LAND TO THE SOUTH OF THE A30 SALISBURY ROAD, SHAFTESBURY

COMPARITIVE ASSESSMENT OF DEVELOPMENT OPTIONS

PERSIMMON HOMES

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1. INTRODUCTION

1.1. This report has been prepared by PFA Consulting on behalf of Persimmon Homes to compare potential development options for 'land to the south of the A30 Salisbury Road', Shaftesbury, Dorset. The report provides a comparative assessment of the traffic impacts of a number of development options for the site in the weekday AM and PM peak hour time periods.

1.2. 'Land to the south of the A30 Salisbury Road' is allocated for employment in the North Dorset Local Plan Part 1 which was adopted in January 2016. The site of approximately 7.0 hectares is considered to be a key strategic site for employment uses and was originally allocated in the 2003 Local Plan. The Council state that the site remains fit for purpose as it meets the needs of the market and is in a sustainable location, however the Council now supports a more flexible approach to non-B Class uses on this and other employment sites in the District.

1.3. The site did previously have the benefit of an outline planning consent[1] granted in 2011 for a mix of B1, B2 & B8 employment uses, however this consent lapsed in 2015.

1.4. **Figure 1** shows the location of the 'land to the south of the A30 Salisbury Road' in the context of Shaftesbury.

[1] Ref: 2/2006/1022 (Outline Planning Permission) - Develop land by erection of employment development of B1 and B2 uses with ancillary B8 use, all with associated infrastructure and landscaping including strategic landscaping to east and south. Formation of vehicular access from the A30.

2. DEVELOPMENT OPTIONS

2.1. A total of three development options for the site have been assessed; the existing employment Local Plan allocation; a mixed-use development (Option A); and a residential development (Option B). The details of each of the three options are set out in **Table 2.1** below.

Table 2.1: Development Options

Development Options	Land Use
Existing Employment Allocation	7.0 hectares of employment land delivering 29,000m^2 GFA of B1, B2 & B8 employment uses
Mixed Use Development (Option A)	Residential – 125 houses
	Education - two-form entry primary school (420 pupils)
	Retail - 1,068m^2 retail unit with 73 car parking spaces
	Hotel - 75 bed hotel with 70 parking spaces
Residential Development (Option B)	200 houses

2.2. An illustrative site layout of the existing employment allocation is provided at **Appendix A**. Concept site layouts of the mixed–use development (Option A) and residential development (Option B) are provided at **Appendices B & C** respectively.

2.3. For all options access to the site will be taken from the A30 Salisbury Road /Allen Road traffic signal controlled junction constructed as part of the off-site highway works for residential development at East Shaftesbury. The access road serving the site also provides the access into the travellers' site which is located adjacent to site's eastern boundary. A drawing showing the design layout of the signal controlled site access junction is reproduced at a reduced scale at **Appendix D**.

2.4. The signal controlled junction has been designed in accordance with a 60kph design speed. Pedestrian crossings in the form of staggered pedestrian crossings across the A30 Salisbury Road to the west of the junction have been provided to ensure a safe crossing of the A30 is provided connecting into the existing network of routes along the northern side of the A30 towards the town centre and along Allen Road into the new residential development at East Shaftesbury.

2.5. For each of the development options the traffic generation has been estimated and distributed onto the surrounding highway network to establish their impact on the operation of the surrounding local highway network in the weekday AM and PM peak hours.

3. LOCAL HIGHWAY NETWORK

3.1. The local highway network is shown in **Figure 2** which shows the key links and junctions within the study area as described below.

3.2. The A30 Salisbury Road is a single carriageway road, up to 10.0m wide with a grass verge on both sides. Along the frontage of the East Shaftesbury Local Plan housing and employment allocations Salisbury Road is subject to a 40mph speed with a 3.0m footway/cycleway running along the northern side of the road separated by the carriageway by verge.

3.3. Two signalised junctions on the A30 Salisbury Road provide the accesses to the East Shaftesbury Local Plan allocations; the western signals provide access to residential development via Greenacre Way to the north with access to land currently used for commercial properties provided from the signals to the. The eastern signals provide the primary access to the housing allocation at East Shaftesbury via Allen Road to the north with access to the employment allocation and travellers' site to the south. Both sets of signals provide for signal controlled crossings for pedestrians and cyclists.

3.4. The A30 Salisbury Road meets the B3081 Higher Blandford Road at a priority junction, with Salisbury Road being the priority road. Approximately 200m further to the west, Salisbury Road meets the A30 Christy's Lane / A350 Lower Blandford Road at a roundabout junction. The Royal Chase Hotel is also accessed from the roundabout and the junction is known locally as the Royal Chase Roundabout.

3.5. The A30 Christy's Lane is a single carriageway road, generally 7.3m wide with a footway on both sides. Christy's Lane has development on both sides of the road and also has a number of priority junctions on either side serving these developments.

3.6. Approximately 200 metres north of the Royal Chase Roundabout, Christy's Lane forms a priority junction with Mampitts Lane/Linden Park. A further 300 metres north of Royal Chase, Christy's Lane meets Pound Lane at a four arm roundabout junction. Pound Lane serves the modern housing estate adjacent to the East Shaftesbury housing allocation. The western arm of the roundabout serves the Tesco foodstore. Christy's Lane is subject to a 40mph speed limit. A number of priority junctions to the west of Christy's Lane provide access to Shaftesbury Town Centre (e.g. Coppice Street).

3.7. Approximately 1 kilometre north of Royal Chase Roundabout, Christy's Lane forms a 5 arm roundabout junction connecting the A30/A350/B3081/Longmead. The junction is known locally as Ivy Cross Roundabout.

Traffic Flows

3.8. Traffic surveys were undertaken at key junctions within Shaftesbury. Junction turning counts were carried out on Thursday 3 October 2013 covering the AM peak (07:30–09:30) and PM peak (16:30–18:30) time periods. The following junctions were surveyed:

- Site 1 – Ivy Cross Roundabout
- Site 2 – A30 Christy's Lane / Pound Lane / Tesco Access Roundabout
- Site 3 – Royal Chase Roundabout
- Site 4 – A30 Salisbury Road / B3081 Higher Blandford Road Priority Junction.

3.9. The turning count data has been used to establish the 2013 traffic baseline situation within Shaftesbury. A summary of the 2013 traffic count data for the both the AM and PM peak hours are provided in **Appendix E**.

3.10. In respect of traffic flows on the A30 Salisbury Road, summary traffic flow information from an automatic traffic counter (ATC) installed on the road is set out in **Table 3.1**. The ATC was installed to the east of Royal Chase Roundabout in October 2013.

Table 3.1: Summary of 2013 Average Weekday Traffic Flows on A30 Salisbury Road

Time Period	Direction	Total	HGV	HGV %
AM Peak Hour	Eastbound	406	16	3.9%
	Westbound	302	16	5.3%
	Total	708	32	4.5%
PM Peak Hour	Eastbound	264	5	1.9%
	Westbound	385	7	1.8%
	Total	649	12	1.8%
12 Hour	Eastbound	3209	122	3.8%
	Westbound	3105	123	4.0%
	Total	6314	245	3.9%

Note: The Automatic Traffic Count was conducted for one week beginning Thursday 3 October 2013

4. TRIP GENERATION AND DISTRIBUTION

4.1. This section sets out a comparison of the trip generation and distribution of the potential development options for the site for the weekday AM and PM peak hour time periods.

Trip Generation

4.2. Trip generation rates, in terms of both person and vehicular trips, have been derived from the TRICS database version 7.4.3. Comparable multi-modal sites were reviewed in the database to determine suitable trip rates for each of the land uses comprising the development options.

Existing Employment Allocation

4.3. **Table 4.1** summarises the person and vehicular trip generation rates derived from the 'Industrial Estate' subcategory for the weekday AM and PM peak hours. The TRICS output is included at **Appendix F**.

Table 4.1: Existing Employment Allocation Trip Rates

Time Period	Person Trip Rates			Vehicular Trip Rates		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Industrial Estate (trips per 100m^2)						
AM Peak Hour (08:00 – 09:00)	0.697	0.311	1.008	0.515	0.243	0.758
PM Peak Hour (17:00 – 18:00)	0.191	0.598	0.789	0.143	0.436	0.579

4.4. Applying the above trip rates to employment development comprising 29,000 m^2 GFA provides an estimate of the person and vehicular trip generation for the proposed development for the weekday AM and PM peak hours, as summarised in **Table 4.2**.

Table 4.2: Existing Employment Allocation Trip Generation

Time Period	Person Trips			Vehicular Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Industrial Estate (29,000m^2)						
AM Peak Hour (08:00 – 09:00)	202	90	292	149	70	220
PM Peak Hour (17:00 – 18:00)	55	173	229	41	126	168

Mixed-Use Development (Option A)

4.5. **Table 4.3** summarises the person and vehicular trip generation rates derived for the mixed- uses for Option A. TRICS trips rates have been extracted for the following categories:

- Residential / Houses Privately Owned
- Education / Primary School
- Retail / Food Superstore
- Hotels, Food & Drink / Hotels

4.6. The TRICS outputs for each land uses are included at **Appendices G-J**.

Table 4.3: Mixed-Use Development (Option A) Trip Rates

Time Period	Person Trip Rates			Vehicular Trip Rates		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential (trips per dwelling)						
AM Peak Hour (08:00 – 09:00)	0.146	0.716	0.862	0.105	0.388	0.593
PM Peak Hour (17:00 – 18:00)	0.529	0.257	0.786	0.337	0.179	0.516
Primary School (trips per pupil)						
AM Peak Hour (08:00 – 09:00)	1.160	0.333	1.493	0.320	0.196	0.516
PM Peak Hour (17:00 – 18:00)	0.029	0.060	0.089	0.027	0.037	0.064
Food Retail (trips per 100m^2)						
AM Peak Hour (08:00 – 09:00)	3.920	2.869	6.789	2.793	2.069	4.862
PM Peak Hour (17:00 – 18:00)	7.731	8.102	15.833	4.941	5.054	9.995
Hotel (trips per bedroom)						
AM Peak Hour (08:00 – 09:00)	0.165	0.402	0.567	0.152	0.309	0.461
PM Peak Hour (17:00 – 18:00)	0.347	0.171	0.518	0.226	0.110	0.336

4.7. The above trip rates were applied to the mixed-use development (Option A) to provide an estimate of the person and vehicular trip generation for the proposed development for the weekday AM and PM peak hours, as summarised in **Table 4.4.**

Table 4.4: Mixed-Use Development (Option A) Trip Generation

Time Period	Person Trips			Vehicular Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential (125 dwellings)						
AM Peak Hour (08:00 – 09:00)	18	90	108	13	49	62
PM Peak Hour (17:00 – 18:00)	66	32	98	42	22	65
Primary School (420 pupils)						
AM Peak Hour (08:00 – 09:00)	487	140	627	134	82	217
PM Peak Hour (17:00 – 18:00)	12	25	37	11	16	27
Food Retail (1,068m^2)						
AM Peak Hour (08:00 – 09:00)	42	31	73	30	22	52
PM Peak Hour (17:00 – 18:00)	83	87	169	53	54	107
Hotel (75 bedrooms)						
AM Peak Hour (08:00 – 09:00)	12	30	43	11	23	35
PM Peak Hour (17:00 – 18:00)	26	13	39	17	8	25

4.8. It should be recognised that the traffic associated with both the Primary School and the Food Retail elements of this development option is unlikely to be newly generated traffic, but rather a redistribution of trips from existing schools or foodstores. Consequently many of these trips are likely to already be on the surrounding local highway network.

Residential Development (Option B)

4.9. **Table 4.5** summarises the person and vehicular trip generation rates derived from the 'Houses Privately Owned' TRICS subcategory for the weekday AM and PM peak hours. These are the same as the residential trip rates used for Option A.

Table 4.5: Residential Development (Option B) Trip Rates

Time Period	Person Trip Rates			Vehicular Trip Rates		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential (trips per dwelling)						
AM Peak Hour (08:00 – 09:00)	0.146	0.716	0.862	0.105	0.388	0.593
PM Peak Hour (17:00 – 18:00)	0.529	0.257	0.786	0.337	0.179	0.516

4.10. Applying the above trip rates to a residential development comprising 200 dwellings provides an estimate of the person and vehicular trip generation for the proposed development for the weekday AM and PM peak hours, as summarised in **Table 4.6**.

Table 4.6: Residential Development (Option B) Trip Generation

Time Period	Person Trips			Vehicular Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential (200 dwellings)						
AM Peak Hour (08:00 – 09:00)	29	143	172	21	78	99
PM Peak Hour (17:00 – 18:00)	106	51	157	67	36	103

Vehicular Trip Generation Comparison

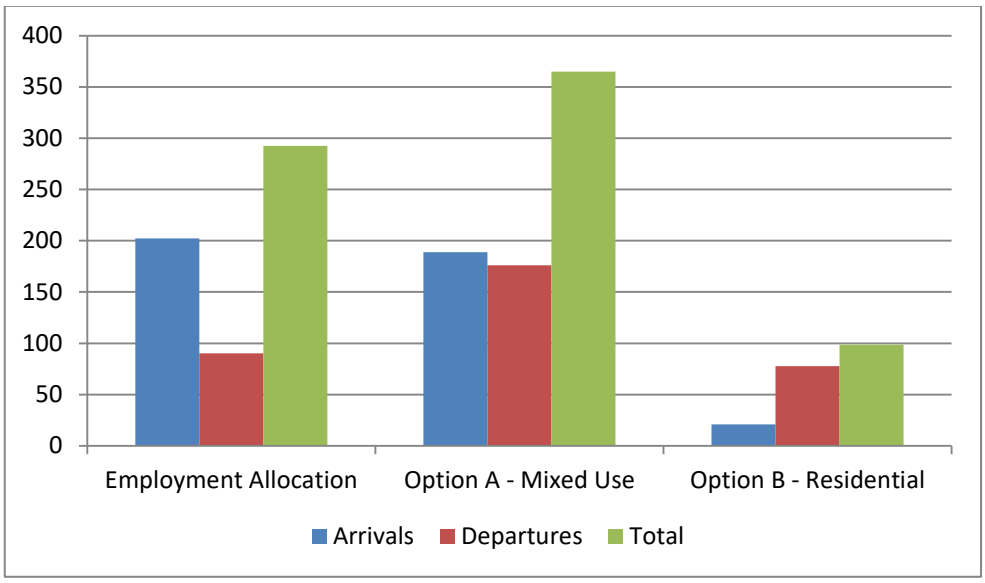
4.11. **Table 4.7** provides a comparison of the total trip generation of the development options.

Table 4.7: Vehicle Trip Generation Comparison

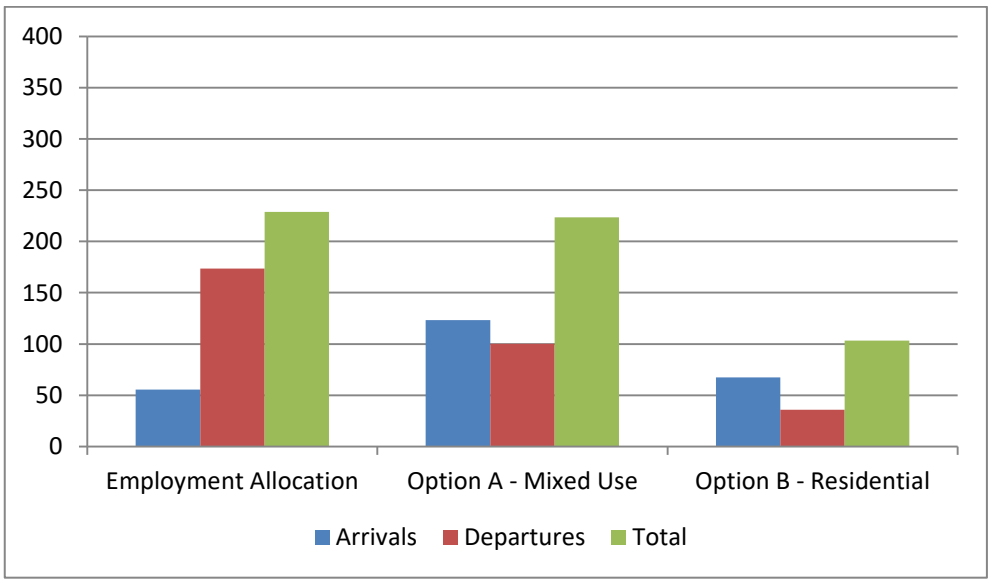
Development Option	Vehicular Trips		
	Arrivals	Departures	Totals
Existing Employment Allocation			
AM Peak Hour (08:00 – 09:00)	202	90	292
PM Peak Hour (17:00 – 18:00)	55	173	229
Mixed-Use Development (Option A)			
AM Peak Hour (08:00 – 09:00)	189	176	365
PM Peak Hour (17:00 – 18:00)	123	100	223
Residential Development (Option B)			
AM Peak Hour (08:00 – 09:00)	21	78	99
PM Peak Hour (17:00 – 18:00)	67	36	103

4.12. The above comparison is presented graphically in **Graphs 4.1 & 4.2** below covering the weekday AM and PM peak hours.

Graph 4.1: Vehicular Trip Generation Comparison - AM Peak Hour (08:00-09:00)



Graph 4.2: Vehicular Trip Generation Comparison - PM Peak Hour (17:00-18:00)



4.13. The above graphs show that compared to the existing employment allocation the mixed-use development (Option A) will generate more traffic in the AM peak hour, with similar levels in the PM peak hour. The residential development (Option B) however can be seen to generate significantly less traffic in both the AM and PM peak hours.

Trip Distribution

4.14. The distribution of generated vehicular trips onto the surrounding local highway network has been based on the distribution used in the previous East Shaftesbury Transport Assessment which was based on existing traffic patterns observed from peak period traffic counts on major roads in Shaftesbury as shown in **Table 4.8**.

Table 4.8: Assignment to the Road Network

Route	Location	Distribution
A350 North	To Warminster	27%
A30 West	To Sherborne	11%
B3081 Bleke St	To Town Centre	16%
A350 South	To Blandord Forum	9%
B3081 Upper Blandford Road	To A354	17%
A30 East	To Salisbury	20%
Total		100%

4.15. **Figures 3 & 4** show two-way link traffic flows on key links on the surrounding local highway for each of the three development options for the weekday AM peak hour (08:00-09:00) and weekday PM peak hour (17:00-18:00) respectively.

5. HIGHWAY IMPACT

5.1. A spreadsheet traffic model of the surrounding local highway network has been developed utilising traffic surveys undertaken in 2013. Traffic flows derived from the spreadsheet model have been input into individual junction capacity assessment models to assess the operation of key junctions on the surrounding highway network.

Spreadsheet Traffic Model

5.2. A spreadsheet traffic model has been developed to establish traffic flows on the surrounding highway network for each of the development options allowing for committed development in Shaftesbury.

5.3. **Figure 5** shows the locations of the committed development assumed in the modelling. This includes the 'Hopkins land' and 'Parcels 6 & 7' which fall within the East Shaftesbury Local Plan housing allocation area; together with developments on 'land off Wincombe Lane' and 'land off Northwood Road' both of which have been the subject of planning applications.

5.4. The worksheets included in the spreadsheet model are set out in **Table 5.1** with the spreadsheet models included at **Appendices K & L** for the AM and PM peak hours respectively.

Table 5.1: Spreadsheet Model Worksheets

Reference Sheet Number		Description
AM	PM	
A1	P1	2015 Base Year (670 dwellings assumed occupied on land at East Shaftesbury)
A2	P2	2018 Forecast Year With Committed Development (East Shaftesbury, Wincombe Lane, Northwood Road)
A3	P3	Land South of A30 Salisbury Road - Existing Employment Allocation Development Traffic
A4	P4	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Existing Employment Allocation – **Scenario 1**
A5	P5	Land South of A30 Salisbury Road – Mixed-Use (Option A) Development Traffic
A6	P6	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Mixed-Use Development (Option A) – **Scenario 2**
A7	P7	Land South of A30 Salisbury Road – Residential (Option B) Development Traffic
A8	P8	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Residential Development (Option B) – **Scenario 3**

5.5. The starting point for the spreadsheet model was the base traffic flows derived from the traffic counts undertaken in 2013. At the time of the traffic counts approximately 394 of the consented dwellings on land at east Shaftesbury were occupied. A further 276 dwellings were added to represent the 2015 base year which assumed a total of 670 dwellings on land at east Shaftesbury.

5.6. Committed developments on the 'Hopkins land' and 'Parcels 6 & 7' on land at east Shaftesbury, together with committed development on 'land off Wincombe Lane' and 'land off Northwood Road', as shown in Figure 5, were added to the 2015 base year flows to represent the 2018 forecast year without development. Finally, traffic from the three development options for land south of the A30 Salisbury Road were added to represent the 2018 forecast year with development (Scenarios 1, 2 & 3).

5.7. **Figures 6 & 7** show two-way link traffic flows on key links on the surrounding local highway network derived from the spreadsheet model for the three development scenarios for the weekday AM peak hour (08:00-09:00) and weekday PM peak hour (17:00-18:00) respectively.

5.8. It has been assumed that the forecast local growth around the Shaftesbury area would be predominantly from development at East Shaftesbury and those committed developments described above. Accordingly no background growth has been applied to the 2015 traffic flows in order to avoid 'double counting'.

5.9. The spreadsheet model is a static model which takes no account of the re-routing of trips to avoid delays. Such re-routeing of base traffic has not been accounted for in the spreadsheet model which has simply added development traffic onto the base traffic. The spreadsheet modelling and subsequent junction capacity assessments can therefore be considered to represent a 'robust' assessment.

Junction Capacity Assessment

5.10. To assess the traffic impact of the potential development options on the surrounding highway network, capacity analysis of a number of junctions within the local highway network has been carried out for the weekday AM and PM peak hours.

5.11. The following junctions have been assessed:

1. A30 / A350 Ivy Cross Roundabout
2. A30 Christy's Lane / Pound Lane Roundabout
3. A30 Royal Chase Roundabout
4. A30 / B3081 Higher Blandford Road Priority Junction
5. A30 Salisbury Road / Greenacre Way Traffic Signals
6. A30 Salisbury Road / Allen Road / Site Access Traffic Signals

5.12. The locations of the above junctions are shown on **Figure 2**. The assessments have been undertaken for both the weekday AM and PM peak hours using traffic flows derived from the spreadsheet model for each of the three development scenarios.

5.13. Priority junctions and roundabouts have been modelled using the TRL software program 'Junctions 9'. The operational performance is summarised for all approach arms and movements in terms of their ratio of flow/capacity (RFC), maximum queues in vehicles and maximum queuing delay in seconds per vehicle.

5.14. Signal controlled junctions have been modelled using the JCT Consultancy software program 'LinSig'. The operational performance is summarised for all approach arms and movements in terms of their degree of saturation (DOS), average delay in seconds per PCU and mean max queue in PCUs. The practical reserve capacity is also provided for each scenario.

5.15. Priority junctions and roundabouts are typically considered to operate satisfactorily in terms of capacity when the RFC is below 0.85. Similarly, signal controlled junctions with a PRC of 0% are considered to operate satisfactorily, as this relates to a DOS of 90% on each arm.

5.16. The geometric parameters used within the junction modelling have been taken from the East Shaftesbury Transport Assessment to ensure that the traffic impact assessment is consistent with what was previously assessed.

5.17. The following tables provide a summary of the results of the junction capacity assessments for each of the junctions.

Junction 1 – Ivy Cross Roundabout

5.18. The results for Ivy Cross Roundabout are summarised in **Tables 5.2** and **Table 5.3**. Outputs from the Junctions 9 model are provided at **Appendix M**.

Table 5.2: Ivy Cross Roundabout - AM Peak (08:00-09:00)

Scenario		Arm	Max Queue (vehicles)	Max Delay (seconds/ vehicle)	Max RFC
1	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Existing Employment Allocation	Arm A	1	7	0.55
		Arm B	1	7	0.40
		Arm C	5	19	0.84
		Arm D	2	11	0.67
		Arm E	1	4	0.28
2	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Mixed-Use Development (Option A)	Arm A	1	7	0.56
		Arm B	1	7	0.40
		Arm C	7	25	0.88
		Arm D	2	11	0.68
		Arm E	1	4	0.28
3	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Residential Development (Option B)	Arm A	1	6	0.52
		Arm B	1	6	0.38
		Arm C	5	19	0.84
		Arm D	2	10	0.65
		Arm E	1	4	0.27

Note: Arm A: A350 North, Arm B: Longmead, Arm C: A350 South, Arm D: B3081, Arm E: A30

Table 5.3: Ivy Cross Roundabout - PM Peak (17:00-18:00)

Scenario		Arm	Max Queue (vehicles)	Max Delay (seconds/ vehicle)	Max RFC
1	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Existing Employment Allocation	Arm A	1	6	0.55
		Arm B	1	6	0.32
		Arm C	5	18	0.84
		Arm D	1	8	0.56
		Arm E	1	3	0.19
2	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Mixed-Use Development (Option A)	Arm A	1	6	0.57
		Arm B	1	6	0.33
		Arm C	5	17	0.82
		Arm D	1	8	0.57
		Arm E	0	3	0.20
3	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Residential Development (Option B)	Arm A	1	6	0.56
		Arm B	1	6	0.33
		Arm C	4	15	0.80
		Arm D	1	8	0.56
		Arm E	0	3	0.19

Note: Arm A: A350 North, Arm B: Longmead, Arm C: A350 South, Arm D: B3081, Arm E: A30

5.19. The results show that the junction will operate within capacity for both the AM and PM peak periods for all three scenarios. The A350 South is the worst performing arm in both peak periods. The A350 South approach is shown to be near capacity with Scenario 2 in the AM peak hour with and RFC of 0.88 however this is below the at capacity threshold of 1. For the remaining scenarios the RFC's on the approach are below 0.85.

Junction 2 - A30 Christy's Lane / Pound Lane Roundabout

5.20. The results for the A30 Christy's Lane / Pound Lane Roundabout are summarised in **Tables 5.4** and **Table 5.5**. Outputs from the Junctions 8 model are provided at **Appendix N**.

Table 5.4: A30 Christy's Lane / Pound Lane Roundabout - AM Peak (08:00-09:00)

Scenario		Arm	Max Queue (vehicles)	Max Delay (seconds/ vehicle)	Max RFC
1	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Existing Employment Allocation	Arm A	3	10	0.73
		Arm B	1	8	0.43
		Arm C	6	18	0.85
		Arm D	1	7	0.27
2	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Mixed-Use Development (Option A)	Arm A	3	11	0.75
		Arm B	1	9	0.43
		Arm C	7	24	0.89
		Arm D	1	8	0.29
3	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Residential Development (Option B)	Arm A	2	9	0.68
		Arm B	1	8	0.40
		Arm C	6	18	0.85
		Arm D	1	7	0.28

Note: Arm A: Christy's Lane North, Arm B: Pound Lane, Arm C: Christy's Lane South, Arm D: Supermarket Access

Table 5.5: A30 Christy's Lane / Pound Lane Roundabout - PM Peak (17:00-18:00)

Scenario		Arm	Max Queue (vehicles)	Max Delay (seconds/ vehicle)	Max RFC
1	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Existing Employment Allocation	Arm A	2	8	0.68
		Arm B	1	6	0.28
		Arm C	5	16	0.84
		Arm D	1	8	0.46
2	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Mixed-Use Development (Option A)	Arm A	3	9	0.71
		Arm B	1	6	0.29
		Arm C	5	15	0.83
		Arm D	1	8	0.45
3	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Residential Development (Option B)	Arm A	2	9	0.69
		Arm B	1	6	0.28
		Arm C	4	14	0.81
		Arm D	1	8	0.45

Note: Arm A: Christy's Lane North, Arm B: Pound Lane, Arm C: Christy's Lane South, Arm D: Supermarket Access

5.21. The results show that the junction will operate within capacity for both the AM and PM peak periods for all three scenarios. The A350 Christy's Lane (South) is the worst performing arm in both peak periods. The approach is shown to be near capacity with Scenario 2 in the AM peak hour with and RFC of 0.89 however this is below the at capacity threshold of 1. For the remaining scenarios the RFC's on the approach are at or below 0.85.

Junction 3 - Royal Chase Roundabout

5.22. The results for Royal Chase Roundabout are summarised in **Tables 5.6** and **Table 5.7**. Outputs from the Junctions 8 model are provided at **Appendix O**.

Table 5.6: Royal Chase Roundabout - AM Peak (08:00-09:00)

Scenario		Arm	Max Queue (vehicles)	Max Delay (seconds/ vehicle)	Max RFC
1	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Existing Employment Allocation	Arm A	4	12	0.80
		Arm B	0	0	0.00
		Arm C	1	4	0.52
		Arm D	0	4	0.25
		Arm E	0	4	0.19
2	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Mixed-Use Development (Option A)	Arm A	4	13	0.81
		Arm B	0	0	0.00
		Arm C	1	4	0.55
		Arm D	0	5	0.26
		Arm E	0	4	0.19
3	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Residential Development (Option B)	Arm A	3	10	0.75
		Arm B	0	0	0.00
		Arm C	1	4	0.52
		Arm D	0	4	0.24
		Arm E	0	4	0.19

Note: Arm A: Christy's Lane North, Arm B: Royal Chase, Arm C: A30 Salisbury Road East, Arm D: Lower Blandford Road, Arm E: A30 Salisbury Rd West

Table 5.7: Royal Chase Roundabout - PM Peak (17:00-18:00)

Scenario		Arm	Max Queue (vehicles)	Max Delay (seconds/ vehicle)	Max RFC
1	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Existing Employment Allocation	Arm A	2	6	0.61
		Arm B	0	0	0.00
		Arm C	1	4	0.53
		Arm D	0	4	0.19
		Arm E	0	3	0.16
2	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Mixed-Use Development (Option A)	Arm A	2	6	0.63
		Arm B	0	0	0.00
		Arm C	1	4	0.51
		Arm D	0	4	0.20
		Arm E	0	3	0.16
3	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Residential Development (Option B)	Arm A	2	6	0.62
		Arm B	0	0	0.00
		Arm C	1	4	0.50
		Arm D	0	4	0.19
		Arm E	0	3	0.16

Note: Arm A: Christy's Lane North, Arm B: Royal Chase, Arm C: A30 Salisbury Road East, Arm D: Lower Blandford Road, Arm E: A30 Salisbury Rd West

5.23. The results show that the junction will operate within capacity for both the AM and PM peak periods for all three scenarios.

Junction 4 - A30 / B3081 Higher Blandford Road Priority Junction

5.24. The results for A30 / B3018 Higher Blandford Road junction are summarised in **Tables 5.8** and **Table 5.9**. Outputs from the Junctions 8 model are provided at **Appendix P**.

Table 5.8: A30 / B3081 Higher Blandford Road Priority - AM Peak (08:00-09:00)

Scenario		Arm	Max Queue (vehicles)	Max Delay (seconds/ vehicle)	Max RFC
1	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Existing Employment Allocation	B-C	2	17	0.65
		B-A	0	16	0.22
		C-AB	3	24	0.74
2	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Mixed-Use Development (Option A)	B-C	2	18	0.67
		B-A	0	18	0.25
		C-AB	3	26	0.76
3	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Residential Development (Option B)	B-C	2	15	0.63
		B-A	0	14	0.12
		C-AB	3	24	0.74

Note: B-C is left turning movements from Upper Blandford Road, B-A is right turning movements from Upper Blandford Road, C-AB is right turning movements from A30 West.

Table 5.9: A30 / B3081 Higher Blandford Road Priority - PM Peak (17:00-18:00)

Scenario		Arm	Max Queue (vehicles)	Max Delay (seconds/ vehicle)	Max RFC
1	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Existing Employment Allocation	B-C	4	25	0.78
		B-A	1	19	0.27
		C-AB	2	17	0.64
2	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Mixed-Use Development (Option A)	B-C	4	26	0.79
		B-A	1	20	0.32
		C-AB	2	16	0.64
3	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Residential Development (Option B)	B-C	3	24	0.77
		B-A	1	18	0.27
		C-AB	2	16	0.63

Note: B-C is left turning movements from Upper Blandford Road, B-A is right turning movements from Upper Blandford Road, C-AB is right turning movements from A30 West.

5.25. The results show that the junction will operate within capacity for both the AM and PM peak periods for all three scenarios.

Junction 5 - A30 Salisbury Road / Greenacre Way Traffic Signals

5.26. The results for A30 Salisbury Road / Greenacre Way Traffic Signals are summarised in **Tables 5.10** and **Table 5.11**. Outputs from the LinSig model are provided at **Appendix Q**.

Table 5.10: A30 Salisbury Road / Greenacre Way Traffic Signals - AM Peak (08:00-09:00)

Scenario		Arm	Max Queue (PCU)	Ave Delay (s/pcu)	Deg Of Sat (%)
1	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Existing Employment Allocation	Arm A	2	52	30.5%
		Arm B	11	18	56.0%
		Arm C	0	0	0.0%
		Arm D	12	20	62.0%
2	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Mixed-Use Development (Option A)	Arm A	2	52	30.5%
		Arm B	13	20	63.1%
		Arm C	0	0	0.0%
		Arm D	13	21	64.4%
3	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Residential Development (Option B)	Arm A	1	52	30.5%
		Arm B	11	18	56.5%
		Arm C	0	0	0.0%
		Arm D	10	18	52.4%

Note: Arm A: Residential Access, Arm B: A30 East, Arm C: Employment Access, Arm D: A30 West

Table 5.11: A30 Salisbury Road / Greenacre Way Traffic Signals - PM Peak (17:00-18:00)

Scenario		Arm	Max Queue (PCU)	Ave Delay (s/pcu)	Deg Of Sat (%)
1	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Existing Employment Allocation	Arm A	1	49	13.9%
		Arm B	9	18	52.0%
		Arm C	0	0	0.0%
		Arm D	8	17	47.4%
2	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Mixed-Use Development (Option A)	Arm A	1	49	13.9%
		Arm B	9	17	48.9%
		Arm C	0	0	0.0%
		Arm D	10	18	52.4%
3	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Residential Development (Option B)	Arm A	1	49	13.9%
		Arm B	8	17	45.4%
		Arm C	0	0	0.0%
		Arm D	9	18	49.0%

Note: Arm A: Residential Access, Arm B: A30 East, Arm C: Employment Access, Arm D: A30 West

5.27. The results show that the junction will operate within capacity in both AM and PM peak hours for all three scenarios.

Junction 6 - A30 Salisbury Road / Allen Road / Site Access

5.28. The results for A30 Salisbury Road / Allen Road / Site Access Traffic Signals are summarised in **Tables 5.12** and **Table 5.13**. Outputs from the LinSig model are provided at **Appendix R**.

Table 5.12: A30 Salisbury Road / Allen Road / Site Access - AM Peak (08:00-09:00)

Scenario		Arm	Max Queue (PCU)	Ave Delay (s/pcu)	Deg Of Sat (%)
1	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Existing Employment Allocation	Arm A	5	53	71.5%
		Arm B	8	23	48.0%
		Arm C	2	57	45.1%
		Arm D	14	31	73.0%
2	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Mixed-Use Development (Option A)	Arm A	6	59	75.8%
		Arm B	8	25	51.4%
		Arm C	5	68	75.6%
		Arm D	15	35	79.2%
3	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Residential Development (Option B)	Arm A	5	47	64.3%
		Arm B	8	25	49.9%
		Arm C	2	58	49.5%
		Arm D	12	29	67.0%

Note: Arm A: Residential Access, Arm B: A30 East, Arm C: Site Access, Arm D: A30 West

Table 5.13: A30 Salisbury Road / Allen Road / Employment Access - PM Peak (17:00-18:00)

Scenario		Arm	Max Queue (PCU)	Ave Delay (s/pcu)	Deg Of Sat (%)
1	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Existing Employment Allocation	Arm A	3	56	52.0%
		Arm B	8	23	49.3%
		Arm C	3	50	53.2%
		Arm D	9	24	53.8%
2	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Mixed-Use Development (Option A)	Arm A	3	56	52.0%
		Arm B	7	21	46.7%
		Arm C	3	57	51.7%
		Arm D	8	23	53.6%
3	2018 Forecast Year With Committed Development + Land South of A30 Salisbury Road Residential Development (Option B)	Arm A	2	52	46.2%
		Arm B	7	21	45.6%
		Arm C	1	53	30.3%
		Arm D	8	22	50.8%

Note: Arm A: Residential Access, Arm B: A30 East, Arm C: Site Access, Arm D: A30 West

5.29. The results show that the site access junction will operate well within its capacity in both AM and PM peak hours for all three development scenarios.

6. CONCLUSIONS

6.1. This report has been prepared by PFA Consulting on behalf of Persimmon Homes to provide a comparative assessment of potential development options for 'land to the south of the A30 Salisbury Road' in Shaftesbury.

6.2. The site of approximately 7.0 hectares is allocated for employment in the North Dorset Local Plan Part 1 which was adopted in January 2016. The site is considered to be a key strategic site for employment uses and is in a sustainable location, however the Council now supports a more flexible approach to non-B Class uses on this and other employment sites in the District.

6.3. The site did previously have the benefit of an outline planning consent for a mix of B1, B2 & B8 employment uses; however this consent lapsed in 2015.

6.4. The site will take access from an existing signalised junction on the A30 Salisbury Road. The existing junction provides access to the East Shaftesbury development to the north with access to the site to be taken from the south.

6.5. A total of three development options for the site have been assessed; the existing employment Local Plan allocation; and alternative options comprising a mixed-use development (Option A) and solely residential development (Option B), as detailed below.

- Existing Employment Allocation: 7.0 hectares of employment land delivering 29,000m^2 GFA of B1, B2 & B8 employment uses
- Mixed Use Development (Option A): 125 dwellings; two-form entry Primary School; 1,068m^2 Food Retail Unit, and 75 bed Hotel
- Residential Development (Option B): 200 dwellings

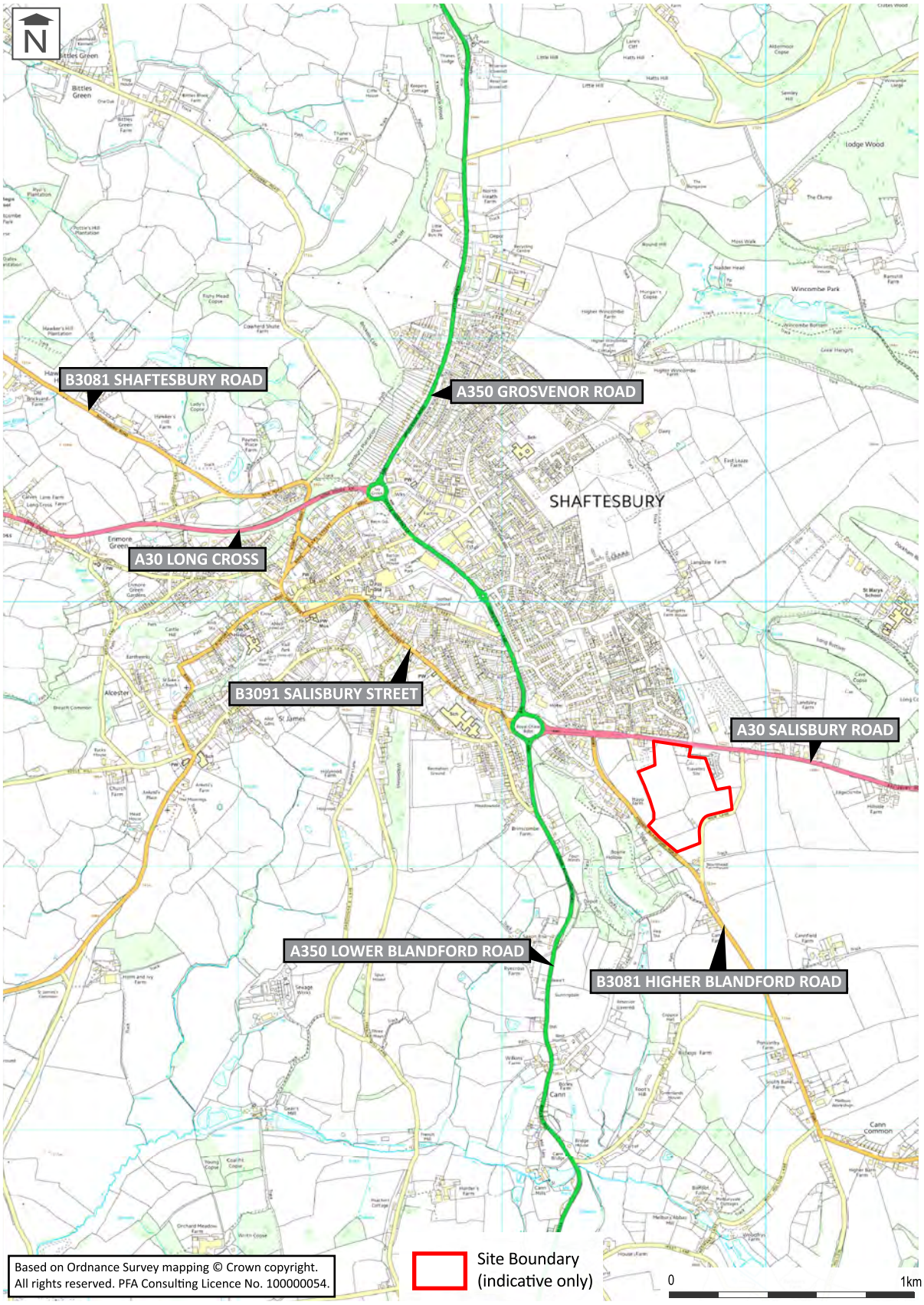
6.6. The estimated traffic generation for each development option was derived using trip rates extracted from the TRICS database. This found that the mixed-use development (Option A) generated more traffic in the AM peak hour when compared to the existing employment allocation. The residential development (Option B) however was found to generate significantly less traffic in both the weekday AM and PM peak hours.

6.7. It should be recognised however that both the Primary School and Food Retail elements of the mixed-use development (Option A) would unlikely be new trips, but rather a redistribution of existing trips from existing schools and foodstores. Consequently many of these trips would already be on the surrounding local highway network.

6.8. With regard to the local road network, detailed capacity analysis has been carried out at key junctions utilising traffic surveys undertaken in 2013, allowing for committed development in Shaftesbury together with the alternative development options for land to the south of the A30 Salisbury Road.

6.9. The results of the capacity assessments found that the additional traffic from any of the three development options could be accommodated on the local highway network without mitigating capacity improvements being required. In particular the site access traffic signal controlled junction on the A30 Salisbury Road was found to operate well within its capacity in both AM and PM peak hours with all three development scenarios.

