

K&M TRAFFIC SURVEYS

DATE : 18th SEPTEMBER 2014

DAY : THURSDAY

LOCATION : A408 SIPSON RD, HEATHROW

SIPSON LANE / SIPSON RD ROUNDABOUT

	MOVEMENT 25			MOVEMENT 26			MOVEMENT 27			MOVEMENT 28			MOVEMENT 29			MOVEMENT 30		
	SIPSON RD NORTH LEFT TO SIPSON LA			SIPSON RD NORTH AHEAD SOUTH			SIPSON LANE EAST LEFT TO SOUTH			SIPSON LANE EAST RIGHT TO NORTH			SIPSON RD SOUTH AHEAD NORTH			SIPSON RD SOUTH RIGHT TO SIPSON LA E		
	LIGHT	HGV	TOT	LIGHT	HGV	TOT	LIGHT	HGV	TOT	LIGHT	HGV	TOT	LIGHT	HGV	TOT	LIGHT	HGV	TOT
0700-0715	20	0	20	31	3	34	9	0	9	45	3	48	55	2	57	4	0	4
0715-0730	35	0	35	33	1	34	21	0	21	45	1	46	53	4	57	14	0	14
0730-0745	31	2	33	31	4	35	11	0	11	48	0	48	53	3	56	16	0	16
0745-0800	27	0	27	29	2	31	11	0	11	40	2	42	61	4	65	9	0	9
0800-0815	20	0	20	21	4	25	12	0	12	48	1	49	75	1	76	14	0	14
0815-0830	38	0	38	36	2	38	7	0	7	47	1	48	104	4	108	17	0	17
0830-0845	40	0	40	24	0	24	10	0	10	41	1	42	96	2	98	16	0	16
0845-0900	31	1	32	44	3	47	20	0	20	40	1	41	81	4	85	21	0	21
0900-0915	35	0	35	37	5	42	11	0	11	37	0	37	85	6	91	12	0	12
0915-0930	32	0	32	23	2	25	12	0	12	44	0	44	65	3	68	12	0	12
0930-0945	37	1	38	31	3	34	6	0	6	31	1	32	57	5	62	14	0	14
0945-1000	25	1	26	36	3	39	5	1	6	32	0	32	59	2	61	14	1	15
1600-1900	371	5	376	376	32	408	135	1	136	498	11	509	844	40	884	163	1	164
1600-1700	113	2	115	124	10	134	52	0	52	178	6	184	222	13	235	43	0	43
1615-1715	113	2	115	114	11	125	55	0	55	181	4	185	242	12	254	53	0	53
1630-1730	116	2	118	117	12	129	41	0	41	183	4	187	293	12	305	56	0	56
1645-1745	125	0	125	110	8	118	40	0	40	176	5	181	336	11	347	56	0	56
1700-1800	129	1	130	125	9	134	49	0	49	176	4	180	356	11	367	68	0	68
1715-1815	144	1	145	141	10	151	48	0	48	165	3	168	366	16	382	66	0	66
1730-1830	138	1	139	128	10	138	53	0	53	162	2	164	327	15	342	61	0	61
1745-1845	135	2	137	135	13	148	49	0	49	152	2	154	288	18	306	59	0	59
1800-1900	129	2	131	127	13	140	34	1	35	144	1	145	266	16	282	52	1	53

Appendix 4.2 Personal Injury Accident Data



Personal injury collisions 60 months to 30 June 2014 Sipson Road area (PROVISIONAL)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
.001 GIS AREA Sipson Rd (P)	60 MTS TO JUN-2014	12

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation



Personal injury collisions 60 months to 30 June 2014 Sipson Road area (PROVISIONAL)

.001 GIS AREA Sipson Rd (P)										60 MTS TO JUN-2014 SORTED BY DATE		
1	0111TB00588	FRI 18/03/11 14:26	LIGHT	HOLLOWAY LANE J/W SIPSON ROAD					26	NODE 29	507070 / 178390	
POLICE - AT SCENE			ROAD-WET	RAINING	SINGLE CWY	MINI	GIVE WAY/UNCONT NO XING FACILITY IN 50M					
V1 PULLED OUT INTO NEARSIDE OF PASSING CYCLIST V2												
CASUALTY 001 (002)			(23 Yrs - M G51)		SLIGHT	DRIVER/RIDER						
VEHICLE	001 (002)	GDS =< 3.5T	(39 Yrs - M UB3)			GOING AHEAD OTHER	NE TO SW			JCT APP		
		BT - NOT REQUESTED				FRONT HIT FIRST						
VEHICLE	002 (001)	PEDAL CYCLE	(23 Yrs - M G51)			GOING AHEAD OTHER	SE TO NW			JCT MID		
		BT - NOT APPLICABLE				N/S HIT FIRST						
V001 B 405 (FAILED TO LOOK PROPERLY)						V001 A 707 (VISION AFFECTED - RAIN, SLEET, SNOW, OR FOG)						
V002 A 506 (NOT DISPLAYING LIGHTS AT NIGHT OR IN POOR VISIBILITY)												
2	0111XH30549	THU 15/09/11 15:30	LIGHT	SIPSON ROAD 30M SOUTH J/W VINCENT CLOSE					26	LINK 16-29	507290 / 177700	
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M					
CHILD PED RAN ACROSS ROAD FROM BEHIND PARKED VEH & COLLIDEDWITH V1												
CASUALTY 001 (001)			(9 Yrs - M UB7)		SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)		W BOUND	FROM DRIVERS O/SIDE		
							Sch Attended : HEATHROW PRIMARY SCHOOL					
VEHICLE	001 (000)	CAR	(47 Yrs - M CV11)			GOING AHEAD LEFT BEND	S TO NW			FRONT HIT FIRST		
		BT - NEGATIVE										
C001	A	801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)					C001	A	802 (FAILED TO LOOK PROPERLY)			
C001	A	805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))					C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)			



Personal injury collisions 60 months to 30 June 2014 Sipson Road area (PROVISIONAL)

