

Redwood Partnership Transportation Limited

Maritime House
Basin Road North
Portslade
Brighton
BN41 1WR

T: 01273 414515
F: 01273 376824

E: consult@redwoodpartnership.co.uk
www.redwoodpartnership.co.uk

REDWOOD PARTNERSHIP

Consulting Engineers
Transportation Planners



**PROPOSED MIXED-USE
RETAIL & RESIDENTIAL DEVELOPMENT
43-67 HIGH STREET
YIEWSLEY
WEST DRAYTON
UB7 7QQ**

**TRANSPORT ASSESSMENT
VOLUME 3 OF 4**

on behalf of
**HARBOURSIDE INVESTMENTS LTD
&
WM MORRISON SUPERMARKETS PLC**

PMcL/3290d4/Jul 2018



VOLUME 1 OF 4

<u>Section</u>	Contents	<u>Page</u>
1.0	Introduction	1
2.0	Existing Situation	3
3.0	Development Proposals	13
4.0	Travel Assessment	30
5.0	Planning Policy Guidance	42
6.0	Summary and Conclusions	47

APPENDIX A

Figure A1-Site Location Plan

Figure A2-Public Transport Plan

Figure A3-Rail Services Plan

Figure A4-Local Services Plan

Figure A5-Walking Isochrone Plan

Figure A6-Cycling Isochrone Plan

Figure A7-PICADY Parameters Plan

APPENDIX B – PTAL

APPENDIX C - Adopted Highway plan

VOLUME 2 OF 4

DRAWINGS

Redwood Partnership Drg No. REDW-3290-460 – Highway Layout Plan

Redwood Partnership Drg No. REDW-3290-461 – Residential Servicing Location Plan

Redwood Partnership Drg No. REDW-3290-462 – Potential Canal Access - Layout Plan

Redwood Partnership Drg No. REDW-3008-470 – 16.5m articulated lorry access to service yard

Redwood Partnership Drg No. REDW-3008-471 – 16.5m articulated lorry egress from service yard

Redwood Partnership Drg No. REDW-3008-472 – 12.0m rigid lorry access to service yard

Redwood Partnership Drg No. REDW-3008-473 – 12.0m rigid lorry egress from service yard



VOLUME 3 OF 4

APPENDIX D – TRICS assessment output

APPENDIX E – Pedestrian Audit

APPENDIX F – Traffic Figures

Figure F1 – Friday AM base traffic flows 26 November 2011

Figure F2 - Friday PM base traffic flows 26 November 2011

Figure F3 - Saturday midday base traffic flows 27 November 2011

Figure F4 - Friday AM base traffic flows 26 November 2011 PCUs

Figure F5 - Friday PM base traffic flows 26 November 2011 PCUs

Figure F6 - Saturday midday base traffic flows 27 November 2011 PCUs

Figure F7 – Existing 2018 peak hour traffic flows growthed to year of opening 2021

Figure F8 - Existing 2018 peak hour traffic flows growthed to horizon year 2023

Figure F9 – Nett development peak hour traffic flows

Figure F10 – Peak hour residential traffic flows

Figure F11 – 2021 year of opening assessment – residential + reduced Morrisons traffic

Figure F12 - 2023 horizon year assessment – residential + reduced Morrisons traffic

Figure F13 – 2021 year of opening assessment – base + residential

Figure F14 - 2023 horizon year assessment – base + residential

APPENDIX G – PICADY computer outputs

VOLUME 4 OF 4

APPENDIX H - ATC traffic survey data

APPENDIX J - Traffic turning count data

APPENDIX K – Bus occupancy survey

APPENDIX L – Personal Injury Accident Data

APPENDIX M – Stage 1 Road Safety Audit

Calculation Reference: AUDIT-641801-180328-0314

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
BT	BRENT	1 days
HO	HOUNSLOW	1 days
HV	HAVERING	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 150 to 293 (units:)
 Range Selected by User: 150 to 293 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 18/11/16

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	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Development Zone	2
Built-Up 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.

Secondary Filtering selection:

Use Class:

C3	3 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	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:

125,001 to 250,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	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:

Yes	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:

2 Poor	2 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1	BT-03-C-01	BLOCKS OF FLATS	BRENT
	LAKESIDE DRIVE		
	PARK ROYAL		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Number of dwellings:	170	
	Survey date: WEDNESDAY	28/09/16	Survey Type: MANUAL
2	HO-03-C-03	BLOCKS OF FLATS	HOUNSLOW
	COMMERCE ROAD		
	BRENTFORD		
	Edge of Town Centre		
	Development Zone		
	Total Number of dwellings:	150	
	Survey date: FRIDAY	18/11/16	Survey Type: MANUAL
3	HV-03-C-01	BLOCKS OF FLATS	HAVERING
	WATERLOO ROAD		
	ROMFORD		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of dwellings:	293	
	Survey date: WEDNESDAY	25/06/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.047	3	204	0.067	3	204	0.114
08:00 - 09:00	3	204	0.034	3	204	0.082	3	204	0.116
09:00 - 10:00	3	204	0.038	3	204	0.062	3	204	0.100
10:00 - 11:00	3	204	0.072	3	204	0.083	3	204	0.155
11:00 - 12:00	3	204	0.054	3	204	0.077	3	204	0.131
12:00 - 13:00	3	204	0.059	3	204	0.057	3	204	0.116
13:00 - 14:00	3	204	0.070	3	204	0.080	3	204	0.150
14:00 - 15:00	3	204	0.034	3	204	0.057	3	204	0.091
15:00 - 16:00	3	204	0.104	3	204	0.062	3	204	0.166
16:00 - 17:00	3	204	0.111	3	204	0.086	3	204	0.197
17:00 - 18:00	3	204	0.121	3	204	0.108	3	204	0.229
18:00 - 19:00	3	204	0.088	3	204	0.064	3	204	0.152
19:00 - 20:00	2	160	0.094	2	160	0.069	2	160	0.163
20:00 - 21:00	2	160	0.084	2	160	0.059	2	160	0.143
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.010			1.013			2.023	

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.002	3	204	0.002	3	204	0.004
08:00 - 09:00	3	204	0.002	3	204	0.002	3	204	0.004
09:00 - 10:00	3	204	0.003	3	204	0.005	3	204	0.008
10:00 - 11:00	3	204	0.005	3	204	0.002	3	204	0.007
11:00 - 12:00	3	204	0.005	3	204	0.003	3	204	0.008
12:00 - 13:00	3	204	0.003	3	204	0.007	3	204	0.010
13:00 - 14:00	3	204	0.002	3	204	0.002	3	204	0.004
14:00 - 15:00	3	204	0.000	3	204	0.000	3	204	0.000
15:00 - 16:00	3	204	0.010	3	204	0.008	3	204	0.018
16:00 - 17:00	3	204	0.002	3	204	0.003	3	204	0.005
17:00 - 18:00	3	204	0.007	3	204	0.005	3	204	0.012
18:00 - 19:00	3	204	0.008	3	204	0.008	3	204	0.016
19:00 - 20:00	2	160	0.006	2	160	0.009	2	160	0.015
20:00 - 21:00	2	160	0.000	2	160	0.000	2	160	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.055			0.056			0.111

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.003	3	204	0.002	3	204	0.005
08:00 - 09:00	3	204	0.002	3	204	0.003	3	204	0.005
09:00 - 10:00	3	204	0.003	3	204	0.002	3	204	0.005
10:00 - 11:00	3	204	0.011	3	204	0.010	3	204	0.021
11:00 - 12:00	3	204	0.003	3	204	0.002	3	204	0.005
12:00 - 13:00	3	204	0.002	3	204	0.002	3	204	0.004
13:00 - 14:00	3	204	0.008	3	204	0.011	3	204	0.019
14:00 - 15:00	3	204	0.000	3	204	0.000	3	204	0.000
15:00 - 16:00	3	204	0.000	3	204	0.002	3	204	0.002
16:00 - 17:00	3	204	0.000	3	204	0.000	3	204	0.000
17:00 - 18:00	3	204	0.000	3	204	0.000	3	204	0.000
18:00 - 19:00	3	204	0.000	3	204	0.000	3	204	0.000
19:00 - 20:00	2	160	0.000	2	160	0.000	2	160	0.000
20:00 - 21:00	2	160	0.000	2	160	0.000	2	160	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.034			0.066

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.000	3	204	0.000	3	204	0.000
08:00 - 09:00	3	204	0.000	3	204	0.000	3	204	0.000
09:00 - 10:00	3	204	0.000	3	204	0.000	3	204	0.000
10:00 - 11:00	3	204	0.000	3	204	0.000	3	204	0.000
11:00 - 12:00	3	204	0.000	3	204	0.000	3	204	0.000
12:00 - 13:00	3	204	0.000	3	204	0.000	3	204	0.000
13:00 - 14:00	3	204	0.000	3	204	0.000	3	204	0.000
14:00 - 15:00	3	204	0.000	3	204	0.000	3	204	0.000
15:00 - 16:00	3	204	0.000	3	204	0.000	3	204	0.000
16:00 - 17:00	3	204	0.000	3	204	0.000	3	204	0.000
17:00 - 18:00	3	204	0.000	3	204	0.000	3	204	0.000
18:00 - 19:00	3	204	0.000	3	204	0.000	3	204	0.000
19:00 - 20:00	2	160	0.000	2	160	0.000	2	160	0.000
20:00 - 21:00	2	160	0.000	2	160	0.000	2	160	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000				0.000

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.005	3	204	0.016	3	204	0.021
08:00 - 09:00	3	204	0.002	3	204	0.020	3	204	0.022
09:00 - 10:00	3	204	0.000	3	204	0.007	3	204	0.007
10:00 - 11:00	3	204	0.000	3	204	0.011	3	204	0.011
11:00 - 12:00	3	204	0.003	3	204	0.003	3	204	0.006
12:00 - 13:00	3	204	0.003	3	204	0.002	3	204	0.005
13:00 - 14:00	3	204	0.007	3	204	0.003	3	204	0.010
14:00 - 15:00	3	204	0.003	3	204	0.000	3	204	0.003
15:00 - 16:00	3	204	0.007	3	204	0.003	3	204	0.010
16:00 - 17:00	3	204	0.005	3	204	0.002	3	204	0.007
17:00 - 18:00	3	204	0.015	3	204	0.008	3	204	0.023
18:00 - 19:00	3	204	0.013	3	204	0.007	3	204	0.020
19:00 - 20:00	2	160	0.013	2	160	0.000	2	160	0.013
20:00 - 21:00	2	160	0.006	2	160	0.000	2	160	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.082			0.164

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.062	3	204	0.085	3	204	0.147
08:00 - 09:00	3	204	0.036	3	204	0.109	3	204	0.145
09:00 - 10:00	3	204	0.049	3	204	0.069	3	204	0.118
10:00 - 11:00	3	204	0.080	3	204	0.090	3	204	0.170
11:00 - 12:00	3	204	0.075	3	204	0.093	3	204	0.168
12:00 - 13:00	3	204	0.070	3	204	0.067	3	204	0.137
13:00 - 14:00	3	204	0.095	3	204	0.095	3	204	0.190
14:00 - 15:00	3	204	0.041	3	204	0.067	3	204	0.108
15:00 - 16:00	3	204	0.122	3	204	0.069	3	204	0.191
16:00 - 17:00	3	204	0.134	3	204	0.108	3	204	0.242
17:00 - 18:00	3	204	0.160	3	204	0.163	3	204	0.323
18:00 - 19:00	3	204	0.145	3	204	0.091	3	204	0.236
19:00 - 20:00	2	160	0.131	2	160	0.119	2	160	0.250
20:00 - 21:00	2	160	0.119	2	160	0.075	2	160	0.194
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.319			1.300			2.619	

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.055	3	204	0.132	3	204	0.187
08:00 - 09:00	3	204	0.075	3	204	0.162	3	204	0.237
09:00 - 10:00	3	204	0.078	3	204	0.078	3	204	0.156
10:00 - 11:00	3	204	0.036	3	204	0.070	3	204	0.106
11:00 - 12:00	3	204	0.046	3	204	0.052	3	204	0.098
12:00 - 13:00	3	204	0.059	3	204	0.057	3	204	0.116
13:00 - 14:00	3	204	0.051	3	204	0.041	3	204	0.092
14:00 - 15:00	3	204	0.044	3	204	0.054	3	204	0.098
15:00 - 16:00	3	204	0.069	3	204	0.046	3	204	0.115
16:00 - 17:00	3	204	0.064	3	204	0.052	3	204	0.116
17:00 - 18:00	3	204	0.106	3	204	0.044	3	204	0.150
18:00 - 19:00	3	204	0.091	3	204	0.072	3	204	0.163
19:00 - 20:00	2	160	0.081	2	160	0.053	2	160	0.134
20:00 - 21:00	2	160	0.059	2	160	0.044	2	160	0.103
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.914			0.957			1.871	

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.008	3	204	0.044	3	204	0.052
08:00 - 09:00	3	204	0.013	3	204	0.086	3	204	0.099
09:00 - 10:00	3	204	0.018	3	204	0.024	3	204	0.042
10:00 - 11:00	3	204	0.011	3	204	0.005	3	204	0.016
11:00 - 12:00	3	204	0.005	3	204	0.020	3	204	0.025
12:00 - 13:00	3	204	0.015	3	204	0.016	3	204	0.031
13:00 - 14:00	3	204	0.010	3	204	0.028	3	204	0.038
14:00 - 15:00	3	204	0.013	3	204	0.003	3	204	0.016
15:00 - 16:00	3	204	0.015	3	204	0.018	3	204	0.033
16:00 - 17:00	3	204	0.042	3	204	0.018	3	204	0.060
17:00 - 18:00	3	204	0.042	3	204	0.005	3	204	0.047
18:00 - 19:00	3	204	0.020	3	204	0.020	3	204	0.040
19:00 - 20:00	2	160	0.025	2	160	0.013	2	160	0.038
20:00 - 21:00	2	160	0.016	2	160	0.013	2	160	0.029
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.253			0.313			0.566	

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.008	3	204	0.077	3	204	0.085
08:00 - 09:00	3	204	0.002	3	204	0.100	3	204	0.102
09:00 - 10:00	3	204	0.007	3	204	0.033	3	204	0.040
10:00 - 11:00	3	204	0.005	3	204	0.026	3	204	0.031
11:00 - 12:00	3	204	0.010	3	204	0.013	3	204	0.023
12:00 - 13:00	3	204	0.007	3	204	0.007	3	204	0.014
13:00 - 14:00	3	204	0.010	3	204	0.008	3	204	0.018
14:00 - 15:00	3	204	0.015	3	204	0.011	3	204	0.026
15:00 - 16:00	3	204	0.018	3	204	0.015	3	204	0.033
16:00 - 17:00	3	204	0.028	3	204	0.007	3	204	0.035
17:00 - 18:00	3	204	0.051	3	204	0.007	3	204	0.058
18:00 - 19:00	3	204	0.047	3	204	0.005	3	204	0.052
19:00 - 20:00	2	160	0.122	2	160	0.006	2	160	0.128
20:00 - 21:00	2	160	0.050	2	160	0.009	2	160	0.059
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.380			0.324			0.704

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.000	3	204	0.000	3	204	0.000
08:00 - 09:00	3	204	0.000	3	204	0.000	3	204	0.000
09:00 - 10:00	3	204	0.000	3	204	0.000	3	204	0.000
10:00 - 11:00	3	204	0.000	3	204	0.000	3	204	0.000
11:00 - 12:00	3	204	0.000	3	204	0.000	3	204	0.000
12:00 - 13:00	3	204	0.000	3	204	0.000	3	204	0.000
13:00 - 14:00	3	204	0.000	3	204	0.000	3	204	0.000
14:00 - 15:00	3	204	0.000	3	204	0.000	3	204	0.000
15:00 - 16:00	3	204	0.000	3	204	0.000	3	204	0.000
16:00 - 17:00	3	204	0.000	3	204	0.000	3	204	0.000
17:00 - 18:00	3	204	0.000	3	204	0.000	3	204	0.000
18:00 - 19:00	3	204	0.000	3	204	0.000	3	204	0.000
19:00 - 20:00	2	160	0.000	2	160	0.000	2	160	0.000
20:00 - 21:00	2	160	0.000	2	160	0.000	2	160	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.016	3	204	0.121	3	204	0.137
08:00 - 09:00	3	204	0.015	3	204	0.186	3	204	0.201
09:00 - 10:00	3	204	0.024	3	204	0.057	3	204	0.081
10:00 - 11:00	3	204	0.016	3	204	0.031	3	204	0.047
11:00 - 12:00	3	204	0.015	3	204	0.033	3	204	0.048
12:00 - 13:00	3	204	0.021	3	204	0.023	3	204	0.044
13:00 - 14:00	3	204	0.020	3	204	0.036	3	204	0.056
14:00 - 15:00	3	204	0.028	3	204	0.015	3	204	0.043
15:00 - 16:00	3	204	0.033	3	204	0.033	3	204	0.066
16:00 - 17:00	3	204	0.070	3	204	0.024	3	204	0.094
17:00 - 18:00	3	204	0.093	3	204	0.011	3	204	0.104
18:00 - 19:00	3	204	0.067	3	204	0.024	3	204	0.091
19:00 - 20:00	2	160	0.147	2	160	0.019	2	160	0.166
20:00 - 21:00	2	160	0.066	2	160	0.022	2	160	0.088
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.631			0.635			1.266	

