



APPENDIX I

TRICS DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 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: 15 to 280 (units:)
Range Selected by User: 14 to 473 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 19/09/13

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	2 days
Thursday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	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	6
Built-Up Zone	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

Filtering Stage 3 selection:

Use Class:

C3

7 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	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	6 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:

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.

LIST OF SITES relevant to selection parameters

1	DS-03-B-01	TERRACED / SEMI / BUNG.	DERBYSHIRE
	COCKAYNE STREET		
	BOULTON		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: MONDAY	04/07/11	Survey Type: MANUAL
2	LC-03-B-02	SEMI DETACHED / TERRACED	LANCASHIRE
	BILLINGE STREET		
	BLACKBURN		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: MONDAY	10/06/13	Survey Type: MANUAL
3	MS-03-B-01	TERRACED	MERSEYSIDE
	TARBOCK ROAD		
	SPEKE		
	LIVERPOOL		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: TUESDAY	18/06/13	Survey Type: MANUAL
4	NB-03-B-01	SEMI DET. & TERRACED	NORTHUMBERLAND
	WESTLEA		
	BEDLINGTON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	97	
	Survey date: MONDAY	19/11/12	Survey Type: MANUAL
5	NY-03-B-01	TERRACED HOUSING	NORTH YORKSHIRE
	NORTHALLERTON ROAD		
	NORBY		
	THIRSK		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	280	
	Survey date: THURSDAY	20/09/07	Survey Type: MANUAL
6	WM-03-B-01	SEMI DET. / TERRACED	WEST MIDLANDS
	YORKMINSTER DRIVE		
	CHELMSLEY WOOD		
	BIRMINGHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	97	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
7	WY-03-B-02	MIXED HOUSES	WEST YORKSHIRE
	WHITEACRE STREET		
	DEIGHTON		
	HUDDERSFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WY-03-B-03	TERRACED HOUSES	WEST YORKSHIRE
	LINCOLN GREEN ROAD		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of dwellings:	29	
	Survey date: THURSDAY	19/09/13	Survey Type: MANUAL

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	77	0.063	8	77	0.167	8	77	0.230
08:00 - 09:00	8	77	0.138	8	77	0.253	8	77	0.391
09:00 - 10:00	8	77	0.118	8	77	0.136	8	77	0.254
10:00 - 11:00	8	77	0.126	8	77	0.143	8	77	0.269
11:00 - 12:00	8	77	0.139	8	77	0.146	8	77	0.285
12:00 - 13:00	8	77	0.130	8	77	0.130	8	77	0.260
13:00 - 14:00	8	77	0.146	8	77	0.113	8	77	0.259
14:00 - 15:00	8	77	0.151	8	77	0.167	8	77	0.318
15:00 - 16:00	8	77	0.186	8	77	0.139	8	77	0.325
16:00 - 17:00	8	77	0.201	8	77	0.143	8	77	0.344
17:00 - 18:00	8	77	0.248	8	77	0.182	8	77	0.430
18:00 - 19:00	8	77	0.169	8	77	0.122	8	77	0.291
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.815			1.841			3.656		

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: 15 - 280 (units:)
Survey date date range: 01/01/06 - 19/09/13
Number of weekdays (Monday-Friday): 8
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 1

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES

VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 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: 15 to 280 (units:)
Range Selected by User: 14 to 473 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 19/09/13

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	2 days
Thursday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	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	6
Built-Up Zone	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.

Filtering Stage 3 selection:

Use Class:

C3

7 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	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	6 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:

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.

LIST OF SITES relevant to selection parameters

1	DS-03-B-01	TERRACED / SEMI / BUNG.	DERBYSHIRE
	COCKAYNE STREET		
	BOULTON		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: MONDAY	04/07/11	Survey Type: MANUAL
2	LC-03-B-02	SEMI DETACHED / TERRACED	LANCASHIRE
	BILLINGE STREET		
	BLACKBURN		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: MONDAY	10/06/13	Survey Type: MANUAL
3	MS-03-B-01	TERRACED	MERSEYSIDE
	TARBOCK ROAD		
	SPEKE		
	LIVERPOOL		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: TUESDAY	18/06/13	Survey Type: MANUAL
4	NB-03-B-01	SEMI DET. & TERRACED	NORTHUMBERLAND
	WESTLEA		
	BEDLINGTON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	97	
	Survey date: MONDAY	19/11/12	Survey Type: MANUAL
5	NY-03-B-01	TERRACED HOUSING	NORTH YORKSHIRE
	NORTHALLERTON ROAD		
	NORBY		
	THIRSK		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	280	
	Survey date: THURSDAY	20/09/07	Survey Type: MANUAL
6	WM-03-B-01	SEMI DET. / TERRACED	WEST MIDLANDS
	YORKMINSTER DRIVE		
	CHELMSLEY WOOD		
	BIRMINGHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	97	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
7	WY-03-B-02	MIXED HOUSES	WEST YORKSHIRE
	WHITEACRE STREET		
	DEIGHTON		
	HUDDERSFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WY-03-B-03	TERRACED HOUSES	WEST YORKSHIRE
	LINCOLN GREEN ROAD		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of dwellings:	29	
	Survey date: THURSDAY	19/09/13	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.

RANK ORDER for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 7 DS-03-B-01 Tot: 0.413
85th Percentile = No. 2 WY-03-B-02 Tot: 0.518

Median Values		Mean Values	
Arrivals:	0.125	Arrivals:	0.165
Departures:	0.342	Departures:	0.325
Totals:	0.466	Totals:	0.489

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	LC-03-B-02	SEMI DETACHED/	BLACKBURN	LANCASHIRE	15	Mon	10/06/13	0.267	0.600	0.867	1.33
2	WY-03-B-02	MIXED HOUSES	HUDDERSFIELD	WEST YORKSHIRE	54	Tue	17/09/13	0.185	0.333	0.518	1.11
3	WM-03-B-01	SEMI DET./TERR	BIRMINGHAM	WEST MIDLANDS	97	Mon	17/10/11	0.186	0.330	0.516	1.51
4	NB-03-B-01	SEMI DET. & TE	BEDLINGTON	NORTHUMBERLAND	97	Mon	19/11/12	0.186	0.309	0.495	1.14
5	MS-03-B-01	TERRACED	LIVERPOOL	MERSEYSIDE	16	Tue	18/06/13	0.063	0.375	0.437	2.00
6	WY-03-B-03	TERRACED HOUSE	LEEDS	WEST YORKSHIRE	29	Thu	19/09/13	0.172	0.241	0.413	1.07
7	DS-03-B-01	TERRACED /SEMI /	DERBY	DERBYSHIRE	29	Mon	04/07/11	0.172	0.241	0.413	1.34
8	NY-03-B-01	TERRACED HOUSI	THIRSK	NORTH YORKSHIRE	280	Thu	20/09/07	0.086	0.168	0.254	0.79

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
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	MS MERSEYSIDE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 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: 15 to 280 (units:)
Range Selected by User: 14 to 473 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 19/09/13

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.

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Selected survey types:

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Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	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	6
Built-Up Zone	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.

Filtering Stage 3 selection:

Use Class:

C3

7 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®.

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0.6 to 1.0	6 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:

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.

LIST OF SITES relevant to selection parameters

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	BOULTON		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: MONDAY	04/07/11	Survey Type: MANUAL
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	BILLINGE STREET		
	BLACKBURN		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: MONDAY	10/06/13	Survey Type: MANUAL
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	TARBOCK ROAD		
	SPEKE		
	LIVERPOOL		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
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	BEDLINGTON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	97	
	Survey date: MONDAY	19/11/12	Survey Type: MANUAL
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	NORTHALLERTON ROAD		
	NORBY		
	THIRSK		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	280	
	Survey date: THURSDAY	20/09/07	Survey Type: MANUAL
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	YORKMINSTER DRIVE		
	CHELMSLEY WOOD		
	BIRMINGHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	97	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
7	WY-03-B-02	MIXED HOUSES	WEST YORKSHIRE
	WHITEACRE STREET		
	DEIGHTON		
	HUDDERSFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WY-03-B-03	TERRACED HOUSES	WEST YORKSHIRE
	LINCOLN GREEN ROAD		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of dwellings:	29	
	Survey date: THURSDAY	19/09/13	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.

RANK ORDER for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
VEHICLES

Ranking Type: TOTALS Time Range: 15:00-16:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 7 WY-03-B-02 Tot: 0.278
85th Percentile = No. 2 WM-03-B-01 Tot: 0.578

Median Values		Mean Values	
Arrivals:	0.145	Arrivals:	0.238
Departures:	0.218	Departures:	0.226
Totals:	0.363	Totals:	0.464

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	LC-03-B-02	SEMI DETACHED/	BLACKBURN	LANCASHIRE	15	Mon	10/06/13	0.533	0.533	1.066	1.33
2	WM-03-B-01	SEMI DET./TERR	BIRMINGHAM	WEST MIDLANDS	97	Mon	17/10/11	0.351	0.227	0.578	1.51
3	WY-03-B-03	TERRACED HOUSE	LEEDS	WEST YORKSHIRE	29	Thu	19/09/13	0.310	0.241	0.551	1.07
4	MS-03-B-01	TERRACED	LIVERPOOL	MERSEYSIDE	16	Tue	18/06/13	0.125	0.250	0.375	2.00
5	NB-03-B-01	SEMI DET. & TE	BEDLINGTON	NORTHUMBERLAND	97	Mon	19/11/12	0.165	0.186	0.351	1.14
6	DS-03-B-01	TERRACED/SEMI/	DERBY	DERBYSHIRE	29	Mon	04/07/11	0.172	0.172	0.344	1.34
7	WY-03-B-02	MIXED HOUSES	HUDDERSFIELD	WEST YORKSHIRE	54	Tue	17/09/13	0.130	0.148	0.278	1.11
8	NY-03-B-01	TERRACED HOUSI	THIRSK	NORTH YORKSHIRE	280	Thu	20/09/07	0.121	0.050	0.171	0.79

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	3 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	1 days
10	WALES	
	DB DENBIGHSHIRE	1 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: 6 to 91 (units:)
Range Selected by User: 6 to 150 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 01/05/14

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	3 days
Tuesday	5 days
Wednesday	2 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	13 days
Directional ATC Count	0 days

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

Selected Locations:

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

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:

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

13 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	2 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 100,000	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
50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 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

13 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	BR-03-D-03	BLOCKS OF FLATS		BRISTOL CITY
	BRISTOL ROAD			
	BRISTOL			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	28		
	Survey date: TUESDAY	13/10/09		Survey Type: MANUAL
2	CH-03-D-01	BLOCK OF FLATS		CHESHIRE
	HEATH LANE			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	30		
	Survey date: THURSDAY	24/05/12		Survey Type: MANUAL
3	DB-03-D-01	FLATS IN HOUSES		DENBIGHSHIRE
	HIGHFIELD PARK			
	RHYL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	59		
	Survey date: TUESDAY	11/10/11		Survey Type: MANUAL
4	ES-03-D-01	BLOCKS OF FLATS		EAST SUSSEX
	LEWES ROAD			
	BRIGHTON			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	91		
	Survey date: TUESDAY	20/11/07		Survey Type: MANUAL
5	HC-03-D-02	FLATS		HAMPSHIRE
	BOURNEMOUTH ROAD			
	AMPFIELD			
	EASTLEIGH			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	16/11/07		Survey Type: MANUAL
6	HC-03-D-04	BLOCK OF FLATS		HAMPSHIRE
	ROMSEY ROAD			
	WINCHESTER			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	02/12/09		Survey Type: MANUAL
7	HC-03-D-05	BLOCK OF FLATS		HAMPSHIRE
	WORTING ROAD			
	BASINGSTOKE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: MONDAY	18/10/10		Survey Type: MANUAL
8	LC-03-D-01	BLOCK OF FLATS		LANCASHIRE
	MANCHESTER ROAD			
	PRESTON			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	63		
	Survey date: MONDAY	18/06/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-03-D-02	FLATS/TERRACED HOUSING	LANCASHIRE
	GRAHAM STREET		
	PRESTON		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	30	
	Survey date: MONDAY	18/06/07	Survey Type: MANUAL
10	MS-03-D-01	BLOCK OF FLATS	MERSEYSIDE
	UPPER PARLIAMENT ST		
	TOXTETH		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	38	
	Survey date: TUESDAY	07/09/10	Survey Type: MANUAL
11	OX-03-D-01	FLATS	OXFORDSHIRE
	FAIRLAWN END		
	UPPER WOLVERCOTE		
	OXFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: TUESDAY	05/10/10	Survey Type: MANUAL
12	WM-03-D-01	BLOCK OF FLATS	WEST MIDLANDS
	TERRACE ROAD		
	HANDSWORTH		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	42	
	Survey date: WEDNESDAY	12/09/07	Survey Type: MANUAL
13	WY-03-D-03	BLOCK OF FLATS	WEST YORKSHIRE
	CARR STREET		
	LIVERSEDGE		
	HECKMONDWIKE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	56	
	Survey date: THURSDAY	01/05/14	Survey Type: MANUAL

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	39	0.034	13	39	0.083	13	39	0.117
08:00 - 09:00	13	39	0.091	13	39	0.085	13	39	0.176
09:00 - 10:00	13	39	0.073	13	39	0.089	13	39	0.162
10:00 - 11:00	13	39	0.077	13	39	0.071	13	39	0.148
11:00 - 12:00	13	39	0.079	13	39	0.091	13	39	0.170
12:00 - 13:00	13	39	0.095	13	39	0.097	13	39	0.192
13:00 - 14:00	13	39	0.113	13	39	0.093	13	39	0.206
14:00 - 15:00	13	39	0.113	13	39	0.101	13	39	0.214
15:00 - 16:00	13	39	0.087	13	39	0.105	13	39	0.192
16:00 - 17:00	13	39	0.125	13	39	0.117	13	39	0.242
17:00 - 18:00	13	39	0.111	13	39	0.083	13	39	0.194
18:00 - 19:00	13	39	0.111	13	39	0.071	13	39	0.182
19:00 - 20:00	2	18	0.114	2	18	0.086	2	18	0.200
20:00 - 21:00	2	18	0.200	2	18	0.200	2	18	0.400
21:00 - 22:00	2	18	0.086	2	18	0.086	2	18	0.172
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.509			1.458			2.967	

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: 6 - 91 (units:)
Survey date range: 01/01/06 - 01/05/14
Number of weekdays (Monday-Friday): 13
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 2

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	3 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	1 days
10	WALES	
	DB DENBIGHSHIRE	1 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: 6 to 91 (units:)
Range Selected by User: 6 to 150 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 01/05/14

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	3 days
Tuesday	5 days
Wednesday	2 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	13 days
Directional ATC Count	0 days

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

Selected Locations:

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

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	7
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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	13 days
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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	2 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 100,000	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
50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 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	13 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	BR-03-D-03	BLOCKS OF FLATS BRISTOL ROAD		BRISTOL CITY
		BRISTOL Edge of Town No Sub Category Total Number of dwellings:	28	
		Survey date: TUESDAY	13/10/09	Survey Type: MANUAL
2	CH-03-D-01	BLOCK OF FLATS HEATH LANE BOUGHTON HEATH CHESTER		CHESHIRE
		Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	30	
		Survey date: THURSDAY	24/05/12	Survey Type: MANUAL
3	DB-03-D-01	FLATS IN HOUSES HIGHFIELD PARK		DENBIGHSHIRE
		RHYL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	59	
		Survey date: TUESDAY	11/10/11	Survey Type: MANUAL
4	ES-03-D-01	BLOCKS OF FLATS LEWES ROAD		EAST SUSSEX
		BRIGHTON Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:	91	
		Survey date: TUESDAY	20/11/07	Survey Type: MANUAL
5	HC-03-D-02	FLATS BOURNEMOUTH ROAD AMPFIELD EASTLEIGH		HAMPSHIRE
		Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:	10	
		Survey date: FRIDAY	16/11/07	Survey Type: MANUAL
6	HC-03-D-04	BLOCK OF FLATS ROMSEY ROAD		HAMPSHIRE
		WINCHESTER Edge of Town Centre Residential Zone Total Number of dwellings:	23	
		Survey date: WEDNESDAY	02/12/09	Survey Type: MANUAL
7	HC-03-D-05	BLOCK OF FLATS WORTING ROAD		HAMPSHIRE
		BASINGSTOKE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	29	
		Survey date: MONDAY	18/10/10	Survey Type: MANUAL
8	LC-03-D-01	BLOCK OF FLATS MANCHESTER ROAD		LANCASHIRE
		PRESTON Edge of Town Centre No Sub Category Total Number of dwellings:	63	
		Survey date: MONDAY	18/06/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-03-D-02	FLATS/TERRACED HOUSING	LANCASHIRE
	GRAHAM STREET		
	PRESTON		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	30	
	Survey date: MONDAY	18/06/07	Survey Type: MANUAL
10	MS-03-D-01	BLOCK OF FLATS	MERSEYSIDE
	UPPER PARLIAMENT ST		
	TOXTETH		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	38	
	Survey date: TUESDAY	07/09/10	Survey Type: MANUAL
11	OX-03-D-01	FLATS	OXFORDSHIRE
	FAIRLAWN END		
	UPPER WOLVERCOTE		
	OXFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: TUESDAY	05/10/10	Survey Type: MANUAL
12	WM-03-D-01	BLOCK OF FLATS	WEST MIDLANDS
	TERRACE ROAD		
	HANDSWORTH		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	42	
	Survey date: WEDNESDAY	12/09/07	Survey Type: MANUAL
13	WY-03-D-03	BLOCK OF FLATS	WEST YORKSHIRE
	CARR STREET		
	LIVERSEDGE		
	HECKMONDWIKE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	56	
	Survey date: THURSDAY	01/05/14	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.

RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 11 LC-03-D-01 Tot: 0.048
85th Percentile = No. 3 CH-03-D-01 Tot: 0.300

Median Values			Mean Values		
Arrivals:	0.132		Arrivals:	0.109	
Departures:	0.079		Departures:	0.112	
Totals:	0.211		Totals:	0.221	

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	0.333	0.333	0.666	1.33
2	LC-03-D-02	FLATS/TERRACED	PRESTON	LANCASHIRE	30	Mon	18/06/07	0.200	0.100	0.300	0.37
3	CH-03-D-01	BLOCK OF FLATS	CHESTER	CHESHIRE	30	Thu	24/05/12	0.167	0.133	0.300	0.40
4	HC-03-D-02	FLATS	EASTLEIGH	HAMPSHIRE	10	Fri	16/11/07	0.100	0.200	0.300	2.30
5	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	0.036	0.250	0.286	1.18
6	WY-03-D-03	BLOCK OF FLATS	HECKMONDWIKE	WEST YORKSHIRE	56	Thu	01/05/14	0.125	0.107	0.232	0.84
7	MS-03-D-01	BLOCK OF FLATS	LIVERPOOL	MERSEYSIDE	38	Tue	07/09/10	0.132	0.079	0.211	0.45
8	ES-03-D-01	BLOCKS OF FLAT	BRIGHTON	EAST SUSSEX	91	Tue	20/11/07	0.121	0.088	0.209	0.42
9	DB-03-D-01	FLATS IN HOUSE	RHYL	DENBIGHSHIRE	59	Tue	11/10/11	0.068	0.085	0.153	0.44
10	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02/12/09	0.087	0.043	0.130	0.48
11	LC-03-D-01	BLOCK OF FLATS	PRESTON	LANCASHIRE	63	Mon	18/06/07	0.016	0.032	0.048	0.56
12	HC-03-D-05	BLOCK OF FLATS	BASINGSTOKE	HAMPSHIRE	29	Mon	18/10/10	0.034	0.000	0.034	0.62
13	WM-03-D-01	BLOCK OF FLATS	BIRMINGHAM	WEST MIDLANDS	42	Wed	12/09/07	0.000	0.000	0.000	1.62

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	3 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	1 days
10	WALES	
	DB DENBIGHSHIRE	1 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: 6 to 91 (units:)
Range Selected by User: 6 to 150 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 01/05/14

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	3 days
Tuesday	5 days
Wednesday	2 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	13 days
Directional ATC Count	0 days

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

Selected Locations:

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

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	7
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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

13 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	2 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 100,000	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
50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 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

13 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.

1	BR-03-D-03	BLOCKS OF FLATS	BRISTOL CITY
	BRISTOL		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	28	
	Survey date: TUESDAY	13/10/09	Survey Type: MANUAL
2	CH-03-D-01	BLOCK OF FLATS	CHESHIRE
	HEATH LANE		
	BOUGHTON HEATH		
	CHESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	30	
	Survey date: THURSDAY	24/05/12	Survey Type: MANUAL
3	DB-03-D-01	FLATS IN HOUSES	DENBIGHSHIRE
	HIGHFIELD PARK		
	RHYL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	59	
	Survey date: TUESDAY	11/10/11	Survey Type: MANUAL
4	ES-03-D-01	BLOCKS OF FLATS	EAST SUSSEX
	LEWES ROAD		
	BRIGHTON		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	91	
	Survey date: TUESDAY	20/11/07	Survey Type: MANUAL
5	HC-03-D-02	FLATS	HAMPSHIRE
	BOURNEMOUTH ROAD		
	AMPFIELD		
	EASTLEIGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	16/11/07	Survey Type: MANUAL
6	HC-03-D-04	BLOCK OF FLATS	HAMPSHIRE
	ROMSEY ROAD		
	WINCHESTER		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	02/12/09	Survey Type: MANUAL
7	HC-03-D-05	BLOCK OF FLATS	HAMPSHIRE
	WORTING ROAD		
	BASINGSTOKE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: MONDAY	18/10/10	Survey Type: MANUAL
8	LC-03-D-01	BLOCK OF FLATS	LANCASHIRE
	MANCHESTER ROAD		
	PRESTON		
	Edge of Town Centre		
	No Sub Category		
	Total Number of dwellings:	63	
	Survey date: MONDAY	18/06/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-03-D-02	FLATS/TERRACED HOUSING	LANCASHIRE
	GRAHAM STREET		
	PRESTON		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	30	
	Survey date: MONDAY	18/06/07	Survey Type: MANUAL
10	MS-03-D-01	BLOCK OF FLATS	MERSEYSIDE
	UPPER PARLIAMENT ST		
	TOXTETH		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	38	
	Survey date: TUESDAY	07/09/10	Survey Type: MANUAL
11	OX-03-D-01	FLATS	OXFORDSHIRE
	FAIRLAWN END		
	UPPER WOLVERCOTE		
	OXFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: TUESDAY	05/10/10	Survey Type: MANUAL
12	WM-03-D-01	BLOCK OF FLATS	WEST MIDLANDS
	TERRACE ROAD		
	HANDSWORTH		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	42	
	Survey date: WEDNESDAY	12/09/07	Survey Type: MANUAL
13	WY-03-D-03	BLOCK OF FLATS	WEST YORKSHIRE
	CARR STREET		
	LIVERSEDGE		
	HECKMONDWIKE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	56	
	Survey date: THURSDAY	01/05/14	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.

RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
VEHICLES

Ranking Type: TOTALS Time Range: 15:00-16:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 11 WM-03-D-01 Tot: 0.071
85th Percentile = No. 3 HC-03-D-02 Tot: 0.300

Median Values		Mean Values	
Arrivals:	0.000	Arrivals:	0.078
Departures:	0.167	Departures:	0.109
Totals:	0.167	Totals:	0.187

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	0.214	0.214	0.428	1.18
2	ES-03-D-01	BLOCKS OF FLAT	BRIGHTON	EAST SUSSEX	91	Tue	20/11/07	0.154	0.176	0.330	0.42
3	HC-03-D-02	FLATS	EASTLEIGH	HAMPSHIRE	10	Fri	16/11/07	0.100	0.200	0.300	2.30
4	DB-03-D-01	FLATS IN HOUSE	RHYL	DENBIGHSHIRE	59	Tue	11/10/11	0.102	0.169	0.271	0.44
5	CH-03-D-01	BLOCK OF FLATS	CHESTER	CHESHIRE	30	Thu	24/05/12	0.100	0.100	0.200	0.40
6	LC-03-D-02	FLATS/TERRACED	PRESTON	LANCASHIRE	30	Mon	18/06/07	0.033	0.167	0.200	0.37
7	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	0.000	0.167	0.167	1.33
8	WY-03-D-03	BLOCK OF FLATS	HECKMONDWIKE	WEST YORKSHIRE	56	Thu	01/05/14	0.089	0.071	0.160	0.84
9	HC-03-D-05	BLOCK OF FLATS	BASINGSTOKE	HAMPSHIRE	29	Mon	18/10/10	0.069	0.069	0.138	0.62
10	MS-03-D-01	BLOCK OF FLATS	LIVERPOOL	MERSEYSIDE	38	Tue	07/09/10	0.026	0.053	0.079	0.45
11	WM-03-D-01	BLOCK OF FLATS	BIRMINGHAM	WEST MIDLANDS	42	Wed	12/09/07	0.071	0.000	0.071	1.62
12	LC-03-D-01	BLOCK OF FLATS	PRESTON	LANCASHIRE	63	Mon	18/06/07	0.016	0.032	0.048	0.56
13	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02/12/09	0.043	0.000	0.043	0.48

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
10	WALES	
	GW GWYNEDD	1 days
	PS POWYS	1 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: Gross floor area
Actual Range: 1150 to 1900 (units: sqm)
Range Selected by User: 865 to 1900 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 27/11/12

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

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	2 days
Friday	1 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1

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

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
A1	8 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	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	4 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	2 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	7 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:

Included in the survey count	0 days
Excluded from count or no filling station	9 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.

LIST OF SITES relevant to selection parameters

1	DC-01-C-02	LIDL		DORSET
	POOLE ROAD			
	BRANKSOME			
	BOURNEMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Gross floor area:	1334 sqm		
	Survey date: TUESDAY	15/07/08		Survey Type: MANUAL
2	GW-01-C-01	LIDL		GWYNEDD
	HIGH STREET			
	BANGOR			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1310 sqm		
	Survey date: FRIDAY	10/07/09		Survey Type: MANUAL
3	KC-01-C-02	ALDI		KENT
	WELL ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1407 sqm		
	Survey date: TUESDAY	27/11/12		Survey Type: MANUAL
4	MS-01-C-02	ALDI		MERSEYSIDE
	SMITHDOWN ROAD			
	WAVERTREE			
	LIVERPOOL			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:	1200 sqm		
	Survey date: MONDAY	18/06/07		Survey Type: MANUAL
5	MS-01-C-03	ALDI		MERSEYSIDE
	LAUREL ROAD			
	ELM PARK			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1165 sqm		
	Survey date: WEDNESDAY	20/06/07		Survey Type: MANUAL
6	NR-01-C-01	ALDI		NORTHAMPTONSHIRE
	DALTON ROAD			
	CORBY			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	1345 sqm		
	Survey date: WEDNESDAY	19/11/08		Survey Type: MANUAL
7	NY-01-C-02	LIDL		NORTH YORKSHIRE
	STATION ROAD			
	THIRSK			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1527 sqm		
	Survey date: TUESDAY	11/10/11		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	PS-01-C-01	ALDI	POWYS
	RICH WAY		
	BRECON		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	1150 sqm	
	Survey date: MONDAY	15/09/08	Survey Type: MANUAL
9	SH-01-C-01	LIDL	SHROPSHIRE
	CASTLE STREET		
	HADLEY		
	TELFORD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	1900 sqm	
	Survey date: TUESDAY	16/06/09	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.

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	5	1430	0.294	5	1430	0.084	5	1430	0.378
08:00 - 09:00	9	1371	1.062	9	1371	0.616	9	1371	1.678
09:00 - 10:00	9	1371	2.586	9	1371	1.986	9	1371	4.572
10:00 - 11:00	9	1371	3.720	9	1371	3.218	9	1371	6.938
11:00 - 12:00	9	1371	4.036	9	1371	3.769	9	1371	7.805
12:00 - 13:00	9	1371	3.858	9	1371	4.125	9	1371	7.983
13:00 - 14:00	9	1371	3.453	9	1371	3.599	9	1371	7.052
14:00 - 15:00	9	1371	4.036	9	1371	3.736	9	1371	7.772
15:00 - 16:00	9	1371	3.801	9	1371	3.842	9	1371	7.643
16:00 - 17:00	9	1371	3.566	9	1371	3.672	9	1371	7.238
17:00 - 18:00	9	1371	3.169	9	1371	3.720	9	1371	6.889
18:00 - 19:00	9	1371	2.594	9	1371	2.942	9	1371	5.536
19:00 - 20:00	9	1371	1.094	9	1371	1.653	9	1371	2.747
20:00 - 21:00	4	1395	0.484	4	1395	0.735	4	1395	1.219
21:00 - 22:00	1	1407	0.142	1	1407	0.498	1	1407	0.640
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	37.895			38.195			76.090		

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:	1150 - 1900 (units: sqm)
Survey date range:	01/01/02 - 27/11/12
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
10	WALES	
	GW GWYNEDD	1 days
	PS POWYS	1 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: Gross floor area
Actual Range: 1150 to 1900 (units: sqm)
Range Selected by User: 865 to 1900 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 27/11/12

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

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	2 days
Friday	1 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1

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

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
A1	8 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	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	4 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	2 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	7 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:

Included in the survey count	0 days
Excluded from count or no filling station	9 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.

LIST OF SITES relevant to selection parameters

1	DC-01-C-02	LIDL		DORSET
	POOLE ROAD			
	BRANKSOME			
	BOURNEMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Gross floor area:	1334	sqm	
	Survey date: TUESDAY	15/07/08		Survey Type: MANUAL
2	GW-01-C-01	LIDL		GWYNEDD
	HIGH STREET			
	BANGOR			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1310	sqm	
	Survey date: FRIDAY	10/07/09		Survey Type: MANUAL
3	KC-01-C-02	ALDI		KENT
	WELL ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1407	sqm	
	Survey date: TUESDAY	27/11/12		Survey Type: MANUAL
4	MS-01-C-02	ALDI		MERSEYSIDE
	SMITHDOWN ROAD			
	WAVERTREE			
	LIVERPOOL			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:	1200	sqm	
	Survey date: MONDAY	18/06/07		Survey Type: MANUAL
5	MS-01-C-03	ALDI		MERSEYSIDE
	LAUREL ROAD			
	ELM PARK			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1165	sqm	
	Survey date: WEDNESDAY	20/06/07		Survey Type: MANUAL
6	NR-01-C-01	ALDI		NORTHAMPTONSHIRE
	DALTON ROAD			
	CORBY			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	1345	sqm	
	Survey date: WEDNESDAY	19/11/08		Survey Type: MANUAL
7	NY-01-C-02	LIDL		NORTH YORKSHIRE
	STATION ROAD			
	THIRSK			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1527	sqm	
	Survey date: TUESDAY	11/10/11		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	PS-01-C-01	ALDI		POWYS
	RICH WAY			
	BRECON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1150	sqm	
	Survey date: MONDAY	15/09/08		Survey Type: MANUAL
9	SH-01-C-01	LIDL		SHROPSHIRE
	CASTLE STREET			
	HADLEY			
	TELFORD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	1900	sqm	
	Survey date: TUESDAY	16/06/09		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.