.001 GIS AREA Sipson Rd (P)										60 MTS TO JUN-2014 SORTED BY DATE									
3		0111XH30675		WED 09/11/11 13:40		LIGHT		SIPSON ROAD J/W RUSSELL GARDENS		26		LINK 16-29		507160 / 178040					
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M																			
V3 HAS FAILED TO SLOW IN TIME FOR STATIONARY TRAFFIC AND COLLIDED WITH REAR OF V2. V2 WAS THEN FORCED INTO REAR OF V1.																			
CASUALTY		001 (003)		(20 Yrs - M UB7)		SLIGHT		DRIVER/RIDER											
VEHICLE		001 (002)		CAR		(42 Yrs - M UB7)		GOING AHEAD HELD UP		S TO N		JCT APP							
BT - NEGATIVE										BACK HIT FIRST									
VEHICLE		002 (003)		CAR		(24 Yrs - M UB7)		GOING AHEAD HELD UP		S TO N		JCT APP							
BT - DRV NOT CONTACTED										BACK HIT FIRST									
VEHICLE		003 (002)		CAR		(20 Yrs - M UB7)		GOING AHEAD OTHER		S TO N		JCT APP							
BT - DRV NOT CONTACTED										FRONT HIT FIRST									
V003 A 308 (FOLLOWING TOO CLOSE)										V003 A 405 (FAILED TO LOOK PROPERLY)									
V003 A 408 (SUDDEN BRAKING)																			
4		0112XH30253		FRI 20/04/12 18:11		LIGHT		HOLLOWAY ROAD J.W SIPSON ROAD		26		NODE 29		507060 / 178380					
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M																			
V2 BRAKED AND WAS HIT IN REAR BY V1																			
CASUALTY		001 (002)		(26 Yrs - F UB7)		SLIGHT		DRIVER/RIDER											
VEHICLE		001 (002)		CAR		(19 Yrs - F UB3)		MOVING OFF		SW TO NE		JCT APP							
BT - NOT REQUESTED										FRONT HIT FIRST									
VEHICLE		002 (001)		CAR		(26 Yrs - F UB7)		GOING AHEAD OTHER		SW TO NE		JCT APP							
BT - NOT REQUESTED										BACK HIT FIRST									
V001 A 405 (FAILED TO LOOK PROPERLY)										V001 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)									


Personal injury collisions 60 months to 30 June 2014 Sipson Road area (PROVISIONAL)

.001 GIS AREA Sipson Rd (P)										60 MTS TO JUN-2014 SORTED BY DATE	
5	0112XH30312	THU 17/05/12 23:20	DARK	SIPSON ROAD J.W HOLLOWAY ROAD				26	NODE 29	507070 / 178380	
POLICE - OVER COU ROAD-DRY			WEATHER-FINE		SINGLE CWY	ROUNDAABOUT	GIVE WAY/UNCONT	NO XING FACILITY IN 50M			
V2 PULLED OUT INTO THE SIDE OF V1											
CASUALTY 001 (001) (54 Yrs - M UB7)			SLIGHT	DRIVER/RIDER							
VEHICLE	001 (002)	CAR	(54 Yrs - M UB7)		GOING AHEAD OTHER			NE TO SW		JCT MID	
			BT - DRV NOT CONTACTED					N/S HIT FIRST			
VEHICLE	002 (001)	CAR	(? Yrs - M UNKN)		GOING AHEAD OTHER			SE TO NW		JCT MID	
			BT - DRV NOT CONTACTED					FRONT HIT FIRST			
V002 A 405 (FAILED TO LOOK PROPERLY)						V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)					
6	0113XH30083	FRI 01/02/13 13:02	LIGHT	SIPSON LANE J/W VINERIES CLOSE				26	CELL 507000/177500	507300 / 177890	
POLICE - AT SCENE ROAD-WET			FINE/HIGH WINDS		SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M			
VEH 1 SLOWED AS HE WAS INTENDING TO TURN RIGHT, VEH 2 DID NOT NOTICE & COLLIDED WITH REAR OF VEH 1											
CASUALTY 001 (001) (34 Yrs - M UB3)			SLIGHT	DRIVER/RIDER							
CASUALTY 002 (002) (37 Yrs - M UB3)			SLIGHT	DRIVER/RIDER							
VEHICLE	001 (002)	CAR	(34 Yrs - M UB3)		SLOWING OR STOPPING			E TO W		JCT APP	
			BT - NOT REQUESTED					BACK HIT FIRST			
VEHICLE	002 (001)	CAR	(37 Yrs - M UB3)		GOING AHEAD OTHER			E TO W		JCT APP	
			BT - NOT REQUESTED		SKIDDED			DID NOT IMPACT			
V001 B 408 (SUDDEN BRAKING)						V002 A 405 (FAILED TO LOOK PROPERLY)					
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						V002 A 408 (SUDDEN BRAKING)					


Personal injury collisions 60 months to 30 June 2014 Sipson Road area (PROVISIONAL)

.001 GIS AREA Sipson Rd (P)										60 MTS TO JUN-2014 SORTED BY DATE		
7	0113XH30073		WED 20/02/13 21:20	DARK	HOLLOWAY LANE J/W SIPSON ROAD					26	NODE 29	507070 / 178390
POLICE - AT SCENE		ROAD-DRY		WEATHER-FINE		SINGLE CWY		MINI	GIVE WAY/UNCONT		NO XING FACILITY IN 50M	
ANIMAL IN CWY (NOT RID-HORSE)												
V1 WAS APPARANTLY DISTRACTED BY A FOX RUNNING OUT INTO THE ROAD & FAILED TO STOP IN TIME TO GIVE WAY AT R/A & HIT V2												
CASUALTY	001	(002)	(47 Yrs - M UB3)	SLIGHT	DRIVER/RIDER							
CASUALTY	002	(002)	(44 Yrs - M PE2)	SLIGHT	PASSENGER		SEATED ON PSV					
CASUALTY	003	(002)	(17 Yrs - M UB3)	SLIGHT	PASSENGER		SEATED ON PSV					
CASUALTY	004	(002)	(44 Yrs - F UB3)	SLIGHT	PASSENGER		SEATED ON PSV					
CASUALTY	005	(002)	(22 Yrs - F UB8)	SLIGHT	PASSENGER		SEATED ON PSV					
VEHICLE	001	(002)	CAR	(38 Yrs - M UB7)		GOING AHEAD OTHER		NE TO SW		JCT MID		
			BT - NEGATIVE				FRONT HIT FIRST					
VEHICLE	002	(001)	BUS/COACH	(47 Yrs - M UB3)		GOING AHEAD OTHER		NW TO SE		JCT MID		
			BT - NEGATIVE				N/S HIT FIRST					
V001 B 109 (ANIMAL OR OBJECT IN CARRIAGEWAY)						V001 B 602 (CARELESS/RECKLESS/IN A HURRY)						
V001 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)						V001 B 510 (DISTRACTION OUTSIDE VEHICLE)						
8	0113XH30408		THU 05/09/13 19:50	LIGHT	NFL SIPSON ROAD J/W HARMONDSWORTH LANE					26	LINK 16-29	507170 / 177940
POLICE - OVER COU		ROAD-DRY		WEATHER-FINE		SINGLE CWY		ROUNDAABOUT	GIVE WAY/UNCONT		NO XING FACILITY IN 50M	
V2 HIT REAR V1												
CASUALTY	001	(001)	(27 Yrs - F UB7)	SLIGHT	DRIVER/RIDER							
VEHICLE	001	(002)	CAR	(27 Yrs - F UB7)		GOING AHEAD HELD UP		S TO N		JCT APP		
			BT - DRV NOT CONTACTED				BACK HIT FIRST					
VEHICLE	002	(001)	CAR	(? Yrs - M UNKN)		GOING AHEAD OTHER		S TO N		JCT APP		
			BT - DRV NOT CONTACTED				FRONT HIT FIRST					
V002 A 405 (FAILED TO LOOK PROPERLY)						V002 A 602 (CARELESS/RECKLESS/IN A HURRY)						



Personal injury collisions 60 months to 30 June 2014 Sipson Road area (PROVISIONAL)

