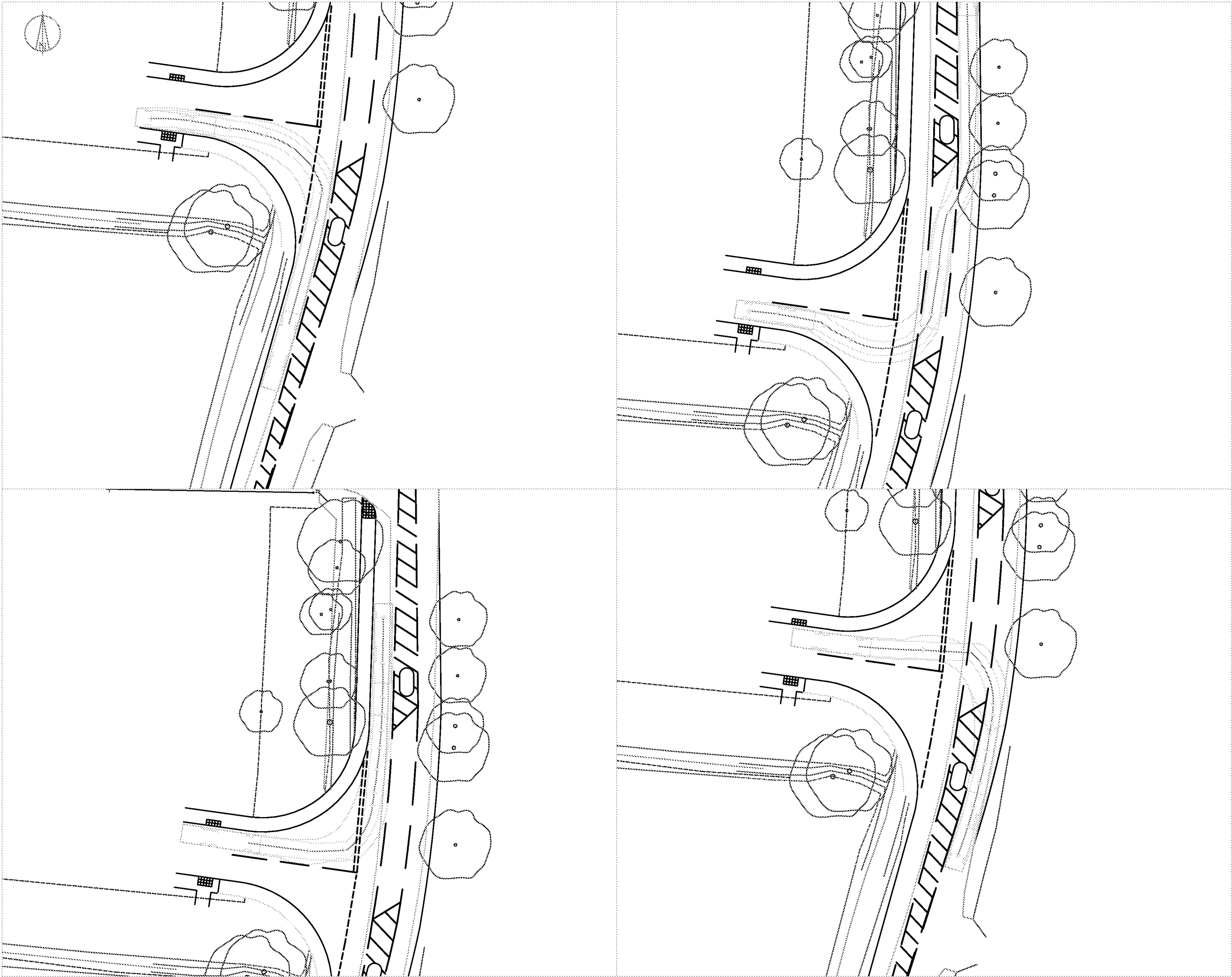
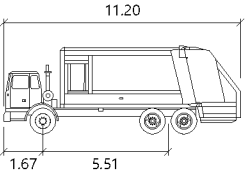




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ISSUE	REASON FOR REVISION	BY	DATE



11.2m Refuse Collection Vehicle
metres
Width : 2.53
Track : 2.39
Lock to Lock Time : 4.0
Steering Angle : 37.6

PROJECT: A29 LIDSEY ROAD WOODGATE		
CLIENT: HANBURY PROPERTIES		
PROJECT REF: 2087	DRAWING NUMBER: TR02	SCALE (AT A3): 1:500
SHEET NUMBER: SHEET NUMBER 1 OF 1		
SCALE BAR: 0m 5m 10m 15m 20m		
HighgateTransportation www.highgatetransportation.co.uk First Floor, 43-45 Park Street Bristol BS1 5NL 01179 349 121 © Highgate Transportation Limited		
TITLE: REFUSE COLLECTION VEHICLE SITE ACCESS SWEEP PATH ANALYSIS		
DATE: 17.08.21	DRAWN BY: SL	CHECKED: DT

Appendix 7

Road Safety Audit and Designer's Response

Road Safety Audit – Lidsey Road, Woodgate

Stage: 1

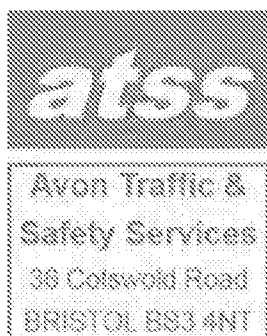
Location: A29 Lidsey Road, Woodgate, West Sussex

Site: Proposed access to residential development

ATSS Ref: 210806

Client Ref: 2087

Date: 8 September 2021



Project Details

Report Title:	Stage 1 road safety audit, A29 Lidsey Road, Woodgate, West Sussex
Date:	8 September 2021
Document reference and revision:	210806 V1
Prepared by:	Avon Traffic & Safety Services Ltd
On behalf of:	Highgate Transportation Ltd

Report Control Sheet

	Name	Position	Date
Audit requested by	Brad Loxley	Highgate Transportation Ltd	17 August 2021
Team leader	Cath Boutwood	Team Leader	
Team Member	Tasos Papaloucas	Team Member	
Observer			
Draft report issued by	Cath Boutwood	Team Leader	31 August 2021
Final report issued by	Cath Boutwood	Team Leader	8 September 2021
Designer's response issued by			

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1. Introduction	4
2. Road Safety Issues raised in this Stage 1 safety audit	7
3. Other Issues	11
4. Audit Team Statement	12
Appendix A – Information utilised in this safety audit	13
Appendix B - Key Plan showing Audit Problems	14
Appendix C – Site location plan	15
Appendix D – Designer’s Response	separate document

1. Introduction

- 1.1 Avon Traffic & Safety Services Ltd has been commissioned by Highgate Transportation Ltd, to undertake a Stage 1 Road Safety Audit, with regard to the proposals to create a vehicle access for a residential development of 95 units, off of A29 Lidsey Road, Woodgate. The proposals include a new bellmouth priority junction, local widening of the A29 to accommodate a right turn ghost island, and central islands north and south of the access.
- 1.2 The RSA Brief was supplied by Highgate Transportation Ltd and accepted by the Audit Team. The Brief and Audit Team were approved by Brad Loxley, Highgate Transportation Ltd.
- 1.3 The proposed access off the A29 Lidsey Road is between the villages of Woodgate to the north and Lidsey to the south, with Bognor Regis to the south. This section of the A29 is semi-rural single carriageway with edge of carriageway markings, cats eyes and no street lighting. A culvert runs alongside the west of the road. The speed limit at the site is 50mph, which changes to 30mph north of the access, near to an industrial site.
- 1.4 The audit team members are:
- | | | |
|------------------|---|-------------|
| Cath Boutwood | – | Team Leader |
| Tasos Papaloucas | – | Team Member |
- 1.5 The audit took place during August 2021 and comprised of an examination of the documents/plans listed in Appendix A. The auditors visited site together on Thursday 26th August at 12.45pm when the weather conditions were sunny and fine. Vehicle flows were moderate to heavy with speeds appearing to be commensurate with the speed limit of 50mph. No pedestrians or cyclists were observed. A refuse vehicle was in operation on that day which affected the traffic flows.
- 1.6 Data from Crashmap.org show that there have been no reported collisions involving injury, in the 5 years 2016-2020 inclusive, in the vicinity of the proposals.
- 1.7 Vehicle flows on the A29 have been given as approximately 6,800 each way, per 24 hours. No speed data have been supplied.
- 1.8 The audit team have not been made aware of any departures from standards or relaxations in relation to the proposed scheme.
- 1.9 The audit was carried out under the terms and conditions of DMRB GG 119. The team examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design with any other criteria. However, reference may be made to National/Local Guidance in order to verify a point.
- 1.10 Documents and drawings examined in this safety audit are listed at Appendix A.

1.11 General views of site



View looking south on A29. The proposed access will be on the right, past the furthest motorcycle



View looking north on A29. The proposed access will be on the left past the tree



View of proposed access off A29 Lidsey Road

2. Safety Issues Raised in this Stage 1 Road Safety Audit. (see Appendix B for locations)

2.1 Problem

Location – Proposed access road at A29

Summary – Risk of junction type collisions

It is unclear from the drawing whether existing trees and vegetation will be removed to satisfy the visibility splay. This is problematic especially for the northbound direction around a bend prior to the access road. It is noted that the scheme will straighten the bend slightly so will improve visibility however this is likely to also increase speeds.

Recommendation – Remove vegetation to the north and especially south of the proposed access road. Investigate extending the existing 30mph further south to include the new junction.



View to the south from proposed access road

2.2 Problem

Location – Northbound approach to new access road on A29

Summary – Risk of junction type and rear end shunt collisions

The northbound approach view to the access road is on a bend and although proposed to be slightly straightened with carriageway widening, drivers may not be aware of the new junction and the potential number of vehicles exiting and entering. This could lead to late braking behind a turning vehicle and result in rear end shunts or a side swipe type collision with a vehicle exiting the access road.