RANK ORDER for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 8 MS-01-C-03 Tot: 0.945
85th Percentile = No. 2 NY-01-C-02 Tot: 2.554

Median Values		Mean Values	
Arrivals:	0.818	Arrivals:	1.067
Departures:	0.446	Departures:	0.600
Totals:	1.264	Totals:	1.666

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
								Arrivals	Departures	Totals	
1	DC-01-C-02	LIDL	BOURNEMOUTH	DORSET	1334	Tue	15/07/08	2.099	1.724	3.823	
2	NY-01-C-02	LIDL	THIRSK	NORTH YORKSHIRE	1527	Tue	11/10/11	1.572	0.982	2.554	
3	GW-01-C-01	LIDL	BANGOR	GWYNEDD	1310	Fri	10/07/09	1.450	0.687	2.137	
4	KC-01-C-02	ALDI	MAIDSTONE	KENT	1407	Tue	27/11/12	1.137	0.426	1.563	Yes
5	NR-01-C-01	ALDI	CORBY	NORTHAMPTONSHIRE	1345	Wed	19/11/08	0.818	0.446	1.264	
6	PS-01-C-01	ALDI	BRECON	POWYS	1150	Mon	15/09/08	0.609	0.435	1.044	
7	SH-01-C-01	LIDL	TELFORD	SHROPSHIRE	1900	Tue	16/06/09	0.474	0.526	1.000	
8	MS-01-C-03	ALDI	LIVERPOOL	MERSEYSIDE	1165	Wed	20/06/07	0.773	0.172	0.945	
9	MS-01-C-02	ALDI	LIVERPOOL	MERSEYSIDE	1200	Mon	18/06/07	0.667	0.000	0.667	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
10	WALES	
	GW GWYNEDD	1 days
	PS POWYS	1 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: Gross floor area
Actual Range: 1150 to 1900 (units: sqm)
Range Selected by User: 865 to 1900 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 27/11/12

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

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	2 days
Friday	1 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1

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

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
A1	8 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	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	4 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	2 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	7 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:

Included in the survey count	0 days
Excluded from count or no filling station	9 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.

LIST OF SITES relevant to selection parameters

1	DC-01-C-02	LIDL		DORSET
	POOLE ROAD			
	BRANKSOME			
	BOURNEMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Gross floor area:	1334	sqm	
	Survey date: TUESDAY	15/07/08		Survey Type: MANUAL
2	GW-01-C-01	LIDL		GWYNEDD
	HIGH STREET			
	BANGOR			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1310	sqm	
	Survey date: FRIDAY	10/07/09		Survey Type: MANUAL
3	KC-01-C-02	ALDI		KENT
	WELL ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1407	sqm	
	Survey date: TUESDAY	27/11/12		Survey Type: MANUAL
4	MS-01-C-02	ALDI		MERSEYSIDE
	SMITHDOWN ROAD			
	WAVERTREE			
	LIVERPOOL			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:	1200	sqm	
	Survey date: MONDAY	18/06/07		Survey Type: MANUAL
5	MS-01-C-03	ALDI		MERSEYSIDE
	LAUREL ROAD			
	ELM PARK			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1165	sqm	
	Survey date: WEDNESDAY	20/06/07		Survey Type: MANUAL
6	NR-01-C-01	ALDI		NORTHAMPTONSHIRE
	DALTON ROAD			
	CORBY			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	1345	sqm	
	Survey date: WEDNESDAY	19/11/08		Survey Type: MANUAL
7	NY-01-C-02	LIDL		NORTH YORKSHIRE
	STATION ROAD			
	THIRSK			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1527	sqm	
	Survey date: TUESDAY	11/10/11		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	PS-01-C-01	ALDI		POWYS
	RICH WAY			
	BRECON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1150	sqm	
	Survey date: MONDAY	15/09/08		Survey Type: MANUAL
9	SH-01-C-01	LIDL		SHROPSHIRE
	CASTLE STREET			
	HADLEY			
	TELFORD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	1900	sqm	
	Survey date: TUESDAY	16/06/09		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.

RANK ORDER for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES

Ranking Type: TOTALS Time Range: 15:00-16:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 8 NY-01-C-02 Tot: 6.090
85th Percentile = No. 2 MS-01-C-02 Tot: 9.083

Median Values			Mean Values		
Arrivals:	3.838		Arrivals:	3.883	
Departures:	3.625		Departures:	3.917	
Totals:	7.463		Totals:	7.800	

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
								Arrivals	Departures	Totals	
1	PS-01-C-01	ALDI	BRECON	POWYS	1150	Mon	15/09/08	5.391	5.652	11.043	
2	MS-01-C-02	ALDI	LIVERPOOL	MERSEYSIDE	1200	Mon	18/06/07	4.583	4.500	9.083	
3	GW-01-C-01	LIDL	BANGOR	GWYNEDD	1310	Fri	10/07/09	4.656	4.351	9.007	
4	NR-01-C-01	ALDI	CORBY	NORTHAMPTONSHIRE	1345	Wed	19/11/08	3.941	4.610	8.551	
5	KC-01-C-02	ALDI	MAIDSTONE	KENT	1407	Tue	27/11/12	3.838	3.625	7.463	Yes
6	DC-01-C-02	LIDL	BOURNEMOUTH	DORSET	1334	Tue	15/07/08	3.673	2.849	6.522	
7	MS-01-C-03	ALDI	LIVERPOOL	MERSEYSIDE	1165	Wed	20/06/07	3.090	3.348	6.438	
8	NY-01-C-02	LIDL	THIRSK	NORTH YORKSHIRE	1527	Tue	11/10/11	2.881	3.209	6.090	
9	SH-01-C-01	LIDL	TELFORD	SHROPSHIRE	1900	Tue	16/06/09	2.895	3.105	6.000	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES

VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CP CAERPHILLY	1 days
	SW SWANSEA	1 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: Gross floor area
Actual Range: 900 to 1250 (units: sqm)
Range Selected by User: 865 to 1900 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 27/11/12

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:

Saturday 6 days

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

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1
Suburban Area (PPS6 Out of Centre) 4
Edge of Town 1

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

Selected Location Sub Categories:

Industrial Zone 1
Commercial Zone 1
Residential Zone 2
Built-Up Zone 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.

Filtering Stage 3 selection:

Use Class:

A1

6 days

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

Population within 1 mile:

1,001 to 5,000

1 days

10,001 to 15,000

2 days

20,001 to 25,000

1 days

25,001 to 50,000

2 days

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

Population within 5 miles:

5,001 to 25,000

1 days

50,001 to 75,000

1 days

75,001 to 100,000

1 days

125,001 to 250,000

2 days

250,001 to 500,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

4 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.

Petrol filling station:

Included in the survey count

0 days

Excluded from count or no filling station

6 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:

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.

LIST OF SITES relevant to selection parameters

1	BR-01-C-01	LIDL		BRISTOL CITY
	LAWRENCE HILL			
	LAWRENCE HILL			
	BRISTOL			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	1007 sqm		
	Survey date: SATURDAY	17/05/03		Survey Type: MANUAL
2	CB-01-C-01	ALDI		CUMBRIA
	KINGSTOWN ROAD			
	KINGSTOWN			
	CARLISLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1216 sqm		
	Survey date: SATURDAY	07/09/02		Survey Type: MANUAL
3	CP-01-C-01	KWIK SAVE		CAERPHILLY
	FIELDS ROAD			
	PONTYMINSTER			
	RISCA			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	900 sqm		
	Survey date: SATURDAY	03/09/05		Survey Type: MANUAL
4	HE-01-C-01	ALDI		HEREFORDSHIRE
	EIGN STREET			
	HEREFORD			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1219 sqm		
	Survey date: SATURDAY	04/03/06		Survey Type: MANUAL
5	NY-01-C-01	NETTO		NORTH YORKSHIRE
	LAYERTHORPE			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Gross floor area:	1250 sqm		
	Survey date: SATURDAY	21/05/05		Survey Type: MANUAL
6	SW-01-C-01	LIDL		SWANSEA
	PENTREGETHIN ROAD			
	PEN-LAN			
	SWANSEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	969 sqm		
	Survey date: SATURDAY	14/09/02		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.

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	4	1173	0.639	4	1173	0.149	4	1173	0.788
08:00 - 09:00	6	1094	1.890	6	1094	0.914	6	1094	2.804
09:00 - 10:00	6	1094	4.451	6	1094	3.368	6	1094	7.819
10:00 - 11:00	6	1094	5.594	6	1094	4.893	6	1094	10.487
11:00 - 12:00	6	1094	6.386	6	1094	6.127	6	1094	12.513
12:00 - 13:00	6	1094	5.944	6	1094	6.051	6	1094	11.995
13:00 - 14:00	6	1094	6.173	6	1094	6.203	6	1094	12.376
14:00 - 15:00	6	1094	6.112	6	1094	5.777	6	1094	11.889
15:00 - 16:00	6	1094	5.441	6	1094	6.112	6	1094	11.553
16:00 - 17:00	6	1094	4.466	6	1094	5.014	6	1094	9.480
17:00 - 18:00	6	1094	2.987	6	1094	4.191	6	1094	7.178
18:00 - 19:00	6	1094	1.158	6	1094	1.570	6	1094	2.728
19:00 - 20:00	1	900	1.111	1	900	1.889	1	900	3.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	52.352			52.258			104.610		

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: 900 - 1250 (units: sqm)
 Survey date range: 01/01/02 - 27/11/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 6
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CP CAERPHILLY	1 days
	SW SWANSEA	1 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: Gross floor area
Actual Range: 900 to 1250 (units: sqm)
Range Selected by User: 865 to 1900 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 27/11/12

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:

Saturday 6 days

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

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	2
Built-Up Zone	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.

Filtering Stage 3 selection:

Use Class:

A1

6 days

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

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	6 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:

No	6 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	BR-01-C-01	LIDL		BRISTOL CITY
	LAWRENCE HILL			
	LAWRENCE HILL			
	BRISTOL			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	1007 sqm		
	Survey date: SATURDAY	17/05/03	Survey Type: MANUAL	
2	CB-01-C-01	ALDI		CUMBRIA
	KINGSTOWN ROAD			
	KINGSTOWN			
	CARLISLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1216 sqm		
	Survey date: SATURDAY	07/09/02	Survey Type: MANUAL	
3	CP-01-C-01	KWIK SAVE		CAERPHILLY
	FIELDS ROAD			
	PONTYMINSTER			
	RISCA			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	900 sqm		
	Survey date: SATURDAY	03/09/05	Survey Type: MANUAL	
4	HE-01-C-01	ALDI		HEREFORDSHIRE
	EIGN STREET			
	HEREFORD			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1219 sqm		
	Survey date: SATURDAY	04/03/06	Survey Type: MANUAL	
5	NY-01-C-01	NETTO		NORTH YORKSHIRE
	LAYERTHORPE			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Gross floor area:	1250 sqm		
	Survey date: SATURDAY	21/05/05	Survey Type: MANUAL	
6	SW-01-C-01	LIDL		SWANSEA
	PENTREGETHIN ROAD			
	PEN-LAN			
	SWANSEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	969 sqm		
	Survey date: SATURDAY	14/09/02	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.

RANK ORDER for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES

Ranking Type: TOTALS Time Range: 13:00-14:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 5 CB-01-C-01 Tot: 12.254
85th Percentile = No. 2 HE-01-C-01 Tot: 14.930

Median Values			Mean Values		
Arrivals:	6.575		Arrivals:	6.388	
Departures:	7.095		Departures:	6.446	
Totals:	13.671		Totals:	12.834	

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
								Arrivals	Departures	Totals	
1	CP-01-C-01	KWIK SAVE	RISCA	CAERPHILLY	900	Sat	03/09/05	10.111	9.889	20.000	
2	HE-01-C-01	ALDI	HEREFORD	HEREFORDSHIRE	1219	Sat	04/03/06	6.891	8.039	14.930	
3	SW-01-C-01	LIDL	SWANSEA	SWANSEA	969	Sat	14/09/02	6.398	7.637	14.035	
4	BR-01-C-01	LIDL	BRISTOL	BRISTOL CITY	1007	Sat	17/05/03	6.753	6.554	13.307	
5	CB-01-C-01	ALDI	CARLISLE	CUMBRIA	1216	Sat	07/09/02	6.497	5.757	12.254	
6	NY-01-C-01	NETTO	YORK	NORTH YORKSHIRE	1250	Sat	21/05/05	1.680	0.800	2.480	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



APPENDIX J

ALDI FOOD STORE/ SITE ACCESS ROAD – MODEL OUTPUTS

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2015
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site Access Road_Aldi.arc8
Path: D:\Cameron Rose Associates\Projects\100_Rice Lane, Liverpool\ANALYSIS\PICADY
Report generation date: 14/04/2015 13:32:03

File summary

File Description

Title	Site Access Road/ Aldi Food Store
Location	Liverpool
Site Number	
Date	16/03/2015
Version	
Status	
Identifier	
Client	Mulbury Homes
Jobnumber	100
Enumerator	Cameron Rose Associates
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

(Default Analysis Set) - 2020 Base + Committed + Development (Average), AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time	Model Time Period	Time Segment Length	Single Time Segment	Locked
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						(HH:mm)	Length (min)	(min)	Only	
2020 Base + Committed + Development (Average), AM	2020 Base + Committed + Development (Average)	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	6.64	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Site Access Road (e)		Major
B	Aldi Food Store		Minor
C	Site Access Road (w)		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	7.50		0.00		2.20	37.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00										47	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	561.123	0.096	0.241	0.152	0.345
1	B-C	710.643	0.102	0.257	-	-
1	C-B	595.390	0.216	0.216	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	28.00	100.000
B	ONE HOUR	✓	11.00	100.000
C	ONE HOUR	✓	17.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	19.000	9.000
	B	11.000	0.000	0.000
	C	17.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.00	0.68	0.32
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	6.64	0.02	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.28	8.22	0.00	556.18	0.015	0.02	6.569	A
C-AB	0.00	0.00	0.00	590.84	0.000	0.00	0.000	A
C-A	12.80	12.80	0.00	-	-	-	-	-
A-B	14.30	14.30	0.00	-	-	-	-	-
A-C	6.78	6.78	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.89	9.88	0.00	555.22	0.018	0.02	6.600	A
C-AB	0.00	0.00	0.00	589.96	0.000	0.00	0.000	A
C-A	15.28	15.28	0.00	-	-	-	-	-
A-B	17.08	17.08	0.00	-	-	-	-	-
A-C	8.09	8.09	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	12.11	12.09	0.00	553.89	0.022	0.02	6.644	A
C-AB	0.00	0.00	0.00	588.74	0.000	0.00	0.000	A
C-A	18.72	18.72	0.00	-	-	-	-	-
A-B	20.92	20.92	0.00	-	-	-	-	-
A-C	9.91	9.91	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	12.11	12.11	0.00	553.89	0.022	0.02	6.644	A
C-AB	0.00	0.00	0.00	588.74	0.000	0.00	0.000	A
C-A	18.72	18.72	0.00	-	-	-	-	-
A-B	20.92	20.92	0.00	-	-	-	-	-
A-C	9.91	9.91	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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B-AC	9.89	9.90	0.00	555.22	0.018	0.02	6.603	A
C-AB	0.00	0.00	0.00	589.96	0.000	0.00	0.000	A
C-A	15.28	15.28	0.00	-	-	-	-	-
A-B	17.08	17.08	0.00	-	-	-	-	-
A-C	8.09	8.09	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.28	8.29	0.00	556.18	0.015	0.02	6.572	A
C-AB	0.00	0.00	0.00	590.84	0.000	0.00	0.000	A
C-A	12.80	12.80	0.00	-	-	-	-	-
A-B	14.30	14.30	0.00	-	-	-	-	-
A-C	6.78	6.78	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Base + Committed + Development (Average), PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Base + Committed + Development (Average), PM	2020 Base + Committed + Development (Average)	PM		ONE HOUR	15:00	16:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	7.61	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Site Access Road (e)		Major
B	Aldi Food Store		Minor
C	Site Access Road (w)		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	7.50		0.00		2.20	37.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00										47	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	561.123	0.096	0.241	0.152	0.345
1	B-C	710.643	0.102	0.257	-	-
1	C-B	595.390	0.216	0.216	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	81.00	100.000
B	ONE HOUR	✓	69.00	100.000
C	ONE HOUR	✓	9.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	To
--	----

From	To			
	A	B	C	
	A	0.000	68.000	13.000
	B	69.000	0.000	0.000
	C	9.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.00	0.84	0.16
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	7.61	0.16	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (15:00-15:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	51.95	51.54	0.00	552.84	0.094	0.10	7.175	A
C-AB	0.00	0.00	0.00	582.24	0.000	0.00	0.000	A
C-A	6.78	6.78	0.00	-	-	-	-	-
A-B	51.19	51.19	0.00	-	-	-	-	-

A-C	9.79	9.79	0.00	-	-	-	-	-
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Main results: (15:15-15:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.03	61.94	0.00	551.23	0.113	0.13	7.357	A
C-AB	0.00	0.00	0.00	579.69	0.000	0.00	0.000	A
C-A	8.09	8.09	0.00	-	-	-	-	-
A-B	61.13	61.13	0.00	-	-	-	-	-
A-C	11.69	11.69	0.00	-	-	-	-	-

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	75.97	75.84	0.00	549.01	0.138	0.16	7.606	A
C-AB	0.00	0.00	0.00	576.16	0.000	0.00	0.000	A
C-A	9.91	9.91	0.00	-	-	-	-	-
A-B	74.87	74.87	0.00	-	-	-	-	-
A-C	14.31	14.31	0.00	-	-	-	-	-

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	75.97	75.97	0.00	549.01	0.138	0.16	7.609	A
C-AB	0.00	0.00	0.00	576.16	0.000	0.00	0.000	A
C-A	9.91	9.91	0.00	-	-	-	-	-
A-B	74.87	74.87	0.00	-	-	-	-	-
A-C	14.31	14.31	0.00	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.03	62.16	0.00	551.23	0.113	0.13	7.361	A
C-AB	0.00	0.00	0.00	579.69	0.000	0.00	0.000	A
C-A	8.09	8.09	0.00	-	-	-	-	-
A-B	61.13	61.13	0.00	-	-	-	-	-
A-C	11.69	11.69	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	51.95	52.04	0.00	552.84	0.094	0.10	7.188	A
C-AB	0.00	0.00	0.00	582.24	0.000	0.00	0.000	A
C-A	6.78	6.78	0.00	-	-	-	-	-
A-B	51.19	51.19	0.00	-	-	-	-	-
A-C	9.79	9.79	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Base + Committed + Development (Average), Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Base + Committed + Development (Average), Saturday	2020 Base + Committed + Development (Average)	Saturday		ONE HOUR	12:45	14:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	8.55	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Site Access Road (e)		Major
B	Aldi Food Store		Minor
C	Site Access Road (w)		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	7.50		0.00		2.20	37.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at glve-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00										47	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	561.123	0.096	0.241	0.152	0.345
1	B-C	710.643	0.102	0.257	-	-
1	C-B	595.390	0.216	0.216	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	123.00	100.000
B	ONE HOUR	✓	111.00	100.000
C	ONE HOUR	✓	17.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.000	110.000	13.000
	B	111.000	0.000	0.000
	C	17.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.00	0.89	0.11
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000

	C	1.000	1.000	1.000
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Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.22	8.55	0.29	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (12:45-13:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	83.57	82.86	0.00	548.90	0.152	0.18	7.713	A
C-AB	0.00	0.00	0.00	575.42	0.000	0.00	0.000	A
C-A	12.80	12.80	0.00	-	-	-	-	-
A-B	82.81	82.81	0.00	-	-	-	-	-
A-C	9.79	9.79	0.00	-	-	-	-	-

Main results: (13:00-13:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	99.79	99.61	0.00	546.53	0.183	0.22	8.049	A
C-AB	0.00	0.00	0.00	571.55	0.000	0.00	0.000	A
C-A	15.28	15.28	0.00	-	-	-	-	-
A-B	98.89	98.89	0.00	-	-	-	-	-
A-C	11.69	11.69	0.00	-	-	-	-	-

Main results: (13:15-13:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	122.21	121.95	0.00	543.25	0.225	0.29	8.539	A
C-AB	0.00	0.00	0.00	566.19	0.000	0.00	0.000	A
C-A	18.72	18.72	0.00	-	-	-	-	-
A-B	121.11	121.11	0.00	-	-	-	-	-
A-C	14.31	14.31	0.00	-	-	-	-	-

Main results: (13:30-13:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	122.21	122.21	0.00	543.25	0.225	0.29	8.549	A
C-AB	0.00	0.00	0.00	566.19	0.000	0.00	0.000	A
C-A	18.72	18.72	0.00	-	-	-	-	-
A-B	121.11	121.11	0.00	-	-	-	-	-
A-C	14.31	14.31	0.00	-	-	-	-	-

Main results: (13:45-14:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	99.79	100.04	0.00	546.53	0.183	0.23	8.068	A
C-AB	0.00	0.00	0.00	571.55	0.000	0.00	0.000	A
C-A	15.28	15.28	0.00	-	-	-	-	-
A-B	98.89	98.89	0.00	-	-	-	-	-
A-C	11.69	11.69	0.00	-	-	-	-	-

Main results: (14:00-14:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	83.57	83.74	0.00	548.90	0.152	0.18	7.743	A
C-AB	0.00	0.00	0.00	575.42	0.000	0.00	0.000	A
C-A	12.80	12.80	0.00	-	-	-	-	-
A-B	82.81	82.81	0.00	-	-	-	-	-
A-C	9.79	9.79	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Base + Committed + Development (85th), AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Base + Committed + Development (85th), AM	2020 Base + Committed + Development (85th)	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	6.77	A

Junction Network Options

Driving Side	Lighting
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Left	Normal/unknown
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Arms

Arms

Arm	Name	Description	Arm Type
A	Site Access Road (e)		Major
B	Aldi Food Store		Minor
C	Site Access Road (w)		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	7.50		0.00		2.20	37.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00										47	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	561.123	0.096	0.241	0.152	0.345
1	B-C	710.643	0.102	0.257	-	-
1	C-B	595.390	0.216	0.216	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	41.00	100.000
B	ONE HOUR	✓	17.00	100.000
C	ONE HOUR	✓	25.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	28.000	13.000
	B	17.000	0.000	0.000
	C	25.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.00	0.68	0.32
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	6.77	0.04	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	12.80	12.70	0.00	553.89	0.023	0.02	6.652	A
C-AB	0.00	0.00	0.00	588.73	0.000	0.00	0.000	A
C-A	18.82	18.82	0.00	-	-	-	-	-
A-B	21.08	21.08	0.00	-	-	-	-	-
A-C	9.79	9.79	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.28	15.26	0.00	552.48	0.028	0.03	6.700	A
C-AB	0.00	0.00	0.00	587.44	0.000	0.00	0.000	A
C-A	22.47	22.47	0.00	-	-	-	-	-
A-B	25.17	25.17	0.00	-	-	-	-	-
A-C	11.69	11.69	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	18.72	18.69	0.00	550.54	0.034	0.03	6.768	A
C-AB	0.00	0.00	0.00	585.66	0.000	0.00	0.000	A
C-A	27.53	27.53	0.00	-	-	-	-	-
A-B	30.83	30.83	0.00	-	-	-	-	-
A-C	14.31	14.31	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	18.72	18.72	0.00	550.54	0.034	0.04	6.768	A
C-AB	0.00	0.00	0.00	585.66	0.000	0.00	0.000	A
C-A	27.53	27.53	0.00	-	-	-	-	-
A-B	30.83	30.83	0.00	-	-	-	-	-
A-C	14.31	14.31	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.28	15.31	0.00	552.48	0.028	0.03	6.703	A
C-AB	0.00	0.00	0.00	587.44	0.000	0.00	0.000	A
C-A	22.47	22.47	0.00	-	-	-	-	-
A-B	25.17	25.17	0.00	-	-	-	-	-
A-C	11.69	11.69	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	12.80	12.82	0.00	553.89	0.023	0.02	6.655	A
C-AB	0.00	0.00	0.00	588.73	0.000	0.00	0.000	A
C-A	18.82	18.82	0.00	-	-	-	-	-

A-B	21.08	21.08	0.00	-	-	-	-	-
A-C	9.79	9.79	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Base + Committed + Development (85th), PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Base + Committed + Development (85th), PM	2020 Base + Committed + Development (85th)	PM		ONE HOUR	15:00	16:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	7.95	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Site Access Road (e)		Major
B	Aldi Food Store		Minor
C	Site Access Road (w)		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	7.50		0.00		2.20	37.00	✓	0.00

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

Minor Arm Geometry

[illegible]

	C	1.00	0.00	0.00
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Arm	Crossing Type
A	None
B	None
C	None

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	561.123	0.096	0.241	0.152	0.345
1	B-C	710.643	0.102	0.257	-	-
1	C-B	595.390	0.216	0.216	-	-

Traffic Flows

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	107.00	100.000
B	ONE HOUR	✓	82.00	100.000
C	ONE HOUR	✓	17.00	100.000

Turning Proportions

	To			
From		A	B	C
	A	0.000	83.000	24.000
	B	82.000	0.000	0.000
	C	17.000	0.000	0.000

		To		
		A	B	C
From	A	0.00	0.78	0.22
	B	1.00	0.00	0.00

Vehicle Mix

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	7.95	0.20	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	61.73	61.23	0.00	548.85	0.112	0.13	7.375	A
C-AB	0.00	0.00	0.00	578.02	0.000	0.00	0.000	A
C-A	12.80	12.80	0.00	-	-	-	-	-
A-B	62.49	62.49	0.00	-	-	-	-	-
A-C	18.07	18.07	0.00	-	-	-	-	-

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	73.72	73.60	0.00	546.46	0.135	0.15	7.611	A
C-AB	0.00	0.00	0.00	574.65	0.000	0.00	0.000	A
C-A	15.28	15.28	0.00	-	-	-	-	-
A-B	74.62	74.62	0.00	-	-	-	-	-
A-C	21.58	21.58	0.00	-	-	-	-	-

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	90.28	90.11	0.00	543.17	0.166	0.20	7.946	A
C-AB	0.00	0.00	0.00	569.99	0.000	0.00	0.000	A
C-A	18.72	18.72	0.00	-	-	-	-	-
A-B	91.38	91.38	0.00	-	-	-	-	-
A-C	26.42	26.42	0.00	-	-	-	-	-

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	90.28	90.28	0.00	543.17	0.166	0.20	7.948	A
C-AB	0.00	0.00	0.00	569.99	0.000	0.00	0.000	A
C-A	18.72	18.72	0.00	-	-	-	-	-
A-B	91.38	91.38	0.00	-	-	-	-	-
A-C	26.42	26.42	0.00	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	73.72	73.88	0.00	546.46	0.135	0.16	7.622	A
C-AB	0.00	0.00	0.00	574.65	0.000	0.00	0.000	A
C-A	15.28	15.28	0.00	-	-	-	-	-
A-B	74.62	74.62	0.00	-	-	-	-	-
A-C	21.58	21.58	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	61.73	61.85	0.00	548.85	0.112	0.13	7.396	A
C-AB	0.00	0.00	0.00	578.02	0.000	0.00	0.000	A
C-A	12.80	12.80	0.00	-	-	-	-	-
A-B	62.49	62.49	0.00	-	-	-	-	-
A-C	18.07	18.07	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Base + Committed + Development (85th), Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Base + Committed + Development (85th), Saturday	2020 Base + Committed + Development (85th)	Saturday		ONE HOUR	12:45	14:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	9.76	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Site Access Road (e)		Major
B	Aldi Food Store		Minor
C	Site Access Road (w)		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	7.50		0.00		2.20	37.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00										47	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	561.123	0.096	0.241	0.152	0.345
1	B-C	710.643	0.102	0.257	-	-
1	C-B	595.390	0.216	0.216	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	162.00	100.000
B	ONE HOUR	✓	152.00	100.000
C	ONE HOUR	✓	25.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	138.000	24.000
	B	152.000	0.000	0.000
	C	25.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.00	0.85	0.15
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.31	9.76	0.45	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (12:45-13:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	114.43	113.38	0.00	543.98	0.210	0.26	8.341	A
C-AB	0.00	0.00	0.00	569.09	0.000	0.00	0.000	A
C-A	18.82	18.82	0.00	-	-	-	-	-
A-B	103.89	103.89	0.00	-	-	-	-	-
A-C	18.07	18.07	0.00	-	-	-	-	-

Main results: (13:00-13:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	136.64	136.36	0.00	540.65	0.253	0.33	8.898	A
C-AB	0.00	0.00	0.00	563.99	0.000	0.00	0.000	A
C-A	22.47	22.47	0.00	-	-	-	-	-
A-B	124.06	124.06	0.00	-	-	-	-	-
A-C	21.58	21.58	0.00	-	-	-	-	-

Main results: (13:15-13:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	167.36	166.90	0.00	536.05	0.312	0.45	9.740	A
C-AB	0.00	0.00	0.00	556.93	0.000	0.00	0.000	A
C-A	27.53	27.53	0.00	-	-	-	-	-
A-B	151.94	151.94	0.00	-	-	-	-	-
A-C	26.42	26.42	0.00	-	-	-	-	-

Main results: (13:30-13:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	167.36	167.34	0.00	536.05	0.312	0.45	9.763	A
C-AB	0.00	0.00	0.00	556.93	0.000	0.00	0.000	A
C-A	27.53	27.53	0.00	-	-	-	-	-
A-B	151.94	151.94	0.00	-	-	-	-	-
A-C	26.42	26.42	0.00	-	-	-	-	-

Main results: (13:45-14:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	136.64	137.08	0.00	540.65	0.253	0.34	8.929	A
C-AB	0.00	0.00	0.00	563.99	0.000	0.00	0.000	A

