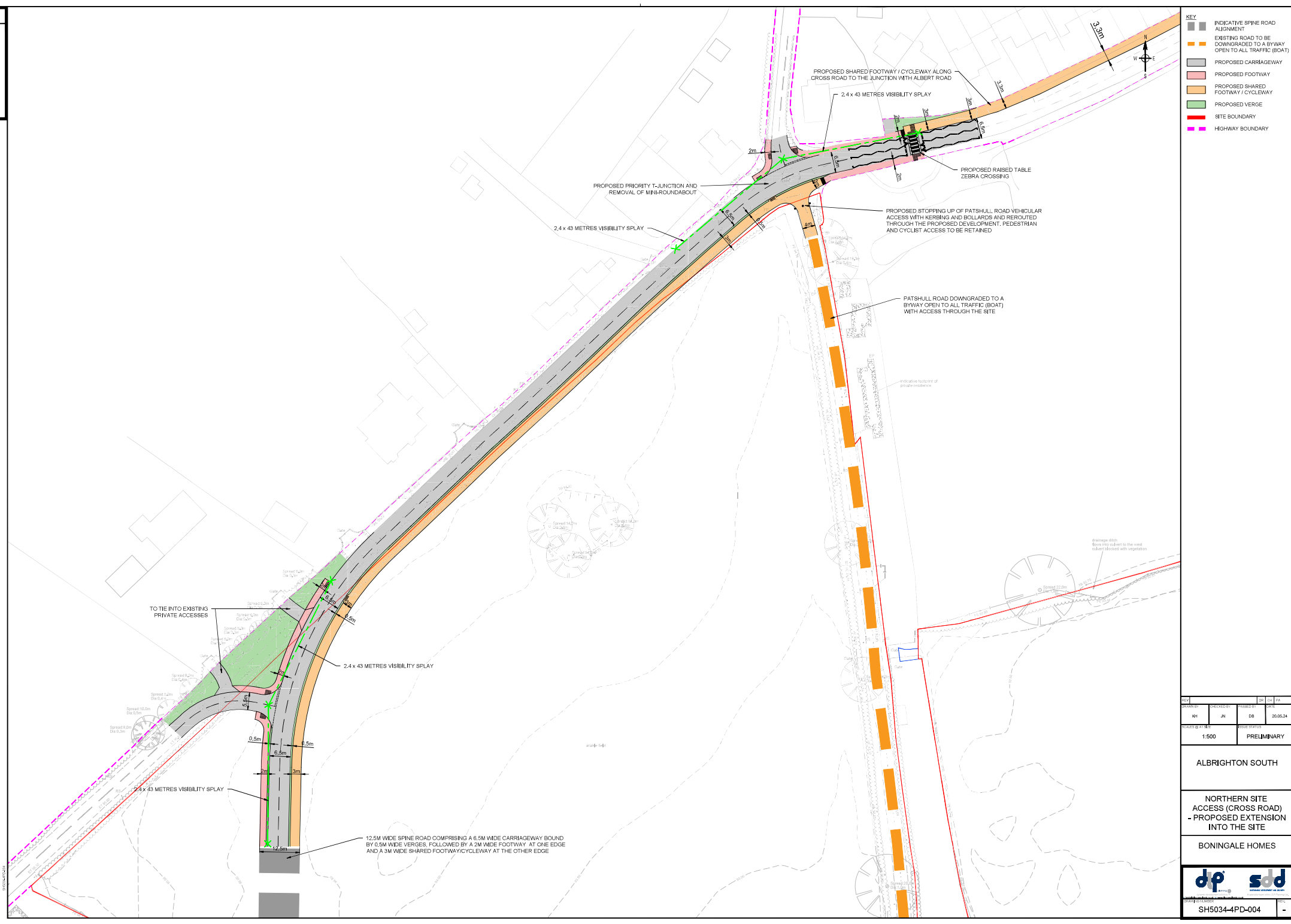


APPENDIX I Northern Site Access – Cross Road Improvements

SH5034-4PD-004

20.05.24



NO	JA	DB	20.05.24
1:500	PRELIMINARY		
ALBRIGHTON SOUTH			
NORTHERN SITE ACCESS (CROSS ROAD) - PROPOSED EXTENSION INTO THE SITE			
BONINGALE HOMES			
dp sdd			
SH5034-4PD-004			



PROPOSED SHARED FOOTWAY / CYCLEWAY ALONG
CROSS ROAD TO THE JUNCTION WITH ALBERT ROAD



Based upon the Ordnance Survey Map with the permission of the Controller
of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

KEY

- INDICATIVE SPINE ROAD ALIGNMENT
- EXISTING ROAD TO BE DOWNGRADED TO A BYWAY OPEN TO ALL TRAFFIC (BOAT)
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED SHARED FOOTWAY / CYCLEWAY
- PROPOSED VERGE
- HIGHWAY BOUNDARY

PROJECT

ALBRIGHTON SOUTH

DRAWING TITLE

PROPOSED OFF-SITE IMPROVEMENTS
ON CROSS ROAD

CLIENT

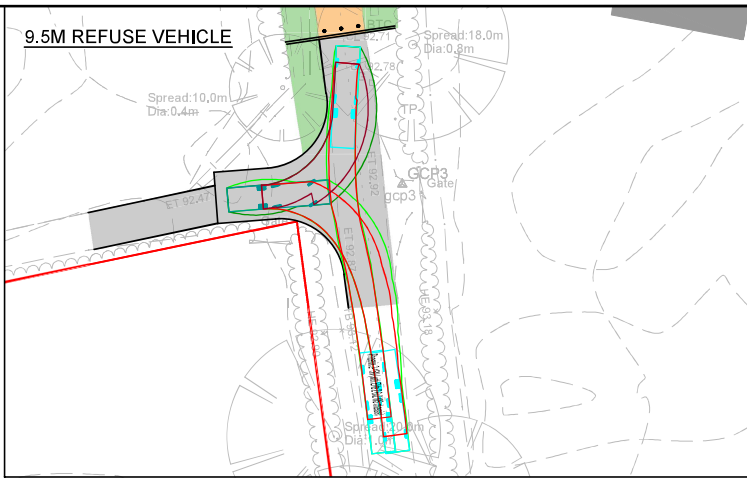
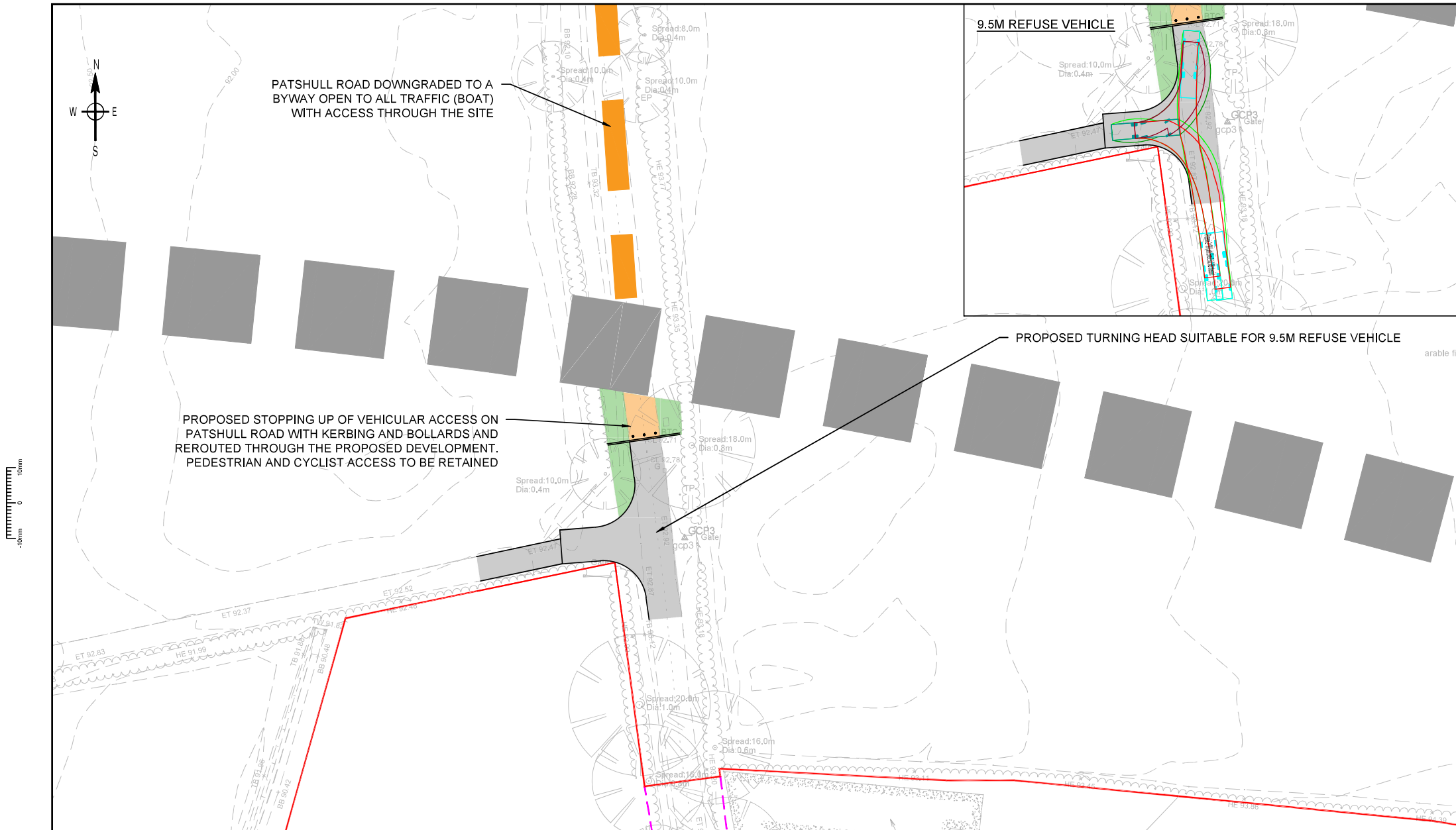
BONINGALE HOMES



DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS	DRAWING NUMBER	REV.
KH	JN	DB	20.05.24	1:750	PLANNING	SH5034-4PD-005	-

CAD FILE NAME : SH5034-4PD-005

APPENDIX J Patshull Road, Cross Road and Newhouse Lane Stopping Up



CAD FILE NAME : SH5034-4PD-006	Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330					KEY		PROJECT				CLIENT					
						 	INDICATIVE SPINE ROAD ALIGNMENT	 	HIGHWAY BOUNDARY			ALBRIGHTON SOUTH		BONINGALE HOMES			
						 	EXISTING ROAD TO BE DOWNGRADED TO A BYWAY OPEN TO ALL TRAFFIC (BOAT)				DRAWING TITLE						
							PROPOSED CARRIAGEWAY				PROPOSED STOPPING UP OF PATSHULL ROAD						
							PROPOSED FOOTWAY										
							PROPOSED SHARED FOOTWAY / CYCLEWAY										
							PROPOSED VERGE										
						DRAWN BY		CHECKED BY		APPROVED BY		DATE		SCALES @ A3 SIZE		ISSUE STATUS	
						KH		JN		DB		20.05.24		1:500		PLANNING	
						REV					DR		CH		AP		DATE



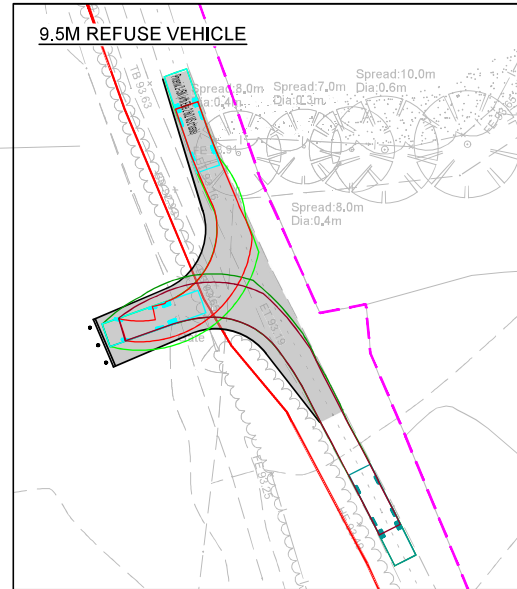
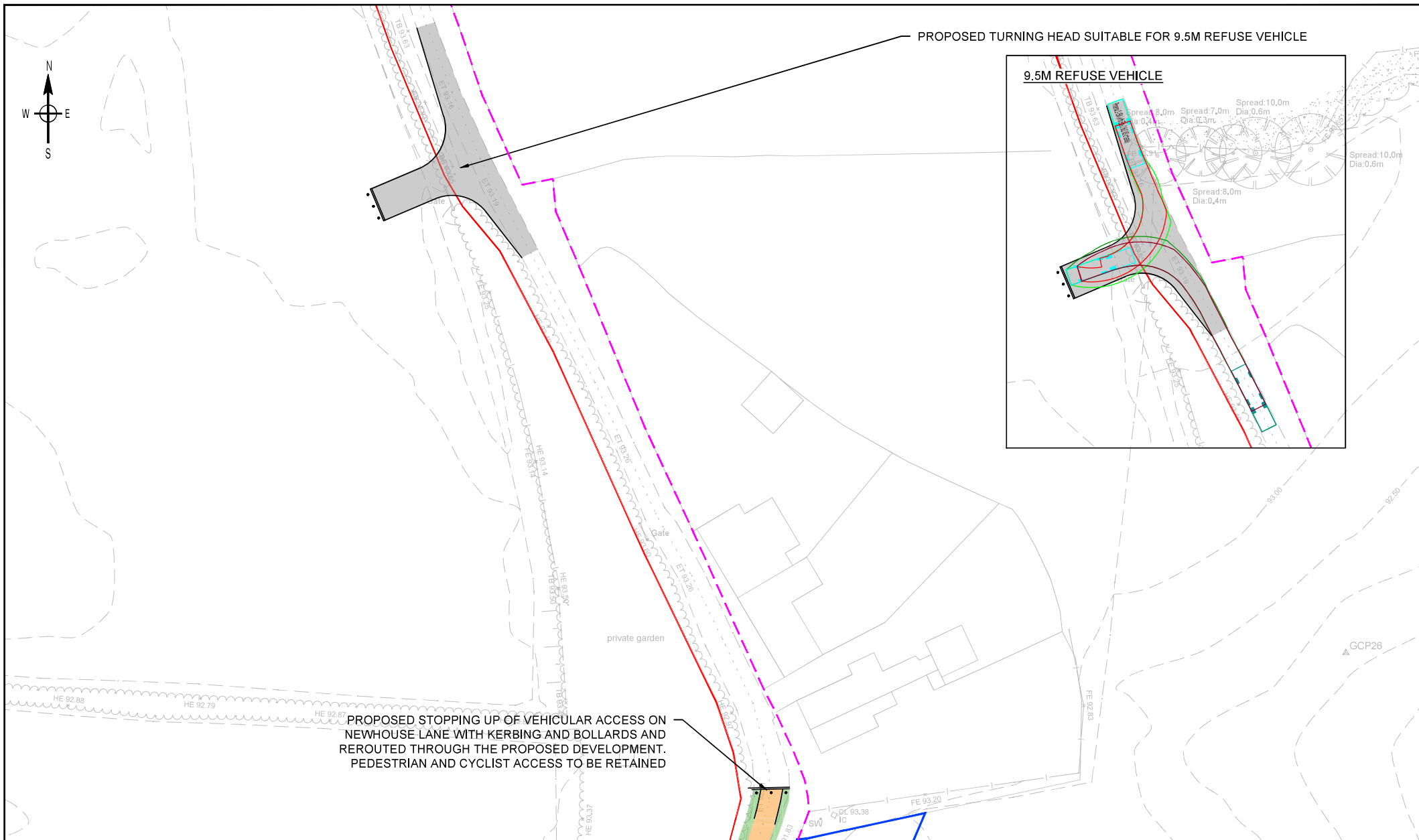
SUSTAINABLE DEVELOPMENT AND DELIVERY
a limited liability company



