Appendices

Appendix A – TRICS Results

PROJECT CENTRE   FOUNDRY STREET   BRIGHTON   Licence No: 245601

Calculation Reference: AUDIT-245601-240529-0526

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
02   SOUTH EAST
    ES   EAST SUSSEX   1 days
    HC   HAMPSHIRE   3 days
    HF   HERTFORDSHIRE   1 days
    KC   KENT   4 days
    SC   SURREY   1 days
    SP   SOUTHAMPTON   1 days
    WS   WEST SUSSEX   6 days
04   EAST ANGLIA
    NF   NORFOLK   9 days
    SF   SUFFOLK   1 days
05   EAST MIDLANDS
    DY   DERBY   1 days
06   WEST MIDLANDS
    ST   STAFFORDSHIRE   1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 152 to 1817 (units:)
Range Selected by User: 150 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 14/11/23

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

Selected survey days:
Monday   5 days
Tuesday   10 days
Wednesday   7 days
Thursday   7 days

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

Selected survey types:
Manual count   29 days
Directional ATC Count   0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre)   2
Edge of Town   23
Neighbourhood Centre (PPS6 Local Centre)   4

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   20
Village   5
Out of Town   3
No Sub Category   1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included   X days - Selected
Servicing vehicles Excluded   35 days - Selected

Secondary Filtering selection:

Use Class:
C3   29 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
1,001 to 5,000	4 days
5,001 to 10,000	9 days
10,001 to 15,000	8 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:
5,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	6 days
125,001 to 250,000	10 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:
0.6 to 1.0	8 days
1.1 to 1.5	19 days
1.6 to 2.0	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	23 days
No	6 days

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

PTAL Rating:
No PTAL Present	29 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1   DY-03-A-01   MIXED HOUSES   DERBY
    RADBOURNE LANE
    DERBY

    Edge of Town
    Residential Zone
    Total No of Dwellings: 371
        Survey date: TUESDAY   10/07/18   *Survey Type: MANUAL*
2   ES-03-A-03   MIXED HOUSES & FLATS   EAST SUSSEX
    SHEPHAM LANE
    POLEGATE

    Edge of Town
    Residential Zone
    Total No of Dwellings: 212
        Survey date: MONDAY   11/07/16   *Survey Type: MANUAL*
3   HC-03-A-26   MIXED HOUSES & FLATS   HAMPSHIRE
    BOTLEY ROAD
    WHITELEY

    Edge of Town
    Out of Town
    Total No of Dwellings: 270
        Survey date: THURSDAY   24/06/21   *Survey Type: MANUAL*
4   HC-03-A-33   MIXED HOUSES & FLATS   HAMPSHIRE
    CROW LANE
    RINGWOOD
    CROW
    Edge of Town
    Residential Zone
    Total No of Dwellings: 195
        Survey date: TUESDAY   04/07/23   *Survey Type: MANUAL*
5   HC-03-A-34   MIXED HOUSES & FLATS   HAMPSHIRE
    STONEHAM LANE
    EASTLEIGH

    Edge of Town
    Residential Zone
    Total No of Dwellings: 243
        Survey date: TUESDAY   14/11/23   *Survey Type: MANUAL*
6   HF-03-A-03   MIXED HOUSES   HERTFORDSHIRE
    HARE STREET ROAD
    BUNTINGFORD

    Edge of Town
    Residential Zone
    Total No of Dwellings: 160
        Survey date: MONDAY   08/07/19   *Survey Type: MANUAL*
7   KC-03-A-06   MIXED HOUSES & FLATS   KENT
    MARGATE ROAD
    HERNE BAY

    Suburban Area (PPS6 Out of Centre)
    Residential Zone
    Total No of Dwellings: 363
        Survey date: WEDNESDAY   27/09/17   *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-A-07	MIXED HOUSES	KENT
	RECULVER ROAD		
	HERNE BAY		

Edge of Town
Residential Zone
Total No of Dwellings: 288
   Survey date: WEDNESDAY   27/09/17   *Survey Type: MANUAL*

9	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD		
	CHARING		

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
   Survey date: TUESDAY   22/05/18   *Survey Type: MANUAL*

10	KC-03-A-11	MIXED HOUSES & FLATS	KENT
	COLDHARBOUR ROAD		
	GRAVESEND		

Edge of Town
No Sub Category
Total No of Dwellings: 375
   Survey date: MONDAY   20/03/23   *Survey Type: MANUAL*

11	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY		
	GREAT YARMOUTH		
	BRADWELL		

