193 Eldon Street at Barnsley Interchange - Wakefield City Centre

R & S Watersons

Saturdays

Eldon Street at Barnsley Interchange, Barnsley Town Centre	***dep***		**08:45**	**09:45**	**11:10**	**12:10**	**13:30**	**14:10**	**15:30**
Barnsley Town Centre, adj Bridge Street			08:45	09:45	11:10	12:10	13:30	14:10	15:30
Old Mill Lane at Old Mill Bridge, Barnsley Town Centre			08:47	09:47	11:12	12:12	13:32	14:12	15:32
Smithies, opp Burton Road			08:48	09:48	11:13	12:13	13:33	14:13	15:33
Smithies, opp Cawley Place			08:49	09:49	11:14	12:14	13:34	14:14	15:34
Smithies, adj Smithies Lane			08:50	09:50	11:15	12:15	13:35	14:15	15:35
Smithies, adj Reasbeck Terrace			08:51	09:51	11:16	12:16	13:36	14:16	15:36
Wakefield Road at Stagecoach Bus Depot, Smithies			08:52	09:52	11:17	12:17	13:37	14:17	15:37
Smithies, opp Brunswick Close			08:52	09:52	11:17	12:17	13:37	14:17	15:37
New Lodge, adj New Lodge Crescent			08:54	09:54	11:19	12:19	13:39	14:19	15:39
New Lodge, opp Roundhouse			**08:55**	**09:55**	**11:20**	**12:20**	**13:40**	**14:20**	**15:40**
Athersley South, adj Laithes Crescent			08:55	09:55	11:20	12:20	13:40	14:20	15:40
Athersley South, adj Mansfield Road			08:55	09:55	11:20	12:20	13:40	14:20	15:40
Athersley South, opp Wingfield Road			08:56	09:56	11:21	12:21	13:41	14:21	15:41
Athersley South, opp Chatsworth Road			08:57	09:57	11:22	12:22	13:42	14:22	15:42
Athersley South, opp Carlton Road			08:58	09:58	11:23	12:23	13:43	14:23	15:43
Carlton, opp Industry Road			08:59	09:59	11:24	12:24	13:44	14:24	15:44
Carlton, adj Chapel Lane			08:59	09:59	11:24	12:24	13:44	14:24	15:44
Carlton, nr Rectory Close			09:01	10:01	11:26	12:26	13:46	14:26	15:46
Carlton, nr Woodroyd Avenue			09:01	10:01	11:26	12:26	13:46	14:26	15:46
Royston, adj Kirk Cross Crescent			09:03	10:03	11:28	12:28	13:48	14:28	15:48
Royston, opp Church Hill			09:03	10:03	11:28	12:28	13:48	14:28	15:48
Royston, adj Chantry Grove			09:04	10:04	11:29	12:29	13:49	14:29	15:49
Royston, opp Vicarage Lane			09:04	10:04	11:29	12:29	13:49	14:29	15:49
Royston, nr Station Road			**09:05**	**10:05**	**11:30**	**12:30**	**13:50**	**14:30**	**15:50**
Royston, opp Jack Close Orchard			09:05	10:05	11:30	12:30	13:50	14:30	15:50
Royston, adj Strawberry Gardens			09:05	10:05	11:30	12:30	13:50	14:30	15:51
Royston, opp Park View			09:05	10:05	11:30	12:30	13:50	14:30	15:52
Royston, opp Godley Street			09:06	10:06	11:31	12:31	13:51	14:31	15:52
Royston, nr Alfred Street			09:06	10:06	11:31	12:31	13:51	14:31	15:53
Royston, opp Cross Lane			09:06	10:06	11:31	12:31	13:51	14:31	15:54
Lund Hill Lane at Lund Hill Lane West, Royston			09:07	10:07	11:32	12:32	13:52	14:32	15:55
Ryhill, Lund Hill Lane Cold Hiendley (stop)			09:08	10:08	11:33	12:33	13:53	14:33	15:58
Ryhill, Mill Lane Havercroft Green (N bound)			09:11	10:11	11:36	12:36	13:56	14:36	16:05
Mill Lane Quarry Mount, Mill Lane, Ryhill			09:11	10:11	11:36	12:36	13:56	14:36	16:05
School Lane Cemetery Rd, School Lane, Ryhill	***arr***		**09:12**	**10:12**	**11:37**	**12:37**	**13:57**	**14:37**	**16:07**
School Lane Cemetery Rd, School Lane, Ryhill	***dep***	**08:04**	**09:12**	**10:12**	**11:37**	**12:37**	**13:57**	**14:37**	
Nostell Ln Common Ing Lane, Nostell Lane, Ryhill		08:04	09:12	10:12	11:37	12:37	13:57	14:37	

Ryhill, adj Nostell Ln Lakeside Estate		08:05	09:13	10:13	11:38	12:38	13:58	14:38
Ryhill, adj Nostell Lane Long Dam Ln		08:05	09:13	10:13	11:38	12:38	13:58	14:38
Swine Lane at Swine Lane Moorhouse Lne, Ryhill		08:07	09:15	10:15	11:40	12:40	14:00	14:40
Dam Lane, Wintersett Lane, Wintersett		08:09	09:17	10:17	11:42	12:42	14:02	14:42
Wintersett, adj Santingley Grange		08:10	09:19	10:19	11:44	12:44	14:04	14:44
New Crofton, adj Anglers Country Park		08:11	09:20	10:20	11:45	12:45	14:05	14:45
New Crofton, opp The Slipper PH		08:12	09:21	10:21	11:46	12:46	14:06	14:46
New Crofton, adj Santingley Lane Ash St		08:13	09:22	10:22	11:47	12:47	14:07	14:47
New Crofton, opp High St Meadowfields Road		**08:14**	**09:23**	**10:23**	**11:48**	**12:48**	**14:08**	**14:48**
High Street before High Street Hare Park Ln, Crofton		08:14	09:23	10:23	11:48	12:48	14:08	14:48
High St Slack Lane, High Street, Crofton		08:14	09:23	10:23	11:48	12:48	14:08	14:48
Crofton, Shay Lane Harrison Rd (W bound)		08:15	09:24	10:24	11:49	12:49	14:09	14:49
Crofton, adj Shay Lane Thorntree Ave		08:15	09:24	10:24	11:49	12:49	14:09	14:50
Shay Lane Holly Crescent, Shay Lane, Crofton		08:16	09:25	10:25	11:50	12:50	14:10	14:50
Walton, Shay Lane Nature Reserve (SW bound)		08:17	09:26	10:26	11:51	12:51	14:11	14:52
Shay Lane Brook Farm, Shay Lane, Walton		08:17	09:26	10:26	11:51	12:51	14:11	14:53
Shay Lane Cherry Tree Rd, Shay Lane, Walton		08:18	09:27	10:27	11:52	12:52	14:12	14:54
Walton, adj Shay Lane The Grove		08:18	09:27	10:27	11:52	12:52	14:12	14:54
Walton, adj Shay Lane Memorial		**08:19**	**09:28**	**10:28**	**11:53**	**12:53**	**14:13**	**14:55**
Shay Ln Thornhill Drive, Shay Lane, Walton		08:19	09:28	10:28	11:53	12:53	14:13	14:55
Greenside Shay Lane, Greenside, Walton		08:19	09:28	10:28	11:53	12:53	14:13	14:55
Greenside Walton Station Lane, Greenside, Walton		08:20	09:29	10:29	11:54	12:54	14:14	14:56
Station Bridge School Lane, Greenside, Walton		08:20	09:29	10:29	11:54	12:54	14:14	14:56
Walton, adj Oakenshaw Lane Walton Ln		08:21	09:30	10:30	11:55	12:55	14:15	14:57
Sandal, adj Grange Farm		08:22	09:31	10:31	11:56	12:56	14:16	14:58
Sandal, adj Walton Lane Mountbatten Ave		08:22	09:31	10:31	11:56	12:56	14:16	14:58
Sandal, adj Walton Lane Rosedale Ave		08:23	09:32	10:32	11:57	12:57	14:17	14:59
Walton Lane End Castle Rd, Barnsley Road, Sandal		08:23	09:32	10:32	11:57	12:57	14:17	14:59
Barnsley Road at Barnsley Rd Agbrigg Road, Sandal		08:24	09:33	10:33	11:58	12:58	14:18	15:00
Barnsley Road before Barnsley Road Burkill St, Agbrigg		08:25	09:34	10:34	11:59	12:59	14:19	15:01
Belle Isle, adj Manygates House		**08:26**	**09:35**	**10:35**	**12:00**	**13:00**	**14:20**	**15:02**
Belle Isle, opp Barnsley Rd Welbeck Street		08:26	09:35	10:35	12:00	13:00	14:20	15:02
Barnsley Road at Arriva Bus Depot, Belle Isle		08:27	09:36	10:36	12:01	13:01	14:21	15:03
Barnsley Road after Barnsley Road Bus Depot, Belle Isle		08:27	09:36	10:36	12:01	13:01	14:21	15:03
Belle Isle, adj Hepworth Gallery		08:28	09:37	10:37	12:02	13:02	14:22	15:04
Wakefield City Centre, Kirkgate (stop K6)		08:30	09:39	10:39	12:04	13:04	14:24	15:06
Wakefield City Centre, Kirkgate (stop K8)		08:31	09:40	10:40	12:05	13:05	14:25	15:07
Wakefield City Centre, Union Street (stop U1)		08:32	09:41	10:41	12:06	13:06	14:26	15:08
Wakefield City Centre, Bus Station (Stand 18)	***arr***	**08:33**	**09:42**	**10:42**	**12:07**	**13:07**	**14:27**	**15:09**

Compiled from data for the period Mon 12-Mar-2018 to Sun 18-Mar-2018. Times not in bold are estimated by using the distance between the stops.

Appendix C – Traffic Survey Data

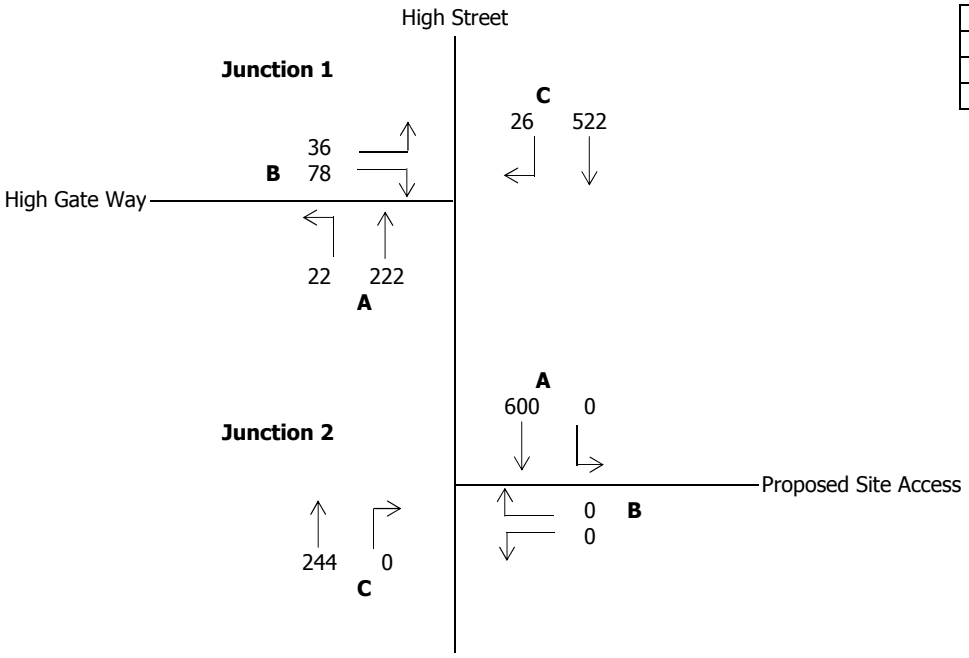
A100989 - Proposed Residential Development, Shafton
2015 Background Traffic Flows - AM Peak (pcus)

Junction 1

	A	B	C
A		22	222
B	78		36
C	522	26	

Junction 2

	A	B	C
A			600
B			
C	244		



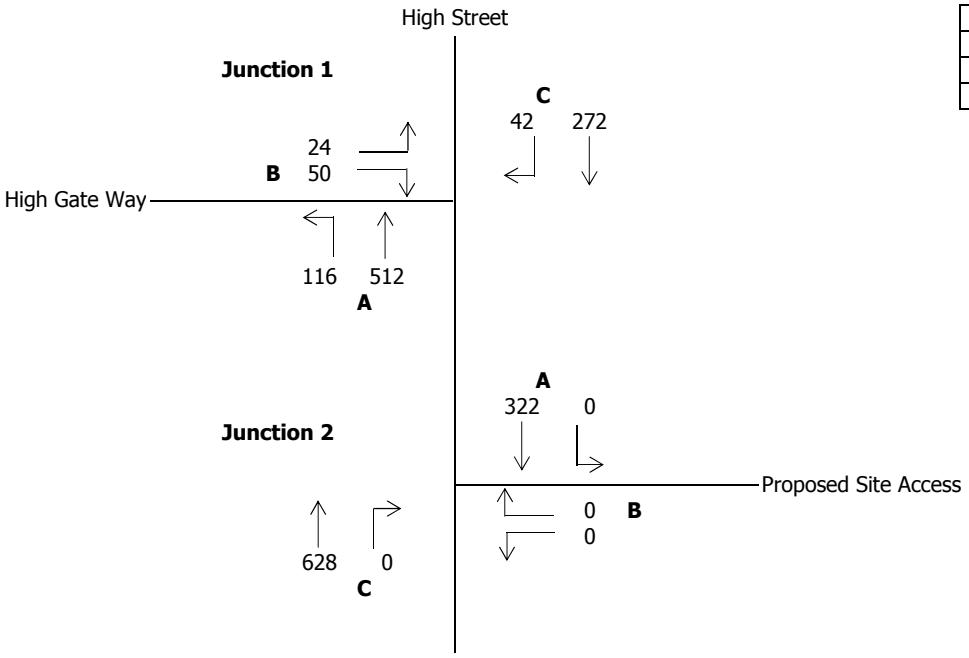
A100989 - Proposed Residential Development, Shafton
2015 Background Traffic Flows - PM Peak (pcus)

Junction 1

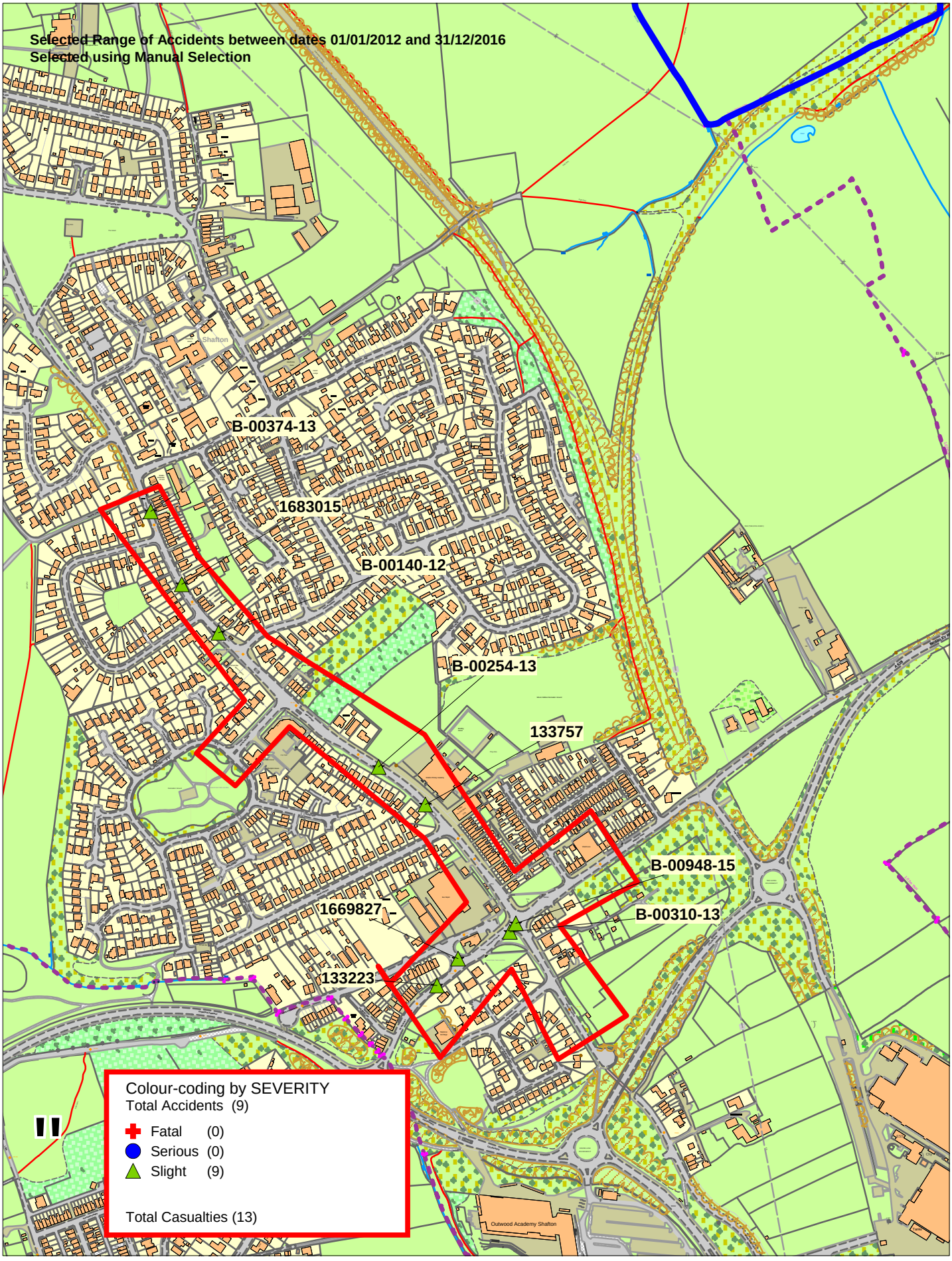
	A	B	C
A		116	512
B	50		24
C	272	42	

Junction 2

	A	B	C
A			322
B			
C	628		



Appendix D – Accident Data



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South Yorkshire LTP Partnership Licence No. 100019587 2017

Selected map area

SCALE	1 : 6000
DATE	28/09/2017
DRWG No.	
DRN BY	

Details of Personal Injury Accidents for Period - **01/01/2012** **to** **31/12/2016** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
WYG - Robert Holland

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No. **2nd Road No.**	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

B-00140-12 Sunday 12/02/2012 HIGH ST SHAFTON
R1: C 2 1323hrs
E 439,199 Dry
N 410,902 Fine without high winds
30 mph

Veh 1	Car	Going ahead LH bend	NW to SE	Ped	M	9	Slight

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly — Casualty 1 — Very Likely
PED STEPPED OUT IN FRONT OF VEH AND COLL OCC.

133223 Wednesday 13/02/2013 PONTEFRACT ROAD X METRES FROM (MORE THAN 20M) CUDWORTH SOUTH YORKSHIRE
R1: U 1345hrs
Daylight:street lights present
E 439,460 Wet/Damp
N 410,481 Snowing without high winds
30 mph

Veh 1	Bus/coach	Going ahead	SW to NE	Seat	F	Slight
Veh 1	Bus/coach	Going ahead	SW to NE	Seat	M	Slight
Veh 1	Bus/coach	Going ahead	SW to NE	Seat	M	Slight

Causation Factor: **Participant:** **Confidence:**
1st: Slippery road (due to weather) — Vehicle 1 — Very Likely
V1 HAS HIT KERB ON PONTEFRACT ROAD

133757 Friday 15/02/2013 HIGH STREET SHAFTON SOUTH YORKSHIRE
R1: U 1530hrs
Daylight:street lights present
E 439,446 Dry
N 410,697 Fine without high winds
30 mph

Veh 1	Goods < 3.5t	Going ahead	SE to NW	Ped	M	45	Slight

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly — Vehicle 1 — Possible
VH1 M/CAR PKD ON HIGH ST NS TO KERB. PEDN OWNER VH1 STOOD ON HIGH ST OPENING DR DOOR WHEN VH2 PASSES & WING MIRROR VH2 COLL PEDN

Details of Personal Injury Accidents for Period - **01/01/2012** **to** **31/12/2016** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
WYG - Robert Holland

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev		
B-00254-13	Tuesday 07/05/2013 1330hrs Daylight:street lights present Dry Fine without high winds 30 mph	NEAR 21 HIGH ST, TWO GATES, SHAFTON BARNSLEY	Veh 1	Bus/coach	Going ahead	SE to NW Seat	F	3	Slight
R1: U									
E 439,390									
N 410,742									

Causation Factor: **Participant:** **Confidence:**

1st: Sudden braking — Vehicle 1 — Very Likely
2nd: Aggressive driving — Vehicle 1 — Possible

A BUS HAS HAD TO BRAKE SHARPLY CAUSING A CHILD PASSENGER TO FALL FROM MUMS KNEE INJURING HERSELF

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev		
B-00310-13	Tuesday 04/06/2013 2125hrs Darkness: street lights present Dry Unknown 30 mph	PONTEFRACT RD BARNSLEY	Veh 1	Car	Turning left	NW to SW FSP	F	18	Slight
			Veh 1	Car	Turning left	NW to SW RSP	M	18	Slight
R1: U			Veh 1	Car	Turning left	NW to SW Dri	F	18	Slight
R2: U									
E 439,547									
N 410,545									

Causation Factor: **Participant:** **Confidence:**

1st: Poor turn or manoevre — Vehicle 1 — Very Likely
2nd: Inexperienced or learner driver/rider — Vehicle 1 — Very Likely
3rd: Junction overshoot — Vehicle 1

V1 TRAVELLING FROM HIGH ST TURNING RIGHT ONTO PONTEFRACT RD AND COLL WITH TRAFFIC LIGHTS.

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev		
B-00374-13	Friday 05/07/2013 0850hrs Daylight:street lights present Dry Fine without high winds 30 mph	HIGH STREET, SHAFTON BARNSLEY O/S NUMBER 110	Veh 1	Car	Going ahead	NW to SE Ped	F	10	Slight
R1: U									
E 439,118									
N 411,047									

A YOUNG GIRL (C1) HAS RAN ACROSS THE ROAD INTO THE PATH OF ONCOMING V1

Details of Personal Injury Accidents for Period - **01/01/2012** **to** **31/12/2016** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
WYG - Robert Holland

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

B-00948-15	Sunday	PONTEFRACT ROAD SHAFTON J/W HIGH STREET	Veh 1	Car	Wait go ahead held up	SW to NE				
	06/09/2015		Veh 2	Car	Wait to turn right	SW to SE	Dri	M	41	Slight
R1: U	1755hrs									
R2: U	Daylight:street lights present									
E 439,554	Dry									
N 410,555	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely

VEH2 STOPS TO ALLOW TRAFFIC THROUGH TRAFFIC LIGHTS AT JUNCTION OF PONTEFRACT RD AND HIGH ST. VEH1 COLL INTO REAR OF VEH2.

1669827	Friday	WEET SHAW LANE BARNSLEY AT OR WITHIN 20 MTS OF PONTEFRACT ROAD	Veh 1	Car	Wait go ahead held up	NW to SE	Dri	F	59	Slight
	13/05/2016		Veh 2	Car	Going ahead	NW to SE				
R1: U	1530hrs									
R2: U	Daylight:street lights present									
E 439,485	Dry									
N 410,513	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible

V1 STATIONARY AT JUNCTION AND V2 HAS COLLIDED WITH REAR OF V1.

1683015	Saturday	HIGH STREET BARNSLEY	Veh 1	Car	Wait go ahead held up	NW to SE	Dri	M	46	Slight
	02/07/2016		Veh 2	Car	Wait go ahead held up	NW to SE				
R1: U	1425hrs		Veh 3	Car	Wait go ahead held up	NW to SE				
	Daylight:street lights present									
E 439,155	Dry									
N 410,960	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Poor turn or manoevre	Vehicle 2	Very Likely
4th:	Aggressive driving	Vehicle 2	Very Likely
5th:	Other	Vehicle 2	Very Likely

V1 STOPS BEHIND PARKED VAN TO ALLOW ONCOMING TRAFFIC. V2 COLLIDES WITH REAR OF V1 CAUSING V1 TO MOVE FORWAR AND CAUSING INJURY TO DRIVER V1. V2 REVERSES INTO V3 WHO IS BEHIND V2. V2 THEN DRIVES OFF.

Accidents between dates **01/01/2012** **and** **31/12/2016** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **WYG - Robert Holland**

B-00140-12 12/02/2012 Sunday Time: 1323 Vehicles 1 Casualties 1 Slight
Easting: 439,199 Northing: 410,902
Fine without high winds Road Surface: Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: HIGH ST SHAFTON
Description: PED STEPPED OUT IN FRONT OF VEH AND COLL OCC.

Vehicle Reference: 1 Car Going ahead left hand bend
First point of impact: Front
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 17 Breath test: Negative

Contributory Factors : 802

Casualty Reference: 1 Age: 9 Male Pedestrian Severity: Slight
Ped Dir: Pedestrian Ped Movement : Driver's nearside
Ped Location: In carr elsewhere

Accidents between dates **01/01/2012** **and** **31/12/2016** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **WYG - Robert Holland**

133223 13/02/2013 Wednesda Time: 1345 Vehicles 1 Casualties 3 Slight
Easting: 439,460 Northing: 410,481
Snowing without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT ROAD X METRES FROM (MORE THAN 20M) CUDWORTH SOUTH YORKSHIRE
Description: V1 HAS HIT KERB ON PONTEFRACT ROAD

Vehicle Reference: 1 Bus or coach Going ahead
First point of impact: Did not impact
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 58 Breath test:

Contributory Factors : 103

Casualty Reference: 1 Age: Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2012** **and** **31/12/2016** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **WYG - Robert Holland**

133757 15/02/2013 Friday Time: 1530 Vehicles 1 Casualties 1 Slight
Easting: 439,446 Northing: 410,697
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET SHAFTON SOUTH YORKSHIRE
Description: VH1 M/CAR PKD ON HIGH ST NS TO KERB. PEDN OWNER VH1 STOOD ON HIGH ST OPENING DR DOOR WHEN VH2 PASSES & WING MIRROR VH2 COLL PEDN

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Going ahead
First point of impact: Nearside
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 55 Breath test:

Contributory Factors : 405

Casualty Reference: 1 Age: 45 Male Pedestrian Severity: Slight
Ped Dir: 9 Ped Movement : In carr not crossing
Ped Location: In carr not crossing

Accidents between dates **01/01/2012** **and** **31/12/2016** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **WYG - Robert Holland**

B-00254-13 07/05/2013 Tuesday Time: 1330 Vehicles 1 Casualties 1 Slight
Easting: 439,390 Northing: 410,742
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: NEAR 21 HIGH ST, TWO GATES, SHAFTON BARNSLEY
Description: A BUS HAS HAD TO BRAKE SHARPLY CAUSING A CHILD PASSENGER TO FALL FROM MUMS KNEE INJURING HERSELF

Vehicle Reference: 1 Bus or coach Going ahead
First point of impact: Did not impact
Vehicle direction: SE to NW Journey: Journey as part of work
Age of Driver : 61 Breath test: Not requested

Contributory Factors : 408 601

Casualty Reference: 1 Age: 3 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2012** **and** **31/12/2016** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **WYG - Robert Holland**

B-00310-13 04/06/2013 Tuesday Time: 2125 Vehicles 1 Casualties 3 Slight
Easting: 439,547 Northing: 410,545
Unknown Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT RD BARNSLEY
Description: V1 TRAVELLING FROM HIGH ST TURNING RIGHT ONTO PONTEFRACT RD AND COLL WITH TRAFFIC LIGHTS.

