

ADDENDUM NOTE
PROPOSED CONVENIENCE STORE
BLUE BELL INN
HIGH STREET, DESFORD, LEICESTER, LE9 9JF
(ADL REF: 5428, 06.12.23)

1.0 INTRODUCTION

- 1.1 ADL Traffic and Highways Engineering Ltd (ADL) have prepared this Addendum Note, on behalf of Everards Brewery Ltd and Central England Co-op Ltd, in response to Leicestershire County Council's Highways Response to planning application ref (23/00711/FUL) for a change of use from a café (Class E(b)) and residential use (Class C3) to a convenience foodstore (Class E(a)), construction of a two-storey side extension, two-storey and single storey rear extensions (following the demolition of existing single-storey element to rear of 37 High Street/2A Main Street and store to rear of public house) with associated car parking, landscaping, and other works.
- 1.2 Leicestershire County Council (LCC) Highways provided a response to the application on 14th September 2023.
- 1.3 This Note has been prepared specifically to address LCC Highways' concerns with regard to the site access junction capacity, and the TRICS trip rates used in ADL's Transport Statement (TS, ref. ADL/AM/5428/10A).
- 1.4 The Highway Authority's comments are provided below:

"The Applicant has not undertaken a capacity assessment of the site access. While it is accepted that the proposals are unlikely to have a material impact on the surrounding highway network, given the level of traffic forecast to be generated by the proposals, there could be a material impact at the site access which is on to a busy B classified road. The LHA therefore requests that following re-assessment of trip rates, a capacity assessment is undertaken of the site access in the event that approximately 30 or more two-way trips (e.g., 15 arrivals and 15 departures) are generated in the AM or PM peak hours.

This assessment should also take into consideration nearby permitted developments, as well as those currently at appeal or yet to be determined by the Local Planning Authority."

- 1.5 LCC's remaining comments have been addressed separately in a Rebuttal Note this Addendum Note will support.

2.0 TRICS ASSESSMENT

Proposed Convenience Store

- 2.1 As per LCC Highways request, ADL re-assessed the trip generation of the proposed convenience store to include “neighbourhood centre” sites.
- 2.2 In order to estimate the trip generation associated with the proposed convenience store, the following parameters have been selected in TRICS:
- Main Land Use Retail
 - Sub Land Use Convenience Store
 - Regions England (excl. Greater London)
 - Location Type Suburban Area / Neighbourhood Centre
- 2.3 The TRICS reports for weekdays only and Saturday are provided as Appendices 1.1 and 1.2, respectively. The proposed weekday and Saturday traffic generation is summarised in Tables 2A and 2B below.

Table 2A Trip Rates and Traffic Generation: Convenience Store (Weekday)

Time Range	Trip Rate (Per 100 sqm)			Traffic Generation (276 sqm)		
	In	Out	Two-way	In	Out	Two-way
05:00-06:00	1.2	0.8	2	3	2	5
06:00-07:00	2.301	2.171	4.472	6	6	12
07:00-08:00	5.47	5.231	10.701	15	14	29
08:00-09:00	7.385	7.316	14.701	20	20	40
09:00-10:00	5.744	5.026	10.77	16	14	30
10:00-11:00	5.47	5.128	10.598	15	14	29
11:00-12:00	5.402	5.538	10.94	15	15	30
12:00-13:00	7.145	7.077	14.222	20	20	40
13:00-14:00	5.812	5.333	11.145	16	15	31
14:00-15:00	5.368	5.641	11.009	15	16	31
15:00-16:00	6.051	5.812	11.863	17	16	33
16:00-17:00	6.94	6.085	13.025	19	17	36
17:00-18:00	8.103	8.513	16.616	22	23	45
18:00-19:00	8.274	8.308	16.582	23	23	46
19:00-20:00	6.94	6.803	13.743	19	19	38
20:00-21:00	3.57	4.52	8.09	10	12	22
21:00-22:00	2.203	2.545	4.748	6	7	13
22:00-23:00	0.617	0.48	1.097	2	1	3
23:00-24:00	0	0.33	0.33	0	1	1
Total	93.995	92.657	186.652	259	255	514

- 2.4 Table 2A demonstrates that the convenience store could generate up to 40 and 45 vehicular trips during typical weekday AM and PM peak hours, respectively.

Table 2B Trip Rates and Traffic Generation: Convenience Store (Saturday)

Time Range	Trip Rate (Per 100 sqm)			Traffic Generation (276 sqm)		
	In	Out	Two-way	In	Out	Two-way
05:00-06:00	0.218	0	0.218	1	0	1
06:00-07:00	1.092	0.218	1.31	3	1	4
07:00-08:00	2.902	2.375	5.277	8	7	15
08:00-09:00	7.784	7.124	14.908	21	20	41
09:00-10:00	7.124	7.256	14.38	20	20	40
10:00-11:00	7.388	7.256	14.644	20	20	40
11:00-12:00	8.707	8.443	17.15	24	23	47
12:00-13:00	10.29	10.158	20.448	28	28	56
13:00-14:00	7.256	7.124	14.38	20	20	40
14:00-15:00	8.047	7.784	15.831	22	21	43
15:00-16:00	7.124	7.784	14.908	20	21	41
16:00-17:00	7.256	6.596	13.852	20	18	38
17:00-18:00	9.631	11.478	21.109	27	32	59
18:00-19:00	7.124	6.464	13.588	20	18	38
19:00-20:00	7.256	6.86	14.116	20	19	39
20:00-21:00	4.09	5.145	9.235	11	14	25
21:00-22:00	4.617	5.013	9.63	13	14	27
22:00-23:00	1.528	1.747	3.275	4	5	9
23:00-24:00	0	0.437	0.437	0	1	1
Total	109.434	109.262	218.696	302	302	604

- 2.5 Table 2B demonstrates that the convenience store could generate up to 56 vehicle trips during a Saturday peak hour.

Public House

- 2.6 In order to estimate the trip generation associated with the existing public house, the TRICS database has been used. To be representative of the site, the following parameters have been selected:

- Main Land Use Hotel, Food, and Drink
- Sub Land Use Pub / Restaurant
- Regions England (excl. Greater London)
- GFA 175 – 550 sqm
- Available Dates 01/01/05 – 04/05/23
- Location Type Suburban Area / Neighbourhood Centre

- 2.7 The TRICS reports for the public house on both weekdays only and Saturdays are provided as Appendices 2.1 and 2.2, respectively. The proposed weekday and Saturday traffic generation is summarised in Tables 2C and 2D below.

Table 2C Trip Rates and Traffic Generation: Public House (Weekday)

	Trip Rate (Per 100 sqm)		Traffic Generation (353 sqm)		
	In	Out	In	Out	Two-Way
10:00 – 11:00	0.416	0.277	1	1	2
11:00 – 12:00	1.570	0.554	6	2	8
12:00 – 13:00	2.864	1.201	10	4	14
13:00 – 14:00	2.263	2.309	8	8	16
14:00 – 15:00	1.293	2.125	5	8	13
15:00 – 16:00	1.432	1.801	5	6	11
16:00 – 17:00	2.494	1.293	9	5	14
17:00 – 18:00	3.788	3.048	13	11	24
18:00 – 19:00	4.203	3.048	15	11	26
19:00 – 20:00	3.834	3.557	14	13	27
20:00 – 21:00	2.032	3.095	7	11	18
21:00 – 22:00	0.878	2.402	3	8	11
22:00 – 23:00	0.554	2.125	2	8	10
23:00 – 24:00	0.416	1.478	1	5	6
Daily	28.037	28.313	99	100	199

- 2.8 Table 2C shows that the existing public house could generate up to 24 vehicle trips during typical weekday PM peak hours, with no traffic generation during the AM peak hour on the network.

Table 2D Trip Rates and Traffic Generation: Public House (Saturday)

	Trip Rate (Per 100 sqm)		Traffic Generation (353 sqm)		
	In	Out	In	Out	Two-Way
08:00 – 09:00	0.362	0.000	1	0	1
09:00 – 10:00	0.662	0.166	2	1	3
10:00 – 11:00	1.098	0.951	4	3	7
11:00 – 12:00	1.756	0.695	6	2	9
12:00 – 13:00	2.964	1.647	10	6	16
13:00 – 14:00	3.696	3.000	13	11	24
14:00 – 15:00	2.598	3.330	9	12	21
15:00 – 16:00	2.488	3.000	9	11	19
16:00 – 17:00	2.891	2.744	10	10	20
17:00 – 18:00	3.549	2.927	13	10	23
18:00 – 19:00	3.256	3.110	11	11	22
19:00 – 20:00	3.476	2.891	12	10	22
20:00 – 21:00	2.012	2.378	7	8	15
21:00 – 22:00	1.061	2.708	4	10	13
22:00 – 23:00	0.732	1.939	3	7	9
23:00 – 24:00	0.293	1.061	1	4	5
Daily	32.894	32.547	116	115	231

- 2.9 Table 2C shows that the existing public house could generate up to 16 vehicle trips during the typical Saturday network peak hour.

- 2.10 The combined trip generation of the proposed convenience store and existing public house on weekdays and Saturdays is summarised in Tables 2E and 2F.

Table 2E Total Trip Generation – Weekday

	Convenience Store (Table 2A)		Public House (Table 2C)		Total		
	In	Out	In	Out	In	Out	2-Way
05:00 – 06:00	3	2	-	-	3	2	5
06:00 – 07:00	6	6	-	-	6	56	12
07:00 – 08:00	15	14	-	-	15	14	29
08:00 – 09:00	20	20	-	-	20	20	40
09:00 – 10:00	16	14	-	-	16	14	30
10:00 – 11:00	15	14	1	1	16	15	31
11:00 – 12:00	15	15	6	2	21	17	38
12:00 – 13:00	20	20	10	4	30	24	54
13:00 – 14:00	16	15	8	8	24	23	47
14:00 – 15:00	15	16	5	8	20	24	44
15:00 – 16:00	17	16	5	6	22	22	44
16:00 – 17:00	19	17	9	5	28	22	50
17:00 – 18:00	22	23	13	11	35	34	69
18:00 – 19:00	23	23	15	11	38	34	72
19:00 – 20:00	19	19	14	13	33	32	65
20:00 – 21:00	10	12	7	11	17	23	40
21:00 – 22:00	6	7	3	8	9	15	24
22:00 – 23:00	2	1	2	8	4	9	13
23:00 – 24:00	0	1	1	5	1	6	7
Total	259	255	99	100	358	355	713

- 2.11 Table 2E shows that the proposed convenience store and existing public house could generate up to 40 and 69 vehicular trips (two-way) during weekday AM and PM peak hours, respectively.

