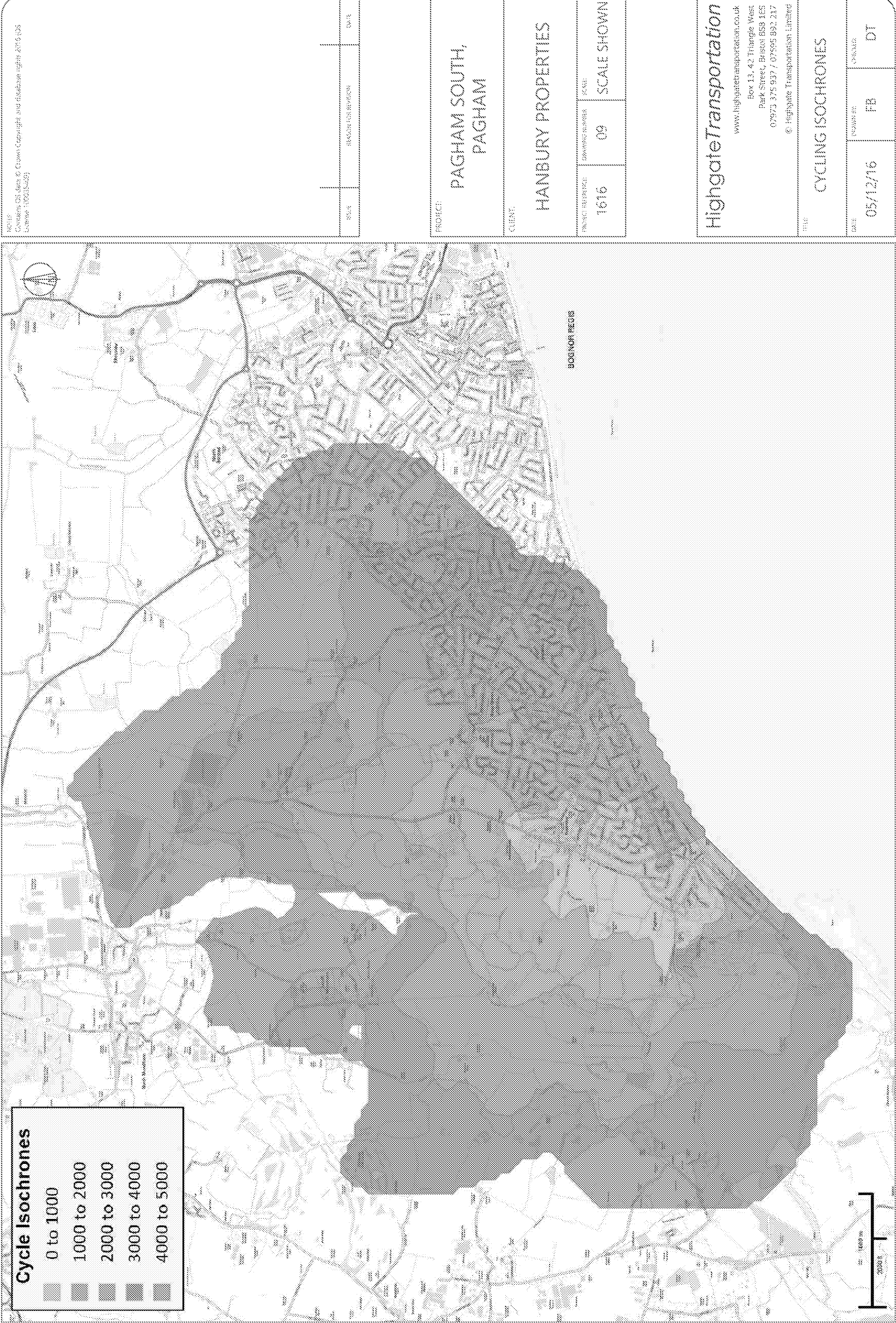


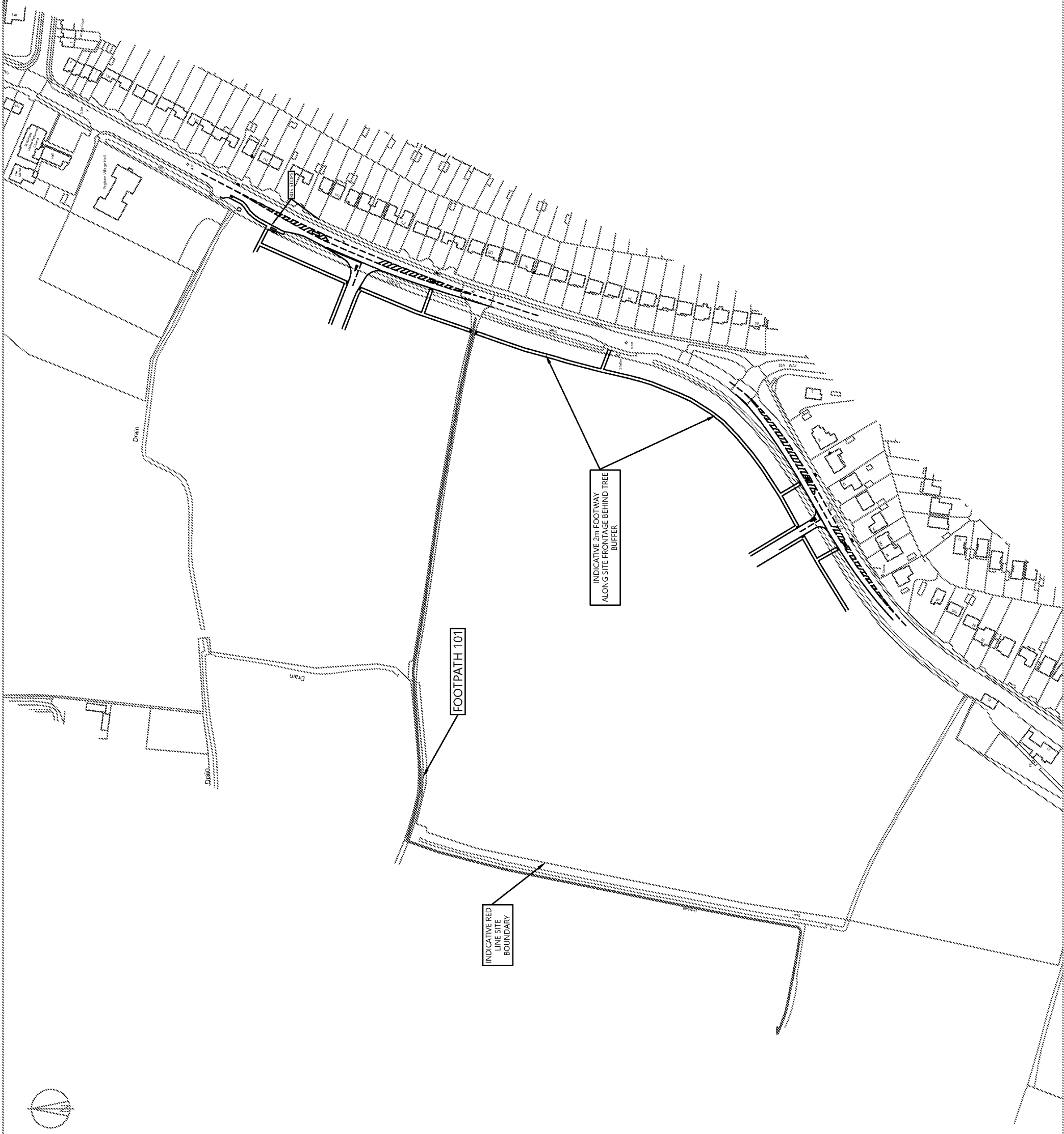
Appendix 11

Cycling Isochrone Mapping



Appendix 12

Plans of the Proposed Site Access Junctions with Pagham Road



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31/03	18/03/08 80.7, 80.9/20	
31/03/04	Extension of proposed driveway along site boundary	31/03
15/06/06	Inclusion of visibility splays for issue	8
30/07/04	Review further to 1:25 SA	7
13/06/03	Consultation	6
30/11/13	Review of boundary further to public	5

PAGHAM SOUTH,
PAGHAM

Handy Projects

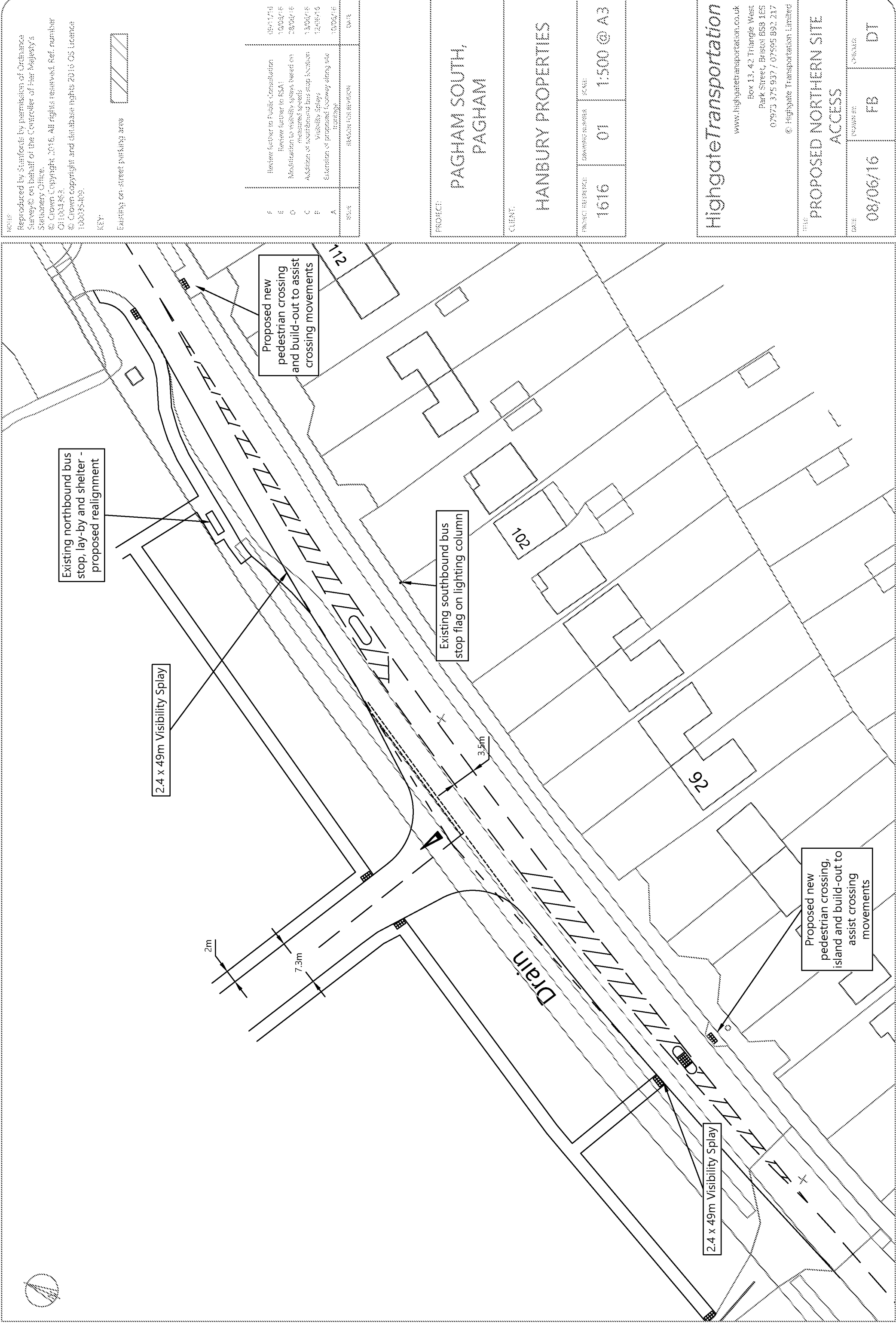
PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	03	1:2,500 @ A3

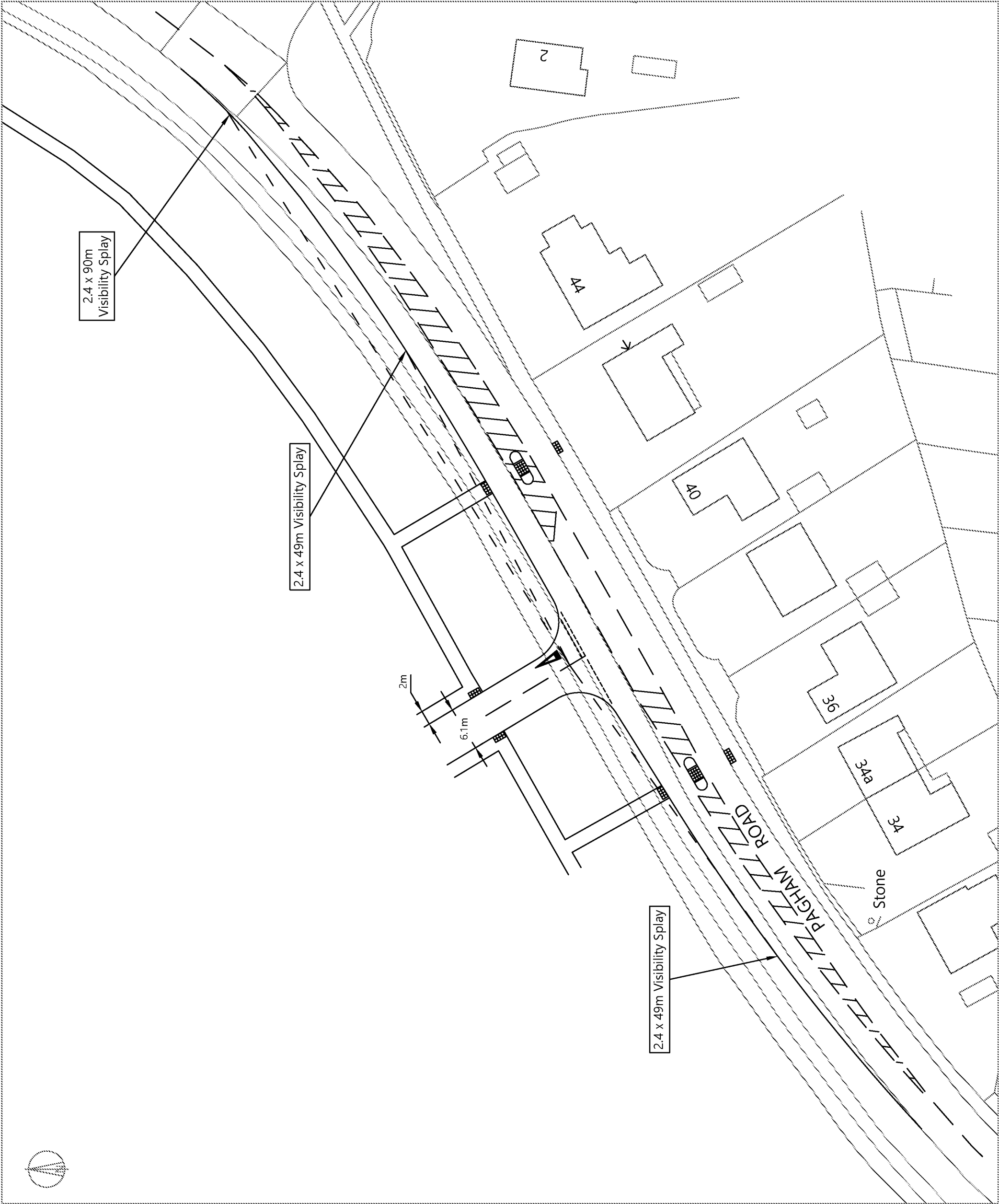
HighgateTransportation

2000

PROPOSED SITE ACCESS JUNCTIONS

DATE	08/06/16	NAME	FB	GRADE	DT
------	----------	------	----	-------	----





NOTES

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REV	REASON FOR REVISION	DATE
F	Review further to Public Consultation	09/11/16
E	Review further to RSA1	10/09/16
D	Dimension addition	21/07/16
C	Modification to visibility splays based on measured speeds	23/05/16
B	Visibility Splays	12/04/16
A	Extension of proposed footway along site frontage	10/03/16

PROJECT:		
PAGHAM SOUTH, PAGHAM		
CLIENT:		
HANBURY PROPERTIES		
PROJECT REFERENCE:	DRAWING NUMBER	SCALE:
1616	02	1:500 @ A3

HighgateTransportation		
www.highgatetransportation.co.uk		
Box 13, 42 Triangle West		
Park Street, Baisdon BS8 1ES		
07973 375 937 / 07595 892 217		
© Highgate Transportation Limited		
TITLE:		
PROPOSED SITE ACCESS - SOUTH OF SEA WAY		
DATE:	DRAWN BY:	CHECKED:
08/06/16	FB	DT

Appendix 13

Stage 1 Road Safety Audit and Designer's Response

**Land South of Summer Lane, Pagham Road, Pagham
Provision of 2 T Junctions
Road Safety Audit Stage 1**

Report No 8/2016

July 2016

***Alan Consultancy Ltd
Road Safety and Traffic Consultants***

Content

1. Introduction	Page 3
2. Items Raised at this Stage 1 Audit	4
3. Audit Team Statement	9
Annex – List of Documents Provided for this Stage 1 Road Safety Audit	
Reference Plan	

1. Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out on the provision of 2 T junctions associated with the Land South of Summer Lane, Pagham Road, Pagham scheme at the request of Highgate Transportation Limited, Box 13, 42 Triangle West, Park Street, Bristol, BS8 1ES. The Road Safety Audit was carried out in July 2016.

- 1.2 The Road Safety Audit Team membership was as follows:

Alan Rookes	IEng, FCIHT, FSoRSA, RegRSA (IHE) Director, Alan Consultancy Limited (Certificate of Competency in Road Safety Audit gained January 2013)
Tim Sterling	BEng, DMS, PGCE, MCIHT, MCMI, MRSGB, MITAI, MSoRSA Principal Consultant and Partner Sterling Road Safety LLP

- 1.3 The Road Safety Audit took place on-site on 28th July 2016. The Road Safety Audit was undertaken in accordance with the instructions received from Highgate Transportation Limited. The Road Safety Audit comprised of an examination of the documents provided as listed in the Annex. The documents consisted of drawings detailing the proposed junction layouts and associated modifications to Pagham Road, a drawing showing the details of the proposed development, other related drawings, Automatic Traffic Count Data, a PICADY assessment and an email detailing the nature of the proposed development. The Audit Team visited the site on 28th July 2016 between 1245 and 1400 hours. During the site visit the weather was fine and the existing road surface was dry. Traffic conditions were light.
- 1.4 The terms of reference of the Road Safety Audit are as described in HD 19/15. The Road Safety Audit Team has reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.
- 1.5 All comments and recommendations are referenced to the preliminary design drawings and the locations are indicated on the A4 attached.
- 1.6 The proposed junction provision scheme incorporates the provision of a two new T junctions with central ghost islands (and pedestrian refuge islands at the more southerly junction) on Pagham Road leading to a proposed residential area, a community hub with a food store, local centre type facilities and a formal play area/sports pitch. In addition, pedestrian crossing facilities are proposed, along with a 2m wide footway along the Pagham Road frontage of the development and a bus bay near the more northerly junction. In accordance with paragraph 2.20 of HD 19/15, the Road Safety Audit Team has noted that recommendations to make significant changes to the scheme are unlikely to be acceptable.

2. Items Raised at this Stage 1 Road Safety Audit

2.1 The Alignment

2.1.1 Problem

Location: Pagham Road at the northbound bus bay at the northern end of the scheme. (Drawing No 1616 01D)

Summary: The rear of a stationary bus could overhang into the carriageway leading to rear end shunt collisions.

The rear of a bus stopped at the bus shelter could overhang into the northbound lane of Pagham Road. Following drivers may consequently collide with the rear of the bus as it stops or when seeking to pass the bus.

Recommendation

Realign the entry taper into the bus bay to enable all of the bus to stop within the bay.

2.1.2 Problem

Location: Pagham Road at the southern end of the widening leading to the Northern junction (i.e. at the existing farm access opposite No 80 Pagham Road). (Drawing No 1616 01D)

Summary: The fairly sharp kink at the transition to the new kerb line could cause northbound drivers or riders to lose control as they enter the widened section of carriageway.

The alignment of the western kerb line at the entry into the widened section of carriageway is fairly sharp and may cause some drivers or riders to lose control or clip the kerb as they negotiate the kink. In losing control those drivers or riders could collide with other road users.

Recommendation

Ease the alignment to ensure a smooth transition into the widened section of carriageway.

2.1.3 Problem

Location: Pagham Road at the northern end of the widening at the Southern junction (i.e. opposite Sea Way). (Drawing No 1616 02D)

Summary: The fairly sharp kink at the transition from the new to the existing kerb line could cause northbound drivers or riders to lose control as they leave the widened section of carriageway.

The alignment of the western kerb line where the widened section of carriageway re-joins the existing kerb line is fairly sharp and may cause some drivers or riders to lose control or clip the kerb as they negotiate the kink and associated bend. In losing control those drivers or riders could collide with other road users.

Recommendation

Ease the alignment to ensure a smooth transition from the widened section of carriageway into the bend and existing carriageway.

2.1.4 Problem

Location: Pagham Road at the southern end of the widening leading to the Southern junction (i.e. opposite No 32 Pagham Road). (Drawing No 1616 02D)

Summary: The fairly sharp kink at the transition to the new kerb line could cause northbound drivers or riders to lose control as they enter the widened section of carriageway.

The alignment of the western kerb line at the entry into the widened section of carriageway is fairly sharp and may cause some drivers or riders to lose control or clip the kerb as they negotiate the kink. In either case, those drivers or riders could collide with other road users.

Recommendation

Ease the alignment to ensure a smooth transition into the widened section of carriageway.

2.2 The Junctions

2.2.1 Problem

Location: Pagham Road at the southbound bus stop outside Nos 100 and 102 Pagham Road. (Drawing No 1616 01D)

Summary: The close proximity to the bus stop and right turn lane may lead to rear end shunt collisions between vehicles overtaking a stopped bus and those turning right into the development.

The existing on-carriageway southbound bus stop and the proposed right turn lane for vehicles seeking to enter the proposed development site are positioned close to each other. Some vehicles may simply seek to overtake the stopped bus by driving on the central hatched markings whilst others may overtake and then slow and stop as they enter the right turn lane. These conflicting movements may lead to rear end shunt type collisions. (See also Problem 2.3.1).

Recommendation

Physically prevent overtaking by the provision of a central refuge island within the hatched area at the bus stopping location.

2.2.2 Problem

Location: Visibility splay to the northern side of the Southern junction. (Drawing No 1616 02D)

Summary: Visibility to the north from the Southern junction is limited by a bend at the Sea Way junction and the restricted visibility may lead to turning vehicle collisions.

The proposals indicate a visibility splay to the north for drivers emerging from the junction of 2.4 x 49m. However, observed vehicular speeds are high and consequently good, clear visibility is desirable to assist emerging drivers to see oncoming vehicles. Limited visibility of approaching vehicles could lead to turning vehicle collisions.

Recommendation

Provide a clear visibility splay of preferably 4.5 x 90m and at least 2.4 x 90m.

2.2.3 Problem

Location: Pedestrian refuge islands adjacent to the Southern junction outside Nos 36 and 42 Pagham Road. (*Drawing No 1616 02D*)

Summary: The islands are located close to existing vehicular accesses and may restrict vehicular movements to and from the accesses. Vehicles entering and leaving the accesses may collide with the islands and other vehicles as they undertake restricted turning manoeuvres.

Both refuge islands are located close to the vehicular accesses to Nos 34a, 36 and 42 Pagham Road. The islands may, therefore, restrict or inhibit vehicular movements to and from the properties. These restrictions may lead directly to collisions with the islands by turning vehicles or drivers having to undertake restricted movements potentially in conflict with other vehicles.

Recommendation

Undertake track run analysis and design the islands accordingly to ensure that vehicles can readily enter and leave the vehicular accesses.

2.3 Non-Motorised Users (NMU's)

2.3.1 Problem

Location: Pagham Road at the southbound on-carriageway bus stop outside Nos 100 and 102 Pagham Road. (*Drawing No 1616 01D*)

Summary: The new development will result in additional pedestrian crossing movements at and near the bus stop potentially leading to vehicle/pedestrian collisions.

At present there is little or no need for pedestrians to cross the carriageway to reach the bus stop, but such movements will occur once the new development, and notably the Community Hub and associated facilities, are provided. The introduction of pedestrian movements at this location is consequently likely to lead to vehicle/pedestrian collisions. (See also Problem 2.2.1).

Recommendation

Incorporate a pedestrian crossing facility into the proposed refuge island referred to in Problem 2.2.1.

2.3.2 Problem

Location: Development access road at its Northern junction with Pagham Road. (Drawing No 1616 01D)

Summary: Pedestrians will seek to cross the wide bellmouth of the access road with resultant vehicle/pedestrian collisions.

Pedestrians walking along the line of the new footway on the western side of Pagham Road will seek to cross the wide bellmouth of the junction. In doing so, pedestrians will be in a vulnerable position for an appreciable period of time and vehicle/pedestrian collisions are consequently likely to occur.

Recommendation

Reduce the width of the side road junction and/or provide a pedestrian refuge island, with an associated uncontrolled pedestrian crossing facility, in the mouth of the junction.

2.3.3 Problem

Location: Pedestrian crossing on Pagham Road at its junction with Footpath 101 (opposite No 78 Pagham Road). (Drawing No 1616 01D)

Summary: Due to the nature of the development, larger numbers of pedestrians will seek to cross at this location with an associated potential increase in vehicle/pedestrian collisions.

The proposed development will cause more pedestrians to cross Pagham Road throughout the length of the scheme and increase pedestrian movements at the proposed crossing location. The width of Pagham Road and the speed of traffic could consequently result in vehicle/pedestrian collisions at this location.

Recommendation

Extend the central hatching southwards from the Northern junction's ghost island through the crossing location and provide a central pedestrian refuge island.

2.3.4 Problem

Location: Development access road at its Southern junction with Pagham Road. (Drawing No 1616 02D)

Summary: No pedestrian crossing facilities are proposed, but pedestrians will seek to cross the development access road. Vehicle/pedestrian collisions could consequently occur.

Pedestrians walking along the line of the new footway on the western side of Pagham Road will seek to cross the bellmouth of the junction. However, no facilities to assist their movement have been proposed and vehicle/pedestrian collisions are consequently likely to occur.

Recommendation

Provide an uncontrolled pedestrian crossing facility on the development access road close to its junction with Pagham Road.

3. Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with HD 19/15.

Road Safety Audit Team Leader

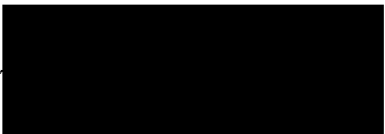
Alan Rookes IEng, FCIHT, FSoRSA,
RegRSA(IHE)
Director
Alan Consultancy Limited

Signed 

Date 1st August 2016

Road Safety Audit Team Member

T Sterling BEng, DMS, PGCE, MCIHT,
MCMI, MRSGB, MITAI, MSoRSA
Principal Consultant and Partner
Sterling Road Safety LLP

Signed 

Date 1st August 2016

Annex: List of Documents Provided for this Stage 1 Road Safety Audit

Document/Drawing Reference No	Title	Date
1616 01D	Proposed Northern Site Access	08/06/16
1616 02D	Proposed Site Access – South of Sea Way	08/06/16
1616 03B	Proposed Site Access Junctions	08/06/16
DLA.1731.L001.02 Rev B	Development Framework Plan	July 2016
Unnumbered (adapted from Google Maps)	Location of Pagham Road, Pagham, Arun District	03/06/16
Unnumbered (adapted from Google Maps)	Approximate Site Area Shown	03/06/16
Unnumbered	HWB – Land at Pagham Road, Pagham – Local Development (showing Public Footways)	Undated
Unnumbered	Local Development (4 No drawings showing public highways near the site)	Undated
Unnumbered	Bognor Regis ATC, Pagham Road	23/06/16 to 29/06/16
1616 2021	PICADY 9 – Priority Intersection Module, Southern Site Access	30/06/16
Email from Highgate Transportation Ltd to Alan Consultancy Ltd	Road Safety Audit Stage 1	21/07/16

Road Safety Audit Stage 1

DESIGNERS RESPONSE

PROJECT: Pagham Road, Pagham – Two new priority access junctions with ghost right turn lanes and associated pedestrians crossing facilities.

RSA DATE: July 2016

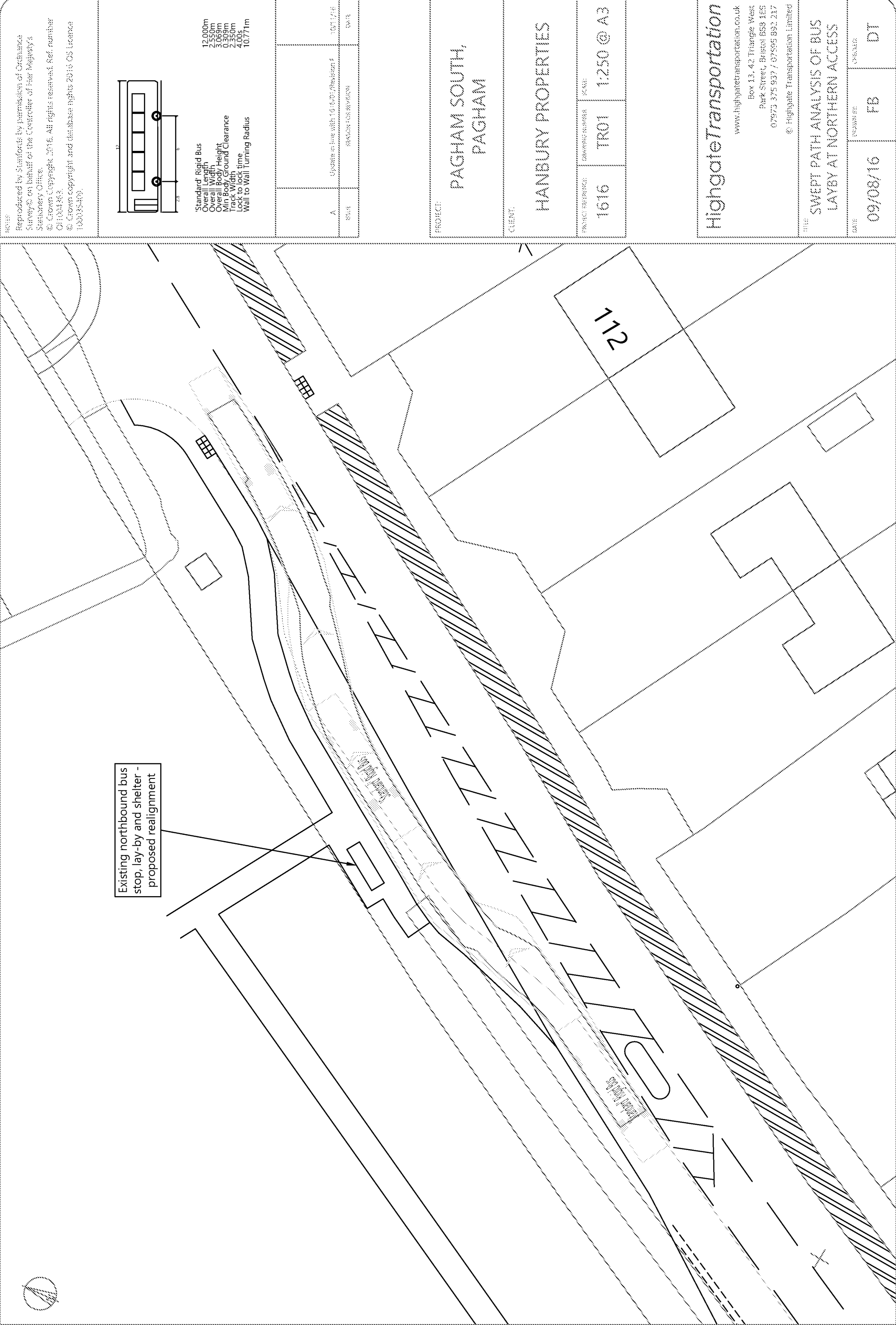
Para. No.	Problem	Recommendation	Designers' Response
2.1.1	<i>Northbound bus bay at northern access.</i> The rear of a stationary bus could overhang into the carriageway leading to rear end shunt collisions.	Realign the entry taper into the bus bay to enable all of the bus to stop within the bay.	The proposed bus stop reflects the existing layby. The swept path analysis carried out demonstrates that a bus can easily pull into the layby and be positioned fully within the layby with no overhanging.
2.1.2	<i>Southern end of northern junction.</i> The fairly sharp kink at the transition to the new kerb line could cause northbound drivers or riders to lose control as they enter the widened section of carriageway.	Ease the alignment to ensure a smooth transition into the widened section of carriageway.	ACCEPTED.
2.1.3	<i>Northern end of southern access.</i> The fairly sharp kink at the transition from the new to the existing kerb line could cause northbound drivers or riders to lose control as they leave the widened section of carriageway.	Ease the alignment to ensure a smooth transition from the widened section of carriageway into the bend and existing carriageway.	ACCEPTED.
2.1.4	<i>Southern end of southern access.</i> The fairly sharp kink at the transition to the new kerb line could cause northbound drivers or riders to lose control as they enter the widened section of carriageway.	Ease the alignment to ensure a smooth transition into the widened section of carriageway.	ACCEPTED.

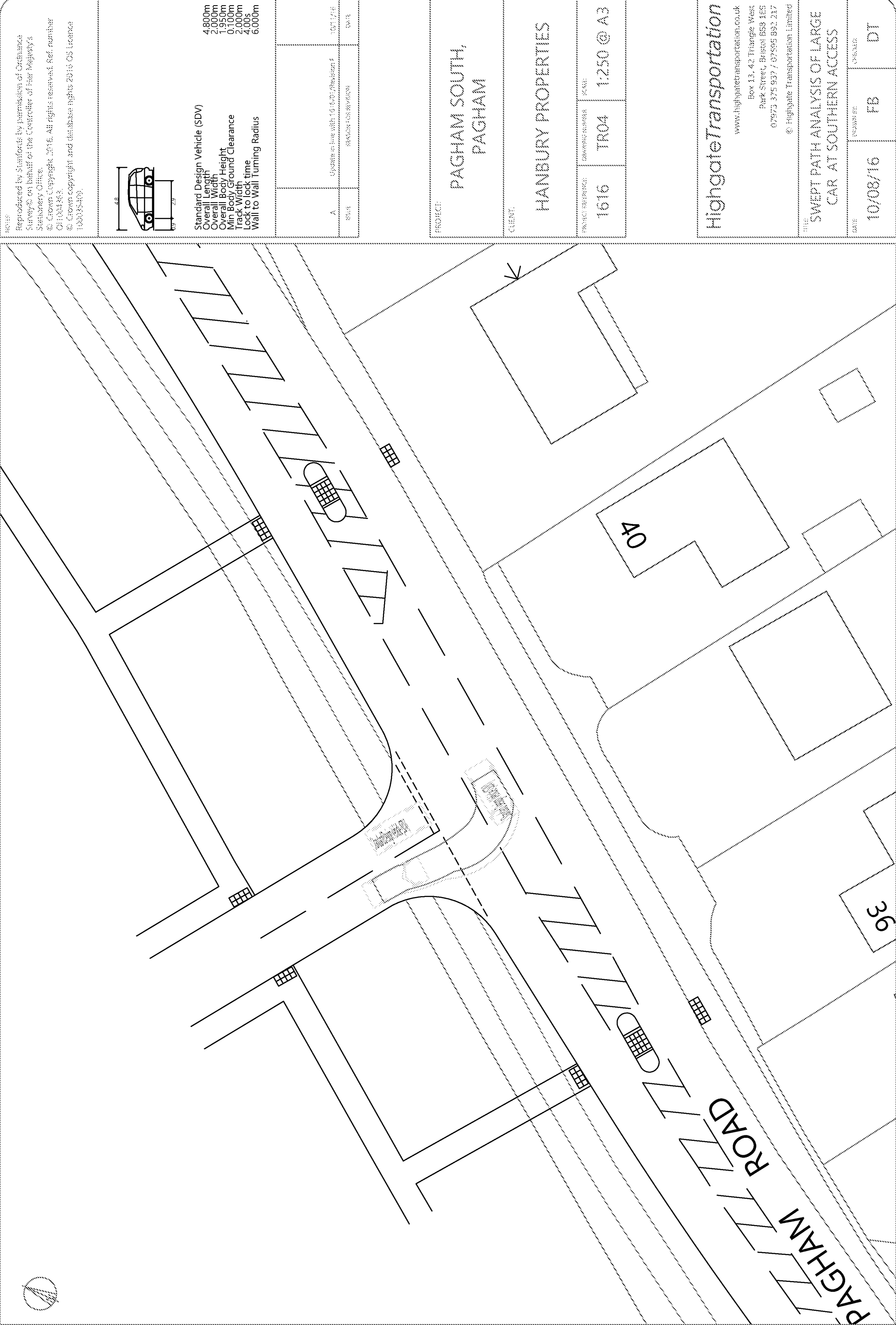
Para. No.	Problem	Recommendation	Designers' Response
2.2.1	<i>Southbound bus stop at northern access.</i> The close proximity to the bus stop and right turn lane may lead to rear end shunt collisions between vehicles overtaking a stopped bus and those turning right into the development.	Physically prevent overtaking by the provision of a central refuge island within the hatched area at the bus stopping location.	ACCEPTED.
2.2.2	<i>Southern access.</i> Visibility to the north from the southern junction is limited by a bend at the Sea Way junction and the restricted visibility may lead to turning vehicle collisions.	Provide a clear visibility splay of preferably 4.5 x 90m and at least 2.4 x 90m.	A visibility splay of 2.4 by 90 metres to the left for drivers emerging from the access can be provided. It is not considered that a 4.5 metre set back is appropriate in this location as the increase in distance relates to capacity (for two vehicles to join the main carriageway in one gap).
2.2.3	<i>Pedestrian refuge islands at southern access at Nos.36 and 42 Pagham Road.</i> The islands are located close to existing vehicular accesses and may restrict vehicular movements to and from the accesses. Vehicles entering and leaving the accesses may collide with the islands and other vehicles as they undertake restricted turning manoeuvres.	Undertake track run analysis and design the islands accordingly to ensure that vehicles can readily enter and leave the vehicular accesses.	Vehicle tracking confirms location of refuge islands to be acceptable.
2.3.1	<i>Southbound on-carriageway bus stop at northern access.</i> The new development will result in additional pedestrian crossing movements at and near the bus stop potentially leading to vehicle/pedestrian collisions.	Incorporate a pedestrian crossing facility into the proposed refuge island referred to in Problem 2.2.1.	Pedestrians will be able to cross at either of the facilities provided to the north or the south of the bus stop location. However, it is felt that if a crossing point were to be provided at this location, it could result in conflict between pedestrians and a parked bus e.g. when pedestrians cross from the west and a bus has pulled up to drop/collect passengers covering the crossing facility on the eastern side.