C-A	22.47	22.47	0.00	-	-	-	-	-
A-B	124.06	124.06	0.00	-	-	-	-	-
A-C	21.58	21.58	0.00	-	-	-	-	-

Main results: (14:00-14:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	114.43	114.73	0.00	543.98	0.210	0.27	8.392	A
C-AB	0.00	0.00	0.00	569.09	0.000	0.00	0.000	A
C-A	18.82	18.82	0.00	-	-	-	-	-
A-B	103.89	103.89	0.00	-	-	-	-	-
A-C	18.07	18.07	0.00	-	-	-	-	-



APPENDIX K

**EXISTING LAYOUT: RICE LANE/ CAVENDISH DRIVE/ SITE ACCESS
– MODEL OUTPUTS**

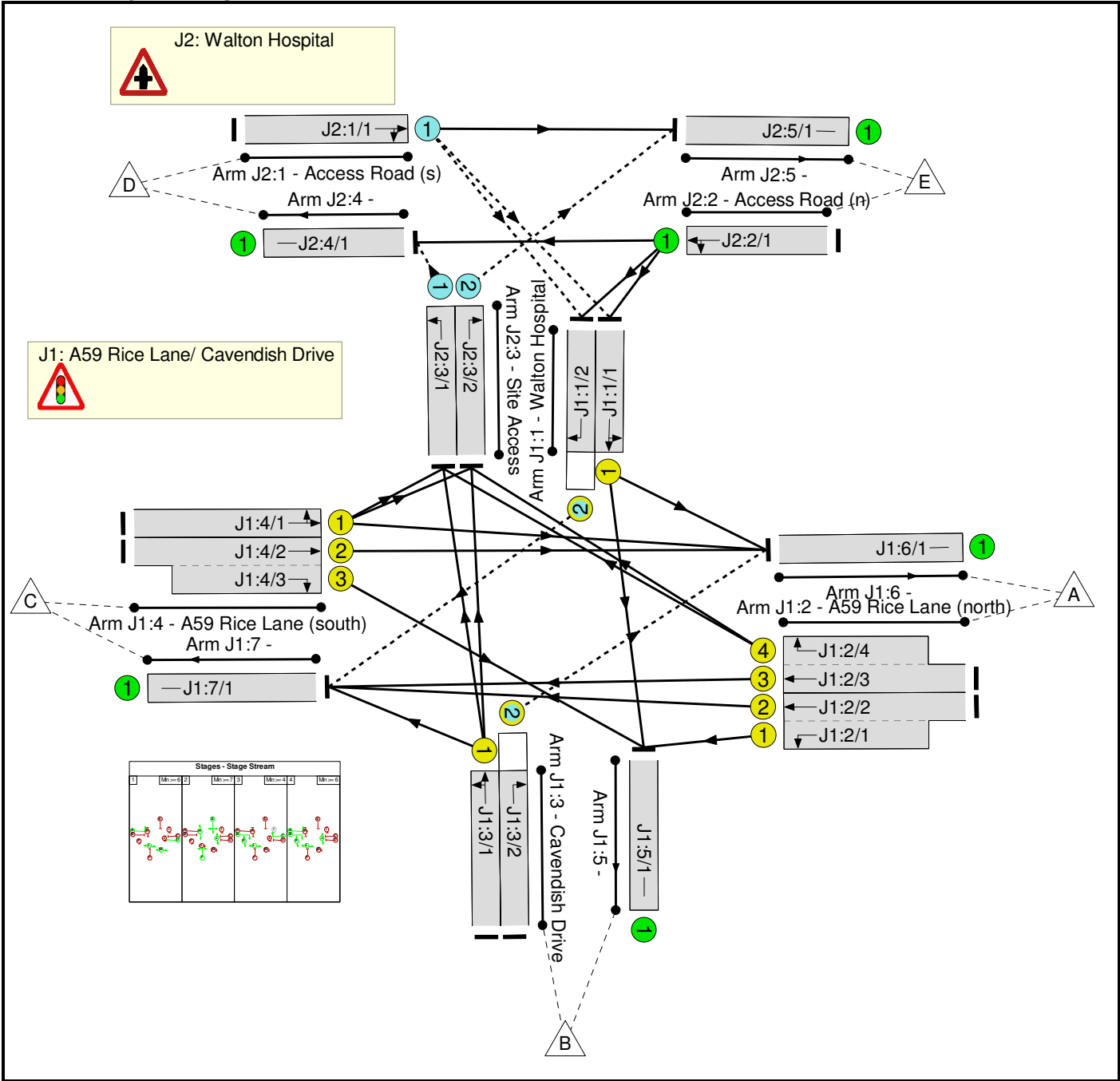
Full Input Data And Results

Full Input Data And Results

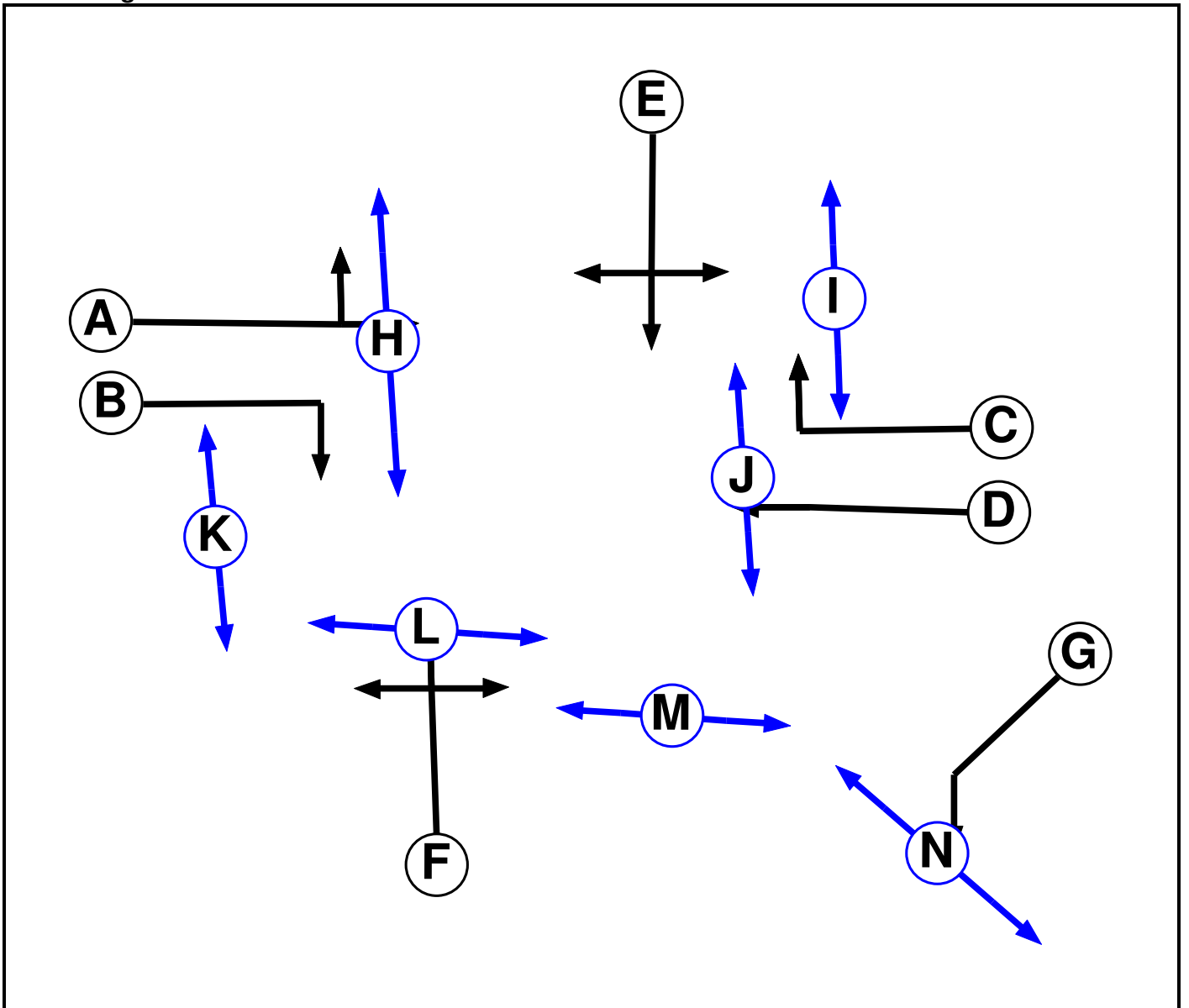
User and Project Details

Project:	Walton Hospital Site, Rice Lane
Title:	A59 Rice Lane/ Cavendish Drive
Location:	
File name:	A59_Rice Lane_Existing.lsg3x
Author:	
Company:	Cameron Rose Associates
Address:	10 King Street, Newcastle-under-Lyme, Staffordshire, ST5 1EL
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	2		7	7
H	Pedestrian	1		10	10
I	Pedestrian	1		6	6
J	Pedestrian	1		10	10
K	Pedestrian	1		6	6
L	Pedestrian	1		6	6
M	Pedestrian	1		6	6
N	Pedestrian	2		6	6

Phase Intergreens Matrix

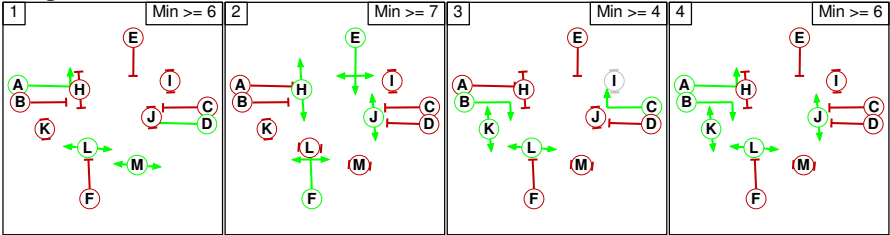
Terminating Phase	Starting Phase														
		A	B	C	D	E	F	G	H	I	J	K	L	M	N
	A		-	6	-	7	5	-	5	9	-	-	-	-	-
	B	-		-	7	5	5	-	5	-	-	-	-	10	-
	C	7	-		-	5	5	-	-	-	5	-	-	-	-
	D	-	6	-		5	6	-	-	-	5	9	-	-	-
	E	5	5	5	6		-	-	-	8	-	11	-	9	-
	F	7	6	6	5	-		-	-	12	-	9	5	-	-
	G	-	-	-	-	-	-		-	-	-	-	-	-	5
	H	12	12	-	-	-	-	-		-	-	-	-	-	-
	I	5	-	-	-	5	5	-	-		-	-	-	-	-
	J	-	-	12	12	-	-	-	-	-		-	-	-	-
	K	-	-	-	5	5	5	-	-	-	-		-	-	-
	L	-	-	-	-	-	8	-	-	-	-	-		-	-
	M	-	5	-	-	5	-	-	-	-	-	-	-		-
	N	-	-	-	-	-	-	8	-	-	-	-	-	-	

Phases in Stage

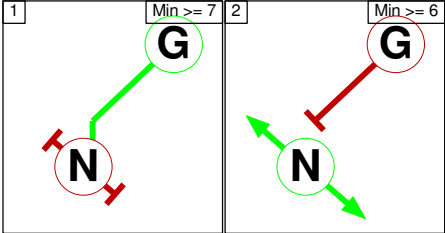
Stream	Stage No.	Phases in Stage
1	1	A D L M
1	2	E F H J
1	3	B C K L
1	4	A B J K L
2	1	G
2	2	N

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage				
From Stage		1	2	3	4
	1		8	9	9
	2	12		12	12
	3	10	8		7
	4	12	8	12	

Stage Stream: 2

	To Stage	
From Stage		1 2
	1	5
	2	8

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: A59 Rice Lane/ Cavendish Drive											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/2 (Walton Hospital)	J1:7/1 (Right)	1439	0	J1:3/1	1.09	All	2.00	-	0.50	2	2.00
J1:3/2 (Cavendish Drive)	J1:6/1 (Right)	1439	0	J1:1/1	1.09	All	2.00	-	0.50	2	2.00

Junction: J2: Walton Hospital											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:1/1 (Access Road (s))	J1:1/1 (Right)	850	0	J2:2/1	0.35	All	-	-	-	-	-
	J1:1/2 (Right)	850	0	J2:2/1	0.35	All					
J2:3/1 (Site Access)	J2:4/1 (Left)	715	0	J2:2/1	0.22	To J2:4/1 (Ahead)	-	-	-	-	-
J2:3/2 (Site Access)	J2:5/1 (Right)	600	0	J2:2/1	0.22	To J2:4/1 (Ahead)	-	-	-	-	-
				J2:1/1	0.22	All					

Lane Input Data

Junction: J1: A59 Rice Lane/ Cavendish Drive												
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)
J1:1/1 (Walton Hospital)	U	E	2	3	3.8	Geom	-	2.80	0.00	Y	Arm J1:5 Ahead	Inf
											Arm J1:6 Left	12.00
J1:1/2 (Walton Hospital)	O	E	2	3	3.8	Geom	-	2.70	0.00	N	Arm J1:7 Right	20.00
J1:2/1 (A59 Rice Lane (north))	U	G	2	3	15.7	Geom	-	4.70	0.00	Y	Arm J1:5 Left	25.00
J1:2/2 (A59 Rice Lane (north))	U	D	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J1:7 Ahead	Inf
J1:2/3 (A59 Rice Lane (north))	U	D	2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:7 Ahead	Inf
J1:2/4 (A59 Rice Lane (north))	U	C	2	3	8.7	Geom	-	3.50	0.00	Y	Arm J2:3 Right	30.00
J1:3/1 (Cavendish Drive)	U	F	2	3	15.7	Geom	-	3.50	0.00	Y	Arm J1:7 Left	20.00
											Arm J2:3 Ahead	Inf
J1:3/2 (Cavendish Drive)	O	F	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:6 Right	25.00
J1:4/1 (A59 Rice Lane (south))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:6 Ahead	Inf
											Arm J2:3 Left	15.00
J1:4/2 (A59 Rice Lane (south))	U	A	2	3	60.0	Geom	-	3.75	0.00	N	Arm J1:6 Ahead	Inf
J1:4/3 (A59 Rice Lane (south))	U	B	2	3	8.7	Geom	-	3.50	0.00	Y	Arm J1:5 Right	30.00
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Walton Hospital												
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)
J2:1/1 (Access Road (s))	O		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:1 Right	Inf
											Arm J2:5 Ahead	Inf
J2:2/1 (Access Road (n))	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:1 Left	Inf
											Arm J2:4 Ahead	Inf
J2:3/1 (Site Access)	O		2	3	3.8	Geom	-	3.00	0.00	Y	Arm J2:4 Left	10.00
J2:3/2 (Site Access)	O		2	3	3.8	Geom	-	3.00	0.00	N	Arm J2:5 Right	15.00
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2015 AM Peak Base'	08:15	09:15	01:00	
2: '2015 PM Peak Base'	15:15	16:15	01:00	
3: '2015 Saturday Peak Base'	13:00	14:00	01:00	
4: '2020 AM Peak Base + Committed '	08:15	09:15	01:00	
5: '2020 PM Peak Base + Committed'	15:15	16:15	01:00	
6: '2020 Saturday Peak Base + Committed'	13:00	14:00	01:00	
7: '2020 AM Peak Base + Committed + Development (Average)'	08:15	09:15	01:00	
8: '2020 PM Peak Base + Committed + Development (Average)'	15:15	16:15	01:00	
9: '2020 Saturday Peak Base + Committed + Development (Average)'	13:00	14:00	01:00	
10: '2020 AM Peak Base + Committed + Development (85th)'	08:15	09:15	01:00	
11: '2020 PM Peak Base + Committed + Development (85th)'	15:15	16:15	01:00	
12: '2020 Saturday Peak Base + Committed + Development (85th)'	13:00	14:00	01:00	

Full Input Data And Results

Scenario 1: '1' (FG1: '2015 AM Peak Base', Plan 1: 'AM Peak')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	158	934	9	4	1105
	B	122	0	237	3	1	363
	C	733	232	0	13	5	983
	D	10	4	13	0	0	27
	E	4	2	6	0	0	12
	Tot.	869	396	1190	25	10	2490

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: J1: A59 Rice Lane/ Cavendish Drive	
J1:1/1	20
J1:1/2	19
J1:2/1 (short)	158
J1:2/2 (with short)	620(In) 462(Out)
J1:2/3 (with short)	485(In) 472(Out)
J1:2/4 (short)	13
J1:3/1	241
J1:3/2	122
J1:4/1	345
J1:4/2 (with short)	638(In) 406(Out)
J1:4/3 (short)	232
J1:5/1	396
J1:6/1	869
J1:7/1	1190
Junction: J2: Walton Hospital	
J2:1/1	27
J2:2/1	12
J2:3/1	25
J2:3/2	10
J2:4/1	25
J2:5/1	10

Lane Saturation Flows

Junction: J2: Walton Hospital								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Access Road (s))	3.00	0.00	Y	Arm J1:1 Right Arm J2:5 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:2/1 (Access Road (n))	3.00	0.00	Y	Arm J1:1 Left Arm J2:4 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:3/1 (Site Access)	3.00	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1665	1665
J2:3/2 (Site Access)	3.00	0.00	N	Arm J2:5 Right	15.00	100.0 %	1868	1868
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2' (FG2: '2015 PM Peak Base', Plan 2: 'PM & Saturday Peak')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	176	611	7	3	797
	B	187	0	319	4	2	512
	C	843	329	0	16	7	1195
	D	10	14	10	0	0	34
	E	4	6	4	0	0	14
	Tot.	1044	525	944	27	12	2552

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: J1: A59 Rice Lane/ Cavendish Drive	
J1:1/1	34
J1:1/2	14
J1:2/1 (short)	176
J1:2/2 (with short)	485(In) 309(Out)
J1:2/3 (with short)	312(In) 302(Out)
J1:2/4 (short)	10
J1:3/1	325
J1:3/2	187
J1:4/1	515
J1:4/2 (with short)	680(In) 351(Out)
J1:4/3 (short)	329
J1:5/1	525
J1:6/1	1044
J1:7/1	944
Junction: J2: Walton Hospital	
J2:1/1	34
J2:2/1	14
J2:3/1	27
J2:3/2	12
J2:4/1	27
J2:5/1	12

Lane Saturation Flows

Junction: J2: Walton Hospital								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Access Road (s))	3.00	0.00	Y	Arm J1:1 Right Arm J2:5 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:2/1 (Access Road (n))	3.00	0.00	Y	Arm J1:1 Left Arm J2:4 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:3/1 (Site Access)	3.00	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1665	1665
J2:3/2 (Site Access)	3.00	0.00	N	Arm J2:5 Right	15.00	100.0 %	1868	1868
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '3' (FG3: '2015 Saturday Peak Base', Plan 2: 'PM & Saturday Peak')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	236	682	4	2	924
	B	238	0	275	3	1	517
	C	669	274	0	12	5	960
	D	7	8	8	0	0	23
	E	3	4	3	0	0	10
	Tot.	917	522	968	19	8	2434

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: J1: A59 Rice Lane/ Cavendish Drive	
J1:1/1	22
J1:1/2	11
J1:2/1 (short)	236
J1:2/2 (with short)	587(In) 351(Out)
J1:2/3 (with short)	337(In) 331(Out)
J1:2/4 (short)	6
J1:3/1	279
J1:3/2	238
J1:4/1	418
J1:4/2 (with short)	542(In) 268(Out)
J1:4/3 (short)	274
J1:5/1	522
J1:6/1	917
J1:7/1	968
Junction: J2: Walton Hospital	
J2:1/1	23
J2:2/1	10
J2:3/1	19
J2:3/2	8
J2:4/1	19
J2:5/1	8

Lane Saturation Flows

Junction: J1: A59 Rice Lane/ Cavendish Drive								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Walton Hospital)	2.80	0.00	Y	Arm J1:5 Ahead	Inf	54.5 %	1793	1793
				Arm J1:6 Left	12.00	45.5 %		
J1:1/2 (Walton Hospital)	2.70	0.00	N	Arm J1:7 Right	20.00	100.0 %	1884	1884
J1:2/1 (A59 Rice Lane (north))	4.70	0.00	Y	Arm J1:5 Left	25.00	100.0 %	1967	1967
J1:2/2 (A59 Rice Lane (north))	4.00	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	2015	2015
J1:2/3 (A59 Rice Lane (north))	4.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2155	2155
J1:2/4 (A59 Rice Lane (north))	3.50	0.00	Y	Arm J2:3 Right	30.00	100.0 %	1871	1871
J1:3/1 (Cavendish Drive)	3.50	0.00	Y	Arm J1:7 Left	20.00	98.6 %	1830	1830
				Arm J2:3 Ahead	Inf	1.4 %		
J1:3/2 (Cavendish Drive)	3.50	0.00	N	Arm J1:6 Right	25.00	100.0 %	1986	1986
J1:4/1 (A59 Rice Lane (south))	3.50	0.00	Y	Arm J1:6 Ahead	Inf	95.9 %	1957	1957
				Arm J2:3 Left	15.00	4.1 %		
J1:4/2 (A59 Rice Lane (south))	3.75	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2130	2130
J1:4/3 (A59 Rice Lane (south))	3.50	0.00	Y	Arm J1:5 Right	30.00	100.0 %	1871	1871
J1:5/1				Infinite Saturation Flow			Inf	Inf
J1:6/1				Infinite Saturation Flow			Inf	Inf
J1:7/1				Infinite Saturation Flow			Inf	Inf

Junction: J2: Walton Hospital								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Access Road (s))	3.00	0.00	Y	Arm J1:1 Right	Inf	100.0 %	1915	1915
				Arm J2:5 Ahead	Inf	0.0 %		
J2:2/1 (Access Road (n))	3.00	0.00	Y	Arm J1:1 Left	Inf	100.0 %	1915	1915
				Arm J2:4 Ahead	Inf	0.0 %		
J2:3/1 (Site Access)	3.00	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1665	1665
J2:3/2 (Site Access)	3.00	0.00	N	Arm J2:5 Right	15.00	100.0 %	1868	1868
J2:4/1				Infinite Saturation Flow			Inf	Inf
J2:5/1				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 4: '4' (FG4: '2020 AM Peak Base + Committed ', Plan 1: 'AM Peak')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	169	1004	11	5	1189
	B	131	0	254	2	1	388
	C	788	249	0	13	6	1056
	D	12	4	13	0	0	29
	E	5	2	6	0	0	13
	Tot.	936	424	1277	26	12	2675

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: J1: A59 Rice Lane/ Cavendish Drive	
J1:1/1	23
J1:1/2	19
J1:2/1 (short)	169
J1:2/2 (with short)	619(In) 450(Out)
J1:2/3 (with short)	570(In) 554(Out)
J1:2/4 (short)	16
J1:3/1	257
J1:3/2	131
J1:4/1	807
J1:4/2 (with short)	249(In) 0(Out)
J1:4/3 (short)	249
J1:5/1	424
J1:6/1	936
J1:7/1	1277
Junction: J2: Walton Hospital	
J2:1/1	29
J2:2/1	13
J2:3/1	26
J2:3/2	12
J2:4/1	26
J2:5/1	12

Lane Saturation Flows

Junction: J2: Walton Hospital								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Access Road (s))	3.00	0.00	Y	Arm J1:1 Right Arm J2:5 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:2/1 (Access Road (n))	3.00	0.00	Y	Arm J1:1 Left Arm J2:4 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:3/1 (Site Access)	3.00	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1665	1665
J2:3/2 (Site Access)	3.00	0.00	N	Arm J2:5 Right	15.00	100.0 %	1868	1868
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '5' (FG5: '2020 PM Peak Base + Committed', Plan 2: 'PM & Saturday Peak')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	189	657	8	3	857
	B	201	0	343	3	1	548
	C	905	353	0	18	8	1284
	D	12	11	13	0	0	36
	E	5	5	6	0	0	16
	Tot.	1123	558	1019	29	12	2741

Traffic Lane Flows

Lane	Scenario 5: 5
Junction: J1: A59 Rice Lane/ Cavendish Drive	
J1:1/1	33
J1:1/2	19
J1:2/1 (short)	189
J1:2/2 (with short)	482(In) 293(Out)
J1:2/3 (with short)	375(In) 364(Out)
J1:2/4 (short)	11
J1:3/1	347
J1:3/2	201
J1:4/1	931
J1:4/2 (with short)	353(In) 0(Out)
J1:4/3 (short)	353
J1:5/1	558
J1:6/1	1123
J1:7/1	1019
Junction: J2: Walton Hospital	
J2:1/1	36
J2:2/1	16
J2:3/1	29
J2:3/2	12
J2:4/1	29
J2:5/1	12

Junction: J2: Walton Hospital								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Access Road (s))	3.00	0.00	Y	Arm J1:1 Right Arm J2:5 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:2/1 (Access Road (n))	3.00	0.00	Y	Arm J1:1 Left Arm J2:4 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:3/1 (Site Access)	3.00	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1665	1665
J2:3/2 (Site Access)	3.00	0.00	N	Arm J2:5 Right	15.00	100.0 %	1868	1868
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '6' (FG6: '2020 Saturday Peak Base + Committed', Plan 2: 'PM & Saturday Peak')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	253	732	5	2	992
	B	255	0	295	2	1	553
	C	718	294	0	13	5	1030
	D	9	6	10	0	0	25
	E	4	3	4	0	0	11
	Tot.	986	556	1041	20	8	2611

Traffic Lane Flows

Lane	Scenario 6: 6
Junction: J1: A59 Rice Lane/ Cavendish Drive	
J1:1/1	22
J1:1/2	14
J1:2/1 (short)	253
J1:2/2 (with short)	564(In) 311(Out)
J1:2/3 (with short)	428(In) 421(Out)
J1:2/4 (short)	7
J1:3/1	298
J1:3/2	255
J1:4/1	736
J1:4/2 (with short)	294(In) 0(Out)
J1:4/3 (short)	294
J1:5/1	556
J1:6/1	986
J1:7/1	1041
Junction: J2: Walton Hospital	
J2:1/1	25
J2:2/1	11
J2:3/1	20
J2:3/2	8
J2:4/1	20
J2:5/1	8

Junction: J2: Walton Hospital								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Access Road (s))	3.00	0.00	Y	Arm J1:1 Right Arm J2:5 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:2/1 (Access Road (n))	3.00	0.00	Y	Arm J1:1 Left Arm J2:4 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:3/1 (Site Access)	3.00	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1665	1665
J2:3/2 (Site Access)	3.00	0.00	N	Arm J2:5 Right	15.00	100.0 %	1868	1868
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '7' (FG7: '2020 AM Peak Base + Committed + Development (Average)', Plan 1: 'AM Peak')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	169	1001	19	18	1207
	B	131	0	254	2	2	389
	C	785	249	0	20	19	1073
	D	22	4	26	0	0	52
	E	17	3	21	0	0	41
	Tot.	955	425	1302	41	39	2762

Traffic Lane Flows

Lane	Scenario 7: 7
Junction: J1: A59 Rice Lane/ Cavendish Drive	
J1:1/1	46
J1:1/2	47
J1:2/1 (short)	169
J1:2/2 (with short)	622(In) 453(Out)
J1:2/3 (with short)	585(In) 548(Out)
J1:2/4 (short)	37
J1:3/1	258
J1:3/2	131
J1:4/1	824
J1:4/2 (with short)	249(In) 0(Out)
J1:4/3 (short)	249
J1:5/1	425
J1:6/1	955
J1:7/1	1302
Junction: J2: Walton Hospital	
J2:1/1	52
J2:2/1	41
J2:3/1	41
J2:3/2	39
J2:4/1	41
J2:5/1	39

Junction: J2: Walton Hospital								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Access Road (s))	3.00	0.00	Y	Arm J1:1 Right Arm J2:5 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:2/1 (Access Road (n))	3.00	0.00	Y	Arm J1:1 Left Arm J2:4 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:3/1 (Site Access)	3.00	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1665	1665
J2:3/2 (Site Access)	3.00	0.00	N	Arm J2:5 Right	15.00	100.0 %	1868	1868
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '8' (FG8: '2020 PM Peak Base + Committed + Development (Average)', Plan 2: 'PM & Saturday Peak')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	189	649	16	32	886
	B	201	0	343	2	5	551
	C	893	353	0	28	56	1330
	D	23	7	22	0	0	52
	E	41	13	40	0	0	94
	Tot.	1158	562	1054	46	93	2913

Traffic Lane Flows

Lane	Scenario 8: 8
Junction: J1: A59 Rice Lane/ Cavendish Drive	
J1:1/1	84
J1:1/2	62
J1:2/1 (short)	189
J1:2/2 (with short)	483(In) 294(Out)
J1:2/3 (with short)	403(In) 355(Out)
J1:2/4 (short)	48
J1:3/1	350
J1:3/2	201
J1:4/1	977
J1:4/2 (with short)	353(In) 0(Out)
J1:4/3 (short)	353
J1:5/1	562
J1:6/1	1158
J1:7/1	1054
Junction: J2: Walton Hospital	
J2:1/1	52
J2:2/1	94
J2:3/1	46
J2:3/2	93
J2:4/1	46
J2:5/1	93

Lane Saturation Flows

Junction: J2: Walton Hospital								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Access Road (s))	3.00	0.00	Y	Arm J1:1 Right Arm J2:5 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:2/1 (Access Road (n))	3.00	0.00	Y	Arm J1:1 Left Arm J2:4 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:3/1 (Site Access)	3.00	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1665	1665
J2:3/2 (Site Access)	3.00	0.00	N	Arm J2:5 Right	15.00	100.0 %	1868	1868
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '9' (FG9: '2020 Saturday Peak Base + Committed + Development (Average)', Plan 2: 'PM & Saturday Peak')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	253	716	15	53	1037
	B	255	0	295	2	5	557
	C	701	294	0	21	73	1089
	D	22	4	23	0	0	49
	E	62	10	67	0	0	139
	Tot.	1040	561	1101	38	131	2871

Traffic Lane Flows

Lane	Scenario 9: 9
Junction: J1: A59 Rice Lane/ Cavendish Drive	
J1:1/1	98
J1:1/2	90
J1:2/1 (short)	253
J1:2/2 (with short)	568(In) 315(Out)
J1:2/3 (with short)	469(In) 401(Out)
J1:2/4 (short)	68
J1:3/1	302
J1:3/2	255
J1:4/1	771
J1:4/2 (with short)	318(In) 24(Out)
J1:4/3 (short)	294
J1:5/1	561
J1:6/1	1040
J1:7/1	1101
Junction: J2: Walton Hospital	
J2:1/1	49
J2:2/1	139
J2:3/1	38
J2:3/2	131
J2:4/1	38
J2:5/1	131

