

Audit Code: da9222ac-097b-42bc-b807-c667475fbde8

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	10	283	0.002	0.004	0.006
08:00-09:00	10	283	0.002	0.006	0.008
09:00-10:00	10	283	0.001	0.001	0.002
10:00-11:00	10	283	0.001	0.002	0.003
11:00-12:00	10	283	0.001	0.003	0.004
12:00-13:00	10	283	0.002	0.001	0.003
13:00-14:00	10	283	0.001	0.000	0.001
14:00-15:00	10	283	0.002	0.002	0.004
15:00-16:00	10	283	0.004	0.003	0.007
16:00-17:00	10	283	0.008	0.004	0.012
17:00-18:00	10	283	0.006	0.006	0.012
18:00-19:00	10	283	0.005	0.003	0.008
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.035	0.035	0.070

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

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

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Audit Code: da9222ac-097b-42bc-b807-c667475fbde8

Parameter Summary:

Trip rate parameter range selected:	200 - 400 (units: DWELLS)
Survey date date range:	27/09/2017 - 12/06/2024
Number of weekdays (Monday-Friday):	10
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 shown. 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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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	10	283	0.001	0.000	0.001
08:00-09:00	10	283	0.000	0.000	0.000
09:00-10:00	10	283	0.000	0.000	0.000
10:00-11:00	10	283	0.000	0.000	0.000
11:00-12:00	10	283	0.000	0.000	0.000
12:00-13:00	10	283	0.000	0.000	0.000
13:00-14:00	10	283	0.000	0.000	0.000
14:00-15:00	10	283	0.000	0.000	0.000
15:00-16:00	10	283	0.000	0.000	0.000
16:00-17:00	10	283	0.000	0.000	0.000
17:00-18:00	10	283	0.000	0.000	0.000
18:00-19:00	10	283	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.001	0.000	0.001

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Parameter Summary:

Trip rate parameter range selected:	200 - 400 (units: DWELLS)
Survey date date range:	12/06/2024 - 12/06/2024
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	10	283	0.001	0.001	0.002
08:00-09:00	10	283	0.001	0.002	0.003
09:00-10:00	10	283	0.002	0.001	0.003
10:00-11:00	10	283	0.002	0.002	0.004
11:00-12:00	10	283	0.002	0.002	0.004
12:00-13:00	10	283	0.002	0.004	0.006
13:00-14:00	10	283	0.002	0.001	0.003
14:00-15:00	10	283	0.001	0.002	0.003
15:00-16:00	10	283	0.003	0.004	0.007
16:00-17:00	10	283	0.001	0.001	0.002
17:00-18:00	10	283	0.001	0.001	0.002
18:00-19:00	10	283	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.018	0.021	0.039

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

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Parameter Summary:

Trip rate parameter range selected:	200 - 400 (units: DWELLS)
Survey date date range:	27/09/2017 - 12/06/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Taxis

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	10	283	0.001	0.001	0.002
08:00-09:00	10	283	0.005	0.004	0.009
09:00-10:00	10	283	0.002	0.002	0.004
10:00-11:00	10	283	0.001	0.002	0.003
11:00-12:00	10	283	0.001	0.001	0.002
12:00-13:00	10	283	0.001	0.001	0.002
13:00-14:00	10	283	0.002	0.001	0.003
14:00-15:00	10	283	0.002	0.002	0.004
15:00-16:00	10	283	0.004	0.003	0.007
16:00-17:00	10	283	0.001	0.001	0.002
17:00-18:00	10	283	0.001	0.001	0.002
18:00-19:00	10	283	0.001	0.002	0.003
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.022	0.021	0.043

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

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Survey date date range:	27/09/2017 - 12/06/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cars

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	10	283	0.056	0.283	0.339
08:00-09:00	10	283	0.108	0.301	0.409
09:00-10:00	10	283	0.091	0.129	0.220
10:00-11:00	10	283	0.076	0.106	0.182
11:00-12:00	10	283	0.100	0.111	0.211
12:00-13:00	10	283	0.113	0.100	0.213
13:00-14:00	10	283	0.124	0.104	0.228
14:00-15:00	10	283	0.124	0.135	0.259
15:00-16:00	10	283	0.224	0.125	0.349
16:00-17:00	10	283	0.237	0.135	0.372
17:00-18:00	10	283	0.308	0.123	0.431
18:00-19:00	10	283	0.255	0.125	0.380
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.816	1.777	3.593

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Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

LGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	10	283	0.013	0.029	0.042
08:00-09:00	10	283	0.011	0.019	0.030
09:00-10:00	10	283	0.019	0.016	0.035
10:00-11:00	10	283	0.015	0.014	0.029
11:00-12:00	10	283	0.019	0.021	0.040
12:00-13:00	10	283	0.016	0.014	0.030
13:00-14:00	10	283	0.019	0.023	0.042
14:00-15:00	10	283	0.015	0.014	0.029
15:00-16:00	10	283	0.011	0.018	0.029
16:00-17:00	10	283	0.023	0.016	0.039
17:00-18:00	10	283	0.023	0.008	0.031
18:00-19:00	10	283	0.011	0.008	0.019
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.195	0.200	0.395

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

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Trip rate parameter range selected:	200 - 400 (units: DWELLS)
Survey date date range:	27/09/2017 - 12/06/2024
Number of weekdays (Monday-Friday):	10
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 shown. 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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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Motorcycles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	10	283	0.000	0.001	0.001
08:00-09:00	10	283	0.000	0.001	0.001
09:00-10:00	10	283	0.000	0.001	0.001
10:00-11:00	10	283	0.000	0.000	0.000
11:00-12:00	10	283	0.001	0.002	0.003
12:00-13:00	10	283	0.001	0.001	0.002
13:00-14:00	10	283	0.001	0.001	0.002
14:00-15:00	10	283	0.001	0.001	0.002
15:00-16:00	10	283	0.001	0.001	0.002
16:00-17:00	10	283	0.001	0.001	0.002
17:00-18:00	10	283	0.003	0.001	0.004
18:00-19:00	10	283	0.002	0.002	0.004
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.011	0.013	0.024

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

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Trip rate parameter range selected:	200 - 400 (units: DWELLS)
Survey date date range:	27/09/2017 - 12/06/2024
Number of weekdays (Monday-Friday):	9
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.

