



**STORE PROPERTY INVESTMENTS
LIMITED
LAND WEST OF BROOK LANE AND
SOUTH OF A259
WITHIN THE PARISHES OF BROOKFIELD
AND ANGMERING AND FINDON**

TRANSPORT ASSESSMENT

MARCH 2017

the journey is the reward

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Prepared by:	RG/OAN
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Store Property Investments Limited
Land West of Brook Lane and South of A259
Within the Parishes of Brookfield and Angmering and Findon
Transport Assessment

List of Contents

Sections

1	Introduction	1
2	Description of Site	2
3	Development Proposals	4
4	Review of Planning Policy	5
5	Site Accessibility	10
6	Traffic Flows and Trip Distribution	17
7	Traffic Impact	25
8	Parking Assessment	31
9	Accident Analysis	33
10	Summary and Conclusions	35

Figures

Figure 2.1: Site Location	2
Figure 6.1: Residential Trip Distribution.....	21
Figure 6.2: Care Home Trip Distribution	22
Figure 9.1: UK Crash Map Images (Source: www.crashmap.co.uk)	33

Tables

Table 3.1: Schedule of Accommodation – Residential.....	4
Table 5.1: Commercial Bus Service Serving the Rustington Retail Park.....	14
Table 5.2: Local Facilities	15
Table 6.1: NTM/TEMPRO Growth Factors	18
Table 6.2: Private Flats Trip Rates	19
Table 6.3: Private Houses Trip Rates.....	19

Table 6.4: Specialist Care Home Trip Rates	19
Table 6.5: Private Flats Trips.....	20
Table 6.6: Private Houses Trips	20
Table 6.7: Specialist Care Home Trips	20
Table 6.8: Total Development Trips.....	20
Table 6.9: Residential Mode Split.....	22
Table 6.10: Care Home Mode Split	23
Table 6.11: Residential Trip Generation – AM Peak.....	23
Table 6.12: Residential Trip Generation – PM Peak.....	23
Table 6.13: Care Home Trip Generation – AM Peak	23
Table 6.14: Care Home Trip Generation – PM Peak	24
Table 6.15: Total Development Trip Generation – AM Peak.....	24
Table 6.16: Total Development Trip Generation – PM Peak.....	24
Table 7.1: PICADY Results – A259 New Road/Site Access – 2019 Base plus Development Flows Scenario	26
Table 7.2: PICADY Results – A259 New Road/Site Access – 2022 Base plus Development Flows Scenario	26
Table 7.5: ARCADY Results – A259/Mill Lane Roundabout – 2017 Observed Scenario.....	26
Table 7.6: ARCADY Results – A259/Mill Lane Roundabout – 2019 Base Scenario ..	27
Table 7.7: ARCADY Results – A259/Mill Lane Roundabout – 2022 Base Scenario ..	27
Table 7.8: ARCADY Results – A259/Mill Lane Roundabout – 2019 Base Plus Development Scenario	27
Table 7.9: ARCADY Results – A259/Mill Lane Roundabout – 2022 Base Plus Development Scenario	27
Table 7.10: ARCADY Results – A259/B2187 Roundabout – 2017 Observed Scenario.....	28
Table 7.11: ARCADY Results – A259/B2187 Roundabout – 2019 Base Scenario ...	28
Table 7.12: ARCADY Results – A259/B2187 Roundabout – 2022 Base Scenario ...	28
Table 7.13: ARCADY Results – A259/B2187 Roundabout – 2019 Base Plus Development Scenario	29
Table 7.14: ARCADY Results – A259/B2187 Roundabout – 2022 Base Plus Development Scenario	29
Table 8.1: WSCC’s Recommended Levels of Cycle Provision	31
Table 8.2: ADC’s C2 Care Home Maximum Parking Standards	32
Table 8.3: WSCC’s SPG Cycle Parking Requirements.....	32

Appendices

Traffic Flow Diagrams

APPENDIX A: Site Layout Drawing

APPENDIX B: Traffic Survey Results

APPENDIX C: TRICS Output Files

APPENDIX D: PICADY Output Files

APPENDIX E: ARCADY Output Files

APPENDIX F: WSCC Residential Parking Demand

1 Introduction

- 1.1 Mayer Brown Ltd have been instructed by Store Property Investments Limited to provide highways and transport related assistance in support of an outline planning permission (with all matters reserved) for demolition of existing buildings on site and the erection of a mixed use development comprising residential units and care home (Use Class C2 and C3) and ancillary facilities including railway crossing together with associated access, car parking and landscaping.
- 1.2 Following this introduction, Section 2 of this report provides details of the existing site and the development proposals are described in Section 3. A review of relevant planning policy is included at section 4 and the accessibility of the site is assessed in Section 5. Traffic flows and trip distribution are discussed in section 6 and the traffic impact of the development is discussed in Section 7. The parking assessment is described in section 8 and an accident analysis for the local area is discussed in Section 9. The summary and conclusions are presented in Section 10.

2 Description of Site

- 2.1 The site is located to the south of the A259 and to the north of the railway line. The site is bounded to the east by Brook Lane and to west by the A259. The site is largely undeveloped and the local area has historically been used for grazing. There is a single dwelling on the site with ancillary stables. The site is functionally related to Rustington, however, the site falls within the Parish Boundaries of Brookfield (to the west) and Angmering and Findon to the east.
- 2.2 The site covers an area of 5.92 ha and its location is shown at **Figure 2.1** below.

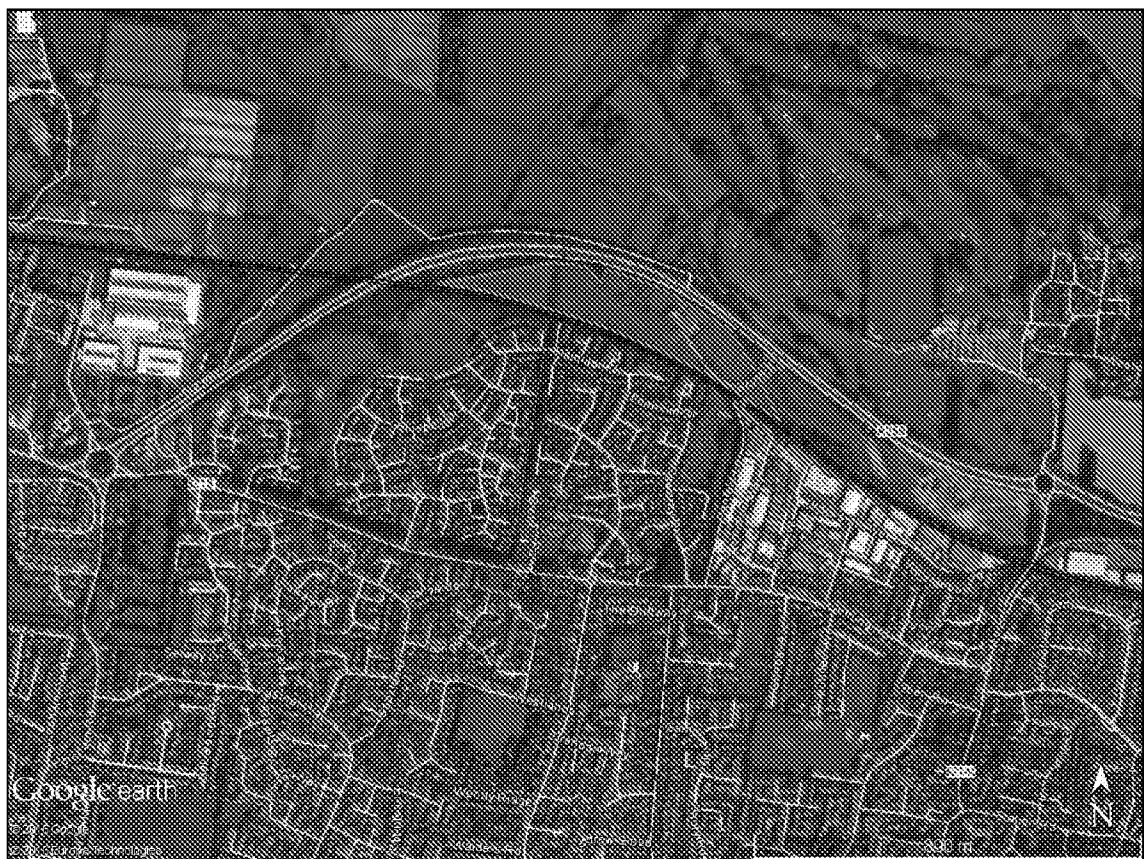


Figure 2.1: Site Location

- 2.3 On the northern side of the site the A259 is a dual carriageway which runs in an east-west direction forming a bypass around the northern edge of Rustington. To the west, the A259 forms a junction with the A284 and to the east meets the B2187 Mill Lane at a roundabout. Further to the east the A259 forms a junction with the A280 which leads to the north to join the A27 Arundel Road.

- 2.4 The site is currently mostly unoccupied and comprises an open field. Public Right of Way 2159 runs through the site, generally in an east-west direction linking to Norway Lane to the west, across the A259 to the north and to Worthing Road and also across the railway line to the south.
- 2.5 To the eastern side of Brook Lane is the site of the proposed New Road Retail Park which includes a foodstore and a public house.

3 Development Proposals

- 3.1 The proposal is for an outline planning permission (with all matters reserved) for demolition of existing buildings on site and the erection of a mixed use development comprising residential units and care home (Use Class C2 and C3) and ancillary facilities including railway crossing together with associated access, car parking and landscaping.
- 3.2 The indicative site layout is illustrated in the architect's drawing attached to this report at **Appendix A**.

Schedule of Accommodation

- 3.3 The residential element of the scheme comprises a total of 90 dwellings comprising both flats and houses and a schedule of accommodation for this element is set out in **Table 3.1**.

Dwelling Type	No. of Units
1 bed flat	10
2 bed flat	14
2 bed house	30
3 bed house	35
4 bed house	1
Total	90

Table 3.1: Schedule of Accommodation – Residential

- 3.4 It is proposed that the residential nursing dementia care home will have 72 beds.

Access Arrangements

- 3.5 Vehicular access is proposed from a new left in, left out access from the A259.
- 3.6 Pedestrian/cycle access will be provided via the continuation of the existing 3m wide shared footway/cycleway adjacent the A259 at the Manor Retail Park. The development proposal also includes the provision of a new pedestrian and cycle bridge over the railway, which will provide a safer facility for pedestrians than the existing informal at grade crossing which forms part of Public Right of Way 2159.

4 Review of Planning Policy

- 4.1 This section examines transport policies and seeks to demonstrate that the proposed development accords with the relevant objectives. Consideration is given to national, regional and local guidance.

National Guidance

National Planning Policy Framework (NPPF)

- 4.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and replaces all Planning Policy Guidance and Statements. The NPPF sets out the Government's planning policies for England and how they are expected to be applied, providing a framework within which councils can produce their own planning guidance.

- 4.3 The underlying focus of the NPPF is achieving sustainable development and states that the purpose of the planning system is to contribute to this.

- 4.4 The NPPF sets out 12 core planning principles to underpin plan-making and decision-taking. The principle relating to transport states:

"actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable" (paragraph 17).

- 4.5 Section 4 of the NPPF relates to 'Promoting sustainable transport' and states that *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel"* (paragraph 29). It is recognised that different policies and measures will be required in different communities and *"opportunities to maximise sustainable transport solutions will vary from urban to rural areas"* (paragraph 29).

- 4.6 The NPPF states that *"all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment"* (paragraph 32). Plans and decisions should take account of whether:

- *"the opportunities for sustainable transport modes have been taken up..."*
- *"safe and suitable access to the site can be achieved for all people"*
- *"improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe"* (paragraph 32).

- 4.7 The NPPF states that plans and decisions should *“ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised”* (paragraph 34). However, it is recognised that this needs to take account of other policies in the NPPF, particularly those in respect of rural areas.
- 4.8 The use of sustainable transport modes is high on the agenda and the NPPF states that developments should be located and designed where practical to:
- *“give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - *“create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
 - *“consider the needs of people with disabilities by all modes of transport”* (paragraph 35).
- 4.9 A Travel Plan is regarded as a key tool to facilitate sustainable travel and *“all developments which generate significant amounts of movement should be required to provide a Travel Plan”* (paragraph 36). A separate Travel Plan will be submitted in support of the planning application.

Local Guidance

Arun District Local Plan (2003) Saved Policies

- 4.10 The Local Plan was adopted in April 2003 and sets out policies to guide development in the Arun District area. However, some of the policies in the Local Plan have now expired and are no longer valid. Prior to the replacement of the Local Plan by the publication version of the Local Plan 2011-2031 (October 2014) some of the Local Plan policies have been saved.
- 4.11 Saved policy GEN14 encourages the provision and improvement of public transport services, whilst saved policy GEN15 requires the development of safe cycle and footpath networks and states that *“where appropriate, new development will be required to provide safe and attractive facilities for cyclists and pedestrians, both within the site and in the form of links to the surrounding area.”*
- 4.12 Saved policy GEN12 relates to parking and states that provision of parking in excess of Arun District Council’s (ADC) parking standards will not be allowed. Details of the relevant parking standards are set out in Section 8 of this TA.

- 4.13 The application site is considered to be an 'out of town site' but nonetheless provides good accessibility to local bus stops and Angmering train station. The A259 New Road also has a shared footway and cycleway along its southern side providing safe access to the site.

Arun District Local Plan 2011-2031 (October 2014)

- 4.14 ADC is currently in the process of preparing its new Local Plan which will cover the period 2011-2031. A version of the Publication Local Plan was agreed by full council in September 2014.
- 4.15 The Plan sets out a number of strategic objectives. Its objective in respect of transport states: *"To reduce the need to travel and promote sustainable forms of transport."* Section 15 of the Plan relates specifically to transport.
- 4.16 Policy T SP1, Transport and Development, relates to supporting growth and development in the district whilst promoting sustainable transport, the efficient use of the existing transport network, safe access to developments, reducing congestion and emissions and improving accessibility. It states, ADC will support development which:
- i) *"Is designed to reduce the need to travel by car by identifying opportunities' to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network..."*
 - ii) *"Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements"*
 - iii) *"Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision..."*
 - iv) *"Where required by current guidance, is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable..."*
- 4.17 Policy T DM1 builds upon the requirements of Policy T SP1 and states that *"new development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport... Access to alternative modes of transport including public transport services, the public right of way and cycle networks must be available and accessible to all..."* The policy further requires that provision for cycling and pedestrian facilities are made in all new development, including cycle parking (iii). A review of the cycle parking at the proposed development in relation to the relevant standards is set out in Section 7 of this TA.

West Sussex Transport Plan 2011-2026

- 4.18 The West Sussex Transport Plan 2011-2026 (LTP3), published in February 2011, sets the strategy for guiding future investment in West Sussex highways and transport infrastructure, and a framework for considering transport infrastructure requirements associated with future development in the county.
- 4.19 The overall vision of LTP3 is *“to achieve efficient, safe and less congested transport networks, which contribute towards:*
- ✧ *a more competitive and thriving economy*
 - ✧ *reductions in emissions*
 - ✧ *improved access to services*
 - ✧ *jobs and housing, especially for those in need*
 - ✧ *improved quality of life for all those who live and work within our beautiful and unique County.”*
- 4.20 The main objective of LTP3 is *“to improve quality of life for the people of West Sussex by helping to provide:*
- ✧ *a high quality transport network that promotes a competitive and prosperous economy in all parts of the County*
 - ✧ *a resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time*
 - ✧ *access to services, employment and housing*
 - ✧ *a transport network that feels, and is, safer and healthier to use” (section 1.2).*
- 4.21 LTP3 refers to *“promoting sustainable modes of travel, particularly for journeys to work”* and that *“parking space is provided at non-residential development in line with our agreed parking standards”* (section 1.2.1). To ensure that growth is sustainable, LTP3 states that new employment should be *“accessible by sustainable modes of transport”* (section 1.2.1).
- 4.22 LTP3 aims to *“reduce unnecessary trips by motorised vehicles and encourage use of more sustainable modes of transport,”* including through securing travel plans for new development, investing in new walking and cycling facilities, and aims to *“reduce the need to travel”* more generally (section 1.2.2). Improving accessibility is high on LTP3’s agenda and encouraging *“local delivery of services so that people have to travel less”* (section 1.2.3).

- 4.23 In support of its objectives, LTP3 refers to the promotion of walking, cycling and bus passenger transport, including the maintenance and construction of infrastructure to support use of these modes.

Summary

- 4.24 In accordance with planning policy, the proposed development would provide for and encourage travel by all modes, other than just private car. The site is located proximate to local facilities and section 5 of this report sets out an assessment of the site's accessibility by non-car modes of transport. An assessment of the trip generation and impact of the proposed development is provided in sections 6 and 7.
- 4.25 As required by planning policy, a Travel Plan has been produced for the proposed development and accompanies this report.

5 Site Accessibility

- 5.1 As with any development it is important to demonstrate that it complies with the national, regional and local governmental policies which focus on encouraging alternative means of travel in order to reduce reliance on the private car.
- 5.2 The proposed development site is located close to local facilities, retail developments and other residential areas, hence there is potential for trips to the development to be made on foot, by bicycle and by public transport.

Accessibility by Foot

- 5.3 Pedestrian facilities are present along the A259 New Road to the east of the site. As shown in **Figure 5.1** there is a shared footway/cycle way adjacent to the Manor Retail Park that continues across the B2187 Mill Lane via a toucan crossing. The footway/cycleway continues east past the Rustington Retail Park and Sainsbury's and on to the B2140 Station Road, thus providing links to the network of footways that run throughout the suburban area to the south.



Figure 5.1: Shared Footway/Cycleway adjacent the A259 New Road

- 5.4 The toucan crossing provided across Mill Lane is illustrated in **Figure 5.2**. Beyond the crossing, Mill Lane has footways on both sides of the road leading south and providing access to the residential areas of West Preston.



Figure 5.2: Crossing Facilities on Mill Lane

- 5.5 Pedestrian and cyclist crossing facilities and dedicated signal phases are also provided at the A259 New Road/Sainsbury's access signalised junction.
- 5.6 As discussed earlier in this report, it is proposed to continue the existing 3m shared footway/cycleway adjacent the A259 at the Manor Retail Park on through the proposed residential development via existing and proposed footway/cycleway before terminating at a link to the park at the western end of the site.
- 5.7 There is an existing pedestrian level crossing to the south east of the site linking Brook Lane to both Penfold Lane and Brookside Avenue. The proposals include the provision of a new pedestrian and cycle bridge over the railway line.
- 5.8 A number of Public Right of Ways are located within the vicinity of the site including:
- ✦ Public Right of Way 2159 runs through the site, generally in an east-west direction linking to Norway Lane to the west and Worthing Road to the south of the site;
 - ✦ Public Right of Way 2160 leads from the centre of the site to the north across the A259 New Road towards the golf course;
 - ✦ Public Right of Way 2158 leads from the south of the existing level crossing to the east, linking to Brookside Avenue.
- 5.9 The Institution of Highways and Transportation (IHT) *Guidelines for Providing for Journeys on Foot* (2000) suggests acceptable walking distances for pedestrians without mobility impairment. Table 3.2 of the document refers to a maximum walk distance of

2,000m for commuting/schools, typical journeys by foot from residential developments. On this basis, **Figure 5.3** illustrates the walk catchment for the site.

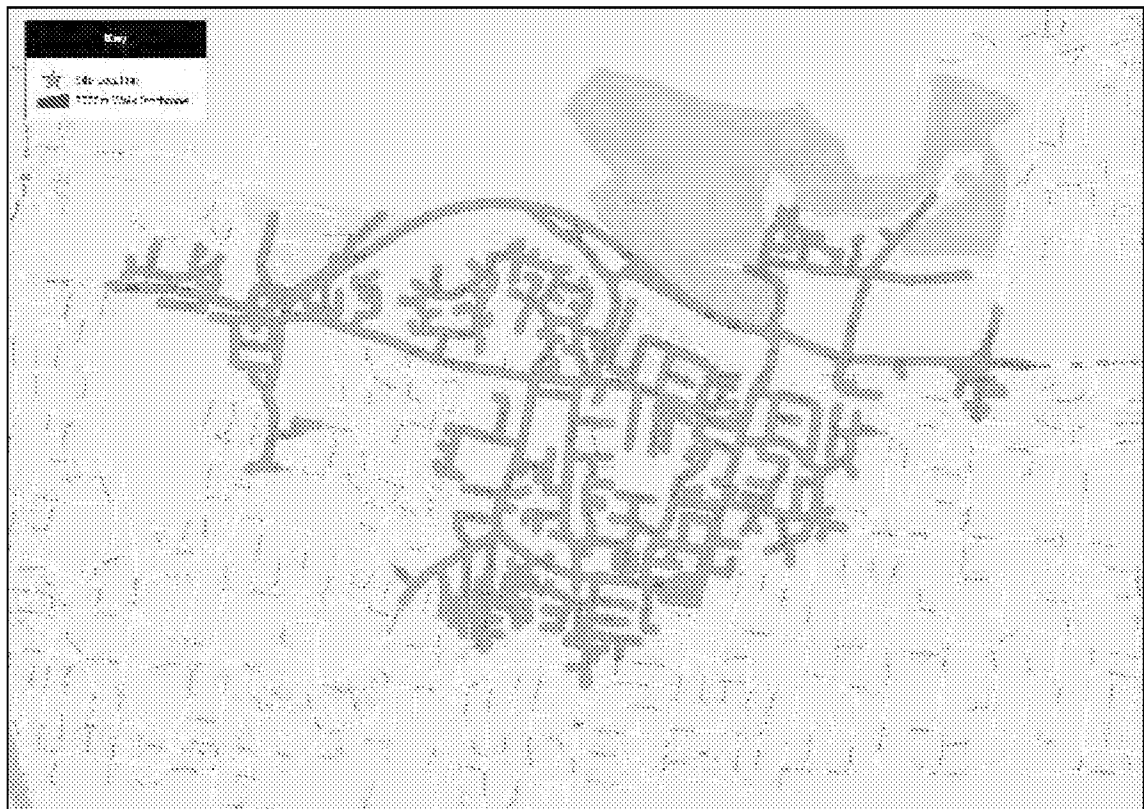


Figure 5.3: Walk Isochrones from Site

- 5.10 **Figure 5.3** shows that a large area of Rustington, including much of the West Preston residential area, is accessible within walking distance of the site. Angmering railway station is also within the walk catchment.

Accessibility by Cycle

- 5.11 As stated above the site benefits from being in close proximity to a good quality footway/cycleway running adjacent to the A259 New Road to the east of the site, which will be extended to the west as part of the proposed development. This route runs currently extends from the Manor Retail Park to the A259/Station Road roundabout. From this roundabout there is a spur leading to Angmering. As discussed earlier in this report, it is proposed to provide additional footway/cycleway linking the development site with the existing facilities.
- 5.12 **Figure 5.4**, taken from Sustrans' online cycle route mapping, illustrates the cycle routes within the vicinity of the site. The routes are highlighted as follows:
- Purple routes – on-road routes (NCN/other)
 - Green routes – traffic-free routes (NCN/other)

- 5.13 The site is located within reasonable proximity to National Cycle Network Route 2 which provides a coastal route. When it is complete, it will link Dover in Kent with St.Austwell in Cornwall, via the south coast of England. The route between Worthing and South Mundham in West Sussex is still being developed, so the nearest open section to the site is in Littlehampton.
- 5.14 The route can be picked up again in Worthing, where it continues east along the coast to Newhaven and beyond.

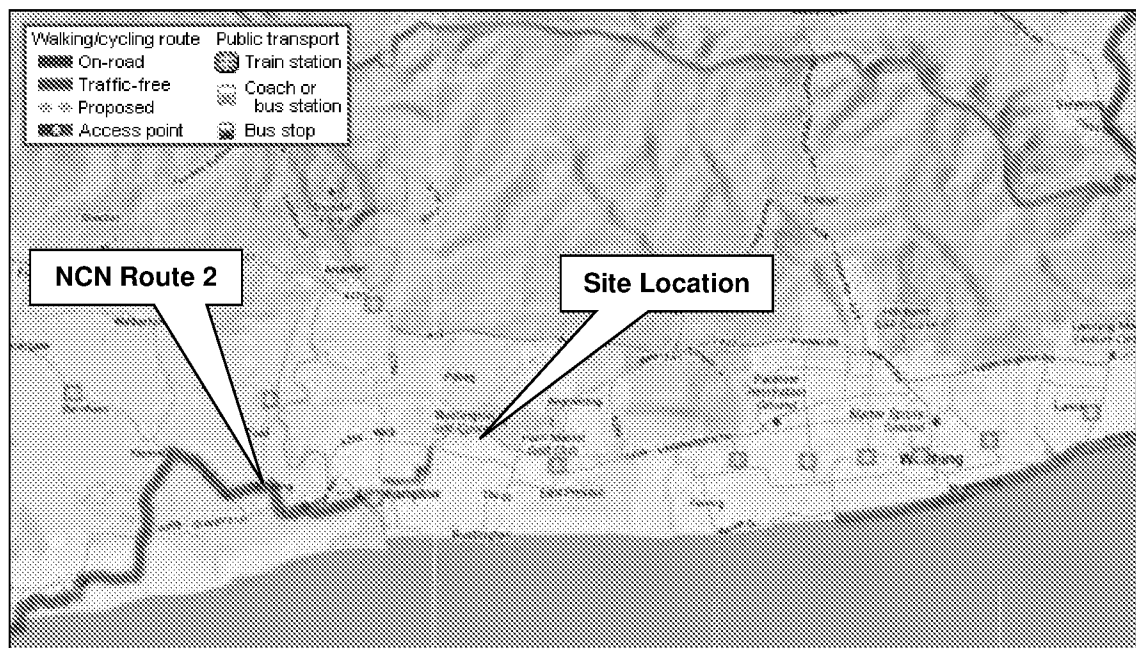


Figure 5.4: Cycle Routes in Rustington and the Local Area (source: Sustrans' online mapping)

- 5.15 PPG 13 states that cycling has the “*potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport*” (paragraph 77). As detailed in section 3, in March 2012 all PPG Notes and Planning Policy Statements were replaced by the NPPF. However, the NPPF does not set specific guidance on accessibility levels, and therefore in the absence of any other data, the guidance in PPG 13 has been used to determine accessibility levels by bicycle for this TA. On this basis **Figure 5.5** illustrates the catchment for the site by bicycle.



Figure 5.5: Cycle Isochrones from Site

- 5.16 **Figure 5.5** shows that all of Rustington is easily accessible from the site within a 5km cycle ride. Littlehampton to the west and the outskirts of Worthing to the east are approximately 5km from the site.

Accessibility by Public Transport

Bus Service

- 5.17 Bus services can be caught from the Sainsbury's foodstore, located to the east of the site. The number 12 Littlehampton Town Bus is operated by Compass Travel and calls at the stop within the Sainsbury's store car park. Details are provided in **Table 5.1**.

Service	Route	Daytime Bus Frequency		
		Mon-Fri	Sat	Sun
12	Rustington Sainsbury's – Littlehampton – Wick – Littlehampton Tesco	One per hour	One per hour	No service

Table 5.1: Commercial Bus Service Serving the Rustington Retail Park

Rail Services

- 5.18 Angmering railway station is located on Station Road approximately 1.6km from the site. This station is served by regular train services that follow three main routes; Portsmouth Harbour to Brighton, Littlehampton to Brighton and Littlehampton to London Victoria.

Each of these services runs once an hour in each direction Monday to Friday and thus there are three trains per hour in each direction serving Angmering. The services also provide links to many intermediate stations including Chichester, Goring-by-Sea, Durrington-on-Sea, Worthing, Shoreham-by-Sea, and Hove.

Local Facilities

- 5.19 There are a range of local facilities within close proximity to the site. **Table 5.2** sets out a summary of useful facilities in the local area around the site. The distances are measured from the approximate location of the proposed site access.

Facility	Approx. Distance from Site	Walk Time
LOCAL SHOPS:		
Rustington Retail Park	1.1km	13 mins
Sainsbury's Rustington Superstore (Rustington Retail Park)	1.1km	13 mins
Rustington BP Garage - Marks and Spencer Simply Food	1.5km	19 mins
Rustington High Street	1.8km	23 mins
EDUCATION:		
Rustington Community Primary School	1.9km	24 mins
Summerlea Community Primary School	2.1km	27 mins
HEALTH:		
Centre for Dentistry – Rustington Retail Park	1.1km	13 mins
The Coppice Surgery	1.5km	19 mins
RELIGIOUS:		
Saint Joseph's Catholic Church	1.6km	20 mins
Rustington Methodist Church	2.0km	25 mins
St Peter & St Paul Church	2.0km	25 mins
SPORTS/LEISURE:		
Rustington Golf Course	1.0km	12 mins
Out of Bounds Centre	1.0km	12 mins
Virgin Active	1.0km	12 mins
Rustington Sports & Social Club	1.7km	21 mins
OTHER:		
Travelodge Littlehampton Rustington	1.7km	21 mins

Table 5.2: Local Facilities

Summary

- 5.20 This section demonstrates that the site is accessible by modes of transport other than the private car and there are a range of local facilities within close proximity to the site. The proposed development would improve pedestrian and cyclist linkage through extension of the shared footway/cycleway to the west and also through the provision of

a bridge over the railway line. It would also improve the viability of public transport services through an increase in local population.

6 Traffic Flows and Trip Distribution

- 6.1 This section of the TA sets out an assessment of the existing traffic flows, the traffic attraction of the proposed development and the assignment of this traffic to the local highway network.
- 6.2 When considering a residential development, it is generally accepted that the following times are the critical periods in terms of traffic impact on the adjacent highway network:
- The weekday morning and evening peak hours, when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest.
- 6.3 It follows that should the effect of residential development traffic on the local highway network be considered acceptable during these periods then it would also be acceptable during other, less busy, periods of the week.

Existing Traffic Flows

- 6.4 In order to determine the existing traffic flows in the vicinity of the site, traffic surveys have been carried out. The following junctions were surveyed on the dates specified:
- A259 New Road/B2187 Mill Lane roundabout on Tuesday 14th February 2017 between the hours of 07:00 to 10:00 and 16:00 to 19:00;
 - A259/B2187 Worthing Road/B2187 Horsham Road roundabout on Tuesday 14th February 2017 between the hours of 07:00 to 10:00 and 16:00 to 19:00;
- 6.5 A copy of the traffic survey results is provided in **Appendix B**.
- 6.6 The results of the traffic surveys show that the peak hours are from 08:00 to 09:00 during the AM peak and 16:30 to 17:30 during the PM peak. The surveyed traffic flows for the AM and PM peak hours are shown in Diagrams 1 and 2 respectively at the end of this TA.

Background Traffic Growth

- 6.7 The following assessment years that will be considered are:
- 2019 – anticipated year of occupation/opening of the development; and
 - 2022 – five years from the date of registration of the planning application.
- 6.8 Growth factors have therefore been applied to the 2017 surveyed traffic flows in order to obtain base flows for the above years of assessment. The growth factors have been applied to all surveyed traffic flows, therefore representing a robust assessment. A

significant amount of traffic in the local area will be associated with the existing retail developments, in particular the Rustington Retail Park and Sainsbury's foodstore. Traffic attracted to these developments would only increase if the retail offer were increased, which would require planning permission. Therefore the application of growth factors to all observed flows is very much a worst case. The growth factors were sourced through the National Transport Model (NTM) data within the TEMPRO software package using TEMPRO 7.0 datasets for the geographical area of Rustington (Arun 002), using NTM parameters, NTM Dataset: AF15, Area type: All, Road type: All. The growth factors used are set out in **Table 6.1**.

	2019 (Year of Occupation)	2022 (Five Years After Registration)
	2017 – 2019	2017 – 2022
Weekday AM peak	1.028	1.074
Weekday PM peak	1.028	1.075

Table 6.1: NTM/TEMPRO Growth Factors

- 6.9 The observed traffic flows in Diagrams 1 and 2 have been uplifted using the above growth factors. The resulting base traffic flows for the weekday AM and PM peak hours are set out in Diagrams 3 and 4 respectively for the year 2019 and 5 and 6 respectively for the year 2022, all contained at the end of this report.

Cumulative Development Traffic Flows

- 6.10 Although not a cumulative development, there is a proposal for a mixed-use retail park (New Road Retail Park) to the east of Brook Lane. This proposal has been taken into account when assessing the traffic impact of the proposed development. The proposal consists of an A1 retail unit of 1,487sqm and a public house (use class A4) of 581sqm.
- 6.11 The Transport Assessment, dated February 2015, assessed the impact of the development and the traffic flows associated with the development have been identified. Although the proposals for the New Road Retail Park do not currently have planning approval, due to its adjacent location it is considered appropriate for it to be assessed as cumulative development for this application.
- 6.12 The traffic flows for the weekday AM and PM peak hours are set out in Diagrams 11 and 12 respectively at the end of this report.

Proposed Development Traffic Flows

Residential and Care Home Trip rates

- 6.13 The industry standard TRICS database has been interrogated to obtain trip rates for the proposed residential dwellings and specialist care home. Vehicular trip rates have been obtained for the following land uses and based on sites with the following criteria:
- Private Flats: 03 - RESIDENTIAL, C - FLATS PRIVATELY OWNED
 - Private Houses: 03 - RESIDENTIAL, A - HOUSES PRIVATELY OWNED
 - Specialist Care Home: 05 - HEALTH, L - CARE HOME (SPECIFIC CONDITION)
- 6.14 Sites located in Scotland, Wales, Ireland and Greater London were excluded from the selection.
- 6.15 A copy of the TRICS output is provided in **Appendix C**. The weekday AM and PM peak hour vehicular trip rates for each of the proposed land uses are set out in **Tables 6.2 to 6.4**.

Peak Hour	Private Flats Trip Rate (Per Dwelling)		
	Arrivals	Departures	Total
Weekday AM peak	0.082	0.268	0.35
Weekday PM peak	0.29	0.132	0.422

Table 6.2: Private Flats Trip Rates

Peak Hour	Private Houses Trip Rate (Per Dwelling)		
	Arrivals	Departures	Total
Weekday AM peak	0.146	0.378	0.524
Weekday PM peak	0.338	0.167	0.505

Table 6.3: Private Houses Trip Rates

Peak Hour	Care Home Trip Rate (Per Bed Space)		
	Arrivals	Departures	Total
Weekday AM peak	0.083	0.105	0.188
Weekday PM peak	0.068	0.083	0.151

Table 6.4: Specialist Care Home Trip Rates

Residential and Care Home Trip Generation

- 6.16 The trip rates set out in **Tables 6.2 to 6.4** have been applied to the proposed residential and care home elements of the development. The resulting number of vehicular trips for the weekday AM and PM peak hours are set out in **Tables 6.5 to 6.7**.

Peak Hour	Private Flats Trips		
	Arrivals	Departures	Total
Weekday AM peak	2	6	8
Weekday PM peak	7	3	10

Table 6.5: Private Flats Trips

Peak Hour	Private Houses Trips		
	Arrivals	Departures	Total
Weekday AM peak	10	25	35
Weekday PM peak	22	11	33

Table 6.6: Private Houses Trips

Peak Hour	Care Home Trips		
	Arrivals	Departures	Total
Weekday AM peak	6	8	14
Weekday PM peak	5	6	11

Table 6.7: Specialist Care Home Trips

- 6.17 On the basis of the number of trips set out in **Tables 6.5 to 6.7**, the total trip generation for the development is set out in **Table 6.8**.

Peak Hour	Total Development Trips		
	Arrivals	Departures	Total
Weekday AM peak	18	39	57
Weekday PM peak	34	20	54

Table 6.8: Total Development Trips

Traffic Distribution

- 6.18 The distribution of vehicular trips as a result of the residential element of the development has been assessed using Journey to Work data obtained from the 2011 census. **Figure 6.1** shows the residential trip distribution which is summarised below:

- 22% from/to A259 (west);
- 68% from/to A259 (east);
- 6% from/to Mill Lane (south); and
- 4% from/to Horsham Road (south).



Figure 6.1: Residential Trip Distribution

6.19 The distribution of vehicular trips as a result of the care home element of the development has been assessed using Journey to Work data obtained from the 2011 census, this data has been used as the majority of arrivals and departures to and from the care home during peak hours will be made by staff. **Figure 6.2** shows the care home trip distribution which is summarised below:

- 16% from/to A259 (west);
- 69% from/to A259 (east);
- 10% from/to Mill Lane (south); and
- 5% from/to Horsham Road (south).

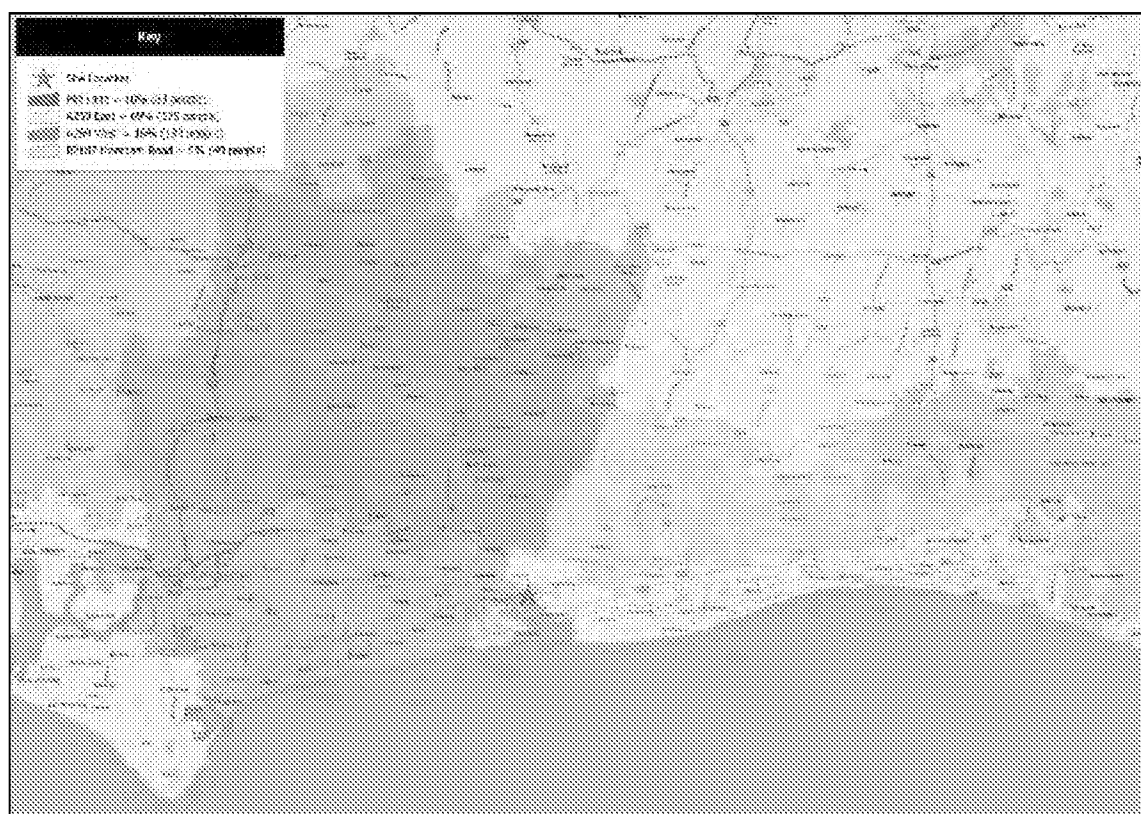


Figure 6.2: Care Home Trip Distribution

Multi-Modal Trip Attraction

- 6.20 For both the residential and care home elements of the development, the trip generation by modes other than the private car have been calculated based on the mode split from the 2011 origin-destination census data. The mode split for the residential element and the care home element of the development is shown in **Tables 6.9 and 6.10** respectively.

