EDINBURGH'S CORE PATHS SYSTEM INDIVIDUAL CORE PATHS, LOCAL PATHS AND FUTURE OPPORTUNITIES



EDINBURGH corepaths



APPENDIX B

SCOPING CORRESPONDENCE



Steven Saunders The City of Edinburgh Council Services for Communities/Transport Waverley Court C.2 4 East Market Street EDINBURGH EH8 8BG

Our ref: TP658_001 Your ref: Date: 20th January 2020

Dear Steven

19/05205/PAN - Proposed residential development with associated landscaping and infrastructure works, land beside Ravelrig Road, Edinburgh.

I refer to the above development proposal being advanced by Rapleys as agent. A copy of the Planning Application Notice plan is attached to aid with finding the site location, which lies both sides of Ravelrig Road.

The site will incorporate residential development and whilst the final number of homes to be included in any Transport Assessment is not yet known, it will be more than 100, therefore requiring assessment.

This brief letter seeks to confirm the main transport matters related to the site, Steven, which are to be used to feed into the Transport Assessment (TA).

There may be issues to cover on site internals and the likely principles for street development together with the influence *Designing Streets* may have on the proposals, however this letter deals with external network matters. We also acknowledge the likely requirement to provide Quality Audit information and we will arrange a meeting to hold a Quality Audit session separately, should a detailed layout emerge (it is likely the application will be made in principle).

- Access is likely to be taken by providing priority junction arrangements on Ravelrig Road, similar in form to that recently constructed slightly farther south on Ravelrig Road to serve the new CALA site. These will be explored further in the TA, together with appropriate comments on geometry and/ or visibility splays if necessary.
- Walking and cycling will be considered in any internal site masterplanning to minimise access distances to walk/ cycle links and public transport and the ability to connect walking and cycling into the external network will be examined in the TA. The TA will report on the surrounding walk/ cycle and public transport networks.
- We will survey nearby residential development to gain local trip rates and distribution and will report these findings in the TA.

- The percentage impact on the wider road network will determine the extent of the junctions required for detailed assessment. The percentage impact will be based on the two-way flow on approaches to each of the surveyed junctions and only junctions that are predicted to experience a traffic impact of 10% or greater as a consequence of the development will be subject to detailed consideration.
- As part of the TA, data on committed development will be required and it would be useful if you could let us know if there is anything to be considered in that regard, beyond the remainder of the nearby CALA proposals, for which we will make an allowance.
- We anticipate that the study area for surveying will include the following junction locations:
 - Ravelrig Road / A70 priority junction;
 - Balerno access signals (Bridge Road / A70); and
 - Site access junctions.
- We will also gather data for link flow on the A70, east of the Bridge Street junction.
- We consider the above survey information is likely to cover the testable network, but if you have any additions, Steven, please let us know.
- The junctions identified as requiring further assessment will be analysed using the industry standard modelling packages PICADY for priority junctions and LINSIG for signals. The geometric parameters used to build the various models will be taken from OS mapping and site visits. The inputs and results will be included in the TA.
- In line with the national document *Transport Assessment Guidance* the impact of the development flows will be assessed in the potential year of opening which is assumed to be 2021.
- The TA will also provide commentary on the following matters:-
 - Car club provision
 - Parking provision
 - Developer contributions

I trust that the above provides a suitable scoping framework and I look forward to hearing from you with any comments you wish to make on the above. Meantime, if you have any queries please do not hesitate to contact me directly.

Yours sincerely

Alex Sneddon *for Transport Planning Ltd* Tel: 0131 208 1267 email: <u>alex@tranplanworld.co.uk</u>

encl: PAN plan





Transport Scoping Advice dated 23/01/2020

- 1. Transport information will be required for this development (transport assessment);
- 2. The TA should demonstrate how the development complies with LDP Policy Tra 1 where a non-City Centre site is proposed, the suitability of a proposal will be assessed having regard to:
 - a) the accessibility of the site by modes other than car;
 - b) the contribution the proposal makes to Local Transport Strategy objectives and the effect on targets in respect of overall travel patterns and car use;
 - c) impact of any travel demand generated by the new development on the existing road and public transport networks;

In general, applicants should demonstrate that the location proposed is suitable with regard to access by walking, cycling and public transport and that measures will be taken to mitigate any adverse effects on networks and bring accessibility by and use of non-car modes up to acceptable levels if necessary;

- 3. Specific actions among other measures include accessibility of site by public transport; provision of 4m wide adoptable walking and cycling route along both sides of Ravelrig Road to link existing footway further south along the road. Shared path besides existing carriageway or if that is not possible because of mature trees then the path be separated from the road by trees/verge to link footways further south on Ravelrig Road to promote sustainable travel and safer route to school (Dean Park Primary/Balerno high school) etc.
- 4. The application should comply with LDP Transport Policies Tra 2 Private Car Parking, Tra 3 Private Cycle Parking, Tra 4 Design of Off-Street Car and Cycle Parking, Policy Tra 8 Provision of Transport Infrastructure, Policy Tra 9 Cycle and Footpath network, Tra 10 New and existing Roads and Policy, Des 7 Layout Design and Des 1 and 2.

(Tra 8 extract from 2016 LDP - Development proposals relating to major housing or other development sites, and which would generate a significant amount of traffic, shall demonstrate through an appropriate transport assessment and proposed mitigation that: a) Identified local and city wide individual and cumulative transport impacts can be timeously addressed in so far as this is relevant and necessary for the proposal b) The overall cumulative impact of development proposals throughout the SESplan area (including development proposals in West Lothian, East Lothian and Midlothian) has been taken into account in so far as relevant to the proposal. Assessment should draw on the findings of the Cumulative Impact Transport and Land Use Appraisal Working Group once these become available)

- 5. Site layout should promote walking and cycling to shared path (item 3 above)
- Site layout to be designed in accordance with Edinburgh Street Design Guidance/Edinburgh Design Guidance- Street scene should not be dominated by parking and double driveways EDG page 50-56
- 7. 2016 LDP safeguard walking and cycling route **T7** runs through the proposed site from east to west north of site **HSG 38** and this is to be designed and built within site area to adoptable lit standards
- 8. In addition to local residential trip survey, we recommend TRICS trips from selected locations **Neighbourhood centre and Edge of town** only.
- 9. Due to the sensitivity of the area road network to vehicular traffic at peak time, traffic impact of 5% or greater as result of the development is recommended for detailed consideration. The following junctions are expected to be included in junction studies-
 - Ravelrig Road/A70 priority junction,
 - Bridge Road/A70 signal
 - Site Access junction

- Ralvelrig/Long Dalmahoy Road priority junction
- Long Dalmahoy Road/A71 priority junction
- 10. The proposed is non-LDP site and developer contribution will be assessed when planning application is received.

Kofi Appiah

Advice given will be as accurate as possible and based on current policies and the information submitted by the applicant. Advice given does not constitute a formal decision or determination and does not prejudice any future formal decisions made by the Council. Any advice given is made in good faith and represents the opinion of an officer and not necessarily that of the Council **APPENDIX C**

SKETCHES



	LANARK ROAD WEST	
Reproduced from the Ordnance Survey mapping with the permission of the controller of Her Majesty's Stationery Office (License No. 100053771), & Crown Copyright and may lead to prosecution or civil proceedings.	Ravelrig Road, Balerno A70 Lanark Road West/ Ravelrig Road/ Ravelrig Wynd Crossroads Existing Junction Layout	J&F Drawin TP65 Drawn NW







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8/SK/10	1:500 @ A				
oy:	Date:	Checked by:			
	Mar 2020	SL			

	I UNIC DALIMATOR ROAD	
	MAHOY ROAD	
	Ravelrig Road, Balerno	J&R
Reproduced from the Ordnance Survey mapping with the permission of the controller of Her Majesty's Stationery Office (License No. 100055371), © Crown Copyright Unauthorised reproduction infinges Crown Copyright and may lead to prosecution or civil proceedings.	A71/ Long Dalmahoy Road Existing Priority Junction Layout	Drawn by NW

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	Mar 2020	SL		

Reproduced from the Oxfonce Survey mapping with the permission of the controller of Her Majority's Solicionary Office (License No. 10033571). © Cover Cosylight	Ravelrig Road, Balerno Curriehill Road/ Long Dalmahoy Road Existing Priority Junction Layout	J&R Mitchell Drawing Number: TP658/SK/105 Drawn by: NW Date: NW Date: Mar 2020 SL Drawn SPORT

A71	$- \frac{1}{1} $	
P_{0} P_{0	CURREPUL ROAD	9
Reproduced from the Ordnance Survey mapping with the permission of the controller of Her Majest/s Stallionery Office (Lideares No. 10005537). © Crown Copyright Unauthorised reproduction inflinges Crown Copyright and may lead to prosecution or civil proceedings.	Ravelrig Road, Balerno A71/ Curriehill Road Existing Priority Junction Layout	J&F Drawin TP65 Drawn NW



APPENDIX D

CENSUS DATA

Scotland's Census 2011 - National Records of Scotland

QS702SC Method of travel to work or study

All people aged 16 to 74 in employment in the week before the census (excluding full-time students)

	TOTAL 'NIGHT TIME' POPULATIO N	Works or studies mainly at or from home	Undergroun d, tube, metro or light rail	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Scotland	3397207	383490	9830	118241	454981	23678	1390214	305949	7544	44193	627855	31232
		11.29%	0.29%	3.48%	13.39%	0.70%	40.92%	9.01%	0.22%	1.30%	18.48%	0.92%
City of Edinburgh	325698	36782	201	5085	80999	1253	85573	17679	1075	12526	82606	1919
		11.29%	0.06%	1.56%	24.87%	0.38%	26.27%	5.43%	0.33%	3.85%	25.36%	0.59%
Pentland Hills	15961	2320	5	151	2935	78	5818	1026	66	334	3145	83
		14.54%	0.03%	0.95%	18.39%	0.49%	36.45%	6.43%	0.41%	2.09%	19.70%	0.52%
S01008423	719	94	0	12	84	6	294	94	3	16	103	13
		13.07%	0.00%	1.67%	11.68%	0.83%	40.89%	13.07%	0.42%	2.23%	14.33%	1.81%

Footnotes:

(1) Excludes some 4 and 5 year olds (a total of 11,867 in Scotland) who were reported as being in full-time education but for whom no information on their place of study or method of travel to study was provided.

