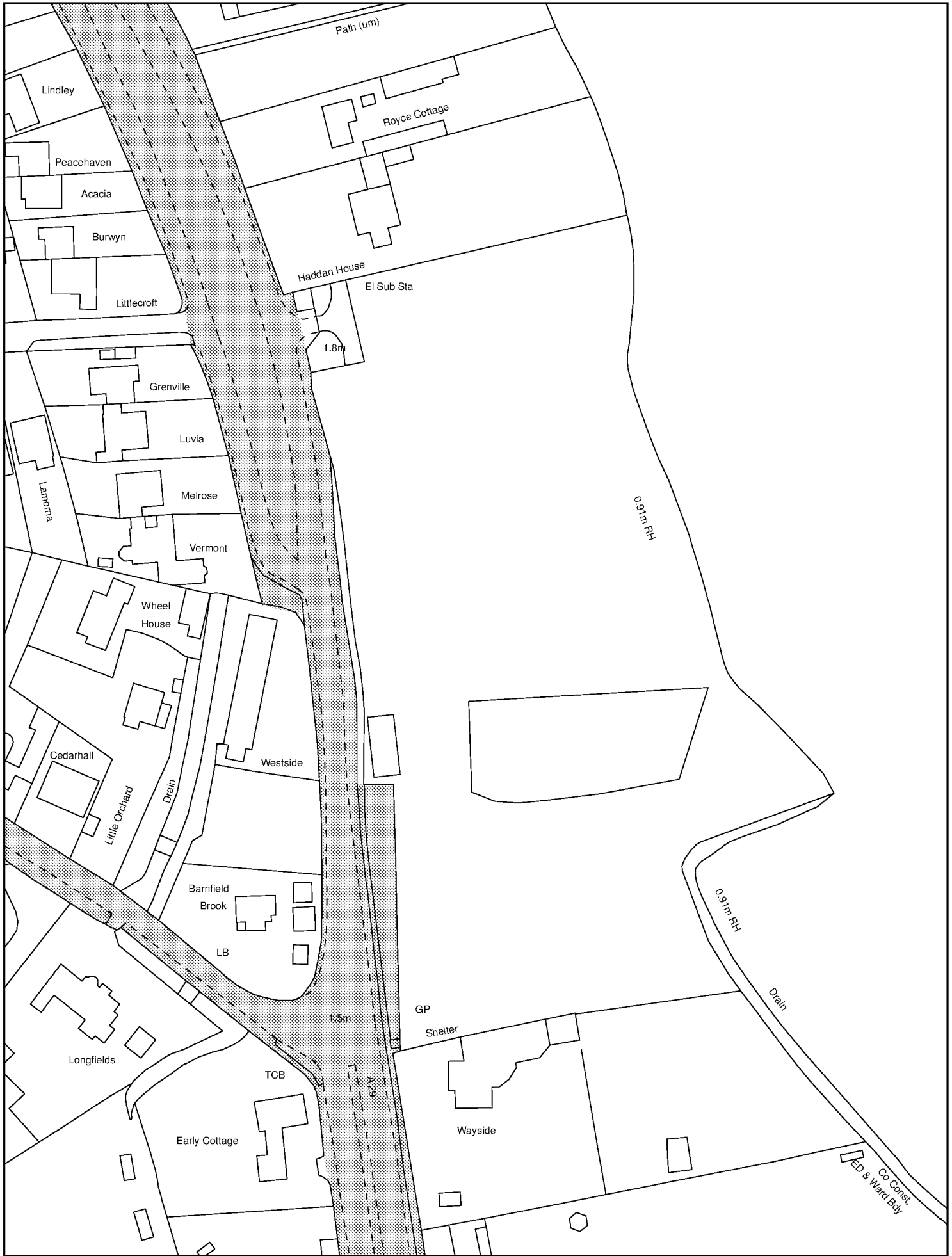
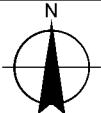


Appendix 1

Highway Record Plan



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ARUN DISTRICT COUNCIL BE/40049/OUT	Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.		

Appendix 2

Architect's Proposed Site Layout Plan



Residential			
	Affordable	Market	Total
1 Bedroom	5	3	8
2 Bedroom	5	12	17
3 Bedroom	2	14	16
4 Bedroom	1	4	5
			46
Site Area		1.72ha	
Open Space		0.4ha	
Net Density (Ex Open Space)		30.6dph	
Net Density (inc Open Space)		26.7dph	

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THIS DRAWING IS COPYRIGHT.

