

# Ham Close Regeneration

Planning Application:

Healthy Streets Transport  
Assessment Appendices Pt 2

Author: Velocity Transport Planning  
April 2022



# APPENDICES

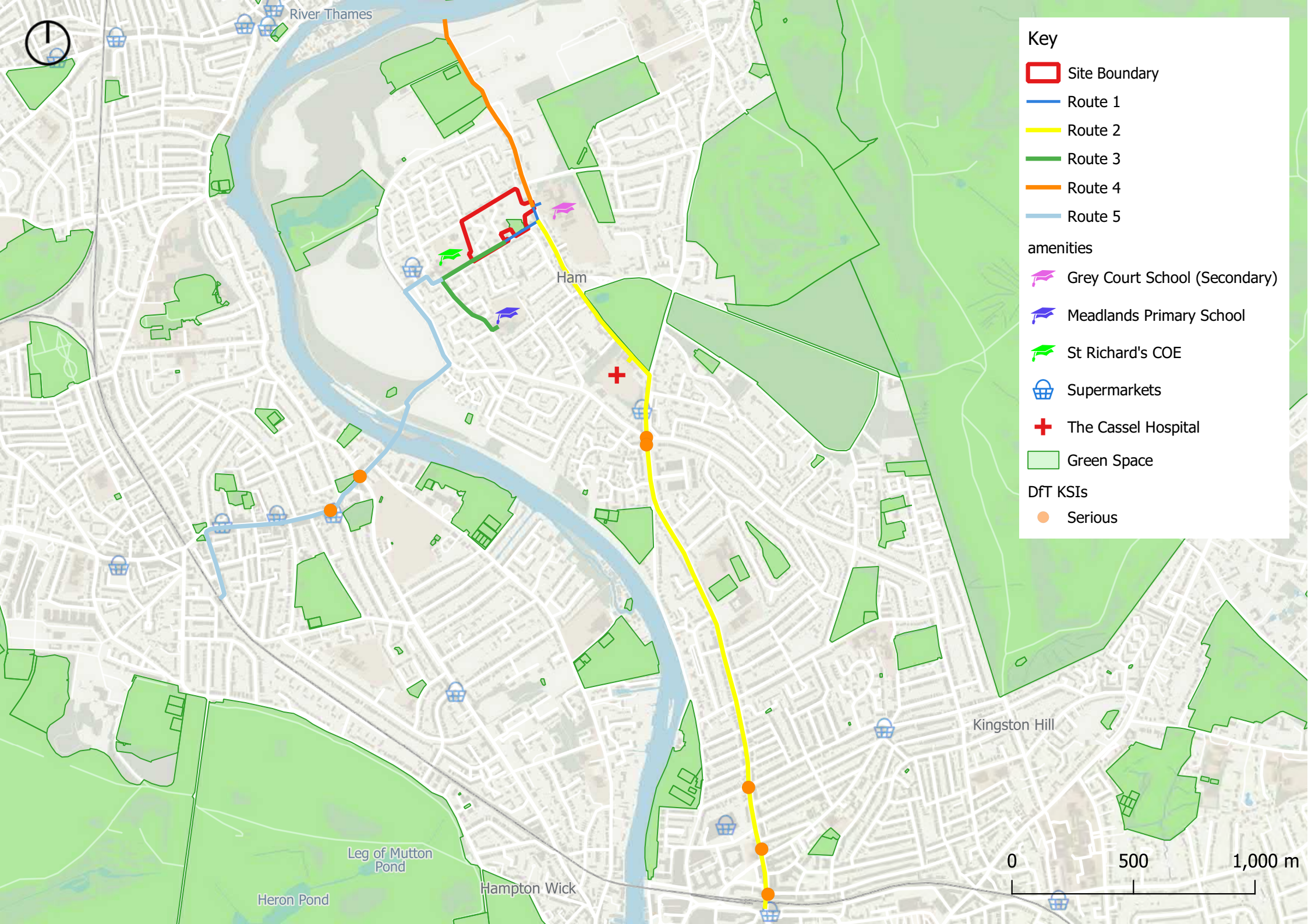
APPENDIX A	PROPOSED DEVELOPMENT PLANS
APPENDIX B	PARKING BEAT SURVEY DATA
APPENDIX C	ACTIVE TRAVEL ZONE ASSESSMENT
APPENDIX D	SWEPT PATH ANALYSIS
APPENDIX E	CYCLE STORAGE STRATEGY
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# APPENDIX C

## ACTIVE TRAVEL ZONE ASSESSMENT





**Key**

- Site Boundary
- Route 1
- Route 2
- Route 3
- Route 4
- Route 5

**amenities**

- Grey Court School (Secondary)
- Meadlands Primary School
- St Richard's COE
- Supermarkets
- The Cassel Hospital
- Green Space

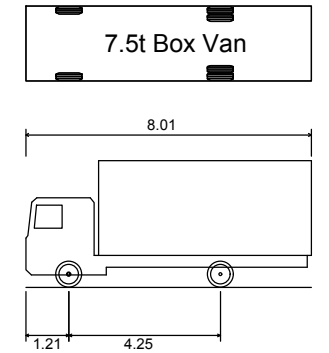
**DfT KSIs**

- Serious

# APPENDIX D

## SWEPT PATH ANALYSIS

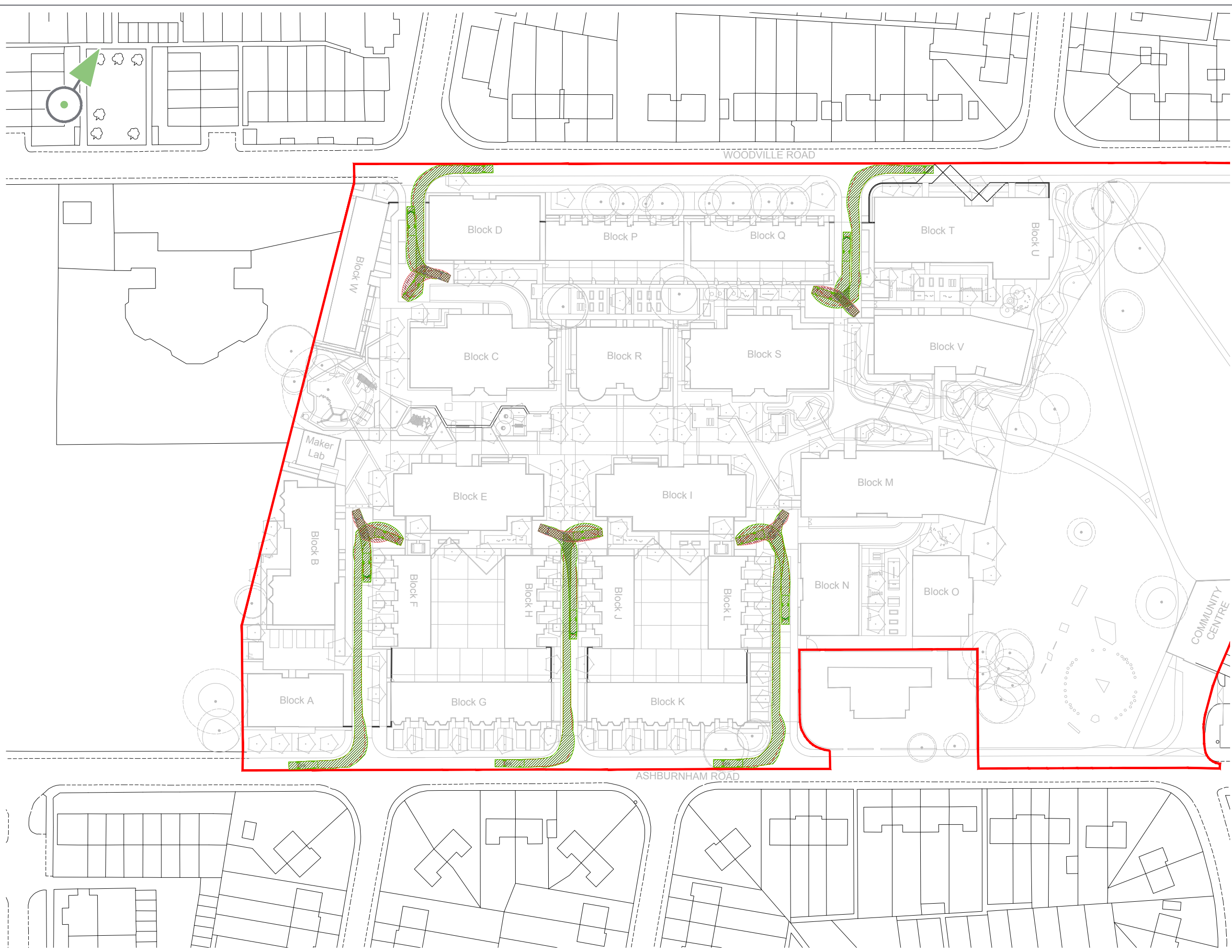




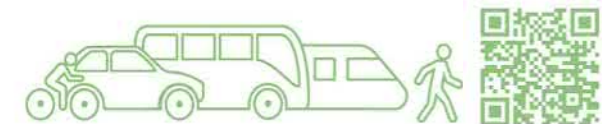
**7.5t Box Van**  
 Overall Length 8.010m  
 Overall Width 2.100m  
 Overall Body Height 3.556m  
 Min Body Ground Clearance 0.351m  
 Track Width 2.064m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 7.400m

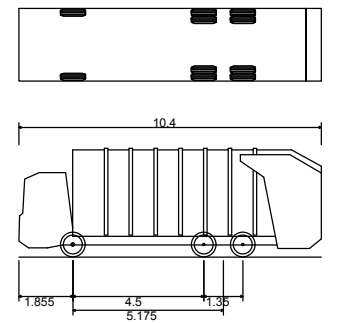
Key - Swept Path Analysis

- Swept Path Envelope - Forward
- Swept Path Envelope - Reverse
- Body Outline
- Vehicle wheels



REV	DATE	BY	COMMENT
A	10.01.22	GSF	First Issue
REVISION DETAILS			
<b>DRAWING NO.</b>			
<b>21-102-T-017</b>			
<b>DRAWN</b>		<b>APPROVED</b>	<b>DATE</b>
GSF		CG	JAN 22
<b>SCALE</b>			<b>REV</b>
1:1000 @ A3			A





Richmond RCV	
Overall Length	10.400m
Overall Width	2.500m
Overall Body Height	3.742m
Min Body Ground Clearance	0.295m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.350m



Key - Swept Path Analysis

- ▨ Swept Path Envelope - Forward
- ▨ Swept Path Envelope - Reverse
- Body Outline
- - - Vehicle wheels

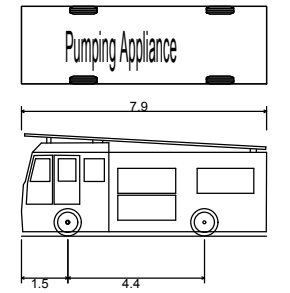
B	21.03.22	GSF	Updated Refuse Tracking
A	10.01.22	GSF	First Issue
REV	DATE	BY	COMMENT

REVISION DETAILS		
<b>DRAWING NO.</b>		
<b>21-102-T-015</b>		
DRAWN	APPROVED	DATE
GSF	CG	JAN 22
SCALE		REV
1:1000 @ A3		B

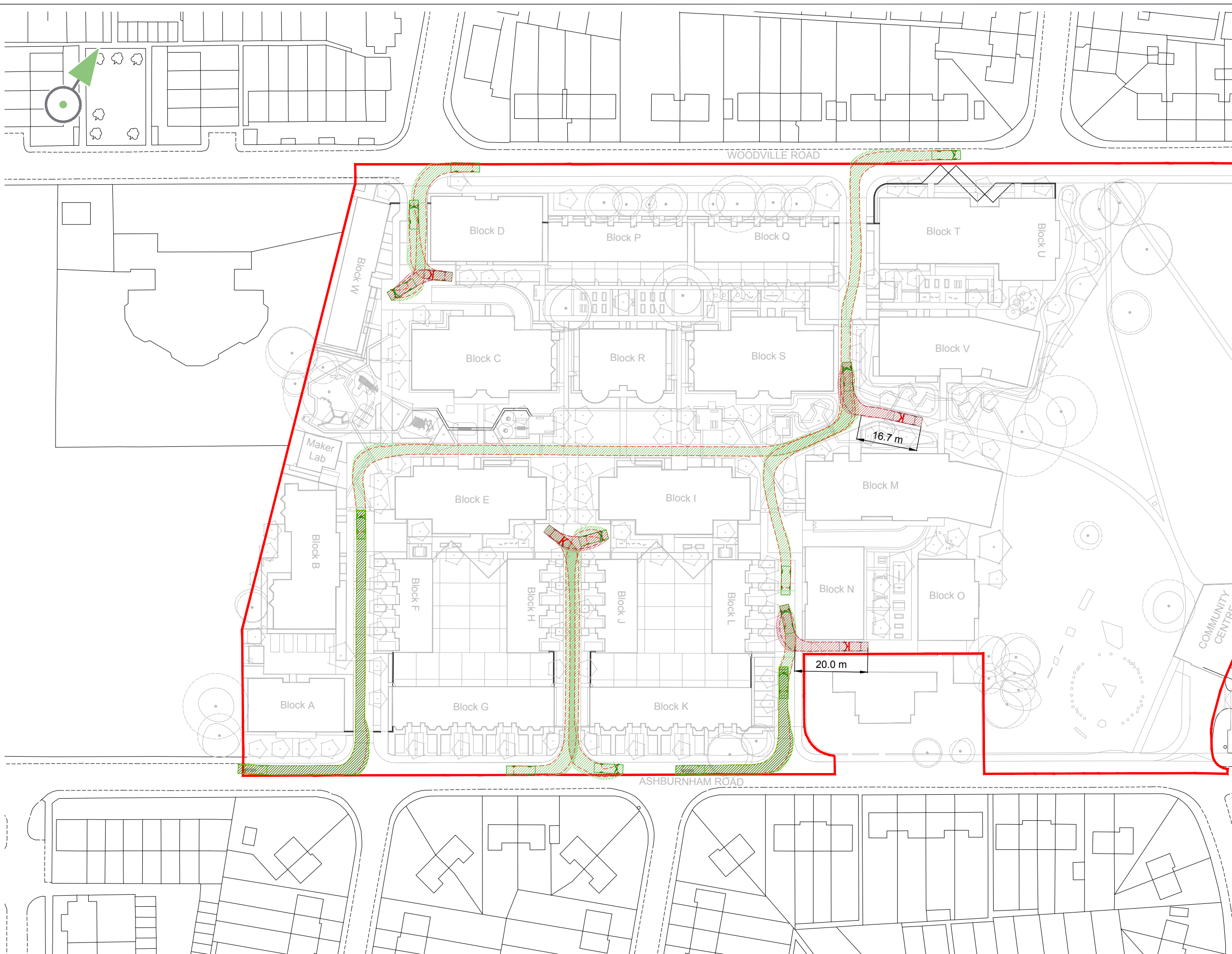
CLIENT  
**HILL RESIDENTIAL**  
PROJECT  
**HAM CLOSE**

DRAWING TITLE  
**SWEPT PATH ANALYSIS OF RICHMOND  
REFUSE VEHICLE**





Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m



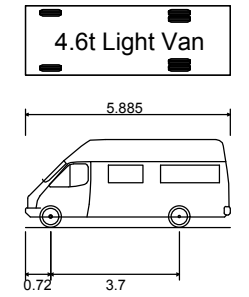
Key - Swept Path Analysis

- ▨ Swept Path Envelope - Forward
- ▨ Swept Path Envelope - Reverse
- Body Outline
- - - Vehicle wheels

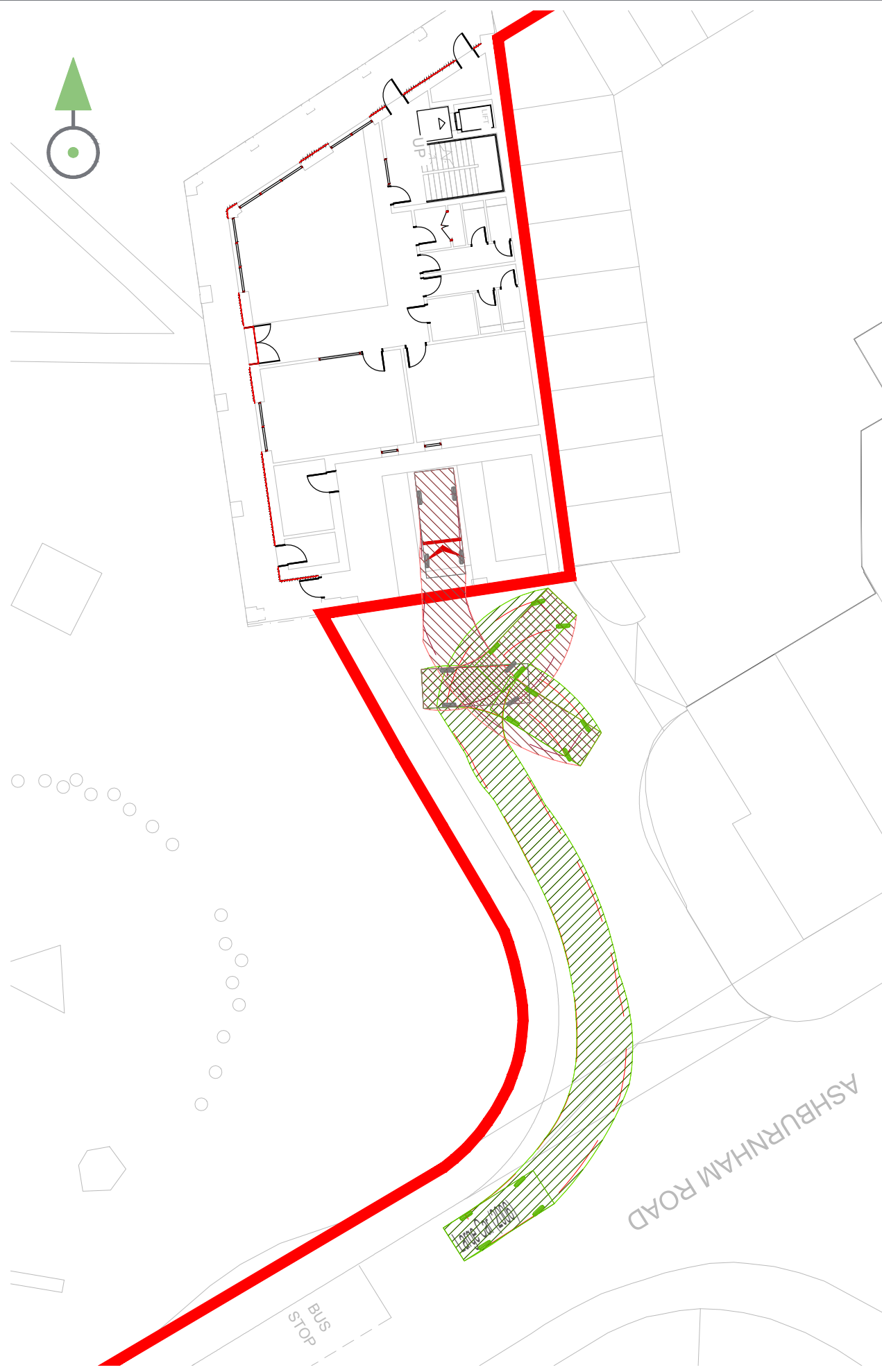
A	10.01.22	GSF	First Issue
REV	DATE	BY	COMMENT
REVISION DETAILS			
<b>DRAWING NO.</b>			
<b>21-102-T-016</b>			
DRAWN		APPROVED	DATE
GSF		CG	JAN 22
SCALE			REV
1:1000 @ A3			A







4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m



REV	DATE	BY	COMMENT
A	20.04.22	GSF	First Issue

REVISION DETAILS

**DRAWING NO.**  
**21-102-T-022**

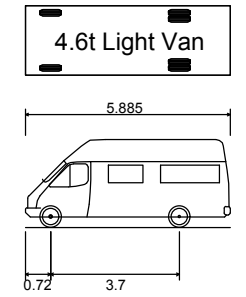
<b>DRAWN</b>	<b>APPROVED</b>	<b>DATE</b>
GSF	CG	APR 22

<b>SCALE</b>	<b>REV</b>
1:250 @ A3	A

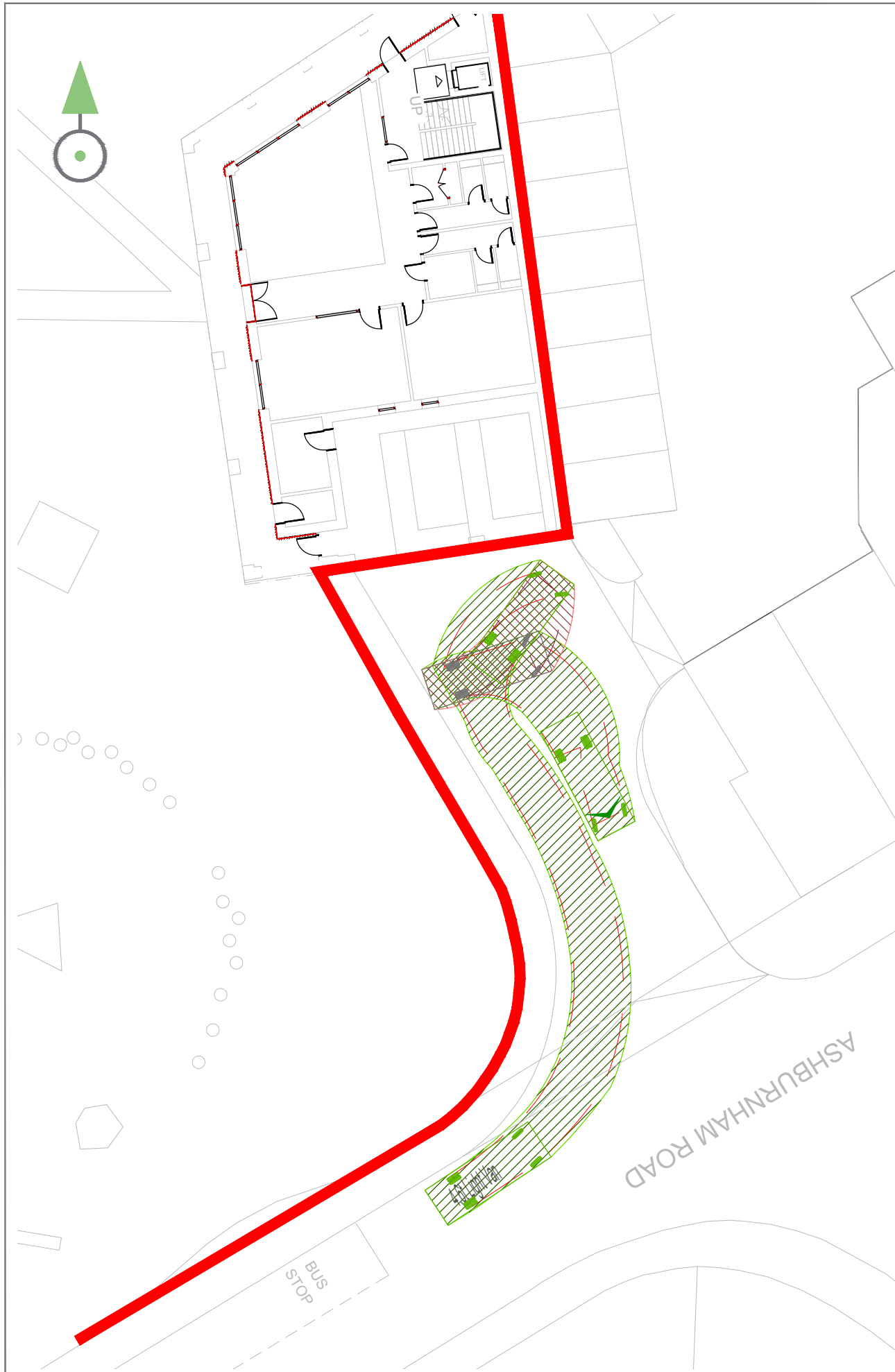
CLIENT  
**HILL RESIDENTIAL**  
PROJECT  
**HAM CLOSE**

DRAWING TITLE  
**SWEPT PATH ANALYSIS OF MINI BUS ACCESSING  
DISABLED BAY**





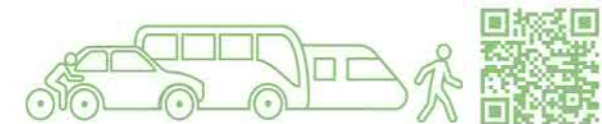
4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m



A	20.04.22	GSF	First Issue
REV	DATE	BY	COMMENT
REVISION DETAILS			
DRAWING NO.			
<b>21-102-T-023</b>			
DRAWN	APPROVED	DATE	
GSF	CG	APR 22	
SCALE		REV	
1:250 @ A3		A	

CLIENT  
**HILL RESIDENTIAL**  
PROJECT  
**HAM CLOSE**

DRAWING TITLE  
**SWEPT PATH ANALYSIS OF MINIBUS TURNING AND REVERSING INTO DISABLED BAY**



# APPENDIX E

## CYCLE STORAGE STRATEGY



### Long Stay Cycle Storage Provision

Block	Cycle Spaces Required	Spaces Achieved
A	29	30
B	42.5	44
C	85.5	68
D	40.5	16
E	78	78
I	78	78
M	92	92
N	27	28
O	26	28
R	39	30
S	89.5	86
TU	70	40
V	75	56
W	23	26
Basement	0	96
<b>TOTAL</b>	<b>795</b>	<b>796</b>

of which are:

Large Cycle Spaces	39.75	40
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### KEY

- Planning red line boundary
- Tree to be retained & RPA
- Proposed buildings
- Lift for cycle access to basement
- Flat block cycle store
- House cycle store
- Short stay Sheffield stands

Block/Terrace Letter Units  
 Stores A  
4/12

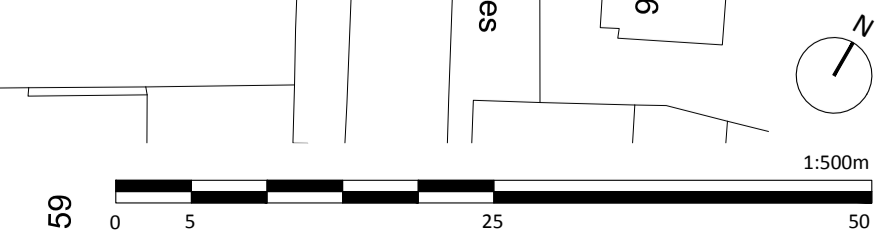
Notes:  
 Do not scale. All dimensions are in millimetres unless otherwise stated. This drawing should be read in conjunction with all relevant project information and contract documentation. All dimensions to be checked prior to fabrication and/or commencement of works. All works to comply with all relevant legal standards, building regulations and warranty provider requirements. Report any discrepancies, if in doubt ask.

