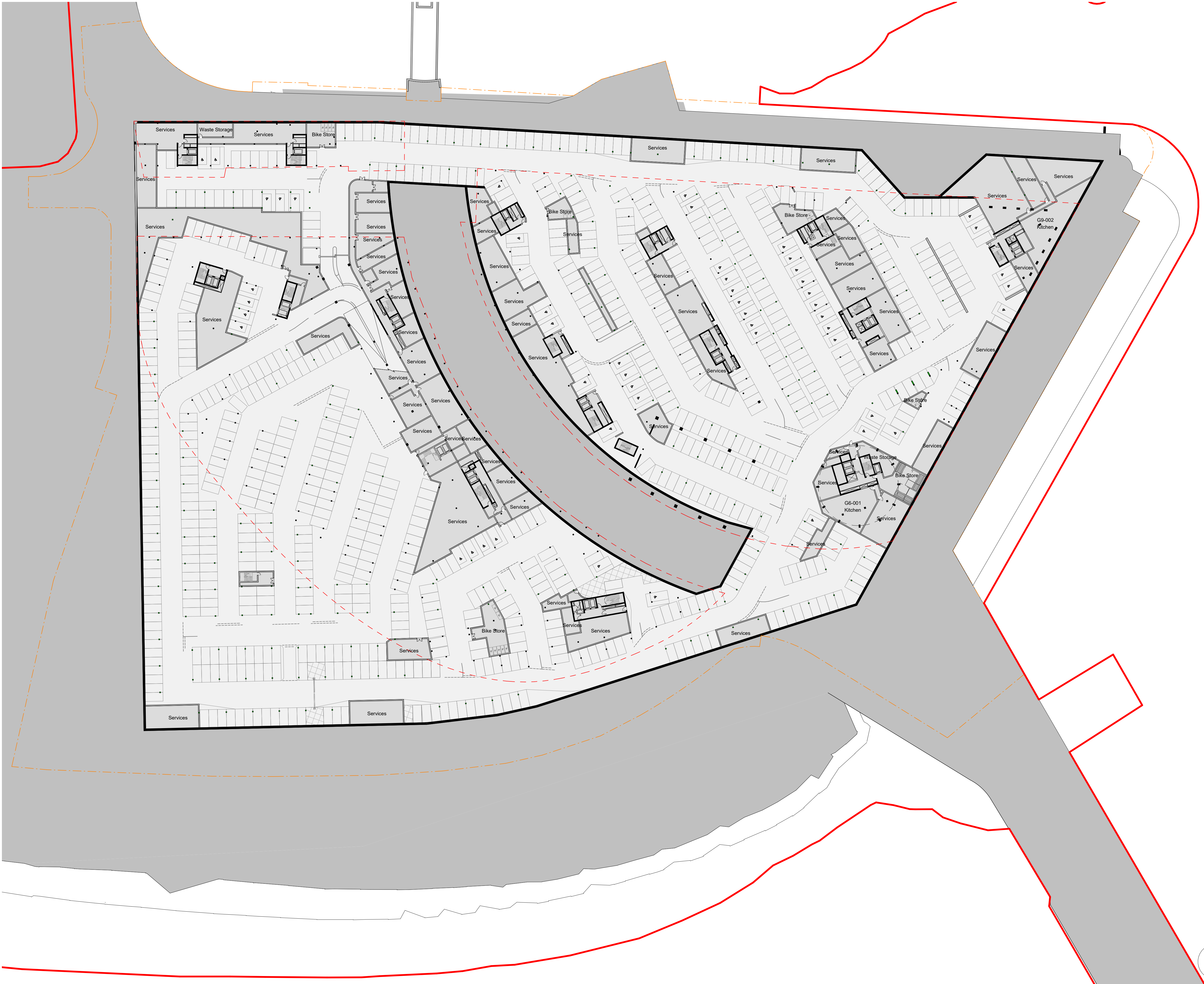


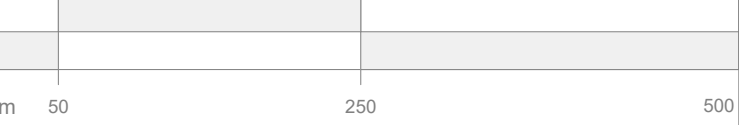


Dimensions govern. Do not scale drawings.
All dimensions are in millimeters unless noted otherwise.
All dimensions shall be verified on site before proceeding.
All discrepancies to be notified in writing to A IS FOR

This drawing is to be read in conjunction with all relevant architectural and engineers information.
All rights reserved. © A is for Architecture Ltd.
Area measurements must not be taken to represent contractual documentation.