Recommendation – Install junction warning sign prior to access road. Investigate extending the existing 30mph further south to include the new junction.



View of proposed access road to left, behind tree

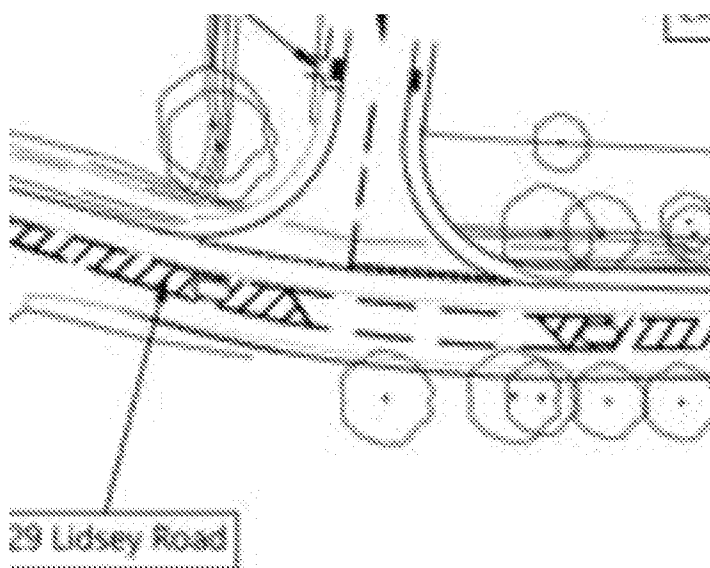
2.3 Problem

Location – Proposed traffic islands on A29

Summary – Risk of vehicle/cyclist collisions

At the new proposed traffic islands, a carriageway width of 3.2m and 3.5m has been proposed. Gaps of between 3.2m and 3.9m should be avoided as they increase conflict between motor vehicles and cyclists because they are not wide enough to allow vehicles to overtake cyclists, or narrow enough to discourage overtaking.

Recommendation – Reallocate road space or widen traffic island to ensure widths between 3.2m or 3.5m are avoided.



2.4 Problem

Location – Proposed footway to north of proposed access on A29

Summary – Risk of pedestrians slips and trips

There is currently a level difference between the edge of the carriageway and the back of the existing verge to the culvert. A steep gradient may result in pedestrians, particularly the elderly and those with mobility impairment, slipping and falling, potentially into the culvert.

Recommendation – Construct the new footway such that its gradient is appropriate for pedestrian use. Ensure there is no level difference between the back of the footway and the adjacent verge and that pedestrians are protected from falling into the culvert using restraint.



Culvert to west of the A29 with some of the existing signage in the verge

3. Other Issues

3.1 No details of proposed drainage infrastructure have been supplied, this could be problematic when new kerb upstands for the new footway are to be installed and should be assessed at Stage 2.

3.2 No details of lighting or signing (including keep left bollards) have been provided which should also be assessed at Stage 2.

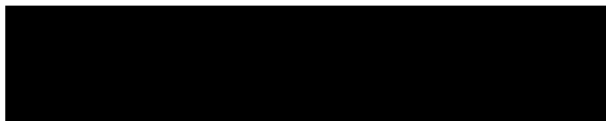
3.3 Existing telegraph poles and existing signing in the proposed location of the footway are likely to need to be resited.

4. Audit Team Statement

We certify that this audit has been carried out in accordance with DMRB GG 119

Audit Team Leader:

Name: Cath Boutwood MCIHT; MSoRSA
Senior Auditor

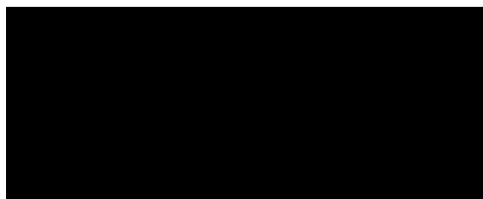


Signed:

Date: 8/9/2021

Audit Team Member:

Name: Tasos Papaloucas MCIHT
Senior Auditor



Signed:

Date: 8/9/2021

Appendix A: Information Utilised in this Stage 1 Road Safety Audit

Drawings:

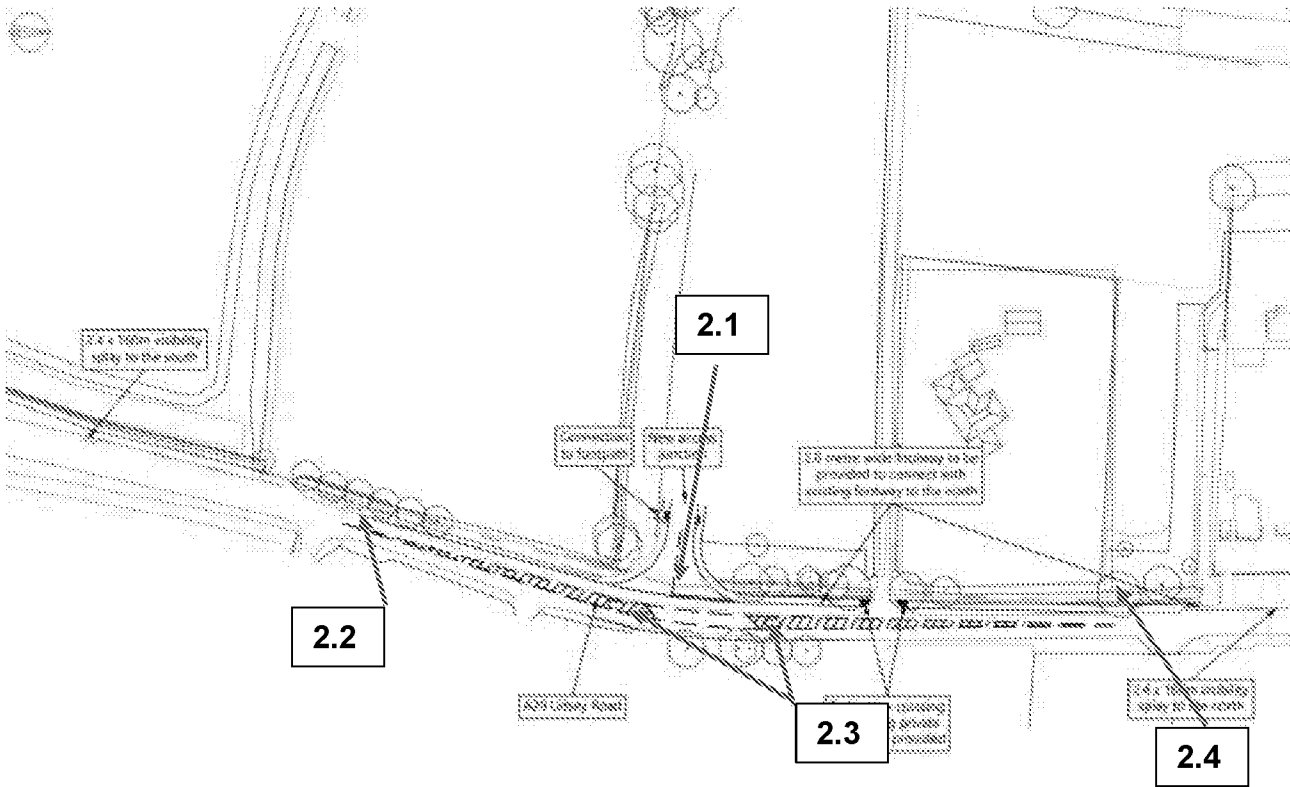
2087-29 B General Arrangement

2087-TR02 Refuse Vehicle swept path analysis

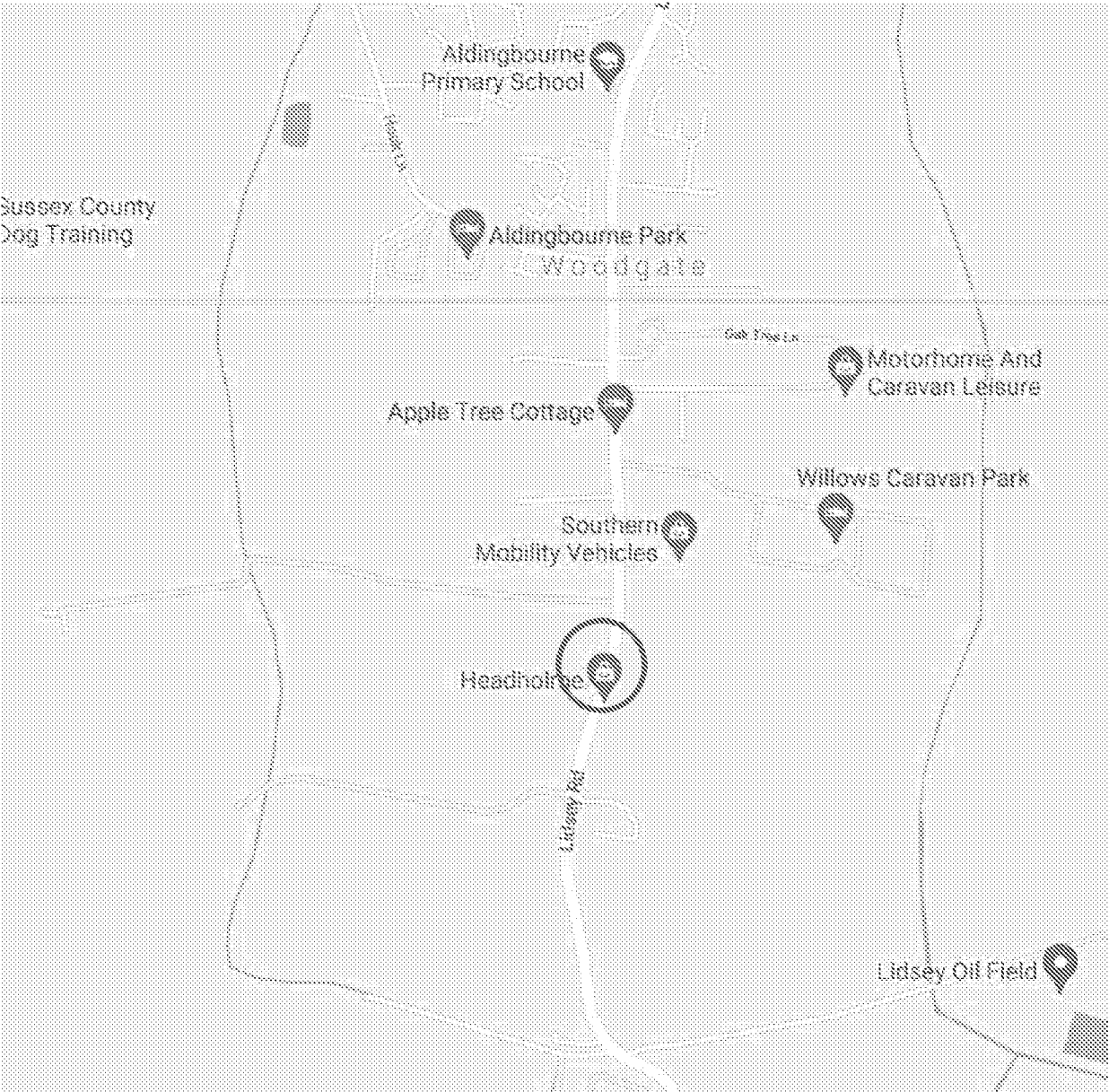
2052-L16-S06 Framework Plan Phase 1

Woodgate RSA1 Accompanying note

Appendix B: Key Plan showing Audit Problems



Appendix C – Site location plan



Appendix D: DESIGNER'S RESPONSE

Lidsey Road Stage 1 Audit

ATSS Ref: 210806

Audit date: 26 August 2021

Response Date: 02 September 2021

Para	Location/Problem	Recommendation	Designer's Response
2.1	Proposed access road at A29 It is unclear from the drawing whether existing trees and vegetation will be removed to satisfy the visibility splay. This is problematic especially for the northbound direction around a bend prior to the access road. It is noted that the scheme will straighten the bend slightly so will improve visibility however this is likely to also increase speeds.	Remove vegetation to the north and especially south of the proposed access road. Investigate extending the existing 30mph further south to include the new junction.	Partially accepted – Vegetation within the visibility splays has been removed and will be maintained to ensure that the visibility splays will not be impacted. A note has been added to the updated access drawing (2087/29/C). There are no proposals to extend the 30mph speed restriction.
2.2	Northbound approach to new access road on A29 The northbound approach view to the access road is on a bend and although proposed to be slightly straightened with carriageway widening, drivers may not be aware of the new junction and the potential number of vehicles exiting and entering. This could lead to late braking behind a turning vehicle and result in rear end shunts or a side swipe type collision with a vehicle exiting the access road.	Install junction warning sign prior to access road. Investigate extending the existing 30mph further south to include the new junction.	Not accepted – The access junction will be visible for around 300 metres for northbound vehicles which is considered more than sufficient. Nevertheless a comment has been added to the access drawing stating <i>"Provision of permanent or temporary junction warning signage to be discussed with council engineers as part of the Section 278 process."</i> There are no proposals to extend the 30mph speed restriction.

Appendix D: DESIGNER'S RESPONSE

Lidsey Road Stage 1 Audit

ATSS Ref: 210806

Audit date: 26 August 2021

Response Date: 02 September 2021

2.3	Proposed traffic islands on A29 At the new proposed traffic islands, a carriageway width of 3.2m and 3.5m has been proposed. Gaps of between 3.2m and 3.9m should be avoided as they increase conflict between motor vehicles and cyclists because they are not wide enough to allow vehicles to overtake cyclists, or narrow enough to discourage overtaking.	Reallocate road space or widen traffic island to ensure widths between 3.2m or 3.5m are avoided.	Not accepted. The access has been designed in accordance with DMRB GG 123 and verified by swept path analysis given the location of the access on a bend in the A29. GG 123 states: Paragraph 6.8 "At ghost island junctions on roads other than WS2+1 roads, the through lane widths in each direction shall be a minimum of 3.0 metres and a maximum of 3.65 metres wide, exclusive of hard strips". Paragraph 6.10 The width of the right turning lanes for new junctions, excluding WS2+1, shall be a minimum of 3.0 metres. Paragraph 6.10.1 The width of the right turning lane at new and existing junctions should be 3.5 metres. Paragraph 6.10.2 On rural roads, with design speeds above 85 kph or where hard strips are present, the width of the right turning lane at new and existing junctions should not exceed 3.65 metres. Given the road to either side of the junction allows overtaking, has good forward visibility and the observed very infrequent use by cyclists it is concluded that the frequency of overtaking attempts on cyclists through the junction will so infrequent as to be inconsequential.
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Appendix D: DESIGNER'S RESPONSE

Lidsey Road Stage 1 Audit

ATSS Ref: 210806

Audit date: 26 August 2021

Response Date: 02 September 2021

			It is therefore concluded that the lane widths are appropriate and accord with national design standards. This will be considered further at the detailed design stage.
2.4	Proposed footway to north of proposed access on A29 There is currently a level difference between the edge of the carriageway and the back of the existing verge to the culvert. A steep gradient may result in pedestrians, particularly the elderly and those with mobility impairment, slipping and falling, potentially into the culvert.	Construct the new footway such that its gradient is appropriate for pedestrian use. Ensure there is no level difference between the back of the footway and the adjacent verge and that pedestrians are protected from falling into the culvert using restraint.	Accepted – The level difference between the edge of the existing road (bottom of kerb) and the edge of the site is approximately 0.35 metres. The footway into the site will be designed at maximum gradient of 1:20. Should there be any risk of pedestrians slipping or falling into the culvert, then providing a restraint system will be investigated. The site access proposals have been updated to reflect the above.

Appendix 8

Swept Path Analysis – 11.2m Refuse Collection Vehicle – Illustrative Site Layout

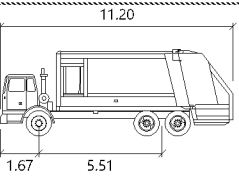


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8.3m

FIGURE	REASON FOR REVISION	BY	DATE



11.2m Refuse Collection Vehicle

	metres
Width	: 2.53
Track	: 2.39
Lock to Lock Time	: 4.0
Steering Angle	: 37.6

PROJECT:

A29 LIDSEY ROAD
WOODGATE

CLIENT:

HANBURY PROPERTIES

PROJECT REF:

2087

DRAWING NUMBER:

TR03

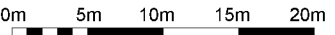
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1:500

SHEET NUMBER:

SHEET NUMBER 1 OF 5

SCALE BAR:



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Bristol BS1 5NL
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TITLE:

SWEEP PATH ANALYSIS - REFUSE
COLLECTION VEHICLE - ILLUSTRATIVE SITE
LAYOUT

DATE:

24.08.21

DRAWN BY:

SL

CHECKED:

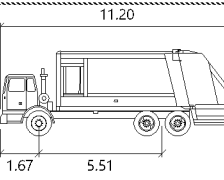
DT



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FIGURE	REASON FOR REVISION	BY	DATE
1			



11.2m Refuse Collection Vehicle

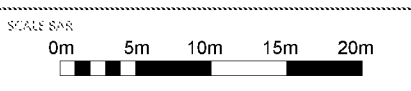
	metres
Width	: 2.53
Track	: 2.39
Lock to Lock Time	: 4.0
Steering Angle	: 37.6