Scotland's Census 2011 - National Records of Scotland

QS702SC Method of travel to work or study

All people aged 16 to 74 in employment in the week before the census (excluding full-time students)

	TOTAL 'NIGHT TIME' POPULATIO N	Works or studies mainly at or from home	Undergroun d, tube, metro or light rail	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Scotland	3397207	383490	9830	118241	454981	23678	1390214	305949	7544	44193	627855	31232
			0.33%	3.92%	15.10%	0.79%	46.13%	10.15%	0.25%	1.47%	20.83%	1.04%
City of Edinburgh	325698	36782	201	5085	80999	1253	85573	17679	1075	12526	82606	1919
			0.07%	1.76%	28.04%	0.43%	29.62%	6.12%	0.37%	4.34%	28.59%	0.66%
Pentland Hills	15961	2320	5	151	2935	78	5818	1026	66	334	3145	83
			0.04%	1.11%	21.52%	0.57%	42.65%	7.52%	0.48%	2.45%	23.06%	0.61%
S01008423	719	94	0	12	84	6	294	94	3	16	103	13
			0.00%	1.92%	13.44%	0.96%	47.04%	15.04%	0.48%	2.56%	16.48%	2.08%

Footnotes:

(1) Excludes some 4 and 5 year olds (a total of 11,867 in Scotland) who were reported as being in full-time education but for whom no information on their place of study or method of travel to study was provided.

APPENDIX E

TRAFFIC FLOW DIAGRAMS












































APPENDIX F

TRICS DATA

Calculation Reference: AUDIT-552501-200323-0317

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use	:	03 - RESIDENTIAL
Category	:	A - HOUSES PRIVATELY OWNED
MULTI-MO	ЭC	DAL TOTAL PEOPLE

Sele	ected re	egions and areas:				
07	YOR	RKSHIRE & NORTH LINCOLNSHIRE				
	NE	NORTH EAST LINCOLNSHIRE	1 days			
	NY	NORTH YORKSHIRE	6 days			
	SY	SOUTH YORKSHIRE	1 days			
80	NOR	TH WEST	-			
	СН	CHESHIRE	4 days			
	GM	GREATER MANCHESTER	1 days			
	MS	MERSEYSIDE	1 days			
09	NOR	TH				
	DH	DURHAM	2 days			
	ΤW	TYNE & WEAR	1 days			
11	SCO	TLAND				
	AG	ANGUS	1 days			
	FA	FALKIRK	2 days			
	HI	HIGHLAND	1 days			
	PK	PERTH & KINROSS	1 davs			

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

Secondary Filtering selection:

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

Parameter:	Number of dwellings
Actual Range:	7 to 432 (units:)
Range Selected by User:	7 to 432 (units:)
Parking Spaces Range:	All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision: Selection by:

Date Range: 01/01/11 to 06/06/19

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.

Include all surveys

<u>Selected survey days:</u>	
Monday	5 days
Tuesday	5 days
Wednesday	7 days
Thursday	2 days
Friday	3 days

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

<u>Selected survey types:</u>	
Manual count	22 days
Directional ATC Count	0 days

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

> 15 7

20

2

<u>Selected Locations:</u>	
Suburban Area (PPS6 Out of Centre)	
Edge of Town	

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.

<u>Selected Location Sub Categories:</u> Residential Zone No Sub Category

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,

Edinburgh TPL George Street

Secondary Filtering selection:

Use	Class:
C3	

22 days

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

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	5 days
10,001 to 15,000	5 days
15,001 to 20,000	7 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:	
5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	5 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

<u>Car ownership within 5 miles:</u>	
0.6 to 1.0	8 days
1.1 to 1.5	14 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.

<u>Travel Plan:</u>	
Yes	2 days
No	20 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

22 days

TRICS 7.6.4 Weekday M	141219 B19.28 ⁄I	Database right of	TRICS Consortium Limited,	2019. All rights reserved	Monday 23/03/20 Page 3
TPL George	e Street Edinbu	rgh			Licence No: 552501
LIST	OF SITES relevant	t to selection paran	neters		
1	AG-03-A-01 KEPTIE ROAD ARBROATH	BUNGALOWS	/DET.	ANGUS	
	Suburban Area (I Residential Zone Total Number of <i>Survey da</i>	PPS6 Out of Centre) dwellings: <i>ate: TUESDAY</i>) 7 <i>22/05/12</i>	Survey Type: MANUAL	:
2	CH-03-A-08 WHITCHURCH RC CHESTER BOUGHTON HEA Suburban Area (I Residential Zone	DETACHED DAD TH PPS6 Out of Centre;)	CHESHI RE	
3	Total Number of <i>Survey da</i> CH-03-A-09 GREYSTOKE ROA	dwellings: <i>ate: TUESDAY</i> TERRACED H ⁱ D	11 <i>22/05/12</i> OUSES	<i>Survey Type: MANUAL</i> CHESHI RE	1
	MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total Number of	dwellings:	24		
4	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone	<i>ate: MONDAY</i> SEMI -DETACI	24/11/14 HED & TERRACED	Survey Type: MANUAL CHESHIRE	
5	Total Number of <i>Survey da</i> CH-03-A-11 LONDON ROAD NORTHWICH	dwellings: <i>ate: TUESDAY</i> TOWN HOUSI	40 <i>04/06/19</i> ES	<i>Survey Type: MANUAL</i> CHESHIRE	
6	Suburban Area (I Residential Zone Total Number of <i>Survey de</i>	PPS6 Out of Centre) dwellings: <i>ate: THURSDAY</i>) 24 <i>06/06/19</i>	Survey Type: MANUAL	
o	GREENFIELDS RC BISHOP AUCKLAI	DAD ND		DURHAM	
_	Residential Zone Total Number of Survey da	dwellings: ate: TUESDAY	50 <i>28/03/17</i>	Survey Type: MANUAL	
7	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACI	HED & TERRACED	DURHAM	
8	Edge of Town Residential Zone Total Number of <i>Survey da</i> FA-03-A-01 MANDELA AVENU FALKIRK	dwellings: <i>ate: FRIDAY</i> SEMI -DETACI JE	57 <i>19/10/18</i> HED/TERRACED	<i>Survey Type: MANUAL</i> FALKIRK	
	Suburban Area (I Residential Zone Total Number of <i>Survey da</i>	PPS6 Out of Centre) dwellings: <i>ate: THURSDAY</i>) 37 <i>30/05/13</i>	Survey Type: MANUAL	:

George Street Edinburgh

LIST OF SITES relevant to selection parameters (Cont.)

9	FA-03-A-02 MI XED HOUSES ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK		FALKIRK
10	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: <i>Survey date: WEDNESDAY</i> GM-03-A-10 DETACHED/SEMI BUTT HILL DRIVE MANCHESTER PRESTWICH	161 <i>29/05/13</i>	<i>Survey Type: MANUAL</i> GREATER MANCHESTER
11	Edge of Town Residential Zone Total Number of dwellings: <i>Survey date: WEDNESDAY</i> HI -03-A-14 SEMI -DETACHED & TH KING BRUDE ROAD INVERNESS	29 <i>12/10/11</i> ERRACED	<i>Survey Type: MANUAL</i> HI GHLAND
12	SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: <i>Survey date: WEDNESDAY</i> MS-03-A-03 DETACHED BEMPTON ROAD	40 <i>23/03/16</i>	<i>Survey Type: MANUAL</i> MERSEYSI DE
13	OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: <i>Survey date: FRIDAY</i> NE-03-A-02 HANOVER WALK SCUNTHORPE	15 <i>21/06/13</i> ETACHED	<i>Survey Type: MANUAL</i> NORTH EAST LINCOLNSHIRE
14	Edge of Town No Sub Category Total Number of dwellings: <i>Survey date: MONDAY</i> NY-03-A-06 BUNGALOWS & SEMI HORSEFAIR BOROUGHBRIDGE	432 <i>12/05/14</i> DET.	<i>Survey Type: MANUAL</i> NORTH YORKSHIRE
15	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: <i>Survey date: FRIDAY</i> NY-03-A-08 TERRACED HOUSES NICHOLAS STREET YORK	115 <i>14/10/11</i>	<i>Survey Type: MANUAL</i> NORTH YORKSHIRE
16	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: <i>Survey date: MONDAY</i> NY-03-A-09 MI XED HOUSI NG GRAMMAR SCHOOL LANE NORTHALLERTON	21 <i>16/09/13</i>	<i>Survey Type: MANUAL</i> NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: <i>Survey date: MONDAY</i>	52 <i>16/09/13</i>	Survey Type: MANUAL

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TRICS 7.6.4 Weekday M	141219 B19.28 M	B Database right of TRICS	Consortium Limited	, 2019. All rights reserved	Monday 23/03/20 Page 5
TPL Georg	e Street Edink	burgh			Licence No: 552501
1167	OF CITES malain		(Cont.)		
<u></u>	OF STIES Televa	ni to selection parameters	<u>(CONL.)</u>		
17	NY-03-A-10 BOROUGHBRID RIPON	HOUSES AND FLAT DGE ROAD	S	NORTH YORKSHIRE	
18	Edge of Town No Sub Categor Total Number of <i>Survey</i> NY-03-A-11 HORSEFAIR BOROUGHBRID	ry of dwellings: <i>date: TUESDAY</i> PRIVATE HOUSING	71 <i>17/09/13</i>	<i>Survey Type: MANUAL</i> NORTH YORKSHIRE	
19	Edge of Town Residential Zon Total Number of <i>Survey</i> NY-03-A-13 CATTERICK RO CATTERICK RO	ie of dwellings: <i>date: WEDNESDAY</i> TERRACED HOUSE: AD RRISON	23 <i>18/09/13</i> S	<i>Survey Type: MANUAL</i> NORTH YORKSHIRE	
20	Suburban Area Residential Zon Total Number of <i>Survey</i> PK-03-A-01 TULLYLUMB TE PERTH COPNIHUL	(PPS6 Out of Centre) le of dwellings: <i>date: WEDNESDAY</i> DETAC. & BUNGAL RRACE	10 <i>10/05/17</i> OWS	<i>Survey Type: MANUAL</i> PERTH & KINROSS	
21	Suburban Area Residential Zon Total Number of Survey SY-03-A-01 A19 BENTLEY F DONCASTER	(PPS6 Out of Centre) le of dwellings: <i>date: WEDNESDAY</i> SEMI DETACHED H ROAD	36 <i>11/05/11</i> OUSES	<i>Survey Type: MANUAL</i> SOUTH YORKSHIRE	
22	BENILEY RISE Suburban Area Residential Zon Total Number of <i>Survey</i> TW-03-A-02 WEST PARK RC GATESHEAD	(PPS6 Out of Centre) le of dwellings: <i>date: WEDNESDAY</i> SEMI -DETACHED DAD	54 <i>18/09/13</i>	<i>Survey Type: MANUAL</i> TYNE & WEAR	
	Suburban Area Residential Zon Total Number o <i>Survey</i>	(PPS6 Out of Centre) le of dwellings: <i>date: MONDAY</i>	16 <i>07/10/13</i>	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.