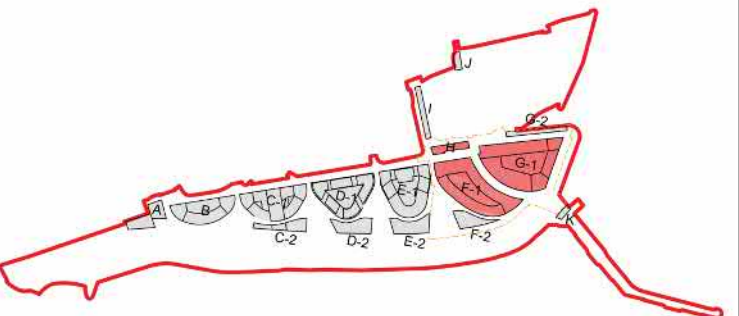
UK Projects only:
This drawing may contain data under lease from Ordnance Survey. Unauthorized reproduction infringes crown copyright.

NOTES



- KEY
- OUTLINE PLANNING BOUNDARY
 - PLOT F1, G1, H BOUNDARY
 - PLOT F1, G1, H DEVELOPMENT PLOT

February 2024	Planning Application	AISFOR	AISFOR
REV	DATE	AMENDMENTS	CHECKED ISSUED BY TO



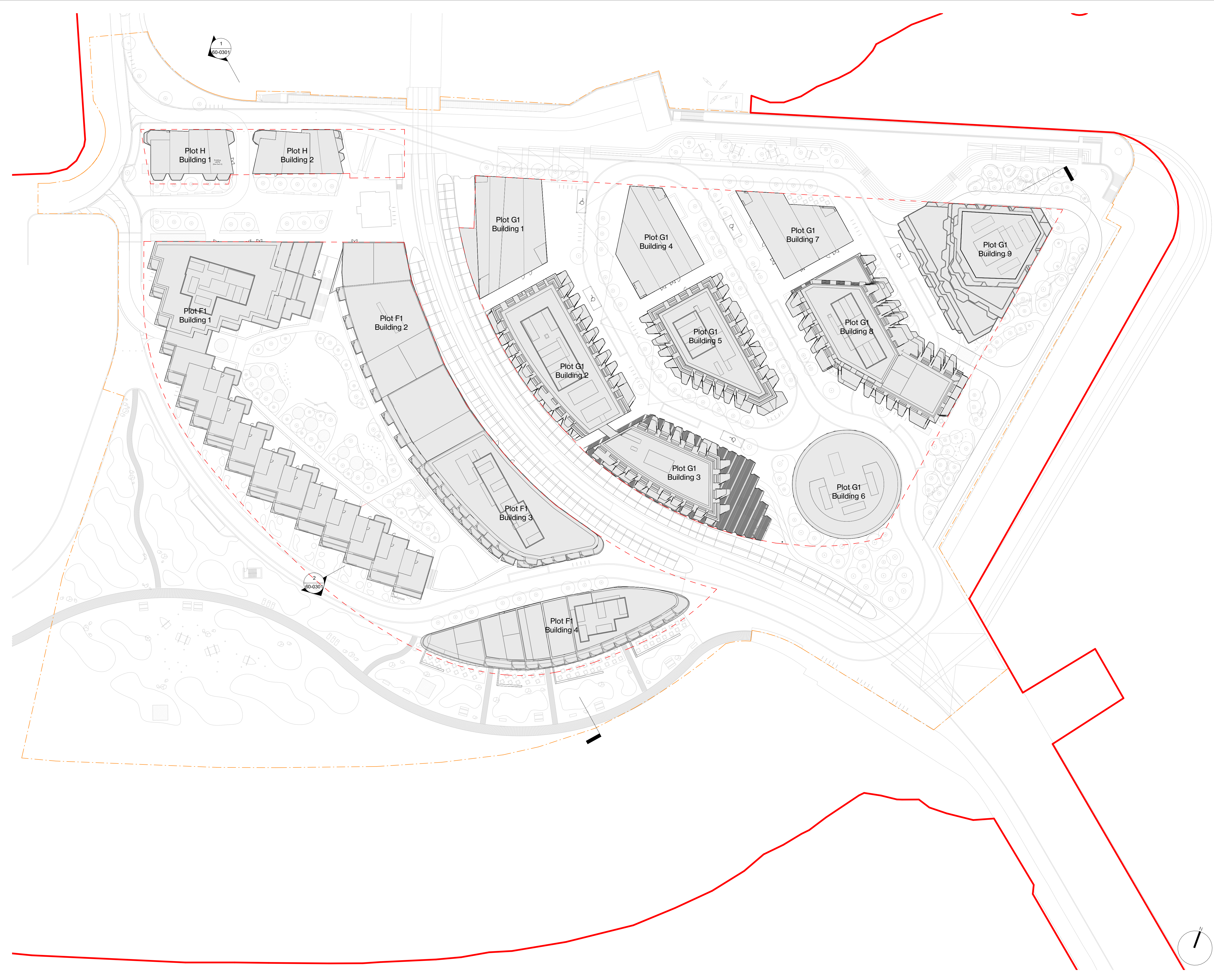
LOCATION

A IS FOR ____

Unit 209, 202-213, Mare Street Studios, E8 3LY
Tel: +44 (0) 7746 274633
www.aisfor.co hello@aisfor.co