DEVELOPMENT PLANNING
a limited liability company

DRAWING NUMBER		REV.	
SH5034-4PD-006		-	

10mm
0
-10mm



PROPOSED STOPPING UP OF VEHICULAR ACCESS ON NEWHOUSE LANE WITH KERBING AND BOLLARDS AND REROUTED THROUGH THE PROPOSED DEVELOPMENT. PEDESTRIAN AND CYCLIST ACCESS TO BE RETAINED

Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

KEY

- INDICATIVE SPINE ROAD ALIGNMENT
- EXISTING ROAD TO BE DOWNGRADED TO A BYWAY OPEN TO ALL TRAFFIC (BOAT)
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED SHARED FOOTWAY / CYCLEWAY
- PROPOSED VERGE
- HIGHWAY BOUNDARY

PROJECT
ALBRIGHTON SOUTH

DRAWING TITLE
PROPOSED STOPPING UP OF NEWHOUSE LANE

CLIENT
BONINGALE HOMES

sdd
SUSTAINABLE DEVELOPMENT AND DELIVERY
A specialist team within CLP Planning Ltd
sdd@clp.co.uk
www.clp.co.uk

dip
CLP PLANNING LIMITED
A specialist team within CLP Planning Ltd
dip@clp.co.uk
www.clp.co.uk

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
KH	JN	DB	20.05.24	1:500	PLANNING

DRAWING NUMBER	REV.
SH5034-4PD-007	-

CAD FILE NAME : SH5034-4PD-007

APPENDIX K TRICS Assessment Outputs

Calculation Reference: AUDIT-631801-231025-1026

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days

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

Primary Filtering selection:

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

Parameter: Number of residents
 Actual Range: 30 to 48 (units:)
 Range Selected by User: 25 to 75 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 22/04/22

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 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

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
------------------	---

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C2	4 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	3 days

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

Population within 5 miles:

125,001 to 250,000	2 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:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	GM-05-L-01	CARE HOME		GREATER MANCHESTER
	LEA VIEW			
	OLDHAM			
	ROYTON			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	41		
	Survey date: THURSDAY	22/10/15	Survey Type: MANUAL	
2	GM-05-L-02	CARE HOME		GREATER MANCHESTER
	ENA CRESENT			
	LEIGH			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	30		
	Survey date: FRIDAY	22/04/22	Survey Type: MANUAL	
3	HC-05-L-01	CARE HOME		HAMPSHIRE
	BEACH ROAD			
	HAYLING ISLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	34		
	Survey date: MONDAY	23/11/15	Survey Type: MANUAL	
4	LN-05-L-01	CARE HOME		LINCOLNSHIRE
	ALTHAM TERRACE			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	48		
	Survey date: WEDNESDAY	04/10/17	Survey Type: MANUAL	

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
 TOTAL 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	1	41	0.073	1	41	0.024	1	41	0.097
07:00 - 08:00	4	38	0.176	4	38	0.046	4	38	0.222
08:00 - 09:00	4	38	0.105	4	38	0.065	4	38	0.170
09:00 - 10:00	4	38	0.098	4	38	0.052	4	38	0.150
10:00 - 11:00	4	38	0.059	4	38	0.052	4	38	0.111
11:00 - 12:00	4	38	0.052	4	38	0.052	4	38	0.104
12:00 - 13:00	4	38	0.072	4	38	0.098	4	38	0.170
13:00 - 14:00	4	38	0.157	4	38	0.065	4	38	0.222
14:00 - 15:00	4	38	0.092	4	38	0.144	4	38	0.236
15:00 - 16:00	4	38	0.092	4	38	0.183	4	38	0.275
16:00 - 17:00	4	38	0.065	4	38	0.098	4	38	0.163
17:00 - 18:00	4	38	0.020	4	38	0.072	4	38	0.092
18:00 - 19:00	4	38	0.092	4	38	0.065	4	38	0.157
19:00 - 20:00	4	38	0.098	4	38	0.111	4	38	0.209
20:00 - 21:00	4	38	0.046	4	38	0.111	4	38	0.157
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.297			1.238			2.535

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

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

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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

30 - 48 (units:)
 01/01/15 - 22/04/22
 4
 0
 0
 0
 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.

Calculation Reference: AUDIT-631801-240519-0533

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : B - SECONDARY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Number of pupils
 Actual Range: 800 to 839 (units:)
 Range Selected by User: 520 to 1000 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 10/05/23

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:

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

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

Selected Location Sub Categories:

Residential Zone 2
 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:**Use Class:**

F1(a) 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 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:

25,001 to 50,000	2 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

- | | | | |
|---|--|--------------------|---------------------|
| 1 | DV-04-B-04 | SECONDARY ACADEMY | DEVON |
| | EARL RICHARD ' SRD SOUTH | | |
| | EXETER | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total Number of pupils: | 835 | |
| | Survey date: TUESDAY | 02/04/19 | Survey Type: MANUAL |
| 2 | NY-04-B-03 | GIRLS' HIGH SCHOOL | NORTH YORKSHIRE |
| | GARGRAVE ROAD | | |
| | SKIPTON | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total Number of pupils: | 800 | |
| | Survey date: FRIDAY | 08/03/19 | Survey Type: MANUAL |
| 3 | WK-04-B-01 | SECONDARY SCHOOL | WARWICKSHIRE |
| | BANBURY ROAD | | |
| | KINETON | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | Village | | |
| | Total Number of pupils: | 839 | |
| | Survey date: WEDNESDAY | 25/09/19 | 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
WL-04-B-01	not comparable site

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.66

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	3	825	0.046	3	825	0.017	3	825	0.063
08:00 - 09:00	3	825	0.154	3	825	0.134	3	825	0.288
09:00 - 10:00	3	825	0.014	3	825	0.012	3	825	0.026
10:00 - 11:00	3	825	0.013	3	825	0.013	3	825	0.026
11:00 - 12:00	3	825	0.013	3	825	0.013	3	825	0.026
12:00 - 13:00	3	825	0.013	3	825	0.018	3	825	0.031
13:00 - 14:00	3	825	0.011	3	825	0.013	3	825	0.024
14:00 - 15:00	3	825	0.017	3	825	0.021	3	825	0.038
15:00 - 16:00	3	825	0.040	3	825	0.075	3	825	0.115
16:00 - 17:00	3	825	0.080	3	825	0.095	3	825	0.175
17:00 - 18:00	3	825	0.029	3	825	0.021	3	825	0.050
18:00 - 19:00	3	825	0.026	3	825	0.014	3	825	0.040
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.456			0.446			0.902

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

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

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Parameter summary

Trip rate parameter range selected:	800 - 839 (units:)
Survey date date range:	01/01/16 - 10/05/23
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:	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 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 04 - EDUCATION/B - SECONDARY
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	3	825	0.000	3	825	0.000	3	825	0.000
08:00 - 09:00	3	825	0.002	3	825	0.002	3	825	0.004
09:00 - 10:00	3	825	0.000	3	825	0.000	3	825	0.000
10:00 - 11:00	3	825	0.000	3	825	0.000	3	825	0.000
11:00 - 12:00	3	825	0.000	3	825	0.000	3	825	0.000
12:00 - 13:00	3	825	0.000	3	825	0.000	3	825	0.000
13:00 - 14:00	3	825	0.000	3	825	0.000	3	825	0.000
14:00 - 15:00	3	825	0.000	3	825	0.000	3	825	0.000
15:00 - 16:00	3	825	0.001	3	825	0.001	3	825	0.002
16:00 - 17:00	3	825	0.000	3	825	0.000	3	825	0.000
17:00 - 18:00	3	825	0.000	3	825	0.000	3	825	0.000
18:00 - 19:00	3	825	0.000	3	825	0.000	3	825	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

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	3	825	0.001	3	825	0.000	3	825	0.001
08:00 - 09:00	3	825	0.027	3	825	0.000	3	825	0.027
09:00 - 10:00	3	825	0.001	3	825	0.000	3	825	0.001
10:00 - 11:00	3	825	0.000	3	825	0.000	3	825	0.000
11:00 - 12:00	3	825	0.000	3	825	0.000	3	825	0.000
12:00 - 13:00	3	825	0.000	3	825	0.000	3	825	0.000
13:00 - 14:00	3	825	0.000	3	825	0.000	3	825	0.000
14:00 - 15:00	3	825	0.000	3	825	0.000	3	825	0.000
15:00 - 16:00	3	825	0.000	3	825	0.013	3	825	0.013
16:00 - 17:00	3	825	0.000	3	825	0.015	3	825	0.015
17:00 - 18:00	3	825	0.000	3	825	0.000	3	825	0.000
18:00 - 19:00	3	825	0.002	3	825	0.000	3	825	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.028			0.059

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

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

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
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	3	825	0.017	3	825	0.000	3	825	0.017
08:00 - 09:00	3	825	0.194	3	825	0.004	3	825	0.198
09:00 - 10:00	3	825	0.009	3	825	0.002	3	825	0.011
10:00 - 11:00	3	825	0.006	3	825	0.004	3	825	0.010
11:00 - 12:00	3	825	0.003	3	825	0.003	3	825	0.006
12:00 - 13:00	3	825	0.007	3	825	0.014	3	825	0.021
13:00 - 14:00	3	825	0.021	3	825	0.015	3	825	0.036
14:00 - 15:00	3	825	0.009	3	825	0.040	3	825	0.049
15:00 - 16:00	3	825	0.006	3	825	0.133	3	825	0.139
16:00 - 17:00	3	825	0.008	3	825	0.067	3	825	0.075
17:00 - 18:00	3	825	0.008	3	825	0.007	3	825	0.015
18:00 - 19:00	3	825	0.004	3	825	0.004	3	825	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.292			0.293			0.585

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

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

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

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	3	825	0.004	3	825	0.000	3	825	0.004
08:00 - 09:00	3	825	0.156	3	825	0.001	3	825	0.157
09:00 - 10:00	3	825	0.001	3	825	0.001	3	825	0.002
10:00 - 11:00	3	825	0.000	3	825	0.002	3	825	0.002
11:00 - 12:00	3	825	0.001	3	825	0.000	3	825	0.001
12:00 - 13:00	3	825	0.000	3	825	0.000	3	825	0.000
13:00 - 14:00	3	825	0.002	3	825	0.007	3	825	0.009
14:00 - 15:00	3	825	0.000	3	825	0.003	3	825	0.003
15:00 - 16:00	3	825	0.001	3	825	0.144	3	825	0.145
16:00 - 17:00	3	825	0.000	3	825	0.008	3	825	0.008
17:00 - 18:00	3	825	0.001	3	825	0.000	3	825	0.001
18:00 - 19:00	3	825	0.001	3	825	0.000	3	825	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.167			0.166			0.333

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

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

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
 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	3	825	0.000	3	825	0.000	3	825	0.000
08:00 - 09:00	3	825	0.024	3	825	0.000	3	825	0.024
09:00 - 10:00	3	825	0.000	3	825	0.000	3	825	0.000
10:00 - 11:00	3	825	0.000	3	825	0.000	3	825	0.000
11:00 - 12:00	3	825	0.000	3	825	0.000	3	825	0.000
12:00 - 13:00	3	825	0.000	3	825	0.000	3	825	0.000
13:00 - 14:00	3	825	0.000	3	825	0.000	3	825	0.000
14:00 - 15:00	3	825	0.000	3	825	0.000	3	825	0.000
15:00 - 16:00	3	825	0.000	3	825	0.008	3	825	0.008
16:00 - 17:00	3	825	0.000	3	825	0.014	3	825	0.014
17:00 - 18:00	3	825	0.000	3	825	0.000	3	825	0.000
18:00 - 19:00	3	825	0.000	3	825	0.000	3	825	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.022			0.046

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.