Junction: J2: Walton Hospital								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Access Road (s))	3.00	0.00	Y	Arm J1:1 Right Arm J2:5 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:2/1 (Access Road (n))	3.00	0.00	Y	Arm J1:1 Left Arm J2:4 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:3/1 (Site Access)	3.00	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1665	1665
J2:3/2 (Site Access)	3.00	0.00	N	Arm J2:5 Right	15.00	100.0 %	1868	1868
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: '10' (FG10: '2020 AM Peak Base + Committed + Development (85th)', Plan 1: 'AM Peak')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	169	1000	23	24	1216
	B	131	0	254	2	2	389
	C	784	249	0	24	25	1082
	D	28	4	35	0	0	67
	E	23	4	28	0	0	55
	Tot.	966	426	1317	49	51	2809

Traffic Lane Flows

Lane	Scenario 10: 10
Junction: J1: A59 Rice Lane/ Cavendish Drive	
J1:1/1	59
J1:1/2	63
J1:2/1 (short)	169
J1:2/2 (with short)	623(In) 454(Out)
J1:2/3 (with short)	593(In) 546(Out)
J1:2/4 (short)	47
J1:3/1	258
J1:3/2	131
J1:4/1	833
J1:4/2 (with short)	249(In) 0(Out)
J1:4/3 (short)	249
J1:5/1	426
J1:6/1	966
J1:7/1	1317
Junction: J2: Walton Hospital	
J2:1/1	67
J2:2/1	55
J2:3/1	49
J2:3/2	51
J2:4/1	49
J2:5/1	51

Junction: J2: Walton Hospital								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Access Road (s))	3.00	0.00	Y	Arm J1:1 Right Arm J2:5 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:2/1 (Access Road (n))	3.00	0.00	Y	Arm J1:1 Left Arm J2:4 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:3/1 (Site Access)	3.00	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1665	1665
J2:3/2 (Site Access)	3.00	0.00	N	Arm J2:5 Right	15.00	100.0 %	1868	1868
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: '11' (FG11: '2020 PM Peak Base + Committed + Development (85th)', Plan 2: 'PM & Saturday Peak')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	189	647	21	42	899
	B	201	0	343	3	5	552
	C	890	353	0	37	72	1352
	D	29	7	27	0	0	63
	E	52	13	49	0	0	114
	Tot.	1172	562	1066	61	119	2980

Traffic Lane Flows

Lane	Scenario 11: 11
Junction: J1: A59 Rice Lane/ Cavendish Drive	
J1:1/1	101
J1:1/2	76
J1:2/1 (short)	189
J1:2/2 (with short)	575(In) 386(Out)
J1:2/3 (with short)	324(In) 261(Out)
J1:2/4 (short)	63
J1:3/1	351
J1:3/2	201
J1:4/1	999
J1:4/2 (with short)	353(In) 0(Out)
J1:4/3 (short)	353
J1:5/1	562
J1:6/1	1172
J1:7/1	1066
Junction: J2: Walton Hospital	
J2:1/1	63
J2:2/1	114
J2:3/1	61
J2:3/2	119
J2:4/1	61
J2:5/1	119

Lane Saturation Flows

Junction: J2: Walton Hospital								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Access Road (s))	3.00	0.00	Y	Arm J1:1 Right Arm J2:5 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:2/1 (Access Road (n))	3.00	0.00	Y	Arm J1:1 Left Arm J2:4 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:3/1 (Site Access)	3.00	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1665	1665
J2:3/2 (Site Access)	3.00	0.00	N	Arm J2:5 Right	15.00	100.0 %	1868	1868
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 12: '12' (FG12: '2020 Saturday Peak Base + Committed + Development (85th)', Plan 2: 'PM & Saturday Peak')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	253	712	23	71	1059
	B	255	0	295	2	6	558
	C	697	294	0	30	93	1114
	D	29	4	31	0	0	64
	E	86	11	92	0	0	189
	Tot.	1067	562	1130	55	170	2984

Traffic Lane Flows

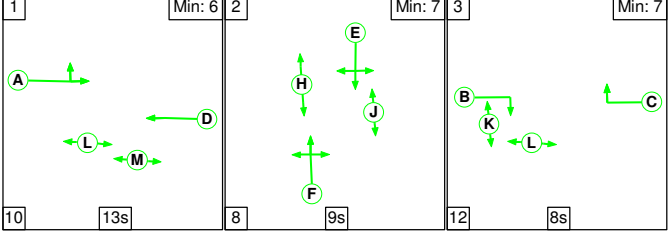
Lane	Scenario 12: 12
Junction: J1: A59 Rice Lane/ Cavendish Drive	
J1:1/1	130
J1:1/2	123
J1:2/1 (short)	253
J1:2/2 (with short)	571(In) 318(Out)
J1:2/3 (with short)	488(In) 394(Out)
J1:2/4 (short)	94
J1:3/1	303
J1:3/2	255
J1:4/1	779
J1:4/2 (with short)	335(In) 41(Out)
J1:4/3 (short)	294
J1:5/1	562
J1:6/1	1067
J1:7/1	1130
Junction: J2: Walton Hospital	
J2:1/1	64
J2:2/1	189
J2:3/1	55
J2:3/2	170
J2:4/1	55
J2:5/1	170

Junction: J2: Walton Hospital								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Access Road (s))	3.00	0.00	Y	Arm J1:1 Right Arm J2:5 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:2/1 (Access Road (n))	3.00	0.00	Y	Arm J1:1 Left Arm J2:4 Ahead	Inf Inf	100.0 % 0.0 %	1915	1915
J2:3/1 (Site Access)	3.00	0.00	Y	Arm J2:4 Left	10.00	100.0 %	1665	1665
J2:3/2 (Site Access)	3.00	0.00	N	Arm J2:5 Right	15.00	100.0 %	1868	1868
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

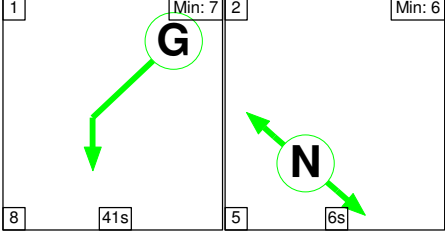
Scenario 1: '1' (FG1: '2015 AM Peak Base', Plan 1: 'AM Peak')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

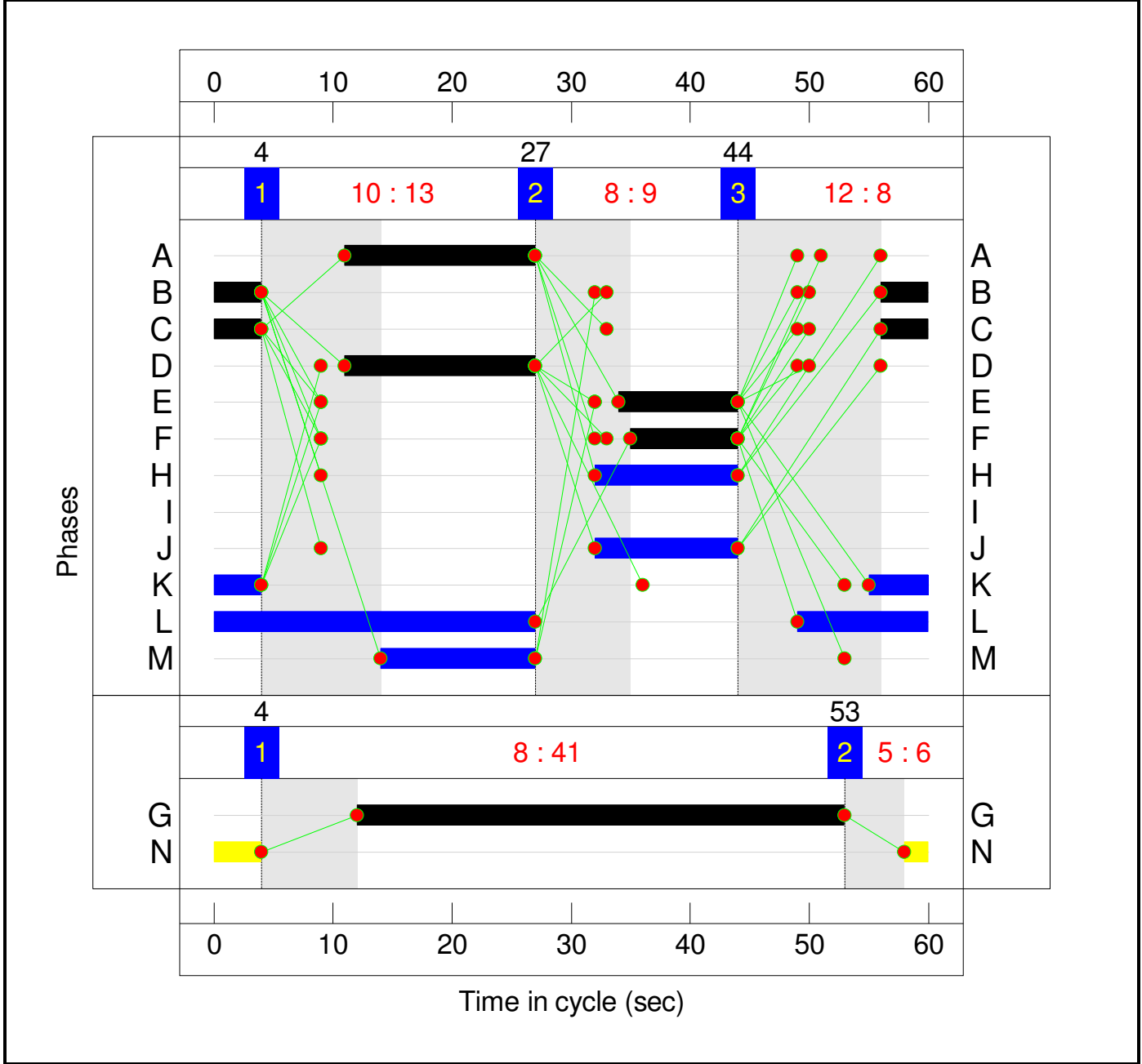
Stage Stream: 1

Stage	1	2	3
Duration	13	9	8
Change Point	4	27	44

Stage Stream: 2

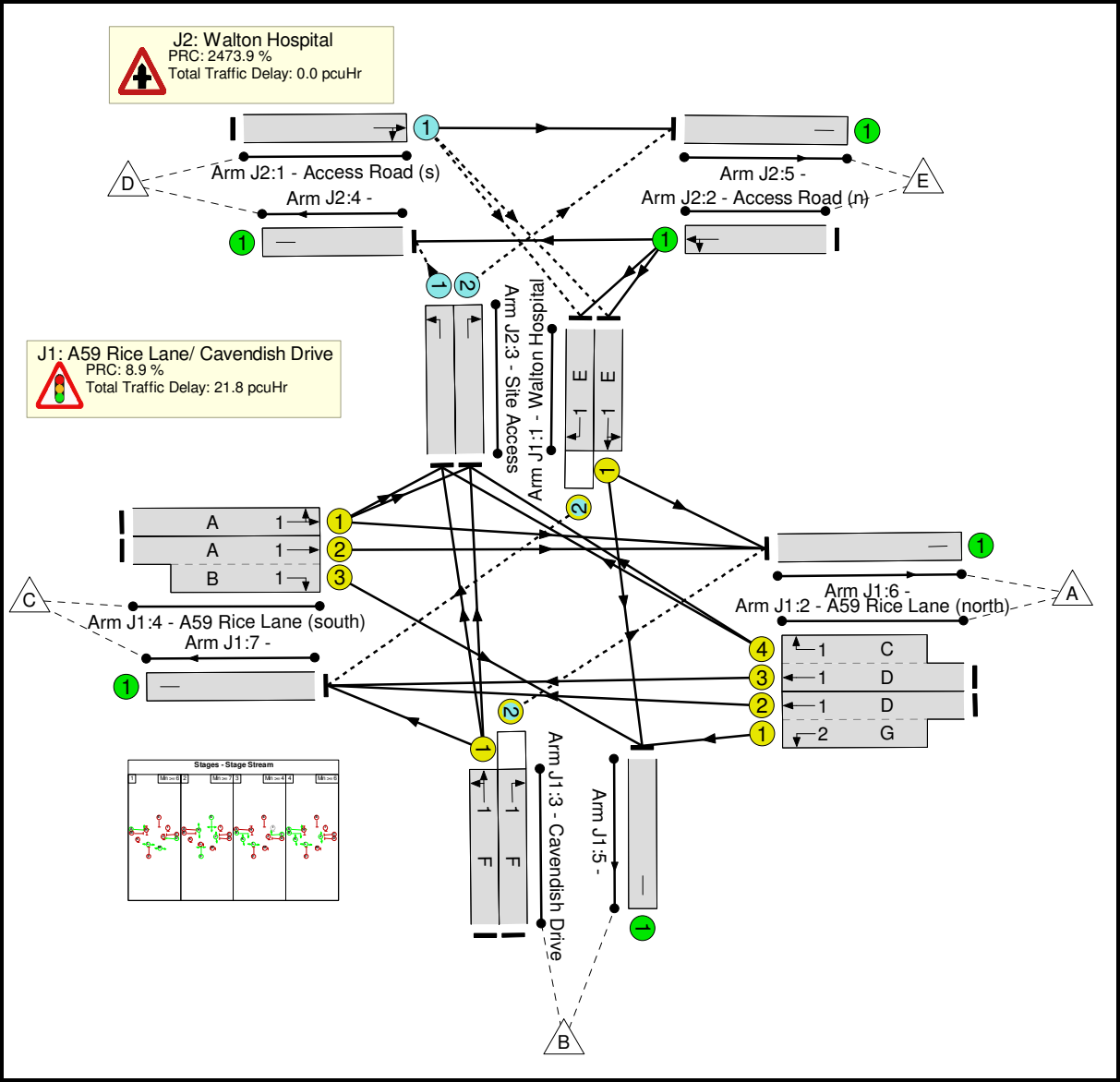
Stage	1	2
Duration	41	6
Change Point	4	53

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	82.7%
J1: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	82.7%
1/1	Walton Hospital Ahead Left	U	1	N/A	E		1	10	-	20	1743	320	6.3%
1/2	Walton Hospital Right	O	1	N/A	E		1	10	-	19	1884	120	15.8%
2/2+2/1	A59 Rice Lane (north) Left Ahead	U	1	N/A	D G		1	16:41	-	620	2015:1967	571+195	80.9 : 80.9%
2/3+2/4	A59 Rice Lane (north) Ahead Right	U	1	N/A	D C		1	16:8	-	485	2155:1871	611+17	77.3 : 77.3%
3/1	Cavendish Drive Left Ahead	U	1	N/A	F		1	9	-	241	1830	305	79.0%
3/2	Cavendish Drive Right	O	1	N/A	F		1	9	-	122	1986	309	39.5%
4/1	A59 Rice Lane (south) Ahead Left	U	1	N/A	A		1	16	-	345	1955	554	62.3%
4/2+4/3	A59 Rice Lane (south) Right Ahead	U	1	N/A	A B		1	16:8	-	638	2130:1871	574+281	70.7 : 82.7%
5/1		U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	869	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1190	Inf	Inf	0.0%
J2: Walton Hospital	-	-	N/A	-	-		-	-	-	-	-	-	3.5%
1/1	Access Road (s) Right Ahead	O	N/A	N/A	-		-	-	-	27	1915	846	3.2%

Full Input Data And Results

2/1	Access Road (n) Left Ahead	U	N/A	N/A	-		-	-	-	12	1915	1915	0.6%
3/1	Site Access Left	O	N/A	N/A	-		-	-	-	25	1665	715	3.5%
3/2	Site Access Right	O	N/A	N/A	-		-	-	-	10	1868	594	1.7%
4/1		U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%

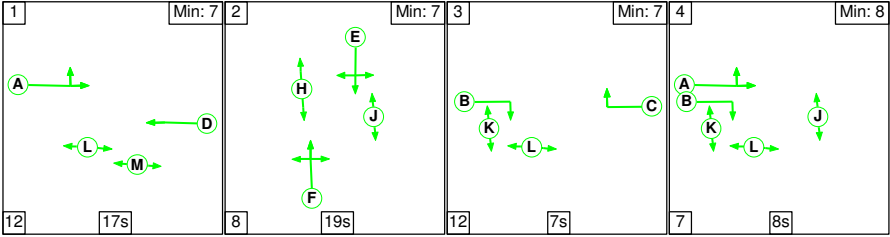
Full Input Data And Results

[illegible]

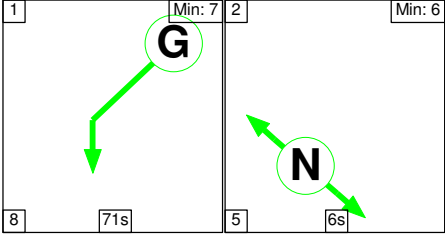
Full Input Data And Results
Scenario 2: '2' (FG2: '2015 PM Peak Base', Plan 2: 'PM & Saturday Peak')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

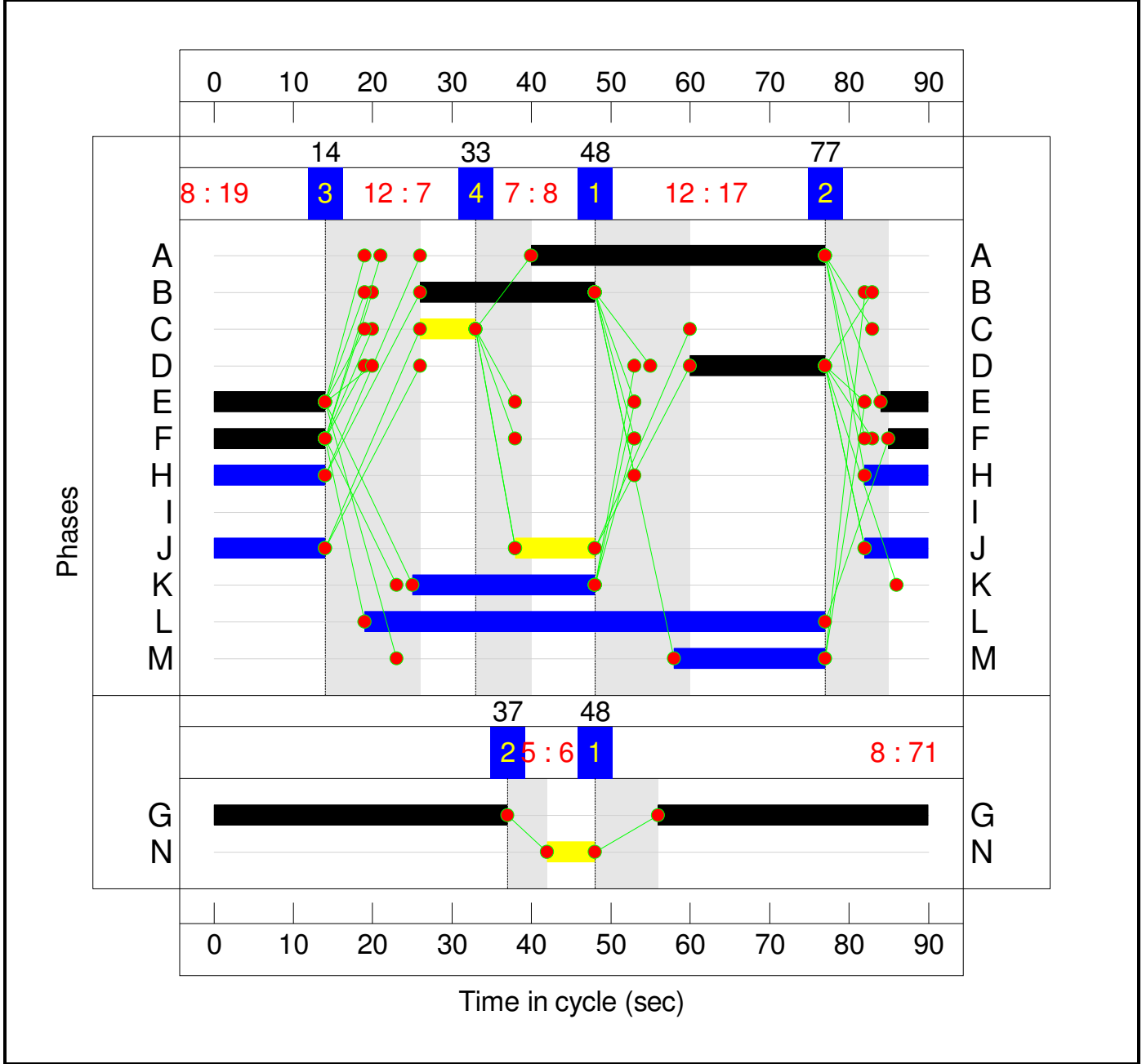
Stage Stream: 1

Stage	1	2	3	4
Duration	17	19	7	8
Change Point	48	77	14	33

Stage Stream: 2

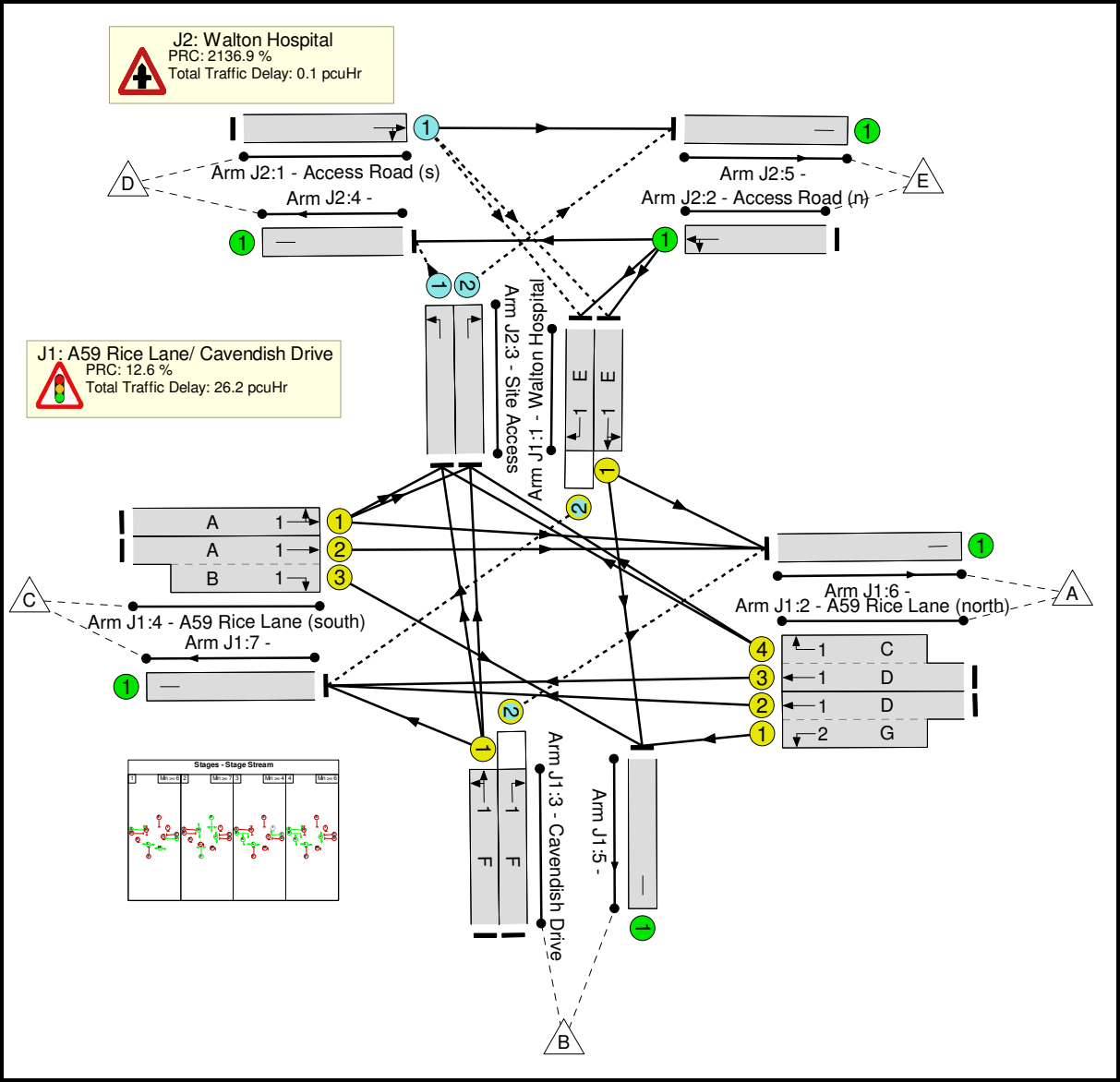
Stage	1	2
Duration	71	6
Change Point	48	37

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	79.9%
J1: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	79.9%
1/1	Walton Hospital Ahead Left	U	1	N/A	E		1	20	-	34	1802	420	8.1%
1/2	Walton Hospital Right	O	1	N/A	E		1	20	-	14	1884	101	13.9%
2/2+2/1	A59 Rice Lane (north) Left Ahead	U	1	N/A	D G		1	17:71	-	485	2015:1967	403+230	76.7 : 76.7%
2/3+2/4	A59 Rice Lane (north) Ahead Right	U	1	N/A	D C		1	17:7	-	312	2155:1871	431+14	70.1 : 70.1%
3/1	Cavendish Drive Left Ahead	U	1	N/A	F		1	19	-	325	1830	407	79.9%
3/2	Cavendish Drive Right	O	1	N/A	F		1	19	-	187	1986	353	52.9%
4/1	A59 Rice Lane (south) Ahead Left	U	1	N/A	A		1	37	-	515	1956	826	62.4%
4/2+4/3	A59 Rice Lane (south) Right Ahead	U	1	N/A	A B		1	37:22	-	680	2130:1871	457+428	76.9 : 76.9%
5/1		U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1044	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	944	Inf	Inf	0.0%
J2: Walton Hospital	-	-	N/A	-	-		-	-	-	-	-	-	4.0%
1/1	Access Road (s) Right Ahead	O	N/A	N/A	-		-	-	-	34	1915	845	4.0%

Full Input Data And Results

2/1	Access Road (n) Left Ahead	U	N/A	N/A	-		-	-	-	14	1915	1915	0.7%
3/1	Site Access Left	O	N/A	N/A	-		-	-	-	27	1665	715	3.8%
3/2	Site Access Right	O	N/A	N/A	-		-	-	-	12	1868	592	2.0%
4/1		U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%

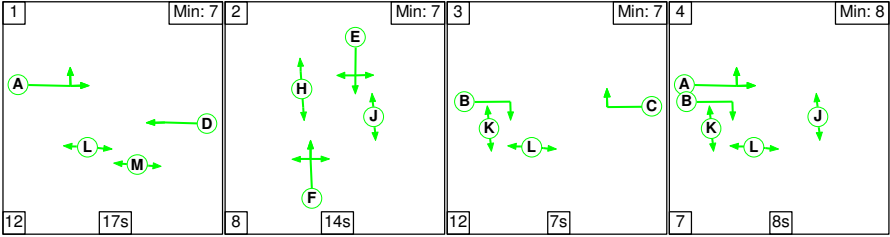
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A59 Rice Lane/ Cavendish Drive	-	-	274	0	0	18.3	7.9	0.1	26.3	-	-	-	-
J1: A59 Rice Lane/ Cavendish Drive	-	-	201	0	0	18.3	7.8	0.1	26.2	-	-	-	-
1/1	34	34	-	-	-	0.3	0.0	-	0.3	31.7	0.7	0.0	0.7
1/2	14	14	14	0	0	0.1	0.1	0.1	0.2	61.5	0.3	0.1	0.3
2/2+2/1	485	485	-	-	-	3.0	1.6	-	4.6	34.3	7.3	1.6	8.9
2/3+2/4	312	312	-	-	-	2.9	1.2	-	4.1	46.9	7.0	1.2	8.1
3/1	325	325	-	-	-	3.0	1.9	-	4.9	54.2	7.7	1.9	9.6
3/2	187	187	187	0	0	1.6	0.6	0.1	2.2	42.6	4.0	0.6	4.6
4/1	515	515	-	-	-	2.9	0.8	-	3.7	26.2	10.0	0.8	10.8
4/2+4/3	680	680	-	-	-	4.5	1.6	-	6.2	32.6	7.4	1.6	9.0
5/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1044	1044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	944	944	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Walton Hospital	-	-	73	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	34	34	34	0	0	0.0	0.0	-	0.0	2.2	0.0	0.0	0.0
2/1	14	14	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
3/1	27	27	27	0	0	0.0	0.0	-	0.0	2.6	0.0	0.0	0.0
3/2	12	12	12	0	0	0.0	0.0	-	0.0	3.1	0.0	0.0	0.0
4/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 12.6 C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 PRC Over All Lanes (%): 12.6 Total Delay for Signalled Lanes (pcuHr): 26.23 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes(pcuHr): 26.28 Cycle Time (s): 90 Cycle Time (s): 90													

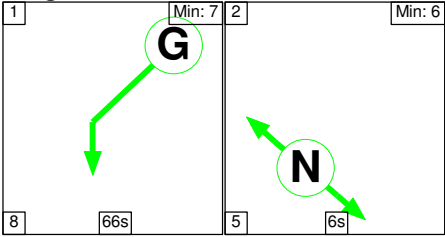
Full Input Data And Results
Scenario 3: '3' (FG3: '2015 Saturday Peak Base', Plan 2: 'PM & Saturday Peak')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