Audit Code: da9222ac-097b-42bc-b807-c667475fbde8

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	10	283	0.089	0.466	0.555
08:00-09:00	10	283	0.169	0.578	0.747
09:00-10:00	10	283	0.156	0.219	0.375
10:00-11:00	10	283	0.126	0.173	0.299
11:00-12:00	10	283	0.167	0.200	0.367
12:00-13:00	10	283	0.190	0.175	0.365
13:00-14:00	10	283	0.212	0.183	0.395
14:00-15:00	10	283	0.201	0.220	0.421
15:00-16:00	10	283	0.416	0.228	0.644
16:00-17:00	10	283	0.438	0.222	0.660
17:00-18:00	10	283	0.536	0.203	0.739
18:00-19:00	10	283	0.416	0.225	0.641
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.116	3.092	6.208

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: da9222ac-097b-42bc-b807-c667475fbde8

Parameter Summary:

Trip rate parameter range selected:	200 - 400 (units: DWELLS)
Survey date date range:	27/09/2017 - 12/06/2024
Number of weekdays (Monday-Friday):	10
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.

Audit Code: da9222ac-097b-42bc-b807-c667475fbde8

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	10	283	0.014	0.032	0.046
08:00-09:00	10	283	0.029	0.070	0.099
09:00-10:00	10	283	0.029	0.029	0.058
10:00-11:00	10	283	0.020	0.016	0.036
11:00-12:00	10	283	0.023	0.024	0.047
12:00-13:00	10	283	0.028	0.025	0.053
13:00-14:00	10	283	0.023	0.022	0.045
14:00-15:00	10	283	0.022	0.032	0.054
15:00-16:00	10	283	0.074	0.044	0.118
16:00-17:00	10	283	0.057	0.035	0.092
17:00-18:00	10	283	0.043	0.034	0.077
18:00-19:00	10	283	0.032	0.043	0.075
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.394	0.406	0.800

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

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Audit Code: da9222ac-097b-42bc-b807-c667475fbde8

Parameter Summary:

Trip rate parameter range selected:	200 - 400 (units: DWELLS)
Survey date date range:	27/09/2017 - 12/06/2024
Number of weekdays (Monday-Friday):	10
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: da9222ac-097b-42bc-b807-c667475fbde8

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	10	283	0.000	0.025	0.025
08:00-09:00	10	283	0.006	0.031	0.037
09:00-10:00	10	283	0.001	0.008	0.009
10:00-11:00	10	283	0.001	0.003	0.004
11:00-12:00	10	283	0.003	0.005	0.008
12:00-13:00	10	283	0.001	0.002	0.003
13:00-14:00	10	283	0.004	0.003	0.007
14:00-15:00	10	283	0.004	0.003	0.007
15:00-16:00	10	283	0.024	0.007	0.031
16:00-17:00	10	283	0.018	0.004	0.022
17:00-18:00	10	283	0.013	0.002	0.015
18:00-19:00	10	283	0.014	0.005	0.019
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.089	0.098	0.187

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

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Audit Code: da9222ac-097b-42bc-b807-c667475fbde8

Parameter Summary:

Trip rate parameter range selected:	200 - 400 (units: DWELLS)
Survey date date range:	27/09/2017 - 12/06/2024
Number of weekdays (Monday-Friday):	10
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.

Audit Code: da9222ac-097b-42bc-b807-c667475fbde8

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	10	283	0.000	0.015	0.015
08:00-09:00	10	283	0.006	0.022	0.028
09:00-10:00	10	283	0.001	0.006	0.007
10:00-11:00	10	283	0.001	0.002	0.003
11:00-12:00	10	283	0.003	0.004	0.007
12:00-13:00	10	283	0.001	0.001	0.002
13:00-14:00	10	283	0.003	0.002	0.005
14:00-15:00	10	283	0.003	0.003	0.006
15:00-16:00	10	283	0.020	0.006	0.026
16:00-17:00	10	283	0.016	0.004	0.020
17:00-18:00	10	283	0.006	0.002	0.008
18:00-19:00	10	283	0.011	0.005	0.016
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.071	0.072	0.143

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

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Audit Code: da9222ac-097b-42bc-b807-c667475fbde8

Parameter Summary:

Trip rate parameter range selected:	200 - 400 (units: DWELLS)
Survey date date range:	27/09/2017 - 12/06/2024
Number of weekdays (Monday-Friday):	10
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 shown. 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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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Coach Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	10	283	0.000	0.000	0.000
08:00-09:00	10	283	0.000	0.000	0.000
09:00-10:00	10	283	0.000	0.000	0.000
10:00-11:00	10	283	0.000	0.000	0.000
11:00-12:00	10	283	0.000	0.000	0.000
12:00-13:00	10	283	0.000	0.000	0.000
13:00-14:00	10	283	0.000	0.000	0.000
14:00-15:00	10	283	0.000	0.000	0.000
15:00-16:00	10	283	0.000	0.000	0.000
16:00-17:00	10	283	0.000	0.000	0.000
17:00-18:00	10	283	0.000	0.000	0.000
18:00-19:00	10	283	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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Audit Code: da9222ac-097b-42bc-b807-c667475fbde8

Parameter Summary:

Trip rate parameter range selected:	200 - 400 (units: DWELLS)
Survey date date range:	12/06/2024 - 12/06/2024
Number of weekdays (Monday-Friday):	1
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.

Audit Code: da9222ac-097b-42bc-b807-c667475fbde8

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Rail Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	10	283	0.000	0.010	0.010
08:00-09:00	10	283	0.000	0.009	0.009
09:00-10:00	10	283	0.000	0.002	0.002
10:00-11:00	10	283	0.000	0.001	0.001
11:00-12:00	10	283	0.000	0.001	0.001
12:00-13:00	10	283	0.000	0.001	0.001
13:00-14:00	10	283	0.001	0.000	0.001
14:00-15:00	10	283	0.001	0.000	0.001
15:00-16:00	10	283	0.003	0.001	0.004
16:00-17:00	10	283	0.002	0.000	0.002
17:00-18:00	10	283	0.007	0.000	0.007
18:00-19:00	10	283	0.004	0.001	0.005
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.018	0.026	0.044

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

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Audit Code: da9222ac-097b-42bc-b807-c667475fbde8

Parameter Summary:

Trip rate parameter range selected:	200 - 400 (units: DWELLS)
Survey date date range:	27/09/2017 - 12/06/2024
Number of weekdays (Monday-Friday):	5
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.