Table 2F Total Trip Generation – Saturday

	Convenience Store (Table 2B)		Public House (Table 2D)		Total		
	In	Out	In	Out	In	Out	2-Way
05:00 – 06:00	1	0	-	-	1	0	1
06:00 – 07:00	3	1	-	-	3	1	4
07:00 – 08:00	8	7	-	-	8	7	15
08:00 – 09:00	21	20	1	0	22	20	42
09:00 – 10:00	20	20	2	1	22	21	43
10:00 – 11:00	20	20	4	3	24	23	47
11:00 – 12:00	24	23	6	2	30	25	55
12:00 – 13:00	28	28	10	6	38	34	72
13:00 – 14:00	20	20	13	11	33	31	64
14:00 – 15:00	22	21	9	12	31	33	64
15:00 – 16:00	20	21	9	11	29	32	61
16:00 – 17:00	20	18	10	10	30	28	58
17:00 – 18:00	27	32	13	10	40	42	82
18:00 – 19:00	20	18	11	11	31	29	60
19:00 – 20:00	20	19	12	10	32	29	61
20:00 – 21:00	11	14	7	8	18	22	40
21:00 – 22:00	13	14	4	10	17	24	41
22:00 – 23:00	4	5	3	7	7	12	19
23:00 – 24:00	0	1	1	4	1	5	6
Total	302	302	116	115	418	417	835

- 2.12 Table 2F shows that the proposed convenience store and existing public house could generate up to 72 vehicular trips (two-way) during a Saturday peak hour.
- 2.13 It should be noted that the above method does not consider shared trips between the convenience store and public house and therefore many vehicles could be double-counted, this is considered a worst-case assessment.

3.0 JUNCTION CAPACITY ASSESSMENT

2022 Survey

- 3.1 To determine existing traffic flows on the local highway network, ADL commissioned Road Data Services Ltd to undertake a turning movement count survey at the Manor Road / High Street / Main Street mini-roundabout junction during the following periods:

Weekday (Thursday 3rd March 2022)

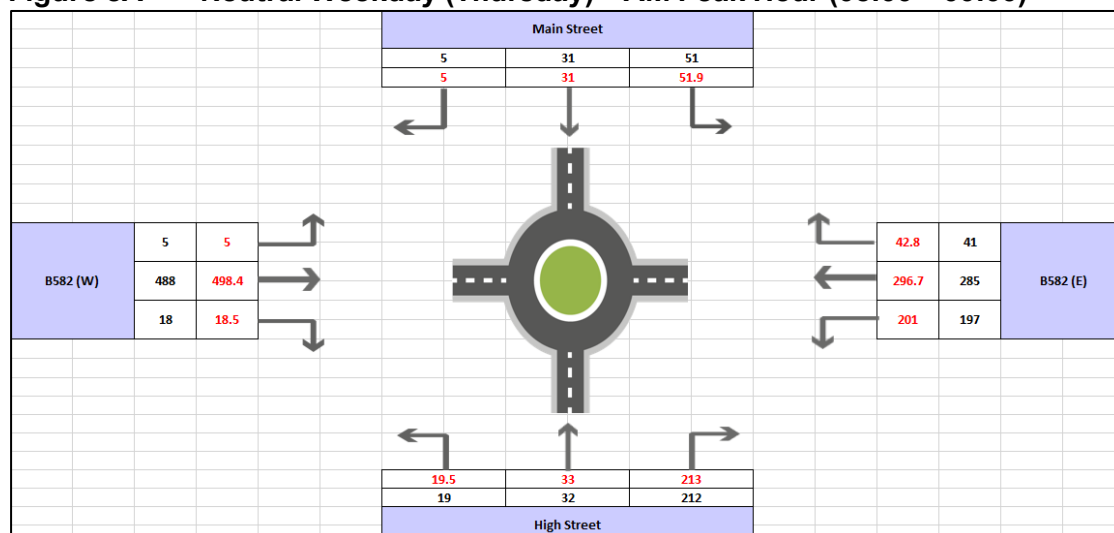
- 07:00 – 10:00 hours
- 15:00 – 18:00 hours

Saturday (5th March 2022)

- 10:00 – 14:00 hours

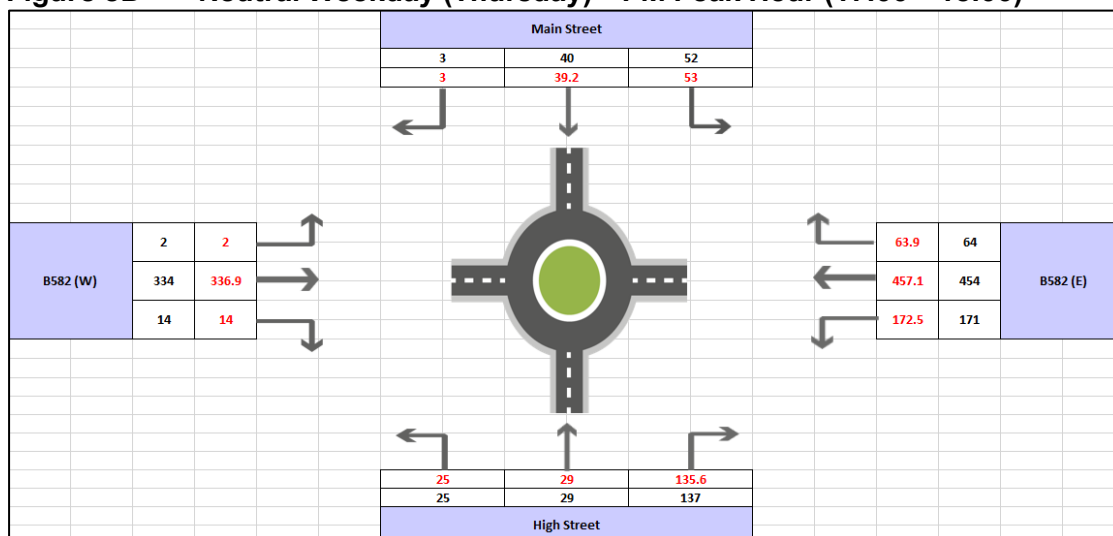
- 3.2 The full traffic survey data is included as Appendix 3.0 and the typical AM and PM network peak hour traffic flows on a neutral weekday are shown diagrammatically in Figures 3A and 3B, respectively.

Figure 3A Neutral Weekday (Thursday) – AM Peak Hour (08:00 – 09:00)



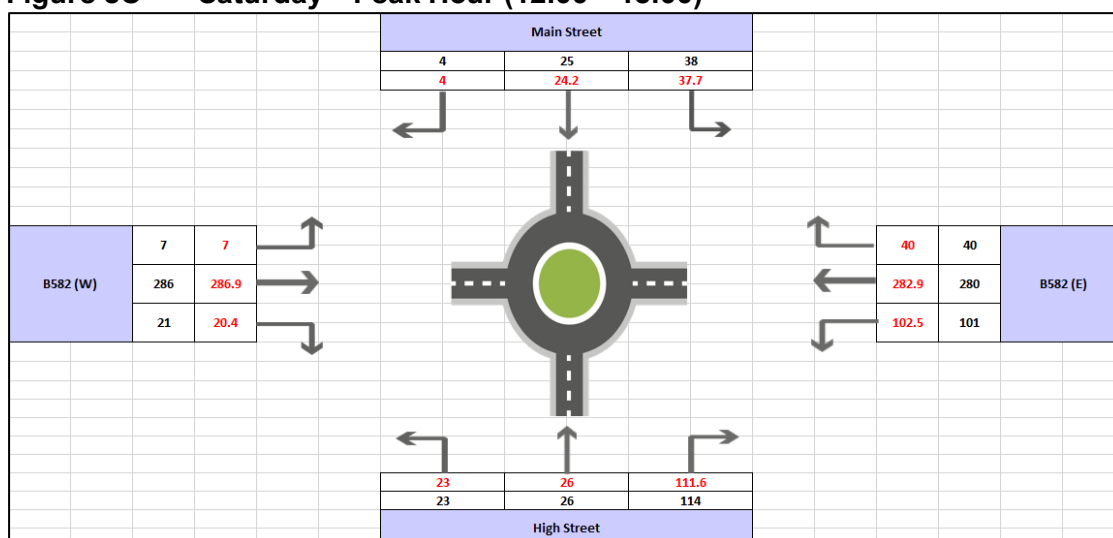
*123 = No. of Vehs 123 = Passenger Car Units (PCUs)

Figure 3B Neutral Weekday (Thursday) – PM Peak Hour (17:00 – 18:00)



3.3 The Saturday network peak hour traffic flows are shown diagrammatically in Figure 3C.

Figure 3C Saturday – Peak Hour (12:00 – 13:00)



2025 Base Flows

3.4 The 2023 surveyed flows have been growth factored to 2025 to represent a future “opening year” scenario using the following TEMPRO growth factors for Hinckley and Bosworth.

- Weekday AM: 1.0139
- Weekday PM: 1.0117
- Saturday: 1.0147

- 3.5 The 2025 base flows during typical AM and PM network peak hours on a neutral weekday are shown diagrammatically in Figures 3D and 3E, respectively.

Figure 3D 2025 Neutral Weekday (Thursday) – AM Peak Hour (08:00 – 09:00)