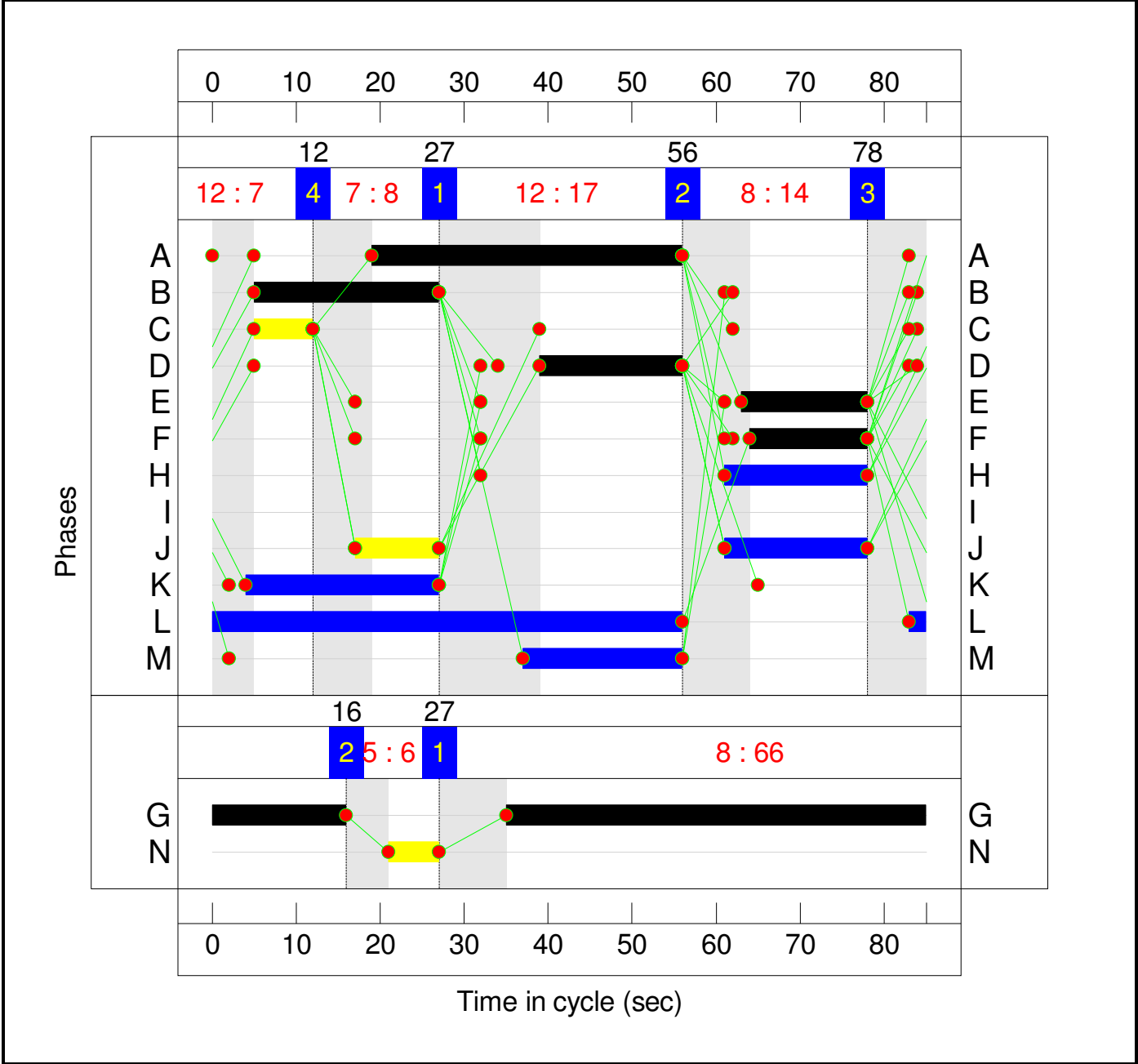
Stage Stream: 1

Stage	1	2	3	4
Duration	17	14	7	8
Change Point	27	56	78	12

Stage Stream: 2

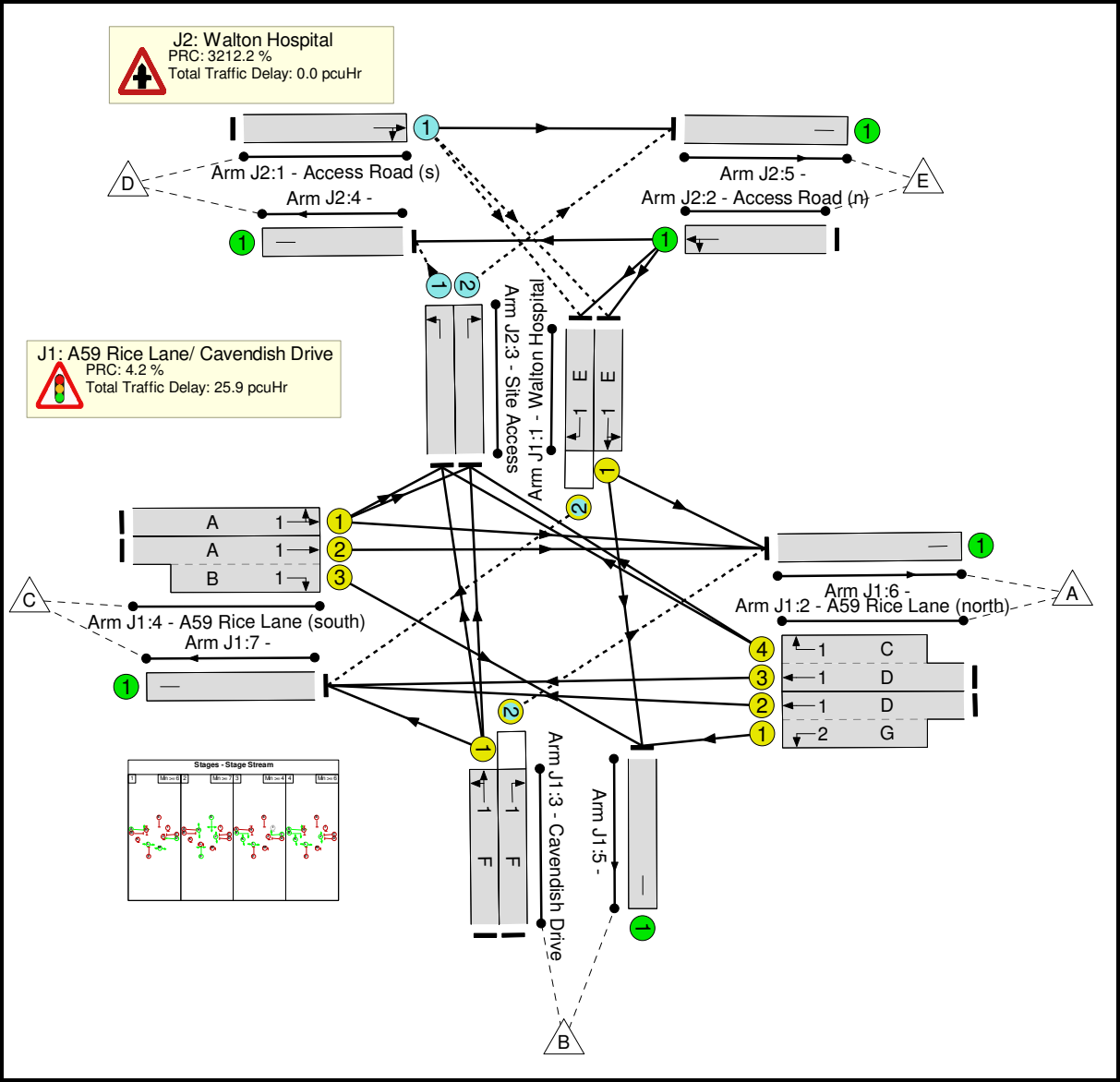
Stage	1	2
Duration	66	6
Change Point	27	16

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	86.4%
J1: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	86.4%
1/1	Walton Hospital Ahead Left	U	1	N/A	E		1	15	-	22	1793	338	6.5%
1/2	Walton Hospital Right	O	1	N/A	E		1	15	-	11	1884	85	13.0%
2/2+2/1	A59 Rice Lane (north) Left Ahead	U	1	N/A	D G		1	17:66	-	587	2015:1967	427+287	82.3 : 82.3%
2/3+2/4	A59 Rice Lane (north) Ahead Right	U	1	N/A	D C		1	17:7	-	337	2155:1871	456+8	72.5 : 72.5%
3/1	Cavendish Drive Left Ahead	U	1	N/A	F		1	14	-	279	1830	323	86.4%
3/2	Cavendish Drive Right	O	1	N/A	F		1	14	-	238	1986	301	79.0%
4/1	A59 Rice Lane (south) Ahead Left	U	1	N/A	A		1	37	-	418	1957	875	47.8%
4/2+4/3	A59 Rice Lane (south) Right Ahead	U	1	N/A	A B		1	37:22	-	542	2130:1871	447+457	60.0 : 60.0%
5/1		U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	968	Inf	Inf	0.0%
J2: Walton Hospital	-	-	N/A	-	-		-	-	-	-	-	-	2.7%
1/1	Access Road (s) Right Ahead	O	N/A	N/A	-		-	-	-	23	1915	846	2.7%

Full Input Data And Results

2/1	Access Road (n) Left Ahead	U	N/A	N/A	-		-	-	-	10	1915	1915	0.5%
3/1	Site Access Left	O	N/A	N/A	-		-	-	-	19	1665	715	2.7%
3/2	Site Access Right	O	N/A	N/A	-		-	-	-	8	1868	595	1.3%
4/1		U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

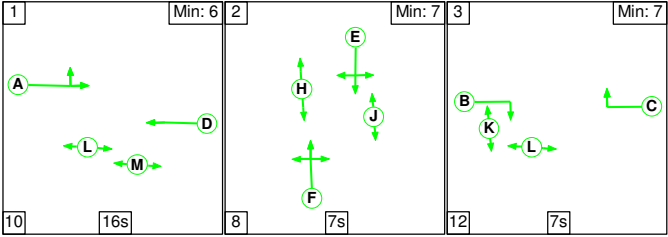
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A59 Rice Lane/ Cavendish Drive	-	-	299	0	0	16.3	9.5	0.2	25.9	-	-	-	-
J1: A59 Rice Lane/ Cavendish Drive	-	-	249	0	0	16.3	9.4	0.2	25.9	-	-	-	-
1/1	22	22	-	-	-	0.2	0.0	-	0.2	34.1	0.4	0.0	0.5
1/2	11	11	11	0	0	0.1	0.1	0.0	0.2	65.2	0.2	0.1	0.3
2/2+2/1	587	587	-	-	-	3.3	2.2	-	5.5	33.7	7.9	2.2	10.1
2/3+2/4	337	337	-	-	-	2.9	1.3	-	4.2	45.1	7.3	1.3	8.6
3/1	279	279	-	-	-	2.6	2.8	-	5.5	70.3	6.4	2.8	9.2
3/2	238	238	238	0	0	2.2	1.8	0.1	4.1	61.7	5.3	1.8	7.1
4/1	418	418	-	-	-	1.9	0.5	-	2.4	20.5	6.9	0.5	7.3
4/2+4/3	542	542	-	-	-	3.1	0.7	-	3.9	25.7	5.5	0.7	6.2
5/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Walton Hospital	-	-	50	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	23	23	23	0	0	0.0	0.0	-	0.0	2.2	0.0	0.0	0.0
2/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
3/1	19	19	19	0	0	0.0	0.0	-	0.0	2.6	0.0	0.0	0.0
3/2	8	8	8	0	0	0.0	0.0	-	0.0	3.1	0.0	0.0	0.0
4/1	19	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 4.2 Total Delay for Signalled Lanes (pcuHr): 25.90 Cycle Time (s): 85 C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 85 PRC Over All Lanes (%): 4.2 Total Delay Over All Lanes(pcuHr): 25.94													

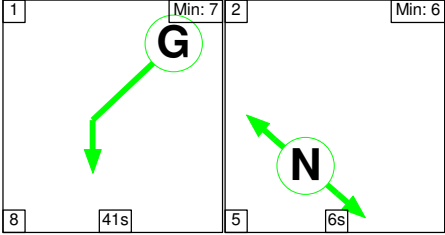
Full Input Data And Results
Scenario 4: '4' (FG4: '2020 AM Peak Base + Committed ', Plan 1: 'AM Peak')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

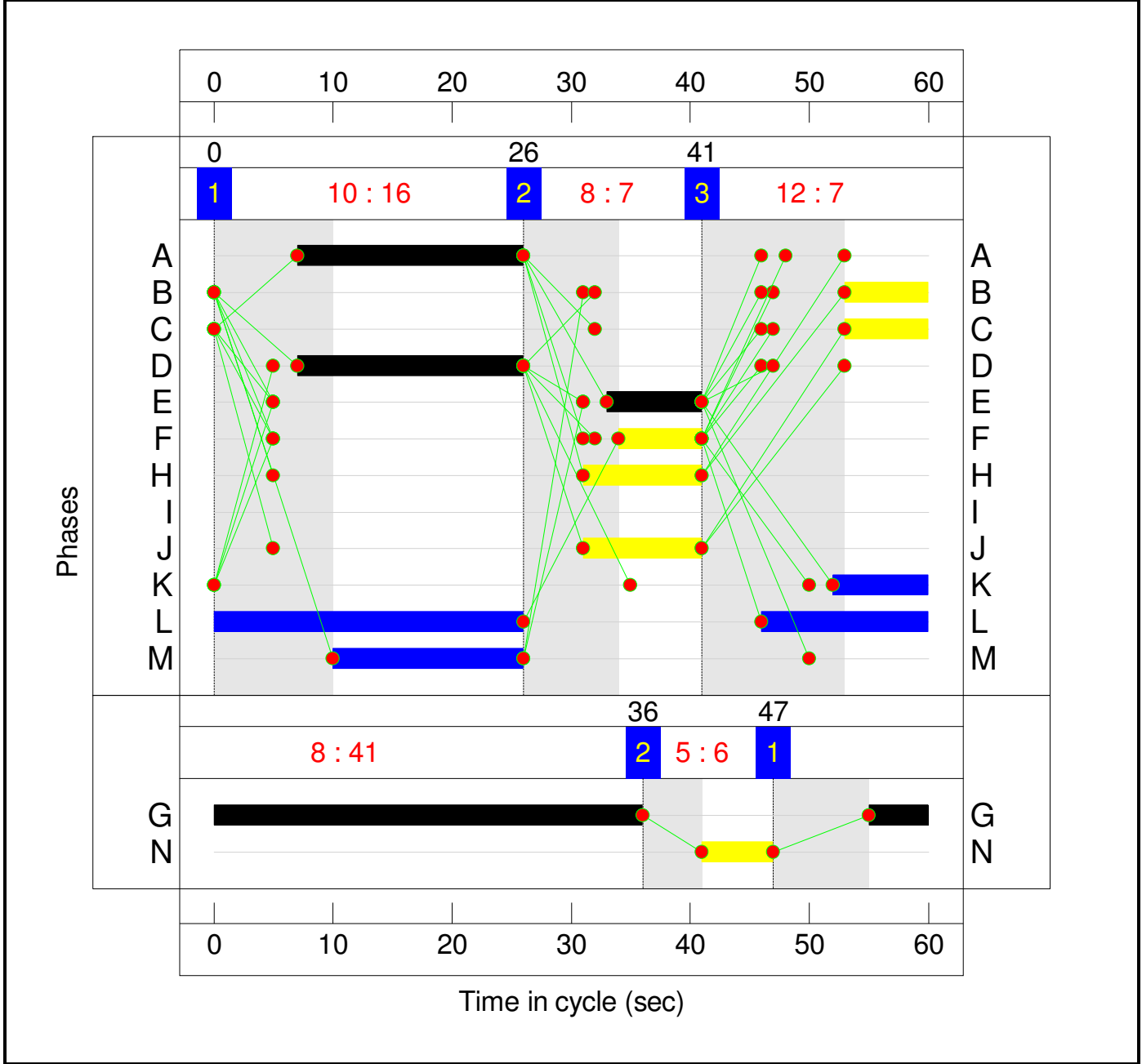
Stage Stream: 1

Stage	1	2	3
Duration	16	7	7
Change Point	0	26	41

Stage Stream: 2

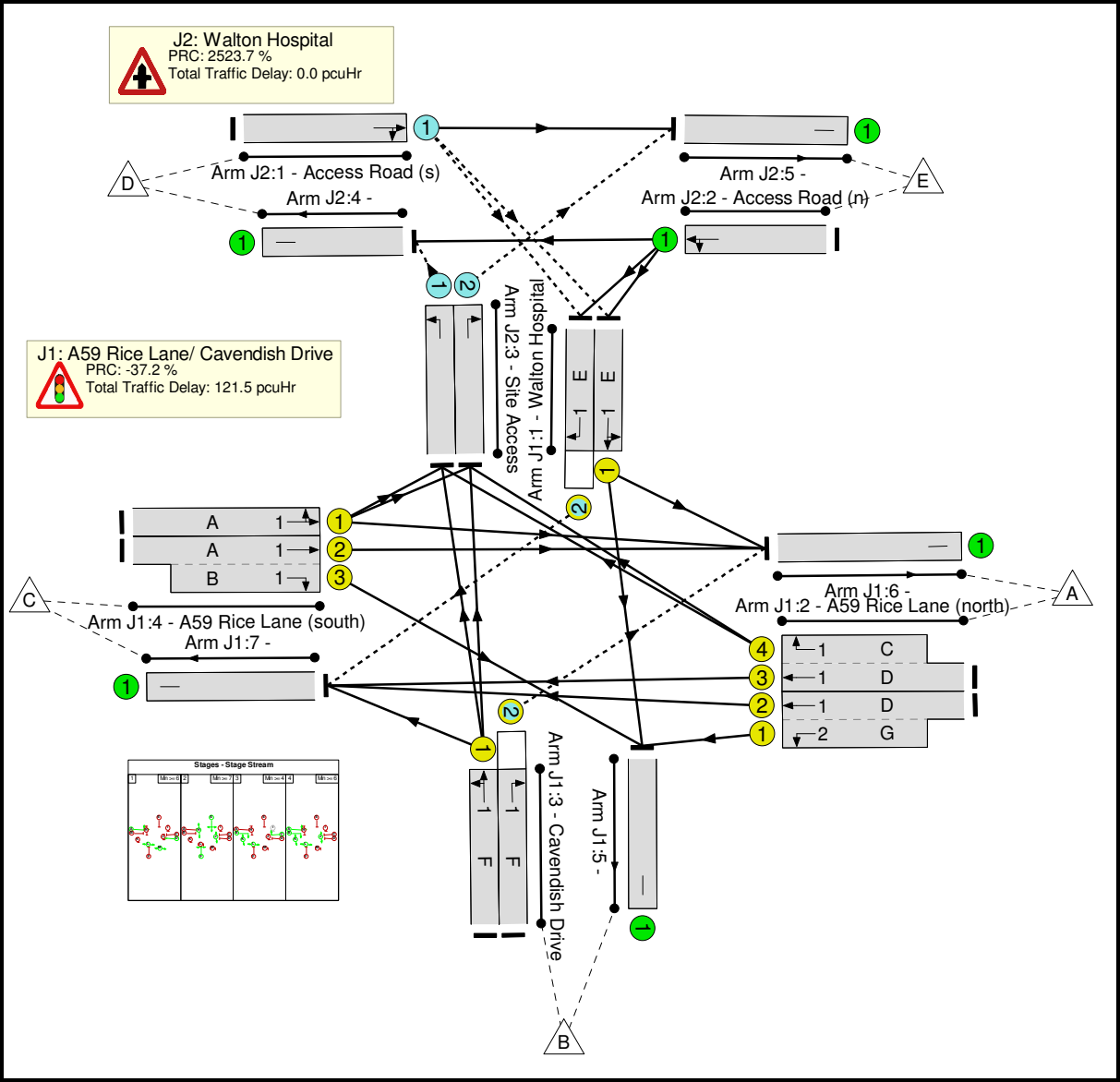
Stage	1	2
Duration	41	6
Change Point	47	36

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	123.5%
J1: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	123.5%
1/1	Walton Hospital Ahead Left	U	1	N/A	E		1	8	-	23	1735	260	8.8%
1/2	Walton Hospital Right	O	1	N/A	E		1	8	-	19	1884	120	15.8%
2/2+2/1	A59 Rice Lane (north) Left Ahead	U	1	N/A	D G		1	19:41	-	619	2015:1967	672+252	67.0 : 67.0%
2/3+2/4	A59 Rice Lane (north) Ahead Right	U	1	N/A	D C		1	19:7	-	570	2155:1871	718+21	77.1 : 77.1%
3/1	Cavendish Drive Left Ahead	U	1	N/A	F		1	7	-	257	1829	244	105.4%
3/2	Cavendish Drive Right	O	1	N/A	F		1	7	-	131	1986	261	50.1%
4/1	A59 Rice Lane (south) Ahead Left	U	1	N/A	A		1	19	-	807	1960	653	123.5%
4/2+4/3	A59 Rice Lane (south) Right Ahead	U	1	N/A	A B		1	19:7	-	249	2130:1871	0+249	0.0 : 99.8%
5/1		U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1277	Inf	Inf	0.0%
J2: Walton Hospital	-	-	N/A	-	-		-	-	-	-	-	-	3.4%
1/1	Access Road (s) Right Ahead	O	N/A	N/A	-		-	-	-	29	1915	845	3.4%

Full Input Data And Results

2/1	Access Road (n) Left Ahead	U	N/A	N/A	-		-	-	-	13	1915	1915	0.7%
3/1	Site Access Left	O	N/A	N/A	-		-	-	-	26	1665	715	3.3%
3/2	Site Access Right	O	N/A	N/A	-		-	-	-	12	1868	593	1.8%
4/1		U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%

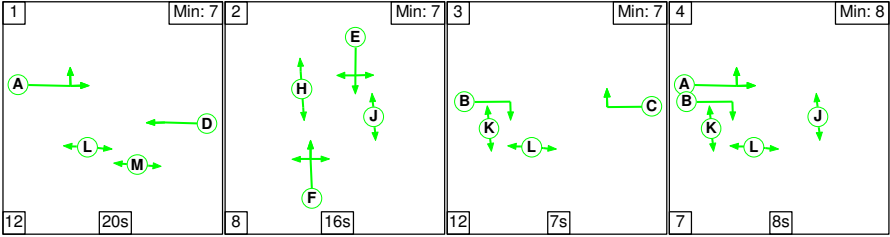
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A59 Rice Lane/ Cavendish Drive	-	-	194	0	19	19.1	102.4	0.1	121.6	-	-	-	-
J1: A59 Rice Lane/ Cavendish Drive	-	-	131	0	19	19.1	102.4	0.1	121.5	-	-	-	-
1/1	23	23	-	-	-	0.1	0.0	-	0.2	29.7	0.3	0.0	0.4
1/2	19	19	0	0	19	0.1	0.1	0.0	0.3	48.3	0.3	0.1	0.4
2/2+2/1	619	619	-	-	-	2.3	1.0	-	3.3	19.2	6.4	1.0	7.4
2/3+2/4	570	570	-	-	-	2.9	1.7	-	4.5	28.5	8.2	1.7	9.8
3/1	257	244	-	-	-	2.1	11.9	-	14.1	197.4	4.5	11.9	16.4
3/2	131	131	131	0	0	0.9	0.5	0.0	1.4	38.6	2.0	0.5	2.5
4/1	807	653	-	-	-	8.8	79.4	-	88.2	393.4	16.0	79.4	95.4
4/2+4/3	249	249	-	-	-	1.8	7.8	-	9.6	138.4	4.1	7.8	11.9
5/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1264	1264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Walton Hospital	-	-	63	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	29	29	29	0	0	0.0	0.0	-	0.0	2.2	0.0	0.0	0.0
2/1	13	13	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
3/1	23	23	23	0	0	0.0	0.0	-	0.0	2.6	0.0	0.0	0.0
3/2	11	11	11	0	0	0.0	0.0	-	0.0	3.1	0.0	0.0	0.0
4/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -37.2 C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 PRC Over All Lanes (%): -37.2 Total Delay for Signalled Lanes (pcuHr): 121.52 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes(pcuHr): 121.57 Cycle Time (s): 60 Cycle Time (s): 60													

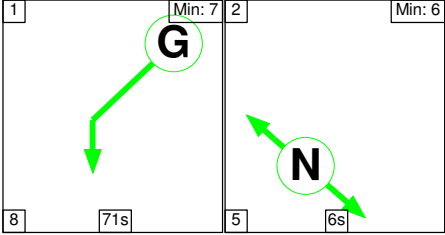
Full Input Data And Results
Scenario 5: '5' (FG5: '2020 PM Peak Base + Committed', Plan 2: 'PM & Saturday Peak')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

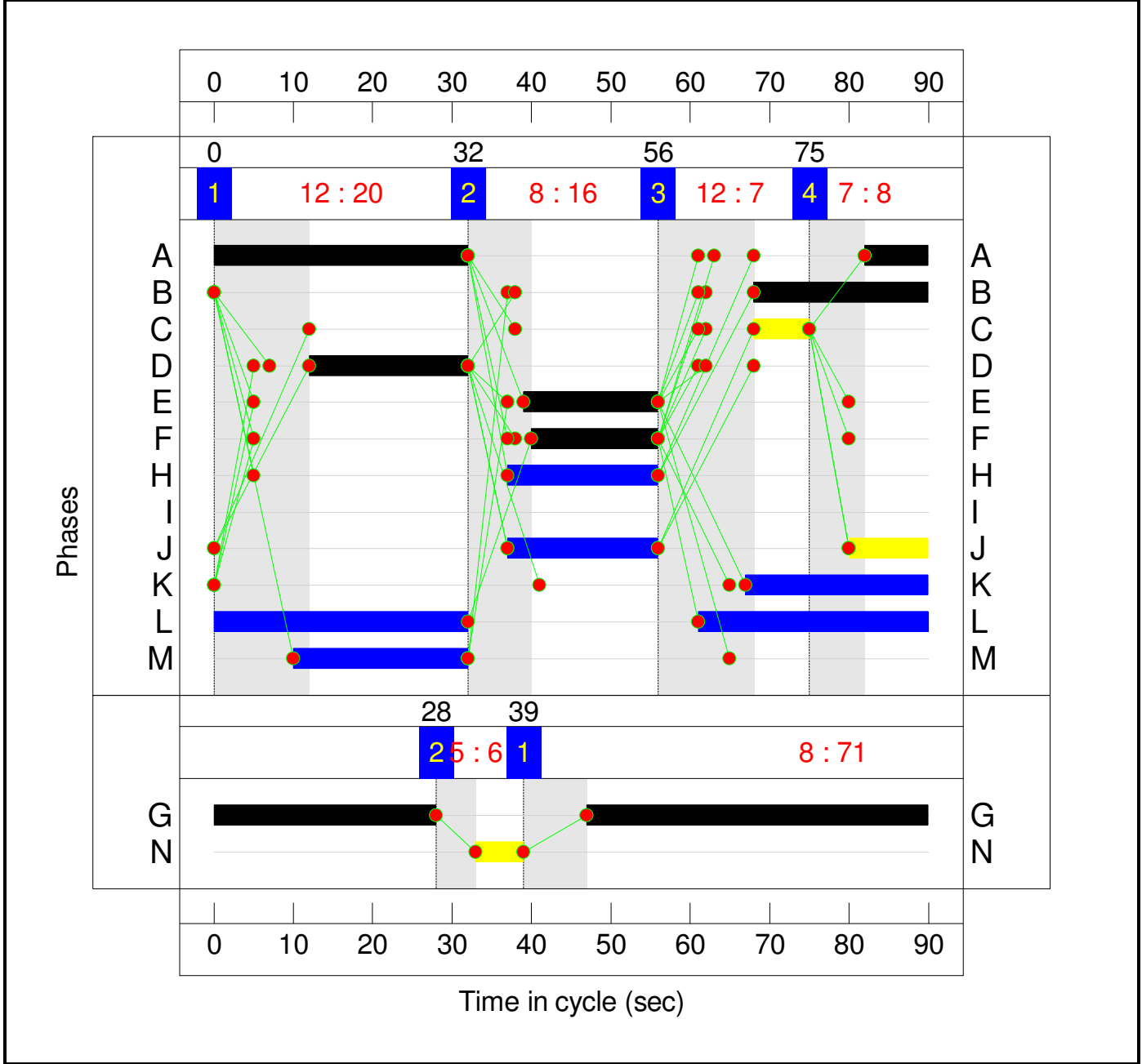
Stage Stream: 1

Stage	1	2	3	4
Duration	20	16	7	8
Change Point	0	32	56	75

Stage Stream: 2

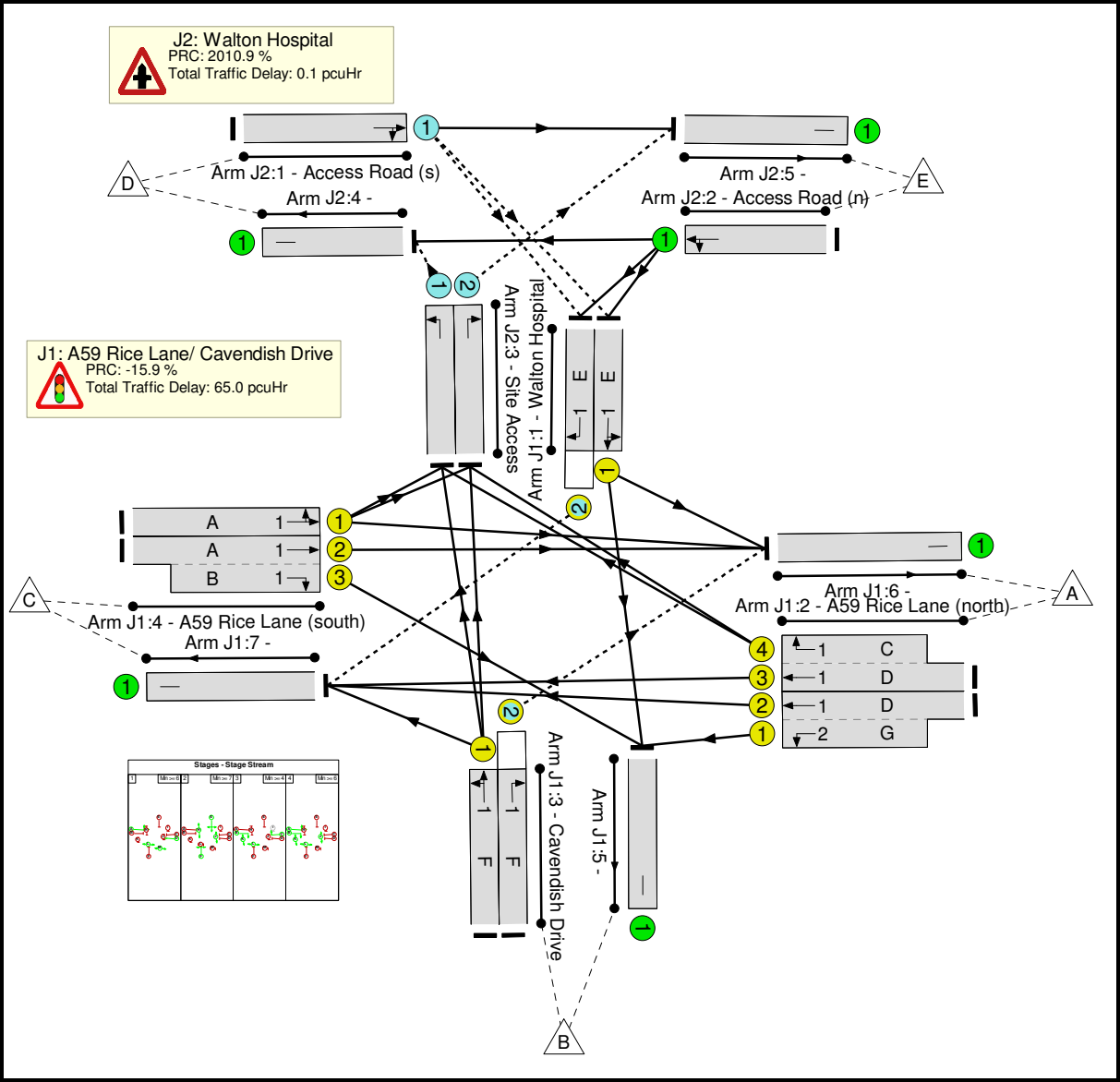
Stage	1	2
Duration	71	6
Change Point	39	28