APPENDIX F. ATE Assessment

Active Travel England Assessment

Appendix F : Active Travel England Checklist Summary

Criterion	Where Addressed
1. Trip Generation and Assignment	Section 8 of this TA details the pedestrian and cycle trip generation of the proposed development. Section 8 also provides the traffic assignment and impact assessment. The forecasts seek a 25-30% non-car mode share, which is considered appropriate for the edge of settlement location of the development.
2. Active Travel Route Audit	Section 3 of this TA describes the existing active travel infrastructure. Section 5 provides a WCHAR assessment of four key routes including for journeys to local schools.
3. Pedestrian access to local amenities	Section 5 of this TA details the local amenities in proximity to the site measured via walking and cycling routes. Section 6 demonstrates the proposed pedestrian provision for access to the site. Section 5 provides a strategy to ensure that opportunities for making walking journeys to key local destinations are adequately taken up.
4. Cycling Accessibility	Section 3 of this TA shows existing cycle facilities in proximity to the site. Section 5 provides a strategy to ensure that opportunities for making cycling journeys to key local destinations are adequately taken up.
5. Access to public transport	Section 3 of this TA summarises the access to public transport services. Section 5 provides a proposal to extend the new bus service provided by the Phase 1 development into this site.
6. Off-Site Transport Infrastructure	The proposed footway improvement on Sandridge Common as described in Section 6 is designed having regard to Inclusive Mobility, MfS and LTN 1/20. Mechanisms for delivery of proposed infrastructure are identified.
7. Site permeability	Multiple points of access are proposed for pedestrians and cyclists as set out in Section 6. The site provides a well-connected layout providing shorter routes to local facilities by walking and cycling than by private car. The site provides connectivity to the PRoW network.
8. Placemaking	Section 6 provides the Illustrative masterplan. Internal layout and street design is a reserved matter. Connectivity is proposed to the Phase 1 site. The parameters plans demonstrate that the layout will provide a range of accessible open spaces across and connectivity to the PRoW network.
9. Cycle parking and trip end facilities	At reserved matters stage, cycle parking will be provided in line with local standards – see Section 2 and Section 6.
10. Travel Planning	A framework travel plan is submitted with the planning application – see Report reference ITB12069-022A. This includes mode share targets set over a 5-year period, hard and soft travel plan measures and a strategy for monitoring and review.

APPENDIX G.Traffic Distribution

Combined Trip Distribution

[illegible]

[illegible]

Area	Car Mode Split	Proportion by Car	Route Split	Proportion on Route	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7	Time
Amesbury	86%	0.20%	50%	0.10%	Sandridge Common East	Sandridge Common East	A342 Devises Road South	-	-	-	-	
			50%	0.10%	Sandridge Common West	Thyme Road	Snowberry Lane	Spa Road	Bath Road	Bath Road	-	
Basingstoke and Deane	100%	0.17%	100%	0.17%	Sandridge Common East	Sandridge Common East	A342 Devises Road North	A3102 East	-	-	-	
Bath	83%	10.38%	50%	5.19%	Sandridge Common West	Sandridge Common West	Sandridge Road	Lowbourne	Bank Street	Bradford Road	Bradford Road	
			50%	5.19%	Sandridge Common West	Sandridge Common West	Sandridge Road	Lowbourne	Bank Street	Bradford Road	Bath Road	
Bowerhill	59%	13.81%	100%	13.81%	Sandridge Common West	Thyme Road	Snowberry Lane	Spa Road	Bowehill	-	-	
Bradford on Avon	78%	3.47%	100%	3.47%	Sandridge Common West	Sandridge Common West	Sandridge Road	Lowbourne	Bank Street	Bradford Road	Bradford Road	
Bristol	82%	2.14%	100%	2.14%	Sandridge Common West	New Road	Lower Woodrow	Forest Lane	The Wharf	A350 North	-	
Calne	89%	2.48%	100%	2.48%	Sandridge Common East	Sandridge Common East	A342 Devises Road North	A3102 East	-	-	-	
Chippenham	93%	6.77%	100%	6.77%	Sandridge Common West	New Road	Lower Woodrow	Forest Lane	The Wharf	A350 North	-	
Corsham	90%	11.33%	20%	2.27%	Sandridge Common West	New Road	Lower Woodrow	Forest Lane	The Wharf	A350 North	-	
			80%	9.06%	Sandridge Common West	Sandridge Common West	Sandridge Road	Lowbourne	Bank Street	Bradford Road	Bath Road	
Cotswold	83%	0.34%	20%	0.07%	Sandridge Common West	New Road	Lower Woodrow	Forest Lane	The Wharf	A350 North	-	
			80%	0.27%	Sandridge Common East	Sandridge Common East	A342 Devises Road North	A342 Devises Road North	-	-	-	
Devizes	90%	9.19%	100%	9.19%	Sandridge Common East	Sandridge Common East	A342 Devises Road South	-	-	-	-	
East Midlands	83%	0.17%	100%	0.17%	Sandridge Common West	New Road	Lower Woodrow	Forest Lane	The Wharf	A350 North	-	
Malmesbury	100%	0.27%	100%	0.27%	Sandridge Common West	New Road	Lower Woodrow	Forest Lane	The Wharf	A350 North	-	
Marlborough	100%	0.31%	100%	0.31%	Sandridge Common East	Sandridge Common East	A342 Devises Road North	A3102 East	-	-	-	
Melksham Central	72%	10.85%	100%	10.85%	Sandridge Common West	Sandridge Common West	Sandridge Road	Lowbourne	High Street	-	-	
Mendip	100%	1.33%	100%	1.33%	Sandridge Common West	Thyme Road	Snowberry Lane	Spa Road	Western Way	A350 South	-	
North Dorset	71%	0.17%	100%	0.17%	Sandridge Common West	Thyme Road	Snowberry Lane	Spa Road	Western Way	A350 South	-	
North Somerset	100%	0.58%	100%	0.58%	Sandridge Common West	New Road	Lower Woodrow	Forest Lane	The Wharf	A350 North	-	
Other East	89%	0.27%	100%	0.27%	Sandridge Common West	New Road	Lower Woodrow	Forest Lane	The Wharf	A350 North	-	
Other North	100%	0.17%	100%	0.17%	Sandridge Common West	New Road	Lower Woodrow	Forest Lane	The Wharf	A350 North	-	
Salisbury	69%	1.19%	100%	1.19%	Sandridge Common West	Thyme Road	Snowberry Lane	Spa Road	Bath Road	Bath Road	-	
South Gloucestershire	96%	3.23%	100%	3.23%	Sandridge Common West	New Road	Lower Woodrow	Forest Lane	The Wharf	A350 North	-	
South Somerset	86%	0.20%	100%	0.20%	Sandridge Common West	Thyme Road	Snowberry Lane	Spa Road	Western Way	A350 South	-	
Swindon	93%	3.44%	50%	1.72%	Sandridge Common East	Sandridge Common East	A342 Devises Road North	A3102 East	-	-	-	
			50%	1.72%	Sandridge Common East	Sandridge Common East	A342 Devises Road North	A342 Devises Road North	-	-	-	
Test Valley	93%	0.48%	100%	0.48%	Sandridge Common East	Sandridge Common East	A342 Devises Road South	-	-	-	-	
Trowbridge	86%	12.01%	50%	6.01%	Sandridge Common West	Thyme Road	Snowberry Lane	Spa Road	Western Way	A350 South	-	
			50%	6.01%	Sandridge Common West	Sandridge Common West	Sandridge Road	Lowbourne	Bank Street	Bradford Road	Bradford Road	
Vale of White Horse	83%	0.17%	100%	0.17%	Sandridge Common East	Sandridge Common East	A342 Devises Road North	A3102 East	-	-	-	
Wales	90%	0.31%	100%	0.31%	Sandridge Common West	New Road	Lower Woodrow	Forest Lane	The Wharf	A350 North	-	
Warminster	80%	1.22%	100%	1.22%	Sandridge Common West	Thyme Road	Snowberry Lane	Spa Road	Western Way	A350 South	-	
West Berkshire	70%	0.24%	100%	0.24%	Sandridge Common East	Sandridge Common East	A342 Devises Road North	A3102 East	-	-	-	
West Midlands	83%	0.34%	100%	0.34%	Sandridge Common West	New Road	Lower Woodrow	Forest Lane	The Wharf	A350 North	-	
Westbury	90%	1.29%	100%	1.29%	Sandridge Common West	Thyme Road	Snowberry Lane	Spa Road	Western Way	A350 South	-	
Winchester	88%	1.19%	100%	1.19%	Sandridge Common West	Thyme Road	Snowberry Lane	Spa Road	Bath Road	Bath Road	-	
Wooton Bassett	100%	0.27%	100%	0.27%	Sandridge Common East	Sandridge Common East	A342 Devises Road South	-	-	-	-	
Totals	-	100.00%	-	100.00%								

