | - | A-B | 3 | 0.75 | | | | 3 | | | | | |
| | - | A-C | 242 | 61 | | | | 242 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 123 | 31 | | 779 | 0.158 | 123 | | 0.2 | 0.2 | 5.491 | A |
| | - | B-A | 53 | 13 | | 492 | 0.107 | 53 | | 0.2 | 0.1 | 8.194 | A |
| | - | C-AB | 174 | 44 | | 717 | 0.243 | 175 | | 0.5 | 0.4 | 6.640 | A |
| | - | C-A | 65 | 16 | | | | 65 | | | | | |
| | - | A-B | 49 | 12 | | | | 49 | | | | | |
| | - | A-C | 61 | 15 | | | | 61 | | | | | |
| | - | B-AC | 84 | 21 | | 570 | 0.147 | 84 | | 0.2 | 0.2 | 7.411 | A |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 - untitled | - | C-AB | 58 | 15 | | 778 | 0.075 | 58 | | 0.2 | 0.1 | 5.003 | A |
| | - | C-A | 242 | 60 | | | | 242 | | | | | |
| | - | A-B | 41 | 10 | | | | 41 | | | | | |
| | - | A-C | 221 | 55 | | | | 221 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 242 | 60 | 387 | 1435 | 0.168 | 242 | 216 | 0.3 | 0.2 | 3.018 | A |
| | 2 - A811 Lomond Road | - | 329 | 82 | 317 | 1290 | 0.255 | 329 | 311 | 0.5 | 0.3 | 3.752 | A |
| | 3 - A813 Carrochan Road (South) | - | 225 | 56 | 356 | 1700 | 0.132 | 225 | 291 | 0.2 | 0.2 | 2.440 | A |
| | 4 - A811 (West) | - | 433 | 108 | 170 | 1537 | 0.282 | 433 | 412 | 0.5 | 0.4 | 3.261 | A |

# Existing Layout - 2020, Weekday AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Geometry | 2 - untitled - 3 - Luss Road (South) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Vehicle Mix | 4 - untitled | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Standard Roundabout | | 1,2,3,4 | 3.05 | A |
| 2 | untitled | Standard Roundabout | | 1,2,3,4 | 3.48 | A |
| 3 | untitled | Standard Roundabout | | 1,2,3,4 | 2.90 | A |
| 4 | untitled | Standard Roundabout | | 1,2,3,4 | 2.58 | A |
| 5 | Balloch Road / Pier Road | T-Junction | Two-way | | 0.98 | A |
| 6 | Balloch Road / Carrochan Road | T-Junction | Two-way | | 3.14 | A |
| 7 | untitled | T-Junction | Two-way | | 1.86 | A |
| 8 | untitled | Standard Roundabout | | 1,2,3,4 | 3.86 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 74 | 2 - untitled - 2 - A811 (East) |

## 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 | 2020 | Weekday AM | ONE HOUR | 08:00 | 09:30 | 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)

| Junction | Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | | ONE HOUR | ✓ | 623 | 100.000 |
| | 2 - A811 (East) | | ONE HOUR | ✓ | 881 | 100.000 |
| | 3 - A82 (South) | | ONE HOUR | ✓ | 1008 | 100.000 |
| | 4 - Local Access (West) | | ONE HOUR | ✓ | 1 | 100.000 |
| 2 - untitled | 1 - Old Luss Road (North) | | ONE HOUR | ✓ | 358 | 100.000 |
| | 2 - A811 (East) | | ONE HOUR | ✓ | 636 | 100.000 |
| | 3 - Luss Road (South) | | ONE HOUR | ✓ | 537 | 100.000 |
| | 4 - A811 (West) | | ONE HOUR | ✓ | 672 | 100.000 |
| 3 - untitled | 1 - Ben Lomond Way (North) | | ONE HOUR | ✓ | 53 | 100.000 |
| | 2 - Balloch Road (East) | | ONE HOUR | ✓ | 249 | 100.000 |
| | 3 - Old Luss Road (South) | | ONE HOUR | ✓ | 276 | 100.000 |
| | 4 - Old Luss Road (West) | | ONE HOUR | ✓ | 30 | 100.000 |
| 4 - untitled | 1 - Ben Lomond Way (East) | | ONE HOUR | ✓ | 48 | 100.000 |
| | 2 - Ben Lomond Way (South) | | ONE HOUR | ✓ | 95 | 100.000 |
| | 3 - Lomond Shores (Access Only) | | ONE HOUR | ✓ | 4 | 100.000 |
| | 4 - Lomond Shores (Access / Egress) | | ONE HOUR | ✓ | 1 | 100.000 |
| 5 - Balloch Road / Pier Road | A - Balloch Road (West) | | ONE HOUR | ✓ | 147 | 100.000 |
| | B - Pier Road | | ONE HOUR | ✓ | 37 | 100.000 |
| | C - Balloch Road (East) | | ONE HOUR | ✓ | 174 | 100.000 |
| 6 - Balloch Road / Carrochan Road | A - Drymen Road (East) | | ONE HOUR | ✓ | 195 | 100.000 |
| | B - Carrochan Road | | ONE HOUR | ✓ | 108 | 100.000 |
| | C - Balloch Road (west) | | ONE HOUR | ✓ | 141 | 100.000 |
| 7 - untitled | A - A811 Lomond Road | | ONE HOUR | ✓ | 312 | 100.000 |
| | B - Drymen Road | | ONE HOUR | ✓ | 107 | 100.000 |
| | C - A811 Main Street | | ONE HOUR | ✓ | 334 | 100.000 |
| 8 - untitled | 1 - Carrochan Road | | ONE HOUR | ✓ | 196 | 100.000 |
| | 2 - A811 Lomond Road | | ONE HOUR | ✓ | 418 | 100.000 |
| | 3 - A813 Carrochan Road (South) | | ONE HOUR | ✓ | 321 | 100.000 |
| | 4 - A811 (West) | | ONE HOUR | ✓ | 445 | 100.000 |

## Origin-Destination Data

**Demand (PCU/hr)**

**1 - untitled**

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - A82 (North) | 2 - A811 (East) | 3 - A82 (South) | 4 - Local Access (West) |
| From | 1 - A82 (North) | 1 | 217 | 405 | 0 |
| | 2 - A811 (East) | 382 | 0 | 499 | 0 |
| | 3 - A82 (South) | 548 | 460 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| | 4 - Local Access (West) | 1 | 0 | 0 | 0 |

2 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Old Luss Road (North) | 2 - A811 (East) | 3 - Luss Road (South) | 4 - A811 (West) |
| From | 1 - Old Luss Road (North) | 0 | 28 | 105 | 225 |
| | 2 - A811 (East) | 44 | 1 | 182 | 409 |
| | 3 - Luss Road (South) | 107 | 178 | 0 | 252 |
| | 4 - A811 (West) | 128 | 259 | 285 | 0 |

3 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (North) | 2 - Balloch Road (East) | 3 - Old Luss Road (South) | 4 - Old Luss Road (West) |
| From | 1 - Ben Lomond Way (North) | 0 | 9 | 44 | 0 |
| | 2 - Balloch Road (East) | 10 | 0 | 233 | 6 |
| | 3 - Old Luss Road (South) | 86 | 119 | 58 | 13 |
| | 4 - Old Luss Road (West) | 0 | 6 | 24 | 0 |

4 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (East) | 2 - Ben Lomond Way (South) | 3 - Lomond Shores (Access Only) | 4 - Lomond Shores (Access / Egress) |
| From | 1 - Ben Lomond Way (East) | 0 | 46 | 1 | 1 |
| | 2 - Ben Lomond Way (South) | 77 | 0 | 10 | 8 |
| | 3 - Lomond Shores (Access Only) | 0 | 4 | 0 | 0 |
| | 4 - Lomond Shores (Access / Egress) | 0 | 1 | 0 | 0 |

5 - Balloch Road / Pier Road

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Balloch Road (West) | B - Pier Road | C - Balloch Road (East) |
| From | A - Balloch Road (West) | 0 | 3 | 144 |
| | B - Pier Road | 28 | 0 | 9 |
| | C - Balloch Road (East) | 162 | 12 | 0 |

6 - Balloch Road / Carrochan Road

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Drymen Road (East) | B - Carrochan Road | C - Balloch Road (west) |
| From | A - Drymen Road (East) | 0 | 95 | 100 |
| | B - Carrochan Road | 47 | 0 | 61 |
| | C - Balloch Road (west) | 57 | 84 | 0 |

7 - untitled

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A811 Lomond Road | B - Drymen Road | C - A811 Main Street |
| From | A - A811 Lomond Road | 0 | 52 | 260 |
| | B - Drymen Road | 62 | 0 | 45 |
| | C - A811 Main Street | 294 | 40 | 0 |

8 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Carrochan Road | 2 - A811 Lomond Road | 3 - A813 Carrochan Road (South) | 4 - A811 (West) |
| From | 1 - Carrochan Road | 0 | 33 | 105 | 58 |
| | 2 - A811 Lomond Road | 22 | 0 | 57 | 339 |
| | 3 - A813 Carrochan Road (South) | 76 | 63 | 0 | 182 |
| | 4 - A811 (West) | 61 | 255 | 129 | 0 |

## Vehicle Mix

1 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - A82 (North) | 2 - A811 (East) | 3 - A82 (South) | 4 - Local Access (West) |
| From | 1 - A82 (North) | 10 | 10 | 10 | 10 |
| | 2 - A811 (East) | 10 | 10 | 10 | 10 |
| | 3 - A82 (South) | 10 | 10 | 10 | 10 |
| | 4 - Local Access (West) | 10 | 10 | 10 | 10 |

2 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Old Luss Road (North) | 2 - A811 (East) | 3 - Luss Road (South) | 4 - A811 (West) |
| From | 1 - Old Luss Road (North) | 10 | 10 | 10 | 10 |
| | 2 - A811 (East) | 10 | 10 | 10 | 10 |
| | 3 - Luss Road (South) | 10 | 10 | 10 | 10 |
| | 4 - A811 (West) | 10 | 10 | 10 | 0 |

3 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (North) | 2 - Balloch Road (East) | 3 - Old Luss Road (South) | 4 - Old Luss Road (West) |
| From | 1 - Ben Lomond Way (North) | 10 | 10 | 10 | 10 |
| | 2 - Balloch Road (East) | 10 | 10 | 10 | 10 |
| | 3 - Old Luss Road (South) | 10 | 10 | 10 | 10 |
| | 4 - Old Luss Road (West) | 10 | 10 | 10 | 10 |

4 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (East) | 2 - Ben Lomond Way (South) | 3 - Lomond Shores (Access Only) | 4 - Lomond Shores (Access / Egress) |
| From | 1 - Ben Lomond Way (East) | 0 | 0 | 0 | 0 |
| | 2 - Ben Lomond Way (South) | 0 | 0 | 0 | 0 |
| | 3 - Lomond Shores (Access Only) | 0 | 0 | 0 | 0 |
| | 4 - Lomond Shores (Access / Egress) | 0 | 0 | 0 | 0 |

5 - Balloch Road / Pier Road

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Balloch Road (West) | B - Pier Road | C - Balloch Road (East) |
| From | A - Balloch Road (West) | 10 | 10 | 10 |
| | B - Pier Road | 10 | 10 | 10 |
| | C - Balloch Road (East) | 10 | 10 | 10 |

6 - Balloch Road / Carrochan Road

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Drymen Road (East) | B - Carrochan Road | C - Balloch Road (west) |
| From | A - Drymen Road (East) | 10 | 10 | 10 |
| | B - Carrochan Road | 10 | 10 | 10 |
| | C - Balloch Road (west) | 10 | 10 | 10 |

7 - untitled

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - A811 Lomond Road | B - Drymen Road | C - A811 Main Street |
| From | A - A811 Lomond Road | 10 | 10 | 10 |
| | B - Drymen Road | 10 | 10 | 10 |
| | C - A811 Main Street | 10 | 10 | 10 |

8 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Carrochan Road | 2 - A811 Lomond Road | 3 - A813 Carrochan Road (South) | 4 - A811 (West) |
| From | 1 - Carrochan Road | 10 | 10 | 10 | 10 |
| | 2 - A811 Lomond Road | 10 | 10 | 10 | 10 |
| | 3 - A813 Carrochan Road (South) | 10 | 10 | 10 | 10 |
| | 4 - A811 (West) | 0 | 10 | 10 | 10 |

# Results

## Results Summary for whole modelled period

| Junction | Arm | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | 0.32 | 2.72 | 0.5 | A | 572 | 858 |
| | 2 - A811 (East) | 0.49 | 3.98 | 1.1 | A | 808 | 1213 |
| | 3 - A82 (South) | 0.41 | 2.44 | 0.7 | A | 925 | 1387 |
| | 4 - Local Access (West) | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| 2 - untitled | 1 - Old Luss Road (North) | 0.21 | 2.68 | 0.3 | A | 329 | 493 |
| | 2 - A811 (East) | 0.44 | 4.51 | 0.9 | A | 584 | 875 |
| | 3 - Luss Road (South) | 0.30 | 2.90 | 0.5 | A | 493 | 739 |
| | 4 - A811 (West) | 0.39 | 3.41 | 0.7 | A | 617 | 925 |
| 3 - untitled | 1 - Ben Lomond Way (North) | 0.04 | 2.85 | 0.0 | A | 49 | 73 |
| | 2 - Balloch Road (East) | 0.18 | 3.17 | 0.2 | A | 228 | 343 |
| | 3 - Old Luss Road (South) | 0.17 | 2.67 | 0.2 | A | 253 | 380 |
| | 4 - Old Luss Road (West) | 0.02 | 2.93 | 0.0 | A | 28 | 41 |
| 4 - untitled | 1 - Ben Lomond Way (East) | 0.04 | 2.73 | 0.0 | A | 44 | 66 |
| | 2 - Ben Lomond Way (South) | 0.07 | 2.51 | 0.1 | A | 87 | 131 |
| | 3 - Lomond Shores (Access Only) | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| | 4 - Lomond Shores (Access / Egress) | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| 8 - untitled | 1 - Carrochan Road | 0.16 | 3.41 | 0.2 | A | 180 | 270 |
| | 2 - A811 Lomond Road | 0.36 | 4.79 | 0.6 | A | 384 | 575 |
| | 3 - A813 Carrochan Road (South) | 0.22 | 3.09 | 0.3 | A | 295 | 442 |
| | 4 - A811 (West) | 0.32 | 3.74 | 0.5 | A | 408 | 613 |

## Results Summary for whole modelled period

| Junction | Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| 5 - Balloch Road / Pier Road | B-AC | 0.07 | 7.17 | 0.1 | A | 34 | 51 |
| | C-AB | 0.02 | 5.70 | 0.0 | A | 14 | 21 |
| | C-A | | | | | 146 | 219 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | A-B | | | | | 3 | 4 |
| | A-C | | | | | 132 | 198 |
| 6 - Balloch Road / Carrochan Road | B-C | 0.09 | 5.72 | 0.1 | A | 56 | 84 |
| | B-A | 0.10 | 8.83 | 0.1 | A | 43 | 65 |
| | C-AB | 0.15 | 6.89 | 0.2 | A | 84 | 126 |
| | C-A | | | | | 46 | 68 |
| | A-B | | | | | 87 | 131 |
| | A-C | | | | | 92 | 138 |
| 7 - untitled | B-AC | 0.23 | 9.87 | 0.3 | A | 98 | 147 |
| | C-AB | 0.09 | 5.54 | 0.2 | A | 57 | 86 |
| | C-A | | | | | 249 | 374 |
| | A-B | | | | | 48 | 72 |
| | A-C | | | | | 239 | 358 |

