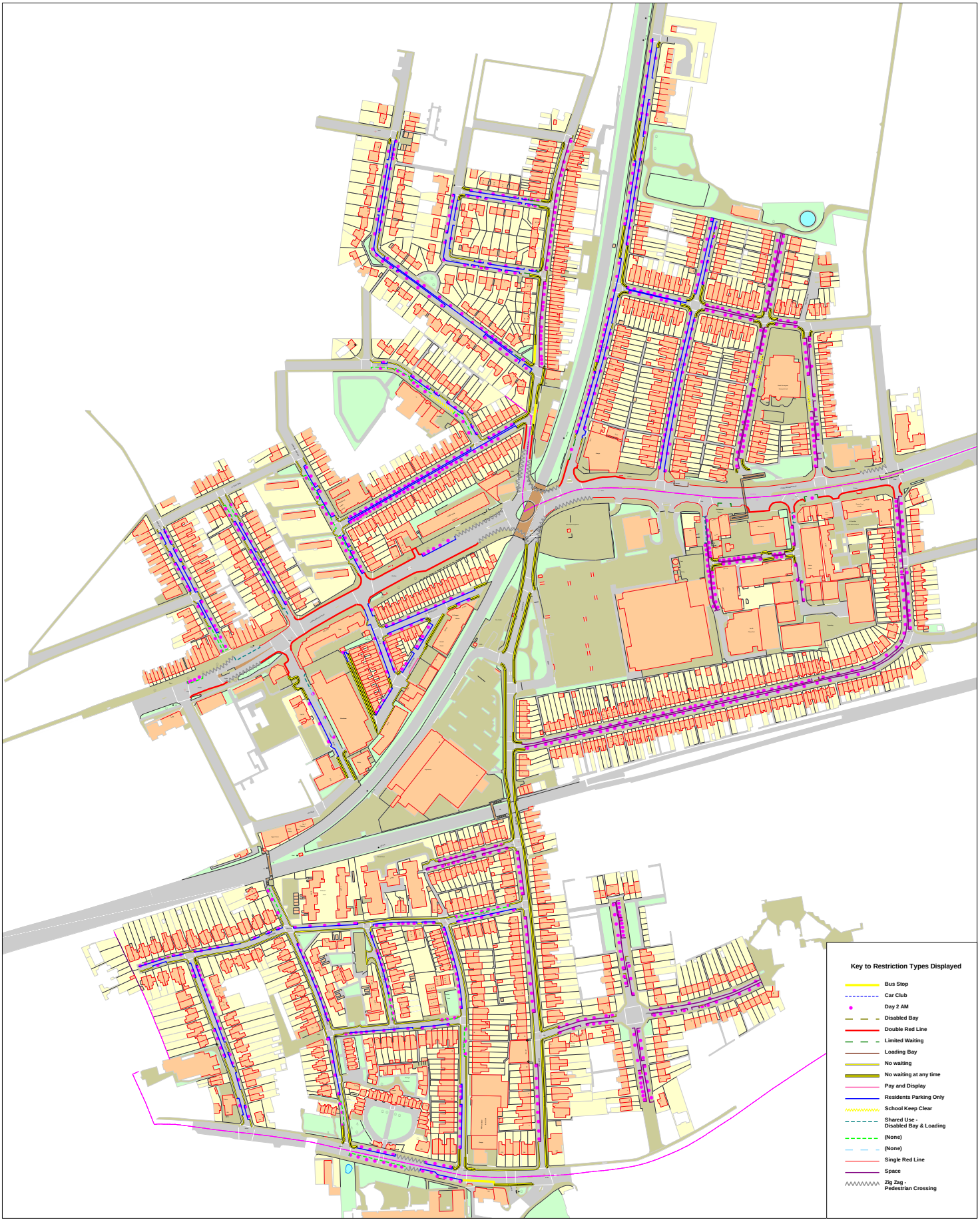
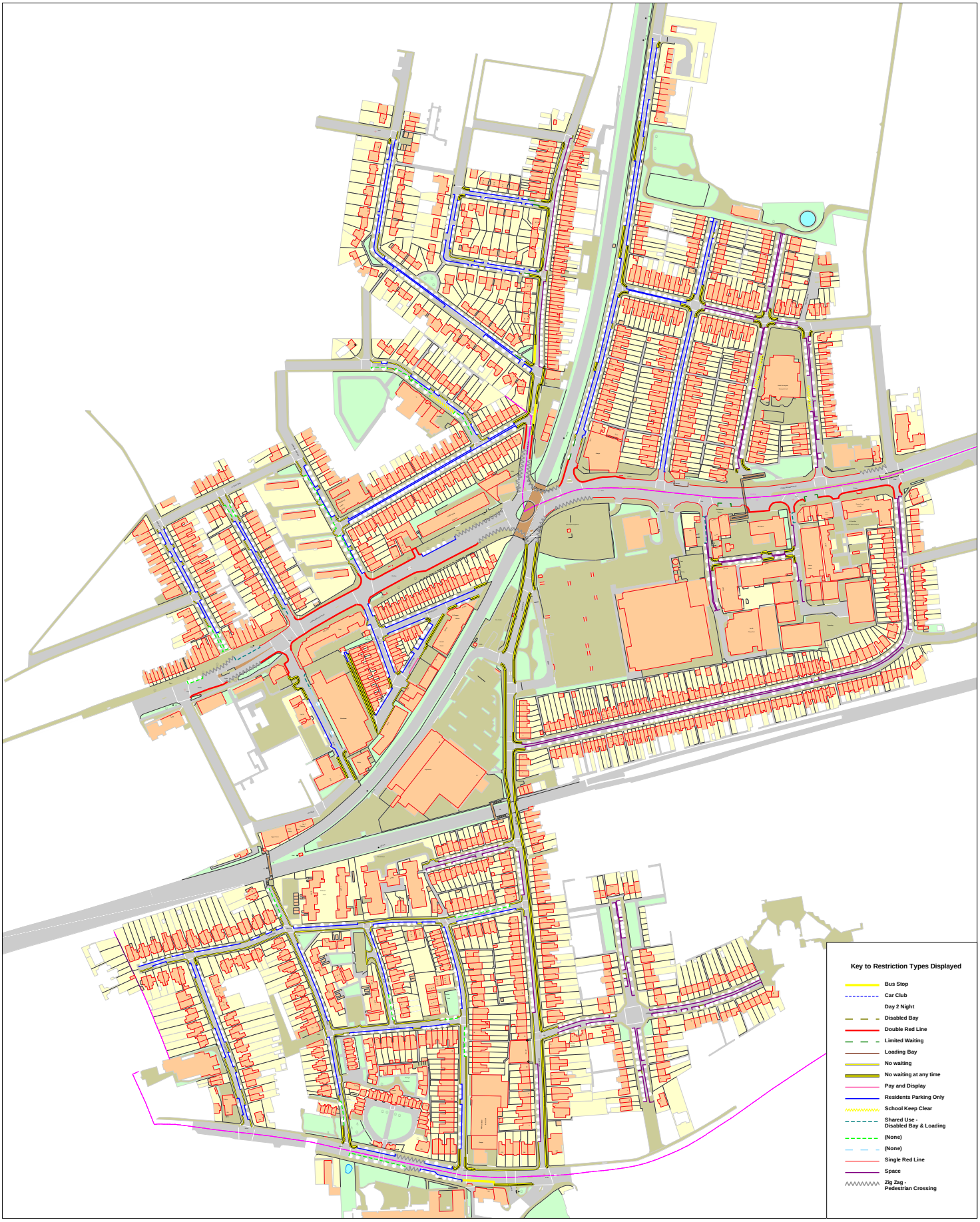


ALPHA PARKING

Manor Road, Richmond: PSS Day 2 AM

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	

ALPHA PARKING

Manor Road, Richmond: PSS Day 2 PM

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

APPENDIX E

North Sheen Station Pedestrian Survey Report

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 23031 Richmond

Site Number/Name: North Sheen Station

Client: Sanderson Associates

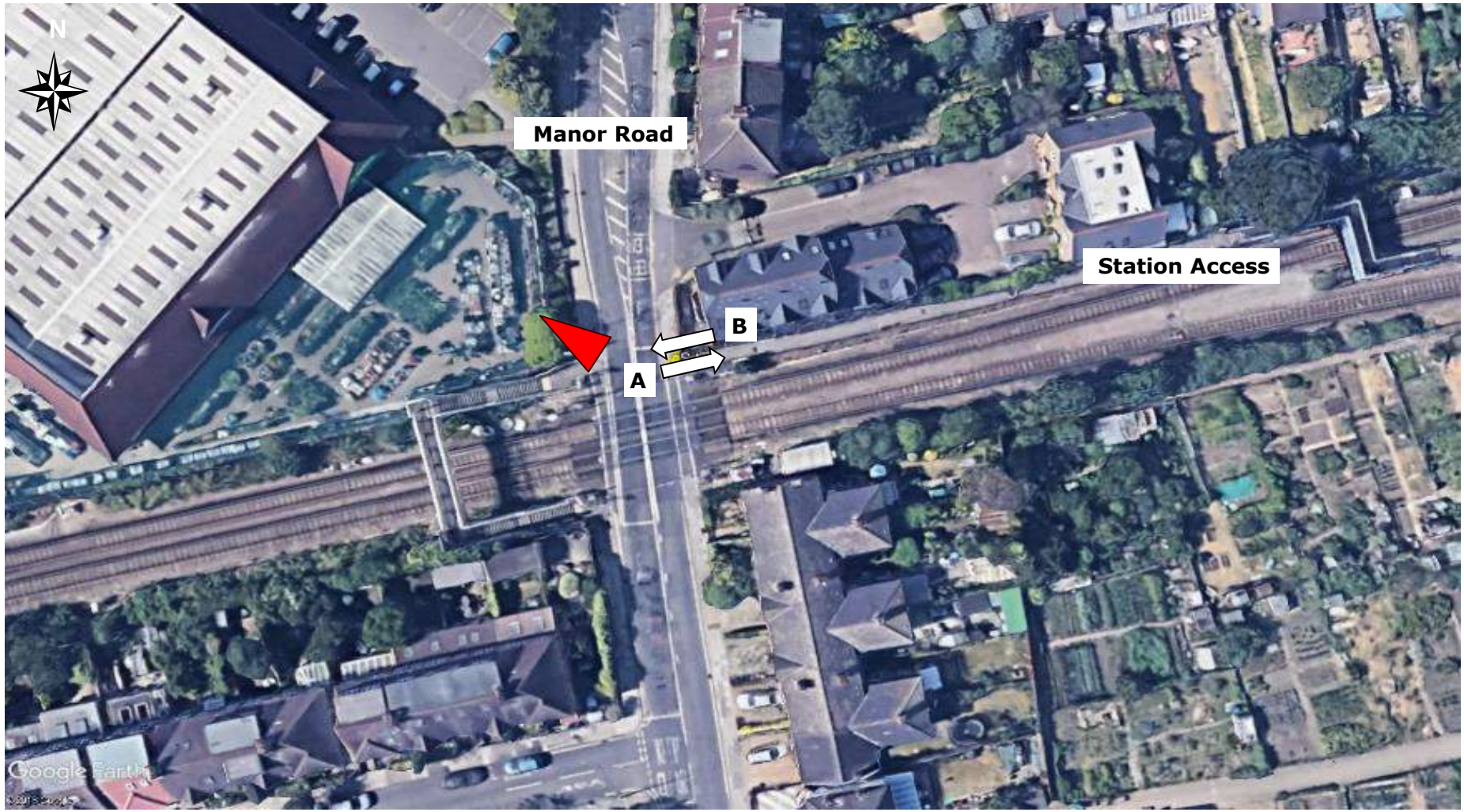
Date: 8th to 10th October 2019

Weather: variable

Comments: due to camera failure some data is missing on Thursday 10th

Advanced Transport Research	*Job Number & Name:*	23031 Richmond	
North Sheen Station	*Date:*	8th to 10th October 2019	

Job Type:	Pedestrian & Cyclist Count				
Co-ordinates:	51° 27'54.30"N, 0° 17'18.66"W	*Postcode:*	TW9 4QE	*Times:*	0700-0930 1500-1830



Advanced Transport Research	*Job Number & Name:*	23031 Richmond
North Sheen Station	*Client:*	Sanderson Associates
Pedestrian Counts	*Date:*	Tuesday 08 October 2019

	Movement A		Movement B	
Times	Peds	Cyclists	Peds	Cyclists
07:00 - 07:05	29	0	4	0
07:05 - 07:10	0	0	2	0
07:10 - 07:15	5	0	7	0
07:15 - 07:20	36	0	1	0
07:20 - 07:25	10	0	0	0
07:25 - 07:30	19	0	17	0
07:30 - 07:35	31	0	6	0
07:35 - 07:40	6	0	4	0
07:40 - 07:45	21	0	13	1
07:45 - 07:50	50	0	0	0
07:50 - 07:55	19	0	5	0
07:55 - 08:00	33	0	3	0
Hourly Total	**259**	**0**	**62**	**1**
08:00 - 08:05	30	0	15	0
08:05 - 08:10	11	0	12	0
08:10 - 08:15	14	0	0	0
08:15 - 08:20	43	0	16	0
08:20 - 08:25	14	0	0	0
08:25 - 08:30	18	0	8	0
08:30 - 08:35	12	0	8	0
08:35 - 08:40	9	0	2	0
08:40 - 08:45	7	0	8	0
08:45 - 08:50	19	0	1	0
08:50 - 08:55	18	0	0	0
08:55 - 09:00	16	0	2	0
Hourly Total	**211**	**0**	**72**	**0**
09:00 - 09:05	21	0	5	0
09:05 - 09:10	6	0	1	0
09:10 - 09:15	8	0	1	0
09:15 - 09:20	10	0	2	0
09:20 - 09:25	2	0	0	0
09:25 - 09:30	2	0	2	0
Hourly Total	**49**	**0**	**11**	**0**

Advanced Transport Research	*Job Number & Name:*	23031 Richmond
North Sheen Station	*Client:*	Sanderson Associates
Pedestrian Counts	*Date:*	Tuesday 08 October 2019

	Movement A		Movement B	
Times	Peds	Cyclists	Peds	Cyclists
15:00 - 15:05	1	0	5	0
15:05 - 15:10	4	0	1	0
15:10 - 15:15	4	0	14	0
15:15 - 15:20	10	0	0	0
15:20 - 15:25	4	0	2	0
15:25 - 15:30	1	0	2	0
15:30 - 15:35	2	0	6	0
15:35 - 15:40	1	0	2	0
15:40 - 15:45	4	0	2	0
15:45 - 15:50	1	0	0	0
15:50 - 15:55	3	0	2	0
15:55 - 16:00	1	0	6	0
Hourly Total	36	0	42	0
16:00 - 16:05	9	0	10	0
16:05 - 16:10	4	0	3	0
16:10 - 16:15	5	0	12	0
16:15 - 16:20	4	0	0	0
16:20 - 16:25	2	0	7	0
16:25 - 16:30	3	0	18	0
16:30 - 16:35	4	0	3	0
16:35 - 16:40	6	0	4	0
16:40 - 16:45	6	0	15	0
16:45 - 16:50	7	0	10	0
16:50 - 16:55	3	0	3	0
16:55 - 17:00	7	0	20	0
Hourly Total	60	0	105	0
17:00 - 17:05	5	0	5	0
17:05 - 17:10	9	1	1	0
17:10 - 17:15	12	0	14	1
17:15 - 17:20	7	0	0	0
17:20 - 17:25	6	0	1	0
17:25 - 17:30	3	0	35	0
17:30 - 17:35	5	0	6	0
17:35 - 17:40	2	0	3	0
17:40 - 17:45	4	0	17	0
17:45 - 17:50	5	0	4	0

Advanced Transport Research	*Job Number & Name:*	23031 Richmond
North Sheen Station	*Client:*	Sanderson Associates
Pedestrian Counts	*Date:*	Tuesday 08 October 2019

	Movement A		Movement B	
Times	Peds	Cyclists	Peds	Cyclists
17:50 - 17:55	5	0	10	0
17:55 - 18:00	2	0	33	0
Hourly Total	65	1	129	1

Advanced Transport Research	*Job Number & Name:*	23031 Richmond
North Sheen Station	*Client:*	Sanderson Associates
Pedestrian Counts	*Date:*	Wednesday 09 October 2019

	Movement A		Movement B	
Times	Peds	Cyclists	Peds	Cyclists
07:00 - 07:05	24	0	1	0
07:05 - 07:10	2	0	1	0
07:10 - 07:15	7	0	4	0
07:15 - 07:20	22	0	3	0
07:20 - 07:25	13	0	0	0
07:25 - 07:30	25	0	16	1
07:30 - 07:35	21	0	2	1
07:35 - 07:40	4	0	2	0
07:40 - 07:45	15	0	15	0
07:45 - 07:50	43	0	2	0
07:50 - 07:55	21	0	0	0
07:55 - 08:00	25	0	7	0
Hourly Total	**222**	**0**	**53**	**2**
08:00 - 08:05	41	0	13	0
08:05 - 08:10	14	0	8	0
08:10 - 08:15	13	0	12	0
08:15 - 08:20	34	0	2	0
08:20 - 08:25	10	0	0	0
08:25 - 08:30	12	0	3	0
08:30 - 08:35	23	0	0	0
08:35 - 08:40	9	0	9	0
08:40 - 08:45	9	0	1	0
08:45 - 08:50	15	0	12	0
08:50 - 08:55	5	0	0	0
08:55 - 09:00	12	0	2	0
Hourly Total	**197**	**0**	**62**	**0**
09:00 - 09:05	26	0	0	0
09:05 - 09:10	11	0	7	0
09:10 - 09:15	3	0	0	0
09:15 - 09:20	8	0	5	0
09:20 - 09:25	7	0	5	0
09:25 - 09:30	3	0	2	0
Hourly Total	**58**	**0**	**19**	**0**

Advanced Transport Research	*Job Number & Name:*	23031 Richmond
North Sheen Station	*Client:*	Sanderson Associates
Pedestrian Counts	*Date:*	Wednesday 09 October 2019

	Movement A		Movement B	
Times	Peds	Cyclists	Peds	Cyclists
15:00 - 15:05	3	0	2	0
15:05 - 15:10	3	0	1	0
15:10 - 15:15	6	0	5	0
15:15 - 15:20	6	0	0	0
15:20 - 15:25	5	0	0	0
15:25 - 15:30	4	0	9	1
15:30 - 15:35	14	0	4	0
15:35 - 15:40	7	0	2	0
15:40 - 15:45	7	0	9	0
15:45 - 15:50	11	0	0	0
15:50 - 15:55	1	0	4	0
15:55 - 16:00	2	1	8	0
Hourly Total	**69**	**1**	**44**	**1**
16:00 - 16:05	4	0	3	0
16:05 - 16:10	2	0	2	0
16:10 - 16:15	5	0	7	0
16:15 - 16:20	8	0	0	0
16:20 - 16:25	1	1	9	0
16:25 - 16:30	4	0	10	0
16:30 - 16:35	3	0	7	0
16:35 - 16:40	5	2	2	0
16:40 - 16:45	4	0	22	0
16:45 - 16:50	7	0	0	0
16:50 - 16:55	4	4	5	0
16:55 - 17:00	8	0	10	1
Hourly Total	**55**	**7**	**77**	**1**
17:00 - 17:05	5	0	2	0
17:05 - 17:10	3	0	0	0
17:10 - 17:15	1	0	13	1
17:15 - 17:20	5	0	0	0
17:20 - 17:25	6	0	3	0
17:25 - 17:30	3	2	26	0
17:30 - 17:35	2	0	7	0
17:35 - 17:40	6	2	8	2
17:40 - 17:45	7	0	36	0
17:45 - 17:50	5	0	0	0

