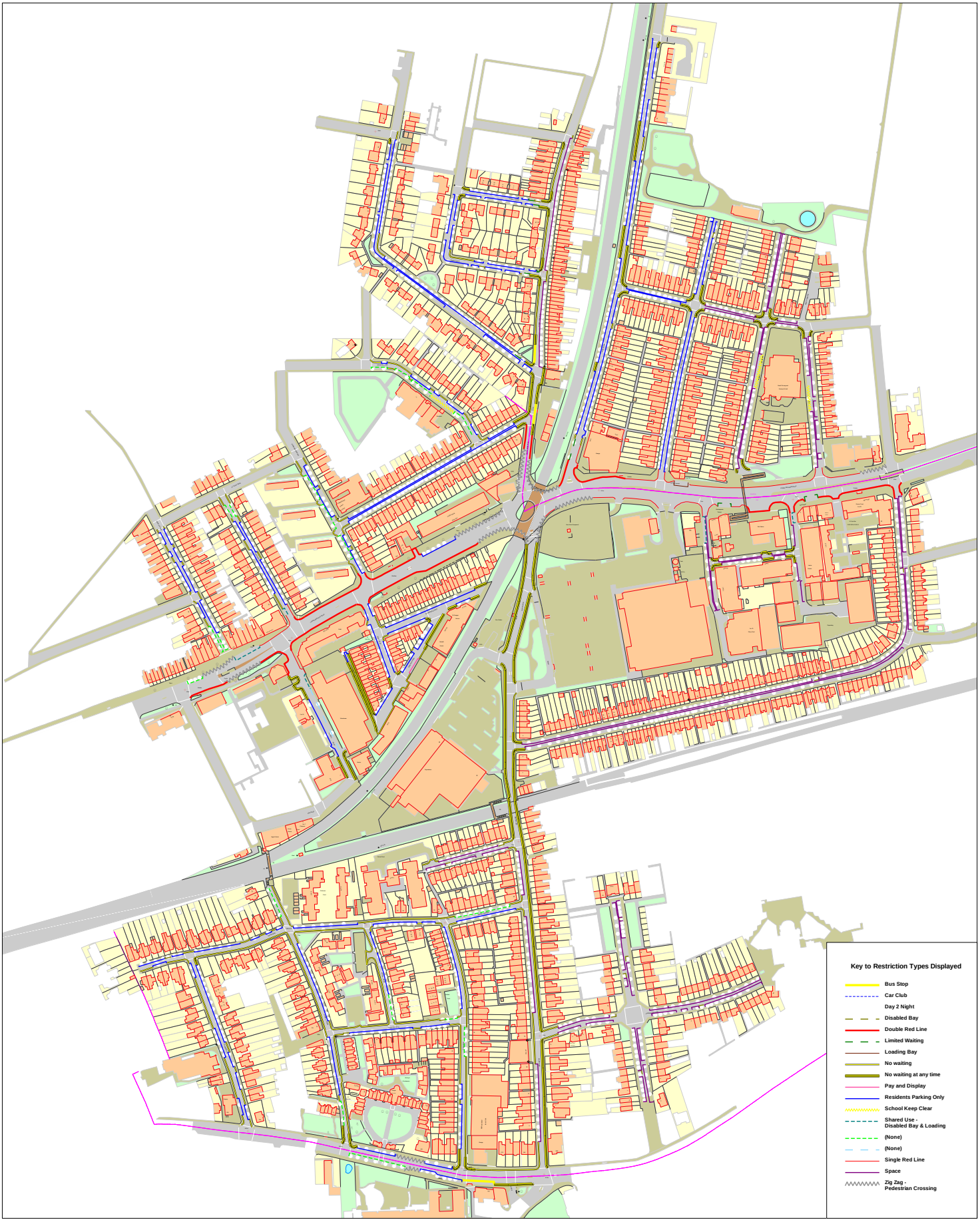
ALPHA PARKING

Manor Road, Richmond: PSS Day 2 PM

SCALE	1 : 1250 @ A0 size
DATE	26/11/2018
DRAWING No.	
DRAWN BY	



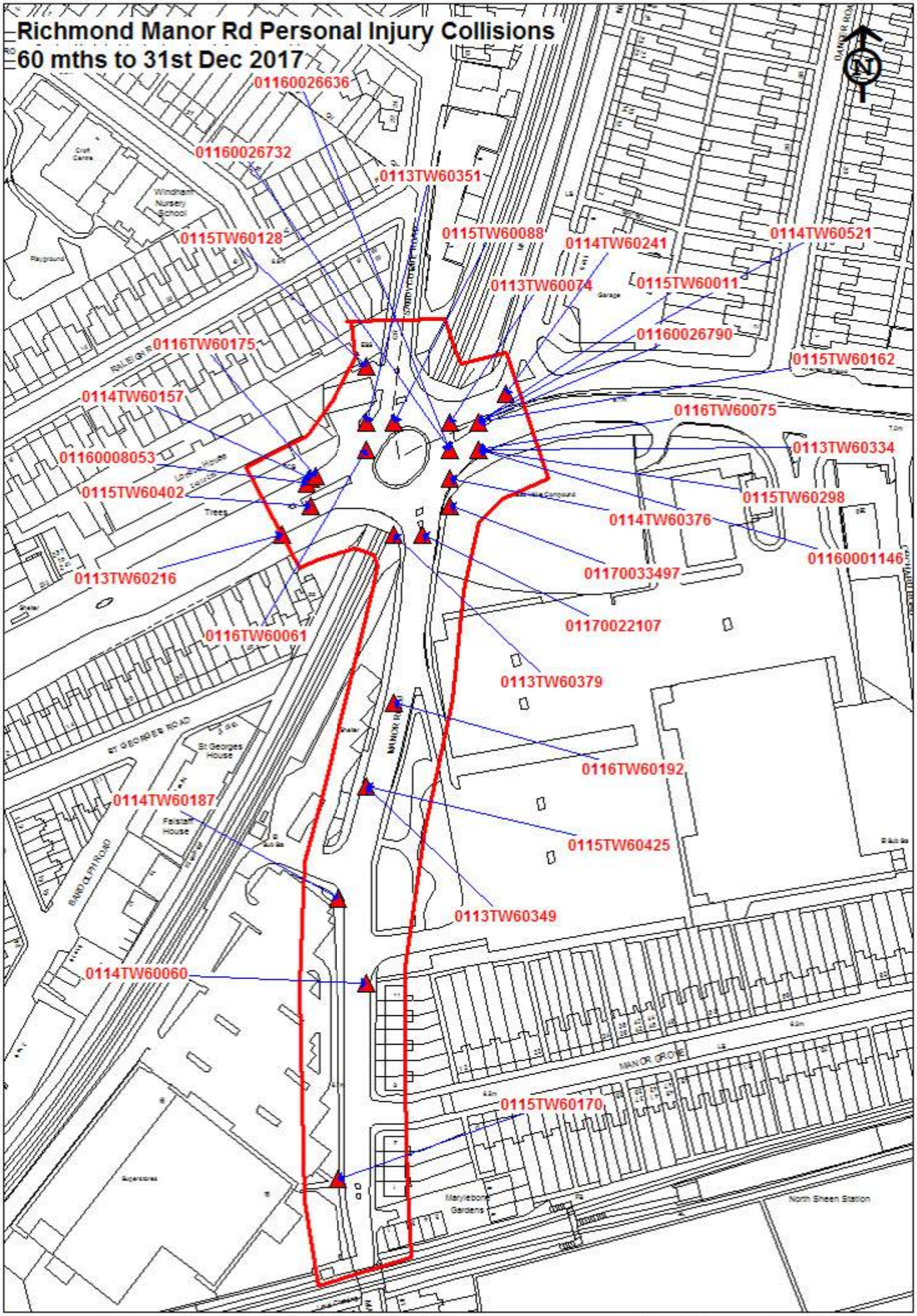
ALPHA PARKING

Manor Road, Richmond: PSS Day 2 Night

SCALE	1 : 1250 @ A0 size
DATE	26/11/2018
DRAWING No.	
DRAWN BY	

APPENDIX E

Accident Data from Transport for London



Scale : 1:1700

Created: 28-SEP-2018

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
WX GIS AREA B24 Manor Road (P)	60 MTS TO DEC-2017	31

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

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

WX GIS AREA B24 Manor Road (P) — 60 MTS TO DEC-2017 SORTED BY DATE

	1	2	3	4	5	6	7	8	9	10
Accident Reference	0113TW60074	0113TW60216	0113TW60334	0113TW60349	0113TW60351	0113TW60379	0114TW60060	0114TW60157	0114TW60187	0114TW60241
Day	SUNDAY	FRIDAY	WEDNESDAY	TUESDAY	WEDNESDAY	FRIDAY	FRIDAY	SUNDAY	FRIDAY	THURSDAY
Date	10/03/2013	28/06/2013	11/09/2013	01/10/2013	02/10/2013	18/10/2013	07/02/2014	30/03/2014	25/04/2014	05/06/2014
Time	13:20	08:18	15:00	16:38	09:47	08:05	10:00	15:25	17:30	21:10
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	WET	DRY	WET	DRY	DRY	WET	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS
Conflict										
Pedestrian Location	50M			0	50M	X				
Contributory Factors (* denotes pre 2005)	806 C001 A	405 V002 A 406 V002 A 308 V002 A	409 V001 A 406 V002 A 602 V002 A 304 V002 B	801 C001 A 808 C001 B 405 V001 B 406 V001 B	405 V001 A 406 V001 A	405 V001 A 403 V001 A 406 V001 A	410 V002 A 405 V002 B	408 V002 A 405 V002 A 406 V002 A	405 V001 A	501 V001 B
Easting/Northing	519010 175700	518950 175660	519020 175690	518980 175570	518980 175700	518990 175660	518980 175500	518960 175680	518970 175530	519030 175710

Pedestrian	9	29 %
Wet	5	16 %
Dark	8	26 %

Site Diagram

Severity / Months To	12 12/2013	12 12/2014	12 12/2015	12 12/2016	12 12/2017	Total	Pct
Fatal	0	0	0	0	0	**0**	**0.0 %**
Serious	0	1	1	0	0	**2**	**6.5 %**
Slight	6	5	7	9	2	**29**	**93.5 %**
Total	**6**	**6**	**8**	**9**	**2**	**31**	
Pct	**19.4 %**	**19.4 %**	**25.8 %**	**29.0 %**	**6.5 %**		

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

WX GIS AREA B24 Manor Road (P) — 60 MTS TO DEC-2017 SORTED BY DATE

	11	12	13	14	15	16	17	18	19	20
Accident Reference	0114TW60376	0114TW60521	0115TW60011	0115TW60088	0115TW60128	0115TW60162	0115TW60170	0115TW60298	0115TW60402	0115TW60425
Day	THURSDAY	MONDAY	SATURDAY	FRIDAY	SATURDAY	SUNDAY	THURSDAY	SATURDAY	SATURDAY	MONDAY
Date	14/08/2014	27/10/2014	17/01/2015	30/01/2015	02/05/2015	31/05/2015	04/06/2015	12/09/2015	21/11/2015	07/12/2015
Time	19:00	15:35	19:30	11:45	20:25	17:56	04:40	18:30	12:55	07:15
Light Conditions	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	DARK	DARK	LIGHT	LIGHT
Road Surface	WET	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT
Conflict										
Pedestrian Location					X					50M
Contributory Factors (* denotes pre 2005)	405 V002 A 406 V002 A 403 V002 A	403 V002 A 308 V002 A 406 V002 A	308 V002 A 408 V001 A	403 V002 A 406 V002 A	802 C001 A 803 C001 A	405 V001 B 308 V002 A 308 V001 A	410 V001 A 503 V001 B	403 V001 A 408 V001 A	403 V002 A 405 V002 B 406 V002 B	307 V001 B 405 V001 B 802 C001 B
Easting/Northing	519010 175680	519020 175700	519020 175700	518990 175700	518980 175720	519020 175700	518970 175430	519020 175690	518960 175670	518980 175570

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

WX GIS AREA B24 Manor Road (P) — 60 MTS TO DEC-2017 SORTED BY DATE

	21	22	23	24	25	26	27	28	29	30
Accident Reference	0116TW60192	0116TW60075	0116TW60061	0116TW60175	01160026732	01160026790	01160026636	01160001146	01160008053	01170022107
Day	THURSDAY	FRIDAY	FRIDAY	SATURDAY	SATURDAY	SUNDAY	TUESDAY	FRIDAY	TUESDAY	WEDNESDAY
Date	07/01/2016	26/02/2016	04/03/2016	21/05/2016	08/10/2016	09/10/2016	11/10/2016	11/11/2016	20/12/2016	01/03/2017
Time	12:00	15:25	13:30	10:15	20:50	00:34	14:40	08:25	23:59	16:40
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK	LIGHT	LIGHT	DARK	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location				X		X		X		
Contributory Factors (* denotes pre 2005)	408 V001 A	710 V002 A	999 C001 A	304 V001 A 405 V001 A 802 C001 B	501 V002 A	803 C001 A 808 C001 A	308 V002 A 406 V002 A	405 V001 A 408 V002 A 108 V001 A	501 V002 A	307 V002 B 409 V002 A
Easting/Northing	518990 175600	519020 175690	518980 175690	518962 175681	519010 175690	519020 175700	519010 175690	519020 175690	518959 175678	519000 175660

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

WX GIS AREA B24 Manor Road (P) 60 MTS TO DEC-2017 SORTED BY DATE

	31
Accident Reference	01170033497
Day	WEDNESDAY
Date	12/04/2017
Time	18:30
Light Conditions	DARK
Road Surface	UNKN (S/R)
Severity	SLIGHT
Conflict	
Pedestrian Location	
Contributory Factors (* denotes pre 2005)	
Easting/Northing	519010 175670

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
WX GIS AREA B24 Manor Road (P)	60 MTS TO DEC-2017	31

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

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

WX GIS AREA B24 Manor Road (P) — 60 MTS TO DEC-2017 SORTED BY DATE

1 0113TW60074 SUN 10/03/13 13:20 LIGHT LOWER RICHMOND ROAD J/W NORTH ROAD 24 LINK 196-198 519010 / 175700
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA
THE PED STEPPED OUT INTO F.T.S V1'S PATH

CASUALTY 001 (001) (28 Yrs - F TW9) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING S BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (? Yrs - U) GOING AHEAD OTHER W TO E JCT APP
BT - DRV NOT CONTACTED FRONT HIT FIRST

C001 A 806 (IMPAIRED BY ALCOHOL)

---

2 0113TW60216 FRI 28/06/13 08:18 LIGHT LOWER MORTLAKE ROAD 30M S/W J/W MANOR ROAD 24 LINK 178-196 518950 / 175660
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M ZEBRA
V2 HAS FAILED TO SLOW IN TIME AND COLLIDED WITH REAR OF V1.