PROJECT:
**A29 LIDSEY ROAD
WOODGATE**

CLIENT:
HANBURY PROPERTIES

PROJECT REF.	DRAWING NUMBER	SCALE (AT A3)
2087	TR03	1:500

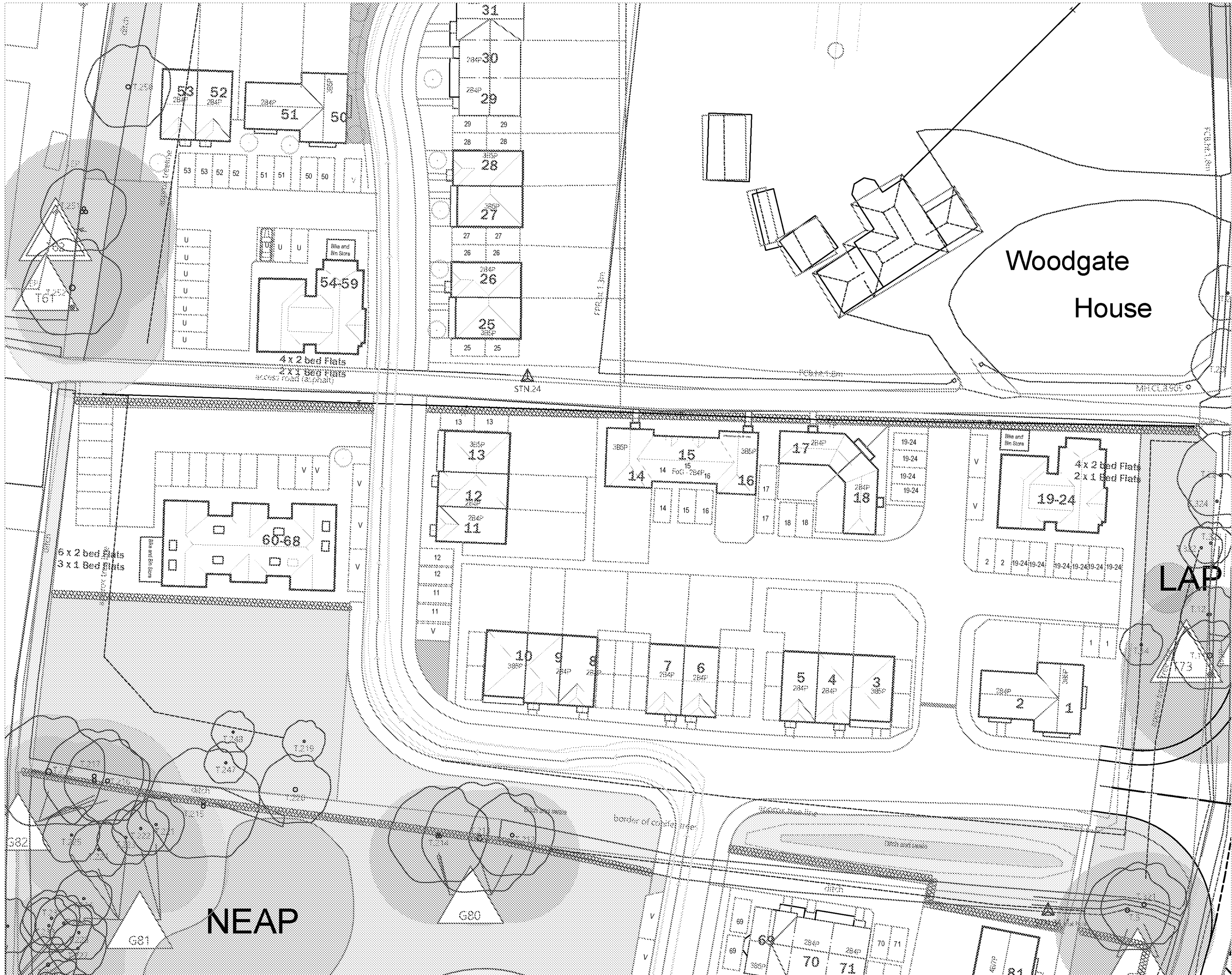
SHEET NUMBER:
SHEET NUMBER 1 OF 5



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TITLE:
**SWEEP PATH ANALYSIS - REFUSE
COLLECTION VEHICLE - ILLUSTRATIVE SITE
LAYOUT**

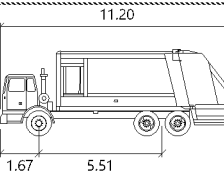
DATE	DRAWN BY	CHECKED BY
24.08.21	SL	DT



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REVISION	REASON FOR REVISION	BY	DATE



11.2m Refuse Collection Vehicle

Width	: 2.53
Track	: 2.39
Lock to Lock Time	: 4.0
Steering Angle	: 37.6

PROJECT: A29 LIDSEY ROAD WOODGATE

CLIENT: HANBURY PROPERTIES

PROJECT REF.	DRAWING NUMBER	SCALE (AT A3)
2087	TR03	1:500

SHEET NUMBER: SHEET NUMBER 1 OF 5



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TITLE: SWEEP PATH ANALYSIS - REFUSE COLLECTION VEHICLE - ILLUSTRATIVE SITE LAYOUT

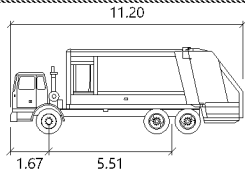
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ISSUE	REASON FOR REVISION	BY	DATE



11.2m Refuse Collection Vehicle

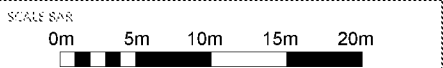
metres
Width : 2.53
Track : 2.39
Lock to Lock Time : 4.0
Steering Angle : 37.6

PROJECT:
**A29 LIDSEY ROAD
WOODGATE**

CLIENT:
HANBURY PROPERTIES

PROJECT REF.	DRAWING NUMBER	SCALE (AT A3)
2087	TR03	1:500

SHEET NUMBER:
SHEET NUMBER 1 OF 5



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TITLE:
**SWEEP PATH ANALYSIS - REFUSE
COLLECTION VEHICLE - ILLUSTRATIVE SITE
LAYOUT**

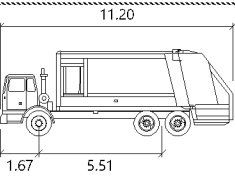
DATE	DRAWN BY	CHECKED BY
24.08.21	SL	DT



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FIGURE	REASON FOR REVISION	BY	DATE



11.2m Refuse Collection Vehicle

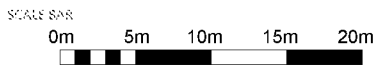
	metres
Width	: 2.53
Track	: 2.39
Lock to Lock Time	: 4.0
Steering Angle	: 37.6

PROJECT:
**A29 LIDSEY ROAD
WOODGATE**

CLIENT:
HANBURY PROPERTIES

PROJECT REF.	DRAWING NUMBER	SCALE (AT A3)
2087	TR03	1:500

SHEET NUMBER:
SHEET NUMBER 1 OF 5



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TITLE:
**SWEEP PATH ANALYSIS - REFUSE
COLLECTION VEHICLE - ILLUSTRATIVE SITE
LAYOUT**

DATE	DRAWN BY	CHECKED
24.08.21	SL	DT

Appendix 9

TRICS Outputs

Calculation Reference: AUDIT-355901-210413-0414

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	DH DURHAM	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: 40 to 110 (units:)
 Range Selected by User: 40 to 120 (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 08/10/20

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	3 days
Wednesday	4 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	12
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Residential Zone	11
Out of Town	1

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

Secondary Filtering selection:

Use Class:

C3 13 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:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	12 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	5 days
No	8 days

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

PTAL Rating:

No PTAL Present	13 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHIRE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
2	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
3	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD		
	NEAR EASTBOURNE		
	STONE CROSS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
4	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
5	IW-03-A-01	DETACHED HOUSES	ISLE OF WIGHT
	MEDHAM FARM LANE		
	NEAR COWES		
	MEDHAM		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total No of Dwellings:	72	
	Survey date: TUESDAY	25/06/19	Survey Type: MANUAL
6	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
7	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD		
	NORTH WALSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL
8	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
10	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
11	SH-03-A-05	SEMI-DETACHED/ TERRACED	SHROPSHIRE
	SANDCROFT		
	TELFORD		
	SUTTON HILL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
12	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE		
	KENILWORTH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
13	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	66	0.092	13	66	0.333	13	66	0.425
08:00 - 09:00	13	66	0.143	13	66	0.380	13	66	0.523
09:00 - 10:00	13	66	0.156	13	66	0.180	13	66	0.336
10:00 - 11:00	13	66	0.135	13	66	0.182	13	66	0.317
11:00 - 12:00	13	66	0.160	13	66	0.185	13	66	0.345
12:00 - 13:00	13	66	0.165	13	66	0.157	13	66	0.322
13:00 - 14:00	13	66	0.192	13	66	0.183	13	66	0.375
14:00 - 15:00	13	66	0.174	13	66	0.182	13	66	0.356
15:00 - 16:00	13	66	0.289	13	66	0.197	13	66	0.486
16:00 - 17:00	13	66	0.295	13	66	0.177	13	66	0.472
17:00 - 18:00	13	66	0.330	13	66	0.144	13	66	0.474
18:00 - 19:00	13	66	0.269	13	66	0.136	13	66	0.405
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.400			2.436			4.836

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: 40 - 110 (units:)
 Survey date range: 01/01/13 - 08/10/20
 Number of weekdays (Monday-Friday): 13
 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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	66	0.005	13	66	0.006	13	66	0.011
08:00 - 09:00	13	66	0.001	13	66	0.001	13	66	0.002
09:00 - 10:00	13	66	0.004	13	66	0.004	13	66	0.008
10:00 - 11:00	13	66	0.002	13	66	0.002	13	66	0.004
11:00 - 12:00	13	66	0.002	13	66	0.002	13	66	0.004
12:00 - 13:00	13	66	0.004	13	66	0.004	13	66	0.008
13:00 - 14:00	13	66	0.004	13	66	0.004	13	66	0.008
14:00 - 15:00	13	66	0.006	13	66	0.006	13	66	0.012
15:00 - 16:00	13	66	0.005	13	66	0.005	13	66	0.010
16:00 - 17:00	13	66	0.004	13	66	0.004	13	66	0.008
17:00 - 18:00	13	66	0.005	13	66	0.005	13	66	0.010
18:00 - 19:00	13	66	0.005	13	66	0.006	13	66	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.049			0.096

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	66	0.004	13	66	0.002	13	66	0.006
08:00 - 09:00	13	66	0.004	13	66	0.002	13	66	0.006
09:00 - 10:00	13	66	0.006	13	66	0.007	13	66	0.013
10:00 - 11:00	13	66	0.005	13	66	0.005	13	66	0.010
11:00 - 12:00	13	66	0.006	13	66	0.007	13	66	0.013
12:00 - 13:00	13	66	0.001	13	66	0.004	13	66	0.005
13:00 - 14:00	13	66	0.002	13	66	0.001	13	66	0.003
14:00 - 15:00	13	66	0.000	13	66	0.001	13	66	0.001
15:00 - 16:00	13	66	0.002	13	66	0.001	13	66	0.003
16:00 - 17:00	13	66	0.002	13	66	0.004	13	66	0.006
17:00 - 18:00	13	66	0.001	13	66	0.001	13	66	0.002
18:00 - 19:00	13	66	0.002	13	66	0.001	13	66	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.036			0.071

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/A - HOUSES PRIVATELY OWNED

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	13	66	0.001	13	66	0.001	13	66	0.002
08:00 - 09:00	13	66	0.000	13	66	0.000	13	66	0.000
09:00 - 10:00	13	66	0.000	13	66	0.000	13	66	0.000
10:00 - 11:00	13	66	0.000	13	66	0.000	13	66	0.000
11:00 - 12:00	13	66	0.002	13	66	0.002	13	66	0.004
12:00 - 13:00	13	66	0.000	13	66	0.000	13	66	0.000
13:00 - 14:00	13	66	0.000	13	66	0.000	13	66	0.000
14:00 - 15:00	13	66	0.000	13	66	0.000	13	66	0.000
15:00 - 16:00	13	66	0.001	13	66	0.001	13	66	0.002
16:00 - 17:00	13	66	0.000	13	66	0.000	13	66	0.000
17:00 - 18:00	13	66	0.001	13	66	0.000	13	66	0.001
18:00 - 19:00	13	66	0.001	13	66	0.001	13	66	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.005			0.011

