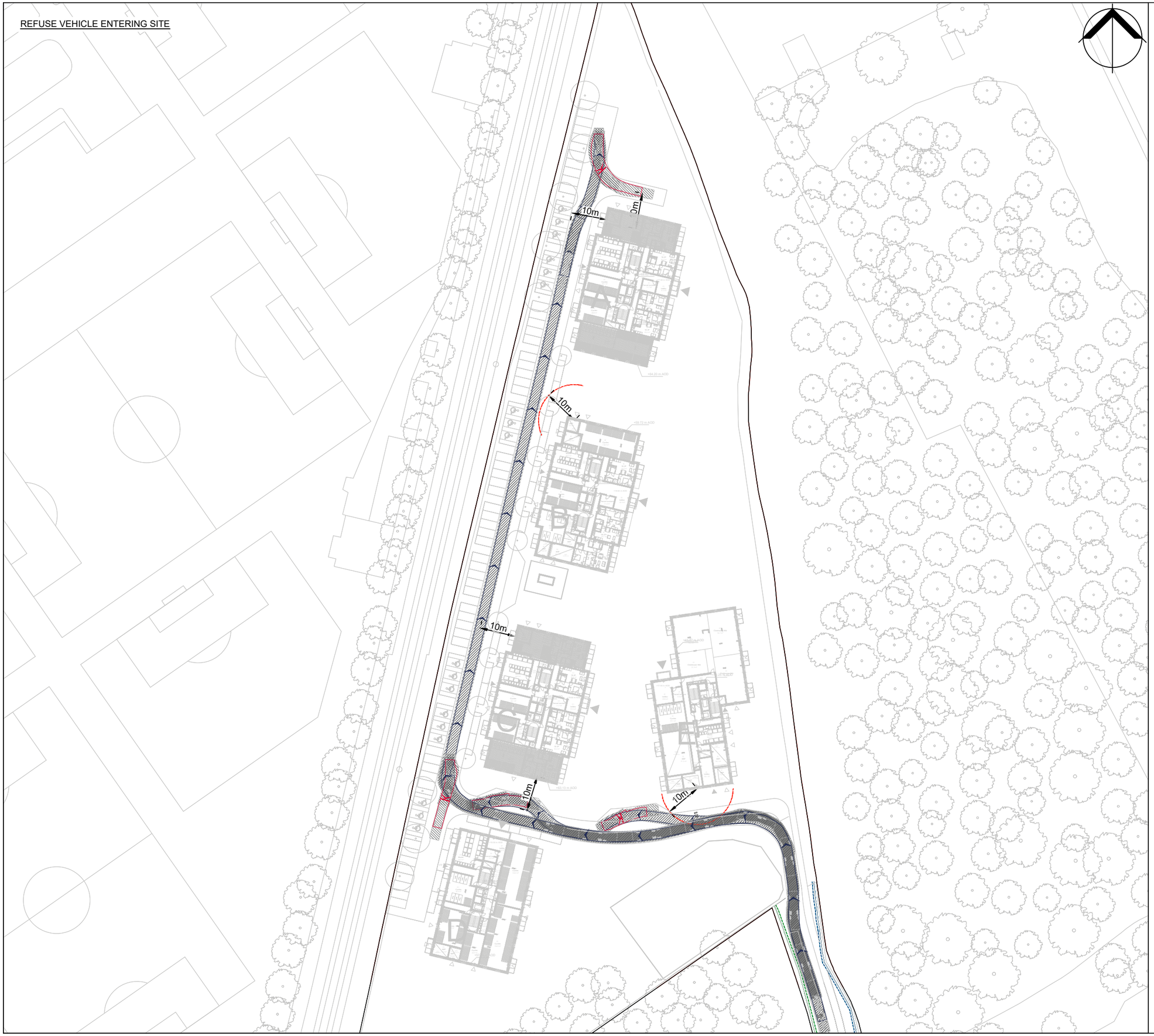
REFUSE VEHICLE ENTERING SITE



NOTES:

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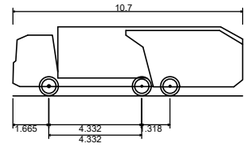
2. THIS DRAWING IS BASED UPON DRAWING NUMBER U096-MAC13-SW-XX-M2-A-005-101000-P43-PROPOSED SITE PLAN SUPPLIED BY MACCREANOR LAVINGTON. ICENI PROJECTS LTD SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.
3. THIS DRAWING IS BASED UPON DRAWING NUMBER U096-MAC13-SW-00-M2-A-005-103000-P43-PROPOSED GA PLAN - LEVEL 00 SUPPLIED BY MACCREANOR LAVINGTON. ICENI PROJECTS LTD SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



WM LBS (with Elite 2 6x2 RS chassis)	
Overall Length	10.700m
Overall Width	2.590m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.340m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
C	11.09.2025	UPDATED LAYOUT	KM	MB	RA
B	24.07.2025	UPDATED LAYOUT	AKC	MB	RA
A	30.06.2025	UPDATED LAYOUT	AKC	MB	RA

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CLIENT

BERKELEY HOMES (WEST LONDON)

PROJECT

MOTSPUR PARK GAS HOLDERS

TITLE

SITE LAYOUT REVIEW

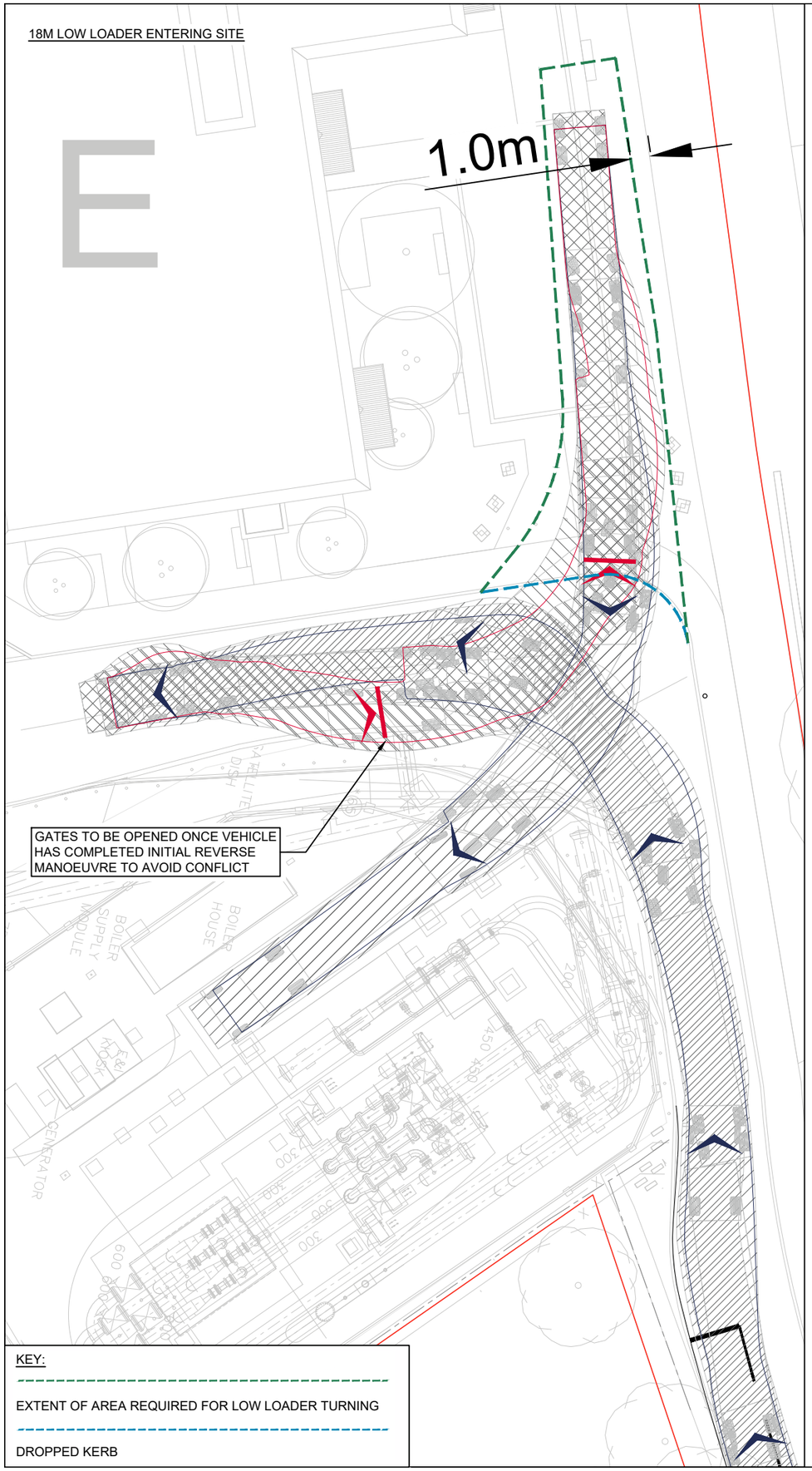
(REFUSE VEHICLE SWEPT PATH ANALYSIS)

DRAWN BY	CHECKED BY	APPROVED BY
AKC	MB 27.05.2025	RA 27.05.2025

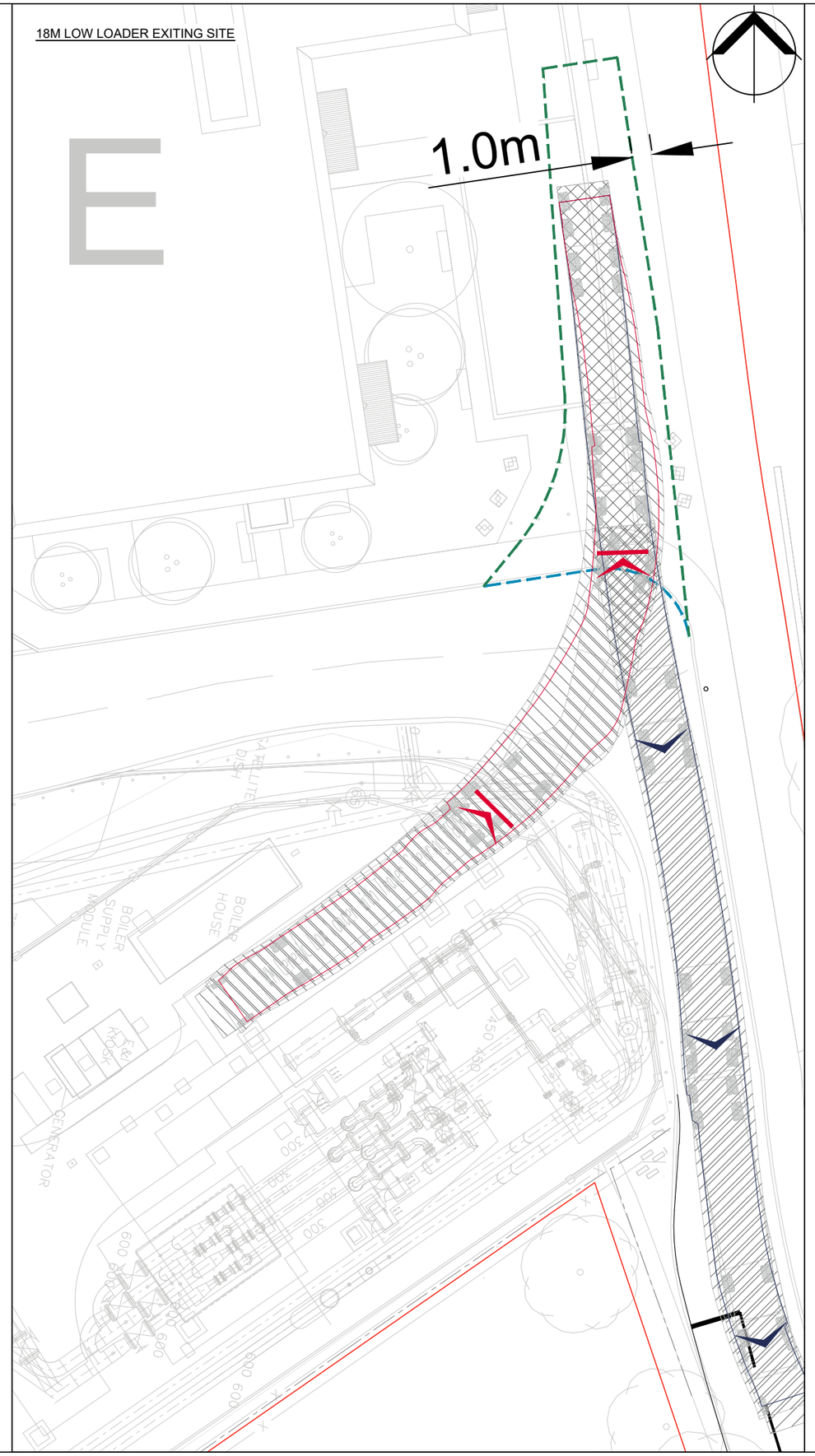
SCALE @ A3	DATE
1:1000	27.05.2025

PROJECT NO.	DRAWING NO.	REV.
I000551	403.8	C

18M LOW LOADER ENTERING SITE



18M LOW LOADER EXITING SITE



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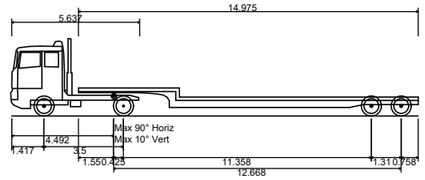
3. THIS DRAWING IS BASED UPON DRAWING NUMBER U096-MAC13-SW-XX-DR-A-005-101000-P48-PROPOSED SITE LOCATION PLAN SUPPLIED BY MACCREANOR LAVINGTON. ICENI PROJECTS LTD SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



WM Generic Low Loader with Trailer Steering (18.0m)	
Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.408m
Min Body Ground Clearance	0.332m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
D	25.09.2025	UPDATED LAYOUT	AKC	NM	RA
C	28.08.2025	UPDATED TRACKING AND LAYOUT	AKC	MB	RA
B	12.08.2025	UPDATED TRACKING AND LAYOUT	AKC	MB	RA
A	23.07.2025	UPDATED TRACKING, LAYOUT AND REMOVAL OR 16M LOW LOADER TRACKING	AKC	MB	RA

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CLIENT

BERKELEY HOMES (WEST LONDON)

PROJECT

MOTSPUR PARK GAS HOLDERS

TITLE

LOW LOADER SWEPT PATH ANALYSIS

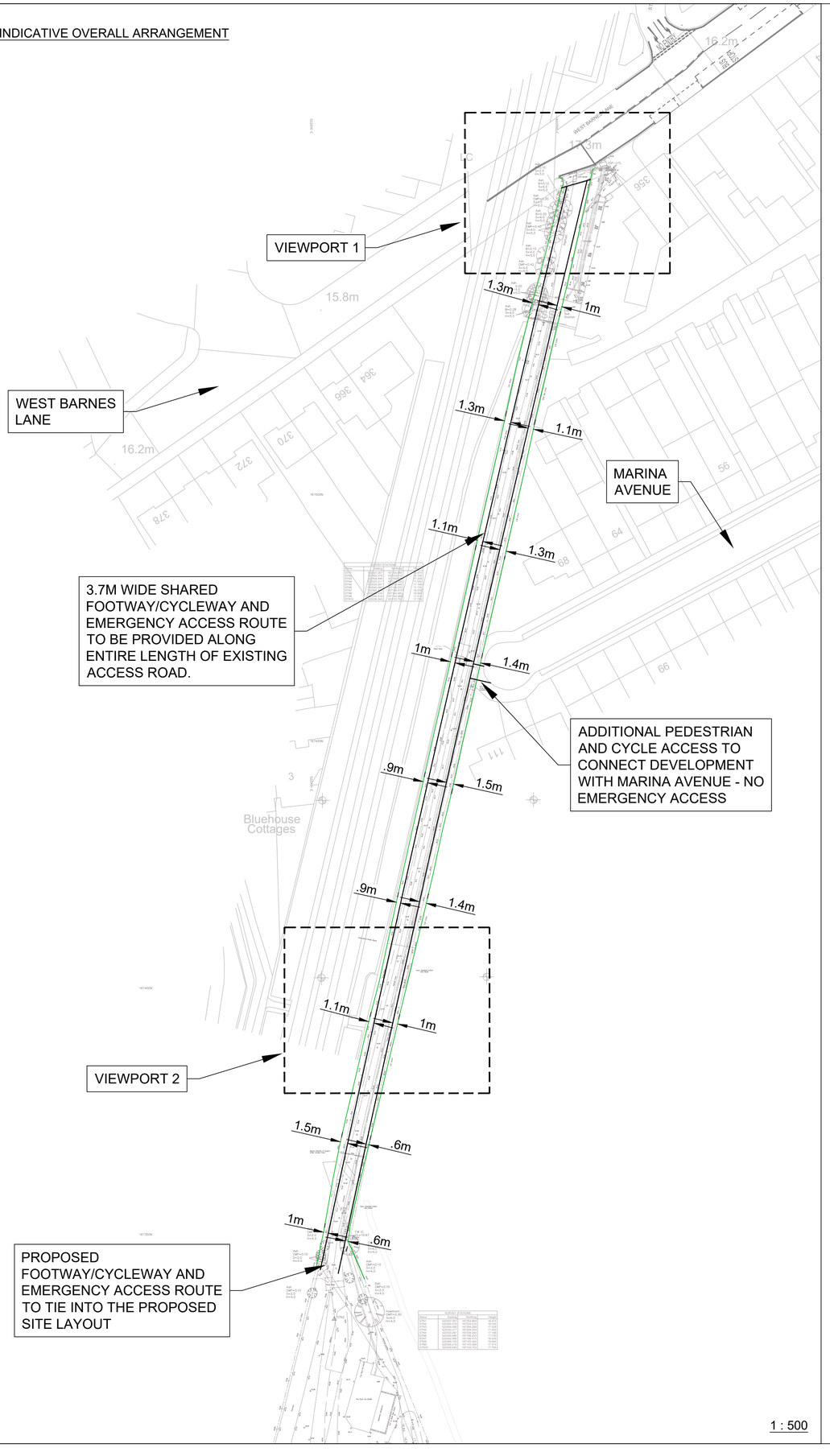
(18M LOW LOADER)