Advanced Transport Research	*Job Number & Name:*	23031 Richmond
North Sheen Station	*Client:*	Sanderson Associates
Pedestrian Counts	*Date:*	Wednesday 09 October 2019

	Movement A		Movement B	
Times	Peds	Cyclists	Peds	Cyclists
17:50 - 17:55	6	0	0	0
17:55 - 18:00	5	0	44	1
Hourly Total	54	4	139	4

Advanced Transport Research	*Job Number & Name:*	23031 Richmond
North Sheen Station	*Client:*	Sanderson Associates
Pedestrian Counts	*Date:*	Thursday 10 October 2019

	Movement A		Movement B	
Times	Peds	Cyclists	Peds	Cyclists
07:00 - 07:05	20	0	3	0
07:05 - 07:10	6	0	0	0
07:10 - 07:15	4	0	6	1
07:15 - 07:20	33	0	0	0
07:20 - 07:25	9	0	1	0
07:25 - 07:30	18	0	15	0
07:30 - 07:35	30	0	2	1
07:35 - 07:40	10	0	4	0
07:40 - 07:45	19	0	7	0
07:45 - 07:50	41	0	1	0
07:50 - 07:55	18	0	7	0
07:55 - 08:00	20	0	15	0
Hourly Total	**228**	**0**	**61**	**2**
08:00 - 08:05	32	0	1	0
08:05 - 08:10	10	0	1	0
08:10 - 08:15	16	0	32	0
08:15 - 08:20	43	0	0	0
08:20 - 08:25	13	0	1	0
08:25 - 08:30	14	0	0	0
08:30 - 08:35	18	0	9	0
08:35 - 08:40	4	0	1	0
08:40 - 08:45	10	0	14	0
08:45 - 08:50	21	0	1	0
08:50 - 08:55	8	0	3	0
08:55 - 09:00	12	0	2	0
Hourly Total	**201**	**0**	**65**	**0**
09:00 - 09:05	24	0	5	0
09:05 - 09:10	4	0	0	0
09:10 - 09:15	7	0	0	0
09:15 - 09:20	6	6	0	0
09:20 - 09:25				
09:25 - 09:30				
Hourly Total	**41**	**6**	**5**	**0**

Advanced Transport Research	*Job Number & Name:*	23031 Richmond
North Sheen Station	*Client:*	Sanderson Associates
Pedestrian Counts	*Date:*	Thursday 10 October 2019

	Movement A		Movement B	
Times	Peds	Cyclists	Peds	Cyclists
15:00 - 15:05				
15:05 - 15:10				
15:10 - 15:15				
15:15 - 15:20				
15:20 - 15:25				
15:25 - 15:30				
15:30 - 15:35				
15:35 - 15:40				
15:40 - 15:45				
15:45 - 15:50				
15:50 - 15:55				
15:55 - 16:00				
Hourly Total	0	0	0	0
16:00 - 16:05				
16:05 - 16:10				
16:10 - 16:15				
16:15 - 16:20				
16:20 - 16:25				
16:25 - 16:30				
16:30 - 16:35				
16:35 - 16:40				
16:40 - 16:45				
16:45 - 16:50				
16:50 - 16:55				
16:55 - 17:00				
Hourly Total	0	0	0	0
17:00 - 17:05				
17:05 - 17:10				
17:10 - 17:15				
17:15 - 17:20				
17:20 - 17:25				
17:25 - 17:30				
17:30 - 17:35				
17:35 - 17:40				
17:40 - 17:45				
17:45 - 17:50				

Advanced Transport Research	*Job Number & Name:*	23031 Richmond
North Sheen Station	*Client:*	Sanderson Associates
Pedestrian Counts	*Date:*	Thursday 10 October 2019

	Movement A		Movement B	
Times	Peds	Cyclists	Peds	Cyclists
17:50 - 17:55				
17:55 - 18:00				
Hourly Total	0	0	0	0

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 23031 Richmond

Site Number/Name: North Sheen Station

Client: Sanderson Associates

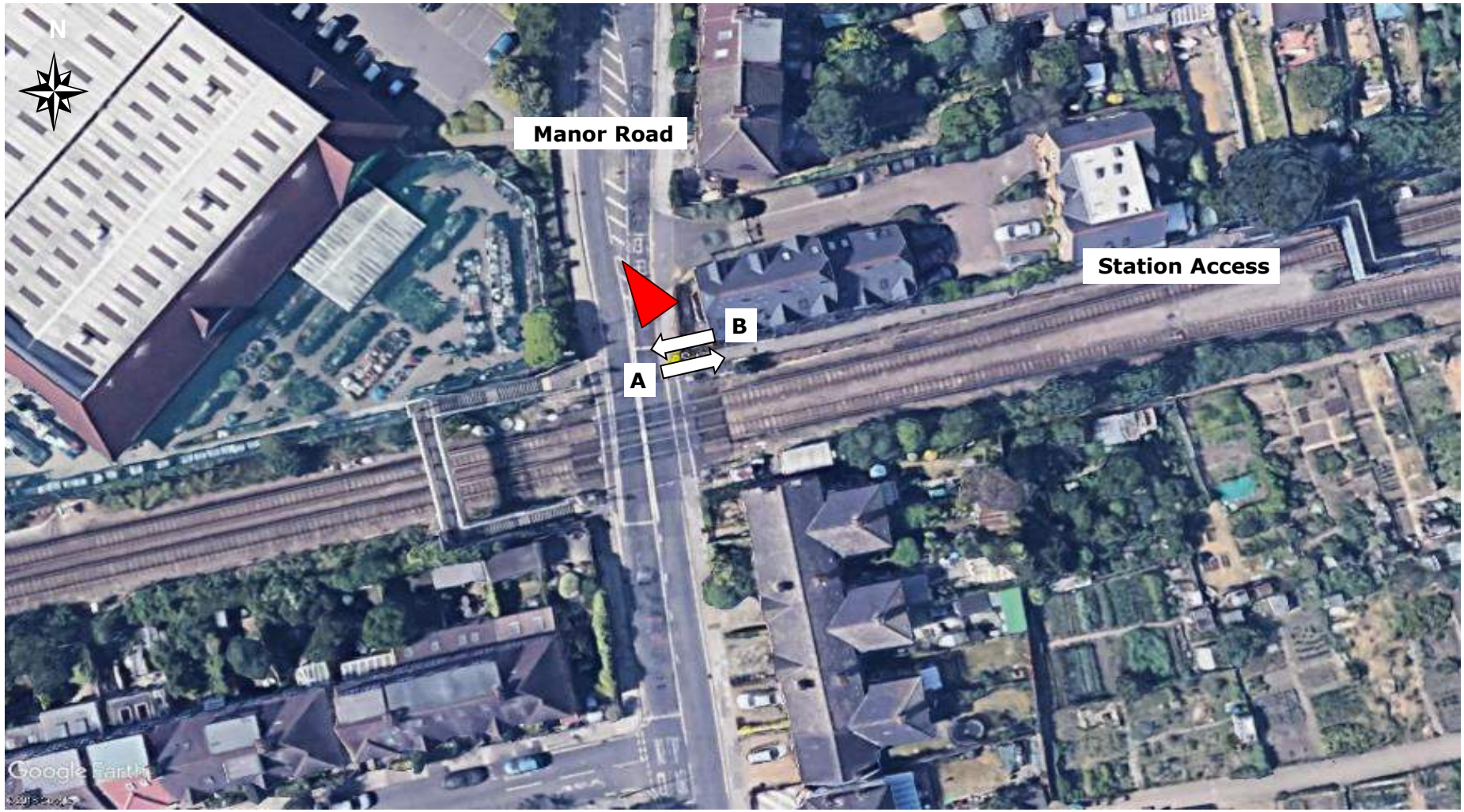
Date: 24/10/2019

Weather: bright and dry

Comments: none

Advanced Transport Research	*Job Number & Name:*	23031 Richmond	
North Sheen Station	*Date:*	Thursday 24 Oct 2019	

Job Type:	Pedestrian & Cyclist Count				
Co-ordinates:	51° 27'54.30"N, 0° 17'18.66"W	*Postcode:*	TW9 4QE	*Times:*	0700-0930 1500-1830



Advanced Transport Research	*Job Number & Name:*	23031 Richmond
North Sheen Station	*Client:*	Sanderson Associates
Pedestrian Counts	*Date:*	Thursday 24 October 2019

	Movement A		Movement B	
Times	Peds	Cyclists	Peds	Cyclists
07:00 - 07:05	14	0	8	0
07:05 - 07:10	1	0	1	0
07:10 - 07:15	8	0	3	0
07:15 - 07:20	26	0	0	0
07:20 - 07:25	2	0	2	0
07:25 - 07:30	22	0	9	0
07:30 - 07:35	22	0	8	2
07:35 - 07:40	4	0	2	0
07:40 - 07:45	15	0	12	0
07:45 - 07:50	30	0	0	0
07:50 - 07:55	8	0	2	0
07:55 - 08:00	32	0	3	0
Hourly Total	**184**	**0**	**50**	**2**
08:00 - 08:05	35	0	14	0
08:05 - 08:10	12	0	14	0
08:10 - 08:15	19	0	12	0
08:15 - 08:20	37	0	1	0
08:20 - 08:25	17	0	0	0
08:25 - 08:30	21	0	6	0
08:30 - 08:35	33	0	8	0
08:35 - 08:40	3	0	0	0
08:40 - 08:45	6	0	15	0
08:45 - 08:50	12	0	0	0
08:50 - 08:55	10	0	0	0
08:55 - 09:00	11	0	7	0
Hourly Total	**216**	**0**	**77**	**0**
09:00 - 09:05	13	0	2	0
09:05 - 09:10	5	0	0	0
09:10 - 09:15	13	0	0	0
09:15 - 09:20	15	0	12	0
09:20 - 09:25	7	0	0	0
09:25 - 09:30	5	0	1	0
Hourly Total	**58**	**0**	**15**	**0**

Advanced Transport Research	*Job Number & Name:*	23031 Richmond
North Sheen Station	*Client:*	Sanderson Associates
Pedestrian Counts	*Date:*	Thursday 24 October 2019

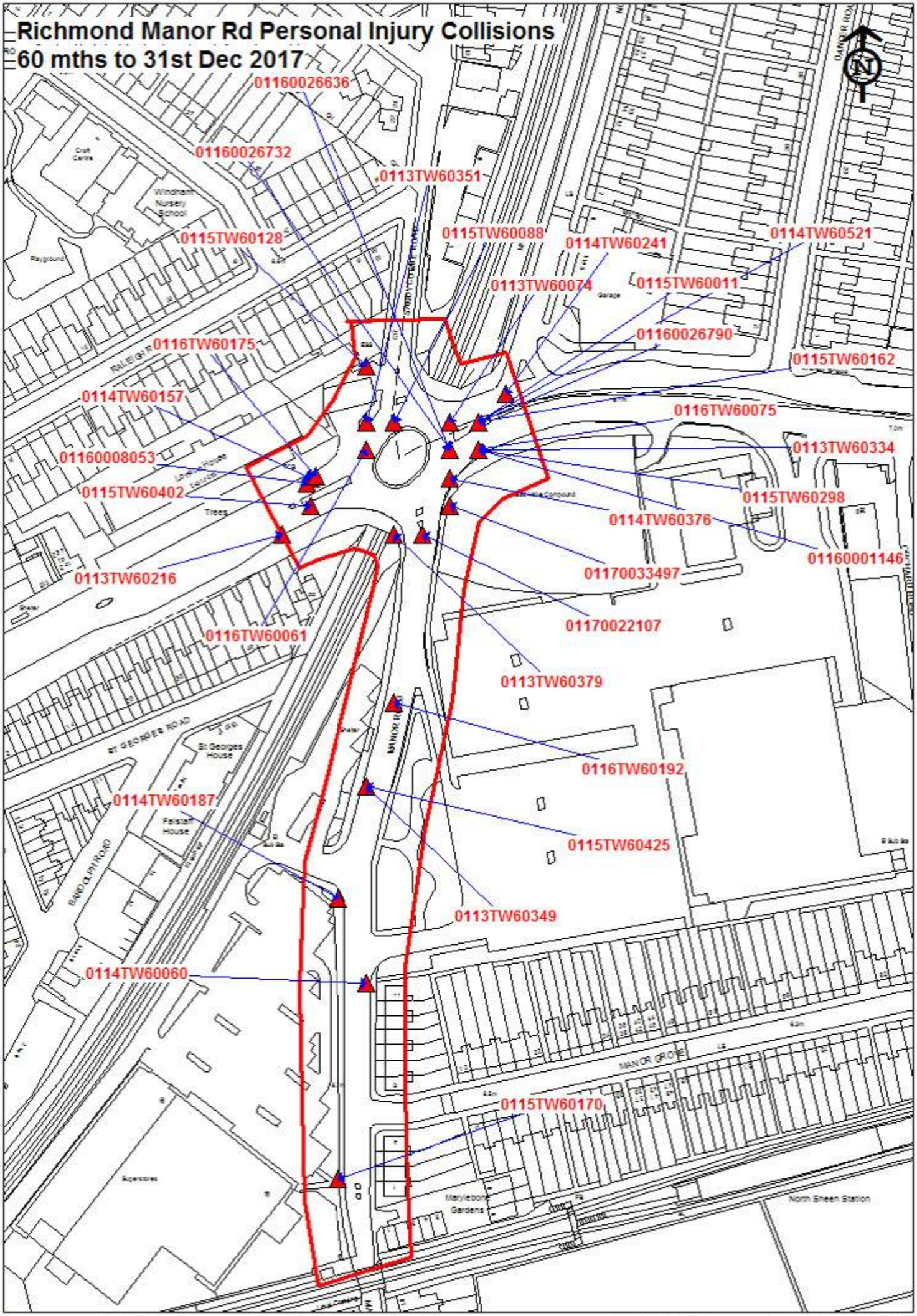
	Movement A		Movement B	
Times	Peds	Cyclists	Peds	Cyclists
15:00 - 15:05	5	0	3	0
15:05 - 15:10	3	0	3	0
15:10 - 15:15	2	0	3	0
15:15 - 15:20	6	0	9	0
15:20 - 15:25	5	0	2	0
15:25 - 15:30	2	0	7	0
15:30 - 15:35	8	0	0	0
15:35 - 15:40	1	0	2	0
15:40 - 15:45	3	0	11	0
15:45 - 15:50	6	0	0	0
15:50 - 15:55	2	0	16	0
15:55 - 16:00	4	0	2	0
Hourly Total	**47**	**0**	**58**	**0**
16:00 - 16:05	2	0	5	0
16:05 - 16:10	5	0	0	0
16:10 - 16:15	13	0	4	0
16:15 - 16:20	3	0	2	0
16:20 - 16:25	2	0	0	0
16:25 - 16:30	3	0	7	0
16:30 - 16:35	5	0	10	0
16:35 - 16:40	1	0	6	0
16:40 - 16:45	2	0	16	1
16:45 - 16:50	1	0	0	0
16:50 - 16:55	5	0	5	0
16:55 - 17:00	9	0	21	0
Hourly Total	**51**	**0**	**76**	**1**
17:00 - 17:05	8	0	0	0
17:05 - 17:10	2	0	3	0
17:10 - 17:15	9	1	29	0
17:15 - 17:20	14	0	1	0
17:20 - 17:25	6	0	0	0
17:25 - 17:30	5	0	20	0
17:30 - 17:35	7	0	7	0
17:35 - 17:40	7	0	2	0
17:40 - 17:45	3	1	19	0
17:45 - 17:50	6	0	0	0

Advanced Transport Research	*Job Number & Name:*	23031 Richmond
North Sheen Station	*Client:*	Sanderson Associates
Pedestrian Counts	*Date:*	Thursday 24 October 2019

	Movement A		Movement B	
Times	Peds	Cyclists	Peds	Cyclists
17:50 - 17:55	5	0	5	0
17:55 - 18:00	2	0	47	0
Hourly Total	**74**	**2**	**133**	**0**

APPENDIX F

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 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)

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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)

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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 FRONT HIT FIRST	TAKING PUPIL TO/FROM SC

V001 A 405 (FAILED TO LOOK PROPERLY)

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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)

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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)

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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)

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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)

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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)

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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)

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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)

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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)

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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)

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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)

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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)

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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))

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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)

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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

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

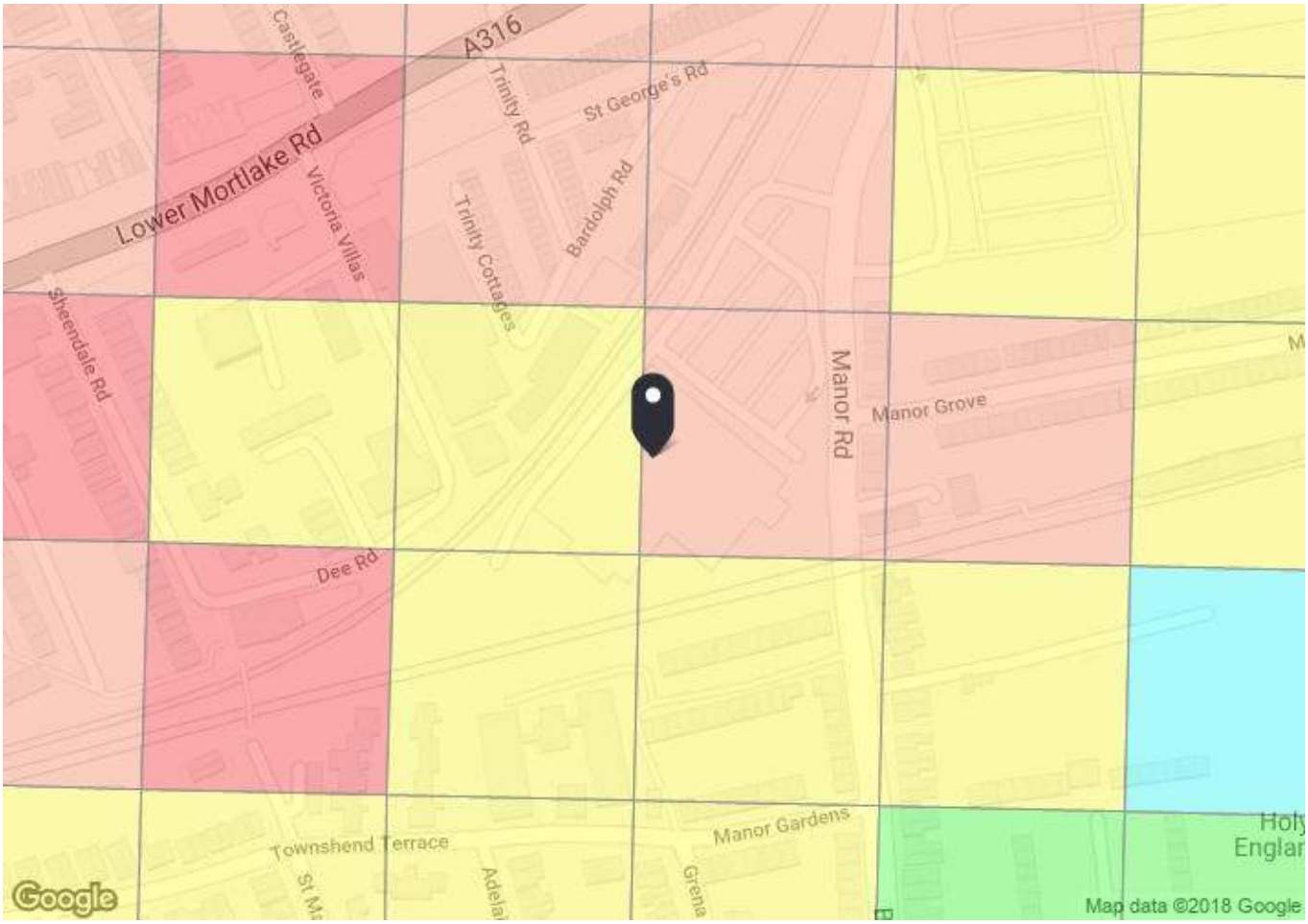
WX GIS AREA B24 Manor Road (P) 60 MTS TO DEC-2017 SORTED BY DATE