## Main Results for each time segment

**08:00 - 08:15**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 469 | 117 | 346 | 2233 | 0.210 | 468 | 699 | 0.0 | 0.3 | 2.242 | A |
| | 2 - A811 (East) | - | 663 | 166 | 305 | 2043 | 0.325 | 661 | 509 | 0.0 | 0.5 | 2.862 | A |
| | 3 - A82 (South) | - | 759 | 190 | 287 | 2823 | 0.269 | 757 | 679 | 0.0 | 0.4 | 1.917 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1045 | 501 | 0.000 | 0 | 0 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 270 | 67 | 543 | 2018 | 0.134 | 269 | 209 | 0.0 | 0.2 | 2.264 | A |
| | 2 - A811 (East) | - | 479 | 120 | 462 | 1690 | 0.283 | 477 | 350 | 0.0 | 0.4 | 3.261 | A |
| | 3 - Luss Road (South) | - | 404 | 101 | 510 | 2098 | 0.193 | 403 | 429 | 0.0 | 0.3 | 2.336 | A |
| | 4 - A811 (West) | - | 506 | 126 | 248 | 1965 | 0.257 | 504 | 665 | 0.0 | 0.4 | 2.709 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 40 | 10 | 155 | 1491 | 0.027 | 40 | 72 | 0.0 | 0.0 | 2.728 | A |
| | 2 - Balloch Road (East) | - | 187 | 47 | 95 | 1550 | 0.121 | 187 | 101 | 0.0 | 0.2 | 2.903 | A |
| | 3 - Old Luss Road (South) | - | 208 | 52 | 12 | 1792 | 0.116 | 207 | 269 | 0.0 | 0.1 | 2.498 | A |
| | 4 - Old Luss Road (West) | - | 23 | 6 | 205 | 1444 | 0.016 | 23 | 14 | 0.0 | 0.0 | 2.784 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 36 | 9 | 0 | 1370 | 0.026 | 36 | 58 | 0.0 | 0.0 | 2.698 | A |
| | 2 - Ben Lomond Way (South) | - | 72 | 18 | 2 | 1540 | 0.046 | 71 | 35 | 0.0 | 0.0 | 2.451 | A |
| | 3 - Lomond Shores (Access Only) | - | 0 | 0 | 65 | 1398 | 0.000 | 0 | 8 | 0.0 | 0.0 | 0.000 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 0 | 0 | 58 | 695 | 0.000 | 0 | 7 | 0.0 | 0.0 | 0.000 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 28 | 7 | | 615 | 0.045 | 28 | | 0.0 | 0.1 | 6.743 | A |
| | - | C-AB | 11 | 3 | | 706 | 0.015 | 11 | | 0.0 | 0.0 | 5.699 | A |
| | - | C-A | 120 | 30 | | | | 120 | | | | | |
| | - | A-B | 2 | 0.56 | | | | 2 | | | | | |
| | - | A-C | 108 | 27 | | | | 108 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 46 | 11 | | 780 | 0.059 | 46 | | 0.0 | 0.1 | 5.389 | A |
| | - | B-A | 35 | 9 | | 526 | 0.067 | 35 | | 0.0 | 0.1 | 8.062 | A |
| | - | C-AB | 67 | 17 | | 681 | 0.099 | 67 | | 0.0 | 0.1 | 6.454 | A |
| | - | C-A | 39 | 10 | | | | 39 | | | | | |
| | - | A-B | 72 | 18 | | | | 72 | | | | | |
| | - | A-C | 75 | 19 | | | | 75 | | | | | |
| 7 - untitled | - | B-AC | 81 | 20 | | 563 | 0.143 | 80 | | 0.0 | 0.2 | 8.186 | A |
| | - | C-AB | 43 | 11 | | 757 | 0.056 | 42 | | 0.0 | 0.1 | 5.536 | A |
| | - | C-A | 209 | 52 | | | | 209 | | | | | |
| | - | A-B | 39 | 10 | | | | 39 | | | | | |
| | - | A-C | 196 | 49 | | | | 196 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 148 | 37 | 335 | 1463 | 0.101 | 147 | 119 | 0.0 | 0.1 | 3.009 | A |
| | 2 - A811 Lomond Road | - | 315 | 79 | 219 | 1342 | 0.235 | 313 | 263 | 0.0 | 0.3 | 3.845 | A |
| | 3 - A813 Carrochan Road (South) | - | 242 | 60 | 314 | 1726 | 0.140 | 241 | 218 | 0.0 | 0.2 | 2.664 | A |
| | 4 - A811 (West) | - | 335 | 84 | 121 | 1565 | 0.214 | 334 | 434 | 0.0 | 0.3 | 3.170 | A |

**08:15 - 08:30**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 560 | 140 | 413 | 2193 | 0.255 | 560 | 836 | 0.3 | 0.4 | 2.424 | A |
| | 2 - A811 (East) | - | 792 | 198 | 365 | 2010 | 0.394 | 791 | 608 | 0.5 | 0.7 | 3.247 | A |
| | 3 - A82 (South) | - | 906 | 227 | 344 | 2786 | 0.325 | 906 | 812 | 0.4 | 0.5 | 2.106 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1250 | 443 | 0.000 | 0 | 0 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 322 | 80 | 649 | 1955 | 0.165 | 322 | 251 | 0.2 | 0.2 | 2.423 | A |
| | 2 - A811 (East) | - | 572 | 143 | 553 | 1643 | 0.348 | 571 | 419 | 0.4 | 0.6 | 3.692 | A |
| | 3 - Luss Road (South) | - | 483 | 121 | 610 | 2038 | 0.237 | 482 | 514 | 0.3 | 0.3 | 2.546 | A |
| | 4 - A811 (West) | - | 604 | 151 | 296 | 1938 | 0.312 | 604 | 796 | 0.4 | 0.5 | 2.967 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 48 | 12 | 186 | 1472 | 0.032 | 48 | 86 | 0.0 | 0.0 | 2.779 | A |
| | 2 - Balloch Road (East) | - | 224 | 56 | 113 | 1538 | 0.146 | 224 | 120 | 0.2 | 0.2 | 3.011 | A |
| | 3 - Old Luss Road (South) | - | 248 | 62 | 14 | 1791 | 0.139 | 248 | 323 | 0.1 | 0.2 | 2.566 | A |
| | 4 - Old Luss Road (West) | - | 27 | 7 | 245 | 1419 | 0.019 | 27 | 17 | 0.0 | 0.0 | 2.844 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 43 | 11 | 0 | 1370 | 0.031 | 43 | 69 | 0.0 | 0.0 | 2.712 | A |
| | 2 - Ben Lomond Way (South) | - | 85 | 21 | 2 | 1539 | 0.055 | 85 | 41 | 0.0 | 0.1 | 2.475 | A |
| | 3 - Lomond Shores (Access Only) | - | 0 | 0 | 77 | 1390 | 0.000 | 0 | 10 | 0.0 | 0.0 | 0.000 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 0 | 0 | 69 | 690 | 0.000 | 0 | 8 | 0.0 | 0.0 | 0.000 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 33 | 8 | | 606 | 0.055 | 33 | | 0.1 | 0.1 | 6.919 | A |
| | - | C-AB | 14 | 3 | | 717 | 0.019 | 14 | | 0.0 | 0.0 | 5.631 | A |
| | - | C-A | 143 | 36 | | | | 143 | | | | | |
| | - | A-B | 3 | 0.67 | | | | 3 | | | | | |
| | - | A-C | 129 | 32 | | | | 129 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 55 | 14 | | 771 | 0.071 | 55 | | 0.1 | 0.1 | 5.526 | A |
| | - | B-A | 42 | 11 | | 515 | 0.082 | 42 | | 0.1 | 0.1 | 8.373 | A |
| | - | C-AB | 82 | 20 | | 679 | 0.120 | 82 | | 0.1 | 0.2 | 6.628 | A |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | - | C-A | 45 | 11 | | | | 45 | | | | | |
| | - | A-B | 85 | 21 | | | | 85 | | | | | |
| | - | A-C | 90 | 22 | | | | 90 | | | | | |
| 7 - untitled | - | B-AC | 96 | 24 | | 545 | 0.177 | 96 | | 0.2 | 0.2 | 8.825 | A |
| | - | C-AB | 55 | 14 | | 776 | 0.070 | 55 | | 0.1 | 0.1 | 5.487 | A |
| | - | C-A | 246 | 61 | | | | 246 | | | | | |
| | - | A-B | 47 | 12 | | | | 47 | | | | | |
| | - | A-C | 234 | 58 | | | | 234 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 176 | 44 | 402 | 1426 | 0.124 | 176 | 143 | 0.1 | 0.2 | 3.167 | A |
| | 2 - A811 Lomond Road | - | 376 | 94 | 262 | 1319 | 0.285 | 375 | 315 | 0.3 | 0.4 | 4.194 | A |
| | 3 - A813 Carrochan Road (South) | - | 289 | 72 | 376 | 1688 | 0.171 | 288 | 261 | 0.2 | 0.2 | 2.829 | A |
| | 4 - A811 (West) | - | 400 | 100 | 145 | 1551 | 0.258 | 400 | 520 | 0.3 | 0.4 | 3.392 | A |

**08:30 - 08:45**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 686 | 171 | 506 | 2139 | 0.321 | 685 | 1024 | 0.4 | 0.5 | 2.722 | A |
| | 2 - A811 (East) | - | 970 | 242 | 447 | 1965 | 0.494 | 969 | 745 | 0.7 | 1.1 | 3.967 | A |
| | 3 - A82 (South) | - | 1110 | 277 | 421 | 2734 | 0.406 | 1109 | 994 | 0.5 | 0.7 | 2.435 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1530 | 362 | 0.000 | 0 | 0 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 394 | 99 | 795 | 1870 | 0.211 | 394 | 307 | 0.2 | 0.3 | 2.683 | A |
| | 2 - A811 (East) | - | 700 | 175 | 677 | 1579 | 0.443 | 699 | 513 | 0.6 | 0.9 | 4.494 | A |
| | 3 - Luss Road (South) | - | 591 | 148 | 747 | 1956 | 0.302 | 591 | 629 | 0.3 | 0.5 | 2.898 | A |
| | 4 - A811 (West) | - | 740 | 185 | 363 | 1902 | 0.389 | 739 | 974 | 0.5 | 0.7 | 3.405 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 58 | 15 | 228 | 1446 | 0.040 | 58 | 106 | 0.0 | 0.0 | 2.853 | A |
| | 2 - Balloch Road (East) | - | 274 | 69 | 139 | 1523 | 0.180 | 274 | 147 | 0.2 | 0.2 | 3.170 | A |
| | 3 - Old Luss Road (South) | - | 304 | 76 | 18 | 1789 | 0.170 | 304 | 395 | 0.2 | 0.2 | 2.666 | A |
| | 4 - Old Luss Road (West) | - | 33 | 8 | 300 | 1384 | 0.024 | 33 | 21 | 0.0 | 0.0 | 2.930 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 53 | 13 | 0 | 1370 | 0.039 | 53 | 85 | 0.0 | 0.0 | 2.732 | A |
| | 2 - Ben Lomond Way (South) | - | 105 | 26 | 2 | 1539 | 0.068 | 105 | 51 | 0.1 | 0.1 | 2.509 | A |
| | 3 - Lomond Shores (Access Only) | - | 0 | 0 | 95 | 1380 | 0.000 | 0 | 12 | 0.0 | 0.0 | 0.000 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 0 | 0 | 85 | 684 | 0.000 | 0 | 10 | 0.0 | 0.0 | 0.000 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 41 | 10 | | 593 | 0.069 | 41 | | 0.1 | 0.1 | 7.173 | A |
| | - | C-AB | 17 | 4 | | 732 | 0.024 | 17 | | 0.0 | 0.0 | 5.539 | A |
| | - | C-A | 174 | 44 | | | | 174 | | | | | |
| | - | A-B | 3 | 0.83 | | | | 3 | | | | | |
| | - | A-C | 159 | 40 | | | | 159 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 67 | 17 | | 759 | 0.088 | 67 | | 0.1 | 0.1 | 5.722 | A |
| | - | B-A | 52 | 13 | | 500 | 0.103 | 52 | | 0.1 | 0.1 | 8.825 | A |
| | - | C-AB | 102 | 25 | | 677 | 0.151 | 102 | | 0.2 | 0.2 | 6.883 | A |
| | - | C-A | 53 | 13 | | | | 53 | | | | | |
| | - | A-B | 105 | 26 | | | | 105 | | | | | |
| | - | A-C | 110 | 28 | | | | 110 | | | | | |
| 7 - untitled | - | B-AC | 118 | 29 | | 519 | 0.227 | 117 | | 0.2 | 0.3 | 9.853 | A |
| | - | C-AB | 74 | 19 | | 803 | 0.092 | 74 | | 0.1 | 0.2 | 5.433 | A |
| | - | C-A | 294 | 73 | | | | 294 | | | | | |
| | - | A-B | 57 | 14 | | | | 57 | | | | | |
| | - | A-C | 286 | 72 | | | | 286 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 216 | 54 | 492 | 1376 | 0.157 | 216 | 175 | 0.2 | 0.2 | 3.412 | A |
| | 2 - A811 Lomond Road | - | 460 | 115 | 321 | 1288 | 0.357 | 460 | 386 | 0.4 | 0.6 | 4.777 | A |
| | 3 - A813 Carrochan Road (South) | - | 353 | 88 | 461 | 1635 | 0.216 | 353 | 320 | 0.2 | 0.3 | 3.088 | A |
| | 4 - A811 (West) | - | 490 | 122 | 177 | 1533 | 0.320 | 489 | 637 | 0.4 | 0.5 | 3.740 | A |

**08:45 - 09:00**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 686 | 171 | 506 | 2139 | 0.321 | 686 | 1025 | 0.5 | 0.5 | 2.725 | A |
| | 2 - A811 (East) | - | 970 | 242 | 447 | 1965 | 0.494 | 970 | 745 | 1.1 | 1.1 | 3.979 | A |
| | 3 - A82 (South) | - | 1110 | 277 | 422 | 2734 | 0.406 | 1110 | 995 | 0.7 | 0.7 | 2.437 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1532 | 362 | 0.000 | 0 | 0 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 394 | 99 | 796 | 1869 | 0.211 | 394 | 307 | 0.3 | 0.3 | 2.684 | A |
| | 2 - A811 (East) | - | 700 | 175 | 677 | 1579 | 0.444 | 700 | 513 | 0.9 | 0.9 | 4.507 | A |
| | 3 - Luss Road (South) | - | 591 | 148 | 748 | 1955 | 0.302 | 591 | 630 | 0.5 | 0.5 | 2.902 | A |
| | 4 - A811 (West) | - | 740 | 185 | 363 | 1901 | 0.389 | 740 | 975 | 0.7 | 0.7 | 3.408 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 58 | 15 | 228 | 1446 | 0.040 | 58 | 106 | 0.0 | 0.0 | 2.853 | A |
| | 2 - Balloch Road (East) | - | 274 | 69 | 139 | 1523 | 0.180 | 274 | 148 | 0.2 | 0.2 | 3.170 | A |
| | 3 - Old Luss Road (South) | - | 304 | 76 | 18 | 1789 | 0.170 | 304 | 395 | 0.2 | 0.2 | 2.666 | A |
| | 4 - Old Luss Road (West) | - | 33 | 8 | 301 | 1384 | 0.024 | 33 | 21 | 0.0 | 0.0 | 2.930 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 53 | 13 | 0 | 1370 | 0.039 | 53 | 85 | 0.0 | 0.0 | 2.732 | A |
| | 2 - Ben Lomond Way (South) | - | 105 | 26 | 2 | 1539 | 0.068 | 105 | 51 | 0.1 | 0.1 | 2.509 | A |
| | 3 - Lomond Shores (Access Only) | - | 0 | 0 | 95 | 1380 | 0.000 | 0 | 12 | 0.0 | 0.0 | 0.000 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 0 | 0 | 85 | 684 | 0.000 | 0 | 10 | 0.0 | 0.0 | 0.000 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 41 | 10 | | 593 | 0.069 | 41 | | 0.1 | 0.1 | 7.173 | A |
| | - | C-AB | 17 | 4 | | 732 | 0.024 | 17 | | 0.0 | 0.0 | 5.540 | A |
| | - | C-A | 174 | 44 | | | | 174 | | | | | |
| | - | A-B | 3 | 0.83 | | | | 3 | | | | | |
| | - | A-C | 159 | 40 | | | | 159 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 67 | 17 | | 759 | 0.088 | 67 | | 0.1 | 0.1 | 5.723 | A |
| | - | B-A | 52 | 13 | | 500 | 0.103 | 52 | | 0.1 | 0.1 | 8.829 | A |
| | - | C-AB | 102 | 26 | | 677 | 0.151 | 102 | | 0.2 | 0.2 | 6.890 | A |
| | - | C-A | 53 | 13 | | | | 53 | | | | | |
| | - | A-B | 105 | 26 | | | | 105 | | | | | |
| | - | A-C | 110 | 28 | | | | 110 | | | | | |
| 7 - untitled | - | B-AC | 118 | 29 | | 519 | 0.227 | 118 | | 0.3 | 0.3 | 9.869 | A |
| | - | C-AB | 74 | 19 | | 803 | 0.092 | 74 | | 0.2 | 0.2 | 5.434 | A |
| | - | C-A | 294 | 73 | | | | 294 | | | | | |
| | - | A-B | 57 | 14 | | | | 57 | | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | - | A-C | 286 | 72 | | | | 286 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 216 | 54 | 492 | 1376 | 0.157 | 216 | 175 | 0.2 | 0.2 | 3.413 | A |
| | 2 - A811 Lomond Road | - | 460 | 115 | 321 | 1288 | 0.357 | 460 | 386 | 0.6 | 0.6 | 4.785 | A |
| | 3 - A813 Carrochan Road (South) | - | 353 | 88 | 461 | 1635 | 0.216 | 353 | 320 | 0.3 | 0.3 | 3.089 | A |
| | 4 - A811 (West) | - | 490 | 122 | 177 | 1533 | 0.320 | 490 | 637 | 0.5 | 0.5 | 3.744 | A |

