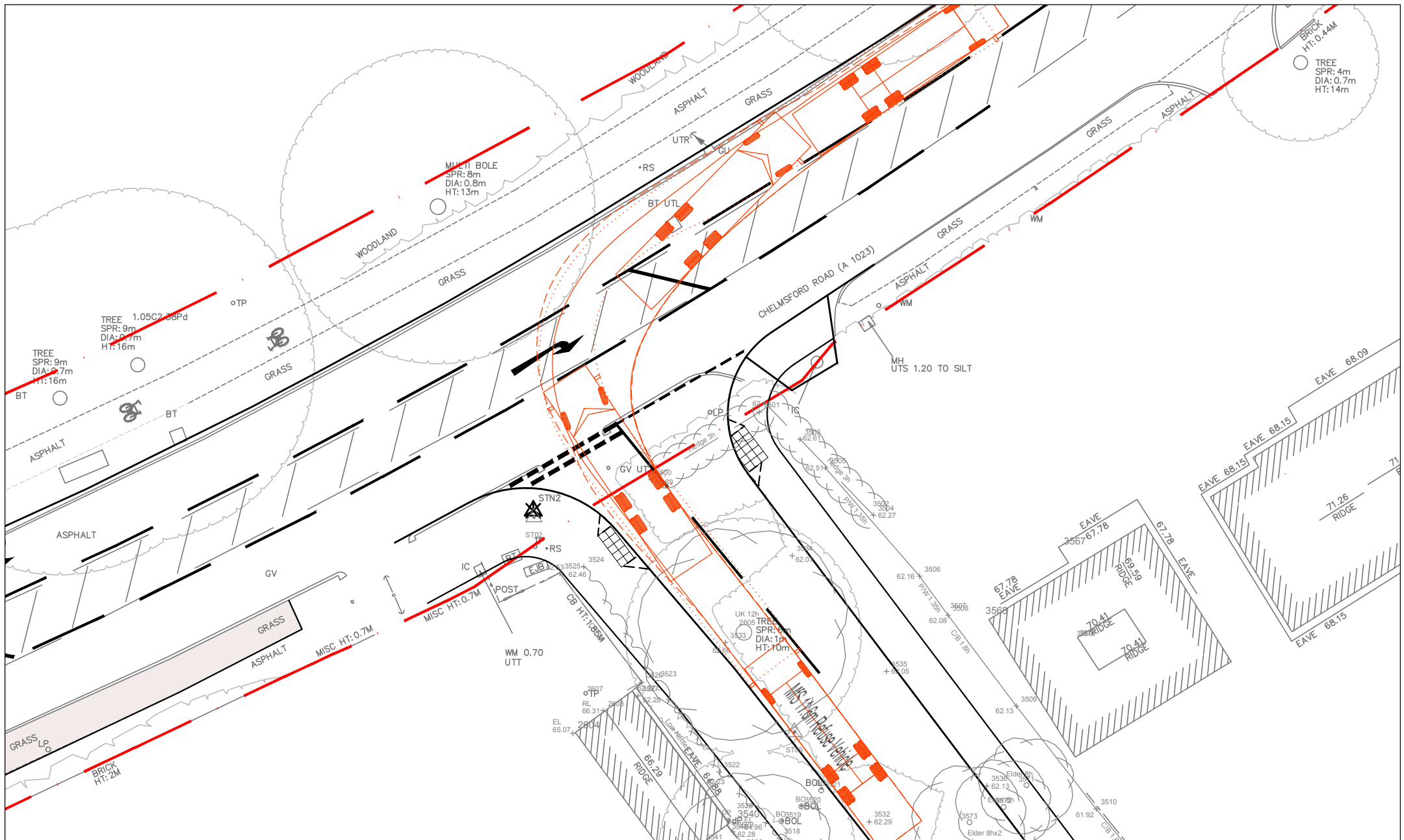
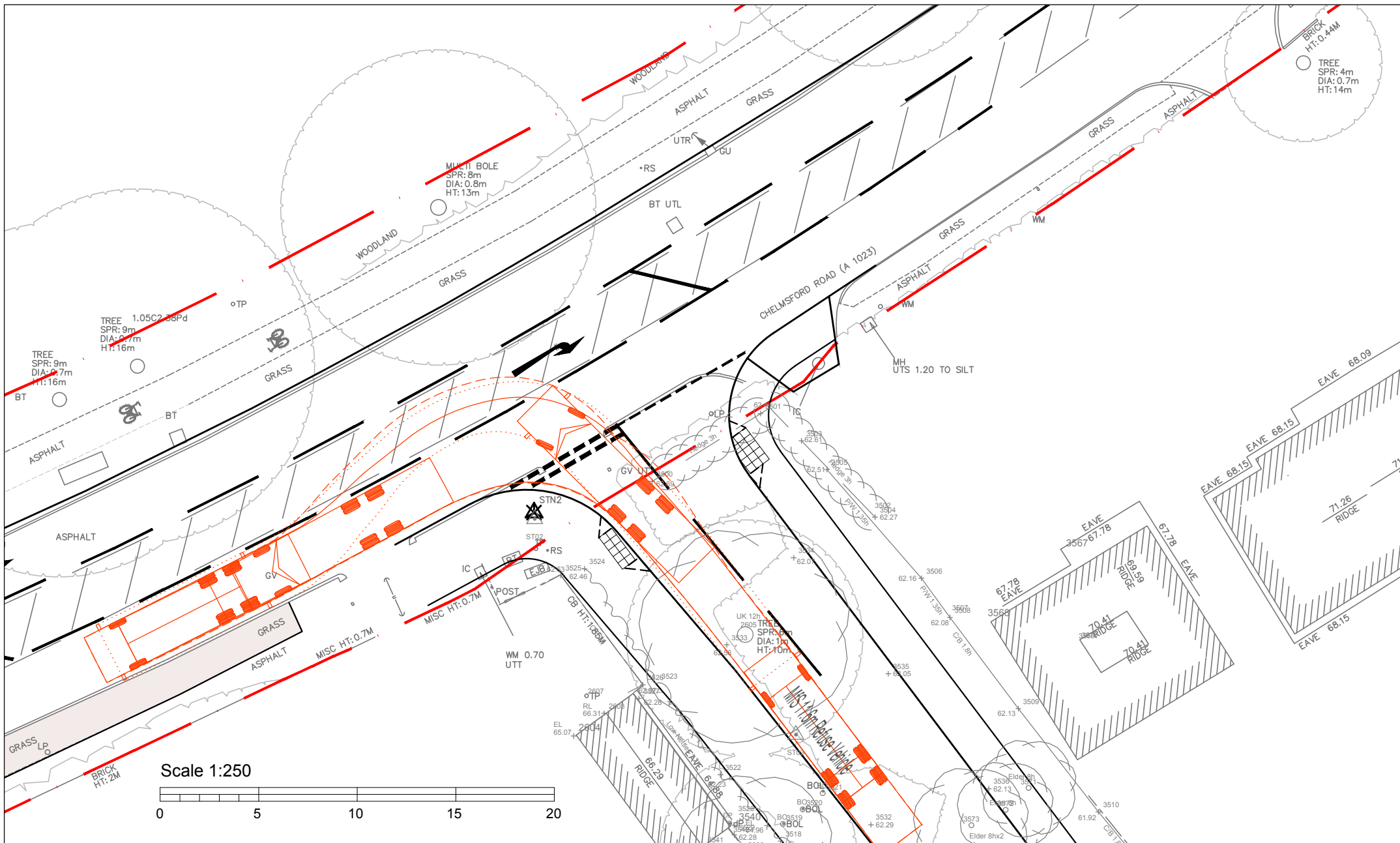
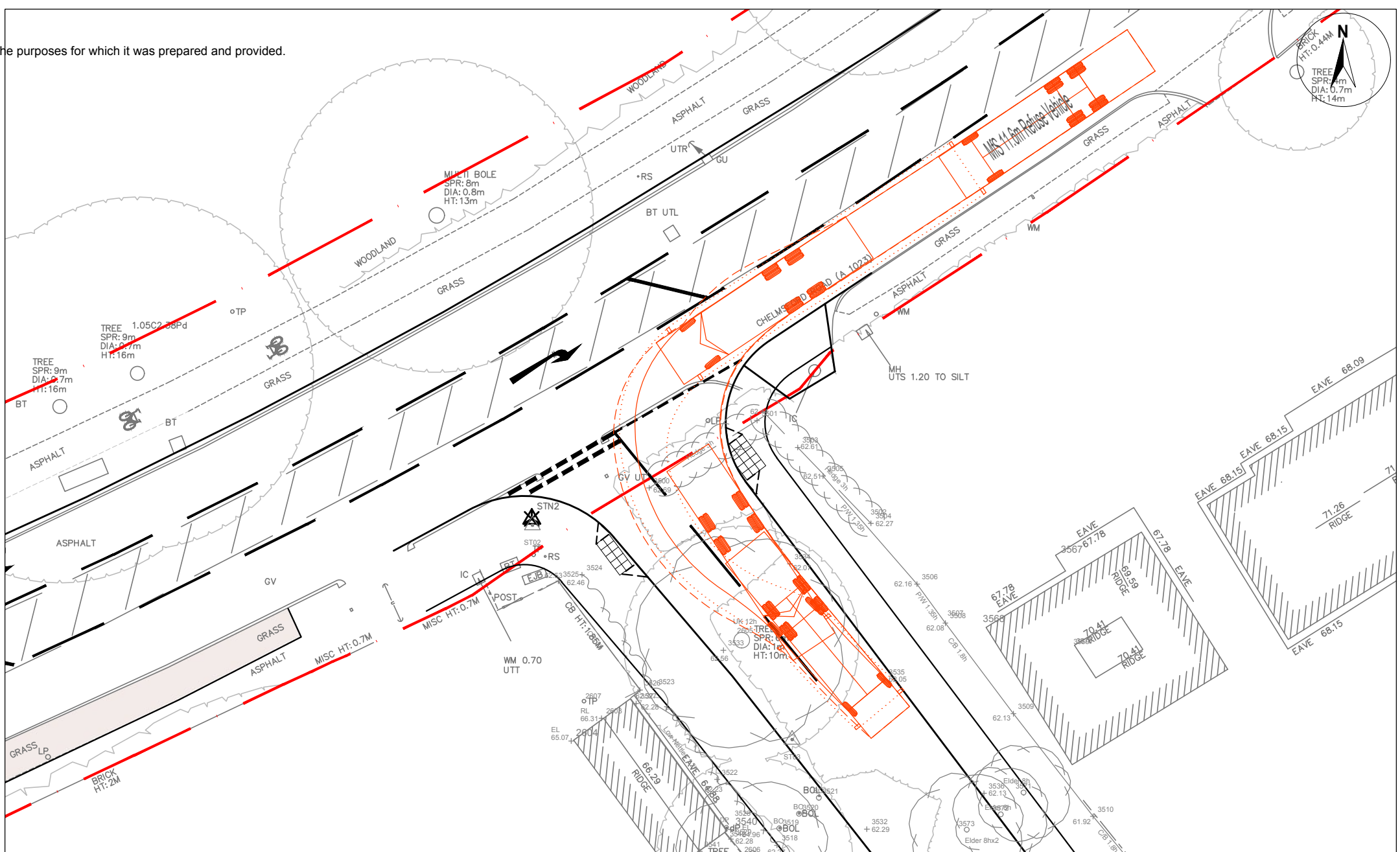
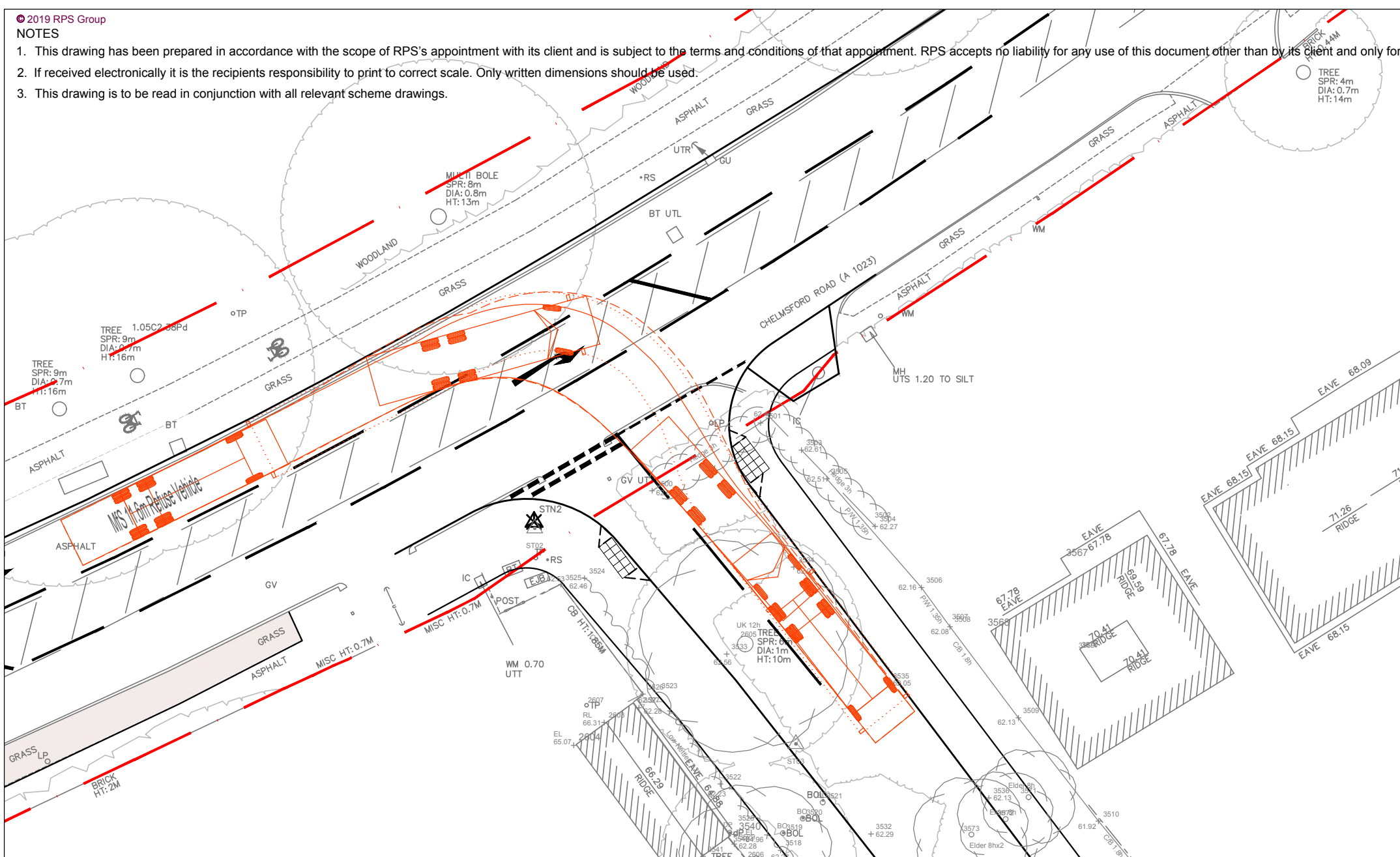


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 3. This drawing is to be read in conjunction with all relevant scheme drawings.



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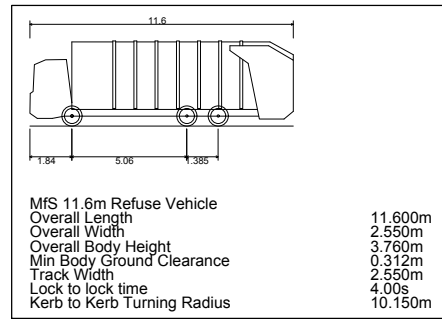
Client Redrow Homes

Project Shenfield

Title Proposed Ghost Island Priority Junction
Refuse Collection Vehicle
Swept Path Analysis

Based on JNY10935-01E Proposed Ghost Right Access

Vehicle profile



Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	MSB
Project Number	Scale @ A2	Date Created
JY10935	1:250	30/06/22
RPS Drawing/Figure Number	Rev	
JNY10935-08	B	
rpsgroup.com		

B	Latest layout added (JNY10935-01E)	AJ	MSB	16/08/22
A	Updated Topographical Survey	GM	ID	13/07/22
Rev	Description	By	CB	Date

Appendix 9 – Development Layout and Parking



Accommodation Schedule					
Open Market					
Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
Warwick (Lifestyle)	2	2	28	1107	30,996
Stratford (Lifestyle)	2	2	7	1192	8,344
Marlow	3	2	8	1289	10,312
Oxford (Lifestyle)	3	2	14	1316	18,424
Leamington (Lifestyle)	3	2	10	1394	13,940
Chester	4	2	8	1449	11,592
Shaftesbury	4	2	1	1423	1,423
Harrogate	4	2	5	1553	7,765
Ledham	4	2	4	1842	7,368
Richmond	4	2	9	2030	18,270
Hampstead	4	2	7	1850	12,950
Blenheim P	5	2	3	2307	6,921
Highgrove P	5	2	4	7764	11,056
Total Open Market			108		159,361 sqft
Affordable					
Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
Spey GF (Maisonette)	1	1/2	6	538	3,228
Spey FF (Maisonette)	1	1/2	6	639	3,834
Tavy	2	2	20	852	17,040
Dart	3	2	10	1001	10,010
Tweed	4	2	12	1141	13,692
Spey GF (Maisonette)	1	1/2	1	538	538
Spey FF (Maisonette)	1	1/2	1	639	639
Tavy	2	2	3	852	2,556
Dart	3	2	2	1001	2,002
Tweed	4	2	2	1141	2,282
Total Affordable			63		55,821 sqft
Custom Build					
Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
Leamington (Lifestyle)	3	2	2	1394	2,788
Shaftesbury	4	2	3	1423	4,269
Chester	4	2	4	1449	5,796
Total Open Market			9		12,853 sqft
Total Dwellings			180		228,035 sqft
Net Developable Area				5.910	hectares
				14.40	acres
Coverage				15,615	sqft/acre
Density				30	dph

LAND OFF CHELMSFORD ROAD, SHENFIELD - SITE LAYOUT

PLANNING | DESIGN | ENVIRONMENT | ECONOMICS | WWW.PEGASUSGROUP.CO.UK | TEAM/DRAWN BY: RC | APPROVED BY: P.M.: SL
DATE: 23/08/22 | SCALE: 1:1000 @ A1 | DRWG: P21-0610_01 | SHEET NO: 1 | REV: F | CLIENT: REDROW HOMES





KEY

- ALLOCATED PARKING** [346 NO.]
- VISITOR PARKING** [45 NO. / 25%]
- 2.1M x 1.5M SECURE CYCLE SHED WHERE GARAGE NOT PROVIDED**
[LOCATION SUBJECT TO EXTERNAL WORKS STRATEGY]
- ALLOCATED GARAGE SPACE** [02 NO. / 7X3M INTERNAL DIMENSION]
- GARAGE SPACE** [102 NO.]
[NOT COUNTED TOWARD PARKING PROVISION]

ELECTRIC VEHICLE CHARGING STRATEGY TO PROVIDE 1 EV POINT PER DWELLING

- WALL MOUNTED EV CHARGING POINT**
- FREESTANDING *podPOINT* EV CHARGING POINT**
[OR SIMILAR APPROVED]

podPOINT

LAND OFF CHELMSFORD ROAD, SHENFIELD - PARKING STRATEGY

Appendix 10 – Road Safety Audit 1 Report



Redrow Homes, A1023 Chelmsford Road, Shenfield

Proposed Ghost Island Priority Junction

Stage 1 Road Safety Audit

Ref: 2319-RSA-01



Prepared for: **RPS, on behalf of Redrow Homes**

Date: **August 2022**



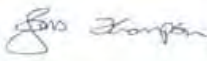
TRAFFIC & ROAD SAFETY SPECIALISTS

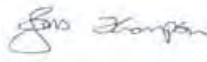
1.0 DOCUMENT INFORMATION

Project Title	REDROW HOMES, A1023 CHELMSFORD ROAD, SHENFIELD PROPOSED GHOST ISLAND PRIORITY JUNCTION STAGE 1 ROAD SAFETY AUDIT
Document No	2319-RSA-01

Issue	Original	Revision	Revision
Date Issued	04/08/22		

Prepared by	A Haunton		
Signature			

Checked by	J Thompson		
Signature			

Authorised by	J Thompson		
Signature			

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2.0 INTRODUCTION

2.1 Commission and Terms of Reference

- 2.1.1 This report results from a Stage 1 Road Safety Audit carried out on the proposed ghost island priority junction on the A1023 Chelmsford Road, Shenfield, accessing Redrow Homes' development. The audit was carried out on the instruction of RPS's Matt Brown, dated 2nd August 2022, on behalf of Redrow Homes.
- 2.1.2 The Audit Team membership was as follows:
- Audit Team Leader: Andy Haunton BEng (Hons), MCIHT, FSoRSA
Capital Road Safety Ltd
- Audit Team Member: Jonathan Thompson IEng, FIHE, MCIHT, MSoRSA
Capital Road Safety Ltd
- 2.1.3 For the purposes of compliance with the National Highways standard GG 119 'Road Safety Audit' it is recorded that both the Audit Team Leader and Team Member hold a Certificate of Competency in Road Safety Audit.
- 2.1.4 The Audit was undertaken by Capital Road Safety in accordance with the Audit Brief prepared by Matt Brown. It took place during early August 2022 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme.
- 2.1.5 The Audit Team made a visit to the site of the proposed scheme during the hours of 13:00 and 13:30 on 3rd August 2022. During the site visit, the weather was hot and the highway surfaces were dry. Traffic flows were moderate and free flowing, with HGVs common amongst the mix. A few pedestrians and cyclists were seen passing along Chelmsford Road.
- 2.1.6 The terms of reference of this audit are as described in the National Highways standard GG 119 Revision 2 'Road Safety Audit'. 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 designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 2.1.7 Unless general to the scheme, all comments and recommendations are referenced to the design drawings and the locations have been indicated on the plan located in Appendix B.

2.2 Purpose of the Scheme

- 2.2.1 The overall scheme proposes a residential development of circa 200 dwellings. The site is identified as part of a wider allocation in the Brentwood Local Plan 2019 in policy RO3 'Land North of Shenfield.'
- 2.2.2 The proposal subject to this audit is the ghost island priority junction on the A1023 Chelmsford Road. This will be inset into the existing central hatching along Chelmsford Road, with an existing traffic island widened to become a refuge island for pedestrians and cyclists. Short sections of footway coinciding with the island will be widened to provide for shared, unsegregated pedestrian and cycle use.
- 2.2.3 As the site to the north of Chelmsford Road is also identified in the Local Plan for circa 100 homes and employment use, it is also proposed to reduce the speed limit from the existing 40mph to 30mph as there will be active frontage on both sides.

3.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDIT

- 3.1 The Audit Team is not aware of any previous audits having been carried out on the proposals.