	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

APPENDIX G

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 H

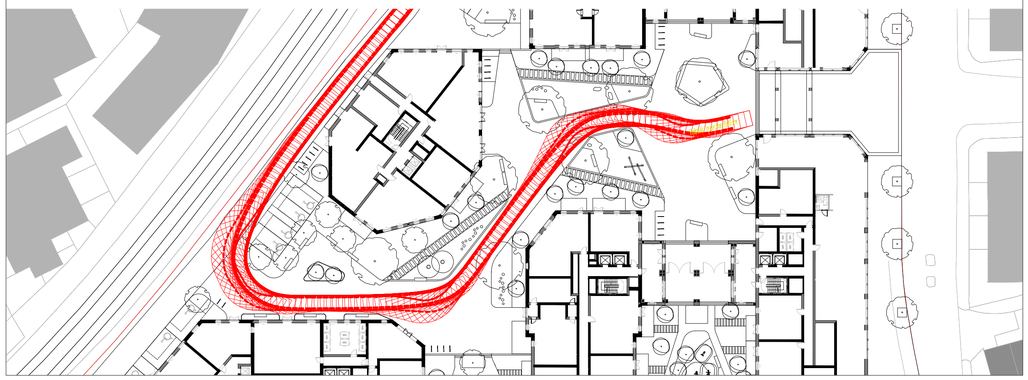
Drawing 11205-007 - Swept Path Analysis Various Servicing Vehicles

Drawing 11205-008 – Proposed Highway Improvements on Manor Road

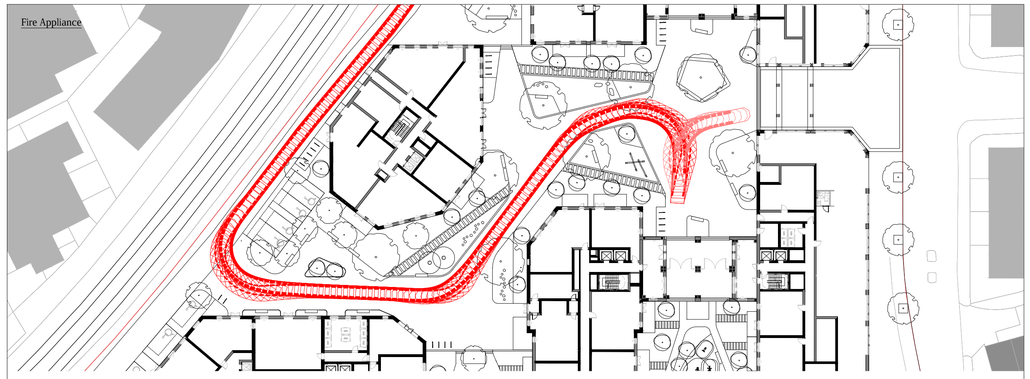
Drawing 11205-009 - Swept Path Analysis Proposed Bus Layover Area

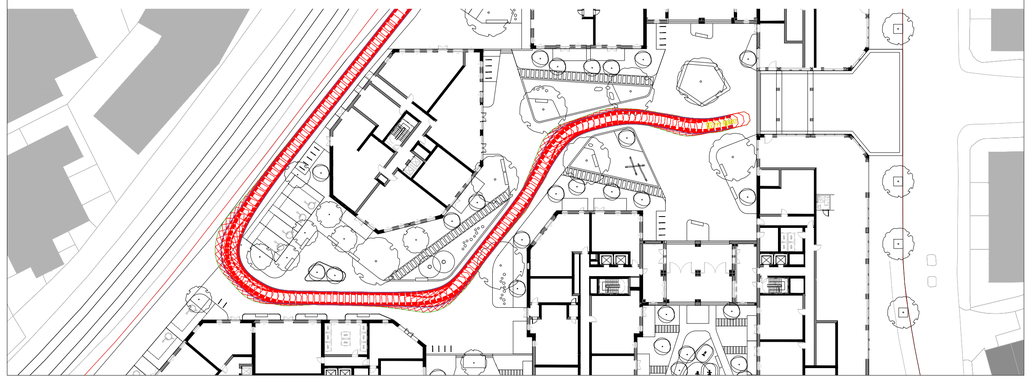
Drawing 11205-010 – Layout and Swept Path Analysis Temporary Bus Layover Area

Hydraulic Inspection Platform

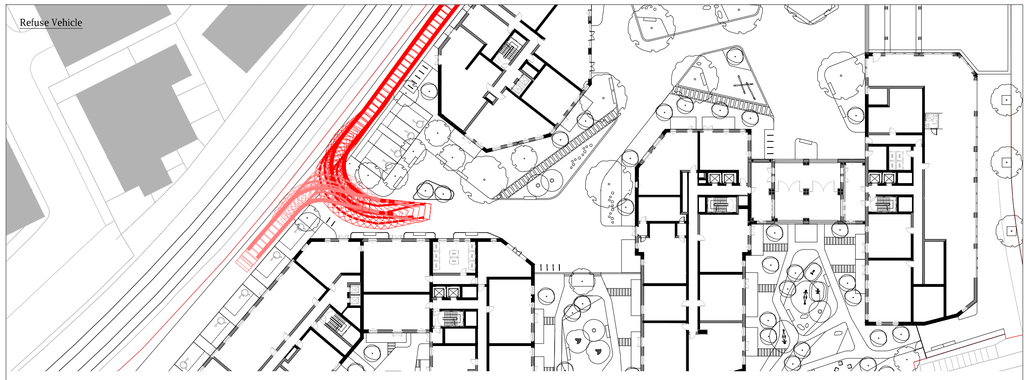


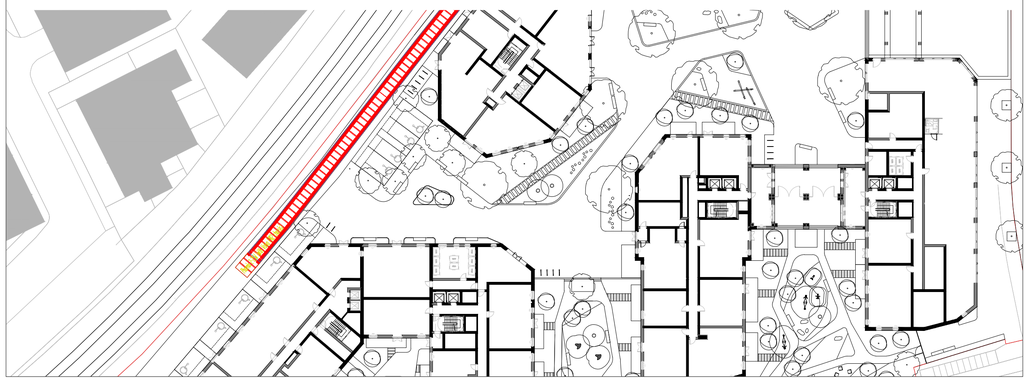
Fire Appliance



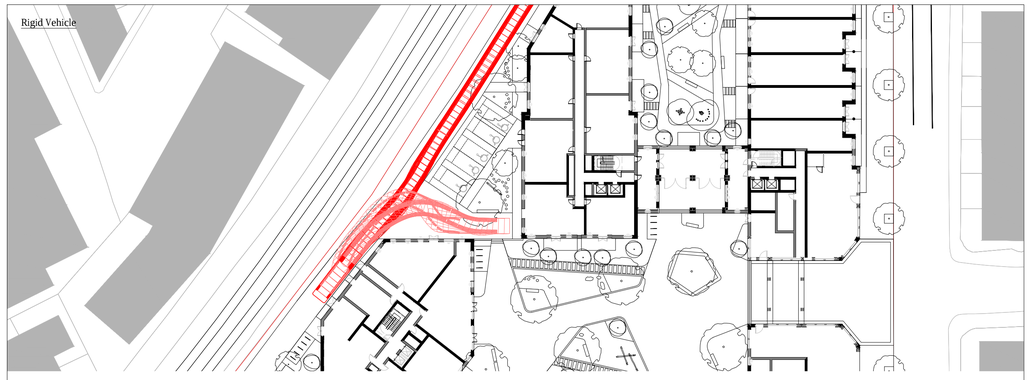


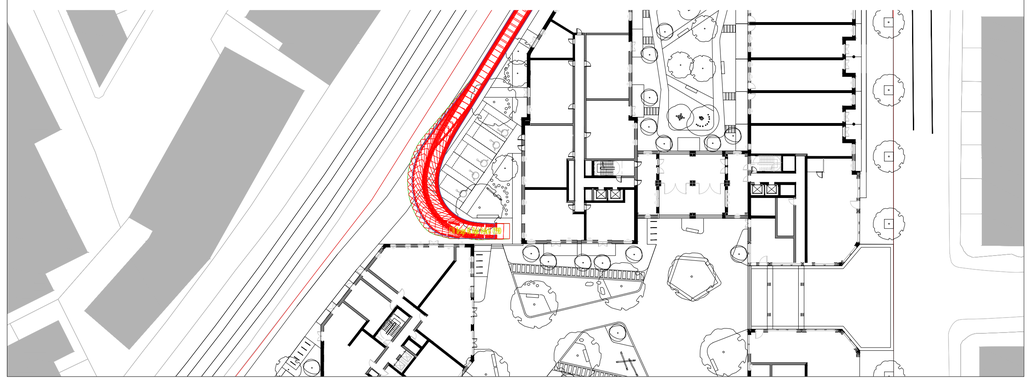
Refuse Vehicle





Rigid Vehicle





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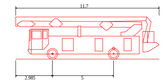
- It is the client's responsibility to ensure that any equipment ordered meets the design.

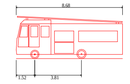
N

Hydraulic Inspection Platform



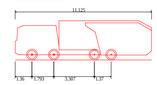
Hydraulic Inspection Platform	
Overall Length	11.700m
Overall Width	2.490m
Overall Body Height	3.439m
Min Body Ground Clearance	0.416m
Track Width	2.490m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	9.375m

Fire Appliance



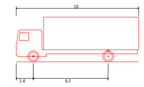
DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

Refuse Vehicle



Phoenix 2-25W (with Volvo FM12 chassis)	
Overall Length	11.125m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

Rigid Vehicle



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

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Client: Avanton Richmond Development Ltd

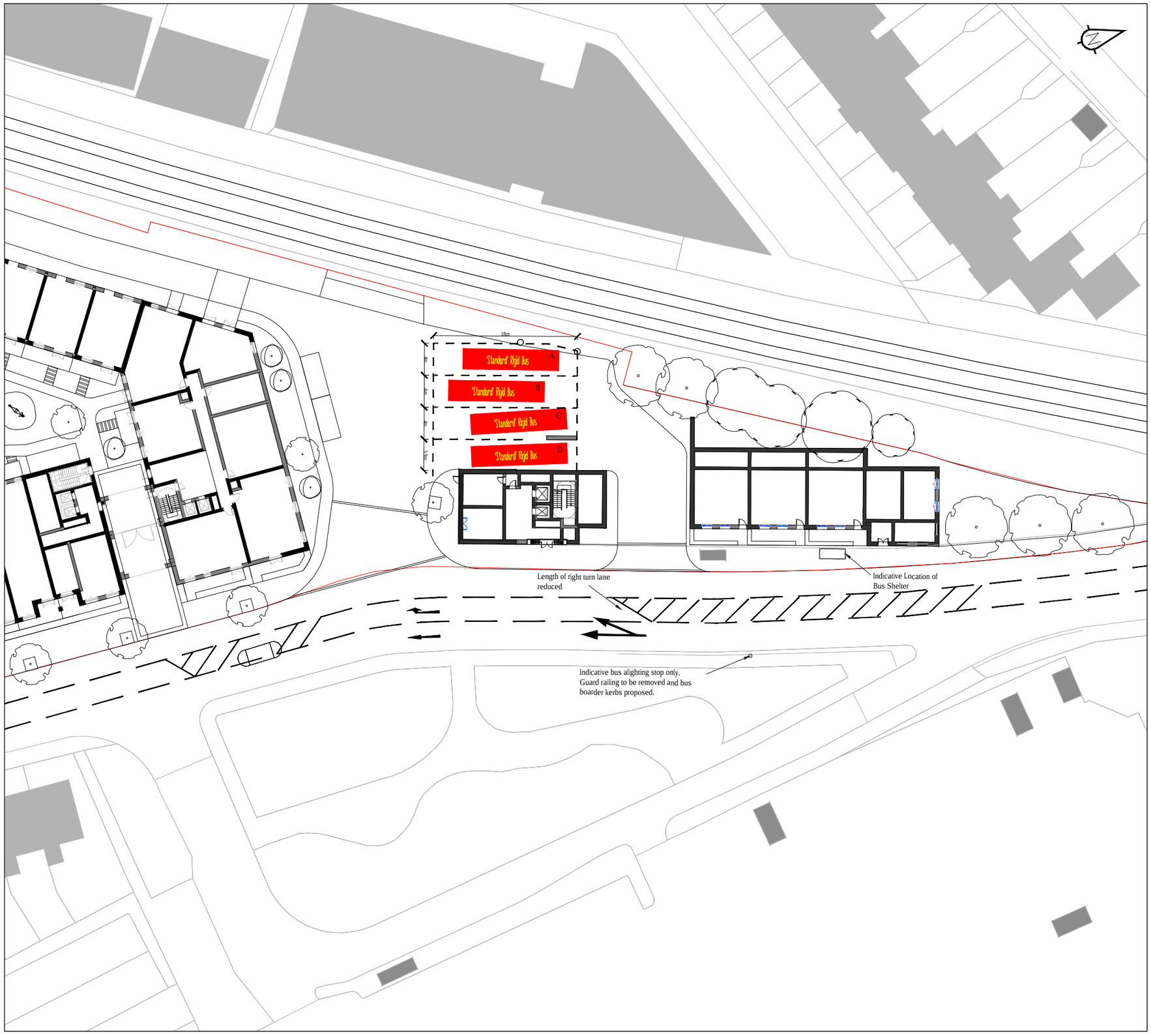
Project Title: Redevelopment of Homebase, Manor Road, North Sheen

Drawing Title: Swept Path Analysis

Rev	Amendment	Drawn	Date	Checked

Scale: 1:500	Drawn By: CH
Drawing Size: A1	Checked By: KS
Date: November 2019	Approved By: KS
	Drawing Number: 11205-007 / Rev: –

FILE REF:



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Rev	Amendment	Drawn	Date	Checked

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Project Name

Redevelopment of Homebase
Manor Road
North Sheen

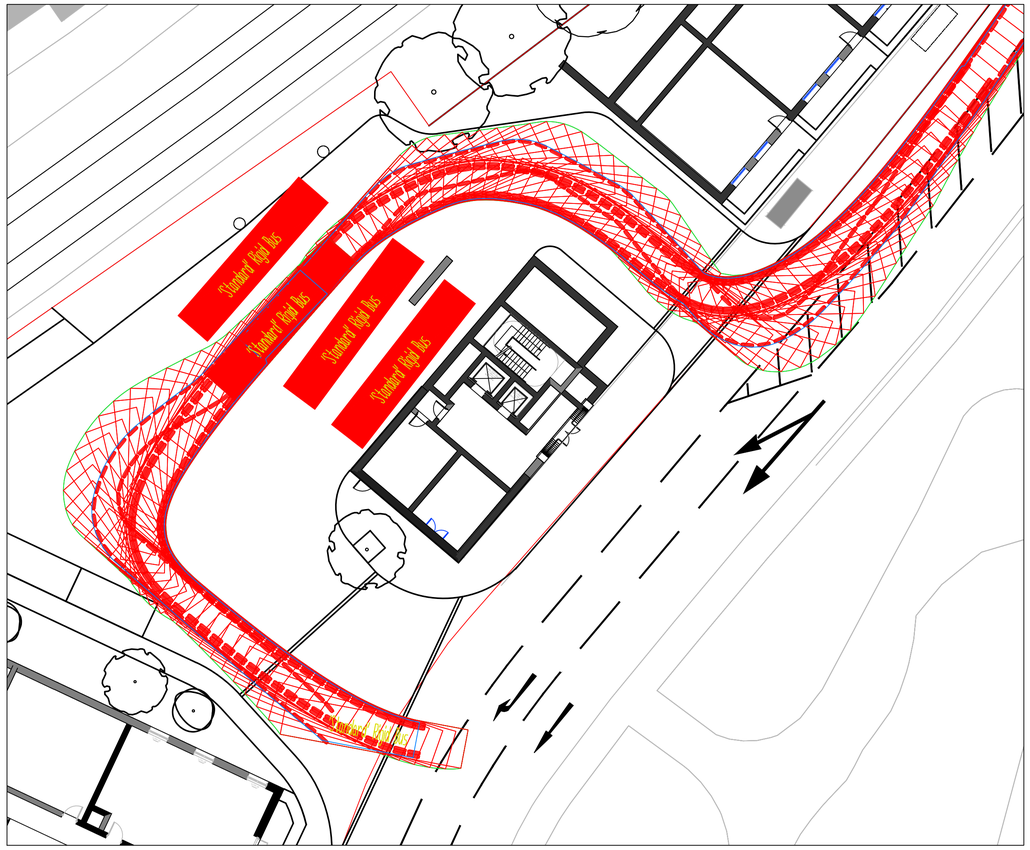
Drawing Title

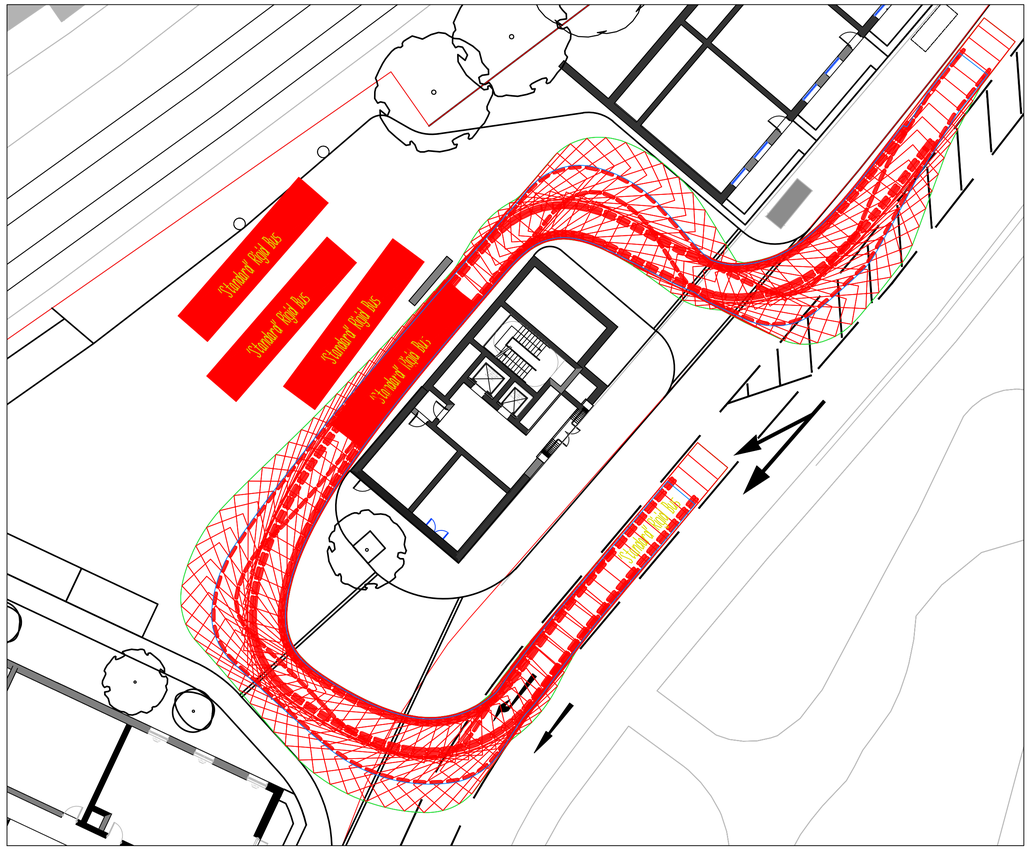
Highway Improvement
and
Bus Stop Locations

