

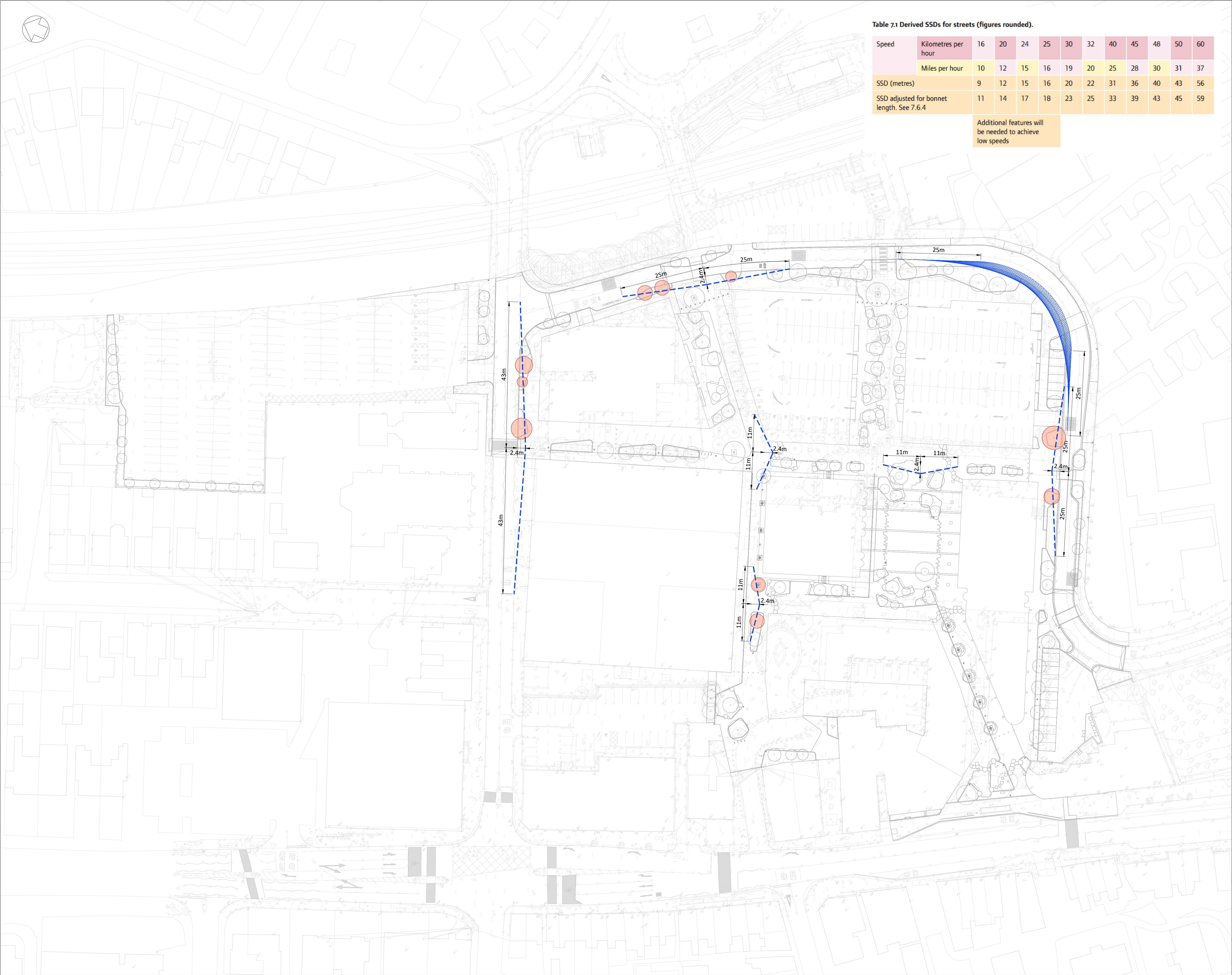


Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59

Additional features will be needed to achieve low speeds

- STANDARD NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND THE SPECIFICATIONS.
 2. THIS DRAWING SHOULD NOT BE SCALED.
 3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
 4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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STOPPING SIGHT DISTANCES (SSD) ARE BASED ON THE FOLLOWING PROPOSED SPEED LIMITS:

RECTORY LANE	20 MPH
FAIRFAX ROAD	30 MPH
DEVELOPMENT SITE	10 MPH

--- VISIBILITY SPLAY

TREES WITHIN VISIBILITY SPLAYS TO HAVE CLEAR STEM TO A MINIMUM OF 2M ABOVE GROUND LEVEL

17.01.23	P02	FOR INFORMATION	CD	PM
09.10.23	P01	FOR INFORMATION	CD	PM
DATE	REV	DESCRIPTION	DRAWN	CHKD



MANCHESTER
LONDON
LEEDS
GLASGOW

Carver's Warehouse, 77 Dale Street, Manchester, M1 2HG, Tel: 0161 226 6757
Rivers Wharf, 33 Mill Street, London SE1 2AA, Tel: 020 7263 2977
Tower Works, Unit G2-G3, Globe Road, Leeds, LS11 5SQ, Tel: 0113 2025 130
Graham Chambers, 45 West Nile St, Glasgow, G2 2PT, Tel: 01461 570 1809

www.civicengineers.com

PROJECT
MUSE, PRESTWICH

TITLE
VISIBILITY SPLAYS

DRAWING STATUS					STATUS CODE	
INFORMATION						
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED		
2772	1:500	05.10.23	CD	PM		
DRAWING No.					REV	
2772-CIV-XX-XX-D-H-44001					P02	

Appendix L: TRICS Output

Calculation Reference: AUDIT-758701-230711-0705

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	GS GLOUCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: 118 to 10265 (units: sqm)
 Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

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	3 days
Wednesday	1 days
Friday	3 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:

Town Centre	7
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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:

Built-Up Zone	6
High Street	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	1 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 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.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BR-02-A-03 COLSTON STREET BRISTOL	ARCHITECTS	BRISTOL CITY
	Town Centre Built-Up Zone Total Gross floor area:	118 sqm	
	Survey date: MONDAY	15/11/21	Survey Type: MANUAL
2	EB-02-A-06 ST ANDREW SQUARE EDINBURGH	REGUS OFFICES	CITY OF EDINBURGH
	Town Centre Built-Up Zone Total Gross floor area:	4500 sqm	
	Survey date: WEDNESDAY	16/03/16	Survey Type: MANUAL
3	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
4	GM-02-A-11 SAINT PETER'S SQUARE MANCHESTER	OFFICES	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	6420 sqm	
	Survey date: FRIDAY	22/04/22	Survey Type: MANUAL
5	GS-02-A-01 TWYVER HOUSE GLOUCESTER BRUTON WAY	HM LAND REGISTRY	GLOUCESTERSHIRE
	Town Centre Built-Up Zone Total Gross floor area:	10265 sqm	
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL
6	KS-02-A-01 BRADFORD ROAD CLECKHEATON	INSURANCE COMPANY	KIRKLEES
	Town Centre High Street Total Gross floor area:	442 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
7	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES	TYNE & WEAR
	Town Centre Built-Up Zone Total Gross floor area:	2090 sqm	
	Survey date: MONDAY	13/06/16	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 02 - EMPLOYMENT/A - OFFICE
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	6	4559	0.186	6	4559	0.051	6	4559	0.237
08:00 - 09:00	7	3971	0.461	7	3971	0.065	7	3971	0.526
09:00 - 10:00	7	3971	0.237	7	3971	0.130	7	3971	0.367
10:00 - 11:00	7	3971	0.130	7	3971	0.094	7	3971	0.224
11:00 - 12:00	7	3971	0.047	7	3971	0.054	7	3971	0.101
12:00 - 13:00	7	3971	0.072	7	3971	0.101	7	3971	0.173
13:00 - 14:00	7	3971	0.079	7	3971	0.133	7	3971	0.212
14:00 - 15:00	7	3971	0.083	7	3971	0.108	7	3971	0.191
15:00 - 16:00	7	3971	0.058	7	3971	0.112	7	3971	0.170
16:00 - 17:00	7	3971	0.054	7	3971	0.266	7	3971	0.320
17:00 - 18:00	7	3971	0.058	7	3971	0.230	7	3971	0.288
18:00 - 19:00	6	4559	0.037	6	4559	0.197	6	4559	0.234
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.502			1.541			3.043

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

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

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Parameter summary

Trip rate parameter range selected:	118 - 10265 (units: sqm)
Survey date range:	01/01/15 - 23/11/22
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 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 for Land Use 02 - EMPLOYMENT/A - OFFICE
TAXIS
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	6	4559	0.004	6	4559	0.004	6	4559	0.008
08:00 - 09:00	7	3971	0.011	7	3971	0.011	7	3971	0.022
09:00 - 10:00	7	3971	0.011	7	3971	0.011	7	3971	0.022
10:00 - 11:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
11:00 - 12:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
12:00 - 13:00	7	3971	0.011	7	3971	0.011	7	3971	0.022
13:00 - 14:00	7	3971	0.007	7	3971	0.007	7	3971	0.014
14:00 - 15:00	7	3971	0.007	7	3971	0.007	7	3971	0.014
15:00 - 16:00	7	3971	0.004	7	3971	0.004	7	3971	0.008
16:00 - 17:00	7	3971	0.004	7	3971	0.004	7	3971	0.008
17:00 - 18:00	7	3971	0.011	7	3971	0.007	7	3971	0.018
18:00 - 19:00	6	4559	0.015	6	4559	0.015	6	4559	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.081			0.166

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
OGVS
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	6	4559	0.000	6	4559	0.000	6	4559	0.000
08:00 - 09:00	7	3971	0.004	7	3971	0.004	7	3971	0.008
09:00 - 10:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
10:00 - 11:00	7	3971	0.007	7	3971	0.007	7	3971	0.014
11:00 - 12:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
12:00 - 13:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
13:00 - 14:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
14:00 - 15:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
15:00 - 16:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
16:00 - 17:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
17:00 - 18:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
18:00 - 19:00	6	4559	0.000	6	4559	0.000	6	4559	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
CYCLISTS
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	6	4559	0.007	6	4559	0.000	6	4559	0.007
08:00 - 09:00	7	3971	0.029	7	3971	0.000	7	3971	0.029
09:00 - 10:00	7	3971	0.018	7	3971	0.000	7	3971	0.018
10:00 - 11:00	7	3971	0.004	7	3971	0.000	7	3971	0.004
11:00 - 12:00	7	3971	0.000	7	3971	0.004	7	3971	0.004
12:00 - 13:00	7	3971	0.007	7	3971	0.004	7	3971	0.011
13:00 - 14:00	7	3971	0.004	7	3971	0.000	7	3971	0.004
14:00 - 15:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
15:00 - 16:00	7	3971	0.004	7	3971	0.007	7	3971	0.011
16:00 - 17:00	7	3971	0.000	7	3971	0.018	7	3971	0.018
17:00 - 18:00	7	3971	0.000	7	3971	0.029	7	3971	0.029
18:00 - 19:00	6	4559	0.000	6	4559	0.011	6	4559	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.073			0.146

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 CARS
 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	6	4559	0.168	6	4559	0.040	6	4559	0.208
08:00 - 09:00	7	3971	0.428	7	3971	0.047	7	3971	0.475
09:00 - 10:00	7	3971	0.212	7	3971	0.108	7	3971	0.320
10:00 - 11:00	7	3971	0.097	7	3971	0.061	7	3971	0.158
11:00 - 12:00	7	3971	0.040	7	3971	0.047	7	3971	0.087
12:00 - 13:00	7	3971	0.040	7	3971	0.061	7	3971	0.101
13:00 - 14:00	7	3971	0.068	7	3971	0.119	7	3971	0.187
14:00 - 15:00	7	3971	0.058	7	3971	0.083	7	3971	0.141
15:00 - 16:00	7	3971	0.043	7	3971	0.094	7	3971	0.137
16:00 - 17:00	7	3971	0.043	7	3971	0.248	7	3971	0.291
17:00 - 18:00	7	3971	0.043	7	3971	0.209	7	3971	0.252
18:00 - 19:00	6	4559	0.022	6	4559	0.183	6	4559	0.205
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.262			1.300			2.562

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

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Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

LGVS

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	6	4559	0.011	6	4559	0.007	6	4559	0.018
08:00 - 09:00	7	3971	0.011	7	3971	0.004	7	3971	0.015
09:00 - 10:00	7	3971	0.011	7	3971	0.011	7	3971	0.022
10:00 - 11:00	7	3971	0.025	7	3971	0.025	7	3971	0.050
11:00 - 12:00	7	3971	0.007	7	3971	0.007	7	3971	0.014
12:00 - 13:00	7	3971	0.022	7	3971	0.029	7	3971	0.051
13:00 - 14:00	7	3971	0.004	7	3971	0.007	7	3971	0.011
14:00 - 15:00	7	3971	0.018	7	3971	0.018	7	3971	0.036
15:00 - 16:00	7	3971	0.011	7	3971	0.011	7	3971	0.022
16:00 - 17:00	7	3971	0.007	7	3971	0.007	7	3971	0.014
17:00 - 18:00	7	3971	0.007	7	3971	0.011	7	3971	0.018
18:00 - 19:00	6	4559	0.000	6	4559	0.000	6	4559	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.134			0.137			0.271

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MOTOR CYCLES
 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	6	4559	0.004	6	4559	0.000	6	4559	0.004
08:00 - 09:00	7	3971	0.007	7	3971	0.000	7	3971	0.007
09:00 - 10:00	7	3971	0.004	7	3971	0.000	7	3971	0.004
10:00 - 11:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
11:00 - 12:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
12:00 - 13:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
13:00 - 14:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
14:00 - 15:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
15:00 - 16:00	7	3971	0.000	7	3971	0.004	7	3971	0.004
16:00 - 17:00	7	3971	0.000	7	3971	0.007	7	3971	0.007
17:00 - 18:00	7	3971	0.000	7	3971	0.004	7	3971	0.004
18:00 - 19:00	6	4559	0.000	6	4559	0.000	6	4559	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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

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

Calculation Reference: AUDIT-758701-230627-0604

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 1882 (units:)
 Range Selected by User: 4 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

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	3 days
Tuesday	2 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	1 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:

Neighbourhood Centre (PPS6 Local Centre)	7
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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
Village	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	8 days - Selected
Servicing vehicles Excluded	40 days - Selected

Secondary Filtering 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 (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:

1,000 or Less	1 days
1,001 to 5,000	3 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 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	4 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	1 days
No	6 days

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

PTAL Rating:

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 Survey date: MONDAY 27/03/17	MIXED HOUSES DURHAM	Survey Type: MANUAL
2	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 37 Survey date: MONDAY 26/09/16	TERRACED & SEMI-DETACHED GREATER MANCHESTER	Survey Type: MANUAL
3	NF-03-A-21 SIR ALFRED MUNNINGS RD NEAR NORWICH COSTESSEY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 1882 Survey date: TUESDAY 13/10/20	MIXED HOUSES & FLATS NORFOLK	Survey Type: DIRECTIONAL ATC COUNT
4	NN-03-A-01 MAIN STREET NEAR WELLINGBOROUGH LITTLE HARROWDEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 44 Survey date: TUESDAY 20/10/20	MIXED HOUSES & FLATS NORTH NORTHAMPTONSHIRE	Survey Type: MANUAL
5	SF-03-A-06 BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 Survey date: FRIDAY 22/09/17	DETACHED & SEMI-DETACHED SUFFOLK	Survey Type: MANUAL
6	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 Survey date: MONDAY 21/11/16	TERRACED HOUSES WEST MIDLANDS	Survey Type: MANUAL
7	WY-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 46 Survey date: WEDNESDAY 21/09/16	MIXED HOUSING WEST YORKSHIRE	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05	30/04/21	parking ratio over 1.5
AC-03-A-06	29/04/22	parking ratio over 1.5
CA-03-A-06	22/06/18	parking ratio over 1.5
CA-03-A-07	27/05/21	parking ratio over 1.5
CA-03-A-08	13/10/22	parking ratio over 1.5
CS-03-A-03	27/10/16	parking ratio over 1.5
CS-03-A-04	27/10/16	parking ratio over 1.5

MANUALLY DESELECTED SURVEYS (Cont.)

Site Ref	Survey Date	Reason for Deselection
ES-03-A-06	16/06/21	parking ratio over 1.5
GS-03-A-02	23/04/21	parking ratio over 1.5
KC-03-A-08	22/05/18	parking ratio over 1.5
LE-03-A-02	28/06/18	parking ratio over 1.5
LU-03-A-01	21/09/21	parking ratio over 1.5
MW-03-A-01	22/09/17	parking ratio over 1.5
NF-03-A-27	16/09/21	parking ratio over 1.5
NF-03-A-44	21/09/22	parking ratio over 1.5
NM-03-A-02	20/10/20	parking ratio over 1.5
SC-03-A-09	24/05/22	parking ratio over 1.5
SC-03-A-10	14/09/22	parking ratio over 1.5
SF-03-A-08	16/09/20	parking ratio over 1.5
SM-03-A-02	25/09/18	parking ratio over 1.5
SM-03-A-03	25/09/18	parking ratio over 1.5
SY-03-A-02	10/09/20	parking ratio over 1.5
SY-03-A-03	09/09/20	parking ratio over 1.5
TW-03-A-03	13/11/15	parking ratio over 1.5
WS-03-A-07	19/10/17	parking ratio over 1.5
WS-03-A-15	23/11/21	parking ratio over 1.5
WS-03-A-16	09/11/22	parking ratio over 1.5

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL 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	7	316	0.075	7	316	0.266	7	316	0.341
08:00 - 09:00	7	316	0.121	7	316	0.278	7	316	0.399
09:00 - 10:00	7	316	0.103	7	316	0.118	7	316	0.221
10:00 - 11:00	7	316	0.086	7	316	0.102	7	316	0.188
11:00 - 12:00	7	316	0.096	7	316	0.104	7	316	0.200
12:00 - 13:00	7	316	0.104	7	316	0.112	7	316	0.216
13:00 - 14:00	7	316	0.111	7	316	0.096	7	316	0.207
14:00 - 15:00	7	316	0.143	7	316	0.143	7	316	0.286
15:00 - 16:00	7	316	0.190	7	316	0.129	7	316	0.319
16:00 - 17:00	7	316	0.223	7	316	0.126	7	316	0.349
17:00 - 18:00	7	316	0.259	7	316	0.129	7	316	0.388
18:00 - 19:00	7	316	0.209	7	316	0.132	7	316	0.341
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.720			1.735			3.455

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

8 - 1882 (units:)
 01/01/15 - 09/11/22
 34
 0
 0
 41
 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.

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04 EAST ANGLIA
 NF NORFOLK 1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 125 to 125 (units:)
 Range Selected by User: 4 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

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 1 days

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

Selected survey types:

Manual count 0 days
 Directional ATC Count 1 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:

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:

Village 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C3 1 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:

1,001 to 5,000 1 days

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

Population within 5 miles:

100,001 to 125,000 1 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 1 days

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

Travel Plan:

Yes 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-42	MIXED HOUSES	NORFOLK
	MILL LANE		
	NEAR NORWICH		
	HORSFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	125	
	Survey date: SATURDAY	14/09/19	Survey Type: DIRECTIONAL ATC COUNT

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/A - HOUSES PRIVATELY OWNED

TOTAL 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	1	125	0.016	1	125	0.104	1	125	0.120
08:00 - 09:00	1	125	0.072	1	125	0.200	1	125	0.272
09:00 - 10:00	1	125	0.160	1	125	0.240	1	125	0.400
10:00 - 11:00	1	125	0.152	1	125	0.256	1	125	0.408
11:00 - 12:00	1	125	0.256	1	125	0.232	1	125	0.488
12:00 - 13:00	1	125	0.168	1	125	0.200	1	125	0.368
13:00 - 14:00	1	125	0.208	1	125	0.232	1	125	0.440
14:00 - 15:00	1	125	0.184	1	125	0.160	1	125	0.344
15:00 - 16:00	1	125	0.264	1	125	0.136	1	125	0.400
16:00 - 17:00	1	125	0.200	1	125	0.232	1	125	0.432
17:00 - 18:00	1	125	0.224	1	125	0.104	1	125	0.328
18:00 - 19:00	1	125	0.160	1	125	0.128	1	125	0.288
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.064			2.224			4.288

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: 125 - 125 (units:)
 Survey date range: 01/01/15 - 09/11/22
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 20 to 154 (units:)
 Range Selected by User: 6 to 372 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 11/05/22

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:

Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
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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:

Built-Up Zone	3
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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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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:

75,001 to 100,000 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 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS		CUMBRIA
	Town Centre Built-Up Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL	
2	GM-03-C-02 WHITWORTH STREET W. MANCHESTER	BLOCK OF FLATS		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total No of Dwellings:	154		
	Survey date: THURSDAY	13/10/11	Survey Type: MANUAL	
3	GM-03-C-03 FAIRFIELD STREET MANCHESTER	BLOCK OF FLATS		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total No of Dwellings:	20		
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL	

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

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL 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	3	71	0.014	3	71	0.037	3	71	0.051
08:00 - 09:00	3	71	0.019	3	71	0.047	3	71	0.066
09:00 - 10:00	3	71	0.014	3	71	0.014	3	71	0.028
10:00 - 11:00	3	71	0.019	3	71	0.028	3	71	0.047
11:00 - 12:00	3	71	0.023	3	71	0.019	3	71	0.042
12:00 - 13:00	3	71	0.019	3	71	0.019	3	71	0.038
13:00 - 14:00	3	71	0.037	3	71	0.042	3	71	0.079
14:00 - 15:00	3	71	0.019	3	71	0.023	3	71	0.042
15:00 - 16:00	3	71	0.019	3	71	0.019	3	71	0.038
16:00 - 17:00	3	71	0.061	3	71	0.023	3	71	0.084
17:00 - 18:00	3	71	0.051	3	71	0.037	3	71	0.088
18:00 - 19:00	3	71	0.047	3	71	0.033	3	71	0.080
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.342			0.341			0.683

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	20 - 154 (units:)
Survey date range:	01/01/10 - 11/05/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TAXIS
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	3	71	0.005	3	71	0.005	3	71	0.010
08:00 - 09:00	3	71	0.000	3	71	0.005	3	71	0.005
09:00 - 10:00	3	71	0.000	3	71	0.000	3	71	0.000
10:00 - 11:00	3	71	0.000	3	71	0.000	3	71	0.000
11:00 - 12:00	3	71	0.005	3	71	0.005	3	71	0.010
12:00 - 13:00	3	71	0.005	3	71	0.005	3	71	0.010
13:00 - 14:00	3	71	0.005	3	71	0.005	3	71	0.010
14:00 - 15:00	3	71	0.000	3	71	0.000	3	71	0.000
15:00 - 16:00	3	71	0.000	3	71	0.000	3	71	0.000
16:00 - 17:00	3	71	0.005	3	71	0.000	3	71	0.005
17:00 - 18:00	3	71	0.005	3	71	0.000	3	71	0.005
18:00 - 19:00	3	71	0.000	3	71	0.005	3	71	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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.

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	71	0.000	3	71	0.005	3	71	0.005
08:00 - 09:00	3	71	0.000	3	71	0.009	3	71	0.009
09:00 - 10:00	3	71	0.005	3	71	0.009	3	71	0.014
10:00 - 11:00	3	71	0.000	3	71	0.000	3	71	0.000
11:00 - 12:00	3	71	0.000	3	71	0.000	3	71	0.000
12:00 - 13:00	3	71	0.000	3	71	0.014	3	71	0.014
13:00 - 14:00	3	71	0.000	3	71	0.000	3	71	0.000
14:00 - 15:00	3	71	0.000	3	71	0.000	3	71	0.000
15:00 - 16:00	3	71	0.000	3	71	0.000	3	71	0.000
16:00 - 17:00	3	71	0.000	3	71	0.000	3	71	0.000
17:00 - 18:00	3	71	0.019	3	71	0.000	3	71	0.019
18:00 - 19:00	3	71	0.005	3	71	0.000	3	71	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.037			0.066

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.

Calculation Reference: AUDIT-758701-230629-0611

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

TOTAL VEHICLES

Selected regions and areas:

08	NORTH WEST	
	EC CHESHIRE EAST	2 days
09	NORTH	
	CB CUMBRIA	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: 75 to 321 (units: sqm)

Range Selected by User: 75 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 30/09/22

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 3 days

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

Selected survey types:

Manual count 3 days

Directional ATC Count 0 days

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

Selected Locations:

Town Centre 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:

Built-Up Zone 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected

Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

E(b)	3 days
------	--------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000	2 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:

75,001 to 100,000	3 days
-------------------	--------

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CB-06-B-01	ITALIAN RESTAURANT	CUMBRIA
	MARKET STREET		
	CARLISLE		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	150 sqm	
	Survey date: SATURDAY	25/06/16	Survey Type: MANUAL
2	EC-06-B-01	ITALIAN RESTAURANT	CHESHIRE EAST
	MILL STREET		
	MACCLESFIELD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	75 sqm	
	Survey date: SATURDAY	17/09/16	Survey Type: MANUAL
3	EC-06-B-02	PIZZA EXPRESS	CHESHIRE EAST
	MARKET PLACE		
	MACCLESFIELD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	321 sqm	
	Survey date: SATURDAY	11/11/17	Survey Type: MANUAL

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

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

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	3	182	3.114	3	182	0.366	3	182	3.480
11:00 - 12:00	3	182	2.015	3	182	2.198	3	182	4.213
12:00 - 13:00	3	182	4.579	3	182	2.198	3	182	6.777
13:00 - 14:00	3	182	2.381	3	182	2.381	3	182	4.762
14:00 - 15:00	3	182	0.183	3	182	1.282	3	182	1.465
15:00 - 16:00	3	182	0.916	3	182	1.465	3	182	2.381
16:00 - 17:00	3	182	3.480	3	182	1.282	3	182	4.762
17:00 - 18:00	3	182	5.128	3	182	3.663	3	182	8.791
18:00 - 19:00	3	182	5.495	3	182	5.311	3	182	10.806
19:00 - 20:00	3	182	7.326	3	182	5.861	3	182	13.187
20:00 - 21:00	3	182	1.648	3	182	3.480	3	182	5.128
21:00 - 22:00	3	182	1.282	3	182	3.297	3	182	4.579
22:00 - 23:00	3	182	0.733	3	182	4.029	3	182	4.762
23:00 - 24:00	2	198	0.000	2	198	0.253	2	198	0.253
Total Rates:			38.280			37.066			75.346

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

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

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Parameter summary

Trip rate parameter range selected: 75 - 321 (units: sqm)
 Survey date range: 01/01/15 - 30/09/22
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 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 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 for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
TAXIS
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	3	182	0.000	3	182	0.000	3	182	0.000
11:00 - 12:00	3	182	0.000	3	182	0.000	3	182	0.000
12:00 - 13:00	3	182	0.000	3	182	0.000	3	182	0.000
13:00 - 14:00	3	182	0.183	3	182	0.183	3	182	0.366
14:00 - 15:00	3	182	0.000	3	182	0.000	3	182	0.000
15:00 - 16:00	3	182	0.000	3	182	0.000	3	182	0.000
16:00 - 17:00	3	182	0.366	3	182	0.000	3	182	0.366
17:00 - 18:00	3	182	0.000	3	182	0.366	3	182	0.366
18:00 - 19:00	3	182	0.183	3	182	0.000	3	182	0.183
19:00 - 20:00	3	182	0.916	3	182	0.733	3	182	1.649
20:00 - 21:00	3	182	0.000	3	182	0.366	3	182	0.366
21:00 - 22:00	3	182	0.183	3	182	0.183	3	182	0.366
22:00 - 23:00	3	182	0.366	3	182	0.366	3	182	0.732
23:00 - 24:00	2	198	0.000	2	198	0.000	2	198	0.000
Total Rates:			2.197			2.197			4.394

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
CARS
 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	3	182	2.930	3	182	0.183	3	182	3.113
11:00 - 12:00	3	182	2.015	3	182	2.198	3	182	4.213
12:00 - 13:00	3	182	4.396	3	182	2.198	3	182	6.594
13:00 - 14:00	3	182	2.198	3	182	2.015	3	182	4.213
14:00 - 15:00	3	182	0.183	3	182	1.282	3	182	1.465
15:00 - 16:00	3	182	0.916	3	182	1.465	3	182	2.381
16:00 - 17:00	3	182	3.114	3	182	1.282	3	182	4.396
17:00 - 18:00	3	182	5.128	3	182	3.297	3	182	8.425
18:00 - 19:00	3	182	5.311	3	182	5.311	3	182	10.622
19:00 - 20:00	3	182	6.410	3	182	5.128	3	182	11.538
20:00 - 21:00	3	182	1.648	3	182	3.114	3	182	4.762
21:00 - 22:00	3	182	1.099	3	182	3.114	3	182	4.213
22:00 - 23:00	3	182	0.366	3	182	3.663	3	182	4.029
23:00 - 24:00	2	198	0.000	2	198	0.253	2	198	0.253
Total Rates:			35.714			34.503			70.217

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
 LGVS
 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	3	182	0.183	3	182	0.183	3	182	0.366
11:00 - 12:00	3	182	0.000	3	182	0.000	3	182	0.000
12:00 - 13:00	3	182	0.183	3	182	0.000	3	182	0.183
13:00 - 14:00	3	182	0.000	3	182	0.183	3	182	0.183
14:00 - 15:00	3	182	0.000	3	182	0.000	3	182	0.000
15:00 - 16:00	3	182	0.000	3	182	0.000	3	182	0.000
16:00 - 17:00	3	182	0.000	3	182	0.000	3	182	0.000
17:00 - 18:00	3	182	0.000	3	182	0.000	3	182	0.000
18:00 - 19:00	3	182	0.000	3	182	0.000	3	182	0.000
19:00 - 20:00	3	182	0.000	3	182	0.000	3	182	0.000
20:00 - 21:00	3	182	0.000	3	182	0.000	3	182	0.000
21:00 - 22:00	3	182	0.000	3	182	0.000	3	182	0.000
22:00 - 23:00	3	182	0.000	3	182	0.000	3	182	0.000
23:00 - 24:00	2	198	0.000	2	198	0.000	2	198	0.000
Total Rates:			0.366			0.366			0.732

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.*

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : K - CAFE

TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	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:	82 to 200 (units: sqm)
Range Selected by User:	82 to 210 (units: sqm)

Parking Spaces Range:	All Surveys Included
-----------------------	----------------------

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/15 to 20/09/22
-------------	----------------------

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:

Tuesday	3 days
---------	--------

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	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:

Built-Up Zone	3
---------------	---

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

E(b) 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	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:

50,001 to 75,000	1 days
125,001 to 250,000	1 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	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	GM-06-K-01	CAFÉ		GREATER MANCHESTER
	DEANSGATE			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	200 sqm		
	Survey date: TUESDAY	19/04/22	Survey Type: MANUAL	
2	LN-06-K-01	CAFÉ & TEA ROOM		LINCOLNSHIRE
	RED LION SQUARE			
	STAMFORD			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	190 sqm		
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL	
3	NF-06-K-01	CAFÉ		NORFOLK
	SAINT GILES STREET			
	NORWICH			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	82 sqm		
	Survey date: TUESDAY	20/09/22	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.

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

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	3	157	0.636	3	157	0.000	3	157	0.636
09:00 - 10:00	3	157	2.754	3	157	1.271	3	157	4.025
10:00 - 11:00	3	157	2.119	3	157	2.754	3	157	4.873
11:00 - 12:00	3	157	2.119	3	157	1.907	3	157	4.026
12:00 - 13:00	3	157	2.331	3	157	2.542	3	157	4.873
13:00 - 14:00	3	157	1.695	3	157	1.907	3	157	3.602
14:00 - 15:00	3	157	1.483	3	157	1.695	3	157	3.178
15:00 - 16:00	3	157	1.059	3	157	1.907	3	157	2.966
16:00 - 17:00	2	195	0.513	2	195	0.513	2	195	1.026
17:00 - 18:00	1	200	0.000	1	200	0.500	1	200	0.500
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.709			14.996			29.705

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:	82 - 200 (units: sqm)
Survey date range:	01/01/15 - 20/09/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
TAXIS
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	3	157	0.000	3	157	0.000	3	157	0.000
09:00 - 10:00	3	157	0.000	3	157	0.000	3	157	0.000
10:00 - 11:00	3	157	0.212	3	157	0.212	3	157	0.424
11:00 - 12:00	3	157	0.212	3	157	0.212	3	157	0.424
12:00 - 13:00	3	157	0.000	3	157	0.000	3	157	0.000
13:00 - 14:00	3	157	0.212	3	157	0.212	3	157	0.424
14:00 - 15:00	3	157	0.212	3	157	0.212	3	157	0.424
15:00 - 16:00	3	157	0.000	3	157	0.000	3	157	0.000
16:00 - 17:00	2	195	0.000	2	195	0.000	2	195	0.000
17:00 - 18:00	1	200	0.000	1	200	0.000	1	200	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.848			0.848			1.696

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
CYCLISTS
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	3	157	0.000	3	157	0.000	3	157	0.000
09:00 - 10:00	3	157	0.424	3	157	0.212	3	157	0.636
10:00 - 11:00	3	157	0.000	3	157	0.212	3	157	0.212
11:00 - 12:00	3	157	0.000	3	157	0.000	3	157	0.000
12:00 - 13:00	3	157	0.636	3	157	0.212	3	157	0.848
13:00 - 14:00	3	157	0.000	3	157	0.424	3	157	0.424
14:00 - 15:00	3	157	0.000	3	157	0.000	3	157	0.000
15:00 - 16:00	3	157	0.000	3	157	0.000	3	157	0.000
16:00 - 17:00	2	195	0.000	2	195	0.000	2	195	0.000
17:00 - 18:00	1	200	0.000	1	200	0.000	1	200	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.060			1.060			2.120

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
CARS
 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	3	157	0.636	3	157	0.000	3	157	0.636
09:00 - 10:00	3	157	2.331	3	157	1.059	3	157	3.390
10:00 - 11:00	3	157	1.907	3	157	2.331	3	157	4.238
11:00 - 12:00	3	157	1.907	3	157	1.695	3	157	3.602
12:00 - 13:00	3	157	2.331	3	157	2.542	3	157	4.873
13:00 - 14:00	3	157	1.483	3	157	1.695	3	157	3.178
14:00 - 15:00	3	157	1.271	3	157	1.483	3	157	2.754
15:00 - 16:00	3	157	1.059	3	157	1.907	3	157	2.966
16:00 - 17:00	2	195	0.513	2	195	0.513	2	195	1.026
17:00 - 18:00	1	200	0.000	1	200	0.500	1	200	0.500
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.438			13.725			27.163

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.*

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

LGVS

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	3	157	0.000	3	157	0.000	3	157	0.000
09:00 - 10:00	3	157	0.424	3	157	0.212	3	157	0.636
10:00 - 11:00	3	157	0.000	3	157	0.212	3	157	0.212
11:00 - 12:00	3	157	0.000	3	157	0.000	3	157	0.000
12:00 - 13:00	3	157	0.000	3	157	0.000	3	157	0.000
13:00 - 14:00	3	157	0.000	3	157	0.000	3	157	0.000
14:00 - 15:00	3	157	0.000	3	157	0.000	3	157	0.000
15:00 - 16:00	3	157	0.000	3	157	0.000	3	157	0.000
16:00 - 17:00	2	195	0.000	2	195	0.000	2	195	0.000
17:00 - 18:00	1	200	0.000	1	200	0.000	1	200	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.424			0.424			0.848

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
 Servicing 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	3	157	0.000	3	157	0.000	3	157	0.000
09:00 - 10:00	3	157	0.424	3	157	0.212	3	157	0.636
10:00 - 11:00	3	157	0.000	3	157	0.212	3	157	0.212
11:00 - 12:00	3	157	0.000	3	157	0.000	3	157	0.000
12:00 - 13:00	3	157	0.212	3	157	0.212	3	157	0.424
13:00 - 14:00	3	157	0.000	3	157	0.000	3	157	0.000
14:00 - 15:00	3	157	0.000	3	157	0.000	3	157	0.000
15:00 - 16:00	3	157	0.000	3	157	0.000	3	157	0.000
16:00 - 17:00	2	195	0.000	2	195	0.000	2	195	0.000
17:00 - 18:00	1	200	0.000	1	200	0.000	1	200	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.636			0.636			1.272

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.*

Calculation Reference: AUDIT-758701-230711-0715

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	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: 554 to 6000 (units: sqm)
 Range Selected by User: 404 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 19/11/22

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:

Tuesday	1 days
Thursday	3 days

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

Selected survey types:

Manual count	4 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
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	3

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

n/a	1 days
Not Known	2 days
E(d)	1 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:

1,001 to 5,000	1 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	1 days
50,001 to 75,000	1 days
250,001 to 500,000	1 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	4 days
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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	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DY-07-K-02	LA FITNESS	DERBY
	CARRINGTON STREET		
	DERBY		
	CASTLE WARD		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
2	KS-07-K-01	FITNESS CLUB	KIRKLEES
	GELDERD ROAD		
	BIRSTALL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2400 sqm	
	Survey date: TUESDAY	22/04/14	Survey Type: MANUAL
3	NG-07-K-01	VIRGIN ACTIVE	NOTTINGHAM
	LONDON ROAD		
	NOTTINGHAM		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	6000 sqm	
	Survey date: THURSDAY	27/06/13	Survey Type: MANUAL
4	WM-07-K-02	STRENGTH & FITNESS GYM	WEST MIDLANDS
	FAR GOSFORD STREET		
	COVENTRY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	554 sqm	
	Survey date: THURSDAY	17/10/13	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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
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	4	3239	1.197	4	3239	0.069	4	3239	1.266
07:00 - 08:00	4	3239	0.780	4	3239	0.772	4	3239	1.552
08:00 - 09:00	4	3239	0.834	4	3239	1.227	4	3239	2.061
09:00 - 10:00	4	3239	1.305	4	3239	0.942	4	3239	2.247
10:00 - 11:00	4	3239	1.258	4	3239	1.058	4	3239	2.316
11:00 - 12:00	4	3239	0.803	4	3239	1.266	4	3239	2.069
12:00 - 13:00	4	3239	0.780	4	3239	1.073	4	3239	1.853
13:00 - 14:00	4	3239	0.919	4	3239	1.058	4	3239	1.977
14:00 - 15:00	4	3239	0.811	4	3239	0.610	4	3239	1.421
15:00 - 16:00	4	3239	1.004	4	3239	0.926	4	3239	1.930
16:00 - 17:00	4	3239	1.405	4	3239	0.834	4	3239	2.239
17:00 - 18:00	4	3239	2.540	4	3239	1.112	4	3239	3.652
18:00 - 19:00	4	3239	2.123	4	3239	2.092	4	3239	4.215
19:00 - 20:00	4	3239	1.451	4	3239	2.092	4	3239	3.543
20:00 - 21:00	4	3239	0.602	4	3239	1.637	4	3239	2.239
21:00 - 22:00	4	3239	0.069	4	3239	0.841	4	3239	0.910
22:00 - 23:00	1	6000	0.017	1	6000	0.267	1	6000	0.284
23:00 - 24:00									
Total Rates:			17.898			17.876			35.774

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

554 - 6000 (units: sqm)
 01/01/13 - 19/11/22
 4
 0
 0
 0
 0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
TAXIS
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	4	3239	0.008	4	3239	0.008	4	3239	0.016
07:00 - 08:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
08:00 - 09:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
09:00 - 10:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
10:00 - 11:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
11:00 - 12:00	4	3239	0.008	4	3239	0.008	4	3239	0.016
12:00 - 13:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
13:00 - 14:00	4	3239	0.008	4	3239	0.008	4	3239	0.016
14:00 - 15:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
15:00 - 16:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
16:00 - 17:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
17:00 - 18:00	4	3239	0.015	4	3239	0.015	4	3239	0.030
18:00 - 19:00	4	3239	0.015	4	3239	0.015	4	3239	0.030
19:00 - 20:00	4	3239	0.015	4	3239	0.015	4	3239	0.030
20:00 - 21:00	4	3239	0.008	4	3239	0.008	4	3239	0.016
21:00 - 22:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
22:00 - 23:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
23:00 - 24:00									
Total Rates:			0.077			0.077			0.154

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
OGVS
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	4	3239	0.000	4	3239	0.000	4	3239	0.000
07:00 - 08:00	4	3239	0.008	4	3239	0.008	4	3239	0.016
08:00 - 09:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
09:00 - 10:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
10:00 - 11:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
11:00 - 12:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
12:00 - 13:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
13:00 - 14:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
14:00 - 15:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
15:00 - 16:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
16:00 - 17:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
17:00 - 18:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
18:00 - 19:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
19:00 - 20:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
20:00 - 21:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
21:00 - 22:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
22:00 - 23:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
CYCLISTS
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	4	3239	0.031	4	3239	0.000	4	3239	0.031
07:00 - 08:00	4	3239	0.023	4	3239	0.008	4	3239	0.031
08:00 - 09:00	4	3239	0.008	4	3239	0.023	4	3239	0.031
09:00 - 10:00	4	3239	0.046	4	3239	0.015	4	3239	0.061
10:00 - 11:00	4	3239	0.008	4	3239	0.023	4	3239	0.031
11:00 - 12:00	4	3239	0.023	4	3239	0.046	4	3239	0.069
12:00 - 13:00	4	3239	0.023	4	3239	0.015	4	3239	0.038
13:00 - 14:00	4	3239	0.008	4	3239	0.015	4	3239	0.023
14:00 - 15:00	4	3239	0.015	4	3239	0.000	4	3239	0.015
15:00 - 16:00	4	3239	0.015	4	3239	0.015	4	3239	0.030
16:00 - 17:00	4	3239	0.000	4	3239	0.008	4	3239	0.008
17:00 - 18:00	4	3239	0.008	4	3239	0.000	4	3239	0.008
18:00 - 19:00	4	3239	0.039	4	3239	0.039	4	3239	0.078
19:00 - 20:00	4	3239	0.008	4	3239	0.008	4	3239	0.016
20:00 - 21:00	4	3239	0.015	4	3239	0.039	4	3239	0.054
21:00 - 22:00	4	3239	0.000	4	3239	0.023	4	3239	0.023
22:00 - 23:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
23:00 - 24:00									
Total Rates:			0.270			0.277			0.547

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 CARS
 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	4	3239	1.127	4	3239	0.062	4	3239	1.189
07:00 - 08:00	4	3239	0.764	4	3239	0.757	4	3239	1.521
08:00 - 09:00	4	3239	0.826	4	3239	1.204	4	3239	2.030
09:00 - 10:00	4	3239	1.297	4	3239	0.942	4	3239	2.239
10:00 - 11:00	4	3239	1.227	4	3239	1.042	4	3239	2.269
11:00 - 12:00	4	3239	0.780	4	3239	1.212	4	3239	1.992
12:00 - 13:00	4	3239	0.764	4	3239	1.065	4	3239	1.829
13:00 - 14:00	4	3239	0.895	4	3239	1.034	4	3239	1.929
14:00 - 15:00	4	3239	0.787	4	3239	0.579	4	3239	1.366
15:00 - 16:00	4	3239	0.996	4	3239	0.919	4	3239	1.915
16:00 - 17:00	4	3239	1.374	4	3239	0.826	4	3239	2.200
17:00 - 18:00	4	3239	2.470	4	3239	1.081	4	3239	3.551
18:00 - 19:00	4	3239	2.077	4	3239	1.992	4	3239	4.069
19:00 - 20:00	4	3239	1.413	4	3239	2.053	4	3239	3.466
20:00 - 21:00	4	3239	0.587	4	3239	1.613	4	3239	2.200
21:00 - 22:00	4	3239	0.069	4	3239	0.818	4	3239	0.887
22:00 - 23:00	1	6000	0.000	1	6000	0.250	1	6000	0.250
23:00 - 24:00									
Total Rates:			17.453			17.449			34.902

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 LGVS
 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	4	3239	0.046	4	3239	0.000	4	3239	0.046
07:00 - 08:00	4	3239	0.008	4	3239	0.008	4	3239	0.016
08:00 - 09:00	4	3239	0.008	4	3239	0.015	4	3239	0.023
09:00 - 10:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
10:00 - 11:00	4	3239	0.008	4	3239	0.015	4	3239	0.023
11:00 - 12:00	4	3239	0.015	4	3239	0.008	4	3239	0.023
12:00 - 13:00	4	3239	0.015	4	3239	0.008	4	3239	0.023
13:00 - 14:00	4	3239	0.008	4	3239	0.015	4	3239	0.023
14:00 - 15:00	4	3239	0.023	4	3239	0.031	4	3239	0.054
15:00 - 16:00	4	3239	0.008	4	3239	0.000	4	3239	0.008
16:00 - 17:00	4	3239	0.023	4	3239	0.008	4	3239	0.031
17:00 - 18:00	4	3239	0.039	4	3239	0.015	4	3239	0.054
18:00 - 19:00	4	3239	0.015	4	3239	0.062	4	3239	0.077
19:00 - 20:00	4	3239	0.023	4	3239	0.015	4	3239	0.038
20:00 - 21:00	4	3239	0.000	4	3239	0.015	4	3239	0.015
21:00 - 22:00	4	3239	0.000	4	3239	0.015	4	3239	0.015
22:00 - 23:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
23:00 - 24:00									
Total Rates:			0.239			0.230			0.469

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MOTOR CYCLES
 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	4	3239	0.015	4	3239	0.000	4	3239	0.015
07:00 - 08:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
08:00 - 09:00	4	3239	0.000	4	3239	0.008	4	3239	0.008
09:00 - 10:00	4	3239	0.008	4	3239	0.000	4	3239	0.008
10:00 - 11:00	4	3239	0.023	4	3239	0.000	4	3239	0.023
11:00 - 12:00	4	3239	0.000	4	3239	0.039	4	3239	0.039
12:00 - 13:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
13:00 - 14:00	4	3239	0.008	4	3239	0.000	4	3239	0.008
14:00 - 15:00	4	3239	0.000	4	3239	0.008	4	3239	0.008
15:00 - 16:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
16:00 - 17:00	4	3239	0.008	4	3239	0.000	4	3239	0.008
17:00 - 18:00	4	3239	0.015	4	3239	0.000	4	3239	0.015
18:00 - 19:00	4	3239	0.015	4	3239	0.023	4	3239	0.038
19:00 - 20:00	4	3239	0.000	4	3239	0.008	4	3239	0.008
20:00 - 21:00	4	3239	0.008	4	3239	0.008	4	3239	0.016
21:00 - 22:00	4	3239	0.008	4	3239	0.000	4	3239	0.008
22:00 - 23:00	1	6000	0.000	1	6000	0.017	1	6000	0.017
23:00 - 24:00									
Total Rates:			0.108			0.111			0.219

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.*

Calculation Reference: AUDIT-758701-230711-0724

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	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: 500 to 2512 (units: sqm)
 Range Selected by User: 404 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 19/11/22

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	1 days
Sunday	1 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:

Town 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:

Built-Up Zone	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	X days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

E(d) 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:

15,001 to 20,000 1 days

20,001 to 25,000 1 days

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

Population within 5 miles:

125,001 to 250,000 1 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 1 days

1.1 to 1.5 1 days

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

Travel Plan:

No 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	BR-07-K-01	ANYTIME FITNESS	BRISTOL CITY
	QUEENS ROAD		
	BRISTOL		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2512 sqm	
	Survey date: SUNDAY	14/11/21	Survey Type: MANUAL
2	PB-07-K-02	THE FITNESS ZONE	PETERBOROUGH
	WENTWORTH STREET		
	PETERBOROUGH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	500 sqm	
	Survey date: SATURDAY	15/10/16	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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
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	1	2512	0.040	1	2512	0.000	1	2512	0.040
07:00 - 08:00	2	1506	0.100	2	1506	0.033	2	1506	0.133
08:00 - 09:00	2	1506	0.199	2	1506	0.133	2	1506	0.332
09:00 - 10:00	2	1506	0.299	2	1506	0.133	2	1506	0.432
10:00 - 11:00	2	1506	0.166	2	1506	0.266	2	1506	0.432
11:00 - 12:00	2	1506	0.166	2	1506	0.133	2	1506	0.299
12:00 - 13:00	2	1506	0.266	2	1506	0.266	2	1506	0.532
13:00 - 14:00	2	1506	0.199	2	1506	0.266	2	1506	0.465
14:00 - 15:00	2	1506	0.166	2	1506	0.199	2	1506	0.365
15:00 - 16:00	2	1506	0.100	2	1506	0.232	2	1506	0.332
16:00 - 17:00	2	1506	0.100	2	1506	0.100	2	1506	0.200
17:00 - 18:00	1	2512	0.040	1	2512	0.040	1	2512	0.080
18:00 - 19:00	1	2512	0.040	1	2512	0.119	1	2512	0.159
19:00 - 20:00	1	2512	0.000	1	2512	0.040	1	2512	0.040
20:00 - 21:00	1	2512	0.040	1	2512	0.000	1	2512	0.040
21:00 - 22:00	1	2512	0.000	1	2512	0.040	1	2512	0.040
22:00 - 23:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
23:00 - 24:00									
Total Rates:			1.921			2.000			3.921

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:	500 - 2512 (units: sqm)
Survey date range:	01/01/13 - 19/11/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	1
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 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 for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
TAXIS
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	1	2512	0.000	1	2512	0.000	1	2512	0.000
07:00 - 08:00	2	1506	0.000	2	1506	0.000	2	1506	0.000
08:00 - 09:00	2	1506	0.000	2	1506	0.000	2	1506	0.000
09:00 - 10:00	2	1506	0.000	2	1506	0.000	2	1506	0.000
10:00 - 11:00	2	1506	0.033	2	1506	0.033	2	1506	0.066
11:00 - 12:00	2	1506	0.000	2	1506	0.000	2	1506	0.000
12:00 - 13:00	2	1506	0.033	2	1506	0.033	2	1506	0.066
13:00 - 14:00	2	1506	0.000	2	1506	0.000	2	1506	0.000
14:00 - 15:00	2	1506	0.033	2	1506	0.033	2	1506	0.066
15:00 - 16:00	2	1506	0.033	2	1506	0.033	2	1506	0.066
16:00 - 17:00	2	1506	0.000	2	1506	0.000	2	1506	0.000
17:00 - 18:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
18:00 - 19:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
19:00 - 20:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
20:00 - 21:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
21:00 - 22:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
22:00 - 23:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
23:00 - 24:00									
Total Rates:			0.132			0.132			0.264

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
CYCLISTS
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	1	2512	0.000	1	2512	0.000	1	2512	0.000
07:00 - 08:00	2	1506	0.033	2	1506	0.000	2	1506	0.033
08:00 - 09:00	2	1506	0.066	2	1506	0.000	2	1506	0.066
09:00 - 10:00	2	1506	0.033	2	1506	0.100	2	1506	0.133
10:00 - 11:00	2	1506	0.033	2	1506	0.033	2	1506	0.066
11:00 - 12:00	2	1506	0.000	2	1506	0.033	2	1506	0.033
12:00 - 13:00	2	1506	0.066	2	1506	0.033	2	1506	0.099
13:00 - 14:00	2	1506	0.033	2	1506	0.033	2	1506	0.066
14:00 - 15:00	2	1506	0.066	2	1506	0.033	2	1506	0.099
15:00 - 16:00	2	1506	0.000	2	1506	0.033	2	1506	0.033
16:00 - 17:00	2	1506	0.033	2	1506	0.033	2	1506	0.066
17:00 - 18:00	1	2512	0.000	1	2512	0.040	1	2512	0.040
18:00 - 19:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
19:00 - 20:00	1	2512	0.040	1	2512	0.000	1	2512	0.040
20:00 - 21:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
21:00 - 22:00	1	2512	0.000	1	2512	0.040	1	2512	0.040
22:00 - 23:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
23:00 - 24:00									
Total Rates:			0.403			0.411			0.814

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

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

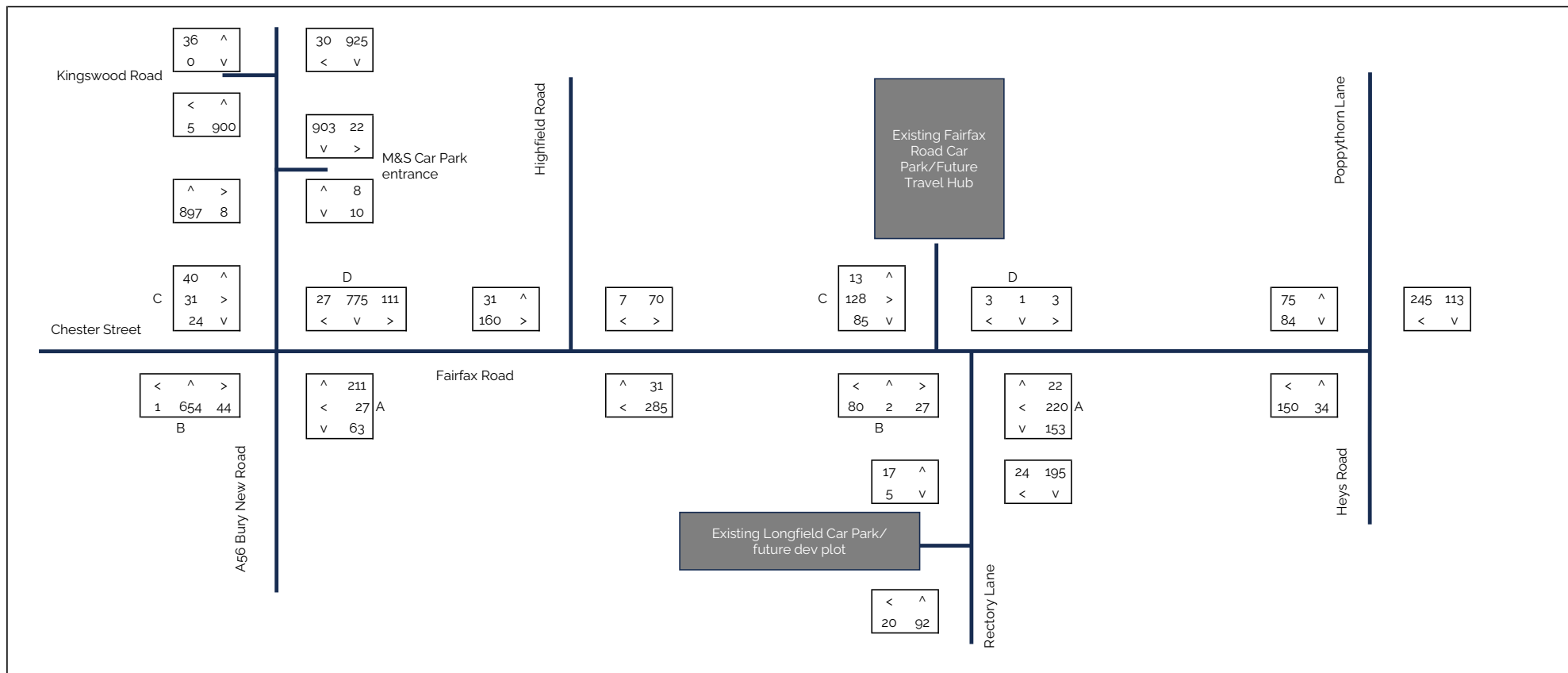
TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

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	1	2512	0.040	1	2512	0.000	1	2512	0.040
07:00 - 08:00	2	1506	0.100	2	1506	0.033	2	1506	0.133
08:00 - 09:00	2	1506	0.199	2	1506	0.133	2	1506	0.332
09:00 - 10:00	2	1506	0.299	2	1506	0.133	2	1506	0.432
10:00 - 11:00	2	1506	0.133	2	1506	0.232	2	1506	0.365
11:00 - 12:00	2	1506	0.166	2	1506	0.133	2	1506	0.299
12:00 - 13:00	2	1506	0.232	2	1506	0.232	2	1506	0.464
13:00 - 14:00	2	1506	0.199	2	1506	0.266	2	1506	0.465
14:00 - 15:00	2	1506	0.133	2	1506	0.166	2	1506	0.299
15:00 - 16:00	2	1506	0.066	2	1506	0.199	2	1506	0.265
16:00 - 17:00	2	1506	0.100	2	1506	0.100	2	1506	0.200
17:00 - 18:00	1	2512	0.040	1	2512	0.040	1	2512	0.080
18:00 - 19:00	1	2512	0.040	1	2512	0.119	1	2512	0.159
19:00 - 20:00	1	2512	0.000	1	2512	0.040	1	2512	0.040
20:00 - 21:00	1	2512	0.040	1	2512	0.000	1	2512	0.040
21:00 - 22:00	1	2512	0.000	1	2512	0.040	1	2512	0.040
22:00 - 23:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
23:00 - 24:00									
Total Rates:			1.787			1.866			3.653

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

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

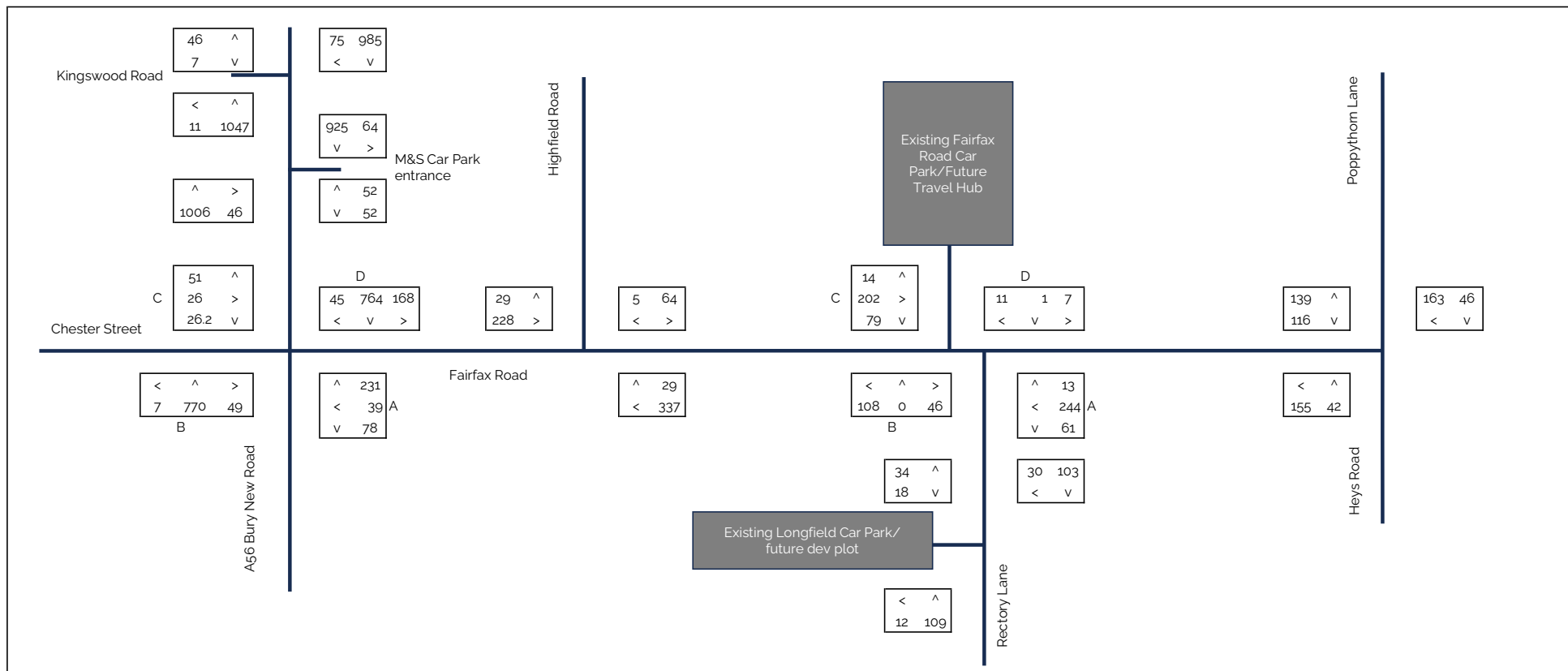
Appendix M: Traffic Survey Data



Title: 2023 AM Surveyed Flows (07:30-08:30)

Figure M.1

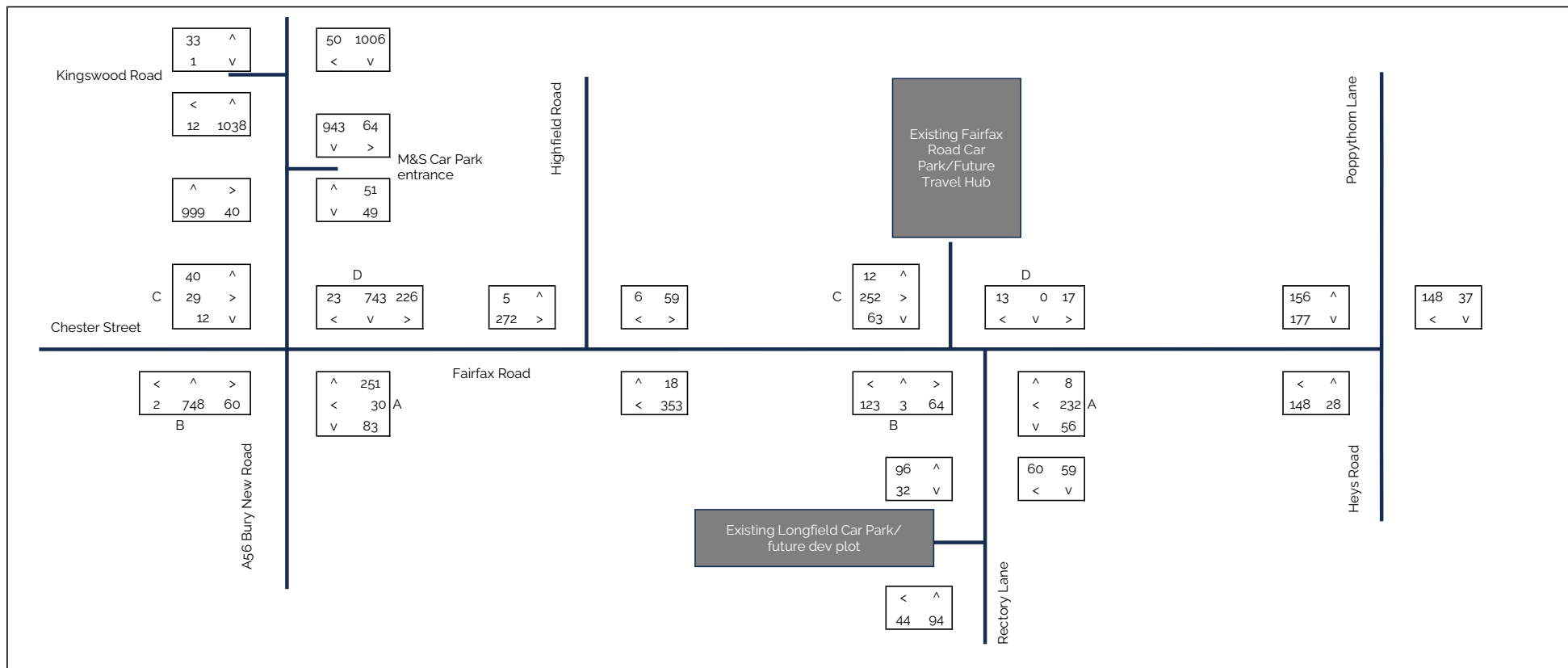
Civic Engineers



Title: 2023 PM Surveyed Flows (17:30-18:30)

Figure M.2

Civic Engineers



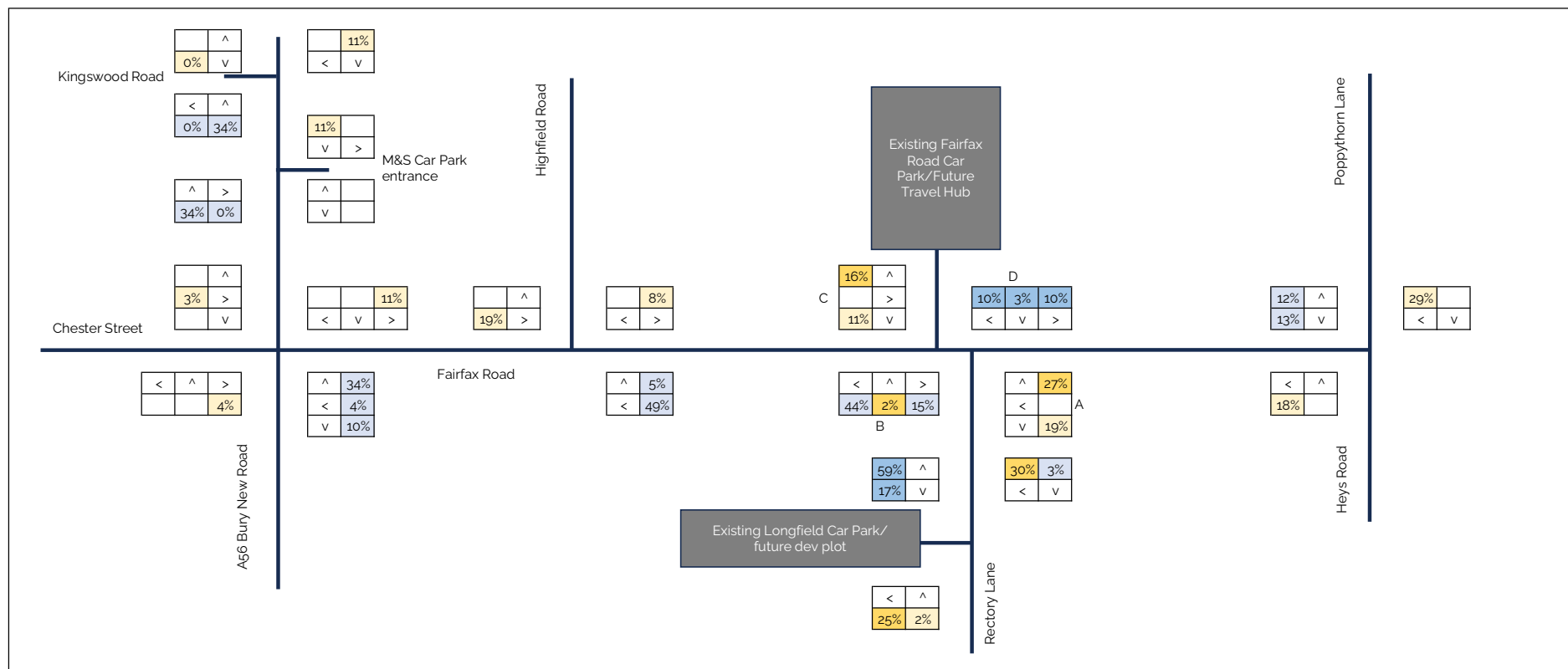
Title: 2023 Saturday Surveyed Flows (14:15-15:15)

