

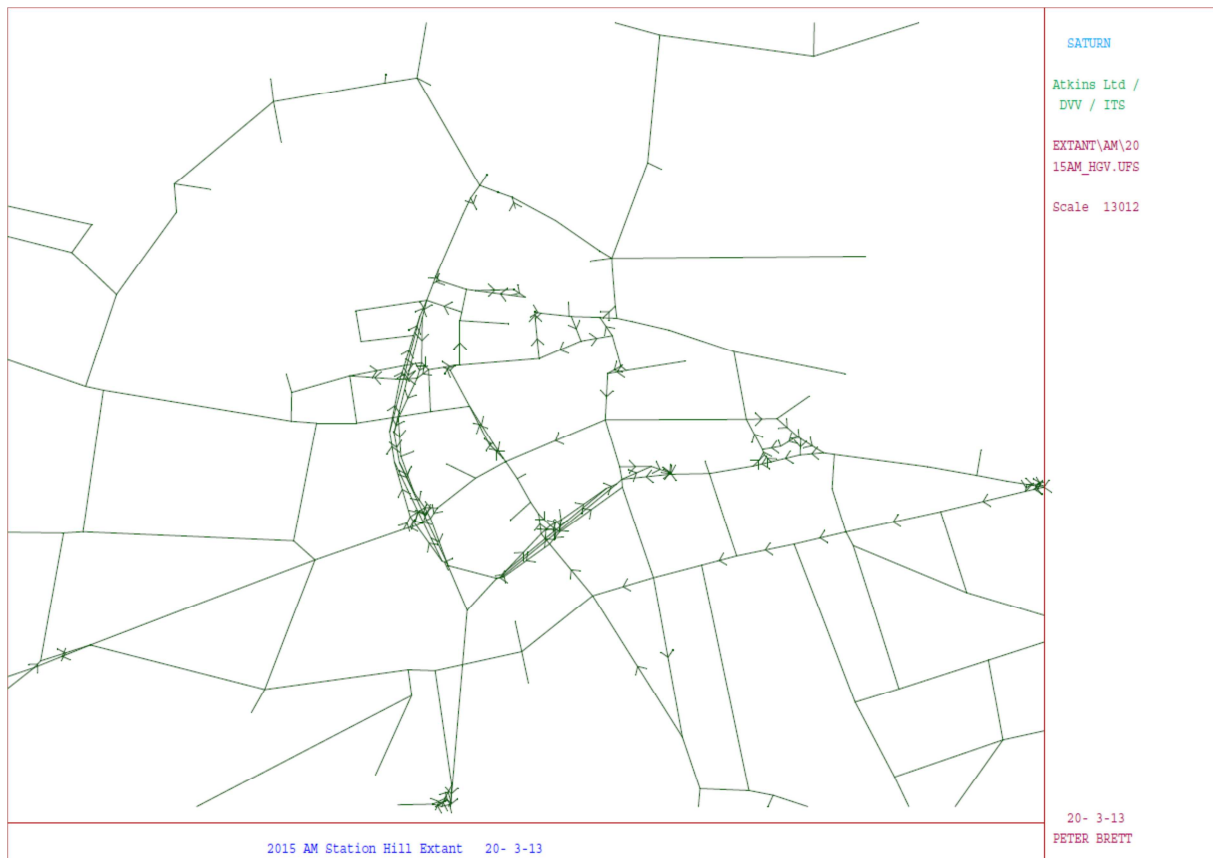
TECHNICAL NOTE

The Station Hill trip generation for the extant and development scenarios were supplied by Stanhope and are shown in the table below. The model was adjusted to meet the same parking restraints used in calculating the trip generation.

	AM In	AM Out	AM 2-way	PM In	PM Out	PM 2-way
Extant	487	28	515	39	401	440
Development Trip Gen	392	72	464	60	347	407
Development Net Change	-96	44	-52	21	-54	-33

Model outputs

The study area for which model outputs have been supplied is shown on the plan below.