.001 GIS AREA Sipson Rd (P)										60 MTS TO JUN-2014 SORTED BY DATE		
9	0113XH39055		THU 31/10/13 20:32	DARK	SIPSON ROAD, 130 METRES S.E. OF HOLLOWAY LANE.					26	LINK 16-29	507140 / 178280
POLICE - AT SCENE			ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M		NO XING FACILITY IN 50M				
PED. CROSSED THE ROAD WITHOUT LOOKING AND WAS HIT BY ON-COMING V.1.												
CASUALTY 001 (001)			(16 Yrs - M UNKN)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)		E BOUND	FROM DRIVERS N/SIDE			
						Sch Attended : N/R						
VEHICLE	001 (000)	CAR	(25 Yrs - M UB3)		GOING AHEAD OTHER		SE TO NW	JNY PART OF WORK				
						BT - NEGATIVE		N/S HIT FIRST				
C001 A 802 (FAILED TO LOOK PROPERLY)						C001 A 808 (CARELESS/RECKLESS/IN A HURRY)						
10	0113XH30509		SAT 02/11/13 09:40	LIGHT	NFL SIPSON ROAD 180M NORTH J/W RUSSELL GARDENS					26	LINK 16-29	507180 / 178220
POLICE - OVER COU			ROAD-DRY	WEATHER-FINE	SINGLE CWY	PRIV DRIVE	GIVE WAY/UNCONT		NO XING FACILITY IN 50M			
V1 TURNED RIGHT ACROSS PATH V2												
CASUALTY 001 (001)			(53 Yrs - F UB7)	SLIGHT	DRIVER/RIDER							
VEHICLE	001 (002)	CAR	(53 Yrs - F UB7)		TURNING RIGHT		S TO E		JCT MID			
						BT - DRV NOT CONTACTED		N/S HIT FIRST				
VEHICLE	002 (001)	CAR	(? Yrs - F UB7)		GOING AHEAD OTHER		N TO S		JCT MID			
						BT - DRV NOT CONTACTED		FRONT HIT FIRST				
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						V002 B 508 (DRIVER USING MOBILE PHONE)						
11	0114XH30072		WED 29/01/14 17:51	DARK	SIPSON ROAD J/W SIPSON LANE					26	LINK 16-29	507230 / 177870
POLICE - AT SCENE			ROAD-WET	RAINING	ROUNDAABOUT	MINI	GIVE WAY/UNCONT		NO XING FACILITY IN 50M			
V1 MOVED OFF AT JUNCTION AND COLLIDED WITH V2												
CASUALTY 001 (002)			(23 Yrs - M N19)	SLIGHT	DRIVER/RIDER							
VEHICLE	001 (002)	CAR	(48 Yrs - F UB7)		MOVING OFF		E TO W		JCT MID			
						BT - NOT REQUESTED		O/S HIT FIRST				
VEHICLE	002 (001)	PEDAL CYCLE	(23 Yrs - M N19)		GOING AHEAD OTHER		N TO S		JCT MID			
						BT - NOT APPLICABLE		FRONT HIT FIRST				
V001 A 403 (POOR TURN OR MANOEUVRE)						V001 B 707 (VISION AFFECTED - RAIN, SLEET, SNOW, OR FOG)						


Personal injury collisions 60 months to 30 June 2014 Sipson Road area (PROVISIONAL)

.001 GIS AREA Sipson Rd (P)	60 MTS TO JUN-2014 SORTED BY DATE
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12 0114TD00023 THU 10/04/14 16:03 LIGHT SIPSON LANE J/W SIPSON ROAD	26 LINK 16-29	507238 / 177870
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 ON WRONG SIDE OF ROAD HAVING A MEDICAL ISSUE LOST CONTROL COLLIDING WITH ONCOMING V2 AND V3 AND THEN PARKED V4

CASUALTY 001 (002) (59 Yrs - M UB7) SLIGHT DRIVER/RIDER

CASUALTY 002 (003) (30 Yrs - F UB3) FATAL PASSENGER FRONT SEAT

CASUALTY 003 (001) (30 Yrs - F SL0) SERIOUS DRIVER/RIDER

CASUALTY 004 (003) (23 Yrs - M TW3) SERIOUS PASSENGER BACK SEAT

VEHICLE 001 (004) CAR (30 Yrs - F SL0)
BT - NOT PROVD (MEDCL REASONS)
LEFT CWY OFFSIDE

GOING AHEAD OTHER W TO E JCT APP
FRONT HIT FIRST
HIT PARKED VEH HIT OTH OBJECT

VEHICLE 002 (003) CAR (59 Yrs - M UB7)
BT - NEGATIVE
LEFT CWY NEAR SIDE

GOING AHEAD RIGHT BEND S TO E JCT MID
BACK HIT FIRST
HIT OTH OBJECT

VEHICLE 003 (002) CAR (26 Yrs - M UB3)
BT - NEGATIVE

TURNING LEFT NW TO E JCT MID
N/S HIT FIRST

VEHICLE 004 (001) GDS =< 3.5T (42 Yrs - M UB7)
BT - DRV NOT CONTACTED
LEFT CWY NEAR SIDE

PARKED P TO P JCT CLEARED
BACK HIT FIRST

V001 A 505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)

V001 A 410 (LOSS OF CONTROL)

End of Accidents for .001 GIS AREA Sipson Rd (P)

End of Report

Appendix 5.1 Illustrative Site Layout Plans – Options A & B (Pro Vision)



KEY

Elderly Living (12 Units)

Open Market (22 Units)

Affordable (19 Units)

Building Footprint

Existing Hardstanding

Existing Curtilage

Building Heights:

up to 2 Storey

up to 3 Storey

CLIENT:
Lewdown Holdings Ltd

PROJECT:
Land at Sipson Road, Heathrow

DRAWING:
Option A - Illustrative Site Layout Plan

SCALE: **1:1250@ A3 DWG NO: 1620/P02**

DATE: **Sept 14** REV: **B**



Grosvenor Court, Winchester Road, Ampfield, Winchester, Hants. SO51 9BD
Tel: 01794 368 698
12 West Mills Yard, Kennel Road, Newbury, RG14 5LP
Tel: 01635 40164



KEY

**Elderly Living
(12 Units)**

**Open Market
(22 Units)**

**Affordable
(19 Units)**

**Building
Footprint**

**Existing
Hardstanding**

**Existing
Curtilage**

Building Heights:

● up to 2 Storey

● up to 3 Storey



CLIENT:
Lewdown Holdings Ltd

PROJECT:
**Land at Sipson Road,
Heathrow**

DRAWING:
**Option B -
Illustrative Site Layout Plan**

SCALE: **1:1250@ A3 DWG NO: 1620/P03**

DATE: **Apr 15** REV: **A**



● Grosvenor Court, Winchester Road, Ampfield, Winchester, Hants. SO51 9BD
Tel: 01794 368 698
○ 12 West Mills Yard, Kennel Road, Newbury, RG14 5LP
Tel: 01635 40164