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.139	3	204	0.354	3	204	0.493
08:00 - 09:00	3	204	0.127	3	204	0.476	3	204	0.603
09:00 - 10:00	3	204	0.152	3	204	0.210	3	204	0.362
10:00 - 11:00	3	204	0.132	3	204	0.202	3	204	0.334
11:00 - 12:00	3	204	0.139	3	204	0.181	3	204	0.320
12:00 - 13:00	3	204	0.153	3	204	0.148	3	204	0.301
13:00 - 14:00	3	204	0.171	3	204	0.175	3	204	0.346
14:00 - 15:00	3	204	0.116	3	204	0.135	3	204	0.251
15:00 - 16:00	3	204	0.230	3	204	0.150	3	204	0.380
16:00 - 17:00	3	204	0.272	3	204	0.186	3	204	0.458
17:00 - 18:00	3	204	0.374	3	204	0.227	3	204	0.601
18:00 - 19:00	3	204	0.316	3	204	0.194	3	204	0.510
19:00 - 20:00	2	160	0.372	2	160	0.191	2	160	0.563
20:00 - 21:00	2	160	0.250	2	160	0.141	2	160	0.391
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.943			2.970			5.913	

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL CARS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.033	3	204	0.059	3	204	0.092
08:00 - 09:00	3	204	0.021	3	204	0.065	3	204	0.086
09:00 - 10:00	3	204	0.021	3	204	0.042	3	204	0.063
10:00 - 11:00	3	204	0.041	3	204	0.055	3	204	0.096
11:00 - 12:00	3	204	0.036	3	204	0.057	3	204	0.093
12:00 - 13:00	3	204	0.041	3	204	0.039	3	204	0.080
13:00 - 14:00	3	204	0.041	3	204	0.051	3	204	0.092
14:00 - 15:00	3	204	0.029	3	204	0.046	3	204	0.075
15:00 - 16:00	3	204	0.077	3	204	0.041	3	204	0.118
16:00 - 17:00	3	204	0.088	3	204	0.065	3	204	0.153
17:00 - 18:00	3	204	0.103	3	204	0.091	3	204	0.194
18:00 - 19:00	3	204	0.072	3	204	0.049	3	204	0.121
19:00 - 20:00	2	160	0.075	2	160	0.053	2	160	0.128
20:00 - 21:00	2	160	0.075	2	160	0.053	2	160	0.128
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.753			0.766			1.519

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.007	3	204	0.003	3	204	0.010
08:00 - 09:00	3	204	0.008	3	204	0.003	3	204	0.011
09:00 - 10:00	3	204	0.010	3	204	0.010	3	204	0.020
10:00 - 11:00	3	204	0.013	3	204	0.016	3	204	0.029
11:00 - 12:00	3	204	0.008	3	204	0.013	3	204	0.021
12:00 - 13:00	3	204	0.013	3	204	0.010	3	204	0.023
13:00 - 14:00	3	204	0.020	3	204	0.013	3	204	0.033
14:00 - 15:00	3	204	0.005	3	204	0.011	3	204	0.016
15:00 - 16:00	3	204	0.016	3	204	0.011	3	204	0.027
16:00 - 17:00	3	204	0.020	3	204	0.016	3	204	0.036
17:00 - 18:00	3	204	0.008	3	204	0.010	3	204	0.018
18:00 - 19:00	3	204	0.003	3	204	0.007	3	204	0.010
19:00 - 20:00	2	160	0.000	2	160	0.003	2	160	0.003
20:00 - 21:00	2	160	0.000	2	160	0.000	2	160	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.131			0.126			0.257

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.003	3	204	0.002	3	204	0.005
08:00 - 09:00	3	204	0.002	3	204	0.008	3	204	0.010
09:00 - 10:00	3	204	0.000	3	204	0.003	3	204	0.003
10:00 - 11:00	3	204	0.002	3	204	0.000	3	204	0.002
11:00 - 12:00	3	204	0.002	3	204	0.002	3	204	0.004
12:00 - 13:00	3	204	0.000	3	204	0.000	3	204	0.000
13:00 - 14:00	3	204	0.000	3	204	0.003	3	204	0.003
14:00 - 15:00	3	204	0.000	3	204	0.000	3	204	0.000
15:00 - 16:00	3	204	0.002	3	204	0.000	3	204	0.002
16:00 - 17:00	3	204	0.002	3	204	0.002	3	204	0.004
17:00 - 18:00	3	204	0.003	3	204	0.002	3	204	0.005
18:00 - 19:00	3	204	0.005	3	204	0.000	3	204	0.005
19:00 - 20:00	2	160	0.013	2	160	0.003	2	160	0.016
20:00 - 21:00	2	160	0.009	2	160	0.006	2	160	0.015
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.043			0.031			0.074	

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-641801-180323-0323

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 28 to 72 (units:)
Range Selected by User: 10 to 320 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 10/07/17

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:

Saturday 2 days

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

Selected survey types:

Manual count	2 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

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

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

Secondary Filtering selection:

Use Class:

C3	1 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5	2 days
------------	--------

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

Travel Plan:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DS-03-C-02	FLATS	DERBYSHIRE
	BURTON ROAD		
	NEW NORMANTON		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: SATURDAY	09/07/11	Survey Type: MANUAL
2	SC-03-C-04	BLOCK OF FLATS	SURREY
	LONDON ROAD		
	BURPHAM		
	GUILDFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	72	
	Survey date: SATURDAY	23/10/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	50	0.010	2	50	0.030	2	50	0.040
08:00 - 09:00	2	50	0.000	2	50	0.060	2	50	0.060
09:00 - 10:00	2	50	0.020	2	50	0.090	2	50	0.110
10:00 - 11:00	2	50	0.100	2	50	0.070	2	50	0.170
11:00 - 12:00	2	50	0.080	2	50	0.100	2	50	0.180
12:00 - 13:00	2	50	0.080	2	50	0.140	2	50	0.220
13:00 - 14:00	2	50	0.170	2	50	0.210	2	50	0.380
14:00 - 15:00	2	50	0.120	2	50	0.130	2	50	0.250
15:00 - 16:00	2	50	0.140	2	50	0.080	2	50	0.220
16:00 - 17:00	2	50	0.170	2	50	0.090	2	50	0.260
17:00 - 18:00	2	50	0.080	2	50	0.060	2	50	0.140
18:00 - 19:00	2	50	0.170	2	50	0.090	2	50	0.260
19:00 - 20:00	1	72	0.111	1	72	0.097	1	72	0.208
20:00 - 21:00	1	72	0.083	1	72	0.069	1	72	0.152
21:00 - 22:00	1	72	0.083	1	72	0.042	1	72	0.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.417			1.358			2.775		

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	28 - 72 (units:)
Survey date date range:	01/01/09 - 10/07/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	72	0.000	1	72	0.000	1	72	0.000
07:00 - 08:00	2	50	0.000	2	50	0.000	2	50	0.000
08:00 - 09:00	2	50	0.000	2	50	0.000	2	50	0.000
09:00 - 10:00	2	50	0.000	2	50	0.000	2	50	0.000
10:00 - 11:00	2	50	0.000	2	50	0.000	2	50	0.000
11:00 - 12:00	2	50	0.000	2	50	0.000	2	50	0.000
12:00 - 13:00	2	50	0.010	2	50	0.010	2	50	0.020
13:00 - 14:00	2	50	0.000	2	50	0.000	2	50	0.000
14:00 - 15:00	2	50	0.000	2	50	0.000	2	50	0.000
15:00 - 16:00	2	50	0.000	2	50	0.000	2	50	0.000
16:00 - 17:00	2	50	0.010	2	50	0.010	2	50	0.020
17:00 - 18:00	2	50	0.000	2	50	0.000	2	50	0.000
18:00 - 19:00	2	50	0.000	2	50	0.000	2	50	0.000
19:00 - 20:00	1	72	0.014	1	72	0.014	1	72	0.028
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00	1	72	0.000	1	72	0.000	1	72	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.034			0.068

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	28 - 72 (units:)
Survey date date range:	01/01/09 - 10/07/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	50	0.000	2	50	0.000	2	50	0.000
08:00 - 09:00	2	50	0.000	2	50	0.000	2	50	0.000
09:00 - 10:00	2	50	0.000	2	50	0.000	2	50	0.000
10:00 - 11:00	2	50	0.000	2	50	0.000	2	50	0.000
11:00 - 12:00	2	50	0.000	2	50	0.000	2	50	0.000
12:00 - 13:00	2	50	0.000	2	50	0.000	2	50	0.000
13:00 - 14:00	2	50	0.000	2	50	0.000	2	50	0.000
14:00 - 15:00	2	50	0.000	2	50	0.000	2	50	0.000
15:00 - 16:00	2	50	0.000	2	50	0.000	2	50	0.000
16:00 - 17:00	2	50	0.000	2	50	0.000	2	50	0.000
17:00 - 18:00	2	50	0.000	2	50	0.000	2	50	0.000
18:00 - 19:00	2	50	0.000	2	50	0.000	2	50	0.000
19:00 - 20:00	1	72	0.000	1	72	0.000	1	72	0.000
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00	1	72	0.000	1	72	0.000	1	72	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	28 - 72 (units:)
Survey date date range:	01/01/09 - 10/07/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 PSVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	50	0.000	2	50	0.000	2	50	0.000
08:00 - 09:00	2	50	0.000	2	50	0.000	2	50	0.000
09:00 - 10:00	2	50	0.000	2	50	0.000	2	50	0.000
10:00 - 11:00	2	50	0.000	2	50	0.000	2	50	0.000
11:00 - 12:00	2	50	0.000	2	50	0.000	2	50	0.000
12:00 - 13:00	2	50	0.000	2	50	0.000	2	50	0.000
13:00 - 14:00	2	50	0.000	2	50	0.000	2	50	0.000
14:00 - 15:00	2	50	0.000	2	50	0.000	2	50	0.000
15:00 - 16:00	2	50	0.000	2	50	0.000	2	50	0.000
16:00 - 17:00	2	50	0.000	2	50	0.000	2	50	0.000
17:00 - 18:00	2	50	0.000	2	50	0.000	2	50	0.000
18:00 - 19:00	2	50	0.000	2	50	0.000	2	50	0.000
19:00 - 20:00	1	72	0.000	1	72	0.000	1	72	0.000
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00	1	72	0.000	1	72	0.000	1	72	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	28 - 72 (units:)
Survey date date range:	01/01/09 - 10/07/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	50	0.000	2	50	0.000	2	50	0.000
08:00 - 09:00	2	50	0.000	2	50	0.000	2	50	0.000
09:00 - 10:00	2	50	0.000	2	50	0.000	2	50	0.000
10:00 - 11:00	2	50	0.000	2	50	0.000	2	50	0.000
11:00 - 12:00	2	50	0.000	2	50	0.000	2	50	0.000
12:00 - 13:00	2	50	0.000	2	50	0.000	2	50	0.000
13:00 - 14:00	2	50	0.000	2	50	0.000	2	50	0.000
14:00 - 15:00	2	50	0.010	2	50	0.000	2	50	0.010
15:00 - 16:00	2	50	0.000	2	50	0.000	2	50	0.000
16:00 - 17:00	2	50	0.000	2	50	0.000	2	50	0.000
17:00 - 18:00	2	50	0.000	2	50	0.000	2	50	0.000
18:00 - 19:00	2	50	0.000	2	50	0.000	2	50	0.000
19:00 - 20:00	1	72	0.000	1	72	0.014	1	72	0.014
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00	1	72	0.014	1	72	0.000	1	72	0.014
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.014			0.038

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	28 - 72 (units:)
Survey date date range:	01/01/09 - 10/07/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Redwood Partnership Transportation Limited

Maritime House
Basin Road North
Portslade
Brighton
BN41 1WR

T: 01273 414515
F: 01273 376824

E: consult@redwoodpartnership.co.uk
www.redwoodpartnership.co.uk

REDWOOD PARTNERSHIP

Consulting Engineers
Transportation Planners



**PROPOSED MIXED-USE
RETAIL & RESIDENTIAL DEVELOPMENT
43-67 HIGH STREET
YIEWSLEY
WEST DRAYTON
UB7 7QQ**

**PEDESTRIAN ENVIRONMENT REVIEW
(PERS) Audit**

on behalf of
**HARBOURSIDE INVESTMENTS LIMITED
&
WM MORRISON SUPERMARKETS PLC**

PMcL/3290d7/Jul 2018



CONTENTS

	Page
1.0 Introduction	1
2.0 Overview of PERS System	2
3.0 PERS Audit	7
4.0 Summary & Conclusions	15

APPENDIX A

Figure 1 Assessment Area and Site Location

1.0 INTRODUCTION

- 1.1 The Redwood Partnership has been appointed by Harbourside Investments Limited and WM Morrison Supermarkets PLC to prepare a Morrisons Travel Plan for a mixed-use retail and residential development consisting of a new Morrisons foodstore and 144no residential apartments above, located at 43-67 High St, Yiewsley. West Drayton UB7 7QQ.
- 1.2 To establish the quality of the environment for pedestrians the Redwood Partnership has undertaken a Pedestrian Environment Review System (PERS) Assessment of the routes between the Site and the nearest local bus stops and West Drayton railway station.
- 1.3 This document describes the execution and outcome of the PERS assessment. The PERS approach provides a qualitative and quantitative means of describing and valuing the urban realm and pedestrian environment. The objective of this PERS audit is to assess and grade the urban realm and pedestrian environment between the site and the local bus stops including the pedestrian route from the Site to West Drayton Station via Colham Bridge where the High Street passes over the Grand Union Canal.
- 1.4 The PERS site assessment was carried out on 19th June 2018. The extent of the subject area is shown in **Figure A1**.
- 1.5 The remainder of this report outlines the following:
 - ☐ An overview of the PERS process, its use and capabilities
 - ☐ Summary of the PERS audit on High Street, Horton Road and St Stephen's Road
 - ☐ Summary and conclusion

2.0 OVERVIEW OF THE PERS SYSTEM

2.1 PERS is a tool that measures the quality of the pedestrian environment through subjective review and provides an objective measure to pedestrian quality. The auditing process allows for an overall review of pedestrian accessibility to and from the site.

2.2 Transport for London (TfL) has recognised PERS as an appropriate tool to fully evaluate the pedestrian environment. The PERS audit can identify where pedestrian environments require improvement.

2.3 PERS is produced by the Transport Research Laboratory (TRL) and is described as:

‘a systematic [computer programme] process designed to assess the quality of the pedestrian environment within a framework that promotes objectivity’

2.4 The review process allows for a wide range of information to be collected and presented in a number of analytical formats suitable for presentation. In principle, PERS reviews the environment from the end-user’s perspective with emphasis placed on the viewpoint of a vulnerable pedestrian.

2.5 The Mayor’s Transport Strategy aims to create a connected, safe, convenient and attractive environment that encourages people to walk, making London one of the most walking friendly cities for pedestrians.

2.6 Provision for walking is essential to the delivery of a sustainable and integrated transport policy with the overall result of environmental, social and economic health benefits.

2.7 When designing walking schemes and assessing the pedestrian environment, consideration needs to be given to the 5 ‘C’s’. The London Advisory Planning Committee first introduced the 5 ‘C’s’ in 1997 as a basis on which new measures to encourage walking should be developed. The proposed development will provide a number of significant improvements to the public realm and pedestrian environment. These benefits are outlined together with the 5 ‘C’s’ produced by the London Advisory Planning Committee. These are:

- i) **Convenient:** Routes should allow people to go where they want and the new facilities will offer an advantage in terms of directness and/or reduced delay compared with existing provision. Routes and key destinations will be properly

signed. For cyclists, trip-end cycle parking facilities will be clearly marked, conveniently located, and appropriate for the likely length of stay

- ii) **Accessible:** Local pedestrian and cycling routes form a significant network linking trip origins and the site. The routes are continuous and as direct as possible in terms of distance and journey time
- iii) **Safe:** Not only must infrastructure be safe, but it must be perceived to be safe. Opportunities for redistributing space within the highway have been fully explored with improved facilities on the public highway for both pedestrians and cyclists.
- iv) **Comfortable:** Any new highway works must meet the design standards for width, gradient, and surface quality etc, and will cater for all types of user, including children and disabled people. Dropped kerbs are provided at all new crossing points together with tactile paving to assist visually impaired people.
- v) **Attractive:** The walking and cycling environment on the site will be attractive and interesting to reinforce the site's link with the nearby bus stops and West Drayton station

2.8 It is important to engineer routes that provide for the five important considerations given above. The 5 'C's' reflect the fact that all transport users, regardless of mode, wish to make their journeys in the shortest, most convenient manner that is consistent with their personal safety and provides a pleasant and comfortable walking experience.

