

Appendix F
Transport Assessment Scoping Note and highway authority
Correspondence



Proposed Residential Development
Land off Cork Lane
Glen Parva
Leicestershire

Scoping for Transport Assessment

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Land off Cork Lane
Glen Parva
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Scoping for Transport Assessment

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Report Reference

R-TAS-R6711PP-01-0

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1.0 Introduction

- 1.1 This report has been prepared to scope a Transport Assessment for a proposed residential development comprising 166 dwellings. The proposed development is located at land off Cork Lane, Glen Parva. Glen Parva is located to the south of Leicester and north of Blaby as shown on Figure 1 below.

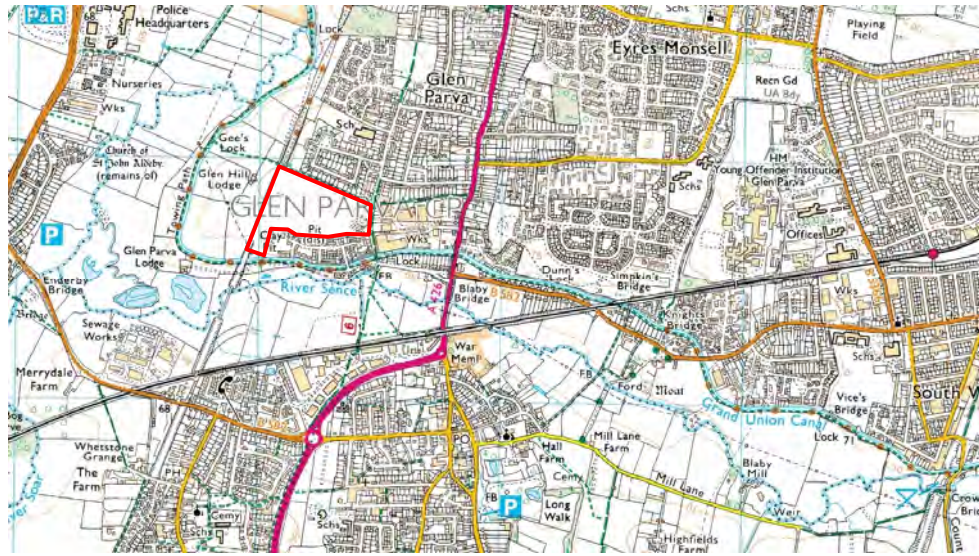


Figure 1: Site Location Plan

- 1.2 This scoping document has been prepared with reference to Guidance on Transport Assessments published by the Department for Transport in 2007 and summarises the requirements for the contents of the TA in relation to the following:
- Traffic counts and traffic growth
 - Trip generation, distribution and assignment
 - Committed developments
 - Junction assessments
 - Accident analysis
 - Sustainable transport
- 1.3 The Transport Assessment will support an outline planning application with access unreserved.

2.0 Site Description and Development Proposals

2.1 Site Location

2.1.1 The proposed residential development is located at land off Cork Lane, Glen Parva. Glen Parva is located to the south of Leicester and north of Blaby as shown on the location plan in Figure 1 and enclosed in Appendix A. The proposed development is bound by residential development to the north and south, agricultural land to the west and Cork Lane to the east.

2.2 Development Description

2.2.1 The proposed development will comprise 166 residential dwellings.

2.2.2 The proposed development layout is shown on the plan enclosed in Appendix B.

2.3 Vehicular Access

2.3.1 The proposed development will provide a single all movements access off Cork Lane. The location of the accesses is shown on the plan enclosed in Appendix B.

2.4 Pedestrian and Cycle Access

2.4.1 The vehicle access for the development will provide pedestrians and cyclists with access into the development.

2.5 Parking

2.5.1 Car and cycle parking for the development will be provided in line with guidance set out in the 6Cs Design Guide.

2.6 Accessibility

2.6.1 The Transport Assessment will provide an assessment of the accessibility to key local facilities close to the development site by sustainable modes of transport. This will set out acceptable walking and cycling distances as well as providing a comparison of the work destinations based on current census data and destinations that are within the acceptable walking and cycling distance and public transport destinations.

2.6.2 A framework travel plan shall be prepared to supplement the TA.

2.7 Personnel Injury Accidents

- 2.7.1 Personnel injury accident records shall be obtained from Leicestershire County Council for the most recent five year period. The personnel injury accident records will be analysed to indentify any common accident cause, with particular reference to pedestrian and cyclists accidents.

3.0 Vehicular Impact Assessment

3.1 Introduction

3.1.1 This section will set out the parameters for the vehicular impact assessment and will define:

- The person trip generation rates;
- Travel Mode;
- Vehicle Trip Numbers;
- Proposed distribution and assignment;
- Committed developments / growth factors;
- Assessment years;
- Background Traffic; and
- Assessment locations.

3.2 Person Generation Rates

3.2.1 Person trip generation rates have been obtained from the TRICS database version 2013(6)v6.12.2. The TRICS data is enclosed in Appendix C. Person trip rates are shown in table 3.2.2 below.

		AM Peak (0800-0900)			PM Peak (1700-1800)		
		Arr	Dep	Total	Arr	Dep	Total
Dwellings	Person trips per dwelling	0.230	0.708	0.938	0.553	0.344	0.897

Table 3.2.2

3.3 Travel Mode

3.3.1 Travel to work data for the resident population of the Saxondale Ward has been obtained from the 2011 Census and is set out below in table 3.3.1. This will be used to assign the person trip rates for the development.

Method of Travel to Work Resident Population – Saxondale Ward 2011 Census

Mode	Percentage
Driving a Car or Van	73.6%
On Foot	8.3%
Bus, Minibus or Coach	6.5%
Passenger in a Car or Van	5.7%
Bicycle	4.0%
Train	0.8%
Motorcycle, Scooter or Moped	0.7%
Taxi	0.3%

Table 3.3.1

3.4 Vehicle Trip Numbers

3.4.1 From the trip generation rates and mode assignment data above the predicted number of vehicles which will be generated by the 166 dwelling development in the AM 0800-0900 and PM 1700-1800 peak periods can be calculated. These are shown in table 3.4.1 below full details are enclosed in Appendix D.

Predicted Vehicle Trip Numbers

		AM Peak (0800-0900)			PM Peak (1700-1800)		
		Arr	Dep	Total	Arr	Dep	Total
Dwellings	166 dwellings	28	86	115	68	42	110

Table 3.4.1

3.4.2 It can be seen that the proposed development is predicted to generate 115 and 110 vehicle trips in the morning and evening peak periods respectively. This equates to approximately one new vehicle on the highway network every 30 seconds.

3.5 Proposed distribution and assignment

- 3.5.1 Vehicle trip distribution data has been obtained from the 2001 Census Travel to Work data for the Saxondale ward. Proposed vehicle trips have been assigned to the highway network using online route planning software. Trip distribution and assignment calculations are shown in Appendix D.
- 5.8.1.2 From these assignment proportions the predicted number of new vehicles on the highway network can be calculated. The new vehicle trips at key locations can be seen on the drawings enclosed in Appendix E.

3.6 Committed developments / growth factors

- 3.6.1 We are not aware of any significant committed developments within the vicinity of the proposed development. Therefore background traffic will be growthed utilising the most recent release of NTEM and NTM growth factors.

3.7 Assessment years

- 3.7.1 A planning application will be submitted in 2013 therefore junction analysis will be completed for assessment years of 2015 (opening) and 2018 (five years post registration) in line with guidance set out with Department of Transport publication 'Guidance for Transport Assessment'.

3.8 Background Traffic

- 3.8.1 Background traffic counts will be completed in November 2013 at each of the junctions identified for assessment below. Classified turning counts will be completed for the periods 0730-0930 and 1630-1830.

3.9 Assessment locations

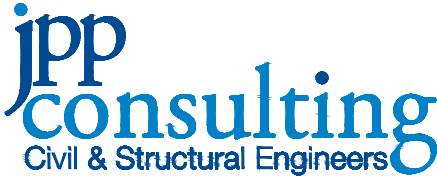
- 3.9.1 Assessment of vehicle impact will be completed at the junctions listed below. All of these junctions are predicted to have an increase of one-way vehicle trips of 30 or greater. A 30 trip threshold is selected as this is 50% below the threshold for a Transport Assessment identified in 'Guidance for Transport Assessment' Appendix B which recommends a transport assessment for any development generating 30 or more two-way vehicle trips.

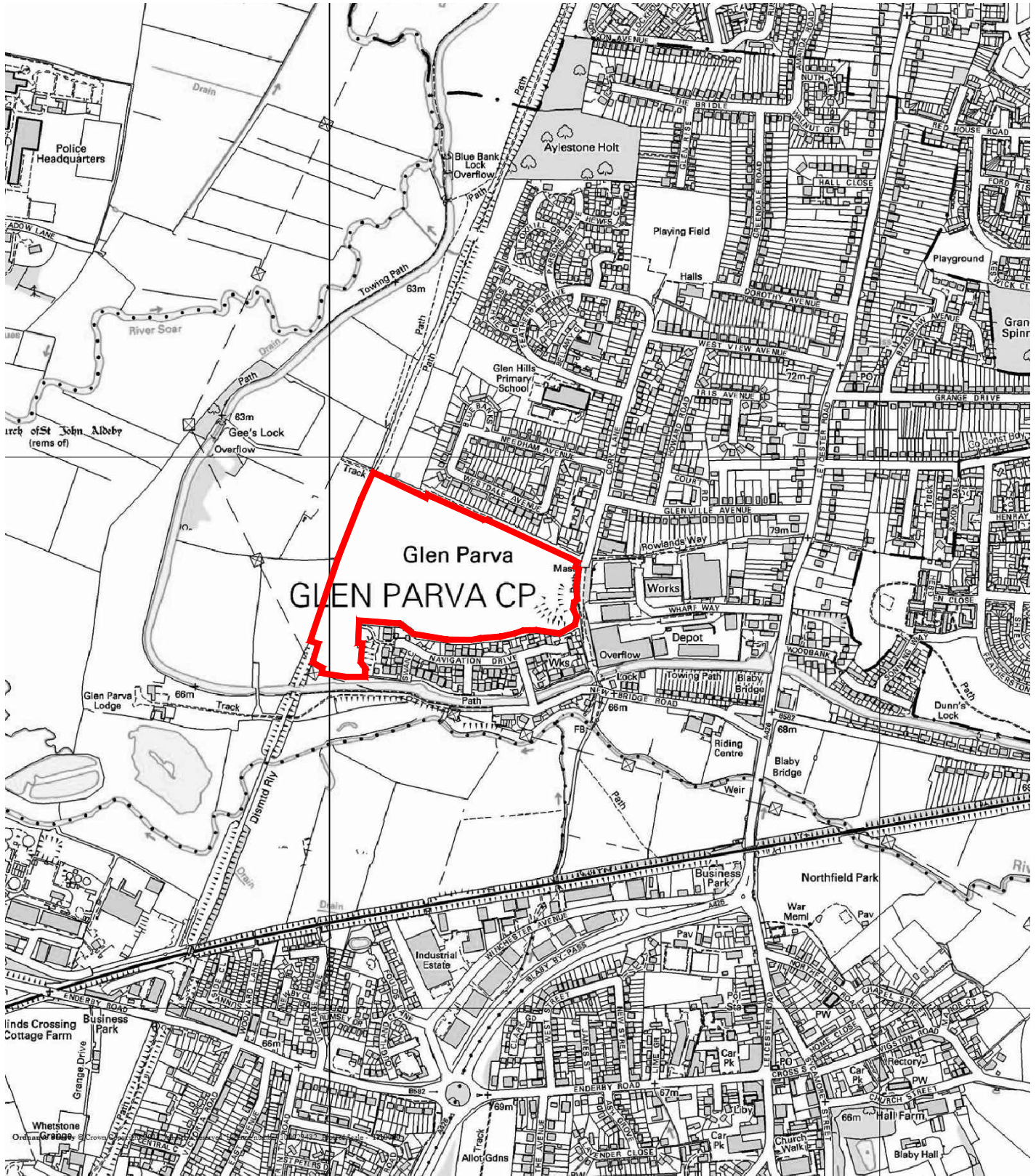
- Glenville Road / Leicester Road;
- Leicester Road / Little Glen Road;
- Leicester Road / Soar Valley Way / Glenhills Way; and
- Leicester Road / Middleton Street.

4.0 Summary

- 4.1 This scoping report for a Transport Assessment for a residential development has provided information on the issues proposed to be considered in the Transport Assessment. It has also provided information on the proposed arrangements for access and vehicular impact assessment.

Appendix A
Site Location Plan
JPP drawing no. R6711PP-TA101

Client	MANOR OAK HOMES		Date	OCTOBER 2013	 jpp consulting Civil & Structural Engineers
Project	Residential Development Glen Parva, Leicester		Drawn by	DGB	
Title	Location Plan		Checked by		
Project ref	R6711/PP	Drawing no.	TA01	Revision	Scale at A4 1:10000
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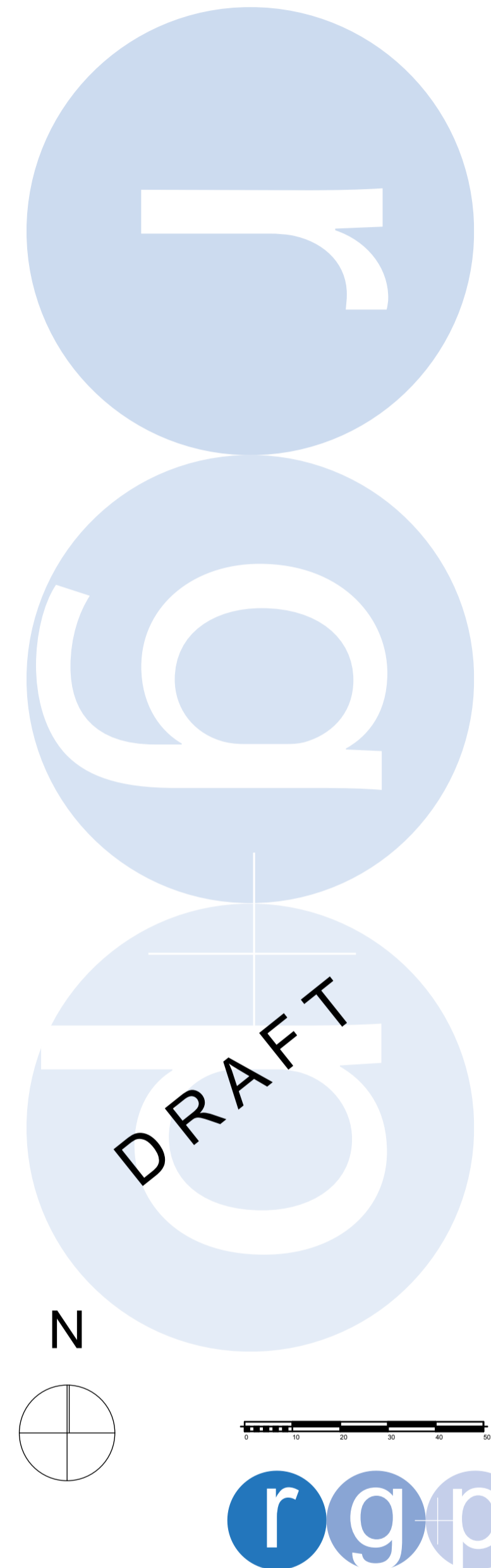
Reproduced from Ordnance Survey explorer map. Licence number 100020449. Ordnance Survey. Crown Copyright. All Rights Reserved.

