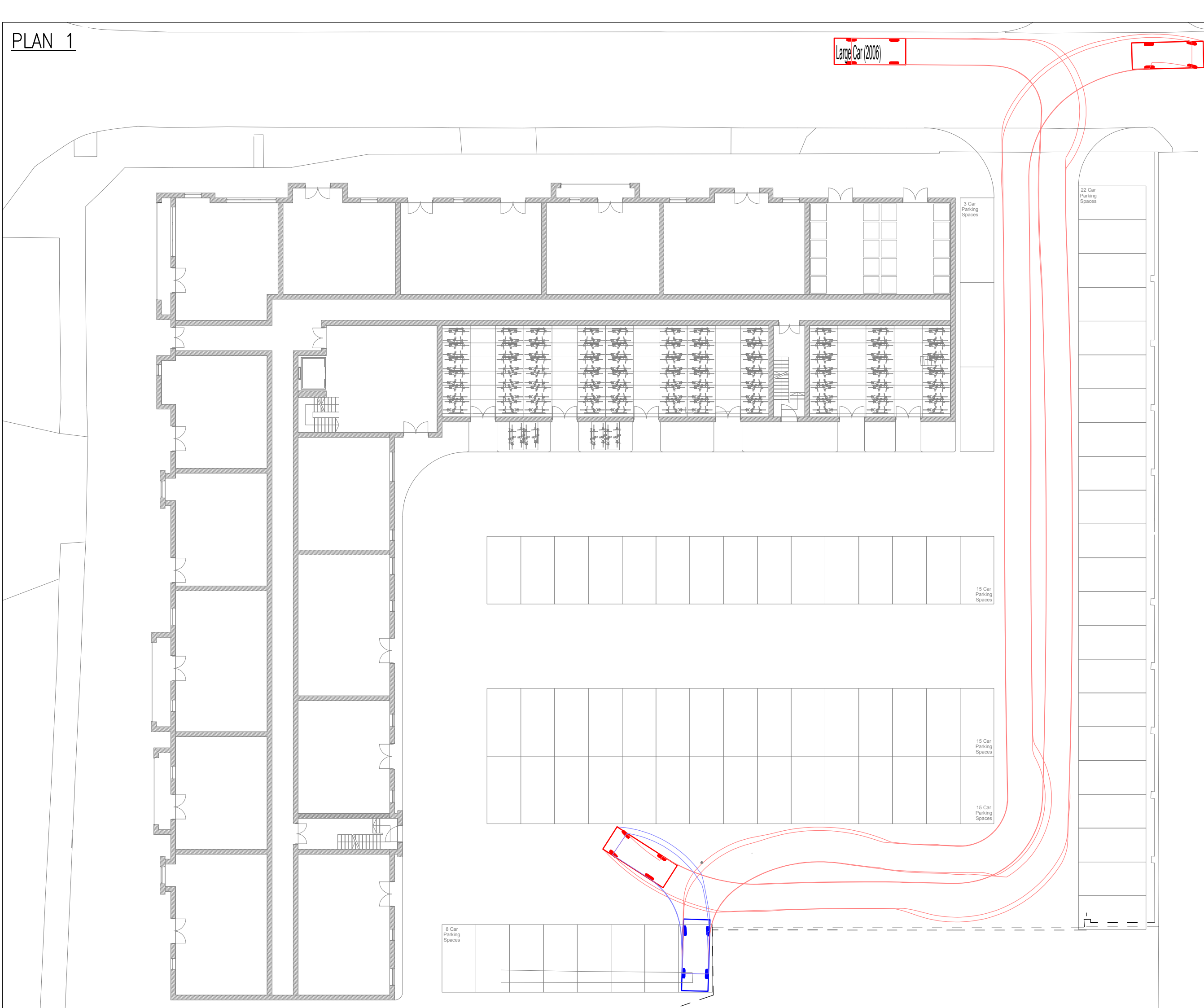
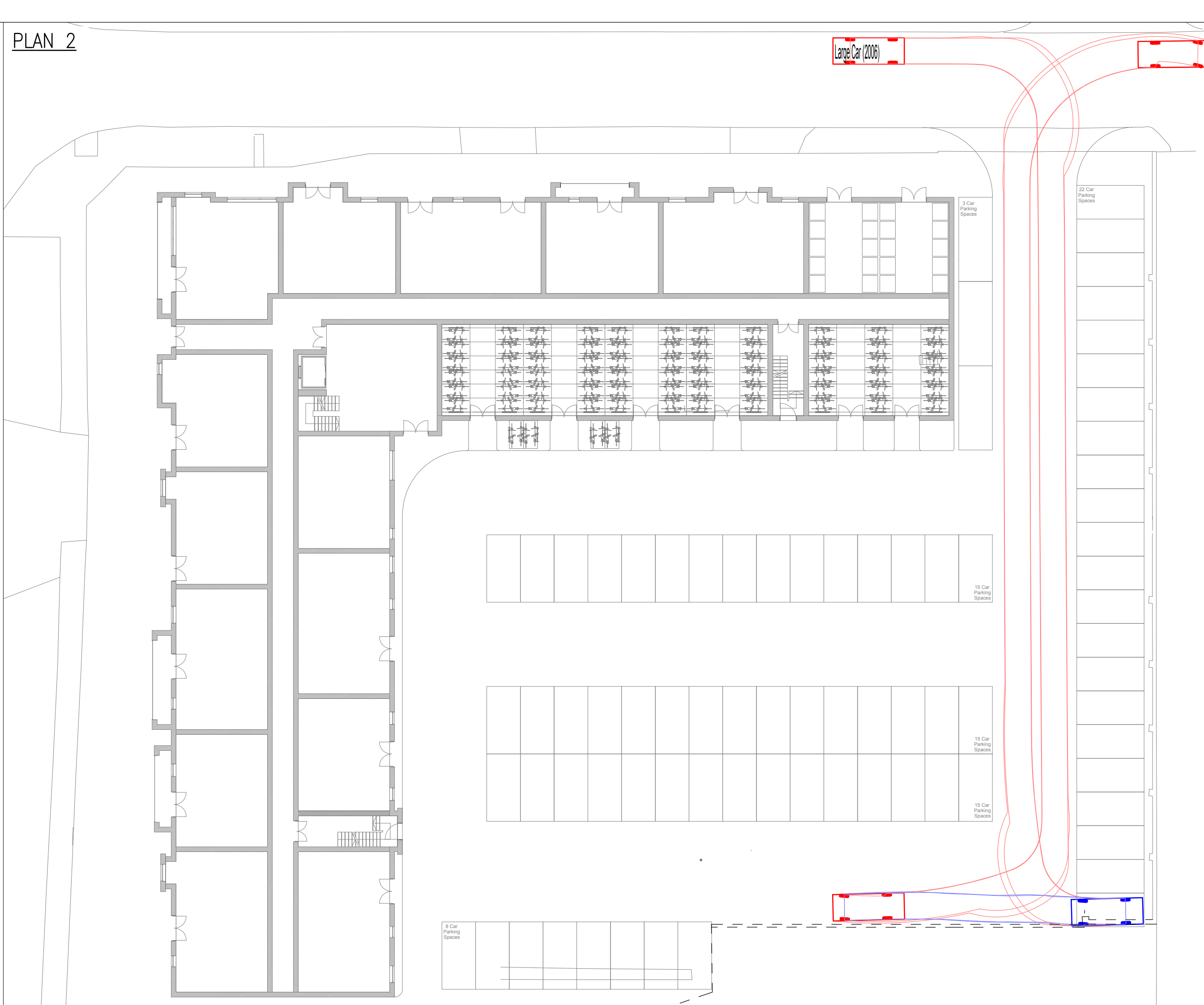


APPENDIX C – VEHICLE TRACKING

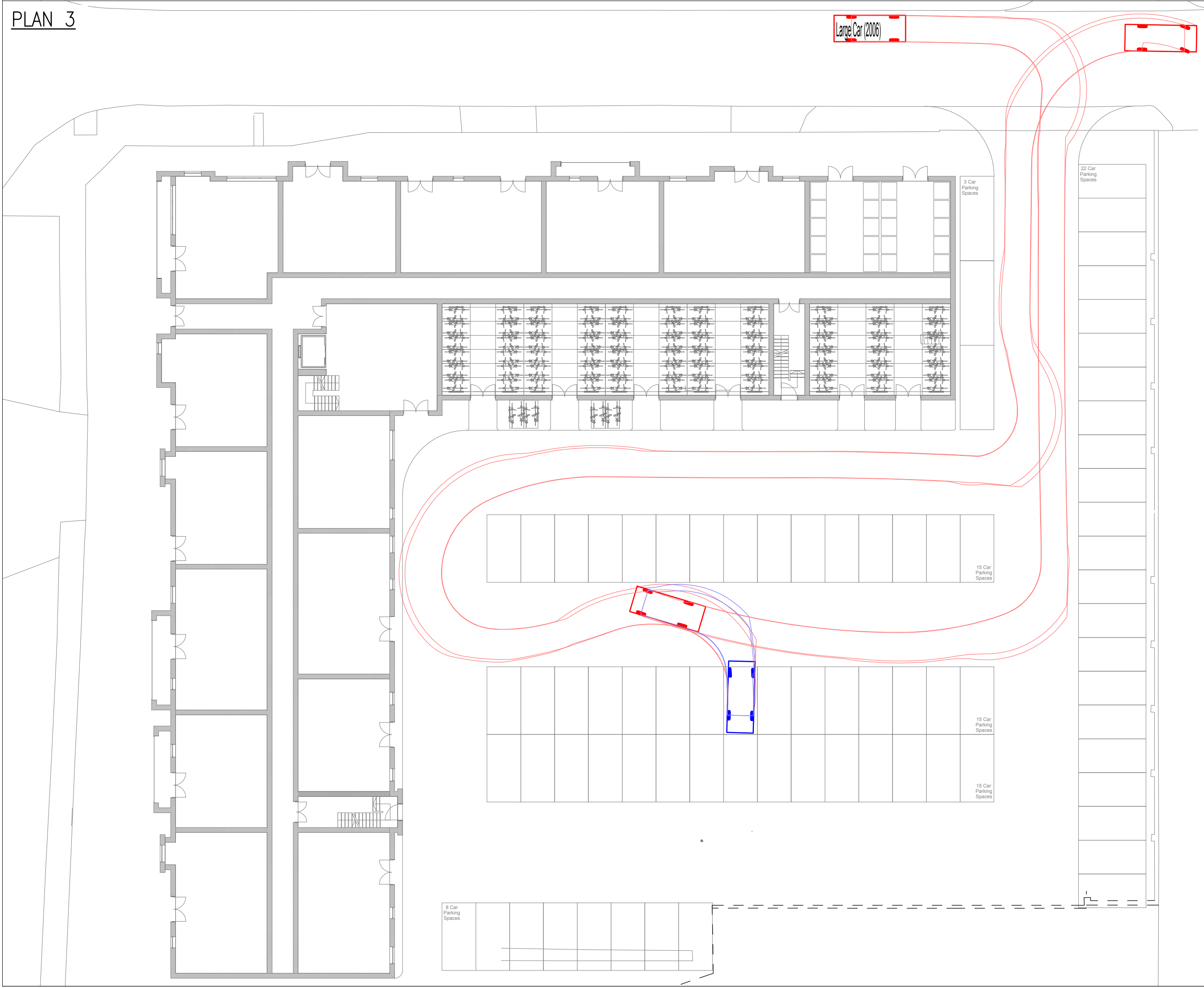
PLAN 1



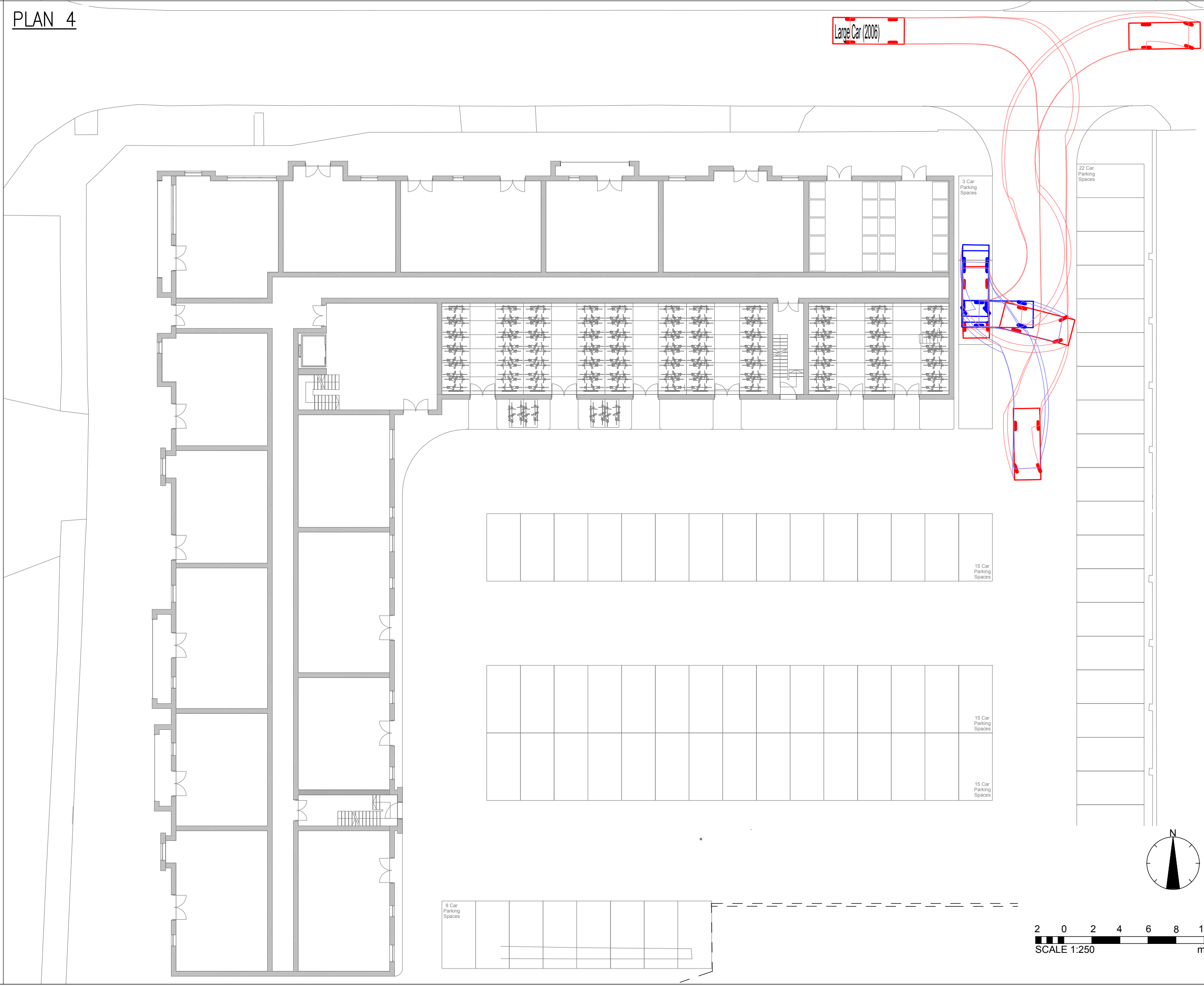
PLAN 2



PLAN 3



PLAN 4



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DRAWING NOTES:

CDM REGULATIONS 2015

SIGNIFICANT OR NON-OBVIOUS RISKS AND RISKS WHICH ARE DIFFICULT TO MANAGE ARE IDENTIFIED ON THIS DRAWING USING THE FOLLOWING SYMBOL IDENTIFIED TO THE RIGHT WITH BRIEF ACCOMPANYING TEXT. FOR FURTHER DETAILS OF THE RISKS IDENTIFIED BY DESIGNERS, REFERENCE SHOULD BE MADE TO CDM HAZARD REGISTER

LEGEND

— SITE BOUNDARY

— TARMAC BOUNDARY

Large Car (2006)

Overall Length 5.079m

Overall Width 1.872m

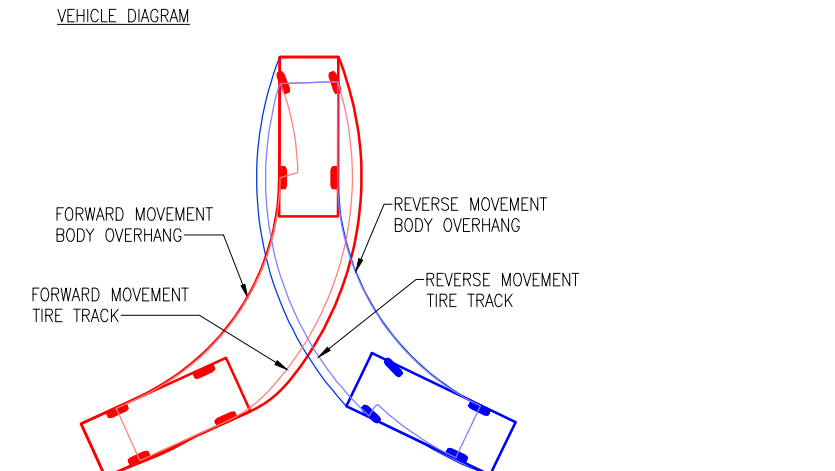
Overall Body Height 1.525m

Min Body Ground Clearance 0.310m

Max Track Width 1.831m

Lock-to-lock time 4.00s

Curb to Curb Turning Radius 5.900m



-	MP	20/02/18	PRELIMINARY ISSUE		
REV	DRN	DATE	DESCRIPTION	CSE	ICSE

ORIGINATOR:



PARTNERSHIP HOUSE
MOORSIDE ROAD
WINCHESTER
SO23 7RX

TEL: 01962 834400

WWW.RIDGE.CO.UK

CLIENT:

SOUTHERN CO-OPERATIVE GROUP

IN ASSOCIATION WITH:

PROJECT:

**DAIRY CREST DEPOT
HAVANT**

TITLE:

**VEHICLE TRACKING
ENTERING AND EXITING SITE
LARGE CAR**

ENG:	CSE:	ICSE:	SCALE: 1:250	@ A1
MP			INITIAL ISSUE:20.02.2018	

STATUS:

PRELIMINARY

DRAWING No:	PROJECT:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	REV:
5003415	RDG	XX	XX	PL	C	2200	-	

APPENDIX D – TRAFFIC SURVEY RESULTS

Site No: 00002158
DUNSBURY WAY HAVANT

Site Reference: 00002158

From 16/01/2018 To 25/01/2018

Channel: SOUTHEAST BOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin								Av	Av
00:00	5	6	7	5	7	19	25	6	11
01:00	2	1	1	1	3	7	5	2	3
02:00	2	3	2	2	3	4	5	2	3
03:00	2	2	1	2	1	3	6	2	2
04:00	8	11	7	10	9	12	7	9	9
05:00	45	41	38	42	34	18	11	40	33
06:00	87	79	81	91	76	27	4	83	64
07:00	125	128	139	123	132	62	28	129	105
08:00	229	210	209	209	215	101	51	214	175
09:00	146	135	148	151	150	132	108	146	139
10:00	123	118	118	135	142	178	124	127	134
11:00	112	132	127	132	142	183	155	129	140
12:00	136	128	136	139	134	182	133	135	141
13:00	120	113	119	111	150	155	142	123	130
14:00	139	154	158	154	174	144	121	156	149
15:00	206	190	186	195	199	132	126	195	176
16:00	162	160	154	152	195	132	81	165	148
17:00	147	141	158	158	203	133	96	161	148
18:00	119	135	136	143	169	120	95	140	131
19:00	75	91	95	95	104	98	54	92	87
20:00	65	67	67	58	89	65	45	69	65
21:00	38	54	45	70	38	58	43	49	49
22:00	20	31	29	33	55	35	24	34	32
23:00	8	11	16	16	30	38	19	16	20
12H,7-19	1764	1741	1785	1802	2005	1654	1260	1819	1716
16H,6-22	2029	2031	2071	2116	2312	1902	1406	2112	1981
18H,6-24	2057	2074	2116	2165	2397	1975	1449	2162	2033
24H,0-24	2121	2138	2175	2227	2454	2038	1508	2223	2094
Am	08:15	08:00	08:15	08:00	08:15	11:00	11:00	-	-
Peak	229	210	212	209	221	183	155	216	203
Pm	14:30	14:45	14:30	14:45	16:15	12:15	13:00	-	-
Peak	215	193	206	199	210	182	142	205	192

