

Appendix J

Swept Path Analysis – Servicing Vehicles



Drawing 7 of 7

Drawing 6 of 7

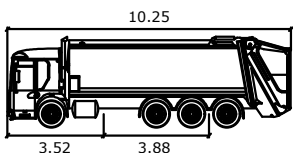
Drawing 5 of 7

Drawing 4 of 7

Drawing 3 of 7

Drawing 2 of 7

Drawing 1 of 7



Dennis Eagle OL 27W 2013
meters
Width : 2.53
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 22.7



84 North Street
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Golden Cross House
8 Duncannon Street
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Project:
Church Lane, Ashington

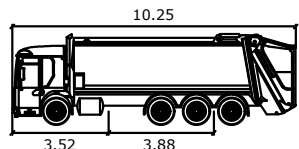
Title:
Swept Path Analysis
Refuse Vehicle

Scale: 1:2000 (@ A3)

Notes:

Drawing:
2109010-TK04

Revision:
B



Dennis Eagle OL 27W 2013
Width : 2.53 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 22.7



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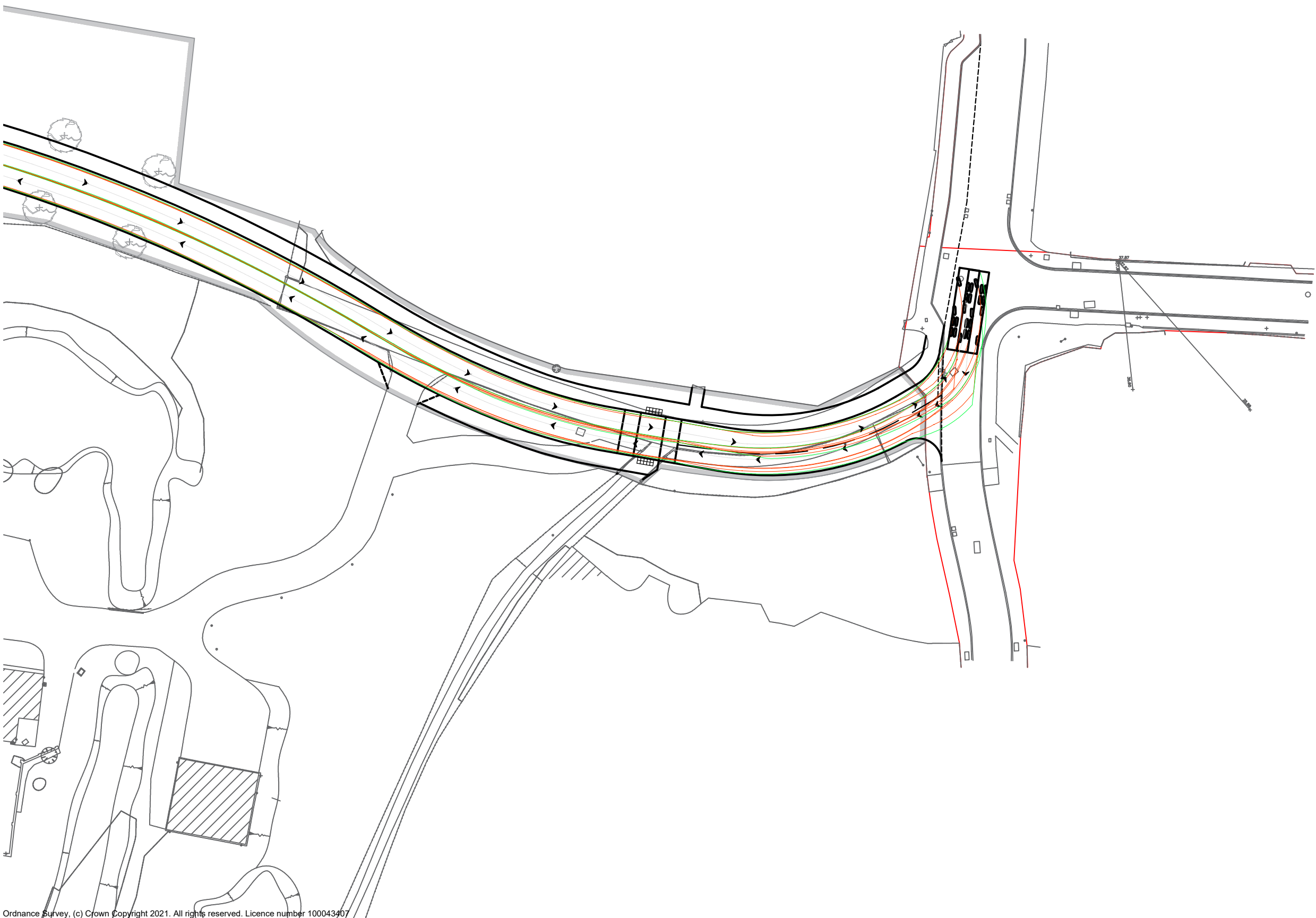
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Project:
Church Lane, Ashington

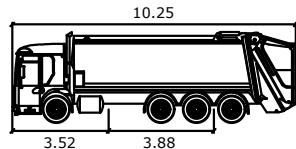
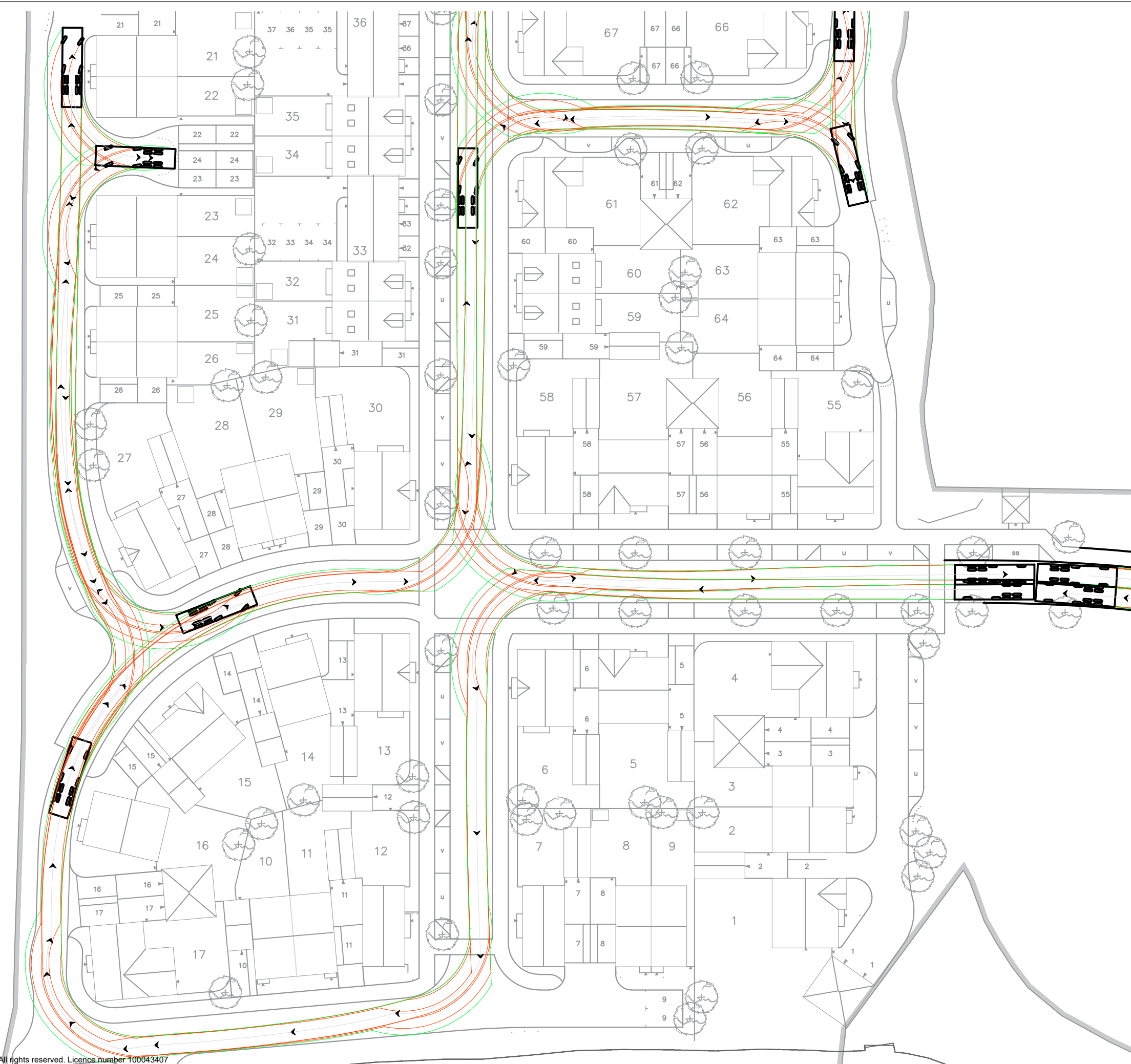
Title:
Swept Path Analysis, Refuse
Vehicle, Drawing 1 of 7

Scale: 1:500 (@ A3)

Drawing: 2109010-TK04.1
Revision: B







Dennis Eagle OL 27W 2013
Width : 2.53 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 22.7



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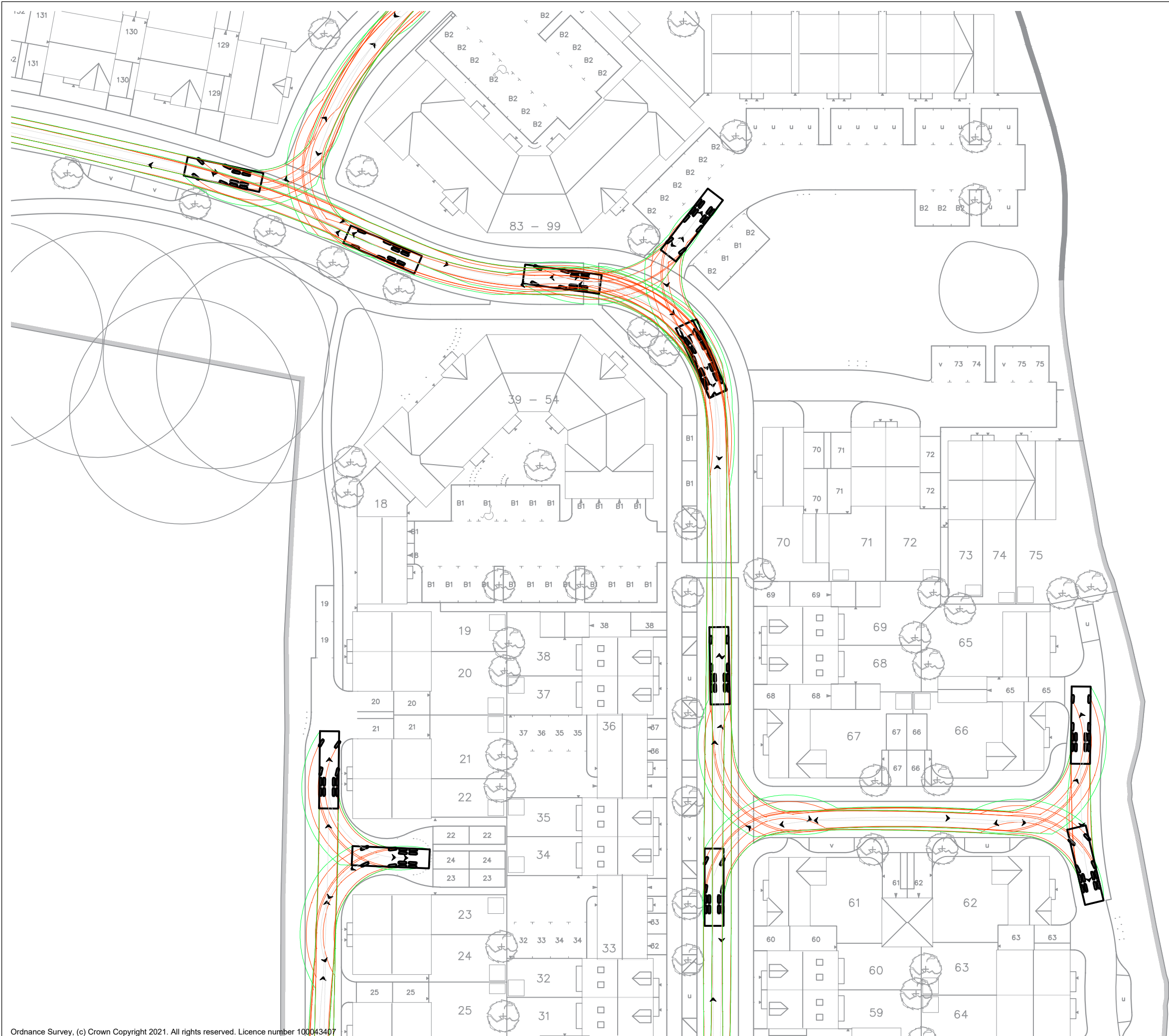
Project:
Church Lane, Ashington

