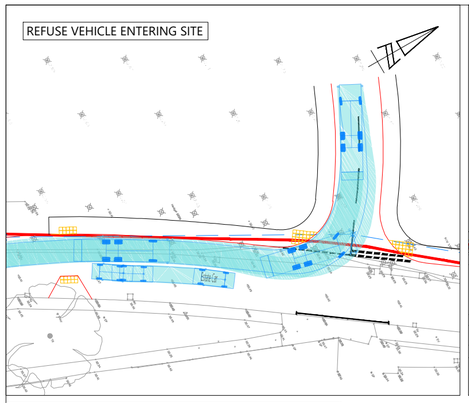
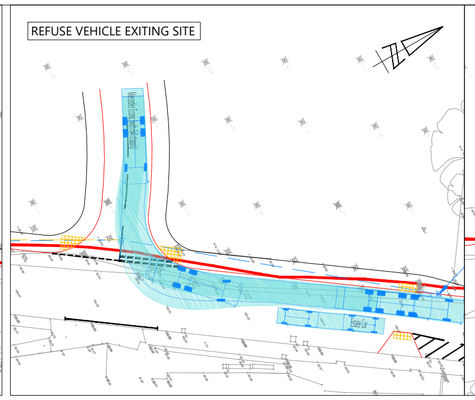
DRAWINGS

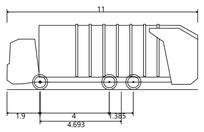
REFUSE VEHICLE ENTERING SITE



REFUSE VEHICLE EXITING SITE



ESTATE CARS ENTERING AND EXITING SITE



Mercedes Econic (with 6x4 chassis)

Overall Length	11.000m
Overall Width	2.500m
Overall Body Height	3.760m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.000m

Estate Car

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

CHAPEL ROAD (LOOKING NORTH)

CHAPEL ROAD ON-STREET PARKING

PROPOSED SITE ACCESS

SMUGGLERS LANE, BRIDLEWAY NO. 1600

PROPOSED UNCONTROLLED CROSSING

PROPOSED UNCONTROLLED CROSSING

PROPOSED UNCONTROLLED CROSSING

1.5m x 40.0m PEDESTRIAN VISIBILITY SPLAY

2.4m x 40.0m VISIBILITY SPLAY

TANGENT VISIBILITY SPLAY

2.4m x 37.0m VISIBILITY SPLAY

TIE INTO EXISTING PROW

5.5m

2.0m

R6.0m

2.0m

R6.0m

4.8m

5.5m

4.8m

CHAPEL ROAD

CHAPEL ROAD

1.5m x 37.0m PEDESTRIAN VISIBILITY SPLAY

THE HORDENS

1.5m x 40.0m PEDESTRIAN VISIBILITY SPLAY

1.5m x 40.0m PEDESTRIAN VISIBILITY SPLAY

H-BAR MARKING

1.5m x 37.0m PEDESTRIAN VISIBILITY SPLAY

1.5m x 37.0m PEDESTRIAN VISIBILITY SPLAY

KEY:

- INDICATIVE SITE BOUNDARY
- HIGHWAY BOUNDARY
- PROPOSED KERB
- PROPOSED BACK OF FOOTWAY
- PROPOSED ROAD MARKINGS
- PROPOSED TACTILES
- VISIBILITY SPLAY
- TANGENT VISIBILITY SPLAY
- PEDESTRIAN VISIBILITY SPLAY

SCALE BAR @ 1:500

0 5 10 25 50

L:\PROJECTS\200000 SERIES\200844 - Smugglers Lane Barnes Green\Tech\Audit\1 Transport Drawings\Working Drawings\GA\ITL200844-GA-006D.dwg

i-Transport

33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
D	01.09.25	TA	MINOR DESIGN AMENDMENT TO ENSURE PROW CONNECTION	HC	NM
C	18.08.25	TA	MINOR DESIGN AMENDMENTS TO REFLECT RSA COMMENTS	HC	NM
B	15.07.25	TA	MINOR DESIGN AMENDMENTS	HC	NM
A	25.06.25	TA	DESIGN HAS BEEN UPDATED	HC	NM