CLIENT:
Hanbury Properties

PROJECT:
Land East of Shripney Road, Shripney

DRAWING TITLE:
Preliminary Illustrative Layout

DAVIESLANDSCAPE
ARCHITECTS
Suite F1, Stroud House, Russell Street, Stroud, Gloucestershire, GL5 3AN
t 01453 760380 e info@d-la.co.uk w www.d-la.co.uk

DATE: 13.08.2019 SCALE: 1:1000@A3

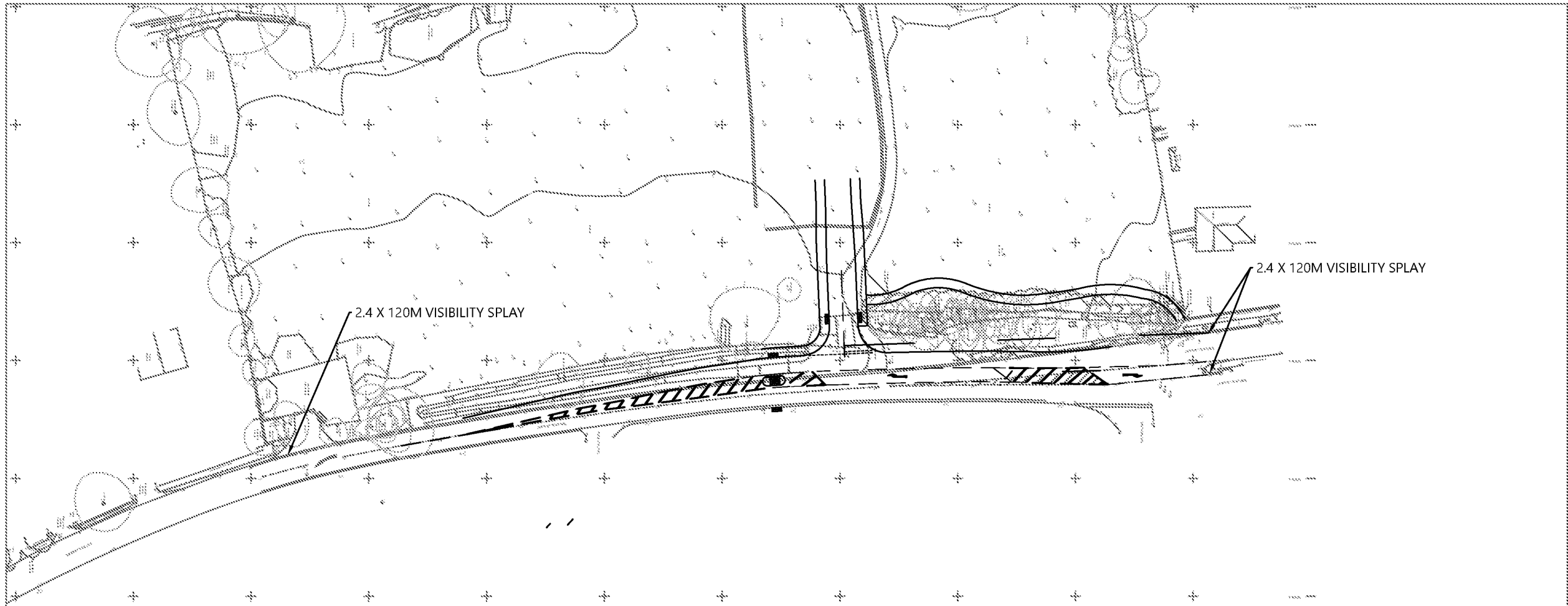
JOB NO.: 1948 DRAWN BY: MD

DWG NO.: DLA.1948.L06. REV: S10

V:\Growth DATA\PROJECT FILES\1915 Land East of Shripney
Roi\Landscapes\Drawings\Sketch\DLA.1948.L.06.S - Cad Layout
Plan\DLA.1948.L.06.S10 Cad Layout Plan.dwg