Figures



PFA consulting

[redacted]

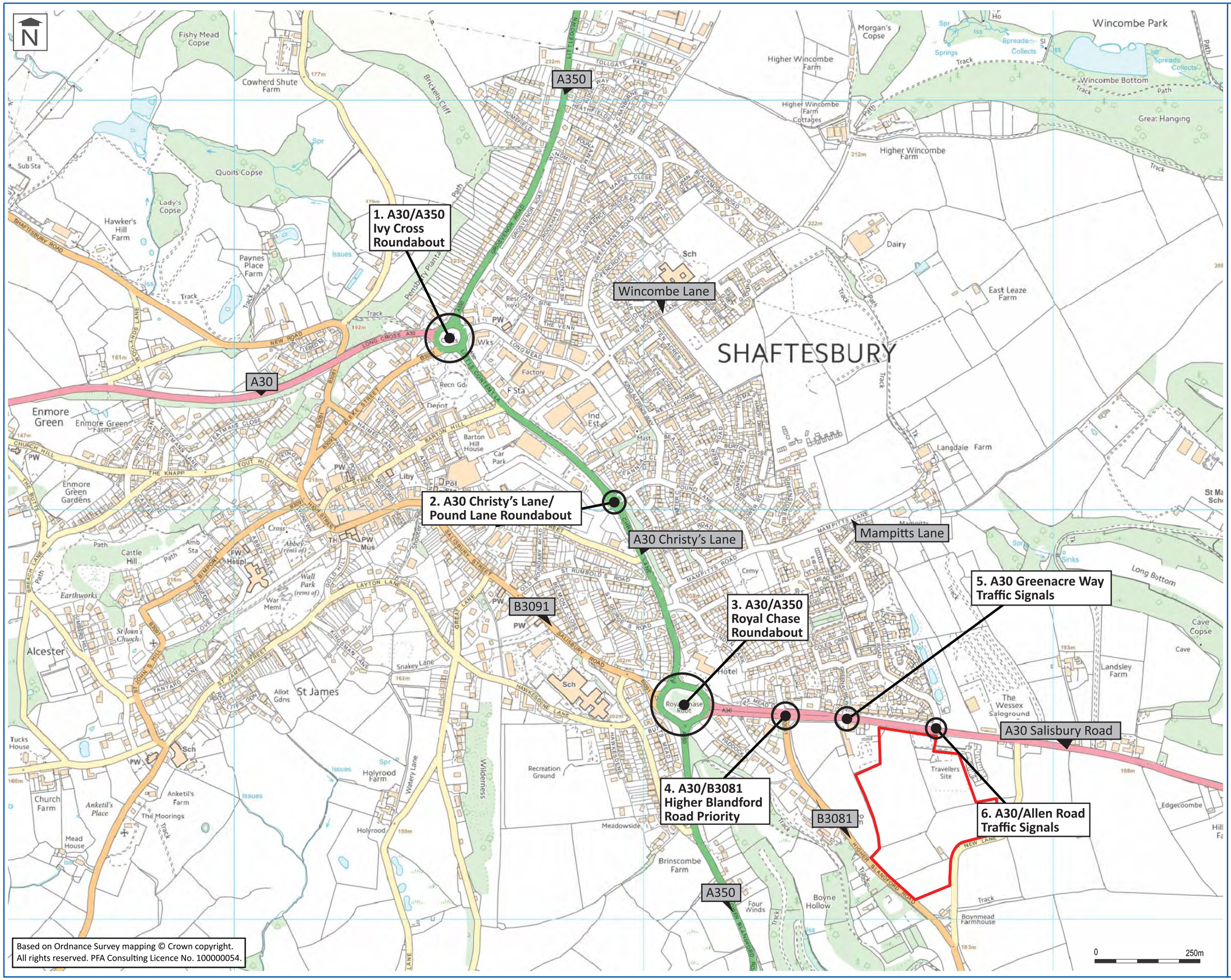
Client
Persimmon Homes

Project
Land to the South of the A30 Salisbury Road, Shaftesbury

Figure Title
Site Location Plan

Figure No
Figure 1

Date	January 2018
Drawn By	ES
Checked By	JA
Scale	See Scale Bar
File Ref	P862/Figures/Fig1.ai
Doc Ref	P862



PFA consulting

[redacted]

Site Boundary (indicative only)

Key Junctions Assessed

Client

Persimmon Homes

Project

Land to the South of the A30 Salisbury Road, Shaftesbury

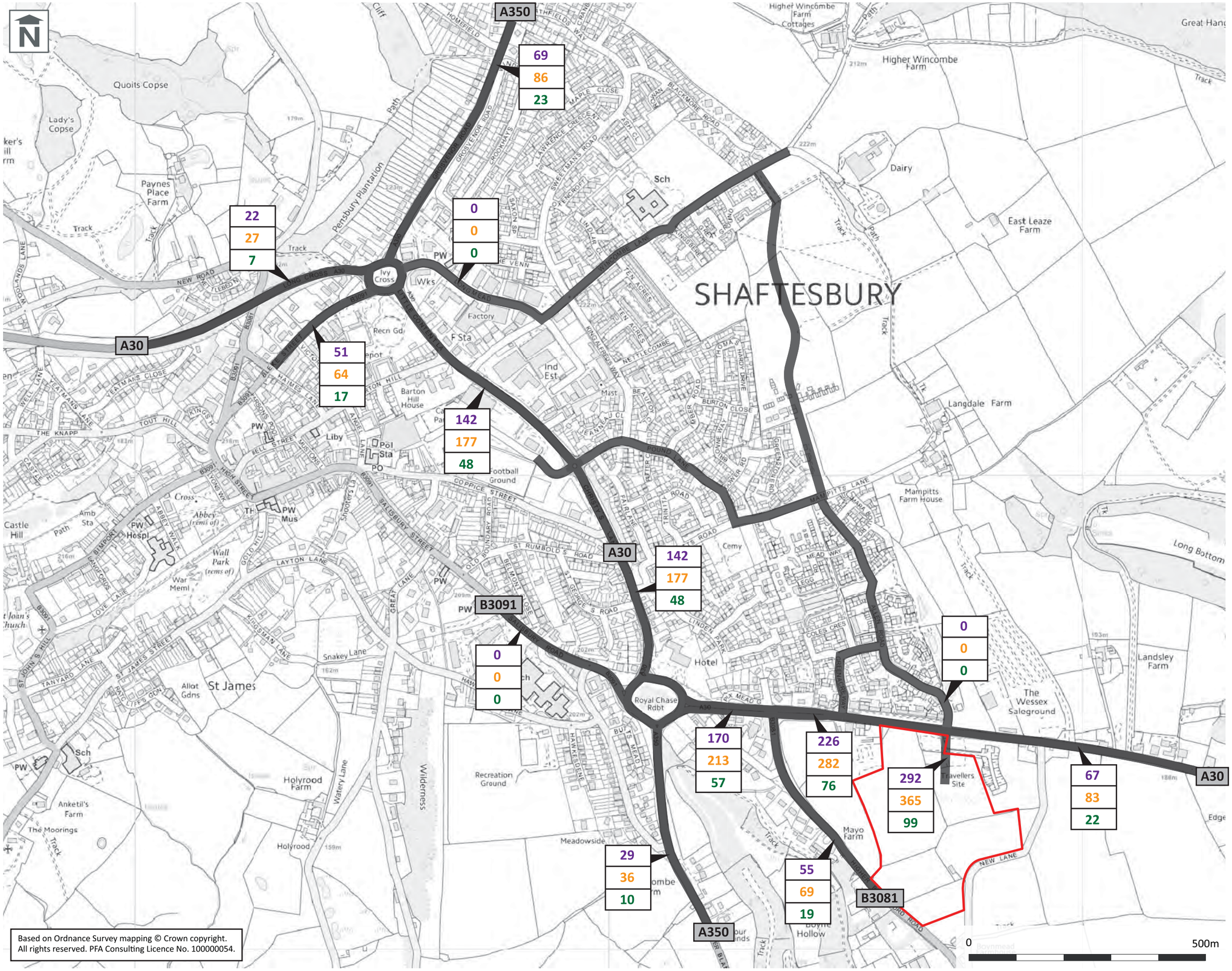
Figure Title

Local Highway Network

Figure No

Figure 2

Date	January 2018
Drawn By	ES
Checked By	JA
Scale	See Scale Bar
File Ref	P862/Figures/Fig2.ai
Doc Ref	P862



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[redacted]

Site Boundary (indicative only)

Development Options:

1	Existing Employment Allocation
2	Mixed-Use Development (Option A)
3	Residential Development (Option B)

Client

Persimmon Homes

Project

Land to the South of the A30 Salisbury Road, Shaftesbury

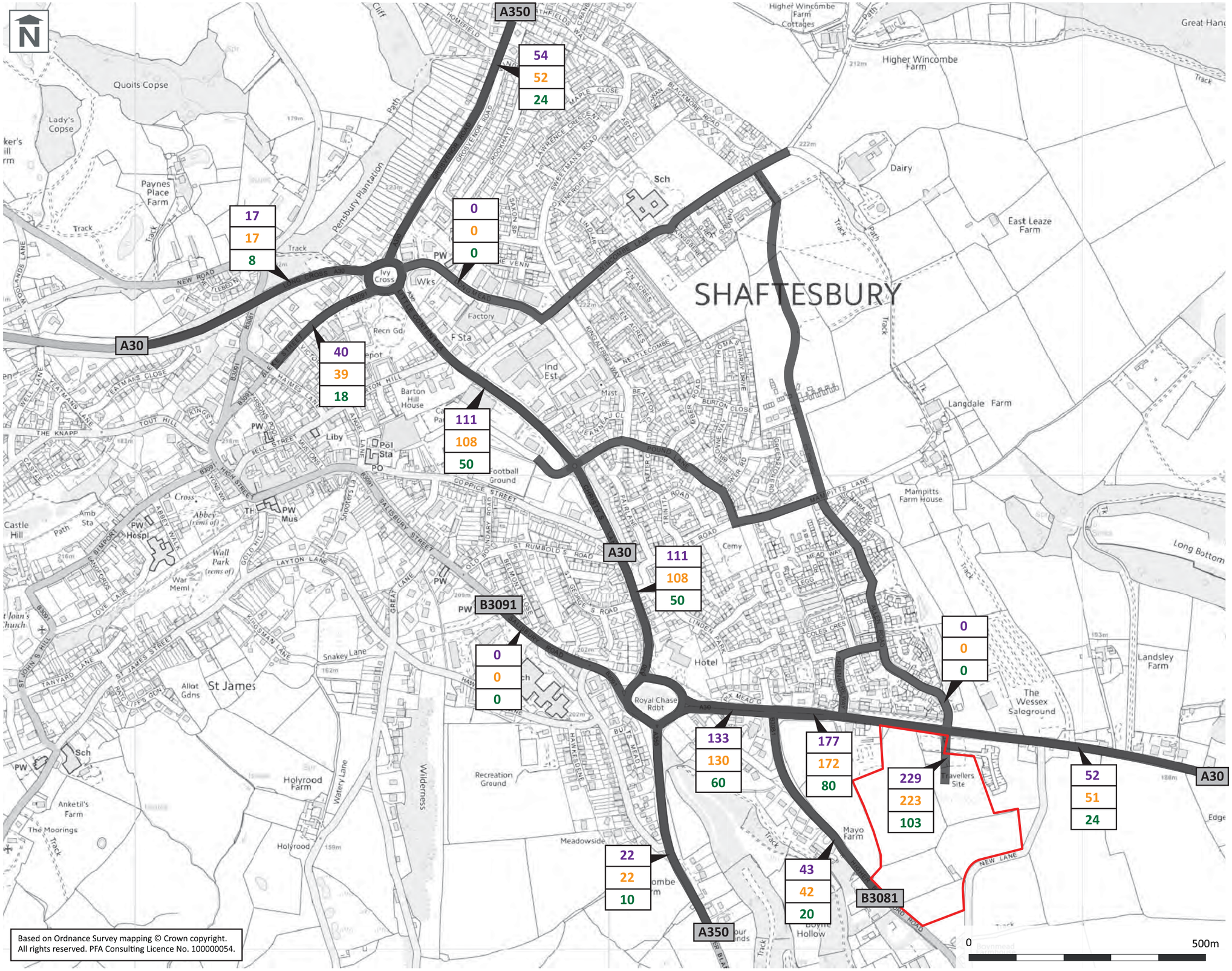
Figure Title

AM Peak Hour Development Traffic Link Flows

Figure No

Figure 3

Date	January 2018
Drawn By	ES
Checked By	JA
Scale	See Scale Bar
File Ref	P862/Figures/Fig3.ai
Doc Ref	P862



PFA consulting

[redacted]

Site Boundary (indicative only)

Development Options:

1	Existing Employment Allocation
2	Mixed-Use Development (Option A)
3	Residential Development (Option B)

Client

Persimmon Homes

Project

Land to the South of the A30 Salisbury Road, Shaftesbury

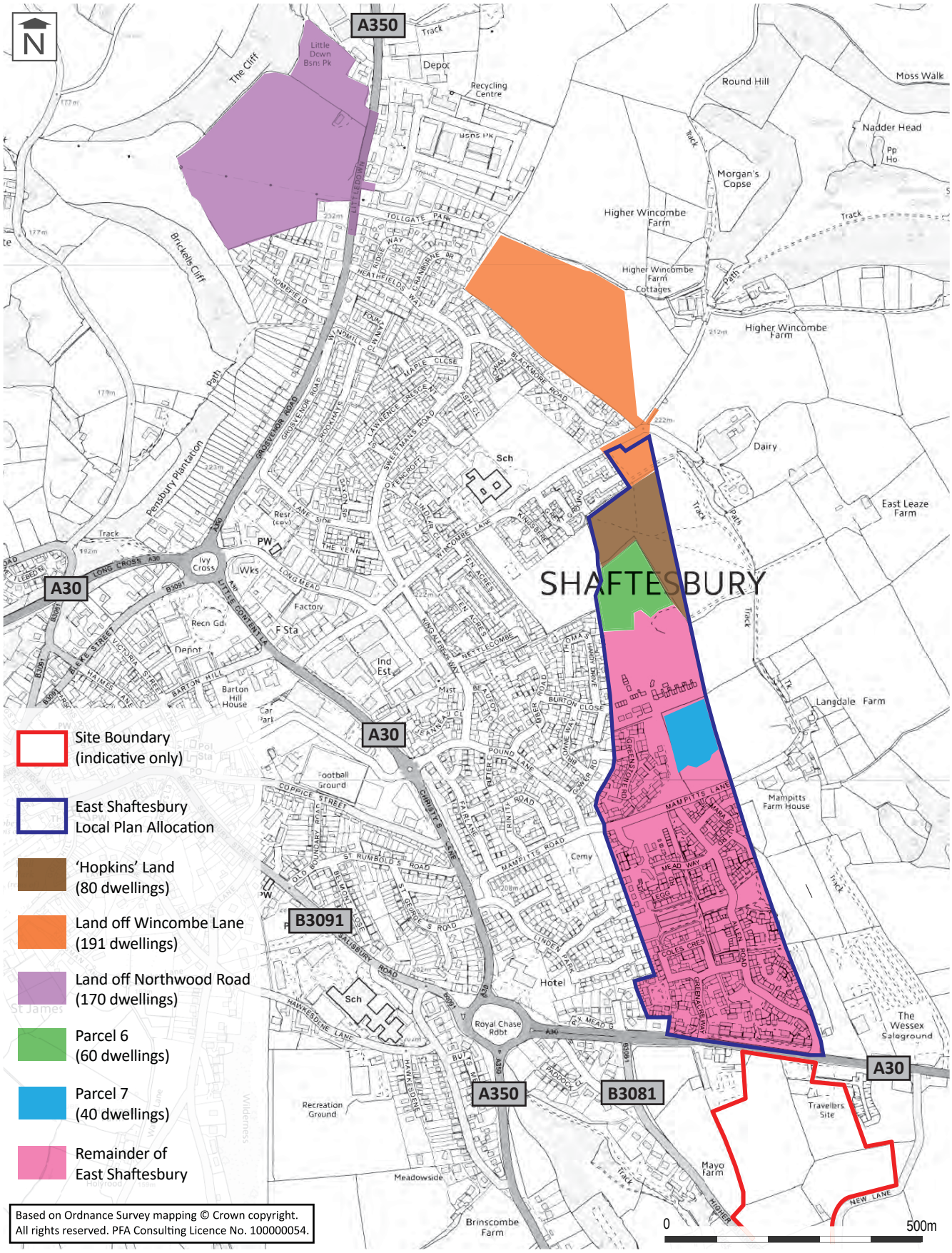
Figure Title

PM Peak Hour Development Traffic Link Flows

Figure No

Figure 4

Date	January 2018
Drawn By	ES
Checked By	JA
Scale	See Scale Bar
File Ref	P862/Figures/Fig4.ai
Doc Ref	P862



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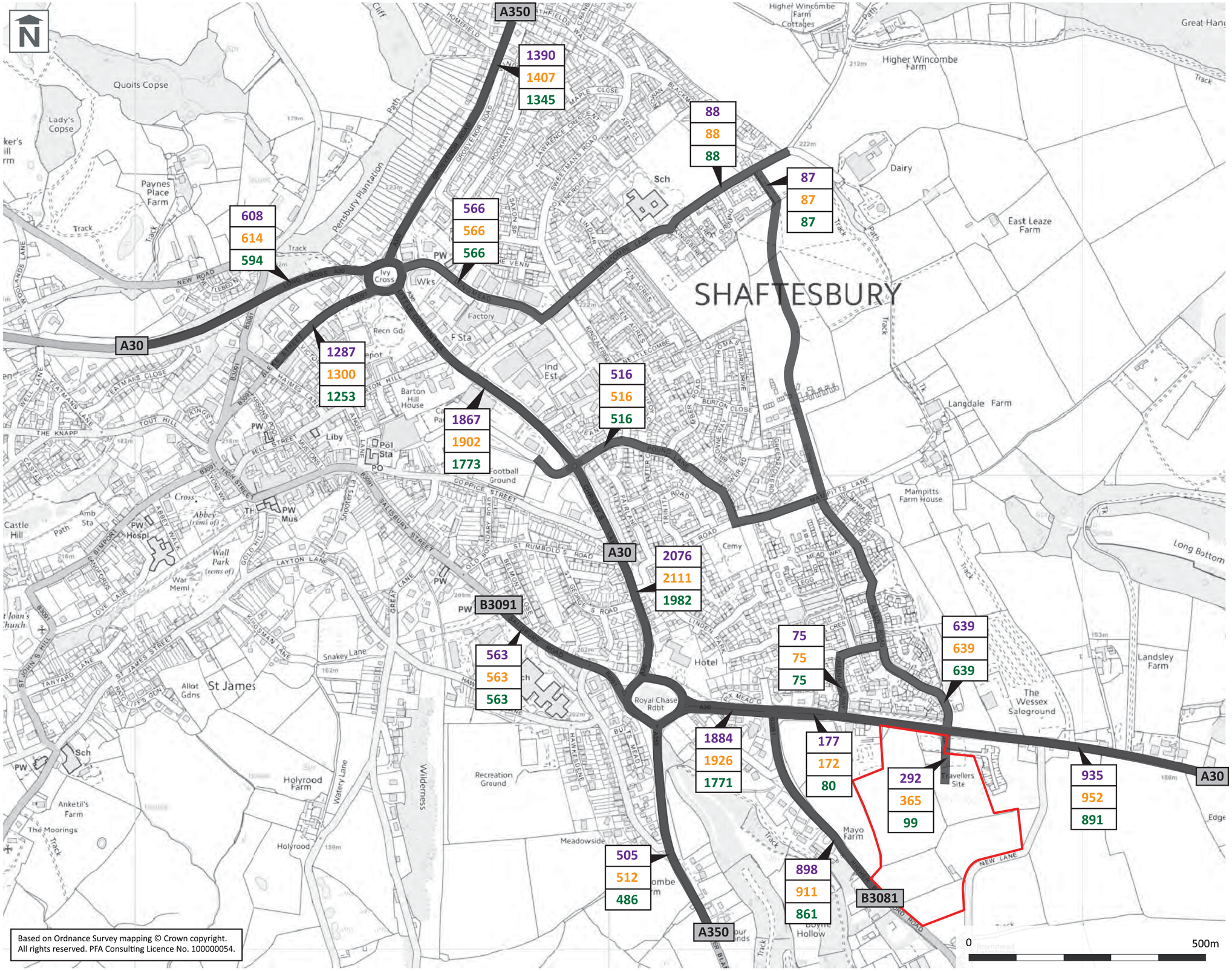
Client
Persimmon Homes

Project
Land to the South of the A30 Salisbury Road, Shaftesbury

Figure Title
Committed Development

Figure No
Figure 5

Date	January 2018
Drawn By	ES
Checked By	JA
Scale	See Scale Bar
File Ref	P862/Figures/Fig5.ai
Doc Ref	P862



PFA consulting

[redacted]

Site Boundary (indicative only)

Scenarios:

1	2018 Existing Employment Allocation
2	2018 Mixed-Use Development (Option A)
3	2018 Residential Development (Option B)

Note:
All scenarios include committed development

Client

Persimmon Homes

Project

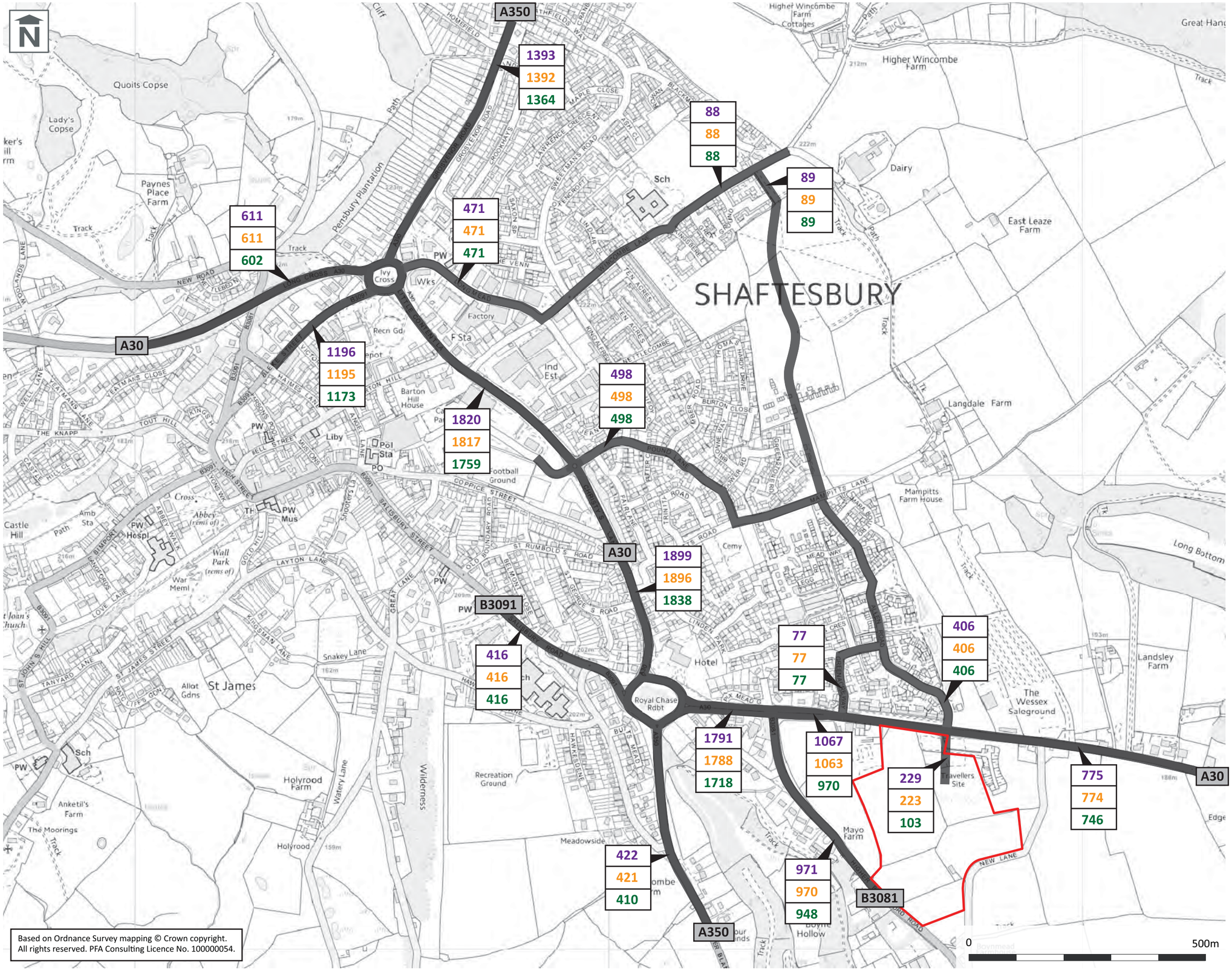
Land to the South of the A30 Salisbury Road, Shaftesbury

Figure Title

AM Peak Hour Modelled Link Flows

Figure No **Figure 6**

Date	January 2018
Drawn By	ES
Checked By	JA
Scale	See Scale Bar
File Ref	P862/Figures/Fig6.ai
Doc Ref	P862



PFA consulting

[redacted]

Site Boundary (indicative only)

Scenarios:

1	2018 Existing Employment Allocation
2	2018 Mixed-Use Development (Option A)
3	2018 Residential Development (Option B)

Note:
All scenarios include committed development

Client

Persimmon Homes

Project

Land to the South of the A30 Salisbury Road, Shaftesbury

Figure Title

PM Peak Hour Modelled Link Flows

Figure No

Figure 7

Date	January 2018
Drawn By	ES
Checked By	JA
Scale	See Scale Bar
File Ref	P862/Figures/Fig7.ai
Doc Ref	P862

Appendices

Appendix A

KEY

Employment Land Boundary

FIGURE 3.4

Illustrative Employment Site Layout

DRWG No: **P.0663_20** REV: _

Date: 02/02/2016

Scale: 1:2,000 @ A3

N

0 100m

Appendix B

Recently built residential development

Site for retail use: 1.0ha

Potential site for primary school: 2.23ha

Housing development: 3.03ha

Public open space

The Wessex Saleground

Travellers Site

GREENACRE WAY

B3081

NEW LANE

HIGHER BLANDFORD

Track

N

0 20 40 60 80 100 metres

- Site boundary: 7.98ha
- Retail use: 1.00ha
- Primary school site: 2.23ha
- Housing development: 3.03ha
- Open space: 1.54ha
- Existing structural vegetation
- Proposed structural vegetation
- Main vehicular route

Rev	Date	By	Description
A	21.10.2016	SG	Boundary corrected

CSA environmental

[redacted]

Project	Land east of Shaftesbury		
Title	Mixed Use Concept Plan		
Client	Persimmon Homes		
Scale	1:5000 @ A3	Drawn	SG
Date	October 2016	Checked	CS
Drawing No.	CSA/3130/100	Rev	A

Appendix C

N

0 20 40 60 80 100 metres

- Site boundary: 7.98ha
- Housing development: 5.20ha
- Open space: 2.78ha
- Existing structural vegetation
- Proposed structural vegetation
- Main vehicular route
- Potential children's play area

Rev	Date	By	Description

CSA environmental

[redacted]

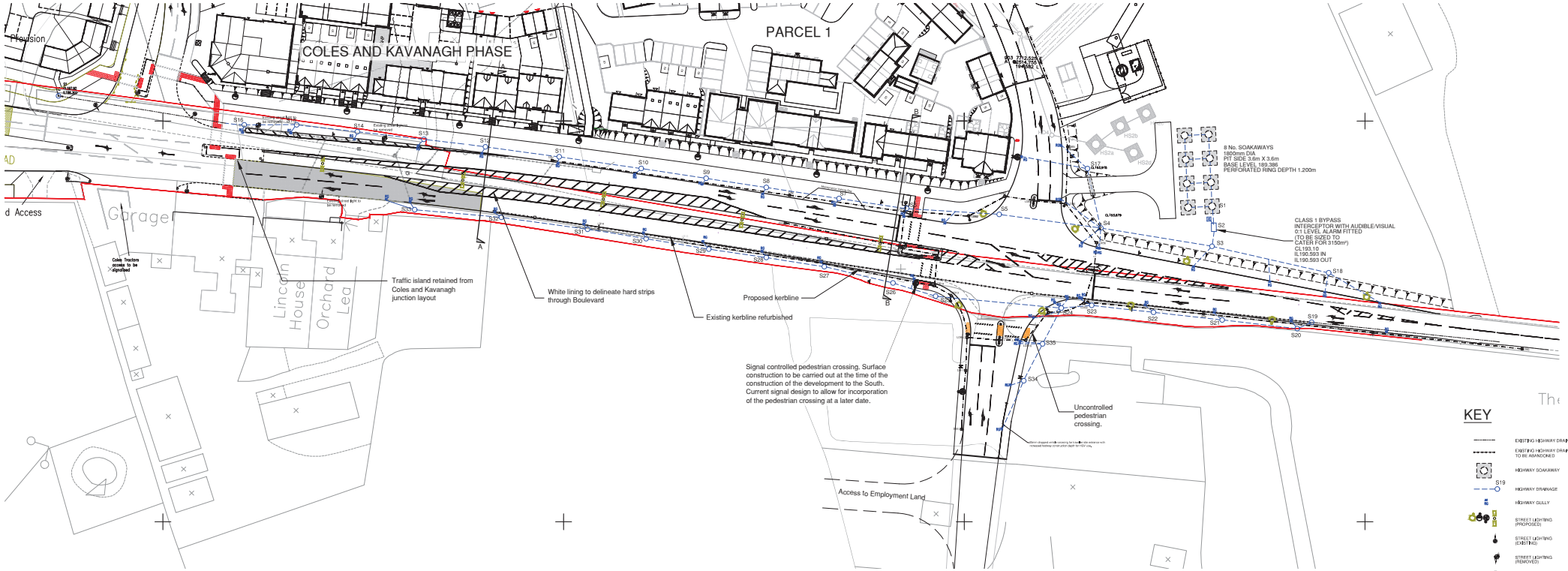
Project	Land east of Shaftesbury		
Title	Residential Use Concept Plan		
Client	Persimmon Homes		
Scale	1:5000 @ A3	Drawn	SG
Date	October 2016	Checked	CS
Drawing No.	CSA/3130/101	Rev	-

Appendix D

N

NOTES

1. All dimensions are in metres unless noted otherwise.
2. Do not scale from this drawing.
3. All adoptable highway to be to Dorset County Council standards and specifications.



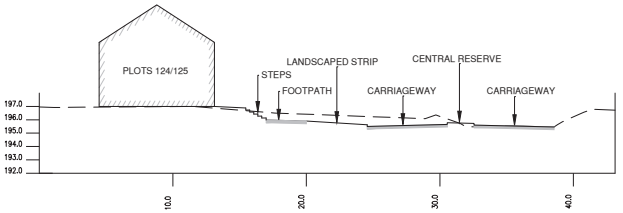
KEY

EXISTING HIGHWAY DRAINAGE
EXISTING HIGHWAY DRAINAGE TO BE ABANDONED
HIGHWAY SOAKAWAY
S19 HIGHWAY DRAINAGE
HIGHWAY GULLY
STREET LIGHTING (PROPOSED)
STREET LIGHTING (EXISTING)
STREET LIGHTING (REMOVED)
DUCTS & CHAMBERS FOR SIGNALS

GENERAL ARRANGEMENT PLAN

Scale H=1:500

HORIZONTAL SCALE BAR 1:500 @ A1



SECTION A-A

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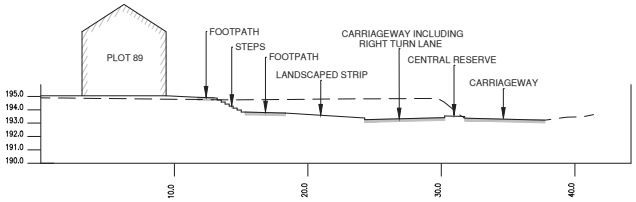


SECTION B-B

Scale H=1:200 V=1:200

Rev.	Date	Details	By	Chkd
M	31.01.13	DCC design check no.7 comments & soakaway access revised	SLW	KMR
L	04.10.12	Updated to DCC design check no.6a comments	ARB	SLW
K	09.08.12	Road markings revised to DCC revision	ARB	SLW
J	26.06.12	Street Lighting & Traffic Signals updated	SLW	KMR
H	02.03.12	Employment Land Junction amended. Additional Highway Drainage	SRV	SLW
G	21.10.11	Employment Land Junction amended. Service road added. Soakaway note revised.	IDC	SLW

Client:- PERSIMMON HOMES

Site:- East Shaftesbury

Drawing Title:- OFFSITE HIGHWAY WORKS GA

Date:	Dec 2009	Scales:	As shown
Drawn:	IDC	Checked:	KMR

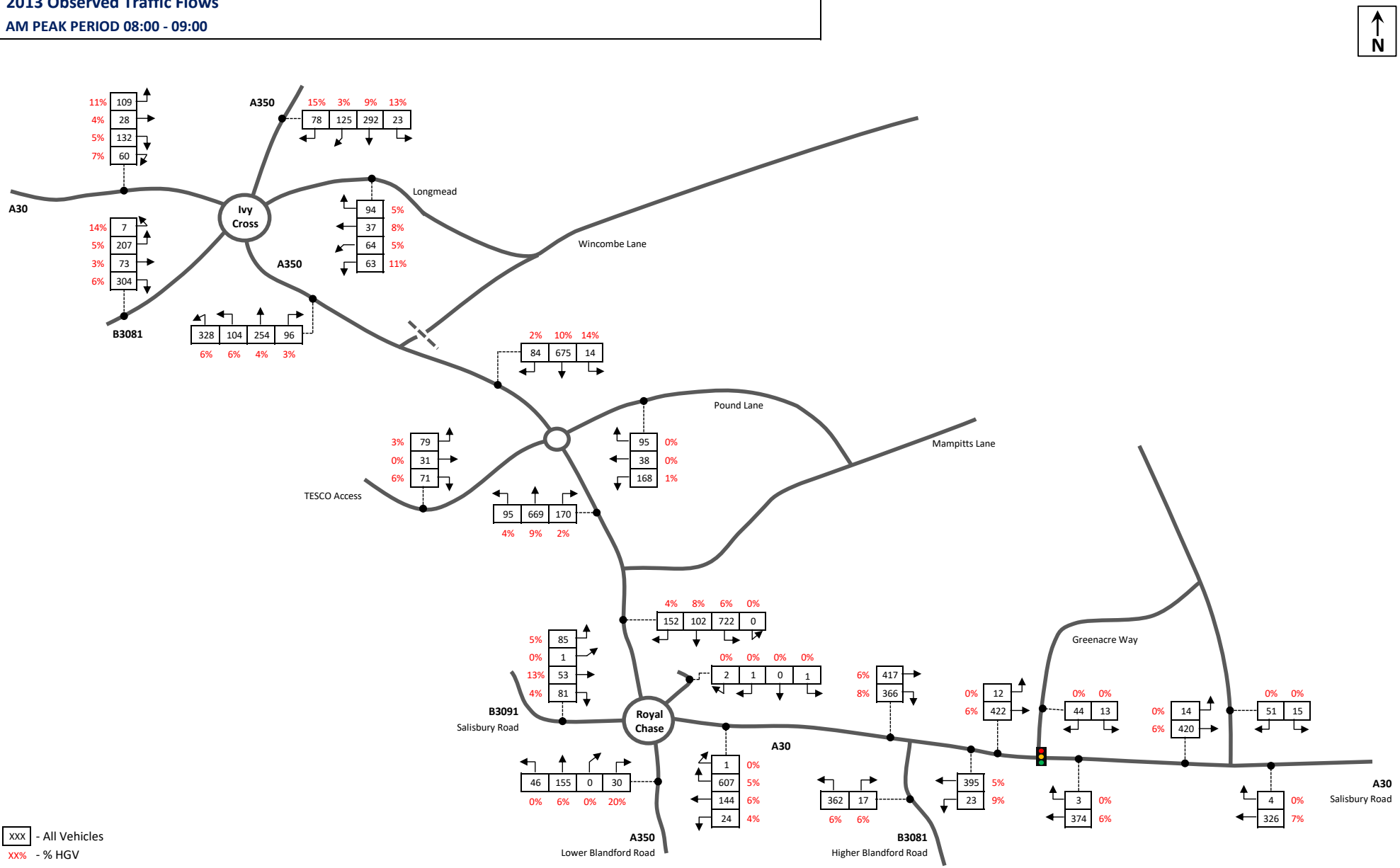
Drawing No. PSC/E3726/100 M

Rogers Cory Partnership
Civil, Structural and Architectural Consultants
[redacted]

Appendix E

2013 Observed Traffic Flows

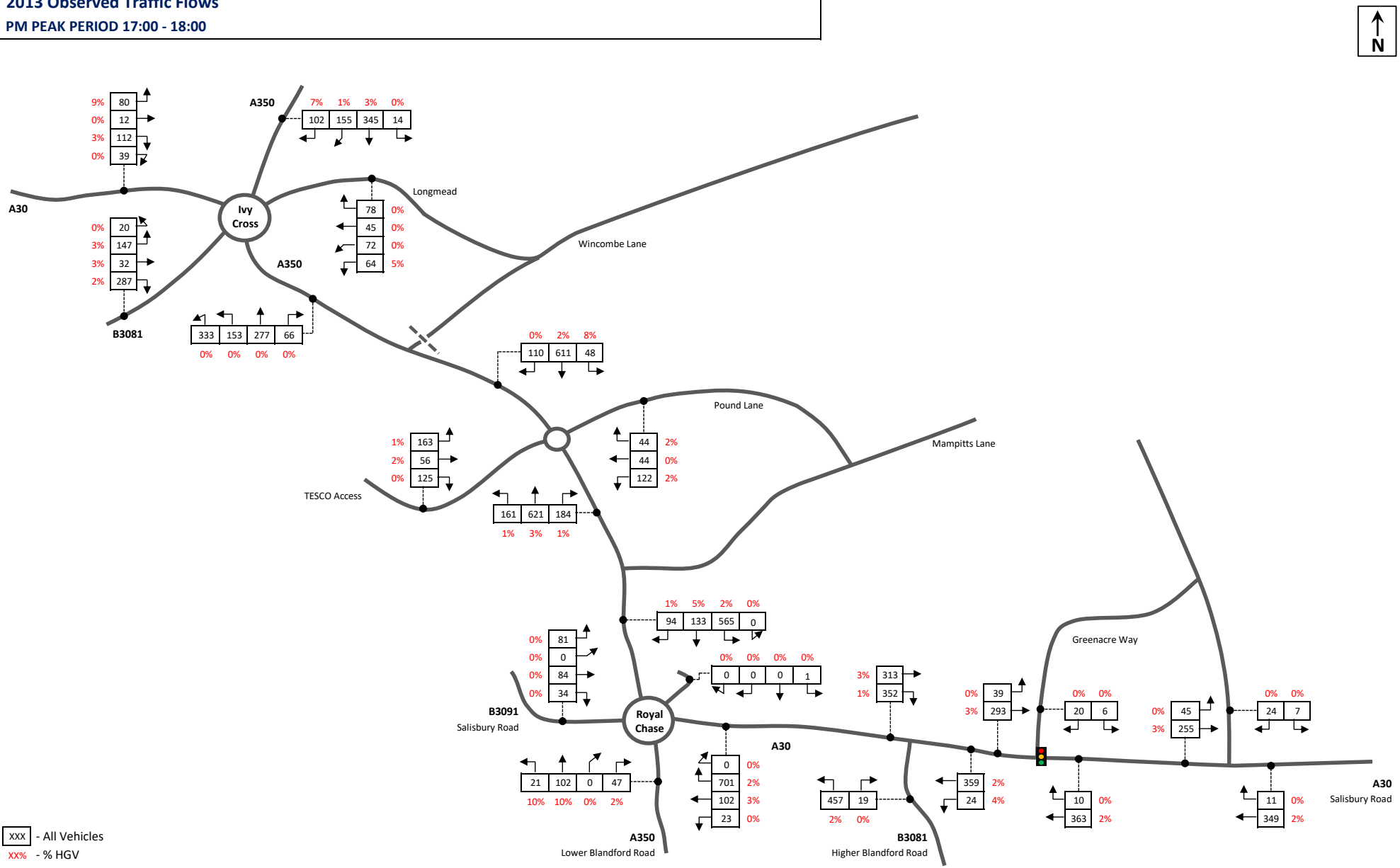
AM PEAK PERIOD 08:00 - 09:00



Note: Traffic surveys undertaken on Thursday 03 October 2013.

2013 Observed Traffic Flows

PM PEAK PERIOD 17:00 - 18:00



Note: Traffic surveys undertaken on Thursday 03 October 2013.

Appendix F

Calculation Reference: AUDIT-712101-171220-1252

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	KC	KENT	1 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	3 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	3 days
09	NORTH		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1776 to 23480 (units: sqm)
Range Selected by User: 1758 to 102000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 23/05/17

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

Selected survey days:

Monday	4 days
Tuesday	4 days
Wednesday	3 days
Thursday	1 days

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

Selected survey types:

Manual count	12 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)	4
Edge of Town	8

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	2
Development Zone	2
Residential Zone	4
No Sub Category	4

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

Secondary Filtering selection:

Use Class:

Not Known	1 days
B1	3 days
B2	5 days
B8	3 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	7 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	10 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	5 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

No	12 days

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

PTAL Rating:

No PTAL Present	12 days

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

LIST OF SITES relevant to selection parameters

1 CA-02-D-02 IND. ESTATE CAMBRIDGESHIRE
COLDHAM'S ROAD
COLDHAM'S COMMON
CAMBRIDGE
Edge of Town
Industrial Zone
Total Gross floor area: 2063 sqm
Survey date: MONDAY 19/10/09 Survey Type: MANUAL

2 CA-02-D-03 IND. ESTATE CAMBRIDGESHIRE
SAVILLE ROAD
WESTWOOD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 4425 sqm
Survey date: THURSDAY 22/10/09 Survey Type: MANUAL

3 CA-02-D-04 INDUSTRIAL ESTATE CAMBRIDGESHIRE
LINCOLN ROAD

PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 4133 sqm
Survey date: TUESDAY 02/12/14 Survey Type: MANUAL

4 CB-02-D-04 INDUSTRIAL ESTATE CUMBRIA
CARLISLE ROAD

BRAMPTON
Edge of Town
No Sub Category
Total Gross floor area: 17708 sqm
Survey date: WEDNESDAY 16/12/09 Survey Type: MANUAL

5 ES-02-D-06 INDUSTRIAL ESTATE EAST SUSSEX
COURTLANDS ROAD

EASTBOURNE
Edge of Town
Residential Zone
Total Gross floor area: 7525 sqm
Survey date: MONDAY 21/10/13 Survey Type: MANUAL

6 KC-02-D-02 INDUSTRIAL ESTATE KENT
SOUTHWELL ROAD

DEAL
Edge of Town
Residential Zone
Total Gross floor area: 10715 sqm
Survey date: WEDNESDAY 28/11/12 Survey Type: MANUAL

7 TW-02-D-08 INDUSTRIAL ESTATE TYNE & WEAR
NORTH HYLTON ROAD
SOUTHWICK
SUNDERLAND
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 8310 sqm
Survey date: TUESDAY 04/04/17 Survey Type: MANUAL

8 WL-02-D-02 INDUSTRIAL ESTATE WILTSHIRE
HEADLANDS GROVE

SWINDON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10000 sqm
Survey date: TUESDAY 20/09/16 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 WM-02-D-02 INDUSTRIAL ESTATE WEST MIDLANDS
DUNLOP WAY

BIRMINGHAM
Edge of Town
Residential Zone
Total Gross floor area: 23480 sqm
Survey date: WEDNESDAY 07/11/12 Survey Type: MANUAL

10 WY-02-D-05 INDUSTRIAL ESTATE WEST YORKSHIRE
CARR WOOD ROAD

CASTLEFORD
Edge of Town
Development Zone
Total Gross floor area: 1776 sqm
Survey date: MONDAY 22/05/17 Survey Type: MANUAL

11 WY-02-D-06 INDUSTRIAL ESTATE (PART) WEST YORKSHIRE
PIONEER WAY

CASTLEFORD
Edge of Town
Industrial Zone
Total Gross floor area: 4328 sqm
Survey date: TUESDAY 23/05/17 Survey Type: MANUAL

12 WY-02-D-07 INDUSTRIAL ESTATE WEST YORKSHIRE
THUNDERHEAD RIDGE RD
GLASSHOUGHTON
CASTLEFORD
Edge of Town
No Sub Category
Total Gross floor area: 3191 sqm
Survey date: MONDAY 15/05/17 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HE-02-D-02	Business Park site

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	8138	0.325	12	8138	0.089	12	8138	0.414
08:00 - 09:00	12	8138	0.515	12	8138	0.243	12	8138	0.758
09:00 - 10:00	12	8138	0.406	12	8138	0.316	12	8138	0.722
10:00 - 11:00	12	8138	0.363	12	8138	0.350	12	8138	0.713
11:00 - 12:00	12	8138	0.385	12	8138	0.375	12	8138	0.760
12:00 - 13:00	12	8138	0.381	12	8138	0.397	12	8138	0.778
13:00 - 14:00	12	8138	0.367	12	8138	0.356	12	8138	0.723
14:00 - 15:00	12	8138	0.398	12	8138	0.349	12	8138	0.747
15:00 - 16:00	12	8138	0.310	12	8138	0.389	12	8138	0.699
16:00 - 17:00	12	8138	0.254	12	8138	0.403	12	8138	0.657
17:00 - 18:00	12	8138	0.143	12	8138	0.436	12	8138	0.579
18:00 - 19:00	12	8138	0.054	12	8138	0.167	12	8138	0.221
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.901			3.870			7.771

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:	1776 - 23480 (units: sqm)
Survey date date range:	01/01/09 - 23/05/17
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	8138	0.000	12	8138	0.000	12	8138	0.000
08:00 - 09:00	12	8138	0.003	12	8138	0.003	12	8138	0.006
09:00 - 10:00	12	8138	0.002	12	8138	0.001	12	8138	0.003
10:00 - 11:00	12	8138	0.001	12	8138	0.000	12	8138	0.001
11:00 - 12:00	12	8138	0.004	12	8138	0.005	12	8138	0.009
12:00 - 13:00	12	8138	0.000	12	8138	0.000	12	8138	0.000
13:00 - 14:00	12	8138	0.002	12	8138	0.000	12	8138	0.002
14:00 - 15:00	12	8138	0.001	12	8138	0.002	12	8138	0.003
15:00 - 16:00	12	8138	0.003	12	8138	0.003	12	8138	0.006
16:00 - 17:00	12	8138	0.000	12	8138	0.000	12	8138	0.000
17:00 - 18:00	12	8138	0.001	12	8138	0.001	12	8138	0.002
18:00 - 19:00	12	8138	0.000	12	8138	0.000	12	8138	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.015			0.032

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:	1776 - 23480 (units: sqm)
Survey date date range:	01/01/09 - 23/05/17
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	8138	0.015	12	8138	0.012	12	8138	0.027
08:00 - 09:00	12	8138	0.030	12	8138	0.026	12	8138	0.056
09:00 - 10:00	12	8138	0.026	12	8138	0.030	12	8138	0.056
10:00 - 11:00	12	8138	0.030	12	8138	0.034	12	8138	0.064
11:00 - 12:00	12	8138	0.033	12	8138	0.027	12	8138	0.060
12:00 - 13:00	12	8138	0.030	12	8138	0.029	12	8138	0.059
13:00 - 14:00	12	8138	0.026	12	8138	0.023	12	8138	0.049
14:00 - 15:00	12	8138	0.024	12	8138	0.020	12	8138	0.044
15:00 - 16:00	12	8138	0.032	12	8138	0.035	12	8138	0.067
16:00 - 17:00	12	8138	0.024	12	8138	0.016	12	8138	0.040
17:00 - 18:00	12	8138	0.013	12	8138	0.016	12	8138	0.029
18:00 - 19:00	12	8138	0.006	12	8138	0.005	12	8138	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.289			0.273			0.562

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.*

Parameter summary

Trip rate parameter range selected:	1776 - 23480 (units: sqm)
Survey date date range:	01/01/09 - 23/05/17
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	8138	0.000	12	8138	0.000	12	8138	0.000
08:00 - 09:00	12	8138	0.005	12	8138	0.001	12	8138	0.006
09:00 - 10:00	12	8138	0.002	12	8138	0.002	12	8138	0.004
10:00 - 11:00	12	8138	0.001	12	8138	0.000	12	8138	0.001
11:00 - 12:00	12	8138	0.000	12	8138	0.001	12	8138	0.001
12:00 - 13:00	12	8138	0.000	12	8138	0.001	12	8138	0.001
13:00 - 14:00	12	8138	0.000	12	8138	0.000	12	8138	0.000
14:00 - 15:00	12	8138	0.000	12	8138	0.000	12	8138	0.000
15:00 - 16:00	12	8138	0.001	12	8138	0.001	12	8138	0.002
16:00 - 17:00	12	8138	0.000	12	8138	0.000	12	8138	0.000
17:00 - 18:00	12	8138	0.000	12	8138	0.000	12	8138	0.000
18:00 - 19:00	12	8138	0.000	12	8138	0.000	12	8138	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.006			0.015

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:	1776 - 23480 (units: sqm)
Survey date date range:	01/01/09 - 23/05/17
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	8138	0.018	12	8138	0.001	12	8138	0.019
08:00 - 09:00	12	8138	0.019	12	8138	0.005	12	8138	0.024
09:00 - 10:00	12	8138	0.006	12	8138	0.002	12	8138	0.008
10:00 - 11:00	12	8138	0.008	12	8138	0.003	12	8138	0.011
11:00 - 12:00	12	8138	0.004	12	8138	0.004	12	8138	0.008
12:00 - 13:00	12	8138	0.000	12	8138	0.002	12	8138	0.002
13:00 - 14:00	12	8138	0.003	12	8138	0.002	12	8138	0.005
14:00 - 15:00	12	8138	0.005	12	8138	0.004	12	8138	0.009
15:00 - 16:00	12	8138	0.005	12	8138	0.011	12	8138	0.016
16:00 - 17:00	12	8138	0.002	12	8138	0.016	12	8138	0.018
17:00 - 18:00	12	8138	0.002	12	8138	0.018	12	8138	0.020
18:00 - 19:00	12	8138	0.001	12	8138	0.007	12	8138	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.075			0.148

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:	1776 - 23480 (units: sqm)
Survey date date range:	01/01/09 - 23/05/17
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	8138	0.391	12	8138	0.102	12	8138	0.493
08:00 - 09:00	12	8138	0.610	12	8138	0.290	12	8138	0.900
09:00 - 10:00	12	8138	0.481	12	8138	0.378	12	8138	0.859
10:00 - 11:00	12	8138	0.426	12	8138	0.415	12	8138	0.841
11:00 - 12:00	12	8138	0.478	12	8138	0.454	12	8138	0.932
12:00 - 13:00	12	8138	0.467	12	8138	0.486	12	8138	0.953
13:00 - 14:00	12	8138	0.442	12	8138	0.437	12	8138	0.879
14:00 - 15:00	12	8138	0.492	12	8138	0.429	12	8138	0.921
15:00 - 16:00	12	8138	0.378	12	8138	0.495	12	8138	0.873
16:00 - 17:00	12	8138	0.292	12	8138	0.479	12	8138	0.771
17:00 - 18:00	12	8138	0.185	12	8138	0.530	12	8138	0.715
18:00 - 19:00	12	8138	0.062	12	8138	0.199	12	8138	0.261
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.704			4.694			9.398

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:	1776 - 23480 (units: sqm)
Survey date date range:	01/01/09 - 23/05/17
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	8138	0.040	12	8138	0.004	12	8138	0.044
08:00 - 09:00	12	8138	0.044	12	8138	0.015	12	8138	0.059
09:00 - 10:00	12	8138	0.031	12	8138	0.023	12	8138	0.054
10:00 - 11:00	12	8138	0.014	12	8138	0.017	12	8138	0.031
11:00 - 12:00	12	8138	0.023	12	8138	0.025	12	8138	0.048
12:00 - 13:00	12	8138	0.033	12	8138	0.036	12	8138	0.069
13:00 - 14:00	12	8138	0.029	12	8138	0.036	12	8138	0.065
14:00 - 15:00	12	8138	0.029	12	8138	0.031	12	8138	0.060
15:00 - 16:00	12	8138	0.028	12	8138	0.036	12	8138	0.064
16:00 - 17:00	12	8138	0.017	12	8138	0.040	12	8138	0.057
17:00 - 18:00	12	8138	0.004	12	8138	0.031	12	8138	0.035
18:00 - 19:00	12	8138	0.007	12	8138	0.016	12	8138	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.299			0.310			0.609