APPENDIX H. Junction Modelling Outputs

Junctions 11		
ARCADY 11 - Roundabout Module		
Version: 11.1.0.2307		
© Copyright TRL Software Limited, 2024		
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: Import of A3102 Sandridge Rd_Blackmore Rd_Church La CALIBRATED.j11

Path: T:\Projects\12000 Series Project Numbers\12069\TB Land at Blackmore Farm, Melksham\Tech\Junction Assessments\Arcady\2026 Assessments

Report generation date: 05/02/2026 16:19:20

-
- »D1 - 2031 | Base | AM
 - »D2 - 2031 | Base | PM
 - »D3 - 2031 | Base + CD | AM
 - »D4 - 2031 | Base + CD | PM
 - »D5 - 2031 | Base + CD + D | AM
 - »D6 - 2031 | Base + CD + D | PM
 - »D7 - 2031 | Base + CD + D Vision | AM
 - »D8 - 2031 | Base + CD + D Vision | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2031 - Base						
1 - Church Lane - 1 - Church Lane (N)	0.2	4.03	0.20	0.2	3.90	0.15
1 - Church Lane - 2 - A3102 Sandridge Common (E)	0.4	3.30	0.30	0.4	3.23	0.29
1 - Church Lane - 3 - Internal Link W	0.3	2.64	0.21	0.4	2.87	0.28
2 - Blackmore Rd - 1 - Blackmore Rd (S)	0.2	3.45	0.16	0.2	3.26	0.15
2 - Blackmore Rd - 2 - A3102 Sandridge Common (W)	0.3	3.74	0.22	0.5	4.46	0.35
2 - Blackmore Rd - 3 - Internal Link E	0.4	2.89	0.30	0.4	2.85	0.28
2031 - Base + CD						
1 - Church Lane - 1 - Church Lane (N)	0.3	4.53	0.22	0.2	4.33	0.16
1 - Church Lane - 2 - A3102 Sandridge Common (E)	0.9	4.77	0.47	0.6	3.84	0.38
1 - Church Lane - 3 - Internal Link W	0.4	2.98	0.30	0.6	3.27	0.37
2 - Blackmore Rd - 1 - Blackmore Rd (S)	0.2	3.88	0.18	0.2	3.53	0.17
2 - Blackmore Rd - 2 - A3102 Sandridge Common (W)	0.5	4.47	0.35	0.9	5.48	0.46
2 - Blackmore Rd - 3 - Internal Link E	0.7	3.44	0.41	0.5	3.13	0.35
2031 - Base + CD + D						
1 - Church Lane - 1 - Church Lane (N)	0.3	4.60	0.22	0.2	4.47	0.17
1 - Church Lane - 2 - A3102 Sandridge Common (E)	0.7	3.68	0.42	0.6	3.29	0.36
1 - Church Lane - 3 - Internal Link W	0.4	2.88	0.30	0.6	3.22	0.38
2 - Blackmore Rd - 1 - Blackmore Rd (S)	0.2	4.01	0.18	0.2	3.59	0.18
2 - Blackmore Rd - 2 - A3102 Sandridge Common (W)	0.6	4.58	0.36	1.0	5.88	0.50
2 - Blackmore Rd - 3 - Internal Link E	0.8	3.61	0.44	0.6	3.21	0.36
2031 - Base + CD + D Vision						
1 - Church Lane - 1 - Church Lane (N)	0.3	4.59	0.22	0.2	4.45	0.17
1 - Church Lane - 2 - A3102 Sandridge Common (E)	0.7	3.66	0.42	0.6	3.29	0.36
1 - Church Lane - 3 - Internal Link W	0.4	2.87	0.30	0.6	3.21	0.38
2 - Blackmore Rd - 1 - Blackmore Rd (S)	0.2	4.00	0.18	0.2	3.59	0.18
2 - Blackmore Rd - 2 - A3102 Sandridge Common (W)	0.6	4.57	0.36	1.0	5.84	0.50
2 - Blackmore Rd - 3 - Internal Link E	0.8	3.59	0.44	0.6	3.21	0.36

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

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

File summary

File Description

Title	A3102 Sandridge Rd / Blackmore Rd / Church Lane
Location	
Site number	
Date	17/10/2022
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	al
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031	Base	PM	ONE HOUR	16:30	18:00	15	✓
D3	2031	Base + CD	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base + CD	PM	ONE HOUR	16:30	18:00	15	✓
D5	2031	Base + CD + D	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Base + CD + D	PM	ONE HOUR	16:30	18:00	15	✓
D7	2031	Base + CD + D Vision	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031	Base + CD + D Vision	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