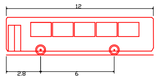
Scale 1:500	Drawn By CH
Drawing Size A3	Checked By KS
Date November 2019	Approved By KS

	Drawing Number	Rev
	11205-008	-

FILE REF:







'Standard' Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

Rev	Amendment	Drawn	Date	Checked

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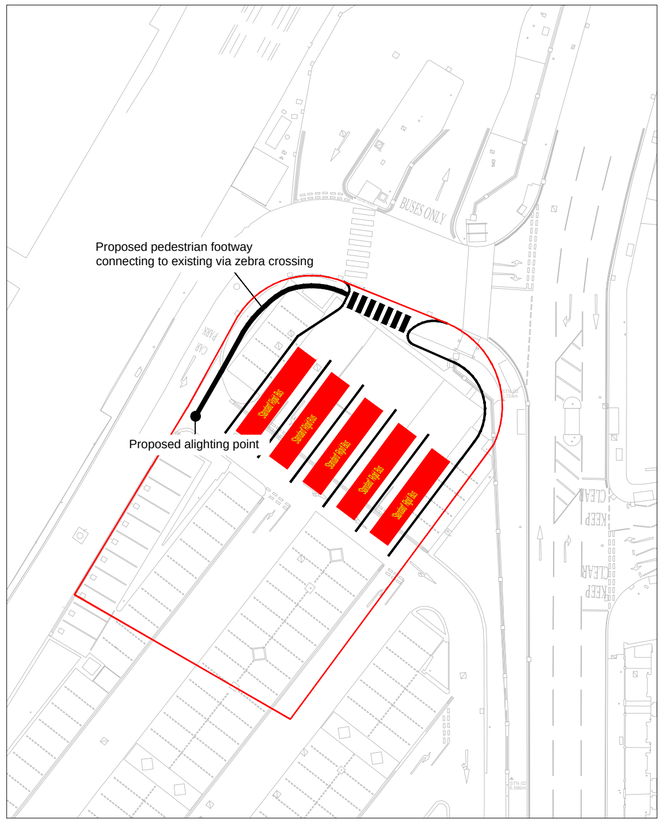
Client
Avanton Richmond Development Ltd

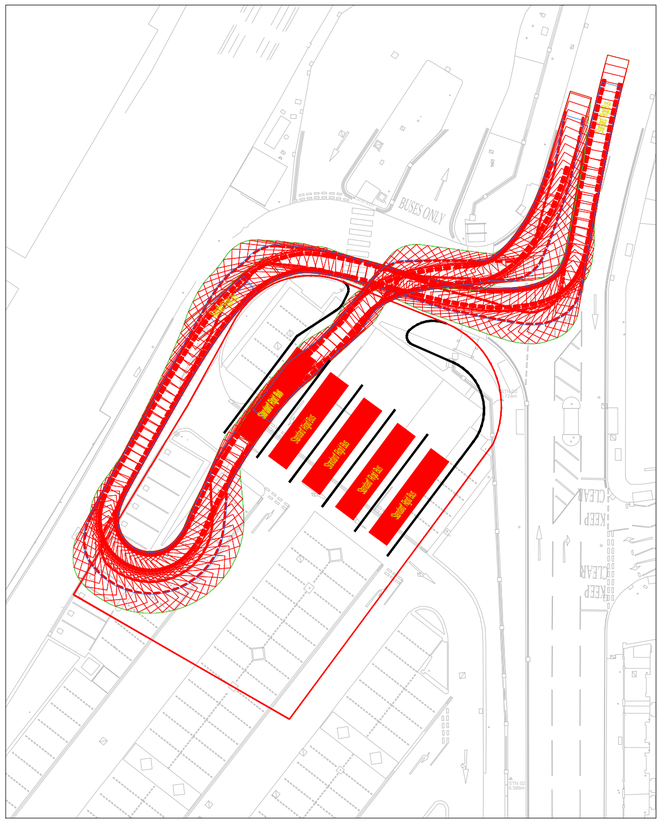
Project Title
Redevelopment of Homebase
Manor Road
North Sheen

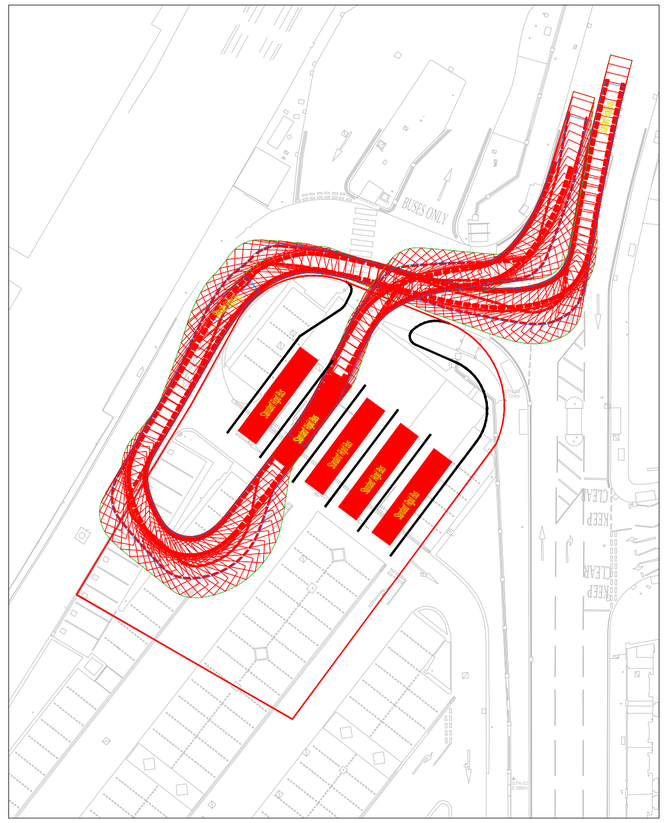
Drawing Title
Bus Swept Path Analysis

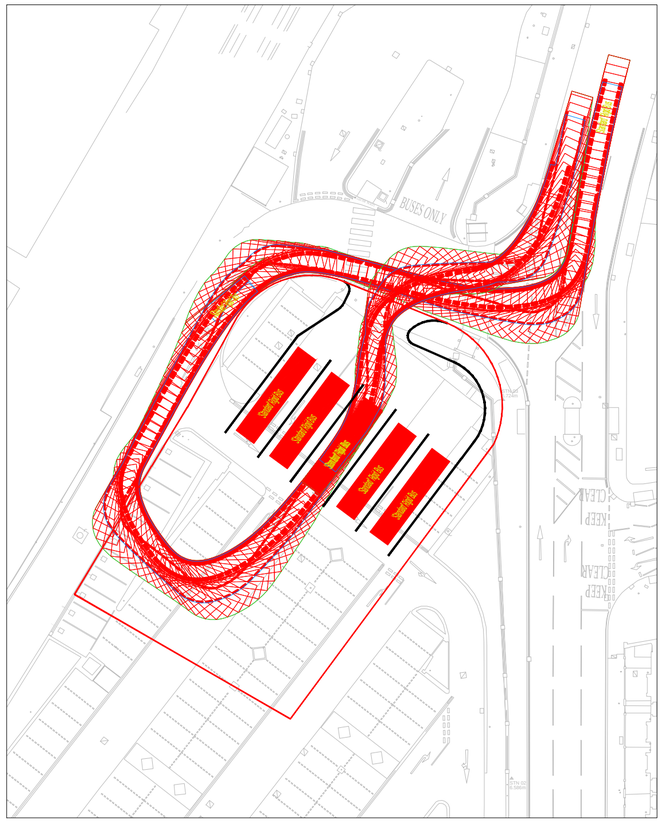
Scale: 1:200
Drawn By: CH
Drawing Size: A1
Checked By: KS
Date: November 2019
Approved By: KS
Drawing Number: 11205-009
Rev: -

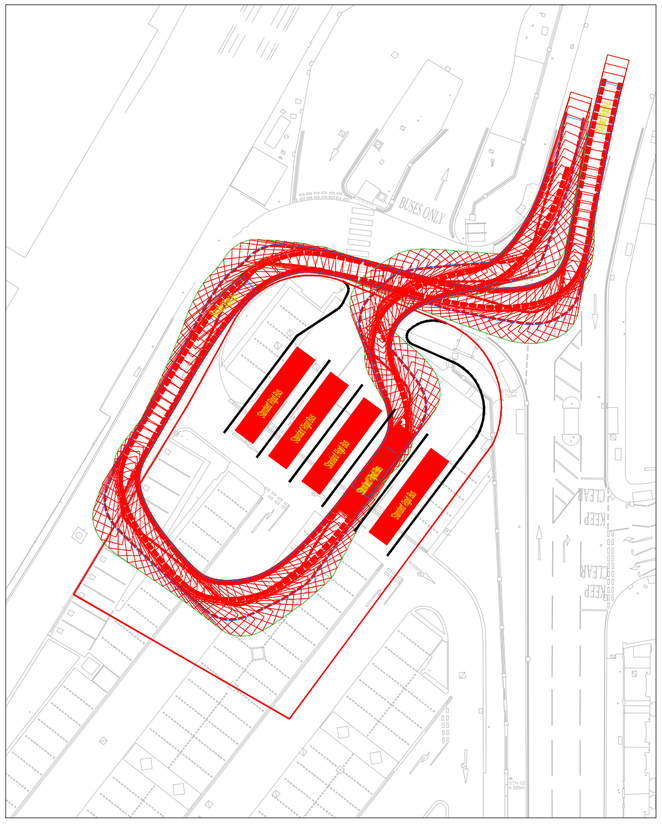
FILE REF:

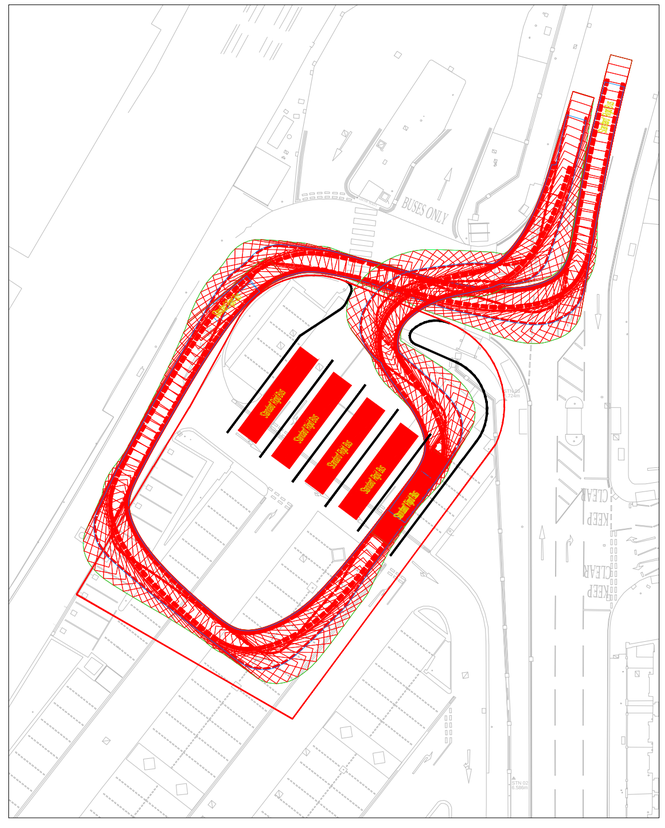


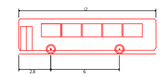












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'Standard' Rigid Bus

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

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 Richmind Development Ltd

Project Title

Redevelopment of Homebase
Manor Road
North Sheen

Drawing Title

Temporary Bus Layover Area

Scale	1:500	Drawn By	CH
Drawing Size	A2	Checked By	KS
Date	November 2019	Approved By	KS

Drawing Number	Rev
11205-010	-

FILE REF:

APPENDIX I

Proposed Ground Floor Layout Plan

rev	details	by	date
01	layout issued for tracking	ak	16.10.2019
02	Issued for inclusion in transport assessment	pc	21.11.2019

Notes

1.0 Do not scale from drawing, use figured dimensions only
1.1 All dimensions to be checked onsite
1.2 This drawing to be read in conjunction with all other Gillespies drawings and specifications

N

Project title
Manor Road Richmond

Drawing title
Revised Scheme Parking Sketch

Drawing status	Scale	Drawn
INFORMATION	1:500 @ A1	PC
	Date: 16.10.19	Checked: -
Drawing number: P11559-00-001-805		Revision: 02

Client
Avaton
56 Queen Anne Street, Laldon, W1G 9LA

GILLESPIES
1 St. John's Square, London EC1M 4DH
P: 020 7253 2929 E: design.london@gillespies.co.uk

APPENDIX J

Active Travel Zone Assessment

sanderson associates (consulting engineers) ltd

Highways | Traffic | Transportation | Water

Sanderson Associates (Consulting Engineers) Ltd, Sanderson House
Jubilee Way, Grange Moor, Huddersfield, West Yorkshire WF4 4TD
T 01924 844080
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www.sandersonassociates.co.uk

Prepared on behalf of

Avanton Richmond Development Limited

Redevelopment of Homebase
Manor Road, North Sheen

ATZ Assessment

VAT No. GB 873219218
Company No. 3235830
Registered Office
Sanderson House, Jubilee Way
Grange Moor WF4 4TD

IHE

1.1 Maps

1.1.1 Maps 1, 2 and 3 that are required to be produced as part of the ATZ assessment are included at the **ATZ Appendix** to the rear of this report.

Map 1

No destinations have been excluded as all are considered relevant to this mixed use development.

Map 2

Three serious incidents at the Manor Road/Sheen Road/Queen's Road junction. One involved a passenger on a bus being injured with no impact being made therefore this has been discounted. The remaining two both involved a car colliding with a motorbike. There is no obvious suggestion as to how to reduce the occurrence of this kind of incident. No incidents involved pedestrians therefore it is considered that the signal controlled pedestrian crossings already in place at the junction are sufficient in that regard

Map 3

The proximity of the site to high quality public transport opportunities will provide incentive to residents, staff and visitors to travel to/from the site by non-car modes.

The permeable streets in the vicinity will provide shorter distances to the site and therefore encourage residents, staff and visitors to walk to/from the site. The green spaces surrounding the site provide attractive routes for pedestrians.

This development is encouraging a car-free lifestyle by providing a site-wide travel plan, providing limited disabled only car parking, providing cycle parking, improving pedestrian routes within the site and connections to the surrounding network.

1.2 Walking of the Key Routes

1.2.1 As required and specified within the ATZ guidance, part of the assessment requires the key walking and cycling routes to and from the site to be walked and photographed. The routes are then compared to Healthy Streets indicators 3-10 specified within the 'Guide to Healthy Streets Indicators Manual' with suggestions made to state what can be done to improve them.

1.2.2 The scope of this assessment has been agreed with TfL. The correspondence with TfL is included within the **ATZ Appendix** and the routes are shown on 'Map 2', also at the **ATZ Appendix**.

1) North on Manor Road to Manor Circus
2) South on Manor Road to Holy Trinity Primary School
3) South on Manor Road to Marshgate Primary School
4) South on Manor Road to Seymour House Medical Practice via Townshend Terrace

Route 1 - North on Manor Road to Manor Circus

This route runs north from the site's main pedestrian entrance to Manor Circus roundabout junction.

Easy to Cross	Tactile paving and dropped crossings are to be provided across the site's vehicular access to aid pedestrians. It is not expected that this will be a highly trafficked access due to the limited parking provision within the site. A refuge island with tactile paving and dropped kerbs is present on Manor Road to aid pedestrian movements to the eastern flank of the road. Although Manor Road is a relatively busy road, the refuge island reduces the distance required to cross at one time. Furthermore, the activation of the level crossing to the south results in frequent lengthy periods where vehicles are stationary and therefore providing opportunities for pedestrians to cross. At the northern point of this route, on the approach to Manor Circus, zebra crossings are provided across Manor Road with the inclusion of a refuge island. Manor Circus roundabout junction is subject of a planned TfL improvement scheme that will provide signal controlled toucan crossings.
Shade and Shelter	There are currently few opportunities for shade and shelter on this route with some trees and a bus shelter. However, this is to be improved as part of the development with trees being planted on the footway edge along the site frontage which will also provide some segregation from the road.
Places to stop and rest	This is a short route of approximately 165m. On the eastern flank of Manor Road there is a path that links to Sainsbury's, within a 'pocket park' set away from the road, that incorporates benches, with backs and armrests. On the western flank there is seating available under the protection of the bus shelter. The site will incorporate landscaped areas including seating.
Not too noisy	Although Manor Road is relatively busy it is not necessary to raise your voice to hold a conversation. The activation of the level crossing to the south results in frequent lengthy periods where vehicles are stationary and there are signs encouraging drivers to turn off their engines.
People feel safe	The assessment of personal injury accidents does not suggest that there would be cause for concern regards safety when walking or cycling on this route. The speed limit of the road is 30mph and, as previously stated, vehicles are stationary for lengthy periods. The route is street-lit and there are railings along a section on the eastern flank. The route is well-kept and there are no signs of neglect. This will be further improved by the development with buildings overlooking the footway and improvements to the footway.

Things to do and see	Sainsbury's supermarket is located opposite the site and the development will add to the street frontage with commercial units in addition to the residential units. The site will also incorporate landscaped areas and children's play areas. The central courtyard within the site will hold community events.
People feel relaxed	The route feels well maintained and clean. The carriageway and footways are well-kept and easy to navigate. Litter bins are provided at the bus shelter and within the landscaped area adjacent to Sainsbury's. As previously stated, the speed limit of the road is 30mph and vehicles are stationary for lengthy periods and drivers are encouraged to turn off their engines. As part of the development, improvements are to be made to the footway on the western flank of Manor Road and trees are to be planted on the footway edge which will also provide some segregation from the road.
Clean air	Measures are in place both city-wide and locally to decrease the need for car travel and to promote sustainable means. Drivers that are stationary due to the activation of the level crossing to the south are encouraged to turn off their engines by signs although further education of this could be promoted. The development is providing very limited car parking which will reduce vehicle usage associated with the site and therefore improve air quality.

Route 2 - South on Manor Road to Holy Trinity Primary School

This route runs south from the site's main pedestrian entrance to Holy Trinity Primary School via Manor Road and Carrington Road.