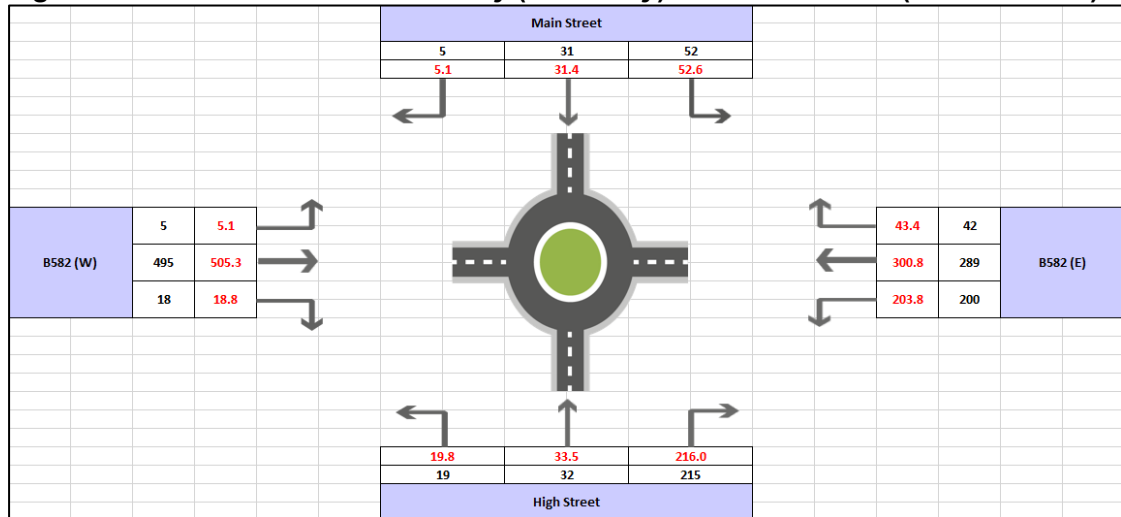
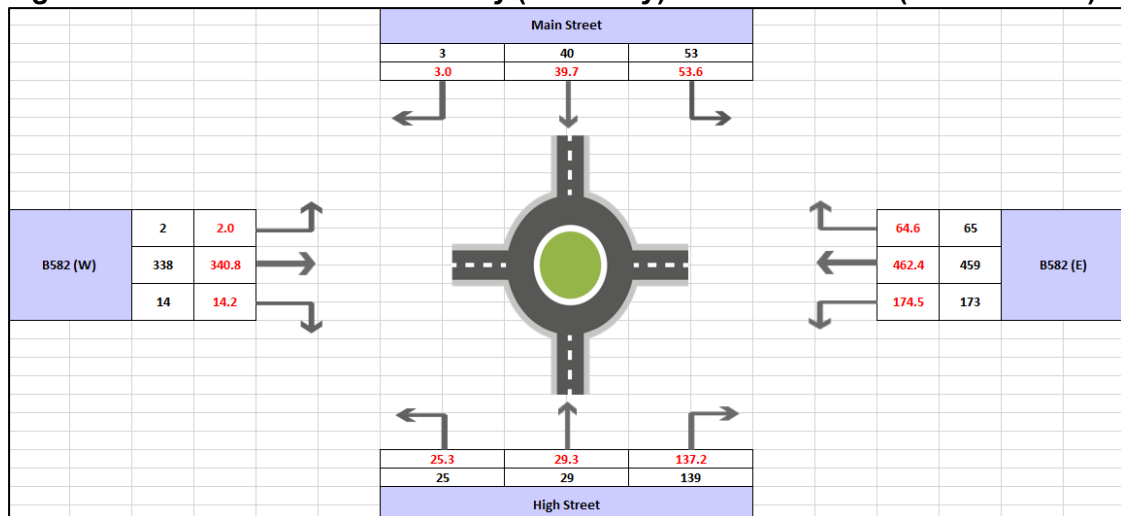
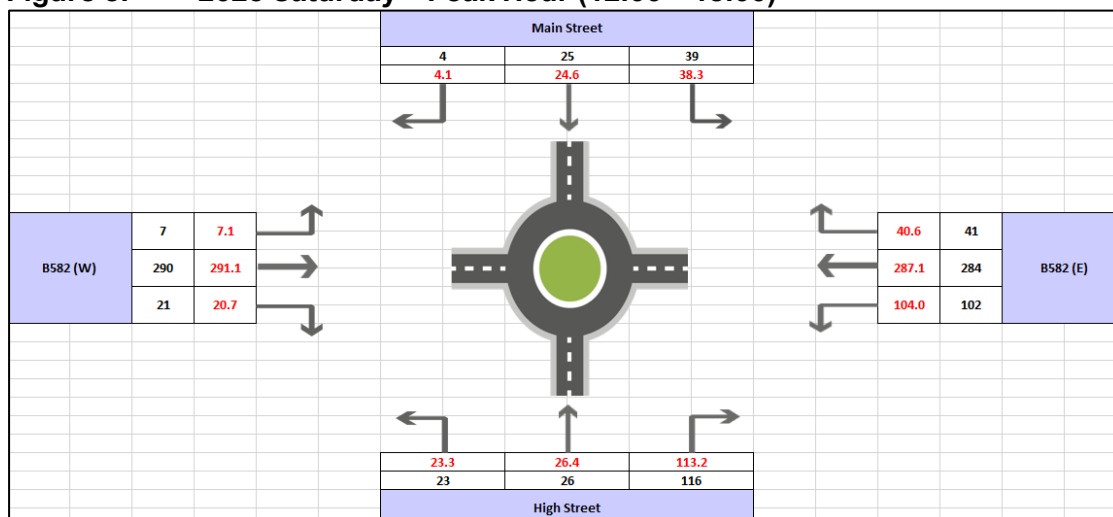


Figure 3E 2025 Neutral Weekday (Thursday) – PM Peak Hour (17:00 – 18:00)



- 3.6 The 2025 Saturday network peak hour traffic flows are shown diagrammatically in Figure 3F.

Figure 3F 2025 Saturday – Peak Hour (12:00 – 13:00)



- 3.7 The 2025 flows above include the eastbound and westbound trips on the B582(E) at the site access (i.e., inbound / outbound flows on the eastern arm of the roundabout).

Proposed Convenience Store / Public House Trip Distribution

- 3.8 To assess the capacity of the site access junction, the proposed convenience store and existing public house trips (calculated in Tables 2E and 2F) have been distributed in and out of the site based on the proportion of eastbound and westbound flows on the B582(E).
- 3.9 The 2025 proposed scenario trips at the site access junction with the B582 (High Street) during AM and PM peak hours are shown in Figures 3G and 3H below.

Figure 3G 2025 Proposed Flows – Weekday AM Peak Hour (08:00 – 09:00)

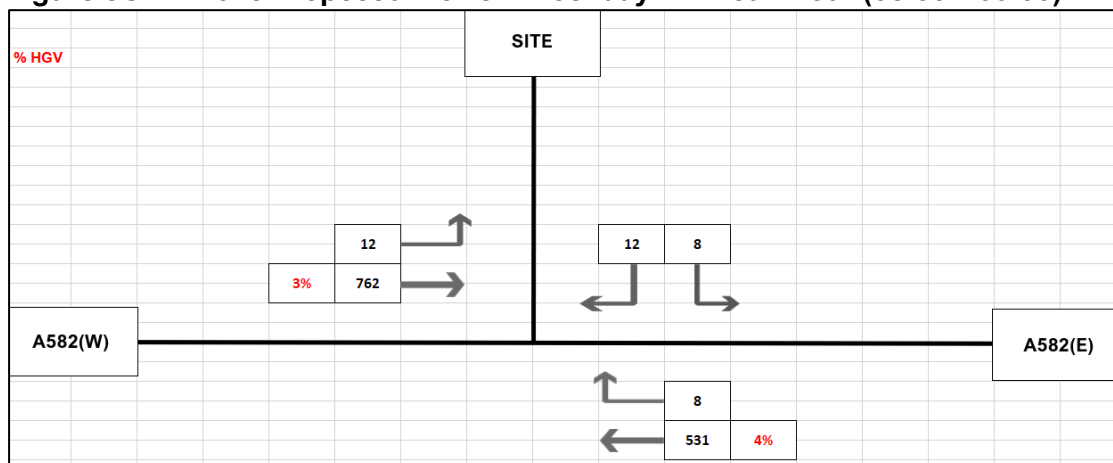
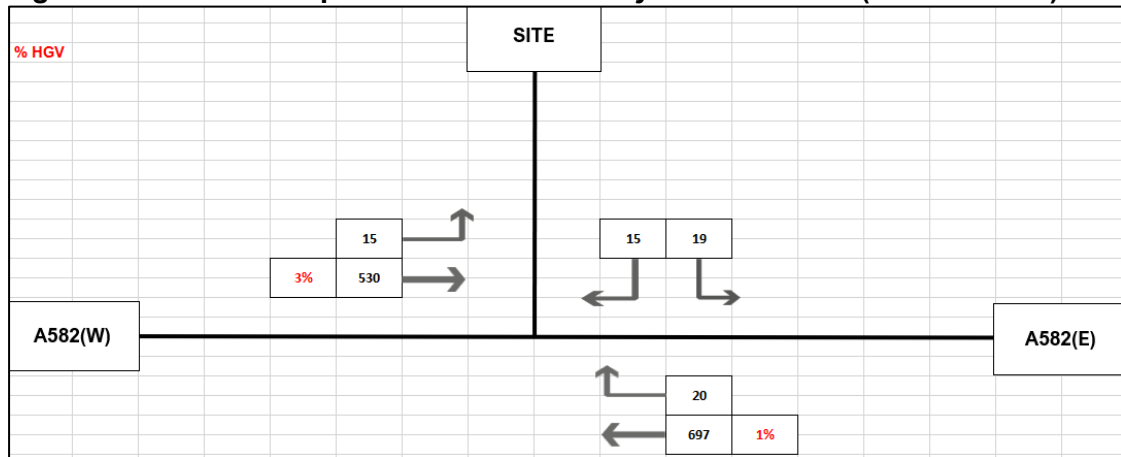
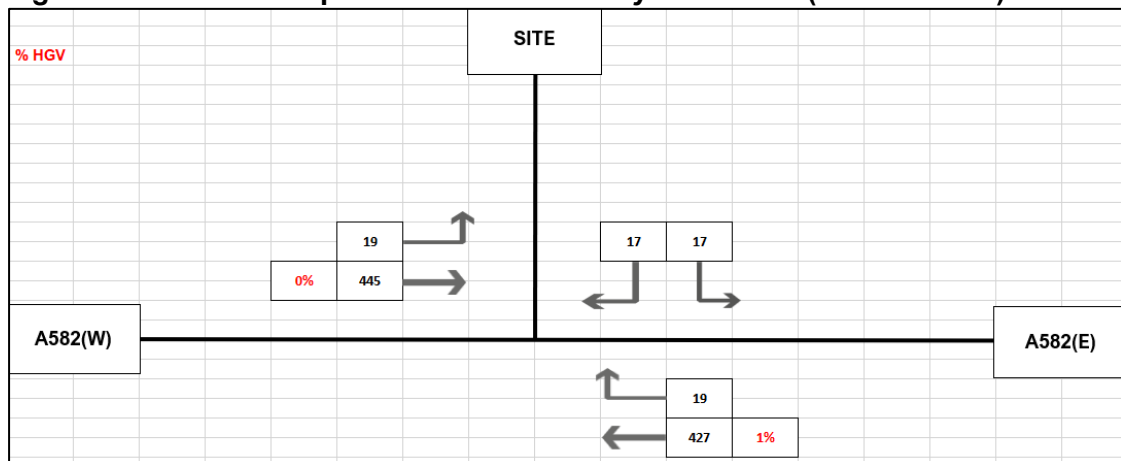


Figure 3H 2025 Proposed Flows – Weekday PM Peak Hour (17:00 – 18:00)



- 3.10 The 2025 proposed scenario trips at the site access junction with the B582 (High Street) during the Saturday peak hour is shown in Figure 3I below.

Figure 3I 2025 Proposed Flows – Saturday Peak Hour (12:00 – 13:00)



PICADY Assessment

- 3.11 ADL have undertaken a PICADY assessment of the site access junction with High Street (B582) using the computer program Junctions 10 for the 2025 Proposed Development scenario. A geometry plan of the junction and the PICADY results are provided as Appendices 4.1 and 4.2. The results are summarised in Table 3A below.

Table 3A PICADY Results: Site Access

	2025 Total Scenario					
	Weekday AM Peak		Weekday PM Peak		Saturday Peak	
	RFC	Q	RFC	Q	RFC	Q
Site Access – Exit	0.08	0.1	0.11	0.1	0.09	0.1
B582 – Right in	0.03	0.0	0.09	0.2	0.06	0.1

Q: Number of Vehicles Queueing

RFC: Ratio of Flow

- 3.12 Table 3A demonstrates that the maximum RFC would be 0.09 with negligible queues vehicles during the Weekday PM peak on the B582 during the 2025 Total Scenario.
- 3.13 The proposal would accordingly not result in any queueing or delay and resultant issues with congestion at the site access.