For Illustration Purposes Only

Appendix 6.1 Framework Travel Plan

Appendix 7.1 TRICS Result Files

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	KI KINGSTON	2 days
	KN KENSINGTON AND CHELSEA	1 days
	SK SOUTHWARK	1 days
	WE WESTMINSTER	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	3 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	AG ANGUS	1 days
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	1 days
	HI HIGHLAND	3 days
	PK PERTH & KINROSS	1 days
	SR STIRLING	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
	GA GALWAY	2 days
	MA MAYO	1 days
	RO ROSCOMMON	2 days
13	MUNSTER	
	WA WATERFORD	1 days
14	LEINSTER	
	KD KILDARE	1 days
	KK KILKENNY	1 days
15	GREATER DUBLIN	
	DL DUBLIN	2 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	2 days

DO DOWN

1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 6 to 150 (units:)
Range Selected by User: 4 to 150 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 23/01/14

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

Selected survey days:

Monday	11 days
Tuesday	17 days
Wednesday	11 days
Thursday	17 days
Friday	13 days

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

Selected survey types:

Manual count	69 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)	43
Edge of Town	26

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	55
Built-Up Zone	2
Out of Town	1
No Sub Category	11

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

Filtering Stage 3 selection:

Use Class:

C3	68 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	12 days
5,001 to 10,000	15 days
10,001 to 15,000	9 days
15,001 to 20,000	14 days
20,001 to 25,000	5 days
25,001 to 50,000	11 days
50,001 to 100,000	2 days
101,000 or More	1 days

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

Population within 5 miles:

5,000 or Less	3 days
5,001 to 25,000	6 days
25,001 to 50,000	8 days
50,001 to 75,000	7 days
75,001 to 100,000	14 days
100,001 to 125,000	7 days
125,001 to 250,000	6 days
250,001 to 500,000	9 days
500,001 or More	9 days

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

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	19 days
1.1 to 1.5	46 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	68 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.

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	69	54	0.068	69	54	0.275	69	54	0.343
08:00 - 09:00	69	54	0.170	69	54	0.428	69	54	0.598
09:00 - 10:00	69	54	0.165	69	54	0.250	69	54	0.415
10:00 - 11:00	69	54	0.145	69	54	0.162	69	54	0.307
11:00 - 12:00	69	54	0.175	69	54	0.183	69	54	0.358
12:00 - 13:00	69	54	0.193	69	54	0.184	69	54	0.377
13:00 - 14:00	69	54	0.213	69	54	0.192	69	54	0.405
14:00 - 15:00	69	54	0.208	69	54	0.211	69	54	0.419
15:00 - 16:00	69	54	0.263	69	54	0.214	69	54	0.477
16:00 - 17:00	69	54	0.322	69	54	0.202	69	54	0.524
17:00 - 18:00	69	54	0.396	69	54	0.222	69	54	0.618
18:00 - 19:00	69	54	0.284	69	54	0.201	69	54	0.485
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.602			2.724			5.326

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: $\text{COUNT} / \text{TRP} * \text{FACT}$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 6 - 150 (units:)
 Survey date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 69
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	69	54	0.001	69	54	0.001	69	54	0.002
08:00 - 09:00	69	54	0.003	69	54	0.003	69	54	0.006
09:00 - 10:00	69	54	0.004	69	54	0.003	69	54	0.007
10:00 - 11:00	69	54	0.003	69	54	0.003	69	54	0.006
11:00 - 12:00	69	54	0.004	69	54	0.002	69	54	0.006
12:00 - 13:00	69	54	0.005	69	54	0.004	69	54	0.009
13:00 - 14:00	69	54	0.002	69	54	0.003	69	54	0.005
14:00 - 15:00	69	54	0.002	69	54	0.002	69	54	0.004
15:00 - 16:00	69	54	0.002	69	54	0.002	69	54	0.004
16:00 - 17:00	69	54	0.002	69	54	0.002	69	54	0.004
17:00 - 18:00	69	54	0.001	69	54	0.001	69	54	0.002
18:00 - 19:00	69	54	0.001	69	54	0.000	69	54	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.026			0.056

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

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

Parameter summary

Trip rate parameter range selected: 6 - 150 (units:)
 Survey date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 69
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	69	54	0.000	69	54	0.000	69	54	0.000
08:00 - 09:00	69	54	0.001	69	54	0.001	69	54	0.002
09:00 - 10:00	69	54	0.000	69	54	0.000	69	54	0.000
10:00 - 11:00	69	54	0.000	69	54	0.000	69	54	0.000
11:00 - 12:00	69	54	0.001	69	54	0.001	69	54	0.002
12:00 - 13:00	69	54	0.000	69	54	0.000	69	54	0.000
13:00 - 14:00	69	54	0.000	69	54	0.000	69	54	0.000
14:00 - 15:00	69	54	0.000	69	54	0.000	69	54	0.000
15:00 - 16:00	69	54	0.001	69	54	0.001	69	54	0.002
16:00 - 17:00	69	54	0.001	69	54	0.001	69	54	0.002
17:00 - 18:00	69	54	0.000	69	54	0.000	69	54	0.000
18:00 - 19:00	69	54	0.000	69	54	0.000	69	54	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

Parameter summary

Trip rate parameter range selected: 6 - 150 (units:)
 Survey date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 69
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	69	54	0.004	69	54	0.017	69	54	0.021
08:00 - 09:00	69	54	0.005	69	54	0.022	69	54	0.027
09:00 - 10:00	69	54	0.005	69	54	0.006	69	54	0.011
10:00 - 11:00	69	54	0.004	69	54	0.007	69	54	0.011
11:00 - 12:00	69	54	0.005	69	54	0.004	69	54	0.009
12:00 - 13:00	69	54	0.005	69	54	0.006	69	54	0.011
13:00 - 14:00	69	54	0.006	69	54	0.004	69	54	0.010
14:00 - 15:00	69	54	0.007	69	54	0.006	69	54	0.013
15:00 - 16:00	69	54	0.013	69	54	0.007	69	54	0.020
16:00 - 17:00	69	54	0.019	69	54	0.011	69	54	0.030
17:00 - 18:00	69	54	0.018	69	54	0.009	69	54	0.027
18:00 - 19:00	69	54	0.010	69	54	0.003	69	54	0.013
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.101			0.102			0.203

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

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

Parameter summary

Trip rate parameter range selected: 6 - 150 (units:)
 Survey date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 69
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	69	54	0.075	69	54	0.342	69	54	0.417
08:00 - 09:00	69	54	0.211	69	54	0.612	69	54	0.823
09:00 - 10:00	69	54	0.200	69	54	0.313	69	54	0.513
10:00 - 11:00	69	54	0.176	69	54	0.208	69	54	0.384
11:00 - 12:00	69	54	0.220	69	54	0.235	69	54	0.455
12:00 - 13:00	69	54	0.247	69	54	0.241	69	54	0.488
13:00 - 14:00	69	54	0.268	69	54	0.245	69	54	0.513
14:00 - 15:00	69	54	0.275	69	54	0.266	69	54	0.541
15:00 - 16:00	69	54	0.402	69	54	0.284	69	54	0.686
16:00 - 17:00	69	54	0.445	69	54	0.280	69	54	0.725
17:00 - 18:00	69	54	0.522	69	54	0.296	69	54	0.818
18:00 - 19:00	69	54	0.368	69	54	0.274	69	54	0.642
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.409			3.596			7.005