Appendix 3

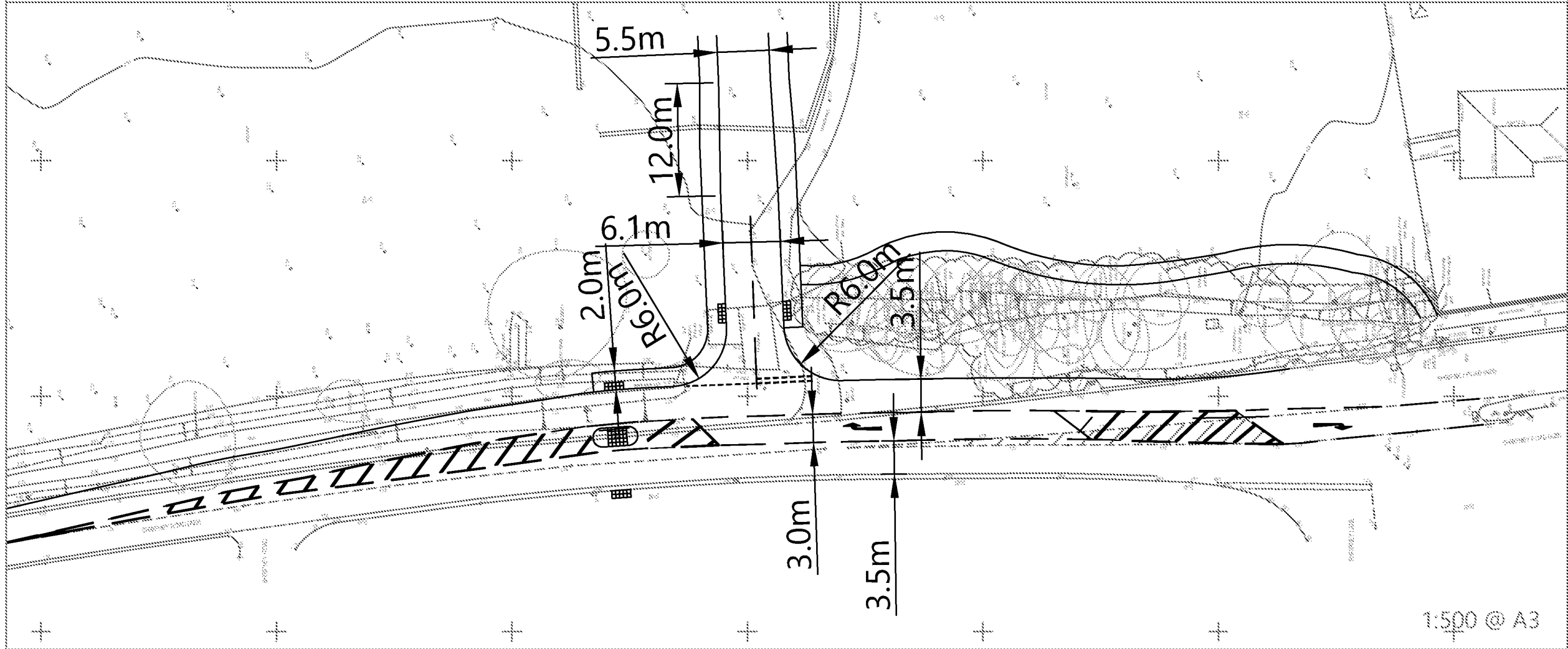
Proposed Site Access Arrangements



NOTES:
Drawing contains OS data © Crown copyright and database rights 2019
OS Licence 100056456.
Drawing based on Geomatic Surveyors Site Survey 0575102

11/03/19

ISSUE	REASON FOR REVISION	DATE
A	Mirror amendments to lining and carriageway alignment and addition of tactile paving and indicative footpath through site	11/03/19



1:1,000 @ A3

PROJECT:
SHRIPNEY ROAD, SHRIPNEY

CLIENT:
HANBURY PROPERTIES

PROJECT REFERENCE	DRAWING NUMBER	SCALE
1845	03	VARIES

HighgateTransportation

www.highgatetransportation.co.uk
First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121
© Highgate Transportation Limited

TITLE:
PROPOSED SITE ACCESS
ARRANGEMENTS

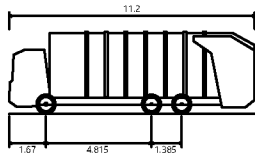
DATE	DRAWN BY	CHECKED
05/06/19	BL	DT

Appendix 4

Swept Path Analysis – 11.2 Metre Refuse Collection Vehicle



NOTES:
Drawing contains OS data © Crown copyright and database rights 2019
OS Licence 100056454.
Drawing based on Davies Landscape Architects drawing
DLA/1548.106.S10



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

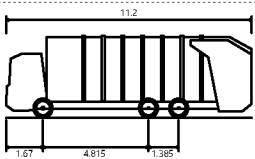
ISSUE	REASON FOR REVISION	DATE

PROJECT: SHRIPNEY ROAD, SHRIPNEY		
CLIENT: HANBURY PROPERTIES		
PROJECT REFERENCE: 1845	DRAWING NUMBER: TR03	SCALE: 1:500 @A3
SHEET NUMBER: SHEET 1 OF 2		

Highgate <i>Transportation</i> www.highgatetransportation.co.uk First Floor, 43-45 Park Street Bristol BS1 5NL 01179 349 121 © Highgate Transportation Limited		
TITLE: SWEPT PATH ANALYSIS - 11.2 METRE REFUSE COLLECTION VEHICLE		
DATE: 19/09/19	DRAWN BY: BL	CHECKED: DT



NOTES:
Drawing contains OS data © Crown copyright and database rights 2019
OS Licence 100056454.
Drawing based on Davies Landscape Architects drawing
DLA/1948.109.S10