4.0 ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT

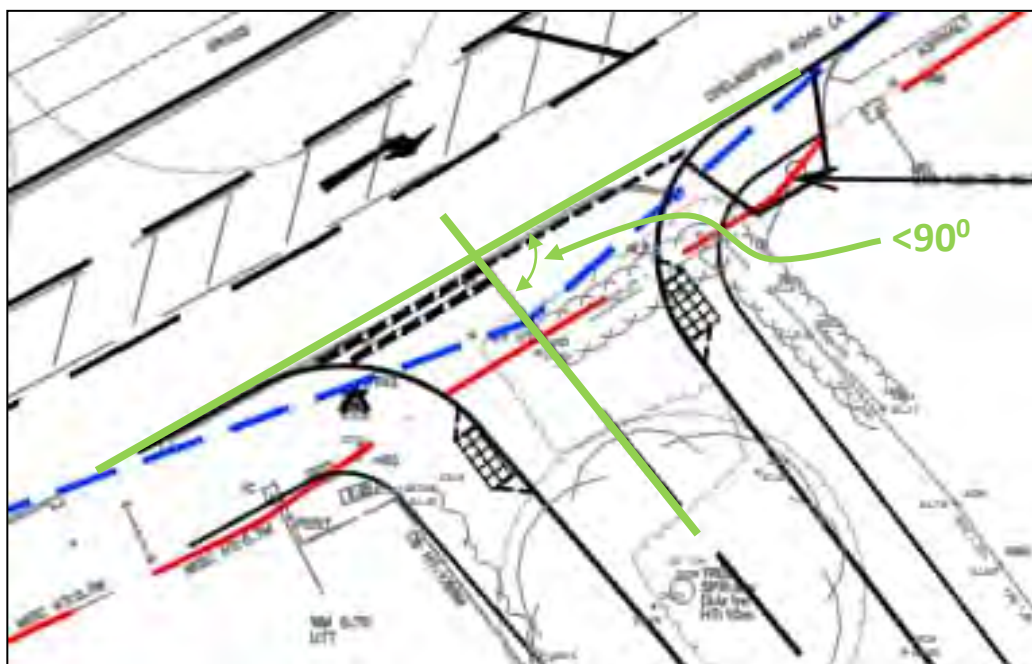
4.1 JUNCTIONS

4.1.1 PROBLEM

Location: A – Proposed access road jw Chelmsford Road.

Summary: Access road alignment may exacerbate HGV oversweep of the opposing lane.

The swept path plots show that a refuse truck turning left from Chelmsford Road may partially oversweep the opposing lane of the access road on entry, albeit good visibility would allow safe use of a small part of the width of the central Chelmsford Road hatching to mitigate this. However, the angle of the access road approach to Chelmsford Road is less than 90°. The approach geometry is contributing to this oversweeping, as the truck has to turn through more than 90° to continue southwards along the access road. The oversweeping could increase the risk of sideswipe or offset head-on collisions on the access road.



RECOMMENDATION

The geometry of the access road approach to Chelmsford Road should be finessed to be as close to 90° over the first 15m as the land under control of the developer will permit (see DMRB CD 123 para 5.4).

End of list of Problems identified and Recommendations offered in this Stage 1 Audit

5.0 AUDIT STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER:

Name: Andy Haunton
BEng (Hons) MCIHT FSoRSA
Cert Comp RSA

Signed:



Date 04/08/2022

Position: Director

Organisation: Capital Road Safety

Address: Cross End, Pebmarsh, Essex, CO9 2NU

Contact: enquiries@capitalroadsafety.com (01787 388215)

AUDIT TEAM MEMBER:

Name: Jonathan Thompson
IEng FIHE MCIHT MSoRSA
Cert Comp RSA
Lantra 12D M7 TTM Manager

Signed:



Date 04/08/2022

Position: Director

Organisation: Capital Road Safety

Address: Cross End, Pebmarsh, Essex, CO9 2NU

Contact: enquiries@capitalroadsafety.com (01787 388215)

APPENDIX A

Documents forming the Audit Brief

DRAWINGS

- JNY10935-01 E
- JNY10935-08 A

Proposed Ghost Island Priority Junction
Refuse Collection Vehicle, Swept Path Analysis

DOCUMENTS

- None

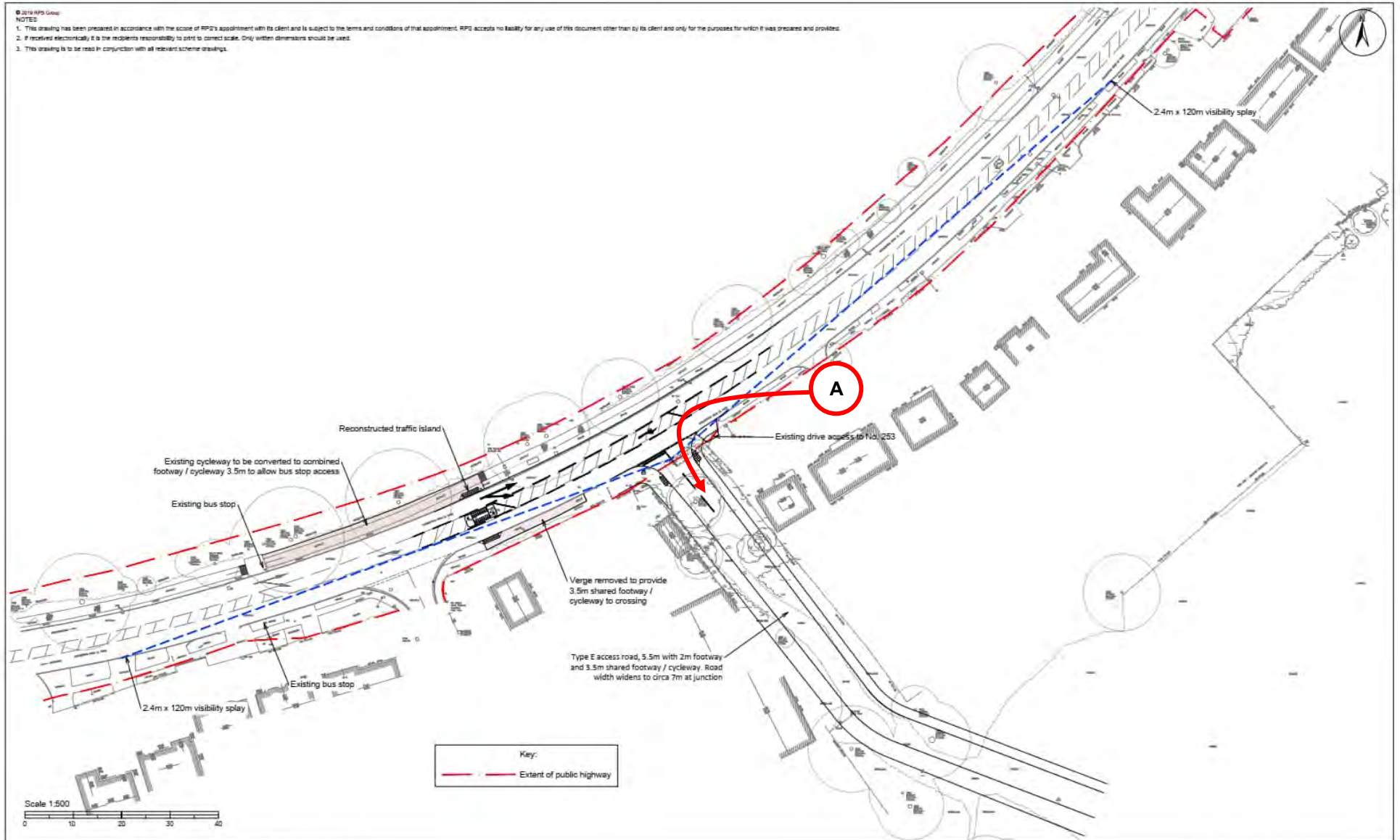
APPENDIX B

Problem Location Plan

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Client Redrow Homes

Project Shenfield

Title Proposed Ghost Island Priority Junction

B	Ped crossing reconstructed	AJ	ED	01/08/21
D	Updated Transport Impact Survey	GR	ED	13/07/21
C	Ped volume crossing island added and highway widening	AJ	ED	30/06/21
E	Access road laid into internal side	AJ	MRB	09/06/21
A	Access highway widened	AJ	MRB	21/05/21
Rev	Description	By	CB	Date

Status **PRELIMINARY** Drawn By **AJ** PM/Checked by **MJB**
Project Number **JY10935** Scale **1:500** Date Created **30.4.21**
RPS Drawing/Project Number **JNY10935-01** Rev **E**

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Drawing File Path: \\rps\10935 - Shenfield\proj\shenfield\10935-01\Proposed Ghost Island Junction.dwg



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Appendix 11 – TRICS Output

Calculation Reference: AUDIT-515506-210412-0423

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
	KC	KENT 2 days
	SC	SURREY 1 days
	WS	WEST SUSSEX 1 days
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE 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: 207 to 918 (units:)
 Range Selected by User: 200 to 1000 (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: 01/01/13 to 24/09/19

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	6 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	5

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

Selected Location Sub Categories:

Residential Zone	6
------------------	---

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.

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Secondary Filtering selection:

Use Class:

C3 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	5 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	4 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	6 days
-----------------	--------

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

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LIST OF SITES relevant to selection parameters

1	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16		Survey Type: MANUAL
2	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
3	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings: 288 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
4	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
5	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 248 Survey date: WEDNESDAY 22/11/17		Survey Type: MANUAL
6	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 918 Survey date: TUESDAY 02/04/19		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.

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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

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	6	373	0.082	6	373	0.306	6	373	0.388
08:00 - 09:00	6	373	0.142	6	373	0.417	6	373	0.559
09:00 - 10:00	6	373	0.134	6	373	0.162	6	373	0.296
10:00 - 11:00	6	373	0.109	6	373	0.136	6	373	0.245
11:00 - 12:00	6	373	0.123	6	373	0.146	6	373	0.269
12:00 - 13:00	6	373	0.152	6	373	0.140	6	373	0.292
13:00 - 14:00	6	373	0.149	6	373	0.148	6	373	0.297
14:00 - 15:00	6	373	0.175	6	373	0.181	6	373	0.356
15:00 - 16:00	6	373	0.263	6	373	0.173	6	373	0.436
16:00 - 17:00	6	373	0.294	6	373	0.172	6	373	0.466
17:00 - 18:00	6	373	0.401	6	373	0.164	6	373	0.565
18:00 - 19:00	6	373	0.333	6	373	0.189	6	373	0.522
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.357			2.334			4.691

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: 207 - 918 (units:)
 Survey date range: 01/01/13 - 24/09/19
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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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	6	373	0.002	6	373	0.002	6	373	0.004
08:00 - 09:00	6	373	0.005	6	373	0.004	6	373	0.009
09:00 - 10:00	6	373	0.002	6	373	0.000	6	373	0.002
10:00 - 11:00	6	373	0.000	6	373	0.001	6	373	0.001
11:00 - 12:00	6	373	0.001	6	373	0.002	6	373	0.003
12:00 - 13:00	6	373	0.001	6	373	0.001	6	373	0.002
13:00 - 14:00	6	373	0.001	6	373	0.000	6	373	0.001
14:00 - 15:00	6	373	0.003	6	373	0.003	6	373	0.006
15:00 - 16:00	6	373	0.005	6	373	0.004	6	373	0.009
16:00 - 17:00	6	373	0.003	6	373	0.003	6	373	0.006
17:00 - 18:00	6	373	0.001	6	373	0.001	6	373	0.002
18:00 - 19:00	6	373	0.000	6	373	0.001	6	373	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.022			0.046

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.

RPS 1st Floor West London

Licence No: 515506

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	373	0.000	6	373	0.000	6	373	0.000
08:00 - 09:00	6	373	0.001	6	373	0.002	6	373	0.003
09:00 - 10:00	6	373	0.002	6	373	0.000	6	373	0.002
10:00 - 11:00	6	373	0.002	6	373	0.003	6	373	0.005
11:00 - 12:00	6	373	0.001	6	373	0.001	6	373	0.002
12:00 - 13:00	6	373	0.002	6	373	0.004	6	373	0.006
13:00 - 14:00	6	373	0.002	6	373	0.000	6	373	0.002
14:00 - 15:00	6	373	0.000	6	373	0.001	6	373	0.001
15:00 - 16:00	6	373	0.001	6	373	0.002	6	373	0.003
16:00 - 17:00	6	373	0.002	6	373	0.001	6	373	0.003
17:00 - 18:00	6	373	0.001	6	373	0.001	6	373	0.002
18:00 - 19:00	6	373	0.000	6	373	0.000	6	373	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.015			0.029

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.

RPS 1st Floor West London

Licence No: 515506

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	373	0.001	6	373	0.001	6	373	0.002
08:00 - 09:00	6	373	0.002	6	373	0.001	6	373	0.003
09:00 - 10:00	6	373	0.001	6	373	0.002	6	373	0.003
10:00 - 11:00	6	373	0.001	6	373	0.001	6	373	0.002
11:00 - 12:00	6	373	0.001	6	373	0.001	6	373	0.002
12:00 - 13:00	6	373	0.001	6	373	0.001	6	373	0.002
13:00 - 14:00	6	373	0.001	6	373	0.001	6	373	0.002
14:00 - 15:00	6	373	0.001	6	373	0.001	6	373	0.002
15:00 - 16:00	6	373	0.001	6	373	0.001	6	373	0.002
16:00 - 17:00	6	373	0.001	6	373	0.001	6	373	0.002
17:00 - 18:00	6	373	0.001	6	373	0.001	6	373	0.002
18:00 - 19:00	6	373	0.000	6	373	0.000	6	373	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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.

RPS 1st Floor West London

Licence No: 515506

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	6	373	0.001	6	373	0.005	6	373	0.006
08:00 - 09:00	6	373	0.003	6	373	0.016	6	373	0.019
09:00 - 10:00	6	373	0.001	6	373	0.003	6	373	0.004
10:00 - 11:00	6	373	0.002	6	373	0.001	6	373	0.003
11:00 - 12:00	6	373	0.002	6	373	0.002	6	373	0.004
12:00 - 13:00	6	373	0.004	6	373	0.002	6	373	0.006
13:00 - 14:00	6	373	0.000	6	373	0.000	6	373	0.000
14:00 - 15:00	6	373	0.003	6	373	0.001	6	373	0.004
15:00 - 16:00	6	373	0.004	6	373	0.001	6	373	0.005
16:00 - 17:00	6	373	0.012	6	373	0.005	6	373	0.017
17:00 - 18:00	6	373	0.008	6	373	0.004	6	373	0.012
18:00 - 19:00	6	373	0.008	6	373	0.006	6	373	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.046			0.094

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

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

RPS 1st Floor West London

Licence No: 515506

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	6	373	0.105	6	373	0.470	6	373	0.575
08:00 - 09:00	6	373	0.185	6	373	0.747	6	373	0.932
09:00 - 10:00	6	373	0.183	6	373	0.230	6	373	0.413
10:00 - 11:00	6	373	0.154	6	373	0.200	6	373	0.354
11:00 - 12:00	6	373	0.172	6	373	0.215	6	373	0.387
12:00 - 13:00	6	373	0.216	6	373	0.195	6	373	0.411
13:00 - 14:00	6	373	0.216	6	373	0.211	6	373	0.427
14:00 - 15:00	6	373	0.247	6	373	0.241	6	373	0.488
15:00 - 16:00	6	373	0.462	6	373	0.243	6	373	0.705
16:00 - 17:00	6	373	0.498	6	373	0.264	6	373	0.762
17:00 - 18:00	6	373	0.657	6	373	0.247	6	373	0.904
18:00 - 19:00	6	373	0.534	6	373	0.310	6	373	0.844
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.629			3.573			7.202

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.

RPS 1st Floor West London

Licence No: 515506

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	6	373	0.012	6	373	0.023	6	373	0.035
08:00 - 09:00	6	373	0.030	6	373	0.112	6	373	0.142
09:00 - 10:00	6	373	0.019	6	373	0.019	6	373	0.038
10:00 - 11:00	6	373	0.017	6	373	0.021	6	373	0.038
11:00 - 12:00	6	373	0.012	6	373	0.011	6	373	0.023
12:00 - 13:00	6	373	0.015	6	373	0.010	6	373	0.025
13:00 - 14:00	6	373	0.017	6	373	0.015	6	373	0.032
14:00 - 15:00	6	373	0.022	6	373	0.026	6	373	0.048
15:00 - 16:00	6	373	0.090	6	373	0.025	6	373	0.115
16:00 - 17:00	6	373	0.041	6	373	0.014	6	373	0.055
17:00 - 18:00	6	373	0.030	6	373	0.029	6	373	0.059
18:00 - 19:00	6	373	0.036	6	373	0.042	6	373	0.078
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.341			0.347			0.688	

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.

RPS 1st Floor West London

Licence No: 515506

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	6	373	0.002	6	373	0.025	6	373	0.027
08:00 - 09:00	6	373	0.000	6	373	0.014	6	373	0.014
09:00 - 10:00	6	373	0.002	6	373	0.006	6	373	0.008
10:00 - 11:00	6	373	0.003	6	373	0.004	6	373	0.007
11:00 - 12:00	6	373	0.001	6	373	0.005	6	373	0.006
12:00 - 13:00	6	373	0.001	6	373	0.003	6	373	0.004
13:00 - 14:00	6	373	0.003	6	373	0.004	6	373	0.007
14:00 - 15:00	6	373	0.004	6	373	0.004	6	373	0.008
15:00 - 16:00	6	373	0.016	6	373	0.006	6	373	0.022
16:00 - 17:00	6	373	0.018	6	373	0.004	6	373	0.022
17:00 - 18:00	6	373	0.013	6	373	0.003	6	373	0.016
18:00 - 19:00	6	373	0.019	6	373	0.006	6	373	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.084			0.166

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.

RPS 1st Floor West London

Licence No: 515506

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	6	373	0.000	6	373	0.009	6	373	0.009
08:00 - 09:00	6	373	0.000	6	373	0.008	6	373	0.008
09:00 - 10:00	6	373	0.000	6	373	0.004	6	373	0.004
10:00 - 11:00	6	373	0.000	6	373	0.004	6	373	0.004
11:00 - 12:00	6	373	0.000	6	373	0.002	6	373	0.002
12:00 - 13:00	6	373	0.001	6	373	0.001	6	373	0.002
13:00 - 14:00	6	373	0.001	6	373	0.000	6	373	0.001
14:00 - 15:00	6	373	0.001	6	373	0.000	6	373	0.001
15:00 - 16:00	6	373	0.005	6	373	0.001	6	373	0.006
16:00 - 17:00	6	373	0.004	6	373	0.000	6	373	0.004
17:00 - 18:00	6	373	0.008	6	373	0.001	6	373	0.009
18:00 - 19:00	6	373	0.006	6	373	0.001	6	373	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.031			0.057

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.

RPS 1st Floor West London

Licence No: 515506

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	6	373	0.000	6	373	0.000	6	373	0.000
08:00 - 09:00	6	373	0.000	6	373	0.001	6	373	0.001
09:00 - 10:00	6	373	0.000	6	373	0.000	6	373	0.000
10:00 - 11:00	6	373	0.000	6	373	0.000	6	373	0.000
11:00 - 12:00	6	373	0.000	6	373	0.000	6	373	0.000
12:00 - 13:00	6	373	0.000	6	373	0.000	6	373	0.000
13:00 - 14:00	6	373	0.000	6	373	0.000	6	373	0.000
14:00 - 15:00	6	373	0.000	6	373	0.000	6	373	0.000
15:00 - 16:00	6	373	0.000	6	373	0.000	6	373	0.000
16:00 - 17:00	6	373	0.000	6	373	0.000	6	373	0.000
17:00 - 18:00	6	373	0.000	6	373	0.000	6	373	0.000
18:00 - 19:00	6	373	0.000	6	373	0.000	6	373	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.001			0.001

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.

RPS 1st Floor West London

Licence No: 515506

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	6	373	0.003	6	373	0.034	6	373	0.037
08:00 - 09:00	6	373	0.000	6	373	0.024	6	373	0.024
09:00 - 10:00	6	373	0.002	6	373	0.011	6	373	0.013
10:00 - 11:00	6	373	0.003	6	373	0.008	6	373	0.011
11:00 - 12:00	6	373	0.001	6	373	0.007	6	373	0.008
12:00 - 13:00	6	373	0.002	6	373	0.004	6	373	0.006
13:00 - 14:00	6	373	0.004	6	373	0.004	6	373	0.008
14:00 - 15:00	6	373	0.006	6	373	0.004	6	373	0.010
15:00 - 16:00	6	373	0.022	6	373	0.007	6	373	0.029
16:00 - 17:00	6	373	0.022	6	373	0.004	6	373	0.026
17:00 - 18:00	6	373	0.021	6	373	0.004	6	373	0.025
18:00 - 19:00	6	373	0.025	6	373	0.007	6	373	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.118			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.

RPS 1st Floor West London

Licence No: 515506

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

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	6	373	0.121	6	373	0.533	6	373	0.654
08:00 - 09:00	6	373	0.217	6	373	0.898	6	373	1.115
09:00 - 10:00	6	373	0.205	6	373	0.262	6	373	0.467
10:00 - 11:00	6	373	0.175	6	373	0.230	6	373	0.405
11:00 - 12:00	6	373	0.187	6	373	0.234	6	373	0.421
12:00 - 13:00	6	373	0.236	6	373	0.211	6	373	0.447
13:00 - 14:00	6	373	0.238	6	373	0.231	6	373	0.469
14:00 - 15:00	6	373	0.277	6	373	0.273	6	373	0.550
15:00 - 16:00	6	373	0.578	6	373	0.277	6	373	0.855
16:00 - 17:00	6	373	0.573	6	373	0.288	6	373	0.861
17:00 - 18:00	6	373	0.716	6	373	0.285	6	373	1.001
18:00 - 19:00	6	373	0.602	6	373	0.364	6	373	0.966
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		4.125			4.086			8.211	

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.

