

## D Traffic Survey Data

| Site No. | Location.                                | Direction. | Speed Limit PSL (mph) | Start Date.   | End Date.     | Total Vehicles. | 5 Day Ave. | 7 Day Ave. | No. > Speed Limit. | % > Speed Limit. | No. > ACPO Limit. | % > ACPO Limit. | No. > DfT Limit. | % > DfT Limit. | Mean Speed | 85%ile Speed |
|----------|------------------------------------------|------------|-----------------------|---------------|---------------|-----------------|------------|------------|--------------------|------------------|-------------------|-----------------|------------------|----------------|------------|--------------|
| 001      | unamed - Att: tree, OSGR: SU 71551 73986 | North      | 30                    | 02 March 2010 | 08 March 2010 | 6258            | 979        | 894        | 3                  | 0.0              | 1                 | 0.0             | 0                | 0.0            | 16.1       | 19.2         |
|          |                                          | South      | 30                    | 02 March 2010 | 08 March 2010 | 860             | 157        | 123        | 0                  | 0.0              | 0                 | 0.0             | 0                | 0.0            | 15.0       | 18.3         |
|          |                                          | Two Way    | 30                    | 02 March 2010 | 08 March 2010 | 7118            | 1136       | 1017       | 3                  | 0.0              | 1                 | 0.0             | 0                | 0.0            | 16.0       | 19.0         |

| Site No. | Location.                                          | Direction. | Speed Limit - PSL (mph) | Start Date.   | End Date.     | Total Vehicles. | 5 Day Ave. | 7 Day Ave. | No. > Speed Limit. | % > Speed Limit. | No. > ACPO Limit. | % > ACPO Limit. | No. > DfT Limit. | % > DfT Limit. | Mean Speed | 85%ile Speed |
|----------|----------------------------------------------------|------------|-------------------------|---------------|---------------|-----------------|------------|------------|--------------------|------------------|-------------------|-----------------|------------------|----------------|------------|--------------|
| 002      | Vastern Road - Att: railings, OSGR: SU 71566 74027 | East       | 30                      | 02 March 2010 | 08 March 2010 | 89052           | 13304      | 12722      | 44853              | 50.4             | 16209             | 18.2            | 1368             | 1.5            | 29.5       | 35.8         |

| Site No. | Location.                                          | Direction. | Speed Limit - PSL (mph) | Start Date.   | End Date.     | Total Vehicles. | 5 Day Ave. | 7 Day Ave. | No. > Speed Limit. | % > Speed Limit. | No. > ACPO Limit. | % > ACPO Limit. | No. > DfT Limit. | % > DfT Limit. | Mean Speed | 85%ile Speed |
|----------|----------------------------------------------------|------------|-------------------------|---------------|---------------|-----------------|------------|------------|--------------------|------------------|-------------------|-----------------|------------------|----------------|------------|--------------|
| 003      | Vastern Road - Att: railings, OSGR: SJ 71561 74019 | West       | 30                      | 02 March 2010 | 08 March 2010 | 81420           | 12107      | 11631      | 44601              | 54.8             | 17234             | 21.2            | 1589             | 2.0            | 30.6       | 36.5         |

| Site No. | Location.                                                  | Direction. | Speed Limit<br>- PSL (mph) | Start Date.   | End Date.     | Total Vehicles. | 5 Day Ave. | 7 Day Ave. | No. > Speed Limit. | % > Speed Limit. | No. > ACPO Limit. | % > ACPO Limit. | No. > DfT Limit. | % > DfT Limit. | Mean Speed | 85 <sup>th</sup> ile Speed |
|----------|------------------------------------------------------------|------------|----------------------------|---------------|---------------|-----------------|------------|------------|--------------------|------------------|-------------------|-----------------|------------------|----------------|------------|----------------------------|
| 004      | A329 Caversham Road<br>Alt: signpost, OSGR: SU 71281 74073 | North      | 30                         | 02 March 2010 | 08 March 2010 | 126804          | 18931      | 18115      | 15778              | 12.4             | 3695              | 2.9             | 184              | 0.1            | 23.0       | 29.3                       |

| Site No. | Location.                                                  | Direction. | Speed Limit PSL () | Start Date.   | End Date.     | Total Vehicles. | 5 Day Ave. | 7 Day Ave. | No. > Speed Limit. | % > Speed Limit. | No. > ACPO Limit. | % > ACPO Limit. | No. > DfT Limit. | % > DfT Limit. | Mean Speed | 85%ile Speed |
|----------|------------------------------------------------------------|------------|--------------------|---------------|---------------|-----------------|------------|------------|--------------------|------------------|-------------------|-----------------|------------------|----------------|------------|--------------|
| 005      | A329 Caversham Road<br>Att: signpost, OSGR: SU 71265 74006 | South      | 30                 | 02 March 2010 | 08 March 2010 | 113941          | 16921      | 16277      | 15899              | 14.0             | 3341              | 2.9             | 144              | 0.1            | 23.5       | 29.8         |



659 / VASTERN RD, READING  
MAR 2010  
CLASSIFIED TURNING COUNTS



SITE: 1

DATE: 03/03/2010 SITE: 1

LOCATION: Jnct. of an unnamed road and Royal Mail Depot Access

DAY: WEDNESDAY LOCATION: Jnct. of an unnamed road and Royal Mail Depot Access

| TIME  | A to D (mov 1) - illegal |     |     |     |     |     |     | A to C (mov 2) |     |     |     |     |     |     |
|-------|--------------------------|-----|-----|-----|-----|-----|-----|----------------|-----|-----|-----|-----|-----|-----|
|       | CAR                      | LGV | HGV | PSV | MCY | PCY | TOT | CAR            | LGV | HGV | PSV | MCY | PCY | TOT |
| 07:00 | 0                        | 0   | 0   | 0   | 0   | 5   | 5   | 3              | 2   | 0   | 0   | 0   | 0   | 5   |
| 07:15 | 0                        | 0   | 0   | 0   | 1   | 4   | 5   | 2              | 2   | 0   | 0   | 0   | 0   | 4   |
| 07:30 | 0                        | 0   | 0   | 0   | 0   | 1   | 1   | 3              | 4   | 1   | 0   | 0   | 0   | 8   |
| 07:45 | 0                        | 0   | 0   | 0   | 0   | 2   | 2   | 7              | 5   | 1   | 0   | 1   | 0   | 14  |
| H/TOT | 0                        | 0   | 0   | 0   | 1   | 12  | 13  | 15             | 13  | 2   | 0   | 1   | 0   | 31  |
| 08:00 | 0                        | 0   | 0   | 0   | 0   | 2   | 2   | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:15 | 0                        | 0   | 0   | 0   | 0   | 1   | 1   | 3              | 0   | 0   | 0   | 0   | 0   | 3   |
| 08:30 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 2              | 0   | 0   | 0   | 0   | 0   | 2   |
| 08:45 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 4              | 2   | 0   | 0   | 0   | 0   | 6   |
| H/TOT | 0                        | 0   | 0   | 0   | 0   | 3   | 3   | 9              | 2   | 0   | 0   | 0   | 0   | 11  |
| 09:00 | 0                        | 0   | 0   | 0   | 0   | 1   | 1   | 5              | 2   | 0   | 0   | 0   | 0   | 7   |
| 09:15 | 0                        | 0   | 0   | 0   | 0   | 2   | 2   | 1              | 0   | 0   | 0   | 0   | 0   | 1   |
| 09:30 | 0                        | 0   | 0   | 0   | 0   | 2   | 2   | 0              | 2   | 1   | 0   | 0   | 0   | 3   |
| 09:45 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 3              | 1   | 1   | 0   | 0   | 0   | 5   |
| H/TOT | 0                        | 0   | 0   | 0   | 0   | 5   | 5   | 9              | 5   | 2   | 0   | 0   | 0   | 16  |
| P/TOT | 0                        | 0   | 0   | 0   | 1   | 20  | 21  | 33             | 20  | 4   | 0   | 1   | 0   | 58  |

| TIME  | A to B (mov 3) |     |     |     |     |     |     |
|-------|----------------|-----|-----|-----|-----|-----|-----|
|       | CAR            | LGV | HGV | PSV | MCY | PCY | TOT |
| 07:00 | 2              | 1   | 1   | 0   | 0   | 0   | 4   |
| 07:15 | 0              | 1   | 1   | 0   | 0   | 0   | 2   |
| 07:30 | 0              | 2   | 1   | 0   | 0   | 0   | 3   |
| 07:45 | 0              | 0   | 1   | 0   | 0   | 0   | 1   |
| H/TOT | 2              | 4   | 4   | 0   | 0   | 0   | 10  |
| 08:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:15 | 0              | 0   | 1   | 0   | 0   | 0   | 1   |
| 09:30 | 0              | 0   | 1   | 0   | 0   | 0   | 1   |
| 09:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 2   | 0   | 0   | 0   | 2   |
| P/TOT | 2              | 4   | 6   | 0   | 0   | 0   | 12  |

| TIME  | A to D (mov 1) - illegal |     |     |     |     |     |     | A to C (mov 2) |     |     |     |     |     |     |
|-------|--------------------------|-----|-----|-----|-----|-----|-----|----------------|-----|-----|-----|-----|-----|-----|
|       | CAR                      | LGV | HGV | PSV | MCY | PCY | TOT | CAR            | LGV | HGV | PSV | MCY | PCY | TOT |
| 12:00 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 1              | 2   | 0   | 0   | 0   | 0   | 3   |
| 12:15 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 2              | 1   | 2   | 0   | 0   | 0   | 5   |
| 12:30 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 1              | 1   | 0   | 0   | 0   | 0   | 2   |
| 12:45 | 1                        | 0   | 0   | 0   | 0   | 0   | 1   | 3              | 1   | 1   | 0   | 0   | 0   | 5   |
| H/TOT | 1                        | 0   | 0   | 0   | 0   | 0   | 1   | 7              | 5   | 3   | 0   | 0   | 0   | 15  |
| 13:00 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 1              | 0   | 0   | 0   | 0   | 0   | 1   |
| 13:15 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 0   | 1   | 0   | 0   | 0   | 1   |
| 13:30 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 1              | 0   | 1   | 0   | 0   | 0   | 2   |
| 13:45 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 1   | 0   | 0   | 0   | 0   | 1   |
| H/TOT | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 2              | 1   | 2   | 0   | 0   | 0   | 5   |
| 14:00 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 2   | 0   | 0   | 0   | 0   | 2   |
| 14:15 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:30 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 1              | 1   | 1   | 0   | 0   | 0   | 3   |
| 14:45 | 0                        | 0   | 0   | 0   | 0   | 1   | 1   | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0                        | 0   | 0   | 0   | 0   | 1   | 1   | 1              | 3   | 1   | 0   | 0   | 0   | 5   |
| P/TOT | 1                        | 0   | 0   | 0   | 0   | 1   | 2   | 10             | 9   | 6   | 0   | 0   | 0   | 25  |

| TIME  | A to B (mov 3) |     |     |     |     |     |     |
|-------|----------------|-----|-----|-----|-----|-----|-----|
|       | CAR            | LGV | HGV | PSV | MCY | PCY | TOT |
| 12:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 12:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 12:30 | 0              | 1   | 0   | 0   | 0   | 0   | 1   |
| 12:45 | 0              | 0   | 1   | 0   | 0   | 0   | 1   |
| H/TOT | 0              | 1   | 1   | 0   | 0   | 0   | 2   |
| 13:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:00 | 0              | 0   | 1   | 0   | 0   | 0   | 1   |
| 14:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 1   | 0   | 0   | 0   | 1   |
| P/TOT | 0              | 1   | 2   | 0   | 0   | 0   | 3   |

| TIME  | A to D (mov 1) - illegal |     |     |     |     |     |     | A to C (mov 2) |     |     |     |     |     |     |
|-------|--------------------------|-----|-----|-----|-----|-----|-----|----------------|-----|-----|-----|-----|-----|-----|
|       | CAR                      | LGV | HGV | PSV | MCY | PCY | TOT | CAR            | LGV | HGV | PSV | MCY | PCY | TOT |
| 16:00 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 1              | 2   | 1   | 0   | 0   | 0   | 4   |
| 16:15 | 0                        | 0   | 0   | 0   | 0   | 1   | 1   | 1              | 0   | 0   | 0   | 0   | 0   | 1   |
| 16:30 | 0                        | 0   | 0   | 0   | 0   | 1   | 1   | 0              | 1   | 1   | 0   | 0   | 0   | 2   |
| 16:45 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0                        | 0   | 0   | 0   | 0   | 2   | 2   | 2              | 3   | 2   | 0   | 0   | 0   | 7   |
| 17:00 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:15 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:30 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:45 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:00 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:15 | 0                        | 0   | 0   | 0   | 0   | 1   | 1   | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:30 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:45 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0                        | 0   | 0   | 0   | 0   | 1   | 1   | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| P/TOT | 0                        | 0   | 0   | 0   | 0   | 3   | 3   | 2              | 3   | 2   | 0   | 0   | 0   | 7   |

| TIME  | A to B (mov 3) |     |     |     |     |     |     |
|-------|----------------|-----|-----|-----|-----|-----|-----|
|       | CAR            | LGV | HGV | PSV | MCY | PCY | TOT |
| 16:00 | 0              | 1   | 0   | 0   | 0   | 0   | 1   |
| 16:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 16:30 | 0              | 0   | 1   | 0   | 0   | 0   | 1   |
| 16:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 1   | 1   | 0   | 0   | 0   | 2   |
| 17:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:15 | 0              | 0   | 1   | 0   | 0   | 0   | 1   |
| 17:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 1   | 0   | 0   | 0   | 1   |
| 18:00 | 1              | 0   | 0   | 0   | 0   | 0   | 1   |
| 18:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:45 | 0              | 1   | 0   | 0   | 0   | 0   | 1   |
| H/TOT | 1              | 1   | 0   | 0   | 0   | 0   | 2   |
| P/TOT | 1              | 2   | 2   | 0   | 0   | 0   | 5   |



DATE: 03/03/2010 SITE: 1

DAY: WEDNESDAY LOCATION: Jnct. of an unnamed road and Royal Mail Depot Access

DATE: 03/03/2010 SITE: 1

DAY: WEDNESDAY LOCATION: Jnct. of an unnamed road and Royal Mail Depot Access

| TIME  | B to A (mov 4) |     |     |     |     |     |     | B to D (mov 5) - illegal |     |     |     |     |     |     | TOT |
|-------|----------------|-----|-----|-----|-----|-----|-----|--------------------------|-----|-----|-----|-----|-----|-----|-----|
|       | CAR            | LGV | HGV | PSV | MCY | PCY | TOT | CAR                      | LGV | HGV | PSV | MCY | PCY | TOT |     |
| 07:00 | 0              | 1   | 0   | 0   | 0   | 0   | 1   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 07:15 | 1              | 1   | 1   | 0   | 0   | 0   | 3   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 07:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 07:45 | 1              | 0   | 1   | 0   | 0   | 0   | 2   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 2              | 2   | 2   | 0   | 0   | 0   | 6   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:30 | 0              | 0   | 2   | 0   | 0   | 0   | 2   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 2   | 0   | 0   | 0   | 2   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| P/TOT | 2              | 2   | 4   | 0   | 0   | 0   | 8   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

| TIME  | B to C (mov 6) |     |     |     |     |     |     | TOT |
|-------|----------------|-----|-----|-----|-----|-----|-----|-----|
|       | CAR            | LGV | HGV | PSV | MCY | PCY | TOT |     |
| 07:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 07:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 07:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 07:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| P/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

| TIME  | B to A (mov 4) |     |     |     |     |     |     | B to D (mov 5) - illegal |     |     |     |     |     |     | TOT |
|-------|----------------|-----|-----|-----|-----|-----|-----|--------------------------|-----|-----|-----|-----|-----|-----|-----|
|       | CAR            | LGV | HGV | PSV | MCY | PCY | TOT | CAR                      | LGV | HGV | PSV | MCY | PCY | TOT |     |
| 12:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 12:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 12:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 12:45 | 0              | 1   | 0   | 0   | 0   | 0   | 1   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 1   | 0   | 0   | 0   | 0   | 1   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:00 | 0              | 1   | 1   | 0   | 0   | 0   | 2   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 1   | 1   | 0   | 0   | 0   | 2   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:15 | 0              | 0   | 1   | 0   | 0   | 0   | 1   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 1   | 0   | 0   | 0   | 1   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| P/TOT | 0              | 2   | 2   | 0   | 0   | 0   | 4   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

| TIME  | B to C (mov 6) |     |     |     |     |     |     | TOT |
|-------|----------------|-----|-----|-----|-----|-----|-----|-----|
|       | CAR            | LGV | HGV | PSV | MCY | PCY | TOT |     |
| 12:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 12:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 12:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 12:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| P/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

| TIME  | B to A (mov 4) |     |     |     |     |     |     | B to D (mov 5) - illegal |     |     |     |     |     |     | TOT |
|-------|----------------|-----|-----|-----|-----|-----|-----|--------------------------|-----|-----|-----|-----|-----|-----|-----|
|       | CAR            | LGV | HGV | PSV | MCY | PCY | TOT | CAR                      | LGV | HGV | PSV | MCY | PCY | TOT |     |
| 16:00 | 0              | 0   | 0   | 0   | 0   | 1   | 1   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 16:15 | 0              | 2   | 0   | 0   | 0   | 0   | 2   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 16:30 | 0              | 1   | 0   | 0   | 0   | 0   | 1   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 16:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 3   | 0   | 0   | 0   | 1   | 4   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:00 | 0              | 0   | 1   | 0   | 0   | 0   | 1   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 1   | 0   | 0   | 0   | 1   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:45 | 0              | 0   | 1   | 0   | 0   | 0   | 1   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 1   | 0   | 0   | 0   | 1   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| P/TOT | 0              | 3   | 2   | 0   | 0   | 1   | 6   | 0                        | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

| TIME  | B to C (mov 6) |     |     |     |     |     |     | TOT |
|-------|----------------|-----|-----|-----|-----|-----|-----|-----|
|       | CAR            | LGV | HGV | PSV | MCY | PCY | TOT |     |
| 16:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 16:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 16:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 16:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| P/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   |



DATE: 03/03/2010 SITE: 1

DAY: WEDNESDAY LOCATION: Jnct. of an unnamed road and Royal Mail Depot Access

DATE: 03/03/2010 SITE: 1

DAY: WEDNESDAY LOCATION: Jnct. of an unnamed road and Royal Mail Depot Access

|       | C to B (mov 7) |     |     |     |     |     |     |     | C to A (mov 8) |     |     |     |     |     |  |  |
|-------|----------------|-----|-----|-----|-----|-----|-----|-----|----------------|-----|-----|-----|-----|-----|--|--|
| TIME  | CAR            | LGV | HGV | PSV | MCY | PCY | TOT | CAR | LGV            | HGV | PSV | MCY | PCY | TOT |  |  |
| 07:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1              | 0   | 0   | 0   | 0   | 1   |  |  |
| 07:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 0   | 0   | 0   | 0   | 0   |  |  |
| 07:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 2              | 0   | 0   | 0   | 0   | 3   |  |  |
| 07:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 3              | 0   | 0   | 0   | 0   | 4   |  |  |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 2   | 6              | 0   | 0   | 0   | 0   | 8   |  |  |
| 08:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 3   | 4              | 1   | 0   | 0   | 0   | 8   |  |  |
| 08:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2              | 1   | 0   | 0   | 0   | 3   |  |  |
| 08:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 2              | 1   | 0   | 0   | 0   | 4   |  |  |
| 08:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2              | 0   | 0   | 0   | 0   | 2   |  |  |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 4   | 10             | 3   | 0   | 0   | 0   | 17  |  |  |
| 09:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 6              | 0   | 0   | 0   | 0   | 7   |  |  |
| 09:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1              | 0   | 0   | 0   | 0   | 1   |  |  |
| 09:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 3   | 0              | 2   | 0   | 0   | 0   | 5   |  |  |
| 09:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 1              | 0   | 0   | 0   | 0   | 2   |  |  |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 5   | 8              | 2   | 0   | 0   | 0   | 15  |  |  |
| P/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 11  | 24             | 5   | 0   | 0   | 0   | 40  |  |  |

|       | C to D (mov 9) - illegal |     |     |     |     |     |     |
|-------|--------------------------|-----|-----|-----|-----|-----|-----|
| TIME  | CAR                      | LGV | HGV | PSV | MCY | PCY | TOT |
| 07:00 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 07:15 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 07:30 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 07:45 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:00 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:15 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:30 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:45 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:00 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:15 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:30 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:45 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| P/TOT | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |

|       | C to B (mov 7) |     |     |     |     |     |     | C to A (mov 8) |     |     |     |     |     |     |
|-------|----------------|-----|-----|-----|-----|-----|-----|----------------|-----|-----|-----|-----|-----|-----|
| TIME  | CAR            | LGV | HGV | PSV | MCY | PCY | TOT | CAR            | LGV | HGV | PSV | MCY | PCY | TOT |
| 12:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 1              | 0   | 0   | 0   | 0   | 0   | 1   |
| 12:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 3              | 3   | 2   | 0   | 0   | 0   | 8   |
| 12:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 3              | 2   | 3   | 0   | 0   | 0   | 8   |
| 12:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 2              | 2   | 0   | 0   | 0   | 0   | 4   |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 9              | 7   | 5   | 0   | 0   | 0   | 21  |
| 13:00 | 0              | 1   | 0   | 0   | 0   | 0   | 1   | 0              | 1   | 0   | 0   | 0   | 0   | 1   |
| 13:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 1              | 0   | 0   | 0   | 0   | 0   | 1   |
| 13:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 1              | 1   | 2   | 0   | 0   | 0   | 4   |
| 13:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 1              | 1   | 0   | 0   | 0   | 0   | 2   |
| H/TOT | 0              | 1   | 0   | 0   | 0   | 0   | 1   | 3              | 3   | 2   | 0   | 0   | 0   | 8   |
| 14:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 1   | 0   | 0   | 0   | 0   | 1   |
| 14:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 1   | 1   | 0   | 0   | 0   | 2   |
| 14:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 2              | 0   | 0   | 0   | 0   | 0   | 2   |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 2              | 2   | 1   | 0   | 0   | 0   | 5   |
| P/TOT | 0              | 1   | 0   | 0   | 0   | 0   | 1   | 14             | 12  | 8   | 0   | 0   | 0   | 34  |

|       | C to D (mov 9) - illegal |     |     |     |     |     |     |
|-------|--------------------------|-----|-----|-----|-----|-----|-----|
| TIME  | CAR                      | LGV | HGV | PSV | MCY | PCY | TOT |
| 12:00 | 1                        | 0   | 0   | 0   | 0   | 0   | 1   |
| 12:15 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 12:30 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 12:45 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 1                        | 0   | 0   | 0   | 0   | 0   | 1   |
| 13:00 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:15 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:30 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:45 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:00 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:15 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:30 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:45 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| P/TOT | 1                        | 0   | 0   | 0   | 0   | 0   | 1   |

|       | C to B (mov 7) |     |     |     |     |     |     |     | C to A (mov 8) |     |     |     |     |     |  |  |
|-------|----------------|-----|-----|-----|-----|-----|-----|-----|----------------|-----|-----|-----|-----|-----|--|--|
| TIME  | CAR            | LGV | HGV | PSV | MCY | PCY | TOT | CAR | LGV            | HGV | PSV | MCY | PCY | TOT |  |  |
| 16:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 6   | 4              | 0   | 0   | 0   | 0   | 10  |  |  |
| 16:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 6   | 1              | 1   | 0   | 0   | 0   | 8   |  |  |
| 16:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 2   | 3              | 0   | 0   | 0   | 0   | 5   |  |  |
| 16:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 6   | 0              | 1   | 0   | 0   | 0   | 7   |  |  |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 20  | 8              | 2   | 0   | 0   | 0   | 30  |  |  |
| 17:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 3   | 0              | 0   | 0   | 0   | 0   | 3   |  |  |
| 17:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 8   | 0              | 0   | 0   | 0   | 0   | 8   |  |  |
| 17:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 2   | 0              | 0   | 0   | 0   | 0   | 2   |  |  |
| 17:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 5   | 0              | 0   | 0   | 0   | 0   | 5   |  |  |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 18  | 0              | 0   | 0   | 0   | 0   | 18  |  |  |
| 18:00 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 3   | 0              | 0   | 0   | 0   | 0   | 3   |  |  |
| 18:15 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 5   | 0              | 0   | 0   | 0   | 0   | 5   |  |  |
| 18:30 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 2   | 0              | 0   | 0   | 0   | 0   | 2   |  |  |
| 18:45 | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0              | 0   | 0   | 0   | 0   | 0   |  |  |
| H/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 10  | 0              | 0   | 0   | 0   | 0   | 10  |  |  |
| P/TOT | 0              | 0   | 0   | 0   | 0   | 0   | 0   | 48  | 8              | 2   | 0   | 0   | 0   | 58  |  |  |

|       | C to D (mov 9) - illegal |     |     |     |     |     |     |
|-------|--------------------------|-----|-----|-----|-----|-----|-----|
| TIME  | CAR                      | LGV | HGV | PSV | MCY | PCY | TOT |
| 16:00 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 16:15 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 16:30 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 16:45 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:00 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:15 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:30 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:45 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:00 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:15 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:30 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:45 | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |
| P/TOT | 0                        | 0   | 0   | 0   | 0   | 0   | 0   |



DATE: 03/03/2010 SITE: 1

DAY: WEDNESDAY LOCATION: Jnct. of an unnamed road and Royal Mail Depot Access

DATE: 03/03/2010 SITE: 1

DAY: WEDNESDAY LOCATION: Jnct. of an unnamed road and Royal Mail Depot Access

| TIME  | D to C (mov 10) |     |     |     |     |     |     | D to B (mov 11) |     |     |     |     |     |     | TOT |
|-------|-----------------|-----|-----|-----|-----|-----|-----|-----------------|-----|-----|-----|-----|-----|-----|-----|
|       | CAR             | LGV | HGV | PSV | MCY | PCY | TOT | CAR             | LGV | HGV | PSV | MCY | PCY | TOT |     |
| 07:00 | 1               | 0   | 0   | 0   | 0   | 0   | 1   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 07:15 | 3               | 1   | 0   | 0   | 0   | 0   | 4   | 0               | 1   | 0   | 0   | 0   | 1   | 2   | 2   |
| 07:30 | 5               | 0   | 0   | 0   | 0   | 1   | 6   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 07:45 | 2               | 4   | 0   | 0   | 0   | 0   | 6   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 11              | 5   | 0   | 0   | 0   | 1   | 17  | 0               | 1   | 0   | 0   | 0   | 1   | 2   | 2   |
| 08:00 | 3               | 4   | 1   | 0   | 0   | 0   | 8   | 4               | 4   | 0   | 0   | 0   | 0   | 8   | 8   |
| 08:15 | 3               | 1   | 0   | 0   | 0   | 0   | 4   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:30 | 3               | 0   | 0   | 0   | 0   | 0   | 3   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 08:45 | 1               | 3   | 0   | 0   | 0   | 0   | 4   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 10              | 8   | 1   | 0   | 0   | 0   | 19  | 4               | 4   | 0   | 0   | 0   | 0   | 8   | 8   |
| 09:00 | 1               | 1   | 0   | 0   | 0   | 0   | 2   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:15 | 1               | 0   | 0   | 0   | 0   | 0   | 1   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:30 | 0               | 0   | 1   | 0   | 0   | 0   | 1   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 09:45 | 1               | 1   | 0   | 0   | 0   | 0   | 2   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 3               | 2   | 1   | 0   | 0   | 0   | 6   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| P/TOT | 24              | 15  | 2   | 0   | 0   | 1   | 42  | 4               | 5   | 0   | 0   | 0   | 1   | 10  | 10  |

| TIME  | D to A (mov 12) |     |     |     |     |     |     | TOT |
|-------|-----------------|-----|-----|-----|-----|-----|-----|-----|
|       | CAR             | LGV | HGV | PSV | MCY | PCY | TOT |     |
| 07:00 | 13              | 0   | 0   | 0   | 0   | 1   | 14  | 14  |
| 07:15 | 22              | 1   | 0   | 0   | 0   | 0   | 23  | 23  |
| 07:30 | 25              | 0   | 0   | 0   | 0   | 1   | 26  | 26  |
| 07:45 | 15              | 0   | 0   | 0   | 0   | 1   | 16  | 16  |
| H/TOT | 75              | 1   | 0   | 0   | 0   | 3   | 79  | 79  |
| 08:00 | 14              | 0   | 0   | 0   | 0   | 0   | 14  | 14  |
| 08:15 | 16              | 0   | 0   | 0   | 0   | 3   | 19  | 19  |
| 08:30 | 7               | 0   | 1   | 0   | 0   | 1   | 9   | 9   |
| 08:45 | 6               | 0   | 0   | 0   | 0   | 1   | 7   | 7   |
| H/TOT | 43              | 0   | 1   | 0   | 0   | 5   | 49  | 49  |
| 09:00 | 7               | 0   | 0   | 0   | 0   | 0   | 7   | 7   |
| 09:15 | 4               | 0   | 0   | 0   | 0   | 0   | 4   | 4   |
| 09:30 | 6               | 0   | 0   | 0   | 0   | 0   | 6   | 6   |
| 09:45 | 6               | 0   | 0   | 0   | 0   | 0   | 6   | 6   |
| H/TOT | 23              | 0   | 0   | 0   | 0   | 0   | 23  | 23  |
| P/TOT | 141             | 1   | 1   | 0   | 0   | 8   | 151 | 151 |

| TIME  | D to C (mov 10) |     |     |     |     |     |     | D to B (mov 11) |     |     |     |     |     |     | TOT |
|-------|-----------------|-----|-----|-----|-----|-----|-----|-----------------|-----|-----|-----|-----|-----|-----|-----|
|       | CAR             | LGV | HGV | PSV | MCY | PCY | TOT | CAR             | LGV | HGV | PSV | MCY | PCY | TOT |     |
| 12:00 | 1               | 0   | 0   | 0   | 0   | 0   | 1   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 12:15 | 1               | 0   | 0   | 0   | 0   | 0   | 1   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 12:30 | 0               | 1   | 0   | 0   | 0   | 0   | 1   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 12:45 | 1               | 2   | 0   | 0   | 0   | 0   | 3   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 3               | 3   | 0   | 0   | 0   | 0   | 6   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:00 | 0               | 1   | 0   | 0   | 0   | 0   | 1   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:15 | 1               | 0   | 0   | 0   | 0   | 0   | 1   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:30 | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 13:45 | 1               | 0   | 0   | 0   | 0   | 0   | 1   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 2               | 1   | 0   | 0   | 0   | 0   | 3   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:00 | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:15 | 0               | 1   | 0   | 0   | 0   | 0   | 1   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:30 | 0               | 1   | 0   | 0   | 0   | 0   | 1   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 14:45 | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 0               | 2   | 0   | 0   | 0   | 0   | 2   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| P/TOT | 5               | 6   | 0   | 0   | 0   | 0   | 11  | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