CASUALTY 001 (001) (60 Yrs - M KT2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (60 Yrs - M KT2) SLOWING OR STOPPING NE TO SW
BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (001) GDS => 7.5T (48 Yrs - M HA4) GOING AHEAD OTHER NE TO SW JNY PART OF WORK
BT - NEGATIVE FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 308 (FOLLOWING TOO CLOSE)

---

3 0113TW60334 WED 11/09/13 15:00 LIGHT LOWER RICHMOND ROAD J/W MANOR ROAD 24 NODE 196 519020 / 175690
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY ROUNDABOUT GIVE WAY/UNCONT ZEBRA
V1 (MOBILITY SCOOTER) WAS ON CROSSING AND SWERVED DUE TO V2 NOT GIVING WAY

CASUALTY 001 (001) (76 Yrs - M TW9) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) OTH MOT VEH (76 Yrs - M TW9) GOING AHEAD OTHER N TO S JCT APP
BT - NOT REQUESTED N/S HIT FIRST
FOOTWAY

VEHICLE 002 (001) CAR (60 Yrs - M ME14) GOING AHEAD OTHER E TO W JNY PART OF WORK JCT APP
BT - NOT REQUESTED DID NOT IMPACT

V001 A 409 (SWERVED) V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY) V002 B 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

WX GIS AREA B24 Manor Road (P) 60 MTS TO DEC-2017 SORTED BY DATE

4 0113TW60349 TUE 01/10/13 16:38 LIGHT NFL:MANOR ROAD 108M S J/W LOWER RICHMOND ROAD 24 LINK 173-196 518980 / 175570
POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
NORTHBD V1 PASSED STOPPED VEHICLES TO N/S, PREP TO TURN RIGHT, PED CAS CROSSED WEST TO EAST IN HIS PATH

CASUALTY 001 (001) (17 Yrs - F TW10) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) E BOUND FROM DRIVERS O/SIDE MSK

VEHICLE 001 (000) CAR (33 Yrs - M TW8) TURNING RIGHT S TO E
BT - NOT REQUESTED N/S HIT FIRST

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C001 B 808 (CARELESS/RECKLESS/IN A HURRY)
V001 B 405 (FAILED TO LOOK PROPERLY) V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

---

5 0113TW60351 WED 02/10/13 09:47 LIGHT SANDYCOMBE ROAD J/W LOWER RICHMOND ROAD 24 NODE 196 518980 / 175700
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY ROUNDABOUT GIVE WAY/UNCONT ZEBRA
PED CAS CROSSED ROAD INTO PATH OF NORTHBD V1

CASUALTY 001 (001) (34 Yrs - F TN23) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING N BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (43 Yrs - F TW1) GOING AHEAD OTHER S TO N JCT MID
BT - NEGATIVE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

---

6 0113TW60379 FRI 18/10/13 08:05 LIGHT MANOR ROAD J/W LOWER RICHMOND ROAD [A316] 24 NODE 196 518990 / 175660
POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT STOP SIGN ZEBRA
V1 EAST-BD PUSHING CYCLE WAS STRUCK BY NORTH-BD V1 ON ZEBRA CROSSING

CASUALTY 001 (001) (28 Yrs - F TW11) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING E BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (? Yrs - F 1) GOING AHEAD OTHER S TO N JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 403 (POOR TURN OR MANOEUVRE)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

WX GIS AREA B24 Manor Road (P) 60 MTS TO DEC-2017 SORTED BY DATE

7 0114TW60060 FRI 07/02/14 10:00 LIGHT NFL: MANOR ROAD 55M N J/W MANOR GROVE 24 LINK 173-196 518980 / 175500

POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V1 WAITED TO TURN RIGHT ON MAIN ROAD; NORTHBD V2 LOST CONTROL AND COLLIDED

CASUALTY 001 (002) (? Yrs - M 1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (49 Yrs - M TW15) TURNING RIGHT E TO N
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) M/C 50-125CC (? Yrs - M 1) GOING AHEAD OTHER S TO N
BT - NOT REQUESTED FRONT HIT FIRST

V002 A 410 (LOSS OF CONTROL) V002 B 405 (FAILED TO LOOK PROPERLY)

---

8 0114TW60157 SUN 30/03/14 15:25 LIGHT LOWER MORTLAKE ROAD J/W SANDYCOMBE ROAD 24 NODE 196 518960 / 175680

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT AUTO SIG PEDN PHASE AT ATS

V1 NE-BD WAITNG AT ZEBRA X WAS SHUNTED BY V2.

CASUALTY 001 (001) (20 Yrs - F W5) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (13 Yrs - M W5) SLIGHT PASSENGER FRONT SEAT
Sch Attended : N/K

VEHICLE 001 (002) CAR (20 Yrs - F W5) GOING AHEAD HELD UP SW TO NE JCT MID
BT - DRV NOT CONTACTED BACK HIT FIRST
LEFT CWY NEARSIDE

VEHICLE 002 (001) CAR (? Yrs - M 1) GOING AHEAD OTHER SW TO NE JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST
LEFT CWY NEARSIDE

V002 A 408 (SUDDEN BRAKING) V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

WX GIS AREA B24 Manor Road (P) 60 MTS TO DEC-2017 SORTED BY DATE

9 0114TW60187 FRI 25/04/14 17:30 LIGHT NFL: MANOR ROAD 136M S J/W LOWER RICHMOND ROAD 24 LINK 173-196 518970 / 175530

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V1 JOINING MAIN ROAD DID NOT SEE V2 APPROACHING AND COLLIDED

CASUALTY 001 (002) (35 Yrs - M KT8) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NOT REQUESTED	(56 Yrs - F SW13)	TURNING LEFT	E TO S O/S HIT FIRST	
VEHICLE	002 (001)	PEDAL CYCLE BT - NOT APPLICABLE	(35 Yrs - M KT8)	GOING AHEAD OTHER	N TO S TAKING PUPIL TO/FROM SC FRONT HIT FIRST	

V001 A 405 (FAILED TO LOOK PROPERLY)

---

10 0114TW60241 THU 05/06/14 21:10 LIGHT LOWER RICHMOND ROAD [A316] J/W NORTH ROAD 24 LINK 196-198 519030 / 175710

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

S/B V2 [CYCLIST] CROSSED MAIN ROAD, WAS STRUCK BY E/B V1

CASUALTY 001 (001) (22 Yrs - M KT2) SERIOUS DRIVER/RIDER

VEHICLE	001 (002)	PEDAL CYCLE BT - NOT APPLICABLE LEFT CWY NEARSIDE	(22 Yrs - M KT2)	MOVING OFF	N TO S FRONT HIT FIRST	JCT MID
VEHICLE	002 (001)	CAR BT - NOT REQUESTED LEFT CWY NEARSIDE	(22 Yrs - M UB4)	GOING AHEAD OTHER	W TO E FRONT HIT FIRST	JCT MID

V001 B 501 (IMPAIRED BY ALCOHOL)

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

WX GIS AREA B24 Manor Road (P) 60 MTS TO DEC-2017 SORTED BY DATE

11 0114TW60376 THU 14/08/14 19:00 LIGHT SANDYCOMBE ROAD J/W LOWER RICHMOND ROAD 24 NODE 196 519010 / 175680
POLICE - OVER COU ROAD-WET WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT ZEBRA
S/B V1 [CYCLIST] ENTERED ROUNDABT, WAS STRUCK BY S/B V2 ENTERING FROM V1 RIGHT

CASUALTY 001 (001) (36 Yrs - M TW10) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	PEDAL CYCLE (36 Yrs - M TW10) BT - NOT APPLICABLE	GOING AHEAD RIGHT BEND	N TO NW N/S HIT FIRST	JNY PART OF WORK	JCT MID	
VEHICLE	002 (001)	CAR (? Yrs - F SW3) BT - DRV NOT CONTACTED	GOING AHEAD LEFT BEND	E TO SW FRONT HIT FIRST		JCT MID	

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 403 (POOR TURN OR MANOEUVRE)

---

12 0114TW60521 MON 27/10/14 15:35 LIGHT NFL: LOWER RICHMOND ROAD 37M E J/W MANOR ROAD 24 LINK 196-198 519020 / 175700
POLICE - OVER COU ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M ZEBRA
E/B V1 STOPPED AT ZEBRA X WAS SHUNTED BY V2

CASUALTY 001 (001) (59 Yrs - M UB4) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR (59 Yrs - M UB4) BT - DRV NOT CONTACTED	GOING AHEAD HELD UP	W TO E BACK HIT FIRST	JNY PART OF WORK		
VEHICLE	002 (001)	CAR (? Yrs - M 1) BT - DRV NOT CONTACTED	SLOWING OR STOPPING	W TO E FRONT HIT FIRST			

V002 A 403 (POOR TURN OR MANOEUVRE) V002 A 308 (FOLLOWING TOO CLOSE)
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

WX GIS AREA B24 Manor Road (P) — 60 MTS TO DEC-2017 SORTED BY DATE

13 0115TW60011 SAT 17/01/15 19:30 DARK LOWER RICHMOND ROAD J/W NORTH ROAD 24 NODE 196 519020 / 175700
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY ROUNDABOUT GIVE WAY/UNCONT ZEBRA
NE-BD V1 STOPPED TO ACCORD PRECEDENCE AT ZEBRA X, WAS SHUNTED BY V2

CASUALTY 001 (002) (33 Yrs - F TW16) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NEGATIVE	(53 Yrs - M W4)	GOING AHEAD HELD UP	SW TO NE BACK HIT FIRST	JCT MID
VEHICLE	002 (001)	CAR BT - NOT PROVD (MEDCL REASONS)	(33 Yrs - F TW16)	SLOWING OR STOPPING	SW TO NE FRONT HIT FIRST	JCT MID

V002 A 308 (FOLLOWING TOO CLOSE) V001 A 408 (SUDDEN BRAKING)

---

14 0115TW60088 FRI 30/01/15 11:45 LIGHT LOWER MORTLAKE ROAD J/W SANDYCOMBE ROAD 24 NODE 196 518990 / 175700
POLICE - OVER COU ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M
NE-BD V1 ENTERED ROUNDABOUT, WAS UNDERTAKEN AND STRUCK BY V2

CASUALTY 001 (001) (28 Yrs - M WD5) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(28 Yrs - M WD5)	GOING AHEAD OTHER	SW TO NE N/S HIT FIRST	JCT MID
VEHICLE	002 (001)	GDS =< 3.5T BT - DRV NOT CONTACTED	(? Yrs - U 1)	OVERTAKING NEARSIDE	S TO NE FRONT HIT FIRST	JCT MID

V002 A 403 (POOR TURN OR MANOEUVRE) V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

---

15 0115TW60128 SAT 02/05/15 20:25 DARK NFL: SANDYCOMBE ROAD 35M N J/W MANOR ROAD 24 LINK 196-211 518980 / 175720
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M ZEBRA
E/B V1 TURNED LEFT OFF ROUNDABOUT; PED CAS ON ZEBRA X SUDDENLY WALKED INTO FRONT OF V1

CASUALTY 001 (001) (30 Yrs - M SW15) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING W BOUND FROM DRIVERS O/SIDE

VEHICLE	001 (000)	CAR BT - NEGATIVE	(62 Yrs - F TW9)	GOING AHEAD OTHER	S TO N FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

WX GIS AREA B24 Manor Road (P) — 60 MTS TO DEC-2017 SORTED BY DATE

16 0115TW60162 SUN 31/05/15 17:56 LIGHT LOWER RICHMOND ROAD J/W NORTH ROAD 24 LINK 196-198 519020 / 175700
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA
E/B V3 STOPPED AT ZEBRA X, WAS SHUNTED BY V2 WHICH HAD BEEN SHUNTED BY V1

CASUALTY 001 (003) (66 Yrs - M TW13) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (32 Yrs - M EN8) GOING AHEAD HELD UP W TO E JCT MID
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (001) CAR (54 Yrs - F KT3) SLOWING OR STOPPING W TO E JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 003 (002) CAR (66 Yrs - M TW13) GOING AHEAD OTHER W TO E JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

V001 B 405 (FAILED TO LOOK PROPERLY) V002 A 308 (FOLLOWING TOO CLOSE)
V001 A 308 (FOLLOWING TOO CLOSE)

---

17 0115TW60170 THU 04/06/15 04:40 DARK NFL: MANOR ROAD 23M S J/W MANOR GROVE 24 LINK 173-196 518970 / 175430
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
N/B V1 DID NOT KEEP CONTROL ON RH BEND, LEFT ROAD N/S, COLLIDED WITHJ LAMPOST

CASUALTY 001 (001) (37 Yrs - M TW1) SLIGHT DRIVER/RIDER
CASUALTY 002 (001) (30 Yrs - M TW1) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (000) CAR (37 Yrs - M TW1) GOING AHEAD OTHER S TO N JNY PART OF WORK
BT - NEGATIVE FRONT HIT FIRST
LEFT CWY NEARSIDE HIT KERB HIT LAMP POST

V001 A 410 (LOSS OF CONTROL) V001 B 503 (FATIGUE)