Collated from 15 minute interval data

Created at 11:59:28 on 25 Jan 2018

Site No: 00002158
DUNSBURY WAY HAVANT

Site Reference: 00002158

From 16/01/2018 To 25/01/2018

Channel: NORTHWEST BOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin								Av	Av
00:00	7	9	6	8	7	16	23	7	11
01:00	2	2	0	7	1	7	9	2	4
02:00	1	0	2	1	1	3	8	1	2
03:00	3	3	0	2	2	6	3	2	3
04:00	4	2	2	2	3	4	5	3	3
05:00	21	14	13	16	11	9	10	15	13
06:00	41	46	43	43	41	21	5	43	34
07:00	84	73	75	87	83	25	18	80	64
08:00	149	160	170	159	164	63	30	160	128
09:00	116	116	112	108	108	113	58	112	104
10:00	130	120	117	126	128	121	119	124	123
11:00	132	143	131	144	146	179	144	139	146
12:00	158	124	157	137	155	189	142	146	152
13:00	131	109	129	147	170	165	139	137	141
14:00	173	194	188	193	202	180	128	190	180
15:00	197	214	226	222	246	159	151	221	202
16:00	229	220	209	213	263	155	114	227	200
17:00	180	202	198	209	228	159	127	203	186
18:00	145	147	167	169	192	142	99	164	152
19:00	107	112	127	153	147	113	70	129	118
20:00	88	96	78	93	109	77	61	93	86
21:00	56	64	64	63	73	65	48	64	62
22:00	36	35	45	42	51	52	24	42	41
23:00	9	22	17	22	33	46	16	21	24
12H,7-19	1824	1822	1878	1914	2085	1650	1269	1904	1777
16H,6-22	2116	2138	2186	2266	2455	1926	1453	2232	2077
18H,6-24	2161	2193	2249	2330	2539	2024	1493	2294	2141
24H,0-24	2199	2223	2274	2366	2564	2069	1551	2325	2178
Am	08:30	08:00	08:15	08:15	08:00	11:00	11:00	-	-
Peak	158	160	174	164	164	179	144	164	163
Pm	15:45	16:15	14:30	14:45	15:45	12:00	15:00	-	-
Peak	234	232	234	227	276	189	151	241	220

Collated from 15 minute interval data

Created at 11:59:28 on 25 Jan 2018

Site No: 00002019
FULLFLOOD RD HAVANT

Site Reference: 00002019

From 30/01/2018 To 06/02/2018

Channel: NORTHEASTBOUND

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	2	-	18.8	5.3	0	0	1	0	0	0	0	0	0	0	0	0	0
01:00	2	-	17.7	4.2	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	0	-	17.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	22.9	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	20.3	-	0	0	0	1	0	0	0	0	0	0	0	0	0
05:00	7	-	19.6	2.5	0	0	0	6	0	0	0	0	0	0	0	0	0
06:00	18	22.9	19	3.7	0	0	3	10	5	0	0	0	0	0	0	0	0
07:00	28	23.9	19.4	4.3	0	1	3	15	7	2	0	0	0	0	0	0	0
08:00	44	24.1	19.5	4.5	0	1	7	22	10	4	0	0	0	0	0	0	0
09:00	42	23.7	19.3	4.3	0	0	6	22	9	3	0	0	0	0	0	0	0
10:00	34	24.1	19.7	4.2	0	0	5	17	9	1	0	0	0	0	0	0	0
11:00	34	23.4	19.3	4.2	0	0	4	19	8	0	0	0	0	0	0	0	0
12:00	38	23.4	19.2	4.5	0	0	6	20	10	0	0	0	0	0	0	0	0
13:00	41	23.7	19.5	4.4	0	0	6	23	11	2	0	0	0	0	0	0	0
14:00	35	23.5	19.3	4.2	0	1	4	20	7	2	0	0	0	0	0	0	0
15:00	43	22.2	18.4	3.8	0	0	8	26	10	0	0	0	0	0	0	0	0
16:00	42	23.7	19.4	4.2	0	0	5	21	12	0	0	0	0	0	0	0	0
17:00	45	22.4	18.6	3.9	0	0	7	27	8	0	0	0	0	0	0	0	0
18:00	34	21.4	18.3	4.1	0	0	7	21	5	1	0	0	0	0	0	0	0
19:00	20	20.6	17.6	3.8	0	0	5	12	3	0	0	0	0	0	0	0	0
20:00	18	20.7	17.9	3.5	0	0	5	10	2	0	0	0	0	0	0	0	0
21:00	10	-	17.6	3.6	0	0	3	5	1	0	0	0	0	0	0	0	0
22:00	7	-	17.4	3.7	0	0	1	5	0	0	0	0	0	0	0	0	0
23:00	5	-	17.6	2.9	0	0	2	4	0	0	0	0	0	0	0	0	0
12H,7-19	460	23.6	19.2	4	0	3	68	253	106	16	0	0	0	0	0	0	0
16H,6-22	526	23.4	19.1	3.9	0	3	84	290	117	16	0	0	0	0	0	0	0
18H,6-24	538	23.3	19	3.9	0	3	87	299	117	16	0	0	0	0	0	0	0
24H,0-24	551	23.3	19	3.9	0	3	89	306	117	16	0	0	0	0	0	0	0
Am	08:30	-	02:45	-	09:45	08:15	08:15	08:15	08:30	08:45	10:30	08:00	09:15	-	-	-	-
Peak	47	-	23.5	-	0	1	7	26	12	3	0	0	0	-	-	-	-
Pm	16:45	-	13:15	13:30	17:30	15:45	15:15	16:45	16:00	13:45	13:15	14:00	-	16:00	-	-	-
Peak	49	-	19.6	4.7	1	1	8	30	11	2	1	0	-	0	-	-	-

Collated from 15 minute interval data

Created at 15:58:54 on 8 Feb 2018

Site No: 00002019
FULLFLOOD RD HAVANT

Site Reference: 00002019

From 30/01/2018 To 06/02/2018

Channel: SOUTHWEST BOUND

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	0	-	20.6	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	-	18.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	20.4	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	20.4	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	17.1	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	8	-	19.2	3.7	0	0	0	3	2	0	0	0	0	0	0	0	0
06:00	14	23.1	19.3	3.7	0	0	3	6	3	0	0	0	0	0	0	0	0
07:00	29	24.1	20	3.8	0	0	2	16	10	0	0	0	0	0	0	0	0
08:00	39	24.4	20	4.7	0	0	6	18	14	2	0	0	0	0	0	0	0
09:00	33	24.8	20.1	4.8	0	0	5	16	8	3	0	0	0	0	0	0	0
10:00	41	25.5	21	5.8	0	0	5	17	13	4	2	0	0	0	0	0	0
11:00	43	25.4	20.9	4.9	0	0	4	19	14	4	0	0	0	0	0	0	0
12:00	43	24.9	20.1	5	0	1	6	18	13	2	1	0	0	0	0	0	0
13:00	40	25.5	20.6	5.4	0	0	5	15	14	4	0	0	0	0	0	0	0
14:00	46	25.2	20.8	5.2	0	0	5	18	17	4	1	0	0	0	0	0	0
15:00	55	25.5	20.5	5.4	0	1	7	21	19	5	1	0	0	0	0	0	0
16:00	54	25.5	20.5	5.1	0	0	7	24	14	7	1	0	0	0	0	0	0
17:00	48	26.7	21.4	5.9	0	2	4	18	15	6	1	0	0	0	0	0	0
18:00	31	25	20.6	4.8	0	0	4	16	10	2	0	0	0	0	0	0	0
19:00	19	24.4	20.3	3.8	0	0	1	10	5	2	0	0	0	0	0	0	0
20:00	19	24.7	20	5.1	0	0	3	8	6	1	0	0	0	0	0	0	0
21:00	11	23.3	19.1	4	0	0	2	5	3	0	0	0	0	0	0	0	0
22:00	6	-	19.1	4	0	0	1	3	1	0	0	0	0	0	0	0	0
23:00	4	-	18.8	4.7	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	502	25.3	20.5	4.7	0	4	60	216	161	43	7	0	0	0	0	0	0
16H,6-22	565	25.2	20.4	4.6	0	4	69	245	178	46	7	0	0	0	0	0	0
18H,6-24	575	25.1	20.4	4.6	0	4	70	248	179	46	7	0	0	0	0	0	0
24H,0-24	587	25.1	20.4	4.6	0	4	70	251	181	46	7	0	0	0	0	0	0
Am	11:00	-	02:15	-	04:30	11:00	08:00	11:00	11:00	10:15	09:30	10:30	-	-	06:00	-	-
Peak	43	-	22.5	-	0	1	6	19	14	4	2	1	-	-	0	-	-
Pm	15:45	-	17:15	17:00	13:00	14:30	15:45	15:15	14:15	16:30	16:45	17:00	-	-	-	14:15	-
Peak	60	-	21.4	5.9	1	2	10	25	19	8	2	1	-	-	-	0	-

Collated from 15 minute interval data

Created at 15:58:54 on 8 Feb 2018

Site No: 00002019
FULLFLOOD RD HAVANT

Site Reference: 00002019

From 30/01/2018 To 06/02/2018

Channel: NORTHEASTBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin								Av	Av
00:00	4	0	2	3	1	5	2	2	2
01:00	1	2	2	2	3	4	4	2	3
02:00	1	0	0	0	0	3	3	0	1
03:00	0	0	1	1	0	4	2	0	1
04:00	4	2	2	1	3	0	2	2	2
05:00	10	12	6	7	7	2	3	8	7
06:00	22	22	25	26	27	2	0	24	18
07:00	37	41	34	34	38	7	3	37	28
08:00	52	56	55	51	59	28	7	55	44
09:00	47	44	57	47	42	36	19	47	42
10:00	44	-	26	41	37	30	13	37	33
11:00	33	38	39	38	32	33	19	36	33
12:00	41	45	37	31	48	44	20	40	38
13:00	39	50	48	39	56	32	24	46	41
14:00	40	51	38	40	40	19	22	42	36
15:00	55	44	64	53	48	21	23	53	44
16:00	47	53	45	53	50	17	23	50	41
17:00	53	56	55	53	52	24	24	54	45
18:00	47	34	59	39	34	15	20	43	35
19:00	24	24	32	20	20	16	13	24	21
20:00	17	19	19	17	25	9	17	19	18
21:00	7	9	8	9	8	16	12	8	10
22:00	6	5	7	10	6	12	3	7	7
23:00	7	4	5	3	9	5	6	6	6
12H,7-19	535	-	557	519	536	306	217	537	458
16H,6-22	605	-	641	591	616	349	259	613	525
18H,6-24	618	-	653	604	631	366	268	627	538
24H,0-24	638	-	666	618	645	384	284	642	554
Am	08:30	-	08:30	08:45	08:00	09:15	09:15	-	-
Peak	57	-	65	58	59	42	22	60	52
Pm	17:30	16:45	15:00	16:45	13:30	12:00	15:15	-	-
Peak	61	60	64	68	57	44	30	62	55

Collated from 15 minute interval data

Created at 15:58:42 on 8 Feb 2018

Site No: 00002019
FULLFLOOD RD HAVANT

Site Reference: 00002019

From 30/01/2018 To 06/02/2018

Channel: SOUTHWEST BOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin								Av	Av
00:00	0	1	0	0	1	3	2	0	1
01:00	2	1	1	3	0	2	4	1	2
02:00	0	1	1	0	4	2	0	1	1
03:00	0	1	3	2	0	1	1	1	1
04:00	2	1	1	2	2	1	1	2	1
05:00	12	11	9	10	7	2	2	10	8
06:00	20	14	18	19	18	8	1	18	14
07:00	37	43	35	32	41	12	4	38	29
08:00	52	54	44	38	54	26	6	48	39
09:00	35	37	46	31	27	41	15	35	33
10:00	45	-	32	44	45	36	37	42	40
11:00	40	45	51	47	41	47	29	45	43
12:00	46	47	40	44	52	48	20	46	42
13:00	37	41	40	40	47	52	27	41	41
14:00	55	52	48	53	68	27	25	55	47
15:00	70	70	76	61	60	31	18	67	55
16:00	63	74	58	70	62	23	27	65	54
17:00	58	55	61	60	60	21	24	59	48
18:00	36	34	43	40	37	16	17	38	32
19:00	24	13	35	14	21	12	17	21	19
20:00	25	23	29	17	19	9	15	23	20
21:00	6	14	9	11	10	14	11	10	11
22:00	8	5	6	8	6	9	6	7	7
23:00	3	2	5	1	5	0	3	3	3
12H,7-19	574	-	574	560	594	380	249	576	501
16H,6-22	649	-	665	621	662	423	293	649	566
18H,6-24	660	-	676	630	673	432	302	660	576
24H,0-24	676	-	691	647	687	443	312	675	590
Am	08:00	-	11:00	11:00	07:45	11:00	10:15	-	-
Peak	52	-	51	47	58	47	39	52	49
Pm	15:30	15:45	15:15	16:30	14:30	13:15	16:30	-	-
Peak	83	84	85	85	79	55	29	83	71

Collated from 15 minute interval data

Created at 15:58:42 on 8 Feb 2018

Site No: 00002158
DUNSBURY WAY HAVANT

Site Reference: 00002158

From 16/01/2018 To 25/01/2018

Channel: SOUTHEAST BOUND

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	11	27.3	20.5	7.3	0	0	3	3	1	1	0	0	0	0	0	0	0
01:00	4	-	24.4	7.6	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	4	-	26.5	7.8	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	-	24.1	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	10	-	22.6	6.5	0	0	1	2	3	2	0	0	0	0	0	0	0
05:00	32	29.8	23.7	6.2	0	0	3	10	10	8	1	0	0	0	0	0	0
06:00	63	28.8	22.8	5.7	0	0	5	20	20	13	4	0	0	0	0	0	0
07:00	107	27.6	21.8	5.7	0	0	13	34	35	18	3	0	0	0	0	0	0
08:00	176	26.8	21.6	5.5	1	1	20	58	64	23	7	0	0	0	0	0	0
09:00	138	27.4	22	5.6	0	1	14	39	54	23	5	0	0	0	0	0	0
10:00	133	27.6	22.2	5.2	0	0	12	39	52	24	4	0	0	0	0	0	0
11:00	140	27.7	22	5.5	0	1	14	42	53	25	5	0	0	0	0	0	0
12:00	141	28.2	22.7	5.3	0	0	10	42	54	29	6	0	0	0	0	0	0
13:00	133	28.3	22.7	5.3	0	0	10	36	52	26	5	0	0	0	0	0	0
14:00	150	27.2	21.9	5.4	0	2	17	44	59	24	5	0	0	0	0	0	0
15:00	175	26	21.2	5.4	0	5	23	56	67	23	2	0	0	0	0	0	0
16:00	147	27.6	22.2	5.6	0	2	14	39	62	26	4	0	0	0	0	0	0
17:00	148	27.7	22.1	5.5	0	1	14	45	56	25	4	0	0	0	0	0	0
18:00	131	27.9	22.2	5.7	0	1	13	36	49	24	4	0	0	0	0	0	0
19:00	86	28.4	22.3	5.9	0	0	12	23	30	15	4	0	0	0	0	0	0
20:00	64	29.3	23.1	6.4	0	0	6	17	21	14	4	0	0	0	0	0	0
21:00	49	28.1	22.4	5.8	0	0	5	14	19	9	4	0	0	0	0	0	0
22:00	31	28.3	21.9	5.9	0	0	5	10	8	6	1	0	0	0	0	0	0
23:00	20	26.7	20.6	6	0	0	4	7	3	3	0	0	0	0	0	0	0
12H,7-19	1719	27.5	22	5.2	2	15	173	510	658	291	52	0	0	0	0	0	0
16H,6-22	1981	27.7	22.1	5.3	2	15	201	585	748	341	68	0	0	0	0	0	0
18H,6-24	2032	27.7	22	5.3	2	15	210	601	759	350	69	0	0	0	0	0	0
24H,0-24	2096	27.7	22	5.3	2	15	217	616	772	360	71	0	0	0	0	0	0
Am	08:15	-	02:00	-	08:30	08:30	08:00	08:00	08:15	11:00	08:00	05:15	05:30	-	01:00	-	-
Peak	177	-	26.5	-	1	2	20	58	66	25	6	1	0	-	0	-	-
Pm	14:30	20:00	20:15	20:15	17:45	15:00	15:00	14:30	14:30	12:30	12:15	19:30	20:15	14:45	23:00	-	-
Peak	182	29.3	23.2	6.5	1	3	22	59	69	29	6	1	1	0	0	-	-

Collated from 15 minute interval data

Created at 12:00:42 on 25 Jan 2018

Site No: 00002158
DUNSBUY WAY HAVANT

Site Reference: 00002158

From 16/01/2018 To 25/01/2018 Channel: NORTHWEST BOUND

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	11	28.9	22.1	6.8	0	0	1	2	2	2	0	0	0	0	0	0	0
01:00	4	-	21	6.5	0	0	1	0	0	1	0	0	0	0	0	0	0
02:00	2	-	22.1	3.9	0	0	0	1	0	0	0	0	0	0	0	0	0
03:00	3	-	23.8	10.3	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	-	24.4	5.1	0	0	0	1	0	0	0	0	0	0	0	0	0
05:00	14	29.9	24.1	7	0	0	0	1	5	3	1	0	0	0	0	0	0
06:00	35	28.8	22.8	6.2	0	0	5	9	10	8	1	0	0	0	0	0	0
07:00	63	28	22	5.8	0	2	6	16	22	13	2	0	0	0	0	0	0
08:00	127	25.8	21.2	5.1	0	2	14	43	51	15	3	0	0	0	0	0	0
09:00	106	25.9	21.2	5.3	1	0	13	33	42	14	2	0	0	0	0	0	0
10:00	123	25.8	21.2	5	0	2	13	42	48	16	1	0	0	0	0	0	0
11:00	145	25.8	20.8	5.2	0	4	17	51	53	19	1	0	0	0	0	0	0
12:00	151	26.4	21.3	5.2	0	2	20	51	54	21	4	0	0	0	0	0	0
13:00	144	26.3	21.3	5.3	0	1	20	46	53	20	2	0	0	0	0	0	0
14:00	179	25.5	20.6	5.3	1	6	22	64	67	17	2	0	0	0	0	0	0
15:00	202	25.2	19.8	5.5	2	7	37	70	66	18	3	0	0	0	0	0	0
16:00	201	25.6	20.5	5.3	0	4	31	71	68	22	4	0	0	0	0	0	0
17:00	187	25.6	20.3	5.6	0	5	32	58	65	21	3	0	0	0	0	0	0
18:00	152	25.3	20	5.5	0	4	30	49	50	15	3	0	0	0	0	0	0
19:00	118	25.4	20.2	5.3	0	4	20	43	38	12	1	0	0	0	0	0	0
20:00	86	26.8	21.2	5.7	0	1	14	29	27	13	3	0	0	0	0	0	0
21:00	62	26.1	21.1	5.2	0	1	8	23	20	8	0	0	0	0	0	0	0
22:00	41	25.8	20.7	6.4	0	0	7	13	13	5	0	0	0	0	0	0	0
23:00	24	25.5	20	5.9	0	0	6	7	6	3	0	0	0	0	0	0	0
12H,7-19	1778	25.8	20.8	5.3	6	39	256	594	639	211	30	0	0	0	0	0	0
16H,6-22	2080	25.8	20.7	5.3	6	45	304	697	734	252	35	0	0	0	0	0	0
18H,6-24	2144	25.8	20.7	5.3	6	46	317	717	753	260	35	0	0	0	0	0	0
24H,0-24	2181	25.9	20.8	5.3	6	46	319	722	760	266	36	0	0	0	0	0	0
Am	11:00	-	02:45	-	10:45	11:00	08:30	11:00	11:00	11:00	08:45	05:45	06:30	05:45	-	-	-
Peak	146	-	24.4	-	1	3	19	50	52	19	2	1	0	0	-	-	-
Pm	15:45	20:30	20:30	22:00	14:30	14:15	15:45	14:45	14:30	16:30	13:15	22:00	20:00	12:30	-	-	-
Peak	207	27.3	21.7	6.4	2	8	39	72	71	22	3	1	0	0	-	-	-