| TIME  | D to A (mov 12) |     |     |     |     |     |     | TOT |
|-------|-----------------|-----|-----|-----|-----|-----|-----|-----|
|       | CAR             | LGV | HGV | PSV | MCY | PCY | TOT |     |
| 12:00 | 5               | 0   | 0   | 0   | 0   | 0   | 5   | 5   |
| 12:15 | 12              | 1   | 0   | 0   | 0   | 0   | 13  | 13  |
| 12:30 | 10              | 0   | 0   | 0   | 0   | 0   | 10  | 10  |
| 12:45 | 12              | 0   | 0   | 0   | 0   | 0   | 12  | 12  |
| H/TOT | 39              | 1   | 0   | 0   | 0   | 0   | 40  | 40  |
| 13:00 | 4               | 0   | 0   | 0   | 0   | 0   | 4   | 4   |
| 13:15 | 20              | 2   | 0   | 0   | 0   | 0   | 22  | 22  |
| 13:30 | 15              | 0   | 0   | 0   | 0   | 0   | 15  | 15  |
| 13:45 | 11              | 0   | 0   | 0   | 0   | 0   | 11  | 11  |
| H/TOT | 50              | 2   | 0   | 0   | 0   | 0   | 52  | 52  |
| 14:00 | 14              | 0   | 0   | 0   | 1   | 2   | 17  | 17  |
| 14:15 | 11              | 0   | 0   | 0   | 0   | 0   | 11  | 11  |
| 14:30 | 7               | 0   | 0   | 0   | 0   | 1   | 8   | 8   |
| 14:45 | 6               | 0   | 0   | 0   | 0   | 0   | 6   | 6   |
| H/TOT | 38              | 0   | 0   | 0   | 1   | 3   | 42  | 42  |
| P/TOT | 127             | 3   | 0   | 0   | 1   | 3   | 134 | 134 |

| TIME  | D to C (mov 10) |     |     |     |     |     |     | D to B (mov 11) |     |     |     |     |     |     | TOT |
|-------|-----------------|-----|-----|-----|-----|-----|-----|-----------------|-----|-----|-----|-----|-----|-----|-----|
|       | CAR             | LGV | HGV | PSV | MCY | PCY | TOT | CAR             | LGV | HGV | PSV | MCY | PCY | TOT |     |
| 16:00 | 1               | 3   | 0   | 0   | 0   | 0   | 4   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 16:15 | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0               | 1   | 0   | 0   | 0   | 0   | 1   | 1   |
| 16:30 | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0               | 1   | 0   | 0   | 0   | 0   | 1   | 1   |
| 16:45 | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 1               | 3   | 0   | 0   | 0   | 0   | 4   | 0               | 2   | 0   | 0   | 0   | 0   | 2   | 2   |
| 17:00 | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:15 | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:30 | 1               | 0   | 1   | 0   | 0   | 0   | 2   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 17:45 | 1               | 1   | 0   | 0   | 0   | 0   | 2   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 2               | 1   | 1   | 0   | 0   | 0   | 4   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:00 | 1               | 0   | 0   | 0   | 0   | 0   | 1   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:15 | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:30 | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 18:45 | 1               | 0   | 0   | 0   | 0   | 0   | 1   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| H/TOT | 2               | 0   | 0   | 0   | 0   | 0   | 2   | 0               | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| P/TOT | 5               | 4   | 1   | 0   | 0   | 0   | 10  | 0               | 2   | 0   | 0   | 0   | 0   | 2   | 2   |

| TIME  | D to A (mov 12) |     |     |     |     |     |     | TOT |
|-------|-----------------|-----|-----|-----|-----|-----|-----|-----|
|       | CAR             | LGV | HGV | PSV | MCY | PCY | TOT |     |
| 16:00 | 10              | 0   | 0   | 0   | 0   | 2   | 12  | 12  |
| 16:15 | 10              | 1   | 0   | 0   | 0   | 0   | 11  | 11  |
| 16:30 | 9               | 0   | 0   | 0   | 0   | 1   | 10  | 10  |
| 16:45 | 8               | 0   | 0   | 0   | 0   | 0   | 8   | 8   |
| H/TOT | 37              | 1   | 0   | 0   | 0   | 3   | 41  | 41  |
| 17:00 | 12              | 1   | 0   | 0   | 0   | 0   | 13  | 13  |
| 17:15 | 10              | 1   | 0   | 0   | 1   | 1   | 13  | 13  |
| 17:30 | 14              | 0   | 0   | 0   | 0   | 1   | 15  | 15  |
| 17:45 | 10              | 0   | 0   | 0   | 1   | 2   | 13  | 13  |
| H/TOT | 46              | 2   | 0   | 0   | 2   | 4   | 54  | 54  |
| 18:00 | 13              | 0   | 0   | 1   | 0   | 1   | 15  | 15  |
| 18:15 | 23              | 1   | 0   | 0   | 0   | 0   | 24  | 24  |
| 18:30 | 18              | 0   | 0   | 0   | 1   | 6   | 25  | 25  |
| 18:45 | 13              | 1   | 0   | 0   | 0   | 0   | 14  | 14  |
| H/TOT | 67              | 2   | 0   | 1   | 1   | 7   | 78  | 78  |
| P/TOT | 150             | 5   | 0   | 1   | 3   | 14  | 173 | 173 |



DATE: 03/03/2010 SITE: 1

DAY: WEDNESDAY LOCATION: Jnct. of an unnamed road and Royal Mail Depot Access

DATE: 03/03/2010 SITE: 1

DAY: WEDNESDAY LOCATION: Jnct. of an unnamed road and Royal Mail Depot Access

DATE: 03/03/2010 SITE: 1

DAY: WEDNESDAY LOCATION: Jnct. of an unnamed road and Royal Mail De

| TO ARM A |     |     |     |     |     |     |     | FROM ARM A |     |     |     |     |     |     |       | TO ARM B |     |     |     |     |     |     |     | FROM ARM B |     |     |     |     |     |       |       | TO ARM C |     |     |     |     |     |    |  |
|----------|-----|-----|-----|-----|-----|-----|-----|------------|-----|-----|-----|-----|-----|-----|-------|----------|-----|-----|-----|-----|-----|-----|-----|------------|-----|-----|-----|-----|-----|-------|-------|----------|-----|-----|-----|-----|-----|----|--|
| TIME     | CAR | LGV | HGV | PSV | MCY | PCY | TOT | CAR        | LGV | HGV | PSV | MCY | PCY | TOT | TIME  | CAR      | LGV | HGV | PSV | MCY | PCY | TOT | CAR | LGV        | HGV | PSV | MCY | PCY | TOT | TIME  | CAR   | LGV      | HGV | PSV | MCY | PCY | TOT |    |  |
| 07:00    | 13  | 2   | 0   | 0   | 0   | 1   | 16  | 5          | 3   | 1   | 0   | 0   | 5   | 14  | 07:00 | 2        | 1   | 1   | 0   | 0   | 0   | 4   | 0   | 1          | 0   | 0   | 0   | 0   | 1   | 07:00 | 4     | 2        | 0   | 0   | 0   | 0   | 6   |    |  |
| 07:15    | 23  | 2   | 1   | 0   | 0   | 0   | 26  | 2          | 3   | 1   | 0   | 0   | 1   | 11  | 07:15 | 0        | 2   | 1   | 0   | 0   | 0   | 4   | 1   | 1          | 1   | 0   | 0   | 0   | 3   | 07:15 | 5     | 3        | 0   | 0   | 0   | 0   | 8   |    |  |
| 07:30    | 26  | 2   | 0   | 0   | 0   | 1   | 29  | 3          | 6   | 2   | 0   | 0   | 1   | 12  | 07:30 | 0        | 2   | 1   | 0   | 0   | 0   | 3   | 0   | 0          | 0   | 0   | 0   | 0   | 0   | 07:30 | 8     | 4        | 1   | 0   | 0   | 1   | 14  |    |  |
| 07:45    | 17  | 3   | 1   | 0   | 0   | 1   | 22  | 7          | 5   | 2   | 0   | 1   | 2   | 17  | 07:45 | 0        | 0   | 1   | 0   | 0   | 0   | 1   | 1   | 0          | 1   | 0   | 0   | 0   | 2   | 07:45 | 9     | 9        | 1   | 0   | 1   | 0   | 20  |    |  |
| H/TOT    | 79  | 9   | 2   | 0   | 0   | 3   | 93  | 17         | 17  | 6   | 0   | 2   | 12  | 54  | H/TOT | 2        | 5   | 4   | 0   | 0   | 0   | 1   | 12  | 2          | 2   | 2   | 0   | 0   | 0   | 6     | H/TOT | 26       | 18  | 2   | 0   | 1   | 1   | 48 |  |
| 08:00    | 17  | 4   | 1   | 0   | 0   | 0   | 22  | 0          | 0   | 0   | 0   | 0   | 2   | 2   | 08:00 | 4        | 4   | 0   | 0   | 0   | 0   | 8   | 0   | 0          | 0   | 0   | 0   | 0   | 0   | 08:00 | 3     | 4        | 1   | 0   | 0   | 0   | 8   |    |  |
| 08:15    | 16  | 2   | 1   | 0   | 0   | 3   | 22  | 3          | 0   | 0   | 0   | 0   | 1   | 4   | 08:15 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 0   | 08:15 | 6     | 1        | 0   | 0   | 0   | 0   | 7   |    |  |
| 08:30    | 8   | 2   | 2   | 0   | 0   | 1   | 13  | 2          | 0   | 0   | 0   | 0   | 0   | 2   | 08:30 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 0   | 08:30 | 5     | 0        | 0   | 0   | 0   | 0   | 5   |    |  |
| 08:45    | 6   | 2   | 0   | 0   | 0   | 1   | 9   | 4          | 2   | 0   | 0   | 0   | 0   | 6   | 08:45 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 0   | 08:45 | 5     | 5        | 0   | 0   | 0   | 0   | 10  |    |  |
| H/TOT    | 47  | 10  | 4   | 0   | 0   | 5   | 66  | 9          | 2   | 0   | 0   | 0   | 3   | 14  | H/TOT | 4        | 4   | 0   | 0   | 0   | 0   | 8   | 0   | 0          | 0   | 0   | 0   | 0   | 0   | H/TOT | 19    | 10       | 1   | 0   | 0   | 0   | 30  |    |  |
| 09:00    | 8   | 6   | 0   | 0   | 0   | 0   | 14  | 5          | 2   | 0   | 0   | 0   | 1   | 8   | 09:00 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 0   | 09:00 | 6     | 3        | 0   | 0   | 0   | 0   | 9   |    |  |
| 09:15    | 4   | 1   | 0   | 0   | 0   | 0   | 5   | 1          | 0   | 1   | 0   | 0   | 2   | 4   | 09:15 | 0        | 0   | 1   | 0   | 0   | 0   | 1   | 0   | 0          | 0   | 0   | 0   | 0   | 0   | 09:15 | 2     | 0        | 0   | 0   | 0   | 0   | 2   |    |  |
| 09:30    | 9   | 0   | 4   | 0   | 0   | 0   | 13  | 0          | 2   | 2   | 0   | 0   | 2   | 6   | 09:30 | 0        | 0   | 1   | 0   | 0   | 0   | 1   | 0   | 0          | 2   | 0   | 0   | 0   | 2   | 09:30 | 0     | 2        | 2   | 0   | 0   | 0   | 4   |    |  |
| 09:45    | 7   | 1   | 0   | 0   | 0   | 0   | 8   | 3          | 1   | 1   | 0   | 0   | 0   | 5   | 09:45 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 0   | 09:45 | 4     | 2        | 1   | 0   | 0   | 0   | 7   |    |  |
| H/TOT    | 28  | 8   | 4   | 0   | 0   | 0   | 40  | 9          | 5   | 4   | 0   | 0   | 5   | 23  | H/TOT | 0        | 0   | 2   | 0   | 0   | 0   | 2   | 0   | 0          | 2   | 0   | 0   | 0   | 2   | H/TOT | 12    | 7        | 3   | 0   | 0   | 0   | 22  |    |  |
| P/TOT    | 154 | 27  | 10  | 0   | 0   | 8   | 199 | 35         | 24  | 10  | 0   | 2   | 20  | 91  | P/TOT | 6        | 9   | 6   | 0   | 0   | 1   | 22  | 2   | 2          | 4   | 0   | 0   | 0   | 8   | P/TOT | 57    | 35       | 6   | 0   | 1   | 1   | 100 |    |  |

| TO ARM A |     |     |     |     |     |     |     | FROM ARM A |     |     |     |     |     |     |       | TO ARM B |     |     |     |     |     |     |     | FROM ARM B |     |     |     |     |       |       |     | TO ARM C |     |     |     |     |     |  |  |
|----------|-----|-----|-----|-----|-----|-----|-----|------------|-----|-----|-----|-----|-----|-----|-------|----------|-----|-----|-----|-----|-----|-----|-----|------------|-----|-----|-----|-----|-------|-------|-----|----------|-----|-----|-----|-----|-----|--|--|
| TIME     | CAR | LGV | HGV | PSV | MCY | PCY | TOT | CAR        | LGV | HGV | PSV | MCY | PCY | TOT | TIME  | CAR      | LGV | HGV | PSV | MCY | PCY | TOT | CAR | LGV        | HGV | PSV | MCY | PCY | TOT   | TIME  | CAR | LGV      | HGV | PSV | MCY | PCY | TOT |  |  |
| 12:00    | 6   | 0   | 0   | 0   | 0   | 0   | 6   | 1          | 2   | 0   | 0   | 0   | 0   | 3   | 12:00 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 0     | 12:00 | 2   | 2        | 0   | 0   | 0   | 0   | 4   |  |  |
| 12:15    | 15  | 4   | 2   | 0   | 0   | 0   | 21  | 2          | 1   | 2   | 0   | 0   | 0   | 5   | 12:15 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 12:15 | 3     | 1   | 2        | 0   | 0   | 0   | 6   |     |  |  |
| 12:30    | 13  | 2   | 3   | 0   | 0   | 0   | 18  | 1          | 2   | 0   | 0   | 0   | 0   | 3   | 12:30 | 0        | 1   | 0   | 0   | 0   | 0   | 0   | 1   | 0          | 0   | 0   | 0   | 0   | 12:30 | 1     | 2   | 0        | 0   | 0   | 0   | 3   |     |  |  |
| 12:45    | 14  | 3   | 0   | 0   | 0   | 0   | 17  | 4          | 1   | 2   | 0   | 0   | 0   | 7   | 12:45 | 0        | 0   | 1   | 0   | 0   | 0   | 0   | 1   | 0          | 1   | 0   | 0   | 0   | 12:45 | 4     | 3   | 1        | 0   | 0   | 0   | 8   |     |  |  |
| H/TOT    | 48  | 9   | 5   | 0   | 0   | 0   | 62  | 8          | 6   | 4   | 0   | 0   | 0   | 18  | H/TOT | 0        | 1   | 1   | 0   | 0   | 0   | 0   | 2   | 0          | 1   | 0   | 0   | 0   | 1     | H/TOT | 10  | 8        | 3   | 0   | 0   | 0   | 21  |  |  |
| 13:00    | 4   | 2   | 1   | 0   | 0   | 0   | 7   | 1          | 0   | 0   | 0   | 0   | 0   | 1   | 13:00 | 0        | 1   | 0   | 0   | 0   | 0   | 1   | 0   | 1          | 1   | 0   | 0   | 0   | 2     | 13:00 | 1   | 1        | 0   | 0   | 0   | 0   | 2   |  |  |
| 13:15    | 21  | 2   | 0   | 0   | 0   | 0   | 23  | 0          | 0   | 1   | 0   | 0   | 0   | 1   | 13:15 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 13:15 | 1     | 0   | 1        | 0   | 0   | 0   | 2   |     |  |  |
| 13:30    | 16  | 1   | 2   | 0   | 0   | 0   | 19  | 1          | 0   | 1   | 0   | 0   | 0   | 2   | 13:30 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 13:30 | 1     | 0   | 1        | 0   | 0   | 0   | 2   |     |  |  |
| 13:45    | 12  | 1   | 0   | 0   | 0   | 0   | 13  | 0          | 1   | 0   | 0   | 0   | 0   | 1   | 13:45 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 13:45 | 1     | 1   | 0        | 0   | 0   | 0   | 2   |     |  |  |
| H/TOT    | 53  | 6   | 3   | 0   | 0   | 0   | 62  | 2          | 1   | 2   | 0   | 0   | 0   | 5   | H/TOT | 0        | 1   | 0   | 0   | 0   | 0   | 1   | 0   | 1          | 1   | 0   | 0   | 0   | 2     | H/TOT | 4   | 2        | 2   | 0   | 0   | 0   | 8   |  |  |
| 14:00    | 14  | 1   | 0   | 0   | 1   | 2   | 18  | 0          | 2   | 1   | 0   | 0   | 0   | 3   | 14:00 | 0        | 0   | 1   | 0   | 0   | 0   | 1   | 0   | 0          | 0   | 0   | 0   | 0   | 14:00 | 0     | 2   | 0        | 0   | 0   | 0   | 2   |     |  |  |
| 14:15    | 11  | 0   | 1   | 0   | 0   | 0   | 12  | 0          | 0   | 0   | 0   | 0   | 0   | 0   | 14:15 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 1   | 0   | 0   | 1   | 14:15 | 0     | 1   | 0        | 0   | 0   | 0   | 1   |     |  |  |
| 14:30    | 7   | 1   | 1   | 0   | 0   | 1   | 10  | 1          | 1   | 1   | 0   | 0   | 0   | 3   | 14:30 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 14:30 | 1     | 2   | 1        | 0   | 0   | 0   | 4   |     |  |  |
| 14:45    | 8   | 0   | 0   | 0   | 0   | 0   | 8   | 0          | 0   | 0   | 0   | 0   | 1   | 1   | 14:45 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 14:45 | 0     | 0   | 0        | 0   | 0   | 0   | 0   |     |  |  |
| H/TOT    | 40  | 2   | 2   | 0   | 1   | 3   | 48  | 1          | 3   | 2   | 0   | 0   | 1   | 7   | H/TOT | 0        | 0   | 1   | 0   | 0   | 0   | 1   | 0   | 0          | 1   | 0   | 0   | 0   | 1     | H/TOT | 1   | 5        | 1   | 0   | 0   | 0   | 7   |  |  |
| P/TOT    | 141 | 17  | 10  | 0   | 1   | 3   | 172 | 11         | 10  | 8   | 0   | 0   | 1   | 30  | P/TOT | 0        | 2   | 2   | 0   | 0   | 0   | 4   | 0   | 2          | 2   | 0   | 0   | 0   | 4     | P/TOT | 15  | 15       | 6   | 0   | 0   | 0   | 36  |  |  |

| TO ARM A |     |     |     |     |     |     |     | FROM ARM A |     |     |     |     |     |     |       | TO ARM B |     |     |     |     |     |     |     | FROM ARM B |     |     |     |     |       |       |     | TO ARM C |     |     |     |     |     |  |  |
|----------|-----|-----|-----|-----|-----|-----|-----|------------|-----|-----|-----|-----|-----|-----|-------|----------|-----|-----|-----|-----|-----|-----|-----|------------|-----|-----|-----|-----|-------|-------|-----|----------|-----|-----|-----|-----|-----|--|--|
| TIME     | CAR | LGV | HGV | PSV | MCY | PCY | TOT | CAR        | LGV | HGV | PSV | MCY | PCY | TOT | TIME  | CAR      | LGV | HGV | PSV | MCY | PCY | TOT | CAR | LGV        | HGV | PSV | MCY | PCY | TOT   | TIME  | CAR | LGV      | HGV | PSV | MCY | PCY | TOT |  |  |
| 16:00    | 16  | 4   | 0   | 0   | 0   | 3   | 23  | 1          | 3   | 1   | 0   | 0   | 0   | 5   | 16:00 | 0        | 1   | 0   | 0   | 0   | 0   | 1   | 0   | 0          | 0   | 0   | 0   | 1   | 16:00 | 2     | 5   | 1        | 0   | 0   | 0   | 8   |     |  |  |
| 16:15    | 16  | 4   | 1   | 0   | 0   | 0   | 21  | 1          | 0   | 0   | 0   | 0   | 1   | 2   | 16:15 | 0        | 1   | 0   | 0   | 0   | 0   | 1   | 0   | 2          | 0   | 0   | 0   | 0   | 2     | 16:15 | 1   | 0        | 0   | 0   | 0   | 0   | 1   |  |  |
| 16:30    | 11  | 4   | 0   | 0   | 0   | 1   | 16  | 0          | 1   | 2   | 0   | 0   | 1   | 4   | 16:30 | 0        | 1   | 1   | 0   | 0   | 0   | 2   | 0   | 1          | 0   | 0   | 0   | 0   | 1     | 16:30 | 0   | 1        | 1   | 0   | 0   | 0   | 2   |  |  |
| 16:45    | 14  | 0   | 1   | 0   | 0   | 0   | 15  | 0          | 0   | 0   | 0   | 0   | 0   | 0   | 16:45 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 0     | 16:45 | 0   | 0        | 0   | 0   | 0   | 0   | 0   |  |  |
| H/TOT    | 57  | 12  | 2   | 0   | 0   | 4   | 75  | 2          | 4   | 3   | 0   | 0   | 2   | 11  | H/TOT | 0        | 3   | 1   | 0   | 0   | 0   | 4   | 0   | 3          | 0   | 0   | 0   | 1   | 4     | H/TOT | 3   | 6        | 2   | 0   | 0   | 0   | 11  |  |  |
| 17:00    | 15  | 1   | 1   | 0   | 0   | 0   | 17  | 0          | 0   | 0   | 0   | 0   | 0   | 0   | 17:00 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 1   | 0   | 0   | 0   | 1     | 17:00 | 0   | 0        | 0   | 0   | 0   | 0   | 0   |  |  |
| 17:15    | 18  | 1   | 0   | 0   | 1   | 1   | 21  | 0          | 0   | 1   | 0   | 0   | 0   | 1   | 17:15 | 0        | 0   | 1   | 0   | 0   | 0   | 1   | 0   | 0          | 0   | 0   | 0   | 0   | 0     | 17:15 | 0   | 0        | 0   | 0   | 0   | 0   | 0   |  |  |
| 17:30    | 16  | 0   | 0   | 0   | 0   | 1   | 17  | 0          | 0   | 0   | 0   | 0   | 0   | 0   | 17:30 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 17:30 | 1     | 0   | 1        | 0   | 0   | 0   | 2   |     |  |  |
| 17:45    | 15  | 0   | 0   | 0   | 1   | 2   | 18  | 0          | 0   | 0   | 0   | 0   | 0   | 0   | 17:45 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 0     | 17:45 | 1   | 1        | 0   | 0   | 0   | 0   | 2   |  |  |
| H/TOT    | 64  | 2   | 1   | 0   | 2   | 4   | 73  | 0          | 0   | 1   | 0   | 0   | 0   | 1   | H/TOT | 0        | 0   | 1   | 0   | 0   | 0   | 1   | 0   | 0          | 1   | 0   | 0   | 0   | 1     | H/TOT | 2   | 1        | 1   | 0   | 0   | 0   | 4   |  |  |
| 18:00    | 16  | 0   | 0   | 1   | 0   | 1   | 18  | 1          | 0   | 0   | 0   | 0   | 0   | 1   | 18:00 | 1        | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0          | 0   | 0   | 0   | 0   | 1     | 18:00 | 1   | 0        | 0   | 0   | 0   | 0   | 1   |  |  |
| 18:15    | 28  | 1   | 0   | 0   | 0   | 0   | 29  | 0          | 0   | 0   | 0   | 0   | 1   | 1   | 18:15 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 0     | 18:15 | 0   | 0        | 0   | 0   | 0   | 0   | 0   |  |  |
| 18:30    | 20  | 0   | 0   | 0   | 1   | 6   | 27  | 0          | 0   | 0   | 0   | 0   | 0   | 0   | 18:30 | 0        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0          | 0   | 0   | 0   | 0   | 18:30 | 0     | 0   | 0        | 0   | 0   | 0   | 0   |     |  |  |
| 18:45    | 13  | 1   | 1   | 0   | 0   | 0   | 15  | 0          | 1   | 0   | 0   | 0   | 0   | 1   | 18:45 | 0        | 1   | 0   | 0   | 0   | 0   | 1   | 0   | 0          | 1   | 0   | 0   | 0   | 1     | 18:45 | 1   | 0        | 0   | 0   | 0   | 0   | 1   |  |  |
| H/TOT    | 77  | 2   | 1   | 1   | 1   | 7   | 89  | 1          | 1   | 0   | 0   | 0   | 1   | 3   | H/TOT | 1        | 1   | 0   | 0   | 0   | 0   | 2   | 0   | 0          | 1   | 0   | 0   | 0   | 1     | H/TOT | 2   | 0        | 0   | 0   | 0   | 0   | 2   |  |  |
| P/TOT    | 198 | 16  | 4   | 1   | 3   | 15  | 237 | 3          | 5   | 4   | 0   | 0   | 3   | 15  | P/TOT | 1        | 4   | 2   | 0   | 0   | 0   | 7   | 0   | 3          | 2   | 0   | 0   | 1   | 6     | P/TOT | 7   | 7        | 3   | 0   | 0   | 0   | 17  |  |  |



DATE: 03/03/2010 SITE: 1

DATE: 03/03/2010 SITE: 1

DATE: 03/03/2010

Spot Access

DAY: WEDNESDAY LOCATION: Jnct. of an unnamed road and Royal Mail Depot Access

DAY: WEDNESDAY LOCATION: Jnct. of an unnamed road and Royal Mail Depot Access

DAY: WEDNESDAY

| FROM ARM C |     |     |     |     |     |     |       |     | TO ARM D - illegal |     |     |     |     |     |     |     | FROM ARM D |     |     |     |     |      |       |     |     | JUNCTION TOTALS |     |     |     |     |  |  |  |
|------------|-----|-----|-----|-----|-----|-----|-------|-----|--------------------|-----|-----|-----|-----|-----|-----|-----|------------|-----|-----|-----|-----|------|-------|-----|-----|-----------------|-----|-----|-----|-----|--|--|--|
| CAR        | LGV | HGV | PSV | MCY | PCY | TOT | TIME  | CAR | LGV                | HGV | PSV | MCY | PCY | TOT | CAR | LGV | HGV        | PSV | MCY | PCY | TOT | TIME | CAR   | LGV | HGV | PSV             | MCY | PCY | TOT |     |  |  |  |
| 0          | 1   | 0   | 0   | 0   | 0   | 1   | 07:00 | 0   | 0                  | 0   | 0   | 0   | 5   | 5   | 14  | 0   | 0          | 0   | 0   | 0   | 1   | 15   | 07:00 | 19  | 5   | 1               | 0   | 0   | 6   | 31  |  |  |  |
| 0          | 0   | 0   | 0   | 0   | 0   | 0   | 07:15 | 0   | 0                  | 0   | 0   | 1   | 4   | 5   | 25  | 3   | 0          | 0   | 0   | 0   | 1   | 29   | 07:15 | 28  | 7   | 2               | 0   | 1   | 5   | 43  |  |  |  |
| 1          | 2   | 0   | 0   | 0   | 0   | 3   | 07:30 | 0   | 0                  | 0   | 0   | 0   | 1   | 1   | 30  | 0   | 0          | 0   | 0   | 0   | 2   | 32   | 07:30 | 34  | 8   | 2               | 0   | 0   | 3   | 47  |  |  |  |
| 1          | 3   | 0   | 0   | 0   | 0   | 4   | 07:45 | 0   | 0                  | 0   | 0   | 0   | 2   | 2   | 17  | 4   | 0          | 0   | 0   | 0   | 1   | 22   | 07:45 | 26  | 12  | 3               | 0   | 1   | 3   | 45  |  |  |  |
| 2          | 6   | 0   | 0   | 0   | 0   | 8   | H/TOT | 0   | 0                  | 0   | 0   | 1   | 12  | 13  | 86  | 7   | 0          | 0   | 0   | 0   | 5   | 98   | H/TOT | 107 | 32  | 8               | 0   | 2   | 17  | 166 |  |  |  |
| 3          | 4   | 1   | 0   | 0   | 0   | 8   | 08:00 | 0   | 0                  | 0   | 0   | 0   | 2   | 2   | 21  | 8   | 1          | 0   | 0   | 0   | 0   | 30   | 08:00 | 24  | 12  | 2               | 0   | 0   | 2   | 40  |  |  |  |
| 0          | 2   | 1   | 0   | 0   | 0   | 3   | 08:15 | 0   | 0                  | 0   | 0   | 0   | 1   | 1   | 19  | 1   | 0          | 0   | 0   | 0   | 3   | 23   | 08:15 | 22  | 3   | 1               | 0   | 0   | 4   | 30  |  |  |  |
| 1          | 2   | 1   | 0   | 0   | 0   | 4   | 08:30 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 10  | 0   | 1          | 0   | 0   | 0   | 1   | 12   | 08:30 | 13  | 2   | 2               | 0   | 0   | 1   | 18  |  |  |  |
| 0          | 2   | 0   | 0   | 0   | 0   | 2   | 08:45 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 7   | 3   | 0          | 0   | 0   | 0   | 1   | 11   | 08:45 | 11  | 7   | 0               | 0   | 0   | 1   | 19  |  |  |  |
| 4          | 10  | 3   | 0   | 0   | 0   | 17  | H/TOT | 0   | 0                  | 0   | 0   | 0   | 3   | 3   | 57  | 12  | 2          | 0   | 0   | 0   | 5   | 76   | H/TOT | 70  | 24  | 5               | 0   | 0   | 8   | 107 |  |  |  |
| 1          | 6   | 0   | 0   | 0   | 0   | 7   | 09:00 | 0   | 0                  | 0   | 0   | 0   | 1   | 1   | 8   | 1   | 0          | 0   | 0   | 0   | 0   | 9    | 09:00 | 14  | 9   | 0               | 0   | 0   | 1   | 24  |  |  |  |
| 0          | 1   | 0   | 0   | 0   | 0   | 1   | 09:15 | 0   | 0                  | 0   | 0   | 0   | 2   | 2   | 5   | 0   | 0          | 0   | 0   | 0   | 0   | 5    | 09:15 | 6   | 1   | 1               | 0   | 0   | 2   | 10  |  |  |  |
| 3          | 0   | 2   | 0   | 0   | 0   | 5   | 09:30 | 0   | 0                  | 0   | 0   | 0   | 2   | 2   | 6   | 0   | 1          | 0   | 0   | 0   | 0   | 7    | 09:30 | 9   | 2   | 7               | 0   | 0   | 2   | 20  |  |  |  |
| 1          | 1   | 0   | 0   | 0   | 0   | 2   | 09:45 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 7   | 1   | 0          | 0   | 0   | 0   | 0   | 8    | 09:45 | 11  | 3   | 1               | 0   | 0   | 0   | 15  |  |  |  |
| 5          | 8   | 2   | 0   | 0   | 0   | 15  | H/TOT | 0   | 0                  | 0   | 0   | 0   | 5   | 5   | 26  | 2   | 1          | 0   | 0   | 0   | 0   | 29   | H/TOT | 40  | 15  | 9               | 0   | 0   | 5   | 69  |  |  |  |
| 11         | 24  | 5   | 0   | 0   | 0   | 40  | P/TOT | 0   | 0                  | 0   | 0   | 1   | 20  | 21  | 169 | 21  | 3          | 0   | 0   | 0   | 10  | 203  | P/TOT | 217 | 71  | 22              | 0   | 2   | 30  | 342 |  |  |  |