Calculation Reference: AUDIT-631801-240519-0519

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 650 to 1400 (units: sqm)
 Range Selected by User: 500 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 25/05/22

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	4

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
High Street	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:**Use Class:**

E(e)	6 days
------	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	2 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	4 days
2.1 to 2.5	1 days

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

Travel Plan:

No	6 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-05-G-04	GP SURGERY		CHESHIRE WEST & CHESTER
	KINGSMEAD SQUARE			
	NORTHWICH			
	KINGSMEAD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:	650 sqm		
	Survey date: FRIDAY	07/06/19	Survey Type: MANUAL	
2	DR-05-G-01	GP SURGERY		DONCASTER
	GOODISON BOULEVARD			
	DONCASTER			
	CANTLEY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:	1050 sqm		
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL	
3	DY-05-G-01	GP SURGERY		DERBY
	OSMASTON ROAD			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	676 sqm		
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL	
4	IW-05-G-01	GP SURGERY		ISLE OF WIGHT
	NEWPORT ROAD			
	COWES			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	1400 sqm		
	Survey date: WEDNESDAY	26/06/19	Survey Type: MANUAL	
5	TW-05-G-03	GP SURGERY		TYNE & WEAR
	CHURCH ROAD			
	NEWCASTLE			
	GOSFORTH			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:	678 sqm		
	Survey date: MONDAY	29/04/19	Survey Type: MANUAL	
6	TW-05-G-04	GP SURGERY		TYNE & WEAR
	MANOR WALK			
	NEWCASTLE UPON TYNE			
	BENTON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:	1400 sqm		
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL	

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.77

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	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	6	976	1.008	6	976	0.239	6	976	1.247
08:00 - 09:00	6	976	2.682	6	976	1.452	6	976	4.134
09:00 - 10:00	6	976	2.614	6	976	2.528	6	976	5.142
10:00 - 11:00	6	976	2.699	6	976	2.460	6	976	5.159
11:00 - 12:00	6	976	2.323	6	976	2.443	6	976	4.766
12:00 - 13:00	6	976	2.272	6	976	2.562	6	976	4.834
13:00 - 14:00	6	976	1.777	6	976	1.913	6	976	3.690
14:00 - 15:00	6	976	2.545	6	976	2.460	6	976	5.005
15:00 - 16:00	6	976	2.374	6	976	2.443	6	976	4.817
16:00 - 17:00	6	976	2.033	6	976	2.443	6	976	4.476
17:00 - 18:00	6	976	1.281	6	976	1.999	6	976	3.280
18:00 - 19:00	5	1041	0.423	5	1041	0.692	5	1041	1.115
19:00 - 20:00	2	1039	0.096	2	1039	0.337	2	1039	0.433
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.198			23.971			48.169

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

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

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Parameter summary

Trip rate parameter range selected:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

650 - 1400 (units: sqm)
 01/01/16 - 25/05/22
 6
 0
 0
 0
 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/G - GP SURGERIES

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	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	6	976	0.000	6	976	0.000	6	976	0.000
08:00 - 09:00	6	976	0.034	6	976	0.017	6	976	0.051
09:00 - 10:00	6	976	0.120	6	976	0.085	6	976	0.205
10:00 - 11:00	6	976	0.017	6	976	0.034	6	976	0.051
11:00 - 12:00	6	976	0.051	6	976	0.068	6	976	0.119
12:00 - 13:00	6	976	0.051	6	976	0.034	6	976	0.085
13:00 - 14:00	6	976	0.068	6	976	0.085	6	976	0.153
14:00 - 15:00	6	976	0.051	6	976	0.068	6	976	0.119
15:00 - 16:00	6	976	0.034	6	976	0.017	6	976	0.051
16:00 - 17:00	6	976	0.085	6	976	0.051	6	976	0.136
17:00 - 18:00	6	976	0.034	6	976	0.068	6	976	0.102
18:00 - 19:00	5	1041	0.000	5	1041	0.019	5	1041	0.019
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.545			0.546			1.091

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
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	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	6	976	0.000	6	976	0.000	6	976	0.000
08:00 - 09:00	6	976	0.034	6	976	0.000	6	976	0.034
09:00 - 10:00	6	976	0.017	6	976	0.000	6	976	0.017
10:00 - 11:00	6	976	0.034	6	976	0.017	6	976	0.051
11:00 - 12:00	6	976	0.034	6	976	0.017	6	976	0.051
12:00 - 13:00	6	976	0.017	6	976	0.034	6	976	0.051
13:00 - 14:00	6	976	0.034	6	976	0.051	6	976	0.085
14:00 - 15:00	6	976	0.000	6	976	0.017	6	976	0.017
15:00 - 16:00	6	976	0.017	6	976	0.000	6	976	0.017
16:00 - 17:00	6	976	0.051	6	976	0.034	6	976	0.085
17:00 - 18:00	6	976	0.017	6	976	0.034	6	976	0.051
18:00 - 19:00	5	1041	0.058	5	1041	0.058	5	1041	0.116
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.313			0.262			0.575

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

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	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	6	976	0.410	6	976	0.051	6	976	0.461
08:00 - 09:00	6	976	0.683	6	976	0.359	6	976	1.042
09:00 - 10:00	6	976	0.957	6	976	0.803	6	976	1.760
10:00 - 11:00	6	976	0.974	6	976	0.974	6	976	1.948
11:00 - 12:00	6	976	0.649	6	976	0.837	6	976	1.486
12:00 - 13:00	6	976	0.649	6	976	0.752	6	976	1.401
13:00 - 14:00	6	976	0.683	6	976	0.598	6	976	1.281
14:00 - 15:00	6	976	0.700	6	976	0.803	6	976	1.503
15:00 - 16:00	6	976	0.735	6	976	0.786	6	976	1.521
16:00 - 17:00	6	976	0.547	6	976	0.666	6	976	1.213
17:00 - 18:00	6	976	0.376	6	976	0.666	6	976	1.042
18:00 - 19:00	5	1041	0.115	5	1041	0.288	5	1041	0.403
19:00 - 20:00	2	1039	0.096	2	1039	0.289	2	1039	0.385
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.574			7.872			15.446

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.

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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
 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	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	6	976	0.120	6	976	0.017	6	976	0.137
08:00 - 09:00	6	976	0.376	6	976	0.102	6	976	0.478
09:00 - 10:00	6	976	0.359	6	976	0.325	6	976	0.684
10:00 - 11:00	6	976	0.393	6	976	0.342	6	976	0.735
11:00 - 12:00	6	976	0.393	6	976	0.410	6	976	0.803
12:00 - 13:00	6	976	0.342	6	976	0.222	6	976	0.564
13:00 - 14:00	6	976	0.188	6	976	0.256	6	976	0.444
14:00 - 15:00	6	976	0.222	6	976	0.222	6	976	0.444
15:00 - 16:00	6	976	0.205	6	976	0.188	6	976	0.393
16:00 - 17:00	6	976	0.222	6	976	0.188	6	976	0.410
17:00 - 18:00	6	976	0.051	6	976	0.137	6	976	0.188
18:00 - 19:00	5	1041	0.000	5	1041	0.173	5	1041	0.173
19:00 - 20:00	2	1039	0.000	2	1039	0.241	2	1039	0.241
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.871			2.823			5.694

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

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	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	6	976	0.171	6	976	0.000	6	976	0.171
08:00 - 09:00	6	976	0.256	6	976	0.051	6	976	0.307
09:00 - 10:00	6	976	0.222	6	976	0.239	6	976	0.461
10:00 - 11:00	6	976	0.137	6	976	0.137	6	976	0.274
11:00 - 12:00	6	976	0.137	6	976	0.154	6	976	0.291
12:00 - 13:00	6	976	0.120	6	976	0.102	6	976	0.222
13:00 - 14:00	6	976	0.137	6	976	0.120	6	976	0.257
14:00 - 15:00	6	976	0.137	6	976	0.154	6	976	0.291
15:00 - 16:00	6	976	0.120	6	976	0.137	6	976	0.257
16:00 - 17:00	6	976	0.137	6	976	0.290	6	976	0.427
17:00 - 18:00	6	976	0.085	6	976	0.188	6	976	0.273
18:00 - 19:00	5	1041	0.000	5	1041	0.173	5	1041	0.173
19:00 - 20:00	2	1039	0.000	2	1039	0.144	2	1039	0.144
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.659			1.889			3.548

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.

Calculation Reference: AUDIT-631801-240519-0559

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04 EAST ANGLIA
CA CAMBRIDGESHIRE 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3231 to 3231 (units: sqm)
 Range Selected by User: 800 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 17/05/23

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:

Edge of Town 1

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

Selected Location Sub Categories:

Development 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:**Use Class:**

E(a) 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
125,001 to 250,000

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:
PFS is present at the site and is included in the count
PFS is present at the site but is excluded from the count
There is no PFS at the site

0 days
0 days
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.

PTAL Rating:
No PTAL Present

1 days

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

LIST OF SITES relevant to selection parameters

1	CA-01-A-04	SAINSBURY'S	CAMBRIDGESHIRE
	EDDINGTON AVENUE		
	CAMBRIDGE		
	EDDINGTON		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	3231 sqm	
	Survey date: WEDNESDAY	17/05/23	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
TW-01-A-03	not comparable site

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.62

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									
07:00 - 08:00	1	3231	0.588	1	3231	0.031	1	3231	0.619
08:00 - 09:00	1	3231	1.331	1	3231	1.300	1	3231	2.631
09:00 - 10:00	1	3231	1.919	1	3231	1.021	1	3231	2.940
10:00 - 11:00	1	3231	1.950	1	3231	1.486	1	3231	3.436
11:00 - 12:00	1	3231	2.074	1	3231	2.043	1	3231	4.117
12:00 - 13:00	1	3231	3.497	1	3231	3.188	1	3231	6.685
13:00 - 14:00	1	3231	2.414	1	3231	2.538	1	3231	4.952
14:00 - 15:00	1	3231	2.383	1	3231	2.786	1	3231	5.169
15:00 - 16:00	1	3231	3.497	1	3231	3.405	1	3231	6.902
16:00 - 17:00	1	3231	2.538	1	3231	2.538	1	3231	5.076
17:00 - 18:00	1	3231	3.126	1	3231	3.002	1	3231	6.128
18:00 - 19:00	1	3231	2.631	1	3231	2.724	1	3231	5.355
19:00 - 20:00	1	3231	1.857	1	3231	2.755	1	3231	4.612
20:00 - 21:00	1	3231	0.650	1	3231	1.021	1	3231	1.671
21:00 - 22:00	1	3231	0.588	1	3231	0.774	1	3231	1.362
22:00 - 23:00	1	3231	0.000	1	3231	0.340	1	3231	0.340
23:00 - 24:00									
Total Rates:			31.043			30.952			61.995

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.

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Parameter summary

Trip rate parameter range selected:	3231 - 3231 (units: sqm)
Survey date date range:	01/01/16 - 17/05/23
Number of weekdays (Monday-Friday):	1
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 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 01 - RETAIL/A - FOOD SUPERSTORE

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									
07:00 - 08:00	1	3231	0.000	1	3231	0.000	1	3231	0.000
08:00 - 09:00	1	3231	0.000	1	3231	0.000	1	3231	0.000
09:00 - 10:00	1	3231	0.000	1	3231	0.000	1	3231	0.000
10:00 - 11:00	1	3231	0.031	1	3231	0.031	1	3231	0.062
11:00 - 12:00	1	3231	0.062	1	3231	0.062	1	3231	0.124
12:00 - 13:00	1	3231	0.031	1	3231	0.031	1	3231	0.062
13:00 - 14:00	1	3231	0.000	1	3231	0.000	1	3231	0.000
14:00 - 15:00	1	3231	0.000	1	3231	0.000	1	3231	0.000
15:00 - 16:00	1	3231	0.000	1	3231	0.000	1	3231	0.000
16:00 - 17:00	1	3231	0.062	1	3231	0.062	1	3231	0.124
17:00 - 18:00	1	3231	0.000	1	3231	0.000	1	3231	0.000
18:00 - 19:00	1	3231	0.031	1	3231	0.031	1	3231	0.062
19:00 - 20:00	1	3231	0.031	1	3231	0.031	1	3231	0.062
20:00 - 21:00	1	3231	0.000	1	3231	0.000	1	3231	0.000
21:00 - 22:00	1	3231	0.000	1	3231	0.000	1	3231	0.000
22:00 - 23:00	1	3231	0.000	1	3231	0.000	1	3231	0.000
23:00 - 24:00									
Total Rates:			0.248			0.248			0.496

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

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
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									
07:00 - 08:00	1	3231	0.124	1	3231	0.093	1	3231	0.217
08:00 - 09:00	1	3231	0.310	1	3231	0.248	1	3231	0.558
09:00 - 10:00	1	3231	0.588	1	3231	0.557	1	3231	1.145
10:00 - 11:00	1	3231	0.402	1	3231	0.371	1	3231	0.773
11:00 - 12:00	1	3231	0.588	1	3231	0.495	1	3231	1.083
12:00 - 13:00	1	3231	0.619	1	3231	0.619	1	3231	1.238
13:00 - 14:00	1	3231	0.495	1	3231	0.464	1	3231	0.959
14:00 - 15:00	1	3231	0.248	1	3231	0.279	1	3231	0.527
15:00 - 16:00	1	3231	0.495	1	3231	0.495	1	3231	0.990
16:00 - 17:00	1	3231	0.279	1	3231	0.248	1	3231	0.527
17:00 - 18:00	1	3231	0.433	1	3231	0.402	1	3231	0.835
18:00 - 19:00	1	3231	0.340	1	3231	0.371	1	3231	0.711
19:00 - 20:00	1	3231	0.279	1	3231	0.310	1	3231	0.589
20:00 - 21:00	1	3231	0.217	1	3231	0.279	1	3231	0.496
21:00 - 22:00	1	3231	0.248	1	3231	0.402	1	3231	0.650
22:00 - 23:00	1	3231	0.000	1	3231	0.031	1	3231	0.031
23:00 - 24:00									
Total Rates:			5.665			5.664			11.329

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

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

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									
07:00 - 08:00	1	3231	2.043	1	3231	1.145	1	3231	3.188
08:00 - 09:00	1	3231	4.921	1	3231	4.890	1	3231	9.811
09:00 - 10:00	1	3231	2.940	1	3231	2.909	1	3231	5.849
10:00 - 11:00	1	3231	2.105	1	3231	2.383	1	3231	4.488
11:00 - 12:00	1	3231	2.847	1	3231	3.312	1	3231	6.159
12:00 - 13:00	1	3231	5.850	1	3231	6.066	1	3231	11.916
13:00 - 14:00	1	3231	4.828	1	3231	5.014	1	3231	9.842
14:00 - 15:00	1	3231	3.095	1	3231	2.909	1	3231	6.004
15:00 - 16:00	1	3231	6.964	1	3231	6.933	1	3231	13.897
16:00 - 17:00	1	3231	4.395	1	3231	4.147	1	3231	8.542
17:00 - 18:00	1	3231	4.333	1	3231	4.643	1	3231	8.976
18:00 - 19:00	1	3231	3.683	1	3231	4.209	1	3231	7.892
19:00 - 20:00	1	3231	2.847	1	3231	3.188	1	3231	6.035
20:00 - 21:00	1	3231	2.012	1	3231	2.631	1	3231	4.643
21:00 - 22:00	1	3231	1.486	1	3231	1.578	1	3231	3.064
22:00 - 23:00	1	3231	0.000	1	3231	0.186	1	3231	0.186
23:00 - 24:00									
Total Rates:			54.349				56.143	110.492	

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

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

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									
07:00 - 08:00	1	3231	0.495	1	3231	0.217	1	3231	0.712
08:00 - 09:00	1	3231	1.393	1	3231	1.238	1	3231	2.631
09:00 - 10:00	1	3231	0.588	1	3231	0.588	1	3231	1.176
10:00 - 11:00	1	3231	0.371	1	3231	0.371	1	3231	0.742
11:00 - 12:00	1	3231	0.526	1	3231	0.650	1	3231	1.176
12:00 - 13:00	1	3231	0.898	1	3231	0.929	1	3231	1.827
13:00 - 14:00	1	3231	0.681	1	3231	0.774	1	3231	1.455
14:00 - 15:00	1	3231	0.557	1	3231	0.433	1	3231	0.990
15:00 - 16:00	1	3231	1.238	1	3231	1.207	1	3231	2.445
16:00 - 17:00	1	3231	0.681	1	3231	0.464	1	3231	1.145
17:00 - 18:00	1	3231	0.898	1	3231	0.681	1	3231	1.579
18:00 - 19:00	1	3231	0.743	1	3231	0.588	1	3231	1.331
19:00 - 20:00	1	3231	0.588	1	3231	0.557	1	3231	1.145
20:00 - 21:00	1	3231	0.712	1	3231	0.340	1	3231	1.052
21:00 - 22:00	1	3231	0.340	1	3231	0.217	1	3231	0.557
22:00 - 23:00	1	3231	0.000	1	3231	0.062	1	3231	0.062
23:00 - 24:00									
Total Rates:			10.709				9.316	20.025	