CLIENT	
project	Plot F-G-H
number	008
drawing title	Proposed Site Plan Basement
scale	As indicated @ A1
status	Planning Submission
date	February 2024
drawn by	AISFOR
checked by	AISFOR
drawing no	008AISF-PL-60-0120
rev no	-

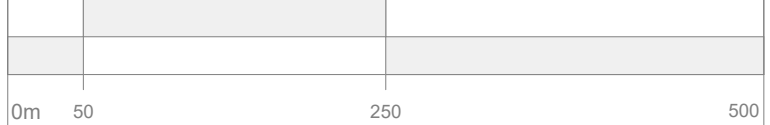


Dimensions govern. Do not scale drawings.
All dimensions are in millimeters unless noted otherwise.
All dimensions shall be verified on site before proceeding.
All discrepancies to be notified in writing to A IS FOR

This drawing is to be read in conjunction with all relevant architectural and engineers information.
All rights reserved. © A is for Architecture Ltd.
Area measurements must not be taken to represent contractual documentation.

UK Projects only:
This drawing may contain data under lease from Ordnance Survey. Unauthorized reproduction infringes crown copyright.

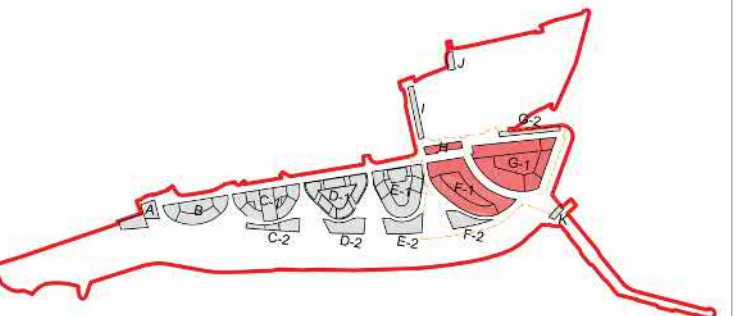
NOTES



KEY

- OUTLINE PLANNING BOUNDARY
- - - PLOT F1, G1, H BOUNDARY
- . - PLOT F1, G1, H DEVELOPMENT PLOT

-	February 2024	Planning Application	AISFOR	AISFOR
REV	DATE	AMENDMENTS	CHECKED BY	ISSUED TO



LOCATION

A IS FOR _____

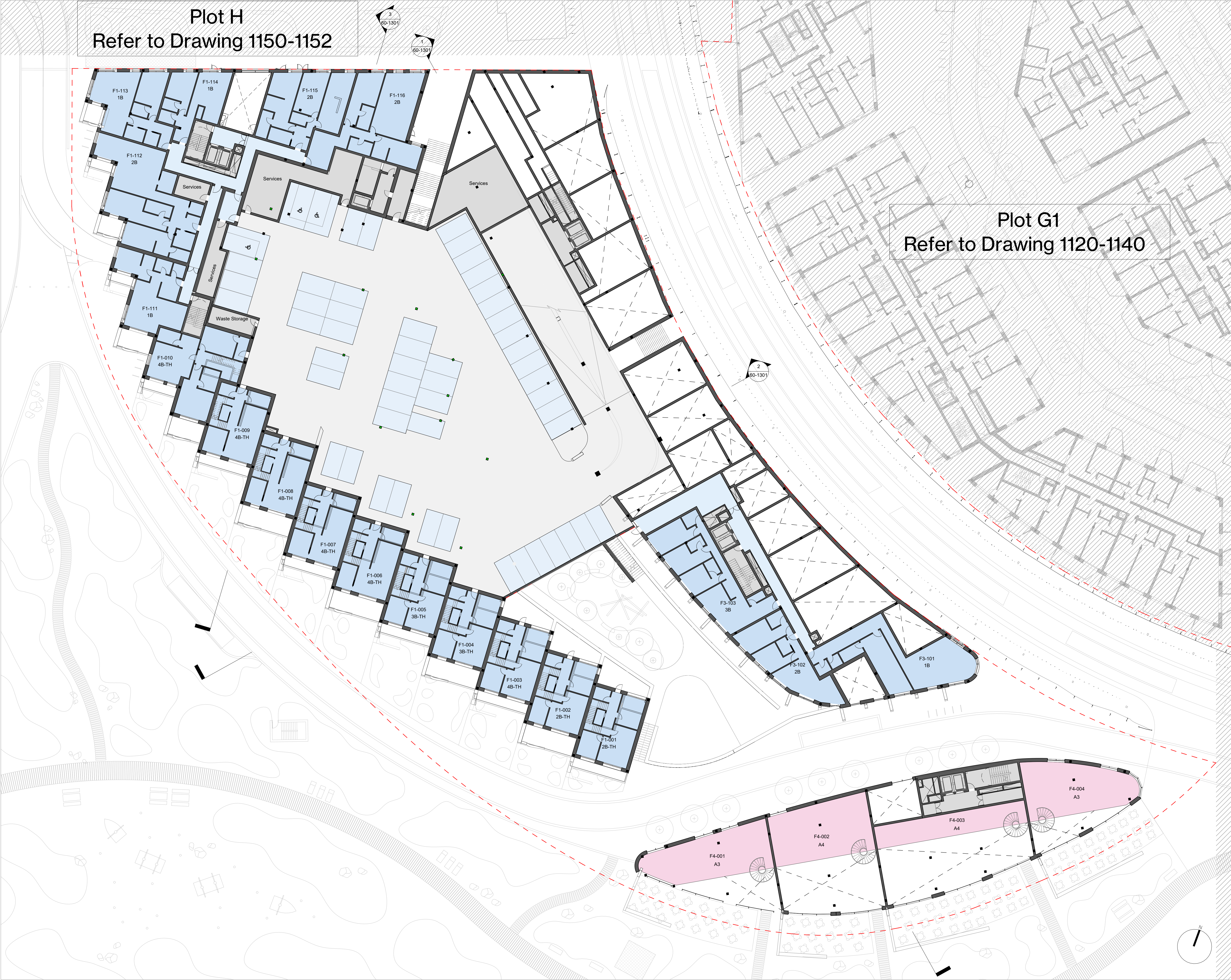
Unit 209, 202-213, Mare Street Studios, E8 3LY
Tel: +44 (0) 7746 274633
www.aisfor.co hello@aisfor.co