Title:
Swept Path Analysis - Refuse
Vehicle, Drawing 3 of 7

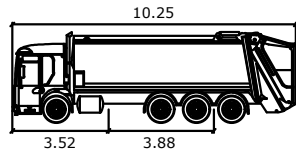
Scale: 1:500 (@ A3)

Drawing: 2109010-TK04.3
Revision: B

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Dennis Eagle OL 27W 2013
Width : 2.53 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 22.7



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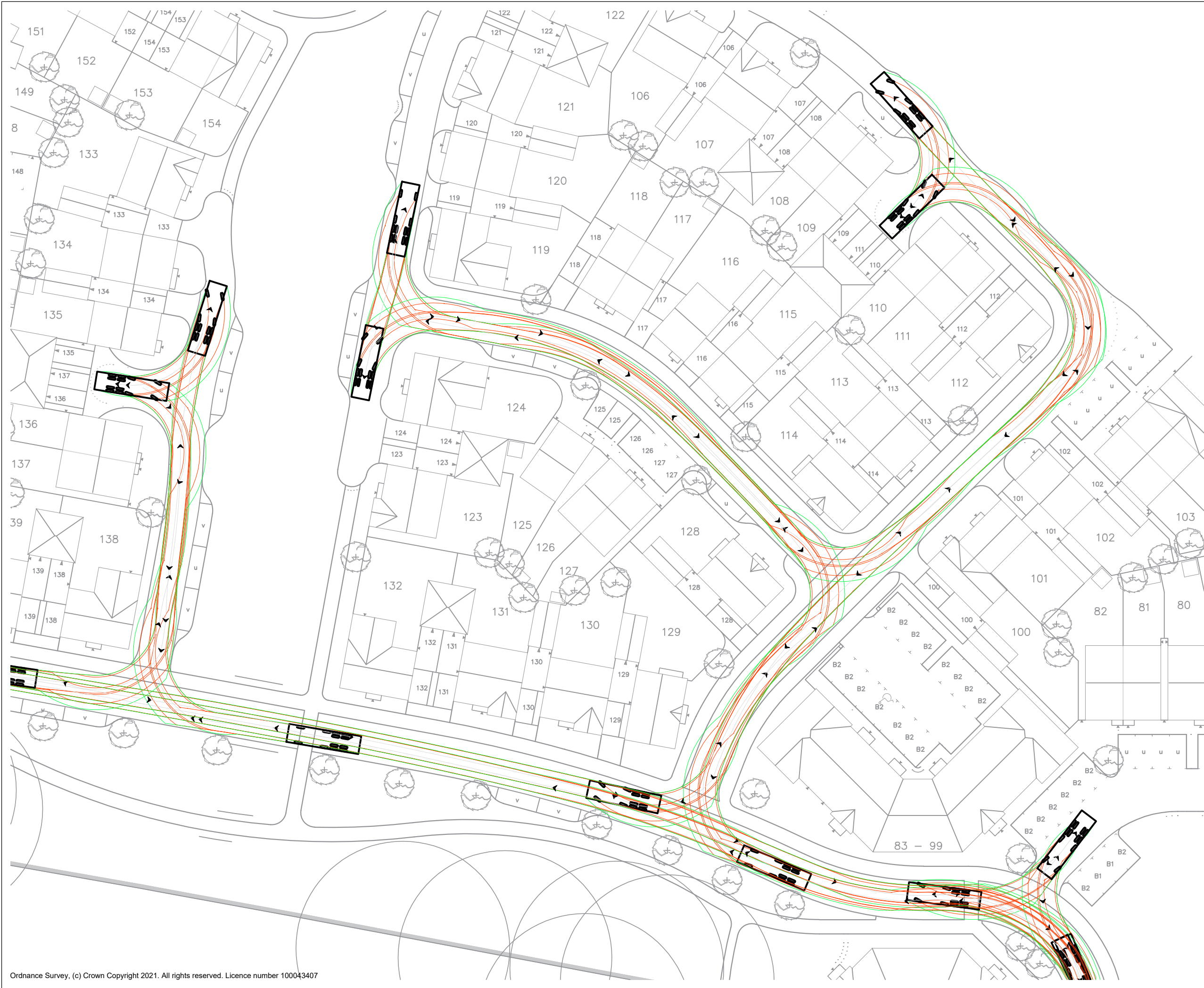
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Church Lane, Ashington

Title:
Swept Path Analysis - Refuse
Vehicle, Drawing 4 of 7

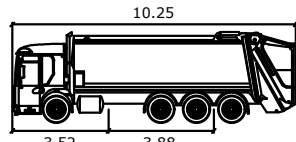
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Drawing: 2109010-TK04.4 Revision: B

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Dennis Eagle OL 27W 2013
Width : 2.53 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 22.7



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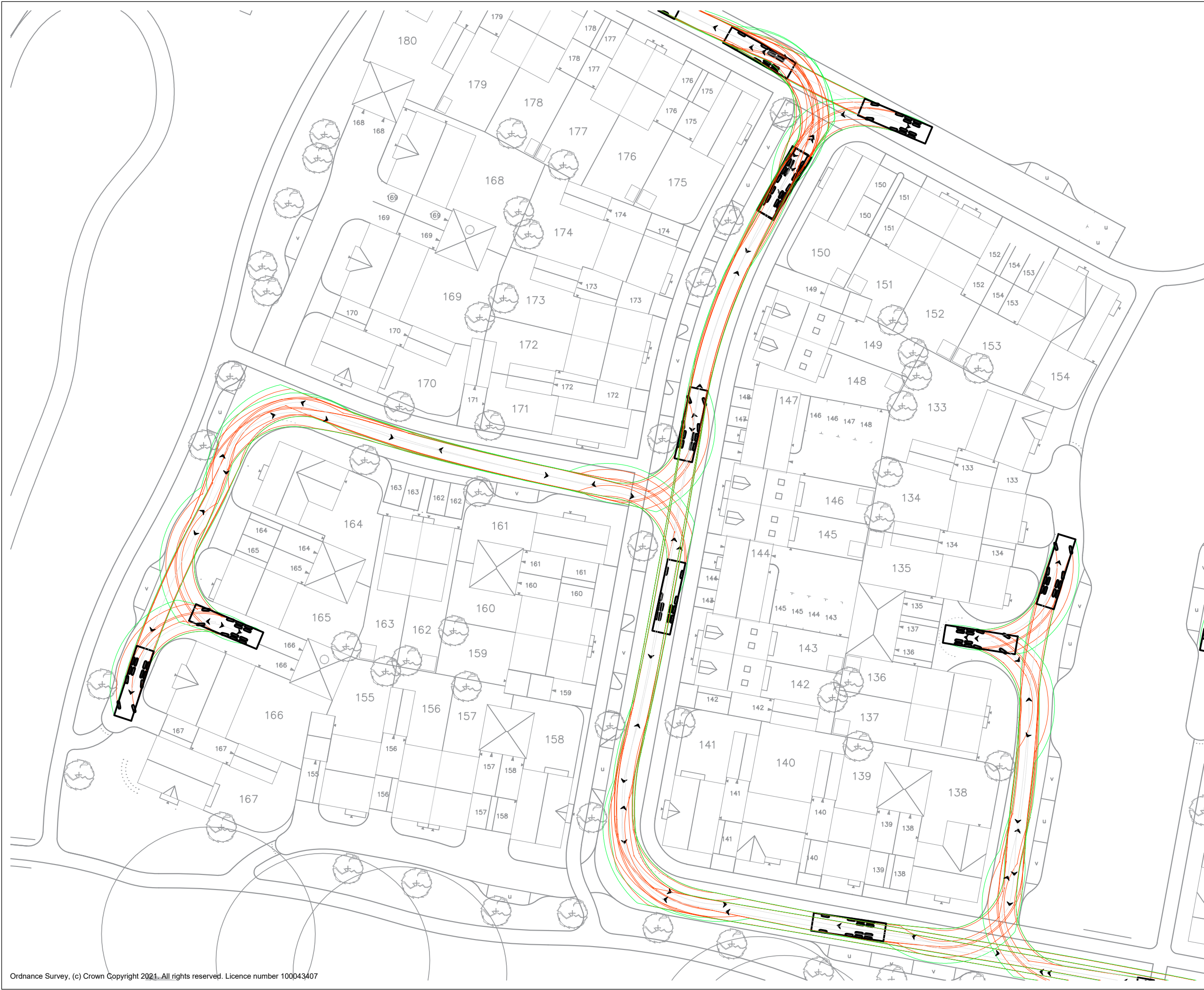
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Project:
Church Lane, Ashington

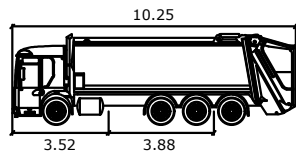
Title:
Swept Path Anlaysis - Refuse
Vehicle, Drawing 5 of 7

Scale: 1:500 (@ A3)

Drawing: 2109010-TK04.5
Revision: B



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Dennis Eagle OL 27W 2013
Width : 2.53 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 22.7



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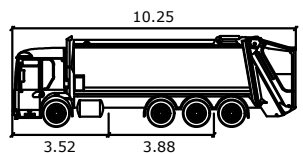
Project:
Church Lane, Ashington