Revisions:	Status	Date	Description	Dim	Chd
001	A3	12/04/22	Planning Issue		JB / CD

Client Name: <b>Hill Residential</b>	
Project Name: <b>Ham Close Regeneration</b>	
Drawing Name: <b>Proposed Cycle Storage Strategy</b>	
Drawing Number: <b>HCR-BPTW-S01-ZZ-DR-A-0105</b>	Rev: <b>CO1</b> Status: <b>A3</b>
Project No: <b>21-090</b>	RBIA Stage: <b>03</b> Drawn By: <b>JB</b> Scale: <b>1:500 @ A1</b>

**PLANNING ISSUE**

40 Norman Road,  
 Greenwich, London  
 SE10 9OX  
 t. 020 8293 5175  
 bptw.co.uk



# APPENDIX F

ZIPCAR PROPOSAL





# Ham Close London Borough of Richmond Velocity Transport Planning

Proposal: January 2022

David Lang  
UK Property Developments

DD: 0203 004 7860  
[dlang@zipcar.co.uk](mailto:dlang@zipcar.co.uk)

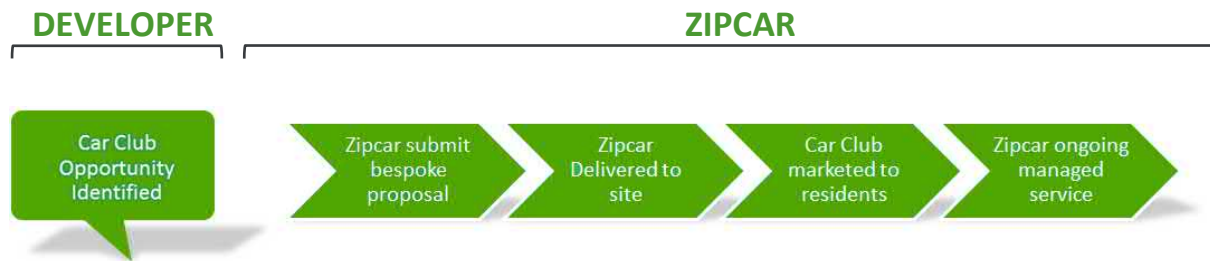


## Zipcar & Property Developments

Zipcar works with an ever increasing number of Property Developers, Transport Consultants and Housing Associations across the UK to:

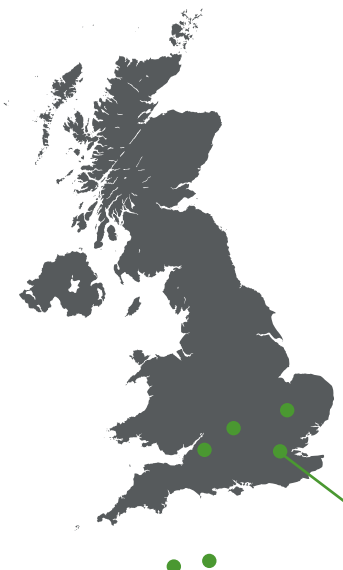
- ✓ Increase the likelihood of gaining planning permission on a site.
- ✓ Addressing specific Section 106 or Travel Plan requirements.
- ✓ Reducing the need to provide costly private parking.
- ✓ Act as a useful marketing tool to help sell properties with a limited parking provision.

## Working with Zipcar – 5 Simple Steps



## What is Zipcar?

Zipcar is a pay-as-you-go car club designed to provide members with access to cars and vans as quickly and conveniently as possible with the least amount of hassle. Our team is passionate about bringing this innovative concept to every urban street as a simpler, more efficient, more sustainable way to use a car.



**2010**  
Zipcar merged with Streetcar and is the World's largest car-sharing club

**Over 1,000,000 members**  
worldwide

**4 UK cities**  
London, Bristol, Cambridge & Oxford,

London is the largest UK network with 1,700 bays; 5 times more locations than Starbucks!

Zipcar users are **ABC1** adults aged between **25-44 yrs old**.

71% use Zipcar for **leisure/spontaneous & activities**.

Zipcar users are **urban-dwellers** that like to **explore the city & jump at the chance to engage with nature and the outdoors**.

Members use **Zipcar** as an **alternative to the costs and hassles of owning or hiring a car**.

## Best of both worlds

Zipcar is the only operator that give residents access to both a flexible per minute hire and long term hourly and daily model. Residents can just pick and choose whichever suits their trip. The Flex model has launched in 13 boroughs and we are looking to roll this across the city over the next 18 months.

### Roundtrip

Perfect for longer trips that go full circle. Need to lug some flat-pack back from Ikea? Or escaping to the country for a weekend? A Roundtrip is the easy way to do it. Book a vehicle, drive and return to the bay you picked it up from.

### Flex

Ideal for spontaneous one-way journeys. Pick up a Flex vehicle from the home zone and your friends enroute. Dashing to a meeting across town? Flex it in no time.

## Current Flex Home Zone

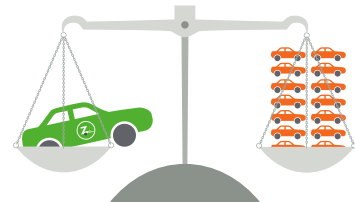




## A Sustainable Transport Solution

A large proportion of your future residents may have a private vehicle, but may not really need one. They may commute to work using public transport and just have a car for occasional use. A relationship with the world's largest car sharing club would definitely assist in reducing the carbon footprint of your residents, provide a convenient and easily-used service, and save them a substantial amount of money.

Every Zipcar takes an average of 10-14 privately owned cars off the roads of the UK, because members often sell (or don't replace) a car when they join.



Zipcar is a service that benefits the whole community. We have found that car club members choose to drive a car less after joining Zipcar; the average car club member only actually clocks up between 403 and 414 miles a year which is significantly less than private vehicle owners. This is because they both make better use of public transport and think much harder about their transport options according to what they need to achieve and the cost associated with that decision.

Not only this but car club vehicles are typically between 10% and 33% more efficient in terms of carbon dioxide emissions per KM travelled, in comparison to the average car, because operators chose new and fuel efficient models.



## Using Zipcar

The Zipcar process has been designed to provide simplicity and little administration – there are no depots or deposits involved (headaches typically found with regular car hire). Once the person has become a member there is no further form filling required to hire a vehicle anywhere in the world.



join



reserve



unlock



drive

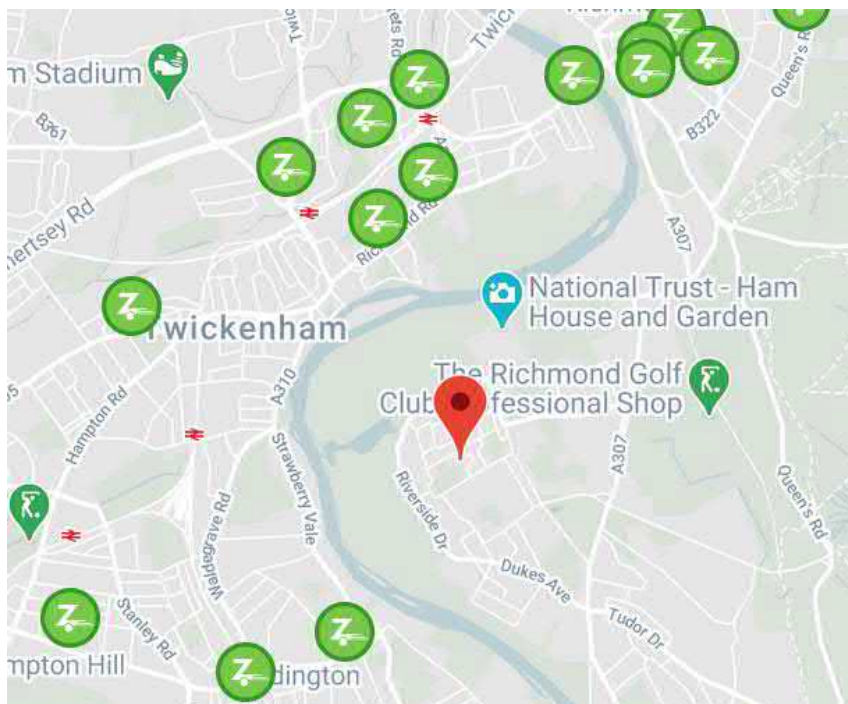
## Development Viability

Zipcar has been operating in the borough of Richmond since 2006 and is now working in partnership with the council to provide car clubs on-street to residents. We currently have 51 locations in the borough and over 9,300 members. The cars are performing well, being used approximately 8-10 hours a day.

A developer funded marketing package will help ensure demand for the car club on site; the more we are able to incentivise people to try the service, the more people will use it and consequently the time taken to reach commercial viability will be minimised. We anticipate up to two car club vehicles should be required. The first vehicle would be installed from the date of first occupations and the second vehicle would be added to meet demand. When the first vehicle achieves a utilization 15% points above the fleet average, for a period of 8 weeks, a second will be added. If possible Zipcar would prefer the car club vehicles to be situated in dedicated bays in an accessible location – either privately off-street, or in conjunction with the Local Authority on-street (any Traffic Management Order costs associated with an on-street bay need to be met by the developer). This enables local residents to access the service easily whilst still providing a convenient option for the residents of the development.

The wider Zipcar membership base will require access to the bay and this access needs to be 24/7. Wherever possible the car club location must not be underground as phone signal is required to operate the service. If the bay is a private off-street space, we will require that the bay is either enforceable via permits or a managing agent. If that is not possible, an alternative solution is to install a bollard to prevent rogue parking from other residents or members of the public.

## Existing Network



## Ham Close Proposal

Zipcar recommends installing up to two vehicles at the development. Zipcar will provide a fully managed service, which includes the following:

- Procuring and maintaining the vehicles for the duration of the contract
- Offering three years' membership to all 452 homes
- Designing all marketing collateral for the development communications team
- Managing the sign-up process (including licence and insurance eligibility processes)
- Monitoring resident and development queries and providing reports (if required as part of S106 requirements) post launch

This comes to a total contribution of **£28,800 +VAT**. This sum is to be paid prior to the date of first occupation.

In exchange Zipcar would commit to a contractual obligation to run the car club operation at the development for a minimum of three years. Each resident that signs up during the three years will receive three years' free membership and Zipcar will offer £50+VAT driving credit per unit at no further cost to the developer. A contribution of **£22,600 +VAT from Zipcar**.

Zipcar will provide 1 year's free business account (usually £119) for any commercial entity operating from or in conjunction with the site at no further cost to the developer.

Zipcar will provide 1 year's free business account (usually £119) for any commercial entity operating from or in conjunction with the site at no further cost to the developer.

## The Zipcar development product

Zipcar have over 17 years of experience working with developers, travel planners and local authorities and have met the car club commitment on over 600 sites, ranging from ten to thousands of new homes. You will have dedicated support from our London based development specialists and we will support you from planning stage, through to installation and activation at the development.

Zipcar will create bespoke marketing collateral for the development managers and residents and work with our marketing partners to deliver a package that will create awareness of the car club on-site. Where required, Zipcar's operation team will install signage and branding for the Zipcar bays at no further cost to the developer.

Post launch, Zipcar will ensure that there are vehicles in the area to support development trip requests, not a feature of the standard product. We will also provide any necessary reporting data that is required to discharge any reporting clauses of the S106.

## Marketing Proposal

A free membership to Zipcar is an excellent marketing tool to utilise with prospective buyers who, due to low parking ratios and parking restrictions, are unable to have their own vehicle on site. We would market the free memberships as a benefit paid for by the developer that provides residents with a cheaper, greener more convenient alternative to private car ownership. In this way Zipcar

adds real value to the development and is an excellent solution to the recurring problem of prospective residents not being able to have their own vehicle on site due to a lack of space.

### Developer communication

It is vital that the development's communications team promotes and supports the growth of the car club on site. Having a presence online either on the development website or through the residents' portal will ensure that all residents are aware of the transport modes and offers available to them and speed up uptake. Historically we have found most residents will use the service either to move into the property or for the subsequent furniture run within the first three months of occupation. Our marketing team will be able to provide copy or banners for the site, all of which will direct residents to a bespoke landing page educating them about the service.

**Bespoke marketing material:** This would outline the offers your residents are entitled to. We find that this is crucial in generating early interest in the scheme; these would be part of each residents' welcome pack. Additionally we would recommend that a mail shot is sent at a later date reminding residents of the service.

### The Zipcar Fleet

Zipcar has a vehicle type for every occasion. This will ensure that your residents get the best possible service, and can find a vehicle to suit their needs. Zipcar membership also includes Zipvan membership – providing our members with convenient access to larger vehicles when required.

Our vehicles are best in class from an emissions perspective. A Zipcar lives in the fleet for a maximum of eight months, ensuring our members are driving the most modern and efficient fleet in any car club across the world.

Model	Weekday	Weekend
	Hourly / Daily	Hourly / Daily
Hyundai i20 / Ford Fiesta	£6 / £54	£7.50 / £65
VW Golf / Ford Focus	£7 / £64	£8.50 / £75
VW GTE (PHEV)	£7 / £64	£8.50 / £75
Audi A3	£8 / £74	£9.50 / £85
Ford CMAX (7 Seater)	£10 / £94	£11.50 / £105
VW Transporter	£10 / £89	£11.50 / £105

*Fuel, insurance and 60 free miles per 24 hours are included. Additional miles are 25p per mile (29p for premium vehicles and vans).*

# APPENDIX G

TRICS DATA (EXISTING)



Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

Filtering Summary

Land Use	03/D	RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY FLATS
Selected Trip Rate Calculation Parameter Range	15-339 DWELLS	
Actual Trip Rate Calculation Parameter Range	88-160 DWELLS	
Date Range	Minimum: 01/01/13	Maximum: 27/06/16
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Thursday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	1
	Neighbourhood Centre (PPS6 Local Centre)	1
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000	1
	50,001 to 100,000	1
Population <5 Mile ranges selected	500,001 or More	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
PTAL Rating	2 Poor	1
	3 Moderate	1

Calculation Reference: AUDIT-361901-220318-0301

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	HA HARROW	1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 88 to 160 (units: )  
 Range Selected by User: 15 to 339 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/06/16

*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:

Thursday	2 days
----------	--------

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

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

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

Secondary Filtering selection:

Use Class:

C3 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 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:

500,001 or More 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

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

Travel Plan:

Yes 2 days

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

PTAL Rating:

2 Poor 1 days

3 Moderate 1 days

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



LIST OF SITES relevant to selection parameters

Site(1):	BT-03-D-01	Site area:	1.04 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	160
Location:	DOLLIS HILL	Housing density:	333
Postcode:	NW2 7BZ	Total Bedrooms:	325
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	26/06/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	2 Poor	Parking Spaces:	162
Site(2):	HA-03-D-01	Site area:	0.59 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	88
Location:	KINGSBURY	Housing density:	314
Postcode:	HA3 9TB	Total Bedrooms:	214
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	17/07/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	3 Moderate	Parking Spaces:	110

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.14

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	124	0.036	2	124	0.085	2	124	0.121
08:00 - 09:00	2	124	0.093	2	124	0.238	2	124	0.331
09:00 - 10:00	2	124	0.093	2	124	0.093	2	124	0.186
10:00 - 11:00	2	124	0.093	2	124	0.121	2	124	0.214
11:00 - 12:00	2	124	0.093	2	124	0.085	2	124	0.178
12:00 - 13:00	2	124	0.085	2	124	0.105	2	124	0.190
13:00 - 14:00	2	124	0.044	2	124	0.060	2	124	0.104
14:00 - 15:00	2	124	0.069	2	124	0.085	2	124	0.154
15:00 - 16:00	2	124	0.141	2	124	0.133	2	124	0.274
16:00 - 17:00	2	124	0.101	2	124	0.097	2	124	0.198
17:00 - 18:00	2	124	0.089	2	124	0.069	2	124	0.158
18:00 - 19:00	2	124	0.089	2	124	0.069	2	124	0.158
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.026			1.240			2.266

*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: 88 - 160 (units: )  
Survey date date range: 01/01/13 - 27/06/16  
Number of weekdays (Monday-Friday): 2  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 0  
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	2	124	0.000	2	124	0.000	2	124	0.000
08:00 - 09:00	2	124	0.008	2	124	0.012	2	124	0.020
09:00 - 10:00	2	124	0.000	2	124	0.000	2	124	0.000
10:00 - 11:00	2	124	0.004	2	124	0.004	2	124	0.008
11:00 - 12:00	2	124	0.000	2	124	0.000	2	124	0.000
12:00 - 13:00	2	124	0.004	2	124	0.004	2	124	0.008
13:00 - 14:00	2	124	0.000	2	124	0.000	2	124	0.000
14:00 - 15:00	2	124	0.000	2	124	0.000	2	124	0.000
15:00 - 16:00	2	124	0.012	2	124	0.012	2	124	0.024
16:00 - 17:00	2	124	0.004	2	124	0.004	2	124	0.008
17:00 - 18:00	2	124	0.004	2	124	0.000	2	124	0.004
18:00 - 19:00	2	124	0.008	2	124	0.012	2	124	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.044			0.048			0.092

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	2	124	0.000	2	124	0.000	2	124	0.000
08:00 - 09:00	2	124	0.000	2	124	0.000	2	124	0.000
09:00 - 10:00	2	124	0.000	2	124	0.000	2	124	0.000
10:00 - 11:00	2	124	0.008	2	124	0.004	2	124	0.012
11:00 - 12:00	2	124	0.000	2	124	0.004	2	124	0.004
12:00 - 13:00	2	124	0.004	2	124	0.004	2	124	0.008
13:00 - 14:00	2	124	0.004	2	124	0.004	2	124	0.008
14:00 - 15:00	2	124	0.000	2	124	0.000	2	124	0.000
15:00 - 16:00	2	124	0.004	2	124	0.004	2	124	0.008
16:00 - 17:00	2	124	0.000	2	124	0.000	2	124	0.000
17:00 - 18:00	2	124	0.000	2	124	0.000	2	124	0.000
18:00 - 19:00	2	124	0.000	2	124	0.000	2	124	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.020			0.020			0.040

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	124	0.004	2	124	0.000	2	124	0.004
08:00 - 09:00	2	124	0.004	2	124	0.008	2	124	0.012
09:00 - 10:00	2	124	0.000	2	124	0.000	2	124	0.000
10:00 - 11:00	2	124	0.000	2	124	0.000	2	124	0.000
11:00 - 12:00	2	124	0.000	2	124	0.000	2	124	0.000
12:00 - 13:00	2	124	0.000	2	124	0.000	2	124	0.000
13:00 - 14:00	2	124	0.000	2	124	0.000	2	124	0.000
14:00 - 15:00	2	124	0.000	2	124	0.000	2	124	0.000
15:00 - 16:00	2	124	0.004	2	124	0.000	2	124	0.004
16:00 - 17:00	2	124	0.000	2	124	0.004	2	124	0.004
17:00 - 18:00	2	124	0.000	2	124	0.000	2	124	0.000
18:00 - 19:00	2	124	0.000	2	124	0.000	2	124	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	2	124	0.000	2	124	0.004	2	124	0.004
08:00 - 09:00	2	124	0.000	2	124	0.008	2	124	0.008
09:00 - 10:00	2	124	0.000	2	124	0.000	2	124	0.000
10:00 - 11:00	2	124	0.000	2	124	0.004	2	124	0.004
11:00 - 12:00	2	124	0.004	2	124	0.000	2	124	0.004
12:00 - 13:00	2	124	0.000	2	124	0.008	2	124	0.008
13:00 - 14:00	2	124	0.004	2	124	0.000	2	124	0.004
14:00 - 15:00	2	124	0.000	2	124	0.004	2	124	0.004
15:00 - 16:00	2	124	0.008	2	124	0.012	2	124	0.020
16:00 - 17:00	2	124	0.004	2	124	0.012	2	124	0.016
17:00 - 18:00	2	124	0.012	2	124	0.008	2	124	0.020
18:00 - 19:00	2	124	0.016	2	124	0.000	2	124	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.048			0.060			0.108

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	2	124	0.036	2	124	0.097	2	124	0.133
08:00 - 09:00	2	124	0.101	2	124	0.581	2	124	0.682
09:00 - 10:00	2	124	0.105	2	124	0.133	2	124	0.238
10:00 - 11:00	2	124	0.089	2	124	0.137	2	124	0.226
11:00 - 12:00	2	124	0.101	2	124	0.117	2	124	0.218
12:00 - 13:00	2	124	0.109	2	124	0.125	2	124	0.234
13:00 - 14:00	2	124	0.081	2	124	0.081	2	124	0.162
14:00 - 15:00	2	124	0.081	2	124	0.109	2	124	0.190
15:00 - 16:00	2	124	0.258	2	124	0.153	2	124	0.411
16:00 - 17:00	2	124	0.234	2	124	0.137	2	124	0.371
17:00 - 18:00	2	124	0.161	2	124	0.105	2	124	0.266
18:00 - 19:00	2	124	0.149	2	124	0.101	2	124	0.250
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.505			1.876			3.381

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.

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	2	124	0.008	2	124	0.012	2	124	0.020
08:00 - 09:00	2	124	0.016	2	124	0.202	2	124	0.218
09:00 - 10:00	2	124	0.044	2	124	0.032	2	124	0.076
10:00 - 11:00	2	124	0.056	2	124	0.028	2	124	0.084
11:00 - 12:00	2	124	0.052	2	124	0.040	2	124	0.092
12:00 - 13:00	2	124	0.065	2	124	0.069	2	124	0.134
13:00 - 14:00	2	124	0.052	2	124	0.016	2	124	0.068
14:00 - 15:00	2	124	0.012	2	124	0.105	2	124	0.117
15:00 - 16:00	2	124	0.077	2	124	0.044	2	124	0.121
16:00 - 17:00	2	124	0.246	2	124	0.056	2	124	0.302
17:00 - 18:00	2	124	0.129	2	124	0.073	2	124	0.202
18:00 - 19:00	2	124	0.081	2	124	0.040	2	124	0.121
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.838			0.717			1.555

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS  
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	2	124	0.004	2	124	0.238	2	124	0.242
08:00 - 09:00	2	124	0.028	2	124	0.262	2	124	0.290
09:00 - 10:00	2	124	0.040	2	124	0.000	2	124	0.040
10:00 - 11:00	2	124	0.036	2	124	0.036	2	124	0.072
11:00 - 12:00	2	124	0.036	2	124	0.044	2	124	0.080
12:00 - 13:00	2	124	0.020	2	124	0.032	2	124	0.052
13:00 - 14:00	2	124	0.016	2	124	0.032	2	124	0.048
14:00 - 15:00	2	124	0.024	2	124	0.093	2	124	0.117
15:00 - 16:00	2	124	0.117	2	124	0.044	2	124	0.161
16:00 - 17:00	2	124	0.202	2	124	0.016	2	124	0.218
17:00 - 18:00	2	124	0.109	2	124	0.060	2	124	0.169
18:00 - 19:00	2	124	0.077	2	124	0.020	2	124	0.097
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.709			0.877			1.586

*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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	2	124	0.004	2	124	0.089	2	124	0.093
08:00 - 09:00	2	124	0.000	2	124	0.141	2	124	0.141
09:00 - 10:00	2	124	0.000	2	124	0.008	2	124	0.008
10:00 - 11:00	2	124	0.000	2	124	0.024	2	124	0.024
11:00 - 12:00	2	124	0.004	2	124	0.016	2	124	0.020
12:00 - 13:00	2	124	0.000	2	124	0.016	2	124	0.016
13:00 - 14:00	2	124	0.004	2	124	0.004	2	124	0.008
14:00 - 15:00	2	124	0.012	2	124	0.012	2	124	0.024
15:00 - 16:00	2	124	0.004	2	124	0.016	2	124	0.020
16:00 - 17:00	2	124	0.020	2	124	0.004	2	124	0.024
17:00 - 18:00	2	124	0.024	2	124	0.012	2	124	0.036
18:00 - 19:00	2	124	0.052	2	124	0.012	2	124	0.064
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.124			0.354			0.478

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS  
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	2	124	0.008	2	124	0.327	2	124	0.335
08:00 - 09:00	2	124	0.028	2	124	0.403	2	124	0.431
09:00 - 10:00	2	124	0.040	2	124	0.008	2	124	0.048
10:00 - 11:00	2	124	0.036	2	124	0.060	2	124	0.096
11:00 - 12:00	2	124	0.040	2	124	0.060	2	124	0.100
12:00 - 13:00	2	124	0.020	2	124	0.048	2	124	0.068
13:00 - 14:00	2	124	0.020	2	124	0.036	2	124	0.056
14:00 - 15:00	2	124	0.036	2	124	0.105	2	124	0.141
15:00 - 16:00	2	124	0.121	2	124	0.060	2	124	0.181
16:00 - 17:00	2	124	0.222	2	124	0.020	2	124	0.242
17:00 - 18:00	2	124	0.133	2	124	0.073	2	124	0.206
18:00 - 19:00	2	124	0.129	2	124	0.032	2	124	0.161
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.833			1.232			2.065

*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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.14

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	124	0.052	2	124	0.440	2	124	0.492
08:00 - 09:00	2	124	0.145	2	124	1.194	2	124	1.339
09:00 - 10:00	2	124	0.190	2	124	0.173	2	124	0.363
10:00 - 11:00	2	124	0.181	2	124	0.230	2	124	0.411
11:00 - 12:00	2	124	0.198	2	124	0.218	2	124	0.416
12:00 - 13:00	2	124	0.194	2	124	0.250	2	124	0.444
13:00 - 14:00	2	124	0.157	2	124	0.133	2	124	0.290
14:00 - 15:00	2	124	0.129	2	124	0.323	2	124	0.452
15:00 - 16:00	2	124	0.464	2	124	0.270	2	124	0.734
16:00 - 17:00	2	124	0.706	2	124	0.226	2	124	0.932
17:00 - 18:00	2	124	0.435	2	124	0.258	2	124	0.693
18:00 - 19:00	2	124	0.375	2	124	0.173	2	124	0.548
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.226			3.888			7.114

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	2	124	0.024	2	124	0.081	2	124	0.105
08:00 - 09:00	2	124	0.056	2	124	0.202	2	124	0.258
09:00 - 10:00	2	124	0.073	2	124	0.073	2	124	0.146
10:00 - 11:00	2	124	0.060	2	124	0.081	2	124	0.141
11:00 - 12:00	2	124	0.060	2	124	0.056	2	124	0.116
12:00 - 13:00	2	124	0.060	2	124	0.081	2	124	0.141
13:00 - 14:00	2	124	0.032	2	124	0.044	2	124	0.076
14:00 - 15:00	2	124	0.065	2	124	0.077	2	124	0.142
15:00 - 16:00	2	124	0.097	2	124	0.105	2	124	0.202
16:00 - 17:00	2	124	0.089	2	124	0.069	2	124	0.158
17:00 - 18:00	2	124	0.077	2	124	0.052	2	124	0.129
18:00 - 19:00	2	124	0.073	2	124	0.056	2	124	0.129
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.766			0.977			1.743

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	2	124	0.008	2	124	0.004	2	124	0.012
08:00 - 09:00	2	124	0.024	2	124	0.012	2	124	0.036
09:00 - 10:00	2	124	0.016	2	124	0.016	2	124	0.032
10:00 - 11:00	2	124	0.016	2	124	0.024	2	124	0.040
11:00 - 12:00	2	124	0.032	2	124	0.024	2	124	0.056
12:00 - 13:00	2	124	0.016	2	124	0.016	2	124	0.032
13:00 - 14:00	2	124	0.008	2	124	0.012	2	124	0.020
14:00 - 15:00	2	124	0.004	2	124	0.008	2	124	0.012
15:00 - 16:00	2	124	0.024	2	124	0.012	2	124	0.036
16:00 - 17:00	2	124	0.008	2	124	0.020	2	124	0.028
17:00 - 18:00	2	124	0.004	2	124	0.016	2	124	0.020
18:00 - 19:00	2	124	0.004	2	124	0.000	2	124	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.164			0.164			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.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	2	124	0.000	2	124	0.000	2	124	0.000
08:00 - 09:00	2	124	0.000	2	124	0.004	2	124	0.004
09:00 - 10:00	2	124	0.004	2	124	0.004	2	124	0.008
10:00 - 11:00	2	124	0.004	2	124	0.008	2	124	0.012
11:00 - 12:00	2	124	0.000	2	124	0.000	2	124	0.000
12:00 - 13:00	2	124	0.000	2	124	0.000	2	124	0.000
13:00 - 14:00	2	124	0.000	2	124	0.000	2	124	0.000
14:00 - 15:00	2	124	0.000	2	124	0.000	2	124	0.000
15:00 - 16:00	2	124	0.000	2	124	0.000	2	124	0.000
16:00 - 17:00	2	124	0.000	2	124	0.000	2	124	0.000
17:00 - 18:00	2	124	0.004	2	124	0.000	2	124	0.004
18:00 - 19:00	2	124	0.004	2	124	0.000	2	124	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.016			0.016			0.032

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.

Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

Filtering Summary

Land Use	03/M	RESIDENTIAL/MIXED PRIVATE/AFFORDABLE HOUSING
Selected Trip Rate Calculation Parameter Range	40-1751 DWELLS	
Actual Trip Rate Calculation Parameter Range	58-261 DWELLS	
Date Range	Minimum: 01/01/13	Maximum: 12/10/21
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	Selected: 1 to 1.52	Actual: 0.20 to 1.52
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday	2
	Wednesday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Neighbourhood Centre (PPS6 Local Centre)	1
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000	3
Population <5 Mile ranges selected	500,001 or More	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	1
PTAL Rating	1b Very poor	2
	2 Poor	1



Calculation Reference: AUDIT-361901-220318-0333

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	2 days
	HD HILLINGDON	1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 58 to 261 (units: )  
 Range Selected by User: 40 to 1751 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 1 to 1.52 Actual: 0.20 to 1.52

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Monday-Friday 0700-1000  
 Include days where PT not known: Yes  
 Range: 42 to 100

Date Range: 01/01/13 to 12/10/21

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

Selected survey days:

Tuesday	2 days
Wednesday	1 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:

Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	3
------------------	---

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

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 3 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

*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 2 days

1.1 to 1.5 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:

1b Very poor 2 days

2 Poor 1 days

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

LIST OF SITES relevant to selection parameters

Site(1):	EN-03-M-01	Site area:	2.75 hect
Development Name:	BLOCKS OF FLATS & TERRACED	No of Dwellings:	220
Location:	ENFIELD	Housing density:	1048
Postcode:	EN1 4UP	Total Bedrooms:	443
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/06/16
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	1b Very poor	Parking Spaces:	234
Site(2):	EN-03-M-02	Site area:	0.82 hect
Development Name:	FLATS & TERRACED HOUSES	No of Dwellings:	58
Location:	ENFIELD	Housing density:	116
Postcode:	EN3 4GF	Total Bedrooms:	128
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	12/10/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	2 Poor	Parking Spaces:	58
Site(3):	HD-03-M-05	Site area:	3.39 hect
Development Name:	TERRACED & FLATS	No of Dwellings:	261
Location:	HAYES	Housing density:	129
Postcode:	UB3 2PF	Total Bedrooms:	601
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	27/06/17
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	1b Very poor	Parking Spaces:	299

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.07

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	180	0.058	3	180	0.184	3	180	0.242
08:00 - 09:00	3	180	0.117	3	180	0.280	3	180	0.397
09:00 - 10:00	3	180	0.111	3	180	0.145	3	180	0.256
10:00 - 11:00	3	180	0.104	3	180	0.122	3	180	0.226
11:00 - 12:00	3	180	0.098	3	180	0.117	3	180	0.215
12:00 - 13:00	3	180	0.115	3	180	0.134	3	180	0.249
13:00 - 14:00	3	180	0.113	3	180	0.139	3	180	0.252
14:00 - 15:00	3	180	0.078	3	180	0.117	3	180	0.195
15:00 - 16:00	3	180	0.182	3	180	0.115	3	180	0.297
16:00 - 17:00	3	180	0.182	3	180	0.119	3	180	0.301
17:00 - 18:00	3	180	0.167	3	180	0.113	3	180	0.280
18:00 - 19:00	3	180	0.202	3	180	0.119	3	180	0.321
19:00 - 20:00	3	180	0.193	3	180	0.128	3	180	0.321
20:00 - 21:00	3	180	0.122	3	180	0.087	3	180	0.209
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.842			1.919			3.761

*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: 58 - 261 (units: )  
 Survey date date range: 01/01/13 - 12/10/21  
 Number of weekdays (Monday-Friday): 3  
 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 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	180	0.002	3	180	0.002	3	180	0.004
08:00 - 09:00	3	180	0.004	3	180	0.004	3	180	0.008
09:00 - 10:00	3	180	0.004	3	180	0.004	3	180	0.008
10:00 - 11:00	3	180	0.004	3	180	0.004	3	180	0.008
11:00 - 12:00	3	180	0.002	3	180	0.002	3	180	0.004
12:00 - 13:00	3	180	0.002	3	180	0.002	3	180	0.004
13:00 - 14:00	3	180	0.000	3	180	0.000	3	180	0.000
14:00 - 15:00	3	180	0.002	3	180	0.002	3	180	0.004
15:00 - 16:00	3	180	0.006	3	180	0.006	3	180	0.012
16:00 - 17:00	3	180	0.004	3	180	0.004	3	180	0.008
17:00 - 18:00	3	180	0.002	3	180	0.002	3	180	0.004
18:00 - 19:00	3	180	0.007	3	180	0.007	3	180	0.014
19:00 - 20:00	3	180	0.007	3	180	0.007	3	180	0.014
20:00 - 21:00	3	180	0.007	3	180	0.007	3	180	0.014
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.053			0.053			0.106

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
 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	180	0.004	3	180	0.004	3	180	0.008
08:00 - 09:00	3	180	0.002	3	180	0.002	3	180	0.004
09:00 - 10:00	3	180	0.002	3	180	0.000	3	180	0.002
10:00 - 11:00	3	180	0.000	3	180	0.002	3	180	0.002
11:00 - 12:00	3	180	0.004	3	180	0.002	3	180	0.006
12:00 - 13:00	3	180	0.000	3	180	0.002	3	180	0.002
13:00 - 14:00	3	180	0.004	3	180	0.004	3	180	0.008
14:00 - 15:00	3	180	0.000	3	180	0.000	3	180	0.000
15:00 - 16:00	3	180	0.002	3	180	0.002	3	180	0.004
16:00 - 17:00	3	180	0.000	3	180	0.000	3	180	0.000
17:00 - 18:00	3	180	0.000	3	180	0.000	3	180	0.000
18:00 - 19:00	3	180	0.002	3	180	0.002	3	180	0.004
19:00 - 20:00	3	180	0.000	3	180	0.000	3	180	0.000
20:00 - 21:00	3	180	0.002	3	180	0.002	3	180	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.022			0.022			0.044

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
 MULTI-MODAL PSVS  
 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	180	0.002	3	180	0.002	3	180	0.004
08:00 - 09:00	3	180	0.006	3	180	0.006	3	180	0.012
09:00 - 10:00	3	180	0.004	3	180	0.004	3	180	0.008
10:00 - 11:00	3	180	0.002	3	180	0.002	3	180	0.004
11:00 - 12:00	3	180	0.000	3	180	0.000	3	180	0.000
12:00 - 13:00	3	180	0.000	3	180	0.000	3	180	0.000
13:00 - 14:00	3	180	0.000	3	180	0.000	3	180	0.000
14:00 - 15:00	3	180	0.002	3	180	0.000	3	180	0.002
15:00 - 16:00	3	180	0.006	3	180	0.007	3	180	0.013
16:00 - 17:00	3	180	0.006	3	180	0.006	3	180	0.012
17:00 - 18:00	3	180	0.000	3	180	0.000	3	180	0.000
18:00 - 19:00	3	180	0.000	3	180	0.000	3	180	0.000
19:00 - 20:00	3	180	0.000	3	180	0.000	3	180	0.000
20:00 - 21:00	3	180	0.000	3	180	0.000	3	180	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.028			0.027			0.055

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
 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	180	0.007	3	180	0.015	3	180	0.022
08:00 - 09:00	3	180	0.004	3	180	0.013	3	180	0.017
09:00 - 10:00	3	180	0.004	3	180	0.002	3	180	0.006
10:00 - 11:00	3	180	0.000	3	180	0.000	3	180	0.000
11:00 - 12:00	3	180	0.002	3	180	0.002	3	180	0.004
12:00 - 13:00	3	180	0.004	3	180	0.004	3	180	0.008
13:00 - 14:00	3	180	0.000	3	180	0.002	3	180	0.002
14:00 - 15:00	3	180	0.000	3	180	0.000	3	180	0.000
15:00 - 16:00	3	180	0.004	3	180	0.004	3	180	0.008
16:00 - 17:00	3	180	0.007	3	180	0.006	3	180	0.013
17:00 - 18:00	3	180	0.002	3	180	0.002	3	180	0.004
18:00 - 19:00	3	180	0.011	3	180	0.006	3	180	0.017
19:00 - 20:00	3	180	0.000	3	180	0.006	3	180	0.006
20:00 - 21:00	3	180	0.011	3	180	0.007	3	180	0.018
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.056			0.069			0.125

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
 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	180	0.071	3	180	0.301	3	180	0.372
08:00 - 09:00	3	180	0.130	3	180	0.506	3	180	0.636
09:00 - 10:00	3	180	0.119	3	180	0.208	3	180	0.327
10:00 - 11:00	3	180	0.117	3	180	0.160	3	180	0.277
11:00 - 12:00	3	180	0.132	3	180	0.152	3	180	0.284
12:00 - 13:00	3	180	0.163	3	180	0.182	3	180	0.345
13:00 - 14:00	3	180	0.139	3	180	0.182	3	180	0.321
14:00 - 15:00	3	180	0.106	3	180	0.154	3	180	0.260
15:00 - 16:00	3	180	0.336	3	180	0.128	3	180	0.464
16:00 - 17:00	3	180	0.312	3	180	0.143	3	180	0.455
17:00 - 18:00	3	180	0.232	3	180	0.141	3	180	0.373
18:00 - 19:00	3	180	0.280	3	180	0.150	3	180	0.430
19:00 - 20:00	3	180	0.256	3	180	0.152	3	180	0.408
20:00 - 21:00	3	180	0.161	3	180	0.091	3	180	0.252
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.554			2.650			5.204

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
 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	180	0.019	3	180	0.037	3	180	0.056
08:00 - 09:00	3	180	0.030	3	180	0.147	3	180	0.177
09:00 - 10:00	3	180	0.043	3	180	0.035	3	180	0.078
10:00 - 11:00	3	180	0.035	3	180	0.030	3	180	0.065
11:00 - 12:00	3	180	0.035	3	180	0.028	3	180	0.063
12:00 - 13:00	3	180	0.020	3	180	0.039	3	180	0.059
13:00 - 14:00	3	180	0.032	3	180	0.022	3	180	0.054
14:00 - 15:00	3	180	0.024	3	180	0.035	3	180	0.059
15:00 - 16:00	3	180	0.115	3	180	0.061	3	180	0.176
16:00 - 17:00	3	180	0.054	3	180	0.048	3	180	0.102
17:00 - 18:00	3	180	0.043	3	180	0.041	3	180	0.084
18:00 - 19:00	3	180	0.059	3	180	0.050	3	180	0.109
19:00 - 20:00	3	180	0.037	3	180	0.033	3	180	0.070
20:00 - 21:00	3	180	0.043	3	180	0.028	3	180	0.071
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.589			0.634			1.223

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
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	180	0.002	3	180	0.061	3	180	0.063
08:00 - 09:00	3	180	0.011	3	180	0.137	3	180	0.148
09:00 - 10:00	3	180	0.028	3	180	0.032	3	180	0.060
10:00 - 11:00	3	180	0.013	3	180	0.024	3	180	0.037
11:00 - 12:00	3	180	0.024	3	180	0.013	3	180	0.037
12:00 - 13:00	3	180	0.011	3	180	0.022	3	180	0.033
13:00 - 14:00	3	180	0.026	3	180	0.017	3	180	0.043
14:00 - 15:00	3	180	0.024	3	180	0.052	3	180	0.076
15:00 - 16:00	3	180	0.093	3	180	0.037	3	180	0.130
16:00 - 17:00	3	180	0.078	3	180	0.033	3	180	0.111
17:00 - 18:00	3	180	0.045	3	180	0.015	3	180	0.060
18:00 - 19:00	3	180	0.065	3	180	0.019	3	180	0.084
19:00 - 20:00	3	180	0.059	3	180	0.006	3	180	0.065
20:00 - 21:00	3	180	0.009	3	180	0.002	3	180	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.488			0.470			0.958

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	180	0.000	3	180	0.020	3	180	0.020
08:00 - 09:00	3	180	0.004	3	180	0.033	3	180	0.037
09:00 - 10:00	3	180	0.006	3	180	0.015	3	180	0.021
10:00 - 11:00	3	180	0.002	3	180	0.006	3	180	0.008
11:00 - 12:00	3	180	0.006	3	180	0.004	3	180	0.010
12:00 - 13:00	3	180	0.004	3	180	0.004	3	180	0.008
13:00 - 14:00	3	180	0.004	3	180	0.006	3	180	0.010
14:00 - 15:00	3	180	0.004	3	180	0.004	3	180	0.008
15:00 - 16:00	3	180	0.032	3	180	0.009	3	180	0.041
16:00 - 17:00	3	180	0.024	3	180	0.006	3	180	0.030
17:00 - 18:00	3	180	0.009	3	180	0.002	3	180	0.011
18:00 - 19:00	3	180	0.017	3	180	0.000	3	180	0.017
19:00 - 20:00	3	180	0.004	3	180	0.002	3	180	0.006
20:00 - 21:00	3	180	0.006	3	180	0.000	3	180	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.122			0.111			0.233

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL COACH 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	180	0.000	3	180	0.000	3	180	0.000
08:00 - 09:00	3	180	0.000	3	180	0.004	3	180	0.004
09:00 - 10:00	3	180	0.000	3	180	0.011	3	180	0.011
10:00 - 11:00	3	180	0.000	3	180	0.004	3	180	0.004
11:00 - 12:00	3	180	0.000	3	180	0.000	3	180	0.000
12:00 - 13:00	3	180	0.000	3	180	0.000	3	180	0.000
13:00 - 14:00	3	180	0.000	3	180	0.000	3	180	0.000
14:00 - 15:00	3	180	0.004	3	180	0.000	3	180	0.004
15:00 - 16:00	3	180	0.007	3	180	0.000	3	180	0.007
16:00 - 17:00	3	180	0.007	3	180	0.000	3	180	0.007
17:00 - 18:00	3	180	0.000	3	180	0.000	3	180	0.000
18:00 - 19:00	3	180	0.000	3	180	0.000	3	180	0.000
19:00 - 20:00	3	180	0.000	3	180	0.000	3	180	0.000
20:00 - 21:00	3	180	0.000	3	180	0.000	3	180	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.019			0.037

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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
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	180	0.002	3	180	0.082	3	180	0.084
08:00 - 09:00	3	180	0.015	3	180	0.174	3	180	0.189
09:00 - 10:00	3	180	0.033	3	180	0.058	3	180	0.091
10:00 - 11:00	3	180	0.015	3	180	0.033	3	180	0.048
11:00 - 12:00	3	180	0.030	3	180	0.017	3	180	0.047
12:00 - 13:00	3	180	0.015	3	180	0.026	3	180	0.041
13:00 - 14:00	3	180	0.030	3	180	0.022	3	180	0.052
14:00 - 15:00	3	180	0.032	3	180	0.056	3	180	0.088
15:00 - 16:00	3	180	0.132	3	180	0.046	3	180	0.178
16:00 - 17:00	3	180	0.109	3	180	0.039	3	180	0.148
17:00 - 18:00	3	180	0.054	3	180	0.017	3	180	0.071
18:00 - 19:00	3	180	0.082	3	180	0.019	3	180	0.101
19:00 - 20:00	3	180	0.063	3	180	0.007	3	180	0.070
20:00 - 21:00	3	180	0.015	3	180	0.002	3	180	0.017
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.627			0.598			1.225

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.07

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	180	0.098	3	180	0.434	3	180	0.532
08:00 - 09:00	3	180	0.178	3	180	0.840	3	180	1.018
09:00 - 10:00	3	180	0.199	3	180	0.302	3	180	0.501
10:00 - 11:00	3	180	0.167	3	180	0.223	3	180	0.390
11:00 - 12:00	3	180	0.199	3	180	0.199	3	180	0.398
12:00 - 13:00	3	180	0.202	3	180	0.250	3	180	0.452
13:00 - 14:00	3	180	0.200	3	180	0.228	3	180	0.428
14:00 - 15:00	3	180	0.161	3	180	0.245	3	180	0.406
15:00 - 16:00	3	180	0.586	3	180	0.239	3	180	0.825
16:00 - 17:00	3	180	0.482	3	180	0.236	3	180	0.718
17:00 - 18:00	3	180	0.330	3	180	0.200	3	180	0.530
18:00 - 19:00	3	180	0.432	3	180	0.224	3	180	0.656
19:00 - 20:00	3	180	0.356	3	180	0.199	3	180	0.555
20:00 - 21:00	3	180	0.230	3	180	0.128	3	180	0.358
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.820			3.947			7.767

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	180	0.045	3	180	0.156	3	180	0.201
08:00 - 09:00	3	180	0.098	3	180	0.250	3	180	0.348
09:00 - 10:00	3	180	0.083	3	180	0.117	3	180	0.200
10:00 - 11:00	3	180	0.091	3	180	0.109	3	180	0.200
11:00 - 12:00	3	180	0.080	3	180	0.100	3	180	0.180
12:00 - 13:00	3	180	0.095	3	180	0.108	3	180	0.203
13:00 - 14:00	3	180	0.082	3	180	0.111	3	180	0.193
14:00 - 15:00	3	180	0.065	3	180	0.104	3	180	0.169
15:00 - 16:00	3	180	0.148	3	180	0.089	3	180	0.237
16:00 - 17:00	3	180	0.150	3	180	0.095	3	180	0.245
17:00 - 18:00	3	180	0.154	3	180	0.104	3	180	0.258
18:00 - 19:00	3	180	0.174	3	180	0.098	3	180	0.272
19:00 - 20:00	3	180	0.171	3	180	0.111	3	180	0.282
20:00 - 21:00	3	180	0.106	3	180	0.072	3	180	0.178
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.542			1.624			3.166

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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
 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	180	0.006	3	180	0.019	3	180	0.025
08:00 - 09:00	3	180	0.007	3	180	0.013	3	180	0.020
09:00 - 10:00	3	180	0.017	3	180	0.019	3	180	0.036
10:00 - 11:00	3	180	0.007	3	180	0.006	3	180	0.013
11:00 - 12:00	3	180	0.013	3	180	0.013	3	180	0.026
12:00 - 13:00	3	180	0.019	3	180	0.022	3	180	0.041
13:00 - 14:00	3	180	0.028	3	180	0.024	3	180	0.052
14:00 - 15:00	3	180	0.007	3	180	0.009	3	180	0.016
15:00 - 16:00	3	180	0.019	3	180	0.011	3	180	0.030
16:00 - 17:00	3	180	0.020	3	180	0.015	3	180	0.035
17:00 - 18:00	3	180	0.009	3	180	0.007	3	180	0.016
18:00 - 19:00	3	180	0.009	3	180	0.007	3	180	0.016
19:00 - 20:00	3	180	0.011	3	180	0.007	3	180	0.018
20:00 - 21:00	3	180	0.007	3	180	0.004	3	180	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.179			0.176			0.355

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	180	0.000	3	180	0.002	3	180	0.002
08:00 - 09:00	3	180	0.000	3	180	0.006	3	180	0.006
09:00 - 10:00	3	180	0.002	3	180	0.002	3	180	0.004
10:00 - 11:00	3	180	0.000	3	180	0.000	3	180	0.000
11:00 - 12:00	3	180	0.000	3	180	0.000	3	180	0.000
12:00 - 13:00	3	180	0.000	3	180	0.000	3	180	0.000
13:00 - 14:00	3	180	0.000	3	180	0.000	3	180	0.000
14:00 - 15:00	3	180	0.002	3	180	0.002	3	180	0.004
15:00 - 16:00	3	180	0.002	3	180	0.000	3	180	0.002
16:00 - 17:00	3	180	0.002	3	180	0.000	3	180	0.002
17:00 - 18:00	3	180	0.002	3	180	0.000	3	180	0.002
18:00 - 19:00	3	180	0.009	3	180	0.004	3	180	0.013
19:00 - 20:00	3	180	0.004	3	180	0.002	3	180	0.006
20:00 - 21:00	3	180	0.000	3	180	0.002	3	180	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.023			0.020			0.043

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
 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	180	0.000	3	180	0.000	3	180	0.000
08:00 - 09:00	3	180	0.000	3	180	0.002	3	180	0.002
09:00 - 10:00	3	180	0.000	3	180	0.000	3	180	0.000
10:00 - 11:00	3	180	0.000	3	180	0.000	3	180	0.000
11:00 - 12:00	3	180	0.000	3	180	0.000	3	180	0.000
12:00 - 13:00	3	180	0.002	3	180	0.000	3	180	0.002
13:00 - 14:00	3	180	0.000	3	180	0.000	3	180	0.000
14:00 - 15:00	3	180	0.000	3	180	0.000	3	180	0.000
15:00 - 16:00	3	180	0.000	3	180	0.000	3	180	0.000
16:00 - 17:00	3	180	0.000	3	180	0.000	3	180	0.000
17:00 - 18:00	3	180	0.000	3	180	0.002	3	180	0.002
18:00 - 19:00	3	180	0.002	3	180	0.000	3	180	0.002
19:00 - 20:00	3	180	0.000	3	180	0.000	3	180	0.000
20:00 - 21:00	3	180	0.000	3	180	0.000	3	180	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.004			0.004			0.008

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	180	0.000	3	180	0.002	3	180	0.002
08:00 - 09:00	3	180	0.002	3	180	0.002	3	180	0.004
09:00 - 10:00	3	180	0.000	3	180	0.000	3	180	0.000
10:00 - 11:00	3	180	0.000	3	180	0.000	3	180	0.000
11:00 - 12:00	3	180	0.000	3	180	0.002	3	180	0.002
12:00 - 13:00	3	180	0.000	3	180	0.002	3	180	0.002
13:00 - 14:00	3	180	0.000	3	180	0.000	3	180	0.000
14:00 - 15:00	3	180	0.002	3	180	0.000	3	180	0.002
15:00 - 16:00	3	180	0.002	3	180	0.000	3	180	0.002
16:00 - 17:00	3	180	0.002	3	180	0.000	3	180	0.002
17:00 - 18:00	3	180	0.000	3	180	0.000	3	180	0.000
18:00 - 19:00	3	180	0.004	3	180	0.000	3	180	0.004
19:00 - 20:00	3	180	0.000	3	180	0.000	3	180	0.000
20:00 - 21:00	3	180	0.002	3	180	0.000	3	180	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.008			0.022

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	180	0.000	3	180	0.019	3	180	0.019
08:00 - 09:00	3	180	0.002	3	180	0.030	3	180	0.032
09:00 - 10:00	3	180	0.006	3	180	0.015	3	180	0.021
10:00 - 11:00	3	180	0.002	3	180	0.006	3	180	0.008
11:00 - 12:00	3	180	0.006	3	180	0.002	3	180	0.008
12:00 - 13:00	3	180	0.002	3	180	0.002	3	180	0.004
13:00 - 14:00	3	180	0.004	3	180	0.006	3	180	0.010
14:00 - 15:00	3	180	0.002	3	180	0.004	3	180	0.006
15:00 - 16:00	3	180	0.030	3	180	0.009	3	180	0.039
16:00 - 17:00	3	180	0.022	3	180	0.006	3	180	0.028
17:00 - 18:00	3	180	0.009	3	180	0.000	3	180	0.009
18:00 - 19:00	3	180	0.011	3	180	0.000	3	180	0.011
19:00 - 20:00	3	180	0.004	3	180	0.002	3	180	0.006
20:00 - 21:00	3	180	0.004	3	180	0.000	3	180	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.104			0.101			0.205

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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
 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	180	0.002	3	180	0.061	3	180	0.063
08:00 - 09:00	3	180	0.011	3	180	0.137	3	180	0.148
09:00 - 10:00	3	180	0.028	3	180	0.032	3	180	0.060
10:00 - 11:00	3	180	0.013	3	180	0.024	3	180	0.037
11:00 - 12:00	3	180	0.024	3	180	0.013	3	180	0.037
12:00 - 13:00	3	180	0.011	3	180	0.022	3	180	0.033
13:00 - 14:00	3	180	0.026	3	180	0.017	3	180	0.043
14:00 - 15:00	3	180	0.024	3	180	0.052	3	180	0.076
15:00 - 16:00	3	180	0.093	3	180	0.037	3	180	0.130
16:00 - 17:00	3	180	0.078	3	180	0.033	3	180	0.111
17:00 - 18:00	3	180	0.045	3	180	0.015	3	180	0.060
18:00 - 19:00	3	180	0.065	3	180	0.019	3	180	0.084
19:00 - 20:00	3	180	0.059	3	180	0.006	3	180	0.065
20:00 - 21:00	3	180	0.009	3	180	0.002	3	180	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.488			0.470			0.958

*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 H

TRICS DATA (PROPOSED)



Velocity Transport Planning 19 The Rowans Essex

Licence No: 361901

Filtering Summary

Land Use	03/M	RESIDENTIAL/MIXED PRIVATE/AFFORDABLE HOUSING
Selected Trip Rate Calculation Parameter Range	40-1751 DWELLS	
Actual Trip Rate Calculation Parameter Range	58-76 DWELLS	
Date Range	Minimum: 01/01/13	Maximum: 12/10/21
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	Selected: 0.20 to 1	Actual: 0.20 to 1.52
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday	1
	Thursday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	1
	Neighbourhood Centre (PPS6 Local Centre)	1
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000	2
Population <5 Mile ranges selected	500,001 or More	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
PTAL Rating	1a (Low) Very poor	1
	2 Poor	1



Calculation Reference: AUDIT-361901-220318-0344

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	1 days
	RD RICHMOND	1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 58 to 76 (units: )  
 Range Selected by User: 40 to 1751 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 0.20 to 1 Actual: 0.20 to 1.52

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Monday-Friday 0700-1000  
 Include days where PT not known: Yes  
 Range: 42 to 100

Date Range: 01/01/13 to 12/10/21

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

Selected survey days:

Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

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

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

Secondary Filtering selection:

Use Class:

C3 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 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 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

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

Travel Plan:

Yes 2 days

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

PTAL Rating:

1a (Low) Very poor 1 days

2 Poor 1 days

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

LIST OF SITES relevant to selection parameters

Site(1):	EN-03-M-02	Site area:	0.82 hect
Development Name:	FLATS & TERRACED HOUSES	No of Dwellings:	58
Location:	ENFIELD	Housing density:	116
Postcode:	EN3 4GF	Total Bedrooms:	128
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	12/10/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	2 Poor	Parking Spaces:	58
Site(2):	RD-03-M-01	Site area:	0.73 hect
Development Name:	MIXED FLATS & HOUSES	No of Dwellings:	76
Location:	RICHMOND	Housing density:	217
Postcode:	SW14 7QU	Total Bedrooms:	153
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	10/03/16
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	1a (Low) Very poor	Parking Spaces:	70

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.53

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	67	0.097	2	67	0.112	2	67	0.209
08:00 - 09:00	2	67	0.060	2	67	0.172	2	67	0.232
09:00 - 10:00	2	67	0.104	2	67	0.149	2	67	0.253
10:00 - 11:00	2	67	0.045	2	67	0.127	2	67	0.172
11:00 - 12:00	2	67	0.060	2	67	0.060	2	67	0.120
12:00 - 13:00	2	67	0.090	2	67	0.112	2	67	0.202
13:00 - 14:00	2	67	0.090	2	67	0.112	2	67	0.202
14:00 - 15:00	2	67	0.075	2	67	0.112	2	67	0.187
15:00 - 16:00	2	67	0.149	2	67	0.060	2	67	0.209
16:00 - 17:00	2	67	0.172	2	67	0.119	2	67	0.291
17:00 - 18:00	2	67	0.187	2	67	0.127	2	67	0.314
18:00 - 19:00	2	67	0.172	2	67	0.164	2	67	0.336
19:00 - 20:00	2	67	0.157	2	67	0.134	2	67	0.291
20:00 - 21:00	2	67	0.134	2	67	0.067	2	67	0.201
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.592			1.627			3.219