Para. No.	Problem	Recommendation	Designers' Response
2.3.2	<i>Development access road – northern junction.</i> Pedestrians will seek to cross the wide bellmouth of the access road with resultant vehicle/pedestrian collisions.	Reduce the width of the side road junction and/or provide a pedestrians refuge island, with an associated uncontrolled pedestrian crossing facility, in the mouth of the junction.	Update to design of access and masterplan following public consultation – relocation of pedestrian routes into the site behind a tree buffer results in a much reduced crossing width on northern access road.
2.3.3	<i>Footpath 101.</i> Due to the nature of the development, larger numbers of pedestrians will seek to cross at this location with an associated potential increase in vehicle/pedestrian collisions.	Extend the central hatching southwards from the northern junction's ghost island through the crossing location and provide a central pedestrian refuge island.	ACCEPTED. A pedestrian refuge island will be provided to the south of the northern access to facilitate pedestrian movements over Pagham Road.
2.3.4	<i>Development access road – southern junction.</i> No pedestrian crossing facilities are proposed, but pedestrians will seek to cross the development access road. Vehicle/pedestrian collisions could consequently occur.	Provide an uncontrolled pedestrian crossing facility on the development access road close to its junction with Pagham Road.	ACCEPTED. A pedestrian crossing point will be included within the junction design.

Appendix 14

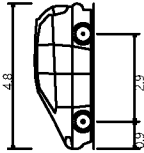
Swept Path Analysis of Site Access Junctions and Bus Layby





NOTES

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Standard Design Vehicle (SDV)

Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

A	Update in line with 16.16/01/Revision F	10/11/16
	REASON FOR REVISION	DATE

PROJECT:

PAGHAM SOUTH,
PAGHAM

CLIENT:

HANBURY PROPERTIES

PROJECT REFERENCE: DRAWING NUMBER SCALE:

1616

TR04

1:250 @ A3

HighgateTransportation

www.highgatetransportation.co.uk
Box 13, 42 Triangle West
Park Street, Baisdon BS8 1ES
07973 375 937 / 07595 892 217
© Highgate Transportation Limited

TITLE:

SWEPT PATH ANALYSIS OF LARGE
CAR AT SOUTHERN ACCESS

DATE:

10/08/16

DRAWN BY:

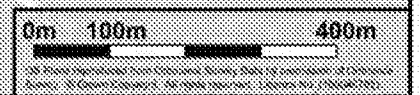
FB

CHECKED:

DT

Appendix 15

Proposed Link to Pagham Harbour Cycle Route



LEGEND

- | | |
|---|---|
|  Application Boundary |  Safeguarded Land for a Cycle Link |
|  Existing PRow |  Link Provided by Others |

Landscape & Visual Assessment

On behalf of:

Hanbury Properties

Produced by:

**DAVIESLANDSCAPE
ARCHITECTS**

2000-21, Stroud House, Rossell Street, Stroud, G5 3 AH
t: 01453 766380 e: info@dl-arch.co.uk w: www.dl-arch.co.uk

PROJECT

**Land South of Summer Lane,
Pagham**

DRAWING TITLE

**Potential cycle link to
Honer Lane**

DATE: August 2016

SCALE: 1:10,000 @ A4

REPORT REFERENCE: DLA.1731.L001.07.Rev A

Appendix 16

TRICS Information

Calculation Reference: AUDIT-355901-161220-1241

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	2 days
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Filtering Stage 2 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: 52 to 432 (units:)
Range Selected by User: 50 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 28/09/15

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

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	9
Edge of Town	7

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	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.

Filtering Stage 3 selection:

Use Class:

C3	17 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	3 days
5,001 to 10,000	4 days
10,001 to 15,000	5 days
15,001 to 20,000	3 days
20,001 to 25,000	2 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	2 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	2 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	4 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:

Yes	1 days
No	16 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.

LIST OF SITES relevant to selection parameters

1	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
2	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
3	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
4	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
5	EX-03-A-01	SEMI -DET.	ESSEX
	MILTON ROAD		
	CORRINGHAM		
	STANFORD-LE-HOPE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	237	
	Survey date: TUESDAY	13/05/08	Survey Type: MANUAL
6	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
7	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK		
	SCUNTHORPE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NE-03-A-03	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE
	STATION ROAD		
	SCUNTHORPE		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	180	
	Survey date: TUESDAY	20/05/14	Survey Type: MANUAL
9	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
10	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
11	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
12	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
13	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
14	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.)

15	SH-03-A-05	SEMI -DETACHED/ TERRACED	SHROPSHI RE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
16	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHI RE
	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
17	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	BROADBRIDGE HEATH		
	HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	151	
	Survey date: THURSDAY	11/12/14	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	17	128	0.063	17	128	0.243	17	128	0.306
08:00 - 09:00	17	128	0.127	17	128	0.359	17	128	0.486
09:00 - 10:00	17	128	0.144	17	128	0.156	17	128	0.300
10:00 - 11:00	17	128	0.125	17	128	0.161	17	128	0.286
11:00 - 12:00	17	128	0.138	17	128	0.137	17	128	0.275
12:00 - 13:00	17	128	0.163	17	128	0.145	17	128	0.308
13:00 - 14:00	17	128	0.152	17	128	0.152	17	128	0.304
14:00 - 15:00	17	128	0.149	17	128	0.165	17	128	0.314
15:00 - 16:00	17	128	0.265	17	128	0.192	17	128	0.457
16:00 - 17:00	17	128	0.269	17	128	0.170	17	128	0.439
17:00 - 18:00	17	128	0.299	17	128	0.179	17	128	0.478
18:00 - 19:00	17	128	0.213	17	128	0.165	17	128	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.107			2.224			4.331

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

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

Parameter summary

Trip rate parameter range selected: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 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	17	128	0.004	17	128	0.003	17	128	0.007
08:00 - 09:00	17	128	0.002	17	128	0.003	17	128	0.005
09:00 - 10:00	17	128	0.003	17	128	0.002	17	128	0.005
10:00 - 11:00	17	128	0.002	17	128	0.001	17	128	0.003
11:00 - 12:00	17	128	0.002	17	128	0.002	17	128	0.004
12:00 - 13:00	17	128	0.002	17	128	0.002	17	128	0.004
13:00 - 14:00	17	128	0.002	17	128	0.001	17	128	0.003
14:00 - 15:00	17	128	0.003	17	128	0.003	17	128	0.006
15:00 - 16:00	17	128	0.006	17	128	0.005	17	128	0.011
16:00 - 17:00	17	128	0.003	17	128	0.004	17	128	0.007
17:00 - 18:00	17	128	0.003	17	128	0.002	17	128	0.005
18:00 - 19:00	17	128	0.002	17	128	0.002	17	128	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.030			0.064

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: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 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	17	128	0.001	17	128	0.001	17	128	0.002
08:00 - 09:00	17	128	0.002	17	128	0.001	17	128	0.003
09:00 - 10:00	17	128	0.002	17	128	0.001	17	128	0.003
10:00 - 11:00	17	128	0.002	17	128	0.002	17	128	0.004
11:00 - 12:00	17	128	0.003	17	128	0.002	17	128	0.005
12:00 - 13:00	17	128	0.003	17	128	0.003	17	128	0.006
13:00 - 14:00	17	128	0.003	17	128	0.003	17	128	0.006
14:00 - 15:00	17	128	0.001	17	128	0.003	17	128	0.004
15:00 - 16:00	17	128	0.001	17	128	0.001	17	128	0.002
16:00 - 17:00	17	128	0.002	17	128	0.001	17	128	0.003
17:00 - 18:00	17	128	0.000	17	128	0.000	17	128	0.000
18:00 - 19:00	17	128	0.000	17	128	0.000	17	128	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.018			0.038

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

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

Parameter summary

Trip rate parameter range selected: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 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	17	128	0.000	17	128	0.000	17	128	0.000
08:00 - 09:00	17	128	0.000	17	128	0.000	17	128	0.000
09:00 - 10:00	17	128	0.000	17	128	0.000	17	128	0.000
10:00 - 11:00	17	128	0.000	17	128	0.000	17	128	0.000
11:00 - 12:00	17	128	0.001	17	128	0.001	17	128	0.002
12:00 - 13:00	17	128	0.000	17	128	0.000	17	128	0.000
13:00 - 14:00	17	128	0.000	17	128	0.000	17	128	0.000
14:00 - 15:00	17	128	0.000	17	128	0.000	17	128	0.000
15:00 - 16:00	17	128	0.000	17	128	0.000	17	128	0.000
16:00 - 17:00	17	128	0.000	17	128	0.000	17	128	0.000
17:00 - 18:00	17	128	0.000	17	128	0.000	17	128	0.000
18:00 - 19:00	17	128	0.000	17	128	0.000	17	128	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

Parameter summary

Trip rate parameter range selected: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 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	17	128	0.004	17	128	0.013	17	128	0.017
08:00 - 09:00	17	128	0.002	17	128	0.015	17	128	0.017
09:00 - 10:00	17	128	0.002	17	128	0.005	17	128	0.007
10:00 - 11:00	17	128	0.003	17	128	0.006	17	128	0.009
11:00 - 12:00	17	128	0.003	17	128	0.002	17	128	0.005
12:00 - 13:00	17	128	0.005	17	128	0.004	17	128	0.009
13:00 - 14:00	17	128	0.004	17	128	0.003	17	128	0.007
14:00 - 15:00	17	128	0.005	17	128	0.005	17	128	0.010
15:00 - 16:00	17	128	0.012	17	128	0.006	17	128	0.018
16:00 - 17:00	17	128	0.011	17	128	0.004	17	128	0.015
17:00 - 18:00	17	128	0.014	17	128	0.009	17	128	0.023
18:00 - 19:00	17	128	0.011	17	128	0.006	17	128	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.078			0.154

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

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

Parameter summary

Trip rate parameter range selected: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 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	17	128	0.072	17	128	0.296	17	128	0.368
08:00 - 09:00	17	128	0.157	17	128	0.518	17	128	0.675
09:00 - 10:00	17	128	0.168	17	128	0.209	17	128	0.377
10:00 - 11:00	17	128	0.154	17	128	0.205	17	128	0.359
11:00 - 12:00	17	128	0.175	17	128	0.183	17	128	0.358
12:00 - 13:00	17	128	0.205	17	128	0.178	17	128	0.383
13:00 - 14:00	17	128	0.195	17	128	0.198	17	128	0.393
14:00 - 15:00	17	128	0.188	17	128	0.215	17	128	0.403
15:00 - 16:00	17	128	0.399	17	128	0.250	17	128	0.649
16:00 - 17:00	17	128	0.376	17	128	0.230	17	128	0.606
17:00 - 18:00	17	128	0.388	17	128	0.234	17	128	0.622
18:00 - 19:00	17	128	0.274	17	128	0.231	17	128	0.505
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.751			2.947			5.698

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

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

Parameter summary

Trip rate parameter range selected: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 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	17	128	0.024	17	128	0.069	17	128	0.093
08:00 - 09:00	17	128	0.039	17	128	0.158	17	128	0.197
09:00 - 10:00	17	128	0.048	17	128	0.064	17	128	0.112
10:00 - 11:00	17	128	0.044	17	128	0.053	17	128	0.097
11:00 - 12:00	17	128	0.033	17	128	0.036	17	128	0.069
12:00 - 13:00	17	128	0.043	17	128	0.033	17	128	0.076
13:00 - 14:00	17	128	0.031	17	128	0.050	17	128	0.081
14:00 - 15:00	17	128	0.049	17	128	0.059	17	128	0.108
15:00 - 16:00	17	128	0.134	17	128	0.073	17	128	0.207
16:00 - 17:00	17	128	0.097	17	128	0.049	17	128	0.146
17:00 - 18:00	17	128	0.083	17	128	0.039	17	128	0.122
18:00 - 19:00	17	128	0.057	17	128	0.044	17	128	0.101
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.682			0.727			1.409

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

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

Parameter summary

Trip rate parameter range selected: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 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	17	128	0.000	17	128	0.005	17	128	0.005
08:00 - 09:00	17	128	0.002	17	128	0.006	17	128	0.008
09:00 - 10:00	17	128	0.001	17	128	0.005	17	128	0.006
10:00 - 11:00	17	128	0.002	17	128	0.004	17	128	0.006
11:00 - 12:00	17	128	0.002	17	128	0.004	17	128	0.006
12:00 - 13:00	17	128	0.005	17	128	0.005	17	128	0.010
13:00 - 14:00	17	128	0.005	17	128	0.001	17	128	0.006
14:00 - 15:00	17	128	0.002	17	128	0.003	17	128	0.005
15:00 - 16:00	17	128	0.003	17	128	0.003	17	128	0.006
16:00 - 17:00	17	128	0.005	17	128	0.002	17	128	0.007
17:00 - 18:00	17	128	0.007	17	128	0.002	17	128	0.009
18:00 - 19:00	17	128	0.006	17	128	0.000	17	128	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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

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

Parameter summary

Trip rate parameter range selected: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 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	17	128	0.000	17	128	0.004	17	128	0.004
08:00 - 09:00	17	128	0.000	17	128	0.001	17	128	0.001
09:00 - 10:00	17	128	0.000	17	128	0.001	17	128	0.001
10:00 - 11:00	17	128	0.000	17	128	0.000	17	128	0.000
11:00 - 12:00	17	128	0.000	17	128	0.000	17	128	0.000
12:00 - 13:00	17	128	0.000	17	128	0.000	17	128	0.000
13:00 - 14:00	17	128	0.000	17	128	0.000	17	128	0.000
14:00 - 15:00	17	128	0.000	17	128	0.000	17	128	0.000
15:00 - 16:00	17	128	0.000	17	128	0.001	17	128	0.001
16:00 - 17:00	17	128	0.000	17	128	0.000	17	128	0.000
17:00 - 18:00	17	128	0.002	17	128	0.000	17	128	0.002
18:00 - 19:00	17	128	0.002	17	128	0.000	17	128	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.007			0.011

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

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

Parameter summary

Trip rate parameter range selected: 52 - 432 (units:)
 Survey date date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 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	17	128	0.000	17	128	0.000	17	128	0.000
08:00 - 09:00	17	128	0.000	17	128	0.002	17	128	0.002
09:00 - 10:00	17	128	0.000	17	128	0.000	17	128	0.000
10:00 - 11:00	17	128	0.000	17	128	0.000	17	128	0.000
11:00 - 12:00	17	128	0.002	17	128	0.000	17	128	0.002
12:00 - 13:00	17	128	0.000	17	128	0.000	17	128	0.000
13:00 - 14:00	17	128	0.000	17	128	0.000	17	128	0.000
14:00 - 15:00	17	128	0.000	17	128	0.000	17	128	0.000
15:00 - 16:00	17	128	0.000	17	128	0.000	17	128	0.000
16:00 - 17:00	17	128	0.000	17	128	0.000	17	128	0.000
17:00 - 18:00	17	128	0.000	17	128	0.000	17	128	0.000
18:00 - 19:00	17	128	0.000	17	128	0.000	17	128	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			0.002			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: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 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	17	128	0.000	17	128	0.009	17	128	0.009
08:00 - 09:00	17	128	0.002	17	128	0.009	17	128	0.011
09:00 - 10:00	17	128	0.001	17	128	0.006	17	128	0.007
10:00 - 11:00	17	128	0.002	17	128	0.005	17	128	0.007
11:00 - 12:00	17	128	0.004	17	128	0.005	17	128	0.009
12:00 - 13:00	17	128	0.005	17	128	0.006	17	128	0.011
13:00 - 14:00	17	128	0.005	17	128	0.001	17	128	0.006
14:00 - 15:00	17	128	0.002	17	128	0.004	17	128	0.006
15:00 - 16:00	17	128	0.004	17	128	0.004	17	128	0.008
16:00 - 17:00	17	128	0.005	17	128	0.002	17	128	0.007
17:00 - 18:00	17	128	0.010	17	128	0.002	17	128	0.012
18:00 - 19:00	17	128	0.008	17	128	0.000	17	128	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.053			0.101

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

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

Parameter summary

Trip rate parameter range selected: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 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	17	128	0.100	17	128	0.387	17	128	0.487
08:00 - 09:00	17	128	0.201	17	128	0.700	17	128	0.901
09:00 - 10:00	17	128	0.219	17	128	0.283	17	128	0.502
10:00 - 11:00	17	128	0.203	17	128	0.269	17	128	0.472
11:00 - 12:00	17	128	0.216	17	128	0.226	17	128	0.442
12:00 - 13:00	17	128	0.258	17	128	0.221	17	128	0.479
13:00 - 14:00	17	128	0.235	17	128	0.252	17	128	0.487
14:00 - 15:00	17	128	0.243	17	128	0.282	17	128	0.525
15:00 - 16:00	17	128	0.549	17	128	0.334	17	128	0.883
16:00 - 17:00	17	128	0.488	17	128	0.285	17	128	0.773
17:00 - 18:00	17	128	0.495	17	128	0.284	17	128	0.779
18:00 - 19:00	17	128	0.349	17	128	0.280	17	128	0.629
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.556			3.803			7.359

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: 52 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 17
 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-355901-161105-1132

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days

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

Filtering Stage 2 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: 43 to 58 (units:)
Range Selected by User: 40 to 90 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 16/10/11

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	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:

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

Filtering Stage 3 selection:

Use Class:

C2

3 days

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

Population within 1 mile:

10,001 to 15,000

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:

50,001 to 75,000

1 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:

0.6 to 1.0

1 days

1.1 to 1.5

2 days

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

Travel Plan:

No

3 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.

LIST OF SITES relevant to selection parameters

1	DC-05-F-02	NURSING HOME	DORSET
	WHARNCLIFFE ROAD		
	BOSCOMBE		
	BOURNEMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	43	
	Survey date: WEDNESDAY	16/07/08	Survey Type: MANUAL
2	NR-05-F-01	NURSING HOME	NORTHAMPTONSHIRE
	ROCKINGHAM ROAD		
	CORBY		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	55	
	Survey date: FRIDAY	21/11/08	Survey Type: MANUAL
3	WY-05-F-01	NURSING HOME	WEST YORKSHIRE
	CLIFF ROAD		
	HYDE PARK		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: TUESDAY	15/06/10	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/F - CARE HOME (ELDERLY RESIDENTIAL)

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	52	0.077	3	52	0.038	3	52	0.115
08:00 - 09:00	3	52	0.071	3	52	0.045	3	52	0.116
09:00 - 10:00	3	52	0.064	3	52	0.038	3	52	0.102
10:00 - 11:00	3	52	0.064	3	52	0.038	3	52	0.102
11:00 - 12:00	3	52	0.090	3	52	0.090	3	52	0.180
12:00 - 13:00	3	52	0.071	3	52	0.051	3	52	0.122
13:00 - 14:00	3	52	0.083	3	52	0.077	3	52	0.160
14:00 - 15:00	3	52	0.071	3	52	0.115	3	52	0.186
15:00 - 16:00	3	52	0.032	3	52	0.071	3	52	0.103
16:00 - 17:00	3	52	0.090	3	52	0.077	3	52	0.167
17:00 - 18:00	3	52	0.071	3	52	0.115	3	52	0.186
18:00 - 19:00	3	52	0.064	3	52	0.051	3	52	0.115
19:00 - 20:00	2	51	0.050	2	51	0.059	2	51	0.109
20:00 - 21:00	1	58	0.017	1	58	0.069	1	58	0.086
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.915			0.934			1.849

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date range: 01/01/08 - 16/10/11
 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/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TAXIS**Calculation factor: 1 RESI DE****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	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.006	3	52	0.006	3	52	0.012
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.006	3	52	0.006	3	52	0.012
12:00 - 13:00	3	52	0.006	3	52	0.006	3	52	0.012
13:00 - 14:00	3	52	0.013	3	52	0.013	3	52	0.026
14:00 - 15:00	3	52	0.019	3	52	0.019	3	52	0.038
15:00 - 16:00	3	52	0.006	3	52	0.006	3	52	0.012
16:00 - 17:00	3	52	0.013	3	52	0.013	3	52	0.026
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.006	3	52	0.006	3	52	0.012
19:00 - 20:00	2	51	0.010	2	51	0.010	2	51	0.020
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.085			0.170

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 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/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL OGVS

Calculation factor: 1 RESI DE

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	52	0.013	3	52	0.013	3	52	0.026
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.006	3	52	0.006	3	52	0.012
10:00 - 11:00	3	52	0.026	3	52	0.013	3	52	0.039
11:00 - 12:00	3	52	0.013	3	52	0.019	3	52	0.032
12:00 - 13:00	3	52	0.000	3	52	0.006	3	52	0.006
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.057			0.115

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 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/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PSVS

Calculation factor: 1 RESI DE

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	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.006	3	52	0.006	3	52	0.012
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 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/F - CARE HOME (ELDERLY RESIDENTIAL)

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	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.006	3	52	0.013	3	52	0.019
09:00 - 10:00	3	52	0.006	3	52	0.006	3	52	0.012
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.000	3	52	0.000	3	52	0.000
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.019	3	52	0.019	3	52	0.038
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.026	3	52	0.019	3	52	0.045
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.057			0.114

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 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/F - CARE HOME (ELDERLY RESIDENTIAL)

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	52	0.090	3	52	0.038	3	52	0.128
08:00 - 09:00	3	52	0.109	3	52	0.058	3	52	0.167
09:00 - 10:00	3	52	0.064	3	52	0.045	3	52	0.109
10:00 - 11:00	3	52	0.090	3	52	0.058	3	52	0.148
11:00 - 12:00	3	52	0.122	3	52	0.122	3	52	0.244
12:00 - 13:00	3	52	0.064	3	52	0.038	3	52	0.102
13:00 - 14:00	3	52	0.103	3	52	0.083	3	52	0.186
14:00 - 15:00	3	52	0.083	3	52	0.135	3	52	0.218
15:00 - 16:00	3	52	0.051	3	52	0.096	3	52	0.147
16:00 - 17:00	3	52	0.096	3	52	0.109	3	52	0.205
17:00 - 18:00	3	52	0.090	3	52	0.154	3	52	0.244
18:00 - 19:00	3	52	0.083	3	52	0.064	3	52	0.147
19:00 - 20:00	2	51	0.059	2	51	0.079	2	51	0.138
20:00 - 21:00	1	58	0.034	1	58	0.086	1	58	0.120
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.138			1.165			2.303

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 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/F - CARE HOME (ELDERLY RESIDENTIAL)

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	52	0.083	3	52	0.026	3	52	0.109
08:00 - 09:00	3	52	0.058	3	52	0.032	3	52	0.090
09:00 - 10:00	3	52	0.013	3	52	0.000	3	52	0.013
10:00 - 11:00	3	52	0.045	3	52	0.038	3	52	0.083
11:00 - 12:00	3	52	0.019	3	52	0.032	3	52	0.051
12:00 - 13:00	3	52	0.019	3	52	0.032	3	52	0.051
13:00 - 14:00	3	52	0.038	3	52	0.058	3	52	0.096
14:00 - 15:00	3	52	0.032	3	52	0.026	3	52	0.058
15:00 - 16:00	3	52	0.026	3	52	0.045	3	52	0.071
16:00 - 17:00	3	52	0.006	3	52	0.026	3	52	0.032
17:00 - 18:00	3	52	0.006	3	52	0.013	3	52	0.019
18:00 - 19:00	3	52	0.000	3	52	0.006	3	52	0.006
19:00 - 20:00	2	51	0.030	2	51	0.059	2	51	0.089
20:00 - 21:00	1	58	0.000	1	58	0.034	1	58	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.375			0.427			0.802

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 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/F - CARE HOME (ELDERLY RESIDENTIAL)

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	52	0.032	3	52	0.000	3	52	0.032
08:00 - 09:00	3	52	0.013	3	52	0.019	3	52	0.032
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.006	3	52	0.000	3	52	0.006
11:00 - 12:00	3	52	0.013	3	52	0.000	3	52	0.013
12:00 - 13:00	3	52	0.000	3	52	0.006	3	52	0.006
13:00 - 14:00	3	52	0.006	3	52	0.000	3	52	0.006
14:00 - 15:00	3	52	0.006	3	52	0.026	3	52	0.032
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.006	3	52	0.006
17:00 - 18:00	3	52	0.006	3	52	0.000	3	52	0.006
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.040	2	51	0.000	2	51	0.040
20:00 - 21:00	1	58	0.017	1	58	0.034	1	58	0.051
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.139			0.091			0.230

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: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 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/F - CARE HOME (ELDERLY RESIDENTIAL)

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	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.000	3	52	0.000	3	52	0.000
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

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	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.000	3	52	0.013	3	52	0.013
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.013			0.013

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 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/F - CARE HOME (ELDERLY RESIDENTIAL)

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	52	0.032	3	52	0.000	3	52	0.032
08:00 - 09:00	3	52	0.013	3	52	0.019	3	52	0.032
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.006	3	52	0.000	3	52	0.006
11:00 - 12:00	3	52	0.013	3	52	0.000	3	52	0.013
12:00 - 13:00	3	52	0.000	3	52	0.019	3	52	0.019
13:00 - 14:00	3	52	0.006	3	52	0.000	3	52	0.006
14:00 - 15:00	3	52	0.006	3	52	0.026	3	52	0.032
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.006	3	52	0.006
17:00 - 18:00	3	52	0.006	3	52	0.000	3	52	0.006
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.040	2	51	0.000	2	51	0.040
20:00 - 21:00	1	58	0.017	1	58	0.034	1	58	0.051
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.139			0.104			0.243

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

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

Parameter summary

Trip rate parameter range selected: 43 - 58 (units:)
 Survey date date range: 01/01/08 - 16/10/11
 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/F - CARE HOME (ELDERLY RESIDENTIAL)

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	52	0.205	3	52	0.064	3	52	0.269
08:00 - 09:00	3	52	0.186	3	52	0.122	3	52	0.308
09:00 - 10:00	3	52	0.083	3	52	0.051	3	52	0.134
10:00 - 11:00	3	52	0.141	3	52	0.096	3	52	0.237
11:00 - 12:00	3	52	0.154	3	52	0.154	3	52	0.308
12:00 - 13:00	3	52	0.083	3	52	0.090	3	52	0.173
13:00 - 14:00	3	52	0.147	3	52	0.141	3	52	0.288
14:00 - 15:00	3	52	0.122	3	52	0.186	3	52	0.308
15:00 - 16:00	3	52	0.096	3	52	0.160	3	52	0.256
16:00 - 17:00	3	52	0.103	3	52	0.141	3	52	0.244
17:00 - 18:00	3	52	0.128	3	52	0.186	3	52	0.314
18:00 - 19:00	3	52	0.083	3	52	0.071	3	52	0.154
19:00 - 20:00	2	51	0.129	2	51	0.139	2	51	0.268
20:00 - 21:00	1	58	0.052	1	58	0.155	1	58	0.207
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.712			1.756			3.468

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: 43 - 58 (units:)
 Survey date range: 01/01/08 - 16/10/11
 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.

Calculation Reference: AUDIT-355901-161220-1205

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

MULTI-MODAL VEHICLES

Selected regions and areas:

02 SOUTH EAST	
SC SURREY	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NE NORTH EAST LINCOLNSHIRE	1 days
08 NORTH WEST	
MS MERSEYSIDE	1 days
10 WALES	
MT MERTHYR TYDFIL	1 days
12 CONNAUGHT	
RO ROSCOMMON	1 days

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

Filtering Stage 2 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 pupils
Actual Range: 82 to 414 (units:)
Range Selected by User: 82 to 447 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 25/09/14

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:

Tuesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	4
Village	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.

Filtering Stage 3 selection:

Use Class:

D1	5 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
5,001 to 10,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	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	1 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	2 days
No	3 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.

LIST OF SITES relevant to selection parameters

1	MS-04-A-02	PRIMARY SCHOOL	MERSEYSI DE
	BOOKER AVENUE		
	ALVERTON		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	264	
	Survey date: THURSDAY	13/06/13	Survey Type: MANUAL
2	MT-04-A-01	PRIMARY SCHOOL	MERTHYR TYDFIL
	BRECON ROAD		
	MERTHYR TYDFIL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	184	
	Survey date: FRIDAY	18/10/13	Survey Type: MANUAL
3	NE-04-A-01	PRIMARY SCHOOL	NORTH EAST LINCOLNSHIRE
	SUNNINGDALE ROAD		
	SCUNTHORPE		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	147	
	Survey date: TUESDAY	20/05/14	Survey Type: MANUAL
4	RO-04-A-01	PRIMARY SCHOOL	ROSCOMMON
	WARREN ROAD		
	BOYLE		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	82	
	Survey date: THURSDAY	25/09/14	Survey Type: MANUAL
5	SC-04-A-01	PRIMARY SCHOOL	SURREY
	SCHOOL LANE		
	PIRBRIGHT		
	NEAR WOKING		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	414	
	Survey date: THURSDAY	22/11/12	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DO-04-A-01	Not in joint approach agreed selection

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.053	5	218	0.026	5	218	0.079
08:00 - 09:00	5	218	0.267	5	218	0.195	5	218	0.462
09:00 - 10:00	5	218	0.080	5	218	0.083	5	218	0.163
10:00 - 11:00	5	218	0.012	5	218	0.008	5	218	0.020
11:00 - 12:00	5	218	0.022	5	218	0.013	5	218	0.035
12:00 - 13:00	5	218	0.018	5	218	0.023	5	218	0.041
13:00 - 14:00	5	218	0.020	5	218	0.034	5	218	0.054
14:00 - 15:00	5	218	0.038	5	218	0.019	5	218	0.057
15:00 - 16:00	5	218	0.140	5	218	0.165	5	218	0.305
16:00 - 17:00	5	218	0.096	5	218	0.132	5	218	0.228
17:00 - 18:00	5	218	0.071	5	218	0.076	5	218	0.147
18:00 - 19:00	4	227	0.045	4	227	0.055	4	227	0.100
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.862			0.829			1.691

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

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

Parameter summary

Trip rate parameter range selected: 82 - 414 (units:)
 Survey date range: 01/01/08 - 25/09/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TAXIS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.000	5	218	0.000	5	218	0.000
08:00 - 09:00	5	218	0.004	5	218	0.004	5	218	0.008
09:00 - 10:00	5	218	0.002	5	218	0.001	5	218	0.003
10:00 - 11:00	5	218	0.000	5	218	0.001	5	218	0.001
11:00 - 12:00	5	218	0.001	5	218	0.000	5	218	0.001
12:00 - 13:00	5	218	0.000	5	218	0.001	5	218	0.001
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.002	5	218	0.002	5	218	0.004
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

Parameter summary

Trip rate parameter range selected: 82 - 414 (units:)
 Survey date date range: 01/01/08 - 25/09/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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 04 - EDUCATION/A - PRIMARY

MULTI-MODAL OGVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.001	5	218	0.001	5	218	0.002
08:00 - 09:00	5	218	0.001	5	218	0.001	5	218	0.002
09:00 - 10:00	5	218	0.001	5	218	0.001	5	218	0.002
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.001	5	218	0.001	5	218	0.002
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.001	5	218	0.001	5	218	0.002
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	5	218	0.000	5	218	0.000
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

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

Parameter summary

Trip rate parameter range selected: 82 - 414 (units:)
 Survey date date range: 01/01/08 - 25/09/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PSVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.000	5	218	0.000	5	218	0.000
08:00 - 09:00	5	218	0.000	5	218	0.000	5	218	0.000
09:00 - 10:00	5	218	0.007	5	218	0.007	5	218	0.014
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.001	5	218	0.001	5	218	0.002
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.001	5	218	0.001	5	218	0.002
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.002	5	218	0.002	5	218	0.004
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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

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

Parameter summary

Trip rate parameter range selected: 82 - 414 (units:)
 Survey date date range: 01/01/08 - 25/09/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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 04 - EDUCATION/A - PRIMARY

MULTI-MODAL CYCLISTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.005	5	218	0.000	5	218	0.005
08:00 - 09:00	5	218	0.013	5	218	0.003	5	218	0.016
09:00 - 10:00	5	218	0.002	5	218	0.003	5	218	0.005
10:00 - 11:00	5	218	0.000	5	218	0.001	5	218	0.001
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.001	5	218	0.001
15:00 - 16:00	5	218	0.005	5	218	0.005	5	218	0.010
16:00 - 17:00	5	218	0.001	5	218	0.012	5	218	0.013
17:00 - 18:00	5	218	0.002	5	218	0.004	5	218	0.006
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.029			0.057

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

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

Parameter summary

Trip rate parameter range selected: 82 - 414 (units:)
 Survey date date range: 01/01/08 - 25/09/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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 04 - EDUCATION/A - PRIMARY

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.074	5	218	0.028	5	218	0.102
08:00 - 09:00	5	218	0.467	5	218	0.162	5	218	0.629
09:00 - 10:00	5	218	0.095	5	218	0.035	5	218	0.130
10:00 - 11:00	5	218	0.016	5	218	0.012	5	218	0.028
11:00 - 12:00	5	218	0.025	5	218	0.014	5	218	0.039
12:00 - 13:00	5	218	0.019	5	218	0.024	5	218	0.043
13:00 - 14:00	5	218	0.023	5	218	0.040	5	218	0.063
14:00 - 15:00	5	218	0.022	5	218	0.022	5	218	0.044
15:00 - 16:00	5	218	0.105	5	218	0.309	5	218	0.414
16:00 - 17:00	5	218	0.073	5	218	0.237	5	218	0.310
17:00 - 18:00	5	218	0.072	5	218	0.088	5	218	0.160
18:00 - 19:00	4	227	0.075	4	227	0.062	4	227	0.137
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.066			1.033			2.099

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

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

Parameter summary

Trip rate parameter range selected: 82 - 414 (units:)
 Survey date range: 01/01/08 - 25/09/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.028	5	218	0.002	5	218	0.030
08:00 - 09:00	5	218	0.625	5	218	0.212	5	218	0.837
09:00 - 10:00	5	218	0.073	5	218	0.058	5	218	0.131
10:00 - 11:00	5	218	0.005	5	218	0.001	5	218	0.006
11:00 - 12:00	5	218	0.021	5	218	0.027	5	218	0.048
12:00 - 13:00	5	218	0.017	5	218	0.025	5	218	0.042
13:00 - 14:00	5	218	0.005	5	218	0.013	5	218	0.018
14:00 - 15:00	5	218	0.019	5	218	0.012	5	218	0.031
15:00 - 16:00	5	218	0.269	5	218	0.605	5	218	0.874
16:00 - 17:00	5	218	0.036	5	218	0.122	5	218	0.158
17:00 - 18:00	5	218	0.009	5	218	0.011	5	218	0.020
18:00 - 19:00	4	227	0.009	4	227	0.010	4	227	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.116			1.098			2.214

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

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

Parameter summary

Trip rate parameter range selected: 82 - 414 (units:)
 Survey date range: 01/01/08 - 25/09/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL BUS/ TRAM PASSENGERS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.000	5	218	0.000	5	218	0.000
08:00 - 09:00	5	218	0.016	5	218	0.000	5	218	0.016
09:00 - 10:00	5	218	0.000	5	218	0.000	5	218	0.000
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	5	218	0.010	5	218	0.010
16:00 - 17:00	5	218	0.000	5	218	0.002	5	218	0.002
17:00 - 18:00	5	218	0.000	5	218	0.001	5	218	0.001
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.013			0.029

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

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

Parameter summary

Trip rate parameter range selected: 82 - 414 (units:)
Survey date range: 01/01/08 - 25/09/14
Number of weekdays (Monday-Friday): 5
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 1

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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.001	5	218	0.000	5	218	0.001
08:00 - 09:00	5	218	0.001	5	218	0.000	5	218	0.001
09:00 - 10:00	5	218	0.000	5	218	0.000	5	218	0.000
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	5	218	0.002	5	218	0.002
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	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			0.002			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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 82 - 414 (units:)
 Survey date date range: 01/01/08 - 25/09/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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 04 - EDUCATION/A - PRIMARY

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.000	5	218	0.000	5	218	0.000
08:00 - 09:00	5	218	0.000	5	218	0.000	5	218	0.000
09:00 - 10:00	5	218	0.018	5	218	0.000	5	218	0.018
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	5	218	0.020	5	218	0.020
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.020			0.038

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

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

Parameter summary

Trip rate parameter range selected: 82 - 414 (units:)
 Survey date date range: 01/01/08 - 25/09/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.001	5	218	0.000	5	218	0.001
08:00 - 09:00	5	218	0.016	5	218	0.000	5	218	0.016
09:00 - 10:00	5	218	0.018	5	218	0.000	5	218	0.018
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	5	218	0.032	5	218	0.032
16:00 - 17:00	5	218	0.000	5	218	0.002	5	218	0.002
17:00 - 18:00	5	218	0.000	5	218	0.001	5	218	0.001
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

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

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

Parameter summary

Trip rate parameter range selected: 82 - 414 (units:)
 Survey date date range: 01/01/08 - 25/09/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	218	0.109	5	218	0.030	5	218	0.139
08:00 - 09:00	5	218	1.122	5	218	0.377	5	218	1.499
09:00 - 10:00	5	218	0.189	5	218	0.095	5	218	0.284
10:00 - 11:00	5	218	0.022	5	218	0.014	5	218	0.036
11:00 - 12:00	5	218	0.046	5	218	0.041	5	218	0.087
12:00 - 13:00	5	218	0.037	5	218	0.049	5	218	0.086
13:00 - 14:00	5	218	0.028	5	218	0.053	5	218	0.081
14:00 - 15:00	5	218	0.041	5	218	0.035	5	218	0.076
15:00 - 16:00	5	218	0.379	5	218	0.951	5	218	1.330
16:00 - 17:00	5	218	0.110	5	218	0.373	5	218	0.483
17:00 - 18:00	5	218	0.083	5	218	0.104	5	218	0.187
18:00 - 19:00	4	227	0.084	4	227	0.072	4	227	0.156
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.250			2.194			4.444

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: 82 - 414 (units:)
 Survey date range: 01/01/08 - 25/09/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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-355901-160905-0955

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE

MULTI-MODAL VEHICLES

Selected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
03 SOUTH WEST	
DC DORSET	1 days
DV DEVON	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
NF NORFOLK	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
SY SOUTH YORKSHIRE	1 days
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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 70 to 469 (units: sqm)
Range Selected by User: 70 to 550 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 19/12/12

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	2 days
Wednesday	2 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	8 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)	5
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	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	7
High Street	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.