Easy to Cross	Towards the southern boundary of the site there is a refuge island with dropped kerbs on Manor Road to aid pedestrian movements to the eastern flank of the road. This would be improved with tactile paving. Although Manor Road is a relatively busy road, the refuge island reduces the distance required to cross at one time. The carriageway leading to Marylebone Gardens is raised to aid pedestrian movements. A stepped bridge is provided on the western flank of Manor Road to allow the railway line to be crossed when the level crossing is activated. The provision of ramps would improve this facility. Dropped kerbs are present at the junctions with Manor Park and Manor Gardens. Dropped kerbs are also present on Carrington Road at the junction with Kings Farm Avenue.
Shade and Shelter	There are currently few opportunities for shade and shelter on this route however there are a number of established trees along Carrington Road. Further trees are to be planted on the footway edge along the site frontage which will also provide some segregation from the road. The section of Manor Road between the level crossing and Carrington Road provides no shade or shelter however this is due to the road being fronted by houses.
Places to stop and rest	There are no formal places provided to stop and rest on this route however there are garden walls that provide informal opportunities. There are limited places seating could be provided as they would obstruct the footway and there are numerous driveways.
Not too noisy	Although Manor Road is relatively busy it is not necessary to raise your voice to hold a conversation. The activation of the level crossing results in frequent lengthy periods where vehicles are stationary and there are signs encouraging drivers to turn off their engines. Carrington Road does not provide through access, but rather serves residential dwellings and the school. Its residential nature means the road is not busy and noisy. There are 'slow' carriageway markings and school warning signs to encourage slower speeds.
People feel safe	An assessment of personal injury accidents does not suggest that there would be cause for concern regards safety when walking or cycling on this route. The speed limit of the roads is 30mph and, as previously stated, vehicles are stationary on Manor Road for lengthy periods. The route is street-lit, well-kept and there are no signs of neglect.

Things to do and see	As the route is along predominantly residential roads there are no shops etc to provide interest. However, gardens to the properties do provide variety to the route.
People feel relaxed	The route feels well maintained and clean. The carriageway and footways are well-kept and easy to navigate. A litter bin is provided on the western flank of Manor Road to the south of the level crossing. As previously stated, the speed limit of the roads is 30mph and vehicles are stationary on Manor Road for lengthy periods and drivers are encouraged to turn off their engines. Carrington Road does not provide through access, but rather serves residential dwellings and the school. Its residential nature means the road is not busy and provides more vegetation.
Clean air	Measures are in place both city-wide and locally to decrease the need for car travel and to promote sustainable means. Drivers that are stationary due to the activation of the level crossing on Manor Road are encouraged to turn off their engines by signs although further education of this could be promoted.

Route 3 - South on Manor Road to Marshgate Primary School

This route runs south from the site's main pedestrian entrance to Marshgate Primary School via Manor road and Sheen Road.

Easy to Cross	Towards the southern boundary of the site there is a refuge island with dropped kerbs on Manor Road to aid pedestrian movements to the eastern flank of the road. This would be improved with tactile paving. Although Manor Road is a relatively busy road, the refuge island reduces the distance required to cross at one time. The carriageway leading to Marylebone Gardens is raised to aid pedestrian movements. A stepped bridge is provided on the western flank of Manor Road to allow the railway line to be crossed when the level crossing is activated. The provision of ramps would improve this facility. Dropped kerbs are present at the junctions with Manor Park, Manor Gardens and Carrington Road. Signal controlled crossings are present on all arms of the Manor Road/Sheen Road/Queen's Road junction. Dropped kerbs are provided on the left turn branch of Queen's Road at this junction.
Shade and Shelter	There are currently few opportunities for shade and shelter on this route however there are established trees at the Manor Road/Sheen Road/Queen's Road junction and on the school frontage. There is also a bus shelter adjacent to the school. Further trees are to be planted on the footway edge along the site frontage which will also provide some segregation from the road. The section of Manor Road between the level crossing and Sheen Road provides no shade or shelter however this is due to the road being fronted by houses.
Places to stop and rest	A bench with back rest and arms is provided beneath an established tree at the Manor Road/Sheen Road/Queen's Road junction. Aside from this there are no formal places to rest however there are garden walls that provide informal opportunities.
Not too noisy	Although Manor Road is relatively busy it is not necessary to raise your voice to hold a conversation. The activation of the level crossing results in frequent lengthy periods where vehicles are stationary and there are signs encouraging drivers to turn off their engines. Sheen Road is also relatively busy but, again, it is not necessary to raise your voice to hold a conversation. There are school warning signs to encourage slower speeds.
People feel safe	An assessment of personal injury accidents does not suggest that there would be cause for concern regards safety when walking on this route as there are no recorded incidents involving pedestrians. However, there are a number of 'slight' incidents involving pedal cycles in the vicinity of the Manor Road/Sheen Road/Queen's Road junction. As on-road cycle lanes and advanced stop lines are already provided on two arms improvements are limited The route is street-lit, well-kept and there are no signs of neglect.

Things to do and see	As the route is along predominantly residential roads there are few shops etc to provide interest. However, gardens to the properties do provide variety to the route.
People feel relaxed	The route feels well maintained and clean. The carriageway and footways are well-kept and easy to navigate. Litter bins are provided on the western flank of Manor Road to the south of the level crossing and at the Manor Road/Sheen Road/Queen's Road junction. As previously stated, the speed limit of the roads is 30mph and vehicles are stationary on Manor Road for lengthy periods and drivers are encouraged to turn off their engines. .
Clean air	Measures are in place both city-wide and locally to decrease the need for car travel and to promote sustainable means. Drivers that are stationary due to the activation of the level crossing on Manor Road are encouraged to turn off their engines by signs although further education of this could be promoted.

Route 4 - South on Manor Road to Seymour House Medical Practice via Townshend Terrace

This route runs south from the site's main pedestrian entrance to Seymour House Medical Practice via Manor Road, Manor Gardens, Townshend Terrace and Townshend Road.

Easy to Cross	A stepped bridge is provided on the western flank of Manor Road to allow the railway line to be crossed when the level crossing is activated. The provision of ramps would improve this facility. Dropped kerbs are present at the junction with Manor Park. On Townshend Terrace dropped kerbs are present at junctions with Adelaide Road, St Mary's Grove and Townshend Road. Townshend Terrace and Townshend Road are residential roads that are quiet and therefore provide opportunities to cross.
Shade and Shelter	There are few opportunities for shade and shelter on this route however there are established trees on Manor Gardens, Townshend Terrace/St Mary's Grove junction and on Townshend Road. Further trees are to be planted on the footway edge along the site frontage which will also provide some segregation from the road. The section of Manor Road between the level crossing and Manor Gardens provides no shade or shelter however this is due to the road being fronted by houses.
Places to stop and rest	There are no formal places provided to stop and rest on this route however there are garden walls that provide informal opportunities. There are limited places seating could be provided as they would obstruct the footway and there are numerous driveways.
Not too noisy	Although Manor Road is relatively busy it is not necessary to raise your voice to hold a conversation. The activation of the level crossing results in frequent lengthy periods where vehicles are stationary and there are signs encouraging drivers to turn off their engines. The residential nature of Townshend Terrace and Townshend Road means that the roads are not busy and noisy
People feel safe	An assessment of personal injury accidents does not suggest that there would be cause for concern regards safety when walking or cycling on this route as there are no recorded incidents involving pedestrians or pedal cycles. The route is street-lit, well-kept and there are no signs of neglect.
Things to do and see	As the route is along predominantly residential roads there are no shops etc to provide interest. However, gardens to the properties do provide variety to the route.

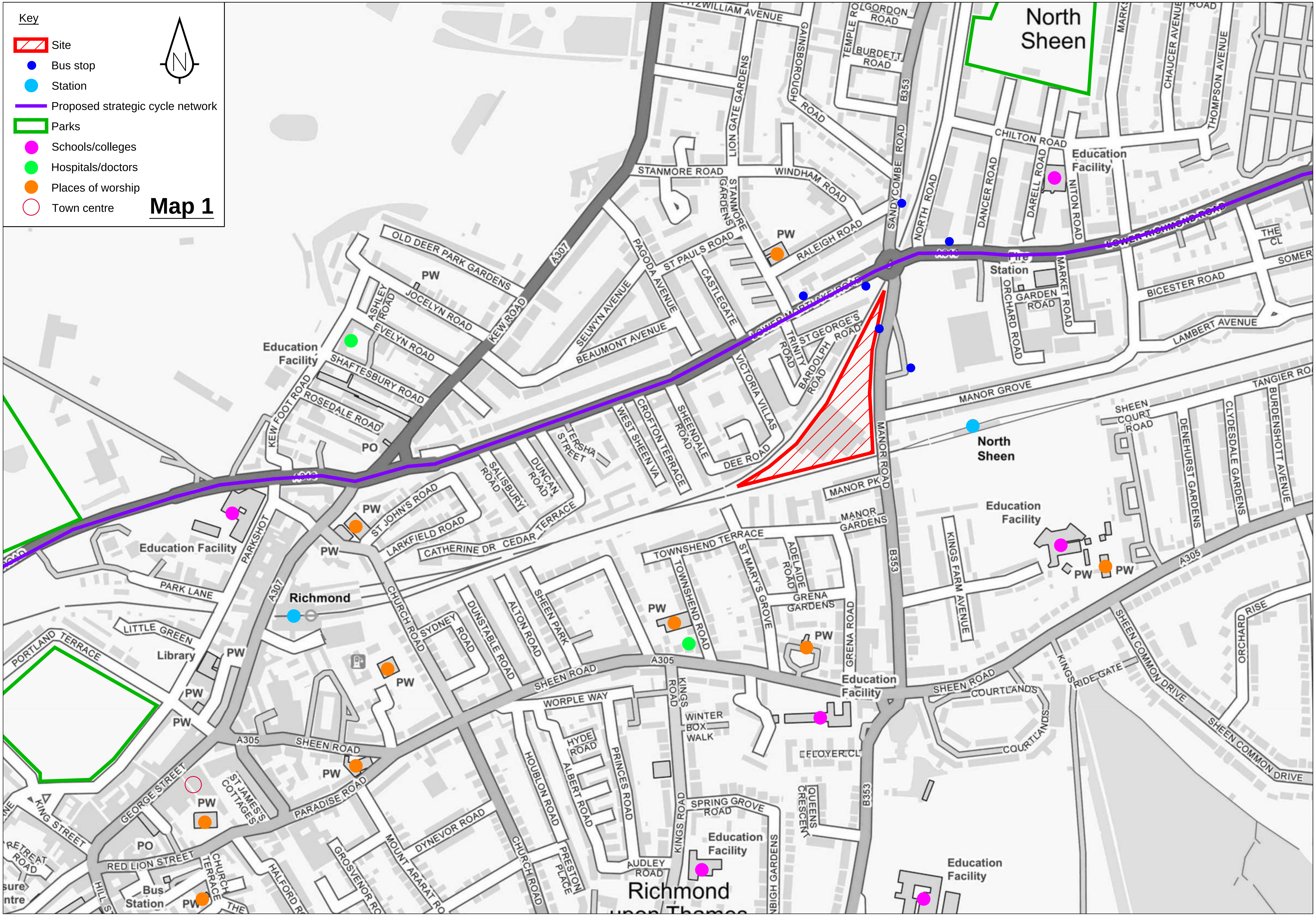
People feel relaxed	The route feels well maintained and clean. The carriageway and footways are well-kept and easy to navigate. A litter bin is provided on the western flank of Manor Road to the south of the level crossing. As previously stated, the speed limit of the roads is 30mph and vehicles are stationary on Manor Road for lengthy periods and drivers are encouraged to turn off their engines.
Clean air	Measures are in place both city-wide and locally to decrease the need for car travel and to promote sustainable means. Drivers that are stationary due to the activation of the level crossing on Manor Road are encouraged to turn off their engines by signs although further education of this could be promoted.

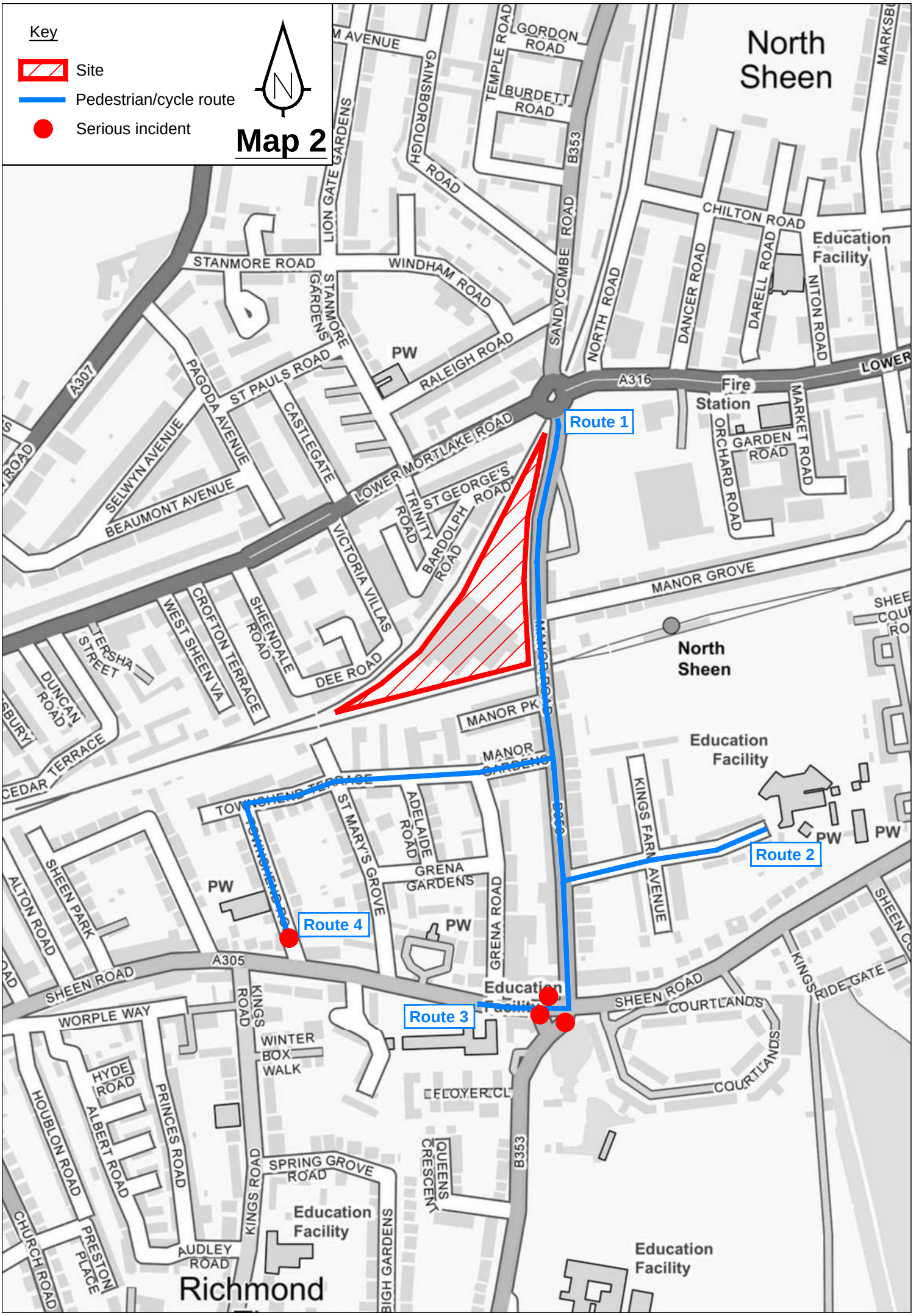
1.3 Summary

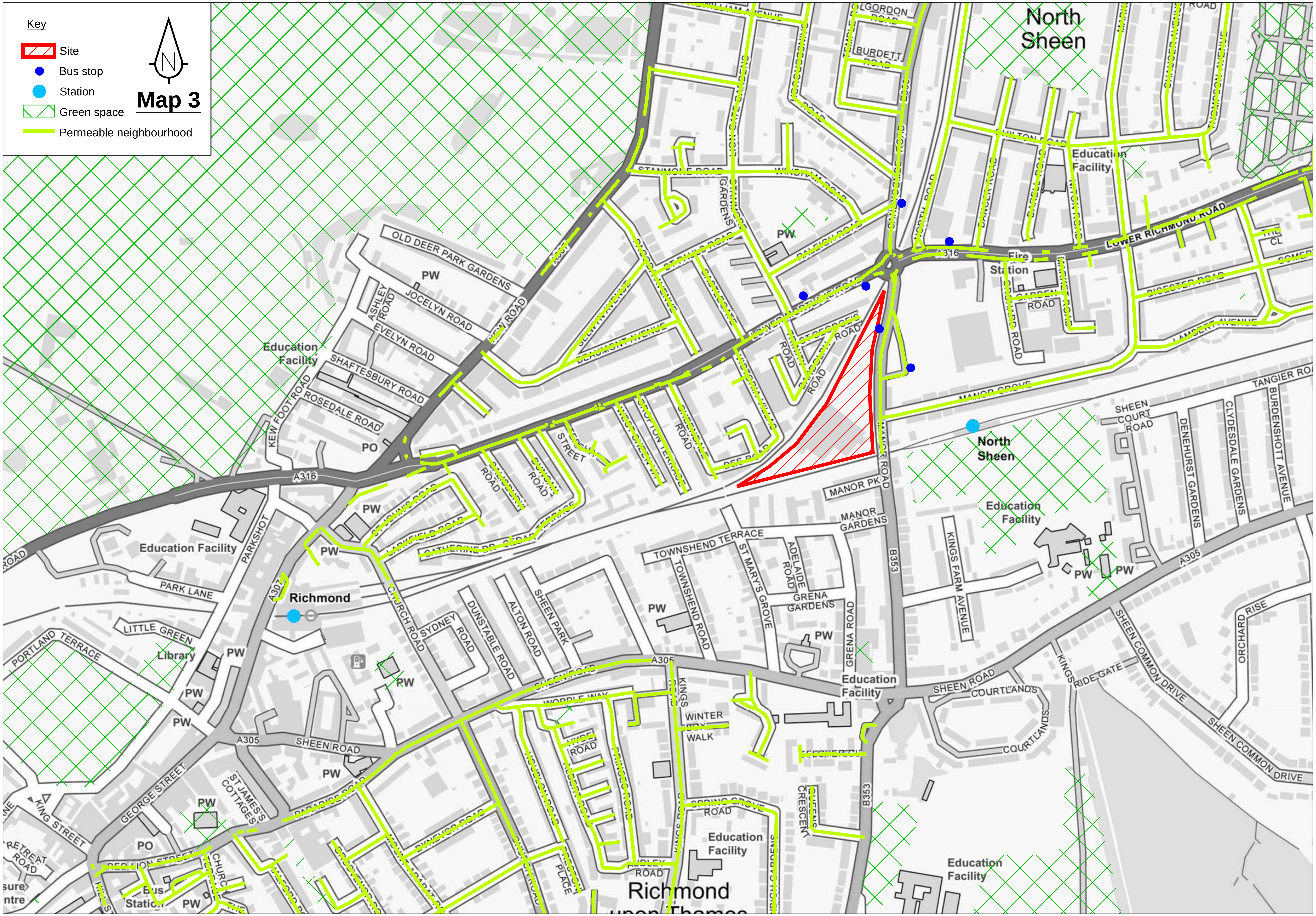
1.3.1 In summary, the routes assessed generally perform well in relation to the Healthy Streets indicators by providing safe places to cross, being well-maintained, not having an accident history of concern and having public and private areas of vegetation that provide interest and variety. In addition, the development will enhance the routes along the site frontage by providing improved footways, landscaping, places to rest and overlooking buildings.

Images from Google Streetview, as well as photographs from our site visit, have been utilised in this report.