Appendix B
Proposed Development

A	Layout modified to reduce development area following comments from engineers & client	SA	11.10.13
B	Focal routes introduced to west side of development	SA	17.10.13

Site Area = 10.60 ha
 Development Area = 6.15 ha
 POS & Area of Natural Open Space = 4.45 ha

Total Number of Dwellings = 166 units
 Site Density = 27 p/ha



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Project: Residential Development
 Cork Lane, Glen Pava

Client: Manor Oak Homes

Sheet title: Proposed Masterplan

Ref: 7779 / 005 B

Scale: 1:1, 1:1000 @ A1

Date: 27/09/13

Drawn: SA Checked: RAW

Appendix C
TRICS Trip Rates

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TV TEES VALLEY	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 372 (units:)
 Range Selected by User: 6 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 23/10/12

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

Selected survey days:

Monday	2 days
Tuesday	8 days
Wednesday	3 days
Thursday	6 days
Friday	4 days

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

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	21
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	20
No Sub Category	3

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

Filtering Stage 3 selection:

Use Class:

C3	22 days
----	---------

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	8 days
20,001 to 25,000	4 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	6 days
100,001 to 125,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	9 days
1.1 to 1.5	13 days

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

Travel Plan:

No	23 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	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	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		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	CW-03-A-01	TERRACED		CORNWALL
	ALVERTON ROAD			
	PENZANCE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	13		
	Survey date: THURSDAY	30/06/05		Survey Type: MANUAL
5	CW-03-A-02	SEMI D./DETACHED		CORNWALL
	BOSVEAN GARDENS			
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: TUESDAY	18/09/07		Survey Type: MANUAL
6	DS-03-A-01	SEMI D./TERRACED		DERBYSHIRE
	THE AVENUE			
	HOLMESDALE			
	DRONFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: THURSDAY	22/06/06		Survey Type: MANUAL
7	LN-03-A-02	MIXED HOUSES		LINCOLNSHIRE
	HYKEHAM ROAD			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	186		
	Survey date: MONDAY	14/05/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	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
9	MS-03-A-01	TERRACED		MERSEYSIDE
	PALACE FIELDS AVENUE			
	RUNCORN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		372	
	Survey date:	THURSDAY	06/10/05	Survey Type: MANUAL
10	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
11	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
12	NY-03-A-01	MIXED HOUSES		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		52	
	Survey date:	TUESDAY	25/09/07	Survey Type: MANUAL
13	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
14	SF-03-A-01	SEMI DETACHED		SUFFOLK
	A1156 FELIXSTOWE ROAD			
	RACECOURSE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		77	
	Survey date:	WEDNESDAY	23/05/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	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
16	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
17	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
		WATERMEET GROVE		
		ETRURIA		
		STOKE-ON-TRENT		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	14	
		Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL
18	TV-03-A-01	HOUSES & FLATS		TEES VALLEY
		POWLETT ROAD		
		HARTLEPOOL		
		Suburban Area (PPS6 Out of Centre)		
		No Sub Category		
		Total Number of dwellings:	225	
		Survey date: THURSDAY	14/04/05	Survey Type: MANUAL
19	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
20	WM-03-A-01	TERRACED		WEST MIDLANDS
		FOLESHILL ROAD		
		FOLESHILL		
		COVENTRY		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	79	
		Survey date: FRIDAY	03/02/06	Survey Type: MANUAL
21	WM-03-A-02	DETACHED & SEMI DET.		WEST MIDLANDS
		HEATH STREET		
		STOURBRIDGE		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	12	
		Survey date: WEDNESDAY	26/04/06	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	WO-03-A-01	DETACHED		WORCESTERSHIRE
	MARLBOROUGH AVENUE			
	ASTON FIELDS			
	BROMSGROVE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		10	
	Survey date: THURSDAY		23/06/05	Survey Type: MANUAL
23	WO-03-A-03	DETACHED		WORCESTERSHIRE
	BLAKEBROOK			
	BLAKEBROOK			
	KIDDERMINSTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		138	
	Survey date: FRIDAY		05/05/06	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 TOTAL PEOPLE
 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	23	78	0.102	23	78	0.367	23	78	0.469
08:00 - 09:00	23	78	0.230	23	78	0.708	23	78	0.938
09:00 - 10:00	23	78	0.231	23	78	0.328	23	78	0.559
10:00 - 11:00	23	78	0.237	23	78	0.290	23	78	0.527
11:00 - 12:00	23	78	0.261	23	78	0.257	23	78	0.518
12:00 - 13:00	23	78	0.285	23	78	0.273	23	78	0.558
13:00 - 14:00	23	78	0.268	23	78	0.262	23	78	0.530
14:00 - 15:00	23	78	0.268	23	78	0.310	23	78	0.578
15:00 - 16:00	23	78	0.527	23	78	0.342	23	78	0.869
16:00 - 17:00	23	78	0.485	23	78	0.309	23	78	0.794
17:00 - 18:00	23	78	0.553	23	78	0.344	23	78	0.897
18:00 - 19:00	23	78	0.380	23	78	0.349	23	78	0.729
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.827			4.139			7.966

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 - 372 (units:)
 Survey date date range: 01/01/05 - 23/10/12
 Number of weekdays (Monday-Friday): 23
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Appendix D
Vehicle Trip Distribution



KEY

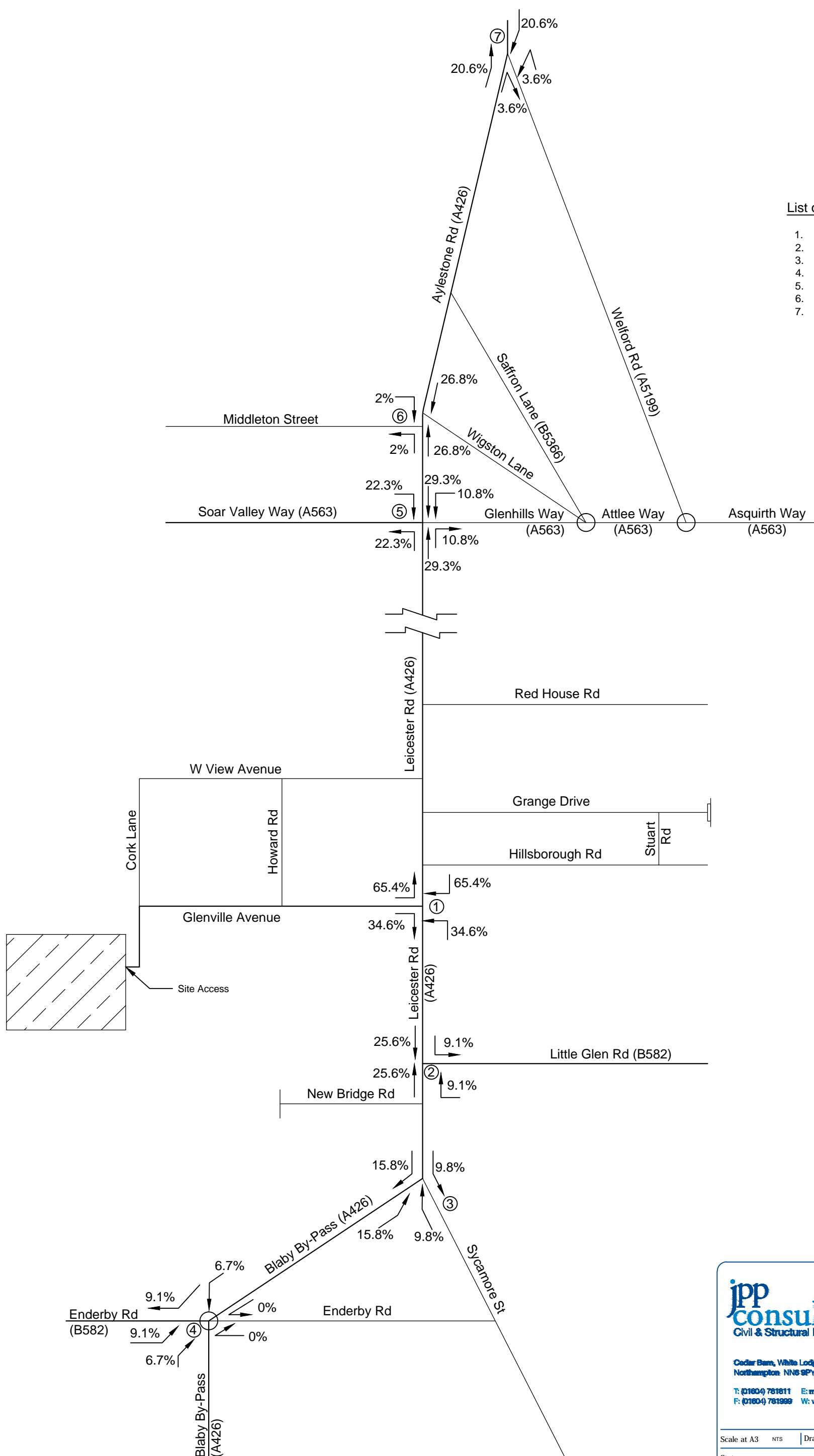
○ Roundabout


┆ Dead End

▨ Proposed Development

List of Junctions

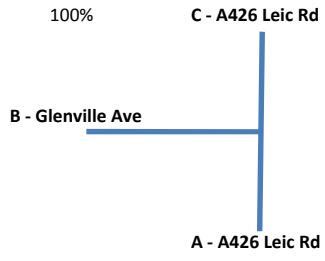
1. Glenville Avenue / Leicester Road
2. Leicester Road / Little Glen Road
3. A426 / Sycamore Street
4. Blaby By-Pass / Enderby Road
5. Leicester Road / Soar Valley Way / Glenhills Way
6. Lutterworth Road / Middleton Street
7. Aylestone Road / Welford Road



 <p>jpp consulting Civil & Structural Engineers</p> <p><small>Cedar Bass, White Lodge, Welgrave, Northampton NN6 9PY</small></p> <p><small>T: (01604) 781811 E: mail@jppuk.net F: (01604) 781999 W: www.jppuk.net</small></p>	Client	Manor Oak Homes					
	Project	Residential Development Glen Parva Leicester					
	Title	Vehicle Distribution					
Scale at A3	NTS	Drawn by	DGB	Checked by		Date	October 2013
Status	Project ref	Drawing no.	Revision				
	R6711/PP	TA03					

AM Peak			PM Peak		
Arr	Dep	Total	Arr	Dep	Total
28	86	115	68	42	110

1 - Glenvill Avenue / Leicester Road



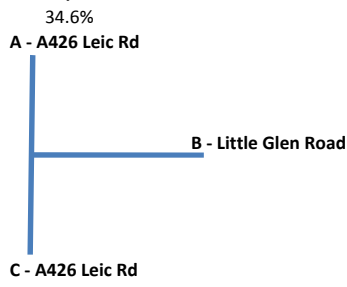
	A	B	C
A		34.6%	
B	34.6%		65.4%
C		65.4%	

100%

0800-0900	A	B	C
A		10	
B	30		57
C		18	

1700-1800	A	B	C
A		23	
B	15		27
C		44	

2 - Leicester Road / Little Glen Road



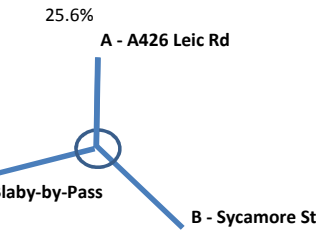
	A	B	C
A		9.1%	26%
B	9.1%		
C	26%		

34.6%

0800-0900	A	B	C
A		8	22
B	3		
C	7		

1700-1800	A	B	C
A		4	11
B	6		
C	17		

3 - A426 / Sycamore St



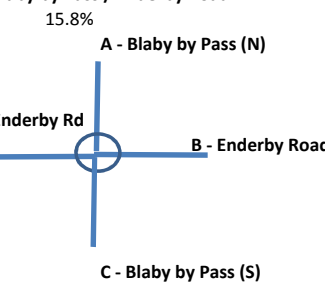
	A	B	C
A		9.8%	15.8%
B	9.8%		
C	15.8%		

25.6%

0800-0900	A	B	C
A		8	14
B	3		
C	4		

1700-1800	A	B	C
A		4	7
B	7		
C	11		

4 - A426 Blaby by Pass / Enderby Road



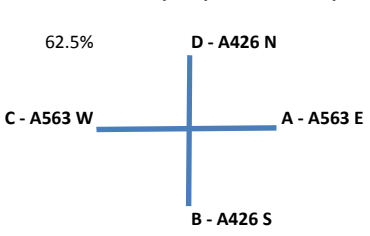
	A	B	C	D
A			6.7%	9.1%
B				
C	6.7%			
D	9.1%			

15.8%

0800-0900	A	B	C	D
A			6	8
B				
C	2			
D	3			

1700-1800	A	B	C	D
A			3	4
B				
C	5			
D	6			

5 - Leicester Road / Soar Valley Way / Glenhills Way



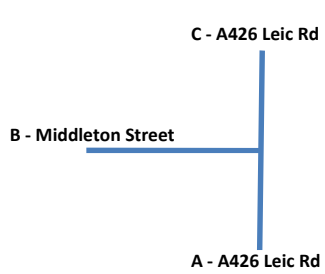
	A	B	C	D
A		10.8%		
B	10.8%		22.3%	29.3%
C		22.3%		
D		29.3%		

62%

0800-0900	A	B	C	D
A		3		
B	9		19	25
C		6		
D		8		

1700-1800	A	B	C	D
A		7		
B	5		9	12
C		15		
D		20		

6 - Lutterworth Road / Middleton Street



	A	B	C
A		2.0%	26.8%
B	2.0%		
C	26.8%		

29%

0800-0900	A	B	C
A		2	23
B	1		
C	8		

1700-1800	A	B	C
A		1	11
B	1		
C	18		

7 - Aylestone Road / Welford Road



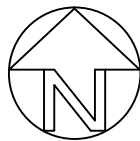
	A	B	C
A		3.6%	
B	3.6%		20.6%
C		20.6%	

24%

0800-0900	A	B	C
A		1	
B	3		18
C		6	

1700-1800	A	B	C
A		2	
B	2		9
C		14	

Appendix E
Vehicle Trip Data



KEY

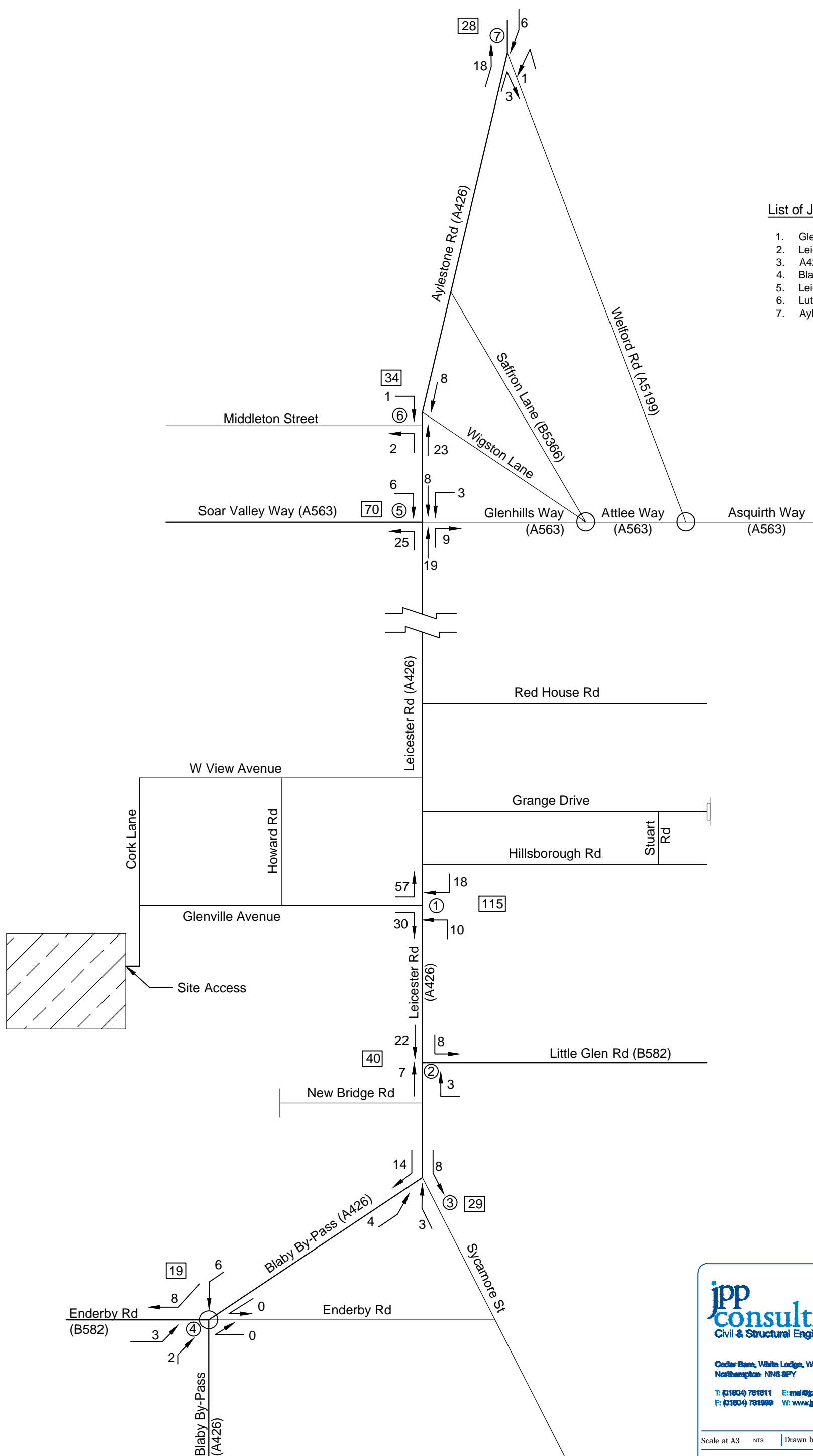
○ Roundabout


┆ Dead End

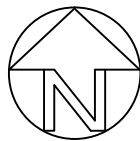
▨ Proposed Development

List of Junctions

1. Glenville Avenue / Leicester Road
2. Leicester Road / Little Glen Road
3. A426 / Sycamore Street
4. Blaby By-Pass / Enderby Road
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6. Lutterworth Road / Middleton Street
7. Aylestone Road / Welford Road



 <p>jpp consulting Civil & Structural Engineers</p> <p><small>Cedar Bass, White Lodge, Welgrave, Northampton NN6 9PY</small></p> <p><small>T: (01604) 781811 E: mail@jppuk.net F: (01604) 781999 W: www.jppuk.net</small></p>	Client	Manor Oak Homes					
	Project	Residential Development Glen Parva Leicester					
	Title	Predicted AM Trips					
Scale at A3	NTS	Drawn by	DGB	Checked by		Date	October 2013
Status	Project ref	Drawing no.	Revision				
	R6711/PP	TA04					