TRICS – CONVENIENCE STORE

1.1	Weekday
1.2	Saturday

Calculation Reference: AUDIT-733701-231103-1136

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	SD SWINDON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 292 to 550 (units: sqm)
 Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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

Selected survey days:

Monday	2 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	4
High Street	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	7 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	4 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	3 days
1.1 to 1.5	4 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	7 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	7 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.

PTAL Rating:

No PTAL Present	7 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BC-01-O-01	SAINSBURY'S LOCAL	BOURNEMOUTH CHRISTCHURCH & POOLE
	WIMBORNE ROAD		
	BOURNEMOUTH		
	WINTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	550 sqm	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
2	LS-01-O-01	CO-OPERATIVE	LEEDS
	AINSTY ROAD		
	WETHERBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	539 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
3	NY-01-O-03	CO-OPERATIVE	NORTH YORKSHIRE
	FOREST ROAD		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	305 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
4	SD-01-O-01	ONE STOP	SWINDON
	THE CIRCLE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	292 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
5	TW-01-O-02	CO-OPERATIVE	TYNE & WEAR
	ETHEL TERRACE		
	SUNDERLAND		
	CASTLETOWN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	330 sqm	
	Survey date: FRIDAY	07/04/17	Survey Type: MANUAL
6	WS-01-O-01	CO-OP	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	500 sqm	
	Survey date: THURSDAY	12/05/22	Survey Type: MANUAL
7	WS-01-O-02	SAINSBURY'S LOCAL	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	409 sqm	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TOTAL 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	1	500	1.200	1	500	0.800	1	500	2.000
06:00 - 07:00	5	461	2.301	5	461	2.171	5	461	4.472
07:00 - 08:00	7	418	5.470	7	418	5.231	7	418	10.701
08:00 - 09:00	7	418	7.385	7	418	7.316	7	418	14.701
09:00 - 10:00	7	418	5.744	7	418	5.026	7	418	10.770
10:00 - 11:00	7	418	5.470	7	418	5.128	7	418	10.598
11:00 - 12:00	7	418	5.402	7	418	5.538	7	418	10.940
12:00 - 13:00	7	418	7.145	7	418	7.077	7	418	14.222
13:00 - 14:00	7	418	5.812	7	418	5.333	7	418	11.145
14:00 - 15:00	7	418	5.368	7	418	5.641	7	418	11.009
15:00 - 16:00	7	418	6.051	7	418	5.812	7	418	11.863
16:00 - 17:00	7	418	6.940	7	418	6.085	7	418	13.025
17:00 - 18:00	7	418	8.103	7	418	8.513	7	418	16.616
18:00 - 19:00	7	418	8.274	7	418	8.308	7	418	16.582
19:00 - 20:00	7	418	6.940	7	418	6.803	7	418	13.743
20:00 - 21:00	6	439	3.570	6	439	4.520	6	439	8.090
21:00 - 22:00	6	439	2.203	6	439	2.545	6	439	4.748
22:00 - 23:00	3	486	0.617	3	486	0.480	3	486	1.097
23:00 - 24:00	2	455	0.000	2	455	0.330	2	455	0.330
Total Rates:			93.995			92.657			186.652

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

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

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Parameter summary

Trip rate parameter range selected:

292 - 550 (units: sqm)

Survey date range:

01/01/15 - 29/09/22

Number of weekdays (Monday-Friday):

7

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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

Calculation Reference: AUDIT-733701-231103-1135

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : O - CONVENIENCE STORE

TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
09	NORTH	
	CU CUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 300 to 458 (units: sqm)
 Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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 2 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2

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

Selected Location Sub Categories:

Residential Zone 1
 Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(a) 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	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	1 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CU-01-O-01	CO-OPERATIVE	CUMBERLAND
	DENTON STREET		
	CARLISLE		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	300 sqm	
	Survey date: SATURDAY	25/06/16	Survey Type: MANUAL
2	NF-01-O-03	CO-OP DAILY	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	458 sqm	
	Survey date: SATURDAY	17/09/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TOTAL 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	1	458	0.218	1	458	0.000	1	458	0.218
06:00 - 07:00	1	458	1.092	1	458	0.218	1	458	1.310
07:00 - 08:00	2	379	2.902	2	379	2.375	2	379	5.277
08:00 - 09:00	2	379	7.784	2	379	7.124	2	379	14.908
09:00 - 10:00	2	379	7.124	2	379	7.256	2	379	14.380
10:00 - 11:00	2	379	7.388	2	379	7.256	2	379	14.644
11:00 - 12:00	2	379	8.707	2	379	8.443	2	379	17.150
12:00 - 13:00	2	379	10.290	2	379	10.158	2	379	20.448
13:00 - 14:00	2	379	7.256	2	379	7.124	2	379	14.380
14:00 - 15:00	2	379	8.047	2	379	7.784	2	379	15.831
15:00 - 16:00	2	379	7.124	2	379	7.784	2	379	14.908
16:00 - 17:00	2	379	7.256	2	379	6.596	2	379	13.852
17:00 - 18:00	2	379	9.631	2	379	11.478	2	379	21.109
18:00 - 19:00	2	379	7.124	2	379	6.464	2	379	13.588
19:00 - 20:00	2	379	7.256	2	379	6.860	2	379	14.116
20:00 - 21:00	2	379	4.090	2	379	5.145	2	379	9.235
21:00 - 22:00	2	379	4.617	2	379	5.013	2	379	9.630
22:00 - 23:00	1	458	1.528	1	458	1.747	1	458	3.275
23:00 - 24:00	1	458	0.000	1	458	0.437	1	458	0.437
Total Rates:			109.434			109.262			218.696

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

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

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Parameter summary

Trip rate parameter range selected:

300 - 458 (units: sqm)

Survey date range:

01/01/15 - 29/09/22

Number of weekdays (Monday-Friday):

0

Number of Saturdays:

2

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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

TRICS – PUBLIC HOUSE

2.1	Weekday
2.2	Saturday

Calculation Reference: AUDIT-733701-231128-1106

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	HC HAMPSHIRE	1 days
	RE READING	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 285 to 520 (units: sqm)
 Range Selected by User: 175 to 550 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 04/05/23

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

Selected survey days:

Tuesday 1 days
 Thursday 1 days
 Friday 3 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3
 Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Residential Zone 3
 No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:**Use Class:**

Sui Generis 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

1.1 to 1.5	5 days
------------	--------

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

Travel Plan:

No	5 days
----	--------

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

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BH-06-C-01 HOVE STREET BRIGHTON HOVE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 460 sqm Survey date: FRIDAY 22/09/17	PUB/RESTAURANT	BRIGHTON & HOVE	Survey Type: MANUAL
2	CW-06-C-01 FORE STREET CAMBORNE POOL Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 285 sqm Survey date: FRIDAY 21/09/07	PUB/RESTAURANT	CORNWALL	Survey Type: MANUAL
3	HC-06-C-02 BOURNEMOUTH ROAD EASTLEIGH AMPFIELD Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 450 sqm Survey date: FRIDAY 16/11/07	BEEFEATER	HAMPSHIRE	Survey Type: MANUAL
4	NG-06-C-01 CLIFTON LANE NOTTINGHAM WILFORD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 450 sqm Survey date: TUESDAY 18/06/13	HARVESTER	NOTTINGHAM	Survey Type: MANUAL
5	RE-06-C-01 SOUTHCOTE LANE READING Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 520 sqm Survey date: THURSDAY 04/05/23	BEEFEATER	READING	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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
TOTAL 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	5	433	0.416	5	433	0.277	5	433	0.693
11:00 - 12:00	5	433	1.570	5	433	0.554	5	433	2.124
12:00 - 13:00	5	433	2.864	5	433	1.201	5	433	4.065
13:00 - 14:00	5	433	2.263	5	433	2.309	5	433	4.572
14:00 - 15:00	5	433	1.293	5	433	2.125	5	433	3.418
15:00 - 16:00	5	433	1.432	5	433	1.801	5	433	3.233
16:00 - 17:00	5	433	2.494	5	433	1.293	5	433	3.787
17:00 - 18:00	5	433	3.788	5	433	3.048	5	433	6.836
18:00 - 19:00	5	433	4.203	5	433	3.048	5	433	7.251
19:00 - 20:00	5	433	3.834	5	433	3.557	5	433	7.391
20:00 - 21:00	5	433	2.032	5	433	3.095	5	433	5.127
21:00 - 22:00	5	433	0.878	5	433	2.402	5	433	3.280
22:00 - 23:00	5	433	0.554	5	433	2.125	5	433	2.679
23:00 - 24:00	5	433	0.416	5	433	1.478	5	433	1.894
Total Rates:			28.037			28.313			56.350

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

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

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Parameter summary

Trip rate parameter range selected:

285 - 520 (units: sqm)

Survey date date range:

01/01/05 - 04/05/23

Number of weekdays (Monday-Friday):

5

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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

Calculation Reference: AUDIT-733701-231128-1138

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SG SOUTH GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	1 days
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 270 to 488 (units: sqm)
 Range Selected by User: 175 to 550 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 04/05/23

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

Selected survey days:

Saturday 7 days

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

Selected survey types:

Manual count 7 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Neighbourhood Centre (PPS6 Local Centre) 5

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

Selected Location Sub Categories:

Residential Zone 1
 Village 3
 No Sub Category 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 7 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	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	1 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	7 days
----	--------

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

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AC-06-C-01	HARVESTER	CHESHIRE WEST & CHESTER
	WHITCHURCH ROAD		
	CHESTER		
	CHRISTLETON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	375 sqm	
	Survey date: SATURDAY	18/10/08	Survey Type: MANUAL
2	BD-06-C-01	TOBY CARVERY	BRADFORD
	ROOLEY LANE		
	BRADFORD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	430 sqm	
	Survey date: SATURDAY	08/12/12	Survey Type: MANUAL
3	FU-06-C-01	PUB/RESTAURANT	WESTMORLAND & FURNESS
	UNDERBARROW ROAD		
	NEAR KENDAL		
	UNDERBARROW		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	450 sqm	
	Survey date: SATURDAY	14/05/22	Survey Type: MANUAL
4	LS-06-C-01	HARVESTER	LEEDS
	CARDIGAN FIELDS		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	340 sqm	
	Survey date: SATURDAY	21/09/13	Survey Type: MANUAL
5	NY-06-C-01	PUB/RES.	NORTH YORKSHIRE
	75 MAIN STREET		
	MONK FRYSTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	488 sqm	
	Survey date: SATURDAY	21/05/05	Survey Type: MANUAL
6	SF-06-C-01	PUB/RESTAURANT	SUFFOLK
	BROMFORD ROAD		
	NEAR IPSWICH		
	SPOUGHTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	380 sqm	
	Survey date: SATURDAY	13/07/13	Survey Type: MANUAL
7	SG-06-C-02	PUB/RESTAURANT	SOUTH GLOUCESTERSHIRE
	HIGH STREET		
	NEAR BRISTOL		
	WINTERBOURNE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	270 sqm	
	Survey date: SATURDAY	17/10/09	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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
TOTAL 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									
08:00 - 09:00	2	414	0.362	2	414	0.000	2	414	0.362
09:00 - 10:00	3	403	0.662	3	403	0.166	3	403	0.828
10:00 - 11:00	7	390	1.098	7	390	0.951	7	390	2.049
11:00 - 12:00	7	390	1.756	7	390	0.695	7	390	2.451
12:00 - 13:00	7	390	2.964	7	390	1.647	7	390	4.611
13:00 - 14:00	7	390	3.696	7	390	3.000	7	390	6.696
14:00 - 15:00	7	390	2.598	7	390	3.330	7	390	5.928
15:00 - 16:00	7	390	2.488	7	390	3.000	7	390	5.488
16:00 - 17:00	7	390	2.891	7	390	2.744	7	390	5.635
17:00 - 18:00	7	390	3.549	7	390	2.927	7	390	6.476
18:00 - 19:00	7	390	3.256	7	390	3.110	7	390	6.366
19:00 - 20:00	7	390	3.476	7	390	2.891	7	390	6.367
20:00 - 21:00	7	390	2.012	7	390	2.378	7	390	4.390
21:00 - 22:00	7	390	1.061	7	390	2.708	7	390	3.769
22:00 - 23:00	7	390	0.732	7	390	1.939	7	390	2.671
23:00 - 24:00	7	390	0.293	7	390	1.061	7	390	1.354
Total Rates:			32.894			32.547			65.441