Filtering Stage 3 selection:

Use Class:

A1	8 days
----	--------

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

Population within 1 mile:

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

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	8 days

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

Travel Plan:

No	8 days
----	--------

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

LIST OF SITES relevant to selection parameters

1	CA-01-O-01	CO-OP	CAMBRIDGESHIRE
	MAYORS WALK		
	NETHERTON		
	PETERBOROUGH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	375 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
2	DC-01-O-01	LONDIS	DORSET
	MAUD ROAD		
	DORCHESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	176 sqm	
	Survey date: FRIDAY	04/07/08	Survey Type: MANUAL
3	DH-01-O-01	SAI NSBURY'S LOCAL	DURHAM
	132 STATION LANE		
	SEATON CAREW		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	469 sqm	
	Survey date: MONDAY	26/11/12	Survey Type: MANUAL
4	DV-01-O-01	PREMIER	DEVON
	MELROSE AVENUE		
	PLYMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	70 sqm	
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL
5	ES-01-O-01	ONE STOP	EAST SUSSEX
	THE SIDINGS		
	ORE VALLEY		
	HASTINGS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	280 sqm	
	Survey date: WEDNESDAY	19/12/12	Survey Type: MANUAL
6	NF-01-O-01	TESCO EXPRESS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	298 sqm	
	Survey date: FRIDAY	26/10/12	Survey Type: MANUAL
7	SY-01-O-02	SAI NBURY'S LOCAL	SOUTH YORKSHIRE
	ECCLESALL ROAD		
	SHEFFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	306 sqm	
	Survey date: FRIDAY	14/12/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WY-01-O-01	SAI NSBURY'S LOCAL	WEST YORKSHIRE
	KEIGHLEY ROAD		
	BRADFORD		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	400 sqm	
	Survey date: THURSDAY	06/12/12	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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	3.226	4	256	2.542	4	256	5.768
07:00 - 08:00	8	297	7.540	8	297	7.035	8	297	14.575
08:00 - 09:00	8	297	8.382	8	297	7.666	8	297	16.048
09:00 - 10:00	8	297	7.203	8	297	6.866	8	297	14.069
10:00 - 11:00	8	297	7.329	8	297	7.077	8	297	14.406
11:00 - 12:00	8	297	7.751	8	297	7.709	8	297	15.460
12:00 - 13:00	8	297	9.941	8	297	9.562	8	297	19.503
13:00 - 14:00	8	297	7.498	8	297	7.119	8	297	14.617
14:00 - 15:00	8	297	8.382	8	297	7.877	8	297	16.259
15:00 - 16:00	8	297	9.646	8	297	10.110	8	297	19.756
16:00 - 17:00	8	297	10.826	8	297	9.393	8	297	20.219
17:00 - 18:00	8	297	11.415	8	297	10.826	8	297	22.241
18:00 - 19:00	8	297	12.131	8	297	12.679	8	297	24.810
19:00 - 20:00	8	297	8.467	8	297	10.067	8	297	18.534
20:00 - 21:00	7	329	4.514	7	329	5.556	7	329	10.070
21:00 - 22:00	6	355	2.632	6	355	3.195	6	355	5.827
22:00 - 23:00	2	422	1.066	2	422	1.896	2	422	2.962
23:00 - 24:00									
Total Rates:			127.949				127.175	255.124	

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

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

Parameter summary

Trip rate parameter range selected: 70 - 469 (units: sqm)
 Survey date range: 01/01/08 - 19/12/12
 Number of weekdays (Monday-Friday): 8
 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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.084	8	297	0.084	8	297	0.168
08:00 - 09:00	8	297	0.379	8	297	0.295	8	297	0.674
09:00 - 10:00	8	297	0.126	8	297	0.168	8	297	0.294
10:00 - 11:00	8	297	0.126	8	297	0.126	8	297	0.252
11:00 - 12:00	8	297	0.042	8	297	0.042	8	297	0.084
12:00 - 13:00	8	297	0.253	8	297	0.211	8	297	0.464
13:00 - 14:00	8	297	0.084	8	297	0.126	8	297	0.210
14:00 - 15:00	8	297	0.084	8	297	0.000	8	297	0.084
15:00 - 16:00	8	297	0.084	8	297	0.168	8	297	0.252
16:00 - 17:00	8	297	0.126	8	297	0.042	8	297	0.168
17:00 - 18:00	8	297	0.126	8	297	0.126	8	297	0.252
18:00 - 19:00	8	297	0.126	8	297	0.168	8	297	0.294
19:00 - 20:00	8	297	0.126	8	297	0.168	8	297	0.294
20:00 - 21:00	7	329	0.043	7	329	0.043	7	329	0.086
21:00 - 22:00	6	355	0.047	6	355	0.047	6	355	0.094
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			1.856			1.814			3.670

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

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

Parameter summary

Trip rate parameter range selected: 70 - 469 (units: sqm)
Survey date range: 01/01/08 - 19/12/12
Number of weekdays (Monday-Friday): 8
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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.196	4	256	0.196	4	256	0.392
07:00 - 08:00	8	297	0.253	8	297	0.295	8	297	0.548
08:00 - 09:00	8	297	0.211	8	297	0.168	8	297	0.379
09:00 - 10:00	8	297	0.084	8	297	0.126	8	297	0.210
10:00 - 11:00	8	297	0.042	8	297	0.042	8	297	0.084
11:00 - 12:00	8	297	0.084	8	297	0.084	8	297	0.168
12:00 - 13:00	8	297	0.084	8	297	0.084	8	297	0.168
13:00 - 14:00	8	297	0.126	8	297	0.084	8	297	0.210
14:00 - 15:00	8	297	0.000	8	297	0.000	8	297	0.000
15:00 - 16:00	8	297	0.000	8	297	0.000	8	297	0.000
16:00 - 17:00	8	297	0.000	8	297	0.000	8	297	0.000
17:00 - 18:00	8	297	0.042	8	297	0.042	8	297	0.084
18:00 - 19:00	8	297	0.000	8	297	0.000	8	297	0.000
19:00 - 20:00	8	297	0.000	8	297	0.000	8	297	0.000
20:00 - 21:00	7	329	0.000	7	329	0.000	7	329	0.000
21:00 - 22:00	6	355	0.000	6	355	0.000	6	355	0.000
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			1.122			1.121			2.243

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL PSVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.000	8	297	0.000	8	297	0.000
08:00 - 09:00	8	297	0.000	8	297	0.000	8	297	0.000
09:00 - 10:00	8	297	0.000	8	297	0.000	8	297	0.000
10:00 - 11:00	8	297	0.000	8	297	0.000	8	297	0.000
11:00 - 12:00	8	297	0.000	8	297	0.000	8	297	0.000
12:00 - 13:00	8	297	0.000	8	297	0.000	8	297	0.000
13:00 - 14:00	8	297	0.000	8	297	0.000	8	297	0.000
14:00 - 15:00	8	297	0.000	8	297	0.000	8	297	0.000
15:00 - 16:00	8	297	0.000	8	297	0.000	8	297	0.000
16:00 - 17:00	8	297	0.000	8	297	0.000	8	297	0.000
17:00 - 18:00	8	297	0.000	8	297	0.000	8	297	0.000
18:00 - 19:00	8	297	0.000	8	297	0.000	8	297	0.000
19:00 - 20:00	8	297	0.000	8	297	0.000	8	297	0.000
20:00 - 21:00	7	329	0.000	7	329	0.000	7	329	0.000
21:00 - 22:00	6	355	0.000	6	355	0.000	6	355	0.000
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 70 - 469 (units: sqm)
 Survey date date range: 01/01/08 - 19/12/12
 Number of weekdays (Monday-Friday): 8
 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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.293	4	256	0.196	4	256	0.489
07:00 - 08:00	8	297	0.463	8	297	0.632	8	297	1.095
08:00 - 09:00	8	297	0.674	8	297	0.632	8	297	1.306
09:00 - 10:00	8	297	0.295	8	297	0.168	8	297	0.463
10:00 - 11:00	8	297	0.253	8	297	0.211	8	297	0.464
11:00 - 12:00	8	297	0.042	8	297	0.084	8	297	0.126
12:00 - 13:00	8	297	0.379	8	297	0.295	8	297	0.674
13:00 - 14:00	8	297	0.084	8	297	0.211	8	297	0.295
14:00 - 15:00	8	297	0.126	8	297	0.168	8	297	0.294
15:00 - 16:00	8	297	0.168	8	297	0.168	8	297	0.336
16:00 - 17:00	8	297	0.590	8	297	0.463	8	297	1.053
17:00 - 18:00	8	297	0.337	8	297	0.295	8	297	0.632
18:00 - 19:00	8	297	0.505	8	297	0.548	8	297	1.053
19:00 - 20:00	8	297	0.126	8	297	0.168	8	297	0.294
20:00 - 21:00	7	329	0.087	7	329	0.260	7	329	0.347
21:00 - 22:00	6	355	0.141	6	355	0.141	6	355	0.282
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			4.563				4.640	9.203	

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

Parameter summary

Trip rate parameter range selected: 70 - 469 (units: sqm)
 Survey date range: 01/01/08 - 19/12/12
 Number of weekdays (Monday-Friday): 8
 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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	4.106	4	256	3.030	4	256	7.136
07:00 - 08:00	8	297	9.815	8	297	8.677	8	297	18.492
08:00 - 09:00	8	297	11.163	8	297	10.278	8	297	21.441
09:00 - 10:00	8	297	8.930	8	297	8.593	8	297	17.523
10:00 - 11:00	8	297	8.551	8	297	8.382	8	297	16.933
11:00 - 12:00	8	297	10.531	8	297	10.362	8	297	20.893
12:00 - 13:00	8	297	12.089	8	297	12.089	8	297	24.178
13:00 - 14:00	8	297	8.930	8	297	9.141	8	297	18.071
14:00 - 15:00	8	297	9.478	8	297	9.351	8	297	18.829
15:00 - 16:00	8	297	12.721	8	297	13.353	8	297	26.074
16:00 - 17:00	8	297	14.659	8	297	12.805	8	297	27.464
17:00 - 18:00	8	297	14.406	8	297	14.364	8	297	28.770
18:00 - 19:00	8	297	15.206	8	297	15.922	8	297	31.128
19:00 - 20:00	8	297	11.163	8	297	13.058	8	297	24.221
20:00 - 21:00	7	329	6.510	7	329	8.160	7	329	14.670
21:00 - 22:00	6	355	3.806	6	355	4.417	6	355	8.223
22:00 - 23:00	2	422	1.540	2	422	2.488	2	422	4.028
23:00 - 24:00									
Total Rates:			163.604			164.470			328.074

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

Parameter summary

Trip rate parameter range selected: 70 - 469 (units: sqm)
 Survey date range: 01/01/08 - 19/12/12
 Number of weekdays (Monday-Friday): 8
 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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	2.639	4	256	2.346	4	256	4.985
07:00 - 08:00	8	297	6.066	8	297	5.476	8	297	11.542
08:00 - 09:00	8	297	11.415	8	297	11.247	8	297	22.662
09:00 - 10:00	8	297	7.751	8	297	6.108	8	297	13.859
10:00 - 11:00	8	297	7.793	8	297	7.666	8	297	15.459
11:00 - 12:00	8	297	9.393	8	297	8.846	8	297	18.239
12:00 - 13:00	8	297	9.688	8	297	9.141	8	297	18.829
13:00 - 14:00	8	297	9.393	8	297	10.278	8	297	19.671
14:00 - 15:00	8	297	9.941	8	297	10.152	8	297	20.093
15:00 - 16:00	8	297	16.596	8	297	15.543	8	297	32.139
16:00 - 17:00	8	297	12.468	8	297	12.258	8	297	24.726
17:00 - 18:00	8	297	10.952	8	297	11.078	8	297	22.030
18:00 - 19:00	8	297	13.311	8	297	13.100	8	297	26.411
19:00 - 20:00	8	297	9.941	8	297	11.752	8	297	21.693
20:00 - 21:00	7	329	7.205	7	329	7.292	7	329	14.497
21:00 - 22:00	6	355	5.686	6	355	6.438	6	355	12.124
22:00 - 23:00	2	422	0.118	2	422	0.118	2	422	0.236
23:00 - 24:00									
Total Rates:			150.356				148.839	299.195	

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

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

Parameter summary

Trip rate parameter range selected: 70 - 469 (units: sqm)
 Survey date range: 01/01/08 - 19/12/12
 Number of weekdays (Monday-Friday): 8
 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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL BUS/ TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.126	8	297	0.168	8	297	0.294
08:00 - 09:00	8	297	0.421	8	297	0.421	8	297	0.842
09:00 - 10:00	8	297	0.379	8	297	0.379	8	297	0.758
10:00 - 11:00	8	297	0.590	8	297	0.716	8	297	1.306
11:00 - 12:00	8	297	0.548	8	297	0.379	8	297	0.927
12:00 - 13:00	8	297	0.421	8	297	0.632	8	297	1.053
13:00 - 14:00	8	297	0.421	8	297	0.337	8	297	0.758
14:00 - 15:00	8	297	0.758	8	297	0.505	8	297	1.263
15:00 - 16:00	8	297	0.379	8	297	0.421	8	297	0.800
16:00 - 17:00	8	297	0.379	8	297	0.168	8	297	0.547
17:00 - 18:00	8	297	1.264	8	297	1.179	8	297	2.443
18:00 - 19:00	8	297	0.716	8	297	0.590	8	297	1.306
19:00 - 20:00	8	297	0.126	8	297	0.084	8	297	0.210
20:00 - 21:00	7	329	0.087	7	329	0.087	7	329	0.174
21:00 - 22:00	6	355	0.047	6	355	0.047	6	355	0.094
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			6.662			6.113			12.775

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

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

Parameter summary

Trip rate parameter range selected: 70 - 469 (units: sqm)
 Survey date range: 01/01/08 - 19/12/12
 Number of weekdays (Monday-Friday): 8
 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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.000	8	297	0.126	8	297	0.126
08:00 - 09:00	8	297	0.000	8	297	0.042	8	297	0.042
09:00 - 10:00	8	297	0.000	8	297	0.000	8	297	0.000
10:00 - 11:00	8	297	0.000	8	297	0.000	8	297	0.000
11:00 - 12:00	8	297	0.000	8	297	0.000	8	297	0.000
12:00 - 13:00	8	297	0.000	8	297	0.000	8	297	0.000
13:00 - 14:00	8	297	0.000	8	297	0.000	8	297	0.000
14:00 - 15:00	8	297	0.000	8	297	0.000	8	297	0.000
15:00 - 16:00	8	297	0.042	8	297	0.000	8	297	0.042
16:00 - 17:00	8	297	0.000	8	297	0.000	8	297	0.000
17:00 - 18:00	8	297	0.253	8	297	0.168	8	297	0.421
18:00 - 19:00	8	297	0.168	8	297	0.084	8	297	0.252
19:00 - 20:00	8	297	0.042	8	297	0.042	8	297	0.084
20:00 - 21:00	7	329	0.000	7	329	0.000	7	329	0.000
21:00 - 22:00	6	355	0.000	6	355	0.000	6	355	0.000
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			0.505			0.462			0.967

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

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

Parameter summary

Trip rate parameter range selected: 70 - 469 (units: sqm)
 Survey date date range: 01/01/08 - 19/12/12
 Number of weekdays (Monday-Friday): 8
 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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.000	8	297	0.000	8	297	0.000
08:00 - 09:00	8	297	0.000	8	297	0.000	8	297	0.000
09:00 - 10:00	8	297	0.000	8	297	0.000	8	297	0.000
10:00 - 11:00	8	297	0.000	8	297	0.000	8	297	0.000
11:00 - 12:00	8	297	0.000	8	297	0.000	8	297	0.000
12:00 - 13:00	8	297	0.000	8	297	0.000	8	297	0.000
13:00 - 14:00	8	297	0.000	8	297	0.000	8	297	0.000
14:00 - 15:00	8	297	0.000	8	297	0.000	8	297	0.000
15:00 - 16:00	8	297	0.000	8	297	0.000	8	297	0.000
16:00 - 17:00	8	297	0.000	8	297	0.000	8	297	0.000
17:00 - 18:00	8	297	0.000	8	297	0.000	8	297	0.000
18:00 - 19:00	8	297	0.000	8	297	0.000	8	297	0.000
19:00 - 20:00	8	297	0.000	8	297	0.000	8	297	0.000
20:00 - 21:00	7	329	0.000	7	329	0.000	7	329	0.000
21:00 - 22:00	6	355	0.000	6	355	0.000	6	355	0.000
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 70 - 469 (units: sqm)
 Survey date date range: 01/01/08 - 19/12/12
 Number of weekdays (Monday-Friday): 8
 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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.126	8	297	0.295	8	297	0.421
08:00 - 09:00	8	297	0.421	8	297	0.463	8	297	0.884
09:00 - 10:00	8	297	0.379	8	297	0.379	8	297	0.758
10:00 - 11:00	8	297	0.590	8	297	0.716	8	297	1.306
11:00 - 12:00	8	297	0.548	8	297	0.379	8	297	0.927
12:00 - 13:00	8	297	0.421	8	297	0.632	8	297	1.053
13:00 - 14:00	8	297	0.421	8	297	0.337	8	297	0.758
14:00 - 15:00	8	297	0.758	8	297	0.505	8	297	1.263
15:00 - 16:00	8	297	0.421	8	297	0.421	8	297	0.842
16:00 - 17:00	8	297	0.379	8	297	0.168	8	297	0.547
17:00 - 18:00	8	297	1.516	8	297	1.348	8	297	2.864
18:00 - 19:00	8	297	0.885	8	297	0.674	8	297	1.559
19:00 - 20:00	8	297	0.168	8	297	0.126	8	297	0.294
20:00 - 21:00	7	329	0.087	7	329	0.087	7	329	0.174
21:00 - 22:00	6	355	0.047	6	355	0.047	6	355	0.094
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			7.167				6.577	13.744	

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	7.038	4	256	5.572	4	256	12.610
07:00 - 08:00	8	297	16.470	8	297	15.080	8	297	31.550
08:00 - 09:00	8	297	23.673	8	297	22.620	8	297	46.293
09:00 - 10:00	8	297	17.355	8	297	15.249	8	297	32.604
10:00 - 11:00	8	297	17.186	8	297	16.976	8	297	34.162
11:00 - 12:00	8	297	20.514	8	297	19.671	8	297	40.185
12:00 - 13:00	8	297	22.578	8	297	22.157	8	297	44.735
13:00 - 14:00	8	297	18.829	8	297	19.966	8	297	38.795
14:00 - 15:00	8	297	20.303	8	297	20.177	8	297	40.480
15:00 - 16:00	8	297	29.907	8	297	29.486	8	297	59.393
16:00 - 17:00	8	297	28.096	8	297	25.695	8	297	53.791
17:00 - 18:00	8	297	27.211	8	297	27.085	8	297	54.296
18:00 - 19:00	8	297	29.907	8	297	30.244	8	297	60.151
19:00 - 20:00	8	297	21.398	8	297	25.105	8	297	46.503
20:00 - 21:00	7	329	13.889	7	329	15.799	7	329	29.688
21:00 - 22:00	6	355	9.680	6	355	11.043	6	355	20.723
22:00 - 23:00	2	422	1.659	2	422	2.607	2	422	4.266
23:00 - 24:00									
Total Rates:			325.693			324.532			650.225

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
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.

Calculation Reference: AUDIT-355901-161107-1105

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : 1 - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL VEHICLES

Selected regions and areas:

09 NORTH

TW TYNE & WEAR

1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 260 to 1840 (units: sqm)
Range Selected by User: 240 to 1890 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 28/10/14

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

Selected survey days:

Wednesday 1 days

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

Selected survey types:

Manual count 1 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:

Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 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.

Filtering Stage 3 selection:

Use Class:

A1 1 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

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:

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

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

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 1 days

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

Travel Plan:

No 1 days

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

LIST OF SITES relevant to selection parameters

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

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

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

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.296	1	540	1.296	1	540	2.592
07:00 - 08:00	1	540	4.074	1	540	3.148	1	540	7.222
08:00 - 09:00	1	540	4.074	1	540	3.519	1	540	7.593
09:00 - 10:00	1	540	4.259	1	540	3.704	1	540	7.963
10:00 - 11:00	1	540	6.481	1	540	3.333	1	540	9.814
11:00 - 12:00	1	540	3.333	1	540	4.815	1	540	8.148
12:00 - 13:00	1	540	3.889	1	540	2.963	1	540	6.852
13:00 - 14:00	1	540	2.593	1	540	2.222	1	540	4.815
14:00 - 15:00	1	540	1.481	1	540	1.296	1	540	2.777
15:00 - 16:00	1	540	2.037	1	540	2.037	1	540	4.074
16:00 - 17:00	1	540	3.519	1	540	3.519	1	540	7.038
17:00 - 18:00	1	540	3.333	1	540	5.926	1	540	9.259
18:00 - 19:00	1	540	6.667	1	540	7.593	1	540	14.260
19:00 - 20:00	1	540	3.519	1	540	4.259	1	540	7.778
20:00 - 21:00	1	540	4.074	1	540	3.704	1	540	7.778
21:00 - 22:00	1	540	4.444	1	540	4.444	1	540	8.888
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			59.073			57.778			116.851

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

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

Parameter summary

Trip rate parameter range selected: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/08 - 28/10/14
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 10
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL TAXIS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.185	1	540	0.185	1	540	0.370
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.185	1	540	0.185	1	540	0.370
11:00 - 12:00	1	540	0.370	1	540	0.370	1	540	0.740
12:00 - 13:00	1	540	0.000	1	540	0.000	1	540	0.000
13:00 - 14:00	1	540	0.185	1	540	0.000	1	540	0.185
14:00 - 15:00	1	540	0.000	1	540	0.000	1	540	0.000
15:00 - 16:00	1	540	0.000	1	540	0.000	1	540	0.000
16:00 - 17:00	1	540	0.000	1	540	0.000	1	540	0.000
17:00 - 18:00	1	540	0.000	1	540	0.185	1	540	0.185
18:00 - 19:00	1	540	0.000	1	540	0.000	1	540	0.000
19:00 - 20:00	1	540	0.000	1	540	0.000	1	540	0.000
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.000	1	540	0.000	1	540	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.925			0.925			1.850

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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

MULTI-MODAL OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.185	1	540	0.000	1	540	0.185
09:00 - 10:00	1	540	0.556	1	540	0.185	1	540	0.741
10:00 - 11:00	1	540	0.000	1	540	0.000	1	540	0.000
11:00 - 12:00	1	540	0.000	1	540	0.000	1	540	0.000
12:00 - 13:00	1	540	0.000	1	540	0.000	1	540	0.000
13:00 - 14:00	1	540	0.000	1	540	0.000	1	540	0.000
14:00 - 15:00	1	540	0.000	1	540	0.000	1	540	0.000
15:00 - 16:00	1	540	0.000	1	540	0.000	1	540	0.000
16:00 - 17:00	1	540	0.000	1	540	0.000	1	540	0.000
17:00 - 18:00	1	540	0.000	1	540	0.185	1	540	0.185
18:00 - 19:00	1	540	0.000	1	540	0.185	1	540	0.185
19:00 - 20:00	1	540	0.000	1	540	0.185	1	540	0.185
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.185	1	540	0.185	1	540	0.370
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.926			0.925			1.851

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PSVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.000	1	540	0.000	1	540	0.000
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.000	1	540	0.000	1	540	0.000
11:00 - 12:00	1	540	0.000	1	540	0.000	1	540	0.000
12:00 - 13:00	1	540	0.000	1	540	0.000	1	540	0.000
13:00 - 14:00	1	540	0.000	1	540	0.000	1	540	0.000
14:00 - 15:00	1	540	0.185	1	540	0.000	1	540	0.185
15:00 - 16:00	1	540	0.000	1	540	0.185	1	540	0.185
16:00 - 17:00	1	540	0.000	1	540	0.000	1	540	0.000
17:00 - 18:00	1	540	0.000	1	540	0.000	1	540	0.000
18:00 - 19:00	1	540	0.000	1	540	0.000	1	540	0.000
19:00 - 20:00	1	540	0.000	1	540	0.000	1	540	0.000
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.000	1	540	0.000	1	540	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.185			0.185			0.370

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.185	1	540	0.000	1	540	0.185
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.000	1	540	0.000	1	540	0.000
09:00 - 10:00	1	540	0.370	1	540	0.370	1	540	0.740
10:00 - 11:00	1	540	0.000	1	540	0.000	1	540	0.000
11:00 - 12:00	1	540	0.000	1	540	0.185	1	540	0.185
12:00 - 13:00	1	540	0.185	1	540	0.185	1	540	0.370
13:00 - 14:00	1	540	0.000	1	540	0.000	1	540	0.000
14:00 - 15:00	1	540	0.370	1	540	0.370	1	540	0.740
15:00 - 16:00	1	540	0.185	1	540	0.185	1	540	0.370
16:00 - 17:00	1	540	0.556	1	540	0.000	1	540	0.556
17:00 - 18:00	1	540	0.000	1	540	0.000	1	540	0.000
18:00 - 19:00	1	540	0.185	1	540	0.370	1	540	0.555
19:00 - 20:00	1	540	0.000	1	540	0.370	1	540	0.370
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.370	1	540	0.370	1	540	0.740
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.406			2.405			4.811

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.481	1	540	1.481	1	540	2.962
07:00 - 08:00	1	540	5.370	1	540	4.074	1	540	9.444
08:00 - 09:00	1	540	4.815	1	540	3.889	1	540	8.704
09:00 - 10:00	1	540	5.370	1	540	4.630	1	540	10.000
10:00 - 11:00	1	540	7.593	1	540	3.333	1	540	10.926
11:00 - 12:00	1	540	4.259	1	540	6.481	1	540	10.740
12:00 - 13:00	1	540	6.111	1	540	3.704	1	540	9.815
13:00 - 14:00	1	540	4.259	1	540	3.148	1	540	7.407
14:00 - 15:00	1	540	2.222	1	540	1.852	1	540	4.074
15:00 - 16:00	1	540	3.519	1	540	2.407	1	540	5.926
16:00 - 17:00	1	540	6.111	1	540	5.926	1	540	12.037
17:00 - 18:00	1	540	4.444	1	540	10.185	1	540	14.629
18:00 - 19:00	1	540	11.667	1	540	11.481	1	540	23.148
19:00 - 20:00	1	540	5.000	1	540	7.407	1	540	12.407
20:00 - 21:00	1	540	6.111	1	540	5.926	1	540	12.037
21:00 - 22:00	1	540	5.556	1	540	5.185	1	540	10.741
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			83.888			81.109			164.997

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

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

Parameter summary

Trip rate parameter range selected: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/08 - 28/10/14
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 10
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	4.259	1	540	3.333	1	540	7.592
07:00 - 08:00	1	540	5.926	1	540	4.259	1	540	10.185
08:00 - 09:00	1	540	9.074	1	540	9.630	1	540	18.704
09:00 - 10:00	1	540	7.963	1	540	7.593	1	540	15.556
10:00 - 11:00	1	540	6.667	1	540	5.556	1	540	12.223
11:00 - 12:00	1	540	5.556	1	540	5.370	1	540	10.926
12:00 - 13:00	1	540	12.593	1	540	13.333	1	540	25.926
13:00 - 14:00	1	540	9.630	1	540	7.963	1	540	17.593
14:00 - 15:00	1	540	8.704	1	540	7.963	1	540	16.667
15:00 - 16:00	1	540	8.704	1	540	9.259	1	540	17.963
16:00 - 17:00	1	540	8.519	1	540	9.815	1	540	18.334
17:00 - 18:00	1	540	9.074	1	540	10.000	1	540	19.074
18:00 - 19:00	1	540	7.778	1	540	10.741	1	540	18.519
19:00 - 20:00	1	540	8.704	1	540	8.333	1	540	17.037
20:00 - 21:00	1	540	5.741	1	540	7.407	1	540	13.148
21:00 - 22:00	1	540	5.000	1	540	7.222	1	540	12.222
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			123.892			127.777			251.669

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

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

Parameter summary

Trip rate parameter range selected: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/08 - 28/10/14
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 10
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL BUS/ TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	1	540	0.000	1	540	0.556	1	540	0.556
08:00 - 09:00	1	540	0.000	1	540	1.481	1	540	1.481
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.185	1	540	0.926	1	540	1.111
11:00 - 12:00	1	540	2.037	1	540	2.963	1	540	5.000
12:00 - 13:00	1	540	2.407	1	540	1.852	1	540	4.259
13:00 - 14:00	1	540	1.481	1	540	0.741	1	540	2.222
14:00 - 15:00	1	540	1.111	1	540	0.556	1	540	1.667
15:00 - 16:00	1	540	2.222	1	540	0.000	1	540	2.222
16:00 - 17:00	1	540	1.852	1	540	0.185	1	540	2.037
17:00 - 18:00	1	540	1.481	1	540	0.000	1	540	1.481
18:00 - 19:00	1	540	0.556	1	540	0.556	1	540	1.112
19:00 - 20:00	1	540	1.111	1	540	0.370	1	540	1.481
20:00 - 21:00	1	540	0.185	1	540	0.556	1	540	0.741
21:00 - 22:00	1	540	0.741	1	540	0.741	1	540	1.482
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.110			12.594			28.704

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

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

Parameter summary

Trip rate parameter range selected: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/08 - 28/10/14
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 10
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.000	1	540	0.000	1	540	0.000
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.000	1	540	0.000	1	540	0.000
11:00 - 12:00	1	540	0.000	1	540	0.000	1	540	0.000
12:00 - 13:00	1	540	0.000	1	540	0.000	1	540	0.000
13:00 - 14:00	1	540	0.000	1	540	0.000	1	540	0.000
14:00 - 15:00	1	540	0.000	1	540	0.000	1	540	0.000
15:00 - 16:00	1	540	0.000	1	540	0.000	1	540	0.000
16:00 - 17:00	1	540	0.000	1	540	0.000	1	540	0.000
17:00 - 18:00	1	540	0.000	1	540	0.000	1	540	0.000
18:00 - 19:00	1	540	0.000	1	540	0.000	1	540	0.000
19:00 - 20:00	1	540	0.000	1	540	0.000	1	540	0.000
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.000	1	540	0.000	1	540	0.000
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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 260 - 1840 (units: sqm)
 Survey date range: 01/01/08 - 28/10/14
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 10
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL COACH PASSENGERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.000	1	540	0.000	1	540	0.000
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.000	1	540	0.000	1	540	0.000
11:00 - 12:00	1	540	0.000	1	540	0.000	1	540	0.000
12:00 - 13:00	1	540	0.000	1	540	0.000	1	540	0.000
13:00 - 14:00	1	540	0.000	1	540	0.000	1	540	0.000
14:00 - 15:00	1	540	0.000	1	540	0.000	1	540	0.000
15:00 - 16:00	1	540	0.000	1	540	0.000	1	540	0.000
16:00 - 17:00	1	540	0.000	1	540	0.000	1	540	0.000
17:00 - 18:00	1	540	0.000	1	540	0.000	1	540	0.000
18:00 - 19:00	1	540	0.000	1	540	0.000	1	540	0.000
19:00 - 20:00	1	540	0.000	1	540	0.000	1	540	0.000
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.000	1	540	0.000	1	540	0.000
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:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	1	540	0.000	1	540	0.556	1	540	0.556
08:00 - 09:00	1	540	0.000	1	540	1.481	1	540	1.481
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.185	1	540	0.926	1	540	1.111
11:00 - 12:00	1	540	2.037	1	540	2.963	1	540	5.000
12:00 - 13:00	1	540	2.407	1	540	1.852	1	540	4.259
13:00 - 14:00	1	540	1.481	1	540	0.741	1	540	2.222
14:00 - 15:00	1	540	1.111	1	540	0.556	1	540	1.667
15:00 - 16:00	1	540	2.222	1	540	0.000	1	540	2.222
16:00 - 17:00	1	540	1.852	1	540	0.185	1	540	2.037
17:00 - 18:00	1	540	1.481	1	540	0.000	1	540	1.481
18:00 - 19:00	1	540	0.556	1	540	0.556	1	540	1.112
19:00 - 20:00	1	540	1.111	1	540	0.370	1	540	1.481
20:00 - 21:00	1	540	0.185	1	540	0.556	1	540	0.741
21:00 - 22:00	1	540	0.741	1	540	0.741	1	540	1.482
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.110			12.594			28.704