TPL George Street Edinburgh

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

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	22	60	0.104	22	60	0.361	22	60	0.465
08:00 - 09:00	22	60	0.202	22	60	0.703	22	60	0.905
09:00 - 10:00	22	60	0.217	22	60	0.280	22	60	0.497
10:00 - 11:00	22	60	0.205	22	60	0.272	22	60	0.477
11:00 - 12:00	22	60	0.200	22	60	0.208	22	60	0.408
12:00 - 13:00	22	60	0.275	22	60	0.235	22	60	0.510
13:00 - 14:00	22	60	0.235	22	60	0.269	22	60	0.504
14:00 - 15:00	22	60	0.272	22	60	0.341	22	60	0.613
15:00 - 16:00	22	60	0.511	22	60	0.318	22	60	0.829
16:00 - 17:00	22	60	0.506	22	60	0.290	22	60	0.796
17:00 - 18:00	22	60	0.522	22	60	0.276	22	60	0.798
18:00 - 19:00	22	60	0.377	22	60	0.242	22	60	0.619
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.626			3.795			7.421

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.

Calculation Reference: AUDIT-552501-200323-0304

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Sele	ected re	egions and areas:			
07	YOR	KSHIRE & NORTH LINCOLNSHIRE			
	NE	NORTH EAST LINCOLNSHIRE	1 days		
	NY	NORTH YORKSHIRE	7 days		
	SY	SOUTH YORKSHIRE	1 days		
80	NOR	NORTH WEST			
	СН	CHESHIRE	4 days		
	GM	GREATER MANCHESTER	1 days		
	LC	LANCASHIRE	1 days		
	MS	MERSEYSIDE	1 days		
09	NOR				
	DH	DURHAM	2 days		
	ΤW	TYNE & WEAR	1 days		
11	SCO	TLAND			
	AG	ANGUS	1 days		
	FA	FALKIRK	2 days		
	HI	HIGHLAND	1 days		
	PK	PERTH & KINROSS	1 davs		

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: Actual Range: Range Selected by User:	Number of dwellings 7 to 432 (units:) 5 to 585 (units:)	
Parking Spaces Range:	All Surveys Included	
Bedrooms per Dwelling Rar	nge: All Surveys	Included
Percentage of dwellings priv	vately owned: A	Il Surveys Included
Public Transport Provision: Selection by:		Include all surveys
Date Range: 01/01/	/11 to 06/06/19	
This data displays the rang included in the trip rate cal	e of survey dates selec Iculation.	cted. Only surveys that were conducted within this date range are
Selected survey days:		
Monday		5 days
Tuesday		6 days
Wednesday		7 days
Thursday		2 days
Friday		4 days

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

<u>Selected survey types:</u>	
Manual count	24 days
Directional ATC Count	0 days

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

<u>Selected Locations:</u>	
Suburban Area (PPS6 Out of Centre)	15
Edge of Town	9

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	
No Sub Category	

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

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Secondary Filtering selection:

Use Class: C3

24 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:

4 days
5 days
6 days
7 days
1 days
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	3 days
25,001 to 50,000	2 days
50,001 to 75,000	5 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

<u>Car ownership within 5 miles:</u>	
0.6 to 1.0	9 days
1.1 to 1.5	15 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.

<u>Travel Plan:</u>	
Yes	2 days
No	22 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

24 days

TRI C: Week	S 7.6.4 (day Ve	141219 B19.28 h	Database right of	TRICS Consortium L	imited, 2019. All rights reserved	Monday 23/03/20 Page 3
TPL	George	e Street Edinbu	rgh			Licence No: 552501
	<u>LIST</u>	OF SITES relevant	t to selection parar	meters		
	1	AG-03-A-01 KEPTIE ROAD ARBROATH	BUNGALOWS	S/DET.	ANGUS	
		Suburban Area (F Residential Zone Total Number of <i>Survey da</i>	PPS6 Out of Centre dwellings: <i>ate: TUESDAY</i>	?) 7 <i>22/05/12</i>	? Survey Type: MAN	<i>WAL</i>
	2	CH-03-A-08 WHITCHURCH RC CHESTER BOUGHTON HEA Suburban Area (I Residential Zone	DETACHED DAD TH PPS6 Out of Centre)	CHESHIŘE	
	З	Total Number of Survey da	dwellings: ate: TUESDAY	11 <i>22/05/12</i>	? <i>Survey Type: MAN</i> CHESHLRE	IUAL
	5	GREYSTOKE ROA MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total Number of	dwellings:	24	GHESHIKE	
	4	<i>Survey da</i> CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town	<i>ate: MÕNDAY</i> SEMI -DETAC	<i>24/11/14</i> HED & TERRACED	<i>Survey Type: MAN</i> CHESHIRE	IUAL
	5	Residential Zone Total Number of <i>Survey da</i> CH-03-A-11 LONDON ROAD NORTHWICH	dwellings: <i>ate: TUESDAY</i> TOWN HOUS	40 <i>04/06/19</i> ES	9 <i>Survey Type: MAN</i> CHESHIRE	IUAL
	6	Suburban Area (F Residential Zone Total Number of <i>Survey da</i> DH-03-A-01 GREENFIELDS RC	PPS6 Out of Centre dwellings: <i>ate: THURSDAY</i> SEMI DETAC DAD	24 <i>06/06/19</i> HED	o <i>Survey Type: MAN</i> DURHAM	IUAL
	7	BISHOP AUCKLAI Suburban Area (I Residential Zone Total Number of <i>Survey da</i> DH-03-A-03	ND PPS6 Out of Centre dwellings: <i>ate: TUESDAY</i> SEMI -DETAC	50 <i>28/03/17</i> HED & TERRACED	7 <i>Survey Type: MAN</i> DURHAM	IUAL
	8	PILGRIMS WAY DURHAM Edge of Town Residential Zone Total Number of <i>Survey da</i> FA-03-A-01 MANDELA AVENU FALKIRK	dwellings: <i>ate: FRIDAY</i> SEMI -DETAC IE	57 <i>19/10/18</i> HED/TERRACED	<i>Survey Type: MAN</i> FALKIRK	'UAL
		Suburban Area (F Residential Zone Total Number of <i>Survey da</i>	PPS6 Out of Centre dwellings: <i>ate: THURSDAY</i>	37 <i>30/05/13</i>	3 Survey Type: MAN	IUAL

Monday 23/03/20

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LIST OF SITES relevant to selection parameters (Cont.)

<u> 1151</u>	OF STIES relevant to	selection parameters (Co	<u>nt.)</u>	
9	FA-03-A-02 ROSEBANK AVENUE FALKIRK	MIXED HOUSES & SPRINGFIELD DRIVE		FALKIRK
	Suburban Area (PPS Residential Zone Total Number of dwe	6 Out of Centre) Ilings:	161	
10	Survey date: GM-03-A-10 BUTT HILL DRIVE MANCHESTER DRESTWICH	WEDNESDAY DETACHED/SEMI	29/05/13	<i>Survey Type: MANUAL</i> GREATER MANCHESTER
	Edge of Town Residential Zone Total Number of dwe	Ilings:	29	
11	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPSe	SEMI - DETACHED & TE	RRACED	SUIVEY TYPE: MANUAL HIGHLAND
12	Residential Zone Total Number of dwe <i>Survey date:</i> LC-03-A-31	llings: <i>WEDNESDAY</i> DETACHED HOUSES	40 <i>23/03/16</i>	<i>Survey Type: MANUAL</i> LANCASHI RE
	GREENSIDE PRESTON COTTAM Edge of Town Residential Zone			
13	Total Number of dwe Survey date: MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTEPSPOOL	llings: <i>FRIDAY</i> DETACHED	32 17/11/17	<i>Survey Type: MANUAL</i> MERSEYSIDE
14	Suburban Area (PPSe Residential Zone Total Number of dwe <i>Survey date:</i> NE-03-A-02 HANOVER WALK	6 Out of Centre) Ilings: <i>FRIDAY</i> SEMI DETACHED & DE	15 <i>21/06/13</i> TACHED	<i>Survey Type: MANUAL</i> NORTH EAST LINCOLNSHIRE
15	Edge of Town No Sub Category Total Number of dwe <i>Survey date:</i> NY-03-A-06	llings: <i>MONDAY</i> BUNGALOWS & SEMI	432 <i>12/05/14</i> DET.	<i>Survey Type: MANUAL</i> NORTH YORKSHIRE
	BOROUGHBRIDGE Suburban Area (PPSe Residential Zone Total Number of dwe	6 Out of Centre) Ilings:	115	SURVAN TYPA: MANUAL
16	NY-03-A-07 CRAVEN WAY BOROUGHBRIDGE	DETACHED & SEMI DE	Т.	NORTH YORKSHIRE
17	Edge of Town No Sub Category Total Number of dwe <i>Survey date:</i> NY-03-A-08 NICHOLAS STREET	llings: <i>TUESDAY</i> TERRACED HOUSES	23 <i>18/10/11</i>	<i>Survey Type: MANUAL</i> NORTH YORKSHIRE
	Suburban Area (PPSa Residential Zone	6 Out of Centre)		
	Total Number of dwe Survey date:	llings: <i>MONDAY</i>	21 <i>16/09/13</i>	Survey Type: MANUAL

day Ve	eh			Page 5
Georg	e Street Edinburgh			Licence No: 552501
<u>LIST</u>	OF SITES relevant to selection parameters (Cont.	2		
18	NY-03-A-09 MIXED HOUSING GRAMMAR SCHOOL LANE NORTHALLERTON		NORTH YORKSHIRE	
19	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 5 <i>Survey date: MONDAY</i> 7 NY-03-A-10 HOUSES AND FLATS BOROUGHBRIDGE ROAD RIPON	52 6/09/13	<i>Survey Type: MANUAL</i> NORTH YORKSHI RE	
20	Edge of Town No Sub Category Total Number of dwellings: 7 Survey date: TUESDAY 7 NY-03-A-11 PRIVATE HOUSING HORSEFAIR BOROUGHBRIDGE	71 <i>7/09/13</i>	<i>Survey Type: MANUAL</i> NORTH YORKSHI RE	
21	Edge of Town Residential Zone Total Number of dwellings: 2 Survey date: WEDNESDAY 7 NY-03-A-13 TERRACED HOUSES CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND	23 <i>8/09/13</i>	<i>Survey Type: MANUAL</i> NORTH YORKSHIRE	
22	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: <i>Survey date: WEDNESDAY</i> PK-03-A-01 DETAC. & BUNGALOWS TULLYLUMB TERRACE PERTH CORNHUL	10 <i>0/05/17</i>	<i>Survey Type: MANUAL</i> PERTH & KINROSS	
23	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 3 Survey date: WEDNESDAY 1 SY-03-A-01 SEMI DETACHED HOUSE A19 BENTLEY ROAD	86 <i>1/05/11</i> S	<i>Survey Type: MANUAL</i> SOUTH YORKSHIRE	
	DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: WEDNESDAY	54 <i>8/09/13</i>	Survey Type: MANUAL	
24	TW-03-A-02 SEMI -DETACHED WEST PARK ROAD GATESHEAD		TYNE & WEÁR	
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: Survey date: MONDAY	16 <i>7/10/13</i>	Survey Type: MANUAI	

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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.