Bikes

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8

| PEAK HOUR      |     |
|----------------|-----|
| CALCULATION    | IOI |
| 07:00 to 08:00 | 166 |
| 07:15 to 08:15 | 175 |
| 07:30 to 08:30 | 162 |
| 07:45 to 08:45 | 133 |
|                |     |
| 08:00 to 09:00 | 107 |
| 08:15 to 09:15 | 91  |
| 08:30 to 09:30 | 71  |
| 08:45 to 09:45 | 73  |
|                |     |
| 09:00 to 10:00 | 69  |
| A.M. Peak      | 175 |

| FROM ARM C |     |     |     |     |     |     |       |     | TO ARM D - illegal |     |     |     |     |     |     |     | FROM ARM D |     |     |     |     |       |       |     |     | JUNCTION TOTALS |     |     |     |     |  |  |  |
|------------|-----|-----|-----|-----|-----|-----|-------|-----|--------------------|-----|-----|-----|-----|-----|-----|-----|------------|-----|-----|-----|-----|-------|-------|-----|-----|-----------------|-----|-----|-----|-----|--|--|--|
| CAR        | LGV | HGV | PSV | MCY | PCY | TOT | TIME  | CAR | LGV                | HGV | PSV | MCY | PCY | TOT | CAR | LGV | HGV        | PSV | MCY | PCY | TOT | TIME  | CAR   | LGV | HGV | PSV             | MCY | PCY | TOT |     |  |  |  |
| 2          | 0   | 0   | 0   | 0   | 0   | 2   | 12:00 | 1   | 0                  | 0   | 0   | 0   | 0   | 1   | 6   | 0   | 0          | 0   | 0   | 0   | 6   | 12:00 | 9     | 2   | 0   | 0               | 0   | 0   | 11  |     |  |  |  |
| 3          | 3   | 2   | 0   | 0   | 0   | 8   | 12:15 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 13  | 1   | 0          | 0   | 0   | 0   | 14  | 12:15 | 18    | 5   | 4   | 0               | 0   | 0   | 27  |     |  |  |  |
| 3          | 2   | 3   | 0   | 0   | 0   | 8   | 12:30 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 10  | 1   | 0          | 0   | 0   | 0   | 11  | 12:30 | 14    | 5   | 3   | 0               | 0   | 0   | 22  |     |  |  |  |
| 2          | 2   | 0   | 0   | 0   | 0   | 4   | 12:45 | 1   | 0                  | 0   | 0   | 0   | 0   | 1   | 13  | 2   | 0          | 0   | 0   | 0   | 15  | 12:45 | 19    | 6   | 2   | 0               | 0   | 0   | 27  |     |  |  |  |
| 10         | 7   | 5   | 0   | 0   | 0   | 22  | H/TOT | 2   | 0                  | 0   | 0   | 0   | 0   | 2   | 42  | 4   | 0          | 0   | 0   | 0   | 46  | H/TOT | 60    | 18  | 9   | 0               | 0   | 0   | 87  |     |  |  |  |
| 0          | 2   | 0   | 0   | 0   | 0   | 2   | 13:00 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 4   | 1   | 0          | 0   | 0   | 0   | 5   | 13:00 | 5     | 4   | 1   | 0               | 0   | 0   | 10  |     |  |  |  |
| 1          | 0   | 0   | 0   | 0   | 0   | 1   | 13:15 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 21  | 2   | 0          | 0   | 0   | 0   | 23  | 13:15 | 22    | 2   | 1   | 0               | 0   | 0   | 25  |     |  |  |  |
| 1          | 1   | 2   | 0   | 0   | 0   | 4   | 13:30 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 15  | 0   | 0          | 0   | 0   | 0   | 15  | 13:30 | 17    | 1   | 3   | 0               | 0   | 0   | 21  |     |  |  |  |
| 1          | 1   | 0   | 0   | 0   | 0   | 2   | 13:45 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 12  | 0   | 0          | 0   | 0   | 0   | 12  | 13:45 | 13    | 2   | 0   | 0               | 0   | 0   | 15  |     |  |  |  |
| 3          | 4   | 2   | 0   | 0   | 0   | 9   | H/TOT | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 52  | 3   | 0          | 0   | 0   | 0   | 55  | H/TOT | 57    | 9   | 5   | 0               | 0   | 0   | 71  |     |  |  |  |
| 0          | 1   | 0   | 0   | 0   | 0   | 1   | 14:00 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 14  | 0   | 0          | 0   | 0   | 1   | 2   | 17    | 14:00 | 14  | 3   | 1               | 0   | 1   | 2   | 21  |  |  |  |
| 0          | 0   | 0   | 0   | 0   | 0   | 0   | 14:15 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 11  | 1   | 0          | 0   | 0   | 0   | 0   | 12    | 14:15 | 11  | 1   | 1               | 0   | 0   | 0   | 13  |  |  |  |
| 0          | 1   | 1   | 0   | 0   | 0   | 2   | 14:30 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 7   | 1   | 0          | 0   | 0   | 0   | 1   | 9     | 14:30 | 8   | 3   | 2               | 0   | 0   | 1   | 14  |  |  |  |
| 2          | 0   | 0   | 0   | 0   | 0   | 2   | 14:45 | 0   | 0                  | 0   | 0   | 0   | 1   | 1   | 6   | 0   | 0          | 0   | 0   | 0   | 6   | 14:45 | 8     | 0   | 0   | 0               | 0   | 0   | 1   | 9   |  |  |  |
| 2          | 2   | 1   | 0   | 0   | 0   | 5   | H/TOT | 0   | 0                  | 0   | 0   | 0   | 1   | 1   | 38  | 2   | 0          | 0   | 0   | 1   | 3   | 44    | H/TOT | 41  | 7   | 4               | 0   | 1   | 4   | 57  |  |  |  |
| 15         | 13  | 8   | 0   | 0   | 0   | 36  | P/TOT | 2   | 0                  | 0   | 0   | 0   | 1   | 3   | 132 | 9   | 0          | 0   | 0   | 1   | 3   | 145   | P/TOT | 158 | 34  | 18              | 0   | 1   | 4   | 215 |  |  |  |

| PEAK HOUR      |     |
|----------------|-----|
| CALCULATION    | IOI |
| 12:00 to 13:00 | 87  |
| 12:15 to 13:15 | 86  |
| 12:30 to 13:30 | 84  |
| 12:45 to 13:45 | 83  |
|                |     |
| 13:00 to 14:00 | 71  |
| 13:15 to 14:15 | 82  |
| 13:30 to 14:30 | 70  |
| 13:45 to 14:45 | 63  |
|                |     |
| 14:00 to 15:00 | 57  |
| Inter Peak     | 87  |

| FROM ARM C |     |     |     |     |     |     |       |     | TO ARM D - illegal |     |     |     |     |     |     |     | FROM ARM D |     |     |     |     |       |       |     |     | JUNCTION TOTALS |     |     |     |    |  |  |  |
|------------|-----|-----|-----|-----|-----|-----|-------|-----|--------------------|-----|-----|-----|-----|-----|-----|-----|------------|-----|-----|-----|-----|-------|-------|-----|-----|-----------------|-----|-----|-----|----|--|--|--|
| CAR        | LGV | HGV | PSV | MCY | PCY | TOT | TIME  | CAR | LGV                | HGV | PSV | MCY | PCY | TOT | CAR | LGV | HGV        | PSV | MCY | PCY | TOT | TIME  | CAR   | LGV | HGV | PSV             | MCY | PCY | TOT |    |  |  |  |
| 6          | 4   | 0   | 0   | 0   | 0   | 10  | 16:00 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 11  | 3   | 0          | 0   | 0   | 0   | 2   | 16    | 16:00 | 18  | 10  | 1               | 0   | 0   | 3   | 32 |  |  |  |
| 6          | 1   | 1   | 0   | 0   | 0   | 8   | 16:15 | 0   | 0                  | 0   | 0   | 0   | 1   | 1   | 10  | 2   | 0          | 0   | 0   | 0   | 0   | 12    | 16:15 | 17  | 5   | 1               | 0   | 0   | 1   | 24 |  |  |  |
| 2          | 3   | 0   | 0   | 0   | 0   | 5   | 16:30 | 0   | 0                  | 0   | 0   | 0   | 1   | 1   | 9   | 1   | 0          | 0   | 0   | 0   | 1   | 11    | 16:30 | 11  | 6   | 2               | 0   | 0   | 2   | 21 |  |  |  |
| 6          | 0   | 1   | 0   | 0   | 0   | 7   | 16:45 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 8   | 0   | 0          | 0   | 0   | 0   | 0   | 8     | 16:45 | 14  | 0   | 1               | 0   | 0   | 0   | 15 |  |  |  |
| 20         | 8   | 2   | 0   | 0   | 0   | 30  | H/TOT | 0   | 0                  | 0   | 0   | 0   | 2   | 2   | 38  | 6   | 0          | 0   | 0   | 0   | 3   | 47    | H/TOT | 60  | 21  | 5               | 0   | 0   | 6   | 92 |  |  |  |
| 3          | 0   | 0   | 0   | 0   | 0   | 3   | 17:00 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 12  | 1   | 0          | 0   | 0   | 0   | 0   | 13    | 17:00 | 15  | 1   | 1               | 0   | 0   | 0   | 17 |  |  |  |
| 8          | 0   | 0   | 0   | 0   | 0   | 8   | 17:15 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 10  | 1   | 0          | 0   | 0   | 1   | 1   | 13    | 17:15 | 18  | 1   | 1               | 0   | 1   | 1   | 22 |  |  |  |
| 2          | 0   | 0   | 0   | 0   | 0   | 2   | 17:30 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 15  | 0   | 1          | 0   | 0   | 0   | 1   | 17    | 17:30 | 17  | 0   | 1               | 0   | 0   | 1   | 19 |  |  |  |
| 5          | 0   | 0   | 0   | 0   | 0   | 5   | 17:45 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 11  | 1   | 0          | 0   | 0   | 1   | 2   | 15    | 17:45 | 16  | 1   | 0               | 0   | 1   | 2   | 20 |  |  |  |
| 18         | 0   | 0   | 0   | 0   | 0   | 18  | H/TOT | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 48  | 3   | 1          | 0   | 2   | 4   | 58  | H/TOT | 66    | 3   | 3   | 0               | 2   | 4   | 78  |    |  |  |  |
| 3          | 0   | 0   | 0   | 0   | 0   | 3   | 18:00 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 14  | 0   | 0          | 1   | 0   | 1   | 1   | 16    | 18:00 | 18  | 0   | 0               | 1   | 0   | 1   | 20 |  |  |  |
| 5          | 0   | 0   | 0   | 0   | 0   | 5   | 18:15 | 0   | 0                  | 0   | 0   | 0   | 1   | 1   | 23  | 1   | 0          | 0   | 0   | 0   | 0   | 24    | 18:15 | 28  | 1   | 0               | 0   | 0   | 1   | 30 |  |  |  |
| 2          | 0   | 0   | 0   | 0   | 0   | 2   | 18:30 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 18  | 0   | 0          | 0   | 0   | 1   | 6   | 25    | 18:30 | 20  | 0   | 0               | 0   | 1   | 6   | 27 |  |  |  |
| 0          | 0   | 0   | 0   | 0   | 0   | 0   | 18:45 | 0   | 0                  | 0   | 0   | 0   | 0   | 0   | 14  | 1   | 0          | 0   | 0   | 0   | 0   | 15    | 18:45 | 14  | 2   | 1               | 0   | 0   | 0   | 17 |  |  |  |
| 10         | 0   | 0   | 0   | 0   | 0   | 10  | H/TOT | 0   | 0                  | 0   | 0   | 0   | 1   | 1   | 69  | 2   | 0          | 1   | 1   | 7   | 80  | H/TOT | 80    | 3   | 1   | 1               | 1   | 8   | 94  |    |  |  |  |
| 48         | 8   | 2   | 0   | 0   | 0   | 58  | P/TOT | 0   | 0                  | 0   | 0   | 0   | 3   | 3   | 155 | 11  | 1          | 1   | 3   | 14  | 185 | P/TOT | 206   | 27  | 9   | 1               | 3   | 18  | 264 |    |  |  |  |

Caversham Road South of Northfield Road

| Site    | Location                                | Direction           | Start Date    | End Date      | Posted Speed | Total Vehicles | 5 Day Ave. | 7 Day Ave. | Average 85%ile Speed | Average Mean Speed |
|---------|-----------------------------------------|---------------------|---------------|---------------|--------------|----------------|------------|------------|----------------------|--------------------|
| 17242-3 | Caversham Road South of Northfield Road | Channel:Northbound  | Wed 11-Oct-17 | Tue 17-Oct-17 | 30           | 115975         | 17009      | 16568      | 31.5                 | 24.4               |
|         |                                         | Channel: Southbound | Wed 11-Oct-17 | Tue 17-Oct-17 |              | 109988         | 16120      | 15713      | 31.5                 | 26.0               |

| Site    | Location                                | Direction           | Start Date    | End Date      | Posted Speed | Total Vehicles | 5 Day Ave. | 7 Day Ave. | Average 85%ile Speed | Average Mean Speed |
|---------|-----------------------------------------|---------------------|---------------|---------------|--------------|----------------|------------|------------|----------------------|--------------------|
| 17242-1 | Trooper Potts Way South of Vastern Road | Channel:Northbound  | Wed 11-Oct-17 | Tue 17-Oct-17 | 30           | 12348          | 1890       | 1764       | 17.2                 | 13.5               |
|         |                                         | Channel: Southbound | Wed 11-Oct-17 | Tue 17-Oct-17 |              | 1421           | 220        | 203        | 18.6                 | 14.8               |

Vastern Road West of Trooper Potts Way

| Site    | Location                               | Direction          | Start Date    | End Date      | Posted Speed | Total Vehicles | 5 Day Ave. | 7 Day Ave. | Average 85%ile Speed | Average Mean Speed |
|---------|----------------------------------------|--------------------|---------------|---------------|--------------|----------------|------------|------------|----------------------|--------------------|
| 17242-2 | Vastern Road West of Trooper Potts Way | Channel: Eastbound | Wed 11-Oct-17 | Tue 17-Oct-17 | 30           | 91515          | 13548      | 13074      | 31.1                 | 23.5               |
|         |                                        | Channel: Westbound | Wed 11-Oct-17 | Tue 17-Oct-17 |              | 82996          | 12157      | 11857      | 31.8                 | 26.7               |

Traffic Data Centre (020 7091 0707)

|          |                                |
|----------|--------------------------------|
| Location | Tropper Potts Way / Bagnoli Wa |
|----------|--------------------------------|

|               |                                             |
|---------------|---------------------------------------------|
| Survey Type   | Manual Classified Turning Counts ( MCTC )   |
| Survey Period | 0700 to 1000, 1200 to 1500 and 1600 to 1900 |
| Day & Date    | Wednesday, 11 October 2017                  |

|   |   |
|---|---|
| 5 | 1 |
|   |   |
|   |   |

|  |  |
|--|--|
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|    |   |
|----|---|
| 13 | 0 |
|    |   |
|    |   |

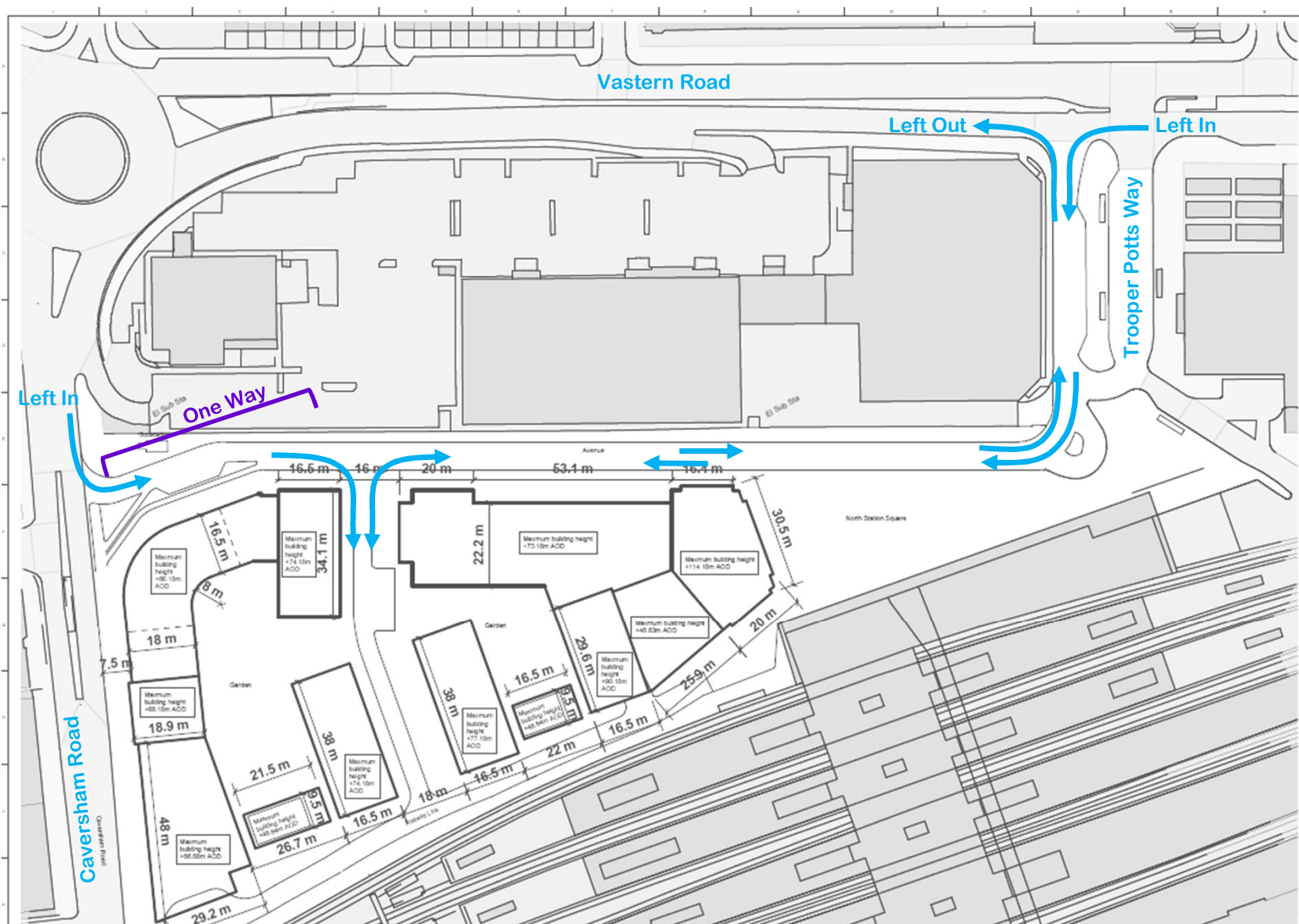




[illegible]



## E Access Arrangements



## F TRICS Output Data

Calculation Reference: AUDIT-720101-181119-1129

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
 Category : G - GP SURGERIES  
 MULTI-MODAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 01 | GREATER LONDON                 |        |
|    | WH WANDSWORTH                  | 1 days |
| 03 | SOUTH WEST                     |        |
|    | GS GLOUCESTERSHIRE             | 1 days |
|    | WL WILTSHIRE                   | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | NF NORFOLK                     | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | LN LINCOLNSHIRE                | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | WK WARWICKSHIRE                | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 2 days |
| 08 | NORTH WEST                     |        |
|    | CH CHESHIRE                    | 1 days |
| 10 | WALES                          |        |
|    | CF CARDIFF                     | 1 days |
| 11 | SCOTLAND                       |        |
|    | DU DUNDEE CITY                 | 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: 300 to 2709 (units: sqm)  
 Range Selected by User: 200 to 2709 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 24/04/17

*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    | 1 days |
| Tuesday   | 3 days |
| Wednesday | 3 days |
| Thursday  | 1 days |
| Friday    | 2 days |
| Sunday    | 1 days |

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

Selected survey types:

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

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

Selected Locations:

|                                          |   |
|------------------------------------------|---|
| Town Centre                              | 1 |
| Edge of Town Centre                      | 7 |
| Edge of Town                             | 2 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 7 |
| Retail Zone      | 1 |
| Built-Up Zone    | 1 |
| No Sub Category  | 2 |

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

Secondary Filtering selection:

Use Class:

D1 11 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  | 2 days |
| 20,001 to 25,000  | 2 days |
| 25,001 to 50,000  | 3 days |
| 50,001 to 100,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 50,001 to 75,000   | 1 days |
| 75,001 to 100,000  | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 5 days |
| 250,001 to 500,000 | 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 | 6 days |
| 1.1 to 1.5 | 5 days |

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

Travel Plan:

No 11 days

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

PTAL Rating:

|                 |         |
|-----------------|---------|
| No PTAL Present | 10 days |
| 4 Good          | 1 days  |

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

LIST OF SITES relevant to selection parameters

|   |                         |            |  |                     |
|---|-------------------------|------------|--|---------------------|
| 1 | CF-05-G-02              | GP SURGERY |  | CARDIFF             |
|   | PARK ROAD               |            |  |                     |
|   | CARDIFF                 |            |  |                     |
|   | WHITCHURCH              |            |  |                     |
|   | Edge of Town            |            |  |                     |
|   | Residential Zone        |            |  |                     |
|   | Total Gross floor area: | 450 sqm    |  |                     |
|   | Survey date: WEDNESDAY  | 05/10/16   |  | Survey Type: MANUAL |
| 2 | CH-05-G-01              | GP SURGERY |  | CHESHIRE            |
|   | HOOL LANE               |            |  |                     |
|   | CHESTER                 |            |  |                     |
|   | Edge of Town Centre     |            |  |                     |
|   | Residential Zone        |            |  |                     |
|   | Total Gross floor area: | 900 sqm    |  |                     |
|   | Survey date: SUNDAY     | 13/05/12   |  | Survey Type: MANUAL |
| 3 | DU-05-G-01              | GP SURGERY |  | DUNDEE CITY         |
|   | PRINCES STREET          |            |  |                     |
|   | DUNDEE                  |            |  |                     |
|   | Edge of Town Centre     |            |  |                     |
|   | Built-Up Zone           |            |  |                     |
|   | Total Gross floor area: | 350 sqm    |  |                     |
|   | Survey date: MONDAY     | 24/04/17   |  | Survey Type: MANUAL |
| 4 | GS-05-G-01              | GP SURGERY |  | GLOUCESTERSHIRE     |
|   | ABBOTSWOOD ROAD         |            |  |                     |
|   | GLOUCESTER              |            |  |                     |
|   | BROCKWORTH              |            |  |                     |
|   | Edge of Town            |            |  |                     |
|   | Residential Zone        |            |  |                     |
|   | Total Gross floor area: | 475 sqm    |  |                     |
|   | Survey date: TUESDAY    | 27/04/10   |  | Survey Type: MANUAL |
| 5 | LN-05-G-01              | GP SURGERY |  | LINCOLNSHIRE        |
|   | 95 MONKS ROAD           |            |  |                     |
|   | LINCOLN                 |            |  |                     |
|   | Edge of Town Centre     |            |  |                     |
|   | Residential Zone        |            |  |                     |
|   | Total Gross floor area: | 506 sqm    |  |                     |
|   | Survey date: TUESDAY    | 25/06/13   |  | Survey Type: MANUAL |
| 6 | NF-05-G-02              | GP SURGERY |  | NORFOLK             |
|   | OAK STREET              |            |  |                     |
|   | NORWICH                 |            |  |                     |
|   | Edge of Town Centre     |            |  |                     |
|   | Residential Zone        |            |  |                     |
|   | Total Gross floor area: | 575 sqm    |  |                     |
|   | Survey date: FRIDAY     | 24/09/10   |  | Survey Type: MANUAL |
| 7 | NY-05-G-01              | GP SURGERY |  | NORTH YORKSHIRE     |
|   | CHAPEL STREET           |            |  |                     |
|   | THIRSK                  |            |  |                     |
|   | Edge of Town Centre     |            |  |                     |
|   | No Sub Category         |            |  |                     |
|   | Total Gross floor area: | 900 sqm    |  |                     |
|   | Survey date: WEDNESDAY  | 12/10/11   |  | Survey Type: MANUAL |
| 8 | NY-05-G-02              | GP SURGERY |  | NORTH YORKSHIRE     |
|   | ASH TREE ROAD           |            |  |                     |
|   | KNARESBOROUGH           |            |  |                     |
|   | Edge of Town Centre     |            |  |                     |
|   | Residential Zone        |            |  |                     |
|   | Total Gross floor area: | 416 sqm    |  |                     |
|   | Survey date: WEDNESDAY  | 28/09/16   |  | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                              |                |  |                     |
|----|--------------------------------------------------------------|----------------|--|---------------------|
| 9  | WH-05-G-01<br>GARRATT LANE<br>WANDSWORTH                     | MEDICAL CENTRE |  | WANDSWORTH          |
|    | Town Centre<br>Retail Zone                                   |                |  |                     |
|    | Total Gross floor area:                                      | 2709 sqm       |  |                     |
|    | Survey date: TUESDAY                                         | 12/11/13       |  | Survey Type: MANUAL |
| 10 | WK-05-G-01<br>COURT STREET<br>LEAMINGTON SPA                 | GP SURGERY     |  | WARWICKSHIRE        |
|    | Edge of Town Centre<br>No Sub Category                       |                |  |                     |
|    | Total Gross floor area:                                      | 530 sqm        |  |                     |
|    | Survey date: THURSDAY                                        | 25/10/12       |  | Survey Type: MANUAL |
| 11 | WL-05-G-01<br>CRICKDALE ROAD<br>SWINDON BOROUGH C.           | GP SURGERY     |  | WILTSHIRE           |
|    | Neighbourhood Centre (PPS6 Local Centre)<br>Residential Zone |                |  |                     |
|    | Total Gross floor area:                                      | 300 sqm        |  |                     |
|    | Survey date: FRIDAY                                          | 23/09/16       |  | 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 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 10       | 770      | 0.949     | 10         | 770      | 0.156     | 10       | 770      | 1.105     |
| 08:00 - 09:00 | 11       | 737      | 2.823     | 11         | 737      | 1.196     | 11       | 737      | 4.019     |
| 09:00 - 10:00 | 11       | 737      | 3.070     | 11         | 737      | 2.663     | 11       | 737      | 5.733     |
| 10:00 - 11:00 | 11       | 737      | 2.823     | 11         | 737      | 2.725     | 11       | 737      | 5.548     |
| 11:00 - 12:00 | 11       | 737      | 2.441     | 11         | 737      | 2.799     | 11       | 737      | 5.240     |
| 12:00 - 13:00 | 11       | 737      | 1.800     | 11         | 737      | 2.034     | 11       | 737      | 3.834     |
| 13:00 - 14:00 | 11       | 737      | 1.221     | 11         | 737      | 1.221     | 11       | 737      | 2.442     |
| 14:00 - 15:00 | 11       | 737      | 2.342     | 11         | 737      | 1.936     | 11       | 737      | 4.278     |
| 15:00 - 16:00 | 11       | 737      | 2.367     | 11         | 737      | 2.589     | 11       | 737      | 4.956     |
| 16:00 - 17:00 | 11       | 737      | 2.244     | 11         | 737      | 2.589     | 11       | 737      | 4.833     |
| 17:00 - 18:00 | 11       | 737      | 1.356     | 11         | 737      | 2.318     | 11       | 737      | 3.674     |
| 18:00 - 19:00 | 10       | 770      | 0.182     | 10         | 770      | 1.196     | 10       | 770      | 1.378     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 23.618    |            |          | 23.422    |          |          | 47.040    |