---

18 0115TW60298 SAT 12/09/15 18:30 DARK NFL: LOWER MORTLAKE ROAD 37M NE J/W MANOR ROAD 24 LINK 196-198 519020 / 175690
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M ZEBRA
SW-BD V1 AT EXCESS SPEED BRAKED CONFORMED TO GATSO, WENT OVER HANDLEBARS, HIT ROAD FACE DOWN

CASUALTY 001 (001) (56 Yrs - M SW13) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) M/C > 500CC (56 Yrs - M SW13) SLOWING OR STOPPING NE TO SW
BT - NOT PROVD (MEDCL REASONS) DID NOT IMPACT

V001 A 403 (POOR TURN OR MANOEUVRE) V001 A 408 (SUDDEN BRAKING)

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

WX GIS AREA B24 Manor Road (P) — 60 MTS TO DEC-2017 SORTED BY DATE

19 0115TW60402 SAT 21/11/15 12:55 LIGHT NFL: LOWER MORTLAKE ROAD 30M SW J/W SANDYCOMBE ROAD 24 LINK 178-196 518960 / 175670
POLICE - OVER COU ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M ZEBRA
NE-BD IN O/S LANE STRUCK BY V2 CHANGING LANE TO RIGHT WITH NO SIGNAL

CASUALTY 001 (001) (28 Yrs - M UB1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (28 Yrs - M UB1) GOING AHEAD OTHER SW TO NE COMM TO/FROM WORK
BT - DRV NOT CONTACTED N/S HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M TW9) CHANGE LANE TO RIGHT SW TO NE
BT - DRV NOT CONTACTED O/S HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE) V002 B 405 (FAILED TO LOOK PROPERLY)
V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

---

20 0115TW60425 MON 07/12/15 07:15 LIGHT NFL:MANOR ROAD 105M S J/W LOWER MORTLAKE ROAD 24 LINK 173-196 518980 / 175570
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY PRIV DRIVE GIVE WAY/UNCONT ZEBRA
N/B V1 TURNED RIGHT OFF ROAD, COLLIDED WITH PED CAS IN ROAD

CASUALTY 001 (001) (26 Yrs - M NG18) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING N BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (74 Yrs - F TW10) TURNING RIGHT S TO E LEAVING MAIN RD
BT - NEGATIVE FRONT HIT FIRST

V001 B 307 (TRAVELLING TOO FAST FOR CONDITIONS) V001 B 405 (FAILED TO LOOK PROPERLY)
C001 B 802 (FAILED TO LOOK PROPERLY)

---

21 0116TW60192 THU 07/01/16 12:00 LIGHT NFL: MANOR ROAD 75M S J/W A316 LOWER MORTLAKE ROAD 24 LINK 173-196 518990 / 175600
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
S/B V1 [BUS] BRAKED FOR STOP, CAS1 STANDING UP ON BOARD FELL OVER

CASUALTY 001 (001) (73 Yrs - F TW7) SLIGHT PASSENGER STANDING ON PSV

VEHICLE 001 (000) BUS/COACH (59 Yrs - M TW7) SLOWING OR STOPPING N TO S JNY PART OF WORK
BT - NOT REQUESTED DID NOT IMPACT

V001 A 408 (SUDDEN BRAKING)

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

WX GIS AREA B24 Manor Road (P) 60 MTS TO DEC-2017 SORTED BY DATE

22 0116TW60075 FRI 26/02/16 15:25 LIGHT NFL: MANOR ROAD 27M NE J/W SANDYCOMBE ROAD [MANOR CIRCUS] 24 LINK 196-198 519020 / 175690
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M ZEBRA
W/B V2 IN LANE 2 CHANGED LANE LEFT TP LANE 1 BUT SHUNTED V1 IN LANE 1

CASUALTY 001 (001) (51 Yrs - M TW3) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (51 Yrs - M TW3) GOING AHEAD OTHER NE TO SW
BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (001) GDS =< 3.5T (30 Yrs - M TW20) CHANGE LANE TO LEFT NE TO SW JNY PART OF WORK
BT - NEGATIVE N/S HIT FIRST
FOREIGN REG RHD

V002 A 710 (VISION AFFECTED - VEHICLE BLIND SPOT)

---

23 0116TW60061 FRI 04/03/16 13:30 LIGHT MANOR ROAD J./W LOWER MORTLAKE ROAD ROAD [MANOR CIRCUS] 24 NODE 196 518980 / 175690
POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT ZEBRA
V1 ENTERS ROUNDABOUT CAUSING CAS1 ON BOARD IN WHEELCHAIR TO FALL OVER IN WHEELCHAIR - [DEFECTIVE WHEELCHAIR BRAKES (C001)]

CASUALTY 001 (001) (87 Yrs - F TW9) SLIGHT PASSENGER SEATED ON PSV

VEHICLE 001 (000) BUS/COACH (46 Yrs - F SW8) GOING AHEAD RIGHT BEND SW TO E JNY PART OF WORK JCT MID
BT - NOT REQUESTED DID NOT IMPACT

C001 A 999 (OTHER FACTOR)

---

24 0116TW60175 SAT 21/05/16 10:15 LIGHT LOWER MORTLAKE ROAD J/W SANDYCOMBE ROAD 24 NODE 196 518962 / 175681
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY ROUNDABOUT GIVE WAY/UNCONT ZEBRA
V1 FAILED CROSSING AND COLLIDED WITH PED

CASUALTY 001 (001) (80 Yrs - M TW9) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING S BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (65 Yrs - F TA19) GOING AHEAD OTHER SW TO NE JCT APP
BT - NOT REQUESTED N/S HIT FIRST

V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY) V001 A 405 (FAILED TO LOOK PROPERLY)
C001 B 802 (FAILED TO LOOK PROPERLY)

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

WX GIS AREA B24 Manor Road (P) — 60 MTS TO DEC-2017 SORTED BY DATE

25 01160026732 SAT 08/10/16 20:50 DARK LOWER RICHMOND ROAD J/W MANOR ROAD 24 NODE 196 519010 / 175690
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M
W/B V2 LOST CONTROL, SWERVED TO RIGHT , CROSSED CENTRE RESERVATION PAVING, COLLIDED HEAD-ON WITH E/B V1

CASUALTY 001 (001) (42 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) TAXI (42 Yrs - M TW7) GOING AHEAD OTHER W TO E JNY PART OF WORK JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) GDS =< 3.5T (50 Yrs - M TW1) CHANGE LANE TO RIGHT E TO W JCT MID
BT - DRV NOT CONTACTED SKIDDED FRONT HIT FIRST
LEFT CWY CROSS CENT/RES HIT KERB

V002 A 501 (IMPAIRED BY ALCOHOL)

---

26 01160026790 SUN 09/10/16 00:34 DARK LOWER RICHMOND ROAD J/W NORTH ROAD 24 NODE 196 519020 / 175700
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA
PED CAS RAN ACROSS ROAD ON ZEBRA AND COLLIDED WITH E/B V1

CASUALTY 001 (001) (16 Yrs - F TW9) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING S BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) TAXI (42 Yrs - M EC18) GOING AHEAD OTHER W TO E JNY PART OF WORK JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED) C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

---

27 01160026636 TUE 11/10/16 14:40 LIGHT LOWER RICHMOND ROAD J/W MANOR ROAD 24 NODE 196 519010 / 175690
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY ROUNDABOUT GIVE WAY/UNCONT ZEBRA
E/B V1 STOPPED ACCORDING PRECEDENCE AT ZEBRA X, WAS SHUNTED BY V2

CASUALTY 001 (001) (45 Yrs - M TW13) SLIGHT DRIVER/RIDER
CASUALTY 002 (001) (45 Yrs - F TW13) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (000) TAXI (45 Yrs - M TW13) GOING AHEAD HELD UP W TO E JNY PART OF WORK JCT MID
BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (000) GDS =< 3.5T (32 Yrs - M SO40) SLOWING OR STOPPING W TO E JNY PART OF WORK JCT MID
BT - NEGATIVE FRONT HIT FIRST

V002 A 308 (FOLLOWING TOO CLOSE) V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

WX GIS AREA B24 Manor Road (P) — 60 MTS TO DEC-2017 SORTED BY DATE

28 01160001146 FRI 11/11/16 08:25 LIGHT LOWER RICHMOND ROAD J/W NORTH ROAD 24 LINK 196-198 519020 / 175690

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA
OTHER OBJECT IN CWY

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (44 Yrs - M TW13) SLIGHT DRIVER/RIDER
CASUALTY 002 (001) (32 Yrs - F TW9) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING E BOUND FROM DRIVERS N/SIDE
CASUALTY 003 (002) (39 Yrs - F TW7) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (000) CAR (44 Yrs - M TW13) SLOWING OR STOPPING S TO N COMM TO/FROM WORK LEAVING R'ABOUT
BT - NEGATIVE FRONT HIT FIRST
HIT OTH OBJECT FOREIGN REG LHD

VEHICLE 002 (000) CAR (42 Yrs - M TW7) GOING AHEAD HELD UP S TO N COMM TO/FROM WORK LEAVING R'ABOUT
BT - NEGATIVE FRONT HIT FIRST
HIT OTH OBJECT FOREIGN REG LHD

V001 A 405 (FAILED TO LOOK PROPERLY) V002 A 408 (SUDDEN BRAKING)
V001 A 108 (ROAD LAYOUT (EG BEND, HILL, NARROW CARRIAGEWAY))

---

29 01160008053 TUE 20/12/16 23:59 DARK LOWER MORTLAKE ROAD 10M SW OF J/W MANOR ROAD 24 NODE 196 518959 / 175678

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (33 Yrs - M SW14) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (33 Yrs - M SW14) GOING AHEAD HELD UP W TO E JCT APP
BT - NOT REQUESTED DID NOT IMPACT

VEHICLE 002 (000) CAR (29 Yrs - F TW16) GOING AHEAD OTHER W TO E JCT APP
BT - POSITIVE FRONT HIT FIRST

V002 A 501 (IMPAIRED BY ALCOHOL)

Richmond Manor Road Personal Injury Collisions 60 mths to 31st Dec 2017

WX GIS AREA B24 Manor Road (P) — 60 MTS TO DEC-2017 SORTED BY DATE

30 01170022107 WED 01/03/17 16:40 LIGHT MANOR ROAD J/W LOWER RICHMOND ROAD 24 NODE 196 519000 / 175660
POLICE - AT SCENE ROAD-WET WEATHER-UNKNOWN SINGLE CWY ROUNDABOUT GIVE WAY/UNCONT ZEBRA
NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(48 Yrs - F KT2)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQUESTED	(48 Yrs - F KT2)	TURNING RIGHT	W TO S COMM TO/FROM WORK BACK HIT FIRST	JCT CLEARED
VEHICLE	002 (000)	CAR BT - NOT REQUESTED	(49 Yrs - F TW9)	TURNING RIGHT	W TO S FRONT HIT FIRST	LEAVING R'ABOUT

V002 B 307 (TRAVELLING TOO FAST FOR CONDITIONS) V002 A 409 (SWERVED)

---

31 01170033497 WED 12/04/17 18:30 DARK LOWER RICHMOND ROAD J/W MANOR ROAD 24 NODE 196 519010 / 175670
SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M
NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(40 Yrs - F TW16)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	M/C 50-125CC BT - DRV NOT CONTACTED	(40 Yrs - F TW16)	GOING AHEAD HELD UP	U(TO U(BACK HIT FIRST	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? Yrs - F SW13)	UNKNOWN (S/R)	U(TO U(FRONT HIT FIRST	

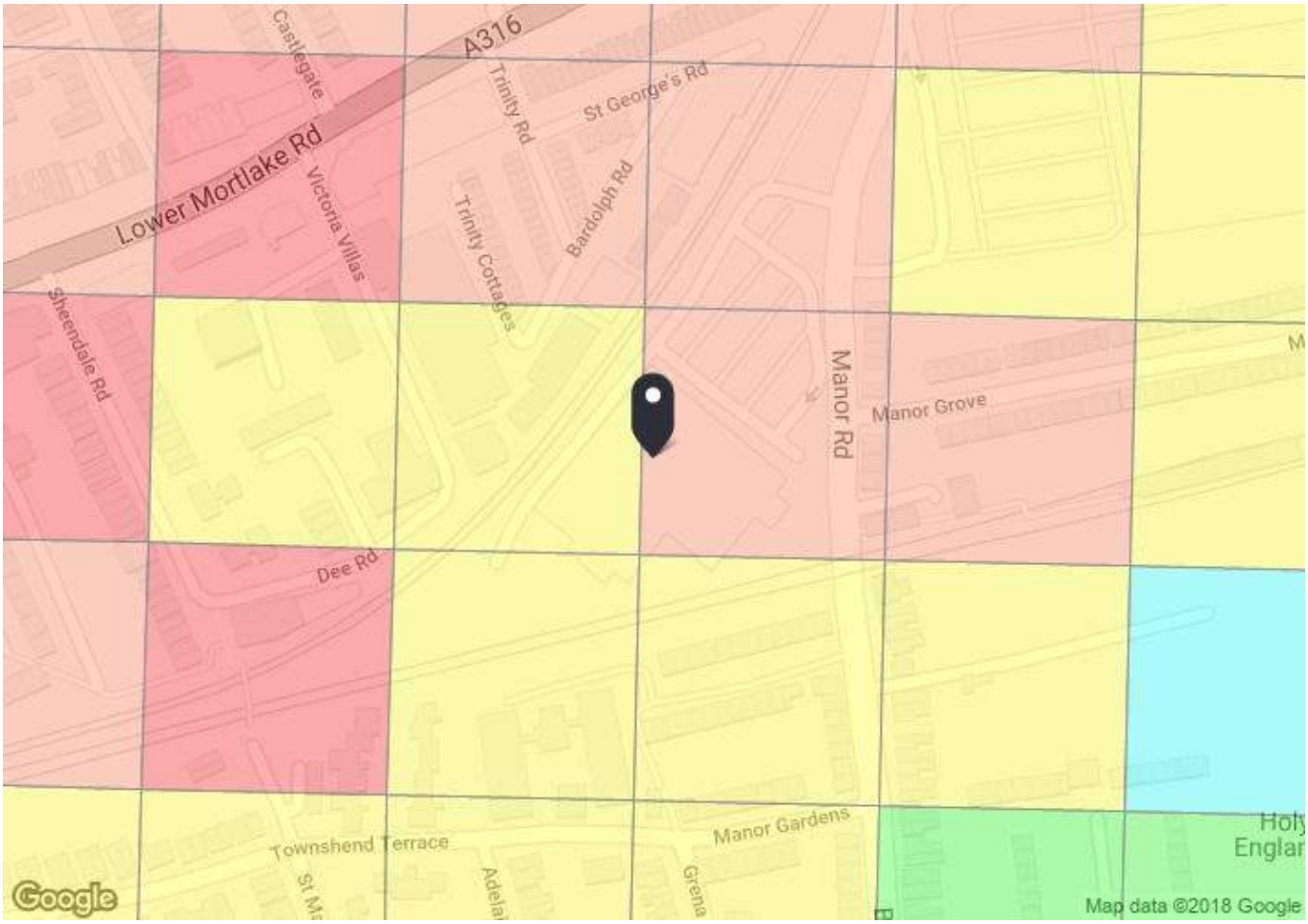
End of Accidents for WX GIS AREA B24 Manor Road (P)