DRAWN BY	CHECKED BY	APPROVED BY
AKC	MB 30.06.2025	RA 30.06.2025

SCALE @ A3	DATE
1:500	30.06.2025

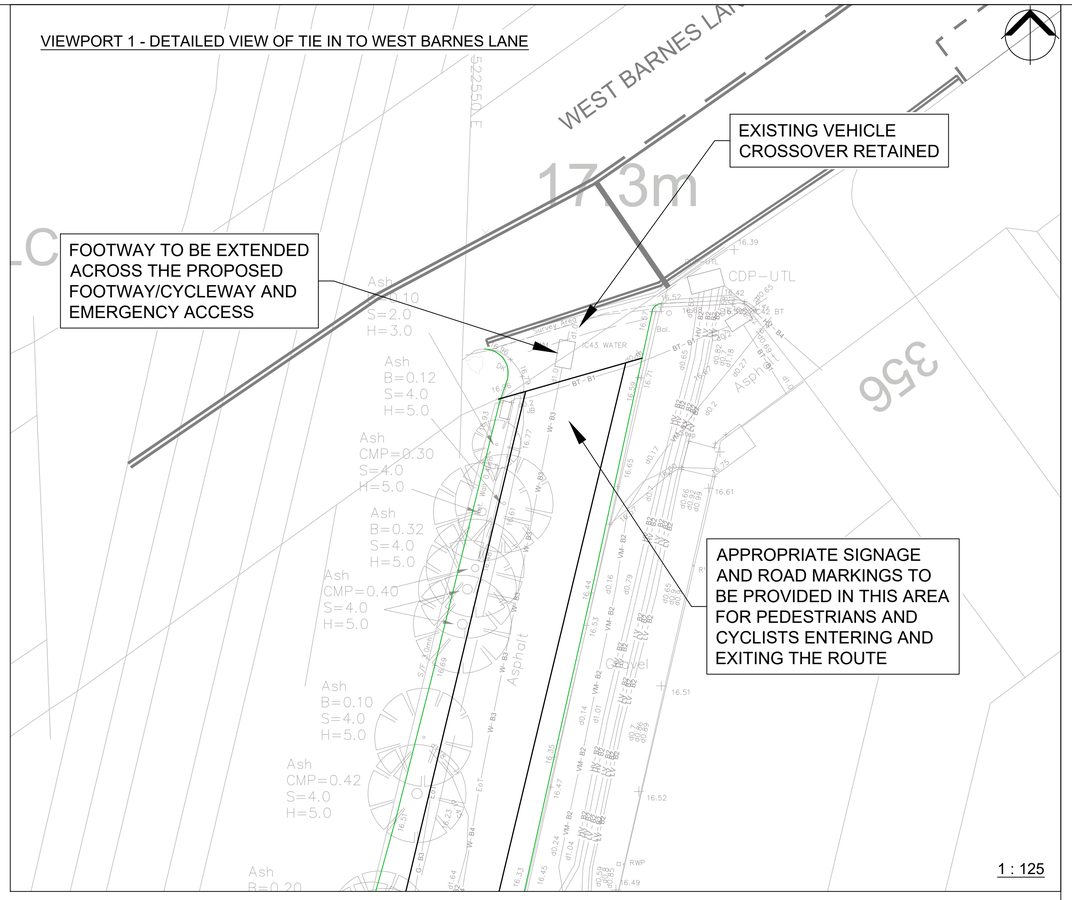
PROJECT NO.	DRAWING NO.	REV.
I000551	404.1	D

INDICATIVE OVERALL ARRANGEMENT



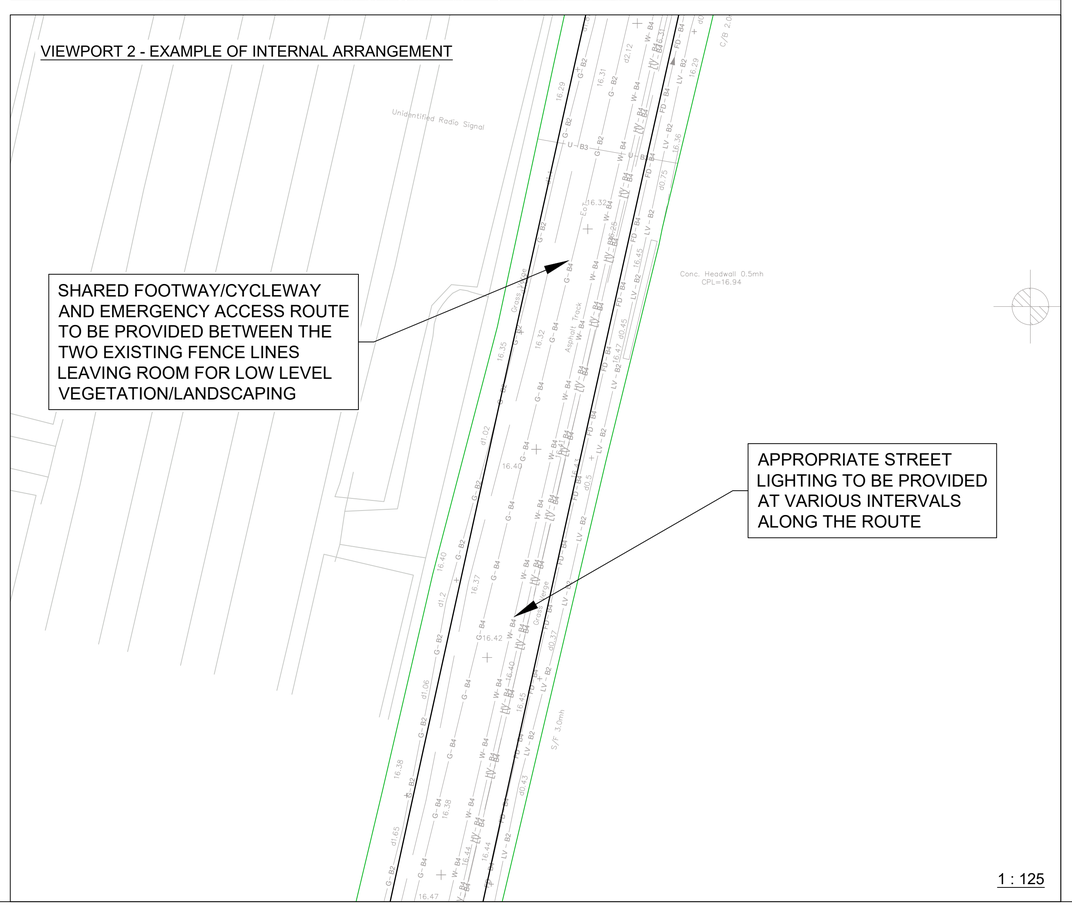
1 : 500

VIEWPORT 1 - DETAILED VIEW OF TIE IN TO WEST BARNES LANE



1 : 125

VIEWPORT 2 - EXAMPLE OF INTERNAL ARRANGEMENT



1 : 125

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REV	DATE	AMENDMENTS	DRAWN	CHK	APP
B	25.09.2025	UPDATED PAPERSPACE	AKC	NM	RA
A	21.11.2024	DIMENSIONS ADDED	AP	RA	RA

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ST EDWARD (BERKELEY HOMES)

PROJECT

MOTSPUR PARK GAS HOLDERS

TITLE

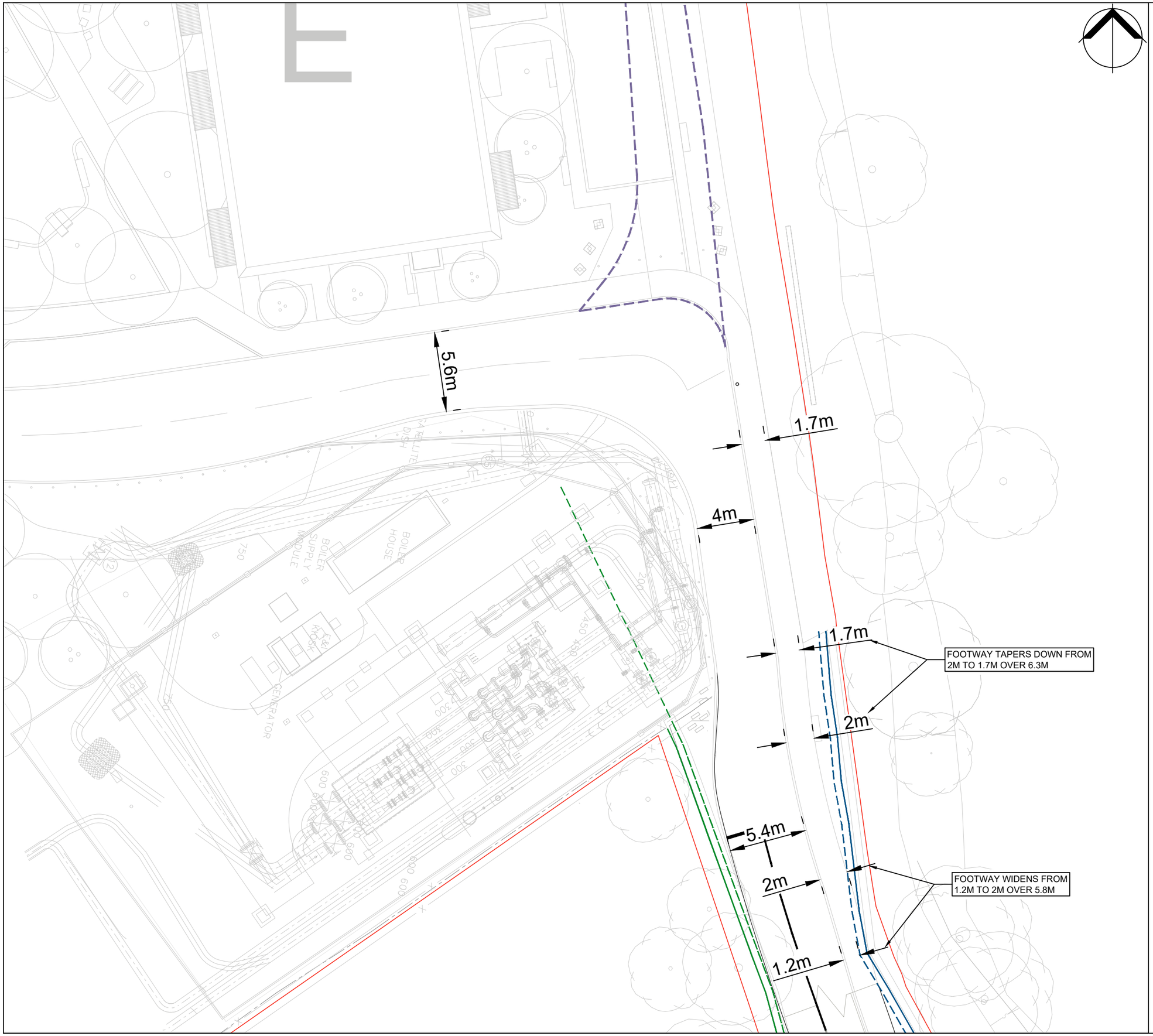
POTENTIAL SHARED FOOTWAY/CYCLEWAY

AND EMERGENCY ACCESS ROUTE ARRANGEMENT

DRAWN BY	CHECKED BY	APPROVED BY
AP	RA 20.11.2024	RA 20.11.2024

SCALE @ A1	DATE
AS SHOWN	20.11.2024

PROJECT NO.	DRAWING NO.	REV.
I000551	501	B



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3. THIS DRAWING IS BASED UPON DRAWING NUMBER U096-MAC13-SW-XX-DR-A-005-101000-P48-PROPOSED SITE LOCATION PLAN SUPPLIED BY MACCREANOR LAVINGTON. ICENI PROJECTS LTD SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

KEY:

EASTERN FENCE LINE

EASTERN FENCE LINE + 0.5M OFFSET

WESTERN FENCE LINE

WESTERN FENCE LINE + 0.5M OFFSET

AREA REQUIRED FOR ARTICULATED VEHICLE AND LOW LOADER VEHICLES TO TURN

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BERKELEY HOMES (WEST LONDON)

PROJECT

MOTSPUR PARK GAS HOLDERS

TITLE

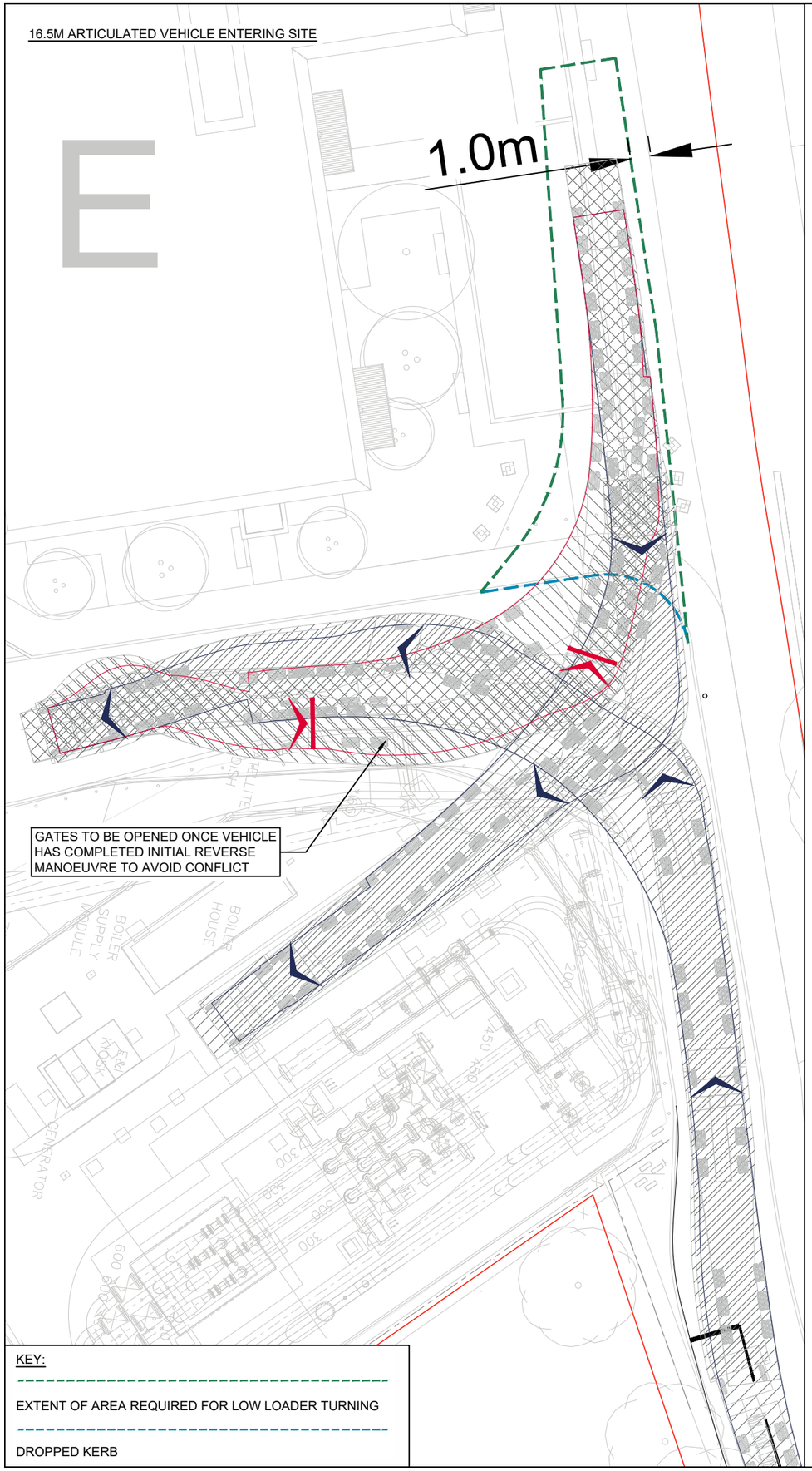
GENERAL ARRANGEMENT

DRAWN BY	CHECKED BY	APPROVED BY
AKC	NM 25.09.2025	RA 25.09.2025

SCALE @ A3	DATE
1:250	25.09.2025

PROJECT NO.	DRAWING NO.	REV.
I000551	406	-

16.5M ARTICULATED VEHICLE ENTERING SITE

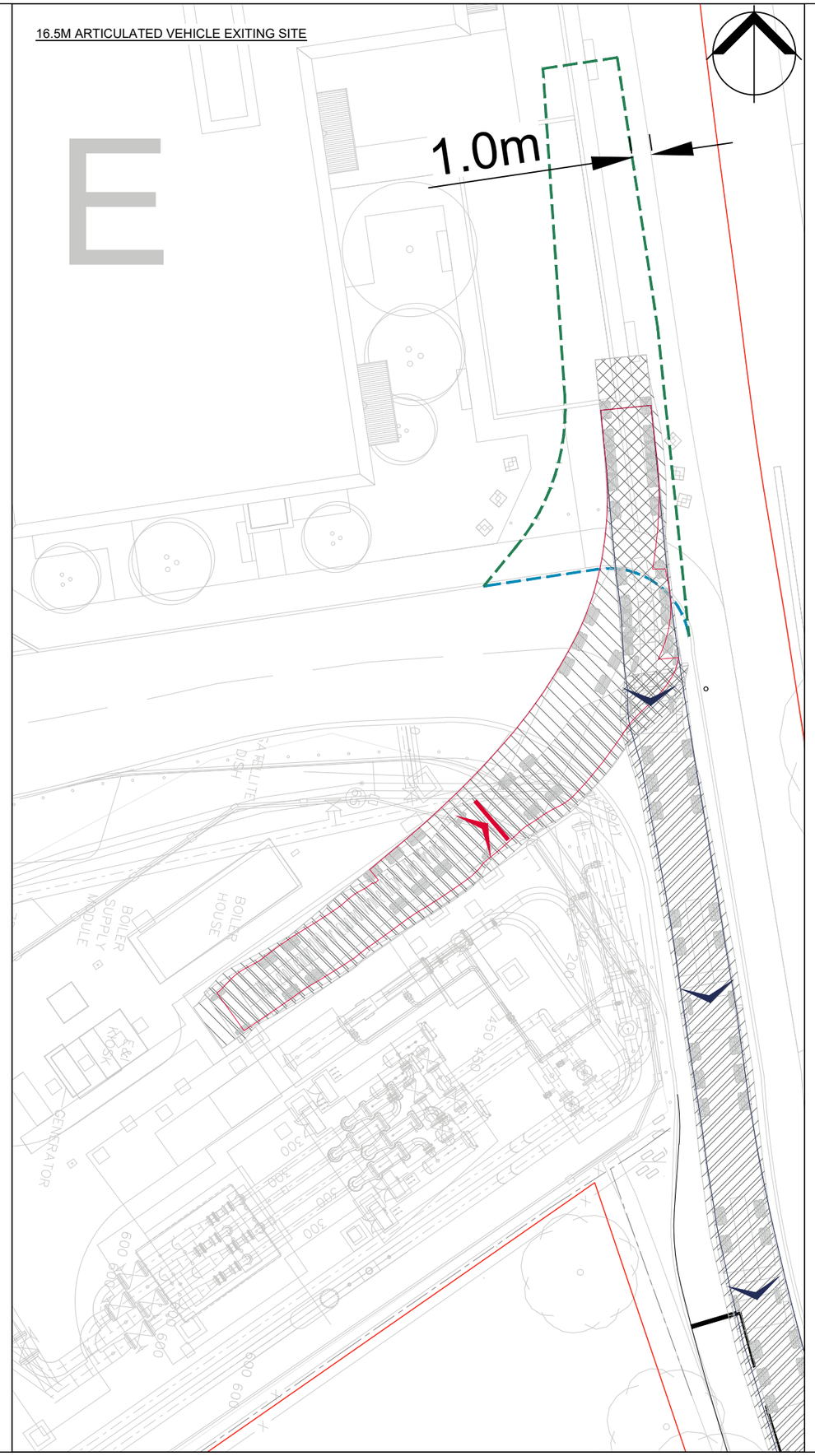


KEY:

EXTENT OF AREA REQUIRED FOR LOW LOADER TURNING

DROPPED KERB

16.5M ARTICULATED VEHICLE EXITING SITE



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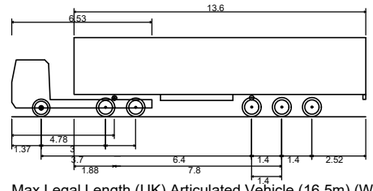
VEHICLE PROFILE:



Max Legal Length (UK) Articulated Vehicle (16.5m) (Wing Mirrors)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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CLIENT

BERKELEY HOMES (WEST LONDON)