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:	1776 - 23480 (units: sqm)
Survey date date range:	01/01/09 - 23/05/17
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	8138	0.010	12	8138	0.000	12	8138	0.010
08:00 - 09:00	12	8138	0.020	12	8138	0.000	12	8138	0.020
09:00 - 10:00	12	8138	0.019	12	8138	0.001	12	8138	0.020
10:00 - 11:00	12	8138	0.004	12	8138	0.003	12	8138	0.007
11:00 - 12:00	12	8138	0.005	12	8138	0.004	12	8138	0.009
12:00 - 13:00	12	8138	0.006	12	8138	0.002	12	8138	0.008
13:00 - 14:00	12	8138	0.004	12	8138	0.005	12	8138	0.009
14:00 - 15:00	12	8138	0.003	12	8138	0.006	12	8138	0.009
15:00 - 16:00	12	8138	0.002	12	8138	0.013	12	8138	0.015
16:00 - 17:00	12	8138	0.000	12	8138	0.014	12	8138	0.014
17:00 - 18:00	12	8138	0.000	12	8138	0.016	12	8138	0.016
18:00 - 19:00	12	8138	0.000	12	8138	0.004	12	8138	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.068			0.141

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:	1776 - 23480 (units: sqm)
Survey date date range:	01/01/09 - 23/05/17
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	8138	0.001	12	8138	0.000	12	8138	0.001
08:00 - 09:00	12	8138	0.003	12	8138	0.000	12	8138	0.003
09:00 - 10:00	12	8138	0.008	12	8138	0.000	12	8138	0.008
10:00 - 11:00	12	8138	0.001	12	8138	0.000	12	8138	0.001
11:00 - 12:00	12	8138	0.001	12	8138	0.000	12	8138	0.001
12:00 - 13:00	12	8138	0.000	12	8138	0.001	12	8138	0.001
13:00 - 14:00	12	8138	0.000	12	8138	0.004	12	8138	0.004
14:00 - 15:00	12	8138	0.000	12	8138	0.003	12	8138	0.003
15:00 - 16:00	12	8138	0.000	12	8138	0.003	12	8138	0.003
16:00 - 17:00	12	8138	0.000	12	8138	0.003	12	8138	0.003
17:00 - 18:00	12	8138	0.000	12	8138	0.002	12	8138	0.002
18:00 - 19:00	12	8138	0.000	12	8138	0.000	12	8138	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.016			0.030

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:	1776 - 23480 (units: sqm)
Survey date date range:	01/01/09 - 23/05/17
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	8138	0.000	12	8138	0.000	12	8138	0.000
08:00 - 09:00	12	8138	0.000	12	8138	0.001	12	8138	0.001
09:00 - 10:00	12	8138	0.007	12	8138	0.000	12	8138	0.007
10:00 - 11:00	12	8138	0.000	12	8138	0.000	12	8138	0.000
11:00 - 12:00	12	8138	0.000	12	8138	0.002	12	8138	0.002
12:00 - 13:00	12	8138	0.000	12	8138	0.000	12	8138	0.000
13:00 - 14:00	12	8138	0.000	12	8138	0.000	12	8138	0.000
14:00 - 15:00	12	8138	0.000	12	8138	0.000	12	8138	0.000
15:00 - 16:00	12	8138	0.000	12	8138	0.005	12	8138	0.005
16:00 - 17:00	12	8138	0.000	12	8138	0.000	12	8138	0.000
17:00 - 18:00	12	8138	0.000	12	8138	0.000	12	8138	0.000
18:00 - 19:00	12	8138	0.000	12	8138	0.000	12	8138	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.008			0.015

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:	1776 - 23480 (units: sqm)
Survey date date range:	01/01/09 - 23/05/17
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	8138	0.011	12	8138	0.000	12	8138	0.011
08:00 - 09:00	12	8138	0.024	12	8138	0.001	12	8138	0.025
09:00 - 10:00	12	8138	0.035	12	8138	0.001	12	8138	0.036
10:00 - 11:00	12	8138	0.005	12	8138	0.003	12	8138	0.008
11:00 - 12:00	12	8138	0.006	12	8138	0.006	12	8138	0.012
12:00 - 13:00	12	8138	0.006	12	8138	0.003	12	8138	0.009
13:00 - 14:00	12	8138	0.004	12	8138	0.009	12	8138	0.013
14:00 - 15:00	12	8138	0.003	12	8138	0.009	12	8138	0.012
15:00 - 16:00	12	8138	0.002	12	8138	0.022	12	8138	0.024
16:00 - 17:00	12	8138	0.000	12	8138	0.017	12	8138	0.017
17:00 - 18:00	12	8138	0.000	12	8138	0.018	12	8138	0.018
18:00 - 19:00	12	8138	0.000	12	8138	0.004	12	8138	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.093			0.189

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:	1776 - 23480 (units: sqm)
Survey date date range:	01/01/09 - 23/05/17
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	8138	0.461	12	8138	0.108	12	8138	0.569
08:00 - 09:00	12	8138	0.697	12	8138	0.311	12	8138	1.008
09:00 - 10:00	12	8138	0.553	12	8138	0.403	12	8138	0.956
10:00 - 11:00	12	8138	0.454	12	8138	0.438	12	8138	0.892
11:00 - 12:00	12	8138	0.511	12	8138	0.488	12	8138	0.999
12:00 - 13:00	12	8138	0.506	12	8138	0.527	12	8138	1.033
13:00 - 14:00	12	8138	0.478	12	8138	0.484	12	8138	0.962
14:00 - 15:00	12	8138	0.528	12	8138	0.473	12	8138	1.001
15:00 - 16:00	12	8138	0.413	12	8138	0.563	12	8138	0.976
16:00 - 17:00	12	8138	0.311	12	8138	0.553	12	8138	0.864
17:00 - 18:00	12	8138	0.191	12	8138	0.598	12	8138	0.789
18:00 - 19:00	12	8138	0.071	12	8138	0.226	12	8138	0.297
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.174			5.172			10.346

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:	1776 - 23480 (units: sqm)
Survey date date range:	01/01/09 - 23/05/17
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Appendix G

Calculation Reference: AUDIT-712101-151022-1049

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	CW	CORNWALL	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
09	NORTH		
	CB	CUMBRIA	2 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 10 to 432 (units:)
Range Selected by User: 6 to 491 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 11/12/14

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

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

Selected survey types:

Manual count	10 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)	3
Edge of Town	7

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

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	4

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

Filtering Stage 3 selection:

Use Class:

C3	10 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	6 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	10 days

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

LIST OF SITES relevant to selection parameters

1 CB-03-A-03 SEMI DETACHED CUMBRIA
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: THURSDAY 20/11/08 Survey Type: MANUAL

2 CB-03-A-04 SEMI DETACHED CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY 24/04/09 Survey Type: MANUAL

3 CH-03-A-05 DETACHED CHESHIRE
SYDNEY ROAD
SYDNEY
CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

4 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
BOUGHTON HEATH
CHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY 22/05/12 Survey Type: MANUAL

5 CW-03-A-02 SEMI D./DETATCHED CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

6 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
BOULTHAM
LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY 18/09/12 Survey Type: MANUAL

7 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK

SCUNTHORPE
Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY 12/05/14 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

9 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

10 SH-03-A-03 DETATCHED SHROPSHIRE
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10
Survey date: FRIDAY 26/06/09 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CH-03-A-06	site contains Bungalows
ES-03-A-02	Site contains terraces
LN-03-A-01	site contains Bungalows
LN-03-A-02	site contains Bungalows
NF-03-A-01	site contains Bungalows
NY-03-A-06	site contains Bungalows
NY-03-A-09	site contains Bungalows
SC-03-A-04	site contains terraces
SH-03-A-05	site contains terraces
SH-03-A-06	site contains Bungalows
WK-03-A-02	site contains Bungalows
WS-03-A-04	site contains terraces

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES
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	10	78	0.056	10	78	0.255	10	78	0.311
08:00 - 09:00	10	78	0.105	10	78	0.388	10	78	0.493
09:00 - 10:00	10	78	0.136	10	78	0.161	10	78	0.297
10:00 - 11:00	10	78	0.120	10	78	0.142	10	78	0.262
11:00 - 12:00	10	78	0.125	10	78	0.137	10	78	0.262
12:00 - 13:00	10	78	0.147	10	78	0.140	10	78	0.287
13:00 - 14:00	10	78	0.114	10	78	0.133	10	78	0.247
14:00 - 15:00	10	78	0.184	10	78	0.198	10	78	0.382
15:00 - 16:00	10	78	0.274	10	78	0.214	10	78	0.488
16:00 - 17:00	10	78	0.316	10	78	0.182	10	78	0.498
17:00 - 18:00	10	78	0.337	10	78	0.179	10	78	0.516
18:00 - 19:00	10	78	0.289	10	78	0.198	10	78	0.487
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.203			2.327			4.530

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:	10 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	14

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/A - HOUSES 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	10	78	0.000	10	78	0.000	10	78	0.000
08:00 - 09:00	10	78	0.003	10	78	0.000	10	78	0.003
09:00 - 10:00	10	78	0.000	10	78	0.003	10	78	0.003
10:00 - 11:00	10	78	0.003	10	78	0.003	10	78	0.006
11:00 - 12:00	10	78	0.000	10	78	0.000	10	78	0.000
12:00 - 13:00	10	78	0.000	10	78	0.000	10	78	0.000
13:00 - 14:00	10	78	0.000	10	78	0.000	10	78	0.000
14:00 - 15:00	10	78	0.001	10	78	0.000	10	78	0.001
15:00 - 16:00	10	78	0.000	10	78	0.001	10	78	0.001
16:00 - 17:00	10	78	0.004	10	78	0.004	10	78	0.008
17:00 - 18:00	10	78	0.001	10	78	0.001	10	78	0.002
18:00 - 19:00	10	78	0.003	10	78	0.001	10	78	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.013			0.028

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:	10 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	14

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	78	0.000	10	78	0.000	10	78	0.000
08:00 - 09:00	10	78	0.001	10	78	0.001	10	78	0.002
09:00 - 10:00	10	78	0.000	10	78	0.000	10	78	0.000
10:00 - 11:00	10	78	0.001	10	78	0.003	10	78	0.004
11:00 - 12:00	10	78	0.001	10	78	0.000	10	78	0.001
12:00 - 13:00	10	78	0.000	10	78	0.001	10	78	0.001
13:00 - 14:00	10	78	0.000	10	78	0.000	10	78	0.000
14:00 - 15:00	10	78	0.001	10	78	0.001	10	78	0.002
15:00 - 16:00	10	78	0.001	10	78	0.000	10	78	0.001
16:00 - 17:00	10	78	0.003	10	78	0.001	10	78	0.004
17:00 - 18:00	10	78	0.000	10	78	0.000	10	78	0.000
18:00 - 19:00	10	78	0.000	10	78	0.000	10	78	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.007			0.015

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:	10 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	14

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/A - HOUSES PRIVATELY OWNED
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	10	78	0.000	10	78	0.000	10	78	0.000
08:00 - 09:00	10	78	0.000	10	78	0.000	10	78	0.000
09:00 - 10:00	10	78	0.000	10	78	0.000	10	78	0.000
10:00 - 11:00	10	78	0.000	10	78	0.000	10	78	0.000
11:00 - 12:00	10	78	0.000	10	78	0.000	10	78	0.000
12:00 - 13:00	10	78	0.000	10	78	0.000	10	78	0.000
13:00 - 14:00	10	78	0.000	10	78	0.000	10	78	0.000
14:00 - 15:00	10	78	0.000	10	78	0.000	10	78	0.000
15:00 - 16:00	10	78	0.000	10	78	0.000	10	78	0.000
16:00 - 17:00	10	78	0.000	10	78	0.000	10	78	0.000
17:00 - 18:00	10	78	0.000	10	78	0.000	10	78	0.000
18:00 - 19:00	10	78	0.000	10	78	0.000	10	78	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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:	10 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	14

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/A - HOUSES 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	10	78	0.001	10	78	0.013	10	78	0.014
08:00 - 09:00	10	78	0.001	10	78	0.014	10	78	0.015
09:00 - 10:00	10	78	0.000	10	78	0.004	10	78	0.004
10:00 - 11:00	10	78	0.001	10	78	0.008	10	78	0.009
11:00 - 12:00	10	78	0.001	10	78	0.000	10	78	0.001
12:00 - 13:00	10	78	0.001	10	78	0.004	10	78	0.005
13:00 - 14:00	10	78	0.006	10	78	0.003	10	78	0.009
14:00 - 15:00	10	78	0.004	10	78	0.003	10	78	0.007
15:00 - 16:00	10	78	0.008	10	78	0.005	10	78	0.013
16:00 - 17:00	10	78	0.015	10	78	0.008	10	78	0.023
17:00 - 18:00	10	78	0.010	10	78	0.001	10	78	0.011
18:00 - 19:00	10	78	0.003	10	78	0.001	10	78	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.064			0.115

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

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

Parameter summary

Trip rate parameter range selected:	10 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	14

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/A - HOUSES 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	10	78	0.064	10	78	0.314	10	78	0.378
08:00 - 09:00	10	78	0.122	10	78	0.584	10	78	0.706
09:00 - 10:00	10	78	0.157	10	78	0.211	10	78	0.368
10:00 - 11:00	10	78	0.146	10	78	0.174	10	78	0.320
11:00 - 12:00	10	78	0.157	10	78	0.182	10	78	0.339
12:00 - 13:00	10	78	0.186	10	78	0.175	10	78	0.361
13:00 - 14:00	10	78	0.142	10	78	0.170	10	78	0.312
14:00 - 15:00	10	78	0.238	10	78	0.265	10	78	0.503
15:00 - 16:00	10	78	0.423	10	78	0.274	10	78	0.697
16:00 - 17:00	10	78	0.484	10	78	0.251	10	78	0.735
17:00 - 18:00	10	78	0.443	10	78	0.228	10	78	0.671
18:00 - 19:00	10	78	0.348	10	78	0.265	10	78	0.613
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.910			3.093			6.003

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.

Parameter summary

Trip rate parameter range selected:	10 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	14

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/A - HOUSES 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	10	78	0.010	10	78	0.046	10	78	0.056
08:00 - 09:00	10	78	0.020	10	78	0.113	10	78	0.133
09:00 - 10:00	10	78	0.029	10	78	0.035	10	78	0.064
10:00 - 11:00	10	78	0.026	10	78	0.038	10	78	0.064
11:00 - 12:00	10	78	0.023	10	78	0.022	10	78	0.045
12:00 - 13:00	10	78	0.032	10	78	0.012	10	78	0.044
13:00 - 14:00	10	78	0.028	10	78	0.023	10	78	0.051
14:00 - 15:00	10	78	0.038	10	78	0.045	10	78	0.083
15:00 - 16:00	10	78	0.060	10	78	0.036	10	78	0.096
16:00 - 17:00	10	78	0.056	10	78	0.028	10	78	0.084
17:00 - 18:00	10	78	0.070	10	78	0.026	10	78	0.096
18:00 - 19:00	10	78	0.029	10	78	0.015	10	78	0.044
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.421			0.439			0.860

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:	10 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	14

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/A - HOUSES 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	10	78	0.000	10	78	0.003	10	78	0.003
08:00 - 09:00	10	78	0.003	10	78	0.004	10	78	0.007
09:00 - 10:00	10	78	0.001	10	78	0.005	10	78	0.006
10:00 - 11:00	10	78	0.000	10	78	0.000	10	78	0.000
11:00 - 12:00	10	78	0.004	10	78	0.003	10	78	0.007
12:00 - 13:00	10	78	0.003	10	78	0.000	10	78	0.003
13:00 - 14:00	10	78	0.001	10	78	0.003	10	78	0.004
14:00 - 15:00	10	78	0.001	10	78	0.003	10	78	0.004
15:00 - 16:00	10	78	0.004	10	78	0.001	10	78	0.005
16:00 - 17:00	10	78	0.004	10	78	0.001	10	78	0.005
17:00 - 18:00	10	78	0.005	10	78	0.003	10	78	0.008
18:00 - 19:00	10	78	0.001	10	78	0.000	10	78	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.026			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.

Parameter summary

Trip rate parameter range selected:	10 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	14

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/A - HOUSES 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	10	78	0.000	10	78	0.000	10	78	0.000
08:00 - 09:00	10	78	0.000	10	78	0.001	10	78	0.001
09:00 - 10:00	10	78	0.000	10	78	0.000	10	78	0.000
10:00 - 11:00	10	78	0.000	10	78	0.000	10	78	0.000
11:00 - 12:00	10	78	0.000	10	78	0.000	10	78	0.000
12:00 - 13:00	10	78	0.000	10	78	0.000	10	78	0.000
13:00 - 14:00	10	78	0.000	10	78	0.000	10	78	0.000
14:00 - 15:00	10	78	0.000	10	78	0.000	10	78	0.000
15:00 - 16:00	10	78	0.000	10	78	0.000	10	78	0.000
16:00 - 17:00	10	78	0.000	10	78	0.000	10	78	0.000
17:00 - 18:00	10	78	0.000	10	78	0.000	10	78	0.000
18:00 - 19:00	10	78	0.000	10	78	0.000	10	78	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.001			0.001

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

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

Parameter summary

Trip rate parameter range selected:	10 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	14

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	78	0.000	10	78	0.000	10	78	0.000
08:00 - 09:00	10	78	0.000	10	78	0.000	10	78	0.000
09:00 - 10:00	10	78	0.000	10	78	0.000	10	78	0.000
10:00 - 11:00	10	78	0.000	10	78	0.000	10	78	0.000
11:00 - 12:00	10	78	0.000	10	78	0.000	10	78	0.000
12:00 - 13:00	10	78	0.000	10	78	0.000	10	78	0.000
13:00 - 14:00	10	78	0.000	10	78	0.000	10	78	0.000
14:00 - 15:00	10	78	0.000	10	78	0.000	10	78	0.000
15:00 - 16:00	10	78	0.000	10	78	0.000	10	78	0.000
16:00 - 17:00	10	78	0.000	10	78	0.000	10	78	0.000
17:00 - 18:00	10	78	0.000	10	78	0.000	10	78	0.000
18:00 - 19:00	10	78	0.000	10	78	0.000	10	78	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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:	10 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	14

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/A - HOUSES 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	10	78	0.000	10	78	0.003	10	78	0.003
08:00 - 09:00	10	78	0.003	10	78	0.005	10	78	0.008
09:00 - 10:00	10	78	0.001	10	78	0.005	10	78	0.006
10:00 - 11:00	10	78	0.000	10	78	0.000	10	78	0.000
11:00 - 12:00	10	78	0.004	10	78	0.003	10	78	0.007
12:00 - 13:00	10	78	0.003	10	78	0.000	10	78	0.003
13:00 - 14:00	10	78	0.001	10	78	0.003	10	78	0.004
14:00 - 15:00	10	78	0.001	10	78	0.003	10	78	0.004
15:00 - 16:00	10	78	0.004	10	78	0.001	10	78	0.005
16:00 - 17:00	10	78	0.004	10	78	0.001	10	78	0.005
17:00 - 18:00	10	78	0.005	10	78	0.003	10	78	0.008
18:00 - 19:00	10	78	0.001	10	78	0.000	10	78	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

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:	10 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	14

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
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	10	78	0.076	10	78	0.375	10	78	0.451
08:00 - 09:00	10	78	0.146	10	78	0.716	10	78	0.862
09:00 - 10:00	10	78	0.188	10	78	0.255	10	78	0.443
10:00 - 11:00	10	78	0.173	10	78	0.220	10	78	0.393
11:00 - 12:00	10	78	0.186	10	78	0.206	10	78	0.392
12:00 - 13:00	10	78	0.222	10	78	0.191	10	78	0.413
13:00 - 14:00	10	78	0.178	10	78	0.198	10	78	0.376
14:00 - 15:00	10	78	0.282	10	78	0.315	10	78	0.597
15:00 - 16:00	10	78	0.494	10	78	0.316	10	78	0.810
16:00 - 17:00	10	78	0.560	10	78	0.288	10	78	0.848
17:00 - 18:00	10	78	0.529	10	78	0.257	10	78	0.786
18:00 - 19:00	10	78	0.382	10	78	0.282	10	78	0.664
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.416			3.619			7.035

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:	10 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	14

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.

Appendix H

PFA Consulting [redacted] Licence No: 712101

Calculation Reference: AUDIT-712101-171219-1244

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : A - PRIMARY
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	SC	SURREY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	2 days
	MS	MERSEYSIDE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of pupils
Actual Range: 147 to 472 (units:)
Range Selected by User: 92 to 472 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 28/09/16

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	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:

Residential Zone	3
Village	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

D1	5 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	4 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1 LC-04-A-05 PRIMARY SCHOOL LANCASHIRE
NEWTON STREET

BLACKBURN
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of pupils: 472
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

2 LC-04-A-06 PRIMARY SCHOOL LANCASHIRE
SEVERN ROAD
SOUTH SHORE
BLACKPOOL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of pupils: 449
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

3 MS-04-A-02 PRIMARY SCHOOL MERSEYSIDE
BOOKER AVENUE
ALVERTON
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 264
Survey date: THURSDAY *13/06/13* *Survey Type: MANUAL*

4 NE-04-A-01 PRIMARY SCHOOL NORTH EAST LINCOLNSHIRE
SUNNINGDALE ROAD

SCUNTHORPE
Edge of Town
Residential Zone
Total Number of pupils: 147
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

5 SC-04-A-01 PRIMARY SCHOOL SURREY
SCHOOL LANE
PIRBRIGHT
NEAR WOKING
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of pupils: 414
Survey date: THURSDAY *22/11/12* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL VEHICLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	349	0.054	5	349	0.019	5	349	0.073
08:00 - 09:00	5	349	0.320	5	349	0.196	5	349	0.516
09:00 - 10:00	5	349	0.035	5	349	0.040	5	349	0.075
10:00 - 11:00	5	349	0.013	5	349	0.010	5	349	0.023
11:00 - 12:00	5	349	0.021	5	349	0.009	5	349	0.030
12:00 - 13:00	5	349	0.018	5	349	0.022	5	349	0.040
13:00 - 14:00	5	349	0.018	5	349	0.037	5	349	0.055
14:00 - 15:00	5	349	0.046	5	349	0.015	5	349	0.061
15:00 - 16:00	5	349	0.135	5	349	0.231	5	349	0.366
16:00 - 17:00	5	349	0.083	5	349	0.140	5	349	0.223
17:00 - 18:00	5	349	0.027	5	349	0.037	5	349	0.064
18:00 - 19:00	5	349	0.026	5	349	0.019	5	349	0.045
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.796			0.775			1.571

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:	147 - 472 (units:)
Survey date date range:	01/01/09 - 28/09/16
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:	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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL TAXIS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	349	0.000	5	349	0.000	5	349	0.000
08:00 - 09:00	5	349	0.002	5	349	0.002	5	349	0.004
09:00 - 10:00	5	349	0.001	5	349	0.001	5	349	0.002
10:00 - 11:00	5	349	0.001	5	349	0.001	5	349	0.002
11:00 - 12:00	5	349	0.001	5	349	0.000	5	349	0.001
12:00 - 13:00	5	349	0.000	5	349	0.001	5	349	0.001
13:00 - 14:00	5	349	0.000	5	349	0.000	5	349	0.000
14:00 - 15:00	5	349	0.000	5	349	0.000	5	349	0.000
15:00 - 16:00	5	349	0.001	5	349	0.001	5	349	0.002
16:00 - 17:00	5	349	0.000	5	349	0.000	5	349	0.000
17:00 - 18:00	5	349	0.001	5	349	0.001	5	349	0.002
18:00 - 19:00	5	349	0.000	5	349	0.000	5	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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:	147 - 472 (units:)
Survey date date range:	01/01/09 - 28/09/16
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:	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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL OGVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	349	0.000	5	349	0.000	5	349	0.000
08:00 - 09:00	5	349	0.001	5	349	0.001	5	349	0.002
09:00 - 10:00	5	349	0.000	5	349	0.000	5	349	0.000
10:00 - 11:00	5	349	0.000	5	349	0.000	5	349	0.000
11:00 - 12:00	5	349	0.001	5	349	0.001	5	349	0.002
12:00 - 13:00	5	349	0.000	5	349	0.000	5	349	0.000
13:00 - 14:00	5	349	0.001	5	349	0.001	5	349	0.002
14:00 - 15:00	5	349	0.000	5	349	0.000	5	349	0.000
15:00 - 16:00	5	349	0.000	5	349	0.000	5	349	0.000
16:00 - 17:00	5	349	0.000	5	349	0.000	5	349	0.000
17:00 - 18:00	5	349	0.000	5	349	0.000	5	349	0.000
18:00 - 19:00	5	349	0.000	5	349	0.000	5	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

Parameter summary

Trip rate parameter range selected:	147 - 472 (units:)
Survey date date range:	01/01/09 - 28/09/16
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:	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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL PSVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	349	0.000	5	349	0.000	5	349	0.000
08:00 - 09:00	5	349	0.000	5	349	0.000	5	349	0.000
09:00 - 10:00	5	349	0.000	5	349	0.000	5	349	0.000
10:00 - 11:00	5	349	0.000	5	349	0.000	5	349	0.000
11:00 - 12:00	5	349	0.000	5	349	0.000	5	349	0.000
12:00 - 13:00	5	349	0.000	5	349	0.000	5	349	0.000
13:00 - 14:00	5	349	0.000	5	349	0.000	5	349	0.000
14:00 - 15:00	5	349	0.000	5	349	0.000	5	349	0.000
15:00 - 16:00	5	349	0.000	5	349	0.000	5	349	0.000
16:00 - 17:00	5	349	0.000	5	349	0.000	5	349	0.000
17:00 - 18:00	5	349	0.000	5	349	0.000	5	349	0.000
18:00 - 19:00	5	349	0.000	5	349	0.000	5	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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:	147 - 472 (units:)
Survey date date range:	01/01/09 - 28/09/16
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:	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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL CYCLISTS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	349	0.003	5	349	0.000	5	349	0.003
08:00 - 09:00	5	349	0.009	5	349	0.003	5	349	0.012
09:00 - 10:00	5	349	0.001	5	349	0.002	5	349	0.003
10:00 - 11:00	5	349	0.000	5	349	0.001	5	349	0.001
11:00 - 12:00	5	349	0.000	5	349	0.000	5	349	0.000
12:00 - 13:00	5	349	0.000	5	349	0.000	5	349	0.000
13:00 - 14:00	5	349	0.000	5	349	0.000	5	349	0.000
14:00 - 15:00	5	349	0.000	5	349	0.001	5	349	0.001
15:00 - 16:00	5	349	0.005	5	349	0.005	5	349	0.010
16:00 - 17:00	5	349	0.001	5	349	0.007	5	349	0.008
17:00 - 18:00	5	349	0.000	5	349	0.001	5	349	0.001
18:00 - 19:00	5	349	0.000	5	349	0.000	5	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.020			0.039

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:	147 - 472 (units:)
Survey date date range:	01/01/09 - 28/09/16
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:	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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	349	0.065	5	349	0.018	5	349	0.083
08:00 - 09:00	5	349	0.463	5	349	0.101	5	349	0.564
09:00 - 10:00	5	349	0.047	5	349	0.026	5	349	0.073
10:00 - 11:00	5	349	0.014	5	349	0.010	5	349	0.024
11:00 - 12:00	5	349	0.022	5	349	0.010	5	349	0.032
12:00 - 13:00	5	349	0.018	5	349	0.022	5	349	0.040
13:00 - 14:00	5	349	0.019	5	349	0.042	5	349	0.061
14:00 - 15:00	5	349	0.019	5	349	0.017	5	349	0.036
15:00 - 16:00	5	349	0.077	5	349	0.315	5	349	0.392
16:00 - 17:00	5	349	0.047	5	349	0.205	5	349	0.252
17:00 - 18:00	5	349	0.023	5	349	0.050	5	349	0.073
18:00 - 19:00	5	349	0.040	5	349	0.019	5	349	0.059
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.854			0.835			1.689

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:	147 - 472 (units:)
Survey date date range:	01/01/09 - 28/09/16
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:	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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	349	0.017	5	349	0.001	5	349	0.018
08:00 - 09:00	5	349	0.600	5	349	0.199	5	349	0.799
09:00 - 10:00	5	349	0.056	5	349	0.084	5	349	0.140
10:00 - 11:00	5	349	0.010	5	349	0.012	5	349	0.022
11:00 - 12:00	5	349	0.023	5	349	0.025	5	349	0.048
12:00 - 13:00	5	349	0.041	5	349	0.034	5	349	0.075
13:00 - 14:00	5	349	0.021	5	349	0.041	5	349	0.062
14:00 - 15:00	5	349	0.037	5	349	0.017	5	349	0.054
15:00 - 16:00	5	349	0.214	5	349	0.497	5	349	0.711
16:00 - 17:00	5	349	0.036	5	349	0.123	5	349	0.159
17:00 - 18:00	5	349	0.006	5	349	0.008	5	349	0.014
18:00 - 19:00	5	349	0.004	5	349	0.005	5	349	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.065			1.046			2.111

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:	147 - 472 (units:)
Survey date date range:	01/01/09 - 28/09/16
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:	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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	349	0.000	5	349	0.000	5	349	0.000
08:00 - 09:00	5	349	0.073	5	349	0.023	5	349	0.096
09:00 - 10:00	5	349	0.017	5	349	0.014	5	349	0.031
10:00 - 11:00	5	349	0.000	5	349	0.000	5	349	0.000
11:00 - 12:00	5	349	0.002	5	349	0.000	5	349	0.002
12:00 - 13:00	5	349	0.007	5	349	0.004	5	349	0.011
13:00 - 14:00	5	349	0.005	5	349	0.011	5	349	0.016
14:00 - 15:00	5	349	0.006	5	349	0.001	5	349	0.007
15:00 - 16:00	5	349	0.029	5	349	0.057	5	349	0.086
16:00 - 17:00	5	349	0.008	5	349	0.033	5	349	0.041
17:00 - 18:00	5	349	0.000	5	349	0.001	5	349	0.001
18:00 - 19:00	5	349	0.000	5	349	0.000	5	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.147			0.144			0.291

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:	147 - 472 (units:)
Survey date date range:	01/01/09 - 28/09/16
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:	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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	349	0.001	5	349	0.000	5	349	0.001
08:00 - 09:00	5	349	0.015	5	349	0.006	5	349	0.021
09:00 - 10:00	5	349	0.002	5	349	0.002	5	349	0.004
10:00 - 11:00	5	349	0.000	5	349	0.000	5	349	0.000
11:00 - 12:00	5	349	0.001	5	349	0.000	5	349	0.001
12:00 - 13:00	5	349	0.000	5	349	0.000	5	349	0.000
13:00 - 14:00	5	349	0.000	5	349	0.000	5	349	0.000
14:00 - 15:00	5	349	0.000	5	349	0.000	5	349	0.000
15:00 - 16:00	5	349	0.009	5	349	0.025	5	349	0.034
16:00 - 17:00	5	349	0.005	5	349	0.002	5	349	0.007
17:00 - 18:00	5	349	0.000	5	349	0.000	5	349	0.000
18:00 - 19:00	5	349	0.000	5	349	0.000	5	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.035			0.068

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

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

Parameter summary

Trip rate parameter range selected:	147 - 472 (units:)
Survey date date range:	01/01/09 - 28/09/16
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:	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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	349	0.000	5	349	0.000	5	349	0.000
08:00 - 09:00	5	349	0.000	5	349	0.000	5	349	0.000
09:00 - 10:00	5	349	0.000	5	349	0.000	5	349	0.000
10:00 - 11:00	5	349	0.000	5	349	0.000	5	349	0.000
11:00 - 12:00	5	349	0.000	5	349	0.000	5	349	0.000
12:00 - 13:00	5	349	0.000	5	349	0.000	5	349	0.000
13:00 - 14:00	5	349	0.000	5	349	0.000	5	349	0.000
14:00 - 15:00	5	349	0.000	5	349	0.000	5	349	0.000
15:00 - 16:00	5	349	0.000	5	349	0.000	5	349	0.000
16:00 - 17:00	5	349	0.000	5	349	0.000	5	349	0.000
17:00 - 18:00	5	349	0.000	5	349	0.000	5	349	0.000
18:00 - 19:00	5	349	0.000	5	349	0.000	5	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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:	147 - 472 (units:)
Survey date date range:	01/01/09 - 28/09/16
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:	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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	349	0.001	5	349	0.000	5	349	0.001
08:00 - 09:00	5	349	0.088	5	349	0.030	5	349	0.118
09:00 - 10:00	5	349	0.019	5	349	0.017	5	349	0.036
10:00 - 11:00	5	349	0.000	5	349	0.000	5	349	0.000
11:00 - 12:00	5	349	0.002	5	349	0.000	5	349	0.002
12:00 - 13:00	5	349	0.007	5	349	0.004	5	349	0.011
13:00 - 14:00	5	349	0.005	5	349	0.011	5	349	0.016
14:00 - 15:00	5	349	0.006	5	349	0.001	5	349	0.007
15:00 - 16:00	5	349	0.038	5	349	0.082	5	349	0.120
16:00 - 17:00	5	349	0.013	5	349	0.035	5	349	0.048
17:00 - 18:00	5	349	0.000	5	349	0.001	5	349	0.001
18:00 - 19:00	5	349	0.000	5	349	0.000	5	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.179			0.181			0.360

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:	147 - 472 (units:)
Survey date date range:	01/01/09 - 28/09/16
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:	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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	349	0.086	5	349	0.019	5	349	0.105
08:00 - 09:00	5	349	1.160	5	349	0.333	5	349	1.493
09:00 - 10:00	5	349	0.123	5	349	0.129	5	349	0.252
10:00 - 11:00	5	349	0.023	5	349	0.023	5	349	0.046
11:00 - 12:00	5	349	0.048	5	349	0.036	5	349	0.084
12:00 - 13:00	5	349	0.067	5	349	0.060	5	349	0.127
13:00 - 14:00	5	349	0.045	5	349	0.093	5	349	0.138
14:00 - 15:00	5	349	0.061	5	349	0.036	5	349	0.097
15:00 - 16:00	5	349	0.333	5	349	0.898	5	349	1.231
16:00 - 17:00	5	349	0.096	5	349	0.370	5	349	0.466
17:00 - 18:00	5	349	0.029	5	349	0.060	5	349	0.089
18:00 - 19:00	5	349	0.044	5	349	0.025	5	349	0.069
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.115			2.082			4.197

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:	147 - 472 (units:)
Survey date date range:	01/01/09 - 28/09/16
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:	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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL CARS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	349	0.027	5	349	0.008	5	349	0.035
08:00 - 09:00	5	349	0.190	5	349	0.105	5	349	0.295
09:00 - 10:00	5	349	0.011	5	349	0.013	5	349	0.024
10:00 - 11:00	5	349	0.005	5	349	0.004	5	349	0.009
11:00 - 12:00	5	349	0.008	5	349	0.003	5	349	0.011
12:00 - 13:00	5	349	0.009	5	349	0.009	5	349	0.018
13:00 - 14:00	5	349	0.003	5	349	0.017	5	349	0.020
14:00 - 15:00	5	349	0.022	5	349	0.001	5	349	0.023
15:00 - 16:00	5	349	0.077	5	349	0.160	5	349	0.237
16:00 - 17:00	5	349	0.028	5	349	0.062	5	349	0.090
17:00 - 18:00	5	349	0.005	5	349	0.007	5	349	0.012
18:00 - 19:00	5	349	0.007	5	349	0.005	5	349	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.392			0.394			0.786

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:	147 - 472 [redacted] units:)
Survey date date range:	01/01/09 - 28/09/16
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:	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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL LGVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	349	0.000	5	349	0.000	5	349	0.000
08:00 - 09:00	5	349	0.001	5	349	0.001	5	349	0.002
09:00 - 10:00	5	349	0.001	5	349	0.001	5	349	0.002
10:00 - 11:00	5	349	0.001	5	349	0.001	5	349	0.002
11:00 - 12:00	5	349	0.000	5	349	0.000	5	349	0.000
12:00 - 13:00	5	349	0.002	5	349	0.002	5	349	0.004
13:00 - 14:00	5	349	0.003	5	349	0.002	5	349	0.005
14:00 - 15:00	5	349	0.002	5	349	0.003	5	349	0.005
15:00 - 16:00	5	349	0.001	5	349	0.001	5	349	0.002
16:00 - 17:00	5	349	0.000	5	349	0.000	5	349	0.000
17:00 - 18:00	5	349	0.000	5	349	0.000	5	349	0.000
18:00 - 19:00	5	349	0.000	5	349	0.001	5	349	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.012			0.023

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:	147 - 472 (units:)
Survey date date range:	01/01/09 - 28/09/16
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:	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 04 - EDUCATION/A - PRIMARY
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	349	0.001	5	349	0.000	5	349	0.001
08:00 - 09:00	5	349	0.000	5	349	0.000	5	349	0.000
09:00 - 10:00	5	349	0.000	5	349	0.000	5	349	0.000
10:00 - 11:00	5	349	0.000	5	349	0.000	5	349	0.000
11:00 - 12:00	5	349	0.000	5	349	0.000	5	349	0.000
12:00 - 13:00	5	349	0.000	5	349	0.000	5	349	0.000
13:00 - 14:00	5	349	0.000	5	349	0.000	5	349	0.000
14:00 - 15:00	5	349	0.000	5	349	0.000	5	349	0.000
15:00 - 16:00	5	349	0.000	5	349	0.000	5	349	0.000
16:00 - 17:00	5	349	0.000	5	349	0.000	5	349	0.000
17:00 - 18:00	5	349	0.000	5	349	0.000	5	349	0.000
18:00 - 19:00	5	349	0.000	5	349	0.000	5	349	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.000			0.001

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

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

Parameter summary

Trip rate parameter range selected:	147 - 472 (units:)
Survey date date range:	01/01/09 - 28/09/16
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:	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.

Appendix I

PFA Consulting [redacted] Licence No: 712101

Calculation Reference: AUDIT-712101-171220-1230

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	SC	SURREY	1 days
	WN	WINDSOR & MAIDENHEAD	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
	GS	GLOUCESTERSHIRE	1 days
	SM	SOMERSET	1 days
05	EAST MIDLANDS		
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WK	WARWICKSHIRE	2 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 6065 to 10725 (units: sqm)
Range Selected by User: 800 to 12642 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 07/11/14

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

Selected survey days:

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

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

Selected survey types:

Manual count	9 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)	3
Edge of Town	6

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:

Commercial Zone	1
Development Zone	1
Residential Zone	5
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

A1	9 days

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

Population within 1 mile:

5,001 to 10,000	4 days
10,001 to 15,000	1 days
20,001 to 25,000	4 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Petrol filling station:

PFS is present at the site and is included in the count	5 days
PFS is present at the site but is excluded from the count	2 days
There is no PFS at the site	2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	1 days
No	8 days

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

PTAL Rating:

No PTAL Present	9 days

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

LIST OF SITES relevant to selection parameters

1 CW-01-A-09 ASDA CORNWALL
KERNICK ROAD

PENRYN
Edge of Town
No Sub Category
Total Gross floor area: 8991 sqm
Survey date: TUESDAY *26/05/09* *Survey Type: MANUAL*

2 GS-01-A-03 SAINSBURYS GLOUCESTERSHIRE
BARNETT WAY
BARNWOOD
GLOUCESTER
Edge of Town
Commercial Zone
Total Gross floor area: 7950 sqm
Survey date: FRIDAY *30/04/10* *Survey Type: MANUAL*

3 NR-01-A-03 SAINSBURYS NORTHAMPTONSHIRE
WEEDON ROAD
SIXFIELDS
NORTHAMPTON
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 7012 sqm
Survey date: FRIDAY *07/10/11* *Survey Type: MANUAL*

4 SC-01-A-12 SAINSBURY'S SURREY
REDDING WAY
KNAPHILL
WOKING
Edge of Town
Residential Zone
Total Gross floor area: 8250 sqm
Survey date: FRIDAY *23/11/12* *Survey Type: MANUAL*

5 SH-01-A-02 MORRISONS SHROPSHIRE
WHITCHURCH ROAD
DITHERINGTON
SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 6800 sqm
Survey date: THURSDAY *11/06/09* *Survey Type: MANUAL*

6 SM-01-A-01 ASDA SOMERSET
CREECHBARRROW ROAD

TAUNTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10725 sqm
Survey date: FRIDAY *13/07/12* *Survey Type: MANUAL*

7 WK-01-A-02 ASDA WARWICKSHIRE
CHESTERTON DRIVE
SYDENHAM
LEAMINGTON SPA
Edge of Town
Residential Zone
Total Gross floor area: 8018 sqm
Survey date: WEDNESDAY *17/10/12* *Survey Type: MANUAL*

8 WK-01-A-03 TESCO WARWICKSHIRE
EMSCOTE ROAD

WARWICK
Edge of Town
Residential Zone
Total Gross floor area: 7951 sqm
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	WN-01-A-01	SAINSBURYS	WINDSOR & MAIDENHEAD
	LAKE END ROAD		
	LENT RISE		
	SLOUGH		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	6065 sqm	
	Survey date: FRIDAY	*07/10/11*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	6539	0.558	2	6539	0.145	2	6539	0.703
07:00 - 08:00	9	7974	1.679	9	7974	0.948	9	7974	2.627
08:00 - 09:00	9	7974	2.793	9	7974	2.069	9	7974	4.862
09:00 - 10:00	9	7974	4.239	9	7974	3.049	9	7974	7.288
10:00 - 11:00	9	7974	4.564	9	7974	4.147	9	7974	8.711
11:00 - 12:00	9	7974	5.005	9	7974	4.696	9	7974	9.701
12:00 - 13:00	9	7974	5.078	9	7974	5.102	9	7974	10.180
13:00 - 14:00	9	7974	5.074	9	7974	5.256	9	7974	10.330
14:00 - 15:00	9	7974	4.593	9	7974	4.876	9	7974	9.469
15:00 - 16:00	9	7974	4.635	9	7974	4.817	9	7974	9.452
16:00 - 17:00	9	7974	4.738	9	7974	4.777	9	7974	9.515
17:00 - 18:00	9	7974	4.941	9	7974	5.054	9	7974	9.995
18:00 - 19:00	9	7974	4.619	9	7974	4.932	9	7974	9.551
19:00 - 20:00	9	7974	3.310	9	7974	3.939	9	7974	7.249
20:00 - 21:00	9	7974	2.093	9	7974	2.858	9	7974	4.951
21:00 - 22:00	9	7974	1.108	9	7974	1.661	9	7974	2.769
22:00 - 23:00	2	6539	0.214	2	6539	0.505	2	6539	0.719
23:00 - 24:00									
Total Rates:			59.241			58.831			118.072

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:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/09 - 07/11/14
Number of weekdays (Monday-Friday):	9
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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	6539	0.008	2	6539	0.000	2	6539	0.008
07:00 - 08:00	9	7974	0.015	9	7974	0.011	9	7974	0.026
08:00 - 09:00	9	7974	0.021	9	7974	0.013	9	7974	0.034
09:00 - 10:00	9	7974	0.046	9	7974	0.033	9	7974	0.079
10:00 - 11:00	9	7974	0.028	9	7974	0.022	9	7974	0.050
11:00 - 12:00	9	7974	0.040	9	7974	0.042	9	7974	0.082
12:00 - 13:00	9	7974	0.022	9	7974	0.029	9	7974	0.051
13:00 - 14:00	9	7974	0.039	9	7974	0.040	9	7974	0.079
14:00 - 15:00	9	7974	0.032	9	7974	0.032	9	7974	0.064
15:00 - 16:00	9	7974	0.024	9	7974	0.033	9	7974	0.057
16:00 - 17:00	9	7974	0.029	9	7974	0.029	9	7974	0.058
17:00 - 18:00	9	7974	0.036	9	7974	0.032	9	7974	0.068
18:00 - 19:00	9	7974	0.026	9	7974	0.032	9	7974	0.058
19:00 - 20:00	9	7974	0.013	9	7974	0.021	9	7974	0.034
20:00 - 21:00	9	7974	0.020	9	7974	0.020	9	7974	0.040
21:00 - 22:00	9	7974	0.007	9	7974	0.013	9	7974	0.020
22:00 - 23:00	2	6539	0.000	2	6539	0.000	2	6539	0.000
23:00 - 24:00									
Total Rates:			0.406			0.402			0.808

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

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

Parameter summary

Trip rate parameter range selected:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/09 - 07/11/14
Number of weekdays (Monday-Friday):	9
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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	6539	0.015	2	6539	0.000	2	6539	0.015
07:00 - 08:00	9	7974	0.021	9	7974	0.015	9	7974	0.036
08:00 - 09:00	9	7974	0.024	9	7974	0.029	9	7974	0.053
09:00 - 10:00	9	7974	0.020	9	7974	0.025	9	7974	0.045
10:00 - 11:00	9	7974	0.020	9	7974	0.013	9	7974	0.033
11:00 - 12:00	9	7974	0.020	9	7974	0.025	9	7974	0.045
12:00 - 13:00	9	7974	0.029	9	7974	0.017	9	7974	0.046
13:00 - 14:00	9	7974	0.029	9	7974	0.026	9	7974	0.055
14:00 - 15:00	9	7974	0.021	9	7974	0.021	9	7974	0.042
15:00 - 16:00	9	7974	0.015	9	7974	0.028	9	7974	0.043
16:00 - 17:00	9	7974	0.015	9	7974	0.021	9	7974	0.036
17:00 - 18:00	9	7974	0.013	9	7974	0.017	9	7974	0.030
18:00 - 19:00	9	7974	0.021	9	7974	0.014	9	7974	0.035
19:00 - 20:00	9	7974	0.013	9	7974	0.014	9	7974	0.027
20:00 - 21:00	9	7974	0.013	9	7974	0.007	9	7974	0.020
21:00 - 22:00	9	7974	0.006	9	7974	0.004	9	7974	0.010
22:00 - 23:00	2	6539	0.008	2	6539	0.008	2	6539	0.016
23:00 - 24:00									
Total Rates:			0.303			0.284			0.587

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:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/09 - 07/11/14
Number of weekdays (Monday-Friday):	9
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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	6539	0.000	2	6539	0.000	2	6539	0.000
07:00 - 08:00	9	7974	0.004	9	7974	0.001	9	7974	0.005
08:00 - 09:00	9	7974	0.004	9	7974	0.006	9	7974	0.010
09:00 - 10:00	9	7974	0.008	9	7974	0.008	9	7974	0.016
10:00 - 11:00	9	7974	0.007	9	7974	0.001	9	7974	0.008
11:00 - 12:00	9	7974	0.010	9	7974	0.010	9	7974	0.020
12:00 - 13:00	9	7974	0.007	9	7974	0.003	9	7974	0.010
13:00 - 14:00	9	7974	0.018	9	7974	0.015	9	7974	0.033
14:00 - 15:00	9	7974	0.008	9	7974	0.015	9	7974	0.023
15:00 - 16:00	9	7974	0.004	9	7974	0.013	9	7974	0.017
16:00 - 17:00	9	7974	0.004	9	7974	0.006	9	7974	0.010
17:00 - 18:00	9	7974	0.007	9	7974	0.007	9	7974	0.014
18:00 - 19:00	9	7974	0.006	9	7974	0.004	9	7974	0.010
19:00 - 20:00	9	7974	0.006	9	7974	0.007	9	7974	0.013
20:00 - 21:00	9	7974	0.006	9	7974	0.001	9	7974	0.007
21:00 - 22:00	9	7974	0.001	9	7974	0.003	9	7974	0.004
22:00 - 23:00	2	6539	0.000	2	6539	0.000	2	6539	0.000
23:00 - 24:00									
Total Rates:			0.100			0.100			0.200