Title:
Swept Path Analysis - Refuse
Vehicle, Drawing 6 of 7

Scale: 1:500 (@ A3)

Drawing:
2109010-TK04.6

Revision:
B



Dennis Eagle OL 27W 2013
Width : 2.53 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 22.7



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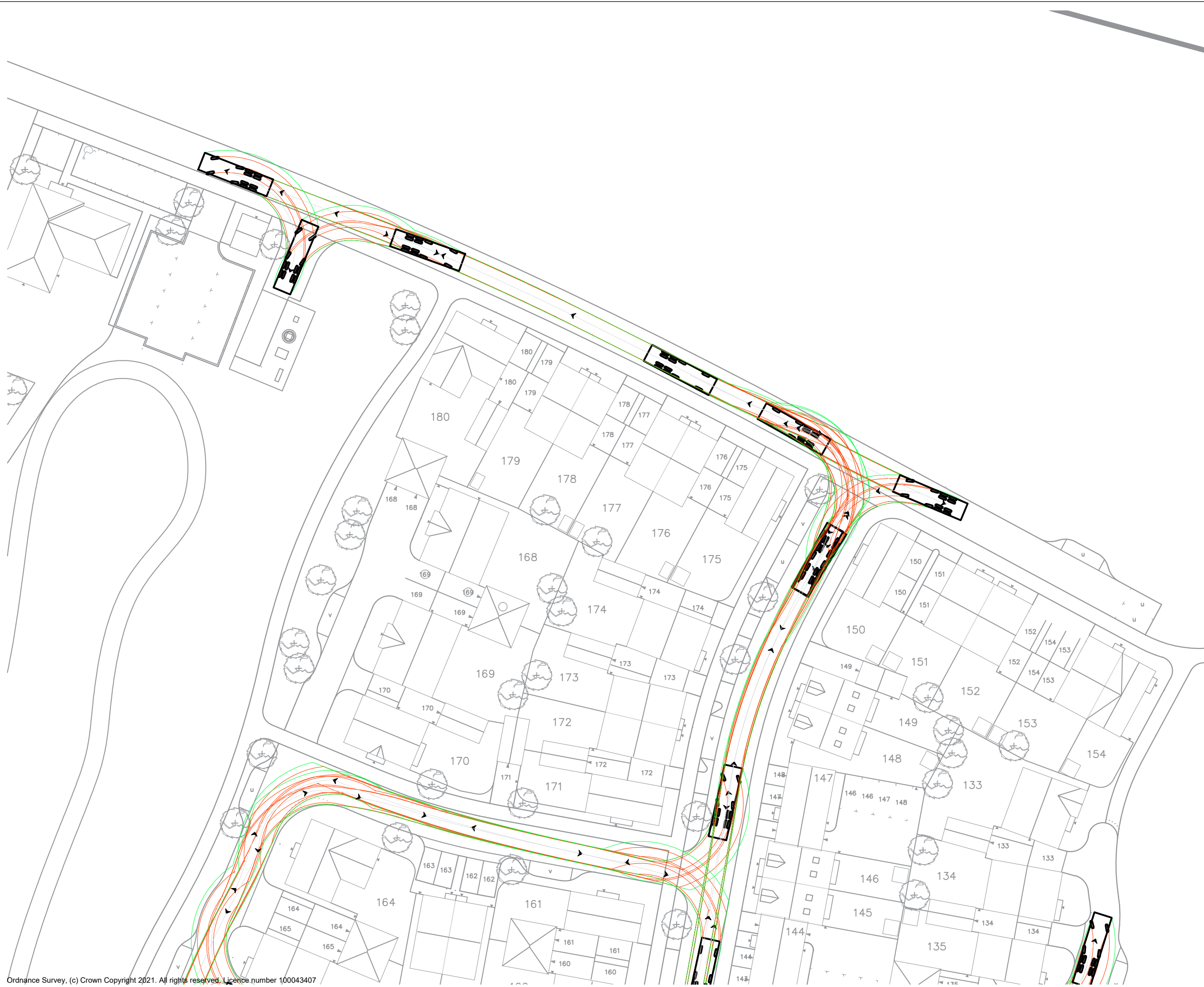
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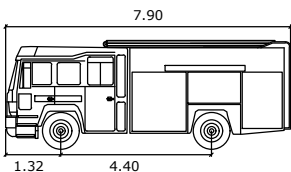
Title:
Swept Path Analysis, Refuse
Vehicle, Drawing 7 of 7

Scale: 1:500 (@ A3)

Drawing:
2109010-TK04.7

Revision:
B





Pumping Appliance
Width : 2.50 meters
Track : 1.75
Lock to Lock Time : 6.0
Steering Angle : 34.3



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Project:
Church Lane, Ashington

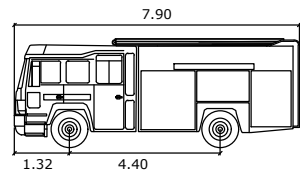
Title:
Swept Path Analysis
Pumping Appliance

Scale: 1:2000 (@ A3)

Notes:

Drawing:
2109010-TK06

Revision:
-



Pumping Appliance
meters
Width : 2.50 Lock to Lock Time : 6.0
Track : 1.75 Steering Angle : 34.3



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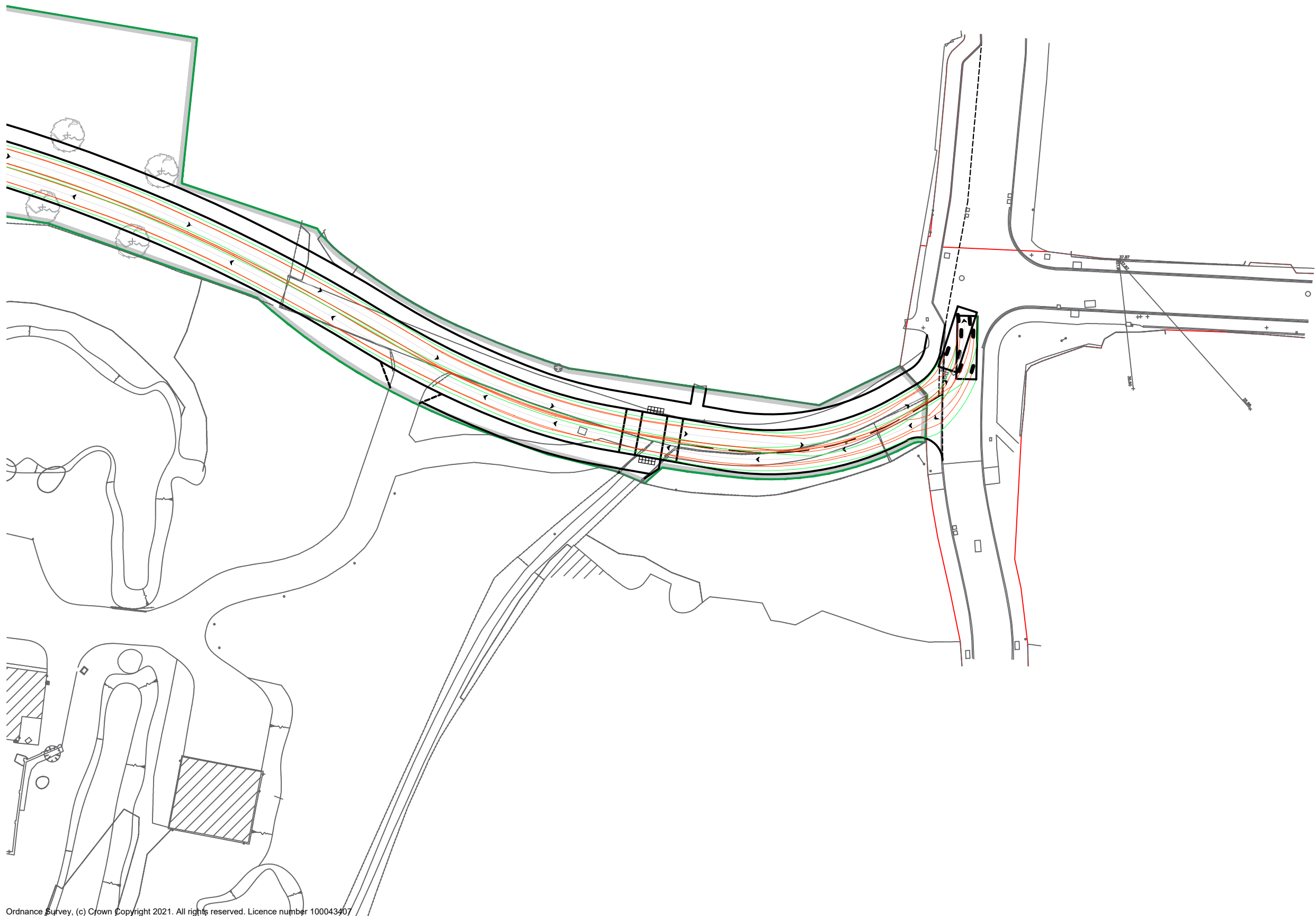
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Project:
Church Lane, Ashington

Title:
**Swept Path Analysis, Pumping
Appliance, Drawing 1 of 7**

Scale: 1:500 (@ A3)

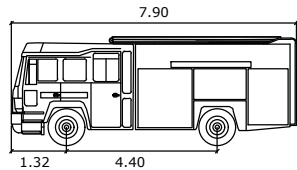
Drawing: **2109010-TK06.1** Revision: **-**



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Pumping Appliance
meters
Width : 2.50 Lock to Lock Time : 6.0
Track : 1.75 Steering Angle : 34.3