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

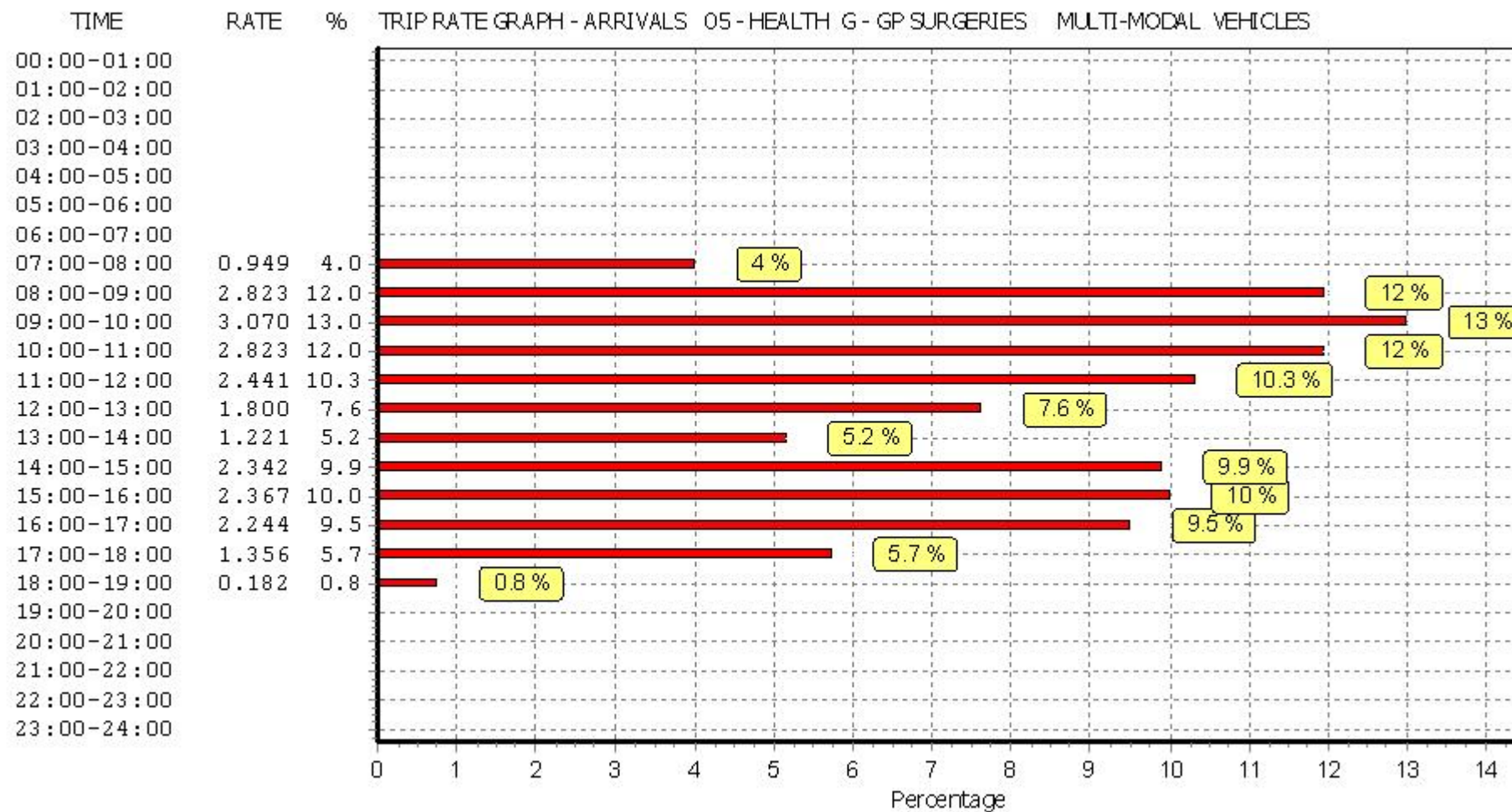
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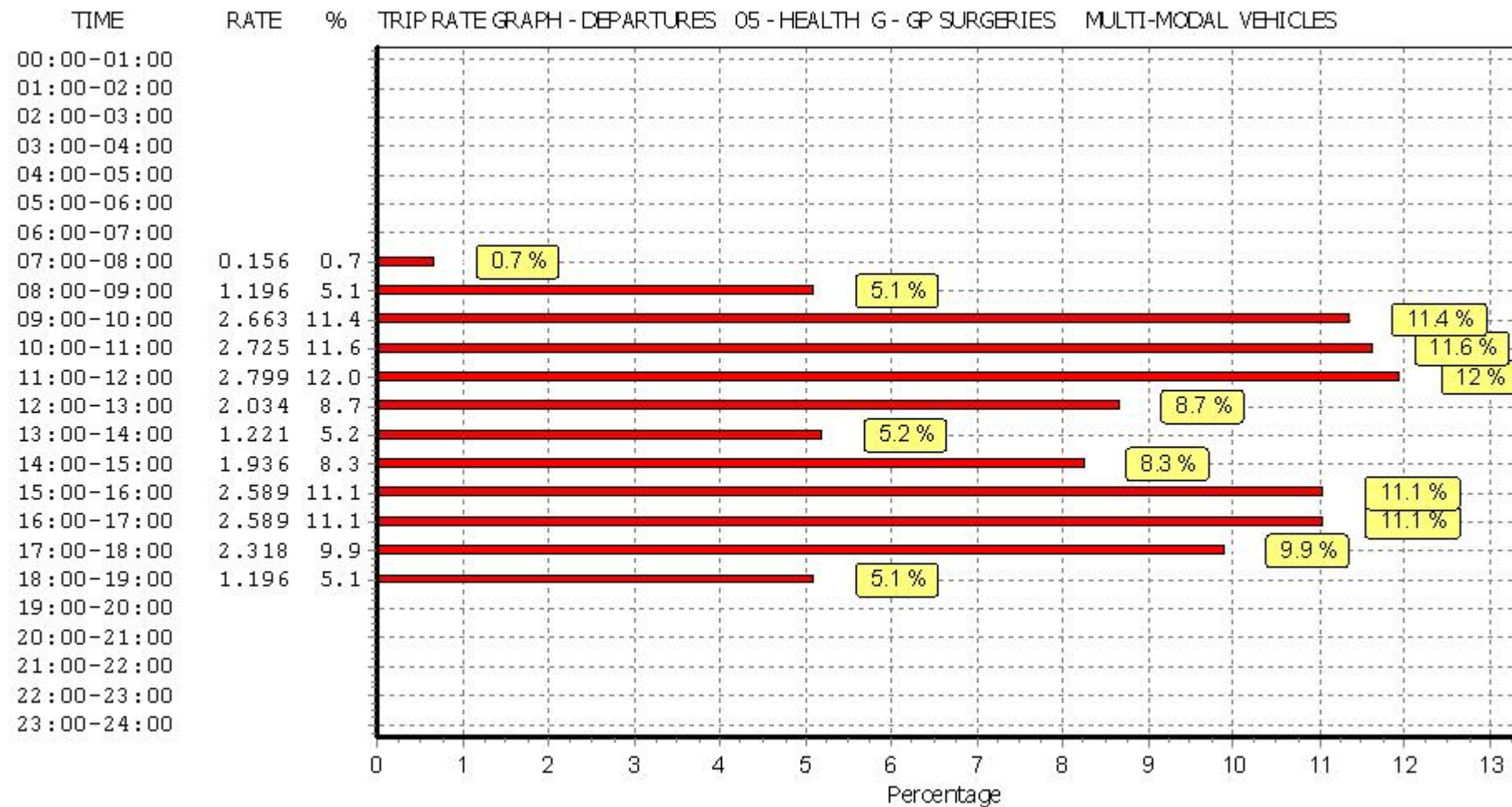
#### Parameter summary

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 300 - 2709 (units: sqm) |
| Survey date date range:                       | 01/01/10 - 24/04/17     |
| Number of weekdays (Monday-Friday):           | 10                      |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 1                       |
| Surveys automatically removed from selection: | 0                       |
| Surveys manually removed from selection:      | 0                       |

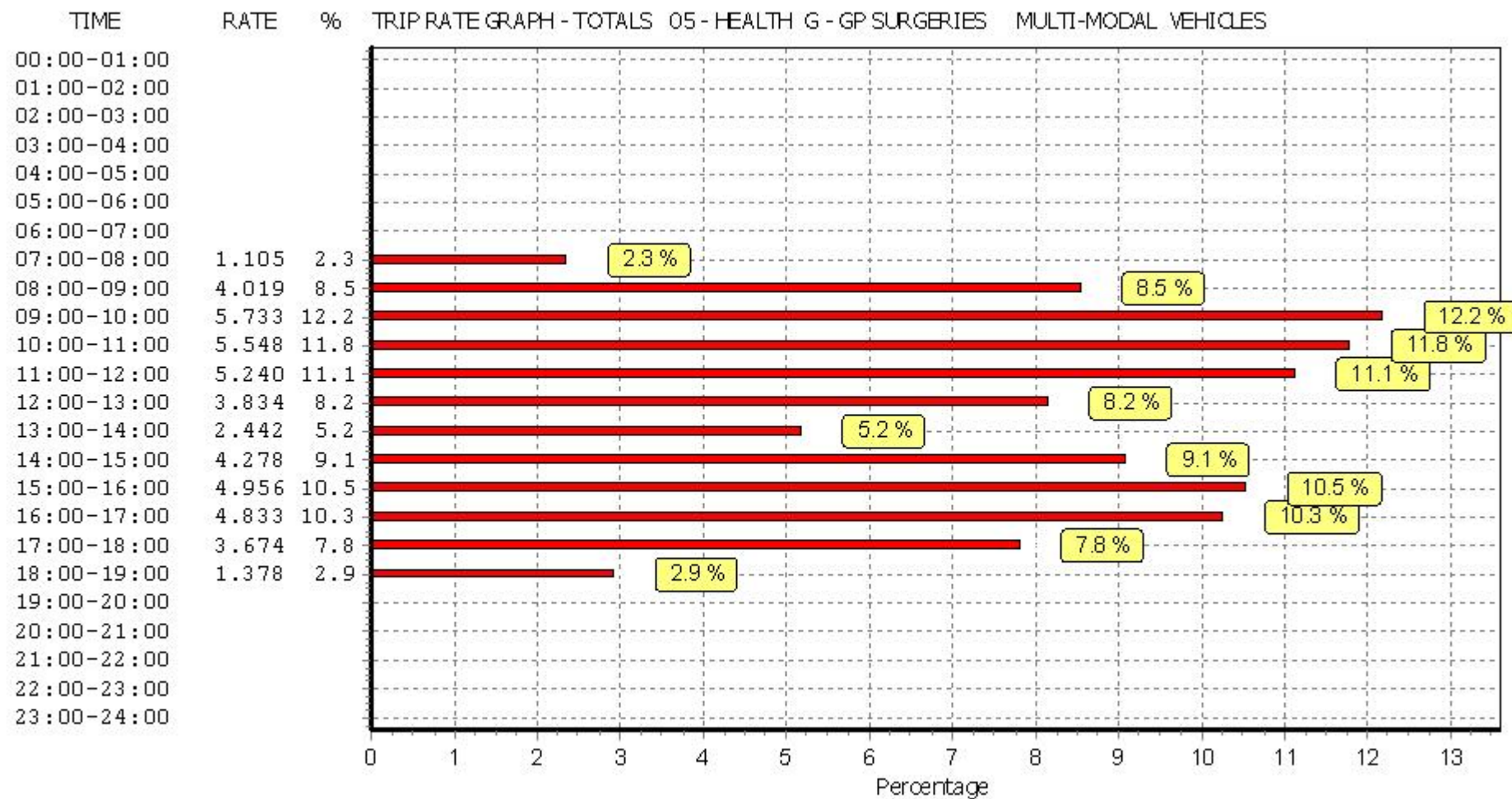
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TAXIS

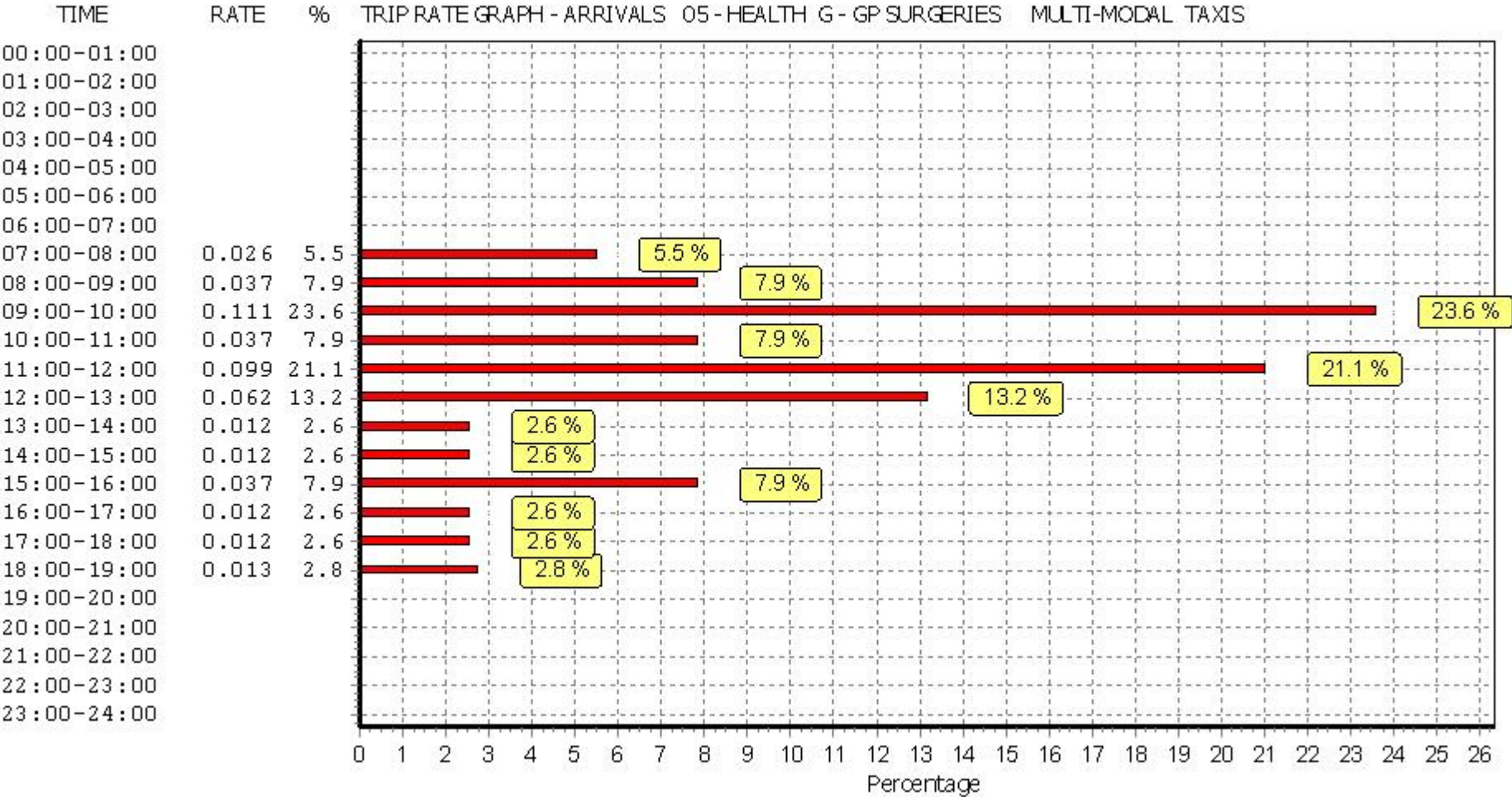
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

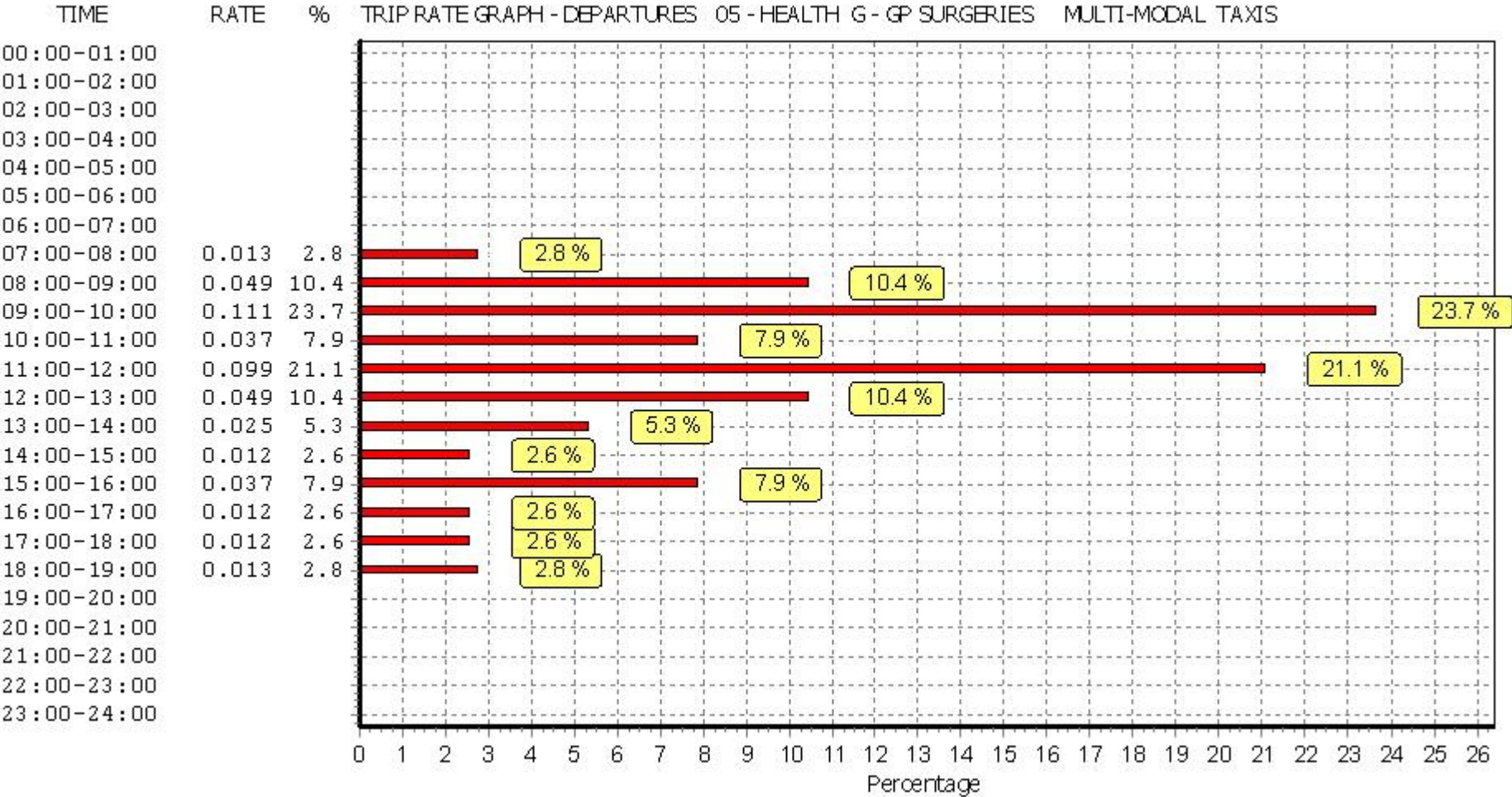
| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. 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       | 10       | 770      | 0.026        | 10         | 770      | 0.013        | 10       | 770      | 0.039        |
| 08:00 - 09:00       | 11       | 737      | 0.037        | 11         | 737      | 0.049        | 11       | 737      | 0.086        |
| 09:00 - 10:00       | 11       | 737      | 0.111        | 11         | 737      | 0.111        | 11       | 737      | 0.222        |
| 10:00 - 11:00       | 11       | 737      | 0.037        | 11         | 737      | 0.037        | 11       | 737      | 0.074        |
| 11:00 - 12:00       | 11       | 737      | 0.099        | 11         | 737      | 0.099        | 11       | 737      | 0.198        |
| 12:00 - 13:00       | 11       | 737      | 0.062        | 11         | 737      | 0.049        | 11       | 737      | 0.111        |
| 13:00 - 14:00       | 11       | 737      | 0.012        | 11         | 737      | 0.025        | 11       | 737      | 0.037        |
| 14:00 - 15:00       | 11       | 737      | 0.012        | 11         | 737      | 0.012        | 11       | 737      | 0.024        |
| 15:00 - 16:00       | 11       | 737      | 0.037        | 11         | 737      | 0.037        | 11       | 737      | 0.074        |
| 16:00 - 17:00       | 11       | 737      | 0.012        | 11         | 737      | 0.012        | 11       | 737      | 0.024        |
| 17:00 - 18:00       | 11       | 737      | 0.012        | 11         | 737      | 0.012        | 11       | 737      | 0.024        |
| 18:00 - 19:00       | 10       | 770      | 0.013        | 10         | 770      | 0.013        | 10       | 770      | 0.026        |
| 19:00 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.470</b> |            |          | <b>0.469</b> |          |          | <b>0.939</b> |

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

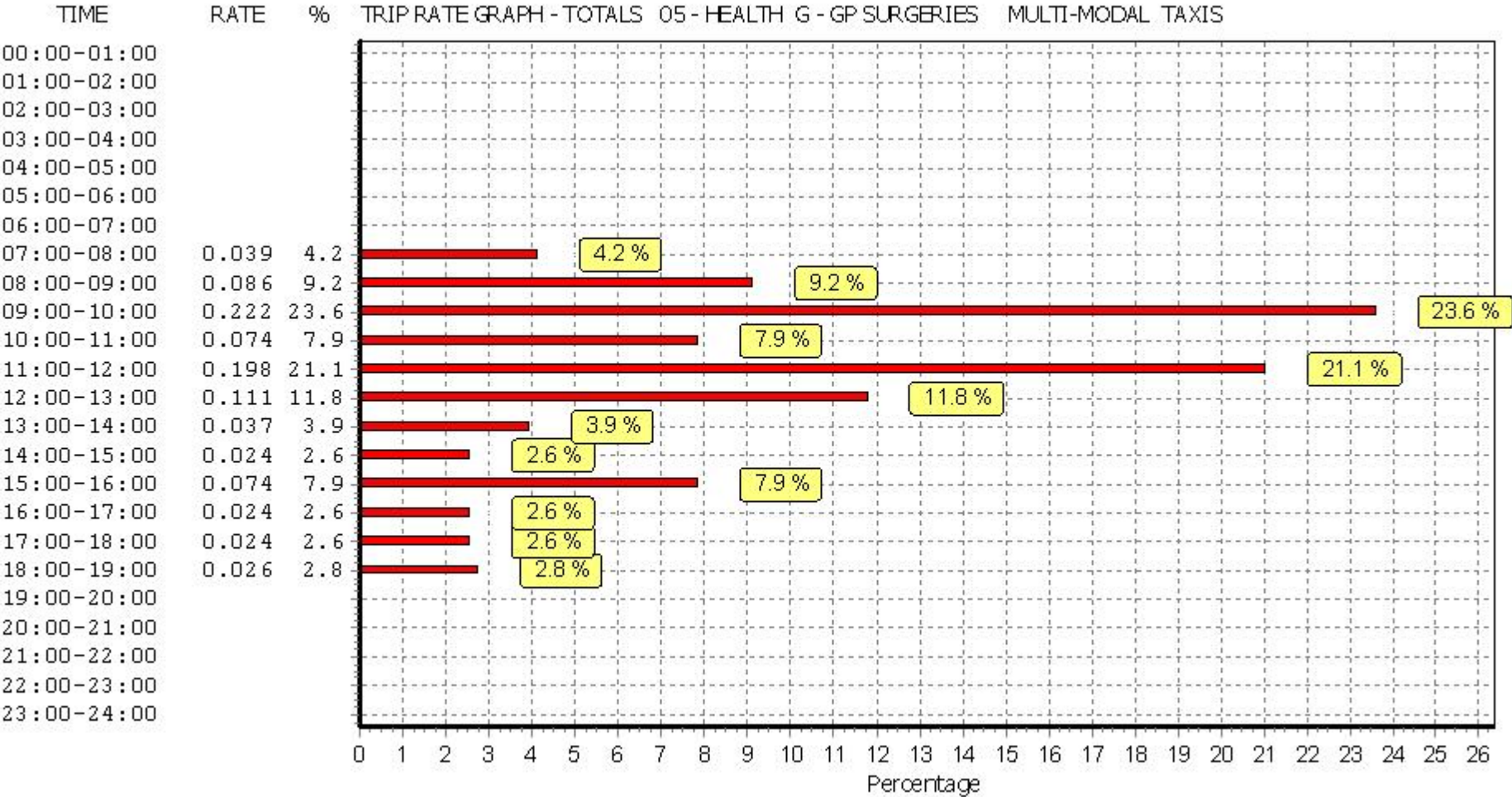
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



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 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL OGVS

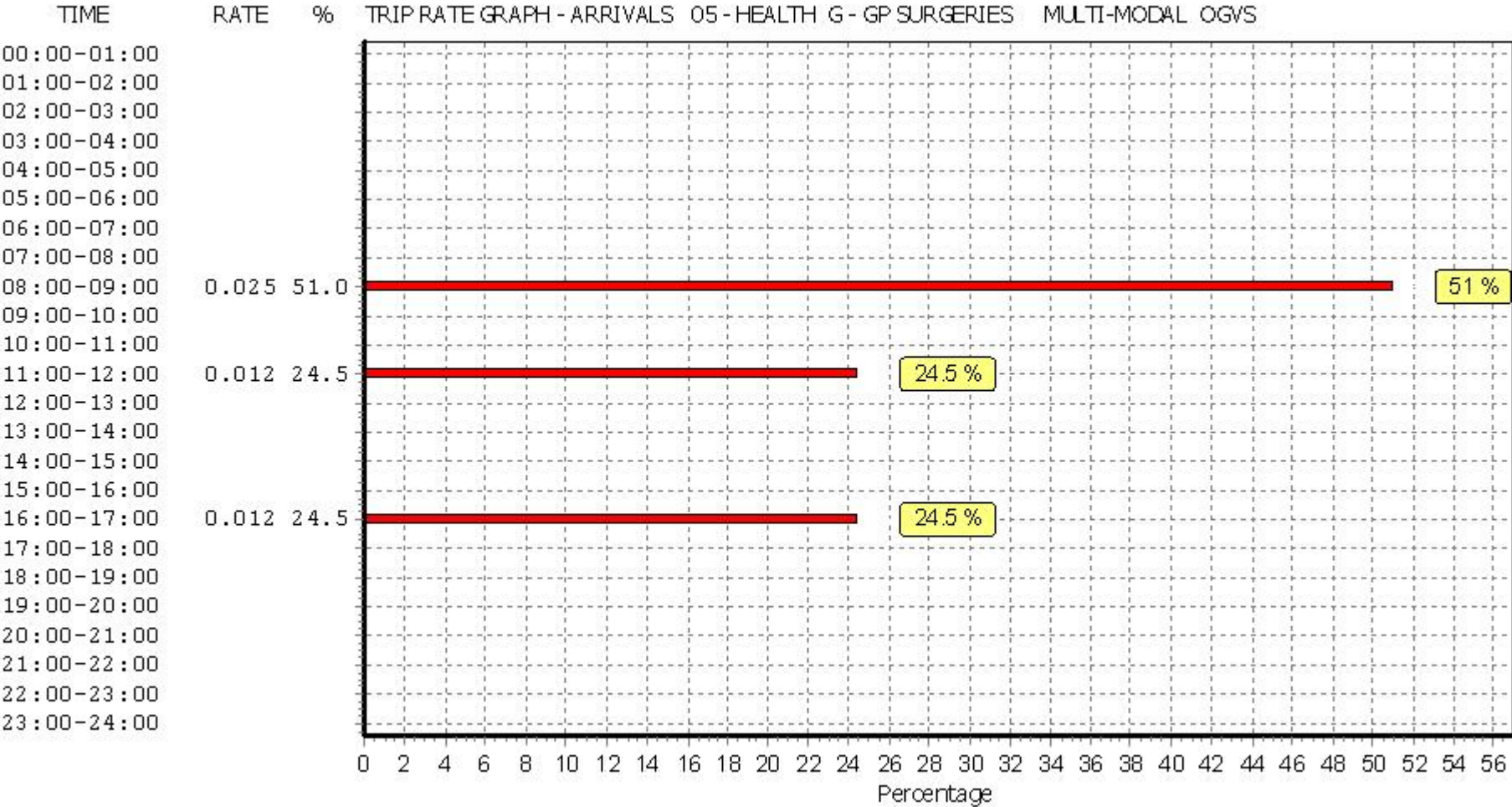
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

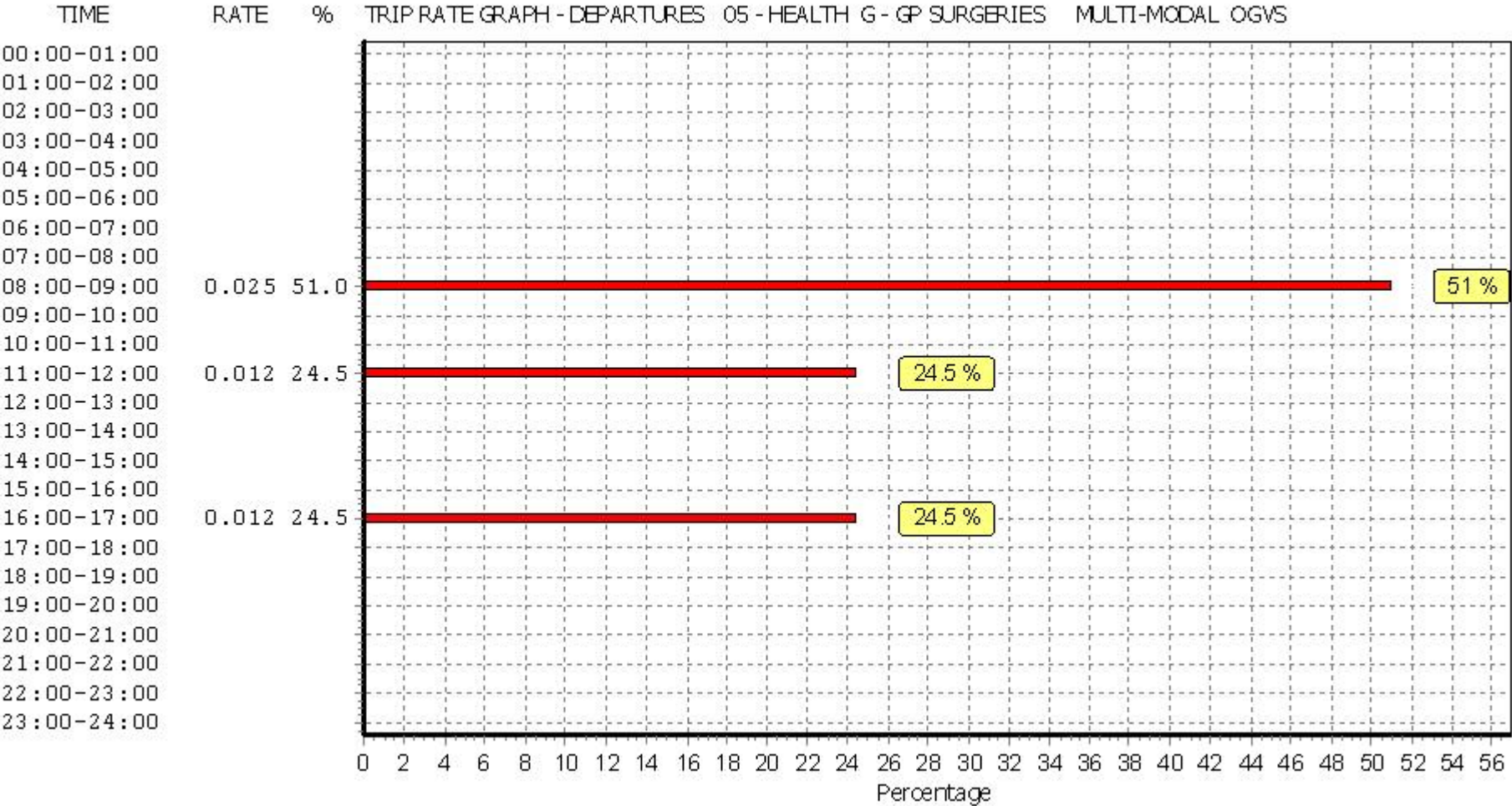
| Time Range          | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                     | No. Days | Ave. GFA | 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       | 10       | 770      | 0.000     | 10         | 770      | 0.000     | 10       | 770      | 0.000     |
| 08:00 - 09:00       | 11       | 737      | 0.025     | 11         | 737      | 0.025     | 11       | 737      | 0.050     |
| 09:00 - 10:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 10:00 - 11:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 11:00 - 12:00       | 11       | 737      | 0.012     | 11         | 737      | 0.012     | 11       | 737      | 0.024     |
| 12:00 - 13:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 13:00 - 14:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 14:00 - 15:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 15:00 - 16:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 16:00 - 17:00       | 11       | 737      | 0.012     | 11         | 737      | 0.012     | 11       | 737      | 0.024     |
| 17:00 - 18:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 18:00 - 19:00       | 10       | 770      | 0.000     | 10         | 770      | 0.000     | 10       | 770      | 0.000     |
| 19:00 - 20:00       |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00       |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00       |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00       |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00       |          |          |           |            |          |           |          |          |           |
| <b>Total Rates:</b> |          |          | 0.049     |            |          | 0.049     |          |          | 0.098     |