TPL George Street Edinburgh

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

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	24	58	0.054	24	58	0.231	24	58	0.285
08:00 - 09:00	24	58	0.129	24	58	0.385	24	58	0.514
09:00 - 10:00	24	58	0.141	24	58	0.160	24	58	0.301
10:00 - 11:00	24	58	0.123	24	58	0.155	24	58	0.278
11:00 - 12:00	24	58	0.123	24	58	0.135	24	58	0.258
12:00 - 13:00	24	58	0.166	24	58	0.147	24	58	0.313
13:00 - 14:00	24	58	0.158	24	58	0.164	24	58	0.322
14:00 - 15:00	24	58	0.155	24	58	0.205	24	58	0.360
15:00 - 16:00	24	58	0.254	24	58	0.180	24	58	0.434
16:00 - 17:00	24	58	0.277	24	58	0.165	24	58	0.442
17:00 - 18:00	24	58	0.313	24	58	0.168	24	58	0.481
18:00 - 19:00	24	58	0.237	24	58	0.154	24	58	0.391
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates: 2.130					2.249			4.379	

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:	7 - 432 (units:)
Survey data data range	01/01/11 06/06/10
Survey uate uate range.	01/01/11 - 00/00/19
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-552501-200323-0325

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selec	ted reg	tions and areas:	
07	YORK	SHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE	2 days
08	NORT	H WEST	
	СН	CHESHIRE	3 days
09	NORT	Н	
	TW	TYNE & WEAR	3 days
11	SCOT	LAND	
	DU	DUNDEE CITY	1 days
	HI	HIGHLAND	1 days

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

Secondary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	350 to 1400 (units: sqm)
Range Selected by User:	200 to 1400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/11 to 07/06/19

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.

3 days
1 days
3 days
1 days
2 days

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

Selected survey types:	
Manual count	10 days
Directional ATC Count	0 days

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

<u>Selected Locations:</u>	
Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:	
Residential Zone	
Built-Up Zone	
High Street	
No Sub Category	

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.

TPL George Street Edinburgh

Secondary Filtering selection:

<u>Use Class:</u> D1

10 days

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

Population within 1 mile:

1 days
1 days
3 days
1 days
1 days
3 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	3 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

1 days
3 days
5 days
1 days

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

Travel Plan: No

10 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

1

2

3

4

5

6

7

8

Total Gross floor area:

Survey date: FRIDAY

LIST OF SITES relevant to selection parameters

/	OF STIES TELEVAIL TO S	Selection parameters		
	CH-05-G-03 HEATH LANE CHESTER BOUGHTON HEATH Suburban Area (PPS6	GP SURGERY		CHESHIRE
	Residential Zone Total Gross floor area <i>Survey date:</i> CH-05-G-04 LONDON ROAD NORTHWICH	i: <i>TUESDAY</i> GP SURGERY	800 sqm <i>29/05/12</i>	<i>Survey Type: MANUAL</i> CHESHI RE
	Edge of Town Centre Residential Zone Total Gross floor area <i>Survey date:</i> CH-05-G-05 KINGSMEAD SQUARE NORTHWICH KINGSMEAD	i: <i>WEDNESDAY</i> GP SURGERY	1400 sqm <i>05/06/19</i>	<i>Survey Type: MANUAL</i> CHESHI RE
	Neighbourhood Centr Residential Zone Total Gross floor area <i>Survey date:</i> DU-05-G-01 PRINCES STREET DUNDEE	e (PPS6 Local Centre) a: <i>FRIDAY</i> GP SURGERY	650 sqm <i>07/06/19</i>	<i>Survey Type: MANUAL</i> DUNDEE CITY
	Edge of Town Centre Built-Up Zone Total Gross floor area <i>Survey date:</i> HI -05-G-01 BALLIFEARY LANE INVERNESS	n: <i>MONDAY</i> GP SURGERY	350 sqm <i>24/04/17</i>	<i>Survey Type: MANUAL</i> HIGHLAND
	Edge of Town Centre No Sub Category Total Gross floor area <i>Survey date:</i> NY-05-G-01 CHAPEL STREET THIRSK	n: <i>MONDAY</i> GP SURGERY	979 sqm <i>16/04/18</i>	<i>Survey Type: MANUAL</i> NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area <i>Survey date:</i> NY-05-G-02 ASH TREE ROAD KNARESBOROUGH	i: <i>WEDNESDAY</i> GP SURGERY	900 sqm <i>12/10/11</i>	<i>Survey Type: MANUAL</i> NORTH YORKSHI RE
	Edge of Town Centre Residential Zone Total Gross floor area <i>Survey date:</i> TW-05-G-01 DURHAM ROAD SUNDERLAND	a: <i>WEDNESDAY</i> GP SURGERY	416 sqm <i>28/09/16</i>	<i>Survey Type: MANUAL</i> TYNE & WEAR
	Suburban Area (PPS6 Residential Zone	Out of Centre)		

600 sqm 30/11/12

Survey Type: MANUAL

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TPL George Street Edinburgh

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-05-G-03 CHURCH ROAD NEWCASTLE GOSFORTH	GP SURGERY		TYNE & WEAR
	Neighbourhood Cent	re (PPS6 Local Centre)		
	High Street			
	Total Gross floor are	a:	678 sqm	
	Survey date:	MONDAY	29/04/19	Survey Type: MANUAL
10	TW-05-G-04	GP SURGERY		TYNE & WEAR
	MANOR WALK			
	NEWCASTLE UPON T	YNE		
	BENTON			
	Neighbourhood Cent	re (PPS6 Local Centre)		
	Residential Zone			
	Total Gross floor are	a:	1400 sqm	
	Survey date:	THURSDAY	18/10/18	Survey Type: MANUAL

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

TPL George Street Edinburgh

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES MULTI-MODAL TOTAL PEOPLE Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	9	862	1.289	9	862	0.348	9	862	1.637
08:00 - 09:00	10	817	4.490	10	817	1.982	10	817	6.472
09:00 - 10:00	10	817	5.689	10	817	4.943	10	817	10.632
10:00 - 11:00	10	817	5.004	10	817	4.919	10	817	9.923
11:00 - 12:00	10	817	4.270	10	817	5.102	10	817	9.372
12:00 - 13:00	10	817	3.340	10	817	3.952	10	817	7.292
13:00 - 14:00	10	817	2.606	10	817	2.618	10	817	5.224
14:00 - 15:00	10	817	4.233	10	817	3.915	10	817	8.148
15:00 - 16:00	10	817	4.662	10	817	5.053	10	817	9.715
16:00 - 17:00	10	817	3.634	10	817	4.246	10	817	7.880
17:00 - 18:00	10	817	2.117	10	817	3.096	10	817	5.213
18:00 - 19:00	8	888	0.267	8	888	1.280	8	888	1.547
19:00 - 20:00	2	1039	0.192	2	1039	1.059	2	1039	1.251
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			41.864			42.513			84.377

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.

Calculation Reference: AUDIT-552501-200323-0330

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Sele	cted re	gions and areas:	
07	YOR	KSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE	2 days
	WY	WEST YORKSHIRE	1 days
80	NOR	TH WEST	
	СН	CHESHIRE	3 days
	GM	GREATER MANCHESTER	1 days
09	NOR	TH	
	ΤW	TYNE & WEAR	4 days
11	SCO	TLAND	
	DU	DUNDEE CITY	1 days
	FI	FIFE	2 days
	HI	HIGHLAND	1 days

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

Secondary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	325 to 1400 (units: sqm)
Range Selected by User:	143 to 1400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/11 to 21/06/19

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.

<u>Selected survey days:</u>	
Monday	5 days
Tuesday	1 days
Wednesday	3 days
Thursday	1 days
Friday	5 days

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

<u>Selected survey types:</u>	
Manual count	15 days
Directional ATC Count	0 days

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

<u>Selected Locations:</u>	
Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	7

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

Selected Location Sub Categories:	
Residential Zone	9
Built-Up Zone	1
Village	1
High Street	1
No Sub Category	3

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

TPL George Street Edinburgh

Secondary Filtering selection:

<u>Use Class:</u> D1

15 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	2 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days

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

Population within 5 miles:	
5,001 to 25,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days
500,001 or More	3 days

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

1 days
4 days
9 days
1 days

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

Travel Plan: No

15 days

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

PTAL Rating: No PTAL Present

15 days

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<u>____</u>

151	UF STIES relevant to selection parameters		
1	CH-05-G-03 GP SURGERY HEATH LANE CHESTER BOUGHTON HEATH		CHESHIRE
2	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: <i>Survey date: TUESDAY</i> CH-05-G-04 GP SURGERY	800 sqm <i>29/05/12</i>	<i>Survey Type: MANUAL</i> CHESHI RE
	LONDON ROAD NORTHWICH Edge of Town Centre		
3	Total Gross floor area: <i>Survey date: WEDNESDAY</i> CH-05-G-05 GP SURGERY KINGSMEAD SQUARE NORTHWICH KINGSMEAD Neighbourhood Centre (PPS6 Local Centre)	1400 sqm <i>05/06/19</i>	<i>Survey Type: MANUAL</i> CHESHIRE
4	Residential Zone Total Gross floor area: <i>Survey date: FRIDAY</i> DU-05-G-01 GP SURGERY PRINCES STREET DUNDEE	650 sqm <i>07/06/19</i>	<i>Survey Type: MANUAL</i> DUNDEE CITY
5	Edge of Town Centre Built-Up Zone Total Gross floor area: <i>Survey date: MONDAY</i> FI-05-G-02 GP SURGERY MAIN ROAD	350 sqm <i>24/04/17</i>	<i>Survey Type: MANUAL</i> FIFE
6	NEAR DUNFERMLINE CHARLESTOWN Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: <i>Survey date: FRIDAY</i> FI-05-G-03 GP SURGERY	325 sqm <i>29/05/15</i>	<i>Survey Type: MANUAL</i> FIFE
	DUNFERMLINE HOSPITAL HILL Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: Survey date: MONDAY	425 sqm <i>21/03/16</i>	Survey Type: MANUAL
7	GM-05-G-02 GP SURGERY MOORSIDE ROAD SALFORD SWINTON Neighbourhood Centre (PPS6 Local Centre) Residential Zone		GREATEŘ MÁNCHESTER
8	Total Gross floor area: Survey date: FRIDAY HI-05-G-01 GP SURGERY BALLIFEARY LANE INVERNESS	1160 sqm <i>21/06/19</i>	<i>Survey Type: MANUAL</i> HIGHLAND
9	Edge of Town Centre No Sub Category Total Gross floor area: <i>Survey date: MONDAY</i> NY-05-G-01 GP SURGERY CHAPEL STREET THIRSK	979 sqm <i>16/04/18</i>	<i>Survey Type: MANUAL</i> NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area: <i>Survey date: WEDNESDAY</i>	900 sqm <i>12/10/11</i>	Survey Type: MANUAL