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

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

Parameter summary

Trip rate parameter range selected: 6 - 150 (units:)
 Survey date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 69
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	69	54	0.021	69	54	0.064	69	54	0.085
08:00 - 09:00	69	54	0.052	69	54	0.182	69	54	0.234
09:00 - 10:00	69	54	0.049	69	54	0.064	69	54	0.113
10:00 - 11:00	69	54	0.044	69	54	0.057	69	54	0.101
11:00 - 12:00	69	54	0.050	69	54	0.046	69	54	0.096
12:00 - 13:00	69	54	0.050	69	54	0.051	69	54	0.101
13:00 - 14:00	69	54	0.050	69	54	0.050	69	54	0.100
14:00 - 15:00	69	54	0.050	69	54	0.054	69	54	0.104
15:00 - 16:00	69	54	0.128	69	54	0.075	69	54	0.203
16:00 - 17:00	69	54	0.103	69	54	0.065	69	54	0.168
17:00 - 18:00	69	54	0.096	69	54	0.055	69	54	0.151
18:00 - 19:00	69	54	0.075	69	54	0.045	69	54	0.120
19:00 - 20:00	1	29	0.069	1	29	0.034	1	29	0.103
20:00 - 21:00	1	29	0.034	1	29	0.000	1	29	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.871			0.842			1.713

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

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

Parameter summary

Trip rate parameter range selected: 6 - 150 (units:)
 Survey date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 69
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	69	54	0.002	69	54	0.014	69	54	0.016
08:00 - 09:00	69	54	0.008	69	54	0.031	69	54	0.039
09:00 - 10:00	69	54	0.004	69	54	0.008	69	54	0.012
10:00 - 11:00	69	54	0.003	69	54	0.007	69	54	0.010
11:00 - 12:00	69	54	0.007	69	54	0.010	69	54	0.017
12:00 - 13:00	69	54	0.006	69	54	0.009	69	54	0.015
13:00 - 14:00	69	54	0.003	69	54	0.006	69	54	0.009
14:00 - 15:00	69	54	0.008	69	54	0.008	69	54	0.016
15:00 - 16:00	69	54	0.009	69	54	0.008	69	54	0.017
16:00 - 17:00	69	54	0.010	69	54	0.004	69	54	0.014
17:00 - 18:00	69	54	0.018	69	54	0.006	69	54	0.024
18:00 - 19:00	69	54	0.017	69	54	0.004	69	54	0.021
19:00 - 20:00	1	73	0.000	1	73	0.000	1	73	0.000
20:00 - 21:00	1	73	0.000	1	73	0.000	1	73	0.000
21:00 - 22:00	1	73	0.000	1	73	0.000	1	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.115			0.210

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

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

Parameter summary

Trip rate parameter range selected: 6 - 150 (units:)
 Survey date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 69
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

MULTI-MODAL TRAIN 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	69	54	0.000	69	54	0.005	69	54	0.005
08:00 - 09:00	69	54	0.001	69	54	0.006	69	54	0.007
09:00 - 10:00	69	54	0.000	69	54	0.002	69	54	0.002
10:00 - 11:00	69	54	0.001	69	54	0.001	69	54	0.002
11:00 - 12:00	69	54	0.000	69	54	0.000	69	54	0.000
12:00 - 13:00	69	54	0.001	69	54	0.002	69	54	0.003
13:00 - 14:00	69	54	0.001	69	54	0.001	69	54	0.002
14:00 - 15:00	69	54	0.000	69	54	0.001	69	54	0.001
15:00 - 16:00	69	54	0.001	69	54	0.002	69	54	0.003
16:00 - 17:00	69	54	0.001	69	54	0.001	69	54	0.002
17:00 - 18:00	69	54	0.002	69	54	0.000	69	54	0.002
18:00 - 19:00	69	54	0.004	69	54	0.001	69	54	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.022			0.034

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

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

Parameter summary

Trip rate parameter range selected: 6 - 150 (units:)
 Survey date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 69
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	69	54	0.000	69	54	0.000	69	54	0.000
08:00 - 09:00	69	54	0.000	69	54	0.001	69	54	0.001
09:00 - 10:00	69	54	0.000	69	54	0.000	69	54	0.000
10:00 - 11:00	69	54	0.000	69	54	0.000	69	54	0.000
11:00 - 12:00	69	54	0.001	69	54	0.000	69	54	0.001
12:00 - 13:00	69	54	0.000	69	54	0.001	69	54	0.001
13:00 - 14:00	69	54	0.000	69	54	0.000	69	54	0.000
14:00 - 15:00	69	54	0.000	69	54	0.000	69	54	0.000
15:00 - 16:00	69	54	0.003	69	54	0.000	69	54	0.003
16:00 - 17:00	69	54	0.000	69	54	0.000	69	54	0.000
17:00 - 18:00	69	54	0.000	69	54	0.000	69	54	0.000
18:00 - 19:00	69	54	0.000	69	54	0.000	69	54	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.002			0.006

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

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

Parameter summary

Trip rate parameter range selected: 6 - 150 (units:)
 Survey date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 69
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	69	54	0.003	69	54	0.018	69	54	0.021
08:00 - 09:00	69	54	0.009	69	54	0.039	69	54	0.048
09:00 - 10:00	69	54	0.004	69	54	0.009	69	54	0.013
10:00 - 11:00	69	54	0.004	69	54	0.008	69	54	0.012
11:00 - 12:00	69	54	0.008	69	54	0.010	69	54	0.018
12:00 - 13:00	69	54	0.007	69	54	0.012	69	54	0.019
13:00 - 14:00	69	54	0.004	69	54	0.007	69	54	0.011
14:00 - 15:00	69	54	0.008	69	54	0.009	69	54	0.017
15:00 - 16:00	69	54	0.012	69	54	0.010	69	54	0.022
16:00 - 17:00	69	54	0.011	69	54	0.005	69	54	0.016
17:00 - 18:00	69	54	0.020	69	54	0.006	69	54	0.026
18:00 - 19:00	69	54	0.021	69	54	0.005	69	54	0.026
19:00 - 20:00	1	73	0.000	1	73	0.000	1	73	0.000
20:00 - 21:00	1	73	0.000	1	73	0.000	1	73	0.000
21:00 - 22:00	1	73	0.000	1	73	0.000	1	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.138			0.249

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

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

Parameter summary

Trip rate parameter range selected: 6 - 150 (units:)
 Survey date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 69
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	69	54	0.103	69	54	0.442	69	54	0.545
08:00 - 09:00	69	54	0.276	69	54	0.854	69	54	1.130
09:00 - 10:00	69	54	0.257	69	54	0.393	69	54	0.650
10:00 - 11:00	69	54	0.228	69	54	0.279	69	54	0.507
11:00 - 12:00	69	54	0.283	69	54	0.295	69	54	0.578
12:00 - 13:00	69	54	0.308	69	54	0.310	69	54	0.618
13:00 - 14:00	69	54	0.327	69	54	0.306	69	54	0.633
14:00 - 15:00	69	54	0.340	69	54	0.335	69	54	0.675
15:00 - 16:00	69	54	0.555	69	54	0.375	69	54	0.930
16:00 - 17:00	69	54	0.579	69	54	0.362	69	54	0.941
17:00 - 18:00	69	54	0.656	69	54	0.366	69	54	1.022
18:00 - 19:00	69	54	0.475	69	54	0.328	69	54	0.803
19:00 - 20:00	3	36	0.018	3	36	0.009	3	36	0.027
20:00 - 21:00	3	36	0.009	3	36	0.000	3	36	0.009
21:00 - 22:00	2	40	0.000	2	40	0.000	2	40	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		4.414			4.654			9.068	

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.