End of Report

APPENDIX F

PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
5

86 Manor Rd, Richmond TW9 1YB, UK
Easting: 518901, Northing: 175433

Grid Cell: 55572

Report generated: 29/06/2018

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	LOWER MORTLAKE ROAD MANOR CIRCUS	391	386.12	6	4.83	7	11.83	2.54	0.5	1.27
Bus	RICHMOND MANOR CIRCUS	190	335.64	4	4.2	9.5	13.7	2.19	0.5	1.1
Bus	RICHMOND MANOR CIRCUS	419	335.64	4	4.2	9.5	13.7	2.19	0.5	1.1
Bus	RICHMOND MANOR CIRCUS	H37	335.64	10	4.2	5	9.2	3.26	0.5	1.63
Bus	RICHMOND MANOR CIRCUS	R68	335.64	4	4.2	9.5	13.7	2.19	0.5	1.1
Bus	RICHMOND MANOR CIRCUS	H22	335.64	5	4.2	8	12.2	2.46	0.5	1.23
Bus	MANOR ROAD HOMEBASE	493	146.45	5	1.83	8	9.83	3.05	0.5	1.53
Bus	MANOR ROAD HOMEBASE	R70	146.45	6	1.83	7	8.83	3.4	0.5	1.7
Bus	MANOR ROAD SAINSBURY'S	371	98.92	7	1.24	6.29	7.52	3.99	1	3.99
Bus	EAST SHEEN BLACK HORSE	33	464.56	7.5	5.81	6	11.81	2.54	0.5	1.27
Bus	EAST SHEEN BLACK HORSE	337	464.56	5	5.81	8	13.81	2.17	0.5	1.09
Rail	North Sheen	'SHEPRTN-WATRLMN 2H92'	142.14	1	1.78	30.75	32.53	0.92	0.5	0.46
Rail	North Sheen	'WDON-WATRLMN 2K03 '	142.14	0.33	1.78	91.66	93.44	0.32	0.5	0.16
Rail	North Sheen	'WATRLMN-WATRLMN 2K09'	142.14	2	1.78	15.75	17.53	1.71	1	1.71
Rail	North Sheen	'WATRLMN-WATRLMN 2O09'	142.14	2	1.78	15.75	17.53	1.71	0.5	0.86
Rail	North Sheen	'WATRLMN-WATRLMN 2R09'	142.14	2	1.78	15.75	17.53	1.71	0.5	0.86
Rail	North Sheen	'HOUNSLW-WATRLMN 2V05'	142.14	0.33	1.78	91.66	93.44	0.32	0.5	0.16
									Total Grid Cell AI:	**21.19**

APPENDIX G

Proposed Ground Floor Layout Plan

General notes

All setting out must be checked on site
All levels must be checked on site and refer to Ordnance Datum Newlyn unless alternative Datum given
All fixings and weatherings must be checked on site
All dimensions must be checked on site
This drawing must not be scaled
This drawing must be read in conjunction with all other relevant drawings, specification clauses and current design risk register
This drawing must not be used for land transfer purposes
Calculated areas in accordance with Assael Architecture's Definition of Areas for Schedule of Areas
This drawing must not be used on site unless issued for construction
Subject to survey, consultation and approval from all statutory Authorities

Revision Status:
P=Preliminary
C=Contract

Drawing notes

Electronic file reference

Enter Source Filename ' Eg AA Title Block'

Status R:	Revision	Date	DRN	CHK	CDM
1	Planning Draft	19/12/18	HB	JL	

Purpose of information

The purpose of the information on this drawing is for:

- Planning ☐
- Information ☐
- Comment ☒
- Client approval ☐
- Construction ☐

All information on this drawing is not for construction unless it is marked for construction.

Key

Client

Avanton

Project title

A3004
Manor Road Richmond

Drawing title

GA Plans Proposed
Ground Floor

Scale @ A1 size: **1:500**

Date: **Dec '18**

Drawing N°

MNR-AA-ALL-GF-DR-A-2000

Status & Revision

R1

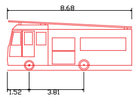
Assael

Assael Architecture Limited
123 Upper Richmond Road
London SW15 2TL

+44 (0)20 7736 7744
info@assael.co.uk
www.assael.co.uk

APPENDIX H

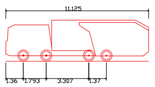
Swept Path Analysis Drawings



Scale 1:500

DB32 Fire Appliance

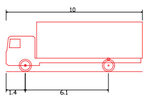
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



Scale 1:250

Phoenix 2-25W (with Volvo FM12 chassis)

Overall Length	11.125m
Overall Width	2.530m
Overall Body Height	3.206m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m



Scale 1:250

FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

- Sanderson Associates (Consulting Engineers) Ltd ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plan(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.
- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.
- The locations of utilities apparatus, if shown, is reproduced from plans supplied to the consultant, although care has been taken when duplicating this information. These locations are approximate only and no guarantee can be given for their accuracy. It is the client's or it's appointed agent/contractors responsibility to verify the exact locations on site by hand dug trial holes or other appropriate means prior to mechanical excavation.
- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.

Rev	Amendment	Drawn	Date	Checked

sanderson associates (consulting engineers) ltd
Highways | Traffic | Transportation | Water
T 01924 844080 mail@sandersonassociates.co.uk
F 01924 844081 www.sandersonassociates.co.uk

Client

Avanton
Richmond Development Ltd

Project Title

Proposed Mixed-Use Development
Manor Road
Richmond

Drawing Title

Swept Path Analysis

Scale	As Shown	Drawn By	CH
Drawing Size	A2	Checked By	KS
Date	February 2019	Approved By	KS
		Drawing Number	10596-007
		Rev	-

FILE REF:

APPENDIX I

TRICS Data

Calculation Reference: AUDIT-109307-181108-1127

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	HG	HARINGEY	1 days
	HK	HACKNEY	1 days
	IS	ISLINGTON	4 days
	KI	KINGSTON	1 days
	KN	KENSINGTON AND CHELSEA	2 days
	SK	SOUTHWARK	2 days
	WH	WANDSWORTH	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 9 to 472 (units:)
Range Selected by User: 9 to 493 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 03/07/18

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	5 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	9
Suburban Area (PPS6 Out of Centre)	4

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	7
Built-Up Zone	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	13 days

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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	5 days
100,001 or More	4 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	11 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	5 days
0.6 to 1.0	7 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	2 days
No	11 days

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

PTAL Rating:

4 Good	1 days
5 Very Good	2 days
6a Excellent	7 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1 BT-03-C-02 BLOCKS OF FLATS BRENT
ENGINEERS WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Number of dwellings: 472
Survey date: WEDNESDAY *30/11/16* *Survey Type: MANUAL*

2 HG-03-C-02 BLOCK OF FLATS HARINGEY
HIGH ROAD
WOOD GREEN
WOODSIDE PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 30
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

3 HK-03-C-03 BLOCK OF FLATS HACKNEY
GREEN LANES
FINSBURY PARK
MANOR HOUSE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *24/09/14* *Survey Type: MANUAL*

4 IS-03-C-03 BLOCK OF FLATS ISLINGTON
FLORENCE STREET
ISLINGTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: THURSDAY *21/11/13* *Survey Type: MANUAL*

5 IS-03-C-04 BLOCK OF FLATS ISLINGTON
CITY ROAD
ISLINGTON

Edge of Town Centre
Development Zone
Total Number of dwellings: 157
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

6 IS-03-C-05 BLOCK OF FLATS ISLINGTON
LEVER STREET
FINSBURY

Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 15
Survey date: WEDNESDAY *29/06/16* *Survey Type: MANUAL*

7 IS-03-C-06 BLOCK OF FLATS ISLINGTON
CALEDONIAN ROAD
HOLLOWAY

Edge of Town Centre
Residential Zone
Total Number of dwellings: 14
Survey date: MONDAY *27/06/16* *Survey Type: MANUAL*

8 KI-03-C-02 BLOCK OF FLATS KINGSTON
SOPWITH WAY
KINGSTON UPON THAMES

Edge of Town Centre
No Sub Category
Total Number of dwellings: 132
Survey date: MONDAY *14/06/10* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 KN-03-C-02 BLOCK OF FLATS KENSINGTON AND CHELSEA
BECKFORD CLOSE
SOUTH KENSINGTON

Edge of Town Centre
Residential Zone
Total Number of dwellings: 294
Survey date: TUESDAY *15/06/10* *Survey Type: MANUAL*

10 KN-03-C-03 BLOCK OF FLATS KENSINGTON AND CHELSEA
ALLEN STREET
KENSINGTON

Edge of Town Centre
Residential Zone
Total Number of dwellings: 72
Survey date: FRIDAY *11/05/12* *Survey Type: MANUAL*

11 SK-03-C-01 BLOCK OF FLATS SOUTHWARK
PARK STREET
SOUTHWARK

Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 53
Survey date: FRIDAY *19/09/14* *Survey Type: MANUAL*

12 SK-03-C-02 BLOCK OF FLATS SOUTHWARK
LAMB WALK
BERMONDSEY

Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 29
Survey date: THURSDAY *23/04/15* *Survey Type: MANUAL*

13 WH-03-C-01 BLOCKS OF FLATS WANDSWORTH
AMIES STREET
CLAPHAM JUNCTION

Edge of Town Centre
Residential Zone
Total Number of dwellings: 30
Survey date: WEDNESDAY *09/05/12* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-03-C-01	PTAL Rating 3
EN-03-C-03	PTAL Rating 0
HO-03-C-03	PTAL Rating 2
HV-03-C-01	PTAL Rating 2
HV-03-C-02	PTAL Rating 2
KI-03-C-03	PTAL Rating 2
RD-03-C-03	PTAL Rating 1b

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	101	0.011	13	101	0.047	13	101	0.058
08:00 - 09:00	13	101	0.032	13	101	0.081	13	101	0.113
09:00 - 10:00	13	101	0.035	13	101	0.034	13	101	0.069
10:00 - 11:00	13	101	0.024	13	101	0.033	13	101	0.057
11:00 - 12:00	13	101	0.031	13	101	0.024	13	101	0.055
12:00 - 13:00	13	101	0.025	13	101	0.027	13	101	0.052
13:00 - 14:00	13	101	0.033	13	101	0.030	13	101	0.063
14:00 - 15:00	13	101	0.027	13	101	0.033	13	101	0.060
15:00 - 16:00	13	101	0.038	13	101	0.027	13	101	0.065
16:00 - 17:00	13	101	0.039	13	101	0.036	13	101	0.075
17:00 - 18:00	13	101	0.054	13	101	0.031	13	101	0.085
18:00 - 19:00	13	101	0.049	13	101	0.042	13	101	0.091
19:00 - 20:00	6	164	0.024	6	164	0.023	6	164	0.047
20:00 - 21:00	6	164	0.023	6	164	0.021	6	164	0.044
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.445			0.489			0.934

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:	9 - 472 (units:)
Survey date date range:	01/01/10 - 03/07/18
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	101	0.002	13	101	0.005	13	101	0.007
08:00 - 09:00	13	101	0.000	13	101	0.009	13	101	0.009
09:00 - 10:00	13	101	0.002	13	101	0.005	13	101	0.007
10:00 - 11:00	13	101	0.004	13	101	0.002	13	101	0.006
11:00 - 12:00	13	101	0.002	13	101	0.002	13	101	0.004
12:00 - 13:00	13	101	0.003	13	101	0.003	13	101	0.006
13:00 - 14:00	13	101	0.002	13	101	0.001	13	101	0.003
14:00 - 15:00	13	101	0.002	13	101	0.000	13	101	0.002
15:00 - 16:00	13	101	0.000	13	101	0.001	13	101	0.001
16:00 - 17:00	13	101	0.002	13	101	0.002	13	101	0.004
17:00 - 18:00	13	101	0.005	13	101	0.002	13	101	0.007
18:00 - 19:00	13	101	0.008	13	101	0.004	13	101	0.012
19:00 - 20:00	6	164	0.009	6	164	0.006	6	164	0.015
20:00 - 21:00	6	164	0.004	6	164	0.000	6	164	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.042			0.087

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	101	0.013	13	101	0.055	13	101	0.068
08:00 - 09:00	13	101	0.030	13	101	0.131	13	101	0.161
09:00 - 10:00	13	101	0.041	13	101	0.039	13	101	0.080
10:00 - 11:00	13	101	0.026	13	101	0.041	13	101	0.067
11:00 - 12:00	13	101	0.030	13	101	0.028	13	101	0.058
12:00 - 13:00	13	101	0.030	13	101	0.035	13	101	0.065
13:00 - 14:00	13	101	0.041	13	101	0.035	13	101	0.076
14:00 - 15:00	13	101	0.035	13	101	0.039	13	101	0.074
15:00 - 16:00	13	101	0.067	13	101	0.030	13	101	0.097
16:00 - 17:00	13	101	0.050	13	101	0.036	13	101	0.086
17:00 - 18:00	13	101	0.076	13	101	0.042	13	101	0.118
18:00 - 19:00	13	101	0.056	13	101	0.046	13	101	0.102
19:00 - 20:00	6	164	0.030	6	164	0.031	6	164	0.061
20:00 - 21:00	6	164	0.029	6	164	0.031	6	164	0.060
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.554			0.619			1.173

