

Calculation Reference: AUDIT-109307-180802-0824

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	IS ISLINGTON	1 days
	SK SOUTHWARK	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 29 to 472 (units:)
 Range Selected by User: 25 to 493 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 30/11/16

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

Selected survey days:

Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Development Zone	2
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

C3	3 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
100,001 or More	2 days

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

Population within 5 miles:

500,001 or More	3 days
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	1 days

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

Travel Plan:

Yes	2 days
No	1 days

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

PTAL Rating:

5 Very Good	1 days
6a Excellent	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BT-03-C-02 ENGINEERS WAY WEMBLEY	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone		
	Total Number of dwellings:	472	
	Survey date: WEDNESDAY	30/11/16	Survey Type: MANUAL
2	IS-03-C-04 CITY ROAD ISLINGTON	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Development Zone		
	Total Number of dwellings:	157	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
3	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS	SOUTHWARK
	Edge of Town Centre Built-Up Zone		
	Total Number of dwellings:	29	
	Survey date: THURSDAY	23/04/15	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HG-03-C-02	Parking ratio
KI-03-C-02	Parking ratio
KN-03-C-02	Parking ratio
KN-03-C-03	Parking ratio
SK-03-C-01	Parking ratio
WH-03-C-01	Parking ratio

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL 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	3	219	0.005	3	219	0.011	3	219	0.016
08:00 - 09:00	3	219	0.011	3	219	0.015	3	219	0.026
09:00 - 10:00	3	219	0.009	3	219	0.014	3	219	0.023
10:00 - 11:00	3	219	0.011	3	219	0.014	3	219	0.025
11:00 - 12:00	3	219	0.012	3	219	0.009	3	219	0.021
12:00 - 13:00	3	219	0.006	3	219	0.011	3	219	0.017
13:00 - 14:00	3	219	0.021	3	219	0.021	3	219	0.042
14:00 - 15:00	3	219	0.012	3	219	0.009	3	219	0.021
15:00 - 16:00	3	219	0.003	3	219	0.005	3	219	0.008
16:00 - 17:00	3	219	0.018	3	219	0.020	3	219	0.038
17:00 - 18:00	3	219	0.023	3	219	0.011	3	219	0.034
18:00 - 19:00	3	219	0.014	3	219	0.006	3	219	0.020
19:00 - 20:00	3	219	0.005	3	219	0.009	3	219	0.014
20:00 - 21:00	3	219	0.009	3	219	0.014	3	219	0.023
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.159			0.169			0.328

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:	29 - 472 (units:)
Survey date date range:	01/01/10 - 30/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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.

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

MULTI-MODAL 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									
07:00 - 08:00	3	219	0.005	3	219	0.005	3	219	0.010
08:00 - 09:00	3	219	0.006	3	219	0.006	3	219	0.012
09:00 - 10:00	3	219	0.002	3	219	0.002	3	219	0.004
10:00 - 11:00	3	219	0.003	3	219	0.003	3	219	0.006
11:00 - 12:00	3	219	0.005	3	219	0.005	3	219	0.010
12:00 - 13:00	3	219	0.002	3	219	0.002	3	219	0.004
13:00 - 14:00	3	219	0.006	3	219	0.006	3	219	0.012
14:00 - 15:00	3	219	0.003	3	219	0.003	3	219	0.006
15:00 - 16:00	3	219	0.000	3	219	0.000	3	219	0.000
16:00 - 17:00	3	219	0.005	3	219	0.005	3	219	0.010
17:00 - 18:00	3	219	0.002	3	219	0.002	3	219	0.004
18:00 - 19:00	3	219	0.005	3	219	0.005	3	219	0.010
19:00 - 20:00	3	219	0.002	3	219	0.002	3	219	0.004
20:00 - 21:00	3	219	0.006	3	219	0.006	3	219	0.012
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.052			0.104

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

MULTI-MODAL OGVS

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	3	219	0.000	3	219	0.000	3	219	0.000
08:00 - 09:00	3	219	0.000	3	219	0.000	3	219	0.000
09:00 - 10:00	3	219	0.000	3	219	0.000	3	219	0.000
10:00 - 11:00	3	219	0.000	3	219	0.000	3	219	0.000
11:00 - 12:00	3	219	0.000	3	219	0.000	3	219	0.000
12:00 - 13:00	3	219	0.000	3	219	0.000	3	219	0.000
13:00 - 14:00	3	219	0.000	3	219	0.000	3	219	0.000
14:00 - 15:00	3	219	0.002	3	219	0.002	3	219	0.004
15:00 - 16:00	3	219	0.000	3	219	0.000	3	219	0.000
16:00 - 17:00	3	219	0.000	3	219	0.000	3	219	0.000
17:00 - 18:00	3	219	0.000	3	219	0.000	3	219	0.000
18:00 - 19:00	3	219	0.000	3	219	0.000	3	219	0.000
19:00 - 20:00	3	219	0.000	3	219	0.000	3	219	0.000
20:00 - 21:00	3	219	0.000	3	219	0.000	3	219	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

MULTI-MODAL 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	3	219	0.002	3	219	0.006	3	219	0.008
08:00 - 09:00	3	219	0.000	3	219	0.003	3	219	0.003
09:00 - 10:00	3	219	0.000	3	219	0.000	3	219	0.000
10:00 - 11:00	3	219	0.000	3	219	0.000	3	219	0.000
11:00 - 12:00	3	219	0.000	3	219	0.000	3	219	0.000
12:00 - 13:00	3	219	0.002	3	219	0.003	3	219	0.005
13:00 - 14:00	3	219	0.000	3	219	0.000	3	219	0.000
14:00 - 15:00	3	219	0.000	3	219	0.000	3	219	0.000
15:00 - 16:00	3	219	0.000	3	219	0.000	3	219	0.000
16:00 - 17:00	3	219	0.000	3	219	0.000	3	219	0.000
17:00 - 18:00	3	219	0.005	3	219	0.000	3	219	0.005
18:00 - 19:00	3	219	0.002	3	219	0.000	3	219	0.002
19:00 - 20:00	3	219	0.002	3	219	0.003	3	219	0.005
20:00 - 21:00	3	219	0.003	3	219	0.000	3	219	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.015			0.031

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

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

MULTI-MODAL VEHICLE OCCUPANTS

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	3	219	0.002	3	219	0.012	3	219	0.014
08:00 - 09:00	3	219	0.009	3	219	0.017	3	219	0.026
09:00 - 10:00	3	219	0.011	3	219	0.018	3	219	0.029
10:00 - 11:00	3	219	0.012	3	219	0.018	3	219	0.030
11:00 - 12:00	3	219	0.011	3	219	0.012	3	219	0.023
12:00 - 13:00	3	219	0.008	3	219	0.012	3	219	0.020
13:00 - 14:00	3	219	0.026	3	219	0.023	3	219	0.049
14:00 - 15:00	3	219	0.015	3	219	0.009	3	219	0.024
15:00 - 16:00	3	219	0.003	3	219	0.006	3	219	0.009
16:00 - 17:00	3	219	0.023	3	219	0.018	3	219	0.041
17:00 - 18:00	3	219	0.029	3	219	0.012	3	219	0.041
18:00 - 19:00	3	219	0.014	3	219	0.008	3	219	0.022
19:00 - 20:00	3	219	0.003	3	219	0.015	3	219	0.018
20:00 - 21:00	3	219	0.012	3	219	0.023	3	219	0.035
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.178			0.203			0.381

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

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

MULTI-MODAL PEDESTRIANS

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	3	219	0.035	3	219	0.070	3	219	0.105
08:00 - 09:00	3	219	0.023	3	219	0.090	3	219	0.113
09:00 - 10:00	3	219	0.015	3	219	0.041	3	219	0.056
10:00 - 11:00	3	219	0.044	3	219	0.046	3	219	0.090
11:00 - 12:00	3	219	0.099	3	219	0.059	3	219	0.158
12:00 - 13:00	3	219	0.058	3	219	0.065	3	219	0.123
13:00 - 14:00	3	219	0.036	3	219	0.088	3	219	0.124
14:00 - 15:00	3	219	0.055	3	219	0.073	3	219	0.128
15:00 - 16:00	3	219	0.058	3	219	0.061	3	219	0.119
16:00 - 17:00	3	219	0.105	3	219	0.078	3	219	0.183
17:00 - 18:00	3	219	0.067	3	219	0.047	3	219	0.114
18:00 - 19:00	3	219	0.046	3	219	0.033	3	219	0.079
19:00 - 20:00	3	219	0.062	3	219	0.033	3	219	0.095
20:00 - 21:00	3	219	0.050	3	219	0.027	3	219	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.753			0.811			1.564

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

MULTI-MODAL BUS/TRAM PASSENGERS

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	3	219	0.003	3	219	0.046	3	219	0.049
08:00 - 09:00	3	219	0.006	3	219	0.074	3	219	0.080
09:00 - 10:00	3	219	0.009	3	219	0.032	3	219	0.041
10:00 - 11:00	3	219	0.015	3	219	0.030	3	219	0.045
11:00 - 12:00	3	219	0.014	3	219	0.026	3	219	0.040
12:00 - 13:00	3	219	0.018	3	219	0.029	3	219	0.047
13:00 - 14:00	3	219	0.027	3	219	0.024	3	219	0.051
14:00 - 15:00	3	219	0.026	3	219	0.021	3	219	0.047
15:00 - 16:00	3	219	0.030	3	219	0.020	3	219	0.050
16:00 - 17:00	3	219	0.038	3	219	0.023	3	219	0.061
17:00 - 18:00	3	219	0.058	3	219	0.030	3	219	0.088
18:00 - 19:00	3	219	0.068	3	219	0.027	3	219	0.095
19:00 - 20:00	3	219	0.027	3	219	0.018	3	219	0.045
20:00 - 21:00	3	219	0.018	3	219	0.017	3	219	0.035
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.357			0.417			0.774

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

MULTI-MODAL TOTAL RAIL PASSENGERS

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	3	219	0.006	3	219	0.067	3	219	0.073
08:00 - 09:00	3	219	0.009	3	219	0.103	3	219	0.112
09:00 - 10:00	3	219	0.015	3	219	0.046	3	219	0.061
10:00 - 11:00	3	219	0.017	3	219	0.038	3	219	0.055
11:00 - 12:00	3	219	0.021	3	219	0.035	3	219	0.056
12:00 - 13:00	3	219	0.015	3	219	0.033	3	219	0.048
13:00 - 14:00	3	219	0.024	3	219	0.024	3	219	0.048
14:00 - 15:00	3	219	0.036	3	219	0.024	3	219	0.060
15:00 - 16:00	3	219	0.023	3	219	0.023	3	219	0.046
16:00 - 17:00	3	219	0.026	3	219	0.026	3	219	0.052
17:00 - 18:00	3	219	0.064	3	219	0.033	3	219	0.097
18:00 - 19:00	3	219	0.040	3	219	0.027	3	219	0.067
19:00 - 20:00	3	219	0.052	3	219	0.017	3	219	0.069
20:00 - 21:00	3	219	0.029	3	219	0.015	3	219	0.044
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.377			0.511			0.888

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

MULTI-MODAL PUBLIC TRANSPORT USERS

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	3	219	0.009	3	219	0.112	3	219	0.121
08:00 - 09:00	3	219	0.015	3	219	0.178	3	219	0.193
09:00 - 10:00	3	219	0.024	3	219	0.078	3	219	0.102
10:00 - 11:00	3	219	0.032	3	219	0.068	3	219	0.100
11:00 - 12:00	3	219	0.035	3	219	0.061	3	219	0.096
12:00 - 13:00	3	219	0.033	3	219	0.062	3	219	0.095
13:00 - 14:00	3	219	0.052	3	219	0.049	3	219	0.101
14:00 - 15:00	3	219	0.062	3	219	0.046	3	219	0.108
15:00 - 16:00	3	219	0.053	3	219	0.043	3	219	0.096
16:00 - 17:00	3	219	0.064	3	219	0.049	3	219	0.113
17:00 - 18:00	3	219	0.122	3	219	0.064	3	219	0.186
18:00 - 19:00	3	219	0.108	3	219	0.055	3	219	0.163
19:00 - 20:00	3	219	0.079	3	219	0.035	3	219	0.114
20:00 - 21:00	3	219	0.047	3	219	0.032	3	219	0.079
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.735			0.932			1.667

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

MULTI-MODAL TOTAL PEOPLE

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	3	219	0.047	3	219	0.201	3	219	0.248
08:00 - 09:00	3	219	0.047	3	219	0.287	3	219	0.334
09:00 - 10:00	3	219	0.050	3	219	0.137	3	219	0.187
10:00 - 11:00	3	219	0.088	3	219	0.132	3	219	0.220
11:00 - 12:00	3	219	0.144	3	219	0.132	3	219	0.276
12:00 - 13:00	3	219	0.100	3	219	0.143	3	219	0.243
13:00 - 14:00	3	219	0.114	3	219	0.160	3	219	0.274
14:00 - 15:00	3	219	0.132	3	219	0.128	3	219	0.260
15:00 - 16:00	3	219	0.114	3	219	0.109	3	219	0.223
16:00 - 17:00	3	219	0.191	3	219	0.144	3	219	0.335
17:00 - 18:00	3	219	0.222	3	219	0.123	3	219	0.345
18:00 - 19:00	3	219	0.169	3	219	0.096	3	219	0.265
19:00 - 20:00	3	219	0.146	3	219	0.087	3	219	0.233
20:00 - 21:00	3	219	0.112	3	219	0.082	3	219	0.194
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.676			1.961			3.637