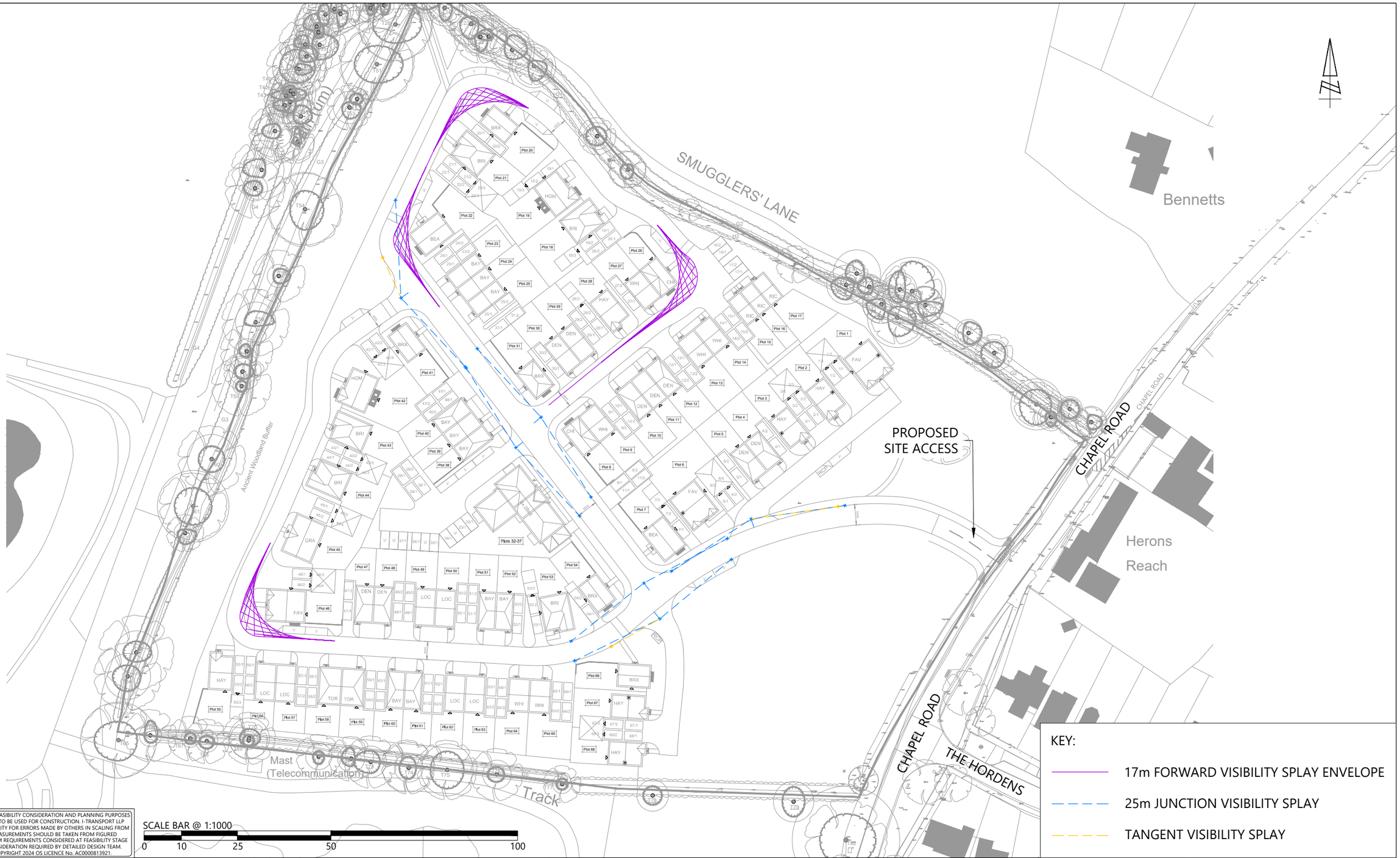
STATUS: FOR INFORMATION

TITLE: SITE ACCESS ARRANGEMENTS - OPTION 2 PLUS CHAPEL ROAD NARROWING

PROJECT: SMUGGLERS LANE, BARNS GREEN

CLIENT: MILLER HOMES

DRAWN:	CHECKED:	APPROVED:
TA	HC	NM
PROJECT No:	SCALE @ A2:	DATE:
ITL200844	1:500	19.06.25
DRAWING No:		REV:
ITL200844-GA-006		D



KEY:

- 17m FORWARD VISIBILITY SPLAY ENVELOPE
- 25m JUNCTION VISIBILITY SPLAY
- TANGENT VISIBILITY SPLAY

i-Transport
33 Queen Street, London, EC4R 1AP
Tel: 0204 531 3660
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
B	17.09.25	JL	SITE LAYOUT HAS BEEN UPDATED	HC	NM
A	03.09.25	TA	SITE LAYOUT HAS BEEN UPDATED	HC	NM

STATUS: FOR INFORMATION

TITLE: SITE LAYOUT VISIBILITY REVIEW

PROJECT: SMUGGLERS LANE, BARNS GREEN

CLIENT: MILLER HOMES

DRAWN:	CHECKED:	APPROVED:
TA	HC	NM
PROJECT No:	SCALE @ A3:	DATE:
ITL200844	1:1000	15.07.25
DRAWING No: ITL200844-GA-007		REV: B

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SCALE BAR @ 1:1000

0 10 25 50 100

KEY:

OPERATIVE DRAGGING DISTANCE

RESIDENT'S DRAGGING DISTANCE

Estate Car

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Mercedes Econic (with 6x4 chassis)

Overall Length	11.000m
Overall Width	2.500m
Overall Body Height	3.760m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.000m

i-Transport

33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
B	17.09.25	JL	SITE LAYOUT HAS BEEN UPDATED	HC	NM
A	03.09.25	TA	SITE LAYOUT HAS BEEN UPDATED	HC	NM

STATUS: FOR INFORMATION

TITLE: SITE LAYOUT SWEPT PATH ANALYSIS REVIEW - REFUSE VEHICLE

PROJECT: SMUGGLERS LANE, BARNS GREEN

CLIENT: MILLER HOMES

DRAWN:	CHECKED:	APPROVED:
TA	HC	NM
PROJECT No:	SCALE @ A2:	DATE:
ITL200844	1:1000	15.07.25
DRAWING No:		REV:
ITL200844-GA-008		B

SCALE BAR @ 1:1000

0 10 25 50 100

KEY:

VEHICLE HOSE DISTANCE

Estate Car	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.350m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

i-Transport

33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
B	17.09.25	JL	SITE LAYOUT HAS BEEN UPDATED	HC	NM
A	03.09.25	TA	SITE LAYOUT HAS BEEN UPDATED	HC	NM

STATUS: FOR INFORMATION

TITLE: SITE LAYOUT SWEPT PATH ANALYSIS REVIEW - FIRE VEHICLE

PROJECT: SMUGGLERS LANE, BARNS GREEN

CLIENT: MILLER HOMES

DRAWN:	CHECKED:	APPROVED:
TA	HC	NM
PROJECT No:	SCALE @ A2:	DATE:
ITL200844	1:1000	15.07.25
DRAWING No:		REV:
ITL200844-GA-009		B

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SMUGGLERS' LANE

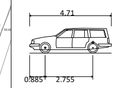
CHAPEL ROAD

Ancient Woodland Buffer

Bridleway (um)

SCALE BAR @ 1:500

0 5 10 25 50



Estate Car	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

i-Transport

33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
A	17.09.2025	JL	SITE LAYOUT UPDATED	HC	NM

STATUS: FOR INFORMATION

TITLE: SITE LAYOUT SWEPT PATH ANALYSIS REVIEW - ESTATE CARS

PROJECT: SMUGGLERS LANE, BARNS GREEN

CLIENT: MILLER HOMES

DRAWN:	CHECKED:	APPROVED:
TA	HC	NM
PROJECT No:	**SCALE @ A2:**	**DATE:**
ITL200844	1:500	03.09.25
DRAWING No:		**REV:**
ITL200844-GA-010		A

L:\PROJECTS\200000 SERIES\200844 - Smugglers Lane Barns Green\Tech\Actual\5 Transport Drawings\Working Drawings\GA\ITL200844-GA-010A.dwg

APPENDIX A. WSCC Highways Pre-app Response

WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION

TO:	Organisation: i-Transport FAO: Harry Cherrill/ Neil Marshall
FROM:	WSCC - Highways Authority
DATE:	17th July 2025
LOCATION:	Land South of Smugglers Lane Chapel Road, Barns Green, West Sussex RH13 0PS
SUBJECT:	Internal Reference: PRE-56-25 Construction of 65 dwellings, access, parking, landscaping and supporting infrastructure.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Local Highways Authority (LHA) has been consulted for pre-application advice in regard to the proposed development at Land South of Smugglers Lane, Chapel Road, Barns Green, West Sussex RH13 0PS.