**09:00 - 09:15**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 560 | 140 | 414 | 2193 | 0.255 | 561 | 838 | 0.5 | 0.4 | 2.428 | A |
| | 2 - A811 (East) | - | 792 | 198 | 365 | 2010 | 0.394 | 793 | 609 | 1.1 | 0.7 | 3.258 | A |
| | 3 - A82 (South) | - | 906 | 227 | 345 | 2785 | 0.325 | 907 | 814 | 0.7 | 0.5 | 2.109 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1252 | 442 | 0.000 | 0 | 0 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 322 | 80 | 651 | 1954 | 0.165 | 322 | 251 | 0.3 | 0.2 | 2.425 | A |
| | 2 - A811 (East) | - | 572 | 143 | 553 | 1643 | 0.348 | 573 | 419 | 0.9 | 0.6 | 3.707 | A |
| | 3 - Luss Road (South) | - | 483 | 121 | 611 | 2037 | 0.237 | 483 | 515 | 0.5 | 0.3 | 2.551 | A |
| | 4 - A811 (West) | - | 604 | 151 | 297 | 1938 | 0.312 | 605 | 798 | 0.7 | 0.5 | 2.974 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 48 | 12 | 186 | 1472 | 0.032 | 48 | 86 | 0.0 | 0.0 | 2.780 | A |
| | 2 - Balloch Road (East) | - | 224 | 56 | 113 | 1538 | 0.146 | 224 | 121 | 0.2 | 0.2 | 3.012 | A |
| | 3 - Old Luss Road (South) | - | 248 | 62 | 14 | 1791 | 0.139 | 248 | 323 | 0.2 | 0.2 | 2.569 | A |
| | 4 - Old Luss Road (West) | - | 27 | 7 | 246 | 1419 | 0.019 | 27 | 17 | 0.0 | 0.0 | 2.844 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 43 | 11 | 0 | 1370 | 0.031 | 43 | 69 | 0.0 | 0.0 | 2.714 | A |
| | 2 - Ben Lomond Way (South) | - | 85 | 21 | 2 | 1539 | 0.055 | 85 | 41 | 0.1 | 0.1 | 2.475 | A |
| | 3 - Lomond Shores (Access Only) | - | 0 | 0 | 77 | 1390 | 0.000 | 0 | 10 | 0.0 | 0.0 | 0.000 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 0 | 0 | 69 | 690 | 0.000 | 0 | 8 | 0.0 | 0.0 | 0.000 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 33 | 8 | | 606 | 0.055 | 33 | | 0.1 | 0.1 | 6.920 | A |
| | - | C-AB | 14 | 3 | | 717 | 0.019 | 14 | | 0.0 | 0.0 | 5.634 | A |
| | - | C-A | 143 | 36 | | | | 143 | | | | | |
| | - | A-B | 3 | 0.67 | | | | 3 | | | | | |
| | - | A-C | 129 | 32 | | | | 129 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 55 | 14 | | 771 | 0.071 | 55 | | 0.1 | 0.1 | 5.528 | A |
| | - | B-A | 42 | 11 | | 515 | 0.082 | 42 | | 0.1 | 0.1 | 8.382 | A |
| | - | C-AB | 82 | 20 | | 679 | 0.120 | 82 | | 0.2 | 0.2 | 6.634 | A |
| | - | C-A | 45 | 11 | | | | 45 | | | | | |
| | - | A-B | 85 | 21 | | | | 85 | | | | | |
| | - | A-C | 90 | 22 | | | | 90 | | | | | |
| 7 - untitled | - | B-AC | 96 | 24 | | 544 | 0.177 | 97 | | 0.3 | 0.2 | 8.848 | A |
| | - | C-AB | 55 | 14 | | 776 | 0.071 | 55 | | 0.2 | 0.1 | 5.495 | A |
| | - | C-A | 245 | 61 | | | | 245 | | | | | |
| | - | A-B | 47 | 12 | | | | 47 | | | | | |
| | - | A-C | 234 | 58 | | | | 234 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 176 | 44 | 402 | 1426 | 0.124 | 176 | 143 | 0.2 | 0.2 | 3.171 | A |
| | 2 - A811 Lomond Road | - | 376 | 94 | 263 | 1319 | 0.285 | 376 | 316 | 0.6 | 0.4 | 4.205 | A |
| | 3 - A813 Carrochan Road (South) | - | 289 | 72 | 377 | 1687 | 0.171 | 289 | 262 | 0.3 | 0.2 | 2.832 | A |
| | 4 - A811 (West) | - | 400 | 100 | 145 | 1551 | 0.258 | 401 | 521 | 0.5 | 0.4 | 3.398 | A |

**09:15 - 09:30**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 469 | 117 | 347 | 2232 | 0.210 | 469 | 702 | 0.4 | 0.3 | 2.246 | A |
| | 2 - A811 (East) | - | 663 | 166 | 306 | 2043 | 0.325 | 664 | 510 | 0.7 | 0.5 | 2.873 | A |
| | 3 - A82 (South) | - | 759 | 190 | 289 | 2822 | 0.269 | 759 | 681 | 0.5 | 0.4 | 1.919 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1048 | 500 | 0.000 | 0 | 0 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 270 | 67 | 545 | 2017 | 0.134 | 270 | 210 | 0.2 | 0.2 | 2.268 | A |
| | 2 - A811 (East) | - | 479 | 120 | 463 | 1689 | 0.283 | 479 | 351 | 0.6 | 0.4 | 3.274 | A |
| | 3 - Luss Road (South) | - | 404 | 101 | 512 | 2096 | 0.193 | 405 | 431 | 0.3 | 0.3 | 2.342 | A |
| | 4 - A811 (West) | - | 506 | 126 | 249 | 1964 | 0.258 | 506 | 668 | 0.5 | 0.4 | 2.716 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 40 | 10 | 156 | 1491 | 0.027 | 40 | 72 | 0.0 | 0.0 | 2.731 | A |
| | 2 - Balloch Road (East) | - | 187 | 47 | 95 | 1550 | 0.121 | 188 | 101 | 0.2 | 0.2 | 2.909 | A |
| | 3 - Old Luss Road (South) | - | 208 | 52 | 12 | 1792 | 0.116 | 208 | 270 | 0.2 | 0.1 | 2.499 | A |
| | 4 - Old Luss Road (West) | - | 23 | 6 | 206 | 1444 | 0.016 | 23 | 14 | 0.0 | 0.0 | 2.787 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 36 | 9 | 0 | 1370 | 0.026 | 36 | 58 | 0.0 | 0.0 | 2.700 | A |
| | 2 - Ben Lomond Way (South) | - | 72 | 18 | 2 | 1540 | 0.046 | 72 | 35 | 0.1 | 0.0 | 2.451 | A |
| | 3 - Lomond Shores (Access Only) | - | 0 | 0 | 65 | 1398 | 0.000 | 0 | 8 | 0.0 | 0.0 | 0.000 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 0 | 0 | 58 | 695 | 0.000 | 0 | 7 | 0.0 | 0.0 | 0.000 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 28 | 7 | | 615 | 0.045 | 28 | | 0.1 | 0.1 | 6.747 | A |
| | - | C-AB | 11 | 3 | | 706 | 0.016 | 11 | | 0.0 | 0.0 | 5.702 | A |
| | - | C-A | 120 | 30 | | | | 120 | | | | | |
| | - | A-B | 2 | 0.56 | | | | 2 | | | | | |
| | - | A-C | 108 | 27 | | | | 108 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 46 | 11 | | 780 | 0.059 | 46 | | 0.1 | 0.1 | 5.394 | A |
| | - | B-A | 35 | 9 | | 526 | 0.067 | 35 | | 0.1 | 0.1 | 8.080 | A |
| | - | C-AB | 68 | 17 | | 681 | 0.099 | 68 | | 0.2 | 0.1 | 6.462 | A |
| | - | C-A | 39 | 10 | | | | 39 | | | | | |
| | - | A-B | 72 | 18 | | | | 72 | | | | | |
| | - | A-C | 75 | 19 | | | | 75 | | | | | |
| 7 - untitled | - | B-AC | 81 | 20 | | 563 | 0.143 | 81 | | 0.2 | 0.2 | 8.221 | A |
| | - | C-AB | 43 | 11 | | 758 | 0.056 | 43 | | 0.1 | 0.1 | 5.543 | A |
| | - | C-A | 209 | 52 | | | | 209 | | | | | |
| | - | A-B | 39 | 10 | | | | 39 | | | | | |
| | - | A-C | 196 | 49 | | | | 196 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 148 | 37 | 337 | 1462 | 0.101 | 148 | 120 | 0.2 | 0.1 | 3.014 | A |
| | 2 - A811 Lomond Road | - | 315 | 79 | 220 | 1341 | 0.235 | 315 | 264 | 0.4 | 0.3 | 3.861 | A |
| | 3 - A813 Carrochan Road (South) | - | 242 | 60 | 316 | 1725 | 0.140 | 242 | 219 | 0.2 | 0.2 | 2.671 | A |
| | 4 - A811 (West) | - | 335 | 84 | 121 | 1565 | 0.214 | 335 | 436 | 0.4 | 0.3 | 3.178 | A |

# Existing Layout - 2020, Weekday PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Geometry | 2 - untitled - 3 - Luss Road (South) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Vehicle Mix | 4 - untitled | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Standard Roundabout | | 1,2,3,4 | 4.44 | A |
| 2 | untitled | Standard Roundabout | | 1,2,3,4 | 4.50 | A |
| 3 | untitled | Standard Roundabout | | 1,2,3,4 | 3.31 | A |
| 4 | untitled | Standard Roundabout | | 1,2,3,4 | 3.16 | A |
| 5 | Balloch Road / Pier Road | T-Junction | Two-way | | 2.25 | A |
| 6 | Balloch Road / Carrochan Road | T-Junction | Two-way | | 3.97 | A |
| 7 | untitled | T-Junction | Two-way | | 1.97 | A |
| 8 | untitled | Standard Roundabout | | 1,2,3,4 | 4.80 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 33 | 1 - untitled - 1 - A82 (North) |

## 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 | 2020 | Weekday 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)

| Junction | Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | | ONE HOUR | ✓ | 1298 | 100.000 |
| | 2 - A811 (East) | | ONE HOUR | ✓ | 806 | 100.000 |
| | 3 - A82 (South) | | ONE HOUR | ✓ | 960 | 100.000 |
| | 4 - Local Access (West) | | ONE HOUR | ✓ | 2 | 100.000 |
| 2 - untitled | 1 - Old Luss Road (North) | | ONE HOUR | ✓ | 459 | 100.000 |
| | 2 - A811 (East) | | ONE HOUR | ✓ | 517 | 100.000 |
| | 3 - Luss Road (South) | | ONE HOUR | ✓ | 679 | 100.000 |
| | 4 - A811 (West) | | ONE HOUR | ✓ | 1037 | 100.000 |
| 3 - untitled | 1 - Ben Lomond Way (North) | | ONE HOUR | ✓ | 203 | 100.000 |
| | 2 - Balloch Road (East) | | ONE HOUR | ✓ | 246 | 100.000 |
| | 3 - Old Luss Road (South) | | ONE HOUR | ✓ | 483 | 100.000 |
| | 4 - Old Luss Road (West) | | ONE HOUR | ✓ | 41 | 100.000 |
| 4 - untitled | 1 - Ben Lomond Way (East) | | ONE HOUR | ✓ | 138 | 100.000 |
| | 2 - Ben Lomond Way (South) | | ONE HOUR | ✓ | 153 | 100.000 |
| | 3 - Lomond Shores (Access Only) | | ONE HOUR | ✓ | 37 | 100.000 |
| | 4 - Lomond Shores (Access / Egress) | | ONE HOUR | ✓ | 38 | 100.000 |
| 5 - Balloch Road / Pier Road | A - Balloch Road (West) | | ONE HOUR | ✓ | 255 | 100.000 |
| | B - Pier Road | | ONE HOUR | ✓ | 127 | 100.000 |
| | C - Balloch Road (East) | | ONE HOUR | ✓ | 185 | 100.000 |
| 6 - Balloch Road / Carrochan Road | A - Drymen Road (East) | | ONE HOUR | ✓ | 133 | 100.000 |
| | B - Carrochan Road | | ONE HOUR | ✓ | 170 | 100.000 |
| | C - Balloch Road (west) | | ONE HOUR | ✓ | 243 | 100.000 |
| 7 - untitled | A - A811 Lomond Road | | ONE HOUR | ✓ | 423 | 100.000 |
| | B - Drymen Road | | ONE HOUR | ✓ | 131 | 100.000 |
| | C - A811 Main Street | | ONE HOUR | ✓ | 385 | 100.000 |
| 8 - untitled | 1 - Carrochan Road | | ONE HOUR | ✓ | 278 | 100.000 |
| | 2 - A811 Lomond Road | | ONE HOUR | ✓ | 408 | 100.000 |
| | 3 - A813 Carrochan Road (South) | | ONE HOUR | ✓ | 327 | 100.000 |
| | 4 - A811 (West) | | ONE HOUR | ✓ | 707 | 100.000 |

## Origin-Destination Data

**Demand (PCU/hr)**

**1 - untitled**

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - A82 (North) | 2 - A811 (East) | 3 - A82 (South) | 4 - Local Access (West) |
| From | 1 - A82 (North) | 7 | 524 | 765 | 2 |
| | 2 - A811 (East) | 370 | 0 | 434 | 2 |
| | 3 - A82 (South) | 448 | 512 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| | 4 - Local Access (West) | 1 | 1 | 0 | 0 |

2 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Old Luss Road (North) | 2 - A811 (East) | 3 - Luss Road (South) | 4 - A811 (West) |
| From | 1 - Old Luss Road (North) | 0 | 54 | 131 | 274 |
| | 2 - A811 (East) | 62 | 3 | 171 | 281 |
| | 3 - Luss Road (South) | 150 | 287 | 0 | 242 |
| | 4 - A811 (West) | 294 | 449 | 293 | 1 |