ATZ APPENDIX


Key
Site
Bus stop
Station
Proposed strategic cycle network
Parks
Schools/colleges
Hospitals/doctors
Places of worship
Town centre
Map 1
N
North Sheen
Richmond
North Sheen
Richmond upon Thames
FITZWILLIAM AVENUE
GORDON ROAD
BURDETT ROAD
TEMPLE ROAD
GAINSBOROUGH ROAD
LION GATE GARDENS
STANMORE ROAD
WINDHAM ROAD
STANMORE GARDENS
SANDYCOMBE ROAD
B353
NORTH ROAD
DANCER ROAD
DARELL ROAD
CHILTON ROAD
NITON ROAD
CHAUCER AVENUE
THOMPSON AVENUE
Education Facility
LOWER RICHMOND ROAD
A316
Fire Station
GARDEN ROAD
ORCHARD ROAD
MARKET ROAD
BICESTER ROAD
LAMBERT AVENUE
THE CL
SOMER
OLD DEER PARK GARDENS
JOCELYN ROAD
ASHLEY ROAD
EVELYN ROAD
SHAFTESBURY ROAD
ROSEDALE ROAD
KEW FOOT ROAD
KEW ROAD
A307
PW
PO
ST PAULS ROAD
PAGODA AVENUE
SELWYN AVENUE
BEAUMONT AVENUE
CASTLEGATE
LOWER MORTLAKE ROAD
RALEIGH ROAD
TRINITY ROAD
ST GEORGE'S ROAD
BARDOLPH ROAD
VICTORIA VILLAS
SHEENDALE ROAD
CROFTON TERRACE
WEST SHEEN VA
DEE ROAD
MANOR ROAD
MANOR GROVE
MANOR PK
MANOR GARDENS
TANGIER ROAD
SHEEN COURT ROAD
DENEHURST GARDENS
CLYDESDALE GARDENS
BURDENSHOTT AVENUE
SALISBURY ROAD
DUNCAN ROAD
ST JOHN'S ROAD
LARKFIELD ROAD
CATHERINE DR
CEDAR TERRACE
TOWNSHEND TERRACE
TOWNSHEND ROAD
ST MARY'S GROVE
ADELAIDE ROAD
GRENA GARDENS
GRENA ROAD
KINGS FARM AVENUE
A305
SHEEN ROAD
PARKSHOT
PARK LANE
LITTLE GREEN
Library
PORTLAND TERRACE
CHURCH ROAD
SYDNEY ROAD
DUNSTABLE ROAD
ALTON ROAD
SHEEN PARK
WORPLE WAY
KINGS ROAD
WINTER BOX WALK
COURTLANDS
KINGS RIDE GATE
SHEEN COMMON DRIVE
ORCHARD RISE
GEORGE STREET
KING STREET
ST JAMES'S COTTAGES
PARADISE ROAD
HYDE ROAD
ALBERT ROAD
HOUBLON ROAD
PRINCES ROAD
DYNEVOR ROAD
MOUNT ARARAT ROAD
GROSVENOR ROAD
HALFORD ROAD
RED LION STREET
CHURCH TERRACE
RETREAT ROAD
Bus Station
PRESTON PLACE
AUDLEY ROAD
SPRING GROVE ROAD
QUEENS CRESCENT
ELLOYER CL


Key
Site
Pedestrian/cycle route
Serious incident
N
Map 2
North Sheen
Richmond
Route 1
Route 2
Route 3
Route 4
A316
A307
A305
B353
LOWER MORTLAKE ROAD
MANOR GROVE
MANOR PK
SHEEN ROAD
WORPLE WAY
STANMORE ROAD
WINDHAM ROAD
RALEIGH ROAD
ST PAULS ROAD
PAGODA AVENUE
CASTLEGATE
SELWYN AVENUE
BEAUMONT AVENUE
VICTORIA VILLAS
DEE ROAD
SHEENDALE ROAD
CROFTON TERRACE
WEST SHEEN VA
TERSHA STREET
DUNCAN ROAD
CEDAR TERRACE
ST GEORGE'S ROAD
TRINITY ROAD
BARDOLPH ROAD
LION GATE GARDENS
GAINSBOROUGH ROAD
TEMPLE ROAD
GORDON ROAD
BURDETT ROAD
SANDYCOMBE ROAD
NORTH ROAD
CHILTON ROAD
DANCER ROAD
DARELL ROAD
NITON ROAD
Education Facility
Fire Station
MARKET ROAD
ORCHARD ROAD
GARDEN ROAD
KINGS FARM AVENUE
ADELAIDE ROAD
ST MARY'S GROVE
GRENA GARDENS
GRENA ROAD
SHEEN PARK
ALTON ROAD
KINGS ROAD
WINTER BOX WALK
HYDE ROAD
ALBERT ROAD
PRINCES ROAD
HOUBLON ROAD
CHURCH ROAD
PRESTON PLACE
AUDLEY ROAD
SPRING GROVE ROAD
QUEENS CRESCENT
HIGH GARDENS
COURTLANDS
KINGSRIDE GATE
PW


Key
Site
Bus stop
Station
Green space
Permeable neighbourhood
N
Map 3
North Sheen
Richmond
Richmond upon Thames
LOWER RICHMOND ROAD
MANOR ROAD
MANOR GROVE
SHEEN ROAD
KEW ROAD
OLD DEER PARK GARDENS
TANGIER ROAD
Fire Station
Education Facility
PW
PO
Library

Subject: RE: 84 Manor Road Homebase, LB Richmond – Stage 3 TfL's pre-application advice - 10596/11205
Date: 31/10/2019 12:25
From: "Simpson Lucy" <LucySimpson@tfl.gov.uk>
To: "Karen Smith" <Karen.Smith@sandersonassociates.co.uk>

Hi Karen,
The updated TA should pick up on ATZs, but I am happy for the extent of this to be Manor Road up to Manor Circus and south of the level crossing, you should probably also include to the nearest primary school and doctors survey. However if the closest school/surgery is north of Manor Circus I am happy for you to exclude Manor Circus given the improvement scheme that will be implemented there in the future.

In terms of the bus standing area, we have been having a discussion regarding this and have thought of a potential option which may be workable. Could you investigate an option to provide bus standing along the site access road, parallel to the railway line, with provision for bus turning in the south west corner of the site. It may require some rejigging of the site and maybe loss of landscaping but it would allow you to completely free up the existing bus standing site?

Kind regards

Lucy

From: Karen Smith [mailto:Karen.Smith@sandersonassociates.co.uk]
Sent: 31 October 2019 11:09
To: Simpson Lucy
Subject: FW: 84 Manor Road Homebase, LB Richmond – Stage 3 TfL's pre-application advice - 10596/11205

Good Morning Lucy,

I would be grateful if you would confirm whether a full Active Travel Zone assessment is required as part of the updated TA for the Manor Road project.

If you recall we did include a "Healthy Streets" section in our original TA and it would be appreciated if you could confirm what exactly you want to see in the updated TA.

--
Kind Regards

Karen Smith MIHE
Tel: 01924 844080 Mob: 07827 927667
Associate Director
CLICK TO VIEW MY CONTACT DETAILS

From: Spatial Planning [mailto:SpatialPlanning@tfl.gov.uk]
Sent: 23 October 2019 16:57
To: Karen Smith <Karen.Smith@sandersonassociates.co.uk>
Cc: 'Tom.Bennett@icglongbow.com' <Tom.Bennett@icglongbow.com>; 'Rachel.Crick@avisonyoung.com' <Rachel.Crick@avisonyoung.com>; 'Emma.Gill@avisonyoung.com' <Emma.Gill@avisonyoung.com>; 'johnlynch@assael.co.uk' <johnlynch@assael.co.uk>; 'Luke.Butler@london.gov.uk' <Luke.Butler@london.gov.uk>; Hamilton Ramel <RamelHamilton@tfl.gov.uk>; Edwards Adam <Adam.Edwards@tfl.gov.uk>; Simpson Lucy <LucySimpson@tfl.gov.uk>; 'planning@london.gov.uk' <planning@london.gov.uk>
Subject: 84 Manor Road Homebase, LB Richmond – Stage 3 TfL's pre-application advice

Dear Ms Smith

Following on from your recent pre-application meeting for the above site, please find Transport

for London's formal advice letter attached for your information. Should you have any questions about these comments, please contact Lucy Simpson.

Your views are important to us and in order to improve our service, we would appreciate it if you would complete and send back the enclosed feedback form ASAP.

Kind regards,

TfL Spatial Planning

APPENDIX K

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.*

Calculation Reference: AUDIT-109307-180719-0709

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
09	NORTH		
	TV	TEES VALLEY	2 days
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	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: Gross floor area
Actual Range: 260 to 1840 (units: sqm)
Range Selected by User: 240 to 2500 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

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

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

Selected survey days:

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

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

Selected survey types:

Manual count	9 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:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	5

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	9

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:

A1	8 days

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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	6 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	9 days

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

Travel Plan:

No	9 days

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

PTAL Rating:

No PTAL Present	9 days

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

LIST OF SITES relevant to selection parameters

1 CH-01-I-02 LOCAL SHOPS CHESHIRE
CHRISTLETON ROAD
BOUGHTON HEATH
CHESTER
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 260 sqm
Survey date: TUESDAY 15/05/12 Survey Type: MANUAL

2 CH-01-I-03 LOCAL SHOPS CHESHIRE
MILL LANE
BACHE
CHESTER
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 365 sqm
Survey date: THURSDAY 17/05/12 Survey Type: MANUAL

3 EB-01-I-01 LOCAL SHOPS CITY OF EDINBURGH
COLINTON ROAD
CRAIGLOCKHART
EDINBURGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 825 sqm
Survey date: THURSDAY 28/10/10 Survey Type: MANUAL

4 GS-01-I-01 LOCAL SHOPS GLOUCESTERSHIRE
SALISBURY AVENUE
WARDEN HILL
CHELTENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 525 sqm
Survey date: MONDAY 26/04/10 Survey Type: MANUAL

5 LE-01-I-02 LOCAL SHOPS LEICESTERSHIRE
RYDER ROAD

LEICESTER
Edge of Town
Residential Zone
Total Gross floor area: 550 sqm
Survey date: TUESDAY 28/10/14 Survey Type: MANUAL

6 SH-01-I-02 LOCAL SHOPS SHROPSHIRE
WREKIN DRIVE
DONNINGTON
TELFORD
Edge of Town
Residential Zone
Total Gross floor area: 900 sqm
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

7 TV-01-I-03 LOCAL SHOPS TEES VALLEY
ACKLAM ROAD
ACKLAM
MIDDLESBROUGH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1840 sqm
Survey date: FRIDAY 04/10/13 Survey Type: MANUAL

8 TV-01-I-04 LOCAL SHOPS TEES VALLEY
CARGO FLEET LANE
ORMESBY
MIDDLESBROUGH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 585 sqm
Survey date: MONDAY 07/10/13 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.296	1	540	1.296	1	540	2.592
07:00 - 08:00	9	710	5.102	9	710	4.491	9	710	9.593
08:00 - 09:00	9	710	5.180	9	710	4.773	9	710	9.953
09:00 - 10:00	9	710	6.385	9	710	5.681	9	710	12.066
10:00 - 11:00	9	710	5.743	9	710	5.274	9	710	11.017
11:00 - 12:00	9	710	6.682	9	710	6.792	9	710	13.474
12:00 - 13:00	9	710	8.404	9	710	7.966	9	710	16.370
13:00 - 14:00	9	710	7.308	9	710	7.199	9	710	14.507
14:00 - 15:00	9	710	6.119	9	710	6.510	9	710	12.629
15:00 - 16:00	9	710	5.696	9	710	6.025	9	710	11.721
16:00 - 17:00	9	710	6.041	9	710	5.790	9	710	11.831
17:00 - 18:00	9	710	6.369	9	710	6.933	9	710	13.302
18:00 - 19:00	9	710	6.620	9	710	7.105	9	710	13.725
19:00 - 20:00	7	824	6.054	7	824	6.036	7	824	12.090
20:00 - 21:00	7	824	4.458	7	824	4.909	7	824	9.367
21:00 - 22:00	6	823	3.846	6	823	4.433	6	823	8.279
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			91.303			91.213			182.516

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/10 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.185	1	540	0.000	1	540	0.185
07:00 - 08:00	9	710	0.235	9	710	0.156	9	710	0.391
08:00 - 09:00	9	710	0.235	9	710	0.235	9	710	0.470
09:00 - 10:00	9	710	0.188	9	710	0.188	9	710	0.376
10:00 - 11:00	9	710	0.172	9	710	0.141	9	710	0.313
11:00 - 12:00	9	710	0.188	9	710	0.188	9	710	0.376
12:00 - 13:00	9	710	0.125	9	710	0.156	9	710	0.281
13:00 - 14:00	9	710	0.156	9	710	0.172	9	710	0.328
14:00 - 15:00	9	710	0.156	9	710	0.203	9	710	0.359
15:00 - 16:00	9	710	0.391	9	710	0.329	9	710	0.720
16:00 - 17:00	9	710	0.407	9	710	0.360	9	710	0.767
17:00 - 18:00	9	710	0.125	9	710	0.203	9	710	0.328
18:00 - 19:00	9	710	0.313	9	710	0.266	9	710	0.579
19:00 - 20:00	7	824	0.191	7	824	0.208	7	824	0.399
20:00 - 21:00	7	824	0.017	7	824	0.069	7	824	0.086
21:00 - 22:00	6	823	0.202	6	823	0.162	6	823	0.364
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.286			3.036			6.322

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/10 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.481	1	540	1.481	1	540	2.962
07:00 - 08:00	9	710	6.150	9	710	5.336	9	710	11.486
08:00 - 09:00	9	710	6.808	9	710	6.088	9	710	12.896
09:00 - 10:00	9	710	7.872	9	710	6.886	9	710	14.758
10:00 - 11:00	9	710	7.465	9	710	6.761	9	710	14.226
11:00 - 12:00	9	710	8.513	9	710	8.685	9	710	17.198
12:00 - 13:00	9	710	10.579	9	710	10.203	9	710	20.782
13:00 - 14:00	9	710	8.998	9	710	9.202	9	710	18.200
14:00 - 15:00	9	710	7.887	9	710	8.513	9	710	16.400
15:00 - 16:00	9	710	7.512	9	710	8.044	9	710	15.556
16:00 - 17:00	9	710	7.903	9	710	7.606	9	710	15.509
17:00 - 18:00	9	710	8.576	9	710	9.609	9	710	18.185
18:00 - 19:00	9	710	9.484	9	710	9.969	9	710	19.453
19:00 - 20:00	7	824	8.604	7	824	8.656	7	824	17.260
20:00 - 21:00	7	824	5.984	7	824	6.366	7	824	12.350
21:00 - 22:00	6	823	5.040	6	823	5.304	6	823	10.344
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			118.856			118.709			237.565

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.*

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/10 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	4.259	1	540	3.333	1	540	7.592
07:00 - 08:00	9	710	3.552	9	710	2.754	9	710	6.306
08:00 - 09:00	9	710	8.419	9	710	8.858	9	710	17.277
09:00 - 10:00	9	710	7.293	9	710	6.401	9	710	13.694
10:00 - 11:00	9	710	6.964	9	710	6.745	9	710	13.709
11:00 - 12:00	9	710	6.776	9	710	6.729	9	710	13.505
12:00 - 13:00	9	710	8.701	9	710	7.997	9	710	16.698
13:00 - 14:00	9	710	7.324	9	710	7.371	9	710	14.695
14:00 - 15:00	9	710	6.463	9	710	6.682	9	710	13.145
15:00 - 16:00	9	710	10.391	9	710	10.704	9	710	21.095
16:00 - 17:00	9	710	5.822	9	710	6.009	9	710	11.831
17:00 - 18:00	9	710	4.413	9	710	5.196	9	710	9.609
18:00 - 19:00	9	710	4.085	9	710	4.413	9	710	8.498
19:00 - 20:00	7	824	3.435	7	824	3.712	7	824	7.147
20:00 - 21:00	7	824	2.827	7	824	3.140	7	824	5.967
21:00 - 22:00	6	823	2.611	6	823	2.996	6	823	5.607
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			93.335			93.040			186.375

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/10 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	9	710	0.219	9	710	0.188	9	710	0.407
08:00 - 09:00	9	710	0.203	9	710	0.376	9	710	0.579
09:00 - 10:00	9	710	0.156	9	710	0.141	9	710	0.297
10:00 - 11:00	9	710	0.203	9	710	0.172	9	710	0.375
11:00 - 12:00	9	710	0.360	9	710	0.516	9	710	0.876
12:00 - 13:00	9	710	0.407	9	710	0.313	9	710	0.720
13:00 - 14:00	9	710	0.532	9	710	0.250	9	710	0.782
14:00 - 15:00	9	710	0.266	9	710	0.282	9	710	0.548
15:00 - 16:00	9	710	0.469	9	710	0.203	9	710	0.672
16:00 - 17:00	9	710	0.282	9	710	0.219	9	710	0.501
17:00 - 18:00	9	710	0.219	9	710	0.156	9	710	0.375
18:00 - 19:00	9	710	0.156	9	710	0.188	9	710	0.344
19:00 - 20:00	7	824	0.243	7	824	0.156	7	824	0.399
20:00 - 21:00	7	824	0.104	7	824	0.121	7	824	0.225
21:00 - 22:00	6	823	0.263	6	823	0.283	6	823	0.546
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.823			4.675			9.498

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/10 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	6.667	1	540	5.926	1	540	12.593
07:00 - 08:00	9	710	10.156	9	710	8.435	9	710	18.591
08:00 - 09:00	9	710	15.665	9	710	15.556	9	710	31.221
09:00 - 10:00	9	710	15.509	9	710	13.615	9	710	29.124
10:00 - 11:00	9	710	14.804	9	710	13.818	9	710	28.622
11:00 - 12:00	9	710	15.837	9	710	16.119	9	710	31.956
12:00 - 13:00	9	710	19.812	9	710	18.670	9	710	38.482
13:00 - 14:00	9	710	17.011	9	710	16.995	9	710	34.006
14:00 - 15:00	9	710	14.773	9	710	15.681	9	710	30.454
15:00 - 16:00	9	710	18.764	9	710	19.280	9	710	38.044
16:00 - 17:00	9	710	14.413	9	710	14.194	9	710	28.607
17:00 - 18:00	9	710	13.333	9	710	15.164	9	710	28.497
18:00 - 19:00	9	710	14.038	9	710	14.836	9	710	28.874
19:00 - 20:00	7	824	12.472	7	824	12.732	7	824	25.204
20:00 - 21:00	7	824	8.933	7	824	9.696	7	824	18.629
21:00 - 22:00	6	823	8.117	6	823	8.745	6	823	16.862
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			220.304			219.462			439.766

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/10 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

APPENDIX L

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 M

Refined TRICs Data Output

Calculation Reference: AUDIT-109307-180802-0824

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
	IS	ISLINGTON	1 days
	SK	SOUTHWARK	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:	29 to 472 (units:)
Range Selected by User:	25 to 493 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 30/11/16

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

Selected survey days:

Wednesday	1 days
Thursday	2 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	2
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

Development Zone	2
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

C3	3 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	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:

Yes	2 days
No	1 days

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

PTAL Rating:

5 Very Good	1 days
6a Excellent	1 days
6b (High) Excellent	1 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 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*

3 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*

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
HG-03-C-02	Parking ratio
KI-03-C-02	Parking ratio
KN-03-C-02	Parking ratio
KN-03-C-03	Parking ratio
SK-03-C-01	Parking ratio
WH-03-C-01	Parking ratio