The advice provided below has been prepared by means of a desktop study, using the information and plans submitted with this request, in conjunction with other available WSCC map information and the submitted Technical Note (dated 1st July 2025).

Proposals
The application is for the proposals to develop the site to provide circa 65 new residential dwellings with a new access onto Chapel Road. The road is subject to a 30-mph speed limit. The LHA undertook an online meeting with the applicant's Design Team on the 15th July 2025. The TN includes a Speed Survey trip generation data via the TRICS database.

Comments

The LHA would offer the following comments on the proposals:

- Description, including site layout plans, of the proposed development and schedule of uses have been provided within the TN.
- The site access/highways works and proposals have been included on plan ITL200844-GA Rev B (scale 1:500) with achievable visibility splays. The visibility splays are based on 85th percentile road speeds along Chapel Road and would be accepted by the LHA.

- A new 2m wide footway will be introduced on the western side of Chapel Road, that ties into Smugglers Lane. Drawing Rev B now includes tactile paving at the crossing points at the access.
- Widening of Chapel Road to 7.5m wide carriageway for two-way free-flowing traffic (5.5m) and on-street informal parking (2.0m). There will be space for up to 10 cars to park on-street. The parking area and build outs will be assessed by the LHA's Road Safety Team and we will feedback on this point at a later date.
- Drawing ITL200844-GA Rev B shows tracking via swept path diagrams demonstrating that a refuse vehicle and a private car can negotiate the proposed point of access.
- A final Stage 1 Road Safety Audit (RSA) of the site access and proposed highway works will be commissioned. **The Road Safety Audit Response Report (RSARR) should be in word format for the LHA to edit as Overseeing Organisation**, including any amended plans as required.
- Future vehicular generation for all use types has been provided within the TN via the TRICS database. The LHA advised they were satisfied with the data provided.
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology will be looked into to further justify the position of a non 'severe' impact.
- Parking strategy, including provision of parking for all modes of transport will be included. Cycle and vehicular parking should be in accordance with the LHA's parameters.
- Swept path diagrams should be provided internally including all larger vehicles such as a refuse collector and fire tender.
- A pedestrian link is to be further investigated into the site from either Smugglers Lane or the PROW to the west of the site. This will provide a sustainable access point to pedestrians and cyclists within the proposed development
- In terms of site layout, the proposals will look to include speed reduction features throughout and be designed in accordance with Manual for Streets parameters.
- The applicant will investigate upgrading local bus stops (exact locations TBC) to real time information systems.
- The TN confirms a framework Travel Plan will be provided. This will be subject to a monitoring fee and can be covered through a planning condition.

Conclusion

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Jamie Brown
Planning Services

APPENDIX B. WSCC Road Safety Group Response

Harry Cherrill

Subject: FW: WSCC PRE-APP Smugglers Lane, Barns Green

From: Jamie Brown <jamie.brown@westsussex.gov.uk>
Sent: 24 July 2025 11:23
To: Harry Cherrill <harry.cherrill@i-transport.co.uk>
Cc: Neil Marshall <neil.marshall@i-transport.co.uk>; Aidan Robson (External - Miller Homes) <aidan.robson@miller.co.uk>
Subject: RE: WSCC PRE-APP Smugglers Lane, Barns Green [Filed 24 Jul 2025 11:32]

Morning Harry,

Please see the response from Road Safety Group:

"On behalf of the RSG, we do not object to the proposals as currently designed as the introduction of two build outs will assist east/west pedestrian movements.

With regards to further measures this should be determined by the level of risk caused by issues which are trying to be solved."

I think on the basis of the above the mitigation measures would be supported and the RSA can be commissioned if it hasn't already been done so.

Kind regards,

Jamie

Jamie Brown MCIHT| Senior Planner, County Highways, Planning Services, Economy, Planning, and Place Directorate
West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1QT
Internal: 25719 External: 033022 25719
E-mail: jamie.brown@westsussex.gov.uk

APPENDIX C. PIC Data

Chapel Road – Barns Green – I-Transport

Collision report 01/03/2020 – 28/02/2025

Date produced
24/07/2025

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.

ROAD SAFETY TEAM

Collision data is recorded by Sussex Police in accordance with the DfT STATS19 requirements. In summary, this includes personal injury collisions occurring on public roads (including footways), which became known to the police within 30 days. Damage-only collisions, with no human casualties, and collisions on private roads or car parks are not included in the statistics.

While the details of these collisions have been checked, they are subject to change should further information become available, and therefore may not match figures published elsewhere.

For further information:

web: Road Safety Data Portal | Sussex Police

email: RoadSafetyData@sussex.police.uk

Colour-Coding by Severity (Legacy)
Total Accidents (1)

Fatal	(0)
Serious	(0)
Slight	(1)

Chapel Road, Barns Green
Collision Data 01/03/2020 - 28/02/2025

SCALE	1 : 2500
DATE	24/07/2025
DRAWING No.	
DRAWN BY	

Accidents between dates: 01/03/2020 and 28/02/2025
Selection: Selected using Manual Selection

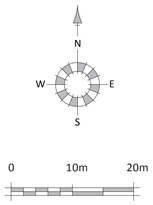
Notes:

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

201002721	**29/11/2020**	1313 hrs	Sun	Daylight		
Slight	Fine without high winds		Road Wet/Damp		Veh 1 Unknown	Going ahead NE - SW Casualty: Dri Slight
U	30 mph		E512648	N127080		
CHAPEL ROAD - 64 METRES FROM JUNCTION WITH SMUGGLERS' LANE					Veh 2 Car	Going ahead NE - SW

MALE WAS RIDING HIS SKATEBOARD ALONG CHAPEL ROAD, HORSHAM HEADING WEST WHEN A FEMALE DRIVING A SILVER VEHICLE CAME UP BEHIND THE MALE AND COLLIDED WITH HIM. HE WENT OVER THE BONNET OF THE VEHICLE AND OF TO THE NEAR SIDE OF THE ROAD AND THEN THE DRIVER OF THE VEHICLE DID NOT STOP.