RPS 1st Floor West London

Licence No: 515506

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	6	373	0.064	6	373	0.275	6	373	0.339
08:00 - 09:00	6	373	0.122	6	373	0.385	6	373	0.507
09:00 - 10:00	6	373	0.107	6	373	0.141	6	373	0.248
10:00 - 11:00	6	373	0.088	6	373	0.116	6	373	0.204
11:00 - 12:00	6	373	0.102	6	373	0.121	6	373	0.223
12:00 - 13:00	6	373	0.129	6	373	0.117	6	373	0.246
13:00 - 14:00	6	373	0.127	6	373	0.126	6	373	0.253
14:00 - 15:00	6	373	0.148	6	373	0.156	6	373	0.304
15:00 - 16:00	6	373	0.239	6	373	0.144	6	373	0.383
16:00 - 17:00	6	373	0.262	6	373	0.147	6	373	0.409
17:00 - 18:00	6	373	0.368	6	373	0.145	6	373	0.513
18:00 - 19:00	6	373	0.315	6	373	0.175	6	373	0.490
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.071			2.048			4.119

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

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

RPS 1st Floor West London

Licence No: 515506

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

MULTI-MODAL LGVS

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	6	373	0.013	6	373	0.026	6	373	0.039
08:00 - 09:00	6	373	0.012	6	373	0.020	6	373	0.032
09:00 - 10:00	6	373	0.021	6	373	0.018	6	373	0.039
10:00 - 11:00	6	373	0.017	6	373	0.015	6	373	0.032
11:00 - 12:00	6	373	0.017	6	373	0.020	6	373	0.037
12:00 - 13:00	6	373	0.019	6	373	0.017	6	373	0.036
13:00 - 14:00	6	373	0.018	6	373	0.021	6	373	0.039
14:00 - 15:00	6	373	0.023	6	373	0.020	6	373	0.043
15:00 - 16:00	6	373	0.015	6	373	0.021	6	373	0.036
16:00 - 17:00	6	373	0.025	6	373	0.018	6	373	0.043
17:00 - 18:00	6	373	0.026	6	373	0.014	6	373	0.040
18:00 - 19:00	6	373	0.014	6	373	0.011	6	373	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.220			0.221			0.441

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.

RPS 1st Floor West London

Licence No: 515506

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	6	373	0.000	6	373	0.002	6	373	0.002
08:00 - 09:00	6	373	0.000	6	373	0.004	6	373	0.004
09:00 - 10:00	6	373	0.000	6	373	0.000	6	373	0.000
10:00 - 11:00	6	373	0.000	6	373	0.000	6	373	0.000
11:00 - 12:00	6	373	0.000	6	373	0.001	6	373	0.001
12:00 - 13:00	6	373	0.000	6	373	0.000	6	373	0.000
13:00 - 14:00	6	373	0.000	6	373	0.000	6	373	0.000
14:00 - 15:00	6	373	0.000	6	373	0.000	6	373	0.000
15:00 - 16:00	6	373	0.001	6	373	0.001	6	373	0.002
16:00 - 17:00	6	373	0.001	6	373	0.002	6	373	0.003
17:00 - 18:00	6	373	0.003	6	373	0.000	6	373	0.003
18:00 - 19:00	6	373	0.003	6	373	0.001	6	373	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.011			0.019

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-515506-210413-0416

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 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 Employees
 Actual Range: 115 to 400 (units:)
 Range Selected by User: 100 to 500 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 13/11/18

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

Selected survey days:

Tuesday 3 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) 2
 Edge of Town 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 1
 Built-Up Zone 2
 No Sub Category 1

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

Secondary Filtering selection:

Use Class:

Not Known 4 days

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

Filter by Site Operations Breakdown:

All Surveys Included

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Licence No: 515506

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 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	4 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	4 days
-----------------	--------

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

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Licence No: 515506

LIST OF SITES relevant to selection parameters

1	LC-02-A-09 FURTHERGATE BLACKBURN	OFFICES	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Employees: 150 Survey date: TUESDAY 04/06/13 Survey Type: MANUAL		
2	MS-02-A-02 MOUNT PLEASANT LIVERPOOL	SCIENCE PARK OFFICES	MERSEYSIDE
	Edge of Town Built-Up Zone Total No of Employees: 400 Survey date: TUESDAY 13/11/18 Survey Type: MANUAL		
3	TW-02-A-08 BENTON PARK ROAD NEWCASTLE UPON TYNE LONGBENTON	HOUSING ASSOCIATION OFFICE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Employees: 300 Survey date: FRIDAY 19/10/18 Survey Type: MANUAL		
4	WY-02-A-05 PIONEER WAY CASTLEFORD WHITWOOD	OFFICES	WEST YORKSHIRE
	Edge of Town No Sub Category Total No of Employees: 115 Survey date: TUESDAY 23/05/17 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.

RPS 1st Floor West London

Licence No: 515506

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	241	0.013	4	241	0.003	4	241	0.016
07:30 - 08:00	4	241	0.030	4	241	0.010	4	241	0.040
08:00 - 08:30	4	241	0.069	4	241	0.009	4	241	0.078
08:30 - 09:00	4	241	0.106	4	241	0.031	4	241	0.137
09:00 - 09:30	4	241	0.063	4	241	0.030	4	241	0.093
09:30 - 10:00	4	241	0.026	4	241	0.021	4	241	0.047
10:00 - 10:30	4	241	0.025	4	241	0.025	4	241	0.050
10:30 - 11:00	4	241	0.024	4	241	0.013	4	241	0.037
11:00 - 11:30	4	241	0.018	4	241	0.022	4	241	0.040
11:30 - 12:00	4	241	0.012	4	241	0.021	4	241	0.033
12:00 - 12:30	4	241	0.023	4	241	0.024	4	241	0.047
12:30 - 13:00	4	241	0.048	4	241	0.053	4	241	0.101
13:00 - 13:30	4	241	0.037	4	241	0.038	4	241	0.075
13:30 - 14:00	4	241	0.042	4	241	0.024	4	241	0.066
14:00 - 14:30	4	241	0.013	4	241	0.016	4	241	0.029
14:30 - 15:00	4	241	0.019	4	241	0.020	4	241	0.039
15:00 - 15:30	4	241	0.022	4	241	0.029	4	241	0.051
15:30 - 16:00	4	241	0.009	4	241	0.023	4	241	0.032
16:00 - 16:30	4	241	0.015	4	241	0.048	4	241	0.063
16:30 - 17:00	4	241	0.025	4	241	0.070	4	241	0.095
17:00 - 17:30	4	241	0.020	4	241	0.087	4	241	0.107
17:30 - 18:00	4	241	0.015	4	241	0.034	4	241	0.049
18:00 - 18:30	3	283	0.008	3	283	0.008	3	283	0.016
18:30 - 19:00	3	283	0.002	3	283	0.019	3	283	0.021
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.684			0.678			1.362

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:	115 - 400 (units:)
Survey date date range:	01/01/13 - 13/11/18
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:	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.

RPS 1st Floor West London

Licence No: 515506

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	241	0.000	4	241	0.000	4	241	0.000
07:30 - 08:00	4	241	0.000	4	241	0.000	4	241	0.000
08:00 - 08:30	4	241	0.001	4	241	0.001	4	241	0.002
08:30 - 09:00	4	241	0.005	4	241	0.005	4	241	0.010
09:00 - 09:30	4	241	0.002	4	241	0.003	4	241	0.005
09:30 - 10:00	4	241	0.001	4	241	0.001	4	241	0.002
10:00 - 10:30	4	241	0.000	4	241	0.000	4	241	0.000
10:30 - 11:00	4	241	0.000	4	241	0.000	4	241	0.000
11:00 - 11:30	4	241	0.001	4	241	0.001	4	241	0.002
11:30 - 12:00	4	241	0.000	4	241	0.000	4	241	0.000
12:00 - 12:30	4	241	0.001	4	241	0.001	4	241	0.002
12:30 - 13:00	4	241	0.002	4	241	0.001	4	241	0.003
13:00 - 13:30	4	241	0.001	4	241	0.002	4	241	0.003
13:30 - 14:00	4	241	0.000	4	241	0.000	4	241	0.000
14:00 - 14:30	4	241	0.000	4	241	0.000	4	241	0.000
14:30 - 15:00	4	241	0.000	4	241	0.000	4	241	0.000
15:00 - 15:30	4	241	0.001	4	241	0.001	4	241	0.002
15:30 - 16:00	4	241	0.000	4	241	0.000	4	241	0.000
16:00 - 16:30	4	241	0.000	4	241	0.000	4	241	0.000
16:30 - 17:00	4	241	0.002	4	241	0.001	4	241	0.003
17:00 - 17:30	4	241	0.004	4	241	0.004	4	241	0.008
17:30 - 18:00	4	241	0.002	4	241	0.003	4	241	0.005
18:00 - 18:30	3	283	0.000	3	283	0.000	3	283	0.000
18:30 - 19:00	3	283	0.000	3	283	0.000	3	283	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.023			0.024			0.047

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.

RPS 1st Floor West London

Licence No: 515506

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	241	0.000	4	241	0.000	4	241	0.000
07:30 - 08:00	4	241	0.000	4	241	0.000	4	241	0.000
08:00 - 08:30	4	241	0.001	4	241	0.001	4	241	0.002
08:30 - 09:00	4	241	0.000	4	241	0.000	4	241	0.000
09:00 - 09:30	4	241	0.001	4	241	0.001	4	241	0.002
09:30 - 10:00	4	241	0.000	4	241	0.000	4	241	0.000
10:00 - 10:30	4	241	0.000	4	241	0.000	4	241	0.000
10:30 - 11:00	4	241	0.000	4	241	0.000	4	241	0.000
11:00 - 11:30	4	241	0.000	4	241	0.000	4	241	0.000
11:30 - 12:00	4	241	0.000	4	241	0.000	4	241	0.000
12:00 - 12:30	4	241	0.000	4	241	0.000	4	241	0.000
12:30 - 13:00	4	241	0.000	4	241	0.000	4	241	0.000
13:00 - 13:30	4	241	0.000	4	241	0.000	4	241	0.000
13:30 - 14:00	4	241	0.000	4	241	0.000	4	241	0.000
14:00 - 14:30	4	241	0.001	4	241	0.001	4	241	0.002
14:30 - 15:00	4	241	0.000	4	241	0.000	4	241	0.000
15:00 - 15:30	4	241	0.000	4	241	0.000	4	241	0.000
15:30 - 16:00	4	241	0.000	4	241	0.000	4	241	0.000
16:00 - 16:30	4	241	0.000	4	241	0.000	4	241	0.000
16:30 - 17:00	4	241	0.000	4	241	0.000	4	241	0.000
17:00 - 17:30	4	241	0.000	4	241	0.000	4	241	0.000
17:30 - 18:00	4	241	0.000	4	241	0.000	4	241	0.000
18:00 - 18:30	3	283	0.000	3	283	0.000	3	283	0.000
18:30 - 19:00	3	283	0.000	3	283	0.000	3	283	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.003			0.003			0.006

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.

RPS 1st Floor West London

Licence No: 515506

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PSVS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	241	0.000	4	241	0.000	4	241	0.000
07:30 - 08:00	4	241	0.000	4	241	0.000	4	241	0.000
08:00 - 08:30	4	241	0.001	4	241	0.000	4	241	0.001
08:30 - 09:00	4	241	0.002	4	241	0.000	4	241	0.002
09:00 - 09:30	4	241	0.000	4	241	0.000	4	241	0.000
09:30 - 10:00	4	241	0.000	4	241	0.000	4	241	0.000
10:00 - 10:30	4	241	0.000	4	241	0.000	4	241	0.000
10:30 - 11:00	4	241	0.000	4	241	0.000	4	241	0.000
11:00 - 11:30	4	241	0.000	4	241	0.000	4	241	0.000
11:30 - 12:00	4	241	0.000	4	241	0.000	4	241	0.000
12:00 - 12:30	4	241	0.000	4	241	0.000	4	241	0.000
12:30 - 13:00	4	241	0.000	4	241	0.000	4	241	0.000
13:00 - 13:30	4	241	0.000	4	241	0.000	4	241	0.000
13:30 - 14:00	4	241	0.000	4	241	0.000	4	241	0.000
14:00 - 14:30	4	241	0.000	4	241	0.000	4	241	0.000
14:30 - 15:00	4	241	0.000	4	241	0.000	4	241	0.000
15:00 - 15:30	4	241	0.000	4	241	0.000	4	241	0.000
15:30 - 16:00	4	241	0.000	4	241	0.000	4	241	0.000
16:00 - 16:30	4	241	0.000	4	241	0.000	4	241	0.000
16:30 - 17:00	4	241	0.000	4	241	0.000	4	241	0.000
17:00 - 17:30	4	241	0.000	4	241	0.001	4	241	0.001
17:30 - 18:00	4	241	0.000	4	241	0.000	4	241	0.000
18:00 - 18:30	3	283	0.000	3	283	0.000	3	283	0.000
18:30 - 19:00	3	283	0.000	3	283	0.000	3	283	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.003			0.001			0.004

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

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

RPS 1st Floor West London

Licence No: 515506

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	241	0.000	4	241	0.000	4	241	0.000
07:30 - 08:00	4	241	0.002	4	241	0.000	4	241	0.002
08:00 - 08:30	4	241	0.002	4	241	0.000	4	241	0.002
08:30 - 09:00	4	241	0.003	4	241	0.000	4	241	0.003
09:00 - 09:30	4	241	0.001	4	241	0.000	4	241	0.001
09:30 - 10:00	4	241	0.002	4	241	0.000	4	241	0.002
10:00 - 10:30	4	241	0.000	4	241	0.000	4	241	0.000
10:30 - 11:00	4	241	0.000	4	241	0.000	4	241	0.000
11:00 - 11:30	4	241	0.001	4	241	0.000	4	241	0.001
11:30 - 12:00	4	241	0.000	4	241	0.000	4	241	0.000
12:00 - 12:30	4	241	0.000	4	241	0.000	4	241	0.000
12:30 - 13:00	4	241	0.000	4	241	0.000	4	241	0.000
13:00 - 13:30	4	241	0.001	4	241	0.002	4	241	0.003
13:30 - 14:00	4	241	0.000	4	241	0.000	4	241	0.000
14:00 - 14:30	4	241	0.000	4	241	0.001	4	241	0.001
14:30 - 15:00	4	241	0.000	4	241	0.000	4	241	0.000
15:00 - 15:30	4	241	0.000	4	241	0.000	4	241	0.000
15:30 - 16:00	4	241	0.000	4	241	0.001	4	241	0.001
16:00 - 16:30	4	241	0.000	4	241	0.003	4	241	0.003
16:30 - 17:00	4	241	0.000	4	241	0.002	4	241	0.002
17:00 - 17:30	4	241	0.000	4	241	0.004	4	241	0.004
17:30 - 18:00	4	241	0.000	4	241	0.000	4	241	0.000
18:00 - 18:30	3	283	0.000	3	283	0.000	3	283	0.000
18:30 - 19:00	3	283	0.000	3	283	0.000	3	283	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.012			0.013			0.025

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.

RPS 1st Floor West London

Licence No: 515506

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	241	0.016	4	241	0.004	4	241	0.020
07:30 - 08:00	4	241	0.034	4	241	0.011	4	241	0.045
08:00 - 08:30	4	241	0.080	4	241	0.011	4	241	0.091
08:30 - 09:00	4	241	0.132	4	241	0.037	4	241	0.169
09:00 - 09:30	4	241	0.073	4	241	0.033	4	241	0.106
09:30 - 10:00	4	241	0.030	4	241	0.026	4	241	0.056
10:00 - 10:30	4	241	0.029	4	241	0.029	4	241	0.058
10:30 - 11:00	4	241	0.027	4	241	0.016	4	241	0.043
11:00 - 11:30	4	241	0.020	4	241	0.024	4	241	0.044
11:30 - 12:00	4	241	0.016	4	241	0.024	4	241	0.040
12:00 - 12:30	4	241	0.027	4	241	0.030	4	241	0.057
12:30 - 13:00	4	241	0.057	4	241	0.063	4	241	0.120
13:00 - 13:30	4	241	0.049	4	241	0.051	4	241	0.100
13:30 - 14:00	4	241	0.053	4	241	0.028	4	241	0.081
14:00 - 14:30	4	241	0.022	4	241	0.021	4	241	0.043
14:30 - 15:00	4	241	0.020	4	241	0.022	4	241	0.042
15:00 - 15:30	4	241	0.023	4	241	0.036	4	241	0.059
15:30 - 16:00	4	241	0.010	4	241	0.025	4	241	0.035
16:00 - 16:30	4	241	0.019	4	241	0.055	4	241	0.074
16:30 - 17:00	4	241	0.031	4	241	0.079	4	241	0.110
17:00 - 17:30	4	241	0.030	4	241	0.114	4	241	0.144
17:30 - 18:00	4	241	0.019	4	241	0.042	4	241	0.061
18:00 - 18:30	3	283	0.011	3	283	0.009	3	283	0.020
18:30 - 19:00	3	283	0.002	3	283	0.022	3	283	0.024
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.830			0.812			1.642

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.

RPS 1st Floor West London

Licence No: 515506

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	241	0.002	4	241	0.000	4	241	0.002
07:30 - 08:00	4	241	0.013	4	241	0.004	4	241	0.017
08:00 - 08:30	4	241	0.013	4	241	0.001	4	241	0.014
08:30 - 09:00	4	241	0.023	4	241	0.004	4	241	0.027
09:00 - 09:30	4	241	0.017	4	241	0.008	4	241	0.025
09:30 - 10:00	4	241	0.009	4	241	0.005	4	241	0.014
10:00 - 10:30	4	241	0.011	4	241	0.010	4	241	0.021
10:30 - 11:00	4	241	0.004	4	241	0.009	4	241	0.013
11:00 - 11:30	4	241	0.006	4	241	0.008	4	241	0.014
11:30 - 12:00	4	241	0.009	4	241	0.011	4	241	0.020
12:00 - 12:30	4	241	0.019	4	241	0.018	4	241	0.037
12:30 - 13:00	4	241	0.022	4	241	0.027	4	241	0.049
13:00 - 13:30	4	241	0.025	4	241	0.027	4	241	0.052
13:30 - 14:00	4	241	0.027	4	241	0.017	4	241	0.044
14:00 - 14:30	4	241	0.013	4	241	0.012	4	241	0.025
14:30 - 15:00	4	241	0.004	4	241	0.005	4	241	0.009
15:00 - 15:30	4	241	0.006	4	241	0.007	4	241	0.013
15:30 - 16:00	4	241	0.005	4	241	0.002	4	241	0.007
16:00 - 16:30	4	241	0.004	4	241	0.004	4	241	0.008
16:30 - 17:00	4	241	0.007	4	241	0.015	4	241	0.022
17:00 - 17:30	4	241	0.005	4	241	0.021	4	241	0.026
17:30 - 18:00	4	241	0.001	4	241	0.012	4	241	0.013
18:00 - 18:30	3	283	0.000	3	283	0.007	3	283	0.007
18:30 - 19:00	3	283	0.000	3	283	0.004	3	283	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		0.245			0.238			0.483	

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.

RPS 1st Floor West London

Licence No: 515506

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	241	0.002	4	241	0.000	4	241	0.002
07:30 - 08:00	4	241	0.010	4	241	0.001	4	241	0.011
08:00 - 08:30	4	241	0.027	4	241	0.000	4	241	0.027
08:30 - 09:00	4	241	0.036	4	241	0.002	4	241	0.038
09:00 - 09:30	4	241	0.028	4	241	0.003	4	241	0.031
09:30 - 10:00	4	241	0.009	4	241	0.006	4	241	0.015
10:00 - 10:30	4	241	0.016	4	241	0.008	4	241	0.024
10:30 - 11:00	4	241	0.008	4	241	0.002	4	241	0.010
11:00 - 11:30	4	241	0.007	4	241	0.002	4	241	0.009
11:30 - 12:00	4	241	0.007	4	241	0.005	4	241	0.012
12:00 - 12:30	4	241	0.015	4	241	0.012	4	241	0.027
12:30 - 13:00	4	241	0.011	4	241	0.024	4	241	0.035
13:00 - 13:30	4	241	0.023	4	241	0.024	4	241	0.047
13:30 - 14:00	4	241	0.013	4	241	0.011	4	241	0.024
14:00 - 14:30	4	241	0.007	4	241	0.002	4	241	0.009
14:30 - 15:00	4	241	0.002	4	241	0.009	4	241	0.011
15:00 - 15:30	4	241	0.006	4	241	0.008	4	241	0.014
15:30 - 16:00	4	241	0.003	4	241	0.008	4	241	0.011
16:00 - 16:30	4	241	0.002	4	241	0.025	4	241	0.027
16:30 - 17:00	4	241	0.006	4	241	0.031	4	241	0.037
17:00 - 17:30	4	241	0.002	4	241	0.024	4	241	0.026
17:30 - 18:00	4	241	0.000	4	241	0.026	4	241	0.026
18:00 - 18:30	3	283	0.000	3	283	0.006	3	283	0.006
18:30 - 19:00	3	283	0.000	3	283	0.000	3	283	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.240			0.239			0.479

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.

RPS 1st Floor West London

Licence No: 515506

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	241	0.002	4	241	0.000	4	241	0.002
07:30 - 08:00	4	241	0.008	4	241	0.000	4	241	0.008
08:00 - 08:30	4	241	0.010	4	241	0.000	4	241	0.010
08:30 - 09:00	4	241	0.021	4	241	0.001	4	241	0.022
09:00 - 09:30	4	241	0.016	4	241	0.002	4	241	0.018
09:30 - 10:00	4	241	0.004	4	241	0.001	4	241	0.005
10:00 - 10:30	4	241	0.004	4	241	0.006	4	241	0.010
10:30 - 11:00	4	241	0.002	4	241	0.002	4	241	0.004
11:00 - 11:30	4	241	0.004	4	241	0.002	4	241	0.006
11:30 - 12:00	4	241	0.003	4	241	0.003	4	241	0.006
12:00 - 12:30	4	241	0.006	4	241	0.008	4	241	0.014
12:30 - 13:00	4	241	0.006	4	241	0.017	4	241	0.023
13:00 - 13:30	4	241	0.013	4	241	0.016	4	241	0.029
13:30 - 14:00	4	241	0.012	4	241	0.009	4	241	0.021
14:00 - 14:30	4	241	0.004	4	241	0.002	4	241	0.006
14:30 - 15:00	4	241	0.002	4	241	0.002	4	241	0.004
15:00 - 15:30	4	241	0.004	4	241	0.004	4	241	0.008
15:30 - 16:00	4	241	0.003	4	241	0.004	4	241	0.007
16:00 - 16:30	4	241	0.001	4	241	0.009	4	241	0.010
16:30 - 17:00	4	241	0.004	4	241	0.015	4	241	0.019
17:00 - 17:30	4	241	0.001	4	241	0.008	4	241	0.009
17:30 - 18:00	4	241	0.000	4	241	0.015	4	241	0.015
18:00 - 18:30	3	283	0.000	3	283	0.004	3	283	0.004
18:30 - 19:00	3	283	0.000	3	283	0.000	3	283	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.130			0.130			0.260

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.