Travel Mode	Mode Split
Train	4%
Bus/Coach	2%
Motorcycle	1%
Driving a car or van	78%
Passenger in a car or van	5%
Bicycle	3%
Walk	6%

Table 6.9: Residential Mode Split

Travel Mode	Mode Split
Train	2%
Bus/Coach	2%
Motorcycle	1%
Driving a car or van	77%
Passenger in a car or van	6%
Bicycle	4%
Walk	8%

Table 6.10: Care Home Mode Split

6.21 The mode split percentages set out in **Tables 6.9 to 6.10** have been applied to the proposed residential and care home elements of the development based on the number of predicted vehicle trips from the TRICS assessment. The resulting number of trips for the weekday AM and PM peak hours are set out in **Tables 6.11 to 6.14**.

Travel Mode	AM Peak (0800-0900) Development Trips		
	Arrivals	Departures	Total
Train	1	2	3
Bus/Coach	0	1	1
Motorcycle	0	0	0
Driving a car or van	12	31	43
Passenger in a car or van	1	2	3
Bicycle	0	1	1
Walk	1	3	4
Total	15	40	55

Table 6.11: Residential Trip Generation – AM Peak

Travel Mode	PM Peak (1700-1800) Development Trips		
	Arrivals	Departures	Total
Train	1	1	2
Bus/Coach	1	0	1
Motorcycle	0	0	0
Driving a car or van	29	14	43
Passenger in a car or van	2	1	3
Bicycle	1	0	1
Walk	2	1	3
Total	36	17	53

Table 6.12: Residential Trip Generation – PM Peak

Travel Mode	AM Peak (0800-0900) Development Trips		
	Arrivals	Departures	Total
Train	0	0	0
Bus/Coach	0	0	0
Motorcycle	0	0	0
Driving a car or van	6	8	14
Passenger in a car or van	0	0	0
Bicycle	0	0	0
Walk	0	1	1
Total	6	9	15

Table 6.13: Care Home Trip Generation – AM Peak

Travel Mode	PM Peak (1700-1800) Development Trips		
	Arrivals	Departures	Total
Train	0	0	0
Bus/Coach	0	0	0
Motorcycle	0	0	0
Driving a car or van	5	6	11
Passenger in a car or van	0	0	0
Bicycle	0	0	0
Walk	0	0	0
Total	5	6	11

Table 6.14: Care Home Trip Generation – PM Peak

- 6.22 The resulting total number of trips for both the residential and care home elements of the development for the weekday AM and PM peak hours are set out in **Tables 6.15** and **6.16**.

Travel Mode	AM Peak (0800-0900) Development Trips		
	Arrivals	Departures	Total
Train	1	2	3
Bus/Coach	0	1	1
Motorcycle	0	0	0
Driving a car or van	18	39	57
Passenger in a car or van	1	2	3
Bicycle	0	1	1
Walk	1	4	5
Total	21	49	70

Table 6.15: Total Development Trip Generation – AM Peak

Travel Mode	PM Peak (1700-1800) Development Trips		
	Arrivals	Departures	Total
Train	1	1	2
Bus/Coach	1	0	1
Motorcycle	0	0	0
Driving a car or van	34	20	54
Passenger in a car or van	2	1	3
Bicycle	1	0	1
Walk	2	1	3
Total	41	23	64

Table 6.16: Total Development Trip Generation – PM Peak

- 6.23 **Tables 6.15** and **6.16** show that the proposed development will result in a minimal increase in traffic movements on the local highway network. In terms of vehicular traffic, the proposed development will result in less than one additional traffic movement during the peak periods. The impact at other, less busy times, would be less.

7 Traffic Impact

- 7.1 This section sets out an assessment of the vehicular impact of the proposed development on the local highway network with reference to the results of junction capacity assessments.
- 7.2 In terms of the assessment of the change in traffic flows on the local highway network resulting from the proposed development, this section considers the following scenarios. The corresponding traffic flow diagrams (contained at the end of this report) for the assessed scenarios are also listed below:
- 2017 observed flows – Diagrams 1 and 2;
 - 2019 base flows (including cumulative development) – Diagrams 13 and 14;
 - 2022 base flows (including cumulative development) – Diagrams 15 and 16;
 - 2019 base flows (including cumulative development) plus development flows – Diagrams 22 and 23; and
 - 2022 base flows (including cumulative development) plus development flows – Diagrams 24 and 25.

Junction Capacity Assessments

- 7.3 In order to determine the impact of the proposed development on the local highway network, capacity assessments have been carried out for the following junctions for the weekday AM and PM peak hours:
- Proposed site access on A259;
 - A259 New Road/B2187 Mill Lane roundabout;
 - A259/B2187 Worthing Road/B2187 Horsham Road

- 7.4 The results of the capacity assessments for each junction for the traffic flow scenarios listed above are set out below.

Proposed Site Access

- 7.5 Although access is a matter reserved for future consideration, it is a requirement, under article 5(3) of the Development Management Procedure Order 2015, we are required to indicate the area where access points to the development will be situated. In this instance the proposed site access left in/left out junction with A259 New Road has been assessed using the PICADY programme within the Junctions 9 software. The results are set out in **Tables 7.1** and **7.2** for the base (including cumulative development) plus development scenarios, as there is not currently an access in this location there is not a

2017 observed scenario. A copy of the PICADY output files is contained in **Appendix D**.

Arm	2019 Base + Development Scenario			
	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue (vehs)	Max RFC	Max Queue (vehs)
Site Access (Left Out)	0.09	0.1	0.17	0.2

Table 7.1: PICADY Results – A259 New Road/Site Access – 2019 Base plus Development Flows Scenario

Arm	2022 Base + Development Scenario			
	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue (vehs)	Max RFC	Max Queue (vehs)
Site Access (Left Out)	0.09	0.1	0.17	0.2

Table 7.2: PICADY Results – A259 New Road/Site Access – 2022 Base plus Development Flows Scenario

7.6 **Tables 7.1 and 7.2** illustrate that the proposed site access will operate well within capacity for both the 2019 and 2022 predicted traffic flows. The junction experiences a maximum RFC of 0.17 during the 2019 and 2022 PM peak hour with a maximum queue of 0.2 (one) vehicle during each peak.

7.7 It should be noted that the core PICADY model is calibrated only for two-way junctions, it is however possible to model one-way junctions and the proposed site access has been modelled in accordance with TRL Software Knowledge Base Article 15: One-way roads.

A259/Mill Lane Roundabout

7.8 The A259 New Road/Mill Lane roundabout junction has been assessed using the ARCADY programme within the Junctions 9 software. The results are set out in **Tables 7.5 to 7.9** for the observed, base and base plus development scenarios. A copy of the ARCADY output files is contained in **Appendix E**.

Arm	2017 Observed Scenario			
	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue (vehs)	Max RFC	Max Queue (vehs)
Golfers Lane	0.43	0.7	0.44	0.8
A259 East	0.61	1.6	0.73	2.6
Mill Lane	0.64	1.8	0.54	1.2
A259 West	0.57	1.3	0.58	1.4

Table 7.5: ARCADY Results – A259/Mill Lane Roundabout – 2017 Observed Scenario

Arm	2019 Base Scenario			
	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue (vehs)	Max RFC	Max Queue (vehs)
Golfers Lane	0.55	1.1	0.56	1.2
A259 East	0.63	1.7	0.76	3.1
Mill Lane	0.68	2.1	0.59	1.4
A259 West	0.60	1.5	0.62	1.6

Table 7.6: ARCADY Results – A259/Mill Lane Roundabout – 2019 Base Scenario

Arm	2022 Base Scenario			
	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue (vehs)	Max RFC	Max Queue (vehs)
Golfers Lane	0.81	2.8	0.80	2.8
A259 East	0.66	1.9	0.80	3.8
Mill Lane	0.72	2.5	0.64	1.8
A259 West	0.63	1.7	0.65	1.9

Table 7.7: ARCADY Results – A259/Mill Lane Roundabout – 2022 Base Scenario

Arm	2019 Base + Development Scenario			
	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue (vehs)	Max RFC	Max Queue (vehs)
Golfers Lane	0.60	1.3	0.60	1.4
A259 East	0.63	1.7	0.77	3.3
Mill Lane	0.68	2.1	0.60	1.5
A259 West	0.61	1.6	0.63	1.7

Table 7.8: ARCADY Results – A259/Mill Lane Roundabout – 2019 Base Plus Development Scenario

Arm	2022 Base + Development Scenario			
	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue (vehs)	Max RFC	Max Queue (vehs)
Golfers Lane	0.92	4.1	0.88	3.9
A259 East	0.66	2.0	0.81	4.1
Mill Lane	0.73	2.6	0.65	1.9
A259 West	0.65	1.8	0.67	2.0

Table 7.9: ARCADY Results – A259/Mill Lane Roundabout – 2022 Base Plus Development Scenario

- 7.9 **Table 7.5** illustrates that the A259/Mill Lane roundabout operates well within capacity with 2017 observed traffic flows. The roundabout experiences a maximum RFC of 0.64 during the AM peak hour on the Mill Lane arm and 0.73 during the PM peak hour on the A259 East arm with a maximum queue of two vehicles during the AM peak hour and three during the PM peak hour.
- 7.10 **Table 7.9** illustrates that the A259/Mill Lane roundabout operates within capacity with the predicted development traffic added to the 2022 base (including cumulative development) traffic flows. The roundabout experiences a maximum RFC of 0.92 during

the AM peak hour and 0.88 during the PM peak hour on the Golfers Lane arm with a maximum queue of five vehicles during both the AM and PM peak hours.

- 7.11 The results demonstrate that the proposed development traffic will have only a minor impact on future traffic flows including cumulative development and that the A259/Mill Lane roundabout will continue to operate with spare capacity.

A259/B2187 Roundabout

- 7.12 The A259 New Road/B2187 Horsham Road roundabout junction has been assessed using the ARCADY programme within the Junctions 9 software. The results are set out in **Tables 7.10 to 7.14** for the observed, base and base plus development scenarios. A copy of the ARCADY output files is contained in **Appendix E**.

Arm	2017 Observed Scenario			
	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue (vehs)	Max RFC	Max Queue (vehs)
A259 East	0.68	2.1	0.81	4.0
B2187 Worthing Road	0.58	1.4	0.56	1.3
B2187 Horsham Road	0.61	1.6	0.54	1.2
A259 Worthing Road	0.76	3.1	0.70	2.3
Norway Lane	0.14	0.2	0.45	0.8

Table 7.10: ARCADY Results – A259/B2187 Roundabout – 2017 Observed Scenario

Arm	2019 Base Scenario			
	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue (vehs)	Max RFC	Max Queue (vehs)
A259 East	0.70	2.4	0.87	6.3
B2187 Worthing Road	0.61	1.5	0.60	1.5
B2187 Horsham Road	0.64	1.8	0.58	1.4
A259 Worthing Road	0.73	2.7	0.72	2.5
Norway Lane	0.15	0.2	0.49	0.9

Table 7.11: ARCADY Results – A259/B2187 Roundabout – 2019 Base Scenario

Arm	2022 Base Scenario			
	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue (vehs)	Max RFC	Max Queue (vehs)
A259 East	0.74	2.8	0.92	9.9
B2187 Worthing Road	0.65	1.8	0.65	1.8
B2187 Horsham Road	0.69	2.2	0.62	1.6
A259 Worthing Road	0.77	3.4	0.76	3.1
Norway Lane	0.16	0.2	0.55	1.2

Table 7.12: ARCADY Results – A259/B2187 Roundabout – 2022 Base Scenario

Arm	2019 Base + Development Scenario			
	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue (vehs)	Max RFC	Max Queue (vehs)
A259 East	0.73	2.7	0.88	6.7
B2187 Worthing Road	0.62	1.6	0.60	1.5
B2187 Horsham Road	0.65	1.9	0.58	1.4
A259 Worthing Road	0.74	2.9	0.73	2.6
Norway Lane	0.15	0.2	0.50	1.0

Table 7.13: ARCADY Results – A259/B2187 Roundabout – 2019 Base Plus Development Scenario

Arm	2022 Base + Development Scenario			
	Weekday AM Peak		Weekday PM Peak	
	Max RFC	Max Queue (vehs)	Max RFC	Max Queue (vehs)
A259 East	0.77	3.3	0.94	11.5
B2187 Worthing Road	0.67	1.9	0.66	1.9
B2187 Horsham Road	0.70	2.3	0.63	1.7
A259 Worthing Road	0.79	3.6	0.76	3.2
Norway Lane	0.17	0.2	0.56	1.2

Table 7.14: ARCADY Results – A259/B2187 Roundabout – 2022 Base Plus Development Scenario

- 7.13 **Table 7.10** illustrates that the A259/B2187 roundabout operates well within capacity with 2017 observed traffic flows. The roundabout experiences a maximum RFC of 0.64 during the AM peak hour on the Mill Lane arm and 0.73 during the PM peak hour on the A259 East arm with a maximum queue of two vehicles during the AM peak hour and three during the PM peak hour.
- 7.14 **Table 7.14** illustrates that the A259/ B2187 roundabout operates within capacity with the predicted development traffic added to the 2022 base (including cumulative development) traffic flows. The roundabout experiences a maximum RFC of 0.79 during the AM peak hour on the A259 Worthing Road arm and 0.94 during the PM peak hour on the A259 East arm with a maximum queue of four vehicles during the AM peak hour and 12 during the PM peak hour.
- 7.15 The results demonstrate that the proposed development traffic will have only a small impact on future traffic flows including cumulative development but that the A259 East arm will be operating close to capacity in the 2022 PM peak scenario. However, it should be noted that the roundabouts have been modelled in ARCADY using the ODTAB profile which creates a peak within the peak so this result can be considered to be very much a worse case.

Summary

- 7.16 The development proposals will generate less than one additional vehicular movement during the morning and evening peak hours and will generate less traffic at other times. The assessments have allowed for robust growth factors, which are likely to be greater than those experienced in practice as the local retail developments will not experience an increase in traffic in line with NRTF growth factors. The results of the junction capacity assessments show that the proposed development will not materially impact on the operation of the local highway network.

8 Parking Assessment

- 8.1 This section considers the proposed parking at the site in relation to the relevant parking standards.

Residential Parking

- 8.2 WSCC have produced Guidance for Parking in New Residential Developments (September 2010), a strongly evidence-led approach to residential parking in new developments to ensure that the number of parking spaces provided is appropriate to the location and the characteristics of the development.
- 8.3 In addition to the guidance, WSCC have produced a Residential Parking Demand Calculator. This is designed to calculate the number of parking spaces required at new residential development on a site specific basis, predicting levels of car ownership using information about the location, unit type unit tenure, unit size and the proposed number of allocated spaces.
- 8.4 The calculator has been used to determine the parking demand for the residential element of the proposed development and has resulted in a total number of 193 spaces. The indicative site layout has been designed in accordance with this number. A copy of the completed Residential Parking Demand Calculator is attached at **Appendix F**.
- 8.5 The guidance also predicts the likely cycle ownership and storage and the recommended levels of cycle provision are set out in **Table 8.1**.

Type	Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1&2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Flats	Up to 3 rooms (1&2 bed)	0.5 space (communal)
Flats	4+ rooms (3+ bed)	1 space

Table 8.1: WSCC's Recommended Levels of Cycle Provision

- 8.6 The proposed development will provide sufficient covered cycle parking to comply with The WSCC guidance.

Care Home Parking

- 8.7 Saved policy GEN12 of ADC's Local Plan 2003 (Saved Policies) states that *"the Local Planning Authority will base its consideration of the need for on-site parking provision on its parking standards contained within this Plan"*. The maximum parking standards are

set out in Table 3 of the Supplementary Planning Guidance - Parking Standards (October 2000), which complements Policy GEN12 of the ADC Local Plan 2003.

- 8.8 **Table 8.2** sets out the car parking standards which are applicable to the proposed development.

Land Use	Car Parking Standards
C2 Care Home	1 space for every 20 residents 1 space for visitors per 8 residents 1 space for staff per 5 residents (At least 1 of these spaces to be provided as a garage)

Table 8.2: ADC's C2 Care Home Maximum Parking Standards

- 8.9 Based on the proposal for a 72 bed Care Home, the standards detailed in **Table 8.2** would allow for a maximum of 28 parking spaces. It is proposed to provide 27 parking spaces on site for the Care Home which is therefore in accordance with the parking standards.
- 8.10 WSCC's parking standards are set out in its Supplementary Planning Guidance (SPG) document *Revised County Parking Standards and Transport Contributions Methodology*, adopted in November 2003. The car parking standards are the same as the ADC SPG.
- 8.11 **Table 8.3** sets out WSCC's SPG cycle parking requirements related to the development.

Residential Land Use	Cycle Parking Requirements
Care Home	1 space per dwelling (1bed) and 1 space per dwelling + 1 space per 8 dwellings for visitors

Table 8.3: WSCC's SPG Cycle Parking Requirements

- 8.12 WSCC's SPG also requires that all cycle parking be sheltered and secure. The proposed development will provide sufficient covered cycle parking to comply with these standards.

9 Accident Analysis

- 9.1 Personal injury accident statistics covering the five-year period from 2012 to 2016 have been obtained and assessed for the area surrounding the site from the UK Crash Map website which allows public access to road safety data. **Figure 9.1** illustrates mapping for the area surrounding the site on the A259, at the Body Shop roundabout to the west and to the Mill Lane roundabout to the east. The severity of the accidents is identified by: slight – yellow; serious – red; fatal – black.



Figure 9.1: UK Crash Map Images (Source: www.crashmap.co.uk)

- 9.2 Interrogation of this information shows that a total of 31 reported accidents occurred at the three locations within the five-year period; seven on the A259, eight at the Body Shop roundabout and 16 at the Mill Lane roundabout.

Fatal and Serious Accidents

- 9.3 Accidents classed as fatal and serious in severity are typically regarded to have greater significance than slight accidents.
- 9.4 No fatal accidents occurred within the vicinity of the site in the last five years. Only four serious accidents were recorded within this time period; two on the A259 and one each at the Body Shop and Mill Lane roundabouts.
- 9.5 A serious accident is defined by the DfT paper Road Casualties Great Britain: 2007 as *“An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts and lacerations, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident...”*

Slight Accidents

- 9.6 The remaining 27 accidents were classed as slight in severity.

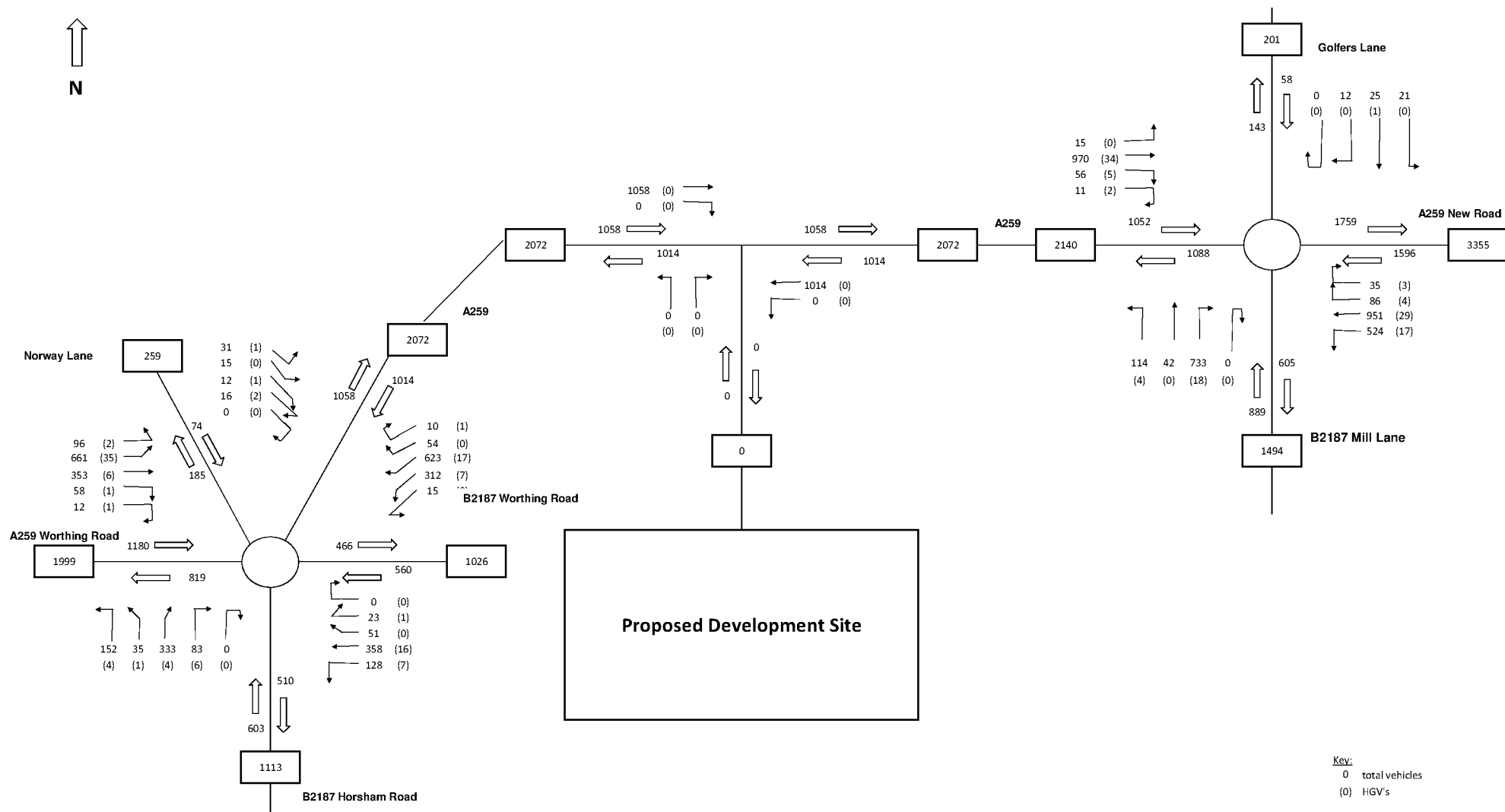
Summary

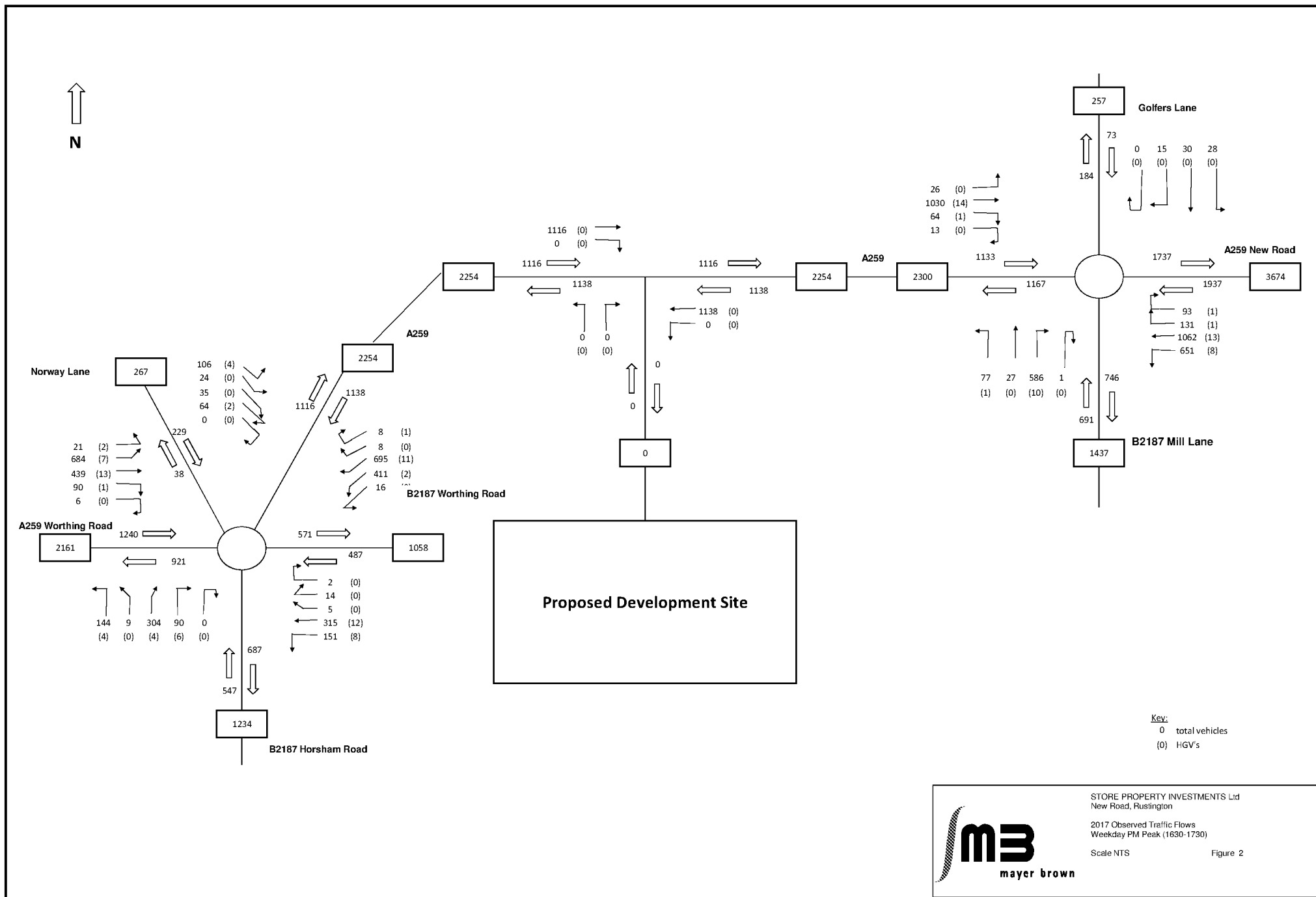
- 9.7 The above analysis of the five-year accident statistics for the area within the vicinity of the site indicates a low level of accidents, most of which are classed as slight, and that there is no inherent highway design problem that would affect highway safety. As indicated in section 7 the proposed development will not have a significant impact on the operation of the local highway network and thus should not adversely affect highway safety.

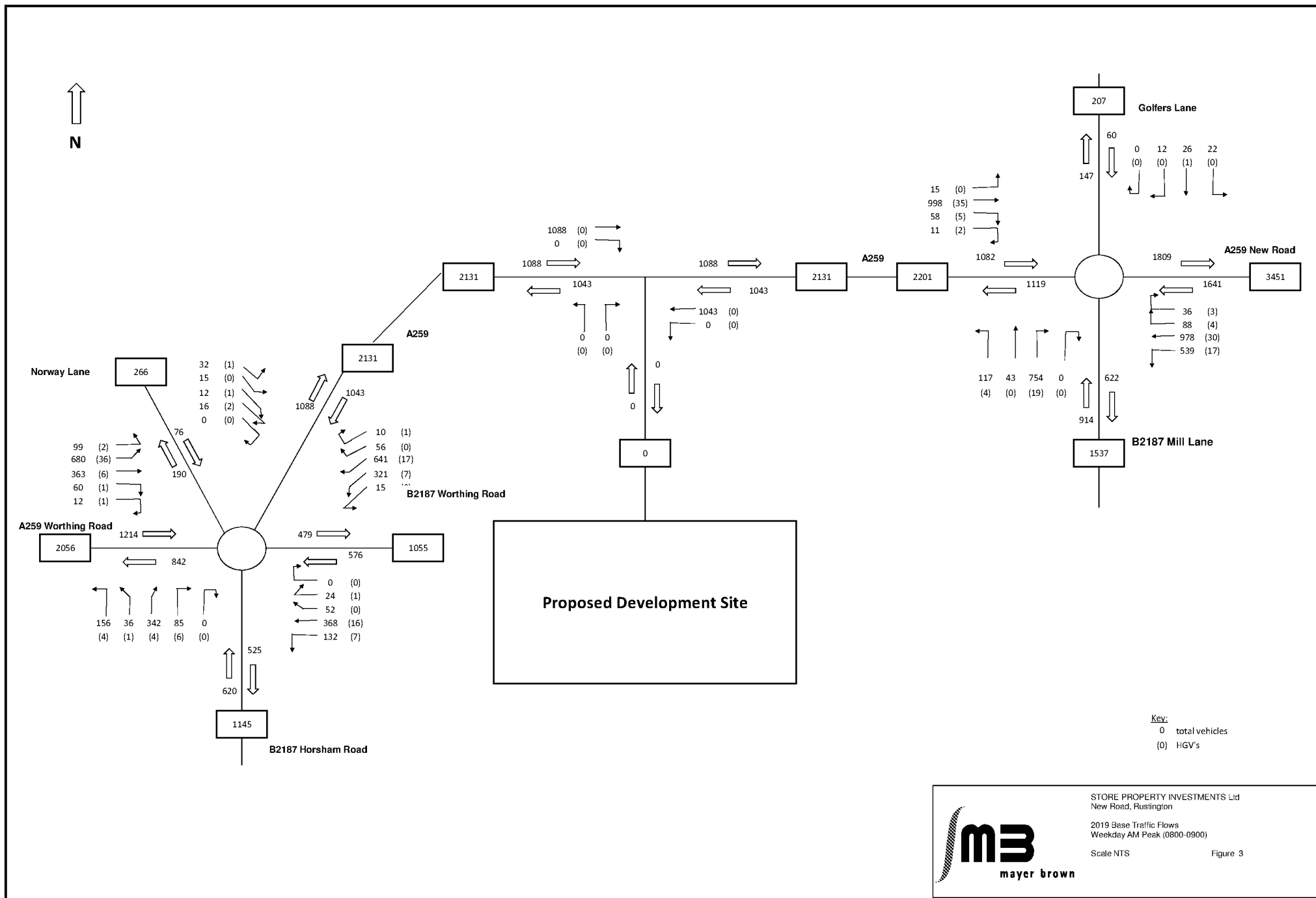
10 Summary and Conclusions

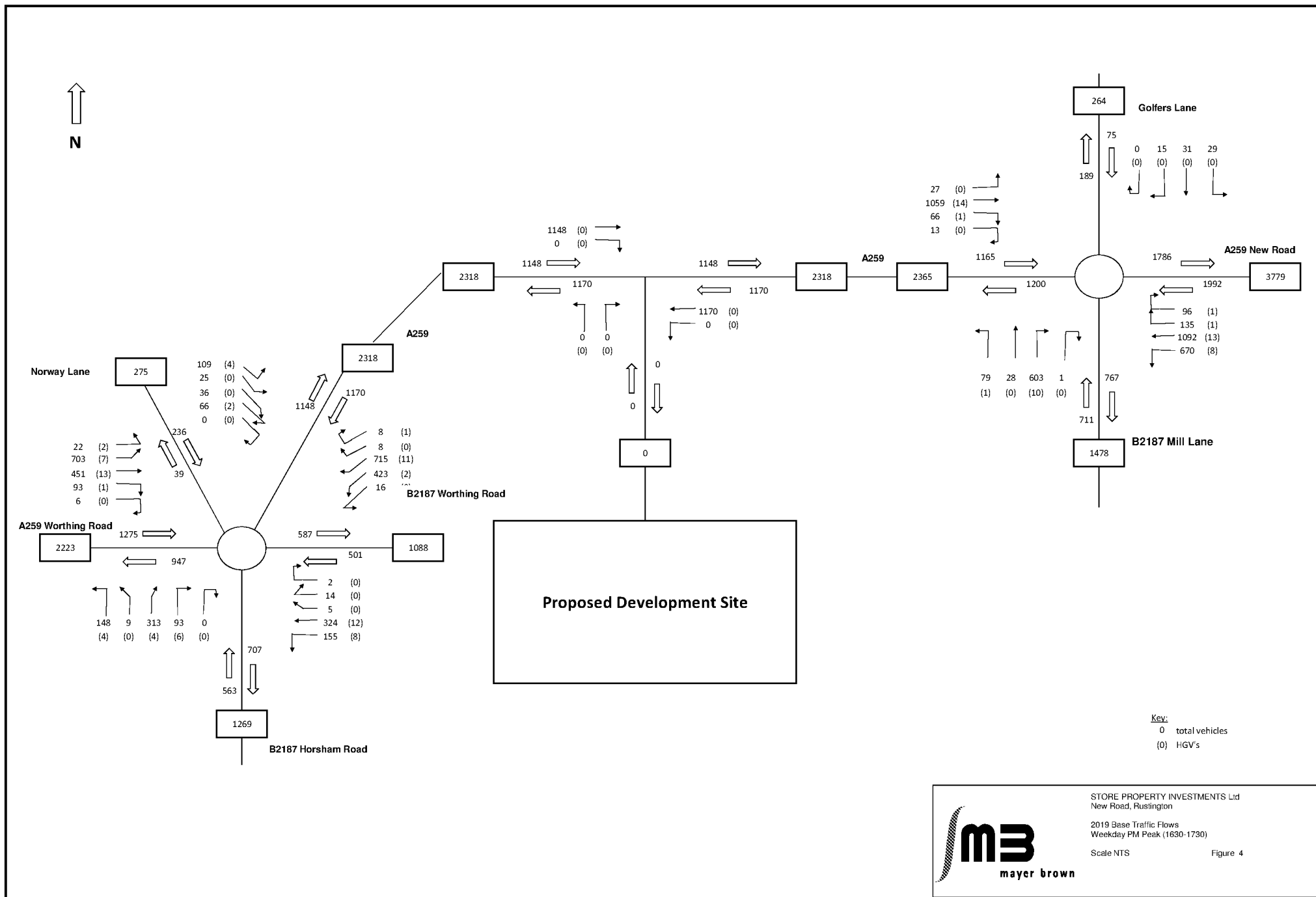
- 10.1 Mayer Brown Ltd have been instructed by Store Property Investments Limited to provide highways and transport related assistance in support of an outline planning permission (with all matters reserved except access) for demolition of existing buildings on site and the erection of a mixed use development comprising residential units and care home (Use Class C2 and C3) and ancillary facilities including railway crossing together with associated access, car parking and landscaping.
- 10.2 The site is located on land West of Brook Lane and South of A259 (within the Parishes of Brookfield and Angmering and Findon), and vehicular access is proposed from a new left in, left out access from the A259.
- 10.3 The proposed development is consistent with national and local planning policy in respect of transport.
- 10.4 An accessibility analysis indicates that the site is accessible by all modes of transport, including those alternatives to the car. In addition, the proposed improvements to the pedestrian and cycle infrastructure will improve the site's accessibility by these modes. Buses will also be encouraged to serve the site.
- 10.5 Junction capacity assessments have demonstrated that the proposed access road will operate well within capacity and that the predicted development traffic will not result in a significant impact on the A259/Mill Lane and A259/A2187 roundabouts.
- 10.6 A parking assessment indicates that the proposed parking provision would be sufficient for the development, and the parking provision is within the maximum standard set by ADC.
- 10.7 Analysis of accident statistics for the area within the vicinity of the site indicates that there are no inherent highway design problems.
- 10.8 Based on the evidence produced in this report, it is concluded that the proposed development will not have a material traffic impact or have a detrimental impact on local highway safety. Therefore, it is considered that there are no highway or transport reasons that would support refusal of the planning application.