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:	58 - 76 (units: )
Survey date date range:	01/01/13 - 12/10/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	2	67	0.000	2	67	0.000	2	67	0.000
08:00 - 09:00	2	67	0.000	2	67	0.000	2	67	0.000
09:00 - 10:00	2	67	0.000	2	67	0.000	2	67	0.000
10:00 - 11:00	2	67	0.000	2	67	0.000	2	67	0.000
11:00 - 12:00	2	67	0.000	2	67	0.000	2	67	0.000
12:00 - 13:00	2	67	0.007	2	67	0.007	2	67	0.014
13:00 - 14:00	2	67	0.000	2	67	0.000	2	67	0.000
14:00 - 15:00	2	67	0.000	2	67	0.000	2	67	0.000
15:00 - 16:00	2	67	0.000	2	67	0.000	2	67	0.000
16:00 - 17:00	2	67	0.000	2	67	0.000	2	67	0.000
17:00 - 18:00	2	67	0.000	2	67	0.000	2	67	0.000
18:00 - 19:00	2	67	0.007	2	67	0.007	2	67	0.014
19:00 - 20:00	2	67	0.000	2	67	0.000	2	67	0.000
20:00 - 21:00	2	67	0.015	2	67	0.015	2	67	0.030
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.029			0.058

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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
 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	2	67	0.000	2	67	0.015	2	67	0.015
08:00 - 09:00	2	67	0.000	2	67	0.022	2	67	0.022
09:00 - 10:00	2	67	0.007	2	67	0.000	2	67	0.007
10:00 - 11:00	2	67	0.000	2	67	0.000	2	67	0.000
11:00 - 12:00	2	67	0.000	2	67	0.000	2	67	0.000
12:00 - 13:00	2	67	0.000	2	67	0.000	2	67	0.000
13:00 - 14:00	2	67	0.007	2	67	0.007	2	67	0.014
14:00 - 15:00	2	67	0.000	2	67	0.000	2	67	0.000
15:00 - 16:00	2	67	0.007	2	67	0.000	2	67	0.007
16:00 - 17:00	2	67	0.000	2	67	0.000	2	67	0.000
17:00 - 18:00	2	67	0.007	2	67	0.000	2	67	0.007
18:00 - 19:00	2	67	0.030	2	67	0.000	2	67	0.030
19:00 - 20:00	2	67	0.000	2	67	0.000	2	67	0.000
20:00 - 21:00	2	67	0.000	2	67	0.000	2	67	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.044			0.102

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
 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	2	67	0.104	2	67	0.149	2	67	0.253
08:00 - 09:00	2	67	0.067	2	67	0.343	2	67	0.410
09:00 - 10:00	2	67	0.112	2	67	0.254	2	67	0.366
10:00 - 11:00	2	67	0.060	2	67	0.172	2	67	0.232
11:00 - 12:00	2	67	0.060	2	67	0.075	2	67	0.135
12:00 - 13:00	2	67	0.134	2	67	0.127	2	67	0.261
13:00 - 14:00	2	67	0.119	2	67	0.179	2	67	0.298
14:00 - 15:00	2	67	0.119	2	67	0.164	2	67	0.283
15:00 - 16:00	2	67	0.284	2	67	0.090	2	67	0.374
16:00 - 17:00	2	67	0.299	2	67	0.187	2	67	0.486
17:00 - 18:00	2	67	0.254	2	67	0.179	2	67	0.433
18:00 - 19:00	2	67	0.246	2	67	0.209	2	67	0.455
19:00 - 20:00	2	67	0.231	2	67	0.172	2	67	0.403
20:00 - 21:00	2	67	0.194	2	67	0.082	2	67	0.276
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.283			2.382			4.665

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
 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	2	67	0.045	2	67	0.090	2	67	0.135
08:00 - 09:00	2	67	0.090	2	67	0.261	2	67	0.351
09:00 - 10:00	2	67	0.052	2	67	0.030	2	67	0.082
10:00 - 11:00	2	67	0.052	2	67	0.052	2	67	0.104
11:00 - 12:00	2	67	0.022	2	67	0.022	2	67	0.044
12:00 - 13:00	2	67	0.045	2	67	0.015	2	67	0.060
13:00 - 14:00	2	67	0.045	2	67	0.045	2	67	0.090
14:00 - 15:00	2	67	0.022	2	67	0.075	2	67	0.097
15:00 - 16:00	2	67	0.209	2	67	0.127	2	67	0.336
16:00 - 17:00	2	67	0.149	2	67	0.075	2	67	0.224
17:00 - 18:00	2	67	0.112	2	67	0.127	2	67	0.239
18:00 - 19:00	2	67	0.119	2	67	0.030	2	67	0.149
19:00 - 20:00	2	67	0.030	2	67	0.015	2	67	0.045
20:00 - 21:00	2	67	0.067	2	67	0.030	2	67	0.097
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.059			0.994			2.053

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
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	2	67	0.000	2	67	0.022	2	67	0.022
08:00 - 09:00	2	67	0.015	2	67	0.097	2	67	0.112
09:00 - 10:00	2	67	0.030	2	67	0.045	2	67	0.075
10:00 - 11:00	2	67	0.015	2	67	0.007	2	67	0.022
11:00 - 12:00	2	67	0.045	2	67	0.007	2	67	0.052
12:00 - 13:00	2	67	0.022	2	67	0.015	2	67	0.037
13:00 - 14:00	2	67	0.022	2	67	0.015	2	67	0.037
14:00 - 15:00	2	67	0.015	2	67	0.022	2	67	0.037
15:00 - 16:00	2	67	0.060	2	67	0.052	2	67	0.112
16:00 - 17:00	2	67	0.015	2	67	0.015	2	67	0.030
17:00 - 18:00	2	67	0.022	2	67	0.015	2	67	0.037
18:00 - 19:00	2	67	0.037	2	67	0.007	2	67	0.044
19:00 - 20:00	2	67	0.022	2	67	0.007	2	67	0.029
20:00 - 21:00	2	67	0.007	2	67	0.000	2	67	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.327			0.326			0.653

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
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	2	67	0.000	2	67	0.075	2	67	0.075
08:00 - 09:00	2	67	0.022	2	67	0.075	2	67	0.097
09:00 - 10:00	2	67	0.015	2	67	0.045	2	67	0.060
10:00 - 11:00	2	67	0.007	2	67	0.007	2	67	0.014
11:00 - 12:00	2	67	0.007	2	67	0.015	2	67	0.022
12:00 - 13:00	2	67	0.015	2	67	0.007	2	67	0.022
13:00 - 14:00	2	67	0.007	2	67	0.000	2	67	0.007
14:00 - 15:00	2	67	0.015	2	67	0.007	2	67	0.022
15:00 - 16:00	2	67	0.037	2	67	0.015	2	67	0.052
16:00 - 17:00	2	67	0.045	2	67	0.022	2	67	0.067
17:00 - 18:00	2	67	0.052	2	67	0.015	2	67	0.067
18:00 - 19:00	2	67	0.082	2	67	0.000	2	67	0.082
19:00 - 20:00	2	67	0.022	2	67	0.007	2	67	0.029
20:00 - 21:00	2	67	0.045	2	67	0.000	2	67	0.045
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.371			0.290			0.661

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
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	2	67	0.000	2	67	0.097	2	67	0.097
08:00 - 09:00	2	67	0.037	2	67	0.172	2	67	0.209
09:00 - 10:00	2	67	0.045	2	67	0.090	2	67	0.135
10:00 - 11:00	2	67	0.022	2	67	0.015	2	67	0.037
11:00 - 12:00	2	67	0.052	2	67	0.022	2	67	0.074
12:00 - 13:00	2	67	0.037	2	67	0.022	2	67	0.059
13:00 - 14:00	2	67	0.030	2	67	0.015	2	67	0.045
14:00 - 15:00	2	67	0.030	2	67	0.030	2	67	0.060
15:00 - 16:00	2	67	0.097	2	67	0.067	2	67	0.164
16:00 - 17:00	2	67	0.060	2	67	0.037	2	67	0.097
17:00 - 18:00	2	67	0.075	2	67	0.030	2	67	0.105
18:00 - 19:00	2	67	0.119	2	67	0.007	2	67	0.126
19:00 - 20:00	2	67	0.045	2	67	0.015	2	67	0.060
20:00 - 21:00	2	67	0.052	2	67	0.000	2	67	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.701			0.619			1.320

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.53

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	67	0.149	2	67	0.351	2	67	0.500
08:00 - 09:00	2	67	0.194	2	67	0.799	2	67	0.993
09:00 - 10:00	2	67	0.216	2	67	0.373	2	67	0.589
10:00 - 11:00	2	67	0.134	2	67	0.239	2	67	0.373
11:00 - 12:00	2	67	0.134	2	67	0.119	2	67	0.253
12:00 - 13:00	2	67	0.216	2	67	0.164	2	67	0.380
13:00 - 14:00	2	67	0.201	2	67	0.246	2	67	0.447
14:00 - 15:00	2	67	0.172	2	67	0.269	2	67	0.441
15:00 - 16:00	2	67	0.597	2	67	0.284	2	67	0.881
16:00 - 17:00	2	67	0.507	2	67	0.299	2	67	0.806
17:00 - 18:00	2	67	0.448	2	67	0.336	2	67	0.784
18:00 - 19:00	2	67	0.515	2	67	0.246	2	67	0.761
19:00 - 20:00	2	67	0.306	2	67	0.201	2	67	0.507
20:00 - 21:00	2	67	0.313	2	67	0.112	2	67	0.425
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			4.102			4.038			8.140

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	2	67	0.097	2	67	0.104	2	67	0.201
08:00 - 09:00	2	67	0.060	2	67	0.157	2	67	0.217
09:00 - 10:00	2	67	0.097	2	67	0.119	2	67	0.216
10:00 - 11:00	2	67	0.037	2	67	0.119	2	67	0.156
11:00 - 12:00	2	67	0.045	2	67	0.052	2	67	0.097
12:00 - 13:00	2	67	0.045	2	67	0.052	2	67	0.097
13:00 - 14:00	2	67	0.067	2	67	0.097	2	67	0.164
14:00 - 15:00	2	67	0.045	2	67	0.090	2	67	0.135
15:00 - 16:00	2	67	0.149	2	67	0.060	2	67	0.209
16:00 - 17:00	2	67	0.149	2	67	0.097	2	67	0.246
17:00 - 18:00	2	67	0.179	2	67	0.127	2	67	0.306
18:00 - 19:00	2	67	0.134	2	67	0.142	2	67	0.276
19:00 - 20:00	2	67	0.142	2	67	0.127	2	67	0.269
20:00 - 21:00	2	67	0.119	2	67	0.045	2	67	0.164
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.365			1.388			2.753

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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
 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	2	67	0.000	2	67	0.007	2	67	0.007
08:00 - 09:00	2	67	0.000	2	67	0.000	2	67	0.000
09:00 - 10:00	2	67	0.007	2	67	0.015	2	67	0.022
10:00 - 11:00	2	67	0.007	2	67	0.007	2	67	0.014
11:00 - 12:00	2	67	0.007	2	67	0.007	2	67	0.014
12:00 - 13:00	2	67	0.037	2	67	0.052	2	67	0.089
13:00 - 14:00	2	67	0.022	2	67	0.015	2	67	0.037
14:00 - 15:00	2	67	0.030	2	67	0.022	2	67	0.052
15:00 - 16:00	2	67	0.000	2	67	0.000	2	67	0.000
16:00 - 17:00	2	67	0.015	2	67	0.015	2	67	0.030
17:00 - 18:00	2	67	0.000	2	67	0.000	2	67	0.000
18:00 - 19:00	2	67	0.007	2	67	0.007	2	67	0.014
19:00 - 20:00	2	67	0.000	2	67	0.000	2	67	0.000
20:00 - 21:00	2	67	0.000	2	67	0.000	2	67	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.132			0.147			0.279

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	2	67	0.000	2	67	0.000	2	67	0.000
08:00 - 09:00	2	67	0.000	2	67	0.015	2	67	0.015
09:00 - 10:00	2	67	0.000	2	67	0.015	2	67	0.015
10:00 - 11:00	2	67	0.000	2	67	0.000	2	67	0.000
11:00 - 12:00	2	67	0.007	2	67	0.000	2	67	0.007
12:00 - 13:00	2	67	0.000	2	67	0.000	2	67	0.000
13:00 - 14:00	2	67	0.000	2	67	0.000	2	67	0.000
14:00 - 15:00	2	67	0.000	2	67	0.000	2	67	0.000
15:00 - 16:00	2	67	0.000	2	67	0.000	2	67	0.000
16:00 - 17:00	2	67	0.007	2	67	0.007	2	67	0.014
17:00 - 18:00	2	67	0.007	2	67	0.000	2	67	0.007
18:00 - 19:00	2	67	0.022	2	67	0.007	2	67	0.029
19:00 - 20:00	2	67	0.015	2	67	0.007	2	67	0.022
20:00 - 21:00	2	67	0.000	2	67	0.007	2	67	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.058			0.116

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	2	67	0.000	2	67	0.000	2	67	0.000
08:00 - 09:00	2	67	0.000	2	67	0.015	2	67	0.015
09:00 - 10:00	2	67	0.000	2	67	0.000	2	67	0.000
10:00 - 11:00	2	67	0.000	2	67	0.000	2	67	0.000
11:00 - 12:00	2	67	0.000	2	67	0.000	2	67	0.000
12:00 - 13:00	2	67	0.007	2	67	0.000	2	67	0.007
13:00 - 14:00	2	67	0.000	2	67	0.000	2	67	0.000
14:00 - 15:00	2	67	0.000	2	67	0.000	2	67	0.000
15:00 - 16:00	2	67	0.000	2	67	0.000	2	67	0.000
16:00 - 17:00	2	67	0.000	2	67	0.000	2	67	0.000
17:00 - 18:00	2	67	0.015	2	67	0.007	2	67	0.022
18:00 - 19:00	2	67	0.007	2	67	0.000	2	67	0.007
19:00 - 20:00	2	67	0.000	2	67	0.000	2	67	0.000
20:00 - 21:00	2	67	0.000	2	67	0.000	2	67	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.022			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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	2	67	0.000	2	67	0.007	2	67	0.007
08:00 - 09:00	2	67	0.007	2	67	0.007	2	67	0.014
09:00 - 10:00	2	67	0.000	2	67	0.000	2	67	0.000
10:00 - 11:00	2	67	0.000	2	67	0.000	2	67	0.000
11:00 - 12:00	2	67	0.000	2	67	0.007	2	67	0.007
12:00 - 13:00	2	67	0.000	2	67	0.007	2	67	0.007
13:00 - 14:00	2	67	0.000	2	67	0.000	2	67	0.000
14:00 - 15:00	2	67	0.007	2	67	0.000	2	67	0.007
15:00 - 16:00	2	67	0.007	2	67	0.000	2	67	0.007
16:00 - 17:00	2	67	0.007	2	67	0.000	2	67	0.007
17:00 - 18:00	2	67	0.000	2	67	0.000	2	67	0.000
18:00 - 19:00	2	67	0.015	2	67	0.000	2	67	0.015
19:00 - 20:00	2	67	0.000	2	67	0.000	2	67	0.000
20:00 - 21:00	2	67	0.007	2	67	0.000	2	67	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.028			0.078

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	2	67	0.000	2	67	0.067	2	67	0.067
08:00 - 09:00	2	67	0.015	2	67	0.052	2	67	0.067
09:00 - 10:00	2	67	0.015	2	67	0.045	2	67	0.060
10:00 - 11:00	2	67	0.007	2	67	0.007	2	67	0.014
11:00 - 12:00	2	67	0.007	2	67	0.007	2	67	0.014
12:00 - 13:00	2	67	0.007	2	67	0.000	2	67	0.007
13:00 - 14:00	2	67	0.007	2	67	0.000	2	67	0.007
14:00 - 15:00	2	67	0.007	2	67	0.007	2	67	0.014
15:00 - 16:00	2	67	0.030	2	67	0.015	2	67	0.045
16:00 - 17:00	2	67	0.037	2	67	0.022	2	67	0.059
17:00 - 18:00	2	67	0.037	2	67	0.007	2	67	0.044
18:00 - 19:00	2	67	0.060	2	67	0.000	2	67	0.060
19:00 - 20:00	2	67	0.022	2	67	0.007	2	67	0.029
20:00 - 21:00	2	67	0.037	2	67	0.000	2	67	0.037
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.288			0.236			0.524

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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
 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	2	67	0.000	2	67	0.022	2	67	0.022
08:00 - 09:00	2	67	0.015	2	67	0.097	2	67	0.112
09:00 - 10:00	2	67	0.030	2	67	0.045	2	67	0.075
10:00 - 11:00	2	67	0.015	2	67	0.007	2	67	0.022
11:00 - 12:00	2	67	0.045	2	67	0.007	2	67	0.052
12:00 - 13:00	2	67	0.022	2	67	0.015	2	67	0.037
13:00 - 14:00	2	67	0.022	2	67	0.015	2	67	0.037
14:00 - 15:00	2	67	0.015	2	67	0.022	2	67	0.037
15:00 - 16:00	2	67	0.060	2	67	0.052	2	67	0.112
16:00 - 17:00	2	67	0.015	2	67	0.015	2	67	0.030
17:00 - 18:00	2	67	0.022	2	67	0.015	2	67	0.037
18:00 - 19:00	2	67	0.037	2	67	0.007	2	67	0.044
19:00 - 20:00	2	67	0.022	2	67	0.007	2	67	0.029
20:00 - 21:00	2	67	0.007	2	67	0.000	2	67	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.327			0.326			0.653

*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/M - MIXED PRIVATE/AFFORDABLE HOUSING  
 MULTI-MODAL Servicing Vehicles  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	67	0.000	2	67	0.000	2	67	0.000
08:00 - 09:00	2	67	0.007	2	67	0.007	2	67	0.014
09:00 - 10:00	2	67	0.007	2	67	0.007	2	67	0.014
10:00 - 11:00	2	67	0.015	2	67	0.015	2	67	0.030
11:00 - 12:00	2	67	0.007	2	67	0.007	2	67	0.014
12:00 - 13:00	2	67	0.037	2	67	0.037	2	67	0.074
13:00 - 14:00	2	67	0.015	2	67	0.015	2	67	0.030
14:00 - 15:00	2	67	0.022	2	67	0.022	2	67	0.044
15:00 - 16:00	2	67	0.000	2	67	0.000	2	67	0.000
16:00 - 17:00	2	67	0.007	2	67	0.007	2	67	0.014
17:00 - 18:00	2	67	0.000	2	67	0.000	2	67	0.000
18:00 - 19:00	2	67	0.007	2	67	0.007	2	67	0.014
19:00 - 20:00	2	67	0.000	2	67	0.000	2	67	0.000
20:00 - 21:00	2	67	0.000	2	67	0.000	2	67	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.124			0.248

*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 I

## TRICS REVIEW SERVICING TRIPS



YEAR	LOCATION	TRICS CATEGORY	NUMBER OF UNITS	PTAL
BE-03-M-01	Bexley	03 - RESIDENTIAL M - MIXED PRIVATE/AFFORDABLE HOUSING	343	1b
BE-03-M-04	Bexley	03 - RESIDENTIAL M - MIXED PRIVATE/AFFORDABLE HOUSING	98	4
BN-03-M-01	Barnet	03 - RESIDENTIAL M - MIXED PRIVATE/AFFORDABLE HOUSING	286	1b
BT-03-M-01	Brent	03 - RESIDENTIAL M - MIXED PRIVATE/AFFORDABLE HOUSING	421	6a
BT-03-M-02	Brent	03 - RESIDENTIAL M - MIXED PRIVATE/AFFORDABLE HOUSING	232	6a
BT-03-M-03	Brent	03 - RESIDENTIAL M - MIXED PRIVATE/AFFORDABLE HOUSING	74	4
EG-03-M-04	Ealing	03 - RESIDENTIAL M - MIXED PRIVATE/AFFORDABLE HOUSING	313	1b
EG-03-M-05	Ealing	03 - RESIDENTIAL M - MIXED PRIVATE/AFFORDABLE HOUSING	106	3
GR-03-M-02	Greenwich	03 - RESIDENTIAL M - MIXED PRIVATE/AFFORDABLE HOUSING	455	1b
HD-03-M-04	Hillingdon	03 - RESIDENTIAL M - MIXED PRIVATE/AFFORDABLE HOUSING	45	3
HD-03-M-05	Hillingdon	03 - RESIDENTIAL M - MIXED PRIVATE/AFFORDABLE HOUSING	261	1b
RD-03-M-01	Richmond	03 - RESIDENTIAL M - MIXED PRIVATE/AFFORDABLE HOUSING	76	1a
SK-03-M-02	Southwark	03 - RESIDENTIAL M - MIXED PRIVATE/AFFORDABLE HOUSING	122	6a
EG-03-L-04	Ealing	03 - RESIDENTIAL L - MIXED AFFORD HOUS (FLATS AND HOUSES)	176	1b
HO-03-L-02	Hounslow	03 - RESIDENTIAL L - MIXED AFFORD HOUS (FLATS AND HOUSES)	67	2
IS-03-D-04	Islington	03 - RESIDENTIAL D - AFFORDABLE/LOCAL AUTHORITY FLATS	247	5

# APPENDIX J

## ACCESS DISTRIBUTION REVIEW



Site	Road	Period	Total Veh		Percentage		
			West	East	West	East	
Site 1	Stuart Road	AM	07:00-08:00	6	6	50%	50%
			08:00-09:00	6	18	25%	75%
			09:00-10:00	2	4	33%	67%
			<b>Average</b>	<b>5</b>	<b>9</b>	<b>36%</b>	<b>64%</b>
		PM	16:00-17:00	8	10	44%	56%
			17:00-18:00	5	9	36%	64%
			<b>Average</b>	<b>6</b>	<b>8</b>	<b>47%</b>	<b>53%</b>
	Ham Close	AM	07:00-08:00	2	4	33%	67%
			08:00-09:00	2	0	100%	0%
			09:00-10:00	3	1	75%	25%
			<b>Average</b>	<b>2</b>	<b>2</b>	<b>69%</b>	<b>31%</b>
		PM	16:00-17:00	0	2	0%	100%
			17:00-18:00	2	0	100%	0%
			<b>Average</b>	<b>1</b>	<b>1</b>	<b>67%</b>	<b>33%</b>
Site 2	Stretton Road	AM	07:00-08:00	6	19	24%	76%
			08:00-09:00	1	18	5%	95%
			09:00-10:00	3	11	21%	79%
			<b>Average</b>	<b>3</b>	<b>16</b>	<b>17%</b>	<b>83%</b>
		PM	16:00-17:00	4	10	29%	71%
			17:00-18:00	4	12	25%	75%
			<b>Average</b>	<b>4</b>	<b>9</b>	<b>32%</b>	<b>68%</b>
	Ham Close	AM	07:00-08:00	0	1	0%	100%
			08:00-09:00	7	7	50%	50%
			09:00-10:00	2	5	29%	71%
			<b>Average</b>	<b>3</b>	<b>4</b>	<b>26%</b>	<b>74%</b>
		PM	16:00-17:00	9	1	90%	10%
			17:00-18:00	5	3	63%	38%
			<b>Average</b>	<b>6</b>	<b>2</b>	<b>73%</b>	<b>27%</b>
Site 6	Ham Close	AM	07:00-08:00	1	2	33%	67%
			08:00-09:00	6	12	33%	67%
			09:00-10:00	2	4	33%	67%
			<b>Average</b>	<b>3</b>	<b>6</b>	<b>33%</b>	<b>67%</b>
		PM	16:00-17:00	4	17	19%	81%
			17:00-18:00	2	9	18%	82%
			18:00-19:00	3	6	33%	67%
			<b>Average</b>	<b>3</b>	<b>11</b>	<b>24%</b>	<b>76%</b>
Site 7	Ham Close	AM	07:00-08:00	1	2	33%	67%
			08:00-09:00	4	2	67%	33%
			09:00-10:00	1	5	17%	83%
			<b>Average</b>	<b>2</b>	<b>3</b>	<b>39%</b>	<b>61%</b>
		PM	16:00-17:00	2	1	67%	33%
			<b>Average</b>	<b>1</b>	<b>2</b>	<b>42%</b>	<b>58%</b>
	Sheridan Road	AM	07:00-08:00	2	12	14%	86%
			08:00-09:00	9	8	53%	47%
			09:00-10:00	7	6	54%	46%
			<b>Average</b>	<b>6</b>	<b>9</b>	<b>40%</b>	<b>60%</b>
		PM	16:00-17:00	9	2	82%	18%
			<b>Average</b>	<b>9</b>	<b>3</b>	<b>76%</b>	<b>24%</b>

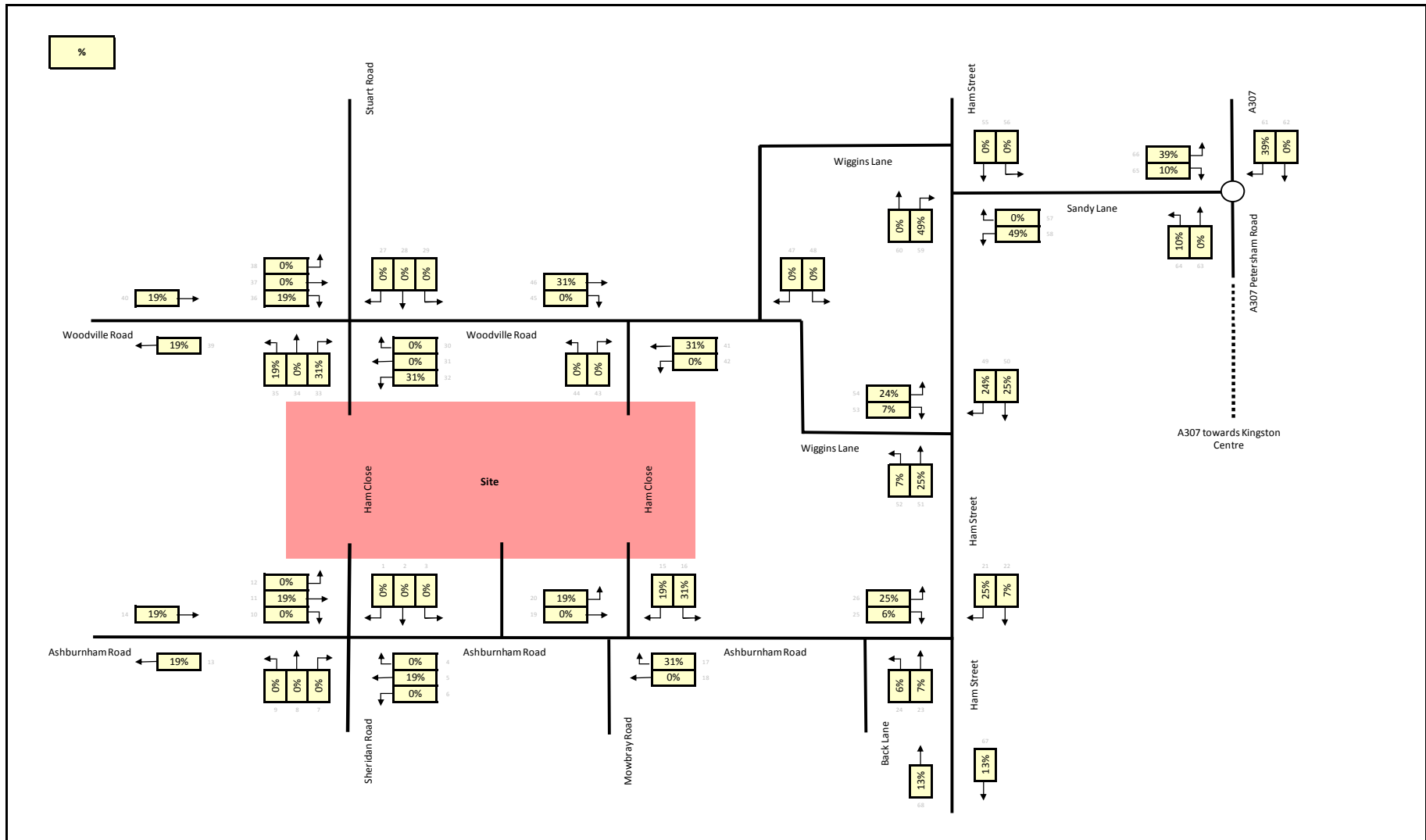
<b>Average</b>	West	East
AM	37%	63%
PM	51%	49%
<b>Average</b>	<b>44%</b>	<b>56%</b>