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

ISSUE	REASON FOR REVISION	DATE

PROJECT: SHRIPNEY ROAD, SHRIPNEY		
CLIENT: HANBURY PROPERTIES		
PROJECT REFERENCE: 1845	DRAWING NUMBER: TR03	SCALE: 1:500 @A3
SHEET NUMBER: SHEET 2 OF 2		

HighgateTransportation
www.highgatetransportation.co.uk
First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121
© Highgate Transportation Limited

TITLE:
**SWEPT PATH ANALYSIS - 11.2 METRE
REFUSE COLLECTION VEHICLE**

DATE: 19/09/19	DRAWN BY: BL	CHECKED: DT
--------------------------	------------------------	-----------------------

Appendix 5

TRICS Outputs

Calculation Reference: AUDIT-355901-190830-0852

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	2 days
SC SURREY	1 days
WS WEST SUSSEX	1 days
03 SOUTH WEST	
DC DORSET	1 days
SM SOMERSET	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	2 days
08 NORTH WEST	
CH CHESHIRE	1 days
GM GREATER MANCHESTER	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 dwellings
 Actual Range: 23 to 79 (units:)
 Range Selected by User: 20 to 80 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 09/05/19

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	4 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	13
--------------	----

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	12
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 13 days

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	4 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:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 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:

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:

Yes	4 days
No	9 days

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

PTAL Rating:

No PTAL Present 13 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
2	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD		
	BOURNEMOUTH		
	CASTLE LANE WEST		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
3	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
4	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
5	GM-03-A-10	DETACHED/ SEMI	GREATER MANCHESTER
	BUTT HILL DRIVE		
	MANCHESTER		
	PRESTWICH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
6	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
7	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
8	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
9	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

LIST OF SITES relevant to selection parameters (Cont.)

10	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
11	SH-03-A-05	SEMI-DETACHED/ TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL		
	Edge of Town Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
12	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD BRIDGWATER NORTHFIELD		
	Edge of Town Residential Zone		
	Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
13	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE LITTLEHAMPTON WICK		
	Edge of Town Residential Zone		
	Total Number of dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	45	0.096	13	45	0.333	13	45	0.429
08:00 - 09:00	13	45	0.137	13	45	0.383	13	45	0.520
09:00 - 10:00	13	45	0.156	13	45	0.185	13	45	0.341
10:00 - 11:00	13	45	0.126	13	45	0.164	13	45	0.290
11:00 - 12:00	13	45	0.156	13	45	0.188	13	45	0.344
12:00 - 13:00	13	45	0.161	13	45	0.147	13	45	0.308
13:00 - 14:00	13	45	0.171	13	45	0.173	13	45	0.344
14:00 - 15:00	13	45	0.162	13	45	0.171	13	45	0.333
15:00 - 16:00	13	45	0.275	13	45	0.173	13	45	0.448
16:00 - 17:00	13	45	0.301	13	45	0.162	13	45	0.463
17:00 - 18:00	13	45	0.342	13	45	0.140	13	45	0.482
18:00 - 19:00	13	45	0.260	13	45	0.123	13	45	0.383
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.343			2.342			4.685

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

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

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Parameter summary

Trip rate parameter range selected:	23 - 79 (units:)
Survey date range:	01/01/11 - 09/05/19
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	45	0.007	13	45	0.007	13	45	0.014
08:00 - 09:00	13	45	0.007	13	45	0.007	13	45	0.014
09:00 - 10:00	13	45	0.009	13	45	0.009	13	45	0.018
10:00 - 11:00	13	45	0.003	13	45	0.003	13	45	0.006
11:00 - 12:00	13	45	0.005	13	45	0.005	13	45	0.010
12:00 - 13:00	13	45	0.002	13	45	0.002	13	45	0.004
13:00 - 14:00	13	45	0.002	13	45	0.002	13	45	0.004
14:00 - 15:00	13	45	0.007	13	45	0.007	13	45	0.014
15:00 - 16:00	13	45	0.005	13	45	0.005	13	45	0.010
16:00 - 17:00	13	45	0.003	13	45	0.000	13	45	0.003
17:00 - 18:00	13	45	0.005	13	45	0.003	13	45	0.008
18:00 - 19:00	13	45	0.002	13	45	0.003	13	45	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.053			0.110