Vehicle Reference: 1 Car Turning left
First point of impact: Front
Vehicle direction: NW to SW Journey: Not known
Age of Driver : 18 Breath test: Not requested

Contributory Factors : 403 605 401

Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 18 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 18 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2012** **and** **31/12/2016** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **WYG - Robert Holland**

B-00374-13 05/07/2013 Friday Time: 0850 Vehicles 1 Casualties 1 Slight
Easting: 439,118 Northing: 411,047
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET, SHAFTON BARNSLEY O/S NUMBER 110
Description: A YOUNG GIRL (C1) HAS RAN ACROSS THE ROAD INTO THE PATH OF ONCOMING V1

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Other
Age of Driver : 31 Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 10 Female Pedestrian Severity: Slight
Ped Dir: Pedestrian Ped Movement : Driver's nearside masked
Ped Location: In carr elsewhere

Accidents between dates **01/01/2012** **and** **31/12/2016** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **WYG - Robert Holland**

B-00948-15 06/09/2015 Sunday Time: 1755 Vehicles 2 Casualties 1 Slight
Easting: 439,554 Northing: 410,555
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: PONTEFRACT ROAD SHAFTON J/W HIGH STREET
Description: VEH2 STOPS TO ALLOW TRAFFIC THROUGH TRAFFIC LIGHTS AT JUNCTION OF PONTEFRACT RD AND HIGH ST. VEH1 COLL INTO REAR OF VEH2.

Vehicle Reference: 1 Car — Waiting to go ahead but held up
First point of impact: Front
Vehicle direction: SW to NE — Journey: Other
Age of Driver : 20 — Breath test: Not requested

Contributory Factors : 405 406

Vehicle Reference: 2 Car — Waiting to turn right
First point of impact: Back
Vehicle direction: SW to SE — Journey: Commuting to/from work
Age of Driver : 41 — Breath test: Not requested

Contributory Factors : 405 406

Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2012** **and** **31/12/2016** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **WYG - Robert Holland**

1669827 13/05/2016 Friday Time: 1530 Vehicles 2 Casualties 1 Slight
Easting: 439,485 Northing: 410,513
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: WEET SHAW LANE BARNSLEY AT OR WITHIN 20 MTS OF PONTEFRACT ROAD
Description: V1 STATIONARY AT JUNCTION AND V2 HAS COLLIDED WITH REAR OF V1.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: NW to SE Journey: Other
Age of Driver : 59 Breath test: Driver not contacted

Contributory Factors : 405 602

Casualty Reference: 1 Age: 59 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 405 602

Accidents between dates **01/01/2012** **and** **31/12/2016** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **WYG - Robert Holland**

1683015 02/07/2016 Saturday Time: 1425 Vehicles 3 Casualties 1 Slight
Easting: 439,155 Northing: 410,960
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET BARNSLEY
Description: V1 STOPS BEHIND PARKED VAN TO ALLOW ONCOMING TRAFFIC. V2 COLLIDES WITH REAR OF V1 CAUSING V1 TO MOVE FORWARD AND CAUSING INJURY TO DRIVER V1. V2 REVERSES INTO V3 WHO IS BEHIND V2. V2 THEN DRIVES OFF.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: NW to SE Journey: Other
Age of Driver : 46 Breath test: Negative

Contributory Factors : 405 406 403 601 999

Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up
First point of impact: Front
Vehicle direction: NW to SE Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 405 406 403 601 999

Vehicle Reference: 3 Car Waiting to go ahead but held up
First point of impact: Front
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 33 Breath test: Negative

Contributory Factors : 405 406 403 601 999

Accidents between dates **01/01/2012** **and** **31/12/2016** **(60) months**

Selection:

Selected using Build Query : Local_auth = 'Barnsley'

Notes:

WYG - Robert Holland

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	0	9	9
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	9	9

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	4	4
Passenger	0	0	6	6
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	3	3
Other	0	0	0	0
Total	0	0	13	13

Accidents between dates **01/01/2012** **and** **31/12/2016** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
WYG - Robert Holland

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
B-00140-12	12/02/2012	1	Slight	0	0	1	1	0	Light	No turn	Dry	1323	HIGH ST SHAFTON
133223	13/02/2013	3	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1345	PONTEFRACT ROAD X METRES FROM (MORE THAN 20M) CUDWORT
133757	15/02/2013	1	Slight	0	0	1	0	0	Light	No turn	Dry	1530	HIGH STREET SHAFTON SOUTH YORKSHIRE
B-00254-13	07/05/2013	1	Slight	0	0	0	1	0	Light	No turn	Dry	1330	NEAR 21 HIGH ST, TWO GATES, SHAFTON BARNSLEY
B-00310-13	04/06/2013	3	Slight	0	0	0	0	0	Dark	Left	Dry	2125	PONTEFRACT RD BARNSLEY
B-00374-13	05/07/2013	1	Slight	0	0	1	1	0	Light	No turn	Dry	0850	HIGH STREET, SHAFTON BARNSLEY O/S NUMBER 110
B-00948-15	06/09/2015	1	Slight	0	0	0	0	0	Light	Right	Dry	1755	PONTEFRACT ROAD SHAFTON J/W HIGH STREET
1669827	13/05/2016	1	Slight	0	0	0	0	0	Light	No turn	Dry	1530	WEET SHAW LANE BARNSLEY AT OR WITHIN 20 MTS OF PONTEFRA
1683015	02/07/2016	1	Slight	0	0	0	0	0	Light	No turn	Dry	1425	HIGH STREET BARNSLEY
Column Totals		13		0	0	3	3	0					
No. of Accidents				0	0	3	3	0					

Total number of accidents listed: 9

Accidents between dates **01/01/2012** **and** **31/12/2016** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
WYG - Robert Holland

Police Ref.	Acc Class	Date	Time	Grid References		Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
B-00140-12	Slight	12/02/2012	1323	439199	410902	0	0	1	802C1A	5 1 6	Light	Fine without high winds	Dry	9
133223	Slight	13/02/2013	1345	439460	410481	0	0	3	103V1A	0 0 0	Light	Snowing without high win	Wet/Damp	11
133757	Slight	15/02/2013	1530	439446	410697	0	0	1	405V1B	9 5 9	Light	Fine without high winds	Dry	19
B-00254-13	Slight	07/05/2013	1330	439390	410742	0	0	1	408V1A 601V1B	0 0 0	Light	Fine without high winds	Dry	11
B-00310-13	Slight	04/06/2013	2125	439547	410545	0	0	3	403V1A 605V1A 401V1A	0 0 0	Dark	Unknown	Dry	9
B-00374-13	Slight	05/07/2013	0850	439118	411047	0	0	1		5 2 7	Light	Fine without high winds	Dry	9
B-00948-15	Slight	06/09/2015	1755	439554	410555	0	0	1	405V1A 406V1A	0 0 0	Light	Fine without high winds	Dry	9 9
1669827	Slight	13/05/2016	1530	439485	410513	0	0	1	405V2B 602V2B	0 0 0	Light	Fine without high winds	Dry	9 9
1683015	Slight	02/07/2016	1425	439155	410960	0	0	1	405V2A 406V2A 403V2A 601V2A 999V2A	0 0 0	Light	Fine without high winds	Dry	9 9 9
Column Totals						0	0	0						

Light : 8
Dark : 1

Dry : 8
Wet : 1

Total number of accidents listed: 9

Appendix E – Future Year Base Flows

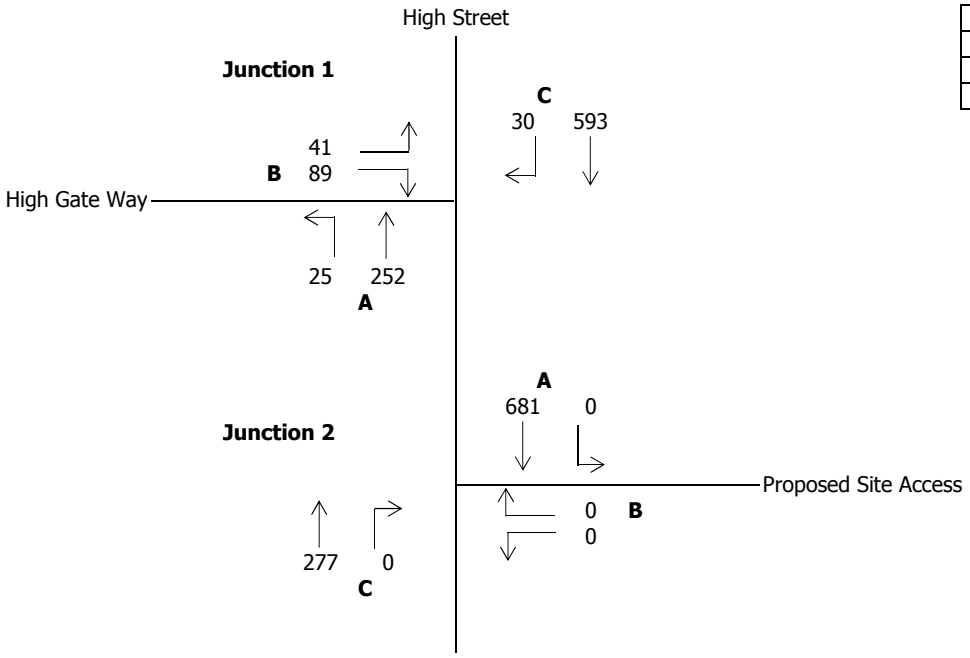
A100989 - Proposed Residential Development, Shafton
2023 Background Traffic Flows - AM Peak (pcus)

Junction 1

	A	B	C
A	0	25	252
B	89	0	41
C	593	30	0

Junction 2

	A	B	C
A	0	0	681
B	0	0	0
C	277	0	0



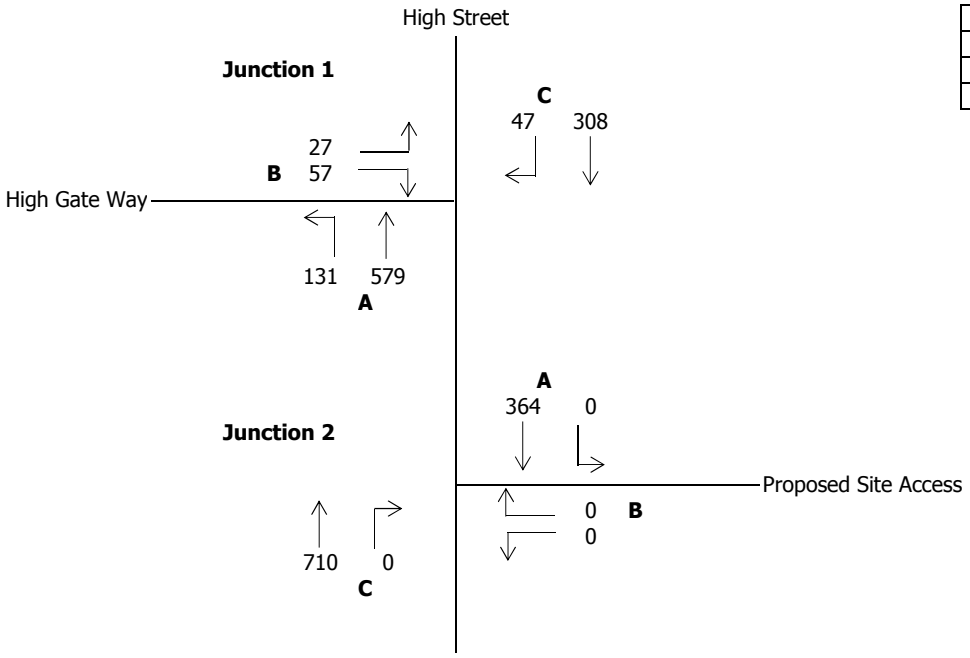
A100989 - Proposed Residential Development, Shafton
2023 Background Traffic Flows - PM Peak (pcus)

Junction 1

	A	B	C
A	0	131	579
B	57	0	27
C	308	47	0

Junction 2

	A	B	C
A	0	0	364
B	0	0	0
C	710	0	0



Appendix F – Trip Generation and Distribution

A100989 - Proposed Residential Development, Shafton
Trip Generation

Trip generation has been calculated using trip rates from the TRICS database for the 'Houses Privately Owned' category. Trip rates are shown in **Table 1** and the trip generation of a 43 dwelling development is shown in **Table 2**.

Table 1 - Houses Privately Owned Trip Rates

Mode	AM			PM		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	0.137	0.377	0.514	0.322	0.161	0.483
Taxis	0.003	0.003	0.006	0.002	0.001	0.003
OGVs	0.003	0.002	0.005	0.001	0.001	0.002
PSVs	0.000	0.000	0.000	0.000	0.000	0.000
Cyclists	0.002	0.015	0.017	0.016	0.009	0.025
Vehicle Occupants	0.166	0.561	0.727	0.419	0.212	0.631
Pedestrians	0.031	0.157	0.188	0.090	0.046	0.136
Public Transport Users	0.001	0.008	0.009	0.012	0.002	0.014
Total People	0.199	0.741	0.940	0.538	0.269	0.807

Proposed number of dwellings: 43

Table 2 - Reisidential Trip Generation

Mode	AM			PM		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	6	16	22	14	7	21
Taxis	0	0	0	0	0	0
OGVs	0	0	0	0	0	0
PSVs	0	0	0	0	0	0
Cyclists	0	1	1	1	0	1
Vehicle Occupants	7	24	31	18	9	27
Pedestrians	1	7	8	4	2	6
Public Transport Users	0	0	0	1	0	1
Total People	9	32	40	23	12	35

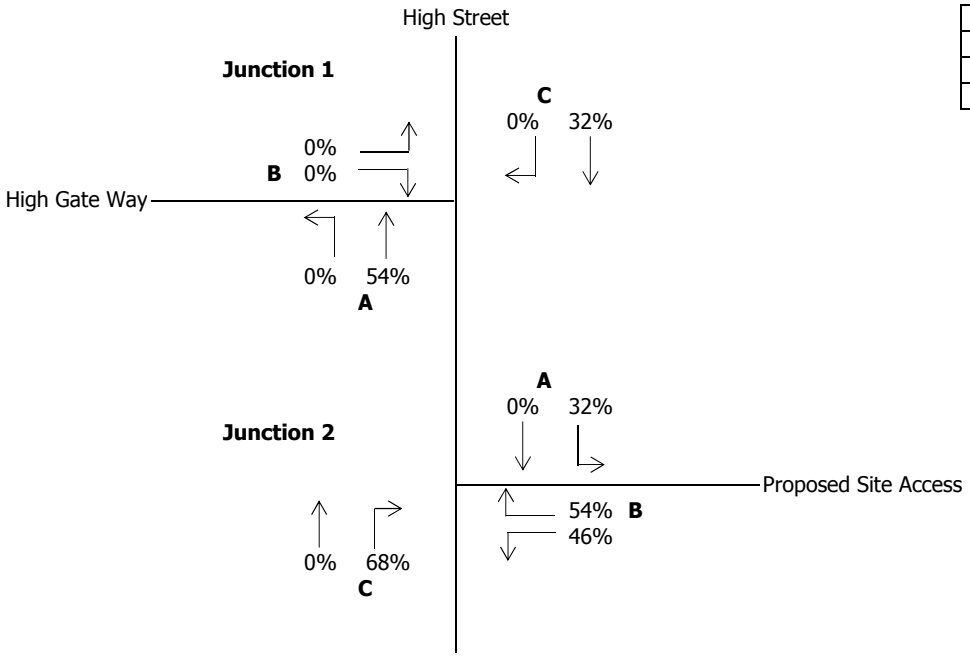
A100989 - Proposed Residential Development, Shafton
Trip Distribution - AM Peak

Junction 1

	A	B	C
A			54%
B			
C	32%		

Junction 2

	A	B	C
A		32%	
B	54%		46%
C		68%	



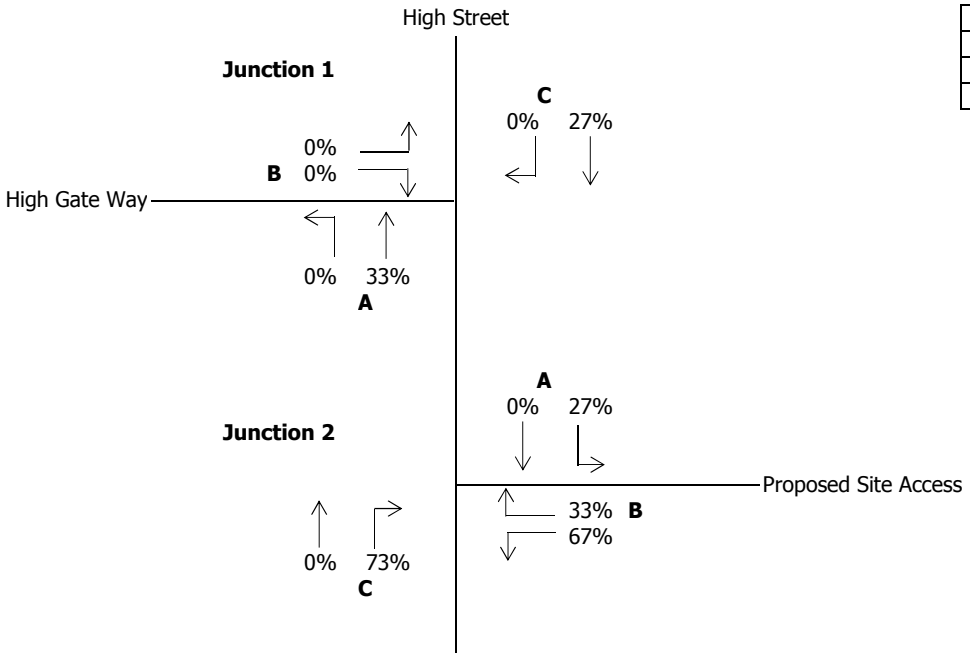
A100989 - Proposed Residential Development, Shafton
Trip Distribution - PM Peak

Junction 1

	A	B	C
A			33%
B			
C	27%		

Junction 2

	A	B	C
A		27%	
B	33%		67%
C		73%	



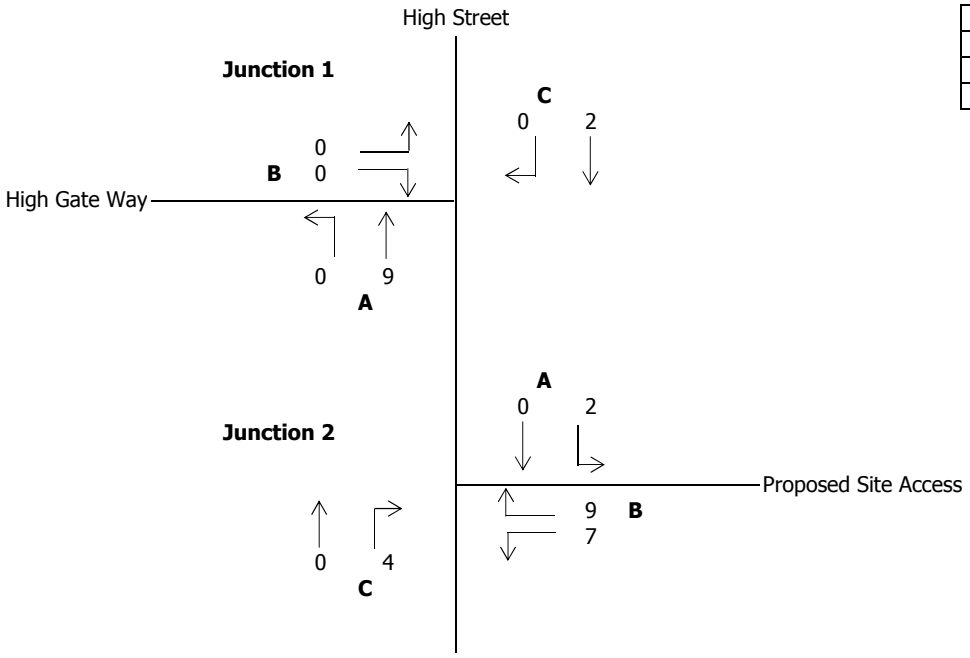
A100989 - Proposed Residential Development, Shafton
Development Trip Assignment - AM Peak (pcus)

Junction 1

	A	B	C
A			9
B			
C	2		

Junction 2

	A	B	C
A		2	
B	9		7
C		4	



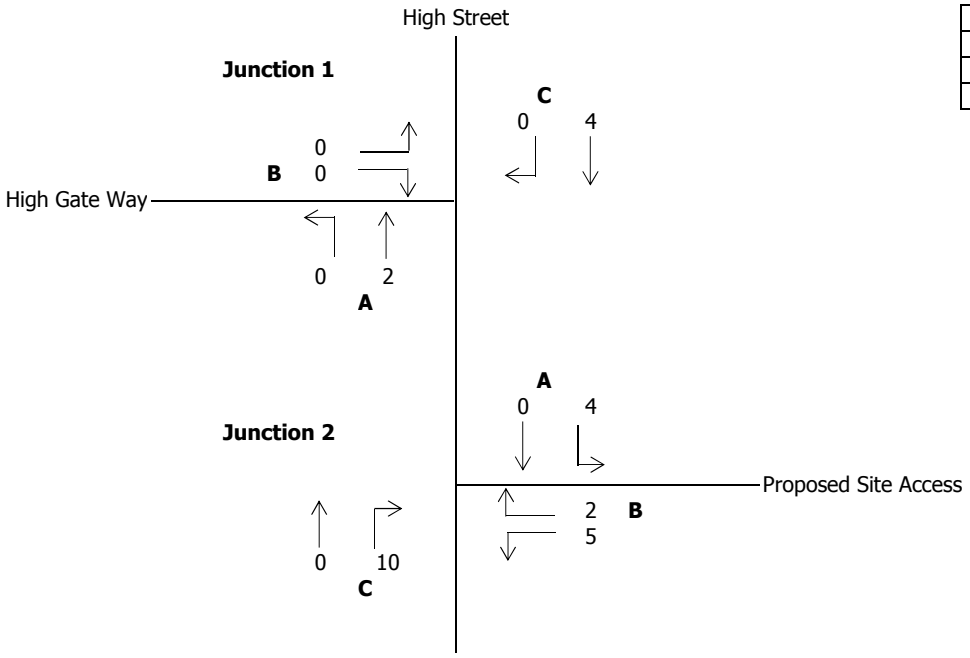
A100989 - Proposed Residential Development, Shafton
Development Trip Assignment - PM Peak (pcus)

Junction 1

	A	B	C
A			2
B			
C	4		

Junction 2

	A	B	C
A		4	
B	2		5
C		10	



TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	3 days
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	3 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	4 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	2 days
	NY	NORTH YORKSHIRE	6 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	DH	DURHAM	1 days
	TW	TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter:	Number of dwellings
Actual Range:	6 to 805 (units:)
Range Selected by User:	6 to 805 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 28/03/17

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

Selected survey days:

Monday	9 days
Tuesday	10 days
Wednesday	7 days
Thursday	8 days
Friday	9 days

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

Selected survey types:

Manual count	43 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	20
Edge of Town	18

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	37
No Sub Category	6

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

Secondary Filtering selection:

Use Class:

C1	1 days
C3	41 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	12 days
10,001 to 15,000	12 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	6 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	6 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	12 days
100,001 to 125,000	2 days
125,001 to 250,000	7 days
250,001 to 500,000	6 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:

0.5 or Less	1 days
0.6 to 1.0	15 days
1.1 to 1.5	27 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	5 days
No	38 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	43 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-04 DETACHED CAMBRIDGESHIRE

THORPE PARK ROAD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

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

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

4 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
HURDSFIELD
MACCLESFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY 24/11/14 Survey Type: MANUAL

5 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
CASTLE LANE WEST
BOURNEMOUTH
Edge of Town
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY 24/03/14 Survey Type: MANUAL

6 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD

BISHOP AUCKLAND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY 28/03/17 Survey Type: MANUAL

7 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD

TORQUAY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 37
Survey date: WEDNESDAY 30/09/15 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY 25/09/15 Survey Type: MANUAL

9 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY 28/09/15 Survey Type: MANUAL

10 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD

PEACEHAVEN
Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY 18/11/11 Survey Type: MANUAL

11 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
PRESTWICH
MANCHESTER
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY 12/10/11 Survey Type: MANUAL

12 HC-03-A-18 HOUSES & FLATS HAMPSHIRE
CANADA WAY

LIPHOOK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: TUESDAY 29/11/16 Survey Type: MANUAL

13 LC-03-A-30 SEMI-DETACHED LANCASHIRE
WATSON ROAD

BLACKPOOL
Edge of Town Centre
Residential Zone
Total Number of dwellings: 24
Survey date: FRIDAY 14/06/13 Survey Type: MANUAL

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

LIST OF SITES relevant to selection parameters (Cont.)