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

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

Parameter summary

Trip rate parameter range selected: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/08 - 28/10/14
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 10
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	6.667	1	540	5.926	1	540	12.593
07:00 - 08:00	1	540	11.296	1	540	8.889	1	540	20.185
08:00 - 09:00	1	540	13.889	1	540	15.000	1	540	28.889
09:00 - 10:00	1	540	13.704	1	540	12.593	1	540	26.297
10:00 - 11:00	1	540	14.444	1	540	9.815	1	540	24.259
11:00 - 12:00	1	540	11.852	1	540	15.000	1	540	26.852
12:00 - 13:00	1	540	21.296	1	540	19.074	1	540	40.370
13:00 - 14:00	1	540	15.370	1	540	11.852	1	540	27.222
14:00 - 15:00	1	540	12.407	1	540	10.741	1	540	23.148
15:00 - 16:00	1	540	14.630	1	540	11.852	1	540	26.482
16:00 - 17:00	1	540	17.037	1	540	15.926	1	540	32.963
17:00 - 18:00	1	540	15.000	1	540	20.185	1	540	35.185
18:00 - 19:00	1	540	20.185	1	540	23.148	1	540	43.333
19:00 - 20:00	1	540	14.815	1	540	16.481	1	540	31.296
20:00 - 21:00	1	540	12.037	1	540	13.889	1	540	25.926
21:00 - 22:00	1	540	11.667	1	540	13.519	1	540	25.186
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			226.296			223.890			450.186

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

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

Parameter summary

Trip rate parameter range selected: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/08 - 28/10/14
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 10
 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 17

Census 2011 Data

Method of Travel to Work (Q5701EW)

	Pagham ar Arun			South East England			
	Ward	Non-Metropo	Region	Country			
All Usual Residents Aged 16 to 74	Count	Persons	Mar-11	5334	106071	6274341	38881374
Work Mainly at or From Home	Count	Persons	Mar-11	187	4133	279656	1349568
Underground, Metro, Light Rail, Tram	Count	Persons	Mar-11	7	94	15338	1027625
Train	Count	Persons	Mar-11	46	3101	311895	1343684
Bus, Minibus or Coach	Count	Persons	Mar-11	111	1646	189926	1886539
Taxi	Count	Persons	Mar-11	12	239	16750	131465
Motorcycle, Scooter or Moped	Count	Persons	Mar-11	40	608	36467	206550
Driving a Car or Van	Count	Persons	Mar-11	2332	43621	2590701	14345882
Passenger in a Car or Van	Count	Persons	Mar-11	188	4199	200386	1264553
Bicycle	Count	Persons	Mar-11	99	2497	127614	742675
On Foot	Count	Persons	Mar-11	161	6848	463662	2701453
Other Method of Travel to Work	Count	Persons	Mar-11	11	457	28328	162777
Not in Employment	Count	Persons	Mar-11	2140	38628	2013618	13718653
Method of Travel to Work, 2011 (Q5701E) Last Update: 30-Jan-13							
Method of Travel to Work, 2011 (Q5701E) Source							
Method of Travel to Work (Q5701EW)		National Statistics					

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KS401EW - Dwellings, household spaces and accommodation type

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population	All dwellings; all household spaces
units	Household spaces and Dwellings
date	2011
rural urban	Total

Area	All categories: Dwelling type
msoa2011:E02006559 : Arun 018	4,032
msoa2011:E02006560 : Arun 019	4,553
Isa2011:E01031380 : Arun 018A	798
Isa2011:E01031383 : Arun 018D	793
Isa2011:E01031384 : Arun 018E	814
Isa2011:E01031385 : Arun 019A	787
Isa2011:E01031445 : Arun 019B	811
Isa2011:E01031446 : Arun 019C	639
Isa2011:E01031447 : Arun 019D	765
Isa2011:E01031448 : Arun 019E	861
Isa2011:E01031449 : Arun 019F	690

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

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

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population

All usual residents aged 16 and over in employment the week before the census

units

Persons

date

2011

usual residence

E02006560 : Arun 019 (2011 super output area - middle layer)

place of work	Driving a car or van	%	Assignment Based upon Google MapsWhere Multiple routes exist proportions of trips for each have been estimated.
E02006544 : Arun 003	57	2.7%	Sefter Road East - Rose Green Road - A29
E02006553 : Arun 012 North Bersied	82	3.9%	Sefter Road East - Rose Green Road - Chalcraft Lane
E02006555 : Arun 014 War Memorial Hospital	128	6.1%	Sefter Road East - the either (2/3 Chalcraft Ln - B2259) or (1/3 Gossamer Ln Aldwick Road B2166 - Hawthorn Road)
E02006557 : Arun 016	32	1.5%	Sefter Road East - Gossamer Ln - Aldwick Street
E02006559 : Arun 017 Bognor Regis	234	11.1%	Sefter Road East - Gossamer Lane - Aldwick Road - B2166
E02006559 : Arun 018	37	1.8%	Sefter Road East - Hook Lane - Nyetimber Ln
E02006560 : Arun 019 Pagham	87	4.1%	(2/3 Sefter Road West Pagham Road) or (1/3 Hook Lane Kion Road)
Chichester	889		Outbound Sefter Rd W - Pagham Rd - A2145 - A27 - to Chichester Via 3 Routes (2/5) to A27W via B2145, (1/5) N via Whykes Road, (2/5) via Bognor Road and Vinnetrow Road Note in 2031 Vinnetrow road -A27 entry is closed therefore trips should be rerouted via B2145

E02006542 : Arun 001	14	0.7%	(1/2 Sefter Road West - Pagham Road N - B2166 - Vinnetrow Road - A27) or (1/2 Sefter Road East - Rose Green Road - A29 - A27)
E02006543 : Arun 002	3	0.1%	
	17	0.8%	

E02006546 : Arun 004	30	1.5%	Sefter Road East - Rose Green Road - A259
E02006546 : Arun 005	8	0.4%	
E02006546 : Arun 006	8	0.4%	
E02006546 : Arun 007	5	0.2%	
E02006546 : Arun 008	5	0.2%	
E02006550 : Arun 008	46	2.2%	
E02006551 : Arun 010	8	0.4%	
E02006551 : Arun 010	31	1.5%	
E02006552 : Arun 011			
	109	5.2%	

E02006547 : Arun 008	30	1.4%	Sefter Road East - Rose Green Road - Chalcraft Ln - B2259
E02006544 : Arun 013	11	0.5%	
E02006556 : Arun 015	25	1.7%	
	76	3.6%	

Waverley	7	0.3%	Sefter Road West - Pagham Road - B2166 - A27 West - Vinnetrow Road - A27 East
Horsham	28	1.3%	
Mid Sussex	7	0.3%	
Beoley	4	0.2%	
	46	2.2%	

Fareham	20	1.0%	Sefter Road West - Pagham Road - B2166 - A27 West
Guildford	6	0.3%	
Hart	8	0.3%	
East Hampshire	16	0.8%	
Hillingdon	5	0.2%	
Eastleigh	9	0.4%	
Portsmouth	64	3.0%	
Havant	60	2.9%	
Southampton	8	0.4%	
Suton	5	0.2%	
Winchester	11	0.5%	
	210	10.0%	

Worthing	60	2.9%	Sefter Road East - Rose Green Road - Chalcraft Lane - A259
Adur	5	0.2%	
Brighton and Hove	10	0.5%	
Crawley	21	1.0%	
	96	4.6%	

Total Car Driver Trips

2,100	100.0%
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Summary Table

place of work	Driving a car or van	%	Assignment Based upon Google MapsWhere Multiple routes exist proportions of trips for each have been estimated.
E02006544 : Arun 003	57	2.71%	Sefter Road East - Rose Green Road - A29
E02006553 : Arun 012 North Bersied	82	3.90%	Sefter Road East - Rose Green Road - Chalcraft Lane
E02006555 : Arun 014 War Memorial Hospital	128	6.10%	Sefter Road East - the either (2/3 Chalcraft Ln - B2259) or (1/3 Gossamer Ln Aldwick Road B2166 - Hawthorn Road)
E02006557 : Arun 016	32	1.52%	Sefter Road East - Gossamer Ln - Aldwick Street
E02006559 : Arun 017 Bognor Regis	234	11.14%	Sefter Road East - Gossamer Lane - Aldwick Road - B2166
E02006559 : Arun 018	37	1.76%	Sefter Road East - Hook Lane - Nyetimber Ln
E02006560 : Arun 019 Pagham	87	4.14%	(2/3 Sefter Road West Pagham Road) or (1/3 Hook Lane Kion Road)
Chichester	889		Outbound Sefter Rd W - Pagham Rd - A2145 - A27 - to Chichester Via 3 Routes (2/5) to A27W via B2145, (1/5) N via Whykes Road, (2/5) via Bognor Road and Vinnetrow Road Note in 2031 Vinnetrow road -A27 entry is closed therefore trips should be rerouted via B2145
Arun 001 & 002	17	0.81%	(1/2 Sefter Road West - Pagham Road N - B2166 - Vinnetrow Road - A27) or (1/2 Sefter Road East - Rose Green Road - A29 - A27)
Arun 4,5,7,8,9,10,11	109	5.19%	Sefter Road East - Rose Green Road - A259
Arun 8,13,15	76	3.62%	Sefter Road East - Rose Green Road - Chalcraft Ln - B2259
Waverly, Horsham, Mid Sussex, Beoley	46	2.19%	Sefter Road West - Pagham Road - B2166 - A27 West - Vinnetrow Road - A27 East
Fareham, Guildford, Hart, East Hampshire, Hillingdon, Eastleigh, Portsmouth, Havant, Southampton, Sutton, Winchester	210	10.00%	Sefter Road West - Pagham Road - B2166 - A27 West
Worthing, Adur, Brighton & Hove, Crawley	96	4.57%	Sefter Road East - Rose Green Road - Chalcraft Lane - A259
	2,100	100.00%	

KS401EW - Dwellings, household spaces and accommodation type

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population	All dwellings; all household spaces
units	Household spaces and Dwellings
date	2011
rural urban	Total

RETAIL DISTRIBUTION

Area	All categories: Dwelling type	%	Assignment
Isoa2011:E01031385 : Arun 019A	787	21	Nyetimber Lane, Gossamer Lane
Isoa2011:E01031445 : Arun 019B	811	22	1/2 Hook Lane, 1/2 Nyetimber Lane
Isoa2011:E01031446 : Arun 019C	639	17	1/2 Hook Lane, 1/2 Nyetimber Lane
Isoa2011:E01031447 : Arun 019D	765	21	Lost before Nyetimber
Isoa2011:E01031449 : Arun 019F	690	19	Hook Lane, Grosvenor Gardens
Total	3,692	100%	

KS401EW - Dwellings, household spaces and accommodation type

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population
units
date
rural urban

All dwellings; all household spaces
Household spaces and Dwellings
2011
Total

SCHOOL DISTRIBUTION

Area	All categories: Dwelling type		Assignment
Isoa2011:E01031380 : Arun 018A	798	11.5%	Nyetimber, Gossamer Lane
Isoa2011:E01031383 : Arun 018D	793	11.4%	Nyetimber Lane
Isoa2011:E01031384 : Arun 018E	814	11.7%	Nyetimber, Gossamer Lane
Isoa2011:E01031385 : Arun 019A	787	11.3%	Nyetimber Lane, Gossamer Lane
Isoa2011:E01031445 : Arun 019B	811	11.7%	1/2 Hook Lane, 1/2 Nyetimber Lane
Isoa2011:E01031446 : Arun 019C	639	9.2%	1/2 Hook Lane, 1/2 Nyetimber Lane
Isoa2011:E01031447 : Arun 019D	765	11.0%	Lost before Nyetimber
Isoa2011:E01031448 : Arun 019E	861	12.4%	Accounted for in southbound flows
Isoa2011:E01031449 : Arun 019F	690	9.9%	Hook Lane, Grosvenor Gardens
Total	6,958	100%	

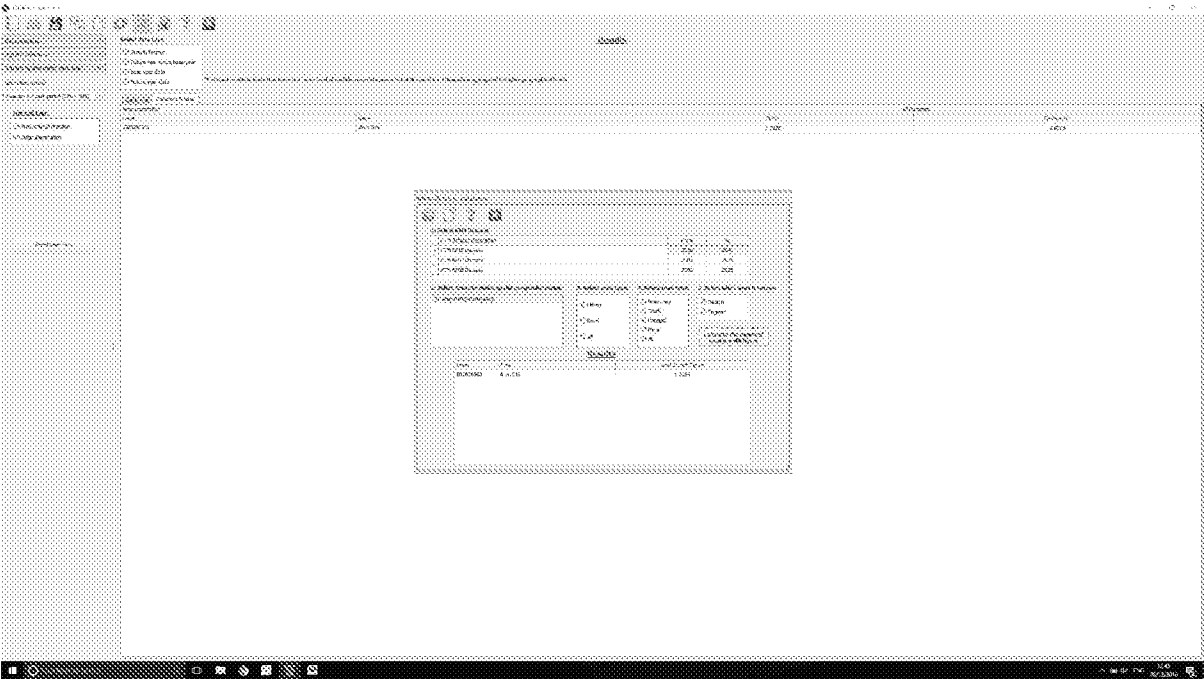
In order to protect against disclosure of personal information, records have been swapped between different geographic areas.
Some counts will be affected, particularly small counts at the lowest geographies.