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	104.3%
J1: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	104.3%
1/1	Walton Hospital Ahead Left	U	1	N/A	E		1	17	-	33	1780	356	9.3%
1/2	Walton Hospital Right	O	1	N/A	E		1	17	-	19	1884	80	23.8%
2/2+2/1	A59 Rice Lane (north) Left Ahead	U	1	N/A	D G		1	20:71	-	482	2015:1967	470+303	62.3 : 62.3%
2/3+2/4	A59 Rice Lane (north) Ahead Right	U	1	N/A	D C		1	20:7	-	375	2155:1871	503+15	72.4 : 72.4%
3/1	Cavendish Drive Left Ahead	U	1	N/A	F		1	16	-	347	1829	345	100.4%
3/2	Cavendish Drive Right	O	1	N/A	F		1	16	-	201	1986	306	65.6%
4/1	A59 Rice Lane (south) Ahead Left	U	1	N/A	A		1	40	-	931	1960	893	104.3%
4/2+4/3	A59 Rice Lane (south) Right Ahead	U	1	N/A	A B		1	40:22	-	353	2130:1871	0+478	0.0 : 73.8%
5/1		U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1123	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1019	Inf	Inf	0.0%
J2: Walton Hospital	-	-	N/A	-	-		-	-	-	-	-	-	4.3%
1/1	Access Road (s) Right Ahead	O	N/A	N/A	-		-	-	-	36	1915	844	4.3%

Full Input Data And Results

2/1	Access Road (n) Left Ahead	U	N/A	N/A	-		-	-	-	16	1915	1915	0.8%
3/1	Site Access Left	O	N/A	N/A	-		-	-	-	29	1665	715	4.0%
3/2	Site Access Right	O	N/A	N/A	-		-	-	-	12	1868	592	2.0%
4/1		U	N/A	N/A	-		-	-	-	29	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%

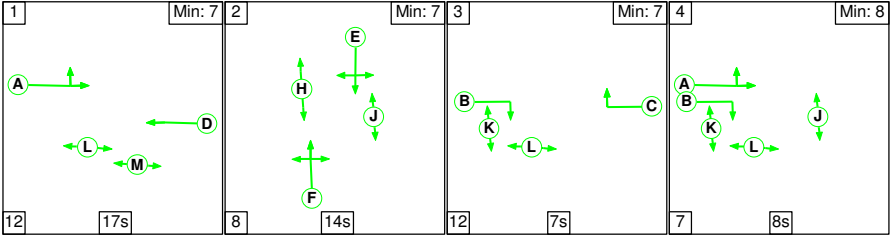
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A59 Rice Lane/ Cavendish Drive	-	-	277	0	19	22.9	41.9	0.2	65.0	-	-	-	-
J1: A59 Rice Lane/ Cavendish Drive	-	-	201	0	19	22.9	41.9	0.2	65.0	-	-	-	-
1/1	33	33	-	-	-	0.3	0.1	-	0.3	35.0	0.7	0.1	0.7
1/2	19	19	0	0	19	0.2	0.2	0.1	0.4	74.9	0.4	0.2	0.5
2/2+2/1	482	482	-	-	-	2.6	0.8	-	3.4	25.7	6.5	0.8	7.3
2/3+2/4	375	375	-	-	-	3.3	1.3	-	4.6	44.4	8.4	1.3	9.7
3/1	347	345	-	-	-	3.6	9.7	-	13.3	137.7	8.7	9.7	18.4
3/2	201	201	201	0	0	1.8	0.9	0.1	2.9	51.8	4.6	0.9	5.5
4/1	931	893	-	-	-	8.1	27.5	-	35.6	137.7	24.2	27.5	51.7
4/2+4/3	353	353	-	-	-	3.0	1.4	-	4.4	44.8	8.0	1.4	9.4
5/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1086	1086	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1017	1017	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Walton Hospital	-	-	76	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	36	36	36	0	0	0.0	0.0	-	0.0	2.2	0.0	0.0	0.0
2/1	16	16	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
3/1	28	28	28	0	0	0.0	0.0	-	0.0	2.6	0.0	0.0	0.0
3/2	12	12	12	0	0	0.0	0.0	-	0.0	3.1	0.0	0.0	0.0
4/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -15.9 C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 PRC Over All Lanes (%): -15.9 Total Delay for Signalled Lanes (pcuHr): 64.96 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes(pcuHr): 65.01 Cycle Time (s): 90 Cycle Time (s): 90													

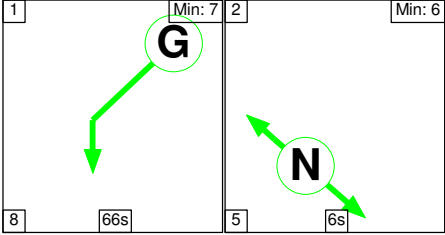
Full Input Data And Results
Scenario 6: '6' (FG6: '2020 Saturday Peak Base + Committed', Plan 2: 'PM & Saturday Peak')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

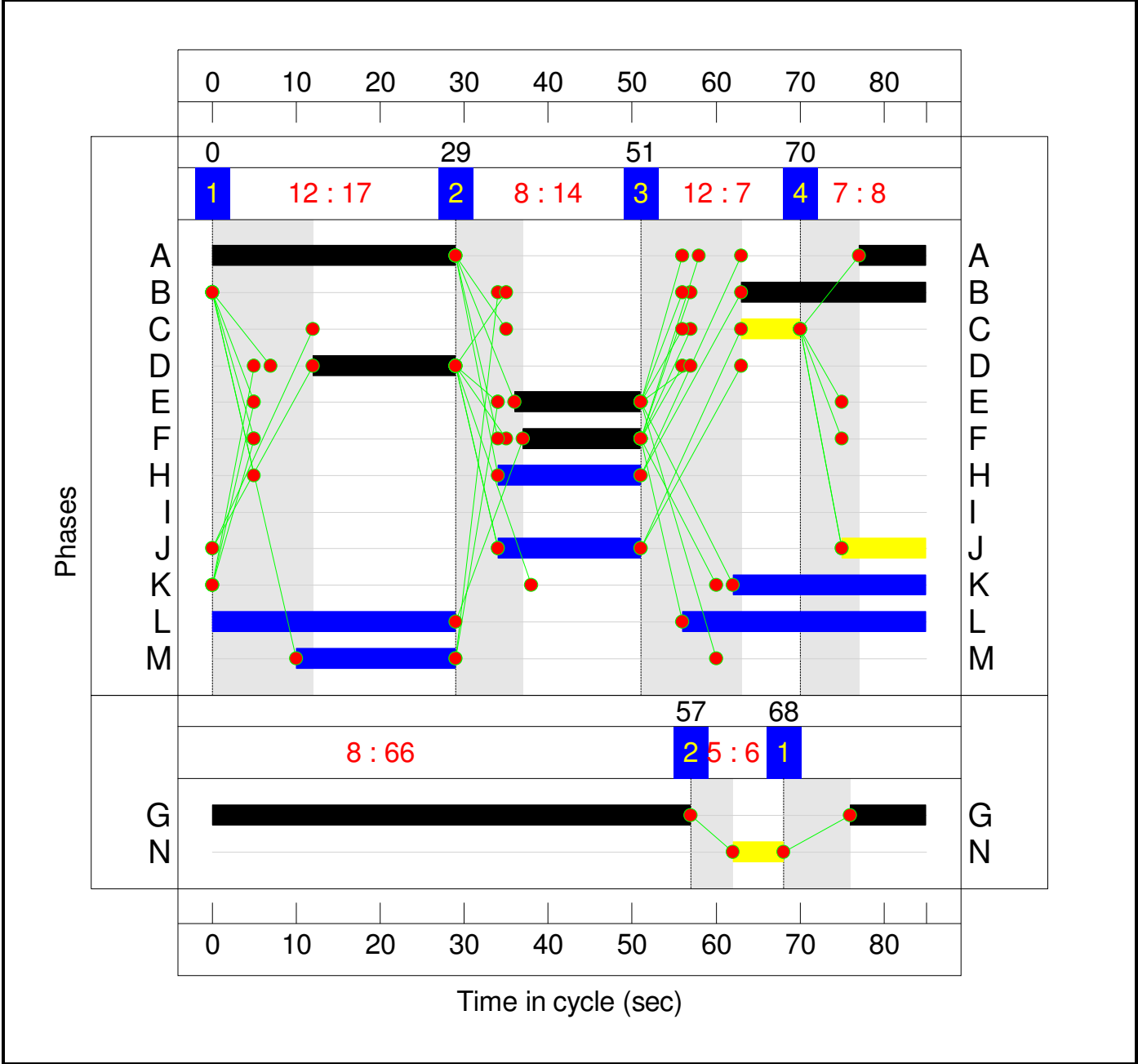
Stage Stream: 1

Stage	1	2	3	4
Duration	17	14	7	8
Change Point	0	29	51	70

Stage Stream: 2

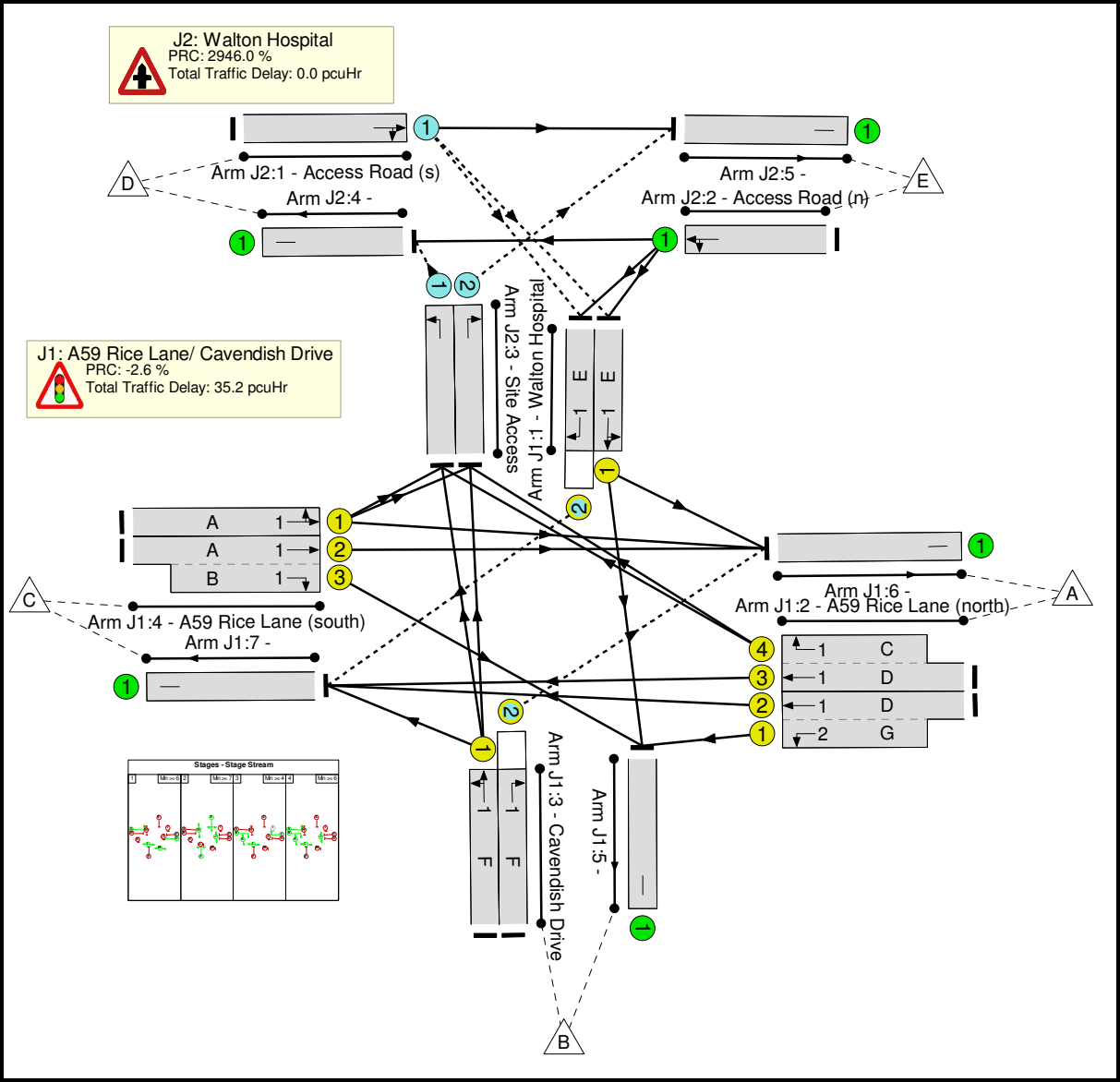
Stage	1	2
Duration	66	6
Change Point	68	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	92.3%
J1: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	92.3%
1/1	Walton Hospital Ahead Left	U	1	N/A	E		1	15	-	22	1765	332	6.6%
1/2	Walton Hospital Right	O	1	N/A	E		1	15	-	14	1884	85	16.5%
2/2+2/1	A59 Rice Lane (north) Left Ahead	U	1	N/A	D G		1	17:66	-	564	2015:1967	427+347	72.9 : 72.9%
2/3+2/4	A59 Rice Lane (north) Ahead Right	U	1	N/A	D C		1	17:7	-	428	2155:1871	456+8	92.3 : 92.3%
3/1	Cavendish Drive Left Ahead	U	1	N/A	F		1	14	-	298	1829	323	92.3%
3/2	Cavendish Drive Right	O	1	N/A	F		1	14	-	255	1986	301	84.7%
4/1	A59 Rice Lane (south) Ahead Left	U	1	N/A	A		1	37	-	736	1960	876	84.0%
4/2+4/3	A59 Rice Lane (south) Right Ahead	U	1	N/A	A B		1	37:22	-	294	2130:1871	0+506	0.0 : 58.1%
5/1		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	986	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1041	Inf	Inf	0.0%
J2: Walton Hospital	-	-	N/A	-	-		-	-	-	-	-	-	3.0%
1/1	Access Road (s) Right Ahead	O	N/A	N/A	-		-	-	-	25	1915	846	3.0%

Full Input Data And Results

2/1	Access Road (n) Left Ahead	U	N/A	N/A	-		-	-	-	11	1915	1915	0.6%
3/1	Site Access Left	O	N/A	N/A	-		-	-	-	20	1665	715	2.8%
3/2	Site Access Right	O	N/A	N/A	-		-	-	-	8	1868	594	1.3%
4/1		U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

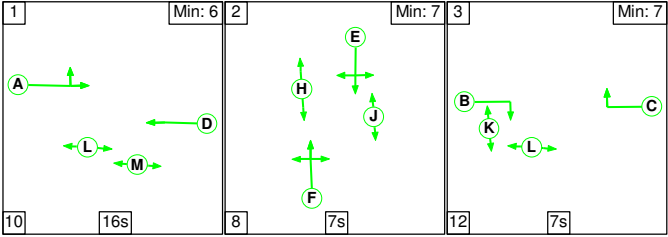
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A59 Rice Lane/ Cavendish Drive	-	-	317	0	5	18.7	16.4	0.2	35.2	-	-	-	-
J1: A59 Rice Lane/ Cavendish Drive	-	-	264	0	5	18.7	16.3	0.2	35.2	-	-	-	-
1/1	22	22	-	-	-	0.2	0.0	-	0.2	34.2	0.4	0.0	0.5
1/2	14	14	14	0	0	0.1	0.1	0.1	0.3	67.3	0.3	0.1	0.4
2/2+2/1	564	564	-	-	-	2.9	1.3	-	4.2	26.7	6.8	1.3	8.2
2/3+2/4	428	428	-	-	-	3.9	4.7	-	8.6	72.5	9.7	4.7	14.4
3/1	298	298	-	-	-	2.9	4.4	-	7.3	88.0	6.9	4.4	11.3
3/2	255	255	250	0	5	2.4	2.5	0.1	5.0	70.4	5.7	2.5	8.2
4/1	736	736	-	-	-	4.3	2.5	-	6.8	33.2	15.3	2.5	17.9
4/2+4/3	294	294	-	-	-	2.2	0.7	-	2.9	35.3	6.0	0.7	6.6
5/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	986	986	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1041	1041	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Walton Hospital	-	-	53	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	25	25	25	0	0	0.0	0.0	-	0.0	2.2	0.0	0.0	0.0
2/1	11	11	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
3/1	20	20	20	0	0	0.0	0.0	-	0.0	2.6	0.0	0.0	0.0
3/2	8	8	8	0	0	0.0	0.0	-	0.0	3.1	0.0	0.0	0.0
4/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -2.6 C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 PRC Over All Lanes (%): -2.6 Total Delay for Signalled Lanes (pcuHr): 35.21 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes(pcuHr): 35.25 Cycle Time (s): 85 Cycle Time (s): 85													

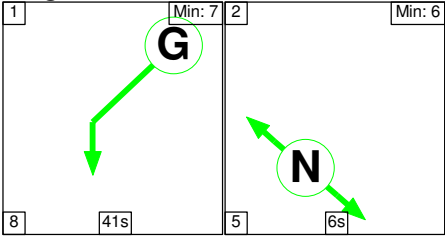
Full Input Data And Results
Scenario 7: '7' (FG7: '2020 AM Peak Base + Committed + Development (Average)', Plan 1: 'AM Peak')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

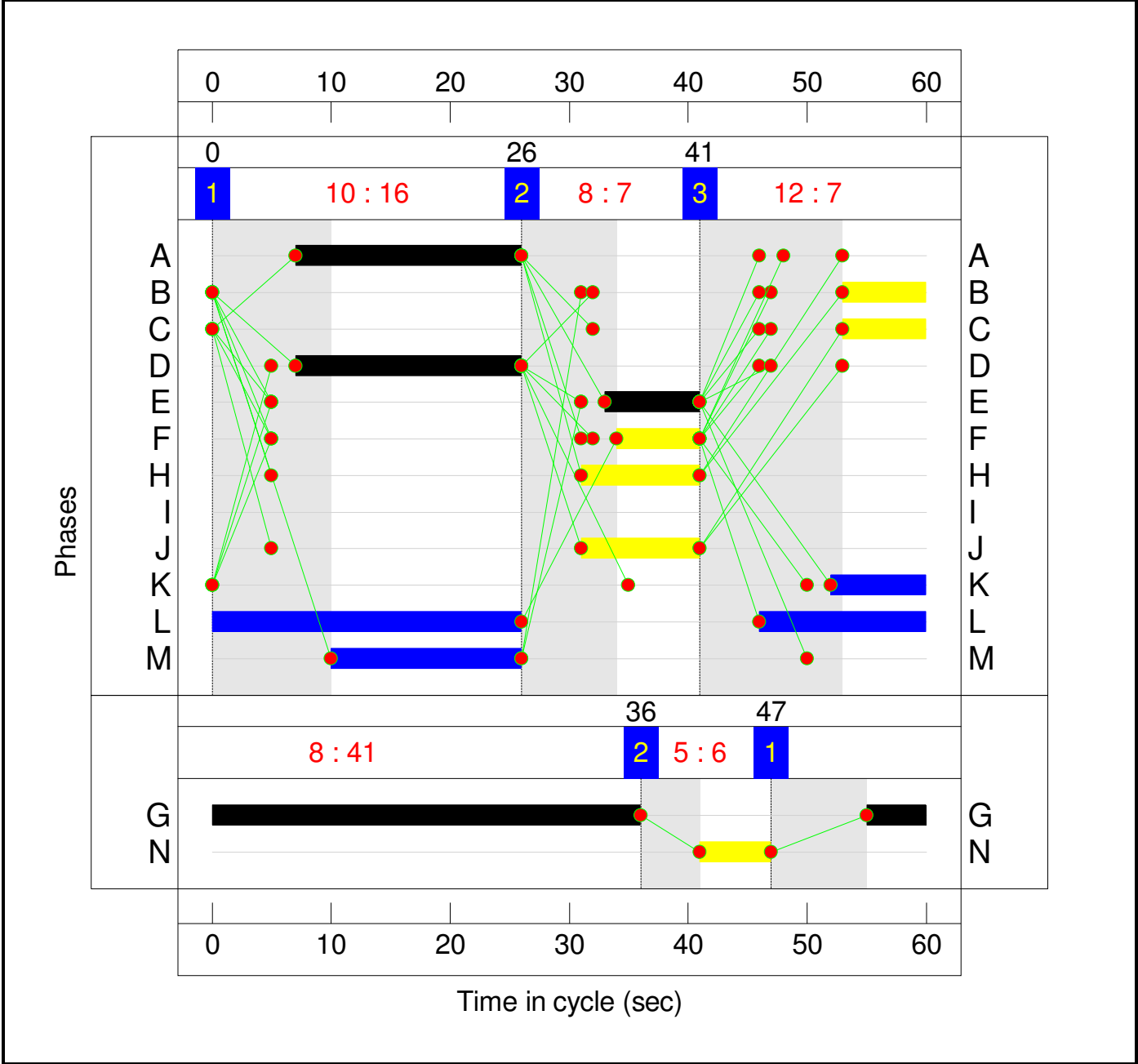
Stage Stream: 1

Stage	1	2	3
Duration	16	7	7
Change Point	0	26	41

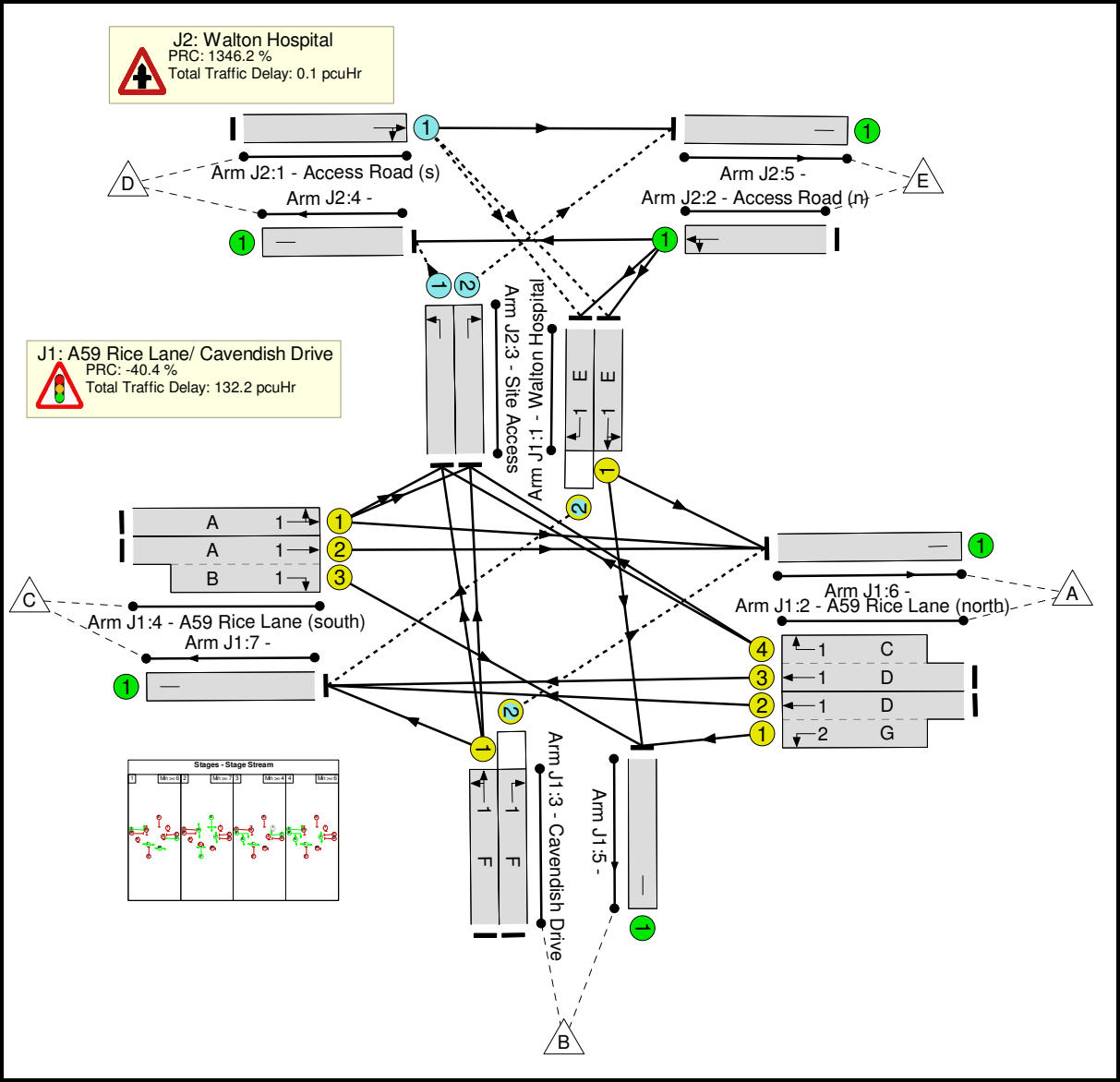
Stage Stream: 2

Stage	1	2
Duration	41	6
Change Point	47	36

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	126.4%
J1: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	126.4%
1/1	Walton Hospital Ahead Left	U	1	N/A	E		1	8	-	46	1713	257	17.9%
1/2	Walton Hospital Right	O	1	N/A	E		1	8	-	47	1884	120	39.2%
2/2+2/1	A59 Rice Lane (north) Left Ahead	U	1	N/A	D G		1	19:41	-	622	2015:1967	672+251	67.4 : 67.4%
2/3+2/4	A59 Rice Lane (north) Ahead Right	U	1	N/A	D C		1	19:7	-	585	2155:1871	718+49	76.3 : 76.3%
3/1	Cavendish Drive Left Ahead	U	1	N/A	F		1	7	-	258	1830	244	105.7%
3/2	Cavendish Drive Right	O	1	N/A	F		1	7	-	131	1986	247	53.1%
4/1	A59 Rice Lane (south) Ahead Left	U	1	N/A	A		1	19	-	824	1956	652	126.4%
4/2+4/3	A59 Rice Lane (south) Right Ahead	U	1	N/A	A B		1	19:7	-	249	2130:1871	0+249	0.0 : 99.8%
5/1		U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	955	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1302	Inf	Inf	0.0%
J2: Walton Hospital	-	-	N/A	-	-		-	-	-	-	-	-	6.2%
1/1	Access Road (s) Right Ahead	O	N/A	N/A	-		-	-	-	52	1915	836	6.2%

Full Input Data And Results

2/1	Access Road (n) Left Ahead	U	N/A	N/A	-		-	-	-	41	1915	1915	2.1%
3/1	Site Access Left	O	N/A	N/A	-		-	-	-	41	1665	715	5.1%
3/2	Site Access Right	O	N/A	N/A	-		-	-	-	39	1868	588	5.9%
4/1		U	N/A	N/A	-		-	-	-	41	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	39	Inf	Inf	0.0%

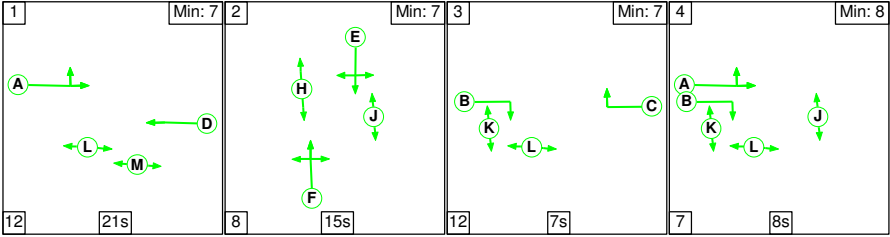
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A59 Rice Lane/ Cavendish Drive	-	-	255	0	47	20.1	112.1	0.2	132.3	-	-	-	-
J1: A59 Rice Lane/ Cavendish Drive	-	-	131	0	47	20.1	112.0	0.2	132.2	-	-	-	-
1/1	46	46	-	-	-	0.3	0.1	-	0.4	30.9	0.7	0.1	0.8
1/2	47	47	0	0	47	0.3	0.3	0.1	0.7	55.3	0.7	0.3	1.0
2/2+2/1	622	622	-	-	-	2.3	1.0	-	3.3	19.3	6.4	1.0	7.4
2/3+2/4	585	585	-	-	-	3.0	1.6	-	4.5	27.9	8.1	1.6	9.6
3/1	258	244	-	-	-	2.2	12.3	-	14.4	201.4	4.5	12.3	16.8
3/2	131	131	131	0	0	0.9	0.6	0.0	1.5	40.8	2.0	0.6	2.6
4/1	824	652	-	-	-	9.4	88.3	-	97.8	427.1	16.6	88.3	104.9
4/2+4/3	249	249	-	-	-	1.8	7.8	-	9.6	138.4	4.1	7.8	11.9
5/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1288	1288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Walton Hospital	-	-	124	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	52	52	52	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0
2/1	41	41	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/1	37	37	37	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
3/2	35	35	35	0	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
4/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -40.4 C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 PRC Over All Lanes (%): -40.4 Total Delay for Signalled Lanes (pcuHr): 132.24 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 60 Cycle Time (s): 60 Total Delay Over All Lanes(pcuHr): 132.35													

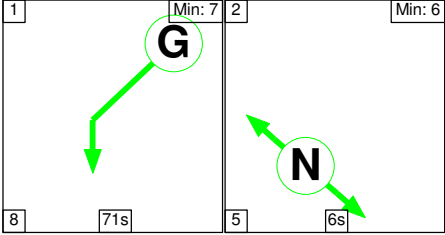
Full Input Data And Results
Scenario 8: '8' (FG8: '2020 PM Peak Base + Committed + Development (Average)', Plan 2: 'PM & Saturday Peak')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