Edge of Town
Residential Zone
Total No of Dwellings: 275
   Survey date: MONDAY   23/09/19   *Survey Type: MANUAL*

12	NF-03-A-08	MIXED HOUSES & FLATS	NORFOLK
	SIR ALFRED MUNNINGS RD		
	NEAR NORWICH		
	COSTESSEY		

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 1817
   Survey date: THURSDAY   19/09/19   *Survey Type: MANUAL*

13	NF-03-A-09	MIXED HOUSES & FLATS	NORFOLK
	ROUND HOUSE WAY		
	NORWICH		
	CRINGLEFORD		

Edge of Town
Residential Zone
Total No of Dwellings: 984
   Survey date: TUESDAY   24/09/19   *Survey Type: MANUAL*

14	NF-03-A-23	MIXED HOUSES & FLATS	NORFOLK
	SILFIELD ROAD		
	WYMONDHAM		

Edge of Town
Out of Town
Total No of Dwellings: 514
   Survey date: WEDNESDAY   22/09/21   *Survey Type: MANUAL*

PROJECT CENTRE   FOUNDRY STREET   BRIGHTON   Licence No: 245601

LIST OF SITES relevant to selection parameters (Cont.)

15	NF-03-A-28	MIXED HOUSES & FLATS	NORFOLK

ATLANTIC AVENUE
NORWICH
SPROWSTON
Edge of Town
Residential Zone
Total No of Dwellings: 1146
    Survey date: THURSDAY   _22/09/22_   _Survey Type: MANUAL_

16	NF-03-A-30	MIXED HOUSES	NORFOLK

BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
    Survey date: THURSDAY   _23/09/21_   _Survey Type: MANUAL_

17	NF-03-A-38	MIXED HOUSES	NORFOLK

BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 537
    Survey date: TUESDAY   _20/09/22_   _Survey Type: MANUAL_

18	NF-03-A-39	MIXED HOUSES	NORFOLK

HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
    Survey date: TUESDAY   _27/09/22_   _Survey Type: MANUAL_

19	NF-03-A-46	MIXED HOUSES & FLATS	NORFOLK

BURGH ROAD
AYLSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 300
    Survey date: TUESDAY   _14/09/21_   _Survey Type: MANUAL_

20	SC-03-A-08	MIXED HOUSES	SURREY

REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 790
    Survey date: WEDNESDAY   _04/05/22_   _Survey Type: MANUAL_

21	SF-03-A-09	MIXED HOUSES & FLATS	SUFFOLK

FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
    Survey date: THURSDAY   _24/06/21_   _Survey Type: MANUAL_

LIST OF SITES relevant to selection parameters (Cont.)

22	SP-03-A-02	MIXED HOUSES & FLATS	SOUTHAMPTON
	BARNFIELD WAY		
	NEAR SOUTHAMPTON		
	HEDGE END		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	250	
	Survey date: TUESDAY	*12/10/21*	*Survey Type: MANUAL*
23	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	*22/11/17*	*Survey Type: MANUAL*
24	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	*19/04/18*	*Survey Type: MANUAL*
25	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	918	
	Survey date: TUESDAY	*02/04/19*	*Survey Type: MANUAL*
26	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	152	
	Survey date: WEDNESDAY	*16/06/21*	*Survey Type: MANUAL*
27	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: WEDNESDAY	*23/06/21*	*Survey Type: MANUAL*
28	WS-03-A-18	MIXED HOUSES & FLATS	WEST SUSSEX
	LONDON ROAD		
	HASSOCKS		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	156	
	Survey date: MONDAY	*15/05/23*	*Survey Type: MANUAL*

PROJECT CENTRE   FOUNDRY STREET   BRIGHTON

LIST OF SITES relevant to selection parameters (Cont.)

29   WS-03-A-21   MIXED HOUSES   WEST SUSSEX
     HILLAND ROAD
     BILLINGSHURST

     Neighbourhood Centre (PPS6 Local Centre)
     Village
     Total No of Dwellings: 480
          Survey date: THURSDAY   *09/11/23*   *Survey Type: MANUAL*