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

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

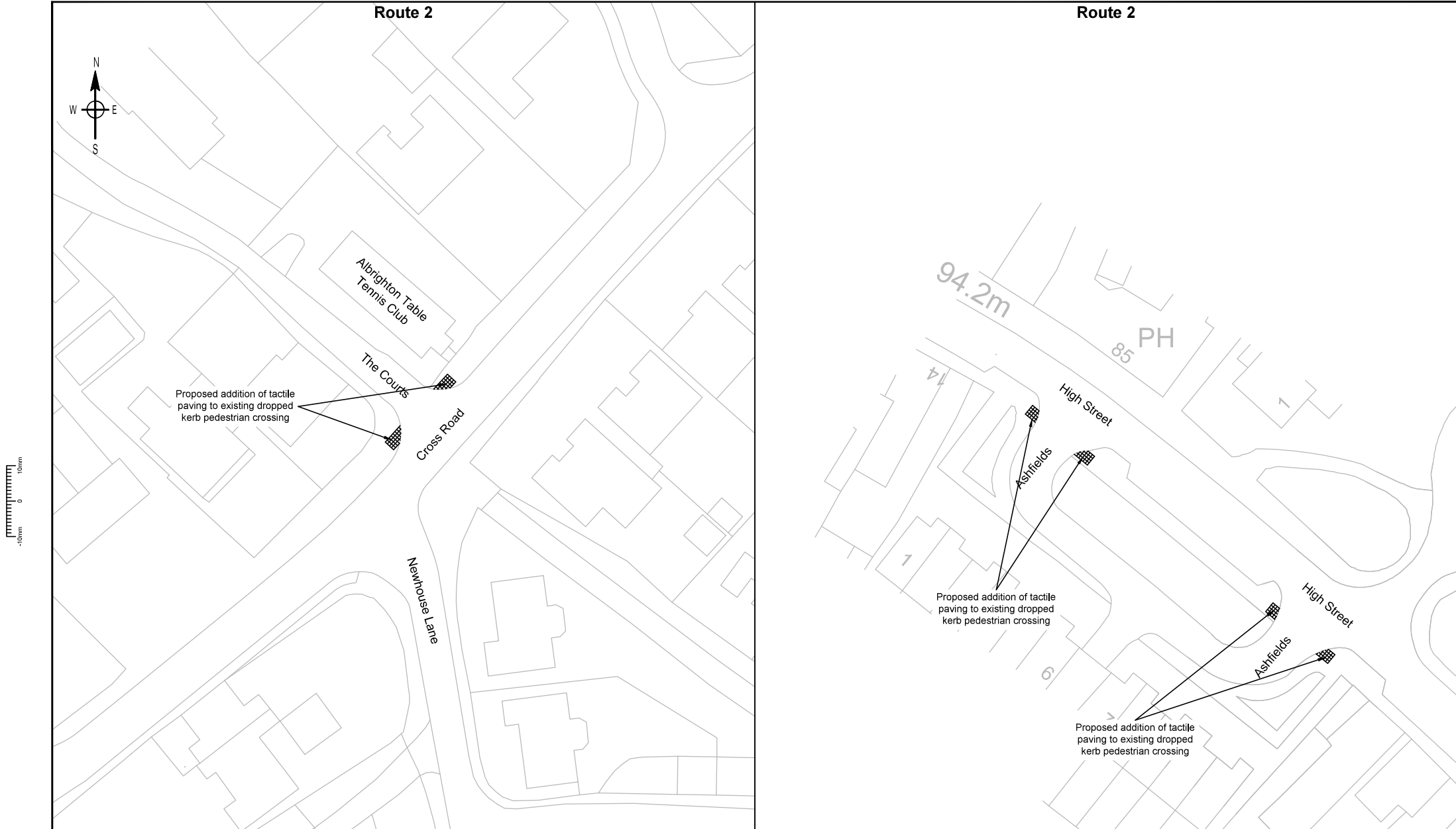
TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

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									
07:00 - 08:00	1	3231	0.031	1	3231	0.031	1	3231	0.062
08:00 - 09:00	1	3231	0.124	1	3231	0.248	1	3231	0.372
09:00 - 10:00	1	3231	0.062	1	3231	0.093	1	3231	0.155
10:00 - 11:00	1	3231	0.124	1	3231	0.155	1	3231	0.279
11:00 - 12:00	1	3231	0.155	1	3231	0.217	1	3231	0.372
12:00 - 13:00	1	3231	0.217	1	3231	0.186	1	3231	0.403
13:00 - 14:00	1	3231	0.124	1	3231	0.093	1	3231	0.217
14:00 - 15:00	1	3231	0.062	1	3231	0.062	1	3231	0.124
15:00 - 16:00	1	3231	0.124	1	3231	0.186	1	3231	0.310
16:00 - 17:00	1	3231	0.124	1	3231	0.093	1	3231	0.217
17:00 - 18:00	1	3231	0.310	1	3231	0.124	1	3231	0.434
18:00 - 19:00	1	3231	0.124	1	3231	0.093	1	3231	0.217
19:00 - 20:00	1	3231	0.155	1	3231	0.062	1	3231	0.217
20:00 - 21:00	1	3231	0.155	1	3231	0.062	1	3231	0.217
21:00 - 22:00	1	3231	0.031	1	3231	0.000	1	3231	0.031
22:00 - 23:00	1	3231	0.000	1	3231	0.000	1	3231	0.000
23:00 - 24:00									
Total Rates:			1.922			1.705			3.627

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

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

APPENDIX L Pedestrian Improvements Proposed from Active Travel Audit



CAD FILE NAME: SH5034-4PD-008	Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No, 100048330										PROJECT ALBRIGHTON SOUTH			CLIENT BONINGALE HOMES	
											DRAWING TITLE POTENTIAL OFF-SITE IMPROVEMENTS PEDESTRIAN CROSSINGS ON KEY ROUTES TO LOCAL FACILITIES SHEET 1 - ROUTE 2			 SUSTAINABLE DEVELOPMENT AND DELIVERY A specialist team within DLP Planning Ltd  DLP PLANNING LIMITED a specialist team within DLP Planning Ltd en: beth@dipconsultants.co.uk or: www.dipconsultants.co.uk	
						DRAWN BY BL	CHECKED BY JN	APPROVED BY JN	DATE 13.05.24	SCALES @ A3 SIZE 1:500	ISSUE STATUS PLANNING	DRAWING NUMBER SH5034-4PD-009	REV. -		
	REV					DR	CH	AP	DATE						

CAD FILE NAME : SH5034-4PD-008

APPENDIX M Census 2011 Data and Proposed Reassignment

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	E02006009 : Shropshire 027 (2011 super output area - middle layer)

Place of work : 2011 census merged local authority district	Driving a car or van	%	Route
Exisitng Shropshire	611	36.7%	
Proposed Shropshire Data (13% Retainment Rate)	79	4.8%	B(i) 50% B(ii) 50%
Existing Wolverhampton E & Central (12,13,15,16,17,20)	168	10.1%	
Proposed Wolverhampton E & Central (12,13,15,16,17,20) (40% Reassignments from Shropshire)	382	22.9%	75% F (i) / 25% F (ii)
Existing Wolverhampton N (1-11)	55	3.3%	
Proposed Wolverhampton N (1-11) (13% reassignment from Shropshire)	125	7.5%	E
Existing Wolverhampton S (18,22,23,27,29,32,33,34,35)	51	3.1%	
Readjusted Wolverhampton S (18,22,23,27,29,32,33,34,35) (12% Reassignments from Shropshire)	116	6.9%	F (ii)
Existing Wolverhampton W (14,19,21,26,28,30,31)	48	2.9%	
Readjusted Wolverhampton W (14,19,21,26,28,30,31) (11% Reassignments from Shropshire)	109	6.5%	G
Existing Telford and Wrekin N & Central (1,2,3,4,5,8,9,13,14,16,17)	193	11.6%	
Proposed Telford and Wrekin N & Central (1,2,3,4,5,8,9,13,14,16,17) (7% reassignment from Shropshire)	230	13.8%	50% B(iii) 25% 50
Existing Telford and Wrekin E, S, W (6,7,10,11,12,15,18,19,20,21,22,23)	184	11.0%	
Proposed Telford and Wrekin E, S, W (6,7,10,11,12,15,18,19,20,21,22,23) (6% reassignment from Shropshire)	216	13.0%	60% A 25% J 15% B (iii)
South Staffordshire	101	6.1%	30% I 30% H 20% D 20% E
Existing Dudley	60	3.6%	
Proposed Dudley (5% reassignment from Shopshire)	87	5.2%	70% I 30% G
Existing Walsall	54	3.2%	
Proposed Walsall (5% reassignment from Shopshire)	81	4.8%	50% C 50% F(i)
Sandwell	65	3.9%	50% C 50% F (ii)
Birmingham	41	2.5%	C
Stafford	26	1.6%	C
Cannock Chase	10	0.6%	50% C 50% D
Total	1,667	100.0%	A - L

A	B (i)	B (ii)	B (iii)	C	D	E	F (i)	F (ii)	G	H	I	J
	2.4%	2.4%										
							17.2%	5.7%				
						7.5%						
								6.9%				
									6.5%			
6.9%			6.9%									
7.8%			1.9%									3.2%
					1.2%	1.2%				1.8%	1.8%	
									1.6%		3.6%	
				2.4%			2.4%	1.9%				
				1.9%								
				2.5%								
				1.6%								
				0.3%	0.3%							
14.7%	2.4%	2.4%	8.8%	8.7%	1.5%	8.7%	19.6%	14.6%	8.1%	1.8%	5.5%	3.2%

Routes	Description
A	A464 (W), A464 Victoria Road (W), A464 Priorslee Road (W)
B (i)	Cross Road (N then E), High Street (W), dispurse into Albrighton
B (ii)	Cross Road (N then E), High Street (W), A41 (N), RAF Cosford Access (W)
B (iii)	Cross Road (N then E), High Street (W) A41 (N), M54 (W)
C	Cross Road (N then E), High Street (W) A41 (N), M54 (E)
D	A464 (E), A41 (E), Stafford Lane (N), Histons Hill, Elliots Lane (N), Watery Lane (N)
E	A464 (E), A41 (E), Stafford Lane (N), Histons Hill (N), Suckling Green Lane (E), Wolverhampton Road (N), Duck Lane (E), Vine Island Roundabout (S)
F (i)	A464 (E), A41 (E), New Hampton Road W (E), Waterloo Road (S), A4150
F (ii)	A464 (E), A41 (E), A4150 (S)
G	A464 (E), A41 (E), Yew Tree Lane (S), School Road (E), A454 (N), B4161 Finchfield Road (S)
H	A464 (E), A41 (E), Wrottesley Park Road (S)
I	A464 (W), Burnhill Green Road (S)
J	A464 (W), A4169 (W)

APPENDIX O TEMPro Traffic Growth Calculations and Factors

Tempro 2024 – 2029 Parameters

The image shows a screenshot of the TEMPro main form, which is a web-based interface for configuring parameters. The interface is divided into several sections:

- Data selections:** A dropdown menu for 'Select dataset version' is set to '72'. Below it, the 'Result type' section has four radio buttons: 'Trip ends by time period' (selected), 'Trip ends by car availability', 'Car ownership data', and 'Planning data'. There is a 'Set area definition...' button and two input fields for 'Enter base year' (2024) and 'Enter future year' (2029). At the bottom, there are dropdowns for 'Trip end selections' and 'Trip end by time period selections', and a 'Reset Selections' button.
- Results:** A section on the right side of the form, currently empty.
- Select Area Definition:** A modal dialog box is open in the center. It has three radio buttons for 'Select area definition': 'Great Britain' (selected), 'Geographical area (edit below)', and 'Study area (edit below)'. Below these, there is a checkbox 'When an area is selected also select all areas within it'. A list of areas is shown, with 'Shropshire 027 (E02006009)' selected. To the right of the list, there is a section 'Areas currently selected' which also contains 'Shropshire 027 (E02006009)'. A 'Clear Current Selection' button is located next to this section.

Tempo 2024 – 2029 Values

The image displays two screenshots of the TEMPro software interface, showing the 'Results' section for different time periods. Both screenshots show the 'Shropshire 027' area with a 'Local Growth Figure' of 1.0407.

Left Screenshot: Weekday AM peak period (0700 - 0959)

Select data type:

- ☒ Growth factors
- ☐ Future year minus base year
- ☐ Base year data
- ☐ Future year data

Results:

Level: E02006009

Area: Shropshire 027

Local Growth Figure: 1.0407

Right Screenshot: Weekday PM peak period (1600 - 1859)

Select data type:

- ☒ Growth factors
- ☐ Future year minus base year
- ☐ Base year data
- ☐ Future year data

Results:

Level: E02006009

Area: Shropshire 027

Local Growth Figure: 1.0397

Tempro 2024 – 2034 Parameters

The image displays two side-by-side screenshots of the TEMPro main form, illustrating different configuration options for data selection and transport mode.

Left Screenshot:

- Data selections:** Select dataset version: 72.
- Result type:** Radio buttons for "Trip ends by time period" (selected), "Trip ends by car availability", "Car ownership data", and "Planning data".
- Set area definition...** button.
- Enter base year:** 2024, **Enter future year:** 2034.
- Display data** button.
- Instructions:** "Please complete all of the selections on the left-hand menu and then click on 'Display data'." and "Now click on the 'Display data' button below:".
- Checkboxes:** "Selections made under the 'Data selections' menu", "Selections made under the 'Trip end selections' menu", and "Selections made under the 'Trip end by time period selections' menu".
- Buttons:** "Reset Selections", "Trip end selections", "Trip end by time period selections".

Right Screenshot:

- Data selections:** Select dataset version: 72.
- Trip purpose definition:** "All purposes" dropdown, "View or edit selected trip purpose group" button, "Add a new trip purpose group" button.
- Transport mode:** Checkboxes for "Walk", "Cycle", "Car driver" (checked), "Car passenger", "Bus / Coach", and "Rail / Underground".
- Display data** button.
- Instructions:** "Please complete all of the selections on the left-hand menu and then click on 'Display data'." and "Now click on the 'Display data' button below:".
- Checkboxes:** "Selections made under the 'Data selections' menu", "Selections made under the 'Trip end selections' menu", and "Selections made under the 'Trip end by time period selections' menu".
- Buttons:** "Reset Selections", "Trip end by time period selections".

Tempro 2024 – 2034 Values

The image displays two side-by-side screenshots of the TEMPro main form, showing the configuration and results for NTM Traffic Growth Calculations.