3 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (North) | 2 - Balloch Road (East) | 3 - Old Luss Road (South) | 4 - Old Luss Road (West) |
| From | 1 - Ben Lomond Way (North) | 0 | 32 | 169 | 2 |
| | 2 - Balloch Road (East) | 19 | 0 | 217 | 10 |
| | 3 - Old Luss Road (South) | 131 | 264 | 53 | 35 |
| | 4 - Old Luss Road (West) | 5 | 12 | 24 | 0 |

4 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (East) | 2 - Ben Lomond Way (South) | 3 - Lomond Shores (Access Only) | 4 - Lomond Shores (Access / Egress) |
| From | 1 - Ben Lomond Way (East) | 1 | 131 | 1 | 5 |
| | 2 - Ben Lomond Way (South) | 121 | 3 | 13 | 16 |
| | 3 - Lomond Shores (Access Only) | 0 | 37 | 0 | 0 |
| | 4 - Lomond Shores (Access / Egress) | 4 | 33 | 1 | 0 |

5 - Balloch Road / Pier Road

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Balloch Road (West) | B - Pier Road | C - Balloch Road (East) |
| From | A - Balloch Road (West) | 0 | 21 | 234 |
| | B - Pier Road | 82 | 0 | 45 |
| | C - Balloch Road (East) | 167 | 18 | 0 |

6 - Balloch Road / Carrochan Road

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Drymen Road (East) | B - Carrochan Road | C - Balloch Road (west) |
| From | A - Drymen Road (East) | 0 | 73 | 60 |
| | B - Carrochan Road | 68 | 0 | 102 |
| | C - Balloch Road (west) | 131 | 112 | 0 |

7 - untitled

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A811 Lomond Road | B - Drymen Road | C - A811 Main Street |
| From | A - A811 Lomond Road | 0 | 78 | 345 |
| | B - Drymen Road | 59 | 0 | 72 |
| | C - A811 Main Street | 339 | 46 | 0 |

8 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Carrochan Road | 2 - A811 Lomond Road | 3 - A813 Carrochan Road (South) | 4 - A811 (West) |
| From | 1 - Carrochan Road | 2 | 45 | 133 | 98 |
| | 2 - A811 Lomond Road | 26 | 0 | 106 | 276 |
| | 3 - A813 Carrochan Road (South) | 100 | 89 | 2 | 136 |
| | 4 - A811 (West) | 96 | 379 | 231 | 1 |

## Vehicle Mix

1 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - A82 (North) | 2 - A811 (East) | 3 - A82 (South) | 4 - Local Access (West) |
| From | 1 - A82 (North) | 10 | 10 | 10 | 10 |
| | 2 - A811 (East) | 10 | 10 | 10 | 10 |
| | 3 - A82 (South) | 10 | 10 | 10 | 10 |
| | 4 - Local Access (West) | 10 | 10 | 10 | 10 |

2 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Old Luss Road (North) | 2 - A811 (East) | 3 - Luss Road (South) | 4 - A811 (West) |
| From | 1 - Old Luss Road (North) | 10 | 10 | 10 | 10 |
| | 2 - A811 (East) | 10 | 10 | 10 | 10 |
| | 3 - Luss Road (South) | 10 | 10 | 10 | 10 |
| | 4 - A811 (West) | 10 | 10 | 10 | 0 |

3 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (North) | 2 - Balloch Road (East) | 3 - Old Luss Road (South) | 4 - Old Luss Road (West) |
| From | 1 - Ben Lomond Way (North) | 10 | 10 | 10 | 10 |
| | 2 - Balloch Road (East) | 10 | 10 | 10 | 10 |
| | 3 - Old Luss Road (South) | 10 | 10 | 10 | 10 |
| | 4 - Old Luss Road (West) | 10 | 10 | 10 | 10 |

4 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (East) | 2 - Ben Lomond Way (South) | 3 - Lomond Shores (Access Only) | 4 - Lomond Shores (Access / Egress) |
| From | 1 - Ben Lomond Way (East) | 0 | 0 | 0 | 0 |
| | 2 - Ben Lomond Way (South) | 0 | 0 | 0 | 0 |
| | 3 - Lomond Shores (Access Only) | 0 | 0 | 0 | 0 |
| | 4 - Lomond Shores (Access / Egress) | 0 | 0 | 0 | 0 |

5 - Balloch Road / Pier Road

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Balloch Road (West) | B - Pier Road | C - Balloch Road (East) |
| From | A - Balloch Road (West) | 10 | 10 | 10 |
| | B - Pier Road | 10 | 10 | 10 |
| | C - Balloch Road (East) | 10 | 10 | 10 |

6 - Balloch Road / Carrochan Road

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Drymen Road (East) | B - Carrochan Road | C - Balloch Road (west) |
| From | A - Drymen Road (East) | 10 | 10 | 10 |
| | B - Carrochan Road | 10 | 10 | 10 |
| | C - Balloch Road (west) | 10 | 10 | 10 |

7 - untitled

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - A811 Lomond Road | B - Drymen Road | C - A811 Main Street |
| From | A - A811 Lomond Road | 10 | 10 | 10 |
| | B - Drymen Road | 10 | 10 | 10 |
| | C - A811 Main Street | 10 | 10 | 10 |

8 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Carrochan Road | 2 - A811 Lomond Road | 3 - A813 Carrochan Road (South) | 4 - A811 (West) |
| From | 1 - Carrochan Road | 10 | 10 | 10 | 10 |
| | 2 - A811 Lomond Road | 10 | 10 | 10 | 10 |
| | 3 - A813 Carrochan Road (South) | 10 | 10 | 10 | 10 |
| | 4 - A811 (West) | 0 | 10 | 10 | 10 |

# Results

## Results Summary for whole modelled period

| Junction | Arm | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | 0.68 | 5.85 | 2.3 | A | 1191 | 1787 |
| | 2 - A811 (East) | 0.51 | 4.63 | 1.1 | A | 740 | 1109 |
| | 3 - A82 (South) | 0.39 | 2.36 | 0.7 | A | 881 | 1321 |
| | 4 - Local Access (West) | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| 2 - untitled | 1 - Old Luss Road (North) | 0.30 | 3.40 | 0.5 | A | 421 | 632 |
| | 2 - A811 (East) | 0.37 | 4.12 | 0.6 | A | 474 | 712 |
| | 3 - Luss Road (South) | 0.38 | 3.18 | 0.7 | A | 623 | 935 |
| | 4 - A811 (West) | 0.64 | 6.03 | 1.9 | A | 952 | 1427 |
| 3 - untitled | 1 - Ben Lomond Way (North) | 0.17 | 3.53 | 0.2 | A | 186 | 279 |
| | 2 - Balloch Road (East) | 0.19 | 3.38 | 0.3 | A | 226 | 339 |
| | 3 - Old Luss Road (South) | 0.30 | 3.18 | 0.5 | A | 443 | 665 |
| | 4 - Old Luss Road (West) | 0.04 | 3.29 | 0.0 | A | 38 | 56 |
| 4 - untitled | 1 - Ben Lomond Way (East) | 0.11 | 3.07 | 0.1 | A | 127 | 190 |
| | 2 - Ben Lomond Way (South) | 0.11 | 2.63 | 0.1 | A | 140 | 211 |
| | 3 - Lomond Shores (Access Only) | 0.03 | 2.77 | 0.0 | A | 34 | 51 |
| | 4 - Lomond Shores (Access / Egress) | 0.06 | 5.93 | 0.1 | A | 35 | 52 |
| 8 - untitled | 1 - Carrochan Road | 0.25 | 4.34 | 0.4 | A | 255 | 383 |
| | 2 - A811 Lomond Road | 0.38 | 5.38 | 0.7 | A | 374 | 562 |
| | 3 - A813 Carrochan Road (South) | 0.22 | 3.08 | 0.3 | A | 300 | 450 |
| | 4 - A811 (West) | 0.52 | 5.44 | 1.2 | A | 649 | 973 |

## Results Summary for whole modelled period

| Junction | Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| 5 - Balloch Road / Pier Road | B-AC | 0.24 | 8.98 | 0.3 | A | 117 | 175 |
| | C-AB | 0.04 | 5.87 | 0.1 | A | 21 | 32 |
| | C-A | | | | | 148 | 223 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | A-B | | | | | 19 | 29 |
| | A-C | | | | | 215 | 322 |
| 6 - Balloch Road / Carrochan Road | B-C | 0.15 | 6.07 | 0.2 | A | 94 | 140 |
| | B-A | 0.15 | 9.55 | 0.2 | A | 62 | 94 |
| | C-AB | 0.21 | 6.69 | 0.3 | A | 124 | 185 |
| | C-A | | | | | 99 | 149 |
| | A-B | | | | | 67 | 100 |
| | A-C | | | | | 55 | 83 |
| 7 - untitled | B-AC | 0.28 | 10.80 | 0.4 | B | 120 | 180 |
| | C-AB | 0.12 | 5.58 | 0.3 | A | 71 | 107 |
| | C-A | | | | | 282 | 423 |
| | A-B | | | | | 72 | 107 |
| | A-C | | | | | 317 | 475 |

## Main Results for each time segment

**16:30 - 16:45**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 977 | 244 | 385 | 2210 | 0.442 | 974 | 619 | 0.0 | 0.9 | 3.193 | A |
| | 2 - A811 (East) | - | 607 | 152 | 581 | 1892 | 0.321 | 605 | 778 | 0.0 | 0.5 | 3.071 | A |
| | 3 - A82 (South) | - | 723 | 181 | 286 | 2824 | 0.256 | 721 | 900 | 0.0 | 0.4 | 1.883 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1004 | 513 | 0.000 | 0 | 3 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 346 | 86 | 775 | 1882 | 0.184 | 345 | 380 | 0.0 | 0.2 | 2.575 | A |
| | 2 - A811 (East) | - | 389 | 97 | 525 | 1658 | 0.235 | 388 | 595 | 0.0 | 0.3 | 3.116 | A |
| | 3 - Luss Road (South) | - | 511 | 128 | 466 | 2124 | 0.241 | 510 | 446 | 0.0 | 0.3 | 2.451 | A |
| | 4 - A811 (West) | - | 781 | 195 | 377 | 1894 | 0.412 | 778 | 599 | 0.0 | 0.8 | 3.538 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 153 | 38 | 265 | 1423 | 0.107 | 152 | 116 | 0.0 | 0.1 | 3.114 | A |
| | 2 - Balloch Road (East) | - | 185 | 46 | 186 | 1494 | 0.124 | 185 | 231 | 0.0 | 0.2 | 3.022 | A |
| | 3 - Old Luss Road (South) | - | 364 | 91 | 23 | 1785 | 0.204 | 363 | 347 | 0.0 | 0.3 | 2.780 | A |
| | 4 - Old Luss Road (West) | - | 31 | 8 | 350 | 1352 | 0.023 | 31 | 35 | 0.0 | 0.0 | 2.995 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 104 | 26 | 55 | 1338 | 0.078 | 104 | 95 | 0.0 | 0.1 | 2.917 | A |
| | 2 - Ben Lomond Way (South) | - | 115 | 29 | 6 | 1537 | 0.075 | 115 | 153 | 0.0 | 0.1 | 2.532 | A |
| | 3 - Lomond Shores (Access Only) | - | 28 | 7 | 110 | 1371 | 0.020 | 28 | 11 | 0.0 | 0.0 | 2.680 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 29 | 7 | 122 | 670 | 0.043 | 28 | 16 | 0.0 | 0.0 | 5.607 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 96 | 24 | | 612 | 0.156 | 95 | | 0.0 | 0.2 | 7.649 | A |
| | - | C-AB | 17 | 4 | | 691 | 0.024 | 16 | | 0.0 | 0.0 | 5.867 | A |
| | - | C-A | 123 | 31 | | | | 123 | | | | | |
| | - | A-B | 16 | 4 | | | | 16 | | | | | |
| | - | A-C | 176 | 44 | | | | 176 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 77 | 19 | | 785 | 0.098 | 76 | | 0.0 | 0.1 | 5.586 | A |
| | - | B-A | 51 | 13 | | 519 | 0.099 | 51 | | 0.0 | 0.1 | 8.451 | A |
| | - | C-AB | 98 | 24 | | 727 | 0.134 | 97 | | 0.0 | 0.2 | 6.277 | A |
| | - | C-A | 85 | 21 | | | | 85 | | | | | |
| | - | A-B | 55 | 14 | | | | 55 | | | | | |
| | - | A-C | 45 | 11 | | | | 45 | | | | | |
| 7 - untitled | - | B-AC | 99 | 25 | | 565 | 0.175 | 98 | | 0.0 | 0.2 | 8.466 | A |
| | - | C-AB | 52 | 13 | | 762 | 0.068 | 52 | | 0.0 | 0.1 | 5.571 | A |
| | - | C-A | 238 | 59 | | | | 238 | | | | | |
| | - | A-B | 59 | 15 | | | | 59 | | | | | |
| | - | A-C | 260 | 65 | | | | 260 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 209 | 52 | 526 | 1357 | 0.154 | 208 | 168 | 0.0 | 0.2 | 3.447 | A |
| | 2 - A811 Lomond Road | - | 307 | 77 | 350 | 1272 | 0.241 | 306 | 385 | 0.0 | 0.3 | 4.090 | A |
| | 3 - A813 Carrochan Road (South) | - | 246 | 62 | 302 | 1734 | 0.142 | 245 | 354 | 0.0 | 0.2 | 2.659 | A |
| | 4 - A811 (West) | - | 532 | 133 | 164 | 1540 | 0.346 | 530 | 383 | 0.0 | 0.6 | 3.858 | A |

**16:45 - 17:00**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 1167 | 292 | 460 | 2166 | 0.539 | 1165 | 741 | 0.9 | 1.3 | 3.950 | A |
| | 2 - A811 (East) | - | 725 | 181 | 695 | 1829 | 0.396 | 724 | 930 | 0.5 | 0.7 | 3.582 | A |
| | 3 - A82 (South) | - | 863 | 216 | 342 | 2787 | 0.310 | 863 | 1076 | 0.4 | 0.5 | 2.058 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1201 | 457 | 0.000 | 0 | 4 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 413 | 103 | 927 | 1792 | 0.230 | 412 | 454 | 0.2 | 0.3 | 2.870 | A |
| | 2 - A811 (East) | - | 465 | 116 | 628 | 1604 | 0.290 | 464 | 712 | 0.3 | 0.4 | 3.471 | A |
| | 3 - Luss Road (South) | - | 610 | 153 | 558 | 2069 | 0.295 | 610 | 534 | 0.3 | 0.5 | 2.714 | A |
| | 4 - A811 (West) | - | 932 | 233 | 451 | 1853 | 0.503 | 931 | 717 | 0.8 | 1.1 | 4.286 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 182 | 46 | 317 | 1391 | 0.131 | 182 | 139 | 0.1 | 0.2 | 3.277 | A |
| | 2 - Balloch Road (East) | - | 221 | 55 | 223 | 1472 | 0.150 | 221 | 277 | 0.2 | 0.2 | 3.165 | A |
| | 3 - Old Luss Road (South) | - | 434 | 109 | 28 | 1782 | 0.244 | 434 | 416 | 0.3 | 0.4 | 2.937 | A |
| | 4 - Old Luss Road (West) | - | 37 | 9 | 420 | 1309 | 0.028 | 37 | 42 | 0.0 | 0.0 | 3.112 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 124 | 31 | 66 | 1331 | 0.093 | 124 | 113 | 0.1 | 0.1 | 2.981 | A |
| | 2 - Ben Lomond Way (South) | - | 138 | 34 | 7 | 1536 | 0.090 | 137 | 183 | 0.1 | 0.1 | 2.573 | A |
| | 3 - Lomond Shores (Access Only) | - | 33 | 8 | 131 | 1358 | 0.025 | 33 | 13 | 0.0 | 0.0 | 2.717 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 34 | 9 | 146 | 661 | 0.052 | 34 | 19 | 0.0 | 0.1 | 5.740 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 114 | 29 | | 599 | 0.191 | 114 | | 0.2 | 0.3 | 8.164 | A |
| | - | C-AB | 21 | 5 | | 700 | 0.029 | 21 | | 0.0 | 0.0 | 5.827 | A |
| | - | C-A | 146 | 36 | | | | 146 | | | | | |
| | - | A-B | 19 | 5 | | | | 19 | | | | | |
| | - | A-C | 210 | 53 | | | | 210 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 92 | 23 | | 776 | 0.118 | 92 | | 0.1 | 0.1 | 5.783 | A |
| | - | B-A | 61 | 15 | | 507 | 0.121 | 61 | | 0.1 | 0.1 | 8.887 | A |
| | - | C-AB | 120 | 30 | | 735 | 0.163 | 120 | | 0.2 | 0.2 | 6.442 | A |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | - | C-A | 98 | 25 | | | | 98 | | | | | |
| | - | A-B | 66 | 16 | | | | 66 | | | | | |
| | - | A-C | 54 | 13 | | | | 54 | | | | | |
| 7 - untitled | - | B-AC | 118 | 29 | | 542 | 0.217 | 117 | | 0.2 | 0.3 | 9.314 | A |
| | - | C-AB | 68 | 17 | | 783 | 0.087 | 68 | | 0.1 | 0.2 | 5.541 | A |
| | - | C-A | 278 | 70 | | | | 278 | | | | | |
| | - | A-B | 70 | 18 | | | | 70 | | | | | |
| | - | A-C | 310 | 78 | | | | 310 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 250 | 62 | 630 | 1299 | 0.192 | 250 | 201 | 0.2 | 0.3 | 3.775 | A |
| | 2 - A811 Lomond Road | - | 367 | 92 | 419 | 1236 | 0.297 | 366 | 461 | 0.3 | 0.5 | 4.553 | A |
| | 3 - A813 Carrochan Road (South) | - | 294 | 73 | 362 | 1697 | 0.173 | 294 | 424 | 0.2 | 0.2 | 2.822 | A |
| | 4 - A811 (West) | - | 636 | 159 | 197 | 1522 | 0.418 | 635 | 459 | 0.6 | 0.8 | 4.400 | A |

