

Appendix F Stage 1 RSA and Designer's Response



Road Safety Audit Stage 1

**Bartons Road Access and S278 Works,
Havant**

Client: Stonebond Properties (Guildford) Ltd

Road Safety Answers reference no: RSA1060

Control Sheet

	Name	Date	Signature
Author	Paul Martin	30/07/2025	
Checker	Paul Nevard	30/07/2025	
Authoriser	Paul Martin	30/07/2025	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA1060	Final	30/07/2025

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for an access onto Bartons Road and Section 278 works, for Stonebond Properties (Guildford) Ltd, at the request of the Overseeing Organisation, Hampshire County Council. The audit was carried out in the office of Road Safety Answers Ltd during July 2025.

1.2 The audit team members were as follows:

Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member

Paul Nevard – MSc, BA (Hons) CMILT, MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A**, and included the drawings supplied by Dipendra Awasthi of Charles and Associates. The site was visited by the Audit Team, together, on Tuesday 29th July, 2025, between 12.15 and 12.50 hours. The weather was fine and the road surface was dry. Traffic flows were light to moderate on Bartons Road and Petersfield Road. Pedestrian and cycle flows were light.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (revision 2). The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. A plan showing the scheme and the locations of any problems found during the audit is shown in **Appendix B**.

1.6 The purpose of the scheme is to provide access to a residential development of 58 houses and 32 apartments.

1.7 The scheme consists of the following elements:

On Bartons Road:

- A simple priority junction on the southern side of Bartons Road, 40m east of the junction with Knightwood Avenue;
- The priority junction to serve an access road with a carriageway width of 5.5m and shoulder radius kerbs with a 6m radius;
- The existing access to the Havant and Waterlooville Football Club to remain in its current location, joining the access road on its eastern shoulder radius kerbline;
- The access road to have visibility splays onto Bartons Road of 2.4m x 43m in each direction onto Bartons Road;
- An uncontrolled pedestrian crossing at the mouth of the access road, with dropped kerbs and tactile paving;
- A 2m wide footway along the western side of the access road;
- To the east of the access, the existing southern footway on Bartons Road, currently set back with a verge between it and the carriageway, to be realigned, over a distance of approximately 30m, to abut the carriageway so as to join the proposed uncontrolled pedestrian crossing, requiring the removal/relocation of a young tree;
- To the west of the access, the footway to be realigned to abut the carriageway, and widened to 3m to accommodate cyclists, between the access and Petersfield Road, a cycle transition provided on Bartons Road, the realignment requiring the relocation of lamp columns, direction signs and a warning sign (photo 1) so that cyclists and pedestrians are not obstructed by them;



Photo 1: Looking west from the proposed development access

- Ladder/tramline paving on the western footway of the access road, and just to the west of the access on Bartons Road, to warn vision impaired pedestrians that they are entering/leaving a shared facility;

At the Petersfield Road/Bartons Road Junction:

- On the Bartons Road arm of the traffic signalled junction, removal of the central traffic island and relocation of its secondary signal head with one on the western side of the junction, in line with drivers approaching on Bartons Road;
- A Toucan crossing on the Barton Road and Petersfield Road north arms of the junction, each with dropped kerbs and tactile paving, the northern arm Toucan utilising the existing, wide, central island;
- Appropriate ladder/tramline paving around the junction, tying in the proposed unsegregated, shared facility on Bartons Road to the segregated cycle/footway on the east side of Petersfield Road.

1.8 No details of street lighting, surface water drainage, advanced signing, traffic signal equipment and signal staging/timings have been provided. These issues are not, therefore, considered further in this report unless the existing facilities, or a lack of them, is likely to result in a safety problem within the proposed scheme.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – The development access (Dwg. 24-097/012 Rev. A).

Summary: Risk of vehicle collisions with other vehicles, cyclists and pedestrians due to the close proximity of the access to the football club.

The football club access is to remain in its current location, joining the access road on its eastern shoulder radius kerbline. A driver leaving the football club access will, therefore, have to look three ways towards vehicular traffic before exiting the access, one of which will be over their right shoulder at an angle that means their vision will be impeded by the door pillar, and the external offside mirror will not be at a suitable angle to use instead. The exiting driver will also have to judge whether pedestrians are present and are about to cross in front of them, and whether cyclists have priority over them. The football access road, therefore, increases the risk of collisions between exiting vehicles and all other road users.

RECOMMENDATION

The football club access should be relocated to a point along the development access road, at a suitable distance from Bartons Road. Photo 2, taken through the football club gates, shows that there is nothing within the football club land to stop such an access being provided once the lorry container has been relocated.



Photo 2: The football club yard

2.2 PROBLEM

Location: B – The development access (Dwg. 24-097/012 Rev. A).

Summary: Risk of loss of control by cyclists and risk of trips and falls to pedestrians.

The current construction of the informal access serving the adjacent football club consists of loose stones and shingle. If this access is not relocated (as per the recommendation of Problem 2.1), there is an increased risk that loose material will be dragged or spread onto the adjacent new access road, shared facility, and proposed cycle path. This is particularly concerning given the anticipated increase in cycle traffic in this area. The presence of loose stones and debris on the path surface presents a significant risk of trips, slips, and falls for pedestrians, and loss of control for cyclists, potentially resulting in injury.

RECOMMENDATION

This issue would be mitigated by relocating the access, as recommended in Problem 2.1. However, if the access is to remain in its current position, its construction should be upgraded to a bound or hard-surfaced material that prevents stones and debris from migrating onto the highway.

2.3 PROBLEM

Location: C – The west side of Petersfield Road (Dwg. 24-097/012 Rev. A).

Summary: Risk of cycle pedestrian collisions along the western footway.

A Toucan crossing is proposed across Petersfield Road, but there is only a footway on the western side. Some cyclists crossing from the eastern side may reach the central island and then cycle to the north on the carriageway to reach the Sherfield Avenue estate. Less confident cyclists, however, may cycle north along the western footway to reach Sherfield Avenue (photo 3), colliding with partially sighted or blind pedestrians who are unaware of them. In addition, cyclists crossing from the eastern side may also use the Toucan and then cycle south to the gate entering Billy Lawn Avenue (photo 4) to reach Leigh Park, colliding with pedestrians on the footway as they do so.



Photo 3: Looking north towards Sherfield Avenue from the proposed Toucan crossing



Photo 4: Gate to Billy Lawn Avenue, 25m south of the proposed Toucan Crossing

RECOMMENDATION

If a Toucan crossing is to be installed across Petersfield Road, the footway on the western side of the road should be upgraded to a shared facility between the gate to Billy Lawn Avenue and Sherfield Avenue, with an appropriate width of facility and ladder/tramline paving provided at appropriate locations.

2.4 PROBLEM

Location: D – Southern side of Bartons Road, approaching the Toucan Crossing (Dwg. 24-097/012 Rev. A).

Summary: Risk of trees falling onto the highway.

The widened shared facility is shown passing very close to the mature trees (photo 5), the construction of which may damage the roots of the two mature trees, compromising their stability and increasing the risk of them falling onto passers-by and vehicles during periods of high wind.



Photo 5: Looking west along Barton Road towards Petersfield Road

RECOMMENDATION

The tree roots should not be damaged during the construction of the widened, shared cycle/footway.

2.5 PROBLEM

Location: E – Southern side of Bartons Road, approaching the Toucan Crossing (Dwg. 24-097/012 Rev. A).

Summary: Risk of injury to cyclists using the shared cycle path due to overhanging vegetation.

Low-hanging branches and overhanging vegetation along the southern side of Bartons Road are encroaching onto the proposed cycle path and shared-use facility (photo 5). This creates a potential hazard for cyclists, particularly those travelling at speed, who may not have sufficient time or space to react and avoid contact. The obstruction could result in collisions with the vegetation, leading to loss of control, injury, or deviation into pedestrians also using the path.

RECOMMENDATION

It is recommended that the overhanging branches and vegetation be cut back to provide clear and unobstructed headroom along the full length of the proposed facility. A regular maintenance regime should also be implemented to ensure vegetation does not re-encroach into the path in the future.

3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119 (revision 2).

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed 

Date 30/07/2025

Audit Team Member

Paul Nevard – MSc, BA (Hons) CMILT, MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

Signed 

Date 30/07/2025

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Scheme: Bartons Road Access and S278 Works, Havant

Client: Stonebond Properties (Highway Authority: Hampshire County Council)



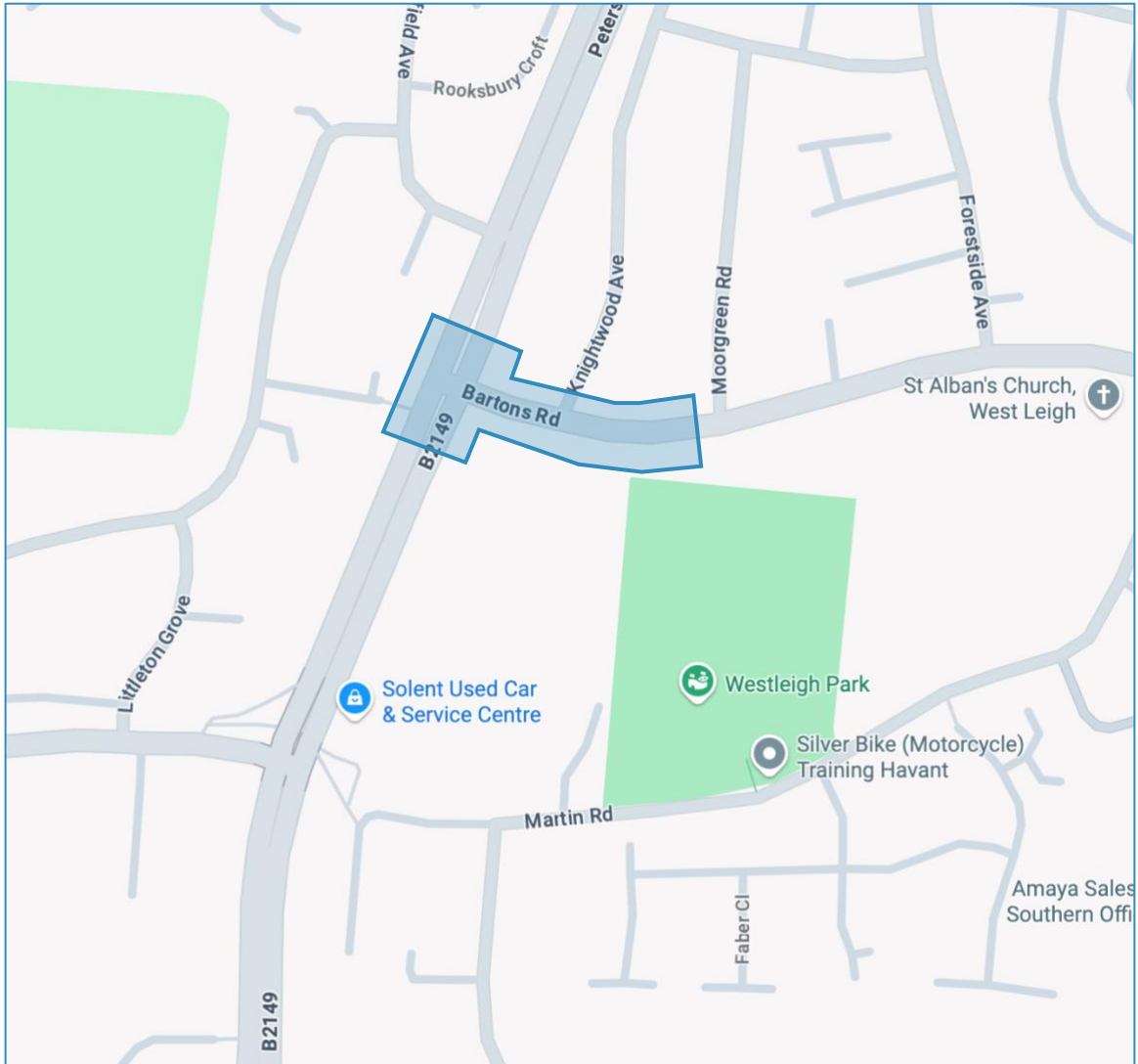
Appendix A

Drawings and Documents Examined:

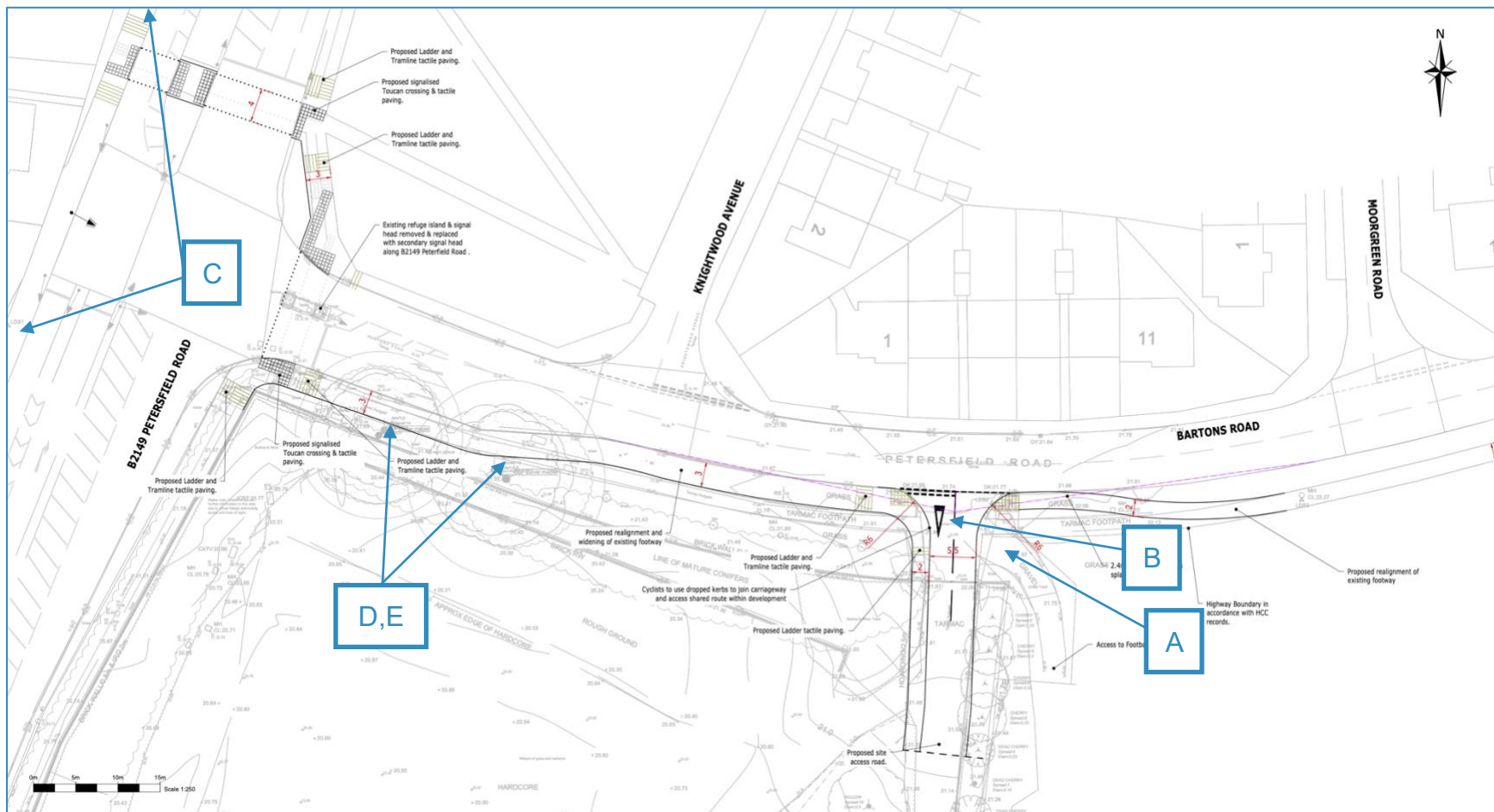
- Dwg. 24-097/012 Rev. A Proposed Site Access – Priority

Appendix B

The following plan shows the location of the scheme



Problems Location Plan





Charles & Associates

BARTONS ROAD, HAVANT

Designer's Response to the Stage 1 Safety Audit

Project No. 24-097

July 2025

BARTONS ROAD, HAVANT

Designer's Response to the Stage 1 Safety Audit

**C & A Consulting Engineers
Park House
Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford
Tel: 01732448 120
Fax: 01256 324943
enquiries@c-a.uk.com**

**Project No. 24-097
July 2025**

DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	REVIEWED	APPROVED	DATE
-	For Approval	DA	DH	GAC	GAC	July 2025

DESIGNER'S STATEMENT

C & A Consulting Engineers have prepared an access proposal for a development on Bartons Road, Havant. The Stage 1 Road Safety Audit was carried out on the design shown on drawings 24-097-012 Rev A.

The audit was undertaken by Road Safety Answers and the Auditor Team identified a few issues. I have considered the issues and problems raised in the Safety Audit and have appended my comments, which set out:

- the changes to the design which I propose to make, or
- the reasons why I do not propose to make any changes.