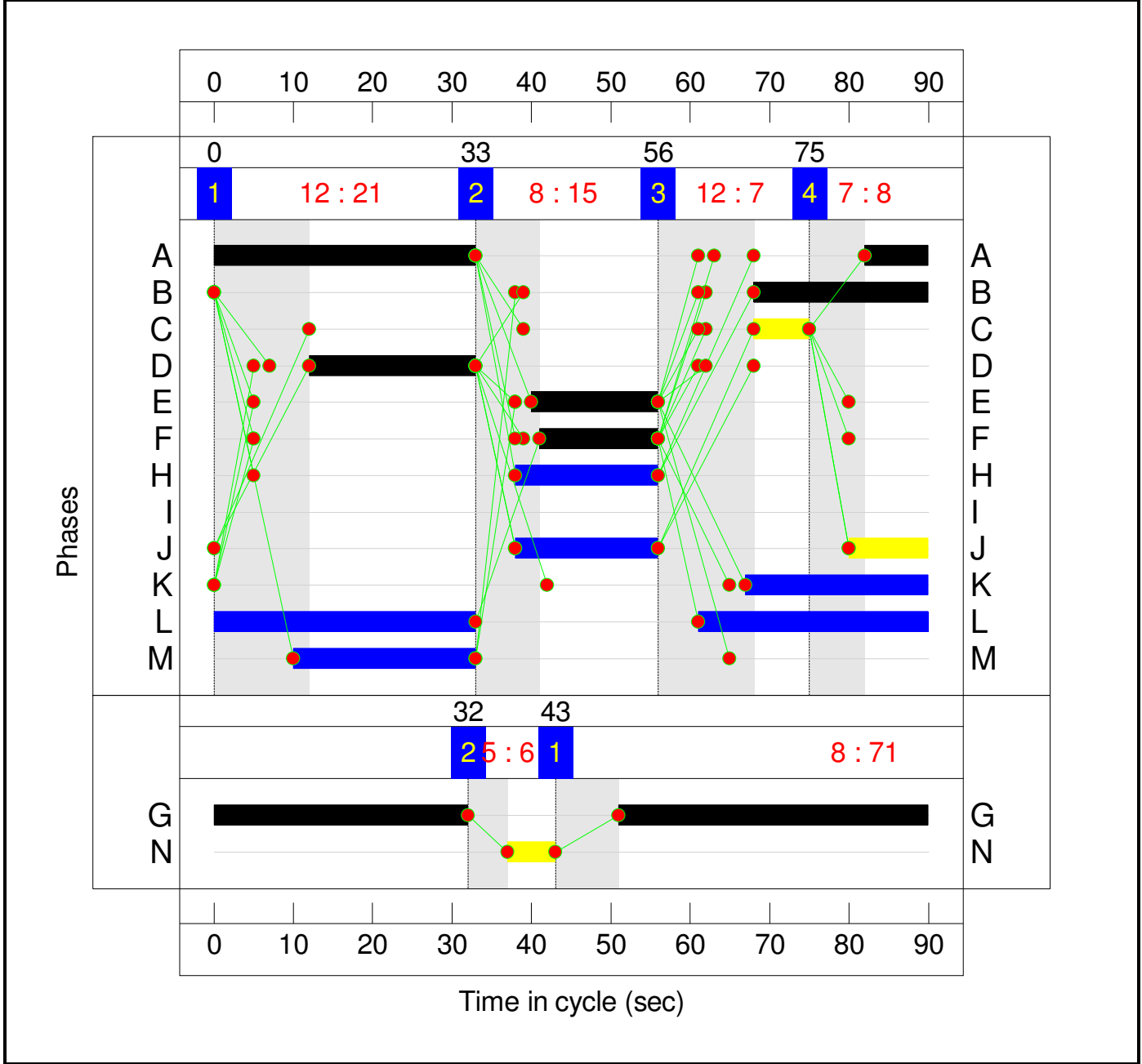
Stage Stream: 1

Stage	1	2	3	4
Duration	21	15	7	8
Change Point	0	33	56	75

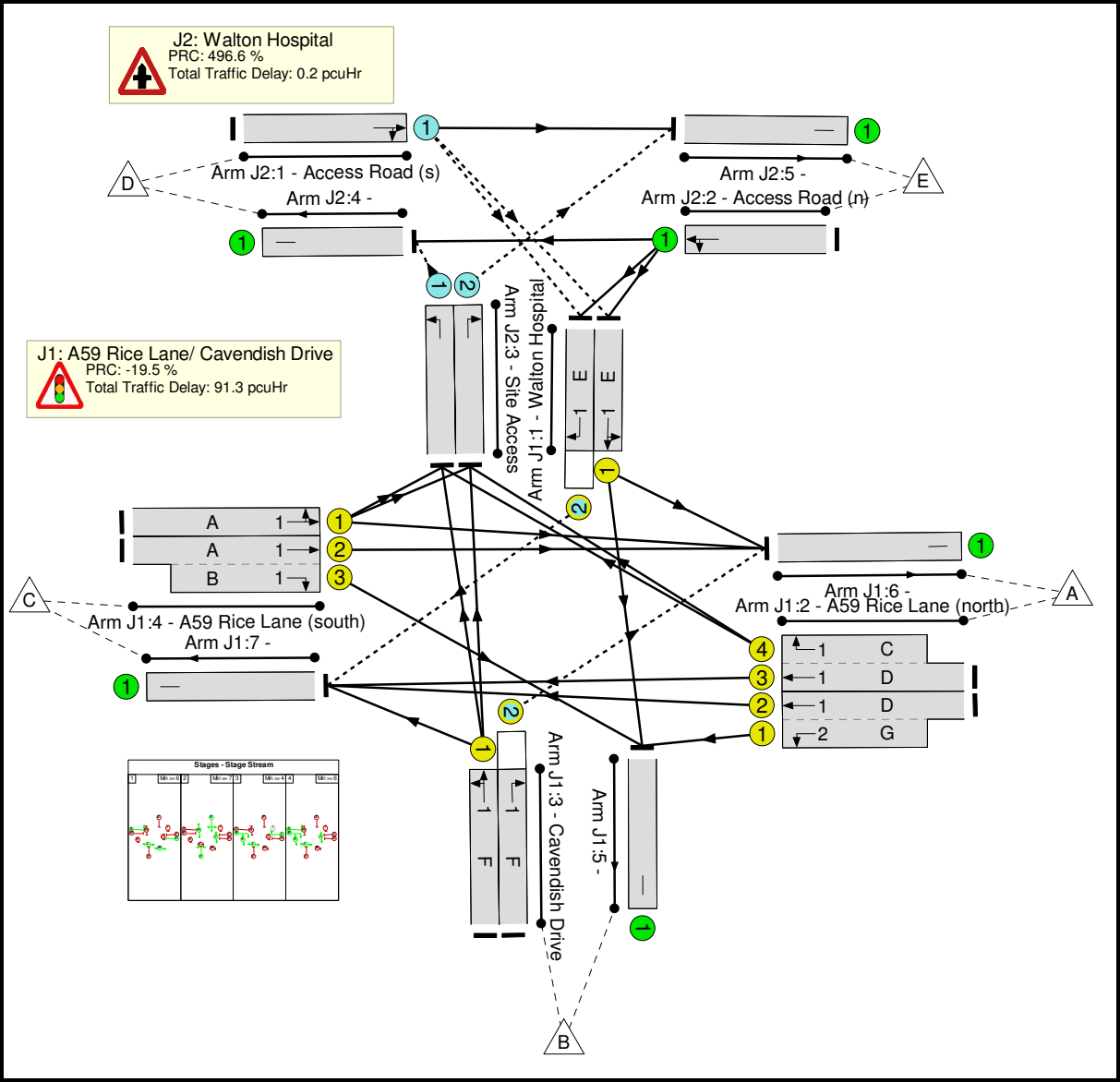
Stage Stream: 2

Stage	1	2
Duration	71	6
Change Point	43	32

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	107.6%
J1: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	107.6%
1/1	Walton Hospital Ahead Left	U	1	N/A	E		1	16	-	84	1730	327	25.7%
1/2	Walton Hospital Right	O	1	N/A	E		1	16	-	62	1884	80	77.5%
2/2+2/1	A59 Rice Lane (north) Left Ahead	U	1	N/A	D G		1	21:71	-	483	2015:1967	493+317	59.7 : 59.7%
2/3+2/4	A59 Rice Lane (north) Ahead Right	U	1	N/A	D C		1	21:7	-	403	2155:1871	521+70	68.2 : 68.2%
3/1	Cavendish Drive Left Ahead	U	1	N/A	F		1	15	-	350	1830	325	107.6%
3/2	Cavendish Drive Right	O	1	N/A	F		1	15	-	201	1986	245	82.0%
4/1	A59 Rice Lane (south) Ahead Left	U	1	N/A	A		1	41	-	977	1948	909	107.5%
4/2+4/3	A59 Rice Lane (south) Right Ahead	U	1	N/A	A B		1	41:22	-	353	2130:1871	0+478	0.0 : 73.8%
5/1		U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1158	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1054	Inf	Inf	0.0%
J2: Walton Hospital	-	-	N/A	-	-		-	-	-	-	-	-	15.1%
1/1	Access Road (s) Right Ahead	O	N/A	N/A	-		-	-	-	52	1915	817	6.4%

Full Input Data And Results

2/1	Access Road (n) Left Ahead	U	N/A	N/A	-		-	-	-	94	1915	1915	4.9%
3/1	Site Access Left	O	N/A	N/A	-		-	-	-	46	1665	715	6.1%
3/2	Site Access Right	O	N/A	N/A	-		-	-	-	93	1868	588	15.1%
4/1		U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%

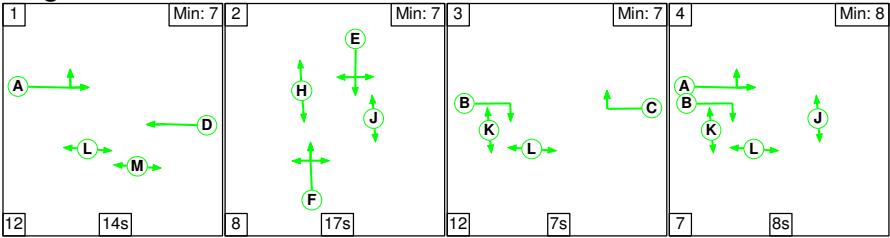
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A59 Rice Lane/ Cavendish Drive	-	-	380	0	68	26.5	64.5	0.5	91.5	-	-	-	-
J1: A59 Rice Lane/ Cavendish Drive	-	-	195	0	68	26.5	64.3	0.5	91.3	-	-	-	-
1/1	84	84	-	-	-	0.7	0.2	-	0.9	38.5	1.8	0.2	1.9
1/2	62	62	0	0	62	0.5	1.5	0.3	2.3	132.4	1.3	1.5	2.8
2/2+2/1	483	483	-	-	-	2.6	0.7	-	3.3	24.6	6.5	0.7	7.2
2/3+2/4	403	403	-	-	-	3.5	1.1	-	4.6	41.1	8.0	1.1	9.0
3/1	350	325	-	-	-	4.5	17.4	-	21.9	224.8	9.4	17.4	26.7
3/2	201	201	195	0	6	2.0	2.1	0.2	4.2	75.9	4.8	2.1	6.9
4/1	977	909	-	-	-	9.6	40.1	-	49.7	183.1	26.1	40.1	66.2
4/2+4/3	353	353	-	-	-	3.0	1.4	-	4.4	44.8	8.0	1.4	9.4
5/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1096	1096	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1030	1030	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Walton Hospital	-	-	185	0	0	0.0	0.2	0.0	0.2	-	-	-	-
1/1	52	52	52	0	0	0.0	0.0	-	0.0	2.4	0.0	0.0	0.0
2/1	94	94	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/1	44	44	44	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
3/2	89	89	89	0	0	0.0	0.1	-	0.1	3.7	0.4	0.1	0.5
4/1	44	44	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -19.5 C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 PRC Over All Lanes (%): -19.5 Total Delay for Signalled Lanes (pcuHr): 91.27 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes(pcuHr): 91.45 Cycle Time (s): 90 Cycle Time (s): 90													

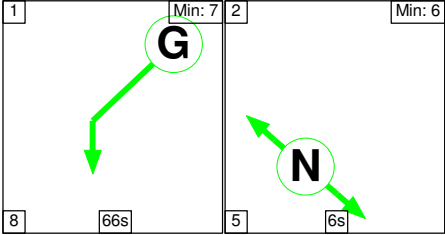
Full Input Data And Results
Scenario 9: '9' (FG9: '2020 Saturday Peak Base + Committed + Development (Average)', Plan 2: 'PM & Saturday Peak')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

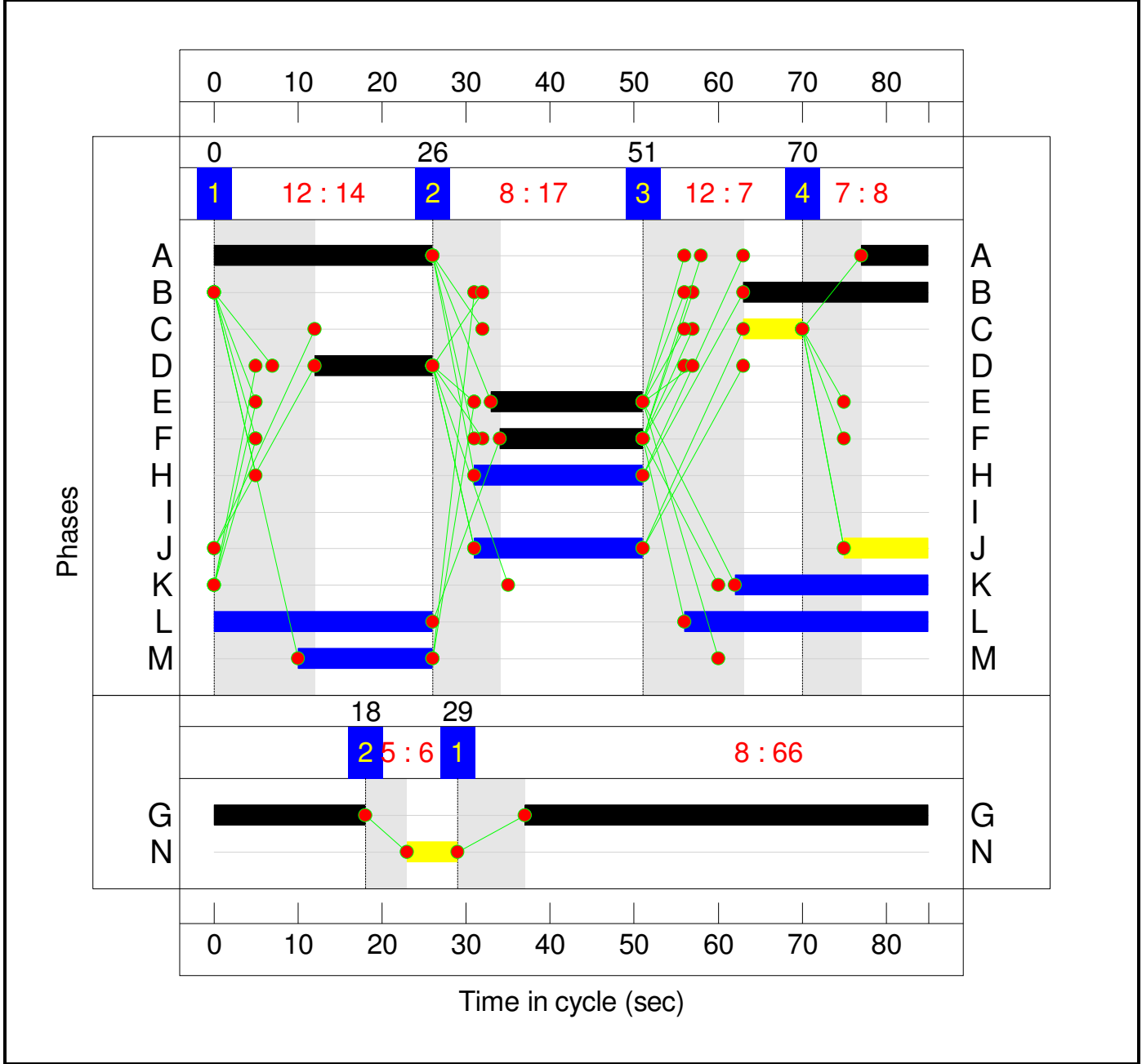
Stage Stream: 1

Stage	1	2	3	4
Duration	14	17	7	8
Change Point	0	26	51	70

Stage Stream: 2

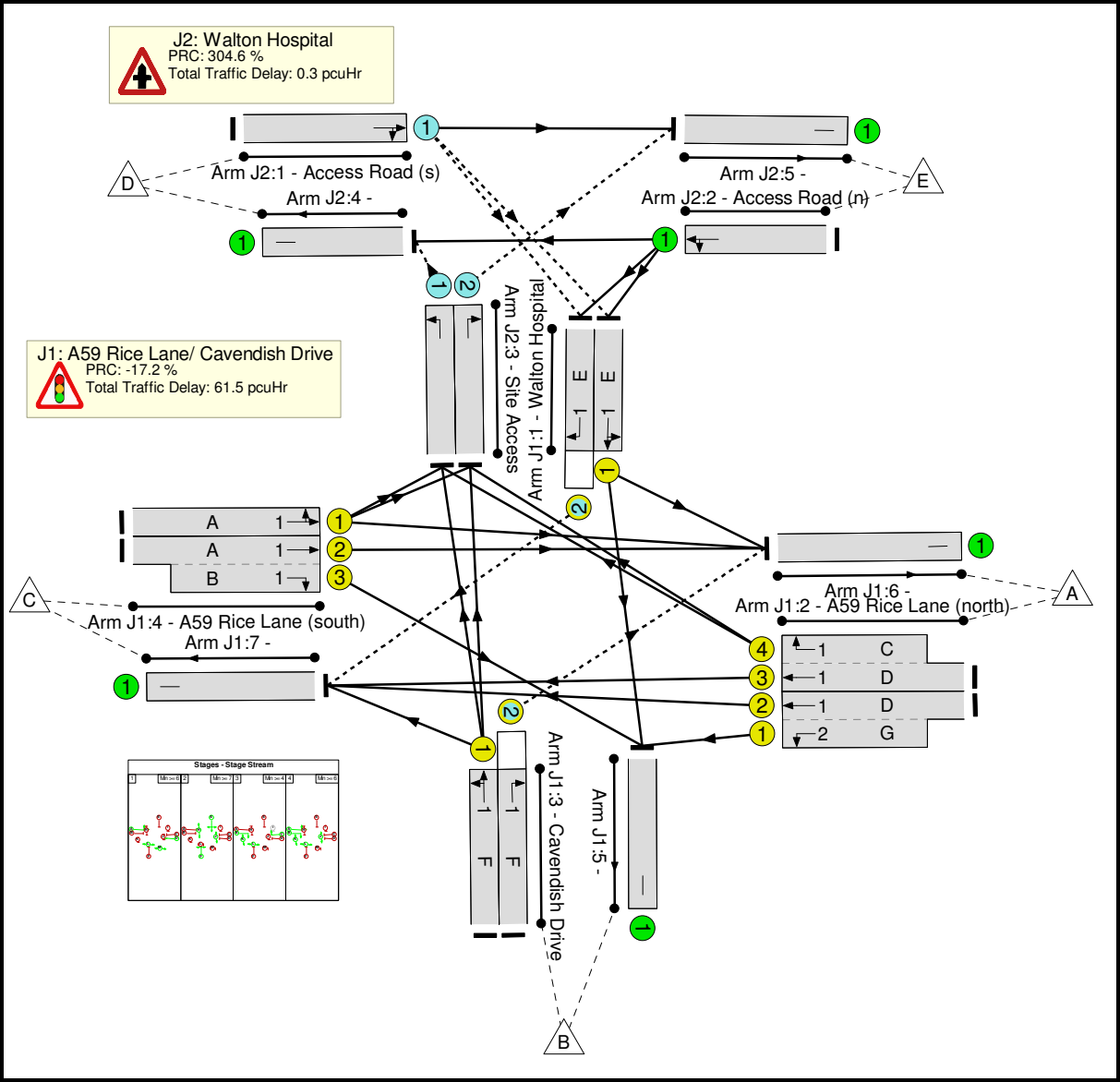
Stage	1	2
Duration	66	6
Change Point	29	18

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	105.4%
J1: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	105.4%
1/1	Walton Hospital Ahead Left	U	1	N/A	E		1	18	-	98	1712	383	25.6%
1/2	Walton Hospital Right	O	1	N/A	E		1	18	-	90	1884	107	84.2%
2/2+2/1	A59 Rice Lane (north) Left Ahead	U	1	N/A	D G		1	14:66	-	568	2015:1967	356+286	88.6 : 88.6%
2/3+2/4	A59 Rice Lane (north) Ahead Right	U	1	N/A	D C		1	14:7	-	469	2155:1871	380+64	105.4 : 105.4%
3/1	Cavendish Drive Left Ahead	U	1	N/A	F		1	17	-	302	1831	388	77.9%
3/2	Cavendish Drive Right	O	1	N/A	F		1	17	-	255	1986	288	88.5%
4/1	A59 Rice Lane (south) Ahead Left	U	1	N/A	A		1	34	-	771	1941	799	96.5%
4/2+4/3	A59 Rice Lane (south) Right Ahead	U	1	N/A	A B		1	34:22	-	318	2130:1871	41+506	58.1 : 58.1%
5/1		U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1040	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1101	Inf	Inf	0.0%
J2: Walton Hospital	-	-	N/A	-	-		-	-	-	-	-	-	22.2%
1/1	Access Road (s) Right Ahead	O	N/A	N/A	-		-	-	-	49	1915	801	6.1%

Full Input Data And Results

2/1	Access Road (n) Left Ahead	U	N/A	N/A	-		-	-	-	139	1915	1915	7.3%
3/1	Site Access Left	O	N/A	N/A	-		-	-	-	38	1665	715	5.3%
3/2	Site Access Right	O	N/A	N/A	-		-	-	-	131	1868	589	22.2%
4/1		U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%

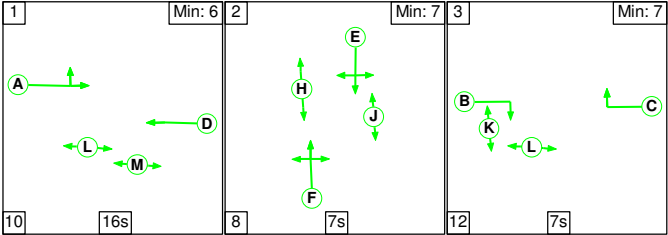
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A59 Rice Lane/ Cavendish Drive	-	-	514	0	49	22.5	38.7	0.6	61.7	-	-	-	-
J1: A59 Rice Lane/ Cavendish Drive	-	-	296	0	49	22.5	38.4	0.6	61.5	-	-	-	-
1/1	98	98	-	-	-	0.7	0.2	-	0.9	33.5	1.9	0.2	2.1
1/2	90	90	61	0	29	0.7	2.1	0.4	3.2	126.3	1.7	2.1	3.9
2/2+2/1	568	568	-	-	-	3.1	3.5	-	6.7	42.4	7.2	3.5	10.7
2/3+2/4	469	448	-	-	-	5.4	18.5	-	23.9	183.5	10.3	18.5	28.8
3/1	302	302	-	-	-	2.7	1.7	-	4.3	51.8	6.7	1.7	8.4
3/2	255	255	235	0	20	2.3	3.2	0.2	5.7	81.0	5.8	3.2	9.0
4/1	771	771	-	-	-	5.2	8.5	-	13.7	64.2	17.6	8.5	26.1
4/2+4/3	318	318	-	-	-	2.3	0.7	-	3.0	33.7	6.0	0.7	6.7
5/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1040	1040	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1080	1080	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Walton Hospital	-	-	218	0	0	0.0	0.2	0.0	0.3	-	-	-	-
1/1	49	49	49	0	0	0.0	0.0	-	0.0	2.4	0.0	0.0	0.0
2/1	139	139	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/1	38	38	38	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
3/2	131	131	131	0	0	0.0	0.1	-	0.2	4.3	1.2	0.1	1.3
4/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -17.2 C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 PRC Over All Lanes (%): -17.2 Total Delay for Signalled Lanes (pcuHr): 61.46 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes(pcuHr): 61.71 Cycle Time (s): 85 Cycle Time (s): 85													

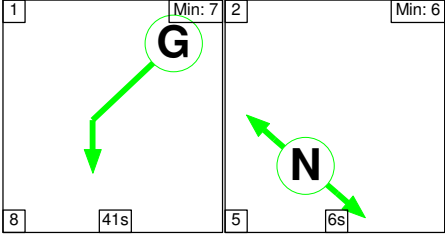
Full Input Data And Results
Scenario 10: '10' (FG10: '2020 AM Peak Base + Committed + Development (85th)', Plan 1: 'AM Peak')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

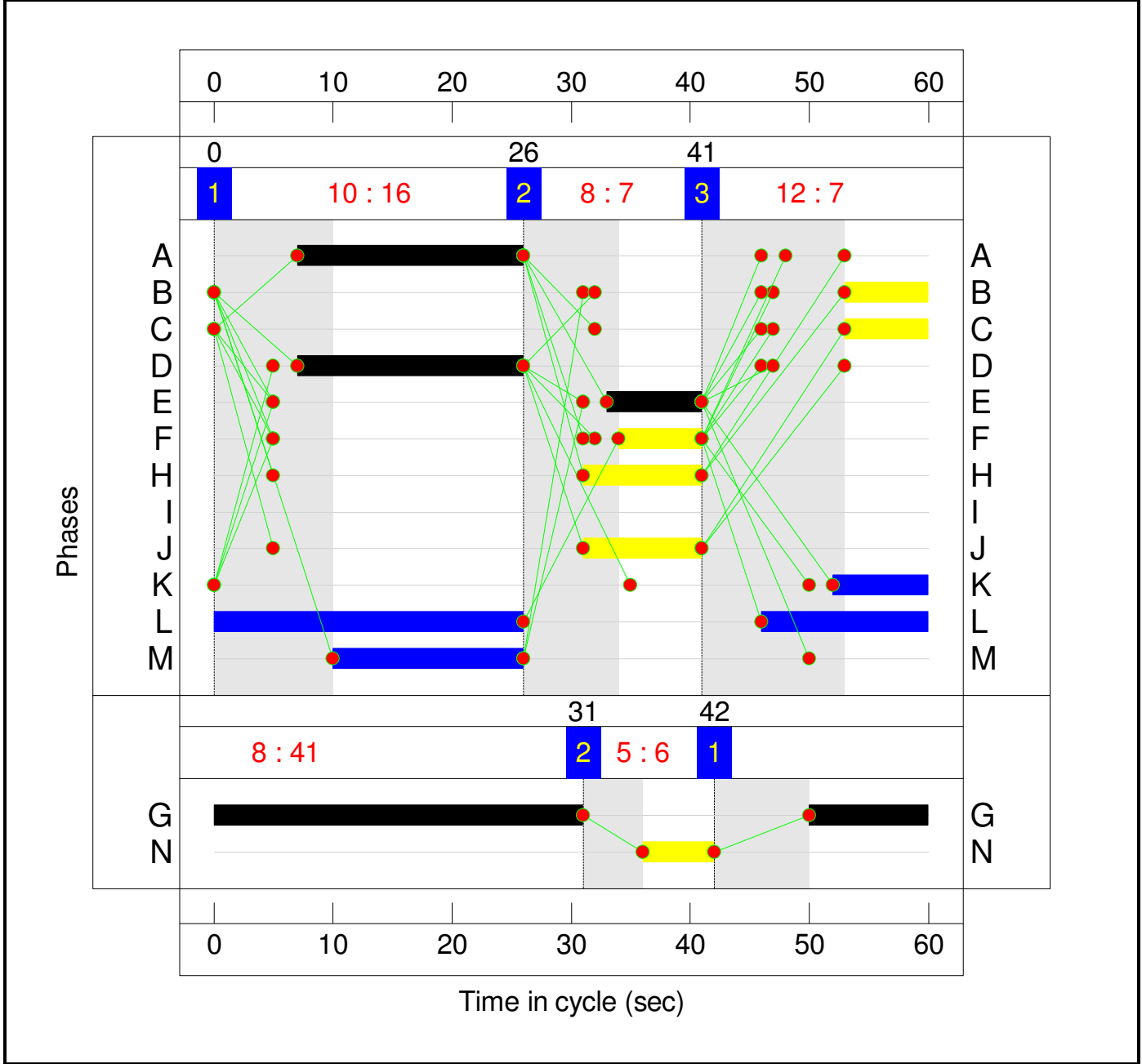
Stage Stream: 1

Stage	1	2	3
Duration	16	7	7
Change Point	0	26	41

Stage Stream: 2

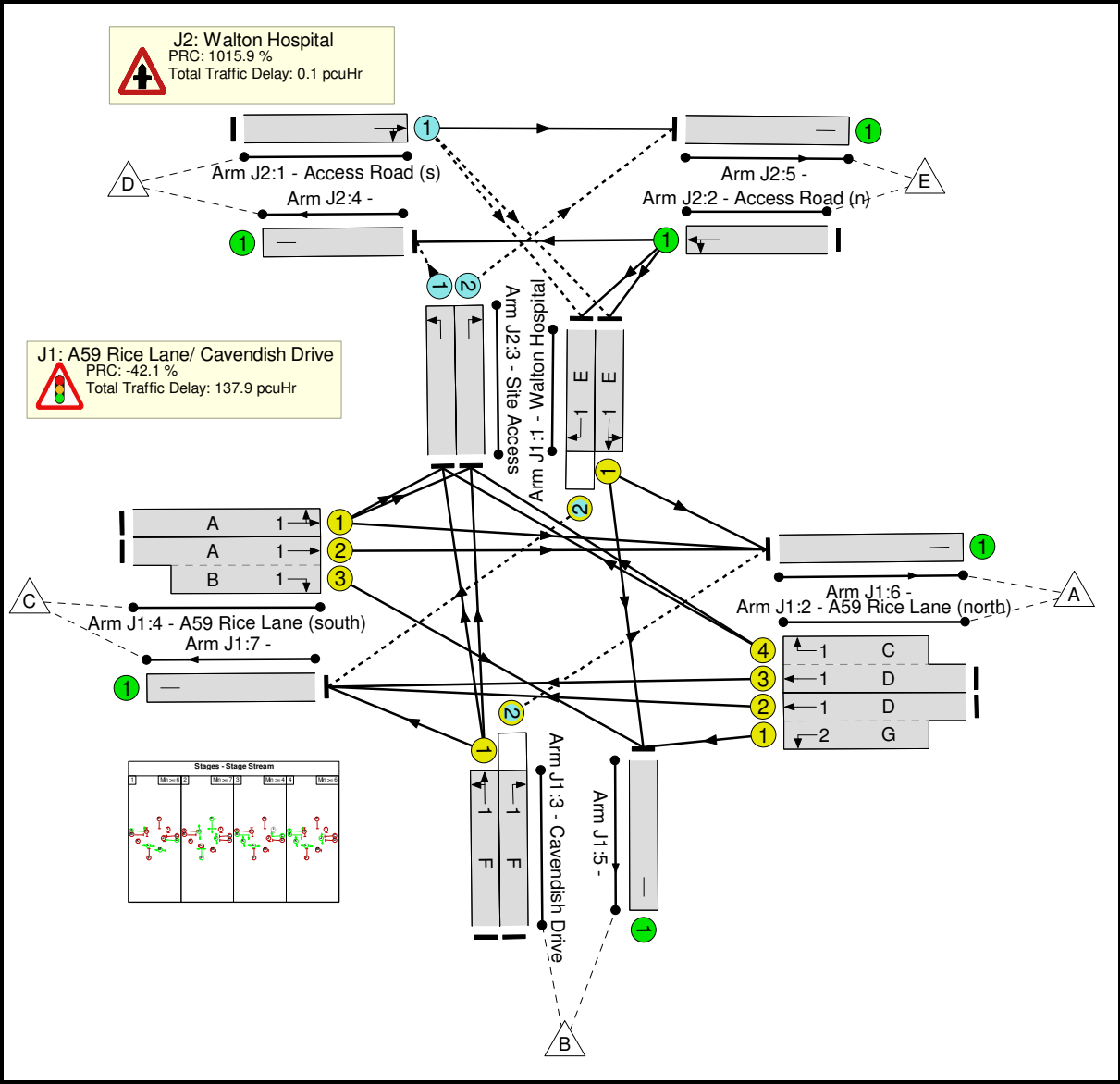
Stage	1	2
Duration	41	6
Change Point	42	31