D1 - 2031 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Church Lane	Mini-roundabout		1, 2, 3	3.23	A
2	Blackmore Rd	Mini-roundabout		1, 2, 3	3.22	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		3.23	A

Arms

Arms

Junction	Arm	Name	Description
1 - Church Lane	1	Church Lane (N)	
	2	A3102 Sandridge Common (E)	
	3	Internal Link W	
2 - Blackmore Rd	1	Blackmore Rd (S)	
	2	A3102 Sandridge Common (W)	
	3	Internal Link E	

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Church Lane	1 - Church Lane (N)	2.50	2.50	3.70	9.0	8.60	4.90	0.0	
	2 - A3102 Sandridge Common (E)	3.20	3.20	3.30	0.2	16.50	16.70	0.0	✓
	3 - Internal Link W	4.00	4.00	4.10	0.1	11.30	8.30	0.0	✓
2 - Blackmore Rd	1 - Blackmore Rd (S)	3.20	3.20	3.40	1.7	11.80	8.30	0.0	
	2 - A3102 Sandridge Common (W)	3.40	3.40	3.40	0.0	19.90	19.90	0.0	✓
	3 - Internal Link E	3.70	3.70	3.70	0.0	13.10	10.00	0.0	✓

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
1 - Church Lane	3 - Internal Link W	1.00	1.00	✓	Distance	4.00	2.86	4.00	2.86

Slope / Intercept / Capacity

Arm Intercept Adjustments

Junction	Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Church Lane	1 - Church Lane (N)	Direct	QLS	500
	2 - A3102 Sandridge Common (E)	Direct	QLS	800
	3 - Internal Link W	Direct	QLS	800
2 - Blackmore Rd	1 - Blackmore Rd (S)	Direct	QLS	800
	2 - A3102 Sandridge Common (W)	Direct	QLS	0
	3 - Internal Link E	Direct	QLS	900

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - Church Lane	1 - Church Lane (N)	0.603	1320
	2 - A3102 Sandridge Common (E)	0.546	1775
	3 - Internal Link W	0.519	1840
2 - Blackmore Rd	1 - Blackmore Rd (S)	0.604	1502
	2 - A3102 Sandridge Common (W)	0.783	1348
	3 - Internal Link E	0.508	1826

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Church Lane	3 - Internal Link W	2	3	Queue limited	Normal	0	100.00	4.00
2 - Blackmore Rd	3 - Internal Link E	1	3	Queue limited	Normal	0	100.00	4.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Church Lane	1 - Church Lane (N)		ONE HOUR	✓	198	100.000
	2 - A3102 Sandridge Common (E)		ONE HOUR	✓	416	100.000
	3 - Internal Link W	✓				
2 - Blackmore Rd	1 - Blackmore Rd (S)		ONE HOUR	✓	174	100.000
	2 - A3102 Sandridge Common (W)		ONE HOUR	✓	242	100.000
	3 - Internal Link E	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Church Lane	1 - Church Lane (N)		
	2 - A3102 Sandridge Common (E)		
	3 - Internal Link W	[ONEHOUR]	100.00
2 - Blackmore Rd	1 - Blackmore Rd (S)		
	2 - A3102 Sandridge Common (W)		
	3 - Internal Link E		

Origin-Destination Data

Demand (Veh/hr)

1 - Church Lane

From	To			
		1 - Church Lane (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
	1 - Church Lane (N)	0	86	112
	2 - A3102 Sandridge Common (E)	38	0	378
	3 - Internal Link W	59	265	0

Demand (Veh/hr)

2 - Blackmore Rd

From	To			
		1 - Blackmore Rd (S)	2 - A3102 Sandridge Common (W)	3 - Internal Link E
	1 - Blackmore Rd (S)	0	61	113
	2 - A3102 Sandridge Common (W)	30	0	212
	3 - Internal Link E	116	374	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

1 - Church Lane

From	To			
		1 - Church Lane (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
	1 - Church Lane (N)	0	2	3
	2 - A3102 Sandridge Common (E)	0	0	1
	3 - Internal Link W	2	2	0

Heavy Vehicle %

2 - Blackmore Rd

From	To			
		1 - Blackmore Rd (S)	2 - A3102 Sandridge Common (W)	3 - Internal Link E
	1 - Blackmore Rd (S)	0	2	0.93
	2 - A3102 Sandridge Common (W)	0	0	2
	3 - Internal Link E	2	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Church Lane	1 - Church Lane (N)	0.20	4.03	0.2	A	182	273
	2 - A3102 Sandridge Common (E)	0.30	3.30	0.4	A	382	573
	3 - Internal Link W	0.21	2.64	0.3	A	297	446
2 - Blackmore Rd	1 - Blackmore Rd (S)	0.16	3.45	0.2	A	160	239
	2 - A3102 Sandridge Common (W)	0.22	3.74	0.3	A	222	333
	3 - Internal Link E	0.30	2.89	0.4	A	451	676

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	149	37	198		1167	0.128	148	73	0.0	0.1
	2 - A3102 Sandridge Common (E)	313	78	84		1650	0.190	312	263	0.0	0.2
	3 - Internal Link W	243	61	29	75.29	1758	0.138	242	368	0.0	0.2
2 - Blackmore Rd	1 - Blackmore Rd (S)	131	33	281		1314	0.100	131	110	0.0	0.1
	2 - A3102 Sandridge Common (W)	182	46	85		1259	0.145	182	326	0.0	0.2
	3 - Internal Link E	369	92	23		1792	0.206	368	244	0.0	0.3

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	178	44	238		1143	0.156	178	87	0.1	0.2
	2 - A3102 Sandridge Common (E)	374	93	101		1612	0.232	374	315	0.2	0.3
	3 - Internal Link W	291	73	34	89.90	1743	0.167	291	440	0.2	0.2
2 - Blackmore Rd	1 - Blackmore Rd (S)	156	39	337		1280	0.122	156	131	0.1	0.1
	2 - A3102 Sandridge Common (W)	218	54	102		1246	0.175	217	391	0.2	0.2
	3 - Internal Link E	441	110	27		1790	0.247	441	292	0.3	0.3

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	218	55	291		1111	0.196	218	107	0.2	0.2
	2 - A3102 Sandridge Common (E)	458	115	123		1549	0.296	458	386	0.3	0.4
	3 - Internal Link W	356	89	42	110.10	1721	0.207	356	539	0.2	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	192	48	412		1235	0.155	191	161	0.1	0.2
	2 - A3102 Sandridge Common (W)	266	67	124		1228	0.217	266	479	0.2	0.3
	3 - Internal Link E	540	135	33		1787	0.302	540	357	0.3	0.4