Parameter summary

Trip rate parameter range selected: 6 - 150 (units:)
 Survey date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 69
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

Appendix 8.1 Site Access Junction, Junctions8 Result File

Junctions 8			
PICADY 8 - Priority Intersection Module			
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2015			
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: SIPSON ROAD-SITE ACCESS_ODTAB.arc8

Path: S:\70008113 - Heathrow Garden Centre\Design and Analysis\Development\PICADY\SIPSON ROAD-SITE ACCESS

Report generation date: 12/01/2015 16:57:53

- » (Default Analysis Set) - 2015 Do-Something Flows, AM
- » (Default Analysis Set) - 2015 Do-Something Flows, PM
- » (Default Analysis Set) - 2020 Do-Something Flows, AM
- » (Default Analysis Set) - 2020 Do-Something Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2015 Do-Something Flows								
Stream B-AC	0.11	8.90	0.10	A	0.11	9.50	0.10	A
Stream C-AB	0.01	5.92	0.01	A	0.02	5.75	0.02	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2020 Do-Something Flows								
Stream B-AC	0.11	9.16	0.10	A	0.12	9.83	0.11	A
Stream C-AB	0.01	6.00	0.01	A	0.02	5.81	0.02	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - 2015 Do-Something Flows, AM " model duration: 07:45 - 09:15

"D2 - 2015 Do-Something Flows, PM" model duration: 16:45 - 18:15

"D3 - 2020 Do-Something Flows, AM" model duration: 07:45 - 09:15

"D4 - 2020 Do-Something Flows, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 12/01/2015 16:57:52

File summary

Title	Heathrow Garden Centre
Location	Sipson
Site Number	
Date	28/11/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	70008113
Enumerator	ukfxi001
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	mph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2015 Do-Something Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relations
2015 Do-Something Flows, AM	2015 Do-Something Flows	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		8.39	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Sipson Road (N)	A	Sipson Road (N)		Major
Site Access	B	Site Access		Minor
Sipson Road (S)	C	Sipson Road (S)		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Sipson Road (S)	6.00		0.00	✓	3.00	171.00	✓	5.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Site Access	One lane	3.40										77	41

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	543.959	0.099	0.250	0.158	0.358
1	B-C	675.768	0.104	0.262	-	-
1	C-B	731.587	0.283	0.283	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Sipson Road (N)	FLAT	✓	406.00	100.000
Site Access	FLAT	✓	43.00	100.000
Sipson Road (S)	FLAT	✓	450.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

	To			
		Sipson Road (N)	Site Access	Sipson Road (S)
From	Sipson Road (N)	0.000	8.000	398.000
	Site Access	22.000	0.000	21.000
	Sipson Road (S)	441.000	9.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To			
		Sipson Road (N)	Site Access	Sipson Road (S)
From	Sipson Road (N)	0.00	0.02	0.98
	Site Access	0.51	0.00	0.49
	Sipson Road (S)	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
		Sipson Road (N)	Site Access	Sipson Road (S)
From	Sipson Road (N)	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000
	Sipson Road (S)	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
		Sipson Road (N)	Site Access	Sipson Road (S)
From	Sipson Road (N)	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0
	Sipson Road (S)	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.10	8.90	0.11	A	43.00	64.50	9.46	8.80	0.11	9.46	8.80
C-AB	0.01	5.92	0.01	A	9.00	13.50	1.33	5.91	0.01	1.33	5.91
C-A	-	-	-	-	441.00	661.50	-	-	-	-	-
A-B	-	-	-	-	8.00	12.00	-	-	-	-	-
A-C	-	-	-	-	398.00	597.00	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	42.58	0.00	447.33	0.096	0.00	0.11	8.885	A
C-AB	9.00	2.25	8.94	0.00	616.50	0.015	0.00	0.01	5.925	A
C-A	441.00	110.25	441.00	0.00	-	-	-	-	-	-
A-B	8.00	2.00	8.00	0.00	-	-	-	-	-	-
A-C	398.00	99.50	398.00	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	447.31	0.096	0.11	0.11	8.903	A
C-AB	9.00	2.25	9.00	0.00	616.50	0.015	0.01	0.01	5.925	A
C-A	441.00	110.25	441.00	0.00	-	-	-	-	-	-
A-B	8.00	2.00	8.00	0.00	-	-	-	-	-	-
A-C	398.00	99.50	398.00	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	447.31	0.096	0.11	0.11	8.903	A
C-AB	9.00	2.25	9.00	0.00	616.50	0.015	0.01	0.01	5.925	A
C-A	441.00	110.25	441.00	0.00	-	-	-	-	-	-
A-B	8.00	2.00	8.00	0.00	-	-	-	-	-	-
A-C	398.00	99.50	398.00	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	447.31	0.096	0.11	0.11	8.903	A
C-AB	9.00	2.25	9.00	0.00	616.50	0.015	0.01	0.01	5.925	A
C-A	441.00	110.25	441.00	0.00	-	-	-	-	-	-
A-B	8.00	2.00	8.00	0.00	-	-	-	-	-	-
A-C	398.00	99.50	398.00	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	447.31	0.096	0.11	0.11	8.903	A
C-AB	9.00	2.25	9.00	0.00	616.50	0.015	0.01	0.01	5.925	A
C-A	441.00	110.25	441.00	0.00	-	-	-	-	-	-
A-B	8.00	2.00	8.00	0.00	-	-	-	-	-	-
A-C	398.00	99.50	398.00	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	447.31	0.096	0.11	0.11	8.903	A
C-AB	9.00	2.25	9.00	0.00	616.50	0.015	0.01	0.01	5.925	A
C-A	441.00	110.25	441.00	0.00	-	-	-	-	-	-
A-B	8.00	2.00	8.00	0.00	-	-	-	-	-	-
A-C	398.00	99.50	398.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.52	0.10	8.885	A	A
C-AB	0.22	0.01	5.925	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.58	0.11	8.903	A	A
C-AB	0.22	0.01	5.925	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.59	0.11	8.903	A	A
C-AB	0.22	0.01	5.925	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.59	0.11	8.903	A	A
C-AB	0.22	0.01	5.925	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.59	0.11	8.903	A	A
C-AB	0.22	0.01	5.925	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.59	0.11	8.903	A	A
C-AB	0.22	0.01	5.925	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2015 Do-Something Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relations
2015 Do-Something Flows, PM	2015 Do-Something Flows	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		8.74	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Sipson Road (N)	A	Sipson Road (N)		Major
Site Access	B	Site Access		Minor
Sipson Road (S)	C	Sipson Road (S)		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Sipson Road (S)	6.00		0.00	✓	3.00	171.00	✓	5.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Site Access	One lane	3.40										77	41