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	101	0.030	13	101	0.060	13	101	0.090
08:00 - 09:00	13	101	0.031	13	101	0.137	13	101	0.168
09:00 - 10:00	13	101	0.030	13	101	0.060	13	101	0.090
10:00 - 11:00	13	101	0.042	13	101	0.068	13	101	0.110
11:00 - 12:00	13	101	0.081	13	101	0.052	13	101	0.133
12:00 - 13:00	13	101	0.073	13	101	0.055	13	101	0.128
13:00 - 14:00	13	101	0.052	13	101	0.084	13	101	0.136
14:00 - 15:00	13	101	0.061	13	101	0.068	13	101	0.129
15:00 - 16:00	13	101	0.087	13	101	0.059	13	101	0.146
16:00 - 17:00	13	101	0.102	13	101	0.071	13	101	0.173
17:00 - 18:00	13	101	0.099	13	101	0.078	13	101	0.177
18:00 - 19:00	13	101	0.083	13	101	0.044	13	101	0.127
19:00 - 20:00	6	164	0.070	6	164	0.032	6	164	0.102
20:00 - 21:00	6	164	0.059	6	164	0.038	6	164	0.097
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.900			0.906			1.806

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	101	0.007	13	101	0.121	13	101	0.128
08:00 - 09:00	13	101	0.020	13	101	0.185	13	101	0.205
09:00 - 10:00	13	101	0.018	13	101	0.074	13	101	0.092
10:00 - 11:00	13	101	0.018	13	101	0.053	13	101	0.071
11:00 - 12:00	13	101	0.029	13	101	0.047	13	101	0.076
12:00 - 13:00	13	101	0.032	13	101	0.055	13	101	0.087
13:00 - 14:00	13	101	0.047	13	101	0.039	13	101	0.086
14:00 - 15:00	13	101	0.049	13	101	0.041	13	101	0.090
15:00 - 16:00	13	101	0.045	13	101	0.028	13	101	0.073
16:00 - 17:00	13	101	0.068	13	101	0.045	13	101	0.113
17:00 - 18:00	13	101	0.106	13	101	0.043	13	101	0.149
18:00 - 19:00	13	101	0.115	13	101	0.038	13	101	0.153
19:00 - 20:00	6	164	0.090	6	164	0.027	6	164	0.117
20:00 - 21:00	6	164	0.047	6	164	0.021	6	164	0.068
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.691			0.817			1.508

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	101	0.051	13	101	0.241	13	101	0.292
08:00 - 09:00	13	101	0.080	13	101	0.462	13	101	0.542
09:00 - 10:00	13	101	0.091	13	101	0.178	13	101	0.269
10:00 - 11:00	13	101	0.090	13	101	0.164	13	101	0.254
11:00 - 12:00	13	101	0.142	13	101	0.130	13	101	0.272
12:00 - 13:00	13	101	0.137	13	101	0.147	13	101	0.284
13:00 - 14:00	13	101	0.142	13	101	0.159	13	101	0.301
14:00 - 15:00	13	101	0.146	13	101	0.148	13	101	0.294
15:00 - 16:00	13	101	0.198	13	101	0.118	13	101	0.316
16:00 - 17:00	13	101	0.222	13	101	0.154	13	101	0.376
17:00 - 18:00	13	101	0.285	13	101	0.164	13	101	0.449
18:00 - 19:00	13	101	0.262	13	101	0.131	13	101	0.393
19:00 - 20:00	6	164	0.199	6	164	0.095	6	164	0.294
20:00 - 21:00	6	164	0.139	6	164	0.090	6	164	0.229
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.184			2.381			4.565

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

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

Calculation Reference: AUDIT-109307-181108-1106

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	HG	HARINGEY	1 days
	IS	ISLINGTON	2 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 36 to 247 (units:)
Range Selected by User: 15 to 339 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 27/06/16

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

Selected survey days:

Monday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	3

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

Secondary Filtering selection:

Use Class:

C3	3 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	2 days

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

Population within 5 miles:

500,001 or More	3 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	2 days
0.6 to 1.0	1 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

4 Good	1 days
5 Very Good	1 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 HG-03-D-03 BLOCKS OF FLATS HARINGEY
COMMERCE ROAD
WOOD GREEN
WOODSIDE PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 90
Survey date: FRIDAY *26/09/14* *Survey Type: MANUAL*

2 IS-03-D-03 BLOCK OF FLATS ISLINGTON
HAWES STREET
ISLINGTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 36
Survey date: THURSDAY *21/11/13* *Survey Type: MANUAL*

3 IS-03-D-04 BLOCKS OF FLATS ISLINGTON
LIVERPOOL ROAD
HIGHBURY

Edge of Town Centre
Residential Zone
Total Number of dwellings: 247
Survey date: MONDAY *27/06/16* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-03-D-01	PTAL Rating 2

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	124	0.035	3	124	0.048	3	124	0.083
08:00 - 09:00	3	124	0.027	3	124	0.078	3	124	0.105
09:00 - 10:00	3	124	0.024	3	124	0.048	3	124	0.072
10:00 - 11:00	3	124	0.029	3	124	0.024	3	124	0.053
11:00 - 12:00	3	124	0.032	3	124	0.043	3	124	0.075
12:00 - 13:00	3	124	0.038	3	124	0.046	3	124	0.084
13:00 - 14:00	3	124	0.027	3	124	0.024	3	124	0.051
14:00 - 15:00	3	124	0.021	3	124	0.019	3	124	0.040
15:00 - 16:00	3	124	0.043	3	124	0.029	3	124	0.072
16:00 - 17:00	3	124	0.054	3	124	0.048	3	124	0.102
17:00 - 18:00	3	124	0.054	3	124	0.038	3	124	0.092
18:00 - 19:00	3	124	0.072	3	124	0.040	3	124	0.112
19:00 - 20:00	1	247	0.077	1	247	0.053	1	247	0.130
20:00 - 21:00	1	247	0.040	1	247	0.020	1	247	0.060
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.573			0.558			1.131

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:	36 - 247 (units:)
Survey date date range:	01/01/10 - 27/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	124	0.003	3	124	0.005	3	124	0.008
08:00 - 09:00	3	124	0.003	3	124	0.000	3	124	0.003
09:00 - 10:00	3	124	0.000	3	124	0.005	3	124	0.005
10:00 - 11:00	3	124	0.005	3	124	0.003	3	124	0.008
11:00 - 12:00	3	124	0.000	3	124	0.008	3	124	0.008
12:00 - 13:00	3	124	0.000	3	124	0.003	3	124	0.003
13:00 - 14:00	3	124	0.000	3	124	0.003	3	124	0.003
14:00 - 15:00	3	124	0.021	3	124	0.019	3	124	0.040
15:00 - 16:00	3	124	0.003	3	124	0.005	3	124	0.008
16:00 - 17:00	3	124	0.011	3	124	0.008	3	124	0.019
17:00 - 18:00	3	124	0.003	3	124	0.005	3	124	0.008
18:00 - 19:00	3	124	0.008	3	124	0.005	3	124	0.013
19:00 - 20:00	1	247	0.000	1	247	0.000	1	247	0.000
20:00 - 21:00	1	247	0.004	1	247	0.012	1	247	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.061			0.081			0.142

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	124	0.035	3	124	0.043	3	124	0.078
08:00 - 09:00	3	124	0.027	3	124	0.097	3	124	0.124
09:00 - 10:00	3	124	0.029	3	124	0.067	3	124	0.096
10:00 - 11:00	3	124	0.029	3	124	0.021	3	124	0.050
11:00 - 12:00	3	124	0.032	3	124	0.046	3	124	0.078
12:00 - 13:00	3	124	0.043	3	124	0.046	3	124	0.089
13:00 - 14:00	3	124	0.027	3	124	0.024	3	124	0.051
14:00 - 15:00	3	124	0.029	3	124	0.019	3	124	0.048
15:00 - 16:00	3	124	0.062	3	124	0.027	3	124	0.089
16:00 - 17:00	3	124	0.067	3	124	0.059	3	124	0.126
17:00 - 18:00	3	124	0.056	3	124	0.056	3	124	0.112
18:00 - 19:00	3	124	0.083	3	124	0.048	3	124	0.131
19:00 - 20:00	1	247	0.101	1	247	0.049	1	247	0.150
20:00 - 21:00	1	247	0.045	1	247	0.032	1	247	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.665			0.634			1.299

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	124	0.024	3	124	0.080	3	124	0.104
08:00 - 09:00	3	124	0.059	3	124	0.284	3	124	0.343
09:00 - 10:00	3	124	0.134	3	124	0.166	3	124	0.300
10:00 - 11:00	3	124	0.075	3	124	0.094	3	124	0.169
11:00 - 12:00	3	124	0.091	3	124	0.139	3	124	0.230
12:00 - 13:00	3	124	0.121	3	124	0.137	3	124	0.258
13:00 - 14:00	3	124	0.118	3	124	0.086	3	124	0.204
14:00 - 15:00	3	124	0.121	3	124	0.131	3	124	0.252
15:00 - 16:00	3	124	0.359	3	124	0.228	3	124	0.587
16:00 - 17:00	3	124	0.263	3	124	0.121	3	124	0.384
17:00 - 18:00	3	124	0.123	3	124	0.088	3	124	0.211
18:00 - 19:00	3	124	0.150	3	124	0.121	3	124	0.271
19:00 - 20:00	1	247	0.166	1	247	0.186	1	247	0.352
20:00 - 21:00	1	247	0.085	1	247	0.040	1	247	0.125
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.889			1.901			3.790

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	124	0.013	3	124	0.088	3	124	0.101
08:00 - 09:00	3	124	0.000	3	124	0.177	3	124	0.177
09:00 - 10:00	3	124	0.008	3	124	0.072	3	124	0.080
10:00 - 11:00	3	124	0.008	3	124	0.046	3	124	0.054
11:00 - 12:00	3	124	0.024	3	124	0.035	3	124	0.059
12:00 - 13:00	3	124	0.046	3	124	0.056	3	124	0.102
13:00 - 14:00	3	124	0.043	3	124	0.056	3	124	0.099
14:00 - 15:00	3	124	0.035	3	124	0.043	3	124	0.078
15:00 - 16:00	3	124	0.097	3	124	0.024	3	124	0.121
16:00 - 17:00	3	124	0.091	3	124	0.027	3	124	0.118
17:00 - 18:00	3	124	0.091	3	124	0.027	3	124	0.118
18:00 - 19:00	3	124	0.134	3	124	0.011	3	124	0.145
19:00 - 20:00	1	247	0.097	1	247	0.036	1	247	0.133
20:00 - 21:00	1	247	0.077	1	247	0.008	1	247	0.085
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.764			0.706			1.470

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	124	0.075	3	124	0.217	3	124	0.292
08:00 - 09:00	3	124	0.088	3	124	0.558	3	124	0.646
09:00 - 10:00	3	124	0.172	3	124	0.311	3	124	0.483
10:00 - 11:00	3	124	0.118	3	124	0.164	3	124	0.282
11:00 - 12:00	3	124	0.147	3	124	0.228	3	124	0.375
12:00 - 13:00	3	124	0.209	3	124	0.241	3	124	0.450
13:00 - 14:00	3	124	0.188	3	124	0.169	3	124	0.357
14:00 - 15:00	3	124	0.206	3	124	0.212	3	124	0.418
15:00 - 16:00	3	124	0.520	3	124	0.284	3	124	0.804
16:00 - 17:00	3	124	0.432	3	124	0.214	3	124	0.646
17:00 - 18:00	3	124	0.273	3	124	0.177	3	124	0.450
18:00 - 19:00	3	124	0.375	3	124	0.185	3	124	0.560
19:00 - 20:00	1	247	0.364	1	247	0.271	1	247	0.635
20:00 - 21:00	1	247	0.211	1	247	0.093	1	247	0.304
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.378			3.324			6.702

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

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

APPENDIX J

Census Data

nomis
official labour market statistics

Office for National Statistics

QS701EW - Method of travel to work

Edit query

View data Change format

QS701EW - Method of travel to work

Population	All usual residents aged 16 to 74
Units	Persons
Date	2011
Rural Urban	Total

Method of Travel to Work	msoa2011:E02000787 : Richmond upon Thames 004	ualad09:Richmond upon Thames	country:England
All categories: Method of travel to work	8,010	137,779	38,881,374
Work mainly at or from home	470	8,870	1,349,568
Underground, metro, light rail, tram	1,271	10,605	1,027,625
Train	1,054	21,768	1,343,684
Bus, minibus or coach	439	7,531	1,886,539
Taxi	12	237	131,465
Motorcycle, scooter or moped	97	1,654	206,550
Driving a car or van	1,578	32,271	14,345,882
Passenger in a car or van	68	1,341	1,264,553
Bicycle	347	6,062	742,675
On foot	506	8,138	2,701,453
Other method of travel to work	45	727	162,727

Warnings and notes:

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

APPENDIX K

Junctions Output – Site Access/Manor Road

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []

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

Filename: Site access - Manor Road.j9
Path: J:\10000\10500\10596_HomebaseRichmondFair\engineering\Traffic_Programs\Junctions
Report generation date: 13/12/2018 11:57:29