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

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

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	45	0.002	13	45	0.002	13	45	0.004
08:00 - 09:00	13	45	0.000	13	45	0.000	13	45	0.000
09:00 - 10:00	13	45	0.005	13	45	0.005	13	45	0.010
10:00 - 11:00	13	45	0.003	13	45	0.003	13	45	0.006
11:00 - 12:00	13	45	0.003	13	45	0.003	13	45	0.006
12:00 - 13:00	13	45	0.002	13	45	0.002	13	45	0.004
13:00 - 14:00	13	45	0.003	13	45	0.002	13	45	0.005
14:00 - 15:00	13	45	0.000	13	45	0.002	13	45	0.002
15:00 - 16:00	13	45	0.002	13	45	0.000	13	45	0.002
16:00 - 17:00	13	45	0.002	13	45	0.003	13	45	0.005
17:00 - 18:00	13	45	0.000	13	45	0.000	13	45	0.000
18:00 - 19:00	13	45	0.000	13	45	0.000	13	45	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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

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

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	45	0.002	13	45	0.002	13	45	0.004
08:00 - 09:00	13	45	0.000	13	45	0.000	13	45	0.000
09:00 - 10:00	13	45	0.000	13	45	0.000	13	45	0.000
10:00 - 11:00	13	45	0.000	13	45	0.000	13	45	0.000
11:00 - 12:00	13	45	0.003	13	45	0.003	13	45	0.006
12:00 - 13:00	13	45	0.000	13	45	0.000	13	45	0.000
13:00 - 14:00	13	45	0.000	13	45	0.000	13	45	0.000
14:00 - 15:00	13	45	0.000	13	45	0.000	13	45	0.000
15:00 - 16:00	13	45	0.002	13	45	0.002	13	45	0.004
16:00 - 17:00	13	45	0.000	13	45	0.000	13	45	0.000
17:00 - 18:00	13	45	0.000	13	45	0.000	13	45	0.000
18:00 - 19:00	13	45	0.000	13	45	0.000	13	45	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	45	0.005	13	45	0.014	13	45	0.019
08:00 - 09:00	13	45	0.002	13	45	0.034	13	45	0.036
09:00 - 10:00	13	45	0.002	13	45	0.009	13	45	0.011
10:00 - 11:00	13	45	0.000	13	45	0.009	13	45	0.009
11:00 - 12:00	13	45	0.003	13	45	0.002	13	45	0.005
12:00 - 13:00	13	45	0.005	13	45	0.005	13	45	0.010
13:00 - 14:00	13	45	0.012	13	45	0.005	13	45	0.017
14:00 - 15:00	13	45	0.007	13	45	0.002	13	45	0.009
15:00 - 16:00	13	45	0.009	13	45	0.002	13	45	0.011
16:00 - 17:00	13	45	0.015	13	45	0.000	13	45	0.015
17:00 - 18:00	13	45	0.019	13	45	0.003	13	45	0.022
18:00 - 19:00	13	45	0.007	13	45	0.002	13	45	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.087			0.173

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	45	0.104	13	45	0.409	13	45	0.513
08:00 - 09:00	13	45	0.173	13	45	0.571	13	45	0.744
09:00 - 10:00	13	45	0.193	13	45	0.232	13	45	0.425
10:00 - 11:00	13	45	0.144	13	45	0.202	13	45	0.346
11:00 - 12:00	13	45	0.215	13	45	0.217	13	45	0.432
12:00 - 13:00	13	45	0.202	13	45	0.183	13	45	0.385
13:00 - 14:00	13	45	0.200	13	45	0.209	13	45	0.409
14:00 - 15:00	13	45	0.203	13	45	0.212	13	45	0.415
15:00 - 16:00	13	45	0.424	13	45	0.226	13	45	0.650
16:00 - 17:00	13	45	0.407	13	45	0.210	13	45	0.617
17:00 - 18:00	13	45	0.450	13	45	0.181	13	45	0.631
18:00 - 19:00	13	45	0.330	13	45	0.166	13	45	0.496
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.045			3.018			6.063

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	45	0.009	13	45	0.032	13	45	0.041
08:00 - 09:00	13	45	0.041	13	45	0.091	13	45	0.132
09:00 - 10:00	13	45	0.029	13	45	0.055	13	45	0.084
10:00 - 11:00	13	45	0.036	13	45	0.027	13	45	0.063
11:00 - 12:00	13	45	0.027	13	45	0.029	13	45	0.056
12:00 - 13:00	13	45	0.032	13	45	0.029	13	45	0.061
13:00 - 14:00	13	45	0.041	13	45	0.026	13	45	0.067
14:00 - 15:00	13	45	0.031	13	45	0.034	13	45	0.065
15:00 - 16:00	13	45	0.062	13	45	0.060	13	45	0.122
16:00 - 17:00	13	45	0.056	13	45	0.043	13	45	0.099
17:00 - 18:00	13	45	0.060	13	45	0.048	13	45	0.108
18:00 - 19:00	13	45	0.055	13	45	0.022	13	45	0.077
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.479			0.496			0.975