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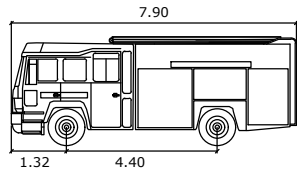
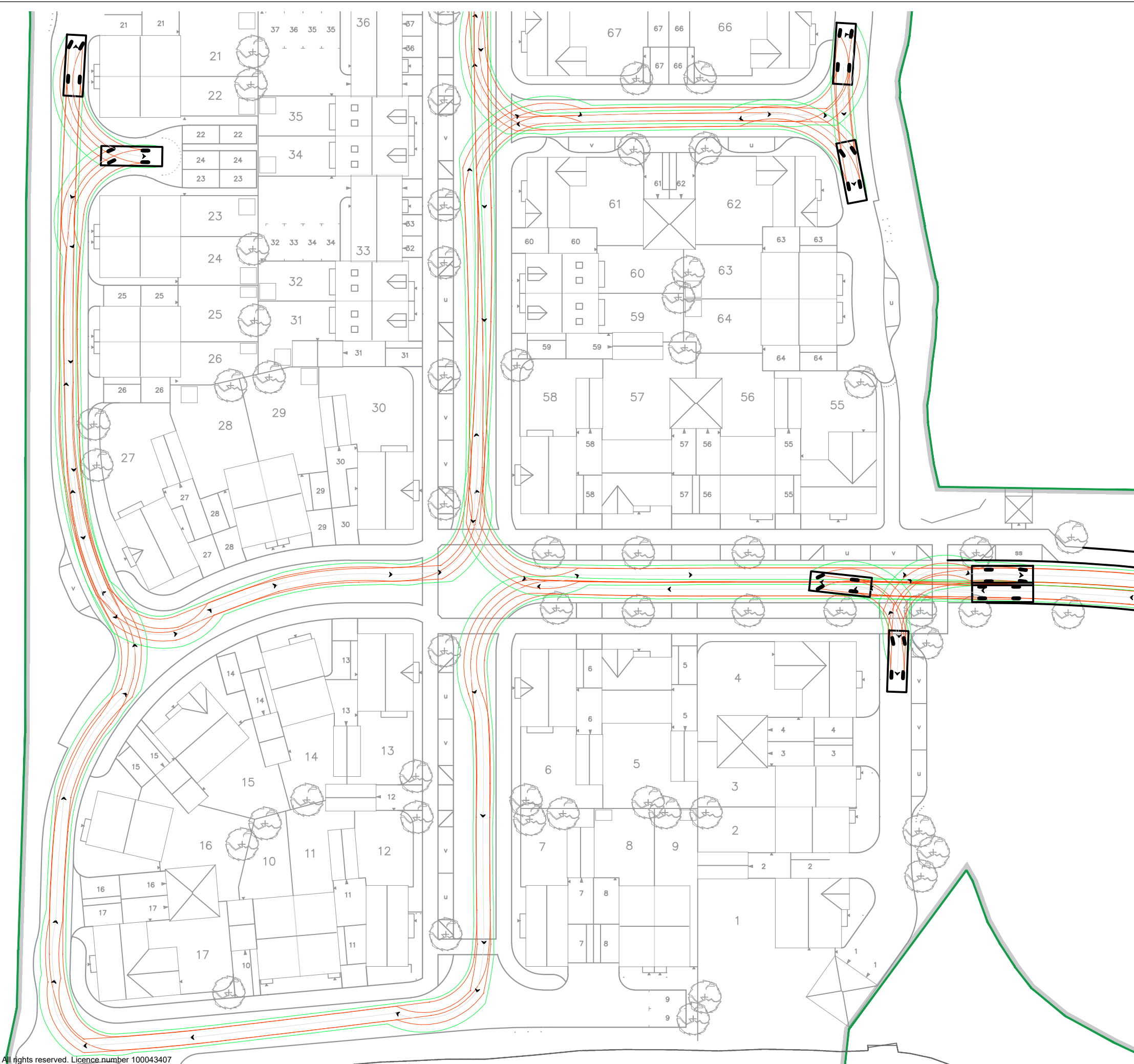
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Project:
Church Lane, Ashington

Title:
**Swept Path Analysis, Pumping
Appliance, Drawing 2 of 7**

Scale: 1:500 (@ A3)

Drawing:
2109010-TK06.2 Revision:
-



Pumping Appliance
Width : 2.50 meters
Track : 1.75 Lock to Lock Time : 6.0
Steering Angle : 34.3



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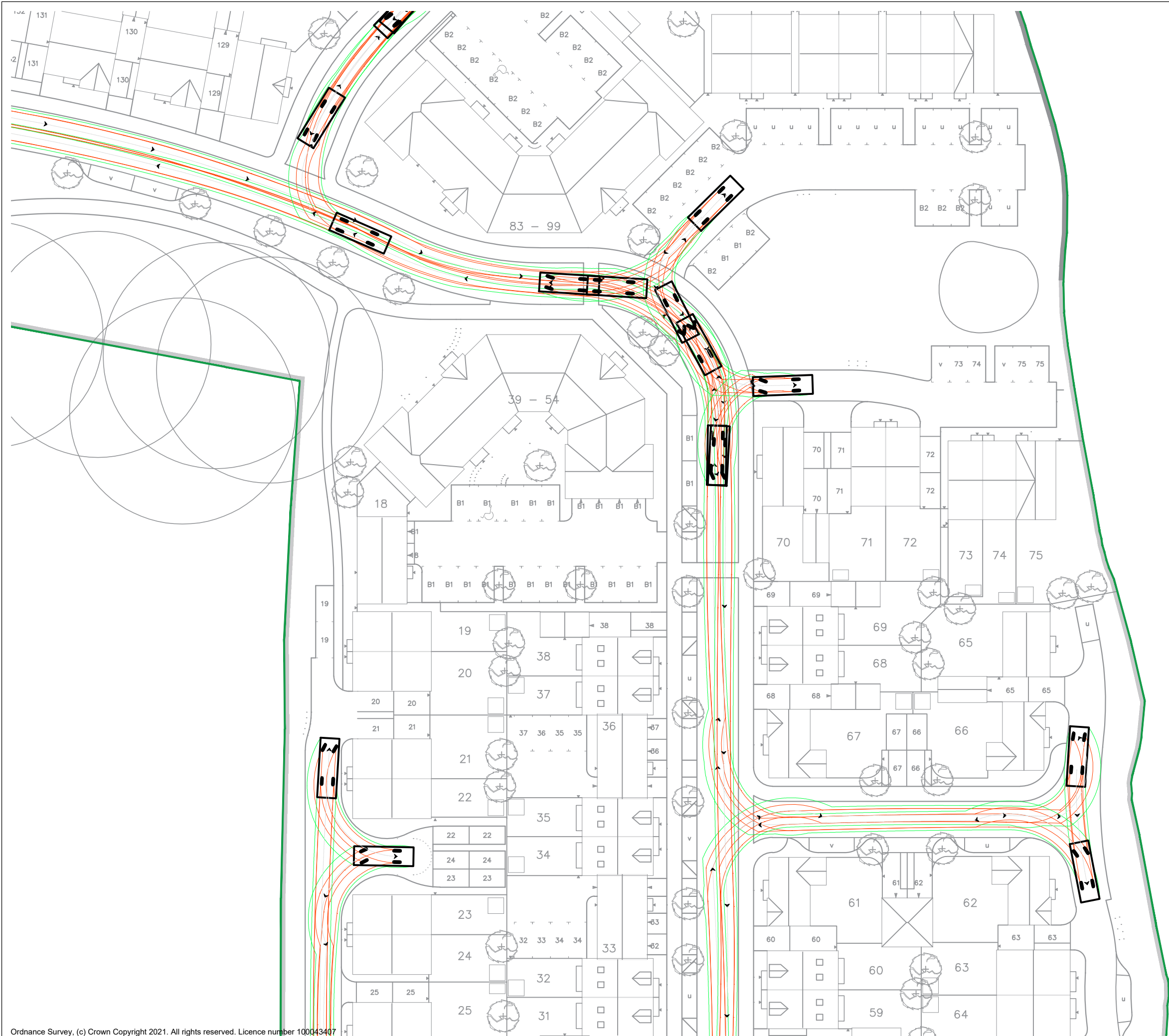
Project:
Church Lane, Ashington

Title:
Swept Path Analysis - Pumping
Appliance, Drawing 3 of 7

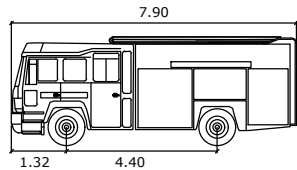
Scale: 1:500 (@ A3)

Drawing:
2109010-TK06.3
Revision:
-

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Pumping Appliance
Width : 2.50 meters
Track : 1.75 meters
Lock to Lock Time : 6.0
Steering Angle : 34.3



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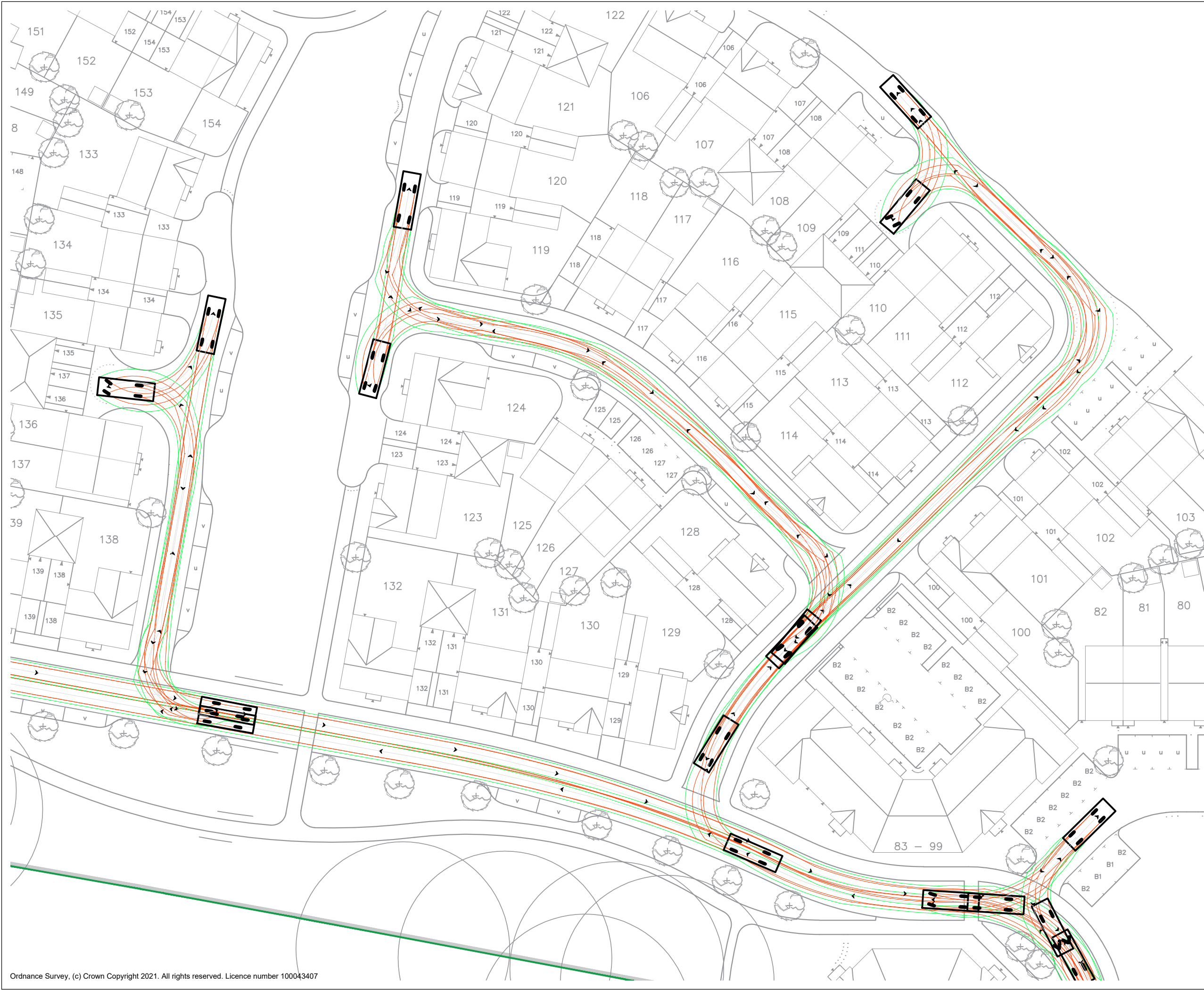
Project:
Church Lane, Ashington