**17:00 - 17:15**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 1429 | 357 | 563 | 2106 | 0.679 | 1425 | 907 | 1.3 | 2.3 | 5.784 | A |
| | 2 - A811 (East) | - | 887 | 222 | 850 | 1744 | 0.509 | 886 | 1139 | 0.7 | 1.1 | 4.608 | A |
| | 3 - A82 (South) | - | 1057 | 264 | 419 | 2736 | 0.386 | 1056 | 1317 | 0.5 | 0.7 | 2.356 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1470 | 379 | 0.000 | 0 | 4 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 505 | 126 | 1135 | 1670 | 0.303 | 505 | 556 | 0.3 | 0.5 | 3.396 | A |
| | 2 - A811 (East) | - | 569 | 142 | 768 | 1532 | 0.372 | 568 | 871 | 0.4 | 0.6 | 4.107 | A |
| | 3 - Luss Road (South) | - | 748 | 187 | 683 | 1994 | 0.375 | 747 | 654 | 0.5 | 0.7 | 3.173 | A |
| | 4 - A811 (West) | - | 1142 | 285 | 552 | 1798 | 0.635 | 1139 | 878 | 1.1 | 1.9 | 5.976 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 224 | 56 | 388 | 1346 | 0.166 | 223 | 171 | 0.2 | 0.2 | 3.525 | A |
| | 2 - Balloch Road (East) | - | 271 | 68 | 273 | 1441 | 0.188 | 271 | 339 | 0.2 | 0.3 | 3.382 | A |
| | 3 - Old Luss Road (South) | - | 532 | 133 | 34 | 1778 | 0.299 | 531 | 509 | 0.4 | 0.5 | 3.177 | A |
| | 4 - Old Luss Road (West) | - | 45 | 11 | 514 | 1249 | 0.036 | 45 | 52 | 0.0 | 0.0 | 3.287 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 152 | 38 | 81 | 1322 | 0.115 | 152 | 139 | 0.1 | 0.1 | 3.075 | A |
| | 2 - Ben Lomond Way (South) | - | 168 | 42 | 9 | 1535 | 0.110 | 168 | 224 | 0.1 | 0.1 | 2.634 | A |
| | 3 - Lomond Shores (Access Only) | - | 41 | 10 | 161 | 1340 | 0.030 | 41 | 17 | 0.0 | 0.0 | 2.770 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 42 | 10 | 178 | 649 | 0.065 | 42 | 23 | 0.1 | 0.1 | 5.931 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 140 | 35 | | 581 | 0.241 | 139 | | 0.3 | 0.3 | 8.966 | A |
| | - | C-AB | 27 | 7 | | 712 | 0.038 | 27 | | 0.0 | 0.1 | 5.775 | A |
| | - | C-A | 177 | 44 | | | | 177 | | | | | |
| | - | A-B | 23 | 6 | | | | 23 | | | | | |
| | - | A-C | 258 | 64 | | | | 258 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 112 | 28 | | 765 | 0.147 | 112 | | 0.1 | 0.2 | 6.067 | A |
| | - | B-A | 75 | 19 | | 490 | 0.153 | 75 | | 0.1 | 0.2 | 9.536 | A |
| | - | C-AB | 153 | 38 | | 745 | 0.205 | 153 | | 0.2 | 0.3 | 6.683 | A |
| | - | C-A | 114 | 29 | | | | 114 | | | | | |
| | - | A-B | 80 | 20 | | | | 80 | | | | | |
| | - | A-C | 66 | 17 | | | | 66 | | | | | |
| 7 - untitled | - | B-AC | 144 | 36 | | 511 | 0.282 | 144 | | 0.3 | 0.4 | 10.770 | B |
| | - | C-AB | 94 | 24 | | 813 | 0.116 | 94 | | 0.2 | 0.3 | 5.512 | A |
| | - | C-A | 330 | 82 | | | | 330 | | | | | |
| | - | A-B | 86 | 21 | | | | 86 | | | | | |
| | - | A-C | 380 | 95 | | | | 380 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 306 | 77 | 771 | 1220 | 0.251 | 306 | 246 | 0.3 | 0.4 | 4.329 | A |
| | 2 - A811 Lomond Road | - | 449 | 112 | 513 | 1186 | 0.379 | 448 | 564 | 0.5 | 0.7 | 5.363 | A |
| | 3 - A813 Carrochan Road (South) | - | 360 | 90 | 443 | 1646 | 0.219 | 360 | 519 | 0.2 | 0.3 | 3.077 | A |
| | 4 - A811 (West) | - | 778 | 195 | 241 | 1497 | 0.520 | 777 | 562 | 0.8 | 1.2 | 5.411 | A |

**17:15 - 17:30**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 1429 | 357 | 564 | 2105 | 0.679 | 1429 | 908 | 2.3 | 2.3 | 5.853 | A |
| | 2 - A811 (East) | - | 887 | 222 | 852 | 1742 | 0.509 | 887 | 1141 | 1.1 | 1.1 | 4.631 | A |
| | 3 - A82 (South) | - | 1057 | 264 | 419 | 2736 | 0.386 | 1057 | 1320 | 0.7 | 0.7 | 2.358 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1472 | 379 | 0.000 | 0 | 4 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 505 | 126 | 1137 | 1669 | 0.303 | 505 | 557 | 0.5 | 0.5 | 3.403 | A |
| | 2 - A811 (East) | - | 569 | 142 | 770 | 1531 | 0.372 | 569 | 873 | 0.6 | 0.6 | 4.116 | A |
| | 3 - Luss Road (South) | - | 748 | 187 | 684 | 1993 | 0.375 | 748 | 655 | 0.7 | 0.7 | 3.177 | A |
| | 4 - A811 (West) | - | 1142 | 285 | 553 | 1798 | 0.635 | 1142 | 879 | 1.9 | 1.9 | 6.033 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 224 | 56 | 389 | 1346 | 0.166 | 224 | 171 | 0.2 | 0.2 | 3.526 | A |
| | 2 - Balloch Road (East) | - | 271 | 68 | 273 | 1441 | 0.188 | 271 | 339 | 0.3 | 0.3 | 3.382 | A |
| | 3 - Old Luss Road (South) | - | 532 | 133 | 34 | 1778 | 0.299 | 532 | 510 | 0.5 | 0.5 | 3.177 | A |
| | 4 - Old Luss Road (West) | - | 45 | 11 | 514 | 1249 | 0.036 | 45 | 52 | 0.0 | 0.0 | 3.288 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 152 | 38 | 81 | 1322 | 0.115 | 152 | 139 | 0.1 | 0.1 | 3.075 | A |
| | 2 - Ben Lomond Way (South) | - | 168 | 42 | 9 | 1535 | 0.110 | 168 | 225 | 0.1 | 0.1 | 2.634 | A |
| | 3 - Lomond Shores (Access Only) | - | 41 | 10 | 161 | 1340 | 0.030 | 41 | 17 | 0.0 | 0.0 | 2.770 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 42 | 10 | 178 | 649 | 0.065 | 42 | 23 | 0.1 | 0.1 | 5.932 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 140 | 35 | | 581 | 0.241 | 140 | | 0.3 | 0.3 | 8.981 | A |
| | - | C-AB | 27 | 7 | | 712 | 0.038 | 27 | | 0.1 | 0.1 | 5.776 | A |
| | - | C-A | 177 | 44 | | | | 177 | | | | | |
| | - | A-B | 23 | 6 | | | | 23 | | | | | |
| | - | A-C | 258 | 64 | | | | 258 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 112 | 28 | | 765 | 0.147 | 112 | | 0.2 | 0.2 | 6.070 | A |
| | - | B-A | 75 | 19 | | 490 | 0.153 | 75 | | 0.2 | 0.2 | 9.546 | A |
| | - | C-AB | 153 | 38 | | 745 | 0.206 | 153 | | 0.3 | 0.3 | 6.690 | A |
| | - | C-A | 114 | 29 | | | | 114 | | | | | |
| | - | A-B | 80 | 20 | | | | 80 | | | | | |
| | - | A-C | 66 | 17 | | | | 66 | | | | | |
| 7 - untitled | - | B-AC | 144 | 36 | | 511 | 0.282 | 144 | | 0.4 | 0.4 | 10.801 | B |
| | - | C-AB | 94 | 24 | | 813 | 0.116 | 94 | | 0.3 | 0.3 | 5.514 | A |
| | - | C-A | 330 | 82 | | | | 330 | | | | | |
| | - | A-B | 86 | 21 | | | | 86 | | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | - | A-C | 380 | 95 | | | | 380 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 306 | 77 | 773 | 1219 | 0.251 | 306 | 247 | 0.4 | 0.4 | 4.336 | A |
| | 2 - A811 Lomond Road | - | 449 | 112 | 514 | 1186 | 0.379 | 449 | 565 | 0.7 | 0.7 | 5.377 | A |
| | 3 - A813 Carrochan Road (South) | - | 360 | 90 | 444 | 1646 | 0.219 | 360 | 520 | 0.3 | 0.3 | 3.078 | A |
| | 4 - A811 (West) | - | 778 | 195 | 241 | 1497 | 0.520 | 778 | 563 | 1.2 | 1.2 | 5.436 | A |

**17:30 - 17:45**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 1167 | 292 | 461 | 2166 | 0.539 | 1171 | 743 | 2.3 | 1.3 | 3.998 | A |
| | 2 - A811 (East) | - | 725 | 181 | 698 | 1827 | 0.397 | 726 | 933 | 1.1 | 0.7 | 3.602 | A |
| | 3 - A82 (South) | - | 863 | 216 | 343 | 2786 | 0.310 | 864 | 1081 | 0.7 | 0.5 | 2.062 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1203 | 456 | 0.000 | 0 | 4 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 413 | 103 | 931 | 1790 | 0.231 | 413 | 456 | 0.5 | 0.3 | 2.879 | A |
| | 2 - A811 (East) | - | 465 | 116 | 630 | 1603 | 0.290 | 466 | 715 | 0.6 | 0.5 | 3.482 | A |
| | 3 - Luss Road (South) | - | 610 | 153 | 559 | 2068 | 0.295 | 611 | 536 | 0.7 | 0.5 | 2.719 | A |
| | 4 - A811 (West) | - | 932 | 233 | 452 | 1853 | 0.503 | 935 | 718 | 1.9 | 1.1 | 4.329 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 182 | 46 | 318 | 1390 | 0.131 | 183 | 139 | 0.2 | 0.2 | 3.281 | A |
| | 2 - Balloch Road (East) | - | 221 | 55 | 223 | 1471 | 0.150 | 221 | 277 | 0.3 | 0.2 | 3.170 | A |
| | 3 - Old Luss Road (South) | - | 434 | 109 | 28 | 1782 | 0.244 | 435 | 417 | 0.5 | 0.4 | 2.941 | A |
| | 4 - Old Luss Road (West) | - | 37 | 9 | 420 | 1308 | 0.028 | 37 | 42 | 0.0 | 0.0 | 3.114 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 124 | 31 | 67 | 1331 | 0.093 | 124 | 113 | 0.1 | 0.1 | 2.984 | A |
| | 2 - Ben Lomond Way (South) | - | 138 | 34 | 7 | 1536 | 0.090 | 138 | 184 | 0.1 | 0.1 | 2.574 | A |
| | 3 - Lomond Shores (Access Only) | - | 33 | 8 | 131 | 1358 | 0.025 | 33 | 13 | 0.0 | 0.0 | 2.718 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 34 | 9 | 146 | 661 | 0.052 | 34 | 19 | 0.1 | 0.1 | 5.742 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 114 | 29 | | 599 | 0.191 | 115 | | 0.3 | 0.3 | 8.182 | A |
| | - | C-AB | 21 | 5 | | 700 | 0.029 | 21 | | 0.1 | 0.0 | 5.831 | A |
| | - | C-A | 146 | 36 | | | | 146 | | | | | |
| | - | A-B | 19 | 5 | | | | 19 | | | | | |
| | - | A-C | 210 | 53 | | | | 210 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 92 | 23 | | 776 | 0.118 | 92 | | 0.2 | 0.1 | 5.787 | A |
| | - | B-A | 61 | 15 | | 506 | 0.121 | 61 | | 0.2 | 0.2 | 8.901 | A |
| | - | C-AB | 120 | 30 | | 735 | 0.163 | 120 | | 0.3 | 0.3 | 6.452 | A |
| | - | C-A | 98 | 25 | | | | 98 | | | | | |
| | - | A-B | 66 | 16 | | | | 66 | | | | | |
| | - | A-C | 54 | 13 | | | | 54 | | | | | |
| 7 - untitled | - | B-AC | 118 | 29 | | 542 | 0.217 | 118 | | 0.4 | 0.3 | 9.350 | A |
| | - | C-AB | 68 | 17 | | 783 | 0.087 | 68 | | 0.3 | 0.2 | 5.547 | A |
| | - | C-A | 278 | 70 | | | | 278 | | | | | |
| | - | A-B | 70 | 18 | | | | 70 | | | | | |
| | - | A-C | 310 | 78 | | | | 310 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 250 | 62 | 632 | 1297 | 0.193 | 250 | 202 | 0.4 | 0.3 | 3.785 | A |
| | 2 - A811 Lomond Road | - | 367 | 92 | 421 | 1235 | 0.297 | 368 | 462 | 0.7 | 0.5 | 4.568 | A |
| | 3 - A813 Carrochan Road (South) | - | 294 | 73 | 363 | 1696 | 0.173 | 294 | 425 | 0.3 | 0.2 | 2.827 | A |
| | 4 - A811 (West) | - | 636 | 159 | 197 | 1522 | 0.418 | 637 | 460 | 1.2 | 0.8 | 4.423 | A |