KEY

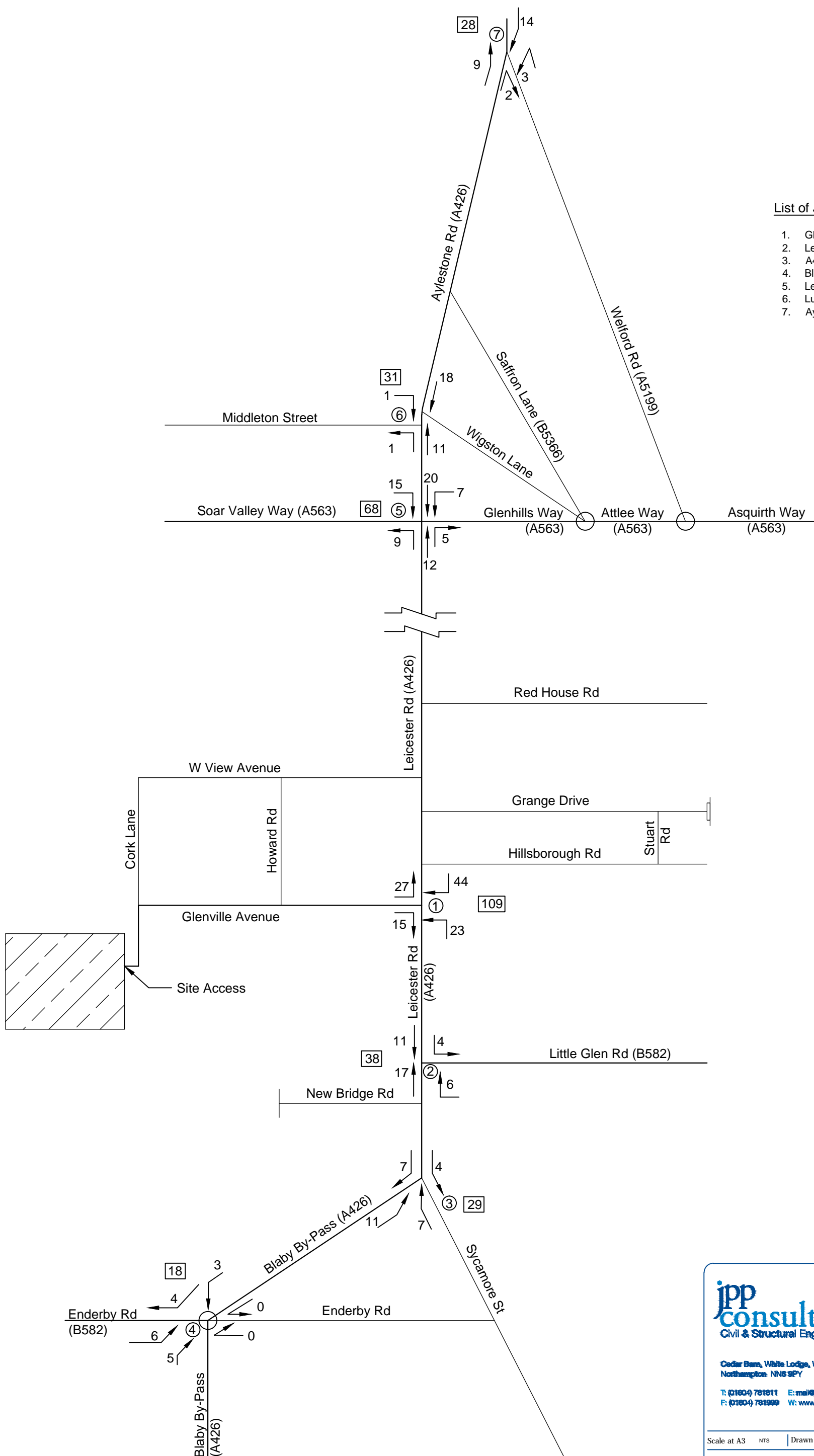
○ Roundabout


┆ Dead End

▨ Proposed Development

List of Junctions

1. Glenville Avenue / Leicester Road
2. Leicester Road / Little Glen Road
3. A426 / Sycamore Street
4. Blaby By-Pass / Enderby Road
5. Leicester Road / Soar Valley Way / Glenhills Way
6. Lutterworth Road / Middleton Street
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 <p>jpp consulting Civil & Structural Engineers</p> <p>Cedar Bass, White Lodge, Welgrave, Northampton NN6 9PY</p> <p>T: 01604 781811 E: mail@jppuk.net F: 01604 781999 W: www.jppuk.net</p>	Client	Manor Oak Homes					
	Project	Residential Development Glen Parva Leicester					
	Title	Predicted PM Trips					
Scale at A3	NTS	Drawn by	DGB	Checked by		Date	October 2013
Status		Project ref	R6711/PP	Drawing no.	TA05	Revision	

Martin Andrews

From: Kingsley Cook <Kingsley.Cook@leics.gov.uk>
Sent: 05 December 2013 17:19
To: Martin Andrews
Cc: michael.jeeves@leicester.gov.uk
Subject: 2013/HEN/2091 Cork Lane Glen Parva

Martin

Firstly my apologies for the delay in responding to your email and scoping report.

The scoping note is generally acceptable but as discussed the A426 suffers from congestion in the peak periods and you will need to demonstrate the development either has no significant impacts, or those impacts can be mitigated. I have the following general comments:

- The trip rates will need checking when the planning application is submitted, however the rates do not appear to be 85th percentile rates as required in the 6CsDG
- We will have to confirm the 2011 census data
- We are not aware of any committed developments in the vicinity but we recommend you confirm this with the City as the site is near the County/City boundary
- 5 year completion date is reasonable and 2018 is acceptable
- The junction assessment appears reasonable however we may request further junctions to be assessed if we feel it is justified
- We note that the traffic counts will be carried out in a non-neutral month therefore the 85th% trip rates are even more relevant

Kingsley

Kingsley Cook
Team Manager
Transport Development Control
Department of Environment and Transport
Leicestershire County Council
County Hall, Glenfield
Leicestershire LE3 8RJ
tel 0116 305 6782
fax 0116 305 7133

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which you sustain as a result of these factors. You are advised to carry out your own virus checks before opening any attachment.

Martin Andrews

From: Michael Jeeves <Michael.Jeeves@leicester.gov.uk>
Sent: 30 October 2013 15:26
To: Martin Andrews; 'matt.lennon@leics.gov.uk'
Subject: RE: R6711PP - 166 Dwel Development, Land off Cork Lane, Glen Parva

Martin, I have had a look at the Scoping Study and I have no problems with your approach.

I would expect Leics County to check trip generation. I doubt that the trips generated will have significant affect upon the highway network – given that the junctions on the A426 have recently been improved as part of the Bus Priority scheme this is something that would need to be considered by that Project Team (One for you Matt!!!)

Michael Jeeves
Team Leader
Travel Planning and Development Co-ordination Team
A6 New Walk Centre

Please note new phone number:

0116 454 2846

Michael.jeeves@leicester.gov.uk

We're backing the bid to make Leicester the UK City of Culture 2017

www.facebook.com/leicester2017

www.twitter.com/leicester2017

From: Martin Andrews [mailto:Martin.Andrews@jppuk.net]
Sent: 28 October 2013 15:15
To: 'matt.lennon@leics.gov.uk'; Michael Jeeves
Subject: R6711PP - 166 Dwel Development, Land off Cork Lane, Glen Parva

Matt / Michael,

Further to conversations with your colleagues I attach a Transport Assessment Scoping Note for a 166 dwelling development located off Cork Lane, Glen Parva. The development is located within Blaby District but based on distribution data is likely to have a larger impact on City controlled roads.

The scoping note is a brief document which primarily defines the:

- predicted person trip rates;
- vehicle trip numbers;
- distribution based on census data; and
- junctions to be assessed.

I would welcome your input into the scope of the Transport Assessment and confirmation that the extent of assessment is considered appropriate. Please call me to discuss if required. I am happy to attend a joint meeting to discuss the application if that is appropriate.

Regards,
Martin Andrews
MEng (Hons)
Project Engineer



Cedar Barn, White Lodge, Walgrave
Northampton, NN6 9PY

T: (01604) 781811 F: (01604) 781999
E: martin.andrews@jppuk.net W: www.jppuk.net

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Appendix G
Accident Data

TRAFFIC ACCIDENTS - SUMMARY REPORT

DATE : 06/01/2014

JPP Consulting. Glen Parva, 01.09.09 to 31.12.13, 6th Jan 2014

31/10/09	06538	Sat	1655	Daylight	A426	040	Dry	456900
299085								
Slight A426 LEICESTER ROAD GLEN PARVA. APPROX 35 M N HORTONS CLOSE. V1 (M/CYCLE) TRAV N/E LEICESTER RD COLLS CHILD PED TRAV W RUNNING INTO THE ROAD INFRONT V1. V1 LEAVES C/WAY N/S.								
Motorcycle over 500cc								
S NE Going ahead right hand bend Male 052 -								
Casualty								
Male 011 Pedestrian Slight								
28/11/09	07220	Sat	1002	Daylight	A426	040	Wet / Damp	456880
298905								
Slight A426 LEICESTER ROAD GLEN PARVA JW GLENVILLE AVENUE. V2 & V3 TRAV N LEICESTER RD. V2 SLOWS TO TURN L TRAV W GLENVILLE AVE. V3 COLLS REAR V2. V3 CROSSES C/WAY & COLLS V1 TRAV S LEICESTER RD.								
Car								
N S Going ahead other Male 042 -								
Casualty								
Male 042 Driver or rider Slight								
Car								
S W Turning left Male 034 -								
Car								
S N Going ahead other Male 055 -								
Casualty								
Male 055 Driver or rider Slight								
04/02/10	00708	Thu	0050	Darkness: street lights present and lit	B582	030	Wet / Damp	457360
298405								
Slight B582 LITTLE GLEN ROAD GLEN PARVA. AT RAILWAY BRIDGE OUTSIDE TANGLEWOOD. V1 TRAV S/E LITTLE GLEN RD COLLS KERB OF TRAFFIC CALMING CROSSES C/WAY & COLLS RAILWAY BRIDGE. DRIVER V1 IMPAIRED BY ALCOHOL.								
Car								
NW SE Going ahead other Male 031 +								
Casualty								
Male 027 Vehicle or pillion passenger Slight								
17/05/10	02857	Mon	2250	Darkness: street lights present and lit	A426	040	Dry	456960
299315								
Slight A426 LEICESTER ROAD GLEN PARVA. OUTSIDE HOUSE NO 123. V1 (TAXI) PARKED FACING S LEICESTER RD MOVES OFF MAKING U TURN IN FRONT V2 (MOPED) TRAV S LEICESTER RD. V2 COLLS O/S V1.								
Taxi / Private hire car								
N N U turn Male 042 -								

	Motorcycle 50cc and under								
	N S	Going ahead other				Male	017	-	
		Casualty							
	Male	017	Driver or rider	Slight					
<hr/>									
26/05/10	02954	Wed	0840	Daylight	A426 040	Dry	456885		
298910									
Slight	A426 LEICESTER ROAD GLEN PARVA JW GLENVILLE AVENUE. V1 (MOPED) TRAV S LEICESTER RD APPROACHING TRAFFIC QUEUE. V1 BRAKES HARD TO AVOID COLLS TRAFFIC AHEAD & RIDER FALLS FROM MACHINE.								
	Motorcycle 50cc and under								
	N S	Slowing or stopping				Male	024	^	
		Casualty							
	Male	024	Driver or rider	Slight					
<hr/>									
26/06/10	03600	Sat	1242	Daylight	L3122 030	Dry	456920		
299165									
Slight	WESTVIEW AVENUE GLEN PARVA JW LEICESTER ROAD. V2 (CYCLE) TRAV N LEICESTER RD LEAVES FOOTWAY TO CROSS WESTVIEW AVE & COLLS V1 STATIONARY TRAV E WAITING TO TURN R TRAV S LEICESTER RD.								
	Car								
	W S	Waiting to go ahead but held up				Male	040	-	
	Pedal cycle								
	S N	Going ahead other				Female	012		
		Casualty							
	Female	012	Driver or rider	Slight					
<hr/>									
03/07/10	03820	Sat	1700	Daylight	A426 040	Dry	456930		
299165									
Slight	A426 LUTTERWORTH ROAD GLEN PARVA JW WESTVIEW AVENUE. V1 TRAV S LUTTERWORTH RD BRAKES BUT COLLS REAR V2 STATIONARY AHEAD WAITING TO TURN R TRAV W WESTVIEW AVE.								
	Car								
	N S	Slowing or stopping				Male	024	-	
	Car								
	N W	Waiting to turn right				Female	080	^	
		Casualty							
	Female	080	Driver or rider	Slight					
<hr/>									
21/07/10	04164	Wed	1540	Daylight	A426 030	Dry	456700		
298175									
Slight	A426 BLABY BY-PASS BLABY. APPROX 45 M W LEICESTER ROAD. V1 TRAV W BLABY BY-PASS LANE 2 OVERTAKES HGV STATIONARY FACING W AT RED PED LIGHTS IN LANE 1. V1 BRAKES BUT COLLS CHILD PED TRAV N.								
	Car								
	E W	Slowing or stopping				Male	045	-	
		Casualty							
	Female	008	Pedestrian	Slight					
	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw								
	E W	Waiting to go ahead but held up				Not Known	Null	>	

02/08/10	04377	Mon	1700	Daylight	A426	040	Dry	457000	
299470									
Slight A426 LEICESTER ROAD GLEN PARVA JW PRIVATE DRIVE TO HOUSE NO 149. V1 TRAV S LEICESTER RD TURNS L TRAV E ONTO PRIVATE DRIVE & COLLS V2 (CYCLE) TRAV S ON FOOTWAY.									
Car									
N	E	Turning left						Female	044 -
Pedal cycle									
N	S	Going ahead other						Male	014
Casualty									
Male	014	Driver or rider		Slight					
24/08/10 04812 Tue 0911 Daylight A426 030 Dry 456910									
299110									
Slight A426 LUTTERWORTH ROAD GLEN PARVA JW GRANGE DRIVE. V1 TRAV W GRANGE DRIVE TURNS R TRAV N & COLLS V1 TRAV S LUTTERWORTH ROAD.									
Car									
E	N	Turning right						Male	080 >
Car									
N	S	Going ahead other						Male	068 ^
Casualty									
Male	068	Driver or rider		Slight					
Female	063	Vehicle or pillion passenger		Slight					
26/08/10 04892 Thu 1815 Daylight A426 040 Wet / Damp 456910									
299110									
Slight A426 LEICESTER ROAD GLEN PARVA JW GRANGE ROAD. V1 TRAV W GRANGE RD TURNS R TRAV N IN FRONT NK VEH TRAV S GIVING V1 PRIORITY. V1 COLLS V2 TRAV N LEICESTER RD.									
Car									
E	N	Turning right						Female	029 x
Car									
S	N	Going ahead other						Male	052 ^
Casualty									
Male	052	Driver or rider		Slight					
14/10/10 05941 Thu 1518 Daylight A426 040 Dry 456915									
299130									
Slight A426 LEICESTER ROAD GLEN PARVA. OUTSIDE HOUSE NO 130. CHILD PED TRAV W ON PED FACILITY SHOWING GREEN FOR TRAFFIC CROSSES ROAD FROM V1 O/S. V1 TRAV N LEICESTER RD BRAKES SKIDS & COLLS PED.									
Goods vehicle 3.5 tonnes mgw and under									
S	N	Slowing or stopping						Male	038 -
Casualty									
Female	004	Pedestrian		Slight					
18/10/10 05989 Mon 1740 Darkness: street lights present and lit									

298205	A426	030	Dry	456735
Slight	A426 BLABY BY-PASS BLABY ROUNDABOUT JW LEICESTER ROAD. V1 & V2 (CYCLE) STATIONARY TRAV E LANE 1 BLABY BY-PASS HELD AT R/ABOUT. V1 & V2 COLLS N/S TO O/S MOVING OFF TURNING L TRAV N LEICESTER RD.			
Car				
W	N	Turning left		Not Known Null >
Pedal cycle				
W	N	Turning left		Male 043
Casualty				
Male	043	Driver or rider	Slight	
01/11/10	06361	Mon 1224	Daylight	K3401 030 Dry 456965
299110				
Slight	GRANGE DRIVE GLEN PARVA. APPROX 50 M E LEICESTER ROAD. V2 TRAV E GRANGE DRIVE IS DISTRACTED BY ONCOMING VEHICLE & COLLS REAR O/S V1 PARKED IN C/WAY FACING E ON V1 N/S.			
Car				
Standing still				
	Standing still			
	Parked			Female 024 x
Casualty				
Female	024	Driver or rider	Slight	
Car				
W	E	Overtaking stationary vehicle on its offside		Female 064 x
05/11/10	06497	Fri 0900	Daylight	B582 030 Dry 456875
298515				
Slight	B582 LITTLE GLEN ROAD GLEN PARVA. APPROX 60 M E LEICESTER ROAD. V1 (M/CYCLE) TRAV W LITTLE GLEN RD OVERTAKING TRAFFIC QUEUE ON O/S. V2 (TAXI) CHANGES LANE R & COLLS V2. PASSENGER FALLS FROM MACHINE.			
Motorcycle over 500cc				
E	W	Overtaking moving vehicle on its offside		Male 018 -
Casualty				
Male	018	Driver or rider	Slight	
Male	019	Vehicle or pillion passenger	Slight	
Taxi / Private hire car				
E	W	Changing lane to right		Male 025 -
16/03/11	01483	Wed 1311	Daylight	A426 040 Dry 456895
298985				
Serious	A426 LEICESTER ROAD GLEN PARVA JW HILLSBOROUGH ROAD. V2 TRAV N LEICS RD TURNS R TRAV E HILLSBOROUGH RD & COLLS V1 TRAV S LEICESTER RD. V2 COLLS V3 TRAV N LEICS RD BEHIND V2.			
Car				
N	S	Going ahead other		Male 026 -
Casualty				
Male	026	Driver or rider	Slight	
Female	027	Vehicle or pillion passenger		

							Serious	
Car								
S	E	Turning right					Female	040 -
Casualty								
Female		040		Driver or rider			Serious	
Car								
S	N	Going ahead other					Female	029 -
Casualty								
Female		029		Driver or rider			Slight	
Male		043		Vehicle or pillion passenger			Slight	
04/05/11	02416	Wed	1549	Daylight	A426	040	Dry	456730
298200								
Slight	A426 BLABY BYPASS BLABY ROUNDABOUT JW LEICESTER ROAD. V1 TRAV N/E LANE 1 BLABY BYPASS LOSES CONTROL DUE TO MECHANICAL FAILURE MOVES FORWARD & COLLS REAR V2 STATIONARY AHEAD HELD AT ROUNDABOUT.							
Car								
W	N	Moving off					Male	049 -
Car								
W	N	Waiting to go ahead but held up					Female	019 x
Casualty								
Female		019		Driver or rider			Slight	
Female		019		Vehicle or pillion passenger			Slight	
Female		019		Vehicle or pillion passenger			Slight	
12/06/11	03231	Sun	1145	Daylight	A426	040	Wet / Damp	456895
298985								
Slight	A426 LEICESTER ROAD GLEN PARVA JW HILLSBOROUGH ROAD. V1 TRAV N LEICESTER RD TURNS R TRAV E HILLSBOROUGH RD & COLLS V2 TRAV S LEICESTER RD. V1 REBOUNDS & COLLS V3 TRAV N UNDERTAKING V1.							
Car								
S	E	Turning right					Male	020 -
Casualty								
Female		017		Vehicle or pillion passenger			Slight	
Car								
N	S	Going ahead other					Male	042 -
Car								
S	N	Overtaking on nearside					Male	060 -
29/06/11	03576	Wed	0623	Daylight	A426	030	Dry	456735
298205								
Slight	A426 LEICESTER ROAD BLABY ROUNDABOUT JW LEICESTER RD. V1 TRAV E BLABY BY-PASS ENTERS ROUNDABOUT DAZZLED BY SUN TURNS L TRAV N & COLLS V2 (CYCLE) TRAV N ON ROUNDABOUT.							
Car								