Signed: Dipendra Awasthi

Date: July 2025

SAFETY ISSUES RAISED AT PREVIOUS AUDITS

No previous safety audits were submitted for assessment

Audit Team No.	Audit Team Observation	Audit Team Recommendation	C&A Designers Response	Client Comment
2. Items resulting from this Stage 1 Audit				
2.1	<p>Problem</p> <p>Location: A - The proposed development access.</p> <p>Summary: Risk of vehicle collisions with other vehicles, cyclists and pedestrians due to the close proximity of the access to the football club.</p> <p>The football club access is to remain in its current location, joining the access road on its eastern shoulder radius kerb line. A driver leaving the football club access will, therefore, have to look three ways towards vehicular traffic before exiting the access, one of which will be over their right shoulder at an angle that means their vision will be impeded by the door pillar, and the external offside mirror will not be at a suitable angle to use instead. The exiting driver will also have to judge whether pedestrians are present and are about to cross in front of them, and whether cyclists have priority over them. The football access road, therefore, increases the risk of collisions between exiting vehicles and all other road users.</p>	<p>Recommendation:</p> <p>The football club access should be relocated to a point along the development access road, at a suitable distance from Bartons Road. Photo 2, taken through the football club gates, shows that there is nothing within the football club land to stop such an access being provided once the lorry container has been relocated.</p>	<p>Disagree:</p> <p>The football club access is the secondary access (the main access for the club is from Martin Road) intended for use by staff and players, primarily on match and training days, and outside of network peak hours. As such the level of use is anticipated to be minimal. Appropriate signage will be provided at the detailed design stage to ensure clarity for users.</p> <p>The proposed access previously served SSE during its operational period, during which the football club access was also present. To confirm any potential safety concerns, collision records for the 22-year period between 2001 and 2023 have been reviewed. No recorded collisions were identified as being associated with the football club access.</p>	
2.2	<p>Problem</p> <p>Location: B - The proposed development access.</p> <p>Summary: Risk of loss of control by cyclists and risk of trips and falls to pedestrians.</p>	<p>Recommendation:</p> <p>This issue would be mitigated by relocating the access, as recommended in Problem 2.1. However, if the access is to remain in its current position, its construction should be</p>	<p>Agree:</p> <p>The proposed development access will be upgraded to bound material to the boundary of the development site.</p>	

	<p>The current construction of the informal access serving the adjacent football club consists of loose stones and shingle. If this access is not relocated (as per the recommendation of Problem 2.1), there is an increased risk that loose material will be dragged or spread onto the adjacent new access road, shared facility, and proposed cycle path. This is particularly concerning given the anticipated increase in cycle traffic in this area. The presence of loose stones and debris on the path surface presents a significant risk of trips, slips, and falls for pedestrians, and loss of control for cyclists, potentially resulting in injury.</p>	<p>upgraded to a bound or hard-surfaced material that prevents stones and debris from migrating onto the highway.</p>		
2.3	<p>Problem</p> <p>Location: C – The west side of Petersfield Road.</p> <p>Summary: Risk of cycle pedestrian collisions along the western footway.</p> <p>A Toucan crossing is proposed across Petersfield Road, but there is only a footway on the western side. Some cyclists crossing from the eastern side may reach the central island and then cycle to the north on the carriageway to reach the Sherfield Avenue estate. Less confident cyclists, however, may cycle north along the western footway to reach Sherfield Avenue (photo 3), colliding with partially sighted or blind pedestrians who are unaware of them. In addition, cyclists crossing from the eastern side may also use the Toucan and then cycle south to the gate entering Billy Lawn Avenue (photo 4) to</p>	<p>Recommendation:</p> <p>If a Toucan crossing is to be installed across Petersfield Road, the footway on the western side of the road should be upgraded to a shared facility between the gate to Billy Lawn Avenue and Sherfield Avenue, with an appropriate width of facility and ladder/tramline paving provided at appropriate locations.</p>	<p>Disagree:</p> <p>The key amenities are located to the east and south of the proposed development. A high-quality subway is available at the Stockheath Road/Petersfield Road junction, which cyclists are likely to use when travelling to the amenities west of Petersfield Road. Therefore, no upgrade is considered necessary.</p>	

	reach Leigh Park, colliding with pedestrians on the footway as they do so.			
2.4	<p>Problem</p> <p>Location: D - Southern side of Bartons Road, approaching the Toucan Crossing.</p> <p>Summary: Risk of trees falling onto the highway.</p> <p>The widened shared facility is shown passing very close to the mature trees (photo 5), the construction of which may damage the roots of the two mature trees, compromising their stability and increasing the risk of them falling onto passers-by and vehicles during periods of high wind.</p>	<p>Recommendation:</p> <p>The tree roots should not be damaged during the construction of the widened, shared cycle/footway.</p>	<p>Agree:</p> <p>This is a matter for the detailed design stage. It will be addressed by confirming with the Arboriculturist that any minor root damage would not be detrimental to the trees. If required, a root protection system would be implemented. No changes are required at this stage.</p>	
2.5	<p>Problem</p> <p>Location: E – Southern side of Bartons Road, approaching the Toucan Crossing.</p> <p>Summary: Risk of injury to cyclists using the shared cycle path due to overhanging vegetation.</p> <p>Low-hanging branches and overhanging vegetation along the southern side of Bartons Road are encroaching onto the proposed cycle path and shared-use facility (photo 5). This creates a potential hazard for cyclists, particularly those travelling at speed, who may not have sufficient time or space to react and avoid contact. The obstruction could result in collisions with the vegetation, leading to loss of control,</p>	<p>Recommendation:</p> <p>It is recommended that the overhanging branches and vegetation be cut back to provide clear and unobstructed headroom along the full length of the proposed facility. A regular maintenance regime should also be implemented to ensure vegetation does not re-encroach into the path in the future.</p>	<p>Agree:</p> <p>Overhanging branches and vegetation should be regularly trimmed to maintain clear and unobstructed headroom along the full length of the proposed shared footway/cycleway.</p>	

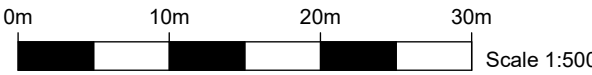
	injury, or deviation into pedestrians also using the path.			
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Appendix G Adoption Plan



KEY	
<div></div>	Proposed Adoptable Highway
<div></div>	Proposed Adoptable Highway Verge
<div></div>	Site Boundary

VISIBILITY SPLAYS	
<div></div>	2.4m x 25m (20mph) Junction Visibility Splay
<div></div>	2.4m x 18m (15mph) Junction Visibility Splay
<div></div>	1.5m x 18m Shared Footway/Cycleway Visibility Splay
<div></div>	1.5 x 25m (20mph) Forward Visibility Splay
<div></div>	1.5 x 18m (15mph) Forward Visibility Splay



Issued by		
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Job Title
Bartons Road, Havant

Drawing Title
Highways Adoption Plan

Client
Stonebond Properties
(Guildford) Ltd

Scale 1:250@A1	Date July 2025	Designed DA
Drawn DA	Checked DH	Approved GAC
Job No 24-097	Drawing No 24-097/015	Rev -

Appendix H TRICS Assessment

Calculation Reference: AUDIT-657801-250704-0729

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	MW MEDWAY	1 days
	SC SURREY	3 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	8 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	3 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 19 to 300 (units:)
 Range Selected by User: 4 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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

Selected survey days:

Monday	4 days
Tuesday	10 days
Wednesday	4 days
Thursday	8 days
Friday	3 days

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

Selected survey types:

Manual count	29 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:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	18
Neighbourhood Centre (PPS6 Local Centre)	9

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	19
Village	9
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	39 days - Selected
Servicing vehicles Excluded	98 days - Selected

Secondary Filtering selection:**Use Class:**

C3 29 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	12 days
5,001 to 10,000	8 days
10,001 to 15,000	9 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	7 days
25,001 to 50,000	6 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	8 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	6 days
1.1 to 1.5	20 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	20 days
No	9 days

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

PTAL Rating:

No PTAL Present	29 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AC-03-A-05 MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 40 Survey date: FRIDAY 30/04/21	SEMI-DETACHED & TERRACED	CHESHIRE WEST & CHESTER	Survey Type: MANUAL
2	AS-03-A-02 FARROCHIE ROAD STONEHAVEN Edge of Town Residential Zone Total No of Dwellings: 131 Survey date: WEDNESDAY 20/04/22	MIXED HOUSES	ABERDEENSHIRE	Survey Type: MANUAL
3	CA-03-A-07 FIELD END NEAR ELY WITCHFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 Survey date: THURSDAY 27/05/21	MIXED HOUSES	CAMBRIDGESHIRE	Survey Type: MANUAL
4	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17	SEMI DETACHED	DURHAM	Survey Type: MANUAL
5	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 Survey date: MONDAY 27/03/17	MIXED HOUSES	DURHAM	Survey Type: MANUAL
6	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18	SEMI-DETACHED & TERRACED	DURHAM	Survey Type: MANUAL
7	ES-03-A-11 BISHOPS LANE RINGMER Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 105 Survey date: THURSDAY 28/09/23	MIXED HOUSES	EAST SUSSEX	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		73	
	Survey date: TUESDAY		16/11/21	Survey Type: MANUAL
9	HC-03-A-37 REDFIELDS LANE FLEET CHURCH CROOKHAM	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		50	
	Survey date: WEDNESDAY		27/03/24	Survey Type: MANUAL
10	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		160	
	Survey date: MONDAY		08/07/19	Survey Type: MANUAL
11	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES		KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		159	
	Survey date: TUESDAY		22/05/18	Survey Type: MANUAL
12	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		106	
	Survey date: TUESDAY		09/05/23	Survey Type: MANUAL
13	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES		MEDWAY
	Edge of Town Residential Zone Total No of Dwellings:		19	
	Survey date: MONDAY		06/06/22	Survey Type: MANUAL
14	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		40	
	Survey date: THURSDAY		19/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		266	
	Survey date: THURSDAY		23/09/21	Survey Type: MANUAL
16	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		143	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
17	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
18	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		44	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
19	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		212	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
20	NF-03-A-43 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES		NORFOLK
	Total No of Dwellings:		125	
	Survey date: WEDNESDAY		15/09/21	Survey Type: MANUAL
21	NF-03-A-51 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone	SEMI-DETACHED		NORFOLK
	Total No of Dwellings:		34	
	Survey date: TUESDAY		13/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		207	
	Survey date: MONDAY		01/04/19	Survey Type: MANUAL
23	SC-03-A-10 GUILDFORD ROAD ASH	MIXED HOUSES		SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		32	
	Survey date: WEDNESDAY		14/09/22	Survey Type: MANUAL
24	SC-03-A-11 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		96	
	Survey date: TUESDAY		14/05/24	Survey Type: MANUAL
25	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES		SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		42	
	Survey date: TUESDAY		25/09/18	Survey Type: MANUAL
26	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES		SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		41	
	Survey date: TUESDAY		25/09/18	Survey Type: MANUAL
27	WB-03-A-03 DORKING WAY READING CALCOT	MIXED HOUSES		WEST BERKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		108	
	Survey date: FRIDAY		09/09/22	Survey Type: MANUAL
28	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		180	
	Survey date: THURSDAY		19/04/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29 WS-03-A-24 MIXED HOUSES WEST SUSSEX
 MADGWICK LANE
 CHICHESTER
 WESTHAMPNETT
 Edge of Town
 Village
 Total No of Dwellings: 300
 Survey date: THURSDAY 23/05/24 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-04	House type not comparable
AC-03-A-06	House type not comparable
AN-03-A-09	House type not comparable
AN-03-A-10	House type not comparable
CT-03-A-03	House type not comparable
CV-03-A-02	House type not comparable
CV-03-A-03	House type not comparable
DC-03-A-10	House type not comparable
DC-03-A-11	House type not comparable
DE-03-A-04	Location not comparable
DL-03-A-10	House type not comparable
EN-03-A-02	House type not comparable
ES-03-A-03	House type not comparable
ES-03-A-09	House type not comparable
ES-03-A-10	House type not comparable
ES-03-A-12	House type not comparable
ES-03-A-13	House type not comparable
HC-03-A-23	House type not comparable
HC-03-A-31	House type not comparable
HC-03-A-38	House type not comparable
HF-03-A-06	House type not comparable
IM-03-A-01	Location not comparable
IM-03-A-03	Location not comparable
IM-03-A-04	Location not comparable
IM-03-A-05	Location not comparable
IM-03-A-06	Location not comparable
KC-03-A-07	House type not comparable
KC-03-A-12	House type not comparable
LE-03-A-02	House type not comparable
LU-03-A-01	Location not comparable
MG-03-A-01	Location not comparable
MW-03-A-01	House type not comparable
NF-03-A-27	House type not comparable
NF-03-A-35	House type not comparable
NT-03-A-08	House type not comparable
NY-03-A-14	House type not comparable
SC-03-A-09	House type not comparable
SF-03-A-06	House type not comparable
ST-03-A-07	House type not comparable
WC-03-A-01	House type not comparable
WK-03-A-04	House type not comparable
WS-03-A-07	House type not comparable
WS-03-A-16	House type not comparable
WS-03-A-18	House type not comparable
WS-03-A-22	House type not comparable
WS-03-A-23	House type not comparable
WS-03-A-25	House type not comparable

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.71

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	29	105	0.073	29	105	0.249	29	105	0.322
08:00 - 09:00	29	105	0.132	29	105	0.313	29	105	0.445
09:00 - 10:00	29	105	0.132	29	105	0.165	29	105	0.297
10:00 - 11:00	29	105	0.127	29	105	0.160	29	105	0.287
11:00 - 12:00	29	105	0.141	29	105	0.143	29	105	0.284
12:00 - 13:00	29	105	0.143	29	105	0.136	29	105	0.279
13:00 - 14:00	29	105	0.146	29	105	0.152	29	105	0.298
14:00 - 15:00	29	105	0.149	29	105	0.163	29	105	0.312
15:00 - 16:00	29	105	0.246	29	105	0.159	29	105	0.405
16:00 - 17:00	29	105	0.223	29	105	0.152	29	105	0.375
17:00 - 18:00	29	105	0.274	29	105	0.144	29	105	0.418
18:00 - 19:00	29	105	0.256	29	105	0.125	29	105	0.381
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.042			2.061			4.103

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:	19 - 300 (units:)
Survey date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	18
Surveys manually removed from selection:	47

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.

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

MULTI-MODAL 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									
07:00 - 08:00	29	105	0.003	29	105	0.003	29	105	0.006
08:00 - 09:00	29	105	0.005	29	105	0.005	29	105	0.010
09:00 - 10:00	29	105	0.003	29	105	0.003	29	105	0.006
10:00 - 11:00	29	105	0.002	29	105	0.003	29	105	0.005
11:00 - 12:00	29	105	0.002	29	105	0.002	29	105	0.004
12:00 - 13:00	29	105	0.003	29	105	0.003	29	105	0.006
13:00 - 14:00	29	105	0.003	29	105	0.003	29	105	0.006
14:00 - 15:00	29	105	0.002	29	105	0.003	29	105	0.005
15:00 - 16:00	29	105	0.004	29	105	0.005	29	105	0.009
16:00 - 17:00	29	105	0.001	29	105	0.001	29	105	0.002
17:00 - 18:00	29	105	0.002	29	105	0.001	29	105	0.003
18:00 - 19:00	29	105	0.001	29	105	0.001	29	105	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.033			0.064

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

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

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

MULTI-MODAL 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	29	105	0.002	29	105	0.005	29	105	0.007
08:00 - 09:00	29	105	0.002	29	105	0.009	29	105	0.011
09:00 - 10:00	29	105	0.001	29	105	0.004	29	105	0.005
10:00 - 11:00	29	105	0.003	29	105	0.003	29	105	0.006
11:00 - 12:00	29	105	0.001	29	105	0.003	29	105	0.004
12:00 - 13:00	29	105	0.004	29	105	0.002	29	105	0.006
13:00 - 14:00	29	105	0.002	29	105	0.001	29	105	0.003
14:00 - 15:00	29	105	0.004	29	105	0.004	29	105	0.008
15:00 - 16:00	29	105	0.007	29	105	0.003	29	105	0.010
16:00 - 17:00	29	105	0.012	29	105	0.010	29	105	0.022
17:00 - 18:00	29	105	0.008	29	105	0.008	29	105	0.016
18:00 - 19:00	29	105	0.011	29	105	0.006	29	105	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.058			0.115

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

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	29	105	0.084	29	105	0.342	29	105	0.426
08:00 - 09:00	29	105	0.152	29	105	0.490	29	105	0.642
09:00 - 10:00	29	105	0.161	29	105	0.224	29	105	0.385
10:00 - 11:00	29	105	0.159	29	105	0.209	29	105	0.368
11:00 - 12:00	29	105	0.183	29	105	0.187	29	105	0.370
12:00 - 13:00	29	105	0.187	29	105	0.180	29	105	0.367
13:00 - 14:00	29	105	0.194	29	105	0.193	29	105	0.387
14:00 - 15:00	29	105	0.194	29	105	0.216	29	105	0.410
15:00 - 16:00	29	105	0.389	29	105	0.210	29	105	0.599
16:00 - 17:00	29	105	0.328	29	105	0.212	29	105	0.540
17:00 - 18:00	29	105	0.390	29	105	0.191	29	105	0.581
18:00 - 19:00	29	105	0.353	29	105	0.170	29	105	0.523
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.774			2.824			5.598