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

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

Parameter summary

Trip rate parameter range selected:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/09 - 07/11/14
Number of weekdays (Monday-Friday):	9
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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	6539	0.000	2	6539	0.000	2	6539	0.000
07:00 - 08:00	9	7974	0.017	9	7974	0.021	9	7974	0.038
08:00 - 09:00	9	7974	0.033	9	7974	0.018	9	7974	0.051
09:00 - 10:00	9	7974	0.026	9	7974	0.022	9	7974	0.048
10:00 - 11:00	9	7974	0.026	9	7974	0.033	9	7974	0.059
11:00 - 12:00	9	7974	0.031	9	7974	0.024	9	7974	0.055
12:00 - 13:00	9	7974	0.025	9	7974	0.033	9	7974	0.058
13:00 - 14:00	9	7974	0.018	9	7974	0.024	9	7974	0.042
14:00 - 15:00	9	7974	0.033	9	7974	0.029	9	7974	0.062
15:00 - 16:00	9	7974	0.026	9	7974	0.022	9	7974	0.048
16:00 - 17:00	9	7974	0.057	9	7974	0.040	9	7974	0.097
17:00 - 18:00	9	7974	0.036	9	7974	0.042	9	7974	0.078
18:00 - 19:00	9	7974	0.047	9	7974	0.070	9	7974	0.117
19:00 - 20:00	9	7974	0.035	9	7974	0.042	9	7974	0.077
20:00 - 21:00	9	7974	0.035	9	7974	0.021	9	7974	0.056
21:00 - 22:00	9	7974	0.015	9	7974	0.026	9	7974	0.041
22:00 - 23:00	2	6539	0.000	2	6539	0.000	2	6539	0.000
23:00 - 24:00									
Total Rates:			0.460			0.467			0.927

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:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/09 - 07/11/14
Number of weekdays (Monday-Friday):	9
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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	6539	0.604	2	6539	0.161	2	6539	0.765
07:00 - 08:00	9	7974	1.994	9	7974	1.106	9	7974	3.100
08:00 - 09:00	9	7974	3.461	9	7974	2.501	9	7974	5.962
09:00 - 10:00	9	7974	5.541	9	7974	3.842	9	7974	9.383
10:00 - 11:00	9	7974	6.439	9	7974	5.646	9	7974	12.085
11:00 - 12:00	9	7974	7.210	9	7974	6.662	9	7974	13.872
12:00 - 13:00	9	7974	7.022	9	7974	6.947	9	7974	13.969
13:00 - 14:00	9	7974	6.951	9	7974	7.271	9	7974	14.222
14:00 - 15:00	9	7974	6.393	9	7974	6.660	9	7974	13.053
15:00 - 16:00	9	7974	6.647	9	7974	6.803	9	7974	13.450
16:00 - 17:00	9	7974	6.887	9	7974	6.933	9	7974	13.820
17:00 - 18:00	9	7974	7.087	9	7974	7.275	9	7974	14.362
18:00 - 19:00	9	7974	6.608	9	7974	7.190	9	7974	13.798
19:00 - 20:00	9	7974	4.799	9	7974	5.738	9	7974	10.537
20:00 - 21:00	9	7974	2.932	9	7974	4.100	9	7974	7.032
21:00 - 22:00	9	7974	1.488	9	7974	2.415	9	7974	3.903
22:00 - 23:00	2	6539	0.275	2	6539	0.543	2	6539	0.818
23:00 - 24:00									
Total Rates:			82.338			81.793			164.131

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:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/09 - 07/11/14
Number of weekdays (Monday-Friday):	9
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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	6539	0.046	2	6539	0.015	2	6539	0.061
07:00 - 08:00	9	7974	0.206	9	7974	0.110	9	7974	0.316
08:00 - 09:00	9	7974	0.400	9	7974	0.330	9	7974	0.730
09:00 - 10:00	9	7974	0.594	9	7974	0.360	9	7974	0.954
10:00 - 11:00	9	7974	0.672	9	7974	0.511	9	7974	1.183
11:00 - 12:00	9	7974	0.613	9	7974	0.541	9	7974	1.154
12:00 - 13:00	9	7974	1.053	9	7974	0.874	9	7974	1.927
13:00 - 14:00	9	7974	0.697	9	7974	0.807	9	7974	1.504
14:00 - 15:00	9	7974	0.564	9	7974	0.610	9	7974	1.174
15:00 - 16:00	9	7974	0.794	9	7974	0.608	9	7974	1.402
16:00 - 17:00	9	7974	0.702	9	7974	0.807	9	7974	1.509
17:00 - 18:00	9	7974	0.589	9	7974	0.754	9	7974	1.343
18:00 - 19:00	9	7974	0.613	9	7974	0.752	9	7974	1.365
19:00 - 20:00	9	7974	0.440	9	7974	0.661	9	7974	1.101
20:00 - 21:00	9	7974	0.233	9	7974	0.436	9	7974	0.669
21:00 - 22:00	9	7974	0.148	9	7974	0.198	9	7974	0.346
22:00 - 23:00	2	6539	0.000	2	6539	0.000	2	6539	0.000
23:00 - 24:00									
Total Rates:			8.364			8.374			16.738

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:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/09 - 07/11/14
Number of weekdays (Monday-Friday):	9
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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	6539	0.015	2	6539	0.000	2	6539	0.015
07:00 - 08:00	9	7974	0.033	9	7974	0.021	9	7974	0.054
08:00 - 09:00	9	7974	0.024	9	7974	0.015	9	7974	0.039
09:00 - 10:00	9	7974	0.038	9	7974	0.013	9	7974	0.051
10:00 - 11:00	9	7974	0.040	9	7974	0.046	9	7974	0.086
11:00 - 12:00	9	7974	0.052	9	7974	0.038	9	7974	0.090
12:00 - 13:00	9	7974	0.081	9	7974	0.046	9	7974	0.127
13:00 - 14:00	9	7974	0.040	9	7974	0.040	9	7974	0.080
14:00 - 15:00	9	7974	0.043	9	7974	0.042	9	7974	0.085
15:00 - 16:00	9	7974	0.024	9	7974	0.039	9	7974	0.063
16:00 - 17:00	9	7974	0.032	9	7974	0.031	9	7974	0.063
17:00 - 18:00	9	7974	0.018	9	7974	0.020	9	7974	0.038
18:00 - 19:00	9	7974	0.015	9	7974	0.024	9	7974	0.039
19:00 - 20:00	9	7974	0.011	9	7974	0.020	9	7974	0.031
20:00 - 21:00	9	7974	0.004	9	7974	0.022	9	7974	0.026
21:00 - 22:00	9	7974	0.006	9	7974	0.001	9	7974	0.007
22:00 - 23:00	2	6539	0.008	2	6539	0.000	2	6539	0.008
23:00 - 24:00									
Total Rates:			0.484			0.418			0.902

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:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/09 - 07/11/14
Number of weekdays (Monday-Friday):	9
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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	6539	0.000	2	6539	0.000	2	6539	0.000
07:00 - 08:00	9	7974	0.000	9	7974	0.000	9	7974	0.000
08:00 - 09:00	9	7974	0.000	9	7974	0.000	9	7974	0.000
09:00 - 10:00	9	7974	0.000	9	7974	0.000	9	7974	0.000
10:00 - 11:00	9	7974	0.000	9	7974	0.000	9	7974	0.000
11:00 - 12:00	9	7974	0.001	9	7974	0.000	9	7974	0.001
12:00 - 13:00	9	7974	0.000	9	7974	0.000	9	7974	0.000
13:00 - 14:00	9	7974	0.000	9	7974	0.000	9	7974	0.000
14:00 - 15:00	9	7974	0.000	9	7974	0.000	9	7974	0.000
15:00 - 16:00	9	7974	0.000	9	7974	0.000	9	7974	0.000
16:00 - 17:00	9	7974	0.000	9	7974	0.000	9	7974	0.000
17:00 - 18:00	9	7974	0.000	9	7974	0.000	9	7974	0.000
18:00 - 19:00	9	7974	0.000	9	7974	0.000	9	7974	0.000
19:00 - 20:00	9	7974	0.000	9	7974	0.000	9	7974	0.000
20:00 - 21:00	9	7974	0.000	9	7974	0.000	9	7974	0.000
21:00 - 22:00	9	7974	0.000	9	7974	0.000	9	7974	0.000
22:00 - 23:00	2	6539	0.000	2	6539	0.000	2	6539	0.000
23:00 - 24:00									
Total Rates:			0.001			0.000			0.001

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

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

Parameter summary

Trip rate parameter range selected:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/09 - 07/11/14
Number of weekdays (Monday-Friday):	9
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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	6539	0.000	2	6539	0.000	2	6539	0.000
07:00 - 08:00	9	7974	0.000	9	7974	0.000	9	7974	0.000
08:00 - 09:00	9	7974	0.001	9	7974	0.004	9	7974	0.005
09:00 - 10:00	9	7974	0.003	9	7974	0.001	9	7974	0.004
10:00 - 11:00	9	7974	0.001	9	7974	0.000	9	7974	0.001
11:00 - 12:00	9	7974	0.000	9	7974	0.004	9	7974	0.004
12:00 - 13:00	9	7974	0.011	9	7974	0.007	9	7974	0.018
13:00 - 14:00	9	7974	0.025	9	7974	0.006	9	7974	0.031
14:00 - 15:00	9	7974	0.008	9	7974	0.028	9	7974	0.036
15:00 - 16:00	9	7974	0.014	9	7974	0.000	9	7974	0.014
16:00 - 17:00	9	7974	0.014	9	7974	0.017	9	7974	0.031
17:00 - 18:00	9	7974	0.000	9	7974	0.011	9	7974	0.011
18:00 - 19:00	9	7974	0.000	9	7974	0.000	9	7974	0.000
19:00 - 20:00	9	7974	0.006	9	7974	0.006	9	7974	0.012
20:00 - 21:00	9	7974	0.056	9	7974	0.000	9	7974	0.056
21:00 - 22:00	9	7974	0.000	9	7974	0.056	9	7974	0.056
22:00 - 23:00	2	6539	0.000	2	6539	0.000	2	6539	0.000
23:00 - 24:00									
Total Rates:			0.139			0.140			0.279

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:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/09 - 07/11/14
Number of weekdays (Monday-Friday):	9
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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	6539	0.015	2	6539	0.000	2	6539	0.015
07:00 - 08:00	9	7974	0.033	9	7974	0.021	9	7974	0.054
08:00 - 09:00	9	7974	0.025	9	7974	0.020	9	7974	0.045
09:00 - 10:00	9	7974	0.040	9	7974	0.014	9	7974	0.054
10:00 - 11:00	9	7974	0.042	9	7974	0.046	9	7974	0.088
11:00 - 12:00	9	7974	0.053	9	7974	0.042	9	7974	0.095
12:00 - 13:00	9	7974	0.092	9	7974	0.053	9	7974	0.145
13:00 - 14:00	9	7974	0.065	9	7974	0.046	9	7974	0.111
14:00 - 15:00	9	7974	0.052	9	7974	0.070	9	7974	0.122
15:00 - 16:00	9	7974	0.038	9	7974	0.039	9	7974	0.077
16:00 - 17:00	9	7974	0.046	9	7974	0.047	9	7974	0.093
17:00 - 18:00	9	7974	0.018	9	7974	0.031	9	7974	0.049
18:00 - 19:00	9	7974	0.015	9	7974	0.024	9	7974	0.039
19:00 - 20:00	9	7974	0.017	9	7974	0.025	9	7974	0.042
20:00 - 21:00	9	7974	0.060	9	7974	0.022	9	7974	0.082
21:00 - 22:00	9	7974	0.006	9	7974	0.057	9	7974	0.063
22:00 - 23:00	2	6539	0.008	2	6539	0.000	2	6539	0.008
23:00 - 24:00									
Total Rates:			0.625			0.557			1.182

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:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/09 - 07/11/14
Number of weekdays (Monday-Friday):	9
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 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	6539	0.665	2	6539	0.176	2	6539	0.841
07:00 - 08:00	9	7974	2.250	9	7974	1.258	9	7974	3.508
08:00 - 09:00	9	7974	3.920	9	7974	2.869	9	7974	6.789
09:00 - 10:00	9	7974	6.201	9	7974	4.238	9	7974	10.439
10:00 - 11:00	9	7974	7.179	9	7974	6.237	9	7974	13.416
11:00 - 12:00	9	7974	7.907	9	7974	7.268	9	7974	15.175
12:00 - 13:00	9	7974	8.192	9	7974	7.907	9	7974	16.099
13:00 - 14:00	9	7974	7.731	9	7974	8.148	9	7974	15.879
14:00 - 15:00	9	7974	7.043	9	7974	7.369	9	7974	14.412
15:00 - 16:00	9	7974	7.505	9	7974	7.472	9	7974	14.977
16:00 - 17:00	9	7974	7.692	9	7974	7.827	9	7974	15.519
17:00 - 18:00	9	7974	7.731	9	7974	8.102	9	7974	15.833
18:00 - 19:00	9	7974	7.284	9	7974	8.036	9	7974	15.320
19:00 - 20:00	9	7974	5.291	9	7974	6.466	9	7974	11.757
20:00 - 21:00	9	7974	3.259	9	7974	4.579	9	7974	7.838
21:00 - 22:00	9	7974	1.657	9	7974	2.696	9	7974	4.353
22:00 - 23:00	2	6539	0.283	2	6539	0.543	2	6539	0.826
23:00 - 24:00									
Total Rates:			91.790			91.191			182.981

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:	6065 - 10725 (units: sqm)
Survey date date range:	01/01/09 - 07/11/14
Number of weekdays (Monday-Friday):	9
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.

Appendix J

PFA Consulting [redacted] Licence No: 712101

Calculation Reference: AUDIT-712101-171219-1259

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BU	BUCKINGHAMSHIRE	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
09	NORTH		
	TV	TEES VALLEY	1 days

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 67 to 139 (units:)
Range Selected by User: 24 to 213 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 26/09/16

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	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	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)	3
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	1
Out of Town	1
No Sub Category	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.

Secondary Filtering selection:

Use Class:

C1	5 days

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

Population within 1 mile:

5,001 to 10,000	4 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

1.1 to 1.5	5 days

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	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1 BU-06-A-02 HOLIDAY INN BUCKINGHAMSHIRE
NEW ROAD
WESTON TURVILLE
AYLESBURY
Edge of Town
Out of Town
Total Number of bedrooms: 139
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

2 GS-06-A-02 PREMIER INN GLOUCESTERSHIRE
GLOUCESTER ROAD
SAINT MARKS
CHELTENHAM SPA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 67
Survey date: THURSDAY *28/11/13* *Survey Type: MANUAL*

3 NF-06-A-02 HOLIDAY INN NORFOLK
IPSWICH ROAD
HARFORD PARK
NORWICH
Edge of Town
No Sub Category
Total Number of bedrooms: 119
Survey date: THURSDAY *30/09/10* *Survey Type: MANUAL*

4 TV-06-A-02 HOTEL TEES VALLEY
MARTON ROAD

MIDDLESBROUGH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 74
Survey date: FRIDAY *18/12/09* *Survey Type: MANUAL*

5 WS-06-A-03 EXPRESS BY HOL. INN WEST SUSSEX
HASLETT AVENUE EAST

CRAWLEY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 74
Survey date: MONDAY *07/12/09* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-06-A-03	scatter plot shows very low vehicular trip generation

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	95	0.091	5	95	0.188	5	95	0.279
08:00 - 09:00	5	95	0.152	5	95	0.309	5	95	0.461
09:00 - 10:00	5	95	0.197	5	95	0.163	5	95	0.360
10:00 - 11:00	5	95	0.137	5	95	0.127	5	95	0.264
11:00 - 12:00	5	95	0.089	5	95	0.146	5	95	0.235
12:00 - 13:00	5	95	0.087	5	95	0.085	5	95	0.172
13:00 - 14:00	5	95	0.116	5	95	0.129	5	95	0.245
14:00 - 15:00	5	95	0.087	5	95	0.110	5	95	0.197
15:00 - 16:00	5	95	0.129	5	95	0.150	5	95	0.279
16:00 - 17:00	5	95	0.165	5	95	0.129	5	95	0.294
17:00 - 18:00	5	95	0.226	5	95	0.110	5	95	0.336
18:00 - 19:00	5	95	0.233	5	95	0.140	5	95	0.373
19:00 - 20:00	5	95	0.190	5	95	0.127	5	95	0.317
20:00 - 21:00	5	95	0.121	5	95	0.087	5	95	0.208
21:00 - 22:00	5	95	0.063	5	95	0.099	5	95	0.162
22:00 - 23:00	1	74	0.081	1	74	0.068	1	74	0.149
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			2.178			2.167			4.345

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:	67 - 139 (units:)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TAXIS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	95	0.008	5	95	0.008	5	95	0.016
08:00 - 09:00	5	95	0.027	5	95	0.025	5	95	0.052
09:00 - 10:00	5	95	0.011	5	95	0.011	5	95	0.022
10:00 - 11:00	5	95	0.008	5	95	0.008	5	95	0.016
11:00 - 12:00	5	95	0.002	5	95	0.004	5	95	0.006
12:00 - 13:00	5	95	0.002	5	95	0.002	5	95	0.004
13:00 - 14:00	5	95	0.011	5	95	0.008	5	95	0.019
14:00 - 15:00	5	95	0.006	5	95	0.006	5	95	0.012
15:00 - 16:00	5	95	0.008	5	95	0.008	5	95	0.016
16:00 - 17:00	5	95	0.006	5	95	0.006	5	95	0.012
17:00 - 18:00	5	95	0.015	5	95	0.013	5	95	0.028
18:00 - 19:00	5	95	0.025	5	95	0.025	5	95	0.050
19:00 - 20:00	5	95	0.011	5	95	0.013	5	95	0.024
20:00 - 21:00	5	95	0.011	5	95	0.011	5	95	0.022
21:00 - 22:00	5	95	0.004	5	95	0.004	5	95	0.008
22:00 - 23:00	1	74	0.041	1	74	0.041	1	74	0.082
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.196			0.193			0.389

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:	67 - 139 (units:)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	95	0.002	5	95	0.000	5	95	0.002
08:00 - 09:00	5	95	0.004	5	95	0.004	5	95	0.008
09:00 - 10:00	5	95	0.000	5	95	0.004	5	95	0.004
10:00 - 11:00	5	95	0.002	5	95	0.002	5	95	0.004
11:00 - 12:00	5	95	0.006	5	95	0.004	5	95	0.010
12:00 - 13:00	5	95	0.004	5	95	0.002	5	95	0.006
13:00 - 14:00	5	95	0.002	5	95	0.006	5	95	0.008
14:00 - 15:00	5	95	0.002	5	95	0.002	5	95	0.004
15:00 - 16:00	5	95	0.000	5	95	0.000	5	95	0.000
16:00 - 17:00	5	95	0.002	5	95	0.002	5	95	0.004
17:00 - 18:00	5	95	0.000	5	95	0.000	5	95	0.000
18:00 - 19:00	5	95	0.000	5	95	0.000	5	95	0.000
19:00 - 20:00	5	95	0.002	5	95	0.000	5	95	0.002
20:00 - 21:00	5	95	0.000	5	95	0.000	5	95	0.000
21:00 - 22:00	5	95	0.000	5	95	0.000	5	95	0.000
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.026			0.026			0.052

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:	67 - 139 (units:)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL PSVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	95	0.004	5	95	0.004	5	95	0.008
08:00 - 09:00	5	95	0.000	5	95	0.000	5	95	0.000
09:00 - 10:00	5	95	0.000	5	95	0.000	5	95	0.000
10:00 - 11:00	5	95	0.000	5	95	0.000	5	95	0.000
11:00 - 12:00	5	95	0.000	5	95	0.000	5	95	0.000
12:00 - 13:00	5	95	0.004	5	95	0.000	5	95	0.004
13:00 - 14:00	5	95	0.000	5	95	0.004	5	95	0.004
14:00 - 15:00	5	95	0.000	5	95	0.000	5	95	0.000
15:00 - 16:00	5	95	0.002	5	95	0.000	5	95	0.002
16:00 - 17:00	5	95	0.004	5	95	0.004	5	95	0.008
17:00 - 18:00	5	95	0.000	5	95	0.002	5	95	0.002
18:00 - 19:00	5	95	0.006	5	95	0.000	5	95	0.006
19:00 - 20:00	5	95	0.002	5	95	0.006	5	95	0.008
20:00 - 21:00	5	95	0.002	5	95	0.004	5	95	0.006
21:00 - 22:00	5	95	0.002	5	95	0.002	5	95	0.004
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.026			0.026			0.052

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:	67 - 139 (units:)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL CYCLISTS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	95	0.008	5	95	0.000	5	95	0.008
08:00 - 09:00	5	95	0.008	5	95	0.002	5	95	0.010
09:00 - 10:00	5	95	0.004	5	95	0.000	5	95	0.004
10:00 - 11:00	5	95	0.002	5	95	0.006	5	95	0.008
11:00 - 12:00	5	95	0.000	5	95	0.004	5	95	0.004
12:00 - 13:00	5	95	0.000	5	95	0.000	5	95	0.000
13:00 - 14:00	5	95	0.004	5	95	0.002	5	95	0.006
14:00 - 15:00	5	95	0.002	5	95	0.021	5	95	0.023
15:00 - 16:00	5	95	0.002	5	95	0.006	5	95	0.008
16:00 - 17:00	5	95	0.004	5	95	0.002	5	95	0.006
17:00 - 18:00	5	95	0.002	5	95	0.002	5	95	0.004
18:00 - 19:00	5	95	0.000	5	95	0.000	5	95	0.000
19:00 - 20:00	5	95	0.000	5	95	0.000	5	95	0.000
20:00 - 21:00	5	95	0.000	5	95	0.000	5	95	0.000
21:00 - 22:00	5	95	0.002	5	95	0.000	5	95	0.002
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.038			0.045			0.083

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

*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:	67 - 139 (units:)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	95	0.099	5	95	0.224	5	95	0.323
08:00 - 09:00	5	95	0.142	5	95	0.376	5	95	0.518
09:00 - 10:00	5	95	0.247	5	95	0.228	5	95	0.475
10:00 - 11:00	5	95	0.148	5	95	0.152	5	95	0.300
11:00 - 12:00	5	95	0.106	5	95	0.163	5	95	0.269
12:00 - 13:00	5	95	0.121	5	95	0.091	5	95	0.212
13:00 - 14:00	5	95	0.144	5	95	0.148	5	95	0.292
14:00 - 15:00	5	95	0.091	5	95	0.129	5	95	0.220
15:00 - 16:00	5	95	0.167	5	95	0.186	5	95	0.353
16:00 - 17:00	5	95	0.214	5	95	0.150	5	95	0.364
17:00 - 18:00	5	95	0.309	5	95	0.135	5	95	0.444
18:00 - 19:00	5	95	0.266	5	95	0.178	5	95	0.444
19:00 - 20:00	5	95	0.241	5	95	0.159	5	95	0.400
20:00 - 21:00	5	95	0.137	5	95	0.097	5	95	0.234
21:00 - 22:00	5	95	0.078	5	95	0.106	5	95	0.184
22:00 - 23:00	1	74	0.135	1	74	0.068	1	74	0.203
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			2.659			2.590			5.249

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

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

Parameter summary

Trip rate parameter range selected:	67 - 139 (units:)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	95	0.008	5	95	0.019	5	95	0.027
08:00 - 09:00	5	95	0.006	5	95	0.015	5	95	0.021
09:00 - 10:00	5	95	0.019	5	95	0.021	5	95	0.040
10:00 - 11:00	5	95	0.002	5	95	0.015	5	95	0.017
11:00 - 12:00	5	95	0.006	5	95	0.011	5	95	0.017
12:00 - 13:00	5	95	0.008	5	95	0.006	5	95	0.014
13:00 - 14:00	5	95	0.011	5	95	0.013	5	95	0.024
14:00 - 15:00	5	95	0.032	5	95	0.021	5	95	0.053
15:00 - 16:00	5	95	0.017	5	95	0.008	5	95	0.025
16:00 - 17:00	5	95	0.023	5	95	0.017	5	95	0.040
17:00 - 18:00	5	95	0.030	5	95	0.034	5	95	0.064
18:00 - 19:00	5	95	0.044	5	95	0.051	5	95	0.095
19:00 - 20:00	5	95	0.042	5	95	0.055	5	95	0.097
20:00 - 21:00	5	95	0.049	5	95	0.036	5	95	0.085
21:00 - 22:00	5	95	0.057	5	95	0.008	5	95	0.065
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.354			0.330			0.684

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:	67 - 139 (units:)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	95	0.008	5	95	0.002	5	95	0.010
08:00 - 09:00	5	95	0.008	5	95	0.008	5	95	0.016
09:00 - 10:00	5	95	0.002	5	95	0.004	5	95	0.006
10:00 - 11:00	5	95	0.002	5	95	0.006	5	95	0.008
11:00 - 12:00	5	95	0.000	5	95	0.002	5	95	0.002
12:00 - 13:00	5	95	0.000	5	95	0.002	5	95	0.002
13:00 - 14:00	5	95	0.002	5	95	0.004	5	95	0.006
14:00 - 15:00	5	95	0.002	5	95	0.002	5	95	0.004
15:00 - 16:00	5	95	0.002	5	95	0.000	5	95	0.002
16:00 - 17:00	5	95	0.000	5	95	0.006	5	95	0.006
17:00 - 18:00	5	95	0.000	5	95	0.000	5	95	0.000
18:00 - 19:00	5	95	0.002	5	95	0.000	5	95	0.002
19:00 - 20:00	5	95	0.000	5	95	0.000	5	95	0.000
20:00 - 21:00	5	95	0.004	5	95	0.000	5	95	0.004
21:00 - 22:00	5	95	0.002	5	95	0.000	5	95	0.002
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.034			0.036			0.070

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:	67 - 139 (units:)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	95	0.000	5	95	0.000	5	95	0.000
08:00 - 09:00	5	95	0.000	5	95	0.000	5	95	0.000
09:00 - 10:00	5	95	0.002	5	95	0.004	5	95	0.006
10:00 - 11:00	5	95	0.000	5	95	0.008	5	95	0.008
11:00 - 12:00	5	95	0.000	5	95	0.000	5	95	0.000
12:00 - 13:00	5	95	0.000	5	95	0.000	5	95	0.000
13:00 - 14:00	5	95	0.000	5	95	0.000	5	95	0.000
14:00 - 15:00	5	95	0.000	5	95	0.000	5	95	0.000
15:00 - 16:00	5	95	0.000	5	95	0.000	5	95	0.000
16:00 - 17:00	5	95	0.000	5	95	0.000	5	95	0.000
17:00 - 18:00	5	95	0.006	5	95	0.000	5	95	0.006
18:00 - 19:00	5	95	0.000	5	95	0.000	5	95	0.000
19:00 - 20:00	5	95	0.000	5	95	0.000	5	95	0.000
20:00 - 21:00	5	95	0.000	5	95	0.000	5	95	0.000
21:00 - 22:00	5	95	0.000	5	95	0.000	5	95	0.000
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.008			0.012			0.020

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

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

Parameter summary

Trip rate parameter range selected:	67 - 139 (units:)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	95	0.006	5	95	0.006	5	95	0.012
08:00 - 09:00	5	95	0.000	5	95	0.000	5	95	0.000
09:00 - 10:00	5	95	0.000	5	95	0.000	5	95	0.000
10:00 - 11:00	5	95	0.000	5	95	0.000	5	95	0.000
11:00 - 12:00	5	95	0.000	5	95	0.000	5	95	0.000
12:00 - 13:00	5	95	0.000	5	95	0.000	5	95	0.000
13:00 - 14:00	5	95	0.000	5	95	0.000	5	95	0.000
14:00 - 15:00	5	95	0.000	5	95	0.000	5	95	0.000
15:00 - 16:00	5	95	0.000	5	95	0.000	5	95	0.000
16:00 - 17:00	5	95	0.000	5	95	0.000	5	95	0.000
17:00 - 18:00	5	95	0.000	5	95	0.000	5	95	0.000
18:00 - 19:00	5	95	0.000	5	95	0.000	5	95	0.000
19:00 - 20:00	5	95	0.000	5	95	0.000	5	95	0.000
20:00 - 21:00	5	95	0.000	5	95	0.000	5	95	0.000
21:00 - 22:00	5	95	0.000	5	95	0.000	5	95	0.000
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
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.*

Parameter summary

Trip rate parameter range selected:	67 - 139 (units:)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	95	0.015	5	95	0.008	5	95	0.023
08:00 - 09:00	5	95	0.008	5	95	0.008	5	95	0.016
09:00 - 10:00	5	95	0.004	5	95	0.008	5	95	0.012
10:00 - 11:00	5	95	0.002	5	95	0.015	5	95	0.017
11:00 - 12:00	5	95	0.000	5	95	0.002	5	95	0.002
12:00 - 13:00	5	95	0.000	5	95	0.002	5	95	0.002
13:00 - 14:00	5	95	0.002	5	95	0.004	5	95	0.006
14:00 - 15:00	5	95	0.002	5	95	0.002	5	95	0.004
15:00 - 16:00	5	95	0.002	5	95	0.000	5	95	0.002
16:00 - 17:00	5	95	0.000	5	95	0.006	5	95	0.006
17:00 - 18:00	5	95	0.006	5	95	0.000	5	95	0.006
18:00 - 19:00	5	95	0.002	5	95	0.000	5	95	0.002
19:00 - 20:00	5	95	0.000	5	95	0.000	5	95	0.000
20:00 - 21:00	5	95	0.004	5	95	0.000	5	95	0.004
21:00 - 22:00	5	95	0.002	5	95	0.000	5	95	0.002
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.049			0.055			0.104

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

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Parameter summary

Trip rate parameter range selected:	67 - 139 (units:)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	95	0.131	5	95	0.252	5	95	0.383
08:00 - 09:00	5	95	0.165	5	95	0.402	5	95	0.567
09:00 - 10:00	5	95	0.275	5	95	0.258	5	95	0.533
10:00 - 11:00	5	95	0.154	5	95	0.188	5	95	0.342
11:00 - 12:00	5	95	0.112	5	95	0.180	5	95	0.292
12:00 - 13:00	5	95	0.129	5	95	0.099	5	95	0.228
13:00 - 14:00	5	95	0.161	5	95	0.167	5	95	0.328
14:00 - 15:00	5	95	0.127	5	95	0.173	5	95	0.300
15:00 - 16:00	5	95	0.188	5	95	0.201	5	95	0.389
16:00 - 17:00	5	95	0.241	5	95	0.175	5	95	0.416
17:00 - 18:00	5	95	0.347	5	95	0.171	5	95	0.518
18:00 - 19:00	5	95	0.313	5	95	0.228	5	95	0.541
19:00 - 20:00	5	95	0.283	5	95	0.214	5	95	0.497
20:00 - 21:00	5	95	0.190	5	95	0.133	5	95	0.323
21:00 - 22:00	5	95	0.140	5	95	0.114	5	95	0.254
22:00 - 23:00	1	74	0.135	1	74	0.068	1	74	0.203
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			3.105			3.023			6.128

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

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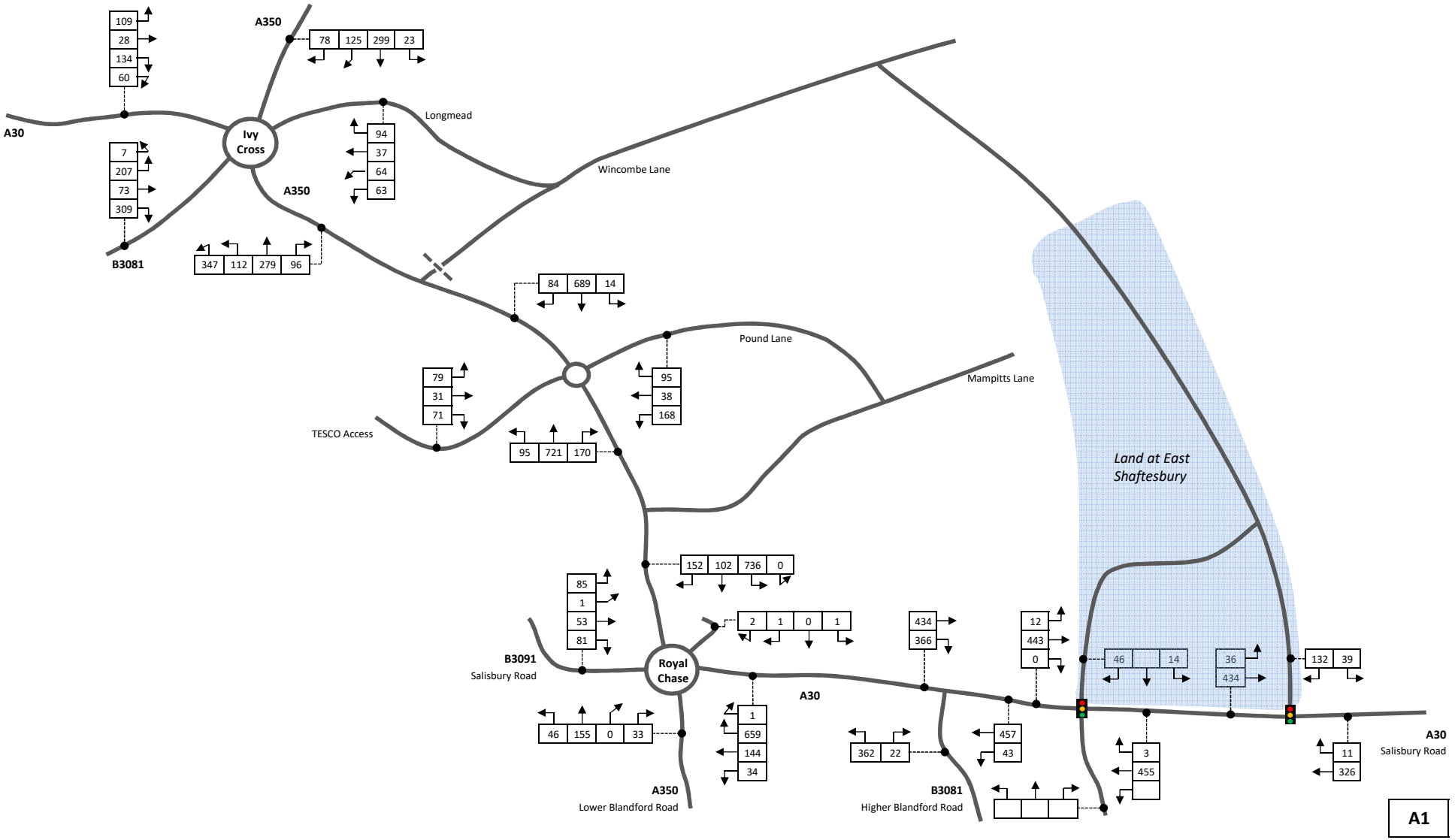
Appendix K

P862 - Land South of the A30, Shaftesbury

2015 Base Year (670 dwellings assumed occupied on land at East Shaftesbury)

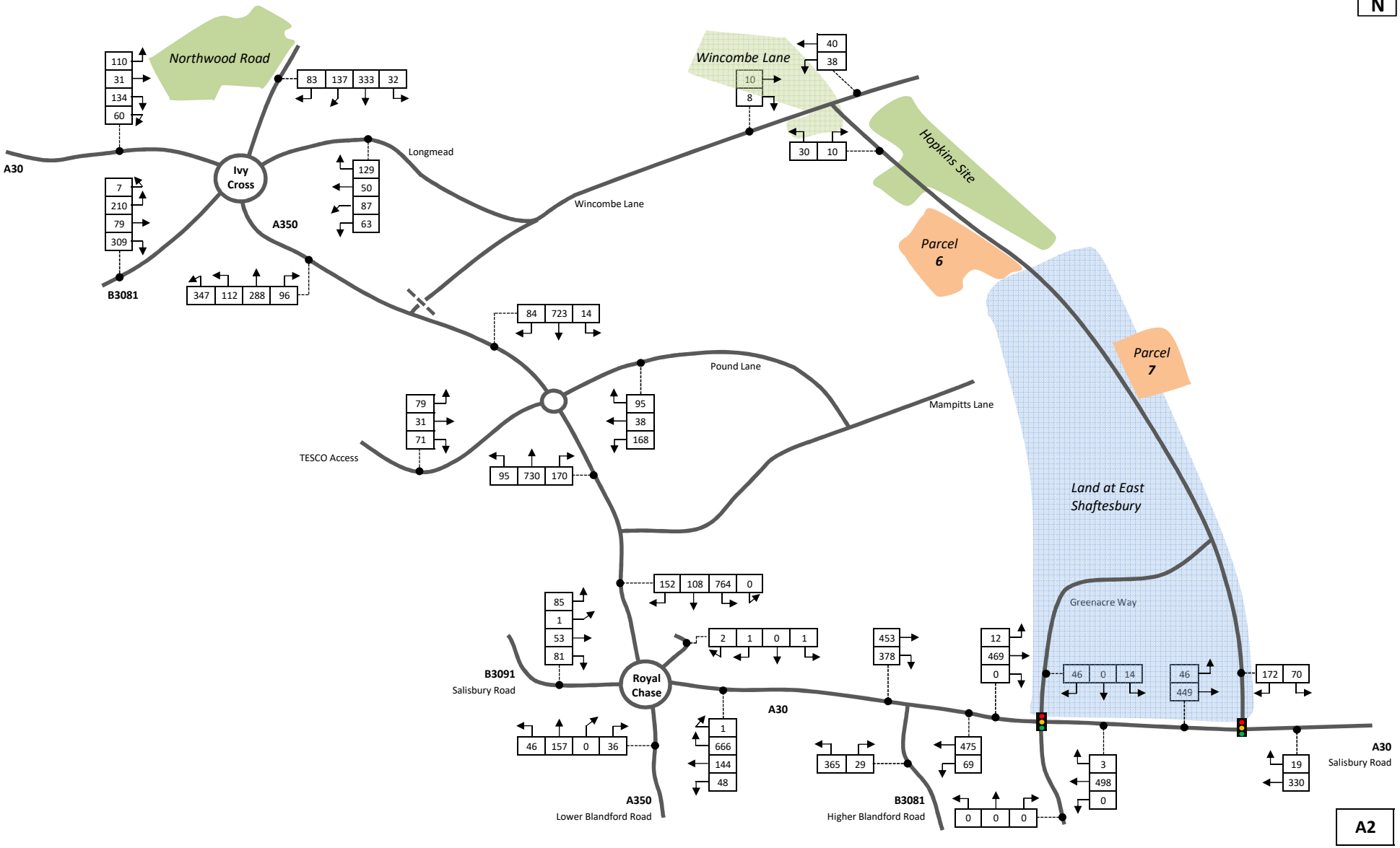
AM PEAK PERIOD 08:00 - 09:00



P862 - Land South of the A30, Shaftesbury

2018 Forecast Year with Committed Development

AM PEAK PERIOD 08:00 - 09:00

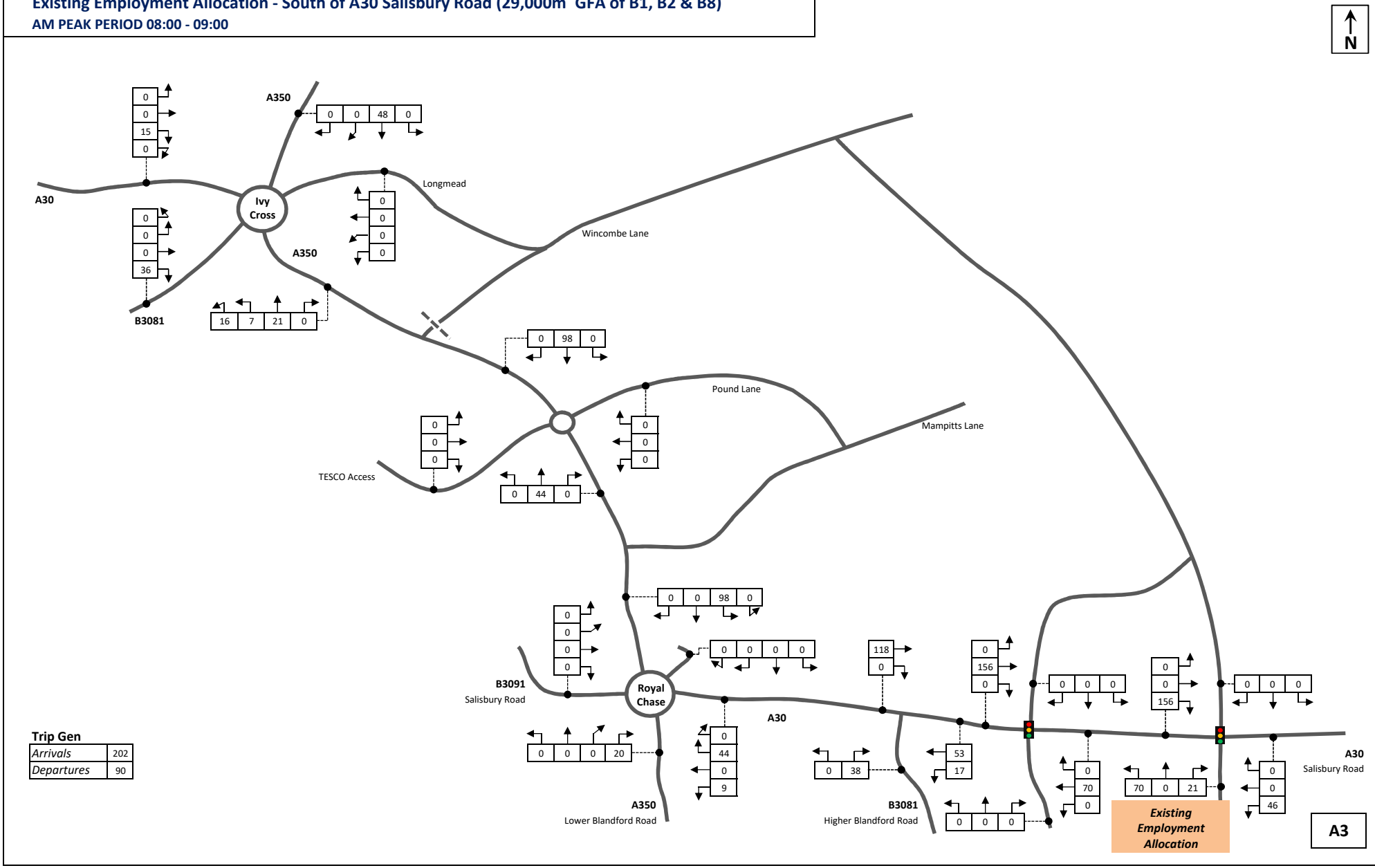


F:\Workfile\P862\Trip Generation & Distribution\P862_Spreadsheet Model
December 2017

P862 - Land South of the A30, Shaftesbury

Existing Employment Allocation - South of A30 Salisbury Road (29,000m^2 GFA of B1, B2 & B8)

AM PEAK PERIOD 08:00 - 09:00



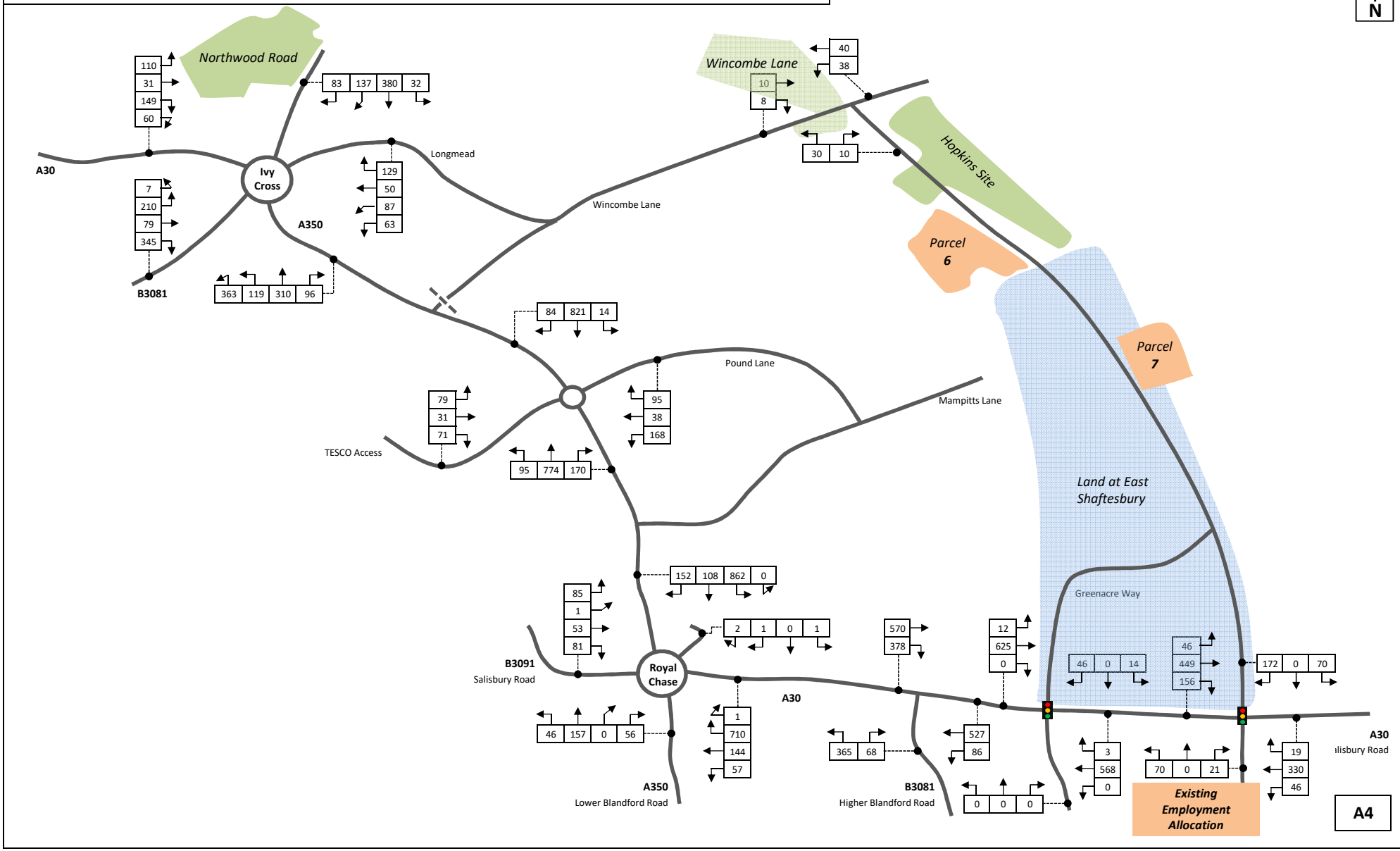
Trip Gen

Arrivals	202
Departures	90

P862 - Land South of the A30, Shaftesbury

2018 Forecast Year with Existing Employment Allocation - Scenario 1

AM PEAK PERIOD 08:00 - 09:00

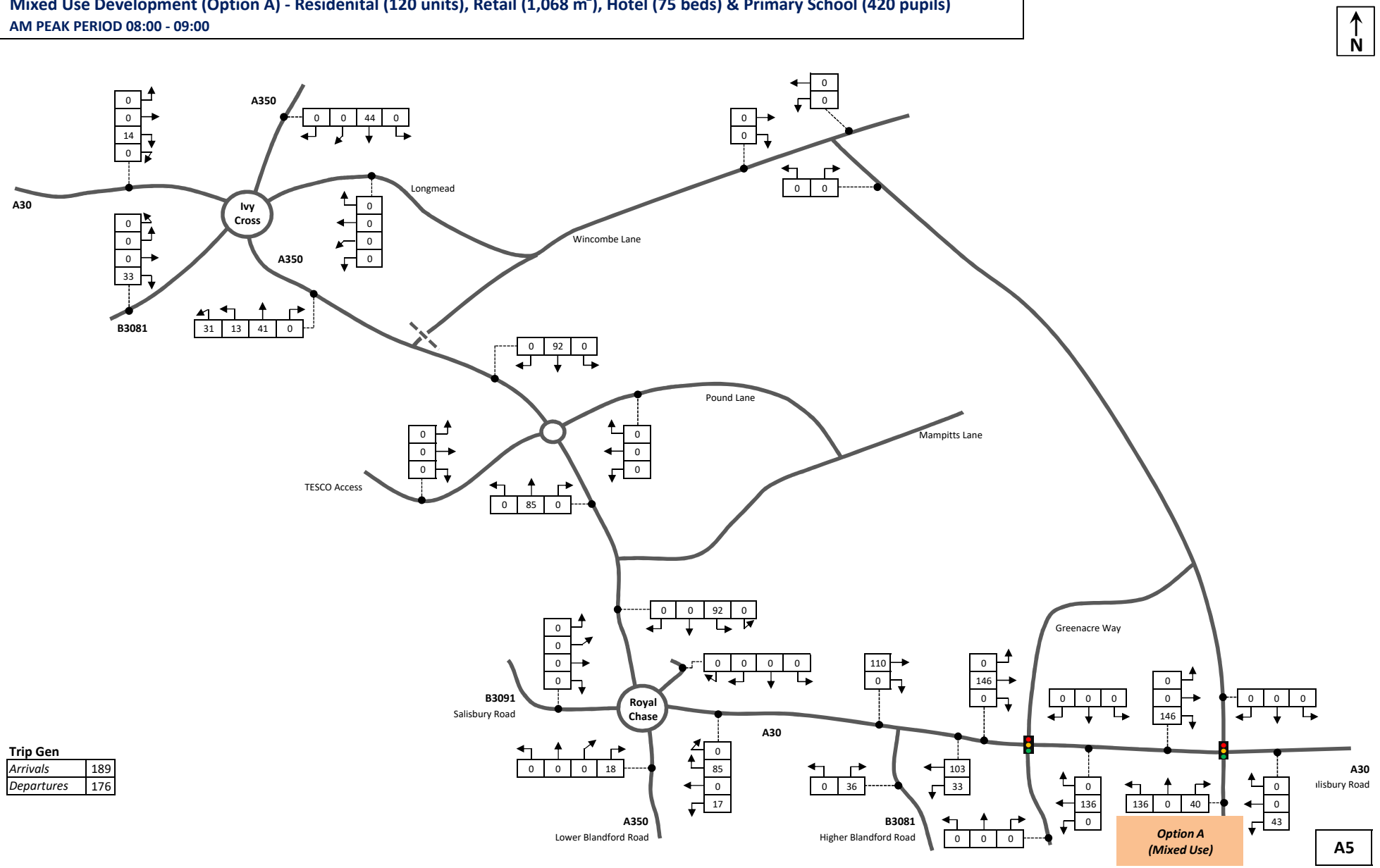


F:\Workfile\P862\Trip Generation & Distribution\P862_Spreadsheet Model
December 2017