Left Screenshot:

- Data selections:** Growth factors, Future year minus base year, Base year data, Future year data.
- Select time period:** Weekday AM peak period (0700 - 0955).
- Trip end type:** Production/Attraction, Origin/Destination.
- Area Description:** Level: E02006009.
- NTM Traffic Growth Calculations:**
 - 1: Select NTM Dataset:** NTM Dataset Description, From, To. RTF 2018 Scenario 1 - Reference (2015, 2050). NTM AF15 Dataset (2010, 2040).
 - 2: Select Areas to make up the geographic region:** Shropshire 027 (E02006009).
 - 3: Select area type:** Urban, Rural, All.
 - 4: Select road type:** Motorway, Trunk, Principal, Minor, All.
 - 5: Select which area it serves:** Region, England.
 - Calculate the adjusted local growth figure.**
- Results:**

Level	Area	Local Growth Figure
E02006009	Shropshire 027	1.0760

Right Screenshot:

- Data selections:** Growth factors, Future year minus base year, Base year data, Future year data.
- Select time period:** Weekday PM peak period (1600 - 1855).
- Trip end type:** Production/Attraction, Origin/Destination.
- Area Description:** Level: E02006009.
- NTM Traffic Growth Calculations:**
 - 1: Select NTM Dataset:** NTM Dataset Description, From, To. RTF 2018 Scenario 1 - Reference (2015, 2050). NTM AF15 Dataset (2010, 2040).
 - 2: Select Areas to make up the geographic region:** Shropshire 027 (E02006009).
 - 3: Select area type:** Urban, Rural, All.
 - 4: Select road type:** Motorway, Trunk, Principal, Minor, All.
 - 5: Select which area it serves:** Region, England.
 - Calculate the adjusted local growth figure.**
- Results:**

Level	Area	Local Growth Figure
E02006009	Shropshire 027	1.0740

APPENDIX P Junctions 9 Site Access Capacity Modelling Outputs

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.2.1013			
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Filename: A464 Holyhead Road GRT.j9

Path: \\10.7.0.9\Job Files\SDD\Shropshire\SH5034(4)PD Albrighton South SUE (TA TP)\z SDD\Project Data\Junction Models\A464 Holyhead Road GRT

Report generation date: 20/05/2024 13:58:43

- »2029 Base + Dev, AM
- »2029 Base + Dev, PM
- »2034 Base + Dev, AM
- »2034 Base + Dev, PM
- »2029 Base + Dev + SL Sensitivity Test, AM
- »2029 Base + Dev + SL Sensitivity Test, PM
- »2034 Base + Dev + SL Sensitivity Test, AM
- »2034 Base + Dev + SL Sensitivity Test, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2029 Base + Dev								
Stream B-C	0.3	8.07	0.25	A	0.1	6.90	0.12	A
Stream B-A	0.1	10.89	0.07	B	0.0	11.12	0.03	B
Stream C-AB	0.1	6.87	0.09	A	0.3	8.19	0.23	A
2034 Base + Dev								
Stream B-C	0.3	8.11	0.25	A	0.1	6.93	0.12	A
Stream B-A	0.1	10.99	0.07	B	0.0	11.23	0.03	B
Stream C-AB	0.1	6.89	0.09	A	0.3	8.23	0.23	A
2029 Base + Dev + SL Sensitivity Test								
Stream B-C	0.4	8.64	0.30	A	0.2	7.10	0.14	A
Stream B-A	0.1	11.28	0.08	B	0.0	11.56	0.04	B
Stream C-AB	0.1	7.00	0.10	A	0.4	8.74	0.27	A
2034 Base + Dev + SL Sensitivity Test								
Stream B-C	0.4	8.69	0.30	A	0.2	7.14	0.14	A
Stream B-A	0.1	11.39	0.08	B	0.0	11.68	0.04	B
Stream C-AB	0.1	7.03	0.10	A	0.4	8.79	0.27	A

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

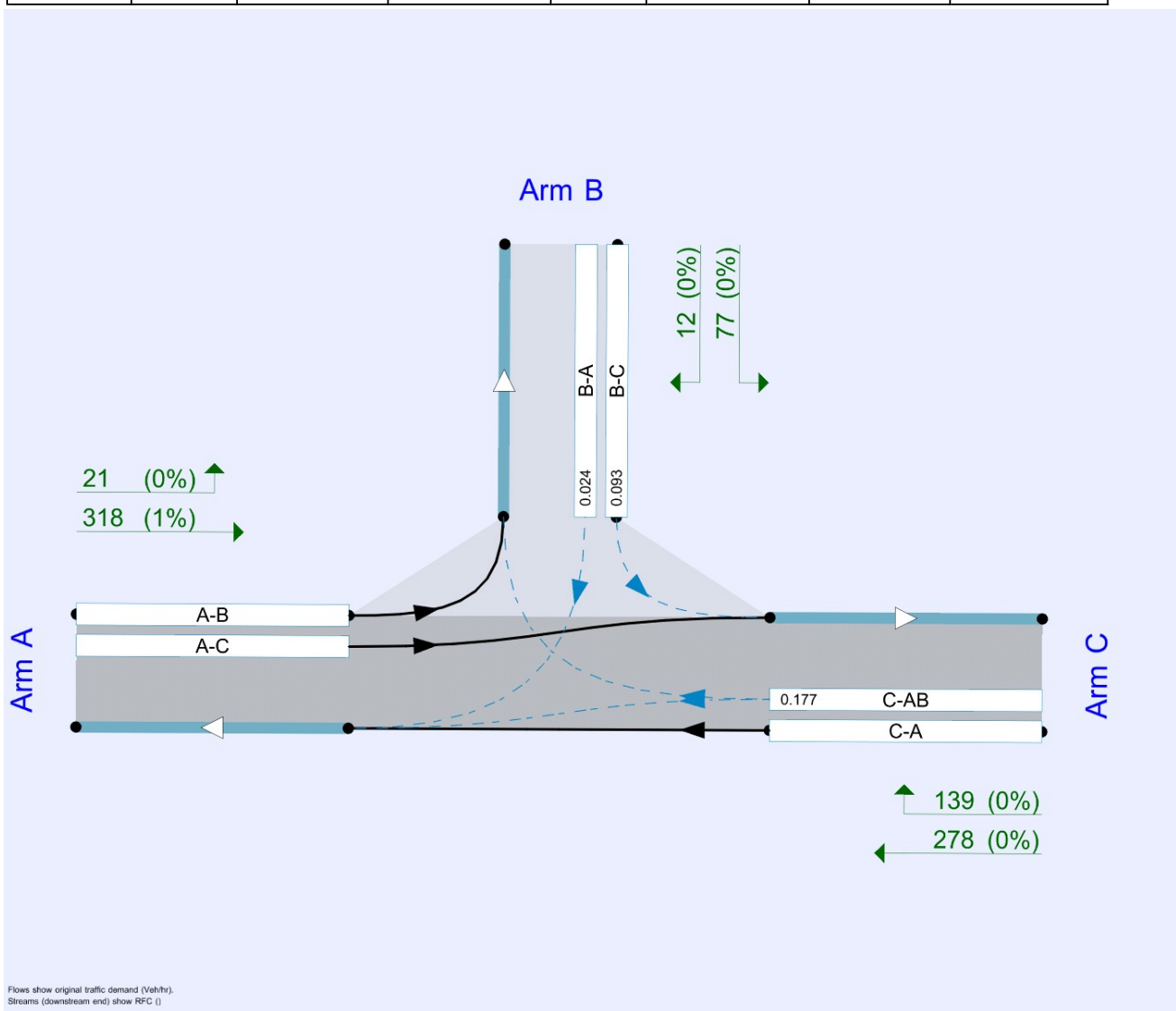
File summary

File Description

Title	
Location	
Site number	
Date	07/05/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CAD-Laptop1\Brad Loxley
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	2029 Base + Dev	AM	ONE HOUR	07:15	08:45	15
D2	2029 Base + Dev	PM	ONE HOUR	16:00	17:30	15
D3	2034 Base + Dev	AM	ONE HOUR	07:15	08:45	15
D4	2034 Base + Dev	PM	ONE HOUR	16:00	17:30	15
D5	2029 Base + Dev + SL Sensitivity Test	AM	ONE HOUR	07:15	08:45	15
D6	2029 Base + Dev + SL Sensitivity Test	PM	ONE HOUR	16:00	17:30	15
D7	2034 Base + Dev + SL Sensitivity Test	AM	ONE HOUR	07:15	08:45	15
D8	2034 Base + Dev + SL Sensitivity Test	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2029 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A464 Holyhead Road (W)		Major
B	Spine Road		Minor
C	A464 Holyhead Road (E)		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	7.40			135.0	✓	10.00

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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	4.53	3.25	3.25	3.25		1.00	16	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	485	0.083	0.210	0.132	0.299
B-C	686	0.099	0.250	-	-
C-B	652	0.237	0.237	-	-

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	2029 Base + Dev	AM	ONE HOUR	07:15	08:45	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		✓	286	100.000
B		✓	158	100.000
C		✓	338	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	7	279
	B	21	0	137
	C	291	47	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	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 LOS
B-C	0.25	8.07	0.3	A
B-A	0.07	10.89	0.1	B
C-AB	0.09	6.87	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	626	0.165	102	0.2	6.869	A
B-A	16	397	0.040	16	0.0	9.431	A
C-AB	35	600	0.059	35	0.1	6.369	A
C-A	219			219			
A-B	5			5			
A-C	210			210			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	123	614	0.201	123	0.2	7.333	A
B-A	19	379	0.050	19	0.1	9.987	A
C-AB	42	590	0.072	42	0.1	6.572	A
C-A	262			262			
A-B	6			6			
A-C	251			251			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	151	597	0.253	150	0.3	8.056	A
B-A	23	354	0.065	23	0.1	10.883	B
C-AB	52	576	0.090	52	0.1	6.866	A
C-A	320			320			
A-B	8			8			
A-C	307			307			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	151	597	0.253	151	0.3	8.075	A
B-A	23	354	0.065	23	0.1	10.889	B
C-AB	52	576	0.090	52	0.1	6.866	A
C-A	320			320			
A-B	8			8			
A-C	307			307			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	123	614	0.201	123	0.3	7.350	A
B-A	19	379	0.050	19	0.1	9.994	A
C-AB	42	590	0.072	42	0.1	6.574	A
C-A	262			262			
A-B	6			6			
A-C	251			251			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	626	0.165	103	0.2	6.895	A
B-A	16	397	0.040	16	0.0	9.445	A
C-AB	35	600	0.059	35	0.1	6.378	A
C-A	219			219			
A-B	5			5			
A-C	210			210			

2029 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2029 Base + Dev	PM	ONE HOUR	16:00	17:30	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		✓	322	100.000
B		✓	76	100.000
C		✓	379	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	17	305
	B	10	0	66
	C	263	116	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.12	6.90	0.1	A
B-A	0.03	11.12	0.0	B
C-AB	0.23	8.19	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	624	0.080	49	0.1	6.261	A
B-A	8	383	0.020	7	0.0	9.595	A
C-AB	87	594	0.147	87	0.2	7.086	A
C-A	198			198			
A-B	13			13			
A-C	230			230			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	612	0.097	59	0.1	6.517	A
B-A	9	362	0.025	9	0.0	10.184	B
C-AB	104	583	0.179	104	0.2	7.520	A
C-A	236			236			
A-B	15			15			
A-C	274			274			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	595	0.122	73	0.1	6.893	A
B-A	11	335	0.033	11	0.0	11.115	B
C-AB	128	567	0.225	127	0.3	8.181	A
C-A	290			290			
A-B	19			19			
A-C	336			336			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	595	0.122	73	0.1	6.896	A
B-A	11	335	0.033	11	0.0	11.120	B
C-AB	128	567	0.225	128	0.3	8.190	A
C-A	290			290			
A-B	19			19			
A-C	336			336			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	612	0.097	59	0.1	6.523	A
B-A	9	362	0.025	9	0.0	10.189	B
C-AB	104	583	0.179	105	0.2	7.530	A
C-A	236			236			
A-B	15			15			
A-C	274			274			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	624	0.080	50	0.1	6.271	A
B-A	8	382	0.020	8	0.0	9.608	A
C-AB	87	594	0.147	88	0.2	7.108	A
C-A	198			198			
A-B	13			13			
A-C	230			230			

2034 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2034 Base + Dev	AM	ONE HOUR	07:15	08:45	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		✓	293	100.000
B		✓	158	100.000
C		✓	348	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	7	286
	B	21	0	137
	C	301	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	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 LOS
B-C	0.25	8.11	0.3	A
B-A	0.07	10.99	0.1	B
C-AB	0.09	6.89	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	624	0.165	102	0.2	6.887	A
B-A	16	395	0.040	16	0.0	9.485	A
C-AB	35	599	0.059	35	0.1	6.384	A
C-A	227			227			
A-B	5			5			
A-C	215			215			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	123	612	0.201	123	0.2	7.358	A
B-A	19	377	0.050	19	0.1	10.059	B
C-AB	42	588	0.072	42	0.1	6.590	A
C-A	271			271			
A-B	6			6			
A-C	257			257			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	151	595	0.254	150	0.3	8.098	A
B-A	23	351	0.066	23	0.1	10.988	B
C-AB	52	574	0.090	52	0.1	6.891	A
C-A	331			331			
A-B	8			8			
A-C	315			315			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	151	595	0.254	151	0.3	8.111	A
B-A	23	351	0.066	23	0.1	10.995	B
C-AB	52	574	0.090	52	0.1	6.891	A
C-A	331			331			
A-B	8			8			
A-C	315			315			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	123	612	0.201	123	0.3	7.378	A
B-A	19	377	0.050	19	0.1	10.068	B
C-AB	42	588	0.072	42	0.1	6.592	A
C-A	271			271			
A-B	6			6			
A-C	257			257			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	624	0.165	103	0.2	6.913	A
B-A	16	395	0.040	16	0.0	9.499	A
C-AB	35	599	0.059	35	0.1	6.392	A
C-A	227			227			
A-B	5			5			
A-C	215			215			