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	218	55	292		1111	0.196	218	107	0.2	0.2
	2 - A3102 Sandridge Common (E)	458	115	123		1549	0.296	458	386	0.4	0.4
	3 - Internal Link W	357	89	42	110.10	1721	0.207	357	539	0.3	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	192	48	413		1234	0.155	192	161	0.2	0.2
	2 - A3102 Sandridge Common (W)	266	67	124		1228	0.217	266	480	0.3	0.3
	3 - Internal Link E	541	135	33		1787	0.303	541	358	0.4	0.4

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	178	44	239		1143	0.156	178	87	0.2	0.2
	2 - A3102 Sandridge Common (E)	374	93	101		1612	0.232	374	316	0.4	0.3
	3 - Internal Link W	292	73	34	89.90	1743	0.167	292	441	0.3	0.2
2 - Blackmore Rd	1 - Blackmore Rd (S)	156	39	338		1279	0.122	157	132	0.2	0.1
	2 - A3102 Sandridge Common (W)	218	54	102		1246	0.175	218	393	0.3	0.2
	3 - Internal Link E	442	111	27		1790	0.247	443	293	0.4	0.3

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	149	37	200		1166	0.128	149	73	0.2	0.1
	2 - A3102 Sandridge Common (E)	313	78	84		1650	0.190	313	265	0.3	0.2
	3 - Internal Link W	244	61	29	75.29	1758	0.139	244	369	0.2	0.2
2 - Blackmore Rd	1 - Blackmore Rd (S)	131	33	283		1313	0.100	131	110	0.1	0.1
	2 - A3102 Sandridge Common (W)	182	46	85		1259	0.145	182	329	0.2	0.2
	3 - Internal Link E	370	93	23		1792	0.207	370	245	0.3	0.3

D2 - 2031 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Church Lane	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 85% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Blackmore Rd	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Church Lane	Mini-roundabout		1, 2, 3	3.17	A
2	Blackmore Rd	Mini-roundabout		1, 2, 3	3.54	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		3.36	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031	Base	PM	ONE HOUR	16:30	18:00	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Church Lane	3 - Internal Link W	2	3	Queue limited	Normal	0	100.00	4.00
2 - Blackmore Rd	3 - Internal Link E	1	3	Queue limited	Normal	0	100.00	4.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Church Lane	1 - Church Lane (N)		ONE HOUR	✓	144	100.000
	2 - A3102 Sandridge Common (E)		ONE HOUR	✓	423	100.000
	3 - Internal Link W	✓				
2 - Blackmore Rd	1 - Blackmore Rd (S)		ONE HOUR	✓	174	100.000
	2 - A3102 Sandridge Common (W)		ONE HOUR	✓	392	100.000
	3 - Internal Link E	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Church Lane	1 - Church Lane (N)		
	2 - A3102 Sandridge Common (E)		
	3 - Internal Link W	[ONEHOUR]	100.00
2 - Blackmore Rd	1 - Blackmore Rd (S)		
	2 - A3102 Sandridge Common (W)		
	3 - Internal Link E		

Origin-Destination Data

Demand (Veh/hr)

1 - Church Lane

From	To			
		1 - Church Lane (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
	1 - Church Lane (N)	0	50	94
	2 - A3102 Sandridge Common (E)	69	0	354
	3 - Internal Link W	122	338	0

Demand (Veh/hr)

2 - Blackmore Rd

From	To			
		1 - Blackmore Rd (S)	2 - A3102 Sandridge Common (W)	3 - Internal Link E
	1 - Blackmore Rd (S)	0	47	127
	2 - A3102 Sandridge Common (W)	78	0	314
	3 - Internal Link E	135	295	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

1 - Church Lane

From	To			
		1 - Church Lane (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
	1 - Church Lane (N)	0	0	3
	2 - A3102 Sandridge Common (E)	0	0	1
	3 - Internal Link W	0	0.31	0

Heavy Vehicle %

2 - Blackmore Rd

From	To			
		1 - Blackmore Rd (S)	2 - A3102 Sandridge Common (W)	3 - Internal Link E
	1 - Blackmore Rd (S)	0	0	0
	2 - A3102 Sandridge Common (W)	0	0	0
	3 - Internal Link E	2	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Church Lane	1 - Church Lane (N)	0.15	3.90	0.2	A	132	198
	2 - A3102 Sandridge Common (E)	0.29	3.23	0.4	A	388	582
	3 - Internal Link W	0.28	2.87	0.4	A	404	605
2 - Blackmore Rd	1 - Blackmore Rd (S)	0.15	3.26	0.2	A	160	239
	2 - A3102 Sandridge Common (W)	0.35	4.46	0.5	A	360	540
	3 - Internal Link E	0.28	2.85	0.4	A	413	620

Main Results for each time segment

16:30 - 16:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	108	27	242		1149	0.094	108	139	0.0	0.1
	2 - A3102 Sandridge Common (E)	318	80	70		1664	0.191	318	279	0.0	0.2
	3 - Internal Link W	330	82	52	75.29	1778	0.186	329	336	0.0	0.2
2 - Blackmore Rd	1 - Blackmore Rd (S)	131	33	231		1361	0.096	131	164	0.0	0.1
	2 - A3102 Sandridge Common (W)	295	74	95		1273	0.232	294	267	0.0	0.3
	3 - Internal Link E	338	85	58		1773	0.191	337	331	0.0	0.2

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	129	32	290		1120	0.116	129	167	0.1	0.1
	2 - A3102 Sandridge Common (E)	380	95	84		1632	0.233	380	335	0.2	0.3
	3 - Internal Link W	395	99	62	89.90	1761	0.224	395	402	0.2	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	156	39	277		1333	0.117	156	197	0.1	0.1
	2 - A3102 Sandridge Common (W)	352	88	114		1259	0.280	352	320	0.3	0.4
	3 - Internal Link E	405	101	70		1767	0.229	404	396	0.2	0.3

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	159	40	355		1082	0.147	158	204	0.1	0.2
	2 - A3102 Sandridge Common (E)	466	116	103		1579	0.295	465	410	0.3	0.4
	3 - Internal Link W	484	121	76	110.10	1737	0.279	483	493	0.3	0.4
2 - Blackmore Rd	1 - Blackmore Rd (S)	192	48	340		1295	0.148	191	241	0.1	0.2
	2 - A3102 Sandridge Common (W)	432	108	140		1239	0.348	431	391	0.4	0.5
	3 - Internal Link E	495	124	86		1759	0.282	495	485	0.3	0.4