2.9 PERS takes into consideration the 5 'C's' above and works on a simple scoring method that breaks down various auditing criteria based on the pedestrian environment.

2.10 PERS as an audit tool consists of two parts:

- Check sheets with accompanying guidance for the use in the field to score environments and note comments; and
- Software that was adopted for the purpose of this study follows that recommended by TRL and summarised in **Table 2.1**:

Table 2.1
Approach to PERS

Stage	Tasks
1. Definition of study area	The study area is defined on a base map with all the pedestrian environments identified
2. On-street evaluation	The auditor reviews the assigned environment using the summary sheets and scoring guides. Scores and comments are noted down and later input into the PERS software
3. Data input and analysis	The scores and comments gathered are entered into PERS software for each environment reviewed. The software assigns each environment and sub-criteria an overall score.

- 2.11 Using this approach, the PERS audit assesses parameters within the designated study area as described in **Table 2.2**:

Table 2.2
PERS Description of the Pedestrian Environment

Environment Type	Brief Description
Links	Any footway, footpath or highway. They can be divided into sections if very long or reviewed in total
Crossings	Any designated or undesignated crossing where a pedestrian route intersects with a highway. You may choose to include side road junction crossings or not, dependent on the audit taking place
Routes	A way that links a trip origin and a trip destination, for example from a public transport interchange to a development site. Routes may consist of any number of links and crossings but has some characteristics specific to itself

- 2.12 This PERS audit looks specifically at the routes in the vicinity of the Site which is accessed via High Street, Horton Road and St Stephen's Road. The study area shown on **Figure A1** consists of the following routes:

- i) Route 1 - Site to northbound bus stop A on High Street
- ii) Route 2 - Site to southbound bus stop B on High Street
- iii) Route 3 - Site to eastbound bus stop C on Horton Road
- iv) Route 4 - Site to westbound bus stop D on Horton Road

- v) Route 5 – Horton Road junction to West Drayton Station
- vi) Route 6 – St Stephen’s Road on development frontage

2.13 Based upon best practice guidance in Manual for Streets and the 5 ‘C’s, PERS works on a simple scoring method that breaks down various parameters into a number of sub categories or characteristics. Each characteristic is scored on a range from +3 to -3, where +3 is the highest score. The PERS software weights the score for each characteristic depending on its deemed importance, to give a final overall score for each environment type. **Table 2.3** shows the score descriptions:

Table 2.3
PERS Scoring Description

Score	Condition
-3	Exceptionally poor example or practice
-2	Significant problems
-1	Minor problems
0	Neutral, neither good nor poor
+1	Slightly better than average
+2	Very Good
+3	Exceptionally good example or practice

2.14 Although quantitative methods are used when reviewing pedestrian environments within PERS much of the auditing is also qualitative, using the judgement of the auditor. This allows the ‘feel’ of an environment to be gauged and assessed. The walking environment was specifically viewed from the perspective of the end user and the most vulnerable.

2.15 The key to the process relies on the reviewer to:

‘Recognise the implications of current conditions for the whole range of users and their needs, bearing in mind the need to give particular consideration to the needs of pedestrians with mobility impairment.’

2.16 Once the scores have been inputted into the PERS software, the environment type and each individual characteristic are rated either Red (poor quality), Amber (satisfactory quality) or Green (good quality) depending on their scores. The rating is also influenced by the observed importance of the pedestrian environment. If a route is deemed to have ‘strategic importance’ it is rated more harshly than if the route has ‘local importance’. Both High Street and Horton Road

was deemed to have strategic importance, St Stephen's Road has local importance. The quality of the environment was measured taking this into account.

3.0 PERS AUDIT

3.1 The PERS audit assessed the walking environment for the routes and crossings (**Figure A1**) as follows:

- Route 1 – Western Footway of High Street from the NE corner of the Morrisons foodstore to northbound bus stop A on High Street
- Route 2 – Eastern Footway of High Street from the NE corner of the Morrisons foodstore to southbound bus stop B on High Street
- Route 3 – Western footway of High Street from the NE corner of the Morrisons foodstore via a pedestrian refuge island on High Street to the northern footway of Horton Road then to eastbound bus stop C on Horton Road
- Route 4 – Footway from the pedestrian refuge at western end of Horton Road to southern footway of Horton Road then to westbound bus stop D on Horton Road
- Route 5 – Footway from pedestrian refuge crossing on High Street at the eastern end of Horton Road, south to controlled crossing of High Street to West Drayton Station
- Route 6 – St Stephen's Road on development frontage

3.2 **ROUTE 1** forms a footway route between the north-east corner of the Morrisons foodstore and bus stop A on the western side of High Street passing in front of shops on the frontage of High Street (**Photo 3.1**). Bus stop A has the benefit of a shelter and seating (**Photo 3.2**):

Photo 3.1
High Street looking north



Photo 3.2
Bus stop A



3.3 **Table 3.1** shows a summary detailing the PERS Scores for Route 1. Each characteristic is scored on a range from -3 to +3, where +3 is the highest score. The total score is obtained from the PERS software weighting different categories depending on their deemed importance to the pedestrian environment:

3.4 **Table 3.1** shows the results of the scoring produced by the PERS software of Route 1. The pedestrian environment in this area is generally of a good quality, the route in front of the shops can become congested at times, however this is not an unusual situation in the London environment and is acceptable:

Table 3.1 – PERS Scores for Route 1 (strategic)

Ref	Gradient	Obstructions	Permeability	Legibility	Lighting	Tactile information	Colour contrast	Personal Security	Surface quality	User conflict	Environment quality	Maintenance	Score	RAG
1	2	1	2	2	2	2	2	2	2	2	2	2	117	

3.5 **ROUTE 2** forms a footway route for pedestrians between the north-east corner of the Morrisons foodstore and bus stop B on the east side of High Street. Pedestrians are required to cross High Street via a traffic signal-controlled PUFFIN pedestrian crossing (**Photo 3.3**). Bus stop B has the benefit of a shelter and seating (**Photo 3.4**):

Photo 3.3
High Street controlled crossing



Photo 3.4
Bus stop B



3.6 **Table 3.2** shows the results of the scoring produced by the PERS software of Route 2. The pedestrian environment in this area is of a good quality, although at the time of the audit the controlled crossing was not in use due to roadworks:

Table 3.2 – PERS Scores for Route 2 (strategic)

Ref	Effective width	Gradient	Obstructions	Permeability	Legibility	Lighting	Colour contrast	Personal Security	Surface quality	Environment quality	Maintenance	Score	RAG	
2	2	2	2	2	2	2	2	2	2	2	2	120		

- 3.7 **ROUTE 3** forms a footway route on High Street from the NE corner of the Morrisons foodstore (**Photo 3.5** and **Photo 3.6**) via pedestrian refuge on High Street (**Photo 3.7** and **Photo 3.8**) to northern footway of Horton Road (**Photo 3.9**) then to eastbound bus stop C on Horton Road (**Photo 3.10**). Bus stop C does not have the benefit of a shelter and seating:

Photo 3.5
High Street looking south



Photo 3.6
High Street looking south at St Stephen's Rd



Photo 3.7
High Street looking north fro Horton Rd Jct



Photo 3.8
High Street refuge island



Photo 3.9
Horton Road footway (north) looking west



Photo 3.10
Bus stop C



3.8 **Table 3.3** shows the results of the scoring produced by the PERS software of Route 3. The pedestrian environment in this area is of a good quality with acceptable footway quality and tactile paving:

Table 3.3 – PERS Scores for Route 3 (strategic)

Ref	Effective width	Gradient	Obstructions	Permeability	Legibility	Lighting	Colour contrast	Personal Security	Surface quality	Environment quality	Maintenance	Score	RAG
3	2	2	2	2	2	2	2	2	2	2	2	120	

3.9 **ROUTE 4** forms a footway from the pedestrian refuge at western end of Horton Road to south footway of Horton Road then to westbound bus stop D on Horton Road:

Photo 3.11
High Street looking north



Photo 3.12
Horton Road south looking to High Street



Photo 3.13
Horton Road south footway



Photo 3.14
Horton Road south footway



3.10 **Table 3.4** shows the results of the scoring produced by the PERS software of Route 4. The pedestrian environment in this area is of a good quality with acceptable footway quality and tactile paving. A short section of Horton Road's footway is relatively steep (**Photo 3.12**) but is acceptable as it is over a short length:

Route 3.4 – PERS Scores for Route 4 (strategic)

Ref	Effective width	Gradient	Obstructions	Permeability	Legibility	Lighting	Colour contrast	Personal Security	Surface quality	Environment quality	Maintenance	Score	RAG
4	2	1	2	2	2	2	2	2	2	2	2	119	

- 3.11 **ROUTE 5** forms a footway from the pedestrian refuge crossing on High Street (**Photo 3.7**) at eastern end of Horton Road, south to controlled crossing of High Street to West Drayton Station:

Photo 3.15
High Street west footway looking north over bridge



Photo 3.16
High Street south of bridge looking south towards West Drayton station



Photo 3.17
High Street controlled crossing outside West Drayton station



Photo 3.18
Station Approach crossing looking north



- 3.12 **Table 3.5** shows the results of the scoring produced by the PERS software of Route 5. The pedestrian environment in this area is of a good quality with acceptable footway quality and tactile paving:

Table 3.5 – PERS Scores for Route (strategic)

Ref	Effective width	Gradient	Obstructions	Permeability	Legibility	Lighting	Colour contrast	Personal Security	Surface quality	Environment quality	Maintenance	Score	RAG
5	2	2	2	2	2	2	2	2	2	2	2	120	

3.13 **ROUTE 6** forms a footway route for pedestrians between the south-east corner of the Morrisons foodstore along the northern footway passing the existing site frontage:

Photo 3.19
St Stephen's Rd looking west



Photo 3.20
St Stephen's Rd looking west



Photo 3.21
St Stephen's Rd looking west



Photo 3.22
St Stephen's Rd looking east



3.14 **Table 3.6** shows the results of the scoring produced by the PERS software of Route 6:

Table 3.6 – PERS Scores for Route 6 (local)

Ref	Effective width	Gradient	Obstructions	Permeability	Legibility	Lighting	Colour contrast	Personal Security	Surface quality	Environment quality	Maintenance	Score	RAG
6	-1	2	-1	2	2	0	2	-1	-2	-2	-2	25	

- 3.15 St Stephen's Road on the south frontage of the development provides a poor-quality environment for pedestrians with ponding, broken tactile paving and abandoned cars. The footway along this frontage will be subject to improvements as part of the development proposals with a wider footway, new footway surfacing, tactile paving and new street lighting.
- 3.16 Five of the routes included in this audit have been reviewed separately by the safety audit team. St Stephen's Road was not reviewed by the safety auditors as it is subject to new works included in the application. The safety audit team made the following comments with regards to these routes which they considered to be acceptable in terms of pedestrian safety:

'The pedestrian links and crossings to the four nearest bus stops and West Drayton Railway Station

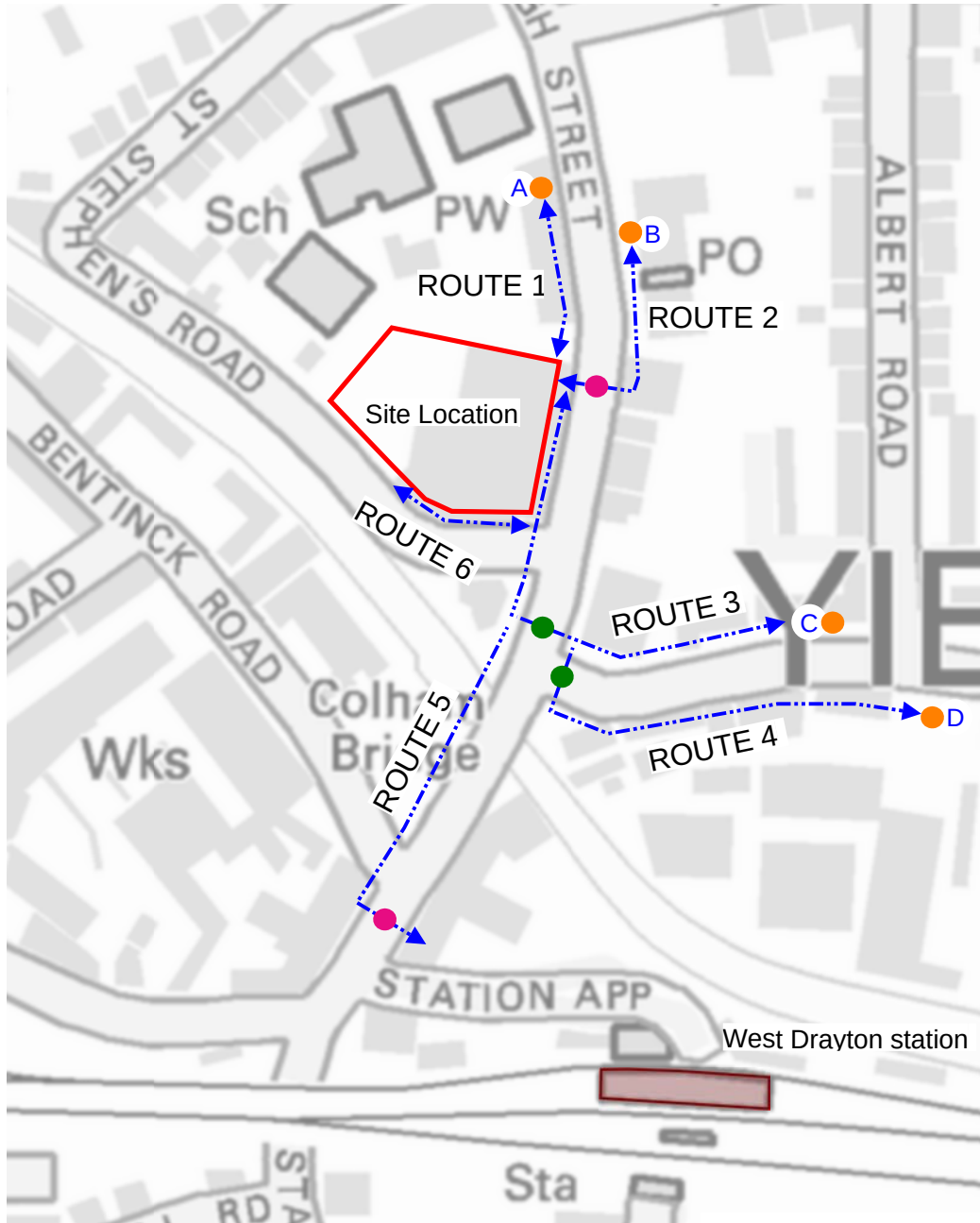
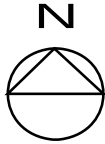
1.1 Pedestrians travelling to/from the proposed development site to/from the four nearest bus stops and West Drayton Railway Station are able to do so without encountering any full height kerbs. Uncontrolled pedestrian crossing points with dropped kerbs and tactile paving have been provided to facilitate crossing movements on the High Street (between St Stephens Road and Horton Road), at the junction of Horton Road/High Street and Station Approach/High Street. In addition to these crossing points, two signalised pedestrian crossing points are provided on the High Street, the first is located to the north of Station Approach, and the other is a raised crossing provided immediately adjacent to the development site. All the crossing points are provided on or close to the pedestrian desire line(s).

1.2 The footways are generally 2m wide (min) and the surfaces are in a good state of repair with no obvious trip hazards.

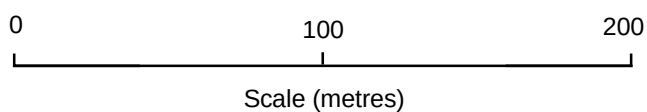
1.3 It is therefore considered that pedestrians, including the vision and mobility impaired, are able to access the bus stops/railway station without any issues concerning gradients, obstructions and/or trip hazards.'

4.0 SUMMARY & CONCLUSIONS

- 4.1 The Redwood Partnership has undertaken a Pedestrian Environment Review System (PERS) Assessment to establish the quality of the walking environment for pedestrians between the Site, the nearest local bus stops and West Drayton station.
- 4.2 The existing environment for pedestrians is generally good along High Street as far as West Drayton station and Horton Road as far as bus stops C and D. The PERS assessment has not highlighted any area of concern which would need improvements apart from the northern footway on St Stephen's Road.
- 4.3 The Stage 1 Road Safety Audit considered all routes to be acceptable in terms of pedestrian safety. They did not review St Stephen's Road (Route 6) as the pedestrian environment on this road will be subject to improvement as part of the development proposals.