TRICS 7.6.4 Weekday Ve	141219 B19. eh	28 Da	tabase right of TR	PICS Consortium Limite	ed, 2019. All rights reserved	Monday 23/03/20 Page 4
TPL Georg	e Street Edi	nburgh				Licence No: 552501
<u></u>	OF STIES rele	vant to	selection paramet	ers (Cont.)		
10	NY-05-G-02 ASH TREE RC KNARESBORG)AD DUGH	GP SURGERY		NORTH YORKSHIRE	
11	Edge of Town Residential Zo Total Gross fl <i>Surve</i> TW-05-G-01 DURHAM ROA SUNDERLAND	i Centre one oor area by <i>date:</i> AD	a: <i>WEDNESDAY</i> GP SURGERY	416 sqm <i>28/09/16</i>	<i>Survey Type: MANUAL</i> TYNE & WEAR	
12	Suburban Are Residential Zr Total Gross fl <i>Surve</i> TW-05-G-02 BIDDLESTON NEWCASTLE	ea (PPS) one oor area <i>by date:</i> 2 E ROAD	6 Out of Centre) a: <i>FRIDAY</i> GP SURGERY	600 sqm <i>30/11/12</i>	<i>Survey Type: MANUAL</i> TYNE & WEAR	
13	HEATON Neighbourhoo Residential Zo Total Gross fl Surve TW-05-G-03 CHURCH ROA NEWCASTLE	od Centr one oor area <i>by date:</i> 3	re (PPS6 Local Cer a: <i>FRIDAY</i> GP SURGERY	ntre) 878 sqm <i>13/11/15</i>	<i>Survey Type: MANUAL</i> TYNE & WEAR	
14	GOSFORTH Neighbourhod High Street Total Gross fl Surve TW-05-G-04 MANOR WALH NEWCASTLE	od Centr oor area <i>y date:</i> k K UPON T	re (PPS6 Local Cer a: <i>MONDAY</i> GP SURGERY YNE	ntre) 678 sqm <i>29/04/19</i>	<i>Survey Type: MANUAL</i> TYNE & WEAR	
15	BENTON Neighbourhoo Residential Z Total Gross fl Surve WY-05-G-02 BLACKBURN BIRSTALL	od Centr one oor area <i>by date:</i> 2 ROAD	re (PPS6 Local Cer a: <i>THURSDAY</i> GP SURGERY	ntre) 1400 sqm <i>18/10/18</i>	<i>Survey Type: MANUAL</i> WEST YORKSHI RE	
	BIRSTALL SM Edge of Town No Sub Categ Total Gross fl <i>Surve</i>	IITHIES Centre gory oor area by date:	a: MONDAY	512 sqm <i>15/10/18</i>	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.

TPL George Street Edinburgh

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES VEHICLES Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	14	790	0.959	14	790	0.371	14	790	1.330
08:00 - 09:00	15	765	2.641	15	765	1.368	15	765	4.009
09:00 - 10:00	15	765	3.007	15	765	2.554	15	765	5.561
10:00 - 11:00	15	765	2.754	15	765	2.815	15	765	5.569
11:00 - 12:00	15	765	2.423	15	765	2.885	15	765	5.308
12:00 - 13:00	15	765	1.909	15	765	2.371	15	765	4.280
13:00 - 14:00	15	765	1.464	15	765	1.595	15	765	3.059
14:00 - 15:00	15	765	2.441	15	765	2.301	15	765	4.742
15:00 - 16:00	15	765	2.214	15	765	2.231	15	765	4.445
16:00 - 17:00	15	765	2.214	15	765	2.301	15	765	4.515
17:00 - 18:00	15	765	1.133	15	765	1.735	15	765	2.868
18:00 - 19:00	12	825	0.192	12	825	0.758	12	825	0.950
19:00 - 20:00	2	1039	0.096	2	1039	0.337	2	1039	0.433
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			23.518			23.622			47.140

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

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

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Parameter summary

Trip rate parameter range selected:	325 - 1400 (units: sqm)
Survey date date range:	01/01/11 - 21/06/19
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-552501-200325-0304

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use	:	07	 LEISURE 	
Category	:	Q -	COMMUN	ITY CENTRE
MULTI-M	10E)AL	TOTAL	. PEOPLE

Selec	ted red	gions and areas:	
04	EAST	ANGLIA	
	CA	CAMBRIDGESHIRE	1 days
06	WEST	F MI DLANDS	
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORK	SHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE	1 days
80	NORT	TH WEST	
	СН	CHESHIRE	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.

Include all surveys

Parameter:	Gross floor area
Actual Range:	100 to 2329 (units: sqm)
Range Selected by User:	100 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision: Selection by:

-

Date Range:

01/01/10 to 07/06/18

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.

<u>Selected survey days:</u>	
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

<u>Selected survey types:</u>	
Manual count	5 days
Directional ATC Count	0 days

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

> 2 1 2

Selected Locations:	
Edge of Town Centre	
Edge of Town	
Neighbourhood Centre (PPS6 Local Centre)	

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1
Village	1
High Street	1
No Sub Category	1

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

RIC	S 7.6.4 141219	B19.28	Databas	se right of TRICS	Consortium Lim	ited, 2019	. All rights rese	erved	Wednesday	25/03/20
Nee	kday MM									Page 2
ΓPL	George Street	Edinbu	ırgh						Licence	No: 552501
	Secondary F	Itering s	selection	:						
	Use Class;									
	D2				5 days					
	This data disp	lays the	number oi	f surveys per Use	Class classificat	tion within	the selected se	et. The Use	Classes Order	2005
	has been used	for this	purpose,	which can be four	nd within the Lil	brary mode	ule of TRICS®.			
	Population with	thin 1 mi	le:							
	1,000 or Less				1 days					
	5,001 to 10,0	00			2 days					
	15,001 to 20,0	000			1 days					
	25,001 to 50,	000			1 days					
	This data disp	lays the .	number of	f selected surveys	s within stated i	1-mile radi.	ii of population.			
	Population wil	thin 5 mil	les:							
	5,001 to 25,	000			1 days					
	25,001 to 50	000			1 days					
	50,001 to 75	000			2 days					
	250,001 to 50	0,000			1 days					
	This data disp	lays the l	number ol	f selected surveys	s within stated £	5-mile radii	i of population.			
	Consumeration									
	car ownersnip	י wiinin צ	o miles:							

000	ennerennp	 0 111100
0.6	to 1.0	
1.1	to 1.5	

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.

<u>*Travel Plan:*</u> No

5 days

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

<u>PTAL Rating:</u> No PTAL Present

5 days

TRICS 7. Weekday	.6.4 y MN	141219 B19.28 Da 1	atabase right of TRIC	S Con	nsortium Limited,	2019.	All rights reserved	Wedr	nesday	25/03 Pac	3/20 ge 3
TPL Ge	orge	Street Edinburgh							Licence	No: 552	2501
L	IST	OF SITES relevant to	selection parameters	7							
				•							
	1	CA-07-Q-02 HIGH STREET CAMBOURNE	COMMUNITY CEN	TRE			CAMBRI DGESHI RE				
	2	Edge of Town Centre High Street Total Gross floor are <i>Survey date:</i> CH-07-Q-01 WARRINGTON ROAD MERE	e a: <i>THURSDAY</i> COMMUNITY CEN ⁻	TRE	629 sqm <i>07/06/18</i>		<i>Survey Type: MANUA</i> CHESHIRE	1Z			
	3	Neighbourhood Cent Village Total Gross floor are <i>Survey date:</i> NY-07-Q-01 SHUTE ROAD	re (PPS6 Local Centre a: <i>TUESDAY</i> COMMUNITY CEN	e) TRE	100 sqm <i>07/11/17</i>		<i>Survey Type: MANUA</i> NORTH YORKSHI RE	1Z			
	4	CATTERRICK GARRIS Neighbourhood Cent No Sub Category Total Gross floor are <i>Survey date:</i> SH-07-0-01	SON re (PPS6 Local Centre a: <i>WEDNESDAY</i> COMMUNITY CENT	e) TRF	316 sqm <i>10/05/17</i>		<i>Survey Type: MANUA</i> SHROPSHIRE	12			
	-	SOUTHGATE TELFORD SUTTON HILL Edge of Town Residential Zone Total Gross floor are Survey date:	a: <i>THURSDAY</i>	1	486 sqm <i>24/10/13</i>		Survey Type: MANUA	1/			
	5	ST-07-Q-01 DUDLEY ROAD WOLVERHAMPTON	COMMUNITY CEN	TRE			STAFFORDSHI RE				
		Edge of Town Centre Built-Up Zone Total Gross floor are <i>Survey date:</i>	a: FRIDAY	2	329 sqm <i>09/05/14</i>		Survey Type: MANUA	12			

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.

Licence No: 552501

TPL George Street Edinburgh

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE MULTI-MODAL TOTAL PEOPLE Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	3	348	0.383	3	348	0.000	3	348	0.383	
08:00 - 09:00	5	972	1.337	5	972	0.144	5	972	1.481	
09:00 - 10:00	5	972	2.058	5	972	0.782	5	972	2.840	
10:00 - 11:00	5	972	2.078	5	972	1.584	5	972	3.662	
11:00 - 12:00	5	972	1.173	5	972	2.243	5	972	3.416	
12:00 - 13:00	5	972	1.193	5	972	1.564	5	972	2.757	
13:00 - 14:00	5	972	0.967	5	972	1.440	5	972	2.407	
14:00 - 15:00	5	972	0.658	5	972	1.111	5	972	1.769	
15:00 - 16:00	5	972	0.967	5	972	1.173	5	972	2.140	
16:00 - 17:00	4	1136	1.012	4	1136	0.946	4	1136	1.958	
17:00 - 18:00	4	1136	1.673	4	1136	1.056	4	1136	2.729	
18:00 - 19:00	4	1136	2.047	4	1136	0.682	4	1136	2.729	
19:00 - 20:00	4	1136	1.210	4	1136	2.377	4	1136	3.587	
20:00 - 21:00	4	1136	0.000	4	1136	0.418	4	1136	0.418	
21:00 - 22:00	3	1305	0.000	3	1305	0.715	3	1305	0.715	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			16.756			16.235			32.991	

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.