	W	N	Turning left				Male	034	-
	Pedal cycle								
	S	N	Going ahead other				Male	055	
	Casualty								
	Male	055	Driver or rider	Slight					
<hr/>									
19/07/11	04059	Tue	2015	Daylight	A426	040	Dry	456895	
298985	Slight A426 LEICESTER ROAD GLEN PARVA JW HILLSBOROUGH ROAD.								
	V1 TRAV W HILLSBOROUGH RD TURNS R TRAV N & COLLS V2 (CYCLE)								
	TRAV N LEICESTER RD TURNING R TRAV E HILLSBOROUGH RD.								
	Car								
	E	N	Turning right				Male	048	x
	Pedal cycle								
	S	E	Turning right				Male	020	
	Casualty								
	Male	020	Driver or rider	Slight					
<hr/>									
07/08/11	04392	Sun	1329	Daylight	A426	040	Dry	456795	
298525	Slight A426 LEICESTER ROAD GLEN PARVA JW LITTLE GLEN ROAD.								
	PED TRAV W RUNS ACROSS PED FACILTY &								
	COLLS FRONT V1 TRAV N LEICESTER RD.								
	Car								
	S	N	Going ahead other				Male	065	-
	Casualty								
	Male	028	Pedestrian	Slight					
<hr/>									
12/08/11	04484	Fri	0800	Daylight	A426	040	Wet / Damp	456795	
298535	Slight A426 LEICESTER ROAD GLEN PARVA JW LITTLE GLEN ROAD.								
	V1 TRAV W LITTLE GLEN RD LOSES CONTROL TURNING R TRAV N LEICS								
	RD COLLS TRAFFIC SIGNAL LEAVES C/WAY N/S & COLLS BARRIER.								
	Car								
	E	N	Turning right				Female	026	-
	Casualty								
	Female	026	Driver or rider	Slight					
<hr/>									
05/09/11	04952	Mon	1510	Daylight	B582	030	Dry	456955	
298500	Slight B582 LITTLE GLEN ROAD GLEN PARVA. EXACT LOCATION UNKNOWN.								
	V2 (CYCLE) TRAV AWAY FROM LEICS RD LEAVES FOOTWAY TO OVERTAKE								
	UNKNOWN V3 AHEAD & COLLS V1 TRAV TOWARDS TOWARDS LEICESTER RD.								
	Car								
	E	W	Going ahead other				Male	049	>
	Pedal cycle								
	W	E	Overtaking stationary vehicle on its offside				Male	025	
	Casualty								
	Male	025	Driver or rider	Slight					

Goods vehicle 3.5 tonnes mgw and under
 Standing still
 Standing still
 Parked

Not Known Null >

17/09/11	05197	Sat	1435	Daylight	A426	040	Dry	456790	
298495									
Slight	A426 LEICESTER ROAD GLEN PARVA JW NEW BRIDGE ROAD. V1 TRAV S LEICESTER RD TURNS R TRAV W NEW BRIDGE RD & COLLS V2 TRAV N LEICESTER RD.								
Car									
N	W	Turning right						Male	047 -
Casualty									
Male	047	Driver or rider				Slight			
Car									
S	N	Going ahead other						Male	074 -
Casualty									
Male	074	Driver or rider				Slight			
04/10/11	05567	Tue	1650	Daylight	A426	040	Dry	456995	
299495									
Serious	A426 LEICESTER ROAD GLEN PARVA JW HALL CLOSE. V1 TRAV S LEICESTER RD WAITING TO TURN R TRAV W HALL CLOSE. V1 COMMENCES R TURN & COLLS V2 (MOTORCYCLE) TRAV S OVERTAKING ON V1 O/S.								
Car									
N	W	Turning right						Male	066 -
Motorcycle over 500cc									
N	S	Overtaking moving vehicle on its offside						Male	051 ^
Casualty									
Male	051	Driver or rider				Serious			
28/10/11	06069	Fri	0855	Daylight	A426	030	Wet / Damp	456950	
299265									
Slight	A426 LEICESTER ROAD GLEN PARVA JW DOROTHY ROAD. V1 TRAV S LEICESTER RD IN SLOW MOVING TRAFFIC QUEUE TURNS R TRAV W DOROTHY AVE & COLLS V2 (M/CYCLE) TRAV S OVERTAKING QUEUE ON O/S.								
Car									
N	W	Turning right						Male	029 -
Casualty									
Male	029	Driver or rider				Slight			
Motorcycle over 125cc and up to 500cc									
N	S	Overtaking moving vehicle on its offside						Male	021 -
Casualty									
Male	021	Driver or rider				Slight			
24/11/11	06666	Thu	1600	Darkness: street lights present and lit	A426	040	Dry	456885	
298935									
Slight	A426 LEICESTER ROAD GLEN PARVA. APPROX 50 M S HILLSBOROUGH ROAD. V1 TRAV S LEICESTER RD SLOWS BUT COLLS CHILD PED AT LOW SPEED								

CROSSING ON PED FACILITY WITH GREEN PED LIGHTS. PED LEAVES SCENE.

Car
N S Slowing or stopping Male 060 >
Casualty
Female 015 Pedestrian Slight

07/01/12 00116 Sat 0825 Daylight L3115 030 Dry 456575
299210

Slight CORK LANE GLEN PARVA. OUTSIDE HOUSE NO 71.
NO STATS 19 FORM RECEIVED.

Car
N S Going ahead other Male Null x
Casualty
Male Null Driver or rider Slight

15/08/12 05711 Wed 1100 Daylight B582 030 Dry 457000
298495

Slight B582 LITTLE GLEN ROAD GLEN PARVA. OUTSIDE HOUSE NO 6.
V1 TRAV E LITTLE GLEN RD LOSES CONCENTRATION LEAVES C/WAY N/S
& COLLS REAR V2 PARKED ON FOOTWAY. V1 REBOUNDS & OVERTURNS.

Car
W E Going ahead other Female 023 -
Casualty
Female 023 Driver or rider Slight

Goods vehicle 3.5 tonnes mgw and under
Standing still
Standing still
Parked Male Null >

02/09/12 05850 Sun 1215 Daylight A426 040 Dry 456920
299130

Slight A426 LUTTERWORTH RD GLEN PARVA JW CAR PARK TO CARVERS CORNER SHOPS.
V1 TRAV S LUTTERWORTH RD TURNS L TRAV E ONTO CAR PARK MOUNTS FOOTWAY
& COLLS V2 (CYCLE) STATIONARY ON FOOTWAY TRAV NK DIR. V1 HIT & RUN.

Car
N E Turning left Male 056 >

Pedal cycle
E W Waiting to go ahead but held up Female 011
Casualty
Female 011 Driver or rider Slight

30/11/12 06500 Fri 1931 Darkness: street lights present and lit
A426 040 Wet / Damp 456790

298500
Slight A426 LEICESTER ROAD GLEN PARVA JW NEW BRIDGE ROAD.
V2 TRAV S LEICESTER RD TURNS R TRAV W NEW BRIDGE
RD & COLLS FRONT V1 TRAV N LANE 1 LEICESTER RD.

Car
S N Going ahead other Male 049 -

Car	N	W	Turning right				Male	020	-
Casualty									
Male			020	Vehicle or pillion passenger					Slight
<hr/>									
02/12/12	06551	Sun	1125	Daylight	A426	030	Dry	456955	
299305									
Slight	A426 LEICESTER ROAD GLEN PARVA JW PRIVATE DRIVE TO HOUSE NO 123. V2 TRAV N LEICESTER RD COLLS REAR V1 STATIONARY AHEAD HELD BEHIND NK V3 TURNING R TRAV E ONTO DRIVE.								
Car	S	N	Waiting to go ahead but held up				Male	039	>
Casualty									
Male			039	Driver or rider					Slight
Car	S	N	Going ahead other				Male	045	>
Car	S	E	Turning right				Not Known	Null	>
<hr/>									
11/01/13	00067	Fri	2320	Darkness: street lights present and lit	A426	040	Wet / Damp	456765	
298290									
Slight	A426 LEICESTER ROAD BLABY. UNDER RAILWAY BRIDGE. V1 TRAV S LEICESTER RD LOSES CONTROL DUE TO ILLNESS CROSSES C/WAY & COLLS O/S V2 TRAV N. V1 LEAVES C/WAY O/S ONTO FOOTWAY.								
Car	N	S	Going ahead other				Male	032	-
Casualty									
Male			032	Driver or rider					Slight
Car	S	N	Going ahead other				Male	065	-
<hr/>									
11/03/13	00354	Mon	1515	Daylight	A426	040	Snow	456790	
298495									
Slight	A426 LEICESTER ROAD GLEN PARVA JW NEW BRIDGE ROAD. V3 (ARTIC) TRAV N LANE 2 LEICS RD IN QUEUE INDICATES V2 TO PROCEED TURNING R TRAV W NEW BRIDGE RD. V1 TRAV N LANE 1 COLLS V2. V2 COLLS V4.								
Car	S	N	Going ahead other				Male	023	x
Casualty									
Male			023	Driver or rider					Slight
Car	N	W	Turning right				Female	039	x
Goods vehicle 7.5 tonnes mgw and over	S	N	Waiting to go ahead but held up				Male	050	x
Goods vehicle 3.5 tonnes mgw and under	S	N	Waiting to go ahead but held up				Male	040	x

07/05/13	00692	Tue	1800	Daylight	A426	040	Dry	456790	
298495									
Slight	A426 LEICESTER ROAD GLEN PARVA JW NEW BRIDGE ROAD. V1 TRAV S LEICESTER RD TURNS R TRAV W NEW BRIDGE RD IN FRONT V2 (TAXI) TRAV N LANE 1 LEICESTER RD. V2 UNABLE TO AVOID V1 COLLS N/S.								
Car									
N	W	Turning right					Male	048	x
Taxi / Private hire car									
S	N	Going ahead other					Male	044	x
Casualty									
Male	051	Vehicle or pillion passenger					Slight		
14/05/13 00997 Tue 0915 Daylight A426 040 Dry 456750									
298185									
Slight	A426 LEICESTER ROAD BLABY ROUNDABOUT JW LEICESTER ROAD. V1 TRAV N LEICESTER RD ENTERS ROUNDABOUT TRAV AHEAD & COLLS REAR V2 (CYCLE) TURNING R TRAV W LEAVING ROUNDABOUT.								
Car									
S	N	Going ahead other					Male	037	-
Pedal cycle									
N	W	Turning right					Male	043	
Casualty									
Male	043	Driver or rider					Slight		
07/07/13 01147 Sun 1135 Daylight A426 040 Dry 456900									
299085									
Slight	A426 LEICESTER ROAD GLEN PARVA. APPROX 30 M S GRANGE DRIVE. V1 TRAV S NEG SLIGHT L BEND CROSSES C/WAY FOR NK REASON & COLLS FRONT V2 TRAV N/E LEICESTER RD.								
Car									
NE	S	Going ahead other					Male	077	-
Casualty									
Female	077	Vehicle or pillion passenger					Slight		
Car									
S	NE	Going ahead other					Male	027	-
Casualty									
Female	022	Vehicle or pillion passenger					Slight		
28/08/13 01472 Wed 2100 Darkness: street lights present and lit									
299630									
Serious	A426 LEICESTER ROAD GLEN PARVA JW RED HOUSE ROAD. NK V2 TRAV N LEICESTER RD OVERTAKES V1 (CYCLE) HAVING PREVIOUSLY TURNED R FROM RED HOUSE RD. V2 COLLS O/S V1 & RIDER FALLS OFF CYCLE.								
Pedal cycle									
S	N	Going ahead other					Male	050	

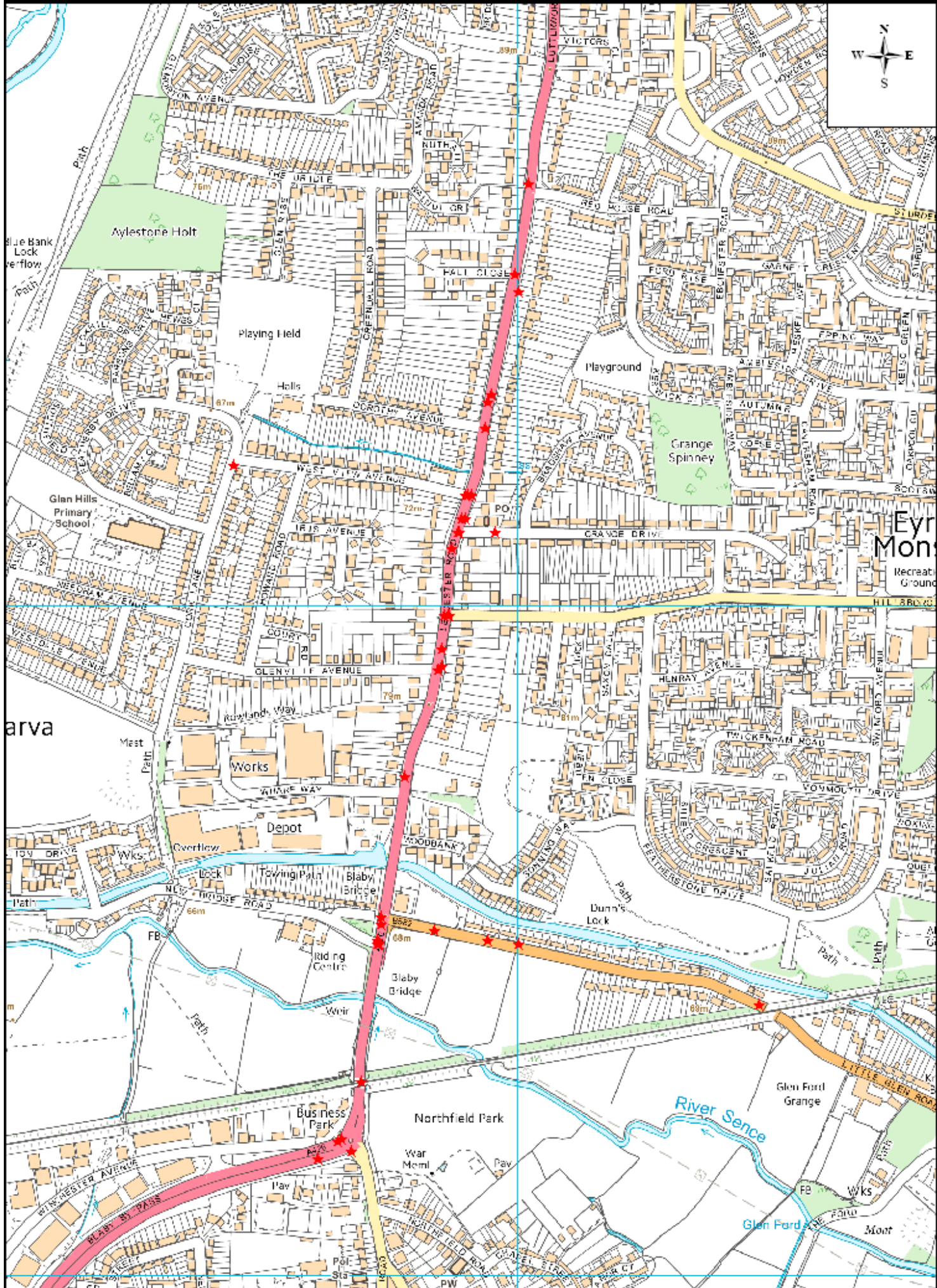
Casualty	Male	050	Driver or rider	Serious			
Car	S	N	Overtaking moving vehicle on its offside			Not Known	Null >

12/11/13	02094	Tue	1353	Daylight	A426	040	Dry	456890
298985	Slight A426 LEICESTER ROAD GLEN PARVA JW HILLSBOROUGH ROAD. V1 TRAV W HILLSBOROUGH RD TURNS R TRAV N & COLLS V2 (M/CYCLE) TRAV N LEICESTER RD.							
Car	E	N	Turning right			Male	060 -	
Motorcycle over 500cc	S	N	Going ahead other			Male	028 -	
Casualty	Male	028	Driver or rider	Slight				

23/11/13	02153	Sat	1620	Darkness: street lights present and lit	A426	040	Wet / Damp	456830
298745	Slight A426 LEICESTER ROAD GLEN PARVA. OUTSIDE HOUSE NO 82. V2 TRAV S NEG SLIGHT L BEND CROSSES C/WAY & COLLS FRONT V1 TRAV N NEG R BEND LEICESTER RD. V1 LEAVES C/WAY N/S.							
Car	S	N	Going ahead right hand bend			Male	038 -	
Casualty	Male	038	Driver or rider	Slight				
	Male	023	Vehicle or pillion passenger	Slight				
Car	N	S	Going ahead left hand bend			Male	048 -	