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

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

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

MULTI-MODAL BUS/ TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	45	0.000	13	45	0.015	13	45	0.015
08:00 - 09:00	13	45	0.000	13	45	0.009	13	45	0.009
09:00 - 10:00	13	45	0.003	13	45	0.010	13	45	0.013
10:00 - 11:00	13	45	0.009	13	45	0.010	13	45	0.019
11:00 - 12:00	13	45	0.003	13	45	0.005	13	45	0.008
12:00 - 13:00	13	45	0.010	13	45	0.005	13	45	0.015
13:00 - 14:00	13	45	0.000	13	45	0.003	13	45	0.003
14:00 - 15:00	13	45	0.005	13	45	0.002	13	45	0.007
15:00 - 16:00	13	45	0.005	13	45	0.003	13	45	0.008
16:00 - 17:00	13	45	0.017	13	45	0.002	13	45	0.019
17:00 - 18:00	13	45	0.010	13	45	0.002	13	45	0.012
18:00 - 19:00	13	45	0.015	13	45	0.000	13	45	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.066			0.143

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	45	0.000	13	45	0.003	13	45	0.003
08:00 - 09:00	13	45	0.000	13	45	0.003	13	45	0.003
09:00 - 10:00	13	45	0.000	13	45	0.002	13	45	0.002
10:00 - 11:00	13	45	0.000	13	45	0.005	13	45	0.005
11:00 - 12:00	13	45	0.002	13	45	0.000	13	45	0.002
12:00 - 13:00	13	45	0.000	13	45	0.002	13	45	0.002
13:00 - 14:00	13	45	0.002	13	45	0.000	13	45	0.002
14:00 - 15:00	13	45	0.002	13	45	0.000	13	45	0.002
15:00 - 16:00	13	45	0.002	13	45	0.000	13	45	0.002
16:00 - 17:00	13	45	0.003	13	45	0.000	13	45	0.003
17:00 - 18:00	13	45	0.003	13	45	0.000	13	45	0.003
18:00 - 19:00	13	45	0.003	13	45	0.000	13	45	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.015			0.032

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

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

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	45	0.000	13	45	0.003	13	45	0.003
08:00 - 09:00	13	45	0.000	13	45	0.000	13	45	0.000
09:00 - 10:00	13	45	0.000	13	45	0.000	13	45	0.000
10:00 - 11:00	13	45	0.000	13	45	0.000	13	45	0.000
11:00 - 12:00	13	45	0.000	13	45	0.000	13	45	0.000
12:00 - 13:00	13	45	0.000	13	45	0.000	13	45	0.000
13:00 - 14:00	13	45	0.000	13	45	0.000	13	45	0.000
14:00 - 15:00	13	45	0.000	13	45	0.000	13	45	0.000
15:00 - 16:00	13	45	0.002	13	45	0.000	13	45	0.002
16:00 - 17:00	13	45	0.000	13	45	0.000	13	45	0.000
17:00 - 18:00	13	45	0.000	13	45	0.000	13	45	0.000
18:00 - 19:00	13	45	0.000	13	45	0.000	13	45	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.003			0.005

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	45	0.000	13	45	0.022	13	45	0.022
08:00 - 09:00	13	45	0.000	13	45	0.012	13	45	0.012
09:00 - 10:00	13	45	0.003	13	45	0.012	13	45	0.015
10:00 - 11:00	13	45	0.009	13	45	0.015	13	45	0.024
11:00 - 12:00	13	45	0.005	13	45	0.005	13	45	0.010
12:00 - 13:00	13	45	0.010	13	45	0.007	13	45	0.017
13:00 - 14:00	13	45	0.002	13	45	0.003	13	45	0.005
14:00 - 15:00	13	45	0.007	13	45	0.002	13	45	0.009
15:00 - 16:00	13	45	0.009	13	45	0.003	13	45	0.012
16:00 - 17:00	13	45	0.021	13	45	0.002	13	45	0.023
17:00 - 18:00	13	45	0.014	13	45	0.002	13	45	0.016
18:00 - 19:00	13	45	0.019	13	45	0.000	13	45	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.085			0.184

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	45	0.118	13	45	0.477	13	45	0.595
08:00 - 09:00	13	45	0.215	13	45	0.708	13	45	0.923
09:00 - 10:00	13	45	0.227	13	45	0.308	13	45	0.535
10:00 - 11:00	13	45	0.188	13	45	0.253	13	45	0.441
11:00 - 12:00	13	45	0.251	13	45	0.253	13	45	0.504
12:00 - 13:00	13	45	0.250	13	45	0.224	13	45	0.474
13:00 - 14:00	13	45	0.255	13	45	0.243	13	45	0.498
14:00 - 15:00	13	45	0.248	13	45	0.250	13	45	0.498
15:00 - 16:00	13	45	0.503	13	45	0.291	13	45	0.794
16:00 - 17:00	13	45	0.499	13	45	0.255	13	45	0.754
17:00 - 18:00	13	45	0.542	13	45	0.234	13	45	0.776
18:00 - 19:00	13	45	0.410	13	45	0.190	13	45	0.600
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.706			3.686			7.392

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.