CLIENT

project	Plot F-G-H			
number	008			
drawing title	Proposed Site Plan Roof			
scale	As indicated @ A1			
status	Planning Submission			
date	February 2024			
drawn by	AISFOR	checked by	AISFOR	
drawing no				rev no

008AISF-PL-60-0115 -



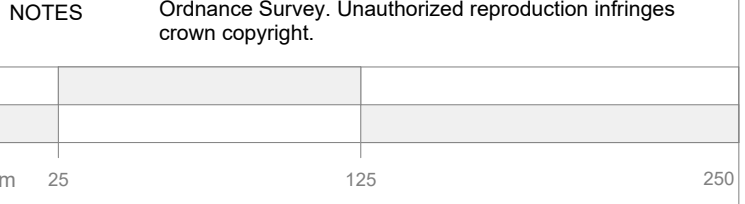
Plot H
Refer to Drawing 1150-1152

Plot G1
Refer to Drawing 1120-1140

Dimensions govern. Do not scale drawings.
All dimensions are in millimeters unless noted otherwise.
All dimensions shall be verified on site before proceeding.
All discrepancies to be notified in writing to A IS FOR

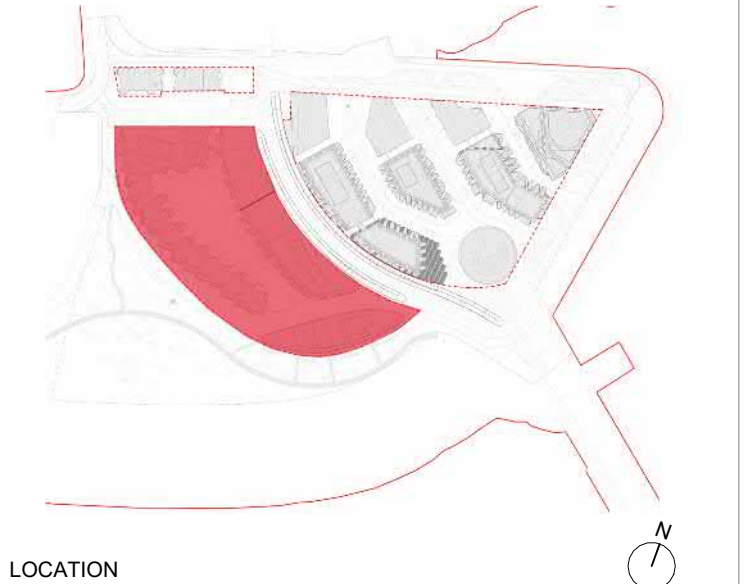
This drawing is to be read in conjunction with all relevant
architectural and engineers information.
All rights reserved. © A is for Architecture Ltd.
Area measurements must not be taken to represent
contractual documentation.

UK Projects only:
This drawing may contain data under lease from
Ordnance Survey. Unauthorized reproduction infringes
crown copyright.



- KEY
- Residential
 - Residential Lobby & Corridor
 - Commercial (A1/A3/A4/A5/B1)
 - Assembly & Leisure (D1/D2)
 - Back of house / Servicing
 - Residential Parking
 - Public Parking
- PLOT F1, G1, H BOUNDARY

REV	February 2024	Planning Application AMENDMENTS	AISFOR	AISFOR
			CHECKED BY	ISSUED TO