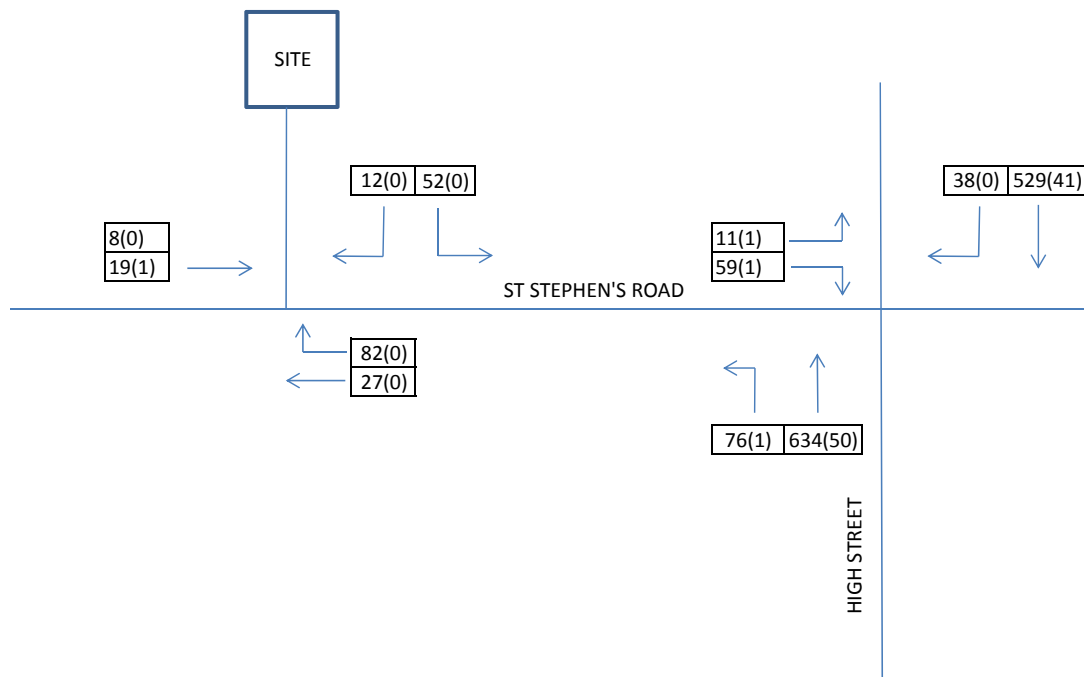


Ordnance Survey © Crown Copyright 2018. All rights reserved.
Redwood Licence number 100020449



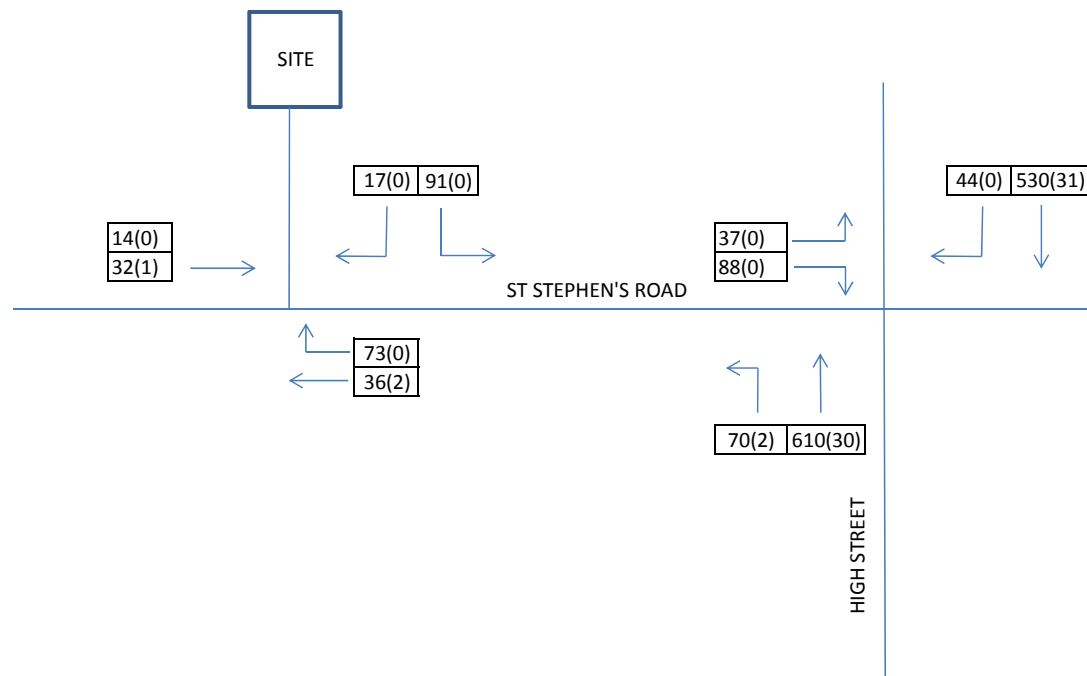
KEY

- Pedestrian route
- Bus stop D
- Controlled pedestrian crossing
- Pedestrian refuge island



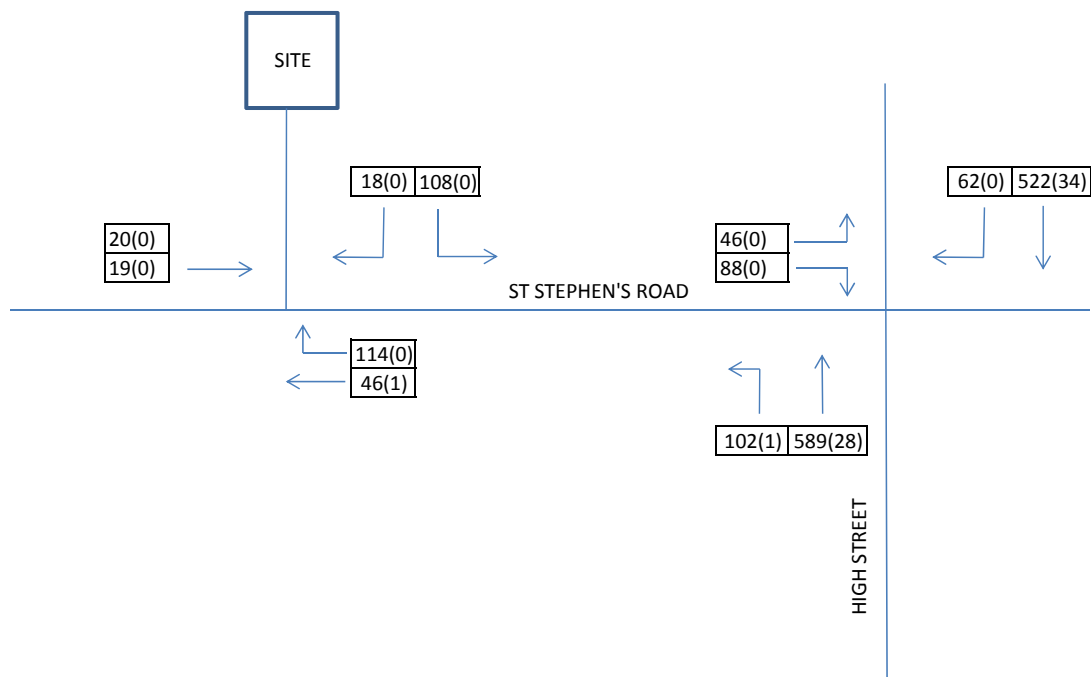
MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
 EXISTING AM PEAK HOUR TRAFFIC FLOWS - 0815-0915 HRS, FRIDAY 23RD FEBRUARY 2018

FIGURE F1



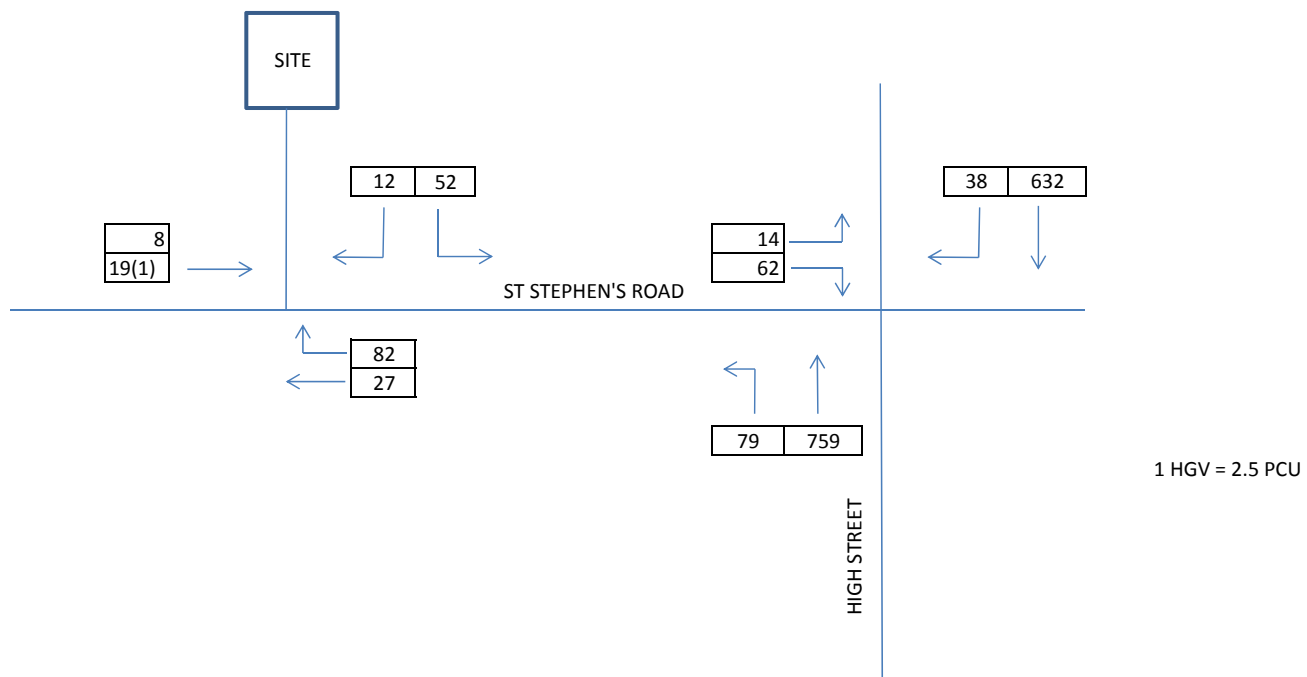
MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
 EXISTING PM PEAK HOUR TRAFFIC FLOWS - 1730-1830 HRS, FRIDAY 23RD FEBRUARY 2018

FIGURE F2



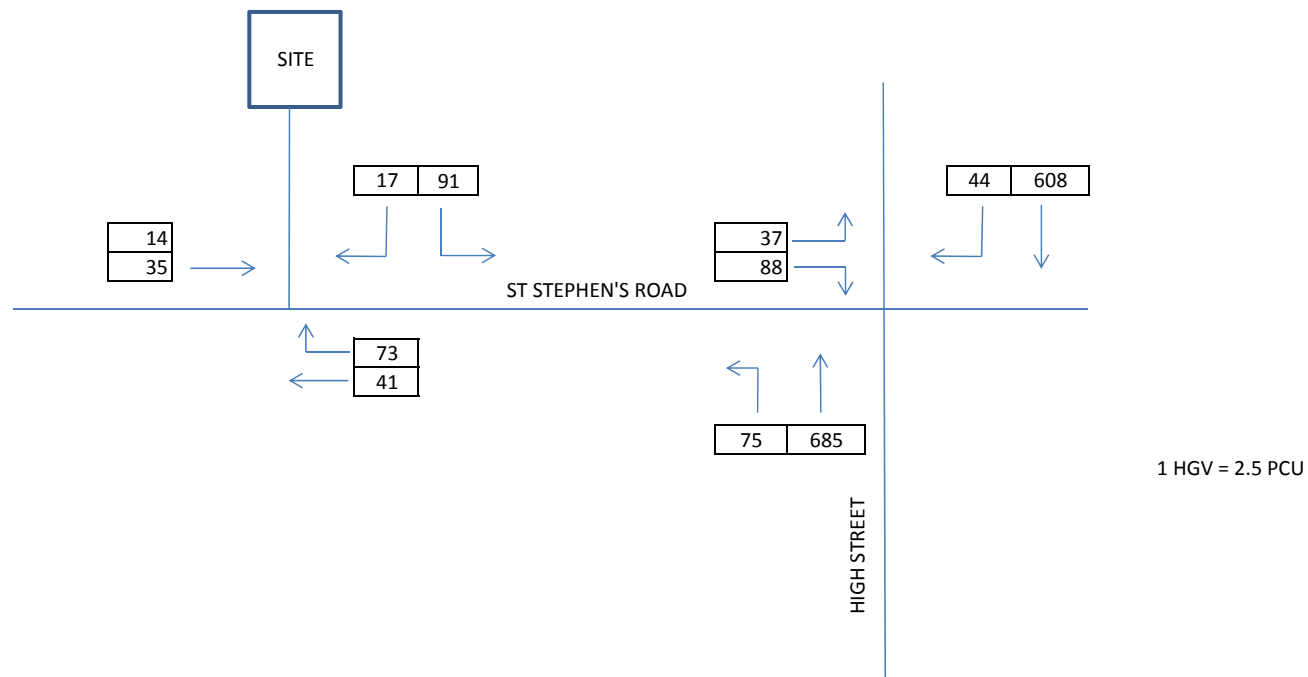
MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
 EXISTING MIDDAY PEAK HOUR TRAFFIC FLOWS - 1130-1230 HRS, SATURDAY 10TH FEBRUARY 2018

FIGURE F3



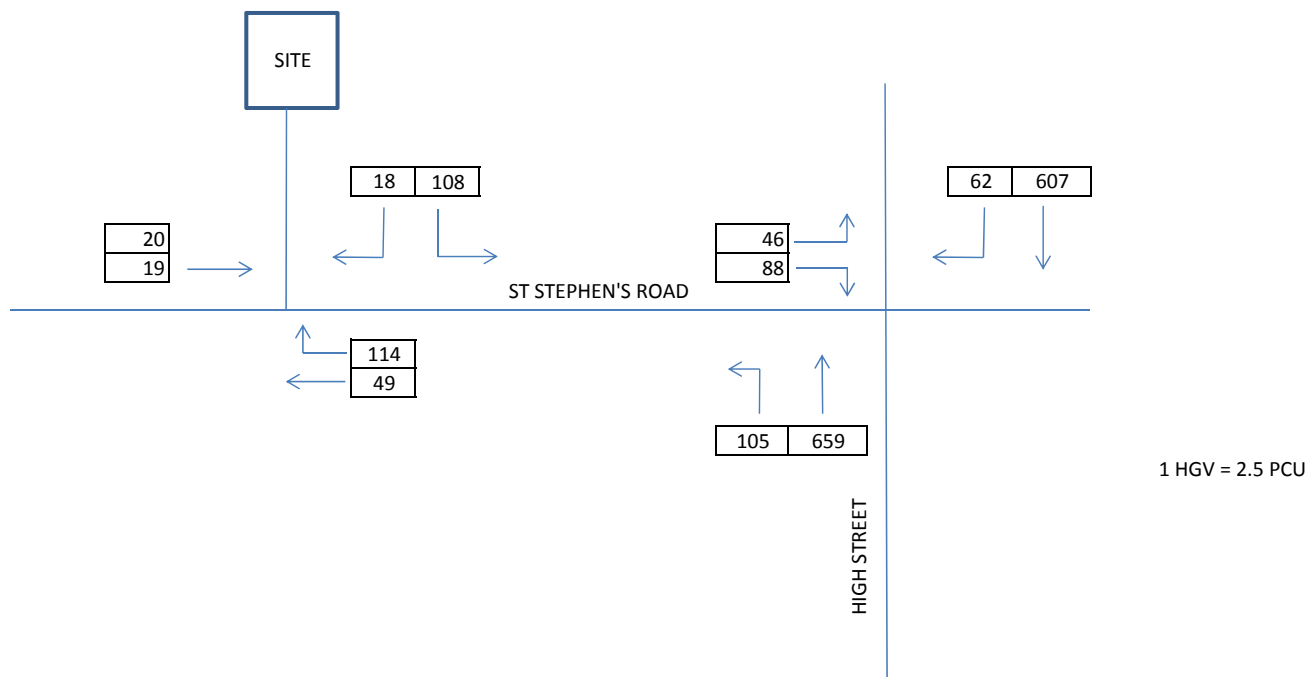
MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
 EXISTING AM PEAK HOUR TRAFFIC FLOWS (PCUs) - 0815-0915 HRS, FRIDAY 23RD FEBRUARY 2018