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

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

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Parameter summary

Trip rate parameter range selected:

270 - 488 (units: sqm)

Survey date range:

01/01/05 - 04/05/23

Number of weekdays (Monday-Friday):

0

Number of Saturdays:

7

Number of Sundays:

0

Surveys automatically removed from selection:

1

Surveys manually removed from selection:

0

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

Desford
Thursday 3rd March 2022
Junction: 1
Approach: Main Street

	Left to B582 (E)									Ahead to High Street									Right to B582 (W)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	4	1	0	0	0	5	5.0	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	3	3	0	0	0	6	6.0	0	0	3	1	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	12	7	0	0	0	19	19.0	0	0	2	0	1	0	0	3	3.5	0	0	1	0	0	0	0	1	1.0
07:45 - 08:00	0	1	15	4	1	0	0	21	20.9	0	0	8	2	0	0	0	10	10.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	1	34	15	1	0	0	51	50.9	0	0	16	3	1	0	0	20	20.5	0	0	3	0	0	0	0	3	3.0
08:00 - 08:15	0	0	12	1	2	0	0	15	16.0	0	0	4	1	0	0	0	5	5.0	0	0	1	0	0	0	0	1	1.0
08:15 - 08:30	0	1	18	0	0	0	0	19	18.4	0	0	5	0	0	0	0	5	5.0	0	0	1	1	0	0	0	2	2.0
08:30 - 08:45	0	0	9	2	0	0	0	11	11.0	0	0	10	5	0	0	0	15	15.0	0	0	1	0	0	0	0	1	1.0
08:45 - 09:00	0	0	4	1	1	0	0	6	6.5	0	0	5	1	0	0	0	6	6.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	1	43	4	3	0	0	51	51.9	0	0	24	7	0	0	0	31	31.0	0	0	4	1	0	0	0	5	5.0
09:00 - 09:15	0	0	5	2	1	0	0	8	8.5	0	0	5	3	0	0	0	8	8.0	0	0	3	0	0	0	0	3	3.0
09:15 - 09:30	0	0	7	1	0	0	0	8	8.0	0	0	2	1	0	0	0	3	3.0	0	0	2	0	0	0	0	2	2.0
09:30 - 09:45	0	0	6	0	1	0	0	7	7.5	0	0	4	0	0	0	0	4	4.0	0	0	0	1	0	0	0	1	1.0
09:45 - 10:00	0	0	3	1	0	0	0	4	4.0	0	0	3	1	0	0	0	4	4.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	21	4	2	0	0	27	28.0	0	0	14	5	0	0	0	19	19.0	0	0	6	1	0	0	0	7	7.0
TOTAL	0	2	98	23	6	0	0	129	130.8	0	0	54	15	1	0	0	70	70.5	0	0	13	2	0	0	0	15	15.0
15:00 - 15:15	0	0	5	0	0	0	0	5	5.0	0	0	6	0	0	0	0	6	6.0	0	0	2	0	0	0	0	2	2.0
15:15 - 15:30	0	1	2	0	0	0	0	3	2.4	0	0	4	0	0	0	0	4	4.0	0	0	0	1	0	0	0	1	1.0
15:30 - 15:45	0	0	5	2	0	0	0	7	7.0	0	0	3	2	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	1	8	1	0	0	0	10	9.4	0	0	10	2	1	0	0	13	13.5	0	0	5	0	0	0	0	5	5.0
Hourly Total	0	2	20	3	0	0	0	25	23.8	0	0	23	4	1	0	0	28	28.5	0	0	7	1	0	0	0	8	8.0
16:00 - 16:15	0	0	8	2	0	0	0	10	10.0	0	0	5	0	0	0	0	5	5.0	0	0	0	1	0	0	0	1	1.0
16:15 - 16:30	0	0	7	4	3	0	0	14	15.5	1	0	7	1	0	0	0	9	8.2	0	0	1	0	0	0	0	1	1.0
16:30 - 16:45	0	0	18	3	1	0	0	22	22.5	0	0	4	2	0	0	0	6	6.0	0	0	2	0	0	0	0	2	2.0
16:45 - 17:00	0	0	8	3	0	0	0	11	11.0	0	0	8	1	0	0	0	9	9.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	41	12	4	0	0	57	59.0	1	0	24	4	0	0	0	29	28.2	0	0	4	1	0	0	0	5	5.0
17:00 - 17:15	0	0	16	1	2	0	0	19	20.0	0	0	12	0	0	0	0	12	12.0	0	0	3	0	0	0	0	3	3.0
17:15 - 17:30	0	0	9	2	0	0	0	11	11.0	0	0	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	6	0	0	0	0	6	6.0	1	0	8	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	14	2	0	0	0	16	16.0	0	0	8	4	0	0	0	12	12.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	45	5	2	0	0	52	53.0	1	0	35	4	0	0	0	40	39.2	0	0	3	0	0	0	0	3	3.0
TOTAL	0	2	106	20	6	0	0	134	135.8	2	0	82	12	1	0	0	97	95.9	0	0	14	2	0	0	0	16	16.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

APPENDIX 3.0

2022 CTC Survey Results

Desford
Thursday 3rd March 2022
Junction: 1
Approach: B582 East

	Left to High Street									Ahead to B582 (W)									Right to Main Street								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	16	3	0	0	0	19	19.0	0	0	28	17	0	1	0	46	47.3	0	0	1	0	0	0	0	1	1.0
07:15 - 07:30	0	0	20	7	0	0	0	27	27.0	0	0	29	13	2	2	1	47	51.6	0	0	4	1	0	0	0	5	5.0
07:30 - 07:45	0	0	24	5	2	0	0	31	32.0	0	0	47	16	5	0	0	68	70.5	0	0	4	1	0	0	0	5	5.0
07:45 - 08:00	0	0	42	7	0	0	0	49	49.0	0	0	56	20	4	0	2	82	86.0	0	0	6	4	2	1	0	13	15.3
Hourly Total	0	0	102	22	2	0	0	126	127.0	0	0	160	66	11	3	3	243	255.4	0	0	15	6	2	1	0	24	26.3
08:00 - 08:15	0	0	26	10	0	0	1	37	38.0	0	0	40	22	1	2	1	66	70.1	0	0	8	5	0	1	0	14	15.3
08:15 - 08:30	0	0	39	7	3	0	0	49	50.5	0	0	56	10	0	1	1	68	70.3	0	0	5	1	0	0	0	6	6.0
08:30 - 08:45	0	0	66	11	1	0	0	78	78.5	0	0	65	15	4	0	1	85	88.0	0	0	6	3	1	0	0	10	10.5
08:45 - 09:00	0	0	26	5	2	0	0	33	34.0	0	0	49	14	2	1	0	66	68.3	0	0	10	1	0	0	0	11	11.0
Hourly Total	0	0	157	33	6	0	1	197	201.0	0	0	210	61	7	4	3	285	296.7	0	0	29	10	1	1	0	41	42.8
09:00 - 09:15	0	0	27	4	1	0	0	32	32.5	0	0	34	7	3	1	0	45	47.8	0	0	6	0	0	0	0	6	6.0
09:15 - 09:30	0	0	24	3	0	0	0	27	27.0	0	0	36	6	4	1	1	48	52.3	0	0	8	1	0	0	0	9	9.0
09:30 - 09:45	0	0	17	3	1	0	0	21	21.5	0	0	29	7	5	1	0	42	45.8	1	0	5	0	0	0	0	6	5.2
09:45 - 10:00	0	0	11	6	1	0	0	18	18.5	0	0	35	8	0	1	0	44	45.3	0	0	8	2	0	0	0	10	10.0
Hourly Total	0	0	79	16	3	0	0	98	99.5	0	0	134	28	12	4	1	179	191.2	1	0	27	3	0	0	0	31	30.2
TOTAL	0	0	338	71	11	0	1	421	427.5	0	0	504	155	30	11	7	707	743.3	1	0	71	19	3	2	0	96	99.3
15:00 - 15:15	1	0	47	3	0	0	0	51	50.2	2	1	84	17	4	0	2	110	111.8	0	0	8	0	0	0	0	8	8.0
15:15 - 15:30	0	0	16	9	0	0	0	25	25.0	0	0	55	12	2	0	0	69	70.0	0	1	6	1	0	0	0	8	7.4
15:30 - 15:45	0	0	28	8	1	0	0	37	37.5	0	0	70	17	1	0	0	88	88.5	0	0	15	0	1	0	0	16	16.5
15:45 - 16:00	1	0	18	7	1	0	0	27	26.7	0	1	72	18	3	1	2	97	101.2	0	0	11	1	1	0	0	13	13.5
Hourly Total	2	0	109	27	2	0	0	140	139.4	2	2	281	64	10	1	4	364	371.5	0	1	40	2	2	0	0	45	45.4
16:00 - 16:15	0	0	25	3	0	0	0	28	28.0	0	0	63	14	0	2	0	79	81.6	0	0	10	3	0	0	0	13	13.0
16:15 - 16:30	0	0	31	9	0	0	1	41	42.0	0	0	84	21	1	4	0	110	115.7	0	0	11	3	0	0	0	14	14.0
16:30 - 16:45	0	0	29	9	2	0	0	40	41.0	1	1	95	17	0	0	0	114	112.6	0	0	10	1	0	0	0	11	11.0
16:45 - 17:00	0	0	40	5	0	0	0	45	45.0	1	2	92	15	1	0	1	112	111.5	0	0	3	3	0	0	0	6	6.0
Hourly Total	0	0	125	26	2	0	1	154	156.0	2	3	334	67	2	6	1	415	421.4	0	0	34	10	0	0	0	44	44.0
17:00 - 17:15	0	0	36	3	2	0	0	41	42.0	0	0	103	13	1	0	0	117	117.5	0	1	9	1	0	0	0	11	10.4
17:15 - 17:30	0	0	46	13	0	0	0	59	59.0	0	1	111	12	4	0	1	129	131.4	0	0	17	2	0	0	0	19	19.0
17:30 - 17:45	0	0	30	4	1	0	0	35	35.5	1	0	98	15	1	0	0	115	114.7	0	0	14	3	1	0	0	18	18.5
17:45 - 18:00	0	0	34	2	0	0	0	36	36.0	0	0	80	12	1	0	0	93	93.5	0	0	15	1	0	0	0	16	16.0
Hourly Total	0	0	146	22	3	0	0	171	172.5	1	1	392	52	7	0	1	454	457.1	0	1	55	7	1	0	0	64	63.9
TOTAL	2	0	380	75	7	0	1	465	467.9	5	6	1007	183	19	7	6	1233	1250.0	0	2	129	19	3	0	0	153	153.3