Highgate Transportation Ltd Park Street Bristol

Licence No: 355901

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

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	45	0.005	13	45	0.002	13	45	0.007
08:00 - 09:00	13	45	0.007	13	45	0.005	13	45	0.012
09:00 - 10:00	13	45	0.009	13	45	0.009	13	45	0.018
10:00 - 11:00	13	45	0.012	13	45	0.015	13	45	0.027
11:00 - 12:00	13	45	0.007	13	45	0.009	13	45	0.016
12:00 - 13:00	13	45	0.002	13	45	0.002	13	45	0.004
13:00 - 14:00	13	45	0.017	13	45	0.015	13	45	0.032
14:00 - 15:00	13	45	0.014	13	45	0.015	13	45	0.029
15:00 - 16:00	13	45	0.009	13	45	0.007	13	45	0.016
16:00 - 17:00	13	45	0.005	13	45	0.007	13	45	0.012
17:00 - 18:00	13	45	0.003	13	45	0.003	13	45	0.006
18:00 - 19:00	13	45	0.000	13	45	0.000	13	45	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.089			0.179

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

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

Appendix 6

PICADY Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Proposed Site Access Ghost Island 100919.j9

Path: C:\Users\Brad\Highgate Transportation\HTp - 1800 - Projects\1845 - Land East of Shripney Road\Modelling

Report generation date: 10/09/2019 11:01:22

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2024								
Stream B-AC	0.1	11.49	0.07	B	0.0	14.66	0.03	B
Stream C-AB	0.0	7.32	0.01	A	0.0	9.04	0.03	A