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	66	0.011	13	66	0.005	13	66	0.016
08:00 - 09:00	13	66	0.011	13	66	0.018	13	66	0.029
09:00 - 10:00	13	66	0.004	13	66	0.006	13	66	0.010
10:00 - 11:00	13	66	0.000	13	66	0.008	13	66	0.008
11:00 - 12:00	13	66	0.002	13	66	0.006	13	66	0.008
12:00 - 13:00	13	66	0.002	13	66	0.004	13	66	0.006
13:00 - 14:00	13	66	0.006	13	66	0.001	13	66	0.007
14:00 - 15:00	13	66	0.004	13	66	0.001	13	66	0.005
15:00 - 16:00	13	66	0.001	13	66	0.008	13	66	0.009
16:00 - 17:00	13	66	0.011	13	66	0.005	13	66	0.016
17:00 - 18:00	13	66	0.009	13	66	0.002	13	66	0.011
18:00 - 19:00	13	66	0.006	13	66	0.002	13	66	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.067			0.066			0.133

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	66	0.103	13	66	0.484	13	66	0.587
08:00 - 09:00	13	66	0.178	13	66	0.629	13	66	0.807
09:00 - 10:00	13	66	0.196	13	66	0.256	13	66	0.452
10:00 - 11:00	13	66	0.167	13	66	0.231	13	66	0.398
11:00 - 12:00	13	66	0.221	13	66	0.241	13	66	0.462
12:00 - 13:00	13	66	0.212	13	66	0.197	13	66	0.409
13:00 - 14:00	13	66	0.248	13	66	0.245	13	66	0.493
14:00 - 15:00	13	66	0.231	13	66	0.227	13	66	0.458
15:00 - 16:00	13	66	0.448	13	66	0.263	13	66	0.711
16:00 - 17:00	13	66	0.460	13	66	0.270	13	66	0.730
17:00 - 18:00	13	66	0.474	13	66	0.190	13	66	0.664
18:00 - 19:00	13	66	0.377	13	66	0.183	13	66	0.560
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.315			3.416			6.731

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	66	0.012	13	66	0.031	13	66	0.043
08:00 - 09:00	13	66	0.041	13	66	0.083	13	66	0.124
09:00 - 10:00	13	66	0.050	13	66	0.031	13	66	0.081
10:00 - 11:00	13	66	0.020	13	66	0.027	13	66	0.047
11:00 - 12:00	13	66	0.018	13	66	0.022	13	66	0.040
12:00 - 13:00	13	66	0.023	13	66	0.020	13	66	0.043
13:00 - 14:00	13	66	0.022	13	66	0.023	13	66	0.045
14:00 - 15:00	13	66	0.026	13	66	0.028	13	66	0.054
15:00 - 16:00	13	66	0.067	13	66	0.048	13	66	0.115
16:00 - 17:00	13	66	0.046	13	66	0.031	13	66	0.077
17:00 - 18:00	13	66	0.045	13	66	0.032	13	66	0.077
18:00 - 19:00	13	66	0.042	13	66	0.031	13	66	0.073
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.412			0.407			0.819

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL BUS/ TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	66	0.000	13	66	0.016	13	66	0.016
08:00 - 09:00	13	66	0.000	13	66	0.031	13	66	0.031
09:00 - 10:00	13	66	0.004	13	66	0.009	13	66	0.013
10:00 - 11:00	13	66	0.012	13	66	0.008	13	66	0.020
11:00 - 12:00	13	66	0.004	13	66	0.006	13	66	0.010
12:00 - 13:00	13	66	0.009	13	66	0.008	13	66	0.017
13:00 - 14:00	13	66	0.002	13	66	0.004	13	66	0.006
14:00 - 15:00	13	66	0.007	13	66	0.004	13	66	0.011
15:00 - 16:00	13	66	0.023	13	66	0.007	13	66	0.030
16:00 - 17:00	13	66	0.013	13	66	0.002	13	66	0.015
17:00 - 18:00	13	66	0.012	13	66	0.002	13	66	0.014
18:00 - 19:00	13	66	0.019	13	66	0.002	13	66	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.105			0.099			0.204

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	66	0.000	13	66	0.008	13	66	0.008
08:00 - 09:00	13	66	0.000	13	66	0.005	13	66	0.005
09:00 - 10:00	13	66	0.000	13	66	0.001	13	66	0.001
10:00 - 11:00	13	66	0.000	13	66	0.004	13	66	0.004
11:00 - 12:00	13	66	0.001	13	66	0.000	13	66	0.001
12:00 - 13:00	13	66	0.001	13	66	0.000	13	66	0.001
13:00 - 14:00	13	66	0.002	13	66	0.000	13	66	0.002
14:00 - 15:00	13	66	0.001	13	66	0.001	13	66	0.002
15:00 - 16:00	13	66	0.002	13	66	0.000	13	66	0.002
16:00 - 17:00	13	66	0.007	13	66	0.000	13	66	0.007
17:00 - 18:00	13	66	0.006	13	66	0.000	13	66	0.006
18:00 - 19:00	13	66	0.004	13	66	0.002	13	66	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.021			0.045

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/A - HOUSES PRIVATELY OWNED

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	13	66	0.000	13	66	0.002	13	66	0.002
08:00 - 09:00	13	66	0.000	13	66	0.000	13	66	0.000
09:00 - 10:00	13	66	0.000	13	66	0.000	13	66	0.000
10:00 - 11:00	13	66	0.000	13	66	0.000	13	66	0.000
11:00 - 12:00	13	66	0.000	13	66	0.000	13	66	0.000
12:00 - 13:00	13	66	0.000	13	66	0.000	13	66	0.000
13:00 - 14:00	13	66	0.000	13	66	0.000	13	66	0.000
14:00 - 15:00	13	66	0.000	13	66	0.000	13	66	0.000
15:00 - 16:00	13	66	0.001	13	66	0.000	13	66	0.001
16:00 - 17:00	13	66	0.000	13	66	0.000	13	66	0.000
17:00 - 18:00	13	66	0.000	13	66	0.000	13	66	0.000
18:00 - 19:00	13	66	0.000	13	66	0.000	13	66	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.002			0.003

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	66	0.000	13	66	0.027	13	66	0.027
08:00 - 09:00	13	66	0.000	13	66	0.035	13	66	0.035
09:00 - 10:00	13	66	0.004	13	66	0.011	13	66	0.015
10:00 - 11:00	13	66	0.012	13	66	0.012	13	66	0.024
11:00 - 12:00	13	66	0.005	13	66	0.006	13	66	0.011
12:00 - 13:00	13	66	0.011	13	66	0.008	13	66	0.019
13:00 - 14:00	13	66	0.005	13	66	0.004	13	66	0.009
14:00 - 15:00	13	66	0.008	13	66	0.005	13	66	0.013
15:00 - 16:00	13	66	0.027	13	66	0.007	13	66	0.034
16:00 - 17:00	13	66	0.020	13	66	0.002	13	66	0.022
17:00 - 18:00	13	66	0.018	13	66	0.002	13	66	0.020
18:00 - 19:00	13	66	0.022	13	66	0.005	13	66	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.132			0.124			0.256

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	66	0.126	13	66	0.546	13	66	0.672
08:00 - 09:00	13	66	0.230	13	66	0.765	13	66	0.995
09:00 - 10:00	13	66	0.254	13	66	0.303	13	66	0.557
10:00 - 11:00	13	66	0.198	13	66	0.278	13	66	0.476
11:00 - 12:00	13	66	0.245	13	66	0.275	13	66	0.520
12:00 - 13:00	13	66	0.249	13	66	0.229	13	66	0.478
13:00 - 14:00	13	66	0.281	13	66	0.273	13	66	0.554
14:00 - 15:00	13	66	0.269	13	66	0.261	13	66	0.530
15:00 - 16:00	13	66	0.543	13	66	0.326	13	66	0.869
16:00 - 17:00	13	66	0.536	13	66	0.308	13	66	0.844
17:00 - 18:00	13	66	0.546	13	66	0.227	13	66	0.773
18:00 - 19:00	13	66	0.447	13	66	0.221	13	66	0.668
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.924			4.012			7.936

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	66	0.050	13	66	0.259	13	66	0.309
08:00 - 09:00	13	66	0.096	13	66	0.286	13	66	0.382
09:00 - 10:00	13	66	0.103	13	66	0.129	13	66	0.232
10:00 - 11:00	13	66	0.088	13	66	0.123	13	66	0.211
11:00 - 12:00	13	66	0.106	13	66	0.119	13	66	0.225
12:00 - 13:00	13	66	0.122	13	66	0.112	13	66	0.234
13:00 - 14:00	13	66	0.133	13	66	0.126	13	66	0.259
14:00 - 15:00	13	66	0.126	13	66	0.130	13	66	0.256
15:00 - 16:00	13	66	0.223	13	66	0.143	13	66	0.366
16:00 - 17:00	13	66	0.211	13	66	0.128	13	66	0.339
17:00 - 18:00	13	66	0.238	13	66	0.110	13	66	0.348
18:00 - 19:00	13	66	0.212	13	66	0.101	13	66	0.313
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.708			1.766			3.474

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	66	0.021	13	66	0.031	13	66	0.052
08:00 - 09:00	13	66	0.023	13	66	0.027	13	66	0.050
09:00 - 10:00	13	66	0.028	13	66	0.019	13	66	0.047
10:00 - 11:00	13	66	0.026	13	66	0.038	13	66	0.064
11:00 - 12:00	13	66	0.023	13	66	0.038	13	66	0.061
12:00 - 13:00	13	66	0.019	13	66	0.020	13	66	0.039
13:00 - 14:00	13	66	0.039	13	66	0.026	13	66	0.065
14:00 - 15:00	13	66	0.025	13	66	0.025	13	66	0.050
15:00 - 16:00	13	66	0.028	13	66	0.029	13	66	0.057
16:00 - 17:00	13	66	0.031	13	66	0.023	13	66	0.054
17:00 - 18:00	13	66	0.038	13	66	0.014	13	66	0.052
18:00 - 19:00	13	66	0.012	13	66	0.014	13	66	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.313			0.304			0.617