Collated from 15 minute interval data

Created at 12:00:42 on 25 Jan 2018

Study Name DUNSBURY WAY/FULFLOOD RD/BRAMDEAN DR HAVANT
Start Date Wednesday, January 17, 2018 6:30 AM
End Date Wednesday, January 17, 2018 6:30 PM
Site Code

Report Summary

		DUNSBURY WAY N						FULFLOOD RD						DUNSBURY RD S						BRAMDEAN DR						
		Southbound						Westbound						Northbound						Eastbound						
Time Period	Class.	L	T	R	U	I	O	L	T	R	U	I	O	L	T	R	U	I	O	L	T	R	U	I	O	Total
Peak 1	Motorcycles	1	1	0	0	2	0	0	1	0	0	1	3	0	0	1	0	1	1	0	1	0	0	1	1	5
Specified Period	%	7%	1%	0%	0%	1%	0%	0%	6%	0%	0%	2%	4%	0%	0%	3%	0%	0%	0%	0%	4%	0%	0%	1%	1%	1%
6:30 AM - 9:45 AM	Cars	14	136	38	1	189	154	25	15	5	0	45	65	48	115	32	0	195	210	33	19	49	0	101	101	530
One Hour Peak	%	93%	84%	97%	100%	88%	83%	86%	83%	100%	0%	87%	89%	87%	79%	91%	0%	83%	84%	100%	83%	80%	0%	86%	90%	85%
8:15 AM - 9:15 AM	Light Goods Vehicle	0	10	1	0	11	16	1	2	0	0	3	4	2	16	1	0	19	16	0	3	5	0	8	5	41
	%	0%	6%	3%	0%	5%	9%	3%	11%	0%	0%	6%	5%	4%	11%	3%	0%	8%	6%	0%	13%	8%	0%	7%	4%	7%
	Buses	0	10	0	0	10	12	0	0	0	0	0	0	5	12	0	0	17	16	0	0	6	0	6	5	33
	%	0%	6%	0%	0%	5%	6%	0%	0%	0%	0%	0%	0%	9%	8%	0%	0%	7%	6%	0%	0%	10%	0%	5%	4%	5%
	Single-Unit Truck	0	2	0	0	2	3	1	0	0	0	1	0	0	3	0	0	3	3	0	0	0	0	0	0	6
	%	0%	1%	0%	0%	1%	2%	3%	0%	0%	0%	2%	0%	0%	2%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	1%
	Articulated Truck	0	1	0	0	1	0	2	0	0	0	2	1	0	0	1	0	1	3	0	0	0	0	0	0	4
	%	0%	1%	0%	0%	0%	0%	7%	0%	0%	0%	4%	1%	0%	0%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
	Motorcycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	2
	%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	1%	0%	0%
	Total	15	161	39	1	216	185	29	18	5	0	52	73	55	146	35	0	236	251	33	23	61	0	117	112	621
	PHF	0.75	0.84	0.7	0.25	0.82	0.68	0.66	0.64	0.62	0	0.65	0.63	0.76	0.66	0.51	0	0.68	0.88	0.69	0.72	0.85	0	0.77	0.85	0.78
	Approach %					35%	30%					8%	12%					38%	40%					19%	18%	
Peak 2	Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
Specified Period	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
3:00 PM - 6:30 PM	Cars	2	129	37	1	169	178	18	10	9	0	37	28	55	141	18	1	215	199	27	8	51	0	86	102	507
One Hour Peak	%	50%	86%	95%	100%	87%	85%	64%	77%	82%	0%	71%	62%	82%	84%	56%	50%	80%	83%	90%	89%	85%	0%	87%	86%	83%
3:00 PM - 4:00 PM	Light Goods Vehicle	2	7	2	0	11	17	5	3	2	0	10	11	5	12	8	1	26	17	3	1	4	0	8	10	55
	%	50%	5%	5%	0%	6%	8%	18%	23%	18%	0%	19%	24%	7%	7%	25%	50%	10%	7%	10%	11%	7%	0%	8%	8%	9%
	Buses	0	12	0	0	12	12	0	0	0	0	0	0	6	12	0	0	18	17	0	0	5	0	5	6	35
	%	0%	8%	0%	0%	6%	6%	0%	0%	0%	0%	0%	0%	9%	7%	0%	0%	7%	7%	0%	0%	8%	0%	5%	5%	6%
	Single-Unit Truck	0	1	0	0	1	1	1	0	0	0	1	3	0	1	3	0	4	2	0	0	0	0	0	0	6
	%	0%	1%	0%	0%	1%	0%	4%	0%	0%	0%	2%	7%	0%	1%	9%	0%	1%	1%	0%	0%	0%	0%	0%	0%	1%
	Articulated Truck	0	0	0	0	0	0	4	0	0	0	4	3	0	0	3	0	3	4	0	0	0	0	0	0	7
	%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	8%	7%	0%	0%	9%	0%	1%	2%	0%	0%	0%	0%	0%	0%	1%
	Motorcycles on Road	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	2
	%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	4	150	39	1	194	209	28	13	11	0	52	45	67	167	32	2	268	240	30	9	60	0	99	119	613
	PHF	0.5	0.87	0.46	0.25	0.72	0.75	0.88	0.65	0.55	0	0.76	0.7	0.84	0.77	0.67	0.5	0.89	0.87	0.75	0.75	0.75	0	0.88	0.74	0.82
	Approach %					32%	34%					8%	7%					44%	39%					16%	19%	

APPENDIX E – TRICS OUTPUT

Calculation Reference: AUDIT-727101-180122-0137

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	OX OXFORDSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	2 days
	NT NOTTINGHAMSHIRE	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TV TEES VALLEY	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 135 (units:)
 Range Selected by User: 6 to 215 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 10/07/17

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	3 days
Tuesday	5 days
Wednesday	5 days
Thursday	4 days
Friday	2 days
Saturday	2 days

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

Selected survey types:

Manual count	21 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 Centre	6
Suburban Area (PPS6 Out of Centre)	12
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	14
Built-Up Zone	2

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

Secondary Filtering selection:

Use Class:

C3 20 days

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

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	1 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	7 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
25,001 to 50,000	1 days
50,001 to 75,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	7 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	3 days
1.1 to 1.5	18 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 21 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 21 days

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

LIST OF SITES relevant to selection parameters

1	BR-03-C-01 CLARENCE ROAD	FLATS & TERRACED		BRISTOL CITY
	BRISTOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	102		
	Survey date: MONDAY	09/11/09		Survey Type: MANUAL
2	CA-03-C-02 WESTFIELD ROAD	BLOCK OF FLATS		CAMBRIDGESHIRE
	NETHERTON			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	44		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
3	CB-03-C-02 BRIDGE LANE	BLOCK OF FLATS		CUMBRIA
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	35		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
4	CB-03-C-03 LOUND STREET	FLATS & BUNGALOWS		CUMBRIA
	KENDAL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	33		
	Survey date: MONDAY	09/06/14		Survey Type: MANUAL
5	DC-03-C-02 PALM COURT	FLATS IN BLOCKS		DORSET
	SPA ROAD			
	WEYMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: FRIDAY	28/03/14		Survey Type: MANUAL
6	DS-03-C-01 DRAGE STREET	BLOCK OF FLATS		DERBYSHIRE
	LITTLE CHESTER			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	8		
	Survey date: THURSDAY	25/06/09		Survey Type: MANUAL
7	DS-03-C-02 BURTON ROAD	FLATS		DERBYSHIRE
	NEW NORMANTON			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: SATURDAY	09/07/11		Survey Type: MANUAL
8	DV-03-C-01 BONHAY ROAD	BLOCK OF FLATS		DEVON
	EXETER			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	27		
	Survey date: MONDAY	10/07/17		Survey Type: MANUAL
9	EX-03-C-01 WESTCLIFF PARADE	FLATS		ESSEX
	WESTCLIFF			
	SOUTHEND-ON-SEA			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	WESTCLIFF			
	SOUTHEND-ON-SEA			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	94		
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL	
11	HC-03-C-02	FLATS		HAMPSHIRE
	WORTING ROAD			
	BASINGSTOKE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	21/10/10	Survey Type: MANUAL	
12	NF-03-C-01	BLOCKS OF FLATS		NORFOLK
	PAGE STAIR LANE			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	51		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
13	NT-03-C-01	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	LAWRENCE WAY			
	NOTTINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	56		
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL	
14	NT-03-C-02	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	CASTLE MARINA ROAD			
	NOTTINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	135		
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL	
15	OX-03-C-01	BLOCK OF FLATS		OXFORDSHIRE
	OXFORD ROAD			
	COWLEY			
	OXFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: WEDNESDAY	20/10/10	Survey Type: MANUAL	
16	RI-03-C-01	FLATS		EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD			
	HULL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL	
17	SC-03-C-04	BLOCK OF FLATS		SURREY
	LONDON ROAD			
	BURPHAM			
	GUILDFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	72		
	Survey date: SATURDAY	23/10/10	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

18	SF-03-C-01	BLOCKS OF FLATS		SUFFOLK
	STATION HILL			
	BURY ST EDMUNDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	85		
	Survey date: THURSDAY	18/12/14		Survey Type: MANUAL
19	SF-03-C-03	BLOCKS OF FLATS		SUFFOLK
	TOLLGATE LANE			
	BURY ST EDMUNDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	30		
	Survey date: WEDNESDAY	03/12/14		Survey Type: MANUAL
20	TV-03-C-02	FLATS		TEES VALLEY
	ACKLAM ROAD			
	LINTHORPE			
	MIDDLESBROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	85		
	Survey date: WEDNESDAY	29/06/11		Survey Type: MANUAL
21	WM-03-C-04	BLOCKS OF FLATS		WEST MIDLANDS
	GILLQUART WAY			
	PARKSIDE			
	COVENTRY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	55		
	Survey date: FRIDAY	11/11/16		Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	48	0.055	21	48	0.127	21	48	0.182
08:00 - 09:00	21	48	0.057	21	48	0.197	21	48	0.254
09:00 - 10:00	21	48	0.079	21	48	0.109	21	48	0.188
10:00 - 11:00	21	48	0.085	21	48	0.100	21	48	0.185
11:00 - 12:00	21	48	0.091	21	48	0.088	21	48	0.179
12:00 - 13:00	21	48	0.098	21	48	0.088	21	48	0.186
13:00 - 14:00	21	48	0.103	21	48	0.115	21	48	0.218
14:00 - 15:00	21	48	0.101	21	48	0.111	21	48	0.212
15:00 - 16:00	21	48	0.100	21	48	0.076	21	48	0.176
16:00 - 17:00	21	48	0.124	21	48	0.080	21	48	0.204
17:00 - 18:00	21	48	0.194	21	48	0.096	21	48	0.290
18:00 - 19:00	21	48	0.152	21	48	0.092	21	48	0.244
19:00 - 20:00	3	34	0.176	3	34	0.127	3	34	0.303
20:00 - 21:00	3	34	0.088	3	34	0.059	3	34	0.147
21:00 - 22:00	3	34	0.098	3	34	0.059	3	34	0.157
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.601			1.524			3.125

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.

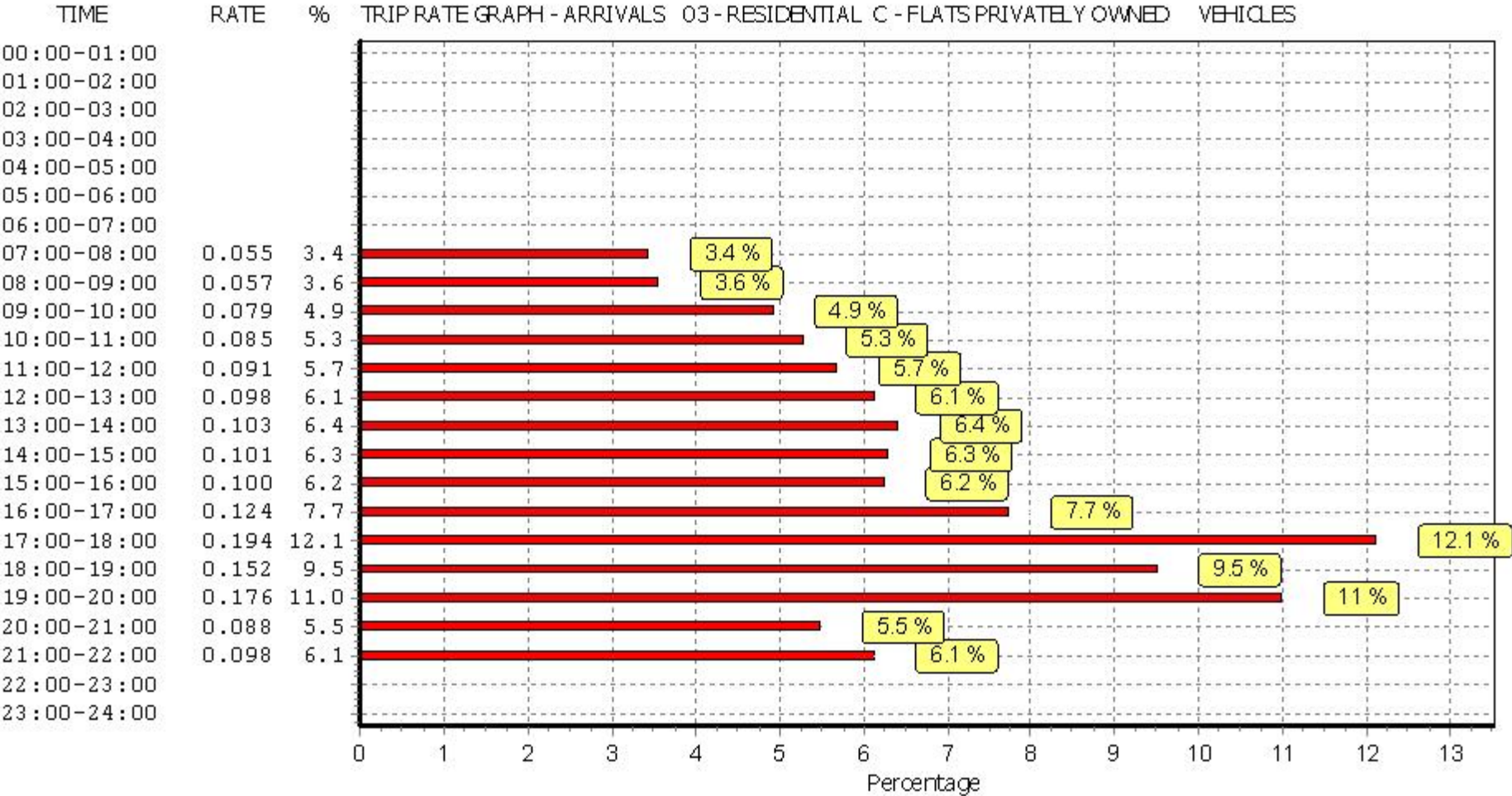
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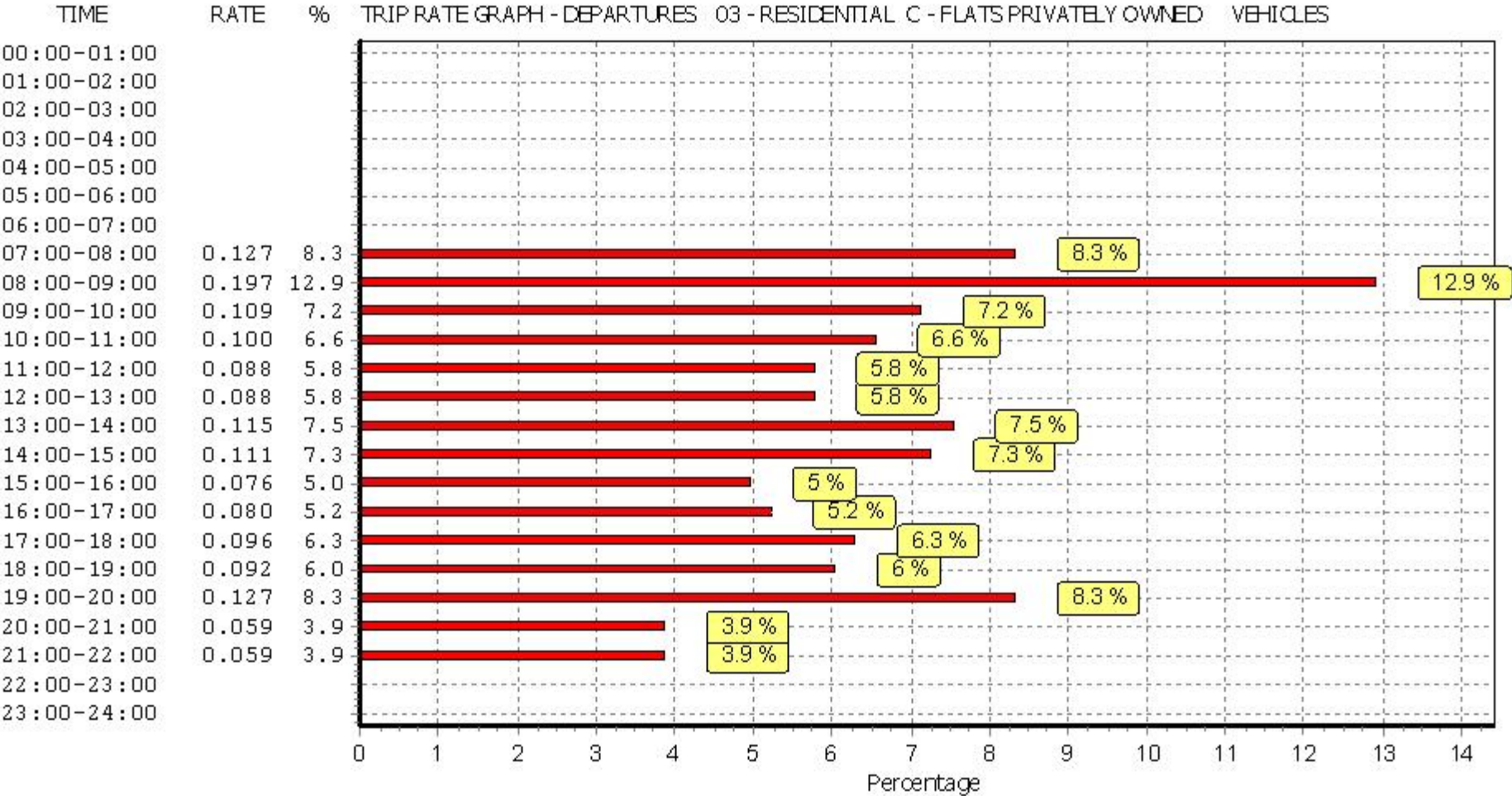
Parameter summary

Trip rate parameter range selected:	6 - 135 (units:)
Survey date range:	01/01/09 - 10/07/17
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