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

MULTI-MODAL CARS

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	3	219	0.000	3	219	0.006	3	219	0.006
08:00 - 09:00	3	219	0.003	3	219	0.008	3	219	0.011
09:00 - 10:00	3	219	0.005	3	219	0.009	3	219	0.014
10:00 - 11:00	3	219	0.008	3	219	0.011	3	219	0.019
11:00 - 12:00	3	219	0.003	3	219	0.003	3	219	0.006
12:00 - 13:00	3	219	0.003	3	219	0.006	3	219	0.009
13:00 - 14:00	3	219	0.012	3	219	0.009	3	219	0.021
14:00 - 15:00	3	219	0.005	3	219	0.003	3	219	0.008
15:00 - 16:00	3	219	0.002	3	219	0.003	3	219	0.005
16:00 - 17:00	3	219	0.006	3	219	0.008	3	219	0.014
17:00 - 18:00	3	219	0.021	3	219	0.008	3	219	0.029
18:00 - 19:00	3	219	0.009	3	219	0.002	3	219	0.011
19:00 - 20:00	3	219	0.003	3	219	0.006	3	219	0.009
20:00 - 21:00	3	219	0.003	3	219	0.008	3	219	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.083			0.090			0.173

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

MULTI-MODAL LGVS

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	3	219	0.000	3	219	0.000	3	219	0.000
08:00 - 09:00	3	219	0.002	3	219	0.002	3	219	0.004
09:00 - 10:00	3	219	0.003	3	219	0.003	3	219	0.006
10:00 - 11:00	3	219	0.000	3	219	0.000	3	219	0.000
11:00 - 12:00	3	219	0.005	3	219	0.002	3	219	0.007
12:00 - 13:00	3	219	0.002	3	219	0.003	3	219	0.005
13:00 - 14:00	3	219	0.003	3	219	0.006	3	219	0.009
14:00 - 15:00	3	219	0.002	3	219	0.000	3	219	0.002
15:00 - 16:00	3	219	0.002	3	219	0.002	3	219	0.004
16:00 - 17:00	3	219	0.006	3	219	0.006	3	219	0.012
17:00 - 18:00	3	219	0.000	3	219	0.002	3	219	0.002
18:00 - 19:00	3	219	0.000	3	219	0.000	3	219	0.000
19:00 - 20:00	3	219	0.000	3	219	0.000	3	219	0.000
20:00 - 21:00	3	219	0.000	3	219	0.000	3	219	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.026			0.051

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

MULTI-MODAL MOTOR CYCLES

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	3	219	0.000	3	219	0.000	3	219	0.000
08:00 - 09:00	3	219	0.000	3	219	0.000	3	219	0.000
09:00 - 10:00	3	219	0.000	3	219	0.000	3	219	0.000
10:00 - 11:00	3	219	0.000	3	219	0.000	3	219	0.000
11:00 - 12:00	3	219	0.000	3	219	0.000	3	219	0.000
12:00 - 13:00	3	219	0.000	3	219	0.000	3	219	0.000
13:00 - 14:00	3	219	0.000	3	219	0.000	3	219	0.000
14:00 - 15:00	3	219	0.002	3	219	0.002	3	219	0.004
15:00 - 16:00	3	219	0.000	3	219	0.000	3	219	0.000
16:00 - 17:00	3	219	0.002	3	219	0.002	3	219	0.004
17:00 - 18:00	3	219	0.000	3	219	0.000	3	219	0.000
18:00 - 19:00	3	219	0.000	3	219	0.000	3	219	0.000
19:00 - 20:00	3	219	0.000	3	219	0.002	3	219	0.002
20:00 - 21:00	3	219	0.000	3	219	0.000	3	219	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.006			0.010

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

MULTI-MODAL Underground Passengers

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	3	219	0.006	3	219	0.052	3	219	0.058
08:00 - 09:00	3	219	0.009	3	219	0.084	3	219	0.093
09:00 - 10:00	3	219	0.012	3	219	0.033	3	219	0.045
10:00 - 11:00	3	219	0.011	3	219	0.033	3	219	0.044
11:00 - 12:00	3	219	0.017	3	219	0.032	3	219	0.049
12:00 - 13:00	3	219	0.014	3	219	0.024	3	219	0.038
13:00 - 14:00	3	219	0.021	3	219	0.021	3	219	0.042
14:00 - 15:00	3	219	0.026	3	219	0.024	3	219	0.050
15:00 - 16:00	3	219	0.020	3	219	0.023	3	219	0.043
16:00 - 17:00	3	219	0.026	3	219	0.026	3	219	0.052
17:00 - 18:00	3	219	0.049	3	219	0.030	3	219	0.079
18:00 - 19:00	3	219	0.035	3	219	0.024	3	219	0.059
19:00 - 20:00	3	219	0.043	3	219	0.011	3	219	0.054
20:00 - 21:00	3	219	0.027	3	219	0.015	3	219	0.042
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.316			0.432			0.748

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

MULTI-MODAL DLR Passengers

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	3	219	0.000	3	219	0.000	3	219	0.000
08:00 - 09:00	3	219	0.000	3	219	0.002	3	219	0.002
09:00 - 10:00	3	219	0.000	3	219	0.003	3	219	0.003
10:00 - 11:00	3	219	0.000	3	219	0.000	3	219	0.000
11:00 - 12:00	3	219	0.000	3	219	0.000	3	219	0.000
12:00 - 13:00	3	219	0.000	3	219	0.000	3	219	0.000
13:00 - 14:00	3	219	0.000	3	219	0.002	3	219	0.002
14:00 - 15:00	3	219	0.000	3	219	0.000	3	219	0.000
15:00 - 16:00	3	219	0.000	3	219	0.000	3	219	0.000
16:00 - 17:00	3	219	0.000	3	219	0.000	3	219	0.000
17:00 - 18:00	3	219	0.006	3	219	0.000	3	219	0.006
18:00 - 19:00	3	219	0.000	3	219	0.000	3	219	0.000
19:00 - 20:00	3	219	0.000	3	219	0.000	3	219	0.000
20:00 - 21:00	3	219	0.000	3	219	0.000	3	219	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.007			0.013

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

MULTI-MODAL Overground Passengers

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	3	219	0.000	3	219	0.014	3	219	0.014
08:00 - 09:00	3	219	0.000	3	219	0.018	3	219	0.018
09:00 - 10:00	3	219	0.003	3	219	0.008	3	219	0.011
10:00 - 11:00	3	219	0.005	3	219	0.002	3	219	0.007
11:00 - 12:00	3	219	0.003	3	219	0.003	3	219	0.006
12:00 - 13:00	3	219	0.002	3	219	0.009	3	219	0.011
13:00 - 14:00	3	219	0.003	3	219	0.002	3	219	0.005
14:00 - 15:00	3	219	0.011	3	219	0.000	3	219	0.011
15:00 - 16:00	3	219	0.003	3	219	0.000	3	219	0.003
16:00 - 17:00	3	219	0.000	3	219	0.000	3	219	0.000
17:00 - 18:00	3	219	0.008	3	219	0.003	3	219	0.011
18:00 - 19:00	3	219	0.005	3	219	0.003	3	219	0.008
19:00 - 20:00	3	219	0.008	3	219	0.006	3	219	0.014
20:00 - 21:00	3	219	0.000	3	219	0.000	3	219	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.068			0.119

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

MULTI-MODAL National Rail Passengers

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	3	219	0.000	3	219	0.002	3	219	0.002
08:00 - 09:00	3	219	0.000	3	219	0.000	3	219	0.000
09:00 - 10:00	3	219	0.000	3	219	0.002	3	219	0.002
10:00 - 11:00	3	219	0.002	3	219	0.003	3	219	0.005
11:00 - 12:00	3	219	0.002	3	219	0.000	3	219	0.002
12:00 - 13:00	3	219	0.000	3	219	0.000	3	219	0.000
13:00 - 14:00	3	219	0.000	3	219	0.000	3	219	0.000
14:00 - 15:00	3	219	0.000	3	219	0.000	3	219	0.000
15:00 - 16:00	3	219	0.000	3	219	0.000	3	219	0.000
16:00 - 17:00	3	219	0.000	3	219	0.000	3	219	0.000
17:00 - 18:00	3	219	0.002	3	219	0.000	3	219	0.002
18:00 - 19:00	3	219	0.000	3	219	0.000	3	219	0.000
19:00 - 20:00	3	219	0.002	3	219	0.000	3	219	0.002
20:00 - 21:00	3	219	0.002	3	219	0.000	3	219	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.007			0.017

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

MULTI-MODAL Bus Passengers

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	3	219	0.003	3	219	0.046	3	219	0.049
08:00 - 09:00	3	219	0.006	3	219	0.074	3	219	0.080
09:00 - 10:00	3	219	0.009	3	219	0.032	3	219	0.041
10:00 - 11:00	3	219	0.015	3	219	0.030	3	219	0.045
11:00 - 12:00	3	219	0.014	3	219	0.026	3	219	0.040
12:00 - 13:00	3	219	0.018	3	219	0.029	3	219	0.047
13:00 - 14:00	3	219	0.027	3	219	0.024	3	219	0.051
14:00 - 15:00	3	219	0.026	3	219	0.021	3	219	0.047
15:00 - 16:00	3	219	0.030	3	219	0.020	3	219	0.050
16:00 - 17:00	3	219	0.038	3	219	0.023	3	219	0.061
17:00 - 18:00	3	219	0.058	3	219	0.030	3	219	0.088
18:00 - 19:00	3	219	0.068	3	219	0.027	3	219	0.095
19:00 - 20:00	3	219	0.027	3	219	0.018	3	219	0.045
20:00 - 21:00	3	219	0.018	3	219	0.017	3	219	0.035
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.357			0.417			0.774

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.

APPENDIX L
TRICS – Commercial

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	TV TEES VALLEY	2 days
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 260 to 1840 (units: sqm)
 Range Selected by User: 240 to 2500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 28/10/14

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	9 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)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	5

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
------------------	---

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:

A1 8 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:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	4 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	3 days
1.1 to 1.5	6 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	9 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 9 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 9 days

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

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-01-I-02	LOCAL SHOPS	TYNE & WEAR
	DURHAM ROAD		
	BARNES PARK		
	SUNDERLAND		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	540 sqm	
	Survey date: WEDNESDAY	21/11/12	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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.296	1	540	1.296	1	540	2.592
07:00 - 08:00	9	710	5.102	9	710	4.491	9	710	9.593
08:00 - 09:00	9	710	5.180	9	710	4.773	9	710	9.953
09:00 - 10:00	9	710	6.385	9	710	5.681	9	710	12.066
10:00 - 11:00	9	710	5.743	9	710	5.274	9	710	11.017
11:00 - 12:00	9	710	6.682	9	710	6.792	9	710	13.474
12:00 - 13:00	9	710	8.404	9	710	7.966	9	710	16.370
13:00 - 14:00	9	710	7.308	9	710	7.199	9	710	14.507
14:00 - 15:00	9	710	6.119	9	710	6.510	9	710	12.629
15:00 - 16:00	9	710	5.696	9	710	6.025	9	710	11.721
16:00 - 17:00	9	710	6.041	9	710	5.790	9	710	11.831
17:00 - 18:00	9	710	6.369	9	710	6.933	9	710	13.302
18:00 - 19:00	9	710	6.620	9	710	7.105	9	710	13.725
19:00 - 20:00	7	824	6.054	7	824	6.036	7	824	12.090
20:00 - 21:00	7	824	4.458	7	824	4.909	7	824	9.367
21:00 - 22:00	6	823	3.846	6	823	4.433	6	823	8.279
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			91.303			91.213			182.516

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:	260 - 1840 (units: sqm)
Survey date date range:	01/01/10 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.185	1	540	0.000	1	540	0.185
07:00 - 08:00	9	710	0.235	9	710	0.156	9	710	0.391
08:00 - 09:00	9	710	0.235	9	710	0.235	9	710	0.470
09:00 - 10:00	9	710	0.188	9	710	0.188	9	710	0.376
10:00 - 11:00	9	710	0.172	9	710	0.141	9	710	0.313
11:00 - 12:00	9	710	0.188	9	710	0.188	9	710	0.376
12:00 - 13:00	9	710	0.125	9	710	0.156	9	710	0.281
13:00 - 14:00	9	710	0.156	9	710	0.172	9	710	0.328
14:00 - 15:00	9	710	0.156	9	710	0.203	9	710	0.359
15:00 - 16:00	9	710	0.391	9	710	0.329	9	710	0.720
16:00 - 17:00	9	710	0.407	9	710	0.360	9	710	0.767
17:00 - 18:00	9	710	0.125	9	710	0.203	9	710	0.328
18:00 - 19:00	9	710	0.313	9	710	0.266	9	710	0.579
19:00 - 20:00	7	824	0.191	7	824	0.208	7	824	0.399
20:00 - 21:00	7	824	0.017	7	824	0.069	7	824	0.086
21:00 - 22:00	6	823	0.202	6	823	0.162	6	823	0.364
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.286			3.036			6.322