18/12/13	02304	Wed	0755	Daylight	A426	040	Dry	456925
299165	Slight A426 LEICESTER ROAD GLEN PARVA JW WEST VIEW AVENUE. V1 TRACV E WEST VIEW AVE TURNS R TRAV S & COLLS N/S V2 (M/CYCLE) TRAV N LEICESTER RD.							
Car	W	S	Turning right			Male	032 -	
Motorcycle over 50cc and up to 125cc	S	N	Going ahead other			Male	019 -	
Casualty	Male	019	Driver or rider	Slight				

Breath test + = positive - = negative * = refused
x = not requested > = not contacted ^ = Not provided (medical reasons)



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JPP CONSULTING. GLEN PARVA, 01.09.09 TO 31.12.13, 6TH JAN 2014**ACCIDENTS**

	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>TOTAL</u>
Slight Accidents	2	13	10	5	8	38
Serious Accidents	0	0	2	0	1	3
Fatal Accidents	0	0	0	0	0	0
Total Accidents	2	13	12	5	9	41
Single Vehicle	1	3	3	1	0	8
Wet or slippery	1	2	3	1	3	10
Darkness	0	3	1	1	3	8
Pedestrian	1	2	2	0	0	5
Cyclist	0	3	3	1	2	9
Motorcycle	1	3	2	0	2	8
Children	1	4	1	1	0	7
Bus	0	0	0	0	0	0
Goods	0	2	1	1	1	5
Morning 7:30-9:00	0	2	2	1	1	6
Evening 4:00-6:00	1	3	2	0	2	8
Weekend	2	2	3	3	2	12
Left Turn	1	2	1	1	0	5
Right Turn	0	3	7	2	5	17
Overtaking	0	2	4	0	1	7
Bend	1	0	0	0	1	2
Parked Vehicle	0	1	1	1	0	3

CASUALTIES

Slight Casualties	3	15	17	5	10	50
Serious Casualties	0	0	3	0	1	4
Fatal Casualties	0	0	0	0	0	0
Total Casualties	3	15	20	5	11	54
Children KSI	0	0	0	0	0	0
Pedestrians KSI	0	0	0	0	0	0
Motorcycle KSI	0	0	1	0	0	1

Appendix H
TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	MS MERSEYSIDE	2 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 372 (units:)
 Range Selected by User: 6 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 07/10/13

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

Selected survey days:

Monday	3 days
Tuesday	8 days
Wednesday	3 days
Thursday	6 days
Friday	5 days

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

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	23
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	22
No Sub Category	3

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

Filtering Stage 3 selection:

Use Class:

C3	24 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	8 days
20,001 to 25,000	4 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	6 days
100,001 to 125,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	6 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	11 days
1.1 to 1.5	13 days

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

Travel Plan:

No	25 days
----	---------

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

LIST OF SITES relevant to selection parameters

1	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	CH-03-A-06	SEMI-DET./BUNGALOWS		CESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
3	CH-03-A-08	DETACHED		CESHIRE
	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	CW-03-A-01	TERRACED		CORNWALL
	ALVERTON ROAD			
	PENZANCE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	13		
	Survey date: THURSDAY	30/06/05		Survey Type: MANUAL
5	CW-03-A-02	SEMI D./DETACHED		CORNWALL
	BOSVEAN GARDENS			
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: TUESDAY	18/09/07		Survey Type: MANUAL
6	DS-03-A-01	SEMI D./TERRACED		DERBYSHIRE
	THE AVENUE			
	HOLMESDALE			
	DRONFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: THURSDAY	22/06/06		Survey Type: MANUAL
7	LN-03-A-02	MIXED HOUSES		LINCOLNSHIRE
	HYKEHAM ROAD			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	186		
	Survey date: MONDAY	14/05/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	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
9	MS-03-A-01	TERRACED		MERSEYSIDE
	PALACE FIELDS AVENUE RUNCORN Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 372 Survey date: THURSDAY 06/10/05			
				Survey Type: MANUAL
10	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
11	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
12	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
13	NY-03-A-01	MIXED HOUSES		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: TUESDAY 25/09/07			
				Survey Type: MANUAL
14	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

LIST OF SITES relevant to selection parameters (Cont.)

15	SF-03-A-01	SEMI DETACHED		SUFFOLK
	A1156 FELIXSTOWE ROAD			
	RACECOURSE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		77	
	Survey date:	WEDNESDAY	23/05/07	Survey Type: MANUAL
16	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
17	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
18	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		14	
	Survey date:	WEDNESDAY	26/11/08	Survey Type: MANUAL
19	TV-03-A-01	HOUSES & FLATS		TEES VALLEY
	POWLETT ROAD			
	HARTLEPOOL			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		225	
	Survey date:	THURSDAY	14/04/05	Survey Type: MANUAL
20	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
21	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

LIST OF SITES relevant to selection parameters (Cont.)

22	WM-03-A-01	TERRACED		WEST MIDLANDS
	FOLESHILL ROAD			
	FOLESHILL			
	COVENTRY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		79	
	Survey date: FRIDAY		03/02/06	Survey Type: MANUAL
23	WM-03-A-02	DETACHED & SEMI DET.		WEST MIDLANDS
	HEATH STREET			
	STOURBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		12	
	Survey date: WEDNESDAY		26/04/06	Survey Type: MANUAL
24	WO-03-A-01	DETACHED		WORCESTERSHIRE
	MARLBOROUGH AVENUE			
	ASTON FIELDS			
	BROMSGROVE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		10	
	Survey date: THURSDAY		23/06/05	Survey Type: MANUAL
25	WO-03-A-03	DETACHED		WORCESTERSHIRE
	BLAKEBROOK			
	BLAKEBROOK			
	KIDDERMINSTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		138	
	Survey date: FRIDAY		05/05/06	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.

JPP Consulting Cedar Barn Walgrave

Licence No: 252601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Ranking Type: ARRIVALS

Time Range: 08:00-09:00

15th Percentile = No. 21

85th Percentile = No. 5

Median Values

Arrivals: 0.269

Departures: 1.000

Totals: 1.269

Mean Values

Arrivals: 0.297

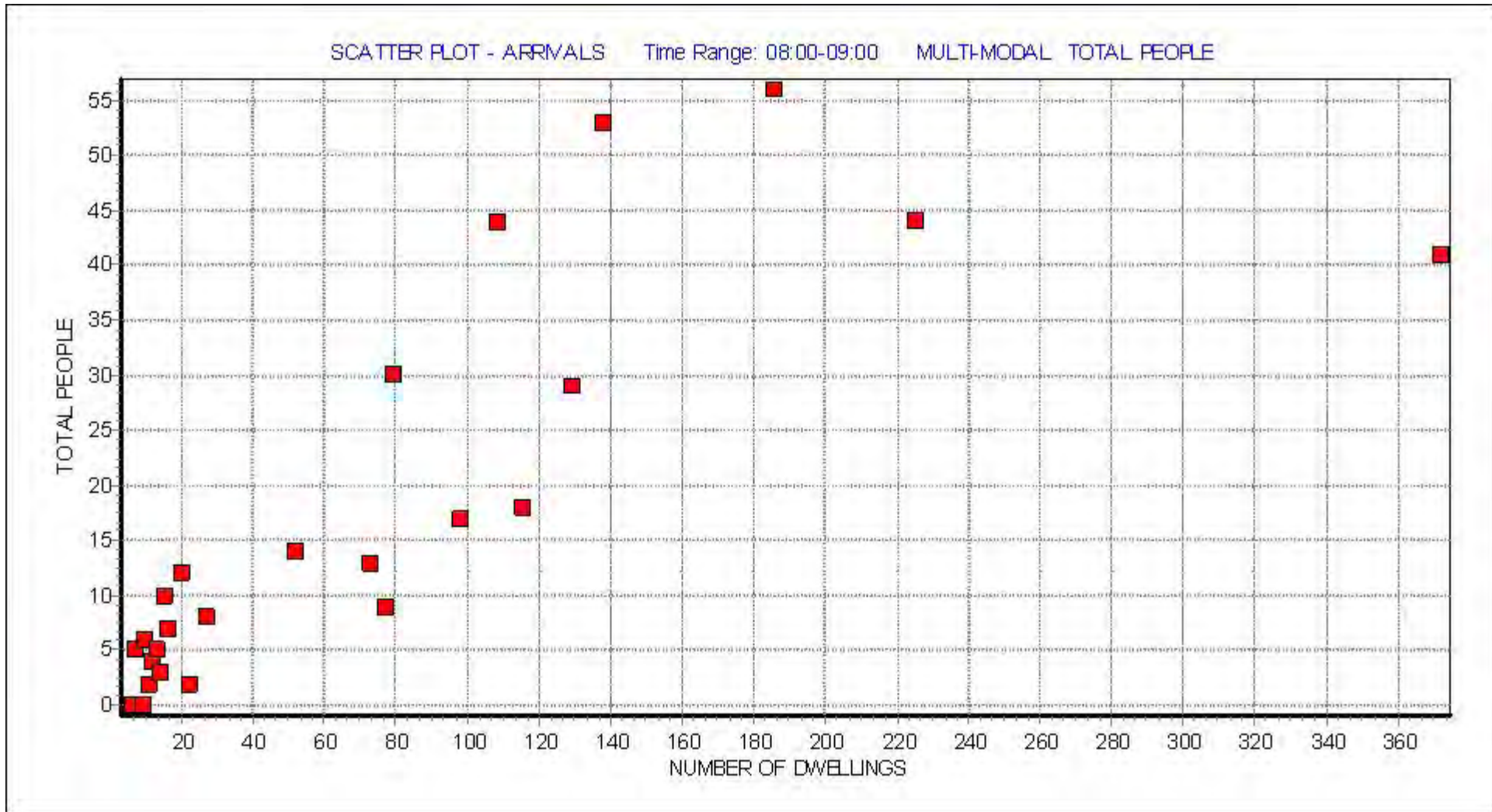
Departures: 0.787

Totals: 1.083

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
1	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.714	1.143	1.857	
2	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.667	1.267	1.934	
3	WO-03-A-01	DETACHED	BROMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.600	1.100	1.700	
4	DS-03-A-01	SEMI D./TERRAC	DRONFIELD	DERBYSHIRE	20	Thu	22/06/06	0.600	0.650	1.250	
5	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.438	0.625	1.063	
6	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.407	0.843	1.250	
7	CW-03-A-01	TERRACED	PENZANCE	CORNWALL	13	Thu	30/06/05	0.385	0.231	0.616	
8	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.384	1.058	1.442	
9	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.380	0.886	1.266	
10	WM-03-A-02	DETACHED & SEM	STOURBRIDGE	WEST MIDLANDS	12	Wed	26/04/06	0.333	0.667	1.000	
11	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.301	0.790	1.091	
12	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.296	0.556	0.852	
13	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	NORTH YORKSHIRE	52	Tue	25/09/07	0.269	1.000	1.269	
14	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.225	0.457	0.682	
15	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.214	0.714	0.928	
16	TV-03-A-01	HOUSES & FLATS	HARTLEPOOL	TEES VALLEY	225	Thu	14/04/05	0.196	0.764	0.960	
17	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.182	1.182	1.364	
18	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.178	0.877	1.055	
19	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.173	0.633	0.806	
20	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.157	0.539	0.696	
21	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.117	0.805	0.922	
22	MS-03-A-01	TERRACED	RUNCORN	MERSEYSIDE	372	Thu	06/10/05	0.110	0.478	0.588	
23	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.091	0.682	0.773	
24	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.000	1.556	1.556	
25	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.000	0.167	0.167	

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

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



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	MS MERSEYSIDE	2 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 6 to 372 (units:)
Range Selected by User: 6 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 07/10/13

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

Selected survey days:

Monday	3 days
Tuesday	8 days
Wednesday	3 days
Thursday	6 days
Friday	5 days

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

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	23
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	22
No Sub Category	3

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

Filtering Stage 3 selection:

Use Class:

C3	24 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	8 days
20,001 to 25,000	4 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	6 days
100,001 to 125,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	6 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	11 days
1.1 to 1.5	13 days

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

Travel Plan:

No	25 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	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	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		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	CW-03-A-01	TERRACED		CORNWALL
	ALVERTON ROAD			
	PENZANCE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	13		
	Survey date: THURSDAY	30/06/05		Survey Type: MANUAL
5	CW-03-A-02	SEMI D./DETACHED		CORNWALL
	BOSVEAN GARDENS			
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: TUESDAY	18/09/07		Survey Type: MANUAL
6	DS-03-A-01	SEMI D./TERRACED		DERBYSHIRE
	THE AVENUE			
	HOLMESDALE			
	DRONFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: THURSDAY	22/06/06		Survey Type: MANUAL
7	LN-03-A-02	MIXED HOUSES		LINCOLNSHIRE
	HYKEHAM ROAD			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	186		
	Survey date: MONDAY	14/05/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	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
9	MS-03-A-01	TERRACED		MERSEYSIDE
	PALACE FIELDS AVENUE			
	RUNCORN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		372	
	Survey date:	THURSDAY	06/10/05	Survey Type: MANUAL
10	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
11	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
12	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
13	NY-03-A-01	MIXED HOUSES		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		52	
	Survey date:	TUESDAY	25/09/07	Survey Type: MANUAL
14	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

LIST OF SITES relevant to selection parameters (Cont.)

15	SF-03-A-01	SEMI DETACHED		SUFFOLK
	A1156 FELIXSTOWE ROAD			
	RACECOURSE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		77	
	Survey date:	WEDNESDAY	23/05/07	Survey Type: MANUAL
16	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
17	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
18	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		14	
	Survey date:	WEDNESDAY	26/11/08	Survey Type: MANUAL
19	TV-03-A-01	HOUSES & FLATS		TEES VALLEY
	POWLETT ROAD			
	HARTLEPOOL			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		225	
	Survey date:	THURSDAY	14/04/05	Survey Type: MANUAL
20	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
21	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

LIST OF SITES relevant to selection parameters (Cont.)

22	WM-03-A-01	TERRACED		WEST MIDLANDS
	FOLESHILL ROAD			
	FOLESHILL			
	COVENTRY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		79	
	Survey date: FRIDAY		03/02/06	Survey Type: MANUAL
23	WM-03-A-02	DETACHED & SEMI DET.		WEST MIDLANDS
	HEATH STREET			
	STOURBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		12	
	Survey date: WEDNESDAY		26/04/06	Survey Type: MANUAL
24	WO-03-A-01	DETACHED		WORCESTERSHIRE
	MARLBOROUGH AVENUE			
	ASTON FIELDS			
	BROMSGROVE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		10	
	Survey date: THURSDAY		23/06/05	Survey Type: MANUAL
25	WO-03-A-03	DETACHED		WORCESTERSHIRE
	BLAKEBROOK			
	BLAKEBROOK			
	KIDDERMINSTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		138	
	Survey date: FRIDAY		05/05/06	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.

JPP Consulting Cedar Barn Walgrave

Licence No: 252601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Ranking Type: DEPARTURES Time Range: 08:00-09:00

15th Percentile = No. 21

85th Percentile = No. 5

Median Values

Arrivals: 0.196

Departures: 0.764

Totals: 0.960

Mean Values

Arrivals: 0.297

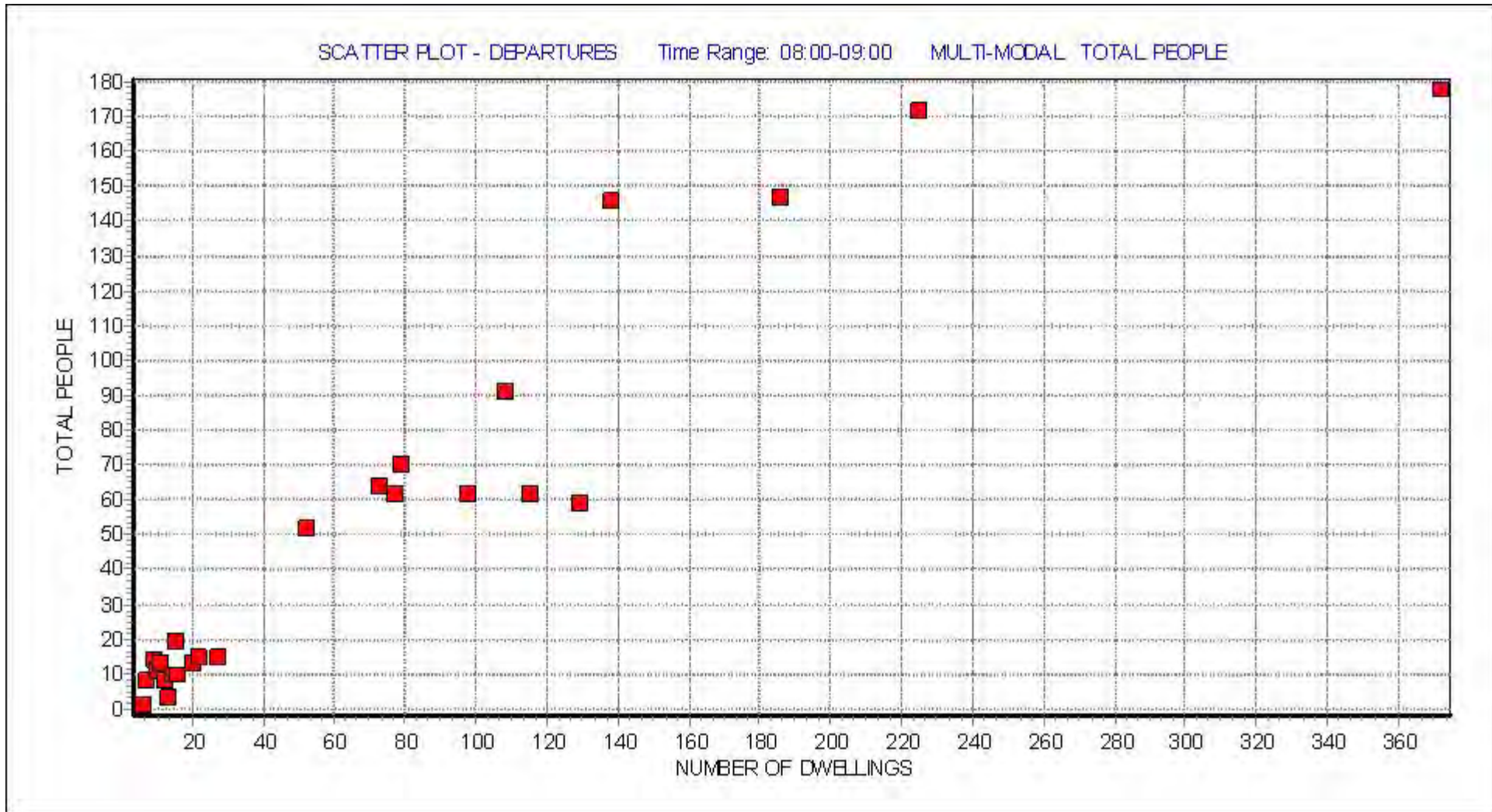
Departures: 0.787

Totals: 1.083

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
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2	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.667	1.267	1.934	
3	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.182	1.182	1.364	
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25	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.000	0.167	0.167	

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

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



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	MS MERSEYSIDE	2 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 372 (units:)
 Range Selected by User: 6 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 07/10/13

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

Selected survey days:

Monday	3 days
Tuesday	8 days
Wednesday	3 days
Thursday	6 days
Friday	5 days

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

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	23
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	22
No Sub Category	3

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

Filtering Stage 3 selection:

Use Class:

C3	24 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	8 days
20,001 to 25,000	4 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	6 days
100,001 to 125,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	6 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	11 days
1.1 to 1.5	13 days

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

Travel Plan:

No	25 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	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	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		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	CW-03-A-01	TERRACED		CORNWALL
	ALVERTON ROAD			
	PENZANCE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	13		
	Survey date: THURSDAY	30/06/05		Survey Type: MANUAL
5	CW-03-A-02	SEMI D./DETACHED		CORNWALL
	BOSVEAN GARDENS			
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: TUESDAY	18/09/07		Survey Type: MANUAL
6	DS-03-A-01	SEMI D./TERRACED		DERBYSHIRE
	THE AVENUE			
	HOLMESDALE			
	DRONFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: THURSDAY	22/06/06		Survey Type: MANUAL
7	LN-03-A-02	MIXED HOUSES		LINCOLNSHIRE
	HYKEHAM ROAD			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	186		
	Survey date: MONDAY	14/05/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	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			
9	MS-03-A-01	TERRACED		MERSEYSIDE
	PALACE FIELDS AVENUE RUNCORN Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 372 Survey date: THURSDAY 06/10/05			
10	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			
11	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			
12	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			
13	NY-03-A-01	MIXED HOUSES		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: TUESDAY 25/09/07			
14	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			

LIST OF SITES relevant to selection parameters (Cont.)