Figure M.3

Civic Engineers

Appendix N: Appendix not in use

Appendix O: Network Traffic Flow Figures

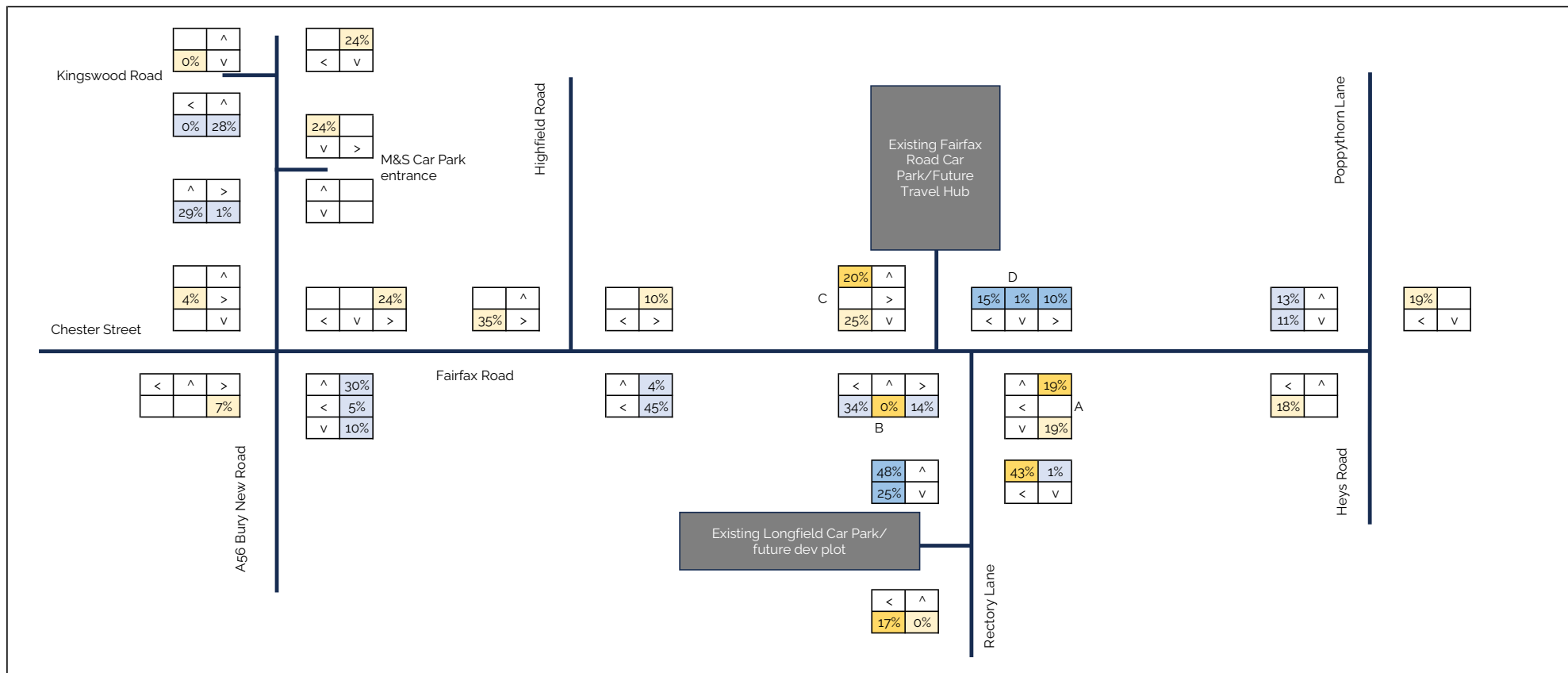


Title: Existing Car Parks Distribution AM

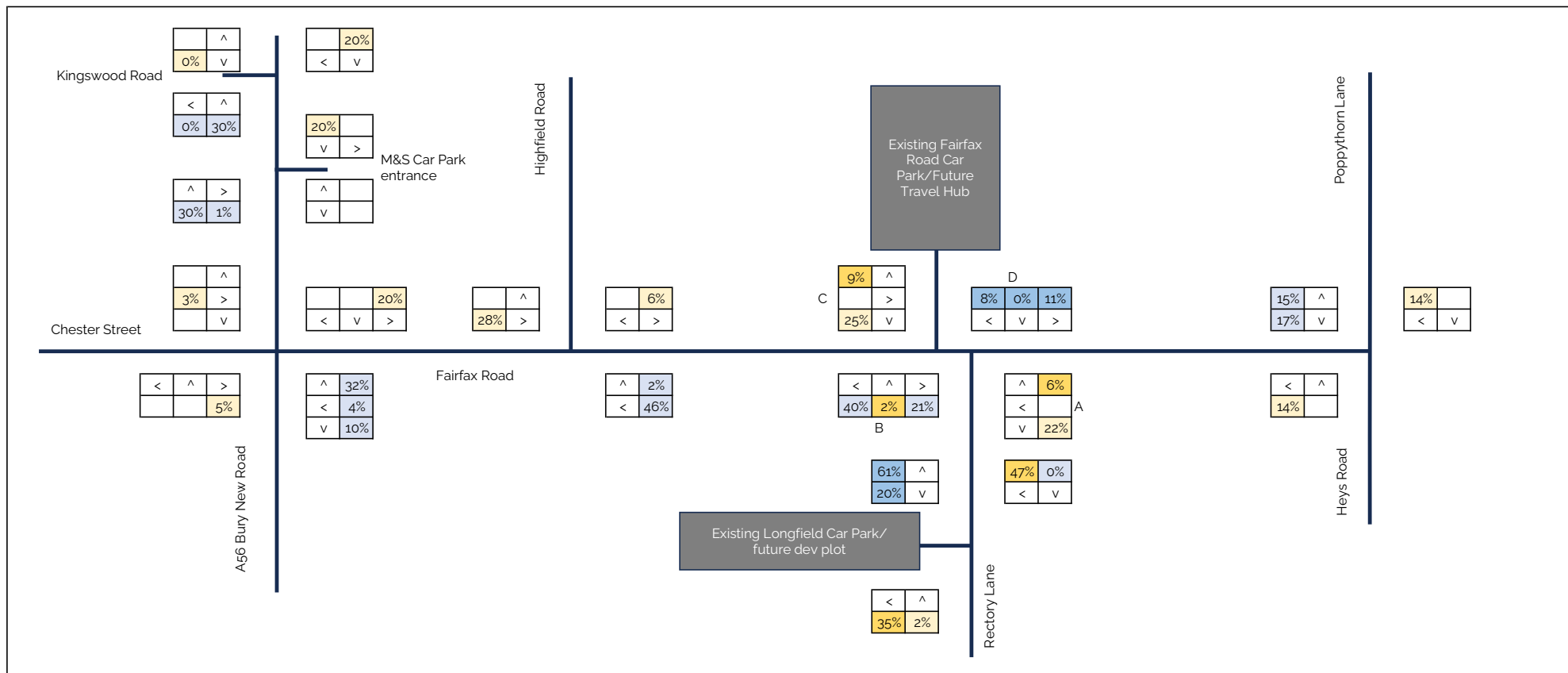
Figure Number O.1

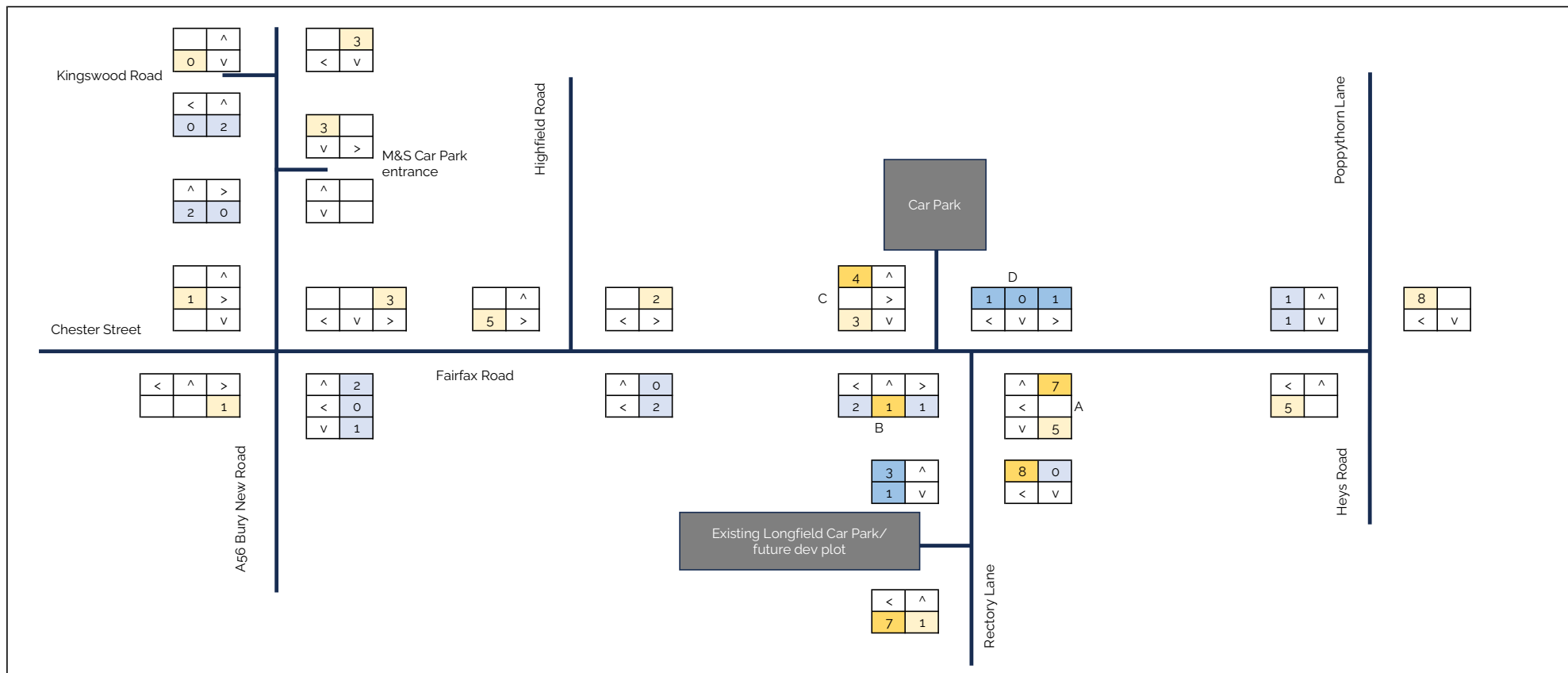
Civic Engineers

Arrivals 100.00%
Departures 100.00%



Title: Existing Car Parks Distribution PM
Figure Number O.2
Civic Engineers

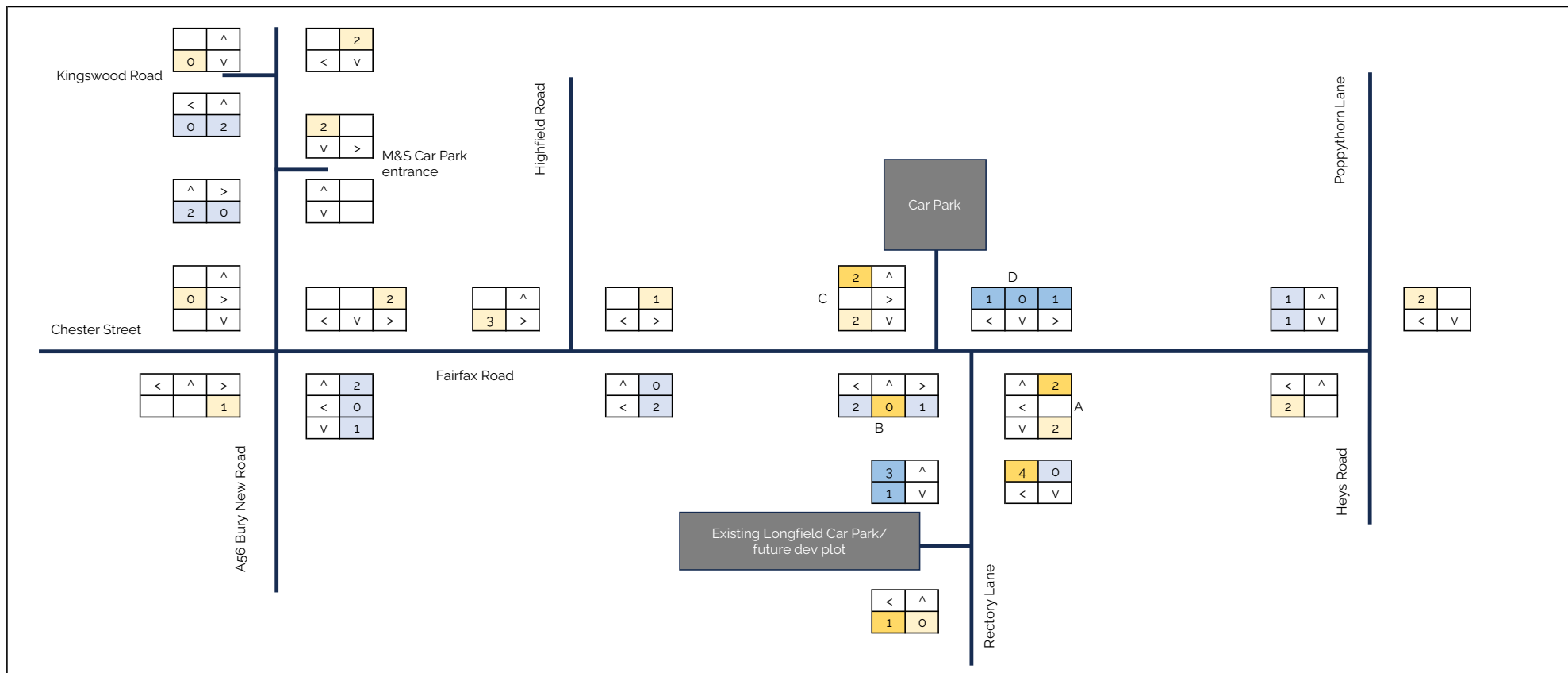




Title: Half of long stayers arriving and departing in peak hour, to be netted off. AM (07:30-08:30)

Figure O.4

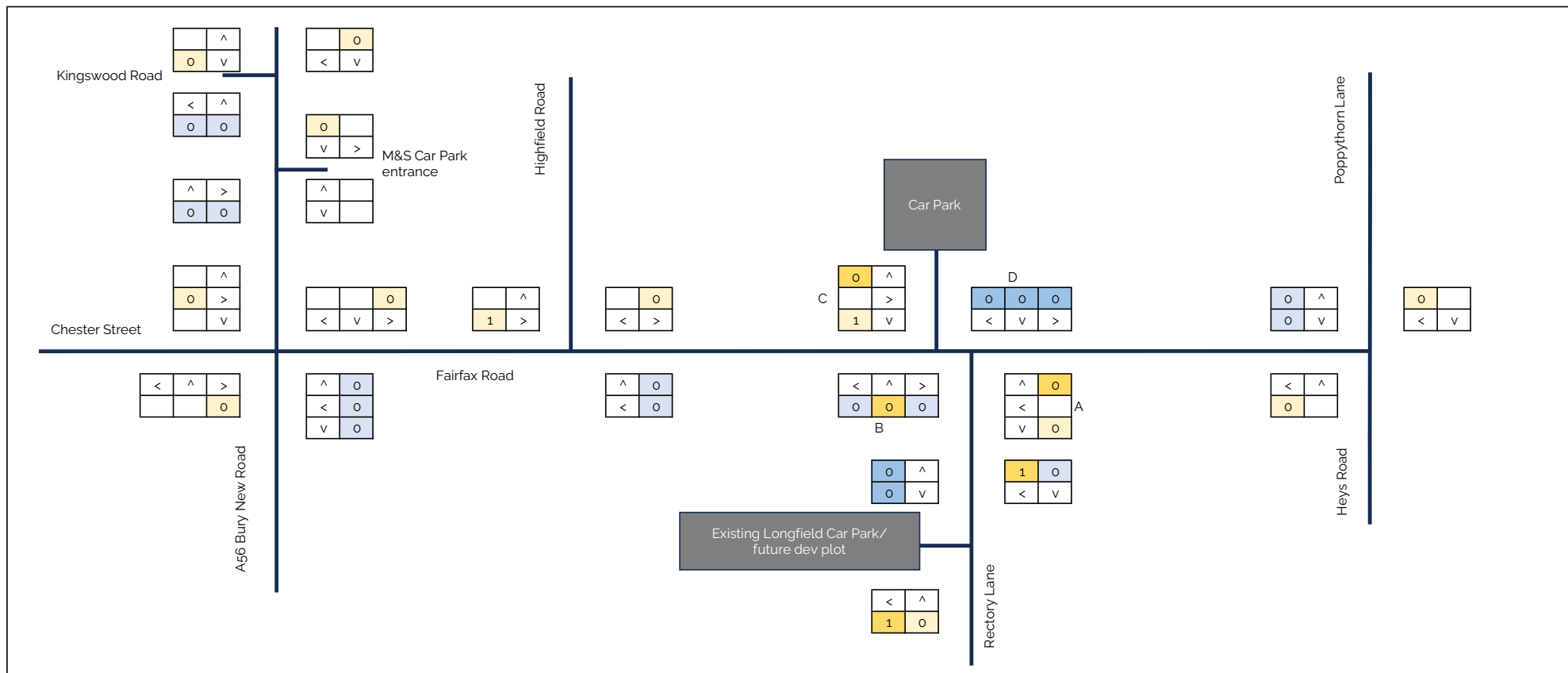
Civic Engineers



Title: Half of long stayers arriving and departing in peak hour, to be netted off. PM (17:30-18:30)

Figure O.5

Civic Engineers

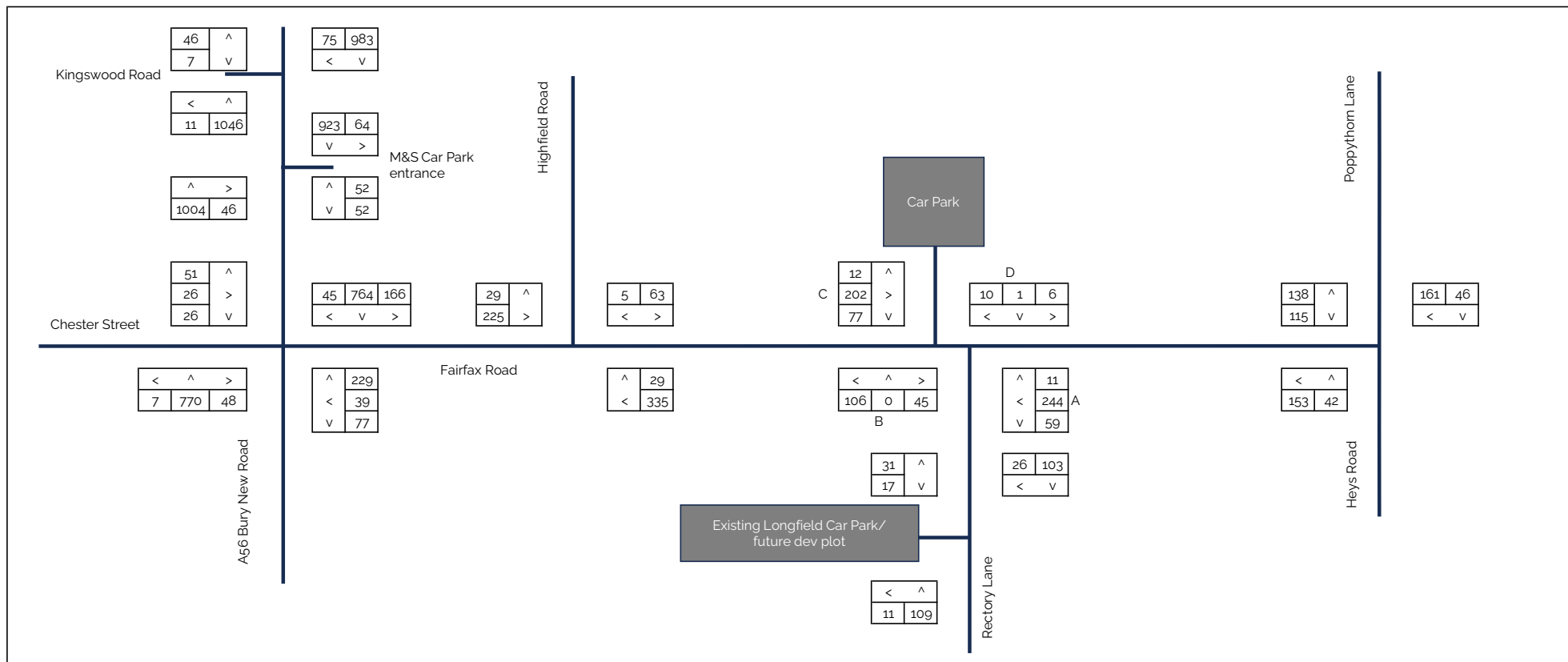


Title: Half of long stayers arriving and departing in peak hour, to be netted off. Sat (14:15-15:15)

Figure O.6

Civic Engineers

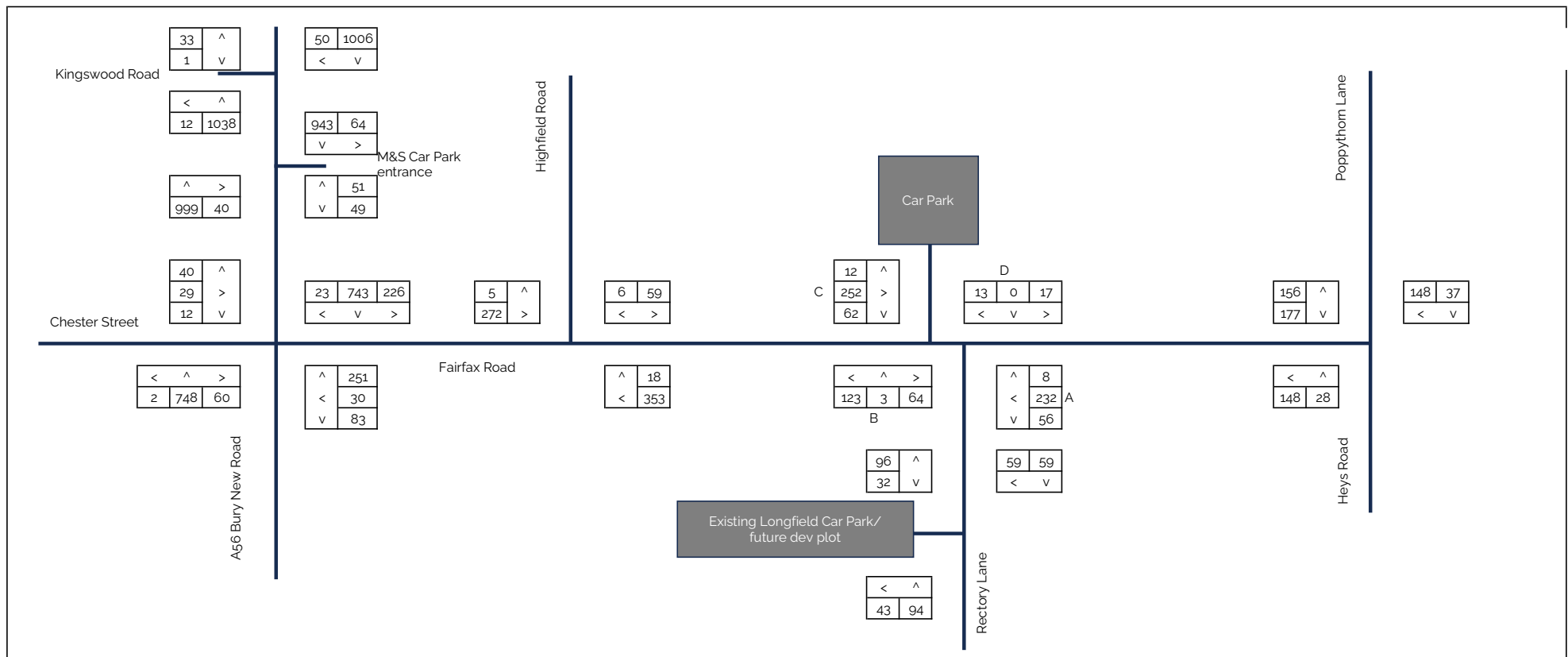
Figure O.7
Civic Engineers



Title: 2023 PM Surveyed minus half long stayers (parking in Longfield and Fairfax Car Park) (17:30-18:30)

Figure O.8

Civic Engineers



Title: 2023 Sat Surveyed minus half long stayers (parking in Longfield and Fairfax Car Park) (14:15-15:15)

Figure O.g

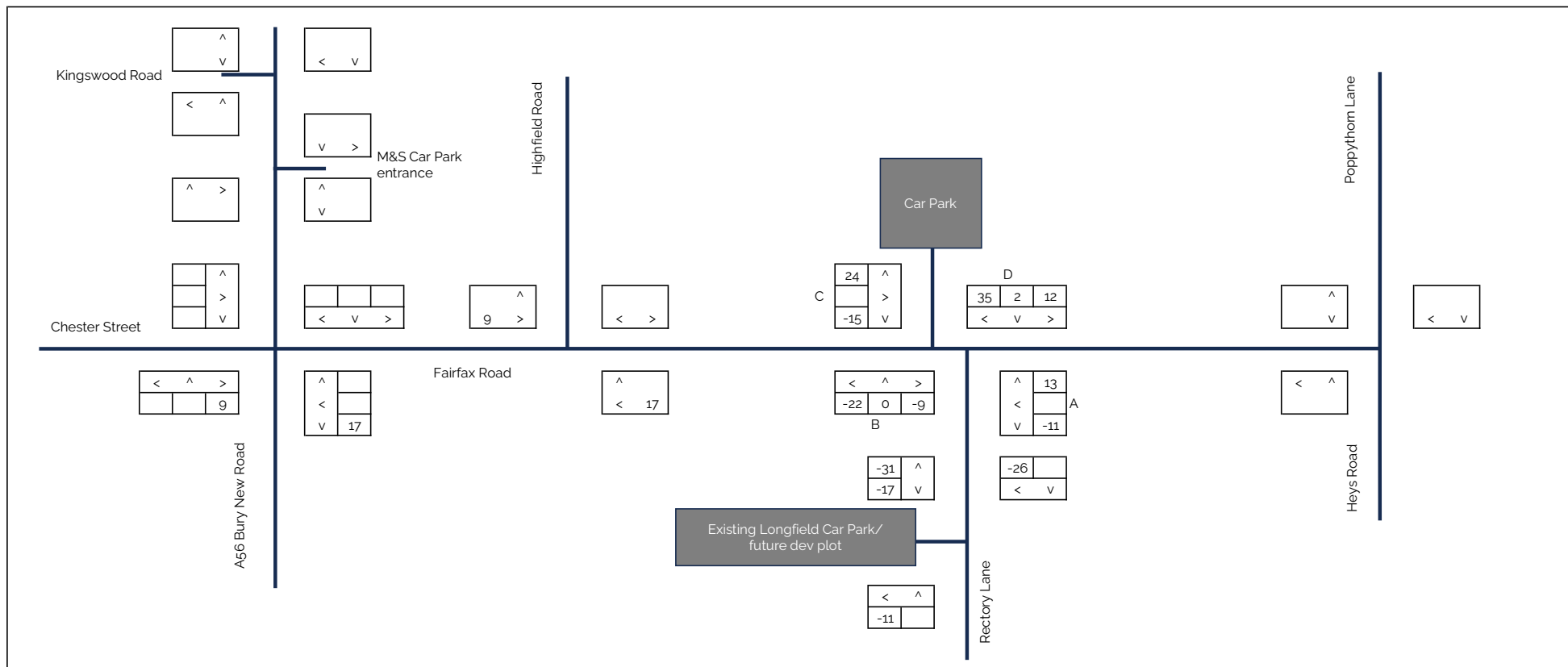
Civic Engineers



Title: Retained Trips Redistributed to Travel Hub AM Peak (07:30-08:30)

Figure O.10

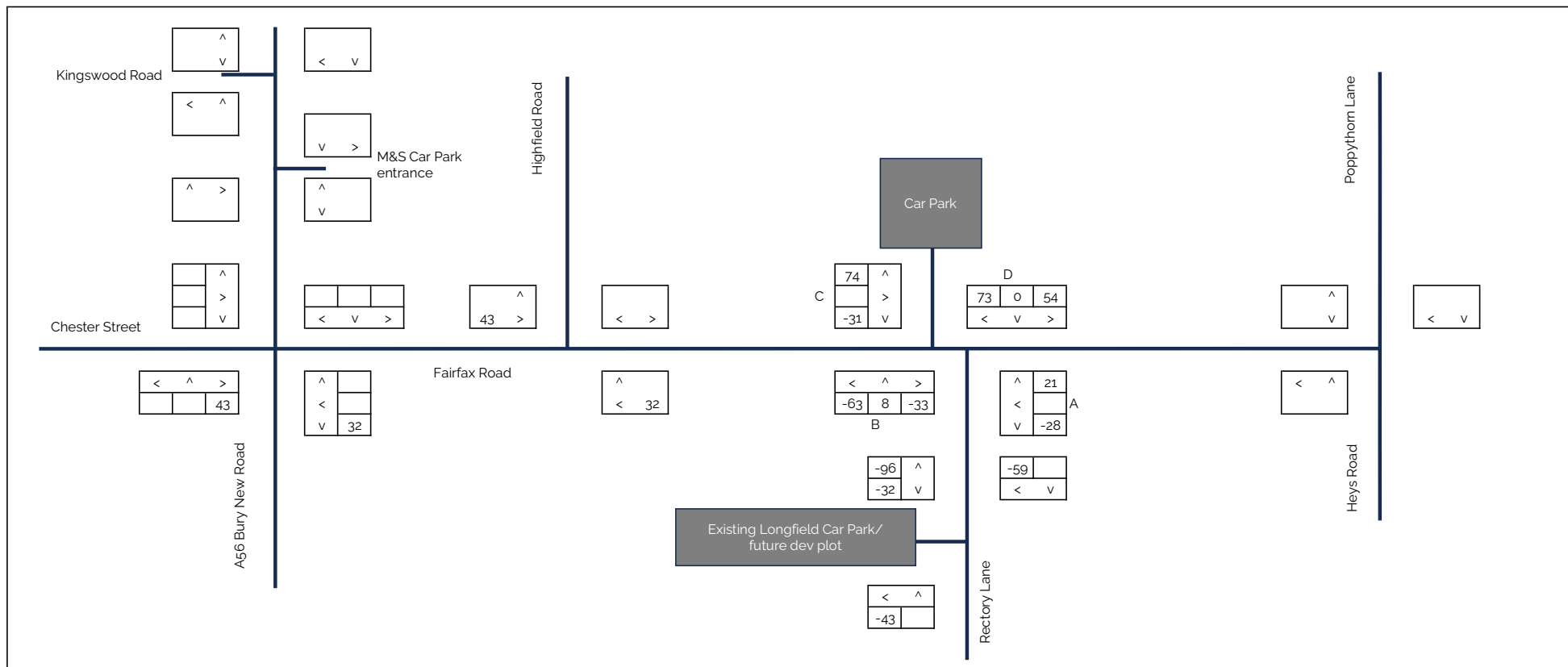
Civic Engineers



Title: Retained Trips Redistributed to Travel Hub PM Peak (17:30-18:30)

Figure O.11

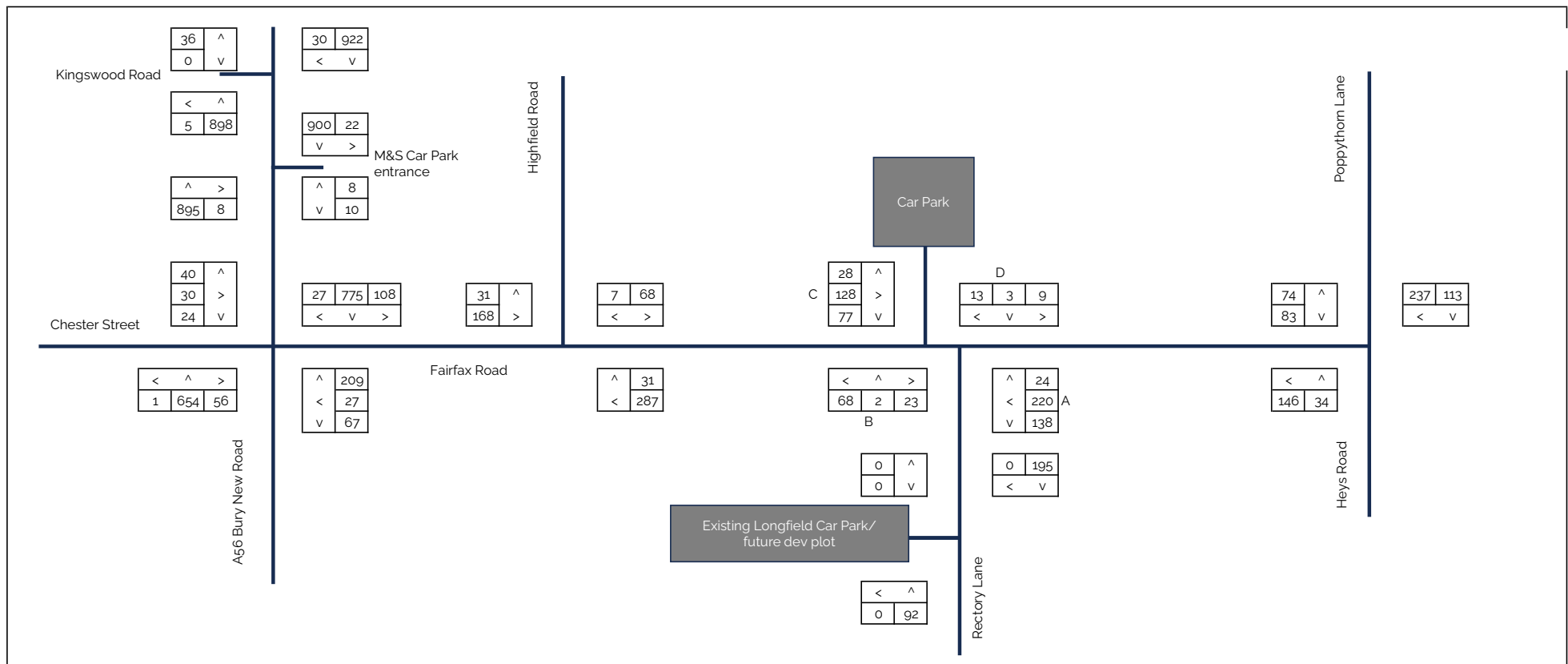
Civic Engineers



Title: Retained Trips Redistributed to Travel Hub Saturday Peak (14:15-15:15)

Figure O.12

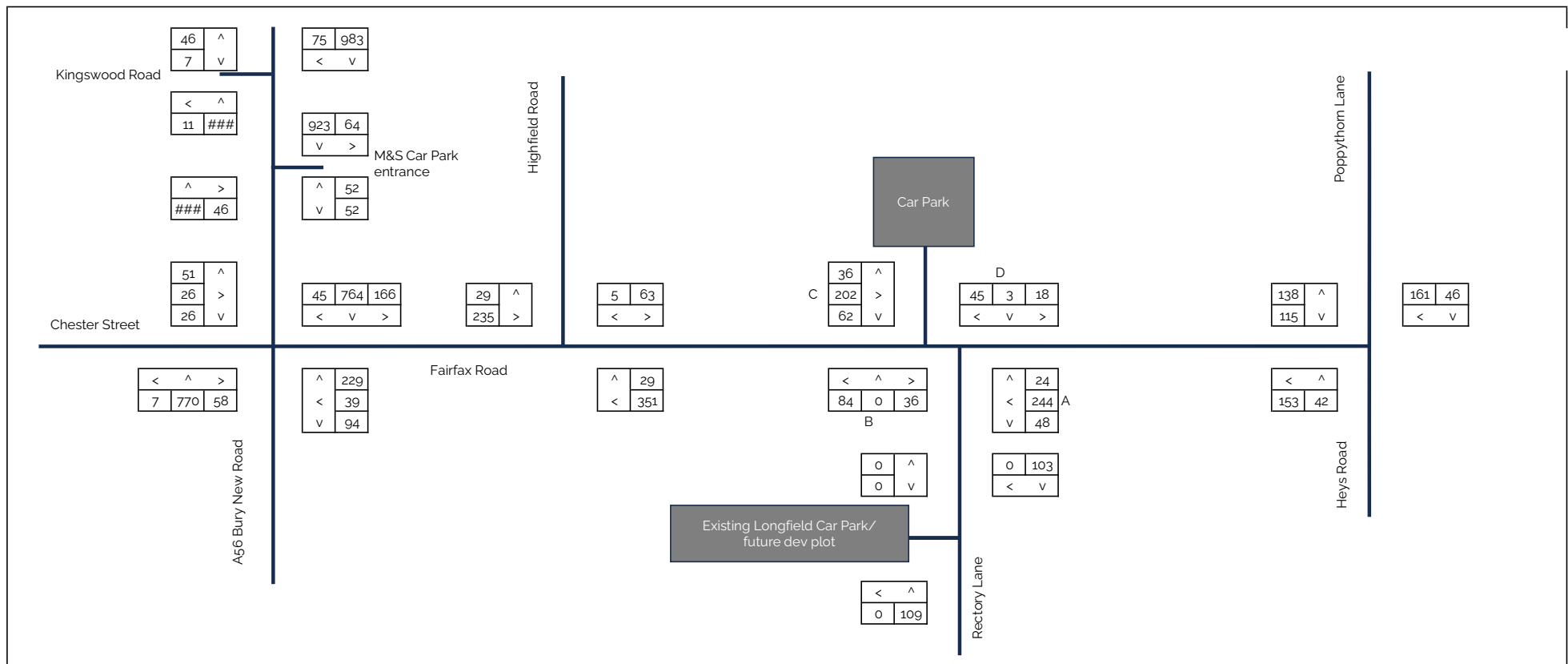
Civic Engineers



Title: Future Baseline - existing red line and half long stayers removed, and existing Longfield Car Park use redistributed to proposed Travel Hub - AM Peak (07:30-08:30)

Figure O.13

Civic Engineers

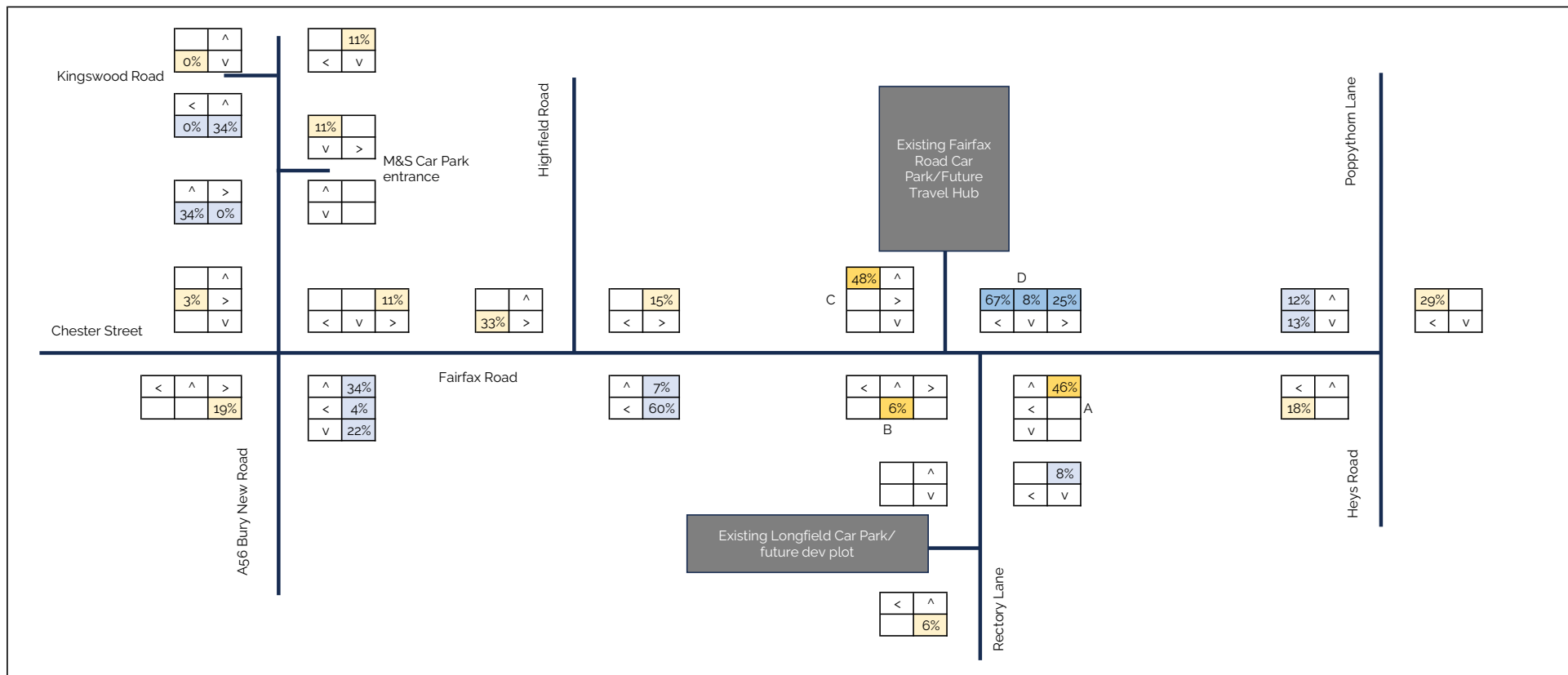


Title: Future Baseline - existing red line and half long stayers removed, and existing Longfield Car Park use redistributed to proposed Travel Hub - PM Peak (17:30-18:30)