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2018 Base							
Stream B-AC	0.1	8.55	0.10	A	0.2	8.90	0.15	A
Stream C-B	0.1	7.88	0.08	A	0.1	8.44	0.08	A
	2023 Base							
Stream B-AC	0.0	12.34	0.04	B	0.0	12.57	0.03	B
Stream C-B	0.0	12.67	0.02	B	0.0	12.96	0.03	B
	2028 Base							
Stream B-AC	0.0	12.43	0.04	B	0.0	12.68	0.03	B
Stream C-B	0.0	12.75	0.02	B	0.0	13.05	0.03	B
	2023 Base + Dev							
Stream B-AC	0.1	8.59	0.08	A	0.1	8.98	0.06	A
Stream C-B	0.0	8.90	0.04	A	0.1	9.12	0.06	A
	2028 Base + Dev							
Stream B-AC	0.1	8.66	0.08	A	0.1	9.07	0.06	A
Stream C-B	0.0	8.96	0.04	A	0.1	9.18	0.06	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	13/12/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SANDERSONASSOC\carly.hoyle
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2018 Base	AM	ONE HOUR	08:15	09:45	15	✓		
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2023 Base	AM	ONE HOUR	08:15	09:45	15	✓		
D4	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D5	2028 Base	AM	ONE HOUR	08:15	09:45	15	✓		
D6	2028 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D7	Development	AM	ONE HOUR	08:15	09:45	15			
D8	Development	PM	ONE HOUR	16:45	18:15	15			
D9	2023 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D3+D7
D10	2023 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D8
D11	2028 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D5+D7
D12	2028 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8

Analysis Set Details

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

2018 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.80		✓	3.25	69.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.60	34	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	584	0.103	0.259	0.163	0.371
1	B-C	746	0.110	0.279	-	-
1	C-B	684	0.256	0.256	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Base	AM	ONE HOUR	08:15	09:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	342	100.000
B		ONE HOUR	✓	43	100.000
C		ONE HOUR	✓	263	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	19	323
	B	10	0	33
	C	229	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	7
	B	10	0	27
	C	3	18	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	8.55	0.1	A	39	59
C-A					210	315
C-B	0.08	7.88	0.1	A	31	47
A-B					17	26
A-C					296	445

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	32	8	502	0.065	32	0.0	0.1	7.660	A
C-A	172	43			172				
C-B	26	6	522	0.049	25	0.0	0.1	7.245	A
A-B	14	4			14				
A-C	243	61			243				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	39	10	488	0.079	39	0.1	0.1	8.010	A
C-A	206	51			206				
C-B	31	8	510	0.060	31	0.1	0.1	7.500	A
A-B	17	4			17				
A-C	290	73			290				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	47	12	469	0.101	47	0.1	0.1	8.544	A
C-A	252	63			252				
C-B	37	9	494	0.076	37	0.1	0.1	7.875	A
A-B	21	5			21				
A-C	356	89			356				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	47	12	468	0.101	47	0.1	0.1	8.547	A
C-A	252	63			252				
C-B	37	9	494	0.076	37	0.1	0.1	7.877	A
A-B	21	5			21				
A-C	356	89			356				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	39	10	488	0.079	39	0.1	0.1	8.016	A
C-A	206	51			206				
C-B	31	8	510	0.060	31	0.1	0.1	7.505	A
A-B	17	4			17				
A-C	290	73			290				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	32	8	502	0.065	32	0.1	0.1	7.672	A
C-A	172	43			172				
C-B	26	6	522	0.049	26	0.1	0.1	7.252	A
A-B	14	4			14				
A-C	243	61			243				

2018 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	392	100.000
B		ONE HOUR	✓	63	100.000
C		ONE HOUR	✓	238	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	25	367
	B	24	0	39
	C	203	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	4	0	18
	C	4	23	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	8.90	0.2	A	58	87
C-A					186	279
C-B	0.08	8.44	0.1	A	32	48
A-B					23	34
A-C					337	505

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	47	12	515	0.092	47	0.0	0.1	7.679	A
C-A	153	38			153				
C-B	26	7	494	0.053	26	0.0	0.1	7.691	A
A-B	19	5			19				
A-C	276	69			276				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	57	14	498	0.114	57	0.1	0.1	8.151	A
C-A	182	46			182				
C-B	31	8	482	0.065	31	0.1	0.1	7.990	A
A-B	22	6			22				
A-C	330	82			330				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	69	17	474	0.146	69	0.1	0.2	8.893	A
C-A	224	56			224				
C-B	39	10	465	0.083	38	0.1	0.1	8.438	A
A-B	28	7			28				
A-C	404	101			404				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	69	17	474	0.146	69	0.2	0.2	8.900	A
C-A	224	56			224				
C-B	39	10	465	0.083	39	0.1	0.1	8.439	A
A-B	28	7			28				
A-C	404	101			404				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	57	14	498	0.114	57	0.2	0.1	8.163	A
C-A	182	46			182				
C-B	31	8	482	0.065	32	0.1	0.1	7.995	A
A-B	22	6			22				
A-C	330	82			330				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	47	12	515	0.092	48	0.1	0.1	7.697	A
C-A	153	38			153				
C-B	26	7	494	0.053	26	0.1	0.1	7.700	A
A-B	19	5			19				
A-C	276	69			276				

2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Base	AM	ONE HOUR	08:15	09:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	341	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	247	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	340
	B	1	0	9
	C	241	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	100	7
	B	100	0	100
	C	3	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	12.34	0.0	B	9	14
C-A					221	332
C-B	0.02	12.67	0.0	B	6	8
A-B					1	1
A-C					312	468

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	8	2	322	0.023	7	0.0	0.0	11.440	B
C-A	181	45			181				
C-B	5	1	307	0.015	4	0.0	0.0	11.901	B
A-B	1	0.19			1				
A-C	256	64			256				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	314	0.029	9	0.0	0.0	11.803	B
C-A	217	54			217				
C-B	5	1	300	0.018	5	0.0	0.0	12.213	B
A-B	1	0.22			1				
A-C	306	76			306				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	303	0.036	11	0.0	0.0	12.333	B
C-A	265	66			265				
C-B	7	2	291	0.023	7	0.0	0.0	12.670	B
A-B	1	0.28			1				
A-C	374	94			374				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	303	0.036	11	0.0	0.0	12.335	B
C-A	265	66			265				
C-B	7	2	291	0.023	7	0.0	0.0	12.670	B
A-B	1	0.28			1				
A-C	374	94			374				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	314	0.029	9	0.0	0.0	11.805	B
C-A	217	54			217				
C-B	5	1	300	0.018	5	0.0	0.0	12.217	B
A-B	1	0.22			1				
A-C	306	76			306				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	8	2	322	0.023	8	0.0	0.0	11.449	B
C-A	181	45			181				
C-B	5	1	307	0.015	5	0.0	0.0	11.906	B
A-B	1	0.19			1				
A-C	256	64			256				

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	386	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	221	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	386
	B	1	0	7
	C	213	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	100	2
	B	100	0	100
	C	4	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	12.57	0.0	B	7	11
C-A					195	293
C-B	0.03	12.96	0.0	B	7	11
A-B					0	0
A-C					354	531

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	316	0.019	6	0.0	0.0	11.609	B
C-A	160	40			160				
C-B	6	2	304	0.020	6	0.0	0.0	12.071	B
A-B	0	0			0				
A-C	291	73			291				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	7	2	307	0.023	7	0.0	0.0	11.996	B
C-A	191	48			191				
C-B	7	2	297	0.024	7	0.0	0.0	12.431	B
A-B	0	0			0				
A-C	347	87			347				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	295	0.030	9	0.0	0.0	12.572	B
C-A	235	59			235				
C-B	9	2	287	0.031	9	0.0	0.0	12.956	B
A-B	0	0			0				
A-C	425	106			425				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	295	0.030	9	0.0	0.0	12.572	B
C-A	235	59			235				
C-B	9	2	287	0.031	9	0.0	0.0	12.959	B
A-B	0	0			0				
A-C	425	106			425				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	7	2	307	0.023	7	0.0	0.0	12.001	B
C-A	191	48			191				
C-B	7	2	297	0.024	7	0.0	0.0	12.435	B
A-B	0	0			0				
A-C	347	87			347				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	316	0.019	6	0.0	0.0	11.617	B
C-A	160	40			160				
C-B	6	2	304	0.020	6	0.0	0.0	12.079	B
A-B	0	0			0				
A-C	291	73			291				

2028 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028 Base	AM	ONE HOUR	08:15	09:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	353	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	256	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	352
	B	1	0	9
	C	250	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	100	7
	B	100	0	100
	C	3	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	12.43	0.0	B	9	14
C-A					229	344
C-B	0.02	12.75	0.0	B	6	8
A-B					1	1
A-C					323	485

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	8	2	321	0.023	7	0.0	0.0	11.493	B
C-A	188	47			188				
C-B	5	1	306	0.015	4	0.0	0.0	11.950	B
A-B	1	0.19			1				
A-C	265	66			265				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	312	0.029	9	0.0	0.0	11.870	B
C-A	225	56			225				
C-B	5	1	299	0.018	5	0.0	0.0	12.274	B
A-B	1	0.22			1				
A-C	316	79			316				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	301	0.037	11	0.0	0.0	12.424	B
C-A	275	69			275				
C-B	7	2	289	0.023	7	0.0	0.0	12.751	B
A-B	1	0.28			1				
A-C	388	97			388				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	11	3	301	0.037	11	0.0	0.0	12.426	B
C-A	275	69			275				
C-B	7	2	289	0.023	7	0.0	0.0	12.751	B
A-B	1	0.28			1				
A-C	388	97			388				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	312	0.029	9	0.0	0.0	11.875	B
C-A	225	56			225				
C-B	5	1	299	0.018	5	0.0	0.0	12.276	B
A-B	1	0.22			1				
A-C	316	79			316				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	8	2	321	0.023	8	0.0	0.0	11.502	B
C-A	188	47			188				
C-B	5	1	306	0.015	5	0.0	0.0	11.955	B
A-B	1	0.19			1				
A-C	265	66			265				

2028 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	400	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	400
	B	1	0	7
	C	221	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	100	2
	B	100	0	100
	C	4	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	12.68	0.0	B	7	11
C-A					203	304
C-B	0.03	13.05	0.0	B	7	11
A-B					0	0
A-C					367	551

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	314	0.019	6	0.0	0.0	11.670	B
C-A	166	42			166				
C-B	6	2	303	0.020	6	0.0	0.0	12.126	B
A-B	0	0			0				
A-C	301	75			301				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	7	2	305	0.024	7	0.0	0.0	12.074	B
C-A	199	50			199				
C-B	7	2	295	0.024	7	0.0	0.0	12.502	B
A-B	0	0			0				
A-C	360	90			360				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	293	0.030	9	0.0	0.0	12.675	B
C-A	243	61			243				
C-B	9	2	285	0.031	9	0.0	0.0	13.050	B
A-B	0	0			0				
A-C	440	110			440				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	9	2	293	0.030	9	0.0	0.0	12.678	B
C-A	243	61			243				
C-B	9	2	285	0.031	9	0.0	0.0	13.053	B
A-B	0	0			0				
A-C	440	110			440				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	7	2	305	0.024	7	0.0	0.0	12.079	B
C-A	199	50			199				
C-B	7	2	295	0.024	7	0.0	0.0	12.504	B
A-B	0	0			0				
A-C	360	90			360				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	6	2	314	0.019	6	0.0	0.0	11.678	B
C-A	166	42			166				
C-B	6	2	303	0.020	6	0.0	0.0	12.135	B
A-B	0	0			0				
A-C	301	75			301				

2023 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2023 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D3+D7

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	345	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	257	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	340
	B	5	0	28
	C	241	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	20	7
	B	20	0	32
	C	3	38	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	8.59	0.1	A	30	45
C-A					221	332
C-B	0.04	8.90	0.0	A	15	22
A-B					5	7
A-C					312	468

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	25	6	486	0.051	25	0.0	0.1	7.798	A
C-A	181	45			181				
C-B	12	3	446	0.027	12	0.0	0.0	8.294	A
A-B	4	1			4				
A-C	256	64			256				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	30	7	473	0.063	30	0.1	0.1	8.113	A
C-A	217	54			217				
C-B	14	4	436	0.033	14	0.0	0.0	8.540	A
A-B	4	1			4				
A-C	306	76			306				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	36	9	455	0.080	36	0.1	0.1	8.588	A
C-A	265	66			265				
C-B	18	4	422	0.042	18	0.0	0.0	8.901	A
A-B	6	1			6				
A-C	374	94			374				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	36	9	455	0.080	36	0.1	0.1	8.589	A
C-A	265	66			265				
C-B	18	4	422	0.042	18	0.0	0.0	8.901	A
A-B	6	1			6				
A-C	374	94			374				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	30	7	473	0.063	30	0.1	0.1	8.117	A
C-A	217	54			217				
C-B	14	4	436	0.033	14	0.0	0.0	8.543	A
A-B	4	1			4				
A-C	306	76			306				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	25	6	486	0.051	25	0.1	0.1	7.806	A
C-A	181	45			181				
C-B	12	3	446	0.027	12	0.0	0.0	8.298	A
A-B	4	1			4				
A-C	256	64			256				

2023 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2023 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D8

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	392	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	235	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	386
	B	6	0	19
	C	213	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	17	0	37
	C	4	36	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	8.98	0.1	A	23	34
C-A					195	293
C-B	0.06	9.12	0.1	A	20	30
A-B					6	8
A-C					354	531

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	19	5	462	0.041	19	0.0	0.0	8.115	A
C-A	160	40			160				
C-B	17	4	445	0.037	16	0.0	0.0	8.393	A
A-B	5	1			5				
A-C	291	73			291				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	22	6	448	0.050	22	0.0	0.1	8.457	A
C-A	191	48			191				
C-B	20	5	434	0.046	20	0.0	0.0	8.685	A
A-B	5	1			5				
A-C	347	87			347				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	28	7	428	0.064	27	0.1	0.1	8.980	A
C-A	235	59			235				
C-B	24	6	419	0.058	24	0.0	0.1	9.114	A
A-B	7	2			7				
A-C	425	106			425				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	28	7	428	0.064	28	0.1	0.1	8.982	A
C-A	235	59			235				
C-B	24	6	419	0.058	24	0.1	0.1	9.116	A
A-B	7	2			7				
A-C	425	106			425				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	22	6	448	0.050	23	0.1	0.1	8.463	A
C-A	191	48			191				
C-B	20	5	434	0.046	20	0.1	0.0	8.689	A
A-B	5	1			5				
A-C	347	87			347				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	19	5	462	0.041	19	0.1	0.0	8.123	A
C-A	160	40			160				
C-B	17	4	445	0.037	17	0.0	0.0	8.399	A
A-B	5	1			5				
A-C	291	73			291				