P862 - Land South of the A30, Shaftesbury

Mixed Use Development (Option A) - Residenital (120 units), Retail (1,068 m^2), Hotel (75 beds) & Primary School (420 pupils)

AM PEAK PERIOD 08:00 - 09:00



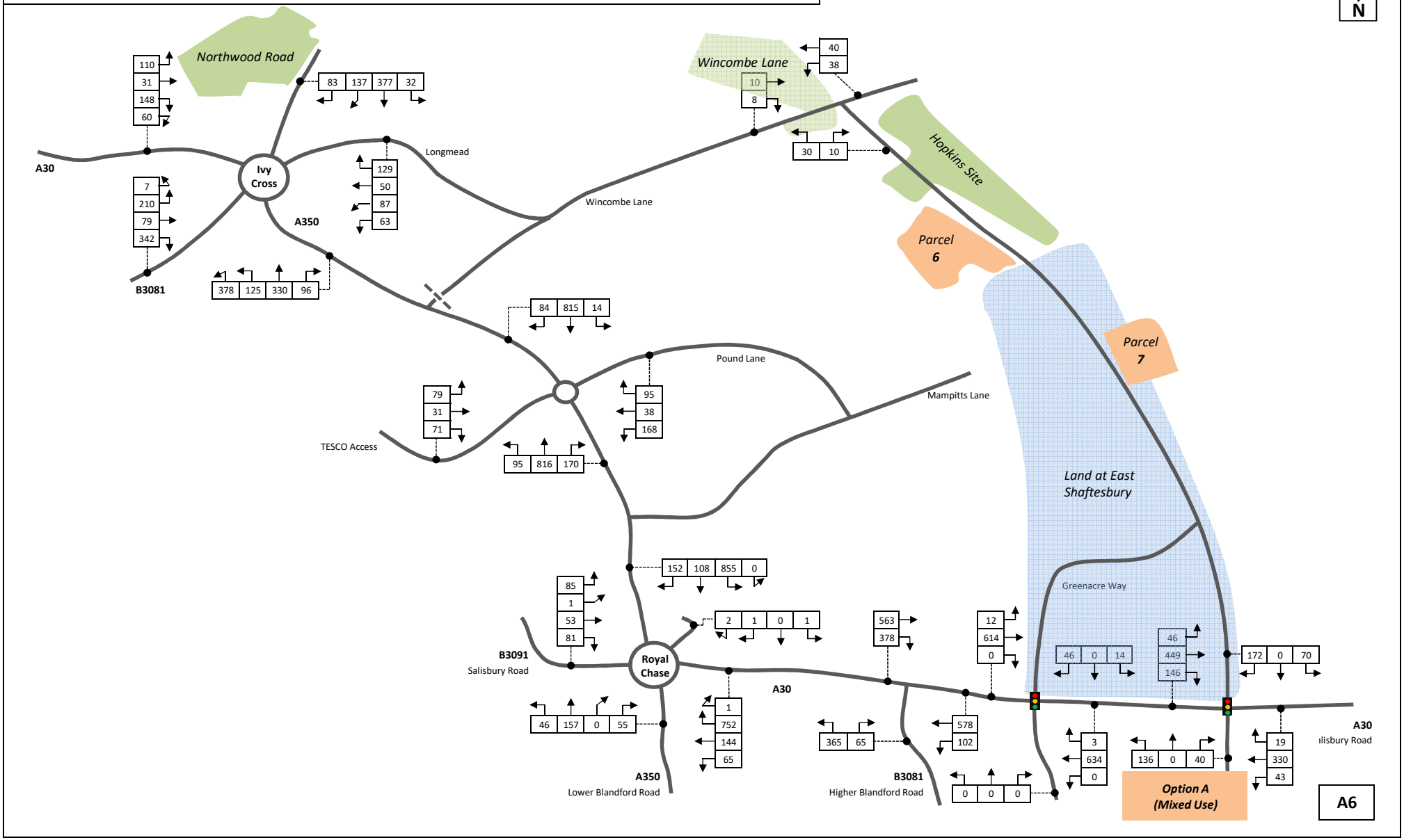
Trip Gen

Arrivals	189
Departures	176

P862 - Land South of the A30, Shaftesbury

2018 Forecast Year with Mixed Use Development (Option A) - Scenario 2

AM PEAK PERIOD 08:00 - 09:00

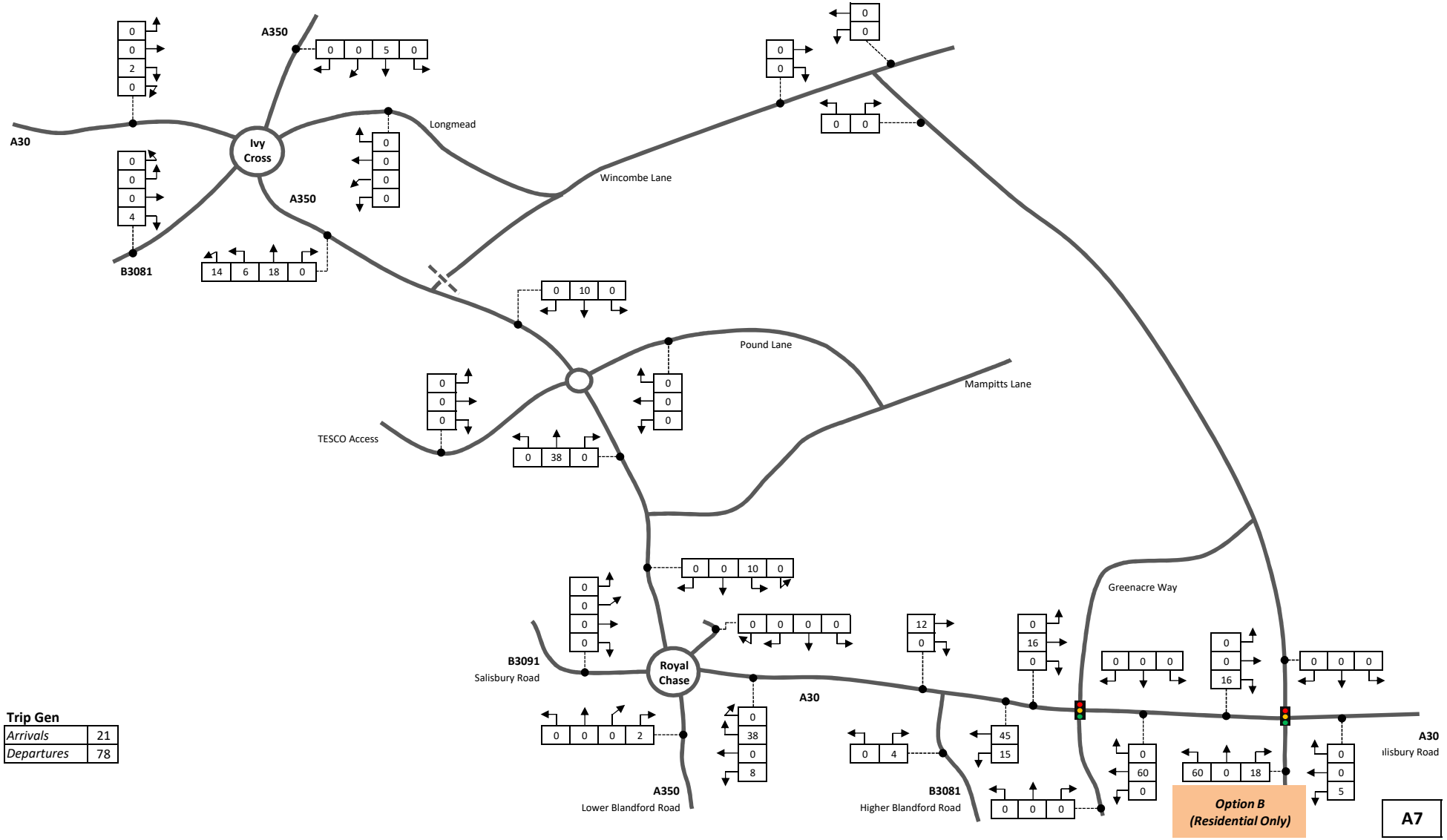


F:\Workfile\P862\Trip Generation & Distribution\P862_Spreadsheet Model
December 2017

P862 - Land South of the A30, Shaftesbury

Residential Development (Option B) - Residenital (200 units)

AM PEAK PERIOD 08:00 - 09:00



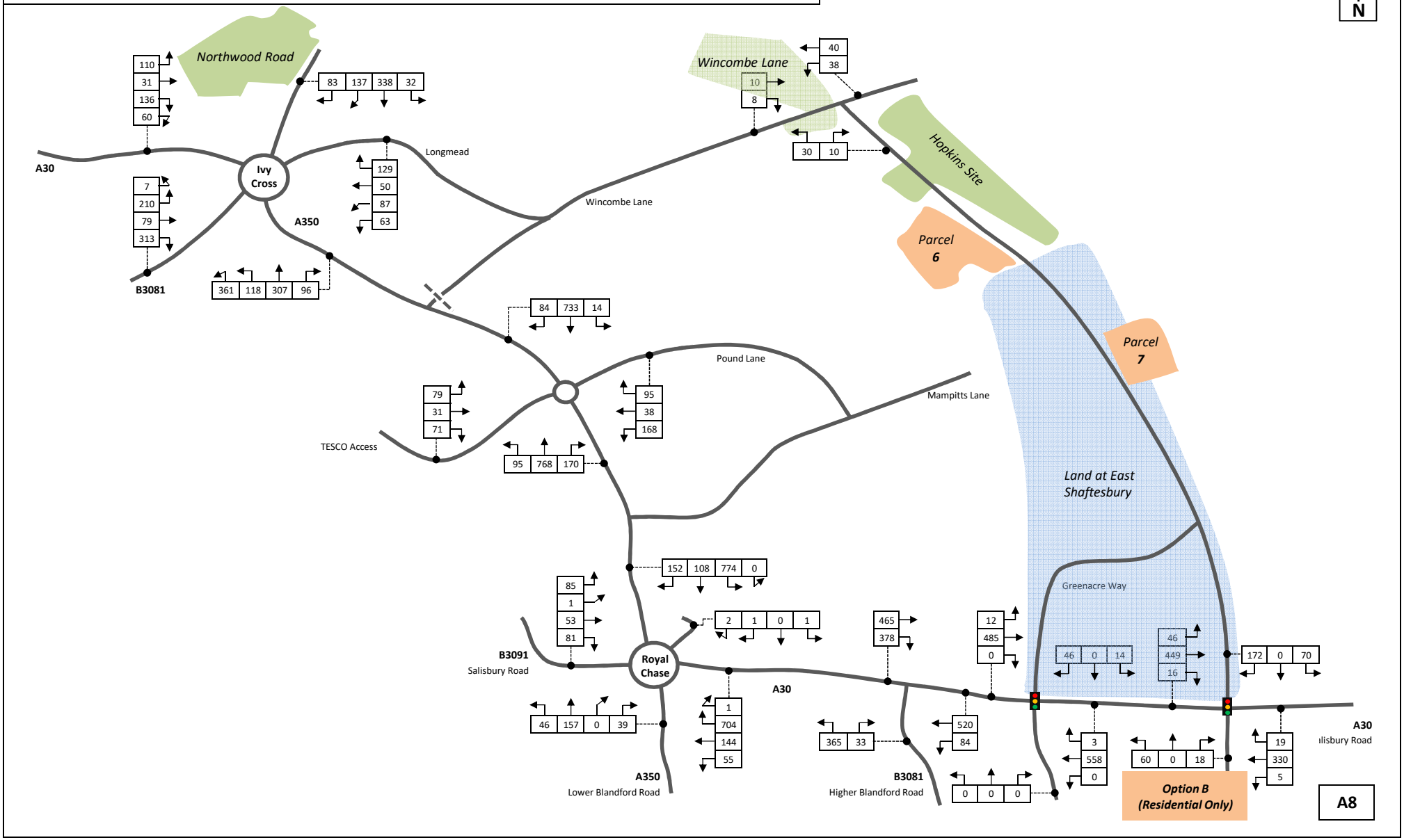
Trip Gen

Arrivals	21
Departures	78

P862 - Land South of the A30, Shaftesbury

2018 Forecast Year with Residential Development (Option B) - Scenario 3

AM PEAK PERIOD 08:00 - 09:00



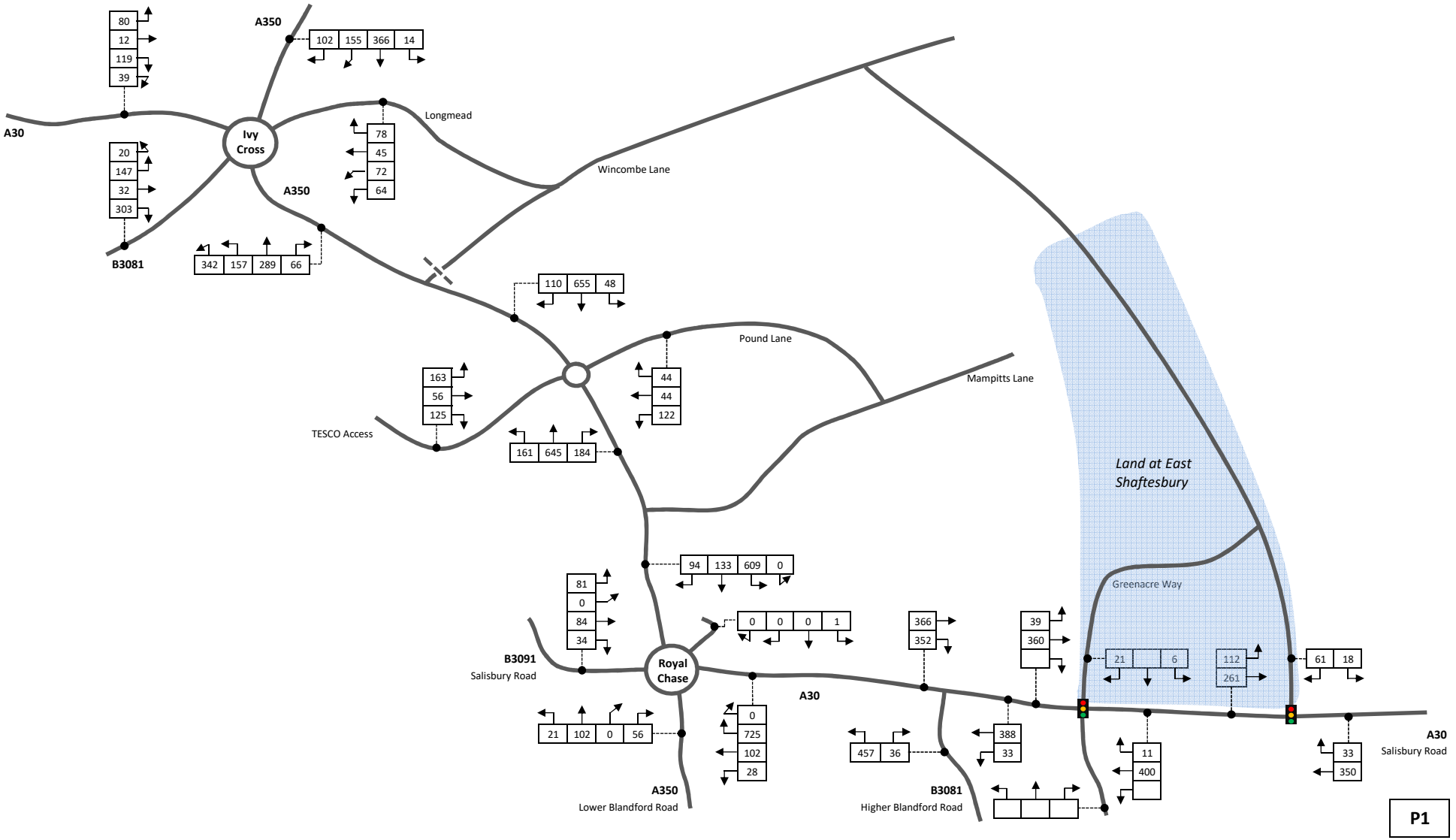
F:\Workfile\P862\Trip Generation & Distribution\P862_Spreadsheet Model
December 2017

Appendix L

P862 - Land South of the A30, Shaftesbury

2015 Base Year (670 dwellings assumed occupied on land at East Shaftesbury)

PM PEAK PERIOD 17:00 - 18:00

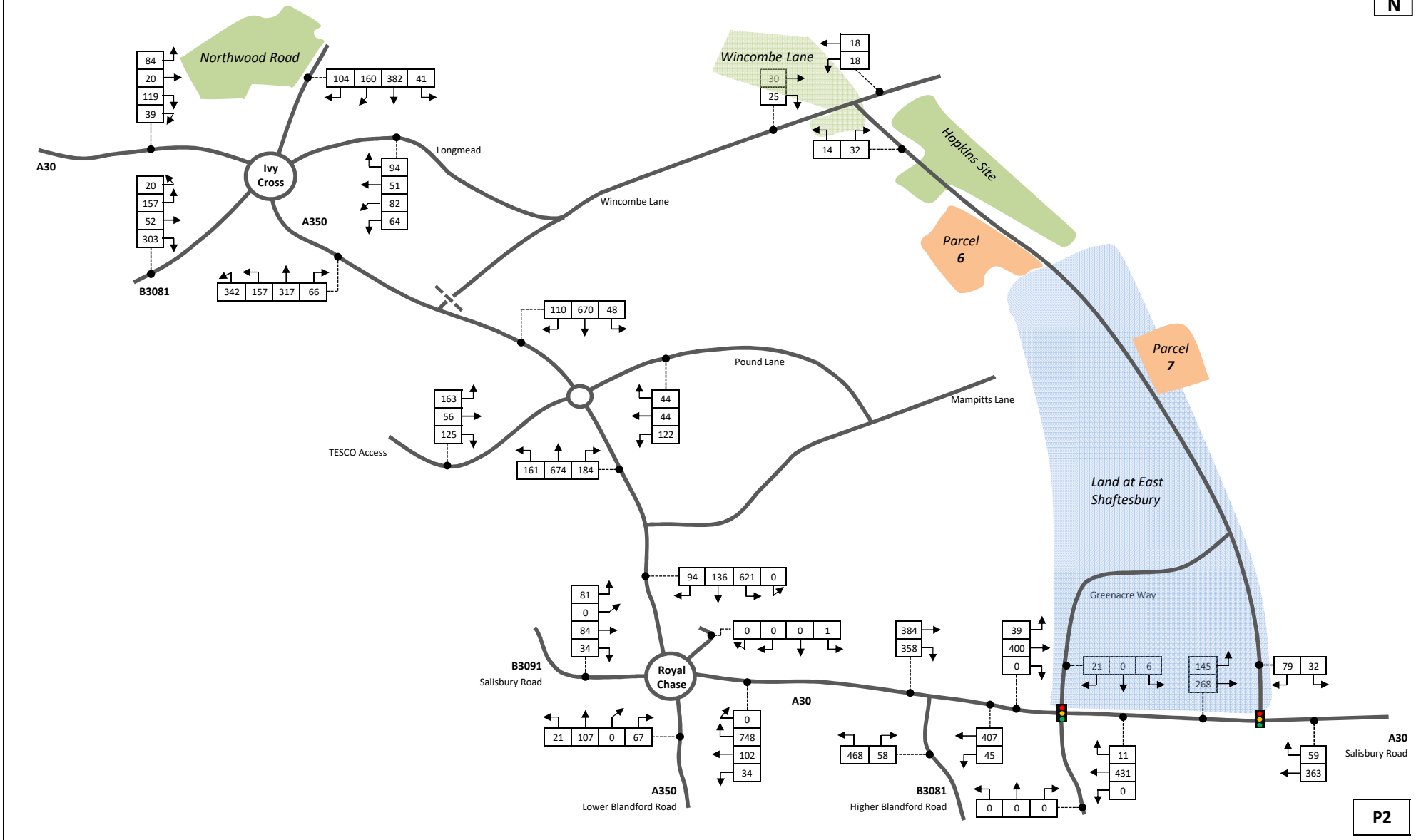


F:\Workfile\P862\Trip Generation & Distribution\P862_Spreadsheet Model
December 2017

P862 - Land South of the A30, Shaftesbury

2018 Forecast Year with Committed Development

AM PEAK PERIOD 08:00 - 09:00

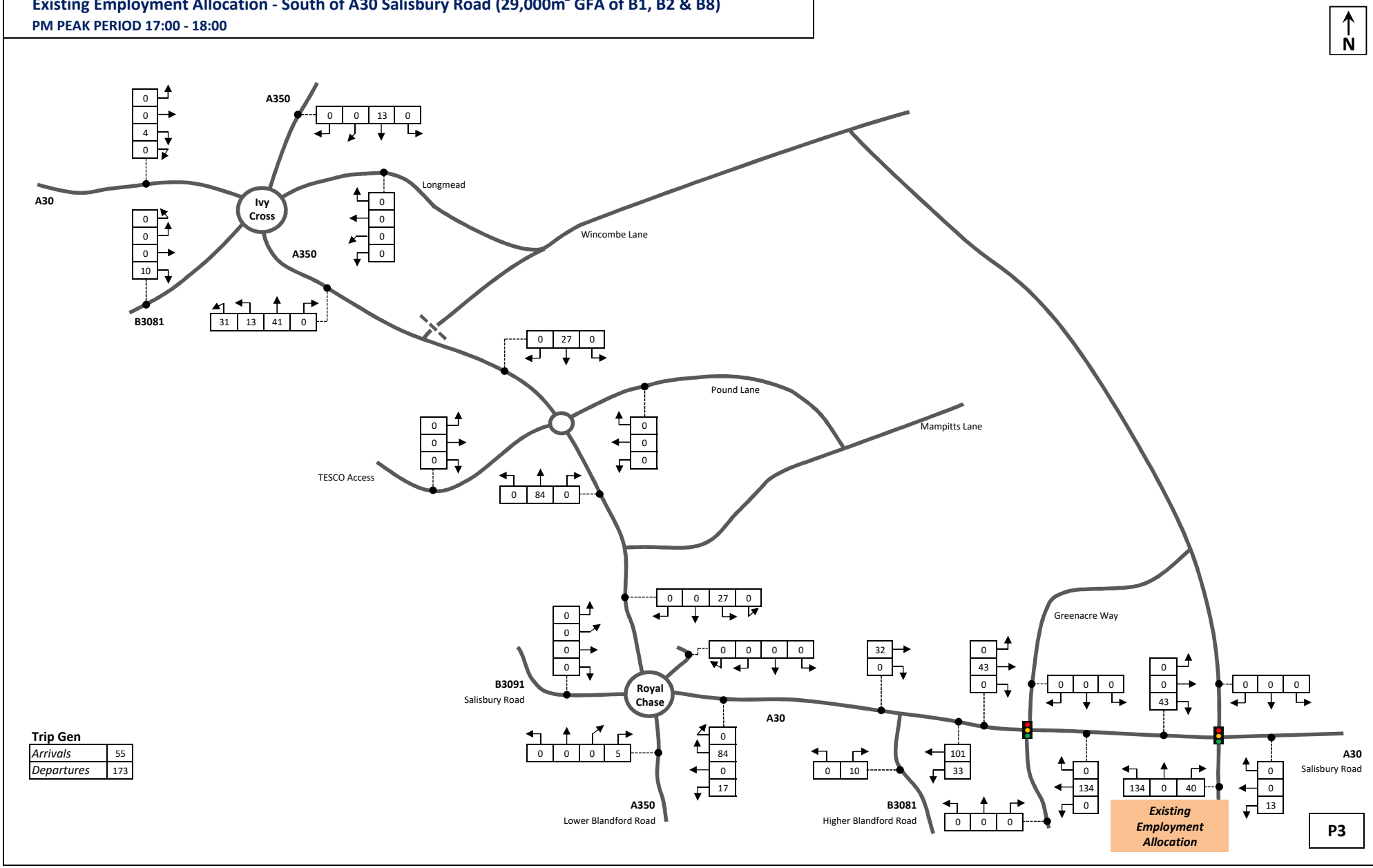


F:\Workfile\P862\Trip Generation & Distribution\P862_Spreadsheet Model
December 2017

P862 - Land South of the A30, Shaftesbury

Existing Employment Allocation - South of A30 Salisbury Road (29,000m^2 GFA of B1, B2 & B8)

PM PEAK PERIOD 17:00 - 18:00



Trip Gen

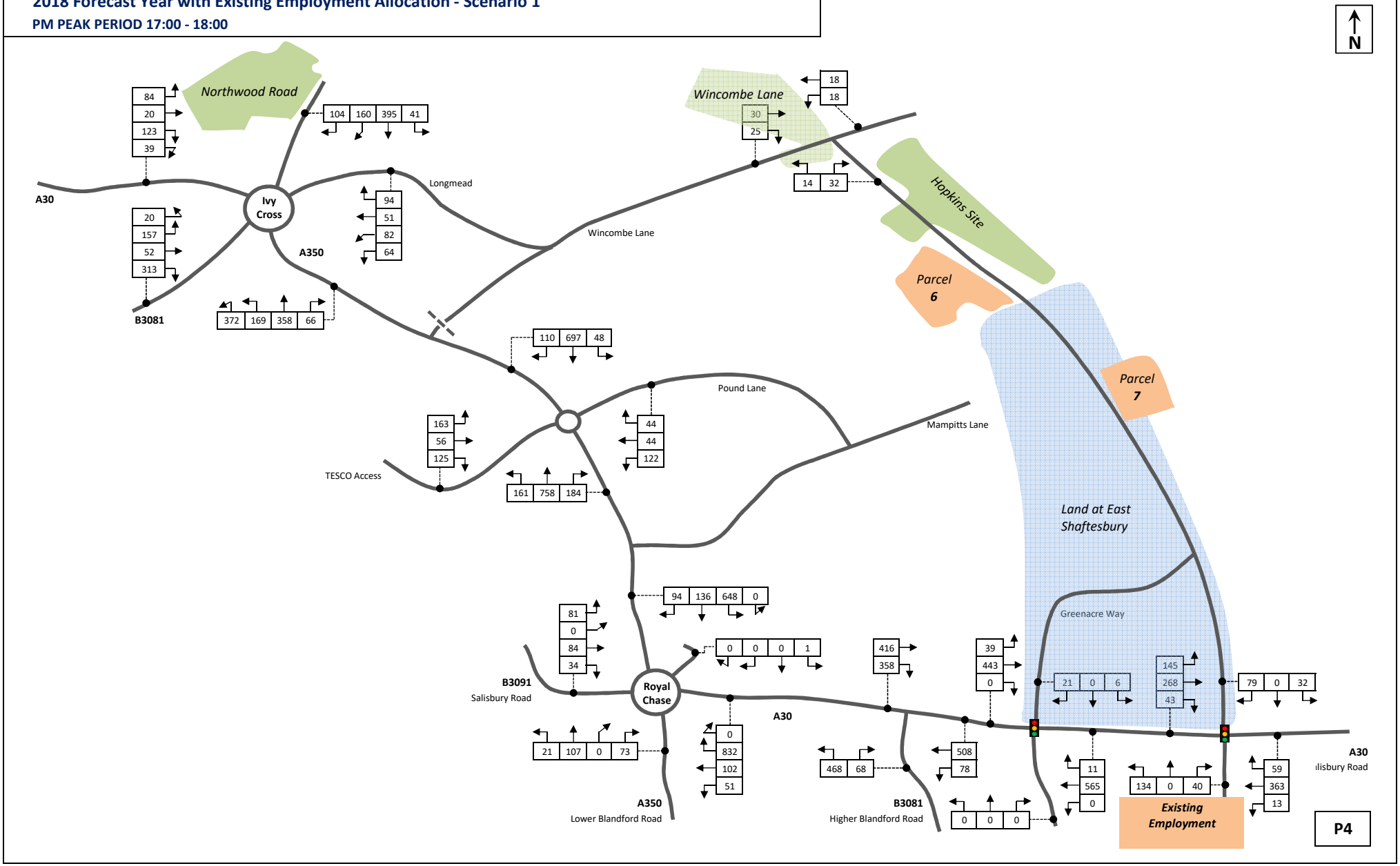
Arrivals	55
Departures	173

F:\Workfile\P862\Trip Generation & Distribution\P862_Spreadsheet Model
December 2017

P862 - Land South of the A30, Shaftesbury

2018 Forecast Year with Existing Employment Allocation - Scenario 1

PM PEAK PERIOD 17:00 - 18:00

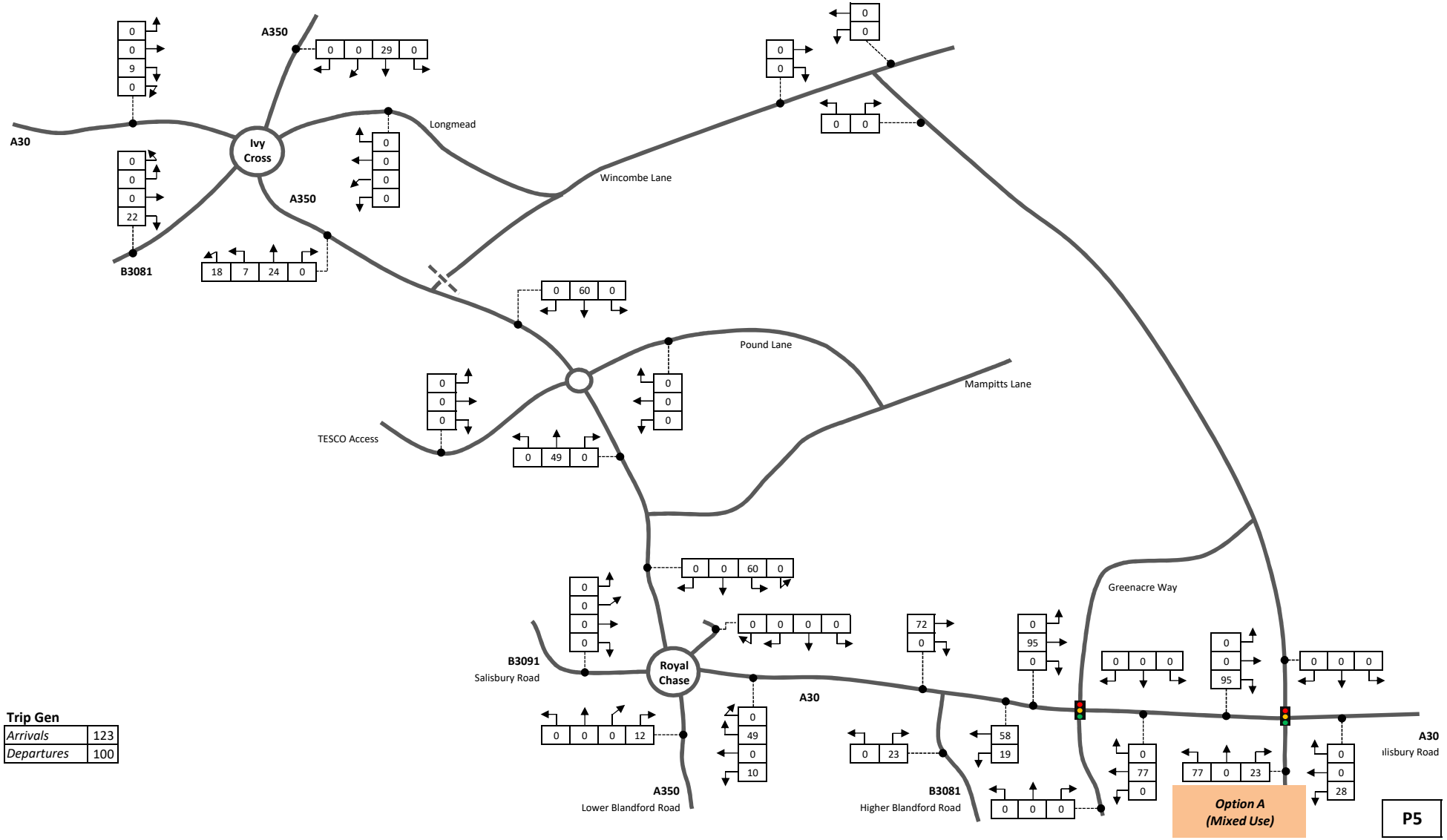


F:\Workfile\P862\Trip Generation & Distribution\P862_Spreadsheet Model
December 2017

P862 - Land South of the A30, Shaftesbury

Mixed Use Development (Option A) - Residenital (120 units), Retail (1,068 m^2), Hotel (75 beds) & Primary School (420 pupils)

PM PEAK PERIOD 17:00 - 18:00



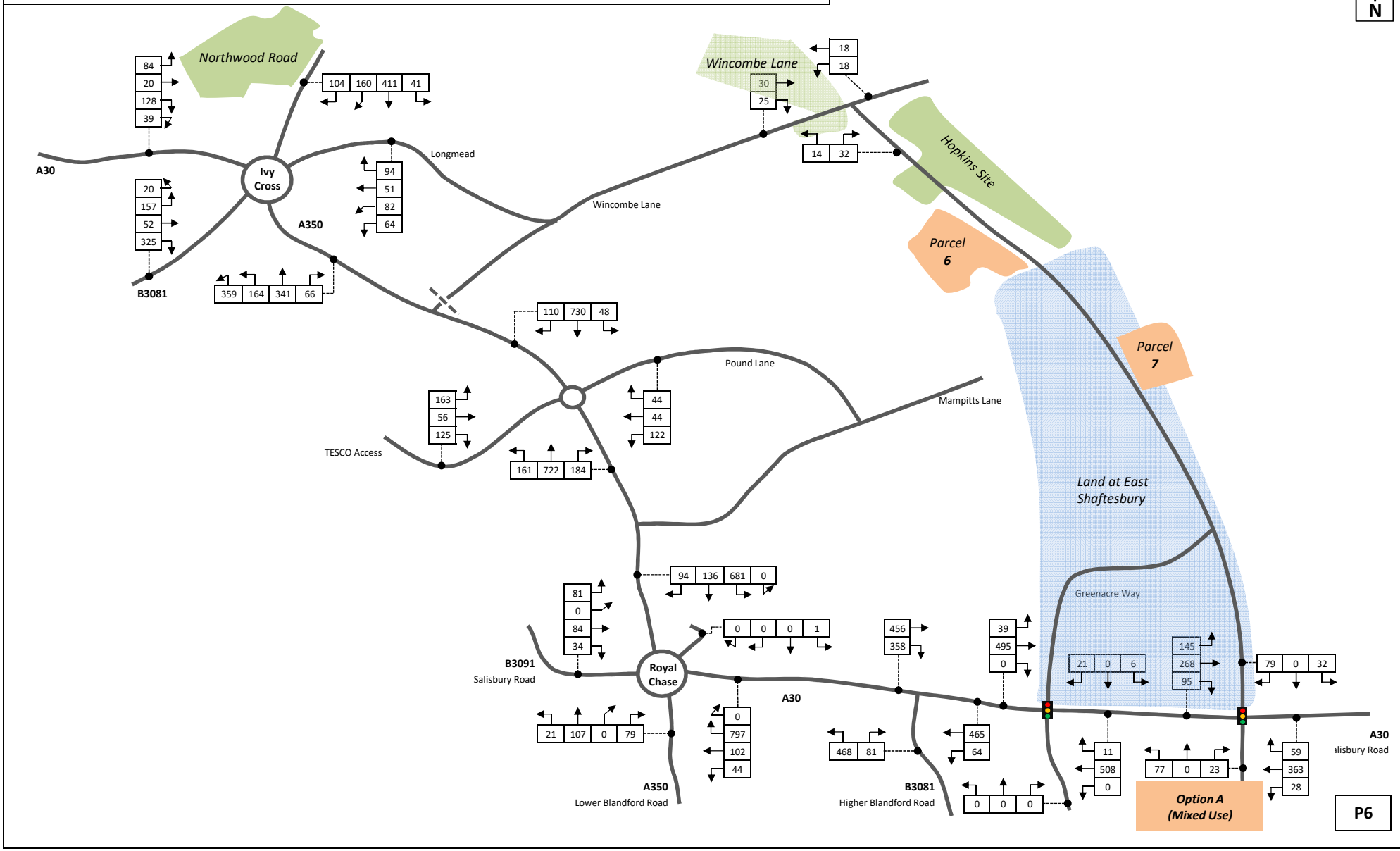
Trip Gen

Arrivals	123
Departures	100

P862 - Land South of the A30, Shaftesbury

2018 Forecast Year with Mixed Use Development (Option A) - Scenario 2

PM PEAK PERIOD 17:00 - 18:00

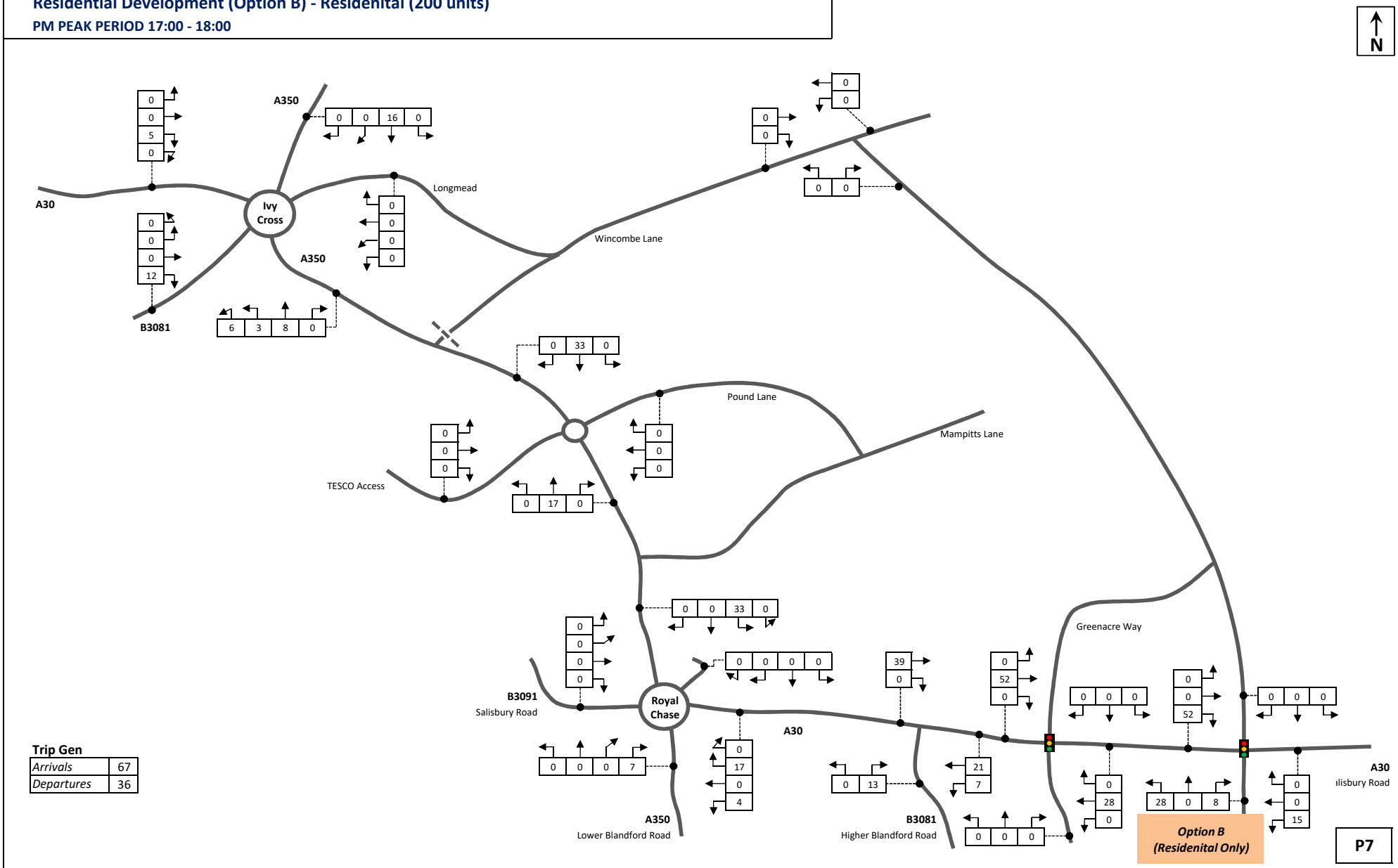


F:\Workfile\P862\Trip Generation & Distribution\P862_Spreadsheet Model
December 2017

P862 - Land South of the A30, Shaftesbury

Residential Development (Option B) - Residenital (200 units)

PM PEAK PERIOD 17:00 - 18:00



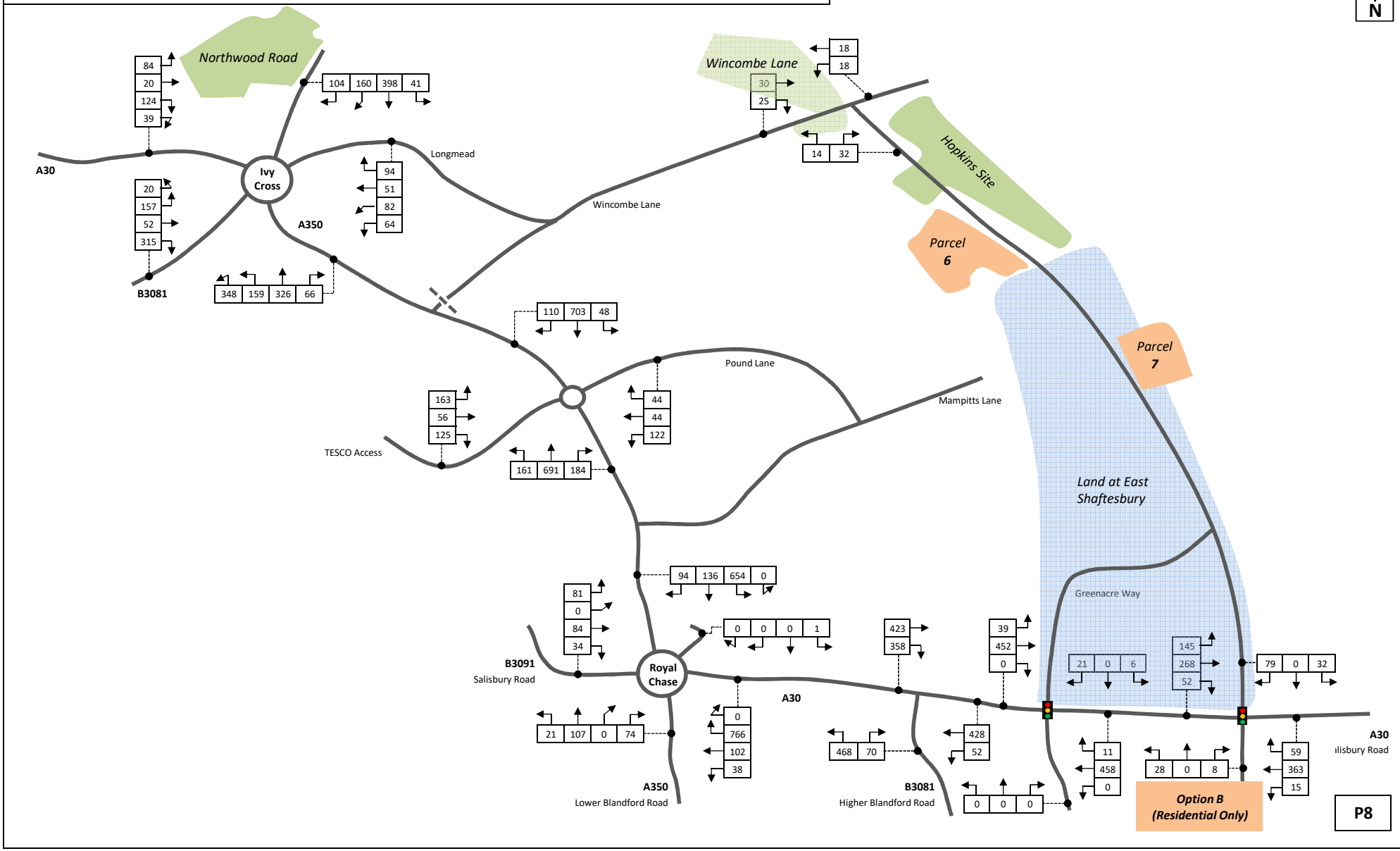
Trip Gen

Arrivals	67
Departures	36

P862 - Land South of the A30, Shaftesbury

2018 Forecast Year with Residential Development (Option B) - Scenario 3

PM PEAK PERIOD 17:00 - 18:00



F:\Workfile\P862\Trip Generation & Distribution\P862_Spreadsheet Model
December 2017

Appendix M

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Ivy Cross Rdbt.j9
Path: F:\Workfile\P862\Traffic Modelling\Junctions 9\dev scenarios only
Report generation date: 03/01/2018 14:00:41

»(Default Analysis Set) - 2018 with Existing Employment Allocation, AM
»(Default Analysis Set) - 2018 with Existing Employment Allocation, PM
»(Default Analysis Set) - 2018 with OptionA, AM
»(Default Analysis Set) - 2018 with OptionA, PM
»(Default Analysis Set) - 2018 with OptionB, AM
»(Default Analysis Set) - 2018 with OptionB, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2018 with Existing Employment Allocation							
A - A 350 North	1.2	6.55	0.55	A	1.2	5.83	0.55	A
B - Longmead	0.7	6.53	0.40	A	0.5	5.40	0.32	A
C - A350 South	4.8	18.70	0.84	C	5.1	18.28	0.84	C
D - B3081	2.0	10.41	0.67	B	1.2	7.60	0.56	A
E - A30	0.4	3.62	0.28	A	0.2	2.95	0.19	A
	A1 - 2018 with OptionA							
A - A 350 North	1.3	6.70	0.56	A	1.3	6.08	0.57	A
B - Longmead	0.7	6.62	0.40	A	0.5	5.52	0.33	A
C - A350 South	6.7	24.97	0.88	C	4.5	16.43	0.82	C
D - B3081	2.1	11.03	0.68	B	1.3	7.73	0.57	A
E - A30	0.4	3.69	0.28	A	0.2	2.97	0.20	A
	A1 - 2018 with OptionB							
A - A 350 North	1.1	6.01	0.52	A	1.3	5.93	0.56	A
B - Longmead	0.6	6.20	0.38	A	0.5	5.45	0.33	A
C - A350 South	5.0	19.23	0.84	C	3.9	14.77	0.80	B
D - B3081	1.8	9.76	0.65	A	1.2	7.50	0.56	A
E - A30	0.4	3.55	0.27	A	0.2	2.93	0.19	A