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

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Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/10 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.481	1	540	1.481	1	540	2.962
07:00 - 08:00	9	710	6.150	9	710	5.336	9	710	11.486
08:00 - 09:00	9	710	6.808	9	710	6.088	9	710	12.896
09:00 - 10:00	9	710	7.872	9	710	6.886	9	710	14.758
10:00 - 11:00	9	710	7.465	9	710	6.761	9	710	14.226
11:00 - 12:00	9	710	8.513	9	710	8.685	9	710	17.198
12:00 - 13:00	9	710	10.579	9	710	10.203	9	710	20.782
13:00 - 14:00	9	710	8.998	9	710	9.202	9	710	18.200
14:00 - 15:00	9	710	7.887	9	710	8.513	9	710	16.400
15:00 - 16:00	9	710	7.512	9	710	8.044	9	710	15.556
16:00 - 17:00	9	710	7.903	9	710	7.606	9	710	15.509
17:00 - 18:00	9	710	8.576	9	710	9.609	9	710	18.185
18:00 - 19:00	9	710	9.484	9	710	9.969	9	710	19.453
19:00 - 20:00	7	824	8.604	7	824	8.656	7	824	17.260
20:00 - 21:00	7	824	5.984	7	824	6.366	7	824	12.350
21:00 - 22:00	6	823	5.040	6	823	5.304	6	823	10.344
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			118.856			118.709			237.565

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:	260 - 1840 (units: sqm)
Survey date date range:	01/01/10 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	4.259	1	540	3.333	1	540	7.592
07:00 - 08:00	9	710	3.552	9	710	2.754	9	710	6.306
08:00 - 09:00	9	710	8.419	9	710	8.858	9	710	17.277
09:00 - 10:00	9	710	7.293	9	710	6.401	9	710	13.694
10:00 - 11:00	9	710	6.964	9	710	6.745	9	710	13.709
11:00 - 12:00	9	710	6.776	9	710	6.729	9	710	13.505
12:00 - 13:00	9	710	8.701	9	710	7.997	9	710	16.698
13:00 - 14:00	9	710	7.324	9	710	7.371	9	710	14.695
14:00 - 15:00	9	710	6.463	9	710	6.682	9	710	13.145
15:00 - 16:00	9	710	10.391	9	710	10.704	9	710	21.095
16:00 - 17:00	9	710	5.822	9	710	6.009	9	710	11.831
17:00 - 18:00	9	710	4.413	9	710	5.196	9	710	9.609
18:00 - 19:00	9	710	4.085	9	710	4.413	9	710	8.498
19:00 - 20:00	7	824	3.435	7	824	3.712	7	824	7.147
20:00 - 21:00	7	824	2.827	7	824	3.140	7	824	5.967
21:00 - 22:00	6	823	2.611	6	823	2.996	6	823	5.607
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			93.335			93.040			186.375

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

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Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/10 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	9	710	0.219	9	710	0.188	9	710	0.407
08:00 - 09:00	9	710	0.203	9	710	0.376	9	710	0.579
09:00 - 10:00	9	710	0.156	9	710	0.141	9	710	0.297
10:00 - 11:00	9	710	0.203	9	710	0.172	9	710	0.375
11:00 - 12:00	9	710	0.360	9	710	0.516	9	710	0.876
12:00 - 13:00	9	710	0.407	9	710	0.313	9	710	0.720
13:00 - 14:00	9	710	0.532	9	710	0.250	9	710	0.782
14:00 - 15:00	9	710	0.266	9	710	0.282	9	710	0.548
15:00 - 16:00	9	710	0.469	9	710	0.203	9	710	0.672
16:00 - 17:00	9	710	0.282	9	710	0.219	9	710	0.501
17:00 - 18:00	9	710	0.219	9	710	0.156	9	710	0.375
18:00 - 19:00	9	710	0.156	9	710	0.188	9	710	0.344
19:00 - 20:00	7	824	0.243	7	824	0.156	7	824	0.399
20:00 - 21:00	7	824	0.104	7	824	0.121	7	824	0.225
21:00 - 22:00	6	823	0.263	6	823	0.283	6	823	0.546
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.823			4.675			9.498

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

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Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/10 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	6.667	1	540	5.926	1	540	12.593
07:00 - 08:00	9	710	10.156	9	710	8.435	9	710	18.591
08:00 - 09:00	9	710	15.665	9	710	15.556	9	710	31.221
09:00 - 10:00	9	710	15.509	9	710	13.615	9	710	29.124
10:00 - 11:00	9	710	14.804	9	710	13.818	9	710	28.622
11:00 - 12:00	9	710	15.837	9	710	16.119	9	710	31.956
12:00 - 13:00	9	710	19.812	9	710	18.670	9	710	38.482
13:00 - 14:00	9	710	17.011	9	710	16.995	9	710	34.006
14:00 - 15:00	9	710	14.773	9	710	15.681	9	710	30.454
15:00 - 16:00	9	710	18.764	9	710	19.280	9	710	38.044
16:00 - 17:00	9	710	14.413	9	710	14.194	9	710	28.607
17:00 - 18:00	9	710	13.333	9	710	15.164	9	710	28.497
18:00 - 19:00	9	710	14.038	9	710	14.836	9	710	28.874
19:00 - 20:00	7	824	12.472	7	824	12.732	7	824	25.204
20:00 - 21:00	7	824	8.933	7	824	9.696	7	824	18.629
21:00 - 22:00	6	823	8.117	6	823	8.745	6	823	16.862
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			220.304			219.462			439.766

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

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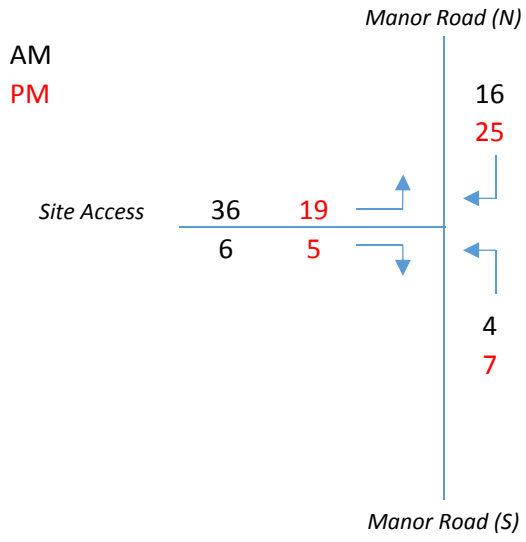
Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/10 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 M
Development Traffic Flows

Total Development Traffic



APPENDIX N
Base Traffic Flows

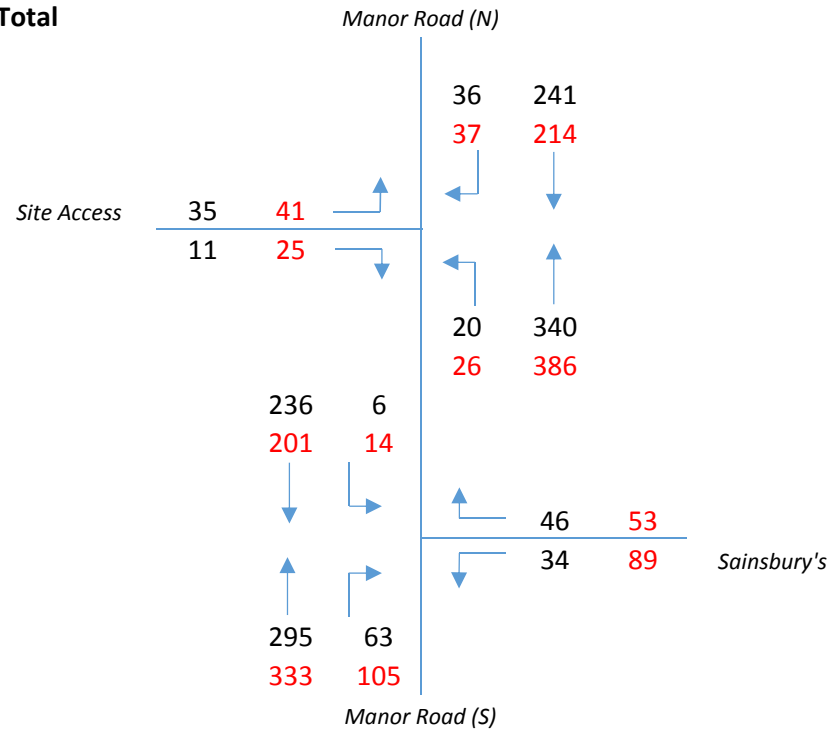
2024 w Sains

2024 Base Flows

1.0526 AM 08:30 - 09:30

1.0519 PM 17:00 - 18:00

Total



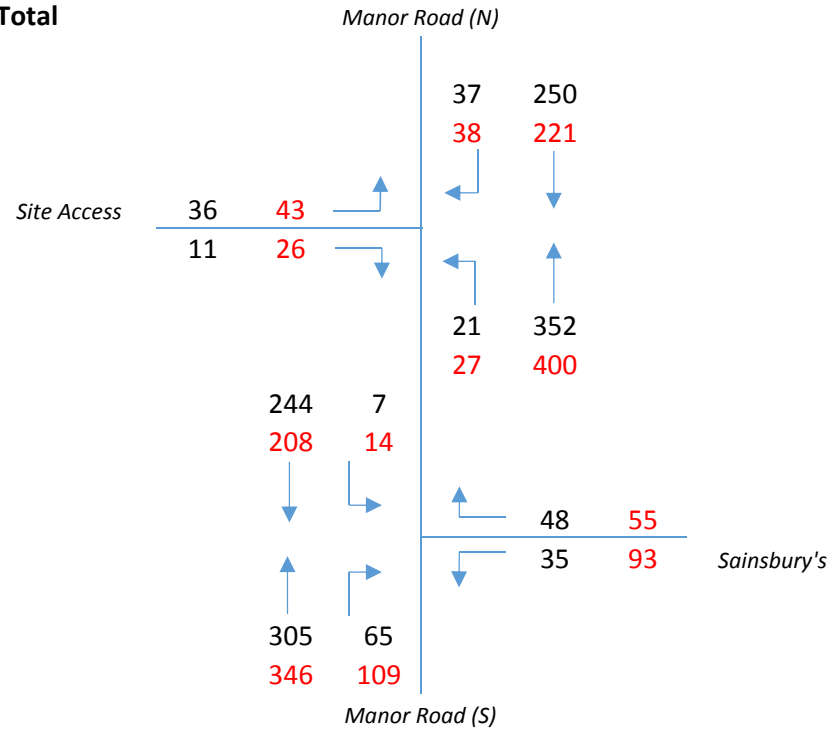
2029 w Sains

2029 Base Flows

1.0898 AM 08:30 - 09:30

1.0900 PM 17:00 - 18:00

Total



APPENDIX O
Junctions 9 Output – Site Access

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: Site access - Manor Road.j9
 Path: J:\11000\11500\11566_ManorRoadRichmondFail\engineering\Traffic_Programs\Junctions 9
 Report generation date: 16/07/2020 10:20:36

- »2018 Base, AM
- »2018 Base, PM
- »2024 Base, AM
- »2024 Base, PM
- »2029 Base, AM
- »2029 Base, PM
- »2024 Base + Dev, AM
- »2024 Base + Dev, PM
- »2029 Base + Dev, AM
- »2029 Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2018 Base										
Stream B-AC	D1	0.1	8.55	0.10	A	D2	0.2	8.90	0.15	A
Stream C-B		0.1	7.88	0.08	A		0.1	8.44	0.08	A
2024 Base										
Stream B-AC	D3	0.2	15.89	0.18	C	D4	0.2	16.23	0.19	C
Stream C-B		0.2	14.65	0.14	B		0.2	15.09	0.15	C
2029 Base										
Stream B-AC	D5	0.2	16.11	0.19	C	D6	0.4	20.45	0.30	C
Stream C-B		0.2	14.84	0.14	B		0.2	15.31	0.15	C
2024 Base + Dev										
Stream B-AC	D9	0.4	13.30	0.26	B	D10	0.3	14.43	0.24	B
Stream C-B		0.2	12.89	0.17	B		0.2	12.84	0.20	B
2029 Base + Dev										
Stream B-AC	D11	0.4	13.56	0.27	B	D12	0.5	19.32	0.35	C
Stream C-B		0.2	13.11	0.18	B		0.3	13.09	0.20	B

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	13/12/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SANDERSONASSOC\carly.hoyle
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2018 Base	AM	ONE HOUR	08:15	09:45	15	✓		
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2024 Base	AM	ONE HOUR	08:15	09:45	15	✓		
D4	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D5	2029 Base	AM	ONE HOUR	08:15	09:45	15	✓		
D6	2029 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D7	Development	AM	ONE HOUR	08:15	09:45	15			
D8	Development	PM	ONE HOUR	16:45	18:15	15			
D9	2024 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D3+D7
D10	2024 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D8
D11	2029 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D5+D7
D12	2029 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8