2034 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2034 Base + Dev	PM	ONE HOUR	16:00	17:30	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		✓	331	100.000
B		✓	76	100.000
C		✓	387	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	17	314
	B	10	0	66
	C	271	116	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.12	6.93	0.1	A
B-A	0.03	11.23	0.0	B
C-AB	0.23	8.23	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	622	0.080	49	0.1	6.280	A
B-A	8	380	0.020	7	0.0	9.653	A
C-AB	87	592	0.147	87	0.2	7.109	A
C-A	204			204			
A-B	13			13			
A-C	236			236			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	610	0.097	59	0.1	6.541	A
B-A	9	360	0.025	9	0.0	10.261	B
C-AB	104	581	0.180	104	0.2	7.551	A
C-A	244			244			
A-B	15			15			
A-C	282			282			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	592	0.123	73	0.1	6.927	A
B-A	11	332	0.033	11	0.0	11.228	B
C-AB	128	565	0.226	127	0.3	8.225	A
C-A	298			298			
A-B	19			19			
A-C	346			346			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	592	0.123	73	0.1	6.930	A
B-A	11	331	0.033	11	0.0	11.233	B
C-AB	128	565	0.226	128	0.3	8.235	A
C-A	298			298			
A-B	19			19			
A-C	346			346			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	610	0.097	59	0.1	6.547	A
B-A	9	360	0.025	9	0.0	10.267	B
C-AB	104	581	0.180	105	0.2	7.561	A
C-A	244			244			
A-B	15			15			
A-C	282			282			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	622	0.080	50	0.1	6.290	A
B-A	8	380	0.020	8	0.0	9.663	A
C-AB	87	592	0.147	88	0.2	7.134	A
C-A	204			204			
A-B	13			13			
A-C	236			236			

2029 Base + Dev + SL Sensitivity Test, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029 Base + Dev + SL Sensitivity Test	AM	ONE HOUR	07:15	08:45	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		✓	184	100.000
C		✓	348	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	8	287
	B	24	0	160
	C	294	54	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	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 LOS
B-C	0.30	8.64	0.4	A
B-A	0.08	11.28	0.1	B
C-AB	0.10	7.00	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	623	0.193	120	0.2	7.134	A
B-A	18	393	0.046	18	0.0	9.597	A
C-AB	41	598	0.068	40	0.1	6.448	A
C-A	221			221			
A-B	6			6			
A-C	216			216			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	144	610	0.236	144	0.3	7.705	A
B-A	22	373	0.058	22	0.1	10.227	B
C-AB	49	588	0.083	48	0.1	6.672	A
C-A	264			264			
A-B	7			7			
A-C	258			258			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	176	593	0.297	176	0.4	8.625	A
B-A	26	346	0.076	26	0.1	11.272	B
C-AB	59	574	0.104	59	0.1	6.998	A
C-A	324			324			
A-B	9			9			
A-C	316			316			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	176	593	0.297	176	0.4	8.645	A
B-A	26	346	0.076	26	0.1	11.279	B
C-AB	59	574	0.104	59	0.1	7.001	A
C-A	324			324			
A-B	9			9			
A-C	316			316			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	144	610	0.236	144	0.3	7.730	A
B-A	22	373	0.058	22	0.1	10.239	B
C-AB	49	588	0.083	49	0.1	6.675	A
C-A	264			264			
A-B	7			7			
A-C	258			258			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	623	0.193	121	0.2	7.172	A
B-A	18	393	0.046	18	0.0	9.615	A
C-AB	41	598	0.068	41	0.1	6.457	A
C-A	221			221			
A-B	6			6			
A-C	216			216			

2029 Base + Dev + SL Sensitivity Test, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029 Base + Dev + SL Sensitivity Test	PM	ONE HOUR	16:00	17:30	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		✓	330	100.000
B		✓	89	100.000
C		✓	410	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	21	309
	B	12	0	77
	C	271	139	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.14	7.10	0.2	A
B-A	0.04	11.56	0.0	B
C-AB	0.27	8.74	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	622	0.093	58	0.1	6.374	A
B-A	9	376	0.024	9	0.0	9.809	A
C-AB	105	593	0.177	104	0.2	7.353	A
C-A	204			204			
A-B	16			16			
A-C	233			233			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	609	0.114	69	0.1	6.664	A
B-A	11	354	0.030	11	0.0	10.479	B
C-AB	125	581	0.215	125	0.3	7.884	A
C-A	244			244			
A-B	19			19			
A-C	278			278			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	592	0.143	85	0.2	7.098	A
B-A	13	325	0.041	13	0.0	11.556	B
C-AB	153	565	0.271	153	0.4	8.720	A
C-A	298			298			
A-B	23			23			
A-C	340			340			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	592	0.143	85	0.2	7.101	A
B-A	13	325	0.041	13	0.0	11.562	B
C-AB	153	565	0.271	153	0.4	8.735	A
C-A	298			298			
A-B	23			23			
A-C	340			340			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	609	0.114	69	0.1	6.671	A
B-A	11	354	0.030	11	0.0	10.488	B
C-AB	125	581	0.215	125	0.3	7.905	A
C-A	244			244			
A-B	19			19			
A-C	278			278			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	622	0.093	58	0.1	6.385	A
B-A	9	376	0.024	9	0.0	9.824	A
C-AB	105	593	0.177	105	0.2	7.383	A
C-A	204			204			
A-B	16			16			
A-C	233			233			

2034 Base + Dev + SL Sensitivity Test, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2034 Base + Dev + SL Sensitivity Test	AM	ONE HOUR	07:15	08:45	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		✓	302	100.000
B		✓	184	100.000
C		✓	357	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	8	294
	B	24	0	160
	C	303	54	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	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 LOS
B-C	0.30	8.69	0.4	A
B-A	0.08	11.39	0.1	B
C-AB	0.10	7.03	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	622	0.194	120	0.2	7.154	A
B-A	18	391	0.046	18	0.0	9.650	A
C-AB	41	597	0.068	40	0.1	6.463	A
C-A	228			228			
A-B	6			6			
A-C	221			221			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	144	609	0.236	144	0.3	7.732	A
B-A	22	371	0.058	22	0.1	10.299	B
C-AB	49	586	0.083	48	0.1	6.691	A
C-A	272			272			
A-B	7			7			
A-C	264			264			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	176	591	0.298	176	0.4	8.668	A
B-A	26	343	0.077	26	0.1	11.379	B
C-AB	59	572	0.104	59	0.1	7.024	A
C-A	334			334			
A-B	9			9			
A-C	324			324			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	176	591	0.298	176	0.4	8.687	A
B-A	26	343	0.077	26	0.1	11.387	B
C-AB	59	572	0.104	59	0.1	7.026	A
C-A	334			334			
A-B	9			9			
A-C	324			324			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	144	609	0.236	144	0.3	7.759	A
B-A	22	371	0.058	22	0.1	10.309	B
C-AB	49	586	0.083	49	0.1	6.694	A
C-A	272			272			
A-B	7			7			
A-C	264			264			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	622	0.194	121	0.2	7.189	A
B-A	18	391	0.046	18	0.0	9.666	A
C-AB	41	597	0.068	41	0.1	6.470	A
C-A	228			228			
A-B	6			6			
A-C	221			221			

2034 Base + Dev + SL Sensitivity Test, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2034 Base + Dev + SL Sensitivity Test	PM	ONE HOUR	16:00	17:30	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		✓	339	100.000
B		✓	89	100.000
C		✓	417	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	21	318
	B	12	0	77
	C	278	139	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.14	7.14	0.2	A
B-A	0.04	11.68	0.0	B
C-AB	0.27	8.79	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	620	0.093	58	0.1	6.393	A
B-A	9	374	0.024	9	0.0	9.867	A
C-AB	105	591	0.177	104	0.2	7.377	A
C-A	209			209			
A-B	16			16			
A-C	239			239			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	607	0.114	69	0.1	6.690	A
B-A	11	352	0.031	11	0.0	10.557	B
C-AB	125	579	0.216	125	0.3	7.918	A
C-A	250			250			
A-B	19			19			
A-C	286			286			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	589	0.144	85	0.2	7.134	A
B-A	13	322	0.041	13	0.0	11.673	B
C-AB	153	563	0.272	153	0.4	8.771	A
C-A	306			306			
A-B	23			23			
A-C	350			350			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	589	0.144	85	0.2	7.137	A
B-A	13	321	0.041	13	0.0	11.679	B
C-AB	153	563	0.272	153	0.4	8.786	A
C-A	306			306			
A-B	23			23			
A-C	350			350			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	607	0.114	69	0.1	6.697	A
B-A	11	352	0.031	11	0.0	10.565	B
C-AB	125	579	0.216	125	0.3	7.938	A
C-A	250			250			
A-B	19			19			
A-C	286			286			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	620	0.093	58	0.1	6.404	A
B-A	9	373	0.024	9	0.0	9.880	A
C-AB	105	591	0.177	105	0.2	7.411	A
C-A	209			209			
A-B	16			16			
A-C	239			239			

Junctions 9			
ARCADY 9 - Roundabout Module			
Version: 9.5.2.1013 © Copyright TRL Limited, 2019			
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Filename: A464 Holyhead Rd Rbt.j9

Path: \\10.7.0.9\Job Files\SDD\Shropshire\SH5034(4)PD Albrighton South SUE (TA TP)\z SDD\Project Data\Junction Models\A464 Holyhead Road Roundabout

Report generation date: 20/05/2024 13:33:56

- »2029 Base + Dev, AM
- »2029 Base + Dev, PM
- »2034 Base + Dev, AM
- »2034 Base + Dev, PM
- »2029 Base + Dev + SL Sensitivity Test, AM
- »2029 Base + Dev + SL Sensitivity Test, PM
- »2034 Base + Dev + SL Sensitivity Test, AM
- »2034 Base + Dev + SL Sensitivity Test, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2029 Base + Dev								
Arm 1	0.2	2.11	0.16	A	0.1	2.01	0.12	A
Arm 2	0.3	2.11	0.21	A	0.3	2.12	0.21	A
Arm 3	0.1	2.19	0.12	A	0.2	2.26	0.13	A
2034 Base + Dev								
Arm 1	0.2	2.12	0.16	A	0.1	2.02	0.13	A
Arm 2	0.3	2.12	0.22	A	0.3	2.14	0.22	A
Arm 3	0.1	2.21	0.12	A	0.2	2.28	0.14	A
2029 Base + Dev + SL Sensitivity Test								
Arm 1	0.2	2.12	0.16	A	0.1	2.02	0.13	A
Arm 2	0.3	2.11	0.21	A	0.3	2.15	0.22	A
Arm 3	0.2	2.22	0.13	A	0.2	2.28	0.14	A
2034 Base + Dev + SL Sensitivity Test								
Arm 1	0.2	2.14	0.17	A	0.2	2.03	0.13	A
Arm 2	0.3	2.13	0.22	A	0.3	2.17	0.22	A
Arm 3	0.2	2.23	0.13	A	0.2	2.30	0.14	A

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

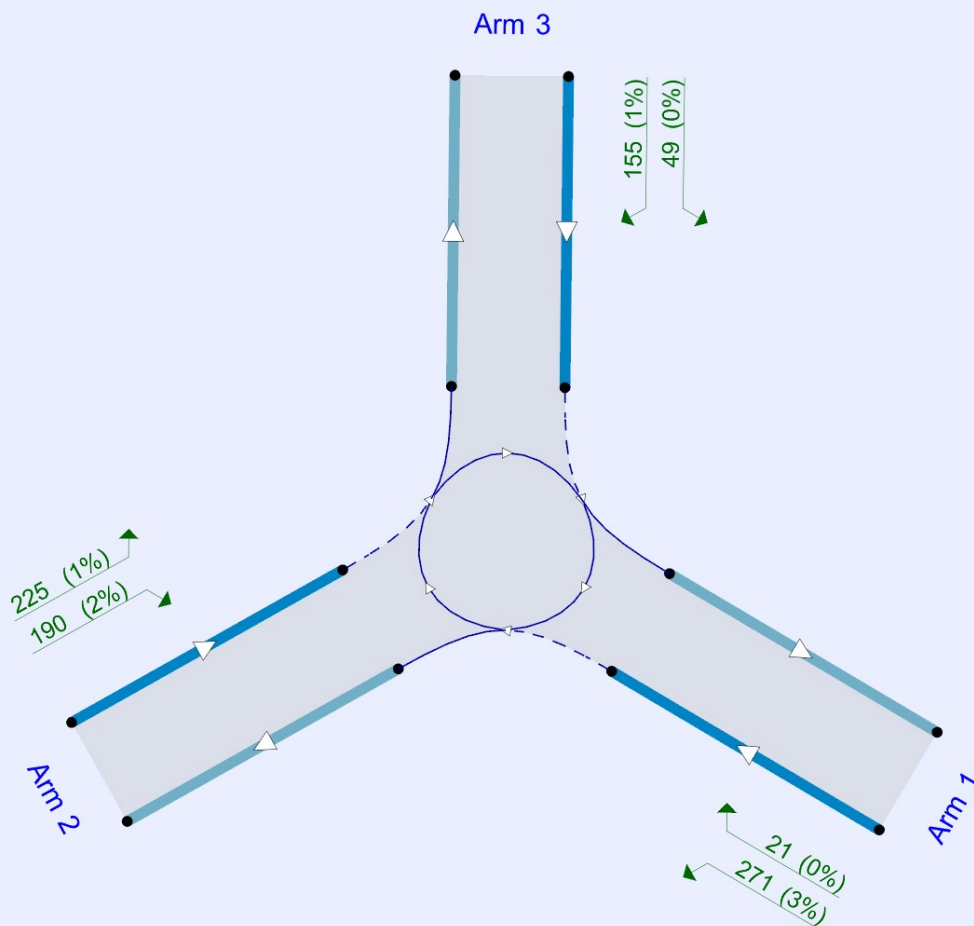
File summary

File Description

Title	
Location	
Site number	
Date	07/05/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CAD-Laptop1\Brad Loxley
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



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	2029 Base + Dev	AM	ONE HOUR	07:15	08:45	15
D2	2029 Base + Dev	PM	ONE HOUR	16:00	17:30	15
D3	2034 Base + Dev	AM	ONE HOUR	07:15	08:45	15
D4	2034 Base + Dev	PM	ONE HOUR	16:00	17:30	15
D5	2029 Base + Dev + SL Sensitivity Test	AM	ONE HOUR	07:15	08:45	15
D6	2029 Base + Dev + SL Sensitivity Test	PM	ONE HOUR	16:00	17:30	15
D7	2034 Base + Dev + SL Sensitivity Test	AM	ONE HOUR	07:15	08:45	15
D8	2034 Base + Dev + SL Sensitivity Test	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2029 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A464 Holyhead Road (E)	
2	A464 Holyhead Road (W)	
3	Spine Road	

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	6.30	8.00	21.9	20.0	44.0	44.0	
2	6.30	7.95	16.7	30.0	34.0	44.0	
3	6.50	6.65	13.5	42.0	40.0	35.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.716	2209
2	0.748	2215
3	0.710	2030

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	2029 Base + Dev	AM	ONE HOUR	07:15	08:45	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		✓	292	100.000
2		✓	415	100.000
3		✓	204	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1	2	3	
From	1	0	271	21
	2	190	0	225
	3	49	155	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.16	2.11	0.2	A
2	0.21	2.11	0.3	A
3	0.12	2.19	0.1	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	220	116	2067	0.106	219	0.1	1.948	A
2	312	16	2171	0.144	312	0.2	1.936	A
3	154	143	1912	0.080	153	0.1	2.046	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	263	139	2051	0.128	262	0.1	2.012	A
2	373	19	2169	0.172	373	0.2	2.004	A
3	183	171	1892	0.097	183	0.1	2.106	A