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

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

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

MULTI-MODAL PEDESTRIANS

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	29	105	0.017	29	105	0.038	29	105	0.055
08:00 - 09:00	29	105	0.041	29	105	0.115	29	105	0.156
09:00 - 10:00	29	105	0.041	29	105	0.038	29	105	0.079
10:00 - 11:00	29	105	0.024	29	105	0.030	29	105	0.054
11:00 - 12:00	29	105	0.040	29	105	0.043	29	105	0.083
12:00 - 13:00	29	105	0.043	29	105	0.035	29	105	0.078
13:00 - 14:00	29	105	0.031	29	105	0.035	29	105	0.066
14:00 - 15:00	29	105	0.043	29	105	0.038	29	105	0.081
15:00 - 16:00	29	105	0.111	29	105	0.067	29	105	0.178
16:00 - 17:00	29	105	0.057	29	105	0.042	29	105	0.099
17:00 - 18:00	29	105	0.053	29	105	0.038	29	105	0.091
18:00 - 19:00	29	105	0.041	29	105	0.037	29	105	0.078
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.542			0.556			1.098

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

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	29	105	0.000	29	105	0.023	29	105	0.023
08:00 - 09:00	29	105	0.001	29	105	0.019	29	105	0.020
09:00 - 10:00	29	105	0.002	29	105	0.009	29	105	0.011
10:00 - 11:00	29	105	0.006	29	105	0.005	29	105	0.011
11:00 - 12:00	29	105	0.004	29	105	0.003	29	105	0.007
12:00 - 13:00	29	105	0.006	29	105	0.005	29	105	0.011
13:00 - 14:00	29	105	0.006	29	105	0.003	29	105	0.009
14:00 - 15:00	29	105	0.007	29	105	0.002	29	105	0.009
15:00 - 16:00	29	105	0.022	29	105	0.005	29	105	0.027
16:00 - 17:00	29	105	0.014	29	105	0.003	29	105	0.017
17:00 - 18:00	29	105	0.010	29	105	0.002	29	105	0.012
18:00 - 19:00	29	105	0.006	29	105	0.002	29	105	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.081			0.165

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

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	29	105	0.001	29	105	0.009	29	105	0.010
08:00 - 09:00	29	105	0.000	29	105	0.002	29	105	0.002
09:00 - 10:00	29	105	0.000	29	105	0.002	29	105	0.002
10:00 - 11:00	29	105	0.000	29	105	0.001	29	105	0.001
11:00 - 12:00	29	105	0.000	29	105	0.000	29	105	0.000
12:00 - 13:00	29	105	0.000	29	105	0.002	29	105	0.002
13:00 - 14:00	29	105	0.001	29	105	0.001	29	105	0.002
14:00 - 15:00	29	105	0.000	29	105	0.000	29	105	0.000
15:00 - 16:00	29	105	0.002	29	105	0.000	29	105	0.002
16:00 - 17:00	29	105	0.003	29	105	0.000	29	105	0.003
17:00 - 18:00	29	105	0.003	29	105	0.001	29	105	0.004
18:00 - 19:00	29	105	0.003	29	105	0.000	29	105	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.018			0.031

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

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

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

MULTI-MODAL COACH PASSENGERS

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	29	105	0.000	29	105	0.001	29	105	0.001
08:00 - 09:00	29	105	0.000	29	105	0.003	29	105	0.003
09:00 - 10:00	29	105	0.000	29	105	0.000	29	105	0.000
10:00 - 11:00	29	105	0.000	29	105	0.000	29	105	0.000
11:00 - 12:00	29	105	0.000	29	105	0.000	29	105	0.000
12:00 - 13:00	29	105	0.000	29	105	0.000	29	105	0.000
13:00 - 14:00	29	105	0.000	29	105	0.000	29	105	0.000
14:00 - 15:00	29	105	0.000	29	105	0.000	29	105	0.000
15:00 - 16:00	29	105	0.005	29	105	0.001	29	105	0.006
16:00 - 17:00	29	105	0.001	29	105	0.000	29	105	0.001
17:00 - 18:00	29	105	0.001	29	105	0.001	29	105	0.002
18:00 - 19:00	29	105	0.000	29	105	0.000	29	105	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.006			0.013

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

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	29	105	0.001	29	105	0.033	29	105	0.034
08:00 - 09:00	29	105	0.001	29	105	0.024	29	105	0.025
09:00 - 10:00	29	105	0.002	29	105	0.010	29	105	0.012
10:00 - 11:00	29	105	0.006	29	105	0.006	29	105	0.012
11:00 - 12:00	29	105	0.005	29	105	0.003	29	105	0.008
12:00 - 13:00	29	105	0.006	29	105	0.007	29	105	0.013
13:00 - 14:00	29	105	0.006	29	105	0.003	29	105	0.009
14:00 - 15:00	29	105	0.007	29	105	0.003	29	105	0.010
15:00 - 16:00	29	105	0.029	29	105	0.006	29	105	0.035
16:00 - 17:00	29	105	0.017	29	105	0.003	29	105	0.020
17:00 - 18:00	29	105	0.014	29	105	0.004	29	105	0.018
18:00 - 19:00	29	105	0.009	29	105	0.002	29	105	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.103			0.104			0.207

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.71

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	29	105	0.105	29	105	0.418	29	105	0.523
08:00 - 09:00	29	105	0.197	29	105	0.638	29	105	0.835
09:00 - 10:00	29	105	0.204	29	105	0.277	29	105	0.481
10:00 - 11:00	29	105	0.192	29	105	0.248	29	105	0.440
11:00 - 12:00	29	105	0.229	29	105	0.237	29	105	0.466
12:00 - 13:00	29	105	0.239	29	105	0.223	29	105	0.462
13:00 - 14:00	29	105	0.233	29	105	0.232	29	105	0.465
14:00 - 15:00	29	105	0.247	29	105	0.261	29	105	0.508
15:00 - 16:00	29	105	0.535	29	105	0.286	29	105	0.821
16:00 - 17:00	29	105	0.414	29	105	0.267	29	105	0.681
17:00 - 18:00	29	105	0.465	29	105	0.240	29	105	0.705
18:00 - 19:00	29	105	0.414	29	105	0.216	29	105	0.630
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.474			3.543			7.017

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

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

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

MULTI-MODAL CARS

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	29	105	0.055	29	105	0.219	29	105	0.274
08:00 - 09:00	29	105	0.106	29	105	0.282	29	105	0.388
09:00 - 10:00	29	105	0.106	29	105	0.142	29	105	0.248
10:00 - 11:00	29	105	0.098	29	105	0.126	29	105	0.224
11:00 - 12:00	29	105	0.104	29	105	0.108	29	105	0.212
12:00 - 13:00	29	105	0.117	29	105	0.106	29	105	0.223
13:00 - 14:00	29	105	0.113	29	105	0.119	29	105	0.232
14:00 - 15:00	29	105	0.124	29	105	0.138	29	105	0.262
15:00 - 16:00	29	105	0.214	29	105	0.129	29	105	0.343
16:00 - 17:00	29	105	0.193	29	105	0.128	29	105	0.321
17:00 - 18:00	29	105	0.239	29	105	0.123	29	105	0.362
18:00 - 19:00	29	105	0.234	29	105	0.109	29	105	0.343
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.703			1.729			3.432

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

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

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

MULTI-MODAL MOTOR CYCLES

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	29	105	0.000	29	105	0.002	29	105	0.002
08:00 - 09:00	29	105	0.001	29	105	0.002	29	105	0.003
09:00 - 10:00	29	105	0.000	29	105	0.000	29	105	0.000
10:00 - 11:00	29	105	0.000	29	105	0.001	29	105	0.001
11:00 - 12:00	29	105	0.002	29	105	0.000	29	105	0.002
12:00 - 13:00	29	105	0.002	29	105	0.002	29	105	0.004
13:00 - 14:00	29	105	0.000	29	105	0.001	29	105	0.001
14:00 - 15:00	29	105	0.002	29	105	0.001	29	105	0.003
15:00 - 16:00	29	105	0.002	29	105	0.002	29	105	0.004
16:00 - 17:00	29	105	0.003	29	105	0.001	29	105	0.004
17:00 - 18:00	29	105	0.002	29	105	0.002	29	105	0.004
18:00 - 19:00	29	105	0.001	29	105	0.002	29	105	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.016			0.031

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

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

Calculation Reference: AUDIT-657801-250704-0709

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BM BROMLEY	2 days
	EN ENFIELD	1 days
02	SOUTH EAST	
	HF HERTFORDSHIRE	3 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 12 to 84 (units:)
 Range Selected by User: 6 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 05/09/24

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

Selected survey days:

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

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	12
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	21 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:**Use Class:**

C3 13 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	8 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	7 days
250,001 to 500,000	1 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	3 days
No	10 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	11 days
1b Very poor	2 days

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

LIST OF SITES relevant to selection parameters

1	BM-03-C-02 ORCHARD ROAD BROMLEY	BLOCK OF FLATS		BROMLEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	20		
	Survey date: TUESDAY	17/10/23		Survey Type: MANUAL
2	BM-03-C-03 ORCHARD ROAD BROMLEY	BLOCKS OF FLATS		BROMLEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	26		
	Survey date: WEDNESDAY	18/10/23		Survey Type: MANUAL
3	CA-03-C-03 CROMWELL ROAD CAMBRIDGE	BLOCKS OF FLATS		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	82		
	Survey date: MONDAY	18/09/17		Survey Type: MANUAL
4	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS		DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30		
	Survey date: WEDNESDAY	25/09/19		Survey Type: MANUAL
5	EN-03-C-03 NORTH CIRCULAR ROAD PALMERS GREEN	BLOCKS OF FLATS		ENFIELD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27		
	Survey date: WEDNESDAY	08/11/17		Survey Type: MANUAL
6	HF-03-C-06 FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings:	26		
	Survey date: THURSDAY	08/06/23		Survey Type: MANUAL
7	HF-03-C-07 OXHEY DRIVE WATFORD SOUTH OXHEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	84		
	Survey date: WEDNESDAY	07/06/23		Survey Type: MANUAL
8	HF-03-C-08 HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings:	22		
	Survey date: TUESDAY	06/06/23		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
10	SH-03-C-01	BLOCK OF FLATS	SHROPSHIRE
	ABBEY FOREGATE		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL
11	SH-03-C-02	BLOCK OF FLATS	SHROPSHIRE
	ABBEY FOREGATE		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: FRIDAY	16/06/23	Survey Type: MANUAL
12	TW-03-C-01	BLOCKS OF FLATS	TYNE & WEAR
	CAULDWELL AVENUE		
	WHITLEY BAY		
	MONKESEATON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
13	WS-03-C-01	BLOCKS OF FLATS	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BN-03-C-01	House type not comparable
BN-03-C-03	Too much Public Transport
BT-03-C-03	Too much Public Transport
DL-03-C-18	Location not comparable
HO-03-C-05	Too much Public Transport
LU-03-C-04	Location not comparable
MS-03-C-03	Too close to local amenities
NG-03-C-01	House type not comparable
NG-03-C-02	House type not comparable
TH-03-C-04	Too much Public Transport
WF-03-C-03	House type not comparable
WF-03-C-06	Too much Public Transport

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.52

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	13	40	0.023	13	40	0.179	13	40	0.202
08:00 - 09:00	13	40	0.088	13	40	0.211	13	40	0.299
09:00 - 10:00	13	40	0.102	13	40	0.125	13	40	0.227
10:00 - 11:00	13	40	0.081	13	40	0.104	13	40	0.185
11:00 - 12:00	13	40	0.092	13	40	0.100	13	40	0.192
12:00 - 13:00	13	40	0.100	13	40	0.086	13	40	0.186
13:00 - 14:00	13	40	0.092	13	40	0.109	13	40	0.201
14:00 - 15:00	13	40	0.107	13	40	0.096	13	40	0.203
15:00 - 16:00	13	40	0.173	13	40	0.098	13	40	0.271
16:00 - 17:00	13	40	0.131	13	40	0.086	13	40	0.217
17:00 - 18:00	13	40	0.202	13	40	0.098	13	40	0.300
18:00 - 19:00	13	40	0.127	13	40	0.060	13	40	0.187
19:00 - 20:00	3	24	0.192	3	24	0.123	3	24	0.315
20:00 - 21:00	3	24	0.096	3	24	0.055	3	24	0.151
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.606			1.530			3.136

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:	12 - 84 (units:)
Survey date range:	01/01/16 - 05/09/24
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	12

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.

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

MULTI-MODAL 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	13	40	0.000	13	40	0.021	13	40	0.021
08:00 - 09:00	13	40	0.004	13	40	0.029	13	40	0.033
09:00 - 10:00	13	40	0.002	13	40	0.004	13	40	0.006
10:00 - 11:00	13	40	0.004	13	40	0.002	13	40	0.006
11:00 - 12:00	13	40	0.008	13	40	0.000	13	40	0.008
12:00 - 13:00	13	40	0.000	13	40	0.002	13	40	0.002
13:00 - 14:00	13	40	0.000	13	40	0.000	13	40	0.000
14:00 - 15:00	13	40	0.008	13	40	0.006	13	40	0.014
15:00 - 16:00	13	40	0.012	13	40	0.000	13	40	0.012
16:00 - 17:00	13	40	0.010	13	40	0.006	13	40	0.016
17:00 - 18:00	13	40	0.015	13	40	0.010	13	40	0.025
18:00 - 19:00	13	40	0.013	13	40	0.004	13	40	0.017
19:00 - 20:00	3	24	0.000	3	24	0.000	3	24	0.000
20:00 - 21:00	3	24	0.055	3	24	0.014	3	24	0.069
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.131			0.098			0.229

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	13	40	0.021	13	40	0.244	13	40	0.265
08:00 - 09:00	13	40	0.098	13	40	0.303	13	40	0.401
09:00 - 10:00	13	40	0.113	13	40	0.163	13	40	0.276
10:00 - 11:00	13	40	0.102	13	40	0.132	13	40	0.234
11:00 - 12:00	13	40	0.129	13	40	0.132	13	40	0.261
12:00 - 13:00	13	40	0.127	13	40	0.117	13	40	0.244
13:00 - 14:00	13	40	0.117	13	40	0.132	13	40	0.249
14:00 - 15:00	13	40	0.154	13	40	0.109	13	40	0.263
15:00 - 16:00	13	40	0.240	13	40	0.123	13	40	0.363
16:00 - 17:00	13	40	0.186	13	40	0.106	13	40	0.292
17:00 - 18:00	13	40	0.261	13	40	0.129	13	40	0.390
18:00 - 19:00	13	40	0.177	13	40	0.073	13	40	0.250
19:00 - 20:00	3	24	0.219	3	24	0.151	3	24	0.370
20:00 - 21:00	3	24	0.123	3	24	0.068	3	24	0.191
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.067			1.982			4.049

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	13	40	0.012	13	40	0.107	13	40	0.119
08:00 - 09:00	13	40	0.065	13	40	0.200	13	40	0.265
09:00 - 10:00	13	40	0.067	13	40	0.098	13	40	0.165
10:00 - 11:00	13	40	0.054	13	40	0.079	13	40	0.133
11:00 - 12:00	13	40	0.063	13	40	0.073	13	40	0.136
12:00 - 13:00	13	40	0.081	13	40	0.084	13	40	0.165
13:00 - 14:00	13	40	0.079	13	40	0.083	13	40	0.162
14:00 - 15:00	13	40	0.092	13	40	0.083	13	40	0.175
15:00 - 16:00	13	40	0.142	13	40	0.061	13	40	0.203
16:00 - 17:00	13	40	0.107	13	40	0.069	13	40	0.176
17:00 - 18:00	13	40	0.136	13	40	0.075	13	40	0.211
18:00 - 19:00	13	40	0.096	13	40	0.063	13	40	0.159
19:00 - 20:00	3	24	0.110	3	24	0.096	3	24	0.206
20:00 - 21:00	3	24	0.014	3	24	0.000	3	24	0.014
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.118			1.171			2.289

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	13	40	0.004	13	40	0.054	13	40	0.058
08:00 - 09:00	13	40	0.002	13	40	0.061	13	40	0.063
09:00 - 10:00	13	40	0.013	13	40	0.029	13	40	0.042
10:00 - 11:00	13	40	0.017	13	40	0.031	13	40	0.048
11:00 - 12:00	13	40	0.015	13	40	0.021	13	40	0.036
12:00 - 13:00	13	40	0.019	13	40	0.015	13	40	0.034
13:00 - 14:00	13	40	0.013	13	40	0.021	13	40	0.034
14:00 - 15:00	13	40	0.019	13	40	0.027	13	40	0.046
15:00 - 16:00	13	40	0.040	13	40	0.013	13	40	0.053
16:00 - 17:00	13	40	0.048	13	40	0.002	13	40	0.050
17:00 - 18:00	13	40	0.056	13	40	0.010	13	40	0.066
18:00 - 19:00	13	40	0.025	13	40	0.004	13	40	0.029
19:00 - 20:00	3	24	0.041	3	24	0.014	3	24	0.055
20:00 - 21:00	3	24	0.055	3	24	0.000	3	24	0.055
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.367			0.302			0.669