PROJECT

MOTSPUR PARK GAS HOLDERS

TITLE

LOW LOADER SWEPT PATH ANALYSIS

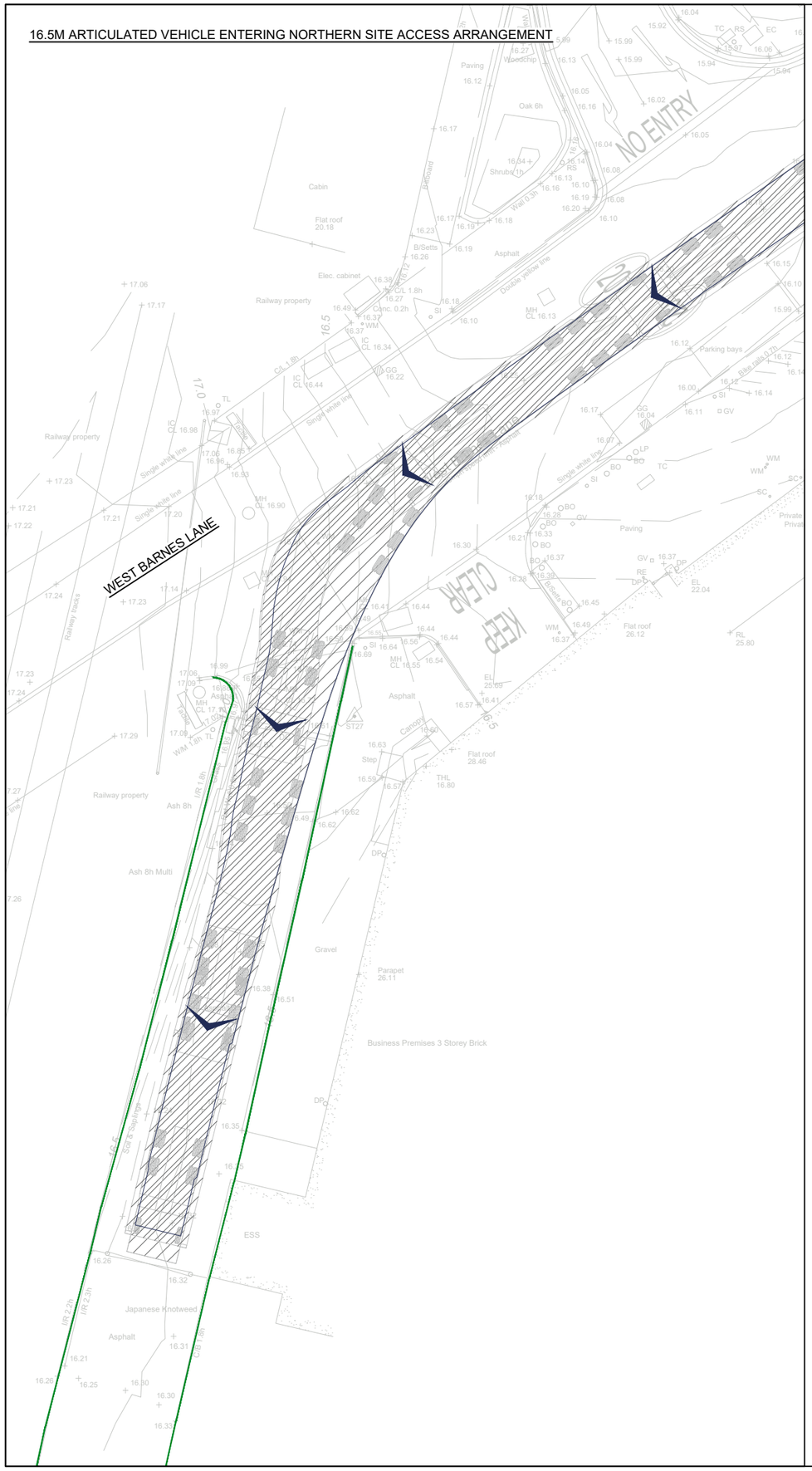
(16.5M ARTICULATED VEHICLE)

DRAWN BY	CHECKED BY	APPROVED BY
AKC	NM 25.09.2025	RA 25.09.2025

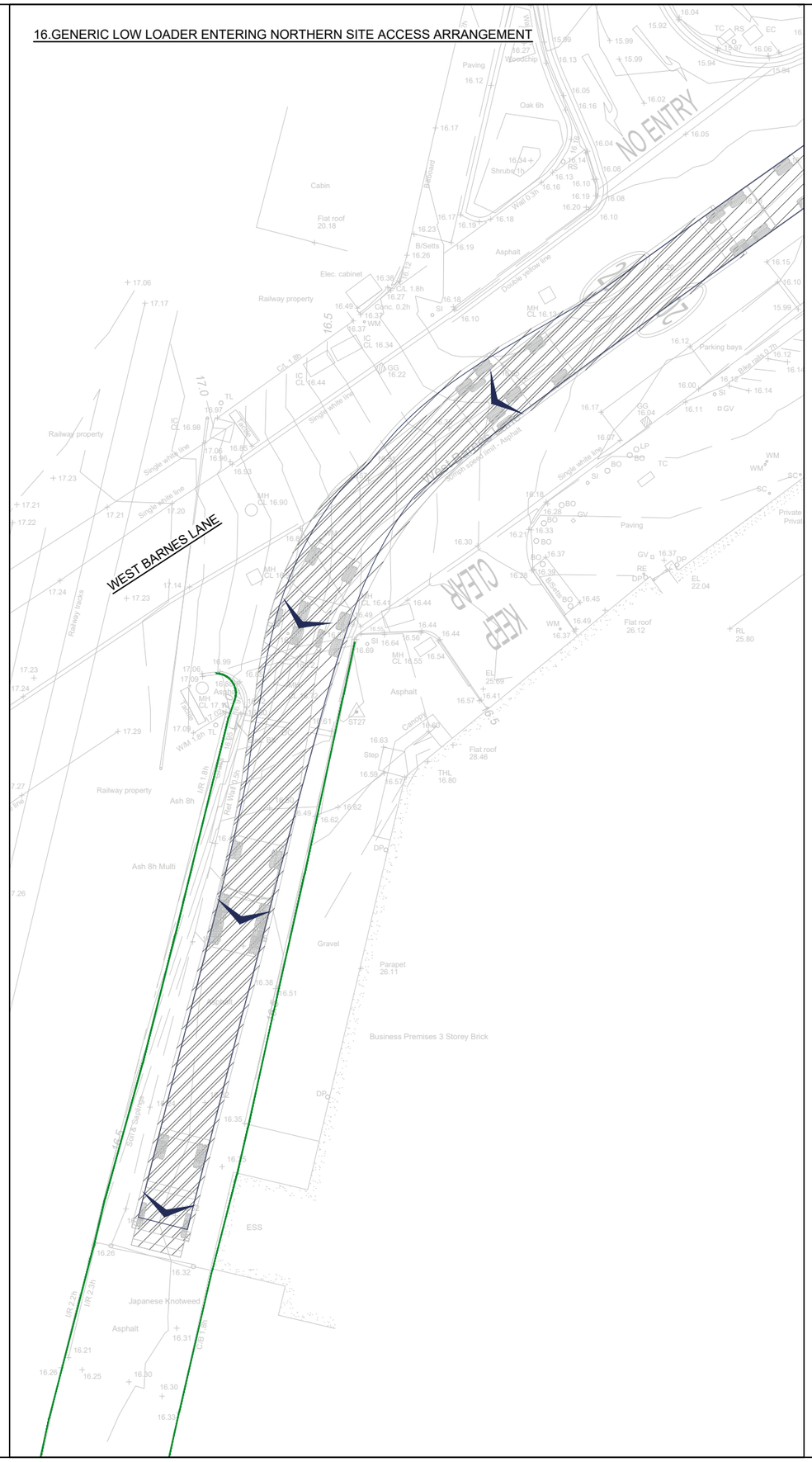
SCALE @ A3	DATE
1:500	25.09.2025

PROJECT NO.	DRAWING NO.	REV.
I000551	404.2	-

16.5M ARTICULATED VEHICLE ENTERING NORTHERN SITE ACCESS ARRANGEMENT



16.GENERIC LOW LOADER ENTERING NORTHERN SITE ACCESS ARRANGEMENT



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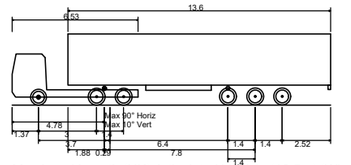
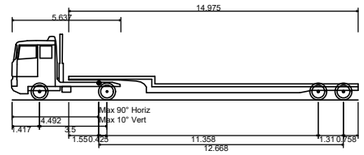
2. THIS DRAWING IS BASED UPON TOPOGRAPHICAL MAPPING DRAWING NUMBER 18235SE-01-05 REV C SUPPLIED BY BERKELEY GROUP AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



Max Legal Length (UK) Articulated Vehicle (16.5m) (Wing Mirrors)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Generic 18m Low Loader

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.408m
Min Body Ground Clearance	0.332m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.400m

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ST EDWARD (BERKELEY HOMES)

PROJECT

MOTSPUR PARK GAS HOLDERS

TITLE

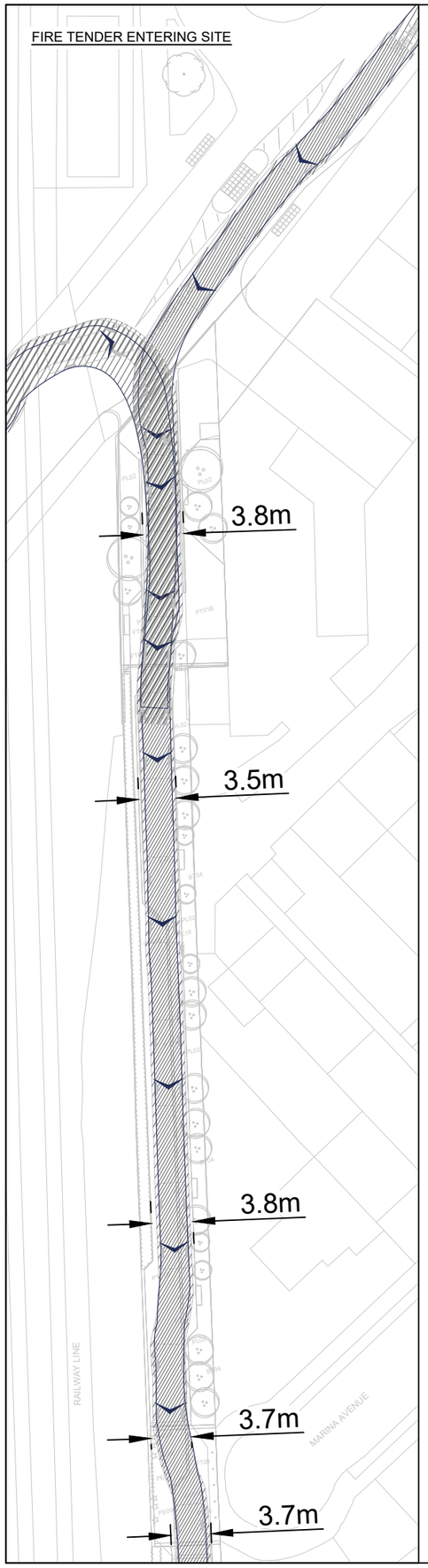
CONSTRUCTION VEHICLE TRACKING ASSESSMENT

(NORTHERN SITE ACCESS ARRANGEMENT - ENTERING)

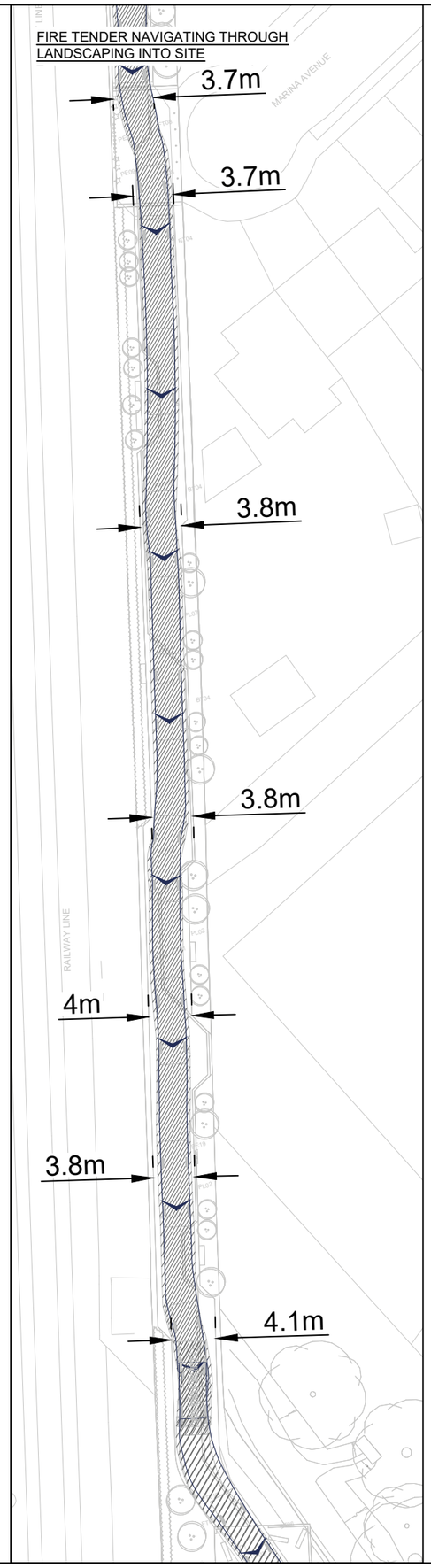
DRAWN BY	CHECKED BY	APPROVED BY
AP	SB 09.01.2025	RA 09.01.2025

SCALE @ A3	DATE	
1 : 250	09.01.2025	
PROJECT NO.	DRAWING NO.	REV.
I000551	602.1	-

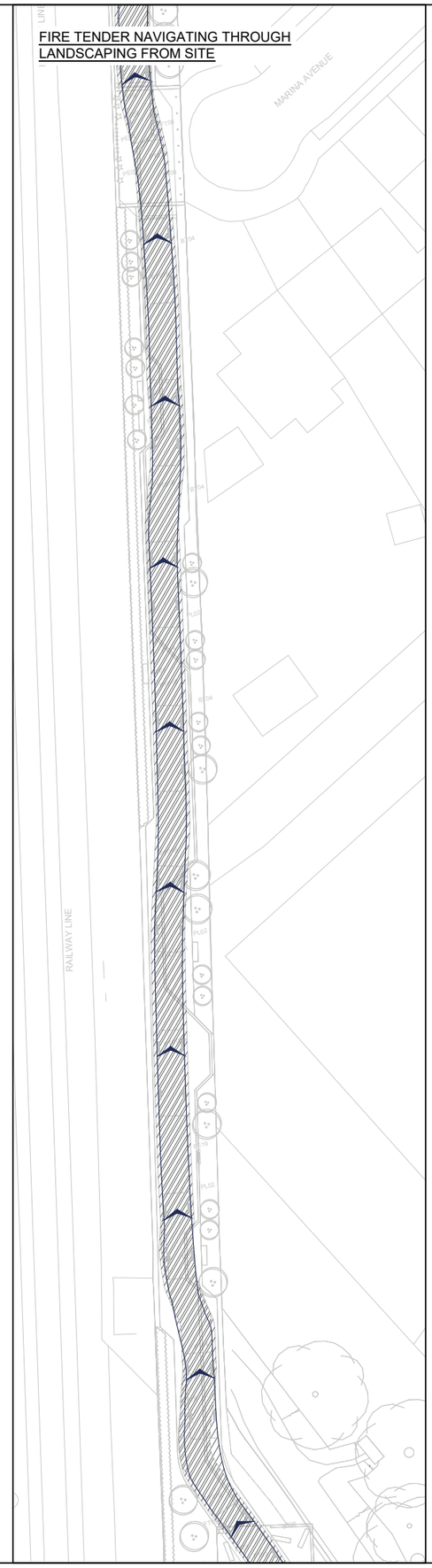
FIRE TENDER ENTERING SITE



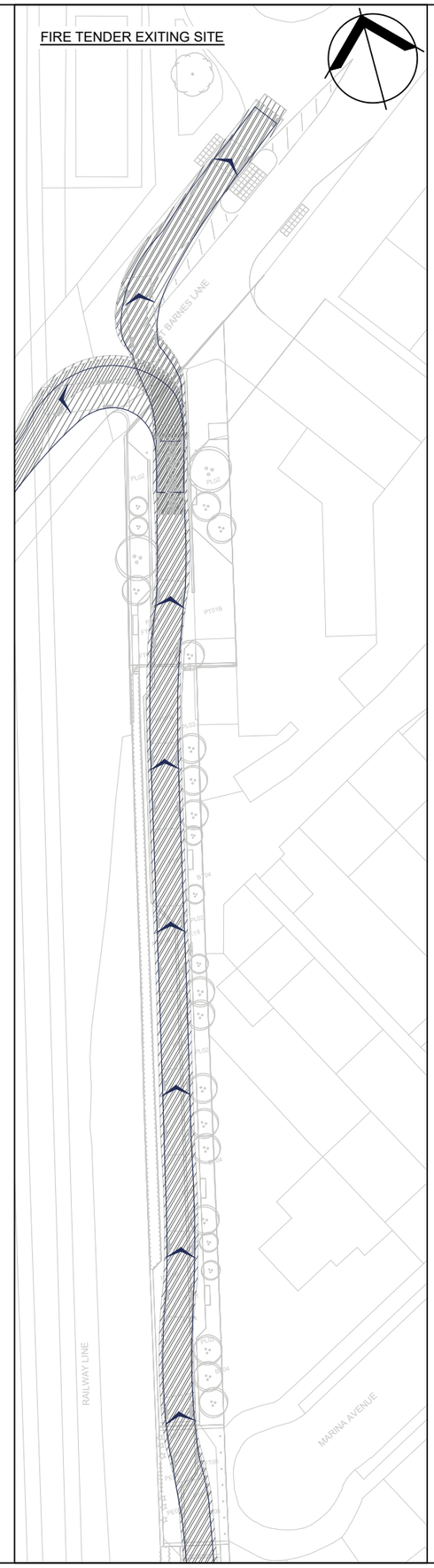
FIRE TENDER NAVIGATING THROUGH LANDSCAPING INTO SITE



FIRE TENDER NAVIGATING THROUGH LANDSCAPING FROM SITE



FIRE TENDER EXITING SITE



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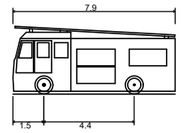
VEHICLE PROFILE:



Pumping Appliance (Wing Mirrors)	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
B	25.09.2025	UPDATED LAYOUT AND REMOVAL OF MARINA AVENUE TRACKING	AKC	NM	RA
A	16.09.2025	UPDATED PLANS	KM	MB	RA

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CLIENT

BERKELEY HOMES (WEST LONDON)