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)	Unsignalised level of service
1	321	171	2029	0.158	321	0.2	2.108	A
2	457	23	2166	0.211	457	0.3	2.106	A
3	225	209	1864	0.120	224	0.1	2.195	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)	Unsignalised level of service
1	321	171	2029	0.158	321	0.2	2.108	A
2	457	23	2166	0.211	457	0.3	2.106	A
3	225	209	1864	0.120	225	0.1	2.195	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)	Unsignalised level of service
1	263	139	2051	0.128	263	0.1	2.014	A
2	373	19	2169	0.172	373	0.2	2.004	A
3	183	171	1892	0.097	184	0.1	2.108	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)	Unsignalised level of service
1	220	117	2067	0.106	220	0.1	1.950	A
2	312	16	2171	0.144	313	0.2	1.938	A
3	154	143	1912	0.080	154	0.1	2.049	A

2029 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2029 Base + Dev	PM	ONE HOUR	16:00	17:30	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		✓	227	100.000
2		✓	410	100.000
3		✓	223	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	178	49
	2	227	0	183
	3	37	186	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.12	2.01	0.1	A
2	0.21	2.12	0.3	A
3	0.13	2.26	0.2	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	171	140	2091	0.082	171	0.1	1.873	A
2	309	37	2158	0.143	308	0.2	1.945	A
3	168	171	1893	0.089	167	0.1	2.086	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	204	167	2072	0.099	204	0.1	1.927	A
2	369	44	2153	0.171	368	0.2	2.017	A
3	200	204	1870	0.107	200	0.1	2.156	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	250	205	2045	0.122	250	0.1	2.005	A
2	451	54	2146	0.210	451	0.3	2.124	A
3	246	250	1837	0.134	245	0.2	2.261	A

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)	Unsignalised level of service
1	250	205	2045	0.122	250	0.1	2.005	A
2	451	54	2146	0.210	451	0.3	2.124	A
3	246	250	1837	0.134	246	0.2	2.261	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)	Unsignalised level of service
1	204	167	2071	0.099	204	0.1	1.929	A
2	369	44	2153	0.171	369	0.2	2.017	A
3	200	204	1869	0.107	201	0.1	2.158	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)	Unsignalised level of service
1	171	140	2091	0.082	171	0.1	1.874	A
2	309	37	2158	0.143	309	0.2	1.947	A
3	168	171	1893	0.089	168	0.1	2.088	A

2034 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2034 Base + Dev	AM	ONE HOUR	07:15	08:45	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		✓	300	100.000
2		✓	427	100.000
3		✓	207	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	279	21
	2	196	0	231
	3	49	158	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.16	2.12	0.2	A
2	0.22	2.12	0.3	A
3	0.12	2.21	0.1	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	226	119	2065	0.109	225	0.1	1.956	A
2	321	16	2171	0.148	321	0.2	1.945	A
3	156	147	1909	0.082	155	0.1	2.053	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	270	142	2049	0.132	270	0.2	2.023	A
2	384	19	2169	0.177	384	0.2	2.016	A
3	186	176	1888	0.099	186	0.1	2.114	A

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)	Unsignalised level of service
1	330	174	2026	0.163	330	0.2	2.122	A
2	470	23	2166	0.217	470	0.3	2.122	A
3	228	216	1860	0.123	228	0.1	2.205	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)	Unsignalised level of service
1	330	174	2026	0.163	330	0.2	2.122	A
2	470	23	2166	0.217	470	0.3	2.122	A
3	228	216	1859	0.123	228	0.1	2.206	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)	Unsignalised level of service
1	270	142	2049	0.132	270	0.2	2.023	A
2	384	19	2169	0.177	384	0.2	2.016	A
3	186	176	1888	0.099	186	0.1	2.117	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)	Unsignalised level of service
1	226	119	2065	0.109	226	0.1	1.957	A
2	321	16	2171	0.148	322	0.2	1.946	A
3	156	148	1909	0.082	156	0.1	2.053	A

2034 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2034 Base + Dev	PM	ONE HOUR	16:00	17:30	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		✓	233	100.000
2		✓	422	100.000
3		✓	228	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
	1	0	184	49
	2	234	0	188
	3	37	191	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.13	2.02	0.1	A
2	0.22	2.14	0.3	A
3	0.14	2.28	0.2	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	175	143	2088	0.084	175	0.1	1.880	A
2	318	37	2159	0.147	317	0.2	1.955	A
3	172	176	1889	0.091	171	0.1	2.095	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	209	172	2068	0.101	209	0.1	1.936	A
2	379	44	2153	0.176	379	0.2	2.029	A
3	205	210	1865	0.110	205	0.1	2.168	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	257	210	2041	0.126	256	0.1	2.017	A
2	465	54	2146	0.217	464	0.3	2.140	A
3	251	258	1832	0.137	251	0.2	2.277	A

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)	Unsignalised level of service
1	257	210	2040	0.126	257	0.1	2.017	A
2	465	54	2146	0.217	465	0.3	2.140	A
3	251	258	1832	0.137	251	0.2	2.277	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)	Unsignalised level of service
1	209	172	2068	0.101	210	0.1	1.936	A
2	379	44	2153	0.176	380	0.2	2.029	A
3	205	210	1865	0.110	205	0.1	2.168	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)	Unsignalised level of service
1	175	144	2088	0.084	175	0.1	1.881	A
2	318	37	2158	0.147	318	0.2	1.957	A
3	172	176	1889	0.091	172	0.1	2.097	A

2029 Base + Dev + SL Sensitivity Test, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029 Base + Dev + SL Sensitivity Test	AM	ONE HOUR	07:15	08:45	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		✓	297	100.000
2		✓	419	100.000
3		✓	222	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1	2	3	
From	1	0	274	23
	2	191	0	228
	3	57	165	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.16	2.12	0.2	A
2	0.21	2.11	0.3	A
3	0.13	2.22	0.2	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	224	124	2062	0.108	223	0.1	1.957	A
2	315	17	2170	0.145	315	0.2	1.940	A
3	167	143	1912	0.087	167	0.1	2.063	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	267	148	2045	0.131	267	0.1	2.024	A
2	377	21	2168	0.174	377	0.2	2.009	A
3	200	172	1892	0.106	199	0.1	2.127	A

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)	Unsignalised level of service
1	327	182	2021	0.162	327	0.2	2.124	A
2	461	25	2164	0.213	461	0.3	2.113	A
3	244	210	1864	0.131	244	0.2	2.222	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)	Unsignalised level of service
1	327	182	2021	0.162	327	0.2	2.124	A
2	461	25	2164	0.213	461	0.3	2.113	A
3	244	210	1864	0.131	244	0.2	2.222	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)	Unsignalised level of service
1	267	148	2045	0.131	267	0.2	2.026	A
2	377	21	2168	0.174	377	0.2	2.011	A
3	200	172	1891	0.106	200	0.1	2.127	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)	Unsignalised level of service
1	224	124	2062	0.108	224	0.1	1.958	A
2	315	17	2170	0.145	316	0.2	1.940	A
3	167	144	1912	0.087	167	0.1	2.063	A

2029 Base + Dev + SL Sensitivity Test, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029 Base + Dev + SL Sensitivity Test	PM	ONE HOUR	16:00	17:30	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		✓	237	100.000
2		✓	424	100.000
3		✓	230	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1	2	3	
From	1	0	180	57
	2	231	0	193
	3	40	190	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.13	2.02	0.1	A
2	0.22	2.15	0.3	A
3	0.14	2.28	0.2	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	178	143	2090	0.085	178	0.1	1.882	A
2	319	43	2153	0.148	319	0.2	1.962	A
3	173	174	1891	0.092	173	0.1	2.095	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	213	171	2069	0.103	213	0.1	1.938	A
2	381	51	2147	0.178	381	0.2	2.038	A
3	207	208	1867	0.111	207	0.1	2.167	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	261	209	2042	0.128	261	0.1	2.021	A
2	467	63	2139	0.218	467	0.3	2.152	A
3	253	254	1834	0.138	253	0.2	2.276	A

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)	Unsignalised level of service
1	261	209	2042	0.128	261	0.1	2.021	A
2	467	63	2139	0.218	467	0.3	2.152	A
3	253	254	1834	0.138	253	0.2	2.276	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)	Unsignalised level of service
1	213	171	2069	0.103	213	0.1	1.940	A
2	381	51	2147	0.178	381	0.2	2.038	A
3	207	208	1867	0.111	207	0.1	2.168	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)	Unsignalised level of service
1	178	143	2089	0.085	179	0.1	1.883	A
2	319	43	2153	0.148	319	0.2	1.962	A
3	173	174	1891	0.092	173	0.1	2.095	A

2034 Base + Dev + SL Sensitivity Test, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2034 Base + Dev + SL Sensitivity Test	AM	ONE HOUR	07:15	08:45	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		✓	306	100.000
2		✓	431	100.000
3		✓	225	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	283	23
	2	197	0	234
	3	57	168	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.17	2.14	0.2	A
2	0.22	2.13	0.3	A
3	0.13	2.23	0.2	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	230	126	2060	0.112	230	0.1	1.967	A
2	324	17	2170	0.150	324	0.2	1.950	A
3	169	148	1909	0.089	169	0.1	2.069	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	275	151	2043	0.135	275	0.2	2.036	A
2	387	21	2168	0.179	387	0.2	2.021	A
3	202	177	1888	0.107	202	0.1	2.135	A

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)	Unsignalised level of service
1	337	185	2019	0.167	337	0.2	2.139	A
2	475	25	2164	0.219	474	0.3	2.130	A
3	248	217	1859	0.133	248	0.2	2.233	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)	Unsignalised level of service
1	337	185	2019	0.167	337	0.2	2.140	A
2	475	25	2164	0.219	475	0.3	2.130	A
3	248	217	1859	0.133	248	0.2	2.233	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)	Unsignalised level of service
1	275	151	2043	0.135	275	0.2	2.036	A
2	387	21	2168	0.179	388	0.2	2.023	A
3	202	177	1888	0.107	202	0.1	2.137	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)	Unsignalised level of service
1	230	127	2060	0.112	230	0.1	1.967	A
2	324	17	2170	0.150	325	0.2	1.950	A
3	169	148	1908	0.089	169	0.1	2.071	A

2034 Base + Dev + SL Sensitivity Test, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2034 Base + Dev + SL Sensitivity Test	PM	ONE HOUR	16:00	17:30	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		✓	242	100.000
2		✓	436	100.000
3		✓	237	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1	2	3	
From	1	0	185	57
	2	238	0	198
	3	41	196	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.13	2.03	0.2	A
2	0.22	2.17	0.3	A
3	0.14	2.30	0.2	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	182	147	2086	0.087	182	0.1	1.889	A
2	328	43	2154	0.152	328	0.2	1.970	A
3	178	179	1887	0.095	178	0.1	2.106	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	218	176	2066	0.105	217	0.1	1.947	A
2	392	51	2147	0.183	392	0.2	2.050	A
3	213	214	1863	0.114	213	0.1	2.181	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	266	216	2037	0.131	266	0.2	2.032	A
2	480	63	2139	0.224	480	0.3	2.169	A
3	261	262	1829	0.143	261	0.2	2.295	A

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)	Unsignalised level of service
1	266	216	2037	0.131	266	0.2	2.032	A
2	480	63	2139	0.224	480	0.3	2.169	A
3	261	262	1829	0.143	261	0.2	2.295	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)	Unsignalised level of service
1	218	176	2065	0.105	218	0.1	1.948	A
2	392	51	2147	0.183	392	0.2	2.051	A
3	213	214	1863	0.114	213	0.1	2.182	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)	Unsignalised level of service
1	182	148	2086	0.087	182	0.1	1.893	A
2	328	43	2153	0.152	328	0.2	1.972	A
3	178	179	1887	0.095	179	0.1	2.106	A

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.2.1013 © Copyright TRL Limited, 2019			
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Filename: Cross Road . Elm Road Prio.j9

Path: \\10.7.0.9\Job Files\SDD\Shropshire\SH5034(4)PD Albrighton South SUE (TA TP)\z SDD\Project Data\Junction Models\Cross Road . Elm Road

Report generation date: 20/05/2024 13:44:14

- »2029 Base + Dev, AM
- »2029 Base + Dev, PM
- »2034 Base + Dev, AM
- »2034 Base + Dev, PM
- »2029 Base + Dev + SL Sensitivity Test, AM
- »2029 Base + Dev + SL Sensitivity Test, PM
- »2034 Base + Dev + SL Sensitivity Test, AM
- »2034 Base + Dev + SL Sensitivity Test, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2029 Base + Dev								
Stream B-AC	0.4	12.12	0.28	B	0.2	10.48	0.17	B
Stream C-AB	0.0	4.91	0.00	A	0.0	4.85	0.02	A
2034 Base + Dev								
Stream B-AC	0.4	12.39	0.29	B	0.2	10.60	0.18	B
Stream C-AB	0.0	4.91	0.00	A	0.0	4.85	0.02	A
2029 Base + Dev + SL Sensitivity Test								
Stream B-AC	0.4	12.28	0.28	B	0.2	10.57	0.17	B
Stream C-AB	0.0	4.92	0.00	A	0.0	4.83	0.02	A
2034 Base + Dev + SL Sensitivity Test								
Stream B-AC	0.4	12.55	0.30	B	0.2	10.70	0.18	B
Stream C-AB	0.0	4.91	0.00	A	0.0	4.82	0.02	A