15 LN-03-A-04 DETACHED & SEMI-DETACHED LINCOLNSHIRE
EGERTON ROAD

LINCOLN
Edge of Town Centre
Residential Zone
Total Number of dwellings: 30
Survey date: MONDAY 29/06/15 Survey Type: MANUAL

16 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
OTTERSPOOL
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: FRIDAY 21/06/13 Survey Type: MANUAL

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

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

18 NE-03-A-03 PRIVATE HOUSES NORTH EAST LINCOLNSHIRE
STATION ROAD

SCUNTHORPE
Edge of Town Centre
Residential Zone
Total Number of dwellings: 180
Survey date: TUESDAY 20/05/14 Survey Type: MANUAL

19 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD

CAISTER-ON-SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

20 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY 22/10/12 Survey Type: MANUAL

21 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY

THETFORD
Edge of Town
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY 16/09/15 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY 14/10/11 Survey Type: MANUAL

23 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET

YORK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

24 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

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

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

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

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

27 NY-03-A-12 TOWN HOUSES NORTH YORKSHIRE
RACECOURSE LANE

NORTHALLERTON
Edge of Town Centre
Residential Zone
Total Number of dwellings: 47
Survey date: TUESDAY 27/09/16 Survey Type: MANUAL

28 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE

LOWESTOFT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY 23/10/12 Survey Type: MANUAL

30 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE

BURY ST EDMUNDS
Edge of Town
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY 09/09/15 Survey Type: MANUAL

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

32 SH-03-A-04 TERRACED SHROPSHIRE
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY 11/06/09 Survey Type: MANUAL

33 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

34 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD

SHREWSBURY
Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY 22/05/14 Survey Type: MANUAL

35 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
NORTHFIELD
BRIDGWATER
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY 24/09/15 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36 ST-03-A-06 SEMI-DET. & TERRACED STAFFORDSHIRE
STANFORD ROAD
BLAKENHALL
WOLVERHAMPTON
Edge of Town Centre
No Sub Category
Total Number of dwellings: 17
Survey date: FRIDAY 09/05/14 Survey Type: MANUAL

37 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
BENTLEY RISE
DONCASTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

38 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD

GATESHEAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: MONDAY 07/10/13 Survey Type: MANUAL

39 WK-03-A-01 TERRACED/SEMI/DET. WARWICKSHIRE
ARLINGTON AVENUE

LEAMINGTON SPA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 6
Survey date: FRIDAY 21/10/11 Survey Type: MANUAL

40 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
POTTERS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY 17/10/13 Survey Type: MANUAL

41 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
BROADBRIDGE HEATH
HORSHAM
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY 11/12/14 Survey Type: MANUAL

42 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD

SHOREHAM BY SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 48
Survey date: WEDNESDAY 18/04/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

43 WS-03-A-06 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
S BROADBRIDGE HEATH
WEST HORSHAM
Edge of Town
Residential Zone
Total Number of dwellings: 805
Survey date: THURSDAY 02/03/17 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.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	43	73	0.072	43	73	0.287	43	73	0.359
08:00 - 09:00	43	73	0.137	43	73	0.377	43	73	0.514
09:00 - 10:00	43	73	0.148	43	73	0.162	43	73	0.310
10:00 - 11:00	43	73	0.132	43	73	0.154	43	73	0.286
11:00 - 12:00	43	73	0.141	43	73	0.151	43	73	0.292
12:00 - 13:00	43	73	0.153	43	73	0.156	43	73	0.309
13:00 - 14:00	43	73	0.152	43	73	0.151	43	73	0.303
14:00 - 15:00	43	73	0.147	43	73	0.178	43	73	0.325
15:00 - 16:00	43	73	0.242	43	73	0.171	43	73	0.413
16:00 - 17:00	43	73	0.258	43	73	0.162	43	73	0.420
17:00 - 18:00	43	73	0.322	43	73	0.161	43	73	0.483
18:00 - 19:00	43	73	0.258	43	73	0.164	43	73	0.422
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.162			2.274			4.436

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

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

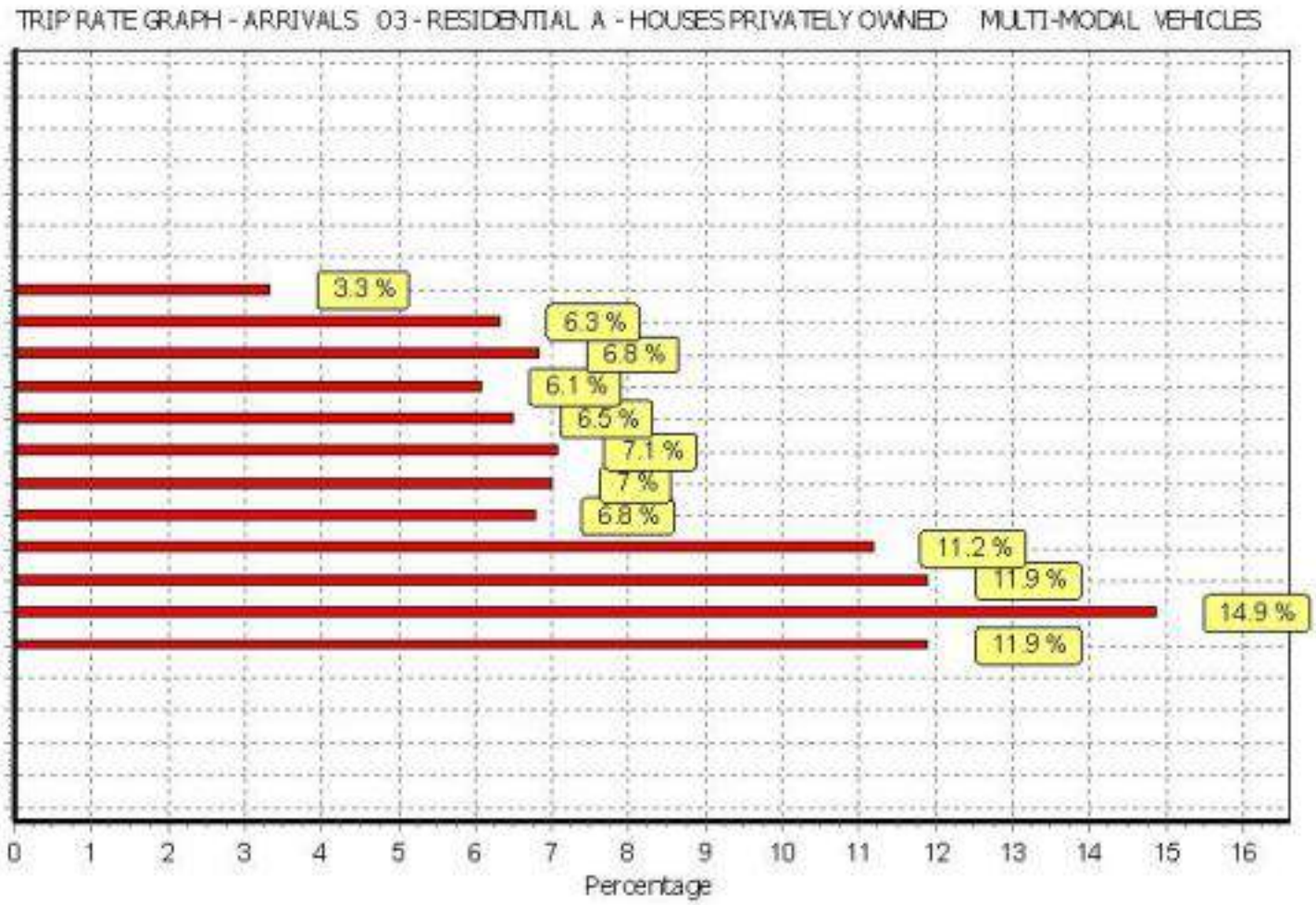
Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

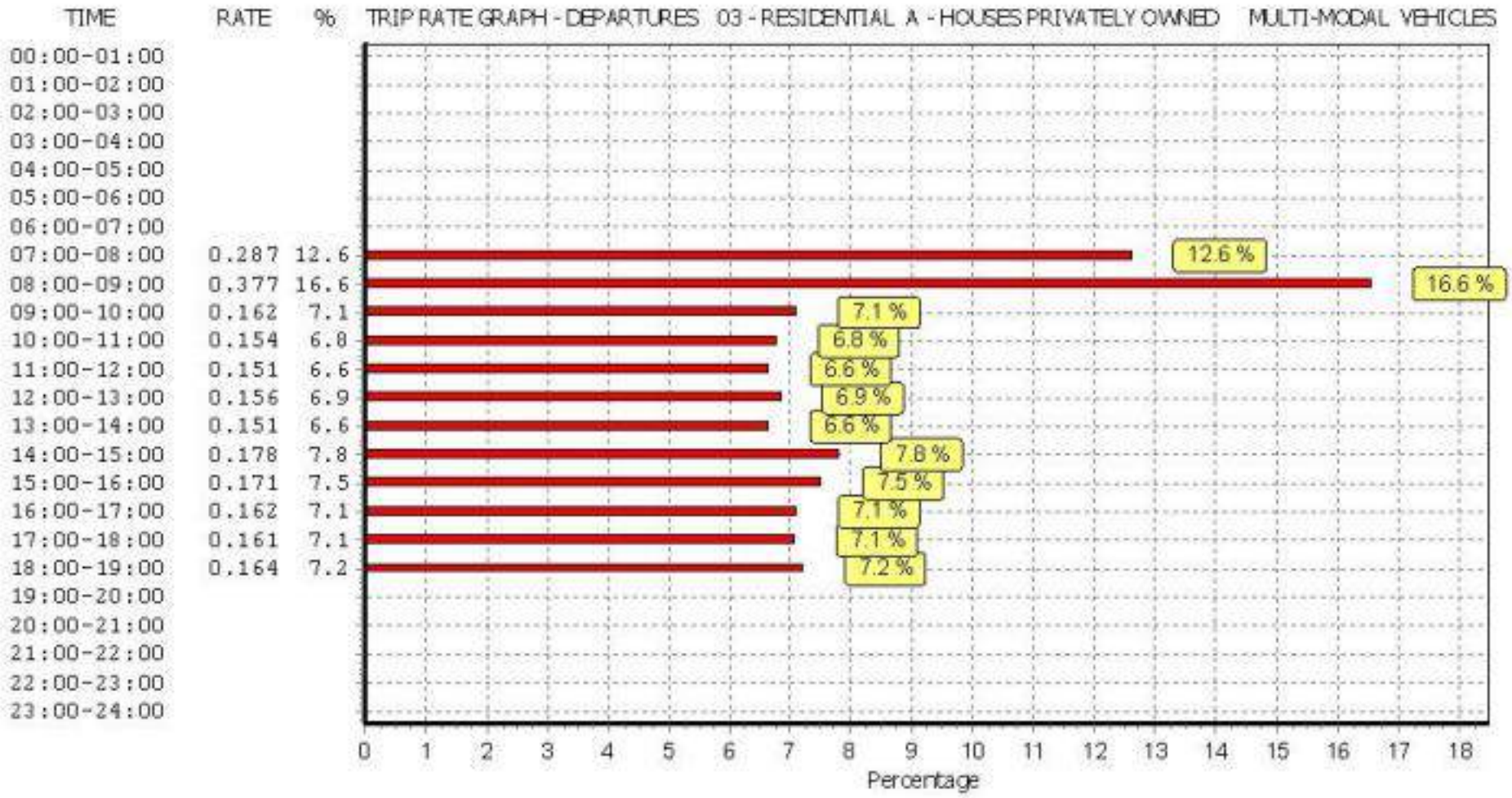
WYG Lakeview Drive Nottingham Licence No: 705124

TIME	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	0.072	3.3
08:00-09:00	0.137	6.3
09:00-10:00	0.148	6.8
10:00-11:00	0.132	6.1
11:00-12:00	0.141	6.5
12:00-13:00	0.153	7.1
13:00-14:00	0.152	7.0
14:00-15:00	0.147	6.8
15:00-16:00	0.242	11.2
16:00-17:00	0.258	11.9
17:00-18:00	0.322	14.9
18:00-19:00	0.258	11.9
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		

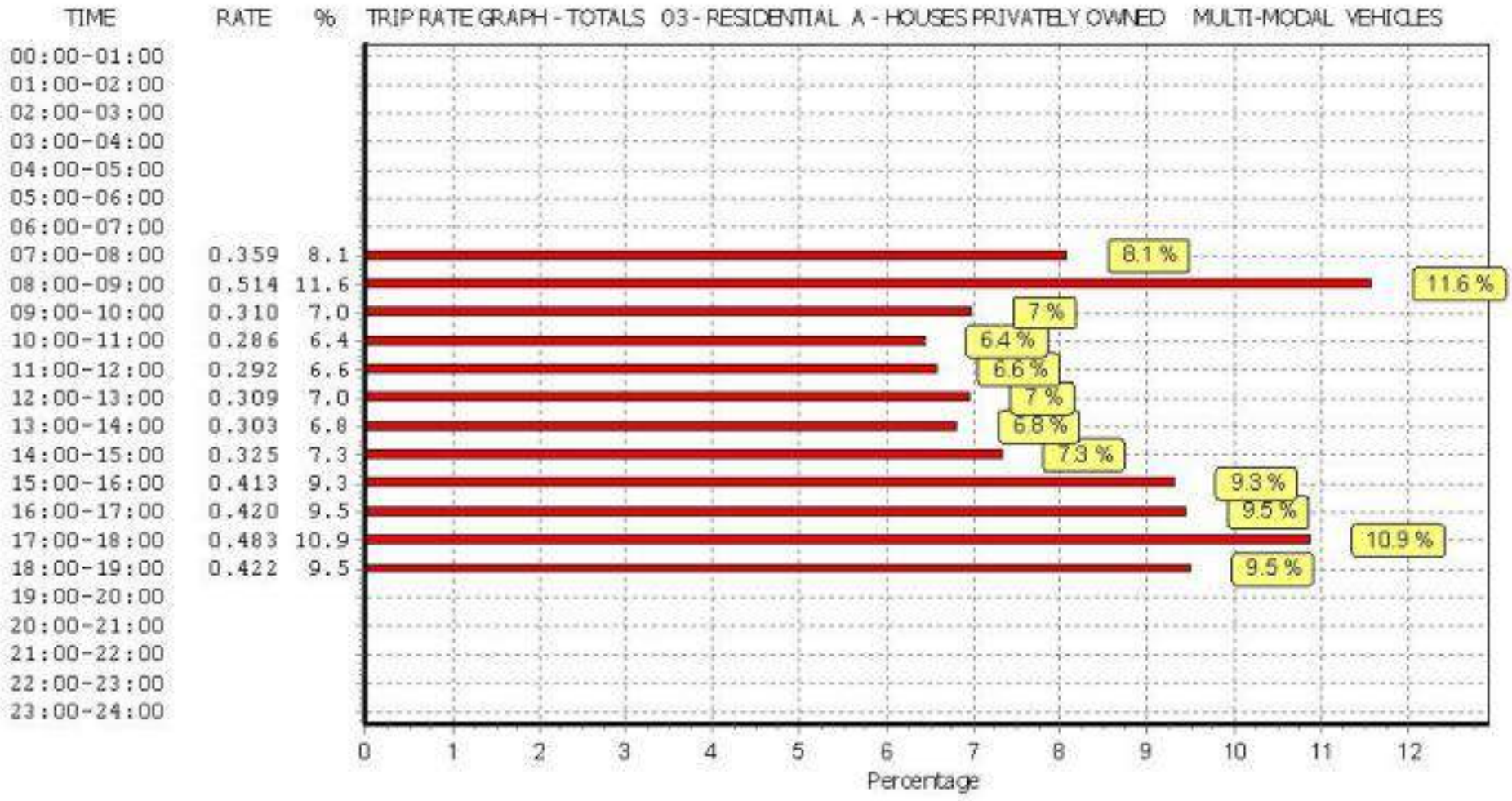


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

WYG Lakeview Drive Nottingham Licence No: 705124



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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	43	73	0.002	43	73	0.002	43	73	0.004
08:00 - 09:00	43	73	0.003	43	73	0.003	43	73	0.006
09:00 - 10:00	43	73	0.003	43	73	0.002	43	73	0.005
10:00 - 11:00	43	73	0.003	43	73	0.004	43	73	0.007
11:00 - 12:00	43	73	0.001	43	73	0.001	43	73	0.002
12:00 - 13:00	43	73	0.001	43	73	0.001	43	73	0.002
13:00 - 14:00	43	73	0.001	43	73	0.001	43	73	0.002
14:00 - 15:00	43	73	0.002	43	73	0.002	43	73	0.004
15:00 - 16:00	43	73	0.004	43	73	0.005	43	73	0.009
16:00 - 17:00	43	73	0.002	43	73	0.002	43	73	0.004
17:00 - 18:00	43	73	0.002	43	73	0.001	43	73	0.003
18:00 - 19:00	43	73	0.001	43	73	0.002	43	73	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.026			0.051

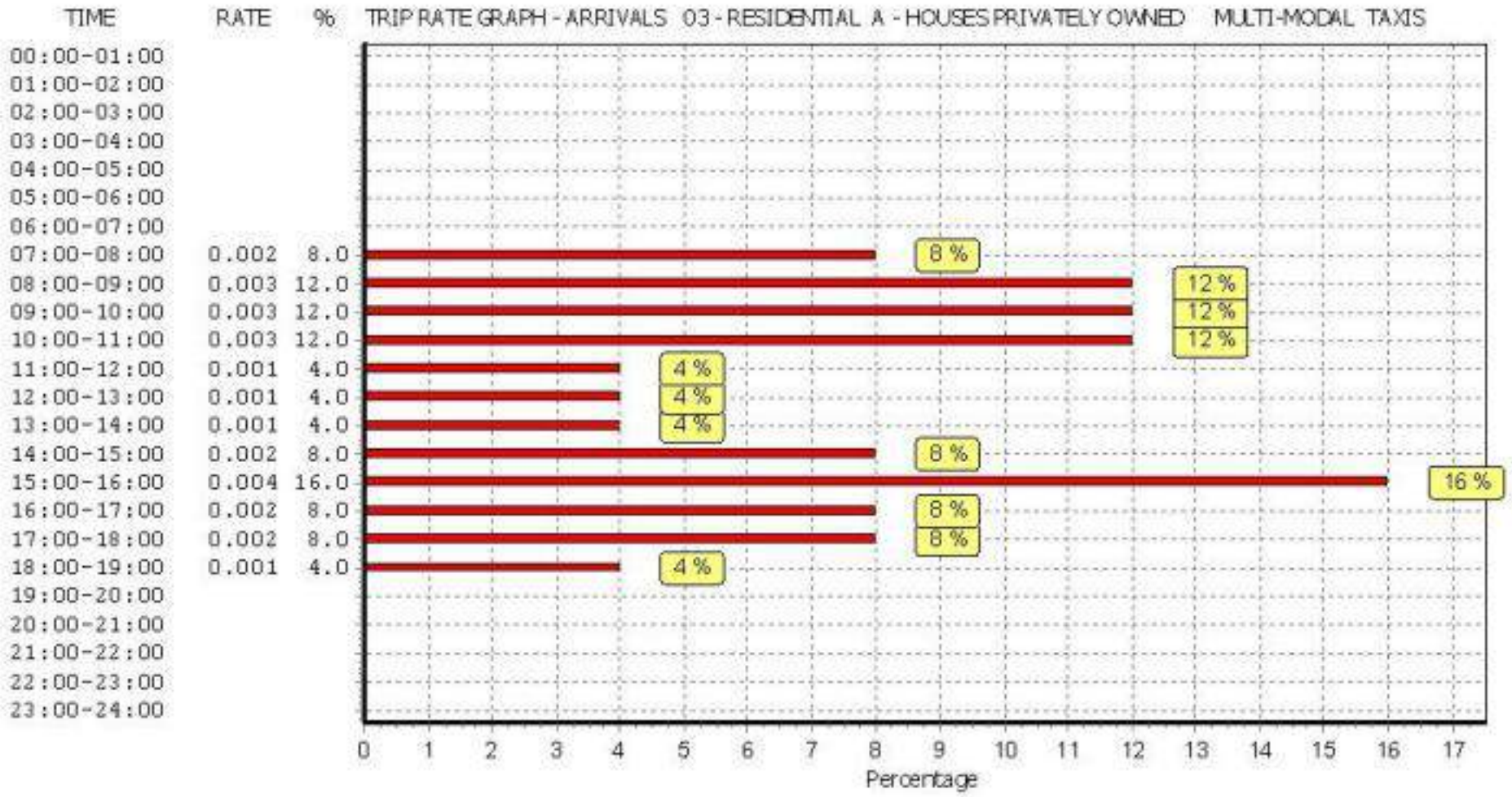
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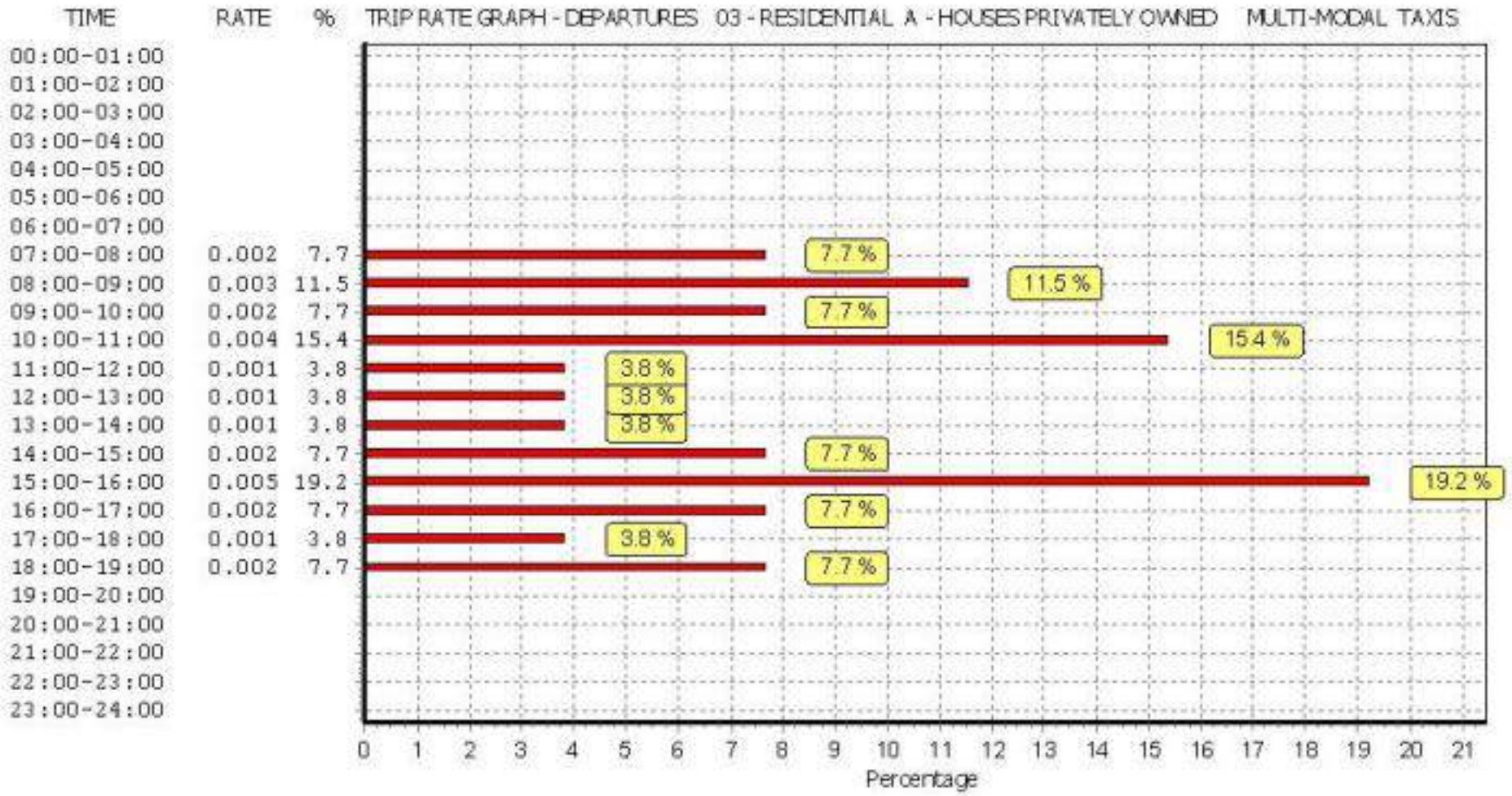
Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

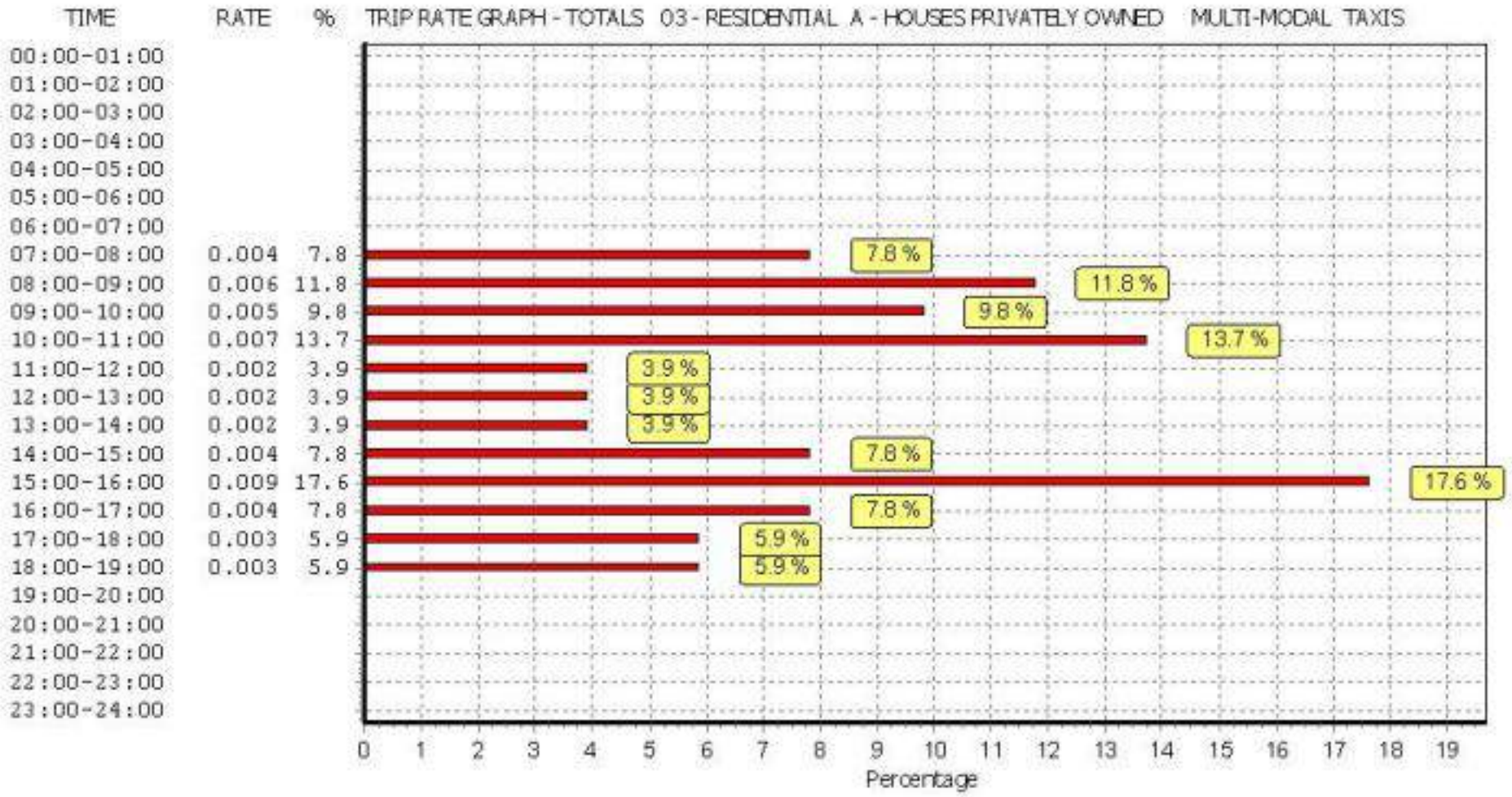
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	43	73	0.000	43	73	0.000	43	73	0.000
08:00 - 09:00	43	73	0.003	43	73	0.002	43	73	0.005
09:00 - 10:00	43	73	0.003	43	73	0.002	43	73	0.005
10:00 - 11:00	43	73	0.003	43	73	0.002	43	73	0.005
11:00 - 12:00	43	73	0.003	43	73	0.003	43	73	0.006
12:00 - 13:00	43	73	0.001	43	73	0.001	43	73	0.002
13:00 - 14:00	43	73	0.002	43	73	0.002	43	73	0.004
14:00 - 15:00	43	73	0.001	43	73	0.002	43	73	0.003
15:00 - 16:00	43	73	0.001	43	73	0.001	43	73	0.002
16:00 - 17:00	43	73	0.002	43	73	0.001	43	73	0.003
17:00 - 18:00	43	73	0.001	43	73	0.001	43	73	0.002
18:00 - 19:00	43	73	0.000	43	73	0.000	43	73	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.017			0.037