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	13	40	0.000	13	40	0.067	13	40	0.067
08:00 - 09:00	13	40	0.002	13	40	0.090	13	40	0.092
09:00 - 10:00	13	40	0.004	13	40	0.027	13	40	0.031
10:00 - 11:00	13	40	0.008	13	40	0.010	13	40	0.018
11:00 - 12:00	13	40	0.006	13	40	0.015	13	40	0.021
12:00 - 13:00	13	40	0.006	13	40	0.017	13	40	0.023
13:00 - 14:00	13	40	0.008	13	40	0.015	13	40	0.023
14:00 - 15:00	13	40	0.006	13	40	0.013	13	40	0.019
15:00 - 16:00	13	40	0.021	13	40	0.006	13	40	0.027
16:00 - 17:00	13	40	0.027	13	40	0.004	13	40	0.031
17:00 - 18:00	13	40	0.038	13	40	0.006	13	40	0.044
18:00 - 19:00	13	40	0.065	13	40	0.004	13	40	0.069
19:00 - 20:00	3	24	0.123	3	24	0.000	3	24	0.123
20:00 - 21:00	3	24	0.055	3	24	0.000	3	24	0.055
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.369			0.274			0.643

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	13	40	0.004	13	40	0.121	13	40	0.125
08:00 - 09:00	13	40	0.004	13	40	0.152	13	40	0.156
09:00 - 10:00	13	40	0.017	13	40	0.056	13	40	0.073
10:00 - 11:00	13	40	0.025	13	40	0.040	13	40	0.065
11:00 - 12:00	13	40	0.021	13	40	0.036	13	40	0.057
12:00 - 13:00	13	40	0.025	13	40	0.033	13	40	0.058
13:00 - 14:00	13	40	0.021	13	40	0.036	13	40	0.057
14:00 - 15:00	13	40	0.025	13	40	0.040	13	40	0.065
15:00 - 16:00	13	40	0.061	13	40	0.019	13	40	0.080
16:00 - 17:00	13	40	0.075	13	40	0.006	13	40	0.081
17:00 - 18:00	13	40	0.094	13	40	0.015	13	40	0.109
18:00 - 19:00	13	40	0.090	13	40	0.008	13	40	0.098
19:00 - 20:00	3	24	0.164	3	24	0.014	3	24	0.178
20:00 - 21:00	3	24	0.110	3	24	0.000	3	24	0.110
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.736			0.576			1.312

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.52

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	13	40	0.036	13	40	0.493	13	40	0.529
08:00 - 09:00	13	40	0.171	13	40	0.683	13	40	0.854
09:00 - 10:00	13	40	0.200	13	40	0.321	13	40	0.521
10:00 - 11:00	13	40	0.184	13	40	0.253	13	40	0.437
11:00 - 12:00	13	40	0.221	13	40	0.242	13	40	0.463
12:00 - 13:00	13	40	0.232	13	40	0.236	13	40	0.468
13:00 - 14:00	13	40	0.217	13	40	0.251	13	40	0.468
14:00 - 15:00	13	40	0.278	13	40	0.238	13	40	0.516
15:00 - 16:00	13	40	0.455	13	40	0.203	13	40	0.658
16:00 - 17:00	13	40	0.378	13	40	0.186	13	40	0.564
17:00 - 18:00	13	40	0.507	13	40	0.228	13	40	0.735
18:00 - 19:00	13	40	0.376	13	40	0.148	13	40	0.524
19:00 - 20:00	3	24	0.493	3	24	0.260	3	24	0.753
20:00 - 21:00	3	24	0.301	3	24	0.082	3	24	0.383
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.049			3.824			7.873

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

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	13	40	0.000	13	40	0.000	13	40	0.000
08:00 - 09:00	13	40	0.000	13	40	0.000	13	40	0.000
09:00 - 10:00	13	40	0.002	13	40	0.000	13	40	0.002
10:00 - 11:00	13	40	0.000	13	40	0.000	13	40	0.000
11:00 - 12:00	13	40	0.000	13	40	0.002	13	40	0.002
12:00 - 13:00	13	40	0.002	13	40	0.004	13	40	0.006
13:00 - 14:00	13	40	0.004	13	40	0.004	13	40	0.008
14:00 - 15:00	13	40	0.002	13	40	0.000	13	40	0.002
15:00 - 16:00	13	40	0.004	13	40	0.004	13	40	0.008
16:00 - 17:00	13	40	0.000	13	40	0.000	13	40	0.000
17:00 - 18:00	13	40	0.004	13	40	0.006	13	40	0.010
18:00 - 19:00	13	40	0.002	13	40	0.000	13	40	0.002
19:00 - 20:00	3	24	0.014	3	24	0.014	3	24	0.028
20:00 - 21:00	3	24	0.000	3	24	0.000	3	24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.034			0.068

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

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

Calculation Reference: AUDIT-657801-250704-0737

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
05	EAST MIDLANDS	
	LR LEICESTER	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 19 to 38 (units:)
 Range Selected by User: 14 to 280 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 04/11/21

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

Selected survey days:

Thursday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:**Use Class:**

C3 2 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days
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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	1 days
0 None	1 days

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

LIST OF SITES relevant to selection parameters

1	BN-03-B-01 LUTHER CLOSE EDGWARE	SEMI-DETACHED & TERRACED	BARNET
	Edge of Town Residential Zone Total No of Dwellings: 19 Survey date: THURSDAY 04/11/21		Survey Type: MANUAL
2	LR-03-B-01 COLEMAN ROAD LEICESTER	SEMI-DETACHED & TERRACED	LEICESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 38 Survey date: FRIDAY 22/10/21		Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.37

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	2	29	0.000	2	29	0.158	2	29	0.158
08:00 - 09:00	2	29	0.105	2	29	0.211	2	29	0.316
09:00 - 10:00	2	29	0.088	2	29	0.140	2	29	0.228
10:00 - 11:00	2	29	0.175	2	29	0.228	2	29	0.403
11:00 - 12:00	2	29	0.105	2	29	0.070	2	29	0.175
12:00 - 13:00	2	29	0.105	2	29	0.070	2	29	0.175
13:00 - 14:00	2	29	0.105	2	29	0.175	2	29	0.280
14:00 - 15:00	2	29	0.140	2	29	0.140	2	29	0.280
15:00 - 16:00	2	29	0.140	2	29	0.105	2	29	0.245
16:00 - 17:00	2	29	0.175	2	29	0.105	2	29	0.280
17:00 - 18:00	2	29	0.316	2	29	0.175	2	29	0.491
18:00 - 19:00	2	29	0.175	2	29	0.105	2	29	0.280
19:00 - 20:00	1	19	0.316	1	19	0.158	1	19	0.474
20:00 - 21:00	1	19	0.158	1	19	0.105	1	19	0.263
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.103			1.945			4.048

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:	19 - 38 (units:)
Survey date range:	01/01/16 - 04/11/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.37

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	2	29	0.018	2	29	0.439	2	29	0.457
08:00 - 09:00	2	29	0.158	2	29	0.684	2	29	0.842
09:00 - 10:00	2	29	0.158	2	29	0.439	2	29	0.597
10:00 - 11:00	2	29	0.246	2	29	0.351	2	29	0.597
11:00 - 12:00	2	29	0.246	2	29	0.228	2	29	0.474
12:00 - 13:00	2	29	0.298	2	29	0.228	2	29	0.526
13:00 - 14:00	2	29	0.263	2	29	0.351	2	29	0.614
14:00 - 15:00	2	29	0.544	2	29	0.368	2	29	0.912
15:00 - 16:00	2	29	0.614	2	29	0.316	2	29	0.930
16:00 - 17:00	2	29	0.404	2	29	0.246	2	29	0.650
17:00 - 18:00	2	29	0.579	2	29	0.298	2	29	0.877
18:00 - 19:00	2	29	0.386	2	29	0.246	2	29	0.632
19:00 - 20:00	1	19	0.474	1	19	0.158	1	19	0.632
20:00 - 21:00	1	19	0.263	1	19	0.105	1	19	0.368
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.651			4.457			9.108

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

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

Calculation Reference: AUDIT-657801-250704-0753

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	GS GLOUCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SE SHEFFIELD	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 10 to 40 (units:)
 Range Selected by User: 6 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 10/04/24

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

Selected survey days:

Wednesday 1 days
 Thursday 2 days
 Friday 1 days

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

Selected survey types:

Manual count 4 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:

Suburban Area (PPS6 Out of Centre) 3
 Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:**Use Class:**

C3 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

No	4 days
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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	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CF-03-D-01	BLOCKS OF FLATS	CARDIFF
	TYN-Y-PARC ROAD		
	CARDIFF		
	WHITCHURCH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: FRIDAY	07/10/16	Survey Type: MANUAL
2	GS-03-D-01	BLOCKS OF FLATS	GLOUCESTERSHIRE
	SAINT STEPHEN'S ROAD		
	CHELTENHAM SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	04/05/23	Survey Type: MANUAL
3	GS-03-D-02	BLOCKS OF FLATS	GLOUCESTERSHIRE
	PRINCESS ELIZABETH WAY		
	CHELTENHAM SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	04/05/23	Survey Type: MANUAL
4	SE-03-D-01	BLOCK OF FLATS	SHEFFIELD
	SAINT LAWRENCE ROAD		
	SHEFFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	21/06/23	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-03-D-02	Location not comparable
GA-03-D-01	Location not comparable

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.17

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	4	25	0.069	4	25	0.188	4	25	0.257
08:00 - 09:00	4	25	0.030	4	25	0.129	4	25	0.159
09:00 - 10:00	4	25	0.149	4	25	0.149	4	25	0.298
10:00 - 11:00	4	25	0.059	4	25	0.129	4	25	0.188
11:00 - 12:00	4	25	0.139	4	25	0.119	4	25	0.258
12:00 - 13:00	4	25	0.079	4	25	0.079	4	25	0.158
13:00 - 14:00	4	25	0.089	4	25	0.149	4	25	0.238
14:00 - 15:00	4	25	0.158	4	25	0.119	4	25	0.277
15:00 - 16:00	4	25	0.198	4	25	0.139	4	25	0.337
16:00 - 17:00	4	25	0.208	4	25	0.109	4	25	0.317
17:00 - 18:00	4	25	0.178	4	25	0.158	4	25	0.336
18:00 - 19:00	4	25	0.139	4	25	0.109	4	25	0.248
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.495			1.576			3.071

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:	10 - 40 (units:)
Survey date range:	01/01/16 - 10/04/24
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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.

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	25	0.000	4	25	0.020	4	25	0.020
08:00 - 09:00	4	25	0.000	4	25	0.030	4	25	0.030
09:00 - 10:00	4	25	0.010	4	25	0.000	4	25	0.010
10:00 - 11:00	4	25	0.000	4	25	0.020	4	25	0.020
11:00 - 12:00	4	25	0.000	4	25	0.000	4	25	0.000
12:00 - 13:00	4	25	0.010	4	25	0.000	4	25	0.010
13:00 - 14:00	4	25	0.000	4	25	0.000	4	25	0.000
14:00 - 15:00	4	25	0.000	4	25	0.010	4	25	0.010
15:00 - 16:00	4	25	0.020	4	25	0.030	4	25	0.050
16:00 - 17:00	4	25	0.010	4	25	0.000	4	25	0.010
17:00 - 18:00	4	25	0.000	4	25	0.000	4	25	0.000
18:00 - 19:00	4	25	0.040	4	25	0.000	4	25	0.040
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.110			0.200

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	25	0.059	4	25	0.238	4	25	0.297
08:00 - 09:00	4	25	0.040	4	25	0.208	4	25	0.248
09:00 - 10:00	4	25	0.149	4	25	0.188	4	25	0.337
10:00 - 11:00	4	25	0.069	4	25	0.139	4	25	0.208
11:00 - 12:00	4	25	0.158	4	25	0.129	4	25	0.287
12:00 - 13:00	4	25	0.089	4	25	0.089	4	25	0.178
13:00 - 14:00	4	25	0.109	4	25	0.188	4	25	0.297
14:00 - 15:00	4	25	0.218	4	25	0.149	4	25	0.367
15:00 - 16:00	4	25	0.257	4	25	0.168	4	25	0.425
16:00 - 17:00	4	25	0.277	4	25	0.149	4	25	0.426
17:00 - 18:00	4	25	0.228	4	25	0.267	4	25	0.495
18:00 - 19:00	4	25	0.178	4	25	0.168	4	25	0.346
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.831			2.080			3.911

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	25	0.010	4	25	0.059	4	25	0.069
08:00 - 09:00	4	25	0.059	4	25	0.188	4	25	0.247
09:00 - 10:00	4	25	0.099	4	25	0.079	4	25	0.178
10:00 - 11:00	4	25	0.050	4	25	0.020	4	25	0.070
11:00 - 12:00	4	25	0.059	4	25	0.079	4	25	0.138
12:00 - 13:00	4	25	0.188	4	25	0.119	4	25	0.307
13:00 - 14:00	4	25	0.040	4	25	0.109	4	25	0.149
14:00 - 15:00	4	25	0.119	4	25	0.149	4	25	0.268
15:00 - 16:00	4	25	0.208	4	25	0.188	4	25	0.396
16:00 - 17:00	4	25	0.050	4	25	0.030	4	25	0.080
17:00 - 18:00	4	25	0.079	4	25	0.059	4	25	0.138
18:00 - 19:00	4	25	0.069	4	25	0.069	4	25	0.138
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.030			1.148			2.178

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	25	0.000	4	25	0.030	4	25	0.030
08:00 - 09:00	4	25	0.000	4	25	0.089	4	25	0.089
09:00 - 10:00	4	25	0.010	4	25	0.010	4	25	0.020
10:00 - 11:00	4	25	0.010	4	25	0.010	4	25	0.020
11:00 - 12:00	4	25	0.020	4	25	0.000	4	25	0.020
12:00 - 13:00	4	25	0.010	4	25	0.020	4	25	0.030
13:00 - 14:00	4	25	0.010	4	25	0.000	4	25	0.010
14:00 - 15:00	4	25	0.020	4	25	0.010	4	25	0.030
15:00 - 16:00	4	25	0.000	4	25	0.000	4	25	0.000
16:00 - 17:00	4	25	0.050	4	25	0.000	4	25	0.050
17:00 - 18:00	4	25	0.040	4	25	0.000	4	25	0.040
18:00 - 19:00	4	25	0.010	4	25	0.000	4	25	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.180			0.169			0.349

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	25	0.000	4	25	0.010	4	25	0.010
08:00 - 09:00	4	25	0.000	4	25	0.000	4	25	0.000
09:00 - 10:00	4	25	0.000	4	25	0.000	4	25	0.000
10:00 - 11:00	4	25	0.000	4	25	0.000	4	25	0.000
11:00 - 12:00	4	25	0.000	4	25	0.000	4	25	0.000
12:00 - 13:00	4	25	0.000	4	25	0.000	4	25	0.000
13:00 - 14:00	4	25	0.000	4	25	0.000	4	25	0.000
14:00 - 15:00	4	25	0.000	4	25	0.000	4	25	0.000
15:00 - 16:00	4	25	0.000	4	25	0.000	4	25	0.000
16:00 - 17:00	4	25	0.000	4	25	0.000	4	25	0.000
17:00 - 18:00	4	25	0.000	4	25	0.000	4	25	0.000
18:00 - 19:00	4	25	0.010	4	25	0.000	4	25	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	25	0.000	4	25	0.040	4	25	0.040
08:00 - 09:00	4	25	0.000	4	25	0.089	4	25	0.089
09:00 - 10:00	4	25	0.010	4	25	0.010	4	25	0.020
10:00 - 11:00	4	25	0.010	4	25	0.010	4	25	0.020
11:00 - 12:00	4	25	0.020	4	25	0.000	4	25	0.020
12:00 - 13:00	4	25	0.010	4	25	0.020	4	25	0.030
13:00 - 14:00	4	25	0.010	4	25	0.000	4	25	0.010
14:00 - 15:00	4	25	0.020	4	25	0.010	4	25	0.030
15:00 - 16:00	4	25	0.000	4	25	0.000	4	25	0.000
16:00 - 17:00	4	25	0.050	4	25	0.000	4	25	0.050
17:00 - 18:00	4	25	0.040	4	25	0.000	4	25	0.040
18:00 - 19:00	4	25	0.020	4	25	0.000	4	25	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.190			0.179			0.369

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.17

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	4	25	0.069	4	25	0.356	4	25	0.425
08:00 - 09:00	4	25	0.099	4	25	0.515	4	25	0.614
09:00 - 10:00	4	25	0.267	4	25	0.277	4	25	0.544
10:00 - 11:00	4	25	0.129	4	25	0.188	4	25	0.317
11:00 - 12:00	4	25	0.238	4	25	0.208	4	25	0.446
12:00 - 13:00	4	25	0.297	4	25	0.228	4	25	0.525
13:00 - 14:00	4	25	0.158	4	25	0.297	4	25	0.455
14:00 - 15:00	4	25	0.356	4	25	0.317	4	25	0.673
15:00 - 16:00	4	25	0.485	4	25	0.386	4	25	0.871
16:00 - 17:00	4	25	0.386	4	25	0.178	4	25	0.564
17:00 - 18:00	4	25	0.347	4	25	0.327	4	25	0.674
18:00 - 19:00	4	25	0.307	4	25	0.238	4	25	0.545
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.138			3.515			6.653