Calculation Reference: AUDIT-552501-200325-0354

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE Category : Q - COMMUNITY CENTRE VEHICLES

Sele	octed regions and areas:	
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	-
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
80	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	3 days
11	SCOTLAND	
	FA FALKIRK	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:	100 to 2329 (units: sqm)
Range Selected by User:	100 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/10 to 24/05/19

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

Selected survey days:

Monday	3 days
Tuesday	1 days
Wednesday	1 days
Thursday	3 days
Friday	4 days

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

<u>Selected survey types:</u>	
Manual count	12 days
Directional ATC Count	0 days

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

<u>Selected Locations:</u>	
Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	6

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

Selected Location Sub Categories:

Residential Zone			
Retail Zone			
Built-Up Zone			
Village			
High Street			
No Sub Category			

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:

<u>Use Class:</u>	
D1	1 days
D2	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:	
1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 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
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

 Car ownership within 5 miles:

 0.6 to 1.0
 10 days

 1.1 to 1.5
 1 days

 1.6 to 2.0
 1 days

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

<u>*Travel Plan:*</u> No

12 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

12 days

Edinburgh

LIST OF SITES relevant to selection parameters

1	CA-07-Q-01 HIGH STREET COTTENHAM	COMMUNI TY CENTRE		CAMBRI DGESHI RE
2	Neighbourhood Cent Village Total Gross floor are <i>Survey date:</i> CA-07-Q-02 HIGH STREET CAMBOURNE	re (PPS6 Local Centre) a: <i>MONDAY</i> COMMUNITY CENTRE	500 sqm <i>15/10/12</i>	<i>Survey Type: MANUAL</i> CAMBRI DGESHI RE
3	Edge of Town Centre High Street Total Gross floor are <i>Survey date:</i> CH-07-Q-01 WARRINGTON ROAD MERE	a: <i>THURSDAY</i> COMMUNITY CENTRE	629 sqm <i>07/06/18</i>	<i>Survey Type: MANUAL</i> CHESHIRE
4	Neighbourhood Cent Village Total Gross floor are <i>Survey date:</i> FA-07-Q-02 PARKHALL DRIVE FALKIRK MADDISTON	re (PPS6 Local Centre) a: <i>TUESDAY</i> COMMUNITY CENTRE	100 sqm <i>07/11/17</i>	<i>Survey Type: MANUAL</i> FALKIRK
5	Edge of Town Residential Zone Total Gross floor are <i>Survey date:</i> NT-07-Q-01 61B MANSFIELD RO/ NOTTINGHAM	a: <i>MONDAY</i> COMMUNITY CENTRE AD	400 sqm <i>03/06/13</i>	<i>Survey Type: MANUAL</i> NOTTI NGHAMSHI RE
6	Edge of Town Centre Residential Zone Total Gross floor are <i>Survey date:</i> NY-07-Q-01 SHUTE ROAD CATTERRICK GARRIS	a: <i>THURSDAY</i> COMMUNITY CENTRE SON	800 sqm <i>13/06/13</i>	<i>Survey Type: MANUAL</i> NORTH YORKSHIRE
7	Neighbourhood Cent No Sub Category Total Gross floor are <i>Survey date:</i> SH-07-Q-01 SOUTHGATE TELFORD SUTTON HILL Edge of Town	re (PPS6 Local Centre) a: <i>WEDNESDAY</i> COMMUNITY CENTRE	316 sqm <i>10/05/17</i>	<i>Survey Type: MANUAL</i> SHROPSHI RE
8	Residential Zone Total Gross floor are <i>Survey date:</i> ST-07-Q-01 DUDLEY ROAD WOLVERHAMPTON	a: <i>THURSDAY</i> COMMUNITY CENTRE	1486 sqm <i>24/10/13</i>	<i>Survey Type: MANUAL</i> STAFFORDSHIRE
9	Edge of Town Centre Built-Up Zone Total Gross floor are <i>Survey date:</i> TW-07-Q-01 HIGH STREET GATESHEAD WREKENTON Neighbourhood Cent	a: <i>FRIDAY</i> COMMUNITY CENTRE re (PPS6 Local Centre)	2329 sqm <i>09/05/14</i>	<i>Survey Type: MANUAL</i> TYNE & WEAR
	Total Gross floor are Survey date:	a: <i>FRIDAY</i>	450 sqm <i>04/10/13</i>	Survey Type: MANUAL
Licence No: 552501

TPL George Street Edinburgh

LIST OF SITES relevant to selection parameters (Cont.)

10	TW-07-Q-02 ROSEDON WAY NEWCASTLE BRUNTON Neighbourhood Centr	COMMUNITY CENTRE		TYNE & WEAR
	Village Total Gross floor area	a.	880 sam	
	Survey date:	FRIDAY	<i>13/11/15</i>	Survey Type: MANUAL
11	TW-07-Q-03	COMMUNITY CENTRE		TYNE & WEAR
	ASKEW ROAD W			
	TEAMS			
	Suburban Area (PPS6	6 Out of Centre)		
	Residential Zone			
	Total Gross floor area	3:	750 sqm	
10	Survey date:	FRIDAY	24/05/19	Survey Type: MANUAL
12		COMMUNITY CENTRE		WEST YORKSHIRE
	LEEDS			
	BRAMLEY			
	Neighbourhood Centr	re (PPS6 Local Centre)		
	Retail Zone			
	Total Gross floor area		625 sqm	CUTUON TUDO, MANUAL
	Survey date:	WONDAY	19/10/15	Survey Type: WANUAL

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE VEHICLES Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	424	0.236	5	424	0.000	5	424	0.236
08:00 - 09:00	12	772	0.982	12	772	0.367	12	772	1.349
09:00 - 10:00	12	772	0.939	12	772	0.561	12	772	1.500
10:00 - 11:00	12	772	0.540	12	772	0.648	12	772	1.188
11:00 - 12:00	12	772	0.486	12	772	0.799	12	772	1.285
12:00 - 13:00	12	772	0.853	12	772	0.831	12	772	1.684
13:00 - 14:00	12	772	0.464	12	772	0.604	12	772	1.068
14:00 - 15:00	12	772	0.453	12	772	0.443	12	772	0.896
15:00 - 16:00	12	772	0.896	12	772	0.777	12	772	1.673
16:00 - 17:00	11	814	0.469	11	814	0.670	11	814	1.139
17:00 - 18:00	11	814	0.726	11	814	0.782	11	814	1.508
18:00 - 19:00	10	820	1.049	10	820	0.402	10	820	1.451
19:00 - 20:00	10	820	0.720	10	820	0.964	10	820	1.684
20:00 - 21:00	10	820	0.220	10	820	0.537	10	820	0.757
21:00 - 22:00	7	899	0.000	7	899	0.461	7	899	0.461
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.033			8.846			17.879

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:	100 - 2329 (units: sqm)
Survey date date range:	01/01/10 - 24/05/19
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

APPENDIX G

ANALYSIS



Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.0.6896 © Copyright TRL Limited, 2018						
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Filename: Ravelrig Rd_Site Access west 200325.j9 Path: C:\Users\Stuart\Documents\TPL\TP658_Balerno, Ravelrig Road\Junction Analysis\PICADY Report generation date: 26/03/2020 21:32:14

»2025 Projected + Comm & Prop Devs, Weekday AM Peak »2025 Projected + Comm & Prop Devs, Weekday PM Peak

Summary of junction performance

		Weekday AM Peak				Weekday PM Peak				
	Q (PCU)	Delay (min)	RFC	LOS	Res Cap	Q (PCU)	Delay (min)	RFC	LOS	Res Cap
	2025 Projected + Comm & Prop Devs									
Stream B-AC	0.4	0.17	0.29	В	125 %	0.3	0.17	0.24	В	136 %
Stream C-AB	0.0	0.11	0.03	А	[Stream B-AC]	0.2	0.10	0.14	А	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Ravelrig Road/ Site Access west
Locatio	
Site num	
Date	
Version	
Status	
Identifier	
Client	
Jobnumber	TP658
Enumerator	SL
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	min	-Min	perMin

Analysis Options

Vehicle	Calculate Q	Calculate detailed	Calculate residual	Residual capacity	RFC	Av. Delay	Q threshold
length (m)	Percentiles	queueing delay	capacity	criteria type	Threshold	threshold (min)	(PCU)
5.75			✓	Delay	0.85	0.60	20.00



Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Projected + Comm & Prop Devs	Weekday AM Peak	ONE HOUR	07:15	08:45	15	✓
D6	2025 Projected + Comm & Prop Devs	Weekday PM Peak	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	D Include in report Network flow scaling factor (%) N		Network capacity scaling factor (%)
A1	~	100.000	100.000



2025 Projected + Comm & Prop Devs, Weekday AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	Ravelrig Road/ Site Access west	T-Junction	Two-way		0.06	А

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	125	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
Α	Ravelrig Road (south)		Major
в	Site Access west		Minor
С	Ravelrig Road (north)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
Ravelrig Road (north)	6.00			50.0	~	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
Site Access west	One lane	2.75	43	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	500	0.091	0.230	0.145	0.329
1	B-C	635	0.097	0.246	-	-
1	C-B	603	0.234	0.234	-	-

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

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

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



Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Projected + Comm & Prop Devs	Weekday AM Peak	ONE HOUR	07:15	08:45	15	~

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Ravelrig Road (south)		ONE HOUR	✓	217	100.000
Site Access west		ONE HOUR	✓	131	100.000
Ravelrig Road (north)		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (PCU/hr)

		То		
		Ravelrig Road (south)	Site Access west	Ravelrig Road (north)
F	Ravelrig Road (south)	0	54	163
From	Site Access west	68	0	63
	Ravelrig Road (north)	59	16	0

Vehicle Mix

HV %s

		То		
		Ravelrig Road (south)	Site Access west	Ravelrig Road (north)
From	Ravelrig Road (south)	0	0	1
	Site Access west	0	0	0
	Ravelrig Road (north)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.29	0.17	0.4	В	120	180
C-AB	0.03	0.11	0.0	А	16	24
C-A					53	79
A-B					50	74
A-C					150	224



Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	99	25	517	0.191	98	0.0	0.2	0.143	А
C-AB	13	3	595	0.022	13	0.0	0.0	0.103	А
C-A	43	11			43				
A-B	41	10			41				
A-C	123	31			123				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	118	29	509	0.231	118	0.2	0.3	0.153	А
C-AB	16	4	594	0.027	16	0.0	0.0	0.104	A
C-A	52	13			52				
A-B	49	12			49				
A-C	147	37			147				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	144	36	498	0.290	144	0.3	0.4	0.169	В
C-AB	20	5	592	0.033	20	0.0	0.0	0.105	А
C-A	63	16			63				
A-B	59	15			59				
A-C	179	45			179				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	144	36	498	0.290	144	0.4	0.4	0.170	В
C-AB	20	5	592	0.033	20	0.0	0.0	0.105	A
C-A	63	16			63				
ΑB	59	15			59				
A-C	179	45			179				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	118	29	509	0.231	118	0.4	0.3	0.154	А
C-AB	16	4	594	0.027	16	0.0	0.0	0.104	A
C-A	52	13			52				
A-B	49	12			49				
A-C	147	37			147				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	99	25	517	0.191	99	0.3	0.2	0.144	А
C-AB	13	3	595	0.022	13	0.0	0.0	0.103	А
C-A	43	11			43				
A-B	41	10			41				
A-C	123	31			123				



2025 Projected + Comm & Prop Devs, Weekday PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	Ravelrig Road/ Site Access west	T-Junction	Two-way		0.06	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	136	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Projected + Comm & Prop Devs	Weekday PM Peak	ONE HOUR	16:30	18:00	15	~

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Ravelrig Road (south)		ONE HOUR	~	142	100.000
Site Access west		ONE HOUR	✓	99	100.000
Ravelrig Road (north)		ONE HOUR	~	225	100.000

Origin-Destination Data

Demand (PCU/hr)

	То								
		Ravelrig Road (south)	Site Access west	Ravelrig Road (north)					
From	Ravelrig Road (south)	0	77	65					
From	Site Access west	80	0	19					
	Ravelrig Road (north)	161	64	0					