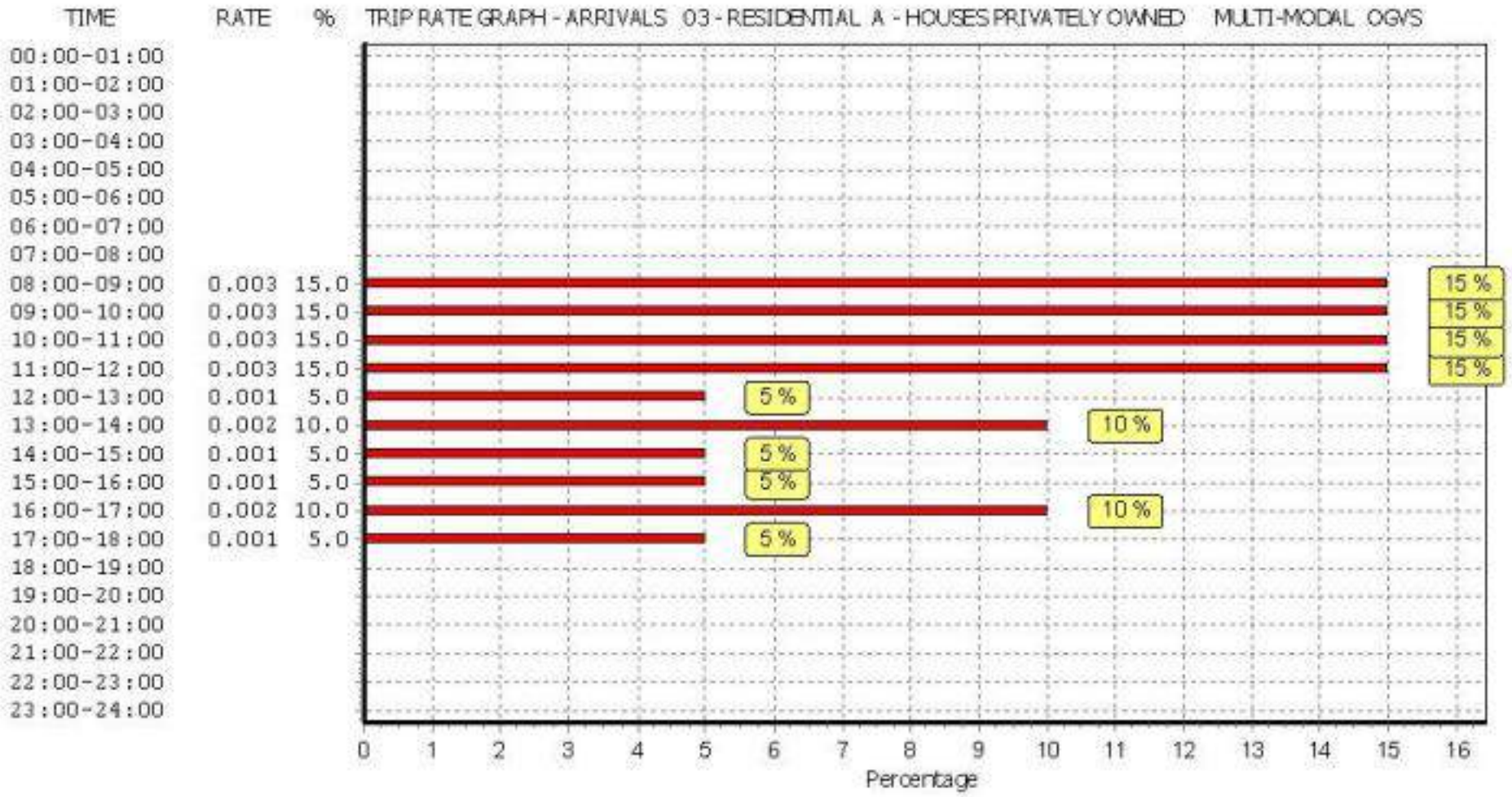
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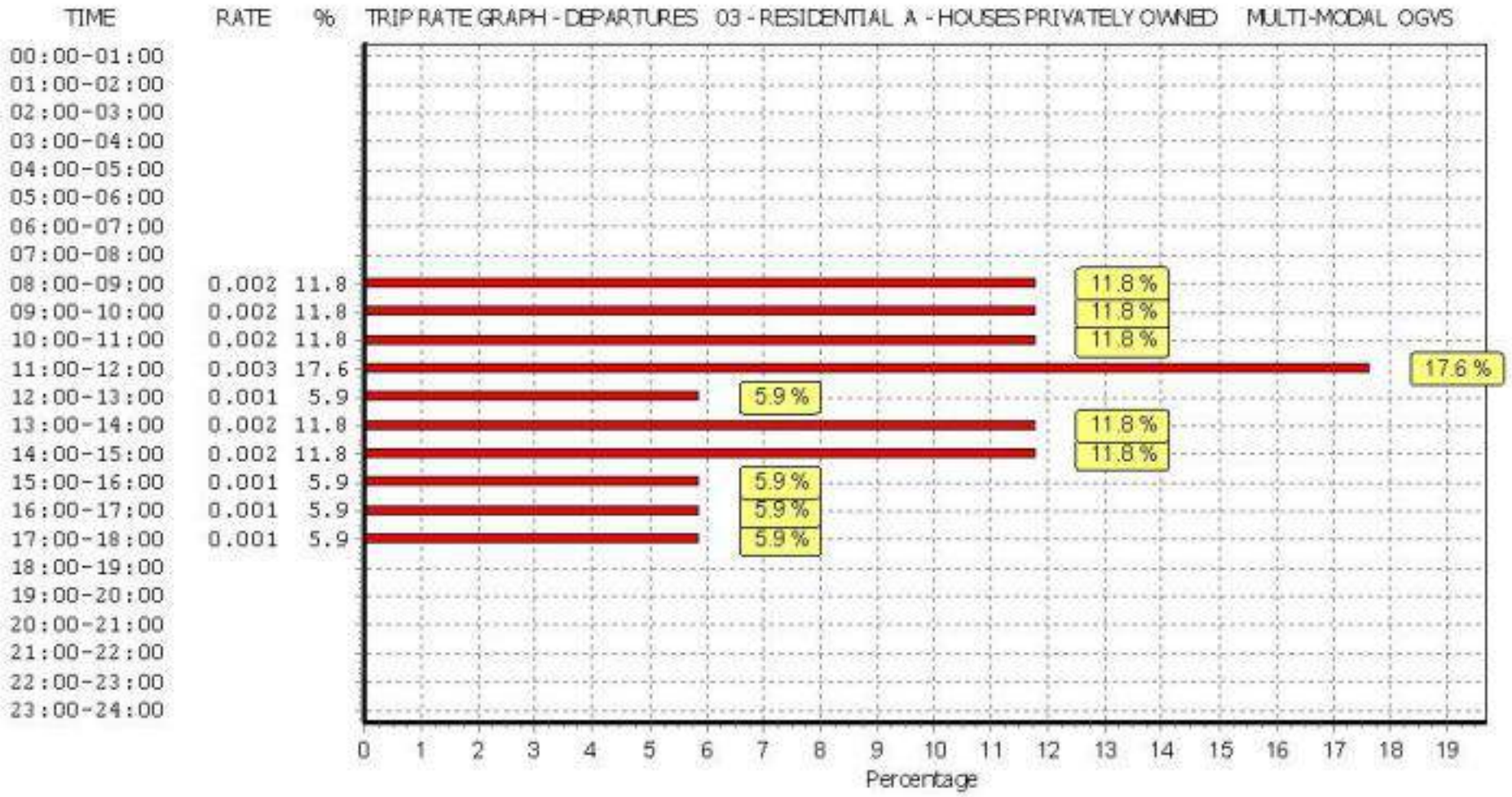
Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

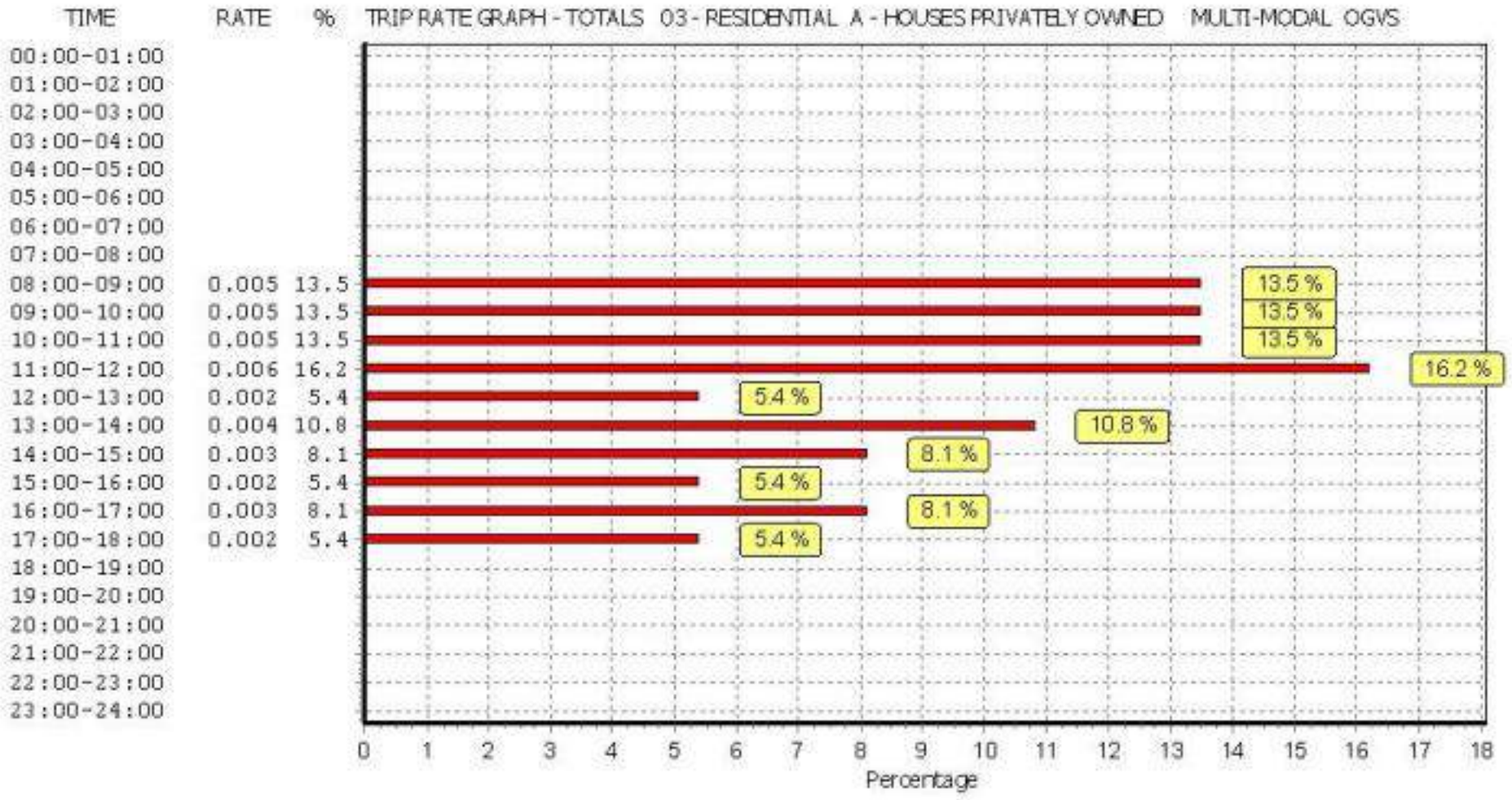
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	43	73	0.000	43	73	0.000	43	73	0.000
08:00 - 09:00	43	73	0.000	43	73	0.000	43	73	0.000
09:00 - 10:00	43	73	0.000	43	73	0.000	43	73	0.000
10:00 - 11:00	43	73	0.000	43	73	0.000	43	73	0.000
11:00 - 12:00	43	73	0.001	43	73	0.001	43	73	0.002
12:00 - 13:00	43	73	0.000	43	73	0.000	43	73	0.000
13:00 - 14:00	43	73	0.000	43	73	0.000	43	73	0.000
14:00 - 15:00	43	73	0.000	43	73	0.000	43	73	0.000
15:00 - 16:00	43	73	0.000	43	73	0.000	43	73	0.000
16:00 - 17:00	43	73	0.000	43	73	0.000	43	73	0.000
17:00 - 18:00	43	73	0.000	43	73	0.000	43	73	0.000
18:00 - 19:00	43	73	0.000	43	73	0.000	43	73	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

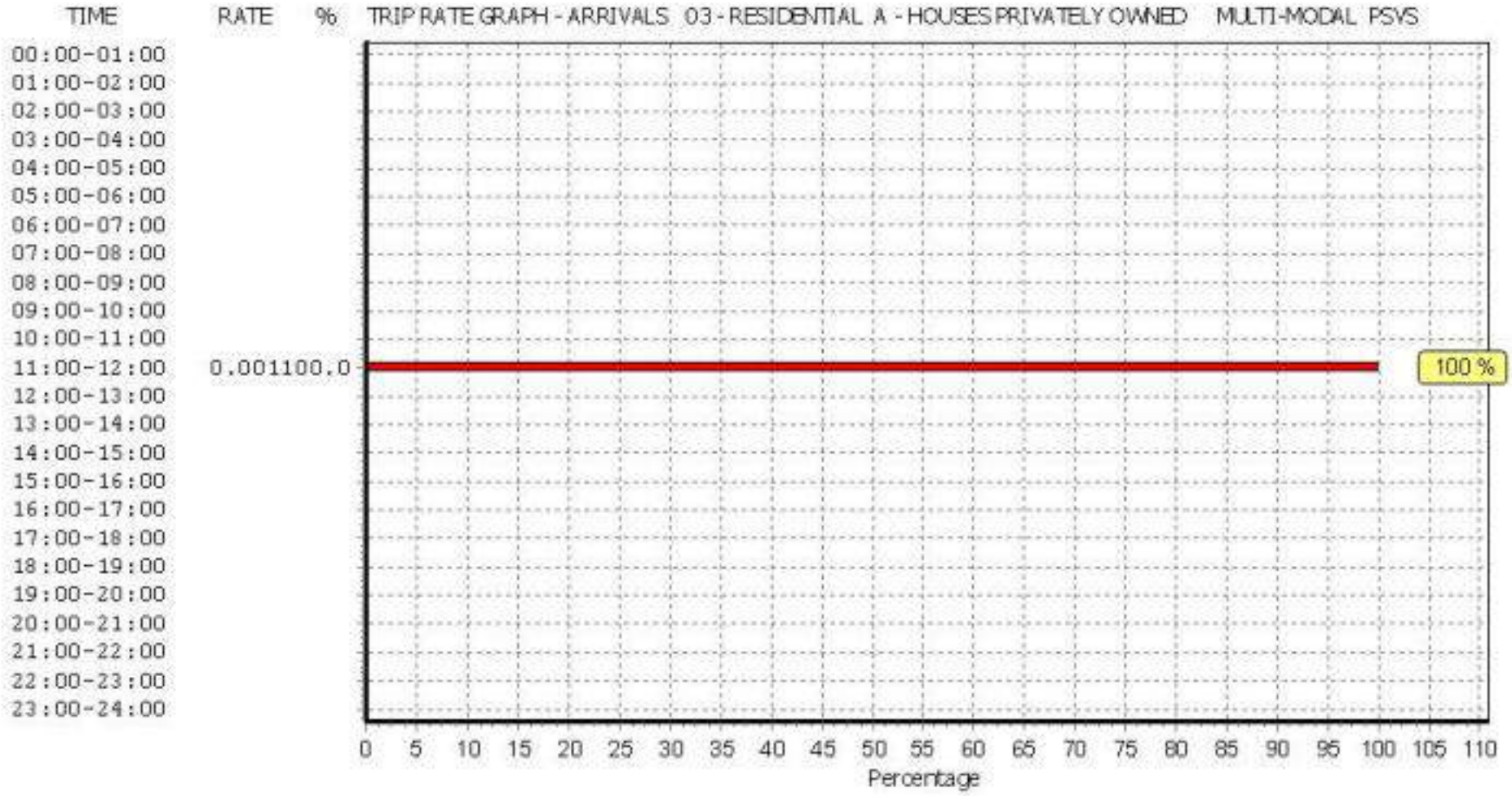
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

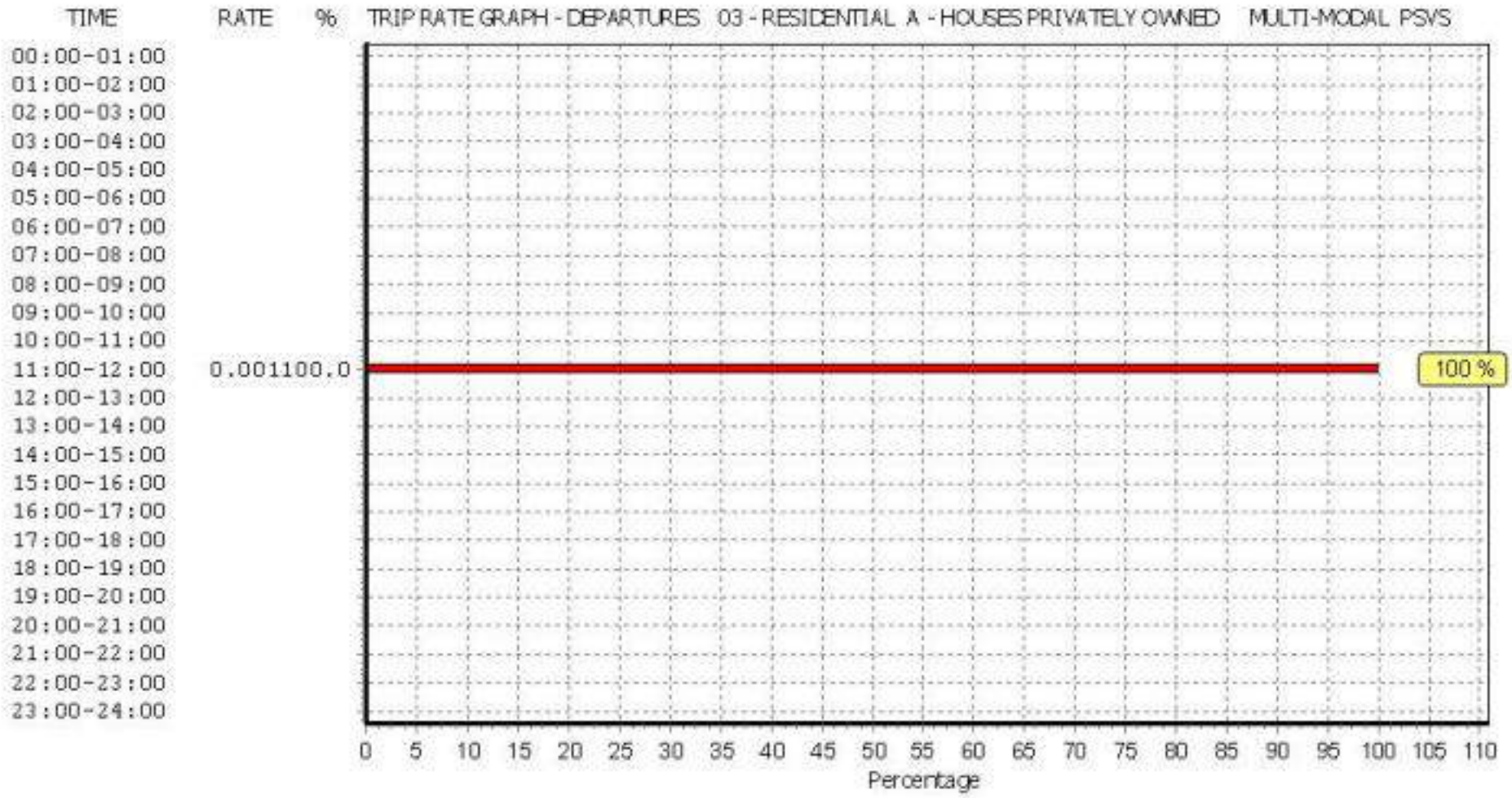
Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

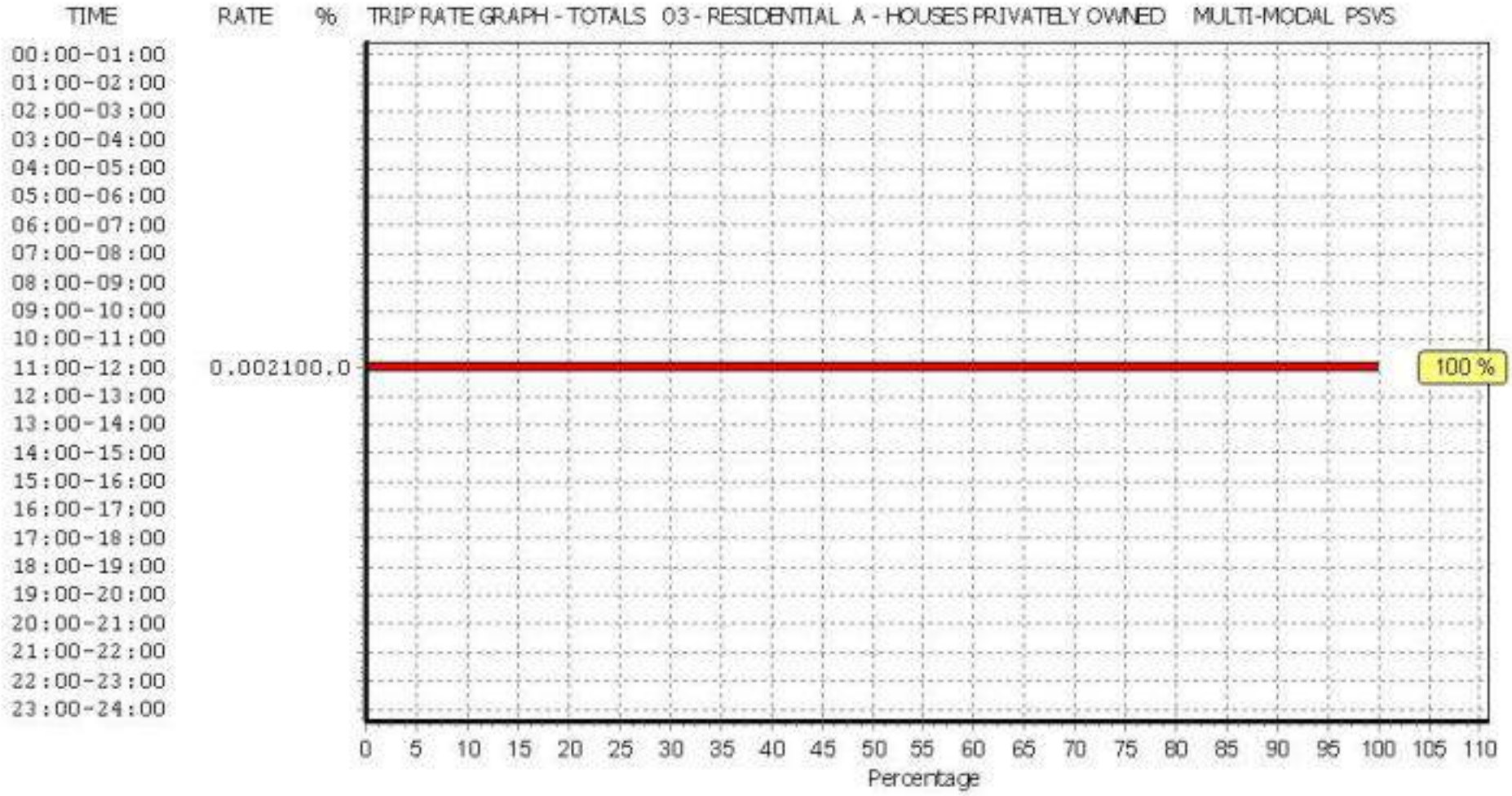
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	43	73	0.004	43	73	0.015	43	73	0.019
08:00 - 09:00	43	73	0.002	43	73	0.015	43	73	0.017
09:00 - 10:00	43	73	0.001	43	73	0.005	43	73	0.006
10:00 - 11:00	43	73	0.003	43	73	0.007	43	73	0.010
11:00 - 12:00	43	73	0.003	43	73	0.003	43	73	0.006
12:00 - 13:00	43	73	0.005	43	73	0.004	43	73	0.009
13:00 - 14:00	43	73	0.005	43	73	0.004	43	73	0.009
14:00 - 15:00	43	73	0.003	43	73	0.004	43	73	0.007
15:00 - 16:00	43	73	0.013	43	73	0.004	43	73	0.017
16:00 - 17:00	43	73	0.012	43	73	0.007	43	73	0.019
17:00 - 18:00	43	73	0.016	43	73	0.009	43	73	0.025
18:00 - 19:00	43	73	0.008	43	73	0.005	43	73	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.075			0.082			0.157