# APPENDIX K

## TRAFFIC FLOW DIAGRAMS





Project:  
**Ham Close, Richmond**

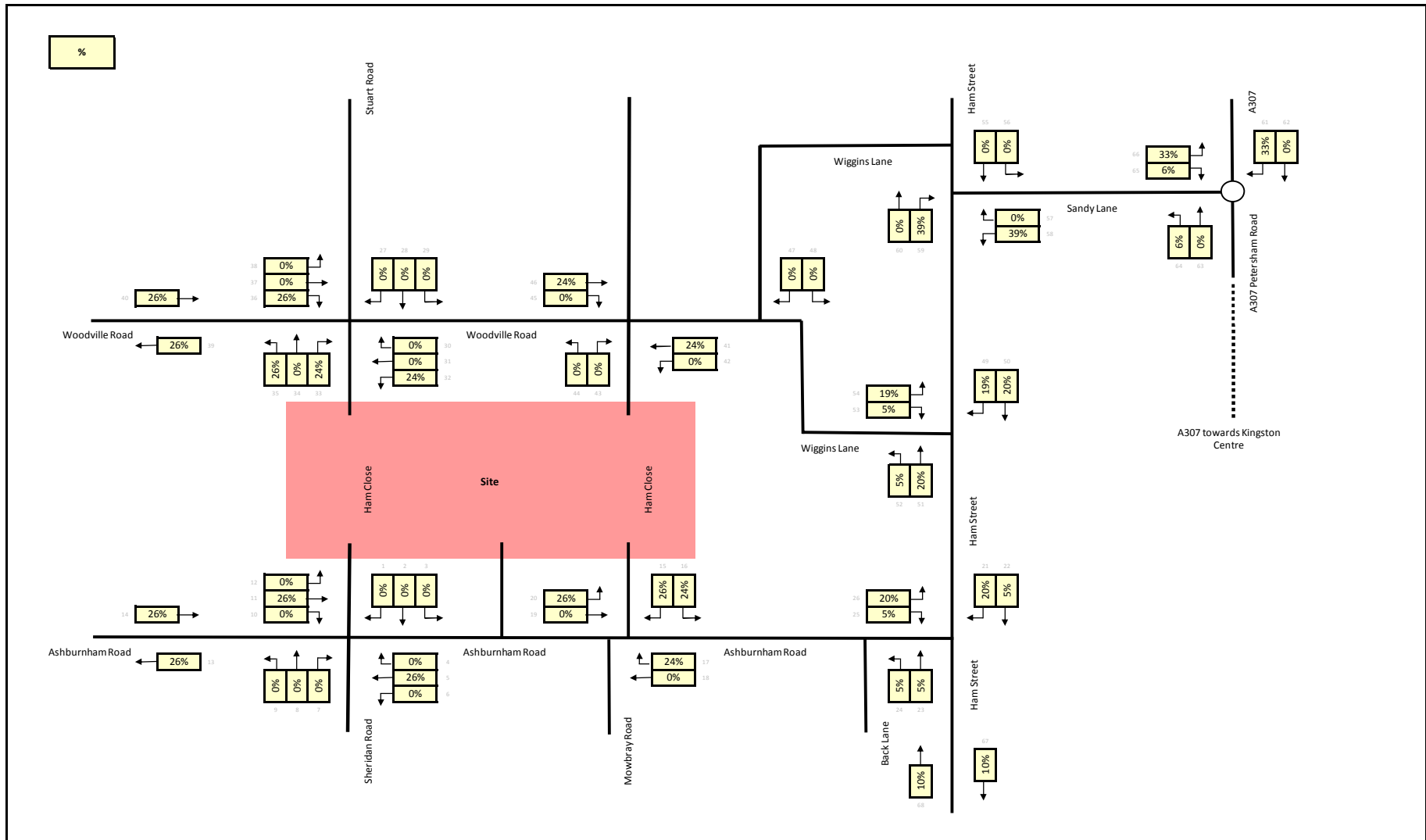
Client:  
**Hill Residential**

Title:  
**Proposed Development Observed Distribution Profile**  
**AM Peak**

Date:  
**21/03/2022**

Diagram:  
**1**





Project:  
**Ham Close, Richmond**

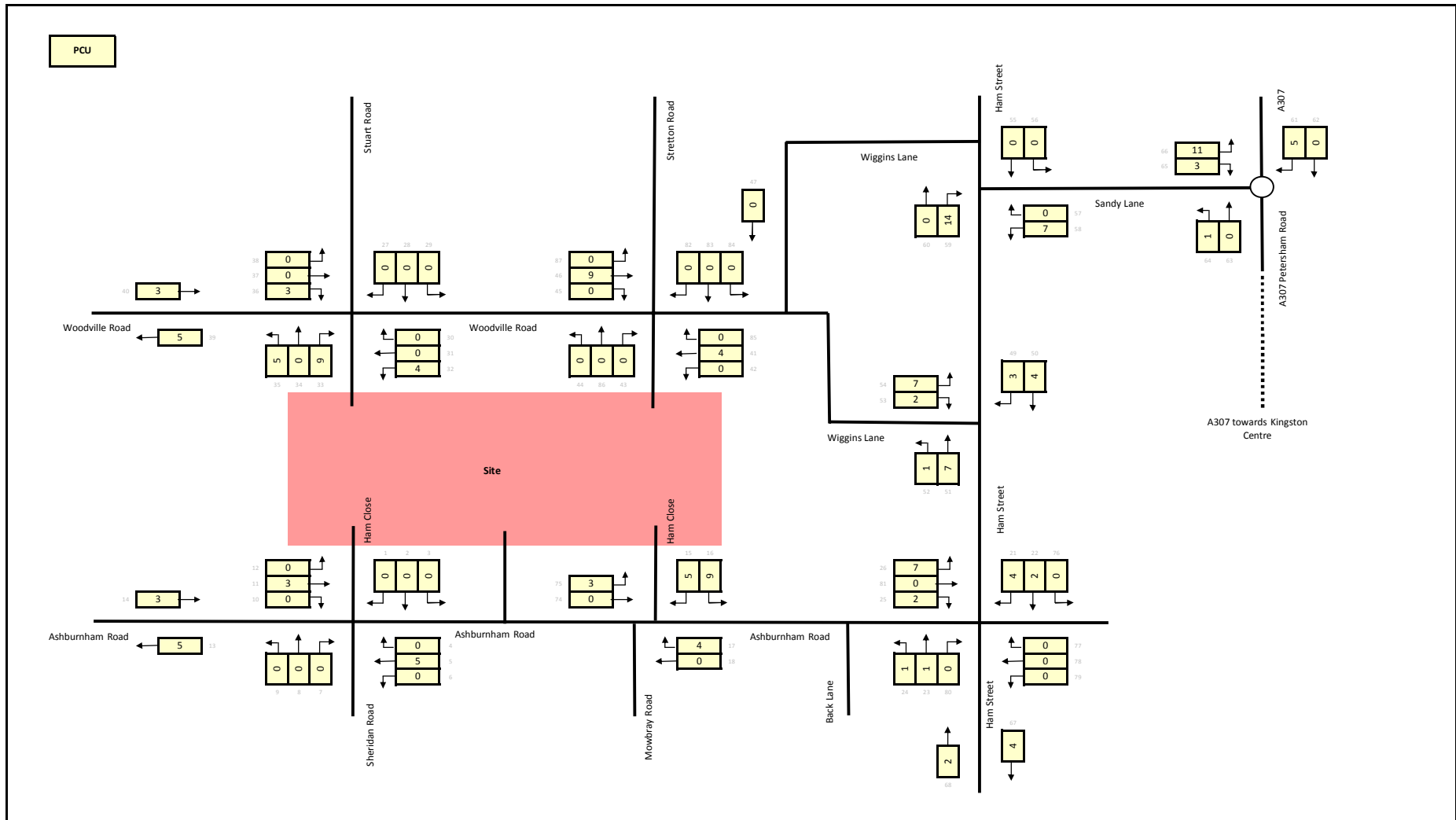
Client:  
**Hill Residential**

Title:  
**Proposed Development Observed Distribution Profile**  
**PM Peak**

Date:  
**21/03/2022**

Diagram:  
**2**





Project:  
**Ham Close, Richmond**

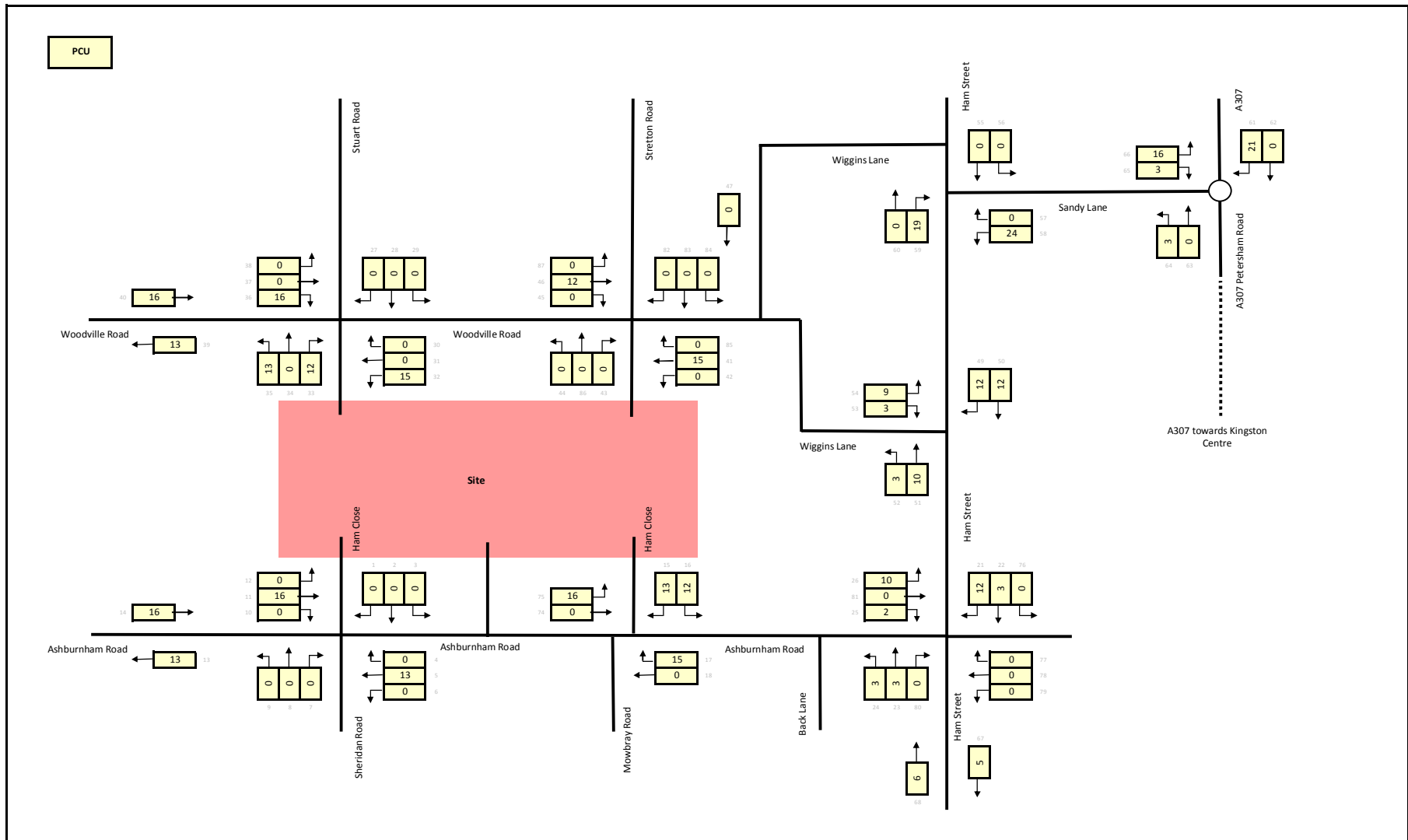
Client:  
**Hill Residential**

Title:  
**Proposed Traffic Flows  
AM PEAK HOUR**

Date:  
**21/03/2022**

Diagram:  
**3**





Project:  
**Ham Close, Richmond**

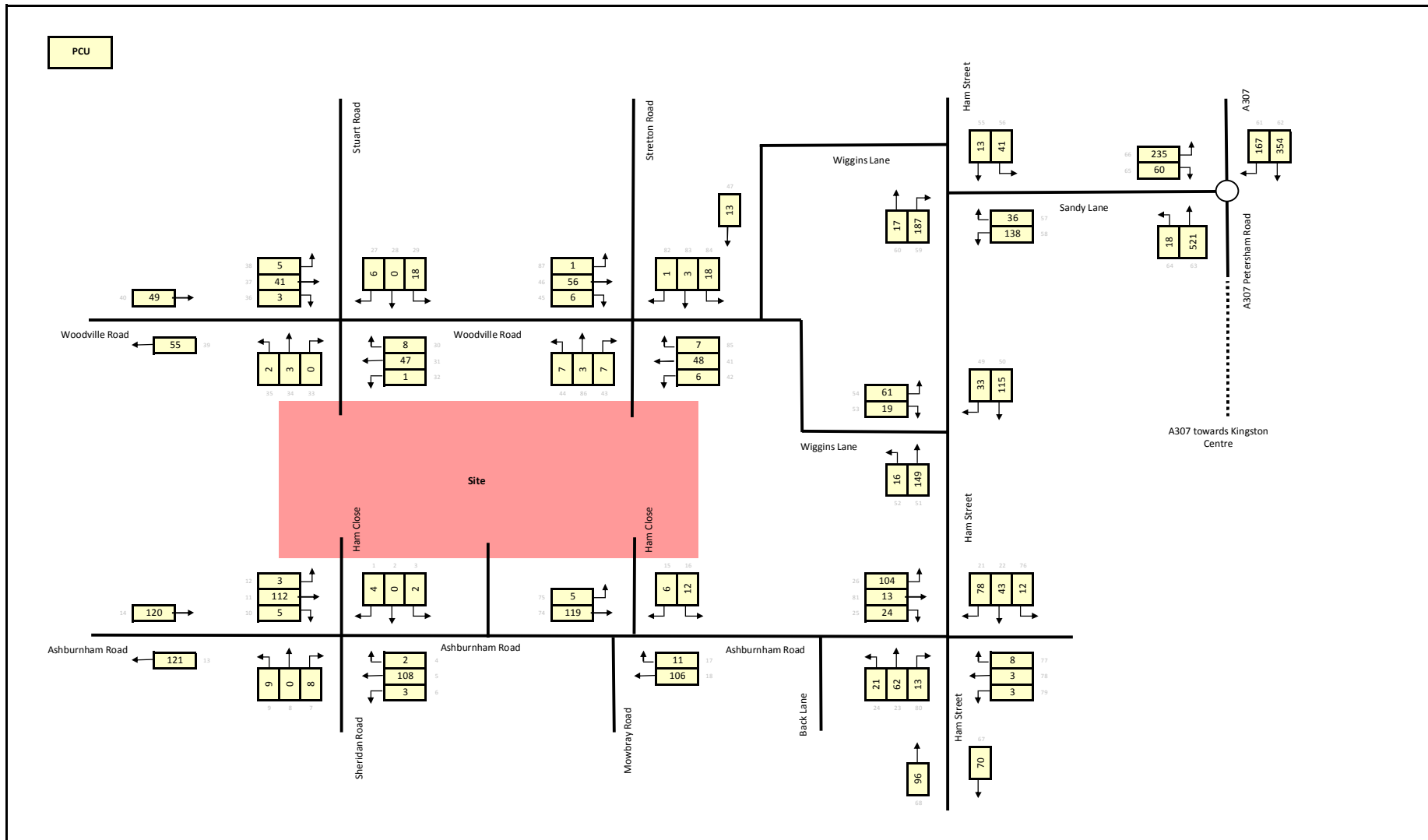
Client:  
**Hill Residential**

Title:  
**Proposed Traffic Flows  
PM PEAK HOUR**

Date:  
**21/03/2022**

Diagram:  
**4**





Project:  
**Ham Close, Richmond**

Client:  
**Hill Residential**

Title:  
**Observed 2022 Traffic Flows**  
**AM Peak Hour**

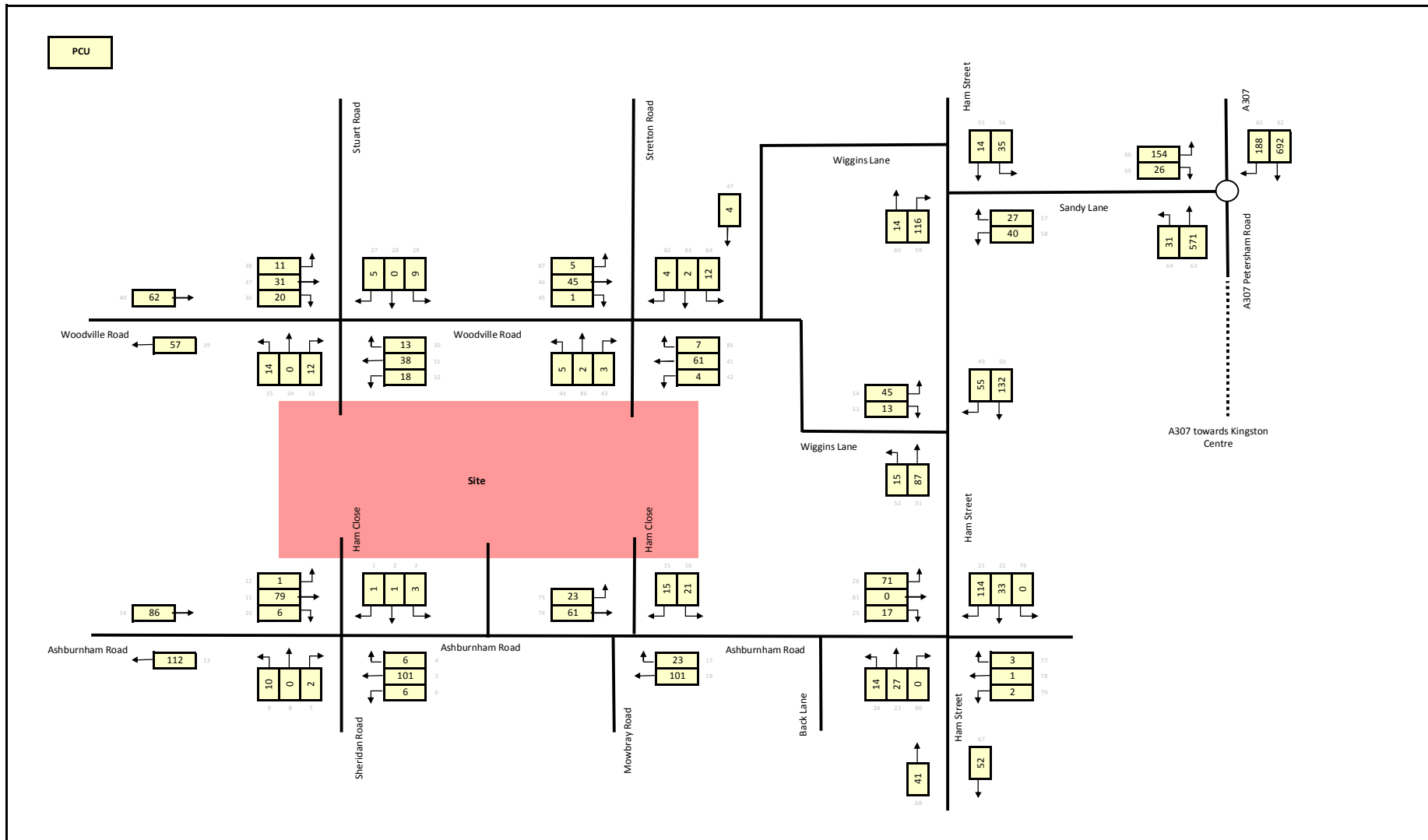
Date:  
**21/03/2022**

Diagram:  
**5**

**VELOCITY**  
TRAFFIC PLANNING

[www.velocity-tp.com](http://www.velocity-tp.com)