RPS 1st Floor West London

Licence No: 515506

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	241	0.004	4	241	0.000	4	241	0.004
07:30 - 08:00	4	241	0.019	4	241	0.001	4	241	0.020
08:00 - 08:30	4	241	0.037	4	241	0.000	4	241	0.037
08:30 - 09:00	4	241	0.057	4	241	0.003	4	241	0.060
09:00 - 09:30	4	241	0.044	4	241	0.005	4	241	0.049
09:30 - 10:00	4	241	0.013	4	241	0.007	4	241	0.020
10:00 - 10:30	4	241	0.020	4	241	0.015	4	241	0.035
10:30 - 11:00	4	241	0.010	4	241	0.004	4	241	0.014
11:00 - 11:30	4	241	0.011	4	241	0.004	4	241	0.015
11:30 - 12:00	4	241	0.010	4	241	0.008	4	241	0.018
12:00 - 12:30	4	241	0.021	4	241	0.021	4	241	0.042
12:30 - 13:00	4	241	0.018	4	241	0.040	4	241	0.058
13:00 - 13:30	4	241	0.036	4	241	0.039	4	241	0.075
13:30 - 14:00	4	241	0.026	4	241	0.021	4	241	0.047
14:00 - 14:30	4	241	0.011	4	241	0.004	4	241	0.015
14:30 - 15:00	4	241	0.004	4	241	0.011	4	241	0.015
15:00 - 15:30	4	241	0.010	4	241	0.012	4	241	0.022
15:30 - 16:00	4	241	0.006	4	241	0.012	4	241	0.018
16:00 - 16:30	4	241	0.003	4	241	0.034	4	241	0.037
16:30 - 17:00	4	241	0.010	4	241	0.046	4	241	0.056
17:00 - 17:30	4	241	0.003	4	241	0.032	4	241	0.035
17:30 - 18:00	4	241	0.000	4	241	0.040	4	241	0.040
18:00 - 18:30	3	283	0.000	3	283	0.009	3	283	0.009
18:30 - 19:00	3	283	0.000	3	283	0.000	3	283	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.373			0.368			0.741

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.

RPS 1st Floor West London

Licence No: 515506

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	241	0.022	4	241	0.004	4	241	0.026
07:30 - 08:00	4	241	0.068	4	241	0.017	4	241	0.085
08:00 - 08:30	4	241	0.133	4	241	0.012	4	241	0.145
08:30 - 09:00	4	241	0.215	4	241	0.045	4	241	0.260
09:00 - 09:30	4	241	0.134	4	241	0.047	4	241	0.181
09:30 - 10:00	4	241	0.055	4	241	0.038	4	241	0.093
10:00 - 10:30	4	241	0.060	4	241	0.054	4	241	0.114
10:30 - 11:00	4	241	0.041	4	241	0.029	4	241	0.070
11:00 - 11:30	4	241	0.038	4	241	0.036	4	241	0.074
11:30 - 12:00	4	241	0.035	4	241	0.044	4	241	0.079
12:00 - 12:30	4	241	0.066	4	241	0.068	4	241	0.134
12:30 - 13:00	4	241	0.096	4	241	0.131	4	241	0.227
13:00 - 13:30	4	241	0.111	4	241	0.119	4	241	0.230
13:30 - 14:00	4	241	0.106	4	241	0.065	4	241	0.171
14:00 - 14:30	4	241	0.047	4	241	0.038	4	241	0.085
14:30 - 15:00	4	241	0.028	4	241	0.038	4	241	0.066
15:00 - 15:30	4	241	0.039	4	241	0.056	4	241	0.095
15:30 - 16:00	4	241	0.022	4	241	0.040	4	241	0.062
16:00 - 16:30	4	241	0.026	4	241	0.096	4	241	0.122
16:30 - 17:00	4	241	0.049	4	241	0.141	4	241	0.190
17:00 - 17:30	4	241	0.038	4	241	0.171	4	241	0.209
17:30 - 18:00	4	241	0.020	4	241	0.095	4	241	0.115
18:00 - 18:30	3	283	0.011	3	283	0.026	3	283	0.037
18:30 - 19:00	3	283	0.002	3	283	0.026	3	283	0.028
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		1.462			1.436				2.898

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.

RPS 1st Floor West London

Licence No: 515506

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CARS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	241	0.011	4	241	0.003	4	241	0.014
07:30 - 08:00	4	241	0.021	4	241	0.008	4	241	0.029
08:00 - 08:30	4	241	0.042	4	241	0.005	4	241	0.047
08:30 - 09:00	4	241	0.037	4	241	0.018	4	241	0.055
09:00 - 09:30	4	241	0.020	4	241	0.013	4	241	0.033
09:30 - 10:00	4	241	0.009	4	241	0.006	4	241	0.015
10:00 - 10:30	4	241	0.015	4	241	0.015	4	241	0.030
10:30 - 11:00	4	241	0.015	4	241	0.007	4	241	0.022
11:00 - 11:30	4	241	0.009	4	241	0.011	4	241	0.020
11:30 - 12:00	4	241	0.006	4	241	0.012	4	241	0.018
12:00 - 12:30	4	241	0.011	4	241	0.015	4	241	0.026
12:30 - 13:00	4	241	0.022	4	241	0.026	4	241	0.048
13:00 - 13:30	4	241	0.022	4	241	0.018	4	241	0.040
13:30 - 14:00	4	241	0.027	4	241	0.015	4	241	0.042
14:00 - 14:30	4	241	0.007	4	241	0.007	4	241	0.014
14:30 - 15:00	4	241	0.007	4	241	0.007	4	241	0.014
15:00 - 15:30	4	241	0.012	4	241	0.013	4	241	0.025
15:30 - 16:00	4	241	0.007	4	241	0.015	4	241	0.022
16:00 - 16:30	4	241	0.007	4	241	0.024	4	241	0.031
16:30 - 17:00	4	241	0.012	4	241	0.056	4	241	0.068
17:00 - 17:30	4	241	0.012	4	241	0.028	4	241	0.040
17:30 - 18:00	4	241	0.009	4	241	0.016	4	241	0.025
18:00 - 18:30	3	283	0.006	3	283	0.005	3	283	0.011
18:30 - 19:00	3	283	0.002	3	283	0.005	3	283	0.007
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.348			0.348			0.696

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.

RPS 1st Floor West London

Licence No: 515506

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL LGVS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	241	0.000	4	241	0.000	4	241	0.000
07:30 - 08:00	4	241	0.002	4	241	0.001	4	241	0.003
08:00 - 08:30	4	241	0.002	4	241	0.000	4	241	0.002
08:30 - 09:00	4	241	0.003	4	241	0.004	4	241	0.007
09:00 - 09:30	4	241	0.007	4	241	0.006	4	241	0.013
09:30 - 10:00	4	241	0.006	4	241	0.004	4	241	0.010
10:00 - 10:30	4	241	0.004	4	241	0.003	4	241	0.007
10:30 - 11:00	4	241	0.004	4	241	0.002	4	241	0.006
11:00 - 11:30	4	241	0.004	4	241	0.003	4	241	0.007
11:30 - 12:00	4	241	0.000	4	241	0.002	4	241	0.002
12:00 - 12:30	4	241	0.002	4	241	0.001	4	241	0.003
12:30 - 13:00	4	241	0.006	4	241	0.007	4	241	0.013
13:00 - 13:30	4	241	0.002	4	241	0.003	4	241	0.005
13:30 - 14:00	4	241	0.002	4	241	0.002	4	241	0.004
14:00 - 14:30	4	241	0.001	4	241	0.001	4	241	0.002
14:30 - 15:00	4	241	0.003	4	241	0.001	4	241	0.004
15:00 - 15:30	4	241	0.002	4	241	0.006	4	241	0.008
15:30 - 16:00	4	241	0.001	4	241	0.002	4	241	0.003
16:00 - 16:30	4	241	0.002	4	241	0.001	4	241	0.003
16:30 - 17:00	4	241	0.002	4	241	0.002	4	241	0.004
17:00 - 17:30	4	241	0.000	4	241	0.002	4	241	0.002
17:30 - 18:00	4	241	0.000	4	241	0.000	4	241	0.000
18:00 - 18:30	3	283	0.001	3	283	0.000	3	283	0.001
18:30 - 19:00	3	283	0.000	3	283	0.001	3	283	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.056			0.054			0.110

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.

RPS 1st Floor West London

Licence No: 515506

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 EMPLOY

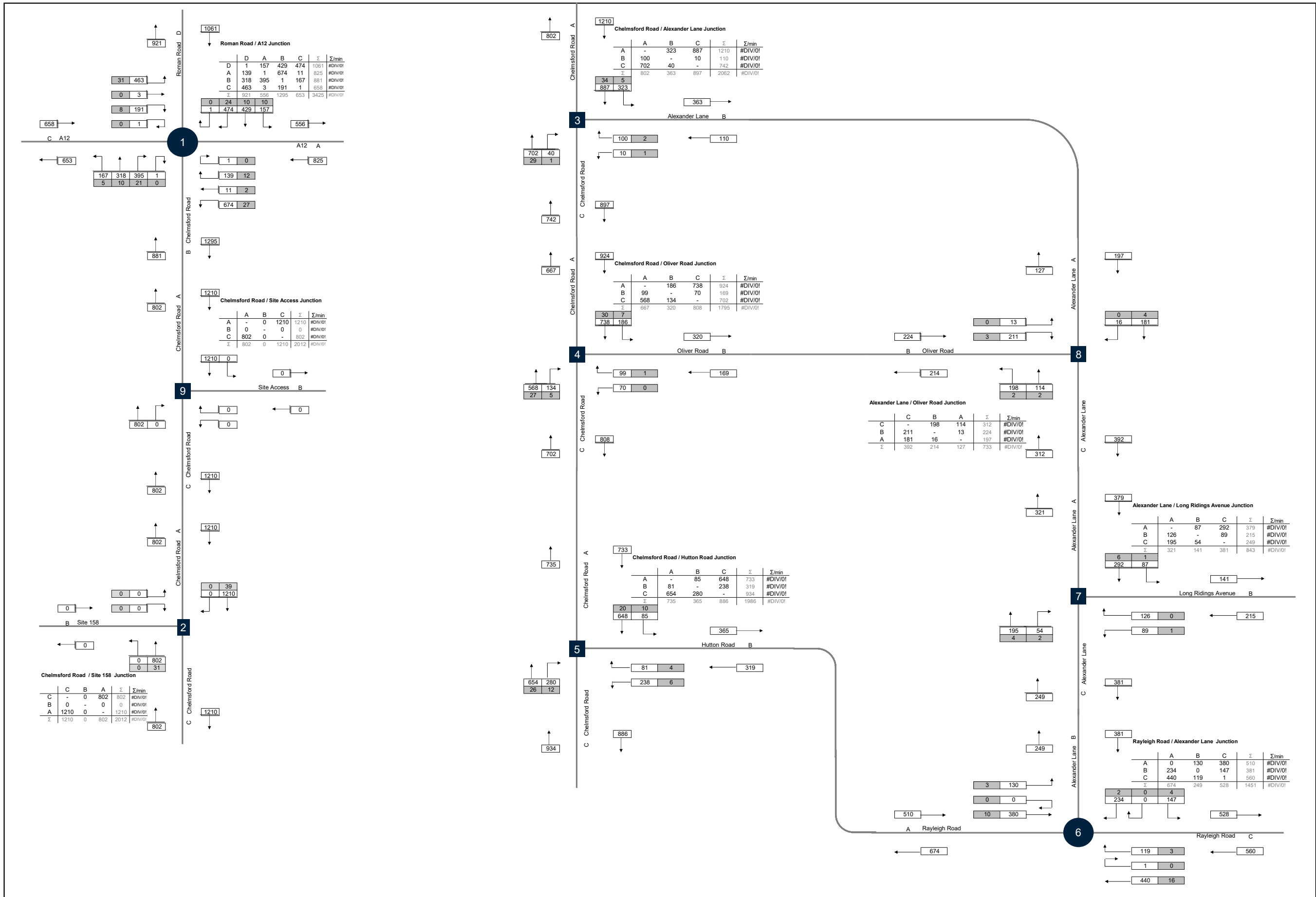
BOLD print indicates peak (busiest) period

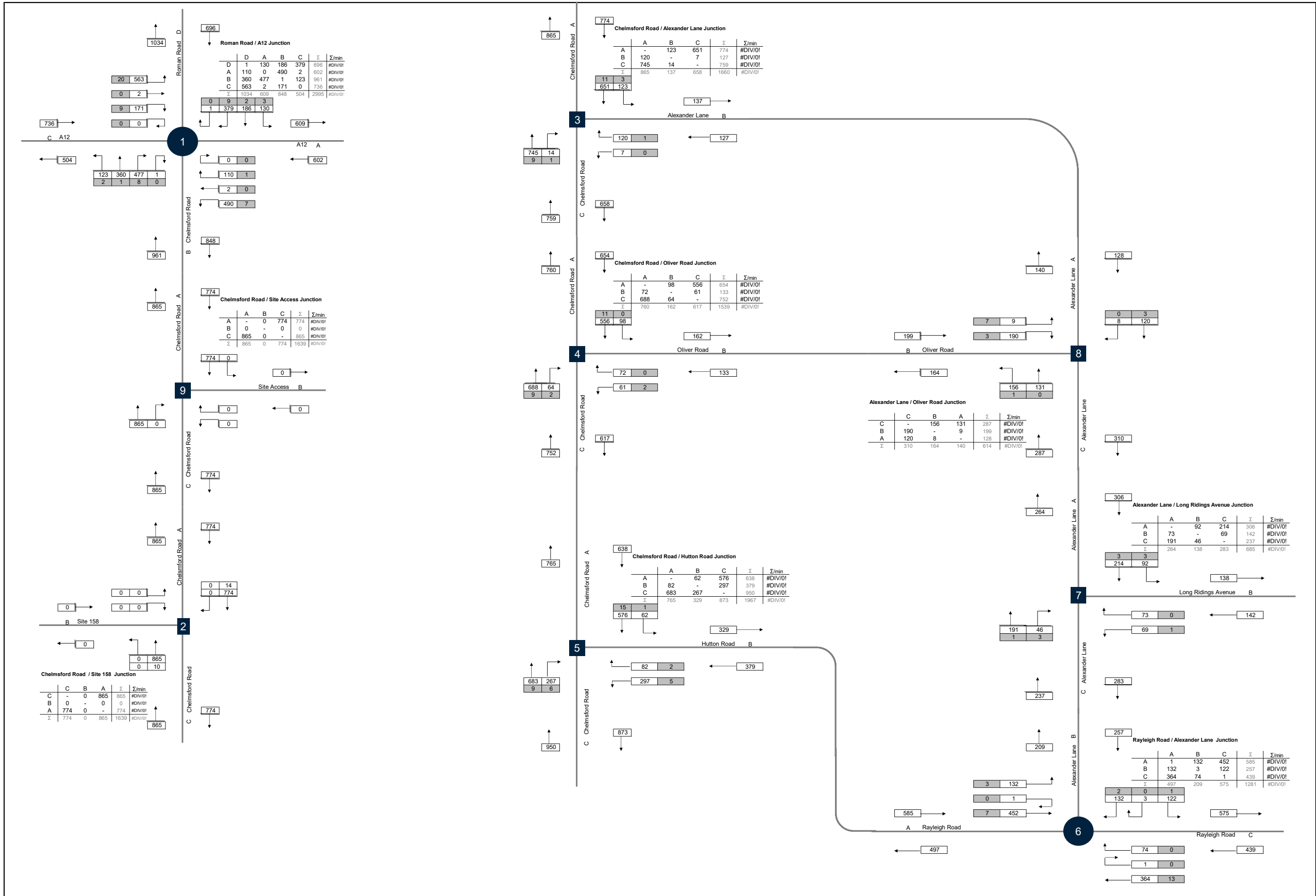
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	241	0.000	4	241	0.000	4	241	0.000
07:30 - 08:00	4	241	0.000	4	241	0.000	4	241	0.000
08:00 - 08:30	4	241	0.001	4	241	0.000	4	241	0.001
08:30 - 09:00	4	241	0.000	4	241	0.000	4	241	0.000
09:00 - 09:30	4	241	0.001	4	241	0.000	4	241	0.001
09:30 - 10:00	4	241	0.000	4	241	0.000	4	241	0.000
10:00 - 10:30	4	241	0.000	4	241	0.000	4	241	0.000
10:30 - 11:00	4	241	0.000	4	241	0.000	4	241	0.000
11:00 - 11:30	4	241	0.001	4	241	0.000	4	241	0.001
11:30 - 12:00	4	241	0.000	4	241	0.000	4	241	0.000
12:00 - 12:30	4	241	0.000	4	241	0.000	4	241	0.000
12:30 - 13:00	4	241	0.000	4	241	0.000	4	241	0.000
13:00 - 13:30	4	241	0.000	4	241	0.000	4	241	0.000
13:30 - 14:00	4	241	0.000	4	241	0.000	4	241	0.000
14:00 - 14:30	4	241	0.000	4	241	0.000	4	241	0.000
14:30 - 15:00	4	241	0.000	4	241	0.000	4	241	0.000
15:00 - 15:30	4	241	0.000	4	241	0.000	4	241	0.000
15:30 - 16:00	4	241	0.000	4	241	0.000	4	241	0.000
16:00 - 16:30	4	241	0.000	4	241	0.001	4	241	0.001
16:30 - 17:00	4	241	0.000	4	241	0.001	4	241	0.001
17:00 - 17:30	4	241	0.000	4	241	0.001	4	241	0.001
17:30 - 18:00	4	241	0.000	4	241	0.000	4	241	0.000
18:00 - 18:30	3	283	0.000	3	283	0.000	3	283	0.000
18:30 - 19:00	3	283	0.000	3	283	0.000	3	283	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.003			0.003			0.006

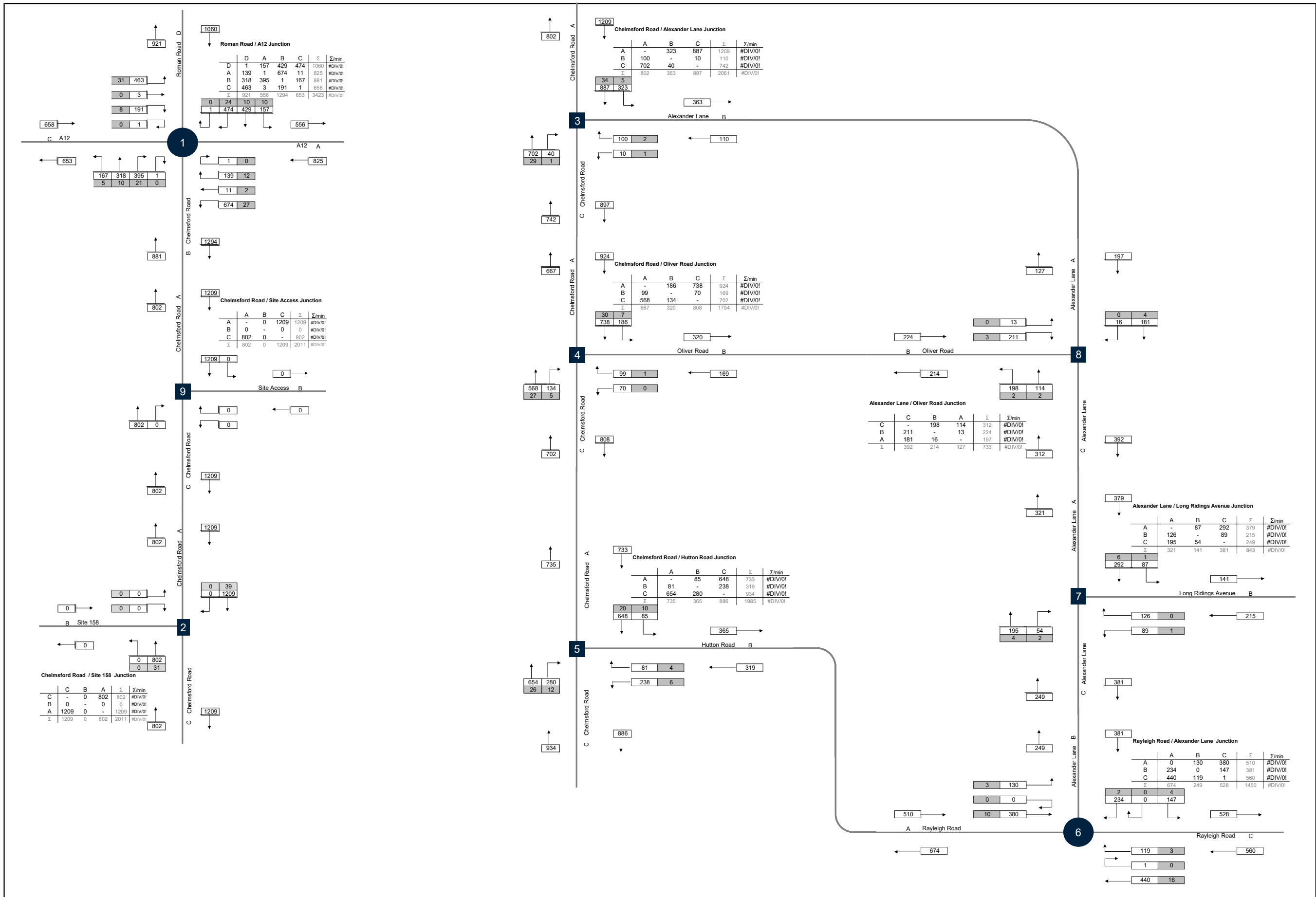
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

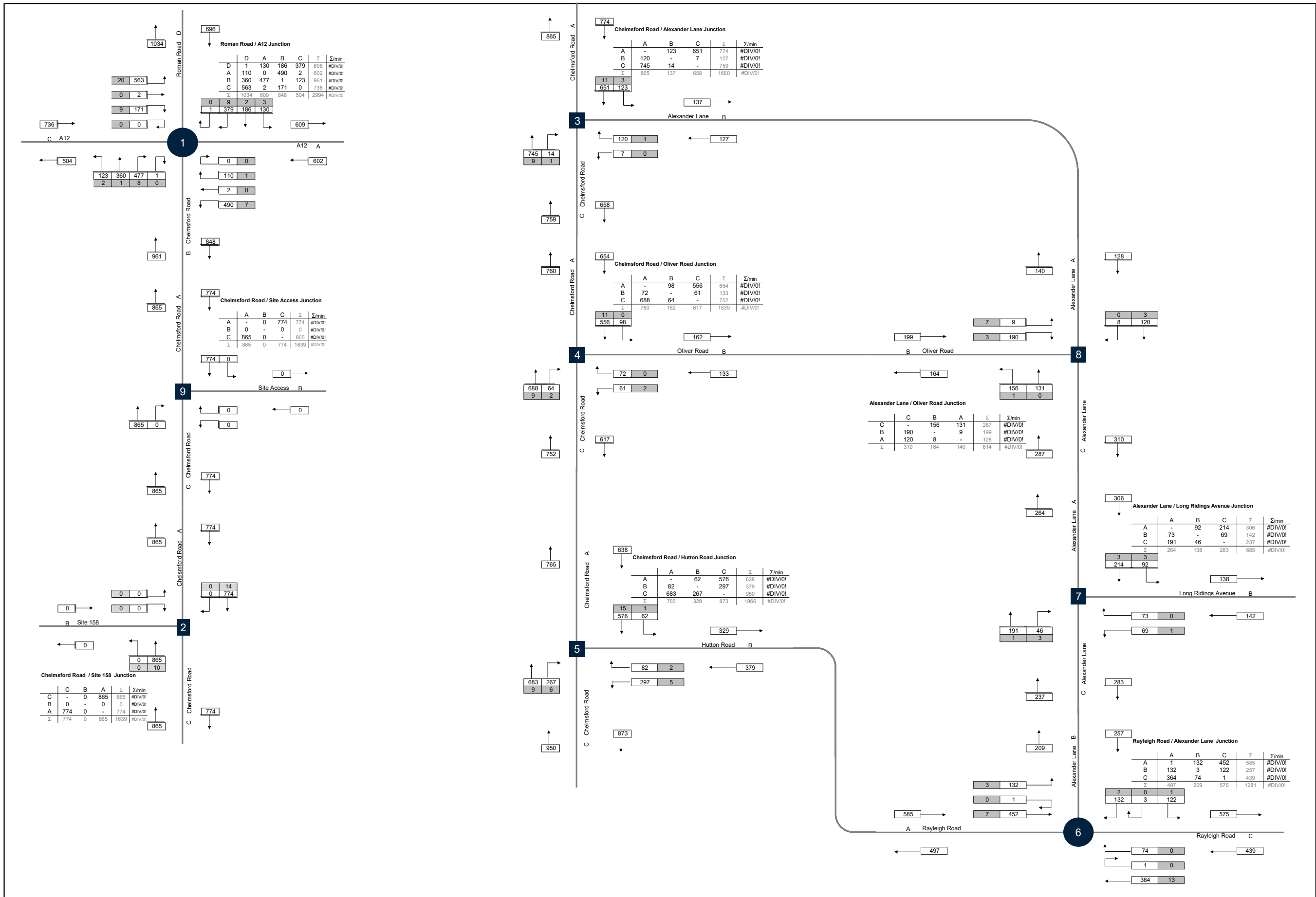
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