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

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

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	25	0.050	4	25	0.139	4	25	0.189
08:00 - 09:00	4	25	0.020	4	25	0.109	4	25	0.129
09:00 - 10:00	4	25	0.099	4	25	0.099	4	25	0.198
10:00 - 11:00	4	25	0.040	4	25	0.099	4	25	0.139
11:00 - 12:00	4	25	0.099	4	25	0.079	4	25	0.178
12:00 - 13:00	4	25	0.050	4	25	0.050	4	25	0.100
13:00 - 14:00	4	25	0.050	4	25	0.089	4	25	0.139
14:00 - 15:00	4	25	0.119	4	25	0.089	4	25	0.208
15:00 - 16:00	4	25	0.149	4	25	0.099	4	25	0.248
16:00 - 17:00	4	25	0.149	4	25	0.089	4	25	0.238
17:00 - 18:00	4	25	0.158	4	25	0.119	4	25	0.277
18:00 - 19:00	4	25	0.109	4	25	0.089	4	25	0.198
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.092			1.149			2.241

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

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	25	0.000	4	25	0.000	4	25	0.000
08:00 - 09:00	4	25	0.000	4	25	0.000	4	25	0.000
09:00 - 10:00	4	25	0.000	4	25	0.000	4	25	0.000
10:00 - 11:00	4	25	0.000	4	25	0.010	4	25	0.010
11:00 - 12:00	4	25	0.000	4	25	0.000	4	25	0.000
12:00 - 13:00	4	25	0.010	4	25	0.010	4	25	0.020
13:00 - 14:00	4	25	0.000	4	25	0.010	4	25	0.010
14:00 - 15:00	4	25	0.010	4	25	0.000	4	25	0.010
15:00 - 16:00	4	25	0.000	4	25	0.000	4	25	0.000
16:00 - 17:00	4	25	0.000	4	25	0.000	4	25	0.000
17:00 - 18:00	4	25	0.000	4	25	0.010	4	25	0.010
18:00 - 19:00	4	25	0.000	4	25	0.000	4	25	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.040			0.060

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

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

Appendix I Junction Assessment Outputs

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

Filename: 24-097-PIC-002 Bartons Road - Site Access no right turn lane.j9
Path: Z:\Shared\Projects\24-097 Bartons Road, Havant\Transport\Modelling\PICADY
Report generation date: 29/07/2025 12:48:04

»2030 Do Something, AM
 »2030 Do Something, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030 Do Something										
Stream B-AC	D1	0.1	9.05	0.05	A	D2	0.0	9.81	0.04	A
Stream C-AB		0.0	3.93	0.03	A		0.2	4.19	0.08	A

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

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

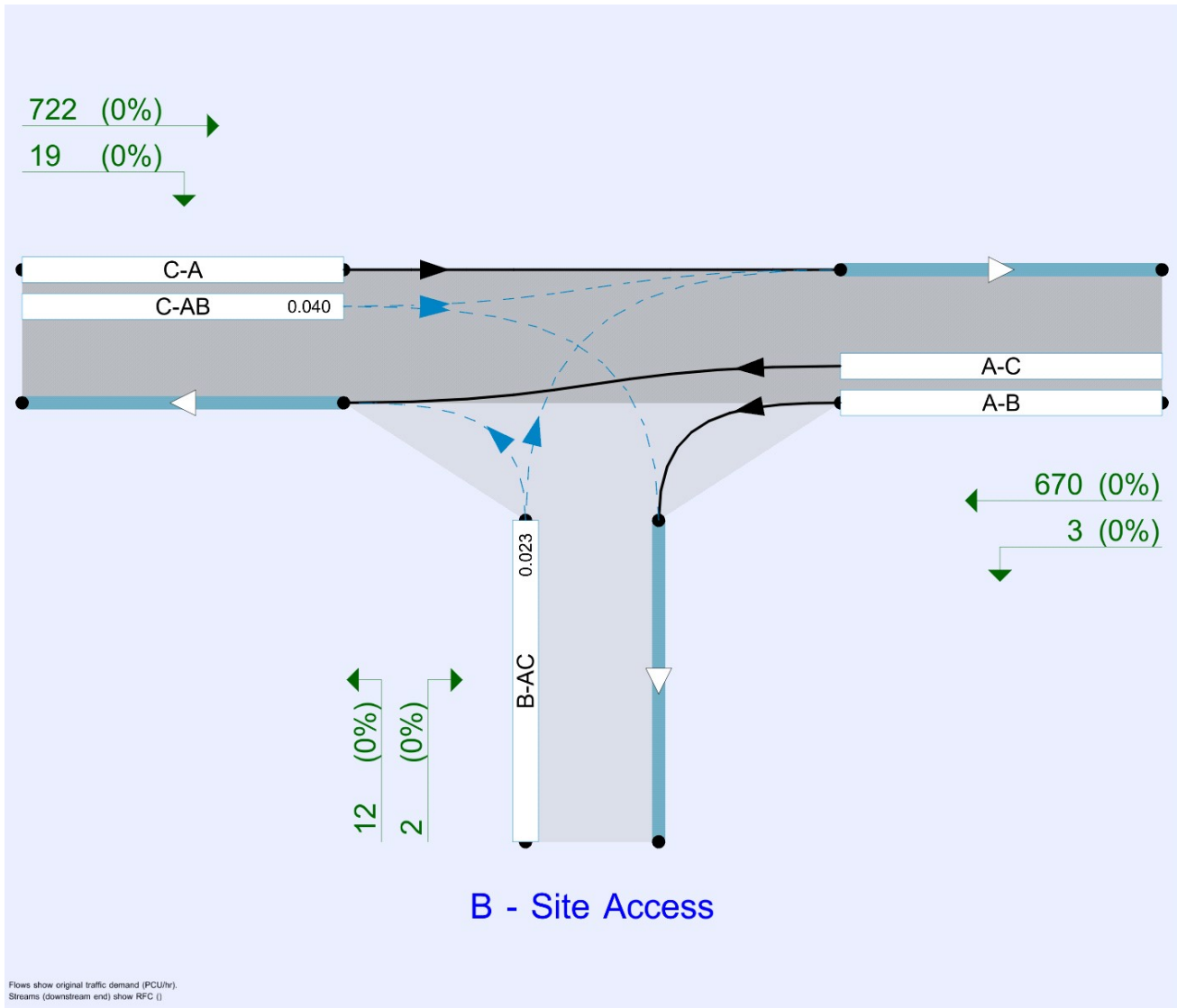
File summary

File Description

Title	24-097-PIC-001 Bartons Road - Site Access
Location	
Site number	
Date	04/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	24-097
Enumerator	CA-LTP01\DA
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 Do Something	AM	ONE HOUR	08:00	09:30	15
D2	2030 Do Something	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 Do Something, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bartons Road/Site Access	T-Junction	Two-way		0.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bartons Road E		Major
B	Site Access		Minor
C	Bartons Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bartons Road W	6.60			90.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.75	25	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	481	0.085	0.216	0.136	0.308
B-C	618	0.092	0.233	-	-
C-B	626	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 Do Something	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bartons Road E		✓	532	100.000
B - Site Access		✓	21	100.000
C - Bartons Road W		✓	758	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bartons Road E	B - Site Access	C - Bartons Road W
From	A - Bartons Road E	0	1	531
	B - Site Access	3	0	18
	C - Bartons Road W	751	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bartons Road E	B - Site Access	C - Bartons Road W
From	A - Bartons Road E	0	0	0
	B - Site Access	0	0	0
	C - Bartons Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	9.05	0.1	A
C-AB	0.03	3.93	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	479	0.033	16	0.0	7.764	A
C-AB	13	930	0.014	13	0.0	3.927	A
C-A	557			557			
A-B	0.75			0.75			
A-C	400			400			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	455	0.041	19	0.0	8.246	A
C-AB	20	996	0.020	20	0.0	3.686	A
C-A	662			662			
A-B	0.90			0.90			
A-C	477			477			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	421	0.055	23	0.1	9.049	A
C-AB	32	1091	0.029	32	0.0	3.399	A
C-A	803			803			
A-B	1			1			
A-C	585			585			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	421	0.055	23	0.1	9.051	A
C-AB	32	1091	0.029	32	0.0	3.400	A
C-A	803			803			
A-B	1			1			
A-C	585			585			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	455	0.041	19	0.0	8.248	A
C-AB	20	996	0.020	20	0.0	3.690	A
C-A	662			662			
A-B	0.90			0.90			
A-C	477			477			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	479	0.033	16	0.0	7.770	A
C-AB	13	930	0.015	14	0.0	3.929	A
C-A	557			557			
A-B	0.75			0.75			
A-C	400			400			

2030 Do Something, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bartons Road/Site Access	T-Junction	Two-way		0.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030 Do Something	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bartons Road E		✓	673	100.000
B - Site Access		✓	14	100.000
C - Bartons Road W		✓	741	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bartons Road E	B - Site Access	C - Bartons Road W
From	A - Bartons Road E	0	3	670
	B - Site Access	2	0	12
	C - Bartons Road W	722	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bartons Road E	B - Site Access	C - Bartons Road W
From	A - Bartons Road E	0	0	0
	B - Site Access	0	0	0
	C - Bartons Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	9.81	0.0	A
C-AB	0.08	4.19	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	454	0.023	10	0.0	8.109	A
C-AB	36	897	0.040	36	0.1	4.182	A
C-A	522			522			
A-B	2			2			
A-C	504			504			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	425	0.030	13	0.0	8.726	A
C-AB	53	958	0.055	53	0.1	3.977	A
C-A	613			613			
A-B	3			3			
A-C	602			602			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	383	0.040	15	0.0	9.804	A
C-AB	87	1047	0.083	87	0.2	3.750	A
C-A	729			729			
A-B	3			3			
A-C	738			738			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	382	0.040	15	0.0	9.807	A
C-AB	87	1047	0.084	87	0.2	3.752	A
C-A	728			728			
A-B	3			3			
A-C	738			738			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	425	0.030	13	0.0	8.728	A
C-AB	53	958	0.056	54	0.1	3.982	A
C-A	613			613			
A-B	3			3			
A-C	602			602			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	454	0.023	11	0.0	8.116	A
C-AB	36	897	0.041	37	0.1	4.185	A
C-A	521			521			
A-B	2			2			
A-C	504			504			

Junctions 9							
PICADY 9 - Priority Intersection Module							
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Filename: 24-097-PIC-001 Bartons Road - Site Access with right turn lane.j9
Path: Z:\Shared\Projects\24-097 Bartons Road, Havant\Transport\Modelling\PICADY
Report generation date: 29/07/2025 12:43:55

»2030 Do Something, AM
 »2030 Do Something, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030 Do Something										
Stream B-AC	D1	0.1	9.05	0.05	A	D2	0.0	9.81	0.04	A
Stream C-AB		0.0	6.89	0.01	A		0.0	7.67	0.04	A

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

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

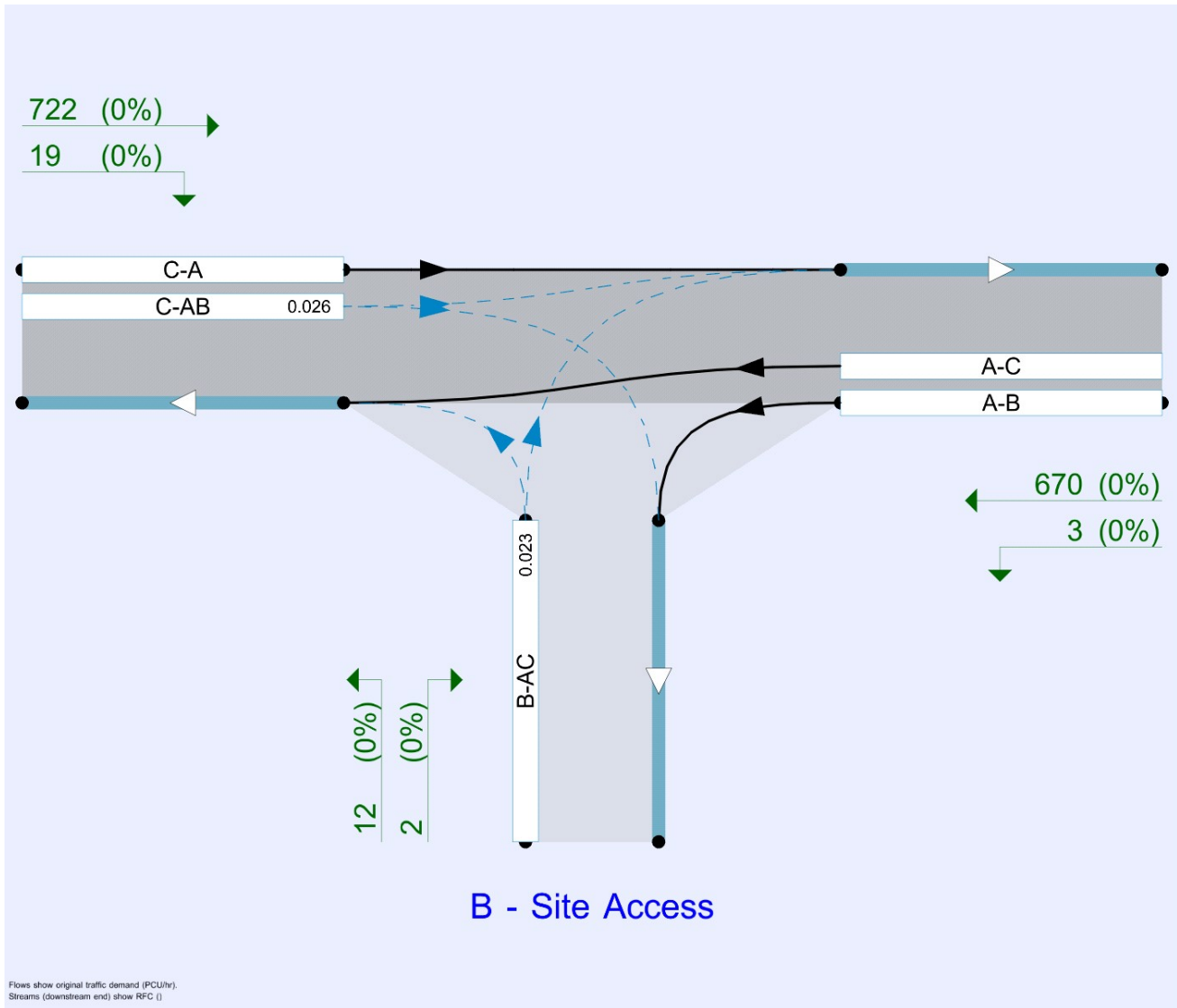
File summary

File Description

Title	24-097-PIC-001 Bartons Road - Site Access
Location	
Site number	
Date	04/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	24-097
Enumerator	CA-LTP01\DA
Description	

Units

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



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 Do Something	AM	ONE HOUR	08:00	09:30	15
D2	2030 Do Something	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 Do Something, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bartons Road/Site Access	T-Junction	Two-way		0.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bartons Road E		Major
B	Site Access		Minor
C	Bartons Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bartons Road W	6.60		✓	3.00	90.0	✓	3.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.75	25	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	481	0.085	0.216	0.136	0.308
B-C	618	0.092	0.233	-	-
C-B	681	0.257	0.257	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 Do Something	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bartons Road E		✓	532	100.000
B - Site Access		✓	21	100.000
C - Bartons Road W		✓	758	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bartons Road E	B - Site Access	C - Bartons Road W
From	A - Bartons Road E	0	1	531
	B - Site Access	3	0	18
	C - Bartons Road W	751	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bartons Road E	B - Site Access	C - Bartons Road W
From	A - Bartons Road E	0	0	0
	B - Site Access	0	0	0
	C - Bartons Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	9.05	0.1	A
C-AB	0.01	6.89	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	479	0.033	16	0.0	7.764	A
C-AB	5	578	0.009	5	0.0	6.287	A
C-A	565			565			
A-B	0.75			0.75			
A-C	400			400			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	455	0.041	19	0.0	8.246	A
C-AB	6	558	0.011	6	0.0	6.527	A
C-A	675			675			
A-B	0.90			0.90			
A-C	477			477			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	421	0.055	23	0.1	9.049	A
C-AB	8	530	0.015	8	0.0	6.889	A
C-A	827			827			
A-B	1			1			
A-C	585			585			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	421	0.055	23	0.1	9.051	A
C-AB	8	530	0.015	8	0.0	6.889	A
C-A	827			827			
A-B	1			1			
A-C	585			585			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	455	0.041	19	0.0	8.248	A
C-AB	6	558	0.011	6	0.0	6.529	A
C-A	675			675			
A-B	0.90			0.90			
A-C	477			477			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	479	0.033	16	0.0	7.770	A
C-AB	5	578	0.009	5	0.0	6.290	A
C-A	565			565			
A-B	0.75			0.75			
A-C	400			400			