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

PROJECT CENTRE   FOUNDRY STREET   BRIGHTON   Licence No: 245601

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.71

	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	29	422	0.071	29	422	0.298	29	422	0.369
08:00 - 09:00	29	422	0.137	29	422	0.365	29	422	0.502
09:00 - 10:00	29	422	0.131	29	422	0.156	29	422	0.287
10:00 - 11:00	29	422	0.110	29	422	0.127	29	422	0.237
11:00 - 12:00	29	422	0.116	29	422	0.122	29	422	0.238
12:00 - 13:00	29	422	0.136	29	422	0.135	29	422	0.271
13:00 - 14:00	29	422	0.140	29	422	0.127	29	422	0.267
14:00 - 15:00	29	422	0.143	29	422	0.158	29	422	0.301
15:00 - 16:00	29	422	0.226	29	422	0.151	29	422	0.377
16:00 - 17:00	29	422	0.254	29	422	0.148	29	422	0.402
17:00 - 18:00	29	422	0.336	29	422	0.153	29	422	0.489
18:00 - 19:00	29	422	0.284	29	422	0.146	29	422	0.430
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.084			2.086			4.170

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:	152 - 1817 (units:)
Survey date date range:	01/01/16 - 14/11/23
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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.

PROJECT CENTRE   FOUNDRY STREET   BRIGHTON

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	29	422	0.002	29	422	0.002	29	422	0.004
08:00 - 09:00	29	422	0.005	29	422	0.005	29	422	0.010
09:00 - 10:00	29	422	0.002	29	422	0.002	29	422	0.004
10:00 - 11:00	29	422	0.001	29	422	0.001	29	422	0.002
11:00 - 12:00	29	422	0.001	29	422	0.001	29	422	0.002
12:00 - 13:00	29	422	0.001	29	422	0.001	29	422	0.002
13:00 - 14:00	29	422	0.001	29	422	0.001	29	422	0.002
14:00 - 15:00	29	422	0.002	29	422	0.002	29	422	0.004
15:00 - 16:00	29	422	0.004	29	422	0.004	29	422	0.008
16:00 - 17:00	29	422	0.002	29	422	0.002	29	422	0.004
17:00 - 18:00	29	422	0.002	29	422	0.002	29	422	0.004
18:00 - 19:00	29	422	0.002	29	422	0.002	29	422	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			0.050

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.

PROJECT CENTRE   FOUNDRY STREET   BRIGHTON

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	29	422	0.001	29	422	0.001	29	422	0.002
08:00 - 09:00	29	422	0.002	29	422	0.001	29	422	0.003
09:00 - 10:00	29	422	0.002	29	422	0.002	29	422	0.004
10:00 - 11:00	29	422	0.002	29	422	0.002	29	422	0.004
11:00 - 12:00	29	422	0.002	29	422	0.001	29	422	0.003
12:00 - 13:00	29	422	0.002	29	422	0.002	29	422	0.004
13:00 - 14:00	29	422	0.002	29	422	0.002	29	422	0.004
14:00 - 15:00	29	422	0.002	29	422	0.002	29	422	0.004
15:00 - 16:00	29	422	0.001	29	422	0.002	29	422	0.003
16:00 - 17:00	29	422	0.001	29	422	0.001	29	422	0.002
17:00 - 18:00	29	422	0.001	29	422	0.001	29	422	0.002
18:00 - 19:00	29	422	0.000	29	422	0.000	29	422	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.017			0.035

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.*

PROJECT CENTRE   FOUNDRY STREET   BRIGHTON

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	422	0.002	29	422	0.007	29	422	0.009
08:00 - 09:00	29	422	0.004	29	422	0.015	29	422	0.019
09:00 - 10:00	29	422	0.002	29	422	0.003	29	422	0.005
10:00 - 11:00	29	422	0.002	29	422	0.002	29	422	0.004
11:00 - 12:00	29	422	0.002	29	422	0.002	29	422	0.004
12:00 - 13:00	29	422	0.002	29	422	0.002	29	422	0.004
13:00 - 14:00	29	422	0.002	29	422	0.001	29	422	0.003
14:00 - 15:00	29	422	0.003	29	422	0.003	29	422	0.006
15:00 - 16:00	29	422	0.009	29	422	0.003	29	422	0.012
16:00 - 17:00	29	422	0.011	29	422	0.006	29	422	0.017
17:00 - 18:00	29	422	0.008	29	422	0.006	29	422	0.014
18:00 - 19:00	29	422	0.006	29	422	0.004	29	422	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.054			0.107