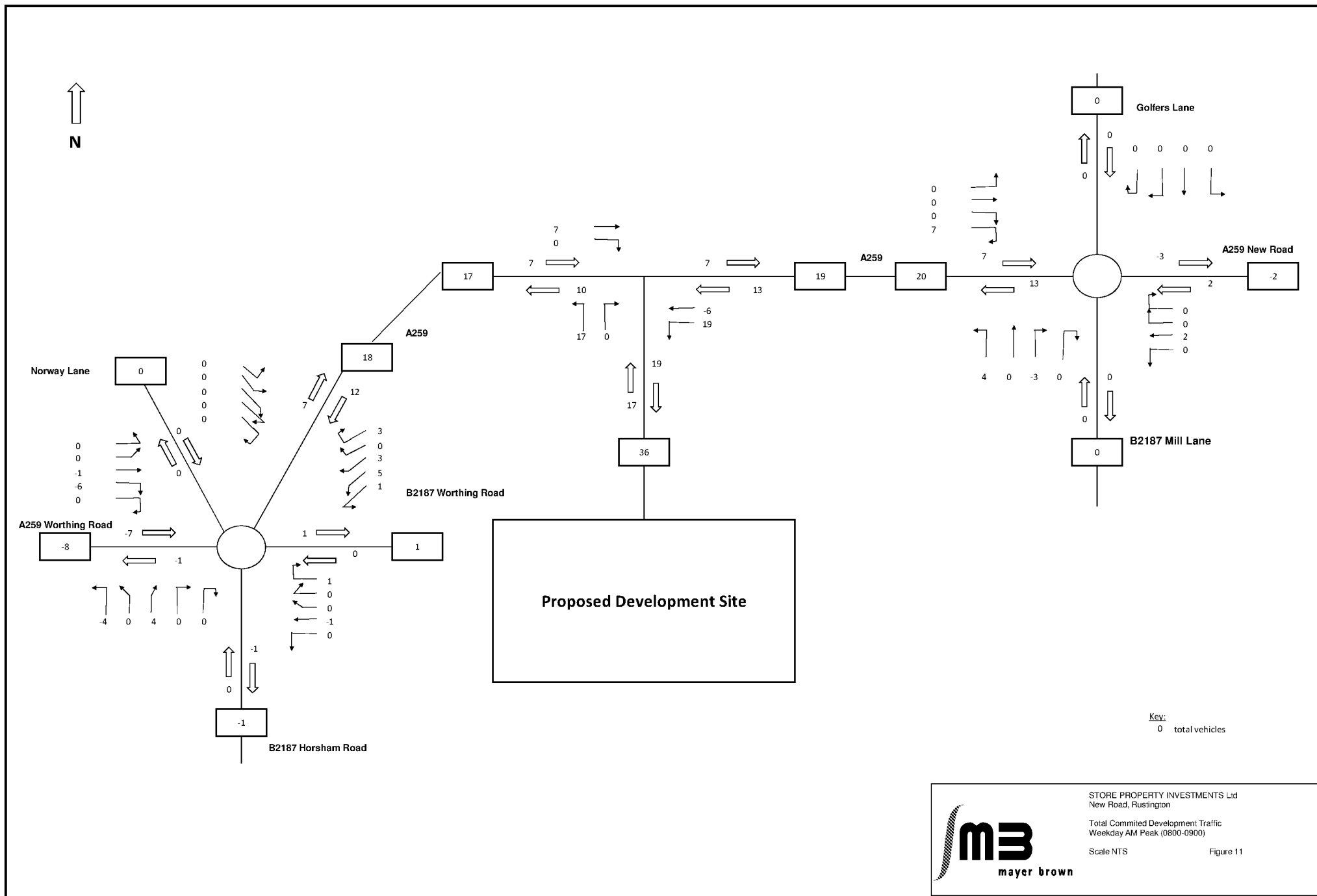
Traffic Flow Diagrams

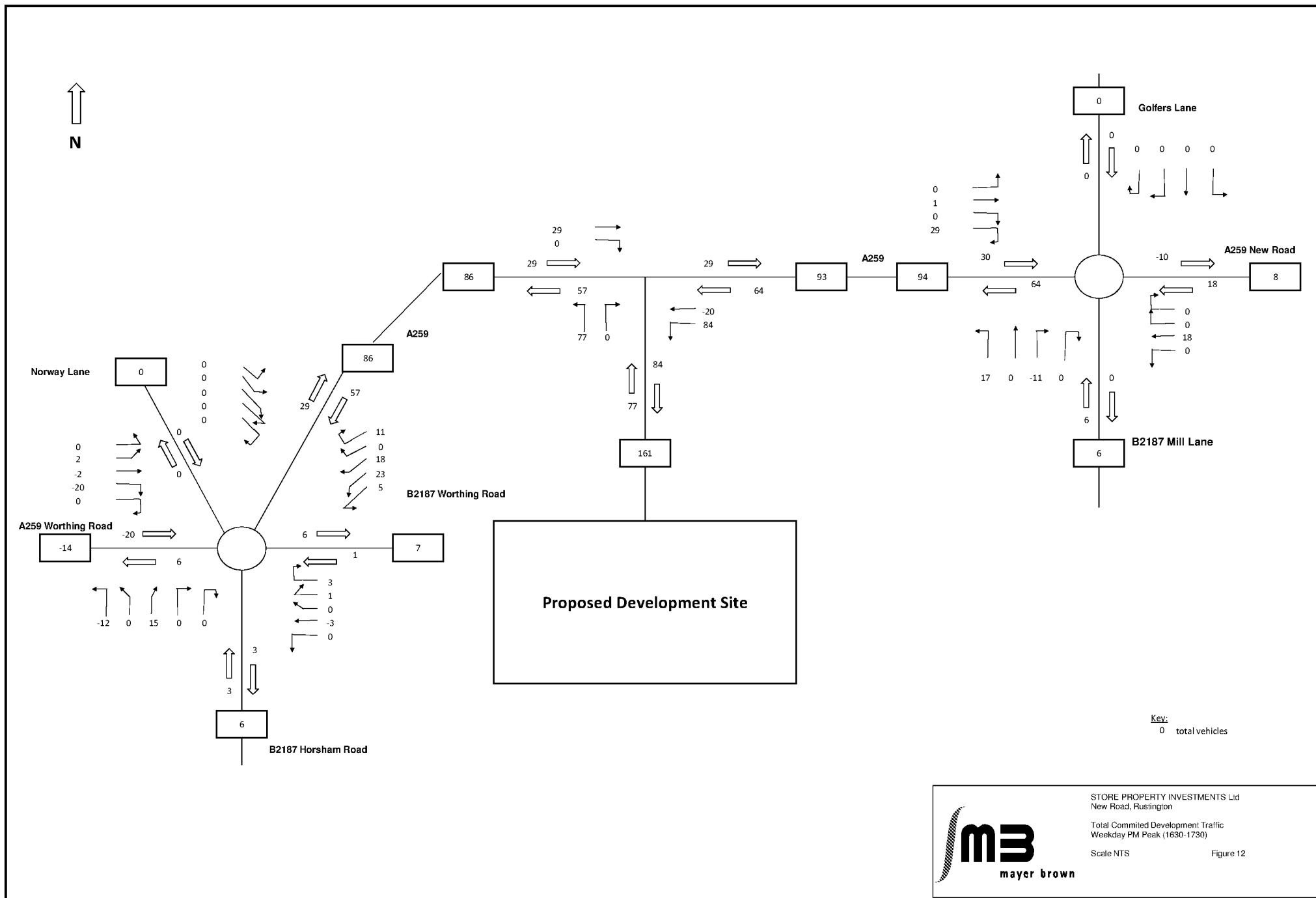


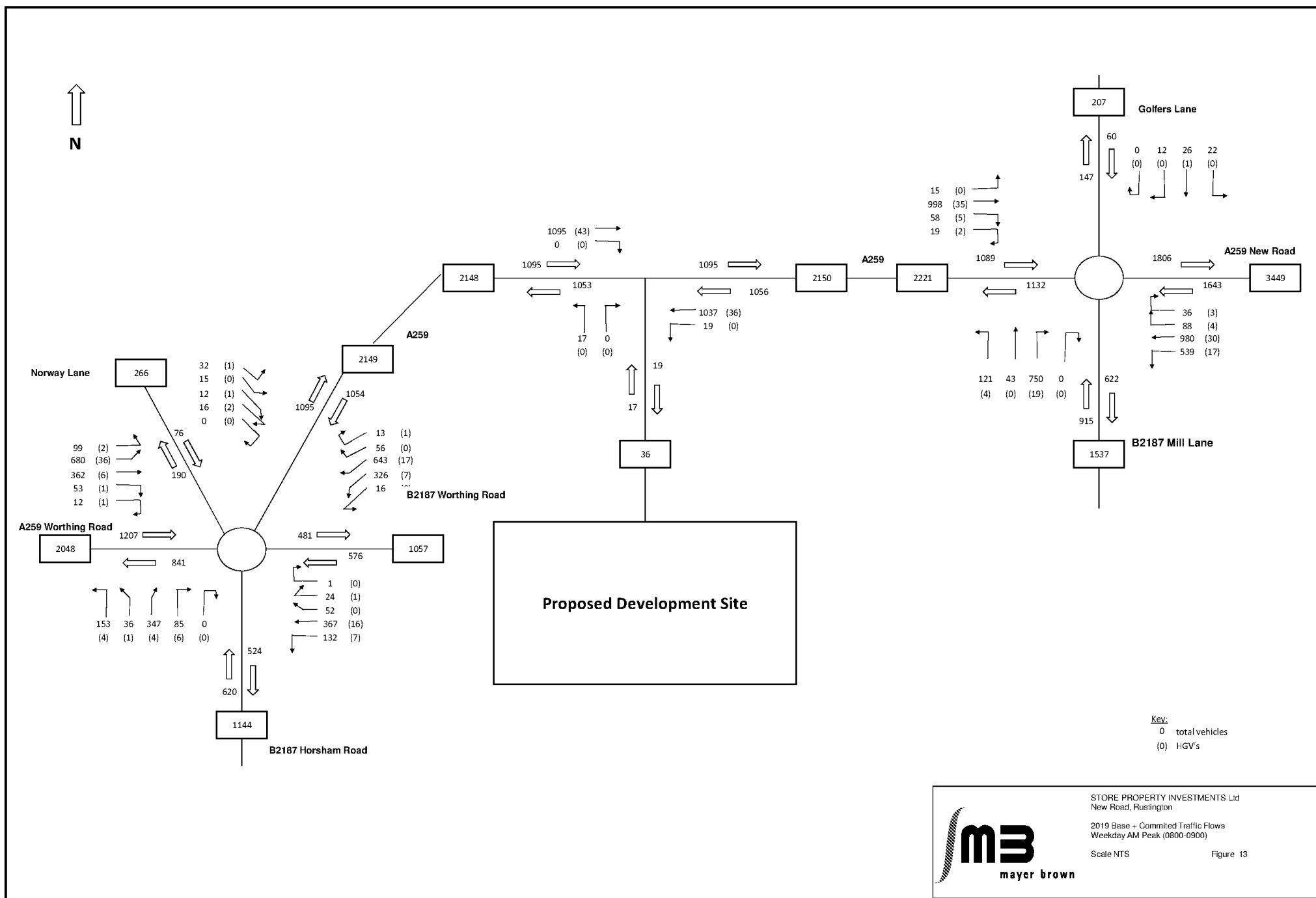


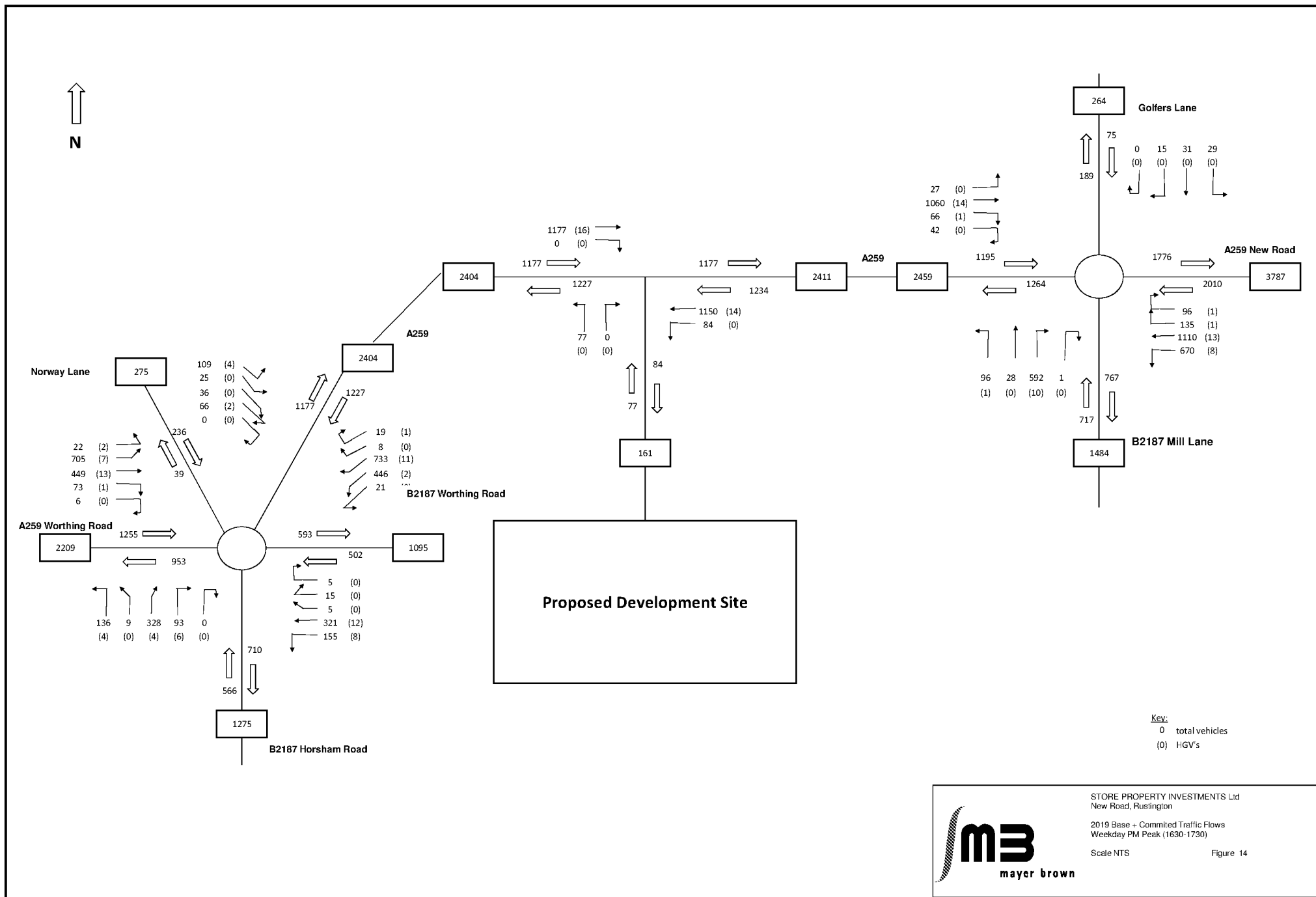


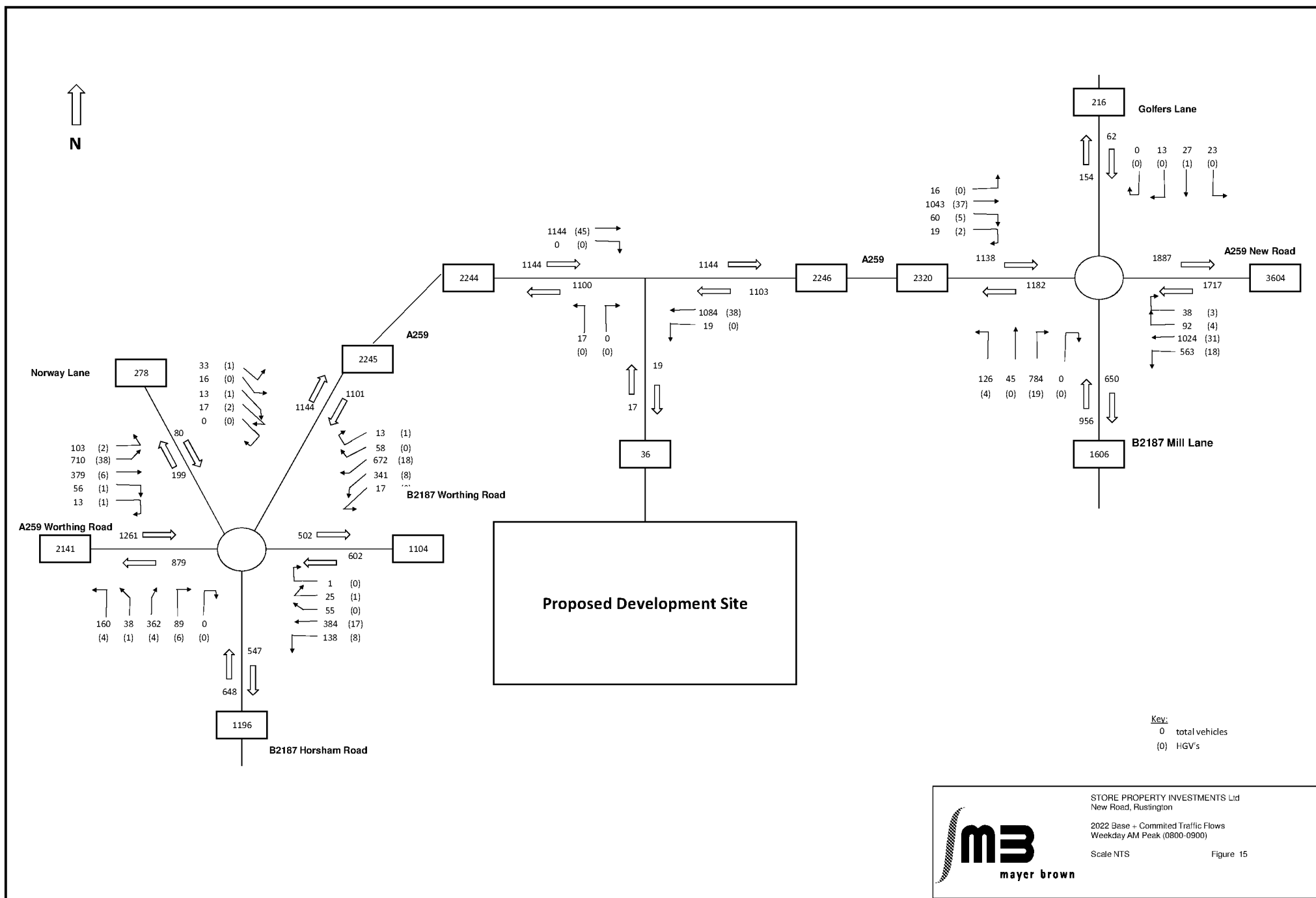


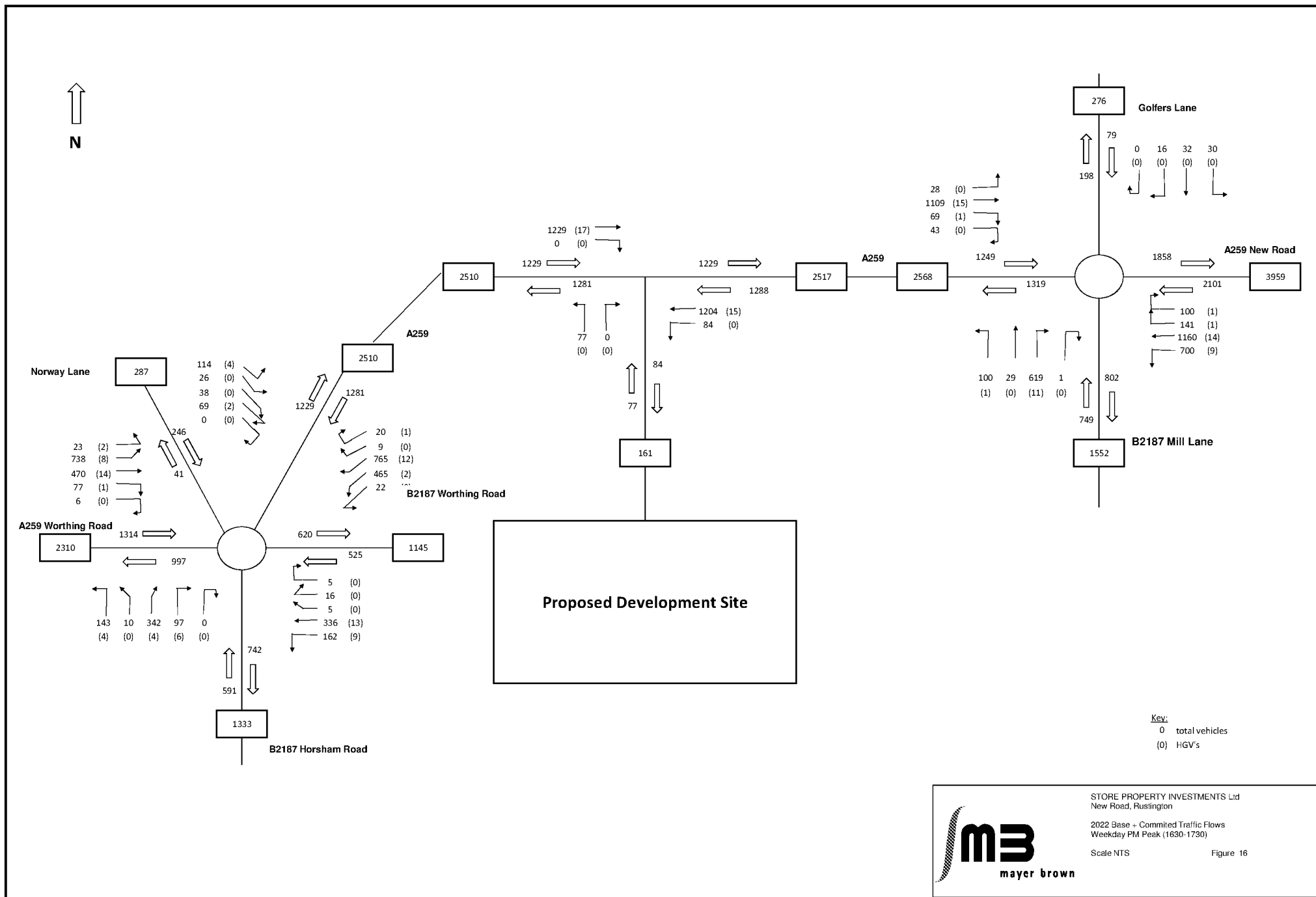


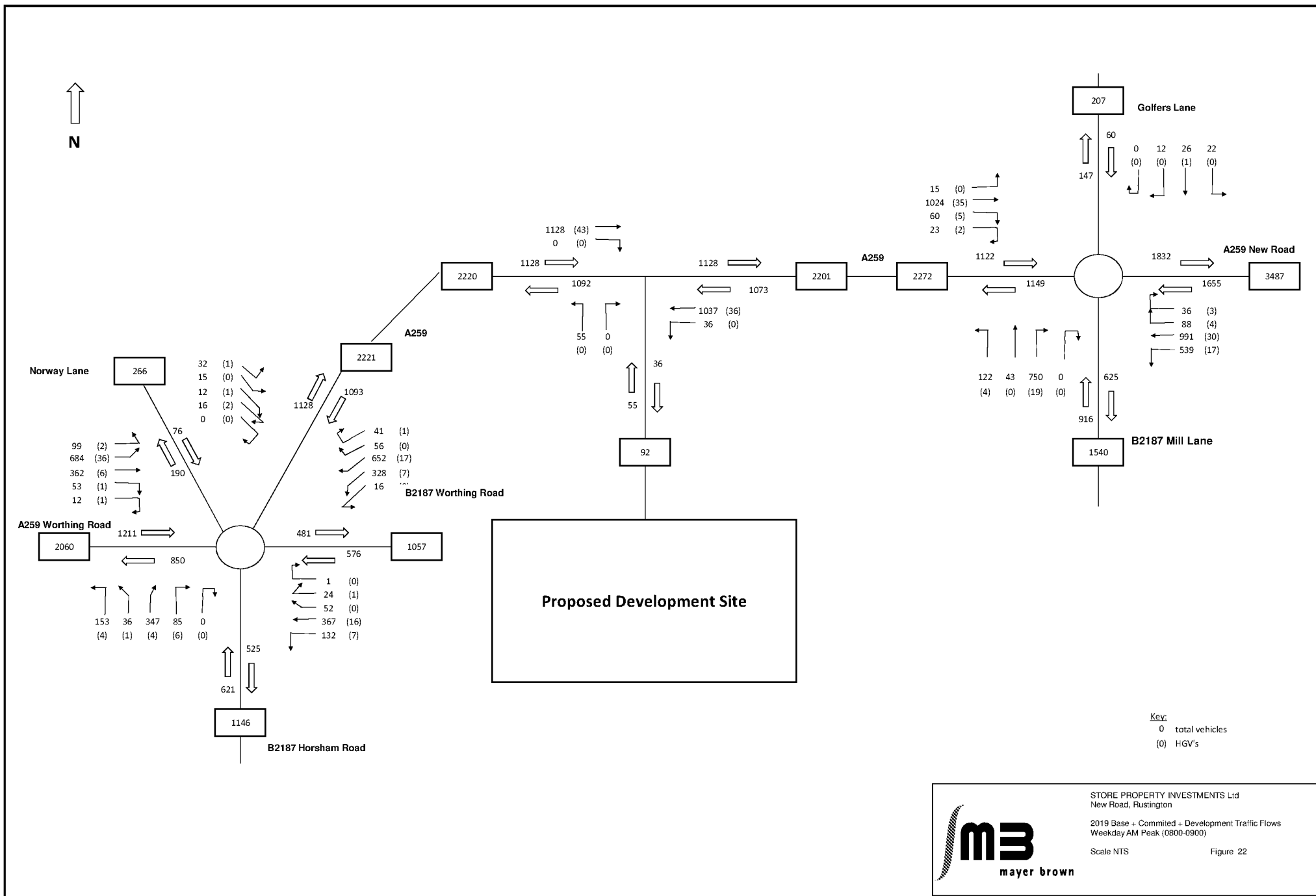


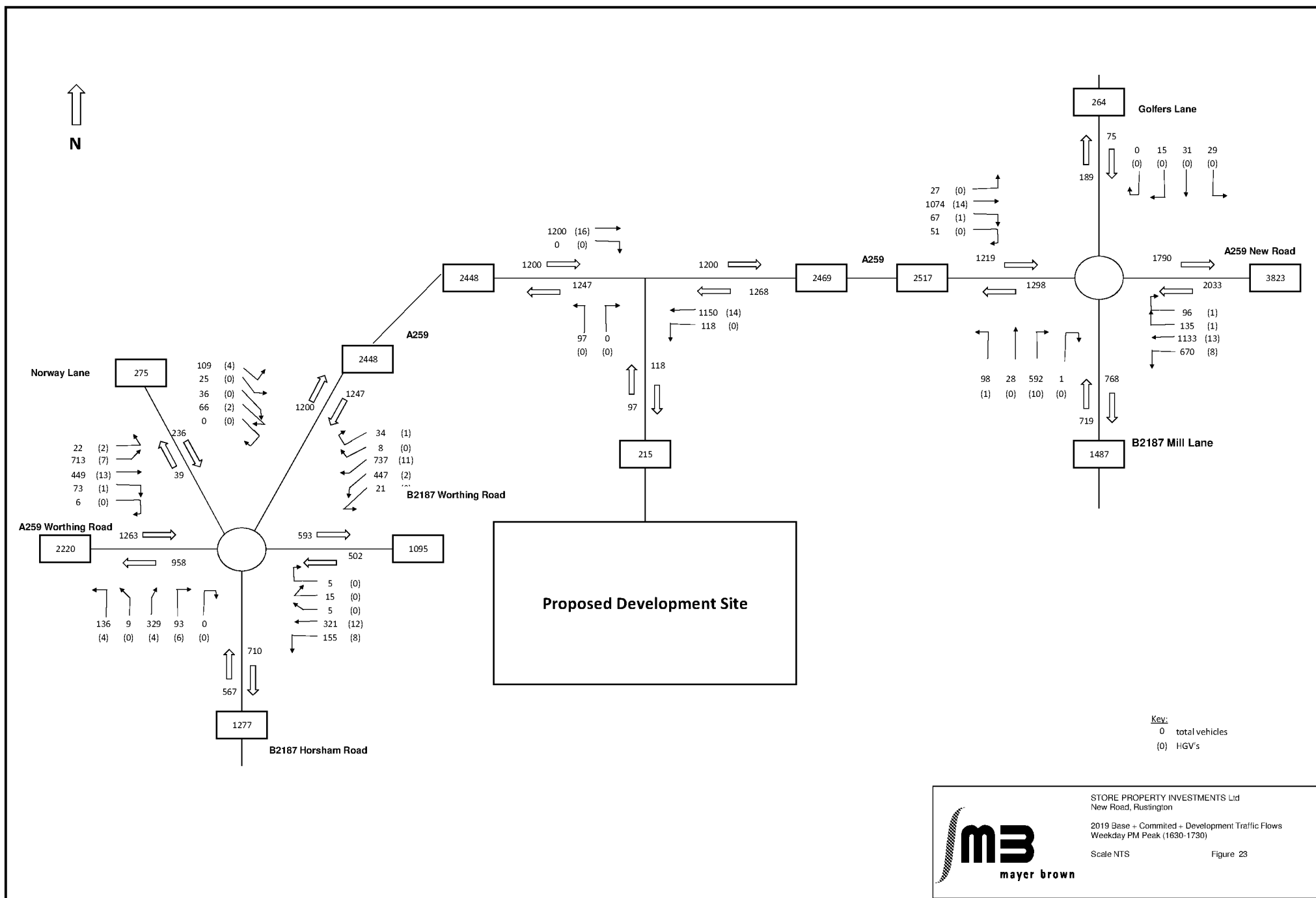


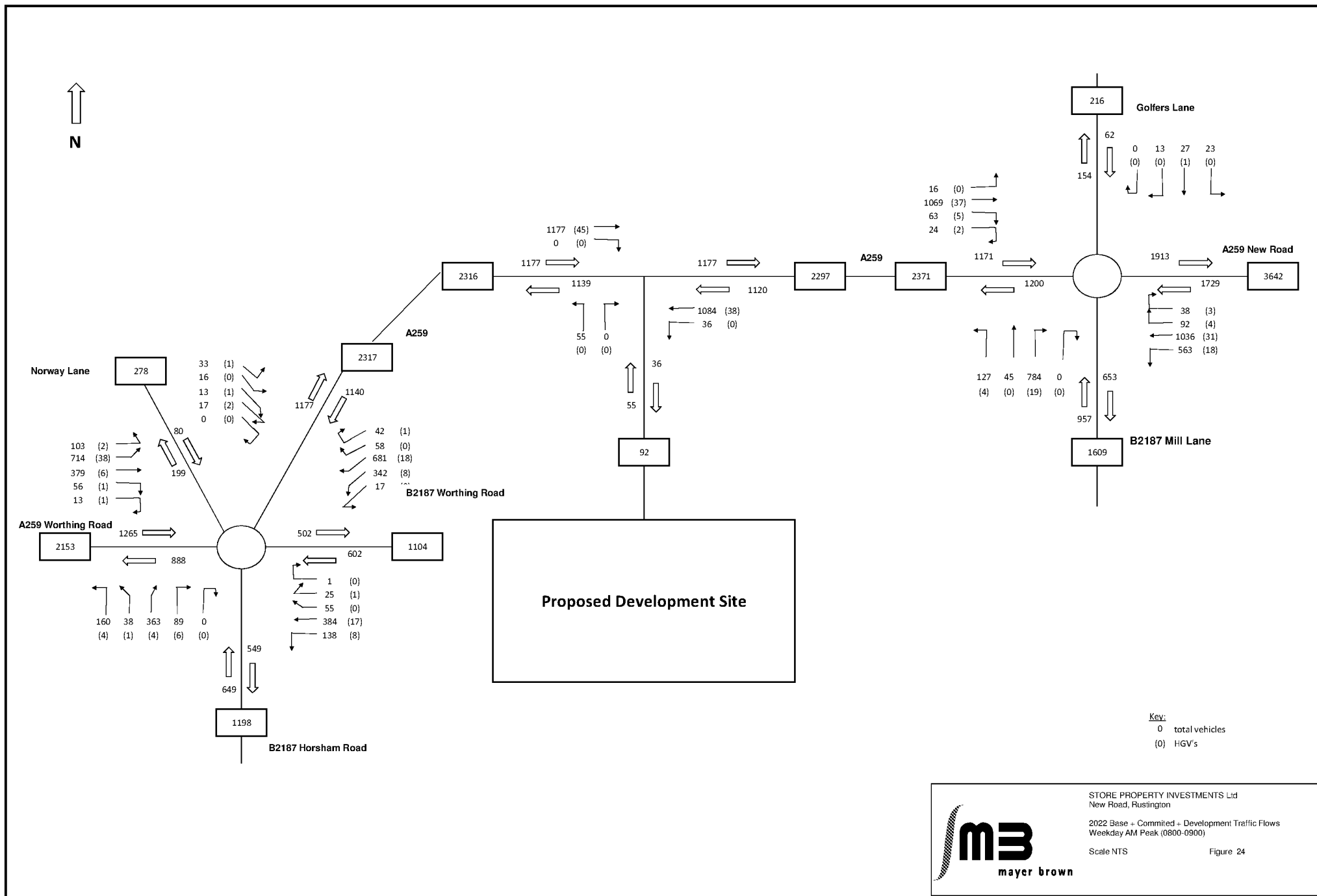


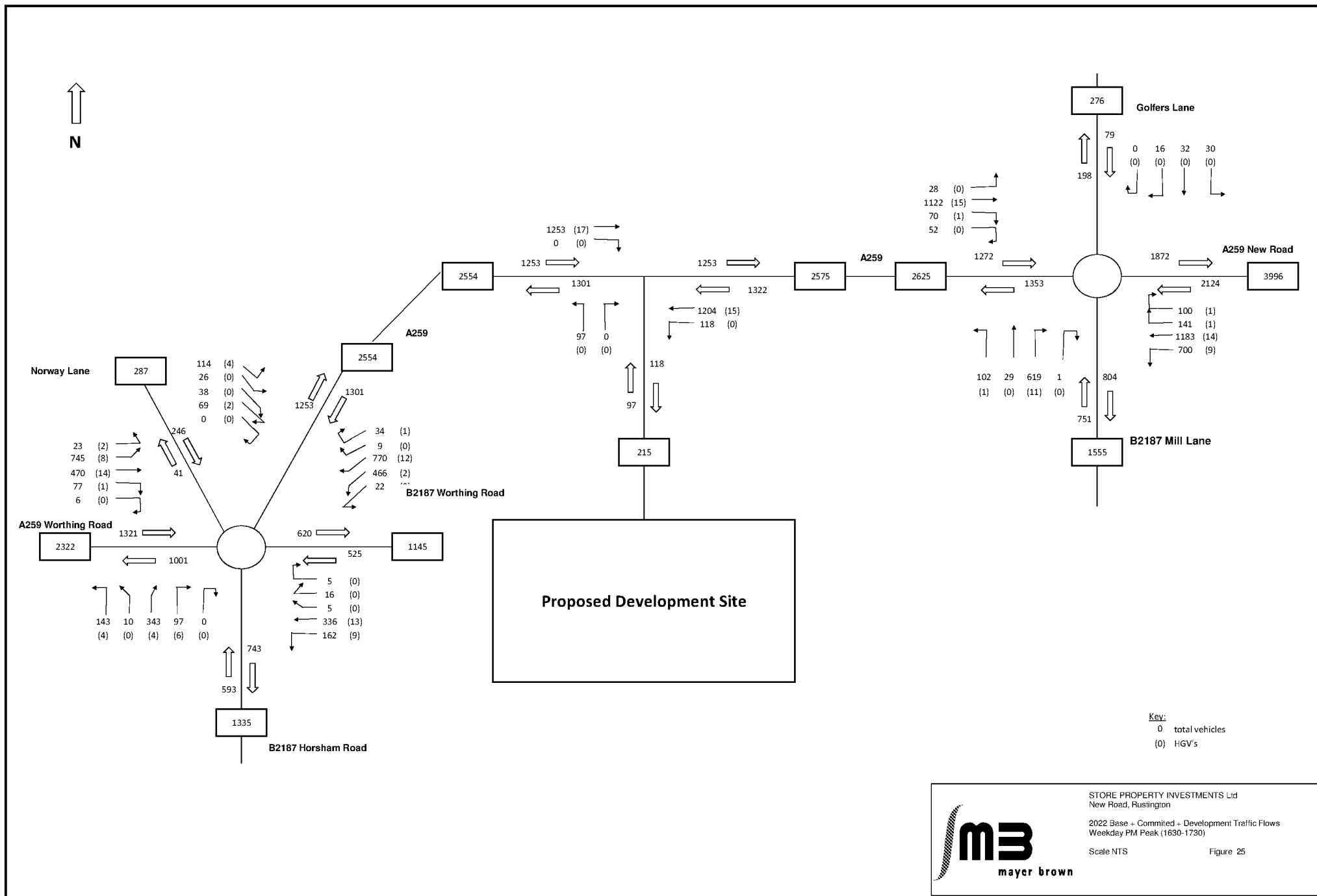












APPENDIX A: Site Layout Drawing



Land west of Brook Lane and south of A259
 (within the parishes of Brookfield & Angmering & Findon)
 For Store Property Investments Ltd

INDICATIVE SITE LAYOUT

APPENDIX B: Traffic Survey Results



Job Number & Name: 13473 Rustington

Site Number/Name: Site 1 - Body Shop Roundabout

Client: Mayer Brown

Date: 14/02/2017

Weather: Cloudy, Dry

Comments: None

Advanced Transport Research
Site 1 - Body Shop Roundabout

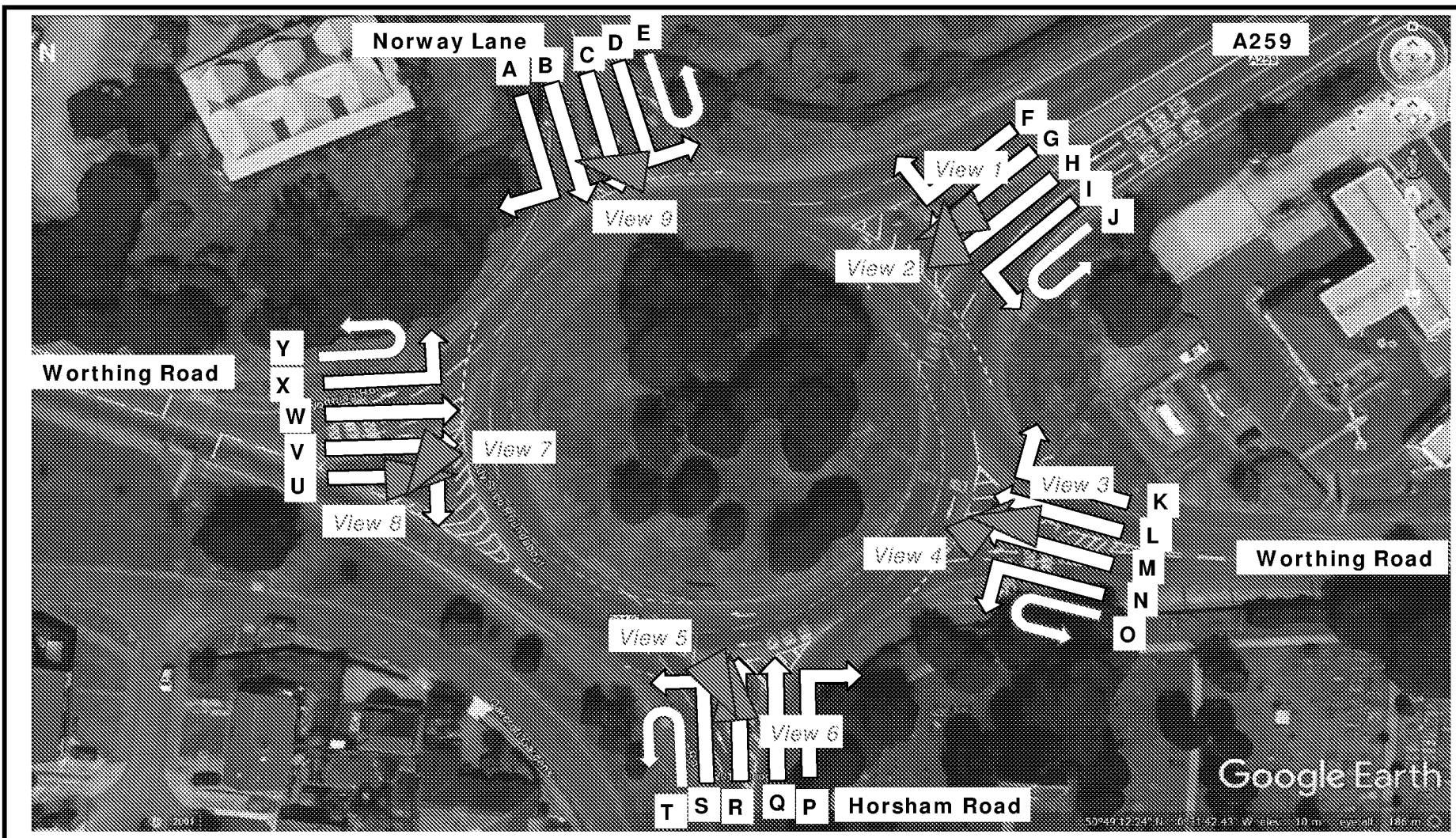
Job Number & Name: **13473 Rustington**
 Date: **Tuesday 14 Feb 2017**

Job Type: **Junction Count**

Co-ordinates: **50°49'12.22"N, 0°31'42.56"W**

Postcode: **BN17 6LE**

Times: **0700-1000**
1600-1900



Advanced Transport Research

Site 1 - Body Shop Roundabout

Classified Counts

	Movement A							Movement B							Movement C							Movement D								
Times	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV
07:00 - 07:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:15 - 07:30	2	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	9	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
07:45 - 08:00	5	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
08:00 - 08:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	6	1	0	1	0	0	0	0	0
08:15 - 08:30	3	1	0	1	0	0	0	2	0	0	0	0	0	0	5	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0
08:30 - 08:45	4	0	0	1	0	0	0	3	0	0	0	0	0	0	1	3	0	0	0	0	0	2	4	0	0	0	0	0	0	0
08:45 - 09:00	4	0	0	0	0	0	0	2	2	1	0	0	0	0	3	1	0	0	0	0	0	4	10	0	0	0	0	0	0	0
09:00 - 09:15	5	2	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	2	13	0	0	0	0	0	0	0
09:15 - 09:30	4	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2	6	0	0	0	0	0	0	0
09:30 - 09:45	4	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0
09:45 - 10:00	1	6	0	0	0	0	0	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	5	0	0	0	0	0	0	0
16:00 - 16:15	5	1	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0	11	2	0	0	0	0	0	0	0
16:15 - 16:30	7	0	0	0	0	0	0	2	1	0	0	0	0	0	4	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
16:30 - 16:45	9	0	0	0	0	0	0	3	0	0	0	0	0	0	2	2	0	0	0	0	0	14	1	0	2	0	0	0	0	0
16:45 - 17:00	8	0	0	0	0	0	0	4	2	0	0	0	0	0	4	1	0	0	0	0	0	13	5	0	0	0	0	0	0	0
17:00 - 17:15	22	1	2	0	0	0	0	13	1	0	0	0	0	0	10	0	0	0	0	0	0	39	3	0	1	0	0	0	0	0
17:15 - 17:30	22	0	0	0	0	0	0	12	0	0	0	0	0	1	5	0	0	0	0	0	1	27	0	1	0	0	1	0	0	0
17:30 - 17:45	12	0	0	0	1	0	0	4	0	0	0	0	0	0	14	0	0	0	0	0	0	14	1	0	0	0	0	0	0	0
17:45 - 18:00	10	3	0	1	0	0	0	5	4	0	0	0	0	0	4	0	0	0	0	0	0	13	1	0	0	0	0	0	0	0
18:00 - 18:15	11	0	0	0	0	1	0	11	2	0	0	0	0	0	3	0	0	0	0	0	0	4	3	0	0	0	1	1	0	0
18:15 - 18:30	6	1	0	1	0	0	0	3	2	0	0	0	0	0	2	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0
18:30 - 18:45	6	0	0	0	0	0	0	7	2	0	0	0	0	0	3	1	0	0	0	0	0	6	1	0	0	0	0	0	0	0
18:45 - 19:00	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1	5	0	0	0	0	0	0	0