Analysis Set Details

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

2018 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Manor Road (S)		Major
B	Site Access		Minor
C	Mano Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Mano Road (N)	6.80		✓	3.25	69.0		-

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	4.60	34	30

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	584	0.103	0.259	0.163	0.371
B-C	746	0.110	0.279	-	-
C-B	684	0.256	0.256	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Base	AM	ONE HOUR	08:15	09:45	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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (S)		ONE HOUR	✓	342	100.000
B - Site Access		ONE HOUR	✓	43	100.000
C - Mano Road (N)		ONE HOUR	✓	263	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Manor Road (S)	B - Site Access	C - Mano Road (N)
From	A - Manor Road (S)	0	19	323
	B - Site Access	10	0	33
	C - Mano Road (N)	229	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Manor Road (S)	B - Site Access	C - Mano Road (N)
From	A - Manor Road (S)	0	5	7
	B - Site Access	10	0	27
	C - Mano Road (N)	3	18	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	8.55	0.1	A	39	59
C-A					210	315
C-B	0.08	7.88	0.1	A	31	47
A-B					17	26
A-C					296	445

Main Results for each time segment

08:15 - 08:30

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	32	8	502	0.065	32	0.0	0.1	7.660	A
C-A	172	43			172				
C-B	26	6	522	0.049	25	0.0	0.1	7.245	A
A-B	14	4			14				
A-C	243	61			243				

08:30 - 08:45

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	39	10	488	0.079	39	0.1	0.1	8.010	A
C-A	206	51			206				
C-B	31	8	510	0.060	31	0.1	0.1	7.500	A
A-B	17	4			17				
A-C	290	73			290				

08:45 - 09:00

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	47	12	469	0.101	47	0.1	0.1	8.544	A
C-A	252	63			252				
C-B	37	9	494	0.076	37	0.1	0.1	7.875	A
A-B	21	5			21				
A-C	356	89			356				

09:00 - 09:15

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	47	12	468	0.101	47	0.1	0.1	8.547	A
C-A	252	63			252				
C-B	37	9	494	0.076	37	0.1	0.1	7.877	A
A-B	21	5			21				
A-C	356	89			356				

09:15 - 09:30

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	39	10	488	0.079	39	0.1	0.1	8.016	A
C-A	206	51			206				
C-B	31	8	510	0.060	31	0.1	0.1	7.505	A
A-B	17	4			17				
A-C	290	73			290				

09:30 - 09:45

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	32	8	502	0.065	32	0.1	0.1	7.672	A
C-A	172	43			172				
C-B	26	6	522	0.049	26	0.1	0.1	7.252	A
A-B	14	4			14				
A-C	243	61			243				

2018 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Base	PM	ONE HOUR	16:45	18:15	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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (S)		ONE HOUR	✓	392	100.000
B - Site Access		ONE HOUR	✓	63	100.000
C - Mano Road (N)		ONE HOUR	✓	238	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Manor Road (S)	B - Site Access	C - Mano Road (N)
From	A - Manor Road (S)	0	25	367
	B - Site Access	24	0	39
	C - Mano Road (N)	203	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Manor Road (S)	B - Site Access	C - Mano Road (N)
From	A - Manor Road (S)	0	0	2
	B - Site Access	4	0	18
	C - Mano Road (N)	4	23	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	8.90	0.2	A	58	87
C-A					186	279
C-B	0.08	8.44	0.1	A	32	48
A-B					23	34
A-C					337	505

Main Results for each time segment

16:45 - 17:00

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	47	12	515	0.092	47	0.0	0.1	7.679	A
C-A	153	38			153				
C-B	26	7	494	0.053	26	0.0	0.1	7.691	A
A-B	19	5			19				
A-C	276	69			276				

17:00 - 17:15

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	57	14	498	0.114	57	0.1	0.1	8.151	A
C-A	182	46			182				
C-B	31	8	482	0.065	31	0.1	0.1	7.990	A
A-B	22	6			22				
A-C	330	82			330				

17:15 - 17:30

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	69	17	474	0.146	69	0.1	0.2	8.893	A
C-A	224	56			224				
C-B	39	10	465	0.083	38	0.1	0.1	8.438	A
A-B	28	7			28				
A-C	404	101			404				

17:30 - 17:45

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	69	17	474	0.146	69	0.2	0.2	8.900	A
C-A	224	56			224				
C-B	39	10	465	0.083	39	0.1	0.1	8.439	A
A-B	28	7			28				
A-C	404	101			404				

17:45 - 18:00

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	57	14	498	0.114	57	0.2	0.1	8.163	A
C-A	182	46			182				
C-B	31	8	482	0.065	32	0.1	0.1	7.995	A
A-B	22	6			22				
A-C	330	82			330				

18:00 - 18:15

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	47	12	515	0.092	48	0.1	0.1	7.697	A
C-A	153	38			153				
C-B	26	7	494	0.053	26	0.1	0.1	7.700	A
A-B	19	5			19				
A-C	276	69			276				

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2024 Base	AM	ONE HOUR	08:15	09:45	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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (S)		ONE HOUR	✓	360	100.000
B - Site Access		ONE HOUR	✓	46	100.000
C - Mano Road (N)		ONE HOUR	✓	277	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Manor Road (S)	B - Site Access	C - Mano Road (N)
From	A - Manor Road (S)	0	20	340
	B - Site Access	11	0	35
	C - Mano Road (N)	241	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Manor Road (S)	B - Site Access	C - Mano Road (N)
From	A - Manor Road (S)	0	100	7
	B - Site Access	100	0	100
	C - Mano Road (N)	3	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	15.89	0.2	C	42	63
C-A					221	332
C-B	0.14	14.65	0.2	B	33	50
A-B					18	28
A-C					312	468

Main Results for each time segment

08:15 - 08:30

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	35	9	301	0.115	34	0.0	0.1	13.472	B
C-A	181	45			181				
C-B	27	7	303	0.089	27	0.0	0.1	12.997	B
A-B	15	4			15				
A-C	256	64			256				

08:30 - 08:45

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	41	10	291	0.142	41	0.1	0.2	14.407	B
C-A	217	54			217				
C-B	32	8	296	0.109	32	0.1	0.1	13.662	B
A-B	18	4			18				
A-C	306	76			306				

08:45 - 09:00

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	51	13	277	0.183	50	0.2	0.2	15.856	C
C-A	265	66			265				
C-B	40	10	285	0.139	39	0.1	0.2	14.632	B
A-B	22	6			22				
A-C	374	94			374				

09:00 - 09:15

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	51	13	277	0.183	51	0.2	0.2	15.888	C
C-A	265	66			265				
C-B	40	10	285	0.139	40	0.2	0.2	14.649	B
A-B	22	6			22				
A-C	374	94			374				

09:15 - 09:30

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	41	10	291	0.142	42	0.2	0.2	14.450	B
C-A	217	54			217				
C-B	32	8	296	0.109	33	0.2	0.1	13.681	B
A-B	18	4			18				
A-C	306	76			306				

09:30 - 09:45

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	35	9	301	0.115	35	0.2	0.1	13.541	B
C-A	181	45			181				
C-B	27	7	303	0.089	27	0.1	0.1	13.043	B
A-B	15	4			15				
A-C	256	64			256				

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Base	PM	ONE HOUR	16:45	18:15	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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (S)		ONE HOUR	✓	412	100.000
B - Site Access		ONE HOUR	✓	46	100.000
C - Mano Road (N)		ONE HOUR	✓	251	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Manor Road (S)	B - Site Access	C - Mano Road (N)
From	A - Manor Road (S)	0	26	386
	B - Site Access	11	0	35
	C - Mano Road (N)	214	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Manor Road (S)	B - Site Access	C - Mano Road (N)
From	A - Manor Road (S)	0	100	2
	B - Site Access	100	0	100
	C - Mano Road (N)	4	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.19	16.23	0.2	C	42	63
C-A					196	295
C-B	0.15	15.09	0.2	C	34	51
A-B					24	36
A-C					354	531

Main Results for each time segment

16:45 - 17:00

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	35	9	298	0.116	34	0.0	0.1	13.639	B
C-A	161	40			161				
C-B	28	7	299	0.093	27	0.0	0.1	13.234	B
A-B	20	5			20				
A-C	291	73			291				

17:00 - 17:15

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	41	10	287	0.144	41	0.1	0.2	14.631	B
C-A	192	48			192				
C-B	33	8	291	0.114	33	0.1	0.1	13.967	B
A-B	23	6			23				
A-C	347	87			347				

17:15 - 17:30

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	51	13	272	0.186	50	0.2	0.2	16.194	C
C-A	236	59			236				
C-B	41	10	279	0.146	41	0.1	0.2	15.070	C
A-B	29	7			29				
A-C	425	106			425				

17:30 - 17:45

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	51	13	272	0.186	51	0.2	0.2	16.229	C
C-A	236	59			236				
C-B	41	10	279	0.146	41	0.2	0.2	15.091	C
A-B	29	7			29				
A-C	425	106			425				

17:45 - 18:00

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	41	10	287	0.144	42	0.2	0.2	14.680	B
C-A	192	48			192				
C-B	33	8	291	0.114	33	0.2	0.1	13.995	B
A-B	23	6			23				
A-C	347	87			347				

18:00 - 18:15

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	35	9	297	0.116	35	0.2	0.1	13.713	B
C-A	161	40			161				
C-B	28	7	299	0.093	28	0.1	0.1	13.283	B
A-B	20	5			20				
A-C	291	73			291				

2029 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Base	AM	ONE HOUR	08:15	09:45	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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (S)		ONE HOUR	✓	373	100.000
B - Site Access		ONE HOUR	✓	47	100.000
C - Mano Road (N)		ONE HOUR	✓	287	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Manor Road (S)	B - Site Access	C - Mano Road (N)
From	A - Manor Road (S)	0	21	352
	B - Site Access	11	0	36
	C - Mano Road (N)	250	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Manor Road (S)	B - Site Access	C - Mano Road (N)
From	A - Manor Road (S)	0	100	7
	B - Site Access	100	0	100
	C - Mano Road (N)	3	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.19	16.11	0.2	C	43	65
C-A					229	344
C-B	0.14	14.84	0.2	B	34	51
A-B					19	29
A-C					323	485

Main Results for each time segment

08:15 - 08:30

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	35	9	300	0.118	35	0.0	0.1	13.573	B
C-A	188	47			188				
C-B	28	7	302	0.092	27	0.0	0.1	13.101	B
A-B	16	4			16				
A-C	265	66			265				

08:30 - 08:45

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	42	11	289	0.146	42	0.1	0.2	14.542	B
C-A	225	56			225				
C-B	33	8	294	0.113	33	0.1	0.1	13.792	B
A-B	19	5			19				
A-C	316	79			316				

08:45 - 09:00

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	52	13	275	0.188	52	0.2	0.2	16.072	C
C-A	275	69			275				
C-B	41	10	283	0.144	41	0.1	0.2	14.824	B
A-B	23	6			23				
A-C	388	97			388				

09:00 - 09:15

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	52	13	275	0.188	52	0.2	0.2	16.107	C
C-A	275	69			275				
C-B	41	10	283	0.144	41	0.2	0.2	14.841	B
A-B	23	6			23				
A-C	388	97			388				

09:15 - 09:30

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	42	11	289	0.146	42	0.2	0.2	14.591	B
C-A	225	56			225				
C-B	33	8	294	0.113	33	0.2	0.1	13.818	B
A-B	19	5			19				
A-C	316	79			316				

09:30 - 09:45

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	35	9	300	0.118	36	0.2	0.1	13.640	B
C-A	188	47			188				
C-B	28	7	302	0.092	28	0.1	0.1	13.150	B
A-B	16	4			16				
A-C	265	66			265				

2029 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2029 Base	PM	ONE HOUR	16:45	18:15	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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (S)		ONE HOUR	✓	427	100.000
B - Site Access		ONE HOUR	✓	69	100.000
C - Mano Road (N)		ONE HOUR	✓	259	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Manor Road (S)	B - Site Access	C - Mano Road (N)
From	A - Manor Road (S)	0	27	400
	B - Site Access	26	0	43
	C - Mano Road (N)	221	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Manor Road (S)	B - Site Access	C - Mano Road (N)
From	A - Manor Road (S)	0	100	2
	B - Site Access	100	0	100
	C - Mano Road (N)	4	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.30	20.45	0.4	C	63	95
C-A					203	304
C-B	0.15	15.31	0.2	C	35	52
A-B					25	37
A-C					367	551

Main Results for each time segment

16:45 - 17:00

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	52	13	280	0.186	51	0.0	0.2	15.675	C
C-A	166	42			166				
C-B	29	7	298	0.096	28	0.0	0.1	13.345	B
A-B	20	5			20				
A-C	301	75			301				

17:00 - 17:15

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	62	16	268	0.231	62	0.2	0.3	17.407	C
C-A	199	50			199				
C-B	34	9	289	0.118	34	0.1	0.1	14.119	B
A-B	24	6			24				
A-C	360	90			360				