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	127.9%
J1: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	127.9%
1/1	Walton Hospital Ahead Left	U	1	N/A	E		1	8	-	59	1710	257	23.0%
1/2	Walton Hospital Right	O	1	N/A	E		1	8	-	63	1884	120	52.5%
2/2+2/1	A59 Rice Lane (north) Left Ahead	U	1	N/A	D G		1	19:41	-	623	2015:1967	672+250	67.6 : 67.6%
2/3+2/4	A59 Rice Lane (north) Ahead Right	U	1	N/A	D C		1	19:7	-	593	2155:1871	718+62	76.0 : 76.0%
3/1	Cavendish Drive Left Ahead	U	1	N/A	F		1	7	-	258	1830	244	105.7%
3/2	Cavendish Drive Right	O	1	N/A	F		1	7	-	131	1986	235	55.9%
4/1	A59 Rice Lane (south) Ahead Left	U	1	N/A	A		1	19	-	833	1954	651	127.9%
4/2+4/3	A59 Rice Lane (south) Right Ahead	U	1	N/A	A B		1	19:7	-	249	2130:1871	0+249	0.0 : 99.8%
5/1		U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	966	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1317	Inf	Inf	0.0%
J2: Walton Hospital	-	-	N/A	-	-		-	-	-	-	-	-	8.1%
1/1	Access Road (s) Right Ahead	O	N/A	N/A	-		-	-	-	67	1915	831	8.1%

Full Input Data And Results

2/1	Access Road (n) Left Ahead	U	N/A	N/A	-		-	-	-	55	1915	1915	2.9%
3/1	Site Access Left	O	N/A	N/A	-		-	-	-	49	1665	715	6.1%
3/2	Site Access Right	O	N/A	N/A	-		-	-	-	51	1868	585	7.8%
4/1		U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%

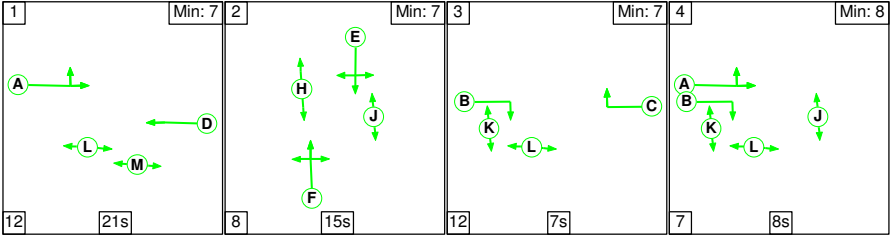
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A59 Rice Lane/ Cavendish Drive	-	-	287	0	63	20.7	117.1	0.2	138.0	-	-	-	-
J1: A59 Rice Lane/ Cavendish Drive	-	-	131	0	63	20.7	117.0	0.2	137.9	-	-	-	-
1/1	59	59	-	-	-	0.4	0.1	-	0.5	31.6	0.9	0.1	1.0
1/2	63	63	0	0	63	0.4	0.5	0.1	1.1	62.0	0.9	0.5	1.5
2/2+2/1	623	623	-	-	-	2.3	1.0	-	3.3	19.3	6.4	1.0	7.5
2/3+2/4	593	593	-	-	-	3.0	1.6	-	4.6	27.7	8.0	1.6	9.6
3/1	258	244	-	-	-	2.2	12.3	-	14.4	201.4	4.5	12.3	16.8
3/2	131	131	131	0	0	0.9	0.6	0.1	1.6	43.1	2.0	0.6	2.6
4/1	833	651	-	-	-	9.7	93.1	-	102.8	444.4	16.9	93.1	110.0
4/2+4/3	249	249	-	-	-	1.8	7.8	-	9.6	138.4	4.1	7.8	11.9
5/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1303	1303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Walton Hospital	-	-	156	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	67	67	67	0	0	0.0	0.0	-	0.0	2.4	0.0	0.0	0.0
2/1	55	55	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/1	44	44	44	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
3/2	45	45	45	0	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
4/1	44	44	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -42.1 C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 PRC Over All Lanes (%): -42.1 Total Delay for Signalled Lanes (pcuHr): 137.92 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes(pcuHr): 138.05 Cycle Time (s): 60 Cycle Time (s): 60													

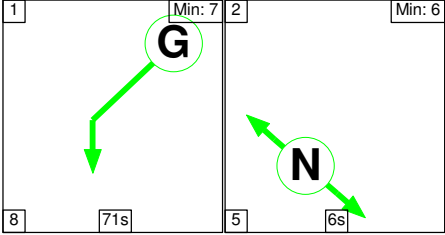
Full Input Data And Results
Scenario 11: '11' (FG11: '2020 PM Peak Base + Committed + Development (85th)', Plan 2: 'PM & Saturday Peak')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

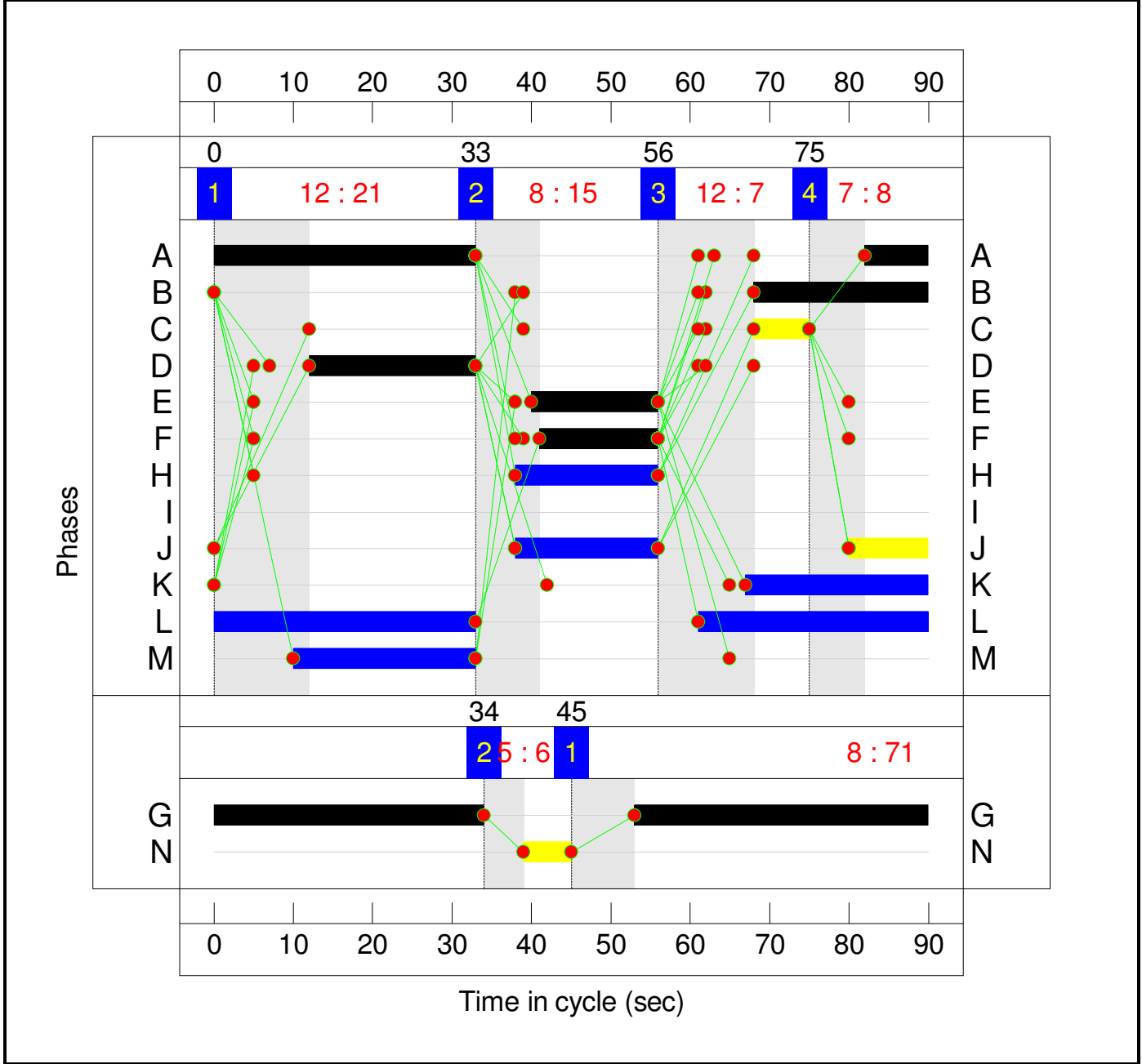
Stage Stream: 1

Stage	1	2	3	4
Duration	21	15	7	8
Change Point	0	33	56	75

Stage Stream: 2

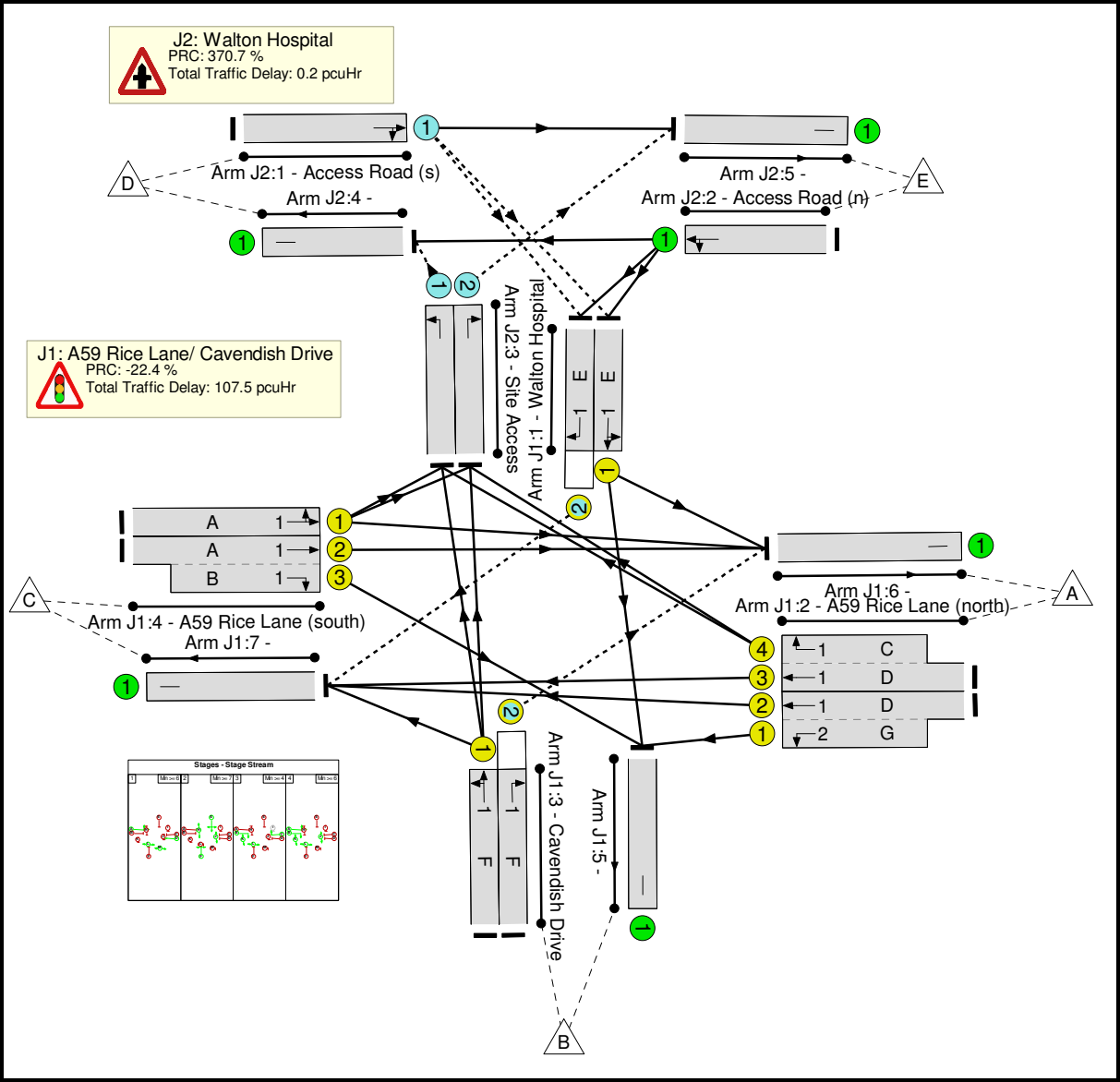
Stage	1	2
Duration	71	6
Change Point	45	34

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	110.1%
J1: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	110.1%
1/1	Walton Hospital Ahead Left	U	1	N/A	E		1	16	-	101	1722	325	31.1%
1/2	Walton Hospital Right	O	1	N/A	E		1	16	-	76	1884	80	95.0%
2/2+2/1	A59 Rice Lane (north) Left Ahead	U	1	N/A	D G		1	21:71	-	575	2015:1967	493+241	78.4 : 78.4%
2/3+2/4	A59 Rice Lane (north) Ahead Right	U	1	N/A	D C		1	21:7	-	324	2155:1871	505+122	51.7 : 51.7%
3/1	Cavendish Drive Left Ahead	U	1	N/A	F		1	15	-	351	1831	326	107.8%
3/2	Cavendish Drive Right	O	1	N/A	F		1	15	-	201	1986	232	86.8%
4/1	A59 Rice Lane (south) Ahead Left	U	1	N/A	A		1	41	-	999	1944	907	110.1%
4/2+4/3	A59 Rice Lane (south) Right Ahead	U	1	N/A	A B		1	41:22	-	353	2130:1871	0+478	0.0 : 73.8%
5/1		U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1172	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1066	Inf	Inf	0.0%
J2: Walton Hospital	-	-	N/A	-	-		-	-	-	-	-	-	19.1%
1/1	Access Road (s) Right Ahead	O	N/A	N/A	-		-	-	-	63	1915	810	7.8%

Full Input Data And Results

2/1	Access Road (n) Left Ahead	U	N/A	N/A	-		-	-	-	114	1915	1915	6.0%
3/1	Site Access Left	O	N/A	N/A	-		-	-	-	61	1665	715	8.0%
3/2	Site Access Right	O	N/A	N/A	-		-	-	-	119	1868	586	19.1%
4/1		U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%

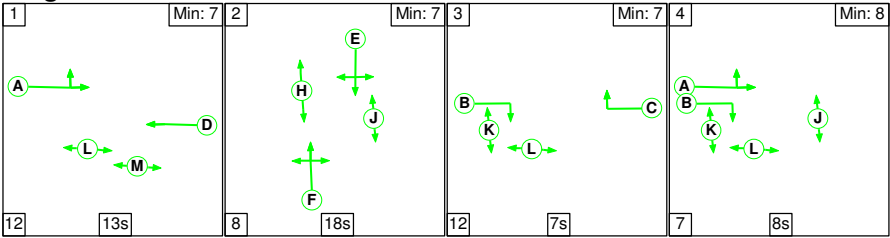
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A59 Rice Lane/ Cavendish Drive	-	-	414	0	96	28.3	78.9	0.5	107.7	-	-	-	-
J1: A59 Rice Lane/ Cavendish Drive	-	-	181	0	96	28.3	78.7	0.5	107.5	-	-	-	-
1/1	101	101	-	-	-	0.9	0.2	-	1.1	39.5	2.2	0.2	2.4
1/2	76	76	0	0	76	0.7	3.5	0.3	4.5	211.3	1.6	3.5	5.1
2/2+2/1	575	575	-	-	-	3.5	1.8	-	5.3	33.1	9.0	1.8	10.8
2/3+2/4	324	324	-	-	-	2.8	0.5	-	3.3	37.0	5.6	0.5	6.1
3/1	351	326	-	-	-	4.5	17.7	-	22.2	228.0	9.4	17.7	27.1
3/2	201	201	181	0	20	2.0	2.8	0.2	5.0	89.2	4.9	2.8	7.6
4/1	999	907	-	-	-	10.9	50.8	-	61.7	222.3	27.3	50.8	78.1
4/2+4/3	353	353	-	-	-	3.0	1.4	-	4.4	44.8	8.0	1.4	9.4
5/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1090	1090	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1041	1041	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Walton Hospital	-	-	232	0	0	0.0	0.2	0.0	0.2	-	-	-	-
1/1	63	63	63	0	0	0.0	0.0	-	0.0	2.4	0.0	0.0	0.0
2/1	114	114	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/1	57	57	57	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
3/2	112	112	112	0	0	0.0	0.1	-	0.1	4.0	0.7	0.1	0.9
4/1	57	57	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -22.4 C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 PRC Over All Lanes (%): -22.4 Total Delay for Signalled Lanes (pcuHr): 107.48 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes(pcuHr): 107.72 Cycle Time (s): 90 Cycle Time (s): 90													

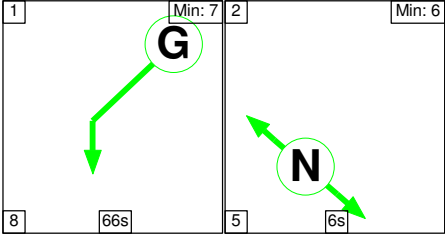
Full Input Data And Results
Scenario 12: '12' (FG12: '2020 Saturday Peak Base + Committed + Development (85th)', Plan 2: 'PM & Saturday Peak')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

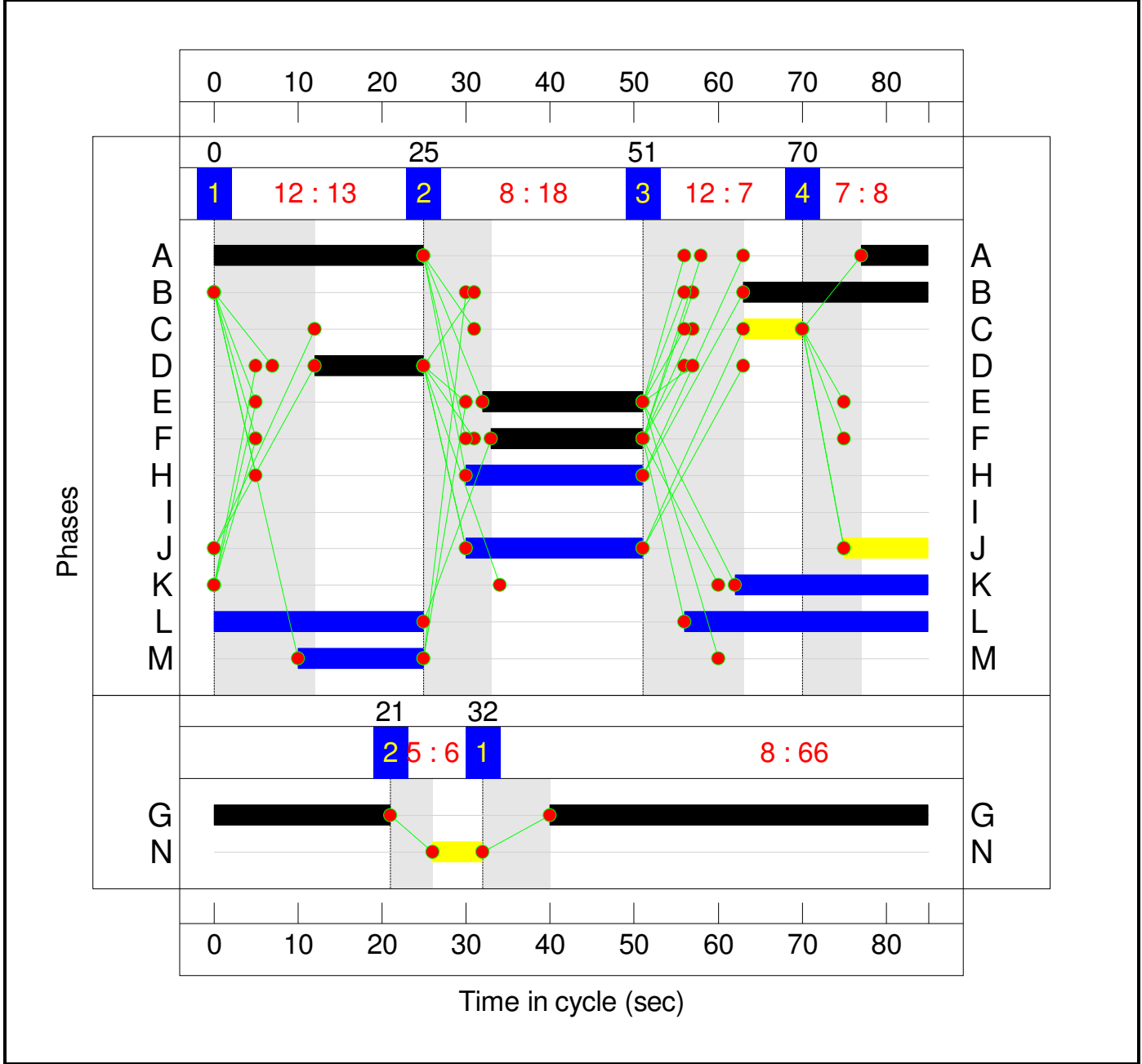
Stage Stream: 1

Stage	1	2	3	4
Duration	13	18	7	8
Change Point	0	25	51	70

Stage Stream: 2

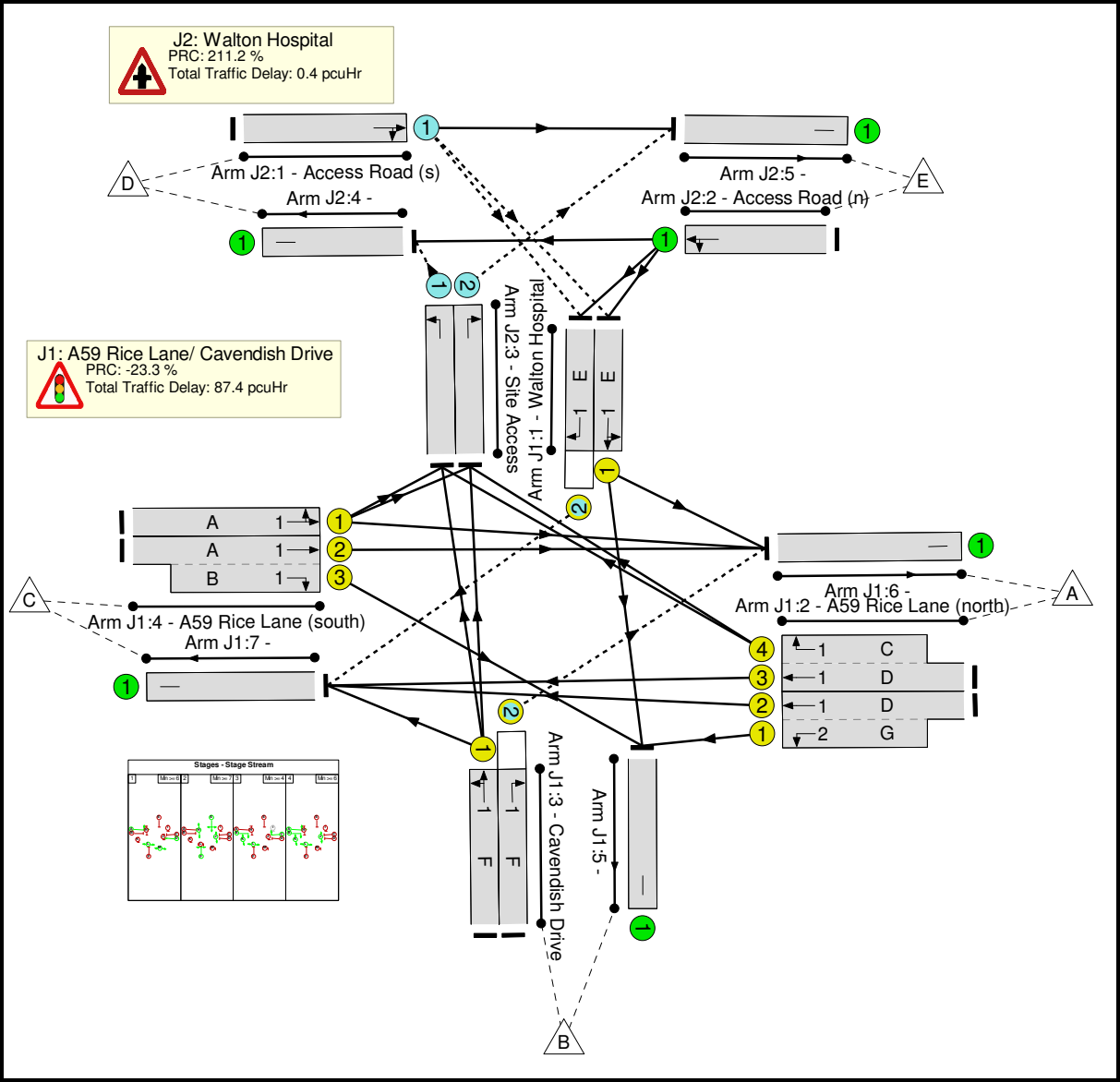
Stage	1	2
Duration	66	6
Change Point	32	21

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	111.0%
J1: A59 Rice Lane/ Cavendish Drive	-	-	N/A	-	-		-	-	-	-	-	-	111.0%
1/1	Walton Hospital Ahead Left	U	1	N/A	E		1	19	-	130	1706	401	32.4%
1/2	Walton Hospital Right	O	1	N/A	E		1	19	-	123	1884	129	95.3%
2/2+2/1	A59 Rice Lane (north) Left Ahead	U	1	N/A	D G		1	13:66	-	571	2015:1967	332+264	95.8 : 95.8%
2/3+2/4	A59 Rice Lane (north) Ahead Right	U	1	N/A	D C		1	13:7	-	488	2155:1871	355+85	111.0 : 111.0%
3/1	Cavendish Drive Left Ahead	U	1	N/A	F		1	18	-	303	1831	409	74.0%
3/2	Cavendish Drive Right	O	1	N/A	F		1	18	-	255	1986	276	92.5%
4/1	A59 Rice Lane (south) Ahead Left	U	1	N/A	A		1	33	-	779	1934	774	100.7%
4/2+4/3	A59 Rice Lane (south) Right Ahead	U	1	N/A	A B		1	33:22	-	335	2130:1871	71+506	58.1 : 58.1%
5/1		U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1067	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1130	Inf	Inf	0.0%
J2: Walton Hospital	-	-	N/A	-	-		-	-	-	-	-	-	28.9%
1/1	Access Road (s) Right Ahead	O	N/A	N/A	-		-	-	-	64	1915	784	8.2%

Full Input Data And Results

2/1	Access Road (n) Left Ahead	U	N/A	N/A	-		-	-	-	189	1915	1915	9.9%
3/1	Site Access Left	O	N/A	N/A	-		-	-	-	55	1665	715	7.7%
3/2	Site Access Right	O	N/A	N/A	-		-	-	-	170	1868	586	28.9%
4/1		U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A59 Rice Lane/ Cavendish Drive	-	-	586	0	80	24.8	62.3	0.7	87.7	-	-	-	-
J1: A59 Rice Lane/ Cavendish Drive	-	-	298	0	80	24.7	62.0	0.7	87.4	-	-	-	-
1/1	130	130	-	-	-	1.0	0.2	-	1.2	33.5	2.5	0.2	2.8
1/2	123	123	77	0	46	1.0	4.2	0.4	5.6	165.1	2.9	4.2	7.1
2/2+2/1	571	571	-	-	-	3.3	7.2	-	10.5	66.3	7.4	7.2	14.7
2/3+2/4	488	449	-	-	-	6.5	28.5	-	34.9	257.8	11.0	28.5	39.5
3/1	303	303	-	-	-	2.6	1.4	-	4.0	47.2	6.6	1.4	8.0
3/2	255	255	222	0	33	2.3	4.3	0.3	6.9	97.4	5.9	4.3	10.2
4/1	779	774	-	-	-	5.8	15.4	-	21.1	97.6	18.5	15.4	33.9
4/2+4/3	335	335	-	-	-	2.4	0.7	-	3.1	32.9	6.0	0.7	6.7
5/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1062	1062	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1091	1091	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Walton Hospital	-	-	288	0	0	0.0	0.3	0.0	0.4	-	-	-	-
1/1	64	64	64	0	0	0.0	0.0	-	0.0	2.5	0.0	0.0	0.0
2/1	189	189	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/1	55	55	55	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
3/2	169	169	169	0	0	0.0	0.2	-	0.2	5.0	1.6	0.2	1.9
4/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -23.3 C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 PRC Over All Lanes (%): -23.3 Total Delay for Signalled Lanes (pcuHr): 87.36 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes(pcuHr): 87.73 Cycle Time (s): 85 Cycle Time (s): 85													