Vehicle Mix

HV %s

	То									
		Ravelrig Road (south)	Site Access west	Ravelrig Road (north)						
_	Ravelrig Road (south)	0	0	2						
From	Site Access west	0	0	0						
	Ravelrig Road (north)	1	0	0						

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.24	0.17	0.3	В	91	136
C-AB	0.14	0.10	0.2	A	76	114
C-A					131	196
A-B					71	106
A-C					60	89

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	75	19	475	0.157	74	0.0	0.2	0.149	А
C-AB	59	15	660	0.089	59	0.0	0.1	0.100	А
C-A	110	28			110				
A-B	58	14			58				
A-C	49	12			49				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	89	22	465	0.191	89	0.2	0.2	0.159	А
C-AB	73	18	672	0.109	73	0.1	0.2	0.100	А
C-A	129	32			129				
A-B	69	17			69				
A-C	58	15			58				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	109	27	453	0.241	109	0.2	0.3	0.174	В
C-AB	95	24	688	0.138	95	0.2	0.2	0.101	A
C-A	153	38			153				
A-B	85	21			85				
A-C	72	18			72				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	109	27	453	0.241	109	0.3	0.3	0.175	В
C-AB	95	24	688	0.138	95	0.2	0.2	0.102	А
C-A	153	38			153				
A-B	85	21			85				
A-C	72	18			72				



17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	89	22	465	0.191	89	0.3	0.2	0.160	А
C-AB	74	18	672	0.109	74	0.2	0.2	0.101	A
C-A	129	32			129				
ΑB	69	17			69				
A-C	58	15			58				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	75	19	474	0.157	75	0.2	0.2	0.150	А
C-AB	59	15	660	0.090	59	0.2	0.1	0.100	А
C-A	110	28			110				
A-B	58	14			58				
A-C	49	12			49				



Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: Ravelrig Rd_Site Access east 200325.j9 Path: C:\Users\Stuart\Documents\TPL\TP658_Balerno, Ravelrig Road\Junction Analysis\PICADY Report generation date: 26/03/2020 21:39:25

»2025 Projected + Comm & Prop Devs, Weekday AM Peak »2025 Projected + Comm & Prop Devs, Weekday PM Peak

Summary of junction performance

		Weekda	ay AN	l Pea	k	Weekday PM Peak				
	Q (PCU) Delay (min) RFC LOS Res Cap				Q (PCU)	Delay (min)	RFC	LOS	Res Cap	
			2	2025	Projected + C	comm &	Prop Devs			
Stream B-AC	0.0	0.0 0.12 0.04 A			555 %	0.0	0.11	0.02	A	508 %
Stream C-AB	B 0.0 0.09 0.01 A [Stre				[Stream B-AC]	0.0	0.10	0.02	А	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Ravelrig Road/ Site Access east
Location	Balerno
Site number	
Date	25/03/2020
Version	
Status	
Identifier	
Client	
Jobnumber	TP658
Enumerator	SL
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	min	-Min	perMin

Analysis Options

Vehicle	Calculate Q	Calculate detailed	Calculate residual	Residual capacity	RFC	Av. Delay	Q threshold
length (m)	Percentiles	queueing delay	capacity	criteria type	Threshold	threshold (min)	(PCU)
5.75			✓	Delay	0.85	0.60	20.00



Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Projected + Comm & Prop Devs	Weekday AM Peak	ONE HOUR	07:15	08:45	15	✓
D6	2025 Projected + Comm & Prop Devs	Weekday PM Peak	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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



2025 Projected + Comm & Prop Devs, Weekday AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	Ravelrig Road/ Site Access east	T-Junction	Two-way		0.01	А

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	555	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
Α	Ravelrig Road (north)		Major
в	Site Access east		Minor
С	Ravelrig Road (south)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
Ravelrig Road (south)	6.00			50.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
Site Access east	One lane	2.75	43	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	500	0.091	0.230	0.145	0.329
1	B-C	635	0.097	0.246	-	-
1	C-B	603	0.234	0.234	-	-

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

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

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



Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Projected + Comm & Prop Devs	Weekday AM Peak	ONE HOUR	07:15	08:45	15	~

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Ravelrig Road (north)		ONE HOUR	✓	65	100.000
Site Access east		ONE HOUR	✓	19	100.000
Ravelrig Road (south)		ONE HOUR	✓	226	100.000

Origin-Destination Data

Demand (PCU/hr)

	То					
From		Ravelrig Road (north)	Site Access east	Ravelrig Road (south)		
	Ravelrig Road (north)	0	1	64		
	Site Access east	9	0	10		
	Ravelrig Road (south)	221	5	0		

Vehicle Mix

HV %s

	То					
		Ravelrig Road (north)	Site Access east	Ravelrig Road (south)		
From	Ravelrig Road (north)	0	0	2		
	Site Access east	0	0	0		
	Ravelrig Road (south)	1	0	0		

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	0.12	0.0	А	17	26
C-AB	0.01	0.09	0.0	A	6	10
C-A					201	301
A-B					0.92	1
A-C					59	88



Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	14	4	536	0.027	14	0.0	0.0	0.115	А
C-AB	5	1	703	0.007	5	0.0	0.0	0.086	А
C-A	165	41			165				
A-B	0.75	0.19			0.75				
A-C	48	12			48				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	17	4	530	0.032	17	0.0	0.0	0.117	А
C-AB	6	2	723	0.009	6	0.0	0.0	0.084	A
C-A	197	49			197				
A-B	0.90	0.22			0.90				
A-C	58	14			58				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	21	5	523	0.040	21	0.0	0.0	0.120	А
C-AB	8	2	750	0.011	8	0.0	0.0	0.081	А
C-A	241	60			241				
A-B	1	0.28			1				
A-C	70	18			70				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	21	5	523	0.040	21	0.0	0.0	0.120	А
C-AB	8	2	750	0.011	8	0.0	0.0	0.081	A
C-A	241	60			241				
ΑB	1	0.28			1				
A-C	70	18			70				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	17	4	530	0.032	17	0.0	0.0	0.117	А
C-AB	6	2	723	0.009	6	0.0	0.0	0.084	A
C-A	197	49			197				
A-B	0.90	0.22			0.90				
A-C	58	14			58				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	14	4	536	0.027	14	0.0	0.0	0.115	А
C-AB	5	1	703	0.007	5	0.0	0.0	0.086	А
C-A	165	41			165				
ΑB	0.75	0.19			0.75				
A-C	48	12			48				



2025 Projected + Comm & Prop Devs, Weekday PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	Ravelrig Road/ Site Access east	T-Junction	Two-way		0.01	А

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	508	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Projected + Comm & Prop Devs	Weekday PM Peak	ONE HOUR	16:30	18:00	15	~

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Ravelrig Road (north)		ONE HOUR	~	224	100.000
Site Access east		ONE HOUR	✓	12	100.000
Ravelrig Road (south)		ONE HOUR	~	84	100.000

Origin-Destination Data

Demand (PCU/hr)

		То		
		Ravelrig Road (north)	Site Access east	Ravelrig Road (south)
From	Ravelrig Road (north)	0	9	215
	Site Access east	2	0	10
	Ravelrig Road (south)	73	11	0

Vehicle Mix

HV %s

		То		
		Ravelrig Road (north)	Site Access east	Ravelrig Road (south)
From	Ravelrig Road (north)	0	0	1
	Site Access east	0	0	0
	Ravelrig Road (south)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	0.11	0.0	A	11	17
C-AB	0.02	0.10	0.0	A	11	17
C-A					66	99
A-B					8	12
A-C					197	296

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	9	2	564	0.016	9	0.0	0.0	0.108	А
C-AB	9	2	601	0.015	9	0.0	0.0	0.101	А
C-A	54	14			54				
A-B	7	2			7				
A-C	162	40			162				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	11	3	556	0.019	11	0.0	0.0	0.110	А
C-AB	11	3	601	0.018	11	0.0	0.0	0.102	А
C-A	64	16			64				
A-B	8	2			8				
A-C	193	48			193				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	13	3	544	0.024	13	0.0	0.0	0.113	А
C-AB	14	3	601	0.023	14	0.0	0.0	0.102	A
C-A	78	20			78				
ΑB	10	2			10				
A-C	237	59			237				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	13	3	544	0.024	13	0.0	0.0	0.113	А
C-AB	14	3	601	0.023	14	0.0	0.0	0.102	А
C-A	78	20			78				
A-B	10	2			10				
A-C	237	59			237				



17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	11	3	556	0.019	11	0.0	0.0	0.110	А
C-AB	11	3	601	0.018	11	0.0	0.0	0.102	А
C-A	64	16			64				
ΑB	8	2			8				
A-C	193	48			193				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-AC	9	2	564	0.016	9	0.0	0.0	0.108	А
C-AB	9	2	601	0.015	9	0.0	0.0	0.102	А
C-A	54	14			54				
A-B	7	2			7				
A-C	162	40			162				



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Filename: Lanark Rd W_Ravelrig Rd_Ravelrig Wynd 200325.j9 Path: C:\Users\Stuart\Documents\TPL\TP658_Balerno, Ravelrig Road\Junction Analysis\PICADY Report generation date: 26/03/2020 21:44:25

»2020 Surveyed, Weekday AM Peak
»2025 Projected + Comm Dev, Weekday AM Peak
»2025 Projected + Comm & Prop Devs, Weekday AM Peak
»2020 Surveyed, Weekday PM Peak
»2025 Projected + Comm Dev, Weekday PM Peak
»2025 Projected + Comm & Prop Devs, Weekday PM Peak

Summary of junction performance

		Weekd	ay Al	M Pea	ak		Weekd	ay Pl	l Pea	ak		
	Q (PCU)	Delay (min)	RFC	LOS	Res Cap	Q (PCU)	Delay (min)	RFC	LOS	Res Cap		
					2020 Sı	irveyed						
Stream B-ACD	0.2	0.14	0.18	A		0.4	0.16	0.30	А			
Stream A-BCD	0.0	0.00	0.00	А	132 %	0.0	0.10	0.00	А	112 %		
Stream D-ABC	0.0	0.16	0.02	А	[Stream C-ABD]	0.0	0.00	0.00	А	[Stream B-ACD]		
Stream C-ABD	0.3	0.14	0.21	А		0.4	0.09	0.18	А			
		2025 Projected + Comm Dev										
Stream B-ACD	0.4	0.16	0.26	A		0.6	0.18	0.36	В			
Stream A-BCD	0.0	0.00	0.00	А	103 %	0.0	0.10	0.00	А	85 %		
Stream D-ABC	0.0	0.16	0.02	А	[Stream B-ACD]	0.0	0.00	0.00	А	[Stream B-ACD]		
Stream C-ABD	0.4	0.14	0.25	А		0.5	0.10	0.25	А			
				2025	Projected + C	omm &	Prop Devs					
Stream B-ACD	0.8	0.21	0.44	В		1.3	0.26	0.56	С			
Stream A-BCD	0.0	0.00	0.00	А	53 %	0.0	0.10	0.00	А	32 %		
Stream D-ABC	0.0	0.16	0.02	А	[Stream B-ACD]	0.0	0.00	0.00	А	[Stream B-ACD]		
Stream C-ABD	0.6	0.17	0.34	Α		1.2	0.14	0.45	Α			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.