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Desford
Thursday 3rd March 2022
Junction: 1
Approach: High Street

	Left to B582 (W)									Ahead to Main Street									Right to B582 (E)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	3	1	0	0	0	4	4.0	0	0	2	0	0	0	0	2	2.0	0	0	34	4	0	0	0	38	38.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	10	0	0	0	0	10	10.0	0	0	24	4	1	0	0	29	29.5
07:30 - 07:45	0	0	4	2	1	0	0	7	7.5	0	0	4	0	0	0	0	4	4.0	1	0	41	5	2	0	1	50	51.2
07:45 - 08:00	0	0	5	0	0	0	0	5	5.0	0	0	7	4	0	0	0	11	11.0	0	0	57	8	2	0	0	67	68.0
Hourly Total	0	0	12	3	1	0	0	16	16.5	0	0	23	4	0	0	0	27	27.0	1	0	156	21	5	0	1	184	186.7
08:00 - 08:15	0	0	4	1	0	0	0	5	5.0	0	0	4	1	1	0	0	6	6.5	0	0	59	5	2	0	0	66	67.0
08:15 - 08:30	0	0	4	2	0	0	0	6	6.0	0	0	10	1	0	0	0	11	11.0	0	0	44	6	0	0	0	50	50.0
08:30 - 08:45	0	0	0	2	0	0	0	2	2.0	0	0	6	1	1	0	0	8	8.5	0	0	40	5	0	0	0	45	45.0
08:45 - 09:00	0	0	5	0	1	0	0	6	6.5	0	0	5	2	0	0	0	7	7.0	0	0	46	5	0	0	0	51	51.0
Hourly Total	0	0	13	5	1	0	0	19	19.5	0	0	25	5	2	0	0	32	33.0	0	0	189	21	2	0	0	212	213.0
09:00 - 09:15	0	0	5	0	0	0	0	5	5.0	0	0	4	0	0	0	0	4	4.0	0	0	31	4	2	0	0	37	38.0
09:15 - 09:30	0	0	3	1	0	0	0	4	4.0	0	0	5	1	2	0	0	8	9.0	0	0	31	4	1	0	0	36	36.5
09:30 - 09:45	0	0	1	1	0	0	0	2	2.0	0	0	5	1	0	0	0	6	6.0	0	0	17	3	1	0	0	21	21.5
09:45 - 10:00	0	0	2	1	0	0	0	3	3.0	1	0	6	1	1	0	0	9	8.7	0	0	18	5	2	1	1	27	30.3
Hourly Total	0	0	11	3	0	0	0	14	14.0	1	0	20	3	3	0	0	27	27.7	0	0	97	16	6	1	1	121	126.3
TOTAL	0	0	36	11	2	0	0	49	50.0	1	0	68	12	5	0	0	86	87.7	1	0	442	58	13	1	2	517	526.0
15:00 - 15:15	0	0	18	2	0	0	0	20	20.0	0	0	18	1	0	0	0	19	19.0	0	0	40	7	0	0	0	47	47.0
15:15 - 15:30	0	0	15	0	0	0	0	15	15.0	0	0	7	1	0	0	0	8	8.0	0	0	42	6	0	0	0	48	48.0
15:30 - 15:45	0	0	15	2	1	0	0	18	18.5	1	0	14	2	0	0	0	17	16.2	0	0	68	8	0	0	0	76	76.0
15:45 - 16:00	0	0	12	4	0	0	0	16	16.0	0	0	9	3	0	0	0	12	12.0	0	0	41	8	0	0	0	49	49.0
Hourly Total	0	0	60	8	1	0	0	69	69.5	1	0	48	7	0	0	0	56	55.2	0	0	191	29	0	0	0	220	220.0
16:00 - 16:15	0	0	7	2	0	0	0	9	9.0	0	0	10	1	0	0	0	11	11.0	0	1	74	11	1	0	0	87	86.9
16:15 - 16:30	0	1	16	0	0	0	0	17	16.4	0	0	6	2	1	0	0	9	9.5	0	0	40	9	0	0	0	49	49.0
16:30 - 16:45	0	0	1	1	0	0	0	2	2.0	0	0	10	0	0	0	0	10	10.0	0	0	46	16	1	0	0	63	63.5
16:45 - 17:00	0	0	2	1	1	0	0	4	4.5	1	0	6	0	0	0	0	7	6.2	1	0	40	8	0	0	0	49	48.2
Hourly Total	0	1	26	4	1	0	0	32	31.9	1	0	32	3	1	0	0	37	36.7	1	1	200	44	2	0	0	248	247.6
17:00 - 17:15	0	0	7	1	0	0	0	8	8.0	0	0	10	0	0	0	0	10	10.0	0	0	33	8	0	0	0	41	41.0
17:15 - 17:30	0	0	8	1	0	0	0	9	9.0	0	0	7	0	0	0	0	7	7.0	0	0	28	3	0	0	0	31	31.0
17:30 - 17:45	0	0	4	0	0	0	0	4	4.0	0	0	5	0	0	0	0	5	5.0	0	0	31	0	0	0	0	31	31.0
17:45 - 18:00	0	0	3	1	0	0	0	4	4.0	0	0	5	2	0	0	0	7	7.0	1	1	31	1	0	0	0	34	32.6
Hourly Total	0	0	22	3	0	0	0	25	25.0	0	0	27	2	0	0	0	29	29.0	1	1	123	12	0	0	0	137	135.6
TOTAL	0	1	108	15	2	0	0	126	126.4	2	0	107	12	1	0	0	122	120.9	2	2	514	85	2	0	0	605	603.2

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Desford
Thursday 3rd March 2022
Junction: 1
Approach: B582 West

TIME	Left to Main Street									Ahead to B582 (E)									Right to High Street								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	75	20	1	0	1	97	98.5	0	0	6	2	0	0	0	8	8.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	94	20	4	0	0	118	120.0	0	0	4	0	0	0	0	4	4.0
07:30 - 07:45	0	0	1	0	0	0	0	1	1.0	0	0	100	18	1	0	1	120	121.5	0	0	3	2	0	0	0	5	5.0
07:45 - 08:00	0	0	0	1	0	0	0	1	1.0	0	1	117	21	4	1	1	145	148.7	0	0	3	1	0	0	0	4	4.0
Hourly Total	0	0	1	1	0	0	0	2	2.0	0	1	386	79	10	1	3	480	488.7	0	0	16	5	0	0	0	21	21.0
08:00 - 08:15	0	0	1	0	0	0	0	1	1.0	0	0	98	18	4	1	0	121	124.3	0	0	4	4	1	0	0	9	9.5
08:15 - 08:30	0	0	1	0	0	0	0	1	1.0	1	0	131	15	7	1	2	157	163.0	0	0	2	0	0	0	0	2	2.0
08:30 - 08:45	0	0	1	0	0	0	0	1	1.0	0	4	93	9	3	0	1	110	110.1	0	0	3	2	0	0	0	5	5.0
08:45 - 09:00	0	0	1	1	0	0	0	2	2.0	1	0	86	11	1	1	0	100	101.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	0	4	1	0	0	0	5	5.0	2	4	408	53	15	3	3	488	498.4	0	0	11	6	1	0	0	18	18.5
09:00 - 09:15	0	0	0	0	1	0	0	1	1.5	2	0	71	13	3	2	0	91	93.5	0	0	2	1	0	0	0	3	3.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	61	9	4	3	0	77	82.9	0	0	4	1	0	0	0	5	5.0
09:30 - 09:45	0	0	4	0	0	0	0	4	4.0	0	0	43	14	8	1	0	66	71.3	0	0	2	0	0	0	0	2	2.0
09:45 - 10:00	0	0	6	0	0	0	0	6	6.0	1	1	62	14	2	0	0	80	79.6	0	0	4	0	1	0	0	5	5.5
Hourly Total	0	0	10	0	1	0	0	11	11.5	3	1	237	50	17	6	0	314	327.3	0	0	12	2	1	0	0	15	15.5
TOTAL	0	0	15	2	1	0	0	18	18.5	5	6	1031	182	42	10	6	1282	1314.4	0	0	39	13	2	0	0	54	55.0
15:00 - 15:15	0	0	1	0	0	0	0	1	1.0	0	0	49	9	2	0	0	60	61.0	0	0	5	1	0	0	0	6	6.0
15:15 - 15:30	0	0	2	0	0	0	0	2	2.0	1	0	69	13	4	1	2	90	94.5	0	0	6	0	0	0	0	6	6.0
15:30 - 15:45	0	0	1	1	0	0	0	2	2.0	0	0	52	17	3	5	2	79	89.0	0	0	2	2	0	0	0	4	4.0
15:45 - 16:00	0	0	1	0	0	0	0	1	1.0	2	1	58	23	1	1	1	87	87.6	0	0	10	1	0	0	0	11	11.0
Hourly Total	0	0	5	1	0	0	0	6	6.0	3	1	228	62	10	7	5	316	332.1	0	0	23	4	0	0	0	27	27.0
16:00 - 16:15	0	0	1	0	0	0	0	1	1.0	0	0	69	23	1	0	1	94	95.5	0	0	4	2	0	0	0	6	6.0
16:15 - 16:30	0	0	2	1	0	0	0	3	3.0	0	0	73	16	1	0	1	91	92.5	0	0	5	1	0	0	0	6	6.0
16:30 - 16:45	0	0	2	0	1	0	0	3	3.5	0	0	59	10	1	0	0	70	70.5	0	0	2	1	0	0	0	3	3.0
16:45 - 17:00	1	0	0	1	0	0	0	2	1.2	0	0	65	19	1	0	1	86	87.5	0	0	1	2	0	0	0	3	3.0
Hourly Total	1	0	5	2	1	0	0	9	8.7	0	0	266	68	4	0	3	341	346.0	0	0	12	6	0	0	0	18	18.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	1	83	9	0	0	0	93	92.4	0	0	0	2	0	0	0	2	2.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	65	10	4	0	0	79	81.0	0	0	4	0	0	0	0	4	4.0
17:30 - 17:45	0	0	2	0	0	0	0	2	2.0	0	0	78	12	1	0	0	91	91.5	0	0	6	2	0	0	0	8	8.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	65	5	0	0	1	71	72.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	2	0	0	0	0	2	2.0	0	1	291	36	5	0	1	334	336.9	0	0	10	4	0	0	0	14	14.0
TOTAL	1	0	12	3	1	0	0	17	16.7	3	2	785	166	19	7	9	991	1015.0	0	0	45	14	0	0	0	59	59.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Desford
Saturday 5th March 2022
Junction: 1
Approach: Main Street