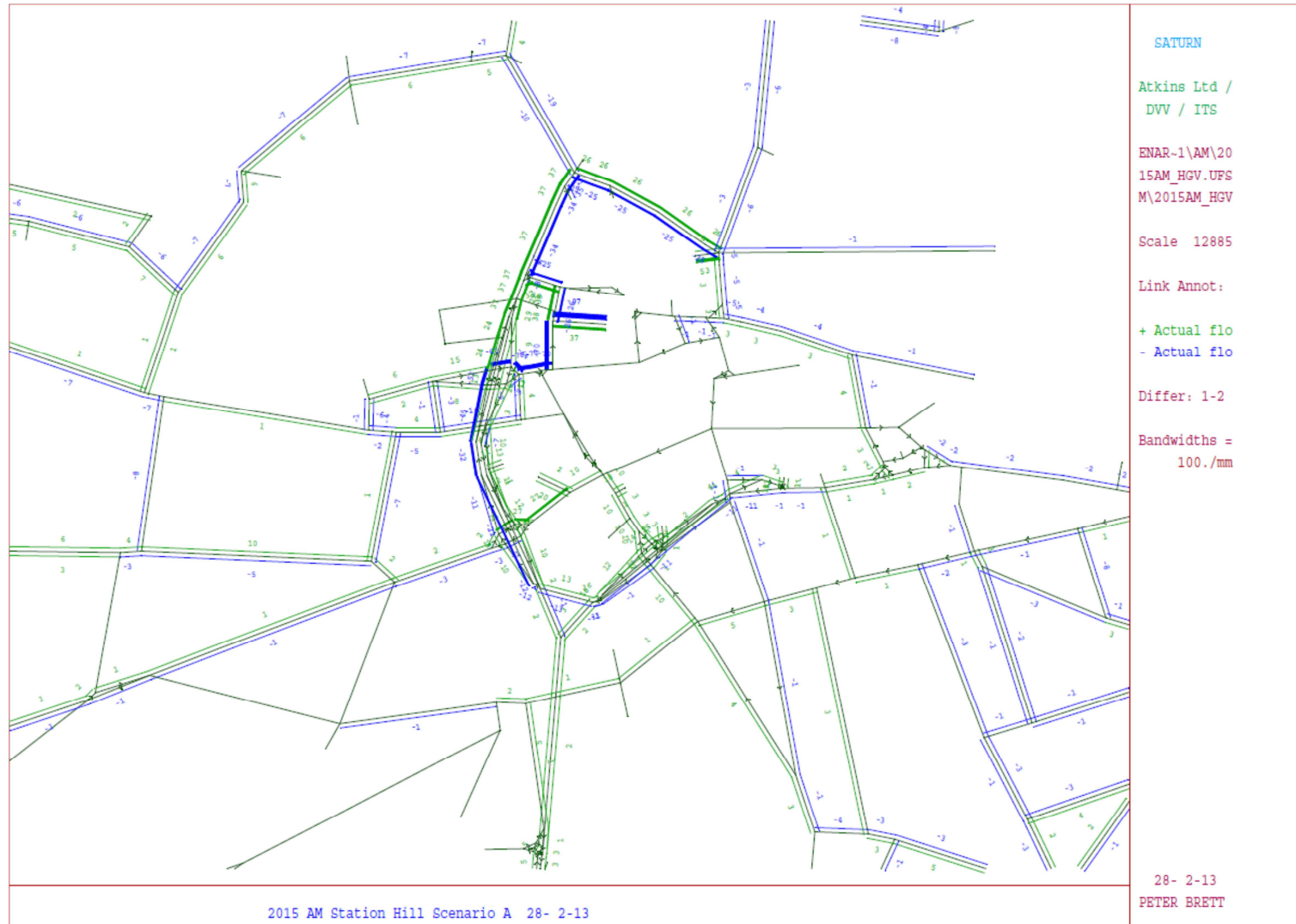


The outputs from the model that have been supplied are listed below and are as requested by Stanhope's consultant:

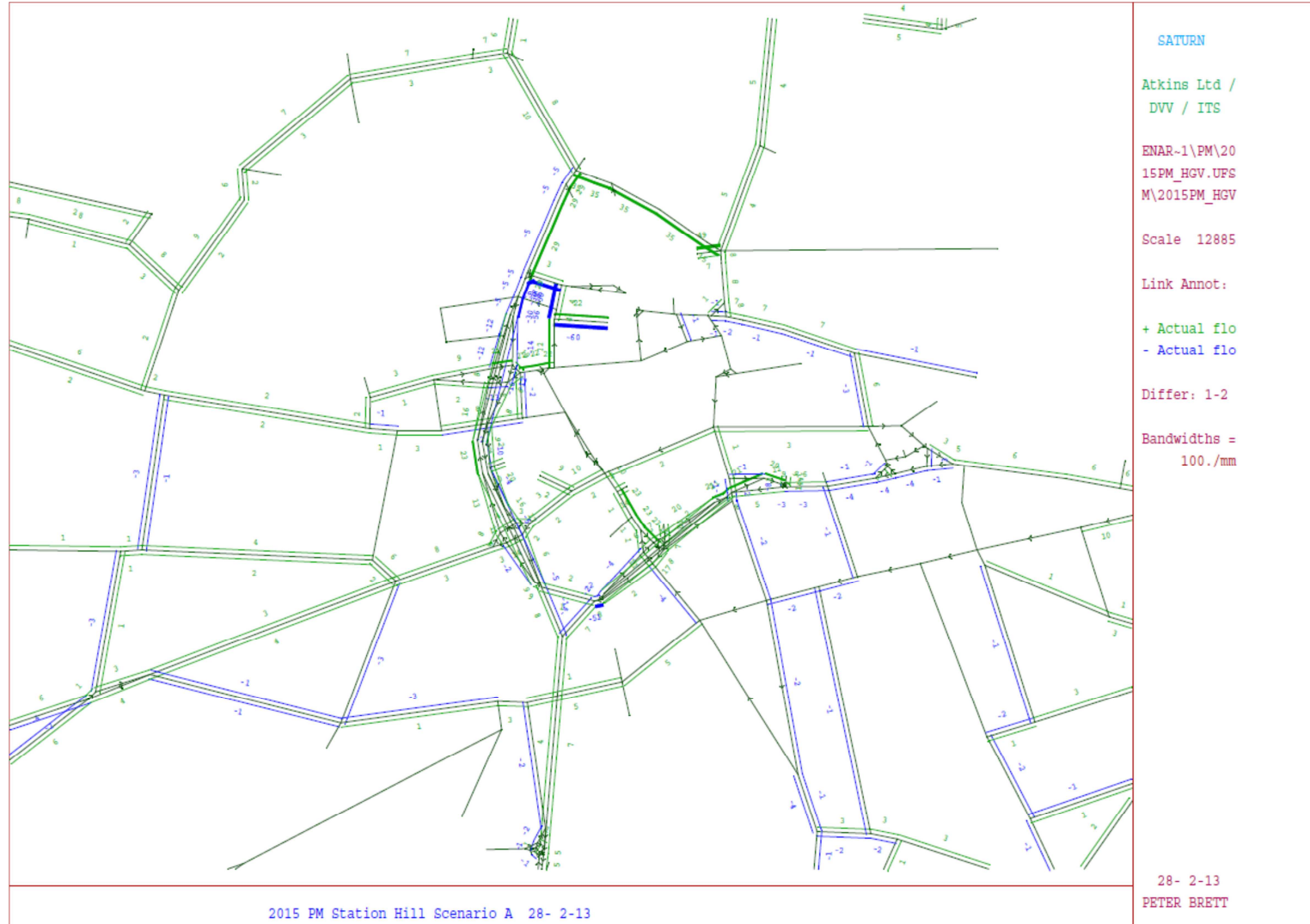
- 2011 model – A spreadsheet containing AADT, 18hr weekday traffic flow, 6hr weekday traffic flow, AM average speed, PM average speed and proportion of HGVs for all links
- 2015 extant model – A spreadsheet containing AADT, 18hr weekday traffic flow, 6hr weekday traffic flow, AM average speed, PM average speed and proportion of HGVs for all links
- 2015 development model – A spreadsheet containing AADT, 18hr weekday traffic flow, 6hr weekday traffic flow, AM average speed, PM average speed and proportion of HGVs for all links
- 2015 actual flow difference plots between the extant and development model for the AM and PM (attached)
- 2015 development model select links on Garrard Street for the AM and PM (attached)
- v/c plots at requested junctions for all 2015 models (attached)
- summary statistics for all 2015 models (attached)