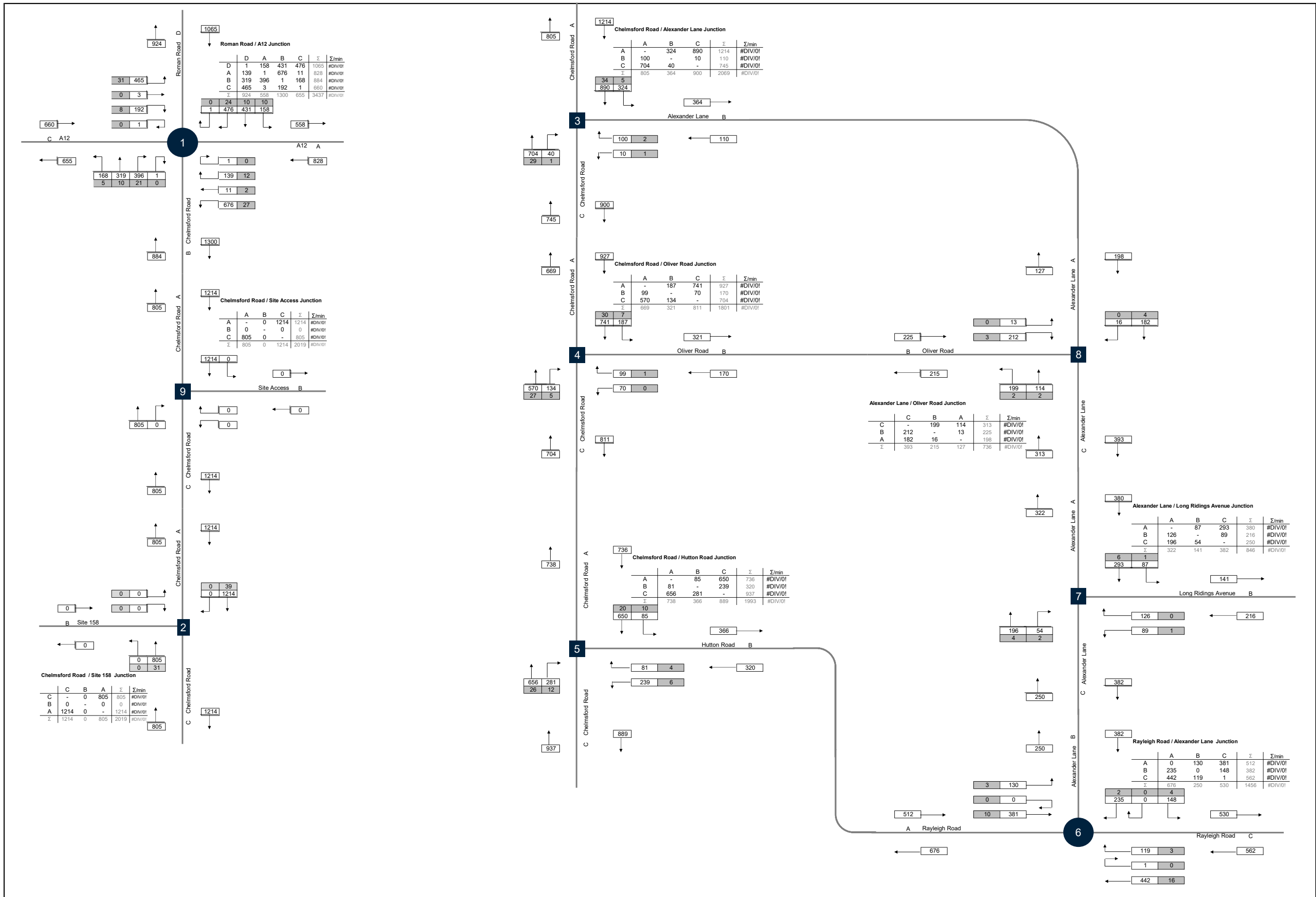
Appendix 12 – Base and Proposed Traffic Flow Diagrams