Figure O.14

Civic Engineers

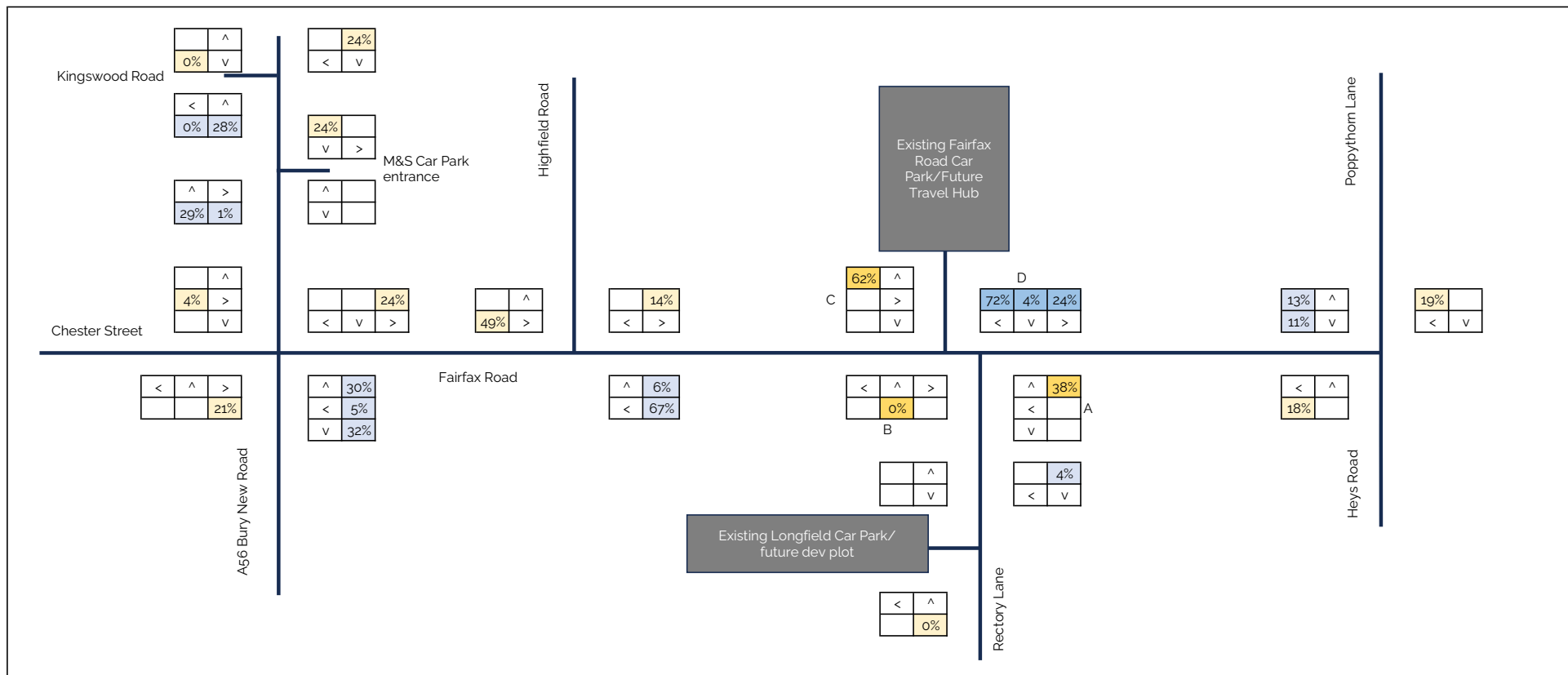
Civic Engineers



Title: Future Travel Hub Distribution AM

Figure Number O.16

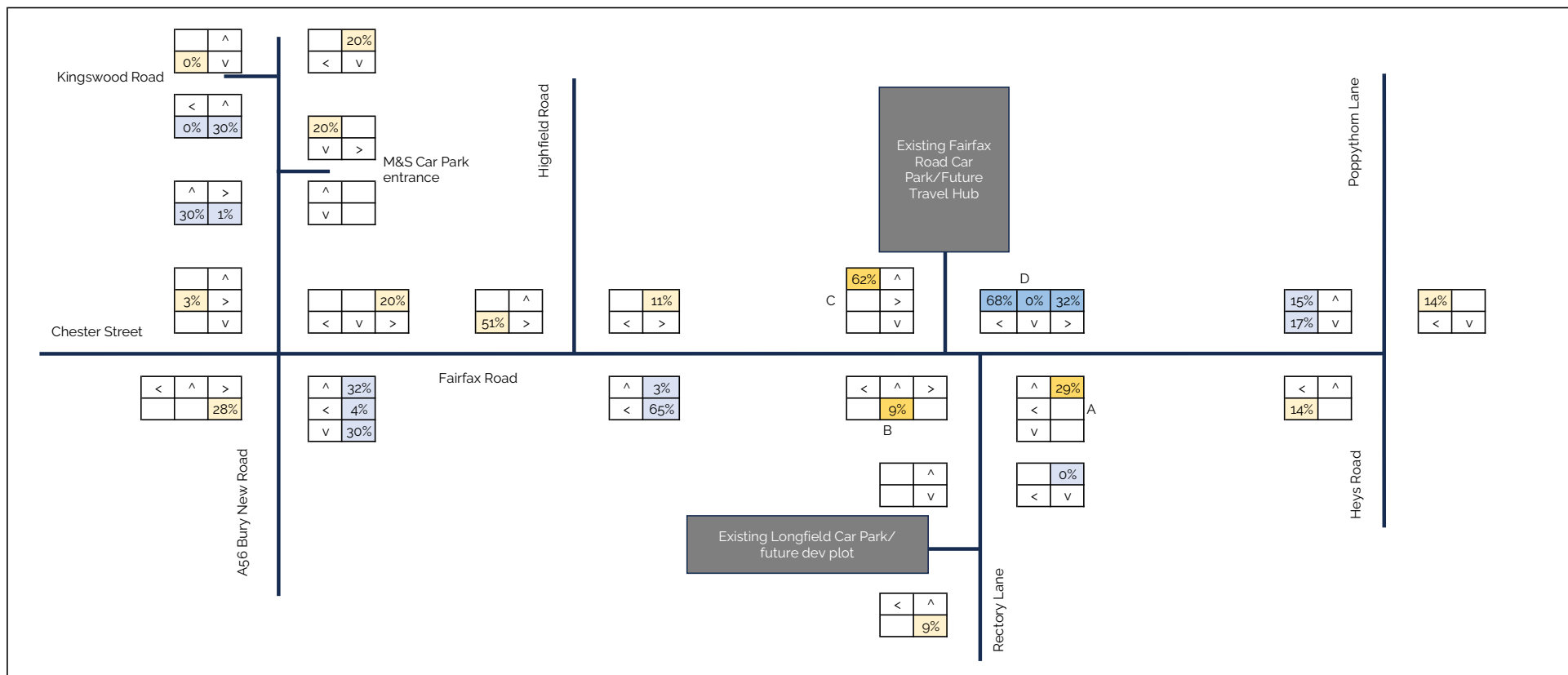
Civic Engineers



Title: Future Travel Hub Distribution PM

Figure Number O.17

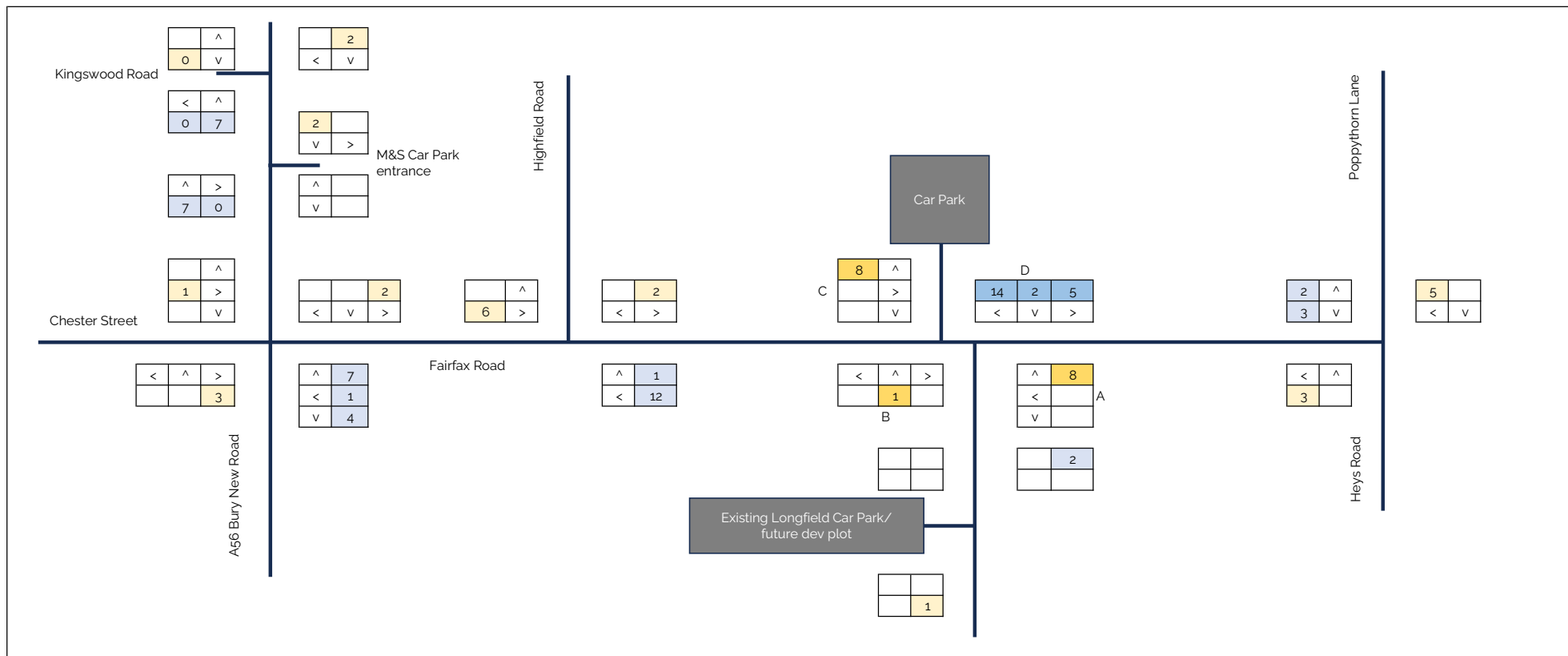
Civic Engineers



Title: Future Travel Hub Distribution Sat

Figure Number O.18

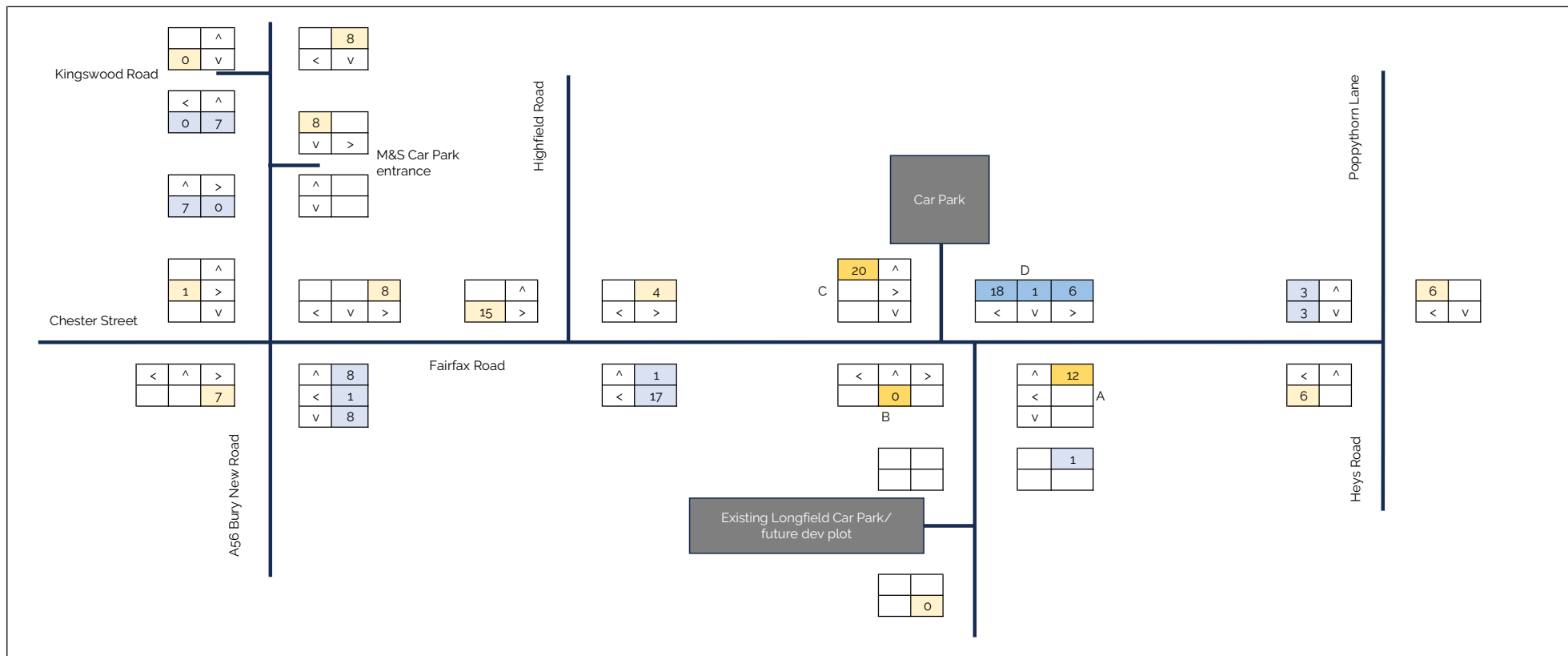
Civic Engineers



Title: AM Proposed Development Flows (07:30-08:30)

Figure O.19

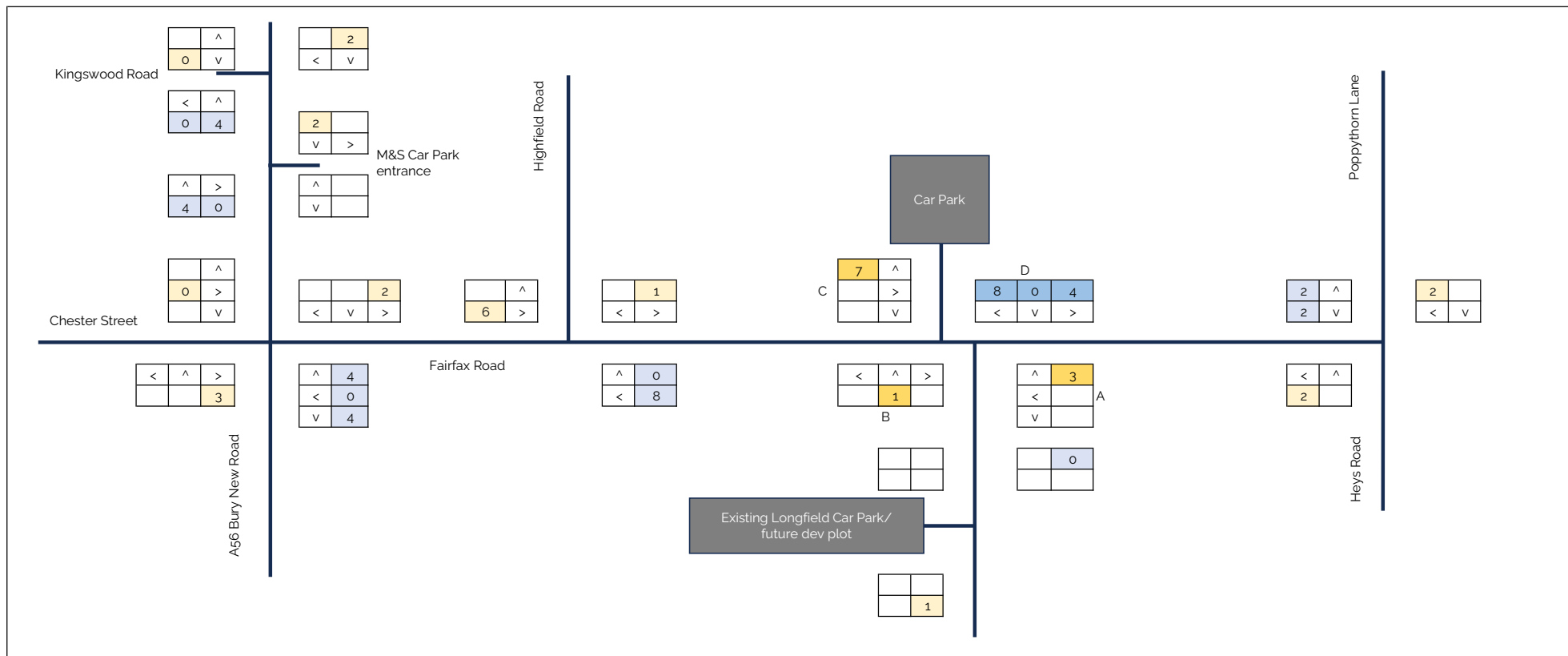
Civic Engineers



Title: PM Proposed Development Flows (17:30-18:30)

Figure O.20

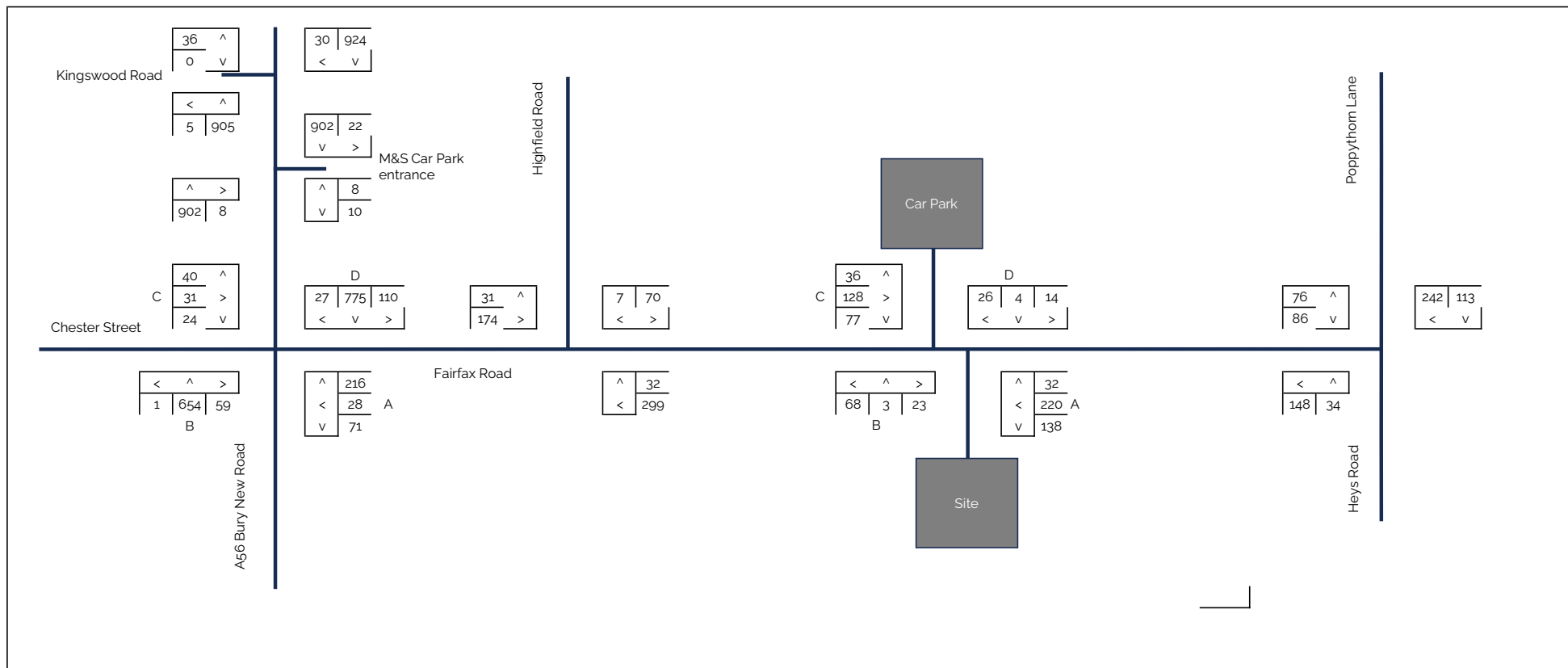
Civic Engineers



Title: Sat Proposed Development Flows (14:15-15:15)

Figure O.21

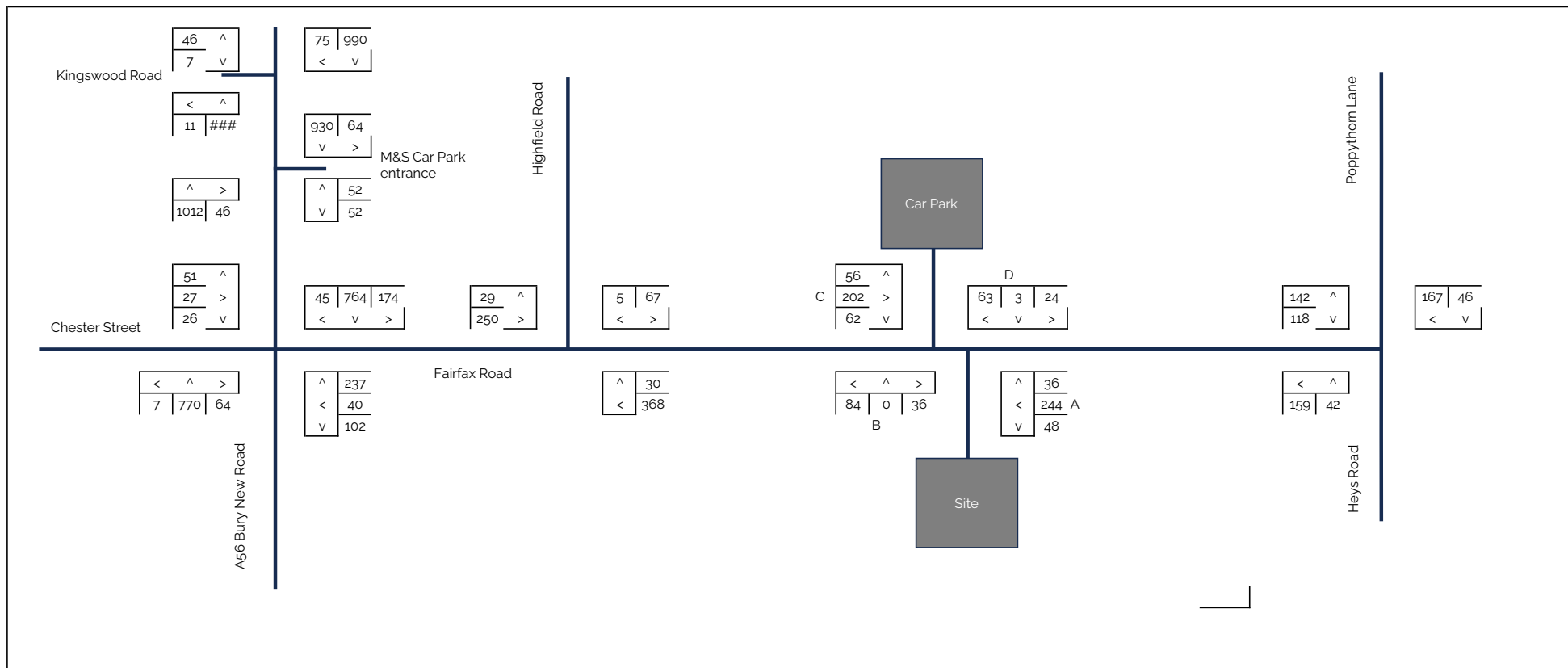
Civic Engineers



Title: Future Year with Proposed Development AM (07:30-08:30)

Figure O.22

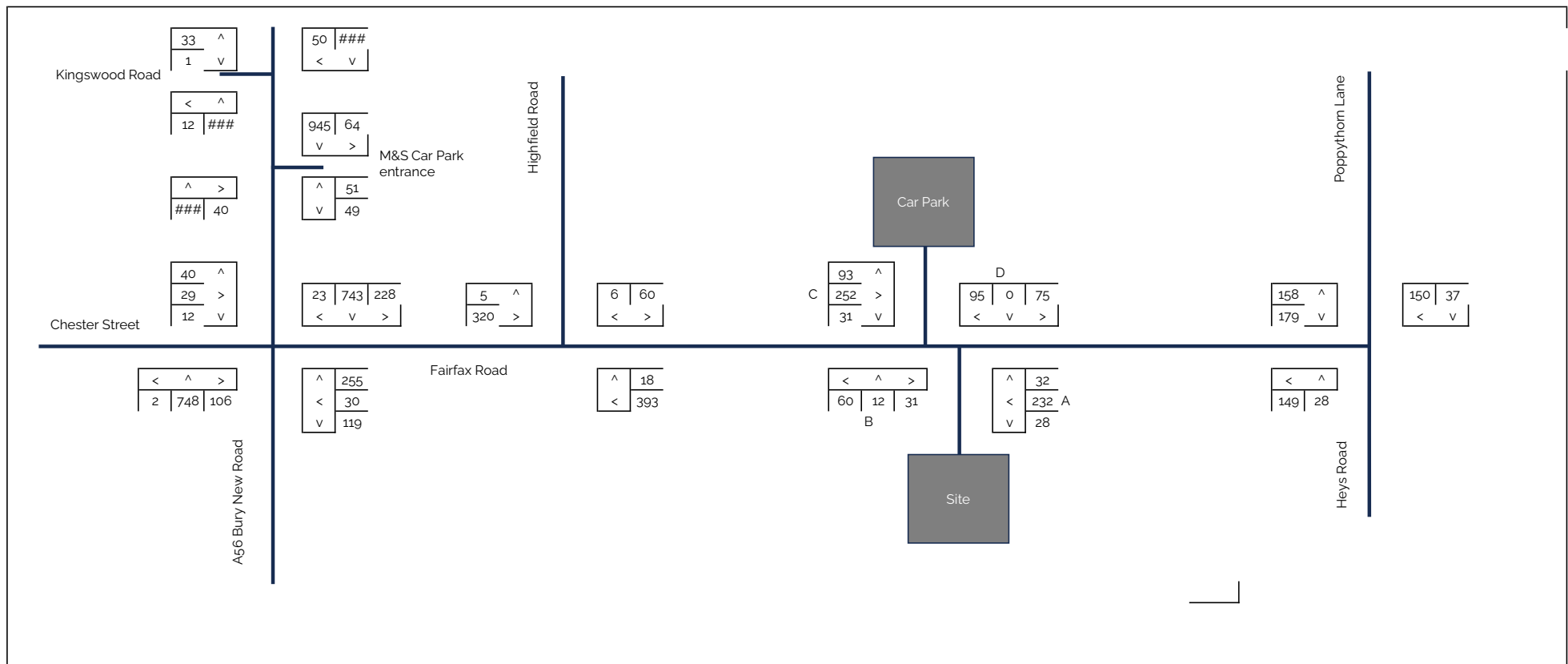
Civic Engineers



Title: Future Year with Proposed Development PM (17:30-18:30)

Figure O.23

Civic Engineers



Title: Future Year with Proposed Development Saturday (14:15-15:15)

Figure O.24

Civic Engineers

Appendix P: A56 Bury New Road/Fairfax Road/Chester Road Signals information from TfGM

Urban Traffic Control Unit

Client: Civic Engineers
Subject: Controller data and traffic signal timings information
Doc: Info_623_Oct23_hm
Author: [REDACTED]
Location: Bury New Road / Fairfax Road, Bury - 623

Contact:	E-Mail:	Tel:
[REDACTED]		

This Site Operates under SCOOT Control

Staging

1.	Bury New Road from Manchester (Phase A) Bury New Road from Bury (Phase B)
2.	Fairfax Road (Phase D)
3.	Chester Street (Phase C)

**Stage 3 is demand dependent*

Note: The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

Controller phase minimum greens and intergreens

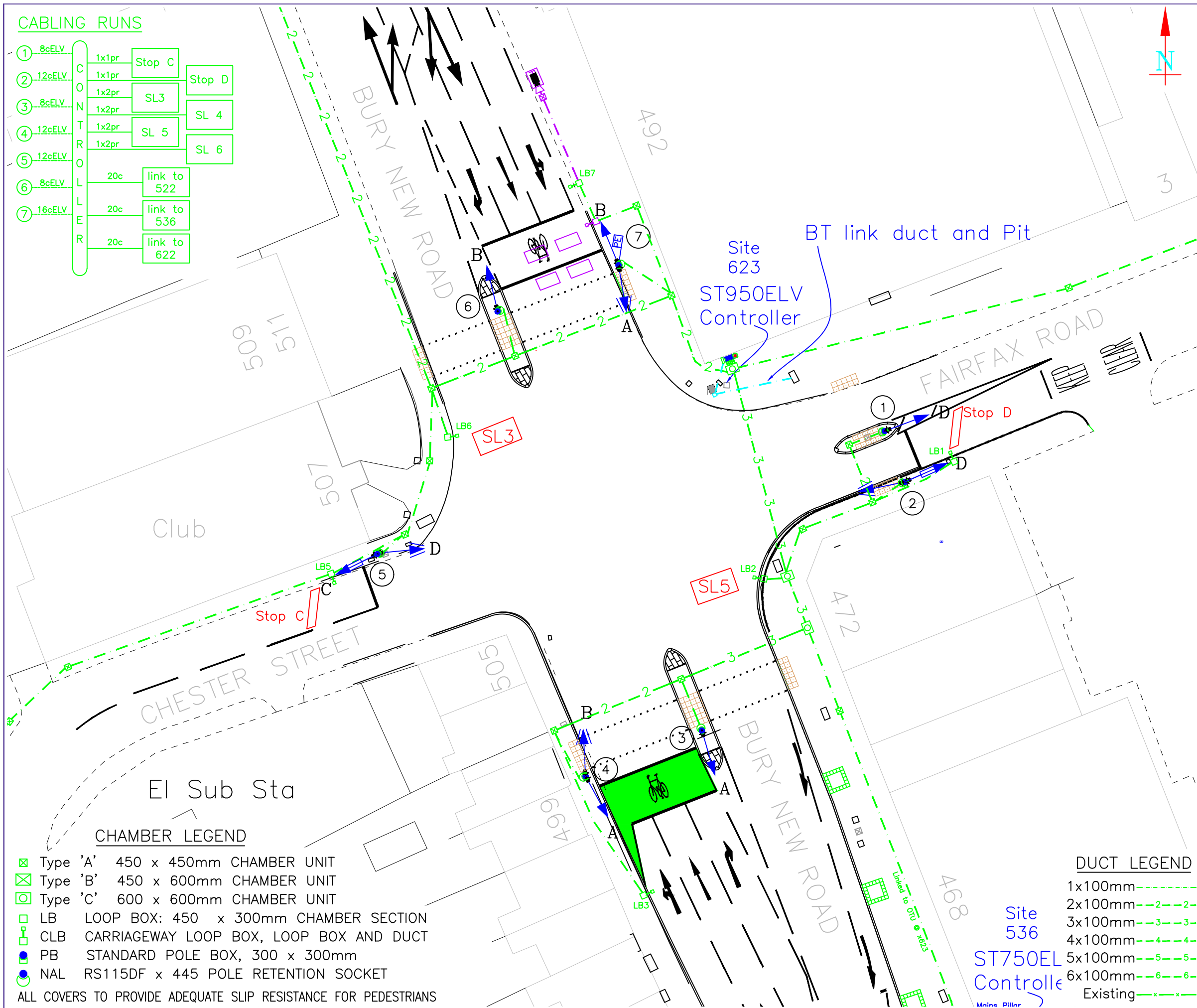
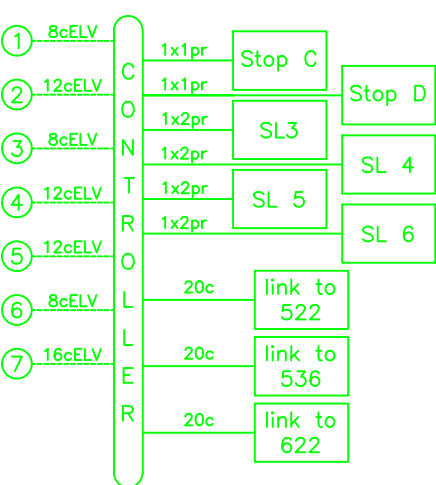
Minimum phase green	To From	A	B	C	D
7	A		-	7	7
7	B	-		7	7
7	C	8	8		6
7	D	8	8	7	

Stage Lengths

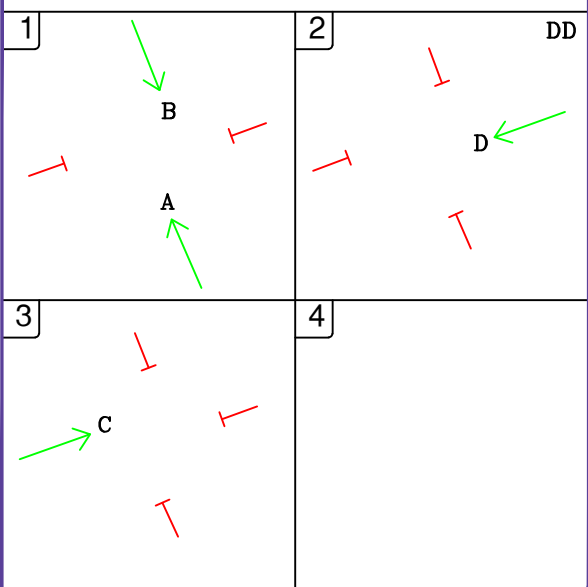
SCOOT

The site operates under SCOOT Control. The green times are variable throughout the day depending on traffic conditions on site. The SCOOT maximum cycle time for this region is 96 seconds and the site will run up to this cycle time during the peak periods.

CABLING RUNS



Staging Diagrams



CHAMBER LEGEND

- ☒ Type 'A' 450 x 450mm CHAMBER UNIT
- ☒ Type 'B' 450 x 600mm CHAMBER UNIT
- ☒ Type 'C' 600 x 600mm CHAMBER UNIT
- ☐ LB LOOP BOX: 450 x 300mm CHAMBER SECTION
- ☐ CLB CARRIAGEWAY LOOP BOX, LOOP BOX AND DUCT
- PB STANDARD POLE BOX, 300 x 300mm
- NAL RS115DF x 445 POLE RETENTION SOCKET

ALL COVERS TO PROVIDE ADEQUATE SLIP RESISTANCE FOR PEDESTRIANS

DUCT LEGEND

- 1x100mm
- 2x100mm
- 3x100mm
- 4x100mm
- 5x100mm
- 6x100mm
- Existing

A	Junction upgrade new controller ST950ELV Commissioned 08/04/18	16/04/18	DJW	
	REVISIONS	DATE	BY	APP
SCALE 1:500 <				

Transport for Greater Manchester
Urban Traffic Control Unit

Tel: 0161-247 3150
Fax: 0161-228 1530
email: gmutc@tfgm.com

Appendix Q: Traffic Modelling Results

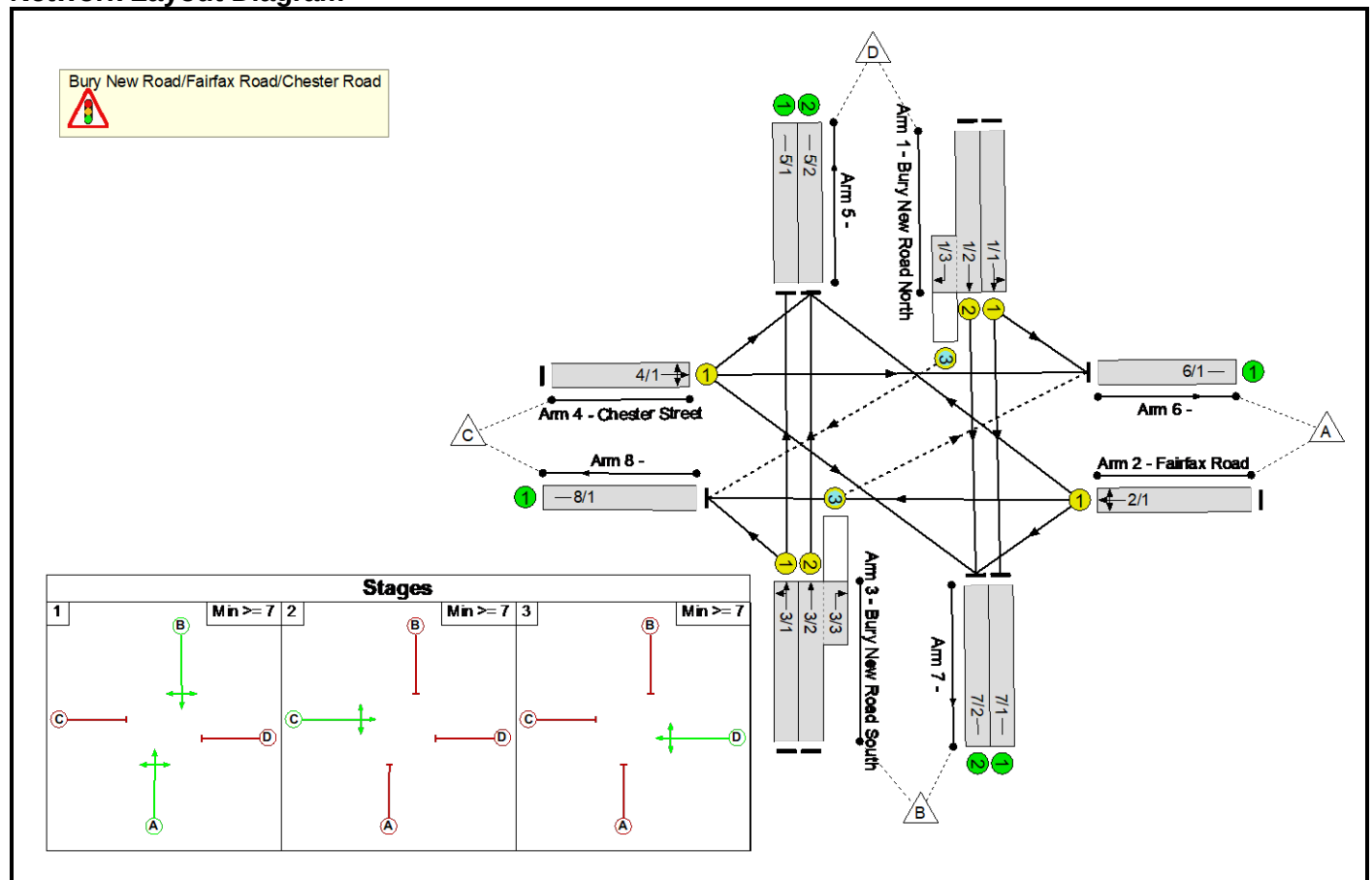
Full Input Data And Results

Full Input Data And Results

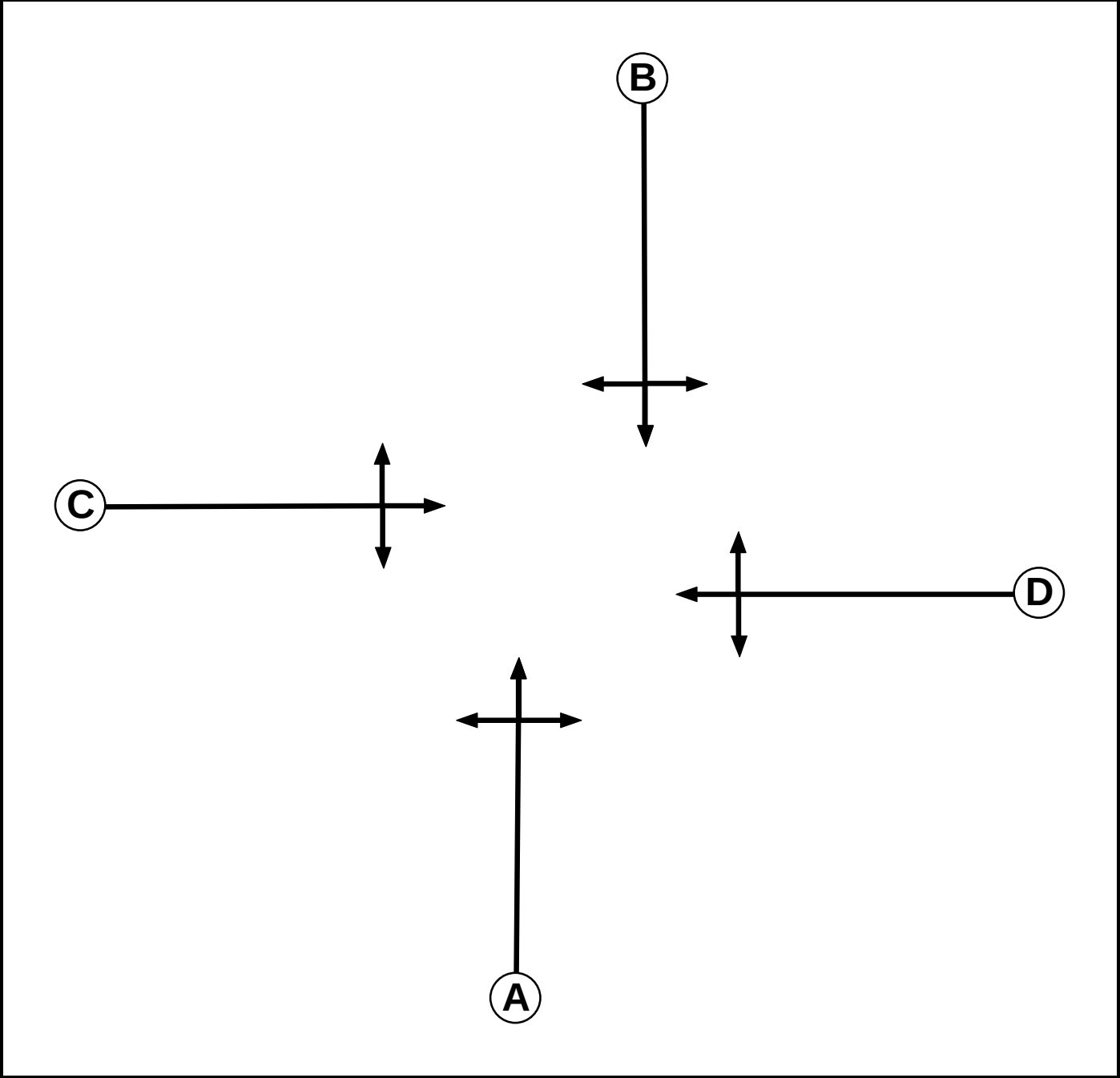
User and Project Details

Project:	2772 Prestwich - Muse
Title:	A56 Bury New Road/Fairfax Road/Chester Street Junction
Location:	Prestwich, Manchester
Additional detail:	
File name:	Bury New Road_Fairfax Road_Chester Street Junction - Run 2.lsg3x
Author:	
Company:	Civic Engineers
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