17:15 - 17:30

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	76	19	252	0.301	75	0.3	0.4	20.337	C
C-A	243	61			243				
C-B	42	10	277	0.151	42	0.1	0.2	15.288	C
A-B	30	7			30				
A-C	440	110			440				

17:30 - 17:45

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	76	19	252	0.302	76	0.4	0.4	20.447	C
C-A	243	61			243				
C-B	42	10	277	0.151	42	0.2	0.2	15.309	C
A-B	30	7			30				
A-C	440	110			440				

17:45 - 18:00

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	62	16	268	0.231	62	0.4	0.3	17.543	C
C-A	199	50			199				
C-B	34	9	289	0.118	34	0.2	0.1	14.148	B
A-B	24	6			24				
A-C	360	90			360				

18:00 - 18:15

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	52	13	280	0.186	52	0.3	0.2	15.843	C
C-A	166	42			166				
C-B	29	7	298	0.096	29	0.1	0.1	13.396	B
A-B	20	5			20				
A-C	301	75			301				

2024 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Relationship type	Relationship
D9	2024 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D3+D7

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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (S)		ONE HOUR	✓	364	100.000
B - Site Access		ONE HOUR	✓	88	100.000
C - Mano Road (N)		ONE HOUR	✓	293	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Manor Road (S)	B - Site Access	C - Mano Road (N)
A - Manor Road (S)	0	24	340
B - Site Access	17	0	71
C - Mano Road (N)	241	52	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Manor Road (S)	B - Site Access	C - Mano Road (N)
A - Manor Road (S)	0	83	7
B - Site Access	65	0	49
C - Mano Road (N)	3	69	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.26	13.30	0.4	B	81	121
C-A					221	332
C-B	0.17	12.89	0.2	B	48	72
A-B					22	33
A-C					312	468

Main Results for each time segment

08:15 - 08:30

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	66	17	399	0.166	65	0.0	0.2	10.778	B
C-A	181	45			181				
C-B	39	10	358	0.109	39	0.0	0.1	11.257	B
A-B	18	5			18				
A-C	256	64			256				

08:30 - 08:45

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	79	20	386	0.205	79	0.2	0.3	11.731	B
C-A	217	54			217				
C-B	47	12	349	0.134	47	0.1	0.2	11.900	B
A-B	22	5			22				
A-C	306	76			306				

08:45 - 09:00

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	97	24	368	0.264	97	0.3	0.4	13.260	B
C-A	265	66			265				
C-B	57	14	337	0.170	57	0.2	0.2	12.869	B
A-B	26	7			26				
A-C	374	94			374				

09:00 - 09:15

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	97	24	368	0.264	97	0.4	0.4	13.300	B
C-A	265	66			265				
C-B	57	14	337	0.170	57	0.2	0.2	12.887	B
A-B	26	7			26				
A-C	374	94			374				

09:15 - 09:30

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	79	20	386	0.205	79	0.4	0.3	11.772	B
C-A	217	54			217				
C-B	47	12	349	0.134	47	0.2	0.2	11.927	B
A-B	22	5			22				
A-C	306	76			306				

09:30 - 09:45

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	66	17	399	0.166	66	0.3	0.2	10.846	B
C-A	181	45			181				
C-B	39	10	358	0.109	39	0.2	0.1	11.302	B
A-B	18	5			18				
A-C	256	64			256				

2024 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Relationship type	Relationship
D10	2024 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D8

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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (S)		ONE HOUR	✓	419	100.000
B - Site Access		ONE HOUR	✓	70	100.000
C - Mano Road (N)		ONE HOUR	✓	276	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Manor Road (S)	B - Site Access	C - Mano Road (N)
A - Manor Road (S)	0	33	386
B - Site Access	16	0	54
C - Mano Road (N)	214	62	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Manor Road (S)	B - Site Access	C - Mano Road (N)
A - Manor Road (S)	0	79	2
B - Site Access	69	0	65
C - Mano Road (N)	4	60	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	14.43	0.3	B	64	96
C-A					196	295
C-B	0.20	12.84	0.2	B	57	85
A-B					30	45
A-C					354	531

Main Results for each time segment

16:45 - 17:00

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	53	13	358	0.147	52	0.0	0.2	11.740	B
C-A	161	40			161				
C-B	47	12	374	0.125	46	0.0	0.1	10.967	B
A-B	25	6			25				
A-C	291	73			291				

17:00 - 17:15

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	63	16	345	0.182	63	0.2	0.2	12.748	B
C-A	192	48			192				
C-B	56	14	363	0.153	56	0.1	0.2	11.696	B
A-B	30	7			30				
A-C	347	87			347				

17:15 - 17:30

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	77	19	327	0.236	77	0.2	0.3	14.387	B
C-A	236	59			236				
C-B	68	17	349	0.196	68	0.2	0.2	12.820	B
A-B	36	9			36				
A-C	425	106			425				

17:30 - 17:45

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	77	19	327	0.236	77	0.3	0.3	14.430	B
C-A	236	59			236				
C-B	68	17	349	0.196	68	0.2	0.2	12.843	B
A-B	36	9			36				
A-C	425	106			425				

17:45 - 18:00

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	63	16	345	0.182	63	0.3	0.2	12.800	B
C-A	192	48			192				
C-B	56	14	363	0.153	56	0.2	0.2	11.725	B
A-B	30	7			30				
A-C	347	87			347				

18:00 - 18:15

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	53	13	358	0.147	53	0.2	0.2	11.813	B
C-A	161	40			161				
C-B	47	12	374	0.125	47	0.2	0.1	11.015	B
A-B	25	6			25				
A-C	291	73			291				

2029 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Relationship type	Relationship
D11	2029 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D5+D7

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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (S)		ONE HOUR	✓	377	100.000
B - Site Access		ONE HOUR	✓	89	100.000
C - Mano Road (N)		ONE HOUR	✓	303	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Manor Road (S)	B - Site Access	C - Mano Road (N)
A - Manor Road (S)	0	25	352
B - Site Access	17	0	72
C - Mano Road (N)	250	53	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Manor Road (S)	B - Site Access	C - Mano Road (N)
A - Manor Road (S)	0	84	7
B - Site Access	65	0	50
C - Mano Road (N)	3	70	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.27	13.56	0.4	B	82	123
C-A					229	344
C-B	0.18	13.11	0.2	B	49	73
A-B					23	34
A-C					323	485

Main Results for each time segment

08:15 - 08:30

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	67	17	396	0.169	66	0.0	0.2	10.905	B
C-A	188	47			188				
C-B	40	10	355	0.112	39	0.0	0.1	11.405	B
A-B	19	5			19				
A-C	265	66			265				

08:30 - 08:45

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	80	20	382	0.209	80	0.2	0.3	11.894	B
C-A	225	56			225				
C-B	48	12	346	0.138	48	0.1	0.2	12.064	B
A-B	22	6			22				
A-C	316	79			316				

08:45 - 09:00

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	98	24	363	0.270	98	0.3	0.4	13.500	B
C-A	275	69			275				
C-B	58	15	333	0.175	58	0.2	0.2	13.099	B
A-B	28	7			28				
A-C	388	97			388				

09:00 - 09:15

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	98	24	363	0.270	98	0.4	0.4	13.561	B
C-A	275	69			275				
C-B	58	15	333	0.175	58	0.2	0.2	13.108	B
A-B	28	7			28				
A-C	388	97			388				

09:15 - 09:30

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	80	20	382	0.209	80	0.4	0.3	11.946	B
C-A	225	56			225				
C-B	48	12	346	0.138	48	0.2	0.2	12.092	B
A-B	22	6			22				
A-C	316	79			316				

09:30 - 09:45

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	67	17	395	0.169	67	0.3	0.2	10.976	B
C-A	188	47			188				
C-B	40	10	355	0.112	40	0.2	0.1	11.431	B
A-B	19	5			19				
A-C	265	66			265				

2029 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Relationship type	Relationship
D12	2029 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8

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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (S)		ONE HOUR	✓	434	100.000
B - Site Access		ONE HOUR	✓	93	100.000
C - Mano Road (N)		ONE HOUR	✓	284	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - Manor Road (S)	B - Site Access	C - Mano Road (N)	
From	A - Manor Road (S)	0	34	400
	B - Site Access	31	0	62
	C - Mano Road (N)	221	63	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A - Manor Road (S)	B - Site Access	C - Mano Road (N)	
From	A - Manor Road (S)	0	79	2
	B - Site Access	84	0	69
	C - Mano Road (N)	4	60	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.35	19.32	0.5	C	85	128
C-A					203	304
C-B	0.20	13.09	0.3	B	58	87
A-B					31	47
A-C					367	551

Main Results for each time segment

16:45 - 17:00

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	70	18	322	0.217	69	0.0	0.3	14.169	B
C-A	166	42			166				
C-B	47	12	370	0.128	47	0.0	0.1	11.107	B
A-B	26	6			26				
A-C	301	75			301				

17:00 - 17:15

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	84	21	308	0.271	83	0.3	0.4	15.983	C
C-A	199	50			199				
C-B	57	14	359	0.158	56	0.1	0.2	11.877	B
A-B	31	8			31				
A-C	360	90			360				

17:15 - 17:30

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	102	26	289	0.355	102	0.4	0.5	19.186	C
C-A	243	61			243				
C-B	69	17	344	0.201	69	0.2	0.2	13.070	B
A-B	37	9			37				
A-C	440	110			440				

17:30 - 17:45

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	102	26	289	0.355	102	0.5	0.5	19.319	C
C-A	243	61			243				
C-B	69	17	344	0.201	69	0.2	0.3	13.093	B
A-B	37	9			37				
A-C	440	110			440				

17:45 - 18:00

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	84	21	308	0.271	84	0.5	0.4	16.137	C
C-A	199	50			199				
C-B	57	14	359	0.158	57	0.3	0.2	11.910	B
A-B	31	8			31				
A-C	360	90			360				

18:00 - 18:15

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	70	18	322	0.218	70	0.4	0.3	14.343	B
C-A	166	42			166				
C-B	47	12	370	0.128	48	0.2	0.1	11.158	B
A-B	26	6			26				
A-C	301	75			301				

APPENDIX P
Junctions 9 Output – Sainsbury's junction

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Sainsbuy's - Manor Road.j9
 Path: J:\11000\11500\11566_ManorRoadRichmondFail\engineering\Traffic_Programs\Junctions 9
 Report generation date: 16/07/2020 10:40:44

- »2018 Base, AM
- »2018 Base, PM
- »2024 Base, AM
- »2024 Base, PM
- »2029 Base, AM
- »2029 Base, PM
- »2024 Base + Dev, AM
- »2024 Base + Dev, PM
- »2029 Base + Dev, AM
- »2029 Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2018 Base										
Stream B-C	D1	0.1	7.66	0.07	A	D2	0.2	8.43	0.18	A
Stream B-A		0.2	12.53	0.14	B		0.2	14.56	0.18	B
Stream C-AB		0.1	6.32	0.10	A		0.2	6.71	0.17	A
2024 Base										
Stream B-C	D3	0.1	7.72	0.07	A	D4	0.2	8.49	0.19	A
Stream B-A		0.2	12.70	0.15	B		0.2	14.59	0.19	B
Stream C-AB		0.1	6.37	0.11	A		0.2	6.73	0.18	A
2029 Base										
Stream B-C	D5	0.1	7.79	0.08	A	D6	0.2	8.63	0.20	A
Stream B-A		0.2	12.98	0.16	B		0.2	14.99	0.20	B
Stream C-AB		0.1	6.43	0.11	A		0.2	6.82	0.19	A
2024 Base + Dev										
Stream B-C	D9	0.1	7.74	0.07	A	D10	0.2	8.52	0.19	A
Stream B-A		0.2	12.79	0.15	B		0.2	14.71	0.19	B
Stream C-AB		0.1	6.39	0.11	A		0.2	6.75	0.18	A
2029 Base + Dev										
Stream B-C	D11	0.1	7.82	0.08	A	D12	0.2	8.66	0.20	A
Stream B-A		0.2	13.07	0.16	B		0.2	15.11	0.20	C
Stream C-AB		0.1	6.45	0.11	A		0.2	6.84	0.19	A

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	13/12/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SANDERSONASSOC\carly.hoyle
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2018 Base	AM	ONE HOUR	08:15	09:45	15	✓		
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2024 Base	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D13*1.0526
D4	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14*1.0519
D5	2029 Base	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D13*1.0898
D6	2029 Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14*1.0900
D7	Development	AM	ONE HOUR	08:15	09:45	15			
D8	Development	PM	ONE HOUR	16:45	18:15	15			
D9	2024 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D3+D7
D10	2024 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D8
D11	2029 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D5+D7
D12	2029 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8
D13	2018 Base (-Existing site)	AM	ONE HOUR	08:15	09:45	15			
D14	2018 Base (-Existing site)	PM	ONE HOUR	16:45	18:15	15			

Analysis Set Details

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

2018 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2024 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Manor Road (N)		Major
B	Sainsbury's		Minor
C	Manor Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Manor Road (S)	6.40		✓	3.25	130.0	✓	11.00