2028 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2028 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D5+D7

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	357	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	266	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	352
	B	5	0	28
	C	250	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	20	7
	B	20	0	32
	C	3	38	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	8.66	0.1	A	30	45
C-A					229	344
C-B	0.04	8.96	0.0	A	15	22
A-B					5	7
A-C					323	485

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	25	6	484	0.051	25	0.0	0.1	7.837	A
C-A	188	47			188				
C-B	12	3	444	0.027	12	0.0	0.0	8.328	A
A-B	4	1			4				
A-C	265	66			265				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	30	7	471	0.063	30	0.1	0.1	8.163	A
C-A	225	56			225				
C-B	14	4	434	0.033	14	0.0	0.0	8.584	A
A-B	4	1			4				
A-C	316	79			316				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	36	9	452	0.080	36	0.1	0.1	8.654	A
C-A	275	69			275				
C-B	18	4	419	0.042	18	0.0	0.0	8.959	A
A-B	6	1			6				
A-C	388	97			388				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	36	9	452	0.080	36	0.1	0.1	8.659	A
C-A	275	69			275				
C-B	18	4	419	0.042	18	0.0	0.0	8.959	A
A-B	6	1			6				
A-C	388	97			388				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	30	7	471	0.063	30	0.1	0.1	8.168	A
C-A	225	56			225				
C-B	14	4	434	0.033	14	0.0	0.0	8.587	A
A-B	4	1			4				
A-C	316	79			316				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	25	6	484	0.051	25	0.1	0.1	7.845	A
C-A	188	47			188				
C-B	12	3	444	0.027	12	0.0	0.0	8.334	A
A-B	4	1			4				
A-C	265	66			265				

2028 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2028 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	406	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	243	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	400
	B	6	0	19
	C	221	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	17	0	37
	C	4	36	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	9.07	0.1	A	23	34
C-A					203	304
C-B	0.06	9.18	0.1	A	20	30
A-B					6	8
A-C					367	551

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	19	5	460	0.041	19	0.0	0.0	8.162	A
C-A	166	42			166				
C-B	17	4	443	0.037	16	0.0	0.0	8.433	A
A-B	5	1			5				
A-C	301	75			301				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	22	6	445	0.051	22	0.0	0.1	8.519	A
C-A	199	50			199				
C-B	20	5	432	0.046	20	0.0	0.0	8.736	A
A-B	5	1			5				
A-C	360	90			360				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	28	7	425	0.065	27	0.1	0.1	9.065	A
C-A	243	61			243				
C-B	24	6	416	0.058	24	0.0	0.1	9.183	A
A-B	7	2			7				
A-C	440	110			440				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	28	7	425	0.065	28	0.1	0.1	9.067	A
C-A	243	61			243				
C-B	24	6	416	0.058	24	0.1	0.1	9.185	A
A-B	7	2			7				
A-C	440	110			440				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	22	6	445	0.051	23	0.1	0.1	8.523	A
C-A	199	50			199				
C-B	20	5	432	0.046	20	0.1	0.0	8.738	A
A-B	5	1			5				
A-C	360	90			360				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	19	5	460	0.041	19	0.1	0.0	8.169	A
C-A	166	42			166				
C-B	17	4	443	0.037	17	0.0	0.0	8.441	A
A-B	5	1			5				
A-C	301	75			301				

APPENDIX L

Junctions Output – Sainsbury's/Manor Road

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Sainsbuy's - Manor Road.j9
Path: J:\10000\10500\10596_HomebaseRichmondFair\engineering\Traffic_Programs\Junctions
Report generation date: 13/12/2018 13:59:13

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2018 Base							
Stream B-C	0.1	7.66	0.07	A	0.2	8.43	0.18	A
Stream B-A	0.2	12.53	0.14	B	0.2	14.56	0.18	B
Stream C-AB	0.1	6.32	0.10	A	0.2	6.71	0.17	A
	2023 Base							
Stream B-C	0.1	7.72	0.07	A	0.2	8.49	0.19	A
Stream B-A	0.2	12.69	0.15	B	0.2	14.58	0.19	B
Stream C-AB	0.1	6.37	0.11	A	0.2	6.73	0.18	A
	2028 Base							
Stream B-C	0.1	7.79	0.08	A	0.2	8.63	0.20	A
Stream B-A	0.2	12.98	0.16	B	0.2	14.99	0.20	B
Stream C-AB	0.1	6.43	0.11	A	0.2	6.82	0.19	A
	2023 Base + Dev							
Stream B-C	0.1	7.73	0.07	A	0.2	8.51	0.19	A
Stream B-A	0.2	12.76	0.15	B	0.2	14.69	0.19	B
Stream C-AB	0.1	6.39	0.11	A	0.2	6.75	0.18	A
	2028 Base + Dev							
Stream B-C	0.1	7.81	0.08	A	0.2	8.66	0.20	A
Stream B-A	0.2	13.05	0.16	B	0.2	15.11	0.20	C
Stream C-AB	0.1	6.45	0.11	A	0.2	6.84	0.19	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	13/12/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SANDERSONASSOC\carly.hoyle
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2018 Base	AM	ONE HOUR	08:15	09:45	15	✓		
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2023 Base	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D13*1.0519
D4	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14*1.0510
D5	2028 Base	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D13*1.0905
D6	2028 Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14*1.0905
D7	Development	AM	ONE HOUR	08:15	09:45	15			
D8	Development	PM	ONE HOUR	16:45	18:15	15			
D9	2023 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D3+D7
D10	2023 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D8
D11	2028 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D5+D7
D12	2028 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8
D13	2018 Base (-Existing site)	AM	ONE HOUR	08:15	09:45	15			
D14	2018 Base (-Existing site)	PM	ONE HOUR	16:45	18:15	15			

Analysis Set Details

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

2018 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2023 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Manor Road (N)		Major
B	Sainsbury's		Minor
C	Manor Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.40		✓	3.25	130.0	✓	11.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	2.80	2.80	32	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	487	0.087	0.220	0.139	0.315
1	B-C	623	0.094	0.237	-	-
1	C-B	723	0.275	0.275	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Base	AM	ONE HOUR	08:15	09:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	239	100.000
B		ONE HOUR	✓	76	100.000
C		ONE HOUR	✓	358	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	233
	B	44	0	32
	C	298	60	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	7.66	0.1	A	29	44
B-A	0.14	12.53	0.2	B	40	61
C-AB	0.10	6.32	0.1	A	55	83
C-A					273	410
A-B					6	8
A-C					214	321

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	24	6	532	0.045	24	0.0	0.0	7.085	A
B-A	33	8	374	0.089	33	0.0	0.1	10.538	B
C-AB	45	11	659	0.069	45	0.0	0.1	5.856	A
C-A	224	56			224				
A-B	5	1			5				
A-C	175	44			175				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	29	7	521	0.055	29	0.0	0.1	7.315	A
B-A	40	10	358	0.111	39	0.1	0.1	11.301	B
C-AB	54	13	649	0.083	54	0.1	0.1	6.046	A
C-A	268	67			268				
A-B	5	1			5				
A-C	209	52			209				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	35	9	505	0.070	35	0.1	0.1	7.656	A
B-A	48	12	336	0.144	48	0.1	0.2	12.513	B
C-AB	66	17	635	0.104	66	0.1	0.1	6.323	A
C-A	328	82			328				
A-B	7	2			7				
A-C	257	64			257				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	35	9	505	0.070	35	0.1	0.1	7.658	A
B-A	48	12	336	0.144	48	0.2	0.2	12.529	B
C-AB	66	17	635	0.104	66	0.1	0.1	6.323	A
C-A	328	82			328				
A-B	7	2			7				
A-C	257	64			257				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	29	7	521	0.055	29	0.1	0.1	7.321	A
B-A	40	10	358	0.111	40	0.2	0.1	11.323	B
C-AB	54	13	649	0.083	54	0.1	0.1	6.048	A
C-A	268	67			268				
A-B	5	1			5				
A-C	209	52			209				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	24	6	532	0.045	24	0.1	0.0	7.094	A
B-A	33	8	374	0.089	33	0.1	0.1	10.574	B
C-AB	45	11	659	0.069	45	0.1	0.1	5.864	A
C-A	224	56			224				
A-B	5	1			5				
A-C	175	44			175				

2018 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2023 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	227	100.000
B		ONE HOUR	✓	135	100.000
C		ONE HOUR	✓	442	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	13	214
	B	50	0	85
	C	342	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	2
	B	14	0	4
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.18	8.43	0.2	A	78	117
B-A	0.18	14.56	0.2	B	46	69
C-AB	0.17	6.71	0.2	A	92	138
C-A					314	471
A-B					12	18
A-C					196	295

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	64	16	548	0.117	63	0.0	0.1	7.422	A
B-A	38	9	342	0.110	37	0.0	0.1	11.789	B
C-AB	75	19	669	0.113	75	0.0	0.1	6.057	A
C-A	257	64			257				
A-B	10	2			10				
A-C	161	40			161				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	76	19	537	0.142	76	0.1	0.2	7.818	A
B-A	45	11	325	0.138	45	0.1	0.2	12.827	B
C-AB	90	22	659	0.136	90	0.1	0.2	6.318	A
C-A	307	77			307				
A-B	12	3			12				
A-C	192	48			192				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	94	23	521	0.180	93	0.2	0.2	8.423	A
B-A	55	14	302	0.182	55	0.2	0.2	14.528	B
C-AB	110	28	647	0.170	110	0.2	0.2	6.706	A
C-A	377	94			377				
A-B	14	4			14				
A-C	236	59			236				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	94	23	520	0.180	94	0.2	0.2	8.433	A
B-A	55	14	302	0.182	55	0.2	0.2	14.559	B
C-AB	110	28	647	0.170	110	0.2	0.2	6.709	A
C-A	377	94			377				
A-B	14	4			14				
A-C	236	59			236				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	76	19	536	0.142	77	0.2	0.2	7.832	A
B-A	45	11	325	0.138	45	0.2	0.2	12.867	B
C-AB	90	22	659	0.136	90	0.2	0.2	6.327	A
C-A	307	77			307				
A-B	12	3			12				
A-C	192	48			192				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	64	16	548	0.117	64	0.2	0.1	7.448	A
B-A	38	9	342	0.110	38	0.2	0.1	11.847	B
C-AB	75	19	669	0.113	75	0.2	0.1	6.071	A
C-A	257	64			257				
A-B	10	2			10				
A-C	161	40			161				

2023 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2023 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2023 Base	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D13*1.0519

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	242	100.000
B		ONE HOUR	✓	80	100.000
C		ONE HOUR	✓	358	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	236
	B	46	0	34
	C	295	63	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	7.72	0.1	A	31	46
B-A	0.15	12.69	0.2	B	42	64
C-AB	0.11	6.37	0.1	A	58	87
C-A					270	405
A-B					6	9
A-C					216	324

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	25	6	531	0.048	25	0.0	0.0	7.119	A
B-A	35	9	373	0.093	34	0.0	0.1	10.615	B
C-AB	48	12	659	0.072	47	0.0	0.1	5.884	A
C-A	222	55			222				
A-B	5	1			5				
A-C	177	44			177				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	30	8	519	0.058	30	0.0	0.1	7.358	A
B-A	42	10	357	0.117	41	0.1	0.1	11.409	B
C-AB	57	14	648	0.087	57	0.1	0.1	6.082	A
C-A	265	66			265				
A-B	6	1			6				
A-C	212	53			212				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	37	9	504	0.074	37	0.1	0.1	7.715	A
B-A	51	13	335	0.152	51	0.1	0.2	12.677	B
C-AB	69	17	634	0.110	69	0.1	0.1	6.372	A
C-A	324	81			324				
A-B	7	2			7				
A-C	259	65			259				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	37	9	504	0.074	37	0.1	0.1	7.717	A
B-A	51	13	335	0.152	51	0.2	0.2	12.693	B
C-AB	69	17	634	0.110	69	0.1	0.1	6.372	A
C-A	324	81			324				
A-B	7	2			7				
A-C	259	65			259				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	30	8	519	0.058	30	0.1	0.1	7.364	A
B-A	42	10	357	0.117	42	0.2	0.1	11.431	B
C-AB	57	14	648	0.087	57	0.1	0.1	6.085	A
C-A	265	66			265				
A-B	6	1			6				
A-C	212	53			212				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	25	6	531	0.048	25	0.1	0.1	7.125	A
B-A	35	9	373	0.093	35	0.1	0.1	10.651	B
C-AB	48	12	659	0.072	48	0.1	0.1	5.890	A
C-A	222	55			222				
A-B	5	1			5				
A-C	177	44			177				

2023 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2023 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14*1.0510

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	214	100.000
B		ONE HOUR	✓	142	100.000
C		ONE HOUR	✓	438	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	14	201
	B	53	0	89
	C	333	105	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	2
	B	14	0	4
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	8.49	0.2	A	82	123
B-A	0.19	14.58	0.2	B	48	72
C-AB	0.18	6.73	0.2	A	96	145
C-A					306	459
A-B					13	19
A-C					184	276