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	159	40	356		1081	0.147	159	204	0.2	0.2
	2 - A3102 Sandridge Common (E)	466	116	103		1579	0.295	466	411	0.4	0.4
	3 - Internal Link W	484	121	76	110.10	1737	0.279	484	493	0.4	0.4
2 - Blackmore Rd	1 - Blackmore Rd (S)	192	48	340		1295	0.148	192	242	0.2	0.2
	2 - A3102 Sandridge Common (W)	432	108	140		1238	0.348	432	392	0.5	0.5
	3 - Internal Link E	496	124	86		1759	0.282	496	486	0.4	0.4

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	129	32	291		1119	0.116	130	167	0.2	0.1
	2 - A3102 Sandridge Common (E)	380	95	85		1632	0.233	381	336	0.4	0.3
	3 - Internal Link W	396	99	62	89.90	1761	0.225	396	403	0.4	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	156	39	278		1332	0.117	157	198	0.2	0.1
	2 - A3102 Sandridge Common (W)	352	88	114		1258	0.280	353	321	0.5	0.4
	3 - Internal Link E	405	101	70		1767	0.229	406	397	0.4	0.3

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	108	27	244		1147	0.094	109	140	0.1	0.1
	2 - A3102 Sandridge Common (E)	318	80	71		1663	0.191	319	282	0.3	0.2
	3 - Internal Link W	332	83	52	75.29	1778	0.187	332	338	0.3	0.2
2 - Blackmore Rd	1 - Blackmore Rd (S)	131	33	233		1360	0.096	131	165	0.1	0.1
	2 - A3102 Sandridge Common (W)	295	74	96		1273	0.232	295	268	0.4	0.3
	3 - Internal Link E	339	85	59		1773	0.191	340	332	0.3	0.2

D3 - 2031 | Base + CD | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Church Lane	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Blackmore Rd	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 85% of the total flow for the roundabout for one or more time segments]
Last Run	Last Run	1 - Church Lane - 2 - A3102 Sandridge Common (E) - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 4 timesegment(s).

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Church Lane	Mini-roundabout		1, 2, 3	4.07	A
2	Blackmore Rd	Mini-roundabout		1, 2, 3	3.83	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		3.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Base + CD	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Church Lane	3 - Internal Link W	2	3	Queue limited	Normal	0	100.00	4.00
2 - Blackmore Rd	3 - Internal Link E	1	3	Queue limited	Normal	0	100.00	4.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Church Lane	1 - Church Lane (N)		ONE HOUR	✓	200	100.000
	2 - A3102 Sandridge Common (E)		ONE HOUR	✓	606	100.000
	3 - Internal Link W	✓				
2 - Blackmore Rd	1 - Blackmore Rd (S)		ONE HOUR	✓	179	100.000
	2 - A3102 Sandridge Common (W)		ONE HOUR	✓	385	100.000
	3 - Internal Link E	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Church Lane	1 - Church Lane (N)		
	2 - A3102 Sandridge Common (E)		
	3 - Internal Link W	[ONEHOUR]	100.00
2 - Blackmore Rd	1 - Blackmore Rd (S)		
	2 - A3102 Sandridge Common (W)		
	3 - Internal Link E		

Origin-Destination Data

Demand (Veh/hr)

1 - Church Lane

From	To			
		1 - Church Lane (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
	1 - Church Lane (N)	0	88	112
	2 - A3102 Sandridge Common (E)	44	0	562
	3 - Internal Link W	59	413	0

Demand (Veh/hr)

2 - Blackmore Rd

From	To			
		1 - Blackmore Rd (S)	2 - A3102 Sandridge Common (W)	3 - Internal Link E
	1 - Blackmore Rd (S)	0	61	118
	2 - A3102 Sandridge Common (W)	30	0	355
	3 - Internal Link E	131	543	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

1 - Church Lane

From	To			
		1 - Church Lane (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
	1 - Church Lane (N)	0	2	3
	2 - A3102 Sandridge Common (E)	0	0	0.80
	3 - Internal Link W	2	1	0

Heavy Vehicle %

2 - Blackmore Rd

From	To			
		1 - Blackmore Rd (S)	2 - A3102 Sandridge Common (W)	3 - Internal Link E
	1 - Blackmore Rd (S)	0	2	0.93
	2 - A3102 Sandridge Common (W)	0	0	2
	3 - Internal Link E	2	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Church Lane	1 - Church Lane (N)	0.22	4.53	0.3	A	184	275
	2 - A3102 Sandridge Common (E)	0.47	4.77	0.9	A	556	834
	3 - Internal Link W	0.30	2.98	0.4	A	434	651
2 - Blackmore Rd	1 - Blackmore Rd (S)	0.18	3.88	0.2	A	164	246
	2 - A3102 Sandridge Common (W)	0.35	4.47	0.5	A	353	530
	3 - Internal Link E	0.41	3.44	0.7	A	618	927

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	151	38	309		1102	0.137	150	77	0.0	0.2
	2 - A3102 Sandridge Common (E)	456	114	84		1598	0.285	455	375	0.0	0.4
	3 - Internal Link W	355	89	33	75.29	1766	0.201	354	506	0.0	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	135	34	406		1240	0.109	134	120	0.0	0.1
	2 - A3102 Sandridge Common (W)	290	72	89		1261	0.230	289	452	0.0	0.3
	3 - Internal Link E	505	126	22		1793	0.282	504	355	0.0	0.4

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	180	45	371		1065	0.169	180	93	0.2	0.2
	2 - A3102 Sandridge Common (E)	545	136	101		1533	0.355	544	451	0.4	0.5
	3 - Internal Link W	425	106	40	89.90	1751	0.243	425	605	0.3	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	161	40	487		1191	0.135	161	144	0.1	0.2
	2 - A3102 Sandridge Common (W)	346	87	106		1247	0.278	346	542	0.3	0.4
	3 - Internal Link E	605	151	27		1791	0.338	605	425	0.4	0.5

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	220	55	455		1015	0.217	220	113	0.2	0.3
	2 - A3102 Sandridge Common (E)	667	167	123		1423	0.469	666	551	0.5	0.9
	3 - Internal Link W	520	130	48	110.10	1729	0.301	520	741	0.3	0.4
2 - Blackmore Rd	1 - Blackmore Rd (S)	197	49	596		1125	0.175	197	177	0.2	0.2
	2 - A3102 Sandridge Common (W)	424	106	130		1228	0.345	423	663	0.4	0.5
	3 - Internal Link E	740	185	33		1788	0.414	740	520	0.5	0.7