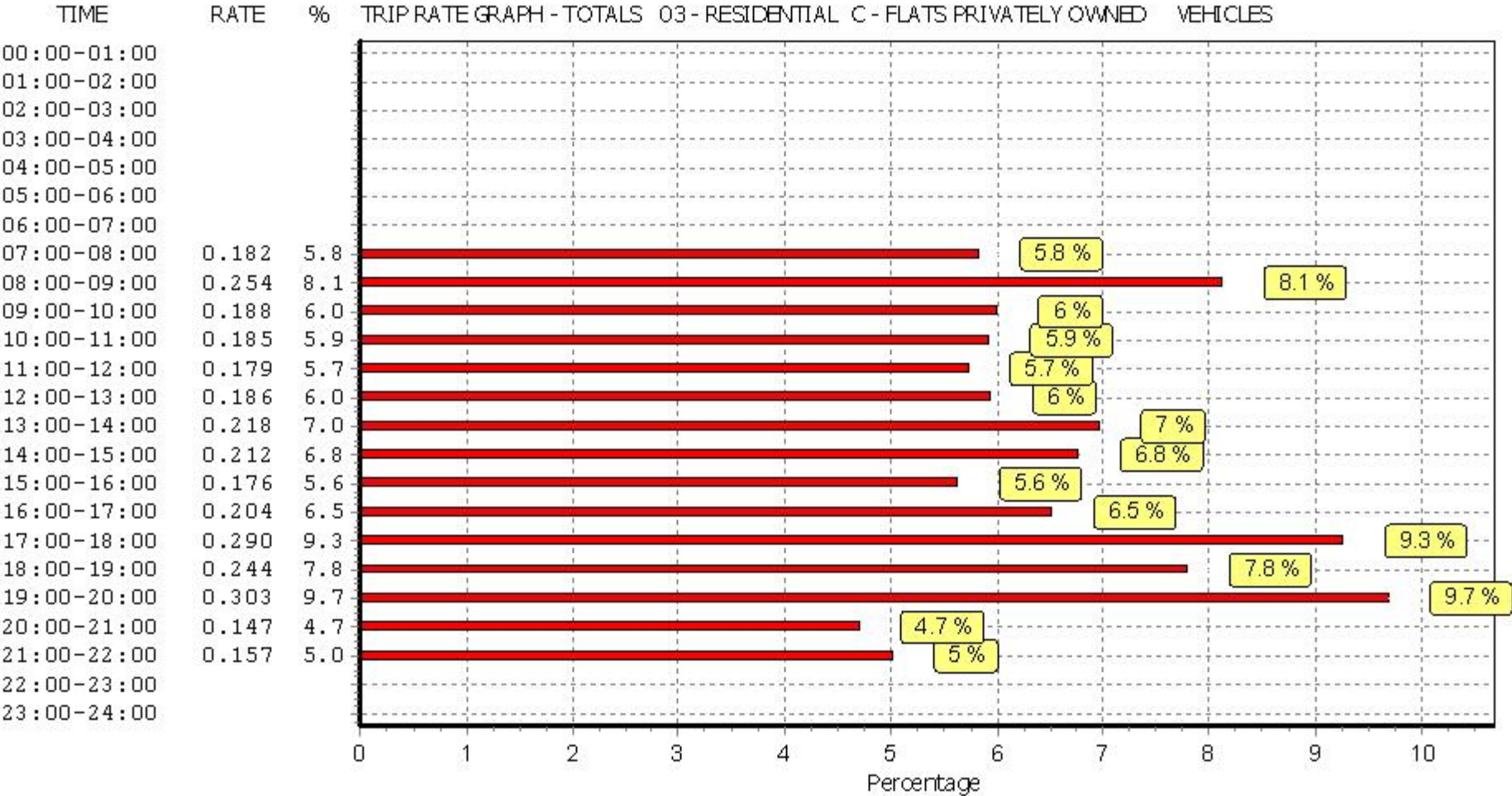
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	72	0.000	1	72	0.000	1	72	0.000
07:00 - 08:00	21	48	0.005	21	48	0.005	21	48	0.010
08:00 - 09:00	21	48	0.000	21	48	0.000	21	48	0.000
09:00 - 10:00	21	48	0.001	21	48	0.001	21	48	0.002
10:00 - 11:00	21	48	0.002	21	48	0.002	21	48	0.004
11:00 - 12:00	21	48	0.005	21	48	0.005	21	48	0.010
12:00 - 13:00	21	48	0.002	21	48	0.002	21	48	0.004
13:00 - 14:00	21	48	0.001	21	48	0.001	21	48	0.002
14:00 - 15:00	21	48	0.004	21	48	0.004	21	48	0.008
15:00 - 16:00	21	48	0.001	21	48	0.001	21	48	0.002
16:00 - 17:00	21	48	0.005	21	48	0.005	21	48	0.010
17:00 - 18:00	21	48	0.002	21	48	0.002	21	48	0.004
18:00 - 19:00	21	48	0.004	21	48	0.003	21	48	0.007
19:00 - 20:00	3	34	0.010	3	34	0.010	3	34	0.020
20:00 - 21:00	3	34	0.000	3	34	0.000	3	34	0.000
21:00 - 22:00	3	34	0.000	3	34	0.000	3	34	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.041			0.083

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

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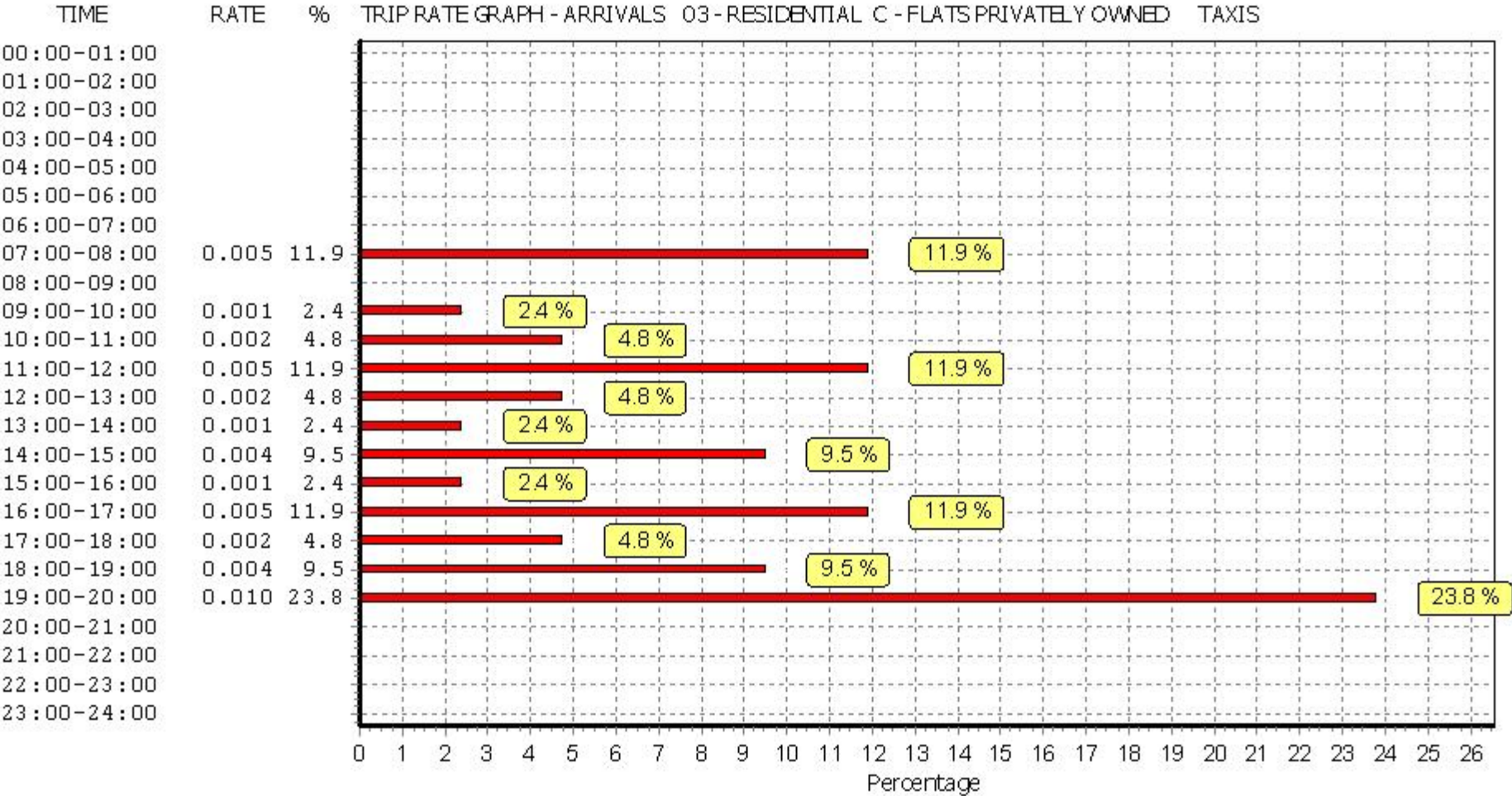
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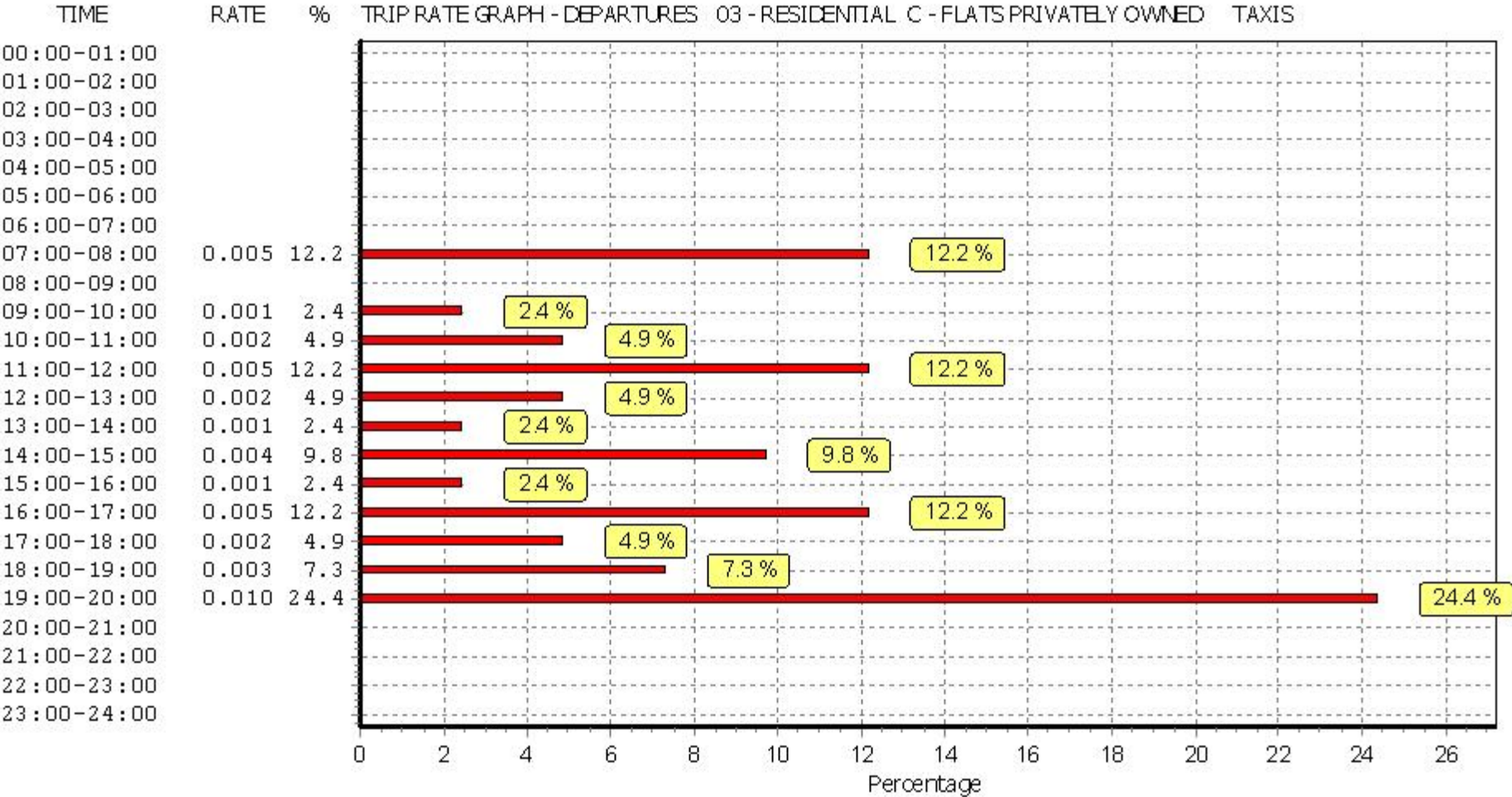
Parameter summary

Trip rate parameter range selected:	6 - 135 (units:)
Survey date date range:	01/01/09 - 10/07/17
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

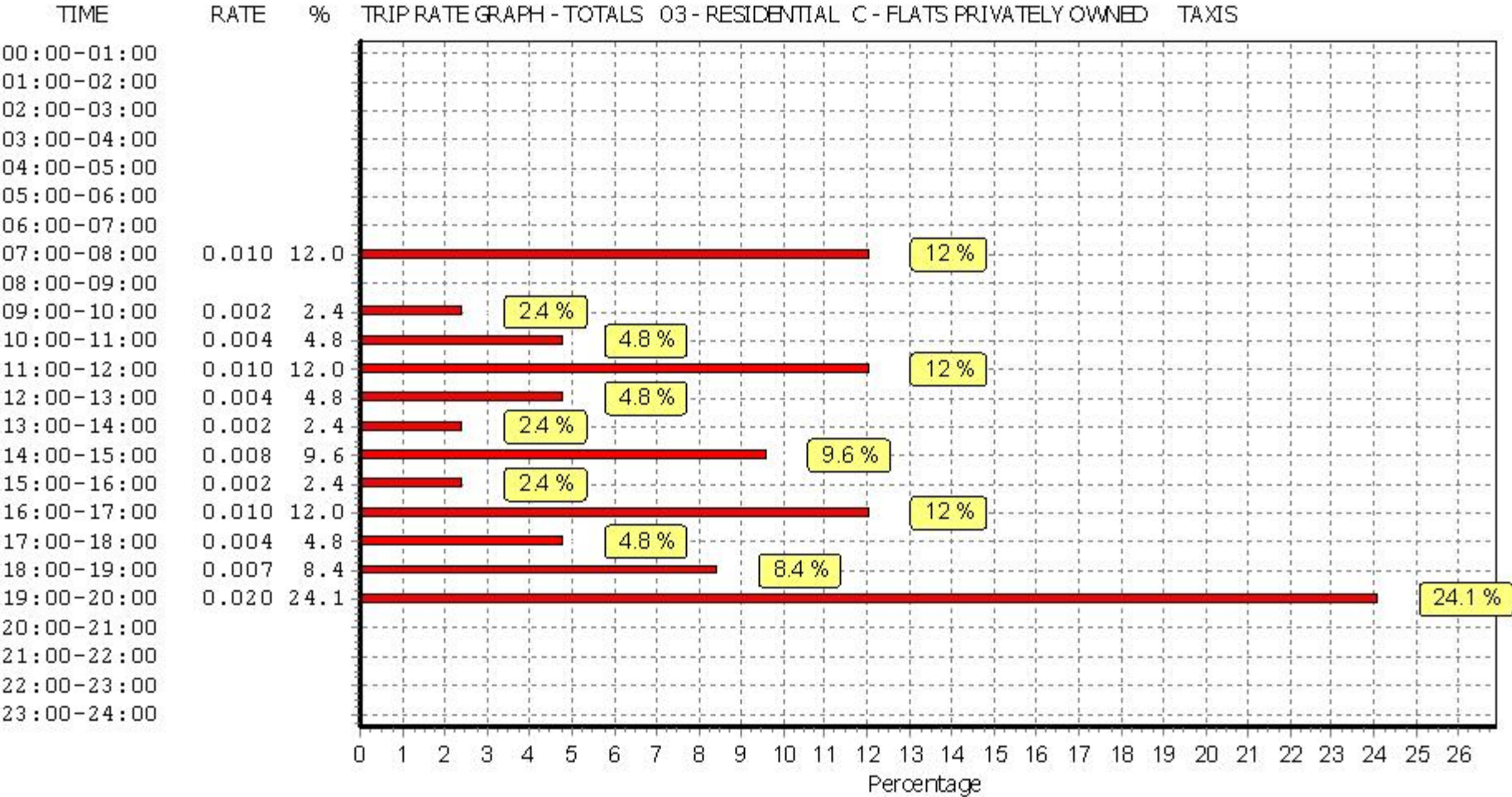
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	48	0.001	21	48	0.002	21	48	0.003
08:00 - 09:00	21	48	0.001	21	48	0.001	21	48	0.002
09:00 - 10:00	21	48	0.001	21	48	0.001	21	48	0.002
10:00 - 11:00	21	48	0.000	21	48	0.000	21	48	0.000
11:00 - 12:00	21	48	0.002	21	48	0.002	21	48	0.004
12:00 - 13:00	21	48	0.003	21	48	0.003	21	48	0.006
13:00 - 14:00	21	48	0.001	21	48	0.001	21	48	0.002
14:00 - 15:00	21	48	0.002	21	48	0.001	21	48	0.003
15:00 - 16:00	21	48	0.001	21	48	0.001	21	48	0.002
16:00 - 17:00	21	48	0.000	21	48	0.000	21	48	0.000
17:00 - 18:00	21	48	0.000	21	48	0.000	21	48	0.000
18:00 - 19:00	21	48	0.000	21	48	0.000	21	48	0.000
19:00 - 20:00	3	34	0.000	3	34	0.000	3	34	0.000
20:00 - 21:00	3	34	0.000	3	34	0.000	3	34	0.000
21:00 - 22:00	3	34	0.000	3	34	0.000	3	34	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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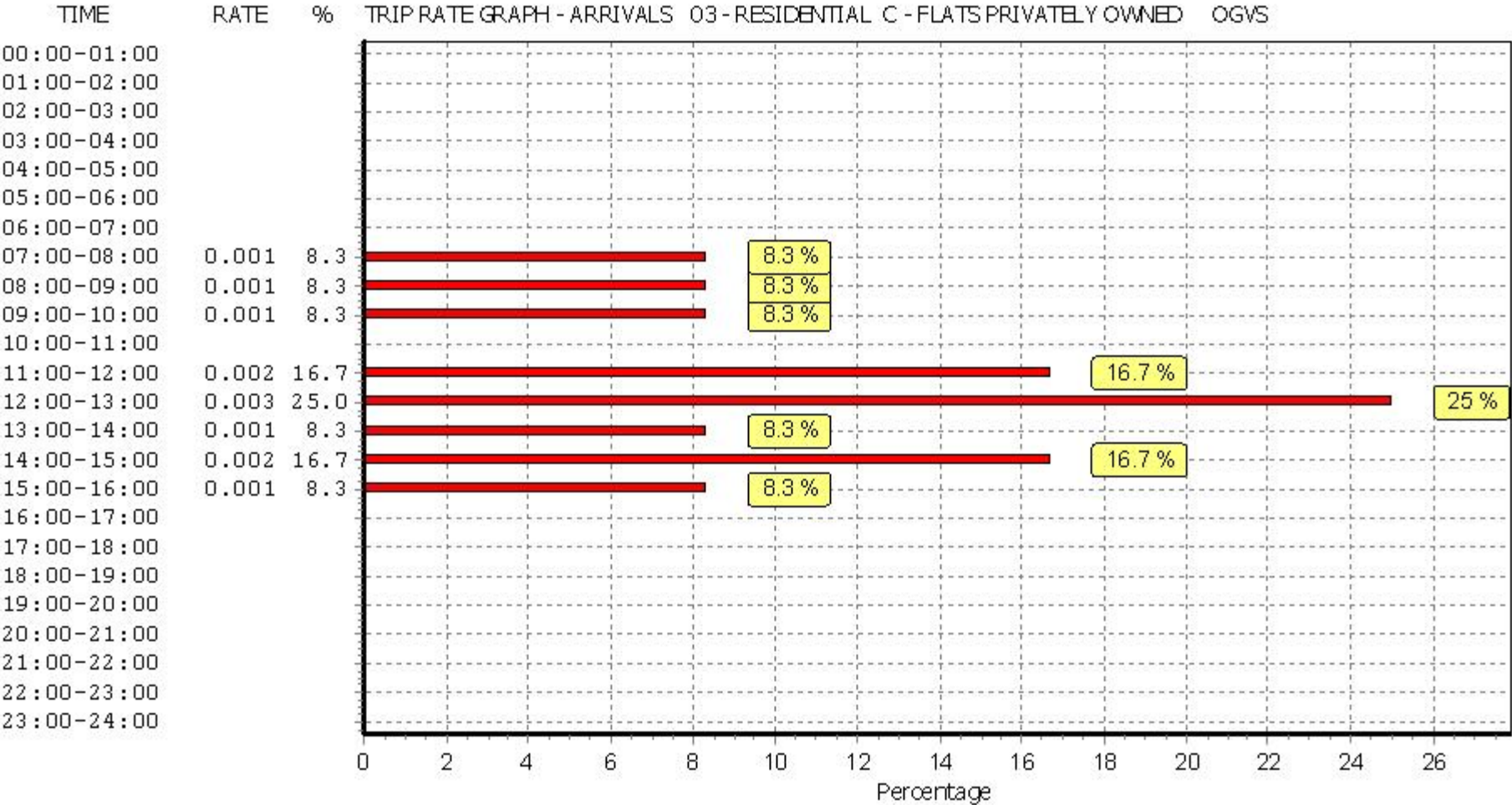
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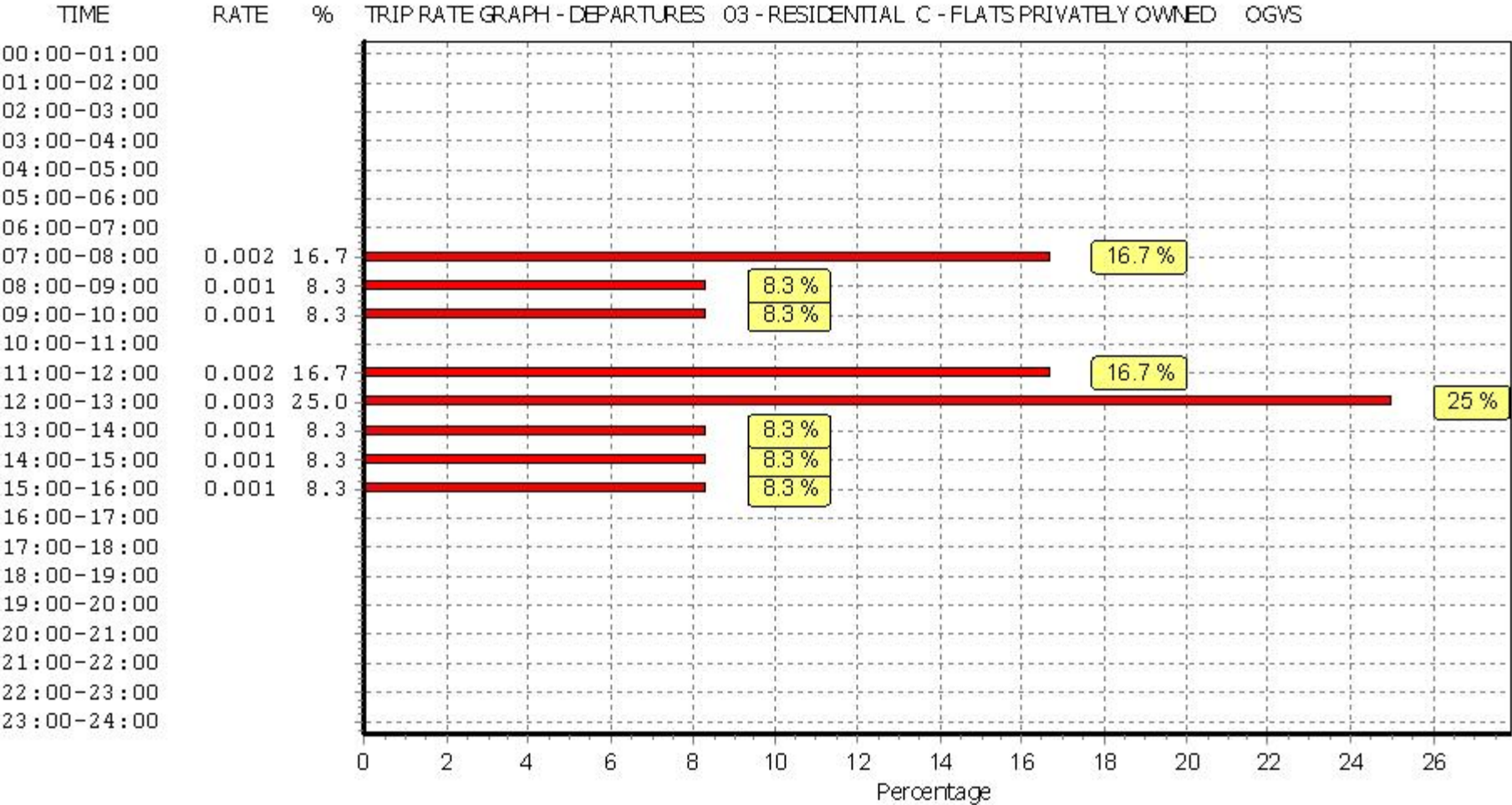
Parameter summary