2030 Do Something, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bartons Road/Site Access	T-Junction	Two-way		0.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030 Do Something	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bartons Road E		✓	673	100.000
B - Site Access		✓	14	100.000
C - Bartons Road W		✓	741	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bartons Road E	B - Site Access	C - Bartons Road W
From	A - Bartons Road E	0	3	670
	B - Site Access	2	0	12
	C - Bartons Road W	722	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bartons Road E	B - Site Access	C - Bartons Road W
From	A - Bartons Road E	0	0	0
	B - Site Access	0	0	0
	C - Bartons Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	9.81	0.0	A
C-AB	0.04	7.67	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	454	0.023	10	0.0	8.109	A
C-AB	14	550	0.026	14	0.0	6.710	A
C-A	544			544			
A-B	2			2			
A-C	504			504			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	425	0.030	13	0.0	8.726	A
C-AB	17	525	0.033	17	0.0	7.083	A
C-A	649			649			
A-B	3			3			
A-C	602			602			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	383	0.040	15	0.0	9.804	A
C-AB	21	490	0.043	21	0.0	7.667	A
C-A	795			795			
A-B	3			3			
A-C	738			738			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	383	0.040	15	0.0	9.806	A
C-AB	21	490	0.043	21	0.0	7.667	A
C-A	795			795			
A-B	3			3			
A-C	738			738			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	425	0.030	13	0.0	8.728	A
C-AB	17	525	0.033	17	0.0	7.084	A
C-A	649			649			
A-B	3			3			
A-C	602			602			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	454	0.023	11	0.0	8.115	A
C-AB	14	550	0.026	14	0.0	6.714	A
C-A	544			544			
A-B	2			2			
A-C	504			504			

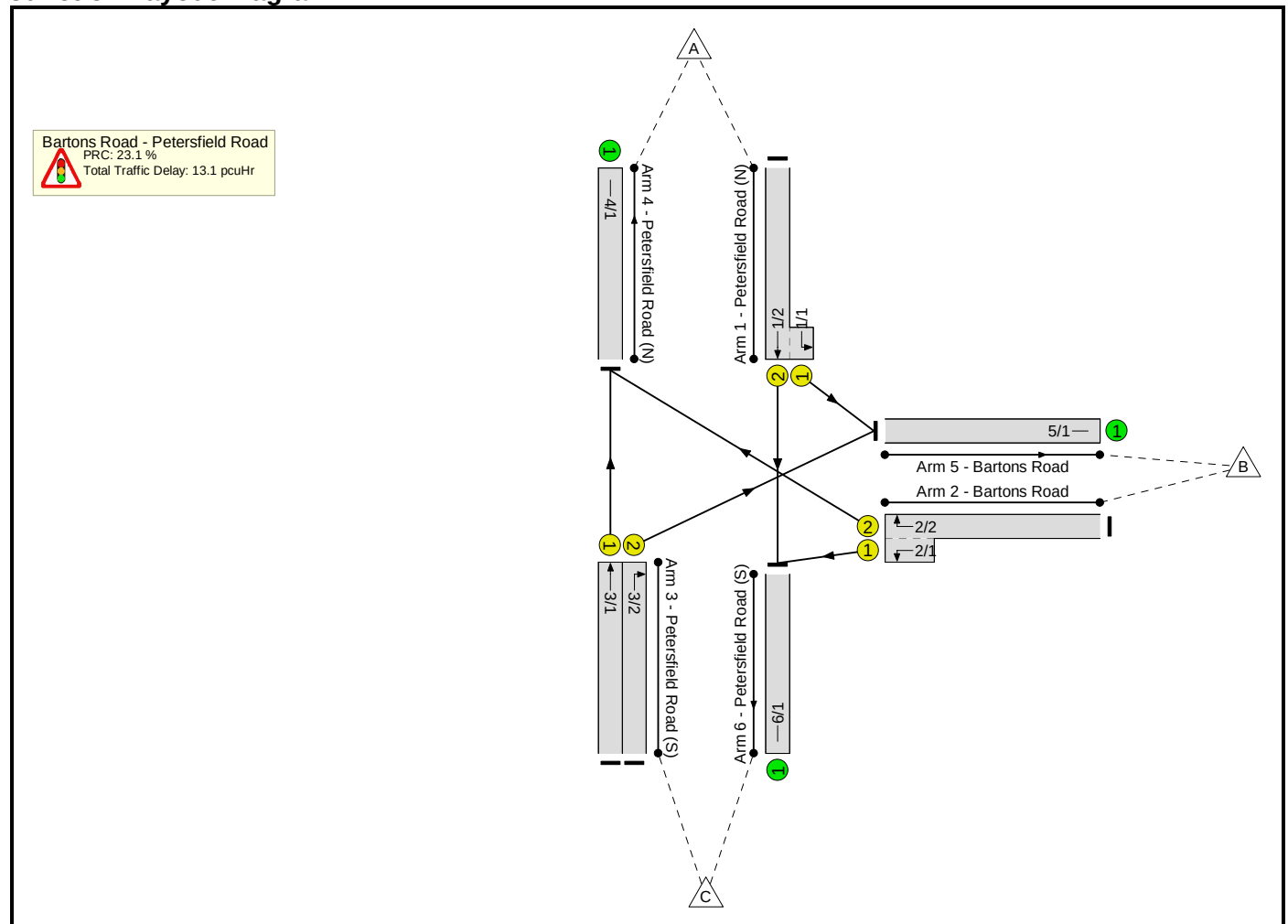
C&A Standard Linsig Report

User and Project Details

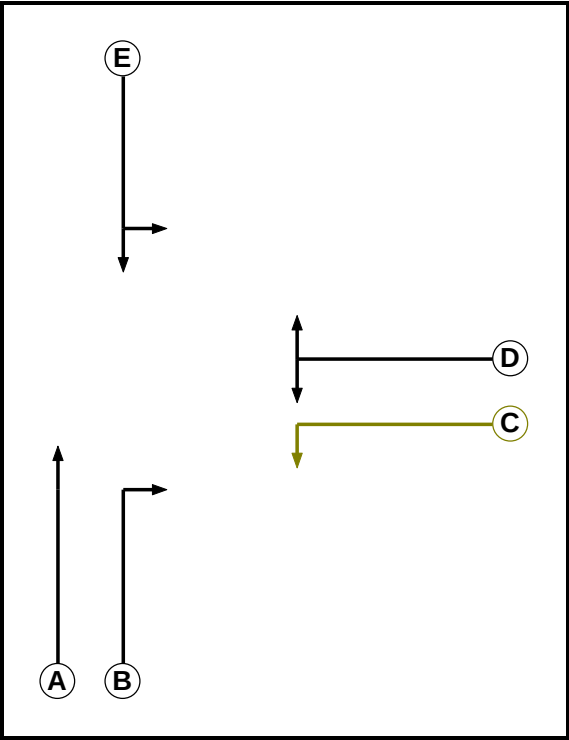
Project:	24-097 Bartons Road Havant
Title:	
Location:	
Design Layout Ref:	Existing Layout
Date Started:	30/07/2025
File name:	24-097-LSG-001 Bartons Road - Petersfield Road Existing.lsg3x

Scenario 1: '2025 Observed AM' (FG1: '2025 Observed AM', Plan 1: 'Network Control Plan 1')

Junction Layout Diagram



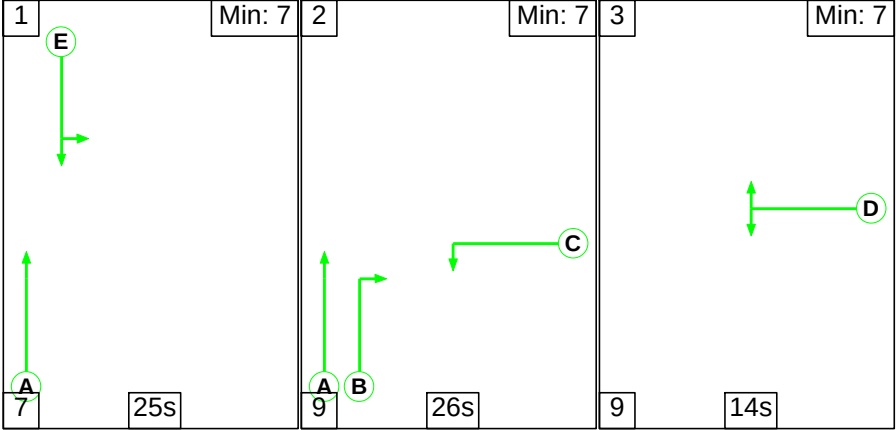
Phase Diagram



Phase Intergreens Matrix

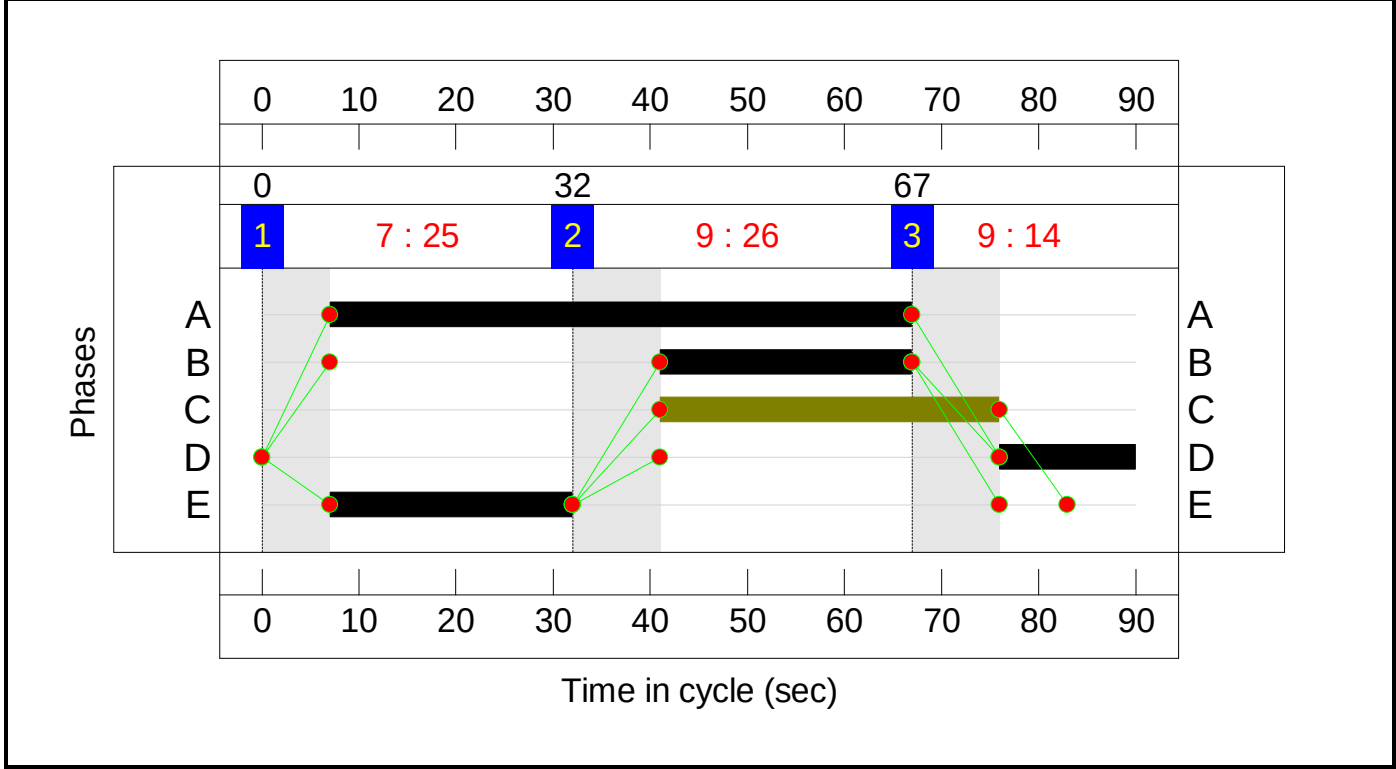
Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	-	9	-
	B	-		-	9	9
	C	-	-		-	7
	D	7	7	-		7
	E	-	9	9	9	

Stage Sequence Diagram



Signal Timings Diagram

Scenario 1: '2025 Observed AM' (FG1: '2025 Observed AM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

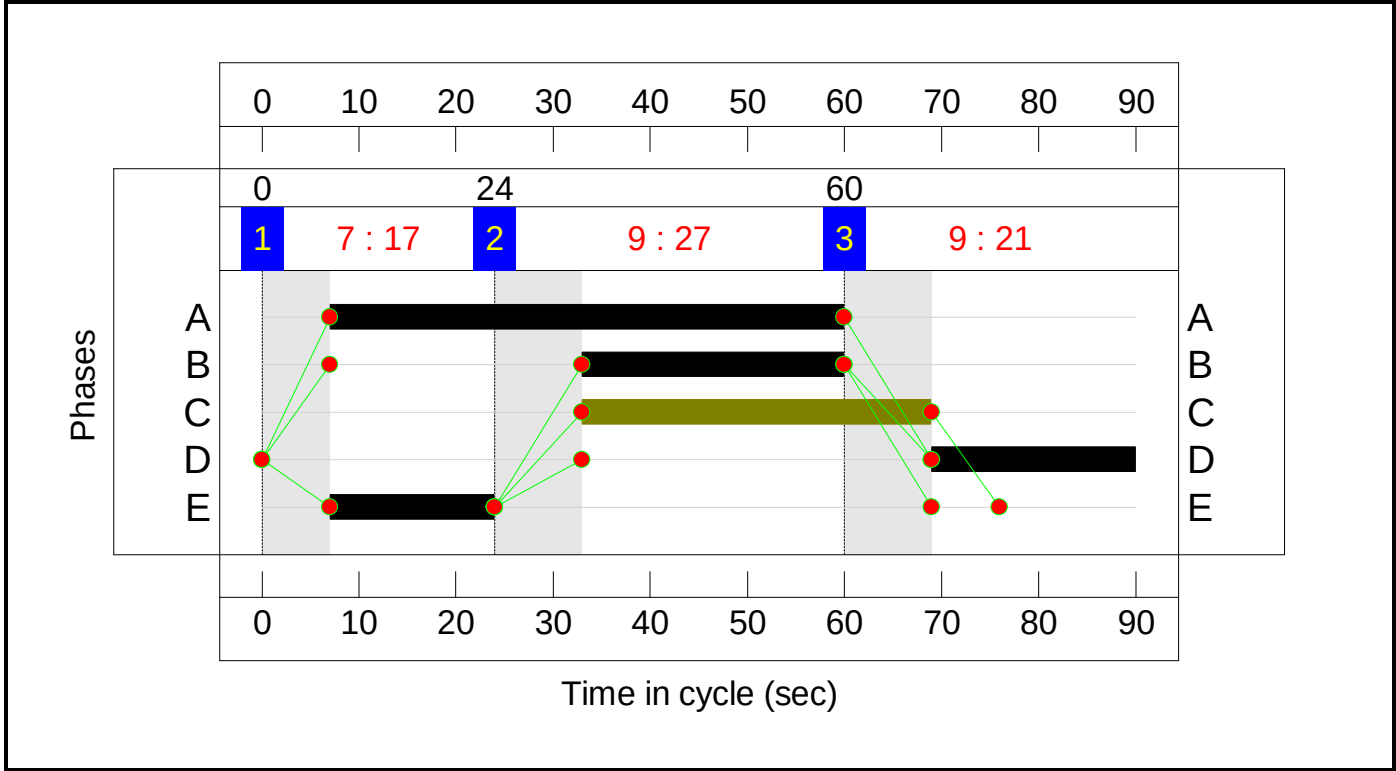
		Destination			
Origin		A	B	C	Tot.
	A	0	121	327	448
	B	118	0	393	511
	C	224	379	0	603
	Tot.	342	500	720	1562

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	73.1%	0	0	0	13.1	-	-
Bartons Road - Petersfield Road	-	-	-		-	-	-	-	-	-	73.1%	0	0	0	13.1	-	-
1/2+1/1	Petersfield Road (N) Left Ahead	U	E		1	25	-	448	2115:1659	447+165	73.1 : 73.1%	-	-	-	4.8	38.8	10.6
2/2+2/1	Bartons Road Right Left	U	D	C	1	14:49	35	511	1923:1703	164+547	71.8 : 71.8%	-	-	-	3.6	25.5	7.9
3/1	Petersfield Road (S) Ahead	U	A		1	60	-	224	1975	1339	16.7%	-	-	-	0.4	6.9	2.1
3/2	Petersfield Road (S) Right	U	B		1	26	-	379	1747	524	72.3%	-	-	-	4.2	40.4	9.7
C1 PRC for Signalled Lanes (%): 23.1 Total Delay for Signalled Lanes (pcuHr): 13.12 Cycle Time (s): 90 PRC Over All Lanes (%): 23.1 Total Delay Over All Lanes(pcuHr): 13.12																	

Signal Timings Diagram

Scenario 2: '2025 Observed PM' (FG2: '2025 Observed PM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