Project:  
**Ham Close, Richmond**

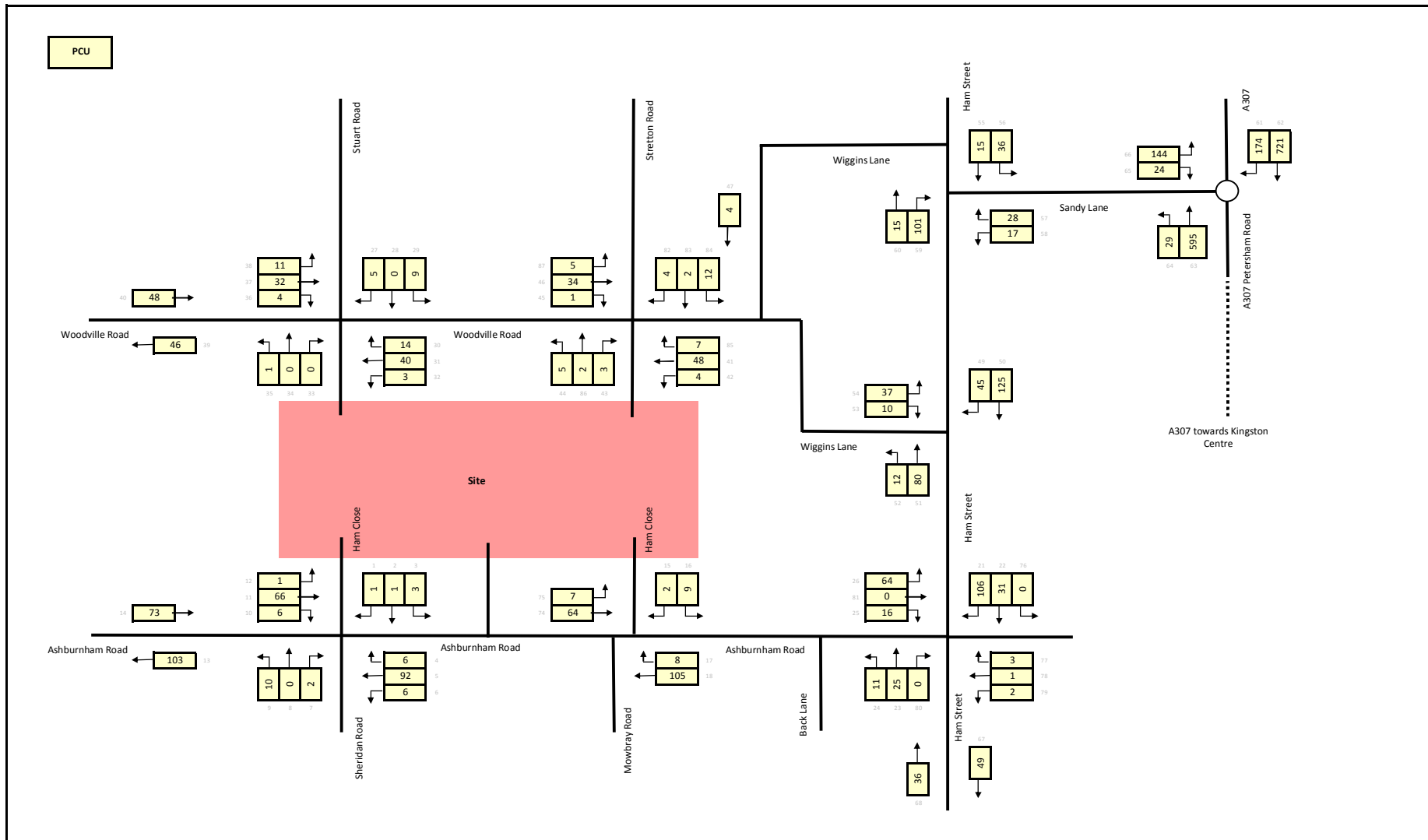
Client:  
**Hill Residential**

Title:  
**Observed 2022 + Proposed Development  
PM Peak Hour**

Date:  
**21/03/2022**

Diagram:  
**7**





Project:  
**Ham Close, Richmond**

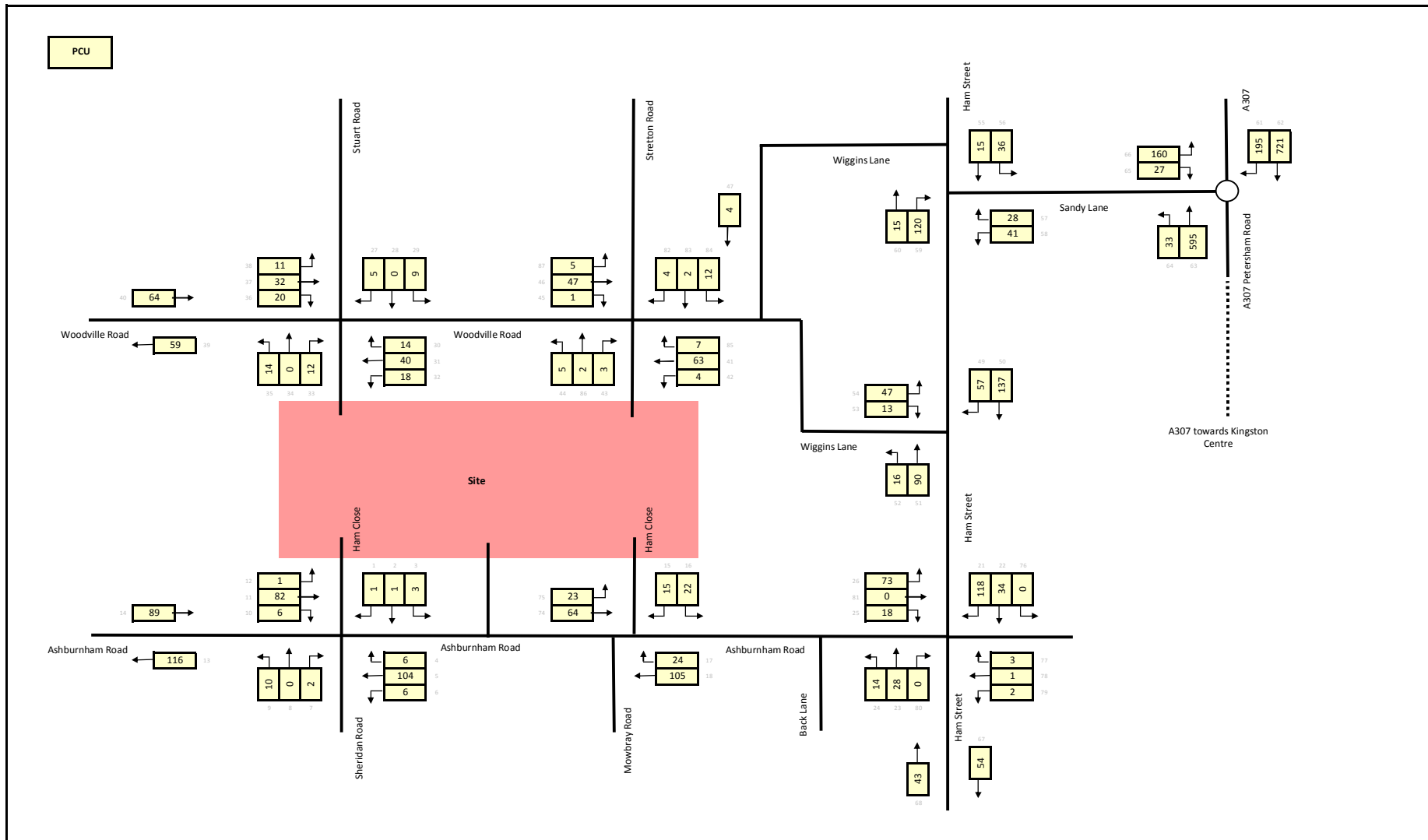
Client:  
**Hill Residential**

Title:  
**Base 2027  
PM Peak Hour**

Date:  
**21/03/2022**

Diagram:  
**8**





Project:  
**Ham Close, Richmond**

Client:  
**Hill Residential**

Title:  
**Base 2027 + Proposed Development**  
**PM Peak Hour**

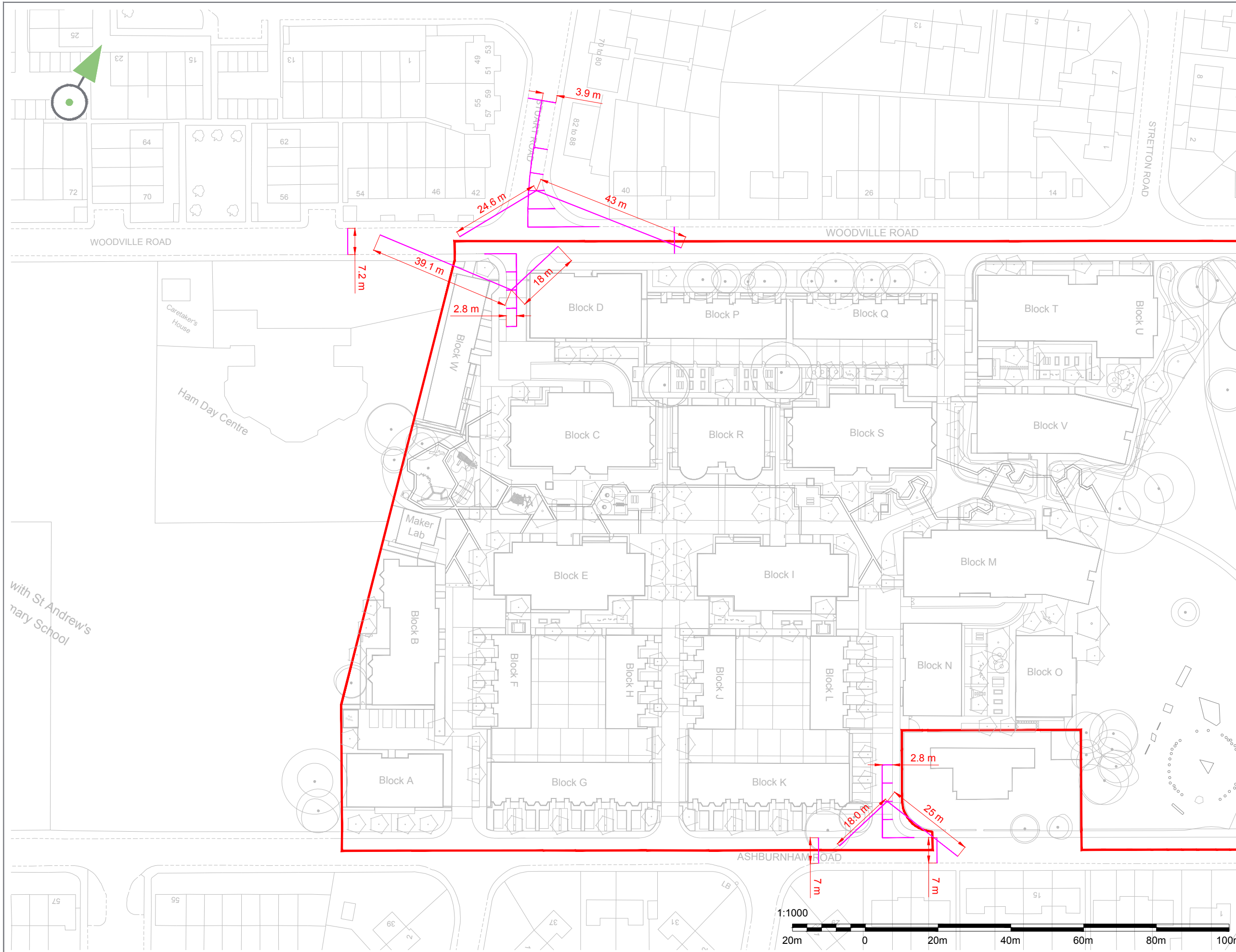
Date:  
**21/03/2022**  
Diagram:  
**9**



# APPENDIX L

## MODELLING MEASUREMENTS





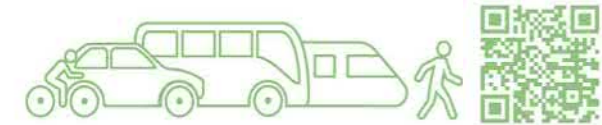
REV	DATE	BY	COMMENT
A	03.02.22	GSF	First Issue

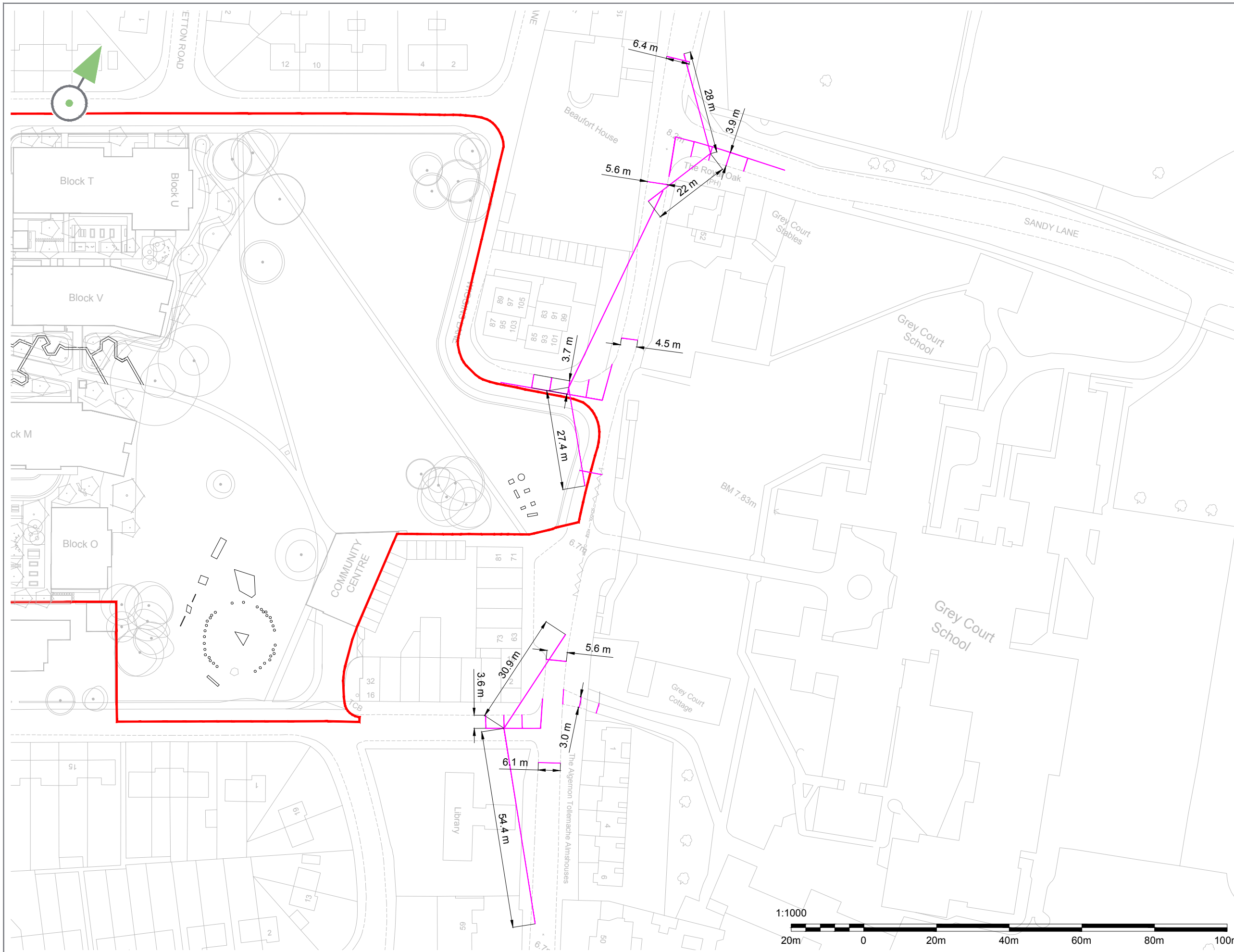
REVISION DETAILS		
DRAWING NO.		
<b>21-102-T-020</b>		
DRAWN	APPROVED	DATE
GSF	CG	FEB 22
SCALE	REV	
1:1,000 @ A3	A	

CLIENT  
**HILL RESIDENTIAL**

PROJECT  
**HAM CLOSE**

DRAWING TITLE  
**SITE ACCESS PARAMETERS**





REV	DATE	BY	COMMENT
A	03.02.22	GSF	First Issue

REVISION DETAILS

**DRAWING NO.**  
**21-102-T-019**

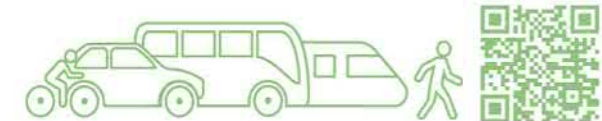
DRAWN	APPROVED	DATE
GSF	CG	FEB 22

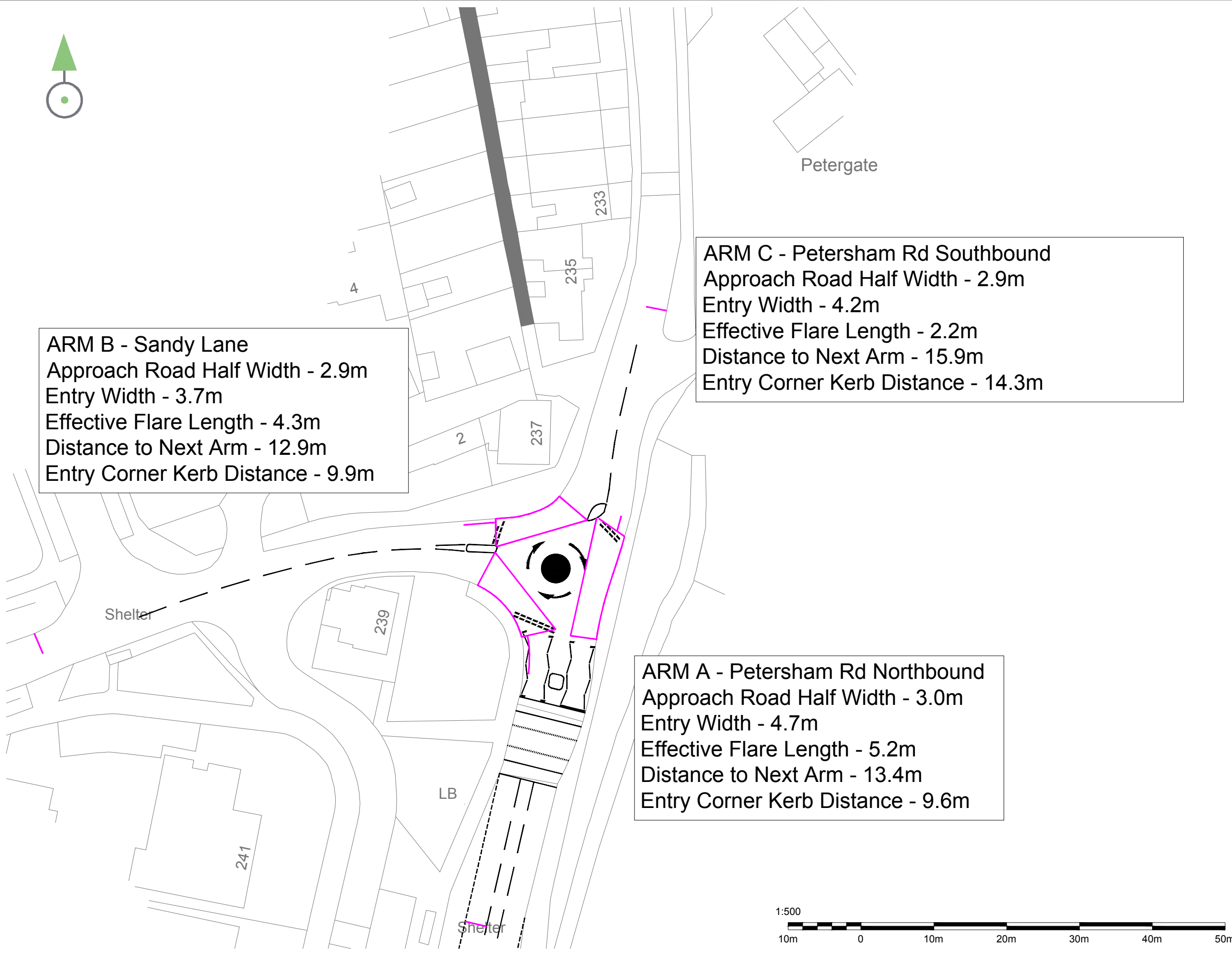
SCALE	REV
1:1,000 @ A3	A

CLIENT  
**HILL RESIDENTIAL**

PROJECT  
**HAM CLOSE**

DRAWING TITLE  
**SANDY LANE / HAM STREET PARAMETERS**

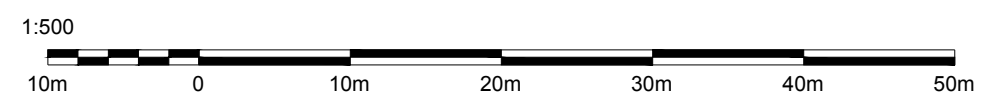




**ARM B - Sandy Lane**  
 Approach Road Half Width - 2.9m  
 Entry Width - 3.7m  
 Effective Flare Length - 4.3m  
 Distance to Next Arm - 12.9m  
 Entry Corner Kerb Distance - 9.9m

**ARM C - Petersham Rd Southbound**  
 Approach Road Half Width - 2.9m  
 Entry Width - 4.2m  
 Effective Flare Length - 2.2m  
 Distance to Next Arm - 15.9m  
 Entry Corner Kerb Distance - 14.3m

**ARM A - Petersham Rd Northbound**  
 Approach Road Half Width - 3.0m  
 Entry Width - 4.7m  
 Effective Flare Length - 5.2m  
 Distance to Next Arm - 13.4m  
 Entry Corner Kerb Distance - 9.6m



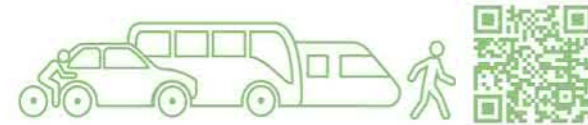
A	03.02.22	GSF	First Issue
REV	DATE	BY	COMMENT

REVISION DETAILS

**DRAWING NO.**  
21-102-T-018

<b>DRAWN</b>	<b>APPROVED</b>	<b>DATE</b>
GSF	CG	FEB 22

<b>SCALE</b>	<b>REV</b>
1:500 @ A3	A



# APPENDIX M

JUNCTIONS 10 OUTPUT FILES



Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.3.1598 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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: 2022.03.21-Junction 1-Ham Close Stuart Road.j10  
 Path: P:\Hill Group\21102 - Ham Close\Analysis\Modelling  
 Report generation date: 21/03/2022 11:47:33

- »Observed 2022, PM
- »Base 2027 + Proposed Dev, PM

**Summary of junction performance**

PM					
Set ID	Queue (PCU)	Delay (s)	RFC	LOS	
<b>Observed 2022</b>					
Stream B-ACD	D2	0.0	7.05	0.01	A
Stream A-BCD		0.0	6.16	0.02	A
Stream D-AB		0.0	5.20	0.03	A
Stream D-BC		0.0	7.05	0.01	A
Stream C-ABD		0.0	6.15	0.01	A
<b>Base 2027 + Proposed Dev</b>					
Stream B-ACD	D5	0.1	7.17	0.05	A
Stream A-BCD		0.0	6.20	0.03	A
Stream D-AB		0.0	5.12	0.01	A
Stream D-BC		0.0	7.08	0.01	A
Stream C-ABD		0.0	6.38	0.04	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	
Location	
Site number	
Date	17/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VTP\CRicci
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	PCU	PCU	perHour	s	-Min	perMin

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

### 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
D2	Observed 2022	PM	ONE HOUR	16:45	18:15	15	✓
D5	Base 2027 + Proposed Dev	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

# Observed 2022, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.82	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.82	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Woodville Road (East)		Major
B	Site Access		Minor
C	Woodville Road (West)		Major
D	Stuart Road		Minor

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.20			0.0	✓	0.00
C	7.20			0.0	✓	0.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.80								39	18
D	One lane plus flare		10.00	7.50	4.30	3.80	3.80		1.00	43	24

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	574	-	-	-	-	-	-	0.211	0.301	0.211	-	-	-
B-A	489	0.084	0.213	0.213	-	-	-	0.134	0.305	-	0.213	0.213	0.107
B-C	622	0.090	0.229	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	489	0.084	0.213	0.213	-	-	-	0.134	0.305	0.134	-	-	-
B-D, offside lane	489	0.084	0.213	0.213	-	-	-	0.134	0.305	0.134	-	-	-
C-B	574	0.211	0.211	0.301	-	-	-	-	-	-	-	-	-
D-A	727	-	-	-	-	-	-	0.267	-	0.106	-	-	-
D-B, nearside lane	573	0.157	0.157	0.357	-	-	-	0.250	0.250	0.099	-	-	-
D-B, offside lane	541	0.149	0.149	0.337	-	-	-	0.236	0.236	0.093	-	-	-
D-C	541	-	0.149	0.337	0.118	0.236	0.236	0.236	0.236	0.093	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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
D2	Observed 2022	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	56	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	49	100.000
D		ONE HOUR	✓	24	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	47	8
	B	0	0	2	3
	C	41	3	0	5
	D	18	0	6	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.01	7.05	0.0	A	5	7
A-BCD	0.02	6.16	0.0	A	8	12
A-B					0.90	1
A-C					43	64
D-AB	0.03	5.20	0.0	A	17	25
D-BC	0.01	7.05	0.0	A	6	8
C-ABD	0.01	6.15	0.0	A	3	4
C-D					5	7
C-A					37	56

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	4	0.94	522	0.007	4	0.0	0.0	6.945	A
A-BCD	6	2	591	0.011	6	0.0	0.0	6.160	A
A-B	0.74	0.19			0.74				
A-C	35	9			35				
D-AB	14	3	717	0.019	13	0.0	0.0	5.116	A
D-BC	5	1	525	0.009	4	0.0	0.0	6.920	A
C-ABD	2	0.60	588	0.004	2	0.0	0.0	6.143	A
C-D	4	0.94			4				
C-A	31	8			31				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	4	1	520	0.009	4	0.0	0.0	6.988	A
A-BCD	8	2	594	0.013	8	0.0	0.0	6.139	A
A-B	0.89	0.22			0.89				
A-C	42	10			42				
D-AB	16	4	715	0.023	16	0.0	0.0	5.149	A
D-BC	5	1	521	0.010	5	0.0	0.0	6.975	A
C-ABD	3	0.73	591	0.005	3	0.0	0.0	6.119	A
C-D	4	1			4				
C-A	37	9			37				

**17:15 - 17:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	6	1	516	0.011	5	0.0	0.0	7.049	A
A-BCD	10	2	599	0.016	10	0.0	0.0	6.111	A
A-B	1	0.27			1				
A-C	51	13			51				
D-AB	20	5	712	0.028	20	0.0	0.0	5.197	A
D-BC	7	2	517	0.013	7	0.0	0.0	7.051	A
C-ABD	4	0.90	595	0.006	4	0.0	0.0	6.086	A
C-D	5	1			5				
C-A	45	11			45				

**17:30 - 17:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	6	1	516	0.011	6	0.0	0.0	7.049	A
A-BCD	10	2	599	0.016	10	0.0	0.0	6.111	A
A-B	1	0.27			1				
A-C	51	13			51				
D-AB	20	5	712	0.028	20	0.0	0.0	5.197	A
D-BC	7	2	517	0.013	7	0.0	0.0	7.052	A
C-ABD	4	0.90	595	0.006	4	0.0	0.0	6.086	A
C-D	5	1			5				
C-A	45	11			45				

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	4	1	520	0.009	5	0.0	0.0	6.989	A
A-BCD	8	2	594	0.013	8	0.0	0.0	6.142	A
A-B	0.89	0.22			0.89				
A-C	42	10			42				
D-AB	16	4	715	0.023	16	0.0	0.0	5.150	A
D-BC	5	1	521	0.010	5	0.0	0.0	6.975	A
C-ABD	3	0.73	591	0.005	3	0.0	0.0	6.122	A
C-D	4	1			4				
C-A	37	9			37				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	4	0.94	522	0.007	4	0.0	0.0	6.948	A
A-BCD	6	2	591	0.011	6	0.0	0.0	6.162	A
A-B	0.74	0.19			0.74				
A-C	35	9			35				
D-AB	14	3	717	0.019	14	0.0	0.0	5.118	A
D-BC	5	1	525	0.009	5	0.0	0.0	6.923	A
C-ABD	2	0.60	588	0.004	2	0.0	0.0	6.146	A
C-D	4	0.94			4				
C-A	31	8			31				

# Base 2027 + Proposed Dev, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.86	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.86	A

## 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	Base 2027 + Proposed Dev	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	72	100.000
B		ONE HOUR	✓	26	100.000
C		ONE HOUR	✓	63	100.000
D		ONE HOUR	✓	14	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	18	40	14
	B	12	0	14	0
	C	32	20	0	11
	D	9	0	5	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.05	7.17	0.1	A	24	36
A-BCD	0.03	6.20	0.0	A	14	21
A-B					16	24
A-C					36	54
D-AB	0.01	5.12	0.0	A	8	12
D-BC	0.01	7.08	0.0	A	5	7
C-ABD	0.04	6.38	0.0	A	20	30
C-D					10	15
C-A					28	43

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	20	5	538	0.036	19	0.0	0.0	6.946	A
A-BCD	11	3	593	0.019	11	0.0	0.0	6.192	A
A-B	13	3			13				
A-C	30	7			30				
D-AB	7	2	716	0.009	7	0.0	0.0	5.072	A
D-BC	4	0.94	524	0.007	4	0.0	0.0	6.922	A
C-ABD	16	4	584	0.027	16	0.0	0.0	6.338	A
C-D	8	2			8				
C-A	23	6			23				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	23	6	535	0.044	23	0.0	0.0	7.041	A
A-BCD	14	3	596	0.023	14	0.0	0.0	6.179	A
A-B	16	4			16				
A-C	35	9			35				
D-AB	8	2	715	0.011	8	0.0	0.0	5.093	A
D-BC	4	1	519	0.009	4	0.0	0.0	6.989	A
C-ABD	19	5	586	0.033	19	0.0	0.0	6.353	A
C-D	10	2			10				
C-A	28	7			28				

**17:15 - 17:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	29	7	531	0.054	29	0.0	0.1	7.172	A
A-BCD	17	4	601	0.029	17	0.0	0.0	6.162	A
A-B	19	5			19				
A-C	43	11			43				
D-AB	10	2	712	0.014	10	0.0	0.0	5.123	A
D-BC	6	1	514	0.011	5	0.0	0.0	7.084	A
C-ABD	24	6	589	0.041	24	0.0	0.0	6.375	A
C-D	12	3			12				
C-A	34	8			34				

**17:30 - 17:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	29	7	530	0.054	29	0.1	0.1	7.172	A
A-BCD	17	4	601	0.029	17	0.0	0.0	6.162	A
A-B	19	5			19				
A-C	43	11			43				
D-AB	10	2	712	0.014	10	0.0	0.0	5.124	A
D-BC	6	1	514	0.011	6	0.0	0.0	7.084	A
C-ABD	24	6	589	0.041	24	0.0	0.0	6.376	A
C-D	12	3			12				
C-A	34	8			34				

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	23	6	535	0.044	23	0.1	0.0	7.045	A
A-BCD	14	3	596	0.023	14	0.0	0.0	6.181	A
A-B	16	4			16				
A-C	35	9			35				
D-AB	8	2	715	0.011	8	0.0	0.0	5.096	A
D-BC	4	1	519	0.009	5	0.0	0.0	6.992	A
C-ABD	19	5	586	0.033	19	0.0	0.0	6.357	A
C-D	10	2			10				
C-A	28	7			28				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	20	5	538	0.036	20	0.0	0.0	6.950	A
A-BCD	11	3	593	0.019	11	0.0	0.0	6.196	A
A-B	13	3			13				
A-C	30	7			30				
D-AB	7	2	716	0.009	7	0.0	0.0	5.072	A
D-BC	4	0.94	524	0.007	4	0.0	0.0	6.925	A
C-ABD	16	4	584	0.027	16	0.0	0.0	6.341	A
C-D	8	2			8				
C-A	23	6			23				



Junctions 10
PICADY 10 - Priority Intersection Module
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**Filename:** 2022.03.21-Junction 2-Ham Close Ashburnham.j10  
**Path:** P:\Hill Group\21102 - Ham Close\Analysis\Modelling  
**Report generation date:** 21/03/2022 12:07:51

- »Observed 2022, PM
- »Base 2027 + Proposed Dev, PM

**Summary of junction performance**

PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
Observed 2022					
Stream B-AC	D2	0.0	6.44	0.02	A
Stream C-AB		0.0	4.84	0.01	A
Base 2027 + Proposed Dev					
Stream B-AC	D5	0.1	7.41	0.08	A
Stream C-AB		0.1	4.94	0.04	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**

<b>Title</b>	
<b>Location</b>	
<b>Site number</b>	
<b>Date</b>	17/02/2022
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	VTP\CRicci
<b>Description</b>	

**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	PCU	PCU	perHour	s	-Min	perMin

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

### 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
D2	Observed 2022	PM	ONE HOUR	16:45	18:15	15	✓
D5	Base 2027 + Proposed Dev	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

# Observed 2022, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.61	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.61	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Ashburnham Road (West)		Major
B	Site Access		Minor
C	Ashburnham Road (East)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			250.0	✓	0.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.80	25	18

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	484	0.084	0.213	0.134	0.305
B-C	622	0.091	0.231	-	-
C-B	719	0.266	0.266	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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
D2	Observed 2022	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	68	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	109	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	7	61
	B	2	0	9
	C	101	8	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	6.44	0.0	A	10	15
C-AB	0.01	4.84	0.0	A	8	13
C-A					92	137
A-B					6	10
A-C					56	84

## Main Results for each time segment

### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	577	0.014	8	0.0	0.0	6.325	A
C-AB	7	2	751	0.009	7	0.0	0.0	4.834	A
C-A	75	19			75				
A-B	5	1			5				
A-C	46	11			46				

### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	575	0.017	10	0.0	0.0	6.375	A
C-AB	8	2	758	0.011	8	0.0	0.0	4.801	A
C-A	90	22			90				
A-B	6	2			6				
A-C	55	14			55				

### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	571	0.021	12	0.0	0.0	6.444	A
C-AB	10	3	767	0.013	10	0.0	0.0	4.758	A
C-A	110	27			110				
A-B	8	2			8				
A-C	67	17			67				

### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	571	0.021	12	0.0	0.0	6.444	A
C-AB	10	3	767	0.013	10	0.0	0.0	4.760	A
C-A	110	27			110				
A-B	8	2			8				
A-C	67	17			67				

### 17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	575	0.017	10	0.0	0.0	6.378	A
C-AB	8	2	758	0.011	8	0.0	0.0	4.802	A
C-A	90	22			90				
A-B	6	2			6				
A-C	55	14			55				

### 18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	577	0.014	8	0.0	0.0	6.328	A
C-AB	7	2	751	0.009	7	0.0	0.0	4.836	A
C-A	75	19			75				
A-B	5	1			5				
A-C	46	11			46				

# Base 2027 + Proposed Dev, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.62	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.62	A