**17:45 - 18:00**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 977 | 244 | 386 | 2209 | 0.442 | 979 | 622 | 1.3 | 0.9 | 3.221 | A |
| | 2 - A811 (East) | - | 607 | 152 | 584 | 1890 | 0.321 | 608 | 781 | 0.7 | 0.5 | 3.089 | A |
| | 3 - A82 (South) | - | 723 | 181 | 287 | 2823 | 0.256 | 723 | 904 | 0.5 | 0.4 | 1.885 | A |
| | 4 - Local Access (West) | - | 0 | 0 | 1007 | 512 | 0.000 | 0 | 3 | 0.0 | 0.0 | 0.000 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 346 | 86 | 779 | 1879 | 0.184 | 346 | 381 | 0.3 | 0.2 | 2.584 | A |
| | 2 - A811 (East) | - | 389 | 97 | 527 | 1656 | 0.235 | 390 | 598 | 0.5 | 0.3 | 3.129 | A |
| | 3 - Luss Road (South) | - | 511 | 128 | 468 | 2122 | 0.241 | 512 | 449 | 0.5 | 0.4 | 2.460 | A |
| | 4 - A811 (West) | - | 781 | 195 | 378 | 1893 | 0.412 | 782 | 601 | 1.1 | 0.8 | 3.567 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 153 | 38 | 266 | 1422 | 0.107 | 153 | 117 | 0.2 | 0.1 | 3.121 | A |
| | 2 - Balloch Road (East) | - | 185 | 46 | 187 | 1494 | 0.124 | 185 | 232 | 0.2 | 0.2 | 3.026 | A |
| | 3 - Old Luss Road (South) | - | 364 | 91 | 23 | 1785 | 0.204 | 364 | 349 | 0.4 | 0.3 | 2.786 | A |
| | 4 - Old Luss Road (West) | - | 31 | 8 | 352 | 1352 | 0.023 | 31 | 35 | 0.0 | 0.0 | 3.000 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 104 | 26 | 56 | 1337 | 0.078 | 104 | 95 | 0.1 | 0.1 | 2.918 | A |
| | 2 - Ben Lomond Way (South) | - | 115 | 29 | 6 | 1537 | 0.075 | 115 | 154 | 0.1 | 0.1 | 2.532 | A |
| | 3 - Lomond Shores (Access Only) | - | 28 | 7 | 110 | 1370 | 0.020 | 28 | 11 | 0.0 | 0.0 | 2.680 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 29 | 7 | 122 | 670 | 0.043 | 29 | 16 | 0.1 | 0.0 | 5.613 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 96 | 24 | | 612 | 0.156 | 96 | | 0.3 | 0.2 | 7.680 | A |
| | - | C-AB | 17 | 4 | | 691 | 0.024 | 17 | | 0.0 | 0.0 | 5.868 | A |
| | - | C-A | 123 | 31 | | | | 123 | | | | | |
| | - | A-B | 16 | 4 | | | | 16 | | | | | |
| | - | A-C | 176 | 44 | | | | 176 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 77 | 19 | | 784 | 0.098 | 77 | | 0.1 | 0.1 | 5.599 | A |
| | - | B-A | 51 | 13 | | 519 | 0.099 | 51 | | 0.2 | 0.1 | 8.478 | A |
| | - | C-AB | 98 | 24 | | 727 | 0.134 | 98 | | 0.3 | 0.2 | 6.299 | A |
| | - | C-A | 85 | 21 | | | | 85 | | | | | |
| | - | A-B | 55 | 14 | | | | 55 | | | | | |
| | - | A-C | 45 | 11 | | | | 45 | | | | | |
| 7 - untitled | - | B-AC | 99 | 25 | | 565 | 0.175 | 99 | | 0.3 | 0.2 | 8.509 | A |
| | - | C-AB | 52 | 13 | | 762 | 0.069 | 52 | | 0.2 | 0.1 | 5.582 | A |
| | - | C-A | 238 | 59 | | | | 238 | | | | | |
| | - | A-B | 59 | 15 | | | | 59 | | | | | |
| | - | A-C | 260 | 65 | | | | 260 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 209 | 52 | 529 | 1355 | 0.154 | 210 | 169 | 0.3 | 0.2 | 3.457 | A |
| | 2 - A811 Lomond Road | - | 307 | 77 | 352 | 1271 | 0.242 | 308 | 387 | 0.5 | 0.4 | 4.110 | A |
| | 3 - A813 Carrochan Road (South) | - | 246 | 62 | 304 | 1733 | 0.142 | 246 | 356 | 0.2 | 0.2 | 2.666 | A |
| | 4 - A811 (West) | - | 532 | 133 | 165 | 1540 | 0.346 | 533 | 385 | 0.8 | 0.6 | 3.884 | A |

# Existing Layout - 2020, Saturday Peak Hour

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Geometry | 2 - untitled - 3 - Luss Road (South) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Vehicle Mix | 1 - untitled | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |
| Warning | Vehicle Mix | 2 - untitled | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |
| Warning | Vehicle Mix | 3 - untitled | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |
| Warning | Vehicle Mix | 4 - untitled | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |
| Warning | Vehicle Mix | 5 - Balloch Road / Pier Road | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |
| Warning | Vehicle Mix | 6 - Balloch Road / Carrochan Road | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |
| Warning | Vehicle Mix | 7 - untitled | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |
| Warning | Vehicle Mix | 8 - untitled | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | untitled | Standard Roundabout | | 1,2,3,4 | 3.83 | A |
| 2 | untitled | Standard Roundabout | | 1,2,3,4 | 4.07 | A |
| 3 | untitled | Standard Roundabout | | 1,2,3,4 | 4.17 | A |
| 4 | untitled | Standard Roundabout | | 1,2,3,4 | 3.92 | A |
| 5 | Balloch Road / Pier Road | T-Junction | Two-way | | 0.68 | A |
| 6 | Balloch Road / Carrochan Road | T-Junction | Two-way | | 5.03 | A |
| 7 | untitled | T-Junction | Two-way | | 1.94 | A |
| 8 | untitled | Standard Roundabout | | 1,2,3,4 | 4.09 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 27 | 1 - untitled - 4 - Local Access (West) |

## 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 | 2020 | Saturday Peak Hour | ONE HOUR | 15:00 | 16:30 | 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)

| Junction | Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | | ONE HOUR | ✓ | 1075 | 100.000 |
| | 2 - A811 (East) | | ONE HOUR | ✓ | 987 | 100.000 |
| | 3 - A82 (South) | | ONE HOUR | ✓ | 1275 | 100.000 |
| | 4 - Local Access (West) | | ONE HOUR | ✓ | 7 | 100.000 |
| 2 - untitled | 1 - Old Luss Road (North) | | ONE HOUR | ✓ | 815 | 100.000 |
| | 2 - A811 (East) | | ONE HOUR | ✓ | 573 | 100.000 |
| | 3 - Luss Road (South) | | ONE HOUR | ✓ | 504 | 100.000 |
| | 4 - A811 (West) | | ONE HOUR | ✓ | 947 | 100.000 |
| 3 - untitled | 1 - Ben Lomond Way (North) | | ONE HOUR | ✓ | 502 | 100.000 |
| | 2 - Balloch Road (East) | | ONE HOUR | ✓ | 299 | 100.000 |
| | 3 - Old Luss Road (South) | | ONE HOUR | ✓ | 725 | 100.000 |
| | 4 - Old Luss Road (West) | | ONE HOUR | ✓ | 92 | 100.000 |
| 4 - untitled | 1 - Ben Lomond Way (East) | | ONE HOUR | ✓ | 183 | 100.000 |
| | 2 - Ben Lomond Way (South) | | ONE HOUR | ✓ | 345 | 100.000 |
| | 3 - Lomond Shores (Access Only) | | ONE HOUR | ✓ | 257 | 100.000 |
| | 4 - Lomond Shores (Access / Egress) | | ONE HOUR | ✓ | 85 | 100.000 |
| 5 - Balloch Road / Pier Road | A - Balloch Road (West) | | ONE HOUR | ✓ | 350 | 100.000 |
| | B - Pier Road | | ONE HOUR | ✓ | 48 | 100.000 |
| | C - Balloch Road (East) | | ONE HOUR | ✓ | 312 | 100.000 |
| 6 - Balloch Road / Carrochan Road | A - Drymen Road (East) | | ONE HOUR | ✓ | 159 | 100.000 |
| | B - Carrochan Road | | ONE HOUR | ✓ | 234 | 100.000 |
| | C - Balloch Road (west) | | ONE HOUR | ✓ | 336 | 100.000 |
| 7 - untitled | A - A811 Lomond Road | | ONE HOUR | ✓ | 348 | 100.000 |
| | B - Drymen Road | | ONE HOUR | ✓ | 127 | 100.000 |
| | C - A811 Main Street | | ONE HOUR | ✓ | 411 | 100.000 |
| 8 - untitled | 1 - Carrochan Road | | ONE HOUR | ✓ | 322 | 100.000 |
| | 2 - A811 Lomond Road | | ONE HOUR | ✓ | 437 | 100.000 |
| | 3 - A813 Carrochan Road (South) | | ONE HOUR | ✓ | 310 | 100.000 |
| | 4 - A811 (West) | | ONE HOUR | ✓ | 591 | 100.000 |

## Origin-Destination Data

### 1 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - A82 (North) | 2 - A811 (East) | 3 - A82 (South) | 4 - Local Access (West) |
| From | 1 - A82 (North) | 4 | 433 | 636 | 2 |
| | 2 - A811 (East) | 437 | 2 | 544 | 4 |
| | 3 - A82 (South) | 740 | 528 | 6 | 1 |
| | 4 - Local Access (West) | 4 | 1 | 2 | 0 |

### 2 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Old Luss Road (North) | 2 - A811 (East) | 3 - Luss Road (South) | 4 - A811 (West) |
| From | 1 - Old Luss Road (North) | 1 | 102 | 176 | 536 |
| | 2 - A811 (East) | 116 | 16 | 162 | 279 |
| | 3 - Luss Road (South) | 169 | 170 | 0 | 165 |
| | 4 - A811 (West) | 417 | 329 | 191 | 10 |

### 3 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (North) | 2 - Balloch Road (East) | 3 - Old Luss Road (South) | 4 - Old Luss Road (West) |
| From | 1 - Ben Lomond Way (North) | 1 | 89 | 409 | 3 |
| | 2 - Balloch Road (East) | 48 | 0 | 235 | 16 |
| | 3 - Old Luss Road (South) | 291 | 253 | 102 | 79 |
| | 4 - Old Luss Road (West) | 6 | 21 | 65 | 0 |

### 4 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (East) | 2 - Ben Lomond Way (South) | 3 - Lomond Shores (Access Only) | 4 - Lomond Shores (Access / Egress) |
| From | 1 - Ben Lomond Way (East) | 1 | 169 | 7 | 6 |
| | 2 - Ben Lomond Way (South) | 157 | 5 | 82 | 101 |
| | 3 - Lomond Shores (Access Only) | 1 | 254 | 1 | 1 |
| | 4 - Lomond Shores (Access / Egress) | 1 | 82 | 1 | 1 |

### 5 - Balloch Road / Pier Road

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Balloch Road (West) | B - Pier Road | C - Balloch Road (East) |
| From | A - Balloch Road (West) | 0 | 13 | 337 |
| | B - Pier Road | 12 | 0 | 36 |
| | C - Balloch Road (East) | 289 | 23 | 0 |

### 6 - Balloch Road / Carrochan Road

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Drymen Road (East) | B - Carrochan Road | C - Balloch Road (west) |
| From | A - Drymen Road (East) | 0 | 65 | 94 |
| | B - Carrochan Road | 70 | 0 | 164 |
| | C - Balloch Road (west) | 131 | 205 | 0 |

### 7 - untitled

Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A811 Lomond Road | B - Drymen Road | C - A811 Main Street |
| From | A - A811 Lomond Road | 0 | 54 | 294 |
| | B - Drymen Road | 53 | 0 | 74 |
| | C - A811 Main Street | 347 | 64 | 0 |

### 8 - untitled

Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Carrochan Road | 2 - A811 Lomond Road | 3 - A813 Carrochan Road (South) | 4 - A811 (West) |
| From | 1 - Carrochan Road | 1 | 39 | 173 | 109 |
| | 2 - A811 Lomond Road | 56 | 1 | 75 | 305 |
| | 3 - A813 Carrochan Road (South) | 113 | 55 | 0 | 142 |
| | 4 - A811 (West) | 118 | 318 | 155 | 0 |

## Vehicle Mix

### 1 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - A82 (North) | 2 - A811 (East) | 3 - A82 (South) | 4 - Local Access (West) |
| From | 1 - A82 (North) | 0 | 0 | 0 | 0 |
| | 2 - A811 (East) | 0 | 0 | 0 | 0 |
| | 3 - A82 (South) | 0 | 0 | 0 | 0 |
| | 4 - Local Access (West) | 0 | 0 | 0 | 0 |

2 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Old Luss Road (North) | 2 - A811 (East) | 3 - Luss Road (South) | 4 - A811 (West) |
| From | 1 - Old Luss Road (North) | 0 | 0 | 0 | 0 |
| | 2 - A811 (East) | 0 | 0 | 0 | 0 |
| | 3 - Luss Road (South) | 0 | 0 | 0 | 0 |
| | 4 - A811 (West) | 0 | 0 | 0 | 0 |

3 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (North) | 2 - Balloch Road (East) | 3 - Old Luss Road (South) | 4 - Old Luss Road (West) |
| From | 1 - Ben Lomond Way (North) | 0 | 0 | 0 | 0 |
| | 2 - Balloch Road (East) | 0 | 0 | 0 | 0 |
| | 3 - Old Luss Road (South) | 0 | 0 | 0 | 0 |
| | 4 - Old Luss Road (West) | 0 | 0 | 0 | 0 |

4 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Ben Lomond Way (East) | 2 - Ben Lomond Way (South) | 3 - Lomond Shores (Access Only) | 4 - Lomond Shores (Access / Egress) |
| From | 1 - Ben Lomond Way (East) | 0 | 0 | 0 | 0 |
| | 2 - Ben Lomond Way (South) | 0 | 0 | 0 | 0 |
| | 3 - Lomond Shores (Access Only) | 0 | 0 | 0 | 0 |
| | 4 - Lomond Shores (Access / Egress) | 0 | 0 | 0 | 0 |

5 - Balloch Road / Pier Road

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Balloch Road (West) | B - Pier Road | C - Balloch Road (East) |
| From | A - Balloch Road (West) | 0 | 0 | 0 |
| | B - Pier Road | 0 | 0 | 0 |
| | C - Balloch Road (East) | 0 | 0 | 0 |

6 - Balloch Road / Carrochan Road

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Drymen Road (East) | B - Carrochan Road | C - Balloch Road (west) |
| From | A - Drymen Road (East) | 0 | 0 | 0 |
| | B - Carrochan Road | 0 | 0 | 0 |
| | C - Balloch Road (west) | 0 | 0 | 0 |

7 - untitled

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - A811 Lomond Road | B - Drymen Road | C - A811 Main Street |
| From | A - A811 Lomond Road | 0 | 0 | 0 |
| | B - Drymen Road | 0 | 0 | 0 |
| | C - A811 Main Street | 0 | 0 | 0 |