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

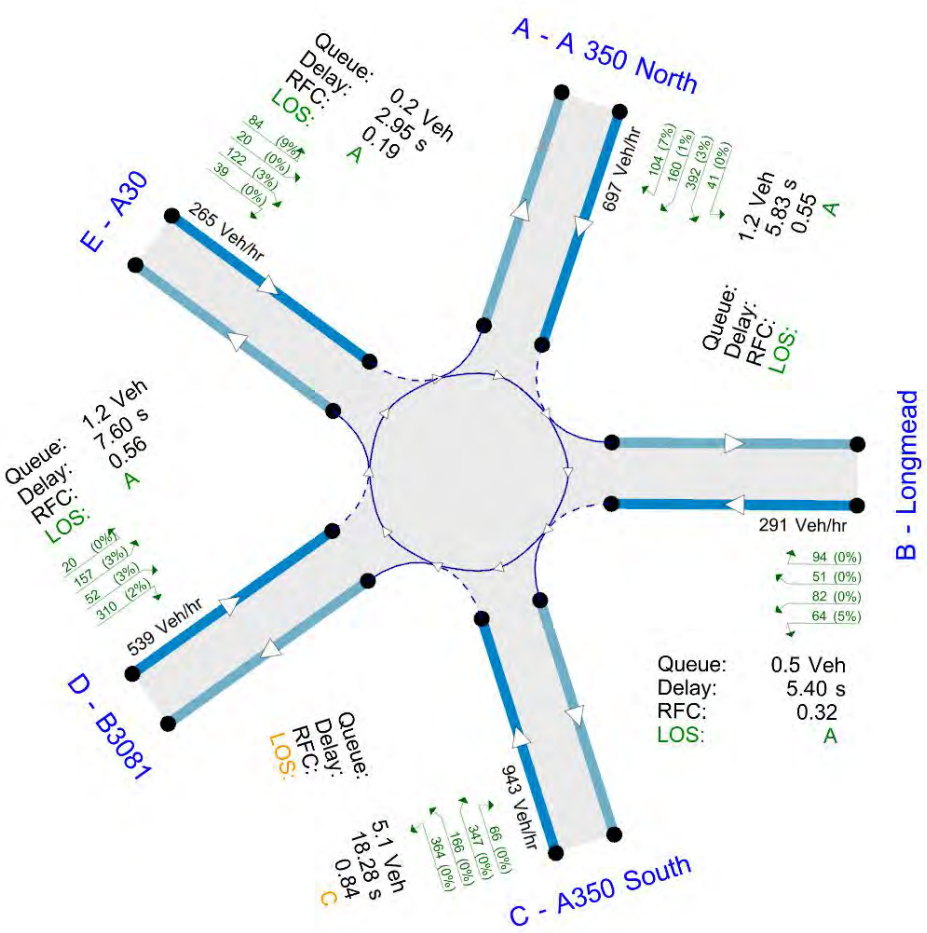
File summary

File Description

Title	Ivy Cross Rdbt
Location	Shaftesbury
Site number	
Date	11/11/2013
Version	
Status	Existing
Identifier	
Client	
Jobnumber	P620
Enumerator	PFA\trafficteam
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



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2018 with Existing Employment Allocation	AM	ONE HOUR	07:45	09:15	15	✓
D6	2018 with Existing Employment Allocation	PM	ONE HOUR	16:45	18:15	15	✓
D7	2018 with OptionA	AM	ONE HOUR	07:45	09:15	15	✓
D8	2018 with OptionA	PM	ONE HOUR	16:45	18:15	15	✓
D9	2018 with OptionB	AM	ONE HOUR	07:45	09:15	15	✓
D10	2018 with OptionB	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2018 with Existing Employment Allocation, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Ivy Cross Rdbt	Standard Roundabout	A, B, C, D, E	10.80	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A 350 North	
B	Longmead	
C	A350 South	
D	B3081	
E	A30	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A 350 North	3.65	7.30	15.0	25.0	80.0	28.0	
B - Longmead	3.65	6.75	15.0	16.0	80.0	47.0	
C - A350 South	3.65	6.75	15.0	16.0	80.0	60.0	
D - B3081	3.65	9.00	10.0	12.0	80.0	61.0	
E - A30	7.30	7.30	0.0	46.0	80.0	40.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A 350 North	0.484	1757
B - Longmead	0.435	1552
C - A350 South	0.414	1477
D - B3081	0.406	1465
E - A30	0.544	2196

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 segment length (min)	Run automatically
D5	2018 with Existing Employment Allocation	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A 350 North		ONE HOUR	✓	620	100.000
B - Longmead		ONE HOUR	✓	329	100.000
C - A350 South		ONE HOUR	✓	877	100.000
D - B3081		ONE HOUR	✓	631	100.000
E - A30		ONE HOUR	✓	346	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A 350 North	B - Longmead	C - A350 South	D - B3081	E - A30
From	A - A 350 North	0	32	368	137	83
	B - Longmead	129	0	63	87	50
	C - A350 South	305	96	0	359	117
	D - B3081	210	79	335	0	7
	E - A30	110	31	145	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A 350 North	B - Longmead	C - A350 South	D - B3081	E - A30
From	A - A 350 North	0	13	9	3	15
	B - Longmead	5	0	11	5	8
	C - A350 South	4	3	0	6	6
	D - B3081	5	3	6	0	14
	E - A30	11	4	5	7	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)
A - A 350 North	0.55	6.55	1.2	A	569	853
B - Longmead	0.40	6.53	0.7	A	302	453
C - A350 South	0.84	18.70	4.8	C	805	1207
D - B3081	0.67	10.41	2.0	B	579	869
E - A30	0.28	3.62	0.4	A	317	476

(Default Analysis Set) - 2018 with Existing Employment Allocation, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Ivy Cross Rdbt	Standard Roundabout	A, B, C, D, E	10.07	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2018 with Existing Employment Allocation	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A 350 North		ONE HOUR	✓	697	100.000
B - Longmead		ONE HOUR	✓	291	100.000
C - A350 South		ONE HOUR	✓	943	100.000
D - B3081		ONE HOUR	✓	539	100.000
E - A30		ONE HOUR	✓	265	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A 350 North	B - Longmead	C - A350 South	D - B3081	E - A30
From	A - A 350 North	0	41	392	160	104
	B - Longmead	94	0	64	82	51
	C - A350 South	347	66	0	364	166
	D - B3081	157	52	310	0	20
	E - A30	84	20	122	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A 350 North	B - Longmead	C - A350 South	D - B3081	E - A30
From	A - A 350 North	0	0	3	1	7
	B - Longmead	0	0	5	0	0
	C - A350 South	0	0	0	0	0
	D - B3081	3	3	2	0	0
	E - A30	9	0	3	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)
A - A 350 North	0.55	5.83	1.2	A	640	959
B - Longmead	0.32	5.40	0.5	A	267	401
C - A350 South	0.84	18.28	5.1	C	865	1298
D - B3081	0.56	7.60	1.2	A	495	742
E - A30	0.19	2.95	0.2	A	243	365

(Default Analysis Set) - 2018 with OptionA, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Ivy Cross Rdbt	Standard Roundabout	A, B, C, D, E	13.09	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2018 with OptionA	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A 350 North		ONE HOUR	✓	627	100.000
B - Longmead		ONE HOUR	✓	329	100.000
C - A350 South		ONE HOUR	✓	924	100.000
D - B3081		ONE HOUR	✓	637	100.000
E - A30		ONE HOUR	✓	348	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A 350 North	B - Longmead	C - A350 South	D - B3081	E - A30
From	A - A 350 North	0	32	375	137	83
	B - Longmead	129	0	63	87	50
	C - A350 South	328	96	0	376	124
	D - B3081	210	79	341	0	7
	E - A30	110	31	147	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A 350 North	B - Longmead	C - A350 South	D - B3081	E - A30
From	A - A 350 North	0	13	9	3	15
	B - Longmead	5	0	11	5	8
	C - A350 South	4	3	0	6	6
	D - B3081	5	3	6	0	14
	E - A30	11	4	5	7	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)
A - A 350 North	0.56	6.70	1.3	A	575	863
B - Longmead	0.40	6.62	0.7	A	302	453
C - A350 South	0.88	24.97	6.7	C	848	1272
D - B3081	0.68	11.03	2.1	B	585	877
E - A30	0.28	3.69	0.4	A	319	479

(Default Analysis Set) - 2018 with OptionA, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Ivy Cross Rdbt	Standard Roundabout	A, B, C, D, E	9.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2018 with OptionA	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A 350 North		ONE HOUR	✓	712	100.000
B - Longmead		ONE HOUR	✓	291	100.000
C - A350 South		ONE HOUR	✓	922	100.000
D - B3081		ONE HOUR	✓	551	100.000
E - A30		ONE HOUR	✓	270	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A 350 North	B - Longmead	C - A350 South	D - B3081	E - A30
From	A - A 350 North	0	41	407	160	104
	B - Longmead	94	0	64	82	51
	C - A350 South	337	66	0	356	163
	D - B3081	157	52	322	0	20
	E - A30	84	20	127	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A 350 North	B - Longmead	C - A350 South	D - B3081	E - A30
From	A - A 350 North	0	0	3	1	7
	B - Longmead	0	0	5	0	0
	C - A350 South	0	0	0	0	0
	D - B3081	3	3	2	0	0
	E - A30	9	0	3	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)
A - A 350 North	0.57	6.08	1.3	A	653	980
B - Longmead	0.33	5.52	0.5	A	267	401
C - A350 South	0.82	16.43	4.5	C	846	1269
D - B3081	0.57	7.73	1.3	A	506	758
E - A30	0.20	2.97	0.2	A	248	372

(Default Analysis Set) - 2018 with OptionB, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Ivy Cross Rdbt	Standard Roundabout	A, B, C, D, E	10.74	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2018 with OptionB	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A 350 North		ONE HOUR	✓	590	100.000
B - Longmead		ONE HOUR	✓	329	100.000
C - A350 South		ONE HOUR	✓	882	100.000
D - B3081		ONE HOUR	✓	609	100.000
E - A30		ONE HOUR	✓	337	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A 350 North	B - Longmead	C - A350 South	D - B3081	E - A30
From	A - A 350 North	0	32	338	137	83
	B - Longmead	129	0	63	87	50
	C - A350 South	307	96	0	361	118
	D - B3081	210	79	313	0	7
	E - A30	110	31	136	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A 350 North	B - Longmead	C - A350 South	D - B3081	E - A30
From	A - A 350 North	0	13	9	3	15
	B - Longmead	5	0	11	5	8
	C - A350 South	4	3	0	6	6
	D - B3081	5	3	6	0	14
	E - A30	11	4	5	7	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)
A - A 350 North	0.52	6.01	1.1	A	541	812
B - Longmead	0.38	6.20	0.6	A	302	453
C - A350 South	0.84	19.23	5.0	C	809	1214
D - B3081	0.65	9.76	1.8	A	559	838
E - A30	0.27	3.55	0.4	A	309	464

(Default Analysis Set) - 2018 with OptionB, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Ivy Cross Rdbt	Standard Roundabout	A, B, C, D, E	8.78	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 segment length (min)	Run automatically
D10	2018 with OptionB	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A 350 North		ONE HOUR	✓	703	100.000
B - Longmead		ONE HOUR	✓	291	100.000
C - A350 South		ONE HOUR	✓	899	100.000
D - B3081		ONE HOUR	✓	544	100.000
E - A30		ONE HOUR	✓	267	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A 350 North	B - Longmead	C - A350 South	D - B3081	E - A30
From	A - A 350 North	0	41	398	160	104
	B - Longmead	94	0	64	82	51
	C - A350 South	326	66	0	348	159
	D - B3081	157	52	315	0	20
	E - A30	84	20	124	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A 350 North	B - Longmead	C - A350 South	D - B3081	E - A30
From	A - A 350 North	0	0	3	1	7
	B - Longmead	0	0	5	0	0
	C - A350 South	0	0	0	0	0
	D - B3081	3	3	2	0	0
	E - A30	9	0	3	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)
A - A 350 North	0.56	5.93	1.3	A	645	968
B - Longmead	0.33	5.45	0.5	A	267	401
C - A350 South	0.80	14.77	3.9	B	825	1237
D - B3081	0.56	7.50	1.2	A	499	749
E - A30	0.19	2.93	0.2	A	245	368

Appendix N

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Christy's Ln_Pound Ln_Supermarket Rdbt.j9
Path: F:\Workfile\P862\Traffic Modelling\Junctions 9\dev scenarios only
Report generation date: 03/01/2018 14:04:21

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2018 with Existing Employment Allocation								
1 - Christy's Lane North	2.7	10.09	0.73	B	2.1	8.23	0.68	A
2 - Pound Lane	0.7	8.12	0.43	A	0.4	6.00	0.28	A
3 - Christy's Lane South	5.4	17.86	0.85	C	5.1	16.12	0.84	C
4 - Supermarket Access	0.4	6.84	0.27	A	0.8	8.14	0.46	A
A1 - 2018 with OptionA								
1 - Christy's Lane North	2.9	10.58	0.75	B	2.4	8.95	0.71	A
2 - Pound Lane	0.8	8.33	0.43	A	0.4	6.23	0.29	A
3 - Christy's Lane South	7.3	23.57	0.89	C	4.6	14.64	0.83	B
4 - Supermarket Access	0.4	7.28	0.29	A	0.8	7.89	0.45	A
A1 - 2018 with OptionB								
1 - Christy's Lane North	2.1	8.47	0.68	A	2.2	8.49	0.69	A
2 - Pound Lane	0.7	7.35	0.40	A	0.4	6.08	0.28	A
3 - Christy's Lane South	5.5	18.24	0.85	C	4.1	13.29	0.81	B
4 - Supermarket Access	0.4	6.87	0.28	A	0.8	7.63	0.45	A

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	(untitled)
Location	
Site number	
Date	08/11/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFA\trafficteam
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

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2018 with Existing Employment Allocation	AM	ONE HOUR	07:45	09:15	15	✓
D6	2018 with Existing Employment Allocation	PM	ONE HOUR	16:45	18:15	15	✓
D7	2018 with OptionA	AM	ONE HOUR	07:45	09:15	15	✓
D8	2018 with OptionA	PM	ONE HOUR	16:45	18:15	15	✓
D9	2018 with OptionB	AM	ONE HOUR	07:45	09:15	15	✓
D10	2018 with OptionB	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2018 with Existing Employment Allocation, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Christy's Lane / Pound Lane / Supermarket Rdbt	Standard Roundabout	1, 2, 3, 4	12.96	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Christy's Lane North	
2	Pound Lane	
3	Christy's Lane South	
4	Supermarket Access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Christy's Lane North	3.65	6.83	12.2	14.0	32.0	18.0	
2 - Pound Lane	3.65	6.00	6.7	30.0	32.0	25.5	
3 - Christy's Lane South	3.65	6.46	14.5	12.0	32.0	30.0	
4 - Supermarket Access	3.50	5.75	15.5	12.0	32.0	29.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Christy's Lane North	0.655	1665
2 - Pound Lane	0.622	1488
3 - Christy's Lane South	0.621	1578
4 - Supermarket Access	0.602	1482

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 segment length (min)	Run automatically
D5	2018 with Existing Employment Allocation	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Christy's Lane North		ONE HOUR	✓	893	100.000
2 - Pound Lane		ONE HOUR	✓	301	100.000
3 - Christy's Lane South		ONE HOUR	✓	1029	100.000
4 - Supermarket Access		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Christy's Lane North	2 - Pound Lane	3 - Christy's Lane South	4 - Supermarket Access
From	1 - Christy's Lane North	0	14	795	84
	2 - Pound Lane	95	0	168	38
	3 - Christy's Lane South	764	170	0	95
	4 - Supermarket Access	79	31	71	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Christy's Lane North	2 - Pound Lane	3 - Christy's Lane South	4 - Supermarket Access
From	1 - Christy's Lane North	0	14	10	2
	2 - Pound Lane	0	0	1	0
	3 - Christy's Lane South	9	2	0	4
	4 - Supermarket Access	3	0	6	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 - Christy's Lane North	0.73	10.09	2.7	B	819	1229
2 - Pound Lane	0.43	8.12	0.7	A	276	414
3 - Christy's Lane South	0.85	17.86	5.4	C	944	1416
4 - Supermarket Access	0.27	6.84	0.4	A	166	249

(Default Analysis Set) - 2018 with Existing Employment Allocation, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Christy's Lane / Pound Lane / Supermarket Rdbt	Standard Roundabout	1, 2, 3, 4	11.48	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2018 with Existing Employment Allocation	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Christy's Lane North		ONE HOUR	✓	849	100.000
2 - Pound Lane		ONE HOUR	✓	210	100.000
3 - Christy's Lane South		ONE HOUR	✓	1080	100.000
4 - Supermarket Access		ONE HOUR	✓	344	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Christy's Lane North	2 - Pound Lane	3 - Christy's Lane South	4 - Supermarket Access
From	1 - Christy's Lane North	0	48	691	110
	2 - Pound Lane	44	0	122	44
	3 - Christy's Lane South	735	184	0	161
	4 - Supermarket Access	163	56	125	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Christy's Lane North	2 - Pound Lane	3 - Christy's Lane South	4 - Supermarket Access
From	1 - Christy's Lane North	0	8	2	0
	2 - Pound Lane	2	0	2	0
	3 - Christy's Lane South	3	1	0	1
	4 - Supermarket Access	1	2	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 - Christy's Lane North	0.68	8.23	2.1	A	779	1169
2 - Pound Lane	0.28	6.00	0.4	A	193	289
3 - Christy's Lane South	0.84	16.12	5.1	C	991	1487
4 - Supermarket Access	0.46	8.14	0.8	A	316	473

(Default Analysis Set) - 2018 with OptionA, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Christy's Lane / Pound Lane / Supermarket Rdbt	Standard Roundabout	1, 2, 3, 4	15.78	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2018 with OptionA	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Christy's Lane North		ONE HOUR	✓	908	100.000
2 - Pound Lane		ONE HOUR	✓	301	100.000
3 - Christy's Lane South		ONE HOUR	✓	1076	100.000
4 - Supermarket Access		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Christy's Lane North	2 - Pound Lane	3 - Christy's Lane South	4 - Supermarket Access
From	1 - Christy's Lane North	0	14	810	84
	2 - Pound Lane	95	0	168	38
	3 - Christy's Lane South	811	170	0	95
	4 - Supermarket Access	79	31	71	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Christy's Lane North	2 - Pound Lane	3 - Christy's Lane South	4 - Supermarket Access
From	1 - Christy's Lane North	0	14	10	2
	2 - Pound Lane	0	0	1	0
	3 - Christy's Lane South	9	2	0	4
	4 - Supermarket Access	3	0	6	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 - Christy's Lane North	0.75	10.58	2.9	B	833	1250
2 - Pound Lane	0.43	8.33	0.8	A	276	414
3 - Christy's Lane South	0.89	23.57	7.3	C	987	1481
4 - Supermarket Access	0.29	7.28	0.4	A	166	249

(Default Analysis Set) - 2018 with OptionA, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Christy's Lane / Pound Lane / Supermarket Rdbt	Standard Roundabout	1, 2, 3, 4	11.00	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2018 with OptionA	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Christy's Lane North		ONE HOUR	✓	881	100.000
2 - Pound Lane		ONE HOUR	✓	210	100.000
3 - Christy's Lane South		ONE HOUR	✓	1059	100.000
4 - Supermarket Access		ONE HOUR	✓	344	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Christy's Lane North	2 - Pound Lane	3 - Christy's Lane South	4 - Supermarket Access
From	1 - Christy's Lane North	0	48	723	110
	2 - Pound Lane	44	0	122	44
	3 - Christy's Lane South	714	184	0	161
	4 - Supermarket Access	163	56	125	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Christy's Lane North	2 - Pound Lane	3 - Christy's Lane South	4 - Supermarket Access
From	1 - Christy's Lane North	0	8	2	0
	2 - Pound Lane	2	0	2	0
	3 - Christy's Lane South	3	1	0	1
	4 - Supermarket Access	1	2	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 - Christy's Lane North	0.71	8.95	2.4	A	808	1213
2 - Pound Lane	0.29	6.23	0.4	A	193	289
3 - Christy's Lane South	0.83	14.64	4.6	B	972	1458
4 - Supermarket Access	0.45	7.89	0.8	A	316	473

(Default Analysis Set) - 2018 with OptionB, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Christy's Lane / Pound Lane / Supermarket Rdbt	Standard Roundabout	1, 2, 3, 4	12.54	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2018 with OptionB	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Christy's Lane North		ONE HOUR	✓	831	100.000
2 - Pound Lane		ONE HOUR	✓	301	100.000
3 - Christy's Lane South		ONE HOUR	✓	1033	100.000
4 - Supermarket Access		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Christy's Lane North	2 - Pound Lane	3 - Christy's Lane South	4 - Supermarket Access
From	1 - Christy's Lane North	0	14	733	84
	2 - Pound Lane	95	0	168	38
	3 - Christy's Lane South	768	170	0	95
	4 - Supermarket Access	79	31	71	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Christy's Lane North	2 - Pound Lane	3 - Christy's Lane South	4 - Supermarket Access
From	1 - Christy's Lane North	0	14	10	2
	2 - Pound Lane	0	0	1	0
	3 - Christy's Lane South	9	2	0	4
	4 - Supermarket Access	3	0	6	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 - Christy's Lane North	0.68	8.47	2.1	A	763	1144
2 - Pound Lane	0.40	7.35	0.7	A	276	414
3 - Christy's Lane South	0.85	18.24	5.5	C	948	1422
4 - Supermarket Access	0.28	6.87	0.4	A	166	249

(Default Analysis Set) - 2018 with OptionB, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Christy's Lane / Pound Lane / Supermarket Rdbt	Standard Roundabout	1, 2, 3, 4	10.20	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2018 with OptionB	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Christy's Lane North		ONE HOUR	✓	861	100.000
2 - Pound Lane		ONE HOUR	✓	210	100.000
3 - Christy's Lane South		ONE HOUR	✓	1036	100.000
4 - Supermarket Access		ONE HOUR	✓	344	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Christy's Lane North	2 - Pound Lane	3 - Christy's Lane South	4 - Supermarket Access
From	1 - Christy's Lane North	0	48	703	110
	2 - Pound Lane	44	0	122	44
	3 - Christy's Lane South	691	184	0	161
	4 - Supermarket Access	163	56	125	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Christy's Lane North	2 - Pound Lane	3 - Christy's Lane South	4 - Supermarket Access
From	1 - Christy's Lane North	0	8	2	0
	2 - Pound Lane	2	0	2	0
	3 - Christy's Lane South	3	1	0	1
	4 - Supermarket Access	1	2	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 - Christy's Lane North	0.69	8.49	2.2	A	790	1185
2 - Pound Lane	0.28	6.08	0.4	A	193	289
3 - Christy's Lane South	0.81	13.29	4.1	B	951	1426
4 - Supermarket Access	0.45	7.63	0.8	A	316	473

Appendix O

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Royal Chase Rdbt.j9
Path: F:\Workfile\P862\Traffic Modelling\Junctions 9\dev scenarios only
Report generation date: 03/01/2018 14:08:01

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2018 with Existing Employment Allocation								
1 - A350 Christy's Lane	3.8	11.74	0.80	B	1.6	5.88	0.61	A
2 - Royal Chase	0.0	0.00	0.00	A	0.0	0.00	0.00	A
3 - A30 Salisbury Rd E	1.1	3.96	0.52	A	1.1	3.78	0.53	A
4 - A350 Lower Blandford Road	0.3	4.27	0.25	A	0.2	3.91	0.19	A
5 - B3091 Salisbury Rd W	0.2	3.45	0.19	A	0.2	3.20	0.16	A
A1 - 2018 with OptionA								
1 - A350 Christy's Lane	4.1	12.46	0.81	B	1.7	6.27	0.63	A
2 - Royal Chase	0.0	0.00	0.00	A	0.0	0.00	0.00	A
3 - A30 Salisbury Rd E	1.2	4.25	0.55	A	1.1	3.69	0.51	A
4 - A350 Lower Blandford Road	0.3	4.41	0.26	A	0.2	3.90	0.20	A
5 - B3091 Salisbury Rd W	0.2	3.54	0.19	A	0.2	3.18	0.16	A
A1 - 2018 with OptionB								
1 - A350 Christy's Lane	2.9	9.45	0.75	A	1.6	6.02	0.62	A
2 - Royal Chase	0.0	0.00	0.00	A	0.0	0.00	0.00	A
3 - A30 Salisbury Rd E	1.1	3.97	0.52	A	1.0	3.57	0.50	A
4 - A350 Lower Blandford Road	0.3	4.18	0.24	A	0.2	3.84	0.19	A
5 - B3091 Salisbury Rd W	0.2	3.43	0.19	A	0.2	3.14	0.16	A

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

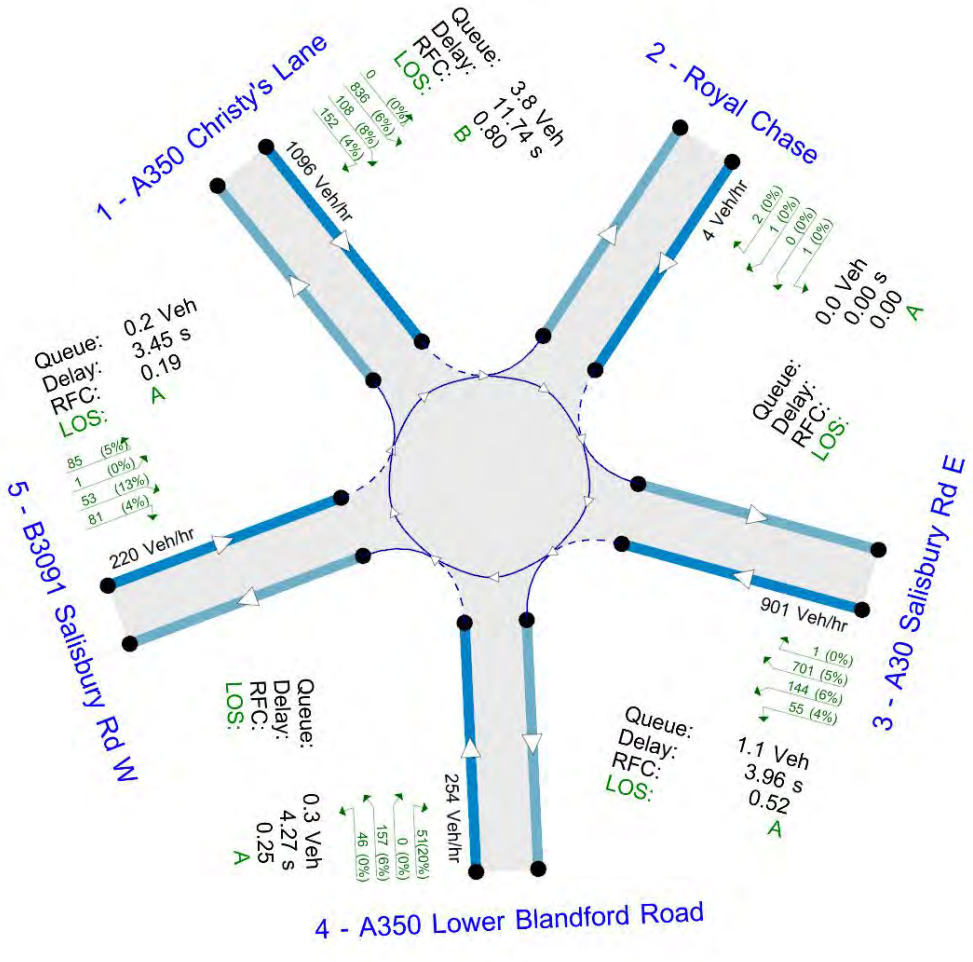
File summary

File Description

Title	Royal Chase Rdbt
Location	Shaftesbury
Site number	
Date	08/11/2013
Version	
Status	Existing
Identifier	
Client	
Jobnumber	P620
Enumerator	PFA\trafficteam
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



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2018 with Existing Employment Allocation	AM	ONE HOUR	07:45	09:15	15	✓
D6	2018 with Existing Employment Allocation	PM	ONE HOUR	16:45	18:15	15	✓
D7	2018 with OptionA	AM	ONE HOUR	07:45	09:15	15	✓
D8	2018 with OptionA	PM	ONE HOUR	16:45	18:15	15	✓
D9	2018 with OptionB	AM	ONE HOUR	07:45	09:15	15	✓
D10	2018 with OptionB	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2018 with Existing Employment Allocation, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Royal Chase RDBT	Standard Roundabout	1, 2, 3, 4, 5	7.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A350 Christy's Lane	
2	Royal Chase	
3	A30 Salisbury Rd E	
4	A350 Lower Blandford Road	
5	B3091 Salisbury Rd W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A350 Christy's Lane	3.65	8.50	12.0	30.0	105.0	42.0	
2 - Royal Chase	2.50	5.00	4.0	20.0	103.0	27.5	
3 - A30 Salisbury Rd E	7.50	7.50	0.0	40.0	120.0	46.5	
4 - A350 Lower Blandford Road	3.65	8.50	14.5	40.0	105.0	53.0	
5 - B3091 Salisbury Rd W	4.00	8.00	17.0	45.0	112.0	44.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A350 Christy's Lane	0.443	1702
2 - Royal Chase	0.355	1019
3 - A30 Salisbury Rd E	0.508	2198
4 - A350 Lower Blandford Road	0.439	1715
5 - B3091 Salisbury Rd W	0.465	1863

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 segment length (min)	Run automatically
D5	2018 with Existing Employment Allocation	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A350 Christy's Lane		ONE HOUR	✓	1096	100.000
2 - Royal Chase		ONE HOUR	✓	4	100.000
3 - A30 Salisbury Rd E		ONE HOUR	✓	901	100.000
4 - A350 Lower Blandford Road		ONE HOUR	✓	254	100.000
5 - B3091 Salisbury Rd W		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A350 Christy's Lane	2 - Royal Chase	3 - A30 Salisbury Rd E	4 - A350 Lower Blandford Road	5 - B3091 Salisbury Rd W
From	1 - A350 Christy's Lane	0	0	836	108	152
	2 - Royal Chase	2	0	1	0	1
	3 - A30 Salisbury Rd E	701	1	0	55	144
	4 - A350 Lower Blandford Road	157	0	51	0	46
	5 - B3091 Salisbury Rd W	85	1	53	81	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A350 Christy's Lane	2 - Royal Chase	3 - A30 Salisbury Rd E	4 - A350 Lower Blandford Road	5 - B3091 Salisbury Rd W
From	1 - A350 Christy's Lane	0	0	6	8	4
	2 - Royal Chase	0	0	0	0	0
	3 - A30 Salisbury Rd E	5	0	0	4	6
	4 - A350 Lower Blandford Road	6	0	20	0	0
	5 - B3091 Salisbury Rd W	5	0	13	4	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 - A350 Christy's Lane	0.80	11.74	3.8	B	1006	1509
2 - Royal Chase	0.00	0.00	0.0	A	0	0
3 - A30 Salisbury Rd E	0.52	3.96	1.1	A	827	1240
4 - A350 Lower Blandford Road	0.25	4.27	0.3	A	233	350
5 - B3091 Salisbury Rd W	0.19	3.45	0.2	A	202	303

(Default Analysis Set) - 2018 with Existing Employment Allocation, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Royal Chase RDBT	Standard Roundabout	1, 2, 3, 4, 5	4.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2018 with Existing Employment Allocation	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A350 Christy's Lane		ONE HOUR	✓	872	100.000
2 - Royal Chase		ONE HOUR	✓	1	100.000
3 - A30 Salisbury Rd E		ONE HOUR	✓	957	100.000
4 - A350 Lower Blandford Road		ONE HOUR	✓	199	100.000
5 - B3091 Salisbury Rd W		ONE HOUR	✓	199	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A350 Christy's Lane	2 - Royal Chase	3 - A30 Salisbury Rd E	4 - A350 Lower Blandford Road	5 - B3091 Salisbury Rd W
From	1 - A350 Christy's Lane	0	0	642	136	94
	2 - Royal Chase	0	0	1	0	0
	3 - A30 Salisbury Rd E	809	0	0	46	102
	4 - A350 Lower Blandford Road	107	0	71	0	21
	5 - B3091 Salisbury Rd W	81	0	84	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A350 Christy's Lane	2 - Royal Chase	3 - A30 Salisbury Rd E	4 - A350 Lower Blandford Road	5 - B3091 Salisbury Rd W
From	1 - A350 Christy's Lane	0	0	2	5	1
	2 - Royal Chase	0	0	0	0	0
	3 - A30 Salisbury Rd E	2	0	0	0	3
	4 - A350 Lower Blandford Road	10	0	2	0	10
	5 - B3091 Salisbury Rd W	0	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 - A350 Christy's Lane	0.61	5.88	1.6	A	800	1200
2 - Royal Chase	0.00	0.00	0.0	A	0	0
3 - A30 Salisbury Rd E	0.53	3.78	1.1	A	878	1317
4 - A350 Lower Blandford Road	0.19	3.91	0.2	A	183	274
5 - B3091 Salisbury Rd W	0.16	3.20	0.2	A	183	274

(Default Analysis Set) - 2018 with OptionA, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Royal Chase RDBT	Standard Roundabout	1, 2, 3, 4, 5	7.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2018 with OptionA	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A350 Christy's Lane		ONE HOUR	✓	1111	100.000
2 - Royal Chase		ONE HOUR	✓	4	100.000
3 - A30 Salisbury Rd E		ONE HOUR	✓	957	100.000
4 - A350 Lower Blandford Road		ONE HOUR	✓	257	100.000
5 - B3091 Salisbury Rd W		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A350 Christy's Lane	2 - Royal Chase	3 - A30 Salisbury Rd E	4 - A350 Lower Blandford Road	5 - B3091 Salisbury Rd W
From	1 - A350 Christy's Lane	0	0	851	108	152
	2 - Royal Chase	2	0	1	0	1
	3 - A30 Salisbury Rd E	748	1	0	64	144
	4 - A350 Lower Blandford Road	157	0	54	0	46
	5 - B3091 Salisbury Rd W	85	1	53	81	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A350 Christy's Lane	2 - Royal Chase	3 - A30 Salisbury Rd E	4 - A350 Lower Blandford Road	5 - B3091 Salisbury Rd W
From	1 - A350 Christy's Lane	0	0	6	8	4
	2 - Royal Chase	0	0	0	0	0
	3 - A30 Salisbury Rd E	5	0	0	4	6
	4 - A350 Lower Blandford Road	6	0	20	0	0
	5 - B3091 Salisbury Rd W	5	0	13	4	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 - A350 Christy's Lane	0.81	12.46	4.1	B	1019	1529
2 - Royal Chase	0.00	0.00	0.0	A	0	0
3 - A30 Salisbury Rd E	0.55	4.25	1.2	A	878	1317
4 - A350 Lower Blandford Road	0.26	4.41	0.3	A	236	354
5 - B3091 Salisbury Rd W	0.19	3.54	0.2	A	202	303

(Default Analysis Set) - 2018 with OptionA, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Royal Chase RDBT	Standard Roundabout	1, 2, 3, 4, 5	4.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2018 with OptionA	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A350 Christy's Lane		ONE HOUR	✓	904	100.000
2 - Royal Chase		ONE HOUR	✓	1	100.000
3 - A30 Salisbury Rd E		ONE HOUR	✓	936	100.000
4 - A350 Lower Blandford Road		ONE HOUR	✓	206	100.000
5 - B3091 Salisbury Rd W		ONE HOUR	✓	199	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A350 Christy's Lane	2 - Royal Chase	3 - A30 Salisbury Rd E	4 - A350 Lower Blandford Road	5 - B3091 Salisbury Rd W
From	1 - A350 Christy's Lane	0	0	674	136	94
	2 - Royal Chase	0	0	1	0	0
	3 - A30 Salisbury Rd E	789	0	0	45	102
	4 - A350 Lower Blandford Road	107	0	78	0	21
	5 - B3091 Salisbury Rd W	81	0	84	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A350 Christy's Lane	2 - Royal Chase	3 - A30 Salisbury Rd E	4 - A350 Lower Blandford Road	5 - B3091 Salisbury Rd W
From	1 - A350 Christy's Lane	0	0	2	5	1
	2 - Royal Chase	0	0	0	0	0
	3 - A30 Salisbury Rd E	2	0	0	0	3
	4 - A350 Lower Blandford Road	10	0	2	0	10
	5 - B3091 Salisbury Rd W	0	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 - A350 Christy's Lane	0.63	6.27	1.7	A	830	1244
2 - Royal Chase	0.00	0.00	0.0	A	0	0
3 - A30 Salisbury Rd E	0.51	3.69	1.1	A	859	1288
4 - A350 Lower Blandford Road	0.20	3.90	0.2	A	189	284
5 - B3091 Salisbury Rd W	0.16	3.18	0.2	A	183	274

(Default Analysis Set) - 2018 with OptionB, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Royal Chase RDBT	Standard Roundabout	1, 2, 3, 4, 5	6.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2018 with OptionB	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A350 Christy's Lane		ONE HOUR	✓	1034	100.000
2 - Royal Chase		ONE HOUR	✓	4	100.000
3 - A30 Salisbury Rd E		ONE HOUR	✓	903	100.000
4 - A350 Lower Blandford Road		ONE HOUR	✓	242	100.000
5 - B3091 Salisbury Rd W		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A350 Christy's Lane	2 - Royal Chase	3 - A30 Salisbury Rd E	4 - A350 Lower Blandford Road	5 - B3091 Salisbury Rd W
From	1 - A350 Christy's Lane	0	0	774	108	152
	2 - Royal Chase	2	0	1	0	1
	3 - A30 Salisbury Rd E	704	1	0	54	144
	4 - A350 Lower Blandford Road	157	0	39	0	46
	5 - B3091 Salisbury Rd W	85	1	53	81	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A350 Christy's Lane	2 - Royal Chase	3 - A30 Salisbury Rd E	4 - A350 Lower Blandford Road	5 - B3091 Salisbury Rd W
From	1 - A350 Christy's Lane	0	0	6	8	4
	2 - Royal Chase	0	0	0	0	0
	3 - A30 Salisbury Rd E	5	0	0	4	6
	4 - A350 Lower Blandford Road	6	0	20	0	0
	5 - B3091 Salisbury Rd W	5	0	13	4	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 - A350 Christy's Lane	0.75	9.45	2.9	A	949	1423
2 - Royal Chase	0.00	0.00	0.0	A	0	0
3 - A30 Salisbury Rd E	0.52	3.97	1.1	A	829	1243
4 - A350 Lower Blandford Road	0.24	4.18	0.3	A	222	333
5 - B3091 Salisbury Rd W	0.19	3.43	0.2	A	202	303

(Default Analysis Set) - 2018 with OptionB, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Royal Chase RDBT	Standard Roundabout	1, 2, 3, 4, 5	4.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2018 with OptionB	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A350 Christy's Lane		ONE HOUR	✓	884	100.000
2 - Royal Chase		ONE HOUR	✓	1	100.000
3 - A30 Salisbury Rd E		ONE HOUR	✓	906	100.000
4 - A350 Lower Blandford Road		ONE HOUR	✓	202	100.000
5 - B3091 Salisbury Rd W		ONE HOUR	✓	199	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A350 Christy's Lane	2 - Royal Chase	3 - A30 Salisbury Rd E	4 - A350 Lower Blandford Road	5 - B3091 Salisbury Rd W
From	1 - A350 Christy's Lane	0	0	654	136	94
	2 - Royal Chase	0	0	1	0	0
	3 - A30 Salisbury Rd E	766	0	0	38	102
	4 - A350 Lower Blandford Road	107	0	74	0	21
	5 - B3091 Salisbury Rd W	81	0	84	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A350 Christy's Lane	2 - Royal Chase	3 - A30 Salisbury Rd E	4 - A350 Lower Blandford Road	5 - B3091 Salisbury Rd W
From	1 - A350 Christy's Lane	0	0	2	5	1
	2 - Royal Chase	0	0	0	0	0
	3 - A30 Salisbury Rd E	2	0	0	0	3
	4 - A350 Lower Blandford Road	10	0	2	0	10
	5 - B3091 Salisbury Rd W	0	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 - A350 Christy's Lane	0.62	6.02	1.6	A	811	1217
2 - Royal Chase	0.00	0.00	0.0	A	0	0
3 - A30 Salisbury Rd E	0.50	3.57	1.0	A	831	1247
4 - A350 Lower Blandford Road	0.19	3.84	0.2	A	185	278
5 - B3091 Salisbury Rd W	0.16	3.14	0.2	A	183	274

Appendix P

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: A30_Upper Blandford Road.j9
Path: F:\Workfile\P862\Traffic Modelling\Junctions 9\dev scenarios only
Report generation date: 03/01/2018 14:10:23

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2018 with Existing Employment Allocation							
Stream B-C	1.8	16.36	0.65	C	3.4	24.77	0.78	C
Stream B-A	0.3	15.90	0.22	C	0.4	18.40	0.27	C
Stream C-AB	2.7	24.03	0.74	C	1.7	16.30	0.64	C
	A1 - 2018 with OptionA							
Stream B-C	1.9	17.78	0.67	C	3.5	25.28	0.79	D
Stream B-A	0.3	17.53	0.25	C	0.5	19.33	0.32	C
Stream C-AB	3.0	26.19	0.76	D	1.7	15.87	0.64	C
	A1 - 2018 with OptionB							
Stream B-C	1.7	15.15	0.63	C	3.2	23.32	0.77	C
Stream B-A	0.1	13.95	0.12	B	0.4	17.41	0.27	C
Stream C-AB	2.7	24.22	0.74	C	1.7	15.44	0.63	C

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

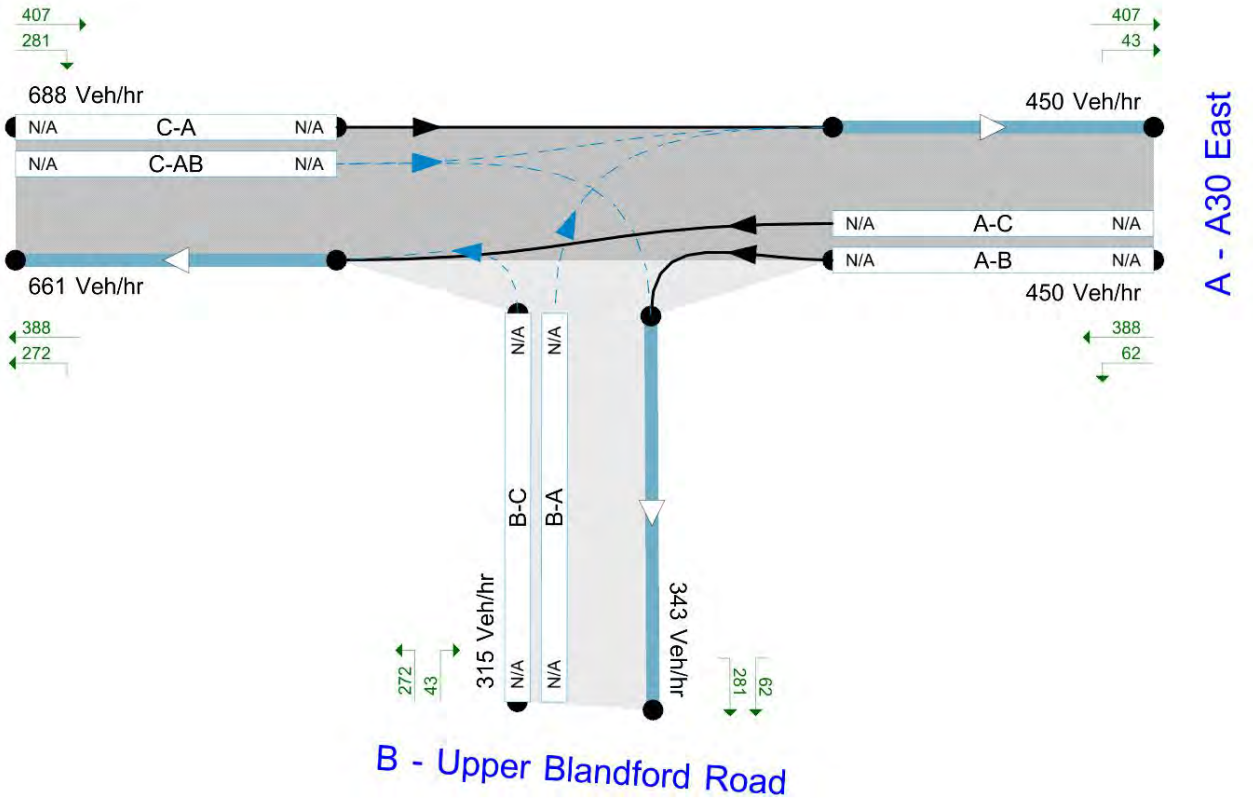
File summary

File Description

Title	A30_Upper Blandford Road
Location	Shaftesbury
Site number	
Date	08/11/2013
Version	
Status	Existing
Identifier	
Client	
Jobnumber	P672
Enumerator	PFA\trafficteam
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



Flows show modelled flow through junction (Veh/hr).