PROJECT

MOTSPUR PARK GAS HOLDERS

TITLE

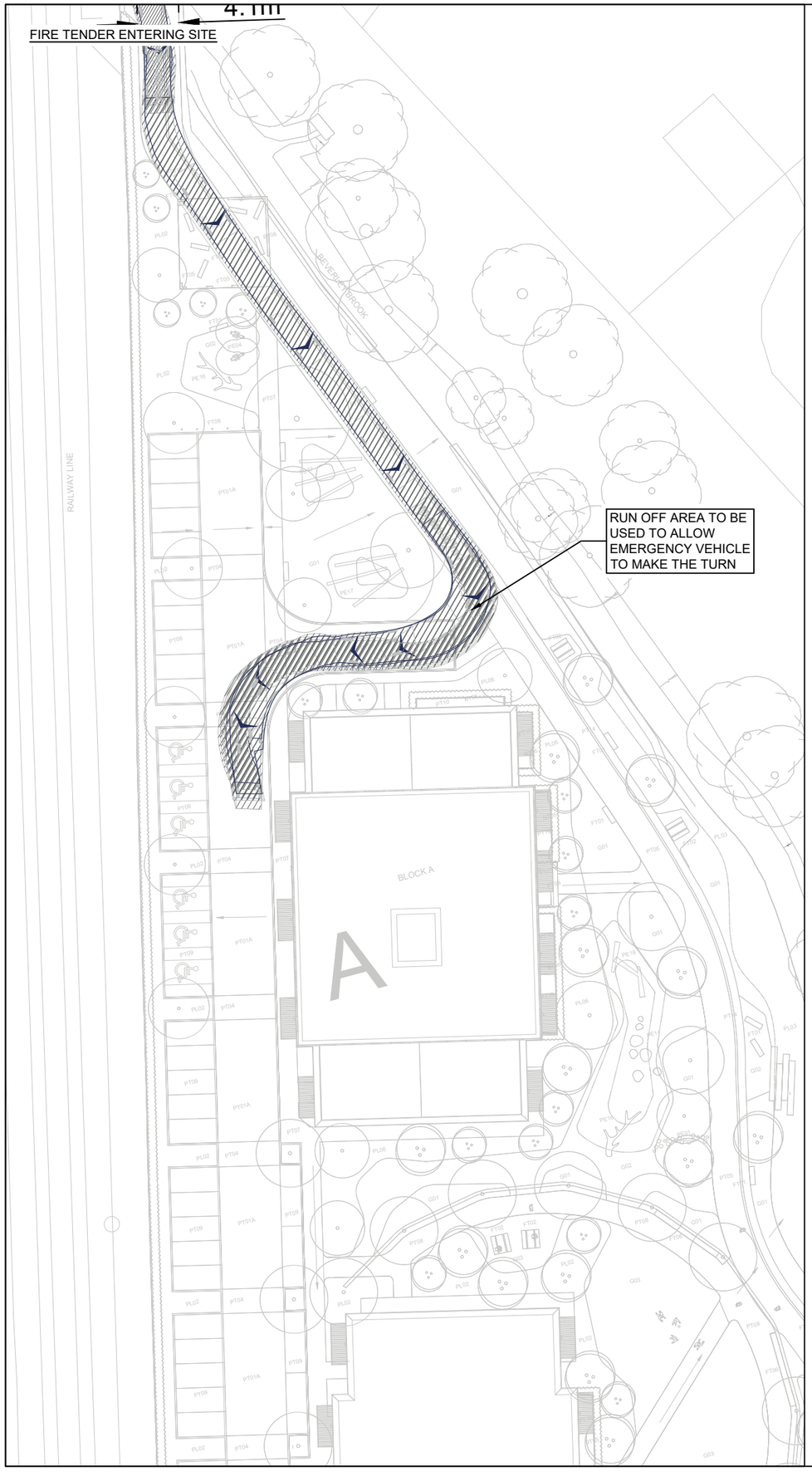
FIRE TENDER SWEPT PATH ANALYSIS

DRAWN BY	CHECKED BY	APPROVED BY
AKC	MB 14.07.2025	RA 14.07.2025

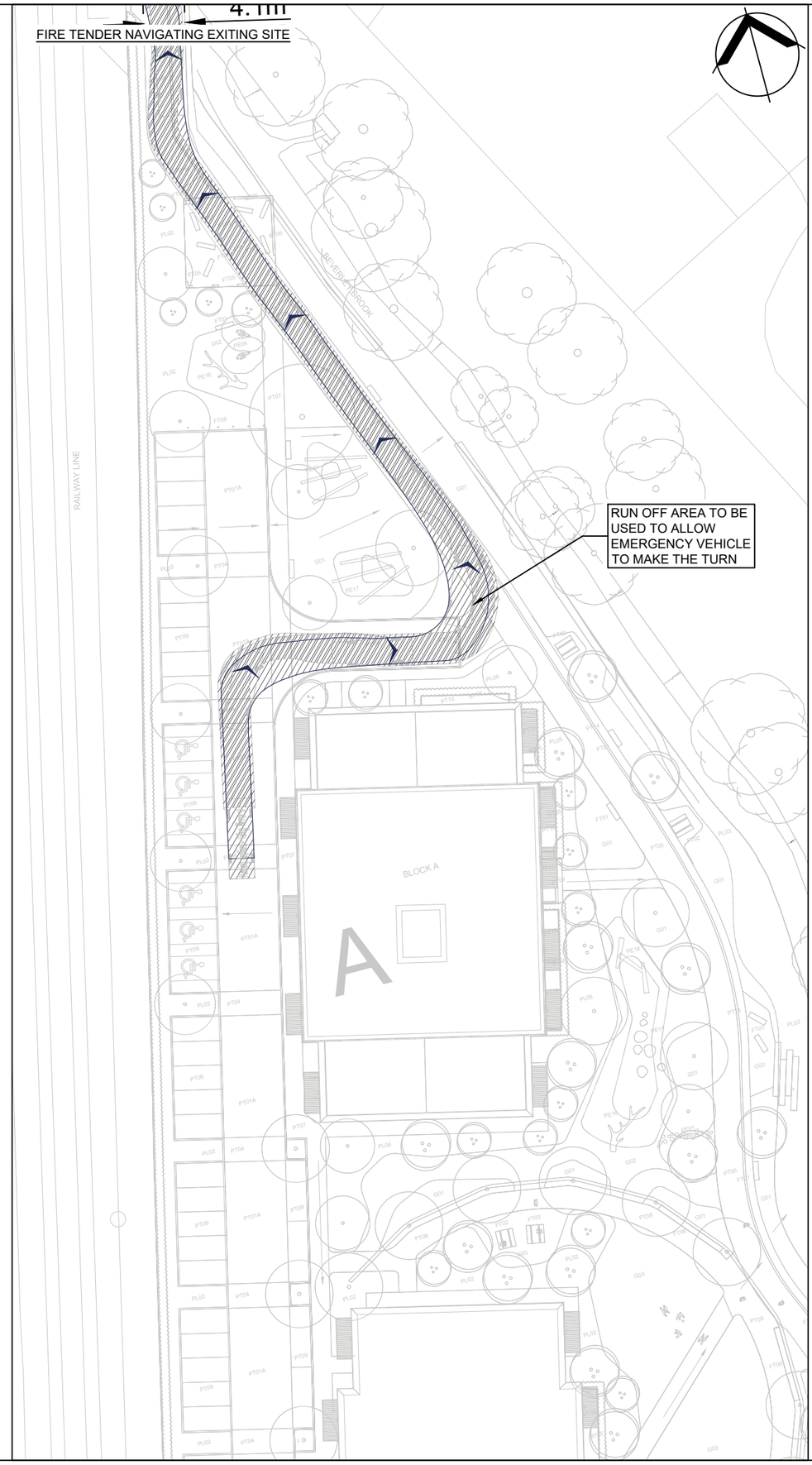
SCALE @ A3	DATE
1:500	14.07.2025

PROJECT NO.	DRAWING NO.	REV.
I000551	405.1	B

FIRE TENDER ENTERING SITE



FIRE TENDER NAVIGATING EXITING SITE



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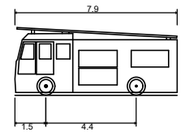
VEHICLE PROFILE:



Pumping Appliance (Wing Mirrors)	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
B	25.09.2025	UPDATED LAYOUT AND REMOVAL OF MARINA AVENUE TRACKING	AKC	NM	RA
A	16.09.2025	UPDATED PLANS	KM	MB	RA

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CLIENT

BERKELEY HOMES (WEST LONDON)

PROJECT

MOTSPUR PARK GAS HOLDERS

TITLE

FIRE TENDER SWEPT PATH ANALYSIS

DRAWN BY	CHECKED BY	APPROVED BY
AKC	MB 14.07.2025	RA 14.07.2025

SCALE @ A3	DATE
1:500	10.09.2025

PROJECT NO.	DRAWING NO.	REV.
I000551	405.2	B

A6. TRICS OUTPUT

Iceni Projects 114-116 Charing Cross Road London Licence No: 751001

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	200-493 DWELLS	
Actual Trip Rate Calculation Parameter Range	203-493 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 14/11/19
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	
Days of the week selected	Tuesday	3
	Wednesday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	1
	Neighbourhood Centre (PPS6 Local Centre)	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	5 - Selected
	Servicing vehicles Excluded	1 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	1
	15,001 to 20,000	1
	25,001 to 50,000	3
Population <5 Mile ranges selected	125,001 to 250,000	1
	250,001 to 500,000	1
	500,001 or More	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
	1.1 to 1.5	1
PTAL Rating	2 Poor	2
	3 Moderate	1
	5 Very Good	2

Calculation Reference: AUDIT-751001-241104-1142

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	BT	BRENT	1 days
	HG	HARINGEY	1 days
	HO	HOUNSLOW	1 days
	HV	HAVERING	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: 203 to 493 (units:)
Range Selected by User: 200 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 14/11/19

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:

Tuesday	3 days
Wednesday	2 days

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

Selected survey types:

Manual count	5 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	2
Built-Up Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	5 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	3 days
No	2 days

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

PTAL Rating:

2 Poor	2 days
3 Moderate	1 days
5 Very Good	2 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BE-03-C-02	Site area:	3.04 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	402
Location:	BELVEDERE	Housing density:	197
Postcode:	DA17 6FB	Total Bedrooms:	699
Main Location Type:	Edge of Town	Survey Date:	19/09/18
Sub-Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	2 Poor	Parking Spaces:	550
Site(2):	BT-03-C-02	Site area:	0.94 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	472
Location:	WEMBLEY	Housing density:	549
Postcode:	HA9 0NH	Total Bedrooms:	719
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	30/11/16
Sub-Location Type:	Development Zone	Survey Day:	Wednesday
PTAL:	5 Very Good	Parking Spaces:	151
Site(3):	HG-03-C-01	Site area:	2.66 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	255
Location:	TOTTENHAM HALE	Housing density:	181
Postcode:	N17 9DJ	Total Bedrooms:	378
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	18/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	5 Very Good	Parking Spaces:	110
Site(4):	HO-03-C-04	Site area:	1.02 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	203
Location:	ISLEWORTH	Housing density:	274
Postcode:	TW7 5FR	Total Bedrooms:	354
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	03/07/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	3 Moderate	Parking Spaces:	142
Site(5):	HV-03-C-02	Site area:	3.48 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	493
Location:	ROMFORD	Housing density:	258
Postcode:	RM7 0GR	Total Bedrooms:	1231
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/11/16
Sub-Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	2 Poor	Parking Spaces:	246

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SK-03-C-03	Too central

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.35

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.018	5	365	0.078	5	365	0.096
08:00 - 09:00	5	365	0.020	5	365	0.092	5	365	0.112
09:00 - 10:00	5	365	0.035	5	365	0.039	5	365	0.074
10:00 - 11:00	5	365	0.029	5	365	0.036	5	365	0.065
11:00 - 12:00	5	365	0.031	5	365	0.042	5	365	0.073
12:00 - 13:00	5	365	0.036	5	365	0.040	5	365	0.076
13:00 - 14:00	5	365	0.038	5	365	0.041	5	365	0.079
14:00 - 15:00	5	365	0.041	5	365	0.040	5	365	0.081
15:00 - 16:00	5	365	0.051	5	365	0.044	5	365	0.095
16:00 - 17:00	5	365	0.068	5	365	0.046	5	365	0.114
17:00 - 18:00	5	365	0.084	5	365	0.043	5	365	0.127
18:00 - 19:00	5	365	0.092	5	365	0.047	5	365	0.139
19:00 - 20:00	3	359	0.065	3	359	0.036	3	359	0.101
20:00 - 21:00	3	359	0.064	3	359	0.036	3	359	0.100
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.672			0.660			1.332

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

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

Parameter summary

Trip rate parameter range selected:	203 - 493 (units:)
Survey date date range:	01/01/16 - 14/11/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.002	5	365	0.001	5	365	0.003
08:00 - 09:00	5	365	0.002	5	365	0.003	5	365	0.005
09:00 - 10:00	5	365	0.002	5	365	0.001	5	365	0.003
10:00 - 11:00	5	365	0.001	5	365	0.001	5	365	0.002
11:00 - 12:00	5	365	0.001	5	365	0.001	5	365	0.002
12:00 - 13:00	5	365	0.001	5	365	0.001	5	365	0.002
13:00 - 14:00	5	365	0.002	5	365	0.002	5	365	0.004
14:00 - 15:00	5	365	0.002	5	365	0.002	5	365	0.004
15:00 - 16:00	5	365	0.001	5	365	0.001	5	365	0.002
16:00 - 17:00	5	365	0.001	5	365	0.001	5	365	0.002
17:00 - 18:00	5	365	0.002	5	365	0.002	5	365	0.004
18:00 - 19:00	5	365	0.002	5	365	0.002	5	365	0.004
19:00 - 20:00	3	359	0.002	3	359	0.002	3	359	0.004
20:00 - 21:00	3	359	0.001	3	359	0.001	3	359	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.021			0.043

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.001	5	365	0.002	5	365	0.003
08:00 - 09:00	5	365	0.001	5	365	0.000	5	365	0.001
09:00 - 10:00	5	365	0.002	5	365	0.002	5	365	0.004
10:00 - 11:00	5	365	0.003	5	365	0.002	5	365	0.005
11:00 - 12:00	5	365	0.001	5	365	0.002	5	365	0.003
12:00 - 13:00	5	365	0.000	5	365	0.001	5	365	0.001
13:00 - 14:00	5	365	0.000	5	365	0.001	5	365	0.001
14:00 - 15:00	5	365	0.002	5	365	0.002	5	365	0.004
15:00 - 16:00	5	365	0.001	5	365	0.000	5	365	0.001
16:00 - 17:00	5	365	0.000	5	365	0.001	5	365	0.001
17:00 - 18:00	5	365	0.001	5	365	0.001	5	365	0.002
18:00 - 19:00	5	365	0.000	5	365	0.000	5	365	0.000
19:00 - 20:00	3	359	0.000	3	359	0.000	3	359	0.000
20:00 - 21:00	3	359	0.000	3	359	0.000	3	359	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.014			0.026

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.000	5	365	0.008	5	365	0.008
08:00 - 09:00	5	365	0.001	5	365	0.014	5	365	0.015
09:00 - 10:00	5	365	0.002	5	365	0.004	5	365	0.006
10:00 - 11:00	5	365	0.002	5	365	0.002	5	365	0.004
11:00 - 12:00	5	365	0.002	5	365	0.002	5	365	0.004
12:00 - 13:00	5	365	0.001	5	365	0.003	5	365	0.004
13:00 - 14:00	5	365	0.003	5	365	0.003	5	365	0.006
14:00 - 15:00	5	365	0.002	5	365	0.004	5	365	0.006
15:00 - 16:00	5	365	0.004	5	365	0.002	5	365	0.006
16:00 - 17:00	5	365	0.004	5	365	0.001	5	365	0.005
17:00 - 18:00	5	365	0.007	5	365	0.001	5	365	0.008
18:00 - 19:00	5	365	0.006	5	365	0.000	5	365	0.006
19:00 - 20:00	3	359	0.004	3	359	0.001	3	359	0.005
20:00 - 21:00	3	359	0.002	3	359	0.000	3	359	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.045			0.085

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.020	5	365	0.108	5	365	0.128
08:00 - 09:00	5	365	0.022	5	365	0.136	5	365	0.158
09:00 - 10:00	5	365	0.042	5	365	0.050	5	365	0.092
10:00 - 11:00	5	365	0.036	5	365	0.049	5	365	0.085
11:00 - 12:00	5	365	0.042	5	365	0.056	5	365	0.098
12:00 - 13:00	5	365	0.048	5	365	0.050	5	365	0.098
13:00 - 14:00	5	365	0.048	5	365	0.052	5	365	0.100
14:00 - 15:00	5	365	0.053	5	365	0.055	5	365	0.108
15:00 - 16:00	5	365	0.077	5	365	0.061	5	365	0.138
16:00 - 17:00	5	365	0.098	5	365	0.057	5	365	0.155
17:00 - 18:00	5	365	0.112	5	365	0.058	5	365	0.170
18:00 - 19:00	5	365	0.131	5	365	0.060	5	365	0.191
19:00 - 20:00	3	359	0.082	3	359	0.048	3	359	0.130
20:00 - 21:00	3	359	0.090	3	359	0.054	3	359	0.144
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.901			0.894			1.795

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.021	5	365	0.042	5	365	0.063
08:00 - 09:00	5	365	0.020	5	365	0.090	5	365	0.110
09:00 - 10:00	5	365	0.026	5	365	0.031	5	365	0.057
10:00 - 11:00	5	365	0.024	5	365	0.035	5	365	0.059
11:00 - 12:00	5	365	0.046	5	365	0.035	5	365	0.081
12:00 - 13:00	5	365	0.044	5	365	0.041	5	365	0.085
13:00 - 14:00	5	365	0.030	5	365	0.042	5	365	0.072
14:00 - 15:00	5	365	0.041	5	365	0.043	5	365	0.084
15:00 - 16:00	5	365	0.059	5	365	0.047	5	365	0.106
16:00 - 17:00	5	365	0.060	5	365	0.043	5	365	0.103
17:00 - 18:00	5	365	0.062	5	365	0.038	5	365	0.100
18:00 - 19:00	5	365	0.047	5	365	0.025	5	365	0.072
19:00 - 20:00	3	359	0.069	3	359	0.041	3	359	0.110
20:00 - 21:00	3	359	0.047	3	359	0.036	3	359	0.083
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.596			0.589			1.185

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.002	5	365	0.039	5	365	0.041
08:00 - 09:00	5	365	0.005	5	365	0.062	5	365	0.067
09:00 - 10:00	5	365	0.013	5	365	0.025	5	365	0.038
10:00 - 11:00	5	365	0.009	5	365	0.019	5	365	0.028
11:00 - 12:00	5	365	0.010	5	365	0.021	5	365	0.031
12:00 - 13:00	5	365	0.016	5	365	0.023	5	365	0.039
13:00 - 14:00	5	365	0.015	5	365	0.019	5	365	0.034
14:00 - 15:00	5	365	0.019	5	365	0.020	5	365	0.039
15:00 - 16:00	5	365	0.024	5	365	0.019	5	365	0.043
16:00 - 17:00	5	365	0.035	5	365	0.023	5	365	0.058
17:00 - 18:00	5	365	0.037	5	365	0.018	5	365	0.055
18:00 - 19:00	5	365	0.057	5	365	0.016	5	365	0.073
19:00 - 20:00	3	359	0.045	3	359	0.015	3	359	0.060
20:00 - 21:00	3	359	0.034	3	359	0.014	3	359	0.048
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.321			0.333			0.654

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.002	5	365	0.067	5	365	0.069
08:00 - 09:00	5	365	0.004	5	365	0.111	5	365	0.115
09:00 - 10:00	5	365	0.010	5	365	0.045	5	365	0.055
10:00 - 11:00	5	365	0.008	5	365	0.024	5	365	0.032
11:00 - 12:00	5	365	0.010	5	365	0.021	5	365	0.031
12:00 - 13:00	5	365	0.014	5	365	0.022	5	365	0.036
13:00 - 14:00	5	365	0.016	5	365	0.020	5	365	0.036
14:00 - 15:00	5	365	0.017	5	365	0.018	5	365	0.035
15:00 - 16:00	5	365	0.020	5	365	0.018	5	365	0.038
16:00 - 17:00	5	365	0.028	5	365	0.014	5	365	0.042
17:00 - 18:00	5	365	0.055	5	365	0.020	5	365	0.075
18:00 - 19:00	5	365	0.074	5	365	0.014	5	365	0.088
19:00 - 20:00	3	359	0.058	3	359	0.014	3	359	0.072
20:00 - 21:00	3	359	0.045	3	359	0.012	3	359	0.057
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.361			0.420			0.781