Appendix 18

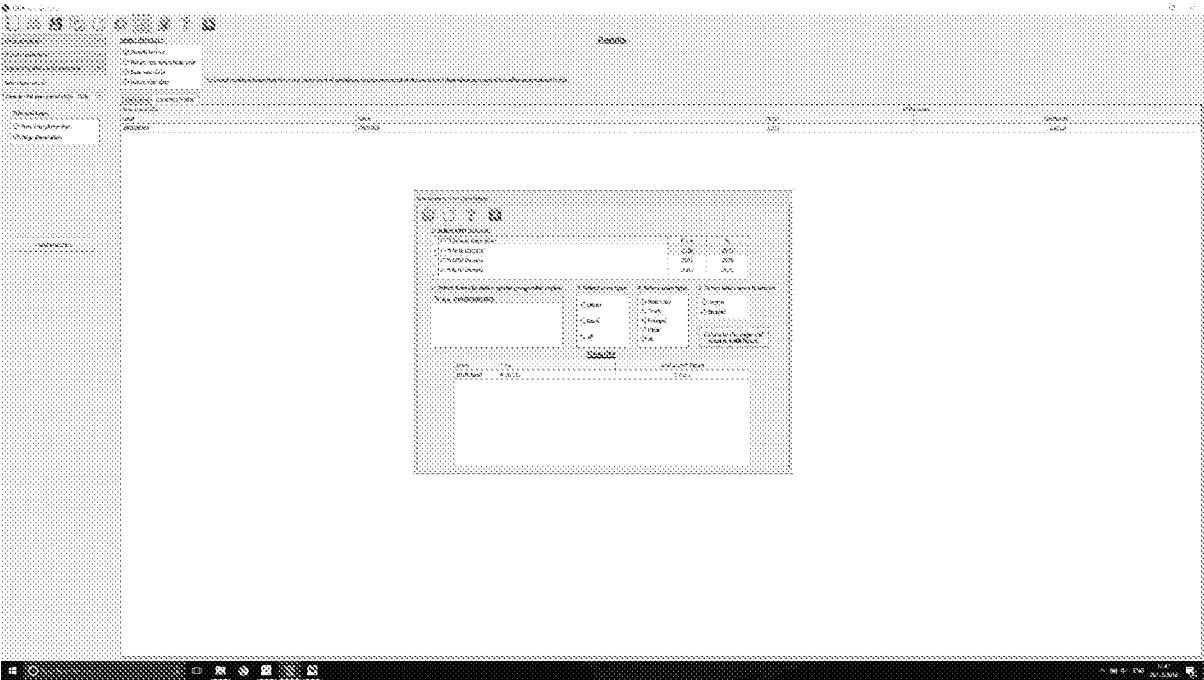
TEMPro Data

1616 Pagham South

2016-2017 AM Urban Principal

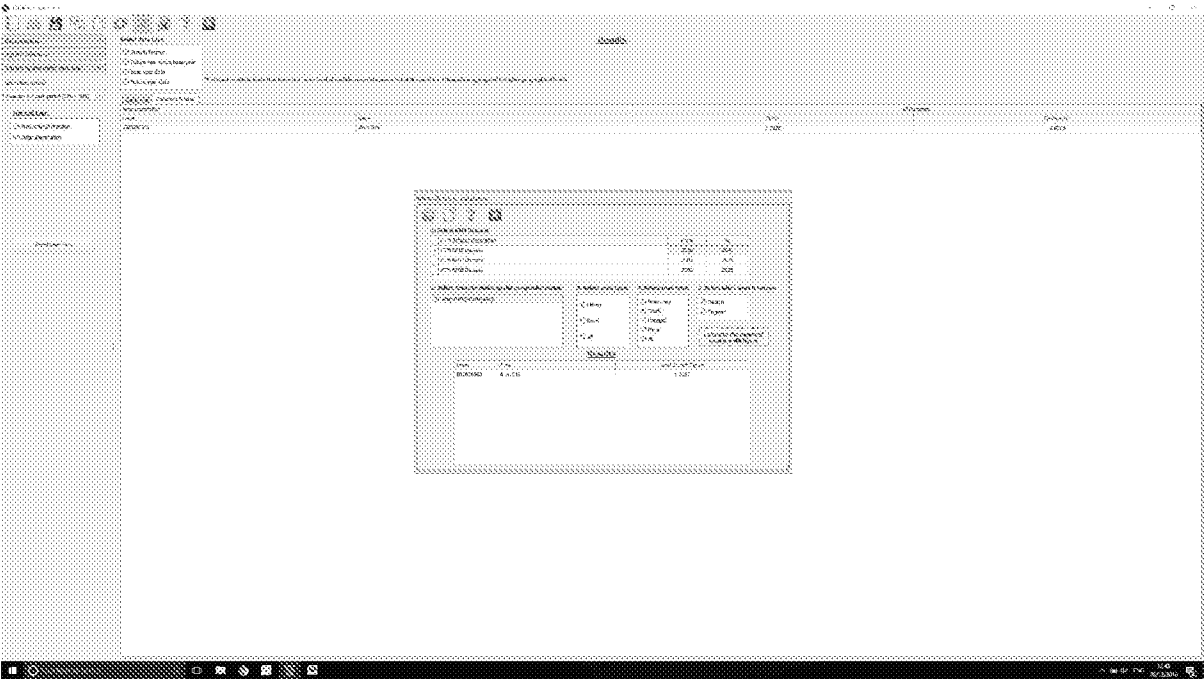


2016-2017 PM Urban Principal

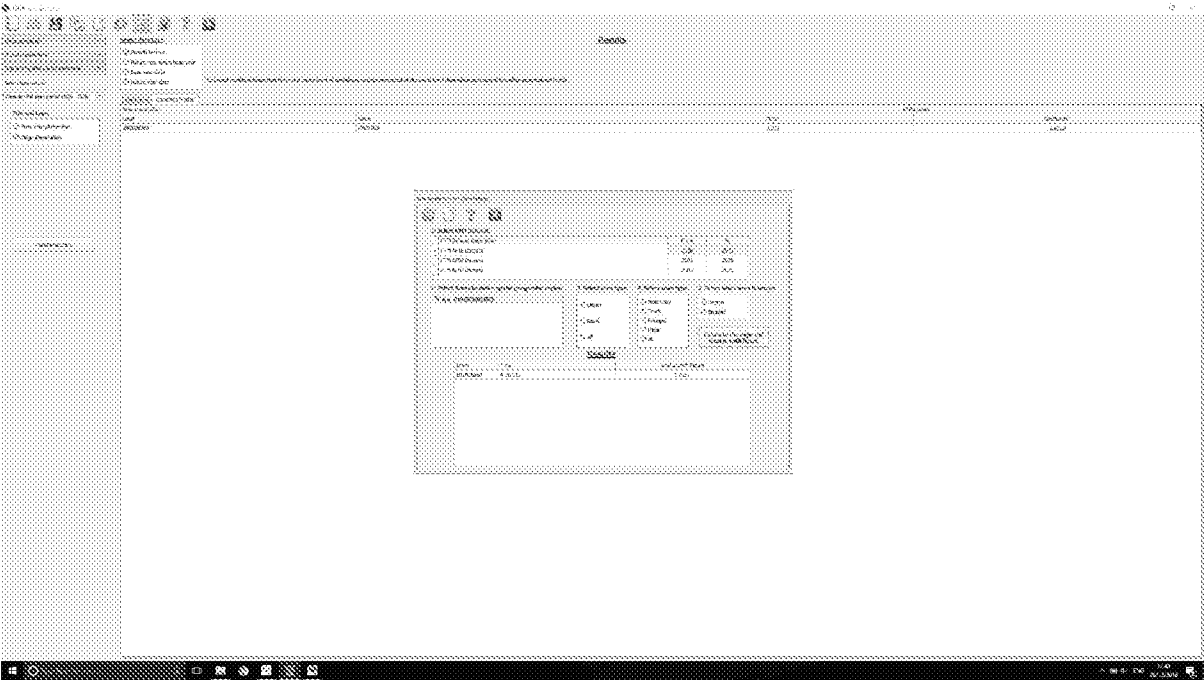


1616 Pagham South

2016-2017 AM Urban Trunk

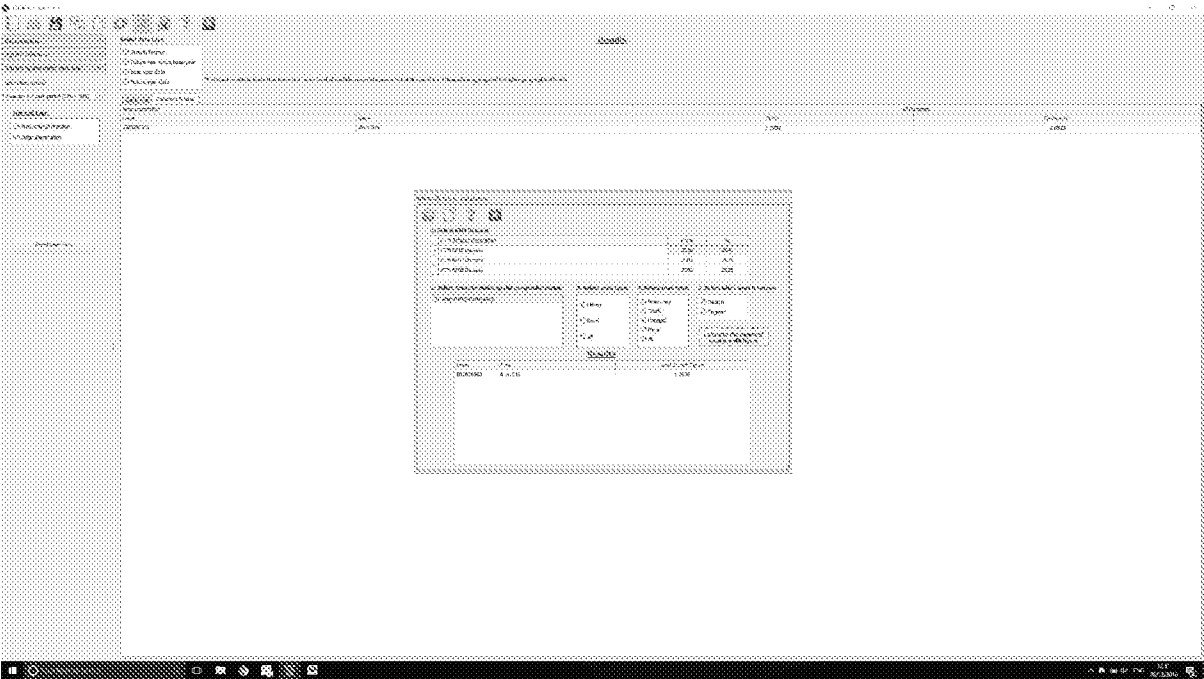


2016-2017 PM Urban Trunk

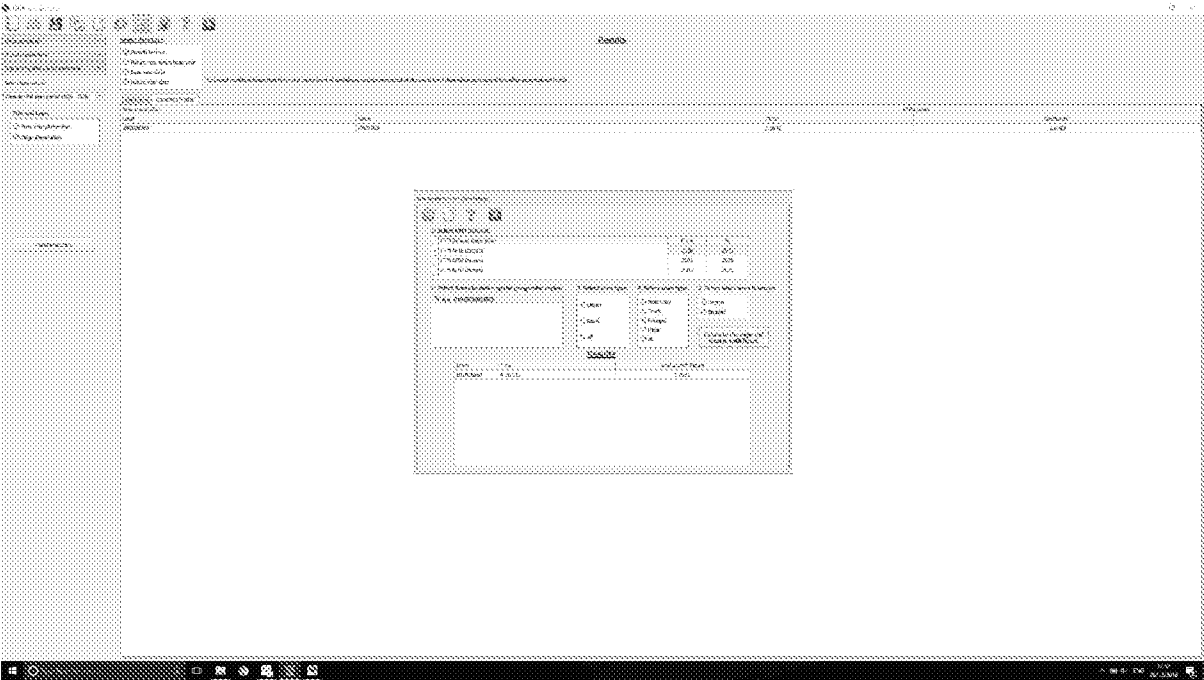


1616 Pagham South

2016-2022 AM Urban Principal

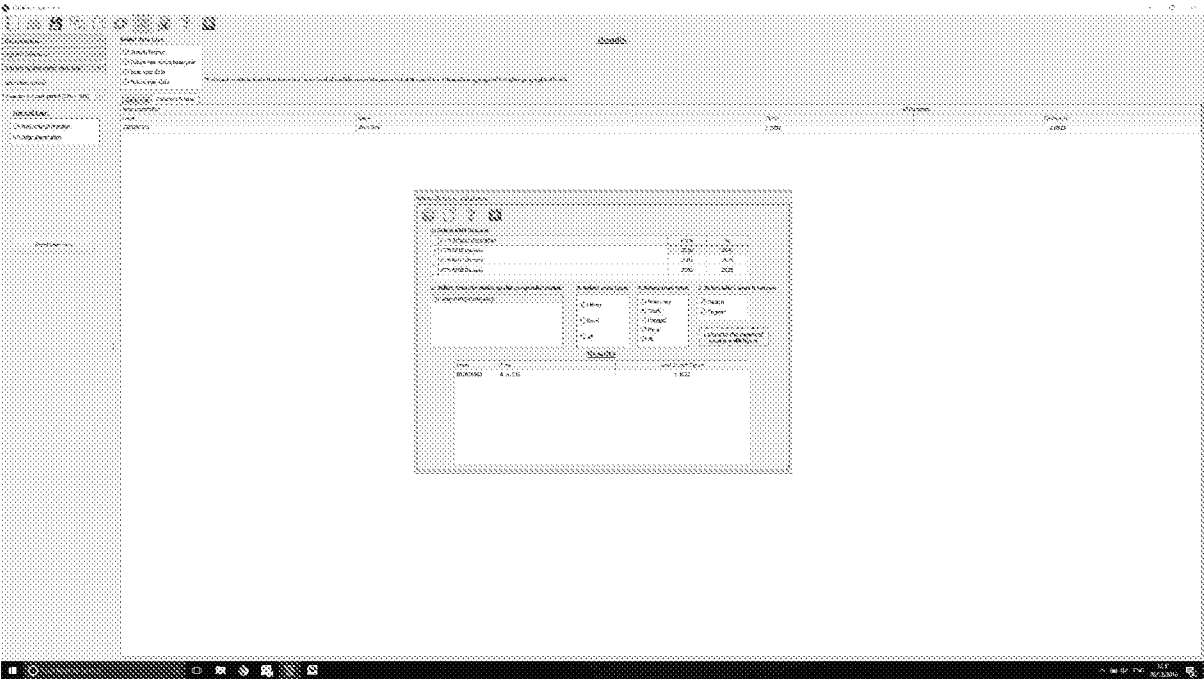


2016-2022 PM Urban Principal

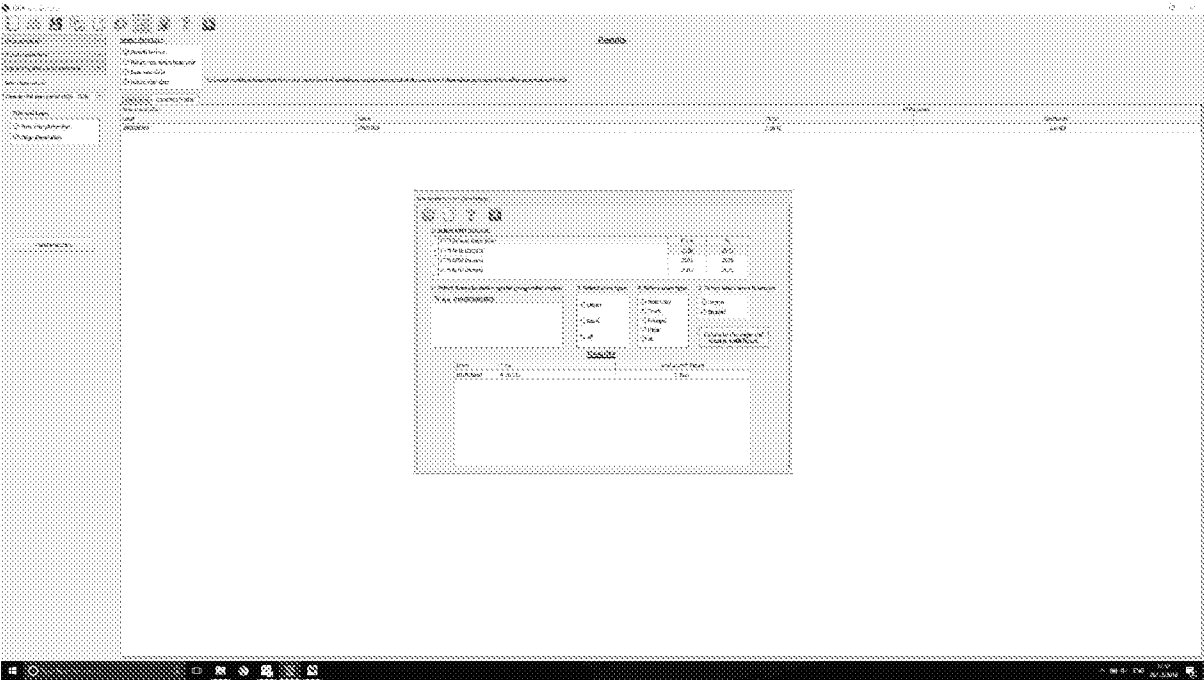


1616 Pagham South

2016-2022 AM Urban Trunk

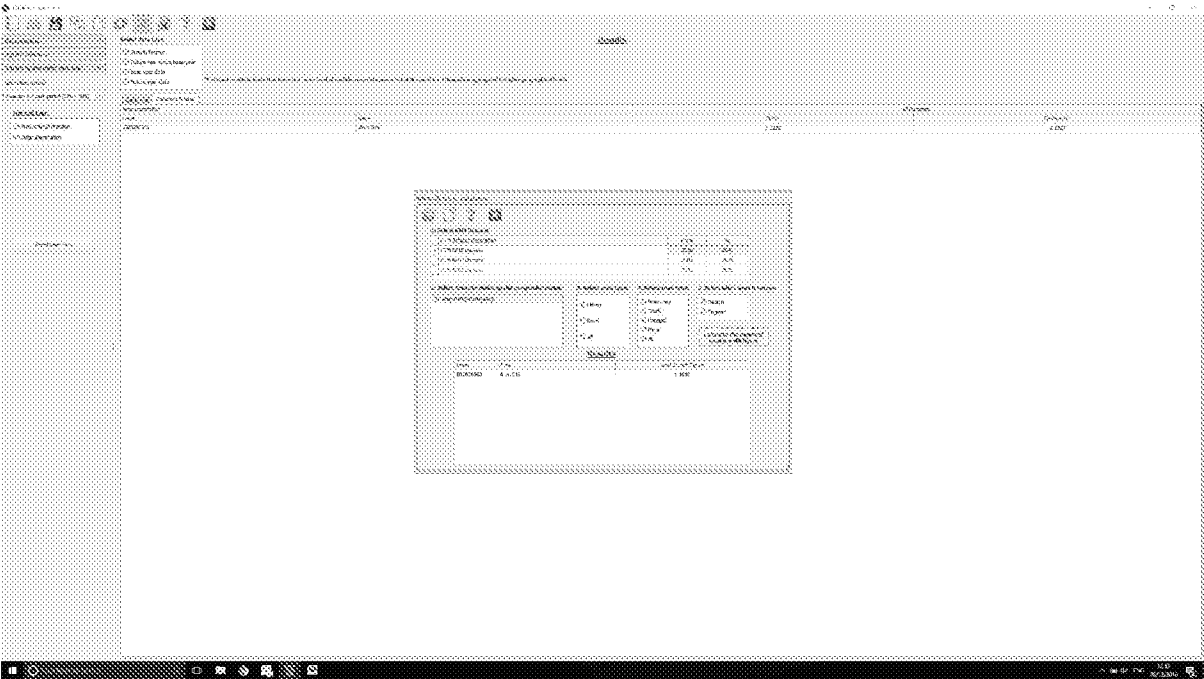


2016-2022 PM Urban Trunk

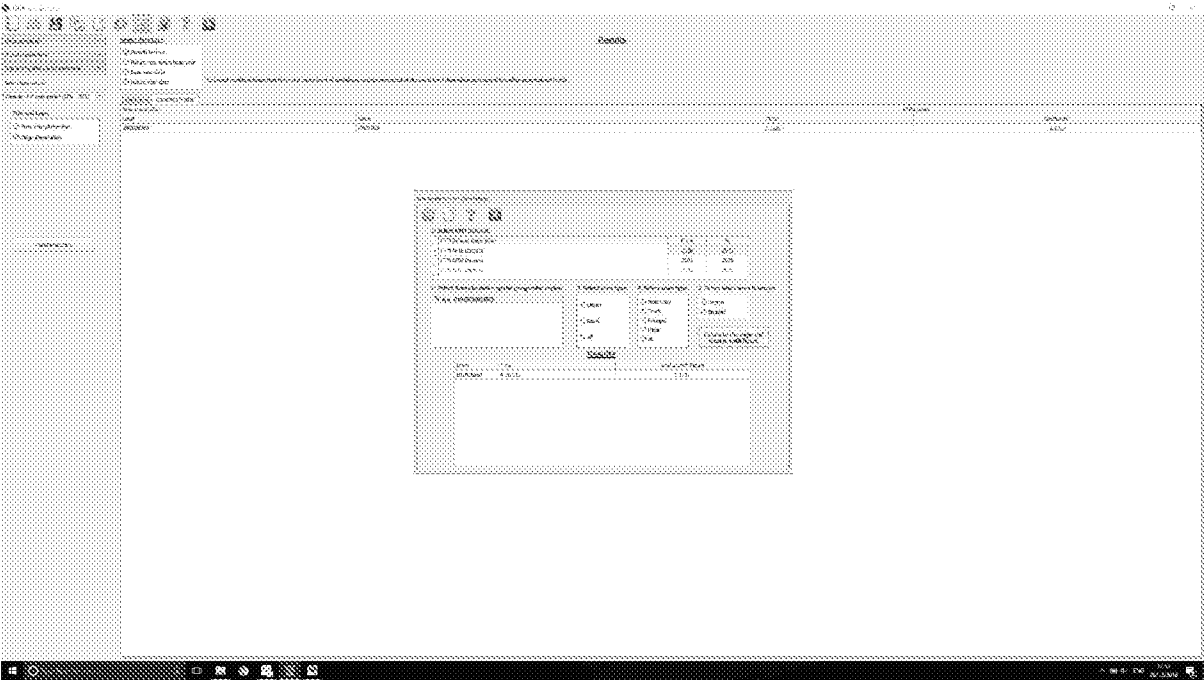


1616 Pagham South

2016-2027 AM Urban Principal

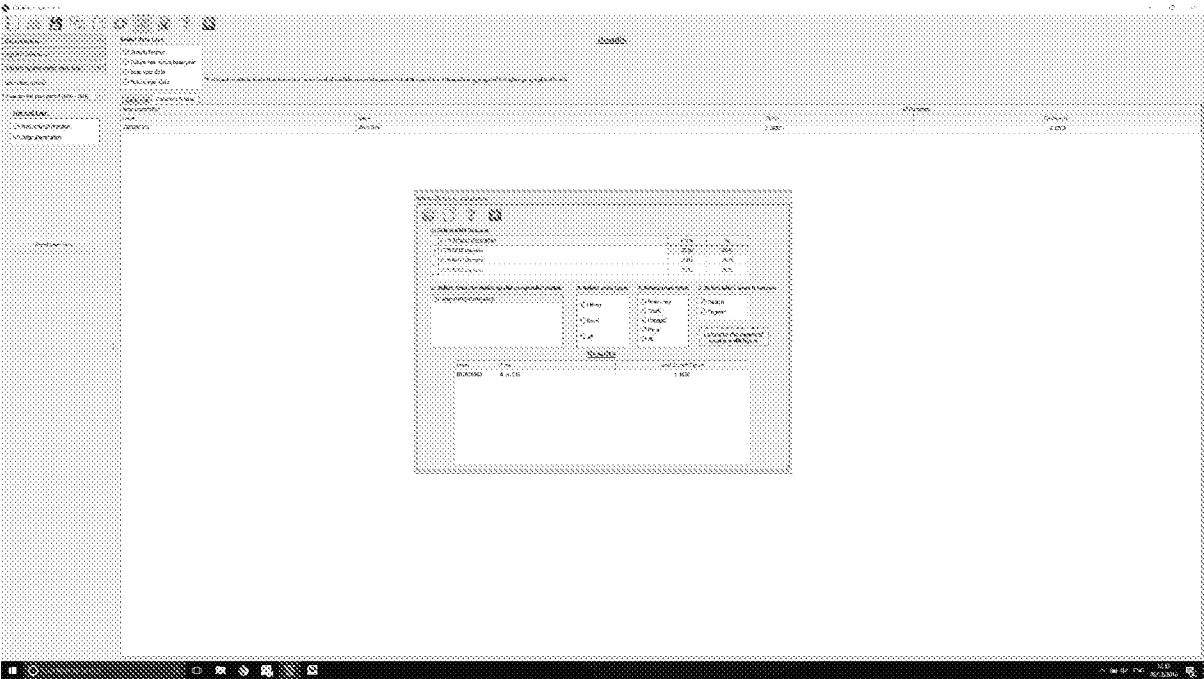


2016-2027 PM Urban Principal

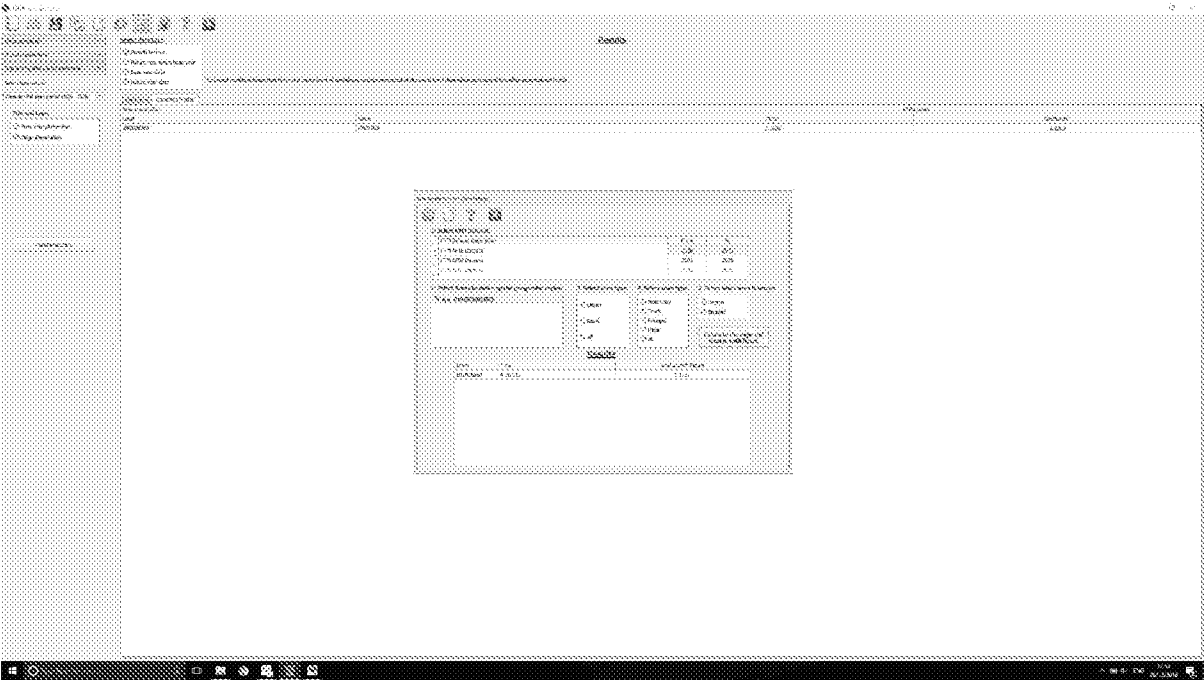


1616 Pagham South

2016-2027 AM Urban Trunk



2016-2027 PM Urban Trunk



Appendix 19

PICADY Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4648 JJ
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Filename: 1616 2022 Site Access N +DEV.j9

Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY

Report generation date: 20/12/2016 19:56:45

»2022, AM

»2022, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2022																
Stream B-AC	0.5	2.0	8.93	0.31	A	2.22	A	84 %	0.5	2.3	9.67	0.33	A	2.49	A	75 %
Stream C-AB	0.2	0.5	6.17	0.16	A			[Stream B-AC]	0.2	0.5	5.92	0.17	A			[Stream B-AC]

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. Junction LOS and Junction Delay are demand-weighted averages. 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	(untitled)
Location	
Site number	
Date	12/06/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
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

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	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)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way	2.22	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	84	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road South		Major
B	Site		Minor
C	Pagham Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.50	250.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	65	44

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	625	0.109	0.275	0.173	0.393
1	B-C	782	0.115	0.290	-	-
1	C-B	820	0.304	0.304	-	-

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)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	375	100.000
B		✓	168	100.000
C		✓	398	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	55	320
	B	37	0	131
	C	299	99	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.31	8.93	0.5	2.0	A
C-AB	0.16	6.17	0.2	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	126	637	0.199	125	0.2	7.031	A
C-AB	75	733	0.102	74	0.1	5.460	A
C-A	225			225			
A-B	41			41			
A-C	241			241			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	616	0.245	151	0.3	7.725	A
C-AB	89	716	0.124	89	0.1	5.740	A
C-A	269			269			
A-B	49			49			
A-C	288			288			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	185	588	0.315	184	0.5	8.909	A
C-AB	109	693	0.157	109	0.2	6.165	A
C-A	329			329			
A-B	61			61			
A-C	352			352			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	185	588	0.315	185	0.5	8.932	A
C-AB	109	693	0.157	109	0.2	6.168	A

C-A	329			329			
A-B	81			81			
A-C	352			352			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	616	0.245	152	0.3	7.754	A
C-AB	89	716	0.124	89	0.1	5.743	A
C-A	269			269			
A-B	49			49			
A-C	288			288			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	126	636	0.199	127	0.3	7.066	A
C-AB	75	733	0.102	75	0.1	5.468	A
C-A	225			225			
A-B	41			41			
A-C	241			241			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.19	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.03	0.31	1.35	1.96			N/A	N/A
C-AB	0.19	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way	2.49	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	75	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)
D2	2022	PM	ONE HOUR	18:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	259	100.000
B		✓	170	100.000
C		✓	491	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	44	215
	B	68	0	102
	C	378	113	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.33	9.67	0.5	2.3	A
C-AB	0.17	5.92	0.2	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	609	0.210	127	0.3	7.455	A
C-AB	85	760	0.112	85	0.1	5.326	A
C-A	285			285			
A-B	33			33			
A-C	162			162			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	588	0.260	152	0.3	8.246	A
C-AB	102	748	0.136	101	0.2	5.565	A
C-A	340			340			
A-B	40			40			
A-C	193			193			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	187	560	0.335	187	0.5	9.637	A
C-AB	124	732	0.170	124	0.2	5.920	A
C-A	416			416			
A-B	48			48			
A-C	237			237			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	187	559	0.335	187	0.5	9.669	A
C-AB	124	732	0.170	124	0.2	5.922	A
C-A	416			416			
A-B	48			48			
A-C	237			237			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	588	0.260	153	0.4	8.288	A
C-AB	102	748	0.136	102	0.2	5.570	A
C-A	340			340			
A-B	40			40			
A-C	193			193			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	609	0.210	128	0.3	7.503	A
C-AB	85	760	0.112	85	0.1	5.334	A
C-A	285			285			
A-B	33			33			
A-C	162			162			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
--------	------------	-----------	-----------	-----------	-----------	--------------------	----------------	---	--

B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.03	0.26	0.49	0.49			N/A	N/A
C-AB	0.20	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.03	0.30	1.35	2.26			N/A	N/A
C-AB	0.20	0.03	0.26	0.47	0.49			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4648 JJ
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Filename: 1616 2022 Site Access S +DEV.j9

Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY

Report generation date: 20/12/2016 20:00:27

»2022, AM

»2022, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2022																
Stream B-AC	0.2	0.5	6.48	0.14	A	1.00	A	230 %	0.1	0.5	5.77	0.07	A	0.91	A	257 %
Stream C-AB	0.1	0.5	5.96	0.06	A			[Stream B-AC]	0.1	0.5	6.13	0.11	A			[Stream B-AC]

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. Junction LOS and Junction Delay are demand-weighted averages. 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	(untitled)
Location	
Site number	
Date	12/06/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
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

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	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)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Southern Site Access	T-Junction	Two-way	1.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	230	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road South		Major
B	Site		Minor
C	Pagham Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.50	111.0	✓	5.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.19	59	68

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	594	0.103	0.261	0.164	0.373
1	B-C	746	0.109	0.277	-	-
1	C-B	729	0.270	0.270	-	-

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)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	295	100.000
B		✓	83	100.000
C		✓	336	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	1	294
	B	2	0	81
	C	304	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.14	8.48	0.2	0.5	A
C-AB	0.06	5.96	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	677	0.092	62	0.1	5.849	A
C-AB	24	667	0.036	24	0.0	5.593	A
C-A	229			229			
A-B	0.75			0.75			
A-C	221			221			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	664	0.112	75	0.1	6.102	A
C-AB	29	656	0.044	29	0.0	5.743	A
C-A	273			273			
A-B	0.90			0.90			
A-C	264			264			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	91	647	0.141	91	0.2	6.475	A
C-AB	35	639	0.055	35	0.1	5.960	A
C-A	335			335			
A-B	1			1			
A-C	324			324			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	91	647	0.141	91	0.2	6.478	A
C-AB	35	639	0.055	35	0.1	5.960	A

C-A	335			335			
A-B	1			1			
A-C	324			324			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	664	0.112	75	0.1	6.107	A
C-AB	29	656	0.044	29	0.0	5.746	A
C-A	273			273			
A-B	0.90			0.90			
A-C	264			264			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	677	0.092	63	0.1	5.858	A
C-AB	24	667	0.036	24	0.0	5.598	A
C-A	229			229			
A-B	0.75			0.75			
A-C	221			221			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Southern Site Access	T-Junction	Two-way	0.91	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	257	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)
D2	2022	PM	ONE HOUR	18:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	220	100.000
B		✓	41	100.000
C		✓	446	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	1	219
	B	1	0	40
	C	378	68	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.07	5.77	0.1	0.5	A
C-AB	0.11	8.13	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	692	0.045	31	0.0	5.442	A
C-AB	51	683	0.075	51	0.1	5.693	A
C-A	285			285			
A-B	0.75			0.75			
A-C	165			165			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	682	0.054	37	0.1	5.577	A
C-AB	61	674	0.091	61	0.1	5.872	A
C-A	340			340			
A-B	0.90			0.90			
A-C	197			197			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	45	669	0.068	45	0.1	5.772	A
C-AB	75	662	0.113	75	0.1	6.132	A
C-A	416			416			
A-B	1			1			
A-C	241			241			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	45	669	0.068	45	0.1	5.772	A
C-AB	75	662	0.113	75	0.1	6.132	A
C-A	416			416			
A-B	1			1			
A-C	241			241			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	682	0.054	37	0.1	5.578	A
C-AB	61	674	0.091	61	0.1	5.876	A
C-A	340			340			
A-B	0.90			0.90			
A-C	197			197			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	692	0.045	31	0.0	5.445	A
C-AB	51	683	0.075	51	0.1	5.699	A
C-A	285			285			
A-B	0.75			0.75			
A-C	165			165			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
--------	------------	-----------	-----------	-----------	-----------	--------------------	----------------	---	--

B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.10	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.13	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.13	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

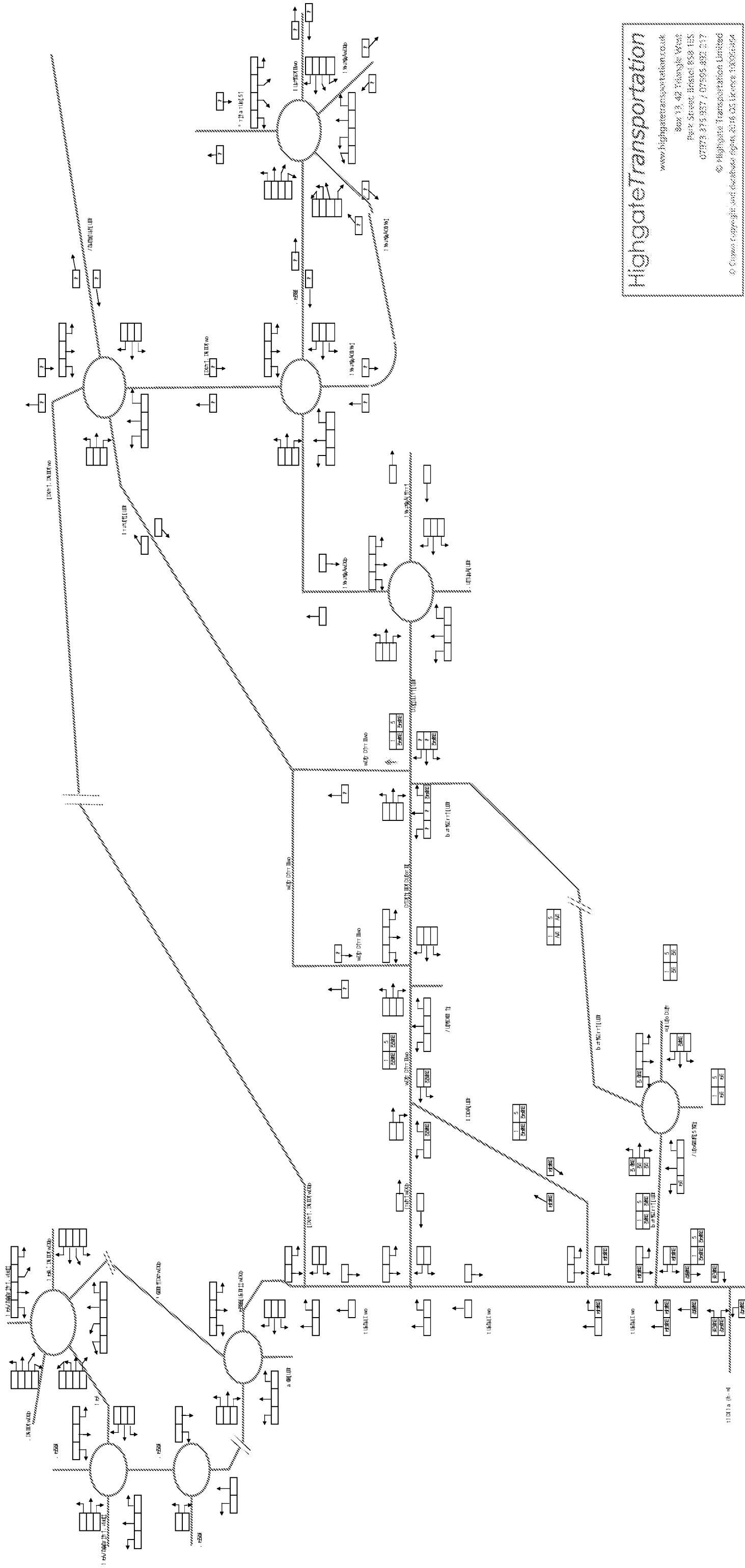
Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

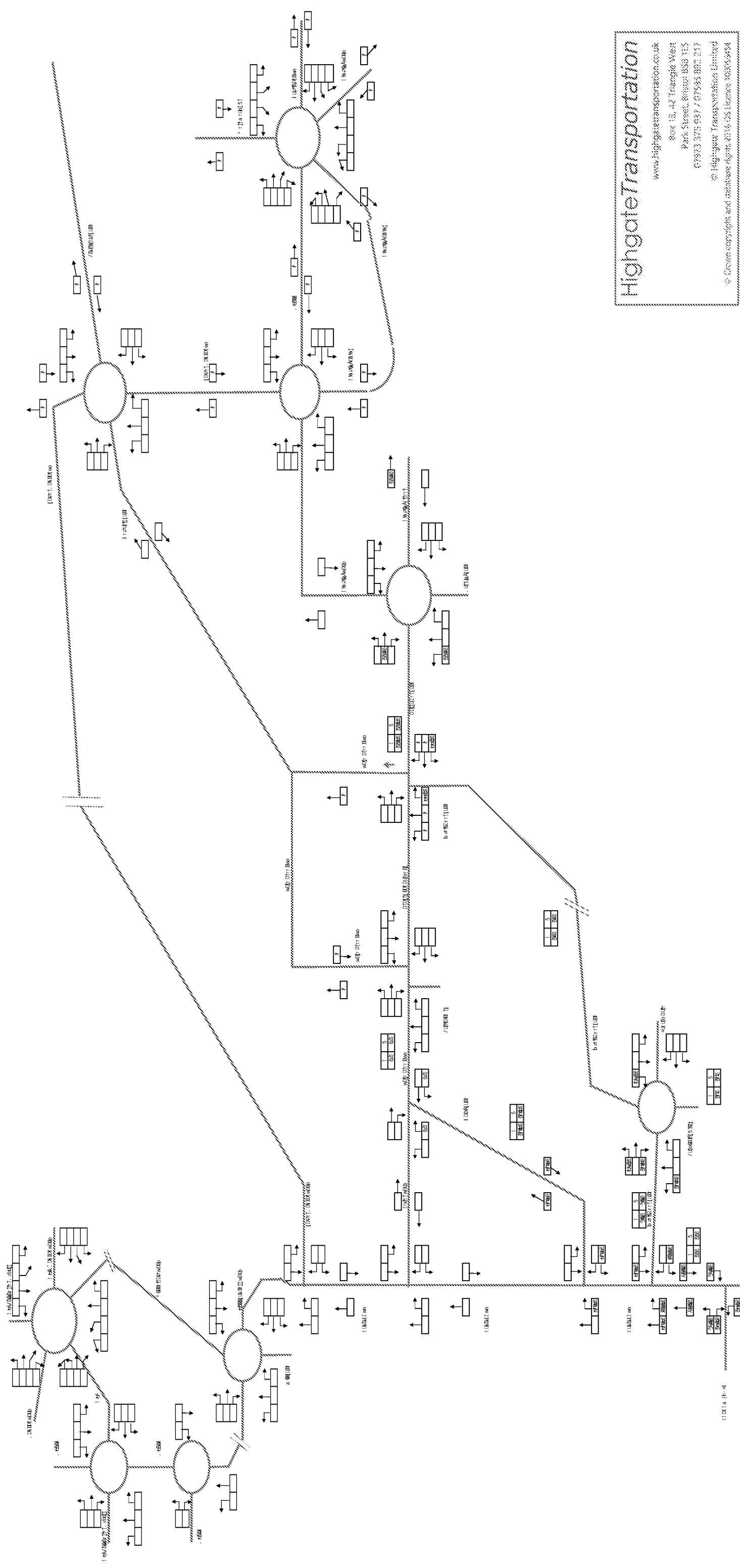
18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

Appendix 20

Wider Area – Highway Network Peak Hour Distribution Diagrams



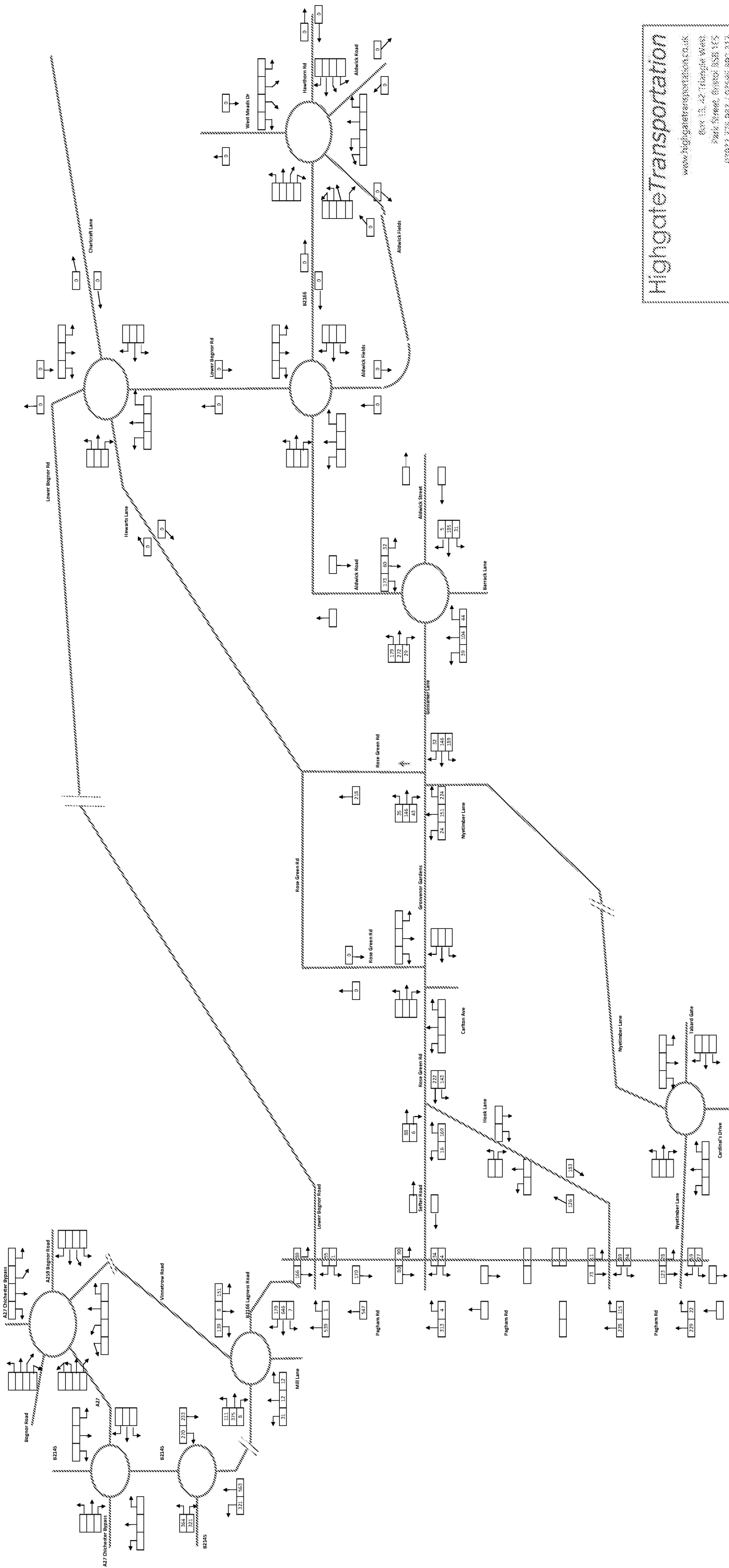


ARUN DISTRICT COUNCIL P/140/16/OUT

Appendix 21

Wider Area – Highway Network Traffic Turning Movement Diagrams

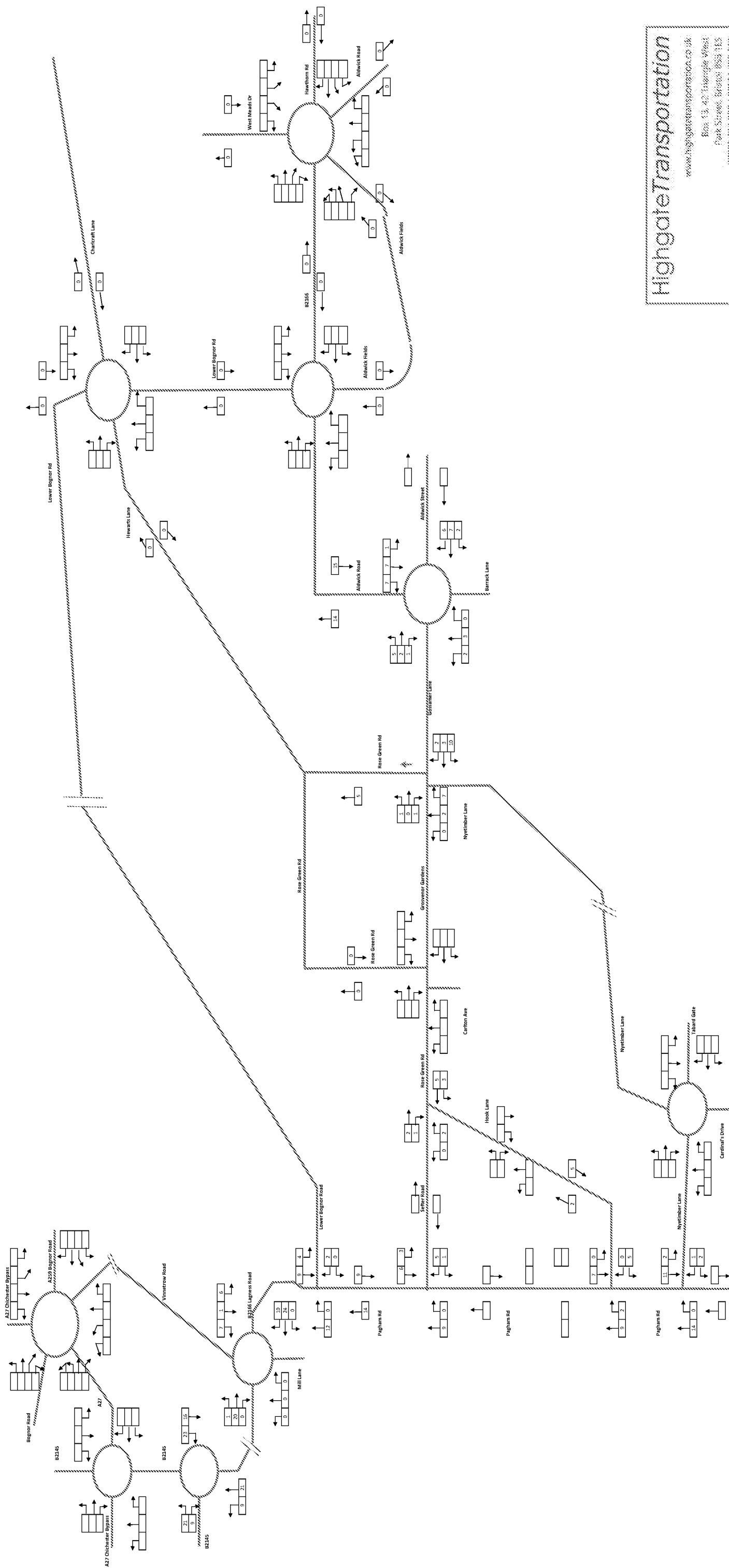
Pagham South
Little Air Vehicles
All Peak Hour



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All Peak Hour

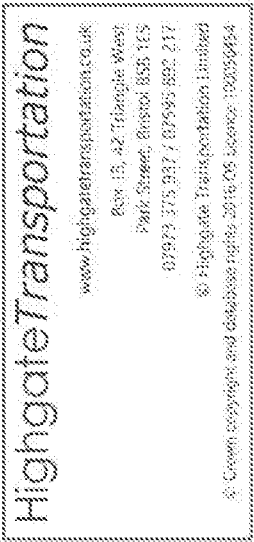


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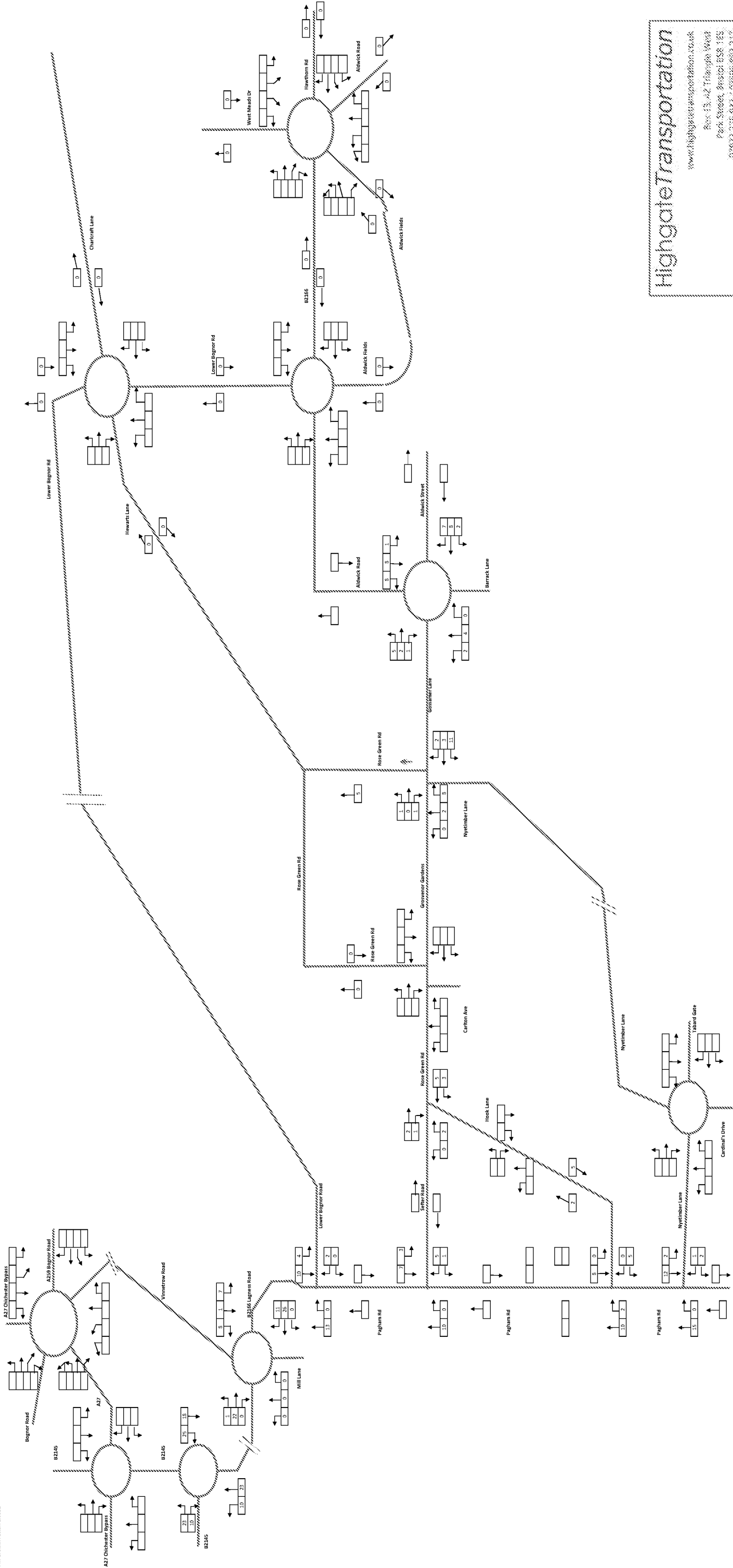
031-660 0205 380 200