File summary

File Description

Title	Lanark Road West/ Ravelrig Road/ Ravelrig Wynd
Location	Balerno
Site number	
Date	25/03/2020
Version	
Status	
Identifier	
Client	
Jobnumber	TP658
Enumerator	SL
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	min	-Min	perMin

Analysis Options

Vehicle	Calculate Q	Calculate detailed	Calculate residual	Residual capacity	RFC	Av. Delay	Q threshold
length (m)	Percentiles	queueing delay	capacity	criteria type	Threshold	threshold (min)	(PCU)
5.75			✓	Delay	0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Surveyed	Weekday AM Peak	ONE HOUR	07:15	08:45	15	~
D2	2025 Projected + Comm Dev	Weekday AM Peak	ONE HOUR	07:15	08:45	15	~
D3	2025 Projected + Comm & Prop Devs	Weekday AM Peak	ONE HOUR	07:15	08:45	15	~
D4	2020 Surveyed	Weekday PM Peak	ONE HOUR	16:30	18:00	15	~
D5	2025 Projected + Comm Dev	Weekday PM Peak	ONE HOUR	16:30	18:00	15	~
D6	2025 Projected + Comm & Prop Devs	Weekday PM Peak	ONE HOUR	16:30	18:00	15	~

Analysis Set Details

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





2020 Surveyed, Weekday AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	Lanark Road West/ Ravelrig Road/ Ravelrig Wynd	Right-Left Stagger	Two-way		0.04	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	132	Stream C-ABD

Arms

Arms

Arm	Name	Description	Arm type
Α	Lanark Road West (west)		Major
в	Ravelrig Road		Minor
С	Lanark Road West (east)		Major
D	Ravelrig Wynd		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
Lanark Road West (west)	6.50			50.0	 ✓ 	0.00
Lanark Road West (east)	6.50			50.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
Ravelrig Road	One lane	3.40	18	19
Ravelrig Wynd	One lane	2.20	5	5

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	603	-	-	-	0.229	0.229	0.229	-	0.229	-	-
1	B-AD	513	0.091	0.231	-	-	-	0.145	0.330	0.145	0.091	0.231
1	B-C	661	0.099	0.251	-	-	-	-	-	-	0.099	0.251
1	C-B	603	0.229	0.229	-	-	-	-	-	-	0.229	0.229
1	D-A	577	-	-	-	0.219	0.087	0.219	-	0.087	-	-
1	D-BC	443	0.126	0.126	0.285	0.200	0.079	0.200	-	0.079	-	-

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

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

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



Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Surveyed	Weekday AM Peak	ONE HOUR	07:15	08:45	15	~

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Lanark Road West (west)		ONE HOUR	✓	469	100.000
Ravelrig Road		ONE HOUR	~	84	100.000
Lanark Road West (east)		ONE HOUR	✓	199	100.000
Ravelrig Wynd		ONE HOUR	✓	8	100.000

Origin-Destination Data

Demand (PCU/hr)

		То								
		Lanark Road West (west)	Ravelrig Road	Lanark Road West (east)	Ravelrig Wynd					
	Lanark Road West (west)	0	51	418	0					
From	Ravelrig Road	4	0	80	0					
	Lanark Road West (east)	113	85	0	1					
	Ravelrig Wynd	2	3	3	0					

Vehicle Mix

HV %s

		То								
		Lanark Road West (west)	Ravelrig Road	Lanark Road West (east)	Ravelrig Wynd					
	Lanark Road West (west)	0	0	3	0					
From	Ravelrig Road	0	0	1	0					
	Lanark Road West (east)	12	1	0	0					
	Ravelrig Wynd	0	0	0	0					

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.18	0.14	0.2	А	77	116
ABCD	0.00	0.00	0.0	А	0	0
ΑB					47	70
A-C					384	575
D-ABC	0.02	0.16	0.0	A	7	11
C-ABD	0.21	0.14	0.3	A	96	144
C-D					0.76	1
C-A					86	129



Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-ACD	63	16	566	0.112	63	0.0	0.1	0.120	А
A -BCD	0	0	583	0.000	0	0.0	0.0	0.000	А
A-B	38	10			38				
A-C	315	79			315				
D-ABC	6	2	414	0.015	6	0.0	0.0	0.147	А
C-ABD	75	19	582	0.129	74	0.0	0.2	0.121	A
C-D	0.66	0.16			0.66				
C-A	74	19			74				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-ACD	76	19	549	0.138	75	0.1	0.2	0.128	А
ABCD	0	0	579	0.000	0	0.0	0.0	0.000	А
ΑB	46	11			46				
A-C	376	94			376				
D-ABC	7	2	403	0.018	7	0.0	0.0	0.152	А
C-ABD	93	23	579	0.161	93	0.2	0.2	0.127	A
C-D	0.75	0.19			0.75				
C-A	85	21			85				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-ACD	92	23	526	0.176	92	0.2	0.2	0.140	А
ABCD	0	0	573	0.000	0	0.0	0.0	0.000	А
A-B	56	14			56				
A-C	460	115			460				
D-ABC	9	2	387	0.023	9	0.0	0.0	0.159	А
C-ABD	120	30	575	0.208	120	0.2	0.3	0.136	А
C-D	0.87	0.22			0.87				
C-A	98	25			98				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-ACD	92	23	526	0.176	92	0.2	0.2	0.140	А
ABCD	0	0	573	0.000	0	0.0	0.0	0.000	А
A-B	56	14			56				
A-C	460	115			460				
D-ABC	9	2	387	0.023	9	0.0	0.0	0.159	А
C-ABD	120	30	575	0.209	120	0.3	0.3	0.136	А
C-D	0.87	0.22			0.87				
C-A	98	25			98				



08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-ACD	76	19	549	0.138	76	0.2	0.2	0.128	А
ABCD	0	0	579	0.000	0	0.0	0.0	0.000	А
A-B	46	11			46				
A-C	376	94			376				
D-ABC	7	2	403	0.018	7	0.0	0.0	0.152	А
C-ABD	93	23	579	0.161	93	0.3	0.2	0.127	А
C-D	0.75	0.19			0.75				
C-A	85	21			85				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-ACD	63	16	566	0.112	63	0.2	0.1	0.121	A
A BCD	0	0	583	0.000	0	0.0	0.0	0.000	А
A-B	38	10			38				
A-C	315	79			315				
D-ABC	6	2	414	0.015	6	0.0	0.0	0.147	А
C-ABD	75	19	582	0.129	75	0.2	0.2	0.122	A
C-D	0.65	0.16			0.65				
C-A	74	18			74				



2025 Projected + Comm Dev, Weekday AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (min)	Junction LOS
1	Lanark Road West/ Ravelrig Road/ Ravelrig Wynd	Right-Left Stagger	Two-way		0.05	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	103	Stream B-ACD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Projected + Comm Dev	Weekday AM Peak	ONE HOUR	07:15	08:45	15	~

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)	
Lanark Road West (west)		ONE HOUR	✓	484	100.000	
Ravelrig Road	ONE HO		✓	126	100.000	
Lanark Road West (east)		ONE HOUR	✓	217	100.000	
Ravelrig Wynd		ONE HOUR	✓	8	100.000	

Origin-Destination Data

Demand (PCU/hr)

			То		
		Lanark Road West (west)	Ravelrig Road	Lanark Road West (east)	Ravelrig Wynd
	Lanark Road West (west)	0	53	431	0
From	Ravelrig Road	5	0	121	0
	Lanark Road West (east)	117	99	0	1
	Ravelrig Wynd	2	3	3	0

Vehicle Mix



HV %s

		То									
		Lanark Road West (west)	Ravelrig Road	Lanark Road West (east)	Ravelrig Wynd						
	Lanark Road West (west)	0	0	3	0						
From	Ravelrig Road	0	0	1	0						
	Lanark Road West (east)	12	1	0	0						
	Ravelrig Wynd	0	0	0	0						

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (min)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.26	0.16	0.4	A	116	173
ABCD	0.00	0.00	0.0	А	0	0
ΑB					49	73
A-C					395	593
D-ABC	0.02	0.16	0.0	А	7	11
C-ABD	0.25	0.14	0.4	А	113	169
C-D					0.73	1
C-A					86	128

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-ACD	95	24	565	0.168	94	0.0	0.2	0.128	А
A-BCD	0	0	582	0.000	0	0.0	0.0	0.000	А
A-B	40	10			40				
A-C	324	81			324				
D-ABC	6	2	412	0.015	6	0.0	0.0	0.148	А
C-ABD	88	22	582	0.151	87	0.0	0.2	0.124	А
C-D	0.64	0.16			0.64				
C-A	75	19			75				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-ACD	113	28	548	0.207	113	0.2	0.3	0.139	А
A BCD	0	0	578	0.000	0	0.0	0.0	0.000	А
A-B	48	12			48				
A-C	387	97			387				
D-ABC	7	2	400	0.018	7	0.0	0.0	0.153	А
C-ABD	109	27	579	0.189	109	0.2	0.3	0.131	A
C-D	0.73	0.18			0.73				
C-A	85	21			85				



07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
B-ACD	139	35	524	0.265	138	0.3	0.4	0.157	А
A -BCD	0	0	572	0.000	0	0.0	0.0	0.000	А
ΑB	58	15			58				
A-C	475	119			475				
D-ABC	9	2	384	0.023	9	0.0	0.0	0.160	А
C-ABD	141	35	575	0.245	141	0.3	0.4	0.142	А
C-D	0.83	0.21			0.83				
C-A	97	24			97				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
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ABCD	0	0	572	0.000	0	0.0	0.0	0.000	А
A-B	58	15			58				
A-C	475	119			475				
D-ABC	9	2	384	0.023	9	0.0	0.0	0.160	А
C-ABD	141	35	575	0.245	141	0.4	0.4	0.143	А
C-D	0.83	0.21			0.83				
C-A	97	24			97				

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A-BCD	0	0	578	0.000	0	0.0	0.0	0.000	A
A-B	48	12			48				
A-C	387	97			387				
D-ABC	7	2	400	0.018	7	0.0	0.0	0.153	A
C-ABD	109	27	579	0.189	110	0.4	0.3	0.132	А
C-D	0.73	0.18			0.73				
C-A	85	21			85				

08:30 - 08:45

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B-ACD	95	24	565	0.168	95	0.3	0.2	0.129	А
A -BCD	0	0	582	0.000	0	0.0	0.0	0.000	А
A-B	40	10			40				
A-C	324	81			324				
D-ABC	6	2	412	0.015	6	0.0	0.0	0.148	А
C-ABD	88	22	582	0.151	88	0.3	0.2	0.125	A
C-D	0.64	0.16			0.64				
C-A	75	19			75				