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	3	219	0.005	3	219	0.011	3	219	0.016
08:00 - 09:00	3	219	0.011	3	219	0.015	3	219	0.026
09:00 - 10:00	3	219	0.009	3	219	0.014	3	219	0.023
10:00 - 11:00	3	219	0.011	3	219	0.014	3	219	0.025
11:00 - 12:00	3	219	0.012	3	219	0.009	3	219	0.021
12:00 - 13:00	3	219	0.006	3	219	0.011	3	219	0.017
13:00 - 14:00	3	219	0.021	3	219	0.021	3	219	0.042
14:00 - 15:00	3	219	0.012	3	219	0.009	3	219	0.021
15:00 - 16:00	3	219	0.003	3	219	0.005	3	219	0.008
16:00 - 17:00	3	219	0.018	3	219	0.020	3	219	0.038
17:00 - 18:00	3	219	0.023	3	219	0.011	3	219	0.034
18:00 - 19:00	3	219	0.014	3	219	0.006	3	219	0.020
19:00 - 20:00	3	219	0.005	3	219	0.009	3	219	0.014
20:00 - 21:00	3	219	0.009	3	219	0.014	3	219	0.023
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.159			0.169			0.328

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:	29 - 472 (units:)
Survey date date range:	01/01/10 - 30/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

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

	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	219	0.005	3	219	0.005	3	219	0.010
08:00 - 09:00	3	219	0.006	3	219	0.006	3	219	0.012
09:00 - 10:00	3	219	0.002	3	219	0.002	3	219	0.004
10:00 - 11:00	3	219	0.003	3	219	0.003	3	219	0.006
11:00 - 12:00	3	219	0.005	3	219	0.005	3	219	0.010
12:00 - 13:00	3	219	0.002	3	219	0.002	3	219	0.004
13:00 - 14:00	3	219	0.006	3	219	0.006	3	219	0.012
14:00 - 15:00	3	219	0.003	3	219	0.003	3	219	0.006
15:00 - 16:00	3	219	0.000	3	219	0.000	3	219	0.000
16:00 - 17:00	3	219	0.005	3	219	0.005	3	219	0.010
17:00 - 18:00	3	219	0.002	3	219	0.002	3	219	0.004
18:00 - 19:00	3	219	0.005	3	219	0.005	3	219	0.010
19:00 - 20:00	3	219	0.002	3	219	0.002	3	219	0.004
20:00 - 21:00	3	219	0.006	3	219	0.006	3	219	0.012
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.052			0.104

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 OGVS
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	219	0.000	3	219	0.000	3	219	0.000
08:00 - 09:00	3	219	0.000	3	219	0.000	3	219	0.000
09:00 - 10:00	3	219	0.000	3	219	0.000	3	219	0.000
10:00 - 11:00	3	219	0.000	3	219	0.000	3	219	0.000
11:00 - 12:00	3	219	0.000	3	219	0.000	3	219	0.000
12:00 - 13:00	3	219	0.000	3	219	0.000	3	219	0.000
13:00 - 14:00	3	219	0.000	3	219	0.000	3	219	0.000
14:00 - 15:00	3	219	0.002	3	219	0.002	3	219	0.004
15:00 - 16:00	3	219	0.000	3	219	0.000	3	219	0.000
16:00 - 17:00	3	219	0.000	3	219	0.000	3	219	0.000
17:00 - 18:00	3	219	0.000	3	219	0.000	3	219	0.000
18:00 - 19:00	3	219	0.000	3	219	0.000	3	219	0.000
19:00 - 20:00	3	219	0.000	3	219	0.000	3	219	0.000
20:00 - 21:00	3	219	0.000	3	219	0.000	3	219	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

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	3	219	0.002	3	219	0.006	3	219	0.008
08:00 - 09:00	3	219	0.000	3	219	0.003	3	219	0.003
09:00 - 10:00	3	219	0.000	3	219	0.000	3	219	0.000
10:00 - 11:00	3	219	0.000	3	219	0.000	3	219	0.000
11:00 - 12:00	3	219	0.000	3	219	0.000	3	219	0.000
12:00 - 13:00	3	219	0.002	3	219	0.003	3	219	0.005
13:00 - 14:00	3	219	0.000	3	219	0.000	3	219	0.000
14:00 - 15:00	3	219	0.000	3	219	0.000	3	219	0.000
15:00 - 16:00	3	219	0.000	3	219	0.000	3	219	0.000
16:00 - 17:00	3	219	0.000	3	219	0.000	3	219	0.000
17:00 - 18:00	3	219	0.005	3	219	0.000	3	219	0.005
18:00 - 19:00	3	219	0.002	3	219	0.000	3	219	0.002
19:00 - 20:00	3	219	0.002	3	219	0.003	3	219	0.005
20:00 - 21:00	3	219	0.003	3	219	0.000	3	219	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.015			0.031

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	3	219	0.002	3	219	0.012	3	219	0.014
08:00 - 09:00	3	219	0.009	3	219	0.017	3	219	0.026
09:00 - 10:00	3	219	0.011	3	219	0.018	3	219	0.029
10:00 - 11:00	3	219	0.012	3	219	0.018	3	219	0.030
11:00 - 12:00	3	219	0.011	3	219	0.012	3	219	0.023
12:00 - 13:00	3	219	0.008	3	219	0.012	3	219	0.020
13:00 - 14:00	3	219	0.026	3	219	0.023	3	219	0.049
14:00 - 15:00	3	219	0.015	3	219	0.009	3	219	0.024
15:00 - 16:00	3	219	0.003	3	219	0.006	3	219	0.009
16:00 - 17:00	3	219	0.023	3	219	0.018	3	219	0.041
17:00 - 18:00	3	219	0.029	3	219	0.012	3	219	0.041
18:00 - 19:00	3	219	0.014	3	219	0.008	3	219	0.022
19:00 - 20:00	3	219	0.003	3	219	0.015	3	219	0.018
20:00 - 21:00	3	219	0.012	3	219	0.023	3	219	0.035
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.178			0.203			0.381

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	3	219	0.035	3	219	0.070	3	219	0.105
08:00 - 09:00	3	219	0.023	3	219	0.090	3	219	0.113
09:00 - 10:00	3	219	0.015	3	219	0.041	3	219	0.056
10:00 - 11:00	3	219	0.044	3	219	0.046	3	219	0.090
11:00 - 12:00	3	219	0.099	3	219	0.059	3	219	0.158
12:00 - 13:00	3	219	0.058	3	219	0.065	3	219	0.123
13:00 - 14:00	3	219	0.036	3	219	0.088	3	219	0.124
14:00 - 15:00	3	219	0.055	3	219	0.073	3	219	0.128
15:00 - 16:00	3	219	0.058	3	219	0.061	3	219	0.119
16:00 - 17:00	3	219	0.105	3	219	0.078	3	219	0.183
17:00 - 18:00	3	219	0.067	3	219	0.047	3	219	0.114
18:00 - 19:00	3	219	0.046	3	219	0.033	3	219	0.079
19:00 - 20:00	3	219	0.062	3	219	0.033	3	219	0.095
20:00 - 21:00	3	219	0.050	3	219	0.027	3	219	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.753			0.811			1.564

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 BUS/TRAM PASSENGERS
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	219	0.003	3	219	0.046	3	219	0.049
08:00 - 09:00	3	219	0.006	3	219	0.074	3	219	0.080
09:00 - 10:00	3	219	0.009	3	219	0.032	3	219	0.041
10:00 - 11:00	3	219	0.015	3	219	0.030	3	219	0.045
11:00 - 12:00	3	219	0.014	3	219	0.026	3	219	0.040
12:00 - 13:00	3	219	0.018	3	219	0.029	3	219	0.047
13:00 - 14:00	3	219	0.027	3	219	0.024	3	219	0.051
14:00 - 15:00	3	219	0.026	3	219	0.021	3	219	0.047
15:00 - 16:00	3	219	0.030	3	219	0.020	3	219	0.050
16:00 - 17:00	3	219	0.038	3	219	0.023	3	219	0.061
17:00 - 18:00	3	219	0.058	3	219	0.030	3	219	0.088
18:00 - 19:00	3	219	0.068	3	219	0.027	3	219	0.095
19:00 - 20:00	3	219	0.027	3	219	0.018	3	219	0.045
20:00 - 21:00	3	219	0.018	3	219	0.017	3	219	0.035
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.357			0.417			0.774

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 RAIL PASSENGERS
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	219	0.006	3	219	0.067	3	219	0.073
08:00 - 09:00	3	219	0.009	3	219	0.103	3	219	0.112
09:00 - 10:00	3	219	0.015	3	219	0.046	3	219	0.061
10:00 - 11:00	3	219	0.017	3	219	0.038	3	219	0.055
11:00 - 12:00	3	219	0.021	3	219	0.035	3	219	0.056
12:00 - 13:00	3	219	0.015	3	219	0.033	3	219	0.048
13:00 - 14:00	3	219	0.024	3	219	0.024	3	219	0.048
14:00 - 15:00	3	219	0.036	3	219	0.024	3	219	0.060
15:00 - 16:00	3	219	0.023	3	219	0.023	3	219	0.046
16:00 - 17:00	3	219	0.026	3	219	0.026	3	219	0.052
17:00 - 18:00	3	219	0.064	3	219	0.033	3	219	0.097
18:00 - 19:00	3	219	0.040	3	219	0.027	3	219	0.067
19:00 - 20:00	3	219	0.052	3	219	0.017	3	219	0.069
20:00 - 21:00	3	219	0.029	3	219	0.015	3	219	0.044
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.377			0.511			0.888

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	3	219	0.009	3	219	0.112	3	219	0.121
08:00 - 09:00	3	219	0.015	3	219	0.178	3	219	0.193
09:00 - 10:00	3	219	0.024	3	219	0.078	3	219	0.102
10:00 - 11:00	3	219	0.032	3	219	0.068	3	219	0.100
11:00 - 12:00	3	219	0.035	3	219	0.061	3	219	0.096
12:00 - 13:00	3	219	0.033	3	219	0.062	3	219	0.095
13:00 - 14:00	3	219	0.052	3	219	0.049	3	219	0.101
14:00 - 15:00	3	219	0.062	3	219	0.046	3	219	0.108
15:00 - 16:00	3	219	0.053	3	219	0.043	3	219	0.096
16:00 - 17:00	3	219	0.064	3	219	0.049	3	219	0.113
17:00 - 18:00	3	219	0.122	3	219	0.064	3	219	0.186
18:00 - 19:00	3	219	0.108	3	219	0.055	3	219	0.163
19:00 - 20:00	3	219	0.079	3	219	0.035	3	219	0.114
20:00 - 21:00	3	219	0.047	3	219	0.032	3	219	0.079
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.735			0.932			1.667

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	3	219	0.047	3	219	0.201	3	219	0.248
08:00 - 09:00	3	219	0.047	3	219	0.287	3	219	0.334
09:00 - 10:00	3	219	0.050	3	219	0.137	3	219	0.187
10:00 - 11:00	3	219	0.088	3	219	0.132	3	219	0.220
11:00 - 12:00	3	219	0.144	3	219	0.132	3	219	0.276
12:00 - 13:00	3	219	0.100	3	219	0.143	3	219	0.243
13:00 - 14:00	3	219	0.114	3	219	0.160	3	219	0.274
14:00 - 15:00	3	219	0.132	3	219	0.128	3	219	0.260
15:00 - 16:00	3	219	0.114	3	219	0.109	3	219	0.223
16:00 - 17:00	3	219	0.191	3	219	0.144	3	219	0.335
17:00 - 18:00	3	219	0.222	3	219	0.123	3	219	0.345
18:00 - 19:00	3	219	0.169	3	219	0.096	3	219	0.265
19:00 - 20:00	3	219	0.146	3	219	0.087	3	219	0.233
20:00 - 21:00	3	219	0.112	3	219	0.082	3	219	0.194
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.676			1.961			3.637

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 CARS
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	219	0.000	3	219	0.006	3	219	0.006
08:00 - 09:00	3	219	0.003	3	219	0.008	3	219	0.011
09:00 - 10:00	3	219	0.005	3	219	0.009	3	219	0.014
10:00 - 11:00	3	219	0.008	3	219	0.011	3	219	0.019
11:00 - 12:00	3	219	0.003	3	219	0.003	3	219	0.006
12:00 - 13:00	3	219	0.003	3	219	0.006	3	219	0.009
13:00 - 14:00	3	219	0.012	3	219	0.009	3	219	0.021
14:00 - 15:00	3	219	0.005	3	219	0.003	3	219	0.008
15:00 - 16:00	3	219	0.002	3	219	0.003	3	219	0.005
16:00 - 17:00	3	219	0.006	3	219	0.008	3	219	0.014
17:00 - 18:00	3	219	0.021	3	219	0.008	3	219	0.029
18:00 - 19:00	3	219	0.009	3	219	0.002	3	219	0.011
19:00 - 20:00	3	219	0.003	3	219	0.006	3	219	0.009
20:00 - 21:00	3	219	0.003	3	219	0.008	3	219	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.083			0.090			0.173

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 LGVS
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	219	0.000	3	219	0.000	3	219	0.000
08:00 - 09:00	3	219	0.002	3	219	0.002	3	219	0.004
09:00 - 10:00	3	219	0.003	3	219	0.003	3	219	0.006
10:00 - 11:00	3	219	0.000	3	219	0.000	3	219	0.000
11:00 - 12:00	3	219	0.005	3	219	0.002	3	219	0.007
12:00 - 13:00	3	219	0.002	3	219	0.003	3	219	0.005
13:00 - 14:00	3	219	0.003	3	219	0.006	3	219	0.009
14:00 - 15:00	3	219	0.002	3	219	0.000	3	219	0.002
15:00 - 16:00	3	219	0.002	3	219	0.002	3	219	0.004
16:00 - 17:00	3	219	0.006	3	219	0.006	3	219	0.012
17:00 - 18:00	3	219	0.000	3	219	0.002	3	219	0.002
18:00 - 19:00	3	219	0.000	3	219	0.000	3	219	0.000
19:00 - 20:00	3	219	0.000	3	219	0.000	3	219	0.000
20:00 - 21:00	3	219	0.000	3	219	0.000	3	219	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.026			0.051

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 MOTOR CYCLES
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	219	0.000	3	219	0.000	3	219	0.000
08:00 - 09:00	3	219	0.000	3	219	0.000	3	219	0.000
09:00 - 10:00	3	219	0.000	3	219	0.000	3	219	0.000
10:00 - 11:00	3	219	0.000	3	219	0.000	3	219	0.000
11:00 - 12:00	3	219	0.000	3	219	0.000	3	219	0.000
12:00 - 13:00	3	219	0.000	3	219	0.000	3	219	0.000
13:00 - 14:00	3	219	0.000	3	219	0.000	3	219	0.000
14:00 - 15:00	3	219	0.002	3	219	0.002	3	219	0.004
15:00 - 16:00	3	219	0.000	3	219	0.000	3	219	0.000
16:00 - 17:00	3	219	0.002	3	219	0.002	3	219	0.004
17:00 - 18:00	3	219	0.000	3	219	0.000	3	219	0.000
18:00 - 19:00	3	219	0.000	3	219	0.000	3	219	0.000
19:00 - 20:00	3	219	0.000	3	219	0.002	3	219	0.002
20:00 - 21:00	3	219	0.000	3	219	0.000	3	219	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.006			0.010

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Underground Passengers
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	219	0.006	3	219	0.052	3	219	0.058
08:00 - 09:00	3	219	0.009	3	219	0.084	3	219	0.093
09:00 - 10:00	3	219	0.012	3	219	0.033	3	219	0.045
10:00 - 11:00	3	219	0.011	3	219	0.033	3	219	0.044
11:00 - 12:00	3	219	0.017	3	219	0.032	3	219	0.049
12:00 - 13:00	3	219	0.014	3	219	0.024	3	219	0.038
13:00 - 14:00	3	219	0.021	3	219	0.021	3	219	0.042
14:00 - 15:00	3	219	0.026	3	219	0.024	3	219	0.050
15:00 - 16:00	3	219	0.020	3	219	0.023	3	219	0.043
16:00 - 17:00	3	219	0.026	3	219	0.026	3	219	0.052
17:00 - 18:00	3	219	0.049	3	219	0.030	3	219	0.079
18:00 - 19:00	3	219	0.035	3	219	0.024	3	219	0.059
19:00 - 20:00	3	219	0.043	3	219	0.011	3	219	0.054
20:00 - 21:00	3	219	0.027	3	219	0.015	3	219	0.042
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.316			0.432			0.748

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 DLR Passengers
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	219	0.000	3	219	0.000	3	219	0.000
08:00 - 09:00	3	219	0.000	3	219	0.002	3	219	0.002
09:00 - 10:00	3	219	0.000	3	219	0.003	3	219	0.003
10:00 - 11:00	3	219	0.000	3	219	0.000	3	219	0.000
11:00 - 12:00	3	219	0.000	3	219	0.000	3	219	0.000
12:00 - 13:00	3	219	0.000	3	219	0.000	3	219	0.000
13:00 - 14:00	3	219	0.000	3	219	0.002	3	219	0.002
14:00 - 15:00	3	219	0.000	3	219	0.000	3	219	0.000
15:00 - 16:00	3	219	0.000	3	219	0.000	3	219	0.000
16:00 - 17:00	3	219	0.000	3	219	0.000	3	219	0.000
17:00 - 18:00	3	219	0.006	3	219	0.000	3	219	0.006
18:00 - 19:00	3	219	0.000	3	219	0.000	3	219	0.000
19:00 - 20:00	3	219	0.000	3	219	0.000	3	219	0.000
20:00 - 21:00	3	219	0.000	3	219	0.000	3	219	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.007			0.013

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Overground Passengers
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	219	0.000	3	219	0.014	3	219	0.014
08:00 - 09:00	3	219	0.000	3	219	0.018	3	219	0.018
09:00 - 10:00	3	219	0.003	3	219	0.008	3	219	0.011
10:00 - 11:00	3	219	0.005	3	219	0.002	3	219	0.007
11:00 - 12:00	3	219	0.003	3	219	0.003	3	219	0.006
12:00 - 13:00	3	219	0.002	3	219	0.009	3	219	0.011
13:00 - 14:00	3	219	0.003	3	219	0.002	3	219	0.005
14:00 - 15:00	3	219	0.011	3	219	0.000	3	219	0.011
15:00 - 16:00	3	219	0.003	3	219	0.000	3	219	0.003
16:00 - 17:00	3	219	0.000	3	219	0.000	3	219	0.000
17:00 - 18:00	3	219	0.008	3	219	0.003	3	219	0.011
18:00 - 19:00	3	219	0.005	3	219	0.003	3	219	0.008
19:00 - 20:00	3	219	0.008	3	219	0.006	3	219	0.014
20:00 - 21:00	3	219	0.000	3	219	0.000	3	219	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.068			0.119

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 National Rail Passengers
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	219	0.000	3	219	0.002	3	219	0.002
08:00 - 09:00	3	219	0.000	3	219	0.000	3	219	0.000
09:00 - 10:00	3	219	0.000	3	219	0.002	3	219	0.002
10:00 - 11:00	3	219	0.002	3	219	0.003	3	219	0.005
11:00 - 12:00	3	219	0.002	3	219	0.000	3	219	0.002
12:00 - 13:00	3	219	0.000	3	219	0.000	3	219	0.000
13:00 - 14:00	3	219	0.000	3	219	0.000	3	219	0.000
14:00 - 15:00	3	219	0.000	3	219	0.000	3	219	0.000
15:00 - 16:00	3	219	0.000	3	219	0.000	3	219	0.000
16:00 - 17:00	3	219	0.000	3	219	0.000	3	219	0.000
17:00 - 18:00	3	219	0.002	3	219	0.000	3	219	0.002
18:00 - 19:00	3	219	0.000	3	219	0.000	3	219	0.000
19:00 - 20:00	3	219	0.002	3	219	0.000	3	219	0.002
20:00 - 21:00	3	219	0.002	3	219	0.000	3	219	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.007			0.017

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 Bus Passengers
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	219	0.003	3	219	0.046	3	219	0.049
08:00 - 09:00	3	219	0.006	3	219	0.074	3	219	0.080
09:00 - 10:00	3	219	0.009	3	219	0.032	3	219	0.041
10:00 - 11:00	3	219	0.015	3	219	0.030	3	219	0.045
11:00 - 12:00	3	219	0.014	3	219	0.026	3	219	0.040
12:00 - 13:00	3	219	0.018	3	219	0.029	3	219	0.047
13:00 - 14:00	3	219	0.027	3	219	0.024	3	219	0.051
14:00 - 15:00	3	219	0.026	3	219	0.021	3	219	0.047
15:00 - 16:00	3	219	0.030	3	219	0.020	3	219	0.050
16:00 - 17:00	3	219	0.038	3	219	0.023	3	219	0.061
17:00 - 18:00	3	219	0.058	3	219	0.030	3	219	0.088
18:00 - 19:00	3	219	0.068	3	219	0.027	3	219	0.095
19:00 - 20:00	3	219	0.027	3	219	0.018	3	219	0.045
20:00 - 21:00	3	219	0.018	3	219	0.017	3	219	0.035
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.357			0.417			0.774

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-109307-190613-0630

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		
	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:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 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

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	2

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	2 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:

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	2 days

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

Car ownership within 5 miles:

0.5 or Less	2 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

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 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*

2 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.