Movement E					Movement F						Movement G						Movement H						Movement I								
OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B
0	0	0	0	0	3	5	0	0	0	0	0	94	24	0	1	0	1	0	20	3	1	0	0	0	0	1	1	0	0	0	0
0	0	0	0	0	2	1	0	0	0	0	0	126	27	2	0	0	1	0	43	12	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	5	3	0	0	0	0	0	158	33	3	2	0	1	0	39	5	0	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	6	3	0	0	0	0	0	145	27	3	2	0	1	0	65	6	1	0	0	0	0	4	0	0	0	0	0
0	0	0	0	0	9	1	0	0	0	0	0	141	29	2	2	0	1	0	72	5	0	0	0	1	0	3	0	0	0	0	0
0	0	0	0	0	8	1	0	0	0	0	0	126	24	2	2	0	0	2	62	9	2	1	0	0	0	4	1	0	0	0	0
0	0	0	0	0	13	4	0	0	0	1	0	123	12	4	0	1	0	0	69	6	1	0	1	0	0	2	0	0	0	0	0
0	0	0	0	0	12	6	0	0	0	0	0	133	18	3	1	0	0	0	72	10	2	0	0	0	0	4	1	0	0	0	0
0	0	0	0	0	11	2	0	2	0	0	0	142	19	8	1	1	0	0	50	11	0	1	0	0	0	3	2	0	0	0	0
0	0	0	0	0	5	1	0	0	0	0	0	105	18	8	2	1	0	0	61	11	3	0	0	0	0	5	0	1	0	0	0
0	0	0	0	0	1	2	0	0	0	0	0	82	17	4	3	0	0	0	52	9	2	0	0	0	0	1	1	1	0	0	0
0	0	0	0	0	2	0	0	1	0	0	0	99	12	2	2	0	0	0	47	8	3	0	0	0	0	1	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	136	31	4	1	0	3	0	56	12	3	0	1	0	0	3	0	0	0	0	0
0	0	0	0	0	2	0	0	0	0	0	0	155	29	1	1	0	1	0	68	16	0	0	1	2	0	2	1	0	0	0	0
0	0	0	0	0	3	0	0	0	0	0	0	154	33	2	1	0	0	0	104	15	0	0	0	1	0	6	0	0	0	0	0
0	0	0	0	0	0	2	0	0	0	0	0	143	19	2	0	0	2	0	80	15	1	0	0	0	0	6	0	0	0	0	0
0	0	0	0	0	2	0	0	0	0	0	1	149	12	3	0	0	0	0	73	17	0	1	0	1	0	3	0	0	0	0	0
0	0	0	0	0	1	0	0	0	0	0	0	152	22	3	0	0	6	0	93	12	0	0	0	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	129	13	1	0	0	0	0	78	7	2	0	0	2	0	6	0	0	0	0	0
0	0	0	0	0	1	0	0	0	0	0	0	152	20	0	0	0	2	0	86	6	0	0	0	1	0	5	0	0	0	0	0
0	0	0	0	0	2	0	0	0	0	0	0	161	15	0	0	0	1	0	97	8	0	0	0	1	0	4	0	0	0	0	1
0	0	0	0	0	1	1	0	0	0	0	0	128	15	2	0	1	2	0	87	8	0	0	0	2	0	3	0	0	0	0	0
0	0	0	0	0	0	2	0	2	0	0	0	117	9	0	0	0	0	0	73	5	0	0	0	0	0	4	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	100	12	1	0	2	0	0	51	2	0	0	0	0	0	1	0	0	0	0	0

	Movement J							Movement K							Movement L							Movement M							Mov		
Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1
0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	5	3	0	0	0	0	0	61	12	2	0	0	2	1	4	0	1
0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	2	5	0	0	0	0	0	51	12	2	1	0	0	0	6	1	0
0	1	0	0	0	0	0	0	5	1	1	0	0	0	0	5	3	0	0	0	0	0	66	25	2	1	0	0	3	10	4	0
0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	7	4	0	0	0	0	0	66	12	5	0	0	1	0	19	5	0
0	0	2	0	0	0	0	0	6	1	0	0	0	0	0	8	2	0	0	0	0	0	74	11	4	0	0	2	0	22	1	0
0	4	0	0	0	0	0	0	5	0	0	0	0	0	0	7	1	0	0	0	0	0	63	9	5	1	0	0	1	35	4	0
0	1	1	1	0	0	0	0	3	1	1	0	0	0	0	11	5	0	0	0	0	0	93	11	0	2	0	0	0	26	5	2
0	1	0	0	0	0	0	0	6	0	0	0	0	0	0	12	5	0	0	0	0	0	69	12	4	0	0	1	0	26	2	0
0	2	1	1	2	0	0	0	4	3	0	0	0	0	0	8	3	1	0	0	0	1	66	16	1	0	0	0	1	18	4	0
0	0	1	0	0	0	0	0	4	3	1	0	0	0	0	2	1	0	0	0	0	0	59	9	1	3	0	0	0	17	1	0
0	3	1	0	0	0	0	0	5	0	1	1	0	0	0	2	1	0	0	0	0	0	45	13	1	0	0	0	0	17	1	1
0	0	0	2	0	0	0	0	8	3	0	0	0	0	0	1	1	1	0	0	0	0	48	11	0	0	0	0	0	21	1	1

0	1	1	0	0	0	0	0	7	0	0	0	0	0	0	2	1	0	1	0	0	0	54	16	1	0	0	1	1	28	4	0
0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	62	11	2	0	0	0	0	22	0	1
0	0	1	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	64	11	6	0	0	1	0	27	3	1
0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	76	11	2	1	1	0	0	31	5	0
0	3	0	0	0	0	0	0	2	3	0	0	0	0	0	1	1	0	0	0	0	0	70	14	1	0	0	1	0	36	3	0
0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	51	6	1	0	0	0	0	37	1	2
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	71	11	1	1	0	0	1	19	4	0
0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	53	8	0	0	0	2	1	20	2	0
0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	67	5	1	0	0	1	1	29	3	0
0	1	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	59	4	1	0	0	1	0	18	1	0
0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	55	7	0	0	0	0	0	17	1	0
0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	57	5	0	0	0	1	0	15	1	0

Movement N				Movement O							Movement P							Movement Q							Movement R						
OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc
0	1	0	1	1	0	0	0	0	0	0	2	0	1	0	0	0	0	60	23	0	0	0	0	0	1	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	1	0	0	84	8	1	0	0	0	0	1	2	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	15	1	1	0	1	0	0	66	23	1	0	0	1	0	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	16	2	1	0	2	0	0	86	11	0	0	0	2	0	9	2	0	0	0	0	0
0	2	0	0	0	0	0	0	0	0	0	13	2	0	0	1	0	1	94	5	1	0	0	0	0	4	1	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	15	1	0	0	1	0	0	73	9	1	0	0	1	0	8	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	18	2	0	0	2	0	0	67	4	0	1	0	1	0	6	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	22	4	0	0	2	0	0	66	11	1	0	0	0	2	11	4	1	0	0	0	0
0	2	0	0	0	0	0	0	0	0	0	16	4	0	0	1	0	0	53	3	1	0	0	0	0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	15	2	0	0	2	0	0	40	4	0	0	0	0	0	3	1	0	0	0	0	0
0	2	0	0	1	0	0	0	0	0	0	13	1	2	0	1	0	0	62	9	0	0	0	1	0	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	67	5	2	0	0	0	0	3	0	0	0	0	0	0

0	2	0	0	0	0	0	0	0	0	0	12	0	0	0	1	0	0	70	9	3	0	0	0	0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	13	0	0	0	1	0	0	53	14	1	0	0	0	0	2	0	0	0	0	0	0
0	1	0	0	1	0	0	0	0	0	0	19	3	0	0	2	0	0	70	8	3	0	0	0	1	0	2	0	0	0	0	0
0	2	1	0	1	0	0	0	0	0	0	18	3	0	0	2	1	0	62	8	0	0	0	0	0	2	0	0	0	0	0	0
0	2	1	0	0	0	0	0	0	0	0	20	1	0	0	1	0	0	77	4	1	0	0	0	0	3	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	15	5	0	0	1	1	0	67	4	0	0	0	0	0	2	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	18	6	1	0	2	0	0	93	2	3	0	0	0	0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	22	1	0	0	1	0	0	82	7	0	0	0	3	0	1	1	0	0	0	0	0
0	2	0	0	0	0	0	0	0	0	0	17	1	0	0	0	1	0	78	4	0	1	0	1	0	1	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0	0	0	18	0	1	1	1	0	0	43	4	0	0	2	1	1	1	1	0	0	0	0	0
0	2	0	0	0	1	0	0	0	0	0	17	0	0	0	1	0	0	59	5	0	0	0	1	0	1	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0	0	0	16	2	0	0	1	0	0	47	1	0	0	1	0	0	0	0	0	0	0	0	0

Movement S							Movement T							Movement U							Movement V							Movemen			
Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2
37	5	0	0	0	0	0	0	0	0	0	0	0	0	8	0	2	0	0	0	0	22	10	4	0	0	0	0	124	27	6	1
26	13	1	0	0	0	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	34	7	2	0	1	0	0	190	34	2	0
25	3	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	38	10	5	0	0	1	0	170	30	4	1
25	7	0	0	0	0	0	1	0	0	0	0	0	0	3	1	1	0	0	0	0	68	11	2	1	0	2	0	133	20	3	1
24	7	0	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	74	13	1	0	0	1	2	156	26	7	1
47	2	0	0	0	1	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	74	10	0	1	0	0	1	117	21	4	4
31	3	0	1	0	0	1	0	0	0	0	0	0	0	14	0	0	0	0	0	0	86	9	2	1	0	1	0	129	19	8	1
31	3	3	0	0	1	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	69	12	1	0	0	0	0	140	18	6	4
27	6	1	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	54	16	1	1	1	0	0	118	14	6	2
24	2	2	0	0	0	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	67	13	1	0	1	0	0	150	24	7	0
36	1	0	0	0	0	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	72	12	1	0	1	2	0	114	13	8	3
29	2	1	0	2	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	66	15	2	2	0	1	0	133	15	8	0

47	1	0	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	108	20	2	1	0	0	0	126	23	1	2
32	5	2	0	0	0	0	0	0	0	0	0	0	0	20	5	0	0	0	0	0	91	17	2	0	0	1	0	144	23	1	1
38	3	1	0	0	0	0	0	0	0	0	0	0	0	26	6	0	0	0	1	0	85	20	3	0	0	1	0	122	25	2	1
37	4	2	0	0	0	0	0	0	0	0	0	0	0	11	5	0	0	0	0	0	79	18	4	0	0	0	2	162	19	1	2
21	2	0	0	0	0	0	0	0	0	0	0	0	0	18	5	0	0	1	0	0	92	13	1	0	0	0	0	145	28	0	0
28	7	1	0	0	0	0	0	0	0	0	0	0	0	14	4	0	0	0	0	0	109	10	3	1	1	1	0	165	11	0	0
30	3	1	0	0	1	0	1	0	0	0	0	0	0	11	4	0	0	0	0	0	88	10	0	0	0	0	0	172	14	2	0
37	4	2	0	0	0	0	1	0	0	0	0	0	0	18	3	0	0	0	0	0	111	15	4	1	0	0	0	144	11	1	0
33	3	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	98	7	0	0	0	1	0	145	14	0	0
33	2	0	0	0	0	0	0	0	0	0	0	0	0	20	0	2	0	0	1	0	92	9	0	0	0	1	0	125	3	0	0
29	4	0	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	106	11	0	0	0	1	0	118	11	1	1
49	1	0	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	86	8	1	0	0	0	0	102	5	0	0

Job Number & Name: 13473 Rustington								
Client: Mayer Brown								
Date: Tuesday 14 February 2017								

t W			Movement X							Movement Y						
PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc
0	2	2	3	1	0	0	0	0	0	1	0	1	0	0	0	0
0	1	0	9	2	0	0	0	0	0	5	0	0	0	0	0	0
1	1	1	11	2	0	0	1	0	0	4	1	1	0	0	0	0
2	2	1	13	3	0	1	0	0	0	3	1	0	0	0	0	0
0	2	0	16	2	0	0	0	0	0	1	0	1	0	0	0	0
0	2	0	18	1	0	1	0	0	0	1	0	0	0	0	0	0
0	2	0	24	3	0	0	1	0	0	4	1	0	0	0	0	0
0	0	0	30	0	0	0	0	0	0	3	1	0	0	0	0	0
0	0	0	15	6	0	1	0	0	0	2	0	0	0	0	0	0
0	0	0	3	1	0	0	0	0	0	3	1	0	0	0	0	0
0	1	0	13	2	0	0	0	0	0	3	0	0	0	0	0	0
0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0

0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	3	1	2	0	0	0	0	2	0	0	0	0	0	0
0	1	0	7	1	0	0	0	0	0	2	0	0	0	0	0	0
0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	0	0
0	0	0	3	1	0	0	0	0	0	3	0	0	0	0	0	0
0	0	0	5	2	0	0	0	0	0	2	0	0	0	0	0	0
0	2	0	10	5	0	0	0	0	0	1	0	0	0	0	0	0
0	0	0	4	2	0	0	0	0	0	2	0	0	0	0	0	0
1	1	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0
0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0

13473 Rustington Site 1 Junction Count Tuesday 14th February 2017/PCU Values

Movement G							Movement H							Movement I							Movement J							Movement K							Movement L							Movement M								
LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2
24.0	0.0	2.3	0.0	0.4	0.0	26.7	20.0	3.0	1.5	0.0	0.0	0.0	0.0	24.5	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	5.0	3.0	0.0	0.0	0.0	0.0	2.0	61.0	12.0	3.0	0.0	
27.0	3.0	0.0	0.0	0.4	0.0	30.4	43.0	12.0	0.0	0.0	0.0	0.0	0.0	55.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	5.0	0.0	0.0	0.0	0.0	0.0	2.0	51.0	12.0	3.0	2.3	
33.0	4.5	4.6	0.0	0.4	0.0	42.5	39.0	5.0	0.0	2.3	0.0	0.0	0.0	46.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	5.0	1.0	1.5	0.0	0.0	0.0	0.0	0.0	5.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	86.0	25.0	3.0	2.3	
27.0	4.5	4.6	0.0	0.4	0.0	36.5	65.0	6.0	1.5	0.0	0.0	0.0	0.0	72.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	7.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	66.0	12.0	7.5	0.0	
29.0	3.0	4.6	0.0	0.4	0.0	36.6	72.0	5.0	0.0	0.0	0.0	0.4	0.0	77.4	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	74.0	11.0	6.0	0.0	
24.0	3.0	4.6	0.0	0.0	0.4	32.0	62.0	9.0	3.0	2.3	0.0	0.0	0.0	76.3	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	83.0	9.0	7.5	2.3		
12.0	6.0	0.0	2.0	0.0	0.0	18.0	69.0	6.0	1.5	0.0	2.0	0.0	0.0	76.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.5	0.0	0.0	0.0	1.0	3.0	1.0	1.5	0.0	0.0	0.0	0.0	0.0	11.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	93.0	11.0	0.0	4.6	
18.0	4.5	2.3	0.0	0.0	0.0	20.8	72.0	10.0	3.0	0.0	0.0	0.0	0.0	85.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	69.0	12.0	6.0	0.0		
19.0	12.0	2.3	2.0	0.0	0.0	25.3	50.0	11.0	0.0	2.3	0.0	0.0	0.0	63.3	3.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	1.5	4.6	0.0	0.0	4.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	3.0	1.5	0.0	0.0	0.0	0.2	66.0	16.0	1.5	0.0		
18.0	12.0	4.6	2.0	0.0	0.0	30.6	61.0	11.0	4.5	0.0	0.0	0.0	0.0	76.5	5.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	3.0	1.5	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	59.0	9.0	1.5	6.9		
17.0	6.0	6.9	0.0	0.0	0.0	22.9	52.0	9.0	3.0	0.0	0.0	0.0	0.0	64.9	1.0	1.0	1.5	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	5.0	0.0	1.5	2.3	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	45.0	13.0	1.5	0.0		
12.0	3.0	4.6	0.0	0.0	0.0	19.6	47.0	8.0	4.5	0.0	0.0	0.0	0.0	59.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	8.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.5	0.0	0.0	0.0	0.0	48.0	11.0	0.0	0.0		
31.0	6.0	2.3	0.0	1.2	0.0	39.5	56.0	12.0	4.5	0.0	2.0	0.0	0.0	74.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	2.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	2.3	0.0	0.0	0.0	0.0	54.0	16.0	1.5	0.0		
29.0	1.5	2.3	0.0	0.4	0.0	33.2	68.0	16.0	0.0	0.0	2.0	0.8	0.0	86.8	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	82.0	11.0	3.0	0.0		
33.0	3.0	2.3	0.0	0.4	0.0	38.7	104.0	15.0	0.0	0.0	0.0	0.4	0.0	119.4	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	2.3	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.0	11.0	9.0	0.0			
19.0	3.0	0.0	0.0	0.8	0.0	32.8	80.0	15.0	1.5	0.0	0.0	0.0	0.0	96.3	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	76.0	11.0	3.0	2.3		
12.0	4.5	0.0	0.0	0.0	0.0	36.5	73.0	17.0	0.0	2.3	0.0	0.4	0.0	82.7	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	70.0	14.0	1.5	0.0		
22.0	4.5	0.0	0.0	2.4	0.0	28.9	93.0	12.0	0.0	0.0	0.0	0.0	0.0	105.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.0	6.0	1.5	0.0			
13.0	1.5	0.0	0.0	0.0	0.0	34.5	78.0	7.0	3.0	0.0	0.0	0.8	0.0	89.3	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.0	11.0	1.5	2.3		
20.0	0.0	0.0	0.0	0.8	0.0	20.8	86.0	6.0	0.0	0.0	0.0	0.4	0.0	92.4	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.0	8.0	0.0	0.0		
15.0	0.0	0.0	0.0	0.4	0.0	15.4	97.0	8.0	0.0	0.0	0.0	0.4	0.0	105.4	4.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	67.0	5.0	1.5	0.0		
15.0	3.0	0.0	2.0	0.8	0.0	20.8	87.0	8.0	0.0	0.0	0.0	0.8	0.0	95.6	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	59.0	4.0	1.5	0.0			
9.0	0.0	0.0	0.0	0.0	0.0	9.0	73.0	5.0	0.0	0.0	0.0	0.0	0.0	78.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0	7.0	0.0	0.0		
12.0	1.5	0.0	4.0	0.0	0.0	17.5	51.0	2.0	0.0	0.0	0.0	0.0	0.0	53.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.0	5.0	0.0	0.0			
111.0	12.0	11.5	0.0	1.6	0.0	659.1	167.0	26.0	3.0	2.3	0.0	0.0	0.0	198.3	5.0	1.0	0.0	0.0	0.0	0.4	0.0	0.0	6.4	1.0	0.0	0.0	0.0	0.0	1.0	20.0	4.0	4.5	0.0	0.0	0.0	0.0	26.5	19.0	15.0	0.0	0.0	0.0	0.0	0.0	34.0	244.0	61.0	16.5	4.6	
116.0	15.0	13.8	0.0	1.6	0.0	716.4	219.0	28.0	1.5	2.3	0.0	0.4	0.0	251.2	7.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	7.4	1.0	2.0	0.0																								

Movement M				Movement N								Movement O								Movement P								Movement Q								Movement R								Movement S							
PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	
0.0	0.8	0.2	77.0	4.0	0.0	1.5	0.0	2.0	0.0	0.2	77.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	2.0	0.0	1.5	0.0	0.0	0.0	0.0	77.0	60.0	23.0	0.0	0.0	0.0	0.0	0.0	77.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	77.0	37.0	5.0	0.0	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	77.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	11.0	0.0	0.0	0.0	2.0	0.0	0.0	77.0	84.0	8.0	1.5	0.0	0.0	0.0	0.0	77.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	77.0	26.0	13.0	1.5	0.0	0.0	0.0	0.0	
0.0	0.0	0.6	77.0	10.0	4.0	0.0	0.0	2.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	15.0	1.0	1.5	0.0	2.0	0.0	0.0	77.0	66.0	23.0	1.5	0.0	0.0	0.4	0.0	77.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	25.0	3.0	0.0	0.0	0.0	0.0	0.0	
0.0	0.4	0.0	77.0	19.0	5.0	0.0	0.0	0.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	16.0	2.0	1.5	0.0	4.0	0.0	0.0	77.0	86.0	11.0	0.0	0.0	0.0	0.8	0.0	77.0	9.0	2.0	0.0	0.0	0.0	0.0	0.0	77.0	25.0	7.0	0.0	0.0	0.0	0.0	0.0	
0.0	0.8	0.0	77.0	22.0	1.0	0.0	0.0	4.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	13.0	2.0	0.0	0.0	2.0	0.0	0.2	77.0	94.0	5.0	1.5	0.0	0.0	0.0	0.0	77.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	77.0	24.0	7.0	0.0	0.0	0.0	0.0	0.0	
0.0	0.0	0.2	77.0	35.0	4.0	0.0	0.0	2.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	15.0	1.0	0.0	0.0	2.0	0.0	0.0	77.0	73.0	9.0	1.5	0.0	0.0	0.4	0.0	77.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	47.0	2.0	0.0	0.0	0.0	0.4	0.0	
0.0	0.0	0.0	77.0	26.0	5.0	3.0	0.0	2.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	18.0	2.0	0.0	0.0	4.0	0.0	0.0	77.0	67.0	4.0	0.0	2.3	0.0	0.4	0.0	77.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	31.0	3.0	0.0	2.3	0.0	0.0	0.2	
0.0	0.4	0.0	77.0	26.0	2.0	0.0	0.0	2.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	22.0	4.0	0.0	0.0	4.0	0.0	0.0	77.0	66.0	11.0	1.5	0.0	0.0	0.0	0.4	77.0	11.0	4.0	1.5	0.0	0.0	0.0	0.0	77.0	31.0	3.0	4.5	0.0	0.0	0.4	0.0	
0.0	0.0	0.2	77.0	18.0	4.0	0.0	0.0	4.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	16.0	4.0	0.0	0.0	2.0	0.0	0.0	77.0	53.0	3.0	1.5	0.0	0.0	0.0	0.0	77.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	27.0	6.0	1.5	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	77.0	17.0	1.0	0.0	0.0	2.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	15.0	2.0	0.0	0.0	4.0	0.0	0.0	77.0	40.0	4.0	0.0	0.0	0.0	0.0	0.0	77.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	77.0	24.0	2.0	3.0	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	77.0	17.0	1.0	1.5	0.0	4.0	0.0	0.0	77.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	13.0	1.0	3.0	0.0	2.0	0.0	0.0	77.0	62.0	9.0	0.0	0.0	0.0	0.4	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	36.0	1.0	0.0	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	77.0	21.0	1.0	1.5	0.0	4.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	6.0	0.0	0.0	0.0	4.0	0.0	0.0	77.0	67.0	5.0	3.0	0.0	0.0	0.0	0.0	77.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	29.0	2.0	1.5	0.0	4.0	0.0	0.0	
0.0	0.4	0.2	77.0	28.0	4.0	0.0	0.0	4.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	12.0	0.0	0.0	0.0	2.0	0.0	0.0	77.0	70.0	9.0	4.5	0.0	0.0	0.0	0.0	77.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	47.0	1.0	0.0	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	77.0	22.0	0.0	1.5	0.0	2.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	13.0	0.0	0.0	0.0	2.0	0.0	0.0	77.0	53.0	14.0	1.5	0.0	0.0	0.0	0.0	77.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	32.0	5.0	3.0	0.0	0.0	0.0	0.0	
0.0	0.4	0.0	77.0	27.0	3.0	1.5	0.0	2.0	0.0	0.0	77.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	19.0	3.0	0.0	0.0	4.0	0.0	0.0	77.0	70.0	8.0	4.5	0.0	0.0	0.0	0.2	77.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	77.0	98.0	3.0	1.5	0.0	0.0	0.0	0.0	
2.0	0.0	0.0	77.0	31.0	5.0	0.0	0.0	4.0	0.4	0.0	77.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	18.0	3.0	0.0	0.0	4.0	0.4	0.0	77.0	62.0	8.0	0.0	0.0	0.0	0.0	0.0	77.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	37.0	4.0	3.0	0.0	0.0	0.0	0.0	
0.0	0.4	0.0	77.0	36.0	3.0	0.0	0.0	4.0	0.4	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	20.0	1.0	0.0	0.0	2.0	0.0	0.0	77.0	77.0	4.0	1.5	0.0	0.0	0.0	0.0	77.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	21.0	2.0	0.0	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	77.0	37.0	1.0	3.0	0.0	0.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	15.0	5.0	0.0	0.0	2.0	0.4	0.0	77.0	67.0	4.0	0.0	0.0	0.0	0.0	0.0	77.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	28.0	7.0	1.5	0.0	0.0	0.0	0.0	
0.0	0.0	0.2	77.0	19.0	4.0	0.0	0.0	2.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	18.0	6.0	1.5	0.0	4.0	0.0	0.0	77.0	93.0	2.0	4.5	0.0	0.0	0.0	0.0	77.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	30.0	3.0	1.5	0.0	0.0	0.4	0.0	
0.0	0.8	0.2	77.0	20.0	2.0	0.0	0.0	2.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	22.0	1.0	0.0	0.0	2.0	0.0	0.0	77.0	82.0	7.0	0.0	0.0	0.0	1.2	0.0	77.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	77.0	37.0	4.0	3.0	0.0	0.0	0.0	0.0	
0.0	0.4	0.2	77.0	29.0	3.0	0.0	0.0	4.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	17.0	1.0	0.0	0.0	0.0	0.4	0.0	77.0	78.0	4.0	0.0	2.3	0.0	0.4	0.0	77.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	33.0	3.0	0.0	0.0	0.0	0.0	0.0	
0.0	0.4	0.0	77.0	18.0	1.0	0.0	0.0	6.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	18.0	0.0	1.5	2.3	2.0	0.0	0.0	77.0	43.0	4.0	0.0	0.0	4.0	0.4	0.2	77.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	77.0	33.0	2.0	0.0	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	77.0	17.0	1.0	0.0	0.0	4.0	0.0	0.0	77.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	77.0	17.0	0.0	0.0	0.0	2.0	0.0	0.0	77.0	59.0	5.0	0.0	0.0	0.0	0.4	0.0	77.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	29.0	4.0	0.0	0.0	0.0	0.0	0.0	
0.0	0.4	0.0	77.0	15.0	1.0	0.0	0.0	4.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	18.0	2.0	0.0	0.0	2.0	0.0	0.0	77.0	47.0	1.0	0.0	0.0	2.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	49.0	1.0	0.0	0.0	0.0	0.0	0.0	
0.0	1.2	0.8	328.1	39.0	10.0	1.5	0.0	4.0	0.0	0.2	54.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	44.0	3.0																														

Job Number & Name: **13473 Rustington**
 Client: **Mayer Brown**
 Date: **Tuesday 14 February 2017**

Movement T								Movement U								Movement V								Movement W								Movement X								Movement Y								
Total	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Total
22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	22.0	10.0	6.0	0.0	0.0	0.0	0.0	0.0	38.0	124.0	27.0	9.0	2.3	0.0	0.8	0.4	144.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.5	0.0	0.0	0.0	0.0	3.0	
34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	2.0	1.5	0.0	0.0	0.0	0.0	0.0	34.0	7.0	3.0	0.0	2.0	0.0	0.0	0.0	44.0	190.0	34.0	3.0	0.0	0.0	0.4	0.0	217.0	9.0	2.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	
38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	10.0	7.5	0.0	0.0	0.4	0.0	0.0	45.0	170.0	30.0	6.0	2.3	2.0	0.4	0.2	210.0	11.0	2.0	0.0	0.0	2.0	0.0	0.0	4.0	1.0	1.5	0.0	0.0	0.0	4.0		
66.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	1.5	0.0	0.0	0.0	0.0	0.0	66.0	11.0	3.0	2.3	0.0	0.8	0.0	0.0	79.0	133.0	20.0	4.5	2.3	4.0	0.8	0.2	164.0	13.0	3.0	0.0	2.3	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	3.0		
74.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	74.0	13.0	1.5	0.0	0.0	0.4	0.4	0.0	80.0	156.0	26.0	10.5	2.3	0.0	0.8	0.0	199.0	16.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.5	0.0	0.0	0.0	1.0		
74.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	74.0	10.0	0.0	2.3	0.0	0.0	0.2	0.0	80.0	117.0	21.0	6.0	9.2	0.0	0.8	0.0	194.0	18.0	1.0	0.0	2.3	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0		
86.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	86.0	9.0	3.0	2.3	0.0	0.4	0.0	0.0	99.0	129.0	19.0	12.0	2.3	0.0	0.8	0.0	199.0	24.0	3.0	0.0	0.0	2.0	0.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	4.0		
69.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	2.0	1.5	0.0	0.0	0.0	0.0	0.0	69.0	12.0	1.5	0.0	0.0	0.0	0.0	0.0	78.0	140.0	18.0	9.0	9.2	0.0	0.0	0.0	199.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	3.0		
54.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	54.0	16.0	1.5	2.3	2.0	0.0	0.0	0.0	71.0	118.0	14.0	9.0	4.6	0.0	0.0	0.0	199.0	15.0	6.0	0.0	2.3	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0		
67.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	67.0	13.0	1.5	0.0	2.0	0.0	0.0	0.0	80.0	150.0	24.0	10.5	0.0	0.0	0.0	0.0	194.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	3.0		
72.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	72.0	12.0	1.5	0.0	2.0	0.8	0.0	0.0	84.0	114.0	13.0	12.0	6.9	0.0	0.4	0.0	199.0	13.0	2.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0		
66.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	66.0	15.0	3.0	4.6	0.0	0.4	0.0	0.0	79.0	133.0	15.0	12.0	0.0	0.0	0.0	0.0	199.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0		
108.0	20.0	3.0	2.3	0.0	0.0	0.0	0.0	108.0	20.0	3.0	2.3	0.0	0.0	0.0	0.0	108.0	23.0	1.5	4.6	0.0	0.4	0.0	0.0	111.0	126.0	23.0	1.5	4.6	0.0	0.4	0.0	199.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
91.0	17.0	3.0	0.0	0.0	0.0	0.0	0.0	91.0	17.0	3.0	0.0	0.0	0.0	0.4	0.0	91.0	24.0	23.0	1.5	2.3	0.0	0.4	0.0	91.0	144.0	23.0	1.5	2.3	0.0	0.4	0.0	199.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
85.0	20.0	4.5	0.0	0.0	0.4	0.0	0.0	85.0	20.0	4.5	0.0	0.0	0.0	0.4	0.0	85.0	25.0	3.0	2.3	2.0	0.4	0.0	0.0	94.0	122.0	25.0	3.0	2.3	2.0	0.4	0.0	199.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
79.0	18.0	6.0	0.0	0.0	0.0	0.0	0.0	79.0	18.0	6.0	0.0	0.0	0.0	0.0	0.4	79.0	16.0	1.5	4.6	0.0	0.4	0.0	0.0	97.0	162.0	19.0	1.5	4.6	0.0	0.4	0.0	199.0	3.0	1.0	3.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0		
92.0	13.0	1.5	0.0	0.0	2.0	0.0	0.0	92.0	13.0	1.5	0.0	0.0	0.0	0.0	0.0	92.0	15.0	28.0	0.0	0.0	0.0	0.4	0.0	94.0	145.0	28.0	0.0	0.0	0.0	0.0	0.0	199.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0		
109.0	10.0	4.5	2.3	2.0	0.4	0.0	0.0	109.0	10.0	4.5	2.3	2.0	0.4	0.0	0.0	109.0	165.0	11.0	0.0	0.0	0.0	0.0	0.0	116.0	165.0	11.0	0.0	0.0	0.0	0.0	0.0	199.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	1.0		
88.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	88.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	88.0	17.0	14.0	3.0	0.0	0.0	0.0	0.0	99.0	172.0	14.0	3.0	0.0	0.0	0.0	0.0	199.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0		
111.0	15.0	6.0	2.3	0.0	0.0	0.0	0.0	111.0	15.0	6.0	2.3	0.0	0.0	0.0	0.0	111.0	14.0	11.0	1.5	0.0	0.0	0.0	0.0	116.0	144.0	11.0	1.5	0.0	0.0	0.0	0.0	199.0	5.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0		
96.0	7.0	0.0	0.0	0.0	0.4	0.0	0.0	96.0	7.0	0.0	0.0	0.0	0.0	0.4	0.0	96.0	14.0	0.0	0.0	0.0	0.0	0.8	0.0	99.0	145.0	14.0	0.0	0.0	0.0	0.0	0.0	199.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0		
92.0	9.0	0.0	0.0	0.0	0.4	0.0	0.0	92.0	9.0	0.0	0.0	0.0	0.0	0.4	0.0	92.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	99.0	125.0	3.0	0.0	0.0	0.0	0.0	0.0	199.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0		
106.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	106.0	11.0	0.0	0.0	0.0	0.0	0.4	0.0	106.0	11.0	11.0	1.5	2.3	2.0	0.4	0.0	111.0	118.0	11.0	1.5	2.3	2.0	0.4	0.0	199.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0		
86.0	8.0	1.5	0.0	0.0	0.0	0.0	0.0	86.0	8.0	1.5	0.0	0.0	0.0	0.0	0.0	86.0	10.0	5.0	0.0	0.0	0.0	0.4	0.0	91.0	102.0	5.0	0.0	0.0	0.0	0.0	0.0	199.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0		
142.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	28.0	4.0	6.0	0.0	0.0	0.0	0.0	38.0	162.0	38.0	19.5	2.3	2.0	1.2	0.0	225.0	617.0	111.0	22.5	6.9	6.0	2.4	0.8	766.6	36.0	8.0	0.0	2.3	2.0	0.0	0.0	48.3	13.0	2.0	3.0	0.0	0.0	0.0	0.0	18.0
131.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	29.0	6.0	3.0	0.0	0.0	0.0	0.0	38.0	214.0	41.0	15.0	2.3	2.0	1.6	0.4	276.3	649.0	110.0	24.0	6.9	6.0	2.4	0.4	796.7	49.0	9.0	0.0	2.3	2.0	0.0	0.0	62.3	13.0	2.0	3.0	0.0	0.0	0.0	0.0	18.0
140.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	36.0	5.0	1.5	0.0	0.0	0.0	0.0	42.5	254.0	44.0	12																													



Job Number & Name: 13473 Rustington

Site Number/Name: Site 2 - A259/Mill Lane

Client: Mayer Brown

Date: 14/02/2017

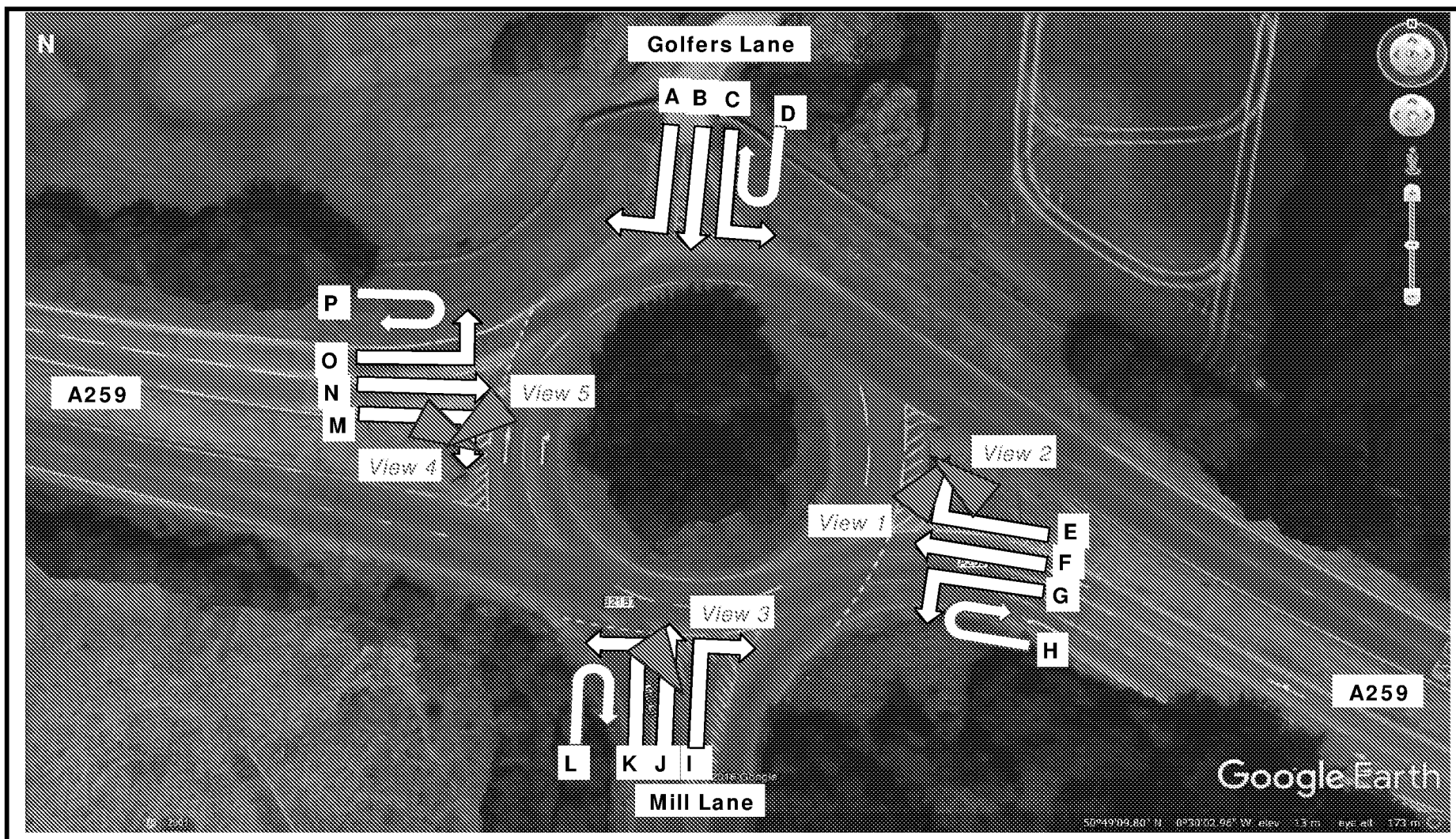
Weather: Cloudy, Dry

Comments: None

Advanced Transport Research

Job Number & Name: **13473 Rustington**

Site 2 - A259/ Mill Lane

Date: **Tuesday 14 Feb 2017**Job Type: **Junction Count**Co-ordinates: **50°49'9.68"N, 0°30'3.17"W**Postcode: **BN16 3FH**Times: **0700-1000
1600-1900**