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.004	5	365	0.106	5	365	0.110
08:00 - 09:00	5	365	0.009	5	365	0.173	5	365	0.182
09:00 - 10:00	5	365	0.024	5	365	0.070	5	365	0.094
10:00 - 11:00	5	365	0.016	5	365	0.043	5	365	0.059
11:00 - 12:00	5	365	0.020	5	365	0.042	5	365	0.062
12:00 - 13:00	5	365	0.030	5	365	0.045	5	365	0.075
13:00 - 14:00	5	365	0.032	5	365	0.039	5	365	0.071
14:00 - 15:00	5	365	0.036	5	365	0.037	5	365	0.073
15:00 - 16:00	5	365	0.043	5	365	0.037	5	365	0.080
16:00 - 17:00	5	365	0.062	5	365	0.037	5	365	0.099
17:00 - 18:00	5	365	0.092	5	365	0.038	5	365	0.130
18:00 - 19:00	5	365	0.131	5	365	0.030	5	365	0.161
19:00 - 20:00	3	359	0.103	3	359	0.029	3	359	0.132
20:00 - 21:00	3	359	0.079	3	359	0.026	3	359	0.105
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.681			0.752			1.433

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.35

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.044	5	365	0.264	5	365	0.308
08:00 - 09:00	5	365	0.052	5	365	0.413	5	365	0.465
09:00 - 10:00	5	365	0.094	5	365	0.155	5	365	0.249
10:00 - 11:00	5	365	0.078	5	365	0.129	5	365	0.207
11:00 - 12:00	5	365	0.110	5	365	0.135	5	365	0.245
12:00 - 13:00	5	365	0.122	5	365	0.139	5	365	0.261
13:00 - 14:00	5	365	0.112	5	365	0.136	5	365	0.248
14:00 - 15:00	5	365	0.132	5	365	0.139	5	365	0.271
15:00 - 16:00	5	365	0.183	5	365	0.147	5	365	0.330
16:00 - 17:00	5	365	0.224	5	365	0.138	5	365	0.362
17:00 - 18:00	5	365	0.273	5	365	0.135	5	365	0.408
18:00 - 19:00	5	365	0.315	5	365	0.115	5	365	0.430
19:00 - 20:00	3	359	0.257	3	359	0.119	3	359	0.376
20:00 - 21:00	3	359	0.218	3	359	0.116	3	359	0.334
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.214			2.280			4.494

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.013	5	365	0.068	5	365	0.081
08:00 - 09:00	5	365	0.015	5	365	0.084	5	365	0.099
09:00 - 10:00	5	365	0.026	5	365	0.032	5	365	0.058
10:00 - 11:00	5	365	0.022	5	365	0.029	5	365	0.051
11:00 - 12:00	5	365	0.025	5	365	0.033	5	365	0.058
12:00 - 13:00	5	365	0.028	5	365	0.032	5	365	0.060
13:00 - 14:00	5	365	0.032	5	365	0.032	5	365	0.064
14:00 - 15:00	5	365	0.033	5	365	0.034	5	365	0.067
15:00 - 16:00	5	365	0.047	5	365	0.038	5	365	0.085
16:00 - 17:00	5	365	0.062	5	365	0.042	5	365	0.104
17:00 - 18:00	5	365	0.072	5	365	0.036	5	365	0.108
18:00 - 19:00	5	365	0.084	5	365	0.040	5	365	0.124
19:00 - 20:00	3	359	0.058	3	359	0.030	3	359	0.088
20:00 - 21:00	3	359	0.058	3	359	0.033	3	359	0.091
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.575			0.563			1.138

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.003	5	365	0.006	5	365	0.009
08:00 - 09:00	5	365	0.002	5	365	0.003	5	365	0.005
09:00 - 10:00	5	365	0.005	5	365	0.003	5	365	0.008
10:00 - 11:00	5	365	0.003	5	365	0.004	5	365	0.007
11:00 - 12:00	5	365	0.005	5	365	0.006	5	365	0.011
12:00 - 13:00	5	365	0.006	5	365	0.005	5	365	0.011
13:00 - 14:00	5	365	0.003	5	365	0.005	5	365	0.008
14:00 - 15:00	5	365	0.003	5	365	0.003	5	365	0.006
15:00 - 16:00	5	365	0.002	5	365	0.005	5	365	0.007
16:00 - 17:00	5	365	0.005	5	365	0.003	5	365	0.008
17:00 - 18:00	5	365	0.008	5	365	0.004	5	365	0.012
18:00 - 19:00	5	365	0.003	5	365	0.003	5	365	0.006
19:00 - 20:00	3	359	0.003	3	359	0.003	3	359	0.006
20:00 - 21:00	3	359	0.004	3	359	0.001	3	359	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.055			0.054			0.109

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.000	5	365	0.001	5	365	0.001
08:00 - 09:00	5	365	0.000	5	365	0.001	5	365	0.001
09:00 - 10:00	5	365	0.000	5	365	0.001	5	365	0.001
10:00 - 11:00	5	365	0.000	5	365	0.001	5	365	0.001
11:00 - 12:00	5	365	0.001	5	365	0.000	5	365	0.001
12:00 - 13:00	5	365	0.001	5	365	0.002	5	365	0.003
13:00 - 14:00	5	365	0.002	5	365	0.002	5	365	0.004
14:00 - 15:00	5	365	0.001	5	365	0.000	5	365	0.001
15:00 - 16:00	5	365	0.001	5	365	0.000	5	365	0.001
16:00 - 17:00	5	365	0.001	5	365	0.001	5	365	0.002
17:00 - 18:00	5	365	0.002	5	365	0.001	5	365	0.003
18:00 - 19:00	5	365	0.003	5	365	0.002	5	365	0.005
19:00 - 20:00	3	359	0.002	3	359	0.002	3	359	0.004
20:00 - 21:00	3	359	0.002	3	359	0.001	3	359	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.015			0.031

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Underground Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.001	5	365	0.025	5	365	0.026
08:00 - 09:00	5	365	0.002	5	365	0.049	5	365	0.051
09:00 - 10:00	5	365	0.007	5	365	0.020	5	365	0.027
10:00 - 11:00	5	365	0.005	5	365	0.015	5	365	0.020
11:00 - 12:00	5	365	0.006	5	365	0.010	5	365	0.016
12:00 - 13:00	5	365	0.006	5	365	0.010	5	365	0.016
13:00 - 14:00	5	365	0.009	5	365	0.007	5	365	0.016
14:00 - 15:00	5	365	0.008	5	365	0.009	5	365	0.017
15:00 - 16:00	5	365	0.009	5	365	0.012	5	365	0.021
16:00 - 17:00	5	365	0.012	5	365	0.012	5	365	0.024
17:00 - 18:00	5	365	0.020	5	365	0.014	5	365	0.034
18:00 - 19:00	5	365	0.023	5	365	0.010	5	365	0.033
19:00 - 20:00	3	359	0.017	3	359	0.006	3	359	0.023
20:00 - 21:00	3	359	0.016	3	359	0.008	3	359	0.024
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.141			0.207			0.348

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL DLR Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.000	5	365	0.000	5	365	0.000
08:00 - 09:00	5	365	0.001	5	365	0.001	5	365	0.002
09:00 - 10:00	5	365	0.000	5	365	0.000	5	365	0.000
10:00 - 11:00	5	365	0.000	5	365	0.000	5	365	0.000
11:00 - 12:00	5	365	0.000	5	365	0.000	5	365	0.000
12:00 - 13:00	5	365	0.000	5	365	0.001	5	365	0.001
13:00 - 14:00	5	365	0.000	5	365	0.000	5	365	0.000
14:00 - 15:00	5	365	0.000	5	365	0.000	5	365	0.000
15:00 - 16:00	5	365	0.000	5	365	0.000	5	365	0.000
16:00 - 17:00	5	365	0.000	5	365	0.000	5	365	0.000
17:00 - 18:00	5	365	0.000	5	365	0.000	5	365	0.000
18:00 - 19:00	5	365	0.000	5	365	0.000	5	365	0.000
19:00 - 20:00	3	359	0.000	3	359	0.000	3	359	0.000
20:00 - 21:00	3	359	0.000	3	359	0.000	3	359	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.002			0.003

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Overground Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.000	5	365	0.007	5	365	0.007
08:00 - 09:00	5	365	0.000	5	365	0.008	5	365	0.008
09:00 - 10:00	5	365	0.001	5	365	0.004	5	365	0.005
10:00 - 11:00	5	365	0.001	5	365	0.001	5	365	0.002
11:00 - 12:00	5	365	0.002	5	365	0.001	5	365	0.003
12:00 - 13:00	5	365	0.001	5	365	0.003	5	365	0.004
13:00 - 14:00	5	365	0.001	5	365	0.001	5	365	0.002
14:00 - 15:00	5	365	0.004	5	365	0.000	5	365	0.004
15:00 - 16:00	5	365	0.001	5	365	0.000	5	365	0.001
16:00 - 17:00	5	365	0.000	5	365	0.000	5	365	0.000
17:00 - 18:00	5	365	0.003	5	365	0.001	5	365	0.004
18:00 - 19:00	5	365	0.003	5	365	0.001	5	365	0.004
19:00 - 20:00	3	359	0.005	3	359	0.004	3	359	0.009
20:00 - 21:00	3	359	0.000	3	359	0.000	3	359	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.031			0.053

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL National Rail Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.001	5	365	0.035	5	365	0.036
08:00 - 09:00	5	365	0.002	5	365	0.053	5	365	0.055
09:00 - 10:00	5	365	0.003	5	365	0.021	5	365	0.024
10:00 - 11:00	5	365	0.002	5	365	0.009	5	365	0.011
11:00 - 12:00	5	365	0.003	5	365	0.010	5	365	0.013
12:00 - 13:00	5	365	0.007	5	365	0.008	5	365	0.015
13:00 - 14:00	5	365	0.007	5	365	0.013	5	365	0.020
14:00 - 15:00	5	365	0.005	5	365	0.009	5	365	0.014
15:00 - 16:00	5	365	0.010	5	365	0.006	5	365	0.016
16:00 - 17:00	5	365	0.016	5	365	0.002	5	365	0.018
17:00 - 18:00	5	365	0.032	5	365	0.005	5	365	0.037
18:00 - 19:00	5	365	0.048	5	365	0.003	5	365	0.051
19:00 - 20:00	3	359	0.036	3	359	0.005	3	359	0.041
20:00 - 21:00	3	359	0.029	3	359	0.004	3	359	0.033
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.201			0.183			0.384

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Bus Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	365	0.002	5	365	0.039	5	365	0.041
08:00 - 09:00	5	365	0.005	5	365	0.062	5	365	0.067
09:00 - 10:00	5	365	0.013	5	365	0.025	5	365	0.038
10:00 - 11:00	5	365	0.009	5	365	0.019	5	365	0.028
11:00 - 12:00	5	365	0.010	5	365	0.021	5	365	0.031
12:00 - 13:00	5	365	0.016	5	365	0.023	5	365	0.039
13:00 - 14:00	5	365	0.015	5	365	0.019	5	365	0.034
14:00 - 15:00	5	365	0.019	5	365	0.020	5	365	0.039
15:00 - 16:00	5	365	0.024	5	365	0.019	5	365	0.043
16:00 - 17:00	5	365	0.035	5	365	0.023	5	365	0.058
17:00 - 18:00	5	365	0.037	5	365	0.018	5	365	0.055
18:00 - 19:00	5	365	0.057	5	365	0.016	5	365	0.073
19:00 - 20:00	3	359	0.045	3	359	0.015	3	359	0.060
20:00 - 21:00	3	359	0.034	3	359	0.014	3	359	0.048
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.321			0.333			0.654

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.*

Iceni Projects 114-116 Charing Cross Road London Licence No: 751001

Filtering Summary

Land Use	03/D	RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY FLATS
Selected Trip Rate Calculation Parameter Range	15-339 DWELLS	
Actual Trip Rate Calculation Parameter Range	24-247 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 09/10/23
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	
Days of the week selected	Monday	2
	Wednesday	1
Main Location Types selected	Edge of Town Centre	2
	Neighbourhood Centre (PPS6 Local Centre)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	2 - Selected
	Servicing vehicles Excluded	1 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	50,001 to 100,000	1
	100,001 or More	2
Population <5 Mile ranges selected	500,001 or More	3
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	0.6 to 1.0	1
	1.1 to 1.5	1
PTAL Rating	5 Very Good	1
	6a Excellent	2

Calculation Reference: AUDIT-751001-241105-1106

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	IS	ISLINGTON	1 days
	WF	WALTHAM FOREST	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: 24 to 247 (units:)
Range Selected by User: 15 to 339 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 09/10/23

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
Wednesday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	3 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	2 days

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

Population within 5 miles:

500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

5 Very Good	1 days
6a Excellent	2 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BT-03-D-02	Site area:	0.30 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	38
Location:	KILBURN	Housing density:	127
Postcode:	NW6 5SY	Total Bedrooms:	84
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	20/04/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	6a Excellent	Parking Spaces:	19
Site(2):	IS-03-D-04	Site area:	0.99 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	247
Location:	HIGHBURY	Housing density:	650
Postcode:	N1 1LJ	Total Bedrooms:	475
Main Location Type:	Edge of Town Centre	Survey Date:	27/06/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	5 Very Good	Parking Spaces:	
Site(3):	WF-03-D-01	Site area:	0.28 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	24
Location:	WALTHAMSTOW	Housing density:	86
Postcode:	E17 9QZ	Total Bedrooms:	41
Main Location Type:	Edge of Town Centre	Survey Date:	09/10/23
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	6a Excellent	Parking Spaces:	19

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 6.06

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.032	3	103	0.055	3	103	0.087
08:00 - 09:00	3	103	0.039	3	103	0.061	3	103	0.100
09:00 - 10:00	3	103	0.036	3	103	0.032	3	103	0.068
10:00 - 11:00	3	103	0.019	3	103	0.019	3	103	0.038
11:00 - 12:00	3	103	0.036	3	103	0.045	3	103	0.081
12:00 - 13:00	3	103	0.032	3	103	0.049	3	103	0.081
13:00 - 14:00	3	103	0.013	3	103	0.019	3	103	0.032
14:00 - 15:00	3	103	0.029	3	103	0.026	3	103	0.055
15:00 - 16:00	3	103	0.045	3	103	0.045	3	103	0.090
16:00 - 17:00	3	103	0.058	3	103	0.058	3	103	0.116
17:00 - 18:00	3	103	0.074	3	103	0.045	3	103	0.119
18:00 - 19:00	3	103	0.068	3	103	0.039	3	103	0.107
19:00 - 20:00	3	103	0.074	3	103	0.055	3	103	0.129
20:00 - 21:00	3	103	0.036	3	103	0.019	3	103	0.055
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.591			0.567			1.158

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

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

Parameter summary

Trip rate parameter range selected:	24 - 247 (units:)
Survey date date range:	01/01/16 - 09/10/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.006	3	103	0.006	3	103	0.012
08:00 - 09:00	3	103	0.003	3	103	0.003	3	103	0.006
09:00 - 10:00	3	103	0.006	3	103	0.006	3	103	0.012
10:00 - 11:00	3	103	0.003	3	103	0.003	3	103	0.006
11:00 - 12:00	3	103	0.000	3	103	0.000	3	103	0.000
12:00 - 13:00	3	103	0.010	3	103	0.010	3	103	0.020
13:00 - 14:00	3	103	0.000	3	103	0.000	3	103	0.000
14:00 - 15:00	3	103	0.000	3	103	0.000	3	103	0.000
15:00 - 16:00	3	103	0.006	3	103	0.006	3	103	0.012
16:00 - 17:00	3	103	0.006	3	103	0.006	3	103	0.012
17:00 - 18:00	3	103	0.010	3	103	0.010	3	103	0.020
18:00 - 19:00	3	103	0.000	3	103	0.000	3	103	0.000
19:00 - 20:00	3	103	0.003	3	103	0.003	3	103	0.006
20:00 - 21:00	3	103	0.003	3	103	0.003	3	103	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.056			0.112

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.003	3	103	0.003	3	103	0.006
08:00 - 09:00	3	103	0.000	3	103	0.000	3	103	0.000
09:00 - 10:00	3	103	0.000	3	103	0.000	3	103	0.000
10:00 - 11:00	3	103	0.000	3	103	0.000	3	103	0.000
11:00 - 12:00	3	103	0.003	3	103	0.003	3	103	0.006
12:00 - 13:00	3	103	0.000	3	103	0.000	3	103	0.000
13:00 - 14:00	3	103	0.000	3	103	0.000	3	103	0.000
14:00 - 15:00	3	103	0.000	3	103	0.000	3	103	0.000
15:00 - 16:00	3	103	0.000	3	103	0.000	3	103	0.000
16:00 - 17:00	3	103	0.000	3	103	0.000	3	103	0.000
17:00 - 18:00	3	103	0.000	3	103	0.000	3	103	0.000
18:00 - 19:00	3	103	0.000	3	103	0.000	3	103	0.000
19:00 - 20:00	3	103	0.000	3	103	0.000	3	103	0.000
20:00 - 21:00	3	103	0.000	3	103	0.000	3	103	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.000	3	103	0.000	3	103	0.000
08:00 - 09:00	3	103	0.000	3	103	0.000	3	103	0.000
09:00 - 10:00	3	103	0.000	3	103	0.000	3	103	0.000
10:00 - 11:00	3	103	0.000	3	103	0.000	3	103	0.000
11:00 - 12:00	3	103	0.000	3	103	0.000	3	103	0.000
12:00 - 13:00	3	103	0.000	3	103	0.000	3	103	0.000
13:00 - 14:00	3	103	0.003	3	103	0.003	3	103	0.006
14:00 - 15:00	3	103	0.000	3	103	0.000	3	103	0.000
15:00 - 16:00	3	103	0.003	3	103	0.003	3	103	0.006
16:00 - 17:00	3	103	0.000	3	103	0.000	3	103	0.000
17:00 - 18:00	3	103	0.000	3	103	0.000	3	103	0.000
18:00 - 19:00	3	103	0.000	3	103	0.000	3	103	0.000
19:00 - 20:00	3	103	0.000	3	103	0.000	3	103	0.000
20:00 - 21:00	3	103	0.000	3	103	0.000	3	103	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.003	3	103	0.003	3	103	0.006
08:00 - 09:00	3	103	0.003	3	103	0.000	3	103	0.003
09:00 - 10:00	3	103	0.000	3	103	0.010	3	103	0.010
10:00 - 11:00	3	103	0.003	3	103	0.000	3	103	0.003
11:00 - 12:00	3	103	0.000	3	103	0.010	3	103	0.010
12:00 - 13:00	3	103	0.000	3	103	0.003	3	103	0.003
13:00 - 14:00	3	103	0.003	3	103	0.006	3	103	0.009
14:00 - 15:00	3	103	0.019	3	103	0.016	3	103	0.035
15:00 - 16:00	3	103	0.006	3	103	0.006	3	103	0.012
16:00 - 17:00	3	103	0.010	3	103	0.006	3	103	0.016
17:00 - 18:00	3	103	0.003	3	103	0.010	3	103	0.013
18:00 - 19:00	3	103	0.010	3	103	0.003	3	103	0.013
19:00 - 20:00	3	103	0.000	3	103	0.000	3	103	0.000
20:00 - 21:00	3	103	0.003	3	103	0.010	3	103	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.083			0.146