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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Sainsbury's	Two lanes	2.80	2.80	32	19

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	487	0.087	0.220	0.139	0.315
B-C	623	0.094	0.237	-	-
C-B	723	0.275	0.275	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Base	AM	ONE HOUR	08:15	09:45	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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (N)		ONE HOUR	✓	239	100.000
B - Sainsbury's		ONE HOUR	✓	76	100.000
C - Manor Road (S)		ONE HOUR	✓	358	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
From	A - Manor Road (N)	0	6	233
	B - Sainsbury's	44	0	32
	C - Manor Road (S)	298	60	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
From	A - Manor Road (N)	0	0	7
	B - Sainsbury's	7	0	6
	C - Manor Road (S)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	7.66	0.1	A	29	44
B-A	0.14	12.53	0.2	B	40	61
C-AB	0.10	6.32	0.1	A	55	83
C-A					273	410
A-B					6	8
A-C					214	321

Main Results for each time segment

08:15 - 08:30

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-C	24	6	532	0.045	24	0.0	0.0	7.085	A
B-A	33	8	374	0.089	33	0.0	0.1	10.538	B
C-AB	45	11	659	0.069	45	0.0	0.1	5.856	A
C-A	224	56			224				
A-B	5	1			5				
A-C	175	44			175				

08:30 - 08:45

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-C	29	7	521	0.055	29	0.0	0.1	7.315	A
B-A	40	10	358	0.111	39	0.1	0.1	11.301	B
C-AB	54	13	649	0.083	54	0.1	0.1	6.046	A
C-A	268	67			268				
A-B	5	1			5				
A-C	209	52			209				

08:45 - 09:00

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-C	35	9	505	0.070	35	0.1	0.1	7.656	A
B-A	48	12	336	0.144	48	0.1	0.2	12.513	B
C-AB	66	17	635	0.104	66	0.1	0.1	6.323	A
C-A	328	82			328				
A-B	7	2			7				
A-C	257	64			257				

09:00 - 09:15

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-C	35	9	505	0.070	35	0.1	0.1	7.658	A
B-A	48	12	336	0.144	48	0.2	0.2	12.529	B
C-AB	66	17	635	0.104	66	0.1	0.1	6.323	A
C-A	328	82			328				
A-B	7	2			7				
A-C	257	64			257				

09:15 - 09:30

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-C	29	7	521	0.055	29	0.1	0.1	7.321	A
B-A	40	10	358	0.111	40	0.2	0.1	11.323	B
C-AB	54	13	649	0.083	54	0.1	0.1	6.048	A
C-A	268	67			268				
A-B	5	1			5				
A-C	209	52			209				

09:30 - 09:45

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-C	24	6	532	0.045	24	0.1	0.0	7.094	A
B-A	33	8	374	0.089	33	0.1	0.1	10.574	B
C-AB	45	11	659	0.069	45	0.1	0.1	5.864	A
C-A	224	56			224				
A-B	5	1			5				
A-C	175	44			175				

2018 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2024 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Base	PM	ONE HOUR	16:45	18:15	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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (N)		ONE HOUR	✓	227	100.000
B - Sainsbury's		ONE HOUR	✓	135	100.000
C - Manor Road (S)		ONE HOUR	✓	442	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
From	A - Manor Road (N)	0	13	214
	B - Sainsbury's	50	0	85
	C - Manor Road (S)	342	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
From	A - Manor Road (N)	0	8	2
	B - Sainsbury's	14	0	4
	C - Manor Road (S)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.18	8.43	0.2	A	78	117
B-A	0.18	14.56	0.2	B	46	69
C-AB	0.17	6.71	0.2	A	92	138
C-A					314	471
A-B					12	18
A-C					196	295

Main Results for each time segment

16:45 - 17:00

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-C	64	16	548	0.117	63	0.0	0.1	7.422	A
B-A	38	9	342	0.110	37	0.0	0.1	11.789	B
C-AB	75	19	669	0.113	75	0.0	0.1	6.057	A
C-A	257	64			257				
A-B	10	2			10				
A-C	161	40			161				

17:00 - 17:15

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-C	76	19	537	0.142	76	0.1	0.2	7.818	A
B-A	45	11	325	0.138	45	0.1	0.2	12.827	B
C-AB	90	22	659	0.136	90	0.1	0.2	6.318	A
C-A	307	77			307				
A-B	12	3			12				
A-C	192	48			192				

17:15 - 17:30

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-C	94	23	521	0.180	93	0.2	0.2	8.423	A
B-A	55	14	302	0.182	55	0.2	0.2	14.528	B
C-AB	110	28	647	0.170	110	0.2	0.2	6.706	A
C-A	377	94			377				
A-B	14	4			14				
A-C	236	59			236				

17:30 - 17:45

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-C	94	23	520	0.180	94	0.2	0.2	8.433	A
B-A	55	14	302	0.182	55	0.2	0.2	14.559	B
C-AB	110	28	647	0.170	110	0.2	0.2	6.709	A
C-A	377	94			377				
A-B	14	4			14				
A-C	236	59			236				

17:45 - 18:00

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-C	76	19	536	0.142	77	0.2	0.2	7.832	A
B-A	45	11	325	0.138	45	0.2	0.2	12.867	B
C-AB	90	22	659	0.136	90	0.2	0.2	6.327	A
C-A	307	77			307				
A-B	12	3			12				
A-C	192	48			192				

18:00 - 18:15

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-C	64	16	548	0.117	64	0.2	0.1	7.448	A
B-A	38	9	342	0.110	38	0.2	0.1	11.847	B
C-AB	75	19	669	0.113	75	0.2	0.1	6.071	A
C-A	257	64			257				
A-B	10	2			10				
A-C	161	40			161				

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2024 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Relationship type	Relationship
D3	2024 Base	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D13*1.0526

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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (N)		ONE HOUR	✓	242	100.000
B - Sainsbury's		ONE HOUR	✓	80	100.000
C - Manor Road (S)		ONE HOUR	✓	358	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
From	A - Manor Road (N)	0	6	236
	B - Sainsbury's	46	0	34
	C - Manor Road (S)	295	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
From	A - Manor Road (N)	0	0	7
	B - Sainsbury's	7	0	6
	C - Manor Road (S)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	7.72	0.1	A	31	46
B-A	0.15	12.70	0.2	B	42	64
C-AB	0.11	6.37	0.1	A	58	87
C-A					270	406
A-B					6	9
A-C					216	325

Main Results for each time segment

08:15 - 08:30

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-C	25	6	531	0.048	25	0.0	0.0	7.120	A
B-A	35	9	373	0.093	34	0.0	0.1	10.618	B
C-AB	48	12	659	0.072	47	0.0	0.1	5.885	A
C-A	222	55			222				
A-B	5	1			5				
A-C	178	44			178				

08:30 - 08:45

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-C	30	8	519	0.058	30	0.0	0.1	7.359	A
B-A	42	10	357	0.117	42	0.1	0.1	11.413	B
C-AB	57	14	648	0.088	57	0.1	0.1	6.083	A
C-A	265	66			265				
A-B	6	1			6				
A-C	212	53			212				

08:45 - 09:00

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-C	37	9	504	0.074	37	0.1	0.1	7.716	A
B-A	51	13	335	0.152	51	0.1	0.2	12.682	B
C-AB	70	17	634	0.110	69	0.1	0.1	6.373	A
C-A	325	81			325				
A-B	7	2			7				
A-C	260	65			260				

09:00 - 09:15

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-C	37	9	503	0.074	37	0.1	0.1	7.719	A
B-A	51	13	334	0.152	51	0.2	0.2	12.698	B
C-AB	70	17	634	0.110	70	0.1	0.1	6.373	A
C-A	325	81			325				
A-B	7	2			7				
A-C	260	65			260				

09:15 - 09:30

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-C	30	8	519	0.058	30	0.1	0.1	7.365	A
B-A	42	10	357	0.117	42	0.2	0.1	11.435	B
C-AB	57	14	648	0.088	57	0.1	0.1	6.088	A
C-A	265	66			265				
A-B	6	1			6				
A-C	212	53			212				

09:30 - 09:45

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-C	25	6	531	0.048	25	0.1	0.1	7.129	A
B-A	35	9	373	0.093	35	0.1	0.1	10.656	B
C-AB	48	12	659	0.072	48	0.1	0.1	5.893	A
C-A	222	55			222				
A-B	5	1			5				
A-C	178	44			178				

2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2024 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Relationship type	Relationship
D4	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14*1.0519

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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (N)		ONE HOUR	✓	215	100.000
B - Sainsbury's		ONE HOUR	✓	142	100.000
C - Manor Road (S)		ONE HOUR	✓	439	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
A - Manor Road (N)	0	14	201
B - Sainsbury's	53	0	89
C - Manor Road (S)	333	105	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
A - Manor Road (N)	0	8	2
B - Sainsbury's	14	0	4
C - Manor Road (S)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	8.49	0.2	A	82	123
B-A	0.19	14.59	0.2	B	48	72
C-AB	0.18	6.73	0.2	A	97	145
C-A					306	459
A-B					13	19
A-C					184	277

Main Results for each time segment

16:45 - 17:00

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-C	67	17	549	0.123	67	0.0	0.1	7.451	A
B-A	40	10	344	0.115	39	0.0	0.1	11.802	B
C-AB	79	20	671	0.118	79	0.0	0.1	6.070	A
C-A	251	63			251				
A-B	10	3			10				
A-C	151	38			151				

17:00 - 17:15

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-C	80	20	538	0.149	80	0.1	0.2	7.856	A
B-A	47	12	327	0.144	47	0.1	0.2	12.846	B
C-AB	95	24	662	0.143	94	0.1	0.2	6.335	A
C-A	300	75			300				
A-B	12	3			12				
A-C	181	45			181				

17:15 - 17:30

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-C	98	25	523	0.188	98	0.2	0.2	8.479	A
B-A	58	14	305	0.190	58	0.2	0.2	14.558	B
C-AB	116	29	650	0.178	116	0.2	0.2	6.730	A
C-A	367	92			367				
A-B	15	4			15				
A-C	221	55			221				

17:30 - 17:45

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-C	98	25	522	0.188	98	0.2	0.2	8.490	A
B-A	58	14	305	0.190	58	0.2	0.2	14.590	B
C-AB	116	29	650	0.178	116	0.2	0.2	6.733	A
C-A	367	92			367				
A-B	15	4			15				
A-C	221	55			221				

17:45 - 18:00

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-C	80	20	538	0.149	81	0.2	0.2	7.871	A
B-A	47	12	327	0.145	48	0.2	0.2	12.886	B
C-AB	95	24	662	0.143	95	0.2	0.2	6.345	A
C-A	300	75			300				
A-B	12	3			12				
A-C	181	45			181				

18:00 - 18:15

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-C	67	17	549	0.123	67	0.2	0.1	7.474	A
B-A	40	10	343	0.115	40	0.2	0.1	11.859	B
C-AB	79	20	671	0.118	79	0.2	0.1	6.085	A
C-A	251	63			251				
A-B	10	3			10				
A-C	151	38			151				

2029 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2024 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Relationship type	Relationship
D5	2029 Base	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D13*1.0898

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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (N)		ONE HOUR	✓	251	100.000
B - Sainsbury's		ONE HOUR	✓	83	100.000
C - Manor Road (S)		ONE HOUR	✓	371	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
From	A - Manor Road (N)	0	7	244
	B - Sainsbury's	48	0	35
	C - Manor Road (S)	305	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
From	A - Manor Road (N)	0	0	7
	B - Sainsbury's	7	0	6
	C - Manor Road (S)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	7.79	0.1	A	32	48
B-A	0.16	12.98	0.2	B	44	66
C-AB	0.11	6.43	0.1	A	60	90
C-A					280	420
A-B					6	9
A-C					224	336

Main Results for each time segment

08:15 - 08:30

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-C	26	7	529	0.050	26	0.0	0.1	7.157	A
B-A	36	9	370	0.098	36	0.0	0.1	10.750	B
C-AB	49	12	657	0.075	49	0.0	0.1	5.919	A
C-A	230	57			230				
A-B	5	1			5				
A-C	184	46			184				

08:30 - 08:45

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-C	31	8	517	0.061	31	0.1	0.1	7.412	A
B-A	43	11	353	0.122	43	0.1	0.1	11.594	B
C-AB	59	15	646	0.091	59	0.1	0.1	6.127	A
C-A	274	69			274				
A-B	6	1			6				
A-C	219	55			219				

08:45 - 09:00

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-C	38	10	500	0.077	38	0.1	0.1	7.790	A
B-A	53	13	330	0.160	53	0.1	0.2	12.959	B
C-AB	72	18	632	0.114	72	0.1	0.1	6.429	A
C-A	336	84			336				
A-B	7	2			7				
A-C	269	67			269				

09:00 - 09:15

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-C	38	10	500	0.077	38	0.1	0.1	7.793	A
B-A	53	13	330	0.160	53	0.2	0.2	12.978	B
C-AB	72	18	632	0.114	72	0.1	0.1	6.432	A
C-A	336	84			336				
A-B	7	2			7				
A-C	269	67			269				