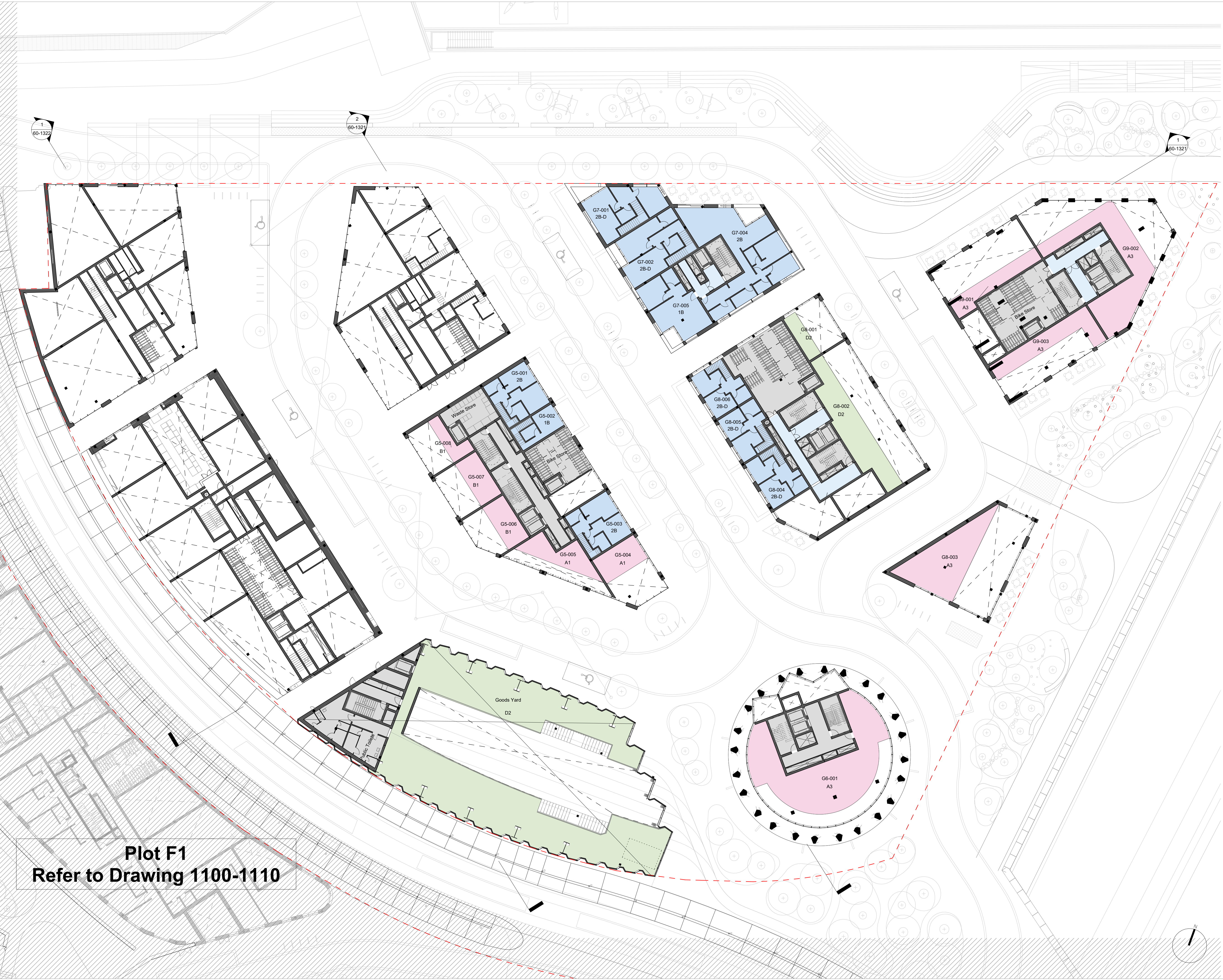
A IS FOR _____

Unit 209, 202-213, Mare Street Studios, E8 3LY
Tel: +44 (0) 7746 274633
www.aisfor.co hello@aisfor.co



CLIENT	Plot F-G-H		
project	008		
number	Proposed Plot F1 Level 01 Floor Plan		
drawing title	As indicated @ A1		
scale	Planning Submission		
status	February 2024		
date	AISFOR	checked by	AISFOR
drawn by			rev no
drawing no			

008AISF-PL-60-1101 -

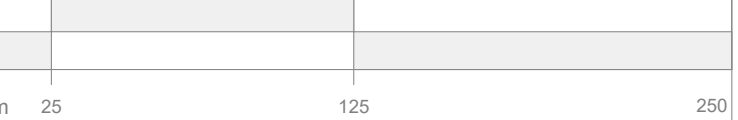


Dimensions govern. Do not scale drawings.
All dimensions are in millimeters unless noted otherwise.
All dimensions shall be verified on site before proceeding.
All discrepancies to be notified in writing to A IS FOR

This drawing is to be read in conjunction with all relevant architectural and engineers information.
All rights reserved. © A is for Architecture Ltd.
Area measurements must not be taken to represent contractual documentation.

UK Projects only:
This drawing may contain data under lease from Ordnance Survey. Unauthorized reproduction infringes crown copyright.