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

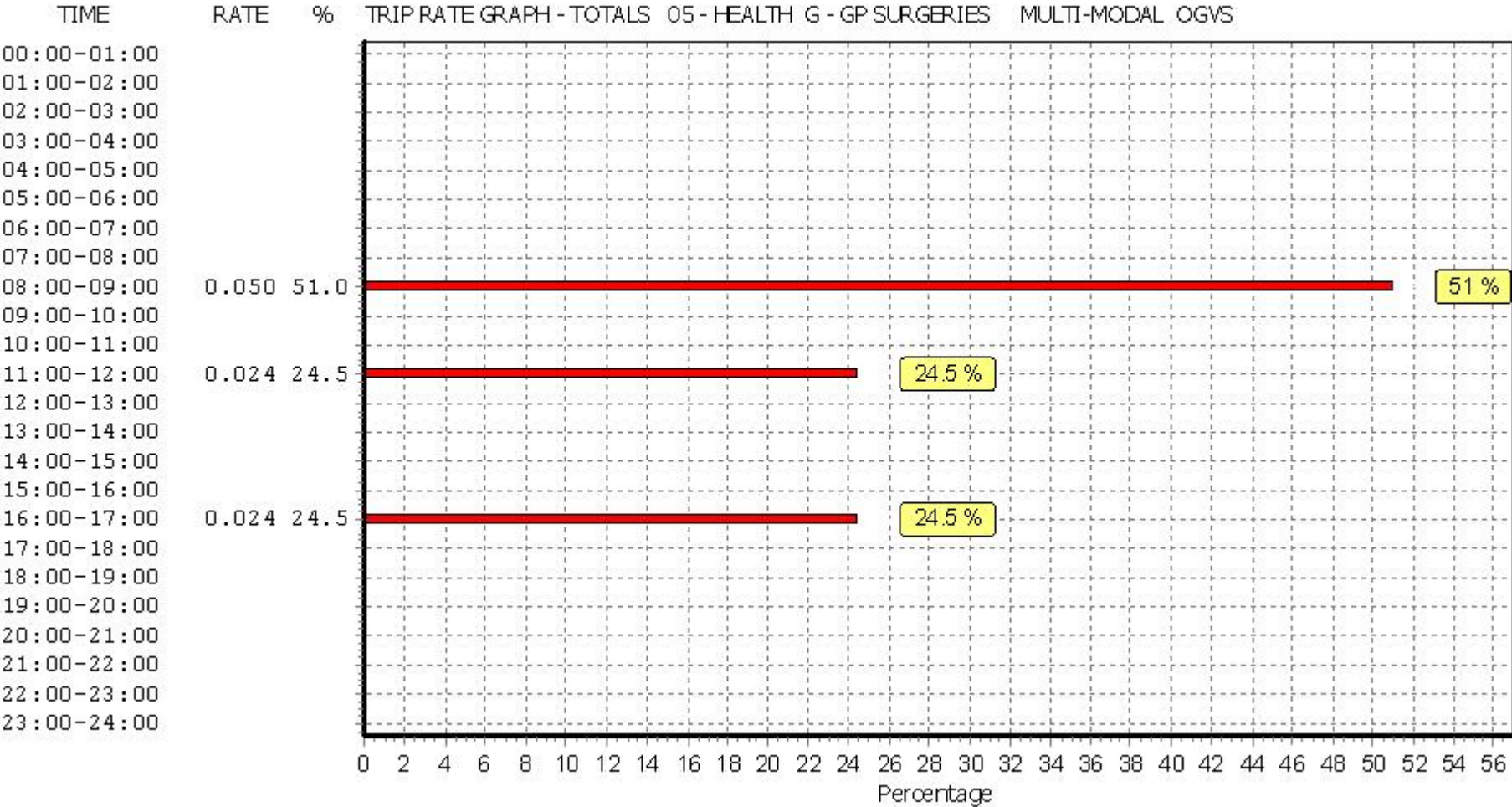
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



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 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL PSVS

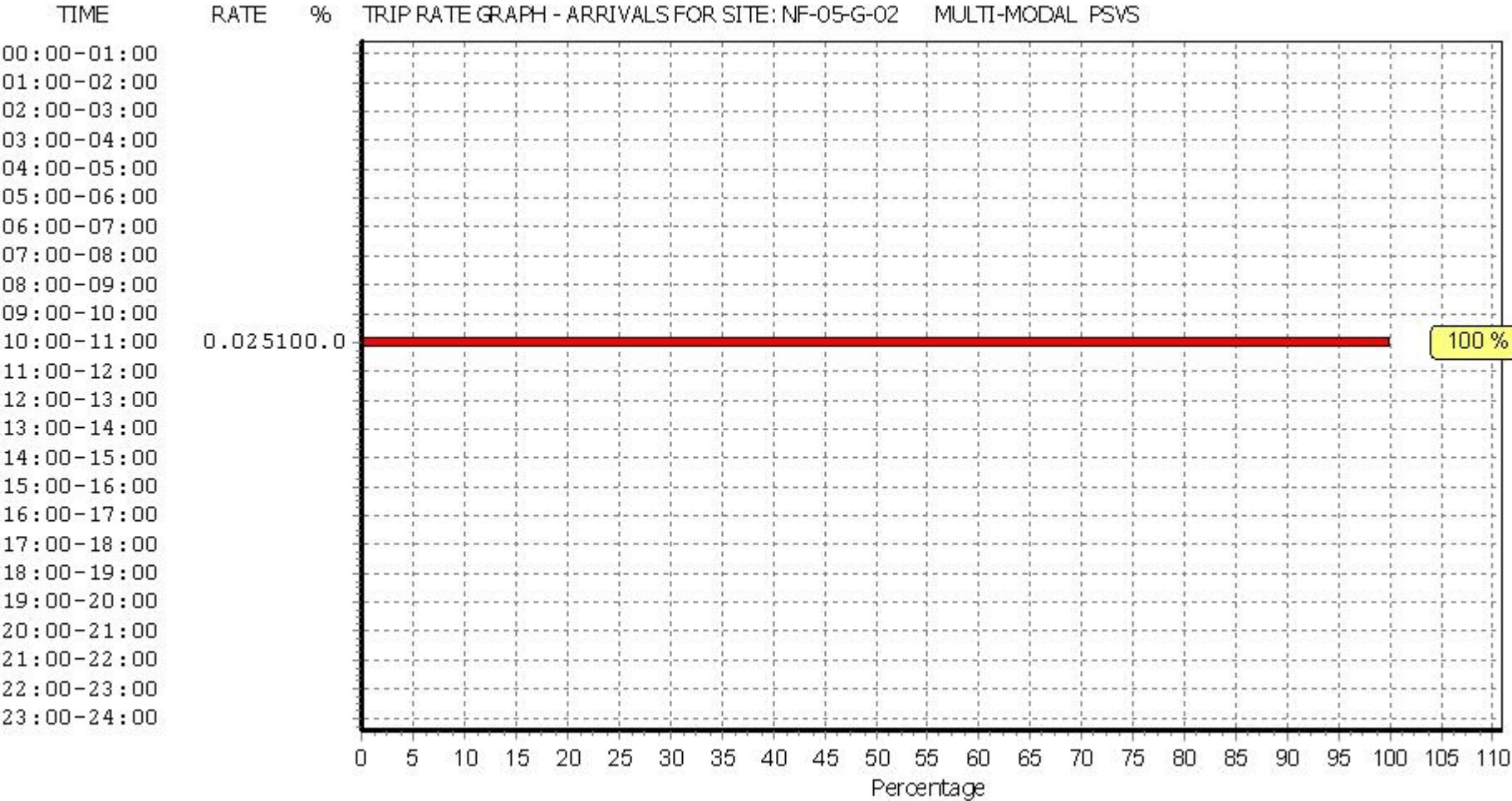
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

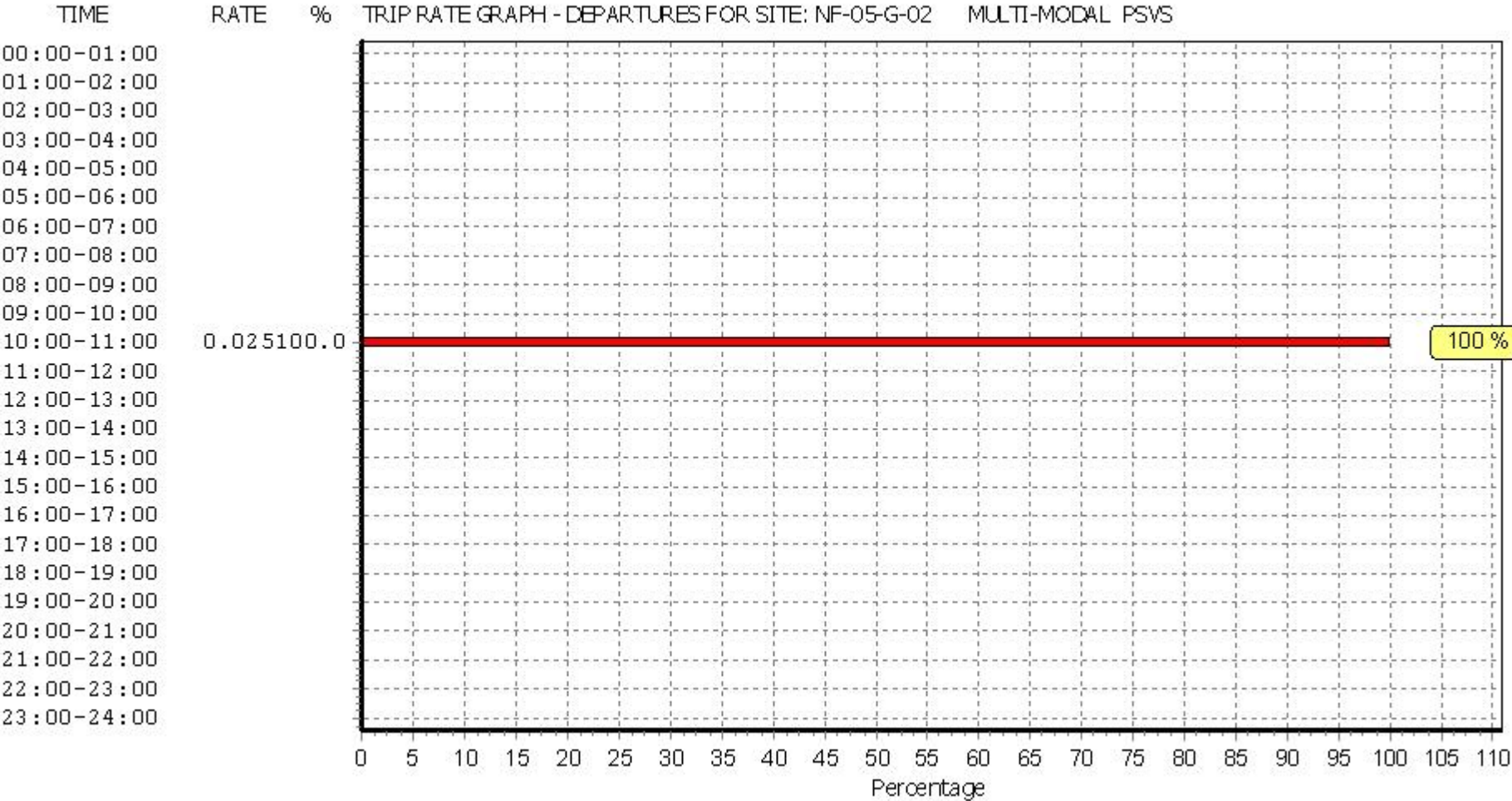
| Time Range          | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                     | No. Days | Ave. GFA | 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       | 10       | 770      | 0.000     | 10         | 770      | 0.000     | 10       | 770      | 0.000     |
| 08:00 - 09:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 09:00 - 10:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 10:00 - 11:00       | 11       | 737      | 0.025     | 11         | 737      | 0.025     | 11       | 737      | 0.050     |
| 11:00 - 12:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 12:00 - 13:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 13:00 - 14:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 14:00 - 15:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 15:00 - 16:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 16:00 - 17:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 17:00 - 18:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 18:00 - 19:00       | 10       | 770      | 0.000     | 10         | 770      | 0.000     | 10       | 770      | 0.000     |
| 19:00 - 20:00       |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00       |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00       |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00       |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00       |          |          |           |            |          |           |          |          |           |
| <b>Total Rates:</b> |          |          | 0.025     |            |          | 0.025     |          |          | 0.050     |

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

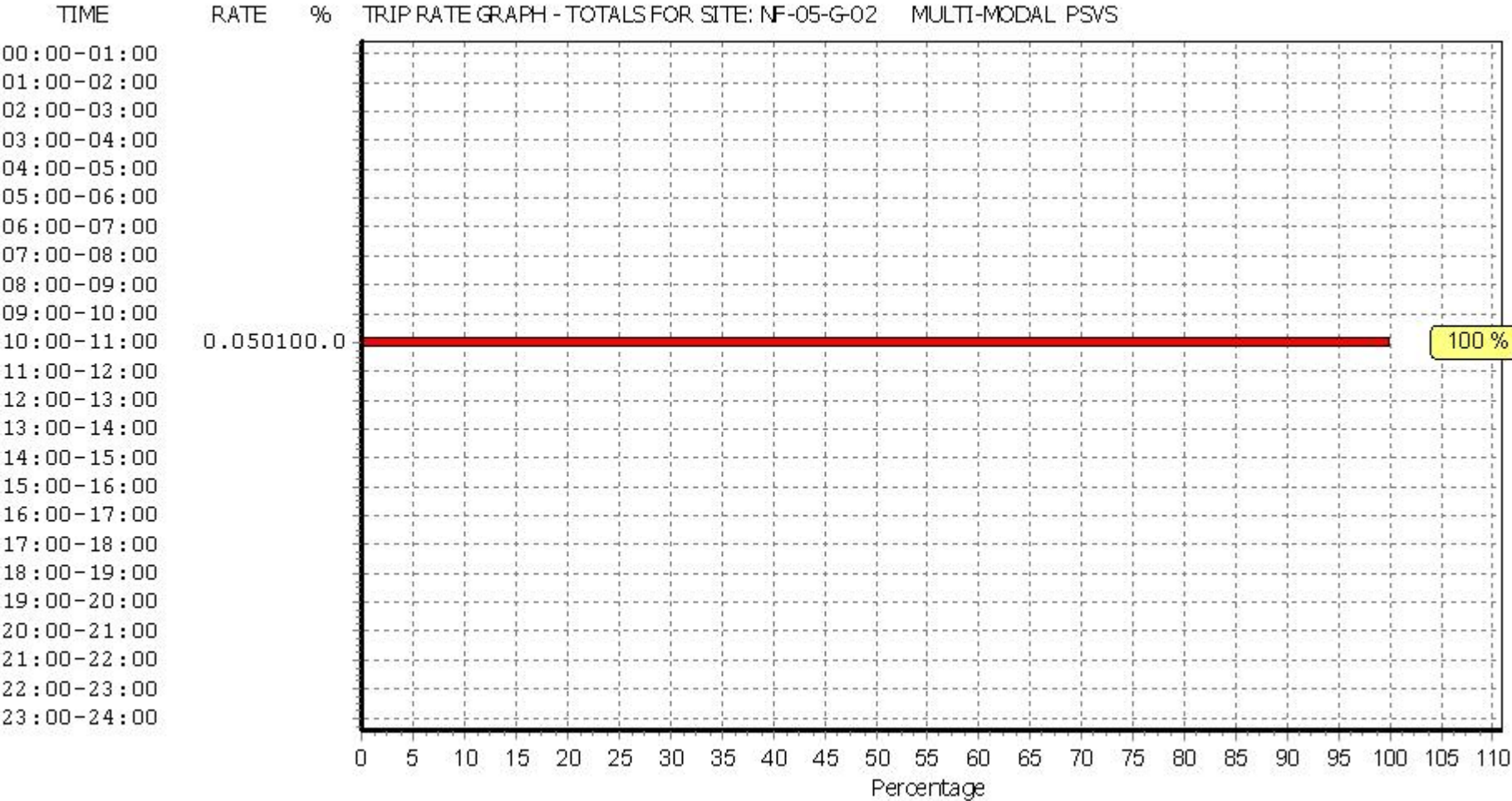
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



*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 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL CYCLISTS

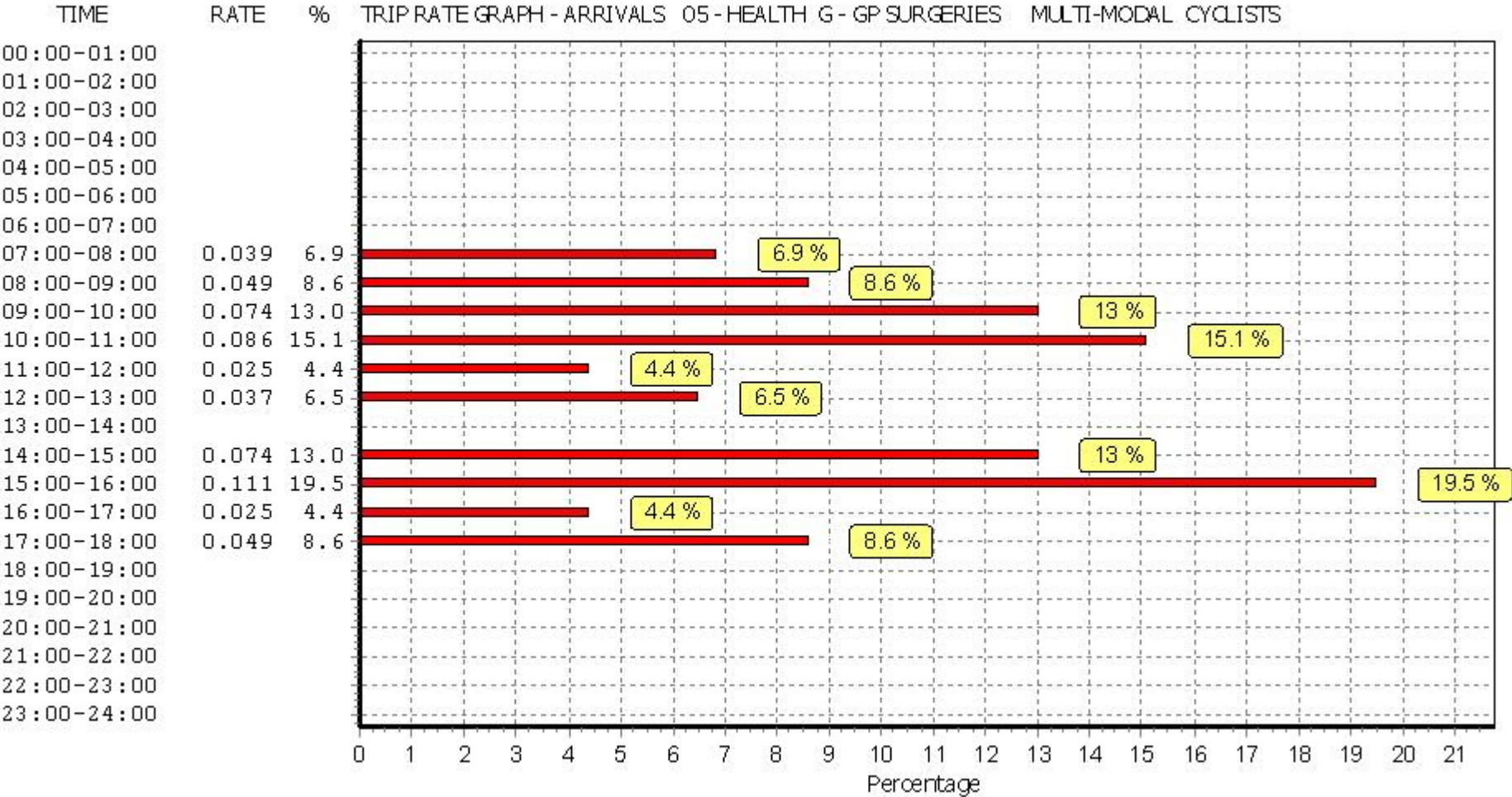
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

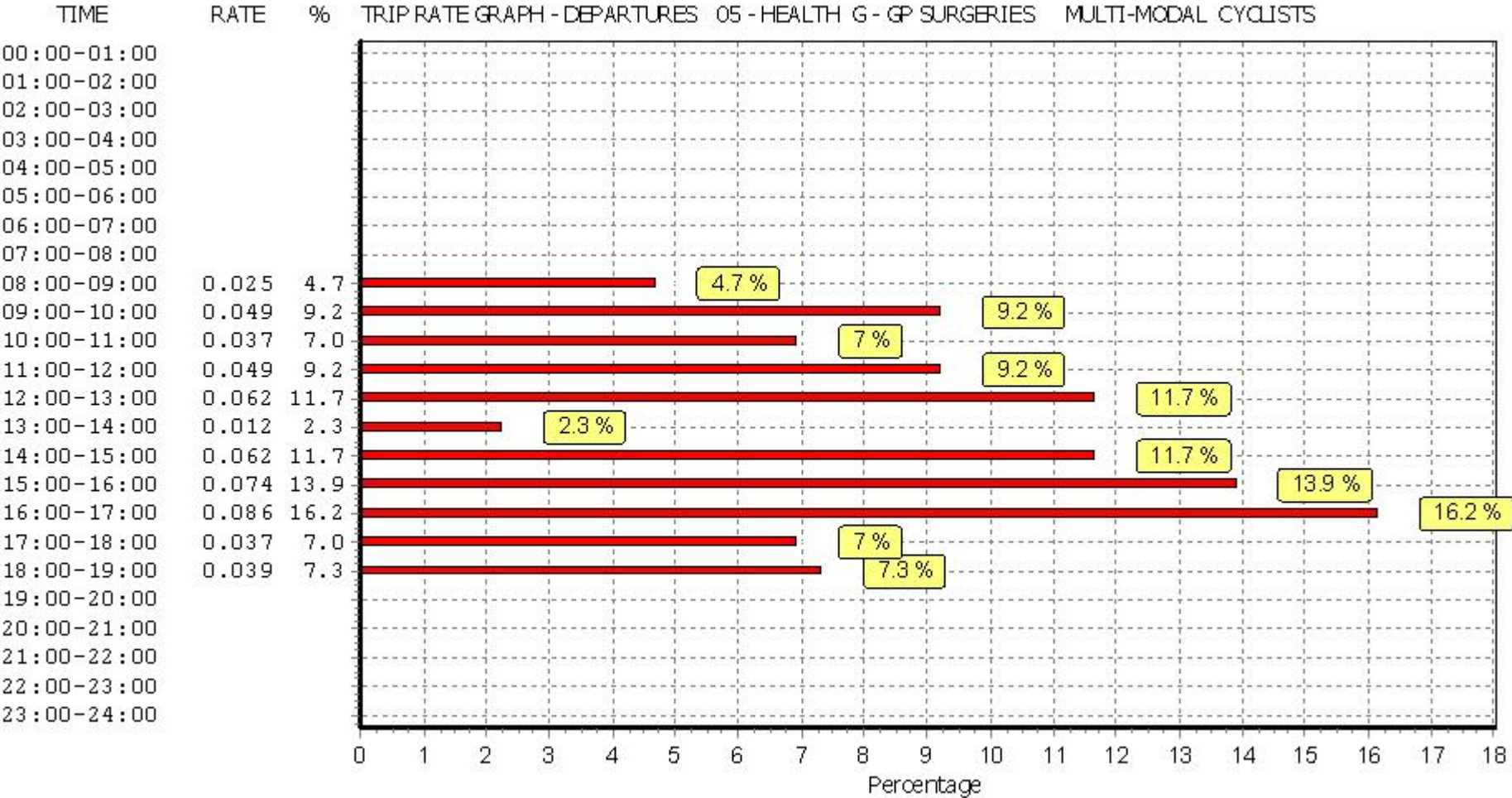
| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. 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       | 10       | 770      | 0.039        | 10         | 770      | 0.000        | 10       | 770      | 0.039        |
| 08:00 - 09:00       | 11       | 737      | 0.049        | 11         | 737      | 0.025        | 11       | 737      | 0.074        |
| 09:00 - 10:00       | 11       | 737      | 0.074        | 11         | 737      | 0.049        | 11       | 737      | 0.123        |
| 10:00 - 11:00       | 11       | 737      | 0.086        | 11         | 737      | 0.037        | 11       | 737      | 0.123        |
| 11:00 - 12:00       | 11       | 737      | 0.025        | 11         | 737      | 0.049        | 11       | 737      | 0.074        |
| 12:00 - 13:00       | 11       | 737      | 0.037        | 11         | 737      | 0.062        | 11       | 737      | 0.099        |
| 13:00 - 14:00       | 11       | 737      | 0.000        | 11         | 737      | 0.012        | 11       | 737      | 0.012        |
| 14:00 - 15:00       | 11       | 737      | 0.074        | 11         | 737      | 0.062        | 11       | 737      | 0.136        |
| 15:00 - 16:00       | 11       | 737      | 0.111        | 11         | 737      | 0.074        | 11       | 737      | 0.185        |
| 16:00 - 17:00       | 11       | 737      | 0.025        | 11         | 737      | 0.086        | 11       | 737      | 0.111        |
| 17:00 - 18:00       | 11       | 737      | 0.049        | 11         | 737      | 0.037        | 11       | 737      | 0.086        |
| 18:00 - 19:00       | 10       | 770      | 0.000        | 10         | 770      | 0.039        | 10       | 770      | 0.039        |
| 19:00 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.569</b> |            |          | <b>0.532</b> |          |          | <b>1.101</b> |

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

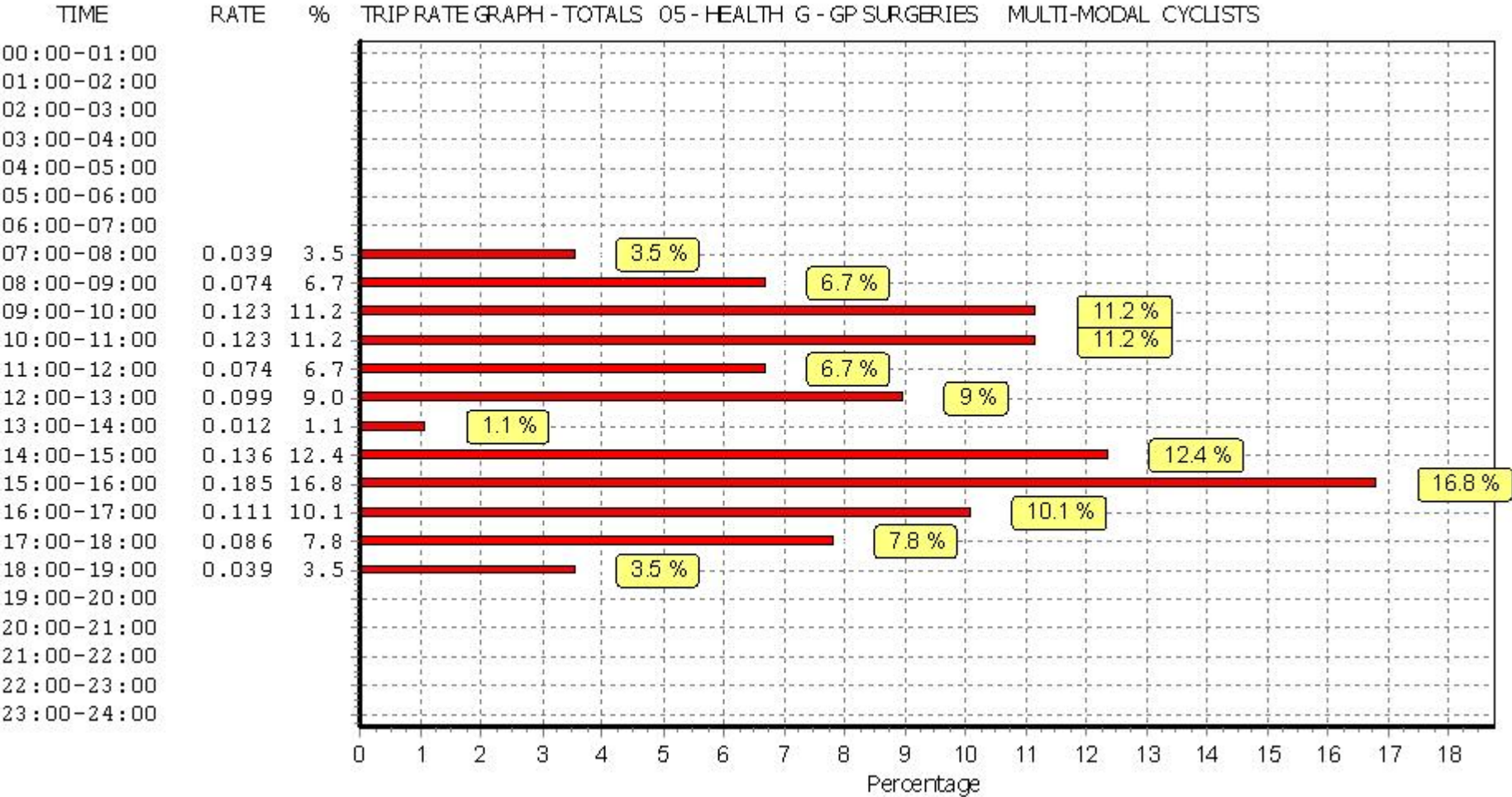
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



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 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL VEHICLE OCCUPANTS