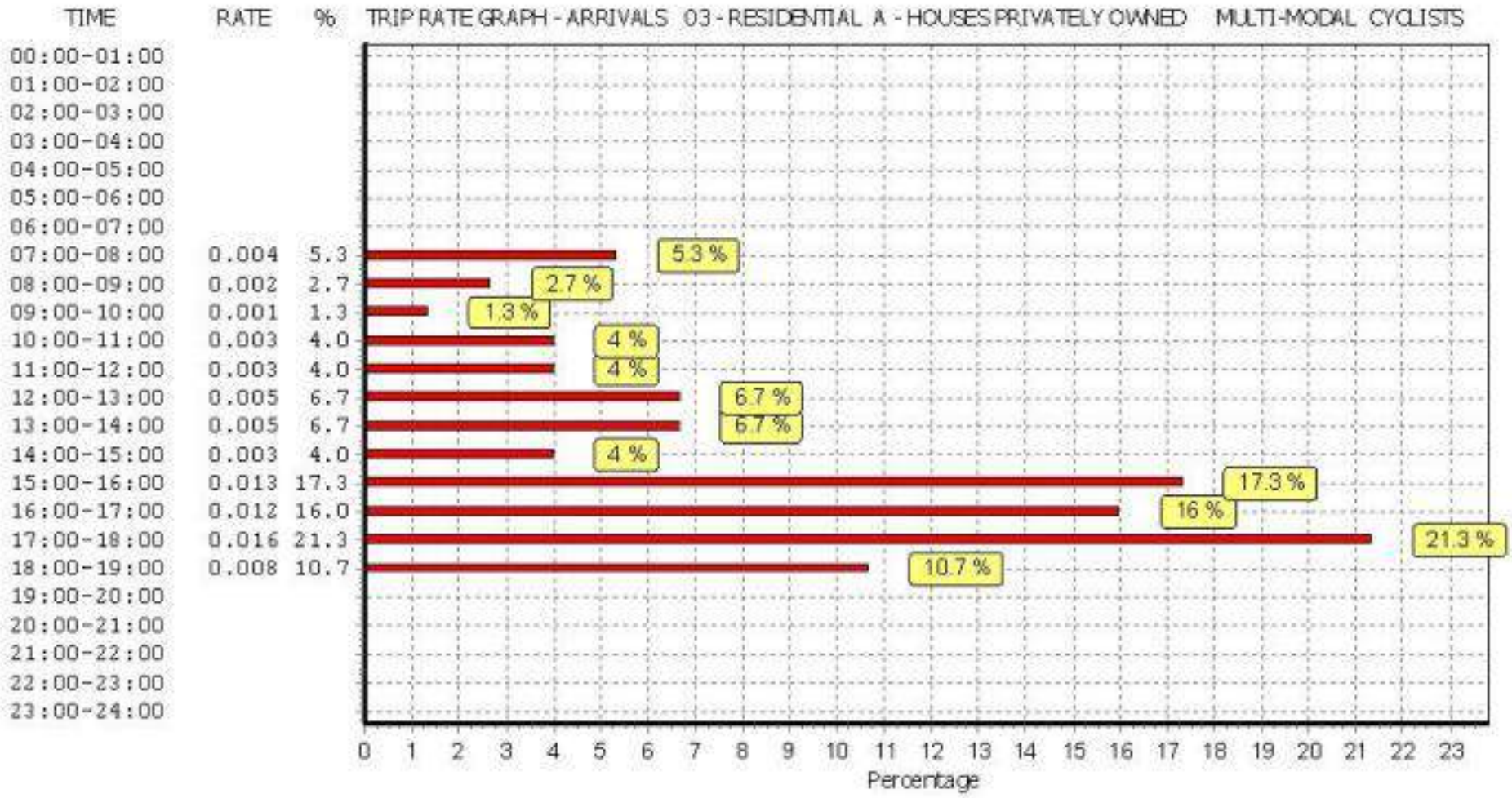
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

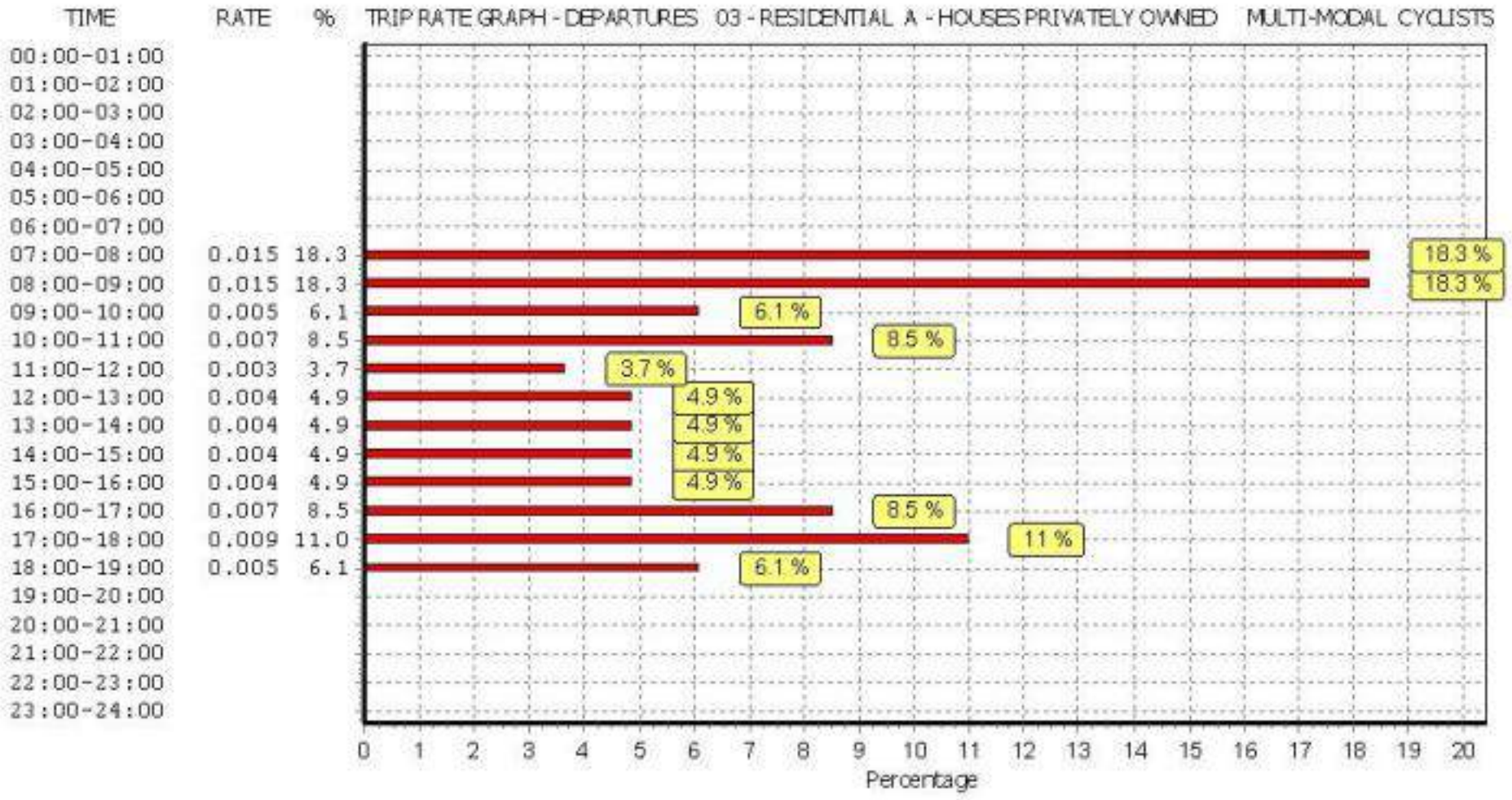
Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

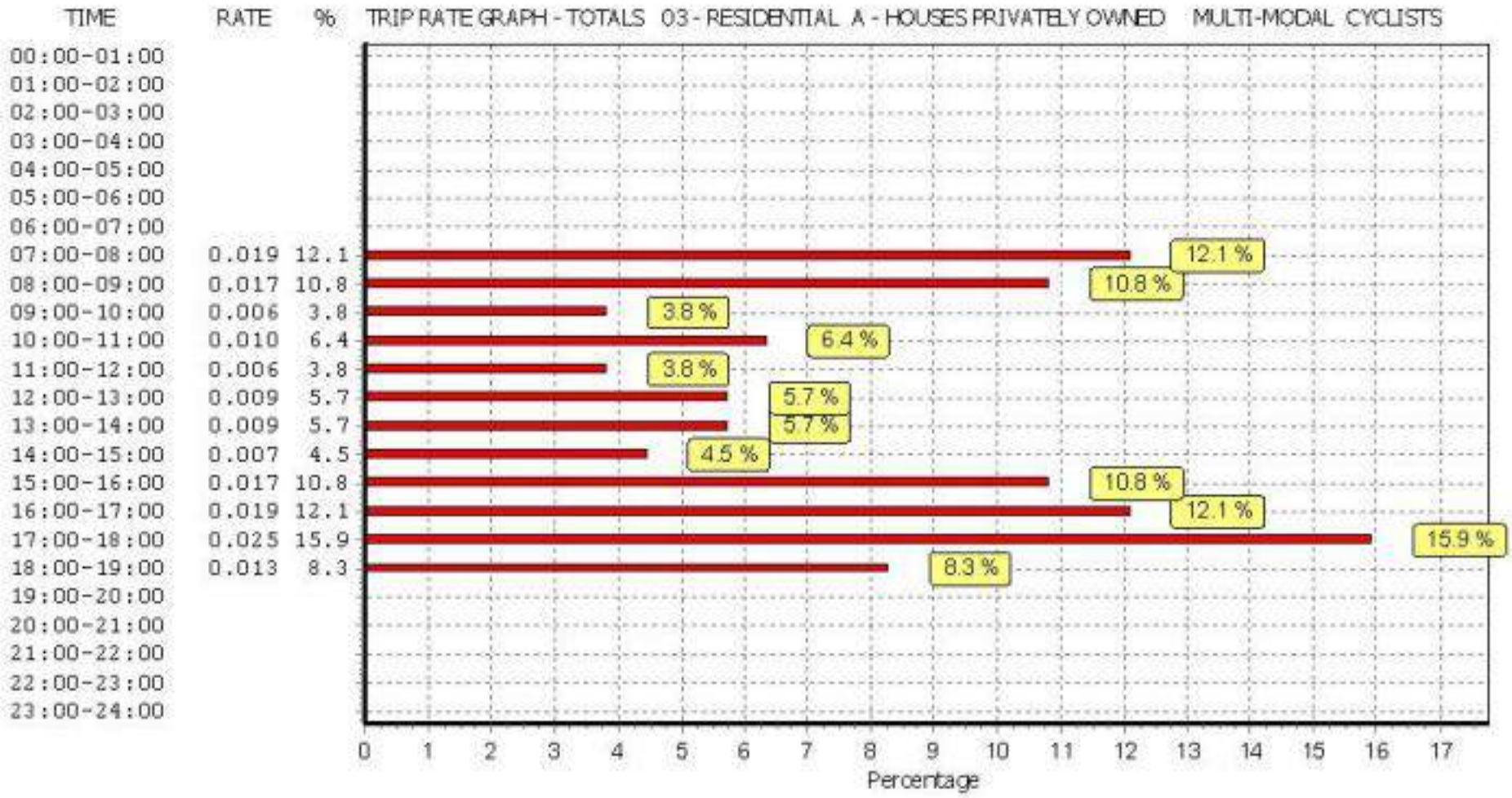


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

WYG Lakeview Drive Nottingham Licence No: 705124



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	43	73	0.086	43	73	0.351	43	73	0.437
08:00 - 09:00	43	73	0.166	43	73	0.561	43	73	0.727
09:00 - 10:00	43	73	0.169	43	73	0.200	43	73	0.369
10:00 - 11:00	43	73	0.157	43	73	0.189	43	73	0.346
11:00 - 12:00	43	73	0.173	43	73	0.192	43	73	0.365
12:00 - 13:00	43	73	0.188	43	73	0.197	43	73	0.385
13:00 - 14:00	43	73	0.189	43	73	0.191	43	73	0.380
14:00 - 15:00	43	73	0.185	43	73	0.228	43	73	0.413
15:00 - 16:00	43	73	0.381	43	73	0.214	43	73	0.595
16:00 - 17:00	43	73	0.365	43	73	0.218	43	73	0.583
17:00 - 18:00	43	73	0.419	43	73	0.212	43	73	0.631
18:00 - 19:00	43	73	0.316	43	73	0.218	43	73	0.534
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.794			2.971			5.765

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

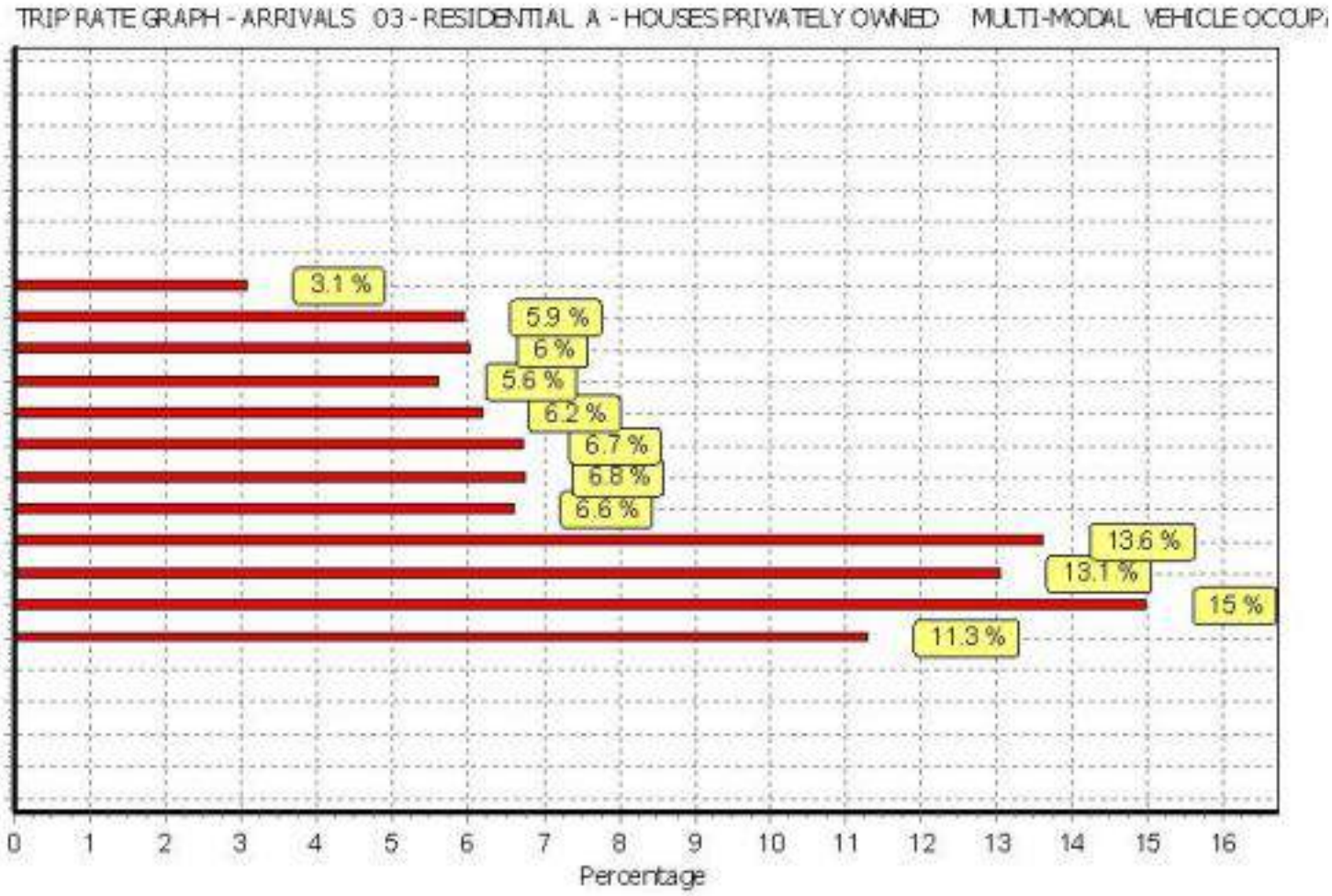
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

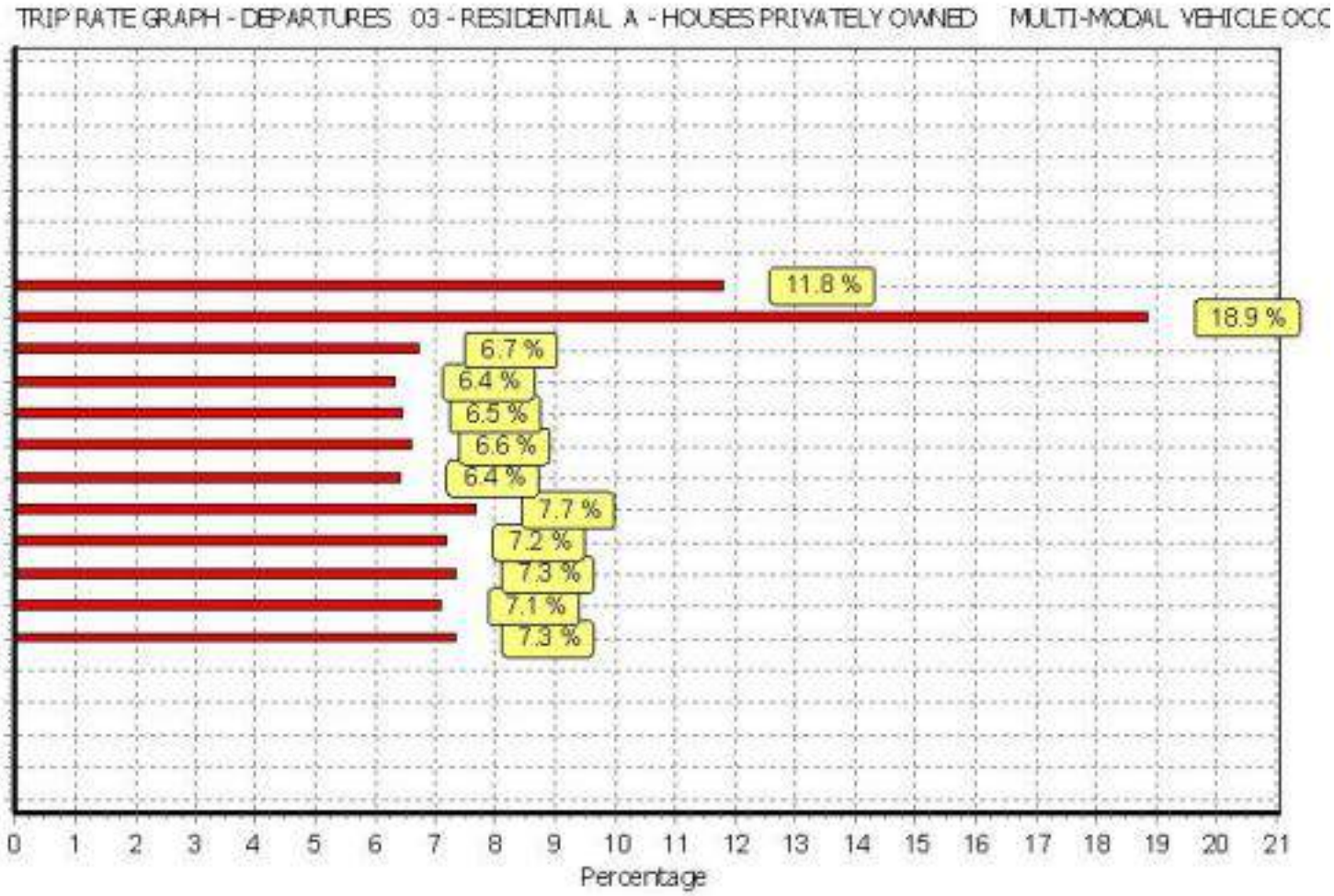
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

TIME	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	0.086	3.1
08:00-09:00	0.166	5.9
09:00-10:00	0.169	6.0
10:00-11:00	0.157	5.6
11:00-12:00	0.173	6.2
12:00-13:00	0.188	6.7
13:00-14:00	0.189	6.8
14:00-15:00	0.185	6.6
15:00-16:00	0.381	13.6
16:00-17:00	0.365	13.1
17:00-18:00	0.419	15.0
18:00-19:00	0.316	11.3
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



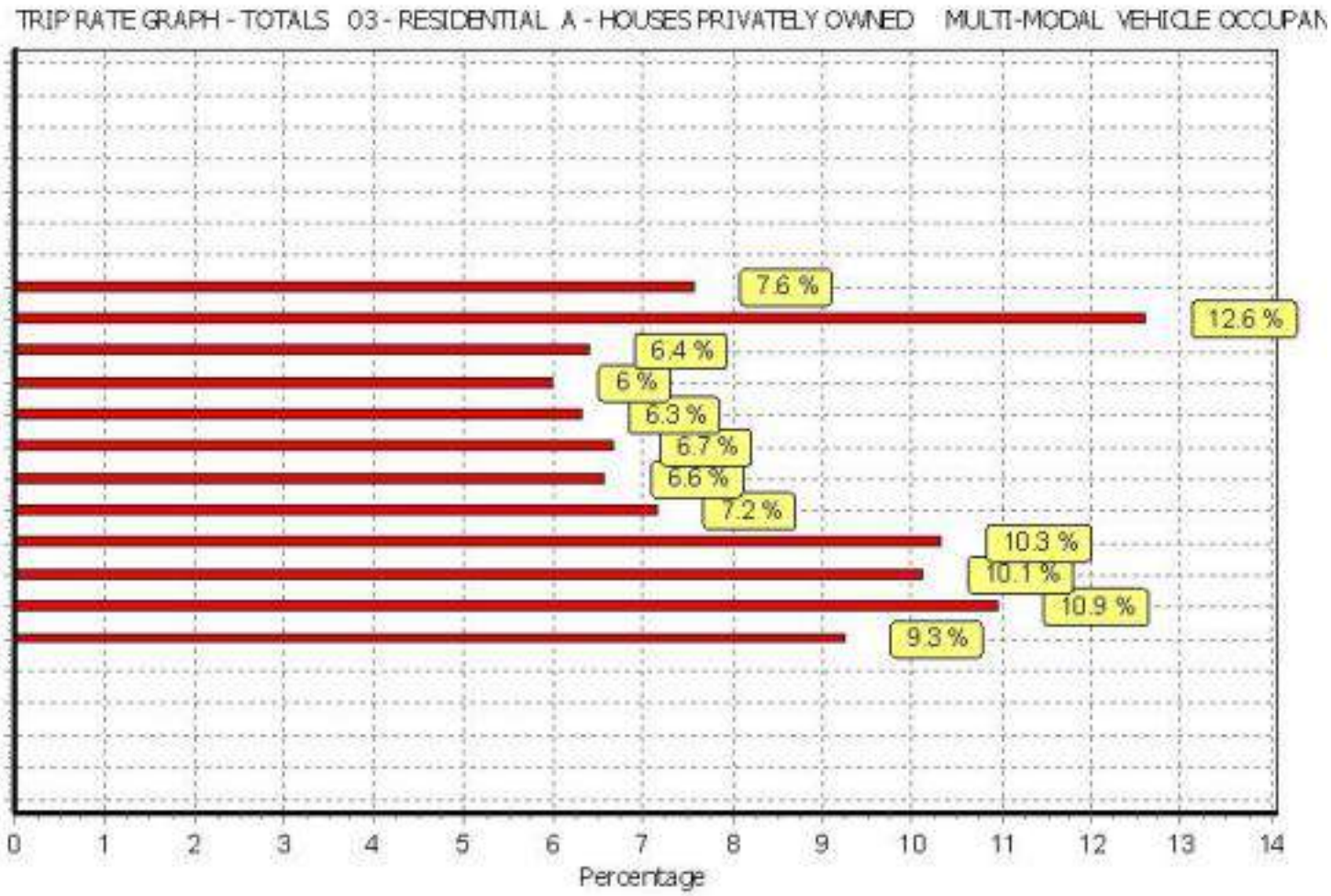
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TIME	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	0.351	11.8
08:00-09:00	0.561	18.9
09:00-10:00	0.200	6.7
10:00-11:00	0.189	6.4
11:00-12:00	0.192	6.5
12:00-13:00	0.197	6.6
13:00-14:00	0.191	6.4
14:00-15:00	0.228	7.7
15:00-16:00	0.214	7.2
16:00-17:00	0.218	7.3
17:00-18:00	0.212	7.1
18:00-19:00	0.218	7.3
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TIME	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	0.437	7.6
08:00-09:00	0.727	12.6
09:00-10:00	0.369	6.4
10:00-11:00	0.346	6.0
11:00-12:00	0.365	6.3
12:00-13:00	0.385	6.7
13:00-14:00	0.380	6.6
14:00-15:00	0.413	7.2
15:00-16:00	0.595	10.3
16:00-17:00	0.583	10.1
17:00-18:00	0.631	10.9
18:00-19:00	0.534	9.3
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	43	73	0.017	43	73	0.057	43	73	0.074
08:00 - 09:00	43	73	0.031	43	73	0.157	43	73	0.188
09:00 - 10:00	43	73	0.045	43	73	0.060	43	73	0.105
10:00 - 11:00	43	73	0.045	43	73	0.051	43	73	0.096
11:00 - 12:00	43	73	0.041	43	73	0.041	43	73	0.082
12:00 - 13:00	43	73	0.045	43	73	0.041	43	73	0.086
13:00 - 14:00	43	73	0.041	43	73	0.049	43	73	0.090
14:00 - 15:00	43	73	0.050	43	73	0.057	43	73	0.107
15:00 - 16:00	43	73	0.136	43	73	0.068	43	73	0.204
16:00 - 17:00	43	73	0.097	43	73	0.046	43	73	0.143
17:00 - 18:00	43	73	0.090	43	73	0.046	43	73	0.136
18:00 - 19:00	43	73	0.052	43	73	0.039	43	73	0.091
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.690			0.712			1.402