8 - untitled

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | 1 - Carrochan Road | 2 - A811 Lomond Road | 3 - A813 Carrochan Road (South) | 4 - A811 (West) |
| From | 1 - Carrochan Road | 0 | 0 | 0 | 0 |
| | 2 - A811 Lomond Road | 0 | 0 | 0 | 0 |
| | 3 - A813 Carrochan Road (South) | 0 | 0 | 0 | 0 |
| | 4 - A811 (West) | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Junction | Arm | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | 0.57 | 3.98 | 1.3 | A | 986 | 1480 |
| | 2 - A811 (East) | 0.60 | 4.93 | 1.5 | A | 906 | 1359 |
| | 3 - A82 (South) | 0.52 | 2.81 | 1.1 | A | 1170 | 1755 |
| | 4 - Local Access (West) | 0.03 | 14.31 | 0.0 | B | 6 | 10 |
| 2 - untitled | 1 - Old Luss Road (North) | 0.48 | 3.69 | 0.9 | A | 748 | 1122 |
| | 2 - A811 (East) | 0.45 | 4.63 | 0.8 | A | 526 | 789 |
| | 3 - Luss Road (South) | 0.31 | 2.96 | 0.5 | A | 462 | 694 |
| | 4 - A811 (West) | 0.57 | 4.66 | 1.3 | A | 869 | 1303 |
| 3 - untitled | 1 - Ben Lomond Way (North) | 0.43 | 4.91 | 0.8 | A | 461 | 691 |
| | 2 - Balloch Road (East) | 0.27 | 4.05 | 0.4 | A | 274 | 412 |
| | 3 - Old Luss Road (South) | 0.46 | 3.78 | 0.8 | A | 665 | 998 |
| | 4 - Old Luss Road (West) | 0.09 | 3.64 | 0.1 | A | 84 | 127 |
| 4 - untitled | 1 - Ben Lomond Way (East) | 0.18 | 3.80 | 0.2 | A | 168 | 252 |
| | 2 - Ben Lomond Way (South) | 0.25 | 3.13 | 0.3 | A | 317 | 475 |
| | 3 - Lomond Shores (Access Only) | 0.23 | 3.70 | 0.3 | A | 236 | 354 |
| | 4 - Lomond Shores (Access / Egress) | 0.17 | 8.05 | 0.2 | A | 78 | 117 |
| | 1 - Carrochan Road | 0.27 | 3.71 | 0.4 | A | 295 | 443 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 8 - untitled | 2 - A811 Lomond Road | 0.40 | 4.99 | 0.7 | A | 401 | 601 |
| | 3 - A813 Carrochan Road (South) | 0.21 | 2.86 | 0.3 | A | 284 | 427 |
| | 4 - A811 (West) | 0.44 | 4.27 | 0.8 | A | 542 | 813 |

## Results Summary for whole modelled period

| Junction | Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| 5 - Balloch Road / Pier Road | B-AC | 0.09 | 6.36 | 0.1 | A | 44 | 66 |
| | C-AB | 0.05 | 5.04 | 0.1 | A | 33 | 49 |
| | C-A | | | | | 253 | 380 |
| | A-B | | | | | 12 | 18 |
| | A-C | | | | | 309 | 464 |
| 6 - Balloch Road / Carrochan Road | B-C | 0.24 | 6.31 | 0.3 | A | 150 | 226 |
| | B-A | 0.17 | 9.80 | 0.2 | A | 64 | 96 |
| | C-AB | 0.38 | 7.87 | 0.7 | A | 227 | 340 |
| | C-A | | | | | 82 | 122 |
| | A-B | | | | | 60 | 89 |
| | A-C | | | | | 86 | 129 |
| 7 - untitled | B-AC | 0.26 | 9.19 | 0.4 | A | 117 | 175 |
| | C-AB | 0.16 | 5.12 | 0.3 | A | 99 | 149 |
| | C-A | | | | | 278 | 417 |
| | A-B | | | | | 50 | 74 |
| | A-C | | | | | 270 | 405 |

## Main Results for each time segment

### 15:00 - 15:15

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 809 | 202 | 405 | 2198 | 0.368 | 807 | 890 | 0.0 | 0.6 | 2.583 | A |
| | 2 - A811 (East) | - | 743 | 186 | 488 | 1943 | 0.383 | 741 | 724 | 0.0 | 0.6 | 2.988 | A |
| | 3 - A82 (South) | - | 960 | 240 | 337 | 2790 | 0.344 | 958 | 892 | 0.0 | 0.5 | 1.963 | A |
| | 4 - Local Access (West) | - | 5 | 1 | 1289 | 431 | 0.012 | 5 | 5 | 0.0 | 0.0 | 8.449 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 614 | 153 | 537 | 2021 | 0.304 | 612 | 528 | 0.0 | 0.4 | 2.551 | A |
| | 2 - A811 (East) | - | 431 | 108 | 686 | 1574 | 0.274 | 430 | 463 | 0.0 | 0.4 | 3.142 | A |
| | 3 - Luss Road (South) | - | 379 | 95 | 719 | 1972 | 0.192 | 378 | 397 | 0.0 | 0.2 | 2.257 | A |
| | 4 - A811 (West) | - | 713 | 178 | 354 | 1906 | 0.374 | 711 | 743 | 0.0 | 0.6 | 3.004 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 378 | 94 | 331 | 1382 | 0.273 | 376 | 260 | 0.0 | 0.4 | 3.575 | A |
| | 2 - Balloch Road (East) | - | 225 | 56 | 435 | 1343 | 0.168 | 224 | 272 | 0.0 | 0.2 | 3.218 | A |
| | 3 - Old Luss Road (South) | - | 546 | 136 | 51 | 1767 | 0.309 | 544 | 608 | 0.0 | 0.4 | 2.940 | A |
| | 4 - Old Luss Road (West) | - | 69 | 17 | 522 | 1244 | 0.056 | 69 | 74 | 0.0 | 0.1 | 3.062 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 138 | 34 | 258 | 1219 | 0.113 | 137 | 120 | 0.0 | 0.1 | 3.327 | A |
| | 2 - Ben Lomond Way (South) | - | 260 | 65 | 13 | 1532 | 0.170 | 259 | 382 | 0.0 | 0.2 | 2.825 | A |
| | 3 - Lomond Shores (Access Only) | - | 193 | 48 | 203 | 1314 | 0.147 | 193 | 68 | 0.0 | 0.2 | 3.209 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 64 | 16 | 314 | 597 | 0.107 | 64 | 82 | 0.0 | 0.1 | 6.745 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 36 | 9 | | 659 | 0.055 | 36 | | 0.0 | 0.1 | 5.777 | A |
| | - | C-AB | 25 | 6 | | 738 | 0.033 | 24 | | 0.0 | 0.0 | 5.042 | A |
| | - | C-A | 210 | 53 | | | | 210 | | | | | |
| | - | A-B | 10 | 2 | | | | 10 | | | | | |
| | - | A-C | 254 | 63 | | | | 254 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 123 | 31 | | 776 | 0.159 | 123 | | 0.0 | 0.2 | 5.504 | A |
| | - | B-A | 53 | 13 | | 488 | 0.108 | 52 | | 0.0 | 0.1 | 8.249 | A |
| | - | C-AB | 179 | 45 | | 722 | 0.247 | 177 | | 0.0 | 0.4 | 6.589 | A |
| | - | C-A | 74 | 19 | | | | 74 | | | | | |
| | - | A-B | 49 | 12 | | | | 49 | | | | | |
| | - | A-C | 71 | 18 | | | | 71 | | | | | |
| 7 - untitled | - | B-AC | 96 | 24 | | 581 | 0.165 | 95 | | 0.0 | 0.2 | 7.393 | A |
| | - | C-AB | 73 | 18 | | 778 | 0.093 | 72 | | 0.0 | 0.2 | 5.098 | A |
| | - | C-A | 237 | 59 | | | | 237 | | | | | |
| | - | A-B | 41 | 10 | | | | 41 | | | | | |
| | - | A-C | 221 | 55 | | | | 221 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 242 | 61 | 397 | 1429 | 0.170 | 242 | 216 | 0.0 | 0.2 | 3.031 | A |
| | 2 - A811 Lomond Road | - | 329 | 82 | 329 | 1284 | 0.256 | 328 | 310 | 0.0 | 0.3 | 3.760 | A |
| | 3 - A813 Carrochan Road (South) | - | 233 | 58 | 354 | 1702 | 0.137 | 233 | 302 | 0.0 | 0.2 | 2.449 | A |
| | 4 - A811 (West) | - | 445 | 111 | 170 | 1537 | 0.289 | 443 | 417 | 0.0 | 0.4 | 3.286 | A |

### 15:15 - 15:30

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 966 | 242 | 484 | 2152 | 0.449 | 965 | 1064 | 0.6 | 0.8 | 3.030 | A |
| | 2 - A811 (East) | - | 887 | 222 | 584 | 1890 | 0.470 | 886 | 866 | 0.6 | 0.9 | 3.584 | A |
| | 3 - A82 (South) | - | 1146 | 287 | 403 | 2746 | 0.417 | 1145 | 1067 | 0.5 | 0.7 | 2.247 | A |
| | 4 - Local Access (West) | - | 6 | 2 | 1542 | 359 | 0.018 | 6 | 6 | 0.0 | 0.0 | 10.209 | B |
| 2 - untitled | 1 - Old Luss Road (North) | - | 733 | 183 | 643 | 1959 | 0.374 | 732 | 631 | 0.4 | 0.6 | 2.932 | A |
| | 2 - A811 (East) | - | 515 | 129 | 821 | 1505 | 0.342 | 515 | 554 | 0.4 | 0.5 | 3.634 | A |
| | 3 - Luss Road (South) | - | 453 | 113 | 860 | 1888 | 0.240 | 453 | 475 | 0.2 | 0.3 | 2.508 | A |
| | 4 - A811 (West) | - | 851 | 213 | 424 | 1868 | 0.456 | 850 | 889 | 0.6 | 0.8 | 3.533 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 451 | 113 | 396 | 1342 | 0.336 | 451 | 311 | 0.4 | 0.5 | 4.038 | A |
| | 2 - Balloch Road (East) | - | 269 | 67 | 521 | 1290 | 0.208 | 269 | 326 | 0.2 | 0.3 | 3.523 | A |
| | 3 - Old Luss Road (South) | - | 652 | 163 | 61 | 1760 | 0.370 | 651 | 728 | 0.4 | 0.6 | 3.244 | A |
| | 4 - Old Luss Road (West) | - | 83 | 21 | 624 | 1179 | 0.070 | 83 | 88 | 0.1 | 0.1 | 3.281 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 165 | 41 | 309 | 1189 | 0.138 | 164 | 144 | 0.1 | 0.2 | 3.514 | A |
| | 2 - Ben Lomond Way (South) | - | 310 | 78 | 15 | 1531 | 0.203 | 310 | 458 | 0.2 | 0.3 | 2.948 | A |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 3 - Lomond Shores (Access Only) | - | 231 | 58 | 243 | 1290 | 0.179 | 231 | 82 | 0.2 | 0.2 | 3.399 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 76 | 19 | 376 | 573 | 0.133 | 76 | 98 | 0.1 | 0.2 | 7.244 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 43 | 11 | | 642 | 0.067 | 43 | | 0.1 | 0.1 | 6.008 | A |
| | - | C-AB | 32 | 8 | | 757 | 0.042 | 31 | | 0.0 | 0.1 | 4.961 | A |
| | - | C-A | 249 | 62 | | | | 249 | | | | | |
| | - | A-B | 12 | 3 | | | | 12 | | | | | |
| | - | A-C | 303 | 76 | | | | 303 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 147 | 37 | | 766 | 0.193 | 147 | | 0.2 | 0.2 | 5.820 | A |
| | - | B-A | 63 | 16 | | 470 | 0.134 | 63 | | 0.1 | 0.2 | 8.845 | A |
| | - | C-AB | 220 | 55 | | 729 | 0.302 | 220 | | 0.4 | 0.5 | 7.062 | A |
| | - | C-A | 82 | 21 | | | | 82 | | | | | |
| | - | A-B | 58 | 15 | | | | 58 | | | | | |
| | - | A-C | 85 | 21 | | | | 85 | | | | | |
| 7 - untitled | - | B-AC | 114 | 29 | | 560 | 0.204 | 114 | | 0.2 | 0.3 | 8.059 | A |
| | - | C-AB | 94 | 24 | | 802 | 0.118 | 94 | | 0.2 | 0.2 | 5.092 | A |
| | - | C-A | 275 | 69 | | | | 275 | | | | | |
| | - | A-B | 49 | 12 | | | | 49 | | | | | |
| | - | A-C | 264 | 66 | | | | 264 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 289 | 72 | 475 | 1385 | 0.209 | 289 | 259 | 0.2 | 0.3 | 3.284 | A |
| | 2 - A811 Lomond Road | - | 393 | 98 | 393 | 1250 | 0.314 | 392 | 371 | 0.3 | 0.5 | 4.198 | A |
| | 3 - A813 Carrochan Road (South) | - | 279 | 70 | 424 | 1658 | 0.168 | 279 | 362 | 0.2 | 0.2 | 2.609 | A |
| | 4 - A811 (West) | - | 531 | 133 | 203 | 1519 | 0.350 | 531 | 499 | 0.4 | 0.5 | 3.642 | A |

**15:30 - 15:45**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 1184 | 296 | 593 | 2088 | 0.567 | 1182 | 1303 | 0.8 | 1.3 | 3.963 | A |
| | 2 - A811 (East) | - | 1087 | 272 | 714 | 1818 | 0.598 | 1084 | 1060 | 0.9 | 1.5 | 4.891 | A |
| | 3 - A82 (South) | - | 1404 | 351 | 493 | 2687 | 0.523 | 1402 | 1306 | 0.7 | 1.1 | 2.801 | A |
| | 4 - Local Access (West) | - | 8 | 2 | 1888 | 260 | 0.030 | 8 | 8 | 0.0 | 0.0 | 14.259 | B |
| 2 - untitled | 1 - Old Luss Road (North) | - | 897 | 224 | 787 | 1874 | 0.479 | 896 | 773 | 0.6 | 0.9 | 3.674 | A |
| | 2 - A811 (East) | - | 631 | 158 | 1005 | 1410 | 0.448 | 630 | 678 | 0.5 | 0.8 | 4.609 | A |
| | 3 - Luss Road (South) | - | 555 | 139 | 1053 | 1773 | 0.313 | 554 | 581 | 0.3 | 0.5 | 2.953 | A |
| | 4 - A811 (West) | - | 1043 | 261 | 519 | 1816 | 0.574 | 1041 | 1088 | 0.8 | 1.3 | 4.630 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 553 | 138 | 485 | 1286 | 0.430 | 552 | 380 | 0.5 | 0.7 | 4.894 | A |
| | 2 - Balloch Road (East) | - | 329 | 82 | 638 | 1219 | 0.270 | 329 | 399 | 0.3 | 0.4 | 4.041 | A |
| | 3 - Old Luss Road (South) | - | 798 | 200 | 75 | 1751 | 0.456 | 797 | 892 | 0.6 | 0.8 | 3.770 | A |
| | 4 - Old Luss Road (West) | - | 101 | 25 | 764 | 1091 | 0.093 | 101 | 108 | 0.1 | 0.1 | 3.636 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 201 | 50 | 378 | 1148 | 0.176 | 201 | 176 | 0.2 | 0.2 | 3.803 | A |
| | 2 - Ben Lomond Way (South) | - | 380 | 95 | 19 | 1529 | 0.249 | 380 | 561 | 0.3 | 0.3 | 3.133 | A |
| | 3 - Lomond Shores (Access Only) | - | 283 | 71 | 298 | 1257 | 0.225 | 283 | 100 | 0.2 | 0.3 | 3.695 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 94 | 23 | 461 | 541 | 0.173 | 93 | 120 | 0.2 | 0.2 | 8.041 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 53 | 13 | | 619 | 0.085 | 53 | | 0.1 | 0.1 | 6.356 | A |
| | - | C-AB | 43 | 11 | | 784 | 0.055 | 43 | | 0.1 | 0.1 | 4.857 | A |
| | - | C-A | 301 | 75 | | | | 301 | | | | | |
| | - | A-B | 14 | 4 | | | | 14 | | | | | |
| | - | A-C | 371 | 93 | | | | 371 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 181 | 45 | | 751 | 0.240 | 180 | | 0.2 | 0.3 | 6.306 | A |
| | - | B-A | 77 | 19 | | 445 | 0.173 | 77 | | 0.2 | 0.2 | 9.783 | A |
| | - | C-AB | 281 | 70 | | 739 | 0.380 | 280 | | 0.5 | 0.7 | 7.843 | A |
| | - | C-A | 89 | 22 | | | | 89 | | | | | |
| | - | A-B | 72 | 18 | | | | 72 | | | | | |
| | - | A-C | 103 | 26 | | | | 103 | | | | | |
| 7 - untitled | - | B-AC | 140 | 35 | | 532 | 0.263 | 139 | | 0.3 | 0.4 | 9.169 | A |
| | - | C-AB | 130 | 33 | | 835 | 0.156 | 130 | | 0.2 | 0.3 | 5.110 | A |
| | - | C-A | 322 | 81 | | | | 322 | | | | | |
| | - | A-B | 59 | 15 | | | | 59 | | | | | |
| | - | A-C | 324 | 81 | | | | 324 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 355 | 89 | 582 | 1326 | 0.267 | 354 | 317 | 0.3 | 0.4 | 3.702 | A |
| | 2 - A811 Lomond Road | - | 481 | 120 | 482 | 1203 | 0.400 | 480 | 454 | 0.5 | 0.7 | 4.978 | A |
| | 3 - A813 Carrochan Road (South) | - | 341 | 85 | 519 | 1599 | 0.213 | 341 | 443 | 0.2 | 0.3 | 2.861 | A |
| | 4 - A811 (West) | - | 651 | 163 | 249 | 1493 | 0.436 | 650 | 611 | 0.5 | 0.8 | 4.266 | A |