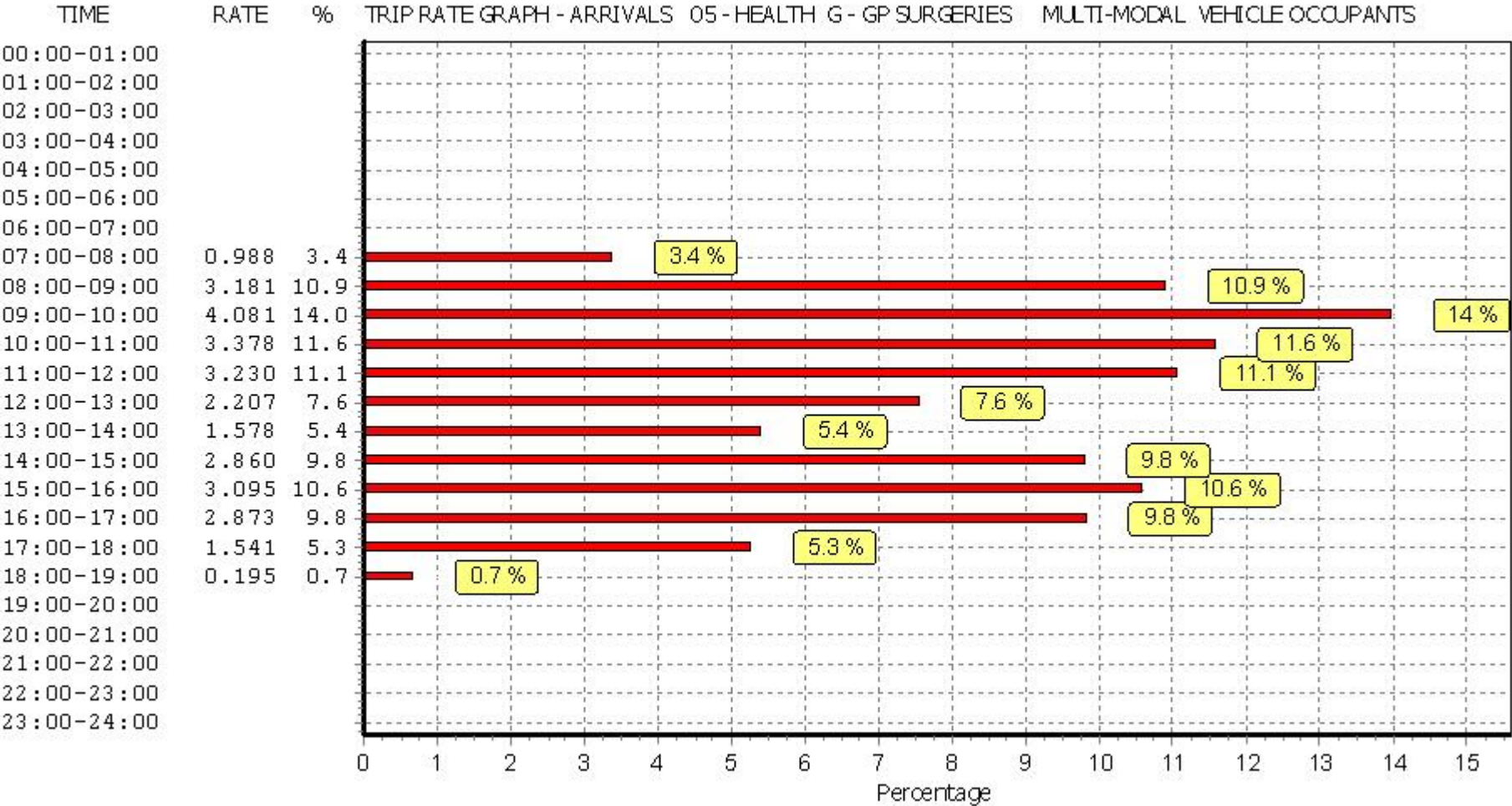
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

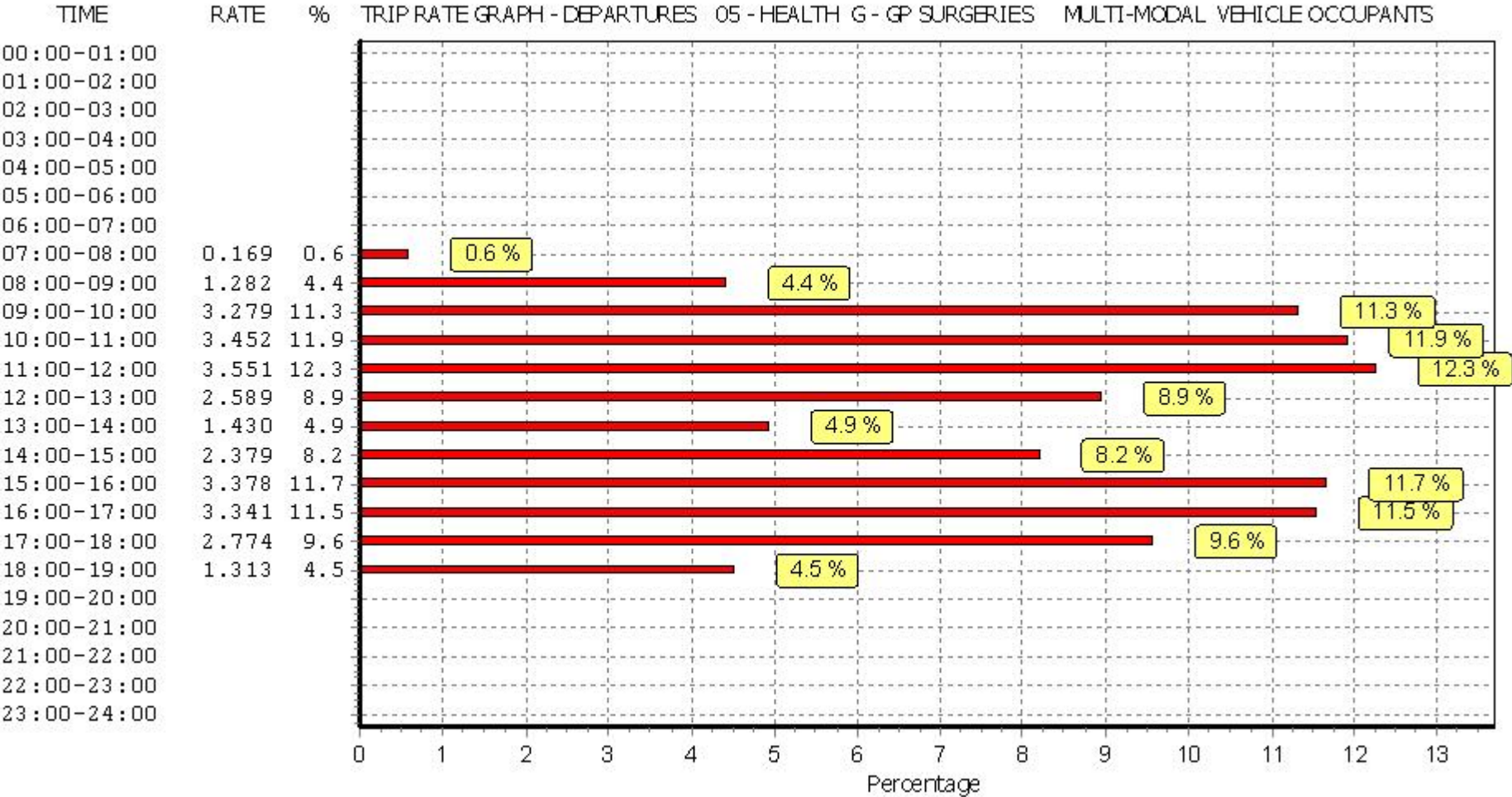
| Time Range          | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                     | No. Days | Ave. GFA | 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       | 10       | 770      | 0.988     | 10         | 770      | 0.169     | 10       | 770      | 1.157     |
| 08:00 - 09:00       | 11       | 737      | 3.181     | 11         | 737      | 1.282     | 11       | 737      | 4.463     |
| 09:00 - 10:00       | 11       | 737      | 4.081     | 11         | 737      | 3.279     | 11       | 737      | 7.360     |
| 10:00 - 11:00       | 11       | 737      | 3.378     | 11         | 737      | 3.452     | 11       | 737      | 6.830     |
| 11:00 - 12:00       | 11       | 737      | 3.230     | 11         | 737      | 3.551     | 11       | 737      | 6.781     |
| 12:00 - 13:00       | 11       | 737      | 2.207     | 11         | 737      | 2.589     | 11       | 737      | 4.796     |
| 13:00 - 14:00       | 11       | 737      | 1.578     | 11         | 737      | 1.430     | 11       | 737      | 3.008     |
| 14:00 - 15:00       | 11       | 737      | 2.860     | 11         | 737      | 2.379     | 11       | 737      | 5.239     |
| 15:00 - 16:00       | 11       | 737      | 3.095     | 11         | 737      | 3.378     | 11       | 737      | 6.473     |
| 16:00 - 17:00       | 11       | 737      | 2.873     | 11         | 737      | 3.341     | 11       | 737      | 6.214     |
| 17:00 - 18:00       | 11       | 737      | 1.541     | 11         | 737      | 2.774     | 11       | 737      | 4.315     |
| 18:00 - 19:00       | 10       | 770      | 0.195     | 10         | 770      | 1.313     | 10       | 770      | 1.508     |
| 19:00 - 20:00       |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00       |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00       |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00       |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00       |          |          |           |            |          |           |          |          |           |
| <b>Total Rates:</b> |          |          | 29.207    |            |          | 28.937    |          |          | 58.144    |

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.

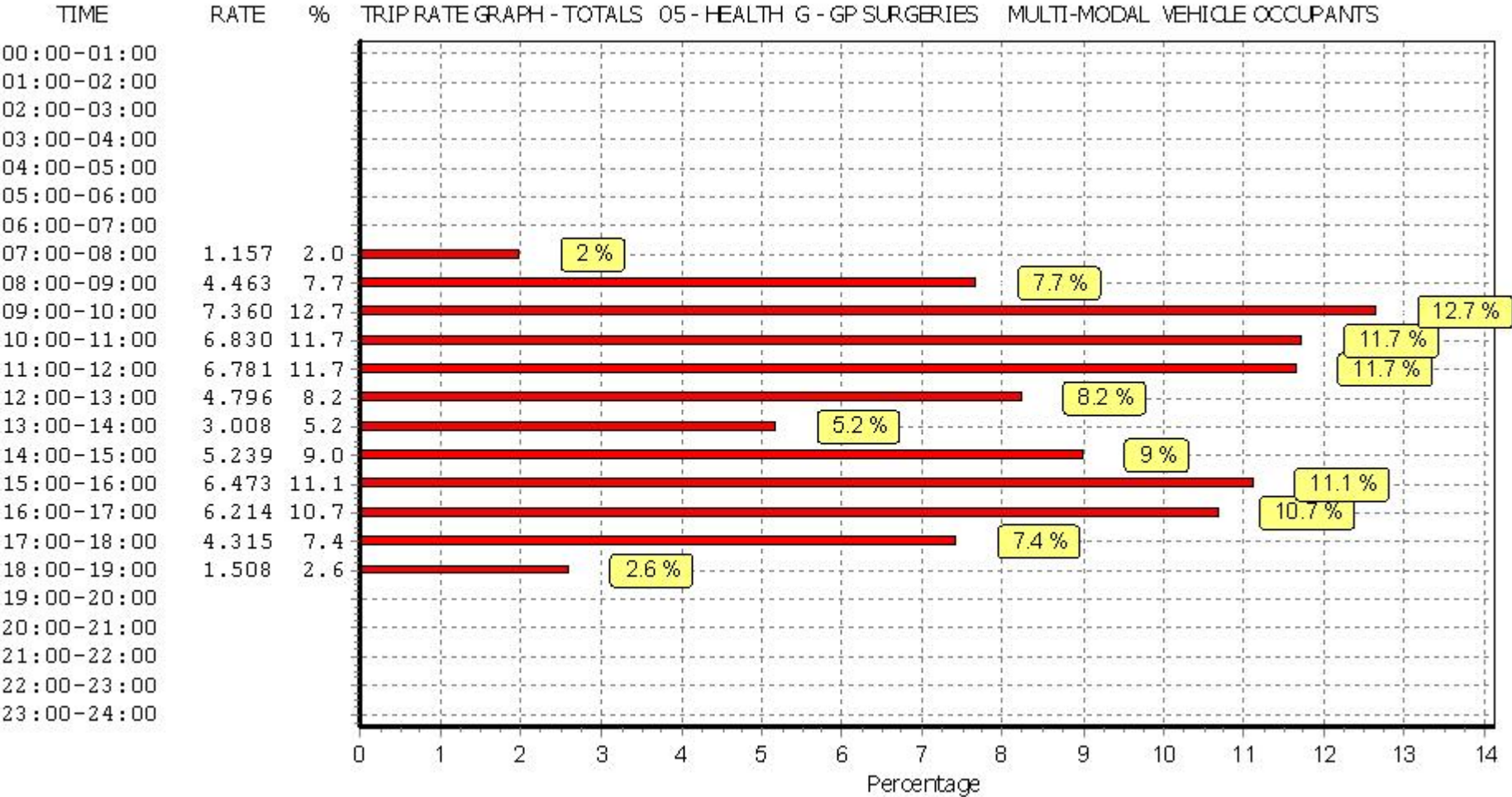
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



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 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL PEDESTRIANS

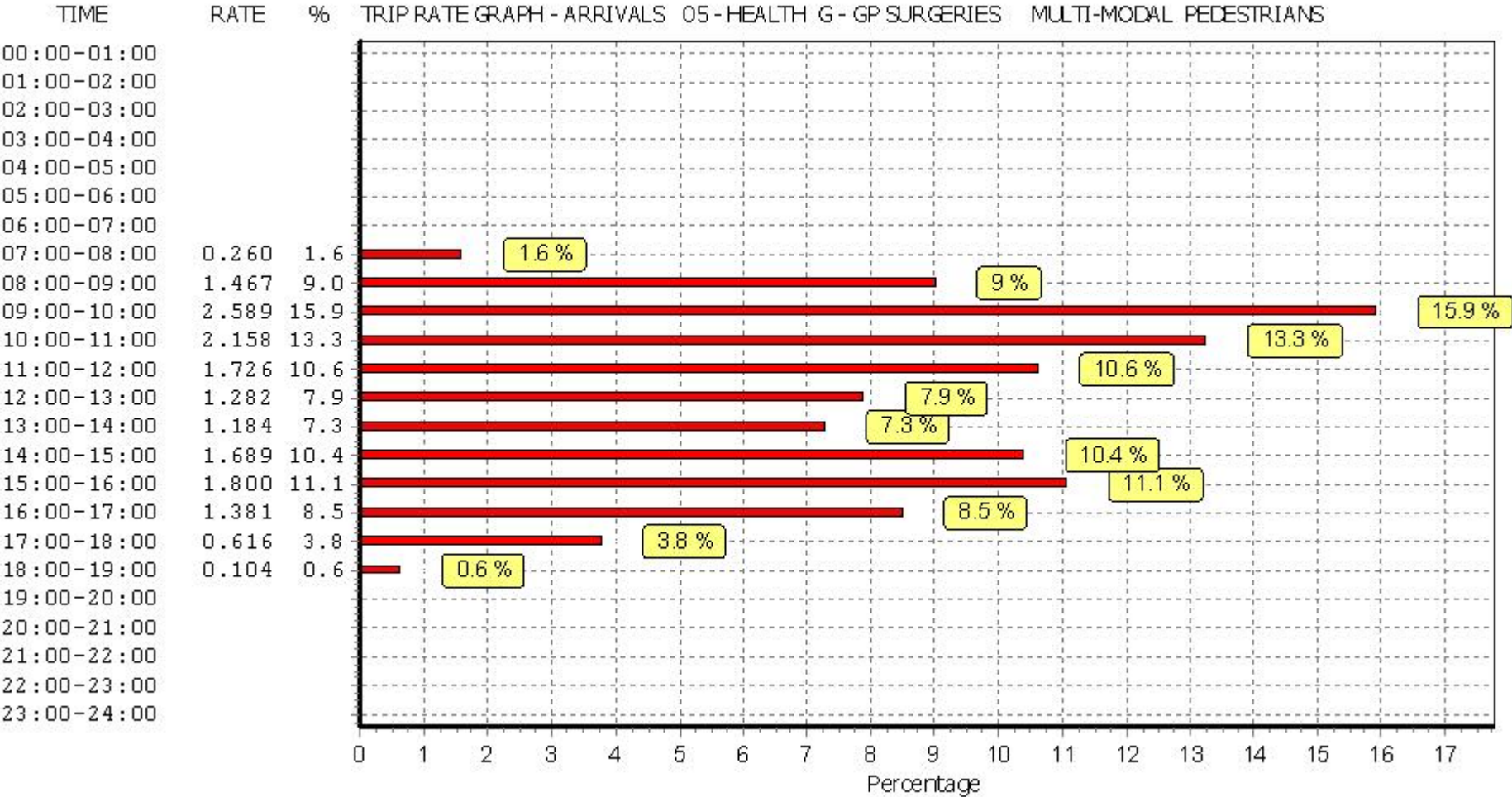
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

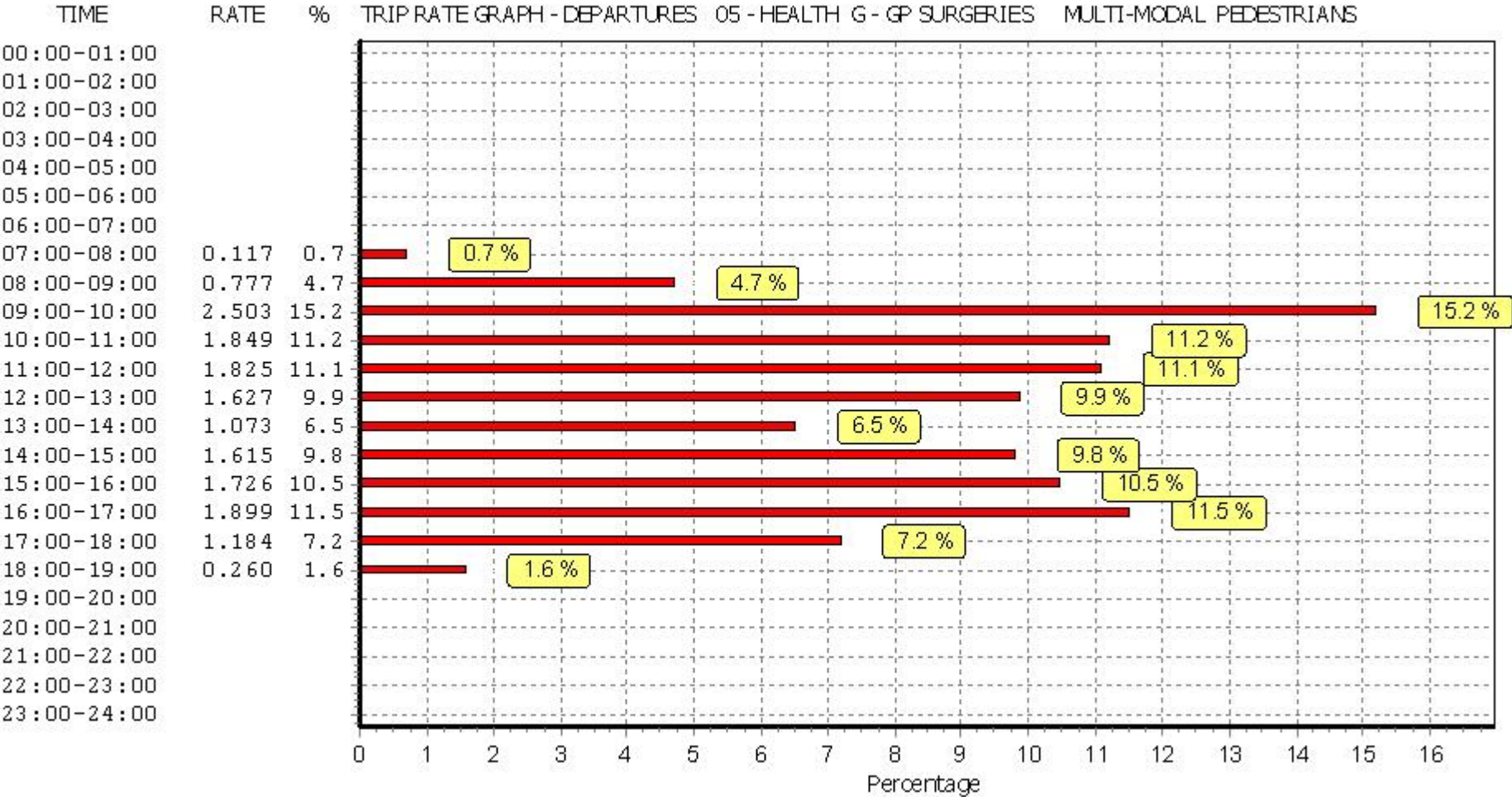
| Time Range          | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                     | No. Days | Ave. GFA | 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       | 10       | 770      | 0.260     | 10         | 770      | 0.117     | 10       | 770      | 0.377     |
| 08:00 - 09:00       | 11       | 737      | 1.467     | 11         | 737      | 0.777     | 11       | 737      | 2.244     |
| 09:00 - 10:00       | 11       | 737      | 2.589     | 11         | 737      | 2.503     | 11       | 737      | 5.092     |
| 10:00 - 11:00       | 11       | 737      | 2.158     | 11         | 737      | 1.849     | 11       | 737      | 4.007     |
| 11:00 - 12:00       | 11       | 737      | 1.726     | 11         | 737      | 1.825     | 11       | 737      | 3.551     |
| 12:00 - 13:00       | 11       | 737      | 1.282     | 11         | 737      | 1.627     | 11       | 737      | 2.909     |
| 13:00 - 14:00       | 11       | 737      | 1.184     | 11         | 737      | 1.073     | 11       | 737      | 2.257     |
| 14:00 - 15:00       | 11       | 737      | 1.689     | 11         | 737      | 1.615     | 11       | 737      | 3.304     |
| 15:00 - 16:00       | 11       | 737      | 1.800     | 11         | 737      | 1.726     | 11       | 737      | 3.526     |
| 16:00 - 17:00       | 11       | 737      | 1.381     | 11         | 737      | 1.899     | 11       | 737      | 3.280     |
| 17:00 - 18:00       | 11       | 737      | 0.616     | 11         | 737      | 1.184     | 11       | 737      | 1.800     |
| 18:00 - 19:00       | 10       | 770      | 0.104     | 10         | 770      | 0.260     | 10       | 770      | 0.364     |
| 19:00 - 20:00       |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00       |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00       |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00       |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00       |          |          |           |            |          |           |          |          |           |
| <b>Total Rates:</b> |          |          | 16.256    |            |          | 16.455    |          |          | 32.711    |

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

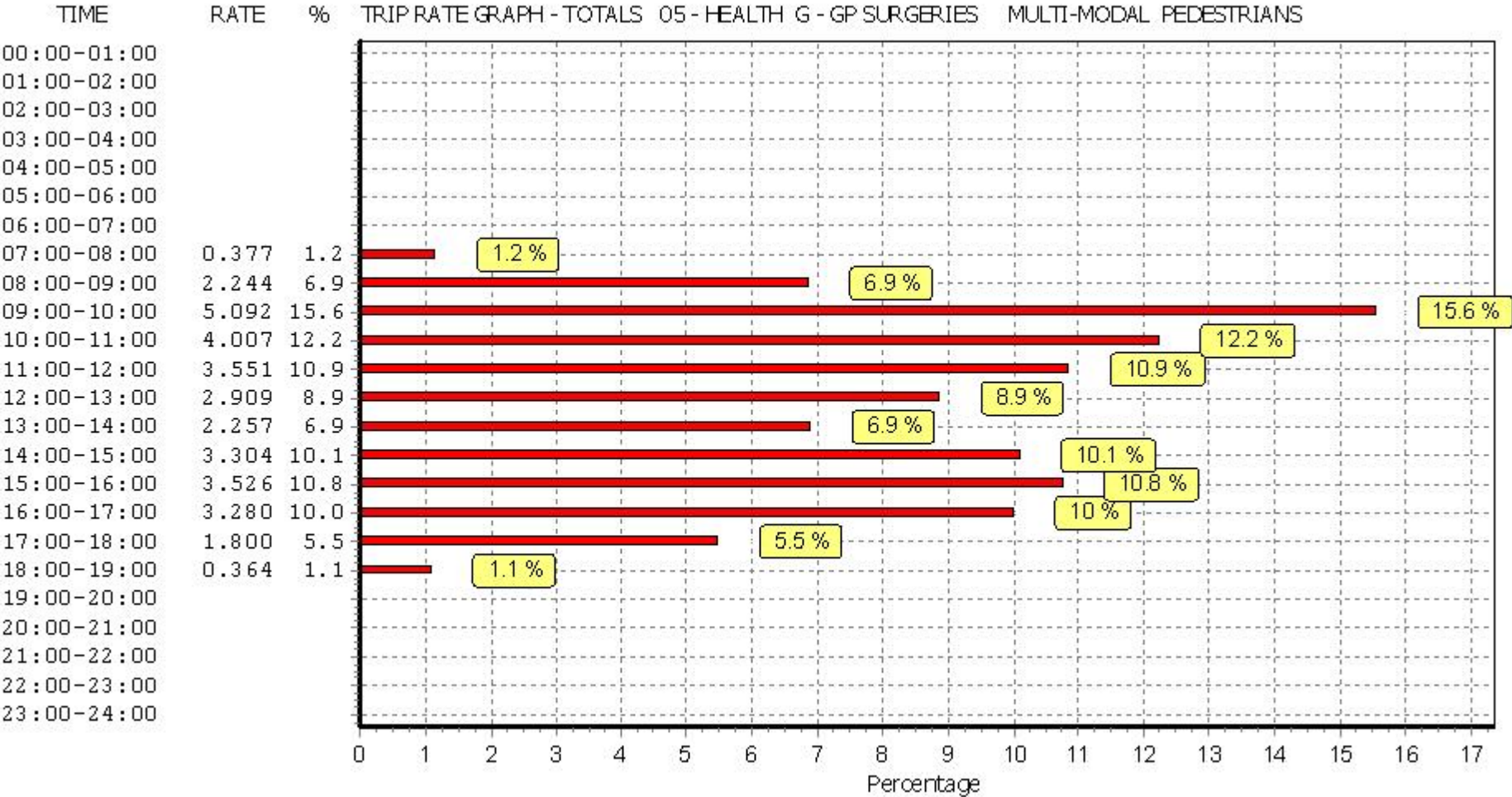
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



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 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL BUS/TRAM PASSENGERS

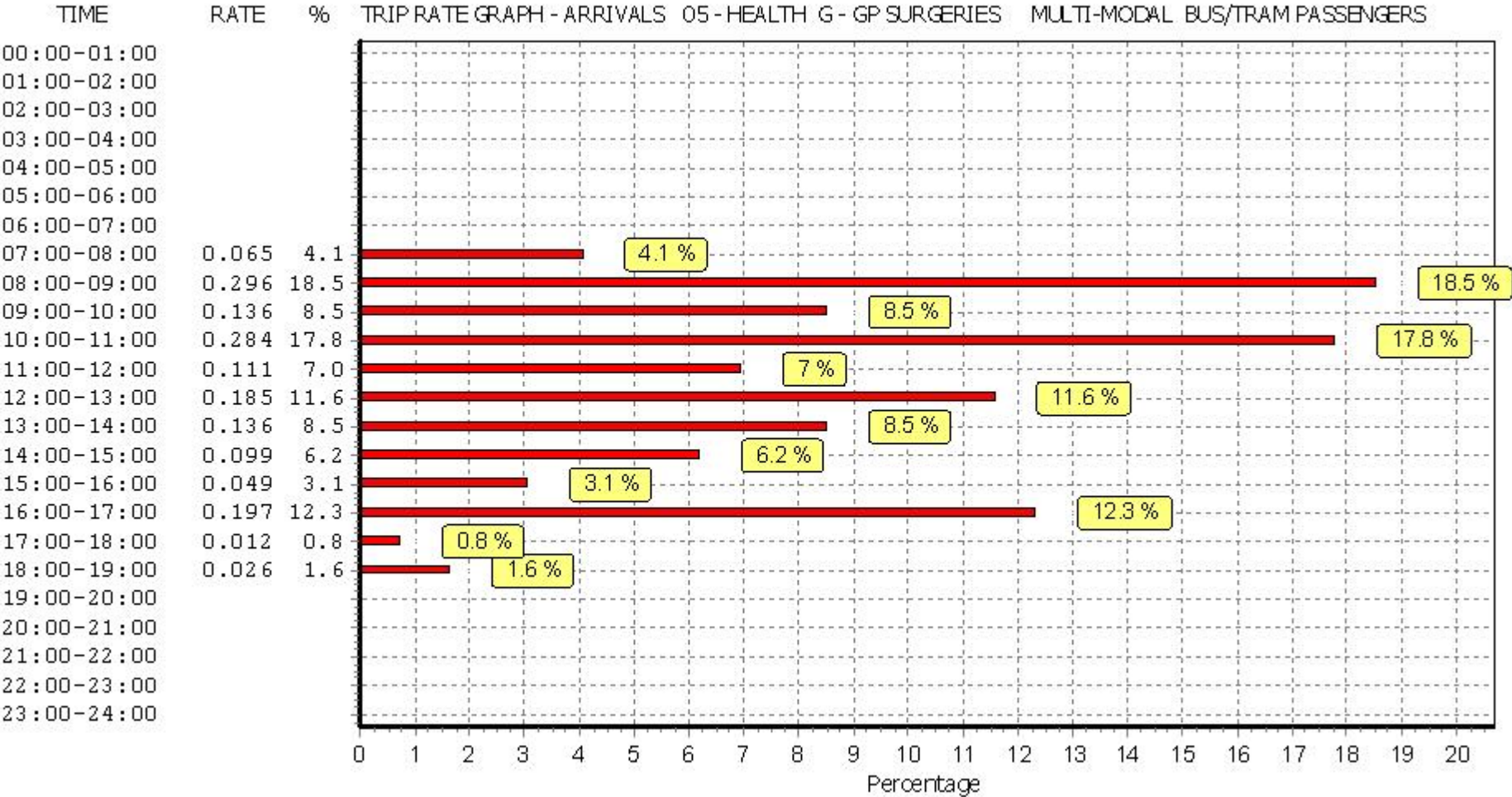
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