Full Input Data And Results

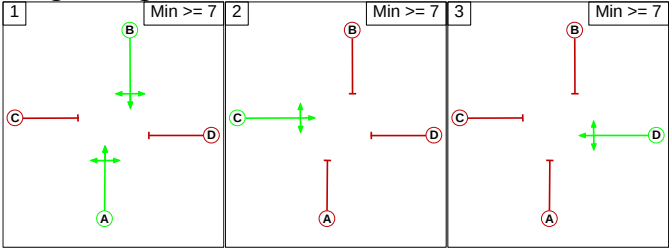
Phase Intergreens Matrix

Terminating Phase	Starting Phase				
		A	B	C	D
	A		-	7	7
	B	-		7	7
	C	8	8		6
	D	8	8	7	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		7	7
	2	8		6
	3	8	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Bury New Road/Fairfax Road/Chester Road											
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)
1/3 (Bury New Road North)	8/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
				3/2	1.09	All					
3/3 (Bury New Road South)	6/1 (Right)	1439	0	1/1	1.09	All	4.00	-	0.50	4	2.00
				1/2	1.09	All					

Lane Input Data

Junction: Bury New Road/Fairfax Road/Chester Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Bury New Road North)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	9.50
1/2 (Bury New Road North)	U	B	2	3	60.0	Geom	-	2.90	0.00	N	Arm 7 Ahead	Inf
1/3 (Bury New Road North)	O	B	2	3	3.5	Geom	-	2.60	0.00	Y	Arm 7 Ahead	Inf
2/1 (Fairfax Road)	U	D	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 8 Right	10.00
3/1 (Bury New Road South)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	16.00
											Arm 7 Left	8.50
											Arm 8 Ahead	Inf
3/2 (Bury New Road South)	U	A	2	3	60.0	Geom	-	3.10	0.00	N	Arm 5 Ahead	Inf
3/3 (Bury New Road South)	O	A	2	3	3.9	Geom	-	3.00	0.00	Y	Arm 8 Left	2.50
4/1 (Chester Street)	U	C	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Left	8.80
											Arm 7 Right	14.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base AM'	07:30	08:30	01:00	
2: '2023 Base PM'	17:30	18:30	01:00	
3: '2023 Base Saturday'	14:15	15:15	01:00	
4: 'Future Year Do Nothing AM'	07:30	08:30	01:00	
5: 'Future Year Do Nothing PM'	17:30	18:30	01:00	
6: 'Future Year Do Nothing Saturday'	14:15	15:15	01:00	
7: 'Future Year with Extant Development AM'	07:30	08:30	01:00	
8: 'Future Year with Extant Development PM'	17:30	18:30	01:00	
9: 'Future Year with Extant Development Saturday'	14:15	15:15	01:00	
10: 'Future Year with Proposed Development AM'	07:30	08:30	01:00	
11: 'Future Year with Proposed Development PM'	17:30	18:30	01:00	
12: 'Future Year with Proposed Development Saturday'	14:15	15:15	01:00	

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	63	27	211	301
	B	44	0	1	654	699
	C	31	24	0	40	95
	D	111	775	27	0	913
	Tot.	186	862	55	905	2008

Traffic Lane Flows

Lane	Scenario 1: 2023 Base AM
Junction: Bury New Road/Fairfax Road/Chester Road	
1/1	411
1/2 (with short)	502(In) 475(Out)
1/3 (short)	27
2/1	301
3/1 3/2 (with short)	310 389(In) 345(Out)
3/3 (short)	44
4/1	95
5/1	309
5/2	596
6/1	186
7/1	300
7/2	562
8/1	55

Lane Saturation Flows

Junction: Bury New Road/Fairfax Road/Chester Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury New Road North)	3.00	0.00	Y	Arm 6 Left	9.50	27.0 %	1837	1837
				Arm 7 Ahead	Inf	73.0 %		
1/2 (Bury New Road North)	2.90	0.00	N	Arm 7 Ahead	Inf	100.0 %	2045	2045
1/3 (Bury New Road North)	2.60	0.00	Y	Arm 8 Right	10.00	100.0 %	1630	1630
2/1 (Fairfax Road)	3.40	0.00	Y	Arm 5 Right	16.00	70.1 %	1773	1773
				Arm 7 Left	8.50	20.9 %		
				Arm 8 Ahead	Inf	9.0 %		
3/1 (Bury New Road South)	3.00	0.00	Y	Arm 5 Ahead	Inf	99.7 %	1911	1911
				Arm 8 Left	2.50	0.3 %		
3/2 (Bury New Road South)	3.10	0.00	N	Arm 5 Ahead	Inf	100.0 %	2065	2065
3/3 (Bury New Road South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665
4/1 (Chester Street)	3.60	0.00	Y	Arm 5 Left	8.80	42.1 %	1797	1797
				Arm 6 Ahead	Inf	32.6 %		
				Arm 7 Right	14.00	25.3 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2023 Base PM' (FG2: '2023 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	78	39	231	348
	B	49	0	7	770	826
	C	26	26	0	51	103
	D	168	764	45	0	977
	Tot.	243	868	91	1052	2254

Traffic Lane Flows

Lane	Scenario 2: 2023 Base PM
Junction: Bury New Road/Fairfax Road/Chester Road	
1/1	435
1/2 (with short)	542(In) 497(Out)
1/3 (short)	45
2/1	348
3/1 3/2 (with short)	370 456(In) 407(Out)
3/3 (short)	49
4/1	103
5/1	363
5/2	689
6/1	243
7/1	267
7/2	601
8/1	91

Lane Saturation Flows

Junction: Bury New Road/Fairfax Road/Chester Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury New Road North)	3.00	0.00	Y	Arm 6 Left	9.50	38.6 %	1805	1805
				Arm 7 Ahead	Inf	61.4 %		
1/2 (Bury New Road North)	2.90	0.00	N	Arm 7 Ahead	Inf	100.0 %	2045	2045
1/3 (Bury New Road North)	2.60	0.00	Y	Arm 8 Right	10.00	100.0 %	1630	1630
2/1 (Fairfax Road)	3.40	0.00	Y	Arm 5 Right	16.00	66.4 %	1774	1774
				Arm 7 Left	8.50	22.4 %		
				Arm 8 Ahead	Inf	11.2 %		
3/1 (Bury New Road South)	3.00	0.00	Y	Arm 5 Ahead	Inf	98.1 %	1894	1894
				Arm 8 Left	2.50	1.9 %		
3/2 (Bury New Road South)	3.10	0.00	N	Arm 5 Ahead	Inf	100.0 %	2065	2065
3/3 (Bury New Road South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665
4/1 (Chester Street)	3.60	0.00	Y	Arm 5 Left	8.80	49.5 %	1777	1777
				Arm 6 Ahead	Inf	25.2 %		
				Arm 7 Right	14.00	25.2 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Future Year Do Nothing AM' (FG4: 'Future Year Do Nothing AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	63	27	211	301
	B	44	0	1	654	699
	C	31	24	0	40	95
	D	111	775	27	0	913
	Tot.	186	862	55	905	2008

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Future Year Do Nothing AM
Junction: Bury New Road/Fairfax Road/Chester Road	
1/1	412
1/2 (with short)	501(In) 474(Out)
1/3 (short)	27
2/1	301
3/1 3/2 (with short)	310 389(In) 345(Out)
3/3 (short)	44
4/1	95
5/1	309
5/2	596
6/1	186
7/1	301
7/2	561
8/1	55

Lane Saturation Flows

Junction: Bury New Road/Fairfax Road/Chester Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (Bury New Road North)	3.00	0.00	Y	Arm 6 Left	9.50	26.9 %	1837	1837	
				Arm 7 Ahead	Inf	73.1 %			
1/2 (Bury New Road North)	2.90	0.00	N	Arm 7 Ahead	Inf	100.0 %	2045	2045	
1/3 (Bury New Road North)	2.60	0.00	Y	Arm 8 Right	10.00	100.0 %	1630	1630	
2/1 (Fairfax Road)	3.40	0.00	Y	Arm 5 Right	16.00	70.1 %	1773	1773	
				Arm 7 Left	8.50	20.9 %			
				Arm 8 Ahead	Inf	9.0 %			
3/1 (Bury New Road South)	3.00	0.00	Y	Arm 5 Ahead	Inf	99.7 %	1911	1911	
				Arm 8 Left	2.50	0.3 %			
3/2 (Bury New Road South)	3.10	0.00	N	Arm 5 Ahead	Inf	100.0 %	2065	2065	
3/3 (Bury New Road South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665	
4/1 (Chester Street)	3.60	0.00	Y	Arm 5 Left	8.80	42.1 %	1797	1797	
				Arm 6 Ahead	Inf	32.6 %			
				Arm 7 Right	14.00	25.3 %			
5/1	Infinite Saturation Flow						Inf	Inf	
5/2	Infinite Saturation Flow						Inf	Inf	
6/1	Infinite Saturation Flow						Inf	Inf	
7/1	Infinite Saturation Flow						Inf	Inf	
7/2	Infinite Saturation Flow						Inf	Inf	
8/1	Infinite Saturation Flow						Inf	Inf	

Scenario 4: 'Future Year Do Nothing PM' (FG5: 'Future Year Do Nothing PM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	78	39	231	348
	B	49	0	7	770	826
	C	26	26	0	51	103
	D	168	764	45	0	977
	Tot.	243	868	91	1052	2254

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Future Year Do Nothing PM
Junction: Bury New Road/Fairfax Road/Chester Road	
1/1	433
1/2 (with short)	544(In) 499(Out)
1/3 (short)	45
2/1	348
3/1 3/2 (with short)	369 457(In) 408(Out)
3/3 (short)	49
4/1	103
5/1	362
5/2	690
6/1	243
7/1	265
7/2	603
8/1	91

Lane Saturation Flows

Junction: Bury New Road/Fairfax Road/Chester Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury New Road North)	3.00	0.00	Y	Arm 6 Left	9.50	38.8 %	1804	1804
				Arm 7 Ahead	Inf	61.2 %		
1/2 (Bury New Road North)	2.90	0.00	N	Arm 7 Ahead	Inf	100.0 %	2045	2045
1/3 (Bury New Road North)	2.60	0.00	Y	Arm 8 Right	10.00	100.0 %	1630	1630
2/1 (Fairfax Road)	3.40	0.00	Y	Arm 5 Right	16.00	66.4 %	1774	1774
				Arm 7 Left	8.50	22.4 %		
				Arm 8 Ahead	Inf	11.2 %		
3/1 (Bury New Road South)	3.00	0.00	Y	Arm 5 Ahead	Inf	98.1 %	1893	1893
				Arm 8 Left	2.50	1.9 %		
3/2 (Bury New Road South)	3.10	0.00	N	Arm 5 Ahead	Inf	100.0 %	2065	2065
3/3 (Bury New Road South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665
4/1 (Chester Street)	3.60	0.00	Y	Arm 5 Left	8.80	49.5 %	1777	1777
				Arm 6 Ahead	Inf	25.2 %		
				Arm 7 Right	14.00	25.2 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Future Year with Extant Development AM' (FG7: 'Future Year with Extant Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	66	28	218	312
	B	45	0	1	654	700
	C	32	24	0	40	96
	D	116	775	27	0	918
	Tot.	193	865	56	912	2026

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Future Year with Extant Development AM
Junction: Bury New Road/Fairfax Road/Chester Road	
1/1	414
1/2 (with short)	504(In) 477(Out)
1/3 (short)	27
2/1	312
3/1	311
3/2 (with short)	389(In) 344(Out)
3/3 (short)	45
4/1	96
5/1	310
5/2	602
6/1	193
7/1	298
7/2	567
8/1	56

Lane Saturation Flows

Junction: Bury New Road/Fairfax Road/Chester Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (Bury New Road North)	3.00	0.00	Y	Arm 6 Left	9.50	28.0 %	1834	1834	
				Arm 7 Ahead	Inf	72.0 %			
1/2 (Bury New Road North)	2.90	0.00	N	Arm 7 Ahead	Inf	100.0 %	2045	2045	
1/3 (Bury New Road North)	2.60	0.00	Y	Arm 8 Right	10.00	100.0 %	1630	1630	
2/1 (Fairfax Road)	3.40	0.00	Y	Arm 5 Right	16.00	69.9 %	1773	1773	
				Arm 7 Left	8.50	21.2 %			
				Arm 8 Ahead	Inf	9.0 %			
3/1 (Bury New Road South)	3.00	0.00	Y	Arm 5 Ahead	Inf	99.7 %	1911	1911	
				Arm 8 Left	2.50	0.3 %			
3/2 (Bury New Road South)	3.10	0.00	N	Arm 5 Ahead	Inf	100.0 %	2065	2065	
3/3 (Bury New Road South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665	
4/1 (Chester Street)	3.60	0.00	Y	Arm 5 Left	8.80	41.7 %	1799	1799	
				Arm 6 Ahead	Inf	33.3 %			
				Arm 7 Right	14.00	25.0 %			
5/1	Infinite Saturation Flow						Inf	Inf	
5/2	Infinite Saturation Flow						Inf	Inf	
6/1	Infinite Saturation Flow						Inf	Inf	
7/1	Infinite Saturation Flow						Inf	Inf	
7/2	Infinite Saturation Flow						Inf	Inf	
8/1	Infinite Saturation Flow						Inf	Inf	

Scenario 6: 'Future Year with Extant Development PM' (FG8: 'Future Year with Extant Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	86	43	256	385
	B	54	0	7	770	831
	C	29	26	0	51	106
	D	186	764	45	0	995
	Tot.	269	876	95	1077	2317

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Future Year with Extant Development PM
Junction: Bury New Road/Fairfax Road/Chester Road	
1/1	441
1/2 (with short)	554(In) 509(Out)
1/3 (short)	45
2/1	385
3/1	371
3/2 (with short)	460(In) 406(Out)
3/3 (short)	54
4/1	106
5/1	364
5/2	713
6/1	269
7/1	255
7/2	621
8/1	95

Lane Saturation Flows

Junction: Bury New Road/Fairfax Road/Chester Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury New Road North)	3.00	0.00	Y	Arm 6 Left	9.50	42.2 %	1795	1795
				Arm 7 Ahead	Inf	57.8 %		
1/2 (Bury New Road North)	2.90	0.00	N	Arm 7 Ahead	Inf	100.0 %	2045	2045
1/3 (Bury New Road North)	2.60	0.00	Y	Arm 8 Right	10.00	100.0 %	1630	1630
2/1 (Fairfax Road)	3.40	0.00	Y	Arm 5 Right	16.00	66.5 %	1774	1774
				Arm 7 Left	8.50	22.3 %		
				Arm 8 Ahead	Inf	11.2 %		
3/1 (Bury New Road South)	3.00	0.00	Y	Arm 5 Ahead	Inf	98.1 %	1894	1894
				Arm 8 Left	2.50	1.9 %		
3/2 (Bury New Road South)	3.10	0.00	N	Arm 5 Ahead	Inf	100.0 %	2065	2065
3/3 (Bury New Road South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665
4/1 (Chester Street)	3.60	0.00	Y	Arm 5 Left	8.80	48.1 %	1782	1782
				Arm 6 Ahead	Inf	27.4 %		
				Arm 7 Right	14.00	24.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Future Year with Proposed Development AM' (FG10: 'Future Year with Proposed Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	74	29	227	330
	B	56	0	1	654	711
	C	33	24	0	40	97
	D	118	775	27	0	920
	Tot.	207	873	57	921	2058

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Future Year with Proposed Development AM
Junction: Bury New Road/Fairfax Road/Chester Road	
1/1	415
1/2 (with short)	505(In) 478(Out)
1/3 (short)	27
2/1	330
3/1	313
3/2 (with short)	398(In) 342(Out)
3/3 (short)	56
4/1	97
5/1	312
5/2	609
6/1	207
7/1	297
7/2	576
8/1	57

Lane Saturation Flows

Junction: Bury New Road/Fairfax Road/Chester Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (Bury New Road North)	3.00	0.00	Y	Arm 6 Left	9.50	28.4 %	1833	1833	
				Arm 7 Ahead	Inf	71.6 %			
1/2 (Bury New Road North)	2.90	0.00	N	Arm 7 Ahead	Inf	100.0 %	2045	2045	
1/3 (Bury New Road North)	2.60	0.00	Y	Arm 8 Right	10.00	100.0 %	1630	1630	
2/1 (Fairfax Road)	3.40	0.00	Y	Arm 5 Right	16.00	68.8 %	1771	1771	
				Arm 7 Left	8.50	22.4 %			
				Arm 8 Ahead	Inf	8.8 %			
3/1 (Bury New Road South)	3.00	0.00	Y	Arm 5 Ahead	Inf	99.7 %	1911	1911	
				Arm 8 Left	2.50	0.3 %			
3/2 (Bury New Road South)	3.10	0.00	N	Arm 5 Ahead	Inf	100.0 %	2065	2065	
3/3 (Bury New Road South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665	
4/1 (Chester Street)	3.60	0.00	Y	Arm 5 Left	8.80	41.2 %	1801	1801	
				Arm 6 Ahead	Inf	34.0 %			
				Arm 7 Right	14.00	24.7 %			
5/1	Infinite Saturation Flow						Inf	Inf	
5/2	Infinite Saturation Flow						Inf	Inf	
6/1	Infinite Saturation Flow						Inf	Inf	
7/1	Infinite Saturation Flow						Inf	Inf	
7/2	Infinite Saturation Flow						Inf	Inf	
8/1	Infinite Saturation Flow						Inf	Inf	

Scenario 8: 'Future Year with Proposed Development PM' (FG11: 'Future Year with Proposed Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	102	43	254	399
	B	63	0	7	770	840
	C	29	26	0	51	106
	D	184	764	45	0	993
	Tot.	276	892	95	1075	2338

Full Input Data And Results

Traffic Lane Flows

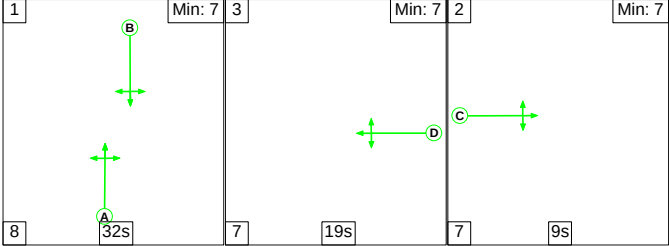
Lane	Scenario 8: Future Year with Proposed Development PM
Junction: Bury New Road/Fairfax Road/Chester Road	
1/1	441
1/2 (with short)	552(In) 507(Out)
1/3 (short)	45
2/1	399
3/1	373
3/2 (with short)	467(In) 404(Out)
3/3 (short)	63
4/1	106
5/1	366
5/2	709
6/1	276
7/1	257
7/2	635
8/1	95

Lane Saturation Flows

Junction: Bury New Road/Fairfax Road/Chester Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury New Road North)	3.00	0.00	Y	Arm 6 Left	9.50	41.7 %	1797	1797
				Arm 7 Ahead	Inf	58.3 %		
1/2 (Bury New Road North)	2.90	0.00	N	Arm 7 Ahead	Inf	100.0 %	2045	2045
1/3 (Bury New Road North)	2.60	0.00	Y	Arm 8 Right	10.00	100.0 %	1630	1630
2/1 (Fairfax Road)	3.40	0.00	Y	Arm 5 Right	16.00	63.7 %	1770	1770
				Arm 7 Left	8.50	25.6 %		
				Arm 8 Ahead	Inf	10.8 %		
3/1 (Bury New Road South)	3.00	0.00	Y	Arm 5 Ahead	Inf	98.1 %	1894	1894
				Arm 8 Left	2.50	1.9 %		
3/2 (Bury New Road South)	3.10	0.00	N	Arm 5 Ahead	Inf	100.0 %	2065	2065
3/3 (Bury New Road South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665
4/1 (Chester Street)	3.60	0.00	Y	Arm 5 Left	8.80	48.1 %	1782	1782
				Arm 6 Ahead	Inf	27.4 %		
				Arm 7 Right	14.00	24.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 1: 'Network Control Plan 1')

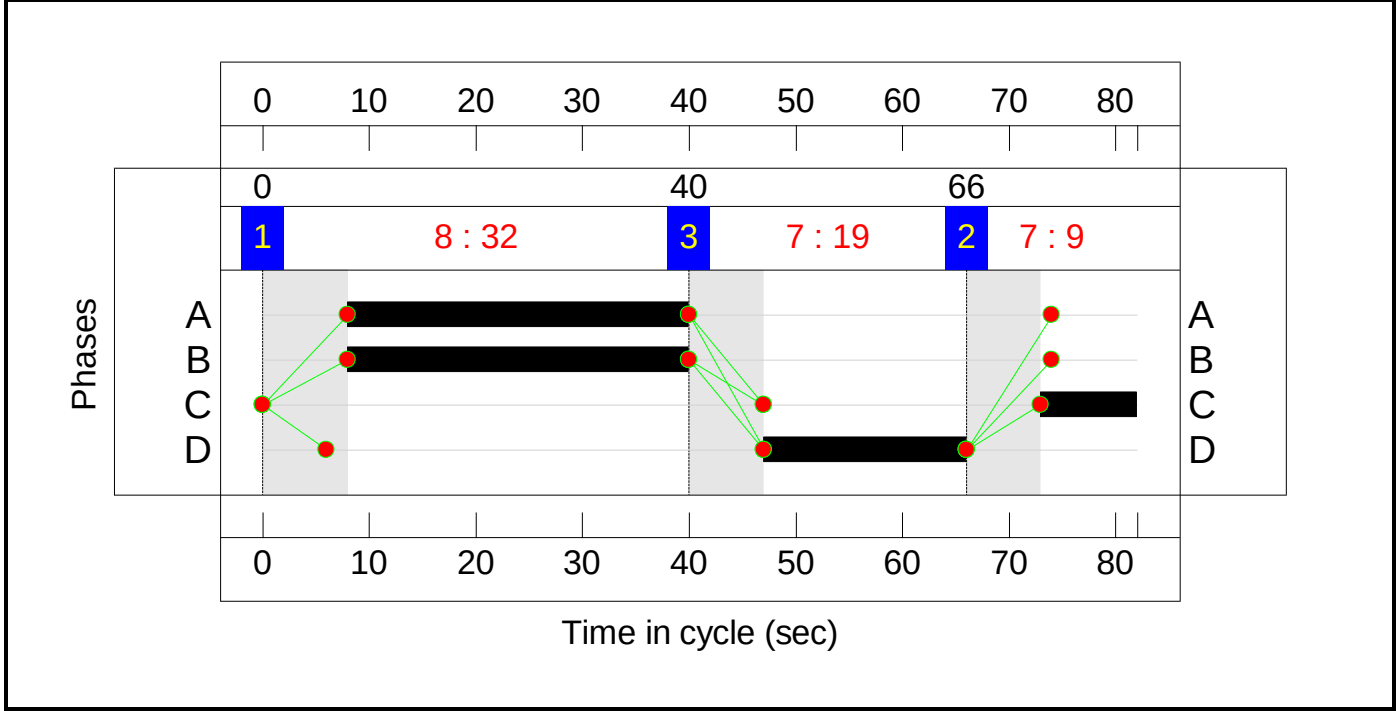
Stage Sequence Diagram



Stage Timings

Stage	1	3	2
Duration	32	19	9
Change Point	0	40	66

Signal Timings Diagram

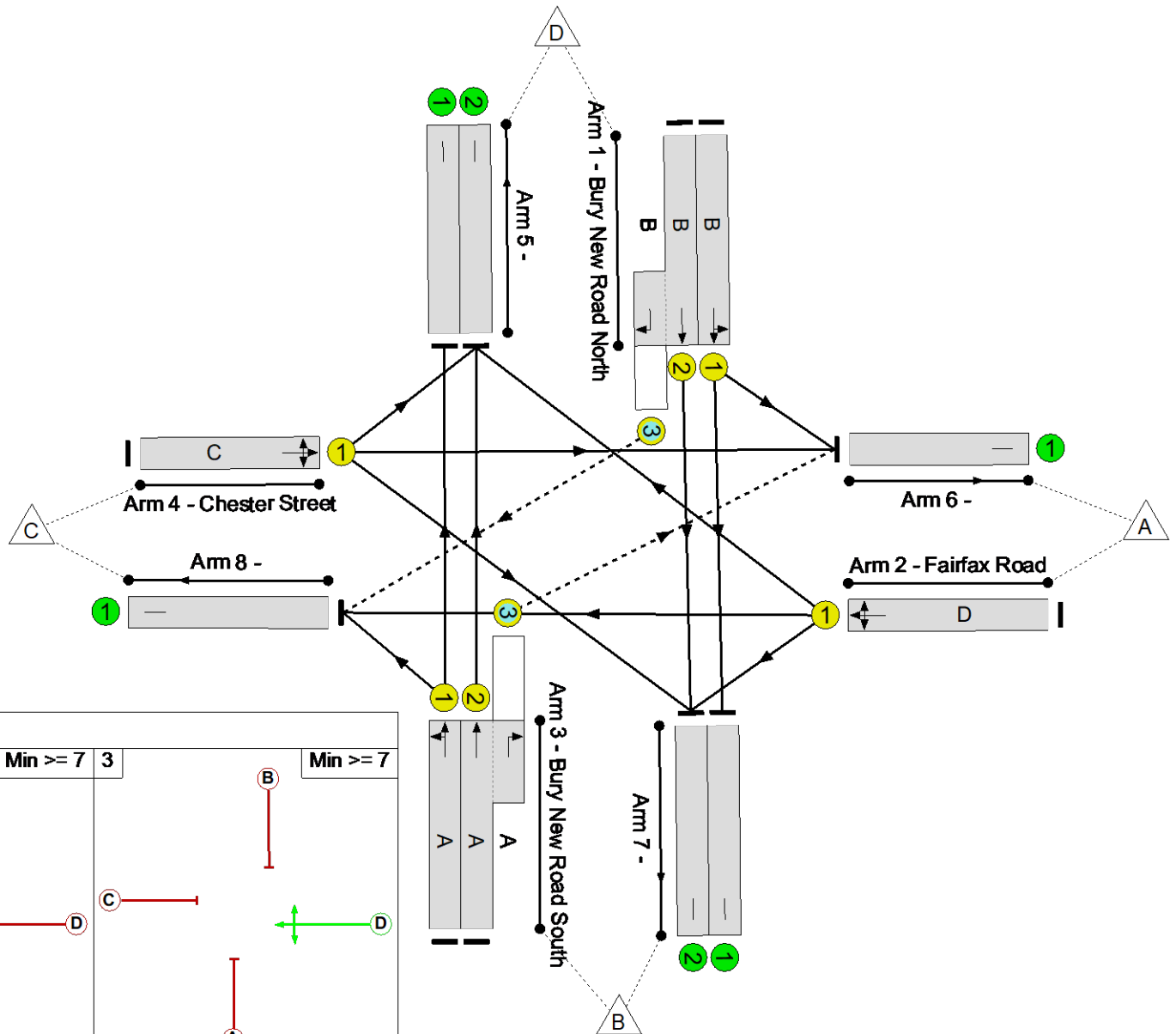
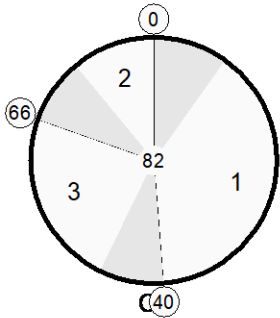


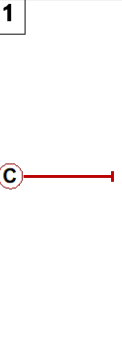
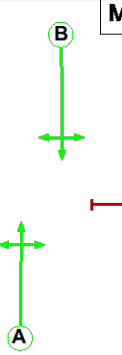
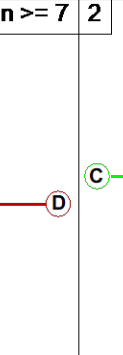
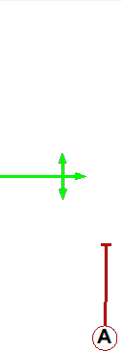
Full Input Data And Results
Network Layout Diagram

Bury New Road/Fairfax Road/Chester Road



PRC: 29.3 %
Total Traffic Delay: 15.2 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			

Full Input Data And Results

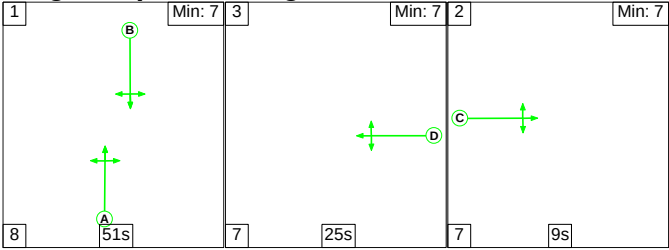
Network Results

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	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
Bury New Road/Fairfax Road/Chester Road	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
1/1	Bury New Road North Left Ahead	U	N/A	N/A	B		1	32	-	411	1837	739	55.6%
1/2+1/3	Bury New Road North Ahead Right	U+O	N/A	N/A	B		1	32	-	502	2045:1630	794+45	59.8 : 59.8%
2/1	Fairfax Road Right Left Ahead	U	N/A	N/A	D		1	19	-	301	1773	432	69.6%
3/1	Bury New Road South Ahead Left	U	N/A	N/A	A		1	32	-	310	1911	769	40.3%
3/2+3/3	Bury New Road South Ahead Right	U+O	N/A	N/A	A		1	32	-	389	2065:1665	761+97	45.3 : 45.3%
4/1	Chester Street Left Ahead Right	U	N/A	N/A	C		1	9	-	95	1797	219	43.4%
5/1		U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	55	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	-	-	70	0	1	11.4	3.6	0.1	15.2	-	-	-	-
Bury New Road/Fairfax Road/Chester Road	-	-	70	0	1	11.4	3.6	0.1	15.2	-	-	-	-
1/1	411	411	-	-	-	2.2	0.6	-	2.8	24.3	7.2	0.6	7.8
1/2+1/3	502	502	27	0	0	2.7	0.7	0.0	3.4	24.5	8.6	0.7	9.3
2/1	301	301	-	-	-	2.4	1.1	-	3.5	41.7	6.2	1.1	7.3
3/1	310	310	-	-	-	1.5	0.3	-	1.8	21.4	5.0	0.3	5.3
3/2+3/3	389	389	43	0	1	1.9	0.4	0.1	2.4	22.3	5.8	0.4	6.2
4/1	95	95	-	-	-	0.9	0.4	-	1.3	47.8	2.0	0.4	2.4
5/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalised Lanes (%): 29.3 Total Delay for Signalised Lanes (pcuHr): 15.20 Cycle Time (s): 82 PRC Over All Lanes (%): 29.3 Total Delay Over All Lanes(pcuHr): 15.20													

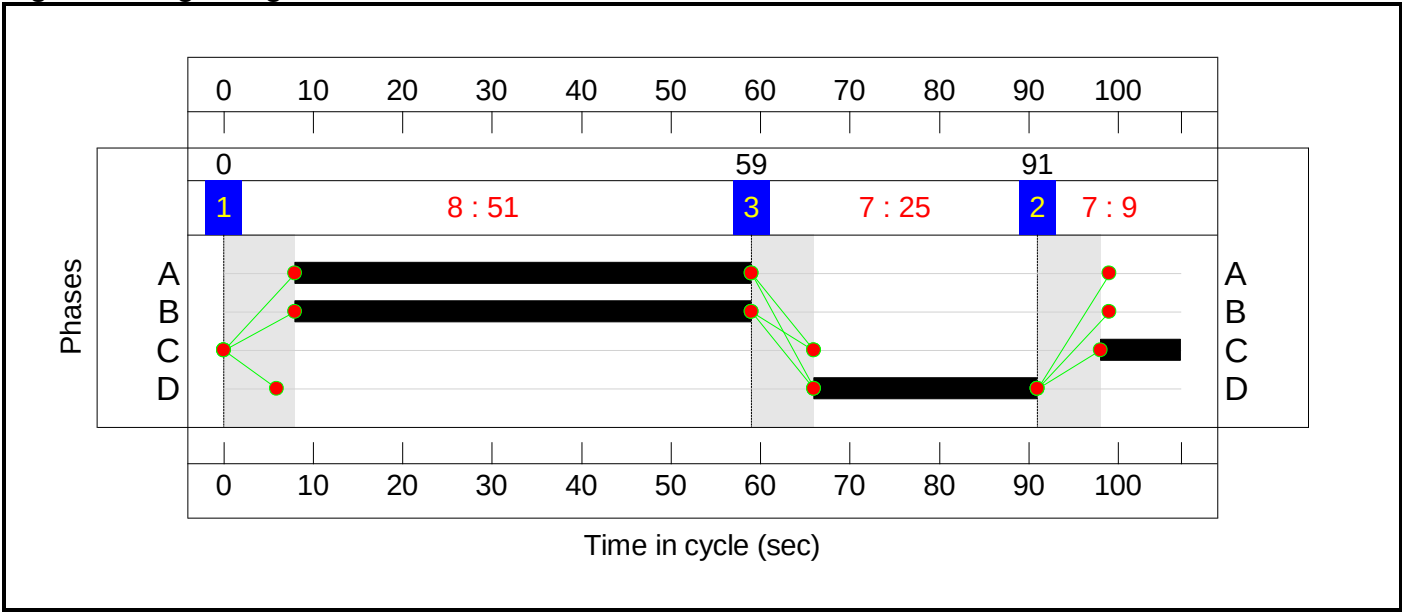
Stage Sequence Diagram



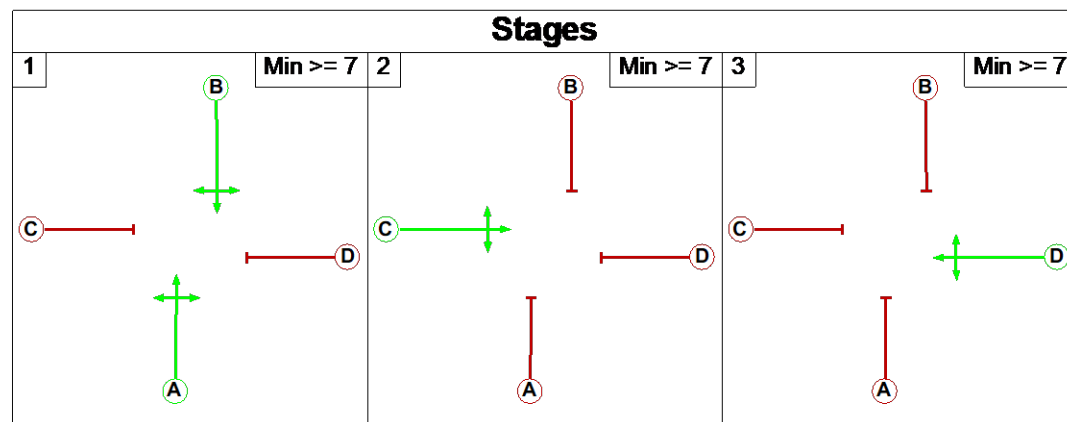
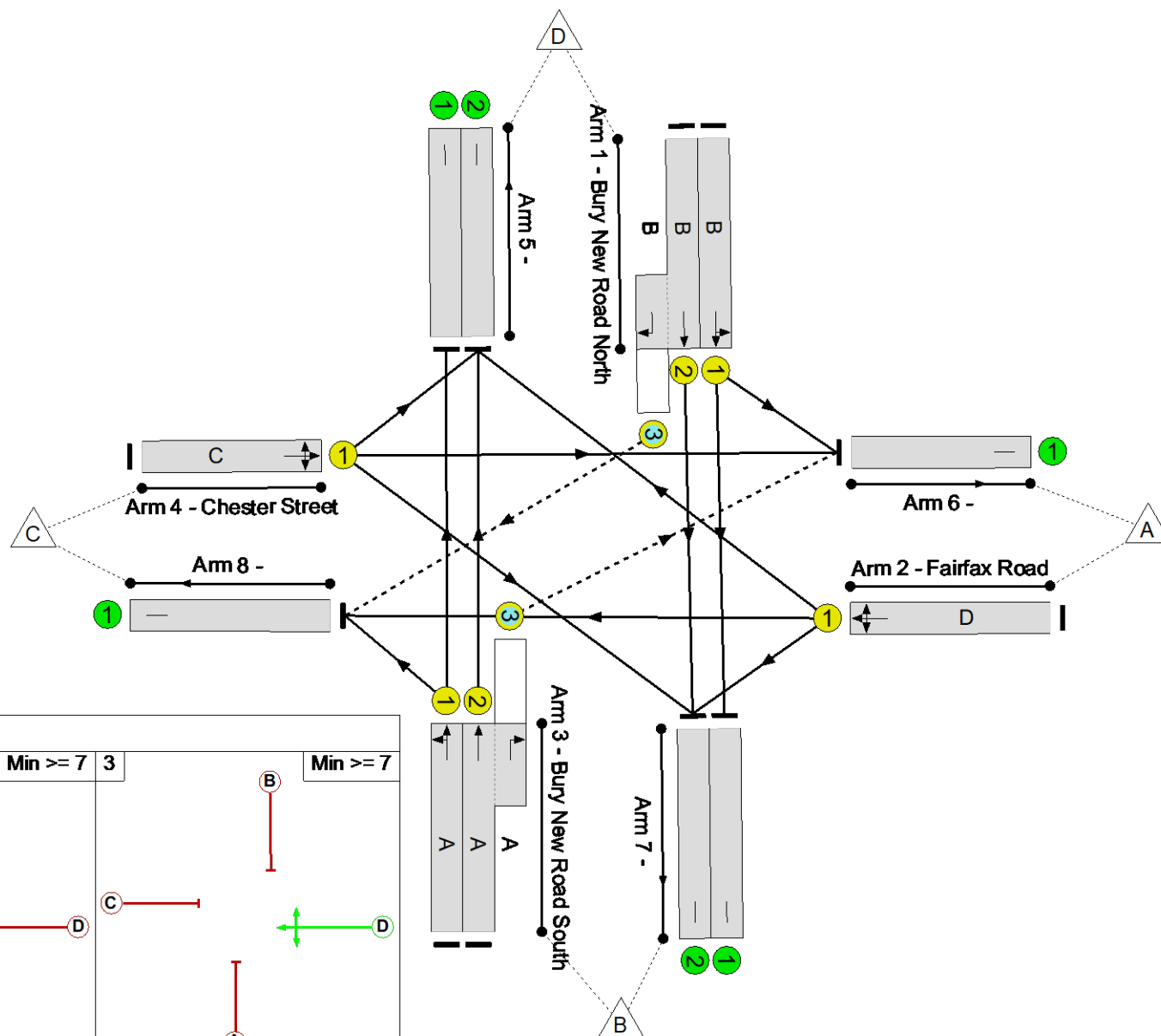
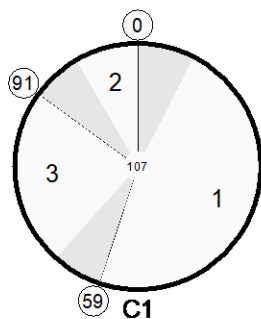
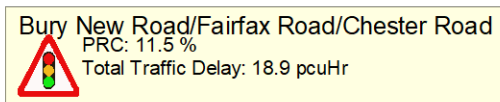
Stage Timings