Trip rate parameter range selected:	6 - 135 (units:)
Survey date date range:	01/01/09 - 10/07/17
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

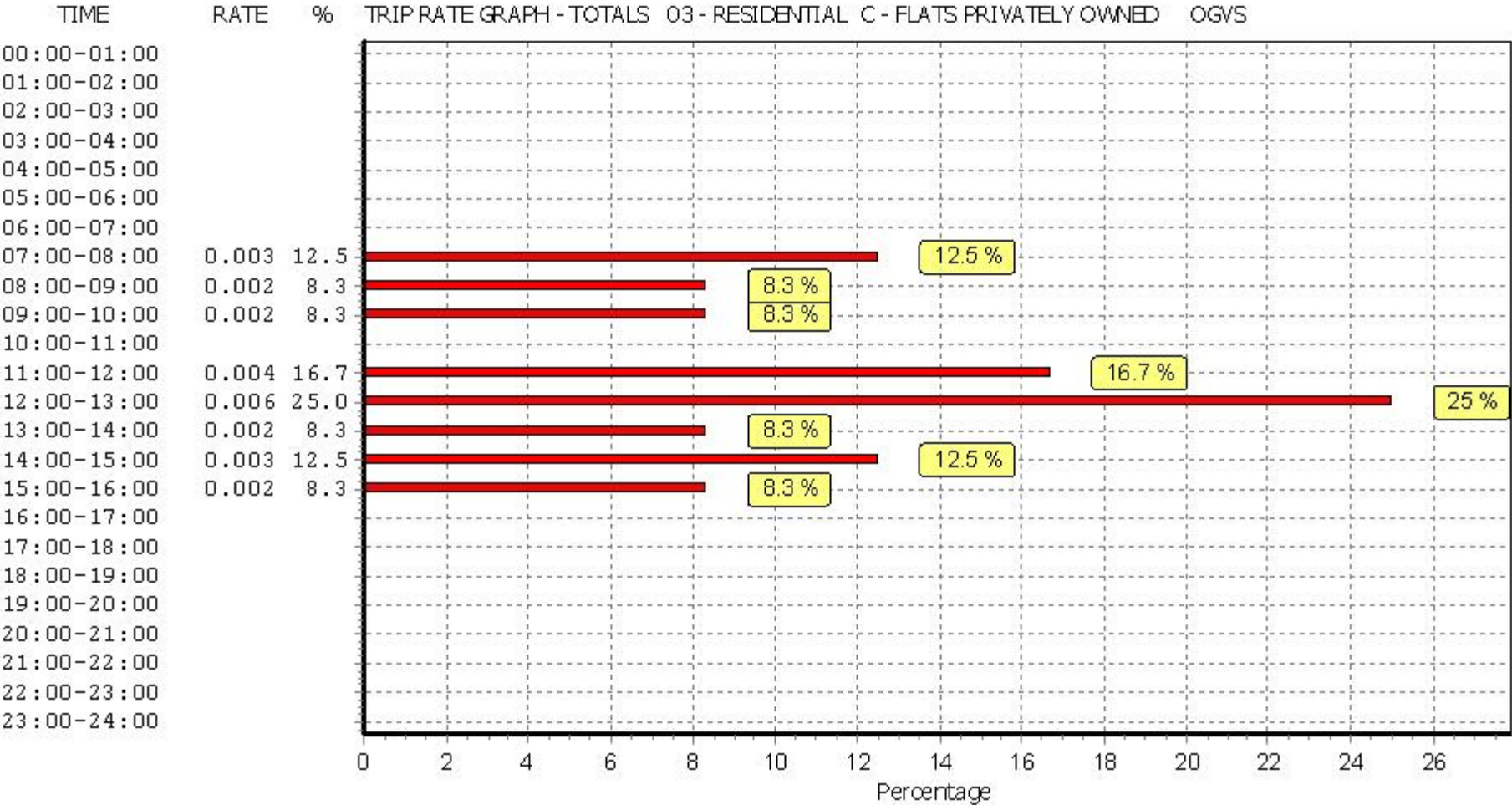
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	48	0.000	21	48	0.000	21	48	0.000
08:00 - 09:00	21	48	0.000	21	48	0.000	21	48	0.000
09:00 - 10:00	21	48	0.000	21	48	0.000	21	48	0.000
10:00 - 11:00	21	48	0.000	21	48	0.000	21	48	0.000
11:00 - 12:00	21	48	0.000	21	48	0.000	21	48	0.000
12:00 - 13:00	21	48	0.000	21	48	0.000	21	48	0.000
13:00 - 14:00	21	48	0.000	21	48	0.000	21	48	0.000
14:00 - 15:00	21	48	0.000	21	48	0.000	21	48	0.000
15:00 - 16:00	21	48	0.000	21	48	0.000	21	48	0.000
16:00 - 17:00	21	48	0.000	21	48	0.000	21	48	0.000
17:00 - 18:00	21	48	0.001	21	48	0.001	21	48	0.002
18:00 - 19:00	21	48	0.000	21	48	0.000	21	48	0.000
19:00 - 20:00	3	34	0.000	3	34	0.000	3	34	0.000
20:00 - 21:00	3	34	0.000	3	34	0.000	3	34	0.000
21:00 - 22:00	3	34	0.000	3	34	0.000	3	34	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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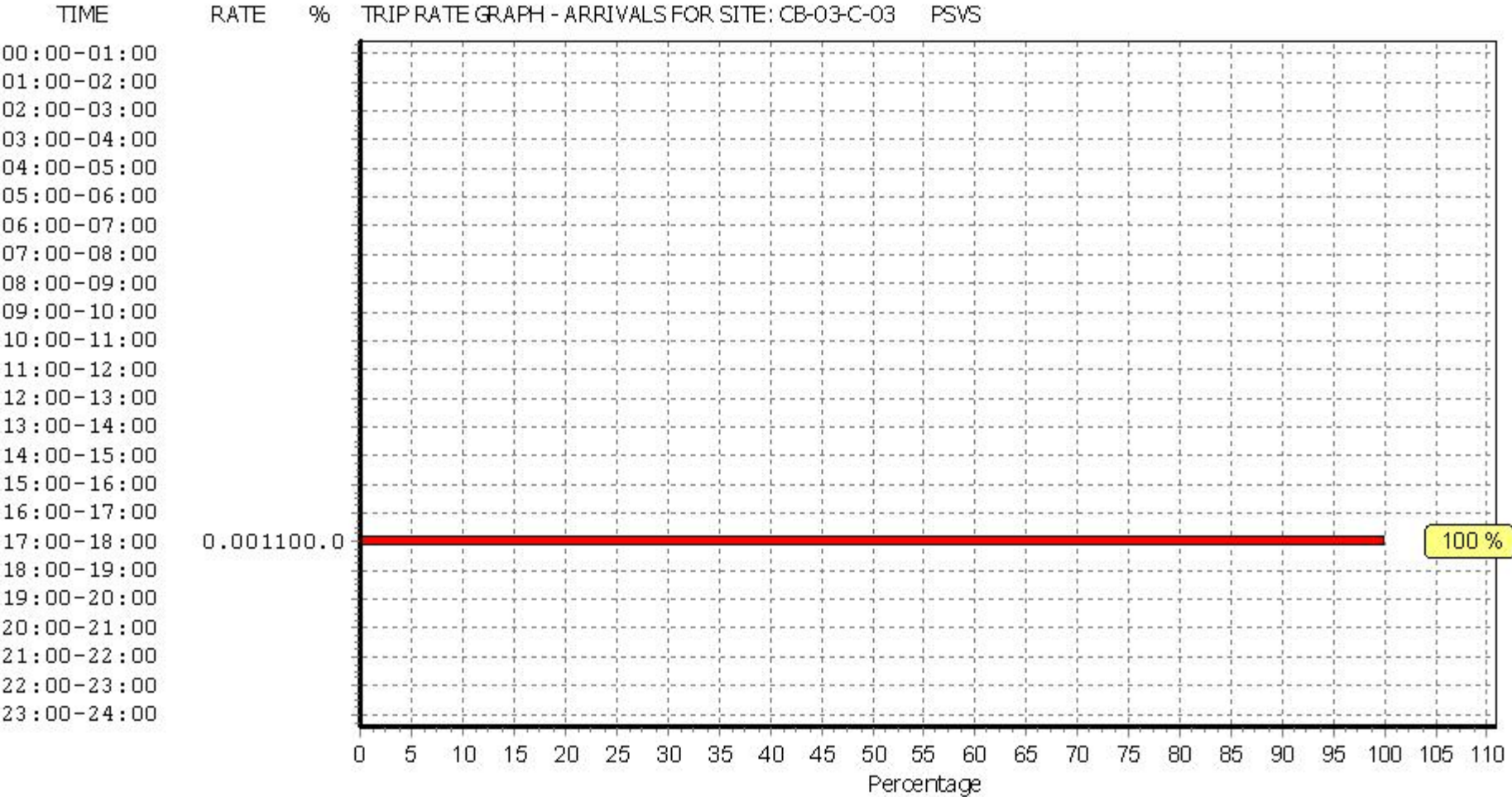
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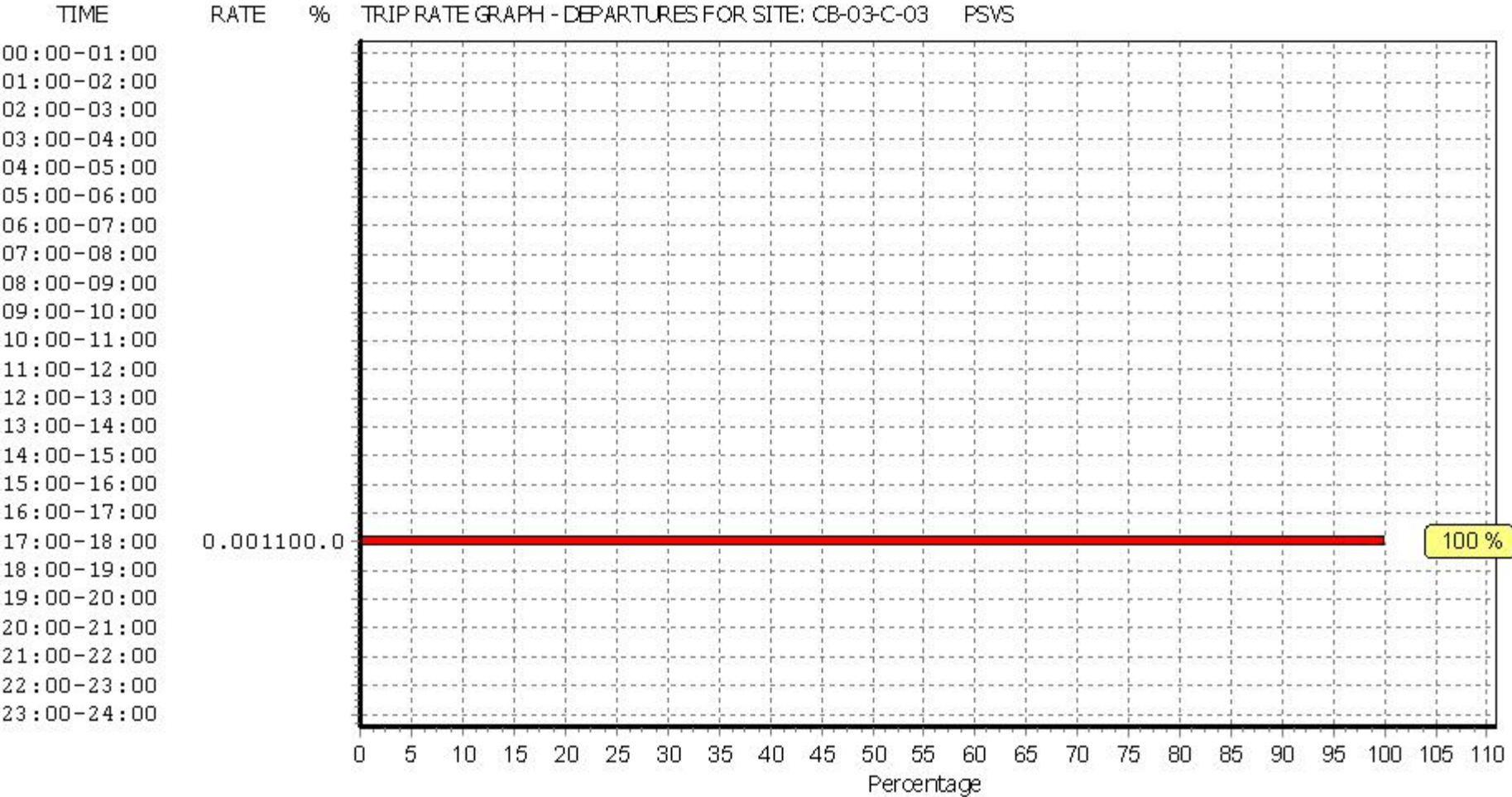
Parameter summary

Trip rate parameter range selected:	6 - 135 (units:)
Survey date range:	01/01/09 - 10/07/17
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