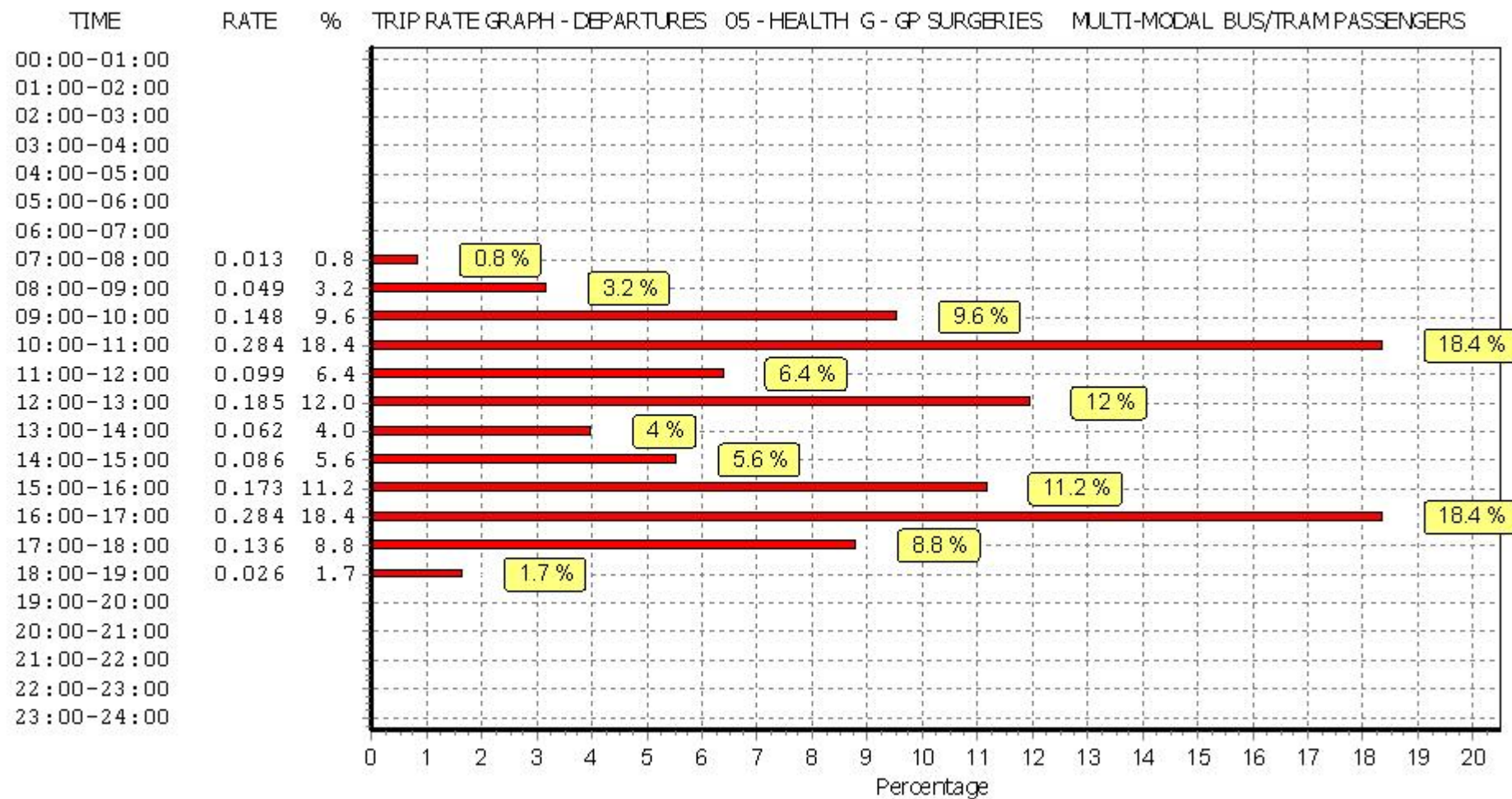
| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. 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       | 10       | 770      | 0.065        | 10         | 770      | 0.013        | 10       | 770      | 0.078        |
| 08:00 - 09:00       | 11       | 737      | 0.296        | 11         | 737      | 0.049        | 11       | 737      | 0.345        |
| 09:00 - 10:00       | 11       | 737      | 0.136        | 11         | 737      | 0.148        | 11       | 737      | 0.284        |
| 10:00 - 11:00       | 11       | 737      | 0.284        | 11         | 737      | 0.284        | 11       | 737      | 0.568        |
| 11:00 - 12:00       | 11       | 737      | 0.111        | 11         | 737      | 0.099        | 11       | 737      | 0.210        |
| 12:00 - 13:00       | 11       | 737      | 0.185        | 11         | 737      | 0.185        | 11       | 737      | 0.370        |
| 13:00 - 14:00       | 11       | 737      | 0.136        | 11         | 737      | 0.062        | 11       | 737      | 0.198        |
| 14:00 - 15:00       | 11       | 737      | 0.099        | 11         | 737      | 0.086        | 11       | 737      | 0.185        |
| 15:00 - 16:00       | 11       | 737      | 0.049        | 11         | 737      | 0.173        | 11       | 737      | 0.222        |
| 16:00 - 17:00       | 11       | 737      | 0.197        | 11         | 737      | 0.284        | 11       | 737      | 0.481        |
| 17:00 - 18:00       | 11       | 737      | 0.012        | 11         | 737      | 0.136        | 11       | 737      | 0.148        |
| 18:00 - 19:00       | 10       | 770      | 0.026        | 10         | 770      | 0.026        | 10       | 770      | 0.052        |
| 19:00 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>1.596</b> |            |          | <b>1.545</b> |          |          | <b>3.141</b> |

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

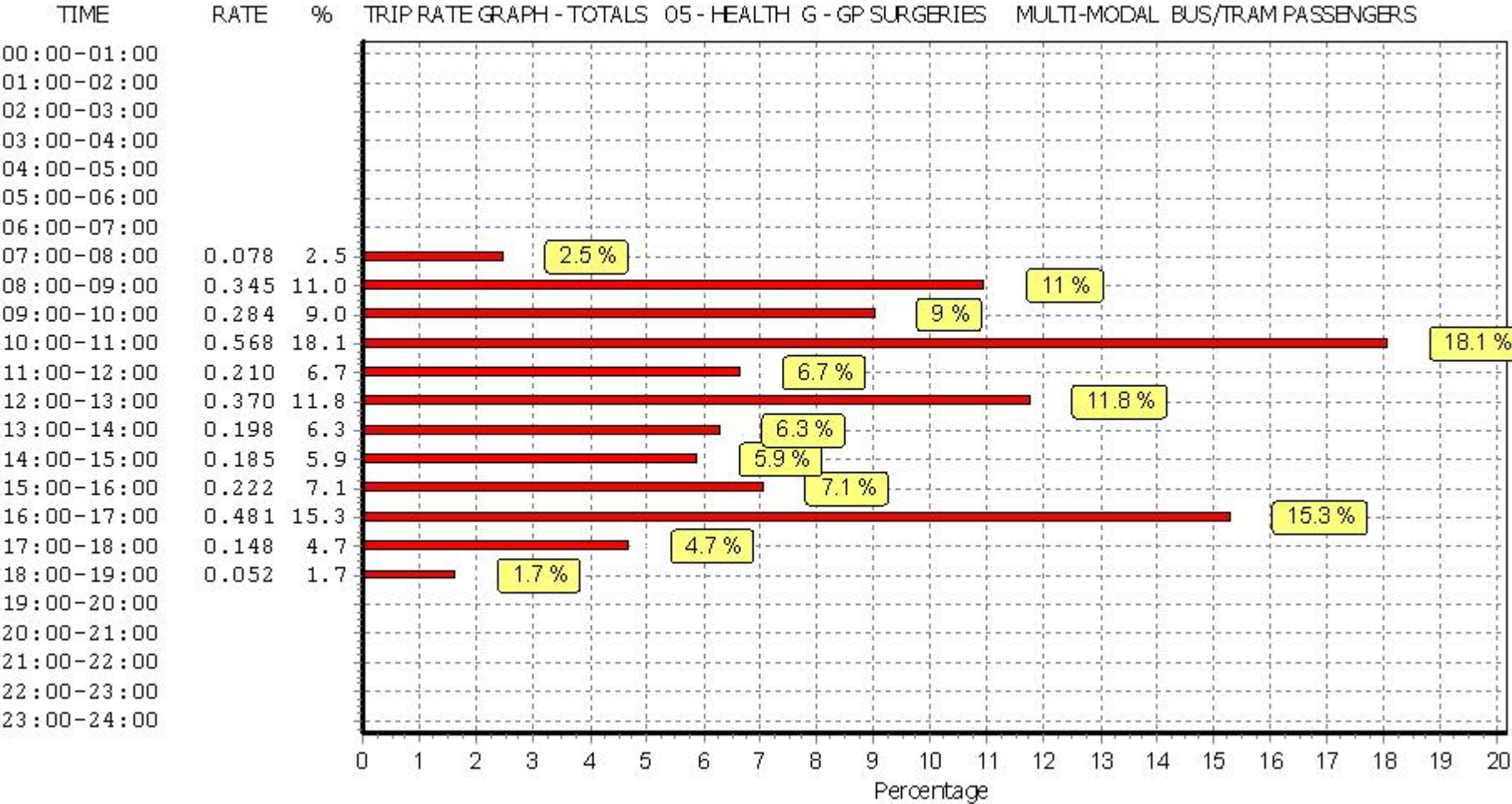
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



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 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TOTAL RAIL PASSENGERS

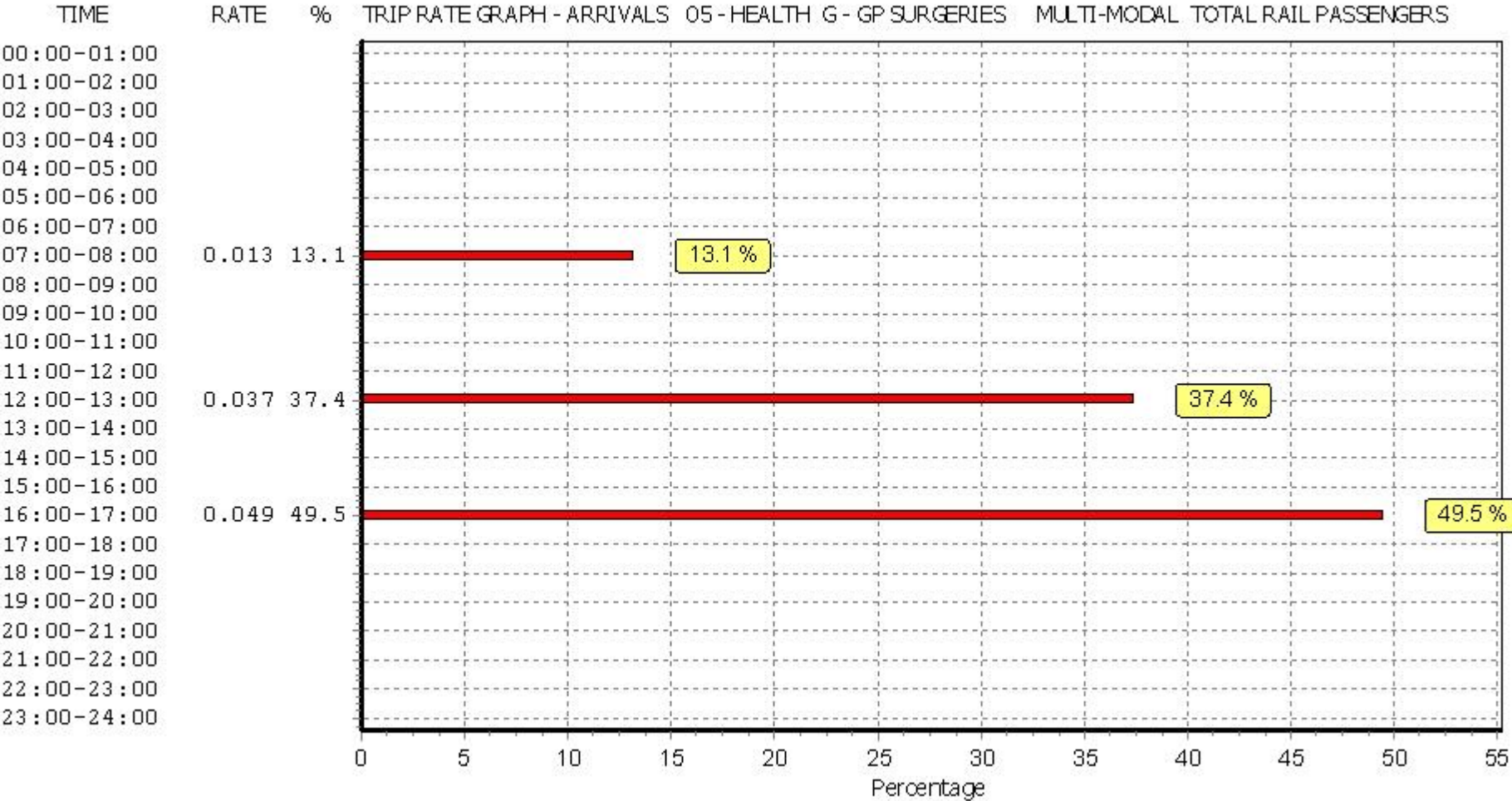
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

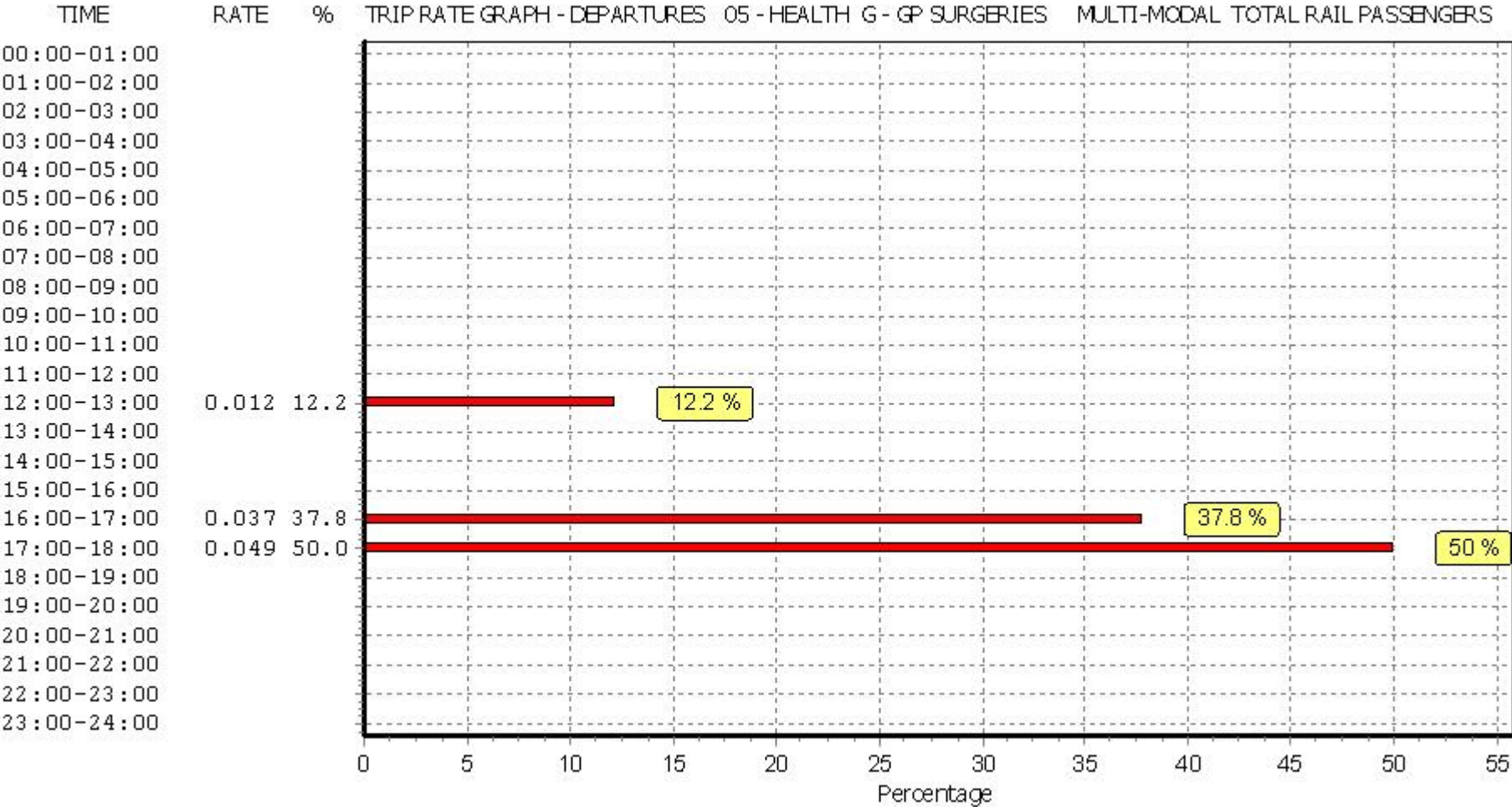
| Time Range          | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                     | No. Days | Ave. GFA | 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       | 10       | 770      | 0.013     | 10         | 770      | 0.000     | 10       | 770      | 0.013     |
| 08:00 - 09:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 09:00 - 10:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 10:00 - 11:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 11:00 - 12:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 12:00 - 13:00       | 11       | 737      | 0.037     | 11         | 737      | 0.012     | 11       | 737      | 0.049     |
| 13:00 - 14:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 14:00 - 15:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 15:00 - 16:00       | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 16:00 - 17:00       | 11       | 737      | 0.049     | 11         | 737      | 0.037     | 11       | 737      | 0.086     |
| 17:00 - 18:00       | 11       | 737      | 0.000     | 11         | 737      | 0.049     | 11       | 737      | 0.049     |
| 18:00 - 19:00       | 10       | 770      | 0.000     | 10         | 770      | 0.000     | 10       | 770      | 0.000     |
| 19:00 - 20:00       |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00       |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00       |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00       |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00       |          |          |           |            |          |           |          |          |           |
| <b>Total Rates:</b> |          |          | 0.099     |            |          | 0.098     |          |          | 0.197     |

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

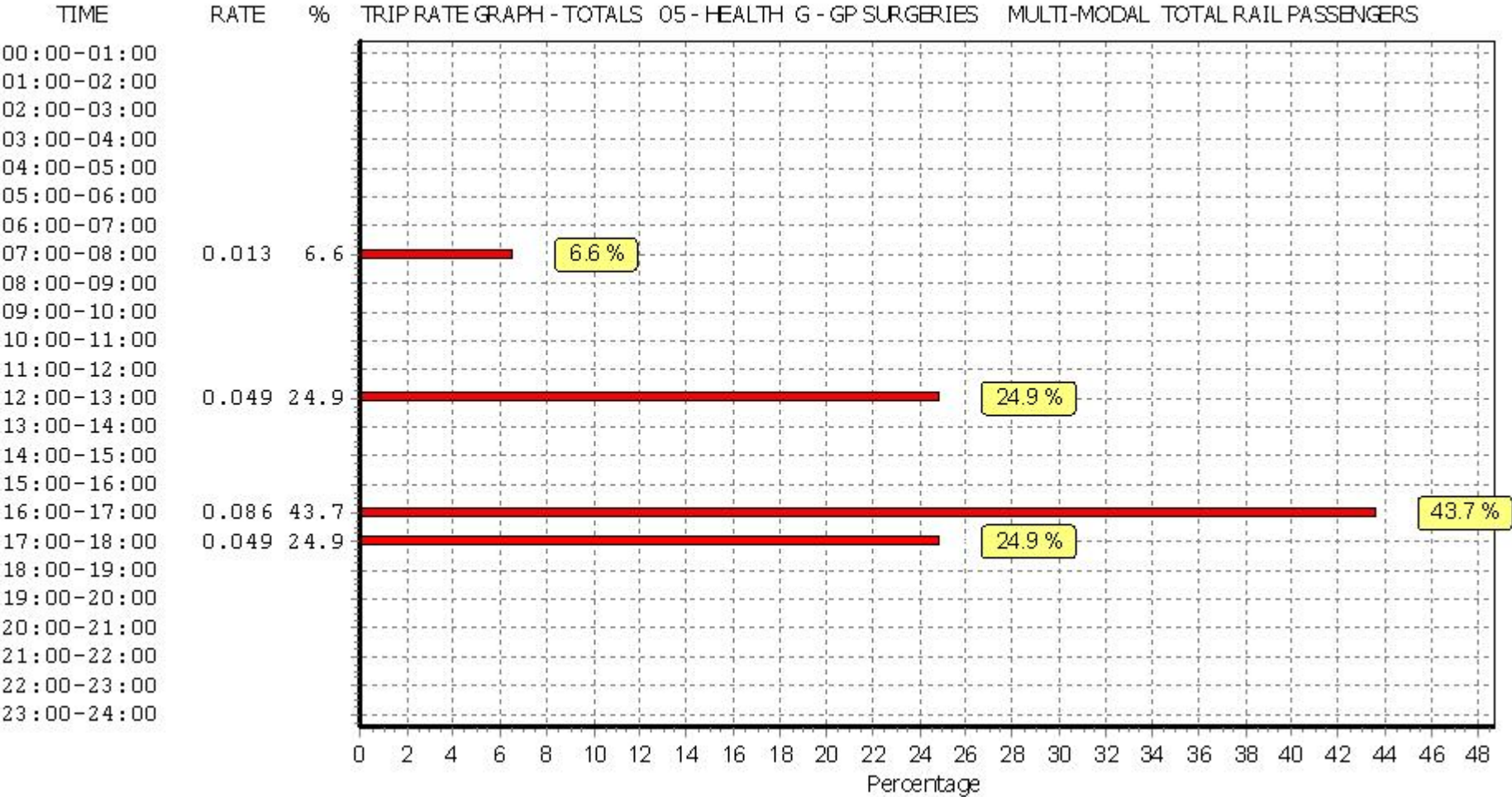
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



*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 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL COACH PASSENGERS

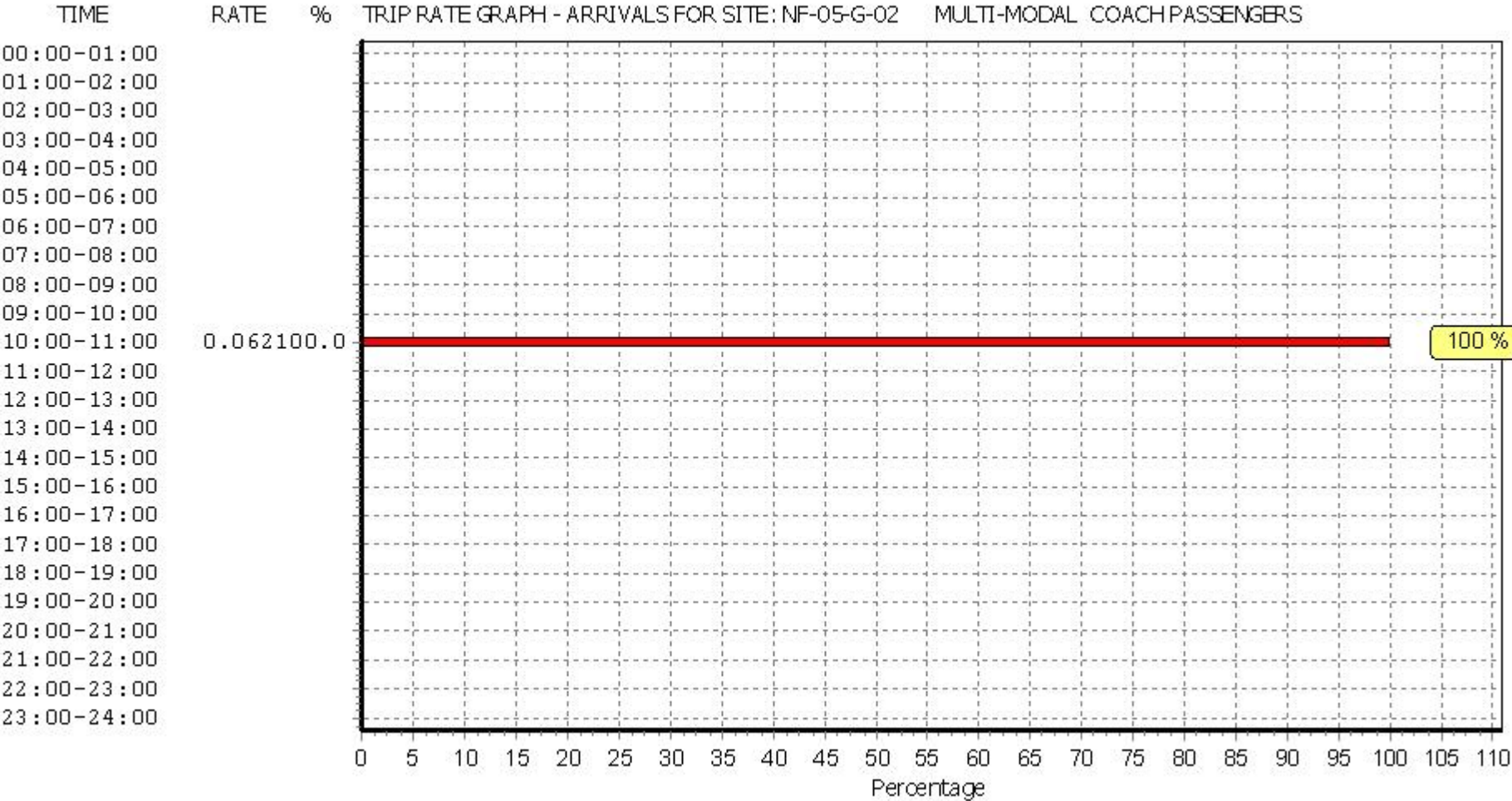
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

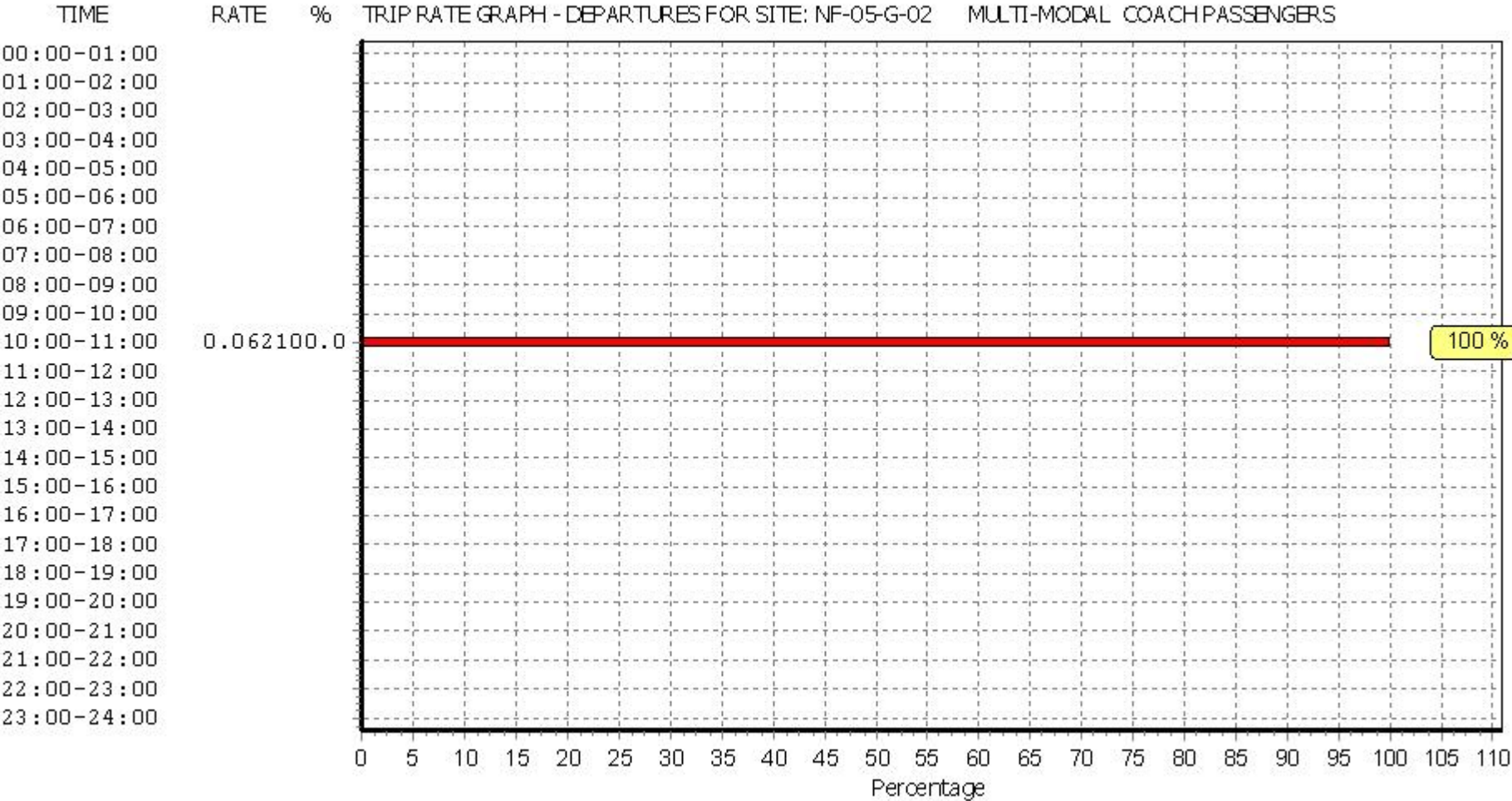
| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | 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 | 10       | 770      | 0.000     | 10         | 770      | 0.000     | 10       | 770      | 0.000     |
| 08:00 - 09:00 | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 09:00 - 10:00 | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 10:00 - 11:00 | 11       | 737      | 0.062     | 11         | 737      | 0.062     | 11       | 737      | 0.124     |
| 11:00 - 12:00 | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 12:00 - 13:00 | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 13:00 - 14:00 | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 14:00 - 15:00 | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 15:00 - 16:00 | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 16:00 - 17:00 | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 17:00 - 18:00 | 11       | 737      | 0.000     | 11         | 737      | 0.000     | 11       | 737      | 0.000     |
| 18:00 - 19:00 | 10       | 770      | 0.000     | 10         | 770      | 0.000     | 10       | 770      | 0.000     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.062     |            |          | 0.062     |          |          | 0.124     |