NOTES



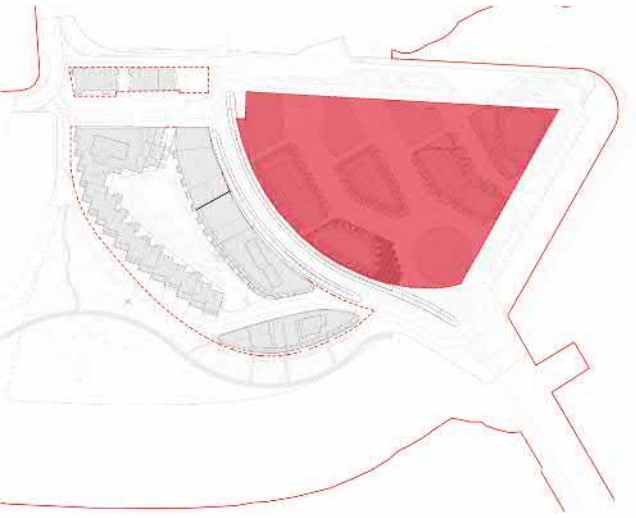
KEY

- - - PLOT F1, G1, H BOUNDARY

- Residential
- Residential Lobby & Corridor
- Commercial (A1/A3/A4/A5/B1)
- Assembly & Leisure (D1/D2)
- Back of house / Servicing
- Residential Parking
- Public Parking

February 2024 Planning Application
REV DATE AMENDMENTS

AISFOR
CHECKED BY
TO



LOCATION

A IS FOR ____

Unit 209, 202-213, Mare Street Studios, E8 3LY

Tel: +44 (0) 7746 274633

www.aisfor.co

hello@aisfor.co



CLIENT

project Plot F-G-H

number 008

drawing title Proposed Plot G1 Mezzanine Floor Plan

scale As indicated @ A1

status Planning Submission

date February 2024

drawn by AISFOR checked by AISFOR

drawing no 008-AISF-PL-60-1121 rev no -

Appendix D – TRICS Outputs

Calculation Reference: AUDIT-610805-220913-0913

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 28 to 72 (units:)
 Range Selected by User: 6 to 215 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 15/10/21

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

Selected survey days:

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

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

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

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

Secondary Filtering selection:

Use Class:

C3 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 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:

125,001 to 250,000 1 days

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 2 days

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

Travel Plan:

No 2 days

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

PTAL Rating:

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	DS-03-C-02	FLATS		DERBYSHIRE
	BURTON ROAD			
	DERBY			
	NEW NORMANTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: SATURDAY	09/07/11	Survey Type: MANUAL	
2	SC-03-C-04	BLOCK OF FLATS		SURREY
	LONDON ROAD			
	GUILDFORD			
	BURPHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	72		
	Survey date: SATURDAY	23/10/10	Survey Type: MANUAL	

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	50	0.010	2	50	0.030	2	50	0.040
08:00 - 09:00	2	50	0.000	2	50	0.060	2	50	0.060
09:00 - 10:00	2	50	0.020	2	50	0.090	2	50	0.110
10:00 - 11:00	2	50	0.100	2	50	0.070	2	50	0.170
11:00 - 12:00	2	50	0.080	2	50	0.100	2	50	0.180
12:00 - 13:00	2	50	0.080	2	50	0.140	2	50	0.220
13:00 - 14:00	2	50	0.170	2	50	0.210	2	50	0.380
14:00 - 15:00	2	50	0.120	2	50	0.130	2	50	0.250
15:00 - 16:00	2	50	0.140	2	50	0.080	2	50	0.220
16:00 - 17:00	2	50	0.170	2	50	0.090	2	50	0.260
17:00 - 18:00	2	50	0.080	2	50	0.060	2	50	0.140
18:00 - 19:00	2	50	0.170	2	50	0.090	2	50	0.260
19:00 - 20:00	1	72	0.111	1	72	0.097	1	72	0.208
20:00 - 21:00	1	72	0.083	1	72	0.069	1	72	0.152
21:00 - 22:00	1	72	0.083	1	72	0.042	1	72	0.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.417			1.358			2.775

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 28 - 72 (units:)
 Survey date range: 01/01/10 - 15/10/21
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 2
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	72	0.000	1	72	0.000	1	72	0.000
07:00 - 08:00	2	50	0.000	2	50	0.000	2	50	0.000
08:00 - 09:00	2	50	0.000	2	50	0.000	2	50	0.000
09:00 - 10:00	2	50	0.000	2	50	0.000	2	50	0.000
10:00 - 11:00	2	50	0.000	2	50	0.000	2	50	0.000
11:00 - 12:00	2	50	0.000	2	50	0.000	2	50	0.000
12:00 - 13:00	2	50	0.010	2	50	0.010	2	50	0.020
13:00 - 14:00	2	50	0.000	2	50	0.000	2	50	0.000
14:00 - 15:00	2	50	0.000	2	50	0.000	2	50	0.000
15:00 - 16:00	2	50	0.000	2	50	0.000	2	50	0.000
16:00 - 17:00	2	50	0.010	2	50	0.010	2	50	0.020
17:00 - 18:00	2	50	0.000	2	50	0.000	2	50	0.000
18:00 - 19:00	2	50	0.000	2	50	0.000	2	50	0.000
19:00 - 20:00	1	72	0.014	1	72	0.014	1	72	0.028
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00	1	72	0.000	1	72	0.000	1	72	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.034			0.068