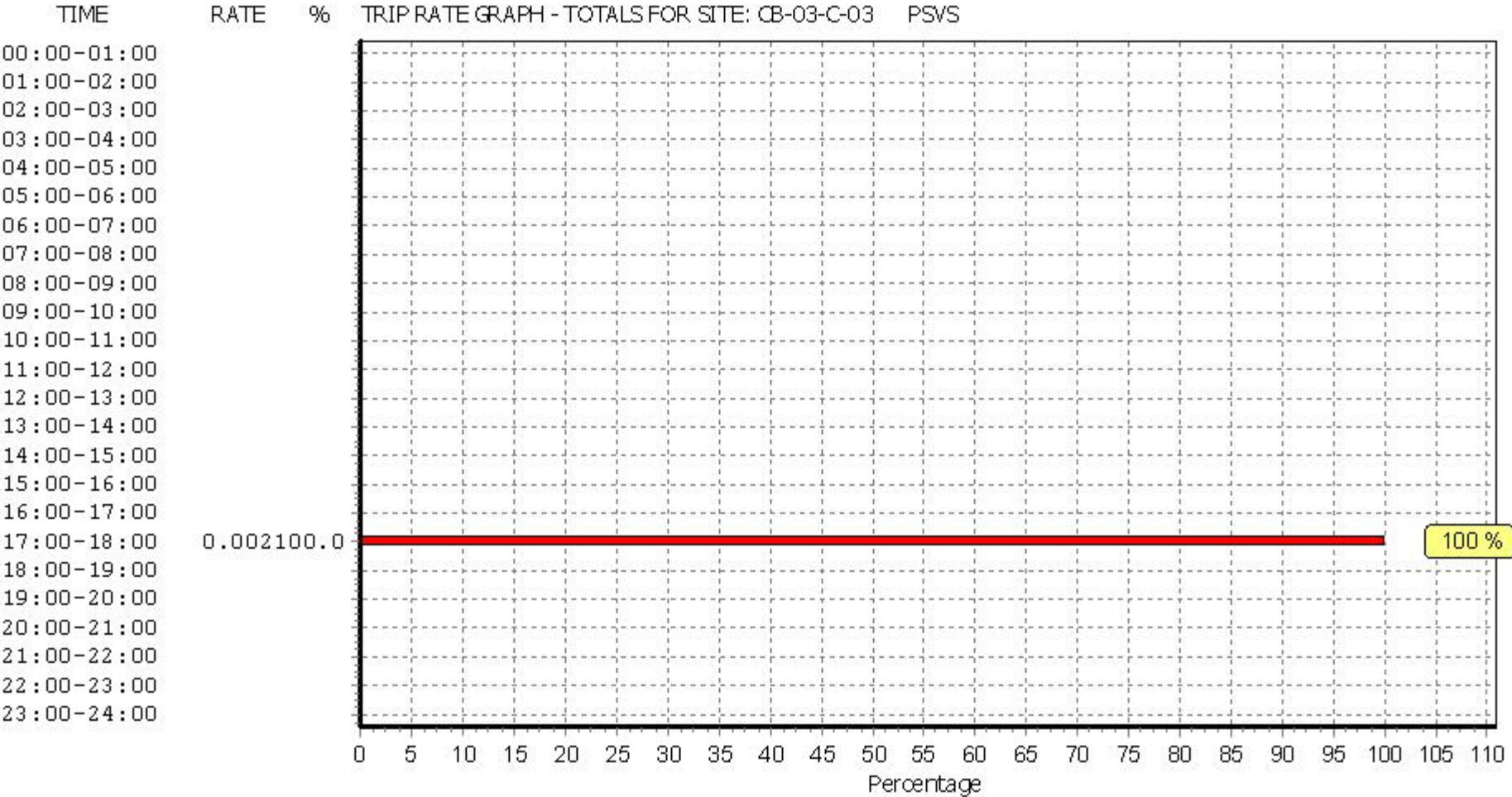
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	48	0.004	21	48	0.008	21	48	0.012
08:00 - 09:00	21	48	0.004	21	48	0.010	21	48	0.014
09:00 - 10:00	21	48	0.004	21	48	0.004	21	48	0.008
10:00 - 11:00	21	48	0.002	21	48	0.006	21	48	0.008
11:00 - 12:00	21	48	0.004	21	48	0.004	21	48	0.008
12:00 - 13:00	21	48	0.003	21	48	0.003	21	48	0.006
13:00 - 14:00	21	48	0.001	21	48	0.003	21	48	0.004
14:00 - 15:00	21	48	0.003	21	48	0.002	21	48	0.005
15:00 - 16:00	21	48	0.006	21	48	0.004	21	48	0.010
16:00 - 17:00	21	48	0.005	21	48	0.001	21	48	0.006
17:00 - 18:00	21	48	0.008	21	48	0.001	21	48	0.009
18:00 - 19:00	21	48	0.008	21	48	0.001	21	48	0.009
19:00 - 20:00	3	34	0.000	3	34	0.010	3	34	0.010
20:00 - 21:00	3	34	0.000	3	34	0.000	3	34	0.000
21:00 - 22:00	3	34	0.010	3	34	0.000	3	34	0.010
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.057			0.119

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

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

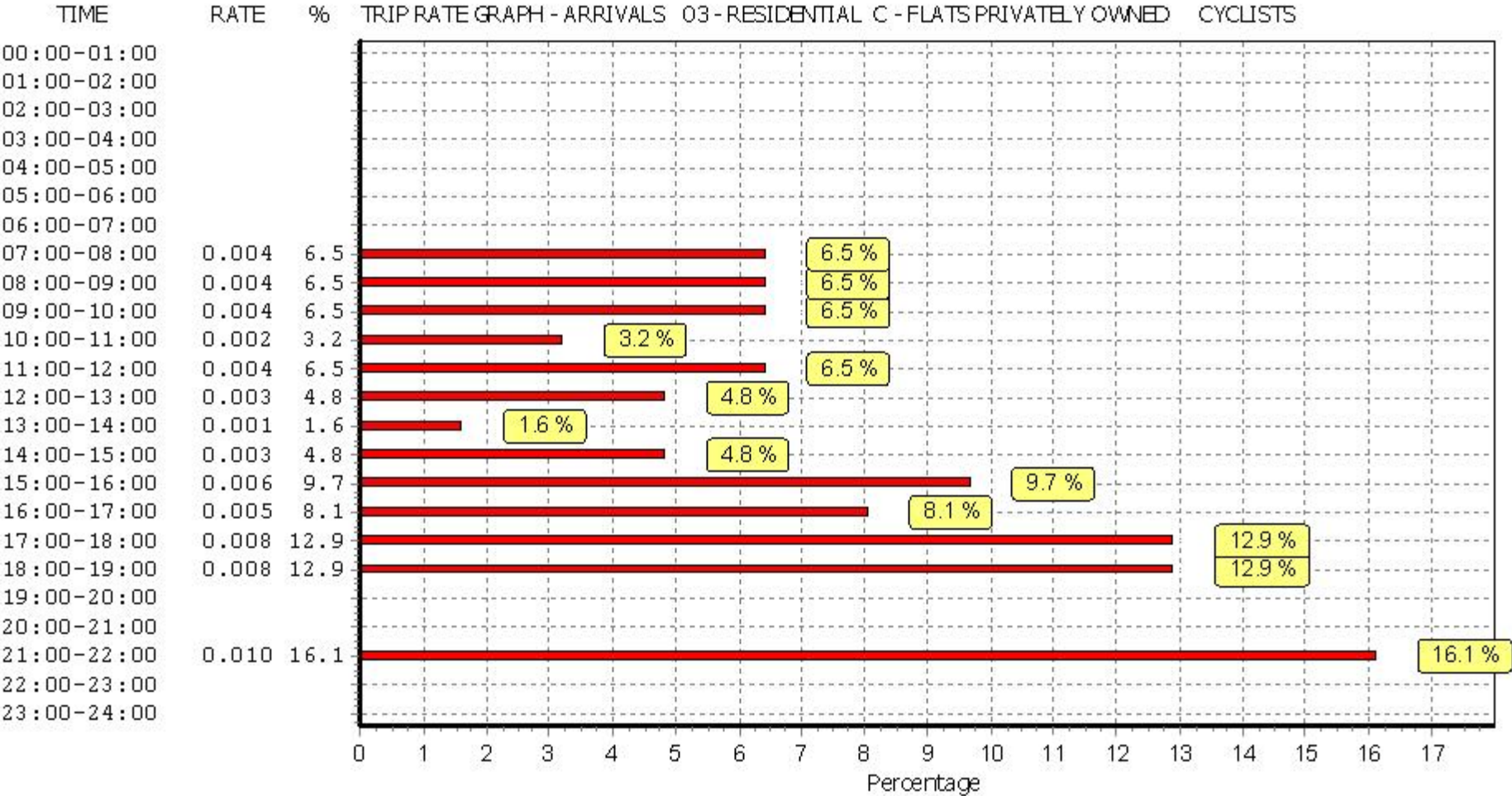
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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

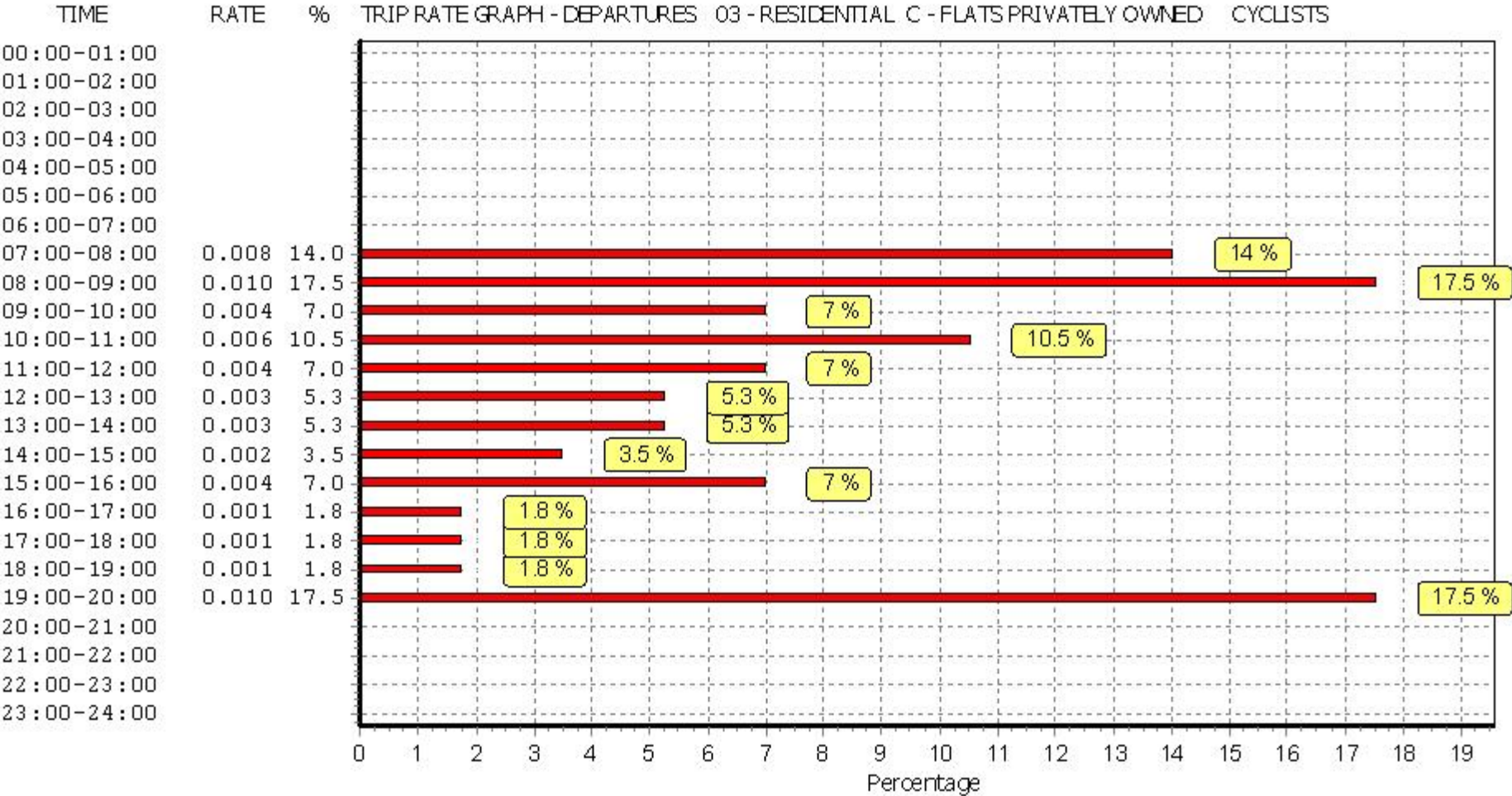
Parameter summary

Trip rate parameter range selected:	6 - 135 (units:)
Survey date range:	01/01/09 - 10/07/17
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

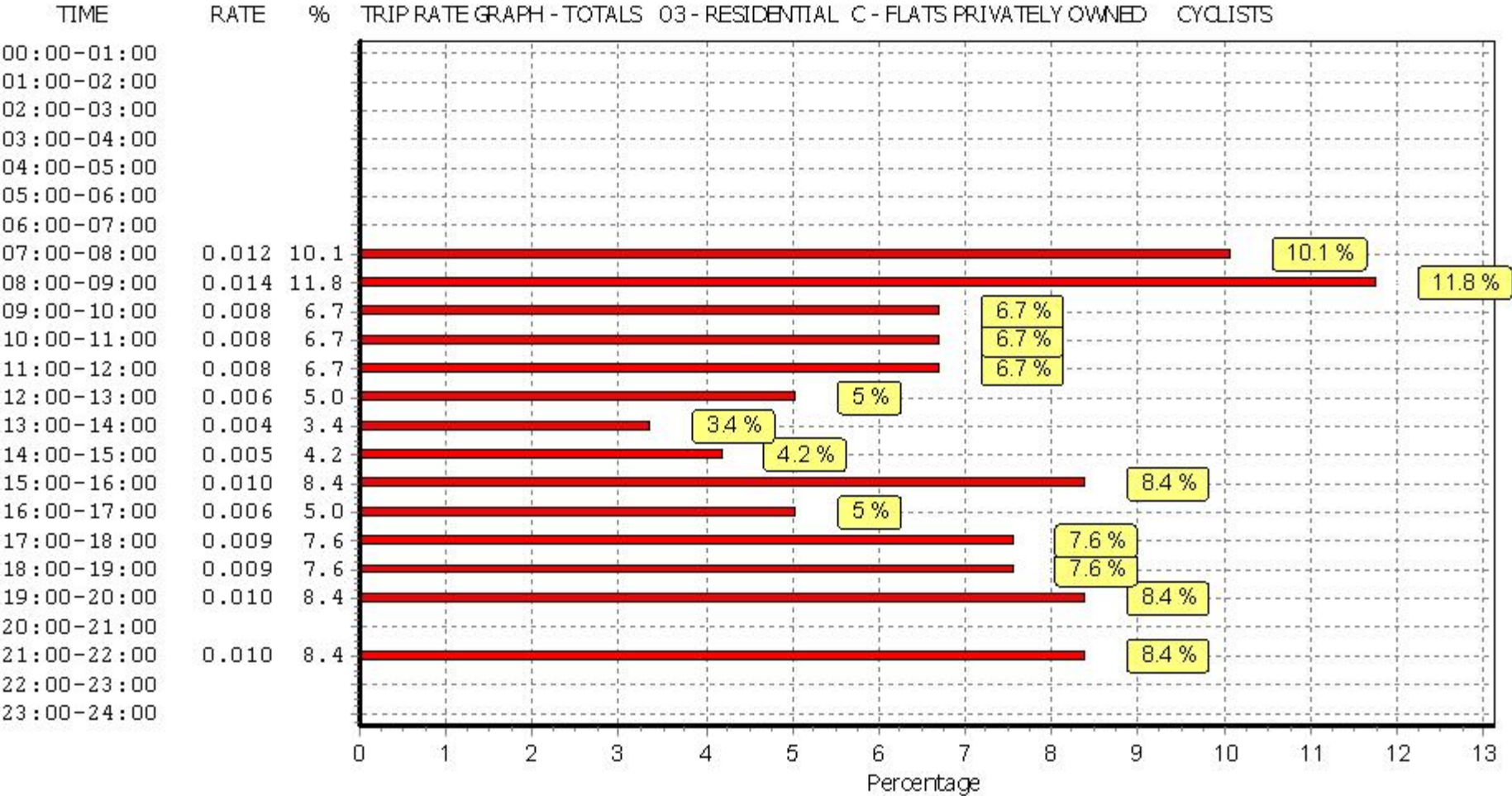
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APPENDIX F – MODELLING OUTPUT

Junctions 8			
PICADY 8 - Priority Intersection Module			
Version: 8.0.6.541 [19821,26/11/2015] © Copyright TRL Limited, 2018			
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: Fulflood Road.arc8

Path: \\Ridge.ACK\Ridge Company Data\Winchester\UserDocs\lothompson\Documents\workingfiles\workspace.ridge.co.uk

Report generation date: 29/01/2018 12:27:19

- » (Default Analysis Set) - Base, AM
- » (Default Analysis Set) - Base, PM
- » (Default Analysis Set) - Development, PM
- » (Default Analysis Set) - Development, AM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - Base								
Stream B-C	0.27	11.13	0.21	B	0.40	11.53	0.29	B
Stream B-AD	1.50	22.73	0.58	C	1.52	22.45	0.60	C
Stream A-BCD	0.23	7.34	0.12	A	0.22	7.00	0.11	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-A	0.86	14.68	0.44	B	0.93	17.77	0.43	C
Stream D-BC	0.64	19.11	0.40	C	0.76	20.34	0.44	C
Stream C-ABD	0.27	5.95	0.15	A	0.23	6.26	0.13	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
A1 - Development								
Stream B-C	0.26	11.31	0.21	B	0.39	11.45	0.28	B
Stream B-AD	1.53	22.71	0.59	C	1.51	22.27	0.60	C
Stream A-BCD	0.24	7.39	0.13	A	0.26	7.09	0.13	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-A	0.78	14.56	0.42	B	0.93	17.85	0.43	C
Stream D-BC	0.71	19.24	0.42	C	0.77	20.48	0.44	C
Stream C-ABD	0.27	5.96	0.15	A	0.23	6.25	0.13	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-

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

"D1 - Base, AM" model duration: 07:45 - 09:15

"D2 - Base, PM" model duration: 15:00 - 16:30

"D3 - Development, PM" model duration: 15:00 - 16:30

"D4 - Development, AM" model duration: 07:45 - 09:15

Run using Junctions 8.0.6.541 at 29/01/2018 12:27:17

File summary

Title	Dunsbury Way
Location	
Site Number	
Date	29/01/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	othompson
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base, AM	Base	AM		DIRECT	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Fulford road	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	15.94	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Dunsbury Way N/B		Major
B	B	Bramdean Drive		Minor
C	C	Dunsbury Way S/B		Major
D	D	Fulflood Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.30		0.00		2.20	125.00	✓	0.00
C	6.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.00	5.00	3.60	3.60	3.60	✓	1.00	40	75
D	One lane plus flare				7.60	4.00	3.30	3.30	3.30	✓	1.00	50	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	0.247	0.247	0.247	-	0.247	-	-
1	B-AD	574.886	0.103	0.261	-	-	-	0.164	0.373	0.164	0.103	0.261
1	B-C	648.331	0.098	0.248	-	-	-	-	-	-	0.098	0.248
1	C-B	643.457	0.246	0.246	-	-	-	-	-	-	0.246	0.246
1	D-A	697.016	-	-	-	0.267	0.105	0.267	-	0.105	-	-
1	D-BC	504.005	0.144	0.144	0.327	0.229	0.091	0.229	-	0.091	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000
D	DIRECT		N/A	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 - (07:45-08:00)

		To			
From		A	B	C	D
	A	0.000	52.000	96.000	34.000
	B	38.000	0.000	28.000	40.000
	C	196.000	37.000	0.000	10.000
	D	34.000	16.000	4.000	0.000

Turning Proportions (PCU) - Junction 1 - (07:45-08:00)

		To			
From		A	B	C	D
	A	0.00	0.29	0.53	0.19
	B	0.36	0.00	0.26	0.38
	C	0.81	0.15	0.00	0.04
	D	0.63	0.30	0.07	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:00-08:15)

		To			
From		A	B	C	D
	A	0.000	40.000	88.000	33.000
	B	72.000	0.000	24.000	16.000
	C	208.000	20.000	0.000	8.000
	D	38.000	12.000	8.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	0.00	0.25	0.55	0.20
	B	0.64	0.00	0.21	0.14
	C	0.88	0.08	0.00	0.03
	D	0.66	0.21	0.14	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	0.000	56.000	146.000	25.000
	B	44.000	0.000	20.000	12.000
	C	152.000	44.000	0.000	18.000
	D	38.000	24.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	0.00	0.25	0.64	0.11
	B	0.58	0.00	0.26	0.16
	C	0.71	0.21	0.00	0.08
	D	0.61	0.39	0.00	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.000	76.000	118.000	24.000
	B	65.000	0.000	28.000	22.000
	C	181.000	32.000	0.000	16.000
	D	49.000	26.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.00	0.35	0.54	0.11
	B	0.57	0.00	0.24	0.19
	C	0.79	0.14	0.00	0.07
	D	0.65	0.35	0.00	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	0.000	68.000	232.000	66.000
	B	80.000	0.000	48.000	32.000
	C	200.000	56.000	0.000	16.000
	D	25.000	8.000	4.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	0.00	0.19	0.63	0.18
	B	0.50	0.00	0.30	0.20
	C	0.74	0.21	0.00	0.06
	D	0.68	0.22	0.11	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	0.000	40.000	142.000	28.000
	B	76.000	0.000	36.000	24.000
	C	154.000	24.000	0.000	8.000
	D	16.000	12.000	8.000	0.000