Title:
Swept Path Analysis - Pumping Appliance, Drawing 4 of 7

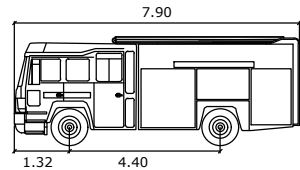
Scale: 1:500 (@ A3)

Drawing:
2109010-TK06.4

Revision:
-



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Pumping Appliance
Width : 2.50 meters
Track : 1.75
Lock to Lock Time : 6.0
Steering Angle : 34.3



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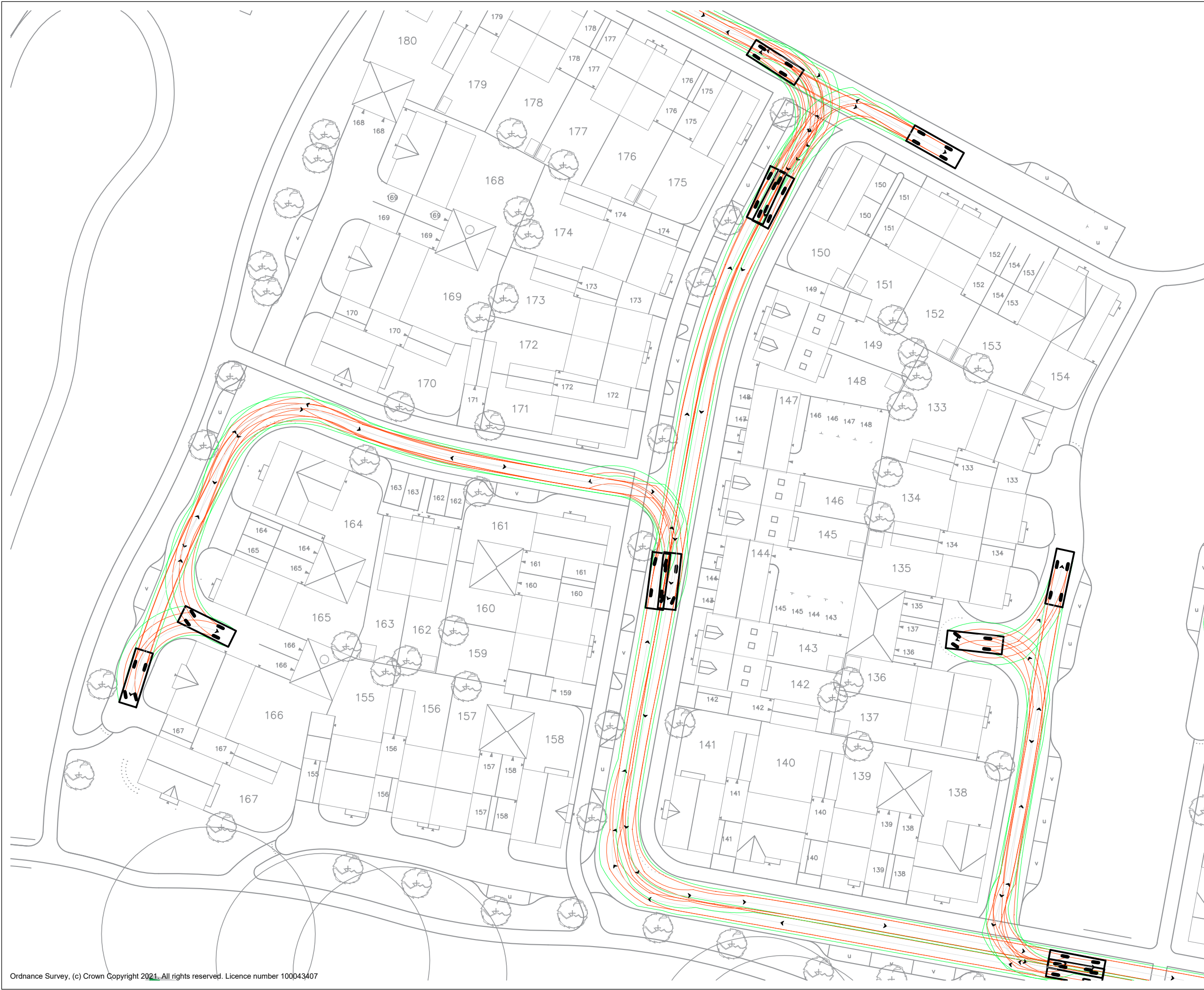
Project:
Church Lane, Ashington

Title:
Swept Path Anlaysis - Pumping Appliance, Drawing 5 of 7

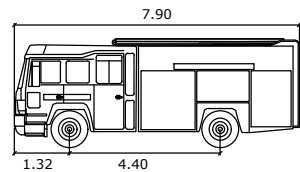
Scale: 1:500 (@ A3)

Drawing:
2109010-TK06.5

Revision:
-



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Pumping Appliance
Width : 2.50 meters
Track : 1.75 meters
Lock to Lock Time : 6.0
Steering Angle : 34.3

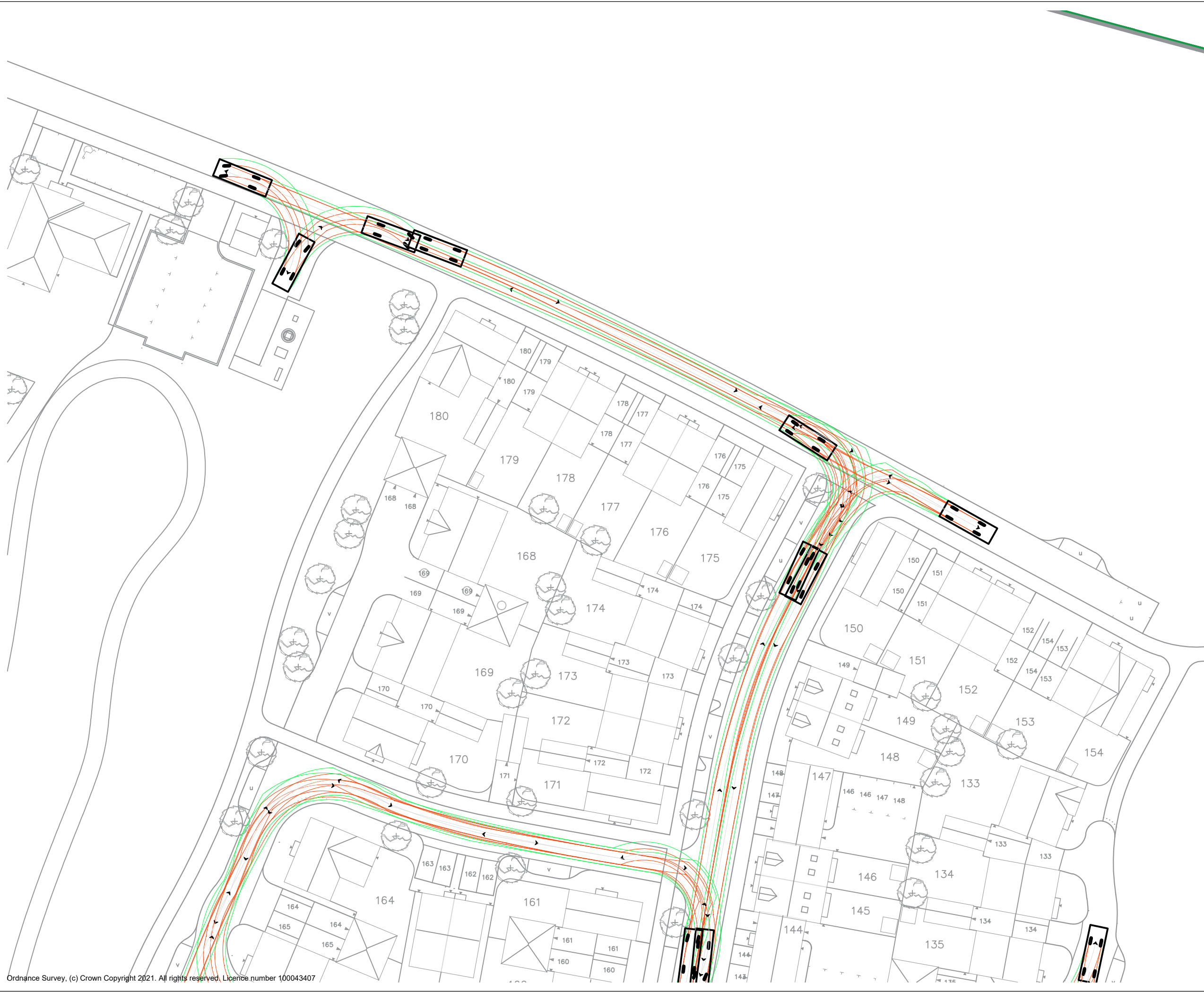


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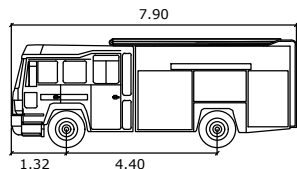
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Project:	Church Lane, Ashington
Title:	Swept Path Analysis - Pumping Appliance, Drawing 6 of 7
Scale:	1:500 (@ A3)
Drawing:	2109010-TK06.6
Revision:	-



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Pumping Appliance
Width : 2.50 meters
Track : 1.75 Lock to Lock Time : 6.0
Steering Angle : 34.3



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Project:
Church Lane, Ashington

Title:
Swept Path Analysis, Pumping
Appliance, Drawing 7 of 7

Scale: 1:500 (@ A3)

Drawing:
2109010-TK06.7

Revision:
-

Appendix K

TRICS Output – Private Houses

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-221216-1243

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	4 days
	EX ESSEX	1 days
	HC HAMPSHIRE	7 days
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	MW MEDWAY	2 days
	SC SURREY	4 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	DC DORSET	1 days
	SM SOMERSET	3 days
04	EAST ANGLIA	
	NF NORFOLK	7 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
09	NORTH	
	DH DURHAM	2 days

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

Motion High Street Guildford

Licence No: 734001

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: No of Dwellings
 Actual Range: 8 to 288 (units:)
 Range Selected by User: 6 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 30/06/22

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

Selected survey days:

Monday	12 days
Tuesday	8 days
Wednesday	12 days
Thursday	13 days
Friday	7 days

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

Selected survey types:

Manual count	52 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	41
Neighbourhood Centre (PPS6 Local Centre)	11

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

Selected Location Sub Categories:

Residential Zone	40
Village	9
Out of Town	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	52 days
----	---------

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

Population within 500m Range:

All Surveys Included

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	8 days
5,001 to 10,000	13 days
10,001 to 15,000	16 days
15,001 to 20,000	7 days
20,001 to 25,000	4 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	7 days
50,001 to 75,000	8 days
75,001 to 100,000	9 days
100,001 to 125,000	2 days
125,001 to 250,000	14 days
250,001 to 500,000	6 days

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

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	36 days
1.6 to 2.0	5 days

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

Travel Plan:

Yes	24 days
No	28 days

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

PTAL Rating:

No PTAL Present	52 days
-----------------	---------

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

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1	BC-03-A-02 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	BUNGALOWS 28 24/03/14	BOURNEMOUTH CHRISTCHURCH & POOLE
2	CT-03-A-01 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES 46 22/06/22	CENTRAL BEDFORDSHIRE
3	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: Survey date: FRIDAY	MIXED HOUSES 50 19/11/21	DORSET
4	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: Survey date: MONDAY	MIXED HOUSES 125 27/03/17	DURHAM
5	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: Survey date: FRIDAY	SEMI-DETACHED & TERRACED 57 19/10/18	DURHAM
6	EC-03-A-06 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	TERRACED HOUSES 24 24/11/14	CHESHIRE EAST
7	ES-03-A-03 SHEPHAM LANE POLEGATE Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	MIXED HOUSES & FLATS 212 11/07/16	EAST SUSSEX

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters (Cont.)