Stage	1	3	2
Duration	51	25	9
Change Point	0	59	91

Signal Timings Diagram



Full Input Data And Results



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	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
Bury New Road/Fairfax Road/Chester Road	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
1/1	Bury New Road North Left Ahead	U	N/A	N/A	B		1	51	-	435	1805	877	49.6%
1/2+1/3	Bury New Road North Ahead Right	U+O	N/A	N/A	B		1	51	-	542	2045:1630	916+83	54.2 : 54.2%
2/1	Fairfax Road Right Left Ahead	U	N/A	N/A	D		1	25	-	348	1774	431	80.7%
3/1	Bury New Road South Ahead Left	U	N/A	N/A	A		1	51	-	370	1894	920	40.2%
3/2+3/3	Bury New Road South Ahead Right	U+O	N/A	N/A	A		1	51	-	456	2065:1665	906+109	44.9 : 44.9%
4/1	Chester Street Left Ahead Right	U	N/A	N/A	C		1	9	-	103	1777	166	62.0%
5/1		U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	91	Inf	Inf	0.0%

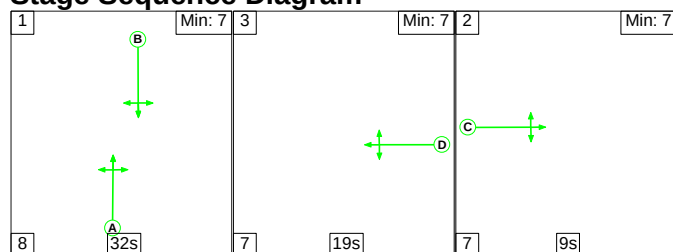
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 3: 'Future Year Do Nothing AM' (FG4: 'Future Year Do Nothing AM', Plan 1: 'Network Control Plan 1')

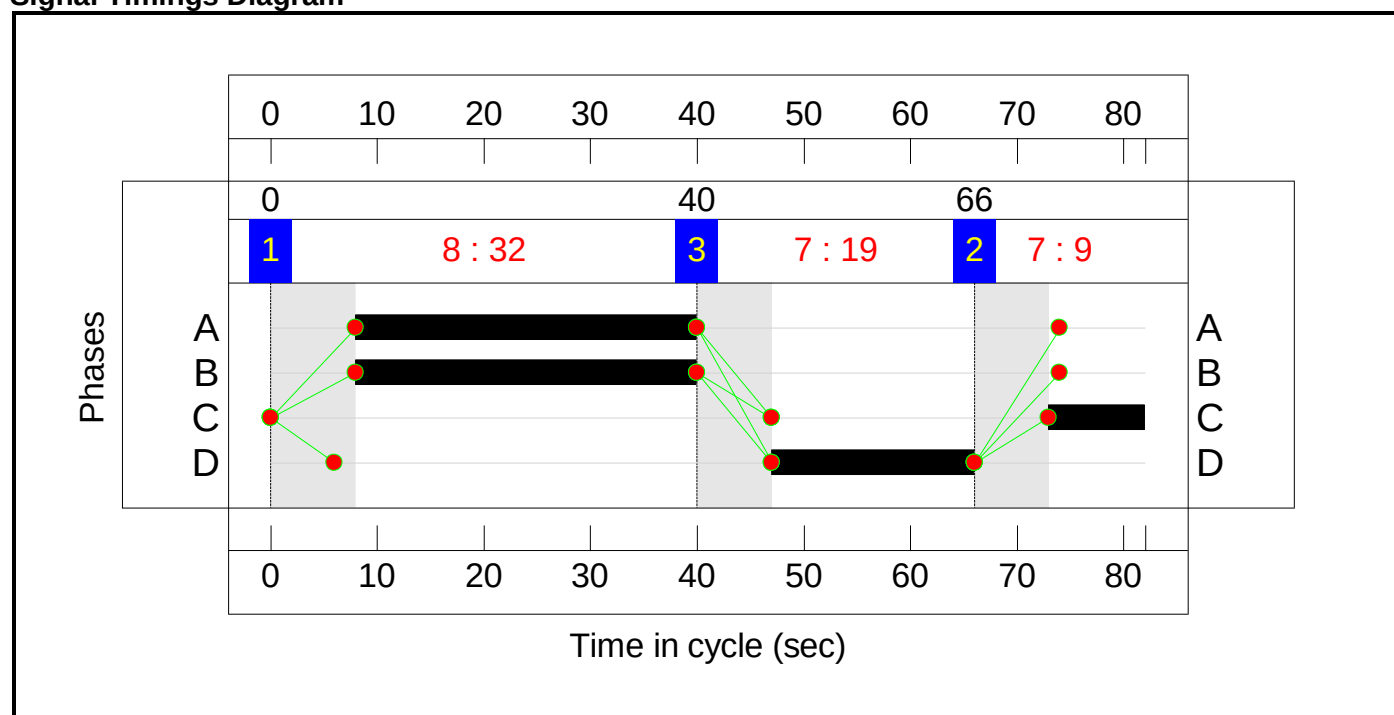
Stage Sequence Diagram



Stage Timings

Stage	1	3	2
Duration	32	19	9
Change Point	0	40	66

Signal Timings Diagram

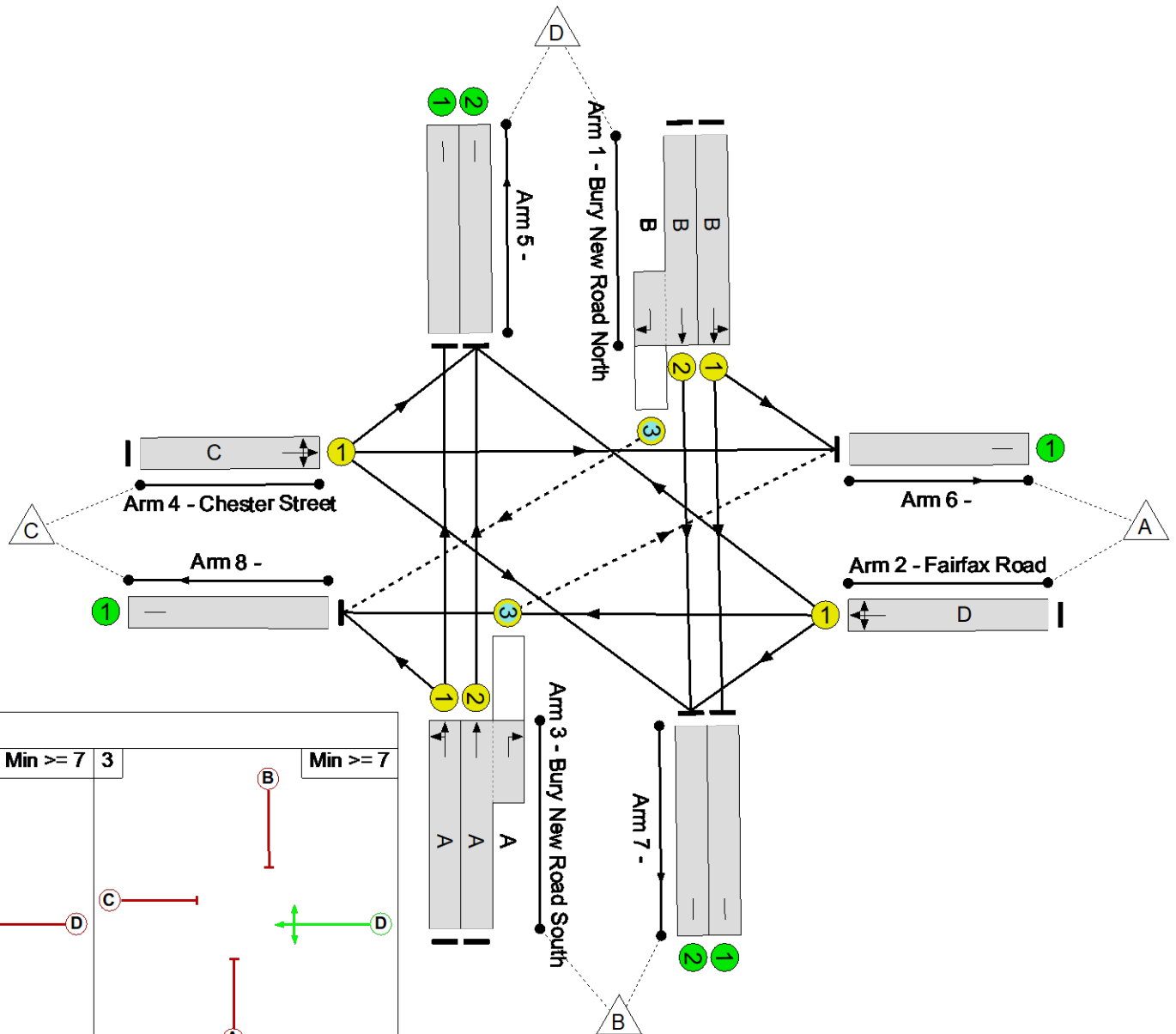
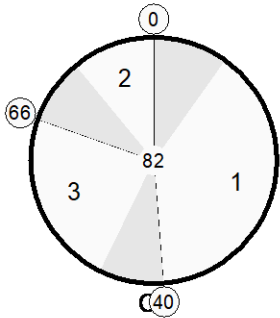


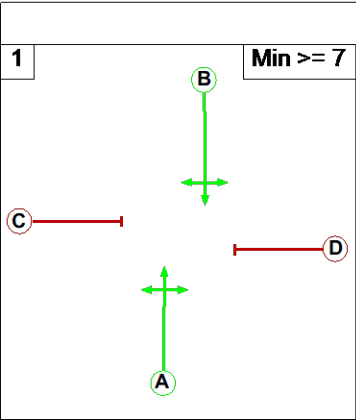
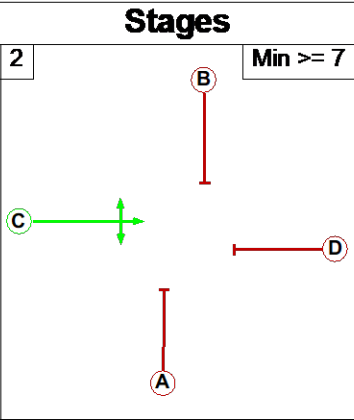
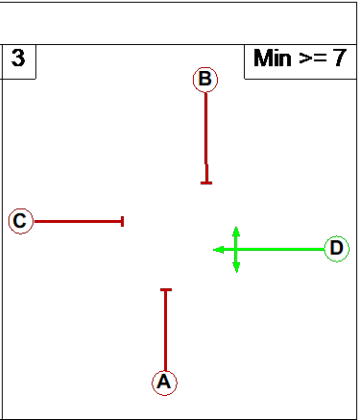
Full Input Data And Results
Network Layout Diagram

Bury New Road/Fairfax Road/Chester Road



PRC: 29.3 %
Total Traffic Delay: 15.2 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			
3	Min >= 7	4	Min >= 7
			

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	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
Bury New Road/Fairfax Road/Chester Road	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
1/1	Bury New Road North Left Ahead	U	N/A	N/A	B		1	32	-	412	1837	739	55.7%
1/2+1/3	Bury New Road North Ahead Right	U+O	N/A	N/A	B		1	32	-	501	2045:1630	794+45	59.7 : 59.7%
2/1	Fairfax Road Right Left Ahead	U	N/A	N/A	D		1	19	-	301	1773	432	69.6%
3/1	Bury New Road South Ahead Left	U	N/A	N/A	A		1	32	-	310	1911	769	40.3%
3/2+3/3	Bury New Road South Ahead Right	U+O	N/A	N/A	A		1	32	-	389	2065:1665	761+97	45.3 : 45.3%
4/1	Chester Street Left Ahead Right	U	N/A	N/A	C		1	9	-	95	1797	219	43.4%
5/1		U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%

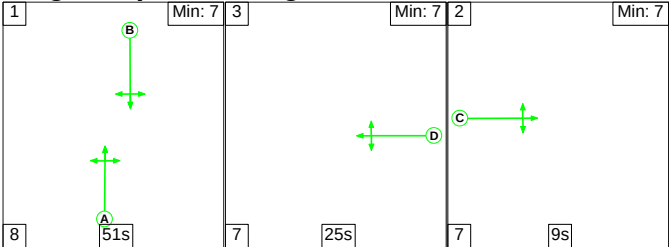
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 4: 'Future Year Do Nothing PM' (FG5: 'Future Year Do Nothing PM', Plan 1: 'Network Control Plan 1')

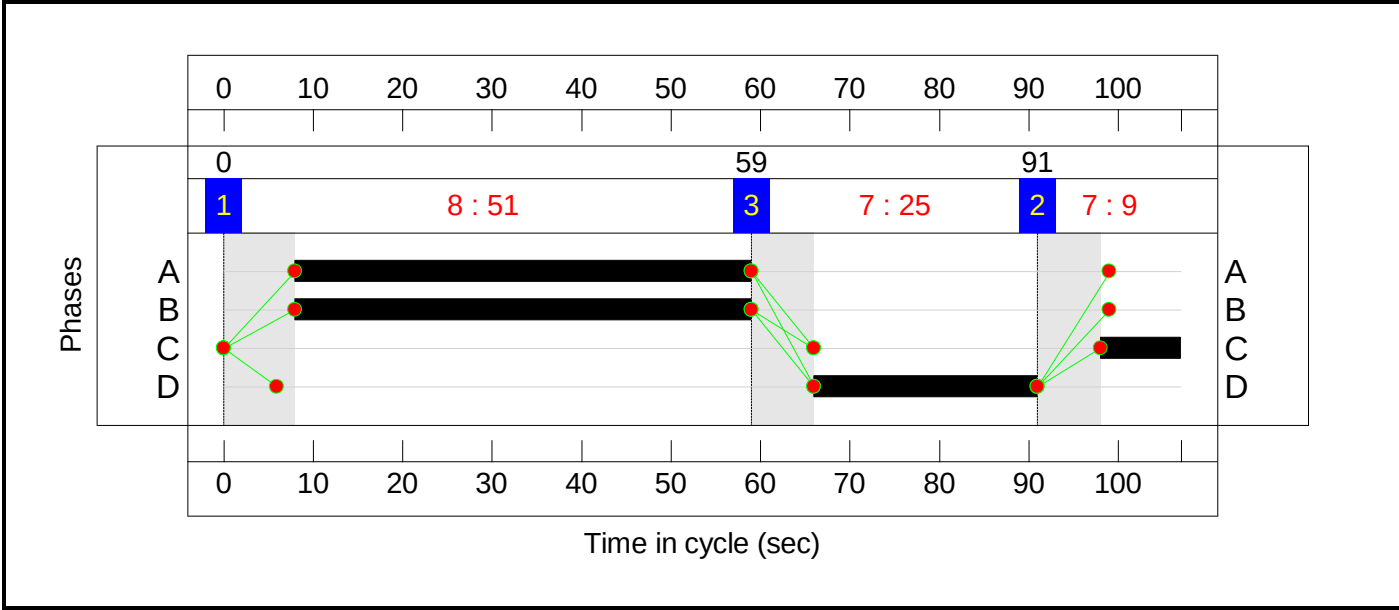
Stage Sequence Diagram



Stage Timings

Stage	1	3	2
Duration	51	25	9
Change Point	0	59	91

Signal Timings Diagram

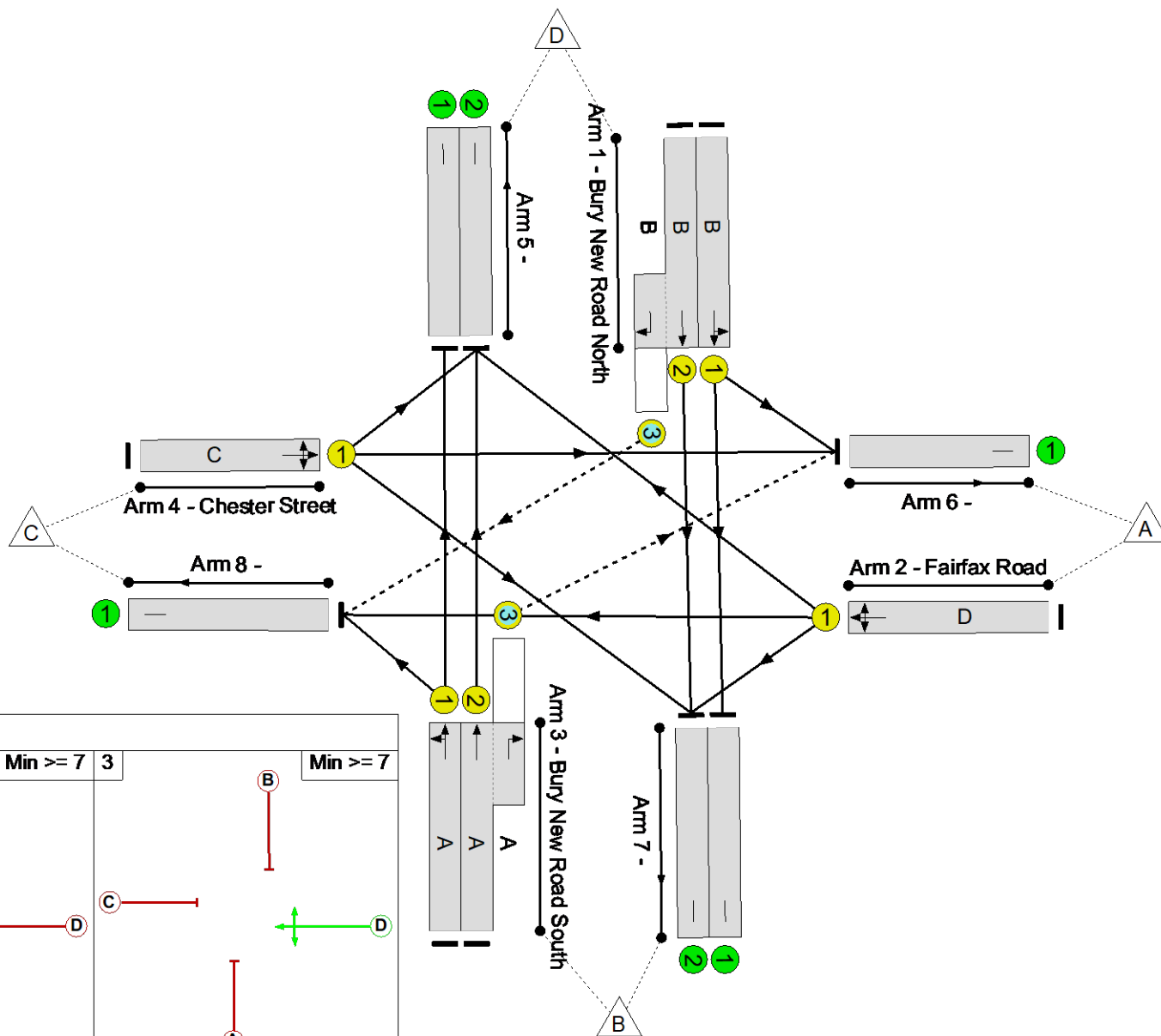
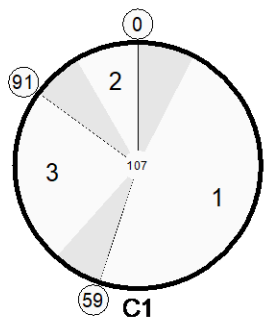


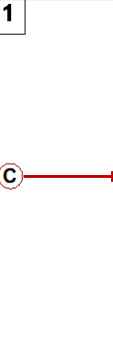
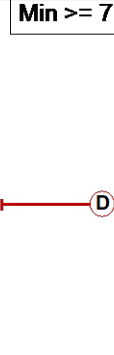
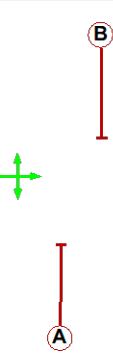
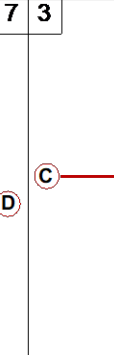
Full Input Data And Results
Network Layout Diagram

Bury New Road/Fairfax Road/Chester Road



PRC: 11.5 %
Total Traffic Delay: 18.9 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			

Full Input Data And Results

Network Results

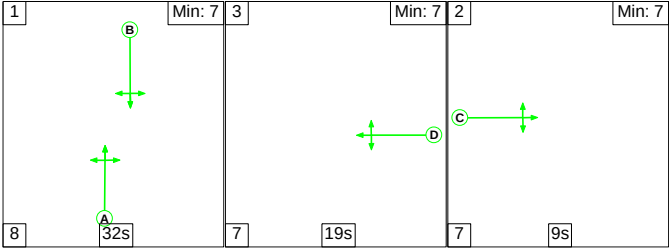
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
Bury New Road/Fairfax Road/Chester Road	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
1/1	Bury New Road North Left Ahead	U	N/A	N/A	B		1	51	-	433	1804	877	49.4%
1/2+1/3	Bury New Road North Ahead Right	U+O	N/A	N/A	B		1	51	-	544	2045:1630	917+83	54.4 : 54.4%
2/1	Fairfax Road Right Left Ahead	U	N/A	N/A	D		1	25	-	348	1774	431	80.7%
3/1	Bury New Road South Ahead Left	U	N/A	N/A	A		1	51	-	369	1893	920	40.1%
3/2+3/3	Bury New Road South Ahead Right	U+O	N/A	N/A	A		1	51	-	457	2065:1665	906+109	45.0 : 45.0%
4/1	Chester Street Left Ahead Right	U	N/A	N/A	C		1	9	-	103	1777	166	62.0%
5/1		U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	91	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	-	-	93	0	1	14.1	4.6	0.2	18.9	-	-	-	-
Bury New Road/Fairfax Road/Chester Road	-	-	93	0	1	14.1	4.6	0.2	18.9	-	-	-	-
1/1	433	433	-	-	-	2.2	0.5	-	2.7	22.7	8.7	0.5	9.1
1/2+1/3	544	544	45	0	0	2.8	0.6	0.1	3.5	23.1	10.7	0.6	11.3
2/1	348	348	-	-	-	3.7	2.0	-	5.7	58.8	9.7	2.0	11.7
3/1	369	369	-	-	-	1.8	0.3	-	2.1	20.8	7.0	0.3	7.3
3/2+3/3	457	457	48	0	1	2.2	0.4	0.1	2.8	21.9	8.2	0.4	8.6
4/1	103	103	-	-	-	1.3	0.8	-	2.1	74.5	2.9	0.8	3.7
5/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 11.5 Total Delay for Signalled Lanes (pcuHr): 18.95 Cycle Time (s): 107 PRC Over All Lanes (%): 11.5 Total Delay Over All Lanes(pcuHr): 18.95													

Scenario 5: 'Future Year with Extant Development AM' (FG7: 'Future Year with Extant Development AM', Plan 1: 'Network Control Plan 1')

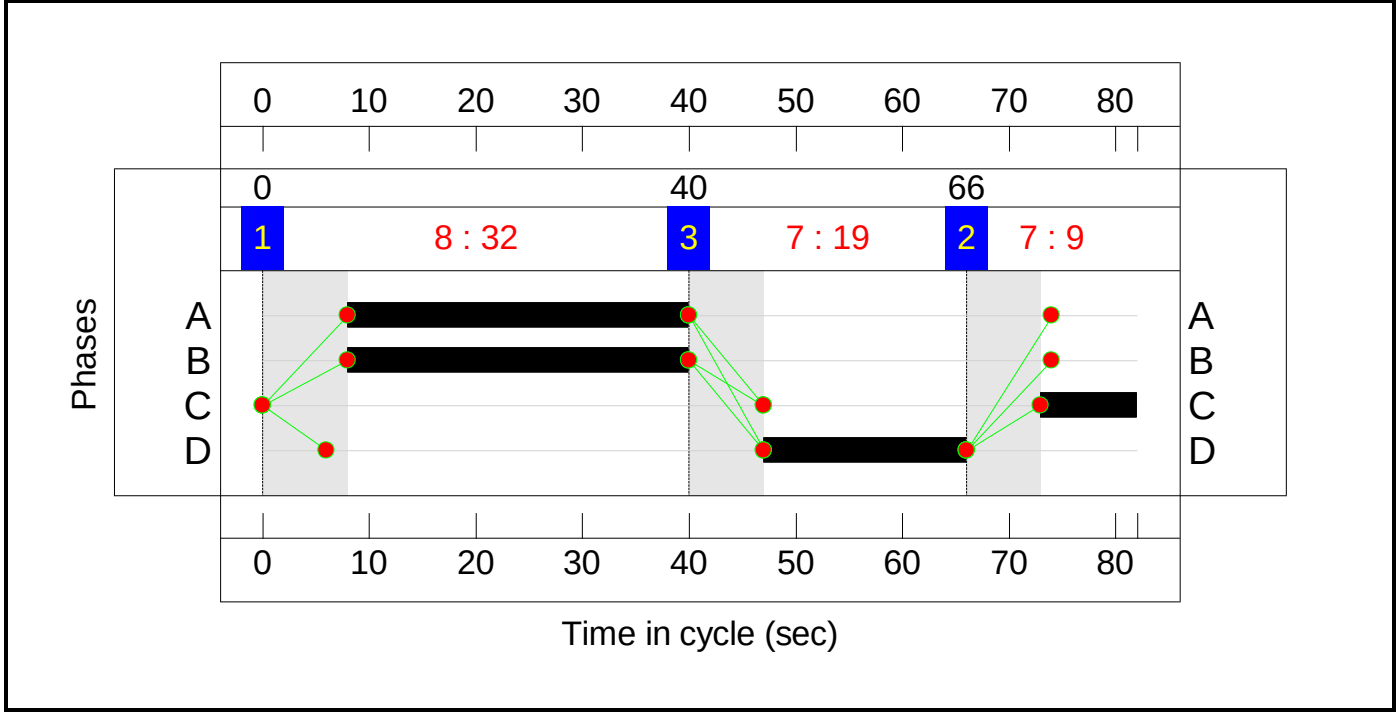
Stage Sequence Diagram



Stage Timings

Stage	1	3	2
Duration	32	19	9
Change Point	0	40	66

Signal Timings Diagram

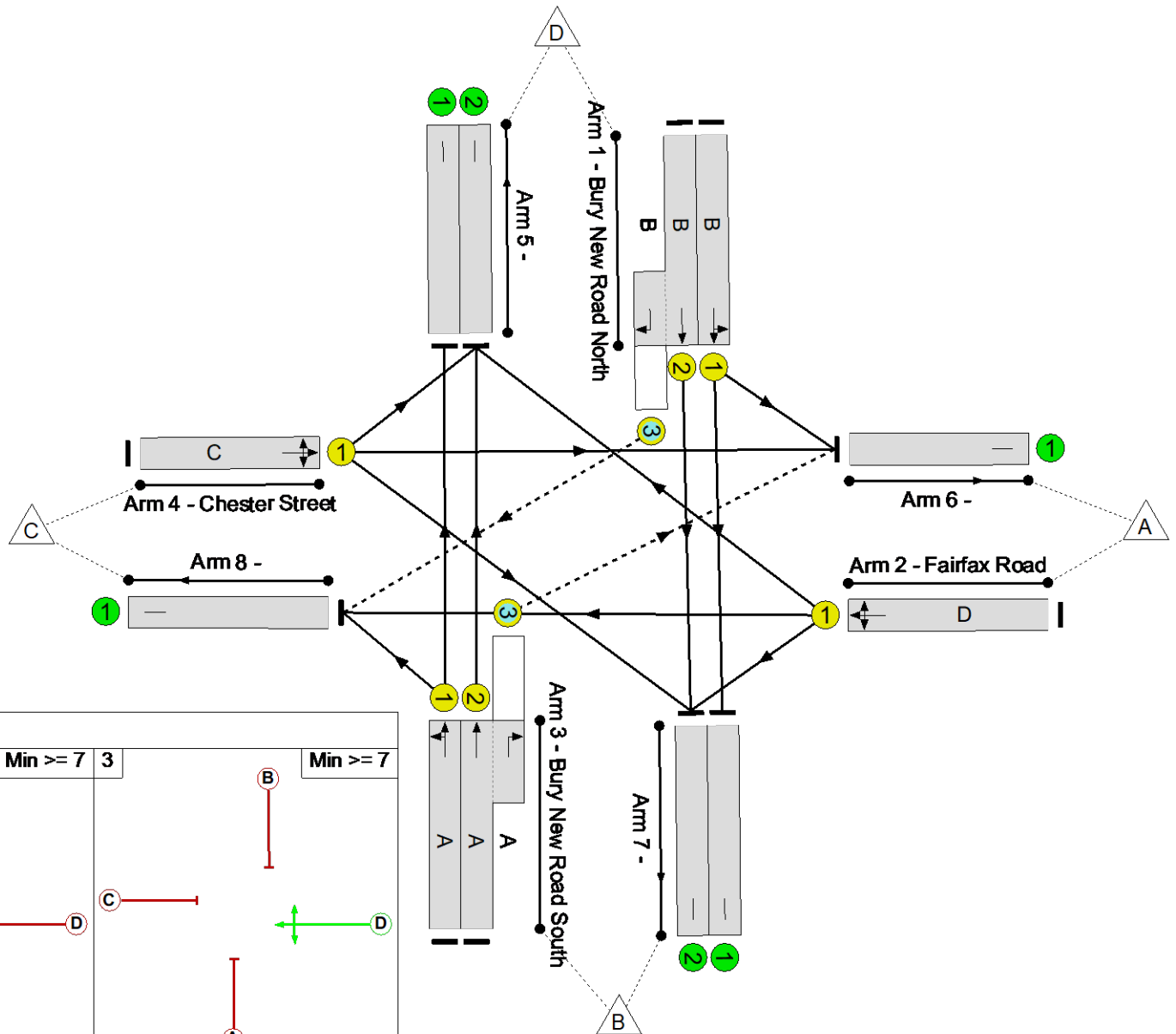
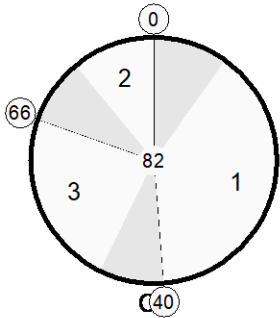


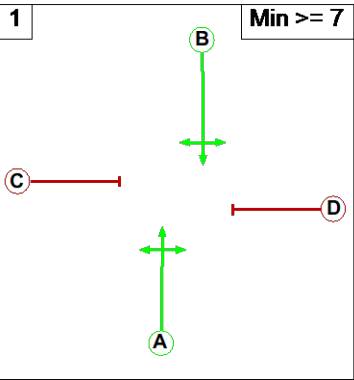
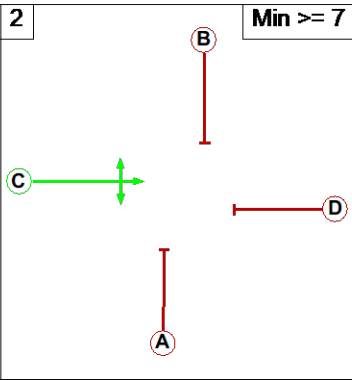
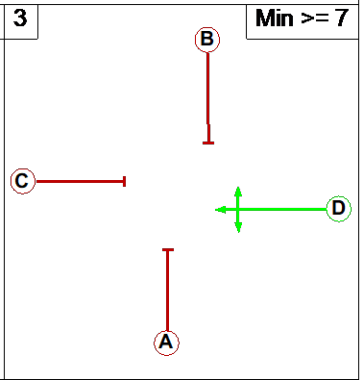
Full Input Data And Results
Network Layout Diagram

Bury New Road/Fairfax Road/Chester Road



PRC: 24.7 %
Total Traffic Delay: 15.5 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			
3	Min >= 7	4	Min >= 7
			

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	-	-	N/A	-	-		-	-	-	-	-	-	72.1%
Bury New Road/Fairfax Road/Chester Road	-	-	N/A	-	-		-	-	-	-	-	-	72.1%
1/1	Bury New Road North Left Ahead	U	N/A	N/A	B		1	32	-	414	1834	738	56.1%
1/2+1/3	Bury New Road North Ahead Right	U+O	N/A	N/A	B		1	32	-	504	2045:1630	794+45	60.0 : 60.0%
2/1	Fairfax Road Right Left Ahead	U	N/A	N/A	D		1	19	-	312	1773	432	72.1%
3/1	Bury New Road South Ahead Left	U	N/A	N/A	A		1	32	-	311	1911	769	40.4%
3/2+3/3	Bury New Road South Ahead Right	U+O	N/A	N/A	A		1	32	-	389	2065:1665	759+99	45.3 : 45.3%
4/1	Chester Street Left Ahead Right	U	N/A	N/A	C		1	9	-	96	1799	219	43.8%
5/1		U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%

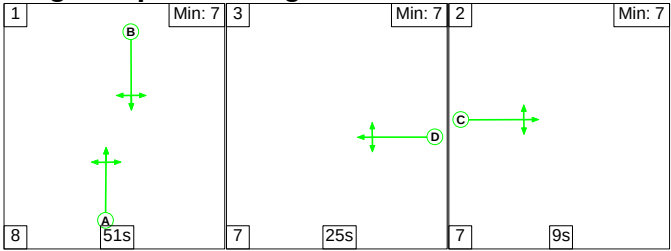
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 6: 'Future Year with Extant Development PM' (FG8: 'Future Year with Extant Development PM', Plan 1: 'Network Control Plan 1')