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

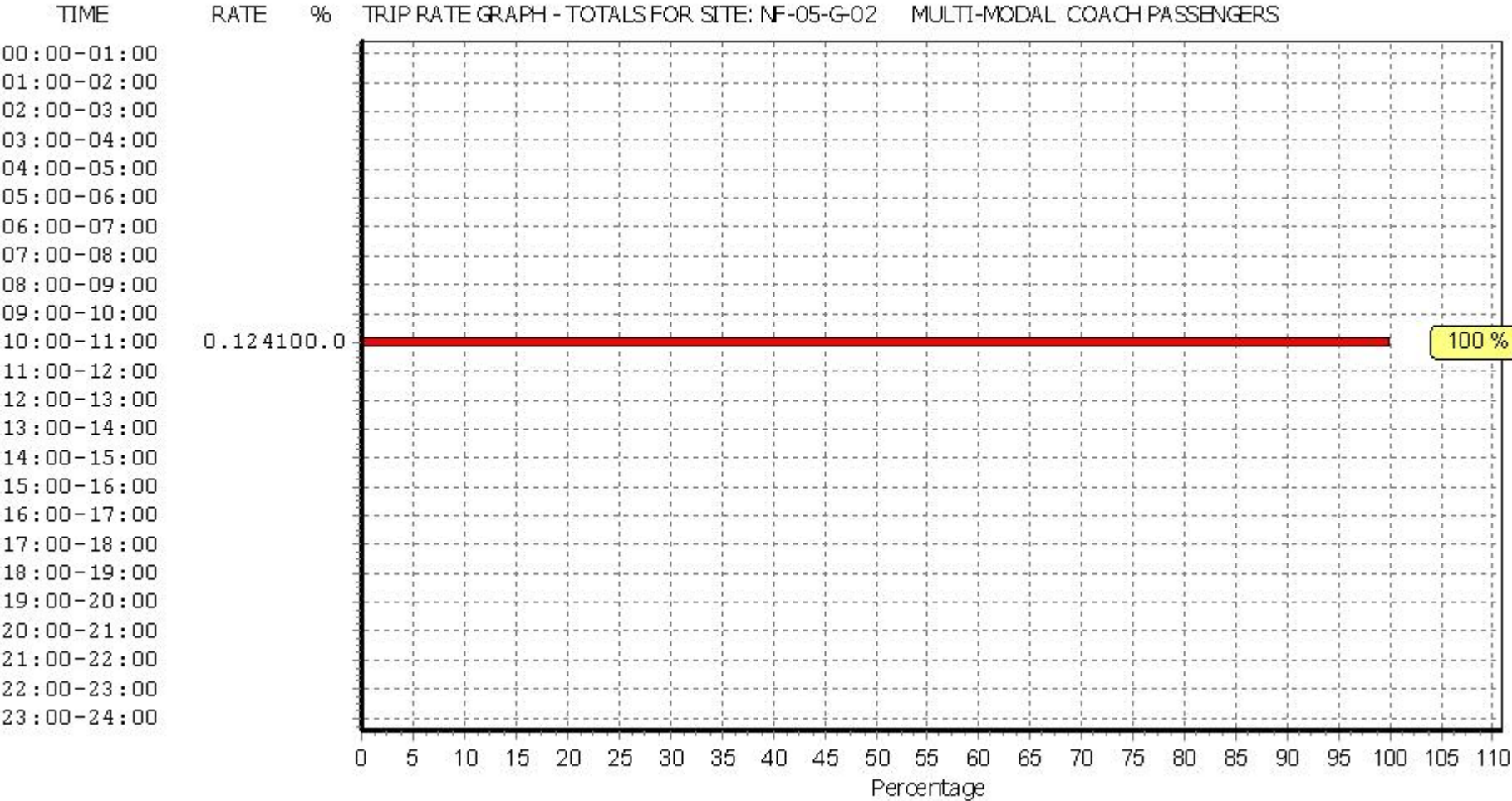
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



*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.*



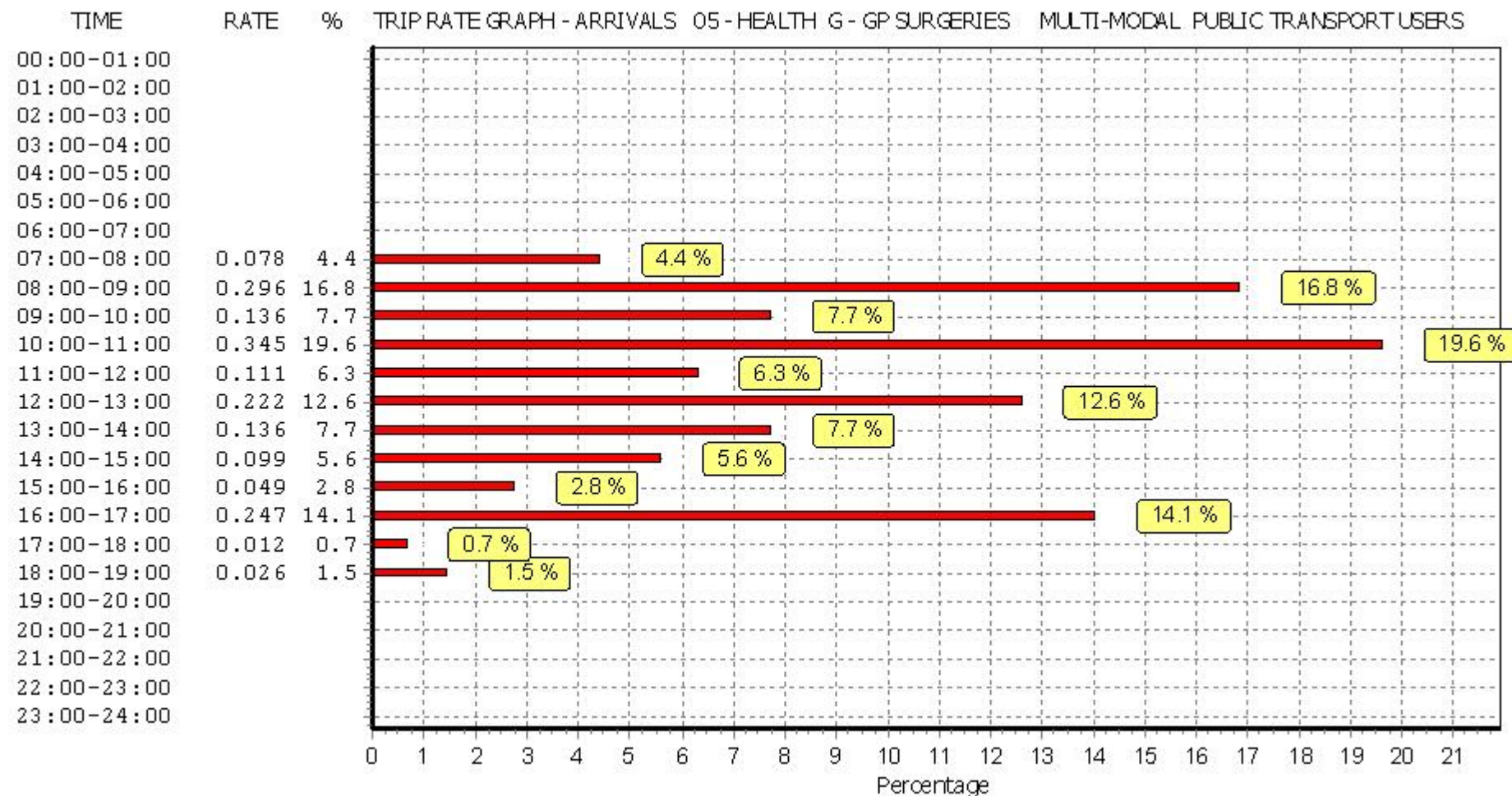
*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified 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 05 - HEALTH/G - GP SURGERIES  
 MULTI-MODAL PUBLIC TRANSPORT USERS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

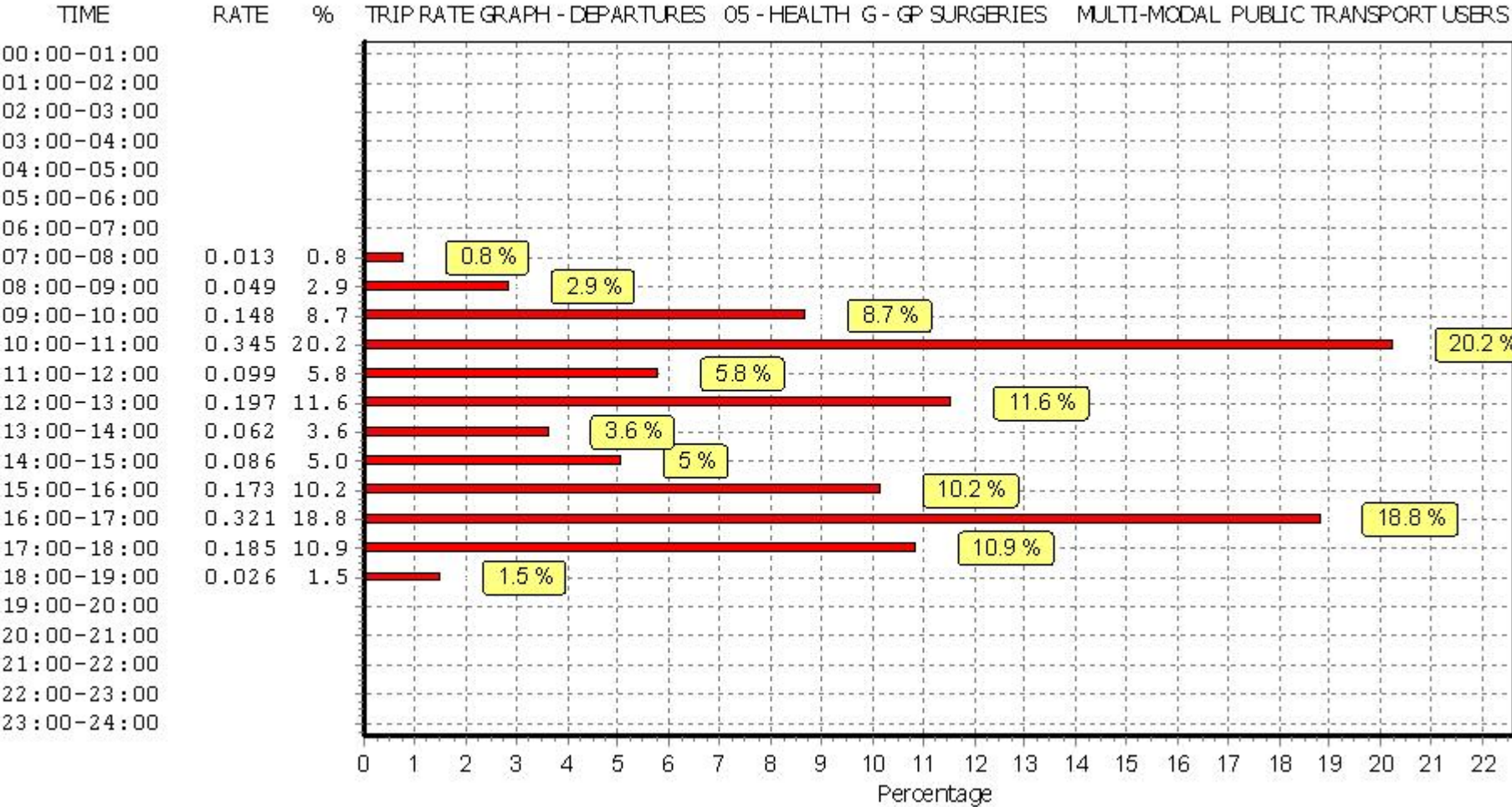
| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. 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       | 10       | 770      | 0.078        | 10         | 770      | 0.013        | 10       | 770      | 0.091        |
| 08:00 - 09:00       | 11       | 737      | 0.296        | 11         | 737      | 0.049        | 11       | 737      | 0.345        |
| 09:00 - 10:00       | 11       | 737      | 0.136        | 11         | 737      | 0.148        | 11       | 737      | 0.284        |
| 10:00 - 11:00       | 11       | 737      | 0.345        | 11         | 737      | 0.345        | 11       | 737      | 0.690        |
| 11:00 - 12:00       | 11       | 737      | 0.111        | 11         | 737      | 0.099        | 11       | 737      | 0.210        |
| 12:00 - 13:00       | 11       | 737      | 0.222        | 11         | 737      | 0.197        | 11       | 737      | 0.419        |
| 13:00 - 14:00       | 11       | 737      | 0.136        | 11         | 737      | 0.062        | 11       | 737      | 0.198        |
| 14:00 - 15:00       | 11       | 737      | 0.099        | 11         | 737      | 0.086        | 11       | 737      | 0.185        |
| 15:00 - 16:00       | 11       | 737      | 0.049        | 11         | 737      | 0.173        | 11       | 737      | 0.222        |
| 16:00 - 17:00       | 11       | 737      | 0.247        | 11         | 737      | 0.321        | 11       | 737      | 0.568        |
| 17:00 - 18:00       | 11       | 737      | 0.012        | 11         | 737      | 0.185        | 11       | 737      | 0.197        |
| 18:00 - 19:00       | 10       | 770      | 0.026        | 10         | 770      | 0.026        | 10       | 770      | 0.052        |
| 19:00 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>1.757</b> |            |          | <b>1.704</b> |          |          | <b>3.461</b> |

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

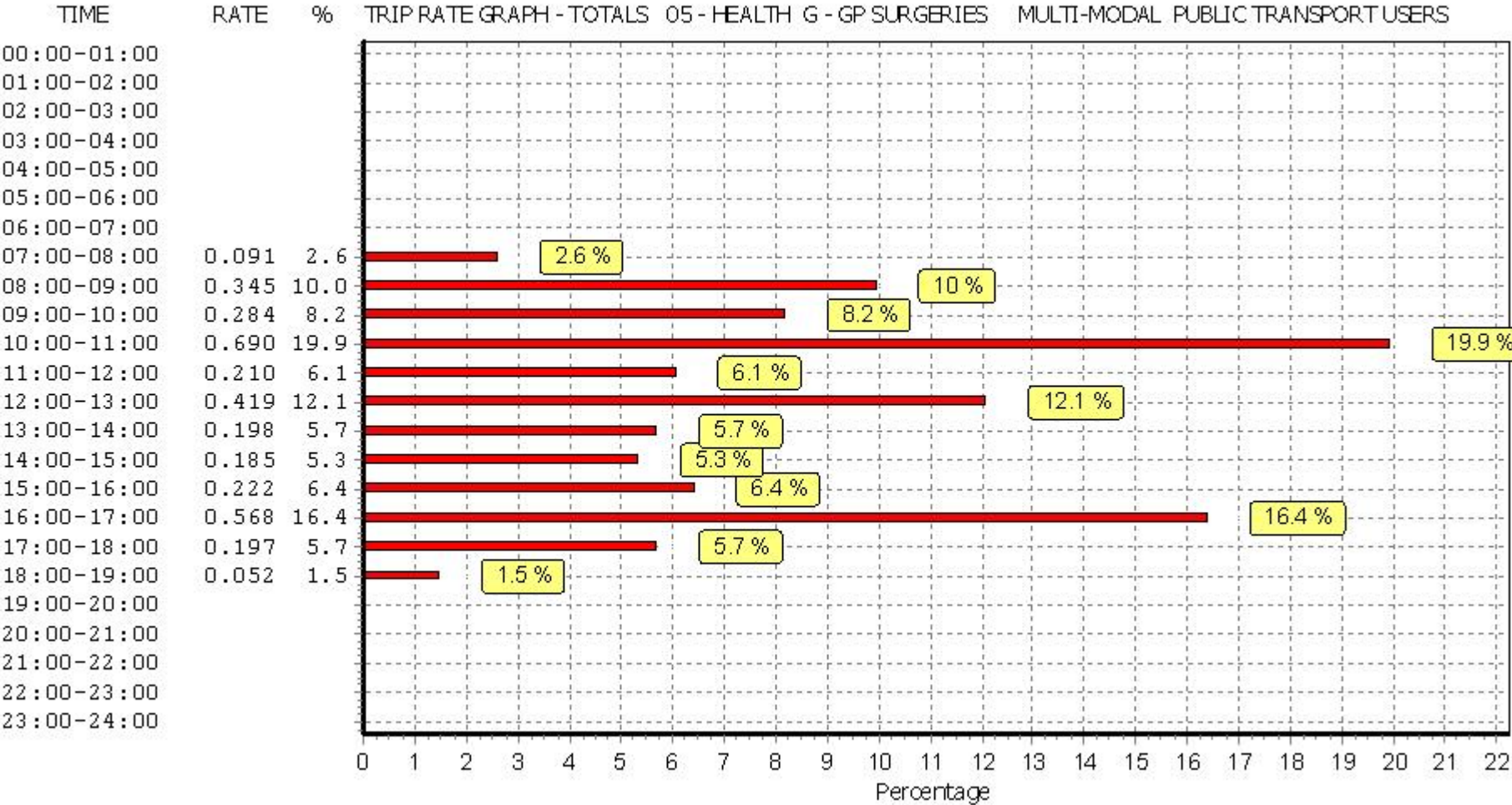
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



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 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TOTAL PEOPLE

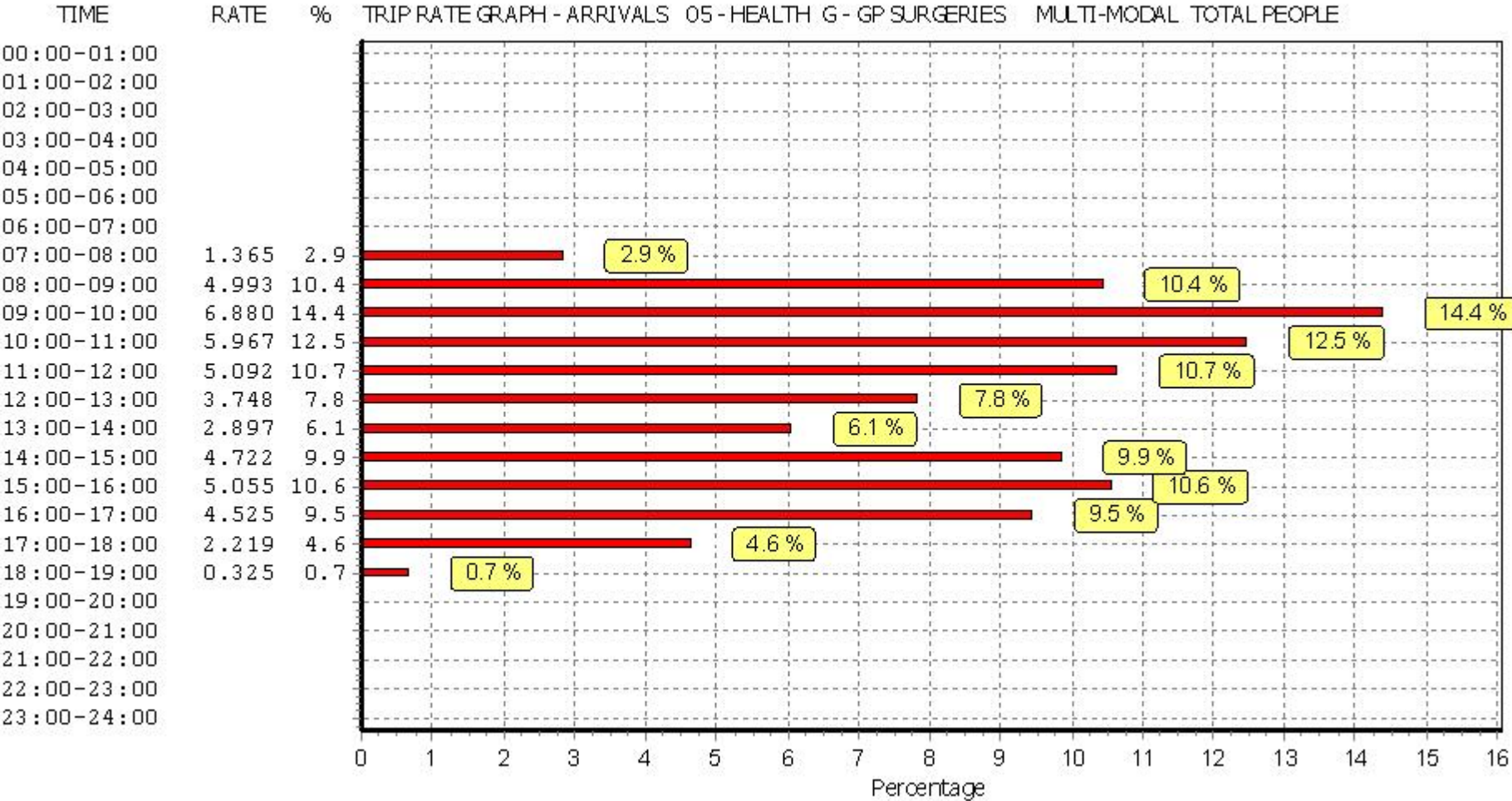
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

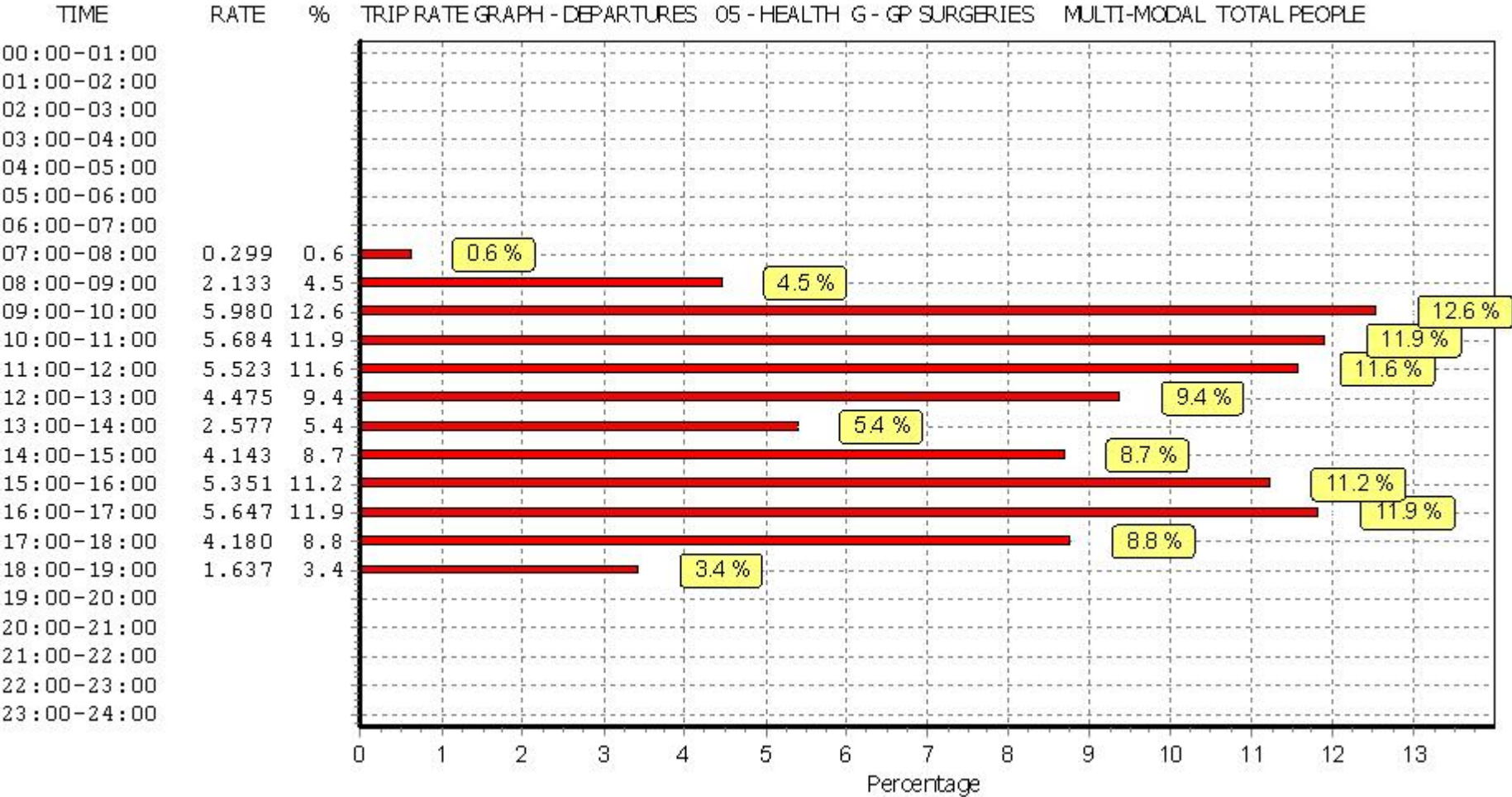
| Time Range          | ARRIVALS |          |               | DEPARTURES |          |               | TOTALS   |          |               |
|---------------------|----------|----------|---------------|------------|----------|---------------|----------|----------|---------------|
|                     | 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       | 10       | 770      | 1.365         | 10         | 770      | 0.299         | 10       | 770      | 1.664         |
| 08:00 - 09:00       | 11       | 737      | 4.993         | 11         | 737      | 2.133         | 11       | 737      | 7.126         |
| 09:00 - 10:00       | 11       | 737      | 6.880         | 11         | 737      | 5.980         | 11       | 737      | 12.860        |
| 10:00 - 11:00       | 11       | 737      | 5.967         | 11         | 737      | 5.684         | 11       | 737      | 11.651        |
| 11:00 - 12:00       | 11       | 737      | 5.092         | 11         | 737      | 5.523         | 11       | 737      | 10.615        |
| 12:00 - 13:00       | 11       | 737      | 3.748         | 11         | 737      | 4.475         | 11       | 737      | 8.223         |
| 13:00 - 14:00       | 11       | 737      | 2.897         | 11         | 737      | 2.577         | 11       | 737      | 5.474         |
| 14:00 - 15:00       | 11       | 737      | 4.722         | 11         | 737      | 4.143         | 11       | 737      | 8.865         |
| 15:00 - 16:00       | 11       | 737      | 5.055         | 11         | 737      | 5.351         | 11       | 737      | 10.406        |
| 16:00 - 17:00       | 11       | 737      | 4.525         | 11         | 737      | 5.647         | 11       | 737      | 10.172        |
| 17:00 - 18:00       | 11       | 737      | 2.219         | 11         | 737      | 4.180         | 11       | 737      | 6.399         |
| 18:00 - 19:00       | 10       | 770      | 0.325         | 10         | 770      | 1.637         | 10       | 770      | 1.962         |
| 19:00 - 20:00       |          |          |               |            |          |               |          |          |               |
| 20:00 - 21:00       |          |          |               |            |          |               |          |          |               |
| 21:00 - 22:00       |          |          |               |            |          |               |          |          |               |
| 22:00 - 23:00       |          |          |               |            |          |               |          |          |               |
| 23:00 - 24:00       |          |          |               |            |          |               |          |          |               |
| <b>Total Rates:</b> |          |          | <b>47.788</b> |            |          | <b>47.629</b> |          |          | <b>95.417</b> |

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

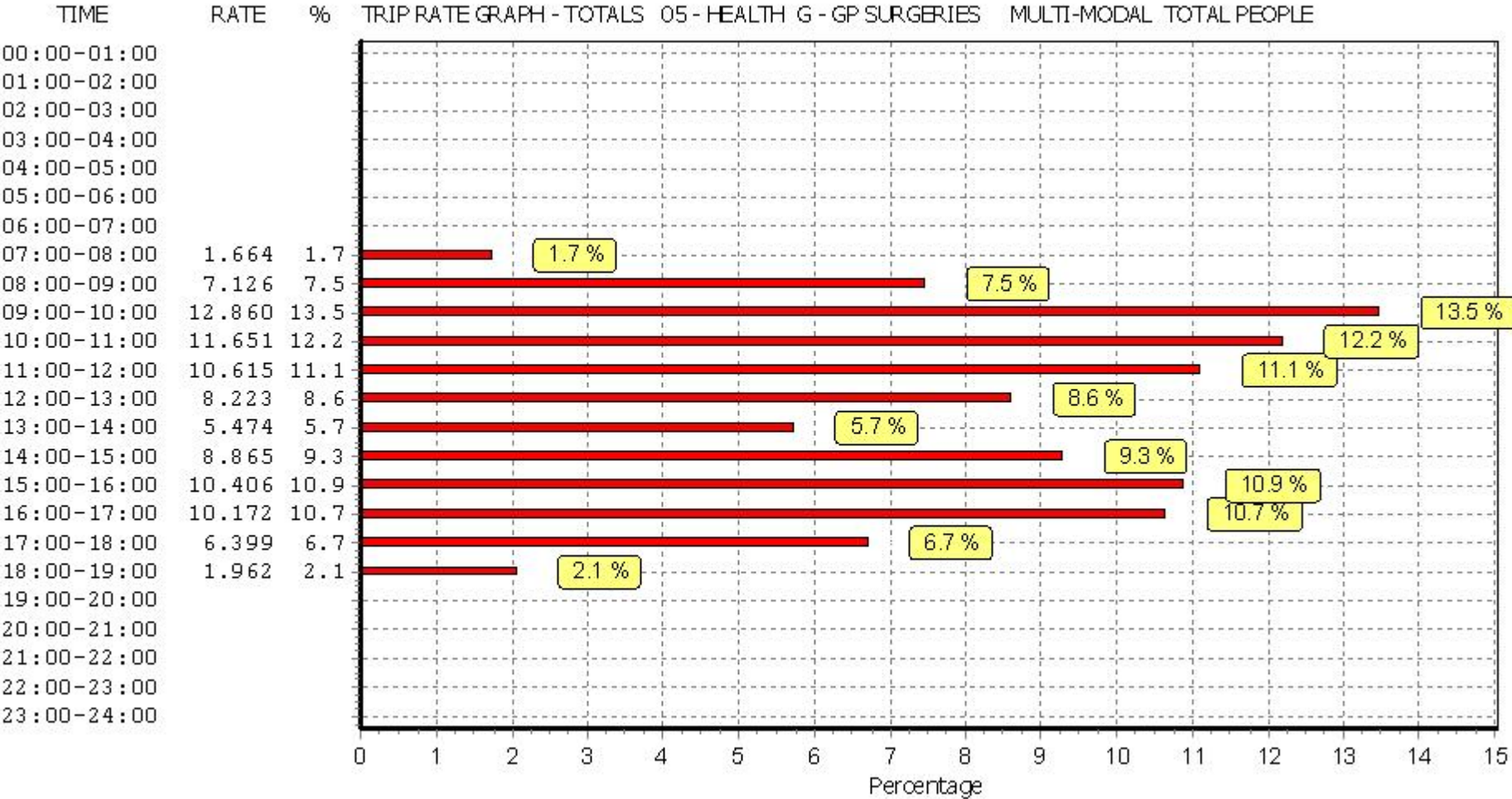
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



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 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL Servicing Vehicles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 07:00       |          |          |              |            |          |              |          |          |              |
| 07:00 - 08:00       | 10       | 770      | 0.000        | 10         | 770      | 0.000        | 10       | 770      | 0.000        |
| 08:00 - 09:00       | 11       | 737      | 0.037        | 11         | 737      | 0.025        | 11       | 737      | 0.062        |
| 09:00 - 10:00       | 11       | 737      | 0.025        | 11         | 737      | 0.037        | 11       | 737      | 0.062        |
| 10:00 - 11:00       | 11       | 737      | 0.099        | 11         | 737      | 0.099        | 11       | 737      | 0.198        |
| 11:00 - 12:00       | 11       | 737      | 0.074        | 11         | 737      | 0.074        | 11       | 737      | 0.148        |
| 12:00 - 13:00       | 11       | 737      | 0.025        | 11         | 737      | 0.012        | 11       | 737      | 0.037        |
| 13:00 - 14:00       | 11       | 737      | 0.012        | 11         | 737      | 0.025        | 11       | 737      | 0.037        |
| 14:00 - 15:00       | 11       | 737      | 0.025        | 11         | 737      | 0.025        | 11       | 737      | 0.050        |
| 15:00 - 16:00       | 11       | 737      | 0.025        | 11         | 737      | 0.025        | 11       | 737      | 0.050        |
| 16:00 - 17:00       | 11       | 737      | 0.012        | 11         | 737      | 0.012        | 11       | 737      | 0.024        |
| 17:00 - 18:00       | 11       | 737      | 0.000        | 11         | 737      | 0.000        | 11       | 737      | 0.000        |
| 18:00 - 19:00       | 10       | 770      | 0.000        | 10         | 770      | 0.000        | 10       | 770      | 0.000        |
| 19:00 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.334</b> |            |          | <b>0.334</b> |          |          | <b>0.668</b> |

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