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.*

PROJECT CENTRE   FOUNDRY STREET   BRIGHTON

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	422	0.010	29	422	0.031	29	422	0.041
08:00 - 09:00	29	422	0.022	29	422	0.070	29	422	0.092
09:00 - 10:00	29	422	0.019	29	422	0.019	29	422	0.038
10:00 - 11:00	29	422	0.015	29	422	0.017	29	422	0.032
11:00 - 12:00	29	422	0.017	29	422	0.017	29	422	0.034
12:00 - 13:00	29	422	0.019	29	422	0.018	29	422	0.037
13:00 - 14:00	29	422	0.020	29	422	0.018	29	422	0.038
14:00 - 15:00	29	422	0.024	29	422	0.026	29	422	0.050
15:00 - 16:00	29	422	0.063	29	422	0.028	29	422	0.091
16:00 - 17:00	29	422	0.038	29	422	0.020	29	422	0.058
17:00 - 18:00	29	422	0.033	29	422	0.025	29	422	0.058
18:00 - 19:00	29	422	0.028	29	422	0.025	29	422	0.053
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.308			0.314			0.622

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.*

PROJECT CENTRE   FOUNDRY STREET   BRIGHTON

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	29	422	0.001	29	422	0.025	29	422	0.026
08:00 - 09:00	29	422	0.002	29	422	0.027	29	422	0.029
09:00 - 10:00	29	422	0.003	29	422	0.011	29	422	0.014
10:00 - 11:00	29	422	0.004	29	422	0.008	29	422	0.012
11:00 - 12:00	29	422	0.006	29	422	0.008	29	422	0.014
12:00 - 13:00	29	422	0.006	29	422	0.006	29	422	0.012
13:00 - 14:00	29	422	0.005	29	422	0.005	29	422	0.010
14:00 - 15:00	29	422	0.008	29	422	0.004	29	422	0.012
15:00 - 16:00	29	422	0.018	29	422	0.005	29	422	0.023
16:00 - 17:00	29	422	0.021	29	422	0.003	29	422	0.024
17:00 - 18:00	29	422	0.020	29	422	0.003	29	422	0.023
18:00 - 19:00	29	422	0.015	29	422	0.003	29	422	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.108			0.217

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.*

PROJECT CENTRE   FOUNDRY STREET   BRIGHTON

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.71

	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	29	422	0.099	29	422	0.507	29	422	0.606
08:00 - 09:00	29	422	0.198	29	422	0.738	29	422	0.936
09:00 - 10:00	29	422	0.194	29	422	0.261	29	422	0.455
10:00 - 11:00	29	422	0.171	29	422	0.210	29	422	0.381
11:00 - 12:00	29	422	0.186	29	422	0.199	29	422	0.385
12:00 - 13:00	29	422	0.213	29	422	0.211	29	422	0.424
13:00 - 14:00	29	422	0.223	29	422	0.196	29	422	0.419
14:00 - 15:00	29	422	0.246	29	422	0.246	29	422	0.492
15:00 - 16:00	29	422	0.487	29	422	0.250	29	422	0.737
16:00 - 17:00	29	422	0.485	29	422	0.244	29	422	0.729
17:00 - 18:00	29	422	0.570	29	422	0.256	29	422	0.826
18:00 - 19:00	29	422	0.468	29	422	0.256	29	422	0.724
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.540			3.574			7.114

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

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

Appendix B – PICADY Modelling Output

TRL THE FUTURE OF TRANSPORT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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+44 (0)1344 379777   software@trl.co.uk   www.trlsoftware.co.uk

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Filename: Owlshatch Road_Bullockstone Road.j9
Path: G:\Project Centre\Project-BST\1000010039 - PRIV Land at Abbotswood, Herne Bay\2 Project Delivery\5 Design & WIP\Transport\Modelling
Report generation date: 30/05/2024 10:10:37

»Owlshatch Road/Bullockstone Road - Base (2027) + Northwood Dev + Site Dev, AM
»Owlshatch Road/Bullockstone Road - Base (2027) + Northwood Dev + Site Dev, PM
»Owlshatch Road/Bullockstone Road - Base (2032) + Northwood Dev + Site Dev, AM
»Owlshatch Road/Bullockstone Road - Base (2032) + Northwood Dev + Site Dev, PM

Summary of junction performance

		AM					PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Owlshatch Road/Bullockstone Road - Base (2027) + Northwood Dev + Site Dev									
Stream B-AC	D1	1.6	26.70	0.63	D	D2	0.4	13.24	0.27	B
Stream C-AB		0.1	7.54	0.05	A		0.1	8.18	0.12	A
	Owlshatch Road/Bullockstone Road - Base (2032) + Northwood Dev + Site Dev									
Stream B-AC	D3	1.8	29.11	0.65	D	D4	0.4	13.77	0.28	B
Stream C-AB		0.1	7.64	0.06	A		0.1	8.28	0.13	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	
Location	
Site number	
Date	30/05/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ITSERVICES\RFranklin
Description	