TIME	Left to B582 (E)									Ahead to High Street									Right to B582 (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
10:00 - 10:15	0	0	9	0	0	0	0	9	9.0	0	0	5	0	0	0	0	5	5.0	0	0	3	0	0	0	0	3	3.0
10:15 - 10:30	0	0	2	3	0	0	0	5	5.0	1	0	2	1	0	0	0	4	3.2	0	0	2	2	0	0	0	4	4.0
10:30 - 10:45	0	0	9	1	0	0	0	10	10.0	0	0	10	3	1	0	0	14	14.5	0	0	2	1	0	0	0	3	3.0
10:45 - 11:00	0	0	9	0	0	0	0	9	9.0	0	0	10	0	1	0	0	11	11.5	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	29	4	0	0	0	33	33.0	1	0	27	4	2	0	0	34	34.2	0	0	8	3	0	0	0	11	11.0
11:00 - 11:15	0	0	13	0	1	0	0	14	14.5	0	0	7	2	0	0	0	9	9.0	0	0	0	0	0	0	0	0	0.0
11:15 - 11:30	0	0	7	1	0	0	0	8	8.0	0	2	3	0	0	0	0	5	3.8	0	0	0	0	0	0	0	0	0.0
11:30 - 11:45	0	0	9	1	0	0	0	10	10.0	1	0	10	0	0	0	0	11	10.2	0	0	1	0	0	0	0	1	1.0
11:45 - 12:00	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	1	0	0	1	1.5
Hourly Total	0	0	30	2	1	0	0	33	33.5	1	2	21	2	0	0	0	26	24.0	0	0	1	0	1	0	0	2	2.5
12:00 - 12:15	1	0	10	1	0	0	0	12	11.2	0	0	10	2	0	0	0	12	12.0	0	0	0	0	0	0	0	0	0.0
12:15 - 12:30	0	0	3	1	0	0	0	4	4.0	0	0	4	0	0	0	0	4	4.0	0	0	0	1	0	0	0	1	1.0
12:30 - 12:45	0	0	8	1	1	0	0	10	10.5	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	12	0	0	0	0	12	12.0	0	0	4	0	0	0	0	4	4.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	1	0	33	3	1	0	0	38	37.7	1	0	22	2	0	0	0	25	24.2	0	0	3	1	0	0	0	4	4.0
13:00 - 13:15	0	0	2	0	0	0	0	2	2.0	0	1	2	2	0	0	0	5	4.4	0	0	1	0	0	0	0	1	1.0
13:15 - 13:30	0	0	8	0	0	0	0	8	8.0	1	0	6	0	0	0	0	7	6.2	0	0	2	0	1	0	0	3	3.5
13:30 - 13:45	0	0	9	2	0	0	0	11	11.0	0	0	7	0	0	0	0	7	7.0	0	0	1	0	1	0	0	2	2.5
13:45 - 14:00	1	0	8	1	0	0	0	10	9.2	2	0	2	2	0	0	0	6	4.4	0	0	0	1	0	0	0	1	1.0
Hourly Total	1	0	27	3	0	0	0	31	30.2	3	1	17	4	0	0	0	25	22.0	0	0	4	1	2	0	0	7	8.0
TOTAL	2	0	119	12	2	0	0	135	134.4	6	3	87	12	2	0	0	110	104.4	0	0	16	5	3	0	0	24	25.5

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Desford
Saturday 5th March 2022
Junction: 1
Approach: B582 East

TIME	Left to High Street									Ahead to B582 (W)									Right to Main Street								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
10:00 - 10:15	0	0	27	2	2	0	0	31	32.0	0	0	66	8	1	0	0	75	75.5	1	0	6	0	0	0	0	7	6.2
10:15 - 10:30	0	0	19	1	0	0	0	20	20.0	0	0	59	5	0	0	1	65	66.0	0	0	6	3	0	0	0	9	9.0
10:30 - 10:45	1	0	23	5	2	0	0	31	31.2	0	0	54	5	0	0	0	59	59.0	0	0	8	1	0	0	0	9	9.0
10:45 - 11:00	1	0	17	3	0	0	0	21	20.2	0	0	60	5	1	0	0	66	66.5	0	0	6	0	0	0	0	6	6.0
Hourly Total	2	0	86	11	4	0	0	103	103.4	0	0	239	23	2	0	1	265	267.0	1	0	26	4	0	0	0	31	30.2
11:00 - 11:15	0	0	33	3	0	0	0	36	36.0	0	1	70	9	1	0	0	81	80.9	1	0	10	0	0	0	0	11	10.2
11:15 - 11:30	0	0	27	1	1	0	0	29	29.5	0	0	66	13	2	0	0	81	82.0	0	0	11	3	0	0	0	14	14.0
11:30 - 11:45	0	3	19	1	0	0	0	23	21.2	0	1	63	5	0	0	0	69	68.4	0	0	10	3	0	0	0	13	13.0
11:45 - 12:00	0	0	31	4	1	0	0	36	36.5	0	0	57	7	0	0	0	64	64.0	0	0	14	1	0	0	0	15	15.0
Hourly Total	0	3	110	9	2	0	0	124	123.2	0	2	256	34	3	0	0	295	295.3	1	0	45	7	0	0	0	53	52.2
12:00 - 12:15	0	0	17	3	0	0	0	20	20.0	0	0	59	7	0	1	0	67	68.3	0	0	9	0	0	0	0	9	9.0
12:15 - 12:30	0	0	19	0	0	0	0	19	19.0	0	0	64	8	1	0	1	74	75.5	0	0	10	0	0	0	0	10	10.0
12:30 - 12:45	0	0	25	6	0	0	0	31	31.0	0	1	67	6	0	1	0	75	75.7	0	0	10	2	0	0	0	12	12.0
12:45 - 13:00	0	0	28	0	3	0	0	31	32.5	0	1	58	5	0	0	0	64	63.4	0	0	8	1	0	0	0	9	9.0
Hourly Total	0	0	89	9	3	0	0	101	102.5	0	2	248	26	1	2	1	280	282.9	0	0	37	3	0	0	0	40	40.0
13:00 - 13:15	0	0	19	3	1	0	0	23	23.5	0	0	65	10	1	0	0	76	76.5	0	0	8	1	1	0	0	10	10.5
13:15 - 13:30	2	0	25	3	0	0	0	30	28.4	0	0	68	5	0	0	1	74	75.0	0	0	7	0	0	0	0	7	7.0
13:30 - 13:45	0	0	25	3	0	0	0	28	28.0	0	0	46	5	0	0	0	51	51.0	0	0	8	0	0	0	0	8	8.0
13:45 - 14:00	0	0	21	2	1	0	0	24	24.5	0	2	62	6	1	0	0	71	70.3	0	0	9	1	0	0	0	10	10.0
Hourly Total	2	0	90	11	2	0	0	105	104.4	0	2	241	26	2	0	1	272	272.8	0	0	32	2	1	0	0	35	35.5
TOTAL	4	3	375	40	11	0	0	433	433.5	0	6	984	109	8	2	3	1112	1118.0	2	0	140	16	1	0	0	159	157.9

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Desford
Saturday 5th March 2022
Junction: 1
Approach: High Street

TIME	Left to B582 (W)										Ahead to Main Street										Right to B582 (E)									
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs			
10:00 - 10:15	0	0	2	0	0	0	0	2	2.0	19	0	7	0	0	0	0	26	10.8	0	0	22	7	1	0	0	0	30	30.5		
10:15 - 10:30	0	0	1	3	0	0	0	4	4.0	8	0	7	1	0	0	0	16	9.6	1	0	17	5	0	0	0	0	23	22.2		
10:30 - 10:45	0	0	7	2	0	0	0	9	9.0	0	0	7	0	0	0	0	7	7.0	0	0	19	1	0	0	0	0	20	20.0		
10:45 - 11:00	0	0	4	2	0	0	0	6	6.0	0	0	6	1	0	0	0	7	7.0	1	0	26	2	1	0	0	0	30	29.7		
Hourly Total	0	0	14	7	0	0	0	21	21.0	27	0	27	2	0	0	0	56	34.4	2	0	84	15	2	0	0	0	103	102.4		
11:00 - 11:15	0	0	2	2	0	0	0	4	4.0	0	2	5	1	0	0	0	8	6.8	0	0	29	4	2	0	0	0	35	36.0		
11:15 - 11:30	0	0	7	1	0	0	0	8	8.0	0	0	9	2	0	0	0	11	11.0	0	0	24	3	0	0	0	0	27	27.0		
11:30 - 11:45	0	0	6	1	0	0	0	7	7.0	0	0	6	1	0	0	0	7	7.0	0	0	31	2	0	0	0	0	33	33.0		
11:45 - 12:00	0	0	6	1	0	0	0	7	7.0	1	0	10	0	0	0	0	11	10.2	0	0	17	0	0	0	0	0	17	17.0		
Hourly Total	0	0	21	5	0	0	0	26	26.0	1	2	30	4	0	0	0	37	35.0	0	0	101	9	2	0	0	0	112	113.0		
12:00 - 12:15	0	0	7	2	0	0	0	9	9.0	0	0	12	0	0	0	0	12	12.0	0	0	38	5	0	0	0	0	43	43.0		
12:15 - 12:30	0	0	9	0	0	0	0	9	9.0	0	0	4	4	0	0	0	8	8.0	0	0	21	1	0	0	0	0	22	22.0		
12:30 - 12:45	0	0	2	0	0	0	0	2	2.0	0	0	4	0	0	0	0	4	4.0	0	4	20	2	0	0	0	0	26	23.6		
12:45 - 13:00	0	0	3	0	0	0	0	3	3.0	0	0	2	0	0	0	0	2	2.0	0	0	21	2	0	0	0	0	23	23.0		
Hourly Total	0	0	21	2	0	0	0	23	23.0	0	0	22	4	0	0	0	26	26.0	0	4	100	10	0	0	0	0	114	111.6		
13:00 - 13:15	0	0	4	0	0	0	0	4	4.0	0	0	3	0	0	0	0	3	3.0	0	1	27	2	0	0	0	0	30	29.4		
13:15 - 13:30	0	0	1	1	0	0	0	2	2.0	0	0	5	1	0	0	0	6	6.0	0	0	15	5	0	0	0	0	20	20.0		
13:30 - 13:45	0	0	9	0	0	0	0	9	9.0	0	0	4	1	0	0	0	5	5.0	0	0	7	0	0	0	0	0	7	7.0		
13:45 - 14:00	0	0	7	0	0	0	0	7	7.0	0	1	3	0	0	0	0	4	3.4	0	0	25	1	1	0	0	0	27	27.5		
Hourly Total	0	0	21	1	0	0	0	22	22.0	0	1	15	2	0	0	0	18	17.4	0	1	74	8	1	0	0	0	84	83.9		
TOTAL	0	0	77	15	0	0	0	92	92.0	28	3	94	12	0	0	0	137	112.8	2	5	359	42	5	0	0	0	413	410.9		