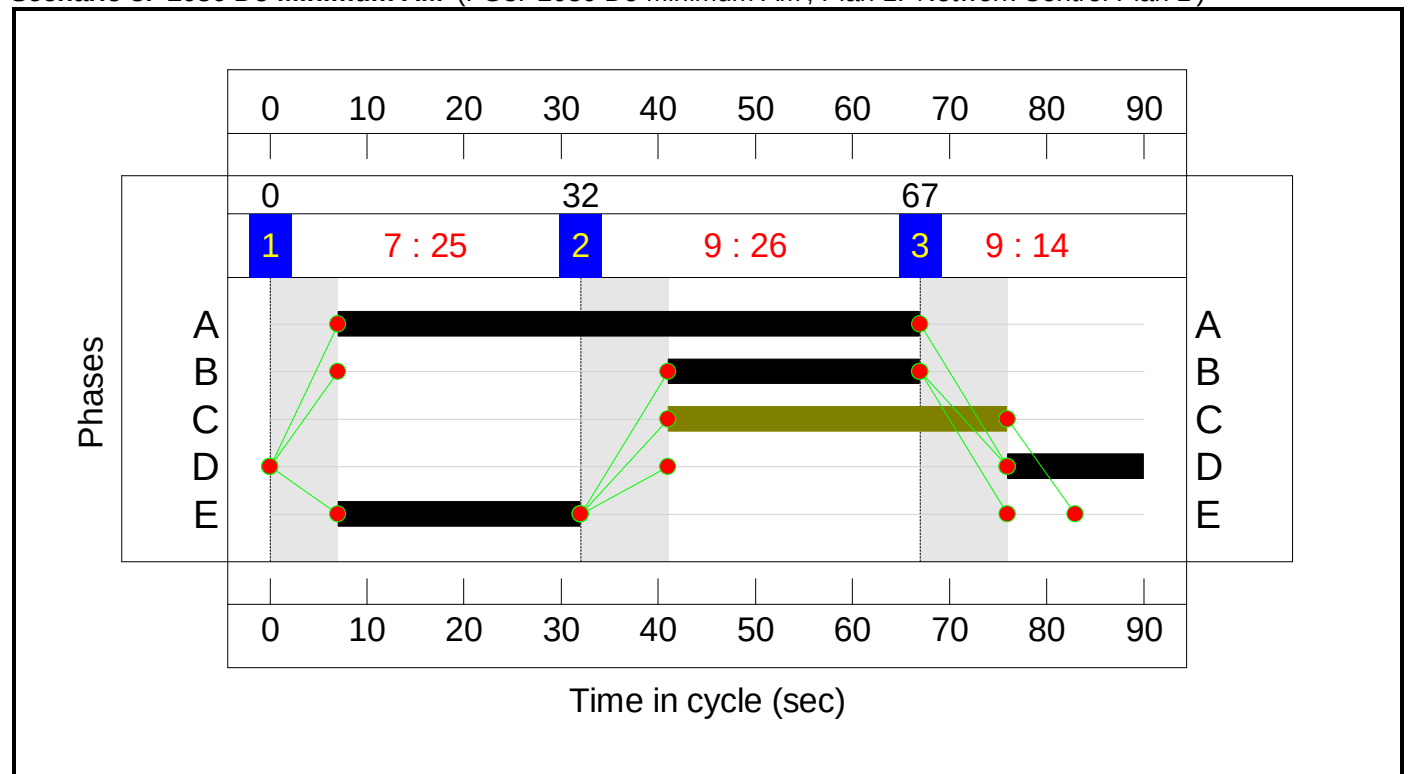
	Destination				
		A	B	C	Tot.
Origin	A	0	94	258	352
	B	166	0	472	638
	C	371	450	0	821
	Tot.	537	544	730	1811

Link Results

[illegible]

Signal Timings Diagram

Scenario 3: '2030 Do Minimum AM' (FG3: '2030 Do Minimum AM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

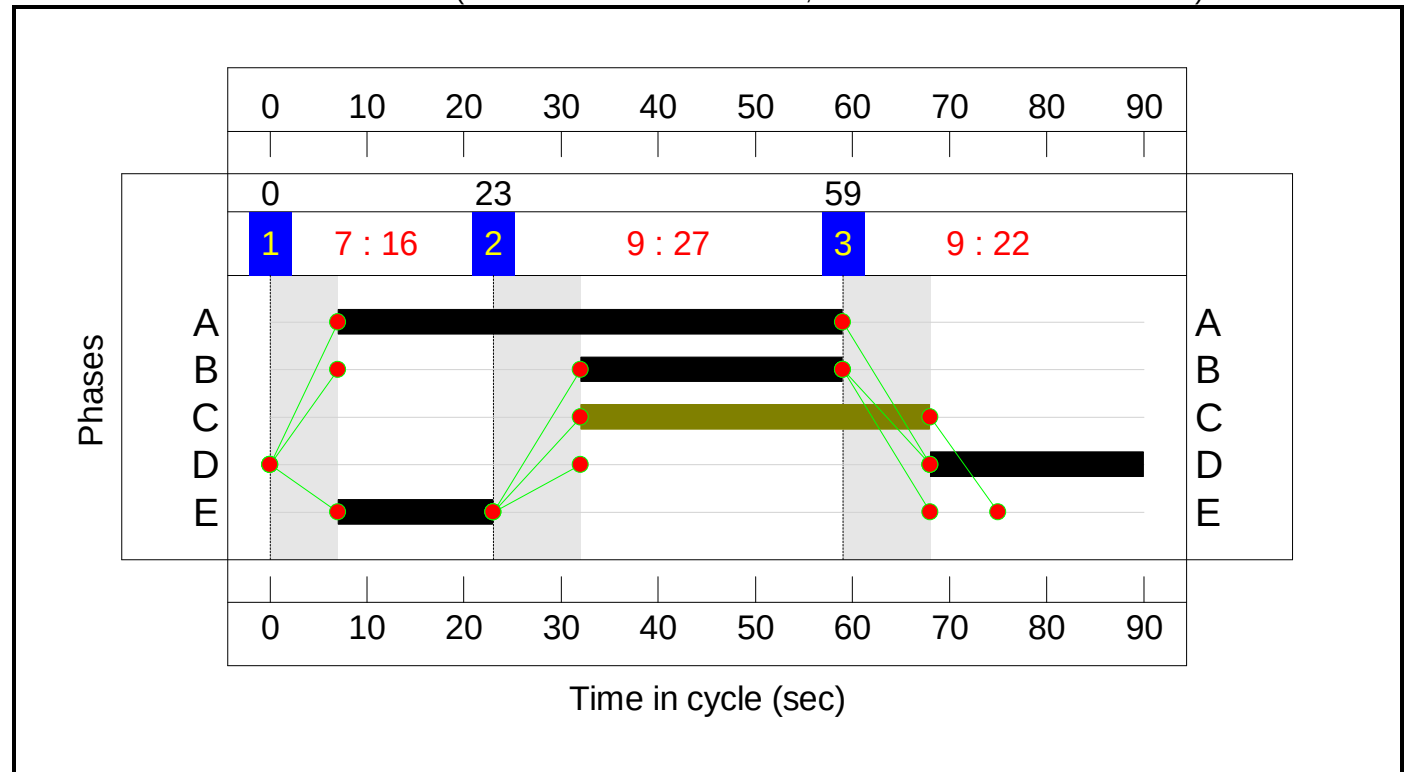
	Destination				
		A	B	C	Tot.
Origin	A	0	139	341	480
	B	129	0	422	551
	C	234	411	0	645
	Tot.	363	550	763	1676

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	78.4%	0	0	0	15.4	-	-
Bartons Road - Petersfield Road	-	-	-		-	-	-	-	-	-	78.4%	0	0	0	15.4	-	-
1/2+1/1	Petersfield Road (N) Left Ahead	U	E		1	25	-	480	2115:1659	436+178	78.3 : 78.3%	-	-	-	5.6	41.7	11.7
2/2+2/1	Bartons Road Right Left	U	D	C	1	14:49	35	551	1923:1703	165+539	78.2 : 78.2%	-	-	-	4.4	28.5	9.2
3/1	Petersfield Road (S) Ahead	U	A		1	60	-	234	1975	1339	17.5%	-	-	-	0.5	6.9	2.2
3/2	Petersfield Road (S) Right	U	B		1	26	-	411	1747	524	78.4%	-	-	-	5.1	44.3	11.1
C1 PRC for Signalised Lanes (%): 14.8 PRC Over All Lanes (%): 14.8 Total Delay for Signalised Lanes (pcuHr): 15.43 Total Delay Over All Lanes(pcuHr): 15.43 Cycle Time (s): 90																	

Signal Timings Diagram

Scenario 4: '2030 Do Minimum PM' (FG4: '2030 Do Minimum PM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

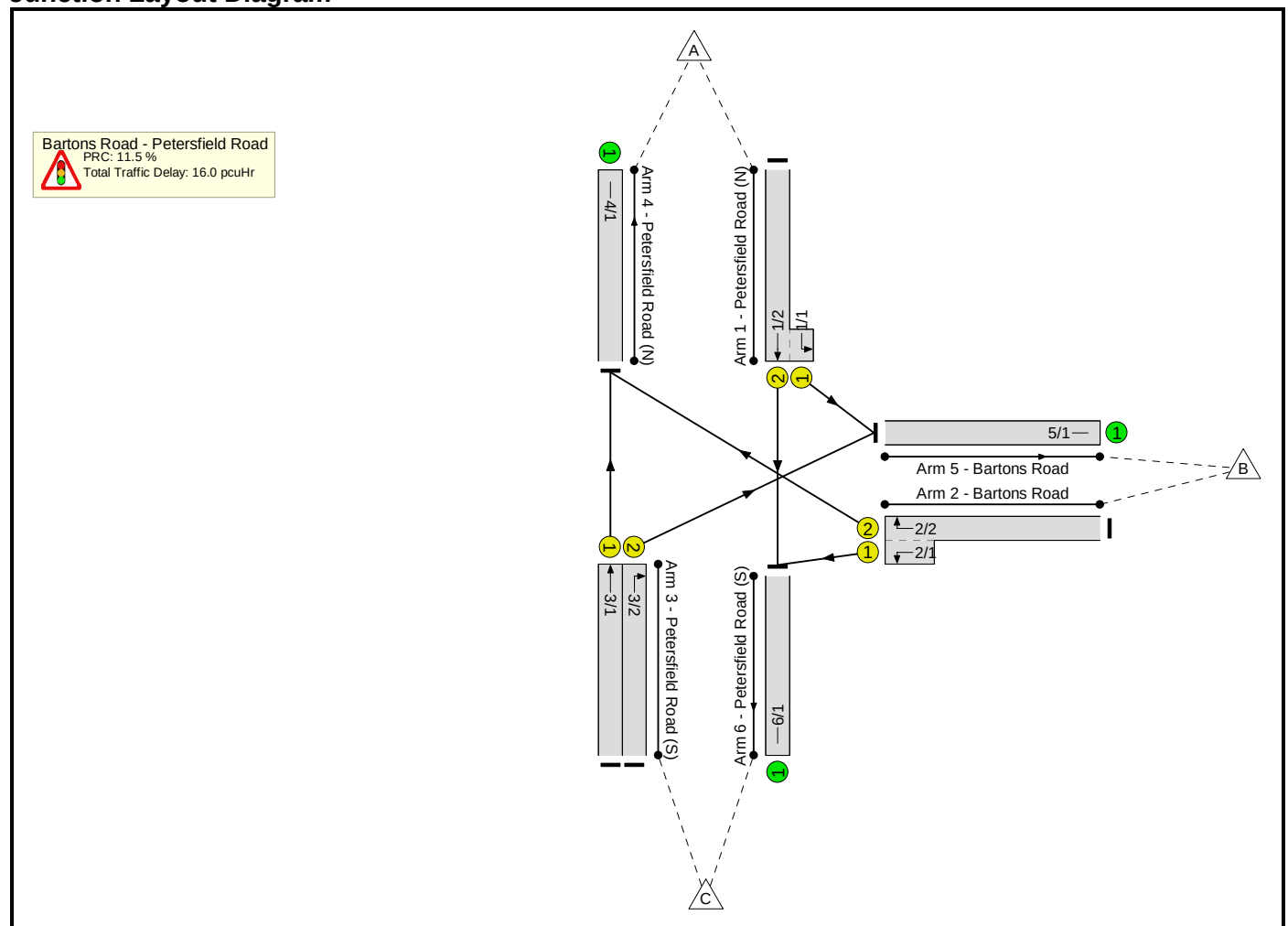
	Destination				
		A	B	C	Tot.
Origin	A	0	102	270	372
	B	187	0	509	696
	C	388	480	0	868
	Tot.	575	582	779	1936

Link Results

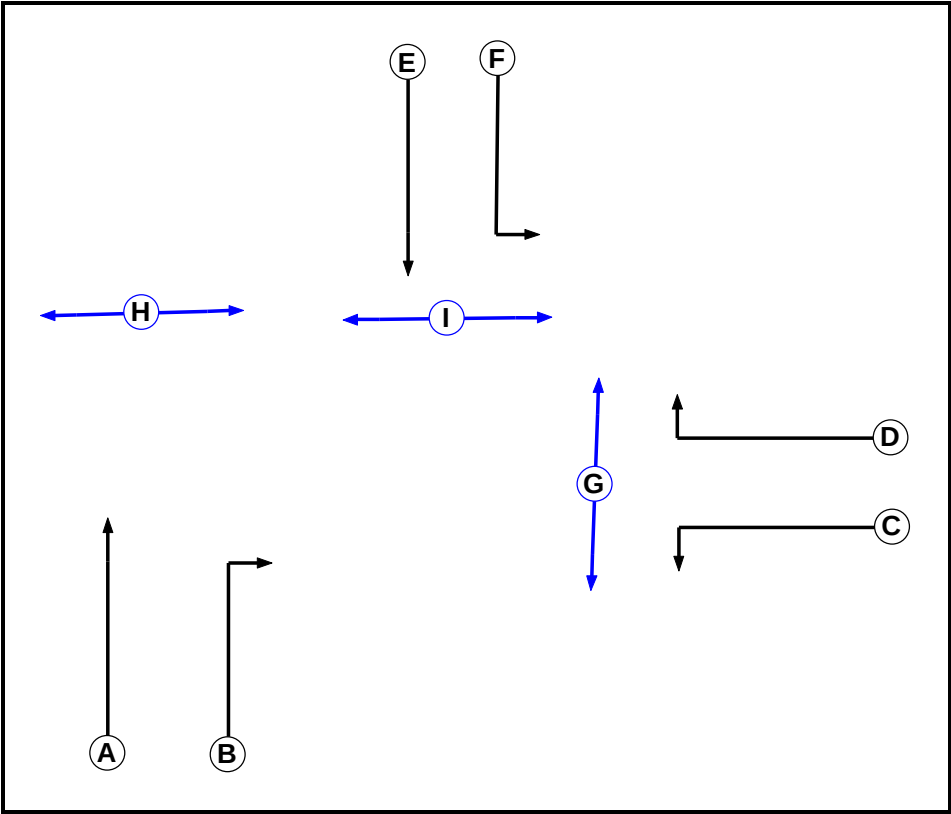
[illegible]

User and Project Details

Scenario 1: '2030 Do Something AM' (FG1: '2030 Do Something AM', Plan 1: 'Network Control Plan 1')
Junction Layout Diagram