Time Segment: 07:45-08:00

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2018 with Existing Employment Allocation	AM	ONE HOUR	07:45	09:15	15	✓
D6	2018 with Existing Employment Allocation	PM	ONE HOUR	16:45	18:15	15	✓
D7	2018 with OptionA	AM	ONE HOUR	07:45	09:15	15	✓
D8	2018 with OptionA	PM	ONE HOUR	16:45	18:15	15	✓
D9	2018 with OptionB	AM	ONE HOUR	07:45	09:15	15	✓
D10	2018 with OptionB	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2018 with Existing Employment Allocation, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A30 / Upper Blandford Road	T-Junction	Two-way	8.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A30 East		Major
B	Upper Blandford Road		Minor
C	A30 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A30 West	15.75	✓	2.60	✓	2.60	200.0	✓	17.00

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 - Upper Blandford Road	One lane plus flare	10.00	9.20	4.80	3.76	3.40		2.00	73	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	628	0.062	0.157	0.099	0.225
1	B-C	809	0.071	0.180	-	-
1	C-B	720	0.161	0.161	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2018 with Existing Employment Allocation	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A30 East		ONE HOUR	✓	598	100.000
B - Upper Blandford Road		ONE HOUR	✓	423	100.000
C - A30 West		ONE HOUR	✓	918	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A30 East	B - Upper Blandford Road	C - A30 West
From	A - A30 East	0	82	516
	B - Upper Blandford Road	58	0	365
	C - A30 West	540	378	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A30 East	B - Upper Blandford Road	C - A30 West
From	A - A30 East	0	9	5
	B - Upper Blandford Road	6	0	6
	C - A30 West	6	8	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	0.65	16.36	1.8	C	335	502
B-A	0.22	15.90	0.3	C	53	80
C-AB	0.74	24.03	2.7	C	348	522
C-A					494	741
A-B					75	113
A-C					473	710

(Default Analysis Set) - 2018 with Existing Employment Allocation, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A30 / Upper Blandford Road	T-Junction	Two-way	10.03	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2018 with Existing Employment Allocation	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A30 East		ONE HOUR	✓	549	100.000
B - Upper Blandford Road		ONE HOUR	✓	534	100.000
C - A30 West		ONE HOUR	✓	766	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A30 East	B - Upper Blandford Road	C - A30 West
From	A - A30 East	0	69	480
	B - Upper Blandford Road	66	0	468
	C - A30 West	408	358	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A30 East	B - Upper Blandford Road	C - A30 West
From	A - A30 East	0	4	2
	B - Upper Blandford Road	0	0	2
	C - A30 West	3	1	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	0.78	24.77	3.4	C	429	644
B-A	0.27	18.40	0.4	C	61	91
C-AB	0.64	16.30	1.7	C	329	493
C-A					374	561
A-B					63	95
A-C					440	661

(Default Analysis Set) - 2018 with OptionA, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A30 / Upper Blandford Road	T-Junction	Two-way	8.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2018 with OptionA	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A30 East		ONE HOUR	✓	674	100.000
B - Upper Blandford Road		ONE HOUR	✓	428	100.000
C - A30 West		ONE HOUR	✓	935	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A30 East	B - Upper Blandford Road	C - A30 West
From	A - A30 East	0	101	573
	B - Upper Blandford Road	63	0	365
	C - A30 West	557	378	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A30 East	B - Upper Blandford Road	C - A30 West
From	A - A30 East	0	9	5
	B - Upper Blandford Road	6	0	6
	C - A30 West	6	8	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	0.67	17.78	1.9	C	335	502
B-A	0.25	17.53	0.3	C	58	87
C-AB	0.76	26.19	3.0	D	349	523
C-A					509	764
A-B					93	139
A-C					526	789

(Default Analysis Set) - 2018 with OptionA, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A30 / Upper Blandford Road	T-Junction	Two-way	10.14	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2018 with OptionA	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A30 East		ONE HOUR	✓	516	100.000
B - Upper Blandford Road		ONE HOUR	✓	546	100.000
C - A30 West		ONE HOUR	✓	805	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A30 East	B - Upper Blandford Road	C - A30 West
From	A - A30 East	0	61	455
	B - Upper Blandford Road	78	0	468
	C - A30 West	447	358	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A30 East	B - Upper Blandford Road	C - A30 West
From	A - A30 East	0	4	2
	B - Upper Blandford Road	0	0	2
	C - A30 West	3	1	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	0.79	25.28	3.5	D	429	644
B-A	0.32	19.33	0.5	C	72	107
C-AB	0.64	15.87	1.7	C	329	493
C-A					410	615
A-B					56	84
A-C					418	626

(Default Analysis Set) - 2018 with OptionB, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A30 / Upper Blandford Road	T-Junction	Two-way	8.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2018 with OptionB	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A30 East		ONE HOUR	✓	604	100.000
B - Upper Blandford Road		ONE HOUR	✓	398	100.000
C - A30 West		ONE HOUR	✓	843	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A30 East	B - Upper Blandford Road	C - A30 West
From	A - A30 East	0	84	520
	B - Upper Blandford Road	33	0	365
	C - A30 West	465	378	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A30 East	B - Upper Blandford Road	C - A30 West
From	A - A30 East	0	9	5
	B - Upper Blandford Road	6	0	6
	C - A30 West	6	8	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	0.63	15.15	1.7	C	335	502
B-A	0.12	13.95	0.1	B	30	45
C-AB	0.74	24.22	2.7	C	348	522
C-A					426	638
A-B					77	116
A-C					477	716

(Default Analysis Set) - 2018 with OptionB, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A30 / Upper Blandford Road	T-Junction	Two-way	9.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2018 with OptionB	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A30 East		ONE HOUR	✓	480	100.000
B - Upper Blandford Road		ONE HOUR	✓	538	100.000
C - A30 West		ONE HOUR	✓	781	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A30 East	B - Upper Blandford Road	C - A30 West
From	A - A30 East	0	52	428
	B - Upper Blandford Road	70	0	468
	C - A30 West	423	358	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A30 East	B - Upper Blandford Road	C - A30 West
From	A - A30 East	0	4	2
	B - Upper Blandford Road	0	0	2
	C - A30 West	3	1	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	0.77	23.32	3.2	C	429	644
B-A	0.27	17.41	0.4	C	64	96
C-AB	0.63	15.44	1.7	C	329	493
C-A					388	582
A-B					48	72
A-C					393	589

Appendix Q

PFA Template

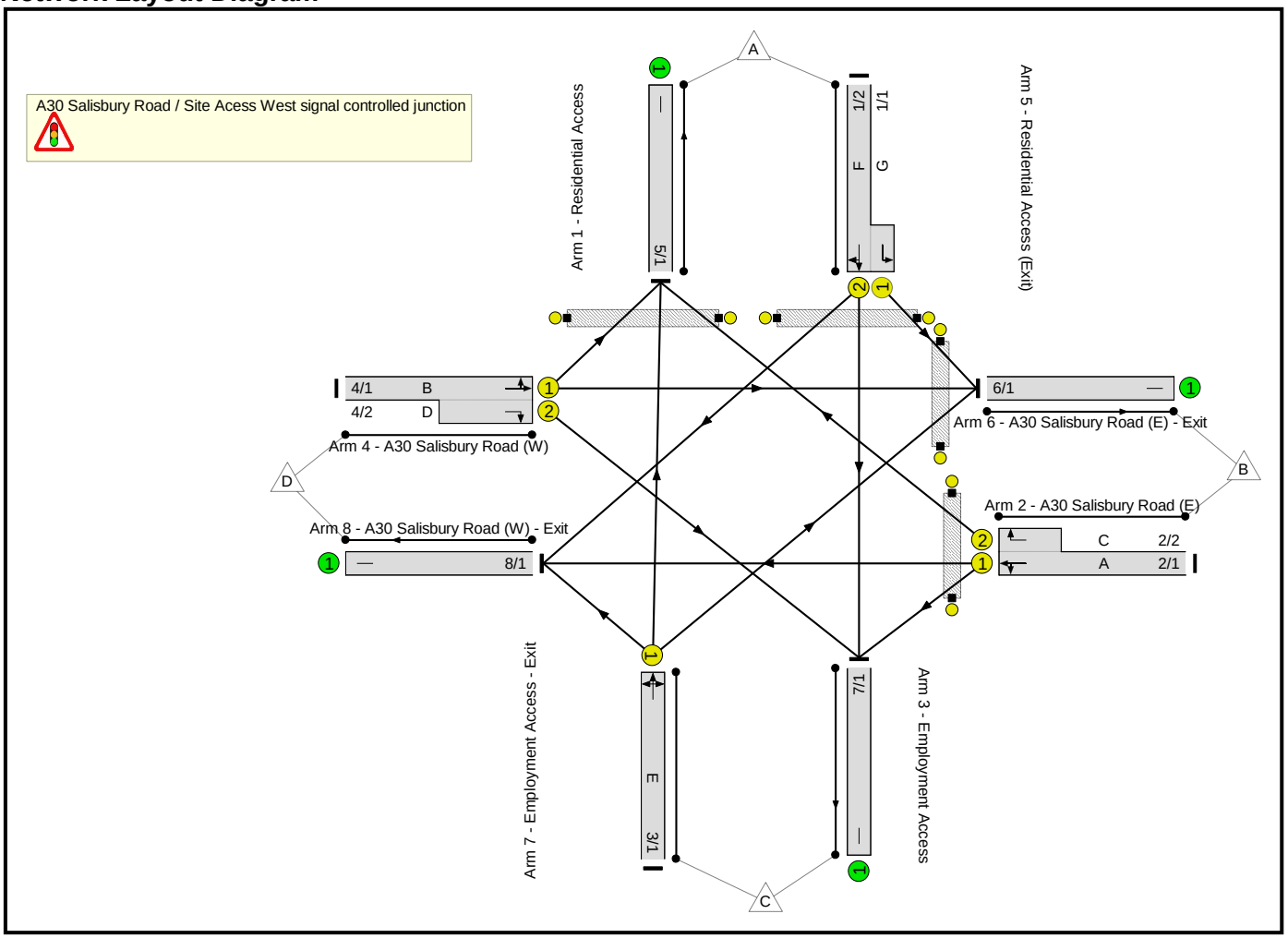
Project and User Details

Project:	**Land to the South of the A30, Shaftesbury**
Title:	**A30 Salisbury Road / Site Access (West) signal controlled junction**
Location:	Shaftesbury, Dorset
Additional detail:	
File name:	A30 Salisbury Road_Site Access West.lsg3x
Author:	PFA Consulting Ltd
Company:	PFA Consulting Ltd
Address:	Swindon
Linsig Version:	3, 2, 39, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
5	2018 + Allocation AM	2018 + Allocation AM	Network Control Plan 1	08:00 - 09:00	90	45.1	7.33
6	2018 + Allocation PM	2018 + Allocation PM	Network Control Plan 1	17:00 - 18:00	90	72.9	5.34
7	2018 + Option A AM	2018 + Option A AM	Network Control Plan 1	08:00 - 09:00	90	39.8	8.22
8	2018 + Option A PM	2018 + Option A PM	Network Control Plan 1	17:00 - 18:00	90	71.6	5.48
9	2018 + Option B AM	2018 + Option B AM	Network Control Plan 1	08:00 - 09:00	90	59.2	6.54
10	2018 + Option B PM	2018 + Option B PM	Network Control Plan 1	17:00 - 18:00	90	82.3	5.01

Network Layout Diagram



Lane Input Data

Junction: A30 Salisbury Road / Site Acess West signal controlled junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Residential Access)	U	G	2	3	3.0	Geom	-	3.00	0.00	Y	Arm 6 Left	11.00
1/2 (Residential Access)	U	F	2	3	60.0	Geom	-	3.00	0.00	N	Arm 7 Ahead	Inf
											Arm 8 Right	12.50
2/1 (A30 Salisbury Road (E))	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Left	9.00
											Arm 8 Ahead	Inf
2/2 (A30 Salisbury Road (E))	U	C	2	3	4.0	Geom	-	3.05	0.00	Y	Arm 5 Right	13.50
3/1 (Employment Access)	U	E	2	3	60.0	User	1600	-	-	-	-	-
4/1 (A30 Salisbury Road (W))	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 5 Left	11.00
											Arm 6 Ahead	Inf
4/2 (A30 Salisbury Road (W))	U	D	2	3	6.0	Geom	-	3.35	0.00	Y	Arm 7 Right	14.00
5/1 (Residential Access (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A30 Salisbury Road (E) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Employment Access - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A30 Salisbury Road (W) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

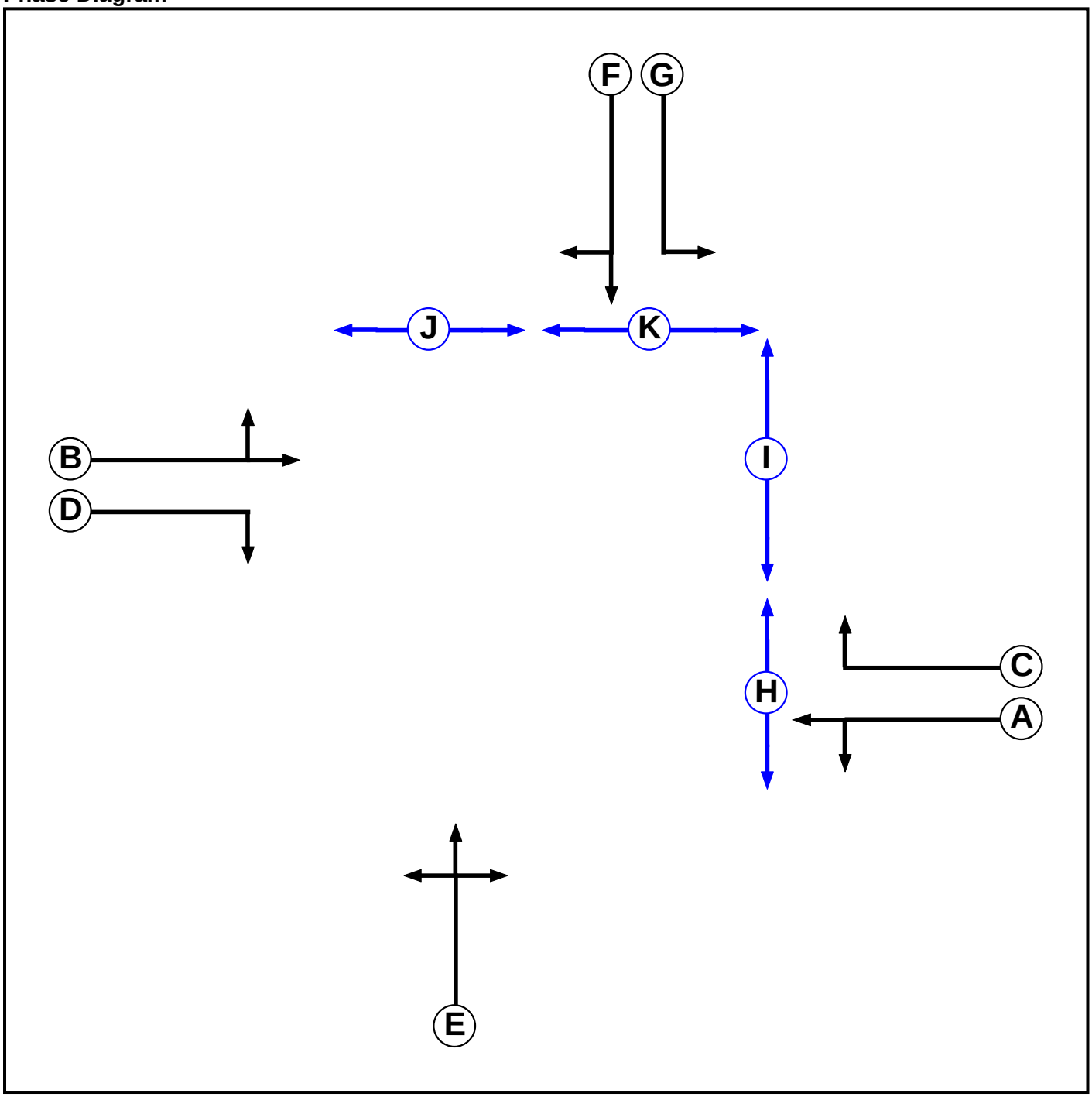
Give-Way Lane Input Data

Junction: A30 Salisbury Road / Site Acess West signal controlled junction
There are no Opposed Lanes in this Junction

Lane Connector Input Data

Junction: A30 Salisbury Road / Site Acess West signal controlled junction				
Org Lane	**Dest Lane**	**Junction**	**Mean Cruise Time**	**Platoon Dispersion**
1/1	6/1	Internal	5	35
1/2	7/1	Internal	5	35
1/2	8/1	Internal	5	35
2/1	7/1	Internal	5	35
2/1	8/1	Internal	5	35
2/2	5/1	Internal	5	35
3/1	5/1	Internal	5	35
3/1	6/1	Internal	5	35
3/1	8/1	Internal	5	35
4/1	5/1	Internal	5	35
4/1	6/1	Internal	5	35
4/2	7/1	Internal	5	35

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		5	5

Phase Intergreens Matrix

		Starting Phase										
		A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A		-	5	5	7	8	5	5	5	5	5
	B	-		5	5	5	5	6	5	8	7	5
	C	5	6		-	6	6	5	5	-	9	-
	D	5	5	-		5	5	5	5	-	5	-
	E	5	5	5	5		5	5	-	8	7	5
	F	5	5	5	6	8		-	5	5	-	5
	G	5	5	5	5	5	-		5	7	-	5
	H	8	5	8	5	-	5	5		-	-	-
	I	5	5	-	-	5	5	5	-		-	-
	J	5	6	6	5	6	-	-	-	-		-
	K	5	5	-	-	5	7	7	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C D I K
3	E H
4	F G J

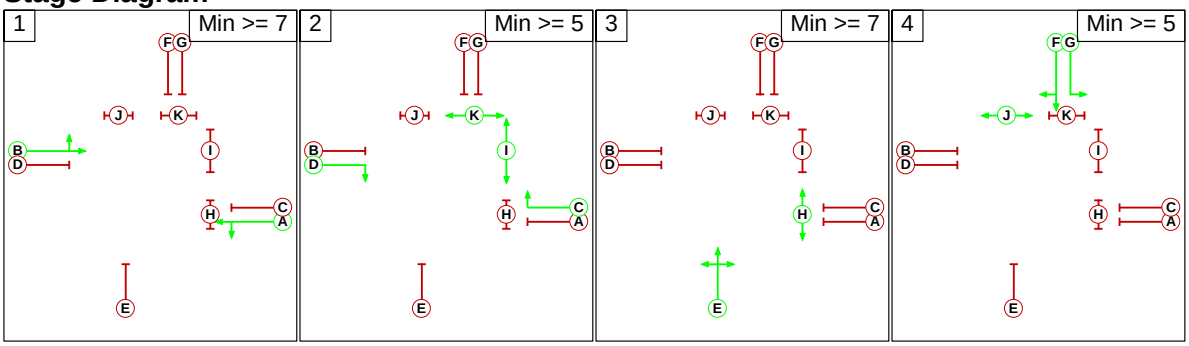
Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	B	Losing	2	2
2	4	D	Losing	2	2
4	2	F	Losing	1	1

Prohibited Stage Change

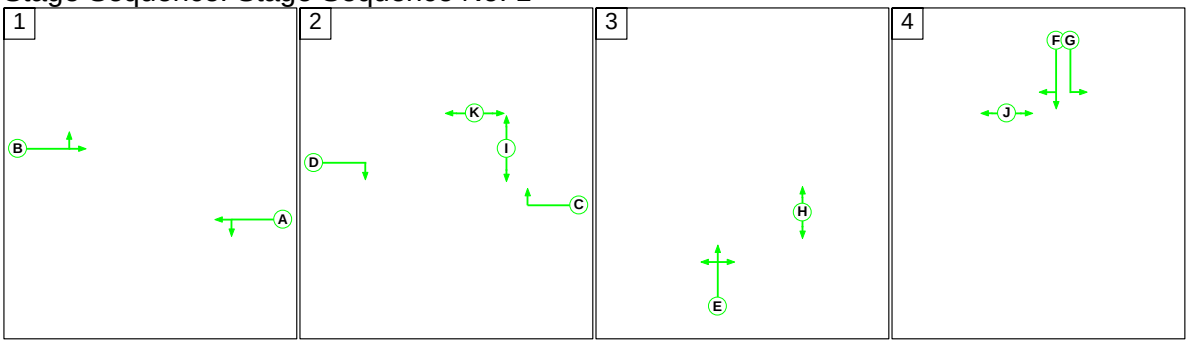
From Stage \ To Stage	1	2	3	4
1		8	7	8
2	6		6	9
3	8	8		7
4	6	7	8	

Stage Diagram



Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1



Network Control Plans

Plan	Controller	Sequence Name	Sequence
Network Control Plan 1	C1	Stage Sequence No. 1	1,2,3,4

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
5: '2018 + Allocation AM'	08:00	09:00	01:00	
6: '2018 + Allocation PM'	17:00	18:00	01:00	
7: '2018 + Option A AM'	08:00	09:00	01:00	
8: '2018 + Option A PM'	17:00	18:00	01:00	
9: '2018 + Option B AM'	08:00	09:00	01:00	
10: '2018 + Option B PM'	17:00	18:00	01:00	

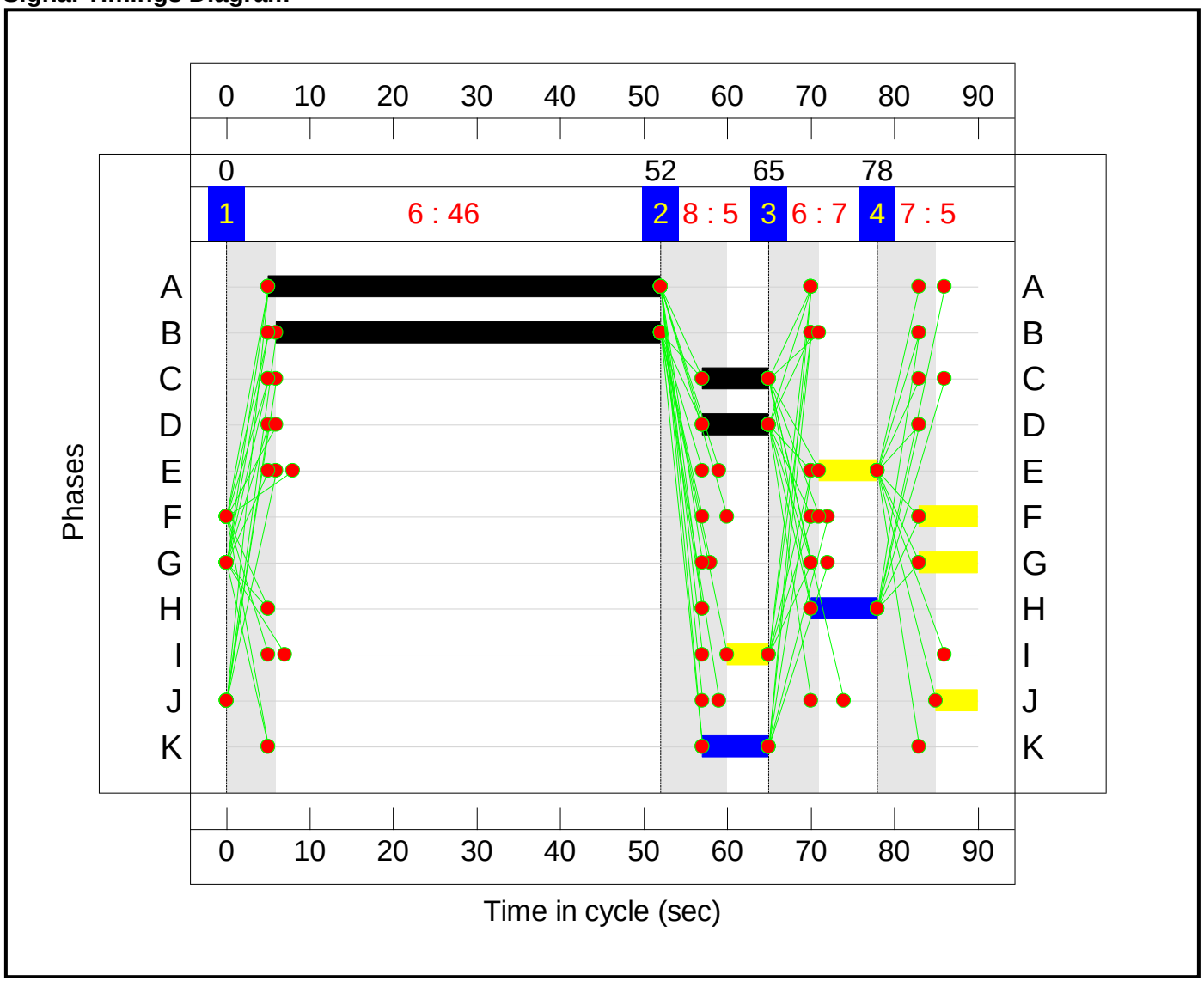
Scenario 5: '2018 + Allocation AM' (FG5: '2018 + Allocation AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	14	0	46	60
	B	3	0	0	591	594
	C	0	0	0	0	0
	D	12	627	0	0	639
	Tot.	15	641	0	637	1293

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	Residential Access Left Ahead Right	U	F G		1	7	-	60	1835:1685	151+46	30.5 : 30.5%	-	-	-	0.9	51.4	1.3
2/1+2/2	A30 Salisbury Road (E) Right Left Ahead	U	A C		1	47:8	-	594	1980:1728	1056+5	56.0 : 56.0%	-	-	-	3.0	17.9	10.3
3/1	Employment Access Ahead Right Left	U	E		1	7	-	0	1600	142	0.0%	-	-	-	0.0	0.0	0.0
4/1+4/2	A30 Salisbury Road (W) Left Ahead Right	U	B D		1	46:8	-	639	1975:1950	1030+0	62.0 : 0.0%	-	-	-	3.5	19.8	12.0
P1	Pedestrian across Residential Access	-	K		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Pedestrians across A30 Salisbury (E) - Exit	-	I		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
P3	Pedestrians across A30 Salisbury Road (E)	-	H		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
P4	Pedestrians across Residential Access - Exit	-	J		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 45.1 Total Delay for Signalled Lanes (pcuHr): 7.33 Cycle Time (s): 90
PRC Over All Lanes (%): 45.1 Total Delay Over All Lanes(pcuHr): 7.33

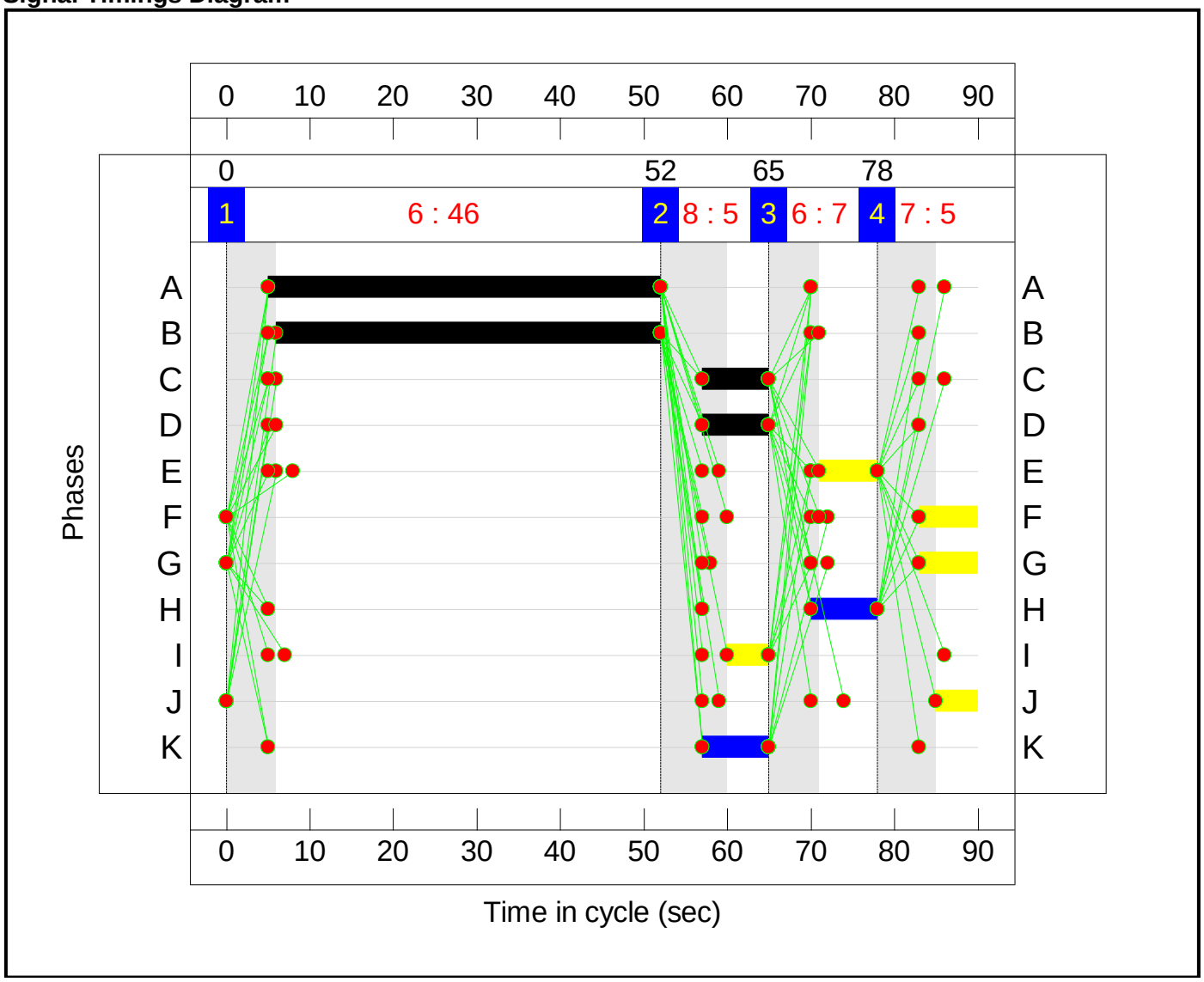
Scenario 6: '2018 + Allocation PM' (FG6: '2018 + Allocation PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	6	0	21	27
	B	11	0	0	542	553
	C	0	0	0	0	0
	D	39	446	0	0	485
	Tot.	50	452	0	563	1065

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	Residential Access Left Ahead Right	U	F G		1	7	-	27	1835:1685	151+43	13.9 : 13.9%	-	-	-	0.4	48.6	0.6
2/1+2/2	A30 Salisbury Road (E) Right Left Ahead	U	A C		1	47:8	-	553	1980:1728	1042+21	52.0 : 52.0%	-	-	-	2.7	17.5	9.2
3/1	Employment Access Ahead Right Left	U	E		1	7	-	0	1600	142	0.0%	-	-	-	0.0	0.0	0.0
4/1+4/2	A30 Salisbury Road (W) Left Ahead Right	U	B D		1	46:8	-	485	1959:1950	1023+0	47.4 : 0.0%	-	-	-	2.3	17.0	8.1
P1	Pedestrian across Residential Access	-	K		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Pedestrians across A30 Salisbury (E) - Exit	-	I		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
P3	Pedestrians across A30 Salisbury Road (E)	-	H		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
P4	Pedestrians across Residential Access - Exit	-	J		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 72.9 Total Delay for Signalled Lanes (pcuHr): 5.34 Cycle Time (s): 90
PRC Over All Lanes (%): 72.9 Total Delay Over All Lanes(pcuHr): 5.34

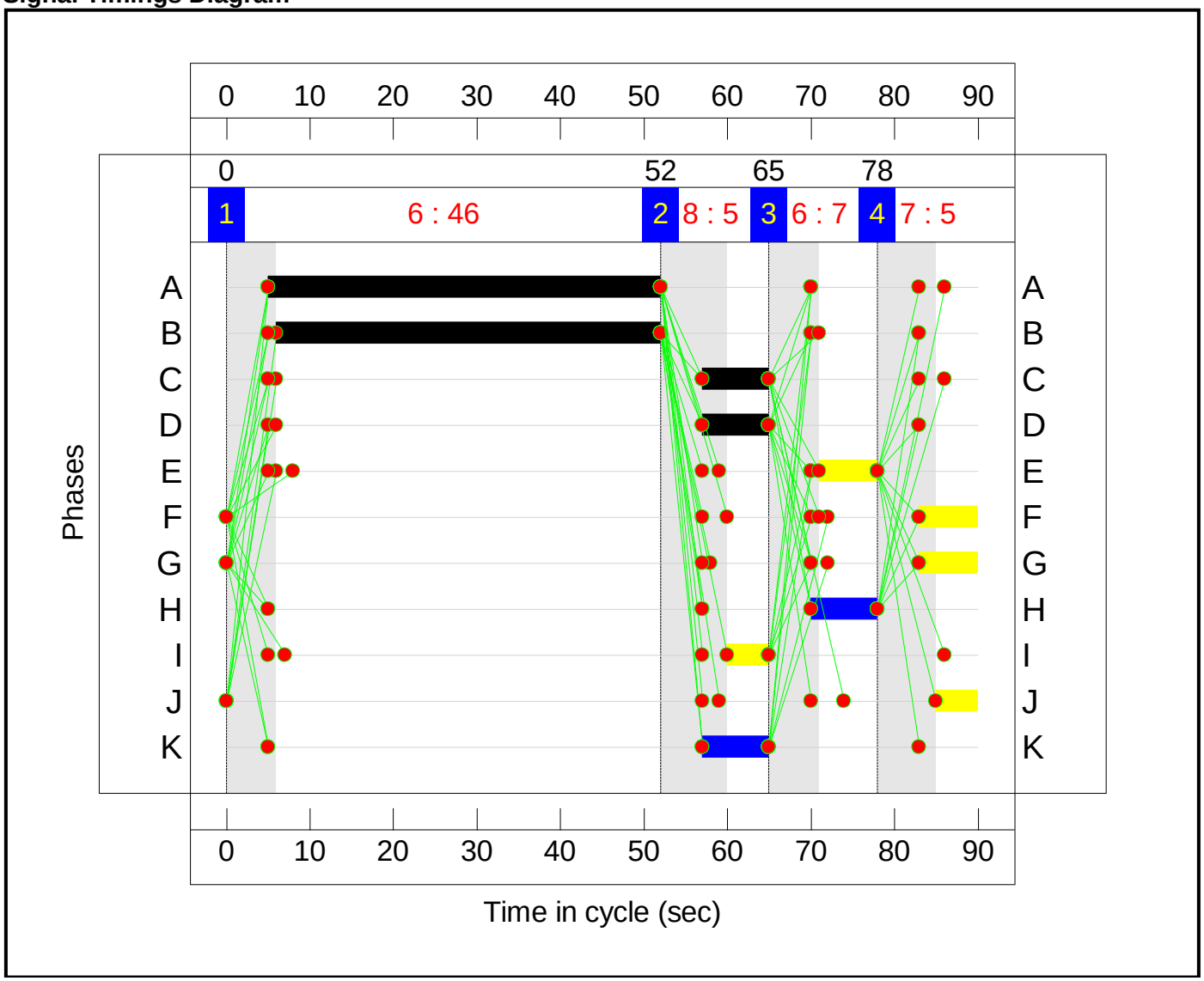
Scenario 7: '2018 + Option A AM' (FG7: '2018 + Option A AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	14	0	46	60
	B	3	0	0	666	669
	C	0	0	0	0	0
	D	12	651	0	0	663
	Tot.	15	665	0	712	1392

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	Residential Access Left Ahead Right	U	F G		1	7	-	60	1835:1685	151+46	30.5 : 30.5%	-	-	-	0.9	51.4	1.3
2/1+2/2	A30 Salisbury Road (E) Right Left Ahead	U	A C		1	47:8	-	669	1980:1728	1056+5	63.1 : 63.1%	-	-	-	3.6	19.4	12.5
3/1	Employment Access Ahead Right Left	U	E		1	7	-	0	1600	142	0.0%	-	-	-	0.0	0.0	0.0
4/1+4/2	A30 Salisbury Road (W) Left Ahead Right	U	B D		1	46:8	-	663	1975:1950	1030+0	64.4 : 0.0%	-	-	-	3.8	20.4	12.7
P1	Pedestrian across Residential Access	-	K		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Pedestrians across A30 Salisbury (E) - Exit	-	I		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
P3	Pedestrians across A30 Salisbury Road (E)	-	H		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
P4	Pedestrians across Residential Access - Exit	-	J		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 39.8 Total Delay for Signalled Lanes (pcuHr): 8.22 Cycle Time (s): 90
PRC Over All Lanes (%): 39.8 Total Delay Over All Lanes(pcuHr): 8.22

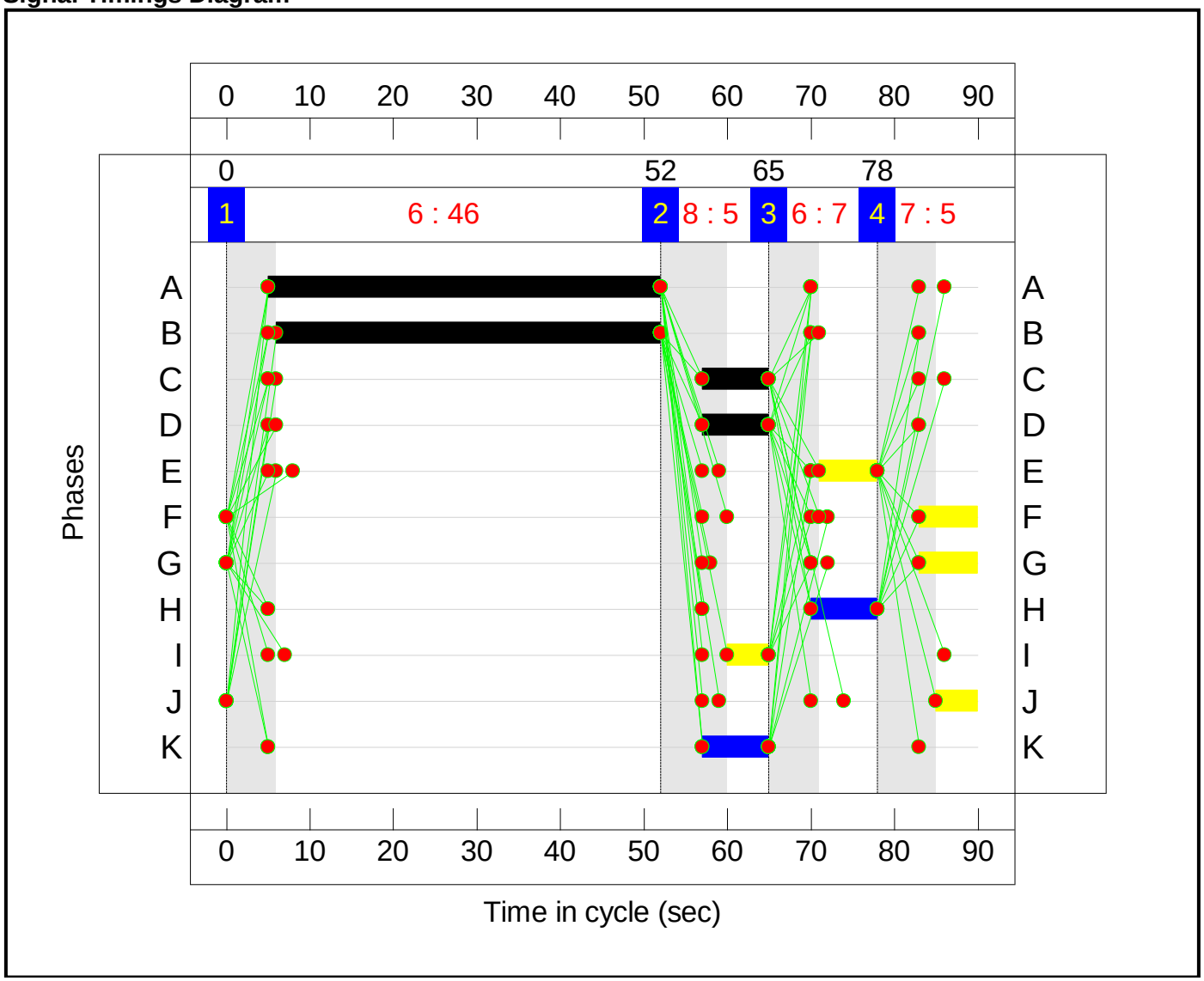
Scenario 8: '2018 + Option A PM' (FG8: '2018 + Option A PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	6	0	21	27
	B	11	0	0	509	520
	C	0	0	0	0	0
	D	39	498	0	0	537
	Tot.	50	504	0	530	1084

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	Residential Access Left Ahead Right	U	F G		1	7	-	27	1835:1685	151+43	13.9 : 13.9%	-	-	-	0.4	48.6	0.6
2/1+2/2	A30 Salisbury Road (E) Right Left Ahead	U	A C		1	47:8	-	520	1980:1728	1040+22	48.9 : 48.9%	-	-	-	2.5	17.0	8.5
3/1	Employment Access Ahead Right Left	U	E		1	7	-	0	1600	142	0.0%	-	-	-	0.0	0.0	0.0
4/1+4/2	A30 Salisbury Road (W) Left Ahead Right	U	B D		1	46:8	-	537	1961:1950	1024+0	52.4 : 0.0%	-	-	-	2.7	17.8	9.4
P1	Pedestrian across Residential Access	-	K		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Pedestrians across A30 Salisbury (E) - Exit	-	I		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
P3	Pedestrians across A30 Salisbury Road (E)	-	H		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
P4	Pedestrians across Residential Access - Exit	-	J		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 71.6 Total Delay for Signalled Lanes (pcuHr): 5.48 Cycle Time (s): 90
PRC Over All Lanes (%): 71.6 Total Delay Over All Lanes(pcuHr): 5.48

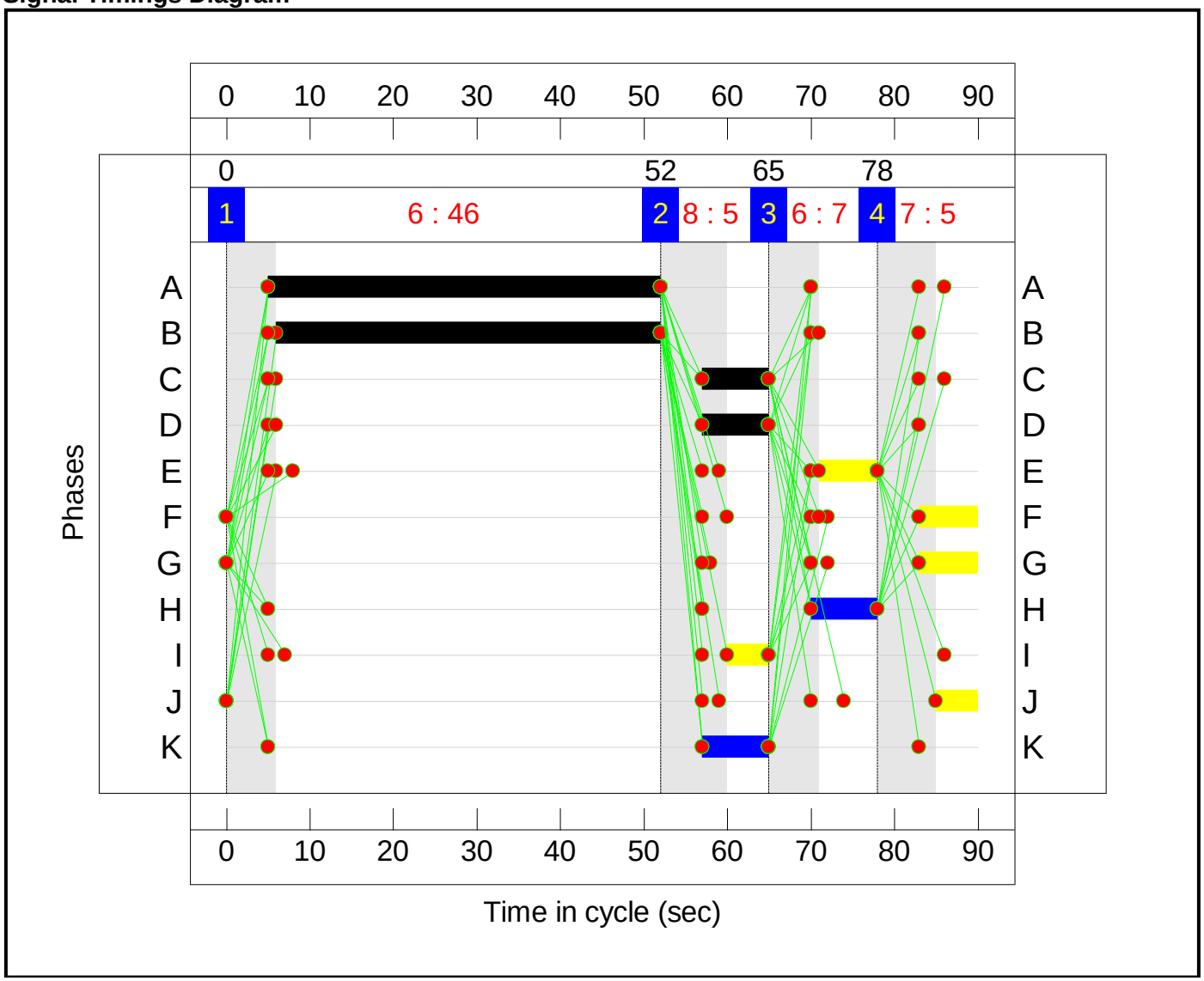
Scenario 9: '2018 + Option B AM' (FG9: '2018 + Option B AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	14	0	46	60
	B	3	0	0	597	600
	C	0	0	0	0	0
	D	12	528	0	0	540
	Tot.	15	542	0	643	1200

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	Residential Access Left Ahead Right	U	F G		1	7	-	60	1835:1685	151+46	30.5 : 30.5%	-	-	-	0.9	51.4	1.3
2/1+2/2	A30 Salisbury Road (E) Right Left Ahead	U	A C		1	47:8	-	600	1980:1728	1056+5	56.5 : 56.5%	-	-	-	3.0	18.0	10.6
3/1	Employment Access Ahead Right Left	U	E		1	7	-	0	1600	142	0.0%	-	-	-	0.0	0.0	0.0
4/1+4/2	A30 Salisbury Road (W) Left Ahead Right	U	B D		1	46:8	-	540	1974:1950	1030+0	52.4 : 0.0%	-	-	-	2.7	17.8	9.4
P1	Pedestrian across Residential Access	-	K		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Pedestrians across A30 Salisbury (E) - Exit	-	I		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
P3	Pedestrians across A30 Salisbury Road (E)	-	H		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
P4	Pedestrians across Residential Access - Exit	-	J		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 59.2 Total Delay for Signalled Lanes (pcuHr): 6.54 Cycle Time (s): 90
PRC Over All Lanes (%): 59.2 Total Delay Over All Lanes(pcuHr): 6.54

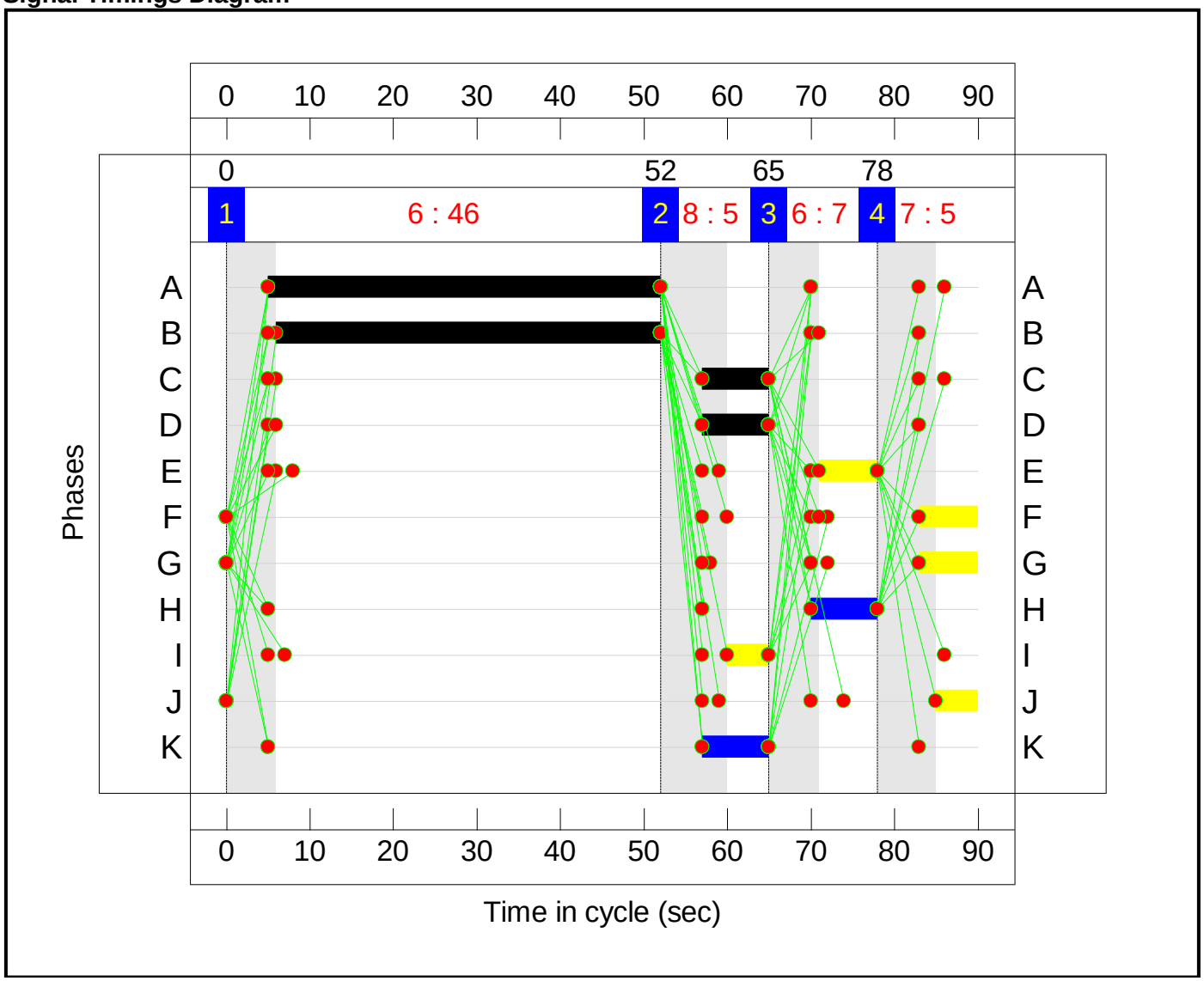
Scenario 10: '2018 + Option B PM' (FG10: '2018 + Option B PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	6	0	21	27
	B	11	0	0	472	483
	C	0	0	0	0	0
	D	39	466	0	0	505
	Tot.	50	472	0	493	1015