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	66	0.000	13	66	0.002	13	66	0.002
08:00 - 09:00	13	66	0.000	13	66	0.004	13	66	0.004
09:00 - 10:00	13	66	0.000	13	66	0.001	13	66	0.001
10:00 - 11:00	13	66	0.004	13	66	0.000	13	66	0.004
11:00 - 12:00	13	66	0.001	13	66	0.000	13	66	0.001
12:00 - 13:00	13	66	0.001	13	66	0.001	13	66	0.002
13:00 - 14:00	13	66	0.000	13	66	0.001	13	66	0.001
14:00 - 15:00	13	66	0.000	13	66	0.004	13	66	0.004
15:00 - 16:00	13	66	0.002	13	66	0.000	13	66	0.002
16:00 - 17:00	13	66	0.005	13	66	0.001	13	66	0.006
17:00 - 18:00	13	66	0.001	13	66	0.001	13	66	0.002
18:00 - 19:00	13	66	0.001	13	66	0.000	13	66	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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 10

PICADY and LinSig Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: 2087 Site Access Northern Option 160821.j9

Path: C:\Users\Brad\Highgate Transportation\HTp - Documents\2000 - Projects\2087 - Woodgate\Modelling\Junctions 9\Northern Option GRT

Report generation date: 16/08/2021 11:10:04

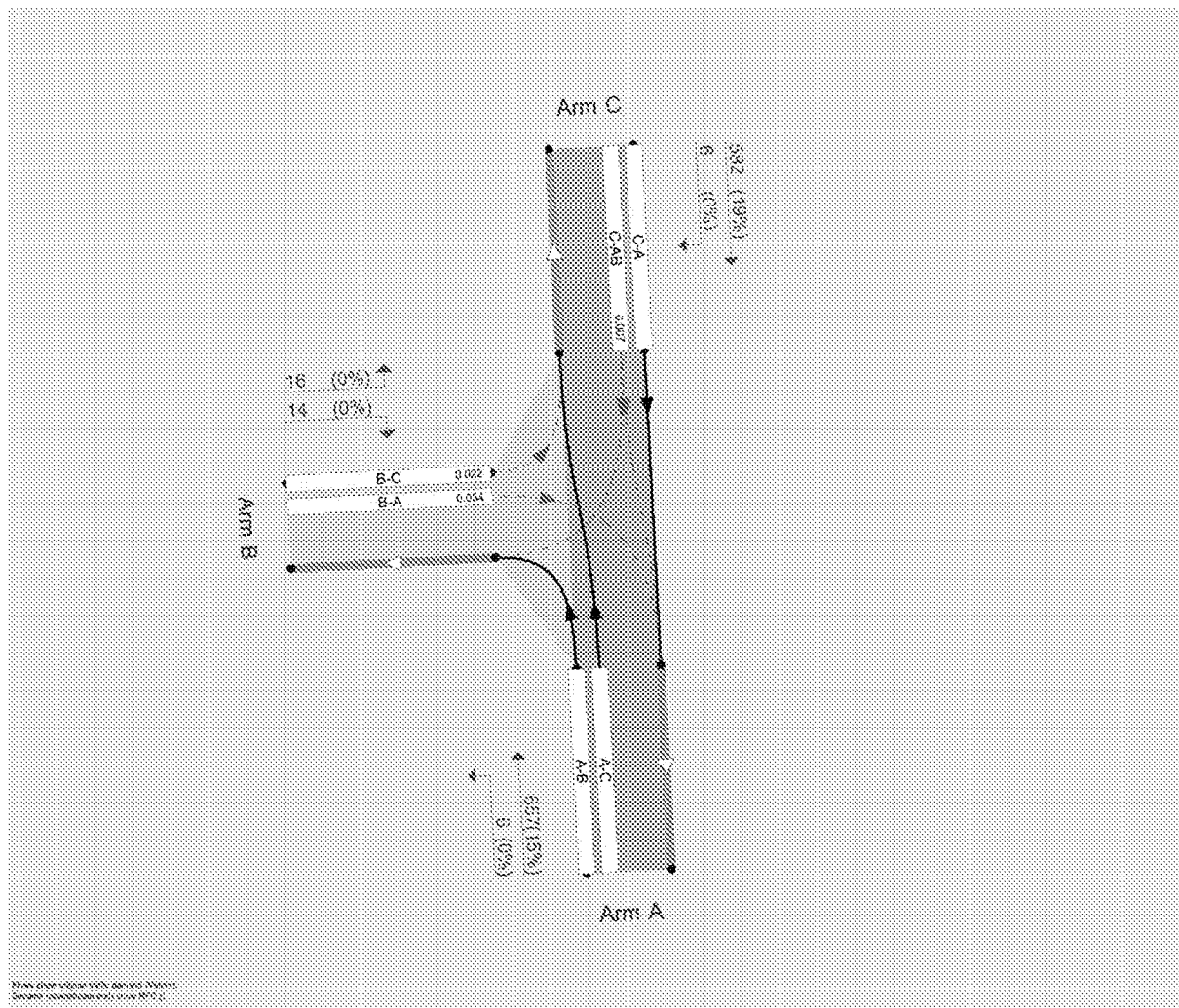
Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2026 Base + Committed + Development								
Stream B-C	0.0	7.96	0.04	A	0.0	7.32	0.01	A
Stream B-A	0.1	18.19	0.07	C	0.0	16.35	0.04	C
Stream C-AB	0.0	6.51	0.01	A	0.0	6.01	0.03	A

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

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026 Base + Committed + 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

2026 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A29 (S)		Major
B	Site Access Road		Minor
C	A29 (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50		✓	3.50	250.0	✓	3.50

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	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 plus flare	10.00	8.50	4.90	3.65	3.65		2.00	16	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	528	0.094	0.238	0.149	0.339
B-C	701	0.105	0.266	-	-
C-B	820	0.311	0.311	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	663	100.000
B		ONE HOUR	✓	30	100.000
C		ONE HOUR	✓	588	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	6	657
	B	14	0	16
	C	582	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	15
	B	0	0	0
	C	19	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.04	7.96	0.0	A	15	22
B-A	0.07	18.19	0.1	C	13	19
C-AB	0.01	6.51	0.0	A	6	8
C-A					534	801
A-B					6	8
A-C					603	904

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	544	0.022	12	0.0	0.0	6.761	A
B-A	11	3	313	0.034	10	0.0	0.0	11.910	B
C-AB	5	1	642	0.007	4	0.0	0.0	5.645	A
C-A	438	110			438				
A-B	5	1			5				
A-C	495	124			495				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	4	513	0.028	14	0.0	0.0	7.214	A
B-A	13	3	271	0.046	13	0.0	0.0	13.929	B
C-AB	5	1	608	0.009	5	0.0	0.0	5.977	A
C-A	523	131			523				
A-B	5	1			5				
A-C	591	148			591				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	4	470	0.037	18	0.0	0.0	7.958	A
B-A	15	4	213	0.072	15	0.0	0.1	18.184	C
C-AB	7	2	560	0.012	7	0.0	0.0	6.508	A
C-A	641	160			641				
A-B	7	2			7				
A-C	723	181			723				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	4	470	0.038	18	0.0	0.0	7.963	A
B-A	15	4	213	0.072	15	0.1	0.1	18.191	C
C-AB	7	2	560	0.012	7	0.0	0.0	6.508	A
C-A	641	160			641				
A-B	7	2			7				
A-C	723	181			723				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	4	513	0.028	14	0.0	0.0	7.223	A
B-A	13	3	271	0.046	13	0.1	0.0	13.936	B
C-AB	5	1	608	0.009	5	0.0	0.0	5.980	A
C-A	523	131			523				
A-B	5	1			5				
A-C	591	148			591				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	544	0.022	12	0.0	0.0	6.771	A
B-A	11	3	313	0.034	11	0.0	0.0	11.915	B
C-AB	5	1	642	0.007	5	0.0	0.0	5.645	A
C-A	438	110			438				
A-B	5	1			5				
A-C	495	124			495				

2026 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Base + Committed + 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 (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	531	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	826	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	519
	B	9	0	6
	C	808	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	11
	B	0	0	0
	C	13	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	7.32	0.0	A	6	8
B-A	0.04	16.35	0.0	C	8	12
C-AB	0.03	6.01	0.0	A	17	25
C-A					741	1112
A-B					11	17
A-C					476	714

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	552	0.008	4	0.0	0.0	6.576	A
B-A	7	2	333	0.020	7	0.0	0.0	11.033	B
C-AB	14	3	683	0.020	13	0.0	0.0	5.378	A
C-A	608	152			608				
A-B	9	2			9				
A-C	391	98			391				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	529	0.010	5	0.0	0.0	6.868	A
B-A	8	2	290	0.028	8	0.0	0.0	12.777	B
C-AB	16	4	656	0.025	16	0.0	0.0	5.625	A
C-A	726	182			726				
A-B	11	3			11				
A-C	467	117			467				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	498	0.013	7	0.0	0.0	7.322	A
B-A	10	2	230	0.043	10	0.0	0.0	16.342	C
C-AB	20	5	619	0.032	20	0.0	0.0	6.006	A
C-A	890	222			890				
A-B	13	3			13				
A-C	571	143			571				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	498	0.013	7	0.0	0.0	7.324	A
B-A	10	2	230	0.043	10	0.0	0.0	16.347	C
C-AB	20	5	619	0.032	20	0.0	0.0	6.006	A
C-A	890	222			890				
A-B	13	3			13				
A-C	571	143			571				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	529	0.010	5	0.0	0.0	6.874	A
B-A	8	2	290	0.028	8	0.0	0.0	12.785	B
C-AB	16	4	656	0.025	16	0.0	0.0	5.626	A
C-A	726	182			726				
A-B	11	3			11				
A-C	467	117			467				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	552	0.008	5	0.0	0.0	6.581	A
B-A	7	2	333	0.020	7	0.0	0.0	11.038	B
C-AB	14	3	683	0.020	14	0.0	0.0	5.381	A
C-A	608	152			608				
A-B	9	2			9				
A-C	391	98			391				