Advanced Transport Research

Site 2 - A259/ Mill Lane

Classified Counts

	Movement A							Movement B							Movement C							Movement D								
Times	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV
07:00 - 07:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3
07:15 - 07:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
07:30 - 07:45	3	0	0	0	0	0	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1
07:45 - 08:00	4	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	13	0
08:00 - 08:15	7	0	0	0	0	0	0	8	0	0	0	0	0	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	15	6
08:15 - 08:30	1	0	0	0	0	0	0	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	14	2
08:30 - 08:45	3	0	0	0	0	0	0	5	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23	3
08:45 - 09:00	1	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	18	1
09:00 - 09:15	5	0	0	0	0	0	0	9	1	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	16	1
09:15 - 09:30	3	0	0	0	0	0	0	2	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	24	1
09:30 - 09:45	3	0	0	0	0	0	0	9	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0
09:45 - 10:00	1	0	0	0	0	0	0	6	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0

16:00 - 16:15	4	1	0	0	0	0	0	7	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	36	3
16:15 - 16:30	5	0	0	0	0	0	0	3	0	0	0	0	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	28	5
16:30 - 16:45	5	0	0	0	0	0	0	7	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	27	2
16:45 - 17:00	1	0	0	0	0	0	0	3	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	29	3
17:00 - 17:15	6	0	0	0	0	0	0	9	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	31	5
17:15 - 17:30	3	0	0	0	0	0	0	11	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	32	1
17:30 - 17:45	1	1	0	0	0	0	0	3	0	0	0	0	0	0	11	0	0	0	0	0	1	0	0	0	0	0	0	27	4
17:45 - 18:00	4	0	0	0	0	0	0	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	42	2
18:00 - 18:15	4	1	0	0	0	0	0	6	0	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	20	3
18:15 - 18:30	5	0	0	0	0	0	0	9	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	37	0
18:30 - 18:45	9	0	0	0	0	0	0	12	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	35	2
18:45 - 19:00	8	0	0	0	0	0	0	10	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	33	1

Movement E					Movement F						Movement G						Movement H						Movement I								
OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B
0	0	0	0	0	122	30	1	1	0	1	0	30	10	2	1	0	0	0	5	0	0	0	0	0	0	106	20	4	0	0	2
1	1	0	0	0	169	42	1	0	0	2	1	58	7	2	1	0	0	0	6	4	0	0	0	0	0	117	19	0	0	1	0
2	0	0	0	0	184	42	1	3	0	0	0	62	16	2	0	0	0	0	4	3	0	1	0	0	0	139	13	5	0	0	2
2	0	0	0	0	212	45	2	2	0	2	1	86	15	1	1	0	1	1	4	1	0	0	0	0	0	159	21	2	1	0	0
3	0	0	0	0	210	31	4	2	0	2	0	104	21	2	1	0	2	0	2	1	2	0	0	0	0	173	19	4	2	0	3
1	0	0	0	0	183	32	4	3	0	0	2	113	14	2	0	0	0	0	8	3	0	0	0	0	0	183	23	2	0	0	3
0	0	0	1	0	203	26	8	1	2	1	0	120	9	6	2	0	2	2	7	3	0	1	0	0	0	140	14	2	1	1	1
0	0	0	0	0	203	34	4	1	0	0	0	105	21	3	1	0	0	0	7	1	0	0	0	0	0	152	11	5	0	1	1
1	0	0	0	0	170	34	7	5	1	0	0	103	14	0	0	1	1	1	12	0	0	1	0	0	0	130	16	1	0	0	1
1	0	0	0	0	161	29	10	1	0	1	1	90	19	3	1	1	1	0	15	1	0	0	0	0	0	124	17	1	0	0	0
0	1	0	1	0	131	34	7	2	0	0	0	100	14	2	0	0	0	1	18	3	1	0	0	0	0	140	18	2	2	0	1
0	0	0	0	0	137	22	7	4	0	0	0	94	18	1	0	0	0	0	18	2	0	0	0	0	0	128	13	2	0	0	1
0	0	0	0	0	209	41	7	1	0	3	0	178	30	0	1	1	1	0	19	1	0	0	0	0	0	123	18	2	0	0	1
0	0	0	0	0	200	37	2	1	1	3	0	183	18	0	1	0	1	0	24	0	0	0	0	0	0	110	17	2	1	0	2
0	0	0	0	0	248	49	2	2	0	1	1	137	13	3	0	0	1	0	19	1	1	0	0	0	0	125	10	1	1	0	1
0	0	0	0	0	212	39	2	1	0	2	0	148	24	1	1	0	1	0	22	3	0	0	0	0	0	123	15	0	0	1	1
1	0	0	0	0	227	28	3	0	0	1	0	152	19	2	0	1	0	1	24	0	0	0	0	0	0	150	13	3	0	0	1
0	0	0	0	0	213	33	3	0	0	7	1	133	17	0	0	0	2	0	22	1	0	0	0	0	0	131	9	3	1	0	1
1	0	0	0	0	199	17	1	0	0	3	0	178	16	2	0	0	0	1	15	0	0	0	0	0	0	131	12	0	0	0	2
1	0	0	0	0	241	29	1	0	0	3	0	177	15	0	0	0	1	0	20	1	0	0	0	0	0	94	8	2	0	1	0
0	0	0	0	0	250	23	0	0	0	3	0	173	15	1	0	0	3	1	25	1	1	0	0	0	0	103	6	1	0	1	0
2	0	0	0	0	208	22	0	1	1	3	1	159	18	1	0	0	3	0	18	2	0	0	0	0	0	89	7	1	0	0	1
0	0	0	1	0	182	15	0	1	1	0	0	142	12	0	0	0	0	0	12	0	0	0	0	0	0	83	4	1	0	0	1
1	0	0	0	0	135	19	0	0	1	1	1	120	11	0	0	0	0	0	13	2	0	0	0	0	0	86	6	0	0	0	0

	Movement J							Movement K							Movement L							Movement M							Mov		
Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1
0	4	0	0	0	0	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	189	45	9
0	6	0	0	0	0	0	0	13	2	0	0	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	265	44	2
0	5	0	0	0	0	0	0	24	1	0	1	0	0	0	1	0	0	0	0	0	0	9	4	1	0	0	0	0	246	45	5
0	6	0	0	0	0	0	0	22	3	0	0	0	0	0	0	0	0	0	0	0	0	8	2	1	0	0	0	0	220	32	1
0	8	0	0	0	0	0	0	32	5	1	0	0	0	0	0	0	0	0	0	0	0	4	2	1	1	0	0	0	248	32	5
0	9	0	0	0	0	0	0	19	1	1	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	194	25	5
0	15	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	14	5	2	1	0	0	0	188	25	8
1	9	0	0	0	0	0	0	29	4	1	0	0	0	0	0	0	0	0	0	0	0	16	5	0	0	0	0	0	189	35	6
0	12	0	0	0	0	0	0	25	2	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	162	34	8
0	16	0	0	0	0	0	0	14	0	0	1	0	0	0	1	0	0	0	0	0	0	16	3	1	0	0	0	0	177	38	7
0	10	1	0	0	0	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	165	30	10
4	11	0	0	0	0	0	1	13	1	0	0	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	189	26	10

0	5	0	0	0	0	0	0	20	5	1	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	189	31	4
0	7	0	0	0	0	0	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	189	35	1
0	4	0	0	0	0	0	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	1	0	0	194	33	4
0	4	0	0	0	0	0	0	12	2	0	0	0	0	0	1	0	0	0	0	0	0	16	2	0	0	0	0	0	222	30	1
1	9	0	0	0	0	0	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	232	39	0
0	9	1	0	0	0	0	0	27	1	1	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	248	18	2
1	9	1	0	0	0	0	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	237	19	3
0	9	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	229	18	2
0	4	1	0	0	0	0	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	207	19	0
0	15	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	169	11	1
0	12	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	161	15	2
0	9	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	136	13	0

<i>Job Number & Name:</i>	13473 Rustington
<i>Client:</i>	Mayer Brown
<i>Date:</i>	Tuesday 14 February 2017

Movement N				Movement O							Movement P						
OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc
2	0	2	0	3	0	0	0	0	0	0	2	2	0	0	0	0	0
0	0	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0
1	1	2	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0
0	2	2	1	4	0	0	0	0	0	0	2	1	1	0	0	0	0
2	0	3	0	3	0	0	0	0	1	0	1	0	1	0	0	0	0
2	0	2	1	3	0	0	0	0	0	0	1	2	0	0	0	0	0
2	0	4	0	6	0	0	0	0	0	0	1	1	0	0	0	0	0
4	0	0	2	3	0	0	0	0	0	0	2	1	1	0	0	0	0
3	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0
1	0	0	0	11	0	0	0	0	0	0	3	2	0	0	0	0	0
4	0	2	0	5	0	0	0	0	0	0	4	0	0	0	0	0	0
0	0	0	0	1	0	1	0	0	0	0	3	0	0	0	0	0	0

1	0	1	0	4	0	0	0	0	0	0	2	1	1	1	0	0	0
1	0	1	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0
2	0	1	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0
3	0	1	1	2	2	0	0	0	0	0	1	0	0	0	0	0	0
2	0	2	0	12	0	0	0	0	0	0	3	1	0	0	0	0	0
0	0	1	0	8	0	0	0	0	0	0	7	0	0	0	0	0	0
0	0	0	0	12	0	0	0	0	0	0	2	0	0	0	0	0	0
0	0	4	0	8	0	0	0	0	0	0	2	1	0	0	0	0	0
1	0	3	0	9	0	0	0	0	0	0	3	0	0	0	0	0	0
0	2	1	2	7	0	0	0	0	0	0	6	0	0	0	0	0	0
1	0	2	0	7	0	0	0	0	0	0	5	0	0	0	0	0	0
0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0

Arun District Council Roadworks

Site 2 - A259/ Mill Lane

PCU Values

	Movement A								Movement B								Movement C								Movement D								Movement E								Movement F								
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars
07:00 - 07:15	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	122.0	30.0	1.5	2.3	0.0	0.4	0.0	3.0	30.0	
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	1.5	2.3	0.0	0.0	0.0	7.0	169.0	42.0	1.5	0.0	0.0	0.8	0.2	7.0	59.0	
07:30 - 07:45	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	1.0	3.0	0.0	0.0	0.0	0.0	6.0	184.0	42.0	1.5	6.9	0.0	0.0	0.0	6.0	62.0	
07:45 - 08:00	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	3.0	0.0	0.0	0.0	0.0	13.0	212.0	45.0	3.0	4.6	0.0	0.8	0.2	13.0	86.0	
08:00 - 08:15	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	4.0	1.0	0.0	0.0	0.0	0.0	0.2	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	6.0	4.5	0.0	0.0	0.0	0.0	15.0	210.0	31.0	6.0	4.6	0.0	0.8	0.0	15.0	104.0	
08:15 - 08:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	2.0	1.5	0.0	0.0	0.0	0.0	14.0	183.0	32.0	6.0	6.9	0.0	0.0	0.4	14.0	113.0	
08:30 - 08:45	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	5.0	0.0	1.5	0.0	0.0	0.0	0.0	5.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	3.0	0.0	0.0	0.0	0.4	0.0	23.0	203.0	26.0	12.0	2.3	4.0	0.4	0.0	23.0	120.0	
08:45 - 09:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	1.0	0.0	0.0	0.0	0.0	0.0	18.0	203.0	34.0	6.0	2.3	0.0	0.0	0.0	18.0	105.0	
09:00 - 09:15	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	1.0	1.5	0.0	0.0	0.0	0.0	16.0	170.0	34.0	10.5	11.5	2.0	0.0	0.0	16.0	103.0	
09:15 - 09:30	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	1.0	1.5	0.0	0.0	0.0	0.0	24.0	161.0	29.0	15.0	2.3	0.0	0.4	0.2	24.0	90.0	
09:30 - 09:45	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	9.0	2.0	0.0	0.0	0.0	0.0	0.0	9.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	2.3	0.0	0.4	0.0	24.0	131.0	34.0	10.5	4.6	0.0	0.0	0.0	24.0	100.0	
09:45 - 10:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	137.0	22.0	10.5	9.2	0.0	0.0	0.0	25.0	94.0	
16:00 - 16:15	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	3.0	0.0	0.0	0.0	0.0	0.0	36.0	209.0	41.0	10.5	2.3	0.0	1.2	0.0	36.0	178.0	
16:15 - 16:30	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	5.0	0.0	0.0	0.0	0.0	0.0	28.0	200.0	37.0	3.0	2.3	2.0	1.2	0.0	28.0	183.0	
16:30 - 16:45	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	2.0	0.0	0.0	0.0	0.0	0.0	27.0	248.0	49.0	3.0	4.6	0.0	0.4	0.2	27.0	137.0	
16:45 - 17:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	3.0	0.0	0.0	0.0	0.0	0.0	29.0	212.0	39.0	3.0	2.3	0.0	0.8	0.0	29.0	148.0	
17:00 - 17:15	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.0	5.0	1.5	0.0	0.0	0.0	0.0	31.0	227.0	28.0	4.5	0.0	0.0	0.4	0.0	31.0	152.0	
17:15 - 17:30	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0	1.0	0.0	0.0	0.0	0.0	0.0	32.0	213.0	33.0	4.5	0.0	0.0	2.8	0.2	32.0	133.0	
17:30 - 17:45	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	11.0	0.0	0.0	0.0	0.0	0.0	0.2	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	4.0	1.5	0.0	0.0	0.0	0.0	27.0	199.0	17.0	1.5	0.0	0.0	1.2	0.0	27.0	178.0	
17:45 - 18:00	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0	2.0	1.5	0.0	0.0	0.0	0.0	42.0	241.0	29.0	1.5	0.0	0.0	1.2	0.0	42.0	177.0	
18:00 - 18:15	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	13.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	3.0	0.0	0.0	0.0	0.0	0.0	20.0	250.0	23.0	0.0	0.0	0.0	1.2	0.0	20.0	173.0	
18:15 - 18:30	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0	0.0	3.0	0.0	0.0	0.0	0.0	37.0	208.0	22.0	0.0	2.3	2.0	1.2	0.2	37.0	159.0	
18:30 - 18:45	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	2.0	0.0	0.0	0.0	0.4	0.0	34.0	182.0	15.0	0.0	2.3	2.0	0.0	0.0	34.0	142.0	
18:45 - 19:00	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.0	1.0	1.5	0.0	0.0	0.0	0.0	33.0	135.0	19.0	0.0	0.0	2.0	0.4	0.2	33.0	120.0	
07:00 - 08:00	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	7.0	2.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	4.0	7.5	2.3	0.0	0.0	0.0	42.8	687.0	159.0	7.5	13.8	0.0	2.0	0.4	869.7	236.0	
07:15 - 08:15	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.																																									

										Job Number & Name:	13473 Rustington
										Client:	Mayer Brown
										Date:	Tuesday 14 February 2017

ient M				Movement N								Movement O								Movement P							
PSV	M/ B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/ B	Cyc	Total
0.0	0.0	0.0	159.0	45.0	13.5	4.6	0.0	0.8	0.0	0.0	159.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	285.0	44.0	3.0	0.0	0.0	0.4	0.2	0.0	285.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	246.0	45.0	7.5	2.3	2.0	0.8	0.0	0.0	246.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	220.0	32.0	1.5	0.0	4.0	0.8	0.2	0.0	220.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	1.5	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	248.0	32.0	7.5	4.6	0.0	1.2	0.0	0.0	248.0	3.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	194.0	25.0	7.5	4.6	0.0	0.8	0.2	0.0	194.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	198.0	25.0	12.0	4.6	0.0	1.6	0.0	0.0	198.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	189.0	35.0	9.0	9.2	0.0	0.0	0.4	0.0	189.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	1.5	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	162.0	34.0	12.0	6.9	0.0	0.0	0.0	0.0	162.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	177.0	38.0	10.5	2.3	0.0	0.0	0.0	0.0	177.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	165.0	30.0	15.0	9.2	0.0	0.8	0.0	0.0	165.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	189.0	26.0	15.0	0.0	0.0	0.0	0.0	0.0	189.0	1.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

0.0	0.0	0.0	189.0	31.0	6.0	2.3	0.0	0.4	0.0	0.0	189.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	1.5	2.3	0.0	0.0	0.0	0.0
0.0	0.0	0.0	189.0	35.0	1.5	2.3	0.0	0.4	0.0	0.0	189.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2.0	0.0	0.0	194.0	33.0	6.0	4.6	0.0	0.4	0.0	0.0	194.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	222.0	30.0	1.5	6.9	0.0	0.4	0.2	0.0	222.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	232.0	39.0	0.0	4.6	0.0	0.8	0.0	0.0	232.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	246.0	18.0	3.0	0.0	0.0	0.4	0.0	0.0	246.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	237.0	19.0	4.5	0.0	0.0	0.0	0.0	0.0	237.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	229.0	18.0	3.0	0.0	0.0	1.6	0.0	0.0	229.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	207.0	19.0	0.0	2.3	0.0	1.2	0.0	0.0	207.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	169.0	11.0	1.5	0.0	4.0	0.4	0.4	0.0	169.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
0.0	0.0	0.0	181.0	15.0	3.0	2.3	0.0	0.8	0.0	0.0	181.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	136.0	13.0	0.0	0.0	4.0	0.0	0.0	0.0	136.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

0.0	0.0	0.0	34.0	920.0	166.0	25.5	6.9	6.0	2.8	0.4	###	10.0	0.0	0.0	0.0	0.0	0.0	0.4	10.4	6.0	4.0	1.5	0.0	0.0	0.0	0.0	11.5
0.0	0.0	0.0	39.8	979.0	153.0	19.5	6.9	6.0	3.2	0.4	###	10.0	0.0	0.0	0.0	0.0	0.0	0.4	10.8	5.0	2.0	3.0	0.0	0.0	0.0	0.0	10.0
0.0	0.0	0.0	40.8	908.0	134.0	24.0	11.5	6.0	3.6	0.4	###	13.0	0.0	0.0	0.0	0.0	0.4	0.0	13.4	4.0	4.0	3.0	0.0	0.0	0.0	0.0	11.0
0.0	0.0	0.0	50.6	850.0	114.0	28.5	13.8	4.0	4.4	0.4	###	16.0	0.0	0.0	0.0	0.0	0.4	0.0	16.4	5.0	4.0	3.0	0.0	0.0	0.0	0.0	12.0
0.0	0.0	0.0	60.1	819.0	117.0	36.0	23.0	0.0	3.6	0.6	999.2	15.0	0.0	0.0	0.0	0.0	0.4	0.0	15.4	5.0	4.0	3.0	0.0	0.0	0.0	0.0	12.0
0.0	0.0	0.0	55.3	733.0	119.0	40.5	25.3	0.0	2.4	0.6	920.8	17.0	1.0	0.0	0.0	0.0	0.0	0.0	18.0	4.0	5.0	1.5	0.0	0.0	0.0	0.0	10.5
0.0	0.0	0.0	70.8	716.0	132.0	43.5	23.0	0.0	1.6	0.4	916.5	25.0	1.0	0.0	0.0	0.0	0.0	0.0	26.0	6.0	5.0	1.5	0.0	0.0	0.0	0.0	12.5
0.0	0.0	0.0	56.5	693.0	137.0	46.5	27.6	0.0	0.8	0.4	905.3	24.0	1.0	0.0	0.0	0.0	0.0	0.0	25.0	9.0	4.0	1.5	0.0	0.0	0.0	0.0	14.5
0.0	0.0	0.0	50.5	693.0	128.0	52.5	18.4	0.0	0.8	0.0	892.7	22.0	1.0	1.5	0.0	0.0	0.0	0.0	24.5	10.0	3.0	0.0	0.0	0.0	0.0	0.0	13.0
2.0	0.0	0.0	67.0	794.0	129.0	15.0	16.1	0.0	1.6	0.2	955.9	11.0	3.0	0.0	0.0	0.0	0.0	0.0	14.0	8.0	1.0	1.5	2.3	0.0	0.0	0.0	12.8
2.0	0.0	0.0	66.0	837.0	137.0	9.0	18.4	0.0	2.0	0.2	###	19.0	3.0	0.0	0.0	0.0	0.0	0.0	22.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0
2.0	0.0	0.0	65.0	896.0	120.0	10.5	16.1	0.0	2.0	0.2	###	23.0	3.0	0.0	0.0	0.0	0.0	0.0	26.0	12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0
0.0	0.0	0.0	80.0	839.0	106.0	9.0	11.5	0.0	1.6	0.2	###	34.0	2.0	0.0	0.0	0.0	0.0	0.0	36.0	13.0	1.0	0.0	0.0	0.0	0.0	0.0	14.0
0.0	0.0	0.0	54.0	946.0	94.0	10.5	4.6	0.0	2.8	0.0	###	40.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	14.0	2.0	0.0	0.0	0.0	0.0	0.0	16.0
0.0	0.0	0.0	67.0	921.0	74.0	10.5	2.3	0.0	3.2	0.0	###	37.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0	14.0	1.0	0.0	0.0	0.0	0.0	0.0	15.0
0.0	0.0	0.0	47.0	842.0	67.0	9.0	2.3	4.0	3.2	0.4	927.9	36.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	13.0	1.0	0.0	0.0	0.0	0.0	0.0	14.0
0.0	0.0	0.0	58.0	766.0	63.0	7.5	4.6	4.0	4.0	0.4	849.5	31.0	0.0	0.0	0.0	0.0	0.0	0.0	31.0	16.0	1.0	0.0	0.0	0.0	0.0	0.0	17.0
0.0	0.0	0.0	56.0	673.0	58.0	4.5	4.6	8.0	2.4	0.4	750.9	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0

APPENDIX C: TRICS Output Files

Calculation Reference: AUDIT-807401-170213-0219

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLES

Selected regions and areas:

02 SOUTH EAST		
HC HAMPSHIRE		1 days
HF HERTFORDSHIRE		1 days
OX OXFORDSHIRE		1 days
SC SURREY		1 days
03 SOUTH WEST		
BR BRISTOL CITY		1 days
DC DORSET		1 days
04 EAST ANGLIA		
CA CAMBRIDGESHIRE		1 days
SF SUFFOLK		1 days
05 EAST MIDLANDS		
DS DERBYSHIRE		1 days
NR NORTHAMPTONSHIRE		1 days
06 WEST MIDLANDS		
ST STAFFORDSHIRE		1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
RI EAST RIDING OF YORKSHIRE		1 days
09 NORTH		
CB CUMBRIA		2 days
TV TEES VALLEY		2 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 8 to 102 (units:)
Range Selected by User: 6 to 154 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 18/12/14

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

Selected survey days:

Monday	3 days
Tuesday	2 days
Wednesday	7 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	16 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)	14
Edge of Town	2

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	10
Built-Up Zone	1
No Sub Category	5

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

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	13 days

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

Travel Plan:

No	16 days
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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	16 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-03-C-01	FLATS & TERRACED	BRI STOL CI TY
	CLARENCE ROAD		
	BRISTOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	102	
	Survey date: MONDAY	09/11/09	Survey Type: MANUAL
2	CA-03-C-02	BLOCK OF FLATS	CAMBRI DGESHI RE
	WESTFIELD ROAD		
	NETHERTON		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	44	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
3	CB-03-C-02	BLOCK OF FLATS	CUMBRI A
	BRIDGE LANE		
	PENRITH		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	35	
	Survey date: WEDNESDAY	11/06/14	Survey Type: MANUAL
4	CB-03-C-03	FLATS & BUNGALOWS	CUMBRI A
	LOUND STREET		
	KENDAL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
5	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	SPA ROAD		
	WEYMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
6	DS-03-C-01	BLOCK OF FLATS	DERBYSHI RE
	DRAKE STREET		
	LITTLE CHESTER		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	8	
	Survey date: THURSDAY	25/06/09	Survey Type: MANUAL
7	HC-03-C-02	FLATS	HAMPSHI RE
	WORTING ROAD		
	BASINGSTOKE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	21/10/10	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HF-03-C-02	FLATS		HERTFORDSHIRE
	BRIDGE ROAD EAST			
	WELWYN GARDEN CITY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	86		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
9	NR-03-C-01	BLOCK OF FLATS		NORTHAMPTONSHIRE
	ROCKINGHAM ROAD			
	CORBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: FRIDAY	21/11/08		Survey Type: MANUAL
10	OX-03-C-01	BLOCK OF FLATS		OXFORDSHIRE
	OXFORD ROAD			
	COWLEY			
	OXFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: WEDNESDAY	20/10/10		Survey Type: MANUAL
11	RI-03-C-01	FLATS		EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD			
	HULL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: TUESDAY	13/05/14		Survey Type: MANUAL
12	SC-03-C-02	FLATS		SURREY
	CONSTITUTION HILL			
	WOKING			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of dwellings:	36		
	Survey date: WEDNESDAY	23/07/08		Survey Type: MANUAL
13	SF-03-C-03	BLOCKS OF FLATS		SUFFOLK
	TOLLGATE LANE			
	BURY ST EDMUNDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	30		
	Survey date: WEDNESDAY	03/12/14		Survey Type: MANUAL
14	ST-03-C-01	BLOCKS OF FLATS		STAFFORDSHIRE
	ETRURIA COURT			
	HUMBERT ROAD			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	33		
	Survey date: WEDNESDAY	26/11/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	TV-03-C-01	APARTMENTS BLOCKS	TEES VALLEY
	OXFORD ROAD		
	LINTHORPE		
	MIDDLESBROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	85	
	Survey date: MONDAY	06/10/08	Survey Type: MANUAL
16	TV-03-C-02	FLATS	TEES VALLEY
	ACKLAM ROAD		
	LINTHORPE		
	MIDDLESBROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	85	
	Survey date: WEDNESDAY	29/06/11	Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	41	0.039	16	41	0.150	16	41	0.189
08:00 - 09:00	16	41	0.082	16	41	0.268	16	41	0.350
09:00 - 10:00	16	41	0.074	16	41	0.115	16	41	0.189
10:00 - 11:00	16	41	0.079	16	41	0.098	16	41	0.177
11:00 - 12:00	16	41	0.089	16	41	0.092	16	41	0.181
12:00 - 13:00	16	41	0.097	16	41	0.103	16	41	0.200
13:00 - 14:00	16	41	0.103	16	41	0.094	16	41	0.197
14:00 - 15:00	16	41	0.101	16	41	0.110	16	41	0.211
15:00 - 16:00	16	41	0.126	16	41	0.091	16	41	0.217
16:00 - 17:00	16	41	0.133	16	41	0.098	16	41	0.231
17:00 - 18:00	16	41	0.290	16	41	0.132	16	41	0.422
18:00 - 19:00	16	41	0.203	16	41	0.154	16	41	0.357
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.982			1.838			3.820

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.

Parameter summary

Trip rate parameter range selected: 8 - 102 (units:)
 Survey date range: 01/01/08 - 18/12/14
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL TAXIS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	41	0.005	16	41	0.005	16	41	0.010
08:00 - 09:00	16	41	0.006	16	41	0.006	16	41	0.012
09:00 - 10:00	16	41	0.005	16	41	0.005	16	41	0.010
10:00 - 11:00	16	41	0.000	16	41	0.000	16	41	0.000
11:00 - 12:00	16	41	0.002	16	41	0.002	16	41	0.004
12:00 - 13:00	16	41	0.002	16	41	0.002	16	41	0.004
13:00 - 14:00	16	41	0.003	16	41	0.003	16	41	0.006
14:00 - 15:00	16	41	0.006	16	41	0.006	16	41	0.012
15:00 - 16:00	16	41	0.000	16	41	0.000	16	41	0.000
16:00 - 17:00	16	41	0.000	16	41	0.002	16	41	0.002
17:00 - 18:00	16	41	0.005	16	41	0.005	16	41	0.010
18:00 - 19:00	16	41	0.006	16	41	0.006	16	41	0.012
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.042			0.082

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.

Parameter summary

Trip rate parameter range selected: 8 - 102 (units:)
 Survey date range: 01/01/08 - 18/12/14
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL OGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	41	0.002	16	41	0.003	16	41	0.005
08:00 - 09:00	16	41	0.003	16	41	0.003	16	41	0.006
09:00 - 10:00	16	41	0.002	16	41	0.002	16	41	0.004
10:00 - 11:00	16	41	0.002	16	41	0.002	16	41	0.004
11:00 - 12:00	16	41	0.005	16	41	0.005	16	41	0.010
12:00 - 13:00	16	41	0.005	16	41	0.005	16	41	0.010
13:00 - 14:00	16	41	0.002	16	41	0.002	16	41	0.004
14:00 - 15:00	16	41	0.005	16	41	0.002	16	41	0.007
15:00 - 16:00	16	41	0.002	16	41	0.003	16	41	0.005
16:00 - 17:00	16	41	0.002	16	41	0.002	16	41	0.004
17:00 - 18:00	16	41	0.000	16	41	0.000	16	41	0.000
18:00 - 19:00	16	41	0.002	16	41	0.000	16	41	0.002
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.029			0.061

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.

Parameter summary

Trip rate parameter range selected: 8 - 102 (units:)
 Survey date range: 01/01/08 - 18/12/14
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	16	41	0.000	16	41	0.000	16	41	0.000
08:00 - 09:00	16	41	0.000	16	41	0.000	16	41	0.000
09:00 - 10:00	16	41	0.000	16	41	0.000	16	41	0.000
10:00 - 11:00	16	41	0.000	16	41	0.000	16	41	0.000
11:00 - 12:00	16	41	0.000	16	41	0.000	16	41	0.000
12:00 - 13:00	16	41	0.000	16	41	0.000	16	41	0.000
13:00 - 14:00	16	41	0.000	16	41	0.000	16	41	0.000
14:00 - 15:00	16	41	0.000	16	41	0.000	16	41	0.000
15:00 - 16:00	16	41	0.000	16	41	0.000	16	41	0.000
16:00 - 17:00	16	41	0.000	16	41	0.000	16	41	0.000
17:00 - 18:00	16	41	0.002	16	41	0.002	16	41	0.004
18:00 - 19:00	16	41	0.000	16	41	0.000	16	41	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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.

Parameter summary

Trip rate parameter range selected: 8 - 102 (units:)
 Survey date range: 01/01/08 - 18/12/14
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	41	0.005	16	41	0.008	16	41	0.013
08:00 - 09:00	16	41	0.002	16	41	0.011	16	41	0.013
09:00 - 10:00	16	41	0.003	16	41	0.008	16	41	0.011
10:00 - 11:00	16	41	0.002	16	41	0.003	16	41	0.005
11:00 - 12:00	16	41	0.002	16	41	0.009	16	41	0.011
12:00 - 13:00	16	41	0.006	16	41	0.003	16	41	0.009
13:00 - 14:00	16	41	0.008	16	41	0.011	16	41	0.019
14:00 - 15:00	16	41	0.005	16	41	0.009	16	41	0.014
15:00 - 16:00	16	41	0.008	16	41	0.005	16	41	0.013
16:00 - 17:00	16	41	0.014	16	41	0.008	16	41	0.022
17:00 - 18:00	16	41	0.006	16	41	0.003	16	41	0.009
18:00 - 19:00	16	41	0.011	16	41	0.000	16	41	0.011
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.078			0.150

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.

Parameter summary

Trip rate parameter range selected: 8 - 102 (units:)
 Survey date range: 01/01/08 - 18/12/14
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	41	0.053	16	41	0.180	16	41	0.233
08:00 - 09:00	16	41	0.103	16	41	0.327	16	41	0.430
09:00 - 10:00	16	41	0.101	16	41	0.147	16	41	0.248
10:00 - 11:00	16	41	0.098	16	41	0.132	16	41	0.230
11:00 - 12:00	16	41	0.110	16	41	0.130	16	41	0.240
12:00 - 13:00	16	41	0.126	16	41	0.136	16	41	0.262
13:00 - 14:00	16	41	0.120	16	41	0.115	16	41	0.235
14:00 - 15:00	16	41	0.115	16	41	0.157	16	41	0.272
15:00 - 16:00	16	41	0.200	16	41	0.132	16	41	0.332
16:00 - 17:00	16	41	0.163	16	41	0.142	16	41	0.305
17:00 - 18:00	16	41	0.354	16	41	0.188	16	41	0.542
18:00 - 19:00	16	41	0.256	16	41	0.221	16	41	0.477
19:00 - 20:00	2	15	0.267	2	15	0.467	2	15	0.734
20:00 - 21:00	2	15	0.067	2	15	0.100	2	15	0.167
21:00 - 22:00	2	15	0.267	2	15	0.100	2	15	0.367
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.400			2.674			5.074

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.

Parameter summary

Trip rate parameter range selected: 8 - 102 (units:)
 Survey date range: 01/01/08 - 18/12/14
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	41	0.020	16	41	0.053	16	41	0.073
08:00 - 09:00	16	41	0.021	16	41	0.091	16	41	0.112
09:00 - 10:00	16	41	0.021	16	41	0.042	16	41	0.063
10:00 - 11:00	16	41	0.039	16	41	0.033	16	41	0.072
11:00 - 12:00	16	41	0.044	16	41	0.039	16	41	0.083
12:00 - 13:00	16	41	0.054	16	41	0.051	16	41	0.105
13:00 - 14:00	16	41	0.033	16	41	0.039	16	41	0.072
14:00 - 15:00	16	41	0.024	16	41	0.045	16	41	0.069
15:00 - 16:00	16	41	0.079	16	41	0.048	16	41	0.127
16:00 - 17:00	16	41	0.067	16	41	0.054	16	41	0.121
17:00 - 18:00	16	41	0.095	16	41	0.053	16	41	0.148
18:00 - 19:00	16	41	0.054	16	41	0.047	16	41	0.101
19:00 - 20:00	2	15	0.033	2	15	0.067	2	15	0.100
20:00 - 21:00	2	15	0.067	2	15	0.100	2	15	0.167
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.651			0.762			1.413

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.

Parameter summary

Trip rate parameter range selected: 8 - 102 (units:)
 Survey date range: 01/01/08 - 18/12/14
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL BUS/ TRAM PASSENGERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	41	0.003	16	41	0.021	16	41	0.024
08:00 - 09:00	16	41	0.003	16	41	0.032	16	41	0.035
09:00 - 10:00	16	41	0.000	16	41	0.003	16	41	0.003
10:00 - 11:00	16	41	0.002	16	41	0.006	16	41	0.008
11:00 - 12:00	16	41	0.000	16	41	0.002	16	41	0.002
12:00 - 13:00	16	41	0.005	16	41	0.003	16	41	0.008
13:00 - 14:00	16	41	0.003	16	41	0.002	16	41	0.005
14:00 - 15:00	16	41	0.006	16	41	0.002	16	41	0.008
15:00 - 16:00	16	41	0.018	16	41	0.006	16	41	0.024
16:00 - 17:00	16	41	0.018	16	41	0.006	16	41	0.024
17:00 - 18:00	16	41	0.017	16	41	0.000	16	41	0.017
18:00 - 19:00	16	41	0.008	16	41	0.003	16	41	0.011
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.083			0.086			0.169

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.

Parameter summary

Trip rate parameter range selected: 8 - 102 (units:)
 Survey date range: 01/01/08 - 18/12/14
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	41	0.000	16	41	0.009	16	41	0.009
08:00 - 09:00	16	41	0.002	16	41	0.023	16	41	0.025
09:00 - 10:00	16	41	0.000	16	41	0.002	16	41	0.002
10:00 - 11:00	16	41	0.000	16	41	0.005	16	41	0.005
11:00 - 12:00	16	41	0.000	16	41	0.000	16	41	0.000
12:00 - 13:00	16	41	0.000	16	41	0.000	16	41	0.000
13:00 - 14:00	16	41	0.000	16	41	0.002	16	41	0.002
14:00 - 15:00	16	41	0.000	16	41	0.000	16	41	0.000
15:00 - 16:00	16	41	0.002	16	41	0.000	16	41	0.002
16:00 - 17:00	16	41	0.002	16	41	0.002	16	41	0.004
17:00 - 18:00	16	41	0.005	16	41	0.000	16	41	0.005
18:00 - 19:00	16	41	0.023	16	41	0.000	16	41	0.023
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.043			0.077

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.

Parameter summary

Trip rate parameter range selected: 8 - 102 (units:)
 Survey date date range: 01/01/08 - 18/12/14
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	16	41	0.000	16	41	0.000	16	41	0.000
08:00 - 09:00	16	41	0.000	16	41	0.000	16	41	0.000
09:00 - 10:00	16	41	0.000	16	41	0.000	16	41	0.000
10:00 - 11:00	16	41	0.000	16	41	0.000	16	41	0.000
11:00 - 12:00	16	41	0.000	16	41	0.000	16	41	0.000
12:00 - 13:00	16	41	0.000	16	41	0.000	16	41	0.000
13:00 - 14:00	16	41	0.000	16	41	0.000	16	41	0.000
14:00 - 15:00	16	41	0.000	16	41	0.000	16	41	0.000
15:00 - 16:00	16	41	0.000	16	41	0.000	16	41	0.000
16:00 - 17:00	16	41	0.000	16	41	0.000	16	41	0.000
17:00 - 18:00	16	41	0.005	16	41	0.002	16	41	0.007
18:00 - 19:00	16	41	0.000	16	41	0.000	16	41	0.000
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.002			0.007

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.

Parameter summary

Trip rate parameter range selected: 8 - 102 (units:)
 Survey date range: 01/01/08 - 18/12/14
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	41	0.003	16	41	0.030	16	41	0.033
08:00 - 09:00	16	41	0.005	16	41	0.054	16	41	0.059
09:00 - 10:00	16	41	0.000	16	41	0.005	16	41	0.005
10:00 - 11:00	16	41	0.002	16	41	0.011	16	41	0.013
11:00 - 12:00	16	41	0.000	16	41	0.002	16	41	0.002
12:00 - 13:00	16	41	0.005	16	41	0.003	16	41	0.008
13:00 - 14:00	16	41	0.003	16	41	0.003	16	41	0.006
14:00 - 15:00	16	41	0.006	16	41	0.002	16	41	0.008
15:00 - 16:00	16	41	0.020	16	41	0.006	16	41	0.026
16:00 - 17:00	16	41	0.020	16	41	0.008	16	41	0.028
17:00 - 18:00	16	41	0.026	16	41	0.002	16	41	0.028
18:00 - 19:00	16	41	0.030	16	41	0.003	16	41	0.033
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.120			0.129			0.249

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.