8	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16		Survey Type: MANUAL
9	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19		Survey Type: MANUAL
10	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19		Survey Type: MANUAL
11	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 123 Survey date: MONDAY 27/09/21		Survey Type: MANUAL
12	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18		Survey Type: MANUAL
13	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18		Survey Type: MANUAL
14	HC-03-A-24 STONEHAM LANE EASTLEIGH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 243 Survey date: WEDNESDAY 10/11/21		Survey Type: MANUAL

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters (Cont.)

15	HC-03-A-26 BOTLEY ROAD WHITELEY	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Out of Town Total No of Dwellings:	270	
	Survey date: THURSDAY	24/06/21	Survey Type: MANUAL
16	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
17	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	125	
	Survey date: MONDAY	08/11/21	Survey Type: MANUAL
18	HC-03-A-29 CROW LANE RINGWOOD CROW	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	195	
	Survey date: THURSDAY	30/06/22	Survey Type: MANUAL
19	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
20	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
21	KC-03-A-07 RECVLVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
22	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES	KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters (Cont.)

23	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS	LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
24	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM	DETACHED & SEMI-DETACHED	MEDWAY
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
25	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES	MEDWAY
	Edge of Town Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
26	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
27	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	70	
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL
28	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
29	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	275	
	Survey date: MONDAY	23/09/19	Survey Type: MANUAL
30	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	55	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL

Motion High Street Guildford

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LIST OF SITES relevant to selection parameters (Cont.)

31	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK
	YARMOUTH ROAD		
	NEAR NORWICH		
	BLOFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	93	
	Survey date: THURSDAY	16/09/21	Survey Type: MANUAL
32	NF-03-A-30	MIXED HOUSES	NORFOLK
	BRANDON ROAD		
	SWAFFHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	266	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL
33	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
	WIGHAY ROAD		
	HUCKNALL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	36	
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL
34	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE
	PALACE ROAD		
	RIPON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL
35	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
36	SC-03-A-05	MIXED HOUSES	SURREY
	REIGATE ROAD		
	HORLEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	207	
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL
37	SC-03-A-07	MIXED HOUSES	SURREY
	FOLLY HILL		
	FARNHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	41	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters (Cont.)

38	SC-03-A-09 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	136	
	Survey date: TUESDAY	24/05/22	Survey Type: MANUAL
39	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES	SUFFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
40	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
41	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
42	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone		
	Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
43	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	42	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
44	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	41	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL

Motion High Street Guildford

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LIST OF SITES relevant to selection parameters (Cont.)

45	SP-03-A-02	MIXED HOUSES & FLATS	SOUTHAMPTON
	BARNFIELD WAY		
	NEAR SOUTHAMPTON		
	HEDGE END		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	250	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
46	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
47	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE		
	KENILWORTH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
48	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD		
	COVENTRY		
	EARLSDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
49	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	HORSHAM		
	BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
50	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE		
	NEAR HORSHAM		
	BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL
51	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
52	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	COVID
CA-03-A-07	COVID
ES-03-A-06	COVID
HF-03-A-04	COVID
KC-03-A-09	COVID
SF-03-A-10	COVID
WS-03-A-12	COVID
WS-03-A-13	COVID

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.77

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	52	104	0.083	52	104	0.288	52	104	0.371
08:00 - 09:00	52	104	0.137	52	104	0.357	52	104	0.494
09:00 - 10:00	52	104	0.134	52	104	0.179	52	104	0.313
10:00 - 11:00	52	104	0.129	52	104	0.157	52	104	0.286
11:00 - 12:00	52	104	0.130	52	104	0.155	52	104	0.285
12:00 - 13:00	52	104	0.147	52	104	0.154	52	104	0.301
13:00 - 14:00	52	104	0.165	52	104	0.149	52	104	0.314
14:00 - 15:00	52	104	0.163	52	104	0.179	52	104	0.342
15:00 - 16:00	52	104	0.255	52	104	0.163	52	104	0.418
16:00 - 17:00	52	104	0.263	52	104	0.161	52	104	0.424
17:00 - 18:00	52	104	0.327	52	104	0.141	52	104	0.468
18:00 - 19:00	52	104	0.265	52	104	0.140	52	104	0.405
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.198			2.223			4.421

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.

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Parameter summary

Trip rate parameter range selected:	8 - 288 (units:)
Survey date range:	01/01/14 - 30/06/22
Number of weekdays (Monday-Friday):	52
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	8

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

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.77

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	52	104	0.122	52	104	0.494	52	104	0.616
08:00 - 09:00	52	104	0.215	52	104	0.752	52	104	0.967
09:00 - 10:00	52	104	0.212	52	104	0.313	52	104	0.525
10:00 - 11:00	52	104	0.201	52	104	0.272	52	104	0.473
11:00 - 12:00	52	104	0.205	52	104	0.255	52	104	0.460
12:00 - 13:00	52	104	0.241	52	104	0.250	52	104	0.491
13:00 - 14:00	52	104	0.270	52	104	0.237	52	104	0.507
14:00 - 15:00	52	104	0.264	52	104	0.284	52	104	0.548
15:00 - 16:00	52	104	0.551	52	104	0.300	52	104	0.851
16:00 - 17:00	52	104	0.517	52	104	0.284	52	104	0.801
17:00 - 18:00	52	104	0.585	52	104	0.243	52	104	0.828
18:00 - 19:00	52	104	0.477	52	104	0.264	52	104	0.741
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.860			3.948			7.808

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

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

Appendix L

TRICS Output – Affordable Houses

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-221216-1220

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY	WEST YORKSHIRE 1 days
08	NORTH WEST	
	MS	MERSEYSIDE 1 days

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:	No of Dwellings
Actual Range:	14 to 54 (units:)
Range Selected by User:	14 to 280 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 22/10/21

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:

Tuesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	3
--------------	---

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

Selected Location Sub Categories:

Residential Zone	3
------------------	---

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

Motion High Street Guildford

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Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

10,001 to 15,000 2 days

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

Population within 5 miles:

5,001 to 25,000 1 days

50,001 to 75,000 1 days

75,001 to 100,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 3 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1	ES-03-B-01	BUNGALOWS		EAST SUSSEX
	BOWLEY ROAD			
	HAILSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: THURSDAY	03/07/03		Survey Type: MANUAL
2	MS-03-B-01	TERRACED		MERSEYSIDE
	TARBOCK ROAD			
	LIVERPOOL			
	SPEKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: TUESDAY	18/06/13		Survey Type: MANUAL
3	WY-03-B-02	MIXED HOUSES		WEST YORKSHIRE
	WHITEACRE STREET			
	HUDDERSFIELD			
	DEIGHTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.22

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	28	0.048	3	28	0.083	3	28	0.131
08:00 - 09:00	3	28	0.155	3	28	0.333	3	28	0.488
09:00 - 10:00	3	28	0.250	3	28	0.321	3	28	0.571
10:00 - 11:00	3	28	0.190	3	28	0.214	3	28	0.404
11:00 - 12:00	3	28	0.190	3	28	0.167	3	28	0.357
12:00 - 13:00	3	28	0.202	3	28	0.214	3	28	0.416
13:00 - 14:00	3	28	0.083	3	28	0.119	3	28	0.202
14:00 - 15:00	3	28	0.238	3	28	0.155	3	28	0.393
15:00 - 16:00	3	28	0.155	3	28	0.155	3	28	0.310
16:00 - 17:00	3	28	0.155	3	28	0.143	3	28	0.298
17:00 - 18:00	3	28	0.262	3	28	0.155	3	28	0.417
18:00 - 19:00	3	28	0.155	3	28	0.107	3	28	0.262
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.083			2.166			4.249

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

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

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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	14 - 54 (units:)
Survey date range:	01/01/00 - 22/10/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.22

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	28	0.083	3	28	0.202	3	28	0.285
08:00 - 09:00	3	28	0.369	3	28	0.893	3	28	1.262
09:00 - 10:00	3	28	0.500	3	28	0.607	3	28	1.107
10:00 - 11:00	3	28	0.429	3	28	0.548	3	28	0.977
11:00 - 12:00	3	28	0.393	3	28	0.357	3	28	0.750
12:00 - 13:00	3	28	0.405	3	28	0.405	3	28	0.810
13:00 - 14:00	3	28	0.167	3	28	0.250	3	28	0.417
14:00 - 15:00	3	28	0.548	3	28	0.369	3	28	0.917
15:00 - 16:00	3	28	0.476	3	28	0.321	3	28	0.797
16:00 - 17:00	3	28	0.357	3	28	0.333	3	28	0.690
17:00 - 18:00	3	28	0.571	3	28	0.214	3	28	0.785
18:00 - 19:00	3	28	0.333	3	28	0.286	3	28	0.619
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.631			4.785			9.416

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

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

Appendix M

TRICS Output – Affordable Flats

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-221216-1249

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days

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: No of Dwellings
 Actual Range: 6 to 467 (units:)
 Range Selected by User: 6 to 467 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 03/01/04 to 24/11/21

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:

Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	3
--------------	---

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

Selected Location Sub Categories:

Residential Zone	1
No Sub Category	2

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

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 2 days

25,001 to 50,000 1 days

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

Population within 5 miles:

125,001 to 250,000 1 days

250,001 to 500,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 1 days

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

Travel Plan:

Yes 1 days

No 2 days

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

PTAL Rating:

No PTAL Present 3 days

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

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1	BR-03-D-03	BLOCKS OF FLATS		BRISTOL CITY
	BRISTOL ROAD			
	BRISTOL			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	28		
	Survey date: TUESDAY	13/10/09	Survey Type: MANUAL	
2	BR-03-D-04	BLOCKS OF FLATS		BRISTOL CITY
	WHITCHURCH LANE			
	BRISTOL			
	HARTCLIFFE			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	467		
	Survey date: WEDNESDAY	24/11/21	Survey Type: MANUAL	
3	OX-03-D-01	FLATS		OXFORDSHIRE
	FAIRLAWN END			
	OXFORD			
	UPPER WOLVERCOTE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	6		
	Survey date: TUESDAY	05/10/10	Survey Type: MANUAL	

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.41

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	167	0.028	3	167	0.054	3	167	0.082
08:00 - 09:00	3	167	0.042	3	167	0.088	3	167	0.130
09:00 - 10:00	3	167	0.044	3	167	0.038	3	167	0.082
10:00 - 11:00	3	167	0.048	3	167	0.046	3	167	0.094
11:00 - 12:00	3	167	0.044	3	167	0.068	3	167	0.112
12:00 - 13:00	3	167	0.030	3	167	0.036	3	167	0.066
13:00 - 14:00	3	167	0.068	3	167	0.056	3	167	0.124
14:00 - 15:00	3	167	0.076	3	167	0.080	3	167	0.156
15:00 - 16:00	3	167	0.080	3	167	0.064	3	167	0.144
16:00 - 17:00	3	167	0.100	3	167	0.088	3	167	0.188
17:00 - 18:00	3	167	0.098	3	167	0.064	3	167	0.162
18:00 - 19:00	3	167	0.074	3	167	0.062	3	167	0.136
19:00 - 20:00	1	6	0.000	1	6	0.333	1	6	0.333
20:00 - 21:00	1	6	0.167	1	6	0.000	1	6	0.167
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.899			1.077			1.976

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.