## 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	Base 2027 + Proposed Dev	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	87	100.000
B		ONE HOUR	✓	37	100.000
C		ONE HOUR	✓	129	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	23	64
	B	15	0	22
	C	105	24	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	7.41	0.1	A	34	51
C-AB	0.04	4.94	0.1	A	25	38
C-A					93	140
A-B					21	32
A-C					59	88

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	537	0.052	28	0.0	0.1	7.069	A
C-AB	20	5	750	0.027	20	0.0	0.0	4.935	A
C-A	77	19			77				
A-B	17	4			17				
A-C	48	12			48				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	532	0.062	33	0.1	0.1	7.210	A
C-AB	25	6	756	0.033	25	0.0	0.0	4.924	A
C-A	91	23			91				
A-B	21	5			21				
A-C	58	14			58				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	527	0.077	41	0.1	0.1	7.407	A
C-AB	31	8	764	0.041	31	0.0	0.1	4.909	A
C-A	111	28			111				
A-B	25	6			25				
A-C	70	18			70				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	527	0.077	41	0.1	0.1	7.407	A
C-AB	31	8	764	0.041	31	0.1	0.1	4.912	A
C-A	111	28			111				
A-B	25	6			25				
A-C	70	18			70				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	532	0.062	33	0.1	0.1	7.215	A
C-AB	25	6	756	0.033	25	0.1	0.0	4.925	A
C-A	91	23			91				
A-B	21	5			21				
A-C	58	14			58				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	537	0.052	28	0.1	0.1	7.079	A
C-AB	20	5	750	0.027	20	0.0	0.0	4.938	A
C-A	77	19			77				
A-B	17	4			17				
A-C	48	12			48				



Junctions 10
PICADY 10 - Priority Intersection Module
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**Filename:** 2022.03.21-Junction 3-Wiggins Lane Ham Street.j10  
**Path:** P:\Hill Group\21102 - Ham Close\Analysis\Modelling  
**Report generation date:** 21/03/2022 11:57:03

- »Observed 2022, PM
- »Observed 2022 + Proposed Dev, PM
- »Base 2027, PM
- »Base 2027 + Proposed Dev, PM

**Summary of junction performance**

PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
Observed 2022					
Stream B-AC	D2	0.1	6.42	0.08	A
Stream C-AB		0.1	5.67	0.08	A
Observed 2022 + Proposed Dev					
Stream B-AC	D3	0.1	6.51	0.06	A
Stream C-AB		0.1	5.57	0.04	A
Base 2027					
Stream B-AC	D4	0.0	5.84	0.02	A
Stream C-AB		0.0	5.43	0.02	A
Base 2027 + Proposed Dev					
Stream B-AC	D5	0.1	6.70	0.11	A
Stream C-AB		0.2	5.79	0.11	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**

<b>Title</b>	
<b>Location</b>	
<b>Site number</b>	
<b>Date</b>	17/02/2022
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	VTP\CRicci
<b>Description</b>	

### 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	PCU	PCU	perHour	s	-Min	perMin

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

### 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
D2	Observed 2022	PM	ONE HOUR	16:45	18:15	15	✓
D3	Observed 2022 + Proposed Dev	PM	ONE HOUR	16:45	18:15	15	✓
D4	Base 2027	PM	ONE HOUR	16:45	18:15	15	✓
D5	Base 2027 + Proposed Dev	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

# Observed 2022, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.97	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.97	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Ham Street (South)		Major
B	Wiggins Lane		Minor
C	Ham Street (North)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	4.50			100.0	✓	0.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.70	60	27

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	546	0.106	0.268	0.168	0.383
B-C	686	0.112	0.283	-	-
C-B	632	0.261	0.261	-	-

*The slopes and intercepts shown above include custom intercept adjustments only.*

*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
D2	Observed 2022	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	89	100.000
B		ONE HOUR	✓	46	100.000
C		ONE HOUR	✓	163	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	77
	B	10	0	36
	C	120	43	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	6.42	0.1	A	42	63
C-AB	0.08	5.67	0.1	A	47	71
C-A					102	153
A-B					11	17
A-C					71	106

## Main Results for each time segment

### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	623	0.056	34	0.0	0.1	6.106	A
C-AB	37	9	674	0.055	37	0.0	0.1	5.652	A
C-A	85	21			85				
A-B	9	2			9				
A-C	58	14			58				

### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	618	0.067	41	0.1	0.1	6.239	A
C-AB	46	11	682	0.067	46	0.1	0.1	5.656	A
C-A	101	25			101				
A-B	11	3			11				
A-C	69	17			69				

### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	611	0.083	51	0.1	0.1	6.423	A
C-AB	59	15	694	0.084	58	0.1	0.1	5.664	A
C-A	121	30			121				
A-B	13	3			13				
A-C	85	21			85				

### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	611	0.083	51	0.1	0.1	6.423	A
C-AB	59	15	694	0.084	59	0.1	0.1	5.666	A
C-A	121	30			121				
A-B	13	3			13				
A-C	85	21			85				

### 17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	618	0.067	41	0.1	0.1	6.243	A
C-AB	46	11	682	0.067	46	0.1	0.1	5.662	A
C-A	101	25			101				
A-B	11	3			11				
A-C	69	17			69				

### 18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	623	0.056	35	0.1	0.1	6.116	A
C-AB	37	9	674	0.056	38	0.1	0.1	5.657	A
C-A	85	21			85				
A-B	9	2			9				
A-C	58	14			58				

# Observed 2022 + Proposed Dev, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.43	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.43	A

## 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	Observed 2022 + Proposed Dev	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	83	100.000
B		ONE HOUR	✓	30	100.000
C		ONE HOUR	✓	123	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	61
	B	12	0	18
	C	101	22	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	6.51	0.1	A	28	41
C-AB	0.04	5.57	0.1	A	24	35
C-A					89	134
A-B					20	30
A-C					56	84

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	597	0.038	22	0.0	0.0	6.260	A
C-AB	19	5	666	0.028	19	0.0	0.0	5.564	A
C-A	74	18			74				
A-B	17	4			17				
A-C	46	11			46				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	592	0.046	27	0.0	0.0	6.365	A
C-AB	23	6	672	0.034	23	0.0	0.0	5.542	A
C-A	88	22			88				
A-B	20	5			20				
A-C	55	14			55				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	586	0.056	33	0.0	0.1	6.513	A
C-AB	29	7	682	0.043	29	0.0	0.1	5.514	A
C-A	106	27			106				
A-B	24	6			24				
A-C	67	17			67				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	586	0.056	33	0.1	0.1	6.514	A
C-AB	29	7	682	0.043	29	0.1	0.1	5.517	A
C-A	106	27			106				
A-B	24	6			24				
A-C	67	17			67				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	592	0.046	27	0.1	0.0	6.367	A
C-AB	23	6	672	0.034	23	0.1	0.0	5.546	A
C-A	88	22			88				
A-B	20	5			20				
A-C	55	14			55				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	597	0.038	23	0.0	0.0	6.266	A
C-AB	19	5	666	0.028	19	0.0	0.0	5.567	A
C-A	74	18			74				
A-B	17	4			17				
A-C	46	11			46				



# Base 2027, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.59	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.59	A

## 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	Base 2027	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	71	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	113	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	64
	B	2	0	9
	C	105	8	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	5.84	0.0	A	10	15
C-AB	0.02	5.43	0.0	A	9	13
C-A					95	143
A-B					6	10
A-C					59	88

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	637	0.013	8	0.0	0.0	5.725	A
C-AB	7	2	670	0.010	7	0.0	0.0	5.429	A
C-A	78	20			78				
A-B	5	1			5				
A-C	48	12			48				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	633	0.016	10	0.0	0.0	5.773	A
C-AB	8	2	677	0.012	8	0.0	0.0	5.380	A
C-A	93	23			93				
A-B	6	2			6				
A-C	58	14			58				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	628	0.019	12	0.0	0.0	5.840	A
C-AB	11	3	688	0.015	11	0.0	0.0	5.315	A
C-A	114	28			114				
A-B	8	2			8				
A-C	70	18			70				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	628	0.019	12	0.0	0.0	5.840	A
C-AB	11	3	688	0.015	11	0.0	0.0	5.317	A
C-A	114	28			114				
A-B	8	2			8				
A-C	70	18			70				

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	633	0.016	10	0.0	0.0	5.775	A
C-AB	8	2	677	0.012	8	0.0	0.0	5.380	A
C-A	93	23			93				
A-B	6	2			6				
A-C	58	14			58				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	637	0.013	8	0.0	0.0	5.728	A
C-AB	7	2	670	0.010	7	0.0	0.0	5.431	A
C-A	78	20			78				
A-B	5	1			5				
A-C	48	12			48				

# Base 2027 + Proposed Dev, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.25	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.25	A

## 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	Base 2027 + Proposed Dev	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	106	100.000
B		ONE HOUR	✓	60	100.000
C		ONE HOUR	✓	194	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	90
	B	13	0	47
	C	137	57	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.11	6.70	0.1	A	55	83
C-AB	0.11	5.79	0.2	A	64	97
C-A					114	170
A-B					15	22
A-C					83	124

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	618	0.073	45	0.0	0.1	6.274	A
C-AB	51	13	679	0.074	50	0.0	0.1	5.721	A
C-A	95	24			95				
A-B	12	3			12				
A-C	68	17			68				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	612	0.088	54	0.1	0.1	6.448	A
C-AB	62	16	689	0.091	62	0.1	0.1	5.748	A
C-A	112	28			112				
A-B	14	4			14				
A-C	81	20			81				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	603	0.109	66	0.1	0.1	6.696	A
C-AB	80	20	702	0.114	80	0.1	0.2	5.788	A
C-A	134	33			134				
A-B	18	4			18				
A-C	99	25			99				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	603	0.109	66	0.1	0.1	6.699	A
C-AB	80	20	702	0.114	80	0.2	0.2	5.793	A
C-A	134	33			134				
A-B	18	4			18				
A-C	99	25			99				

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	612	0.088	54	0.1	0.1	6.453	A
C-AB	63	16	689	0.091	63	0.2	0.1	5.755	A
C-A	112	28			112				
A-B	14	4			14				
A-C	81	20			81				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	618	0.073	45	0.1	0.1	6.283	A
C-AB	51	13	679	0.075	51	0.1	0.1	5.732	A
C-A	95	24			95				
A-B	12	3			12				
A-C	68	17			68				

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.3.1598 © Copyright TRL Software Limited, 2021
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**Filename:** 2022.03.21-Junction 4-Sandy Lane Ham Street.j10  
**Path:** P:\Hill Group\21102 - Ham Close\Analysis\Modelling  
**Report generation date:** 21/03/2022 11:53:38

- »Observed 2022, PM
- »Observed 2022 + Proposed Dev, PM
- »Base 2027, PM
- »Base 2027 + Proposed Dev, PM

**Summary of junction performance**

PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
Observed 2022					
Stream B-AC	D2	0.1	7.12	0.09	A
Stream C-AB		0.2	6.93	0.17	A
Observed 2022 + Proposed Dev					
Stream B-AC	D3	0.1	6.43	0.06	A
Stream C-AB		0.1	5.56	0.04	A
Base 2027					
Stream B-AC	D4	0.0	5.74	0.02	A
Stream C-AB		0.0	5.42	0.02	A
Base 2027 + Proposed Dev					
Stream B-AC	D5	0.1	7.01	0.13	A
Stream C-AB		0.3	7.30	0.22	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**

<b>Title</b>	
<b>Location</b>	
<b>Site number</b>	
<b>Date</b>	17/02/2022
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	VTP\CRicci
<b>Description</b>	

### 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	PCU	PCU	perHour	s	-Min	perMin

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

### 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
D2	Observed 2022	PM	ONE HOUR	16:45	18:15	15	✓
D3	Observed 2022 + Proposed Dev	PM	ONE HOUR	16:45	18:15	15	✓
D4	Base 2027	PM	ONE HOUR	16:45	18:15	15	✓
D5	Base 2027 + Proposed Dev	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



# Observed 2022, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.89	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.89	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Ham Street (North)		Major
B	Sandy Lane		Minor
C	Ham Street (South)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			100.0	✓	0.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.90	22	28

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	543	0.099	0.250	0.157	0.357
B-C	699	0.107	0.271	-	-
C-B	632	0.245	0.245	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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
D2	Observed 2022	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	49	100.000
B		ONE HOUR	✓	43	100.000
C		ONE HOUR	✓	111	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	35	14
	B	27	0	16
	C	14	97	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.09	7.12	0.1	A	39	59
C-AB	0.17	6.93	0.2	A	91	136
C-A					11	16
A-B					32	48
A-C					13	19

## Main Results for each time segment

### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	566	0.057	32	0.0	0.1	6.740	A
C-AB	74	19	630	0.118	74	0.0	0.1	6.470	A
C-A	9	2			9				
A-B	26	7			26				
A-C	11	3			11				

### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	561	0.069	39	0.1	0.1	6.896	A
C-AB	89	22	629	0.141	89	0.1	0.2	6.658	A
C-A	11	3			11				
A-B	31	8			31				
A-C	13	3			13				

### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	553	0.086	47	0.1	0.1	7.115	A
C-AB	109	27	629	0.174	109	0.2	0.2	6.928	A
C-A	13	3			13				
A-B	39	10			39				
A-C	15	4			15				

### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	553	0.086	47	0.1	0.1	7.115	A
C-AB	110	27	629	0.174	109	0.2	0.2	6.934	A
C-A	13	3			13				
A-B	39	10			39				
A-C	15	4			15				

### 17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	560	0.069	39	0.1	0.1	6.900	A
C-AB	89	22	629	0.141	89	0.2	0.2	6.668	A
C-A	11	3			11				
A-B	31	8			31				
A-C	13	3			13				

### 18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	566	0.057	32	0.1	0.1	6.752	A
C-AB	74	19	630	0.118	74	0.2	0.1	6.486	A
C-A	9	2			9				
A-B	26	7			26				
A-C	11	3			11				

# Observed 2022 + Proposed Dev, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.42	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.42	A

## 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	Observed 2022 + Proposed Dev	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	83	100.000
B		ONE HOUR	✓	30	100.000
C		ONE HOUR	✓	123	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	61
	B	12	0	18
	C	101	22	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	6.43	0.1	A	28	41
C-AB	0.04	5.56	0.1	A	24	35
C-A					89	134
A-B					20	30
A-C					56	84

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	604	0.037	22	0.0	0.0	6.192	A
C-AB	19	5	667	0.028	19	0.0	0.0	5.556	A
C-A	74	18			74				
A-B	17	4			17				
A-C	46	11			46				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	599	0.045	27	0.0	0.0	6.292	A
C-AB	23	6	673	0.034	23	0.0	0.0	5.535	A
C-A	88	22			88				
A-B	20	5			20				
A-C	55	14			55				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	593	0.056	33	0.0	0.1	6.433	A
C-AB	29	7	683	0.042	29	0.0	0.1	5.505	A
C-A	106	27			106				
A-B	24	6			24				
A-C	67	17			67				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	593	0.056	33	0.1	0.1	6.433	A
C-AB	29	7	683	0.042	29	0.1	0.1	5.504	A
C-A	106	27			106				
A-B	24	6			24				
A-C	67	17			67				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	599	0.045	27	0.1	0.0	6.296	A
C-AB	23	6	673	0.034	23	0.1	0.0	5.536	A
C-A	88	22			88				
A-B	20	5			20				
A-C	55	14			55				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	604	0.037	23	0.0	0.0	6.198	A
C-AB	19	5	667	0.028	19	0.0	0.0	5.559	A
C-A	74	18			74				
A-B	17	4			17				
A-C	46	11			46				

# Base 2027, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.58	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.58	A

## 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	Base 2027	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	71	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	113	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	64
	B	2	0	9
	C	105	8	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	5.74	0.0	A	10	15
C-AB	0.02	5.42	0.0	A	9	13
C-A					95	143
A-B					6	10
A-C					59	88

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	647	0.013	8	0.0	0.0	5.635	A
C-AB	7	2	671	0.010	7	0.0	0.0	5.422	A
C-A	78	20			78				
A-B	5	1			5				
A-C	48	12			48				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	644	0.015	10	0.0	0.0	5.679	A
C-AB	8	2	678	0.012	8	0.0	0.0	5.372	A
C-A	93	23			93				
A-B	6	2			6				
A-C	58	14			58				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	639	0.019	12	0.0	0.0	5.743	A
C-AB	11	3	689	0.015	11	0.0	0.0	5.306	A
C-A	114	28			114				
A-B	8	2			8				
A-C	70	18			70				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	639	0.019	12	0.0	0.0	5.743	A
C-AB	11	3	689	0.015	11	0.0	0.0	5.308	A
C-A	114	28			114				
A-B	8	2			8				
A-C	70	18			70				



**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	644	0.015	10	0.0	0.0	5.680	A
C-AB	8	2	678	0.012	8	0.0	0.0	5.373	A
C-A	93	23			93				
A-B	6	2			6				
A-C	58	14			58				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	647	0.013	8	0.0	0.0	5.635	A
C-AB	7	2	671	0.010	7	0.0	0.0	5.422	A
C-A	78	20			78				
A-B	5	1			5				
A-C	48	12			48				

# Base 2027 + Proposed Dev, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.41	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.41	A

## 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	Base 2027 + Proposed Dev	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	51	100.000
B		ONE HOUR	✓	69	100.000
C		ONE HOUR	✓	135	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	36	15
	B	28	0	41
	C	15	120	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	7.01	0.1	A	63	95
C-AB	0.22	7.30	0.3	A	113	169
C-A					11	17
A-B					33	50
A-C					14	21

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	601	0.086	52	0.0	0.1	6.542	A
C-AB	92	23	630	0.146	91	0.0	0.2	6.676	A
C-A	10	2			10				
A-B	27	7			27				
A-C	11	3			11				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	596	0.104	62	0.1	0.1	6.736	A
C-AB	110	28	629	0.175	110	0.2	0.2	6.929	A
C-A	11	3			11				
A-B	32	8			32				
A-C	13	3			13				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	589	0.129	76	0.1	0.1	7.009	A
C-AB	136	34	629	0.216	135	0.2	0.3	7.291	A
C-A	13	3			13				
A-B	40	10			40				
A-C	17	4			17				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	589	0.129	76	0.1	0.1	7.012	A
C-AB	136	34	629	0.216	136	0.3	0.3	7.300	A
C-A	13	3			13				
A-B	40	10			40				
A-C	17	4			17				

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	596	0.104	62	0.1	0.1	6.741	A
C-AB	110	28	630	0.175	111	0.3	0.2	6.942	A
C-A	11	3			11				
A-B	32	8			32				
A-C	13	3			13				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	601	0.086	52	0.1	0.1	6.557	A
C-AB	92	23	630	0.146	92	0.2	0.2	6.696	A
C-A	10	2			10				
A-B	27	7			27				
A-C	11	3			11				

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.3.1598 © Copyright TRL Software Limited, 2021
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**Filename:** 2022.03.18 -Junction 5-Ashburnham Ham Street.j10  
**Path:** P:\Hill Group\21102 - Ham Close\Analysis\Modelling  
**Report generation date:** 21/03/2022 11:28:28

- »Observed 2022, PM
- »Base 2027 + Proposed Dev, PM

**Summary of junction performance**

PM					
Set ID	Queue (PCU)	Delay (s)	RFC	LOS	
<b>Observed 2022</b>					
Stream B-ACD	D2	0.2	6.49	0.13	A
Stream A-BCD		0.0	0.00	0.00	A
Stream D-ABC		0.0	7.61	0.01	A
Stream C-ABD		0.2	6.18	0.17	A
<b>Base 2027 + Proposed Dev</b>					
Stream B-ACD	D5	0.2	6.74	0.16	A
Stream A-BCD		0.0	0.00	0.00	A
Stream D-ABC		0.0	7.72	0.01	A
Stream C-ABD		0.3	6.39	0.20	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	
Location	
Site number	
Date	17/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VTP\CRicci
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	PCU	PCU	perHour	s	-Min	perMin

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

### 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
D2	Observed 2022	PM	ONE HOUR	16:45	18:15	15	✓
D5	Base 2027 + Proposed Dev	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

# Observed 2022, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.81	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.81	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	HAM STREET		Major
B	ASHBURNHAM ROAD		Minor
C	HAM STREET		Major
D	GREY COURT SCHOOL		Minor

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.10			0.0	✓	0.00
C	6.10			200.0	✓	0.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.60	30	54
D	One lane	2.90	10	10

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	574	-	-	-	-	-	-	0.221	0.316	0.221	-	-	-
B-A	545	0.099	0.250	0.250	-	-	-	0.157	0.357	-	0.250	0.250	0.125
B-C	697	0.106	0.269	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	545	0.099	0.250	0.250	-	-	-	0.157	0.357	0.157	-	-	-
B-D, offside lane	545	0.099	0.250	0.250	-	-	-	0.157	0.357	0.157	-	-	-
C-B	690	0.266	0.266	0.380	-	-	-	-	-	-	-	-	-
D-A	624	-	-	-	-	-	-	0.241	-	0.095	-	-	-
D-B, nearside lane	481	0.139	0.139	0.315	-	-	-	0.220	0.220	0.087	-	-	-
D-B, offside lane	481	0.139	0.139	0.315	-	-	-	0.220	0.220	0.087	-	-	-
D-C	481	-	0.139	0.315	0.110	0.220	0.220	0.220	0.220	0.087	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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
D2	Observed 2022	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	35	100.000
B		ONE HOUR	✓	76	100.000
C		ONE HOUR	✓	132	100.000
D		ONE HOUR	✓	6	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To				
		A	B	C	D	
From	A	0	11	24	0	
	B	15	0	61	0	
	C	30	102	0	0	
	D	2	1	3	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	
From	A	0	0	0	0	
	B	0	0	0	0	
	C	0	0	0	0	
	D	0	0	0	0	



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.13	6.49	0.2	A	70	105
A-BCD	0.00	0.00	0.0	A	0	0
A-B					10	15
A-C					22	33
D-ABC	0.01	7.61	0.0	A	6	8
C-ABD	0.17	6.18	0.2	A	98	146
C-D					0	0
C-A					24	35

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	57	14	646	0.089	57	0.0	0.1	6.111	A
A-BCD	0	0	545	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	18	5			18				
D-ABC	5	1	493	0.009	4	0.0	0.0	7.367	A
C-ABD	79	20	697	0.114	79	0.0	0.1	5.820	A
C-D	0	0			0				
C-A	20	5			20				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	68	17	642	0.106	68	0.1	0.1	6.270	A
A-BCD	0	0	539	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	22	5			22				
D-ABC	5	1	487	0.011	5	0.0	0.0	7.466	A
C-ABD	95	24	698	0.137	95	0.1	0.2	5.971	A
C-D	0	0			0				
C-A	23	6			23				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	84	21	638	0.131	84	0.1	0.1	6.491	A
A-BCD	0	0	531	0.000	0	0.0	0.0	0.000	A
A-B	12	3			12				
A-C	26	7			26				
D-ABC	7	2	480	0.014	7	0.0	0.0	7.606	A
C-ABD	118	29	700	0.168	118	0.2	0.2	6.180	A
C-D	0	0			0				
C-A	27	7			27				

**17:30 - 17:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	84	21	638	0.131	84	0.1	0.2	6.494	A
A-BCD	0	0	531	0.000	0	0.0	0.0	0.000	A
A-B	12	3			12				
A-C	26	7			26				
D-ABC	7	2	480	0.014	7	0.0	0.0	7.607	A
C-ABD	118	29	700	0.168	118	0.2	0.2	6.183	A
C-D	0	0			0				
C-A	27	7			27				

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	68	17	642	0.106	68	0.2	0.1	6.273	A
A-BCD	0	0	539	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	22	5			22				
D-ABC	5	1	487	0.011	5	0.0	0.0	7.468	A
C-ABD	95	24	698	0.137	96	0.2	0.2	5.975	A
C-D	0	0			0				
C-A	23	6			23				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	57	14	645	0.089	57	0.1	0.1	6.123	A
A-BCD	0	0	544	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	18	5			18				
D-ABC	5	1	493	0.009	5	0.0	0.0	7.370	A
C-ABD	79	20	697	0.114	80	0.2	0.1	5.835	A
C-D	0	0			0				
C-A	20	5			20				

# Base 2027 + Proposed Dev, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.98	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.98	A

## 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	Base 2027 + Proposed Dev	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	42	100.000
B		ONE HOUR	✓	91	100.000
C		ONE HOUR	✓	152	100.000
D		ONE HOUR	✓	6	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	14	28	0
	B	18	0	73	0
	C	34	118	0	0
	D	2	1	3	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.16	6.74	0.2	A	84	125
ABCD	0.00	0.00	0.0	A	0	0
AB					13	19
AC					26	39
D-ABC	0.01	7.72	0.0	A	6	8
C-ABD	0.20	6.39	0.3	A	114	170
C-D					0	0
C-A					26	39

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	69	17	643	0.107	68	0.0	0.1	6.257	A
ABCD	0	0	540	0.000	0	0.0	0.0	0.000	A
AB	11	3			11				
AC	21	5			21				
D-ABC	5	1	488	0.009	4	0.0	0.0	7.437	A
C-ABD	92	23	697	0.132	92	0.0	0.2	5.937	A
C-D	0	0			0				
C-A	22	6			22				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	82	20	639	0.128	82	0.1	0.1	6.456	A
ABCD	0	0	533	0.000	0	0.0	0.0	0.000	A
AB	13	3			13				
AC	25	6			25				
D-ABC	5	1	482	0.011	5	0.0	0.0	7.554	A
C-ABD	111	28	699	0.159	111	0.2	0.2	6.121	A
C-D	0	0			0				
C-A	26	6			26				

**17:15 - 17:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	100	25	634	0.158	100	0.1	0.2	6.741	A
A-BCD	0	0	524	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	31	8			31				
D-ABC	7	2	473	0.014	7	0.0	0.0	7.720	A
C-ABD	137	34	701	0.196	137	0.2	0.3	6.384	A
C-D	0	0			0				
C-A	30	8			30				

**17:30 - 17:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	100	25	634	0.158	100	0.2	0.2	6.744	A
A-BCD	0	0	524	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	31	8			31				
D-ABC	7	2	473	0.014	7	0.0	0.0	7.721	A
C-ABD	137	34	701	0.196	137	0.3	0.3	6.388	A
C-D	0	0			0				
C-A	30	8			30				

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	82	20	639	0.128	82	0.2	0.1	6.463	A
A-BCD	0	0	533	0.000	0	0.0	0.0	0.000	A
A-B	13	3			13				
A-C	25	6			25				
D-ABC	5	1	482	0.011	5	0.0	0.0	7.556	A
C-ABD	111	28	699	0.159	111	0.3	0.2	6.128	A
C-D	0	0			0				
C-A	26	6			26				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	69	17	643	0.107	69	0.1	0.1	6.273	A
A-BCD	0	0	540	0.000	0	0.0	0.0	0.000	A
A-B	11	3			11				
A-C	21	5			21				
D-ABC	5	1	488	0.009	5	0.0	0.0	7.444	A
C-ABD	92	23	697	0.132	92	0.2	0.2	5.952	A
C-D	0	0			0				
C-A	22	6			22				

Junctions 10
ARCADY 10 - Roundabout Module
Version: 10.0.3.1598 © Copyright TRL Software Limited, 2021
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**Filename:** 2022.03.21 - A307 Sandy Lane Junction.j10  
**Path:** P:\Hill Group\21102 - Ham Close\Analysis\Modelling  
**Report generation date:** 21/03/2022 12:16:28

- »Observed 2022, PM
- »Observed 2022 + Proposed Development, PM
- »Base 2027, PM
- »Base 2027 + Proposed Development , PM

**Summary of junction performance**

PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
<b>Observed 2022</b>					
Arm 1	D1	3.1	17.35	0.76	C
Arm 2		0.5	10.81	0.35	B
Arm 3		43.5	155.26	1.07	F
<b>Observed 2022 + Proposed Development</b>					
Arm 1	D2	3.3	18.39	0.77	C
Arm 2		0.6	11.53	0.39	B
Arm 3		54.8	189.67	1.10	F
<b>Base 2027</b>					
Arm 1	D3	3.7	19.96	0.79	C
Arm 2		0.6	11.52	0.37	B
Arm 3		62.4	224.85	1.12	F
<b>Base 2027 + Proposed Development</b>					
Arm 1	D9	3.9	21.41	0.81	C
Arm 2		0.7	12.35	0.41	B
Arm 3		75.0	285.32	1.14	F

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	
Location	
Site number	
Date	16/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VTP\CRicci
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	PCU	PCU	perHour	s	-Min	perMin

## Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		500

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Observed 2022	PM	ONE HOUR	16:45	18:15	15	✓
D2	Observed 2022 + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓
D3	Base 2027	PM	ONE HOUR	16:45	18:15	15	✓
D9	Base 2027 + Proposed Development	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

# Observed 2022, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	89.87	F

### Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		89.87	F

## Arms

### Arms

Arm	Name	Description
1	Petersham Road (South)	
2	Sandy Lane	
3	Petersham Road (South)	

### Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.00	2.90	4.70	5.2	13.40	9.60	0.0	✓
2	2.94	2.94	3.65	4.3	12.94	9.90	0.0	✓
3	2.90	2.90	4.20	2.2	15.90	14.30	0.0	✓

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.509	952
2	0.496	822
3	0.510	896

The slope and intercept shown above include any corrections and adjustments.