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	50	0.000	2	50	0.000	2	50	0.000
08:00 - 09:00	2	50	0.000	2	50	0.000	2	50	0.000
09:00 - 10:00	2	50	0.000	2	50	0.000	2	50	0.000
10:00 - 11:00	2	50	0.000	2	50	0.000	2	50	0.000
11:00 - 12:00	2	50	0.000	2	50	0.000	2	50	0.000
12:00 - 13:00	2	50	0.000	2	50	0.000	2	50	0.000
13:00 - 14:00	2	50	0.000	2	50	0.000	2	50	0.000
14:00 - 15:00	2	50	0.010	2	50	0.000	2	50	0.010
15:00 - 16:00	2	50	0.000	2	50	0.000	2	50	0.000
16:00 - 17:00	2	50	0.000	2	50	0.000	2	50	0.000
17:00 - 18:00	2	50	0.000	2	50	0.000	2	50	0.000
18:00 - 19:00	2	50	0.000	2	50	0.000	2	50	0.000
19:00 - 20:00	1	72	0.000	1	72	0.014	1	72	0.014
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00	1	72	0.014	1	72	0.000	1	72	0.014
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024				0.014	0.038	

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-610805-220913-0902

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 102 to 297 (units:)
 Range Selected by User: 5 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 23/11/21

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

Selected survey days:

Saturday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	1 days
Directional ATC Count	1 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	1
Out of Town	1

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

Secondary Filtering selection:

Use Class:

C3 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days

20,001 to 25,000 1 days

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

Population within 5 miles:

25,001 to 50,000 1 days

125,001 to 250,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 2 days

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

Travel Plan:

Yes 1 days

No 1 days

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

PTAL Rating:

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-07 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Out of Town		
	Total No of Dwellings:	297	
	Survey date: SUNDAY	22/09/19	Survey Type: DIRECTIONAL ATC COUNT
2	NR-03-A-01 BOUGHTON GREEN ROAD NORTHAMPTON KINGSTHORPE	HOUSES	NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	102	
	Survey date: SATURDAY	22/09/12	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	200	0.023	2	200	0.050	2	200	0.073
08:00 - 09:00	2	200	0.050	2	200	0.125	2	200	0.175
09:00 - 10:00	2	200	0.065	2	200	0.153	2	200	0.218
10:00 - 11:00	2	200	0.143	2	200	0.165	2	200	0.308
11:00 - 12:00	2	200	0.135	2	200	0.185	2	200	0.320
12:00 - 13:00	2	200	0.133	2	200	0.193	2	200	0.326
13:00 - 14:00	2	200	0.201	2	200	0.211	2	200	0.412
14:00 - 15:00	2	200	0.218	2	200	0.183	2	200	0.401
15:00 - 16:00	2	200	0.193	2	200	0.133	2	200	0.326
16:00 - 17:00	2	200	0.228	2	200	0.118	2	200	0.346
17:00 - 18:00	2	200	0.165	2	200	0.135	2	200	0.300
18:00 - 19:00	2	200	0.128	2	200	0.113	2	200	0.241
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.682			1.764			3.446

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	102 - 297 (units:)
Survey date range:	01/01/12 - 23/11/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix E – Junctions 9 Outputs

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

Filename: Harbour Approach Road_Marine Parade_Site Access.j9

Path: P:\1061--106120 - Folkestone Seafront Marine Parade\01 - WIP\Technical\Modelling

Report generation date: 29/01/2024 14:59:52

«Base + Dev, SEASONAL PEAK

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	SEASONAL PEAK			
	Q (Veh)	Delay (s)	RFC	LOS
Base + Dev				
Stream B-AC	0.7	9.63	0.43	A
Stream C-AB	0.0	0.00	0.00	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