FIGURE F4



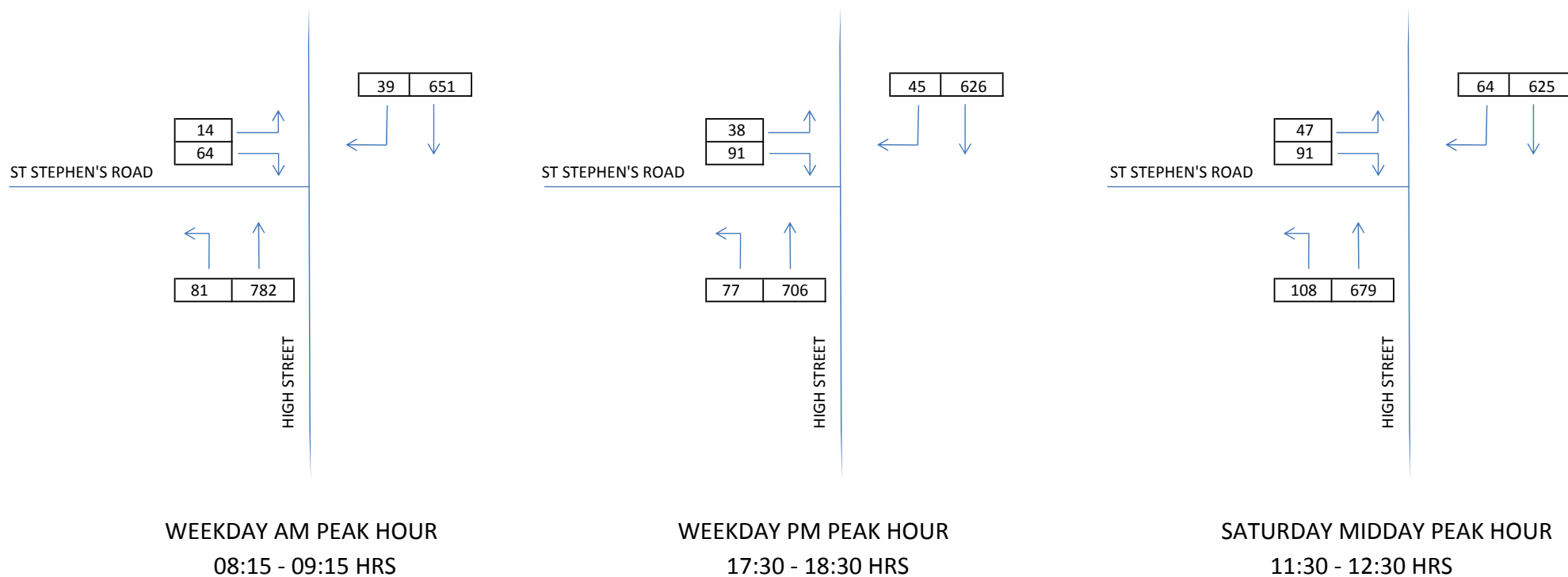
MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
 EXISTING PM PEAK HOUR TRAFFIC FLOWS (PCUs) - 1730-1830 HRS, FRIDAY 23RD FEBRUARY 2018

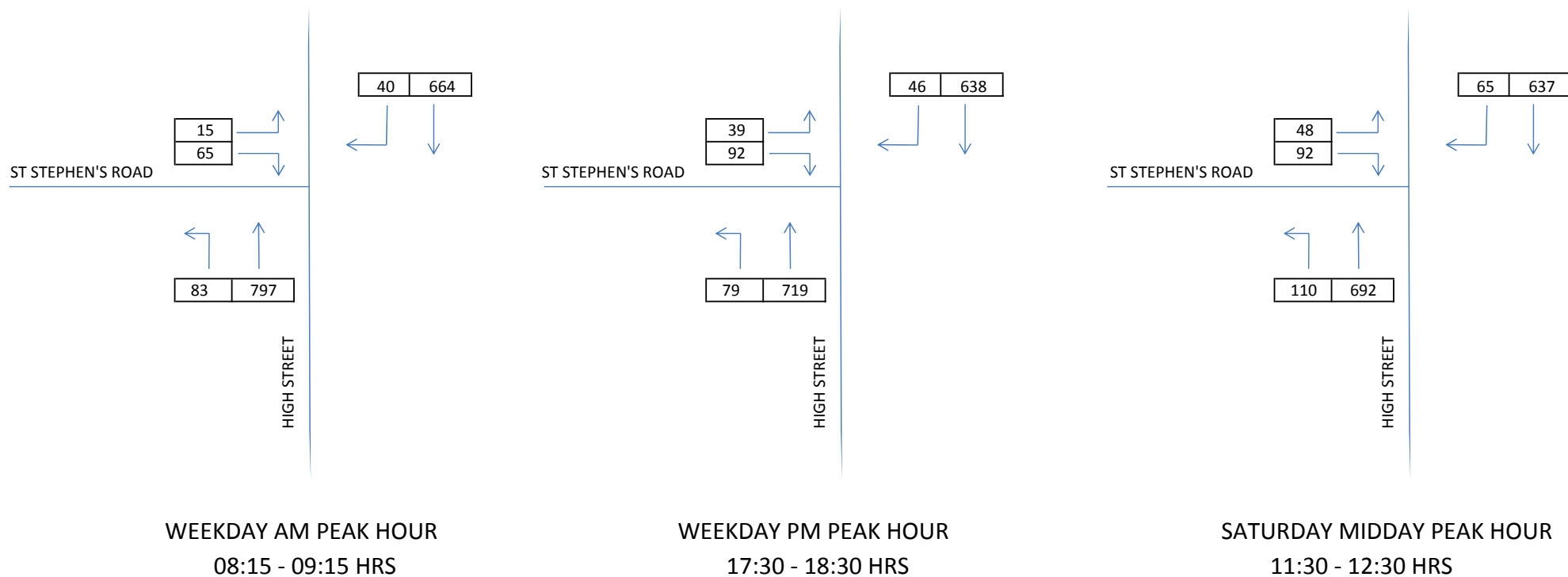
FIGURE F5



MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
 EXISTING MIDDAY PEAK HOUR TRAFFIC FLOWS (PCUs) - 1130-1230 HRS, SATURDAY 10TH FEBRUARY 2018

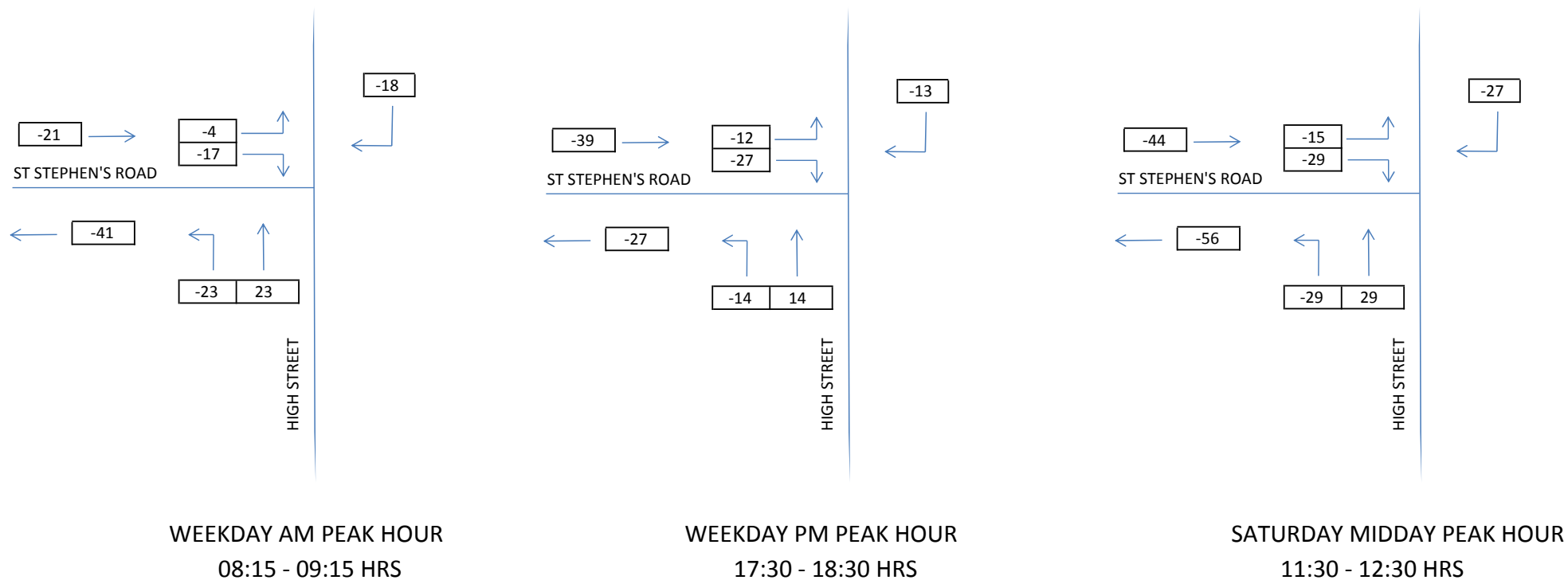
FIGURE F6

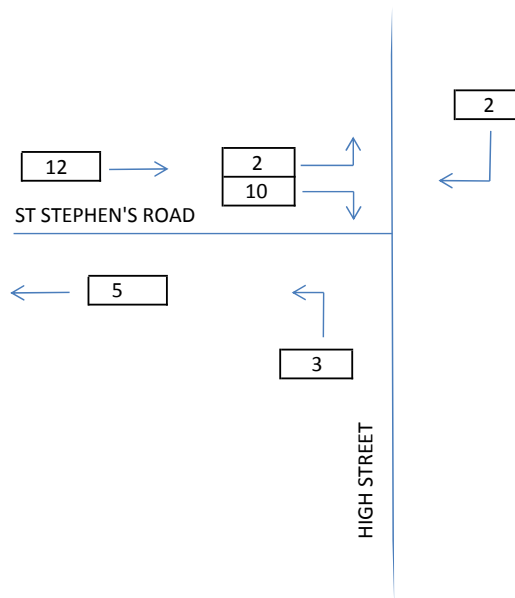




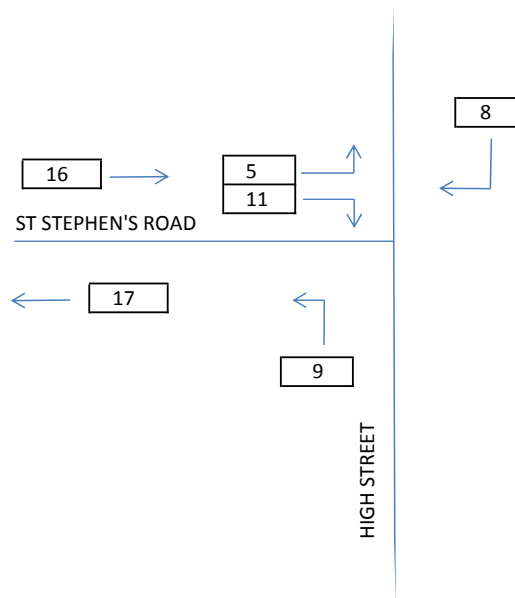
MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
 EXISTING 2018 PEAK HOUR TRAFFIC FLOWS GROWTHED TO HORIZON YEAR 2023