Basic Results Summary

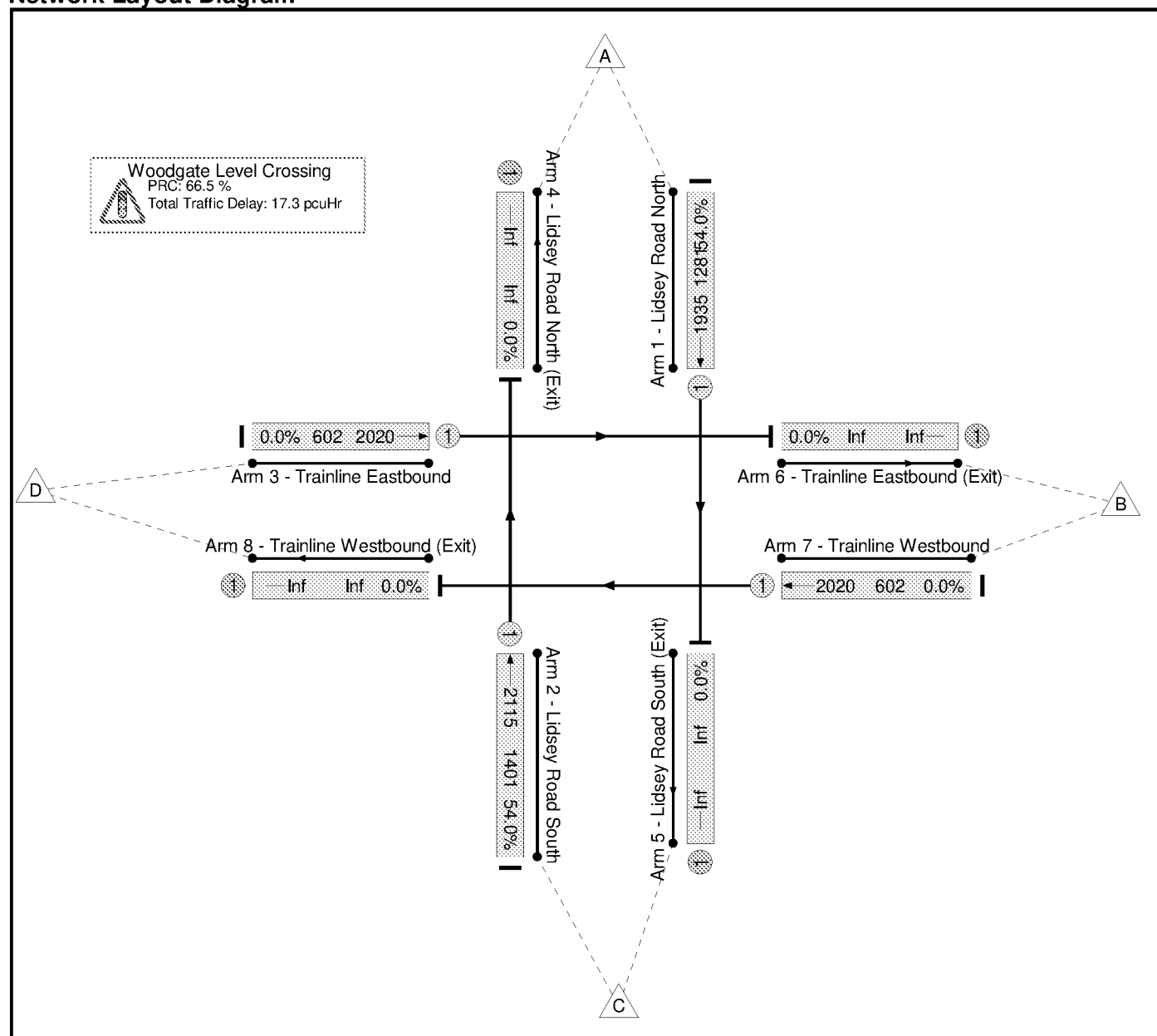
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Level Crossing 160821.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2026 Base + Committed AM' (FG1: '2026 Base + Committed AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

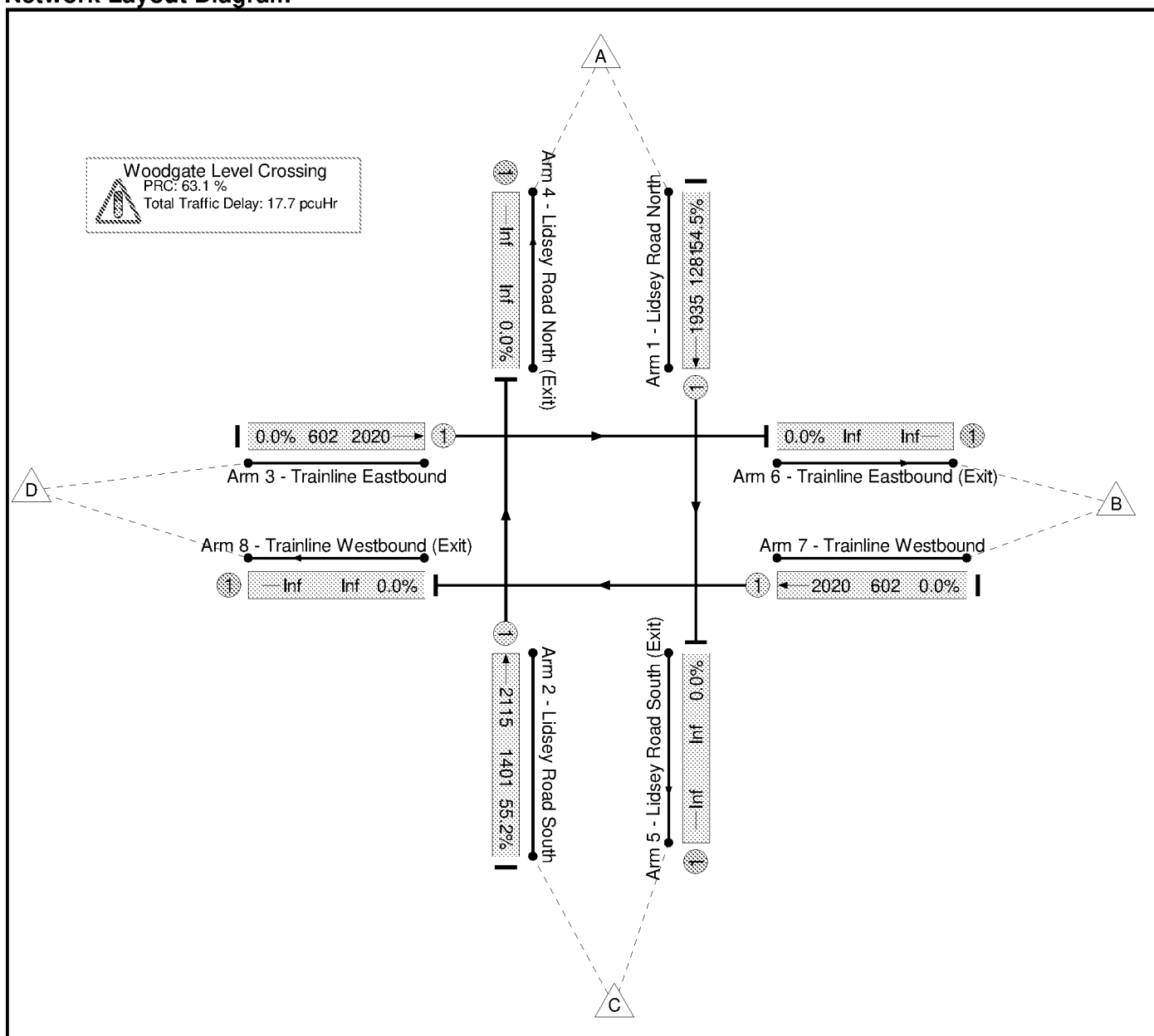


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	54.0%	0	0	0	17.3	-	-
Woodgate Level Crossing	-	-	-		-	-	-	-	-	-	54.0%	0	0	0	17.3	-	-
1/1	Lidsey Road North Ahead	U	B		1	297	-	692	1935	1281	54.0%	-	-	-	8.3	43.0	46.0
2/1	Lidsey Road South Ahead	U	A		1	297	-	757	2115	1401	54.0%	-	-	-	9.0	42.8	50.2
3/1	Trainline Eastbound Ahead	U	C		1	133	-	0	2020	602	0.0%	-	-	-	0.0	0.0	0.0
7/1	Trainline Westbound Ahead	U	D		1	133	-	0	2020	602	0.0%	-	-	-	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 66.5 PRC Over All Lanes (%): 66.5 Total Delay for Signalled Lanes (pcuHr): 17.26 Total Delay Over All Lanes(pcuHr): 17.26 Cycle Time (s): 450																	