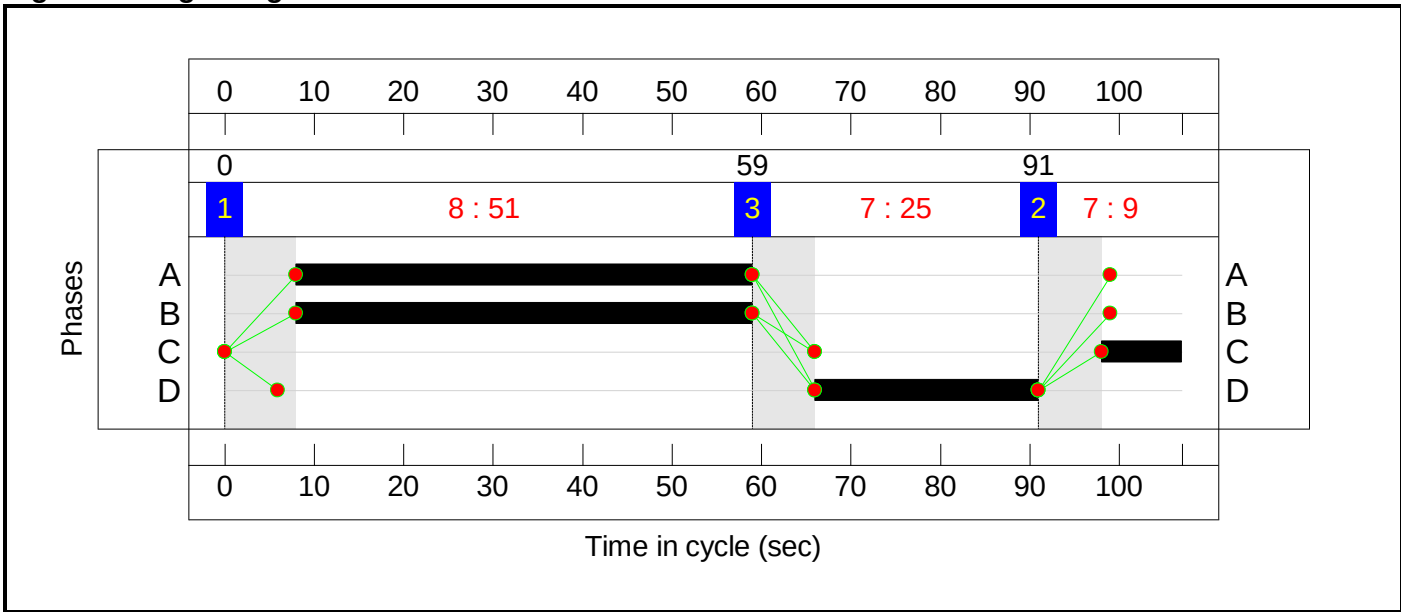
Stage Sequence Diagram



Stage Timings

Stage	1	3	2
Duration	51	25	9
Change Point	0	59	91

Signal Timings Diagram

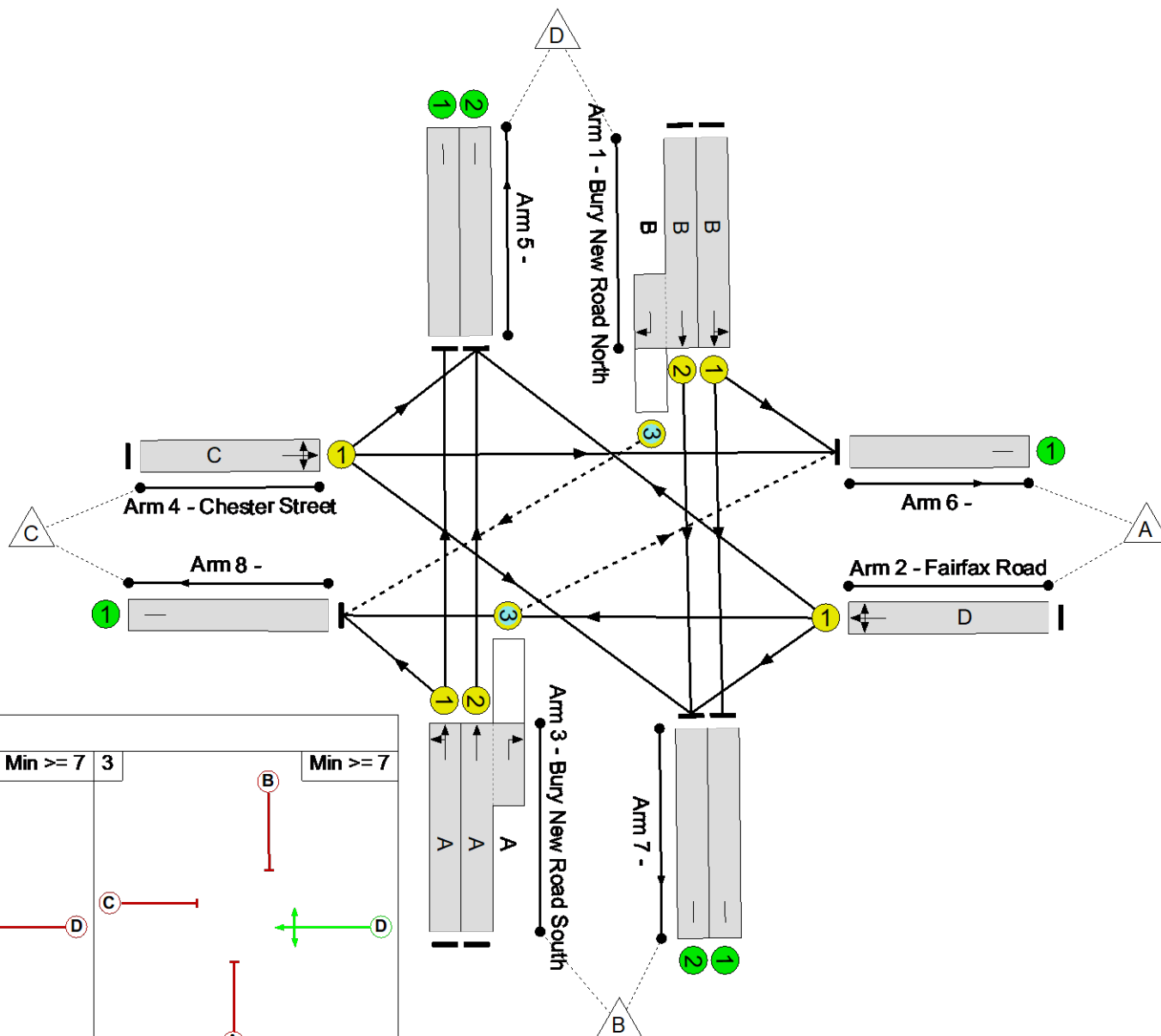
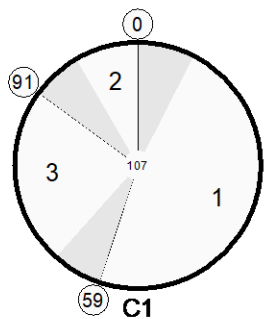


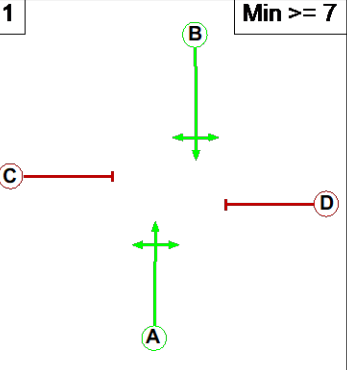
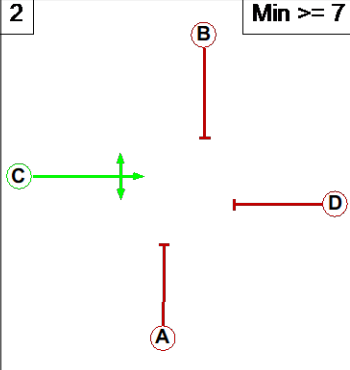
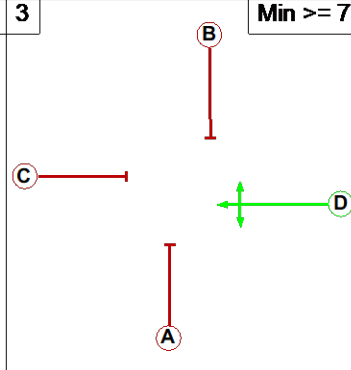
Full Input Data And Results
Network Layout Diagram

Bury New Road/Fairfax Road/Chester Road



PRC: 0.8 %
Total Traffic Delay: 21.4 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			
3	Min >= 7	4	Min >= 7
			

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	-	-	N/A	-	-		-	-	-	-	-	-	89.3%
Bury New Road/Fairfax Road/Chester Road	-	-	N/A	-	-		-	-	-	-	-	-	89.3%
1/1	Bury New Road North Left Ahead	U	N/A	N/A	B		1	51	-	441	1795	872	50.6%
1/2+1/3	Bury New Road North Ahead Right	U+O	N/A	N/A	B		1	51	-	554	2045:1630	918+81	55.4 : 55.4%
2/1	Fairfax Road Right Left Ahead	U	N/A	N/A	D		1	25	-	385	1774	431	89.3%
3/1	Bury New Road South Ahead Left	U	N/A	N/A	A		1	51	-	371	1894	920	40.3%
3/2+3/3	Bury New Road South Ahead Right	U+O	N/A	N/A	A		1	51	-	460	2065:1665	895+119	45.4 : 45.4%
4/1	Chester Street Left Ahead Right	U	N/A	N/A	C		1	9	-	106	1782	167	63.6%
5/1		U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%

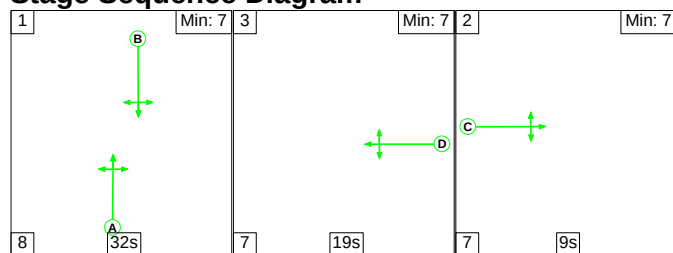
Full Input Data And Results

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	-	-	98	0	1	14.8	6.3	0.2	21.4	-	-	-	-
Bury New Road/Fairfax Road/Chester Road	-	-	98	0	1	14.8	6.3	0.2	21.4	-	-	-	-
1/1	441	441	-	-	-	2.3	0.5	-	2.8	22.9	8.8	0.5	9.3
1/2+1/3	554	554	45	0	0	2.9	0.6	0.1	3.6	23.3	11.1	0.6	11.7
2/1	385	385	-	-	-	4.2	3.6	-	7.8	72.9	11.0	3.6	14.6
3/1	371	371	-	-	-	1.8	0.3	-	2.1	20.9	7.0	0.3	7.3
3/2+3/3	460	460	53	0	1	2.2	0.4	0.2	2.8	22.1	8.2	0.4	8.6
4/1	106	106	-	-	-	1.4	0.9	-	2.2	75.7	3.0	0.9	3.9
5/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 0.8 Total Delay for Signalled Lanes (pcuHr): 21.39 Cycle Time (s): 107 PRC Over All Lanes (%): 0.8 Total Delay Over All Lanes(pcuHr): 21.39													

Full Input Data And Results

Scenario 7: 'Future Year with Proposed Development AM' (FG10: 'Future Year with Proposed Development AM', Plan 1: 'Network Control Plan 1')

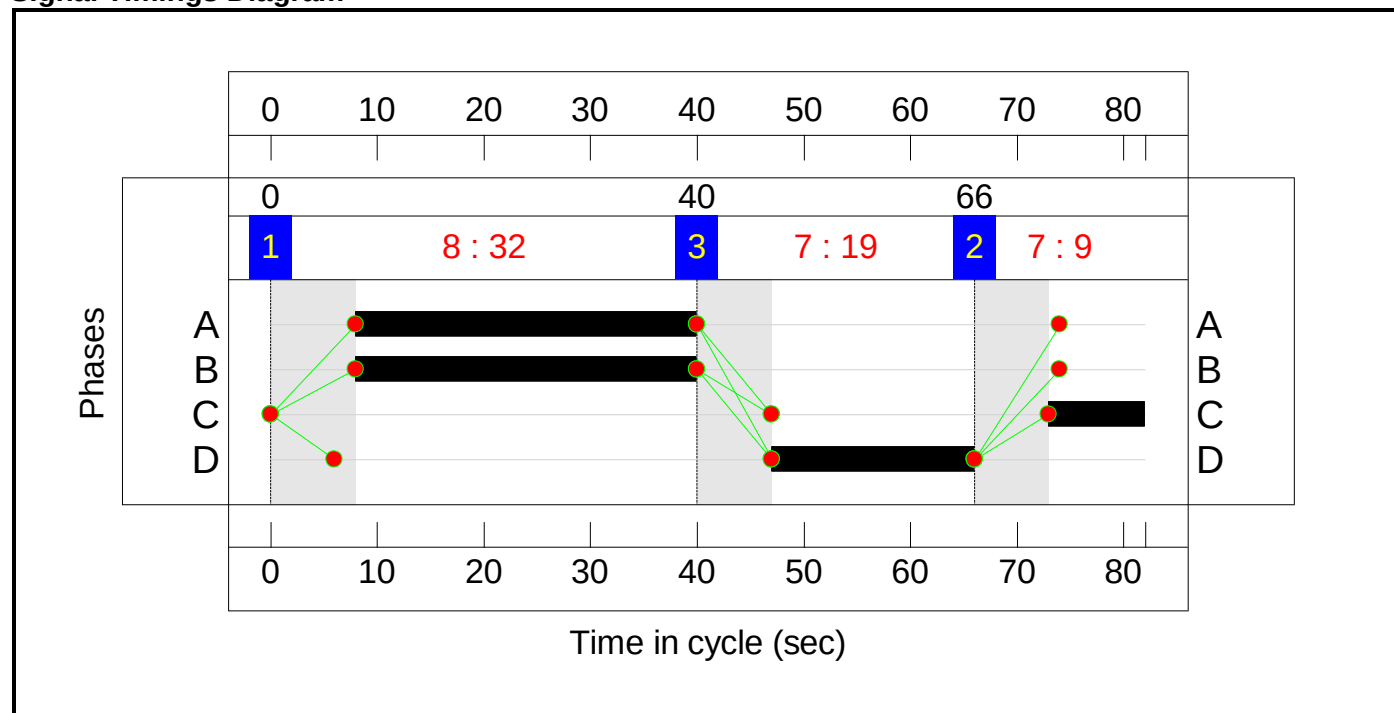
Stage Sequence Diagram



Stage Timings

Stage	1	3	2
Duration	32	19	9
Change Point	0	40	66

Signal Timings Diagram

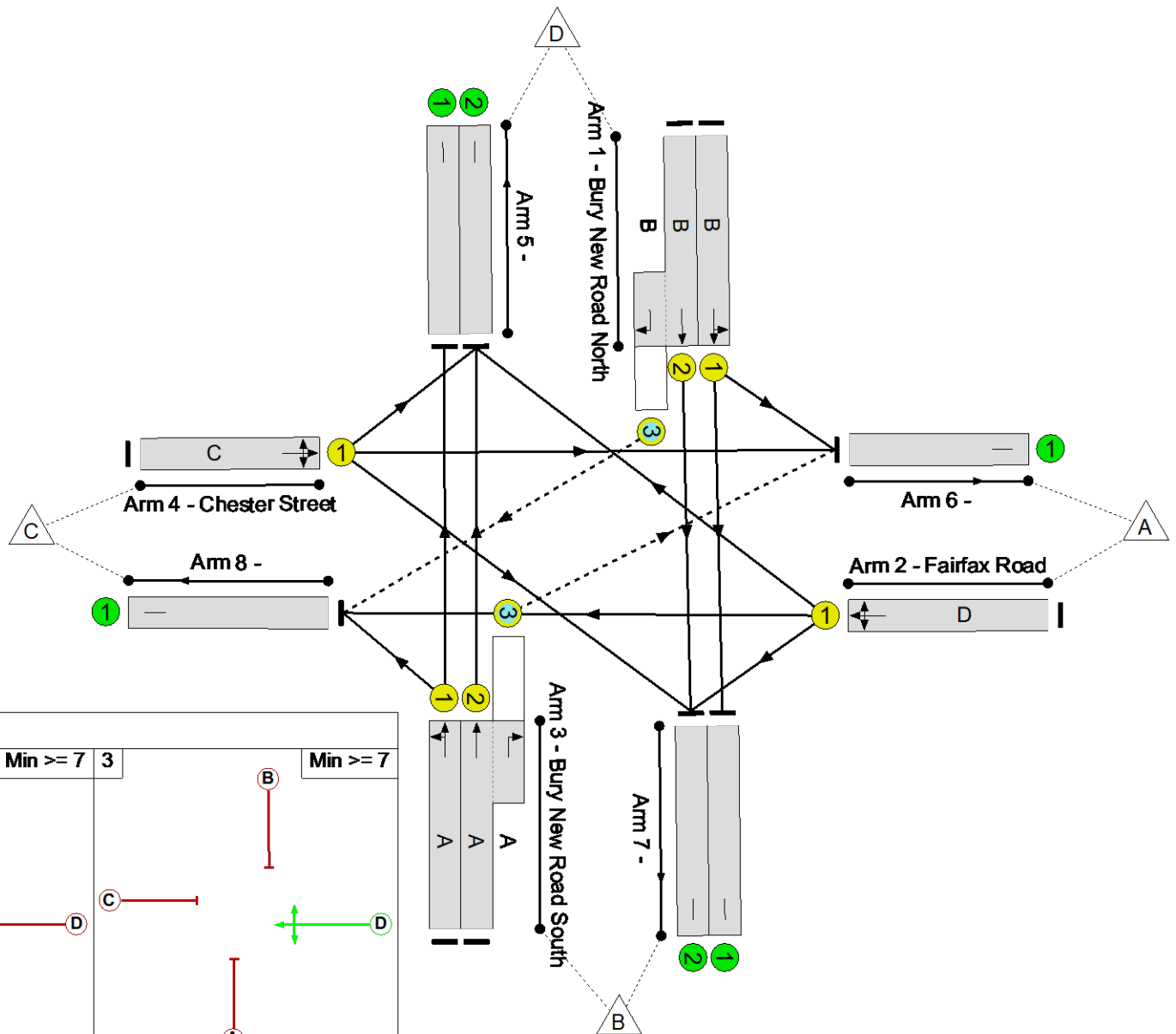
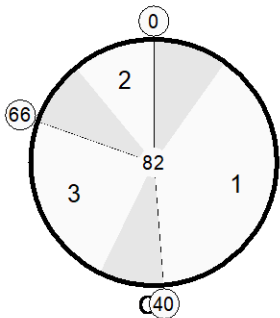


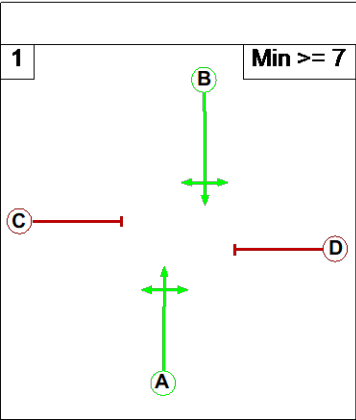
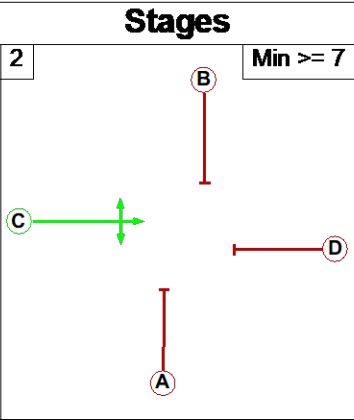
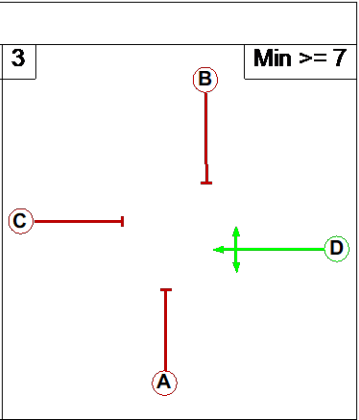
Full Input Data And Results
Network Layout Diagram

Bury New Road/Fairfax Road/Chester Road



PRC: 17.8 %
Total Traffic Delay: 16.2 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			
3	Min >= 7	4	Min >= 7
			

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	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
Bury New Road/Fairfax Road/Chester Road	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
1/1	Bury New Road North Left Ahead	U	N/A	N/A	B		1	32	-	415	1833	738	56.3%
1/2+1/3	Bury New Road North Ahead Right	U+O	N/A	N/A	B		1	32	-	505	2045:1630	794+45	60.2 : 60.2%
2/1	Fairfax Road Right Left Ahead	U	N/A	N/A	D		1	19	-	330	1771	432	76.4%
3/1	Bury New Road South Ahead Left	U	N/A	N/A	A		1	32	-	313	1911	769	40.7%
3/2+3/3	Bury New Road South Ahead Right	U+O	N/A	N/A	A		1	32	-	398	2065:1665	739+121	46.3 : 46.3%
4/1	Chester Street Left Ahead Right	U	N/A	N/A	C		1	9	-	97	1801	220	44.2%
5/1		U	N/A	N/A	-		-	-	-	312	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	207	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%

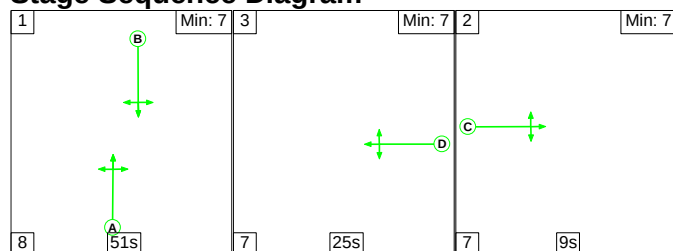
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 8: 'Future Year with Proposed Development PM' (FG11: 'Future Year with Proposed Development PM', Plan 1: 'Network Control Plan 1')

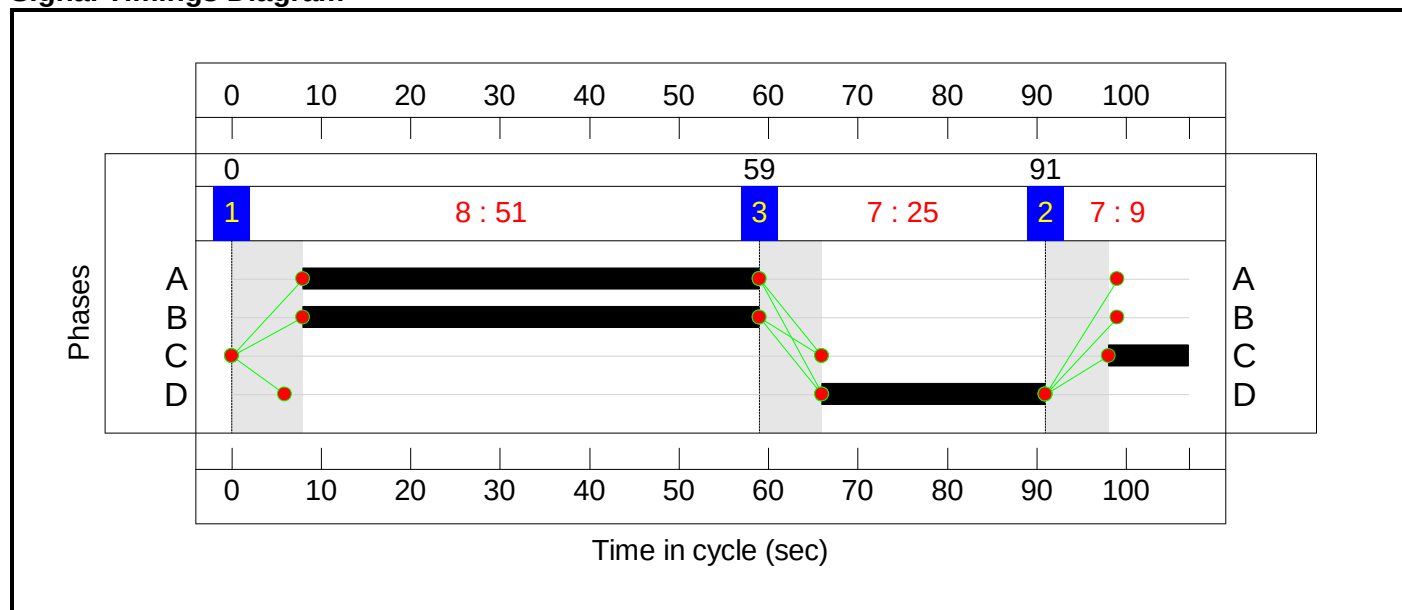
Stage Sequence Diagram



Stage Timings

Stage	1	3	2
Duration	51	25	9
Change Point	0	59	91

Signal Timings Diagram

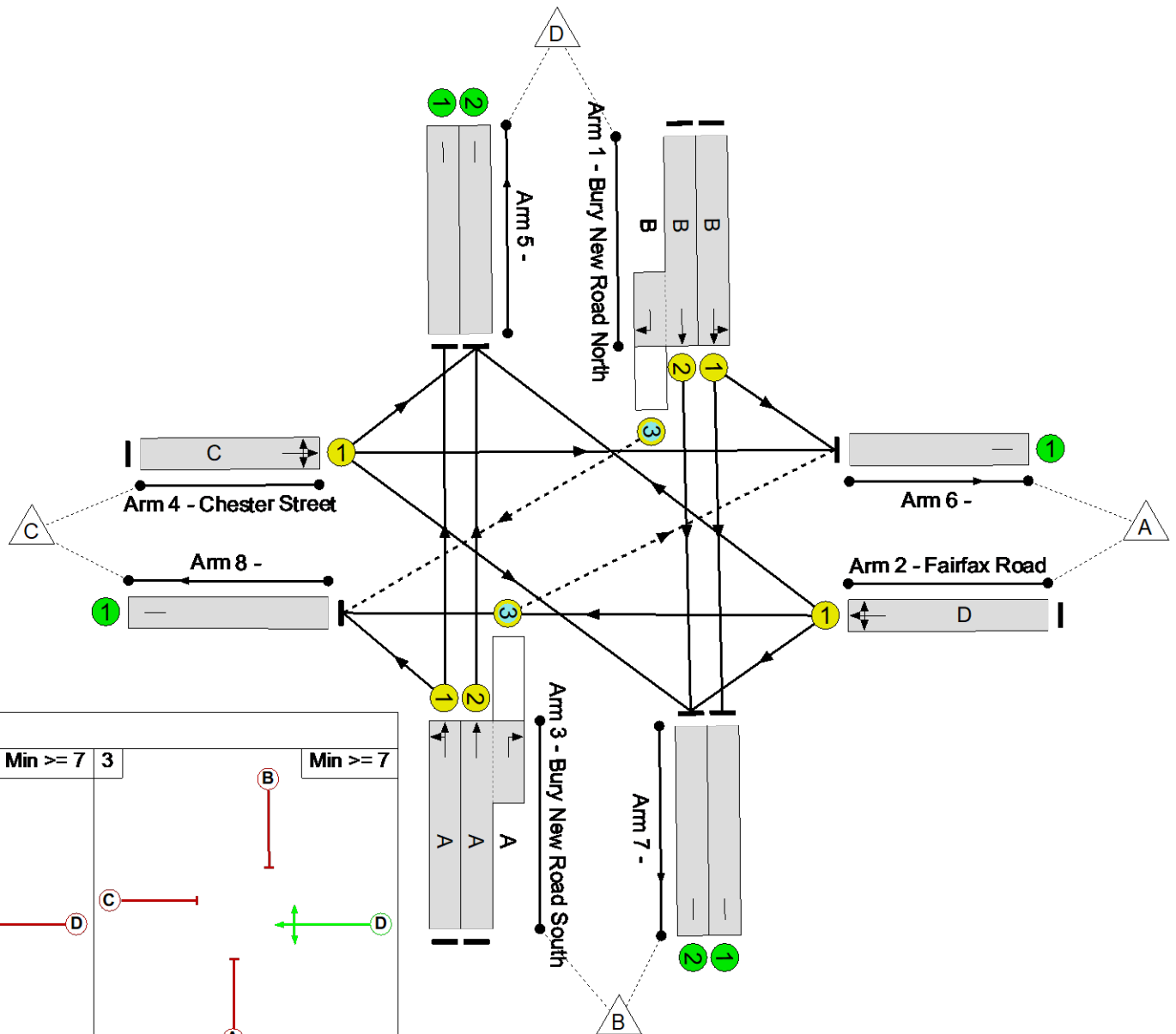
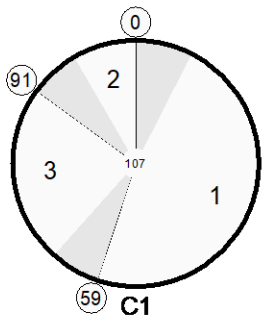


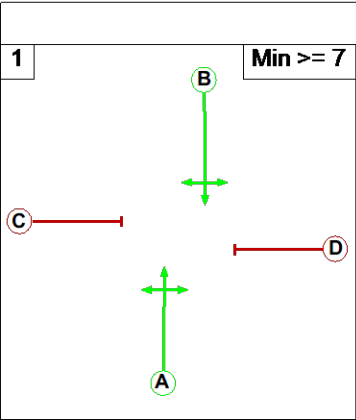
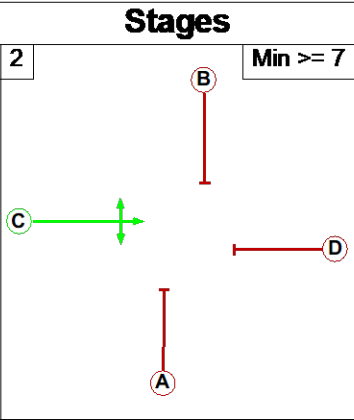
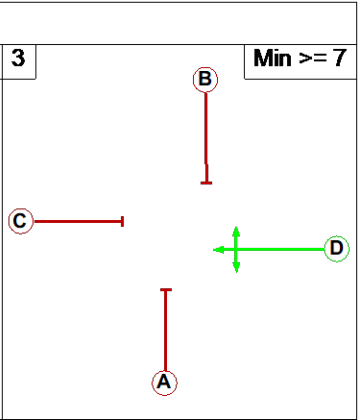
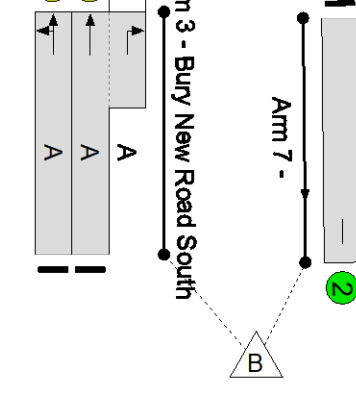
Full Input Data And Results
Network Layout Diagram

Bury New Road/Fairfax Road/Chester Road



PRC: -3.1 %
Total Traffic Delay: 22.9 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			

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	-	-	N/A	-	-		-	-	-	-	-	-	92.8%
Bury New Road/Fairfax Road/Chester Road	-	-	N/A	-	-		-	-	-	-	-	-	92.8%
1/1	Bury New Road North Left Ahead	U	N/A	N/A	B		1	51	-	441	1797	873	50.5%
1/2+1/3	Bury New Road North Ahead Right	U+O	N/A	N/A	B		1	51	-	552	2045:1630	918+81	55.2 : 55.2%
2/1	Fairfax Road Right Left Ahead	U	N/A	N/A	D		1	25	-	399	1770	430	92.8%
3/1	Bury New Road South Ahead Left	U	N/A	N/A	A		1	51	-	373	1894	920	40.5%
3/2+3/3	Bury New Road South Ahead Right	U+O	N/A	N/A	A		1	51	-	467	2065:1665	877+137	46.1 : 46.1%
4/1	Chester Street Left Ahead Right	U	N/A	N/A	C		1	9	-	106	1782	167	63.6%
5/1		U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	95	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	-	-	106	0	2	15.0	7.6	0.3	22.9	-	-	-	-
Bury New Road/Fairfax Road/Chester Road	-	-	106	0	2	15.0	7.6	0.3	22.9	-	-	-	-
1/1	441	441	-	-	-	2.3	0.5	-	2.8	22.9	8.8	0.5	9.3
1/2+1/3	552	552	45	0	0	2.9	0.6	0.1	3.6	23.3	11.0	0.6	11.7
2/1	399	399	-	-	-	4.4	4.9	-	9.3	83.6	11.5	4.9	16.4
3/1	373	373	-	-	-	1.8	0.3	-	2.2	20.9	7.0	0.3	7.4
3/2+3/3	467	467	62	0	1	2.3	0.4	0.2	2.9	22.4	8.2	0.4	8.6
4/1	106	106	-	-	-	1.4	0.9	-	2.2	75.7	3.0	0.9	3.9
5/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -3.1 Total Delay for Signalled Lanes (pcuHr): 22.94 Cycle Time (s): 107 PRC Over All Lanes (%): -3.1 Total Delay Over All Lanes(pcuHr): 22.94													

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.1.7462 © Copyright TRL Limited, 2019						
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Filename: Staggered Junction Model - Revised - Advanced.j9

Path: P:\Projects Hot\2772 Muse - Prestwich\003 Design\Calculations\Models\Fairfax Road_Car Park_Rectory Lane_Highfield Road

Report generation date: 31/10/2023 17:21:25

«AM Calibrated - 2023 Base, Weekday AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Detailed Demand Data
- »Results
- »Lane Results

Summary of junction performance

	Weekday AM					
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS
	AM Calibrated [Lane Simulation] - 2023 Base					
1 - Fairfax Road_Rectory Lane - A - Fairfax Road East	A1 D1	0.0	~1	0.16		A
1 - Fairfax Road_Rectory Lane - B - Rectory Lane		0.3	2.0	9.59		A
1 - Fairfax Road_Rectory Lane - C - Fairfax Road West		0.2	1.0	2.93		A
2 - Fairfax Road_Car Park - A - Fairfax Road West		0.1	0.5	1.02		A
2 - Fairfax Road_Car Park - B - Car Park		0.0	~1	8.76		A
2 - Fairfax Road_Car Park - C - Fairfax Road East		0.1	1.0	0.67		A
3 - Fairfax Road_Highfield Road - A - Fairfax Road West		0.0	~1	0.00		A
3 - Fairfax Road_Highfield Road - B - Highfield Road		0.2	1.0	11.85		B
3 - Fairfax Road_Highfield Road - C - Fairfax Road East		0.2	2.0	2.53		A
		AM Calibrated [Lane Simulation] - Future Year Do Nothing				
1 - Fairfax Road_Rectory Lane - A - Fairfax Road East	A1 D4	0.0	~1	0.15		A
1 - Fairfax Road_Rectory Lane - B - Rectory Lane		0.4	1.5	9.62		A
1 - Fairfax Road_Rectory Lane - C - Fairfax Road West		0.2	1.0	2.89		A
2 - Fairfax Road_Car Park - A - Fairfax Road West		0.1	0.5	0.95		A
2 - Fairfax Road_Car Park - B - Car Park		0.0	~1	9.64		A
2 - Fairfax Road_Car Park - C - Fairfax Road East		0.1	1.0	0.66		A
3 - Fairfax Road_Highfield Road - A - Fairfax Road West		0.0	~1	0.00		A
3 - Fairfax Road_Highfield Road - B - Highfield Road		0.3	1.0	8.97		A
3 - Fairfax Road_Highfield Road - C - Fairfax Road East		0.2	2.0	2.15		A
		AM Calibrated [Lane Simulation] - Future Year with Extant Development				
1 - Fairfax Road_Rectory Lane - A - Fairfax Road East		0.0	~1	0.24		A
1 - Fairfax Road_Rectory Lane - B - Rectory Lane		0.4	1.9	10.27		B
1 - Fairfax Road_Rectory Lane - C - Fairfax Road West		0.2	1.0	2.79		A
2 - Fairfax Road_Car Park - A - Fairfax Road West		0.0	~1	0.55		A

2 - Fairfax Road_Car Park - B - Car Park	A1 D7	0.0	~1	9.40		A
2 - Fairfax Road_Car Park - C - Fairfax Road East		0.1	1.0	0.88		A
3 - Fairfax Road Highfield Road - A - Fairfax Road West		0.0	~1	0.00		A
3 - Fairfax Road Highfield Road - B - Highfield Road		0.2	1.0	9.63		A
3 - Fairfax Road Highfield Road - C - Fairfax Road East		0.2	1.3	2.30		A
	AM Calibrated [Lane Simulation] - Future Year with Proposed Development					
1 - Fairfax Road_Rectory Lane - A - Fairfax Road East	A1 D10	0.0	~1	0.31		A
1 - Fairfax Road_Rectory Lane - B - Rectory Lane		0.5	1.5	9.57		A
1 - Fairfax Road_Rectory Lane - C - Fairfax Road West		0.2	1.0	2.86		A
2 - Fairfax Road_Car Park - A - Fairfax Road West		0.1	~1	0.46		A
2 - Fairfax Road_Car Park - B - Car Park		0.1	1.0	10.77		B
2 - Fairfax Road_Car Park - C - Fairfax Road East		0.1	1.0	1.27		A
3 - Fairfax Road Highfield Road - A - Fairfax Road West		0.0	~1	0.00		A
3 - Fairfax Road Highfield Road - B - Highfield Road		0.3	1.0	9.24		A
3 - Fairfax Road Highfield Road - C - Fairfax Road East		0.2	2.0	2.14		A

	Weekday PM					
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS
	PM Calibrated [Lane Simulation] - 2023 Base					
1 - Fairfax Road_Rectory Lane - A - Fairfax Road East	A2 D2	0.2	1.0	1.19		A
1 - Fairfax Road_Rectory Lane - B - Rectory Lane		1.1	2.7	18.57		C
1 - Fairfax Road_Rectory Lane - C - Fairfax Road West		0.2	1.0	2.03		A
2 - Fairfax Road_Car Park - A - Fairfax Road West		0.1	~1	0.58		A
2 - Fairfax Road_Car Park - B - Car Park		0.2	0.9	24.87		C
2 - Fairfax Road_Car Park - C - Fairfax Road East		0.1	1.0	1.02		A
3 - Fairfax Road Highfield Road - A - Fairfax Road West		0.0	~1	0.00		A
3 - Fairfax Road Highfield Road - B - Highfield Road		0.7	2.0	24.53		C
3 - Fairfax Road Highfield Road - C - Fairfax Road East		0.7	2.0	5.04		A
		PM Calibrated [Lane Simulation] - Future Year Do Nothing				
1 - Fairfax Road_Rectory Lane - A - Fairfax Road East	A2 D5	0.1	~1	1.17		A
1 - Fairfax Road_Rectory Lane - B - Rectory Lane		1.0	3.6	18.27		C
1 - Fairfax Road_Rectory Lane - C - Fairfax Road West		0.2	1.0	1.96		A
2 - Fairfax Road_Car Park - A - Fairfax Road West		0.1	0.5	0.45		A
2 - Fairfax Road_Car Park - B - Car Park		0.1	1.0	18.73		C
2 - Fairfax Road_Car Park - C - Fairfax Road East		0.1	1.0	1.14		A
3 - Fairfax Road Highfield Road - A - Fairfax Road West		0.0	~1	0.00		A
3 - Fairfax Road Highfield Road - B - Highfield Road		0.5	3.0	25.23		D
3 - Fairfax Road Highfield Road - C - Fairfax Road East		0.6	2.0	5.89		A
		PM Calibrated [Lane Simulation] - Future Year with Extant Development				
1 - Fairfax Road_Rectory Lane - A - Fairfax Road East	A2 D8	0.1	~1	0.69		A
1 - Fairfax Road_Rectory Lane - B - Rectory Lane		0.7	2.7	14.16		B
1 - Fairfax Road_Rectory Lane - C - Fairfax Road West		0.2	1.0	2.22		A
2 - Fairfax Road_Car Park - A - Fairfax Road West		0.1	0.5	1.18		A
2 - Fairfax Road_Car Park - B - Car Park		0.2	1.0	14.97		B
2 - Fairfax Road_Car Park - C - Fairfax Road East		0.1	1.0	0.99		A
3 - Fairfax Road Highfield Road - A - Fairfax Road West		0.0	~1	0.00		A
3 - Fairfax Road Highfield Road - B - Highfield Road		0.5	1.3	23.84		C
3 - Fairfax Road Highfield Road - C - Fairfax Road East		0.6	2.0	5.41		A
		PM Calibrated [Lane Simulation] - Future Year with Proposed Development				
1 - Fairfax Road_Rectory Lane - A - Fairfax Road East	A2 D11	0.2	1.0	2.15		A
1 - Fairfax Road_Rectory Lane - B - Rectory Lane		1.4	9.0	20.61		C
1 - Fairfax Road_Rectory Lane - C - Fairfax Road West		0.2	1.0	1.88		A
2 - Fairfax Road_Car Park - A - Fairfax Road West		0.1	~1	0.43		A
2 - Fairfax Road_Car Park - B - Car Park		1.9	9.0	58.63		F

2 - Fairfax Road_Car Park - C - Fairfax Road East		0.3	1.0	2.03		A
3 - Fairfax Road Highfield Road - A - Fairfax Road West		0.0	~1	0.00		A
3 - Fairfax Road Highfield Road - B - Highfield Road		1.0	5.9	43.70		E
3 - Fairfax Road Highfield Road - C - Fairfax Road East		1.0	2.0	8.11		A

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. Arm and junction delays are averages for all movements, including movements with zero delay.