FIGURE F8

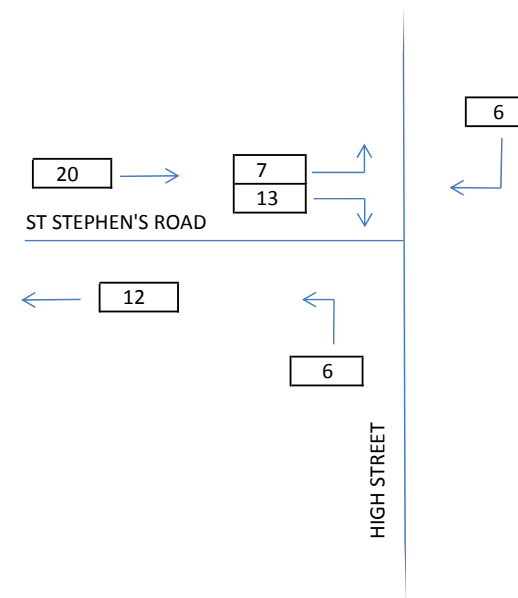




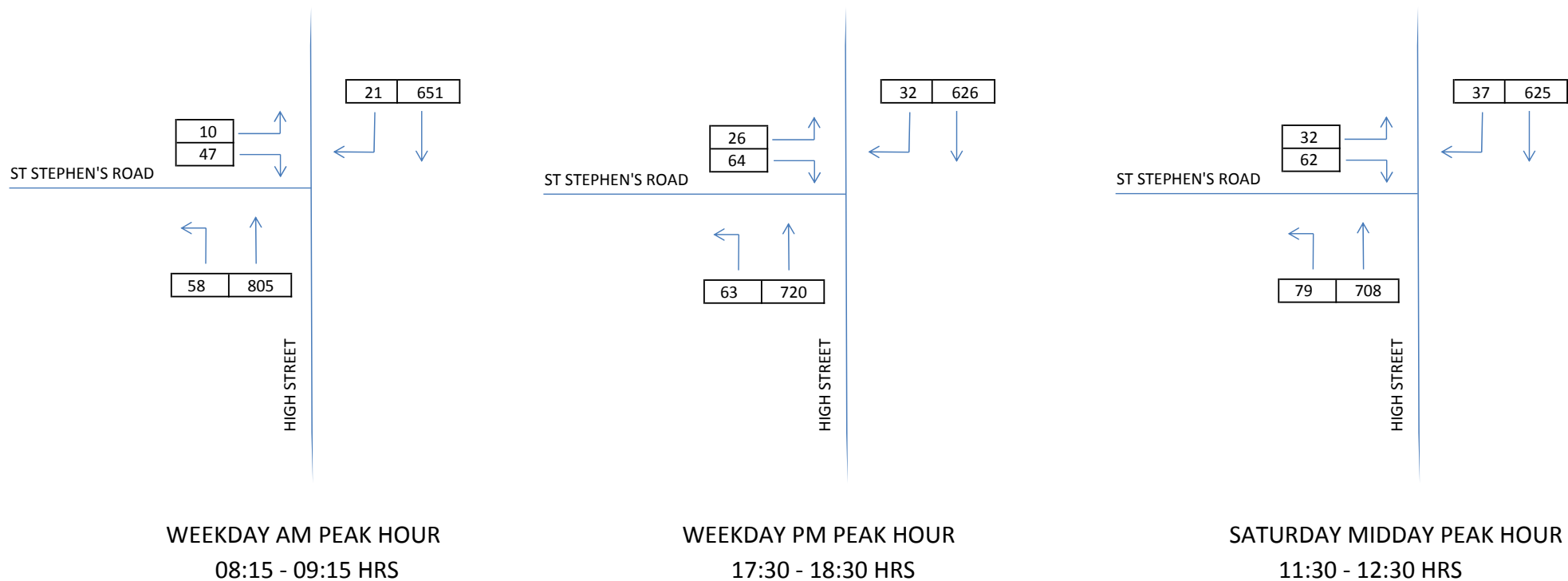
WEEKDAY AM PEAK HOUR
08:15 - 09:15 HRS

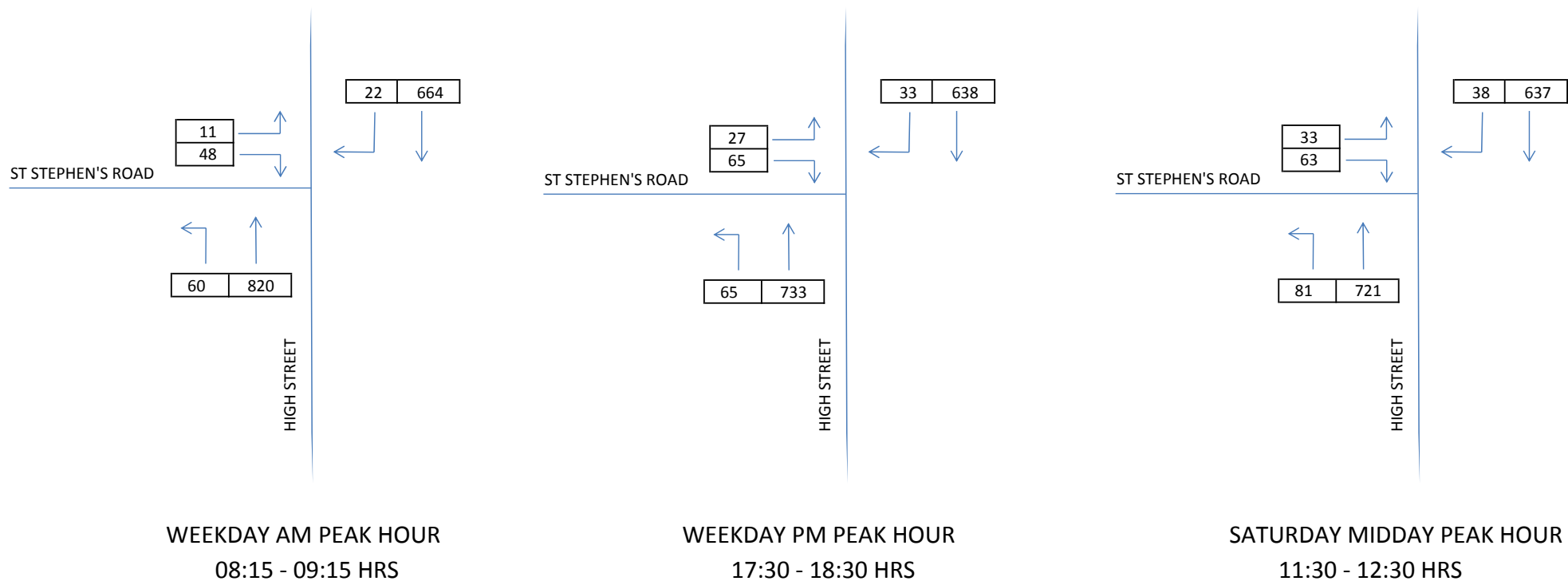


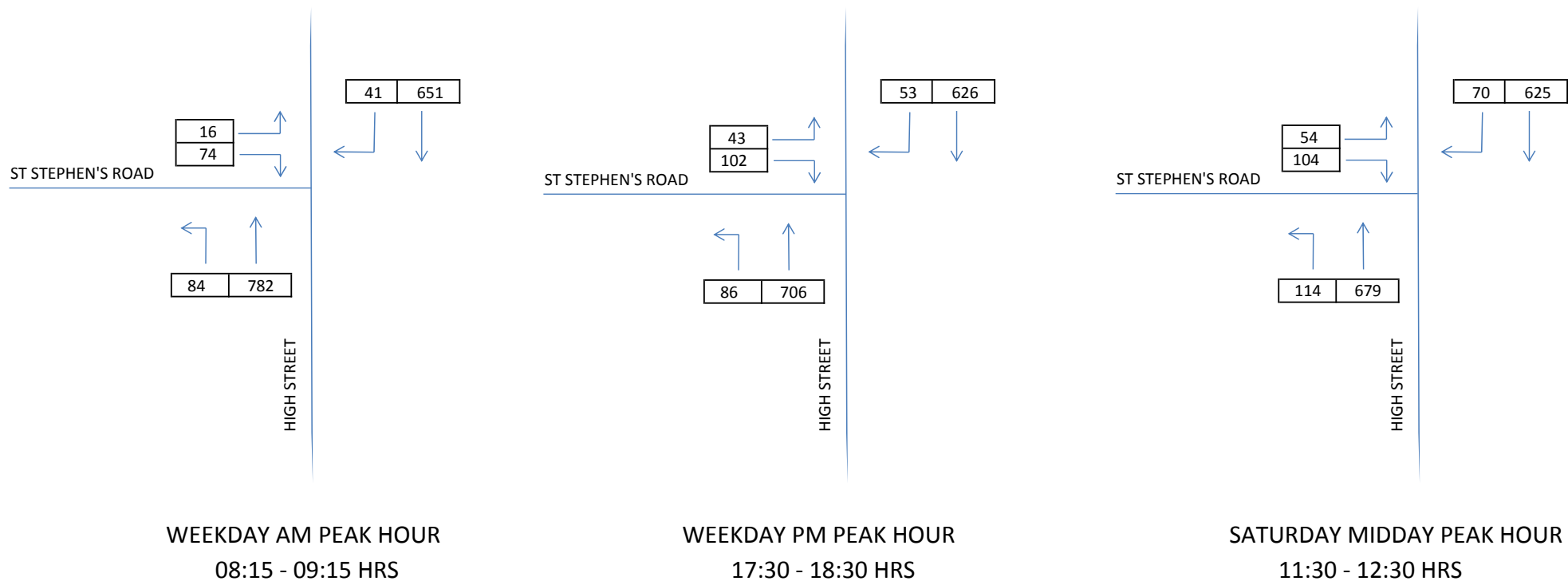
WEEKDAY PM PEAK HOUR
17:30 - 18:30 HRS

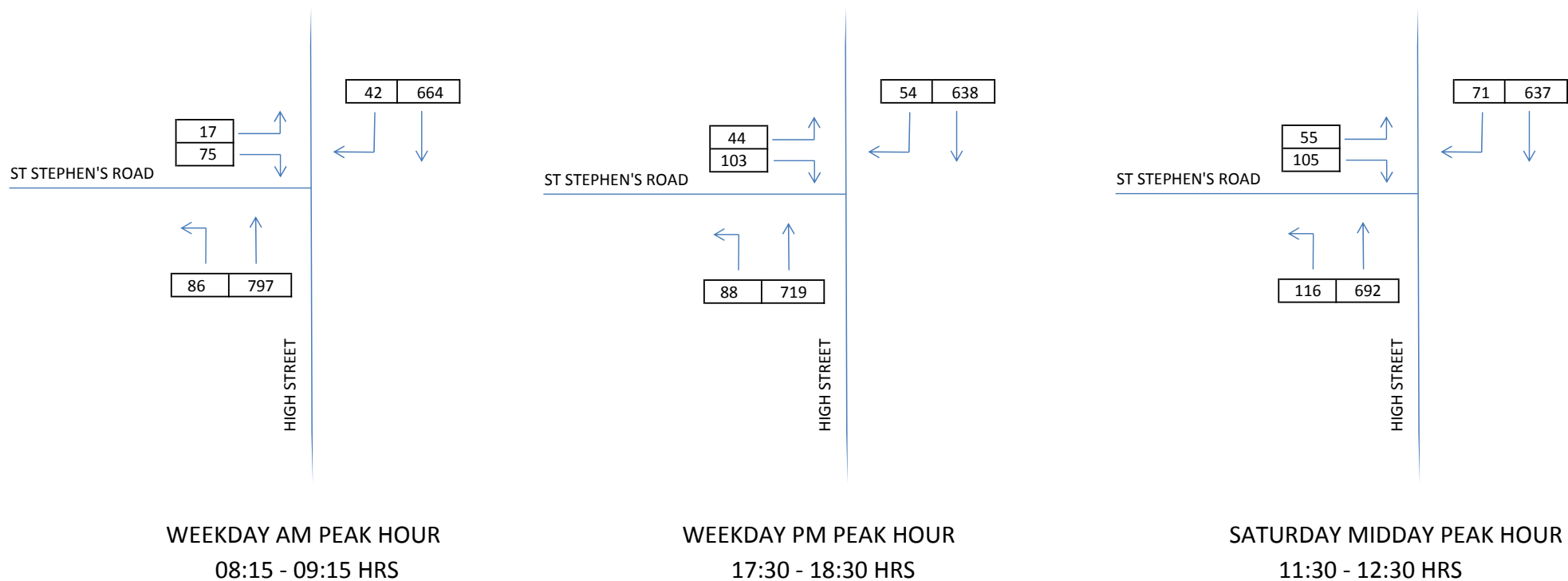


SATURDAY MIDDAY PEAK HOUR
11:30 - 12:30 HRS









Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.0.2.5947 © Copyright TRL Limited, 2017	
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: P1.j9

Path: \\STORE-1\Documents\New Projects\3290 Morrisons, Yiewsley - Citygrove\Design\Picady

Report generation date: 17/07/2018 13:50:33

»Base 2018, Friday AM
 »Base 2018 , Friday PM
 »Base 2018 , Saturday midday
 »Base 2021, Friday AM
 »Base 2021, Friday PM
 »Base 2021, Saturday midday
 »Base 2023, Friday AM
 »Base 2023, Friday PM
 »Base 2023, Saturday midday
 »2021+residential+reduced Morrisons, Friday AM
 »2021+residential+reduced Morrisons, Friday PM
 »2021+residential+reduced Morrisons, Saturday midday
 »2023+residential+reduced Morrisons, Friday AM
 »2023+residential+reduced Morrisons , Friday PM
 »2023+residential+reduced Morrisons, Saturday midday
 »Base 2021+residential, Friday AM
 »Base 2021+residential, Friday PM
 »Base 2021+residential, Saturday midday
 »Base 2023+residential, Friday AM
 »Base 2023+residential, Friday PM
 »Base 2023+residential, Saturday midday

Summary of junction performance

	Friday AM							Friday PM							Saturday midday						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	Base 2018																				
Stream B-AC	0.5	21.59	0.33	C	1.39	A	18 %	0.9	24.28	0.48	C	2.38	A	12 %	1.0	24.98	0.51	C	2.73	A	10 %
Stream C-AB	0.5	4.85	0.16	A		[Stream B-AC]	0.6	4.92	0.17	A	[Stream B-AC]		0.8	5.26	0.25	A	[Stream B-AC]				
	Base 2021																				
Stream B-AC	0.5	23.14	0.36	C	1.47	A	14 %	1.0	26.49	0.51	D	2.57	A	8 %	1.1	27.40	0.54	D	2.96	A	7 %
Stream C-AB	0.5	4.83	0.17	A		[Stream B-AC]	0.6	4.91	0.18	A	[Stream B-AC]		0.9	5.31	0.26	A	[Stream B-AC]				
	Base 2023																				
Stream B-AC	0.6	24.20	0.37	C	1.54	A	12 %	1.1	27.88	0.53	D	2.69	A	7 %	1.2	28.92	0.55	D	3.10	A	5 %
Stream C-AB	0.6	4.83	0.18	A		[Stream B-AC]	0.7	4.90	0.19	A	[Stream B-AC]		1.0	5.34	0.27	A	[Stream B-AC]				
	2021+residential+reduced Morrisons																				
Stream B-AC	0.3	19.93	0.26	C	0.91	A	23 %	0.5	20.03	0.36	C	1.47	A	21 %	0.6	19.61	0.36	C	1.53	A	22 %
Stream C-AB	0.2	4.63	0.09	A		[Stream B-AC]	0.3	4.76	0.13	A	[Stream B-AC]		0.4	4.82	0.15	A	[Stream B-AC]				
	2023+residential+reduced Morrisons																				
Stream B-AC	0.4	20.66	0.27	C	0.95	A	20 %	0.6	20.79	0.37	C	1.53	A	19 %	0.6	20.36	0.37	C	1.59	A	20 %
Stream C-AB	0.2	4.62	0.10	A		[Stream B-AC]	0.4	4.75	0.14	A	[Stream B-AC]		0.5	4.81	0.16	A	[Stream B-AC]				
	Base 2021+residential																				
Stream B-AC	0.7	25.48	0.41	D	1.77	A	10 %	1.3	31.15	0.58	D	3.28	A	3 %	1.6	33.46	0.62	D	3.90	A	1 %
Stream C-AB	0.6	4.86	0.18	A		[Stream B-AC]	0.7	5.01	0.22	A	[Stream B-AC]		1.0	5.51	0.29	A	[Stream B-AC]				
	Base 2023+residential																				
Stream B-AC	0.7	26.80	0.43	D	1.86	A	8 %	1.4	33.09	0.60	D	3.45	A	2 %	1.7	35.75	0.64	E	4.12	A	0 %
Stream C-AB	0.6	4.85	0.19	A		[Stream B-AC]	0.8	5.02	0.23	A	[Stream B-AC]		1.1	5.54	0.30	A	[Stream B-AC]				

Summary of junction performance

	Friday AM							Friday PM							Sat		
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC
	Base 2018																
Stream B-AC	0.5	21.59	0.33	C	1.39	A	18 %	0.9	24.28	0.48	C	2.38	A	12 %	1.0	24.98	0.51
Stream C-AB	0.5	4.85	0.16	A			[Stream B-AC]	0.6	4.92	0.17	A			[Stream B-AC]	0.8	5.26	0.25
	Base 2021																
Stream B-AC	0.5	23.14	0.36	C	1.47	A	14 %	1.0	26.49	0.51	D	2.57	A	8 %	1.1	27.40	0.54
Stream C-AB	0.5	4.83	0.17	A			[Stream B-AC]	0.6	4.91	0.18	A			[Stream B-AC]	0.9	5.31	0.26
	Base 2023																
Stream B-AC	0.6	24.20	0.37	C	1.54	A	12 %	1.1	27.88	0.53	D	2.69	A	7 %	1.2	28.92	0.55
Stream C-AB	0.6	4.83	0.18	A			[Stream B-AC]	0.7	4.90	0.19	A			[Stream B-AC]	1.0	5.34	0.27
	2021+residential+reduced Morrisons																
Stream B-AC	0.3	19.93	0.26	C	0.91	A	23 %	0.5	20.03	0.36	C	1.47	A	21 %	0.6	19.61	0.36
Stream C-AB	0.2	4.63	0.09	A			[Stream B-AC]	0.3	4.76	0.13	A			[Stream B-AC]	0.4	4.82	0.15
	2023+residential+reduced Morrisons																
Stream B-AC	0.4	20.66	0.27	C	0.95	A	20 %	0.6	20.79	0.37	C	1.53	A	19 %	0.6	20.36	0.37
Stream C-AB	0.2	4.62	0.10	A			[Stream B-AC]	0.4	4.75	0.14	A			[Stream B-AC]	0.5	4.81	0.16
	Base 2021+residential																
Stream B-AC	0.7	25.48	0.41	D	1.77	A	10 %	1.3	31.15	0.58	D	3.28	A	3 %	1.6	33.46	0.62
Stream C-AB	0.6	4.86	0.18	A			[Stream B-AC]	0.7	5.01	0.22	A			[Stream B-AC]	1.0	5.51	0.29
	Base 2023+residential																
Stream B-AC	0.7	26.80	0.43	D	1.86	A	8 %	1.4	33.09	0.60	D	3.45	A	2 %	1.7	35.75	0.64
Stream C-AB	0.6	4.85	0.19	A			[Stream B-AC]	0.8	5.02	0.23	A			[Stream B-AC]	1.1	5.54	0.30