09:15 - 09:30

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-C	31	8	517	0.061	31	0.1	0.1	7.419	A
B-A	43	11	353	0.122	43	0.2	0.1	11.622	B
C-AB	59	15	646	0.091	59	0.1	0.1	6.132	A
C-A	274	69			274				
A-B	6	1			6				
A-C	219	55			219				

09:30 - 09:45

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-C	26	7	529	0.050	26	0.1	0.1	7.167	A
B-A	36	9	370	0.098	36	0.1	0.1	10.788	B
C-AB	49	12	657	0.075	49	0.1	0.1	5.928	A
C-A	230	57			230				
A-B	5	1			5				
A-C	184	46			184				

2029 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2024 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Relationship type	Relationship
D6	2029 Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14*1.0900

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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (N)		ONE HOUR	✓	222	100.000
B - Sainsbury's		ONE HOUR	✓	147	100.000
C - Manor Road (S)		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
A - Manor Road (N)	0	14	208
B - Sainsbury's	55	0	93
C - Manor Road (S)	346	109	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
A - Manor Road (N)	0	8	2
B - Sainsbury's	14	0	4
C - Manor Road (S)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.20	8.63	0.2	A	85	128
B-A	0.20	14.99	0.2	B	50	75
C-AB	0.19	6.82	0.2	A	100	150
C-A					317	476
A-B					13	20
A-C					191	287

Main Results for each time segment

16:45 - 17:00

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-C	70	17	547	0.127	69	0.0	0.1	7.517	A
B-A	41	10	341	0.120	40	0.0	0.1	11.974	B
C-AB	82	21	670	0.123	82	0.0	0.1	6.117	A
C-A	260	65			260				
A-B	11	3			11				
A-C	157	39			157				

17:00 - 17:15

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-C	83	21	536	0.155	83	0.1	0.2	7.950	A
B-A	49	12	324	0.151	49	0.1	0.2	13.094	B
C-AB	98	24	661	0.148	98	0.1	0.2	6.396	A
C-A	311	78			311				
A-B	13	3			13				
A-C	187	47			187				

17:15 - 17:30

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-C	102	26	519	0.196	102	0.2	0.2	8.617	A
B-A	60	15	300	0.200	60	0.2	0.2	14.949	B
C-AB	120	30	648	0.185	120	0.2	0.2	6.812	A
C-A	380	95			380				
A-B	16	4			16				
A-C	229	57			229				

17:30 - 17:45

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-C	102	26	519	0.196	102	0.2	0.2	8.627	A
B-A	60	15	300	0.200	60	0.2	0.2	14.988	B
C-AB	120	30	648	0.185	120	0.2	0.2	6.817	A
C-A	380	95			380				
A-B	16	4			16				
A-C	229	57			229				

17:45 - 18:00

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-C	83	21	536	0.156	84	0.2	0.2	7.966	A
B-A	49	12	323	0.151	49	0.2	0.2	13.142	B
C-AB	98	24	661	0.148	98	0.2	0.2	6.403	A
C-A	311	78			311				
A-B	13	3			13				
A-C	187	47			187				

18:00 - 18:15

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-C	70	17	547	0.127	70	0.2	0.1	7.548	A
B-A	41	10	340	0.121	41	0.2	0.1	12.038	B
C-AB	82	21	670	0.123	82	0.2	0.1	6.131	A
C-A	260	65			260				
A-B	11	3			11				
A-C	157	39			157				

2024 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2024 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Relationship type	Relationship
D9	2024 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D3+D7

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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (N)		ONE HOUR	✓	248	100.000
B - Sainsbury's		ONE HOUR	✓	80	100.000
C - Manor Road (S)		ONE HOUR	✓	362	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
From	A - Manor Road (N)	0	6	242
	B - Sainsbury's	46	0	34
	C - Manor Road (S)	299	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
From	A - Manor Road (N)	0	0	7
	B - Sainsbury's	7	0	6
	C - Manor Road (S)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	7.74	0.1	A	31	46
B-A	0.15	12.79	0.2	B	42	64
C-AB	0.11	6.39	0.1	A	58	87
C-A					274	411
A-B					6	9
A-C					222	333

Main Results for each time segment

08:15 - 08:30

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-C	25	6	530	0.048	25	0.0	0.0	7.129	A
B-A	35	9	372	0.094	34	0.0	0.1	10.659	B
C-AB	48	12	657	0.072	47	0.0	0.1	5.897	A
C-A	225	56			225				
A-B	5	1			5				
A-C	182	46			182				

08:30 - 08:45

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-C	30	8	518	0.058	30	0.0	0.1	7.377	A
B-A	42	10	355	0.117	42	0.1	0.1	11.470	B
C-AB	57	14	647	0.088	57	0.1	0.1	6.098	A
C-A	269	67			269				
A-B	6	1			6				
A-C	217	54			217				

08:45 - 09:00

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-C	37	9	502	0.074	37	0.1	0.1	7.741	A
B-A	51	13	333	0.153	51	0.1	0.2	12.767	B
C-AB	70	17	633	0.110	69	0.1	0.1	6.391	A
C-A	329	82			329				
A-B	7	2			7				
A-C	266	67			266				

09:00 - 09:15

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-C	37	9	502	0.074	37	0.1	0.1	7.744	A
B-A	51	13	333	0.153	51	0.2	0.2	12.786	B
C-AB	70	17	633	0.110	70	0.1	0.1	6.393	A
C-A	329	82			329				
A-B	7	2			7				
A-C	266	67			266				

09:15 - 09:30

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-C	30	8	518	0.058	30	0.1	0.1	7.381	A
B-A	42	10	355	0.117	42	0.2	0.1	11.495	B
C-AB	57	14	647	0.088	57	0.1	0.1	6.101	A
C-A	269	67			269				
A-B	6	1			6				
A-C	217	54			217				

09:30 - 09:45

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-C	25	6	530	0.048	25	0.1	0.1	7.140	A
B-A	35	9	372	0.094	35	0.1	0.1	10.698	B
C-AB	48	12	657	0.072	48	0.1	0.1	5.903	A
C-A	225	56			225				
A-B	5	1			5				
A-C	182	46			182				

2024 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2024 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Relationship type	Relationship
D10	2024 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D8

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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (N)		ONE HOUR	✓	220	100.000
B - Sainsbury's		ONE HOUR	✓	142	100.000
C - Manor Road (S)		ONE HOUR	✓	446	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
A - Manor Road (N)	0	14	206
B - Sainsbury's	53	0	89
C - Manor Road (S)	340	105	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
A - Manor Road (N)	0	8	2
B - Sainsbury's	14	0	3
C - Manor Road (S)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	8.52	0.2	A	82	123
B-A	0.19	14.71	0.2	B	48	72
C-AB	0.18	6.75	0.2	A	97	145
C-A					312	469
A-B					13	19
A-C					189	283

Main Results for each time segment

16:45 - 17:00

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-C	67	17	549	0.123	67	0.0	0.1	7.465	A
B-A	40	10	342	0.116	39	0.0	0.1	11.853	B
C-AB	79	20	670	0.118	79	0.0	0.1	6.081	A
C-A	256	64			256				
A-B	10	3			10				
A-C	155	39			155				

17:00 - 17:15

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-C	80	20	537	0.150	80	0.1	0.2	7.875	A
B-A	47	12	326	0.145	47	0.1	0.2	12.922	B
C-AB	95	24	661	0.143	94	0.1	0.2	6.349	A
C-A	306	77			306				
A-B	12	3			12				
A-C	185	46			185				

17:15 - 17:30

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-C	98	25	521	0.189	98	0.2	0.2	8.507	A
B-A	58	14	303	0.191	58	0.2	0.2	14.674	B
C-AB	116	29	649	0.178	116	0.2	0.2	6.749	A
C-A	375	94			375				
A-B	15	4			15				
A-C	227	57			227				

17:30 - 17:45

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-C	98	25	521	0.189	98	0.2	0.2	8.517	A
B-A	58	14	303	0.191	58	0.2	0.2	14.709	B
C-AB	116	29	649	0.178	116	0.2	0.2	6.752	A
C-A	375	94			375				
A-B	15	4			15				
A-C	227	57			227				

17:45 - 18:00

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-C	80	20	537	0.150	81	0.2	0.2	7.892	A
B-A	47	12	325	0.145	48	0.2	0.2	12.964	B
C-AB	95	24	661	0.143	95	0.2	0.2	6.358	A
C-A	306	77			306				
A-B	12	3			12				
A-C	185	46			185				

18:00 - 18:15

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-C	67	17	548	0.123	67	0.2	0.1	7.488	A
B-A	40	10	342	0.116	40	0.2	0.1	11.913	B
C-AB	79	20	670	0.118	79	0.2	0.1	6.093	A
C-A	256	64			256				
A-B	10	3			10				
A-C	155	39			155				

2029 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2024 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Relationship type	Relationship
D11	2029 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D5+D7

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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (N)		ONE HOUR	✓	257	100.000
B - Sainsbury's		ONE HOUR	✓	83	100.000
C - Manor Road (S)		ONE HOUR	✓	375	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
A - Manor Road (N)	0	7	250
B - Sainsbury's	48	0	35
C - Manor Road (S)	309	65	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
A - Manor Road (N)	0	0	7
B - Sainsbury's	7	0	6
C - Manor Road (S)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	7.82	0.1	A	32	48
B-A	0.16	13.07	0.2	B	44	66
C-AB	0.11	6.45	0.1	A	60	90
C-A					284	426
A-B					6	9
A-C					230	344

Main Results for each time segment

08:15 - 08:30

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-C	26	7	528	0.050	26	0.0	0.1	7.172	A
B-A	36	9	369	0.098	36	0.0	0.1	10.793	B
C-AB	49	12	656	0.075	49	0.0	0.1	5.931	A
C-A	233	58			233				
A-B	5	1			5				
A-C	188	47			188				

08:30 - 08:45

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-C	31	8	516	0.061	31	0.1	0.1	7.431	A
B-A	43	11	352	0.123	43	0.1	0.1	11.653	B
C-AB	59	15	645	0.091	59	0.1	0.1	6.142	A
C-A	278	69			278				
A-B	6	1			6				
A-C	225	56			225				

08:45 - 09:00

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-C	38	10	499	0.077	38	0.1	0.1	7.816	A
B-A	53	13	328	0.161	53	0.1	0.2	13.050	B
C-AB	72	18	630	0.114	72	0.1	0.1	6.450	A
C-A	340	85			340				
A-B	7	2			7				
A-C	275	69			275				

09:00 - 09:15

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-C	38	10	499	0.077	38	0.1	0.1	7.819	A
B-A	53	13	328	0.161	53	0.2	0.2	13.069	B
C-AB	72	18	630	0.114	72	0.1	0.1	6.453	A
C-A	340	85			340				
A-B	7	2			7				
A-C	275	69			275				

09:15 - 09:30

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-C	31	8	516	0.061	31	0.1	0.1	7.439	A
B-A	43	11	352	0.123	43	0.2	0.1	11.679	B
C-AB	59	15	645	0.091	59	0.1	0.1	6.147	A
C-A	278	69			278				
A-B	6	1			6				
A-C	225	56			225				

09:30 - 09:45

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-C	26	7	527	0.050	26	0.1	0.1	7.185	A
B-A	36	9	369	0.098	36	0.1	0.1	10.831	B
C-AB	49	12	656	0.075	49	0.1	0.1	5.940	A
C-A	233	58			233				
A-B	5	1			5				
A-C	188	47			188				

2029 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2024 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Relationship type	Relationship
D12	2029 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8

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	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road (N)		ONE HOUR	✓	227	100.000
B - Sainsbury's		ONE HOUR	✓	147	100.000
C - Manor Road (S)		ONE HOUR	✓	462	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
A - Manor Road (N)	0	14	213
B - Sainsbury's	55	0	93
C - Manor Road (S)	353	109	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Manor Road (N)	B - Sainsbury's	C - Manor Road (S)
A - Manor Road (N)	0	8	2
B - Sainsbury's	14	0	4
C - Manor Road (S)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.20	8.66	0.2	A	85	128
B-A	0.20	15.11	0.2	C	50	75
C-AB	0.19	6.84	0.2	A	100	150
C-A					323	485
A-B					13	20
A-C					196	293

Main Results for each time segment

16:45 - 17:00

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-C	70	17	547	0.128	69	0.0	0.1	7.531	A
B-A	41	10	339	0.121	40	0.0	0.1	12.029	B
C-AB	82	21	669	0.123	82	0.0	0.1	6.127	A
C-A	265	66			265				
A-B	11	3			11				
A-C	161	40			161				

17:00 - 17:15

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-C	83	21	535	0.156	83	0.1	0.2	7.969	A
B-A	49	12	322	0.152	49	0.1	0.2	13.172	B
C-AB	98	24	659	0.149	98	0.1	0.2	6.410	A
C-A	317	79			317				
A-B	13	3			13				
A-C	192	48			192				

17:15 - 17:30

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-C	102	26	518	0.197	102	0.2	0.2	8.642	A
B-A	60	15	298	0.201	60	0.2	0.2	15.075	C
C-AB	120	30	646	0.186	120	0.2	0.2	6.831	A
C-A	388	97			388				
A-B	16	4			16				
A-C	235	59			235				