TECHNICAL NOTE

Difference Plots

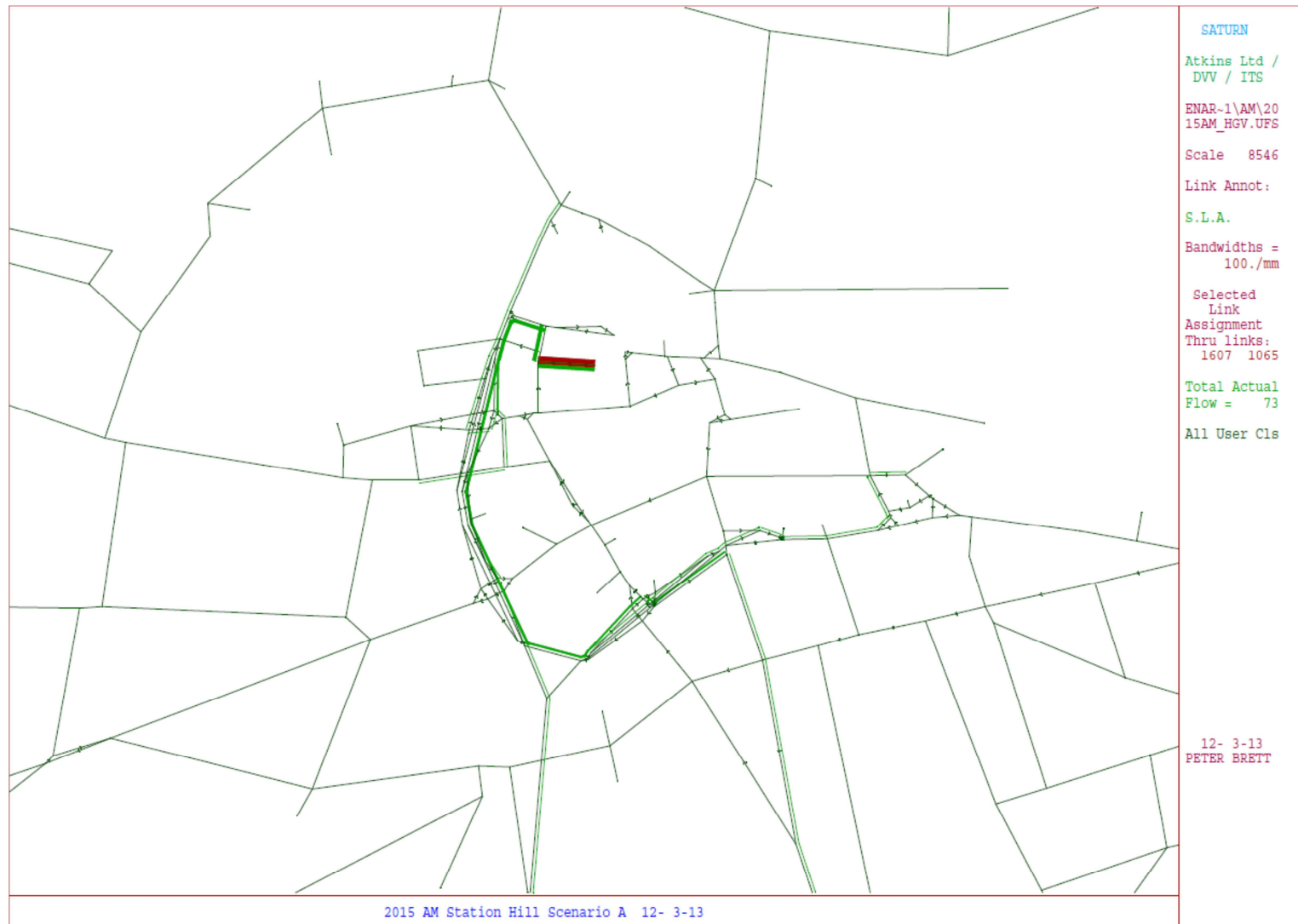


TECHNICAL NOTE