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.042	3	103	0.052	3	103	0.094
08:00 - 09:00	3	103	0.039	3	103	0.081	3	103	0.120
09:00 - 10:00	3	103	0.032	3	103	0.039	3	103	0.071
10:00 - 11:00	3	103	0.019	3	103	0.016	3	103	0.035
11:00 - 12:00	3	103	0.032	3	103	0.049	3	103	0.081
12:00 - 13:00	3	103	0.032	3	103	0.049	3	103	0.081
13:00 - 14:00	3	103	0.013	3	103	0.019	3	103	0.032
14:00 - 15:00	3	103	0.036	3	103	0.032	3	103	0.068
15:00 - 16:00	3	103	0.045	3	103	0.049	3	103	0.094
16:00 - 17:00	3	103	0.071	3	103	0.078	3	103	0.149
17:00 - 18:00	3	103	0.087	3	103	0.045	3	103	0.132
18:00 - 19:00	3	103	0.078	3	103	0.049	3	103	0.127
19:00 - 20:00	3	103	0.107	3	103	0.052	3	103	0.159
20:00 - 21:00	3	103	0.039	3	103	0.029	3	103	0.068
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.672			0.639			1.311

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.023	3	103	0.074	3	103	0.097
08:00 - 09:00	3	103	0.081	3	103	0.350	3	103	0.431
09:00 - 10:00	3	103	0.129	3	103	0.214	3	103	0.343
10:00 - 11:00	3	103	0.071	3	103	0.097	3	103	0.168
11:00 - 12:00	3	103	0.097	3	103	0.184	3	103	0.281
12:00 - 13:00	3	103	0.152	3	103	0.133	3	103	0.285
13:00 - 14:00	3	103	0.107	3	103	0.074	3	103	0.181
14:00 - 15:00	3	103	0.123	3	103	0.142	3	103	0.265
15:00 - 16:00	3	103	0.430	3	103	0.243	3	103	0.673
16:00 - 17:00	3	103	0.249	3	103	0.107	3	103	0.356
17:00 - 18:00	3	103	0.133	3	103	0.107	3	103	0.240
18:00 - 19:00	3	103	0.129	3	103	0.120	3	103	0.249
19:00 - 20:00	3	103	0.162	3	103	0.165	3	103	0.327
20:00 - 21:00	3	103	0.087	3	103	0.036	3	103	0.123
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.973			2.046			4.019

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.006	3	103	0.052	3	103	0.058
08:00 - 09:00	3	103	0.000	3	103	0.107	3	103	0.107
09:00 - 10:00	3	103	0.003	3	103	0.039	3	103	0.042
10:00 - 11:00	3	103	0.006	3	103	0.029	3	103	0.035
11:00 - 12:00	3	103	0.016	3	103	0.026	3	103	0.042
12:00 - 13:00	3	103	0.036	3	103	0.026	3	103	0.062
13:00 - 14:00	3	103	0.029	3	103	0.032	3	103	0.061
14:00 - 15:00	3	103	0.016	3	103	0.036	3	103	0.052
15:00 - 16:00	3	103	0.055	3	103	0.013	3	103	0.068
16:00 - 17:00	3	103	0.081	3	103	0.006	3	103	0.087
17:00 - 18:00	3	103	0.055	3	103	0.019	3	103	0.074
18:00 - 19:00	3	103	0.071	3	103	0.000	3	103	0.071
19:00 - 20:00	3	103	0.032	3	103	0.006	3	103	0.038
20:00 - 21:00	3	103	0.052	3	103	0.000	3	103	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.458			0.391			0.849

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.003	3	103	0.029	3	103	0.032
08:00 - 09:00	3	103	0.003	3	103	0.055	3	103	0.058
09:00 - 10:00	3	103	0.003	3	103	0.058	3	103	0.061
10:00 - 11:00	3	103	0.006	3	103	0.026	3	103	0.032
11:00 - 12:00	3	103	0.006	3	103	0.010	3	103	0.016
12:00 - 13:00	3	103	0.003	3	103	0.029	3	103	0.032
13:00 - 14:00	3	103	0.016	3	103	0.026	3	103	0.042
14:00 - 15:00	3	103	0.026	3	103	0.039	3	103	0.065
15:00 - 16:00	3	103	0.032	3	103	0.010	3	103	0.042
16:00 - 17:00	3	103	0.049	3	103	0.013	3	103	0.062
17:00 - 18:00	3	103	0.045	3	103	0.013	3	103	0.058
18:00 - 19:00	3	103	0.074	3	103	0.010	3	103	0.084
19:00 - 20:00	3	103	0.061	3	103	0.023	3	103	0.084
20:00 - 21:00	3	103	0.023	3	103	0.006	3	103	0.029
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.350			0.347			0.697

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.000	3	103	0.000	3	103	0.000
08:00 - 09:00	3	103	0.000	3	103	0.000	3	103	0.000
09:00 - 10:00	3	103	0.000	3	103	0.000	3	103	0.000
10:00 - 11:00	3	103	0.000	3	103	0.000	3	103	0.000
11:00 - 12:00	3	103	0.000	3	103	0.000	3	103	0.000
12:00 - 13:00	3	103	0.000	3	103	0.000	3	103	0.000
13:00 - 14:00	3	103	0.000	3	103	0.006	3	103	0.006
14:00 - 15:00	3	103	0.000	3	103	0.000	3	103	0.000
15:00 - 16:00	3	103	0.006	3	103	0.000	3	103	0.006
16:00 - 17:00	3	103	0.000	3	103	0.000	3	103	0.000
17:00 - 18:00	3	103	0.000	3	103	0.000	3	103	0.000
18:00 - 19:00	3	103	0.000	3	103	0.000	3	103	0.000
19:00 - 20:00	3	103	0.000	3	103	0.000	3	103	0.000
20:00 - 21:00	3	103	0.000	3	103	0.000	3	103	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.010	3	103	0.081	3	103	0.091
08:00 - 09:00	3	103	0.003	3	103	0.162	3	103	0.165
09:00 - 10:00	3	103	0.006	3	103	0.097	3	103	0.103
10:00 - 11:00	3	103	0.013	3	103	0.055	3	103	0.068
11:00 - 12:00	3	103	0.023	3	103	0.036	3	103	0.059
12:00 - 13:00	3	103	0.039	3	103	0.055	3	103	0.094
13:00 - 14:00	3	103	0.045	3	103	0.065	3	103	0.110
14:00 - 15:00	3	103	0.042	3	103	0.074	3	103	0.116
15:00 - 16:00	3	103	0.094	3	103	0.023	3	103	0.117
16:00 - 17:00	3	103	0.129	3	103	0.019	3	103	0.148
17:00 - 18:00	3	103	0.100	3	103	0.032	3	103	0.132
18:00 - 19:00	3	103	0.146	3	103	0.010	3	103	0.156
19:00 - 20:00	3	103	0.094	3	103	0.029	3	103	0.123
20:00 - 21:00	3	103	0.074	3	103	0.006	3	103	0.080
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.818			0.744			1.562

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 6.06

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.078	3	103	0.210	3	103	0.288
08:00 - 09:00	3	103	0.126	3	103	0.592	3	103	0.718
09:00 - 10:00	3	103	0.168	3	103	0.359	3	103	0.527
10:00 - 11:00	3	103	0.107	3	103	0.168	3	103	0.275
11:00 - 12:00	3	103	0.152	3	103	0.278	3	103	0.430
12:00 - 13:00	3	103	0.223	3	103	0.239	3	103	0.462
13:00 - 14:00	3	103	0.168	3	103	0.165	3	103	0.333
14:00 - 15:00	3	103	0.220	3	103	0.265	3	103	0.485
15:00 - 16:00	3	103	0.576	3	103	0.320	3	103	0.896
16:00 - 17:00	3	103	0.460	3	103	0.210	3	103	0.670
17:00 - 18:00	3	103	0.324	3	103	0.194	3	103	0.518
18:00 - 19:00	3	103	0.362	3	103	0.181	3	103	0.543
19:00 - 20:00	3	103	0.362	3	103	0.246	3	103	0.608
20:00 - 21:00	3	103	0.204	3	103	0.081	3	103	0.285
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.530			3.508			7.038

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.019	3	103	0.036	3	103	0.055
08:00 - 09:00	3	103	0.032	3	103	0.055	3	103	0.087
09:00 - 10:00	3	103	0.019	3	103	0.013	3	103	0.032
10:00 - 11:00	3	103	0.010	3	103	0.010	3	103	0.020
11:00 - 12:00	3	103	0.016	3	103	0.023	3	103	0.039
12:00 - 13:00	3	103	0.006	3	103	0.029	3	103	0.035
13:00 - 14:00	3	103	0.010	3	103	0.013	3	103	0.023
14:00 - 15:00	3	103	0.026	3	103	0.023	3	103	0.049
15:00 - 16:00	3	103	0.026	3	103	0.026	3	103	0.052
16:00 - 17:00	3	103	0.036	3	103	0.036	3	103	0.072
17:00 - 18:00	3	103	0.052	3	103	0.029	3	103	0.081
18:00 - 19:00	3	103	0.058	3	103	0.029	3	103	0.087
19:00 - 20:00	3	103	0.058	3	103	0.039	3	103	0.097
20:00 - 21:00	3	103	0.026	3	103	0.013	3	103	0.039
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.394			0.374			0.768

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.003	3	103	0.010	3	103	0.013
08:00 - 09:00	3	103	0.003	3	103	0.003	3	103	0.006
09:00 - 10:00	3	103	0.006	3	103	0.010	3	103	0.016
10:00 - 11:00	3	103	0.006	3	103	0.006	3	103	0.012
11:00 - 12:00	3	103	0.013	3	103	0.013	3	103	0.026
12:00 - 13:00	3	103	0.013	3	103	0.010	3	103	0.023
13:00 - 14:00	3	103	0.000	3	103	0.003	3	103	0.003
14:00 - 15:00	3	103	0.003	3	103	0.003	3	103	0.006
15:00 - 16:00	3	103	0.006	3	103	0.000	3	103	0.006
16:00 - 17:00	3	103	0.010	3	103	0.013	3	103	0.023
17:00 - 18:00	3	103	0.010	3	103	0.003	3	103	0.013
18:00 - 19:00	3	103	0.006	3	103	0.006	3	103	0.012
19:00 - 20:00	3	103	0.006	3	103	0.006	3	103	0.012
20:00 - 21:00	3	103	0.000	3	103	0.000	3	103	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.086			0.171

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.000	3	103	0.000	3	103	0.000
08:00 - 09:00	3	103	0.000	3	103	0.000	3	103	0.000
09:00 - 10:00	3	103	0.003	3	103	0.003	3	103	0.006
10:00 - 11:00	3	103	0.000	3	103	0.000	3	103	0.000
11:00 - 12:00	3	103	0.003	3	103	0.006	3	103	0.009
12:00 - 13:00	3	103	0.003	3	103	0.000	3	103	0.003
13:00 - 14:00	3	103	0.000	3	103	0.000	3	103	0.000
14:00 - 15:00	3	103	0.000	3	103	0.000	3	103	0.000
15:00 - 16:00	3	103	0.003	3	103	0.010	3	103	0.013
16:00 - 17:00	3	103	0.006	3	103	0.003	3	103	0.009
17:00 - 18:00	3	103	0.003	3	103	0.003	3	103	0.006
18:00 - 19:00	3	103	0.003	3	103	0.003	3	103	0.006
19:00 - 20:00	3	103	0.006	3	103	0.006	3	103	0.012
20:00 - 21:00	3	103	0.006	3	103	0.003	3	103	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.037			0.073

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL Underground Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.000	3	103	0.019	3	103	0.019
08:00 - 09:00	3	103	0.003	3	103	0.032	3	103	0.035
09:00 - 10:00	3	103	0.003	3	103	0.042	3	103	0.045
10:00 - 11:00	3	103	0.006	3	103	0.019	3	103	0.025
11:00 - 12:00	3	103	0.003	3	103	0.006	3	103	0.009
12:00 - 13:00	3	103	0.003	3	103	0.026	3	103	0.029
13:00 - 14:00	3	103	0.006	3	103	0.010	3	103	0.016
14:00 - 15:00	3	103	0.019	3	103	0.019	3	103	0.038
15:00 - 16:00	3	103	0.016	3	103	0.003	3	103	0.019
16:00 - 17:00	3	103	0.026	3	103	0.006	3	103	0.032
17:00 - 18:00	3	103	0.029	3	103	0.013	3	103	0.042
18:00 - 19:00	3	103	0.055	3	103	0.010	3	103	0.065
19:00 - 20:00	3	103	0.029	3	103	0.016	3	103	0.045
20:00 - 21:00	3	103	0.019	3	103	0.000	3	103	0.019
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.217			0.221			0.438

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL Overground Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.000	3	103	0.000	3	103	0.000
08:00 - 09:00	3	103	0.000	3	103	0.010	3	103	0.010
09:00 - 10:00	3	103	0.000	3	103	0.010	3	103	0.010
10:00 - 11:00	3	103	0.000	3	103	0.006	3	103	0.006
11:00 - 12:00	3	103	0.003	3	103	0.003	3	103	0.006
12:00 - 13:00	3	103	0.000	3	103	0.003	3	103	0.003
13:00 - 14:00	3	103	0.010	3	103	0.016	3	103	0.026
14:00 - 15:00	3	103	0.006	3	103	0.013	3	103	0.019
15:00 - 16:00	3	103	0.013	3	103	0.006	3	103	0.019
16:00 - 17:00	3	103	0.019	3	103	0.006	3	103	0.025
17:00 - 18:00	3	103	0.016	3	103	0.000	3	103	0.016
18:00 - 19:00	3	103	0.013	3	103	0.000	3	103	0.013
19:00 - 20:00	3	103	0.013	3	103	0.006	3	103	0.019
20:00 - 21:00	3	103	0.003	3	103	0.006	3	103	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.085			0.181

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL National Rail Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.003	3	103	0.010	3	103	0.013
08:00 - 09:00	3	103	0.000	3	103	0.013	3	103	0.013
09:00 - 10:00	3	103	0.000	3	103	0.006	3	103	0.006
10:00 - 11:00	3	103	0.000	3	103	0.000	3	103	0.000
11:00 - 12:00	3	103	0.000	3	103	0.000	3	103	0.000
12:00 - 13:00	3	103	0.000	3	103	0.000	3	103	0.000
13:00 - 14:00	3	103	0.000	3	103	0.000	3	103	0.000
14:00 - 15:00	3	103	0.000	3	103	0.006	3	103	0.006
15:00 - 16:00	3	103	0.003	3	103	0.000	3	103	0.003
16:00 - 17:00	3	103	0.003	3	103	0.000	3	103	0.003
17:00 - 18:00	3	103	0.000	3	103	0.000	3	103	0.000
18:00 - 19:00	3	103	0.006	3	103	0.000	3	103	0.006
19:00 - 20:00	3	103	0.019	3	103	0.000	3	103	0.019
20:00 - 21:00	3	103	0.000	3	103	0.000	3	103	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.035			0.069

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL Bus Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	103	0.006	3	103	0.052	3	103	0.058
08:00 - 09:00	3	103	0.000	3	103	0.107	3	103	0.107
09:00 - 10:00	3	103	0.003	3	103	0.039	3	103	0.042
10:00 - 11:00	3	103	0.006	3	103	0.029	3	103	0.035
11:00 - 12:00	3	103	0.016	3	103	0.026	3	103	0.042
12:00 - 13:00	3	103	0.036	3	103	0.026	3	103	0.062
13:00 - 14:00	3	103	0.029	3	103	0.032	3	103	0.061
14:00 - 15:00	3	103	0.016	3	103	0.036	3	103	0.052
15:00 - 16:00	3	103	0.055	3	103	0.013	3	103	0.068
16:00 - 17:00	3	103	0.081	3	103	0.006	3	103	0.087
17:00 - 18:00	3	103	0.055	3	103	0.019	3	103	0.074
18:00 - 19:00	3	103	0.071	3	103	0.000	3	103	0.071
19:00 - 20:00	3	103	0.032	3	103	0.006	3	103	0.038
20:00 - 21:00	3	103	0.052	3	103	0.000	3	103	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.458			0.391			0.849

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.*

A7. PICADY AND ARCADY MODELLING OUTPUTS

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: J1 Site Access.j9
Path: C:\Users\natha\Desktop\Motspur
Report generation date: 12/09/2025 17:33:27

»2030 DEV CASE, AM
»2030 DEV CASE, PM

Summary of junction performance

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
	2030 DEV CASE			
Stream B-C	0.0	0.04	0.0	0.02
Stream B-A	0.0	0.00	0.0	0.00
Stream C-AB	0.0	0.02	0.0	0.04

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	12/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	XDSM1\natha
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	perTimeSegment	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2030 DEV CASE	AM	DIRECT	08:00	09:00	60	15	✓
D2	2030 DEV CASE	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2030 DEV CASE, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.26			51.6	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	5.40	3.42	3.32	3.22	3.19	✓	1.00	111	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	96.986	0.070	0.177	0.111	0.252
B-C	169.587	0.103	0.260	-	-
C-B	150.961	0.231	0.231	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2030 DEV CASE	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	0.00	16.00
	B	0.00	0.00	7.00
	C	8.00	3.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	0.00	13.00
	B	0.00	0.00	7.00
	C	12.00	3.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	0.00	18.00
	B	0.00	0.00	7.00
	C	16.00	3.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	0.00	21.00
	B	0.00	0.00	7.00
	C	14.00	3.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.04	5.73	0.0	A	7.00	28.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-AB	0.02	6.02	0.0	A	3.26	13.06
C-A					12.24	48.94
A-B					0.00	0.00
A-C					17.00	68.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	165.43	0.042	6.96	0.0	0.0	5.677	A
B-A	0.00	0.00	92.52	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.17	3.17	152.64	0.021	3.14	0.0	0.0	6.020	A
C-A	7.83	7.83			7.83				
A-B	0.00	0.00			0.00				
A-C	16.00	16.00			16.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	166.21	0.042	7.00	0.0	0.0	5.652	A
B-A	0.00	0.00	92.60	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.25	3.25	156.01	0.021	3.25	0.0	0.0	5.893	A
C-A	11.75	11.75			11.75				
A-B	0.00	0.00			0.00				
A-C	13.00	13.00			13.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	164.91	0.042	7.00	0.0	0.0	5.698	A
B-A	0.00	0.00	91.27	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.34	3.34	157.58	0.021	3.34	0.0	0.0	5.837	A
C-A	15.66	15.66			15.66				
A-B	0.00	0.00			0.00				
A-C	18.00	18.00			18.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	164.13	0.043	7.00	0.0	0.0	5.727	A
B-A	0.00	0.00	90.96	0.000	0.00	0.0	0.0	0.000	A
C-AB	3.30	3.30	155.56	0.021	3.30	0.0	0.0	5.910	A
C-A	13.70	13.70			13.70				
A-B	0.00	0.00			0.00				
A-C	21.00	21.00			21.00				