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

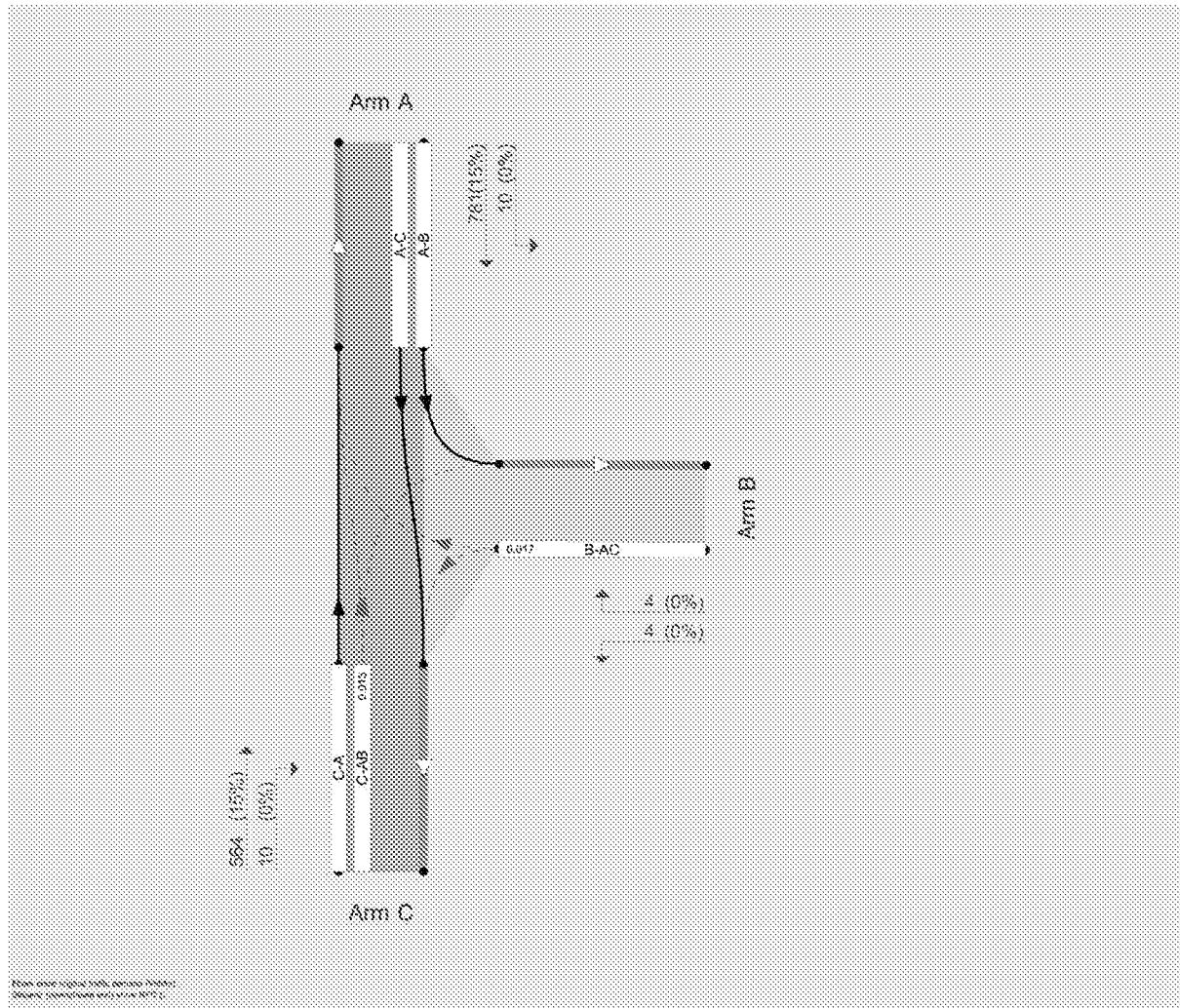
File summary

File Description

Title	
Location	
Site number	
Date	11/06/2019
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	HTP-WS01\Brad
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.88			135.0	✓	5.50

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.45	18	20

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	516	0.090	0.228	0.144	0.326
1	B-C	665	0.098	0.248	-	-
1	C-B	652	0.243	0.243	-	-

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	2024	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	✓	507	100.000
B		ONE HOUR	✓	22	100.000
C		ONE HOUR	✓	639	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	4	503
	B	11	0	11
	C	635	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	15
	B	0	0	0
	C	15	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	0.07	11.49	0.1	B	20	30
C-AB	0.01	7.32	0.0	A	4	6
C-A					583	874
A-B					4	6
A-C					462	692

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	419	0.040	16	0.0	0.0	8.933	A
C-AB	3	0.75	546	0.006	3	0.0	0.0	6.634	A
C-A	478	120			478				
A-B	3	0.75			3				
A-C	379	95			379				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	386	0.051	20	0.0	0.1	9.840	A
C-AB	4	0.90	525	0.007	4	0.0	0.0	6.904	A
C-A	571	143			571				
A-B	4	0.90			4				
A-C	452	113			452				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	337	0.072	24	0.1	0.1	11.487	B
C-AB	4	1	496	0.009	4	0.0	0.0	7.317	A
C-A	699	175			699				
A-B	4	1			4				
A-C	554	138			554				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	337	0.072	24	0.1	0.1	11.494	B
C-AB	4	1	496	0.009	4	0.0	0.0	7.317	A
C-A	699	175			699				
A-B	4	1			4				
A-C	554	138			554				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	386	0.051	20	0.1	0.1	9.848	A
C-AB	4	0.90	525	0.007	4	0.0	0.0	6.905	A
C-A	571	143			571				
A-B	4	0.90			4				
A-C	452	113			452				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	419	0.040	17	0.1	0.0	8.947	A
C-AB	3	0.75	546	0.006	3	0.0	0.0	6.636	A
C-A	478	120			478				
A-B	3	0.75			3				
A-C	379	95			379				

2024, PM

Data Errors and Warnings

No errors or warnings.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	791	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	574	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	10	781
	B	4	0	4
	C	564	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	15
	B	0	0	0
	C	15	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	14.66	0.0	B	7	11
C-AB	0.03	9.04	0.0	A	9	14
C-A					518	776
A-B					9	14
A-C					717	1075

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	2	365	0.017	6	0.0	0.0	10.037	B
C-AB	8	2	486	0.015	7	0.0	0.0	7.522	A
C-A	425	106			425				
A-B	8	2			8				
A-C	588	147			588				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	320	0.023	7	0.0	0.0	11.521	B
C-AB	9	2	454	0.020	9	0.0	0.0	8.093	A
C-A	507	127			507				
A-B	9	2			9				
A-C	702	176			702				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	254	0.035	9	0.0	0.0	14.651	B
C-AB	11	3	409	0.027	11	0.0	0.0	9.041	A
C-A	621	155			621				
A-B	11	3			11				
A-C	860	215			860				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	254	0.035	9	0.0	0.0	14.657	B
C-AB	11	3	409	0.027	11	0.0	0.0	9.041	A
C-A	621	155			621				
A-B	11	3			11				
A-C	860	215			860				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	320	0.023	7	0.0	0.0	11.527	B
C-AB	9	2	454	0.020	9	0.0	0.0	8.096	A
C-A	507	127			507				
A-B	9	2			9				
A-C	702	176			702				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	2	365	0.017	6	0.0	0.0	10.041	B
C-AB	8	2	486	0.015	8	0.0	0.0	7.523	A
C-A	425	106			425				
A-B	8	2			8				
A-C	588	147			588				