0240337 000000000001 012024004 5

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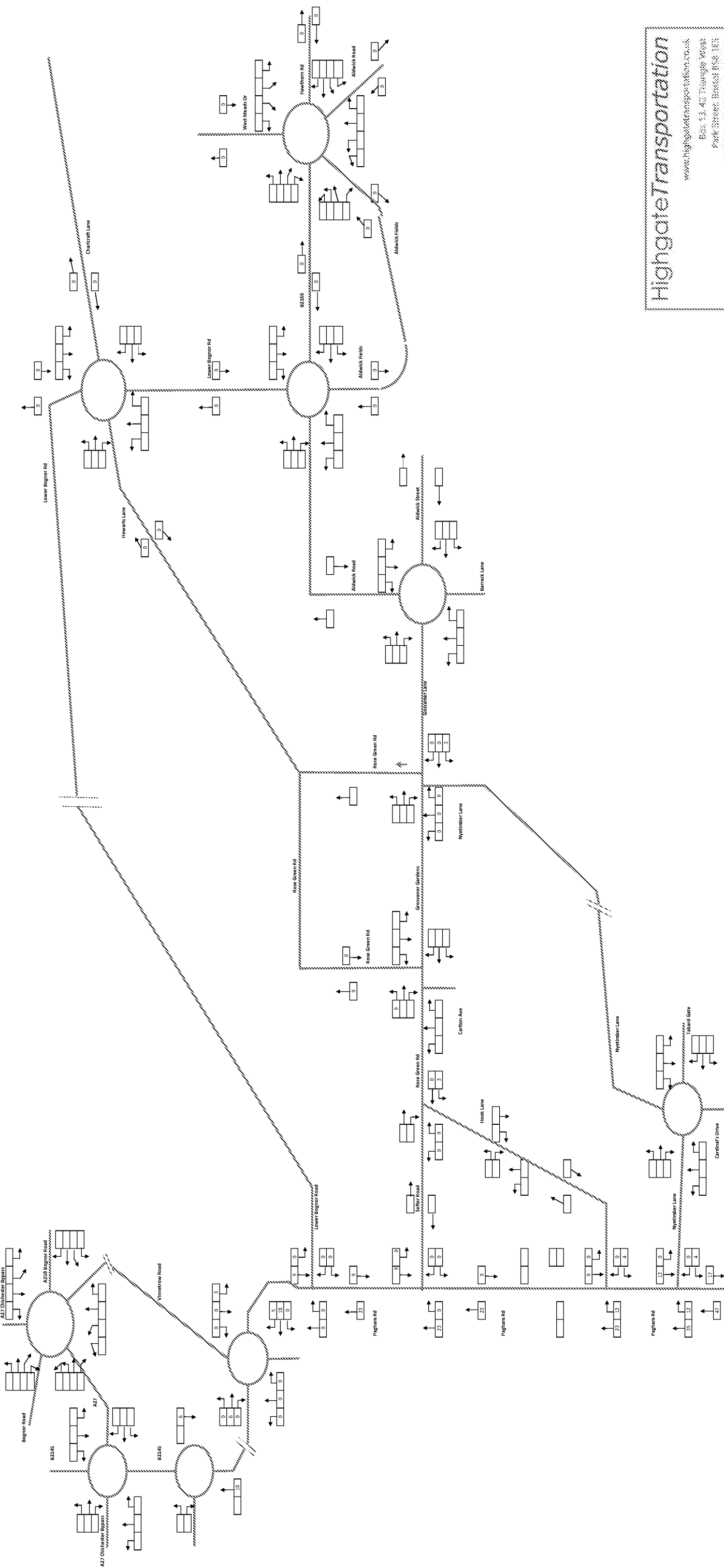


Pagham South
2022: HGV & PSV Traffic only
AM Peak Hour
AM Growth Factor: 1.0876
PM Growth Factor: 1.0981

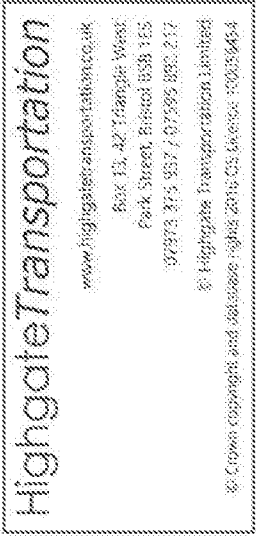


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2022 All Vehicles + Committed + Dev

AM Growth Factor: 1.0976
CM Growth Factor: 1.0091

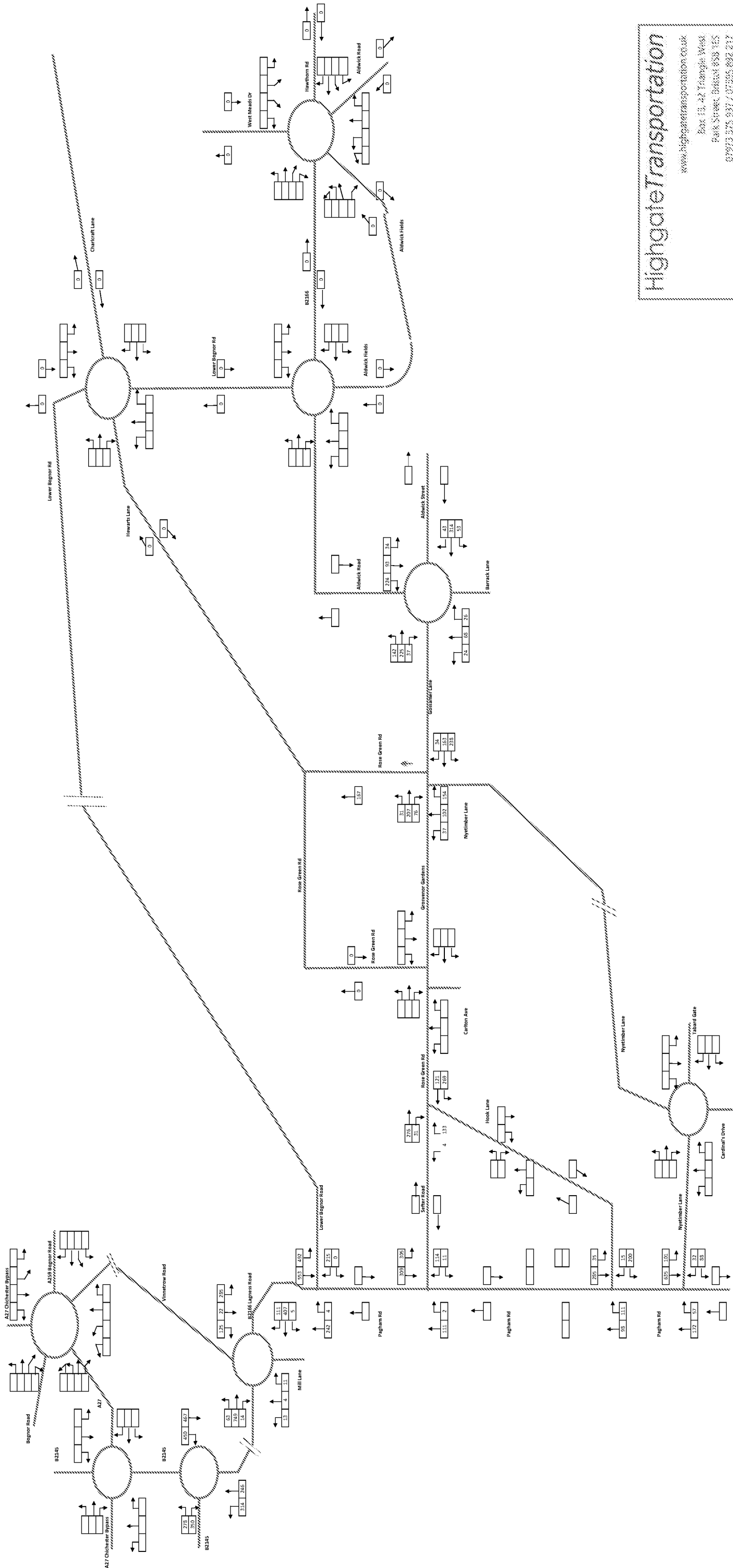
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Call 800-868-8888

Abstract

1. *Explain the importance of the following factors in the development of a country's economy:*
 a. *Human resources*
 b. *Capital resources*
 c. *Technology*
 d. *Government policy*
 e. *Infrastructure*
 f. *Trade and international relations*
 g. *Education and health*
 h. *Environmental factors*
 i. *Political stability*
 j. *Legal system*
 k. *Religion and culture*
 l. *Geographical location*
 m. *Climate and weather*
 n. *Demographics*
 o. *History*
 p. *Language*
 q. *Religion*
 r. *Culture*
 s. *Traditions*
 t. *Customs*
 u. *Values*
 v. *Beliefs*
 w. *Attitudes*
 x. *Behaviors*
 y. *Skills*
 z. *Knowledge*
 aa. *Experiences*
 ab. *Interactions*
 ac. *Relationships*
 ad. *Networks*
 ae. *Communities*
 af. *Societies*
 ag. *Cultures*
 ah. *Identities*
 ai. *Values*
 aj. *Beliefs*
 ak. *Attitudes*
 al. *Behaviors*
 am. *Skills*
 an. *Knowledge*
 ao. *Experiences*
 ap. *Interactions*
 aq. *Relationships*
 ar. *Networks*
 as. *Communities*
 at. *Societies*
 au. *Cultures*
 av. *Identities*
 aw. *Values*
 ax. *Beliefs*
 ay. *Attitudes*
 az. *Behaviors*
 ba. *Skills*
 bb. *Knowledge*
 bc. *Experiences*
 bd. *Interactions*
 be. *Relationships*
 bf. *Networks*
 bg. *Communities*
 bh. *Societies*
 bi. *Cultures*
 bj. *Identities*
 bk. *Values*
 bl. *Beliefs*
 bm. *Attitudes*
 bn. *Behaviors*
 bo. *Skills*
 bp. *Knowledge*
 bq. *Experiences*
 br. *Interactions*
 bs. *Relationships*
 bt. *Networks*
 bu. *Communities*
 bv. *Societies*
 bw. *Cultures*
 bx. *Identities*
 by. *Values*
 bz. *Beliefs*
 ca. *Attitudes*
 cb. *Behaviors*
 cc. *Skills*
 cd. *Knowledge*
 ce. *Experiences*
 cf. *Interactions*
 cg. *Relationships*
 ch. *Networks*
 ci. *Communities*
 cj. *Societies*
 ck. *Cultures*
 cl. *Identities*
 cm. *Values*
 cn. *Beliefs*
 co. *Attitudes*
 cp. *Behaviors*
 cq. *Skills*
 cr. *Knowledge*
 cs. *Experiences*
 ct. *Interactions*
 cu. *Relationships*
 cv. *Networks*
 cw. *Communities*
 cx. *Societies*
 cy. *Cultures*
 cz. *Identities*
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 ey. *Relationships*
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 fa. *Communities*
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 fe. *Values*
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 fg. *Attitudes*
 fh. *Behaviors*
 fi. *Skills*
 fj. *Knowledge*
 fk. *Experiences*
 fl. *Interactions*
 fm. *Relationships*
 fn. *Networks*
 fo. *Communities*
 fp. *Societies*
 fq. *Cultures*
 fr. *Identities*
 fs. *Values*
 ft. *Beliefs*
 fu. *Attitudes*
 fv. *Behaviors*
 fw. *Skills*
 fx. *Knowledge*
 fy. *Experiences*
 fz. *Interactions*
 ga. *Relationships*
 gb. *Networks*
 gc. *Communities*
 gd. *Societies*
 ge. *Cultures*
 gf. *Identities*
 gg. *Values*
 gh. *Beliefs*
 gi. *Attitudes*
 gj. *Behaviors*
 gk. *Skills*
 gl. *Knowledge*
 gm. *Experiences*
 gn. *Interactions*
 go. *Relationships*
 gp. *Networks*
 gq. *Communities*
 gr. *Societies*
 gs. *Cultures*
 gt. *Identities*
 gu. *Values*
 gv. *Beliefs*
 gw. *Attitudes*
 gx. *Behaviors*
 gy. *Skills*
 gz. *Knowledge*
 ha. *Experiences*
 hb. *Interactions*
 hc. *Relationships*
 hd. *Networks*
 he. *Communities*
 hf. *Societies*
 hg. *Cultures*
 hh. *Identities*
 hi. *Values*
 hj. *Beliefs*
 hk. *Attitudes*
 hl. *Behaviors*
 hm. *Skills*
 hn. *Knowledge*
 ho. *Experiences*
 hp. *Interactions*
 hq. *Relationships*
 hr. *Networks*
 hs. *Communities*
 ht. *Societies*
 hu. *Cultures*
 hv. *Identities*
 hw. *Values*
 hx. *Beliefs*
 hy. *Attitudes*
 hz. *Behaviors*
 ia. *Skills*
 ib. *Knowledge*
 ic. *Experiences*
 id. *Interactions*
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 if. *Networks*
 ig. *Communities*
 ih. *Societies*
 ii. *Cultures*
 ij. *Identities*
 ik. *Values*
 il. *Beliefs*
 im. *Attitudes*
 in. *Behaviors*
 io. *Skills*
 ip. *Knowledge*
 iq. *Experiences*
 ir. *Interactions*
 is. *Relationships*
 it. *Networks*
 iu. *Communities*
 iv. *Societies*
 iw. *Cultures*
 ix. *Identities*
 iy. *Values*
 iz. *Beliefs*
 ja. *Attitudes*
 jb. *Behaviors*
 jc. *Skills*
 jd. *Knowledge*
 je. *Experiences*
 jf. *Interactions*
 jg. *Relationships*
 jh. *Networks*
 ji. *Communities*
 jj. *Societies*
 jk. *Cultures*
 jl. *Identities*
 jm. *Values*
 jn. *Beliefs*
 jo. *Attitudes*
 jp. *Behaviors*
 jq. *Skills*
 jr. *Knowledge*
 js. *Experiences*
 jt. *Interactions*
 ju. *Relationships*
 jv. *Networks*
 jw. *Communities*
 jx. *Societies*
 jy. *Cultures*
 jz. *Identities*
 ka. *Values*
 kb. *Beliefs*
 kc. *Attitudes*
 kd. *Behaviors*
 ke. *Skills*
 kf. *Knowledge*
 kg. *Experiences*
 kh.

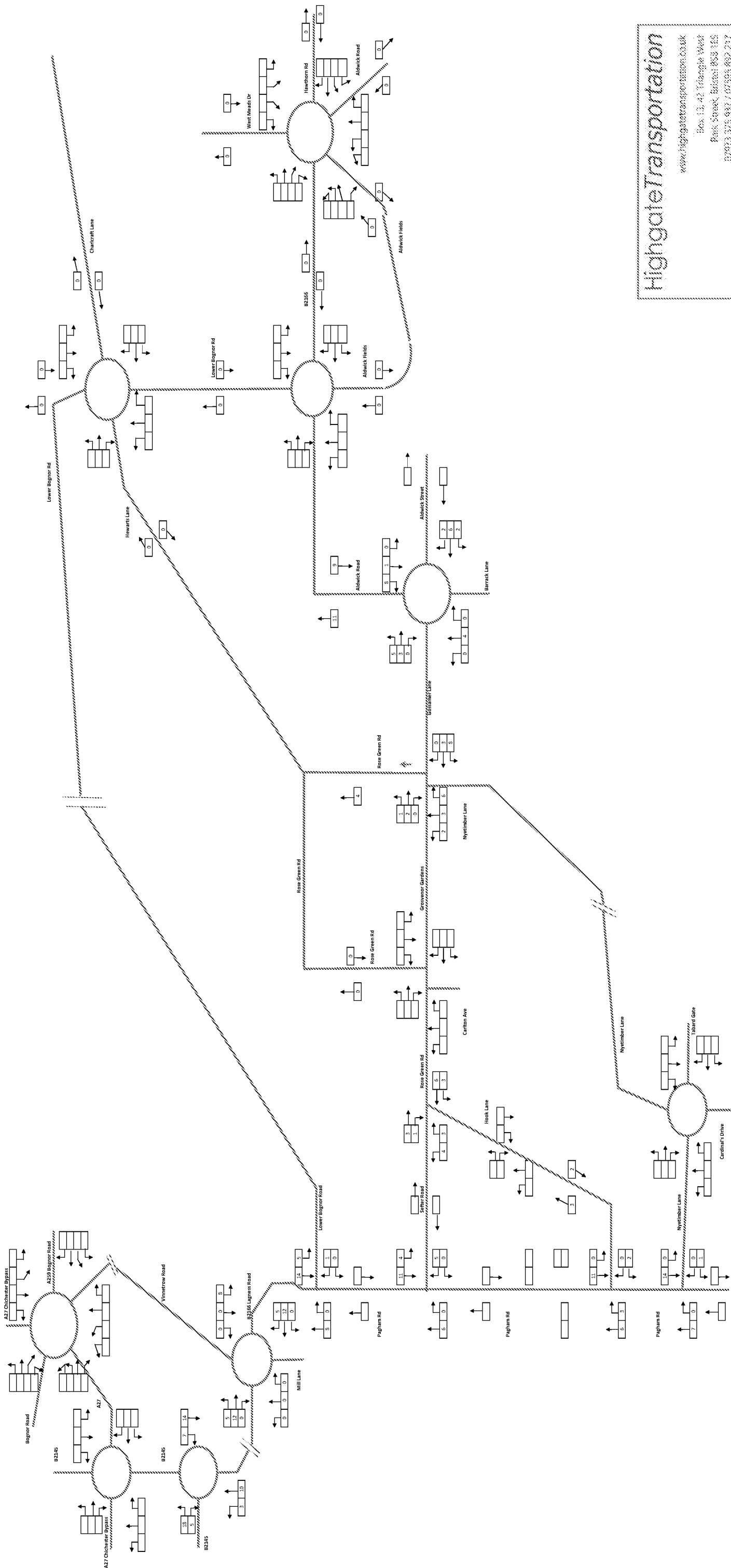
Pagham South
2016 Air Vehicles
FM4 Peak Hour



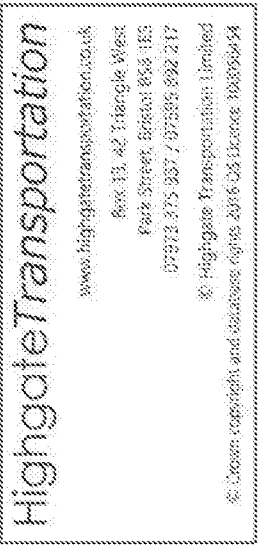
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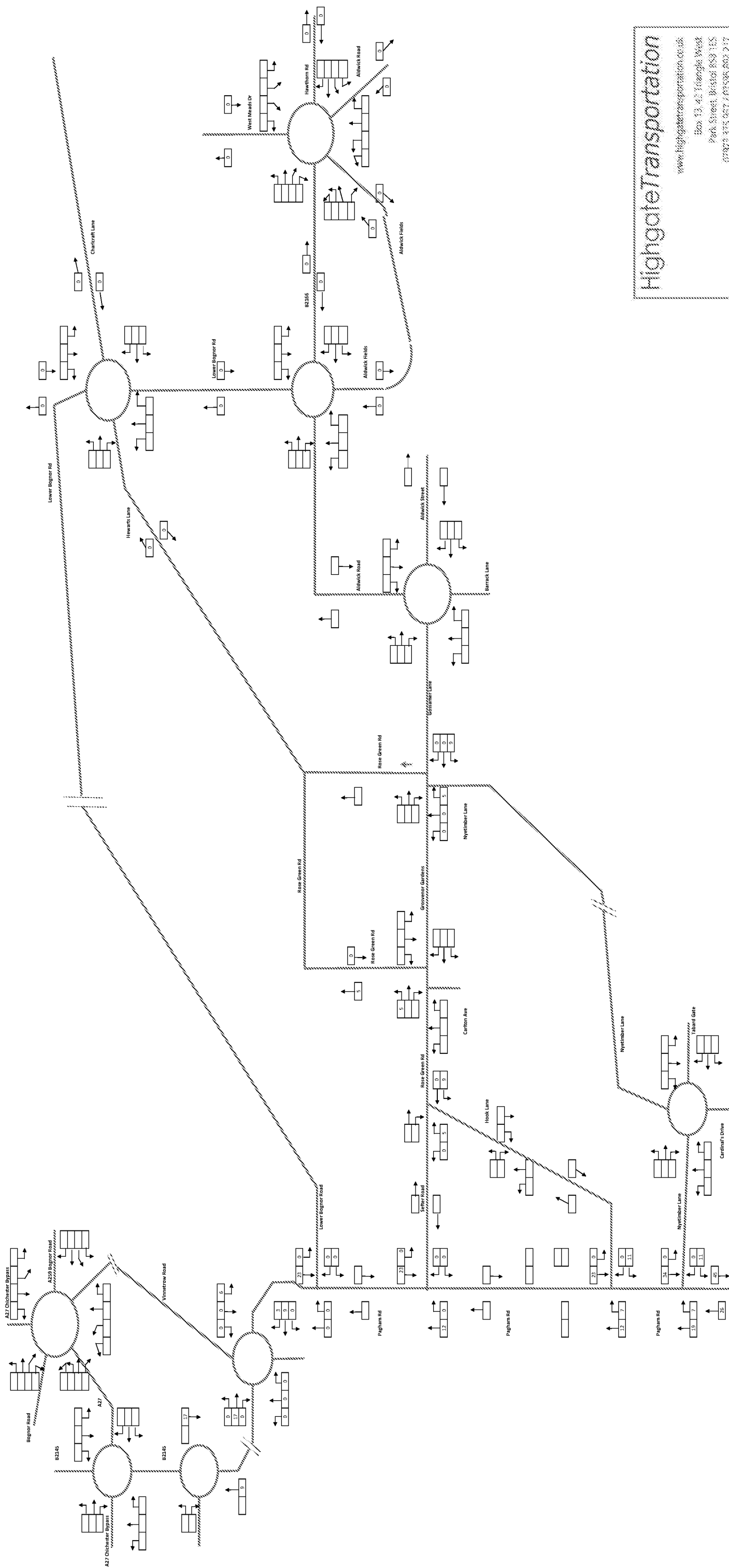
Pagham South
2016 HGV & PSV Traffic only
PM Peak Hour



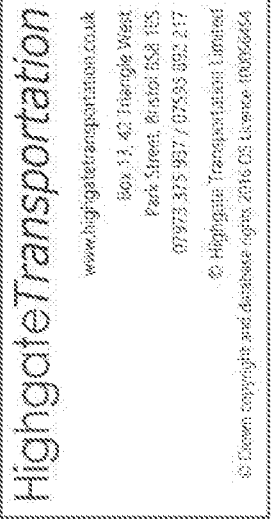
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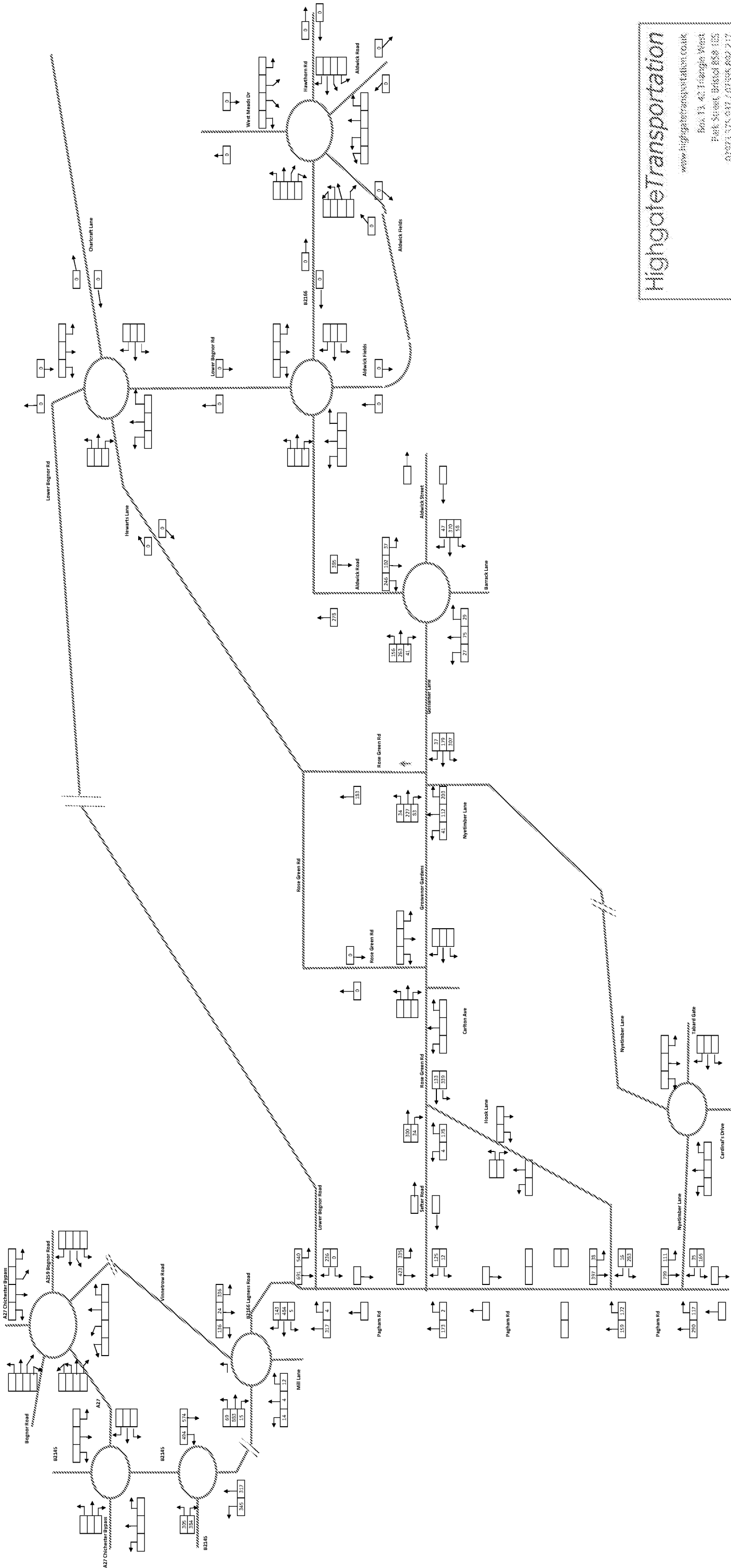
Pagham South

2022 All Vehicles + Committed + Dev

PM Peak Hour

AM Growth Factor: 1.0976

PM Growth Factor: 1.0981



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Appendix 22

Wider Area – Modelling Reports

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [I] © Copyright TRL Limited, 2016
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
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Filename: 1616 Nyetimber Lane 2022.j9
 Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY
 Report generation date: 21/12/2016 07:42:38

»2022, AM
 »2022, PM
 »2022, AM + PAGHAM S
 »2022, PM + PAGHAM S

Summary of junction performance

	AM								PM								AM + PAGHAM S									
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	
	2022																									
Stream B-AC	0.3	1.3	9.30	0.22	A			134 %	0.6	2.8	13.88	0.38	S			36 %	0.5	2.4	11.40	0.34	S			62 %	1.2	
Stream C-AB	0.1	0.9	4.82	0.08	A	1.92	A	[Stream B-AC]	0.4	1.3	7.23	0.20	A	2.14	A	[Stream B-AC]	0.6	1.4	5.39	0.26	A		2.83	A	[Stream B-AC]	0.9

These 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. Junction LOS and Junction Delay are demand-weighted averages. 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	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Job number	
Enumerator	DESKTOP-MD9GBJC\Fiona
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

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	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)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022	AM + PAGHAM S	ONE HOUR	07:45	09:15	15
D4	2022	PM + PAGHAM S	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	1.92	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	134	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Nyetimber Lane		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carrieway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	60	45

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	571	0.098	0.248	0.156	0.354
1	B-C	718	0.104	0.262		
1	C-B	690	0.252	0.252		

The slopes and intercepts shown above do NOT include any modifications 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)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	179	100.000
B		✓	99	100.000
C		✓	322	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	A	B	C
	A	B	C
From	0	31	148
	65	0	34
	286	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To		
	A	B	C
	A	B	C
From	0	7	9
	2	0	7
	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.22	9.30	0.3	1.3	A
C-AB	0.08	4.82	0.1	0.9	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	528	0.141	74	0.2	7.922	A
C-AB	37	785	0.048	37	0.1	4.810	A
C-A	205			205			
A-B	23			23			
A-C	111			111			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	89	515	0.173	89	0.2	8.452	A
C-AB	48	805	0.059	48	0.1	4.748	A
C-A	242			242			
A-B	28			28			
A-C	133			133			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	109	496	0.220	109	0.3	9.282	A
C-AB	64	833	0.077	64	0.1	4.676	A
C-A	291			291			
A-B	34			34			
A-C	163			163			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	109	496	0.220	109	0.3	9.296	A
C-AB	64	833	0.077	64	0.1	4.684	A
C-A	291			291			
A-B	34			34			
A-C	163			163			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	89	514	0.173	89	0.2	8.473	A
C-AB	48	805	0.059	48	0.1	4.766	A
C-A	242			242			
A-B	28			28			
A-C	133			133			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	528	0.141	75	0.2	7.953	A
C-AB	37	785	0.048	38	0.1	4.824	A
C-A	205			205			
A-B	23			23			
A-C	111			111			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.10	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.14	0.03	0.27	0.49	0.93			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.03	0.30	0.99	1.31			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	2.14	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	36	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)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	842	100.000
B		✓	143	100.000
C		✓	278	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	111	731
	B	35	0	108
	C	208	70	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	1
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.38	13.88	0.6	2.8	D
C-AB	0.20	7.23	0.4	1.3	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	108	499	0.216	107	0.3	9.142	D
C-AB	70	636	0.110	69	0.2	6.347	A
C-A	139			139			
A-B	84			84			
A-C	550			550			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	129	465	0.276	128	0.4	10.671	D
C-AB	90	629	0.143	89	0.2	6.669	A
C-A	160			160			
A-B	100			100			
A-C	657			657			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	157	417	0.378	157	0.6	13.792	D
C-AB	122	621	0.197	122	0.4	7.204	A
C-A	184			184			
A-B	122			122			

A-C	805			805			
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17:30 - 17:55

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	157	417	0.378	157	0.6	13.882	E
C-AB	123	622	0.197	123	0.4	7.231	A
C-A	183			183			
A-B	122			122			
A-C	805			805			

17:55 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	129	465	0.277	129	0.4	10.756	E
C-AB	90	629	0.143	90	0.2	6.705	A
C-A	160			160			
A-B	100			100			
A-C	657			657			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	108		0.216	108	0.3	9.216	A
C-AB	70	636	0.110	70	0.2	6.360	A
C-A	139			139			
A-B	84			84			
A-C	550			550			

Queue Variation Results for each time segment

16:55 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.03	0.26	0.59	0.59			N/A	N/A
C-AB	0.37	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:55

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.03	0.30	1.42	2.83			N/A	N/A
C-AB	0.37	0.03	0.33	1.08	1.29			N/A	N/A

17:55 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.03	0.27	0.48	0.77			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

2022, AM + PAGHAM S

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	2.83	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	62	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)
D3	2022	AM + PAGHAM S	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	292	100.000
B		✓	151	100.000
C		✓	521	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	31	201
	B	65	0	86
	C	416	105	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	4
	B	2	0	2
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.34	11.40	0.5	24	D
C-AB	0.26	5.39	0.5	14	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	114	533	0.213	113	0.3	8.546	D
C-AB	127	832	0.152	126	0.3	5.095	A
C-A	265			265			
A-B	23			23			
A-C	196			196			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	136	512	0.265	135	0.4	9.555	A
C-AB	167	862	0.194	167	0.4	5.179	A
C-A	301			301			
A-B	28			28			
A-C	235			235			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	166	462	0.345	166	0.5	11.350	B
C-AB	225	905	0.250	224	0.6	5.371	A
C-A	339			339			
A-B	34			34			

A-C	287			287			
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08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	166	482	0.345	166	0.5	11.399	D
C-AB	235	905	0.260	235	0.6	5.390	A
C-A	338			338			
A-B	34			34			
A-C	287			287			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	136	512	0.265	136	0.4	9.609	A
C-AB	168	863	0.194	168	0.4	5.210	A
C-A	301			301			
A-B	28			28			
A-C	235			235			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	114	553	0.213	114	0.3	6.609	A
C-AB	127	832	0.153	128	0.3	5.124	A
C-A	265			265			
A-B	23			23			
A-C	196			196			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.38	0.00	0.00	0.38	0.38			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.52	0.03	0.26	0.52	0.52			N/A	N/A
C-AB	0.59	0.03	0.26	0.59	0.59			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.52	0.03	0.30	1.36	2.41			N/A	N/A
C-AB	0.59	0.04	0.45	1.37	1.37			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C-AB	0.40	0.00	0.00	0.40	0.40			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

2022, PM + PAGHAM S

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	3.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	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)
D4	2022	PM + PAGHAM S	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	910	100.000
B		✓	200	100.000
C		✓	407	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	111	799
	B	35	0	165
	C	290	117	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.55	20.09	1.2	5.1	C
C-AB	0.37	8.45	0.9	3.8	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	493	0.305	149	0.4	10.407	B
C-AB	131	669	0.196	129	0.3	6.667	A
C-A	176			176			
A-B	84			84			
A-C	602			602			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	180	455	0.396	179	0.6	13.024	B
C-AB	173	670	0.258	172	0.5	7.234	A
C-A	193			193			
A-B	100			100			
A-C	718			718			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	220	399	0.552	218	1.2	19.642	C
C-AB	246	674	0.365	245	0.9	8.388	A
C-A	202			202			
A-B	122			122			

A-C	880			880			
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17:30 - 17:55

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	220	399	0.552	220	1.2	20.088	C
C-AB	247	675	0.365	247	0.9	8.454	A
C-A	201			201			
A-B	122			122			
A-C	880			880			

17:55 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	180	454	0.396	182	0.7	13.319	B
C-AB	174	671	0.259	175	0.5	7.310	A
C-A	192			192			
A-B	100			100			
A-C	718			718			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	499	0.306	151	0.4	10.571	B
C-AB	131	669	0.196	132	0.4	6.726	A
C-A	175			175			
A-B	84			84			
A-C	602			602			

Queue Variation Results for each time segment

16:55 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.34	0.00	0.00	0.34	0.34			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.64	0.14	0.89	1.38	1.44			N/A	N/A
C-AB	0.51	0.51	1.00	1.40	1.45			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.18	0.03	0.28	1.18	3.27			N/A	N/A
C-AB	0.90	0.03	0.26	0.90	0.90			N/A	N/A

17:30 - 17:55

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.20	0.03	0.29	1.39	5.08			N/A	N/A
C-AB	0.91	0.04	0.38	2.21	3.82			N/A	N/A

17:55 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.06	0.61	1.26	1.26			N/A	N/A
C-AB	0.53	0.53	1.00	1.40	1.45			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.04	0.37	1.27	1.43			N/A	N/A
C-AB	0.35	0.00	0.00	0.35	0.35			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 [I]
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Filename: 1616 Hook Lane 2022.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY
Report generation date: 21/12/2016 07:45:13

»2022, AM
»2022, PM
»2022, AM + PAGHAM S
»2022, PM + PAGHAM S

Summary of junction performance

	AM								PM								AM + PAGHAM S								Queue (Veh)
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	
	262.2																								
Stream B-AC	0.7	3.0	11.96	0.43	S			59 %	0.9	3.1	11.60	0.47	S			53 %	1.1	3.7	14.74	0.52	S			34 %	1.4
Stream C-AB	0.6	1.8	6.06	0.29	A	5.07	A	[Stream B-AC]	0.5	1.6	7.69	0.28	A	4.61	A	[Stream B-AC]	1.1	5.5	7.27	0.43	A	6.40	A	[Stream B-AC]	0.8

These 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. Junction LOS and Junction Delay are demand-weighted averages. 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	(unfilled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Job number	
Enumerator	DESKTOP-MD9GBJC\Fiona
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

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
☒	☒	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)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022	AM + PAGHAM S	ONE HOUR	07:45	09:15	15
D4	2022	PM + PAGHAM S	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	5.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	59	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Hook Lane		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carrieway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	60	50

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	574	0.105	0.264	0.166	0.378
1	B-C	721	0.111	0.279		
1	C-B	690	0.267	0.267		

The slopes and intercepts shown above do NOT include any modifications 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)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	101	100.000
B		✓	205	100.000
C		✓	411	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	89
	B	98	0	107
	C	273	136	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	10
	B	0	0	5
	C	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.43	11.96	0.7	3.0	S
C-AB	0.29	6.06	0.6	1.8	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	154	561	0.275	153	0.4	8.794	A
C-AB	141	782	0.180	140	0.3	5.598	A
C-A	169			169			
A-B	9			9			
A-C	67			67			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	184	547	0.337	184	0.5	9.909	A
C-AB	179	804	0.223	179	0.4	5.758	A
C-A	190			190			
A-B	11			11			
A-C	80			80			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	226	527	0.428	225	0.7	11.882	B
C-AB	238	833	0.286	238	0.5	6.044	A
C-A	214			214			
A-B	13			13			
A-C	98			98			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	226	527	0.429	226	0.7	11.957	B
C-AB	239	834	0.286	239	0.6	6.060	A
C-A	214			214			
A-B	13			13			
A-C	98			98			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	184	546	0.337	185	0.5	9.993	A
C-AB	179	804	0.223	180	0.4	5.785	A
C-A	190			190			
A-B	11			11			
A-C	80			80			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	154	560	0.275	155	0.4	8.890	A
C-AB	141	783	0.181	142	0.3	5.627	A
C-A	168			168			
A-B	9			9			
A-C	67			67			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.50	1.00	1.40	1.45			N/A	N/A
C-AB	0.38	0.00	0.00	0.38	0.38			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.73	0.03	0.26	0.73	0.73			N/A	N/A
C-AB	0.55	0.03	0.28	0.55	0.55			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.74	0.03	0.28	1.04	3.04			N/A	N/A
C-AB	0.55	0.04	0.37	1.07	1.84			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.52	0.05	0.53	1.31	1.40			N/A	N/A
C-AB	0.39	0.00	0.00	0.39	0.39			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.03	0.30	0.89	1.19			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	4.61	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	53	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)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	374	100.000
B		✓	247	100.000
C		✓	249	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	
From	A	0	38	336	
	B	16	0	231	
	C	120	129	0	