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	220	55	456		1015	0.217	220	114	0.3	0.3
	2 - A3102 Sandridge Common (E)	667	167	123		1422	0.469	667	553	0.9	0.9
	3 - Internal Link W	521	130	48	110.10	1729	0.301	521	742	0.4	0.4
2 - Blackmore Rd	1 - Blackmore Rd (S)	197	49	598		1124	0.175	197	177	0.2	0.2
	2 - A3102 Sandridge Common (W)	424	106	130		1228	0.345	424	665	0.5	0.5
	3 - Internal Link E	742	185	33		1788	0.415	742	521	0.7	0.7

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	180	45	373		1064	0.169	180	93	0.3	0.2
	2 - A3102 Sandridge Common (E)	545	136	101		1531	0.356	546	452	0.9	0.6
	3 - Internal Link W	426	106	40	89.90	1751	0.243	426	607	0.4	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	161	40	490		1189	0.135	161	145	0.2	0.2
	2 - A3102 Sandridge Common (W)	346	87	106		1247	0.278	347	545	0.5	0.4
	3 - Internal Link E	607	152	27		1791	0.339	608	426	0.7	0.5

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	151	38	312		1100	0.137	151	78	0.2	0.2
	2 - A3102 Sandridge Common (E)	456	114	84		1597	0.286	457	379	0.6	0.4
	3 - Internal Link W	357	89	33	75.29	1766	0.202	357	508	0.3	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	135	34	410		1237	0.109	135	121	0.2	0.1
	2 - A3102 Sandridge Common (W)	290	72	89		1260	0.230	290	456	0.4	0.3
	3 - Internal Link E	508	127	23		1793	0.283	508	357	0.5	0.4

D4 - 2031 | Base + CD | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Church Lane	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 87% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Blackmore Rd	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]
Last Run	Last Run	1 - Church Lane - 2 - A3102 Sandridge Common (E) - Capacity	Pedestrian Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 2 timesegment(s).

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Church Lane	Mini-roundabout		1, 2, 3	3.64	A
2	Blackmore Rd	Mini-roundabout		1, 2, 3	4.14	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		3.89	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Base + CD	PM	ONE HOUR	16:30	18:00	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Church Lane	3 - Internal Link W	2	3	Queue limited	Normal	0	100.00	4.00
2 - Blackmore Rd	3 - Internal Link E	1	3	Queue limited	Normal	0	100.00	4.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Church Lane	1 - Church Lane (N)		ONE HOUR	✓	149	100.000
	2 - A3102 Sandridge Common (E)		ONE HOUR	✓	529	100.000
	3 - Internal Link W	✓				
2 - Blackmore Rd	1 - Blackmore Rd (S)		ONE HOUR	✓	195	100.000
	2 - A3102 Sandridge Common (W)		ONE HOUR	✓	513	100.000
	3 - Internal Link E	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Church Lane	1 - Church Lane (N)		
	2 - A3102 Sandridge Common (E)		
	3 - Internal Link W	[ONEHOUR]	100.00
2 - Blackmore Rd	1 - Blackmore Rd (S)		
	2 - A3102 Sandridge Common (W)		
	3 - Internal Link E		

Origin-Destination Data

Demand (Veh/hr)

1 - Church Lane

From	To			
		1 - Church Lane (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
	1 - Church Lane (N)	0	55	94
	2 - A3102 Sandridge Common (E)	71	0	458
	3 - Internal Link W	122	456	0

Demand (Veh/hr)

2 - Blackmore Rd

From	To			
		1 - Blackmore Rd (S)	2 - A3102 Sandridge Common (W)	3 - Internal Link E
	1 - Blackmore Rd (S)	0	49	146
	2 - A3102 Sandridge Common (W)	81	0	432
	3 - Internal Link E	152	400	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

1 - Church Lane

From	To			
		1 - Church Lane (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
	1 - Church Lane (N)	0	0	3
	2 - A3102 Sandridge Common (E)	0	0	1
	3 - Internal Link W	0	0.25	0

Heavy Vehicle %

2 - Blackmore Rd

From	To			
		1 - Blackmore Rd (S)	2 - A3102 Sandridge Common (W)	3 - Internal Link E
	1 - Blackmore Rd (S)	0	0	0
	2 - A3102 Sandridge Common (W)	0	0	0
	3 - Internal Link E	2	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Church Lane	1 - Church Lane (N)	0.16	4.33	0.2	A	137	205
	2 - A3102 Sandridge Common (E)	0.38	3.84	0.6	A	485	728
	3 - Internal Link W	0.37	3.27	0.6	A	529	794
2 - Blackmore Rd	1 - Blackmore Rd (S)	0.17	3.53	0.2	A	179	268
	2 - A3102 Sandridge Common (W)	0.46	5.48	0.9	A	471	706
	3 - Internal Link E	0.35	3.13	0.5	A	508	761

Main Results for each time segment

16:30 - 16:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	112	28	340		1091	0.103	112	144	0.0	0.1
	2 - A3102 Sandridge Common (E)	398	100	70		1640	0.243	397	381	0.0	0.3
	3 - Internal Link W	432	108	53	75.29	1778	0.243	431	414	0.0	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	147	37	300		1319	0.111	146	175	0.0	0.1
	2 - A3102 Sandridge Common (W)	386	97	110		1262	0.306	384	337	0.0	0.4
	3 - Internal Link E	415	104	61		1772	0.234	414	433	0.0	0.3

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	134	33	408		1051	0.127	134	173	0.1	0.1
	2 - A3102 Sandridge Common (E)	476	119	84		1595	0.298	475	458	0.3	0.4
	3 - Internal Link W	518	130	64	89.90	1761	0.294	518	496	0.3	0.4
2 - Blackmore Rd	1 - Blackmore Rd (S)	175	44	360		1283	0.137	175	210	0.1	0.2
	2 - A3102 Sandridge Common (W)	461	115	131		1245	0.370	461	404	0.4	0.6
	3 - Internal Link E	497	124	73		1766	0.281	497	519	0.3	0.4

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	164	41	500		997	0.165	164	212	0.1	0.2
	2 - A3102 Sandridge Common (E)	582	146	103		1519	0.383	582	560	0.4	0.6
	3 - Internal Link W	634	159	78	110.10	1736	0.365	633	607	0.4	0.6
2 - Blackmore Rd	1 - Blackmore Rd (S)	215	54	441		1233	0.174	214	256	0.2	0.2
	2 - A3102 Sandridge Common (W)	565	141	161		1222	0.462	564	495	0.6	0.8
	3 - Internal Link E	609	152	89		1758	0.346	608	635	0.4	0.5