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	Residential Access Left Ahead Right	U	F G		1	7	-	27	1835:1685	151+43	13.9 : 13.9%	-	-	-	0.4	48.6	0.6
2/1+2/2	A30 Salisbury Road (E) Right Left Ahead	U	A C		1	47:8	-	483	1980:1728	1039+24	45.4 : 45.4%	-	-	-	2.2	16.5	7.6
3/1	Employment Access Ahead Right Left	U	E		1	7	-	0	1600	142	0.0%	-	-	-	0.0	0.0	0.0
4/1+4/2	A30 Salisbury Road (W) Left Ahead Right	U	B D		1	46:8	-	505	1959:1950	1023+0	49.4 : 0.0%	-	-	-	2.4	17.3	8.5
P1	Pedestrian across Residential Access	-	K		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Pedestrians across A30 Salisbury (E) - Exit	-	I		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
P3	Pedestrians across A30 Salisbury Road (E)	-	H		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
P4	Pedestrians across Residential Access - Exit	-	J		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 82.3 Total Delay for Signalled Lanes (pcuHr): 5.01 Cycle Time (s): 90
PRC Over All Lanes (%): 82.3 Total Delay Over All Lanes(pcuHr): 5.01

Appendix R

PFA Template

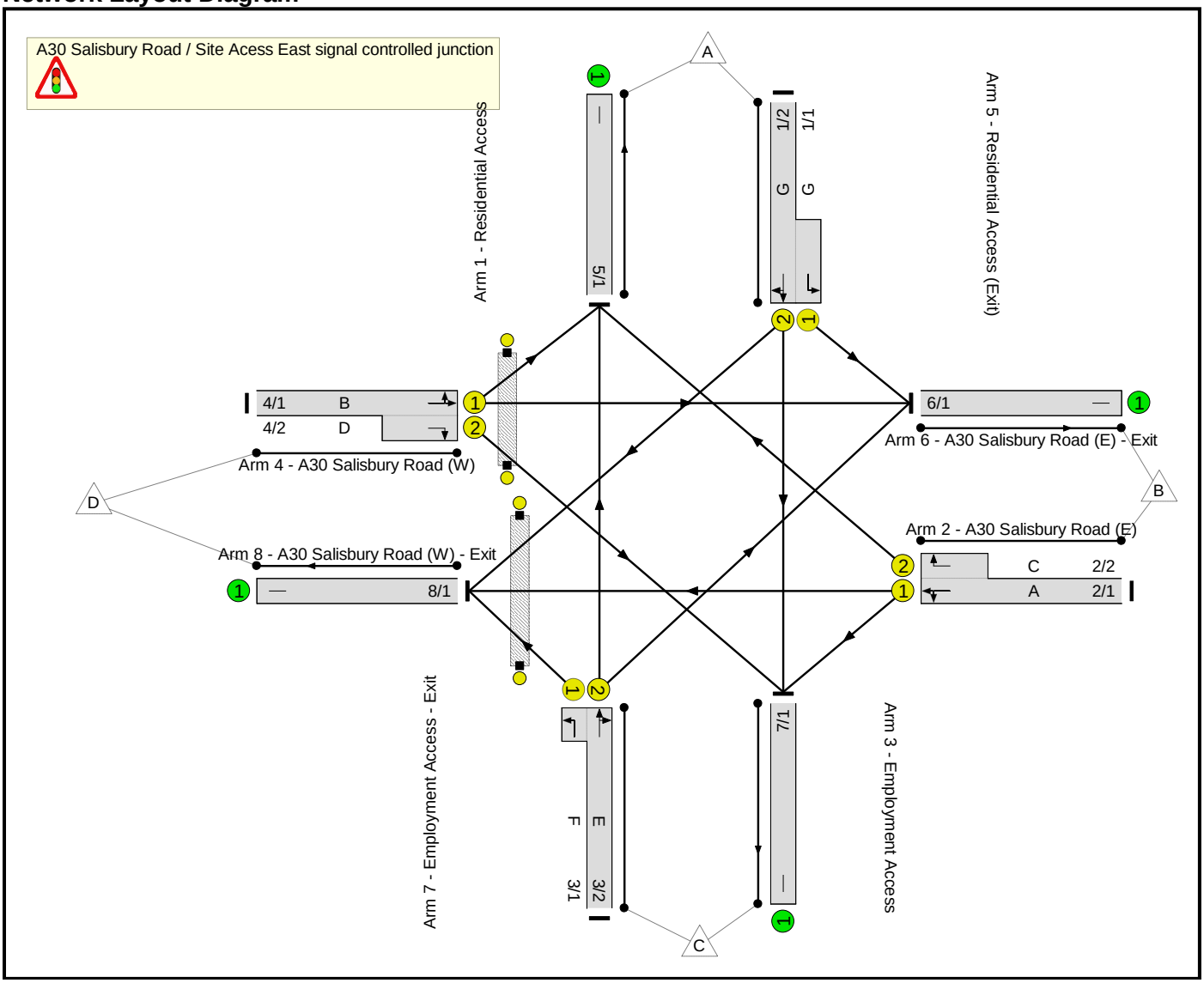
Project and User Details

Project:	**Land to the South of the A30, Shaftesbury**
Title:	**A30 Salisbury Road / Site Access (East) signal controlled junction**
Location:	Shaftesbury, Dorset
Additional detail:	
File name:	A30 Salisbury Road_Site Access East.lsg3x
Author:	PFA Consulting Ltd
Company:	PFA Consulting Ltd
Address:	[redacted]
Linsig Version:	3, 2, 39, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
5	2018 + Allocation AM	2018 + Existing Employment Allocation AM	Network Control Plan 1	08:00 - 09:00	90	22.8	13.10
6	2018 + Allocation PM	2018 + Existing Employment Allocation PM	Network Control Plan 1	17:00 - 18:00	90	67.4	9.59
7	2018 + Option A AM	2018 + Option A AM	Network Control Plan 1	08:00 - 09:00	90	13.6	16.64
8	2018 + Option A PM	2018 + Option A PM	Network Control Plan 1	17:00 - 18:00	90	67.8	9.25
9	2018 + Option B AM	2018 + Option B AM	Network Control Plan 1	08:00 - 09:00	90	34.4	11.74
10	2018 + Option B PM	2018 + Option B PM	Network Control Plan 1	17:00 - 18:00	90	77.2	7.84

Network Layout Diagram



Lane Input Data

Junction: A30 Salisbury Road / Site Acess East signal controlled junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Residential Access)	U	G	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 6 Left	11.50
1/2 (Residential Access)	U	G	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	12.50
2/1 (A30 Salisbury Road (E))	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Left	15.00
											Arm 8 Ahead	Inf
2/2 (A30 Salisbury Road (E))	U	C	2	3	4.0	Geom	-	3.05	0.00	Y	Arm 5 Right	12.50
3/1 (Employment Access)	U	F	2	3	2.0	Geom	-	3.05	0.00	Y	Arm 8 Left	11.00
3/2 (Employment Access)	U	E	2	3	60.0	Geom	-	3.05	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	11.00
4/1 (A30 Salisbury Road (W))	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 5 Left	11.00
											Arm 6 Ahead	Inf
4/2 (A30 Salisbury Road (W))	U	D	2	3	4.5	Geom	-	3.05	0.00	Y	Arm 7 Right	12.50
5/1 (Residential Access (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A30 Salisbury Road (E) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Employment Access - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A30 Salisbury Road (W) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

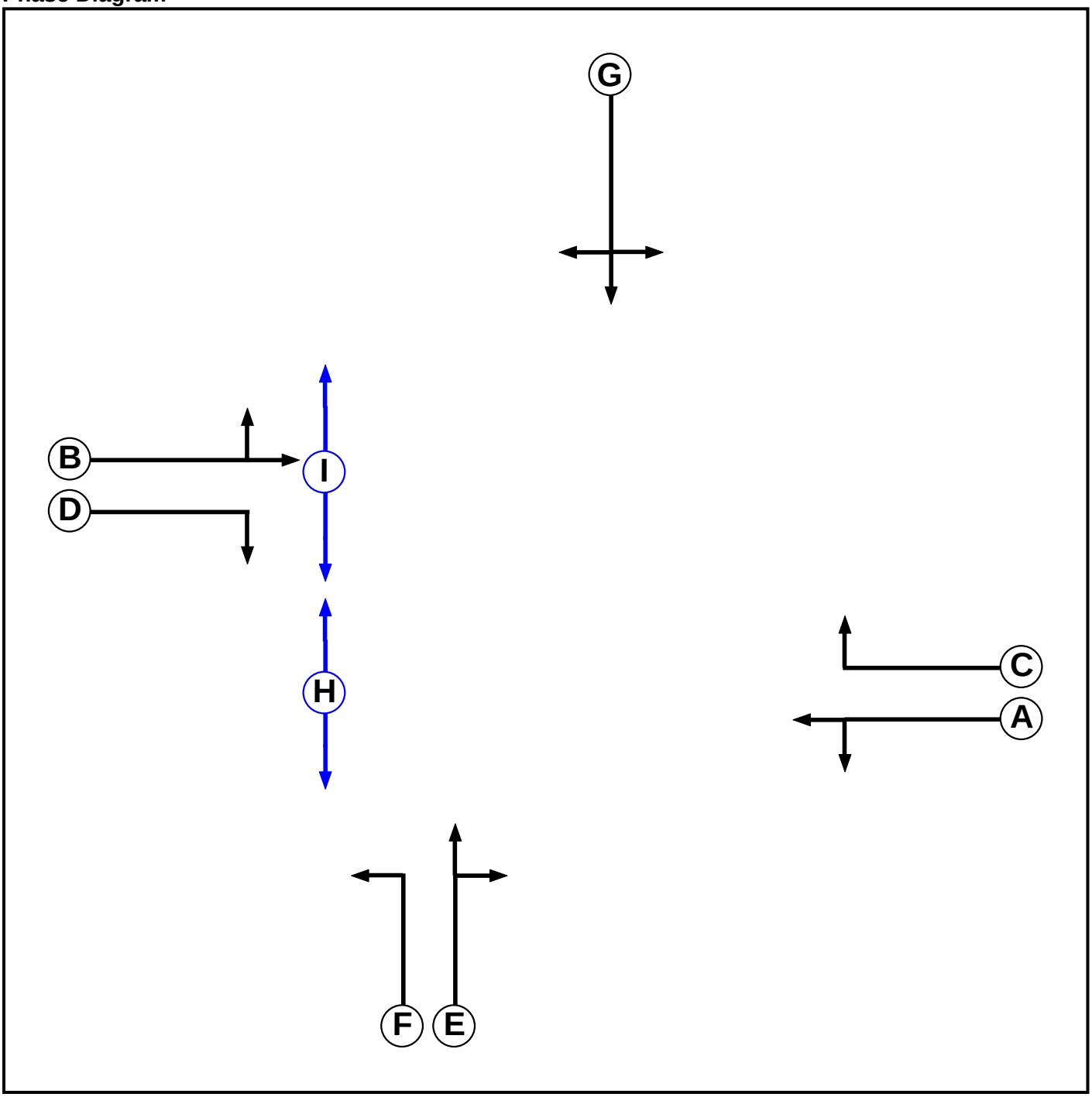
Give-Way Lane Input Data

Junction: A30 Salisbury Road / Site Acess East signal controlled junction
There are no Opposed Lanes in this Junction

Lane Connector Input Data

Junction: A30 Salisbury Road / Site Acess East signal controlled junction				
Org Lane	**Dest Lane**	**Junction**	**Mean Cruise Time**	**Platoon Dispersion**
1/1	6/1	Internal	5	35
1/2	7/1	Internal	5	35
1/2	8/1	Internal	5	35
2/1	7/1	Internal	5	35
2/1	8/1	Internal	5	35
2/2	5/1	Internal	5	35
3/1	8/1	Internal	5	35
3/2	5/1	Internal	5	35
3/2	6/1	Internal	5	35
4/1	5/1	Internal	5	35
4/1	6/1	Internal	5	35
4/2	7/1	Internal	5	35

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		5	5
I	Pedestrian		5	5

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	5	5	6	7	5	9	5
B	-		6	5	5	5	8	5	5
C	5	5		-	5	-	5	5	5
D	6	5	-		6	-	5	5	5
E	5	5	5	5		5	7	-	-
F	5	5	-	-	5		5	7	5
G	5	5	5	5	6	7		9	5
H	6	5	5	5	-	6	6		-
I	5	8	5	8	-	5	5	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C D F
3	E H I
4	G

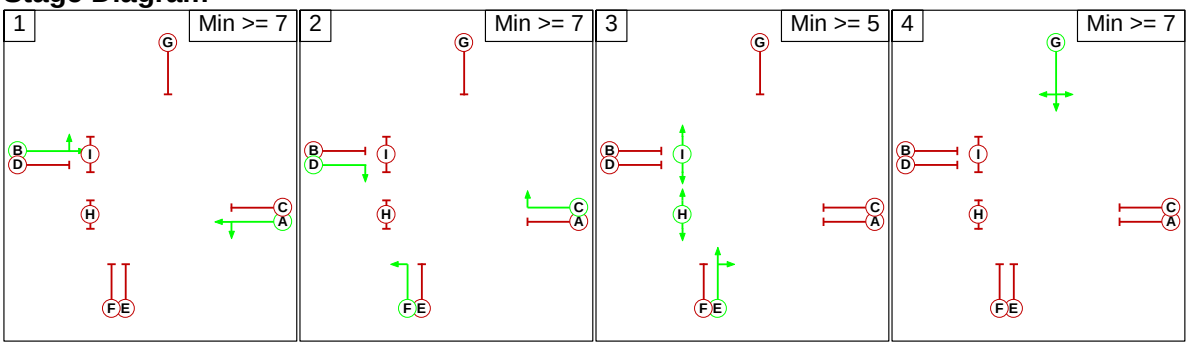
Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	B	Losing	1	1
1	4	A	Losing	3	3
2	3	C	Losing	1	1
3	1	E	Losing	1	1

Prohibited Stage Change

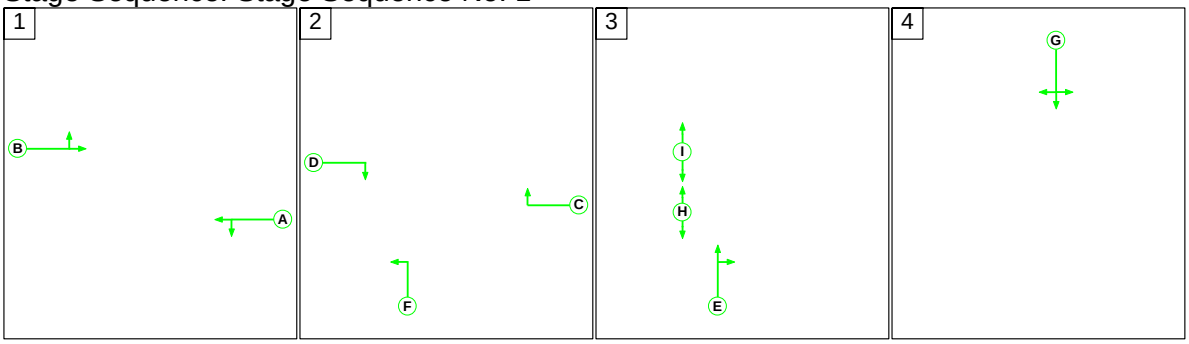
From Stage \ To Stage	1	2	3	4
1		7	9	8
2	6		7	5
3	8	8		7
4	5	7	9	

Stage Diagram



Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1



Network Control Plans

Plan	Controller	Sequence Name	Sequence
Network Control Plan 1	C1	Stage Sequence No. 1	1,2,3,4

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
5: '2018 + Existing Employment Allocation AM'	08:00	09:00	01:00	
6: '2018 + Existing Employment Allocation PM'	17:00	18:00	01:00	
7: '2018 + Option A AM'	08:00	09:00	01:00	
8: '2018 + Option A PM'	17:00	18:00	01:00	
9: '2018 + Option B AM'	08:00	09:00	01:00	
10: '2018 + Option B PM'	17:00	18:00	01:00	

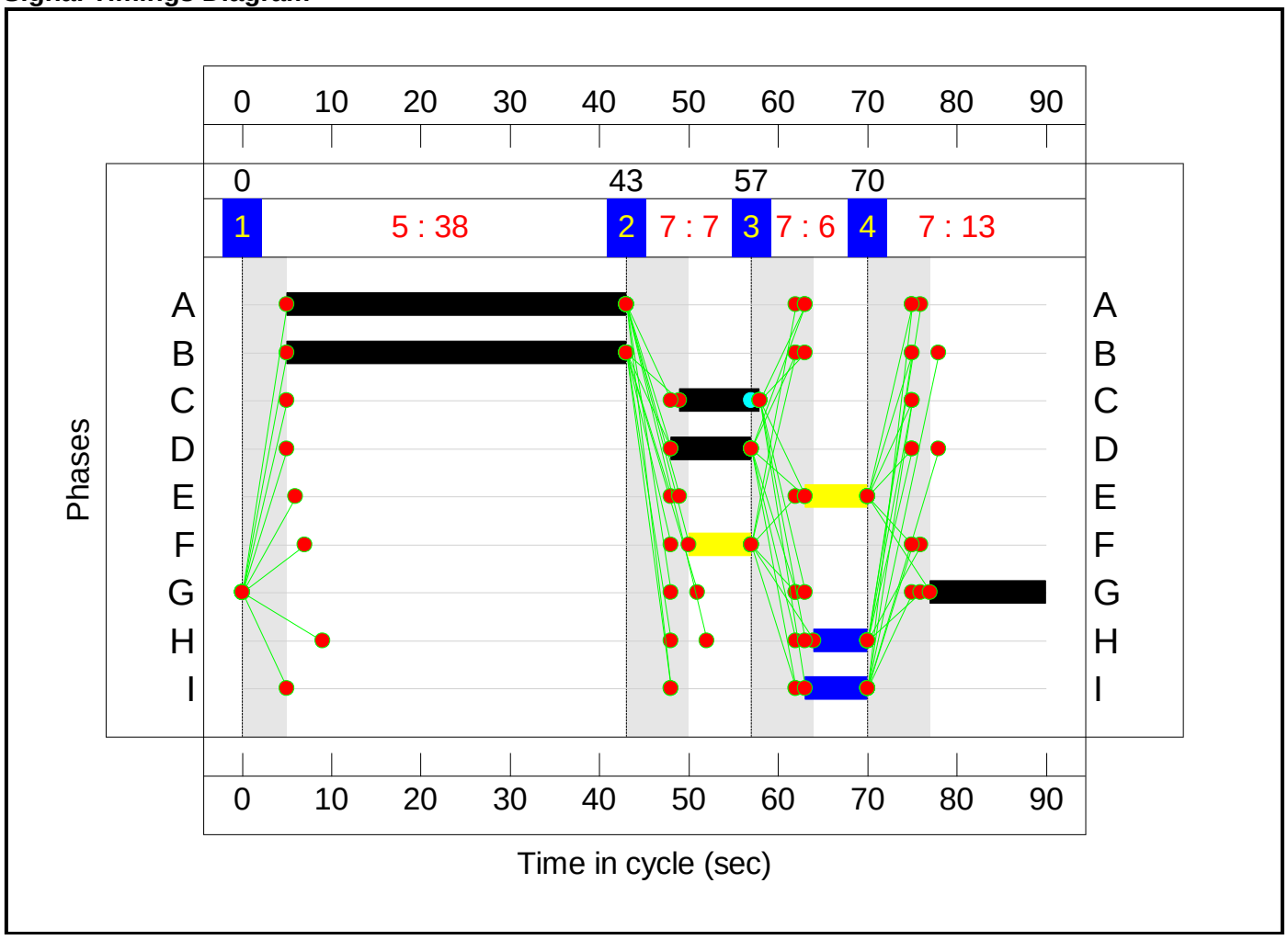
Scenario 5: '2018 + Allocation AM' (FG5: '2018 + Existing Employment Allocation AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	70	0	172	242
	B	19	0	35	359	413
	C	0	19	0	62	81
	D	46	484	122	0	652
	Tot.	65	573	157	593	1388

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	Residential Access Left Ahead Right	U	G		1	13	-	242	1710:1694	240+98	71.5 : 71.5%	-	-	-	3.6	53.3	5.2
2/1+2/2	A30 Salisbury Road (E) Right Left Ahead	U	A C		1	38:9	-	413	1963:1714	821+40	48.0 : 48.0%	-	-	-	2.6	22.9	7.5
3/2+3/1	Employment Access Ahead Right Left	U	E F		1	7	-	81	1690:1690	42+137	45.1 : 45.1%	-	-	-	1.3	56.7	1.9
4/1+4/2	A30 Salisbury Road (W) Left Ahead Right	U	B D		1	38:9	-	652	1957:1714	723+167	73.3 : 73.0%	-	-	-	5.6	31.0	13.4
P1	Pedestrians across A30 Salisbury Road (W) - Exit	-	H		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Pedestrians across A30 Salisbury Road (W)	-	I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 22.8 Total Delay for Signalled Lanes (pcuHr): 13.10 Cycle Time (s): 90

PRC Over All Lanes (%): 22.8 Total Delay Over All Lanes(pcuHr): 13.10

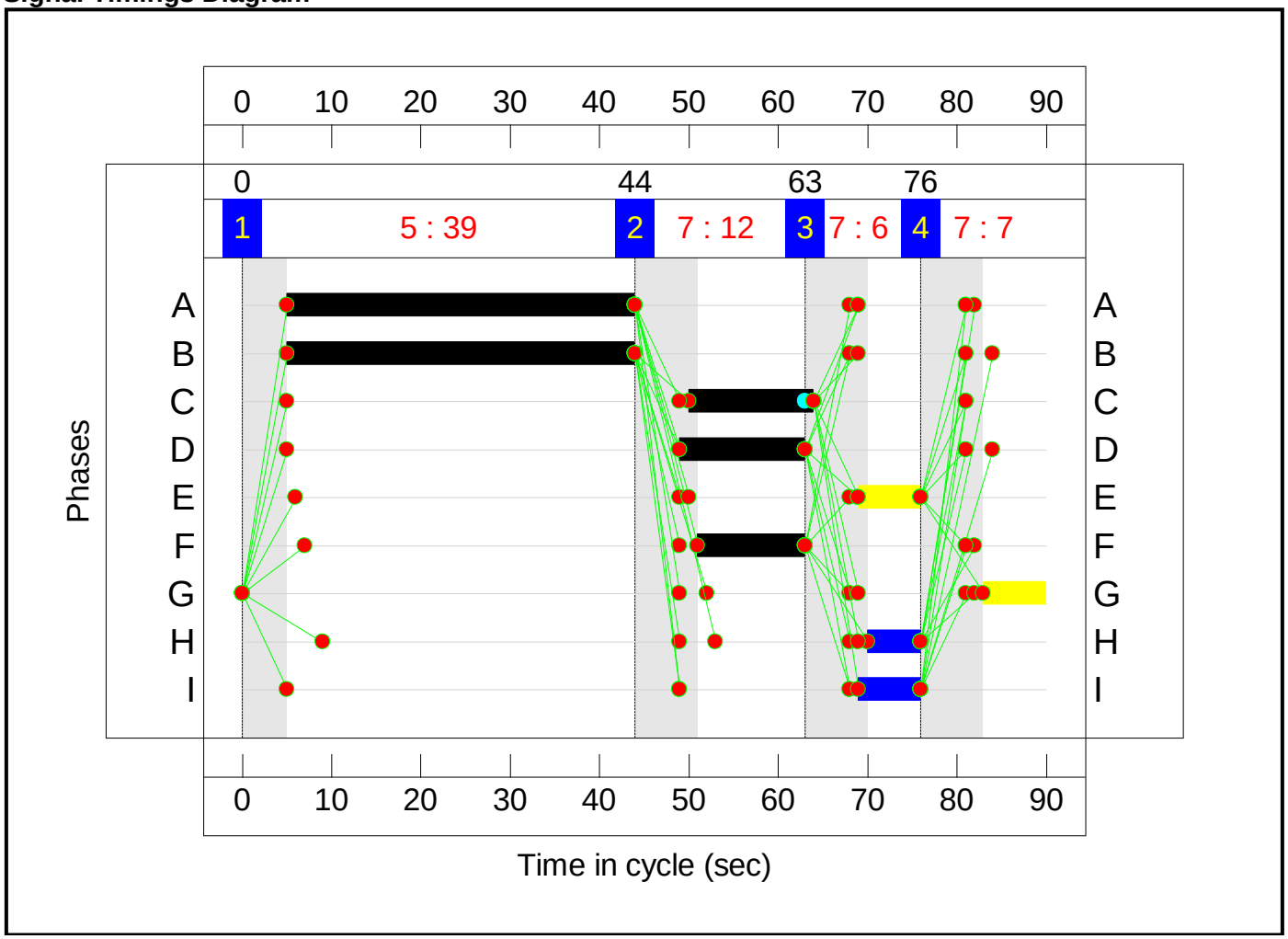
Scenario 6: '2018 + Allocation PM' (FG6: '2018 + Existing Employment Allocation PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	32	0	79	111
	B	59	0	9	373	441
	C	0	33	0	112	145
	D	145	280	33	0	458
	Tot.	204	345	42	564	1155

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	Residential Access Left Ahead Right	U	G		1	7	-	111	1710:1694	152+62	52.0 : 52.0%	-	-	-	1.7	56.2	2.4
2/1+2/2	A30 Salisbury Road (E) Right Left Ahead	U	A C		1	39:14	-	441	1975:1714	775+120	49.3 : 49.3%	-	-	-	2.8	23.3	7.5
3/2+3/1	Employment Access Ahead Right Left	U	E F		1	7:12	-	145	1690:1690	62+211	53.2 : 53.2%	-	-	-	2.0	49.9	3.3
4/1+4/2	A30 Salisbury Road (W) Left Ahead Right	U	B D		1	39:14	-	458	1892:1714	790+61	53.8 : 53.8%	-	-	-	3.0	23.5	8.5
P1	Pedestrians across A30 Salisbury Road (W) - Exit	-	H		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Pedestrians across A30 Salisbury Road (W)	-	I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 67.4 Total Delay for Signalled Lanes (pcuHr): 9.59 Cycle Time (s): 90

PRC Over All Lanes (%): 67.4 Total Delay Over All Lanes(pcuHr): 9.59

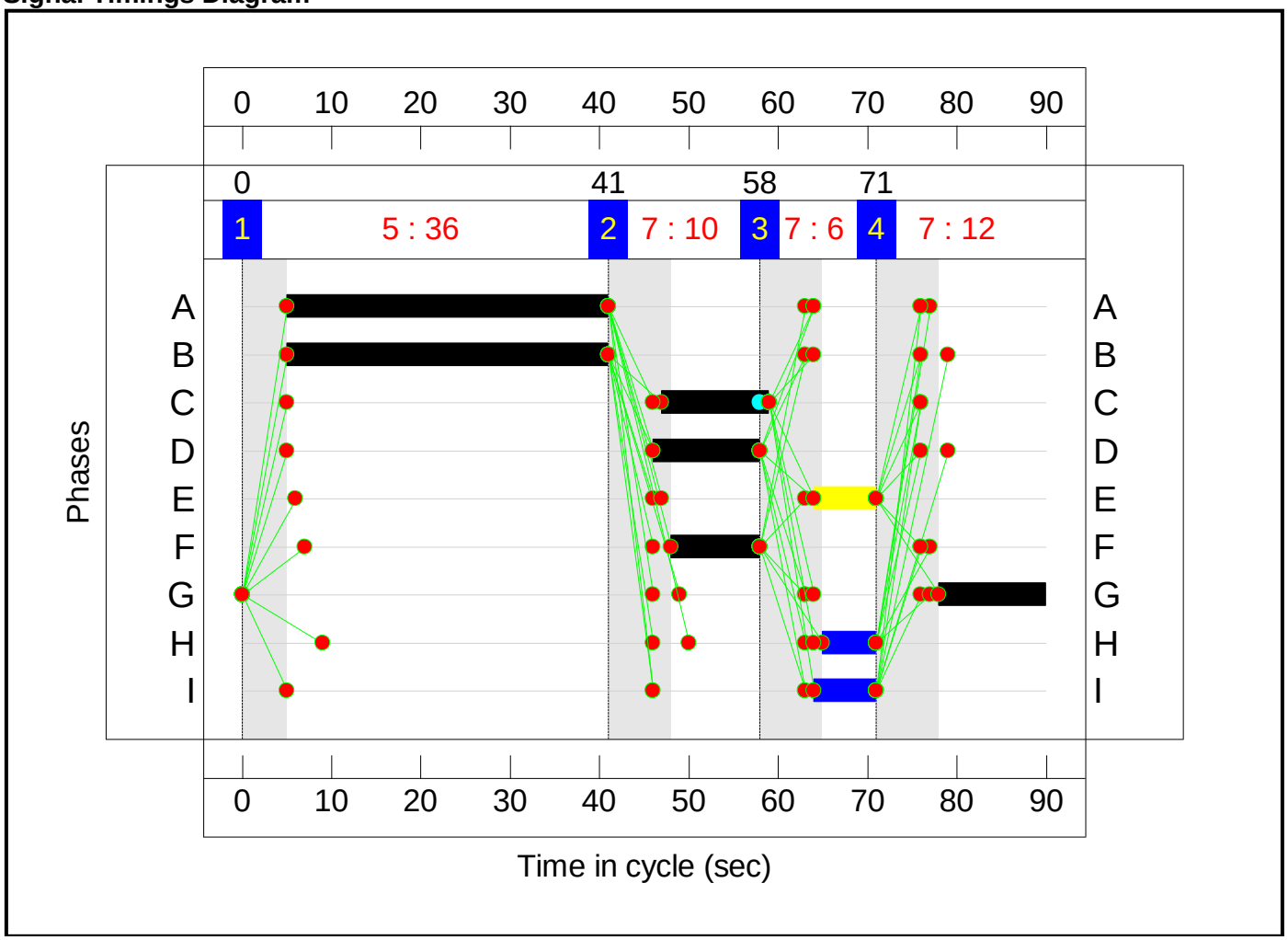
Scenario 7: '2018 + Option A AM' (FG7: '2018 + Option A AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	70	0	172	242
	B	19	0	42	359	420
	C	0	41	0	137	178
	D	46	484	146	0	676
	Tot.	65	595	188	668	1516

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	Residential Access Left Ahead Right	U	G		1	12	-	242	1710:1694	227+92	75.8 : 75.8%	-	-	-	3.9	58.4	5.6
2/1+2/2	A30 Salisbury Road (E) Right Left Ahead	U	A C		1	36:12	-	420	1959:1714	779+37	51.4 : 51.4%	-	-	-	2.9	24.8	8.0
3/2+3/1	Employment Access Ahead Right Left	U	E F		1	7:10	-	178	1690:1690	54+181	75.6 : 75.6%	-	-	-	3.4	67.8	5.1
4/1+4/2	A30 Salisbury Road (W) Left Ahead Right	U	B D		1	36:12	-	676	1957:1714	669+193	79.2 : 75.5%	-	-	-	6.5	34.5	14.8
P1	Pedestrians across A30 Salisbury Road (W) - Exit	-	H		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Pedestrians across A30 Salisbury Road (W)	-	I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 13.6 Total Delay for Signalled Lanes (pcuHr): 16.64 Cycle Time (s): 90

PRC Over All Lanes (%): 13.6 Total Delay Over All Lanes(pcuHr): 16.64

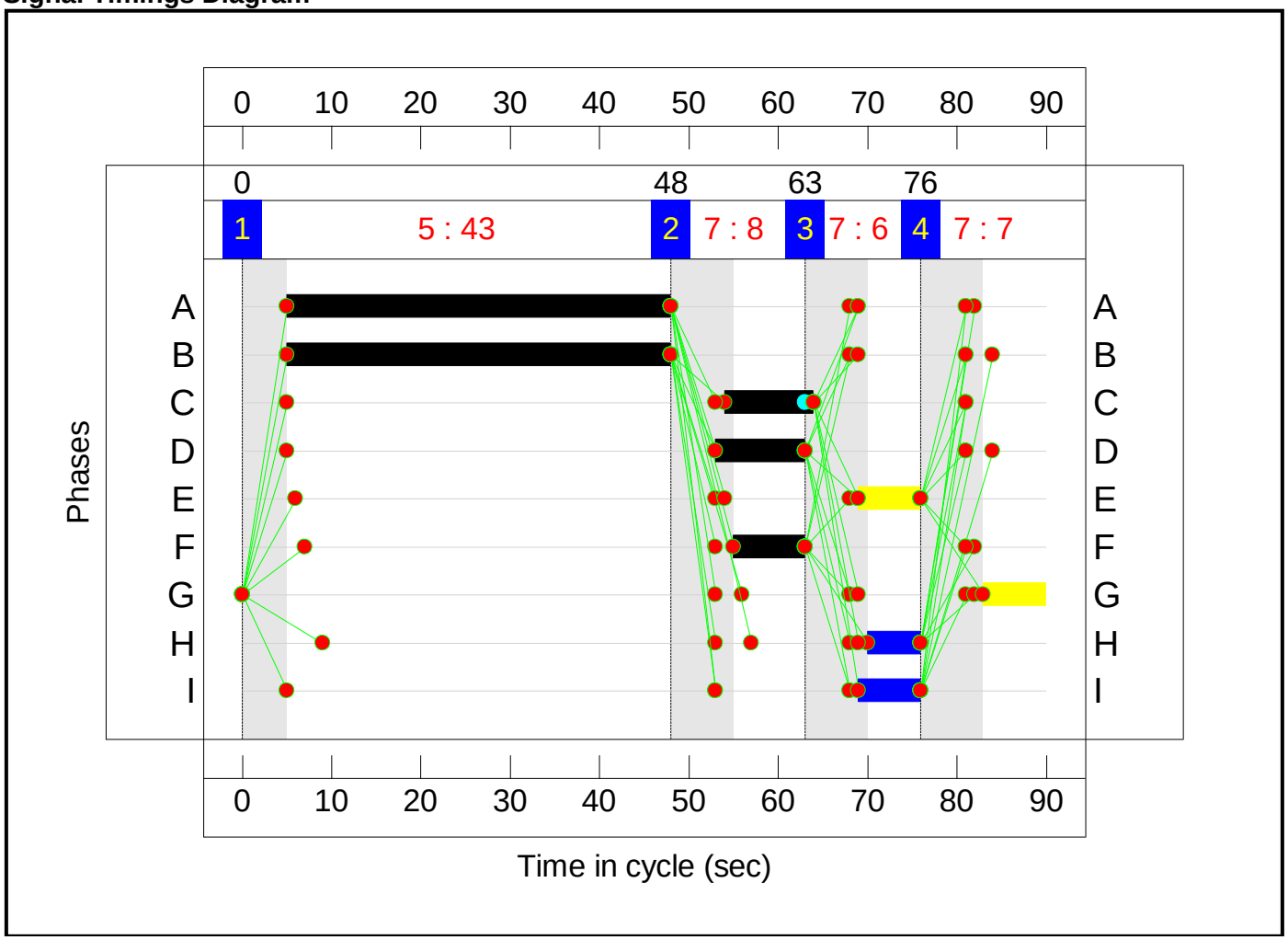
Scenario 8: '2018 + Option A PM' (FG8: '2018 + Option A PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	32	0	79	111
	B	59	0	25	373	457
	C	0	23	0	79	102
	D	145	280	85	0	510
	Tot.	204	335	110	531	1180

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	Residential Access Left Ahead Right	U	G		1	7	-	111	1710:1694	152+62	52.0 : 52.0%	-	-	-	1.7	56.2	2.4
2/1+2/2	A30 Salisbury Road (E) Right Left Ahead	U	A C		1	43:10	-	457	1968:1714	851+126	46.7 : 46.7%	-	-	-	2.7	21.0	7.2
3/2+3/1	Employment Access Ahead Right Left	U	E F		1	7:8	-	102	1690:1690	44+153	51.7 : 51.7%	-	-	-	1.6	56.9	2.4
4/1+4/2	A30 Salisbury Road (W) Left Ahead Right	U	B D		1	43:10	-	510	1892:1714	792+158	53.6 : 53.6%	-	-	-	3.2	22.9	8.2
P1	Pedestrians across A30 Salisbury Road (W) - Exit	-	H		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Pedestrians across A30 Salisbury Road (W)	-	I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 67.8 Total Delay for Signalled Lanes (pcuHr): 9.25 Cycle Time (s): 90

PRC Over All Lanes (%): 67.8 Total Delay Over All Lanes(pcuHr): 9.25

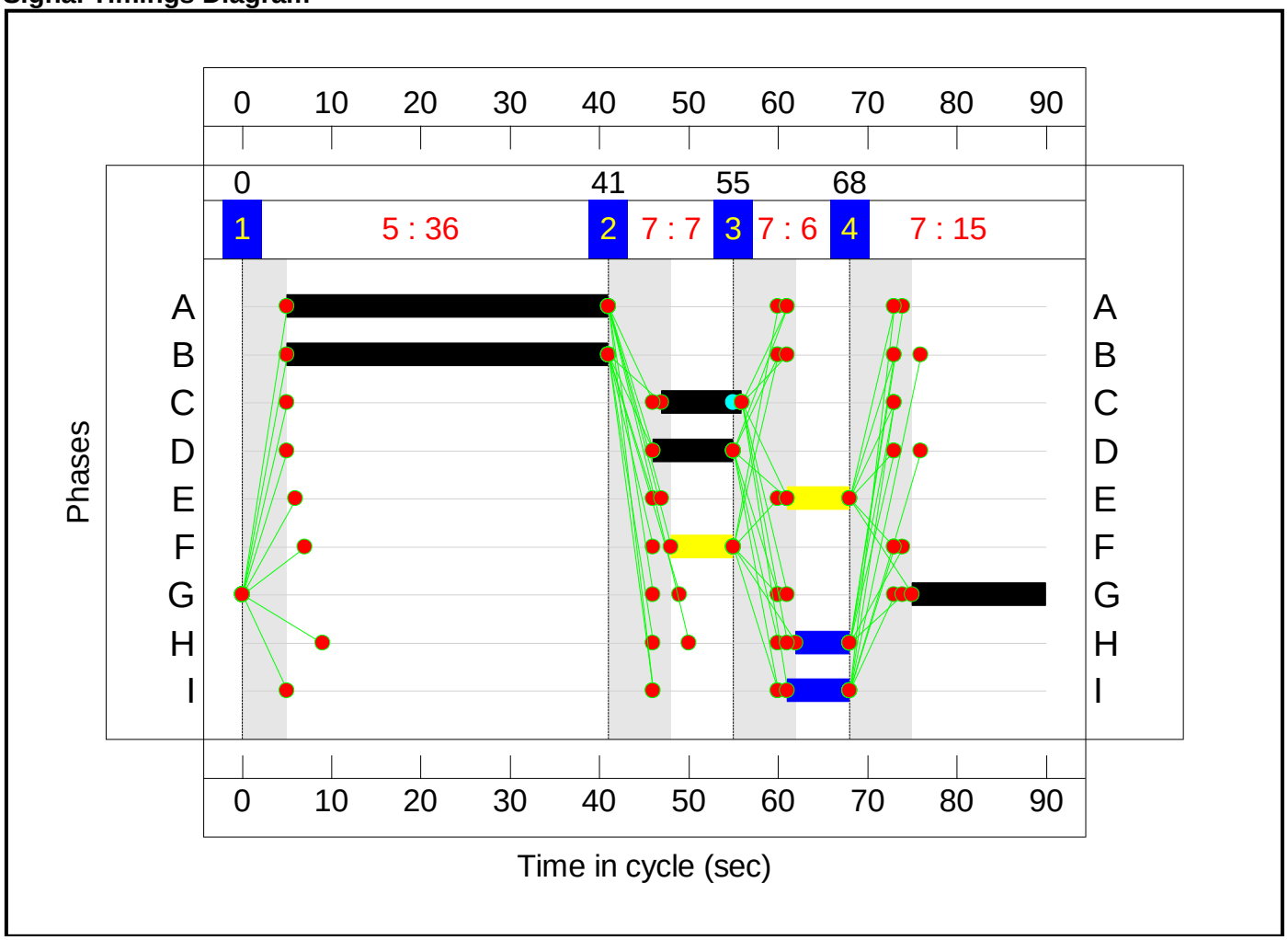
Scenario 9: '2018 + Option B AM' (FG9: '2018 + Option B AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	70	0	172	242
	B	19	0	30	359	408
	C	0	21	0	68	89
	D	46	484	23	0	553
	Tot.	65	575	53	599	1292

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	Residential Access Left Ahead Right	U	G		1	15	-	242	1710:1694	267+109	64.3 : 64.3%	-	-	-	3.1	46.5	4.8
2/1+2/2	A30 Salisbury Road (E) Right Left Ahead	U	A C		1	36:9	-	408	1965:1714	780+38	49.9 : 49.9%	-	-	-	2.8	24.6	7.8
3/2+3/1	Employment Access Ahead Right Left	U	E F		1	7	-	89	1690:1690	42+137	49.5 : 49.5%	-	-	-	1.4	58.3	2.1
4/1+4/2	A30 Salisbury Road (W) Left Ahead Right	U	B D		1	36:9	-	553	1957:1714	791+34	67.0 : 67.0%	-	-	-	4.4	28.6	11.9
P1	Pedestrians across A30 Salisbury Road (W) - Exit	-	H		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Pedestrians across A30 Salisbury Road (W)	-	I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 34.4 Total Delay for Signalled Lanes (pcuHr): 11.74 Cycle Time (s): 90

PRC Over All Lanes (%): 34.4 Total Delay Over All Lanes(pcuHr): 11.74

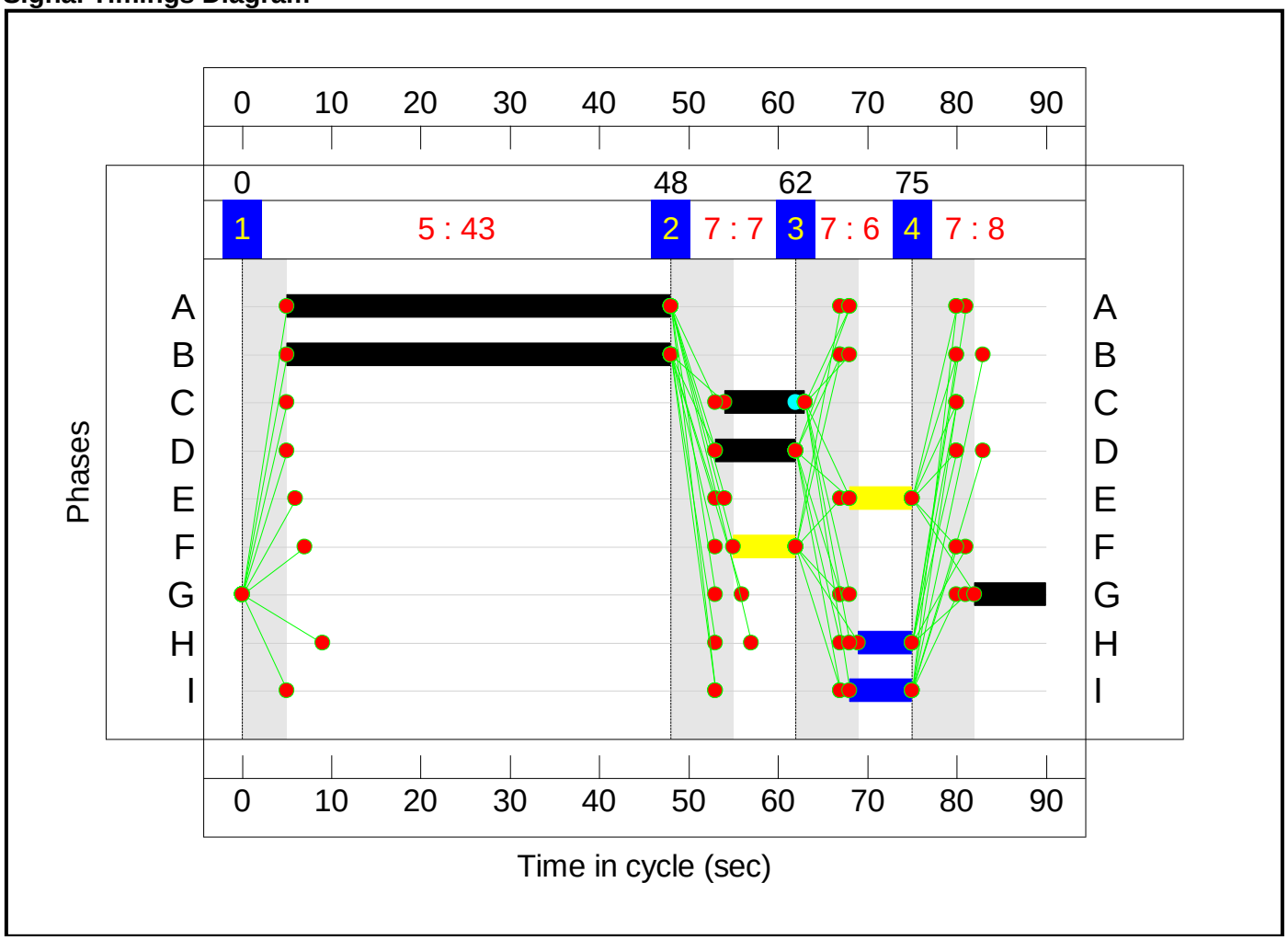
Scenario 10: '2018 + Option B PM' (FG10: '2018 + Option B PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	32	0	79	111
	B	59	0	15	373	447
	C	0	12	0	42	54
	D	145	280	53	0	478
	Tot.	204	324	68	494	1090

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	Residential Access Left Ahead Right	U	G		1	8	-	111	1710:1694	171+69	46.2 : 46.2%	-	-	-	1.6	51.8	2.3
2/1+2/2	A30 Salisbury Road (E) Right Left Ahead	U	A C		1	43:9	-	447	1972:1714	850+129	45.6 : 45.6%	-	-	-	2.6	21.0	6.9
3/2+3/1	Employment Access Ahead Right Left	U	E F		1	7	-	54	1690:1690	40+138	30.3 : 30.3%	-	-	-	0.8	52.7	1.2
4/1+4/2	A30 Salisbury Road (W) Left Ahead Right	U	B D		1	43:9	-	478	1892:1714	837+104	50.8 : 50.8%	-	-	-	2.9	21.5	7.9
P1	Pedestrians across A30 Salisbury Road (W) - Exit	-	H		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Pedestrians across A30 Salisbury Road (W)	-	I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 77.2 Total Delay for Signalled Lanes (pcuHr): 7.84 Cycle Time (s): 90

PRC Over All Lanes (%): 77.2 Total Delay Over All Lanes(pcuHr): 7.84