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

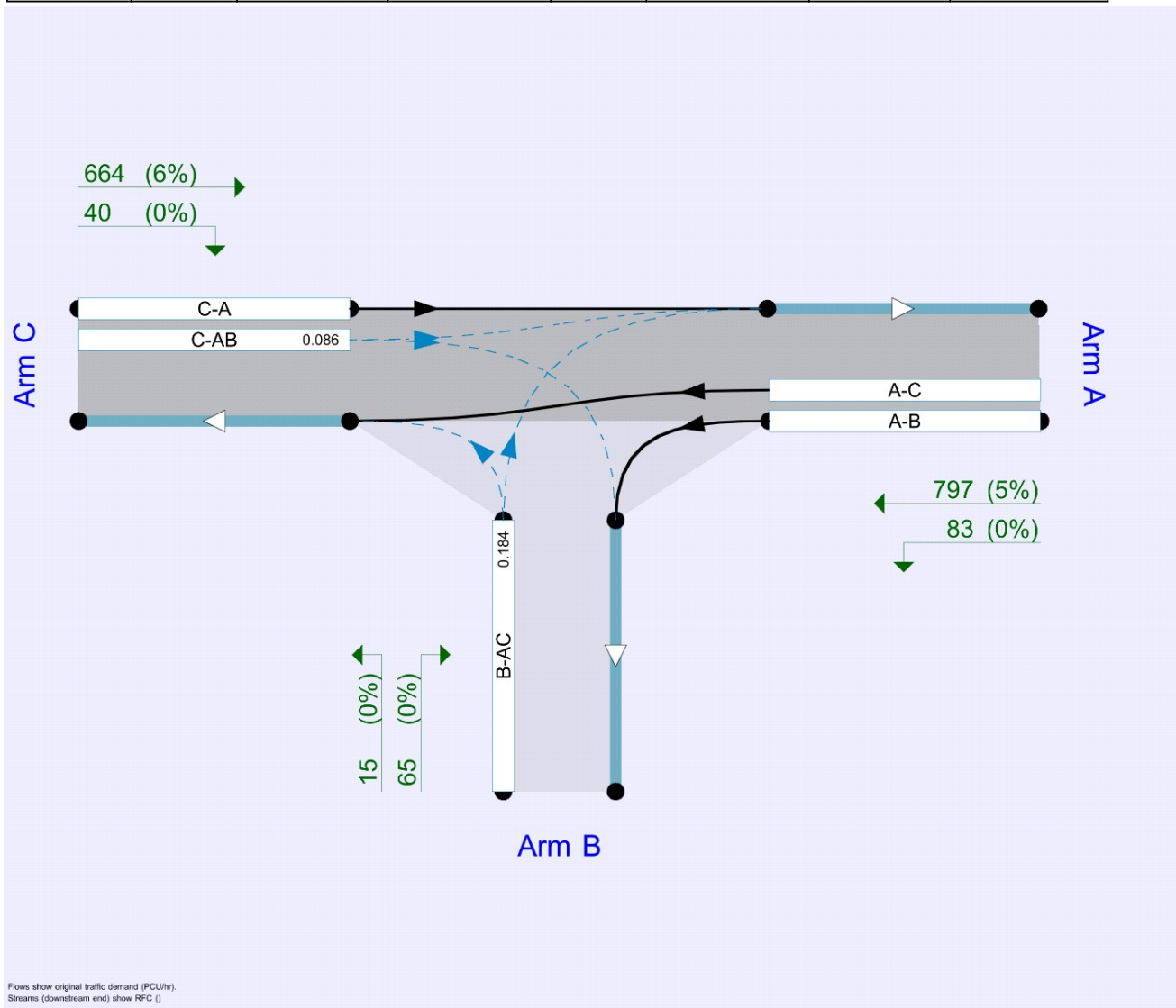
File summary

File Description

Title	Existing High Street / Station Road Junction
Location	Morrisons Yiewsley
Site number	
Date	17/07/2018
Version	
Status	(new file)
Identifier	PMcL
Client	Morrisons
Jobnumber	3290
Enumerator	\Redwood
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	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2018	Friday AM	ONE HOUR	08:00	09:30	15
D2	Base 2018	Friday PM	ONE HOUR	17:15	18:45	15
D3	Base 2018	Saturday midday	ONE HOUR	11:15	12:45	15
D4	Base 2021	Friday AM	ONE HOUR	08:00	09:30	15
D5	Base 2021	Friday PM	ONE HOUR	17:15	18:45	15
D6	Base 2021	Saturday midday	ONE HOUR	11:15	12:45	15
D7	Base 2023	Friday AM	ONE HOUR	08:00	09:30	15
D8	Base 2023	Friday PM	ONE HOUR	17:15	18:45	15
D9	Base 2023	Saturday midday	ONE HOUR	11:15	12:45	15
D10	2021+residential+reduced Morrisons	Friday AM	ONE HOUR	08:00	09:30	15
D11	2021+residential+reduced Morrisons	Friday PM	ONE HOUR	17:15	18:45	15
D12	2021+residential+reduced Morrisons	Saturday midday	ONE HOUR	11:15	12:45	15
D13	2023+residential+reduced Morrisons	Friday AM	ONE HOUR	08:00	09:30	15
D14	2023+residential+reduced Morrisons	Friday PM	ONE HOUR	17:15	18:45	15
D15	2023+residential+reduced Morrisons	Saturday midday	ONE HOUR	11:15	12:45	15
D16	Base 2021+residential	Friday AM	ONE HOUR	08:00	09:30	15
D17	Base 2021+residential	Friday PM	ONE HOUR	17:15	18:45	15
D18	Base 2021+residential	Saturday midday	ONE HOUR	11:15	12:45	15
D19	Base 2023+residential	Friday AM	ONE HOUR	08:00	09:30	15
D20	Base 2023+residential	Friday PM	ONE HOUR	17:15	18:45	15
D21	Base 2023+residential	Saturday midday	ONE HOUR	11:15	12:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
AL	100.000

Base 2018, Friday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	1.39	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	18	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	High Street northbound		Major
B	St Stephen's Road		Minor
C	High Street southbound		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	9.18			80.0	✓	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	3.00	30	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	498	0.078	0.197	0.124	0.282
1	B-C	637	0.084	0.213	-	-
1	C-B	620	0.207	0.207	-	-

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	Base 2018	Friday AM	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
A		✓	838	100.000
B		✓	76	100.000
C		✓	670	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	79	759
	B	62	0	14
	C	632	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.33	21.59	0.5	C
C-AB	0.16	4.85	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	57	337	0.170	56	0.2	12.793	B
C-AB	66	836	0.079	66	0.2	4.829	A
C-A	438			438			
A-B	59			59			
A-C	571			571			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	68	301	0.227	68	0.3	15.430	C
C-AB	96	886	0.108	95	0.2	4.719	A
C-A	507			507			
A-B	71			71			
A-C	682			682			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	84	250	0.334	83	0.5	21.387	C
C-AB	153	960	0.160	152	0.5	4.648	A
C-A	584			584			
A-B	87			87			
A-C	836			836			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	84	250	0.334	84	0.5	21.595	C
C-AB	154	960	0.160	154	0.5	4.670	A
C-A	584			584			
A-B	87			87			
A-C	836			836			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	68	301	0.227	69	0.3	15.594	C
C-AB	96	887	0.109	97	0.3	4.759	A
C-A	506			506			
A-B	71			71			
A-C	682			682			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	57	337	0.170	58	0.2	12.908	B
C-AB	67	836	0.080	67	0.2	4.855	A
C-A	438			438			
A-B	59			59			
A-C	571			571			

Base 2018 , Friday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	2.38	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Base 2018	Friday PM	ONE HOUR	17:15	18:45	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 (PCU/hr)	Scaling Factor (%)
A		✓	760	100.000
B		✓	125	100.000
C		✓	652	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	75	685
	B	88	0	37
	C	608	44	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.48	24.28	0.9	C
C-AB	0.17	4.92	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	94	366	0.257	93	0.3	13.104	B
C-AB	74	832	0.089	73	0.2	4.895	A
C-A	417			417			
A-B	56			56			
A-C	516			516			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	112	333	0.338	112	0.5	16.242	C
C-AB	105	880	0.119	105	0.3	4.804	A
C-A	481			481			
A-B	67			67			
A-C	616			616			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	138	286	0.482	136	0.9	23.806	C
C-AB	165	951	0.174	164	0.5	4.766	A
C-A	553			553			
A-B	83			83			
A-C	754			754			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	138	286	0.482	138	0.9	24.282	C
C-AB	166	951	0.174	166	0.6	4.788	A
C-A	552			552			
A-B	83			83			
A-C	754			754			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	112	333	0.338	114	0.5	16.580	C
C-AB	106	881	0.120	107	0.3	4.849	A
C-A	481			481			
A-B	67			67			
A-C	616			616			

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	94	366	0.257	95	0.4	13.309	B
C-AB	74	832	0.089	75	0.2	4.924	A
C-A	417			417			
A-B	56			56			
A-C	516			516			

Base 2018 , Saturday midday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	2.73	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	10	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Base 2018	Saturday midday	ONE HOUR	11:15	12:45	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 (PCU/hr)	Scaling Factor (%)
A		✓	764	100.000
B		✓	134	100.000
C		✓	669	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	105	659
	B	88	0	46
	C	607	62	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.51	24.98	1.0	C
C-AB	0.25	5.26	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	101	373	0.271	99	0.4	13.107	B
C-AB	104	831	0.125	102	0.3	5.101	A
C-A	400			400			
A-B	79			79			
A-C	496			496			

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	120	339	0.355	120	0.5	16.366	C
C-AB	148	879	0.168	147	0.5	5.098	A
C-A	453			453			
A-B	94			94			
A-C	592			592			

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	148	291	0.506	146	1.0	24.410	C
C-AB	233	950	0.245	231	0.8	5.226	A
C-A	504			504			
A-B	116			116			
A-C	726			726			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	148	291	0.506	147	1.0	24.977	C
C-AB	234	951	0.246	233	0.8	5.259	A
C-A	503			503			
A-B	116			116			
A-C	726			726			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	120	339	0.356	122	0.6	16.756	C
C-AB	149	881	0.169	150	0.5	5.154	A
C-A	453			453			
A-B	94			94			
A-C	592			592			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	101	372	0.271	102	0.4	13.336	B
C-AB	105	832	0.126	105	0.3	5.146	A
C-A	399			399			
A-B	79			79			
A-C	496			496			

Base 2021, Friday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	1.47	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	Base 2021	Friday AM	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
A		✓	863	100.000
B		✓	78	100.000
C		✓	690	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	81	782
	B	64	0	14
	C	651	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	23.14	0.5	C
C-AB	0.17	4.83	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	59	331	0.177	58	0.2	13.147	B
C-AB	70	844	0.083	69	0.2	4.808	A
C-A	449			449			
A-B	61			61			
A-C	589			589			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	70	294	0.239	70	0.3	16.055	C
C-AB	102	896	0.114	101	0.3	4.702	A
C-A	519			519			
A-B	73			73			
A-C	703			703			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	86	241	0.356	85	0.5	22.875	C
C-AB	165	972	0.170	164	0.5	4.646	A
C-A	595			595			
A-B	89			89			
A-C	861			861			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	86	241	0.356	86	0.5	23.141	C
C-AB	165	973	0.170	165	0.5	4.667	A
C-A	594			594			
A-B	89			89			
A-C	861			861			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	70	293	0.239	71	0.3	16.254	C
C-AB	102	897	0.114	103	0.3	4.743	A
C-A	518			518			
A-B	73			73			
A-C	703			703			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	59	331	0.178	59	0.2	13.279	B
C-AB	71	844	0.084	71	0.2	4.835	A
C-A	449			449			
A-B	61			61			
A-C	589			589			

Base 2021, Friday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	2.57	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	8	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Base 2021	Friday PM	ONE HOUR	17:15	18:45	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 (PCU/hr)	Scaling Factor (%)
A		✓	783	100.000
B		✓	129	100.000
C		✓	671	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	77	706
	B	91	0	38
	C	626	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.51	26.49	1.0	D
C-AB	0.18	4.91	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	97	361	0.269	96	0.4	13.504	B
C-AB	77	839	0.092	77	0.2	4.876	A
C-A	428			428			
A-B	58			58			
A-C	532			532			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	116	326	0.355	115	0.5	16.997	C
C-AB	111	889	0.125	110	0.3	4.791	A
C-A	492			492			
A-B	69			69			
A-C	635			635			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	142	278	0.511	140	1.0	25.835	D
C-AB	176	962	0.183	175	0.6	4.763	A
C-A	563			563			
A-B	85			85			
A-C	777			777			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	142	278	0.512	142	1.0	26.486	D
C-AB	177	963	0.183	177	0.6	4.790	A
C-A	562			562			
A-B	85			85			
A-C	777			777			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	116	326	0.356	118	0.6	17.424	C
C-AB	112	890	0.125	113	0.3	4.834	A
C-A	492			492			
A-B	69			69			
A-C	635			635			

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	97	361	0.269	98	0.4	13.741	B
C-AB	78	840	0.093	78	0.2	4.906	A
C-A	427			427			
A-B	58			58			
A-C	532			532			

Base 2021, Saturday midday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	2.96	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	7	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Base 2021	Saturday midday	ONE HOUR	11:15	12:45	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 (PCU/hr)	Scaling Factor (%)
A		✓	787	100.000
B		✓	138	100.000
C		✓	689	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	108	679
	B	91	0	47
	C	625	64	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.54	27.40	1.1	D
C-AB	0.26	5.31	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	104	367	0.283	102	0.4	13.523	B
C-AB	110	838	0.131	109	0.3	5.097	A
C-A	409			409			
A-B	81			81			
A-C	511			511			

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	124	332	0.373	123	0.6	17.163	C
C-AB	158	888	0.178	157	0.5	5.106	A
C-A	462			462			
A-B	97			97			
A-C	610			610			

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	152	283	0.537	150	1.1	26.619	D
C-AB	251	961	0.261	249	0.9	5.273	A
C-A	508			508			
A-B	119			119			
A-C	748			748			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	152	283	0.537	152	1.1	27.401	D
C-AB	251	962	0.261	251	0.9	5.309	A
C-A	507			507			
A-B	119			119			
A-C	748			748			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	124	332	0.374	126	0.6	17.659	C
C-AB	159	890	0.178	160	0.5	5.167	A
C-A	461			461			
A-B	97			97			
A-C	610			610			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	104	367	0.283	105	0.4	13.787	B
C-AB	111	839	0.132	112	0.3	5.144	A
C-A	408			408			
A-B	81			81			
A-C	511			511			

Base 2023, Friday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	1.54	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	Base 2023	Friday AM	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
A		✓	880	100.000
B		✓	80	100.000
C		✓	704	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	83	797
	B	65	0	15
	C	664	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.37	24.20	0.6	C
C-AB	0.18	4.83	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	60	328	0.184	59	0.2	13.349	B
C-AB	73	849	0.086	73	0.2	4.797	A
C-A	457			457			
A-B	62			62			
A-C	600			600			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	72	290	0.248	72	0.3	16.436	C
C-AB	107	902	0.118	106	0.3	4.695	A
C-A	526			526			
A-B	75			75			
A-C	716			716			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	88	237	0.372	87	0.6	23.883	C
C-AB	174	981	0.178	173	0.6	4.653	A
C-A	601			601			
A-B	91			91			
A-C	878			878			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	88	237	0.372	88	0.6	24.199	C
C-AB	175	982	0.178	175	0.6	4.676	A
C-A	600			600			
A-B	91			91			
A-C	878			878			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	72	290	0.248	73	0.3	16.663	C
C-AB	108	903	0.119	109	0.3	4.737	A
C-A	525			525			
A-B	75			75			
A-C	716			716			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	60	328	0.184	61	0.2	13.489	B
C-AB	74	849	0.087	74	0.2	4.827	A
C-A	456			456			
A-B	62			62			
A-C	600			600			

Base 2023, Friday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	2.69	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	7	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	Base 2023	Friday PM	ONE HOUR	17:15	18:45	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 (PCU/hr)	Scaling Factor (%)
A		✓	798	100.000
B		✓	131	100.000
C		✓	684	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	79	719
	B	92	0	39
	C	638	46	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.53	27.88	1.1	D
C-AB	0.19	4.90	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	99	358	0.275	97	0.4	13.726	B
C-AB	80	844	0.095	80	0.2	4.867	A
C-A	435			435			
A-B	59			59			
A-C	541			541			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	118	323	0.365	117	0.6	17.432	C
C-AB	116	895	0.129	115	0.3	4.784	A
C-A	499			499			
A-B	71			71			
A-C	646			646			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	144	273	0.528	142	1.1	27.100	D
C-AB	185	970	0.191	184	0.6	4.775	A
C-A	568			568			
A-B	87			87			
A-C	792			792			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	144	273	0.529	144	1.1	27.878	D
C-AB	186	971	0.191	186	0.7	4.801	A
C-A	567			567			
A-B	87			87			
A-C	792			792			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	118	322	0.365	120	0.6	17.920	C
C-AB	117	896	0.130	118	0.3	4.833	A
C-A	498			498			
A-B	71			71			
A-C	646			646			

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	99	358	0.276	99	0.4	13.980	B
C-AB	81	845	0.096	82	0.2	4.900	A
C-A	434			434			
A-B	59			59			
A-C	541			541			

Base 2023, Saturday midday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	3.10	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	5	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	Base 2023	Saturday midday	ONE HOUR	11:15	12:45	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 (PCU/hr)	Scaling Factor (%)
A		✓	802	100.000
B		✓	140	100.000
C		✓	702	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	110	692
	B	92	0	48
	C	637	65	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.55	28.92	1.2	D
C-AB	0.27	5.34	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	105	364	0.289	104	0.4	13.749	B
C-AB	114	843	0.135	112	0.3	5.091	A
C-A	415			415			
A-B	83			83			
A-C	521			521			

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	126	329	0.383	125	0.6	17.617	C
C-AB	164	894	0.183	163	0.5	5.110	A
C-A	467			467			
A-B	99			99			
A-C	622			622			

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	154	278	0.554	152	1.2	27.986	D
C-AB	262	969	0.270	260	0.9	5.300	A
C-A	511			511			
A-B	121			121			
A-C	762			762			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	154	278	0.554	154	1.2	28.925	D
C-AB	263	970	0.271	263	1.0	5.340	A
C-A	510			510			
A-B	121			121			
A-C	762			762			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	126	328	0.383	128	0.6	18.183	C
C-AB	165	896	0.184	166	0.6	5.169	A
C-A	466			466			
A-B	99			99			
A-C	622			622			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	105	364	0.290	106	0.4	14.033	B
C-AB	115	844	0.136	115	0.4	5.138	A
C-A	414			414			
A-B	83			83			
A-C	521			521			