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Desford
Saturday 5th March 2022
Junction: 1
Approach: B582 West

TIME	Left to Main Street									Ahead to B582 (E)									Right to High Street								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
10:00 - 10:15	0	0	2	0	0	0	0	2	2.0	0	0	64	6	0	0	0	70	70.0	0	0	5	0	0	0	0	5	5.0
10:15 - 10:30	0	0	3	0	0	0	0	3	3.0	0	0	69	10	0	0	0	79	79.0	0	0	4	1	0	0	0	5	5.0
10:30 - 10:45	0	0	2	0	0	0	0	2	2.0	2	0	93	10	0	0	1	106	105.4	0	0	2	0	0	0	0	2	2.0
10:45 - 11:00	0	0	3	0	0	0	0	3	3.0	0	0	74	9	0	0	0	83	83.0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	0	10	0	0	0	0	10	10.0	2	0	300	35	0	0	1	338	337.4	0	0	15	1	0	0	0	16	16.0
11:00 - 11:15	0	0	2	0	0	0	0	2	2.0	1	1	64	7	0	0	0	73	71.6	0	0	5	0	0	0	0	5	5.0
11:15 - 11:30	0	0	2	0	0	0	0	2	2.0	0	0	72	6	0	0	0	78	78.0	0	1	1	1	0	0	0	3	2.4
11:30 - 11:45	0	0	5	0	0	0	0	5	5.0	0	0	76	7	0	0	1	84	85.0	0	0	5	1	0	0	0	6	6.0
11:45 - 12:00	0	0	1	0	0	0	0	1	1.0	0	2	74	12	1	0	0	89	88.3	0	0	6	0	0	0	0	6	6.0
Hourly Total	0	0	10	0	0	0	0	10	10.0	1	3	286	32	1	0	1	324	322.9	0	1	17	2	0	0	0	20	19.4
12:00 - 12:15	0	0	1	0	0	0	0	1	1.0	0	0	55	8	0	0	0	63	63.0	0	0	2	0	0	0	0	2	2.0
12:15 - 12:30	0	0	2	2	0	0	0	4	4.0	0	0	77	8	0	0	0	85	85.0	0	0	5	0	0	0	0	5	5.0
12:30 - 12:45	0	0	1	0	0	0	0	1	1.0	0	1	55	8	1	0	1	66	66.9	0	0	5	0	0	0	0	5	5.0
12:45 - 13:00	0	0	1	0	0	0	0	1	1.0	0	0	67	5	0	0	0	72	72.0	0	1	8	0	0	0	0	9	8.4
Hourly Total	0	0	5	2	0	0	0	7	7.0	0	1	254	29	1	0	1	286	286.9	0	1	20	0	0	0	0	21	20.4
13:00 - 13:15	0	0	4	0	0	0	0	4	4.0	0	0	39	4	1	0	0	44	44.5	0	0	1	0	0	0	0	1	1.0
13:15 - 13:30	0	0	3	0	0	0	0	3	3.0	0	1	67	2	0	0	0	70	69.4	0	0	4	1	0	0	0	5	5.0
13:30 - 13:45	0	0	4	0	0	0	0	4	4.0	0	1	67	3	0	0	1	72	72.4	0	0	4	0	0	0	0	4	4.0
13:45 - 14:00	1	0	1	0	0	0	0	2	1.2	0	0	40	7	0	0	0	47	47.0	0	0	1	1	0	0	0	2	2.0
Hourly Total	1	0	12	0	0	0	0	13	12.2	0	2	213	16	1	0	1	233	233.3	0	0	10	2	0	0	0	12	12.0
TOTAL	1	0	37	2	0	0	0	40	39.2	3	6	1053	112	3	0	4	1181	1180.5	0	2	62	5	0	0	0	69	67.8

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

JUNCTION CAPACITY ASSESSMENT

4.1	Geometry Plan
4.2	PICADY Output



APPENDIX 4.1
JUNCTION CAPACITY ASSESSMENT
GEOMETRY PLAN

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.0.1499

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Filename: Desford.j10

Path: C:\Users\Junctions\Documents

Report generation date: 06/12/2023 09:44:49

APPENDIX 4.2 PICADY OUTPUT

»2025 Proposed, Weekday - AM

»2025 Proposed, Weekday - PM

»2025 Proposed, Saturday

Summary of junction performance

	Weekday - AM						Weekday - PM						Saturday					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
2025 Proposed																		
Stream B-AC	D1	0.1	14.59	0.08	B	40 %	D2	0.1	11.69	0.11	B	58 %	D3	0.1	9.98	0.09	A	103 %
Stream C-AB		0.0	4.88	0.03	A	[Stream B-AC]		0.2	4.29	0.09	A	[Stream B-AC]		0.1	5.01	0.06	A	[Stream B-AC]

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	29/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADL\Junctions
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Proposed	Weekday - AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Proposed	Weekday - PM	ONE HOUR	16:45	18:15	15	✓
D3	2025 Proposed	Saturday	ONE HOUR	11:45	13:15	15	✓

Analysis Set Details

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

2025 Proposed, Weekday - AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	40	Stream B-AC	0.29	A

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.90			40.0	✓	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)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.44	25	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	515	0.094	0.238	0.150	0.340
B-C	661	0.102	0.257	-	-
C-B	597	0.232	0.232	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Proposed	Weekday - AM	ONE HOUR	07:45	09:15	15	✓

--	--	--	--	--	--	--	--

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	774	100.000
B		ONE HOUR	✓	20	100.000
C		ONE HOUR	✓	539	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	12	762
	B	12	0	8
	C	531	8	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	14.59	0.1	B	18	28
C-AB	0.03	4.88	0.0	A	20	30
C-A					475	712
A-B					11	17
A-C					699	1049

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	366	0.041	15	0.0	0.0	10.235	B
C-AB	13	3	752	0.017	13	0.0	0.0	4.871	A
C-A	393	98			393				
A-B	9	2			9				
A-C	574	143			574				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-AC	18	4	326	0.055	18	0.0	0.1	11.675	B
C-AB	18	5	789	0.023	18	0.0	0.0	4.663	A
C-A	466	117			466				
A-B	11	3			11				
A-C	685	171			685				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	269	0.082	22	0.1	0.1	14.574	B
C-AB	29	7	845	0.034	29	0.0	0.0	4.403	A
C-A	565	141			565				
A-B	13	3			13				
A-C	839	210			839				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	269	0.082	22	0.1	0.1	14.589	B
C-AB	29	7	845	0.034	29	0.0	0.0	4.409	A
C-A	565	141			565				
A-B	13	3			13				
A-C	839	210			839				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	326	0.055	18	0.1	0.1	11.690	B
C-AB	18	5	789	0.023	18	0.0	0.0	4.681	A
C-A	466	117			466				
A-B	11	3			11				
A-C	685	171			685				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	366	0.041	15	0.1	0.0	10.248	B
C-AB	13	3	752	0.017	13	0.0	0.0	4.880	A
C-A	393	98			393				
A-B	9	2			9				
A-C	574	143			574				

2025 Proposed, Weekday - PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.52	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	58	Stream B-AC	0.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Proposed	Weekday - PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	545	100.000
B		ONE HOUR	✓	34	100.000
C		ONE HOUR	✓	717	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	15	530
	B	15	0	19
	C	697	20	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	3
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	11.69	0.1	B	31	47
C-AB	0.09	4.29	0.2	A	60	90
C-A					598	897
A-B					14	21
A-C					486	730

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	6	428	0.060	25	0.0	0.1	8.946	A
C-AB	37	9	877	0.043	37	0.0	0.1	4.287	A
C-A	502	126			502				
A-B	11	3			11				
A-C	399	100			399				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	394	0.078	30	0.1	0.1	9.904	A
C-AB	54	14	938	0.058	54	0.1	0.1	4.073	A
C-A	590	148			590				
A-B	13	3			13				
A-C	476	119			476				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	345	0.108	37	0.1	0.1	11.684	B
C-AB	88	22	1026	0.086	88	0.1	0.2	3.835	A
C-A	702	175			702				
A-B	17	4			17				
A-C	584	146			584				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	345	0.108	37	0.1	0.1	11.695	B
C-AB	88	22	1026	0.086	88	0.2	0.2	3.841	A
C-A	701	175			701				
A-B	17	4			17				
A-C	584	146			584				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	394	0.078	31	0.1	0.1	9.917	A
C-AB	55	14	938	0.058	55	0.2	0.1	4.079	A
C-A	590	148			590				
A-B	13	3			13				
A-C	476	119			476				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	6	427	0.060	26	0.1	0.1	8.962	A
C-AB	38	9	877	0.043	38	0.1	0.1	4.294	A
C-A	502	126			502				
A-B	11	3			11				
A-C	399	100			399				

2025 Proposed, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.57	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	103	Stream B-AC	0.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Proposed	Saturday	ONE HOUR	11:45	13:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	464	100.000
B		ONE HOUR	✓	34	100.000
C		ONE HOUR	✓	446	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	19	445
	B	17	0	17
	C	427	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	9.98	0.1	A	31	47
C-AB	0.06	5.01	0.1	A	36	54
C-A					373	560
A-B					17	26
A-C					408	613

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	6	457	0.056	25	0.0	0.1	8.330	A
C-AB	25	6	744	0.034	25	0.0	0.0	5.005	A
C-A	311	78			311				
A-B	14	4			14				
A-C	335	84			335				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	433	0.071	30	0.1	0.1	8.947	A
C-AB	34	8	776	0.044	34	0.0	0.1	4.846	A
C-A	367	92			367				
A-B	17	4			17				
A-C	400	100			400				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	398	0.094	37	0.1	0.1	9.969	A
C-AB	49	12	822	0.060	49	0.1	0.1	4.652	A
C-A	442	111			442				
A-B	21	5			21				
A-C	490	122			490				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	398	0.094	37	0.1	0.1	9.976	A
C-AB	49	12	822	0.060	49	0.1	0.1	4.655	A
C-A	442	110			442				
A-B	21	5			21				
A-C	490	122			490				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	433	0.071	31	0.1	0.1	8.955	A
C-AB	34	8	776	0.044	34	0.1	0.1	4.852	A
C-A	367	92			367				
A-B	17	4			17				
A-C	400	100			400				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	6	457	0.056	26	0.1	0.1	8.343	A
C-AB	25	6	744	0.034	25	0.1	0.0	5.008	A
C-A	310	78			310				
A-B	14	4			14				
A-C	335	84			335				