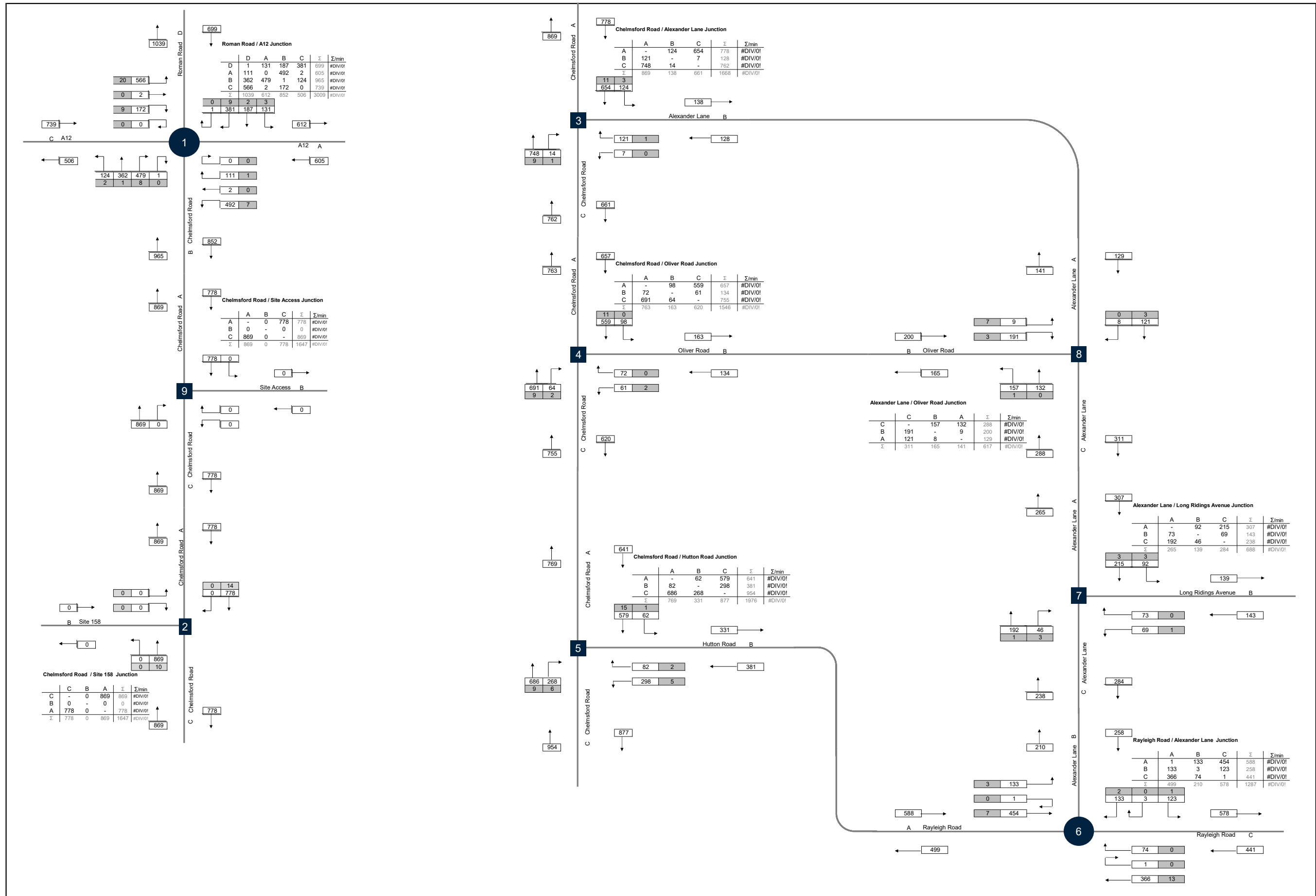


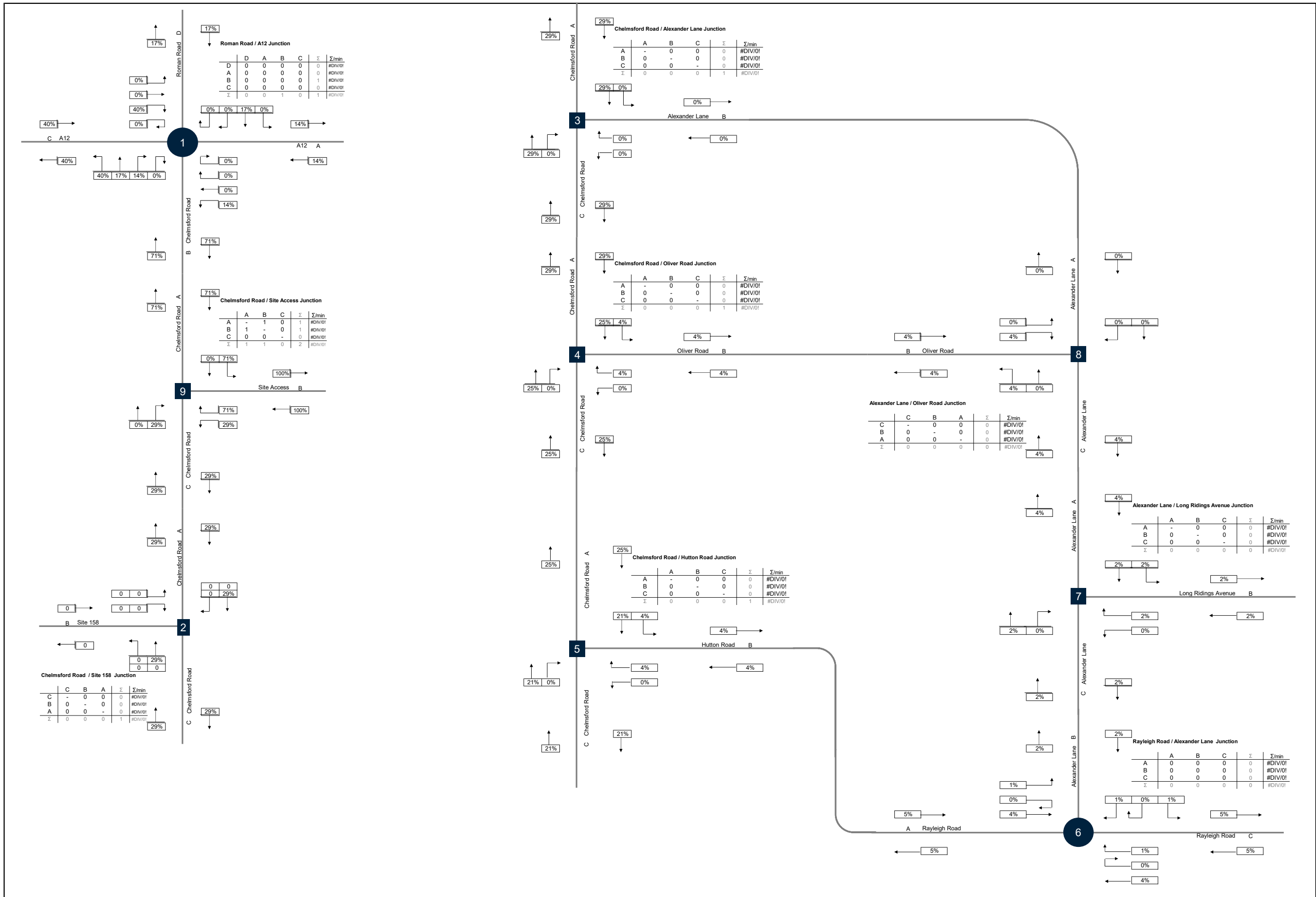


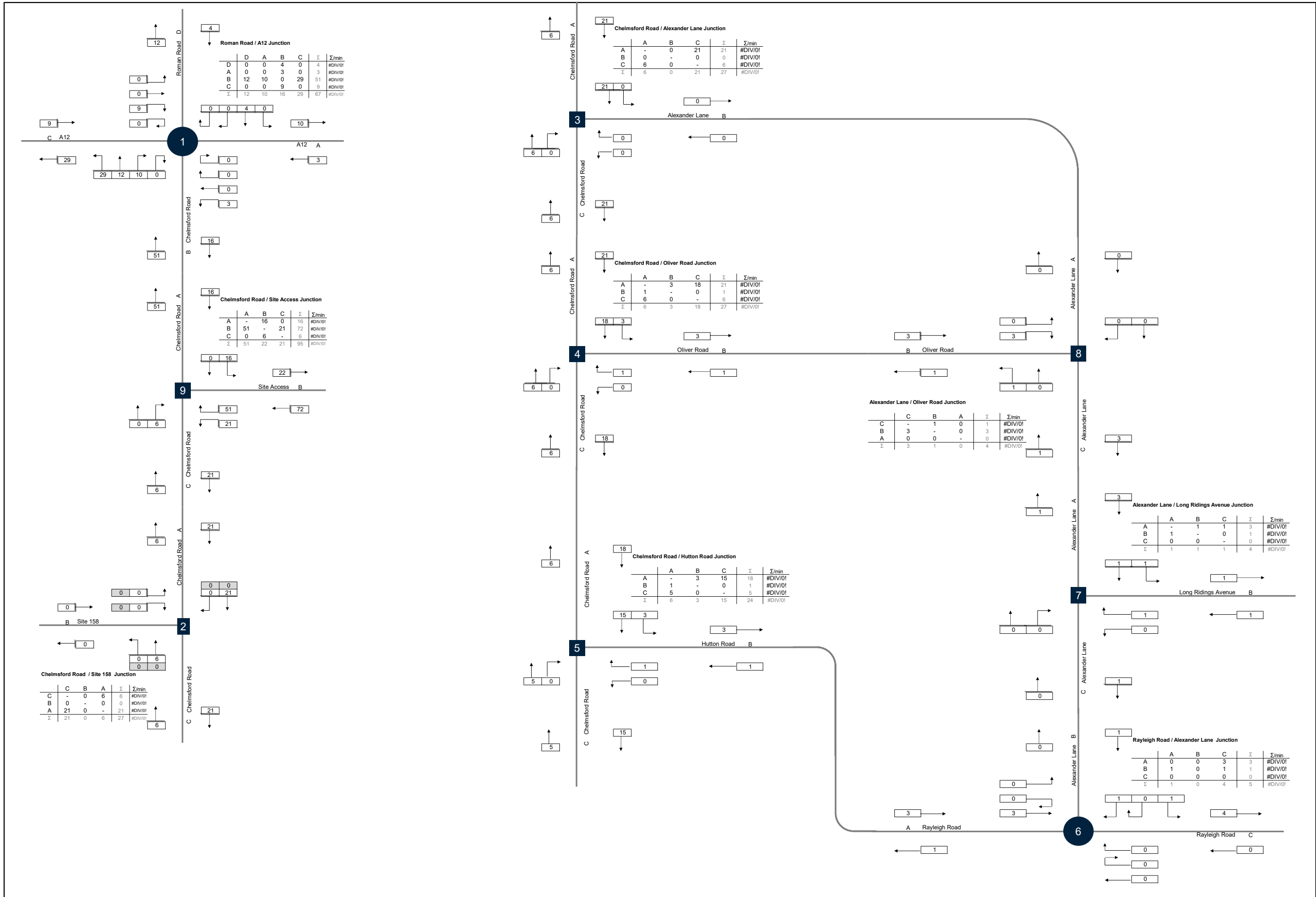


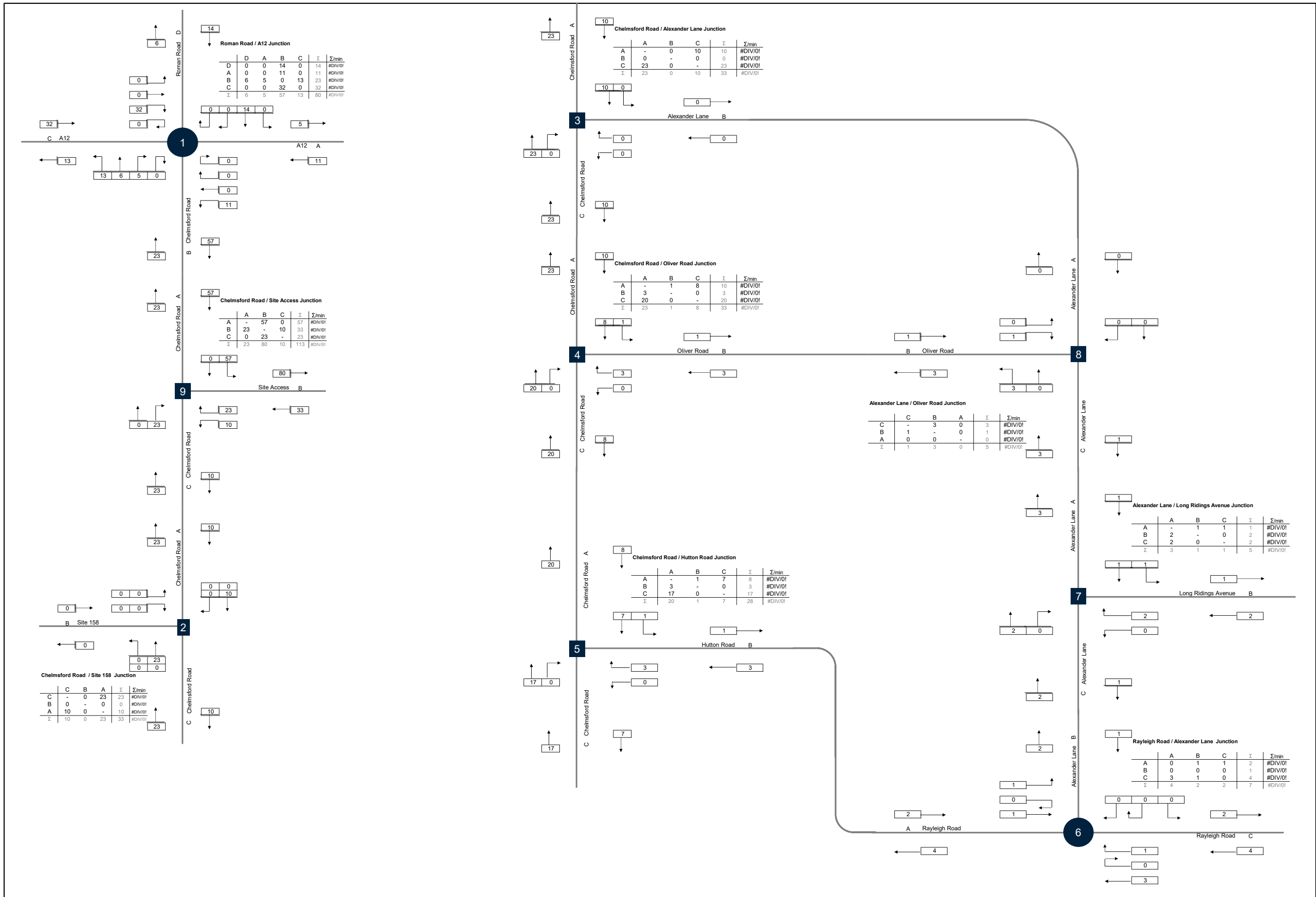


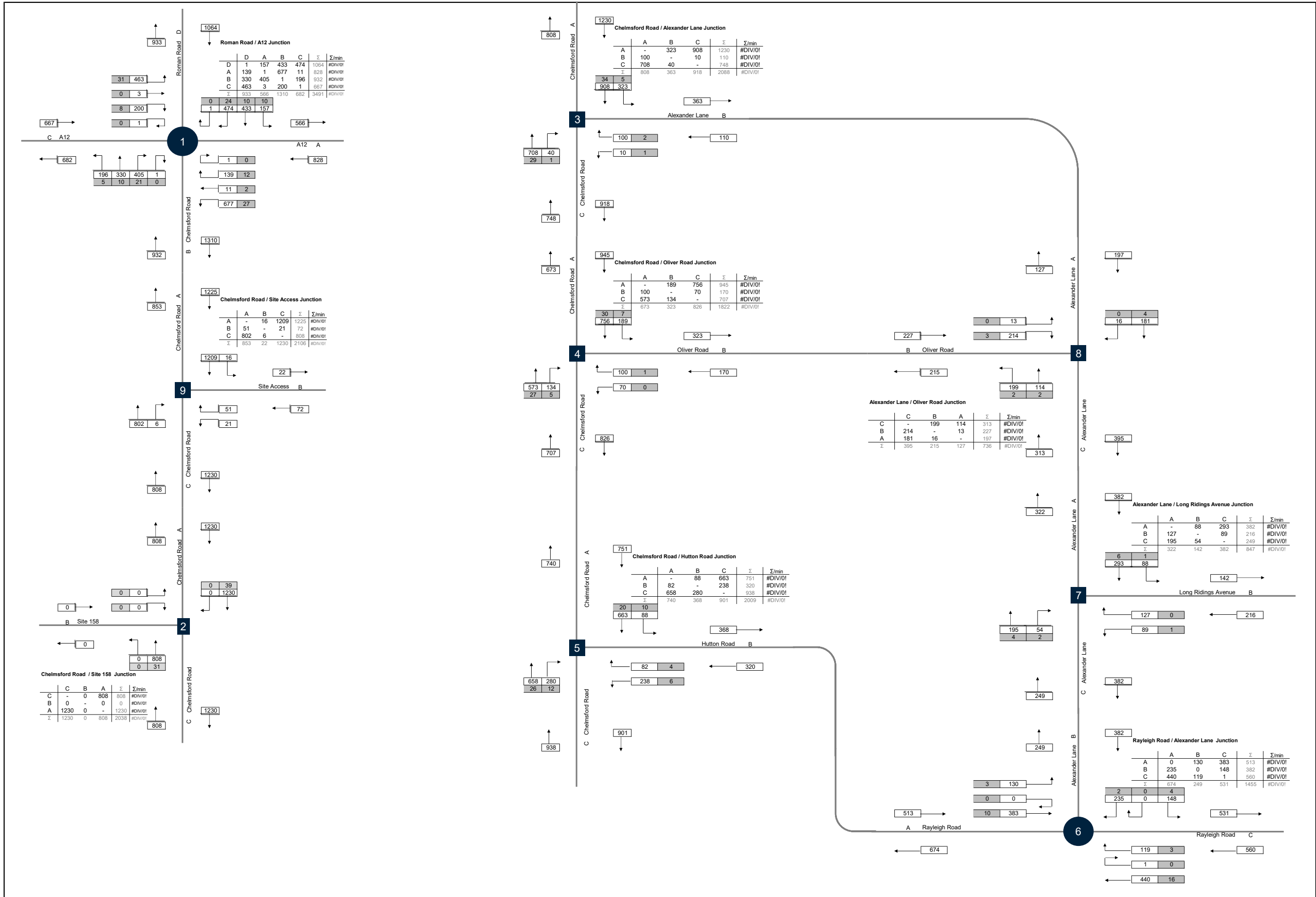


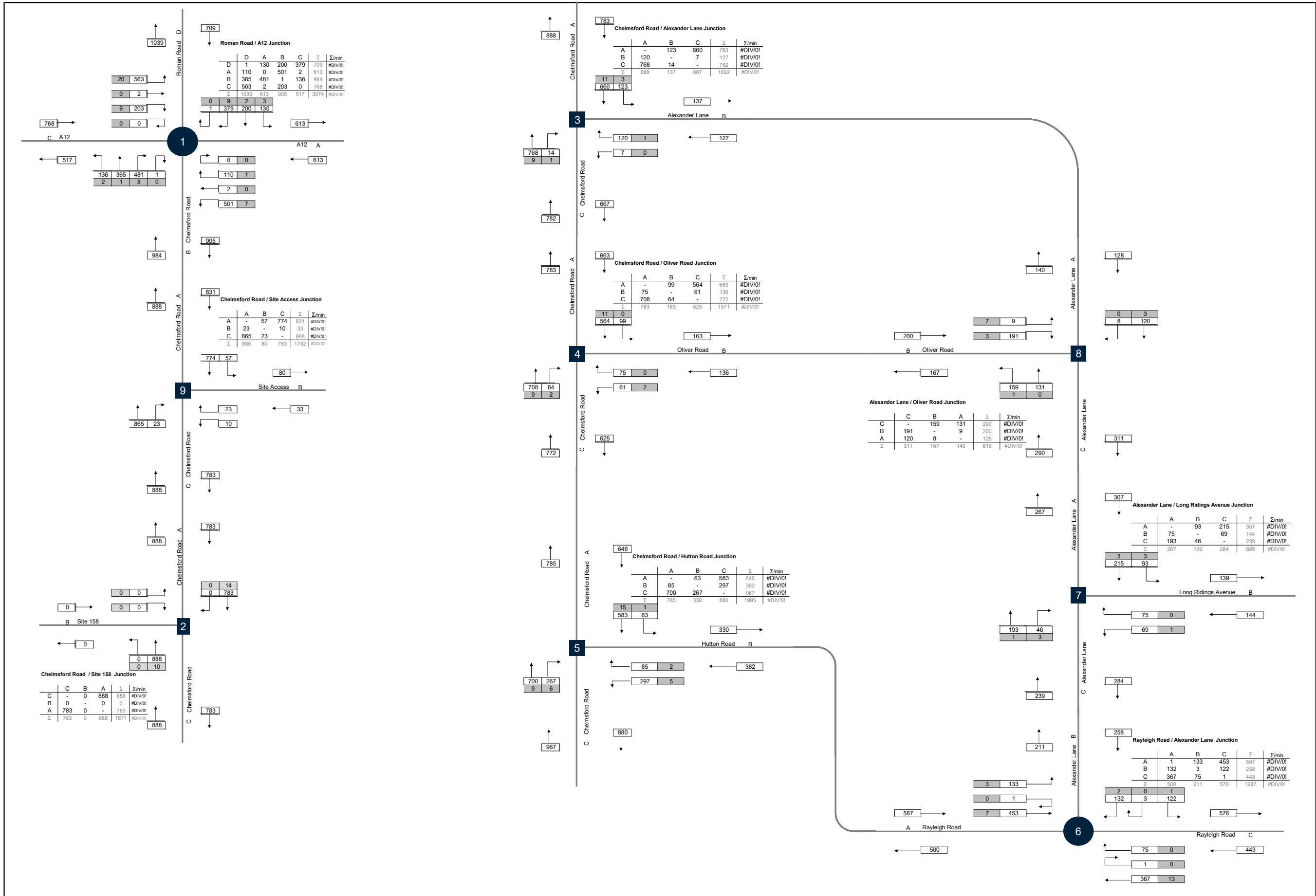


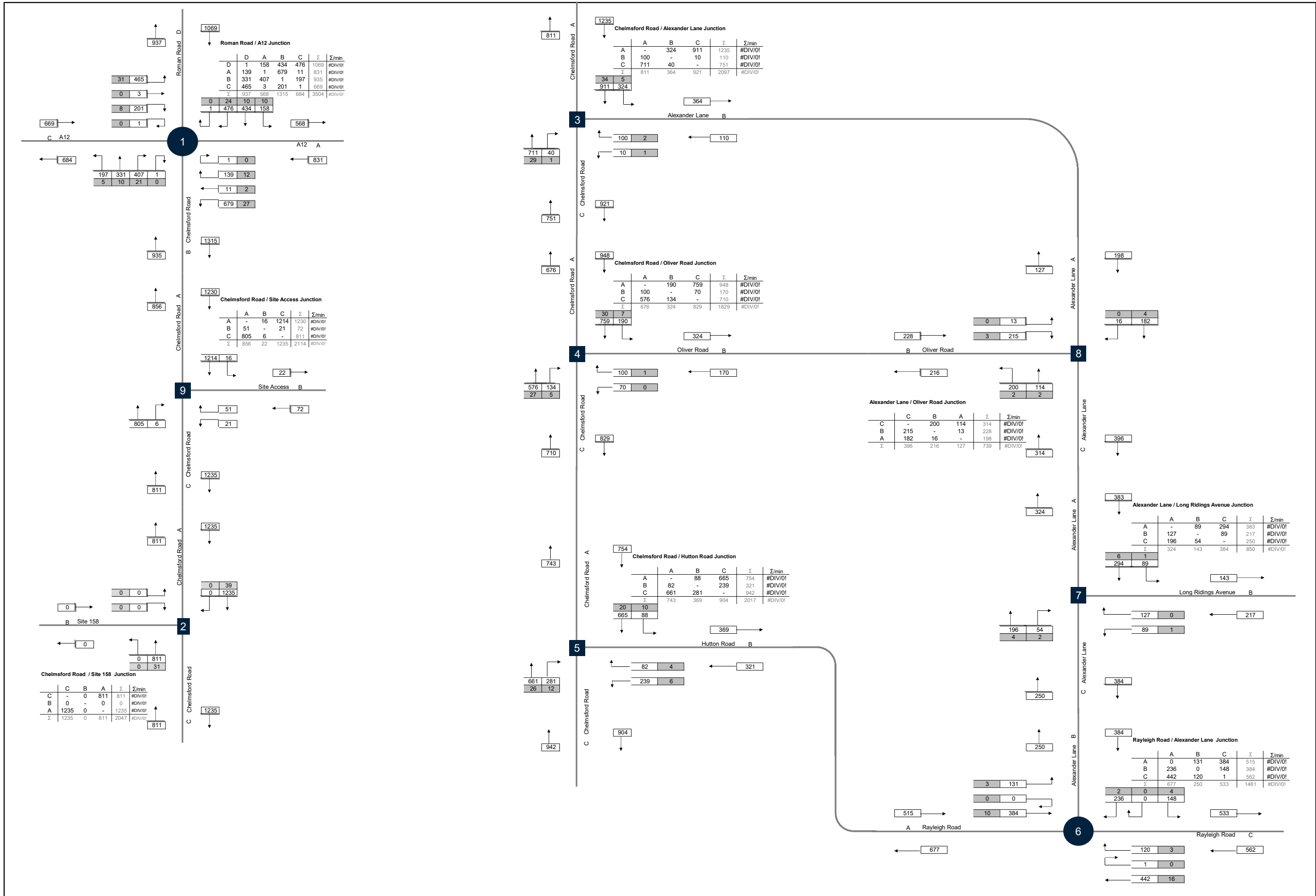


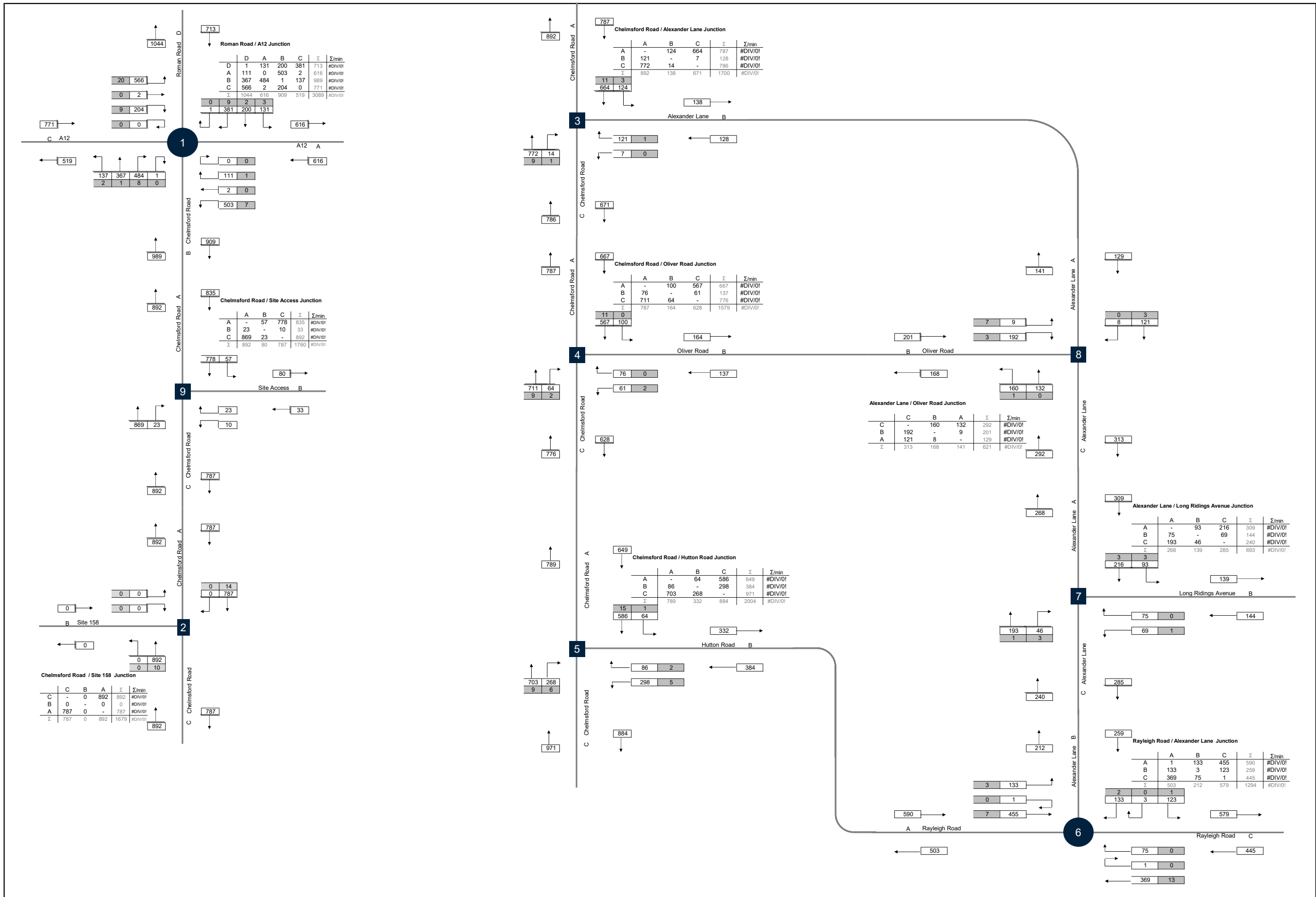


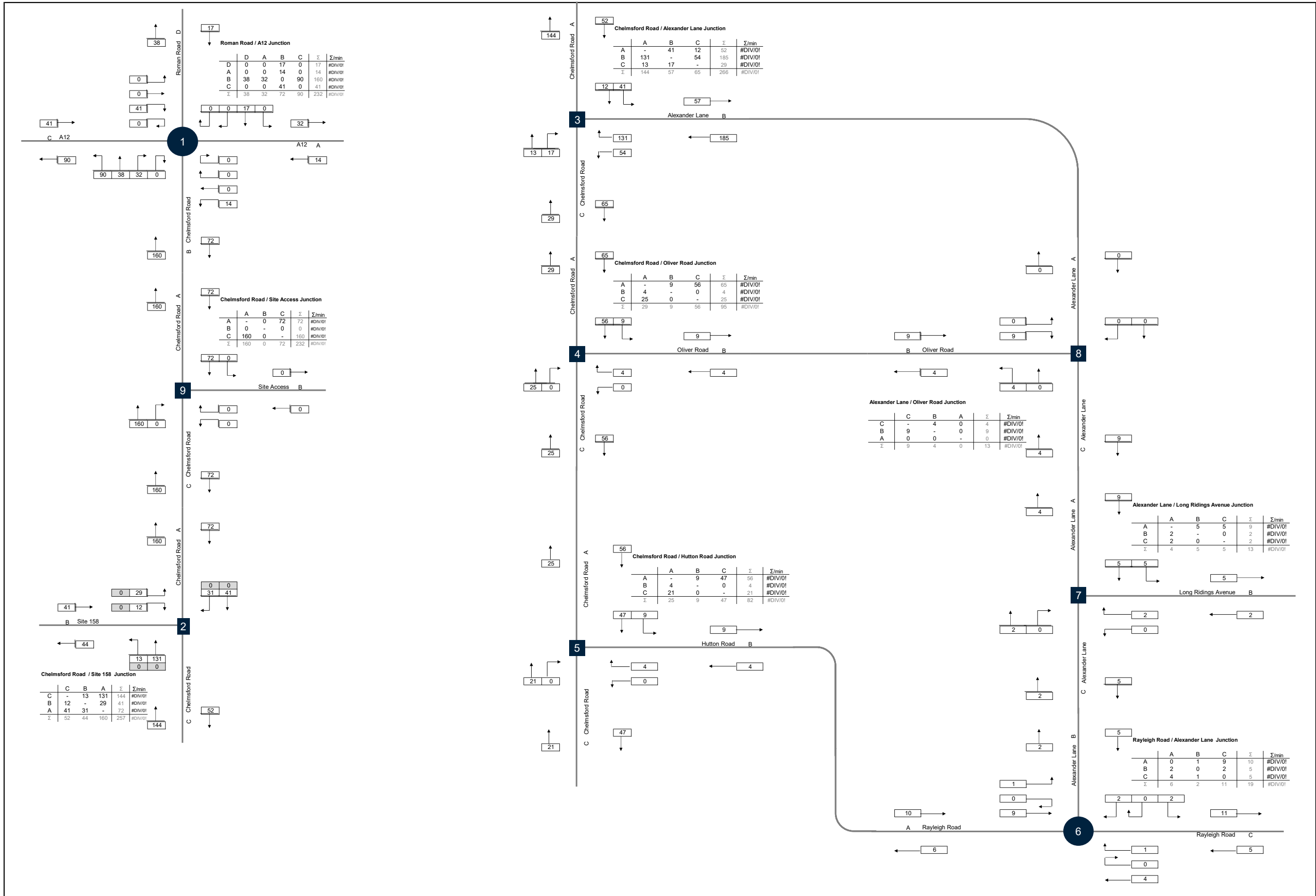


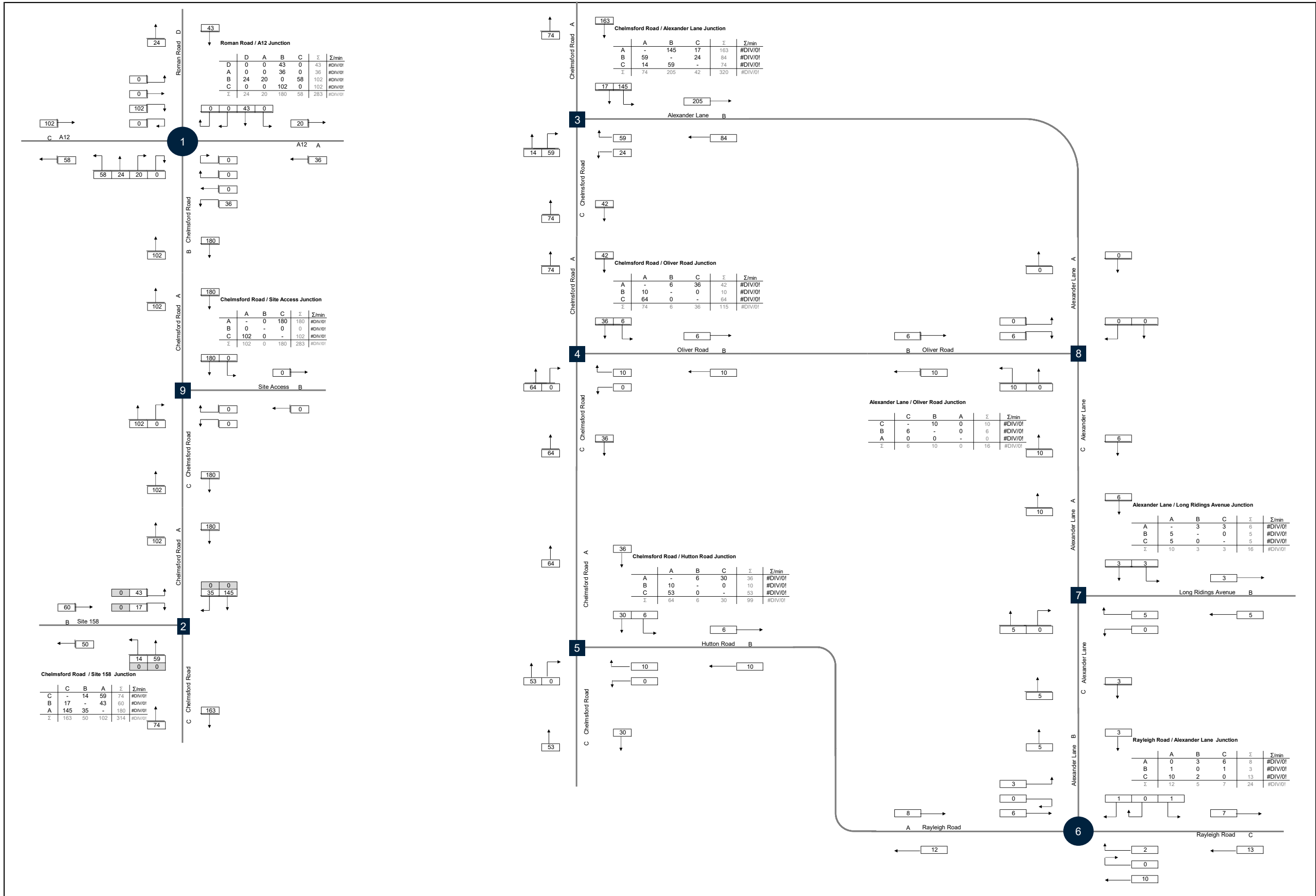


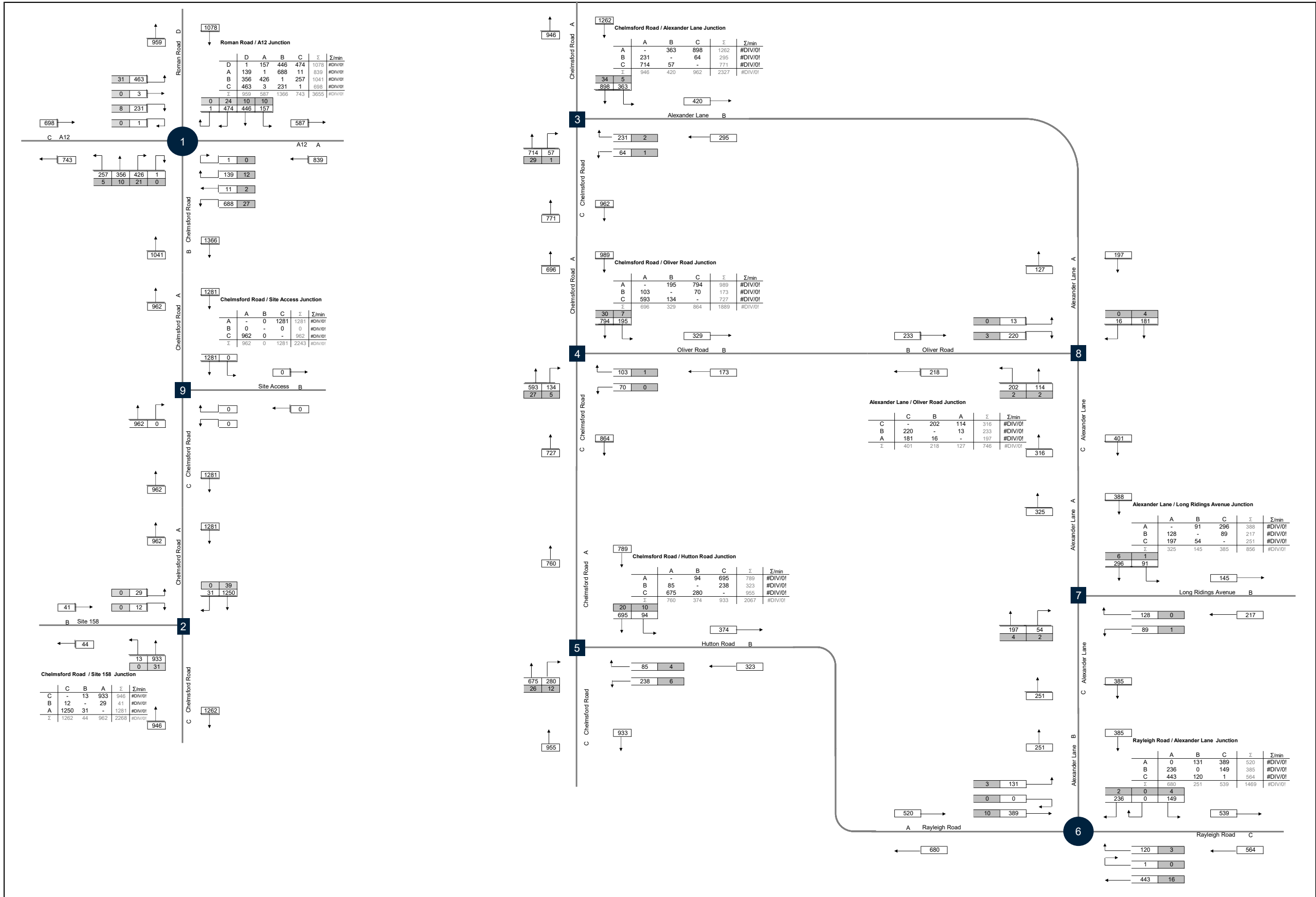


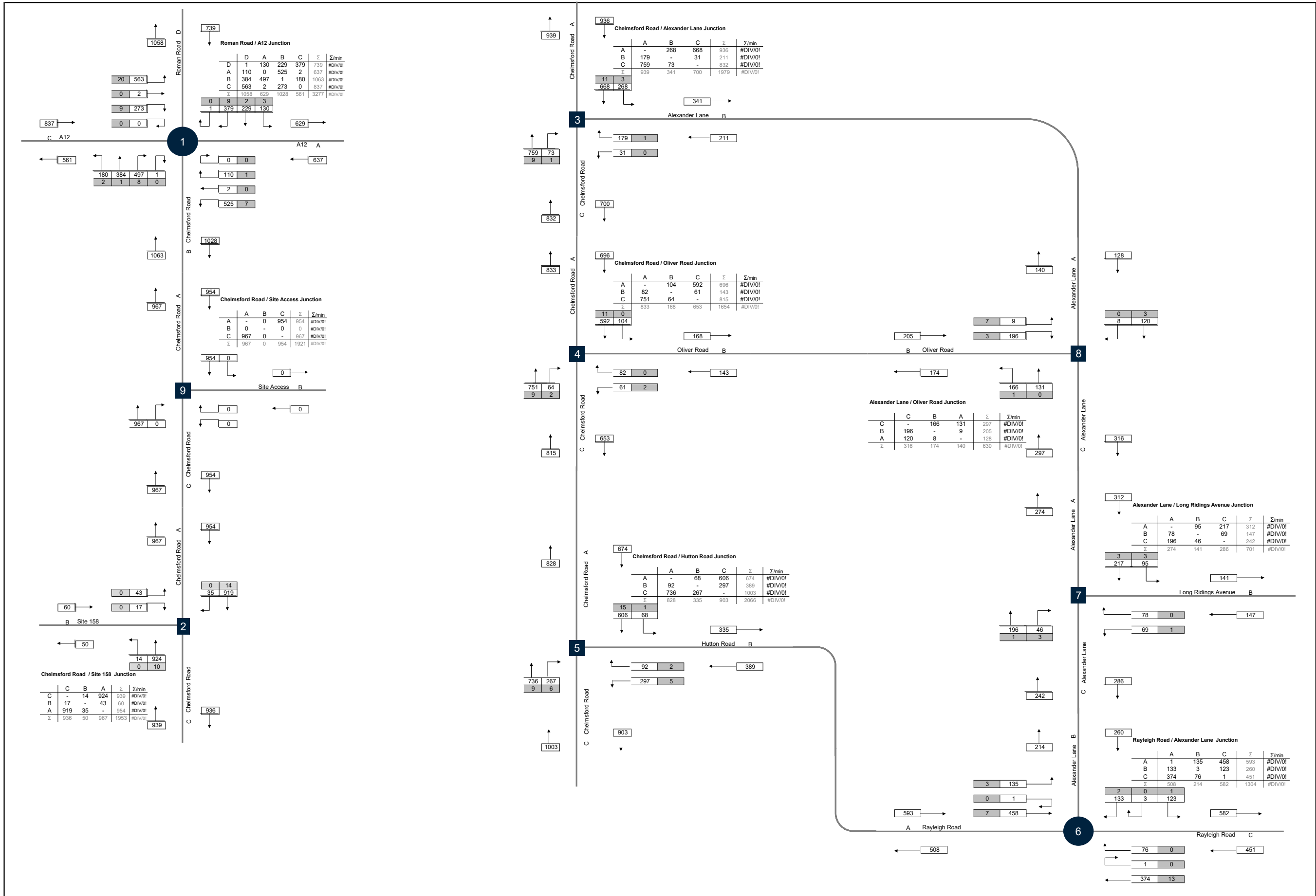


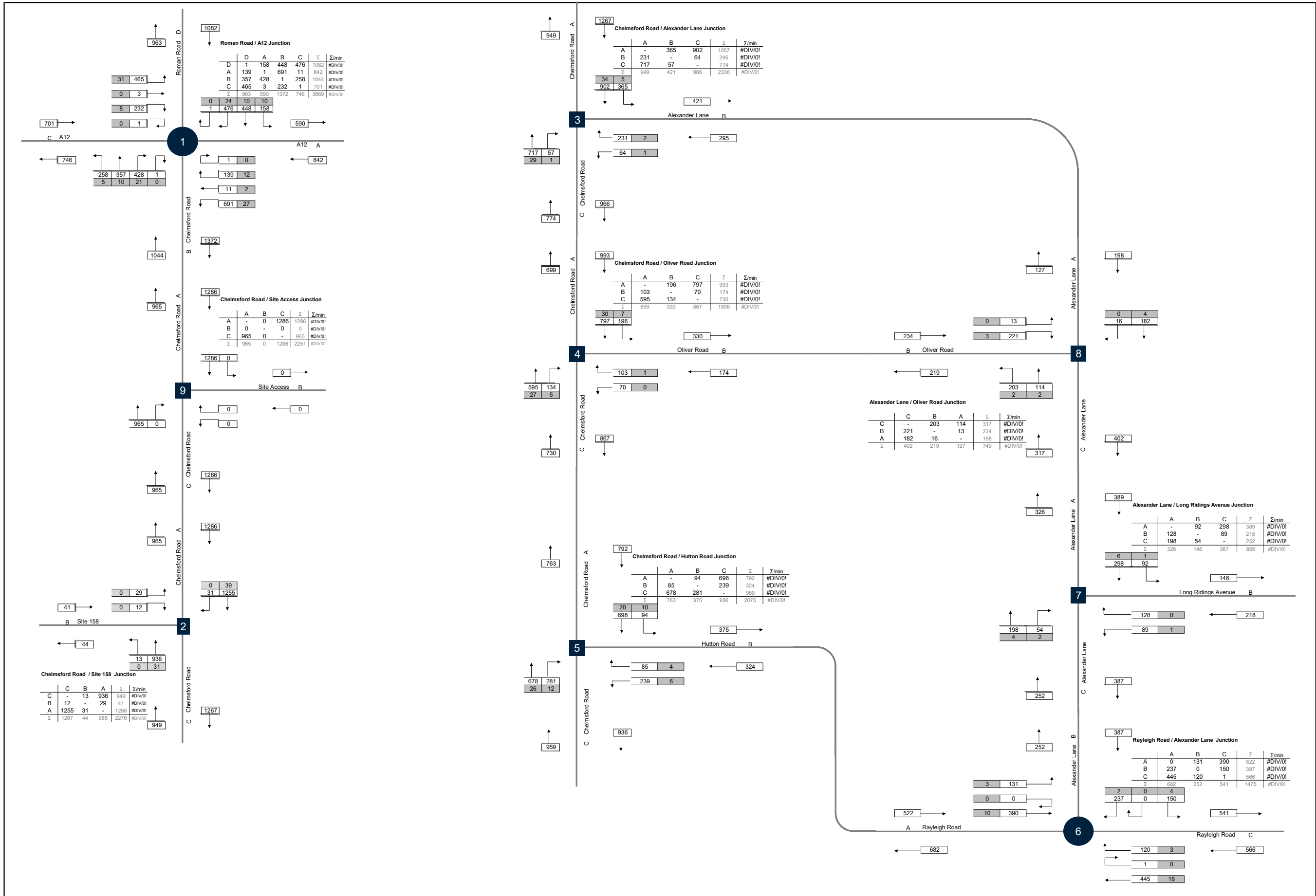


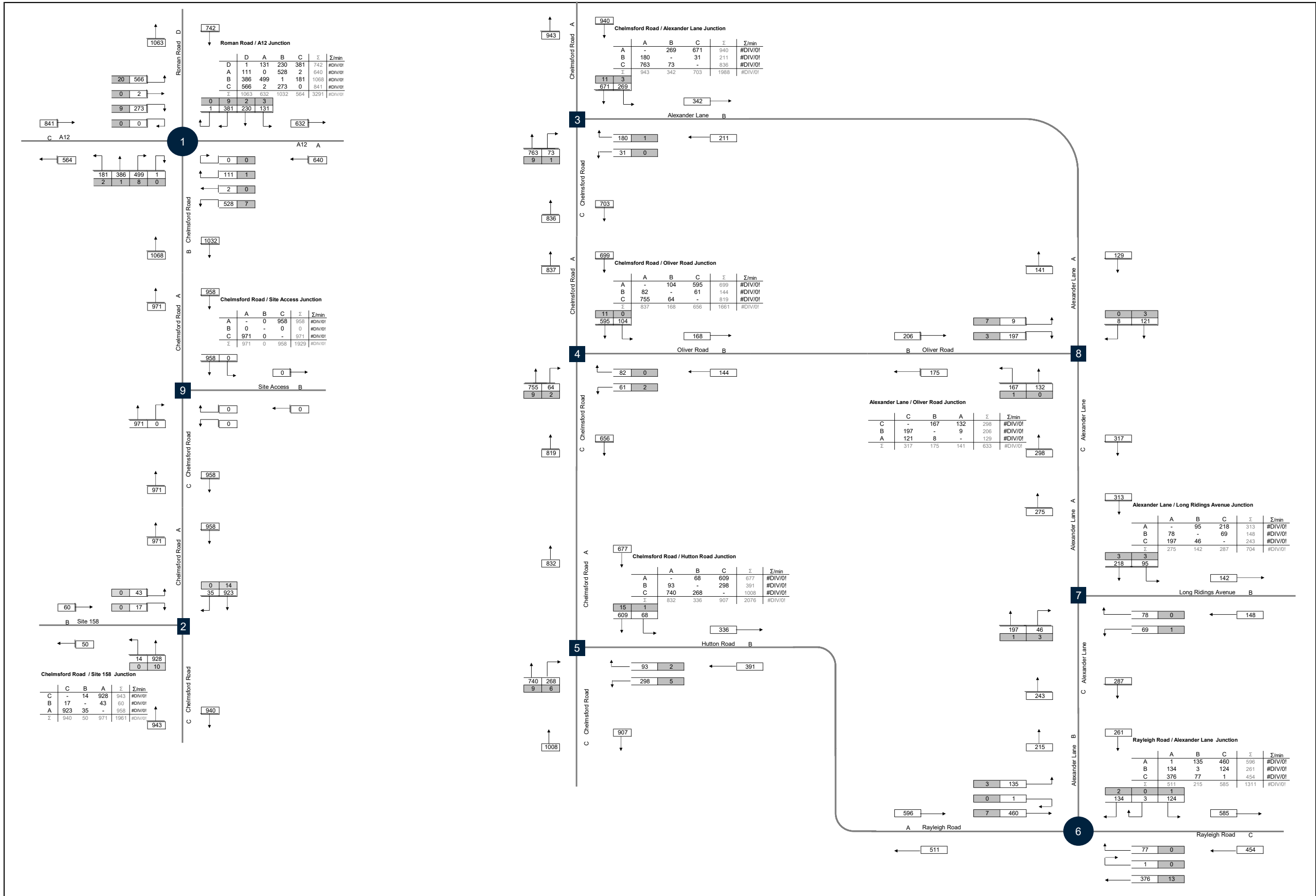


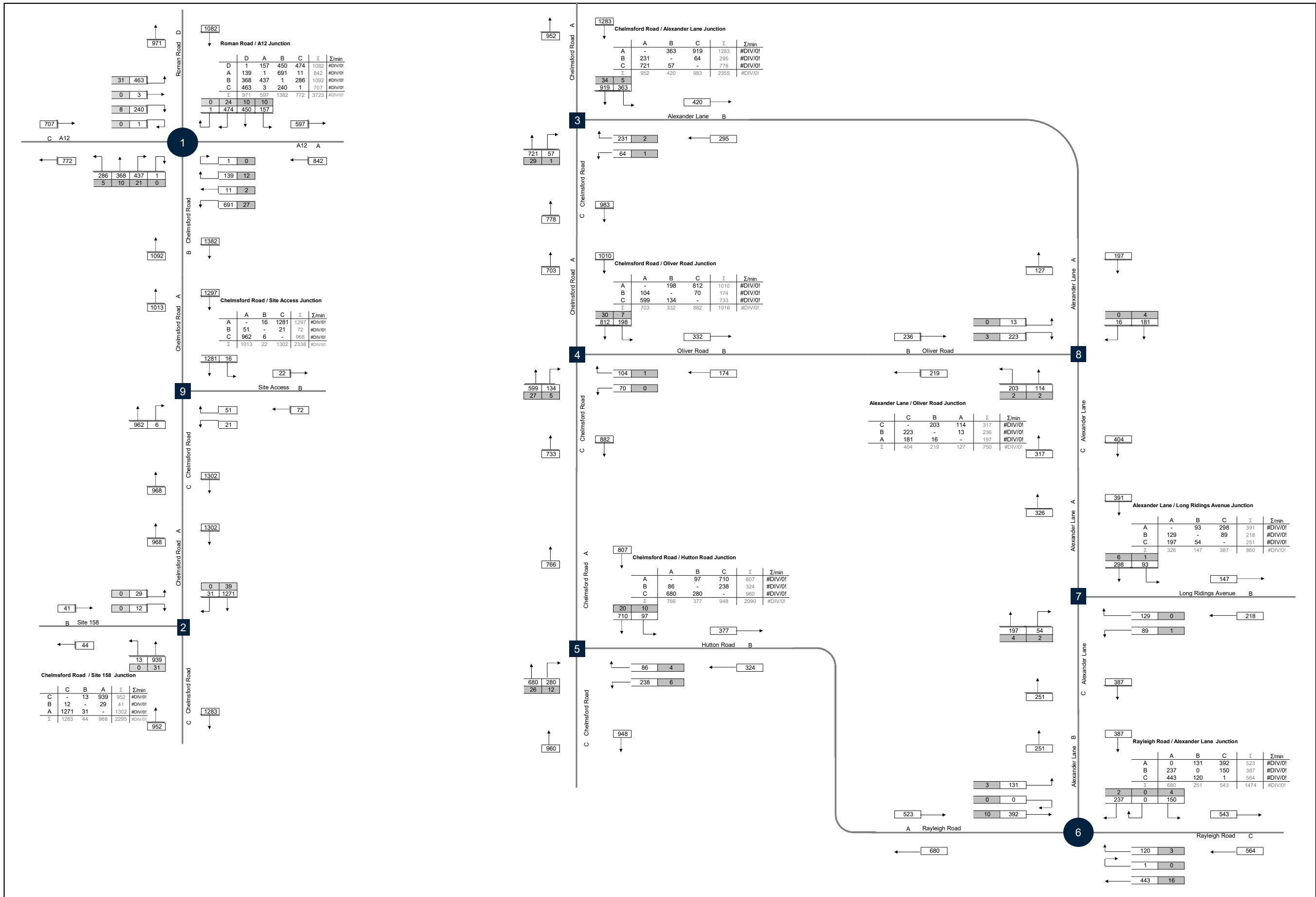


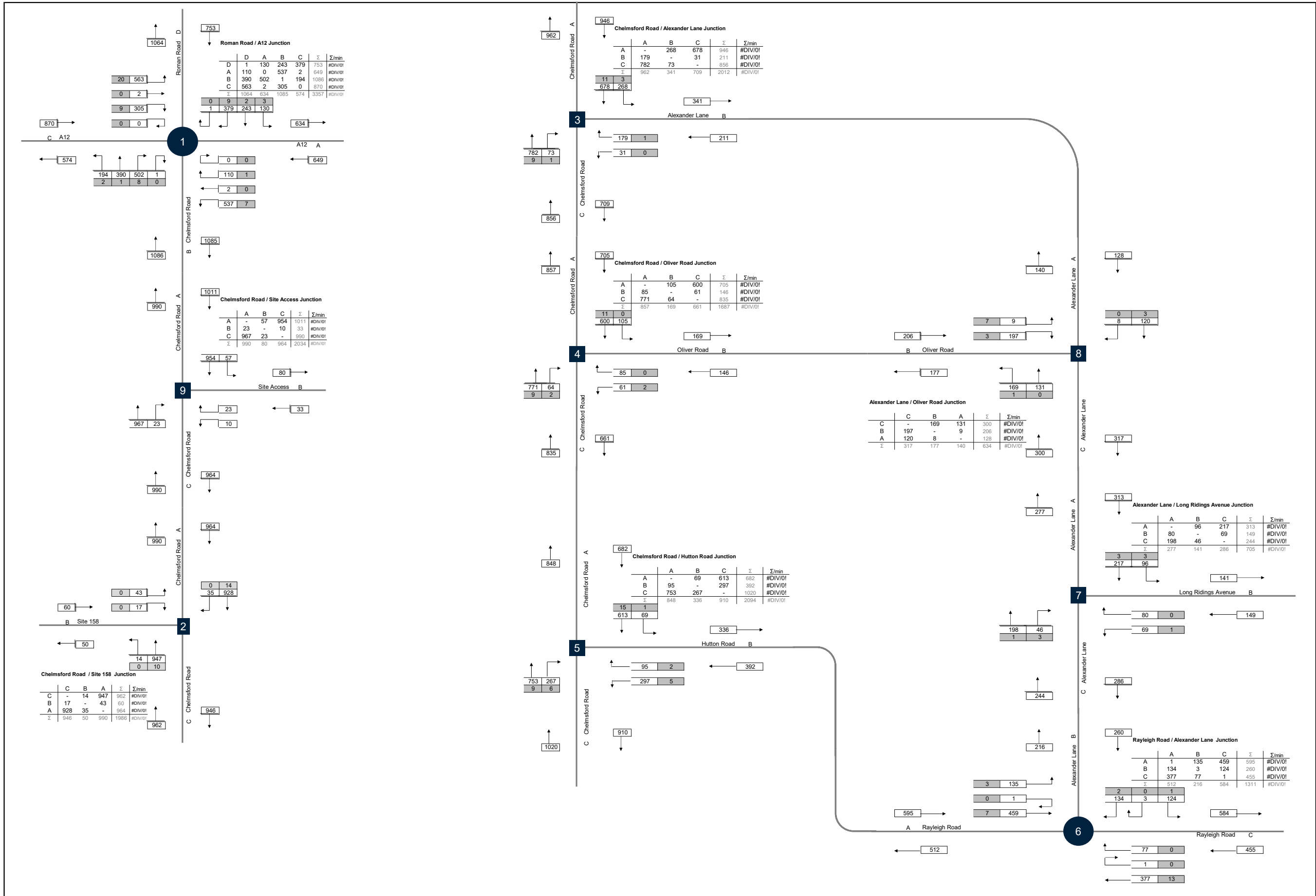


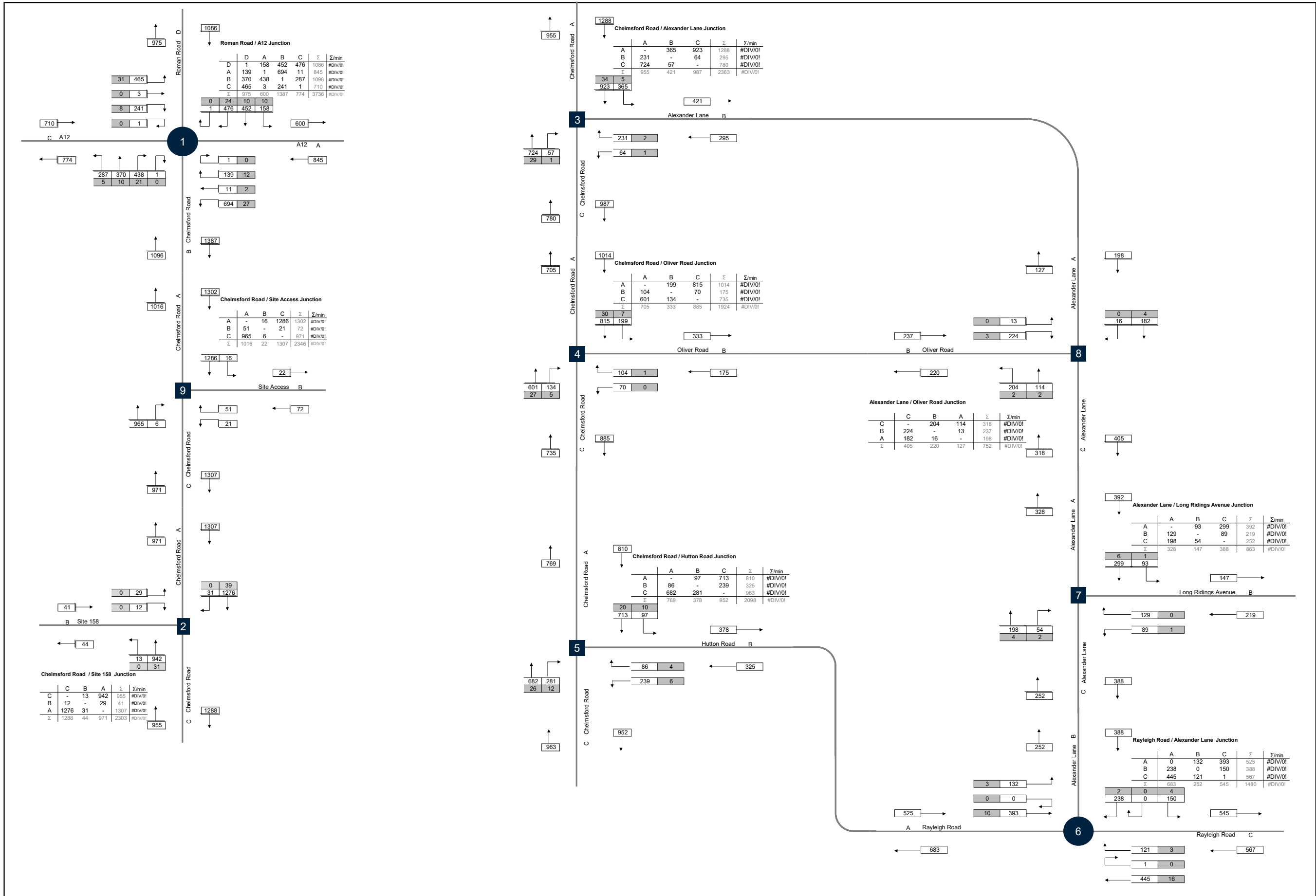


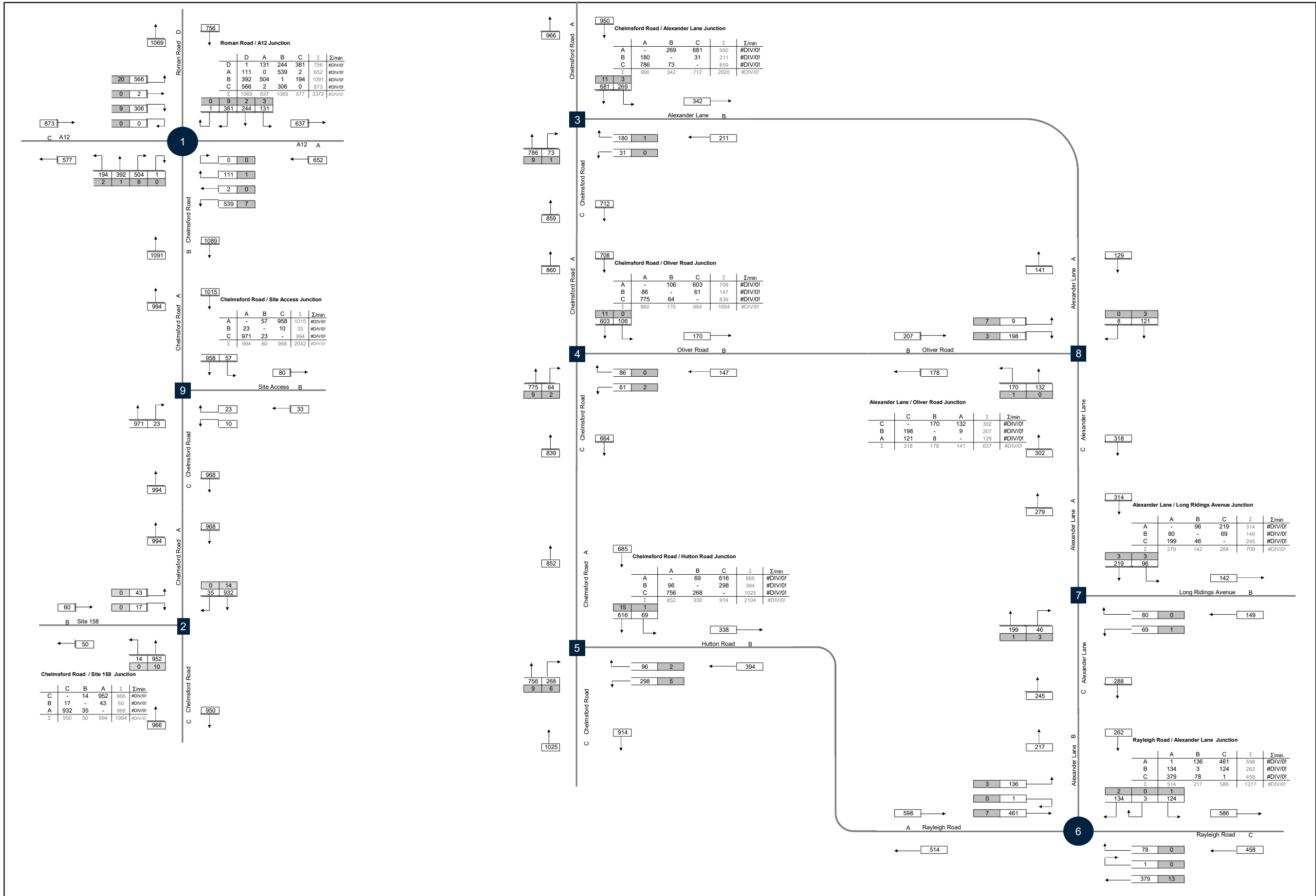












Appendix 13 – Junctions 10 Outputs

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.0.3.1598									
© Copyright TRL Software Limited, 2021									
For sales and distribution information, program advice and maintenance, contact TRL Software:									
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com									
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: Import of Chelmsford Rd.Proposed Site Access (J9).j10

Path: P:\JNY10935 - Shenfield\Transport\Picady

Report generation date: 26/07/2022 17:14:02

»2027 Base + Dev, AM

»2027 Base + Dev, PM

»2027 Base + Comm + Dev, AM

»2027 Base + Comm + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2027 Base + Dev									
Stream B-C	D1	0.1	16.27	0.09	C	D2	0.0	9.55	0.03	A
Stream B-A		0.8	58.06	0.45	F		0.1	21.21	0.12	C
Stream C-B		0.0	9.49	0.02	A		0.0	7.68	0.05	A
	2027 Base + Comm + Dev									
Stream B-C	D3	0.2	34.76	0.17	D	D4	0.0	10.81	0.03	B
Stream B-A		2.0	151.95	0.69	F		0.2	31.35	0.17	D
Stream C-B		0.0	10.01	0.02	B		0.1	8.57	0.05	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	22/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EUR\George.Magnisalis
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2027 Base + Dev	AM	DIRECT	07:30	09:00	90	15	✓
D2	2027 Base + Dev	PM	DIRECT	17:00	18:30	90	15	✓
D3	2027 Base + Comm + Dev	AM	DIRECT	07:30	09:00	90	15	✓
D4	2027 Base + Comm + Dev	PM	DIRECT	17:00	18:30	90	15	✓

Analysis Set Details

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

2027 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D1 - 2027 Base + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Chelmsford Rd_Proposed Site Access Priority Junction	T-Junction	Two-way	Two-way	Two-way		1.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.60	A

Arms

Arms

Arm	Name	Description	Arm type
A	Chelmsford Road (N)		Major
B	Site Access		Minor
C	Chelmsford Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Chelmsford Road (S)	6.60		✓	3.02	144.3		-

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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	6.38	2.77	2.70	2.70	2.54	✓	1.00	29	27

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	502	0.089	0.225	0.142	0.322
B-C	568	0.085	0.214	-	-
C-B	716	0.270	0.270	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2027 Base + Dev	AM	DIRECT	07:30	09:00	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Chelmsford Road (N)		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - Chelmsford Road (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chelmsford Road (N)	B - Site Access	C - Chelmsford Road (S)
From	A - Chelmsford Road (N)	0	16	1209
	B - Site Access	51	0	21
	C - Chelmsford Road (S)	802	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chelmsford Road (N)	B - Site Access	C - Chelmsford Road (S)
From	A - Chelmsford Road (N)	0	0	0
	B - Site Access	0	0	0
	C - Chelmsford Road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.09	16.27	0.1	C	21	32
B-A	0.45	58.06	0.8	F	51	77
C-A					802	1203
C-B	0.02	9.49	0.0	A	6	9
A-B					16	24
AC					1209	1814

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	250	0.084	21	0.0	0.1	15.654	C
B-A	51	13	113	0.452	48	0.0	0.7	53.551	F
C-A	802	201			802				
C-B	6	2	385	0.016	6	0.0	0.0	9.492	A
A-B	16	4			16				
A-C	1209	302			1209				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	243	0.086	21	0.1	0.1	16.219	C
B-A	51	13	113	0.452	51	0.7	0.8	57.670	F
C-A	802	201			802				
C-B	6	2	385	0.016	6	0.0	0.0	9.494	A
A-B	16	4			16				
A-C	1209	302			1209				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	243	0.087	21	0.1	0.1	16.249	C
B-A	51	13	113	0.452	51	0.8	0.8	57.917	F
C-A	802	201			802				
C-B	6	2	385	0.016	6	0.0	0.0	9.494	A
A-B	16	4			16				
A-C	1209	302			1209				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	242	0.087	21	0.1	0.1	16.260	C
B-A	51	13	113	0.452	51	0.8	0.8	58.000	F
C-A	802	201			802				
C-B	6	2	385	0.016	6	0.0	0.0	9.494	A
A-B	16	4			16				
A-C	1209	302			1209				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	242	0.087	21	0.1	0.1	16.266	C
B-A	51	13	113	0.452	51	0.8	0.8	58.045	F
C-A	802	201			802				
C-B	6	2	385	0.016	6	0.0	0.0	9.494	A
A-B	16	4			16				
A-C	1209	302			1209				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	242	0.087	21	0.1	0.1	16.269	C
B-A	51	13	113	0.452	51	0.8	0.8	58.060	F
C-A	802	201			802				
C-B	6	2	385	0.016	6	0.0	0.0	9.494	A
A-B	16	4			16				
A-C	1209	302			1209				

2027 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D2 - 2027 Base + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Chelmsford Rd_Proposed Site Access Priority Junction	T-Junction	Two-way	Two-way	Two-way		0.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.43	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2027 Base + Dev	PM	DIRECT	17:00	18:30	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Chelmsford Road (N)		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - Chelmsford Road (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chelmsford Road (N)	B - Site Access	C - Chelmsford Road (S)
From	A - Chelmsford Road (N)	0	57	774
	B - Site Access	23	0	10
	C - Chelmsford Road (S)	865	23	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Chelmsford Road (N)	B - Site Access	C - Chelmsford Road (S)
	A - Chelmsford Road (N)	0	0	0
	B - Site Access	0	0	0
	C - Chelmsford Road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.03	9.55	0.0	A	10	15
B-A	0.12	21.21	0.1	C	23	35
C-A					865	1298
C-B	0.05	7.68	0.0	A	23	35
AB					57	86
AC					774	1161