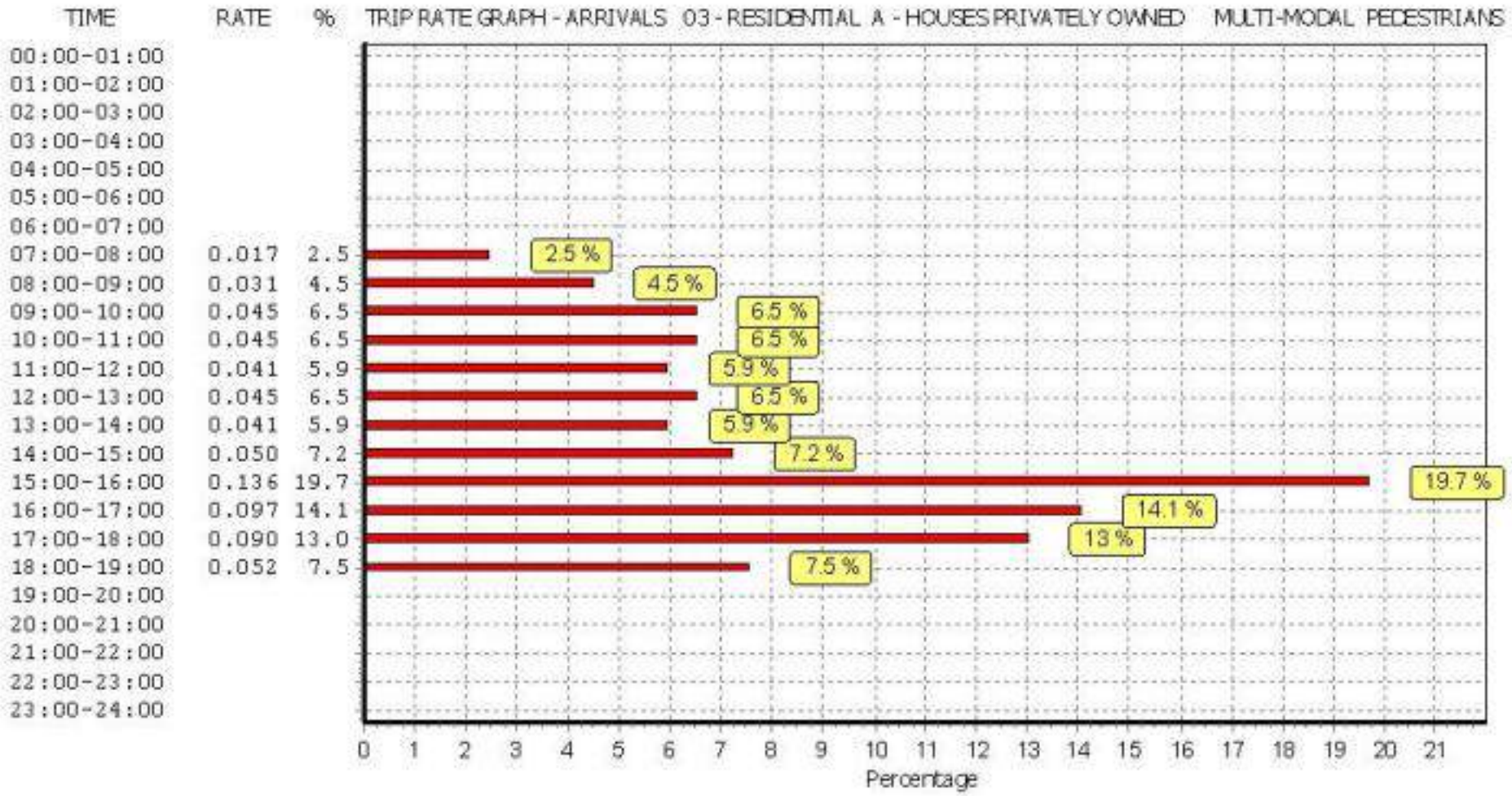
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

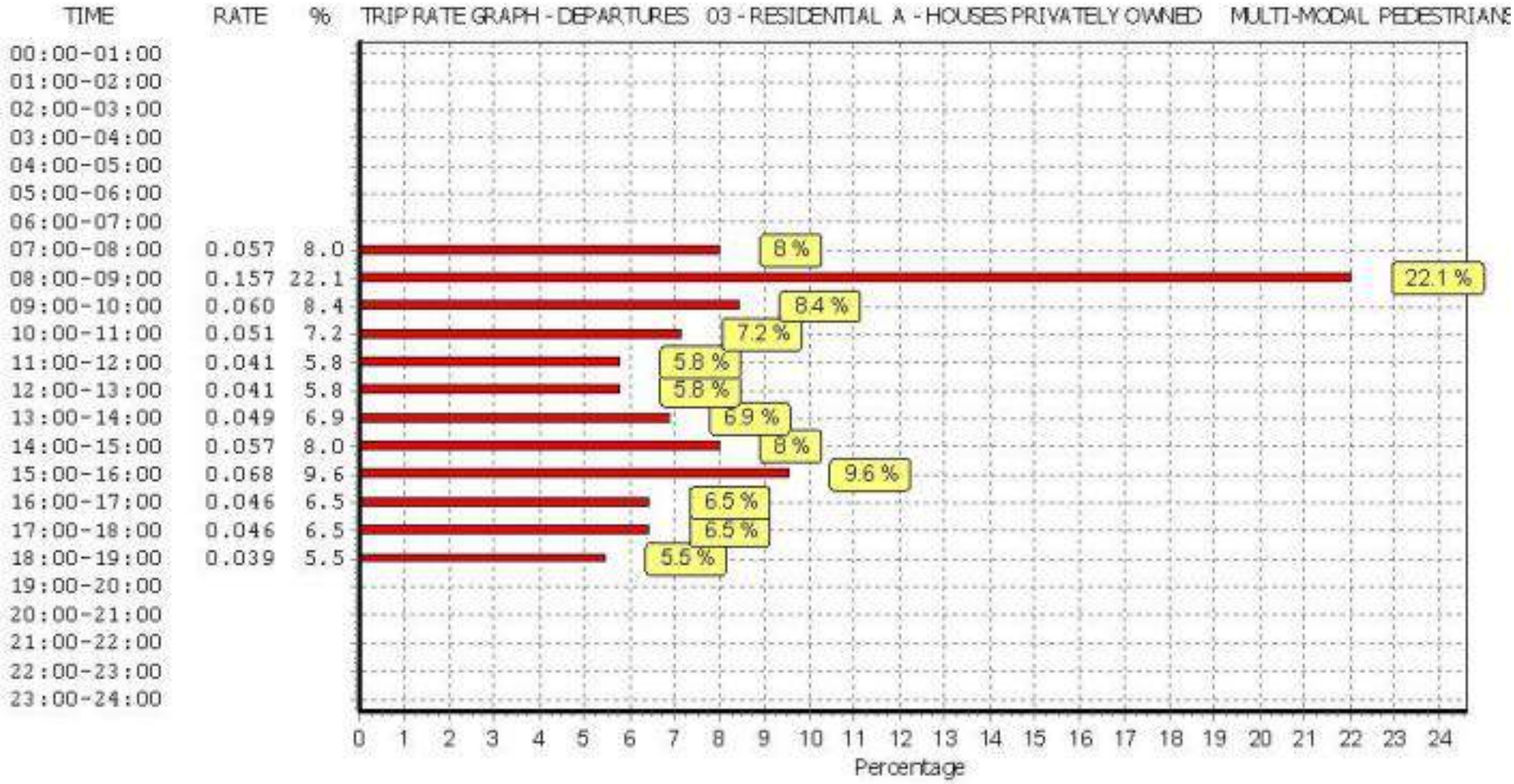
Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

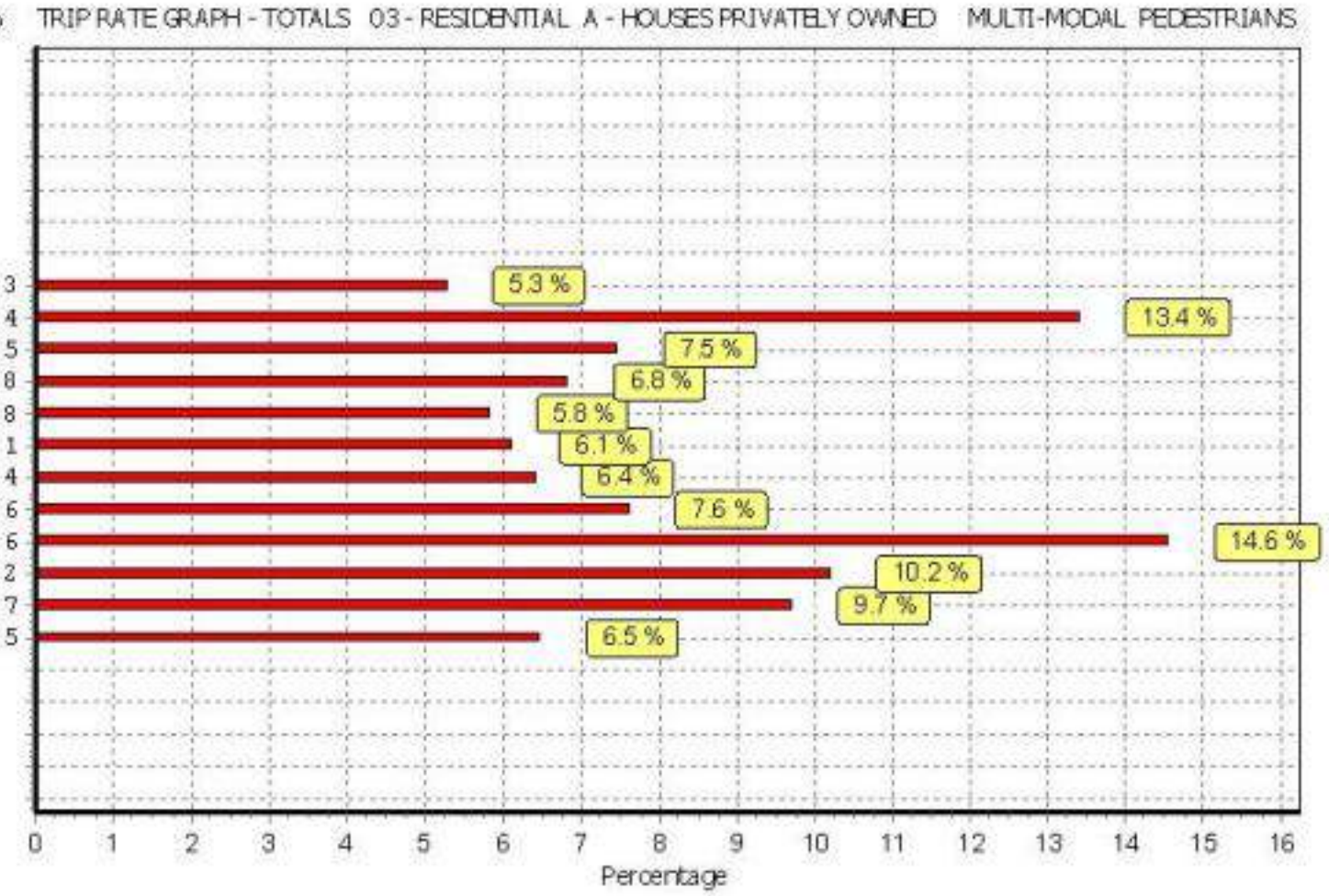


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TIME	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	0.074	5.3
08:00-09:00	0.188	13.4
09:00-10:00	0.105	7.5
10:00-11:00	0.096	6.8
11:00-12:00	0.082	5.8
12:00-13:00	0.086	6.1
13:00-14:00	0.090	6.4
14:00-15:00	0.107	7.6
15:00-16:00	0.204	14.6
16:00-17:00	0.143	10.2
17:00-18:00	0.136	9.7
18:00-19:00	0.091	6.5
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	43	73	0.001	43	73	0.007	43	73	0.008
08:00 - 09:00	43	73	0.001	43	73	0.006	43	73	0.007
09:00 - 10:00	43	73	0.001	43	73	0.005	43	73	0.006
10:00 - 11:00	43	73	0.002	43	73	0.003	43	73	0.005
11:00 - 12:00	43	73	0.002	43	73	0.003	43	73	0.005
12:00 - 13:00	43	73	0.004	43	73	0.003	43	73	0.007
13:00 - 14:00	43	73	0.004	43	73	0.001	43	73	0.005
14:00 - 15:00	43	73	0.003	43	73	0.002	43	73	0.005
15:00 - 16:00	43	73	0.006	43	73	0.002	43	73	0.008
16:00 - 17:00	43	73	0.005	43	73	0.004	43	73	0.009
17:00 - 18:00	43	73	0.010	43	73	0.001	43	73	0.011
18:00 - 19:00	43	73	0.006	43	73	0.000	43	73	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.037			0.082

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

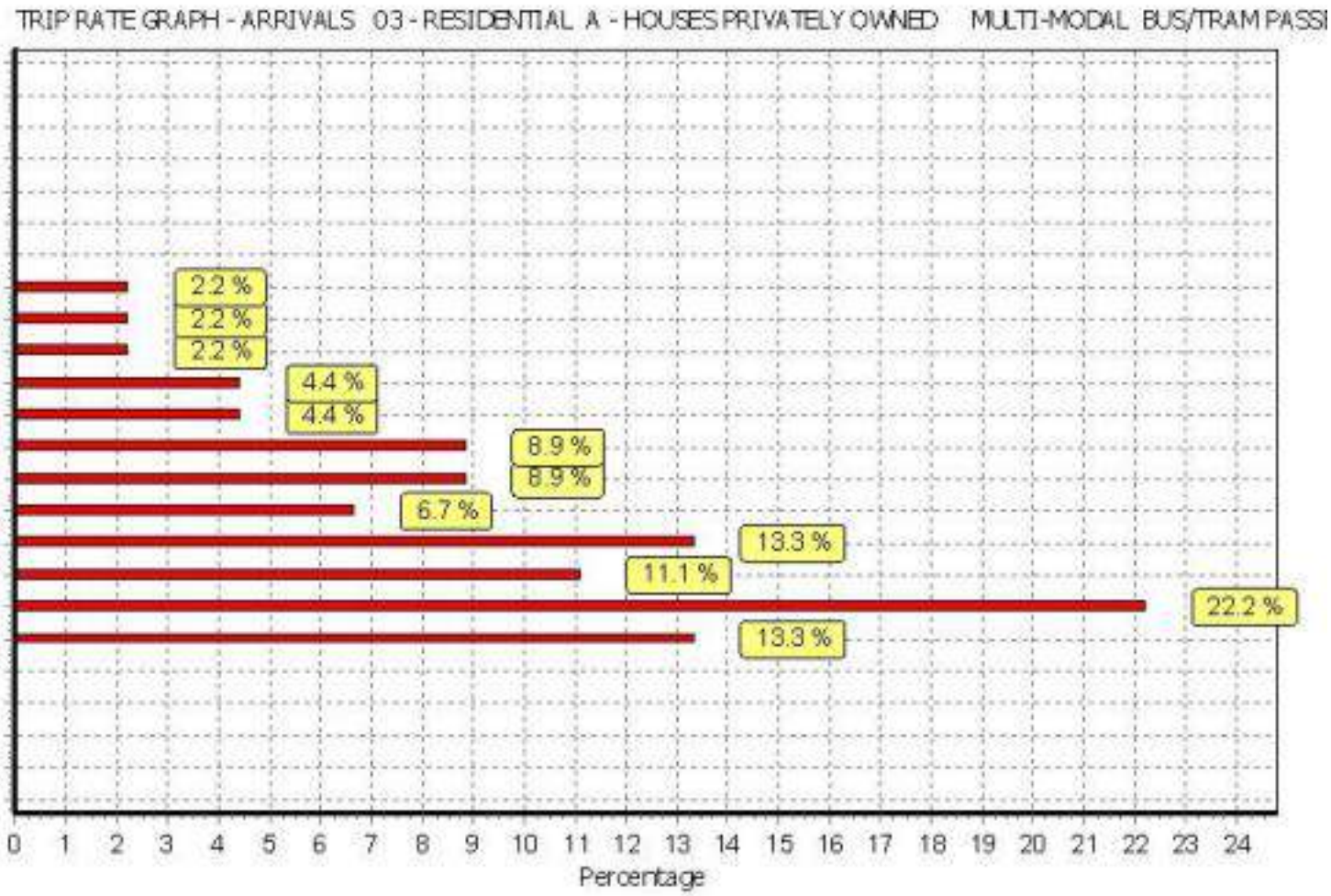
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TIME	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	0.001	2.2
08:00-09:00	0.001	2.2
09:00-10:00	0.001	2.2
10:00-11:00	0.002	4.4
11:00-12:00	0.002	4.4
12:00-13:00	0.004	8.9
13:00-14:00	0.004	8.9
14:00-15:00	0.003	6.7
15:00-16:00	0.006	13.3
16:00-17:00	0.005	11.1
17:00-18:00	0.010	22.2
18:00-19:00	0.006	13.3
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

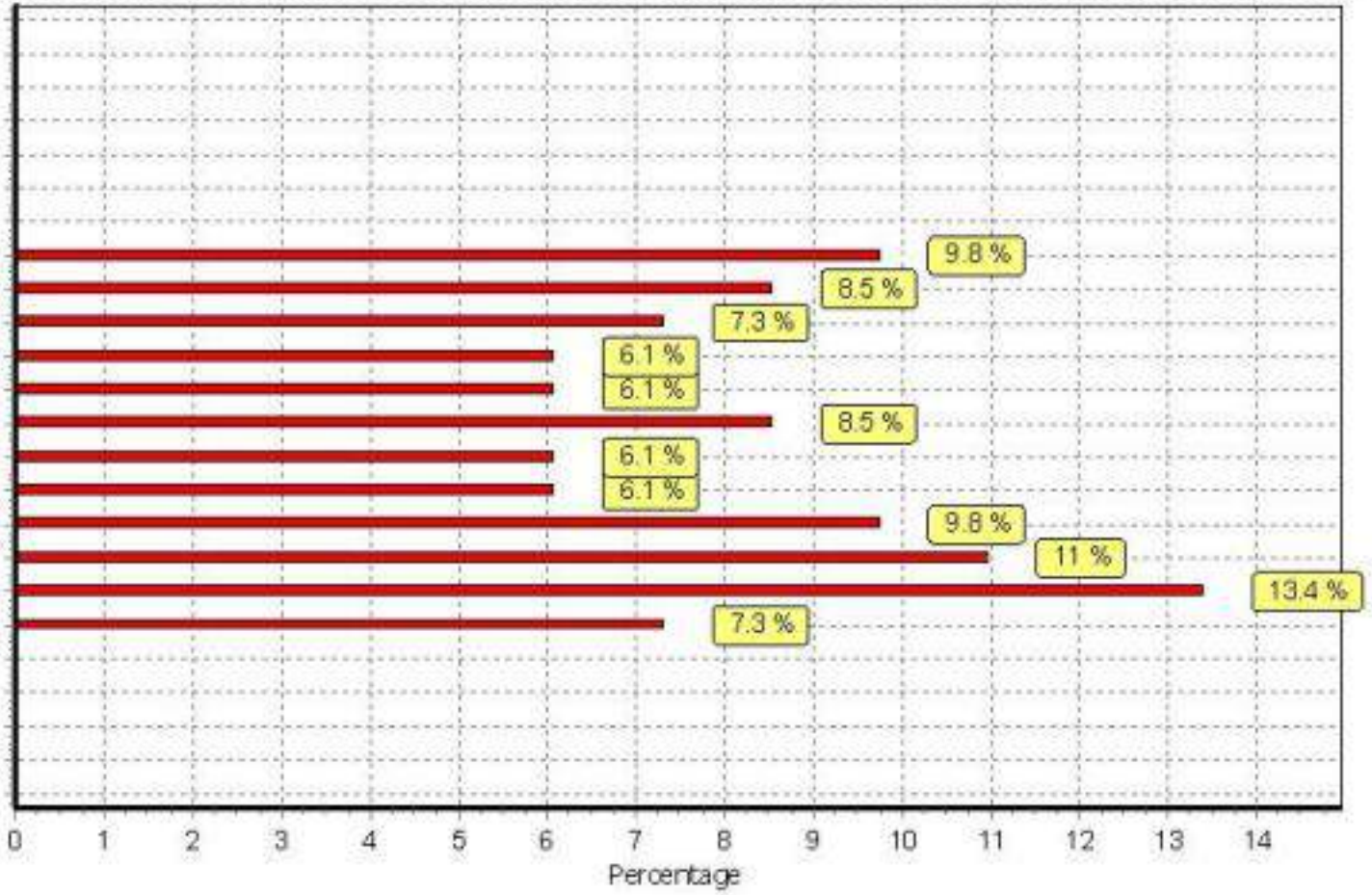
TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00	0.007	18.9
08:00-09:00	0.006	16.2
09:00-10:00	0.005	13.5
10:00-11:00	0.003	8.1
11:00-12:00	0.003	8.1
12:00-13:00	0.003	8.1
13:00-14:00	0.001	2.7
14:00-15:00	0.002	5.4
15:00-16:00	0.002	5.4
16:00-17:00	0.004	10.8
17:00-18:00	0.001	2.7
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE GRAPH - TOTALS 03 - RESIDENTIAL A - HOUSES PRIVATELY OWNED MULTI-MODAL BUS/TRAM PASSEN

TIME	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	0.008	9.8
08:00-09:00	0.007	8.5
09:00-10:00	0.006	7.3
10:00-11:00	0.005	6.1
11:00-12:00	0.005	6.1
12:00-13:00	0.007	8.5
13:00-14:00	0.005	6.1
14:00-15:00	0.005	6.1
15:00-16:00	0.008	9.8
16:00-17:00	0.009	11.0
17:00-18:00	0.011	13.4
18:00-19:00	0.006	7.3
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	43	73	0.000	43	73	0.005	43	73	0.005
08:00 - 09:00	43	73	0.000	43	73	0.002	43	73	0.002
09:00 - 10:00	43	73	0.000	43	73	0.001	43	73	0.001
10:00 - 11:00	43	73	0.000	43	73	0.000	43	73	0.000
11:00 - 12:00	43	73	0.000	43	73	0.000	43	73	0.000
12:00 - 13:00	43	73	0.000	43	73	0.001	43	73	0.001
13:00 - 14:00	43	73	0.000	43	73	0.000	43	73	0.000
14:00 - 15:00	43	73	0.000	43	73	0.000	43	73	0.000
15:00 - 16:00	43	73	0.000	43	73	0.001	43	73	0.001
16:00 - 17:00	43	73	0.000	43	73	0.000	43	73	0.000
17:00 - 18:00	43	73	0.003	43	73	0.000	43	73	0.003
18:00 - 19:00	43	73	0.003	43	73	0.000	43	73	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.010			0.016

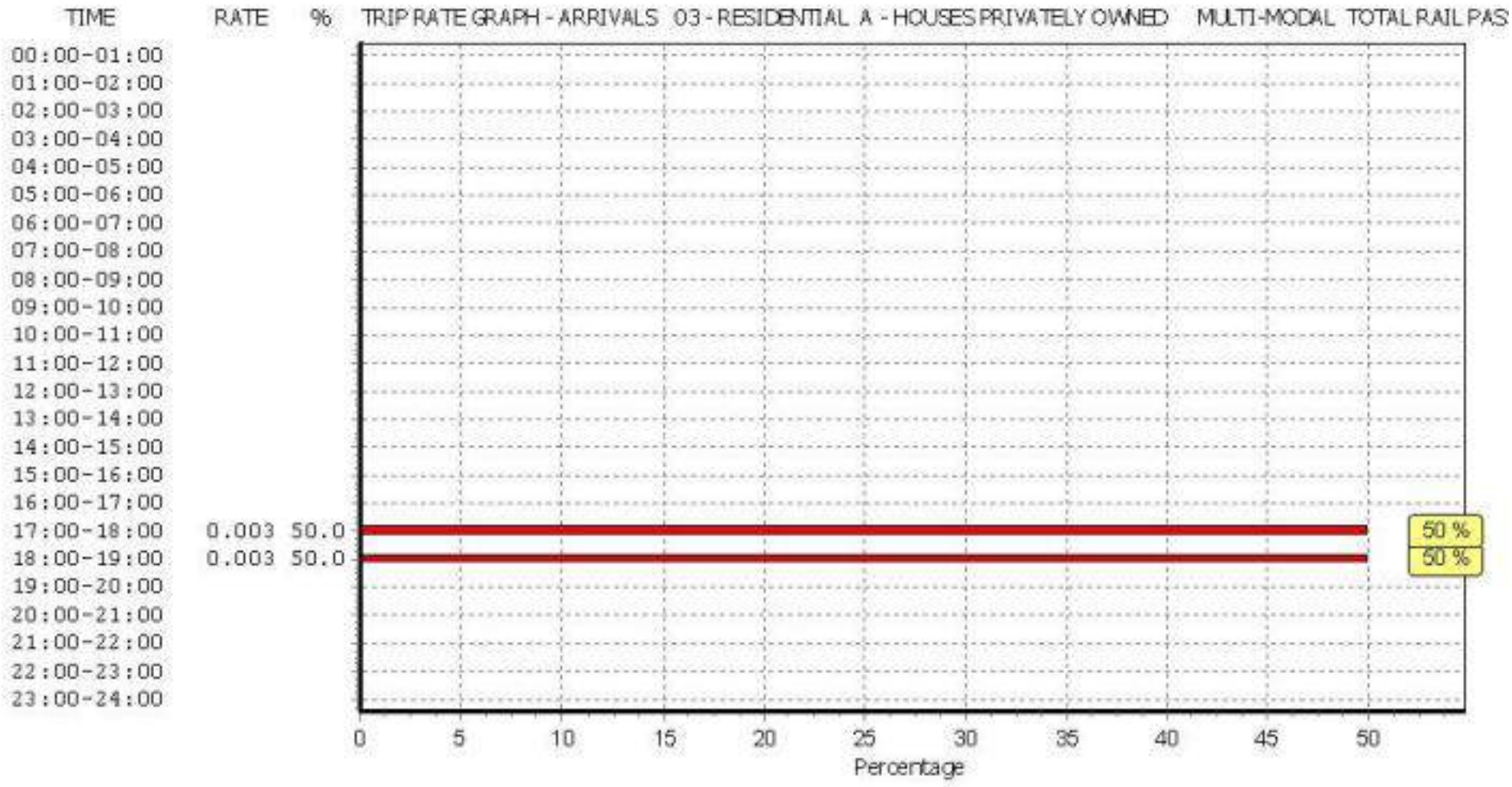
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