APPENDIX D. Site Layout



architecture

Coloured Site Layout
Barns Green, Horsham

24088 / C101

Scale 1:500 @ A1 September 2025

OSP Architecture, Broadmede House, Farnham Business Park, Weydon Lane, Farnham, Surrey, GU9 8QT Tel: 01252 267878
www.osparchitecture.com

APPENDIX E. RSA1 and Designer's Response

i-Transport LLP
33 Queen Street, London
EC4R 1AP

Tel: 0204 531 3660

Technical Note: RSA1 GG119 Response – Smugglers Lane

Project No: ITL200844
Project Title: Land South of Smugglers Lane, Barns Green
Title: Stage 1 Road Safety Audit – GG119 Response
Ref: HC/ITL200844-005
Date: 22 August 2025

SECTION 1 Summary

1.1 Millers Homes and Miller Developments (the Applicant) are proposing 68 dwellings (the development) at Land South of Smugglers Lane, Barns Green (the site).

1.2 Access to the site is proposed via a new priority junction from the western side of Chapel Road, leading to a 5.5m wide access road entering into the proposed development. The proposed access arrangements are shown on drawing no.**ITL200844-GA-006C**. The proposed access arrangements also show:

- 2m wide footway on the northern side of the access road.
- A new 2m wide footway to be introduced on the western side of Chapel Road north and south of the access, that ties into Smugglers Lane (Bridleway no.1600) to the north.
- Widening of Chapel Road to 7.5m wide carriageway for two-way free-flowing traffic (5.5m) and on-street informal parking (2.0m), with space for cars to park on-street.
- Introduction of two points of localised narrowing (4.8m), either side of the on-street parking area, providing two formalised uncontrolled pedestrian crossings, with dropped kerbs and tactile paving.
- Appropriate vehicular and pedestrian visibility splays, in accordance with recorded speeds.

1.3 In the consultation response dated 17th July 2025, WSCC requested that a final Stage 1 Road Safety Audit (RSA) of the site access and proposed highway works will be commissioned. Therefore, the opportunity has been taken for an audit to be undertaken.

1.4 This Stage 1 RSA has been undertaken in accordance with the adopted WSCC Road Safety Audit Policy by an independent Auditor. The audit is summarised within this Technical Note in accordance with Appendix F of GG 119 Revision 2, as required by WSCC.

SECTION 2 Road Safety Audit Response

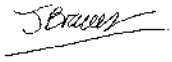
2.1 Project Details

Table F.1: Project Details

Report Title:	Stage 1 Road Safety Audit
Date:	22 August 2025
Document Reference and Revision:	RSA-25-075-1
Prepared by:	Fenley Road Safety Ltd
On behalf of:	West Sussex County Council

2.2 Authorisation Sheet

Table F.2: Authorisation Sheet

Project:	Land South of Smugglers Lane, Barns Green
Report Title:	RSA Response Summary
Prepared by (Design Organisation)	
Name:	Harry Cherrill
Position:	Senior Consultant
Signed:	
Organisation:	i-Transport LLP
Date:	22 August 2025
Approved by (Overseeing Organisation)	
Name:	Jamie Brown
Position:	Senior Planner
Signed:	
Organisation:	West Sussex County Council
Date:	01/09/2025

2.3 Key Personnel

Table F.3: Key Personnel

Overseeing Organisation:	West Sussex County Council (WSCC)
RSA Team:	Fenley Road Safety Ltd
Design Organisation:	i-Transport LLP

Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
1. **Traffic is likely to follow the desire line and encroach the opposing lane** - Chapel Road is a two-way single carriageway road that does not benefit from a road centreline. The proposals include the realignment of the western channel line in order to widen the carriageway in proximity of a proposed simple priority junction and formalise existing on-street parking. Measurements from the scheme drawing identify that the realignment is formed with 77, 85 and 163 metre radii. The Audit Team have concerns that northbound road users may not follow the edge of carriageway but continue straight along their desire line encroaching the opposing lane. Road users encroaching the opposing lane may lead to sideswipe type collisions.	It is recommended that the realignment is formed with appropriate radii that will encourage road users to proceed appropriately.	**Accepted** – the carriageway has been realigned with appropriate radii and is shown on drawing no. ITL200844-GA-006C.	Auditor's recommendation accepted by the Designer and shown on the stated drawing number	Accepted by LHA

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2. **Traffic is not guided around the proposed build-outs** - Chapel Road accommodates a footway along the eastern side of the carriageway. The proposals include the provision of two build-outs along the eastern side of the carriageway that are to form a lay-by to allow for on-street parking. At this stage, the scheme drawing does not illustrate that measures such as reflective bollards are to be provided on the physical islands. It is noted the Audit Brief identifies that such features will be developed through the detail design of the scheme which is acceptable. The Audit have concerns, however, that southbound road users are not warned of the features in advance or guided around the build-outs which could result in a road user continuing into the feature or swerving last minute leading to loss of control or sideswipe type collisions.	It is recommended that an edge of carriageway road marking is provided to guide traffic appropriately.	**Accepted** – revised drawing no. ITL200844-GA-006C demonstrates appropriate carriageway road markings.	Auditor's recommendation accepted by the Designer and shown on the stated drawing number	Accepted by LHA

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3. **Surface water may accumulate at a low point besides the proposed build-outs** - Chapel Road appears to fall from north to south and be set with a camber with a network of road gullies both sides of the carriageway. The proposals include the provision of a simple priority junction along the western side of the carriageway and two build-outs along the eastern side of the carriageway that are to form a lay-by to allow for on-street parking. The Audit Brief identifies that surface water drainage will be assessed through the detail design stage of the scheme and therefore it can be assumed that the existing gullies in proximity of the proposed junction, are to be relocated. It is noted, however, that the proposed build-outs will prevent a proportion of surface water from flowing along the channel line to the existing road gullies downstream which could result in surface water ponding and lead to loss of control type collisions.	It is recommended that surface water is drained adequately.	**Accepted** – will be addressed at detailed design stage.	Designer's response accepted, we consider this can be addressed at Stage 2 (Detailed Design) stage of the proposals.	Accepted by LHA