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	543.959	0.099	0.250	0.158	0.358
1	B-C	675.768	0.104	0.262	-	-
1	C-B	731.587	0.283	0.283	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Sipson Road (N)	FLAT	✓	333.00	100.000
Site Access	FLAT	✓	43.00	100.000
Sipson Road (S)	FLAT	✓	592.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

	To			
		Sipson Road (N)	Site Access	Sipson Road (S)
From		0.000	6.000	327.000
	Sipson Road (N)	28.000	0.000	15.000
	Site Access	581.000	11.000	0.000
	Sipson Road (S)			

Turning Proportions (PCU) - (untitled) (for whole period)

	To			
		Sipson Road (N)	Site Access	Sipson Road (S)
From		0.00	0.02	0.98
	Sipson Road (N)	0.65	0.00	0.35
	Site Access	0.98	0.02	0.00
	Sipson Road (S)			

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
		Sipson Road (N)	Site Access	Sipson Road (S)
From		1.000	1.000	1.000
	Sipson Road (N)	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000
	Sipson Road (S)	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
		Sipson Road (N)	Site Access	Sipson Road (S)
From		0.0	0.0	0.0
	Sipson Road (N)	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0
	Sipson Road (S)	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.10	9.50	0.11	A	43.00	64.50	10.09	9.39	0.11	10.09	9.39
C-AB	0.02	5.75	0.02	A	11.00	16.50	1.58	5.74	0.02	1.58	5.74
C-A	-	-	-	-	581.00	871.50	-	-	-	-	-
A-B	-	-	-	-	6.00	9.00	-	-	-	-	-
A-C	-	-	-	-	327.00	490.50	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	42.55	0.00	421.79	0.102	0.00	0.11	9.485	A
C-AB	11.00	2.75	10.93	0.00	637.20	0.017	0.00	0.02	5.748	A
C-A	581.00	145.25	581.00	0.00	-	-	-	-	-	-
A-B	6.00	1.50	6.00	0.00	-	-	-	-	-	-
A-C	327.00	81.75	327.00	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	421.77	0.102	0.11	0.11	9.503	A
C-AB	11.00	2.75	11.00	0.00	637.20	0.017	0.02	0.02	5.748	A
C-A	581.00	145.25	581.00	0.00	-	-	-	-	-	-
A-B	6.00	1.50	6.00	0.00	-	-	-	-	-	-
A-C	327.00	81.75	327.00	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	421.77	0.102	0.11	0.11	9.503	A
C-AB	11.00	2.75	11.00	0.00	637.20	0.017	0.02	0.02	5.748	A
C-A	581.00	145.25	581.00	0.00	-	-	-	-	-	-
A-B	6.00	1.50	6.00	0.00	-	-	-	-	-	-
A-C	327.00	81.75	327.00	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	421.77	0.102	0.11	0.11	9.503	A
C-AB	11.00	2.75	11.00	0.00	637.20	0.017	0.02	0.02	5.748	A
C-A	581.00	145.25	581.00	0.00	-	-	-	-	-	-
A-B	6.00	1.50	6.00	0.00	-	-	-	-	-	-
A-C	327.00	81.75	327.00	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	421.77	0.102	0.11	0.11	9.503	A
C-AB	11.00	2.75	11.00	0.00	637.20	0.017	0.02	0.02	5.748	A
C-A	581.00	145.25	581.00	0.00	-	-	-	-	-	-
A-B	6.00	1.50	6.00	0.00	-	-	-	-	-	-
A-C	327.00	81.75	327.00	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	421.77	0.102	0.11	0.11	9.503	A
C-AB	11.00	2.75	11.00	0.00	637.20	0.017	0.02	0.02	5.748	A
C-A	581.00	145.25	581.00	0.00	-	-	-	-	-	-
A-B	6.00	1.50	6.00	0.00	-	-	-	-	-	-
A-C	327.00	81.75	327.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.61	0.11	9.485	A	A
C-AB	0.26	0.02	5.748	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.69	0.11	9.503	A	A
C-AB	0.26	0.02	5.748	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.69	0.11	9.503	A	A
C-AB	0.26	0.02	5.748	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.70	0.11	9.503	A	A
C-AB	0.26	0.02	5.748	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.70	0.11	9.503	A	A
C-AB	0.26	0.02	5.748	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.70	0.11	9.503	A	A
C-AB	0.26	0.02	5.748	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2020 Do-Something Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relations
2020 Do-Something Flows, AM	2020 Do-Something Flows	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		8.61	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Sipson Road (N)	A	Sipson Road (N)		Major
Site Access	B	Site Access		Minor
Sipson Road (S)	C	Sipson Road (S)		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Sipson Road (S)	6.00		0.00	✓	3.00	171.00	✓	5.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Site Access	One lane	3.40										77	41

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	543.959	0.099	0.250	0.158	0.358
1	B-C	675.768	0.104	0.262	-	-
1	C-B	731.587	0.283	0.283	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Sipson Road (N)	FLAT	✓	434.00	100.000
Site Access	FLAT	✓	43.00	100.000
Sipson Road (S)	FLAT	✓	482.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