**15:45 - 16:00**

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 1184 | 296 | 593 | 2088 | 0.567 | 1184 | 1305 | 1.3 | 1.3 | 3.980 | A |
| | 2 - A811 (East) | - | 1087 | 272 | 716 | 1817 | 0.598 | 1087 | 1061 | 1.5 | 1.5 | 4.926 | A |
| | 3 - A82 (South) | - | 1404 | 351 | 494 | 2686 | 0.523 | 1404 | 1308 | 1.1 | 1.1 | 2.807 | A |
| | 4 - Local Access (West) | - | 8 | 2 | 1890 | 259 | 0.030 | 8 | 8 | 0.0 | 0.0 | 14.307 | B |
| 2 - untitled | 1 - Old Luss Road (North) | - | 897 | 224 | 788 | 1874 | 0.479 | 897 | 774 | 0.9 | 0.9 | 3.686 | A |
| | 2 - A811 (East) | - | 631 | 158 | 1006 | 1409 | 0.448 | 631 | 679 | 0.8 | 0.8 | 4.626 | A |
| | 3 - Luss Road (South) | - | 555 | 139 | 1055 | 1772 | 0.313 | 555 | 582 | 0.5 | 0.5 | 2.957 | A |
| | 4 - A811 (West) | - | 1043 | 261 | 520 | 1816 | 0.574 | 1043 | 1090 | 1.3 | 1.3 | 4.656 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 553 | 138 | 486 | 1286 | 0.430 | 553 | 381 | 0.7 | 0.8 | 4.908 | A |
| | 2 - Balloch Road (East) | - | 329 | 82 | 639 | 1219 | 0.270 | 329 | 400 | 0.4 | 0.4 | 4.047 | A |
| | 3 - Old Luss Road (South) | - | 798 | 200 | 75 | 1751 | 0.456 | 798 | 893 | 0.8 | 0.8 | 3.776 | A |
| | 4 - Old Luss Road (West) | - | 101 | 25 | 765 | 1090 | 0.093 | 101 | 108 | 0.1 | 0.1 | 3.638 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 201 | 50 | 379 | 1147 | 0.176 | 201 | 176 | 0.2 | 0.2 | 3.804 | A |
| | 2 - Ben Lomond Way (South) | - | 380 | 95 | 19 | 1529 | 0.249 | 380 | 562 | 0.3 | 0.3 | 3.133 | A |
| | 3 - Lomond Shores (Access Only) | - | 283 | 71 | 298 | 1257 | 0.225 | 283 | 100 | 0.3 | 0.3 | 3.696 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 94 | 23 | 461 | 541 | 0.173 | 94 | 120 | 0.2 | 0.2 | 8.051 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 53 | 13 | | 619 | 0.085 | 53 | | 0.1 | 0.1 | 6.356 | A |
| | - | C-AB | 43 | 11 | | 784 | 0.055 | 43 | | 0.1 | 0.1 | 4.860 | A |
| | - | C-A | 301 | 75 | | | | 301 | | | | | |
| | - | A-B | 14 | 4 | | | | 14 | | | | | |
| | - | A-C | 371 | 93 | | | | 371 | | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6 - Balloch Road / Carrochan Road | - | B-C | 181 | 45 | | 751 | 0.241 | 181 | | 0.3 | 0.3 | 6.312 | A |
| | - | B-A | 77 | 19 | | 444 | 0.173 | 77 | | 0.2 | 0.2 | 9.801 | A |
| | - | C-AB | 281 | 70 | | 739 | 0.380 | 281 | | 0.7 | 0.7 | 7.871 | A |
| | - | C-A | 89 | 22 | | | | 89 | | | | | |
| | - | A-B | 72 | 18 | | | | 72 | | | | | |
| | - | A-C | 103 | 26 | | | | 103 | | | | | |
| 7 - untitled | - | B-AC | 140 | 35 | | 532 | 0.263 | 140 | | 0.4 | 0.4 | 9.188 | A |
| | - | C-AB | 131 | 33 | | 835 | 0.156 | 131 | | 0.3 | 0.3 | 5.115 | A |
| | - | C-A | 322 | 80 | | | | 322 | | | | | |
| | - | A-B | 59 | 15 | | | | 59 | | | | | |
| | - | A-C | 324 | 81 | | | | 324 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 355 | 89 | 582 | 1325 | 0.268 | 355 | 317 | 0.4 | 0.4 | 3.707 | A |
| | 2 - A811 Lomond Road | - | 481 | 120 | 482 | 1202 | 0.400 | 481 | 455 | 0.7 | 0.7 | 4.990 | A |
| | 3 - A813 Carrochan Road (South) | - | 341 | 85 | 520 | 1599 | 0.213 | 341 | 444 | 0.3 | 0.3 | 2.862 | A |
| | 4 - A811 (West) | - | 651 | 163 | 249 | 1493 | 0.436 | 651 | 612 | 0.8 | 0.8 | 4.275 | A |

16:00 - 16:15

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 966 | 242 | 485 | 2151 | 0.449 | 968 | 1067 | 1.3 | 0.8 | 3.047 | A |
| | 2 - A811 (East) | - | 887 | 222 | 586 | 1889 | 0.470 | 890 | 868 | 1.5 | 0.9 | 3.612 | A |
| | 3 - A82 (South) | - | 1146 | 287 | 405 | 2745 | 0.418 | 1148 | 1070 | 1.1 | 0.7 | 2.256 | A |
| | 4 - Local Access (West) | - | 6 | 2 | 1546 | 358 | 0.018 | 6 | 6 | 0.0 | 0.0 | 10.245 | B |
| 2 - untitled | 1 - Old Luss Road (North) | - | 733 | 183 | 645 | 1958 | 0.374 | 734 | 633 | 0.9 | 0.6 | 2.943 | A |
| | 2 - A811 (East) | - | 515 | 129 | 823 | 1503 | 0.343 | 516 | 556 | 0.8 | 0.5 | 3.649 | A |
| | 3 - Luss Road (South) | - | 453 | 113 | 863 | 1886 | 0.240 | 454 | 477 | 0.5 | 0.3 | 2.513 | A |
| | 4 - A811 (West) | - | 851 | 213 | 425 | 1868 | 0.456 | 853 | 892 | 1.3 | 0.8 | 3.557 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 451 | 113 | 397 | 1341 | 0.337 | 452 | 312 | 0.8 | 0.5 | 4.054 | A |
| | 2 - Balloch Road (East) | - | 269 | 67 | 522 | 1289 | 0.208 | 269 | 327 | 0.4 | 0.3 | 3.532 | A |
| | 3 - Old Luss Road (South) | - | 652 | 163 | 61 | 1760 | 0.370 | 653 | 730 | 0.8 | 0.6 | 3.252 | A |
| | 4 - Old Luss Road (West) | - | 83 | 21 | 626 | 1179 | 0.070 | 83 | 88 | 0.1 | 0.1 | 3.285 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 165 | 41 | 310 | 1188 | 0.138 | 165 | 144 | 0.2 | 0.2 | 3.517 | A |
| | 2 - Ben Lomond Way (South) | - | 310 | 78 | 15 | 1531 | 0.203 | 310 | 459 | 0.3 | 0.3 | 2.952 | A |
| | 3 - Lomond Shores (Access Only) | - | 231 | 58 | 244 | 1290 | 0.179 | 231 | 82 | 0.3 | 0.2 | 3.404 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 76 | 19 | 377 | 573 | 0.133 | 77 | 98 | 0.2 | 0.2 | 7.257 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 43 | 11 | | 642 | 0.067 | 43 | | 0.1 | 0.1 | 6.012 | A |
| | - | C-AB | 32 | 8 | | 757 | 0.042 | 32 | | 0.1 | 0.1 | 4.965 | A |
| | - | C-A | 249 | 62 | | | | 249 | | | | | |
| | - | A-B | 12 | 3 | | | | 12 | | | | | |
| | - | A-C | 303 | 76 | | | | 303 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 147 | 37 | | 765 | 0.193 | 148 | | 0.3 | 0.2 | 5.831 | A |
| | - | B-A | 63 | 16 | | 469 | 0.134 | 63 | | 0.2 | 0.2 | 8.869 | A |
| | - | C-AB | 220 | 55 | | 730 | 0.302 | 221 | | 0.7 | 0.5 | 7.100 | A |
| | - | C-A | 82 | 20 | | | | 82 | | | | | |
| | - | A-B | 58 | 15 | | | | 58 | | | | | |
| | - | A-C | 85 | 21 | | | | 85 | | | | | |
| 7 - untitled | - | B-AC | 114 | 29 | | 560 | 0.204 | 115 | | 0.4 | 0.3 | 8.084 | A |
| | - | C-AB | 95 | 24 | | 802 | 0.118 | 95 | | 0.3 | 0.2 | 5.101 | A |
| | - | C-A | 275 | 69 | | | | 275 | | | | | |
| | - | A-B | 49 | 12 | | | | 49 | | | | | |
| | - | A-C | 264 | 66 | | | | 264 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 289 | 72 | 476 | 1385 | 0.209 | 290 | 259 | 0.4 | 0.3 | 3.291 | A |
| | 2 - A811 Lomond Road | - | 393 | 98 | 394 | 1249 | 0.315 | 394 | 372 | 0.7 | 0.5 | 4.212 | A |
| | 3 - A813 Carrochan Road (South) | - | 279 | 70 | 425 | 1657 | 0.168 | 279 | 363 | 0.3 | 0.2 | 2.611 | A |
| | 4 - A811 (West) | - | 531 | 133 | 203 | 1518 | 0.350 | 532 | 501 | 0.8 | 0.5 | 3.653 | A |

16:15 - 16:30

| Junction | Arm | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 - untitled | 1 - A82 (North) | - | 809 | 202 | 406 | 2197 | 0.368 | 810 | 893 | 0.8 | 0.6 | 2.598 | A |
| | 2 - A811 (East) | - | 743 | 186 | 490 | 1941 | 0.383 | 744 | 726 | 0.9 | 0.6 | 3.011 | A |
| | 3 - A82 (South) | - | 960 | 240 | 339 | 2789 | 0.344 | 961 | 896 | 0.7 | 0.5 | 1.970 | A |
| | 4 - Local Access (West) | - | 5 | 1 | 1294 | 430 | 0.012 | 5 | 5 | 0.0 | 0.0 | 8.478 | A |
| 2 - untitled | 1 - Old Luss Road (North) | - | 614 | 153 | 540 | 2020 | 0.304 | 614 | 530 | 0.6 | 0.4 | 2.562 | A |
| | 2 - A811 (East) | - | 431 | 108 | 689 | 1573 | 0.274 | 432 | 465 | 0.5 | 0.4 | 3.156 | A |
| | 3 - Luss Road (South) | - | 379 | 95 | 722 | 1971 | 0.193 | 380 | 399 | 0.3 | 0.2 | 2.263 | A |
| | 4 - A811 (West) | - | 713 | 178 | 356 | 1906 | 0.374 | 714 | 746 | 0.8 | 0.6 | 3.024 | A |
| 3 - untitled | 1 - Ben Lomond Way (North) | - | 378 | 94 | 332 | 1381 | 0.274 | 378 | 261 | 0.5 | 0.4 | 3.594 | A |
| | 2 - Balloch Road (East) | - | 225 | 56 | 437 | 1341 | 0.168 | 225 | 274 | 0.3 | 0.2 | 3.226 | A |
| | 3 - Old Luss Road (South) | - | 546 | 136 | 51 | 1767 | 0.309 | 546 | 611 | 0.6 | 0.4 | 2.950 | A |
| | 4 - Old Luss Road (West) | - | 69 | 17 | 524 | 1243 | 0.056 | 69 | 74 | 0.1 | 0.1 | 3.067 | A |
| 4 - untitled | 1 - Ben Lomond Way (East) | - | 138 | 34 | 259 | 1218 | 0.113 | 138 | 121 | 0.2 | 0.1 | 3.336 | A |
| | 2 - Ben Lomond Way (South) | - | 260 | 65 | 13 | 1532 | 0.170 | 260 | 384 | 0.3 | 0.2 | 2.831 | A |
| | 3 - Lomond Shores (Access Only) | - | 193 | 48 | 204 | 1314 | 0.147 | 194 | 69 | 0.2 | 0.2 | 3.214 | A |
| | 4 - Lomond Shores (Access / Egress) | - | 64 | 16 | 316 | 596 | 0.107 | 64 | 82 | 0.2 | 0.1 | 6.766 | A |
| 5 - Balloch Road / Pier Road | - | B-AC | 36 | 9 | | 659 | 0.055 | 36 | | 0.1 | 0.1 | 5.783 | A |
| | - | C-AB | 25 | 6 | | 738 | 0.033 | 25 | | 0.1 | 0.0 | 5.044 | A |
| | - | C-A | 210 | 53 | | | | 210 | | | | | |
| | - | A-B | 10 | 2 | | | | 10 | | | | | |
| | - | A-C | 254 | 63 | | | | 254 | | | | | |
| 6 - Balloch Road / Carrochan Road | - | B-C | 123 | 31 | | 776 | 0.159 | 124 | | 0.2 | 0.2 | 5.523 | A |
| | - | B-A | 53 | 13 | | 487 | 0.108 | 53 | | 0.2 | 0.1 | 8.286 | A |
| | - | C-AB | 179 | 45 | | 723 | 0.248 | 180 | | 0.5 | 0.4 | 6.637 | A |
| | - | C-A | 74 | 18 | | | | 74 | | | | | |
| | - | A-B | 49 | 12 | | | | 49 | | | | | |
| | - | A-C | 71 | 18 | | | | 71 | | | | | |
| | - | B-AC | 96 | 24 | | 581 | 0.165 | 96 | | 0.3 | 0.2 | 7.429 | A |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 - untitled | - | C-AB | 73 | 18 | | 778 | 0.094 | 73 | | 0.2 | 0.2 | 5.109 | A |
| | - | C-A | 237 | 59 | | | | 237 | | | | | |
| | - | A-B | 41 | 10 | | | | 41 | | | | | |
| | - | A-C | 221 | 55 | | | | 221 | | | | | |
| 8 - untitled | 1 - Carrochan Road | - | 242 | 61 | 399 | 1428 | 0.170 | 243 | 217 | 0.3 | 0.2 | 3.037 | A |
| | 2 - A811 Lomond Road | - | 329 | 82 | 330 | 1283 | 0.256 | 329 | 311 | 0.5 | 0.3 | 3.778 | A |
| | 3 - A813 Carrochan Road (South) | - | 233 | 58 | 356 | 1700 | 0.137 | 234 | 304 | 0.2 | 0.2 | 2.455 | A |
| | 4 - A811 (West) | - | 445 | 111 | 170 | 1537 | 0.289 | 445 | 419 | 0.5 | 0.4 | 3.301 | A |

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# Appendix 7 – Traffic & Transport

No Appendices