Parameter summary

Trip rate parameter range selected: 8 - 102 (units:)
 Survey date range: 01/01/08 - 18/12/14
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	41	0.080	16	41	0.271	16	41	0.351
08:00 - 09:00	16	41	0.130	16	41	0.483	16	41	0.613
09:00 - 10:00	16	41	0.126	16	41	0.201	16	41	0.327
10:00 - 11:00	16	41	0.141	16	41	0.179	16	41	0.320
11:00 - 12:00	16	41	0.156	16	41	0.180	16	41	0.336
12:00 - 13:00	16	41	0.191	16	41	0.194	16	41	0.385
13:00 - 14:00	16	41	0.163	16	41	0.168	16	41	0.331
14:00 - 15:00	16	41	0.150	16	41	0.213	16	41	0.363
15:00 - 16:00	16	41	0.306	16	41	0.191	16	41	0.497
16:00 - 17:00	16	41	0.263	16	41	0.212	16	41	0.475
17:00 - 18:00	16	41	0.481	16	41	0.245	16	41	0.726
18:00 - 19:00	16	41	0.351	16	41	0.271	16	41	0.622
19:00 - 20:00	2	15	0.300	2	15	0.533	2	15	0.833
20:00 - 21:00	2	15	0.133	2	15	0.200	2	15	0.333
21:00 - 22:00	2	15	0.267	2	15	0.100	2	15	0.367
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.238			3.641			6.879

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

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

Parameter summary

Trip rate parameter range selected: 8 - 102 (units:)
 Survey date range: 01/01/08 - 18/12/14
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-807401-170213-0249

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	3 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 129 (units:)
 Range Selected by User: 6 to 150 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/15

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

Selected survey days:

Monday	6 days
Tuesday	8 days
Wednesday	8 days
Thursday	8 days
Friday	7 days

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

Selected survey types:

Manual count	37 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)	21
Edge of Town	16

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	32
No Sub Category	5

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

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	10 days
10,001 to 15,000	9 days
15,001 to 20,000	5 days
20,001 to 25,000	5 days
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:

5,001 to 25,000	4 days
25,001 to 50,000	5 days
50,001 to 75,000	3 days
75,001 to 100,000	10 days
100,001 to 125,000	4 days
125,001 to 250,000	6 days
250,001 to 500,000	4 days
500,001 or More	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	12 days
1.1 to 1.5	25 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	3 days
No	34 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	37 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	20/11/08		Survey Type: MANUAL
3	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
4	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
5	CH-03-A-06	SEMI-DET./ BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
6	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
7	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD			
	HURDSFIELD			
	MACCLESFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
9	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
10	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
11	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: FRIDAY	18/11/11	Survey Type: MANUAL
12	GM-03-A-10	DETACHED/ SEMI	GREATER MANCHESTER
	BUTT HILL DRIVE		
	PRESTWICH		
	MANCHESTER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
13	HC-03-A-17	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
14	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	BOULTHAM		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	OTTERSPOOL		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
16	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
17	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
18	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
19	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
20	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
21	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
23	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
24	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
25	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
26	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
27	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
28	SH-03-A-04	TERRACED	SHROPSHIRE
	ST MICHAEL'S STREET		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	108	
	Survey date: THURSDAY	11/06/09	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	SH-03-A-05	SEMI-DETACHED/ TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
30	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
31	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	NORTHFIELD		
	BRIDGWATER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
32	ST-03-A-05	TERRACED & DETACHED	STAFFORDSHIRE
	WATERMEET GROVE		
	ETRURIA		
	STOKE-ON-TRENT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	14	
	Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL
33	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
34	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
35	WK-03-A-01	TERRACED/ SEMI / DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
37	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	42	0.074	37	42	0.273	37	42	0.347
08:00 - 09:00	37	42	0.146	37	42	0.378	37	42	0.524
09:00 - 10:00	37	42	0.152	37	42	0.180	37	42	0.332
10:00 - 11:00	37	42	0.145	37	42	0.154	37	42	0.299
11:00 - 12:00	37	42	0.159	37	42	0.161	37	42	0.320
12:00 - 13:00	37	42	0.162	37	42	0.159	37	42	0.321
13:00 - 14:00	37	42	0.159	37	42	0.155	37	42	0.314
14:00 - 15:00	37	42	0.150	37	42	0.164	37	42	0.314
15:00 - 16:00	37	42	0.242	37	42	0.173	37	42	0.415
16:00 - 17:00	37	42	0.272	37	42	0.163	37	42	0.435
17:00 - 18:00	37	42	0.338	37	42	0.167	37	42	0.505
18:00 - 19:00	37	42	0.210	37	42	0.148	37	42	0.358
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.209			2.275			4.484

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.

Parameter summary

Trip rate parameter range selected: 6 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 37
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 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	37	42	0.003	37	42	0.003	37	42	0.006
08:00 - 09:00	37	42	0.006	37	42	0.005	37	42	0.011
09:00 - 10:00	37	42	0.004	37	42	0.005	37	42	0.009
10:00 - 11:00	37	42	0.004	37	42	0.004	37	42	0.008
11:00 - 12:00	37	42	0.003	37	42	0.003	37	42	0.006
12:00 - 13:00	37	42	0.001	37	42	0.001	37	42	0.002
13:00 - 14:00	37	42	0.001	37	42	0.001	37	42	0.002
14:00 - 15:00	37	42	0.003	37	42	0.002	37	42	0.005
15:00 - 16:00	37	42	0.004	37	42	0.005	37	42	0.009
16:00 - 17:00	37	42	0.004	37	42	0.004	37	42	0.008
17:00 - 18:00	37	42	0.003	37	42	0.002	37	42	0.005
18:00 - 19:00	37	42	0.001	37	42	0.002	37	42	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.037			0.074

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.

Parameter summary

Trip rate parameter range selected: 6 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 37
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 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	37	42	0.000	37	42	0.000	37	42	0.000
08:00 - 09:00	37	42	0.003	37	42	0.003	37	42	0.006
09:00 - 10:00	37	42	0.003	37	42	0.003	37	42	0.006
10:00 - 11:00	37	42	0.004	37	42	0.002	37	42	0.006
11:00 - 12:00	37	42	0.005	37	42	0.004	37	42	0.009
12:00 - 13:00	37	42	0.004	37	42	0.003	37	42	0.007
13:00 - 14:00	37	42	0.002	37	42	0.003	37	42	0.005
14:00 - 15:00	37	42	0.001	37	42	0.003	37	42	0.004
15:00 - 16:00	37	42	0.001	37	42	0.001	37	42	0.002
16:00 - 17:00	37	42	0.001	37	42	0.001	37	42	0.002
17:00 - 18:00	37	42	0.001	37	42	0.001	37	42	0.002
18:00 - 19:00	37	42	0.000	37	42	0.000	37	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.024			0.049

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.

Parameter summary

Trip rate parameter range selected: 6 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 37
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 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	37	42	0.000	37	42	0.000	37	42	0.000
08:00 - 09:00	37	42	0.001	37	42	0.001	37	42	0.002
09:00 - 10:00	37	42	0.000	37	42	0.000	37	42	0.000
10:00 - 11:00	37	42	0.000	37	42	0.000	37	42	0.000
11:00 - 12:00	37	42	0.002	37	42	0.002	37	42	0.004
12:00 - 13:00	37	42	0.000	37	42	0.000	37	42	0.000
13:00 - 14:00	37	42	0.000	37	42	0.000	37	42	0.000
14:00 - 15:00	37	42	0.000	37	42	0.000	37	42	0.000
15:00 - 16:00	37	42	0.000	37	42	0.000	37	42	0.000
16:00 - 17:00	37	42	0.000	37	42	0.000	37	42	0.000
17:00 - 18:00	37	42	0.000	37	42	0.000	37	42	0.000
18:00 - 19:00	37	42	0.000	37	42	0.000	37	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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.

Parameter summary

Trip rate parameter range selected: 6 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 37
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 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	37	42	0.004	37	42	0.022	37	42	0.026
08:00 - 09:00	37	42	0.003	37	42	0.022	37	42	0.025
09:00 - 10:00	37	42	0.001	37	42	0.009	37	42	0.010
10:00 - 11:00	37	42	0.003	37	42	0.012	37	42	0.015
11:00 - 12:00	37	42	0.004	37	42	0.004	37	42	0.008
12:00 - 13:00	37	42	0.007	37	42	0.006	37	42	0.013
13:00 - 14:00	37	42	0.008	37	42	0.003	37	42	0.011
14:00 - 15:00	37	42	0.005	37	42	0.004	37	42	0.009
15:00 - 16:00	37	42	0.020	37	42	0.003	37	42	0.023
16:00 - 17:00	37	42	0.020	37	42	0.003	37	42	0.023
17:00 - 18:00	37	42	0.020	37	42	0.008	37	42	0.028
18:00 - 19:00	37	42	0.008	37	42	0.004	37	42	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.103			0.100			0.203

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.

Parameter summary

Trip rate parameter range selected: 6 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 37
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 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	37	42	0.084	37	42	0.334	37	42	0.418
08:00 - 09:00	37	42	0.184	37	42	0.549	37	42	0.733
09:00 - 10:00	37	42	0.177	37	42	0.228	37	42	0.405
10:00 - 11:00	37	42	0.177	37	42	0.198	37	42	0.375
11:00 - 12:00	37	42	0.204	37	42	0.207	37	42	0.411
12:00 - 13:00	37	42	0.205	37	42	0.203	37	42	0.408
13:00 - 14:00	37	42	0.196	37	42	0.198	37	42	0.394
14:00 - 15:00	37	42	0.192	37	42	0.205	37	42	0.397
15:00 - 16:00	37	42	0.377	37	42	0.230	37	42	0.607
16:00 - 17:00	37	42	0.381	37	42	0.223	37	42	0.604
17:00 - 18:00	37	42	0.443	37	42	0.209	37	42	0.652
18:00 - 19:00	37	42	0.267	37	42	0.200	37	42	0.467
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.887			2.984			5.871

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.

Parameter summary

Trip rate parameter range selected:	6 - 129 (units:)
Survey date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	37
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 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	37	42	0.019	37	42	0.068	37	42	0.087
08:00 - 09:00	37	42	0.045	37	42	0.173	37	42	0.218
09:00 - 10:00	37	42	0.049	37	42	0.068	37	42	0.117
10:00 - 11:00	37	42	0.052	37	42	0.061	37	42	0.113
11:00 - 12:00	37	42	0.045	37	42	0.040	37	42	0.085
12:00 - 13:00	37	42	0.047	37	42	0.036	37	42	0.083
13:00 - 14:00	37	42	0.041	37	42	0.045	37	42	0.086
14:00 - 15:00	37	42	0.037	37	42	0.047	37	42	0.084
15:00 - 16:00	37	42	0.147	37	42	0.080	37	42	0.227
16:00 - 17:00	37	42	0.099	37	42	0.050	37	42	0.149
17:00 - 18:00	37	42	0.090	37	42	0.033	37	42	0.123
18:00 - 19:00	37	42	0.054	37	42	0.036	37	42	0.090
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.725			0.737			1.462

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.

Parameter summary

Trip rate parameter range selected: 6 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 37
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 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	37	42	0.001	37	42	0.009	37	42	0.010
08:00 - 09:00	37	42	0.002	37	42	0.006	37	42	0.008
09:00 - 10:00	37	42	0.001	37	42	0.004	37	42	0.005
10:00 - 11:00	37	42	0.003	37	42	0.006	37	42	0.009
11:00 - 12:00	37	42	0.003	37	42	0.006	37	42	0.009
12:00 - 13:00	37	42	0.006	37	42	0.006	37	42	0.012
13:00 - 14:00	37	42	0.004	37	42	0.001	37	42	0.005
14:00 - 15:00	37	42	0.004	37	42	0.004	37	42	0.008
15:00 - 16:00	37	42	0.004	37	42	0.003	37	42	0.007
16:00 - 17:00	37	42	0.006	37	42	0.004	37	42	0.010
17:00 - 18:00	37	42	0.010	37	42	0.002	37	42	0.012
18:00 - 19:00	37	42	0.012	37	42	0.000	37	42	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.051			0.107

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.

Parameter summary

Trip rate parameter range selected: 6 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 37
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 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	37	42	0.000	37	42	0.009	37	42	0.009
08:00 - 09:00	37	42	0.000	37	42	0.003	37	42	0.003
09:00 - 10:00	37	42	0.000	37	42	0.003	37	42	0.003
10:00 - 11:00	37	42	0.000	37	42	0.001	37	42	0.001
11:00 - 12:00	37	42	0.000	37	42	0.001	37	42	0.001
12:00 - 13:00	37	42	0.000	37	42	0.001	37	42	0.001
13:00 - 14:00	37	42	0.001	37	42	0.000	37	42	0.001
14:00 - 15:00	37	42	0.001	37	42	0.001	37	42	0.002
15:00 - 16:00	37	42	0.001	37	42	0.002	37	42	0.003
16:00 - 17:00	37	42	0.000	37	42	0.000	37	42	0.000
17:00 - 18:00	37	42	0.004	37	42	0.001	37	42	0.005
18:00 - 19:00	37	42	0.004	37	42	0.000	37	42	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.022			0.033

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.

Parameter summary

Trip rate parameter range selected: 6 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 37
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 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	37	42	0.000	37	42	0.000	37	42	0.000
08:00 - 09:00	37	42	0.001	37	42	0.003	37	42	0.004
09:00 - 10:00	37	42	0.000	37	42	0.000	37	42	0.000
10:00 - 11:00	37	42	0.000	37	42	0.000	37	42	0.000
11:00 - 12:00	37	42	0.003	37	42	0.001	37	42	0.004
12:00 - 13:00	37	42	0.000	37	42	0.000	37	42	0.000
13:00 - 14:00	37	42	0.000	37	42	0.000	37	42	0.000
14:00 - 15:00	37	42	0.000	37	42	0.000	37	42	0.000
15:00 - 16:00	37	42	0.000	37	42	0.000	37	42	0.000
16:00 - 17:00	37	42	0.000	37	42	0.000	37	42	0.000
17:00 - 18:00	37	42	0.000	37	42	0.000	37	42	0.000
18:00 - 19:00	37	42	0.000	37	42	0.000	37	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			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.

Parameter summary

Trip rate parameter range selected: 6 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 37
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 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	37	42	0.001	37	42	0.018	37	42	0.019
08:00 - 09:00	37	42	0.003	37	42	0.012	37	42	0.015
09:00 - 10:00	37	42	0.001	37	42	0.007	37	42	0.008
10:00 - 11:00	37	42	0.003	37	42	0.007	37	42	0.010
11:00 - 12:00	37	42	0.006	37	42	0.007	37	42	0.013
12:00 - 13:00	37	42	0.006	37	42	0.008	37	42	0.014
13:00 - 14:00	37	42	0.004	37	42	0.001	37	42	0.005
14:00 - 15:00	37	42	0.004	37	42	0.004	37	42	0.008
15:00 - 16:00	37	42	0.004	37	42	0.004	37	42	0.008
16:00 - 17:00	37	42	0.006	37	42	0.004	37	42	0.010
17:00 - 18:00	37	42	0.015	37	42	0.003	37	42	0.018
18:00 - 19:00	37	42	0.016	37	42	0.000	37	42	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.075			0.144

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.

Parameter summary

Trip rate parameter range selected: 6 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 37
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 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	37	42	0.107	37	42	0.442	37	42	0.549
08:00 - 09:00	37	42	0.234	37	42	0.756	37	42	0.990
09:00 - 10:00	37	42	0.228	37	42	0.312	37	42	0.540
10:00 - 11:00	37	42	0.235	37	42	0.278	37	42	0.513
11:00 - 12:00	37	42	0.259	37	42	0.259	37	42	0.518
12:00 - 13:00	37	42	0.265	37	42	0.253	37	42	0.518
13:00 - 14:00	37	42	0.250	37	42	0.247	37	42	0.497
14:00 - 15:00	37	42	0.239	37	42	0.262	37	42	0.501
15:00 - 16:00	37	42	0.548	37	42	0.317	37	42	0.865
16:00 - 17:00	37	42	0.506	37	42	0.280	37	42	0.786
17:00 - 18:00	37	42	0.568	37	42	0.253	37	42	0.821
18:00 - 19:00	37	42	0.345	37	42	0.240	37	42	0.585
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.784			3.899			7.683

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.

Parameter summary

Trip rate parameter range selected: 6 - 129 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 37
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-807401-170213-0212

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

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

Secondary Filtering selection:

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

Parameter: Number of residents
Actual Range: 35 to 58 (units:)
Range Selected by User: 35 to 58 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 13/12/12

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	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)	3
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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
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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:

C2	3 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

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:

No	3 days
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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	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DH-05-L-01	CARE CENTRE	DURHAM
	TRINITY MEWS		
	PIERREMONT		
	DARLINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	35	
	Survey date: WEDNESDAY	10/11/10	Survey Type: MANUAL
2	NR-05-L-01	CARE HOME & HOSPITAL	NORTHAMPTONSHIRE
	ST MATTHEWS PARADE		
	KINGSLEY PARK		
	NORTHAMPTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: MONDAY	24/11/08	Survey Type: MANUAL
3	WY-05-L-01	CARE HOME	WEST YORKSHIRE
	NORTH PARK ROAD		
	BRADFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	40	
	Survey date: THURSDAY	13/12/12	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	44	0.150	3	44	0.083	3	44	0.233
08:00 - 09:00	3	44	0.083	3	44	0.105	3	44	0.188
09:00 - 10:00	3	44	0.068	3	44	0.045	3	44	0.113
10:00 - 11:00	3	44	0.105	3	44	0.045	3	44	0.150
11:00 - 12:00	3	44	0.105	3	44	0.105	3	44	0.210
12:00 - 13:00	3	44	0.068	3	44	0.120	3	44	0.188
13:00 - 14:00	3	44	0.090	3	44	0.075	3	44	0.165
14:00 - 15:00	3	44	0.083	3	44	0.098	3	44	0.181
15:00 - 16:00	3	44	0.075	3	44	0.105	3	44	0.180
16:00 - 17:00	3	44	0.045	3	44	0.143	3	44	0.188
17:00 - 18:00	3	44	0.068	3	44	0.083	3	44	0.151
18:00 - 19:00	3	44	0.038	3	44	0.023	3	44	0.061
19:00 - 20:00	2	38	0.160	2	38	0.093	2	38	0.253
20:00 - 21:00	2	38	0.013	2	38	0.133	2	38	0.146
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.151			1.256			2.407

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.

Parameter summary

Trip rate parameter range selected: 35 - 58 (units:)
 Survey date range: 01/01/08 - 13/12/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL TAXIS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	44	0.023	3	44	0.008	3	44	0.031
08:00 - 09:00	3	44	0.015	3	44	0.030	3	44	0.045
09:00 - 10:00	3	44	0.008	3	44	0.008	3	44	0.016
10:00 - 11:00	3	44	0.008	3	44	0.008	3	44	0.016
11:00 - 12:00	3	44	0.008	3	44	0.008	3	44	0.016
12:00 - 13:00	3	44	0.008	3	44	0.008	3	44	0.016
13:00 - 14:00	3	44	0.008	3	44	0.008	3	44	0.016
14:00 - 15:00	3	44	0.000	3	44	0.000	3	44	0.000
15:00 - 16:00	3	44	0.000	3	44	0.000	3	44	0.000
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.008	3	44	0.008	3	44	0.016
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	2	38	0.000	2	38	0.000	2	38	0.000
20:00 - 21:00	2	38	0.013	2	38	0.013	2	38	0.026
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.099			0.198

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.

Parameter summary

Trip rate parameter range selected: 35 - 58 (units:)
 Survey date range: 01/01/08 - 13/12/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL OGVS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	44	0.000	3	44	0.000	3	44	0.000
08:00 - 09:00	3	44	0.008	3	44	0.008	3	44	0.016
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.000	3	44	0.000	3	44	0.000
11:00 - 12:00	3	44	0.000	3	44	0.000	3	44	0.000
12:00 - 13:00	3	44	0.000	3	44	0.000	3	44	0.000
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.000	3	44	0.000	3	44	0.000
15:00 - 16:00	3	44	0.000	3	44	0.000	3	44	0.000
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	2	38	0.000	2	38	0.000	2	38	0.000
20:00 - 21:00	2	38	0.000	2	38	0.000	2	38	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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.

Parameter summary

Trip rate parameter range selected: 35 - 58 (units:)
 Survey date range: 01/01/08 - 13/12/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL PSVS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	44	0.000	3	44	0.000	3	44	0.000
08:00 - 09:00	3	44	0.000	3	44	0.000	3	44	0.000
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.000	3	44	0.000	3	44	0.000
11:00 - 12:00	3	44	0.000	3	44	0.000	3	44	0.000
12:00 - 13:00	3	44	0.000	3	44	0.000	3	44	0.000
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.000	3	44	0.000	3	44	0.000
15:00 - 16:00	3	44	0.000	3	44	0.000	3	44	0.000
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	2	38	0.000	2	38	0.000	2	38	0.000
20:00 - 21:00	2	38	0.000	2	38	0.000	2	38	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected: 35 - 58 (units:)
 Survey date range: 01/01/08 - 13/12/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL CYCLISTS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	44	0.000	3	44	0.008	3	44	0.008
08:00 - 09:00	3	44	0.000	3	44	0.008	3	44	0.008
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.000	3	44	0.000	3	44	0.000
11:00 - 12:00	3	44	0.000	3	44	0.000	3	44	0.000
12:00 - 13:00	3	44	0.000	3	44	0.000	3	44	0.000
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.000	3	44	0.000	3	44	0.000
15:00 - 16:00	3	44	0.000	3	44	0.000	3	44	0.000
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	2	38	0.000	2	38	0.000	2	38	0.000
20:00 - 21:00	2	38	0.000	2	38	0.000	2	38	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.016			0.016

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.

Parameter summary

Trip rate parameter range selected: 35 - 58 (units:)
 Survey date date range: 01/01/08 - 13/12/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	44	0.165	3	44	0.105	3	44	0.270
08:00 - 09:00	3	44	0.083	3	44	0.105	3	44	0.188
09:00 - 10:00	3	44	0.060	3	44	0.038	3	44	0.098
10:00 - 11:00	3	44	0.128	3	44	0.053	3	44	0.181
11:00 - 12:00	3	44	0.150	3	44	0.128	3	44	0.278
12:00 - 13:00	3	44	0.068	3	44	0.135	3	44	0.203
13:00 - 14:00	3	44	0.098	3	44	0.083	3	44	0.181
14:00 - 15:00	3	44	0.113	3	44	0.105	3	44	0.218
15:00 - 16:00	3	44	0.105	3	44	0.128	3	44	0.233
16:00 - 17:00	3	44	0.053	3	44	0.203	3	44	0.256
17:00 - 18:00	3	44	0.060	3	44	0.105	3	44	0.165
18:00 - 19:00	3	44	0.068	3	44	0.053	3	44	0.121
19:00 - 20:00	2	38	0.200	2	38	0.093	2	38	0.293
20:00 - 21:00	2	38	0.013	2	38	0.213	2	38	0.226
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.364			1.547			2.911

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.

Parameter summary

Trip rate parameter range selected: 35 - 58 (units:)
 Survey date range: 01/01/08 - 13/12/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	44	0.068	3	44	0.023	3	44	0.091
08:00 - 09:00	3	44	0.030	3	44	0.030	3	44	0.060
09:00 - 10:00	3	44	0.030	3	44	0.015	3	44	0.045
10:00 - 11:00	3	44	0.045	3	44	0.038	3	44	0.083
11:00 - 12:00	3	44	0.045	3	44	0.015	3	44	0.060
12:00 - 13:00	3	44	0.068	3	44	0.098	3	44	0.166
13:00 - 14:00	3	44	0.105	3	44	0.120	3	44	0.225
14:00 - 15:00	3	44	0.053	3	44	0.053	3	44	0.106
15:00 - 16:00	3	44	0.045	3	44	0.105	3	44	0.150
16:00 - 17:00	3	44	0.075	3	44	0.045	3	44	0.120
17:00 - 18:00	3	44	0.030	3	44	0.038	3	44	0.068
18:00 - 19:00	3	44	0.015	3	44	0.045	3	44	0.060
19:00 - 20:00	2	38	0.093	2	38	0.080	2	38	0.173
20:00 - 21:00	2	38	0.067	2	38	0.053	2	38	0.120
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.769			0.758			1.527

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.

Parameter summary

Trip rate parameter range selected: 35 - 58 (units:)
 Survey date range: 01/01/08 - 13/12/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL BUS/ TRAM PASSENGERS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	44	0.053	3	44	0.000	3	44	0.053
08:00 - 09:00	3	44	0.023	3	44	0.000	3	44	0.023
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.000	3	44	0.030	3	44	0.030
11:00 - 12:00	3	44	0.000	3	44	0.008	3	44	0.008
12:00 - 13:00	3	44	0.000	3	44	0.000	3	44	0.000
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.000	3	44	0.000	3	44	0.000
15:00 - 16:00	3	44	0.008	3	44	0.023	3	44	0.031
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	2	38	0.000	2	38	0.000	2	38	0.000
20:00 - 21:00	2	38	0.000	2	38	0.000	2	38	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.061			0.145

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.

Parameter summary

Trip rate parameter range selected: 35 - 58 (units:)
 Survey date range: 01/01/08 - 13/12/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL TOTAL RAIL PASSENGERS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	44	0.000	3	44	0.000	3	44	0.000
08:00 - 09:00	3	44	0.000	3	44	0.000	3	44	0.000
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.000	3	44	0.000	3	44	0.000
11:00 - 12:00	3	44	0.000	3	44	0.000	3	44	0.000
12:00 - 13:00	3	44	0.000	3	44	0.000	3	44	0.000
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.000	3	44	0.000	3	44	0.000
15:00 - 16:00	3	44	0.000	3	44	0.000	3	44	0.000
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	2	38	0.000	2	38	0.000	2	38	0.000
20:00 - 21:00	2	38	0.000	2	38	0.000	2	38	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected: 35 - 58 (units:)
 Survey date date range: 01/01/08 - 13/12/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL COACH PASSENGERS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	44	0.000	3	44	0.000	3	44	0.000
08:00 - 09:00	3	44	0.000	3	44	0.000	3	44	0.000
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.000	3	44	0.000	3	44	0.000
11:00 - 12:00	3	44	0.000	3	44	0.000	3	44	0.000
12:00 - 13:00	3	44	0.000	3	44	0.000	3	44	0.000
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.000	3	44	0.000	3	44	0.000
15:00 - 16:00	3	44	0.000	3	44	0.000	3	44	0.000
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	2	38	0.000	2	38	0.000	2	38	0.000
20:00 - 21:00	2	38	0.000	2	38	0.000	2	38	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected: 35 - 58 (units:)
 Survey date date range: 01/01/08 - 13/12/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	44	0.053	3	44	0.000	3	44	0.053
08:00 - 09:00	3	44	0.023	3	44	0.000	3	44	0.023
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.000	3	44	0.030	3	44	0.030
11:00 - 12:00	3	44	0.000	3	44	0.008	3	44	0.008
12:00 - 13:00	3	44	0.000	3	44	0.000	3	44	0.000
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.000	3	44	0.000	3	44	0.000
15:00 - 16:00	3	44	0.008	3	44	0.023	3	44	0.031
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	2	38	0.000	2	38	0.000	2	38	0.000
20:00 - 21:00	2	38	0.000	2	38	0.000	2	38	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.061			0.145

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.

Parameter summary

Trip rate parameter range selected: 35 - 58 (units:)
 Survey date range: 01/01/08 - 13/12/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	44	0.286	3	44	0.135	3	44	0.421
08:00 - 09:00	3	44	0.135	3	44	0.143	3	44	0.278
09:00 - 10:00	3	44	0.090	3	44	0.053	3	44	0.143
10:00 - 11:00	3	44	0.173	3	44	0.120	3	44	0.293
11:00 - 12:00	3	44	0.195	3	44	0.150	3	44	0.345
12:00 - 13:00	3	44	0.135	3	44	0.233	3	44	0.368
13:00 - 14:00	3	44	0.203	3	44	0.203	3	44	0.406
14:00 - 15:00	3	44	0.165	3	44	0.158	3	44	0.323
15:00 - 16:00	3	44	0.158	3	44	0.256	3	44	0.414
16:00 - 17:00	3	44	0.128	3	44	0.248	3	44	0.376
17:00 - 18:00	3	44	0.090	3	44	0.143	3	44	0.233
18:00 - 19:00	3	44	0.083	3	44	0.098	3	44	0.181
19:00 - 20:00	2	38	0.293	2	38	0.173	2	38	0.466
20:00 - 21:00	2	38	0.080	2	38	0.267	2	38	0.347
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.214			2.380			4.594

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.

Parameter summary

Trip rate parameter range selected: 35 - 58 (units:)
 Survey date range: 01/01/08 - 13/12/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

APPENDIX D: PICADY Output Files

Junctions 9										
PICADY 9 - Priority Intersection Module										
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017										
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trisoftware.co.uk										
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution										

Filename: 2017-02-23 A259 - Site Access.j9

Path: H:_Planning 2\Current Jobs\SPRust(BrookLane).1\Analysis\Picady

Report generation date: 27/02/2017 15:02:18

- »2019 Base + Com Dev, AM
- »2019 Base + Com Dev, PM
- »2022 Base + Com Dev, AM
- »2022 Base + Com Dev, PM
- »2019 Base + Com Dev + Dev, AM
- »2019 Base + Com Dev + Dev, PM
- »2022 Base + Com Dev + Dev, AM
- »2022 Base + Com Dev + Dev, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
2019 Base + Com Dev										
Stream B-AC	0.0	5.64	0.03	A	331 %	0.2	6.47	0.13	A	187 %
Stream C-B	0.0	0.00	0.00	A	[Stream B-AC]	0.0	0.00	0.00	A	[Stream B-AC]
2022 Base + Com Dev										
Stream B-AC	0.0	5.71	0.03	A	311 %	0.2	6.56	0.13	A	179 %
Stream C-B	0.0	0.00	0.00	A	[Stream B-AC]	0.0	0.00	0.00	A	[Stream B-AC]
2019 Base + Com Dev + Dev										
Stream B-AC	0.1	6.04	0.09	A	242 %	0.2	6.76	0.17	A	162 %
Stream C-B	0.0	0.00	0.00	A	[Stream B-AC]	0.0	0.00	0.00	A	[Stream B-AC]
2022 Base + Com Dev + Dev										
Stream B-AC	0.1	6.12	0.09	A	229 %	0.2	6.85	0.17	A	155 %
Stream C-B	0.0	0.00	0.00	A	[Stream B-AC]	0.0	0.00	0.00	A	[Stream B-AC]

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

File summary

File Description

Title	Proposed Left in/Left out Site Access Junction
Location	Rustington, West Sussex
Site number	
Date	18/09/2013
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	oneaves [MBWPC052]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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	2019 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Base + Com Dev	PM	ONE HOUR	16:15	17:45	15	✓
D3	2022 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2022 Base + Com Dev	PM	ONE HOUR	16:15	17:45	15	✓
D5	2019 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2019 Base + Com Dev + Dev	PM	ONE HOUR	16:15	17:45	15	✓
D7	2022 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2022 Base + Com Dev + Dev	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2019 Base + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	331	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	A259 East		Major
B	Site Access		Minor
C	A259 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	20.00	✓	0.00		0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	0	165

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	613	0.044	0.110	0.069	0.158
1	B-C	801	0.048	0.121	-	-
1	C-B	574	0.087	0.087	-	-

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	2019 Base + Com Dev	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	✓	1056	100.000
B		ONE HOUR	✓	17	100.000
C		ONE HOUR	✓	1095	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	19	1037
	B	0	0	17
	C	1095	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	3
	B	0	0	0
	C	4	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-AC	0.03	5.64	0.0	A	16	23
C-A					1005	1507
C-B	0.00	0.00	0.0	A	0	0
AB					17	26
AC					952	1427

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)	LOS
B-AC	13	3	702	0.018	13	0.0	0.0	5.219	A
C-A	824	206			824				
C-B	0	0	503	0.000	0	0.0	0.0	0.000	A
AB	14	4			14				
AC	781	195			781				

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)	LOS
B-AC	15	4	683	0.022	15	0.0	0.0	5.387	A
C-A	984	246			984				
C-B	0	0	489	0.000	0	0.0	0.0	0.000	A
AB	17	4			17				
AC	932	233			932				

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)	LOS
B-AC	19	5	657	0.028	19	0.0	0.0	5.639	A
C-A	1206	301			1206				
C-B	0	0	470	0.000	0	0.0	0.0	0.000	A
AB	21	5			21				
AC	1142	285			1142				

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)	LOS
B-AC	19	5	657	0.028	19	0.0	0.0	5.639	A
C-A	1206	301			1206				
C-B	0	0	470	0.000	0	0.0	0.0	0.000	A
AB	21	5			21				
AC	1142	285			1142				

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)	LOS
B-AC	15	4	683	0.022	15	0.0	0.0	5.390	A
C-A	984	246			984				
C-B	0	0	489	0.000	0	0.0	0.0	0.000	A
AB	17	4			17				
AC	932	233			932				

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)	LOS
B-AC	13	3	702	0.018	13	0.0	0.0	5.219	A
C-A	824	206			824				
C-B	0	0	503	0.000	0	0.0	0.0	0.000	A
AB	14	4			14				
AC	781	195			781				

2019 Base + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.20	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	187	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base + Com Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1234	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	1177	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	84	1150
	B	0	0	77
	C	1177	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	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-AC	0.13	6.47	0.2	A	71	106
C-A					1080	1620
C-B	0.00	0.00	0.0	A	0	0
AB					77	116
AC					1055	1583

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	58	14	692	0.084	58	0.0	0.1	5.676	A
C-A	886	222			886				
C-B	0	0	492	0.000	0	0.0	0.0	0.000	A
AB	63	16			63				
AC	866	216			866				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	69	17	670	0.103	69	0.1	0.1	5.987	A
C-A	1058	265			1058				
C-B	0	0	477	0.000	0	0.0	0.0	0.000	A
AB	76	19			76				
AC	1034	258			1034				

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)	LOS
B-AC	85	21	641	0.132	85	0.1	0.2	6.467	A
C-A	1296	324			1296				
C-B	0	0	455	0.000	0	0.0	0.0	0.000	A
AB	92	23			92				
AC	1266	317			1266				

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)	LOS
B-AC	85	21	641	0.132	85	0.2	0.2	6.469	A
C-A	1296	324			1296				
C-B	0	0	455	0.000	0	0.0	0.0	0.000	A
AB	92	23			92				
AC	1266	317			1266				

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)	LOS
B-AC	69	17	670	0.103	69	0.2	0.1	5.992	A
C-A	1058	265			1058				
C-B	0	0	477	0.000	0	0.0	0.0	0.000	A
AB	76	19			76				
AC	1034	258			1034				

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)	LOS
B-AC	58	14	692	0.084	58	0.1	0.1	5.684	A
C-A	886	222			886				
C-B	0	0	492	0.000	0	0.0	0.0	0.000	A
AB	63	16			63				
AC	866	216			866				

2022 Base + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	311	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022 Base + Com Dev	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	✓	1103	100.000
B		ONE HOUR	✓	17	100.000
C		ONE HOUR	✓	1144	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	19	1084
	B	0	0	17
	C	1144	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	4
	B	0	0	0
	C	4	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-AC	0.03	5.71	0.0	A	16	23
C-A					1050	1575
C-B	0.00	0.00	0.0	A	0	0
AB					17	26
AC					995	1492

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)	LOS
B-AC	13	3	697	0.018	13	0.0	0.0	5.260	A
C-A	861	215			861				
C-B	0	0	499	0.000	0	0.0	0.0	0.000	A
AB	14	4			14				
AC	816	204			816				

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)	LOS
B-AC	15	4	677	0.023	15	0.0	0.0	5.440	A
C-A	1028	257			1028				
C-B	0	0	484	0.000	0	0.0	0.0	0.000	A
AB	17	4			17				
AC	974	244			974				

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)	LOS
B-AC	19	5	649	0.029	19	0.0	0.0	5.709	A
C-A	1260	315			1260				
C-B	0	0	464	0.000	0	0.0	0.0	0.000	A
AB	21	5			21				
AC	1194	298			1194				

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)	LOS
B-AC	19	5	649	0.029	19	0.0	0.0	5.709	A
C-A	1260	315			1260				
C-B	0	0	464	0.000	0	0.0	0.0	0.000	A
AB	21	5			21				
AC	1194	298			1194				



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)	LOS
B-AC	15	4	677	0.023	15	0.0	0.0	5.442	A
C-A	1028	257			1028				
C-B	0	0	484	0.000	0	0.0	0.0	0.000	A
AB	17	4			17				
AC	974	244			974				

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)	LOS
B-AC	13	3	697	0.018	13	0.0	0.0	5.260	A
C-A	861	215			861				
C-B	0	0	499	0.000	0	0.0	0.0	0.000	A
AB	14	4			14				
AC	816	204			816				

2022 Base + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.19	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	179	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2022 Base + Com Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1288	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	1229	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	84	1204
	B	0	0	77
	C	1229	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	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-AC	0.13	6.56	0.2	A	71	106
C-A					1128	1692
C-B	0.00	0.00	0.0	A	0	0
AB					77	116
AC					1105	1657

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	58	14	687	0.084	58	0.0	0.1	5.721	A
C-A	925	231			925				
C-B	0	0	489	0.000	0	0.0	0.0	0.000	A
AB	63	16			63				
AC	906	227			906				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	69	17	664	0.104	69	0.1	0.1	6.047	A
C-A	1105	276			1105				
C-B	0	0	472	0.000	0	0.0	0.0	0.000	A
AB	76	19			76				
AC	1082	271			1082				

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)	LOS
B-AC	85	21	634	0.134	85	0.1	0.2	6.552	A
C-A	1353	338			1353				
C-B	0	0	450	0.000	0	0.0	0.0	0.000	A
AB	92	23			92				
AC	1326	331			1326				

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)	LOS
B-AC	85	21	634	0.134	85	0.2	0.2	6.555	A
C-A	1353	338			1353				
C-B	0	0	450	0.000	0	0.0	0.0	0.000	A
AB	92	23			92				
AC	1326	331			1326				

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)	LOS
B-AC	69	17	664	0.104	69	0.2	0.1	6.052	A
C-A	1105	276			1105				
C-B	0	0	472	0.000	0	0.0	0.0	0.000	A
AB	76	19			76				
AC	1082	271			1082				

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)	LOS
B-AC	58	14	687	0.084	58	0.1	0.1	5.730	A
C-A	925	231			925				
C-B	0	0	489	0.000	0	0.0	0.0	0.000	A
AB	63	16			63				
AC	906	227			906				

2019 Base + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	242	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2019 Base + Com Dev + Dev	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	✓	1073	100.000
B		ONE HOUR	✓	55	100.000
C		ONE HOUR	✓	67680	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	36	1037
	B	0	0	55
	C	67680	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	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-AC	0.09	6.04	0.1	A	50	76
C-A					62104	93157
C-B	0.00	0.00	0.0	A	0	0
AB					33	50
AC					952	1427

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)	LOS
B-AC	41	10	702	0.059	41	0.0	0.1	5.448	A
C-A	50953	12738			50953				
C-B	0	0	502	0.000	0	0.0	0.0	0.000	A
AB	27	7			27				
AC	781	195			781				

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)	LOS
B-AC	49	12	683	0.072	49	0.1	0.1	5.684	A
C-A	60843	15211			60843				
C-B	0	0	488	0.000	0	0.0	0.0	0.000	A
AB	32	8			32				
AC	932	233			932				

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)	LOS
B-AC	61	15	656	0.092	60	0.1	0.1	6.043	A
C-A	74517	18629			74517				
C-B	0	0	468	0.000	0	0.0	0.0	0.000	A
AB	40	10			40				
AC	1142	285			1142				

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)	LOS
B-AC	61	15	656	0.092	61	0.1	0.1	6.043	A
C-A	74517	18629			74517				
C-B	0	0	468	0.000	0	0.0	0.0	0.000	A
AB	40	10			40				
AC	1142	285			1142				