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	
From	A	0	0	4	
	B	0	0	1	
	C	7	3	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.47	11.60	0.9	3.1	C
C-AB	0.28	7.69	0.5	1.6	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	186	621	0.299	184	0.4	8.215	A
C-AB	113	652	0.173	112	0.2	6.651	A
C-A	75			75			
A-B	29			29			
A-C	253			253			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	222	605	0.367	221	0.6	9.378	A
C-AB	139	650	0.214	139	0.3	7.038	A
C-A	85			85			
A-B	34			34			
A-C	302			302			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	272	582	0.467	271	0.9	11.519	B
C-AB	179	647	0.276	178	0.5	7.668	A
C-A	95			95			
A-B	42			42			

A-C	370			370			
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17:30 - 17:55

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	272	582	0.467	272	0.9	11.601	D
C-AB	179	647	0.276	179	0.5	7.690	A
C-A	95			95			
A-B	42			42			
A-C	370			370			

17:55 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	222	605	0.367	223	0.6	9.465	A
C-AB	139	650	0.214	140	0.3	7.075	A
C-A	65			65			
A-B	34			34			
A-C	302			302			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	186	621	0.300	187	0.4	8.303	A
C-AB	113	653	0.173	113	0.2	6.665	B
C-A	75			75			
A-B	29			29			
A-C	253			253			

Queue Variation Results for each time segment

16:55 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.57	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.86	0.03	0.26	0.86	0.86			N/A	N/A
C-AB	0.45	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:55

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.87	0.03	0.28	0.87	1.12			N/A	N/A
C-AB	0.45	0.03	0.34	1.39	1.61			N/A	N/A

17:55 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.07	0.72	1.34	1.42			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.04	0.36	1.18	1.34			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

2022, AM + PAGHAM S

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	6.40	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	34	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)
D3	2022	AM + PAGHAM S	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	132	100.000
B		✓	242	100.000
C		✓	541	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	
From	A	0	12	120	
	B	98	0	144	
	C	345	196	0	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.52	14.74	1.1	3.7	B
C-AB	0.43	7.27	1.1	5.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	162	555	0.328	160	0.5	9.548	B
C-AB	217	813	0.267	215	0.5	6.013	A
C-A	190			190			
A-B	9			9			
A-C	90			90			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	218	537	0.405	217	0.7	11.215	B
C-AB	280	840	0.333	279	0.7	6.424	A
C-A	206			206			
A-B	11			11			
A-C	108			108			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	266	511	0.522	265	1.1	14.547	B
C-AB	382	879	0.434	380	1.1	7.226	A
C-A	214			214			
A-B	13			13			

A-C	132			132			
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08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	266	510	0.522	266	1.1	14.738	D
C-AB	382	880	0.435	382	1.1	7.273	A
C-A	213			213			
A-B	19			19			
A-C	132			132			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	218	537	0.405	219	0.7	11.390	D
C-AB	281	841	0.334	282	0.7	6.476	A
C-A	205			205			
A-B	11			11			
A-C	108			108			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	182	555	0.328	183	0.5	9.701	A
C-AB	218	813	0.268	219	0.5	6.071	A
C-A	190			190			
A-B	9			9			
A-C	90			90			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.00	0.00	0.48	0.48			N/A	N/A
C-AB	0.48	0.00	0.00	0.48	0.48			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.20	0.93	1.39	1.44			N/A	N/A
C-AB	0.68	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.06	0.03	0.27	1.06	1.18			N/A	N/A
C-AB	1.07	0.03	0.26	1.07	1.07			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.07	0.03	0.28	1.07	3.70			N/A	N/A
C-AB	1.08	0.03	0.31	1.94	5.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.70	0.07	0.74	1.40	1.49			N/A	N/A
C-AB	0.70	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.04	0.42	1.28	1.41			N/A	N/A
C-AB	0.50	0.00	0.00	0.50	0.50			N/A	N/A

2022, PM + PAGHAM S

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	6.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	28	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)
D4	2022	PM + PAGHAM S	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	435	100.000
B		✓	299	100.000
C		✓	331	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	
From	A	0	38	397	
	B	16	0	283	
	C	159	172	0	

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	
From	A	0	0	4	
	B	0	0	1	
	C	5	2	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.58	15.39	1.4	4.1	C
C-AB	0.39	8.94	0.9	2.8	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	225	609	0.370	223	0.6	9.279	B
C-AB	158	666	0.237	156	0.4	7.050	A
C-A	91			91			
A-B	29			29			
A-C	299			299			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	269	590	0.456	268	0.8	11.154	B
C-AB	197	666	0.296	197	0.5	7.673	A
C-A	100			100			
A-B	34			34			
A-C	357			357			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	329	563	0.585	327	1.4	15.129	C
C-AB	256	666	0.387	256	0.6	8.789	A
C-A	107			107			
A-B	42			42			

A-C	437			437			
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17:30 - 17:55

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	329	563	0.585	329	1.4	15.388	C
C-AB	258	666	0.387	258	0.8	8.843	A
C-A	107			107			
A-B	42			42			
A-C	437			437			

17:55 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	269	590	0.456	271	0.9	11.372	B
C-AB	198	666	0.297	199	0.5	7.740	A
C-A	100			100			
A-B	34			34			
A-C	357			357			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	225		0.370	225	0.6	8.438	A
C-AB	158	666	0.237	159	0.4	7.112	A
C-A	91			91			
A-B	29			29			
A-C	299			299			

Queue Variation Results for each time segment

16:55 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.36	0.00	0.00	0.36	0.36			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.82	0.16	0.93	1.42	1.48			N/A	N/A
C-AB	0.50	0.00	0.00	0.50	0.50			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.36	0.03	0.28	1.36	3.50			N/A	N/A
C-AB	0.77	0.03	0.26	0.77	0.77			N/A	N/A

17:30 - 17:55

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.38	0.03	0.28	1.38	4.09			N/A	N/A
C-AB	0.77	0.03	0.31	1.48	3.78			N/A	N/A

17:55 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.86	0.07	0.78	1.43	1.84			N/A	N/A
C-AB	0.52	0.52	1.00	1.40	1.45			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.04	0.44	1.44	1.44			N/A	N/A
C-AB	0.37	0.00	0.00	0.37	0.37			N/A	N/A

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [I] © Copyright TRL Limited, 2016
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Filename: 1616 Seftor Road 2022.j9

Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY

Report generation date: 21/12/2016 07:46:19

*2022, AM
 *2022, PM
 *2022, AM + PAGHAM S
 *2022, PM + PAGHAM S

Summary of junction performance

	AM								PM								AM + PAGHAM S									
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	
	262.2																									
Stream B-AC	1.9	9.0	24.43	0.66	⊖			12 %	0.6	3.0	15.70	0.40	⊖			41 %	2.2	10.9	28.22	0.69	⊖			6 %	0.7	
Stream C-AB	0.0	300.5	4.41	0.01	⊖	7.66	⊖	[Stream B-AC]	0.0	300.5	6.16	0.01	⊖		2.26	⊖	[Stream B-AC]	0.0	300.5	4.25	0.01	⊖	7.91	⊖	[Stream B-AC]	0.0

These 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. Junction LOS and Junction Delay are demand-weighted averages. 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	(unfilled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Job number	
Enumerator	DESKTOP-MD9GBJC\Fiona
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

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	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)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022	AM + PAGHAM S	ONE HOUR	07:45	09:15	15
D4	2022	PM + PAGHAM S	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Selter Road	T-Junction	Two-way	7.66	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	12	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Selter Road		Minor
C	Pagham Road South		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	6.00			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	22	30

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	549	0.100	0.253	0.159	0.361
1	B-C	707	0.108	0.274		
1	C-B	690	0.267	0.267		

The slopes and intercepts shown above do NOT include any modifications 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)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	196	100.000
B		✓	261	100.000
C		✓	371	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	99	97
	B	257	0	4
	C	367	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	8
	B	2	0	25
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.66	24.43	1.9	9.0	C
C-AB	0.01	4.41	0.0	200.3	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	196	467	0.421	194	0.7	13.098	B
C-AB	5	822	0.006	5	0.0	4.403	A
C-A	275			275			
A-B	75			75			
A-C	73			73			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	235	453	0.518	233	1.0	16.274	C
C-AB	6	849	0.007	6	0.0	4.265	A
C-A	328			328			
A-B	89			89			
A-C	87			87			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	287	434	0.662	284	1.8	23.554	C
C-AB	8	888	0.009	8	0.0	4.089	A
C-A	400			400			
A-B	109			109			
A-C	107			107			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	287	434	0.662	287	1.9	24.433	C
C-AB	8	888	0.009	8	0.0	4.093	A
C-A	400			400			
A-B	109			109			
A-C	107			107			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	235	453	0.518	238	1.1	16.946	C
C-AB	6	849	0.007	6	0.0	4.273	A
C-A	328			328			
A-B	89			89			
A-C	87			87			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	196	467	0.421	198	0.7	13.447	B
C-AB	5	822	0.006	5	0.0	4.407	A
C-A	275			275			
A-B	75			75			
A-C	73			73			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.71	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.04	0.15	1.02	1.53	1.83			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.83	0.03	0.31	2.53	8.95			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.89	0.03	0.29	1.89	7.53			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.11	0.05	0.57	2.52	3.68			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.74	0.04	0.40	1.59	2.69			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Selter Road	T-Junction	Two-way	2.26	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	41	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)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	697	100.000
B		✓	137	100.000
C		✓	136	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	335	362
	B	125	0	12
	C	134	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	4	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.40	15.70	0.6	3.0	C
C-AB	0.01	6.16	0.0	222.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	103	431	0.239	102	0.3	10.906	B
C-AB	2	616	0.003	2	0.0	5.862	A
C-A	101			101			
A-B	252			252			
A-C	273			273			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	410	0.301	123	0.4	12.530	B
C-AB	2	603	0.004	2	0.0	5.982	A
C-A	120			120			
A-B	301			301			
A-C	325			325			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	380	0.397	150	0.6	15.582	C
C-AB	3	567	0.005	3	0.0	6.152	A
C-A	147			147			
A-B	369			369			

A-C	399			399			
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17:30 - 17:55

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	380	0.397	151	0.6	15.696	C
C-AB	3	587	0.005	3	0.0	6.160	A
C-A	147			147			
A-B	399			399			
A-C	399			399			

17:55 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	410	0.301	124	0.4	12.644	B
C-AB	2	583	0.004	2	0.0	6.001	A
C-A	120			120			
A-B	301			301			
A-C	325			325			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	163	431	0.229	164	0.3	11.017	B
C-AB	2	616	0.003	2	0.0	5.872	A
C-A	101			101			
A-B	252			252			
A-C	273			273			

Queue Variation Results for each time segment

16:55 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.64	0.03	0.26	0.64	0.64			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

17:30 - 17:55

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.65	0.03	0.29	1.36	3.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:55 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.03	0.34	1.13	1.32			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2022, AM + PAGHAM S

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Selter Road	T-Junction	Two-way	7.91	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	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)
D3	2022	AM + PAGHAM S	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	227	100.000
B		✓	251	100.000
C		✓	443	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	99	128
	B	257	0	4
	C	439	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	6
	B	2	0	20
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.69	28.22	2.2	10.9	C
C-AB	0.01	4.25	0.0	2.02	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	196	453	0.433	194	0.7	13.698	C
C-AB	5	852	0.006	5	0.0	4.248	A
C-A	329			329			
A-B	75			75			
A-C	96			96			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	235	437	0.537	233	1.1	17.541	C
C-AB	6	886	0.007	6	0.0	4.091	A
C-A	392			392			
A-B	89			89			
A-C	115			115			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	287	414	0.695	283	2.1	20.851	C
C-AB	9	953	0.010	9	0.0	3.892	A
C-A	479			479			
A-B	109			109			

A-C	141			141			
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08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	287	414	0.695	287	2.2	28.218	C
C-AB	9	933	0.010	9	0.0	3.896	A
C-A	479			479			
A-B	109			109			
A-C	141			141			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	235	437	0.537	238	1.2	18.487	C
C-AB	7	886	0.007	7	0.0	4.097	A
C-A	392			392			
A-B	89			89			
A-C	115			115			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	196	453	0.433	198	0.8	14.195	B
C-AB	5	852	0.006	5	0.0	4.253	A
C-A	329			329			
A-B	75			75			
A-C	96			96			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.74	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.12	0.14	1.05	1.73	1.98			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.08	0.03	0.32	3.91	10.93			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.17	0.03	0.30	2.17	9.56			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.21	0.05	0.48	2.89	4.44			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.78	0.04	0.38	1.84	3.12			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2022, PM + PAGHAM S

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Selter Road	T-Junction	Two-way	2.28	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	31	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)
D4	2022	PM + PAGHAM S	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	758	100.000
B		✓	137	100.000
C		✓	175	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	
From	A	0	335	423	
	B	125	0	12	
	C	173	2	0	

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	
From	A	0	1	3	
	B	4	0	0	
	C	4	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.42	17.55	0.7	3.4	C
C-AB	0.01	6.02	0.0	2.00	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	103	414	0.249	102	0.3	11.476	B
C-AB	2	624	0.003	2	0.0	5.785	A
C-A	130			130			
A-B	252			252			
A-C	318			318			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	390	0.316	123	0.5	13.456	B
C-AB	2	614	0.004	2	0.0	5.880	A
C-A	155			155			
A-B	301			301			
A-C	380			380			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	356	0.424	150	0.7	17.382	C
C-AB	3	602	0.005	3	0.0	6.008	A
C-A	189			189			
A-B	369			369			

A-C	466			466			
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17:30 - 17:55

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	356	0.424	151	0.7	17.548	C
C-AB	3	602	0.005	3	0.0	6.017	A
C-A	189			189			
A-B	369			369			
A-C	466			466			

17:55 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	390	0.316	124	0.5	13.604	B
C-AB	2	614	0.004	2	0.0	5.896	A
C-A	155			155			
A-B	301			301			
A-C	380			380			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	163	414	0.249	164	0.3	11.612	B
C-AB	2	624	0.003	2	0.0	5.793	A
C-A	130			130			
A-B	252			252			
A-C	318			318			

Queue Variation Results for each time segment

16:55 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.71	0.03	0.26	0.71	0.71			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

17:30 - 17:55

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.72	0.03	0.29	1.38	3.37			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:55 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.04	0.41	1.24	1.37			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.03	0.28	0.68	1.09			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2016
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Filename: 1616 Lower Bognor Road 2022.j9

Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY

Report generation date: 21/12/2016 07:59:48

»2022, AM
»2022, PM
»2022 + PAGHAM S, AM
»2022 + PAGHAM S, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022															
Stream B-AC	27.9	61.8	228.00	1.10	F	83.68	F	-23 %	5.5	28.9	82.56	0.80	F	11.56	E	-12 %
Stream C-AB	0.0	260.2	4.25	0.00	A			[Stream B-AC]	0.0	0.5	6.54	0.02	A			[Stream B-AC]
	2022 + PAGHAM S															
Stream B-AC	40.5	73.8	329.21	1.18	F	84.38	F	-26 %	10.2	35.6	148.24	0.98	F	18.99	C	-17 %
Stream C-AB	0.0	260.2	4.03	0.00	A			[Stream B-AC]	0.0	0.5	6.25	0.02	A			[Stream B-AC]

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. Junction LOS and Junction Delay are demand-weighted averages. 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	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Job number	
Enumerator	DESKTOP-MD9GBJC\Fiona
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

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	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)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15

D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15
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Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	63.56	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-23	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Lower Bognor Road		Minor
C	Pagham Road South		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	7.30			60.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.50	35	25

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	576	0.099	0.250	0.158	0.358
1	B-C	736	0.106	0.269	-	-
1	C-B	609	0.223	0.223	-	-

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)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	389	100.000
B		✓	391	100.000

C		✓	593	100.000
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Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	207	182
	B	390	0	1
	C	592	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	6
	B	1	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	1.16	229.60	27.9	81.8	F
C-AB	0.00	4.25	0.0	260.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	448	0.656	287	1.8	21.499	C
C-AB	2	850	0.002	2	0.0	4.242	A
C-A	445			445			
A-B	156			156			
A-C	137			137			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	352	425	0.828	343	3.9	40.657	E
C-AB	2	901	0.002	2	0.0	4.003	A
C-A	531			531			
A-B	186			186			
A-C	164			164			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	431	392	1.099	378	17.1	123.638	F
C-AB	3	973	0.003	3	0.0	3.708	A
C-A	650			650			
A-B	228			228			
A-C	200			200			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	431	392	1.099	387	27.9	225.938	F
C-AB	3	973	0.003	3	0.0	3.713	A

C-A	650			650			
A-B	228			228			
A-C	200			200			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	352	425	0.828	410	13.3	187.493	F
C-AB	2	901	0.002	2	0.0	4.011	A
C-A	531			531			
A-B	186			186			
A-C	164			164			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	448	0.656	339	2.1	43.443	E
C-AB	2	850	0.002	2	0.0	4.247	A
C-A	445			445			
A-B	156			156			
A-C	137			137			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.78	0.44	1.11	2.78	3.40			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.87	0.14	1.85	9.08	12.41			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	17.09	2.88	14.08	32.05	38.92			N/A	N/A
C-AB	0.00	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	27.90	5.81	23.75	51.22	61.58			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	13.31	0.82	9.01	29.62	38.42			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.09	0.03	0.30	2.62	9.98			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	11.56	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-12	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)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1147	100.000
B		✓	236	100.000
C		✓	270	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	540	607
	B	236	0	0
	C	266	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	3
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.86	82.55	5.5	25.3	F
C-AB	0.02	6.54	0.0	0.5	A
C-A					
A-B					

A-C					
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Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	178	384	0.463	174	0.8	16.939	C
C-AB	5	565	0.008	5	0.0	6.427	A
C-A	199			199			
A-B	407			407			
A-C	457			457			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	212	346	0.613	210	1.5	25.825	D
C-AB	6	561	0.011	6	0.0	6.474	A
C-A	236			236			
A-B	485			485			
A-C	546			546			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	260	295	0.882	247	4.6	80.613	F
C-AB	9	560	0.017	9	0.0	6.525	A
C-A	288			288			
A-B	595			595			
A-C	668			668			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	260	295	0.882	256	5.5	82.546	F
C-AB	9	560	0.017	9	0.0	6.541	A
C-A	288			288			
A-B	595			595			
A-C	668			668			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	212	346	0.613	227	1.7	33.363	C
C-AB	6	561	0.011	6	0.0	6.503	A
C-A	236			236			
A-B	485			485			
A-C	546			546			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	178	384	0.463	181	0.9	18.016	C
C-AB	5	565	0.008	5	0.0	6.441	A
C-A	199			199			
A-B	407			407			
A-C	457			457			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.83	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean	Q05	Q50	Q90	Q95	Percentile	Marker	Probability of reaching or	Probability of exactly
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	(Veh)	(Veh)	(Veh)	(Veh)	(Veh)	message	message	exceeding marker	reaching marker
B-AC	1.48	0.09	1.11	2.93	3.95			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.65	0.07	1.03	12.74	19.19			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	5.49	0.05	0.59	15.75	26.94			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.70	0.04	0.38	4.47	8.36			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.89	0.03	0.30	1.36	4.36			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2022 + PAGHAM S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	34.33	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-26	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)
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	429	100.000
B		✓	391	100.000
C		✓	688	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	
From	A	0	207	222	
	B	390	0	1	
	C	687	1	0	

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	
From	A	0	2	5	
	B	1	0	0	
	C	2	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	1.16	329.21	49.5	73.8	F
C-AB	0.00	4.03	0.0	260.2	A
C-A					
A-B					

A-C					
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Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	430	0.685	286	2.0	23.990	C
C-AB	2	895	0.002	2	0.0	4.030	A
C-A	516			516			
A-B	156			156			
A-C	167			167			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	352	402	0.874	340	4.9	50.540	F
C-AB	3	956	0.003	3	0.0	3.774	A
C-A	616			616			
A-B	186			186			
A-C	200			200			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	431	364	1.183	356	20.4	160.979	F
C-AB	4	1042	0.004	4	0.0	3.465	A
C-A	753			753			
A-B	228			228			
A-C	244			244			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	431	364	1.183	362	40.5	329.212	F
C-AB	4	1042	0.004	4	0.0	3.467	A
C-A	753			753			
A-B	228			228			
A-C	244			244			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	352	402	0.874	392	30.3	324.154	F
C-AB	3	955	0.003	3	0.0	3.780	A
C-A	616			616			
A-B	186			186			
A-C	200			200			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	430	0.685	404	2.9	149.273	F
C-AB	2	895	0.002	2	0.0	4.033	A
C-A	516			516			
A-B	156			156			
A-C	167			167			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.00	0.19	1.11	3.71	4.73			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean	Q05	Q50	Q90	Q95	Percentile	Marker	Probability of reaching or	Probability of exactly
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	(Veh)	(Veh)	(Veh)	(Veh)	(Veh)	message	message	exceeding marker	reaching marker
B-AC	4.88	0.18	2.62	11.35	15.27			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	23.44	7.12	20.89	39.19	45.76			N/A	N/A
C-AB	0.00	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	40.48	15.50	37.35	64.22	73.64			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	30.27	9.42	27.16	50.67	59.12			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.90	0.03	0.33	5.34	15.29			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2022 + PAGHAM S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	18.99	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-17	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)
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1231	100.000
B		✓	236	100.000
C		✓	321	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	
From	A	0	540	691	
	B	236	0	0	
	C	317	4	0	

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	
From	A	0	1	2	
	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 95th percentile Queue (Veh)	Max LOS
B-AC	0.98	146.24	10.2	35.8	F
C-AB	0.02	6.25	0.0	0.5	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	178	363	0.490	174	0.9	18.730	C
C-AB	5	583	0.009	5	0.0	6.230	A
C-A	237			237			
A-B	407			407			
A-C	520			520			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	212	321	0.660	209	1.8	31.054	D
C-AB	7	585	0.012	7	0.0	6.224	A
C-A	282			282			
A-B	485			485			
A-C	621			621			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	260	264	0.985	237	7.4	95.289	F
C-AB	11	590	0.018	11	0.0	6.199	A
C-A	343			343			
A-B	595			595			
A-C	761			761			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	260	264	0.985	249	10.2	145.236	F
C-AB	11	590	0.018	11	0.0	6.210	A
C-A	343			343			
A-B	595			595			
A-C	761			761			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	212	321	0.660	244	2.2	68.473	F
C-AB	7	585	0.012	7	0.0	6.251	A
C-A	282			282			
A-B	485			485			
A-C	621			621			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	178	363	0.490	182	1.0	20.447	C
C-AB	5	583	0.009	5	0.0	6.244	A
C-A	237			237			
A-B	407			407			
A-C	520			520			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.92	0.54	1.00	1.41	1.46			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean	Q05	Q50	Q90	Q95	Percentile	Marker	Probability of reaching or	Probability of exactly
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	(Veh)	(Veh)	(Veh)	(Veh)	(Veh)	message	message	exceeding marker	reaching marker
B-AC	1.77	0.08	1.15	3.92	5.48			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	7.38	0.28	4.30	17.17	22.89			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	10.16	0.20	5.00	25.71	35.59			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.19	0.04	0.38	5.89	11.26			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.00	0.03	0.29	1.27	4.22			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2016
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Filename: 1616 Vinnetrow Road B2166 2022.j9

Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY

Report generation date: 21/12/2016 07:33:06

»2022, AM
 »2022, PM
 »2022 + PAGHAM S, AM
 »2022 + PAGHAM S, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022															
Arm 1	0.7	2.9	6.87	0.41	A	7.23	A	32 % [Arm 2]	3.3	16.4	23.41	0.78	C	13.06	B	5 % [Arm 1]
Arm 2	2.2	3.8	8.05	0.69	A				0.8	2.4	4.34	0.43	A			
Arm 3	0.1	0.5	6.05	0.10	A				0.0	0.5	4.13	0.04	A			
Arm 4	1.0	1.7	6.21	0.51	A				3.6	16.9	13.52	0.79	B			
	2022 + PAGHAM S															
Arm 1	0.7	2.9	7.08	0.42	A	8.42	A	22 % [Arm 2]	5.3	28.9	17.21	0.86	E	18.82	C	-1 % [Arm 1]
Arm 2	3.0	10.6	10.05	0.75	B				0.9	1.7	4.70	0.48	A			
Arm 3	0.1	0.5	6.68	0.11	A				0.0	0.5	4.32	0.04	A			
Arm 4	1.1	1.5	6.56	0.53	A				5.4	28.0	19.16	0.85	C			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. 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	(untitled)
Location	
Site number	
Date	10/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
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

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	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)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	7.23	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	32	Arm 2

Arms

Arms

Arm	Name	Description
1	Vinnetrow Road	
2	B2166 E	
3	Mill Lane	
4	B2166 W	

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
1	3.00	6.00	5.0	30.0	30.0	35.0	
2	4.00	6.00	12.0	30.0	30.0	30.0	
3	3.00	7.00	8.0	20.0	30.0	30.0	
4	3.50	6.00	6.0	20.0	30.0	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.559	1219
2	0.649	1633
3	0.591	1375
4	0.593	1385

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)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	328	100.000
2		✓	904	100.000

3		✓	60	100.000
4		✓	543	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	166	9	153
	2	187	0	8	709
	3	13	34	0	13
	4	122	412	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	4	11	5
	2	6	0	0	4
	3	0	0	0	0
	4	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.41	6.87	0.7	2.9	A
2	0.69	8.05	2.2	3.8	A
3	0.10	6.05	0.1	0.5	A
4	0.51	6.21	1.0	1.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	247	341	974	0.253	246	0.3	4.930	A
2	681	128	1481	0.459	677	0.8	4.459	A
3	45	786	890	0.051	45	0.1	4.261	A
4	409	175	1227	0.333	407	0.5	4.379	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	295	408	937	0.315	294	0.5	5.602	A
2	813	153	1465	0.555	811	1.2	5.495	A
3	54	941	793	0.068	54	0.1	4.867	A
4	488	210	1206	0.405	487	0.7	5.004	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	361	500	886	0.408	360	0.7	6.841	A
2	995	188	1442	0.690	992	2.2	7.922	A
3	66	1151	664	0.100	66	0.1	6.018	A
4	598	257	1178	0.507	596	1.0	6.174	A

08:30 - 08:45

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Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	361	501	885	0.408	361	0.7	6.871	A
2	995	188	1442	0.690	995	2.2	8.053	A
3	66	1155	661	0.100	66	0.1	6.046	A
4	598	258	1178	0.508	598	1.0	6.208	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	295	410	936	0.315	296	0.5	5.634	A
2	813	154	1464	0.555	816	1.3	5.588	A
3	54	947	790	0.068	54	0.1	4.895	A
4	488	211	1205	0.405	489	0.7	5.038	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	247	343	973	0.254	247	0.3	4.963	A
2	681	129	1481	0.460	682	0.9	4.517	A
3	45	792	886	0.051	45	0.1	4.284	A
4	409	177	1226	0.333	410	0.5	4.414	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.34	0.00	0.00	0.34	0.34			N/A	N/A
2	0.84	0.55	1.00	1.40	1.45			N/A	N/A
3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	0.50	0.00	0.00	0.50	0.50			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.46	0.00	0.00	0.46	0.46			N/A	N/A
2	1.23	0.06	0.81	2.66	3.73			N/A	N/A
3	0.07	0.03	0.25	0.46	0.48			N/A	N/A
4	0.67	0.12	0.86	1.37	1.44			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.68	0.03	0.26	0.68	0.68			N/A	N/A
2	2.17	0.03	0.27	2.17	3.81			N/A	N/A
3	0.11	0.03	0.26	0.47	0.49			N/A	N/A
4	1.02	0.03	0.26	1.02	1.02			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.68	0.03	0.29	1.07	2.88			N/A	N/A
2	2.20	0.03	0.27	2.20	2.20			N/A	N/A
3	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4	1.02	0.03	0.27	1.02	1.71			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.46	0.00	0.00	0.46	0.46			N/A	N/A
2	1.26	0.09	1.03	2.37	3.07			N/A	N/A
3	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4	0.69	0.20	0.93	1.39	1.44			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.34	0.00	0.00	0.34	0.34			N/A	N/A

2	0.86	0.05	0.50	1.75	2.52			N/A	N/A
3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	0.50	0.05	0.47	1.29	1.39			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	13.06	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	5	Arm 1

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)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	474	100.000
2		✓	574	100.000
3		✓	30	100.000
4		✓	906	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
From		1	2	3	4	
	1	0	313	24	137	
	2	122	0	5	447	
	3	4	12	0	14	
	4	69	822	15	0	

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	
	1	0	3	0	0	
	2	4	0	0	3	
	3	0	0	0	0	
	4	7	2	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.78	23.41	3.3	16.4	C
2	0.43	4.34	0.8	2.4	A
3	0.04	4.13	0.0	0.5	A
4	0.79	13.52	3.6	16.9	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	357	635	840	0.425	354	0.7	7.356	A
2	432	131	1500	0.288	431	0.4	3.361	A
3	23	529	1054	0.021	22	0.0	3.489	A
4	682	104	1291	0.528	678	1.1	5.826	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	426	761	770	0.553	424	1.2	10.350	B
2	516	158	1484	0.348	516	0.5	3.715	A
3	27	634	991	0.027	27	0.0	3.734	A
4	814	124	1279	0.637	812	1.7	7.668	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	522	928	677	0.771	514	3.1	21.287	C
2	632	191	1463	0.432	631	0.8	4.324	A
3	33	774	905	0.036	33	0.0	4.126	A
4	998	152	1262	0.790	990	3.5	12.895	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	522	934	673	0.775	521	3.3	23.412	C
2	632	194	1461	0.433	632	0.8	4.341	A
3	33	777	904	0.037	33	0.0	4.134	A
4	998	152	1262	0.790	997	3.6	13.520	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	426	770	765	0.557	434	1.3	11.120	B
2	516	161	1482	0.348	517	0.5	3.733	A
3	27	638	988	0.027	27	0.0	3.744	A
4	814	124	1279	0.637	822	1.8	8.001	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	357	642	837	0.426	359	0.8	7.567	A
2	432	133	1499	0.288	433	0.4	3.379	A
3	23	533	1052	0.021	23	0.0	3.496	A
4	682	104	1291	0.528	685	1.1	5.965	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.73	0.55	1.00	1.40	1.45			N/A	N/A

2	0.40	0.00	0.00	0.40	0.40			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.10	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.21	0.07	0.86	2.52	3.48			N/A	N/A
2	0.53	0.53	1.00	1.40	1.45			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.71	0.06	0.76	4.27	6.37			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.06	0.03	0.34	6.29	16.42			N/A	N/A
2	0.75	0.03	0.25	0.75	0.75			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	3.53	0.03	0.31	4.40	16.95			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.25	0.03	0.30	3.25	14.77			N/A	N/A
2	0.76	0.03	0.28	0.76	2.38			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	3.64	0.03	0.28	3.64	9.10			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.29	0.05	0.47	3.20	4.97			N/A	N/A
2	0.54	0.54	1.00	1.40	1.45			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.79	0.05	0.63	4.63	7.08			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.75	0.03	0.34	1.74	3.45			N/A	N/A
2	0.41	0.00	0.00	0.41	0.41			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.14	0.04	0.38	2.86	5.12			N/A	N/A

2022 + PAGHAM S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	8.42	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	22	Arm 2

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)
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	338	100.000
2		✓	999	100.000
3		✓	60	100.000
4		✓	571	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	178	9	151
	2	208	0	8	783
	3	13	13	0	34
	4	122	440	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	4	11	5
	2	5	0	0	3
	3	0	0	0	0
	4	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.42	7.08	0.7	2.9	A
2	0.75	10.05	3.0	10.6	B
3	0.11	6.68	0.1	0.5	A
4	0.53	6.56	1.1	1.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	254	346	971	0.262	253	0.4	5.004	A
2	752	127	1496	0.503	748	1.0	4.787	A
3	45	855	851	0.053	45	0.1	4.465	A
4	430	175	1227	0.350	428	0.5	4.494	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	304	415	933	0.326	303	0.5	5.713	A
2	898	152	1480	0.607	896	1.5	6.144	A
3	54	1024	747	0.072	54	0.1	5.191	A
4	513	210	1206	0.426	513	0.7	5.186	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	372	507	881	0.422	371	0.7	7.049	A
2	1100	186	1457	0.755	1094	3.0	9.757	A
3	66	1251	608	0.109	66	0.1	6.635	A
4	629	256	1178	0.534	627	1.1	6.513	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	372	509	880	0.423	372	0.7	7.083	A
2	1100	186	1457	0.755	1100	3.0	10.053	B
3	66	1257	605	0.109	66	0.1	6.682	A
4	629	258	1178	0.534	629	1.1	6.557	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	304	417	932	0.326	305	0.5	5.751	A
2	898	152	1479	0.607	904	1.6	6.319	A
3	54	1033	742	0.073	54	0.1	5.234	A
4	513	212	1205	0.426	515	0.7	5.229	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	254	348	970	0.262	255	0.4	5.038	A
2	752	127	1496	0.503	754	1.0	4.871	A
3	45	862	847	0.053	45	0.1	4.493	A
4	430	177	1226	0.351	431	0.5	4.533	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.35	0.00	0.00	0.35	0.35			N/A	N/A

2	1.00	0.55	1.00	1.40	1.45			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.54	0.54	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.48	0.00	0.00	0.48	0.48			N/A	N/A
2	1.52	0.05	0.68	3.72	5.55			N/A	N/A
3	0.08	0.03	0.26	0.47	0.50			N/A	N/A
4	0.73	0.11	0.86	1.39	1.46			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.72	0.03	0.26	0.72	0.72			N/A	N/A
2	2.95	0.03	0.29	2.95	10.64			N/A	N/A
3	0.12	0.03	0.26	0.47	0.49			N/A	N/A
4	1.13	0.03	0.26	1.13	1.13			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.73	0.03	0.28	0.96	2.91			N/A	N/A
2	3.01	0.03	0.27	3.01	3.60			N/A	N/A
3	0.12	0.03	0.25	0.45	0.48			N/A	N/A
4	1.14	0.03	0.27	1.14	1.46			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.49	0.00	0.00	0.49	0.49			N/A	N/A
2	1.57	0.06	0.90	3.67	5.26			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4	0.75	0.19	0.93	1.39	1.45			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.36	0.00	0.00	0.36	0.36			N/A	N/A
2	1.02	0.04	0.42	2.51	3.99			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.54	0.05	0.56	1.31	1.41			N/A	N/A

2022 + PAGHAM S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	18.82	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-1	Arm 1