2021+residential+reduced Morrisons, Friday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	0.91	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2021+residential+reduced Morrisons	Friday AM	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
A		✓	863	100.000
B		✓	57	100.000
C		✓	672	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	58	805
	B	47	0	10
	C	651	21	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	19.93	0.3	C
C-AB	0.09	4.63	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	43	332	0.129	42	0.1	12.412	B
C-AB	38	844	0.045	37	0.1	4.616	A
C-A	468			468			
A-B	44			44			
A-C	606			606			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	51	295	0.174	51	0.2	14.743	B
C-AB	55	896	0.061	55	0.1	4.437	A
C-A	549			549			
A-B	52			52			
A-C	724			724			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	63	243	0.258	62	0.3	19.810	C
C-AB	89	972	0.091	88	0.2	4.244	A
C-A	651			651			
A-B	64			64			
A-C	886			886			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	63	243	0.258	63	0.3	19.928	C
C-AB	89	972	0.091	89	0.2	4.257	A
C-A	651			651			
A-B	64			64			
A-C	886			886			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	51	295	0.174	52	0.2	14.841	B
C-AB	55	896	0.061	55	0.1	4.465	A
C-A	549			549			
A-B	52			52			
A-C	724			724			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	43	332	0.129	43	0.2	12.488	B
C-AB	38	844	0.045	38	0.1	4.634	A
C-A	468			468			
A-B	44			44			
A-C	606			606			

2021+residential+reduced Morrisons, Friday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	1.47	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	21	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2021+residential+reduced Morrisons	Friday PM	ONE HOUR	17:15	18:45	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 (PCU/hr)	Scaling Factor (%)
A		✓	783	100.000
B		✓	90	100.000
C		✓	658	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	63	720
	B	64	0	26
	C	626	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	20.03	0.5	C
C-AB	0.13	4.76	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	68	361	0.188	67	0.2	12.195	B
C-AB	55	839	0.066	55	0.1	4.739	A
C-A	440			440			
A-B	47			47			
A-C	542			542			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	81	327	0.247	81	0.3	14.585	B
C-AB	79	889	0.089	78	0.2	4.601	A
C-A	513			513			
A-B	57			57			
A-C	647			647			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	99	279	0.355	98	0.5	19.841	C
C-AB	125	962	0.130	124	0.3	4.473	A
C-A	599			599			
A-B	69			69			
A-C	793			793			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	99	279	0.356	99	0.5	20.025	C
C-AB	125	963	0.130	125	0.3	4.489	A
C-A	599			599			
A-B	69			69			
A-C	793			793			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	81	327	0.248	82	0.3	14.739	B
C-AB	79	890	0.089	80	0.2	4.634	A
C-A	512			512			
A-B	57			57			
A-C	647			647			

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	68	361	0.188	68	0.2	12.308	B
C-AB	55	839	0.066	56	0.1	4.762	A
C-A	440			440			
A-B	47			47			
A-C	542			542			

2021+residential+reduced Morrisons, Saturday midday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	1.53	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	22	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2021+residential+reduced Morrisons	Saturday midday	ONE HOUR	11:15	12:45	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 (PCU/hr)	Scaling Factor (%)
A		✓	787	100.000
B		✓	94	100.000
C		✓	662	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	79	708
	B	62	0	32
	C	625	37	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	19.61	0.6	C
C-AB	0.15	4.82	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	71	369	0.192	70	0.2	11.985	B
C-AB	64	838	0.076	63	0.1	4.796	A
C-A	435			435			
A-B	59			59			
A-C	533			533			

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	85	335	0.252	84	0.3	14.314	B
C-AB	91	888	0.103	91	0.2	4.677	A
C-A	504			504			
A-B	71			71			
A-C	636			636			

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	103	287	0.361	103	0.5	19.427	C
C-AB	145	961	0.150	144	0.4	4.588	A
C-A	584			584			
A-B	87			87			
A-C	780			780			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	103	287	0.361	103	0.6	19.610	C
C-AB	145	961	0.151	145	0.4	4.607	A
C-A	584			584			
A-B	87			87			
A-C	780			780			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	85	335	0.252	85	0.3	14.468	B
C-AB	92	889	0.103	92	0.2	4.716	A
C-A	504			504			
A-B	71			71			
A-C	636			636			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	71	369	0.192	71	0.2	12.100	B
C-AB	64	838	0.076	64	0.1	4.821	A
C-A	434			434			
A-B	59			59			
A-C	533			533			

2023+residential+reduced Morrisons, Friday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	0.95	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	20	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2023+residential+reduced Morrisons	Friday AM	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
A		✓	880	100.000
B		✓	59	100.000
C		✓	686	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	60	820
	B	48	0	11
	C	664	22	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	20.66	0.4	C
C-AB	0.10	4.62	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	44	330	0.135	44	0.2	12.573	B
C-AB	40	849	0.047	40	0.1	4.603	A
C-A	476			476			
A-B	45			45			
A-C	617			617			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	53	292	0.182	53	0.2	15.038	C
C-AB	59	902	0.065	59	0.1	4.427	A
C-A	558			558			
A-B	54			54			
A-C	737			737			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	65	239	0.272	64	0.4	20.526	C
C-AB	96	981	0.098	95	0.2	4.239	A
C-A	660			660			
A-B	66			66			
A-C	903			903			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	65	239	0.272	65	0.4	20.662	C
C-AB	96	981	0.098	96	0.2	4.253	A
C-A	659			659			
A-B	66			66			
A-C	903			903			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	53	292	0.182	54	0.2	15.147	C
C-AB	59	902	0.065	59	0.1	4.454	A
C-A	558			558			
A-B	54			54			
A-C	737			737			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	44	329	0.135	45	0.2	12.655	B
C-AB	41	849	0.048	41	0.1	4.621	A
C-A	476			476			
A-B	45			45			
A-C	617			617			

2023+residential+reduced Morrisons , Friday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	1.53	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	19	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2023+residential+reduced Morrisons	Friday PM	ONE HOUR	17:15	18:45	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 (PCU/hr)	Scaling Factor (%)
A		✓	798	100.000
B		✓	92	100.000
C		✓	671	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	65	733
	B	65	0	27
	C	638	33	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.37	20.79	0.6	C
C-AB	0.14	4.75	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	69	359	0.193	68	0.2	12.367	B
C-AB	58	844	0.068	57	0.1	4.730	A
C-A	447			447			
A-B	49			49			
A-C	552			552			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	83	324	0.256	82	0.3	14.894	B
C-AB	83	895	0.093	83	0.2	4.592	A
C-A	520			520			
A-B	58			58			
A-C	659			659			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	101	274	0.369	100	0.6	20.572	C
C-AB	133	970	0.137	132	0.4	4.475	A
C-A	606			606			
A-B	72			72			
A-C	807			807			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	101	274	0.369	101	0.6	20.787	C
C-AB	133	971	0.137	133	0.4	4.492	A
C-A	606			606			
A-B	72			72			
A-C	807			807			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	83	323	0.256	84	0.4	15.066	C
C-AB	83	896	0.093	84	0.2	4.627	A
C-A	520			520			
A-B	58			58			
A-C	659			659			

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	69	358	0.193	70	0.2	12.490	B
C-AB	58	844	0.069	58	0.1	4.750	A
C-A	447			447			
A-B	49			49			
A-C	552			552			

2023+residential+reduced Morrisons, Saturday midday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	1.59	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	20	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	2023+residential+reduced Morrisons	Saturday midday	ONE HOUR	11:15	12:45	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 (PCU/hr)	Scaling Factor (%)
A		✓	802	100.000
B		✓	96	100.000
C		✓	675	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	81	721
	B	63	0	33
	C	637	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.37	20.36	0.6	C
C-AB	0.16	4.81	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	72	366	0.197	71	0.2	12.158	B
C-AB	66	843	0.079	66	0.1	4.786	A
C-A	442			442			
A-B	61			61			
A-C	543			543			

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	86	332	0.260	86	0.3	14.621	B
C-AB	96	894	0.107	95	0.2	4.670	A
C-A	511			511			
A-B	73			73			
A-C	648			648			

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	106	282	0.374	105	0.6	20.146	C
C-AB	153	969	0.158	152	0.5	4.593	A
C-A	590			590			
A-B	89			89			
A-C	794			794			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	106	282	0.374	106	0.6	20.360	C
C-AB	153	969	0.158	153	0.5	4.613	A
C-A	590			590			
A-B	89			89			
A-C	794			794			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	86	332	0.260	87	0.4	14.789	B
C-AB	96	895	0.107	97	0.3	4.708	A
C-A	511			511			
A-B	73			73			
A-C	648			648			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	72	366	0.197	73	0.2	12.280	B
C-AB	67	843	0.079	67	0.2	4.811	A
C-A	441			441			
A-B	61			61			
A-C	543			543			

Base 2021+residential, Friday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	1.77	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	10	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D16	Base 2021+residential	Friday AM	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
A		✓	866	100.000
B		✓	90	100.000
C		✓	692	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	84	782
	B	74	0	16
	C	651	41	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.41	25.48	0.7	D
C-AB	0.18	4.86	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	68	330	0.205	67	0.3	13.623	B
C-AB	74	843	0.087	73	0.2	4.832	A
C-A	447			447			
A-B	63			63			
A-C	589			589			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	81	293	0.277	80	0.4	16.926	C
C-AB	107	895	0.120	107	0.3	4.734	A
C-A	515			515			
A-B	76			76			
A-C	703			703			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	99	240	0.412	98	0.7	25.067	D
C-AB	173	972	0.179	172	0.6	4.700	A
C-A	588			588			
A-B	92			92			
A-C	861			861			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	99	240	0.413	99	0.7	25.485	D
C-AB	174	973	0.179	174	0.6	4.722	A
C-A	588			588			
A-B	92			92			
A-C	861			861			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	81	292	0.277	82	0.4	17.213	C
C-AB	108	896	0.120	109	0.3	4.780	A
C-A	514			514			
A-B	76			76			
A-C	703			703			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	68	330	0.205	68	0.3	13.790	B
C-AB	74	844	0.088	75	0.2	4.863	A
C-A	447			447			
A-B	63			63			
A-C	589			589			

Base 2021+residential, Friday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	3.28	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	3	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D17	Base 2021+residential	Friday PM	ONE HOUR	17:15	18:45	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 (PCU/hr)	Scaling Factor (%)
A		✓	792	100.000
B		✓	145	100.000
C		✓	679	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	86	706
	B	102	0	43
	C	626	53	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.58	31.15	1.3	D
C-AB	0.22	5.01	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	109	359	0.304	107	0.4	14.214	B
C-AB	91	838	0.109	90	0.2	4.972	A
C-A	420			420			
A-B	65			65			
A-C	532			532			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	130	324	0.402	129	0.7	18.409	C
C-AB	131	888	0.147	130	0.4	4.926	A
C-A	479			479			
A-B	77			77			
A-C	635			635			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	160	275	0.581	157	1.3	29.958	D
C-AB	208	961	0.217	207	0.7	4.978	A
C-A	539			539			
A-B	95			95			
A-C	777			777			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	160	275	0.582	159	1.3	31.146	D
C-AB	209	962	0.217	209	0.7	5.007	A
C-A	539			539			
A-B	95			95			
A-C	777			777			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	130	324	0.403	133	0.7	19.102	C
C-AB	132	889	0.148	133	0.4	4.975	A
C-A	479			479			
A-B	77			77			
A-C	635			635			

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	109	359	0.304	110	0.4	14.537	B
C-AB	92	839	0.110	93	0.3	5.011	A
C-A	419			419			
A-B	65			65			
A-C	532			532			

Base 2021+residential, Saturday midday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	3.90	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	1	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D18	Base 2021+residential	Saturday midday	ONE HOUR	11:15	12:45	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 (PCU/hr)	Scaling Factor (%)
A		✓	793	100.000
B		✓	158	100.000
C		✓	695	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	114	679
	B	104	0	54
	C	625	70	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.62	33.46	1.6	D
C-AB	0.29	5.51	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	119	366	0.325	117	0.5	14.371	B
C-AB	120	837	0.144	119	0.4	5.176	A
C-A	403			403			
A-B	86			86			
A-C	511			511			

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	142	331	0.430	141	0.7	18.883	C
C-AB	173	888	0.195	172	0.6	5.221	A
C-A	452			452			
A-B	102			102			
A-C	610			610			

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	174	281	0.619	171	1.5	31.861	D
C-AB	275	961	0.286	273	1.0	5.466	A
C-A	490			490			
A-B	126			126			
A-C	748			748			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	174	281	0.620	174	1.6	33.462	D
C-AB	276	962	0.287	276	1.0	5.508	A
C-A	489			489			
A-B	126			126			
A-C	748			748			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	142	330	0.430	145	0.8	19.756	C
C-AB	174	889	0.196	176	0.6	5.284	A
C-A	451			451			
A-B	102			102			
A-C	610			610			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	119	365	0.326	120	0.5	14.746	B
C-AB	121	838	0.145	122	0.4	5.225	A
C-A	402			402			
A-B	86			86			
A-C	511			511			

Base 2023+residential, Friday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	1.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	8	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D19	Base 2023+residential	Friday AM	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
A		✓	883	100.000
B		✓	92	100.000
C		✓	706	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	86	797
	B	75	0	17
	C	664	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.43	26.80	0.7	D
C-AB	0.19	4.85	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	69	327	0.212	68	0.3	13.845	B
C-AB	77	848	0.091	76	0.2	4.822	A
C-A	455			455			
A-B	65			65			
A-C	600			600			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	83	289	0.286	82	0.4	17.361	C
C-AB	112	902	0.125	112	0.3	4.728	A
C-A	522			522			
A-B	77			77			
A-C	716			716			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	101	236	0.430	100	0.7	26.298	D
C-AB	183	981	0.187	182	0.6	4.708	A
C-A	594			594			
A-B	95			95			
A-C	878			878			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	101	235	0.430	101	0.7	26.797	D
C-AB	184	981	0.188	184	0.6	4.733	A
C-A	593			593			
A-B	95			95			
A-C	878			878			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	83	289	0.286	84	0.4	17.689	C
C-AB	113	903	0.125	114	0.3	4.775	A
C-A	522			522			
A-B	77			77			
A-C	716			716			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	69	327	0.212	70	0.3	14.025	B
C-AB	78	849	0.091	78	0.2	4.854	A
C-A	454			454			
A-B	65			65			
A-C	600			600			

Base 2023+residential, Friday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	3.45	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D20	Base 2023+residential	Friday PM	ONE HOUR	17:15	18:45	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 (PCU/hr)	Scaling Factor (%)
A		✓	807	100.000
B		✓	147	100.000
C		✓	692	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	88	719
	B	103	0	44
	C	638	54	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.60	33.09	1.4	D
C-AB	0.23	5.02	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	111	356	0.311	109	0.4	14.461	B
C-AB	95	843	0.112	93	0.3	4.964	A
C-A	426			426			
A-B	66			66			
A-C	541			541			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	132	320	0.412	131	0.7	18.924	C
C-AB	136	894	0.152	136	0.4	4.922	A
C-A	486			486			
A-B	79			79			
A-C	646			646			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	162	270	0.599	159	1.4	31.648	D
C-AB	218	969	0.225	217	0.8	4.995	A
C-A	544			544			
A-B	97			97			
A-C	792			792			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	162	270	0.600	162	1.4	33.093	D
C-AB	219	970	0.226	219	0.8	5.025	A
C-A	543			543			
A-B	97			97			
A-C	792			792			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	132	320	0.413	135	0.7	19.725	C
C-AB	137	896	0.153	139	0.5	4.975	A
C-A	485			485			
A-B	79			79			
A-C	646			646			

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	111	356	0.311	112	0.5	14.810	B
C-AB	95	844	0.113	96	0.3	5.005	A
C-A	426			426			
A-B	66			66			
A-C	541			541			

Base 2023+residential, Saturday midday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	4.12	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	0	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D21	Base 2023+residential	Saturday midday	ONE HOUR	11:15	12:45	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 (PCU/hr)	Scaling Factor (%)
A		✓	808	100.000
B		✓	160	100.000
C		✓	708	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	116	692
	B	105	0	55
	C	637	71	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.64	35.75	1.7	E
C-AB	0.30	5.54	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	120	363	0.332	119	0.5	14.630	B
C-AB	124	842	0.147	123	0.4	5.169	A
C-A	409			409			
A-B	87			87			
A-C	521			521			

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	144	327	0.440	143	0.8	19.436	C
C-AB	179	894	0.200	178	0.6	5.223	A
C-A	457			457			
A-B	104			104			
A-C	622			622			

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	176	276	0.638	173	1.6	33.561	D
C-AB	287	969	0.296	285	1.1	5.500	A
C-A	493			493			
A-B	128			128			
A-C	762			762			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	176	276	0.639	176	1.7	35.753	E
C-AB	288	970	0.297	288	1.1	5.543	A
C-A	492			492			
A-B	128			128			
A-C	762			762			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	144	326	0.441	147	0.8	20.453	C
C-AB	180	895	0.201	182	0.6	5.293	A
C-A	456			456			
A-B	104			104			
A-C	622			622			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	120	362	0.332	122	0.5	15.031	C
C-AB	125	843	0.149	126	0.4	5.221	A
C-A	408			408			
A-B	87			87			
A-C	521			521			