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Parameter summary

Trip rate parameter range selected:	6 - 467 (units:)
Survey date range:	03/01/04 - 24/11/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.41

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	167	0.026	3	167	0.112	3	167	0.138
08:00 - 09:00	3	167	0.074	3	167	0.289	3	167	0.363
09:00 - 10:00	3	167	0.080	3	167	0.092	3	167	0.172
10:00 - 11:00	3	167	0.120	3	167	0.122	3	167	0.242
11:00 - 12:00	3	167	0.106	3	167	0.156	3	167	0.262
12:00 - 13:00	3	167	0.098	3	167	0.128	3	167	0.226
13:00 - 14:00	3	167	0.144	3	167	0.162	3	167	0.306
14:00 - 15:00	3	167	0.150	3	167	0.198	3	167	0.348
15:00 - 16:00	3	167	0.250	3	167	0.158	3	167	0.408
16:00 - 17:00	3	167	0.232	3	167	0.148	3	167	0.380
17:00 - 18:00	3	167	0.246	3	167	0.146	3	167	0.392
18:00 - 19:00	3	167	0.182	3	167	0.130	3	167	0.312
19:00 - 20:00	1	6	0.000	1	6	0.833	1	6	0.833
20:00 - 21:00	1	6	0.333	1	6	0.000	1	6	0.333
21:00 - 22:00	1	6	0.167	1	6	0.000	1	6	0.167
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.208			2.674			4.882

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

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

Appendix N

Census Data - Location of Usual Residence and Place of Work by Method of Travel
to Work'

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population

All usual residents aged 16 and over in employment the week before the census

units

Persons

date

2011

method of travel to work

Driving a car or van

usual residence			Site Access		Church Lane/Church Close			Church Lane/London Road			London Road/Mill Lane Roundabout			
place of work	E02006602 : Horsham 015	Percentages	South	North	East	South	North	West	South	North	East	South	West	North
E02006588 : Horsham 001	14	1%		1%	1%					1%				
E02006589 : Horsham 002	45	2%		2%	2%					2%				
E02006590 : Horsham 003	27	1%		1%	1%					1%				
E02006591 : Horsham 004	35	2%		2%	2%					2%				
E02006592 : Horsham 005	24	1%		1%	1%					1%				
E02006593 : Horsham 006	140	7%		7%	7%					7%				
E02006595 : Horsham 008	19	1%		1%	1%					1%				
E02006596 : Horsham 009	35	2%		2%	2%					2%				
E02006597 : Horsham 010	90	4%		4%	4%					4%				
E02006598 : Horsham 011	47	2%		2%	2%				1%	1%		1%		
E02006599 : Horsham 012	51	2%		2%	2%				1%	1%		1%		
E02006600 : Horsham 013	187	9%		9%	9%				9%			9%		
E02006601 : Horsham 014	56	3%		3%	3%				1%	2%		1%		
E02006602 : Horsham 015	183	9%		9%	7%		3%		1%	6%		1%		
E02006603 : Horsham 016	39	2%		2%	2%				1%	1%		1%		
Adur	85	4%		4%	4%				4%			4%		
Arun	112	5%		5%	5%				5%			5%		
Brighton and Hove	110	5%		5%	5%				5%			5%		
Chichester	104	5%		5%	5%				3%	2%		3%		
Crawley	209	10%		10%	10%					10%				
Guildford	36	2%		2%	2%					2%				
Lewes	14	1%		1%	1%				1%			1%		
Mid Sussex	80	4%		4%	4%					4%				
Mole Valley	49	2%		2%	2%					2%				
Reigate and Banstead	31	2%		2%	2%					2%				
Waverley	30	1%		1%	1%					1%				
Worthing	176	9%		9%	9%				9%			9%		
Hillingdon	18	1%		1%	1%					1%				
	2,046	100%		99%	97%		3%		41%	56%		41%		

Appendix O

Junction Modelling Results

Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.5.1.7462 © Copyright TRL Limited, 2019									
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk									
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: Site Access - Church Close PICADY.j9

Path: C:\Users\ellieupton\Documents\BEASHI Modelling

Report generation date: 19/12/2022 17:43:07

»2027 with Development, AM

»2027 with Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2027 with Development										
Stream B-AC	D7	0.2	7.02	0.18	A	D8	0.1	6.03	0.05	A
Stream C-AB		0.1	6.41	0.06	A		0.1	6.81	0.12	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	19/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\EllieUpton
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2022 Baseline Traffic	AM	ONE HOUR	08:00	09:30	15			
D2	2022 Baseline Traffic	PM	ONE HOUR	17:00	18:30	15			
D3	2027 Uplift	AM	ONE HOUR	08:00	09:30	15		Simple	D1*1.041
D4	2027 Uplift	PM	ONE HOUR	17:00	18:30	15		Simple	D2*1.0421
D5	Development Traffic	AM	ONE HOUR	08:00	09:30	15			
D6	Development Traffic	PM	ONE HOUR	17:00	18:30	15			
D7	2027 with Development	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5
D8	2027 with Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

Analysis Set Details

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

2027 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2027 with Development, AM	Demand Set relationships are chained. This may slow down the file.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Church Close South		Major
B	Site Access		Minor
C	Church Close North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	4.80			40.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	25	32

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	489	0.094	0.237	0.149	0.338
B-C	628	0.101	0.256	-	-
C-B	597	0.243	0.243	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2027 with Development	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	6	100.000
B		ONE HOUR	✓	103	100.000
C		ONE HOUR	✓	36	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	0	6
	B	0	0	103
	C	5	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	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	0.18	7.02	0.2	A	95	142
C-AB	0.06	6.41	0.1	A	28	43
C-A					5	7
A-B					0	0
A-C					6	9

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	627	0.124	77	0.0	0.1	6.541	A
C-AB	23	6	596	0.039	23	0.0	0.0	6.281	A
C-A	4	0.98			4				
A-B	0	0			0				
A-C	5	1			5				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	627	0.148	92	0.1	0.2	6.739	A
C-AB	28	7	596	0.047	28	0.0	0.0	6.336	A
C-A	5	1			5				
A-B	0	0			0				
A-C	6	1			6				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	28	626	0.181	113	0.2	0.2	7.016	A
C-AB	34	9	596	0.057	34	0.0	0.1	6.409	A
C-A	6	1			6				
A-B	0	0			0				
A-C	7	2			7				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	28	626	0.181	113	0.2	0.2	7.019	A
C-AB	34	9	596	0.057	34	0.1	0.1	6.409	A
C-A	6	1			6				
A-B	0	0			0				
A-C	7	2			7				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	627	0.148	93	0.2	0.2	6.746	A
C-AB	28	7	596	0.047	28	0.1	0.0	6.339	A
C-A	5	1			5				
A-B	0	0			0				
A-C	6	1			6				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	627	0.124	78	0.2	0.1	6.559	A
C-AB	23	6	596	0.039	23	0.0	0.0	6.285	A
C-A	4	0.98			4				
A-B	0	0			0				
A-C	5	1			5				

2027 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2027 with Development, AM	Demand Set relationships are chained. This may slow down the file.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2027 with Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	4	100.000
B		ONE HOUR	✓	28	100.000
C		ONE HOUR	✓	69	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	A	B	C
From	A	0	4
	B	0	28
	C	6	63

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	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	6.03	0.1	A	26	39
C-AB	0.12	6.81	0.1	A	58	87
C-A					6	9
A-B					0	0
A-C					0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	628	0.034	21	0.0	0.0	5.929	A
C-AB	47	12	598	0.079	47	0.0	0.1	6.536	A
C-A	5	1			5				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	628	0.040	25	0.0	0.0	5.971	A
C-AB	57	14	598	0.095	57	0.1	0.1	6.653	A
C-A	6	1			6				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	628	0.049	31	0.0	0.1	6.028	A
C-AB	69	17	598	0.116	69	0.1	0.1	6.808	A
C-A	7	2			7				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	628	0.049	31	0.1	0.1	6.028	A
C-AB	69	17	598	0.116	69	0.1	0.1	6.811	A
C-A	7	2			7				
A-B	0	0			0				
A-C	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	628	0.040	25	0.1	0.0	5.974	A
C-AB	57	14	598	0.095	57	0.1	0.1	6.659	A
C-A	6	1			6				
A-B	0	0			0				
A-C	0	0			0				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	628	0.034	21	0.0	0.0	5.931	A
C-AB	47	12	598	0.079	48	0.1	0.1	6.546	A
C-A	5	1			5				
A-B	0	0			0				
A-C	0	0			0				

Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.5.1.7462 © Copyright TRL Limited, 2019									
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Filename: Church Close - Church Lane PICADY.j9
Path: C:\Users\ellieupton\Documents\BEASHI Modelling
Report generation date: 19/12/2022 17:31:32

»2027 with Development, AM
 »2027 with Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2027 with Development										
Stream B-AC	D7	0.3	10.23	0.23	B	D8	0.2	8.06	0.18	A
Stream C-AB		0.2	7.64	0.20	A		0.1	6.48	0.07	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	19/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\EllieUpton
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2022 Baseline Traffic	AM	ONE HOUR	08:00	09:30	15			
D2	2022 Baseline Traffic	PM	ONE HOUR	17:00	18:30	15			
D3	2027 Uplift	AM	ONE HOUR	08:00	09:30	15		Simple	D1*1.041
D4	2027 Uplift	PM	ONE HOUR	17:00	18:30	15		Simple	D2*1.0421
D5	Development Traffic	AM	ONE HOUR	08:00	09:30	15			
D6	Development Traffic	PM	ONE HOUR	17:00	18:30	15			
D7	2027 with Development	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5
D8	2027 with Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

Analysis Set Details

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

2027 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2027 with Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Church Close North		Major
B	Church Lane		Minor
C	Church Close South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.10			50.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.25	28	14

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	456	0.086	0.218	0.137	0.312
B-C	585	0.093	0.236	-	-
C-B	603	0.243	0.243	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2027 with Development	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	66	100.000
B		ONE HOUR	✓	95	100.000
C		ONE HOUR	✓	107	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	64	2
	B	59	0	35
	C	3	104	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	2	0	0
	C	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	0.23	10.23	0.3	B	87	130
C-AB	0.20	7.64	0.2	A	96	143
C-A					3	4
A-B					58	87
A-C					2	3