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	2	142	0.025	2	142	0.046	2	142	0.071
08:00 - 09:00	2	142	0.032	2	142	0.064	2	142	0.096
09:00 - 10:00	2	142	0.028	2	142	0.042	2	142	0.070
10:00 - 11:00	2	142	0.025	2	142	0.021	2	142	0.046
11:00 - 12:00	2	142	0.032	2	142	0.042	2	142	0.074
12:00 - 13:00	2	142	0.035	2	142	0.042	2	142	0.077
13:00 - 14:00	2	142	0.021	2	142	0.025	2	142	0.046
14:00 - 15:00	2	142	0.018	2	142	0.021	2	142	0.039
15:00 - 16:00	2	142	0.035	2	142	0.028	2	142	0.063
16:00 - 17:00	2	142	0.053	2	142	0.053	2	142	0.106
17:00 - 18:00	2	142	0.057	2	142	0.046	2	142	0.103
18:00 - 19:00	2	142	0.078	2	142	0.035	2	142	0.113
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:			0.556			0.538			1.094

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:	01/01/11 - 27/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 TAXIS
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	2	142	0.011	2	142	0.011	2	142	0.022
08:00 - 09:00	2	142	0.007	2	142	0.007	2	142	0.014
09:00 - 10:00	2	142	0.004	2	142	0.004	2	142	0.008
10:00 - 11:00	2	142	0.004	2	142	0.004	2	142	0.008
11:00 - 12:00	2	142	0.000	2	142	0.000	2	142	0.000
12:00 - 13:00	2	142	0.011	2	142	0.011	2	142	0.022
13:00 - 14:00	2	142	0.000	2	142	0.000	2	142	0.000
14:00 - 15:00	2	142	0.000	2	142	0.000	2	142	0.000
15:00 - 16:00	2	142	0.000	2	142	0.000	2	142	0.000
16:00 - 17:00	2	142	0.011	2	142	0.011	2	142	0.022
17:00 - 18:00	2	142	0.007	2	142	0.007	2	142	0.014
18:00 - 19:00	2	142	0.000	2	142	0.000	2	142	0.000
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	0.004	1	247	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.059			0.059			0.118

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 OGVS
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	2	142	0.000	2	142	0.000	2	142	0.000
08:00 - 09:00	2	142	0.000	2	142	0.000	2	142	0.000
09:00 - 10:00	2	142	0.000	2	142	0.000	2	142	0.000
10:00 - 11:00	2	142	0.000	2	142	0.000	2	142	0.000
11:00 - 12:00	2	142	0.004	2	142	0.004	2	142	0.008
12:00 - 13:00	2	142	0.000	2	142	0.000	2	142	0.000
13:00 - 14:00	2	142	0.000	2	142	0.000	2	142	0.000
14:00 - 15:00	2	142	0.000	2	142	0.000	2	142	0.000
15:00 - 16:00	2	142	0.000	2	142	0.000	2	142	0.000
16:00 - 17:00	2	142	0.000	2	142	0.000	2	142	0.000
17:00 - 18:00	2	142	0.000	2	142	0.000	2	142	0.000
18:00 - 19:00	2	142	0.000	2	142	0.000	2	142	0.000
19:00 - 20:00	1	247	0.000	1	247	0.000	1	247	0.000
20:00 - 21:00	1	247	0.000	1	247	0.000	1	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PSVS
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	2	142	0.000	2	142	0.000	2	142	0.000
08:00 - 09:00	2	142	0.000	2	142	0.000	2	142	0.000
09:00 - 10:00	2	142	0.000	2	142	0.000	2	142	0.000
10:00 - 11:00	2	142	0.000	2	142	0.000	2	142	0.000
11:00 - 12:00	2	142	0.000	2	142	0.000	2	142	0.000
12:00 - 13:00	2	142	0.000	2	142	0.000	2	142	0.000
13:00 - 14:00	2	142	0.004	2	142	0.004	2	142	0.008
14:00 - 15:00	2	142	0.000	2	142	0.000	2	142	0.000
15:00 - 16:00	2	142	0.004	2	142	0.004	2	142	0.008
16:00 - 17:00	2	142	0.000	2	142	0.000	2	142	0.000
17:00 - 18:00	2	142	0.000	2	142	0.000	2	142	0.000
18:00 - 19:00	2	142	0.000	2	142	0.000	2	142	0.000
19:00 - 20:00	1	247	0.000	1	247	0.000	1	247	0.000
20:00 - 21:00	1	247	0.000	1	247	0.000	1	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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 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	2	142	0.004	2	142	0.004	2	142	0.008
08:00 - 09:00	2	142	0.004	2	142	0.000	2	142	0.004
09:00 - 10:00	2	142	0.000	2	142	0.000	2	142	0.000
10:00 - 11:00	2	142	0.004	2	142	0.000	2	142	0.004
11:00 - 12:00	2	142	0.000	2	142	0.007	2	142	0.007
12:00 - 13:00	2	142	0.000	2	142	0.004	2	142	0.004
13:00 - 14:00	2	142	0.000	2	142	0.004	2	142	0.004
14:00 - 15:00	2	142	0.018	2	142	0.018	2	142	0.036
15:00 - 16:00	2	142	0.004	2	142	0.007	2	142	0.011
16:00 - 17:00	2	142	0.007	2	142	0.004	2	142	0.011
17:00 - 18:00	2	142	0.004	2	142	0.004	2	142	0.008
18:00 - 19:00	2	142	0.011	2	142	0.007	2	142	0.018
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:			0.060			0.071			0.131

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.*

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	2	142	0.025	2	142	0.039	2	142	0.064
08:00 - 09:00	2	142	0.032	2	142	0.085	2	142	0.117
09:00 - 10:00	2	142	0.028	2	142	0.057	2	142	0.085
10:00 - 11:00	2	142	0.025	2	142	0.018	2	142	0.043
11:00 - 12:00	2	142	0.028	2	142	0.046	2	142	0.074
12:00 - 13:00	2	142	0.035	2	142	0.039	2	142	0.074
13:00 - 14:00	2	142	0.021	2	142	0.025	2	142	0.046
14:00 - 15:00	2	142	0.028	2	142	0.021	2	142	0.049
15:00 - 16:00	2	142	0.049	2	142	0.025	2	142	0.074
16:00 - 17:00	2	142	0.067	2	142	0.067	2	142	0.134
17:00 - 18:00	2	142	0.060	2	142	0.071	2	142	0.131
18:00 - 19:00	2	142	0.085	2	142	0.039	2	142	0.124
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:			0.629			0.613			1.242

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	2	142	0.011	2	142	0.060	2	142	0.071
08:00 - 09:00	2	142	0.067	2	142	0.307	2	142	0.374
09:00 - 10:00	2	142	0.138	2	142	0.184	2	142	0.322
10:00 - 11:00	2	142	0.071	2	142	0.088	2	142	0.159
11:00 - 12:00	2	142	0.095	2	142	0.163	2	142	0.258
12:00 - 13:00	2	142	0.124	2	142	0.124	2	142	0.248
13:00 - 14:00	2	142	0.102	2	142	0.057	2	142	0.159
14:00 - 15:00	2	142	0.120	2	142	0.138	2	142	0.258
15:00 - 16:00	2	142	0.403	2	142	0.244	2	142	0.647
16:00 - 17:00	2	142	0.272	2	142	0.113	2	142	0.385
17:00 - 18:00	2	142	0.124	2	142	0.085	2	142	0.209
18:00 - 19:00	2	142	0.131	2	142	0.127	2	142	0.258
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:			1.909			1.916			3.825

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 BUS/TRAM PASSENGERS
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	2	142	0.011	2	142	0.042	2	142	0.053
08:00 - 09:00	2	142	0.000	2	142	0.095	2	142	0.095
09:00 - 10:00	2	142	0.004	2	142	0.039	2	142	0.043
10:00 - 11:00	2	142	0.007	2	142	0.035	2	142	0.042
11:00 - 12:00	2	142	0.014	2	142	0.032	2	142	0.046
12:00 - 13:00	2	142	0.053	2	142	0.011	2	142	0.064
13:00 - 14:00	2	142	0.028	2	142	0.039	2	142	0.067
14:00 - 15:00	2	142	0.018	2	142	0.018	2	142	0.036
15:00 - 16:00	2	142	0.039	2	142	0.018	2	142	0.057
16:00 - 17:00	2	142	0.049	2	142	0.011	2	142	0.060
17:00 - 18:00	2	142	0.057	2	142	0.018	2	142	0.075
18:00 - 19:00	2	142	0.071	2	142	0.000	2	142	0.071
19:00 - 20:00	1	247	0.024	1	247	0.008	1	247	0.032
20:00 - 21:00	1	247	0.061	1	247	0.000	1	247	0.061
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.436			0.366			0.802

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*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 RAIL PASSENGERS
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	2	142	0.004	2	142	0.032	2	142	0.036
08:00 - 09:00	2	142	0.000	2	142	0.042	2	142	0.042
09:00 - 10:00	2	142	0.000	2	142	0.035	2	142	0.035
10:00 - 11:00	2	142	0.004	2	142	0.021	2	142	0.025
11:00 - 12:00	2	142	0.014	2	142	0.004	2	142	0.018
12:00 - 13:00	2	142	0.004	2	142	0.028	2	142	0.032
13:00 - 14:00	2	142	0.011	2	142	0.018	2	142	0.029
14:00 - 15:00	2	142	0.004	2	142	0.028	2	142	0.032
15:00 - 16:00	2	142	0.032	2	142	0.007	2	142	0.039
16:00 - 17:00	2	142	0.035	2	142	0.007	2	142	0.042
17:00 - 18:00	2	142	0.028	2	142	0.014	2	142	0.042
18:00 - 19:00	2	142	0.057	2	142	0.007	2	142	0.064
19:00 - 20:00	1	247	0.073	1	247	0.028	1	247	0.101
20:00 - 21:00	1	247	0.016	1	247	0.008	1	247	0.024
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.282			0.279			0.561

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 COACH PASSENGERS
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	2	142	0.000	2	142	0.000	2	142	0.000
08:00 - 09:00	2	142	0.000	2	142	0.000	2	142	0.000
09:00 - 10:00	2	142	0.000	2	142	0.000	2	142	0.000
10:00 - 11:00	2	142	0.000	2	142	0.000	2	142	0.000
11:00 - 12:00	2	142	0.000	2	142	0.000	2	142	0.000
12:00 - 13:00	2	142	0.000	2	142	0.000	2	142	0.000
13:00 - 14:00	2	142	0.000	2	142	0.007	2	142	0.007
14:00 - 15:00	2	142	0.000	2	142	0.000	2	142	0.000
15:00 - 16:00	2	142	0.007	2	142	0.000	2	142	0.007
16:00 - 17:00	2	142	0.000	2	142	0.000	2	142	0.000
17:00 - 18:00	2	142	0.000	2	142	0.000	2	142	0.000
18:00 - 19:00	2	142	0.000	2	142	0.000	2	142	0.000
19:00 - 20:00	1	247	0.000	1	247	0.000	1	247	0.000
20:00 - 21:00	1	247	0.000	1	247	0.000	1	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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	2	142	0.014	2	142	0.074	2	142	0.088
08:00 - 09:00	2	142	0.000	2	142	0.138	2	142	0.138
09:00 - 10:00	2	142	0.004	2	142	0.074	2	142	0.078
10:00 - 11:00	2	142	0.011	2	142	0.057	2	142	0.068
11:00 - 12:00	2	142	0.028	2	142	0.035	2	142	0.063
12:00 - 13:00	2	142	0.057	2	142	0.039	2	142	0.096
13:00 - 14:00	2	142	0.039	2	142	0.064	2	142	0.103
14:00 - 15:00	2	142	0.021	2	142	0.046	2	142	0.067
15:00 - 16:00	2	142	0.078	2	142	0.025	2	142	0.103
16:00 - 17:00	2	142	0.085	2	142	0.018	2	142	0.103
17:00 - 18:00	2	142	0.085	2	142	0.032	2	142	0.117
18:00 - 19:00	2	142	0.127	2	142	0.007	2	142	0.134
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:			0.723			0.653			1.376

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	2	142	0.053	2	142	0.177	2	142	0.230
08:00 - 09:00	2	142	0.102	2	142	0.530	2	142	0.632
09:00 - 10:00	2	142	0.170	2	142	0.314	2	142	0.484
10:00 - 11:00	2	142	0.110	2	142	0.163	2	142	0.273
11:00 - 12:00	2	142	0.152	2	142	0.251	2	142	0.403
12:00 - 13:00	2	142	0.216	2	142	0.205	2	142	0.421
13:00 - 14:00	2	142	0.163	2	142	0.148	2	142	0.311
14:00 - 15:00	2	142	0.187	2	142	0.223	2	142	0.410
15:00 - 16:00	2	142	0.534	2	142	0.300	2	142	0.834
16:00 - 17:00	2	142	0.431	2	142	0.201	2	142	0.632
17:00 - 18:00	2	142	0.272	2	142	0.191	2	142	0.463
18:00 - 19:00	2	142	0.353	2	142	0.180	2	142	0.533
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:			3.318			3.247			6.565

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CARS
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	2	142	0.011	2	142	0.028	2	142	0.039
08:00 - 09:00	2	142	0.018	2	142	0.039	2	142	0.057
09:00 - 10:00	2	142	0.011	2	142	0.011	2	142	0.022
10:00 - 11:00	2	142	0.007	2	142	0.011	2	142	0.018
11:00 - 12:00	2	142	0.018	2	142	0.025	2	142	0.043
12:00 - 13:00	2	142	0.007	2	142	0.018	2	142	0.025
13:00 - 14:00	2	142	0.007	2	142	0.011	2	142	0.018
14:00 - 15:00	2	142	0.007	2	142	0.011	2	142	0.018
15:00 - 16:00	2	142	0.011	2	142	0.014	2	142	0.025
16:00 - 17:00	2	142	0.028	2	142	0.021	2	142	0.049
17:00 - 18:00	2	142	0.032	2	142	0.018	2	142	0.050
18:00 - 19:00	2	142	0.057	2	142	0.021	2	142	0.078
19:00 - 20:00	1	247	0.065	1	247	0.040	1	247	0.105
20:00 - 21:00	1	247	0.032	1	247	0.016	1	247	0.048
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.311			0.284			0.595

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 LGVS
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	2	142	0.000	2	142	0.004	2	142	0.004
08:00 - 09:00	2	142	0.004	2	142	0.004	2	142	0.008
09:00 - 10:00	2	142	0.007	2	142	0.011	2	142	0.018
10:00 - 11:00	2	142	0.007	2	142	0.007	2	142	0.014
11:00 - 12:00	2	142	0.011	2	142	0.011	2	142	0.022
12:00 - 13:00	2	142	0.014	2	142	0.011	2	142	0.025
13:00 - 14:00	2	142	0.004	2	142	0.007	2	142	0.011
14:00 - 15:00	2	142	0.004	2	142	0.004	2	142	0.008
15:00 - 16:00	2	142	0.007	2	142	0.000	2	142	0.007
16:00 - 17:00	2	142	0.000	2	142	0.007	2	142	0.007
17:00 - 18:00	2	142	0.007	2	142	0.004	2	142	0.011
18:00 - 19:00	2	142	0.007	2	142	0.004	2	142	0.011
19:00 - 20:00	1	247	0.004	1	247	0.004	1	247	0.008
20:00 - 21:00	1	247	0.000	1	247	0.000	1	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.078			0.154

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL MOTOR CYCLES
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	2	142	0.000	2	142	0.000	2	142	0.000
08:00 - 09:00	2	142	0.000	2	142	0.000	2	142	0.000
09:00 - 10:00	2	142	0.004	2	142	0.004	2	142	0.008
10:00 - 11:00	2	142	0.000	2	142	0.000	2	142	0.000
11:00 - 12:00	2	142	0.000	2	142	0.004	2	142	0.004
12:00 - 13:00	2	142	0.000	2	142	0.000	2	142	0.000
13:00 - 14:00	2	142	0.000	2	142	0.000	2	142	0.000
14:00 - 15:00	2	142	0.000	2	142	0.000	2	142	0.000
15:00 - 16:00	2	142	0.004	2	142	0.007	2	142	0.011
16:00 - 17:00	2	142	0.004	2	142	0.000	2	142	0.004
17:00 - 18:00	2	142	0.004	2	142	0.004	2	142	0.008
18:00 - 19:00	2	142	0.004	2	142	0.004	2	142	0.008
19:00 - 20:00	1	247	0.008	1	247	0.008	1	247	0.016
20:00 - 21:00	1	247	0.004	1	247	0.000	1	247	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.031			0.063

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 Servicing 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	2	142	0.000	2	142	0.000	2	142	0.000
08:00 - 09:00	2	142	0.007	2	142	0.000	2	142	0.007
09:00 - 10:00	2	142	0.004	2	142	0.011	2	142	0.015
10:00 - 11:00	2	142	0.007	2	142	0.007	2	142	0.014
11:00 - 12:00	2	142	0.018	2	142	0.014	2	142	0.032
12:00 - 13:00	2	142	0.014	2	142	0.014	2	142	0.028
13:00 - 14:00	2	142	0.000	2	142	0.004	2	142	0.004
14:00 - 15:00	2	142	0.004	2	142	0.004	2	142	0.008
15:00 - 16:00	2	142	0.007	2	142	0.000	2	142	0.007
16:00 - 17:00	2	142	0.004	2	142	0.011	2	142	0.015
17:00 - 18:00	2	142	0.007	2	142	0.007	2	142	0.014
18:00 - 19:00	2	142	0.004	2	142	0.004	2	142	0.008
19:00 - 20:00	1	247	0.004	1	247	0.004	1	247	0.008
20:00 - 21:00	1	247	0.000	1	247	0.000	1	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.080			0.160

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

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APPENDIX N

Junctions Output – Site Access/Manor Road

Junctions 9

PICADY 9 - Priority Intersection Module

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 O

Junctions Output – Sainsbury's/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: 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