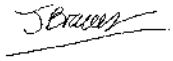
	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
4.	**Intervisibility between pedestrians and road users exiting may be limited** - The proposals include the provision of a simple priority access off and a section of footway along the western side of the Chapel Road. The scheme drawing illustrates that an uncontrolled crossing is to be provided across the junction which facilitates access between the proposed footways to the north and south. The proposed junction is to allow access to a development of just 65 dwellings which is expected to generate a total maximum of up to 33 vehicular movements per hour and therefore the uncontrolled crossing is unlikely to be blocked by a vehicle and the position of the uncontrolled crossing is acceptable. It is noted, however, that intervisibility between a pedestrian and road user approaching the give-way, extends outside the carriageway / footway and may become restricted which may lead to a vehicle to pedestrian or cyclist to pedestrian type collision.	It is recommended that adequate intervisibility is achievable at all times.	**Accepted** – Planting will be kept to maximum of 600mm in these locations.	Designer's response accepted. 600 mm of pedestrian visibility is considered acceptable in the street context.	Accepted by LHA

2.4 Design Organisation and Overseeing Organisation Statements

Table F.5: Design Organisation Statement

On behalf of the design organisation, I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Harry Cherrill
Signed:	
Position:	Senior Consultant
Organisation:	i-Transport LLP
Date:	22 August 2025

Table F.6: Overseeing Organisation Statement

On behalf of the Overseeing Organisation, I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and 2) The agreed RSA actions will be progressed.	
Name:	Jamie Brown
Signed:	
Position:	Senior Planner
Organisation:	West Sussex County Council
Date:	01/09/2025

APPENDIX F. TRICS Output

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 20 - 100 DWELLS

Actual Trip Rate Calculation Parameter Range: N/A DWELLS

Date Range: Minimum: 7/1/2021 Maximum: 9/17/2024

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 805 1300

Days of the week selected:

Thursday	1
Wednesday	1

Main Location Types selected:

Neighbourhood Centre (PPS6 Local Centre)	2

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	2

Population <1 Mile ranges selected:

1,001 to 5,000	1
5,001 to 10,000	1

Population <5 Mile ranges selected:

25,001 to 50,000	1
50,001 to 75,000	1

Car Ownership <5 Mile ranges selected:

1.1 to 1.5	2

PTAL Rating:

No PTAL Present	2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	WS	WEST SUSSEX	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day

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

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	1.9 to 3.69 (units:DWELLS)
Range Selected by User:	20 to 100 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/07/21 to 17/09/24

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:

Thursday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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:

Neighbourhood Centre (PPS6 Local Centre)	2 days

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:

Village	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days

Secondary Filtering Selection:

Use Class:

C3	2 surveys

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

Population within 500m Range:

805 - 1300

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
50,001 to 75,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	2 surveys

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:

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:

Yes	2 surveys

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

PTAL Rating:

No PTAL Present	2 surveys

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.

COVID-19 Restrictions:

No

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.

LIST OF SITES relevant to selection parameters:

Site 1:	NF-03-A-27	**Site area (sqm):**	3.69
Development Name:	MIXED HOUSES & FLATS	**No of Dwellings:**	93
Location:	NEAR NORWICH	**Housing density:**	248
Postcode:	NR13 4TN	**Total Bedrooms:**	282
Main Location Type:	Neighbourhood Centre	**Survey Date:**	9/16/2021
Sub Location Type:	Village	**Survey Day:**	Thursday
PTAL:	N/A		

Site 2:	WS-03-A-16	**Site area (sqm):**	1.9
Development Name:	DETACHED & SEMI-DETACHED	**No of Dwellings:**	58
Location:	BRACKLESHAM BAY	**Housing density:**	132
Postcode:	PO20 8JE	**Total Bedrooms:**	158
Main Location Type:	Neighbourhood Centre	**Survey Date:**	11/9/2022
Sub Location Type:	Village	**Survey Day:**	Wednesday
PTAL:	N/A		

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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**	**76**	**0.079**	**0.225**	**0.304**
08:00-09:00	**2**	**76**	**0.099**	**0.205**	**0.304**
09:00-10:00	**2**	**76**	**0.099**	**0.119**	**0.218**
10:00-11:00	**2**	**76**	**0.099**	**0.093**	**0.192**
11:00-12:00	**2**	**76**	**0.066**	**0.126**	**0.192**
12:00-13:00	**2**	**76**	**0.119**	**0.093**	**0.212**
13:00-14:00	**2**	**76**	**0.106**	**0.132**	**0.238**
14:00-15:00	**2**	**76**	**0.073**	**0.139**	**0.212**
15:00-16:00	**2**	**76**	**0.185**	**0.152**	**0.337**
16:00-17:00	**2**	**76**	**0.212**	**0.119**	**0.331**
17:00-18:00	**2**	**76**	**0.252**	**0.132**	**0.384**
18:00-19:00	**2**	**76**	**0.232**	**0.086**	**0.318**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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:	20 - 100 (units: DWELLS)
Survey date date range:	16/09/2021 - 09/11/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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**	**76**	**0.113**	**0.411**	**0.524**
08:00-09:00	**2**	**76**	**0.159**	**0.411**	**0.570**
09:00-10:00	**2**	**76**	**0.106**	**0.166**	**0.272**
10:00-11:00	**2**	**76**	**0.146**	**0.132**	**0.278**
11:00-12:00	**2**	**76**	**0.099**	**0.192**	**0.291**
12:00-13:00	**2**	**76**	**0.192**	**0.166**	**0.358**
13:00-14:00	**2**	**76**	**0.152**	**0.199**	**0.351**
14:00-15:00	**2**	**76**	**0.119**	**0.192**	**0.311**
15:00-16:00	**2**	**76**	**0.437**	**0.245**	**0.682**
16:00-17:00	**2**	**76**	**0.331**	**0.199**	**0.530**
17:00-18:00	**2**	**76**	**0.384**	**0.212**	**0.596**
18:00-19:00	**2**	**76**	**0.424**	**0.185**	**0.609**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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:	20 - 100 (units: DWELLS)
Survey date date range:	16/09/2021 - 09/11/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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**	**76**	**0.000**	**0.000**	**0.000**
08:00-09:00	**2**	**76**	**0.000**	**0.007**	**0.007**
09:00-10:00	**2**	**76**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**76**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**76**	**0.000**	**0.007**	**0.007**
12:00-13:00	**2**	**76**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**76**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**76**	**0.007**	**0.000**	**0.007**
15:00-16:00	**2**	**76**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**76**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**76**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**76**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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

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Parameter Summary:

Trip rate parameter range selected:	20 - 100 (units: DWELLS)
Survey date date range:	16/09/2021 - 09/11/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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**	**76**	**0.000**	**0.000**	**0.000**
08:00-09:00	**2**	**76**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**76**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**76**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**76**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**76**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**76**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**76**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**76**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**76**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**76**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**76**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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

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Parameter Summary:

Trip rate parameter range selected:	20 - 100 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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**	**76**	**0.000**	**0.000**	**0.000**
08:00-09:00	**2**	**76**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**76**	**0.007**	**0.000**	**0.007**
10:00-11:00	**2**	**76**	**0.007**	**0.007**	**0.014**
11:00-12:00	**2**	**76**	**0.000**	**0.007**	**0.007**
12:00-13:00	**2**	**76**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**76**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**76**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**76**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**76**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**76**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**76**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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:	20 - 100 (units: DWELLS)
Survey date date range:	09/11/2022 - 09/11/2022
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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/A - HOUSES PRIVATELY OWNED

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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**	**76**	**0.000**	**0.000**	**0.000**
08:00-09:00	**2**	**76**	**0.007**	**0.007**	**0.014**
09:00-10:00	**2**	**76**	**0.007**	**0.007**	**0.014**
10:00-11:00	**2**	**76**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**76**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**76**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**76**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**76**	**0.007**	**0.007**	**0.014**
15:00-16:00	**2**	**76**	**0.013**	**0.013**	**0.026**
16:00-17:00	**2**	**76**	**0.007**	**0.007**	**0.014**
17:00-18:00	**2**	**76**	**0.007**	**0.000**	**0.007**
18:00-19:00	**2**	**76**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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:	20 - 100 (units: DWELLS)
Survey date date range:	16/09/2021 - 09/11/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Cars

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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**	**76**	**0.079**	**0.192**	**0.271**
08:00-09:00	**2**	**76**	**0.066**	**0.185**	**0.251**
09:00-10:00	**2**	**76**	**0.073**	**0.093**	**0.166**
10:00-11:00	**2**	**76**	**0.073**	**0.073**	**0.146**
11:00-12:00	**2**	**76**	**0.046**	**0.086**	**0.132**
12:00-13:00	**2**	**76**	**0.099**	**0.079**	**0.178**
13:00-14:00	**2**	**76**	**0.079**	**0.099**	**0.178**
14:00-15:00	**2**	**76**	**0.046**	**0.119**	**0.165**
15:00-16:00	**2**	**76**	**0.166**	**0.126**	**0.292**
16:00-17:00	**2**	**76**	**0.166**	**0.099**	**0.265**
17:00-18:00	**2**	**76**	**0.225**	**0.126**	**0.351**
18:00-19:00	**2**	**76**	**0.225**	**0.073**	**0.298**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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:	20 - 100 (units: DWELLS)
Survey date date range:	16/09/2021 - 09/11/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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**	**76**	**0.000**	**0.026**	**0.026**
08:00-09:00	**2**	**76**	**0.026**	**0.013**	**0.039**
09:00-10:00	**2**	**76**	**0.013**	**0.020**	**0.033**
10:00-11:00	**2**	**76**	**0.020**	**0.013**	**0.033**
11:00-12:00	**2**	**76**	**0.020**	**0.033**	**0.053**
12:00-13:00	**2**	**76**	**0.020**	**0.013**	**0.033**
13:00-14:00	**2**	**76**	**0.026**	**0.033**	**0.059**
14:00-15:00	**2**	**76**	**0.020**	**0.013**	**0.033**
15:00-16:00	**2**	**76**	**0.007**	**0.013**	**0.020**
16:00-17:00	**2**	**76**	**0.033**	**0.013**	**0.046**
17:00-18:00	**2**	**76**	**0.020**	**0.007**	**0.027**
18:00-19:00	**2**	**76**	**0.007**	**0.013**	**0.020**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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:	20 - 100 (units: DWELLS)
Survey date date range:	16/09/2021 - 09/11/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Motorcycles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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**	**76**	**0.000**	**0.007**	**0.007**
08:00-09:00	**2**	**76**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**76**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**76**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**76**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**76**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**76**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**76**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**76**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**76**	**0.007**	**0.000**	**0.007**
17:00-18:00	**2**	**76**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**76**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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:	20 - 100 (units: DWELLS)
Survey date date range:	16/09/2021 - 16/09/2021
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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/A - HOUSES PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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**	**76**	**0.093**	**0.318**	**0.411**
08:00-09:00	**2**	**76**	**0.126**	**0.338**	**0.464**
09:00-10:00	**2**	**76**	**0.093**	**0.126**	**0.219**
10:00-11:00	**2**	**76**	**0.126**	**0.119**	**0.245**
11:00-12:00	**2**	**76**	**0.086**	**0.152**	**0.238**
12:00-13:00	**2**	**76**	**0.152**	**0.139**	**0.291**
13:00-14:00	**2**	**76**	**0.126**	**0.172**	**0.298**
14:00-15:00	**2**	**76**	**0.086**	**0.166**	**0.252**
15:00-16:00	**2**	**76**	**0.318**	**0.179**	**0.497**
16:00-17:00	**2**	**76**	**0.311**	**0.172**	**0.483**
17:00-18:00	**2**	**76**	**0.351**	**0.185**	**0.536**
18:00-19:00	**2**	**76**	**0.311**	**0.119**	**0.430**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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:	20 - 100 (units: DWELLS)
Survey date date range:	16/09/2021 - 09/11/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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**	**76**	**0.020**	**0.040**	**0.060**
08:00-09:00	**2**	**76**	**0.033**	**0.060**	**0.093**
09:00-10:00	**2**	**76**	**0.013**	**0.040**	**0.053**
10:00-11:00	**2**	**76**	**0.020**	**0.013**	**0.033**
11:00-12:00	**2**	**76**	**0.013**	**0.033**	**0.046**
12:00-13:00	**2**	**76**	**0.033**	**0.020**	**0.053**
13:00-14:00	**2**	**76**	**0.026**	**0.026**	**0.052**
14:00-15:00	**2**	**76**	**0.026**	**0.026**	**0.052**
15:00-16:00	**2**	**76**	**0.079**	**0.066**	**0.145**
16:00-17:00	**2**	**76**	**0.020**	**0.026**	**0.046**
17:00-18:00	**2**	**76**	**0.033**	**0.026**	**0.059**
18:00-19:00	**2**	**76**	**0.106**	**0.066**	**0.172**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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:	20 - 100 (units: DWELLS)
Survey date date range:	16/09/2021 - 09/11/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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**	**76**	**0.000**	**0.053**	**0.053**
08:00-09:00	**2**	**76**	**0.000**	**0.007**	**0.007**
09:00-10:00	**2**	**76**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**76**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**76**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**76**	**0.007**	**0.007**	**0.014**
13:00-14:00	**2**	**76**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**76**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**76**	**0.040**	**0.000**	**0.040**
16:00-17:00	**2**	**76**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**76**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**76**	**0.007**	**0.000**	**0.007**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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:	20 - 100 (units: DWELLS)
Survey date date range:	16/09/2021 - 09/11/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Bus/Tram Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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**	**76**	**0.000**	**0.053**	**0.053**
08:00-09:00	**2**	**76**	**0.000**	**0.007**	**0.007**
09:00-10:00	**2**	**76**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**76**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**76**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**76**	**0.007**	**0.000**	**0.007**
13:00-14:00	**2**	**76**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**76**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**76**	**0.040**	**0.000**	**0.040**
16:00-17:00	**2**	**76**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**76**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**76**	**0.007**	**0.000**	**0.007**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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:	20 - 100 (units: DWELLS)
Survey date date range:	16/09/2021 - 09/11/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Coach Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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**	**76**	**0.000**	**0.000**	**0.000**
08:00-09:00	**2**	**76**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**76**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**76**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**76**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**76**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**76**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**76**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**76**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**76**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**76**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**76**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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:	20 - 100 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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**	**76**	**0.000**	**0.000**	**0.000**
08:00-09:00	**2**	**76**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**76**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**76**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**76**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**76**	**0.000**	**0.007**	**0.007**
13:00-14:00	**2**	**76**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**76**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**76**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**76**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**76**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**76**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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:	20 - 100 (units: DWELLS)
Survey date date range:	16/09/2021 - 16/09/2021
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 G. Junctions 11 Output – Site Access