15	SF-03-A-01	SEMI DETACHED		SUFFOLK
	A1156 FELIXSTOWE ROAD			
	RACECOURSE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		77	
	Survey date:	WEDNESDAY	23/05/07	Survey Type: MANUAL
16	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
17	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
18	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		14	
	Survey date:	WEDNESDAY	26/11/08	Survey Type: MANUAL
19	TV-03-A-01	HOUSES & FLATS		TEES VALLEY
	POWLETT ROAD			
	HARTLEPOOL			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		225	
	Survey date:	THURSDAY	14/04/05	Survey Type: MANUAL
20	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
21	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

LIST OF SITES relevant to selection parameters (Cont.)

22	WM-03-A-01	TERRACED		WEST MIDLANDS
	FOLESHILL ROAD			
	FOLESHILL			
	COVENTRY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		79	
	Survey date: FRIDAY		03/02/06	Survey Type: MANUAL
23	WM-03-A-02	DETACHED & SEMI DET.		WEST MIDLANDS
	HEATH STREET			
	STOURBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		12	
	Survey date: WEDNESDAY		26/04/06	Survey Type: MANUAL
24	WO-03-A-01	DETACHED		WORCESTERSHIRE
	MARLBOROUGH AVENUE			
	ASTON FIELDS			
	BROMSGROVE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		10	
	Survey date: THURSDAY		23/06/05	Survey Type: MANUAL
25	WO-03-A-03	DETACHED		WORCESTERSHIRE
	BLAKEBROOK			
	BLAKEBROOK			
	KIDDERMINSTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		138	
	Survey date: FRIDAY		05/05/06	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.

JPP Consulting Cedar Barn Walgrave

Licence No: 252601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Ranking Type: ARRIVALS

Time Range: 17:00-18:00

15th Percentile = No. 21

85th Percentile = No. 5

Median Values

Arrivals: 0.571

Departures: 0.143

Totals: 0.714

Mean Values

Arrivals: 0.560

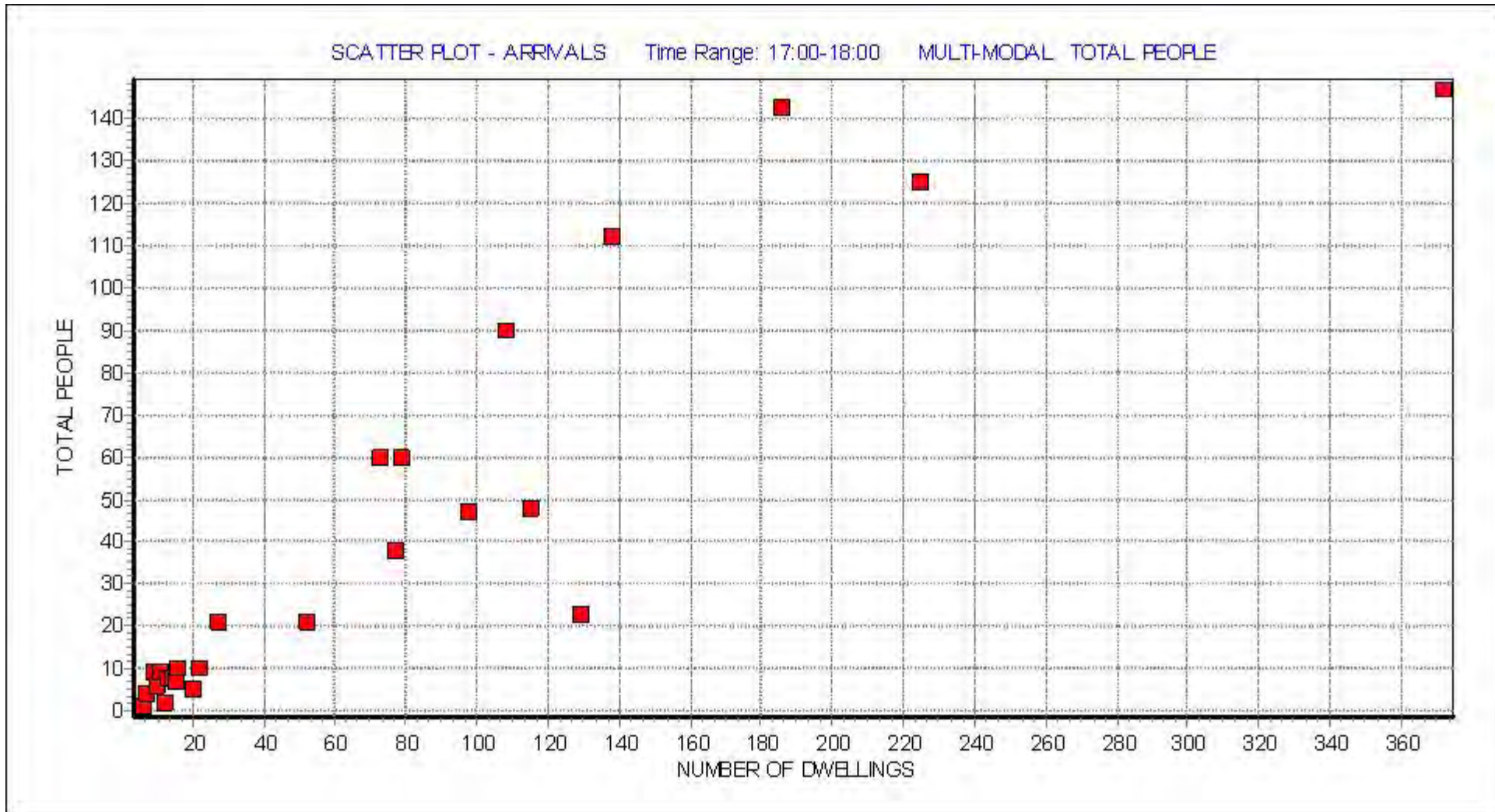
Departures: 0.325

Totals: 0.885

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
1	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	1.000	0.222	1.222	
2	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.833	0.426	1.259	
3	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.822	0.397	1.219	
4	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.818	0.273	1.091	
5	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.812	0.399	1.211	
6	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.778	0.259	1.037	
7	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.769	0.548	1.317	
8	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.759	0.392	1.151	
9	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.625	0.250	0.875	
10	CW-03-A-01	TERRACED	PENZANCE	CORNWALL	13	Thu	30/06/05	0.615	0.308	0.923	
11	WO-03-A-01	DETACHED	BROMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.600	0.600	1.200	
12	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.571	0.286	0.857	
13	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.571	0.143	0.714	
14	TV-03-A-01	HOUSES & FLATS	HARTLEPOOL	TEES VALLEY	225	Thu	14/04/05	0.556	0.351	0.907	
15	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.494	0.377	0.871	
16	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.480	0.204	0.684	
17	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.467	0.267	0.734	
18	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.455	0.182	0.637	
19	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.417	0.270	0.687	
20	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	NORTH YORKSHIRE	52	Tue	25/09/07	0.404	0.365	0.769	
21	MS-03-A-01	TERRACED	RUNCORN	MERSEYSIDE	372	Thu	06/10/05	0.395	0.277	0.672	
22	DS-03-A-01	SEMI D./TERRAC	DRONFIELD	DERBYSHIRE	20	Thu	22/06/06	0.250	0.350	0.600	
23	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.178	0.225	0.403	
24	WM-03-A-02	DETACHED & SEM	STOURBRIDGE	WEST MIDLANDS	12	Wed	26/04/06	0.167	0.750	0.917	
25	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.167	0.000	0.167	

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

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



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	MS MERSEYSIDE	2 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 372 (units:)
 Range Selected by User: 6 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 07/10/13

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

Selected survey days:

Monday	3 days
Tuesday	8 days
Wednesday	3 days
Thursday	6 days
Friday	5 days

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

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	23
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	22
No Sub Category	3

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

Filtering Stage 3 selection:

Use Class:

C3	24 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	8 days
20,001 to 25,000	4 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	6 days
100,001 to 125,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	6 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	11 days
1.1 to 1.5	13 days

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

Travel Plan:

No	25 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	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	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		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	CW-03-A-01	TERRACED		CORNWALL
	ALVERTON ROAD			
	PENZANCE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	13		
	Survey date: THURSDAY	30/06/05		Survey Type: MANUAL
5	CW-03-A-02	SEMI D./DETACHED		CORNWALL
	BOSVEAN GARDENS			
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: TUESDAY	18/09/07		Survey Type: MANUAL
6	DS-03-A-01	SEMI D./TERRACED		DERBYSHIRE
	THE AVENUE			
	HOLMESDALE			
	DRONFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: THURSDAY	22/06/06		Survey Type: MANUAL
7	LN-03-A-02	MIXED HOUSES		LINCOLNSHIRE
	HYKEHAM ROAD			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	186		
	Survey date: MONDAY	14/05/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	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			
9	MS-03-A-01	TERRACED		MERSEYSIDE
	PALACE FIELDS AVENUE RUNCORN Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 372 Survey date: THURSDAY 06/10/05			
10	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			
11	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			
12	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			
13	NY-03-A-01	MIXED HOUSES		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: TUESDAY 25/09/07			
14	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			

LIST OF SITES relevant to selection parameters (Cont.)

15	SF-03-A-01	SEMI DETACHED		SUFFOLK
	A1156 FELIXSTOWE ROAD			
	RACECOURSE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		77	
	Survey date:	WEDNESDAY	23/05/07	Survey Type: MANUAL
16	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
17	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
18	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		14	
	Survey date:	WEDNESDAY	26/11/08	Survey Type: MANUAL
19	TV-03-A-01	HOUSES & FLATS		TEES VALLEY
	POWLETT ROAD			
	HARTLEPOOL			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		225	
	Survey date:	THURSDAY	14/04/05	Survey Type: MANUAL
20	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
21	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

LIST OF SITES relevant to selection parameters (Cont.)

22	WM-03-A-01	TERRACED		WEST MIDLANDS
	FOLESHILL ROAD			
	FOLESHILL			
	COVENTRY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		79	
	Survey date: FRIDAY		03/02/06	Survey Type: MANUAL
23	WM-03-A-02	DETACHED & SEMI DET.		WEST MIDLANDS
	HEATH STREET			
	STOURBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		12	
	Survey date: WEDNESDAY		26/04/06	Survey Type: MANUAL
24	WO-03-A-01	DETACHED		WORCESTERSHIRE
	MARLBOROUGH AVENUE			
	ASTON FIELDS			
	BROMSGROVE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		10	
	Survey date: THURSDAY		23/06/05	Survey Type: MANUAL
25	WO-03-A-03	DETACHED		WORCESTERSHIRE
	BLAKEBROOK			
	BLAKEBROOK			
	KIDDERMINSTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		138	
	Survey date: FRIDAY		05/05/06	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.

JPP Consulting Cedar Barn Walgrave

Licence No: 252601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Ranking Type: DEPARTURES Time Range: 17:00-18:00

15th Percentile = No. 21

85th Percentile = No. 5

Median Values

Arrivals: 0.571

Departures: 0.286

Totals: 0.857

Mean Values

Arrivals: 0.560

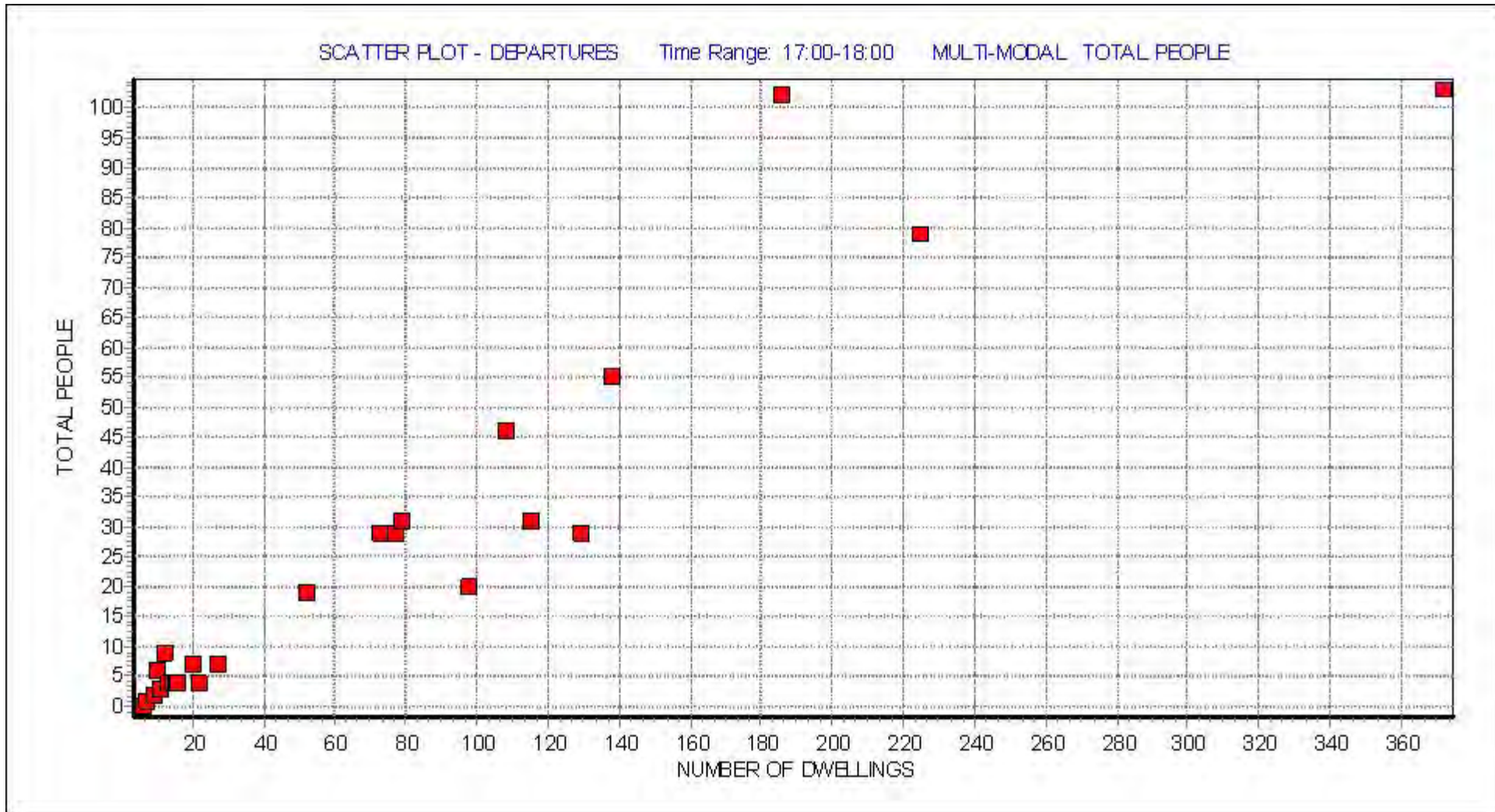
Departures: 0.325

Totals: 0.885

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
1	WM-03-A-02	DETACHED & SEM	STOURBRIDGE	WEST MIDLANDS	12	Wed	26/04/06	0.167	0.750	0.917	
2	WO-03-A-01	DETACHED	BROMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.600	0.600	1.200	
3	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.769	0.548	1.317	
4	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.833	0.426	1.259	
5	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.812	0.399	1.211	
6	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.822	0.397	1.219	
7	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.759	0.392	1.151	
8	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.494	0.377	0.871	
9	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	NORTH YORKSHIRE	52	Tue	25/09/07	0.404	0.365	0.769	
10	TV-03-A-01	HOUSES & FLATS	HARTLEPOOL	TEES VALLEY	225	Thu	14/04/05	0.556	0.351	0.907	
11	DS-03-A-01	SEMI D./TERRAC	DRONFIELD	DERBYSHIRE	20	Thu	22/06/06	0.250	0.350	0.600	
12	CW-03-A-01	TERRACED	PENZANCE	CORNWALL	13	Thu	30/06/05	0.615	0.308	0.923	
13	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.571	0.286	0.857	
14	MS-03-A-01	TERRACED	RUNCORN	MERSEYSIDE	372	Thu	06/10/05	0.395	0.277	0.672	
15	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.818	0.273	1.091	
16	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.417	0.270	0.687	
17	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.467	0.267	0.734	
18	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.778	0.259	1.037	
19	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.625	0.250	0.875	
20	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.178	0.225	0.403	
21	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	1.000	0.222	1.222	
22	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.480	0.204	0.684	
23	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.455	0.182	0.637	
24	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.571	0.143	0.714	
25	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.167	0.000	0.167	