2030 DEV CASE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2030 DEV CASE	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	0.00	17.00
	B	0.00	0.00	4.00
	C	16.00	5.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	0.00	6.00
	B	0.00	0.00	4.00
	C	16.00	5.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	0.00	15.00
	B	0.00	0.00	4.00
	C	11.00	5.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	0.00	15.00
	B	0.00	0.00	4.00
	C	16.00	5.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	7	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.02	5.59	0.0	A	4.00	16.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-AB	0.04	6.02	0.0	A	5.52	22.08
C-A					14.23	56.92
A-B					0.00	0.00
A-C					13.25	53.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	164.90	0.024	3.98	0.0	0.0	5.592	A
B-A	0.00	0.00	90.64	0.000	0.00	0.0	0.0	0.000	A
C-AB	5.57	5.57	157.21	0.035	5.52	0.0	0.0	5.932	A
C-A	15.43	15.43			15.43				
A-B	0.00	0.00			0.00				
A-C	17.00	17.00			17.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	168.03	0.024	4.00	0.0	0.0	5.486	A
B-A	0.00	0.00	92.88	0.000	0.00	0.0	0.0	0.000	A
C-AB	5.56	5.56	160.25	0.035	5.56	0.0	0.0	5.839	A
C-A	15.44	15.44			15.44				
A-B	0.00	0.00			0.00				
A-C	6.00	6.00			6.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	165.69	0.024	4.00	0.0	0.0	5.565	A
B-A	0.00	0.00	91.84	0.000	0.00	0.0	0.0	0.000	A
C-AB	5.39	5.39	154.89	0.035	5.39	0.0	0.0	6.019	A
C-A	10.61	10.61			10.61				
A-B	0.00	0.00			0.00				
A-C	15.00	15.00			15.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	165.69	0.024	4.00	0.0	0.0	5.565	A
B-A	0.00	0.00	91.29	0.000	0.00	0.0	0.0	0.000	A
C-AB	5.57	5.57	158.25	0.035	5.56	0.0	0.0	5.896	A
C-A	15.43	15.43			15.43				
A-B	0.00	0.00			0.00				
A-C	15.00	15.00			15.00				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J3 Green Ln.Longfellow Rd.j9
Path: C:\Users\natha\Desktop\Motspur
Report generation date: 12/09/2025 17:26:33

Summary of junction performance

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
	2025 OBSERVED			
Stream B-C	0.0	0.01	0.0	0.01
Stream B-A	0.0	0.04	0.1	0.06
Stream C-AB	0.0	0.01	0.0	0.01
	2030 BASE			
Stream B-C	0.0	0.01	0.0	0.01
Stream B-A	0.0	0.04	0.1	0.06
Stream C-AB	0.0	0.01	0.0	0.01
	2030 DEV CASE			
Stream B-C	0.0	0.01	0.0	0.01
Stream B-A	0.0	0.04	0.1	0.06
Stream C-AB	0.0	0.01	0.0	0.02

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	11/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-2E8QR2S\Nathan (Work)
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025 OBSERVED	AM	DIRECT	08:00	09:00	60	15	✓
D2	2025 OBSERVED	PM	DIRECT	17:30	18:30	60	15	✓
D3	2030 BASE	AM	DIRECT	08:00	09:00	60	15	✓
D4	2030 BASE	PM	DIRECT	17:30	18:30	60	15	✓
D5	2030 DEV CASE	AM	DIRECT	08:00	09:00	60	15	✓
D6	2030 DEV CASE	PM	DIRECT	17:30	18:30	60	15	✓

Analysis Set Details

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

2025 OBSERVED, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Longfellow Road - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 Green Lane / Longfellow Road	T-Junction	Two-way		1.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Green Lane (E)		Major
B	Longfellow Road		Minor
C	Green Lane (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Green Lane (W)	7.37			82.8	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Longfellow Road	One lane plus flare	8.25	3.10	3.10	3.10	3.10	✓	1.00	22	19

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	518	0.089	0.224	0.141	0.320
B-C	651	0.094	0.237	-	-
C-B	622	0.227	0.227	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025 OBSERVED	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Green Lane (E)		DIRECT	✓	100.000
B - Longfellow Road		DIRECT	✓	100.000
C - Green Lane (W)		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	28	31
	B - Longfellow Road	17	0	4
	C - Green Lane (W)	13	6	0

08:15 - 08:30

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	22	22
	B - Longfellow Road	19	0	5
	C - Green Lane (W)	28	8	0

08:30 - 08:45

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	20	30
	B - Longfellow Road	18	0	1
	C - Green Lane (W)	37	1	0

08:45 - 09:00

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	26	30
	B - Longfellow Road	18	0	2
	C - Green Lane (W)	25	4	0

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	25
	C - Green Lane (W)	0	17	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	5
	B - Longfellow Road	0	0	20
	C - Green Lane (W)	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	0
	C - Green Lane (W)	0	100	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	50
	C - Green Lane (W)	0	25	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	0.01	7.58	0.0	A	3	3
B-A	0.04	7.42	0.0	A	18	18
C-AB	0.01	7.98	0.0	A	5	5
C-A					26	26
A-B					24	24
A-C					28	28

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	509	0.008	4	0.0	0.0	7.130	A
B-A	17	4	504	0.034	17	0.0	0.0	7.385	A
C-AB	6	2	529	0.012	6	0.0	0.0	6.879	A
C-A	13	3			13				
A-B	28	7			28				
A-C	31	8			31				

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	5	1	531	0.009	5	0.0	0.0	6.964	A
B-A	19	5	504	0.038	19	0.0	0.0	7.421	A
C-AB	8	2	630	0.013	8	0.0	0.0	6.201	A
C-A	28	7			28				
A-B	22	6			22				
A-C	22	6			22				

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	1	0.25	632	0.002	1	0.0	0.0	6.611	A
B-A	18	5	503	0.036	18	0.0	0.0	7.417	A
C-AB	1	0.28	345	0.003	1	0.0	0.0	6.278	A
C-A	37	9			37				
A-B	20	5			20				
A-C	30	8			30				

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	2	0.50	425	0.005	2	0.0	0.0	7.577	A
B-A	18	5	504	0.036	18	0.0	0.0	7.413	A
C-AB	4	1	505	0.008	4	0.0	0.0	7.982	A
C-A	25	6			25				
A-B	26	7			26				
A-C	30	8			30				

2025 OBSERVED, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Longfellow Road - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 Green Lane / Longfellow Road	T-Junction	Two-way		2.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025 OBSERVED	PM	DIRECT	17:30	18:30	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Green Lane (E)		DIRECT	✓	100.000
B - Longfellow Road		DIRECT	✓	100.000
C - Green Lane (W)		DIRECT	✓	100.000

Origin-Destination Data

17:30 - 17:45

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	13	18
	B - Longfellow Road	19	0	1
	C - Green Lane (W)	24	8	0

17:45 - 18:00

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	16	22
	B - Longfellow Road	26	0	3
	C - Green Lane (W)	21	8	0

18:00 - 18:15

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	17	26
	B - Longfellow Road	20	0	3
	C - Green Lane (W)	34	3	0

18:15 - 18:30

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	10	24
	B - Longfellow Road	28	0	1
	C - Green Lane (W)	26	7	0

Vehicle Mix

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	0
	C - Green Lane (W)	0	13	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	33
	C - Green Lane (W)	0	13	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	33
	C - Green Lane (W)	0	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	100
	C - Green Lane (W)	0	14	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	0.01	8.50	0.0	A	2	2
B-A	0.06	7.54	0.1	A	23	23
C-AB	0.01	6.55	0.0	A	7	7
C-A					26	26
A-B					14	14
A-C					23	23

Main Results for each time segment

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	1	0.25	640	0.002	0.99	0.0	0.0	5.634	A
B-A	19	5	506	0.038	19	0.0	0.0	7.384	A
C-AB	8	2	561	0.015	8	0.0	0.0	6.514	A
C-A	24	6			24				
A-B	13	3			13				
A-C	18	5			18				

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	3	0.75	479	0.006	3	0.0	0.0	7.099	A
B-A	26	7	505	0.051	26	0.0	0.1	7.507	A
C-AB	8	2	557	0.015	8	0.0	0.0	6.553	A
C-A	21	5			21				
A-B	16	4			16				
A-C	22	6			22				

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	3	0.75	479	0.006	3	0.0	0.0	7.560	A
B-A	20	5	505	0.040	20	0.1	0.0	7.429	A
C-AB	3	0.79	633	0.005	3	0.0	0.0	6.222	A
C-A	34	8			34				
A-B	17	4			17				
A-C	26	7			26				

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	1	0.25	320	0.003	1	0.0	0.0	8.502	A
B-A	28	7	505	0.055	28	0.0	0.1	7.542	A
C-AB	7	2	557	0.013	7	0.0	0.0	6.313	A
C-A	26	6			26				
A-B	10	3			10				
A-C	24	6			24				

2030 BASE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Longfellow Road - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 Green Lane / Longfellow Road	T-Junction	Two-way		1.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030 BASE	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Green Lane (E)		DIRECT	✓	100.000
B - Longfellow Road		DIRECT	✓	100.000
C - Green Lane (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

08:00 - 08:15

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	30	33
	B - Longfellow Road	18	0	4
	C - Green Lane (W)	14	6	0

Demand (Veh/hr)

08:15 - 08:30

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	23	23
	B - Longfellow Road	20	0	5
	C - Green Lane (W)	30	8	0

08:30 - 08:45

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	21	32
	B - Longfellow Road	19	0	1
	C - Green Lane (W)	39	1	0

08:45 - 09:00

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	28	32
	B - Longfellow Road	19	0	2
	C - Green Lane (W)	26	4	0

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	25
	C - Green Lane (W)	0	17	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	5
	B - Longfellow Road	0	0	20
	C - Green Lane (W)	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	0
	C - Green Lane (W)	0	100	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	50
	C - Green Lane (W)	0	25	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	0.01	7.59	0.0	A	3	3
B-A	0.04	7.45	0.0	A	19	19
C-AB	0.01	7.98	0.0	A	5	5
C-A					27	27
A-B					26	26
A-C					30	30

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	508	0.008	4	0.0	0.0	7.141	A
B-A	18	5	503	0.036	18	0.0	0.0	7.412	A
C-AB	6	2	529	0.012	6	0.0	0.0	6.880	A
C-A	14	3			14				
A-B	30	8			30				
A-C	33	8			33				

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	5	1	531	0.009	5	0.0	0.0	6.972	A
B-A	20	5	503	0.040	20	0.0	0.0	7.445	A
C-AB	8	2	630	0.013	8	0.0	0.0	6.191	A
C-A	30	7			30				
A-B	23	6			23				
A-C	23	6			23				

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	1	0.25	631	0.002	1	0.0	0.0	6.621	A
B-A	19	5	503	0.038	19	0.0	0.0	7.444	A
C-AB	1	0.28	347	0.003	1	0.0	0.0	6.269	A
C-A	39	10			39				
A-B	21	5			21				
A-C	32	8			32				

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	2	0.50	424	0.005	2	0.0	0.0	7.588	A
B-A	19	5	503	0.038	19	0.0	0.0	7.440	A
C-AB	4	1	505	0.008	4	0.0	0.0	7.979	A
C-A	26	6			26				
A-B	28	7			28				
A-C	32	8			32				

2030 BASE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Longfellow Road - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 Green Lane / Longfellow Road	T-Junction	Two-way		2.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030 BASE	PM	DIRECT	17:30	18:30	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Green Lane (E)		DIRECT	✓	100.000
B - Longfellow Road		DIRECT	✓	100.000
C - Green Lane (W)		DIRECT	✓	100.000

Origin-Destination Data

17:30 - 17:45

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	14	19
	B - Longfellow Road	20	0	1
	C - Green Lane (W)	25	8	0

17:45 - 18:00

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	17	23
	B - Longfellow Road	28	0	3
	C - Green Lane (W)	22	8	0

18:00 - 18:15

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	18	28
	B - Longfellow Road	21	0	3
	C - Green Lane (W)	36	3	0

18:15 - 18:30

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	11	25
	B - Longfellow Road	30	0	1
	C - Green Lane (W)	28	7	0

Vehicle Mix

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	0
	C - Green Lane (W)	0	13	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	33
	C - Green Lane (W)	0	13	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	33
	C - Green Lane (W)	0	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	100
	C - Green Lane (W)	0	14	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	0.01	8.52	0.0	A	2	2
B-A	0.06	7.58	0.1	A	25	25
C-AB	0.01	6.55	0.0	A	7	7
C-A					27	27
A-B					15	15
A-C					24	24

Main Results for each time segment

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	1	0.25	639	0.002	0.99	0.0	0.0	5.639	A
B-A	20	5	506	0.040	20	0.0	0.0	7.406	A
C-AB	8	2	561	0.015	8	0.0	0.0	6.511	A
C-A	25	6			25				
A-B	14	4			14				
A-C	19	5			19				

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	3	0.75	478	0.006	3	0.0	0.0	7.110	A
B-A	28	7	505	0.055	28	0.0	0.1	7.545	A
C-AB	8	2	558	0.015	8	0.0	0.0	6.550	A
C-A	22	5			22				
A-B	17	4			17				
A-C	23	6			23				

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	3	0.75	478	0.006	3	0.0	0.0	7.571	A
B-A	21	5	504	0.042	21	0.1	0.0	7.460	A
C-AB	3	0.80	634	0.005	3	0.0	0.0	6.212	A
C-A	36	9			36				
A-B	18	5			18				
A-C	28	7			28				

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	1	0.25	320	0.003	1	0.0	0.0	8.516	A
B-A	30	8	505	0.059	30	0.0	0.1	7.584	A
C-AB	7	2	558	0.013	7	0.0	0.0	6.302	A
C-A	28	7			28				
A-B	11	3			11				
A-C	25	6			25				

2030 DEV CASE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Longfellow Road - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 Green Lane / Longfellow Road	T-Junction	Two-way		1.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030 DEV CASE	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Green Lane (E)		DIRECT	✓	100.000
B - Longfellow Road		DIRECT	✓	100.000
C - Green Lane (W)		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	30	40
	B - Longfellow Road	18	0	4
	C - Green Lane (W)	17	6	0

08:15 - 08:30

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	24	30
	B - Longfellow Road	20	0	5
	C - Green Lane (W)	32	8	0

08:30 - 08:45

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	21	39
	B - Longfellow Road	19	0	1
	C - Green Lane (W)	42	1	0

08:45 - 09:00

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	28	39
	B - Longfellow Road	19	0	2
	C - Green Lane (W)	29	4	0

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	25
	C - Green Lane (W)	0	17	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	4
	B - Longfellow Road	0	0	20
	C - Green Lane (W)	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	0
	C - Green Lane (W)	0	100	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	50
	C - Green Lane (W)	0	25	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	0.01	7.61	0.0	A	3	3
B-A	0.04	7.48	0.0	A	19	19
C-AB	0.01	7.96	0.0	A	5	5
C-A					30	30
A-B					26	26
A-C					37	37

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	507	0.008	4	0.0	0.0	7.160	A
B-A	18	5	501	0.036	18	0.0	0.0	7.442	A
C-AB	6	2	530	0.012	6	0.0	0.0	6.870	A
C-A	17	4			17				
A-B	30	8			30				
A-C	40	10			40				

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	5	1	529	0.009	5	0.0	0.0	6.992	A
B-A	20	5	501	0.040	20	0.0	0.0	7.475	A
C-AB	8	2	630	0.013	8	0.0	0.0	6.195	A
C-A	32	8			32				
A-B	24	6			24				
A-C	30	8			30				

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	1	0.25	629	0.002	1	0.0	0.0	6.635	A
B-A	19	5	501	0.038	19	0.0	0.0	7.478	A
C-AB	1	0.29	348	0.003	1	0.0	0.0	6.265	A
C-A	42	10			42				
A-B	21	5			21				
A-C	39	10			39				

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	2	0.50	423	0.005	2	0.0	0.0	7.609	A
B-A	19	5	501	0.038	19	0.0	0.0	7.471	A
C-AB	4	1	506	0.008	4	0.0	0.0	7.959	A
C-A	29	7			29				
A-B	28	7			28				
A-C	39	10			39				

2030 DEV CASE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Longfellow Road - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 Green Lane / Longfellow Road	T-Junction	Two-way		2.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030 DEV CASE	PM	DIRECT	17:30	18:30	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Green Lane (E)		DIRECT	✓	100.000
B - Longfellow Road		DIRECT	✓	100.000
C - Green Lane (W)		DIRECT	✓	100.000

Origin-Destination Data

17:30 - 17:45

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	14	23
	B - Longfellow Road	20	0	1
	C - Green Lane (W)	31	8	0

17:45 - 18:00

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	17	27
	B - Longfellow Road	28	0	3
	C - Green Lane (W)	27	8	0

18:00 - 18:15

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	18	31
	B - Longfellow Road	21	0	3
	C - Green Lane (W)	41	3	0

18:15 - 18:30

Demand (Veh/hr)

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	11	29
	B - Longfellow Road	30	0	1
	C - Green Lane (W)	33	7	0

Vehicle Mix

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	0
	C - Green Lane (W)	0	13	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	33
	C - Green Lane (W)	0	13	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	33
	C - Green Lane (W)	0	0	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - Green Lane (E)	B - Longfellow Road	C - Green Lane (W)
From	A - Green Lane (E)	0	0	0
	B - Longfellow Road	0	0	100
	C - Green Lane (W)	0	14	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	0.01	8.53	0.0	A	2	2
B-A	0.06	7.61	0.1	A	25	25
C-AB	0.02	6.52	0.0	A	7	7
C-A					33	33
A-B					15	15
A-C					28	28

Main Results for each time segment

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	1	0.25	638	0.002	0.99	0.0	0.0	5.648	A
B-A	20	5	504	0.040	20	0.0	0.0	7.433	A
C-AB	8	2	565	0.015	8	0.0	0.0	6.472	A
C-A	31	8			31				
A-B	14	4			14				
A-C	23	6			23				

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	3	0.75	477	0.006	3	0.0	0.0	7.121	A
B-A	28	7	503	0.056	28	0.0	0.1	7.571	A
C-AB	8	2	560	0.015	8	0.0	0.0	6.518	A
C-A	27	7			27				
A-B	17	4			17				
A-C	27	7			27				

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	3	0.75	478	0.006	3	0.0	0.0	7.580	A
B-A	21	5	502	0.042	21	0.1	0.0	7.479	A
C-AB	3	0.80	636	0.005	3	0.0	0.0	6.185	A
C-A	41	10			41				
A-B	18	5			18				
A-C	31	8			31				

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	1	0.25	319	0.003	1	0.0	0.0	8.530	A
B-A	30	8	503	0.060	30	0.0	0.1	7.609	A
C-AB	7	2	561	0.013	7	0.0	0.0	6.274	A
C-A	33	8			33				
A-B	11	3			11				
A-C	29	7			29				

Junctions 9

ARCADY 9 - Roundabout Module

Filename: J2 Green Ln.Kinghill.School Access.j9
Path: C:\Users\natha\Desktop\Motspur
Report generation date: 12/09/2025 17:09:18

Summary of junction performance

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
	2025 OBSERVED			
1 - School Access	0.0	0.00	0.0	0.02
2 - Green Lane (E)	0.0	0.02	0.0	0.01
3 - Green Lane (S)	0.0	0.04	0.0	0.03
4 - Kingshill Avenue	0.0	0.02	0.0	0.02
	2030 BASE			
1 - School Access	0.0	0.00	0.0	0.02
2 - Green Lane (E)	0.0	0.02	0.0	0.01
3 - Green Lane (S)	0.0	0.04	0.0	0.03
4 - Kingshill Avenue	0.0	0.02	0.0	0.02
	2030 DEV CASE			
1 - School Access	0.0	0.00	0.0	0.02
2 - Green Lane (E)	0.0	0.02	0.0	0.01
3 - Green Lane (S)	0.0	0.05	0.0	0.03
4 - Kingshill Avenue	0.0	0.03	0.0	0.03

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	11/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-2E8QR2S\Nathan (Work)
Description	