Units

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

Analysis Options

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
D1	Base (2027) + Northwood Dev + Site Dev	AM	ONE HOUR	08:00	09:30	15	✓
D2	Base (2027) + Northwood Dev + Site Dev	PM	ONE HOUR	17:00	18:30	15	✓
D3	Base (2032) + Northwood Dev + Site Dev	AM	ONE HOUR	08:00	09:30	15	✓
D4	Base (2032) + Northwood Dev + Site Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Owlshatch Road/Bullockstone Road	✓	100.000	100.000

TRL THE FUTURE OF TRANSPORT

Owlshatch Road/Bullockstone Road - Base (2027) + Northwood Dev + Site Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Owlshatch Road	T-Junction	Two-way		4.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	2.20	150.0	✓	5.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.47	100	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	587	0.107	0.270	0.170	0.386
B-C	719	0.110	0.279	-	-
C-B	661	0.256	0.256	-	-

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
D1	Base (2027) + Northwood Dev + Site Dev	AM	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	553	100.000
B		ONE HOUR	✓	208	100.000
C		ONE HOUR	✓	601	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	60	493
	B	145	0	63
	C	576	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.63	26.70	1.6	D	191	286
C-AB	0.05	7.54	0.1	A	23	34
C-A					529	793
A-B					55	83
A-C					452	679

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	39	448	0.350	154	0.0	0.5	12.201	B
C-AB	19	5	554	0.034	19	0.0	0.0	6.720	A
C-A	434	108			434				
A-B	45	11			45				
A-C	371	93			371				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	187	47	412	0.453	186	0.5	0.8	15.808	C
C-AB	22	6	534	0.042	22	0.0	0.0	7.043	A
C-A	518	129			518				
A-B	54	13			54				
A-C	443	111			443				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	229	57	363	0.631	226	0.8	1.6	25.662	D
C-AB	28	7	505	0.055	27	0.0	0.1	7.539	A
C-A	634	159			634				
A-B	66	17			66				
A-C	543	136			543				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	229	57	363	0.631	229	1.6	1.6	26.705	D
C-AB	28	7	505	0.055	28	0.1	0.1	7.539	A
C-A	634	159			634				
A-B	66	17			66				
A-C	543	136			543				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	187	47	412	0.453	190	1.6	0.9	16.417	C
C-AB	22	6	534	0.042	23	0.1	0.0	7.047	A
C-A	518	129			518				
A-B	54	13			54				
A-C	443	111			443				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	39	447	0.350	158	0.9	0.5	12.479	B
C-AB	19	5	554	0.034	19	0.0	0.0	6.726	A
C-A	434	108			434				
A-B	45	11			45				
A-C	371	93			371				

TRL THE FUTURE OF TRANSPORT

Owlshatch Road/Bullockstone Road - Base (2027) + Northwood Dev + Site Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Owlshatch Road	T-Junction	Two-way		1.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base (2027) + Northwood Dev + Site Dev	PM	ONE HOUR	17:00	18:30	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	560	100.000
B		ONE HOUR	✓	91	100.000
C		ONE HOUR	✓	569	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	134	426
B	64	0	27
C	512	57	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	3
B	0	0	0
C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.27	13.24	0.4	B	84	125
C-AB	0.12	8.18	0.1	A	52	78
C-A					470	705
A-B					123	184
A-C					391	586

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	453	0.151	68	0.0	0.2	9.318	A
C-AB	43	11	553	0.078	43	0.0	0.1	7.050	A
C-A	385	96			385				
A-B	101	25			101				
A-C	321	80			321				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	420	0.195	82	0.2	0.2	10.640	B
C-AB	51	13	532	0.096	51	0.1	0.1	7.488	A
C-A	460	115			460				
A-B	120	30			120				
A-C	383	96			383				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	372	0.269	100	0.2	0.4	13.189	B
C-AB	63	16	503	0.125	63	0.1	0.1	8.172	A
C-A	564	141			564				
A-B	148	37			148				
A-C	469	117			469				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	372	0.269	100	0.4	0.4	13.235	B
C-AB	63	16	503	0.125	63	0.1	0.1	8.177	A
C-A	564	141			564				
A-B	148	37			148				
A-C	469	117			469				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	420	0.195	82	0.4	0.2	10.690	B
C-AB	51	13	532	0.096	51	0.1	0.1	7.492	A
C-A	460	115			460				
A-B	120	30			120				
A-C	383	96			383				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	453	0.151	69	0.2	0.2	9.369	A
C-AB	43	11	553	0.078	43	0.1	0.1	7.060	A
C-A	385	96			385				
A-B	101	25			101				
A-C	321	80			321				