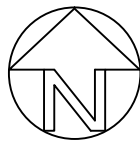
This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above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

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



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

Appendix I
Vehicle Trip Distribution
Including JPP drawing no. R6711PP-TA03



KEY

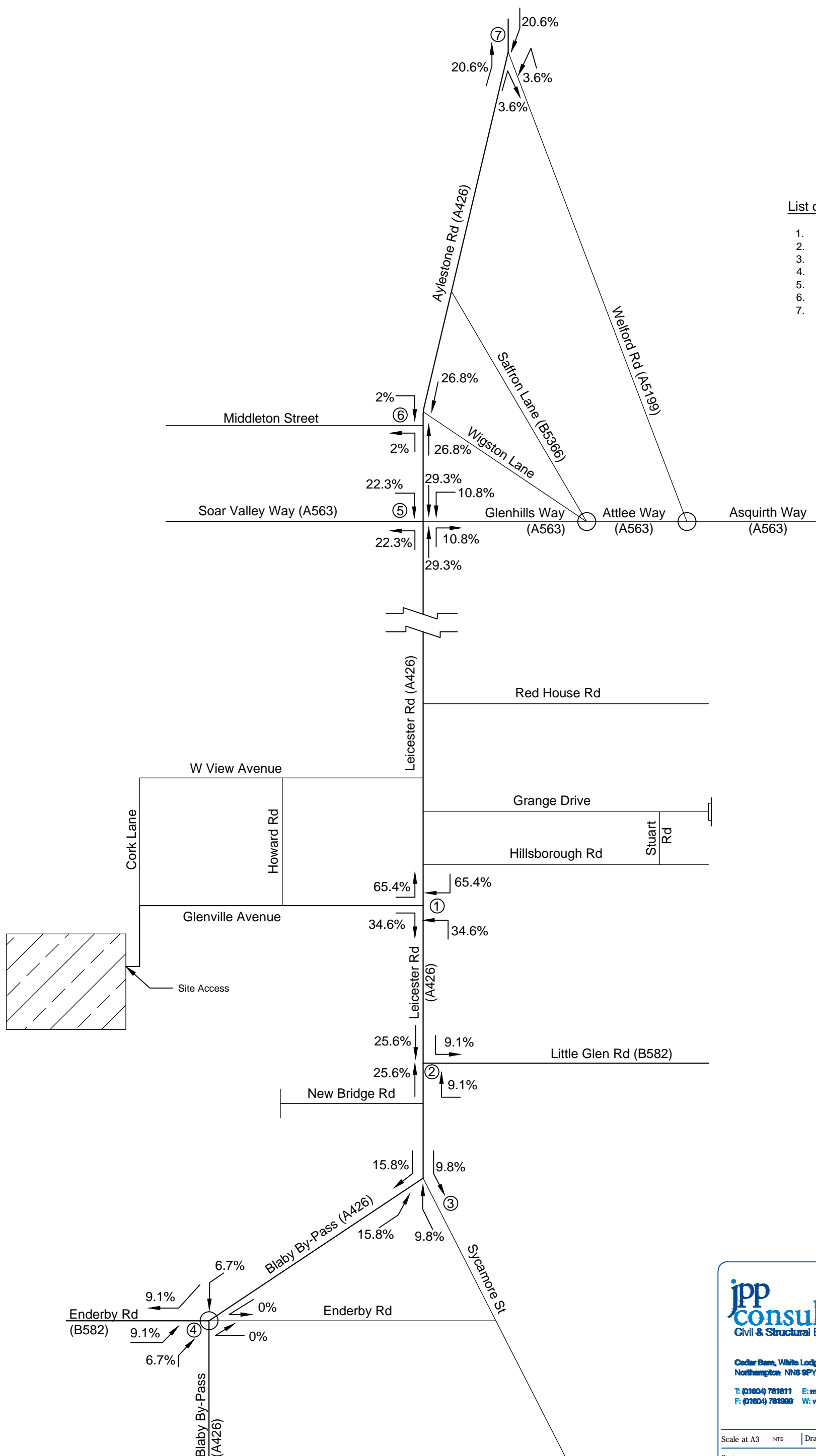
○ Roundabout


┆ Dead End

▨ Proposed Development

List of Junctions

1. Glenville Avenue / Leicester Road
2. Leicester Road / Little Glen Road
3. A426 / Sycamore Street
4. Blaby By-Pass / Enderby Road
5. Leicester Road / Soar Valley Way / Glenhills Way
6. Lutterworth Road / Middleton Street
7. Aylestone Road / Welford Road



 <p>jpp consulting Civil & Structural Engineers</p> <p><small>Cedar Bass, White Lodge, Welgrave, Northampton NN6 9PY</small></p> <p><small>T: (01604) 781811 E: mail@jppuk.net F: (01604) 781999 W: www.jppuk.net</small></p>	Client	Manor Oak Homes					
	Project	Residential Development Glen Parva Leicester					
	Title	Vehicle Distribution					
Scale at A3	NTS	Drawn by	DGB	Checked by		Date	October 2013
Status		Project ref	R6711/PP	Drawing no.	TA03	Revision	

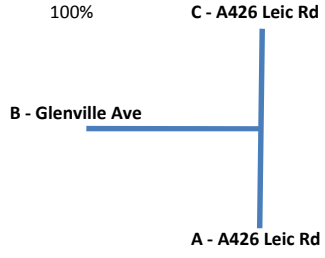
Appendix J

Vehicle Trip Data

JPP drawing no. R6711PP-TA04-05

AM Peak			PM Peak		
Arr	Dep	Total	Arr	Dep	Total
50	140	189	100	49	149

1 - Glenville Avenue / Leicester Road



	A	B	C
A		34.6%	
B	34.6%		65.4%
C		65.4%	

100%

0800-0900	A	B	C
A		17	
B	48		91
C		32	

ok

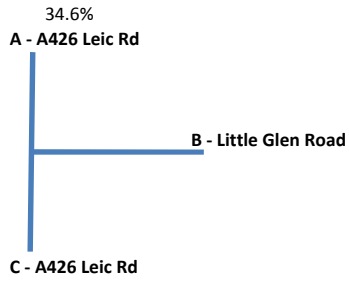
189

1700-1800	A	B	C
A		35	
B	17		32
C		65	

ok

149

2 - Leicester Road / Little Glen Road



	A	B	C
A		9.1%	26%
B	9.1%		
C	26%		

34.6%

0800-0900	A	B	C
A		13	36
B	5		
C	13		

ok

66

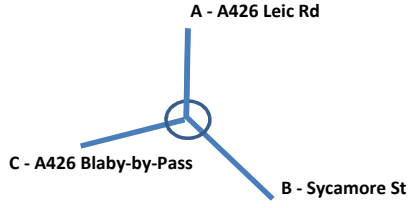
1700-1800	A	B	C
A		4	12
B	9		
C	26		

ok

51

3 - A426 / Sycamore St

25.6%



	A	B	C
A		9.8%	15.8%
B	9.8%		
C	15.8%		

25.6%

0800-0900	A	B	C
A		14	22
B	5		
C	8		

ok

48.4521

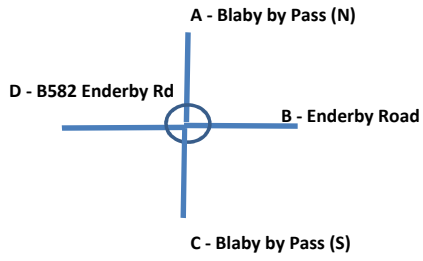
1700-1800	A	B	C
A		5	8
B	10		
C	16		

ok

38

4 - A426 Blaby by Pass / Enderby Road

15.8%



	A	B	C	D
A			6.7%	9.1%
B				
C	6.7%			
D	9.1%			

15.8%

0800-0900	A	B	C	D
A			9	13
B				
C	3			
D	5			

ok

30

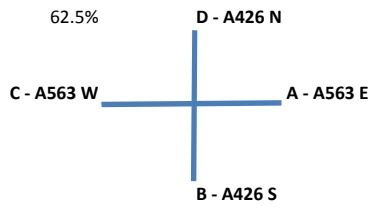
1700-1800	A	B	C	D
A			3	4
B				
C	7			
D	9			

ok

23

5 - Leicester Road / Soar Valley Way / Glenhills Way

62.5%



	A	B	C	D
A		10.8%		
B	10.8%		22.3%	29.3%
C		22.3%		
D		29.3%		

62%

0800-0900	A	B	C	D
A		5		
B	15		31	41
C		11		
D		15		

ok

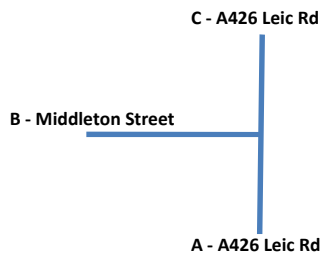
118

1700-1800	A	B	C	D
A		11		
B	5		11	14
C		22		
D		29		

ok

93

6 - Lutterworth Road / Middleton Street



	A	B	C
A		2.0%	26.8%
B	2.0%		
C	26.8%		

29%

0800-0900	A	B	C
A		3	37
B	1		
C	13		

ok

55

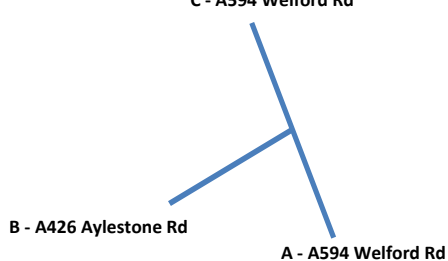
1700-1800	A	B	C
A		1	13
B	2		
C	27		

ok

43

7 - Aylestone Road / Welford Road

C - A594 Welford Rd



	A	B	C
A		3.6%	
B	3.6%		20.6%
C		20.6%	

24%

0800-0900	A	B	C
A		2	
B	5		29
C		10	

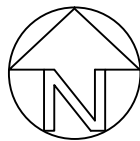
ok

46

1700-1800	A	B	C
A		4	
B	2		10
C		21	

ok

36



KEY

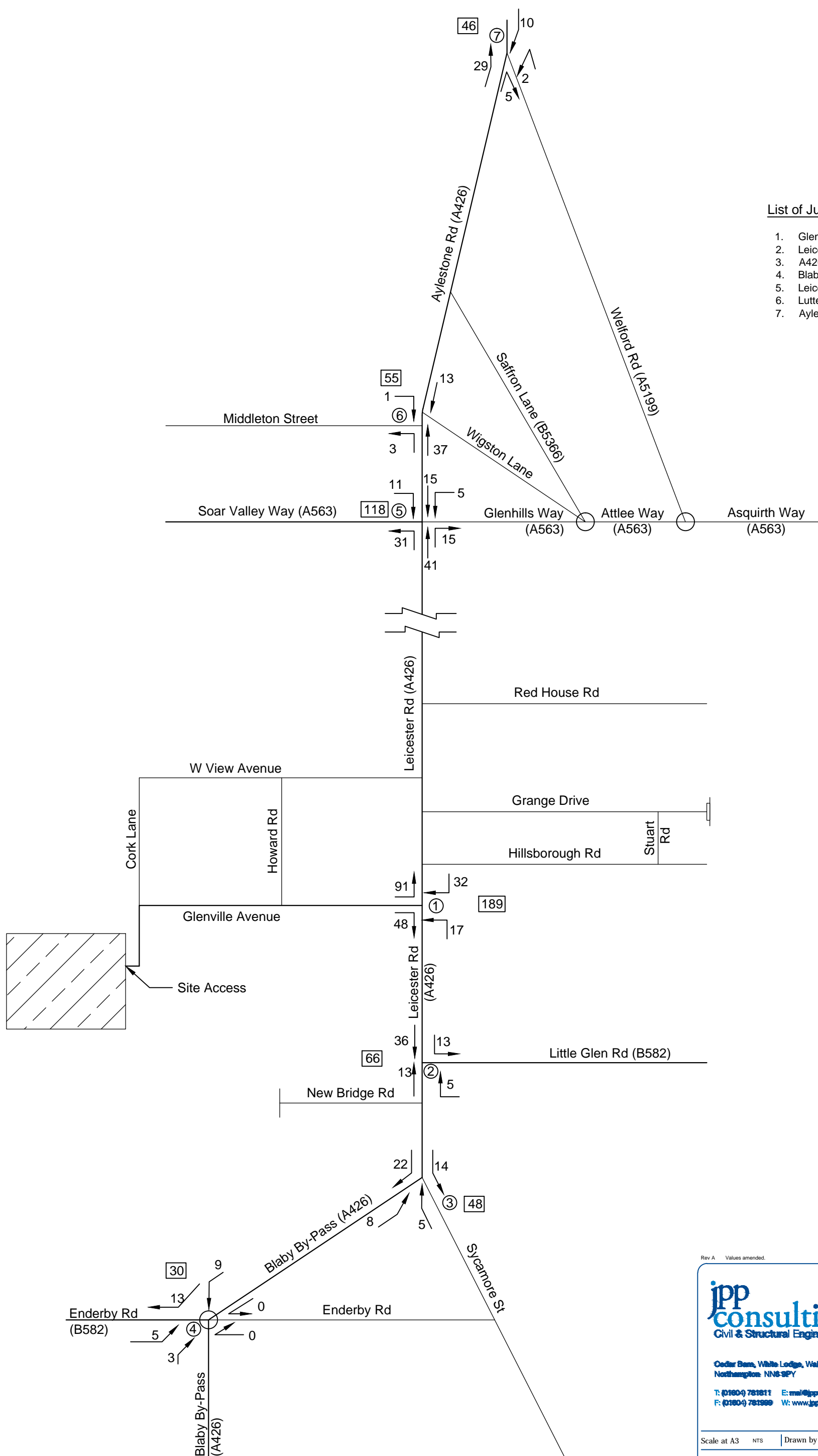
○ Roundabout

┆ Dead End

▨ Proposed Development

List of Junctions

1. Glenville Avenue / Leicester Road
2. Leicester Road / Little Glen Road
3. A426 / Sycamore Street
4. Blaby By-Pass / Enderby Road
5. Leicester Road / Soar Valley Way / Glenhills Way
6. Lutterworth Road / Middleton Street
7. Aylestone Road / Welford Road



Rev A Values amended. Date 06.01.2014

<p>jpp consulting Civil & Structural Engineers</p> <p><small>Oakley Base, White Lodge, Welgrave, Northampton NN8 2PY</small></p> <p><small>T: (01804) 781811 E: mail@jppuk.net F: (01804) 781988 W: www.jppuk.net</small></p>	Client Manor Oak Homes
	Project Residential Development Glen Parva Leicester
	Title Predicted AM Trips
Scale at A3 NTS Drawn by DGB Checked by Date October 2013	Status Project ref R6711/PP Drawing no. TA04 Revision A