17:30 - 17:45

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-C	102	26	518	0.197	102	0.2	0.2	8.656	A
B-A	60	15	298	0.201	60	0.2	0.2	15.114	C
C-AB	120	30	646	0.186	120	0.2	0.2	6.836	A
C-A	388	97			388				
A-B	16	4			16				
A-C	235	59			235				

17:45 - 18:00

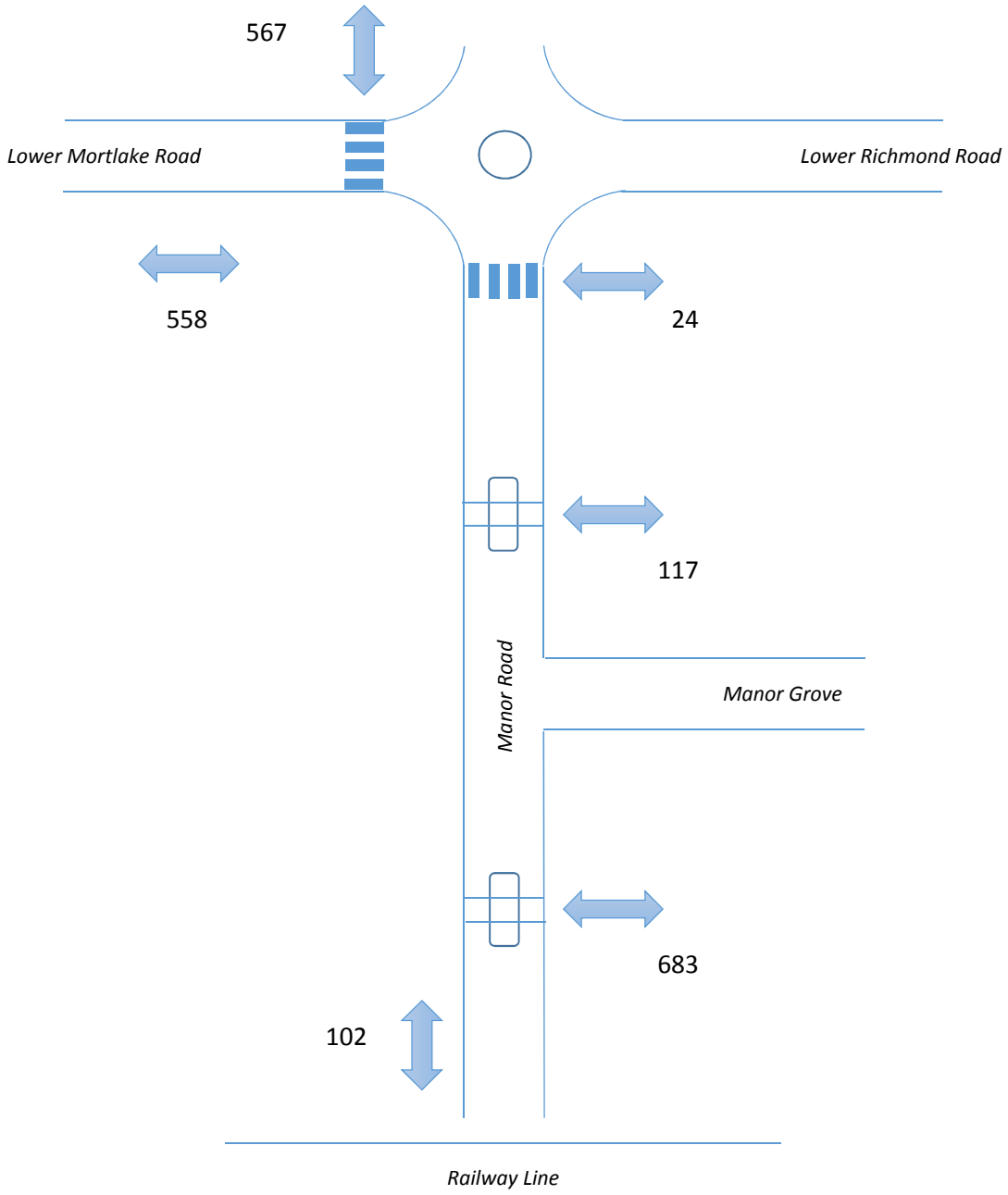
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	535	0.156	84	0.2	0.2	7.987	A
B-A	49	12	322	0.152	49	0.2	0.2	13.218	B
C-AB	98	24	659	0.149	98	0.2	0.2	6.417	A
C-A	317	79			317				
A-B	13	3			13				
A-C	192	48			192				

18:00 - 18:15

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-C	70	17	546	0.128	70	0.2	0.1	7.559	A
B-A	41	10	339	0.121	41	0.2	0.1	12.095	B
C-AB	82	21	669	0.123	82	0.2	0.1	6.142	A
C-A	265	66			265				
A-B	11	3			11				
A-C	161	40			161				

APPENDIX Q
Pedestrian Distribution

Daily Pedestrian Movements



APPENDIX R

2011 Census: Origin / Destination statistics for bus travel

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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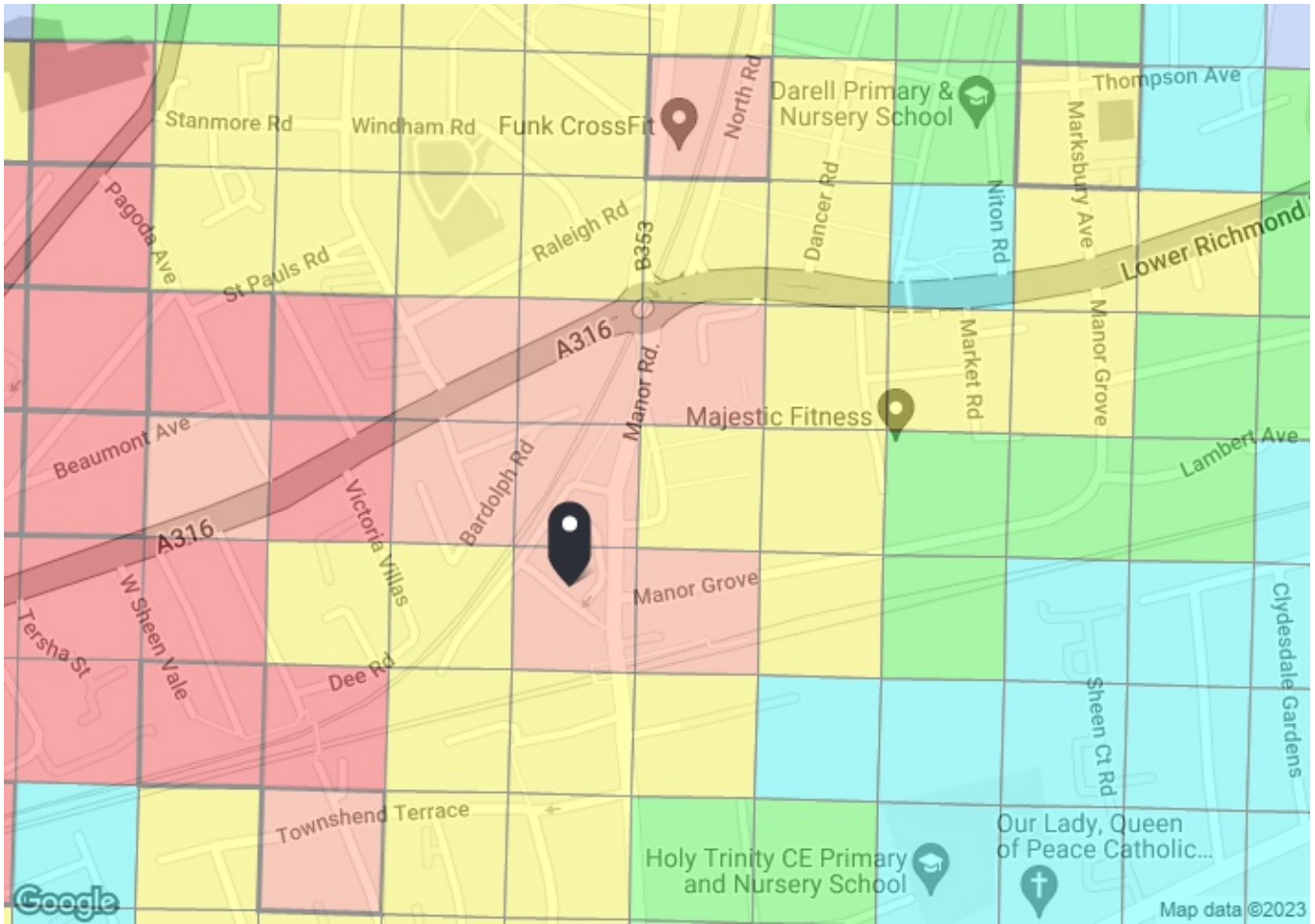
population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 method of travel to work Bus, minibus or coach

place of work : 2011 super output area - middle layer	usual residence E02000787 : Richmond upon Thames 004		%
	E02000791 : Richmond upon Thames 008	41	18%
E02000797 : Richmond upon Thames 014	22	10%	
E02000606 : Kingston upon Thames 009	19	8%	
E02000384 : Hammersmith and Fulham 013	16	7%	
E02006792 : Hounslow 029	14	6%	
E02000784 : Richmond upon Thames 001	10	4%	
E02000787 : Richmond upon Thames 004	10	4%	
E02000804 : Richmond upon Thames 021	10	4%	
E02000372 : Hammersmith and Fulham 001	8	3%	
E02000932 : Wandsworth 010	8	3%	
E02000268 : Ealing 031	8	3%	
E02000387 : Hammersmith and Fulham 016	7	3%	
E02000531 : Hounslow 006	7	3%	
E02000539 : Hounslow 014	7	3%	
E02000785 : Richmond upon Thames 002	7	3%	
E02000789 : Richmond upon Thames 006	7	3%	
E02000938 : Wandsworth 016	6	3%	
E02000602 : Kingston upon Thames 005	6	3%	
E02000788 : Richmond upon Thames 005	6	3%	
E02000798 : Richmond upon Thames 015	6	3%	
E02000801 : Richmond upon Thames 018	6	3%	
Total	231	100%	



Appendix B

2031 Forecast PTAL Report



PTAL output for 2031 (Forecast)
5

84 Manor Rd., Richmond TW9 1YB, UK
 Easting: 518944, Northing: 175460

Grid Cell: 55572

Report generated: 23/08/2023

This information is produced using forecasting tools and is subject to uncertainty

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	Change from base year

Map layers


- PTAL (cell size: 100m)


Calculation data


Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	LOWER MORTLAKE ROAD MANOR CIRCUS	391	386.12	6.21	4.83	6.83	11.66	2.57	0.5	1.29
Bus	RICHMOND MANOR CIRCUS	190	335.64	4.14	4.2	9.25	13.44	2.23	0.5	1.12
Bus	RICHMOND MANOR CIRCUS	419	335.64	4.14	4.2	9.25	13.44	2.23	0.5	1.12
Bus	RICHMOND MANOR CIRCUS	H37	335.64	10.35	4.2	4.9	9.09	3.3	0.5	1.65
Bus	RICHMOND MANOR CIRCUS	R68	335.64	4.14	4.2	9.25	13.44	2.23	0.5	1.12
Bus	RICHMOND MANOR CIRCUS	H22	335.64	5.18	4.2	7.8	11.99	2.5	0.5	1.25
Bus	MANOR ROAD HOMEBASE	493	146.45	5.18	1.83	7.8	9.63	3.12	0.5	1.56
Bus	MANOR ROAD HOMEBASE	R70	146.45	6.21	1.83	6.83	8.66	3.46	0.5	1.73
Bus	MANOR ROAD SAINSBURY'S	371	98.92	7.24	1.24	6.14	7.38	4.07	1	4.07
Bus	EAST SHEEN BLACK HORSE	33	464.56	7.76	5.81	5.86	11.67	2.57	0.5	1.29
Bus	EAST SHEEN BLACK HORSE	337	464.56	5.18	5.81	7.8	13.6	2.21	0.5	1.1
Rail	North Sheen	'SHEPRTN-WATRLMN 2H92'	142.14	1	1.78	30.75	32.53	0.92	0.5	0.46
Rail	North Sheen	'WDON-WATRLMN 2K03'	142.14	0.33	1.78	91.66	93.44	0.32	0.5	0.16
Rail	North Sheen	'WATRLMN-WATRLMN 2K09'	142.14	2	1.78	15.75	17.53	1.71	1	1.71
Rail	North Sheen	'WATRLMN-WATRLMN 2O09'	142.14	2	1.78	15.75	17.53	1.71	0.5	0.86
Rail	North Sheen	'WATRLMN-WATRLMN 2R09'	142.14	2	1.78	15.75	17.53	1.71	0.5	0.86
Rail	North Sheen	'HOUNSLW-WATRLMN 2V05'	142.14	0.67	1.78	45.53	47.3	0.63	0.5	0.32
									Total Grid Cell AI:	21.65



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