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	388	0.026	10	0.0	0.0	9.524	A
B-A	23	6	193	0.119	22	0.0	0.1	21.084	C
C-A	865	216			865				
C-B	23	6	492	0.047	23	0.0	0.0	7.675	A
AB	57	14			57				
AC	774	194			774				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	387	0.026	10	0.0	0.0	9.554	A
B-A	23	6	193	0.119	23	0.1	0.1	21.208	C
C-A	865	216			865				
C-B	23	6	492	0.047	23	0.0	0.0	7.681	A
AB	57	14			57				
AC	774	194			774				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	387	0.026	10	0.0	0.0	9.554	A
B-A	23	6	193	0.119	23	0.1	0.1	21.210	C
C-A	865	216			865				
C-B	23	6	492	0.047	23	0.0	0.0	7.681	A
AB	57	14			57				
AC	774	194			774				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	387	0.026	10	0.0	0.0	9.554	A
B-A	23	6	193	0.119	23	0.1	0.1	21.210	C
C-A	865	216			865				
C-B	23	6	492	0.047	23	0.0	0.0	7.681	A
A-B	57	14			57				
A-C	774	194			774				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	387	0.026	10	0.0	0.0	9.554	A
B-A	23	6	193	0.119	23	0.1	0.1	21.210	C
C-A	865	216			865				
C-B	23	6	492	0.047	23	0.0	0.0	7.681	A
A-B	57	14			57				
A-C	774	194			774				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	387	0.026	10	0.0	0.0	9.554	A
B-A	23	6	193	0.119	23	0.1	0.1	21.210	C
C-A	865	216			865				
C-B	23	6	492	0.047	23	0.0	0.0	7.681	A
A-B	57	14			57				
A-C	774	194			774				

2027 Base + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D3 - 2027 Base + Comm + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Chelmsford Rd_Proposed Site Access Priority Junction	T-Junction	Two-way	Two-way	Two-way		3.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.65	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2027 Base + Comm + Dev	AM	DIRECT	07:30	09:00	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Chelmsford Road (N)		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - Chelmsford Road (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chelmsford Road (N)	B - Site Access	C - Chelmsford Road (S)
From	A - Chelmsford Road (N)	0	16	1281
	B - Site Access	51	0	21
	C - Chelmsford Road (S)	962	6	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Chelmsford Road (N)	B - Site Access	C - Chelmsford Road (S)
	A - Chelmsford Road (N)	0	0	0
	B - Site Access	0	0	0
	C - Chelmsford Road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	34.76	0.2	D	21	32
B-A	0.69	151.95	2.0	F	51	77
C-A					962	1443
C-B	0.02	10.01	0.0	B	6	9
AB					16	24
AC					1281	1922

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	170	0.124	20	0.0	0.1	23.988	C
B-A	51	13	74	0.691	45	0.0	1.5	109.688	F
C-A	962	241			962				
C-B	6	2	366	0.016	6	0.0	0.0	10.005	B
AB	16	4			16				
AC	1281	320			1281				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	136	0.155	21	0.1	0.2	31.295	D
B-A	51	13	74	0.690	50	1.5	1.8	140.623	F
C-A	962	241			962				
C-B	6	2	366	0.016	6	0.0	0.0	10.007	B
AB	16	4			16				
AC	1281	320			1281				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	130	0.162	21	0.2	0.2	33.024	D
B-A	51	13	74	0.690	51	1.8	1.9	146.473	F
C-A	962	241			962				
C-B	6	2	366	0.016	6	0.0	0.0	10.007	B
AB	16	4			16				
AC	1281	320			1281				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	127	0.165	21	0.2	0.2	33.887	D
B-A	51	13	74	0.690	51	1.9	2.0	149.237	F
C-A	962	241			962				
C-B	6	2	366	0.016	6	0.0	0.0	10.007	B
A-B	16	4			16				
A-C	1281	320			1281				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	126	0.167	21	0.2	0.2	34.410	D
B-A	51	13	74	0.690	51	2.0	2.0	150.868	F
C-A	962	241			962				
C-B	6	2	366	0.016	6	0.0	0.0	10.007	B
A-B	16	4			16				
A-C	1281	320			1281				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	5	125	0.169	21	0.2	0.2	34.763	D
B-A	51	13	74	0.690	51	2.0	2.0	151.947	F
C-A	962	241			962				
C-B	6	2	366	0.016	6	0.0	0.0	10.007	B
A-B	16	4			16				
A-C	1281	320			1281				

2027 Base + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D4 - 2027 Base + Comm + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Chelmsford Rd_Proposed Site Access Priority Junction	T-Junction	Two-way	Two-way	Two-way		0.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2027 Base + Comm + Dev	PM	DIRECT	17:00	18:30	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Chelmsford Road (N)		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - Chelmsford Road (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chelmsford Road (N)	B - Site Access	C - Chelmsford Road (S)
From	A - Chelmsford Road (N)	0	57	954
	B - Site Access	23	0	10
	C - Chelmsford Road (S)	967	23	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Chelmsford Road (N)	B - Site Access	C - Chelmsford Road (S)
	A - Chelmsford Road (N)	0	0	0
	B - Site Access	0	0	0
	C - Chelmsford Road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.03	10.81	0.0	B	10	15
B-A	0.17	31.35	0.2	D	23	35
C-A					967	1451
C-B	0.05	8.57	0.1	A	23	35
AB					57	86
AC					954	1431

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	345	0.029	10	0.0	0.0	10.741	B
B-A	23	6	138	0.167	22	0.0	0.2	30.962	D
C-A	967	242			967				
C-B	23	6	443	0.052	23	0.0	0.1	8.562	A
AB	57	14			57				
AC	954	239			954				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	343	0.029	10	0.0	0.0	10.803	B
B-A	23	6	138	0.167	23	0.2	0.2	31.343	D
C-A	967	242			967				
C-B	23	6	443	0.052	23	0.1	0.1	8.571	A
AB	57	14			57				
AC	954	239			954				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	343	0.029	10	0.0	0.0	10.805	B
B-A	23	6	138	0.167	23	0.2	0.2	31.350	D
C-A	967	242			967				
C-B	23	6	443	0.052	23	0.1	0.1	8.571	A
AB	57	14			57				
AC	954	239			954				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	343	0.029	10	0.0	0.0	10.805	B
B-A	23	6	138	0.167	23	0.2	0.2	31.353	D
C-A	967	242			967				
C-B	23	6	443	0.052	23	0.1	0.1	8.571	A
A-B	57	14			57				
A-C	954	239			954				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	343	0.029	10	0.0	0.0	10.806	B
B-A	23	6	138	0.167	23	0.2	0.2	31.355	D
C-A	967	242			967				
C-B	23	6	443	0.052	23	0.1	0.1	8.571	A
A-B	57	14			57				
A-C	954	239			954				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	343	0.029	10	0.0	0.0	10.806	B
B-A	23	6	138	0.167	23	0.2	0.2	31.354	D
C-A	967	242			967				
C-B	23	6	443	0.052	23	0.1	0.1	8.571	A
A-B	57	14			57				
A-C	954	239			954				

Junctions 10										
PICADY 10 - Priority Intersection Module										
Version: 10.0.3.1598										