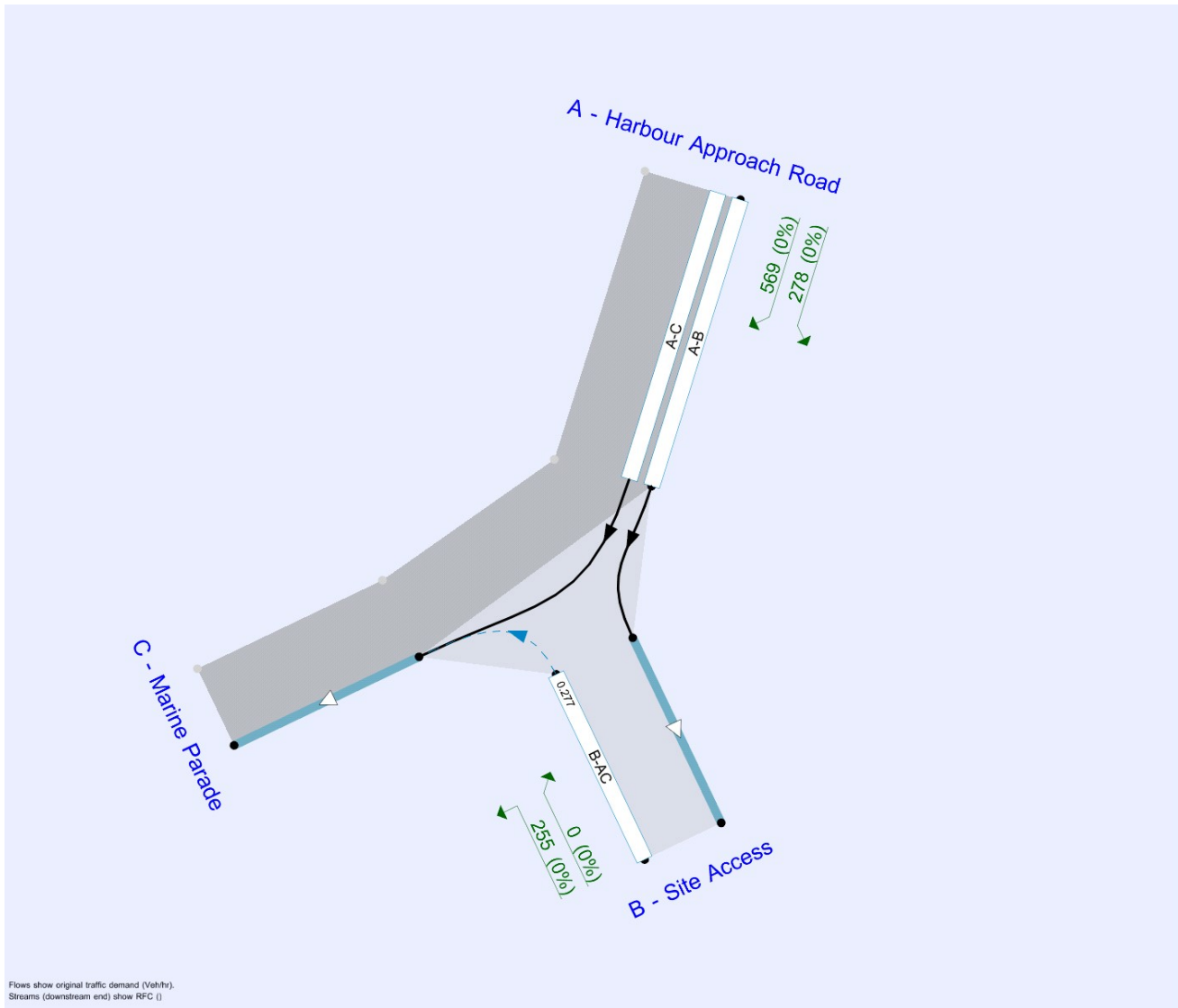
File summary

File Description

Title	Harbour Approach Road / Marine Parade / Site Access
Location	Folkestone
Site number	
Date	12/01/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	106120
Enumerator	PFGROUPplateague
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	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Analysis Set Details

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

Base + Dev, SEASONAL PEAK

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Harbour Approach Road / Marine Parade / Site Access	T-Junction	One-way from A to C		2.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Harbour Approach Road		Major
B	Site Access		Minor
C	Marine Parade		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)
C - Marine Parade	8.40				✓	

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)
B - Site Access	One lane	3.70	65	157

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	618	0.060	0.151	0.095	0.215
B-C	773	0.063	0.159	-	-
C-B	574	0.118	0.118	-	-

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	Base + Dev	SEASONAL PEAK	ONE HOUR	12:45	14:15	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 (Veh/hr)	Scaling Factor (%)
A - Harbour Approach Road		ONE HOUR	✓	847	100.000
B - Site Access		ONE HOUR	✓	255	100.000
C - Marine Parade		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Harbour Approach Road	B - Site Access	C - Marine Parade
From	A - Harbour Approach Road	0	278	569
	B - Site Access	0	0	255
	C - Marine Parade	0	0	0

Vehicle Mix

HV %s

	To			
		A - Harbour Approach Road	B - Site Access	C - Marine Parade
From	A - Harbour Approach Road	0	0	0
	B - Site Access	0	0	0
	C - Marine Parade	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.43	9.63	0.7	A	234	351
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					255	383
A-C					522	783

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	192	48	692	0.277	190	0.0	0.4	7.153	A
C-AB	0	0	499	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	209	52			209				
A-C	428	107			428				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	229	57	676	0.339	229	0.4	0.5	8.032	A
C-AB	0	0	484	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	250	62			250				
A-C	512	128			512				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	281	70	655	0.429	280	0.5	0.7	9.580	A
C-AB	0	0	464	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	306	77			306				
A-C	626	157			626				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	281	70	655	0.429	281	0.7	0.7	9.625	A
C-AB	0	0	464	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	306	77			306				
A-C	626	157			626				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	229	57	676	0.339	230	0.7	0.5	8.082	A
C-AB	0	0	484	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	250	62			250				
A-C	512	128			512				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	192	48	692	0.277	193	0.5	0.4	7.210	A
C-AB	0	0	499	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	209	52			209				
A-C	428	107			428				