Turning Proportions (PCU) - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	0.00	0.19	0.68	0.13
	B	0.56	0.00	0.26	0.18
	C	0.83	0.13	0.00	0.04
	D	0.44	0.33	0.22	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To				
		A	B	C	D
From	A	1.000	1.180	1.140	1.330
	B	1.110	1.000	1.000	1.000
	C	1.060	1.000	1.000	1.000
	D	1.430	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To				
		A	B	C	D
From	A	0.0	18.0	14.0	33.0
	B	11.0	0.0	0.0	0.0
	C	6.0	0.0	0.0	0.0
	D	43.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	1.000	1.110	1.050	1.000
	B	1.200	1.000	1.000	1.000
	C	1.080	1.000	1.000	1.000
	D	1.110	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

		To			
From		A	B	C	D
	A	0.0	11.0	5.0	0.0
	B	20.0	0.0	0.0	0.0
	C	8.0	0.0	0.0	0.0
	D	11.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

		To			
From		A	B	C	D
	A	1.000	1.080	1.120	1.200
	B	1.100	1.000	1.000	1.000
	C	1.060	1.000	1.000	1.000
	D	1.110	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

		To			
From		A	B	C	D
	A	0.0	8.0	12.0	20.0
	B	10.0	0.0	0.0	0.0
	C	6.0	0.0	0.0	0.0
	D	11.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

		To			
From		A	B	C	D
	A	1.000	1.000	1.060	1.110
	B	1.130	1.000	1.000	1.000
	C	1.100	1.000	1.000	1.000
	D	1.090	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

		To			
From		A	B	C	D
	A	0.0	0.0	6.0	11.0
	B	13.0	0.0	0.0	0.0
	C	10.0	0.0	0.0	0.0
	D	9.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

		To			
From		A	B	C	D
	A	1.000	1.130	1.050	1.000
	B	1.110	1.000	1.000	1.000
	C	1.080	1.000	1.000	1.000
	D	1.200	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	0.0	13.0	5.0	0.0
	B	11.0	0.0	0.0	0.0
	C	8.0	0.0	0.0	0.0
	D	20.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	1.000	1.110	1.160	1.000
	B	1.060	1.000	1.000	1.000
	C	1.080	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	0.0	11.0	16.0	0.0
	B	6.0	0.0	0.0	0.0
	C	8.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	11.13	0.27	B
B-AD	0.58	22.73	1.50	C
A-BCD	0.12	7.34	0.23	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.44	14.68	0.86	B
D-BC	0.40	19.11	0.64	C
C-ABD	0.15	5.95	0.27	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	59.66	59.16	0.00	529.95	0.113	0.13	7.638	A
B-AD	166.20	164.01	0.00	479.80	0.346	0.55	11.901	B
A-BCD	56.96	56.30	0.00	683.50	0.083	0.17	7.341	A
A-B	59.34	59.34	0.00	-	-	-	-	-
A-C	109.55	109.55	0.00	-	-	-	-	-
D-A	142.21	140.35	0.00	571.93	0.249	0.47	11.878	B
D-BC	83.65	82.56	0.00	384.38	0.218	0.27	11.886	B
C-ABD	46.52	46.10	0.00	706.38	0.066	0.11	5.528	A
C-D	8.71	8.71	0.00	-	-	-	-	-
C-A	170.63	170.63	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	57.79	57.74	0.00	471.92	0.122	0.14	8.690	A
B-AD	211.90	210.59	0.00	464.29	0.456	0.87	15.134	C
A-BCD	80.62	80.37	0.00	683.29	0.118	0.23	6.734	A
A-B	59.09	59.09	0.00	-	-	-	-	-
A-C	129.99	129.99	0.00	-	-	-	-	-
D-A	176.70	175.97	0.00	526.08	0.336	0.65	13.356	B
D-BC	93.00	92.57	0.00	332.03	0.280	0.38	15.006	C
C-ABD	33.75	33.90	0.00	733.84	0.046	0.07	5.239	A
C-D	8.74	8.74	0.00	-	-	-	-	-
C-A	227.20	227.20	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	86.92	86.41	0.00	409.38	0.212	0.27	11.128	B
B-AD	243.38	240.88	0.00	422.13	0.577	1.50	22.735	C
A-BCD	61.02	61.25	0.00	728.84	0.084	0.17	5.777	A
A-B	74.65	74.65	0.00	-	-	-	-	-
A-C	194.63	194.63	0.00	-	-	-	-	-
D-A	202.45	201.91	0.00	484.12	0.418	0.78	14.130	B
D-BC	127.86	126.83	0.00	321.66	0.398	0.64	18.377	C
C-ABD	106.31	105.52	0.00	722.59	0.147	0.27	5.950	A
C-D	23.72	23.72	0.00	-	-	-	-	-
C-A	200.28	200.28	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.42	80.49	0.00	408.93	0.197	0.25	10.965	B
B-AD	249.88	249.92	0.00	434.68	0.575	1.49	20.982	C
A-BCD	61.22	61.16	0.00	722.41	0.085	0.18	6.115	A
A-B	105.41	105.41	0.00	-	-	-	-	-
A-C	163.67	163.67	0.00	-	-	-	-	-
D-A	215.80	215.47	0.00	486.50	0.444	0.86	14.676	B
D-BC	114.51	114.58	0.00	303.08	0.378	0.62	19.114	C
C-ABD	74.94	75.23	0.00	740.42	0.101	0.20	5.549	A
C-D	20.74	20.74	0.00	-	-	-	-	-
C-A	234.62	234.62	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.91	81.12	0.00	497.93	0.162	0.20	8.641	A
B-AD	188.79	191.69	0.00	466.08	0.405	0.76	14.482	B
A-BCD	71.16	71.17	0.00	699.27	0.102	0.18	6.021	A
A-B	45.00	45.00	0.00	-	-	-	-	-
A-C	153.53	153.53	0.00	-	-	-	-	-
D-A	182.23	183.44	0.00	550.56	0.331	0.56	10.928	B
D-BC	87.47	88.58	0.00	348.50	0.251	0.34	13.906	B
C-ABD	79.39	79.41	0.00	713.57	0.111	0.19	5.839	A
C-D	14.10	14.10	0.00	-	-	-	-	-
C-A	176.21	176.21	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	59.79	60.03	0.00	510.51	0.117	0.13	7.997	A
B-AD	166.07	166.69	0.00	464.06	0.358	0.61	12.983	B
A-BCD	41.62	41.92	0.00	689.89	0.060	0.10	5.705	A
A-B	40.49	40.49	0.00	-	-	-	-	-
A-C	143.75	143.75	0.00	-	-	-	-	-
D-A	100.38	101.51	0.00	527.33	0.190	0.27	9.763	A
D-BC	125.48	125.14	0.00	415.53	0.302	0.42	12.381	B
C-ABD	40.19	40.56	0.00	697.81	0.058	0.10	5.597	A
C-D	9.17	9.17	0.00	-	-	-	-	-
C-A	176.50	176.50	0.00	-	-	-	-	-

(Default Analysis Set) - Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base, PM	Base	PM		DIRECT	15:00	16:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Fulflood road	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	16.89	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Dunsbury Way N/B		Major
B	B	Bramdean Drive		Minor
C	C	Dunsbury Way S/B		Major
D	D	Fulflood Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.30		0.00		2.20	125.00	✓	0.00
C	6.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.00	5.00	3.60	3.60	3.60	✓	1.00	40	75
D	One lane plus flare				7.60	4.00	3.30	3.30	3.30	✓	1.00	50	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	0.247	0.247	0.247	-	0.247	-	-
1	B-AD	586.046	0.105	0.266	-	-	-	0.168	0.380	0.168	0.105	0.266
1	B-C	663.952	0.100	0.254	-	-	-	-	-	-	0.100	0.254
1	C-B	643.457	0.246	0.246	-	-	-	-	-	-	0.246	0.246
1	D-A	677.428	-	-	-	0.259	0.102	0.259	-	0.102	-	-
1	D-BC	545.036	0.156	0.156	0.354	0.248	0.098	0.248	-	0.098	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Am	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000
D	DIRECT		N/A	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 - (15:00-15:15)

	To				
From		A	B	C	D
	A	0.000	60.000	228.000	37.000
	B	64.000	0.000	40.000	8.000
	C	184.000	84.000	0.000	8.000
	D	33.000	20.000	20.000	0.000

Turning Proportions (PCU) - Junction 1 - (15:00-15:15)

	To				
		A	B	C	D
From	A	0.00	0.18	0.70	0.11
	B	0.57	0.00	0.36	0.07
	C	0.67	0.30	0.00	0.03
	D	0.45	0.27	0.27	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (15:15-15:30)

	To				
		A	B	C	D
From	A	0.000	88.000	182.000	53.000
	B	88.000	0.000	20.000	12.000
	C	174.000	24.000	0.000	4.000
	D	44.000	4.000	16.000	0.000

Turning Proportions (PCU) - Junction 1 - (15:15-15:30)

	To				
		A	B	C	D
From	A	0.00	0.27	0.56	0.16
	B	0.73	0.00	0.17	0.10
	C	0.86	0.12	0.00	0.02
	D	0.69	0.06	0.25	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (15:30-15:45)

	To				
		A	B	C	D
From	A	0.000	62.000	141.000	34.000
	B	72.000	0.000	24.000	4.000
	C	157.000	32.000	0.000	0.000
	D	28.000	12.000	8.000	0.000

Turning Proportions (PCU) - Junction 1 - (15:30-15:45)

	To				
		A	B	C	D
From	A	0.00	0.26	0.59	0.14
	B	0.72	0.00	0.24	0.04
	C	0.83	0.17	0.00	0.00
	D	0.58	0.25	0.17	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (15:45-16:00)

	To				
		A	B	C	D
From	A	0.000	80.000	164.000	25.000
	B	36.000	0.000	36.000	12.000
	C	132.000	16.000	0.000	4.000
	D	29.000	16.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (15:45-16:00)

	To				
		A	B	C	D
From	A	0.00	0.30	0.61	0.09
	B	0.43	0.00	0.43	0.14
	C	0.87	0.11	0.00	0.03
	D	0.64	0.36	0.00	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (16:00-16:15)

	To				
		A	B	C	D
From	A	0.000	73.000	176.000	4.000
	B	60.000	0.000	52.000	32.000
	C	138.000	32.000	0.000	8.000
	D	53.000	36.000	22.000	0.000

Turning Proportions (PCU) - Junction 1 - (16:00-16:15)

	To				
		A	B	C	D
From	A	0.00	0.29	0.70	0.02
	B	0.42	0.00	0.36	0.22
	C	0.78	0.18	0.00	0.04
	D	0.48	0.32	0.20	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (16:15-16:30)

	To				
		A	B	C	D
From	A	0.000	66.000	189.000	32.000
	B	50.000	0.000	12.000	8.000
	C	138.000	28.000	0.000	4.000
	D	38.000	4.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (16:15-16:30)

	To				
		A	B	C	D
From	A	0.00	0.23	0.66	0.11
	B	0.71	0.00	0.17	0.11
	C	0.81	0.16	0.00	0.02
	D	0.90	0.10	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (15:00-15:15)

	To				
		A	B	C	D
From	A	1.000	1.070	1.060	1.430
	B	1.000	1.000	1.000	1.000
	C	1.070	1.000	1.000	1.000
	D	1.140	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (15:00-15:15)

	To				
		A	B	C	D
From	A	0.0	7.0	6.0	43.0
	B	0.0	0.0	0.0	0.0
	C	7.0	0.0	0.0	0.0
	D	14.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (15:15-15:30)

	To				
		A	B	C	D
From	A	1.000	1.100	1.070	1.080
	B	1.100	1.000	1.000	1.000
	C	1.070	1.000	1.000	1.000
	D	1.380	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (15:15-15:30)

	To				
		A	B	C	D
From	A	0.0	10.0	7.0	8.0
	B	10.0	0.0	0.0	0.0
	C	7.0	0.0	0.0	0.0
	D	38.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (15:30-15:45)

	To				
		A	B	C	D
From	A	1.000	1.070	1.090	1.130
	B	1.130	1.000	1.000	1.000
	C	1.110	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (15:30-15:45)

	To				
		A	B	C	D
From	A	0.0	7.0	9.0	13.0
	B	13.0	0.0	0.0	0.0
	C	11.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (15:45-16:00)

	To				
		A	B	C	D
From	A	1.000	1.110	1.110	1.200
	B	1.130	1.000	1.000	1.000
	C	1.100	1.000	1.000	1.000
	D	1.170	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (15:45-16:00)

		To			
From		A	B	C	D
	A	0.0	11.0	11.0	20.0
	B	13.0	0.0	0.0	0.0
	C	10.0	0.0	0.0	0.0
	D	17.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (16:00-16:15)

		To			
From		A	B	C	D
	A	1.000	1.060	1.050	1.000
	B	1.150	1.000	1.000	1.000
	C	1.170	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:00-16:15)

		To			
From		A	B	C	D
	A	0.0	6.0	5.0	0.0
	B	15.0	0.0	0.0	0.0
	C	17.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (16:15-16:30)

		To			
From		A	B	C	D
	A	1.000	1.130	1.040	1.000
	B	1.180	1.000	1.000	1.000
	C	1.090	1.000	1.000	1.000
	D	1.110	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:15-16:30)

		To			
From		A	B	C	D
	A	0.0	13.0	4.0	0.0
	B	18.0	0.0	0.0	0.0
	C	9.0	0.0	0.0	0.0
	D	11.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.29	11.53	0.40	B
B-AD	0.60	22.45	1.52	C
A-BCD	0.11	7.00	0.22	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.43	17.77	0.93	C
D-BC	0.44	20.34	0.76	C
C-ABD	0.13	6.26	0.23	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.66	79.96	0.00	535.68	0.151	0.18	7.888	A
B-AD	145.19	143.39	0.00	461.20	0.315	0.45	11.266	B
A-BCD	35.32	34.93	0.00	706.71	0.050	0.10	7.000	A
A-B	39.69	39.69	0.00	-	-	-	-	-
A-C	150.84	150.84	0.00	-	-	-	-	-
D-A	102.10	101.06	0.00	544.42	0.188	0.26	9.236	A
D-BC	123.76	122.16	0.00	428.21	0.289	0.40	11.703	B
C-ABD	89.66	88.85	0.00	671.60	0.134	0.20	6.265	A
C-D	5.67	5.67	0.00	-	-	-	-	-
C-A	130.52	130.52	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	44.95	45.20	0.00	446.96	0.101	0.11	8.965	A
B-AD	224.74	222.76	0.00	459.02	0.490	0.95	15.431	C
A-BCD	65.69	65.32	0.00	690.24	0.095	0.19	6.668	A
A-B	66.49	66.49	0.00	-	-	-	-	-
A-C	137.51	137.51	0.00	-	-	-	-	-
D-A	185.41	183.83	0.00	528.06	0.351	0.66	12.908	B
D-BC	84.28	84.47	0.00	328.19	0.257	0.35	14.783	B
C-ABD	46.82	47.18	0.00	727.30	0.064	0.11	5.385	A
C-D	5.01	5.01	0.00	-	-	-	-	-
C-A	217.87	217.87	0.00	-	-	-	-	-

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	79.27	78.72	0.00	390.36	0.203	0.25	11.529	B
B-AD	251.03	248.74	0.00	420.09	0.598	1.52	22.449	C
A-BCD	78.20	78.07	0.00	716.93	0.109	0.22	6.175	A
A-B	77.00	77.00	0.00	-	-	-	-	-
A-C	175.11	175.11	0.00	-	-	-	-	-
D-A	192.68	191.57	0.00	452.79	0.426	0.93	17.766	C
D-BC	137.63	135.99	0.00	311.38	0.442	0.76	20.338	C
C-ABD	89.28	88.81	0.00	731.22	0.122	0.23	5.783	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	241.03	241.03	0.00	-	-	-	-	-

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	141.56	140.96	0.00	490.19	0.289	0.40	10.291	B
B-AD	188.75	191.14	0.00	426.49	0.443	0.92	17.337	C
A-BCD	50.28	50.63	0.00	732.59	0.069	0.14	5.967	A
A-B	91.81	91.81	0.00	-	-	-	-	-
A-C	188.21	188.21	0.00	-	-	-	-	-
D-A	212.86	213.43	0.00	494.24	0.431	0.79	13.207	B
D-BC	117.44	118.04	0.00	314.77	0.373	0.61	18.359	C
C-ABD	57.59	57.91	0.00	746.35	0.077	0.15	5.432	A
C-D	8.02	8.02	0.00	-	-	-	-	-
C-A	264.69	264.69	0.00	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	97.39	98.01	0.00	499.86	0.195	0.24	8.973	A
B-AD	172.30	173.13	0.00	442.61	0.389	0.71	14.666	B
A-BCD	6.68	7.18	0.00	729.43	0.009	0.01	5.714	A
A-B	77.11	77.11	0.00	-	-	-	-	-
A-C	185.90	185.90	0.00	-	-	-	-	-
D-A	128.77	130.44	0.00	524.26	0.246	0.38	10.415	B
D-BC	140.92	141.30	0.00	418.33	0.337	0.52	13.014	B
C-ABD	71.02	70.91	0.00	697.23	0.102	0.18	5.988	A
C-D	10.89	10.89	0.00	-	-	-	-	-
C-A	187.78	187.78	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	38.72	39.36	0.00	503.97	0.077	0.08	7.760	A
B-AD	187.14	187.18	0.00	486.11	0.385	0.70	13.328	B
A-BCD	34.97	34.70	0.00	690.24	0.051	0.08	5.584	A
A-B	49.41	49.41	0.00	-	-	-	-	-
A-C	141.48	141.48	0.00	-	-	-	-	-
D-A	204.35	203.69	0.00	593.29	0.344	0.54	9.625	A
D-BC	21.51	23.33	0.00	361.06	0.060	0.06	10.715	B
C-ABD	50.05	50.29	0.00	714.17	0.070	0.12	5.625	A
C-D	4.95	4.95	0.00	-	-	-	-	-
C-A	170.85	170.85	0.00	-	-	-	-	-

(Default Analysis Set) - Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Development, PM	Development	PM		DIRECT	15:00	16:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Fulford road	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	16.80	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Dunsbury Way N/B		Major
B	B	Bramdean Drive		Minor
C	C	Dunsbury Way S/B		Major
D	D	Fulford Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.30		0.00		2.20	125.00	✓	0.00
C	6.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.00	5.00	3.60	3.60	3.60	✓	1.00	40	75
D	One lane plus flare				7.60	4.00	3.30	3.30	3.30	✓	1.00	50	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	0.247	0.247	0.247	-	0.247	-	-
1	B-AD	586.463	0.105	0.266	-	-	-	0.168	0.381	0.168	0.105	0.266
1	B-C	663.421	0.100	0.254	-	-	-	-	-	-	0.100	0.254
1	C-B	643.457	0.246	0.246	-	-	-	-	-	-	0.246	0.246
1	D-A	676.413	-	-	-	0.259	0.102	0.259	-	0.102	-	-
1	D-BC	545.197	0.156	0.156	0.354	0.248	0.098	0.248	-	0.098	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000
D	DIRECT		N/A	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 - (15:00-15:15)

		To			
From		A	B	C	D
	A	0.000	60.000	228.000	43.000
	B	64.000	0.000	40.000	9.000
	C	184.000	84.000	0.000	9.000
	D	36.000	22.000	22.000	0.000