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Filename: Import of Chelmsford Rd.Alexander Lane (J3).j10

Path: P:\JNY10935 - Shenfield\Transport\Picady

Report generation date: 27/07/2022 09:41:54

- »2022 Base, AM
- »2022 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 Base + Dev, AM
- »2027 Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2022 Base									
Stream B-C	D1	0.1	22.01	0.06	C	D2	0.0	11.02	0.02	B
Stream B-A		1.9	71.80	0.67	F		1.0	30.84	0.51	D
Stream C-B		0.1	11.12	0.11	B		0.0	7.94	0.03	A
	2027 Base									
Stream B-C	D3	0.1	22.01	0.06	C	D4	0.0	11.02	0.02	B
Stream B-A		1.9	71.80	0.67	F		1.0	30.84	0.51	D
Stream C-B		0.1	11.12	0.11	B		0.0	7.94	0.03	A
	2027 Base + Dev									
Stream B-C	D5	0.1	25.01	0.06	D	D6	0.0	11.27	0.02	B
Stream B-A		2.2	81.33	0.70	F		1.1	32.39	0.52	D
Stream C-B		0.1	11.32	0.11	B		0.0	7.98	0.03	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	22/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EUR\George.Magnisalis
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022 Base	AM	DIRECT	07:30	09:00	90	15	✓
D2	2022 Base	PM	DIRECT	17:00	18:30	90	15	✓
D3	2027 Base	AM	DIRECT	07:30	09:00	90	15	✓
D4	2027 Base	PM	DIRECT	17:00	18:30	90	15	✓
D5	2027 Base + Dev	AM	DIRECT	07:30	09:00	90	15	✓
D6	2027 Base + Dev	PM	DIRECT	17:00	18:30	90	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Alexander Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Alexander Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D1 - 2022 Base, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Chelmsford Rd_Alexander Ln Priority Junction	T-Junction	Two-way	Two-way	Two-way		3.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.76	A

Arms

Arms

Arm	Name	Description	Arm type
A	Chelmsford Road (N)		Major
B	Alexander Lane		Minor
C	Chelmsford Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Chelmsford Road (S)	6.45		✓	3.06	136.6		-

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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Alexander Lane	One lane plus flare	7.50	3.30	3.00	3.00	3.00	✓	1.00	29	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	526	0.094	0.237	0.149	0.339
B-C	612	0.092	0.233	-	-
C-B	714	0.271	0.271	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022 Base	AM	DIRECT	07:30	09:00	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Chelmsford Road (N)		DIRECT	✓	100.000
B - Alexander Lane		DIRECT	✓	100.000
C - Chelmsford Road (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chelmsford Road (N)	B - Alexander Lane	C - Chelmsford Road (S)
From	A - Chelmsford Road (N)	0	323	887
	B - Alexander Lane	100	0	10
	C - Chelmsford Road (S)	702	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chelmsford Road (N)	B - Alexander Lane	C - Chelmsford Road (S)
From	A - Chelmsford Road (N)	0	2	4
	B - Alexander Lane	2	0	10
	C - Chelmsford Road (S)	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	22.01	0.1	C	10	15
B-A	0.67	71.80	1.9	F	100	150
C-A					702	1053
C-B	0.11	11.12	0.1	B	40	60
A-B					323	485
A-C					887	1331

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	196	0.051	10	0.0	0.1	19.264	C
B-A	100	25	150	0.667	93	0.0	1.7	58.658	F
C-A	702	176			702				
C-B	40	10	364	0.110	40	0.0	0.1	11.090	B
A-B	323	81			323				
A-C	887	222			887				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	177	0.057	10	0.1	0.1	21.567	C
B-A	100	25	150	0.668	99	1.7	1.8	69.747	F
C-A	702	176			702				
C-B	40	10	364	0.110	40	0.1	0.1	11.123	B
A-B	323	81			323				
A-C	887	222			887				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	175	0.057	10	0.1	0.1	21.818	C
B-A	100	25	150	0.668	100	1.8	1.9	70.913	F
C-A	702	176			702				
C-B	40	10	364	0.110	40	0.1	0.1	11.123	B
A-B	323	81			323				
A-C	887	222			887				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	174	0.057	10	0.1	0.1	21.919	C
B-A	100	25	150	0.668	100	1.9	1.9	71.386	F
C-A	702	176			702				
C-B	40	10	364	0.110	40	0.1	0.1	11.123	B
A-B	323	81			323				
A-C	887	222			887				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	174	0.058	10	0.1	0.1	21.973	C
B-A	100	25	150	0.668	100	1.9	1.9	71.641	F
C-A	702	176			702				
C-B	40	10	364	0.110	40	0.1	0.1	11.123	B
A-B	323	81			323				
A-C	887	222			887				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	174	0.058	10	0.1	0.1	22.008	C
B-A	100	25	150	0.668	100	1.9	1.9	71.802	F
C-A	702	176			702				
C-B	40	10	364	0.110	40	0.1	0.1	11.123	B
AB	323	81			323				
AC	887	222			887				

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Alexander Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Alexander Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D2 - 2022 Base, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Chelmsford Rd_Alexander Ln Priority Junction	T-Junction	Two-way	Two-way	Two-way		2.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.33	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2022 Base	PM	DIRECT	17:00	18:30	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Chelmsford Road (N)		DIRECT	✓	100.000
B - Alexander Lane		DIRECT	✓	100.000
C - Chelmsford Road (S)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chelmsford Road (N)	B - Alexander Lane	C - Chelmsford Road (S)
From	A - Chelmsford Road (N)	0	123	651
	B - Alexander Lane	120	0	7
	C - Chelmsford Road (S)	745	14	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Chelmsford Road (N)	B - Alexander Lane	C - Chelmsford Road (S)
	A - Chelmsford Road (N)	0	2	2
	B - Alexander Lane	1	0	0
	C - Chelmsford Road (S)	1	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	11.02	0.0	B	7	11
B-A	0.51	30.84	1.0	D	120	180
C-A					745	1118
C-B	0.03	7.94	0.0	A	14	21
AB					123	185
AC					651	977

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	340	0.021	7	0.0	0.0	10.791	B
B-A	120	30	237	0.507	116	0.0	1.0	29.045	D
C-A	745	186			745				
C-B	14	4	467	0.030	14	0.0	0.0	7.938	A
AB	123	31			123				
AC	651	163			651				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	334	0.021	7	0.0	0.0	11.010	B
B-A	120	30	237	0.507	120	1.0	1.0	30.748	D
C-A	745	186			745				
C-B	14	4	467	0.030	14	0.0	0.0	7.941	A
AB	123	31			123				
AC	651	163			651				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	334	0.021	7	0.0	0.0	11.017	B
B-A	120	30	237	0.507	120	1.0	1.0	30.805	D
C-A	745	186			745				
C-B	14	4	467	0.030	14	0.0	0.0	7.941	A
AB	123	31			123				
AC	651	163			651				