TRL THE FUTURE OF TRANSPORT

Owlshatch Road/Bullockstone Road - Base (2032) + Northwood Dev + Site Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Owlshatch Road	T-Junction	Two-way		4.43	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
D3	Base (2032) + Northwood Dev + Site Dev	AM	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	575	100.000
B		ONE HOUR	✓	208	100.000
C		ONE HOUR	✓	626	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	60	515
B	145	0	63
C	601	25	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	3
B	0	0	0
C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.65	29.11	1.8	D	191	286
C-AB	0.06	7.64	0.1	A	23	34
C-A					551	827
A-B					55	83
A-C					473	709

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	39	440	0.356	154	0.0	0.5	12.510	B
C-AB	19	5	550	0.034	19	0.0	0.0	6.774	A
C-A	452	113			452				
A-B	45	11			45				
A-C	388	97			388				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	187	47	403	0.463	186	0.5	0.8	16.448	C
C-AB	22	6	528	0.043	22	0.0	0.0	7.113	A
C-A	540	135			540				
A-B	54	13			54				
A-C	463	116			463				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	229	57	352	0.651	225	0.8	1.7	27.753	D
C-AB	28	7	499	0.055	27	0.0	0.1	7.638	A
C-A	662	165			662				
A-B	66	17			66				
A-C	567	142			567				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	229	57	352	0.651	229	1.7	1.8	29.107	D
C-AB	28	7	499	0.055	28	0.1	0.1	7.638	A
C-A	662	165			662				
A-B	66	17			66				
A-C	567	142			567				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	187	47	403	0.464	191	1.8	0.9	17.181	C
C-AB	22	6	528	0.043	23	0.1	0.0	7.115	A
C-A	540	135			540				
A-B	54	13			54				
A-C	463	116			463				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	39	440	0.356	158	0.9	0.6	12.819	B
C-AB	19	5	550	0.034	19	0.0	0.0	6.777	A
C-A	452	113			452				
A-B	45	11			45				
A-C	388	97			388				

TRL THE FUTURE OF TRANSPORT

Owlshatch Road/Bullockstone Road - Base (2032) + Northwood Dev + Site Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Owlshatch Road	T-Junction	Two-way		1.36	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
D4	Base (2032) + Northwood Dev + Site Dev	PM	ONE HOUR	17:00	18:30	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	580	100.000
B		ONE HOUR	✓	91	100.000
C		ONE HOUR	✓	593	100.000

Origin-Destination Data

Demand (PCU/hr)

From \ To	A	B	C
A	0	134	446
B	64	0	27
C	536	57	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	3
B	0	0	0
C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.28	13.77	0.4	B	84	125
C-AB	0.13	8.28	0.1	A	52	78
C-A					492	738
A-B					123	184
A-C					409	614

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	447	0.153	68	0.0	0.2	9.486	A
C-AB	43	11	549	0.078	43	0.0	0.1	7.103	A
C-A	404	101			404				
A-B	101	25			101				
A-C	336	84			336				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	411	0.199	82	0.2	0.2	10.908	B
C-AB	51	13	527	0.097	51	0.1	0.1	7.560	A
C-A	482	120			482				
A-B	120	30			120				
A-C	401	100			401				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	362	0.277	100	0.2	0.4	13.712	B
C-AB	63	16	497	0.126	63	0.1	0.1	8.278	A
C-A	590	148			590				
A-B	148	37			148				
A-C	491	123			491				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	362	0.277	100	0.4	0.4	13.766	B
C-AB	63	16	497	0.126	63	0.1	0.1	8.283	A
C-A	590	148			590				
A-B	148	37			148				
A-C	491	123			491				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	411	0.199	82	0.4	0.3	10.964	B
C-AB	51	13	527	0.097	51	0.1	0.1	7.565	A
C-A	482	120			482				
A-B	120	30			120				
A-C	401	100			401				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	446	0.153	69	0.3	0.2	9.541	A
C-AB	43	11	549	0.078	43	0.1	0.1	7.114	A
C-A	404	101			404				
A-B	101	25			101				
A-C	336	84			336				