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	67	17	550	0.122	67	0.0	0.1	7.449	A
B-A	40	10	344	0.115	39	0.0	0.1	11.798	B
C-AB	79	20	671	0.118	79	0.0	0.1	6.069	A
C-A	251	63			251				
A-B	10	3			10				
A-C	151	38			151				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	80	20	538	0.149	80	0.1	0.2	7.854	A
B-A	47	12	327	0.144	47	0.1	0.2	12.840	B
C-AB	94	24	663	0.143	94	0.1	0.2	6.334	A
C-A	300	75			300				
A-B	12	3			12				
A-C	180	45			180				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	98	25	523	0.188	98	0.2	0.2	8.476	A
B-A	58	14	305	0.190	58	0.2	0.2	14.549	B
C-AB	116	29	650	0.178	116	0.2	0.2	6.728	A
C-A	367	92			367				
A-B	15	4			15				
A-C	221	55			221				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	98	25	523	0.188	98	0.2	0.2	8.486	A
B-A	58	14	305	0.190	58	0.2	0.2	14.581	B
C-AB	116	29	650	0.178	116	0.2	0.2	6.731	A
C-A	367	92			367				
A-B	15	4			15				
A-C	221	55			221				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	80	20	538	0.149	81	0.2	0.2	7.871	A
B-A	47	12	327	0.144	47	0.2	0.2	12.880	B
C-AB	94	24	663	0.143	95	0.2	0.2	6.343	A
C-A	300	75			300				
A-B	12	3			12				
A-C	180	45			180				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	67	17	549	0.122	67	0.2	0.1	7.476	A
B-A	40	10	344	0.115	40	0.2	0.1	11.857	B
C-AB	79	20	671	0.118	79	0.2	0.1	6.081	A
C-A	251	63			251				
A-B	10	3			10				
A-C	151	38			151				

2028 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2023 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2028 Base	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D13*1.0905

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	251	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	371	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	7	244
	B	48	0	35
	C	305	65	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	7.79	0.1	A	32	48
B-A	0.16	12.98	0.2	B	44	66
C-AB	0.11	6.43	0.1	A	60	90
C-A					280	420
A-B					6	9
A-C					224	336

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	26	7	529	0.050	26	0.0	0.1	7.158	A
B-A	36	9	370	0.098	36	0.0	0.1	10.753	B
C-AB	49	12	657	0.075	49	0.0	0.1	5.920	A
C-A	230	57			230				
A-B	5	1			5				
A-C	184	46			184				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	31	8	517	0.061	31	0.1	0.1	7.413	A
B-A	43	11	353	0.122	43	0.1	0.1	11.598	B
C-AB	59	15	646	0.091	59	0.1	0.1	6.128	A
C-A	274	69			274				
A-B	6	1			6				
A-C	220	55			220				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	38	10	500	0.077	38	0.1	0.1	7.791	A
B-A	53	13	330	0.160	53	0.1	0.2	12.964	B
C-AB	72	18	632	0.114	72	0.1	0.1	6.431	A
C-A	336	84			336				
A-B	7	2			7				
A-C	269	67			269				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	38	10	500	0.077	38	0.1	0.1	7.794	A
B-A	53	13	330	0.160	53	0.2	0.2	12.983	B
C-AB	72	18	632	0.114	72	0.1	0.1	6.433	A
C-A	336	84			336				
A-B	7	2			7				
A-C	269	67			269				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	31	8	517	0.061	31	0.1	0.1	7.418	A
B-A	43	11	353	0.122	43	0.2	0.1	11.626	B
C-AB	59	15	646	0.091	59	0.1	0.1	6.133	A
C-A	274	69			274				
A-B	6	1			6				
A-C	220	55			220				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	26	7	528	0.050	26	0.1	0.1	7.168	A
B-A	36	9	370	0.098	36	0.1	0.1	10.790	B
C-AB	49	12	657	0.075	49	0.1	0.1	5.928	A
C-A	230	57			230				
A-B	5	1			5				
A-C	184	46			184				

2028 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2023 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2028 Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14*1.0905

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	222	100.000
B		ONE HOUR	✓	147	100.000
C		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	14	208
	B	55	0	93
	C	346	109	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	2
	B	14	0	4
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.20	8.63	0.2	A	85	128
B-A	0.20	14.99	0.2	B	50	75
C-AB	0.19	6.82	0.2	A	100	150
C-A					317	476
A-B					13	20
A-C					191	287

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	70	17	547	0.127	69	0.0	0.1	7.518	A
B-A	41	10	341	0.121	41	0.0	0.1	11.976	B
C-AB	82	21	670	0.123	82	0.0	0.1	6.117	A
C-A	260	65			260				
A-B	11	3			11				
A-C	157	39			157				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	83	21	536	0.156	83	0.1	0.2	7.951	A
B-A	49	12	324	0.152	49	0.1	0.2	13.097	B
C-AB	98	25	661	0.148	98	0.1	0.2	6.397	A
C-A	311	78			311				
A-B	13	3			13				
A-C	187	47			187				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	102	26	519	0.197	102	0.2	0.2	8.619	A
B-A	60	15	300	0.200	60	0.2	0.2	14.954	B
C-AB	120	30	648	0.185	120	0.2	0.2	6.813	A
C-A	381	95			381				
A-B	16	4			16				
A-C	229	57			229				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	102	26	519	0.197	102	0.2	0.2	8.629	A
B-A	60	15	300	0.200	60	0.2	0.2	14.993	B
C-AB	120	30	648	0.185	120	0.2	0.2	6.818	A
C-A	381	95			381				
A-B	16	4			16				
A-C	229	57			229				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	83	21	536	0.156	84	0.2	0.2	7.969	A
B-A	49	12	323	0.152	49	0.2	0.2	13.142	B
C-AB	98	25	661	0.148	98	0.2	0.2	6.404	A
C-A	311	78			311				
A-B	13	3			13				
A-C	187	47			187				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	70	17	547	0.128	70	0.2	0.1	7.549	A
B-A	41	10	340	0.121	41	0.2	0.1	12.042	B
C-AB	82	21	670	0.123	82	0.2	0.1	6.130	A
C-A	260	65			260				
A-B	11	3			11				
A-C	157	39			157				

2023 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2023 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2023 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D3+D7

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	246	100.000
B		ONE HOUR	✓	80	100.000
C		ONE HOUR	✓	362	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	240
	B	46	0	34
	C	299	63	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	7.73	0.1	A	31	46
B-A	0.15	12.76	0.2	B	42	64
C-AB	0.11	6.39	0.1	A	58	87
C-A					274	411
A-B					6	9
A-C					220	330

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	25	6	530	0.048	25	0.0	0.0	7.124	A
B-A	35	9	372	0.094	34	0.0	0.1	10.647	B
C-AB	48	12	658	0.072	47	0.0	0.1	5.892	A
C-A	225	56			225				
A-B	5	1			5				
A-C	180	45			180				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	30	8	519	0.058	30	0.0	0.1	7.370	A
B-A	42	10	356	0.117	41	0.1	0.1	11.453	B
C-AB	57	14	648	0.088	57	0.1	0.1	6.092	A
C-A	268	67			268				
A-B	6	1			6				
A-C	215	54			215				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	37	9	503	0.074	37	0.1	0.1	7.732	A
B-A	51	13	333	0.153	51	0.1	0.2	12.741	B
C-AB	69	17	633	0.110	69	0.1	0.1	6.385	A
C-A	329	82			329				
A-B	7	2			7				
A-C	264	66			264				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	37	9	502	0.074	37	0.1	0.1	7.734	A
B-A	51	13	333	0.153	51	0.2	0.2	12.760	B
C-AB	69	17	633	0.110	69	0.1	0.1	6.385	A
C-A	329	82			329				
A-B	7	2			7				
A-C	264	66			264				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	30	8	518	0.058	30	0.1	0.1	7.374	A
B-A	42	10	356	0.117	42	0.2	0.1	11.478	B
C-AB	57	14	648	0.088	57	0.1	0.1	6.097	A
C-A	268	67			268				
A-B	6	1			6				
A-C	215	54			215				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	25	6	530	0.048	25	0.1	0.1	7.138	A
B-A	35	9	372	0.094	35	0.1	0.1	10.686	B
C-AB	48	12	658	0.072	48	0.1	0.1	5.898	A
C-A	225	56			225				
A-B	5	1			5				
A-C	180	45			180				

2023 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2023 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2023 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D8

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	219	100.000
B		ONE HOUR	✓	142	100.000
C		ONE HOUR	✓	444	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	14	206
	B	53	0	89
	C	339	105	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	2
	B	14	0	3
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	8.51	0.2	A	82	123
B-A	0.19	14.69	0.2	B	48	72
C-AB	0.18	6.75	0.2	A	96	145
C-A					311	467
A-B					13	19
A-C					189	283

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	67	17	549	0.123	67	0.0	0.1	7.463	A
B-A	40	10	342	0.116	39	0.0	0.1	11.845	B
C-AB	79	20	670	0.118	79	0.0	0.1	6.080	A
C-A	255	64			255				
A-B	10	3			10				
A-C	155	39			155				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	80	20	537	0.149	80	0.1	0.2	7.873	A
B-A	47	12	326	0.145	47	0.1	0.2	12.911	B
C-AB	94	24	661	0.143	94	0.1	0.2	6.348	A
C-A	305	76			305				
A-B	12	3			12				
A-C	185	46			185				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	98	25	521	0.189	98	0.2	0.2	8.503	A
B-A	58	14	303	0.191	58	0.2	0.2	14.657	B
C-AB	116	29	649	0.178	116	0.2	0.2	6.747	A
C-A	373	93			373				
A-B	15	4			15				
A-C	227	57			227				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	98	25	521	0.189	98	0.2	0.2	8.514	A
B-A	58	14	303	0.191	58	0.2	0.2	14.692	B
C-AB	116	29	649	0.178	116	0.2	0.2	6.750	A
C-A	373	93			373				
A-B	15	4			15				
A-C	227	57			227				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	80	20	537	0.150	81	0.2	0.2	7.888	A
B-A	47	12	326	0.145	47	0.2	0.2	12.953	B
C-AB	94	24	661	0.143	95	0.2	0.2	6.357	A
C-A	305	76			305				
A-B	12	3			12				
A-C	185	46			185				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	67	17	548	0.123	67	0.2	0.1	7.487	A
B-A	40	10	342	0.116	40	0.2	0.1	11.907	B
C-AB	79	20	670	0.118	79	0.2	0.1	6.092	A
C-A	255	64			255				
A-B	10	3			10				
A-C	155	39			155				

2028 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2023 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2028 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D5+D7

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	255	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	375	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	7	248
	B	48	0	35
	C	309	65	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	7.81	0.1	A	32	48
B-A	0.16	13.05	0.2	B	44	66
C-AB	0.11	6.45	0.1	A	60	90
C-A					284	426
A-B					6	9
A-C					228	342

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	26	7	528	0.050	26	0.0	0.1	7.168	A
B-A	36	9	369	0.098	36	0.0	0.1	10.786	B
C-AB	49	12	656	0.075	49	0.0	0.1	5.928	A
C-A	233	58			233				
A-B	5	1			5				
A-C	187	47			187				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	31	8	516	0.061	31	0.1	0.1	7.426	A
B-A	43	11	352	0.123	43	0.1	0.1	11.643	B
C-AB	59	15	645	0.091	59	0.1	0.1	6.138	A
C-A	278	70			278				
A-B	6	1			6				
A-C	223	56			223				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	38	10	499	0.077	38	0.1	0.1	7.809	A
B-A	53	13	329	0.161	53	0.1	0.2	13.034	B
C-AB	72	18	630	0.114	72	0.1	0.1	6.444	A
C-A	341	85			341				
A-B	7	2			7				
A-C	273	68			273				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	38	10	499	0.077	38	0.1	0.1	7.812	A
B-A	53	13	329	0.161	53	0.2	0.2	13.053	B
C-AB	72	18	630	0.114	72	0.1	0.1	6.447	A
C-A	341	85			341				
A-B	7	2			7				
A-C	273	68			273				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	31	8	516	0.061	31	0.1	0.1	7.430	A
B-A	43	11	352	0.123	43	0.2	0.1	11.671	B
C-AB	59	15	645	0.091	59	0.1	0.1	6.143	A
C-A	278	70			278				
A-B	6	1			6				
A-C	223	56			223				

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	26	7	528	0.050	26	0.1	0.1	7.178	A
B-A	36	9	369	0.098	36	0.1	0.1	10.825	B
C-AB	49	12	656	0.075	49	0.1	0.1	5.936	A
C-A	233	58			233				
A-B	5	1			5				
A-C	187	47			187				

2028 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2023 Base + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2028 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D8

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	227	100.000
B		ONE HOUR	✓	147	100.000
C		ONE HOUR	✓	461	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	14	213
	B	55	0	93
	C	352	109	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	2
	B	14	0	4
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.20	8.66	0.2	A	85	128
B-A	0.20	15.11	0.2	C	50	75
C-AB	0.19	6.84	0.2	A	100	150
C-A					323	484
A-B					13	20
A-C					196	294

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	70	17	547	0.128	69	0.0	0.1	7.532	A
B-A	41	10	339	0.121	41	0.0	0.1	12.027	B
C-AB	82	21	669	0.123	82	0.0	0.1	6.128	A
C-A	265	66			265				
A-B	11	3			11				
A-C	161	40			161				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	83	21	535	0.156	83	0.1	0.2	7.971	A
B-A	49	12	322	0.152	49	0.1	0.2	13.170	B
C-AB	98	25	659	0.149	98	0.1	0.2	6.411	A
C-A	316	79			316				
A-B	13	3			13				
A-C	192	48			192				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	102	26	518	0.197	102	0.2	0.2	8.644	A
B-A	60	15	298	0.201	60	0.2	0.2	15.072	C
C-AB	120	30	646	0.186	120	0.2	0.2	6.832	A
C-A	387	97			387				
A-B	16	4			16				
A-C	235	59			235				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	102	26	518	0.197	102	0.2	0.2	8.658	A
B-A	60	15	298	0.201	60	0.2	0.2	15.111	C
C-AB	120	30	646	0.186	120	0.2	0.2	6.838	A
C-A	387	97			387				
A-B	16	4			16				
A-C	235	59			235				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	83	21	534	0.156	84	0.2	0.2	7.989	A
B-A	49	12	322	0.152	49	0.2	0.2	13.219	B
C-AB	98	25	659	0.149	98	0.2	0.2	6.420	A
C-A	316	79			316				
A-B	13	3			13				
A-C	192	48			192				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	70	17	546	0.128	70	0.2	0.1	7.563	A
B-A	41	10	339	0.121	41	0.2	0.1	12.094	B
C-AB	82	21	669	0.123	82	0.2	0.1	6.140	A
C-A	265	66			265				
A-B	11	3			11				
A-C	161	40			161				