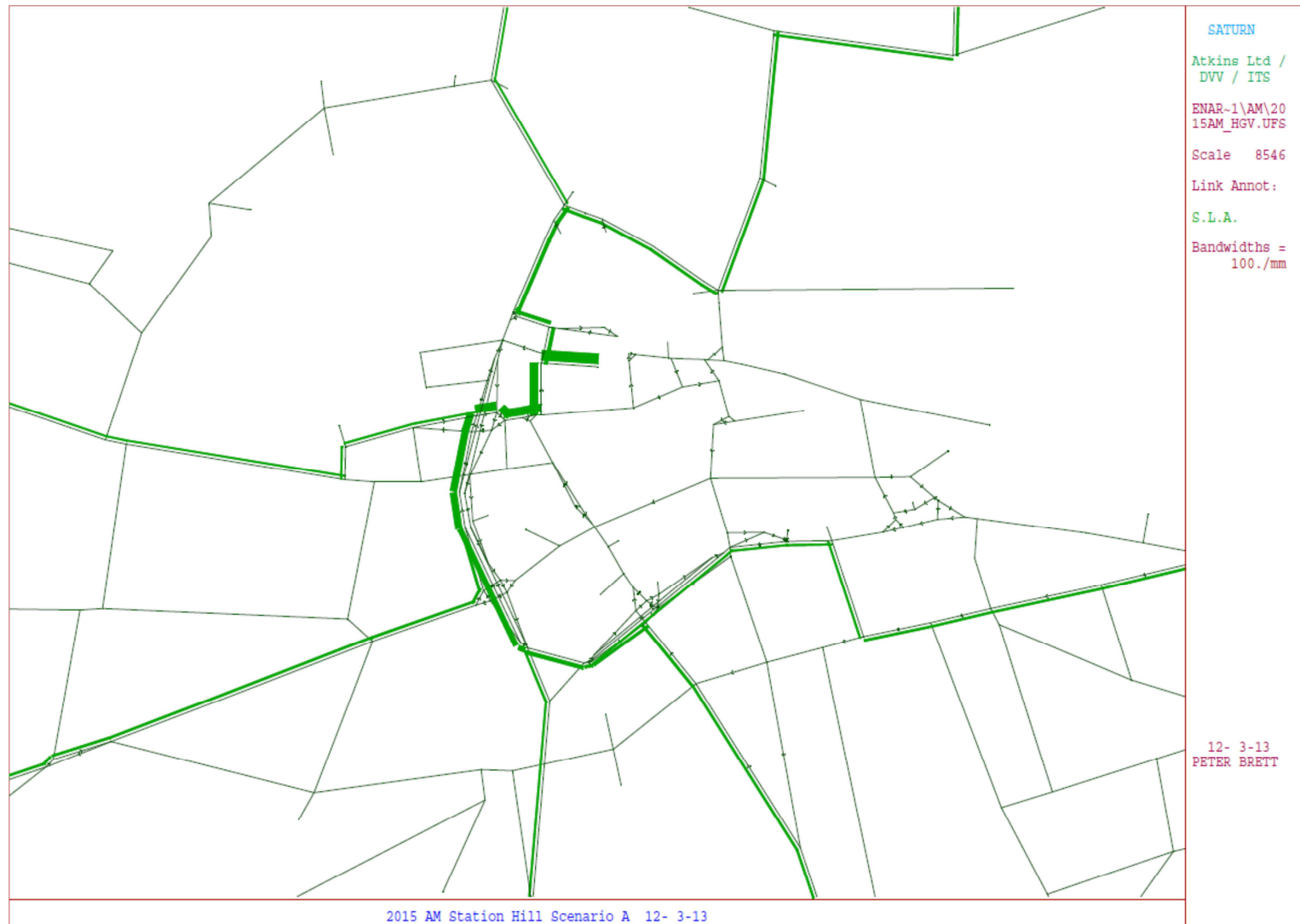


TECHNICAL NOTE

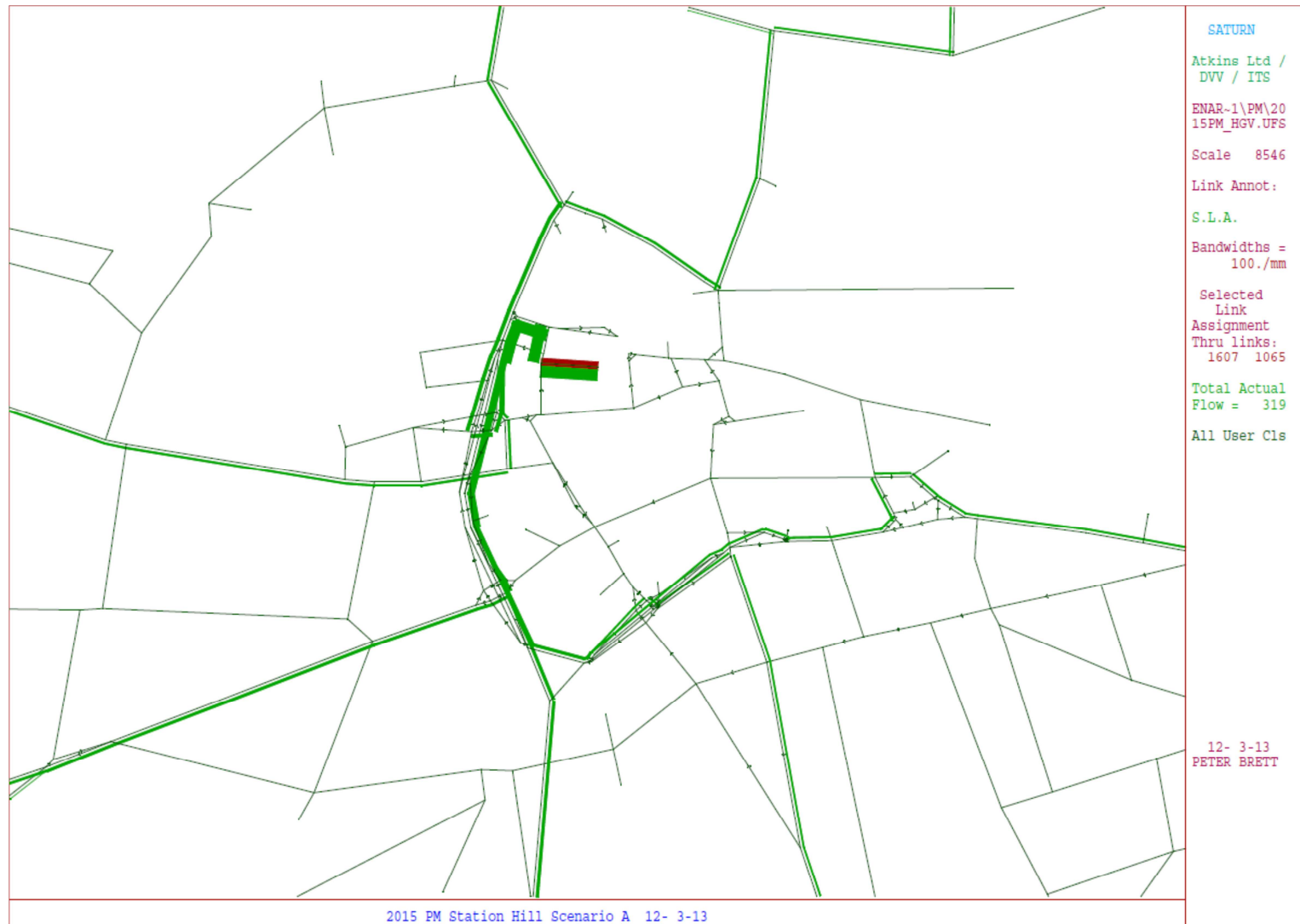