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	18	467	0.152	70	0.0	0.2	9.054	A
C-AB	78	20	591	0.133	78	0.0	0.2	7.006	A
C-A	2	0.55			2				
A-B	48	12			48				
A-C	2	0.38			2				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	21	463	0.184	85	0.2	0.2	9.523	A
C-AB	94	23	589	0.159	93	0.2	0.2	7.262	A
C-A	3	0.66			3				
A-B	57	14			57				
A-C	2	0.46			2				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	104	26	456	0.228	104	0.2	0.3	10.208	B
C-AB	115	29	586	0.196	114	0.2	0.2	7.630	A
C-A	3	0.79			3				
A-B	70	17			70				
A-C	2	0.56			2				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	104	26	456	0.228	104	0.3	0.3	10.225	B
C-AB	115	29	586	0.196	115	0.2	0.2	7.636	A
C-A	3	0.79			3				
A-B	70	17			70				
A-C	2	0.56			2				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	21	463	0.184	85	0.3	0.2	9.548	A
C-AB	94	23	589	0.159	94	0.2	0.2	7.271	A
C-A	3	0.66			3				
A-B	57	14			57				
A-C	2	0.46			2				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	18	467	0.152	71	0.2	0.2	9.101	A
C-AB	78	20	591	0.133	79	0.2	0.2	7.022	A
C-A	2	0.55			2				
A-B	48	12			48				
A-C	2	0.38			2				

2027 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2027 with Development, AM	Demand Set relationships are chained. This may slow down the file.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2027 with Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	32	100.000
B		ONE HOUR	✓	87	100.000
C		ONE HOUR	✓	36	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	30	2
	B	20	0	67
	C	1	35	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	
	0	0	0	
	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	0.18	8.06	0.2	A	80	120
C-AB	0.07	6.48	0.1	A	32	49
C-A					0.91	1
A-B					28	42
A-C					2	3

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	16	545	0.120	65	0.0	0.1	7.497	A
C-AB	27	7	597	0.044	26	0.0	0.0	6.306	A
C-A	0.75	0.19			0.75				
A-B	23	6			23				
A-C	2	0.38			2				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	544	0.144	78	0.1	0.2	7.732	A
C-AB	32	8	596	0.053	32	0.0	0.1	6.379	A
C-A	0.90	0.22			0.90				
A-B	27	7			27				
A-C	2	0.45			2				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	542	0.177	96	0.2	0.2	8.058	A
C-AB	39	10	594	0.065	39	0.1	0.1	6.479	A
C-A	1	0.27			1				
A-B	33	8			33				
A-C	2	0.55			2				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	542	0.177	96	0.2	0.2	8.064	A
C-AB	39	10	594	0.065	39	0.1	0.1	6.479	A
C-A	1	0.27			1				
A-B	33	8			33				
A-C	2	0.55			2				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	544	0.144	78	0.2	0.2	7.741	A
C-AB	32	8	596	0.053	32	0.1	0.1	6.383	A
C-A	0.90	0.22			0.90				
A-B	27	7			27				
A-C	2	0.45			2				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	16	545	0.120	66	0.2	0.1	7.519	A
C-AB	27	7	597	0.044	27	0.1	0.0	6.310	A
C-A	0.75	0.19			0.75				
A-B	23	6			23				
A-C	2	0.38			2				

Junctions 9									
PICADY 9 - Priority Intersection Module									
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Filename: Church Lane - London Road PICADY.j9
Path: C:\Users\ellieupton\Documents\BEASHI Modelling
Report generation date: 19/12/2022 17:40:48

»2027 with Development, AM
 »2027 with Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2027 with Development										
Stream B-AC	D7	0.8	14.67	0.44	B	D8	0.3	10.63	0.22	B
Stream C-AB		0.1	6.40	0.06	A		0.1	6.59	0.11	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	19/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\EllieUpton
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2022 Baseline Traffic	AM	ONE HOUR	08:00	09:30	15			
D2	2022 Baseline Traffic	PM	ONE HOUR	17:00	18:30	15			
D3	2027 Uplift	AM	ONE HOUR	08:00	09:30	15		Simple	D1*1.041
D4	2027 Uplift	PM	ONE HOUR	17:00	18:30	15		Simple	D2*1.0421
D5	Development Traffic	AM	ONE HOUR	08:00	09:30	15			
D6	Development Traffic	PM	ONE HOUR	17:00	18:30	15			
D7	2027 with Development	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5
D8	2027 with Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

Analysis Set Details

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

2027 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2027 with Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	London Road South		Major
B	Church Lane		Minor
C	London Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.40			170.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.45	20	22

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	468	0.087	0.221	0.139	0.316
B-C	603	0.095	0.240	-	-
C-B	672	0.267	0.267	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2027 with Development	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	274	100.000
B		ONE HOUR	✓	176	100.000
C		ONE HOUR	✓	151	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	59	215
	B	91	0	85
	C	121	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	2	4
	B	0	0	1
	C	1	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	0.44	14.67	0.8	B	161	242
C-AB	0.06	6.40	0.1	A	28	42
C-A					110	166
A-B					54	81
A-C					198	297

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	465	0.285	131	0.0	0.4	10.713	B
C-AB	23	6	619	0.037	23	0.0	0.0	6.041	A
C-A	91	23			91				
A-B	44	11			44				
A-C	162	41			162				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	40	454	0.348	158	0.4	0.5	12.110	B
C-AB	28	7	609	0.045	28	0.0	0.0	6.190	A
C-A	108	27			108				
A-B	53	13			53				
A-C	194	48			194				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	48	439	0.441	193	0.5	0.8	14.555	B
C-AB	34	9	596	0.057	34	0.0	0.1	6.400	A
C-A	132	33			132				
A-B	65	16			65				
A-C	237	59			237				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	48	439	0.441	194	0.8	0.8	14.665	B
C-AB	34	9	596	0.057	34	0.1	0.1	6.402	A
C-A	132	33			132				
A-B	65	16			65				
A-C	237	59			237				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	40	454	0.348	159	0.8	0.5	12.233	B
C-AB	28	7	609	0.045	28	0.1	0.0	6.193	A
C-A	108	27			108				
A-B	53	13			53				
A-C	194	48			194				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	465	0.285	133	0.5	0.4	10.851	B
C-AB	23	6	619	0.037	23	0.0	0.0	6.046	A
C-A	91	23			91				
A-B	44	11			44				
A-C	162	41			162				

2027 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2027 with Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2027 with Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	262	100.000
B		ONE HOUR	✓	86	100.000
C		ONE HOUR	✓	222	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	60	201
	B	42	0	44
	C	162	60	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	2	1
	B	2	0	0
	C	1	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	0.22	10.63	0.3	B	79	119
C-AB	0.11	6.59	0.1	A	56	85
C-A					147	220
A-B					55	83
A-C					185	277

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	462	0.141	64	0.0	0.2	9.039	A
C-AB	46	11	628	0.073	46	0.0	0.1	6.177	A
C-A	121	30			121				
A-B	45	11			45				
A-C	151	38			151				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	450	0.173	77	0.2	0.2	9.656	A
C-AB	55	14	622	0.089	55	0.1	0.1	6.352	A
C-A	144	36			144				
A-B	54	14			54				
A-C	181	45			181				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	434	0.219	95	0.2	0.3	10.617	B
C-AB	68	17	614	0.111	68	0.1	0.1	6.592	A
C-A	176	44			176				
A-B	66	17			66				
A-C	221	55			221				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	434	0.219	95	0.3	0.3	10.634	B
C-AB	68	17	614	0.111	68	0.1	0.1	6.592	A
C-A	176	44			176				
A-B	66	17			66				
A-C	221	55			221				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	450	0.173	78	0.3	0.2	9.679	A
C-AB	55	14	622	0.089	55	0.1	0.1	6.358	A
C-A	144	36			144				
A-B	54	14			54				
A-C	181	45			181				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	462	0.141	65	0.2	0.2	9.079	A
C-AB	46	11	628	0.073	46	0.1	0.1	6.186	A
C-A	121	30			121				
A-B	45	11			45				
A-C	151	38			151				

Junctions 9									
ARCADY 9 - Roundabout Module									
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Filename: London Road - Mill Lane ARCADY.j9
Path: C:\Users\ellieupton\Documents\BEASHI Modelling
Report generation date: 20/12/2022 11:13:10

«Development Traffic, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2027 with Development										
Arm 1	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Arm 2		0.5	6.04	0.35	A		0.5	5.77	0.32	A
Arm 3		0.1	6.18	0.08	A		0.1	5.79	0.06	A
Arm 4		0.3	4.24	0.23	A		0.3	4.06	0.22	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	19/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\EllieUpton
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

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Development Traffic	PM	ONE HOUR	17:00	18:30	15

Development Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2027 with Development, AM	Demand Set relationships are chained. This may slow down the file.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	3.70	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Swan Close	
2	London Road South	
3	Mill Lane	
4	untitled	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	2.00	2.00	3.80	2.5	7.20	4.40	0.0	
2	2.90	2.90	6.78	2.5	12.48	10.07	0.0	
3	2.70	2.70	5.62	2.0	11.77	9.32	0.0	
4	2.82	2.82	4.79	9.4	14.66	9.45	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.573	789
2	0.613	947
3	0.599	826
4	0.629	1140

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	26	100.000
3		ONE HOUR	✓	0	100.000
4		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	0	0	0
	2	0	0	0	26
	3	0	0	0	0
	4	0	11	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	0.03	3.92	0.0	A	24	36
3	0.00	0.00	0.0	A	0	0
4	0.01	3.19	0.0	A	10	15

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	8	784	0.000	0	0	0.0	0.0	0.000	A
2	20	5	0	947	0.021	19	8	0.0	0.0	3.880	A
3	0	0	19	815	0.000	0	0	0.0	0.0	0.000	A
4	8	2	0	1140	0.007	8	19	0.0	0.0	3.180	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	10	783	0.000	0	0	0.0	0.0	0.000	A
2	23	6	0	947	0.025	23	10	0.0	0.0	3.896	A
3	0	0	23	812	0.000	0	0	0.0	0.0	0.000	A
4	10	2	0	1140	0.009	10	23	0.0	0.0	3.184	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	12	782	0.000	0	0	0.0	0.0	0.000	A
2	29	7	0	947	0.030	29	12	0.0	0.0	3.918	A
3	0	0	29	809	0.000	0	0	0.0	0.0	0.000	A
4	12	3	0	1140	0.011	12	29	0.0	0.0	3.191	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	12	782	0.000	0	0	0.0	0.0	0.000	A
2	29	7	0	947	0.030	29	12	0.0	0.0	3.918	A
3	0	0	29	809	0.000	0	0	0.0	0.0	0.000	A
4	12	3	0	1140	0.011	12	29	0.0	0.0	3.191	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	10	783	0.000	0	0	0.0	0.0	0.000	A
2	23	6	0	947	0.025	23	10	0.0	0.0	3.896	A
3	0	0	23	812	0.000	0	0	0.0	0.0	0.000	A
4	10	2	0	1140	0.009	10	23	0.0	0.0	3.187	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	8	784	0.000	0	0	0.0	0.0	0.000	A
2	20	5	0	947	0.021	20	8	0.0	0.0	3.880	A
3	0	0	20	815	0.000	0	0	0.0	0.0	0.000	A
4	8	2	0	1140	0.007	8	20	0.0	0.0	3.182	A