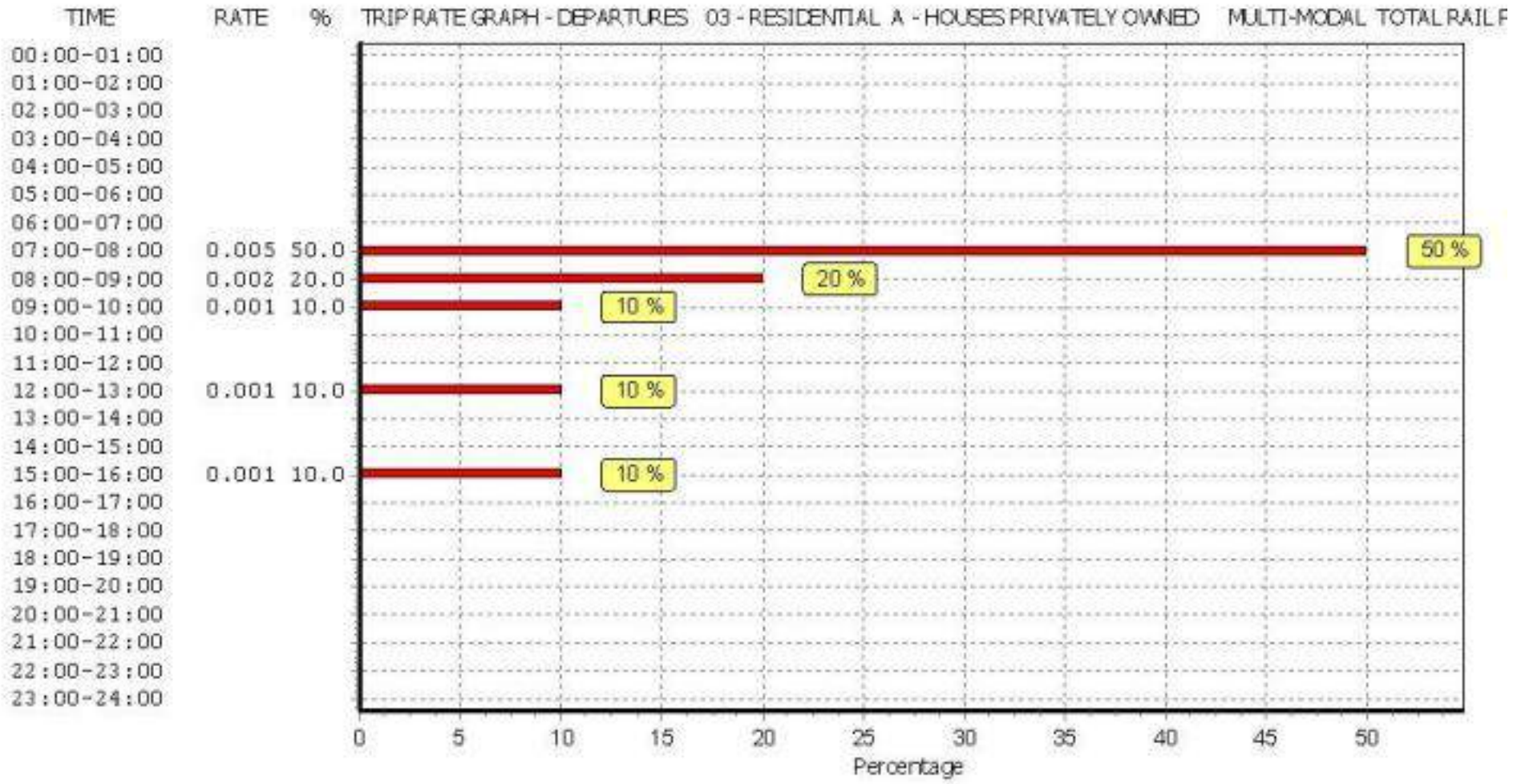
Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

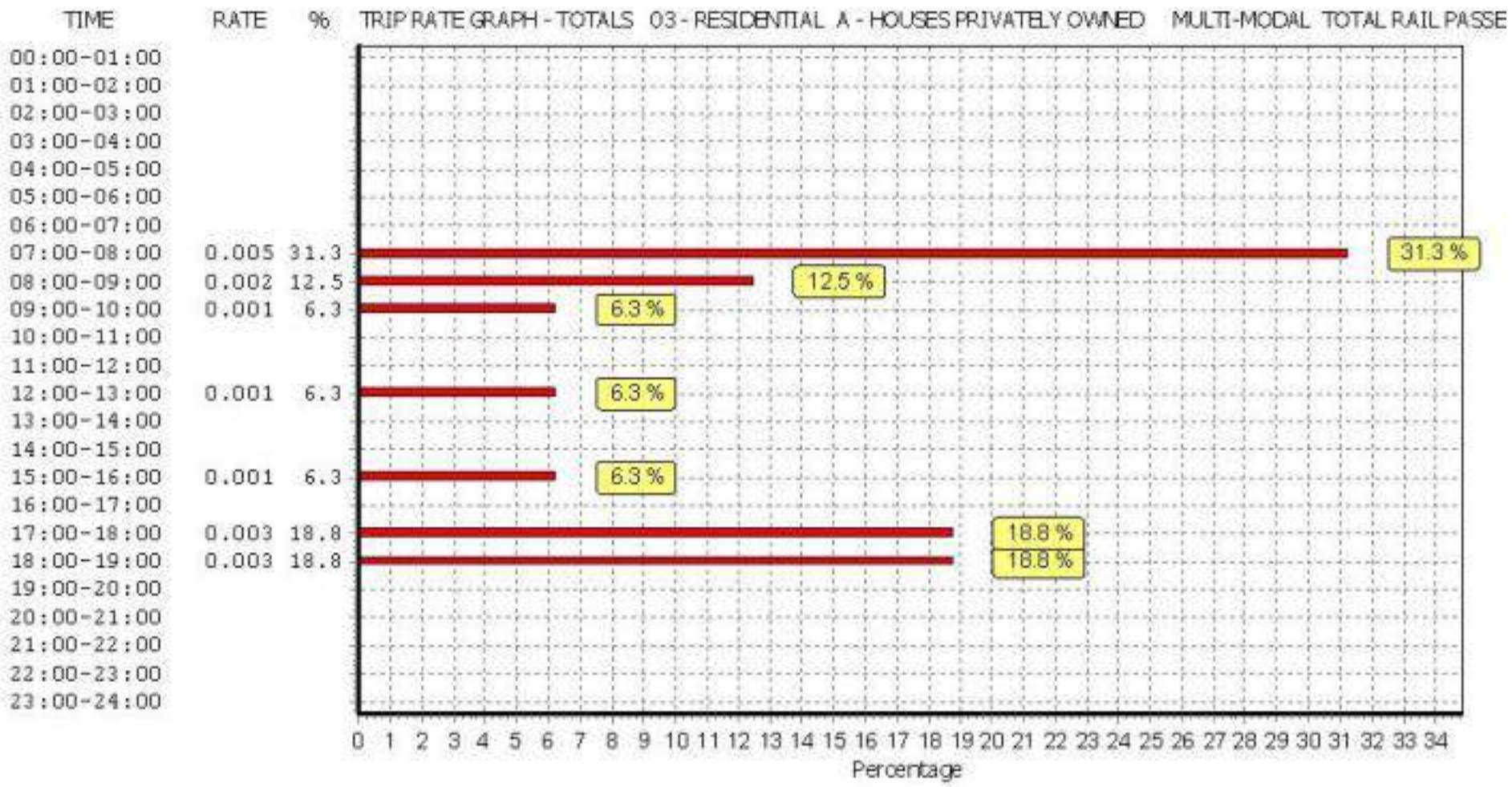
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	43	73	0.000	43	73	0.000	43	73	0.000
08:00 - 09:00	43	73	0.000	43	73	0.000	43	73	0.000
09:00 - 10:00	43	73	0.000	43	73	0.000	43	73	0.000
10:00 - 11:00	43	73	0.000	43	73	0.000	43	73	0.000
11:00 - 12:00	43	73	0.000	43	73	0.000	43	73	0.000
12:00 - 13:00	43	73	0.000	43	73	0.000	43	73	0.000
13:00 - 14:00	43	73	0.000	43	73	0.000	43	73	0.000
14:00 - 15:00	43	73	0.000	43	73	0.000	43	73	0.000
15:00 - 16:00	43	73	0.001	43	73	0.000	43	73	0.001
16:00 - 17:00	43	73	0.000	43	73	0.000	43	73	0.000
17:00 - 18:00	43	73	0.000	43	73	0.000	43	73	0.000
18:00 - 19:00	43	73	0.000	43	73	0.000	43	73	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.000			0.001

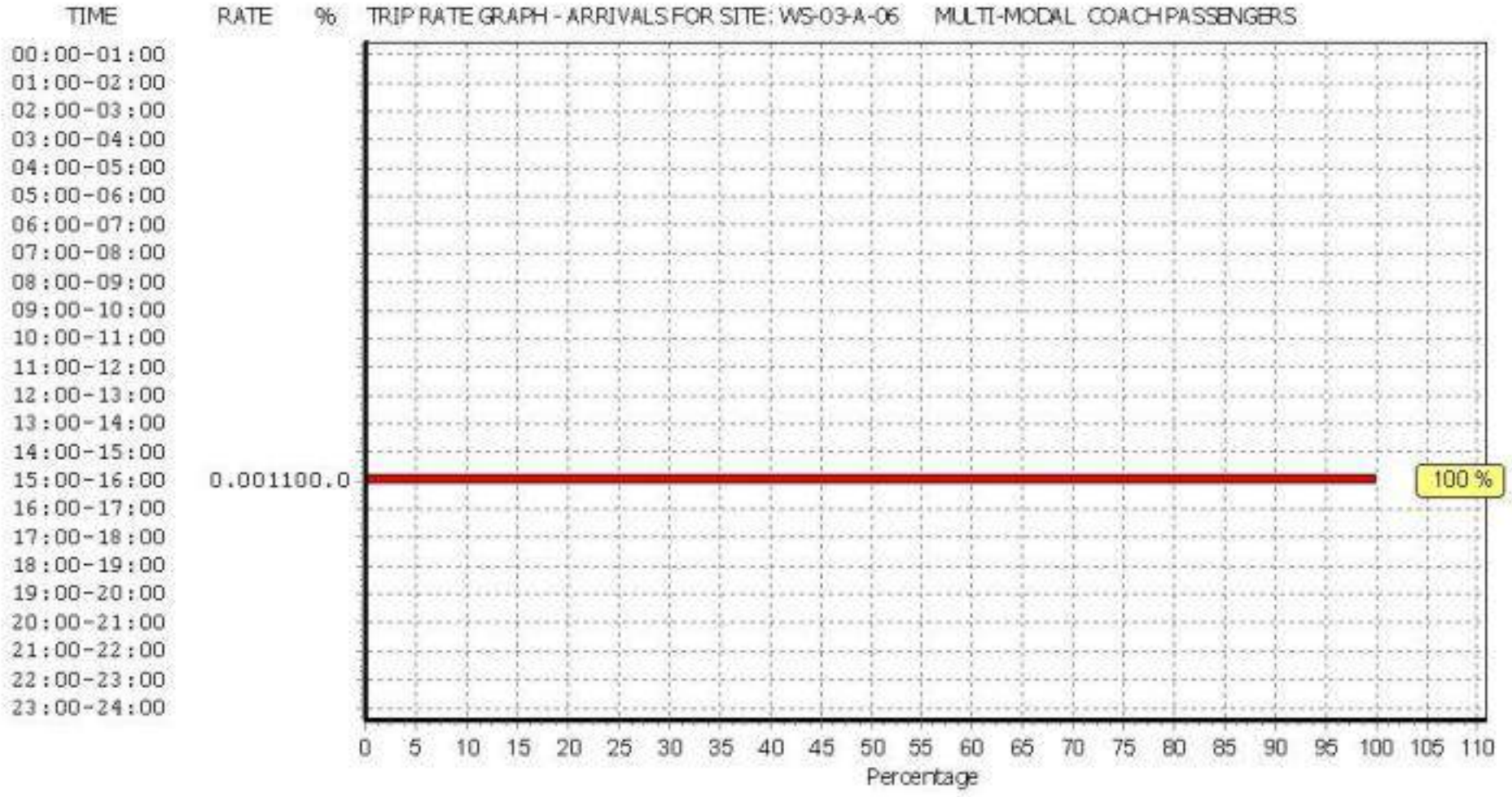
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

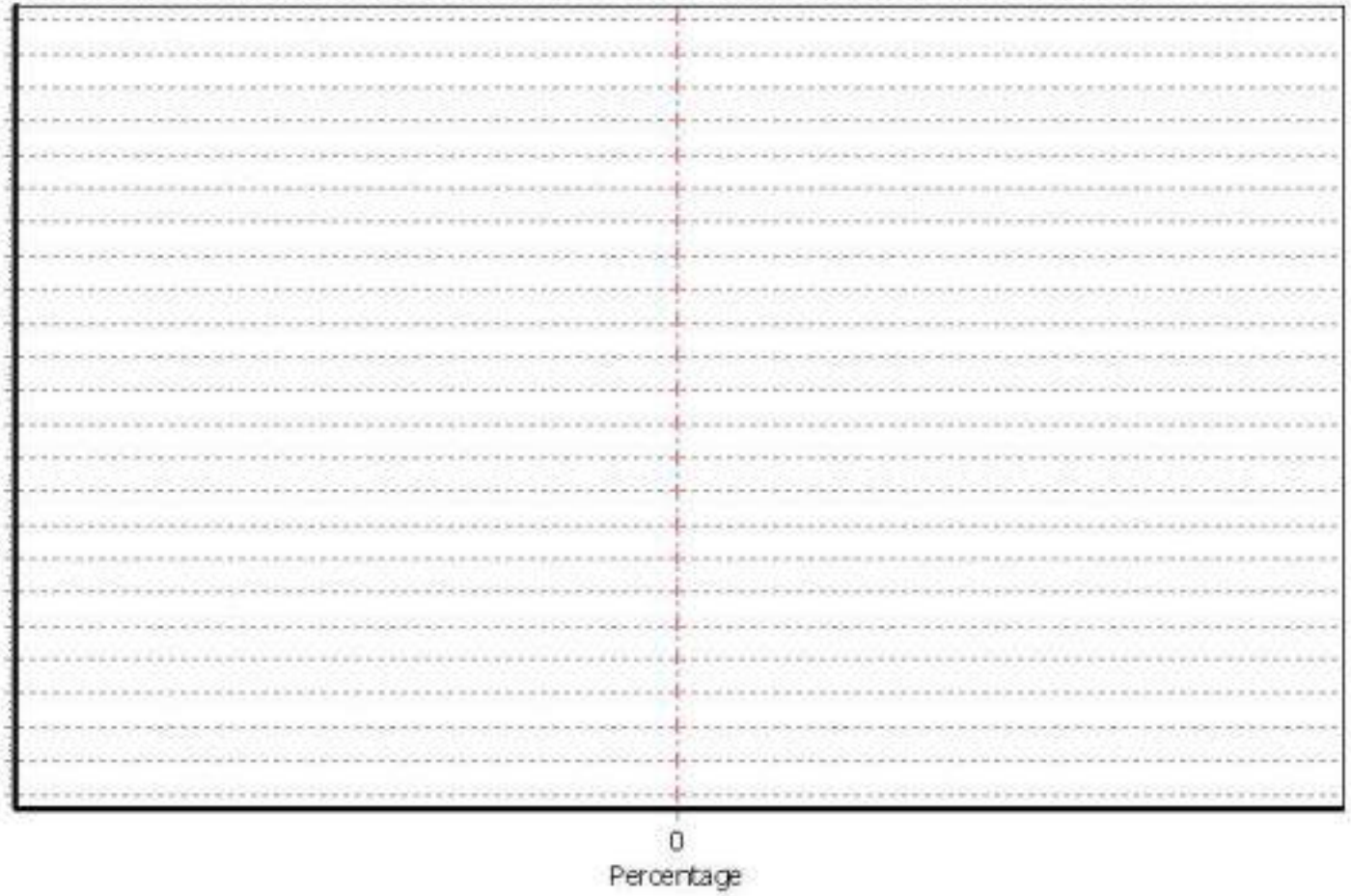
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



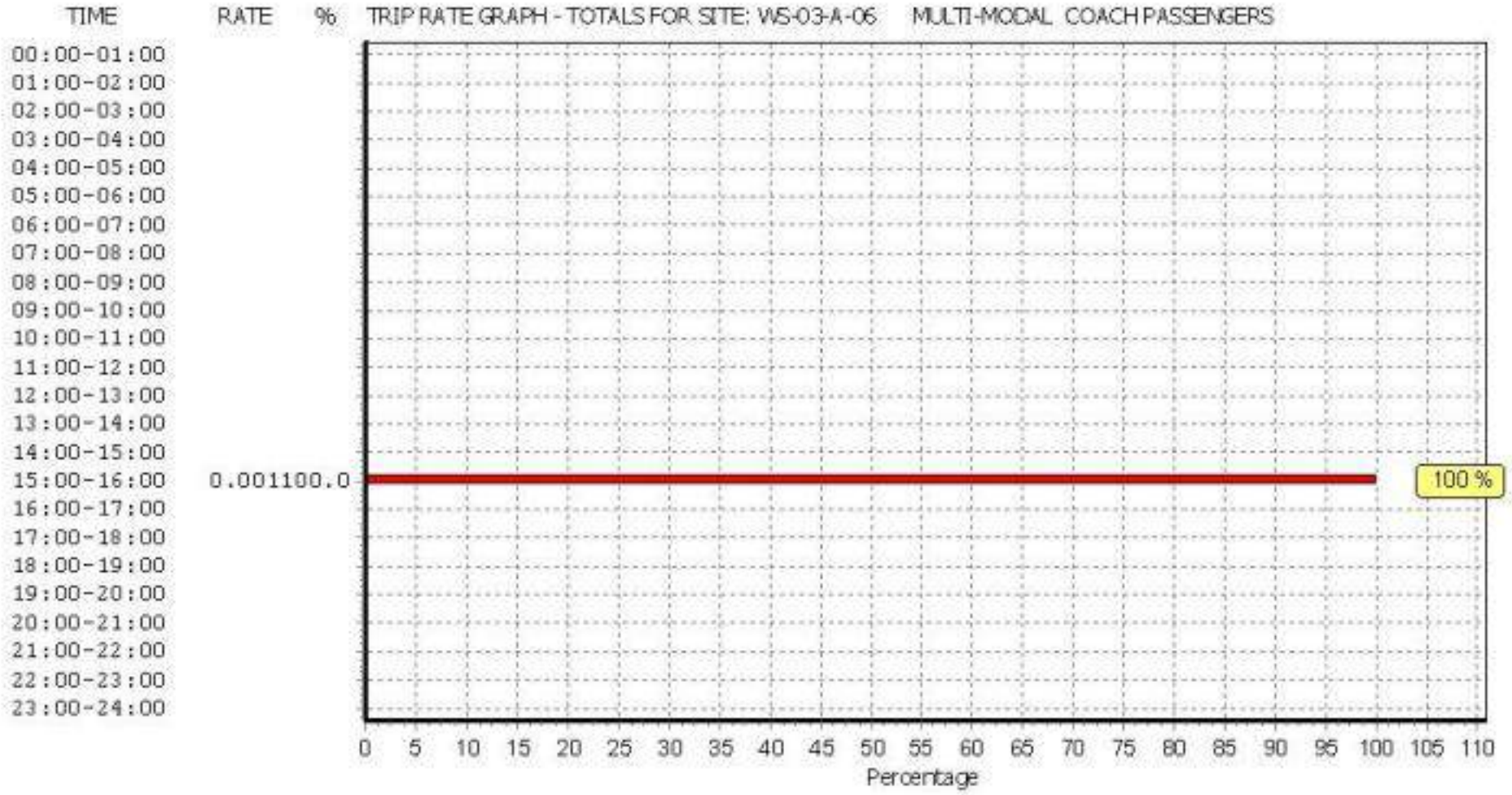
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TIME	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		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		

TRIP RATE GRAPH - DEPARTURES FOR SITE: WS-03-A-06 MULTI-MODAL COACH PASSENGERS



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	43	73	0.001	43	73	0.012	43	73	0.013
08:00 - 09:00	43	73	0.001	43	73	0.008	43	73	0.009
09:00 - 10:00	43	73	0.001	43	73	0.006	43	73	0.007
10:00 - 11:00	43	73	0.002	43	73	0.004	43	73	0.006
11:00 - 12:00	43	73	0.002	43	73	0.003	43	73	0.005
12:00 - 13:00	43	73	0.004	43	73	0.003	43	73	0.007
13:00 - 14:00	43	73	0.004	43	73	0.001	43	73	0.005
14:00 - 15:00	43	73	0.003	43	73	0.003	43	73	0.006
15:00 - 16:00	43	73	0.007	43	73	0.003	43	73	0.010
16:00 - 17:00	43	73	0.006	43	73	0.004	43	73	0.010
17:00 - 18:00	43	73	0.012	43	73	0.002	43	73	0.014
18:00 - 19:00	43	73	0.010	43	73	0.000	43	73	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.049			0.102

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

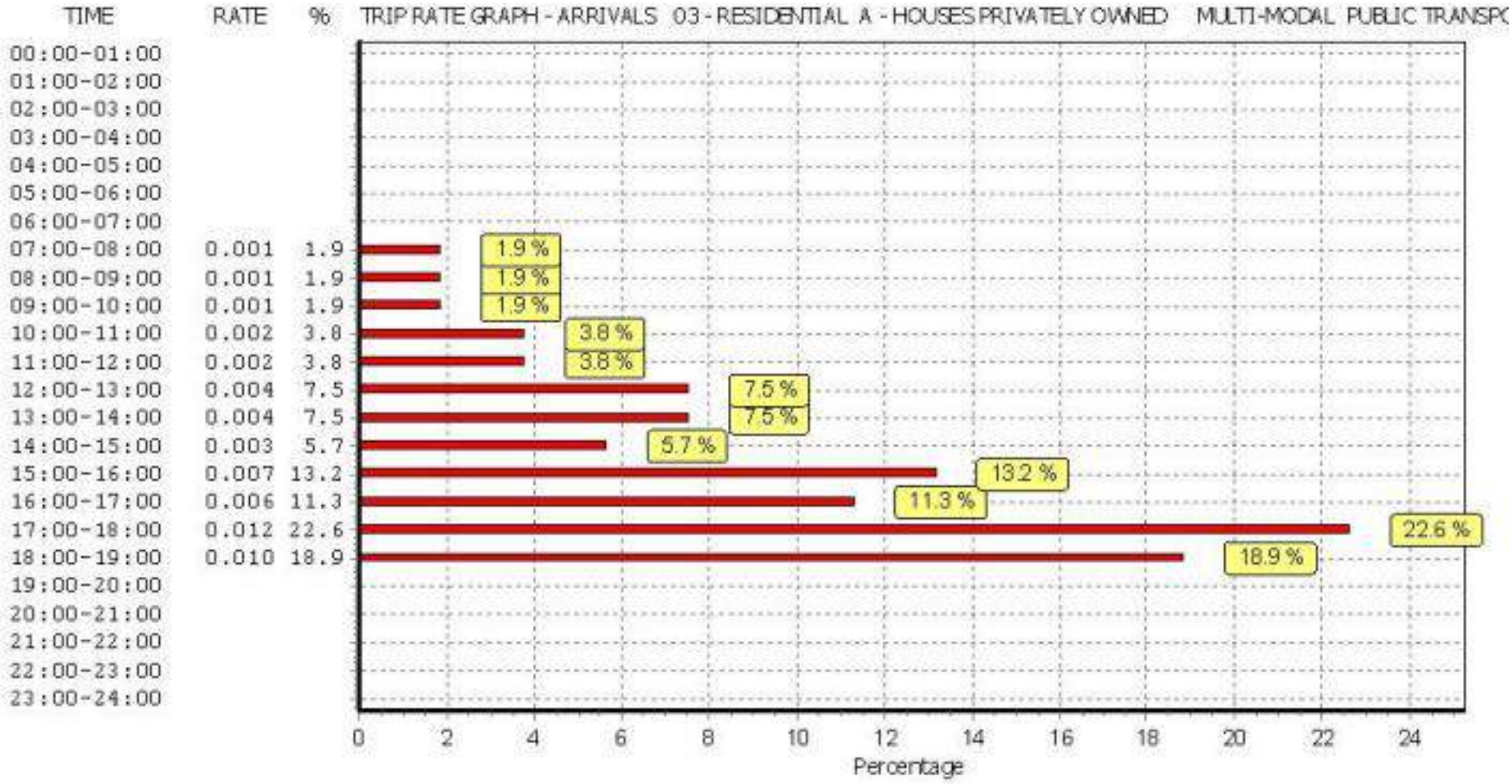
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

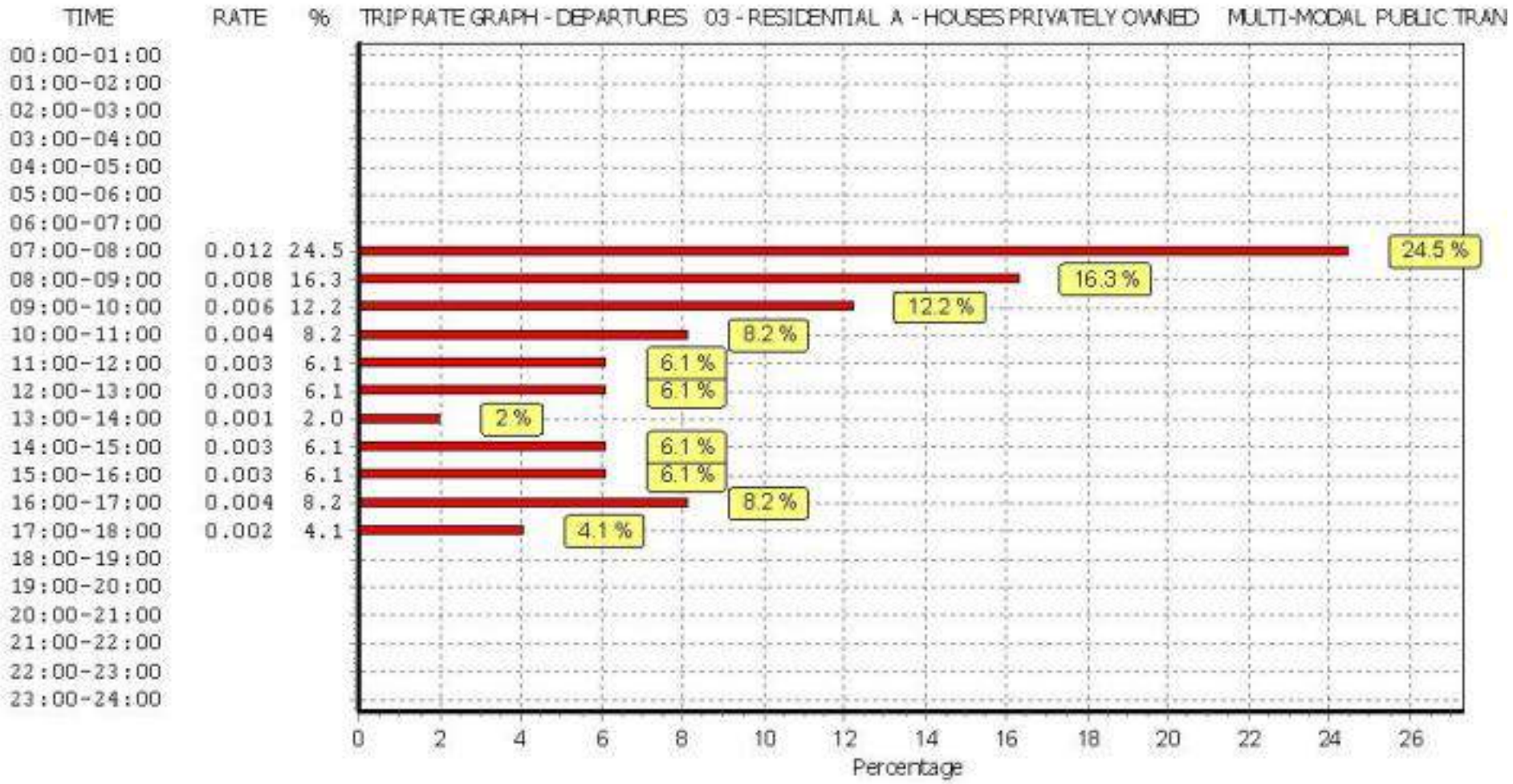
Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