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)
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	496	100.000
2		✓	632	100.000
3		✓	30	100.000
4		✓	967	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	336	24	136
	2	143	0	5	484
	3	4	12	0	14
	4	69	883	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	0	0
	2	4	0	0	3
	3	0	0	0	0
	4	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.86	37.21	5.3	28.9	E
2	0.48	4.70	0.9	1.7	A
3	0.04	4.32	0.0	0.5	A
4	0.85	19.16	5.4	28.9	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	373	680	815	0.458	370	0.8	8.039	A
2	476	131	1501	0.317	474	0.5	3.501	A
3	23	572	1028	0.022	22	0.0	3.579	A
4	728	119	1282	0.568	723	1.3	6.380	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	446	815	739	0.603	443	1.5	12.052	B
2	568	156	1484	0.383	568	0.6	3.924	A
3	27	685	960	0.028	27	0.0	3.860	A
4	869	143	1268	0.686	866	2.1	8.884	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	546	991	641	0.852	533	4.7	30.344	D
2	696	188	1464	0.475	695	0.9	4.672	A
3	33	835	868	0.038	33	0.0	4.311	A
4	1065	175	1249	0.863	1053	5.1	17.373	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	546	1001	636	0.869	544	5.3	37.211	E
2	696	192	1462	0.476	696	0.9	4.698	A
3	33	839	866	0.038	33	0.0	4.323	A
4	1065	175	1248	0.863	1064	5.4	19.158	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	446	830	731	0.610	461	1.6	13.974	B
2	568	162	1481	0.384	569	0.6	3.954	A
3	27	691	956	0.028	27	0.0	3.876	A
4	869	143	1268	0.686	882	2.3	9.625	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	373	688	810	0.461	376	0.9	8.358	A
2	476	133	1499	0.317	476	0.5	3.521	A
3	23	576	1026	0.022	23	0.0	3.588	A
4	728	120	1282	0.568	732	1.3	6.590	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.83	0.55	1.00	1.40	1.45			N/A	N/A

2	0.46	0.00	0.00	0.46	0.46			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.29	0.56	1.12	1.48	1.74			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.47	0.06	0.80	3.46	4.97			N/A	N/A
2	0.62	0.10	0.84	1.37	1.43			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	2.12	0.05	0.73	5.57	8.55			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	4.67	0.04	0.45	13.11	23.90			N/A	N/A
2	0.90	0.03	0.26	0.90	0.90			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	5.13	0.04	0.36	12.03	27.98			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	5.29	0.04	0.36	12.15	28.89			N/A	N/A
2	0.90	0.03	0.27	0.90	1.72			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	5.42	0.03	0.31	5.42	24.19			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.62	0.04	0.41	4.31	7.47			N/A	N/A
2	0.63	0.55	1.00	1.40	1.45			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	2.25	0.05	0.46	6.16	10.34			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.87	0.03	0.31	1.56	4.32			N/A	N/A
2	0.47	0.00	0.00	0.47	0.47			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.34	0.03	0.34	3.12	6.80			N/A	N/A

Junctions 9
ARCADY 9 - Roundabout Module
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Filename: Gossamer Lane & Aldwick Road 2022.9

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Report generation date: 21/12/2016 08:03:14

*2022, AM
 *2022, PM
 *2022, AM + PAGHAM S
 *2022, PM + PAGHAM S

Summary of junction performance

	AM							PM							AM + PAGHAM S							PM + PAGHAM S			
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS
1 - Aldwick Road	0.5	5.75	0.34	A				0.7	6.15	0.42	A				0.5	5.92	0.35	A				0.7	6.25	0.42	A
2 - Aldwick Street	0.4	4.54	0.29	A	5.71	A	65 %	0.8	6.11	0.46	A	5.81	A	66 %	0.4	4.64	0.30	A	5.97	A	57 %	0.9	6.40	0.48	A
3 - Barrack Lane	0.4	5.69	0.26	A			[4 - Gossamer Lane]	0.2	5.97	0.19	A			[2 - Aldwick Street]	0.4	5.81	0.27	A			[4 - Gossamer Lane]	0.2	6.13	0.20	A
4 - Gossamer Lane	1.0	6.37	0.51	A				0.7	5.15	0.41	A				1.2	6.81	0.54	A				0.7	5.28	0.43	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. 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	Gossamer Lane/Aldwick Road/Barrack Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Existing junction
Identifier	
Client	
Job number	JNY8840
Enumerator	ELUR/pauline.petit
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	mph	Veh	Veh	per hour	s	Min	per min

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
D3	2022	AM	ONE HOUR	07:45	09:15	15	✓
D4	2022	PM	ONE HOUR	16:45	18:15	15	✓
D5	2022	AM + PAGHAM S	ONE HOUR	07:45	09:15	15	✓
D6	2022	PM + PAGHAM S	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

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	5.71	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	65	4 - Gossamer Lane

Arms

Arms

Arm	Name	Description
1	Aldwick Road	
2	Aldwick Street	
3	Barrack Lane	
4	Gossamer Lane	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	F - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Aldwick Road	3.70	4.50	8.1	8.8	24.0	28.5	
2 - Aldwick Street	4.10	5.50	1.3	16.9	24.0	16.5	
3 - Barrack Lane	3.50	5.10	1.7	12.2	24.0	25.5	
4 - Gossamer Lane	3.70	5.60	1.8	20.9	24.0	17.0	

Slope / Intercept / Capacity

Non-saturated Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Aldwick Road	0.548	1231
2 - Aldwick Street	0.606	1379
3 - Barrack Lane	0.547	1163
4 - Gossamer Lane	0.597	1312

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
D3	2022	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 (%)
1 - Aldwick Road		ONE HOUR	✓	291	100.000
2 - Aldwick Street		ONE HOUR	✓	288	100.000
3 - Barrack Lane		ONE HOUR	✓	205	100.000
4 - Gossamer Lane		ONE HOUR	✓	527	100.000

Origin-Destination Data

Demands (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	35	66	190
	2 - Aldwick Street	51	0	34	203
	3 - Barrack Lane	114	48	0	43
	4 - Gossamer Lane	196	299	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	3	12	4
	2 - Aldwick Street	14	0	6	4
	3 - Barrack Lane	3	0	0	5
	4 - Gossamer Lane	3	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Aldwick Road	0.34	5.75	0.5	A	267	401
2 - Aldwick Street	0.29	4.54	0.4	A	264	396
3 - Barrack Lane	0.26	5.69	0.4	A	188	282
4 - Gossamer Lane	0.51	6.37	1.0	A	464	725

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 (s)	LOS
1 - Aldwick Road	219	55	284	1016	0.216	218	270	0.0	0.3	4.505	A
2 - Aldwick Street	217	54	216	1171	0.185	216	286	0.0	0.2	3.766	A
3 - Barrack Lane	154	39	333	946	0.163	154	99	0.0	0.2	4.541	A
4 - Gossamer Lane	397	99	160	1192	0.333	395	327	0.0	0.5	4.507	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 (s)	LOS
1 - Aldwick Road	262	65	340	987	0.265	261	324	0.3	0.4	4.960	A
2 - Aldwick Street	259	65	259	1145	0.226	259	343	0.2	0.3	4.060	A
3 - Barrack Lane	164	46	399	909	0.203	164	119	0.2	0.3	4.966	A
4 - Gossamer Lane	474	118	191	1172	0.404	473	392	0.5	0.7	5.144	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 (s)	LOS
1 - Aldwick Road	320	80	416	947	0.338	320	397	0.4	0.5	5.736	A
2 - Aldwick Street	317	79	316	1110	0.286	317	420	0.3	0.4	4.534	A
3 - Barrack Lane	226	56	488	859	0.263	225	145	0.3	0.4	5.679	A
4 - Gossamer Lane	580	145	234	1146	0.506	579	479	0.7	1.0	6.335	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 (s)	LOS
1 - Aldwick Road	320	80	417	946	0.339	320	397	0.5	0.5	5.749	A
2 - Aldwick Street	317	79	317	1110	0.286	317	421	0.4	0.4	4.540	A
3 - Barrack Lane	226	56	489	858	0.263	226	145	0.4	0.4	5.689	A
4 - Gossamer Lane	580	145	235	1145	0.507	580	480	1.0	1.0	6.368	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 (s)	LOS
1 - Aldwick Road	262	65	342	986	0.265	262	325	0.5	0.4	4.977	A
2 - Aldwick Street	259	65	259	1145	0.226	259	344	0.4	0.3	4.069	A
3 - Barrack Lane	164	46	400	908	0.203	165	119	0.4	0.3	4.979	A
4 - Gossamer Lane	474	118	192	1172	0.404	475	393	1.0	0.7	5.179	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 (s)	LOS
1 - Aldwick Road	219	55	286	1015	0.216	219	272	0.4	0.3	4.527	A
2 - Aldwick Street	217	54	217	1170	0.185	217	288	0.3	0.2	3.777	A
3 - Barrack Lane	154	39	335	945	0.163	155	100	0.3	0.2	4.557	A
4 - Gossamer Lane	397	99	161	1191	0.333	397	329	0.7	0.5	4.542	A

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	5.81	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	66	2 - Aldwick Street

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	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 (%)
1 - Aldwick Road		ONE HOUR	✓	385	100.000
2 - Aldwick Street		ONE HOUR	✓	450	100.000
3 - Barrack Lane		ONE HOUR	✓	130	100.000
4 - Gossamer Lane		ONE HOUR	✓	444	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	37	102	246
	2 - Aldwick Street	47	0	58	345
	3 - Barrack Lane	75	29	0	26
	4 - Gossamer Lane	156	247	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	0	1	4
	2 - Aldwick Street	4	0	4	2
	3 - Barrack Lane	5	0	0	0
	4 - Gossamer Lane	3	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Aldwick Road	0.42	6.15	0.7	A	353	530
2 - Aldwick Street	0.46	6.11	0.8	A	413	619
3 - Barrack Lane	0.19	5.97	0.2	A	119	179
4 - Gossamer Lane	0.41	5.15	0.7	A	407	611

Main Results for each time segment

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 (s)	LOS
1 - Aldwick Road	290	72	238	1069	0.271	288	208	0.0	0.4	4.602	A
2 - Aldwick Street	339	85	291	1168	0.250	337	235	0.0	0.4	4.323	A
3 - Barrack Lane	96	24	478	869	0.113	97	151	0.0	0.1	4.664	A
4 - Gossamer Lane	334	84	113	1220	0.274	333	462	0.0	0.4	4.052	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 (s)	LOS
1 - Aldwick Road	346	87	285	1044	0.332	346	250	0.4	0.5	5.153	A
2 - Aldwick Street	405	101	349	1133	0.357	404	281	0.4	0.6	4.932	A
3 - Barrack Lane	117	29	573	817	0.143	117	180	0.1	0.2	5.140	A
4 - Gossamer Lane	399	100	136	1206	0.331	399	554	0.4	0.5	4.457	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 (s)	LOS
1 - Aldwick Road	424	106	346	1009	0.420	423	306	0.5	0.7	6.130	A
2 - Aldwick Street	495	124	427	1085	0.456	494	344	0.6	0.8	6.079	A
3 - Barrack Lane	143	36	701	747	0.192	143	221	0.2	0.2	5.958	A
4 - Gossamer Lane	489	122	166	1188	0.412	488	678	0.5	0.7	5.142	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 (s)	LOS
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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 (s)	LOS
1 - Aldwick Road	424	106	349	1009	0.420	424	306	0.7	0.7	6.150	A
2 - Aldwick Street	495	124	428	1085	0.457	495	345	0.8	0.8	6.106	A
3 - Barrack Lane	143	36	702	746	0.192	143	221	0.2	0.2	5.971	A
4 - Gossamer Lane	489	122	166	1187	0.412	489	679	0.7	0.7	5.152	A

17:45 - 18:00

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 (s)	LOS
1 - Aldwick Road	346	87	286	1043	0.332	347	250	0.7	0.5	5.176	A
2 - Aldwick Street	405	101	351	1132	0.357	406	262	0.8	0.6	4.961	A
3 - Barrack Lane	117	29	575	816	0.143	117	181	0.2	0.2	5.157	A
4 - Gossamer Lane	399	100	136	1206	0.331	400	556	0.7	0.5	4.471	A

18:00 - 18:15

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 (s)	LOS
1 - Aldwick Road	290	72	239	1068	0.271	290	210	0.5	0.4	4.631	A
2 - Aldwick Street	339	85	293	1167	0.290	339	236	0.6	0.4	4.351	A
3 - Barrack Lane	96	24	481	867	0.113	96	152	0.2	0.1	4.682	A
4 - Gossamer Lane	334	84	114	1219	0.274	335	465	0.5	0.4	4.073	A

2022, AM + PAGHAM S

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	5.97	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	57	4 - Gossamer Lane

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	AM + PAGHAM S	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 (%)
1 - Aldwick Road		ONE HOUR	✓	291	100.000
2 - Aldwick Street		ONE HOUR	✓	305	100.000
3 - Barrack Lane		ONE HOUR	✓	209	100.000
4 - Gossamer Lane		ONE HOUR	✓	558	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	35	66	190
	2 - Aldwick Street	56	0	34	215
	3 - Barrack Lane	114	48	0	47
	4 - Gossamer Lane	196	330	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	3	12	4
	2 - Aldwick Street	13	0	6	4
	3 - Barrack Lane	3	0	0	4
	4 - Gossamer Lane	3	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Aldwick Road	0.35	5.92	0.5	A	291	401
2 - Aldwick Street	0.30	4.64	0.4	A	280	420
3 - Barrack Lane	0.27	5.81	0.4	A	192	288
4 - Gossamer Lane	0.54	6.61	1.2	A	512	769

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 (s)	LOS
1 - Aldwick Road	219	55	307	1004	0.218	218	274	0.0	0.3	4.573	A
2 - Aldwick Street	230	57	216	1172	0.196	229	309	0.0	0.2	3.911	A
3 - Barrack Lane	157	39	345	940	0.167	157	99	0.0	0.2	4.587	A
4 - Gossamer Lane	420	105	163	1190	0.353	418	339	0.0	0.5	4.650	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 (s)	LOS
1 - Aldwick Road	262	65	368	972	0.269	261	329	0.3	0.4	5.061	A
2 - Aldwick Street	274	69	259	1147	0.239	274	371	0.2	0.5	4.124	A
3 - Barrack Lane	188	47	414	902	0.208	188	119	0.2	0.3	5.038	A
4 - Gossamer Lane	502	125	196	1170	0.429	501	406	0.5	0.7	5.374	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 (s)	LOS
1 - Aldwick Road	329	80	450	929	0.345	320	402	0.5	0.5	5.901	A
2 - Aldwick Street	336	84	316	1112	0.302	335	454	0.3	0.4	4.634	A
3 - Barrack Lane	230	58	507	850	0.271	230	145	0.3	0.4	5.799	A
4 - Gossamer Lane	614	154	240	1143	0.538	613	497	0.7	1.1	6.771	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 (s)	LOS
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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 (s)	LOS
1 - Aldwick Road	320	80	451	929	0.345	320	403	0.5	0.5	5.918	A
2 - Aldwick Street	336	84	377	1111	0.302	336	455	0.4	0.4	4.641	A
3 - Barrack Lane	230	58	508	850	0.271	230	145	0.4	0.4	5.810	A
4 - Gossamer Lane	614	154	240	1143	0.538	614	498	1.1	1.2	6.814	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 (s)	LOS
1 - Aldwick Road	262	65	370	971	0.269	262	330	0.5	0.4	5.082	A
2 - Aldwick Street	274	69	260	1146	0.239	275	372	0.4	0.3	4.135	A
3 - Barrack Lane	188	47	415	901	0.208	188	119	0.4	0.3	5.053	A
4 - Gossamer Lane	502	125	196	1169	0.429	503	407	1.2	0.8	5.417	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 (s)	LOS
1 - Aldwick Road	219	55	309	1003	0.216	219	276	0.4	0.3	4.596	A
2 - Aldwick Street	230	57	217	1172	0.196	230	312	0.3	0.2	3.823	A
3 - Barrack Lane	157	39	348	939	0.168	158	100	0.3	0.2	4.608	A
4 - Gossamer Lane	420	105	164	1189	0.353	421	341	0.8	0.6	4.690	A

2022, PM + PAGHAM S

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	5.96	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	60	2 - Aldwick Street

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	2022	PM + PAGHAM S	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 (%)
1 - Aldwick Road		ONE HOUR	✓	385	100.000
2 - Aldwick Street		ONE HOUR	✓	475	100.000
3 - Barrack Lane		ONE HOUR	✓	131	100.000
4 - Gossamer Lane		ONE HOUR	✓	460	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	37	102	246
	2 - Aldwick Street	47	0	58	370
	3 - Barrack Lane	75	29	0	27
	4 - Gossamer Lane	156	263	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	0	1	4
	2 - Aldwick Street	4	0	4	2
	3 - Barrack Lane	5	0	0	0
	4 - Gossamer Lane	3	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Aldwick Road	0.42	6.25	0.7	A	353	530
2 - Aldwick Street	0.48	6.40	0.9	A	436	654
3 - Barrack Lane	0.20	6.13	0.2	F	120	180
4 - Gossamer Lane	0.43	5.28	0.7	A	422	533

Main Results for each time segment

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 (s)	LOS
1 - Aldwick Road	290	72	250	1063	0.273	288	208	0.0	0.4	4.641	A
2 - Aldwick Street	358	89	291	1169	0.306	356	247	0.0	0.4	4.420	A
3 - Barrack Lane	99	25	497	859	0.115	98	151	0.0	0.1	4.729	A
4 - Gossamer Lane	346	87	113	1220	0.284	345	482	0.0	0.4	4.105	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 (s)	LOS
1 - Aldwick Road	346	87	299	1036	0.334	346	250	0.4	0.5	5.211	A
2 - Aldwick Street	427	107	349	1133	0.377	426	295	0.4	0.6	5.087	A
3 - Barrack Lane	118	29	595	805	0.146	118	180	0.1	0.2	5.236	F
4 - Gossamer Lane	414	103	136	1206	0.343	413	577	0.4	0.5	4.534	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 (s)	LOS
1 - Aldwick Road	424	106	366	1000	0.424	423	305	0.5	0.7	6.228	A
2 - Aldwick Street	523	131	427	1086	0.482	522	362	0.6	0.9	6.368	F
3 - Barrack Lane	144	36	728	732	0.197	144	221	0.2	0.2	6.118	A
4 - Gossamer Lane	506	127	166	1188	0.426	506	706	0.5	0.7	5.269	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 (s)	LOS
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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 (s)	LOS
1 - Aldwick Road	424	106	367	1000	0.424	424	306	0.7	0.7	6.252	A
2 - Aldwick Street	523	131	428	1085	0.482	523	362	0.9	0.9	6.402	A
3 - Barrack Lane	144	36	730	731	0.197	144	221	0.2	0.2	6.132	A
4 - Gossamer Lane	506	127	166	1188	0.426	506	708	0.7	0.7	5.283	A

17:45 - 18:00

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 (s)	LOS
1 - Aldwick Road	346	87	300	1036	0.334	347	250	0.7	0.5	5.237	A
2 - Aldwick Street	427	107	351	1133	0.377	428	296	0.9	0.6	5.122	A
3 - Barrack Lane	118	29	598	804	0.147	118	181	0.2	0.2	5.253	A
4 - Gossamer Lane	414	103	136	1206	0.343	414	580	0.7	0.5	4.553	A

18:00 - 18:15

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 (s)	LOS
1 - Aldwick Road	290	72	251	1062	0.273	290	210	0.5	0.4	4.670	A
2 - Aldwick Street	358	89	293	1167	0.306	358	248	0.6	0.4	4.454	A
3 - Barrack Lane	99	25	500	857	0.115	99	152	0.2	0.1	4.749	A
4 - Gossamer Lane	346	87	114	1220	0.284	347	485	0.5	0.4	4.126	A

Basic Results Summary

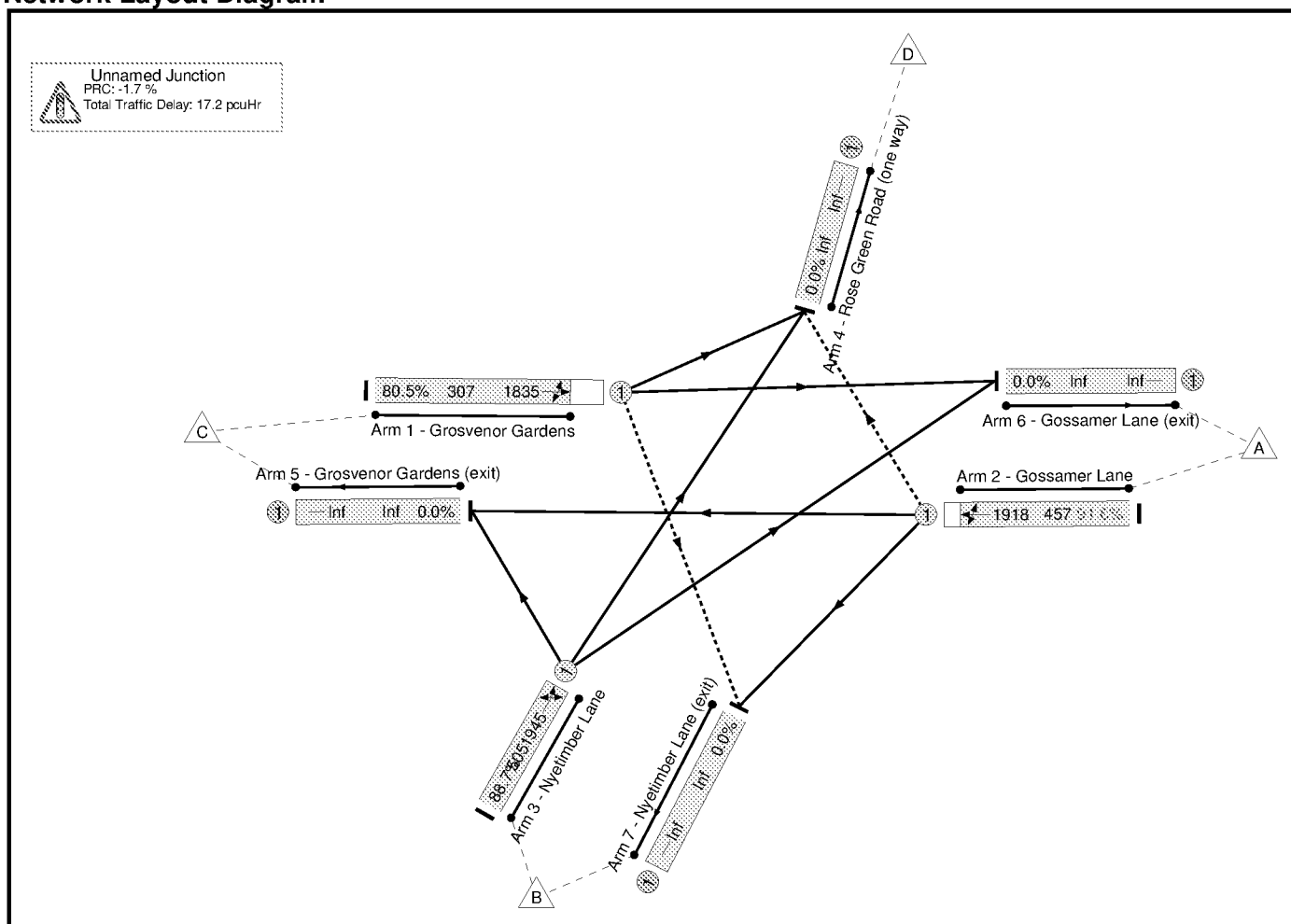
Basic Results Summary

User and Project Details

Project:	Land West of Hook Lane, Pagham
Title:	Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd
Location:	Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd, Bognor Regis
File name:	1616 Nyetimber Lane Gossamer Lane 2022.lsg3x
Author:	F Bennett
Company:	Highgate Transportation Ltd
Address:	42 Trianlge West, Park Street, Bristol
Notes:	

Scenario 1: '2022 AM ' (FG1: '2022 AM', Plan 2: 'Double Cycle')

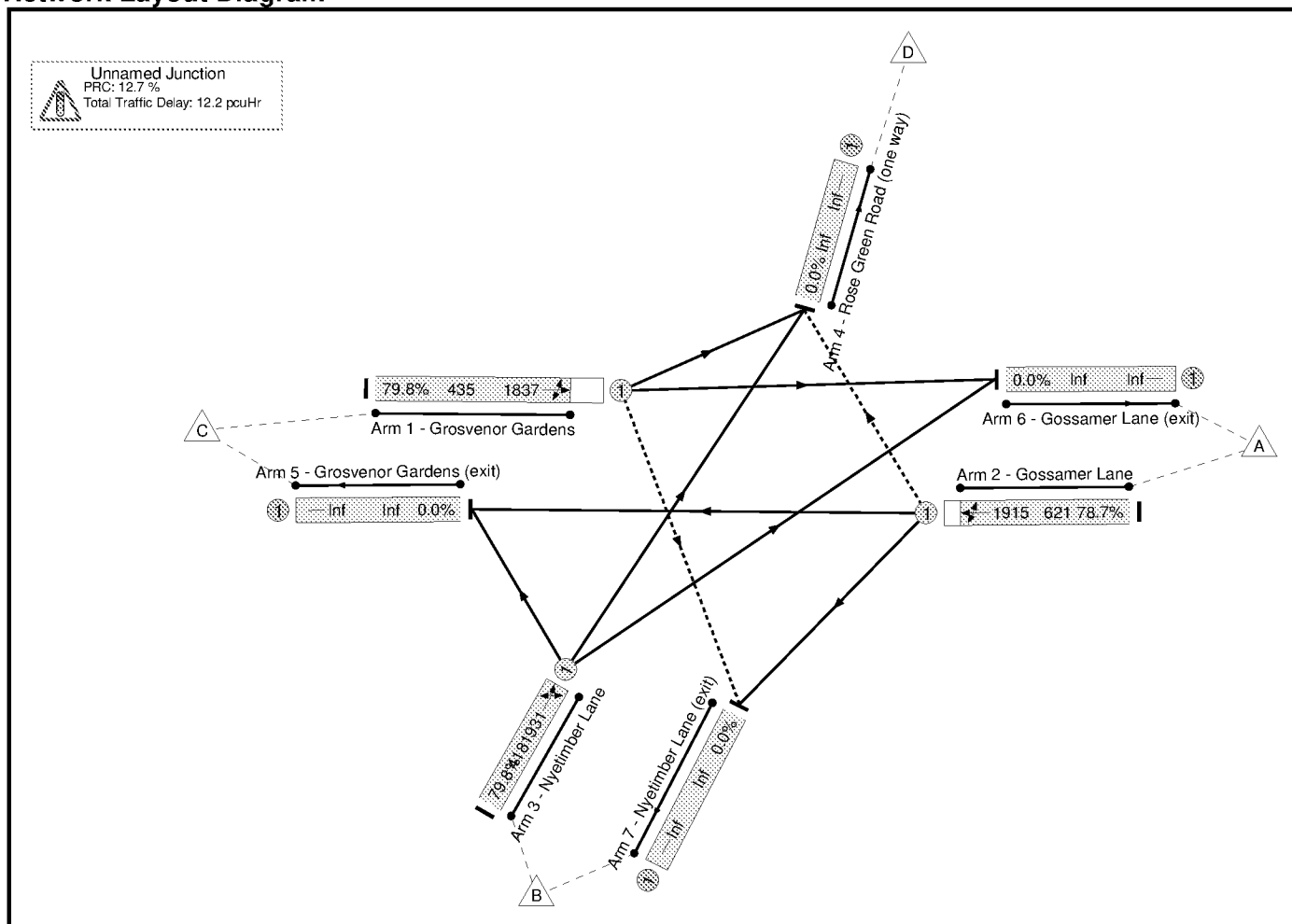
Network Layout Diagram



Basic Results Summary

Scenario 2: '2022 PM ' (FG2: '2022 PM', Plan 2: 'Double Cycle')

Network Layout Diagram

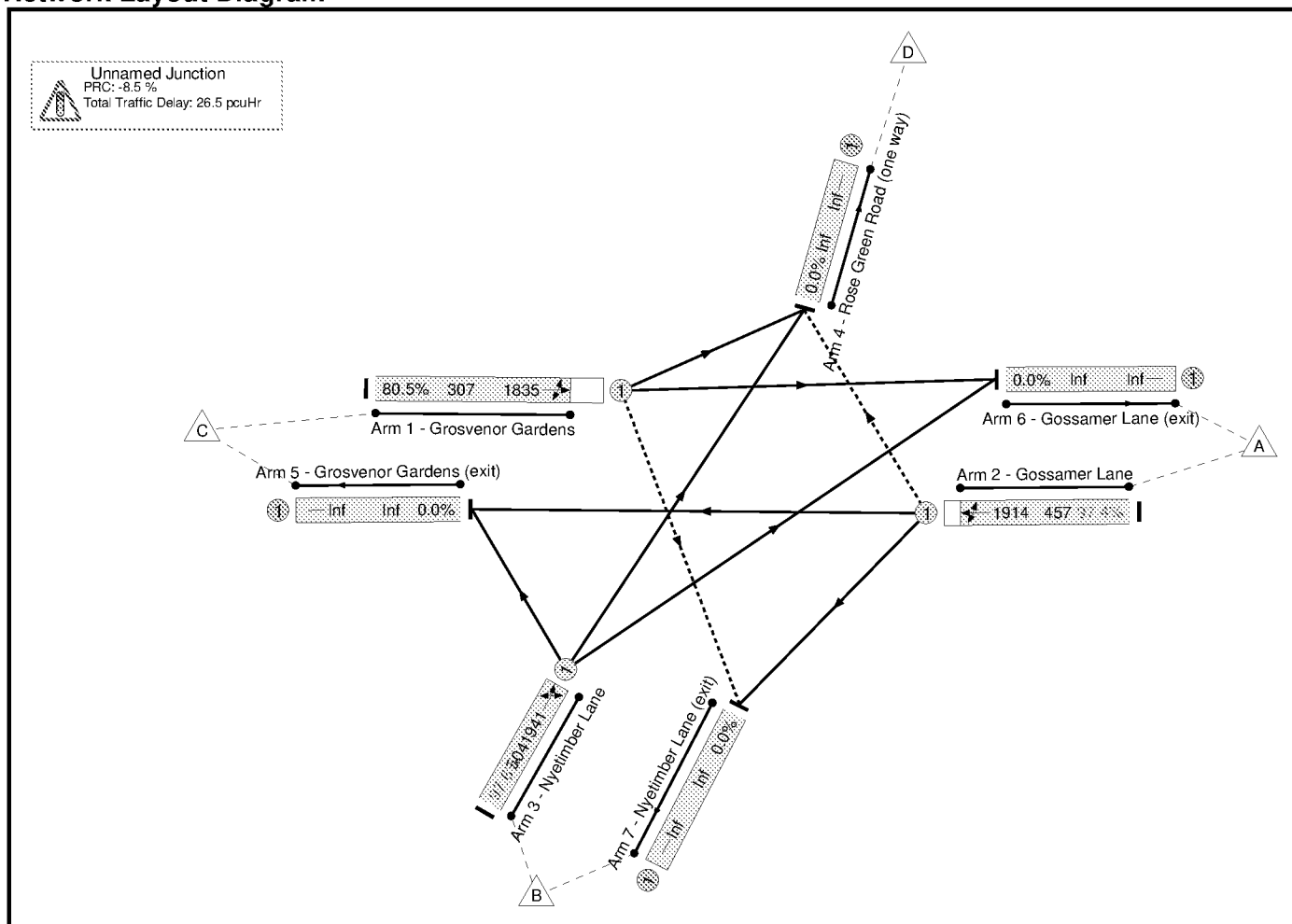


Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	79.8%	102	0	18	12.2	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	79.8%	102	0	18	12.2	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	49	-	347	1837	435	79.8%	67	0	16	3.9	40.3	8.4
2/1	Gossamer Lane Right Ahead Left	O	B		2	49	-	489	1915	621	78.7%	34	0	3	4.1	30.4	11.0
3/1	Nyetimber Lane Ahead Left Right	U	C		2	24	-	334	1931	418	79.8%	-	-	-	4.2	44.9	8.8
C1						PRC for Signalled Lanes (%): PRC Over All Lanes (%):		12.7 12.7	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			12.18 12.18	Cycle Time (s): 120				

Basic Results Summary

Scenario 3: '2022 + Pagham S AM ' (FG3: '2022 + Pagham S AM', Plan 2: 'Double Cycle')

Network Layout Diagram

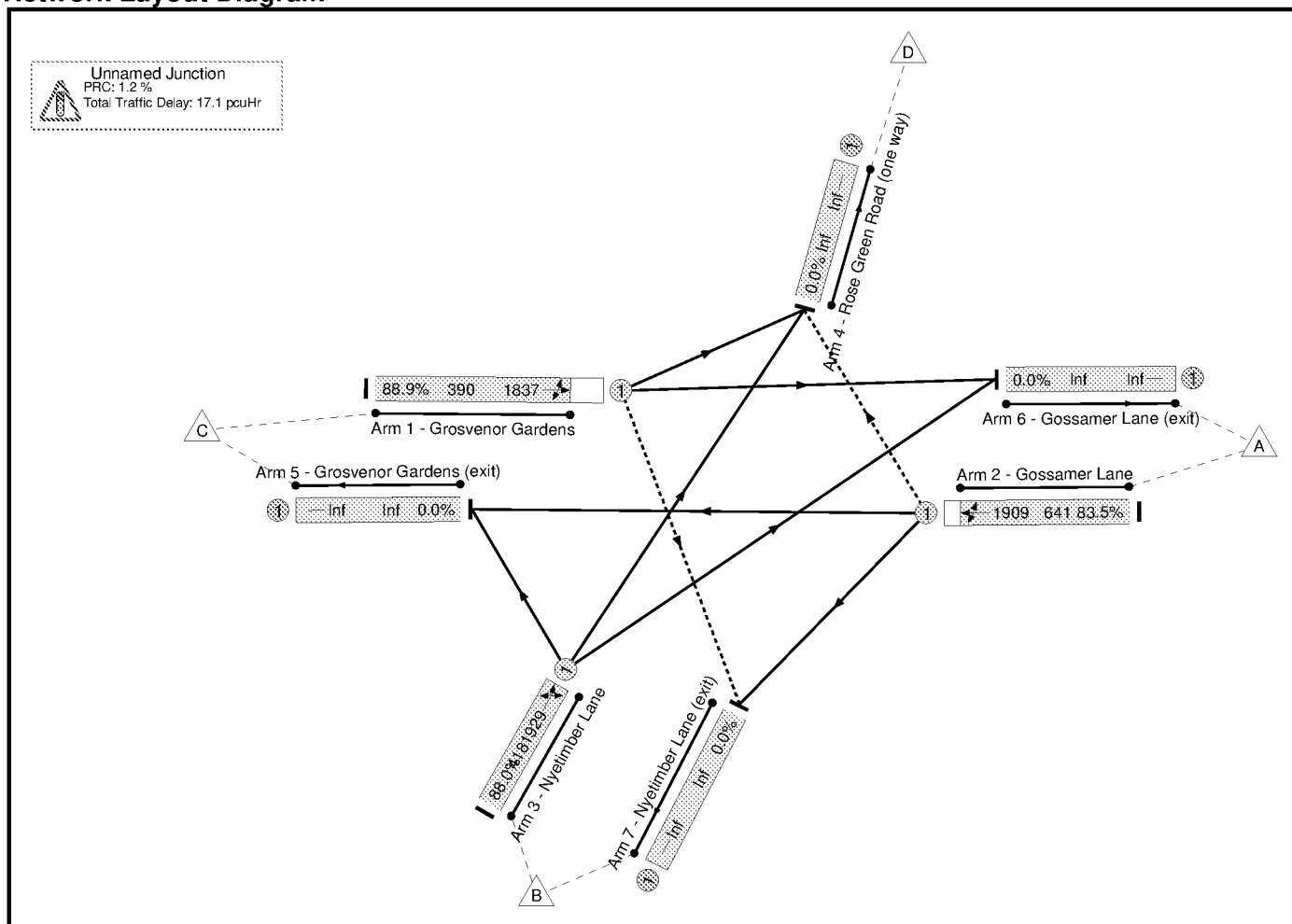


[illegible]

Basic Results Summary

Scenario 4: '2022 + Pagham S PM ' (FG4: '2022 + Pagham S PM', Plan 2: 'Double Cycle')

Network Layout Diagram



Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	88.9%	99	0	21	17.1	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	88.9%	99	0	21	17.1	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	49	-	347	1837	390	88.9%	65	0	18	5.6	57.9	10.0
2/1	Gossamer Lane Right Ahead Left	O	B		2	49	-	535	1909	641	83.5%	35	0	2	5.7	38.1	12.5
3/1	Nyetimber Lane Ahead Left Right	U	C		2	24	-	368	1929	418	88.0%	-	-	-	5.9	57.7	11.3
C1			PRC for Signalled Lanes (%):				1.2	Total Delay for Signalled Lanes (pcuHr):				17.14	Cycle Time (s): 120				
			PRC Over All Lanes (%):				1.2	Total Delay Over All Lanes(pcuHr):				17.14					