		To		
From		Sipson Road (N)	Site Access	Sipson Road (S)
	Sipson Road (N)	0.000	8.000	426.000
	Site Access	22.000	0.000	21.000
	Sipson Road (S)	473.000	9.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To			
		Sipson Road (N)	Site Access	Sipson Road (S)
From	Sipson Road (N)	0.00	0.02	0.98
	Site Access	0.51	0.00	0.49
	Sipson Road (S)	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
		Sipson Road (N)	Site Access	Sipson Road (S)
From	Sipson Road (N)	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000
	Sipson Road (S)	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
		Sipson Road (N)	Site Access	Sipson Road (S)
From	Sipson Road (N)	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0
	Sipson Road (S)	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.10	9.16	0.11	A	43.00	64.50	9.73	9.05	0.11	9.73	9.05
C-AB	0.01	6.00	0.01	A	9.00	13.50	1.35	5.99	0.01	1.35	5.99
C-A	-	-	-	-	473.00	709.50	-	-	-	-	-
A-B	-	-	-	-	8.00	12.00	-	-	-	-	-
A-C	-	-	-	-	426.00	639.00	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	42.57	0.00	436.11	0.099	0.00	0.11	9.137	A
C-AB	9.00	2.25	8.94	0.00	608.57	0.015	0.00	0.01	6.003	A
C-A	473.00	118.25	473.00	0.00	-	-	-	-	-	-
A-B	8.00	2.00	8.00	0.00	-	-	-	-	-	-
A-C	426.00	106.50	426.00	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	436.10	0.099	0.11	0.11	9.157	A
C-AB	9.00	2.25	9.00	0.00	608.57	0.015	0.01	0.01	6.003	A
C-A	473.00	118.25	473.00	0.00	-	-	-	-	-	-
A-B	8.00	2.00	8.00	0.00	-	-	-	-	-	-
A-C	426.00	106.50	426.00	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	436.10	0.099	0.11	0.11	9.157	A
C-AB	9.00	2.25	9.00	0.00	608.57	0.015	0.01	0.01	6.003	A
C-A	473.00	118.25	473.00	0.00	-	-	-	-	-	-
A-B	8.00	2.00	8.00	0.00	-	-	-	-	-	-
A-C	426.00	106.50	426.00	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	436.10	0.099	0.11	0.11	9.157	A
C-AB	9.00	2.25	9.00	0.00	608.57	0.015	0.01	0.01	6.003	A
C-A	473.00	118.25	473.00	0.00	-	-	-	-	-	-
A-B	8.00	2.00	8.00	0.00	-	-	-	-	-	-
A-C	426.00	106.50	426.00	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	436.10	0.099	0.11	0.11	9.157	A
C-AB	9.00	2.25	9.00	0.00	608.57	0.015	0.01	0.01	6.003	A
C-A	473.00	118.25	473.00	0.00	-	-	-	-	-	-
A-B	8.00	2.00	8.00	0.00	-	-	-	-	-	-
A-C	426.00	106.50	426.00	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	436.10	0.099	0.11	0.11	9.157	A
C-AB	9.00	2.25	9.00	0.00	608.57	0.015	0.01	0.01	6.003	A
C-A	473.00	118.25	473.00	0.00	-	-	-	-	-	-
A-B	8.00	2.00	8.00	0.00	-	-	-	-	-	-
A-C	426.00	106.50	426.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.56	0.10	9.137	A	A
C-AB	0.22	0.01	6.003	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.63	0.11	9.157	A	A
C-AB	0.23	0.02	6.003	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.63	0.11	9.157	A	A
C-AB	0.23	0.02	6.003	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.64	0.11	9.157	A	A
C-AB	0.23	0.02	6.003	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.64	0.11	9.157	A	A
C-AB	0.23	0.02	6.003	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.64	0.11	9.157	A	A
C-AB	0.23	0.02	6.003	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2020 Do-Something Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relations
2020 Do-Something Flows, PM	2020 Do-Something Flows	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		9.01	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Sipson Road (N)	A	Sipson Road (N)		Major
Site Access	B	Site Access		Minor
Sipson Road (S)	C	Sipson Road (S)		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Sipson Road (S)	6.00		0.00	✓	3.00	171.00	✓	5.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Site Access	One lane	3.40										77	41

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	543.959	0.099	0.250	0.158	0.358
1	B-C	675.768	0.104	0.262	-	-
1	C-B	731.587	0.283	0.283	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Sipson Road (N)	FLAT	✓	358.00	100.000
Site Access	FLAT	✓	43.00	100.000
Sipson Road (S)	FLAT	✓	636.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - (untitled) (for whole period)

	To			
From		Sipson Road (N)	Site Access	Sipson Road (S)
	Sipson Road (N)	0.000	6.000	352.000
	Site Access	28.000	0.000	15.000
	Sipson Road (S)	625.000	11.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To			
From		Sipson Road (N)	Site Access	Sipson Road (S)
	Sipson Road (N)	0.00	0.02	0.98
	Site Access	0.65	0.00	0.35
	Sipson Road (S)	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
		Sipson Road (N)	Site Access	Sipson Road (S)
From	Sipson Road (N)	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000
	Sipson Road (S)	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
		Sipson Road (N)	Site Access	Sipson Road (S)
From	Sipson Road (N)	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0
	Sipson Road (S)	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.11	9.83	0.12	A	43.00	64.50	10.44	9.71	0.12	10.44	9.71
C-AB	0.02	5.81	0.02	A	11.00	16.50	1.60	5.80	0.02	1.60	5.80
C-A	-	-	-	-	625.00	937.50	-	-	-	-	-
A-B	-	-	-	-	6.00	9.00	-	-	-	-	-
A-C	-	-	-	-	352.00	528.00	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	42.54	0.00	409.17	0.105	0.00	0.12	9.808	A
C-AB	11.00	2.75	10.93	0.00	630.11	0.017	0.00	0.02	5.814	A
C-A	625.00	156.25	625.00	0.00	-	-	-	-	-	-
A-B	6.00	1.50	6.00	0.00	-	-	-	-	-	-
A-C	352.00	88.00	352.00	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	409.15	0.105	0.12	0.12	9.831	A
C-AB	11.00	2.75	11.00	0.00	630.11	0.017	0.02	0.02	5.814	A
C-A	625.00	156.25	625.00	0.00	-	-	-	-	-	-
A-B	6.00	1.50	6.00	0.00	-	-	-	-	-	-
A-C	352.00	88.00	352.00	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	409.15	0.105	0.12	0.12	9.831	A
C-AB	11.00	2.75	11.00	0.00	630.11	0.017	0.02	0.02	5.814	A
C-A	625.00	156.25	625.00	0.00	-	-	-	-	-	-
A-B	6.00	1.50	6.00	0.00	-	-	-	-	-	-
A-C	352.00	88.00	352.00	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	409.14	0.105	0.12	0.12	9.831	A
C-AB	11.00	2.75	11.00	0.00	630.11	0.017	0.02	0.02	5.814	A
C-A	625.00	156.25	625.00	0.00	-	-	-	-	-	-
A-B	6.00	1.50	6.00	0.00	-	-	-	-	-	-
A-C	352.00	88.00	352.00	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	409.14	0.105	0.12	0.12	9.831	A
C-AB	11.00	2.75	11.00	0.00	630.11	0.017	0.02	0.02	5.814	A
C-A	625.00	156.25	625.00	0.00	-	-	-	-	-	-
A-B	6.00	1.50	6.00	0.00	-	-	-	-	-	-
A-C	352.00	88.00	352.00	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	43.00	10.75	43.00	0.00	409.14	0.105	0.12	0.12	9.831	A
C-AB	11.00	2.75	11.00	0.00	630.11	0.017	0.02	0.02	5.814	A
C-A	625.00	156.25	625.00	0.00	-	-	-	-	-	-
A-B	6.00	1.50	6.00	0.00	-	-	-	-	-	-
A-C	352.00	88.00	352.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.67	0.11	9.808	A	A
C-AB	0.26	0.02	5.814	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.75	0.12	9.831	A	A
C-AB	0.27	0.02	5.814	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.75	0.12	9.831	A	A
C-AB	0.27	0.02	5.814	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.76	0.12	9.831	A	A
C-AB	0.27	0.02	5.814	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.76	0.12	9.831	A	A
C-AB	0.27	0.02	5.814	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.76	0.12	9.831	A	A
C-AB	0.27	0.02	5.814	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Figures

Drawings

WSP UK Limited
Mountbatten House

Basingstoke
RG21 4HJ
UK
Tel: +44 1256 318 800
Fax: +44 1256 318 700
www.wspgroup.co.uk

UNITED
BY OUR
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