Units

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

Analysis Options

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

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	2025 OBSERVED	AM	DIRECT	08:00	09:00	60	15	✓
D2	2025 OBSERVED	PM	DIRECT	16:15	17:15	60	15	✓
D3	2030 BASE	AM	DIRECT	08:00	09:00	60	15	✓
D4	2030 BASE	PM	DIRECT	16:15	17:15	60	15	✓
D5	2030 DEV CASE	AM	DIRECT	08:00	09:00	60	15	✓
D6	2030 DEV CASE	PM	DIRECT	16:15	17:15	60	15	✓

Analysis Set Details

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

2025 OBSERVED, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J2 Green Lane / Kingshill Avenue Mini	Mini-roundabout		1, 2, 3, 4	4.21	A

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	School Access	
2	Green Lane (E)	
3	Green Lane (S)	
4	Kingshill Avenue	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - School Access	2.30	2.00	3.00	0.4	9.78	6.46	0.0	
2 - Green Lane (E)	3.44	3.32	5.03	4.4	15.92	14.03	0.0	
3 - Green Lane (S)	4.01	2.80	4.70	1.7	15.46	12.79	0.0	
4 - Kingshill Avenue	3.20	3.06	3.06	0.0	9.19	6.06	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - School Access	0.557	609
2 - Green Lane (E)	0.647	955
3 - Green Lane (S)	0.606	882
4 - Kingshill Avenue	0.593	876

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

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	2025 OBSERVED	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - School Access		DIRECT	✓	100.000
2 - Green Lane (E)		DIRECT	✓	100.000
3 - Green Lane (S)		DIRECT	✓	100.000
4 - Kingshill Avenue		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (Veh/hr)

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	3	0
	3 - Green Lane (S)	6	5	3	8
	4 - Kingshill Avenue	0	0	15	0

08:15 - 08:30

Demand (Veh/hr)

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	1	0
	2 - Green Lane (E)	0	0	2	0
	3 - Green Lane (S)	9	12	1	10
	4 - Kingshill Avenue	0	0	11	1

08:30 - 08:45

Demand (Veh/hr)

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	7	0
	3 - Green Lane (S)	0	16	4	15
	4 - Kingshill Avenue	0	0	17	0

08:45 - 09:00

Demand (Veh/hr)

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	19	1
	3 - Green Lane (S)	0	12	4	12
	4 - Kingshill Avenue	0	0	20	0

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - School Access	0.00	6.05	0.0	A	0.25	0.25
2 - Green Lane (E)	0.02	3.91	0.0	A	8	8
3 - Green Lane (S)	0.04	4.25	0.0	A	29	29
4 - Kingshill Avenue	0.02	4.25	0.0	A	16	16

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	0	0	23	597	0.000	0	6	0.0	0.0	0.000	A
2 - Green Lane (E)	3	0.75	18	944	0.003	3	5	0.0	0.0	3.825	A
3 - Green Lane (S)	22	6	0	882	0.025	22	21	0.0	0.0	4.184	A
4 - Kingshill Avenue	15	4	14	868	0.017	15	8	0.0	0.0	4.220	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	1	0.25	25	596	0.002	0.99	9	0.0	0.0	6.054	A
2 - Green Lane (E)	2	0.50	14	946	0.002	2	12	0.0	0.0	3.810	A
3 - Green Lane (S)	32	8	1.00	882	0.036	32	15	0.0	0.0	4.237	A
4 - Kingshill Avenue	12	3	22	863	0.014	12	11	0.0	0.0	4.231	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	0	0	37	589	0.000	0.01	0.04	0.0	0.0	0.000	A
2 - Green Lane (E)	7	2	21	942	0.007	7	16	0.0	0.0	3.850	A
3 - Green Lane (S)	35	9	0.00	882	0.040	35	28	0.0	0.0	4.249	A
4 - Kingshill Avenue	17	4	20	864	0.020	17	15	0.0	0.0	4.248	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	0	0	36	589	0.000	0	0	0.0	0.0	0.000	A
2 - Green Lane (E)	20	5	24	940	0.021	20	12	0.0	0.0	3.912	A
3 - Green Lane (S)	28	7	1.00	882	0.032	28	43	0.0	0.0	4.219	A
4 - Kingshill Avenue	20	5	16	867	0.023	20	13	0.0	0.0	4.251	A

2025 OBSERVED, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J2 Green Lane / Kingshill Avenue Mini	Mini-roundabout		1, 2, 3, 4	4.55	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025 OBSERVED	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - School Access		DIRECT	✓	100.000
2 - Green Lane (E)		DIRECT	✓	100.000
3 - Green Lane (S)		DIRECT	✓	100.000
4 - Kingshill Avenue		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

16:15 - 16:30

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	3	0
	2 - Green Lane (E)	0	0	10	2
	3 - Green Lane (S)	1	7	2	13
	4 - Kingshill Avenue	0	1	15	0

Demand (Veh/hr)

16:30 - 16:45

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	1	0
	2 - Green Lane (E)	0	0	2	0
	3 - Green Lane (S)	0	1	1	15
	4 - Kingshill Avenue	0	0	6	0

16:45 - 17:00

Demand (Veh/hr)

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	2	1
	2 - Green Lane (E)	0	0	2	0
	3 - Green Lane (S)	2	3	0	9
	4 - Kingshill Avenue	0	0	14	0

17:00 - 17:15

Demand (Veh/hr)

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	9	1
	2 - Green Lane (E)	0	0	1	0
	3 - Green Lane (S)	1	0	0	14
	4 - Kingshill Avenue	0	0	14	0

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	8
	4 - Kingshill Avenue	0	0	7	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - School Access	0.02	6.08	0.0	A	4	4
2 - Green Lane (E)	0.01	3.87	0.0	A	4	4
3 - Green Lane (S)	0.03	4.39	0.0	A	17	17
4 - Kingshill Avenue	0.02	4.50	0.0	A	12	12

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	3	0.75	25	595	0.005	3	1.00	0.0	0.0	6.079	A
2 - Green Lane (E)	12	3	20	942	0.013	12	8	0.0	0.0	3.870	A
3 - Green Lane (S)	23	6	2	843	0.027	23	30	0.0	0.0	4.390	A
4 - Kingshill Avenue	16	4	10	817	0.020	16	15	0.0	0.0	4.496	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	1	0.25	8	605	0.002	1	0.00	0.0	0.0	5.960	A
2 - Green Lane (E)	2	0.50	8	950	0.002	2	1	0.0	0.0	3.795	A
3 - Green Lane (S)	17	4	0.01	882	0.019	17	10	0.0	0.0	4.163	A
4 - Kingshill Avenue	6	2	2	874	0.007	6	15	0.0	0.0	4.147	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	3	0.75	17	600	0.005	3	2	0.0	0.0	6.029	A
2 - Green Lane (E)	2	0.50	17	945	0.002	2	3	0.0	0.0	3.818	A
3 - Green Lane (S)	14	4	0.99	882	0.016	14	18	0.0	0.0	4.149	A
4 - Kingshill Avenue	14	4	5	873	0.016	14	10	0.0	0.0	4.189	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	10	3	14	602	0.017	10	1	0.0	0.0	6.083	A
2 - Green Lane (E)	1	0.25	24	940	0.001	1	0.01	0.0	0.0	3.832	A
3 - Green Lane (S)	15	4	1.00	882	0.017	15	24	0.0	0.0	4.154	A
4 - Kingshill Avenue	14	4	1	876	0.016	14	15	0.0	0.0	4.178	A

2030 BASE, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J2 Green Lane / Kingshill Avenue Mini	Mini-roundabout		1, 2, 3, 4	4.22	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030 BASE	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - School Access		DIRECT	✓	100.000
2 - Green Lane (E)		DIRECT	✓	100.000
3 - Green Lane (S)		DIRECT	✓	100.000
4 - Kingshill Avenue		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

08:00 - 08:15

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	3	0
	3 - Green Lane (S)	6	5	3	8
	4 - Kingshill Avenue	0	0	16	0

Demand (Veh/hr)

08:15 - 08:30

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	1	0
	2 - Green Lane (E)	0	0	2	0
	3 - Green Lane (S)	10	13	1	11
	4 - Kingshill Avenue	0	0	12	1

Demand (Veh/hr)

08:30 - 08:45

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	7	0
	3 - Green Lane (S)	0	17	4	16
	4 - Kingshill Avenue	0	0	18	0

Demand (Veh/hr)

08:45 - 09:00

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	20	1
	3 - Green Lane (S)	0	13	4	13
	4 - Kingshill Avenue	0	0	21	0

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - School Access	0.00	6.06	0.0	A	0.25	0.25
2 - Green Lane (E)	0.02	3.92	0.0	A	8	8
3 - Green Lane (S)	0.04	4.26	0.0	A	31	31
4 - Kingshill Avenue	0.02	4.26	0.0	A	17	17

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	0	0	24	596	0.000	0	6	0.0	0.0	0.000	A
2 - Green Lane (E)	3	0.75	19	943	0.003	3	5	0.0	0.0	3.827	A
3 - Green Lane (S)	22	6	0	882	0.025	22	22	0.0	0.0	4.184	A
4 - Kingshill Avenue	16	4	14	868	0.018	16	8	0.0	0.0	4.225	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	1	0.25	27	594	0.002	0.99	10	0.0	0.0	6.065	A
2 - Green Lane (E)	2	0.50	15	946	0.002	2	13	0.0	0.0	3.816	A
3 - Green Lane (S)	35	9	1.00	882	0.040	35	16	0.0	0.0	4.252	A
4 - Kingshill Avenue	13	3	24	862	0.015	13	12	0.0	0.0	4.240	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	0	0	39	588	0.000	0.01	0.05	0.0	0.0	0.000	A
2 - Green Lane (E)	7	2	22	941	0.007	7	17	0.0	0.0	3.853	A
3 - Green Lane (S)	37	9	0.00	882	0.042	37	29	0.0	0.0	4.259	A
4 - Kingshill Avenue	18	5	21	864	0.021	18	16	0.0	0.0	4.256	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	0	0	38	588	0.000	0	0	0.0	0.0	0.000	A
2 - Green Lane (E)	21	5	25	939	0.022	21	13	0.0	0.0	3.919	A
3 - Green Lane (S)	30	8	1.00	882	0.034	30	45	0.0	0.0	4.227	A
4 - Kingshill Avenue	21	5	17	866	0.024	21	14	0.0	0.0	4.259	A

2030 BASE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J2 Green Lane / Kingshill Avenue Mini	Mini-roundabout		1, 2, 3, 4	4.56	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030 BASE	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - School Access		DIRECT	✓	100.000
2 - Green Lane (E)		DIRECT	✓	100.000
3 - Green Lane (S)		DIRECT	✓	100.000
4 - Kingshill Avenue		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

16:15 - 16:30

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	3	0
	2 - Green Lane (E)	0	0	11	2
	3 - Green Lane (S)	1	7	2	14
	4 - Kingshill Avenue	0	1	16	0

Demand (Veh/hr)

16:30 - 16:45

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	1	0
	2 - Green Lane (E)	0	0	2	0
	3 - Green Lane (S)	0	1	1	16
	4 - Kingshill Avenue	0	0	6	0

16:45 - 17:00

Demand (Veh/hr)

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	2	1
	2 - Green Lane (E)	0	0	2	0
	3 - Green Lane (S)	2	3	0	10
	4 - Kingshill Avenue	0	0	15	0

17:00 - 17:15

Demand (Veh/hr)

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	10	1
	2 - Green Lane (E)	0	0	1	0
	3 - Green Lane (S)	1	0	0	15
	4 - Kingshill Avenue	0	0	15	0

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	8
	4 - Kingshill Avenue	0	0	7	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - School Access	0.02	6.10	0.0	A	5	5
2 - Green Lane (E)	0.01	3.88	0.0	A	5	5
3 - Green Lane (S)	0.03	4.40	0.0	A	18	18
4 - Kingshill Avenue	0.02	4.50	0.0	A	13	13

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	3	0.75	26	594	0.005	3	1.00	0.0	0.0	6.085	A
2 - Green Lane (E)	13	3	21	941	0.014	13	8	0.0	0.0	3.878	A
3 - Green Lane (S)	24	6	2	842	0.029	24	32	0.0	0.0	4.402	A
4 - Kingshill Avenue	17	4	10	816	0.021	17	16	0.0	0.0	4.502	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	1	0.25	8	605	0.002	1	0.00	0.0	0.0	5.962	A
2 - Green Lane (E)	2	0.50	8	950	0.002	2	1	0.0	0.0	3.795	A
3 - Green Lane (S)	18	5	0.01	882	0.020	18	10	0.0	0.0	4.169	A
4 - Kingshill Avenue	6	2	2	874	0.007	6	16	0.0	0.0	4.147	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	3	0.75	18	599	0.005	3	2	0.0	0.0	6.034	A
2 - Green Lane (E)	2	0.50	18	944	0.002	2	3	0.0	0.0	3.821	A
3 - Green Lane (S)	15	4	0.99	882	0.017	15	19	0.0	0.0	4.154	A
4 - Kingshill Avenue	15	4	5	873	0.017	15	11	0.0	0.0	4.194	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	11	3	15	601	0.018	11	1	0.0	0.0	6.099	A
2 - Green Lane (E)	1	0.25	26	939	0.001	1	0.01	0.0	0.0	3.838	A
3 - Green Lane (S)	16	4	1.00	882	0.018	16	26	0.0	0.0	4.158	A
4 - Kingshill Avenue	15	4	1	876	0.017	15	16	0.0	0.0	4.183	A

2030 DEV CASE, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J2 Green Lane / Kingshill Avenue Mini	Mini-roundabout		1, 2, 3, 4	4.25	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030 DEV CASE	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - School Access		DIRECT	✓	100.000
2 - Green Lane (E)		DIRECT	✓	100.000
3 - Green Lane (S)		DIRECT	✓	100.000
4 - Kingshill Avenue		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

08:00 - 08:15

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	3	0
	3 - Green Lane (S)	6	5	3	11
	4 - Kingshill Avenue	0	0	23	0

Demand (Veh/hr)

08:15 - 08:30

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	1	0
	2 - Green Lane (E)	0	0	2	0
	3 - Green Lane (S)	10	13	1	13
	4 - Kingshill Avenue	0	0	19	1

Demand (Veh/hr)

08:30 - 08:45

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	7	0
	3 - Green Lane (S)	0	17	4	19
	4 - Kingshill Avenue	0	0	25	0

Demand (Veh/hr)

08:45 - 09:00

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	20	1
	3 - Green Lane (S)	0	13	4	16
	4 - Kingshill Avenue	0	0	28	0

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - School Access	0.00	6.11	0.0	A	0.25	0.25
2 - Green Lane (E)	0.02	3.94	0.0	A	8	8
3 - Green Lane (S)	0.05	4.27	0.0	A	34	34
4 - Kingshill Avenue	0.03	4.29	0.0	A	24	24

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	0	0	31	592	0.000	0	6	0.0	0.0	0.000	A
2 - Green Lane (E)	3	0.75	26	939	0.003	3	5	0.0	0.0	3.846	A
3 - Green Lane (S)	25	6	0	882	0.028	25	29	0.0	0.0	4.199	A
4 - Kingshill Avenue	23	6	14	868	0.027	23	11	0.0	0.0	4.260	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	1	0.25	34	591	0.002	0.99	10	0.0	0.0	6.105	A
2 - Green Lane (E)	2	0.50	22	941	0.002	2	13	0.0	0.0	3.834	A
3 - Green Lane (S)	37	9	1.00	882	0.042	37	23	0.0	0.0	4.262	A
4 - Kingshill Avenue	20	5	24	862	0.023	20	14	0.0	0.0	4.277	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	0	0	46	584	0.000	0.01	0.05	0.0	0.0	0.000	A
2 - Green Lane (E)	7	2	29	937	0.007	7	17	0.0	0.0	3.871	A
3 - Green Lane (S)	40	10	0.00	882	0.045	40	36	0.0	0.0	4.274	A
4 - Kingshill Avenue	25	6	21	864	0.029	25	19	0.0	0.0	4.292	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	0	0	45	584	0.000	0	0	0.0	0.0	0.000	A
2 - Green Lane (E)	21	5	32	935	0.022	21	13	0.0	0.0	3.939	A
3 - Green Lane (S)	33	8	1.00	882	0.037	33	52	0.0	0.0	4.244	A
4 - Kingshill Avenue	28	7	17	866	0.032	28	17	0.0	0.0	4.295	A

2030 DEV CASE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J2 Green Lane / Kingshill Avenue Mini	Mini-roundabout		1, 2, 3, 4	4.52	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030 DEV CASE	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - School Access		DIRECT	✓	100.000
2 - Green Lane (E)		DIRECT	✓	100.000
3 - Green Lane (S)		DIRECT	✓	100.000
4 - Kingshill Avenue		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (Veh/hr)

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	3	0
	2 - Green Lane (E)	0	0	11	2
	3 - Green Lane (S)	1	7	2	19
	4 - Kingshill Avenue	0	1	20	0

16:30 - 16:45

Demand (Veh/hr)

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	1	0
	2 - Green Lane (E)	0	0	2	0
	3 - Green Lane (S)	0	1	1	21
	4 - Kingshill Avenue	0	0	10	0

16:45 - 17:00

Demand (Veh/hr)

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	2	1
	2 - Green Lane (E)	0	0	2	0
	3 - Green Lane (S)	2	3	0	15
	4 - Kingshill Avenue	0	0	19	0

17:00 - 17:15

Demand (Veh/hr)

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	10	1
	2 - Green Lane (E)	0	0	1	0
	3 - Green Lane (S)	1	0	0	20
	4 - Kingshill Avenue	0	0	19	0

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	6
	4 - Kingshill Avenue	0	0	5	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - School Access	2 - Green Lane (E)	3 - Green Lane (S)	4 - Kingshill Avenue
From	1 - School Access	0	0	0	0
	2 - Green Lane (E)	0	0	0	0
	3 - Green Lane (S)	0	0	0	0
	4 - Kingshill Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - School Access	0.02	6.12	0.0	A	5	5
2 - Green Lane (E)	0.01	3.89	0.0	A	5	5
3 - Green Lane (S)	0.03	4.40	0.0	A	23	23
4 - Kingshill Avenue	0.03	4.45	0.0	A	17	17

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	3	0.75	30	592	0.005	3	1.00	0.0	0.0	6.108	A
2 - Green Lane (E)	13	3	25	939	0.014	13	8	0.0	0.0	3.888	A
3 - Green Lane (S)	29	7	2	848	0.034	29	36	0.0	0.0	4.397	A
4 - Kingshill Avenue	21	5	10	831	0.025	21	21	0.0	0.0	4.445	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	1	0.25	12	603	0.002	1	0.00	0.0	0.0	5.982	A
2 - Green Lane (E)	2	0.50	12	948	0.002	2	1	0.0	0.0	3.809	A
3 - Green Lane (S)	23	6	0.01	882	0.026	23	14	0.0	0.0	4.193	A
4 - Kingshill Avenue	10	3	2	874	0.011	10	21	0.0	0.0	4.166	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	3	0.75	22	597	0.005	3	2	0.0	0.0	6.057	A
2 - Green Lane (E)	2	0.50	22	941	0.002	2	3	0.0	0.0	3.831	A
3 - Green Lane (S)	20	5	0.99	882	0.023	20	23	0.0	0.0	4.178	A
4 - Kingshill Avenue	19	5	5	873	0.022	19	16	0.0	0.0	4.214	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - School Access	11	3	19	599	0.018	11	1	0.0	0.0	6.122	A
2 - Green Lane (E)	1	0.25	30	936	0.001	1	0.01	0.0	0.0	3.849	A
3 - Green Lane (S)	21	5	1.00	882	0.024	21	30	0.0	0.0	4.182	A
4 - Kingshill Avenue	19	5	1	876	0.022	19	21	0.0	0.0	4.202	A