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)	LOS
B-AC	49	12	683	0.072	50	0.1	0.1	5.686	A
C-A	60843	15211			60843				
C-B	0	0	488	0.000	0	0.0	0.0	0.000	A
AB	32	8			32				
AC	932	233			932				

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)	LOS
B-AC	41	10	702	0.059	41	0.1	0.1	5.451	A
C-A	50953	12738			50953				
C-B	0	0	502	0.000	0	0.0	0.0	0.000	A
AB	27	7			27				
AC	781	195			781				

2019 Base + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	162	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2019 Base + Com Dev + Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1268	100.000
B		ONE HOUR	✓	97	100.000
C		ONE HOUR	✓	1200	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	118	1150
	B	0	0	97
	C	1200	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	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-AC	0.17	6.76	0.2	A	89	134
C-A					1101	1652
C-B	0.00	0.00	0.0	A	0	0
AB					108	162
AC					1055	1583

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	73	18	690	0.106	73	0.0	0.1	5.823	A
C-A	903	226			903				
C-B	0	0	490	0.000	0	0.0	0.0	0.000	A
AB	89	22			89				
AC	866	216			866				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	87	22	669	0.130	87	0.1	0.1	6.185	A
C-A	1079	270			1079				
C-B	0	0	474	0.000	0	0.0	0.0	0.000	A
AB	106	27			106				
AC	1034	258			1034				

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)	LOS
B-AC	107	27	639	0.167	107	0.1	0.2	6.757	A
C-A	1321	330			1321				
C-B	0	0	451	0.000	0	0.0	0.0	0.000	A
AB	130	32			130				
AC	1266	317			1266				

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)	LOS
B-AC	107	27	639	0.167	107	0.2	0.2	6.759	A
C-A	1321	330			1321				
C-B	0	0	451	0.000	0	0.0	0.0	0.000	A
AB	130	32			130				
AC	1266	317			1266				

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)	LOS
B-AC	87	22	669	0.130	87	0.2	0.2	6.191	A
C-A	1079	270			1079				
C-B	0	0	474	0.000	0	0.0	0.0	0.000	A
AB	106	27			106				
AC	1034	258			1034				

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)	LOS
B-AC	73	18	690	0.106	73	0.2	0.1	5.835	A
C-A	903	226			903				
C-B	0	0	490	0.000	0	0.0	0.0	0.000	A
AB	89	22			89				
AC	866	216			866				

2022 Base + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.14	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	229	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Base + Com Dev + Dev	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	✓	1120	100.000
B		ONE HOUR	✓	55	100.000
C		ONE HOUR	✓	1177	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	36	1084
	B	0	0	55
	C	1177	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	4	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-AC	0.09	6.12	0.1	A	50	76
C-A					1080	1620
C-B	0.00	0.00	0.0	A	0	0
AB					33	50
AC					995	1492

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)	LOS
B-AC	41	10	696	0.059	41	0.0	0.1	5.494	A
C-A	886	222			886				
C-B	0	0	498	0.000	0	0.0	0.0	0.000	A
AB	27	7			27				
AC	816	204			816				

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)	LOS
B-AC	49	12	676	0.073	49	0.1	0.1	5.743	A
C-A	1058	265			1058				
C-B	0	0	483	0.000	0	0.0	0.0	0.000	A
AB	32	8			32				
AC	974	244			974				

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)	LOS
B-AC	61	15	648	0.093	60	0.1	0.1	6.125	A
C-A	1296	324			1296				
C-B	0	0	463	0.000	0	0.0	0.0	0.000	A
AB	40	10			40				
AC	1194	298			1194				

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)	LOS
B-AC	61	15	648	0.093	61	0.1	0.1	6.125	A
C-A	1296	324			1296				
C-B	0	0	463	0.000	0	0.0	0.0	0.000	A
AB	40	10			40				
AC	1194	298			1194				

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)	LOS
B-AC	49	12	676	0.073	50	0.1	0.1	5.744	A
C-A	1058	265			1058				
C-B	0	0	483	0.000	0	0.0	0.0	0.000	A
AB	32	8			32				
AC	974	244			974				

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)	LOS
B-AC	41	10	696	0.059	41	0.1	0.1	5.496	A
C-A	886	222			886				
C-B	0	0	498	0.000	0	0.0	0.0	0.000	A
AB	27	7			27				
AC	816	204			816				

2022 Base + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	155	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Base + Com Dev + Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1322	100.000
B		ONE HOUR	✓	97	100.000
C		ONE HOUR	✓	1253	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	118	1204
	B	0	0	97
	C	1253	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	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-AC	0.17	6.85	0.2	A	89	134
C-A					1150	1725
C-B	0.00	0.00	0.0	A	0	0
AB					108	162
AC					1105	1657

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	73	18	685	0.107	73	0.0	0.1	5.871	A
C-A	943	236			943				
C-B	0	0	487	0.000	0	0.0	0.0	0.000	A
AB	89	22			89				
AC	906	227			906				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	87	22	663	0.132	87	0.1	0.2	6.248	A
C-A	1126	282			1126				
C-B	0	0	470	0.000	0	0.0	0.0	0.000	A
AB	106	27			106				
AC	1082	271			1082				

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)	LOS
B-AC	107	27	632	0.169	107	0.2	0.2	6.846	A
C-A	1380	345			1380				
C-B	0	0	446	0.000	0	0.0	0.0	0.000	A
AB	130	32			130				
AC	1326	331			1326				

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)	LOS
B-AC	107	27	632	0.169	107	0.2	0.2	6.852	A
C-A	1380	345			1380				
C-B	0	0	446	0.000	0	0.0	0.0	0.000	A
AB	130	32			130				
AC	1326	331			1326				

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)	LOS
B-AC	87	22	663	0.132	87	0.2	0.2	6.255	A
C-A	1126	282			1126				
C-B	0	0	470	0.000	0	0.0	0.0	0.000	A
AB	106	27			106				
AC	1082	271			1082				

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)	LOS
B-AC	73	18	685	0.107	73	0.2	0.1	5.880	A
C-A	943	236			943				
C-B	0	0	487	0.000	0	0.0	0.0	0.000	A
AB	89	22			89				
AC	906	227			906				

APPENDIX E: ARCADY Output Files

Junctions 9				
ARCADY 9 - Roundabout Module				
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017				
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk				
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution				

Filename: 2017-02-23 A259 - Mill Lane Roundabout-AM.j9

Path: H:_Planning 2\Current Jobs\SPRust(BrookLane).1\Analysis\Arcady

Report generation date: 01/03/2017 09:45:21

- »2017 Observed Weekday, AM
- »2019 Base + Com Dev, AM
- »2022 Base + Com Dev, AM
- »2019 Base + Com Dev + Dev, AM
- »2022 Base + Com Dev + Dev, AM

Summary of junction performance

	AM				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	2017 Observed Weekday				
Arm A	0.7	0.70	0.43	E	-2 % [Arm A]
Arm B	1.6	0.05	0.61	A	
Arm C	1.8	0.11	0.64	A	
Arm D	1.3	0.07	0.57	A	
	2019 Base + Com Dev				
Arm A	1.1	1.08	0.55	F	-5 % [Arm A]
Arm B	1.7	0.06	0.63	A	
Arm C	2.1	0.12	0.68	A	
Arm D	1.5	0.07	0.60	A	
	2022 Base + Com Dev				
Arm A	2.8	2.69	0.81	F	-9 % [Arm A]
Arm B	1.9	0.06	0.66	A	
Arm C	2.5	0.15	0.72	A	
Arm D	1.7	0.08	0.63	A	
	2019 Base + Com Dev + Dev				
Arm A	1.3	1.39	0.60	F	-6 % [Arm A]
Arm B	1.7	0.06	0.63	A	
Arm C	2.1	0.13	0.68	A	
Arm D	1.6	0.08	0.61	A	
	2022 Base + Com Dev + Dev				
Arm A	4.1	3.62	0.32	F	-10 % [Arm A]
Arm B	2.0	0.06	0.66	A	
Arm C	2.6	0.15	0.73	A	
Arm D	1.8	0.09	0.65	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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	A259 - Mill Lane Roundabout
Location	Rustington, West Sussex
Site number	
Date	19/09/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MAYERBROWN2Kloneaves
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017 Observed Weekday	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D3	2022 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2019 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D5	2022 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

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

2017 Observed Weekday, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D	0.08	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-2	Arm A

Arms

Arms

Arm	Name	Description
A	Golfers Lane	
B	A259 East	
C	Mill Lane	
D	A259 West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	3.20	5.40	1.7	8.0	60.0	35.0	
B	7.60	11.40	70.0	24.0	60.0	51.0	
C	3.80	11.10	34.4	18.1	60.0	37.0	
D	7.40	10.40	27.7	28.0	60.0	38.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.412	1000
B	0.778	3071
C	0.670	2396
D	0.757	2877

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	2017 Observed Weekday	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	✓	58	100.000
B		ONE HOUR	✓	1596	100.000
C		ONE HOUR	✓	889	100.000
D		ONE HOUR	✓	1052	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	21	25	12
	B	86	35	524	951
	C	42	733	0	114
	D	15	970	56	11

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	5	9	3	3
	C	0	2	0	4
	D	0	4	9	18

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.43	0.70	0.7	E	53	80
B	0.61	0.05	1.6	A	1465	2197
C	0.64	0.11	1.8	A	816	1224
D	0.57	0.07	1.3	A	965	1448

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	44	11	1355	415	0.105	43	107	0.0	0.1	0.161	A
B	1202	300	78	2912	0.413	1199	1320	0.0	0.7	0.035	A
C	669	167	822	1787	0.374	667	454	0.0	0.6	0.053	A
D	792	198	672	2257	0.351	790	817	0.0	0.5	0.041	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	52	13	1621	303	0.172	52	128	0.1	0.2	0.238	B
B	1435	359	93	2899	0.495	1434	1579	0.7	1.0	0.041	A
C	799	200	984	1678	0.476	798	543	0.6	0.9	0.068	A
D	946	236	804	2159	0.438	945	977	0.5	0.8	0.049	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	64	16	1982	152	0.421	62	157	0.2	0.7	0.658	B
B	1757	439	113	2883	0.610	1755	1931	1.0	1.5	0.053	A
C	979	245	1204	1529	0.640	975	664	0.9	1.7	0.108	A
D	1158	290	983	2026	0.572	1156	1196	0.8	1.3	0.069	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	64	16	1987	150	0.427	64	157	0.7	0.7	0.658	B
B	1757	439	114	2882	0.610	1757	1937	1.5	1.6	0.053	A
C	979	245	1206	1527	0.641	979	666	1.7	1.8	0.109	A
D	1158	290	986	2023	0.572	1158	1198	1.3	1.3	0.069	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	52	13	1628	300	0.174	54	129	0.7	0.2	0.246	B
B	1435	359	95	2898	0.495	1437	1587	1.6	1.0	0.041	A
C	799	200	986	1676	0.477	803	546	1.8	0.9	0.069	A
D	946	236	809	2156	0.439	948	980	1.3	0.8	0.050	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	44	11	1361	412	0.106	44	108	0.2	0.1	0.163	A
B	1202	300	79	2911	0.413	1203	1326	1.0	0.7	0.035	A
C	669	167	825	1785	0.375	671	456	0.9	0.6	0.054	A
D	792	198	676	2254	0.351	793	820	0.8	0.5	0.041	A

2019 Base + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D	0.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-5	Arm 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	2019 Base + Com Dev	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	✓	60	100.000
B		ONE HOUR	✓	1643	100.000
C		ONE HOUR	✓	914	100.000
D		ONE HOUR	✓	1090	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	22	26	12
	B	88	36	539	980
	C	43	750	0	121
	D	15	998	58	19

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	5	8	3	3
	C	0	3	0	3
	D	0	4	9	11

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.55	1.08	1.1	F	55	83
B	0.63	0.06	1.7	A	1508	2261
C	0.68	0.12	2.1	A	839	1258
D	0.60	0.07	1.5	A	1000	1500

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	45	11	1397	395	0.114	45	110	0.0	0.1	0.171	B
B	1237	309	86	2906	0.426	1234	1355	0.0	0.7	0.036	A
C	688	172	852	1755	0.392	686	468	0.0	0.6	0.056	A
D	821	205	688	2242	0.366	818	850	0.0	0.6	0.042	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	54	13	1671	280	0.193	54	131	0.1	0.2	0.265	C
B	1477	369	103	2892	0.511	1476	1621	0.7	1.0	0.042	A
C	822	205	1019	1643	0.500	820	559	0.6	1.0	0.073	A
D	980	245	823	2141	0.458	979	1017	0.6	0.8	0.052	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	66	17	2043	123	0.537	63	160	0.2	1.0	0.855	F
B	1809	452	124	2875	0.629	1806	1981	1.0	1.7	0.056	A
C	1006	252	1247	1489	0.676	1002	684	1.0	2.0	0.122	A
D	1200	300	1006	2004	0.599	1198	1244	0.8	1.5	0.074	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	66	17	2049	121	0.548	66	161	1.0	1.1	1.578	F
B	1809	452	126	2873	0.630	1809	1988	1.7	1.7	0.056	A
C	1006	252	1250	1488	0.676	1006	686	2.0	2.1	0.124	A
D	1200	300	1010	2001	0.600	1200	1246	1.5	1.5	0.075	A



08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	54	13	1679	276	0.195	57	132	1.1	0.2	0.278	D
B	1477	369	106	2890	0.511	1480	1631	1.7	1.1	0.043	A
C	822	205	1023	1641	0.501	826	563	2.1	1.0	0.074	A
D	980	245	828	2137	0.459	982	1020	1.5	0.9	0.052	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	45	11	1403	392	0.115	46	110	0.2	0.1	0.173	B
B	1237	309	87	2905	0.426	1238	1362	1.1	0.7	0.036	A
C	688	172	855	1753	0.392	690	470	1.0	0.6	0.056	A
D	821	205	692	2239	0.366	822	853	0.9	0.6	0.042	A

2022 Base + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D	0.13	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-9	Arm 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	2022 Base + Com Dev	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	✓	63	100.000
B		ONE HOUR	✓	1717	100.000
C		ONE HOUR	✓	955	100.000
D		ONE HOUR	✓	1138	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	23	27	13
	B	92	38	563	1024
	C	45	784	0	126
	D	16	1043	60	19

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
	A	0	0	4	0
	B	4	8	3	3
	C	0	2	0	3
From	D	0	4	8	11

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.81	2.63	2.8	F	58	87
B	0.66	0.06	1.9	A	1576	2363
C	0.72	0.15	2.5	A	876	1314
D	0.63	0.08	1.7	A	1044	1566

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	47	12	1459	372	0.128	47	115	0.0	0.1	0.185	B
B	1293	323	89	2905	0.445	1289	1417	0.0	0.8	0.037	A
C	719	180	891	1744	0.412	716	488	0.0	0.7	0.058	A
D	857	214	719	2224	0.385	854	887	0.0	0.6	0.044	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	57	14	1745	252	0.225	56	137	0.1	0.3	0.306	C
B	1544	386	107	2891	0.534	1542	1695	0.8	1.1	0.044	A
C	859	215	1065	1626	0.528	857	584	0.7	1.1	0.078	A
D	1023	256	861	2119	0.483	1022	1061	0.6	0.9	0.055	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	69	17	2133	89	0.778	62	168	0.3	2.2	1.883	F
B	1890	473	126	2876	0.657	1887	2069	1.1	1.9	0.061	A
C	1051	263	1302	1465	0.718	1046	711	1.1	2.5	0.141	A
D	1253	313	1051	1978	0.633	1250	1297	0.9	1.7	0.082	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	69	17	2140	86	0.806	67	168	2.2	2.8	2.631	F
B	1890	473	129	2873	0.658	1890	2078	1.9	1.9	0.061	A
C	1051	263	1305	1463	0.719	1051	715	2.5	2.5	0.146	A
D	1253	313	1056	1974	0.635	1253	1301	1.7	1.7	0.083	A



08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	57	14	1755	247	0.229	67	138	2.8	0.3	0.349	D
B	1544	386	113	2886	0.535	1547	1708	1.9	1.2	0.045	A
C	859	215	1070	1622	0.529	864	590	2.5	1.1	0.080	A
D	1023	256	867	2115	0.484	1026	1067	1.7	0.9	0.055	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	47	12	1466	368	0.129	48	115	0.3	0.1	0.188	B
B	1293	323	90	2905	0.445	1294	1424	1.2	0.8	0.037	A
C	719	180	894	1742	0.413	721	490	1.1	0.7	0.059	A
D	857	214	724	2221	0.386	858	891	0.9	0.6	0.044	A

2019 Base + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D	0.10	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-6	Arm 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	2019 Base + Com Dev + Dev	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	✓	60	100.000
B		ONE HOUR	✓	1654	100.000
C		ONE HOUR	✓	915	100.000
D		ONE HOUR	✓	1122	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	22	26	12
	B	88	36	539	991
	C	43	750	0	122
	D	15	1024	60	23

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A	B	C	D
	A	0	0	4	0
	B	5	8	3	3
	C	0	3	0	3
	D	0	3	8	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.60	1.30	1.3	F	55	83
B	0.63	0.06	1.7	A	1518	2277
C	0.68	0.13	2.1	A	840	1259
D	0.61	0.08	1.6	A	1030	1544

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	45	11	1421	388	0.116	45	110	0.0	0.1	0.174	B
B	1245	311	91	2903	0.429	1242	1375	0.0	0.7	0.036	A
C	689	172	864	1748	0.394	686	469	0.0	0.6	0.056	A
D	845	211	688	2263	0.373	842	862	0.0	0.6	0.042	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	54	13	1699	272	0.199	53	131	0.1	0.2	0.275	C
B	1487	372	108	2889	0.515	1486	1645	0.7	1.1	0.043	A
C	823	206	1033	1634	0.503	821	561	0.6	1.0	0.074	A
D	1009	252	823	2161	0.467	1008	1031	0.6	0.9	0.052	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	66	17	2078	113	0.583	62	160	0.2	1.2	1.111	F
B	1821	455	131	2871	0.634	1818	2010	1.1	1.7	0.057	A
C	1007	252	1264	1479	0.681	1003	685	1.0	2.1	0.125	A
D	1235	309	1006	2023	0.611	1233	1261	0.9	1.5	0.076	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	66	17	2084	111	0.597	65	161	1.2	1.3	1.236	F
B	1821	455	133	2869	0.635	1821	2017	1.7	1.7	0.057	A
C	1007	252	1266	1477	0.682	1007	688	2.1	2.1	0.128	A
D	1235	309	1010	2020	0.612	1235	1264	1.5	1.6	0.076	A



08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	54	13	1708	268	0.201	58	132	1.3	0.3	0.291	D
B	1487	372	112	2886	0.515	1490	1655	1.7	1.1	0.043	A
C	823	206	1037	1631	0.504	827	565	2.1	1.0	0.075	A
D	1009	252	828	2157	0.468	1011	1035	1.6	0.9	0.052	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	45	11	1428	385	0.117	46	110	0.3	0.1	0.177	B
B	1245	311	91	2902	0.429	1246	1382	1.1	0.8	0.036	A
C	689	172	867	1746	0.395	690	471	1.0	0.7	0.057	A
D	845	211	692	2260	0.374	846	865	0.9	0.6	0.042	A

2022 Base + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D	0.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-10	Arm 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	2022 Base + Com Dev + Dev	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	✓	63	100.000
B		ONE HOUR	✓	1729	100.000
C		ONE HOUR	✓	956	100.000
D		ONE HOUR	✓	1172	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	23	27	13
	B	92	38	563	1036
	C	45	784	0	127
	D	16	1069	63	24

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A	B	C	D
	A	0	0	4	0
	B	4	8	3	3
	C	0	2	0	3
	D	0	3	8	8

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.82	3.62	4.1	F	58	87
B	0.66	0.06	2.0	A	1587	2380
C	0.73	0.15	2.6	A	877	1316
D	0.65	0.09	1.8	A	1075	1613

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	47	12	1484	364	0.130	47	115	0.0	0.1	0.189	B
B	1302	325	95	2901	0.449	1298	1436	0.0	0.8	0.037	A
C	720	180	903	1736	0.415	717	490	0.0	0.7	0.059	A
D	882	221	719	2245	0.393	880	901	0.0	0.6	0.044	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	57	14	1776	243	0.233	56	137	0.1	0.3	0.320	C
B	1554	389	114	2886	0.539	1553	1718	0.8	1.2	0.045	A
C	859	215	1080	1615	0.532	858	586	0.7	1.1	0.079	A
D	1054	263	861	2139	0.493	1052	1078	0.6	1.0	0.055	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	69	17	2170	78	0.885	59	168	0.3	2.9	2.460	F
B	1904	476	133	2870	0.663	1901	2096	1.2	1.9	0.062	A
C	1053	263	1320	1453	0.725	1047	713	1.1	2.5	0.146	A
D	1290	323	1051	1996	0.646	1287	1316	1.0	1.8	0.084	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	69	17	2178	75	0.823	64	168	2.9	4.1	3.615	F
B	1904	476	137	2867	0.664	1904	2105	1.9	2.0	0.062	A
C	1053	263	1323	1451	0.726	1052	717	2.5	2.6	0.150	A
D	1290	323	1056	1992	0.648	1290	1320	1.8	1.8	0.085	A



08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	57	14	1786	238	0.238	72	138	4.1	0.3	0.392	D
B	1554	389	124	2878	0.540	1557	1734	2.0	1.2	0.046	A
C	859	215	1087	1611	0.533	865	595	2.6	1.2	0.081	A
D	1054	263	867	2134	0.494	1057	1085	1.8	1.0	0.056	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	47	12	1492	361	0.131	48	115	0.3	0.2	0.192	B
B	1302	325	96	2900	0.449	1303	1444	1.2	0.8	0.038	A
C	720	180	907	1733	0.415	721	492	1.2	0.7	0.059	A
D	882	221	724	2242	0.394	884	905	1.0	0.7	0.044	A

Junctions 9				
ARCADY 9 - Roundabout Module				
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017				
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk				
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution				

Filename: 2017-02-23 A259 - Mill Lane Roundabout-PM.j9

Path: H:_Planning 2\Current Jobs\SPRust(BrookLane).1\Analysis\Arcady

Report generation date: 01/03/2017 09:47:27

- »2017 Observed Weekday, PM
- »2019 Base + Com Dev, PM
- »2022 Base + Com Dev, PM
- »2019 Base + Com Dev + Dev, PM
- »2022 Base + Com Dev + Dev, PM

Summary of junction performance

	PM				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	2017 Observed Weekday				
Arm A	0.8	0.59	0.44	E	0 % [Arm A]
Arm B	2.6	0.07	0.73	A	
Arm C	1.2	0.09	0.54	A	
Arm D	1.4	0.07	0.58	A	
	2019 Base + Com Dev				
Arm A	1.2	0.33	0.56	F	-4 % [Arm A]
Arm B	3.1	0.09	0.76	A	
Arm C	1.4	0.11	0.59	A	
Arm D	1.6	0.07	0.62	A	
	2022 Base + Com Dev				
Arm A	2.8	0.19	0.80	F	-8 % [Arm A]
Arm B	3.8	0.10	0.80	A	
Arm C	1.8	0.13	0.64	A	
Arm D	1.9	0.08	0.65	A	
	2019 Base + Com Dev + Dev				
Arm A	1.4	0.65	0.60	F	-5 % [Arm A]
Arm B	3.3	0.09	0.77	A	
Arm C	1.5	0.11	0.60	A	
Arm D	1.7	0.08	0.63	A	
	2022 Base + Com Dev + Dev				
Arm A	3.9	0.84	0.83	F	-9 % [Arm A]
Arm B	4.1	0.11	0.81	A	
Arm C	1.9	0.14	0.65	A	
Arm D	2.0	0.09	0.67	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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	A259 - Mill Lane Roundabout
Location	Rustington, West Sussex
Site number	
Date	19/09/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MAYERBROWN2Kloneaves
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017 Observed Weekday	PM	ONE HOUR	16:15	17:45	15	✓
D2	2019 Base + Com Dev	PM	ONE HOUR	16:15	17:45	15	✓
D3	2022 Base + Com Dev	PM	ONE HOUR	16:15	17:45	15	✓
D4	2019 Base + Com Dev + Dev	PM	ONE HOUR	16:15	17:45	15	✓
D5	2022 Base + Com Dev + Dev	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2017 Observed Weekday, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D	0.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	0	Arm A

Arms

Arms

Arm	Name	Description
A	Golfers Lane	
B	A259 East	
C	Mill Lane	
D	A259 West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	3.20	5.40	1.7	8.0	60.0	35.0	
B	7.60	11.40	70.0	24.0	60.0	51.0	
C	3.80	11.10	34.4	18.1	60.0	37.0	
D	7.40	10.40	27.7	28.0	60.0	38.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.412	1000
B	0.778	3071
C	0.670	2396
D	0.757	2877

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	2017 Observed Weekday	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	73	100.000
B		ONE HOUR	✓	1937	100.000
C		ONE HOUR	✓	691	100.000
D		ONE HOUR	✓	1133	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	28	30	15
	B	131	93	651	1062
	C	27	586	1	77
	D	26	1030	64	13

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	1	1	1	1
	C	0	1	0	1
	D	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.44	0.59	0.8	E	67	100
B	0.73	0.07	2.6	A	1777	2666
C	0.54	0.09	1.2	A	634	951
D	0.58	0.07	1.4	A	1040	1559

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	55	14	1342	441	0.125	54	138	0.0	0.1	0.155	A
B	1458	365	92	2969	0.491	1454	1304	0.0	1.0	0.040	A
C	520	130	987	1712	0.304	518	560	0.0	0.4	0.050	A
D	853	213	629	2372	0.360	851	876	0.0	0.6	0.039	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	66	16	1605	332	0.198	65	165	0.1	0.2	0.225	B
B	1741	435	110	2955	0.589	1739	1560	1.0	1.4	0.049	A
C	621	155	1180	1583	0.392	620	670	0.4	0.6	0.062	A
D	1019	255	752	2278	0.447	1018	1048	0.6	0.8	0.048	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	80	20	1963	183	0.440	78	202	0.2	0.7	0.566	B
B	2133	533	134	2937	0.726	2128	1908	1.4	2.6	0.074	A
C	761	190	1443	1406	0.541	759	819	0.6	1.2	0.092	A
D	1247	312	920	2151	0.580	1245	1282	0.8	1.4	0.066	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	80	20	1967	181	0.444	80	203	0.7	0.8	0.594	B
B	2133	533	135	2936	0.727	2133	1912	2.6	2.6	0.075	A
C	761	190	1447	1404	0.542	761	821	1.2	1.2	0.093	A
D	1247	312	923	2150	0.580	1247	1285	1.4	1.4	0.067	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	66	16	1611	329	0.199	68	166	0.8	0.3	0.231	B
B	1741	435	112	2954	0.590	1746	1566	2.6	1.4	0.050	A
C	621	155	1185	1579	0.393	623	673	1.2	0.7	0.063	A
D	1019	255	756	2276	0.448	1021	1052	1.4	0.8	0.048	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	55	14	1347	439	0.125	55	139	0.3	0.1	0.157	A
B	1458	365	93	2969	0.491	1460	1310	1.4	1.0	0.040	A
C	520	130	991	1710	0.304	521	563	0.7	0.4	0.051	A
D	853	213	632	2370	0.360	854	880	0.8	0.6	0.040	A

2019 Base + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D	0.10	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-4	Arm 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	2019 Base + Com Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	75	100.000
B		ONE HOUR	✓	2011	100.000
C		ONE HOUR	✓	717	100.000
D		ONE HOUR	✓	1195	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	29	31	15
	B	135	96	670	1110
	C	28	592	1	96
	D	27	1060	66	42

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A	B	C	D
	A	0	0	0	0
	B	1	1	1	1
	C	0	2	0	1
	D	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.56	0.33	1.2	F	69	103
B	0.76	0.09	3.1	A	1845	2768
C	0.59	0.11	1.4	A	658	987
D	0.62	0.07	1.6	A	1097	1645

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	56	14	1394	418	0.135	56	143	0.0	0.2	0.165	A
B	1514	378	116	2951	0.513	1510	1334	0.0	1.0	0.042	A
C	540	135	1049	1657	0.326	538	576	0.0	0.5	0.054	A
D	900	225	639	2361	0.381	897	948	0.0	0.6	0.041	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	67	17	1667	304	0.222	67	171	0.2	0.3	0.253	C
B	1808	452	139	2933	0.616	1806	1595	1.0	1.6	0.053	A
C	645	161	1255	1520	0.424	644	689	0.5	0.7	0.068	A
D	1074	269	765	2266	0.474	1073	1134	0.6	0.9	0.050	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	83	21	2039	148	0.556	79	209	0.3	1.1	0.832	E
B	2214	554	168	2910	0.761	2208	1950	1.6	3.1	0.085	A
C	789	197	1534	1334	0.592	787	842	0.7	1.4	0.109	A
D	1316	329	935	2136	0.616	1313	1386	0.9	1.6	0.073	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	83	21	2044	146	0.565	82	209	1.1	1.2	0.828	F
B	2214	554	170	2909	0.761	2214	1956	3.1	3.1	0.086	A
C	789	197	1539	1331	0.593	789	845	1.4	1.4	0.111	A
D	1316	329	938	2134	0.617	1316	1390	1.6	1.6	0.073	A



17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	67	17	1675	301	0.224	71	171	1.2	0.3	0.265	D
B	1808	452	142	2931	0.617	1814	1604	3.1	1.6	0.054	A
C	645	161	1262	1516	0.425	647	694	1.4	0.7	0.069	A
D	1074	269	769	2262	0.475	1077	1140	1.6	0.9	0.051	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	56	14	1400	415	0.136	57	143	0.3	0.2	0.168	B
B	1514	378	117	2950	0.513	1516	1340	1.6	1.1	0.042	A
C	540	135	1054	1654	0.326	541	579	0.7	0.5	0.054	A
D	900	225	643	2359	0.381	901	952	0.9	0.6	0.041	A

2022 Base + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D	0.14	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-8	Arm 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	2022 Base + Com Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	78	100.000
B		ONE HOUR	✓	2101	100.000
C		ONE HOUR	✓	749	100.000
D		ONE HOUR	✓	1249	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	30	32	16
	B	141	100	700	1160
	C	29	619	1	100
	D	28	1109	69	43

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A	B	C	D
	A	0	0	0	0
	B	1	1	1	1
	C	0	2	0	1
	D	0	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.80	0.19	2.8	F	72	107
B	0.80	0.10	3.8	A	1928	2892
C	0.64	0.13	1.8	A	687	1031
D	0.65	0.08	1.9	A	1146	1719

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	59	15	1457	392	0.150	58	149	0.0	0.2	0.179	B
B	1582	395	121	2948	0.537	1577	1394	0.0	1.2	0.044	A
C	564	141	1096	1626	0.347	562	602	0.0	0.5	0.056	A
D	940	235	668	2341	0.402	938	990	0.0	0.7	0.043	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	70	18	1743	273	0.257	69	178	0.2	0.3	0.295	C
B	1889	472	144	2929	0.645	1886	1668	1.2	1.8	0.057	A
C	673	168	1311	1483	0.454	672	720	0.5	0.8	0.074	A
D	1123	281	799	2241	0.501	1122	1184	0.7	1.0	0.054	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	86	21	2130	111	0.776	78	217	0.3	2.3	1.593	F
B	2313	578	172	2908	0.796	2305	2036	1.8	3.8	0.098	A
C	825	206	1601	1291	0.639	821	877	0.8	1.7	0.127	A
D	1375	344	976	2106	0.653	1372	1446	1.0	1.9	0.081	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	86	21	2137	108	0.795	84	218	2.3	2.8	2.183	F
B	2313	578	176	2905	0.796	2313	2045	3.8	3.8	0.101	A
C	825	206	1607	1286	0.641	825	882	1.7	1.8	0.130	A
D	1375	344	980	2103	0.654	1375	1452	1.9	1.9	0.082	A



17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	70	18	1752	269	0.261	80	179	2.8	0.4	0.333	D
B	1889	472	151	2924	0.646	1897	1681	3.8	1.8	0.059	A
C	673	168	1320	1477	0.456	677	728	1.8	0.8	0.075	A
D	1123	281	804	2237	0.502	1126	1193	1.9	1.0	0.054	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	59	15	1464	389	0.151	59	149	0.4	0.2	0.183	B
B	1582	395	122	2947	0.537	1584	1401	1.8	1.2	0.044	A
C	564	141	1101	1622	0.348	565	605	0.8	0.5	0.057	A
D	940	235	671	2338	0.402	942	995	1.0	0.7	0.043	A

2019 Base + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D	0.11	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-5	Arm 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	2019 Base + Com Dev + Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	75	100.000
B		ONE HOUR	✓	2034	100.000
C		ONE HOUR	✓	719	100.000
D		ONE HOUR	✓	1219	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A	B	C	D
	A	0	29	31	15
	B	135	96	670	1133
	C	28	592	1	98
	D	27	1074	67	51

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A	B	C	D
	A	0	0	0	0
	B	1	1	1	1
	C	0	1	0	1
	D	0	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.60	1.05	1.4	F	69	103
B	0.77	0.09	3.3	A	1866	2800
C	0.60	0.11	1.5	A	660	990
D	0.63	0.08	1.7	A	1119	1678

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	56	14	1412	412	0.137	56	143	0.0	0.2	0.168	B
B	1531	383	124	2945	0.520	1527	1344	0.0	1.1	0.042	A
C	541	135	1073	1654	0.327	539	577	0.0	0.5	0.054	A
D	918	229	639	2366	0.388	915	974	0.0	0.6	0.041	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	67	17	1689	297	0.227	67	171	0.2	0.3	0.260	C
B	1829	457	148	2927	0.625	1826	1608	1.1	1.6	0.054	A
C	646	162	1284	1513	0.427	645	690	0.5	0.7	0.069	A
D	1096	274	765	2271	0.483	1095	1164	0.6	0.9	0.051	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	83	21	2065	141	0.587	79	209	0.3	1.2	0.823	F
B	2239	560	179	2902	0.772	2233	1965	1.6	3.3	0.089	A
C	792	198	1569	1322	0.599	789	843	0.7	1.5	0.112	A
D	1342	336	935	2142	0.627	1339	1423	0.9	1.7	0.074	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	83	21	2071	138	0.597	82	209	1.2	1.4	1.043	F
B	2239	560	181	2901	0.772	2239	1972	3.3	3.3	0.091	A
C	792	198	1574	1319	0.600	792	846	1.5	1.5	0.114	A
D	1342	336	938	2140	0.627	1342	1428	1.7	1.7	0.075	A



17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	67	17	1697	294	0.229	72	171	1.4	0.3	0.275	D
B	1829	457	151	2924	0.625	1835	1617	3.3	1.7	0.055	A
C	646	162	1291	1509	0.428	649	695	1.5	0.8	0.070	A
D	1096	274	769	2268	0.483	1099	1171	1.7	0.9	0.051	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	56	14	1418	410	0.138	57	143	0.3	0.2	0.170	B
B	1531	383	125	2944	0.520	1534	1351	1.7	1.1	0.043	A
C	541	135	1078	1651	0.328	542	580	0.8	0.5	0.054	A
D	918	229	643	2364	0.388	919	978	0.9	0.6	0.042	A

2022 Base + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D	0.16	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-9	Arm 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	2022 Base + Com Dev + Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	78	100.000
B		ONE HOUR	✓	2124	100.000
C		ONE HOUR	✓	751	100.000
D		ONE HOUR	✓	1272	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A	B	C	D
	A	0	30	32	16
	B	141	100	700	1183
	C	29	619	1	102
	D	28	1122	70	52

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A	B	C	D
	A	0	0	0	0
	B	1	1	1	1
	C	0	2	0	1
	D	0	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.88	2.84	3.9	F	72	107
B	0.81	0.11	4.1	A	1949	2924
C	0.65	0.14	1.9	A	689	1034
D	0.67	0.09	2.0	A	1167	1751

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	59	15	1474	385	0.153	58	149	0.0	0.2	0.183	B
B	1599	400	128	2942	0.544	1594	1404	0.0	1.2	0.044	A
C	565	141	1120	1610	0.351	563	603	0.0	0.5	0.057	A
D	958	239	668	2341	0.409	955	1015	0.0	0.7	0.043	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	70	18	1763	264	0.266	69	178	0.2	0.4	0.307	C
B	1909	477	153	2922	0.653	1907	1679	1.2	1.9	0.059	A
C	675	169	1339	1464	0.461	674	721	0.5	0.8	0.076	A
D	1144	286	799	2241	0.510	1142	1214	0.7	1.0	0.055	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	86	21	2155	100	0.855	76	217	0.4	2.9	1.981	F
B	2339	585	182	2900	0.806	2330	2049	1.9	4.0	0.104	A
C	827	207	1635	1268	0.652	823	877	0.8	1.8	0.134	A
D	1400	350	976	2106	0.665	1397	1482	1.0	2.0	0.084	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	86	21	2162	98	0.881	82	218	2.9	3.9	2.833	F
B	2339	585	186	2897	0.807	2338	2058	4.0	4.1	0.107	A
C	827	207	1642	1263	0.655	827	882	1.8	1.9	0.137	A
D	1400	350	980	2103	0.666	1400	1489	2.0	2.0	0.085	A



17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	70	18	1773	260	0.270	84	179	3.9	0.4	0.367	D
B	1909	477	163	2915	0.655	1918	1694	4.1	1.9	0.061	A
C	675	169	1350	1457	0.463	679	731	1.9	0.9	0.078	A
D	1144	286	805	2237	0.511	1147	1225	2.0	1.1	0.055	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	59	15	1481	382	0.154	60	149	0.4	0.2	0.187	B
B	1599	400	129	2941	0.544	1602	1411	1.9	1.2	0.045	A
C	565	141	1125	1606	0.352	567	606	0.9	0.5	0.058	A
D	958	239	671	2338	0.410	959	1021	1.1	0.7	0.044	A



Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017
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Filename: 2017-02-23 A259 - B2187 Roundabout-AM.j9

Path: H:_Planning 2\Current Jobs\SPRust(BrookLane).1\Analysis\Arcady

Report generation date: 01/03/2017 09:39:18

»2017 Observed Weekday, AM
»2019 Base + Com Dev, AM
»2022 Base + Com Dev, AM
»2019 Base + Com Dev + Dev, AM
»2022 Base + Com Dev + Dev, AM

Summary of junction performance

	AM				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	2017 Observed Weekday				
Arm A	2.1	0.11	0.68	A	20 % [Arm D]
Arm B	1.4	0.13	0.58	A	
Arm C	1.6	0.14	0.61	A	
Arm D	3.1	0.14	0.76	A	
Arm E	0.2	0.12	0.14	A	
	2019 Base + Com Dev				
Arm A	2.4	0.12	0.70	A	22 % [Arm C]
Arm B	1.5	0.14	0.61	A	
Arm C	1.8	0.16	0.64	A	
Arm D	2.7	0.12	0.73	A	
Arm E	0.2	0.13	0.15	A	
	2022 Base + Com Dev				
Arm A	2.8	0.14	0.74	A	16 % [Arm C]
Arm B	1.8	0.17	0.65	B	
Arm C	2.2	0.19	0.69	B	
Arm D	3.4	0.15	0.77	A	
Arm E	0.2	0.14	0.16	A	
	2019 Base + Com Dev + Dev				
Arm A	2.7	0.13	0.73	A	20 % [Arm C]
Arm B	1.6	0.15	0.62	A	
Arm C	1.9	0.17	0.65	A	
Arm D	2.9	0.13	0.74	A	
Arm E	0.2	0.13	0.15	A	
	2022 Base + Com Dev + Dev				
Arm A	3.3	0.16	0.77	A	15 % [Arm C]
Arm B	1.9	0.18	0.67	B	
Arm C	2.3	0.20	0.70	B	
Arm D	3.6	0.16	0.79	A	
Arm E	0.2	0.14	0.17	A	