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

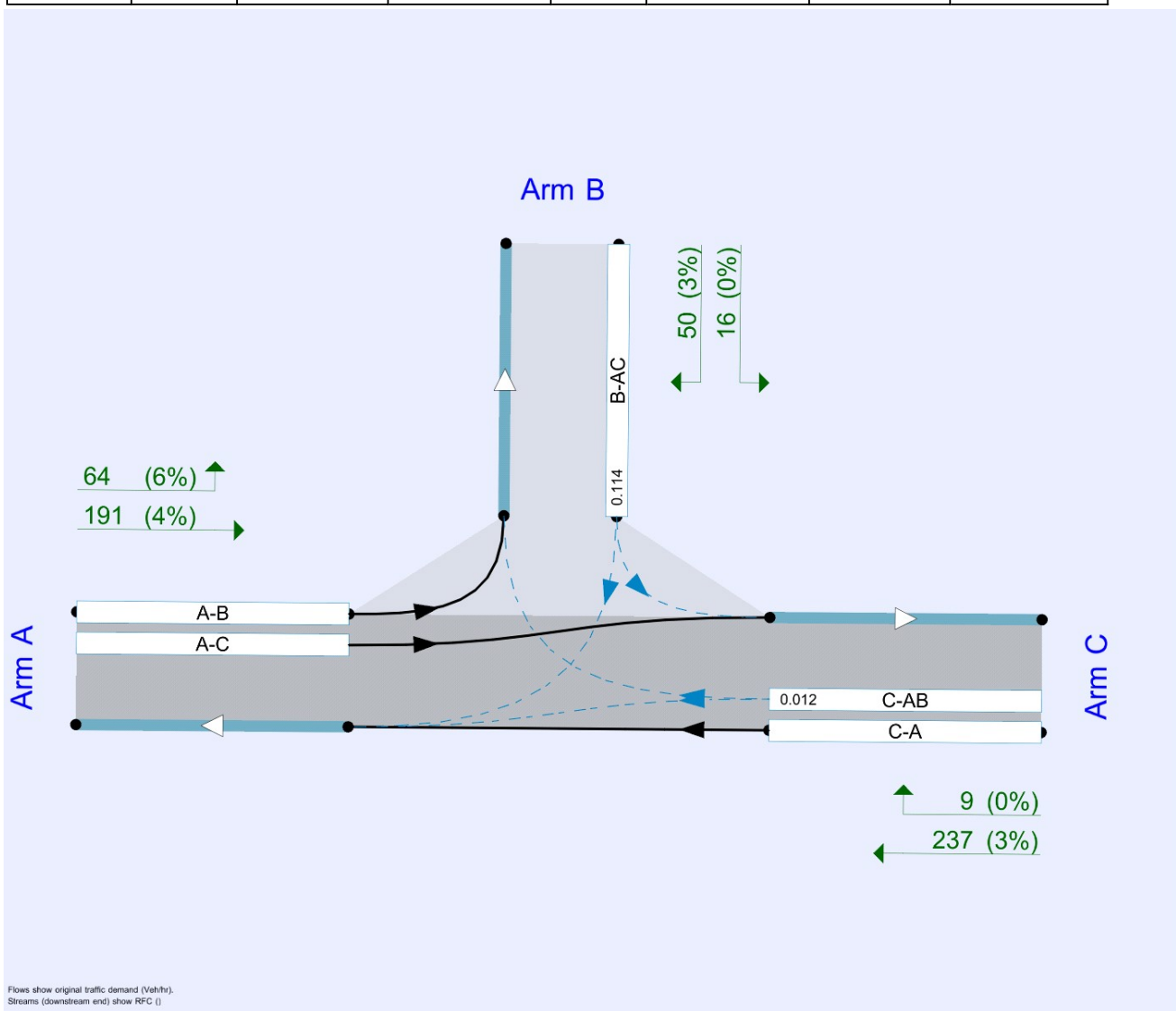
File summary

File Description

Title	
Location	
Site number	
Date	07/05/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CAD-Laptop1\Brad Loxley
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	2029 Base + Dev	AM	ONE HOUR	07:15	08:45	15
D2	2029 Base + Dev	PM	ONE HOUR	16:00	17:30	15
D3	2034 Base + Dev	AM	ONE HOUR	07:15	08:45	15
D4	2034 Base + Dev	PM	ONE HOUR	16:00	17:30	15
D5	2029 Base + Dev + SL Sensitivity Test	AM	ONE HOUR	07:15	08:45	15
D6	2029 Base + Dev + SL Sensitivity Test	PM	ONE HOUR	16:00	17:30	15
D7	2034 Base + Dev + SL Sensitivity Test	AM	ONE HOUR	07:15	08:45	15
D8	2034 Base + Dev + SL Sensitivity Test	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2029 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Cross Road (W)		Major
B	Elm Road		Minor
C	Cross Road (E)		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	6.50			210.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.87	11	12

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	481	0.086	0.216	0.136	0.309
B-C	623	0.093	0.236	-	-
C-B	696	0.264	0.264	-	-

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	2029 Base + Dev	AM	ONE HOUR	07:15	08:45	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		✓	272	100.000
B		✓	106	100.000
C		✓	198	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	26	246
	B	83	0	23
	C	197	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	6	4
	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 LOS
B-AC	0.28	12.12	0.4	B
C-AB	0.00	4.91	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	443	0.180	79	0.2	9.860	A
C-AB	0.94	734	0.001	0.94	0.0	4.911	A
C-A	148			148			
A-B	20			20			
A-C	185			185			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	431	0.221	95	0.3	10.726	B
C-AB	1	742	0.002	1	0.0	4.854	A
C-A	177			177			
A-B	23			23			
A-C	221			221			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	117	414	0.282	116	0.4	12.089	B
C-AB	2	755	0.002	2	0.0	4.776	A
C-A	216			216			
A-B	29			29			
A-C	271			271			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	117	414	0.282	117	0.4	12.122	B
C-AB	2	755	0.002	2	0.0	4.780	A
C-A	216			216			
A-B	29			29			
A-C	271			271			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	431	0.221	96	0.3	10.760	B
C-AB	1	742	0.002	1	0.0	4.858	A
C-A	177			177			
A-B	23			23			
A-C	221			221			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	443	0.180	80	0.2	9.930	A
C-AB	0.94	734	0.001	0.95	0.0	4.915	A
C-A	148			148			
A-B	20			20			
A-C	185			185			

2029 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2029 Base + Dev	PM	ONE HOUR	16:00	17:30	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		✓	242	100.000
B		✓	65	100.000
C		✓	228	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	62	180
	B	49	0	16
	C	220	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	6	4
	B	3	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.17	10.48	0.2	B
C-AB	0.02	4.85	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	441	0.111	48	0.1	9.153	A
C-AB	8	750	0.010	8	0.0	4.850	A
C-A	164			164			
A-B	47			47			
A-C	136			136			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	430	0.136	58	0.2	9.673	A
C-AB	10	761	0.013	10	0.0	4.785	A
C-A	195			195			
A-B	56			56			
A-C	162			162			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	415	0.172	71	0.2	10.465	B
C-AB	13	778	0.016	13	0.0	4.700	A
C-A	238			238			
A-B	68			68			
A-C	198			198			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	415	0.172	72	0.2	10.478	B
C-AB	13	778	0.016	13	0.0	4.703	A
C-A	238			238			
A-B	68			68			
A-C	198			198			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	430	0.136	59	0.2	9.691	A
C-AB	10	761	0.013	10	0.0	4.793	A
C-A	195			195			
A-B	56			56			
A-C	162			162			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	441	0.111	49	0.1	9.182	A
C-AB	8	750	0.010	8	0.0	4.854	A
C-A	164			164			
A-B	47			47			
A-C	136			136			

2034 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2034 Base + Dev	AM	ONE HOUR	07:15	08:45	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		✓	279	100.000
B		✓	110	100.000
C		✓	202	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	27	252
	B	86	0	24
	C	201	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	6	4
	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 LOS
B-AC	0.29	12.39	0.4	B
C-AB	0.00	4.91	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	83	442	0.188	82	0.2	9.984	A
C-AB	0.95	735	0.001	0.94	0.0	4.907	A
C-A	151			151			
A-B	20			20			
A-C	190			190			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	429	0.230	99	0.3	10.886	B
C-AB	1	743	0.002	1	0.0	4.849	A
C-A	180			180			
A-B	24			24			
A-C	227			227			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	121	412	0.294	121	0.4	12.351	B
C-AB	2	756	0.002	2	0.0	4.770	A
C-A	221			221			
A-B	30			30			
A-C	277			277			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	121	412	0.294	121	0.4	12.387	B
C-AB	2	756	0.002	2	0.0	4.774	A
C-A	221			221			
A-B	30			30			
A-C	277			277			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	429	0.230	99	0.3	10.932	B
C-AB	1	743	0.002	1	0.0	4.855	A
C-A	180			180			
A-B	24			24			
A-C	227			227			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	83	442	0.188	83	0.2	10.051	B
C-AB	0.95	734	0.001	0.95	0.0	4.909	A
C-A	151			151			
A-B	20			20			
A-C	190			190			

2034 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2034 Base + Dev	PM	ONE HOUR	16:00	17:30	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		✓	249	100.000
B		✓	66	100.000
C		✓	234	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	64	185
	B	50	0	16
	C	225	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	6	4
	B	3	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.18	10.60	0.2	B
C-AB	0.02	4.85	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	439	0.113	49	0.1	9.220	A
C-AB	9	751	0.012	9	0.0	4.850	A
C-A	167			167			
A-B	48			48			
A-C	139			139			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	428	0.139	59	0.2	9.763	A
C-AB	11	763	0.014	11	0.0	4.785	A
C-A	199			199			
A-B	58			58			
A-C	166			166			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	412	0.176	72	0.2	10.591	B
C-AB	15	780	0.019	15	0.0	4.700	A
C-A	243			243			
A-B	70			70			
A-C	204			204			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	412	0.176	73	0.2	10.604	B
C-AB	15	780	0.019	15	0.0	4.705	A
C-A	243			243			
A-B	70			70			
A-C	204			204			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	428	0.139	60	0.2	9.781	A
C-AB	11	763	0.014	11	0.0	4.794	A
C-A	199			199			
A-B	58			58			
A-C	166			166			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	439	0.113	50	0.1	9.250	A
C-AB	9	751	0.012	9	0.0	4.854	A
C-A	167			167			
A-B	48			48			
A-C	139			139			

2029 Base + Dev + SL Sensitivity Test, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029 Base + Dev + SL Sensitivity Test	AM	ONE HOUR	07:15	08:45	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		✓	285	100.000
B		✓	106	100.000
C		✓	202	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	26	259
	B	83	0	23
	C	201	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	6	4
	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 LOS
B-AC	0.28	12.28	0.4	B
C-AB	0.00	4.92	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	440	0.181	79	0.2	9.939	A
C-AB	0.95	733	0.001	0.94	0.0	4.914	A
C-A	151			151			
A-B	20			20			
A-C	195			195			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	428	0.223	95	0.3	10.818	B
C-AB	1	742	0.002	1	0.0	4.858	A
C-A	180			180			
A-B	23			23			
A-C	233			233			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	117	410	0.285	116	0.4	12.246	B
C-AB	2	754	0.002	2	0.0	4.780	A
C-A	221			221			
A-B	29			29			
A-C	285			285			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	117	410	0.285	117	0.4	12.282	B
C-AB	2	754	0.002	2	0.0	4.784	A
C-A	221			221			
A-B	29			29			
A-C	285			285			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	428	0.223	96	0.3	10.863	B
C-AB	1	742	0.002	1	0.0	4.862	A
C-A	180			180			
A-B	23			23			
A-C	233			233			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	440	0.181	80	0.2	10.003	B
C-AB	0.95	733	0.001	0.95	0.0	4.918	A
C-A	151			151			
A-B	20			20			
A-C	195			195			

2029 Base + Dev + SL Sensitivity Test, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029 Base + Dev + SL Sensitivity Test	PM	ONE HOUR	16:00	17:30	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		✓	248	100.000
B		✓	65	100.000
C		✓	240	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	62	186
	B	49	0	16
	C	232	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	6	4
	B	3	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.17	10.57	0.2	B
C-AB	0.02	4.83	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	439	0.111	48	0.1	9.202	A
C-AB	8	754	0.010	8	0.0	4.821	A
C-A	173			173			
A-B	47			47			
A-C	140			140			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	428	0.137	58	0.2	9.740	A
C-AB	10	767	0.013	10	0.0	4.751	A
C-A	206			206			
A-B	56			56			
A-C	167			167			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	412	0.174	71	0.2	10.561	B
C-AB	13	785	0.017	13	0.0	4.659	A
C-A	251			251			
A-B	68			68			
A-C	205			205			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	412	0.174	72	0.2	10.573	B
C-AB	13	785	0.017	13	0.0	4.664	A
C-A	251			251			
A-B	68			68			
A-C	205			205			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	428	0.137	59	0.2	9.758	A
C-AB	10	767	0.013	10	0.0	4.760	A
C-A	206			206			
A-B	56			56			
A-C	167			167			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	439	0.111	49	0.1	9.232	A
C-AB	8	754	0.010	8	0.0	4.827	A
C-A	173			173			
A-B	47			47			
A-C	140			140			

2034 Base + Dev + SL Sensitivity Test, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2034 Base + Dev + SL Sensitivity Test	AM	ONE HOUR	07:15	08:45	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		✓	110	100.000
C		✓	206	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	27	265
	B	86	0	24
	C	205	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	6	4
	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 LOS
B-AC	0.30	12.55	0.4	B
C-AB	0.00	4.91	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	83	439	0.189	82	0.2	10.058	B
C-AB	0.95	734	0.001	0.95	0.0	4.910	A
C-A	154			154			
A-B	20			20			
A-C	200			200			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	426	0.232	99	0.3	10.991	B
C-AB	1	743	0.002	1	0.0	4.853	A
C-A	184			184			
A-B	24			24			
A-C	238			238			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	121	408	0.297	121	0.4	12.515	B
C-AB	2	755	0.002	2	0.0	4.773	A
C-A	225			225			
A-B	30			30			
A-C	292			292			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	121	408	0.297	121	0.4	12.554	B
C-AB	2	755	0.002	2	0.0	4.777	A
C-A	225			225			
A-B	30			30			
A-C	292			292			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	426	0.232	99	0.3	11.041	B
C-AB	1	743	0.002	1	0.0	4.857	A
C-A	184			184			
A-B	24			24			
A-C	238			238			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	83	439	0.189	83	0.2	10.124	B
C-AB	0.95	734	0.001	0.96	0.0	4.914	A
C-A	154			154			
A-B	20			20			
A-C	200			200			

2034 Base + Dev + SL Sensitivity Test, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2034 Base + Dev + SL Sensitivity Test	PM	ONE HOUR	16:00	17:30	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		✓	255	100.000
B		✓	66	100.000
C		✓	246	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	64	191
	B	50	0	16
	C	237	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	6	4
	B	3	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.18	10.70	0.2	B
C-AB	0.02	4.82	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	437	0.114	49	0.1	9.270	A
C-AB	9	755	0.012	9	0.0	4.821	A
C-A	176			176			
A-B	48			48			
A-C	144			144			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	425	0.140	59	0.2	9.830	A
C-AB	11	768	0.015	11	0.0	4.751	A
C-A	210			210			
A-B	58			58			
A-C	172			172			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	409	0.178	72	0.2	10.689	B
C-AB	15	787	0.019	15	0.0	4.659	A
C-A	256			256			
A-B	70			70			
A-C	210			210			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	409	0.178	73	0.2	10.702	B
C-AB	15	787	0.019	15	0.0	4.663	A
C-A	256			256			
A-B	70			70			
A-C	210			210			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	425	0.140	60	0.2	9.849	A
C-AB	11	768	0.015	11	0.0	4.760	A
C-A	210			210			
A-B	58			58			
A-C	172			172			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	437	0.114	50	0.1	9.302	A
C-AB	9	755	0.012	9	0.0	4.825	A
C-A	176			176			
A-B	48			48			
A-C	144			144			