## 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	Observed 2022	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	599	100.000
2		ONE HOUR	✓	161	100.000
3		ONE HOUR	✓	859	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1	2	3
From	1	0	28	571
	2	23	0	138
	3	692	167	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.76	17.35	3.1	C	550	824
2	0.35	10.81	0.5	B	148	222
3	1.07	155.26	43.5	F	788	1182

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	451	113	124	889	0.507	447	530	0.0	1.0	8.068	A
2	121	30	426	611	0.199	120	145	0.0	0.2	7.326	A
3	647	162	17	887	0.729	637	529	0.0	2.5	13.846	B

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	538	135	148	877	0.614	536	633	1.0	1.5	10.500	B
2	145	36	511	568	0.255	144	173	0.2	0.3	8.484	A
3	772	193	21	886	0.872	760	635	2.5	5.6	26.303	D

**17:15 - 17:30**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	660	165	168	867	0.761	654	720	1.5	3.0	16.467	C
2	177	44	623	513	0.346	177	198	0.3	0.5	10.686	B
3	946	236	25	883	1.071	863	775	5.6	26.4	81.290	F

**17:30 - 17:45**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	660	165	171	865	0.762	659	732	3.0	3.1	17.351	C
2	177	44	628	510	0.347	177	201	0.5	0.5	10.809	B
3	946	236	25	883	1.071	877	780	26.4	43.5	155.255	F

**17:45 - 18:00**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	538	135	168	866	0.621	544	718	3.1	1.7	11.350	B
2	145	36	519	565	0.256	145	194	0.5	0.3	8.602	A
3	772	193	21	886	0.872	866	643	43.5	20.2	136.791	F

**18:00 - 18:15**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	451	113	139	881	0.512	453	594	1.7	1.1	8.462	A
2	121	30	432	607	0.200	122	160	0.3	0.3	7.414	A
3	647	162	17	887	0.729	716	536	20.2	2.9	28.325	D

# Observed 2022 + Proposed Development, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 89% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	108.34	F

### Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		108.34	F

## 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	Observed 2022 + Proposed Development	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	602	100.000
2		ONE HOUR	✓	180	100.000
3		ONE HOUR	✓	880	100.000

## Origin-Destination Data

### Demand (PCU/hr)

From	To		
	1	2	3
1	0	31	571
2	26	0	154
3	692	188	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	1	2	3	
From	1	0	0	0
	2	0	0	0
	3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.77	18.39	3.3	C	552	829
2	0.39	11.53	0.6	B	165	248
3	1.10	189.67	54.8	F	808	1211

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	453	113	139	881	0.514	449	532	0.0	1.0	8.252	A
2	136	34	426	611	0.222	134	162	0.0	0.3	7.548	A
3	663	166	19	886	0.748	651	541	0.0	2.8	14.712	B

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	541	135	166	868	0.624	539	634	1.0	1.6	10.870	B
2	162	40	511	568	0.285	161	194	0.3	0.4	8.836	A
3	791	198	23	884	0.895	776	649	2.8	6.5	29.681	D

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	663	166	185	858	0.773	657	710	1.6	3.1	17.363	C
2	198	50	623	513	0.386	197	219	0.4	0.6	11.373	B
3	969	242	28	882	1.099	867	792	6.5	32.1	94.716	F

#### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	663	166	188	857	0.774	662	719	3.1	3.3	18.391	C
2	198	50	628	510	0.388	198	222	0.6	0.6	11.530	B
3	969	242	29	882	1.099	878	798	32.1	54.8	189.449	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	541	135	186	858	0.631	547	706	3.3	1.8	11.810	B
2	162	40	519	564	0.287	163	214	0.6	0.4	8.982	A
3	791	198	24	884	0.895	868	658	54.8	35.5	189.666	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	453	113	169	866	0.523	456	642	1.8	1.1	8.830	A
2	136	34	432	607	0.223	136	193	0.4	0.3	7.642	A
3	663	166	20	886	0.748	791	549	35.5	3.4	63.630	F

# Base 2027, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	127.82	F

### Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		127.82	F

## 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	Base 2027	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	624	100.000
2		ONE HOUR	✓	168	100.000
3		ONE HOUR	✓	895	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1	2	3
From	1	0	29	595
	2	24	0	144
	3	721	174	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.79	19.96	3.7	C	573	859
2	0.37	11.52	0.6	B	154	231
3	1.12	224.85	62.4	F	821	1232

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	117	129	887	0.530	465	551	0.0	1.1	8.460	A
2	126	32	444	602	0.210	125	150	0.0	0.3	7.540	A
3	674	168	18	887	0.760	662	551	0.0	2.9	15.297	C

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	561	140	153	874	0.642	558	656	1.1	1.7	11.306	B
2	151	38	532	558	0.271	151	179	0.3	0.4	8.833	A
3	805	201	22	885	0.909	787	662	2.9	7.2	32.093	D

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	687	172	169	866	0.793	680	727	1.7	3.5	18.652	C
2	185	46	648	500	0.370	184	201	0.4	0.6	11.358	B
3	985	246	26	883	1.116	870	806	7.2	36.0	103.672	F

#### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	687	172	171	865	0.794	686	735	3.5	3.7	19.958	C
2	185	46	654	497	0.372	185	203	0.6	0.6	11.525	B
3	985	246	26	883	1.116	880	813	36.0	62.4	211.869	F

#### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	561	140	169	866	0.648	568	723	3.7	1.9	12.355	B
2	151	38	542	553	0.273	152	196	0.6	0.4	8.987	A
3	805	201	22	885	0.909	871	672	62.4	45.7	224.850	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	117	163	869	0.541	473	696	1.9	1.2	9.147	A
2	126	32	451	598	0.211	127	185	0.4	0.3	7.642	A
3	674	168	18	887	0.760	841	559	45.7	4.0	99.826	F



# Base 2027 + Proposed Development , PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 89% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	160.09	F

### Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		160.09	F

## 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
D9	Base 2027 + Proposed Development	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	628	100.000
2		ONE HOUR	✓	187	100.000
3		ONE HOUR	✓	916	100.000

## Origin-Destination Data

### Demand (PCU/hr)

From	To		
	1	2	3
1	0	33	595
2	27	0	160
3	721	195	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	1	2	3	
From	1	0	0	0
	2	0	0	0
	3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.81	21.41	3.9	C	576	864
2	0.41	12.35	0.7	B	172	257
3	1.14	285.32	75.0	F	841	1261

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	473	118	144	879	0.538	468	553	0.0	1.1	8.675	A
2	141	35	444	602	0.234	140	169	0.0	0.3	7.768	A
3	690	172	20	886	0.778	677	563	0.0	3.2	16.333	C

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	565	141	171	865	0.652	562	655	1.1	1.8	11.759	B
2	168	42	532	558	0.301	168	200	0.3	0.4	9.213	A
3	823	206	24	884	0.932	802	676	3.2	8.6	36.605	E

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	691	173	186	858	0.806	684	716	1.8	3.8	19.834	C
2	206	51	648	501	0.411	205	222	0.4	0.7	12.131	B
3	1009	252	30	881	1.145	872	823	8.6	42.7	119.719	F

#### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	691	173	187	857	0.807	691	722	3.8	3.9	21.407	C
2	206	51	654	497	0.414	206	223	0.7	0.7	12.347	B
3	1009	252	30	881	1.145	879	830	42.7	75.0	250.916	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	565	141	186	858	0.658	572	711	3.9	2.0	12.940	B
2	168	42	542	553	0.304	169	216	0.7	0.4	9.404	A
3	823	206	24	884	0.932	872	687	75.0	62.9	285.323	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	473	118	186	858	0.551	476	707	2.0	1.3	9.500	A
2	141	35	451	598	0.235	141	211	0.4	0.3	7.886	A
3	690	172	20	886	0.779	872	572	62.9	17.3	170.639	F

Junctions 10
ARCADY 10 - Roundabout Module
Version: 10.0.3.1598 © Copyright TRL Software Limited, 2021
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**Filename:** 2022.03.21 - A307 Sandy Lane Junction (Calibrated).j10  
**Path:** P:\Hill Group\21102 - Ham Close\Analysis\Modelling  
**Report generation date:** 21/03/2022 12:23:56

- »Observed 2022, PM
- »Observed 2022 + Proposed Development, PM
- »Base 2027, PM
- »Base 2027 + Proposed Development , PM

**Summary of junction performance**

PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
<b>Observed 2022</b>					
Arm 1	D1	1.1	6.21	0.53	A
Arm 2		0.5	10.82	0.35	B
Arm 3		3.1	12.12	0.76	B
<b>Observed 2022 + Proposed Development</b>					
Arm 1	D2	1.2	6.37	0.54	A
Arm 2		0.6	11.54	0.39	B
Arm 3		3.5	13.21	0.78	B
<b>Base 2027</b>					
Arm 1	D3	1.2	6.56	0.56	A
Arm 2		0.6	11.54	0.37	B
Arm 3		3.7	13.98	0.79	B
<b>Base 2027 + Proposed Development</b>					
Arm 1	D9	1.3	6.76	0.57	A
Arm 2		0.7	12.36	0.41	B
Arm 3		4.2	15.44	0.81	C

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	
Location	
Site number	
Date	16/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VTP\CRicci
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	PCU	PCU	perHour	s	-Min	perMin

## Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		500

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Observed 2022	PM	ONE HOUR	16:45	18:15	15	✓
D2	Observed 2022 + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓
D3	Base 2027	PM	ONE HOUR	16:45	18:15	15	✓
D9	Base 2027 + Proposed Development	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

# Observed 2022, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	9.80	A

### Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9.80	A

## Arms

### Arms

Arm	Name	Description
1	Petersham Road (South)	
2	Sandy Lane	
3	Petersham Road (South)	

### Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.00	2.90	4.70	5.2	13.40	9.60	0.0	✓
2	2.94	2.94	3.65	4.3	12.94	9.90	0.0	✓
3	2.90	2.90	4.20	2.2	15.90	14.30	0.0	✓

### Slope / Intercept / Capacity

#### Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1	Percentage		140.00
2	None		
3	Percentage		140.00

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.509	1333
2	0.496	822
3	0.510	1255

The slope and intercept shown above include any corrections and adjustments.

## 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	Observed 2022	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	599	100.000
2		ONE HOUR	✓	161	100.000
3		ONE HOUR	✓	859	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
	1	2	3	
From	1	0	28	571
	2	23	0	138
	3	692	167	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	1	2	3	
From	1	0	0	0
	2	0	0	0
	3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.53	6.21	1.1	A	550	824
2	0.35	10.82	0.5	B	148	222
3	0.76	12.12	3.1	B	788	1182

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	451	113	125	1269	0.355	449	535	0.0	0.5	4.375	A
2	121	30	428	610	0.199	120	146	0.0	0.2	7.339	A
3	647	162	17	1246	0.519	642	531	0.0	1.1	5.925	A

**17:00 - 17:15**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	538	135	150	1257	0.428	538	641	0.5	0.7	5.001	A
2	145	36	513	568	0.255	144	175	0.2	0.3	8.497	A
3	772	193	21	1244	0.621	770	636	1.1	1.6	7.559	A

**17:15 - 17:30**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	660	165	183	1240	0.532	658	783	0.7	1.1	6.169	A
2	177	44	627	511	0.347	177	214	0.3	0.5	10.749	B
3	946	236	25	1242	0.762	940	779	1.6	3.0	11.709	B

**17:30 - 17:45**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	660	165	184	1239	0.532	659	787	1.1	1.1	6.206	A
2	177	44	629	510	0.348	177	215	0.5	0.5	10.816	B
3	946	236	25	1242	0.762	945	781	3.0	3.1	12.120	B

**17:45 - 18:00**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	538	135	151	1256	0.429	540	648	1.1	0.8	5.039	A
2	145	36	515	567	0.255	145	176	0.5	0.3	8.564	A
3	772	193	21	1244	0.621	778	639	3.1	1.7	7.818	A

**18:00 - 18:15**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	451	113	126	1269	0.355	452	540	0.8	0.6	4.410	A
2	121	30	431	608	0.199	122	147	0.3	0.3	7.404	A
3	647	162	17	1246	0.519	649	535	1.7	1.1	6.055	A



# Observed 2022 + Proposed Development, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 89% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	10.55	B

### Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10.55	B

## 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	Observed 2022 + Proposed Development	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	602	100.000
2		ONE HOUR	✓	180	100.000
3		ONE HOUR	✓	880	100.000

## Origin-Destination Data

### Demand (PCU/hr)

From	To		
	1	2	3
1	0	31	571
2	26	0	154
3	692	188	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	1	2	3	
From	1	0	0	0
	2	0	0	0
	3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.54	6.37	1.2	A	552	829
2	0.39	11.54	0.6	B	165	248
3	0.78	13.21	3.5	B	808	1211

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	453	113	141	1261	0.359	451	537	0.0	0.6	4.431	A
2	136	34	428	610	0.222	134	164	0.0	0.3	7.550	A
3	663	166	19	1245	0.532	658	543	0.0	1.1	6.091	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	541	135	169	1247	0.434	540	644	0.6	0.8	5.088	A
2	162	40	513	568	0.285	161	196	0.3	0.4	8.851	A
3	791	198	23	1243	0.637	789	651	1.1	1.7	7.888	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	663	166	206	1228	0.540	661	785	0.8	1.2	6.329	A
2	198	50	627	511	0.388	197	240	0.4	0.6	11.449	B
3	969	242	28	1240	0.781	962	796	1.7	3.4	12.660	B

#### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	663	166	207	1228	0.540	663	790	1.2	1.2	6.372	A
2	198	50	629	510	0.389	198	241	0.6	0.6	11.541	B
3	969	242	29	1240	0.781	969	798	3.4	3.5	13.208	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	541	135	170	1246	0.434	543	651	1.2	0.8	5.129	A
2	162	40	515	567	0.286	163	198	0.6	0.4	8.935	A
3	791	198	24	1243	0.637	798	654	3.5	1.8	8.209	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	453	113	142	1261	0.359	454	543	0.8	0.6	4.468	A
2	136	34	431	608	0.223	136	165	0.4	0.3	7.628	A
3	663	166	20	1245	0.532	665	547	1.8	1.2	6.241	A

# Base 2027, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	10.99	B

### Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10.99	B

## 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	Base 2027	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	624	100.000
2		ONE HOUR	✓	168	100.000
3		ONE HOUR	✓	895	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1	2	3
From	1	0	29	595
	2	24	0	144
	3	721	174	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.56	6.56	1.2	A	573	859
2	0.37	11.54	0.6	B	154	231
3	0.79	13.98	3.7	B	821	1232

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	117	130	1267	0.371	467	557	0.0	0.6	4.491	A
2	126	32	446	601	0.211	125	152	0.0	0.3	7.556	A
3	674	168	18	1245	0.541	669	553	0.0	1.2	6.198	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	561	140	156	1254	0.447	560	668	0.6	0.8	5.184	A
2	151	38	534	557	0.271	151	182	0.3	0.4	8.850	A
3	805	201	22	1244	0.647	802	663	1.2	1.8	8.106	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	687	172	190	1236	0.556	685	814	0.8	1.2	6.513	A
2	185	46	653	498	0.372	184	222	0.4	0.6	11.447	B
3	985	246	26	1241	0.794	978	811	1.8	3.6	13.323	B

#### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	687	172	191	1236	0.556	687	820	1.2	1.2	6.562	A
2	185	46	655	497	0.372	185	223	0.6	0.6	11.537	B
3	985	246	26	1241	0.794	985	814	3.6	3.7	13.984	B

#### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	561	140	158	1253	0.448	563	676	1.2	0.8	5.231	A
2	151	38	537	556	0.272	152	184	0.6	0.4	8.931	A
3	805	201	22	1244	0.647	812	667	3.7	1.9	8.477	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	117	132	1266	0.371	471	563	0.8	0.6	4.530	A
2	126	32	449	599	0.211	127	153	0.4	0.3	7.630	A
3	674	168	18	1245	0.541	677	558	1.9	1.2	6.358	A

# Base 2027 + Proposed Development , PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 89% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	11.96	B

### Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.96	B

## 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
D9	Base 2027 + Proposed Development	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	628	100.000
2		ONE HOUR	✓	187	100.000
3		ONE HOUR	✓	916	100.000

## Origin-Destination Data

### Demand (PCU/hr)

From	To		
	1	2	3
1	0	33	595
2	27	0	160
3	721	195	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.57	6.76	1.3	A	576	864
2	0.41	12.36	0.7	B	172	257
3	0.81	15.44	4.2	C	841	1261

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	473	118	146	1259	0.376	470	559	0.0	0.6	4.552	A
2	141	35	446	601	0.234	140	170	0.0	0.3	7.785	A
3	690	172	20	1244	0.554	685	565	0.0	1.2	6.380	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	565	141	175	1244	0.454	564	670	0.6	0.8	5.284	A
2	168	42	534	557	0.302	168	204	0.3	0.4	9.233	A
3	823	206	24	1242	0.663	821	677	1.2	1.9	8.483	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	691	173	213	1225	0.565	690	817	0.8	1.3	6.705	A
2	206	51	653	498	0.414	205	249	0.4	0.7	12.245	B
3	1009	252	30	1240	0.814	1000	829	1.9	4.0	14.533	B

#### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	691	173	215	1224	0.565	691	823	1.3	1.3	6.761	A
2	206	51	655	497	0.414	206	251	0.7	0.7	12.364	B
3	1009	252	30	1239	0.814	1008	831	4.0	4.2	15.438	C



17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	565	141	177	1243	0.454	566	679	1.3	0.8	5.334	A
2	168	42	537	556	0.303	169	207	0.7	0.4	9.337	A
3	823	206	24	1242	0.663	832	681	4.2	2.0	8.958	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	473	118	147	1258	0.376	474	566	0.8	0.6	4.597	A
2	141	35	449	599	0.235	141	172	0.4	0.3	7.871	A
3	690	172	20	1244	0.554	693	570	2.0	1.3	6.564	A

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.3.1598 © Copyright TRL Software Limited, 2021
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**Filename:** 2022.03.21 - A307 Sandy Lane Junction (Sens - Priority).j10  
**Path:** P:\Hill Group\21102 - Ham Close\Analysis\Modelling  
**Report generation date:** 21/03/2022 12:38:28

- »Observed 2022, PM
- »Observed 2022 + Proposed Development, PM
- »Base 2027, PM
- »Base 2027 + Proposed Development , PM

**Summary of junction performance**

PM					
Set ID	Queue (PCU)	Delay (s)	RFC	LOS	
<b>Observed 2022</b>					
Stream B-AC	D1	0.8	17.27	0.46	C
Stream C-AB		4.2	11.33	0.68	B
<b>Observed 2022 + Proposed Development</b>					
Stream B-AC	D2	1.0	19.32	0.51	C
Stream C-AB		6.1	15.92	0.77	C
<b>Base 2027</b>					
Stream B-AC	D3	1.0	19.22	0.50	C
Stream C-AB		5.7	14.24	0.75	B
<b>Base 2027 + Proposed Development</b>					
Stream B-AC	D9	1.2	21.90	0.55	C
Stream C-AB		8.9	22.59	0.84	C

*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	
Location	
Site number	
Date	16/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VTP\CRicci
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	PCU	PCU	perHour	s	-Min	perMin

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Observed 2022	PM	ONE HOUR	16:45	18:15	15	✓
D2	Observed 2022 + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓
D3	Base 2027	PM	ONE HOUR	16:45	18:15	15	✓
D9	Base 2027 + Proposed Development	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

# Observed 2022, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.41	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.41	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Petersham Road (South)		Major
B	Sandy Lane		Minor
C	Petersham Road (South)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			110.0	✓	0.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.90	30	31

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	498	0.091	0.229	0.144	0.327
B-C	637	0.098	0.247	-	-
C-B	638	0.247	0.247	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Observed 2022	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	599	100.000
B		ONE HOUR	✓	161	100.000
C		ONE HOUR	✓	859	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	28	571
	B	23	0	138
	C	692	167	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.46	17.27	0.8	C	148	222
C-AB	0.68	11.33	4.2	B	484	726
C-A					304	457
A-B					26	39
A-C					524	786

## Main Results for each time segment

### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	30	470	0.258	120	0.0	0.3	10.252	B
C-AB	301	75	895	0.336	297	0.0	0.9	6.019	A
C-A	346	86			346				
A-B	21	5			21				
A-C	430	107			430				

### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	145	36	437	0.331	144	0.3	0.5	12.264	B
C-AB	436	109	954	0.457	434	0.9	1.6	6.961	A
C-A	336	84			336				
A-B	25	6			25				
A-C	513	128			513				

### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	44	387	0.458	176	0.5	0.8	16.970	C
C-AB	704	176	1039	0.677	694	1.6	4.0	10.613	B
C-A	242	61			242				
A-B	31	8			31				
A-C	629	157			629				

### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	44	386	0.460	177	0.8	0.8	17.266	C
C-AB	713	178	1044	0.683	712	4.0	4.2	11.328	B
C-A	233	58			233				
A-B	31	8			31				
A-C	629	157			629				

### 17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	145	36	436	0.332	146	0.8	0.5	12.475	B
C-AB	444	111	961	0.462	454	4.2	1.7	7.329	A
C-A	328	82			328				
A-B	25	6			25				
A-C	513	128			513				

### 18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	30	469	0.258	122	0.5	0.4	10.386	B
C-AB	305	76	898	0.339	308	1.7	1.0	6.162	A
C-A	342	85			342				
A-B	21	5			21				
A-C	430	107			430				

# Observed 2022 + Proposed Development, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.75	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.75	A

## 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	Observed 2022 + Proposed Development	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	602	100.000
B		ONE HOUR	✓	176	100.000
C		ONE HOUR	✓	879	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	31	571
	B	25	0	151
	C	692	187	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.51	19.32	1.0	C	162	242
C-AB	0.77	15.92	6.1	C	544	817
C-A					262	393
A-B					28	43
A-C					524	786

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	468	0.283	131	0.0	0.4	10.641	B
C-AB	337	84	895	0.377	333	0.0	1.1	6.405	A
C-A	325	81			325				
A-B	23	6			23				
A-C	430	107			430				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	158	40	434	0.364	158	0.4	0.6	12.974	B
C-AB	489	122	954	0.513	486	1.1	1.9	7.752	A
C-A	301	75			301				
A-B	28	7			28				
A-C	513	128			513				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	194	48	382	0.508	192	0.6	1.0	18.816	C
C-AB	790	197	1039	0.760	775	1.9	5.6	13.957	B
C-A	178	44			178				
A-B	34	9			34				
A-C	629	157			629				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	194	48	380	0.510	194	1.0	1.0	19.323	C
C-AB	806	201	1047	0.769	804	5.6	6.1	15.922	C
C-A	162	41			162				
A-B	34	9			34				
A-C	629	157			629				



**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	158	40	432	0.366	160	1.0	0.6	13.294	B
C-AB	502	126	965	0.520	518	6.1	2.1	8.487	A
C-A	288	72			288				
A-B	28	7			28				
A-C	513	128			513				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	467	0.284	133	0.6	0.4	10.811	B
C-AB	342	85	898	0.381	346	2.1	1.1	6.606	A
C-A	320	80			320				
A-B	23	6			23				
A-C	430	107			430				

# Base 2027, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.83	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.83	A

## 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	Base 2027	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	624	100.000
B		ONE HOUR	✓	168	100.000
C		ONE HOUR	✓	895	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	29	595
	B	24	0	144
	C	721	174	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.50	19.22	1.0	C	154	231
C-AB	0.75	14.24	5.7	B	534	802
C-A					287	430
A-B					27	40
A-C					546	819

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	32	463	0.273	125	0.0	0.4	10.613	B
C-AB	326	82	907	0.360	322	0.0	1.0	6.150	A
C-A	348	87			348				
A-B	22	5			22				
A-C	448	112			448				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	428	0.353	150	0.4	0.5	12.921	B
C-AB	478	119	969	0.493	475	1.0	1.8	7.329	A
C-A	327	82			327				
A-B	26	7			26				
A-C	535	134			535				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	185	46	374	0.495	183	0.5	0.9	18.759	C
C-AB	783	196	1059	0.739	769	1.8	5.3	12.711	B
C-A	202	51			202				
A-B	32	8			32				
A-C	655	164			655				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	185	46	372	0.497	185	0.9	1.0	19.222	C
C-AB	798	200	1067	0.748	796	5.3	5.7	14.243	B
C-A	187	47			187				
A-B	32	8			32				
A-C	655	164			655				

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	427	0.354	153	1.0	0.6	13.220	B
C-AB	490	122	980	0.500	505	5.7	2.0	7.933	A
C-A	315	79			315				
A-B	26	7			26				
A-C	535	134			535				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	32	462	0.274	127	0.6	0.4	10.767	B
C-AB	331	83	911	0.363	335	2.0	1.1	6.327	A
C-A	343	86			343				
A-B	22	5			22				
A-C	448	112			448				

# Base 2027 + Proposed Development , PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.85	B

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.85	B

## 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
D9	Base 2027 + Proposed Development	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	627	100.000
B		ONE HOUR	✓	183	100.000
C		ONE HOUR	✓	914	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	32	595
	B	26	0	157
	C	721	193	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.55	21.90	1.2	C	168	252
C-AB	0.84	22.59	8.9	C	597	895
C-A					242	363
A-B					29	44
A-C					546	819

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	138	34	461	0.299	136	0.0	0.4	11.025	B
C-AB	362	91	907	0.399	357	0.0	1.2	6.546	A
C-A	326	82			326				
A-B	24	6			24				
A-C	448	112			448				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	165	41	425	0.387	164	0.4	0.6	13.714	B
C-AB	531	133	969	0.548	527	1.2	2.2	8.208	A
C-A	291	73			291				
A-B	29	7			29				
A-C	535	134			535				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	201	50	368	0.547	199	0.6	1.1	21.023	C
C-AB	871	218	1059	0.822	849	2.2	7.7	17.649	C
C-A	135	34			135				
A-B	35	9			35				
A-C	655	164			655				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	201	50	365	0.552	201	1.1	1.2	21.900	C
C-AB	897	224	1072	0.837	892	7.7	8.9	22.586	C
C-A	109	27			109				
A-B	35	9			35				
A-C	655	164			655				

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	165	41	422	0.389	167	1.2	0.7	14.194	B
C-AB	552	138	987	0.560	578	8.9	2.5	9.564	A
C-A	270	67			270				
A-B	29	7			29				
A-C	535	134			535				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	138	34	460	0.299	139	0.7	0.4	11.227	B
C-AB	368	92	912	0.404	373	2.5	1.3	6.799	A
C-A	320	80			320				
A-B	24	6			24				
A-C	448	112			448				