Turning Proportions (PCU) - Junction 1 - (15:00-15:15)

		To			
From		A	B	C	D
	A	0.00	0.18	0.69	0.13
	B	0.57	0.00	0.35	0.08
	C	0.66	0.30	0.00	0.03
	D	0.45	0.28	0.28	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (15:15-15:30)

		To			
From		A	B	C	D
	A	0.000	88.000	182.000	59.000
	B	88.000	0.000	20.000	13.000
	C	174.000	24.000	0.000	4.000
	D	49.000	4.000	17.000	0.000

Turning Proportions (PCU) - Junction 1 - (15:15-15:30)

		To			
From		A	B	C	D
	A	0.00	0.27	0.55	0.18
	B	0.73	0.00	0.17	0.11
	C	0.86	0.12	0.00	0.02
	D	0.70	0.06	0.24	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (15:30-15:45)

		To			
From		A	B	C	D
	A	0.000	62.000	141.000	41.000
	B	72.000	0.000	24.000	5.000
	C	157.000	32.000	0.000	0.000
	D	32.000	14.000	9.000	0.000

Turning Proportions (PCU) - Junction 1 - (15:30-15:45)

		To			
From		A	B	C	D
	A	0.00	0.25	0.58	0.17
	B	0.71	0.00	0.24	0.05
	C	0.83	0.17	0.00	0.00
	D	0.58	0.25	0.16	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (15:45-16:00)

	To				
		A	B	C	D
From	A	0.000	80.000	164.000	30.000
	B	36.000	0.000	36.000	14.000
	C	132.000	16.000	0.000	5.000
	D	33.000	18.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (15:45-16:00)

	To				
		A	B	C	D
From	A	0.00	0.29	0.60	0.11
	B	0.42	0.00	0.42	0.16
	C	0.86	0.10	0.00	0.03
	D	0.65	0.35	0.00	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (16:00-16:15)

	To				
		A	B	C	D
From	A	0.000	73.000	176.000	5.000
	B	60.000	0.000	52.000	38.000
	C	138.000	32.000	0.000	9.000
	D	56.000	38.000	23.000	0.000

Turning Proportions (PCU) - Junction 1 - (16:00-16:15)

	To				
		A	B	C	D
From	A	0.00	0.29	0.69	0.02
	B	0.40	0.00	0.35	0.25
	C	0.77	0.18	0.00	0.05
	D	0.48	0.32	0.20	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (16:15-16:30)

	To				
		A	B	C	D
From	A	0.000	66.000	189.000	38.000
	B	50.000	0.000	12.000	9.000
	C	138.000	28.000	0.000	5.000
	D	43.000	5.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (16:15-16:30)

	To				
		A	B	C	D
From	A	0.00	0.23	0.65	0.13
	B	0.70	0.00	0.17	0.13
	C	0.81	0.16	0.00	0.03
	D	0.90	0.10	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (15:00-15:15)

	To				
		A	B	C	D
From	A	1.000	1.070	1.060	1.430
	B	1.000	1.000	1.000	1.000
	C	1.070	1.000	1.000	1.000
	D	1.140	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (15:00-15:15)

	To				
		A	B	C	D
From	A	0.0	7.0	6.0	43.0
	B	0.0	0.0	0.0	0.0
	C	7.0	0.0	0.0	0.0
	D	14.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (15:15-15:30)

	To				
		A	B	C	D
From	A	1.000	1.100	1.070	1.080
	B	1.100	1.000	1.000	1.000
	C	1.070	1.000	1.000	1.000
	D	1.380	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (15:15-15:30)

	To				
		A	B	C	D
From	A	0.0	10.0	7.0	8.0
	B	10.0	0.0	0.0	0.0
	C	7.0	0.0	0.0	0.0
	D	38.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (15:30-15:45)

	To				
		A	B	C	D
From	A	1.000	1.070	1.090	1.130
	B	1.130	1.000	1.000	1.000
	C	1.110	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (15:30-15:45)

	To				
		A	B	C	D
From	A	0.0	7.0	9.0	13.0
	B	13.0	0.0	0.0	0.0
	C	11.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (15:45-16:00)

		To			
From		A	B	C	D
	A	1.000	1.110	1.110	1.200
	B	1.130	1.000	1.000	1.000
	C	1.100	1.000	1.000	1.000
	D	1.170	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (15:45-16:00)

		To			
From		A	B	C	D
	A	0.0	11.0	11.0	20.0
	B	13.0	0.0	0.0	0.0
	C	10.0	0.0	0.0	0.0
	D	17.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (16:00-16:15)

		To			
From		A	B	C	D
	A	1.000	1.060	1.050	1.000
	B	1.150	1.000	1.000	1.000
	C	1.170	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:00-16:15)

		To			
From		A	B	C	D
	A	0.0	6.0	5.0	0.0
	B	15.0	0.0	0.0	0.0
	C	17.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (16:15-16:30)

		To			
From		A	B	C	D
	A	1.000	1.130	1.040	1.000
	B	1.180	1.000	1.000	1.000
	C	1.090	1.000	1.000	1.000
	D	1.110	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:15-16:30)

		To			
From		A	B	C	D
	A	0.0	13.0	4.0	0.0
	B	18.0	0.0	0.0	0.0
	C	9.0	0.0	0.0	0.0
	D	11.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.28	11.45	0.39	B
B-AD	0.60	22.27	1.51	C
A-BCD	0.13	7.09	0.26	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.43	17.85	0.93	C
D-BC	0.44	20.48	0.77	C
C-ABD	0.13	6.25	0.23	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	79.95	79.25	0.00	535.69	0.149	0.17	7.875	A
B-AD	145.91	144.10	0.00	462.38	0.316	0.45	11.250	B
A-BCD	40.10	39.63	0.00	704.10	0.057	0.12	7.087	A
A-B	38.70	38.70	0.00	-	-	-	-	-
A-C	147.05	147.05	0.00	-	-	-	-	-
D-A	101.64	100.60	0.00	543.38	0.187	0.26	9.248	A
D-BC	124.22	122.61	0.00	427.80	0.290	0.40	11.737	B
C-ABD	89.34	88.54	0.00	672.48	0.133	0.20	6.251	A
C-D	6.37	6.37	0.00	-	-	-	-	-
C-A	130.15	130.15	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	44.58	44.83	0.00	448.26	0.099	0.11	8.928	A
B-AD	225.12	223.15	0.00	460.63	0.489	0.94	15.349	C
A-BCD	71.33	70.98	0.00	687.29	0.104	0.21	6.783	A
A-B	64.65	64.65	0.00	-	-	-	-	-
A-C	133.71	133.71	0.00	-	-	-	-	-
D-A	188.79	187.14	0.00	530.70	0.356	0.67	12.943	B
D-BC	80.91	81.18	0.00	327.16	0.247	0.34	14.651	B
C-ABD	46.77	47.13	0.00	728.89	0.064	0.11	5.372	A
C-D	5.01	5.01	0.00	-	-	-	-	-
C-A	217.92	217.92	0.00	-	-	-	-	-

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	78.49	77.95	0.00	391.83	0.200	0.25	11.450	B
B-AD	251.82	249.54	0.00	422.16	0.596	1.51	22.271	C
A-BCD	90.39	90.20	0.00	711.05	0.127	0.26	6.357	A
A-B	73.27	73.27	0.00	-	-	-	-	-
A-C	166.64	166.64	0.00	-	-	-	-	-
D-A	192.18	191.12	0.00	451.96	0.425	0.93	17.848	C
D-BC	138.13	136.39	0.00	310.49	0.445	0.77	20.477	C
C-ABD	89.16	88.70	0.00	732.82	0.122	0.23	5.767	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	241.15	241.15	0.00	-	-	-	-	-

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	138.27	137.70	0.00	488.08	0.283	0.39	10.258	B
B-AD	192.04	194.34	0.00	429.18	0.447	0.94	17.339	C
A-BCD	60.52	60.82	0.00	732.20	0.083	0.18	6.060	A
A-B	88.46	88.46	0.00	-	-	-	-	-
A-C	181.33	181.33	0.00	-	-	-	-	-
D-A	213.73	214.28	0.00	495.15	0.432	0.80	13.208	B
D-BC	116.58	117.22	0.00	313.44	0.372	0.61	18.413	C
C-ABD	57.17	57.49	0.00	747.79	0.076	0.15	5.416	A
C-D	9.97	9.97	0.00	-	-	-	-	-
C-A	263.16	263.16	0.00	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	93.49	94.11	0.00	495.88	0.189	0.24	8.973	A
B-AD	176.20	177.02	0.00	444.74	0.396	0.73	14.700	B
A-BCD	8.32	8.98	0.00	727.90	0.011	0.01	5.734	A
A-B	76.63	76.63	0.00	-	-	-	-	-
A-C	184.74	184.74	0.00	-	-	-	-	-
D-A	129.08	130.76	0.00	525.31	0.246	0.38	10.397	B
D-BC	140.61	140.98	0.00	418.18	0.336	0.52	13.008	B
C-ABD	70.64	70.53	0.00	697.69	0.101	0.18	5.975	A
C-D	12.19	12.19	0.00	-	-	-	-	-
C-A	186.86	186.86	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	38.17	38.78	0.00	503.95	0.076	0.08	7.748	A
B-AD	187.68	187.80	0.00	487.00	0.385	0.70	13.248	B
A-BCD	40.43	40.11	0.00	687.30	0.059	0.10	5.655	A
A-B	47.99	47.99	0.00	-	-	-	-	-
A-C	137.43	137.43	0.00	-	-	-	-	-
D-A	202.33	201.70	0.00	592.80	0.341	0.53	9.587	A
D-BC	23.53	25.31	0.00	361.19	0.065	0.07	10.774	B
C-ABD	49.76	50.00	0.00	714.77	0.070	0.12	5.616	A
C-D	6.16	6.16	0.00	-	-	-	-	-
C-A	169.94	169.94	0.00	-	-	-	-	-

(Default Analysis Set) - Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Development, AM	Development	AM		DIRECT	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Fulford road	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	15.94	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Dunsbury Way N/B		Major
B	B	Bramdean Drive		Minor
C	C	Dunsbury Way S/B		Major
D	D	Fulford Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.30		0.00		2.20	125.00	✓	0.00
C	6.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.00	5.00	3.60	3.60	3.60	✓	1.00	40	75
D	One lane plus flare				7.60	4.00	3.30	3.30	3.30	✓	1.00	50	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	0.247	0.247	0.247	-	0.247	-	-
1	B-AD	575.144	0.103	0.261	-	-	-	0.164	0.373	0.164	0.103	0.261
1	B-C	647.509	0.098	0.248	-	-	-	-	-	-	0.098	0.248
1	C-B	643.457	0.246	0.246	-	-	-	-	-	-	0.246	0.246
1	D-A	696.912	-	-	-	0.267	0.105	0.267	-	0.105	-	-
1	D-BC	504.419	0.144	0.144	0.327	0.229	0.091	0.229	-	0.091	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000
D	DIRECT		N/A	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 - (07:45-08:00)

		To			
From		A	B	C	D
	A	0.000	52.000	96.000	36.000
	B	38.000	0.000	28.000	42.000
	C	192.000	37.000	0.000	10.000
	D	44.000	21.000	5.000	0.000

Turning Proportions (PCU) - Junction 1 - (07:45-08:00)

		To			
From		A	B	C	D
	A	0.00	0.28	0.52	0.20
	B	0.35	0.00	0.26	0.39
	C	0.80	0.15	0.00	0.04
	D	0.63	0.30	0.07	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:00-08:15)

		To			
From		A	B	C	D
	A	0.000	40.000	88.000	36.000
	B	72.000	0.000	24.000	17.000
	C	208.000	20.000	0.000	9.000
	D	48.000	15.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:00-08:15)

		To			
From		A	B	C	D
	A	0.00	0.24	0.54	0.22
	B	0.64	0.00	0.21	0.15
	C	0.88	0.08	0.00	0.04
	D	0.66	0.21	0.14	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:15-08:30)

		To			
From		A	B	C	D
	A	0.000	56.000	146.000	27.000
	B	44.000	0.000	20.000	13.000
	C	152.000	44.000	0.000	19.000
	D	48.000	30.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:15-08:30)

		To			
From		A	B	C	D
	A	0.00	0.24	0.64	0.12
	B	0.57	0.00	0.26	0.17
	C	0.71	0.20	0.00	0.09
	D	0.62	0.38	0.00	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.000	76.000	118.000	26.000
	B	65.000	0.000	28.000	23.000
	C	181.000	32.000	0.000	17.000
	D	59.000	31.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.00	0.35	0.54	0.12
	B	0.56	0.00	0.24	0.20
	C	0.79	0.14	0.00	0.07
	D	0.59	0.31	0.10	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	0.000	68.000	232.000	68.000
	B	80.000	0.000	48.000	33.000
	C	200.000	56.000	0.000	17.000
	D	36.000	11.000	6.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	0.00	0.18	0.63	0.18
	B	0.50	0.00	0.30	0.20
	C	0.73	0.21	0.00	0.06
	D	0.68	0.21	0.11	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	0.000	40.000	142.000	30.000
	B	76.000	0.000	36.000	26.000
	C	154.000	24.000	0.000	9.000
	D	23.000	17.000	12.000	0.000

Turning Proportions (PCU) - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	0.00	0.19	0.67	0.14
	B	0.55	0.00	0.26	0.19
	C	0.82	0.13	0.00	0.05
	D	0.44	0.33	0.23	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To				
		A	B	C	D
From	A	1.000	1.180	1.140	1.330
	B	1.110	1.000	1.000	1.000
	C	1.060	1.000	1.000	1.000
	D	1.430	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To				
		A	B	C	D
From	A	0.0	18.0	14.0	33.0
	B	11.0	0.0	0.0	0.0
	C	6.0	0.0	0.0	0.0
	D	43.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	1.000	1.110	1.050	1.000
	B	1.200	1.000	1.000	1.000
	C	1.080	1.000	1.000	1.000
	D	1.110	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	0.0	11.0	5.0	0.0
	B	20.0	0.0	0.0	0.0
	C	8.0	0.0	0.0	0.0
	D	11.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	1.000	1.080	1.120	1.200
	B	1.100	1.000	1.000	1.000
	C	1.060	1.000	1.000	1.200
	D	1.110	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	0.0	8.0	12.0	20.0
	B	10.0	0.0	0.0	0.0
	C	6.0	0.0	0.0	20.0
	D	11.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	1.000	1.060	1.110	1.000
	B	1.130	1.000	1.000	1.000
	C	1.100	1.000	1.000	1.000
	D	1.090	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.0	6.0	11.0	0.0
	B	13.0	0.0	0.0	0.0
	C	10.0	0.0	0.0	0.0
	D	9.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	1.000	1.130	1.050	1.000
	B	1.110	1.000	1.000	1.000
	C	1.080	1.000	1.000	1.000
	D	1.200	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	0.0	13.0	5.0	0.0
	B	11.0	0.0	0.0	0.0
	C	8.0	0.0	0.0	0.0
	D	20.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	1.000	1.110	1.160	1.000
	B	1.060	1.000	1.000	1.000
	C	1.080	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	0.0	11.0	16.0	0.0
	B	6.0	0.0	0.0	0.0
	C	8.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	11.31	0.26	B
B-AD	0.59	22.71	1.53	C
A-BCD	0.13	7.39	0.24	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.42	14.56	0.78	B
D-BC	0.42	19.24	0.71	C
C-ABD	0.15	5.96	0.27	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	58.56	58.06	0.00	529.08	0.111	0.12	7.635	A
B-AD	167.30	165.10	0.00	480.42	0.348	0.55	11.901	B
A-BCD	59.48	58.79	0.00	682.04	0.087	0.17	7.390	A
A-B	58.46	58.46	0.00	-	-	-	-	-
A-C	107.92	107.92	0.00	-	-	-	-	-
D-A	141.97	140.11	0.00	572.00	0.248	0.46	11.869	B
D-BC	83.89	82.79	0.00	384.62	0.218	0.27	11.885	B
C-ABD	47.25	46.82	0.00	706.39	0.067	0.11	5.534	A
C-D	8.84	8.84	0.00	-	-	-	-	-
C-A	169.76	169.76	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	57.28	57.23	0.00	472.34	0.121	0.14	8.671	A
B-AD	212.41	211.12	0.00	465.38	0.456	0.87	15.079	C
A-BCD	85.78	85.51	0.00	680.41	0.126	0.24	6.823	A
A-B	57.47	57.47	0.00	-	-	-	-	-
A-C	126.44	126.44	0.00	-	-	-	-	-
D-A	177.33	176.60	0.00	526.84	0.337	0.65	13.347	B
D-BC	92.36	91.94	0.00	330.96	0.279	0.38	15.034	C
C-ABD	33.59	33.75	0.00	734.87	0.046	0.07	5.227	A
C-D	9.79	9.79	0.00	-	-	-	-	-
C-A	226.31	226.31	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.79	85.29	0.00	408.64	0.210	0.26	11.117	B
B-AD	244.51	241.98	0.00	423.12	0.578	1.50	22.708	C
A-BCD	65.08	65.31	0.00	726.75	0.090	0.18	5.826	A
A-B	73.53	73.53	0.00	-	-	-	-	-
A-C	191.70	191.70	0.00	-	-	-	-	-
D-A	203.27	202.73	0.00	485.17	0.419	0.78	14.118	B
D-BC	127.04	126.02	0.00	320.84	0.396	0.63	18.380	C
C-ABD	105.81	105.02	0.00	723.52	0.146	0.27	5.965	A
C-D	24.94	24.94	0.00	-	-	-	-	-
C-A	199.56	199.56	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	79.73	79.76	0.00	398.17	0.200	0.25	11.309	B
B-AD	250.58	250.49	0.00	427.85	0.586	1.53	21.784	C
A-BCD	65.45	65.40	0.00	720.35	0.091	0.20	6.055	A
A-B	103.76	103.76	0.00	-	-	-	-	-
A-C	161.10	161.10	0.00	-	-	-	-	-
D-A	194.88	194.89	0.00	468.43	0.416	0.78	14.564	B
D-BC	135.43	135.14	0.00	321.83	0.421	0.71	19.242	C
C-ABD	74.88	75.16	0.00	736.77	0.102	0.20	5.603	A
C-D	21.93	21.93	0.00	-	-	-	-	-
C-A	233.49	233.49	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.41	80.64	0.00	497.25	0.162	0.20	8.647	A
B-AD	189.29	192.33	0.00	466.36	0.406	0.77	14.494	B
A-BCD	72.80	72.85	0.00	698.26	0.104	0.18	5.920	A
A-B	44.63	44.63	0.00	-	-	-	-	-
A-C	152.27	152.27	0.00	-	-	-	-	-
D-A	183.19	184.04	0.00	551.06	0.332	0.56	10.960	B
D-BC	86.51	87.98	0.00	348.28	0.248	0.34	13.904	B
C-ABD	79.11	79.14	0.00	714.10	0.111	0.19	5.832	A
C-D	14.93	14.93	0.00	-	-	-	-	-
C-A	175.66	175.66	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	58.92	59.17	0.00	509.52	0.116	0.13	7.998	A
B-AD	166.94	167.55	0.00	464.35	0.360	0.61	13.001	B
A-BCD	44.04	44.34	0.00	688.43	0.064	0.11	5.740	A
A-B	39.96	39.96	0.00	-	-	-	-	-
A-C	141.85	141.85	0.00	-	-	-	-	-
D-A	99.90	101.06	0.00	526.56	0.190	0.27	9.775	A
D-BC	125.96	125.60	0.00	415.63	0.303	0.43	12.395	B
C-ABD	39.97	40.35	0.00	698.22	0.057	0.10	5.589	A
C-D	10.26	10.26	0.00	-	-	-	-	-
C-A	175.62	175.62	0.00	-	-	-	-	-