Select Links



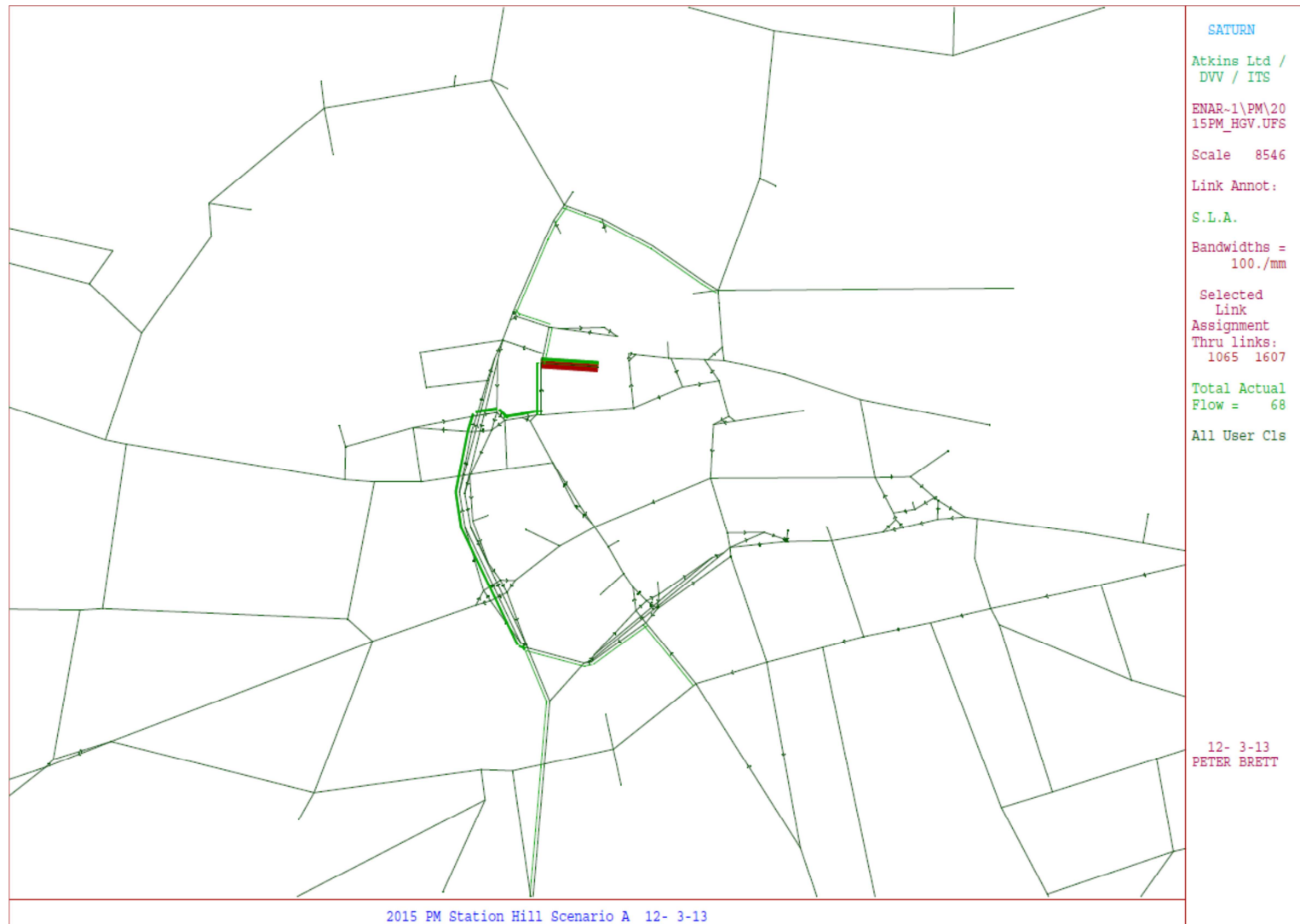
TECHNICAL NOTE



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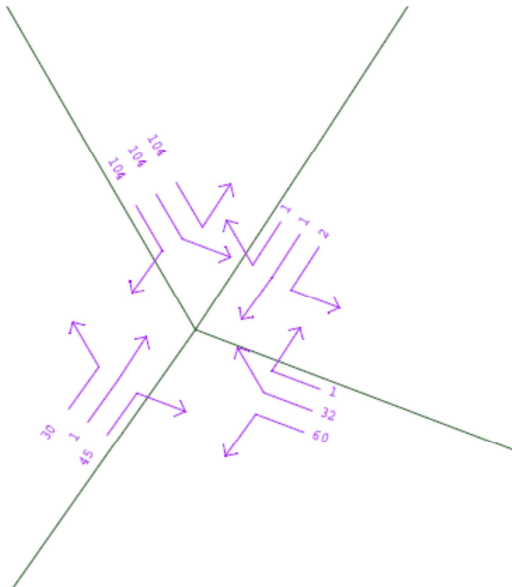