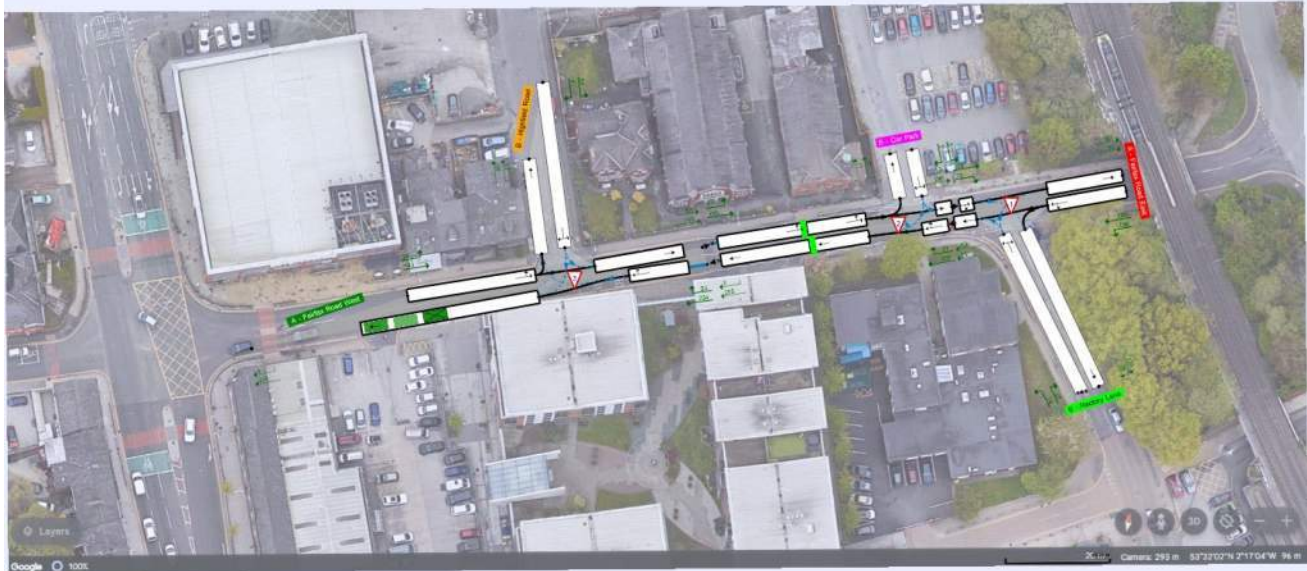
File summary

File Description

Title	
Location	
Site number	
Date	13/06/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CIVICENGINEERSjumpboxuser
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	PCU	perHour	s	-Min	perMin



Flows show modelled flow through junction (PCU/hr).
Lane simulation visualisation time: 07:59:00

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓		✓	651129319	101	3.28

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM Calibrated	✓	✓	✓	D1, D4, D7, D10	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2023 Base	Weekday AM	ONE HOUR	07:30	09:00	15	✓	✓

AM Calibrated - 2023 Base, Weekday AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - AM Calibrated [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Demand Sets	D1 - 2023 Base, Weekday AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Fairfax Road_Rectory Lane	T-Junction	Two-way		2.48	A
2	Fairfax Road_Car Park	T-Junction	Two-way		0.91	A
3	Fairfax Road Highfield Road	T-Junction	Two-way		2.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - Fairfax Road_Rectory Lane	A	Fairfax Road East		Major
	B	Rectory Lane		Minor
	C	Fairfax Road West		Major
2 - Fairfax Road_Car Park	A	Fairfax Road West		Major
	B	Car Park		Minor
	C	Fairfax Road East		Major
3 - Fairfax Road Highfield Road	A	Fairfax Road West		Major
	B	Highfield Road		Minor
	C	Fairfax Road East		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - Fairfax Road_Rectory Lane	C - Fairfax Road West	7.40			70.0	✓	0.00
2 - Fairfax Road_Car Park	C - Fairfax Road East	7.40			70.0	✓	0.00
3 - Fairfax Road Highfield Road	C - Fairfax Road East	7.40			70.0	✓	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

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - Fairfax Road_Rectory Lane	B - Rectory Lane	One lane	3.60	30	21
2 - Fairfax Road_Car Park	B - Car Park	One lane	2.70	30	21
3 - Fairfax Road Highfield Road	B - Highfield Road	One lane	3.00	30	21

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Vehicles queueing on exit (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Fairfax Road_Car Park	A - Fairfax Road West	2.00	2.00	3.00	2.90	1.00	6.00	6.00	7.00

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 - Fairfax Road_Rectory Lane	B-A	528	0.090	0.228	0.143	0.326
	B-C	675	0.097	0.246	-	-
	C-B	615	0.224	0.224	-	-

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
2 - Fairfax Road_Car Park	B-A	483	0.083	0.209	0.131	0.298
	B-C	618	0.089	0.225	-	-
	C-B	615	0.224	0.224	-	-

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
3 - Fairfax Road_Highfield Road	B-A	498	0.085	0.215	0.135	0.307
	B-C	637	0.092	0.232	-	-
	C-B	615	0.224	0.224	-	-

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.

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Bottleneck capacity (PCU/hr)	Bottleneck type	Minimum capacity (PCU/hr)	Max ca (P)
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	Entry	1	1	B, C		Infinity				0	9
		Exit	1	1			Infinity				0	9
	B - Rectory Lane	Entry	1	1	A, C		Infinity				0	9
		Exit	2	1	(A, (B), C)		Infinity				0	9
	C - Fairfax Road West	Entry	1	1	A, B	✓	1.00				0	9
		Exit	1	1		✓	1.00				0	9
2 - Fairfax Road_Car Park	A - Fairfax Road West	Entry	1	1	B, C	✓	2.00				0	9
		Exit	2	1	(B, C)	✓	3.00				0	9
		Entry	1	1		✓	2.00				0	9
		Exit	2	1		✓	3.00				0	9
	B - Car Park	Entry	1	1	A, C		Infinity				0	9
		Exit	1	1			Infinity				0	9
3 - Fairfax Road Highfield Road	A - Fairfax Road West	Entry	1	1	B, C		Infinity				0	9
		Exit	1	1		✓	6.00	✓	432	Random	0	9
	B - Highfield Road	Entry	1	1	A, C		Infinity				0	9
		Exit	1	1			Infinity				0	9
	C - Fairfax Road East	Entry	1	1	A, B	✓	2.00				0	9
		Exit	1	1		✓	3.00				0	9

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Fairfax Road East	Rectory Lane	Fairfax Road West
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	1	1		✓	✓
	B - Rectory Lane	1	1	✓		✓
		2	1	✓		✓
	C - Fairfax Road West	1	1	✓	✓	

Summary of Entry Lane allowed secondary movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Fairfax Road East	Rectory Lane	Fairfax Road West
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	1	1			
	B - Rectory Lane	1	1			
		2	1		✓	
	C - Fairfax Road West	1	1			

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Fairfax Road West	Car Park	Fairfax Road East
2 - Fairfax Road_Car Park	A - Fairfax Road West	1	1		✓	✓
		2	1		✓	✓
	B - Car Park	1	1	✓		✓
	C - Fairfax Road East	1	1	✓	✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Fairfax Road West	Highfield Road	Fairfax Road East
3 - Fairfax Road Highfield Road	A - Fairfax Road West	1	1		✓	✓
	B - Highfield Road	1	1	✓		✓
	C - Fairfax Road East	1	1	✓	✓	

Traffic Demand

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Fairfax Road Rectory Lane	C - Fairfax Road West	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Fairfax Road Car Park	A - Fairfax Road West	3	C	Simple (vertical queueing)	Normal	0	100.00	
	C - Fairfax Road East	1	C	Simple (vertical queueing)	Normal	0	100.00	
3 - Fairfax Road Highfield Road	C - Fairfax Road East	2	A	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Fairfax Road Rectory Lane	A - Fairfax Road East		ONE HOUR	✓	373	100.000
	B - Rectory Lane		ONE HOUR	✓	107	100.000
	C - Fairfax Road West	✓				
2 - Fairfax Road Car Park	A - Fairfax Road West	✓				
	B - Car Park		ONE HOUR	✓	6	100.000
	C - Fairfax Road East	✓				
3 - Fairfax Road Highfield Road	A - Fairfax Road West		ONE HOUR	✓	191	100.000
	B - Highfield Road		ONE HOUR	✓	77	100.000
	C - Fairfax Road East	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Fairfax Road Rectory Lane	A - Fairfax Road East		
	B - Rectory Lane		
	C - Fairfax Road West		
2 - Fairfax Road Car Park	A - Fairfax Road West	[ONEHOUR]	20.00
	B - Car Park		
	C - Fairfax Road East		
3 - Fairfax Road Highfield Road	A - Fairfax Road West		
	B - Highfield Road		
	C - Fairfax Road East		

Origin-Destination Data

1 - Fairfax Road Rectory Lane

Demand (Veh/hr)

From	To			
		A - Fairfax Road East	B - Rectory Lane	C - Fairfax Road West
	A - Fairfax Road East	0	153	220
	B - Rectory Lane	27	0	80
	C - Fairfax Road West	128	85	0

Proportions

From	To			
		A - Fairfax Road East	B - Rectory Lane	C - Fairfax Road West
	A - Fairfax Road East	0.00	0.41	0.59
	B - Rectory Lane	0.25	0.00	0.75
	C - Fairfax Road West	0.60	0.40	0.00

2 - Fairfax Road Car Park

Demand (Veh/hr)

From	To			
		A - Fairfax Road West	B - Car Park	C - Fairfax Road East
	A - Fairfax Road West	0	13	128
	B - Car Park	3	0	3
	C - Fairfax Road East	220	22	0

Proportions

From	To			
		A - Fairfax Road West	B - Car Park	C - Fairfax Road East
	A - Fairfax Road West	0.00	0.09	0.91
	B - Car Park	0.50	0.00	0.50
	C - Fairfax Road East	0.91	0.09	0.00

3 - Fairfax Road Highfield Road

Demand (Veh/hr)

From	To			
		A - Fairfax Road West	B - Highfield Road	C - Fairfax Road East
	A - Fairfax Road West	0	31	160
	B - Highfield Road	7	0	70
	C - Fairfax Road East	285	31	0

Proportions

From	To			
		A - Fairfax Road West	B - Highfield Road	C - Fairfax Road East
	A - Fairfax Road West	0.00	0.16	0.84
	B - Highfield Road	0.09	0.00	0.91
	C - Fairfax Road East	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

1 - Fairfax Road Rectory Lane

From	To			
		A - Fairfax Road East	B - Rectory Lane	C - Fairfax Road West
	A - Fairfax Road East	0	1	0
	B - Rectory Lane	4	0	2
	C - Fairfax Road West	1	1	0

Average PCU Per Veh

From	To			
		A - Fairfax Road East	B - Rectory Lane	C - Fairfax Road West
	A - Fairfax Road East	1.000	1.010	1.000
	B - Rectory Lane	1.040	1.000	1.020
	C - Fairfax Road West	1.010	1.010	1.000

Heavy Vehicle Percentages

2 - Fairfax Road Car Park

From	To			
		A - Fairfax Road West	B - Car Park	C - Fairfax Road East
	A - Fairfax Road West	0	0	1
	B - Car Park	0	0	0
	C - Fairfax Road East	1	0	0

Average PCU Per Veh

From	To			
		A - Fairfax Road West	B - Car Park	C - Fairfax Road East
	A - Fairfax Road West	1.000	1.000	1.010
	B - Car Park	1.000	1.000	1.000
	C - Fairfax Road East	1.010	1.000	1.000

3 - Fairfax
Road
Highfield
Road

Heavy Vehicle Percentages

	To			
From		A - Fairfax Road West	B - Highfield Road	C - Fairfax Road East
	A - Fairfax Road West	0	0	1
	B - Highfield Road	0	0	0
	C - Fairfax Road East	1	0	0

Average PCU Per Veh

	To			
From		A - Fairfax Road West	B - Highfield Road	C - Fairfax Road East
	A - Fairfax Road West	1.000	1.000	1.010
	B - Highfield Road	1.000	1.000	1.000
	C - Fairfax Road East	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:30-07:45	1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	281	282	
		B - Rectory Lane	81	83	
		C - Fairfax Road West	160	162	
	2 - Fairfax Road_Car Park	A - Fairfax Road West	106	107	15.06
		B - Car Park	5	5	
		C - Fairfax Road East	182	184	
	3 - Fairfax Road Highfield Road	A - Fairfax Road West	144	145	
		B - Highfield Road	58	58	
		C - Fairfax Road East	238	240	
07:45-08:00	1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	335	337	
		B - Rectory Lane	96	99	
		C - Fairfax Road West	191	193	
	2 - Fairfax Road_Car Park	A - Fairfax Road West	127	128	17.98
		B - Car Park	5	5	
		C - Fairfax Road East	218	220	
	3 - Fairfax Road Highfield Road	A - Fairfax Road West	172	173	
		B - Highfield Road	69	69	
		C - Fairfax Road East	284	287	
08:00-08:15	1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	411	412	
		B - Rectory Lane	118	121	
		C - Fairfax Road West	235	237	
	2 - Fairfax Road_Car Park	A - Fairfax Road West	155	157	22.02
		B - Car Park	7	7	
		C - Fairfax Road East	266	269	
	3 - Fairfax Road Highfield Road	A - Fairfax Road West	210	212	
		B - Highfield Road	85	85	
		C - Fairfax Road East	348	351	
08:15-08:30	1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	411	412	
		B - Rectory Lane	118	121	
		C - Fairfax Road West	235	237	
	2 - Fairfax Road_Car Park	A - Fairfax Road West	155	157	22.02
		B - Car Park	7	7	
		C - Fairfax Road East	266	269	
	3 - Fairfax Road Highfield Road	A - Fairfax Road West	210	212	
		B - Highfield Road	85	85	
		C - Fairfax Road East	348	351	
08:30-08:45	1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	335	337	
		B - Rectory Lane	96	99	
		C - Fairfax Road West	191	193	
	2 - Fairfax Road_Car Park	A - Fairfax Road West	127	128	17.98
		B - Car Park	5	5	
		C - Fairfax Road East	218	220	
	3 - Fairfax Road Highfield Road	A - Fairfax Road West	172	173	
		B - Highfield Road	69	69	
		C - Fairfax Road East	284	287	
08:45-09:00	1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	281	282	
		B - Rectory Lane	81	83	
		C - Fairfax Road West	160	162	
	2 - Fairfax Road_Car Park	A - Fairfax Road West	106	107	15.06
		B - Car Park	5	5	
		C - Fairfax Road East	182	184	
	3 - Fairfax Road Highfield Road	A - Fairfax Road West	144	145	
		B - Highfield Road	58	58	
		C - Fairfax Road East	238	240	

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	0.16	0.0	~1	A	378	378
	B - Rectory Lane	9.59	0.3	2.0	A	109	109
	C - Fairfax Road West	2.93	0.2	1.0	A	219	219
2 - Fairfax Road_Car Park	A - Fairfax Road West	1.02	0.1	0.5	A	237	237
	B - Car Park	8.76	0.0	~1	A	6	6
	C - Fairfax Road East	0.67	0.1	1.0	A	304	304
3 - Fairfax Road Highfield Road	A - Fairfax Road West	0.00	0.0	~1	A	195	195
	B - Highfield Road	11.85	0.2	1.0	B	77	77
	C - Fairfax Road East	2.53	0.2	2.0	A	278	278

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig lev ser
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	346	86		346	335	146	0.0	0.0	0.072	
	B - Rectory Lane	101	25		99	101	216	0.3	0.3	8.267	
	C - Fairfax Road West	198	50		198	193	282	0.1	0.1	2.734	
2 - Fairfax Road_Car Park	A - Fairfax Road West	212	53	17.98	212	209	258	0.0	0.0	0.511	
	B - Car Park	6	1		6	5	44	0.0	0.0	7.738	
	C - Fairfax Road East	282	71		282	273	199	0.0	0.0	0.671	
3 - Fairfax Road Highfield Road	A - Fairfax Road West	171	43		171	171	233	0.0	0.0	0.000	
	B - Highfield Road	73	18		73	70	51	0.1	0.2	8.221	
	C - Fairfax Road East	257	64		257	249	212	0.0	0.1	1.186	

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig lev ser
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	422	105		422	424	176	0.0	0.0	0.106	
	B - Rectory Lane	111	28		111	113	271	0.3	0.3	9.178	
	C - Fairfax Road West	242	61		243	241	328	0.1	0.1	2.901	
2 - Fairfax Road_Car Park	A - Fairfax Road West	260	65	22.02	260	261	302	0.0	0.1	0.789	
	B - Car Park	6	2		6	6	52	0.0	0.0	8.561	
	C - Fairfax Road East	330	82		329	332	242	0.0	0.1	0.585	
3 - Fairfax Road Highfield Road	A - Fairfax Road West	213	53		213	217	272	0.0	0.0	0.000	
	B - Highfield Road	86	21		86	84	64	0.2	0.2	8.460	
	C - Fairfax Road East	301	75		301	305	260	0.1	0.2	2.037	

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig lev ser
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	416	104		416	415	167	0.0	0.0	0.164	
	B - Rectory Lane	122	31		124	122	264	0.3	0.3	9.594	
	C - Fairfax Road West	233	58		233	236	342	0.1	0.2	2.931	
2 - Fairfax Road_Car Park	A - Fairfax Road West	255	64	22.02	255	257	315	0.1	0.1	1.022	
	B - Car Park	6	2		6	6	55	0.0	0.0	8.759	
	C - Fairfax Road East	343	86		343	338	233	0.1	0.0	0.653	
3 - Fairfax Road Highfield Road	A - Fairfax Road West	215	54		215	212	286	0.0	0.0	0.002	
	B - Highfield Road	82	20		83	85	67	0.2	0.2	11.847	
	C - Fairfax Road East	314	78		313	310	255	0.2	0.2	2.534	

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsig lev ser
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	327	82		327	339	150	0.0	0.0	0.069	
	B - Rectory Lane	101	25		101	100	219	0.3	0.3	9.219	
	C - Fairfax Road West	204	51		204	194	262	0.2	0.2	2.724	
2 - Fairfax Road_Car Park	A - Fairfax Road West	220	55	17.98	220	211	238	0.1	0.1	0.464	
	B - Car Park	5	1		5	7	47	0.0	0.0	6.843	
	C - Fairfax Road East	263	66		263	272	204	0.0	0.0	0.633	
3 - Fairfax Road Highfield Road	A - Fairfax Road West	183	46		183	174	220	0.0	0.0	0.000	
	B - Highfield Road	69	17		70	70	51	0.2	0.1	7.350	
	C - Fairfax Road East	239	60		239	251	219	0.2	0.0	1.259	

Queue Variation Results for each time segment

07:45 - 08:00

Junction	Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	0.00	0.00	0.00	0.00	0.00
	B - Rectory Lane	0.26	0.00	0.00	0.66	1.24
	C - Fairfax Road West	0.10	0.00	0.00	1.00	1.00
2 - Fairfax Road_Car Park	A - Fairfax Road West	0.04	0.00	0.00	0.00	0.00
	B - Car Park	0.01	0.00	0.00	0.00	0.00
	C - Fairfax Road East	0.03	0.00	0.00	0.00	0.00
3 - Fairfax Road Highfield Road	A - Fairfax Road West	0.00	0.00	0.00	0.00	0.00
	B - Highfield Road	0.24	0.00	0.00	0.58	0.98
	C - Fairfax Road East	0.10	0.00	0.00	0.00	0.49

08:00 - 08:15

Junction	Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	0.00	0.00	0.00	0.00	0.00
	B - Rectory Lane	0.33	0.00	0.00	0.80	1.19
	C - Fairfax Road West	0.13	0.00	0.00	1.00	1.00
2 - Fairfax Road_Car Park	A - Fairfax Road West	0.08	0.00	0.00	0.00	-0.03
	B - Car Park	0.01	0.00	0.00	0.00	0.00
	C - Fairfax Road East	0.06	0.00	0.00	0.00	1.00
3 - Fairfax Road Highfield Road	A - Fairfax Road West	0.00	0.00	0.00	0.00	0.00
	B - Highfield Road	0.21	0.00	0.00	0.49	0.99
	C - Fairfax Road East	0.21	0.00	0.00	0.58	2.00

08:15 - 08:30

Junction	Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	0.00	0.00	0.00	0.00	0.00
	B - Rectory Lane	0.26	0.00	0.00	0.68	2.00
	C - Fairfax Road West	0.19	0.00	0.00	0.46	0.76
2 - Fairfax Road_Car Park	A - Fairfax Road West	0.12	0.00	0.00	0.00	0.49
	B - Car Park	0.02	0.00	0.00	0.00	0.00
	C - Fairfax Road East	0.03	0.00	0.00	0.00	0.00
3 - Fairfax Road Highfield Road	A - Fairfax Road West	0.00	0.00	0.00	0.00	0.00
	B - Highfield Road	0.21	0.00	0.00	0.11	0.74
	C - Fairfax Road East	0.24	0.00	0.00	0.74	2.00

08:30 - 08:45

Junction	Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	0.00	0.00	0.00	0.00	0.00
	B - Rectory Lane	0.26	0.00	0.00	0.65	0.90
	C - Fairfax Road West	0.21	0.00	0.00	0.52	0.82
2 - Fairfax Road_Car Park	A - Fairfax Road West	0.06	0.00	0.00	0.00	0.00
	B - Car Park	0.04	0.00	0.00	0.00	0.00
	C - Fairfax Road East	0.03	0.00	0.00	0.00	0.00
3 - Fairfax Road Highfield Road	A - Fairfax Road West	0.00	0.00	0.00	0.00	0.00
	B - Highfield Road	0.08	0.00	0.00	0.00	1.00
	C - Fairfax Road East	0.04	0.00	0.00	0.00	0.00

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (s)
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	Entry	1	1	B, C	346		346	335	0.0	0.0	0.07
		Exit	1	1		146		146	140	0.0	0.0	0.00
	B - Rectory Lane	Entry	1	1	A, C	101		99	101	0.3	0.3	8.26
			2	1	(A, (B), C)	101		101	101	0.0	0.0	0.00
		Exit	1	1		216		216	216	0.0	0.0	0.00
	C - Fairfax Road West	Entry	1	1	A, B	198		198	193	0.1	0.1	2.73
		Exit	1	1		282		282	273	0.0	0.0	0.22
2 - Fairfax Road_Car Park	A - Fairfax Road West	Entry	1	1	B, C	212		212	209	0.0	0.0	0.30
			2	1	(B, C)	212	17.98	212	209	0.0	0.0	0.20
		Exit	1	1		258	17.98	258	250	0.0	0.0	0.22
			2	1		258		258	250	0.0	0.0	0.22
	B - Car Park	Entry	1	1	A, C	6		6	5	0.0	0.0	7.73
		Exit	1	1		44		44	44	0.0	0.0	0.00
	C - Fairfax Road East	Entry	1	1	A, B	282		282	273	0.0	0.0	0.67
		Exit	1	1		199		199	193	0.0	0.0	0.86
3 - Fairfax Road Highfield Road	A - Fairfax Road West	Entry	1	1	B, C	171		171	171	0.0	0.0	0.00
		Exit	1	1		238		233	227	0.7	1.4	17.7
	B - Highfield Road	Entry	1	1	A, C	73		73	70	0.1	0.2	8.22
		Exit	1	1		51		51	52	0.0	0.0	0.00
	C - Fairfax Road East	Entry	1	1	A, B	257		257	249	0.0	0.1	1.18
		Exit	1	1		212		212	209	0.0	0.0	0.00

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (s)
1 - Fairfax Road Rectory Lane	A - Fairfax Road East	Entry	1	1	B, C	422		422	424	0.0	0.0	0.10
		Exit	1	1		176		176	170	0.0	0.0	0.00
	B - Rectory Lane	Entry	1	1	A, C	111		111	113	0.3	0.3	9.17
			2	1	(A, (B), C)	111		111	113	0.0	0.0	0.00
		Exit	1	1		271		271	276	0.0	0.0	0.00
	C - Fairfax Road West	Entry	1	1	A, B	242		243	241	0.1	0.1	2.90
		Exit	1	1		328		328	331	0.0	0.0	0.22
2 - Fairfax Road Car Park	A - Fairfax Road West	Entry	1	1	B, C	260		260	261	0.0	0.0	0.45
			2	1	(B, C)	260	22.02	260	261	0.0	0.0	0.32
		Exit	1	1		302	22.02	302	305	0.0	0.0	0.29
			2	1		302		302	305	0.0	0.0	0.69
	B - Car Park	Entry	1	1	A, C	6		6	6	0.0	0.0	8.56
		Exit	1	1		52		52	53	0.0	0.0	0.00
	C - Fairfax Road East	Entry	1	1	A, B	330		329	332	0.0	0.1	0.58
		Exit	1	1		241		242	240	0.0	0.0	1.06
3 - Fairfax Road Highfield Road	A - Fairfax Road West	Entry	1	1	B, C	213		213	217	0.0	0.0	0.00
		Exit	1	1		276		272	278	1.4	2.0	22.1
	B - Highfield Road	Entry	1	1	A, C	86		86	84	0.2	0.2	8.46
		Exit	1	1		64		64	65	0.0	0.0	0.00
	C - Fairfax Road East	Entry	1	1	A, B	301		301	305	0.1	0.2	2.03
		Exit	1	1		260		260	261	0.0	0.0	0.01

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (s)
1 - Fairfax Road Rectory Lane	A - Fairfax Road East	Entry	1	1	B, C	416		416	415	0.0	0.0	0.16
		Exit	1	1		167		167	173	0.0	0.0	0.00
	B - Rectory Lane	Entry	1	1	A, C	122		124	122	0.3	0.3	9.59
			2	1	(A, (B), C)	122		122	122	0.0	0.0	0.00
		Exit	1	1		264		264	264	0.0	0.0	0.00
	C - Fairfax Road West	Entry	1	1	A, B	233		233	236	0.1	0.2	2.93
		Exit	1	1		342		342	337	0.0	0.0	0.26
2 - Fairfax Road Car Park	A - Fairfax Road West	Entry	1	1	B, C	255		255	257	0.0	0.1	0.63
			2	1	(B, C)	255	22.02	255	258	0.0	0.0	0.39
		Exit	1	1		316	22.02	316	311	0.0	0.0	0.52
			2	1		316		315	311	0.0	0.2	1.22
	B - Car Park	Entry	1	1	A, C	6		6	6	0.0	0.0	8.75
		Exit	1	1		55		55	54	0.0	0.0	0.00
	C - Fairfax Road East	Entry	1	1	A, B	343		343	338	0.1	0.0	0.65
		Exit	1	1		233		233	236	0.0	0.1	1.16
3 - Fairfax Road Highfield Road	A - Fairfax Road West	Entry	1	1	B, C	215		215	212	0.0	0.0	0.00
		Exit	1	1		290		286	287	2.0	2.1	24.0
	B - Highfield Road	Entry	1	1	A, C	82		83	85	0.2	0.2	11.8
		Exit	1	1		67		67	63	0.0	0.0	0.00
	C - Fairfax Road East	Entry	1	1	A, B	314		313	310	0.2	0.2	2.53
		Exit	1	1		255		255	257	0.0	0.0	0.01

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Del (s)
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	Entry	1	1	B, C	327		327	339	0.0	0.0	0.06
		Exit	1	1		150		150	142	0.0	0.0	0.00
	B - Rectory Lane	Entry	1	1	A, C	101		101	100	0.3	0.3	9.21
			2	1	(A, (B), C)	101		101	100	0.0	0.0	0.00
		Exit	1	1		219		219	219	0.0	0.0	0.00
	C - Fairfax Road West	Entry	1	1	A, B	204		204	194	0.2	0.2	2.72
		Exit	1	1		262		262	272	0.0	0.0	0.20
2 - Fairfax Road_Car Park	A - Fairfax Road West	Entry	1	1	B, C	220		220	211	0.1	0.0	0.25
			2	1	(B, C)	220	17.98	220	211	0.0	0.0	0.21
		Exit	1	1		238	17.98	238	250	0.0	0.0	0.22
			2	1		238		238	250	0.2	0.0	0.25
	B - Car Park	Entry	1	1	A, C	5		5	7	0.0	0.0	6.84
		Exit	1	1		47		47	46	0.0	0.0	0.00
	C - Fairfax Road East	Entry	1	1	A, B	263		263	272	0.0	0.0	0.63
		Exit	1	1		204		204	195	0.1	0.1	0.82
3 - Fairfax Road Highfield Road	A - Fairfax Road West	Entry	1	1	B, C	183		183	174	0.0	0.0	0.00
		Exit	1	1		222		220	237	2.1	1.2	17.7
	B - Highfield Road	Entry	1	1	A, C	69		70	70	0.2	0.1	7.35
		Exit	1	1		51		51	53	0.0	0.0	0.00
	C - Fairfax Road East	Entry	1	1	A, B	239		239	251	0.2	0.0	1.25
		Exit	1	1		219		219	210	0.0	0.0	0.00

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		Exit	1	1	0.00	0.00	0.00	0.00	0.00
	B - Rectory Lane	Entry	1	1	0.26	0.00	0.00	0.66	1.24
			2	1	0.00	0.00	0.00	0.00	0.00
		Exit	1	1	0.00	0.00	0.00	0.00	0.00
	C - Fairfax Road West	Entry	1	1	0.10	0.00	0.00	1.00	1.00
		Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Fairfax Road_Car Park	A - Fairfax Road West	Entry	1	1	0.02	0.00	0.00	0.00	0.00
			2	1	0.02	0.00	0.00	0.00	0.00
		Exit	1	1	0.03	0.00	0.00	0.00	0.00
			2	1	0.00	0.00	0.00	0.00	0.00
	B - Car Park	Entry	1	1	0.01	0.00	0.00	0.00	0.00
		Exit	1	1	0.00	0.00	0.00	0.00	0.00
	C - Fairfax Road East	Entry	1	1	0.03	0.00	0.00	0.00	0.00
		Exit	1	1	0.04	0.00	0.00	0.00	0.00
3 - Fairfax Road Highfield Road	A - Fairfax Road West	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		Exit	1	1	1.43	0.00	0.37	3.54	4.24
	B - Highfield Road	Entry	1	1	0.24	0.00	0.00	0.58	0.98
		Exit	1	1	0.00	0.00	0.00	0.00	0.00
	C - Fairfax Road East	Entry	1	1	0.10	0.00	0.00	0.00	0.49
		Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		Exit	1	1	0.00	0.00	0.00	0.00	0.00
	B - Rectory Lane	Entry	1	1	0.33	0.00	0.00	0.80	1.19
		Exit	2	1	0.00	0.00	0.00	0.00	0.00
	C - Fairfax Road West	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		Exit	1	1	0.13	0.00	0.00	1.00	1.00
2 - Fairfax Road_Car Park	A - Fairfax Road West	Entry	1	1	0.05	0.00	0.00	0.00	0.00
		Exit	2	1	0.03	0.00	0.00	0.00	0.00
		Entry	1	1	0.03	0.00	0.00	0.00	0.00
		Exit	2	1	0.04	0.00	0.00	0.00	0.00
	B - Car Park	Entry	1	1	0.01	0.00	0.00	0.00	0.00
		Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Fairfax Road Highfield Road	C - Fairfax Road East	Entry	1	1	0.06	0.00	0.00	0.00	1.00
		Exit	1	1	0.05	0.00	0.00	0.00	1.00
	A - Fairfax Road West	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		Exit	1	1	2.00	0.00	1.07	6.00	6.00
	B - Highfield Road	Entry	1	1	0.21	0.00	0.00	0.49	0.99
		Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		Exit	1	1	0.00	0.00	0.00	0.00	0.00
	B - Rectory Lane	Entry	1	1	0.26	0.00	0.00	0.68	2.00
		Exit	2	1	0.00	0.00	0.00	0.00	0.00
	C - Fairfax Road West	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		Exit	1	1	0.19	0.00	0.00	0.46	0.76
2 - Fairfax Road_Car Park	A - Fairfax Road West	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		Exit	2	1	0.09	0.00	0.00	0.00	0.32
		Entry	1	1	0.03	0.00	0.00	0.00	0.00
		Exit	1	1	0.01	0.00	0.00	0.00	0.00
	B - Car Park	Entry	2	1	0.18	0.00	0.00	0.00	3.00
		Exit	1	1	0.02	0.00	0.00	0.00	0.00
3 - Fairfax Road Highfield Road	C - Fairfax Road East	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		Exit	1	1	0.08	0.00	0.00	0.00	1.00
	A - Fairfax Road West	Entry	1	1	0.03	0.00	0.00	0.00	0.00
		Exit	1	1	0.00	0.00	0.00	0.00	0.00
	B - Highfield Road	Entry	1	1	0.21	0.00	0.00	0.11	0.74
		Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		Exit	1	1	0.00	0.00	0.00	0.00	0.00
	B - Rectory Lane	Entry	1	1	0.26	0.00	0.00	0.65	0.90
		Exit	2	1	0.00	0.00	0.00	0.00	0.00
	C - Fairfax Road West	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		Exit	1	1	0.21	0.00	0.00	0.52	0.82
2 - Fairfax Road_Car Park	A - Fairfax Road West	Entry	1	1	0.02	0.00	0.00	0.00	0.00
		Exit	2	1	0.04	0.00	0.00	0.00	0.00
		Entry	1	1	0.01	0.00	0.00	0.00	0.00
		Exit	2	1	0.00	0.00	0.00	0.00	0.00
	B - Car Park	Entry	1	1	0.04	0.00	0.00	0.00	0.00
		Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Fairfax Road Highfield Road	C - Fairfax Road East	Entry	1	1	0.03	0.00	0.00	0.00	0.00
		Exit	1	1	0.06	0.00	0.00	0.00	1.00
	A - Fairfax Road West	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		Exit	1	1	1.21	0.00	0.23	2.79	3.74
	B - Highfield Road	Entry	1	1	0.08	0.00	0.00	0.00	1.00
		Exit	1	1	0.00	0.00	0.00	0.00	0.00
	C - Fairfax Road East	Entry	1	1	0.04	0.00	0.00	0.00	0.00
		Exit	1	1	0.00	0.00	0.00	0.00	0.00



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