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: Site Access.j11
Path: L:\PROJECTS\200000 SERIES\200844 - Smugglers Lane Barnes Green\Tech\Junction Assessments\J11
Report generation date: 06/08/2025 15:01:39

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2030 + Development - Business as Usual											
Stream B-AC	D1	0.0	7.06	0.05	A	0.85	D2	0.0	7.13	0.02	A	0.67
Stream C-AB		0.0	5.83	0.01	A			0.0	5.68	0.02	A	
	2030 + Development - Vision											
Stream B-AC	D3	0.0	7.03	0.04	A	0.74	D4	0.0	7.11	0.02	A	0.54
Stream C-AB		0.0	5.82	0.01	A			0.0	5.66	0.01	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. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	Site Access Junction
Location	Barns Green
Site number	
Date	06/08/2025
Version	
Status	(new file)
Identifier	
Client	Miller Homes & Miller Developments
Jobnumber	ITL200844
Enumerator	I-TRANSPORT\londonhotdesk
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	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 + Development	Business as Usual	AM	ONE HOUR	07:45	09:15	15	✓
D2	2030 + Development	Business as Usual	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 + Development	Vision	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 + Development	Vision	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

2030 + Development | Business as Usual | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Junction	T-Junction	Two-way	Two-way	Two-way		0.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.85	A

Arms

Arms

Arm	Name	Description	Arm type
A	Chapel Road South		Major
B	Access Road		Minor
C	Chapel Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Chapel Road North	7.50			55.9	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Access Road	One lane	2.25	69	79

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	499	0.085	0.215	0.135	0.307
B-C	623	0.089	0.226	-	-
C-B	606	0.220	0.220	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 + Development	Business as Usual	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chapel Road South		ONE HOUR	✓	129	100.000
B - Access Road		ONE HOUR	✓	22	100.000
C - Chapel Road North		ONE HOUR	✓	79	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Chapel Road South	B - Access Road	C - Chapel Road North
From	A - Chapel Road South	0	3	126
	B - Access Road	8	0	14
	C - Chapel Road North	73	6	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Chapel Road South	B - Access Road	C - Chapel Road North
From	A - Chapel Road South	0	0	0
	B - Access Road	0	0	0
	C - Chapel Road North	0	0	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	0.05	7.06	0.0	A	20	30
C-AB	0.01	5.83	0.0	A	6	9
C-A					66	99
A-B					3	4
A-C					116	173

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	546	0.030	16	0.0	0.0	6.801	A
C-AB	5	1	0.00	622	0.008	5	0.0	0.0	5.832	A
C-A	55	14	0.00			55				
A-B	2	0.56	0.00			2				
A-C	95	24	0.00			95				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	541	0.037	20	0.0	0.0	6.911	A
C-AB	6	2	0.00	625	0.010	6	0.0	0.0	5.812	A
C-A	65	16	0.00			65				
A-B	3	0.67	0.00			3				
A-C	113	28	0.00			113				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	534	0.045	24	0.0	0.0	7.065	A
C-AB	8	2	0.00	630	0.012	8	0.0	0.0	5.784	A
C-A	79	20	0.00			79				
A-B	3	0.83	0.00			3				
A-C	139	35	0.00			139				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	534	0.045	24	0.0	0.0	7.065	A
C-AB	8	2	0.00	630	0.012	8	0.0	0.0	5.787	A
C-A	79	20	0.00			79				
A-B	3	0.83	0.00			3				
A-C	139	35	0.00			139				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	541	0.037	20	0.0	0.0	6.912	A
C-AB	6	2	0.00	625	0.010	6	0.0	0.0	5.815	A
C-A	65	16	0.00			65				
A-B	3	0.67	0.00			3				
A-C	113	28	0.00			113				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	546	0.030	17	0.0	0.0	6.807	A
C-AB	5	1	0.00	622	0.008	5	0.0	0.0	5.832	A
C-A	55	14	0.00			55				
A-B	2	0.56	0.00			2				
A-C	95	24	0.00			95				

2030 + Development | Business as Usual | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Junction	T-Junction	Two-way	Two-way	Two-way		0.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.67	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030 + Development	Business as Usual	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chapel Road South		ONE HOUR	✓	86	100.000
B - Access Road		ONE HOUR	✓	11	100.000
C - Chapel Road North		ONE HOUR	✓	108	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Chapel Road South	B - Access Road	C - Chapel Road North
From	A - Chapel Road South	0	11	75
	B - Access Road	6	0	5
	C - Chapel Road North	99	9	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Chapel Road South	B - Access Road	C - Chapel Road North
From	A - Chapel Road South	0	0	1
	B - Access Road	0	0	0
	C - Chapel Road North	2	0	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	0.02	7.13	0.0	A	10	15
C-AB	0.02	5.68	0.0	A	10	14
C-A					89	134
A-B					10	15
A-C					69	103