Network Layout Diagram

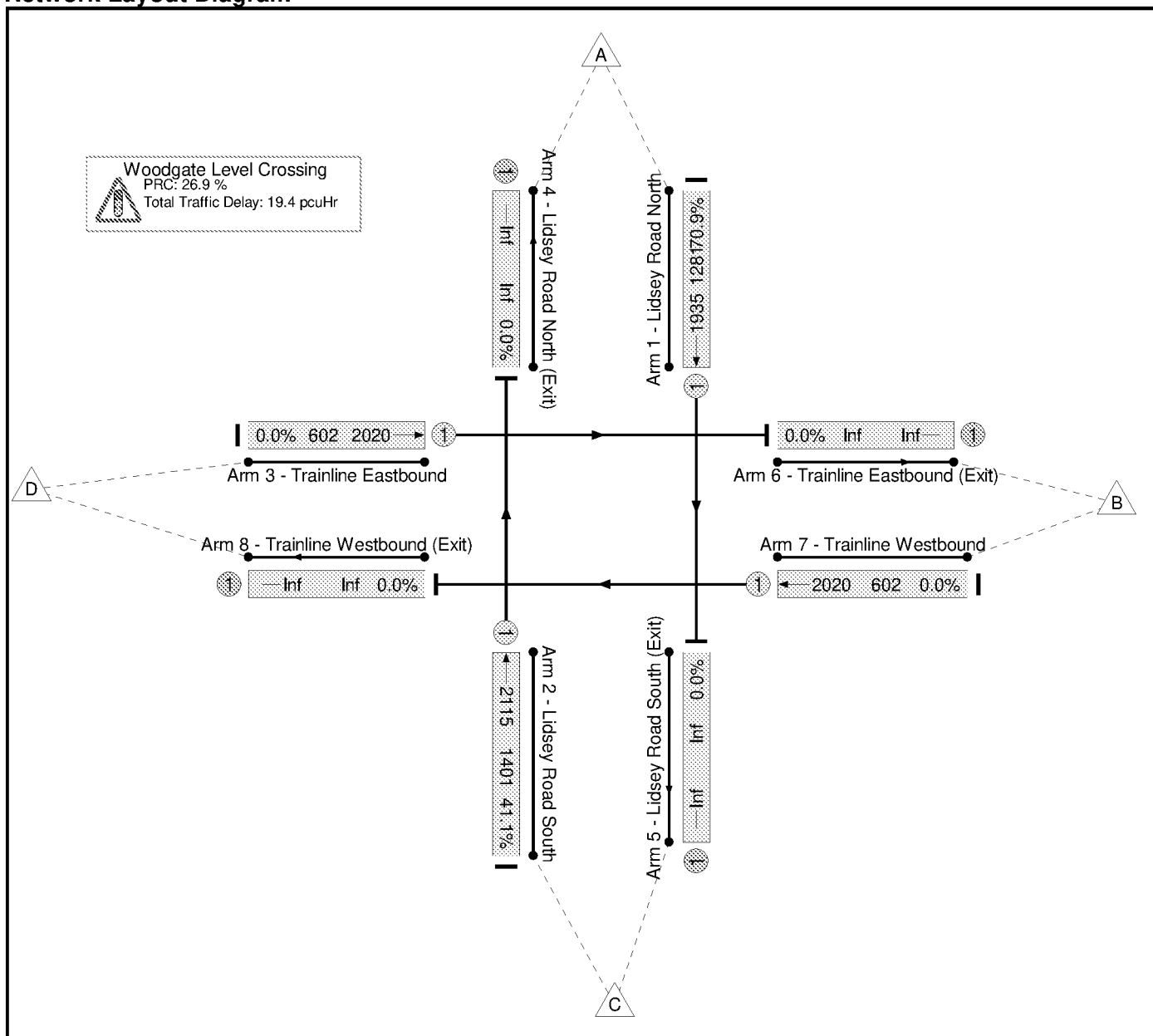


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	55.2%	0	0	0	17.7	-	-
Woodgate Level Crossing	-	-	-		-	-	-	-	-	-	55.2%	0	0	0	17.7	-	-
1/1	Lidsey Road North Ahead	U	B		1	297	-	698	1935	1281	54.5%	-	-	-	8.4	43.2	46.5
2/1	Lidsey Road South Ahead	U	A		1	297	-	773	2115	1401	55.2%	-	-	-	9.3	43.3	51.9
3/1	Trainline Eastbound Ahead	U	C		1	133	-	0	2020	602	0.0%	-	-	-	0.0	0.0	0.0
7/1	Trainline Westbound Ahead	U	D		1	133	-	0	2020	602	0.0%	-	-	-	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 63.1 PRC Over All Lanes (%): 63.1 Total Delay for Signalled Lanes (pcuHr): 17.68 Total Delay Over All Lanes(pcuHr): 17.68 Cycle Time (s): 450																	

Network Layout Diagram

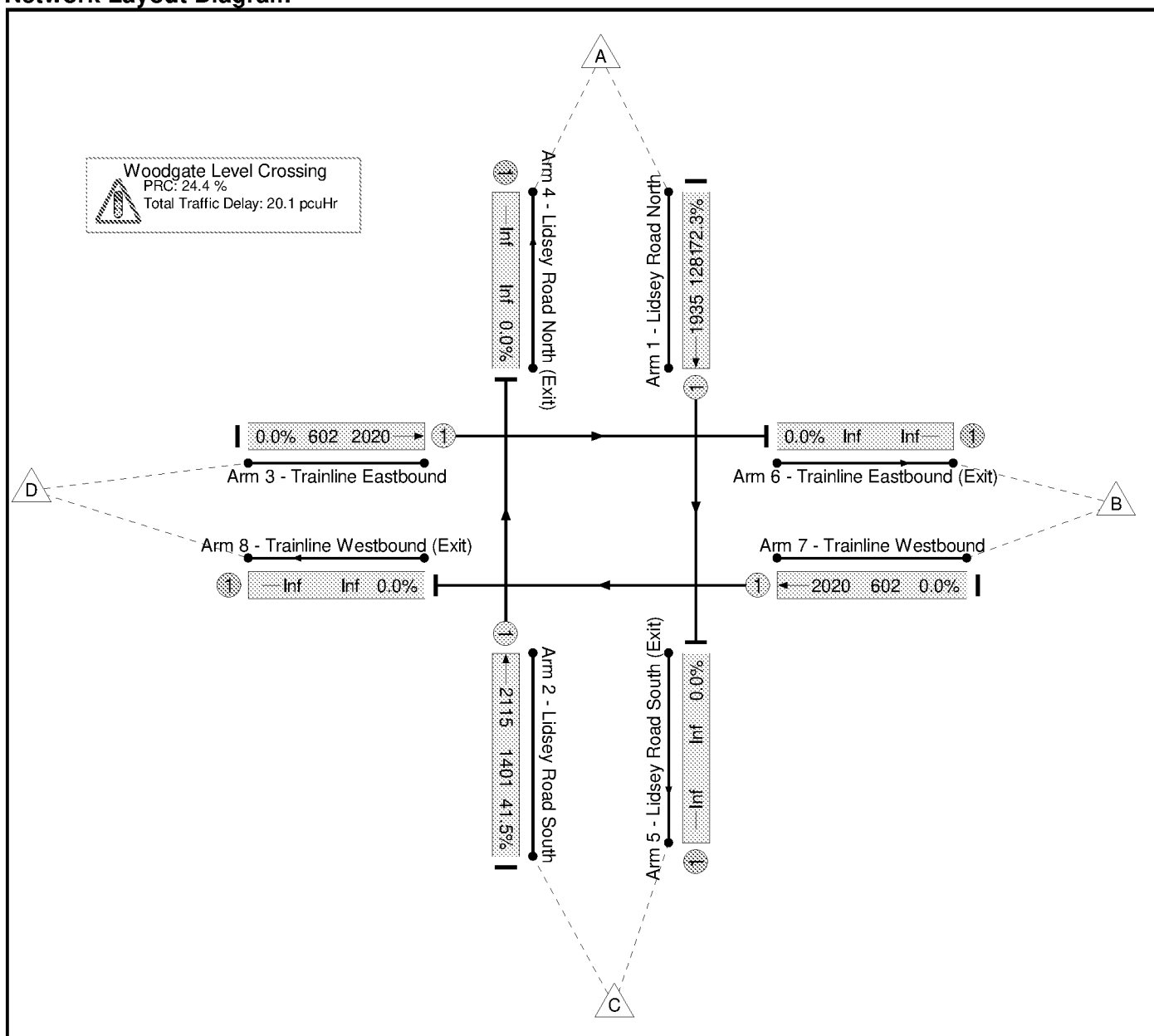


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	70.9%	0	0	0	19.4	-	-
Woodgate Level Crossing	-	-	-		-	-	-	-	-	-	70.9%	0	0	0	19.4	-	-
1/1	Lidsey Road North Ahead	U	B		1	297	-	909	1935	1281	70.9%	-	-	-	13.4	53.2	73.4
2/1	Lidsey Road South Ahead	U	A		1	297	-	575	2115	1401	41.1%	-	-	-	6.0	37.4	33.6
3/1	Trainline Eastbound Ahead	U	C		1	133	-	0	2020	602	0.0%	-	-	-	0.0	0.0	0.0
7/1	Trainline Westbound Ahead	U	D		1	133	-	0	2020	602	0.0%	-	-	-	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 26.9 PRC Over All Lanes (%): 26.9 Total Delay for Signalled Lanes (pcuHr): 19.42 Total Delay Over All Lanes(pcuHr): 19.42 Cycle Time (s): 450																	

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	72.3%	0	0	0	20.1	-	-
Woodgate Level Crossing	-	-	-		-	-	-	-	-	-	72.3%	0	0	0	20.1	-	-
1/1	Lidsey Road North Ahead	U	B		1	297	-	927	1935	1281	72.3%	-	-	-	14.0	54.3	76.2
2/1	Lidsey Road South Ahead	U	A		1	297	-	581	2115	1401	41.5%	-	-	-	6.1	37.6	34.1
3/1	Trainline Eastbound Ahead	U	C		1	133	-	0	2020	602	0.0%	-	-	-	0.0	0.0	0.0
7/1	Trainline Westbound Ahead	U	D		1	133	-	0	2020	602	0.0%	-	-	-	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 24.4 PRC Over All Lanes (%): 24.4 Total Delay for Signalled Lanes (pcuHr): 20.05 Total Delay Over All Lanes(pcuHr): 20.05 Cycle Time (s): 450																	