WYG Lakeview Drive Nottingham Licence No: 705124



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

WYG Lakeview Drive Nottingham Licence No: 705124

TIME	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	0.013	12.7
08:00-09:00	0.009	8.8
09:00-10:00	0.007	6.9
10:00-11:00	0.006	5.9
11:00-12:00	0.005	4.9
12:00-13:00	0.007	6.9
13:00-14:00	0.005	4.9
14:00-15:00	0.006	5.9
15:00-16:00	0.010	9.8
16:00-17:00	0.010	9.8
17:00-18:00	0.014	13.7
18:00-19:00	0.010	9.8
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	43	73	0.107	43	73	0.436	43	73	0.543
08:00 - 09:00	43	73	0.199	43	73	0.741	43	73	0.940
09:00 - 10:00	43	73	0.216	43	73	0.271	43	73	0.487
10:00 - 11:00	43	73	0.207	43	73	0.251	43	73	0.458
11:00 - 12:00	43	73	0.219	43	73	0.239	43	73	0.458
12:00 - 13:00	43	73	0.242	43	73	0.245	43	73	0.487
13:00 - 14:00	43	73	0.240	43	73	0.245	43	73	0.485
14:00 - 15:00	43	73	0.241	43	73	0.291	43	73	0.532
15:00 - 16:00	43	73	0.536	43	73	0.289	43	73	0.825
16:00 - 17:00	43	73	0.480	43	73	0.275	43	73	0.755
17:00 - 18:00	43	73	0.538	43	73	0.269	43	73	0.807
18:00 - 19:00	43	73	0.386	43	73	0.262	43	73	0.648
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.611			3.814			7.425

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

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

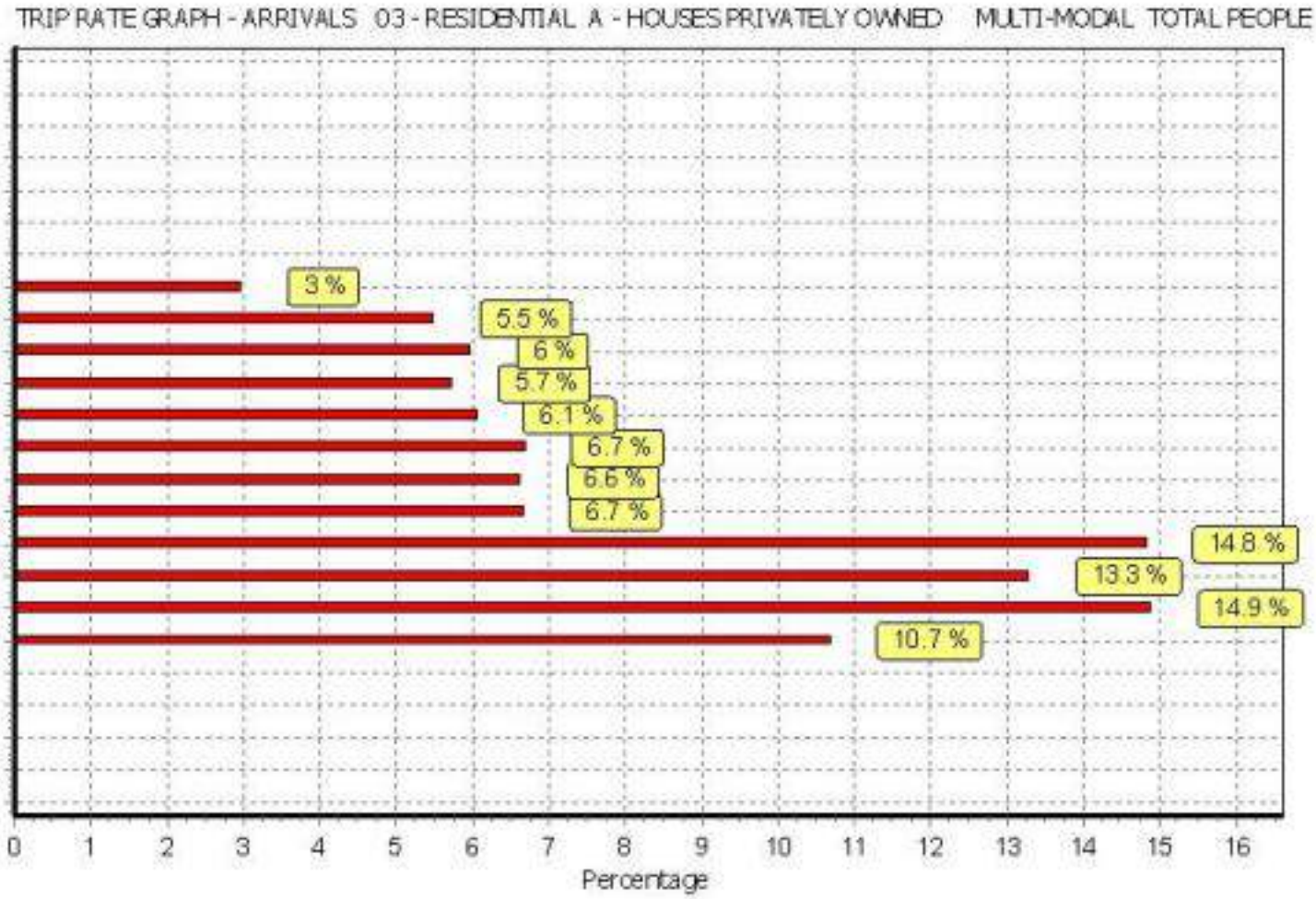
Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

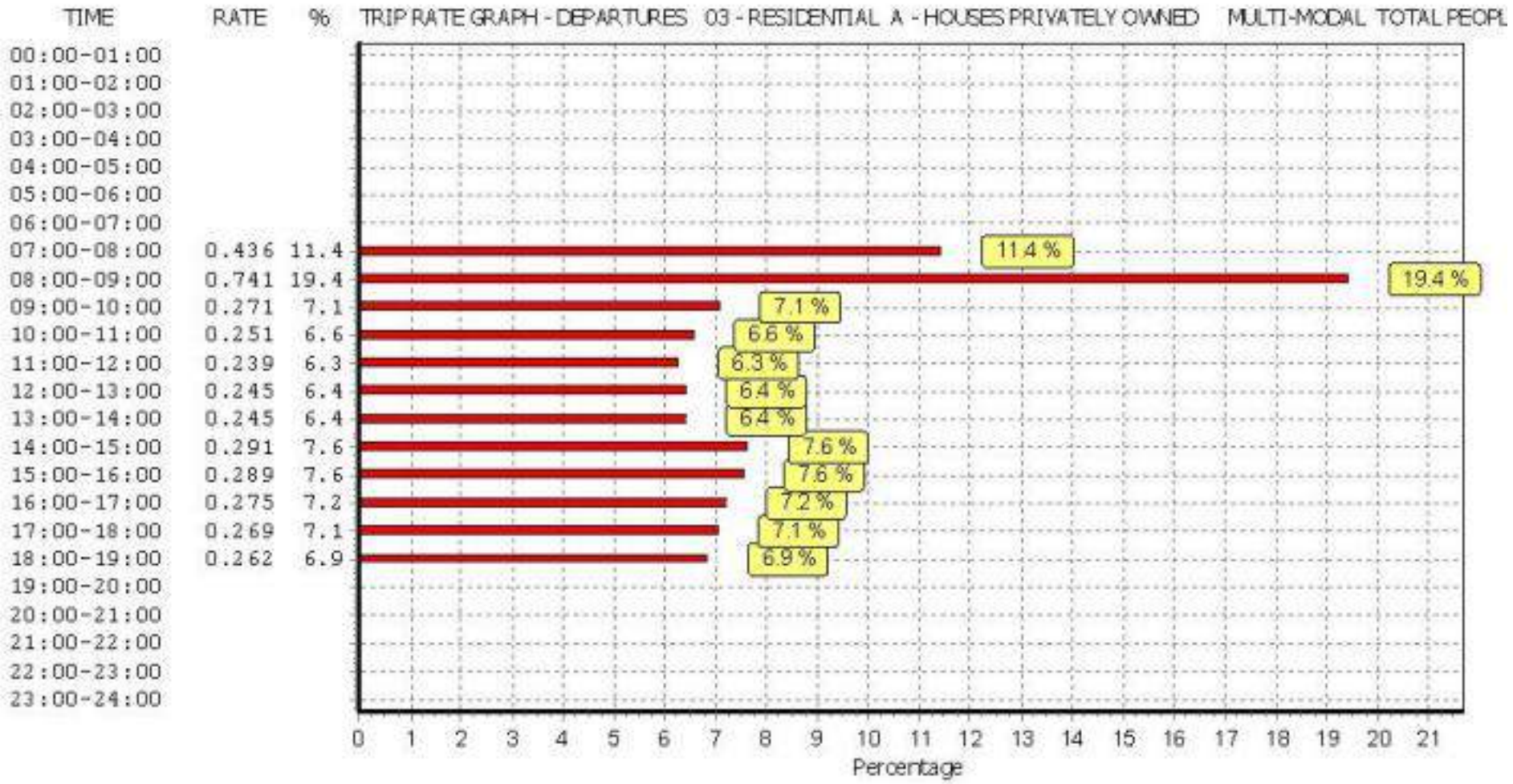
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

WYG Lakeview Drive Nottingham Licence No: 705124

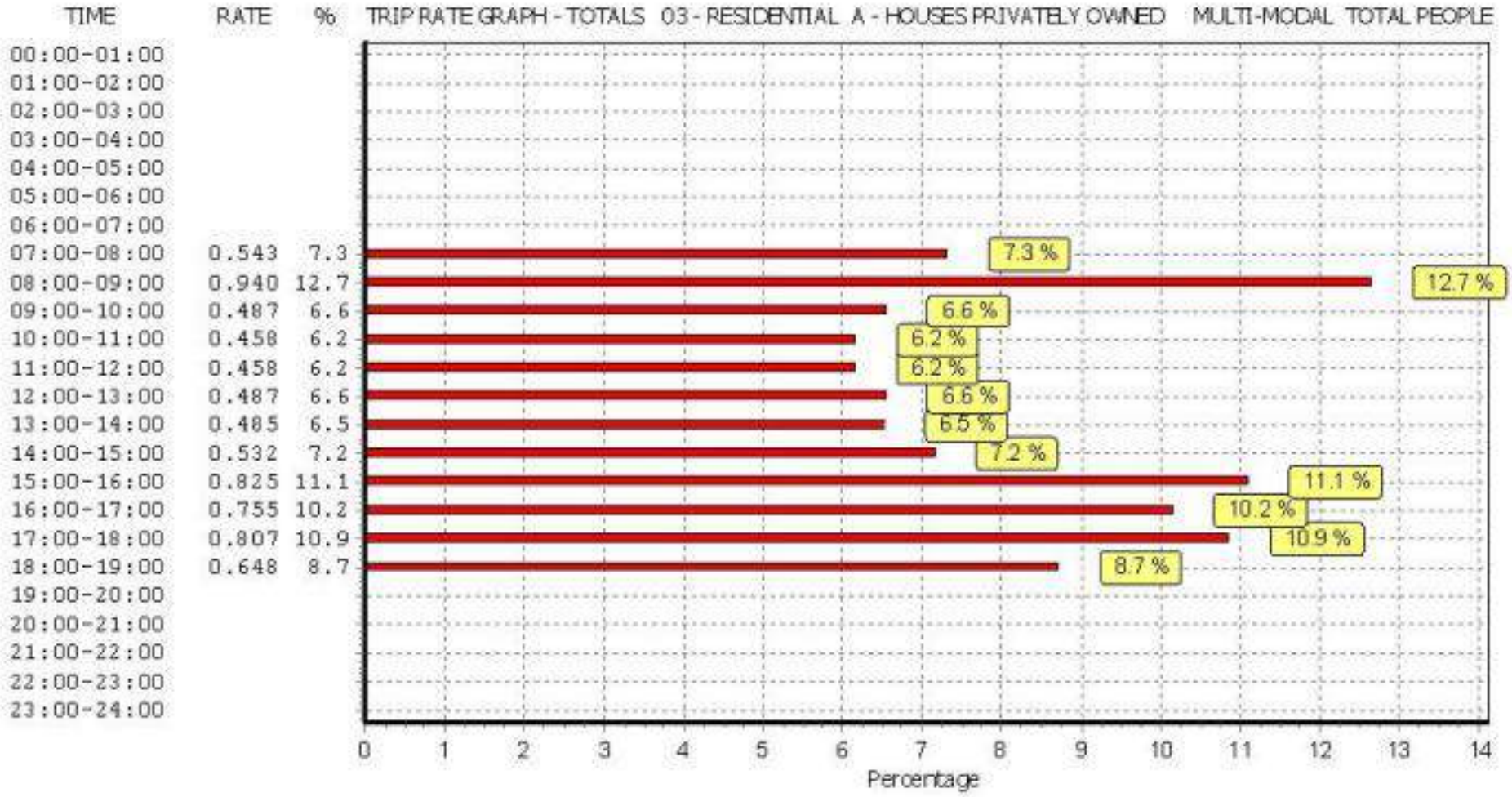
TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00	0.107	3.0
08:00-09:00	0.199	5.5
09:00-10:00	0.216	6.0
10:00-11:00	0.207	5.7
11:00-12:00	0.219	6.1
12:00-13:00	0.242	6.7
13:00-14:00	0.240	6.6
14:00-15:00	0.241	6.7
15:00-16:00	0.536	14.8
16:00-17:00	0.480	13.3
17:00-18:00	0.538	14.9
18:00-19:00	0.386	10.7
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix G – Future Year Base plus Development Flows

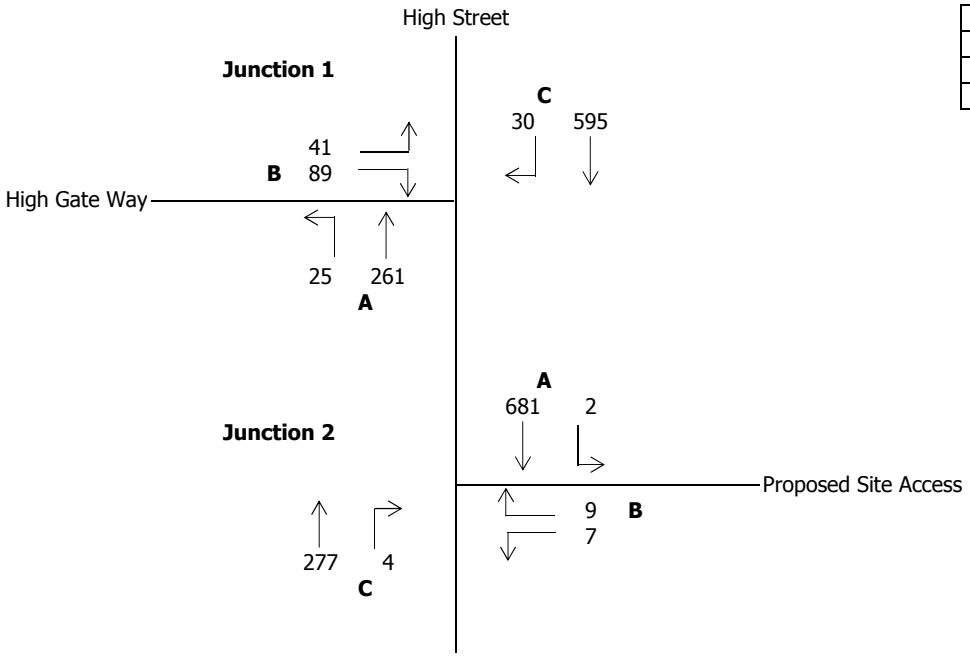
A100989 - Proposed Residential Development, Shafton
2023 Background plus Development Traffic Flows - AM Peak (pcus)

Junction 1

	A	B	C
A	0	25	261
B	89	0	41
C	595	30	0

Junction 2

	A	B	C
A	0	2	681
B	9	0	7
C	277	4	0



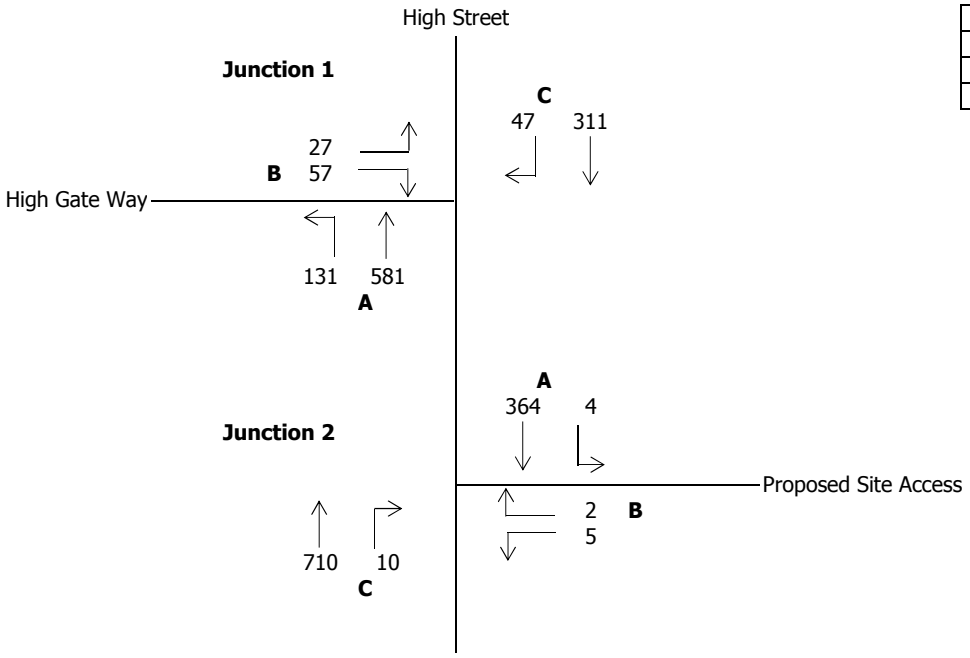
A100989 - Proposed Residential Development, Shafton
2023 Background plus Development Traffic Flows - PM Peak (pcus)

Junction 1

	A	B	C
A	0	131	581
B	57	0	27
C	311	47	0

Junction 2

	A	B	C
A	0	4	364
B	2	0	5
C	710	10	0



Appendix H – Capacity Assessments

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.0.4211 []
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Filename: High Street_Site Access March 2018.j9
Path: N:\Projects\A100989 - High Street, Shafton\calculations\Capacity Assessment
Report generation date: 12/03/2018 15:41:22

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2023 Background plus Proposed Development							
Stream B-AC	0.1	11.71	0.05	B	0.0	8.89	0.02	A
Stream C-AB	0.0	5.69	0.01	A	0.0	4.25	0.03	A
Stream C-A								
Stream A-B								
Stream A-C								

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

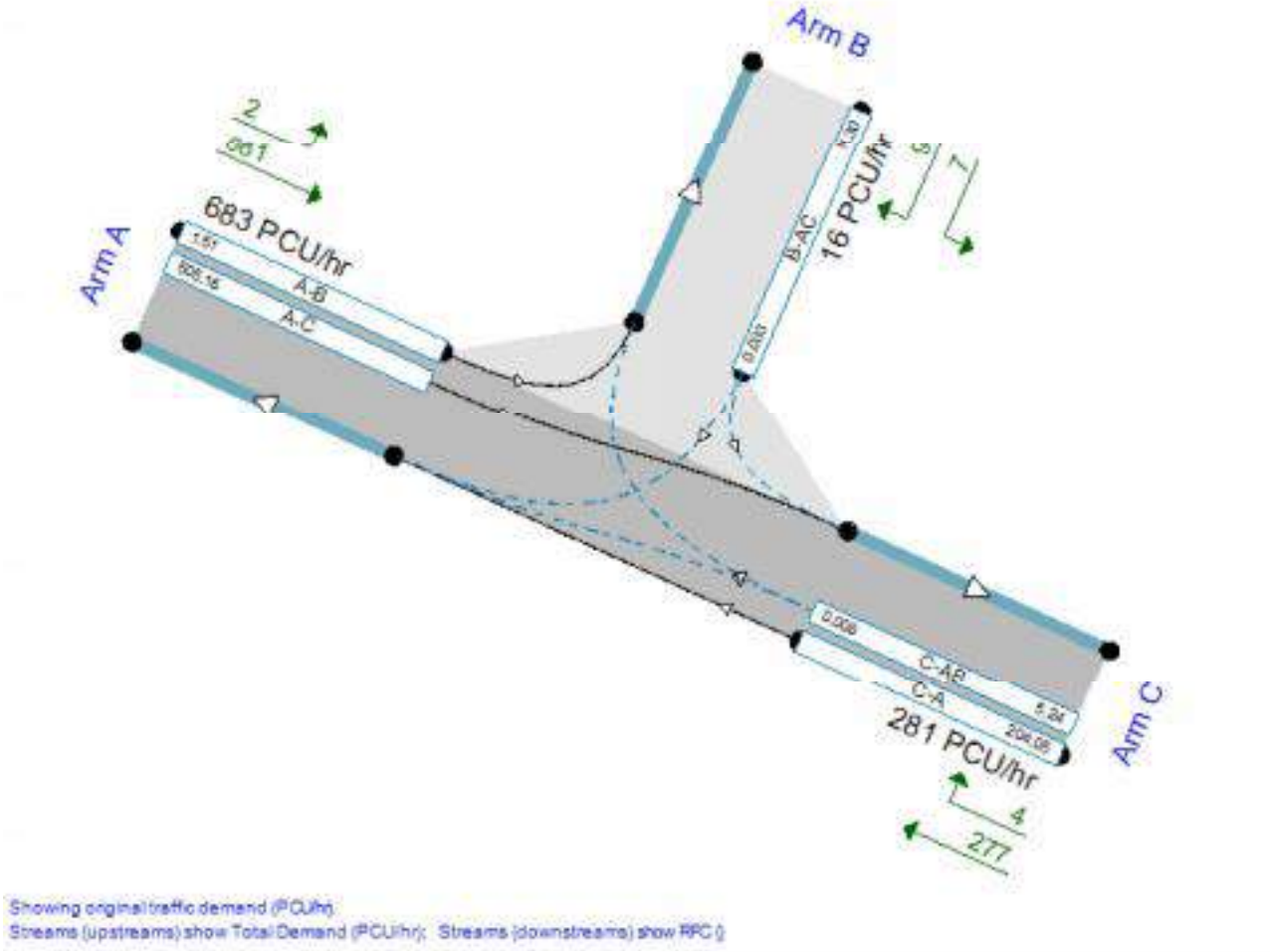
File summary

File Description

Title	High Street / Site Access
Location	Shafton
Site number	
Date	12/03/2018
Version	
Status	Preliminary
Identifier	
Client	Homes England
Jobnumber	A100989
Enumerator	WYG"nicola.siddall
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
2023 Background plus Proposed Development	AM	ONE HOUR	07:45	09:15	15
2023 Background plus Proposed Development	PM	ONE HOUR	16:45	18:15	15

2023 Background plus Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / Site Access	T-Junction	Two-way	0.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	High Street (Northwest)		Major
B	Site Access		Minor
C	High Street (Southeast)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.73			202.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.21	36	34

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	516.631	0.091	0.230	0.145	0.329
1	B-C	658.973	0.098	0.247	-	-
1	C-B	690.944	0.259	0.259	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D1	2023 Background plus Proposed Development	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	683.00	100.000
B		✓	16.00	100.000
C		✓	281.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0.000	2.000	681.000
	B	9.000	0.000	7.000
	C	277.000	4.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	11.71	0.1	B
C-AB	0.01	5.69	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	12.05	424.77	0.028	11.92	0.0	9.588	A
C-AB	4.22	699.86	0.006	4.19	0.0	5.692	A
C-A	207.33			207.33			
A-B	1.51			1.51			
A-C	512.69			512.69			

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

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	14.38	395.95	0.036	14.35	0.0	10.375	B
C-AB	5.43	704.31	0.008	5.42	0.0	5.665	A
C-A	247.18			247.18			
A-B	1.80			1.80			
A-C	612.21			612.21			

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

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	17.62	355.69	0.050	17.55	0.1	11.711	B
C-AB	7.41	711.64	0.010	7.39	0.0	5.622	A
C-A	301.98			301.98			
A-B	2.20			2.20			
A-C	749.79			749.79			

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

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	17.62	355.69	0.050	17.61	0.1	11.712	B
C-AB	7.41	711.64	0.010	7.41	0.0	5.622	A
C-A	301.98			301.98			
A-B	2.20			2.20			
A-C	749.79			749.79			

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

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	14.38	395.95	0.036	14.44	0.0	10.381	B
C-AB	5.44	704.32	0.008	5.45	0.0	5.668	A
C-A	247.18			247.18			
A-B	1.80			1.80			
A-C	612.21			612.21			

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

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	12.05	424.77	0.028	12.08	0.0	9.596	A
C-AB	4.23	699.86	0.006	4.24	0.0	5.692	A
C-A	207.32			207.32			
A-B	1.51			1.51			
A-C	512.69			512.69			

2023 Background plus Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / Site Access	T-Junction	Two-way	0.15	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D2	2023 Background plus Proposed Development	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	368.00	100.000
B		✓	7.00	100.000

C		✓	720.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0.000	4.000	364.000
	B	2.000	0.000	5.000
	C	710.000	10.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.89	0.0	A
C-AB	0.03	4.25	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	5.27	506.55	0.010	5.22	0.0	7.899	A
C-AB	14.94	947.46	0.016	14.86	0.0	4.246	A
C-A	527.11			527.11			
A-B	3.01			3.01			
A-C	274.04			274.04			

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	6.29	484.62	0.013	6.28	0.0	8.278	A
C-AB	20.03	992.89	0.020	20.00	0.0	4.070	A
C-A	627.24			627.24			
A-B	3.60			3.60			
A-C	327.23			327.23			

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

B-AC	7.71	453.01	0.017	7.69	0.0	8.892	A
C-AB	28.43	1051.92	0.027	28.38	0.0	3.868	A
C-A	764.31			764.31			
A-B	4.40			4.40			
A-C	400.77			400.77			

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	7.71	453.00	0.017	7.71	0.0	8.892	A
C-AB	28.44	1051.94	0.027	28.44	0.0	3.869	A
C-A	764.29			764.29			
A-B	4.40			4.40			
A-C	400.77			400.77			

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	6.29	484.61	0.013	6.31	0.0	8.279	A
C-AB	20.05	992.92	0.020	20.09	0.0	4.072	A
C-A	627.21			627.21			
A-B	3.60			3.60			
A-C	327.23			327.23			

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	5.27	506.53	0.010	5.28	0.0	7.901	A
C-AB	14.99	947.50	0.016	15.02	0.0	4.246	A
C-A	527.06			527.06			
A-B	3.01			3.01			
A-C	274.04			274.04			