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

File summary

File Description

Title	The Body Shop Roundabout
Location	Rustington, West Sussex
Site number	
Date	19/09/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MAYERBROWN2Kloneaves
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017 Observed Weekday	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D3	2022 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2019 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D5	2022 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

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

2017 Observed Weekday, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D,E	0.13	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	20	Arm D

Arms

Arms

Arm	Name	Description
A	A259 East	
B	B2187 Worthing Road	
C	B2187 Horsham Road	
D	A259 Worthing Road	
E	Norway Lane	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	3.60	10.00	21.7	25.0	75.0	42.0	
B	3.35	7.00	21.7	21.0	75.0	35.0	
C	3.70	7.60	14.5	33.0	75.0	35.0	
D	3.75	11.70	22.5	37.6	75.0	36.0	
E	3.50	7.00	5.6	18.5	75.0	43.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.528	2022
B	0.484	1708
C	0.496	1760
D	0.573	2272
E	0.421	1345

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	2017 Observed Weekday	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	✓	1014	100.000
B		ONE HOUR	✓	560	100.000
C		ONE HOUR	✓	603	100.000
D		ONE HOUR	✓	1180	100.000
E		ONE HOUR	✓	74	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		A	B	C	D	E
From	A	10	15	312	623	54
	B	23	0	128	358	51
	C	333	83	0	152	35
	D	661	353	58	12	96
	E	31	15	12	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A	B	C	D	E
From	A	10	0	2	3	0
	B	4	0	5	4	0
	C	1	7	0	3	3
	D	5	2	2	8	82
	E	3	0	8	13	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.68	0.11	2.1	A	930	1396
B	0.58	0.13	1.4	A	514	771
C	0.61	0.14	1.6	A	553	830
D	0.76	0.14	3.1	A	1083	1624
E	0.14	0.12	0.2	A	68	102

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	763	191	411	1753	0.436	760	793	0.0	0.8	0.060	A
B	422	105	823	1250	0.337	420	349	0.0	0.5	0.072	A
C	454	113	860	1288	0.353	452	382	0.0	0.5	0.072	A
D	888	222	441	1826	0.486	885	870	0.0	0.9	0.063	A
E	56	14	1149	801	0.070	55	177	0.0	0.1	0.080	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	912	228	493	1710	0.533	910	949	0.8	1.1	0.075	A
B	503	126	985	1173	0.429	502	418	0.5	0.7	0.089	A
C	542	136	1029	1203	0.451	541	458	0.5	0.8	0.090	A
D	1061	265	528	1780	0.596	1059	1042	0.9	1.5	0.083	A
E	67	17	1375	707	0.094	66	212	0.1	0.1	0.094	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1116	279	602	1652	0.676	1113	1160	1.1	2.0	0.111	A
B	617	154	1204	1068	0.578	614	511	0.7	1.3	0.132	A
C	664	166	1258	1088	0.610	661	560	0.8	1.5	0.139	A
D	1299	325	646	1718	0.756	1293	1274	1.5	3.0	0.139	A
E	81	20	1680	581	0.140	81	259	0.1	0.2	0.120	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1116	279	604	1650	0.676	1116	1165	2.0	2.1	0.112	A
B	617	154	1208	1066	0.579	617	513	1.3	1.4	0.134	A
C	664	166	1263	1086	0.611	664	561	1.5	1.6	0.142	A
D	1299	325	648	1716	0.757	1299	1278	3.0	3.1	0.144	A
E	81	20	1688	578	0.141	81	260	0.2	0.2	0.121	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	912	228	496	1708	0.534	915	956	2.1	1.2	0.076	A
B	503	126	990	1170	0.430	506	421	1.4	0.8	0.091	A
C	542	136	1036	1200	0.452	545	460	1.6	0.8	0.092	A
D	1061	265	532	1778	0.597	1067	1048	3.1	1.5	0.085	A
E	67	17	1386	703	0.095	67	213	0.2	0.1	0.094	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	763	191	414	1751	0.436	765	798	1.2	0.8	0.061	A
B	422	105	828	1248	0.338	423	352	0.8	0.5	0.073	A
C	454	113	865	1285	0.353	455	385	0.8	0.6	0.072	A
D	888	222	445	1824	0.487	891	876	1.5	1.0	0.064	A
E	56	14	1157	797	0.070	56	178	0.1	0.1	0.081	A



2019 Base + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D,E	0.13	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	22	Arm C

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	2019 Base + Com Dev	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	✓	1054	100.000
B		ONE HOUR	✓	576	100.000
C		ONE HOUR	✓	621	100.000
D		ONE HOUR	✓	1206	100.000
E		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
	A	B	C	D	E	
From	A	13	16	326	643	56
	B	24	1	132	367	52
	C	347	85	0	153	36
	D	680	362	53	12	99
	E	32	15	12	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A	B	C	D	E
From	A	8	0	2	3	0
	B	4	0	5	4	0
	C	1	7	0	3	3
	D	5	2	2	8	2
	E	3	0	8	13	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.70	0.12	2.4	A	967	1451
B	0.61	0.14	1.5	A	529	793
C	0.64	0.16	1.8	A	570	855
D	0.73	0.12	2.7	A	1107	1660
E	0.15	0.13	0.2	A	69	103

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	794	198	417	1750	0.453	790	822	0.0	0.8	0.062	A
B	434	108	848	1238	0.350	432	359	0.0	0.5	0.074	A
C	468	117	887	1274	0.367	465	392	0.0	0.6	0.074	A
D	908	227	460	1930	0.470	904	893	0.0	0.9	0.058	A
E	56	14	1182	787	0.072	56	182	0.0	0.1	0.082	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	948	237	499	1707	0.555	946	983	0.8	1.2	0.079	A
B	518	129	1015	1158	0.447	517	430	0.5	0.8	0.093	A
C	558	140	1062	1187	0.470	557	469	0.6	0.9	0.095	A
D	1084	271	551	1879	0.577	1082	1069	0.9	1.3	0.075	A
E	67	17	1415	691	0.098	67	218	0.1	0.1	0.096	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1160	290	610	1648	0.704	1156	1202	1.2	2.3	0.121	A
B	634	159	1241	1050	0.604	631	525	0.8	1.5	0.142	A
C	684	171	1298	1069	0.640	680	574	0.9	1.7	0.153	A
D	1328	332	673	1810	0.734	1323	1306	1.3	2.7	0.122	A
E	83	21	1729	561	0.147	82	266	0.1	0.2	0.125	A



08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1160	290	612	1646	0.705	1160	1207	2.3	2.4	0.123	A
B	634	159	1245	1048	0.605	634	527	1.5	1.5	0.145	A
C	684	171	1303	1066	0.641	684	576	1.7	1.8	0.157	A
D	1328	332	676	1808	0.734	1328	1311	2.7	2.7	0.125	A
E	83	21	1736	558	0.148	83	268	0.2	0.2	0.126	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	948	237	502	1705	0.556	952	990	2.4	1.3	0.080	A
B	518	129	1021	1155	0.448	521	433	1.5	0.8	0.095	A
C	558	140	1070	1183	0.472	562	472	1.8	0.9	0.097	A
D	1084	271	555	1876	0.578	1090	1076	2.7	1.4	0.077	A
E	67	17	1425	687	0.098	68	220	0.2	0.1	0.097	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	794	198	420	1749	0.454	795	827	1.3	0.8	0.063	A
B	434	108	853	1236	0.351	435	361	0.8	0.5	0.075	A
C	468	117	893	1271	0.368	469	395	0.9	0.6	0.075	A
D	908	227	463	1928	0.471	910	899	1.4	0.9	0.059	A
E	56	14	1190	784	0.072	57	183	0.1	0.1	0.082	A

2022 Base + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D,E	0.16	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	16	Arm C

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	2022 Base + Com Dev	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	✓	1101	100.000
B		ONE HOUR	✓	603	100.000
C		ONE HOUR	✓	649	100.000
D		ONE HOUR	✓	1261	100.000
E		ONE HOUR	✓	79	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
	A	B	C	D	E	
From	A	13	17	341	672	58
	B	25	1	138	384	55
	C	362	89	0	160	38
	D	710	379	56	13	103
	E	33	16	13	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A	B	C	D	E
From	A	8	0	2	3	0
	B	4	0	6	4	0
	C	1	7	0	3	3
	D	5	2	2	7	2
	E	3	0	7	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.74	0.14	2.8	A	1010	1515
B	0.65	0.17	1.8	B	553	830
C	0.69	0.19	2.2	B	596	893
D	0.77	0.15	3.4	A	1157	1736
E	0.16	0.14	0.2	A	72	109

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	829	207	438	1739	0.477	825	857	0.0	0.9	0.065	A
B	454	113	887	1217	0.373	452	376	0.0	0.6	0.078	A
C	489	122	928	1254	0.390	486	411	0.0	0.6	0.078	A
D	949	237	480	1919	0.495	945	934	0.0	1.0	0.061	A
E	59	15	1235	768	0.077	59	190	0.0	0.1	0.085	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	990	247	524	1693	0.584	988	1025	0.9	1.4	0.085	A
B	542	136	1061	1134	0.478	541	450	0.6	0.9	0.101	A
C	583	146	1111	1163	0.502	582	492	0.6	1.0	0.103	A
D	1134	283	575	1865	0.608	1131	1118	1.0	1.5	0.081	A
E	71	18	1478	667	0.106	71	228	0.1	0.1	0.101	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1212	303	640	1632	0.743	1207	1252	1.4	2.8	0.139	A
B	664	166	1296	1021	0.650	660	550	0.9	1.8	0.165	A
C	715	179	1356	1040	0.687	710	600	1.0	2.1	0.180	B
D	1388	347	702	1794	0.774	1381	1365	1.5	3.3	0.143	A
E	87	22	1805	532	0.164	87	278	0.1	0.2	0.135	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1212	303	643	1630	0.744	1212	1258	2.8	2.8	0.143	A
B	664	166	1302	1018	0.652	664	553	1.8	1.8	0.169	B
C	715	179	1363	1037	0.689	714	603	2.1	2.2	0.186	B
D	1388	347	706	1792	0.775	1388	1372	3.3	3.4	0.148	A
E	87	22	1814	528	0.165	87	280	0.2	0.2	0.136	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	990	247	528	1691	0.585	995	1034	2.8	1.4	0.087	A
B	542	136	1070	1130	0.480	546	454	1.8	0.9	0.103	A
C	583	146	1120	1158	0.504	588	496	2.2	1.0	0.106	A
D	1134	283	581	1862	0.609	1141	1127	3.4	1.6	0.084	A
E	71	18	1491	662	0.107	71	230	0.2	0.1	0.102	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	829	207	441	1738	0.477	831	863	1.4	0.9	0.066	A
B	454	113	893	1214	0.374	455	379	0.9	0.6	0.079	A
C	489	122	934	1251	0.391	490	414	1.0	0.6	0.079	A
D	949	237	484	1917	0.495	952	941	1.6	1.0	0.062	A
E	59	15	1244	764	0.078	60	192	0.1	0.1	0.085	A

2019 Base + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D,E	0.14	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	20	Arm C

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	2019 Base + Com Dev + Dev	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	✓	1093	100.000
B		ONE HOUR	✓	576	100.000
C		ONE HOUR	✓	621	100.000
D		ONE HOUR	✓	1210	100.000
E		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
	A	B	C	D	E	
From	A	41	16	328	652	56
	B	24	1	132	367	52
	C	347	85	0	153	36
	D	684	362	53	12	99
	E	32	15	12	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A	B	C	D	E
From	A	2	0	2	3	0
	B	4	0	5	4	0
	C	1	7	0	3	3
	D	5	2	2	8	2
	E	3	0	8	13	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.73	0.13	2.7	A	1003	1504
B	0.62	0.15	1.6	A	529	793
C	0.65	0.17	1.9	A	570	855
D	0.74	0.13	2.9	A	1110	1665
E	0.15	0.13	0.2	A	69	103

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	823	206	417	1752	0.470	819	846	0.0	0.9	0.064	A
B	434	108	877	1225	0.354	431	359	0.0	0.5	0.075	A
C	468	117	915	1261	0.371	465	393	0.0	0.6	0.075	A
D	911	228	481	1918	0.475	907	899	0.0	0.9	0.059	A
E	56	14	1206	778	0.073	56	182	0.0	0.1	0.083	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	983	246	499	1708	0.575	981	1012	0.9	1.3	0.082	A
B	518	129	1050	1142	0.454	517	430	0.5	0.8	0.096	A
C	558	140	1095	1171	0.477	557	471	0.6	0.9	0.098	A
D	1088	272	576	1865	0.583	1086	1077	0.9	1.4	0.077	A
E	67	17	1444	680	0.099	67	218	0.1	0.1	0.098	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1203	301	610	1649	0.730	1198	1236	1.3	2.6	0.132	A
B	634	159	1283	1030	0.616	631	525	0.8	1.6	0.149	A
C	684	171	1338	1049	0.652	680	576	0.9	1.8	0.161	A
D	1332	333	703	1793	0.743	1327	1315	1.4	2.8	0.127	A
E	83	21	1763	547	0.151	82	266	0.1	0.2	0.129	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1203	301	612	1648	0.730	1203	1242	2.6	2.7	0.135	A
B	634	159	1288	1028	0.617	634	527	1.6	1.6	0.152	A
C	684	171	1344	1046	0.653	684	578	1.8	1.9	0.165	A
D	1332	333	707	1791	0.744	1332	1321	2.8	2.9	0.130	A
E	83	21	1771	544	0.152	83	268	0.2	0.2	0.130	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	983	246	503	1706	0.576	988	1020	2.7	1.4	0.084	A
B	518	129	1057	1138	0.455	521	433	1.6	0.8	0.098	A
C	558	140	1104	1167	0.479	562	474	1.9	0.9	0.100	A
D	1088	272	581	1862	0.584	1093	1085	2.9	1.4	0.079	A
E	67	17	1455	675	0.100	68	220	0.2	0.1	0.099	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	823	206	420	1750	0.470	825	851	1.4	0.9	0.065	A
B	434	108	883	1222	0.355	435	361	0.8	0.6	0.076	A
C	468	117	921	1258	0.372	469	396	0.9	0.6	0.076	A
D	911	228	485	1916	0.475	913	906	1.4	0.9	0.060	A
E	56	14	1214	774	0.073	57	183	0.1	0.1	0.084	A

2022 Base + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D,E	0.17	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	15	Arm C

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	2022 Base + Com Dev + Dev	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	✓	1140	100.000
B		ONE HOUR	✓	603	100.000
C		ONE HOUR	✓	650	100.000
D		ONE HOUR	✓	1265	100.000
E		ONE HOUR	✓	79	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	42	17	342	681	58
	B	25	1	138	384	55
	C	363	89	0	160	38
	D	714	379	56	13	103
	E	33	16	13	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A	B	C	D	E
From	A	2	0	2	3	0
	B	4	0	6	4	0
	C	1	7	0	3	3
	D	5	2	2	8	2
	E	3	0	8	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.77	0.16	3.3	A	1046	1569
B	0.67	0.18	1.9	B	553	830
C	0.70	0.20	2.3	B	596	895
D	0.79	0.16	3.6	A	1161	1741
E	0.17	0.14	0.2	A	72	109

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	858	215	438	1740	0.493	854	882	0.0	1.0	0.067	A
B	454	113	916	1203	0.377	452	376	0.0	0.6	0.080	A
C	489	122	956	1240	0.395	487	411	0.0	0.6	0.079	A
D	952	238	503	1906	0.500	948	940	0.0	1.0	0.062	A
E	59	15	1261	757	0.079	59	190	0.0	0.1	0.086	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1025	256	524	1695	0.605	1023	1056	1.0	1.5	0.089	A
B	542	136	1096	1117	0.485	541	450	0.6	0.9	0.104	A
C	584	146	1145	1146	0.510	583	492	0.6	1.0	0.106	A
D	1137	284	602	1851	0.615	1135	1126	1.0	1.6	0.084	A
E	71	18	1509	654	0.109	71	228	0.1	0.1	0.103	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1255	314	639	1633	0.769	1248	1288	1.5	3.2	0.153	A
B	664	166	1338	1002	0.663	660	550	0.9	1.9	0.174	B
C	716	179	1397	1020	0.702	711	601	1.0	2.3	0.191	B
D	1393	348	734	1776	0.784	1385	1374	1.6	3.5	0.151	A
E	87	22	1841	516	0.169	87	278	0.1	0.2	0.140	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1255	314	643	1631	0.769	1255	1296	3.2	3.3	0.159	A
B	664	166	1345	998	0.665	664	553	1.9	1.9	0.179	B
C	716	179	1405	1016	0.704	715	604	2.3	2.3	0.199	B
D	1393	348	739	1773	0.785	1392	1381	3.5	3.6	0.157	A
E	87	22	1851	512	0.170	87	280	0.2	0.2	0.141	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1025	256	529	1692	0.606	1032	1066	3.3	1.6	0.092	A
B	542	136	1106	1113	0.487	546	454	1.9	1.0	0.107	A
C	584	146	1155	1141	0.512	589	497	2.3	1.1	0.110	A
D	1137	284	608	1847	0.616	1145	1136	3.6	1.6	0.086	A
E	71	18	1523	648	0.110	71	230	0.2	0.1	0.104	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	858	215	441	1739	0.494	861	889	1.6	1.0	0.068	A
B	454	113	922	1200	0.378	455	379	1.0	0.6	0.081	A
C	489	122	963	1237	0.396	491	414	1.1	0.7	0.081	A
D	952	238	507	1904	0.500	955	948	1.6	1.0	0.063	A
E	59	15	1270	753	0.079	60	192	0.1	0.1	0.087	A



Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017
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Filename: 2017-02-23 A259 - B2187 Roundabout-PM.j9

Path: H:_Planning 2\Current Jobs\SPRust(BrookLane).1\Analysis\Arcady

Report generation date: 01/03/2017 09:43:28

»2017 Observed Weekday, PM
»2019 Base + Com Dev, PM
»2022 Base + Com Dev, PM
»2019 Base + Com Dev + Dev, PM
»2022 Base + Com Dev + Dev, PM

Summary of junction performance

	PM				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	2017 Observed Weekday				
Arm A	4.0	0.20	0.81	B	13 % [Arm A]
Arm B	1.3	0.14	0.56	A	
Arm C	1.2	0.12	0.54	A	
Arm D	2.3	0.10	0.70	A	
Arm E	0.8	0.20	0.45	B	
	2019 Base + Com Dev				
Arm A	6.3	0.29	0.87	C	6 % [Arm A]
Arm B	1.5	0.16	0.60	A	
Arm C	1.4	0.13	0.58	A	
Arm D	2.5	0.11	0.72	A	
Arm E	0.9	0.22	0.49	B	
	2022 Base + Com Dev				
Arm A	9.9	0.45	0.92	D	2 % [Arm A]
Arm B	1.8	0.19	0.65	B	
Arm C	1.6	0.15	0.62	A	
Arm D	3.1	0.13	0.76	A	
Arm E	1.2	0.27	0.55	C	
	2019 Base + Com Dev + Dev				
Arm A	6.7	0.31	0.88	C	6 % [Arm A]
Arm B	1.5	0.16	0.60	A	
Arm C	1.4	0.13	0.58	A	
Arm D	2.6	0.11	0.73	A	
Arm E	1.0	0.23	0.50	B	
	2022 Base + Com Dev + Dev				
Arm A	11.5	0.51	0.94	D	1 % [Arm A]
Arm B	1.9	0.20	0.66	B	
Arm C	1.7	0.16	0.63	A	
Arm D	3.2	0.13	0.76	A	
Arm E	1.2	0.28	0.56	C	

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

File summary

File Description

Title	The Body Shop Roundabout
Location	Rustington, West Sussex
Site number	
Date	19/09/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MAYERBROWN2Kloneaves
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017 Observed Weekday	PM	ONE HOUR	16:15	17:45	15	✓
D2	2019 Base + Com Dev	PM	ONE HOUR	16:15	17:45	15	✓
D3	2022 Base + Com Dev	PM	ONE HOUR	16:15	17:45	15	✓
D4	2019 Base + Com Dev + Dev	PM	ONE HOUR	16:15	17:45	15	✓
D5	2022 Base + Com Dev + Dev	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2017 Observed Weekday, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D,E	0.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	13	Arm A

Arms

Arms

Arm	Name	Description
A	A259 East	
B	B2187 Worthing Road	
C	B2187 Horsham Road	
D	A259 Worthing Road	
E	Norway Lane	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	3.60	10.00	21.7	25.0	75.0	42.0	
B	3.35	7.00	21.7	21.0	75.0	35.0	
C	3.70	7.60	14.5	33.0	75.0	35.0	
D	3.75	11.70	22.5	37.6	75.0	36.0	
E	3.50	7.00	5.6	18.5	75.0	43.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.528	2022
B	0.484	1708
C	0.496	1760
D	0.573	2272
E	0.421	1345

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	2017 Observed Weekday	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1138	100.000
B		ONE HOUR	✓	487	100.000
C		ONE HOUR	✓	547	100.000
D		ONE HOUR	✓	1240	100.000
E		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		A	B	C	D	E
From	A	8	16	411	695	8
	B	14	2	151	315	5
	C	304	90	0	144	9
	D	684	439	90	6	21
	E	106	24	35	64	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A	B	C	D	E
From	A	13	0	0	2	0
	B	0	0	5	4	0
	C	1	7	0	3	0
	D	1	3	1	0	10
	E	4	0	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.81	0.20	4.0	B	1044	1566
B	0.56	0.14	1.3	A	447	670
C	0.54	0.12	1.2	A	502	753
D	0.70	0.10	2.3	A	1138	1707
E	0.45	0.20	0.8	B	210	315

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	857	214	562	1694	0.506	853	837	0.0	1.0	0.071	A
B	367	92	987	1175	0.312	365	428	0.0	0.5	0.074	A
C	412	103	837	1301	0.316	410	515	0.0	0.5	0.067	A
D	934	233	330	2040	0.458	930	917	0.0	0.8	0.054	A
E	172	43	1228	796	0.217	171	32	0.0	0.3	0.096	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1023	256	673	1635	0.626	1021	1002	1.0	1.6	0.097	A
B	438	109	1181	1084	0.404	437	513	0.5	0.7	0.093	A
C	492	123	1002	1219	0.403	491	616	0.5	0.7	0.082	A
D	1115	279	395	2003	0.557	1113	1098	0.8	1.2	0.067	A
E	206	51	1469	695	0.296	205	39	0.3	0.4	0.122	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1253	313	823	1554	0.806	1244	1225	1.6	3.9	0.188	B
B	536	134	1440	962	0.558	534	627	0.7	1.2	0.140	A
C	602	151	1222	1110	0.543	600	752	0.7	1.2	0.117	A
D	1365	341	483	1952	0.699	1361	1340	1.2	2.3	0.101	A
E	252	63	1797	558	0.452	251	47	0.4	0.8	0.194	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1253	313	826	1553	0.807	1252	1229	3.9	4.0	0.199	B
B	536	134	1449	957	0.560	536	629	1.2	1.3	0.142	A
C	602	151	1229	1106	0.544	602	756	1.2	1.2	0.119	A
D	1365	341	484	1951	0.700	1365	1347	2.3	2.3	0.102	A
E	252	63	1802	556	0.454	252	47	0.8	0.8	0.197	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1023	256	677	1633	0.627	1032	1007	4.0	1.7	0.102	A
B	438	109	1194	1078	0.406	440	515	1.3	0.7	0.094	A
C	492	123	1012	1214	0.405	494	622	1.2	0.7	0.084	A
D	1115	279	397	2001	0.557	1119	1108	2.3	1.3	0.068	A
E	206	51	1477	692	0.298	207	39	0.8	0.4	0.124	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	857	214	566	1692	0.506	859	842	1.7	1.0	0.072	A
B	367	92	995	1172	0.313	368	431	0.7	0.5	0.075	A
C	412	103	843	1298	0.317	413	519	0.7	0.5	0.068	A
D	934	233	332	2039	0.458	935	924	1.3	0.9	0.054	A
E	172	43	1235	793	0.217	173	32	0.4	0.3	0.097	A



2019 Base + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D,E	0.19	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	Arm 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	2019 Base + Com Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1227	100.000
B		ONE HOUR	✓	501	100.000
C		ONE HOUR	✓	566	100.000
D		ONE HOUR	✓	1255	100.000
E		ONE HOUR	✓	236	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
	A	B	C	D	E	
From	A	19	21	446	733	8
	B	15	5	155	321	5
	C	328	93	0	136	9
	D	705	449	73	6	22
	E	109	25	36	66	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A	B	C	D	E
From	A	5	0	0	2	0
	B	0	0	5	4	0
	C	1	6	0	3	0
	D	1	3	1	0	9
	E	4	0	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.57	0.29	6.3	C	1126	1689
B	0.60	0.16	1.5	A	460	690
C	0.58	0.13	1.4	A	519	779
D	0.72	0.11	2.5	A	1152	1727
E	0.49	0.22	0.9	B	217	325

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	924	231	564	1694	0.545	919	882	0.0	1.2	0.077	A
B	377	94	1039	1151	0.328	375	445	0.0	0.5	0.077	A
C	426	107	882	1282	0.332	424	532	0.0	0.5	0.070	A
D	945	236	361	2023	0.467	941	945	0.0	0.9	0.055	A
E	178	44	1270	779	0.228	177	33	0.0	0.3	0.099	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1103	276	676	1634	0.675	1100	1055	1.2	2.0	0.112	A
B	450	113	1243	1055	0.427	449	532	0.5	0.7	0.099	A
C	509	127	1056	1195	0.426	508	637	0.5	0.7	0.087	A
D	1128	282	432	1982	0.569	1126	1131	0.9	1.3	0.070	A
E	212	53	1519	675	0.314	212	39	0.3	0.5	0.129	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1351	338	826	1554	0.533	1336	1290	2.0	5.9	0.258	D
B	552	138	1511	929	0.594	549	650	0.7	1.4	0.157	A
C	623	156	1285	1081	0.576	621	775	0.7	1.3	0.130	A
D	1382	345	528	1927	0.717	1377	1377	1.3	2.5	0.108	A
E	260	65	1857	533	0.487	258	48	0.5	0.9	0.216	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1351	338	829	1552	0.537	1349	1295	5.9	6.3	0.291	D
B	552	138	1526	922	0.598	551	653	1.4	1.5	0.162	A
C	623	156	1296	1076	0.579	623	781	1.3	1.4	0.132	A
D	1382	345	531	1926	0.718	1382	1388	2.5	2.5	0.110	A
E	260	65	1864	531	0.490	260	48	0.9	0.9	0.221	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1103	276	680	1632	0.676	1120	1062	6.3	2.1	0.121	A
B	450	113	1264	1045	0.431	453	536	1.5	0.8	0.102	A
C	509	127	1072	1187	0.429	511	646	1.4	0.8	0.089	A
D	1128	282	436	1980	0.570	1133	1147	2.5	1.3	0.071	A
E	212	53	1529	671	0.316	214	40	0.9	0.5	0.132	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	924	231	568	1692	0.546	927	887	2.1	1.2	0.079	A
B	377	94	1048	1147	0.329	378	447	0.8	0.5	0.078	A
C	426	107	890	1278	0.334	427	536	0.8	0.5	0.071	A
D	945	236	364	2021	0.467	947	953	1.3	0.9	0.056	A
E	178	44	1277	776	0.229	178	33	0.5	0.3	0.101	A

2022 Base + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D,E	0.25	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	Arm 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	2022 Base + Com Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1281	100.000
B		ONE HOUR	✓	524	100.000
C		ONE HOUR	✓	592	100.000
D		ONE HOUR	✓	1314	100.000
E		ONE HOUR	✓	247	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
	A	B	C	D	E	
From	A	20	22	465	765	9
	B	16	5	162	336	5
	C	342	97	0	143	10
	D	738	470	77	6	23
	E	114	26	38	69	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A	B	C	D	E
From	A	5	0	0	2	0
	B	0	0	6	4	0
	C	1	6	0	3	0
	D	1	3	1	0	9
	E	4	0	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.52	0.45	9.9	D	1175	1763
B	0.65	0.19	1.8	B	481	721
C	0.62	0.15	1.6	A	543	815
D	0.76	0.13	3.1	A	1206	1809
E	0.55	0.27	1.2	C	227	340

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	964	241	591	1680	0.574	959	922	0.0	1.3	0.083	A
B	394	99	1085	1126	0.350	392	465	0.0	0.5	0.082	A
C	446	111	922	1262	0.353	444	556	0.0	0.5	0.073	A
D	989	247	378	2013	0.491	985	988	0.0	1.0	0.058	A
E	186	46	1328	755	0.246	185	35	0.0	0.3	0.105	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1152	288	707	1618	0.712	1147	1103	1.3	2.4	0.126	A
B	471	118	1298	1026	0.459	470	556	0.5	0.8	0.108	A
C	532	133	1103	1172	0.454	531	665	0.5	0.8	0.093	A
D	1181	295	452	1971	0.599	1179	1182	1.0	1.5	0.076	A
E	222	56	1589	646	0.344	221	42	0.3	0.5	0.141	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1410	353	863	1534	0.560	1385	1347	2.4	8.7	0.355	D
B	577	144	1569	899	0.642	573	679	0.8	1.7	0.182	B
C	652	163	1336	1056	0.617	649	806	0.8	1.6	0.146	A
D	1447	362	552	1913	0.756	1441	1433	1.5	3.0	0.125	A
E	272	68	1941	498	0.546	269	51	0.5	1.2	0.259	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1410	353	867	1531	0.566	1406	1354	8.7	9.9	0.447	D
B	577	144	1591	888	0.649	577	682	1.7	1.8	0.192	B
C	652	163	1352	1048	0.622	652	815	1.6	1.6	0.151	A
D	1447	362	555	1912	0.757	1447	1449	3.0	3.1	0.129	A
E	272	68	1949	495	0.549	272	52	1.2	1.2	0.268	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1152	288	713	1614	0.713	1181	1113	9.9	2.6	0.147	A
B	471	118	1333	1010	0.467	475	561	1.8	0.9	0.113	A
C	532	133	1128	1159	0.459	535	680	1.6	0.9	0.097	A
D	1181	295	456	1968	0.600	1187	1207	3.1	1.5	0.077	A
E	222	56	1601	641	0.347	225	43	1.2	0.5	0.145	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	964	241	595	1678	0.575	969	928	2.6	1.4	0.085	A
B	394	99	1096	1121	0.352	396	468	0.9	0.5	0.083	A
C	446	111	931	1257	0.354	447	561	0.9	0.6	0.074	A
D	989	247	381	2012	0.492	991	997	1.5	1.0	0.059	A
E	186	46	1336	751	0.248	187	35	0.5	0.3	0.107	A

2019 Base + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D,E	0.19	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	Arm 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	2019 Base + Com Dev + Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1247	100.000
B		ONE HOUR	✓	501	100.000
C		ONE HOUR	✓	567	100.000
D		ONE HOUR	✓	1263	100.000
E		ONE HOUR	✓	236	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
	A	B	C	D	E	
From	A	34	21	447	737	8
	B	15	5	155	321	5
	C	329	93	0	136	9
	D	713	449	73	6	22
	E	109	25	36	66	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A	B	C	D	E
From	A	3	0	0	1	0
	B	0	0	5	4	0
	C	1	6	0	3	0
	D	1	3	1	0	9
	E	4	0	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.55	0.31	6.7	C	1144	1716
B	0.60	0.16	1.5	A	460	690
C	0.58	0.13	1.4	A	520	780
D	0.73	0.11	2.6	A	1159	1738
E	0.50	0.23	1.0	B	217	325

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	939	235	564	1704	0.551	934	900	0.0	1.2	0.077	A
B	377	94	1054	1147	0.329	375	445	0.0	0.5	0.078	A
C	427	107	896	1277	0.334	425	533	0.0	0.5	0.070	A
D	951	238	373	2016	0.472	947	948	0.0	0.9	0.056	A
E	178	44	1287	772	0.230	176	33	0.0	0.3	0.101	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1121	280	676	1644	0.682	1117	1077	1.2	2.1	0.113	A
B	450	113	1261	1050	0.429	449	532	0.5	0.7	0.100	A
C	510	127	1073	1190	0.428	509	637	0.5	0.7	0.088	A
D	1135	284	447	1974	0.575	1134	1135	0.9	1.3	0.071	A
E	212	53	1541	666	0.319	211	39	0.3	0.5	0.132	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1373	343	825	1563	0.578	1356	1316	2.1	6.3	0.270	D
B	552	138	1532	923	0.598	549	650	0.7	1.4	0.159	A
C	624	156	1305	1076	0.580	622	775	0.7	1.4	0.132	A
D	1391	348	546	1917	0.725	1386	1381	1.3	2.6	0.112	A
E	260	65	1883	523	0.497	258	48	0.5	1.0	0.225	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1373	343	829	1561	0.579	1371	1321	6.3	6.7	0.309	D
B	552	138	1547	915	0.603	551	653	1.4	1.5	0.165	A
C	624	156	1317	1070	0.584	624	782	1.4	1.4	0.135	A
D	1391	348	548	1916	0.726	1390	1393	2.6	2.6	0.114	A
E	260	65	1890	520	0.500	260	48	1.0	1.0	0.231	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1121	280	681	1641	0.683	1139	1085	6.7	2.2	0.124	A
B	450	113	1284	1039	0.434	453	536	1.5	0.8	0.103	A
C	510	127	1090	1182	0.431	512	647	1.4	0.8	0.090	A
D	1135	284	450	1972	0.576	1140	1152	2.6	1.4	0.073	A
E	212	53	1551	662	0.321	214	40	1.0	0.5	0.135	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	939	235	568	1702	0.552	943	906	2.2	1.2	0.079	A
B	377	94	1063	1142	0.330	378	447	0.8	0.5	0.079	A
C	427	107	905	1273	0.335	428	537	0.8	0.5	0.071	A
D	951	238	376	2015	0.472	953	957	1.4	0.9	0.057	A
E	178	44	1295	768	0.231	178	33	0.5	0.3	0.102	A

2022 Base + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	(untitled)	Standard Roundabout	A,B,C,D,E	0.28	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	1	Arm 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	2022 Base + Com Dev + Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1301	100.000
B		ONE HOUR	✓	524	100.000
C		ONE HOUR	✓	593	100.000
D		ONE HOUR	✓	1321	100.000
E		ONE HOUR	✓	247	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
	A	B	C	D	E	
From	A	34	22	466	770	9
	B	16	5	162	336	5
	C	343	97	0	143	10
	D	745	470	77	6	23
	E	114	26	38	69	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A	B	C	D	E
From	A	3	0	0	2	0
	B	0	0	6	4	0
	C	1	6	0	3	0
	D	1	3	1	0	9
	E	4	0	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.84	0.51	11.5	D	1194	1791
B	0.66	0.20	1.9	B	481	721
C	0.63	0.16	1.7	A	544	816
D	0.76	0.13	3.2	A	1212	1818
E	0.56	0.28	1.2	C	227	340

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	979	245	591	1680	0.583	974	938	0.0	1.4	0.084	A
B	394	99	1100	1119	0.352	392	465	0.0	0.5	0.082	A
C	446	112	936	1255	0.356	444	556	0.0	0.5	0.074	A
D	995	249	389	2007	0.495	991	991	0.0	1.0	0.059	A
E	186	46	1344	748	0.249	185	35	0.0	0.3	0.106	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1170	292	707	1618	0.723	1165	1123	1.4	2.5	0.131	A
B	471	118	1316	1018	0.463	470	556	0.5	0.9	0.109	A
C	533	133	1120	1164	0.458	532	666	0.5	0.8	0.095	A
D	1188	297	465	1963	0.605	1185	1186	1.0	1.5	0.077	A
E	222	56	1609	637	0.348	221	42	0.3	0.5	0.144	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1432	358	863	1534	0.804	1403	1371	2.5	9.9	0.391	D
B	577	144	1587	890	0.648	573	679	0.9	1.8	0.187	B
C	653	163	1354	1047	0.624	650	806	0.8	1.6	0.150	A
D	1454	364	568	1904	0.764	1448	1436	1.5	3.1	0.130	A
E	272	68	1965	489	0.556	269	51	0.5	1.2	0.270	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1432	358	867	1532	0.566	1426	1378	9.9	11.5	0.514	D
B	577	144	1611	879	0.656	577	682	1.8	1.9	0.198	B
C	653	163	1372	1038	0.629	653	816	1.6	1.7	0.155	A
D	1454	364	571	1903	0.764	1454	1454	3.1	3.2	0.134	A
E	272	68	1974	485	0.561	272	52	1.2	1.2	0.281	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	1170	292	713	1614	0.724	1205	1133	11.5	2.7	0.158	A
B	471	118	1357	998	0.472	475	561	1.9	0.9	0.115	A
C	533	133	1149	1149	0.464	536	683	1.7	0.9	0.098	A
D	1188	297	470	1960	0.606	1194	1215	3.2	1.6	0.079	A
E	222	56	1622	632	0.351	225	43	1.2	0.5	0.148	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
A	979	245	595	1678	0.584	985	945	2.7	1.4	0.087	A
B	394	99	1112	1114	0.354	396	468	0.9	0.6	0.084	A
C	446	112	946	1250	0.357	448	562	0.9	0.6	0.075	A
D	995	249	392	2005	0.496	997	1001	1.6	1.0	0.060	A
E	186	46	1353	744	0.250	187	35	0.5	0.3	0.108	A

APPENDIX F: WSCC Residential Parking Demand

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Rustington West
District	Arun
Ward 2	
District	
Ward 3	
District	
Ward Tempro Factor 2009-2026	1.095580
District Tempro Factor 2009-2026	1.067644



Ward Finder

Postcode		Ward	
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Note:

No special provision need be made for visitors where at least half of the total parking provision a with a development is unallocated. In other circumstances, it may be appropriate to allow for ad demand for visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and nu Bedrooms is used this will need to be converted. A general guide for conversion is as follows but some cases.

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The W Tables highlight if the Census data does not include data for certain dwelling sizes. In such cases ownership values have been obtained using the nearest sized dwelling with same tenure and ward. For example, if no data is available for a private house with 1 room then data for a private house with 2 rooms has been used. The Car Ownership Data is highlighted in purple where such an approach has been used. Where Census data contains small samples for certain sized dwellings this is highlighted in red if the sample size is less than 50 in the Total Demand column. In such cases, other wards should be selected to achieve a larger sample size.

PROJECT CENTRE

PEOPLE | PASSION | PLACES

Report Summary Table

DEVELOPMENT MIX				
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)
A	Flats	Council/Housing Association (not including shared ownership)	2	8
B	Flats	Council/Housing Association (not including shared ownership)	3	10
C	Houses	Council/Housing Association (not including shared ownership)	4	6
D	Houses	Council/Housing Association (not including shared ownership)	5	3
E	Flats	Private	2	2
F	Flats	Private	3	4
G	Houses	Private	4	24
H	Houses	Private	5	32
I	Houses	Private	6	1
J				
K				
L				
M				
N				
O				
P				
Q				
R				
S				
Total				90

ALLOCATED PARKING
Spaces (Per Unit)
1
2
2
2
2
2
2
2
1