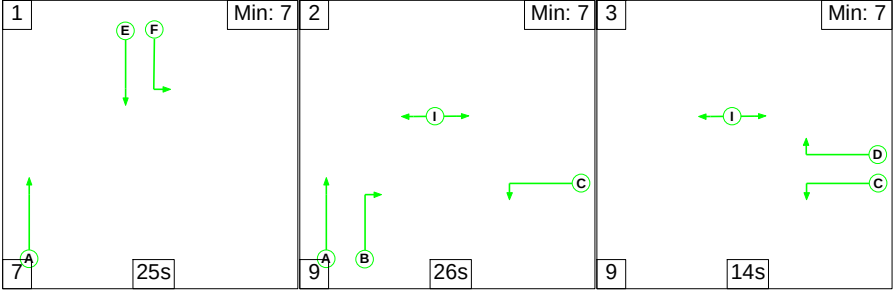
Phase Diagram



Phase Intergreens Matrix

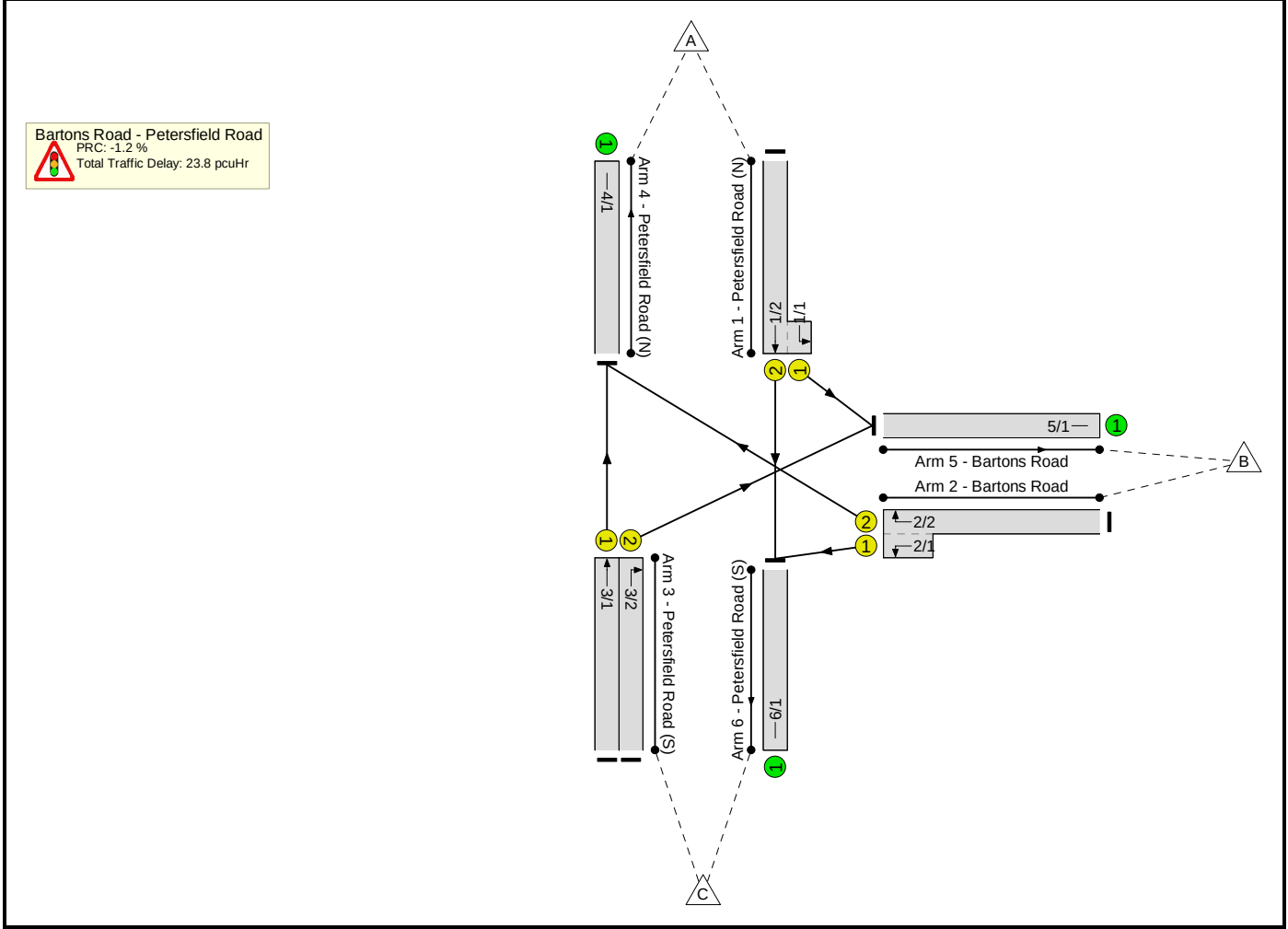
Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		-	-	9	-	-	-	7	-
	B	-		-	9	9	-	-	-	-
	C	-	-		-	7	-	5	7	-
	D	7	7	-		7	7	5	-	-
	E	-	9	9	9		-	-	-	5
	F	-	-	-	7	-		6	-	5
	G	-	-	5	5	-	6		-	-
	H	7	-	7	-	-	-	-		-
	I	-	-	-	-	5	5	-	-	

Stage Sequence Diagram

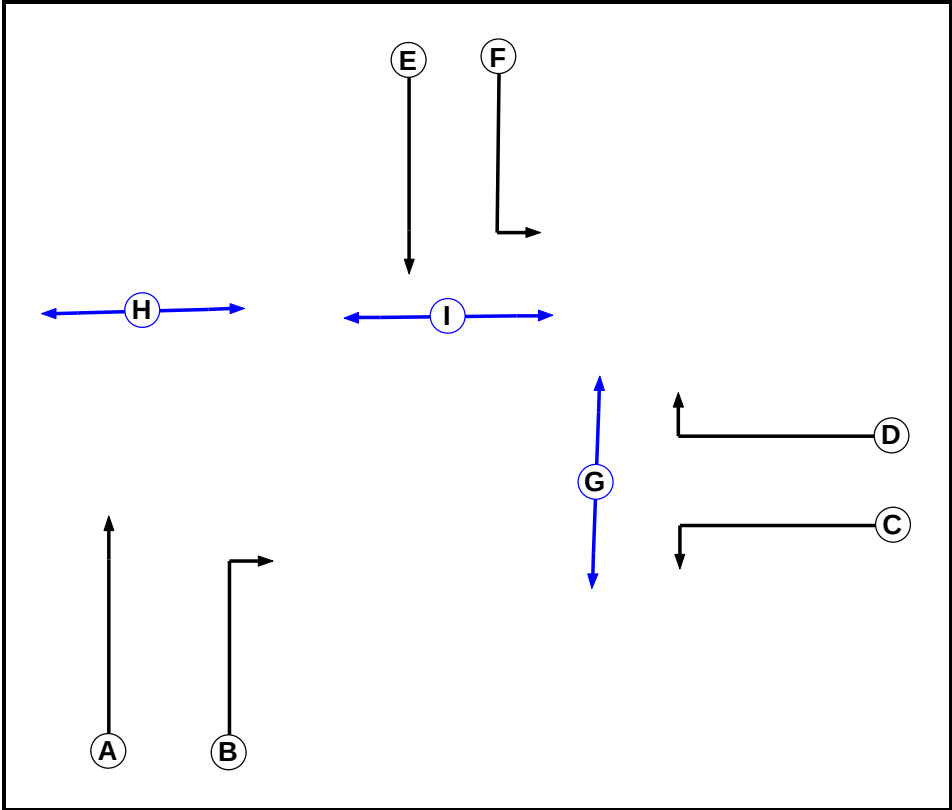


Scenario 2: '2030 Do Something PM' (FG2: '2030 Do Something PM', Plan 1: 'Network Control Plan 1')

Junction Layout Diagram



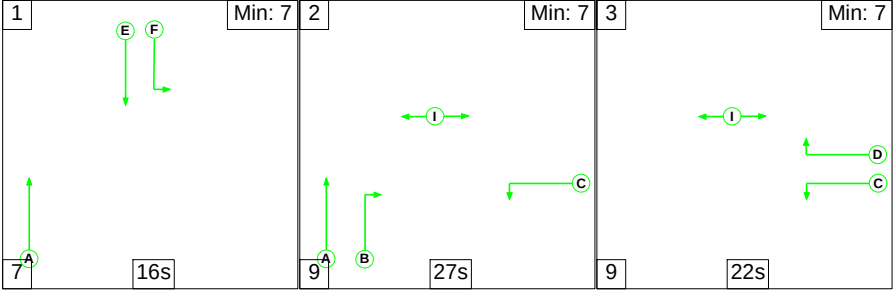
Phase Diagram



Phase Intergreens Matrix

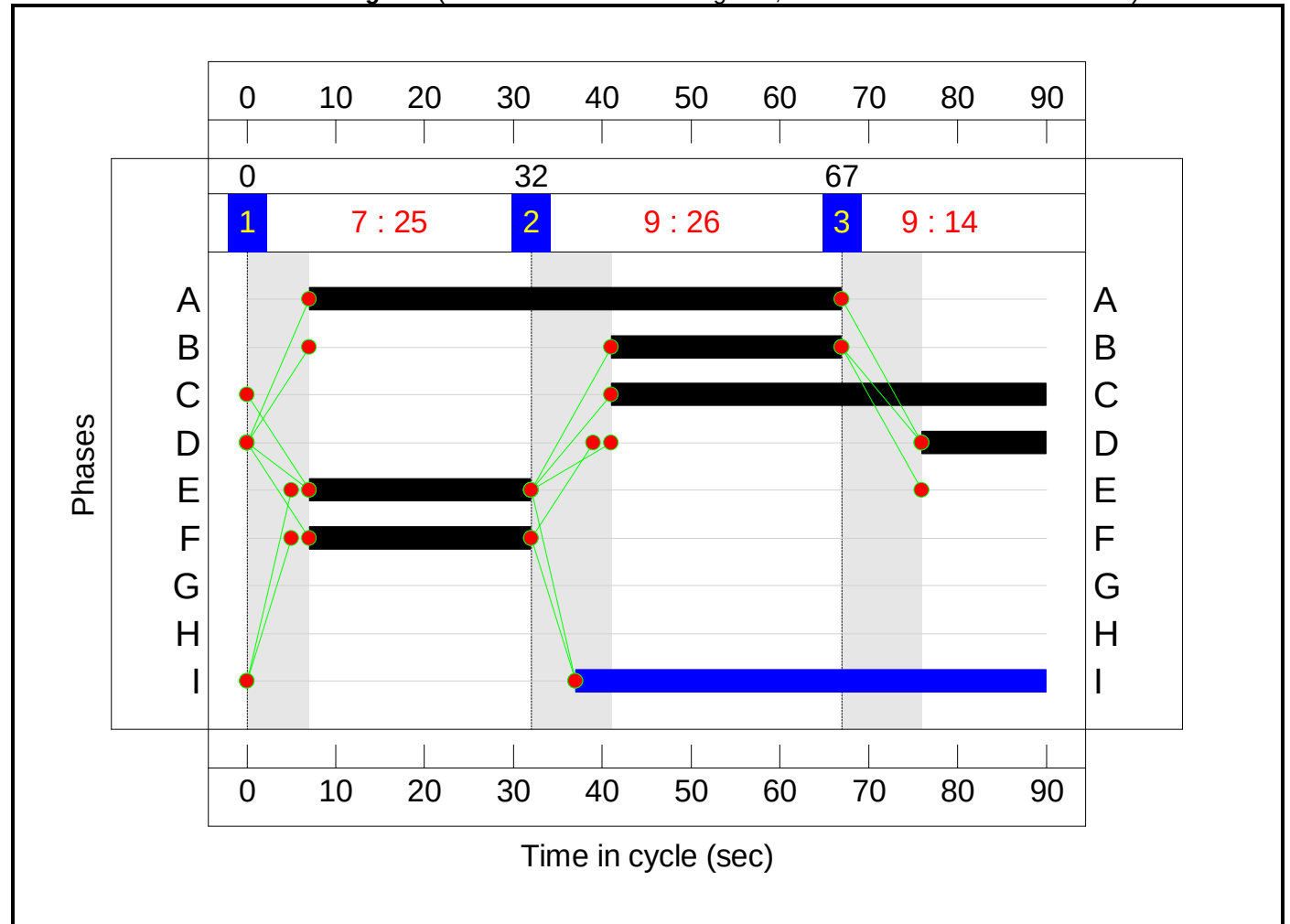
Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		-	-	9	-	-	-	7	-
	B	-		-	9	9	-	-	-	-
	C	-	-		-	7	-	5	7	-
	D	7	7	-		7	7	5	-	-
	E	-	9	9	9		-	-	-	5
	F	-	-	-	7	-		6	-	5
	G	-	-	5	5	-	6		-	-
	H	7	-	7	-	-	-	-		-
	I	-	-	-	-	5	5	-	-	

Stage Sequence Diagram



Signal Timings Diagram

Scenario 1: '2030 Do Something AM' (FG1: '2030 Do Something AM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

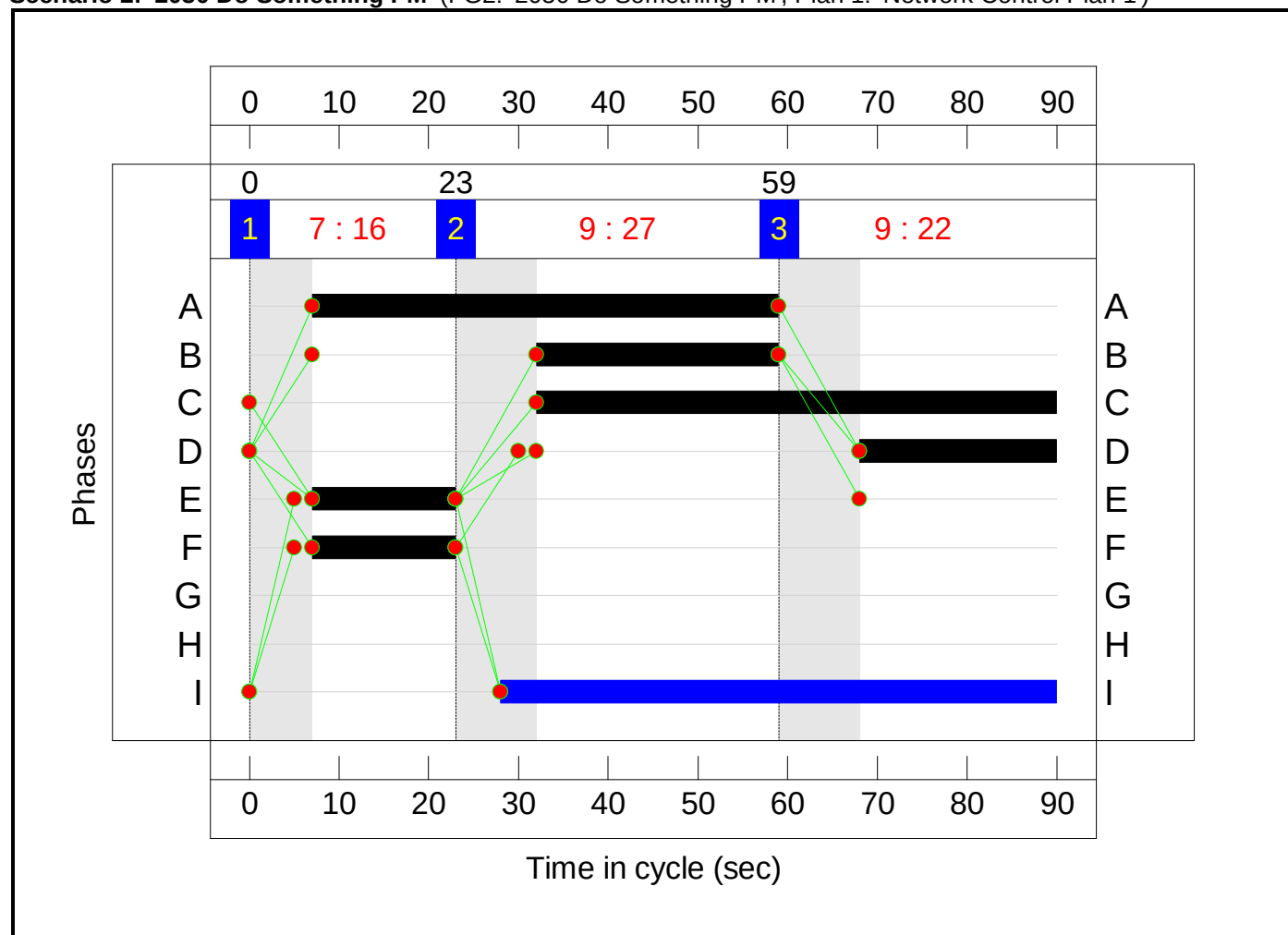
Origin	Destination				
		A	B	C	Tot.
	A	0	140	341	481
	B	133	0	437	570
	C	234	417	0	651
	Tot.	367	557	778	1702

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	80.7%	0	0	0	16.0	-	-
Bartons Road - Petersfield Road	-	-	-		-	-	-	-	-	-	80.7%	0	0	0	16.0	-	-
1/2+1/1	Petersfield Road (N) Left Ahead	U	E F		1	25	-	481	2115:1659	435+179	78.4 : 78.4%	-	-	-	5.6	41.8	11.8
2/2+2/1	Bartons Road Right Left	U	D C		1	14:49	-	570	1923:1703	165+541	80.7 : 80.7%	-	-	-	4.8	30.0	10.0
3/1	Petersfield Road (S) Ahead	U	A		1	60	-	234	1975	1339	17.5%	-	-	-	0.5	6.9	2.2
3/2	Petersfield Road (S) Right	U	B		1	26	-	417	1747	524	79.6%	-	-	-	5.2	45.2	11.4
C1 PRC for Signalled Lanes (%): 11.5 Total Delay for Signalled Lanes (pcuHr): 16.02 Cycle Time (s): 90 PRC Over All Lanes (%): 11.5 Total Delay Over All Lanes(pcuHr): 16.02																	

Signal Timings Diagram

Scenario 2: '2030 Do Something PM' (FG2: '2030 Do Something PM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	106	270	376
	B	189	0	519	708
	C	388	495	0	883
	Tot.	577	601	789	1967

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	91.1%	0	0	0	23.8	-	-
Bartons Road - Petersfield Road	-	-	-		-	-	-	-	-	-	91.1%	0	0	0	23.8	-	-
1/2+1/1	Petersfield Road (N) Left Ahead	U	E F		1	16	-	376	2115:1659	299+117	90.2 : 90.2%	-	-	-	7.5	72.1	12.2
2/2+2/1	Bartons Road Right Left	U	D C		1	22:58	-	708	1923:1703	212+583	89.0 : 89.0%	-	-	-	6.6	33.6	11.8
3/1	Petersfield Road (S) Ahead	U	A		1	52	-	388	1975	1163	33.4%	-	-	-	1.3	11.8	5.2
3/2	Petersfield Road (S) Right	U	B		1	27	-	495	1747	544	91.1%	-	-	-	8.4	61.3	16.2
C1 PRC for Signalised Lanes (%): -1.2 PRC Over All Lanes (%): -1.2 Total Delay for Signalised Lanes (pcuHr): 23.83 Total Delay Over All Lanes(pcuHr): 23.83 Cycle Time (s): 90																	