TECHNICAL NOTE

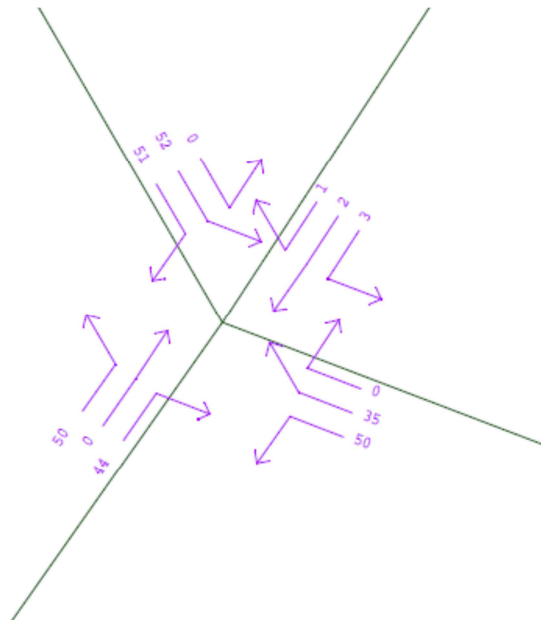
Junction V/C

Caversham Rd / Vastern Rd

Extant AM

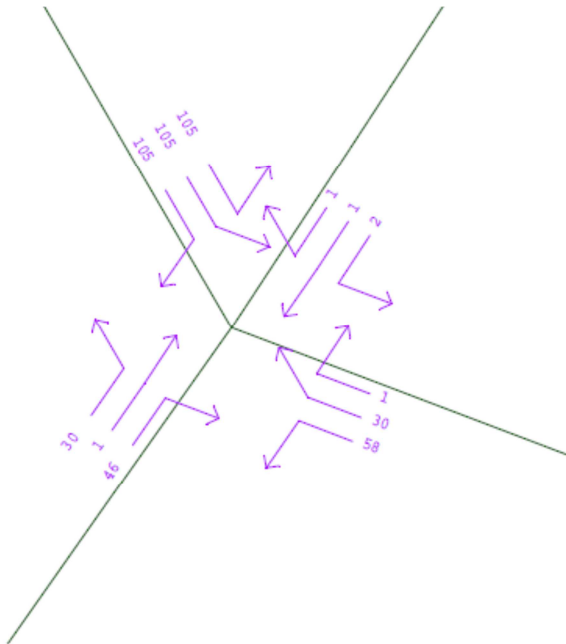


Extant PM

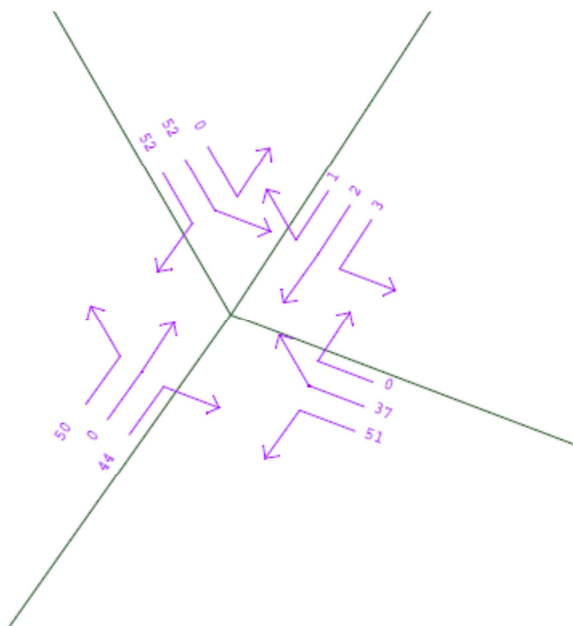


TECHNICAL NOTE

Development AM



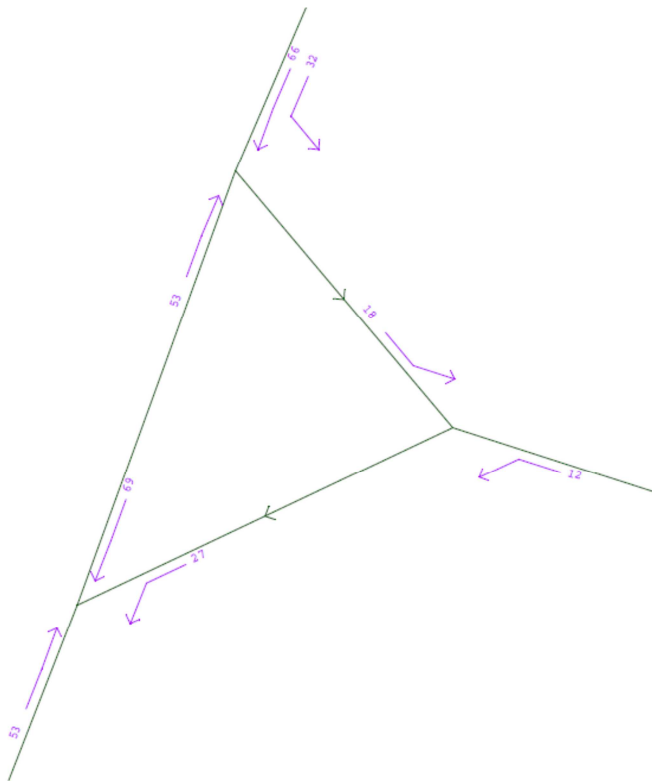
Development PM



TECHNICAL NOTE

Caversham Rd / Tudor Rd

Extant AM



Extant PM