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	527	0.016	8	0.0	0.0	6.940	A
C-AB	8	2	0.00	642	0.012	8	0.0	0.0	5.678	A
C-A	74	18	0.00			74				
A-B	8	2	0.00			8				
A-C	56	14	0.00			56				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	0.00	523	0.019	10	0.0	0.0	7.019	A
C-AB	9	2	0.00	648	0.014	9	0.0	0.0	5.631	A
C-A	88	22	0.00			88				
A-B	10	2	0.00			10				
A-C	67	17	0.00			67				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	0.00	517	0.023	12	0.0	0.0	7.131	A
C-AB	12	3	0.00	658	0.018	12	0.0	0.0	5.568	A
C-A	107	27	0.00			107				
A-B	12	3	0.00			12				
A-C	83	21	0.00			83				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	0.00	517	0.023	12	0.0	0.0	7.131	A
C-AB	12	3	0.00	658	0.018	12	0.0	0.0	5.569	A
C-A	107	27	0.00			107				
A-B	12	3	0.00			12				
A-C	83	21	0.00			83				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	0.00	523	0.019	10	0.0	0.0	7.019	A
C-AB	9	2	0.00	648	0.014	9	0.0	0.0	5.636	A
C-A	88	22	0.00			88				
A-B	10	2	0.00			10				
A-C	67	17	0.00			67				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	527	0.016	8	0.0	0.0	6.940	A
C-AB	8	2	0.00	642	0.012	8	0.0	0.0	5.682	A
C-A	74	18	0.00			74				
A-B	8	2	0.00			8				
A-C	56	14	0.00			56				

2030 + Development | Vision | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Junction	T-Junction	Two-way	Two-way	Two-way		0.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 + Development	Vision	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chapel Road South		ONE HOUR	✓	129	100.000
B - Access Road		ONE HOUR	✓	19	100.000
C - Chapel Road North		ONE HOUR	✓	78	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Chapel Road South	B - Access Road	C - Chapel Road North
From	A - Chapel Road South	0	3	126
	B - Access Road	7	0	12
	C - Chapel Road North	73	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Chapel Road South	B - Access Road	C - Chapel Road North
From	A - Chapel Road South	0	0	0
	B - Access Road	0	0	0
	C - Chapel Road North	0	0	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	7.03	0.0	A	17	26
C-AB	0.01	5.82	0.0	A	5	8
C-A					66	100
A-B					3	4
A-C					116	173

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	545	0.026	14	0.0	0.0	6.779	A
C-AB	4	1	0.00	622	0.007	4	0.0	0.0	5.824	A
C-A	55	14	0.00			55				
A-B	2	0.56	0.00			2				
A-C	95	24	0.00			95				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	540	0.032	17	0.0	0.0	6.882	A
C-AB	5	1	0.00	625	0.008	5	0.0	0.0	5.803	A
C-A	65	16	0.00			65				
A-B	3	0.67	0.00			3				
A-C	113	28	0.00			113				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	533	0.039	21	0.0	0.0	7.026	A
C-AB	6	2	0.00	630	0.010	6	0.0	0.0	5.773	A
C-A	80	20	0.00			80				
A-B	3	0.83	0.00			3				
A-C	139	35	0.00			139				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	533	0.039	21	0.0	0.0	7.026	A
C-AB	6	2	0.00	630	0.010	6	0.0	0.0	5.775	A
C-A	80	20	0.00			80				
A-B	3	0.83	0.00			3				
A-C	139	35	0.00			139				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	540	0.032	17	0.0	0.0	6.886	A
C-AB	5	1	0.00	625	0.008	5	0.0	0.0	5.805	A
C-A	65	16	0.00			65				
A-B	3	0.67	0.00			3				
A-C	113	28	0.00			113				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	545	0.026	14	0.0	0.0	6.785	A
C-AB	4	1	0.00	622	0.007	4	0.0	0.0	5.825	A
C-A	55	14	0.00			55				
A-B	2	0.56	0.00			2				
A-C	95	24	0.00			95				

2030 + Development | Vision | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Junction	T-Junction	Two-way	Two-way	Two-way		0.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 + Development	Vision	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chapel Road South		ONE HOUR	✓	85	100.000
B - Access Road		ONE HOUR	✓	9	100.000
C - Chapel Road North		ONE HOUR	✓	106	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Chapel Road South	B - Access Road	C - Chapel Road North
From	A - Chapel Road South	0	10	75
	B - Access Road	5	0	4
	C - Chapel Road North	99	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Chapel Road South	B - Access Road	C - Chapel Road North
From	A - Chapel Road South	0	0	1
	B - Access Road	0	0	0
	C - Chapel Road North	2	0	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	0.02	7.11	0.0	A	8	12
C-AB	0.01	5.66	0.0	A	8	11
C-A					90	135
A-B					9	14
A-C					69	103

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	0.00	526	0.013	7	0.0	0.0	6.932	A
C-AB	6	1	0.00	642	0.009	6	0.0	0.0	5.662	A
C-A	74	18	0.00			74				
A-B	8	2	0.00			8				
A-C	56	14	0.00			56				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	522	0.016	8	0.0	0.0	7.006	A
C-AB	7	2	0.00	649	0.011	7	0.0	0.0	5.611	A
C-A	88	22	0.00			88				
A-B	9	2	0.00			9				
A-C	67	17	0.00			67				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	0.00	516	0.019	10	0.0	0.0	7.111	A
C-AB	9	2	0.00	658	0.014	9	0.0	0.0	5.543	A
C-A	107	27	0.00			107				
A-B	11	3	0.00			11				
A-C	83	21	0.00			83				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	0.00	516	0.019	10	0.0	0.0	7.111	A
C-AB	9	2	0.00	658	0.014	9	0.0	0.0	5.547	A
C-A	107	27	0.00			107				
A-B	11	3	0.00			11				
A-C	83	21	0.00			83				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	522	0.016	8	0.0	0.0	7.009	A
C-AB	7	2	0.00	649	0.011	7	0.0	0.0	5.614	A
C-A	88	22	0.00			88				
A-B	9	2	0.00			9				
A-C	67	17	0.00			67				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	0.00	526	0.013	7	0.0	0.0	6.935	A
C-AB	6	1	0.00	642	0.009	6	0.0	0.0	5.663	A
C-A	74	18	0.00			74				
A-B	8	2	0.00			8				
A-C	56	14	0.00			56				

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