KEY

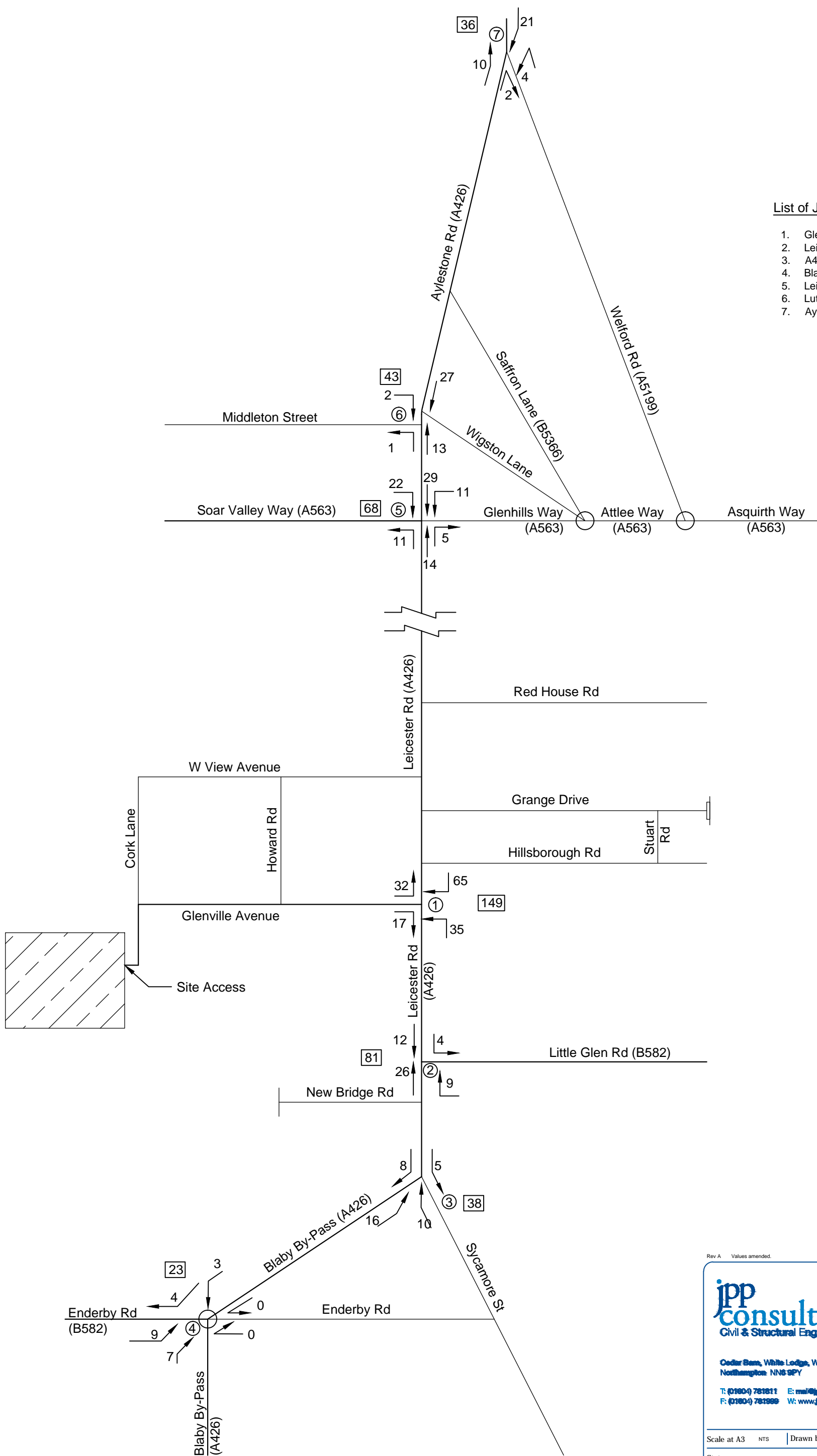
○ Roundabout

┆ Dead End

▨ Proposed Development

List of Junctions

1. Glenville Avenue / Leicester Road
2. Leicester Road / Little Glen Road
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Rev A Values amended. Date 06.01.2014

<p>jpp consulting Civil & Structural Engineers</p> <p><small>Oscar Base, White Lodge, Welgrave, Northampton NN6 9PY</small></p> <p><small>T: (01804) 781811 E: mail@jppuk.net F: (01804) 781989 W: www.jppuk.net</small></p>	Client	Manor Oak Homes					
	Project	Residential Development Glen Parva Leicester					
	Title	Predicted PM Trips					
Scale at A3	NTS	Drawn by	DGB	Checked by		Date	October 2013
Status	Project ref	Drawing no.	Revision				
	R6711/PP	TA05	A				

Appendix K
Traffic Count Data



Midlands

Haseley Office Centre,
Firs Lane, Haseley,
Warwick,
CV35 7LS

Tel: 01926 485504
Fax: 01926 485537

JPP CONSULTING GLEN PARVA TRAFFIC SURVEY

SURVEY REPORT DECEMBER 2013

PROJECT NO.	3517
CHECKED	N. TOONE
DATE	02/01/2014
CONTACT	C. WHITEHOUSE
REVISION	

CONTENTS

Introduction

General Location Plan

Automatic Traffic Count Installation Photographs

Drawings 3517-01 to 02

Appendix A – Vehicle Categories

Appendix B – Classified Count Data

Appendix C – Automatic Traffic Count Data

INTRODUCTION

Nationwide Data Collection (NDC) was instructed by JPP Consulting to undertake classified turning counts and automatic traffic counts in Glen Parva, Leicestershire. A general location plan is given in Diagram 1.

Classified Turning Counts

Classified turning counts were undertaken at the following junctions:

- Site 1 – A426 Leicester Road / Glenville Avenue
- Site 2 – A426 Leicester Road / Little Glen Road
- Site 3 – A563 Soar Valley Way / A563 Glenhills Way / A426
- Site 4 – A426 Aylestone Road / Middleton Street

All sites were surveyed using telescopically mounted video cameras from which the information was subsequently extracted. The surveys were carried out on Tuesday 3rd December 2013 and survey hours were 07:30 to 09:30 and 16:30 to 18:30. All information was collected in fifteen-minute intervals and has been tabulated with both hourly and period totals. Details of the observed movements are given in Drawings 3517-01 & 02.

Vehicles were classified into the following categories:

Cars and taxis (**CAR**), Light Goods Vehicles (**LGV**), Other Goods Vehicles type 1 (**OGV1**), Other Goods Vehicles type 2 (**OGV2**), Public Service Vehicles (**PSV**) and Motorcycles (**MCL**).

A detailed description of the vehicles included in each category is included in Appendix A. The results of the classified counts are contained in Appendix B.

Automatic Traffic Counts

Metrocount 5600 series automatic traffic counters, attached to pneumatic tubes, were installed at the following locations:

- Site 1 – Leicester Road, attached to Industrial Estate sign - OSGR: SP 56832 98740
- Site 2 – Little Glen Road, attached to Direction sign - OSGR: SP 56901 98518
- Site 3 – Enderby Road, attached to lamp column No.4 - OSGR: SP 56068 97862

The counters were installed for a period of 1 week commencing Tuesday 3rd December 2013. Data collection was interrupted at Site 1 and Site 2 due to tubes breaking and water in the tube. These sites were left down to count for a further week. Data collection was again interrupted from 16:00 on Tuesday 14th December 2013 to 11:00 Wednesday 15th December 2013; repairs were made at the earliest opportunity.

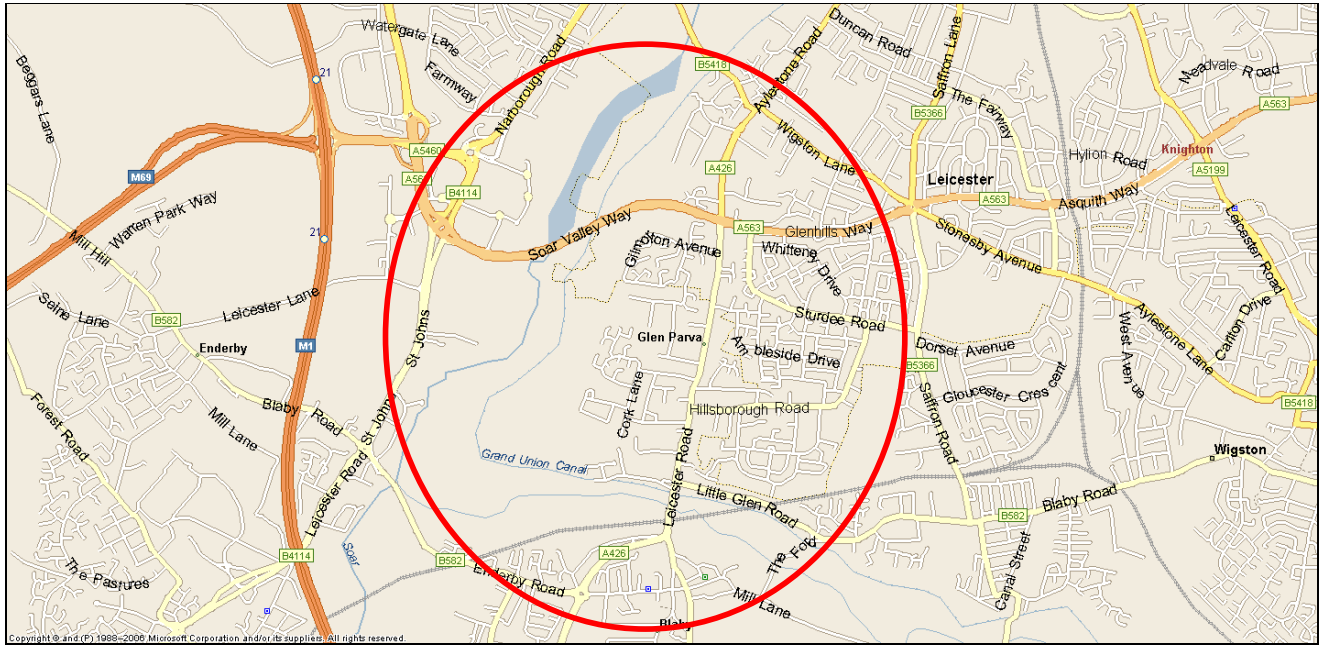
The resulting data files have been analysed to produce speed and class data at hourly intervals. Details of the vehicle categories & speed bin classifications are given in Appendix A, and a copy of the data is included in Appendix C.

Site Notes

The weather was recorded as dry, mild and overcast and there were no incidents or accidents likely to have had an effect on the results.

All data has been emailed to martin.andrews@jppuk.net.

Diagram 1 – General Location Plan



ATC Site 1 - Installation Photo

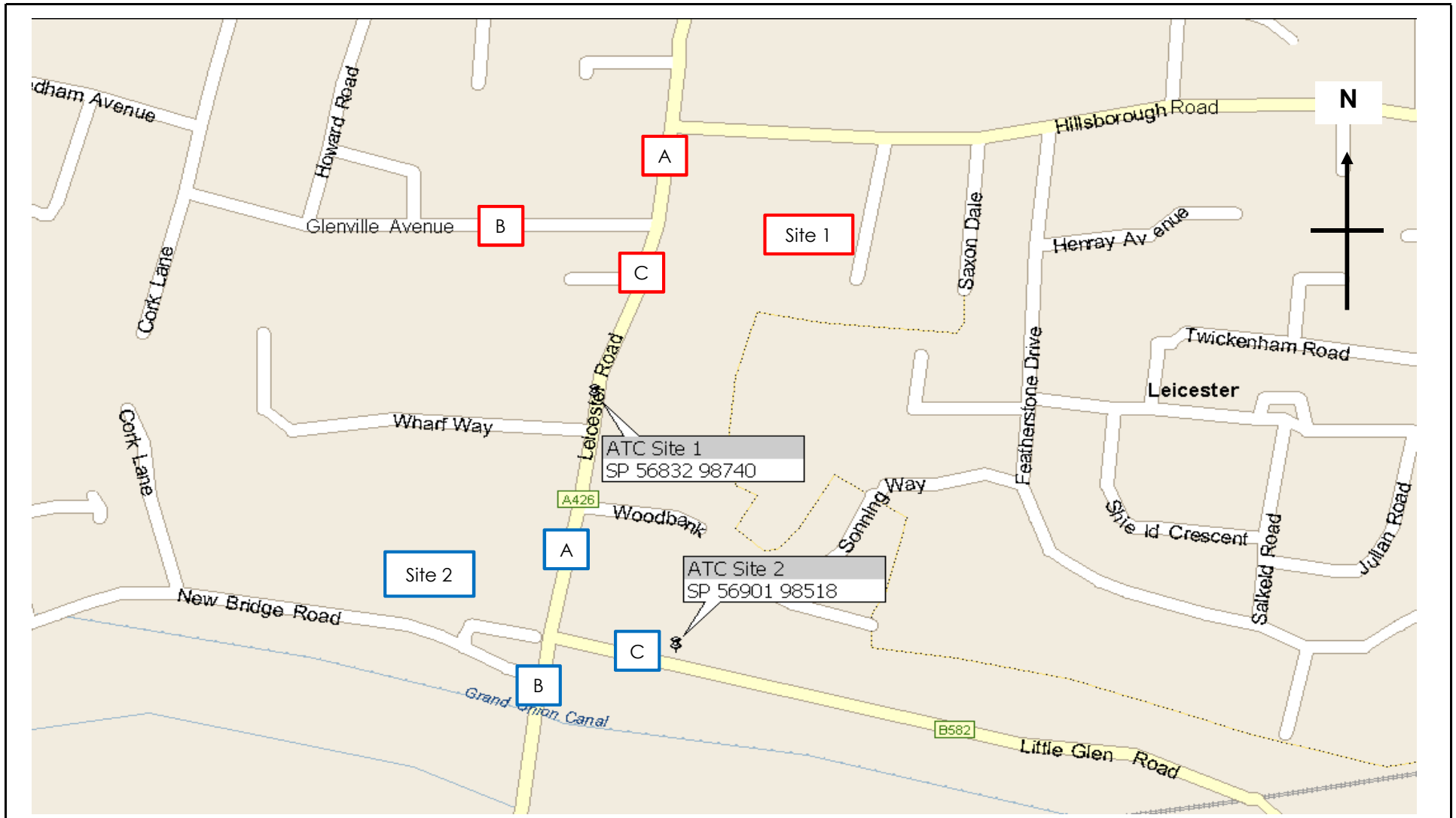



ATC Site 2 - Installation Photo

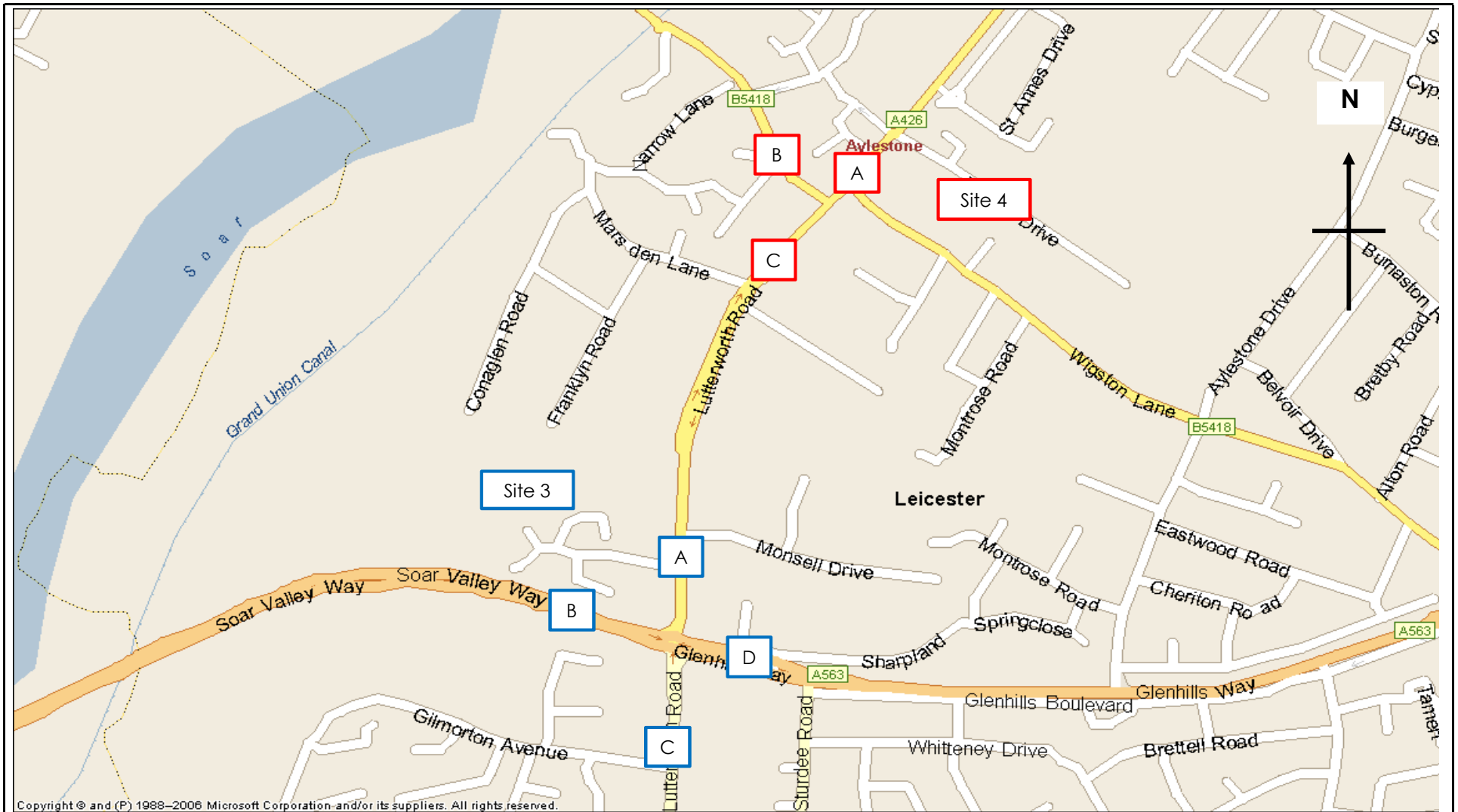


ATC Site 3 - Installation Photo






	Site / Location: Site 1 - A426 Leicester Road / Glenville Avenue and 2 - A426 Leicester Road / Little Glen Road	Site Project No: 3517	Drawing No: 3517-01	Drawn By: CJW
	Survey Date: Tuesday 3rd December 2013	Project Name: Glen Parva		
	Survey Times: 07:30 to 09:30 and 16:30 to 18:30	Drawing Title: Site Layout and Observed Movements		




















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	Site / Location: Site 3 - A563 Soar Valley Way / A563 Glenhills Way / A426 and Site 4 - A426 Aylestone Road / Middleton Street	Project No: 3517	Drawing No: 3517-02	Drawn By: CJW
	Survey Date: Tuesday 3rd December 2013	Project Name: Glen Parva		
	Survey Times: 07:30 to 09:30 and 16:30 to 18:30	Drawing Title: Site Layout and Observed Movements		



APPENDIX A Vehicle Categories

COBA VEHICLE CATEGORIES

<p>CAR</p>	 SALOON  ESTATE  PEOPLE CARRIER  CAR TOWING CARAVAN / TRAILER
<p>LIGHT GOODS VEHICLE (LGV)</p>	 VAN  <3.5 TONNES – single rear tyres  PICK-UP
<p>OTHER GOODS VEHICLE (OGV1)</p>	 > 3.5 TONNES – twin rear tyres  2-AXLES RIGID  2-AXLES RIGID  3 AXLES-RIGID
<p>OTHER GOODS VEHICLE (OGV2)</p>	 4 OR MORE AXLES RIGID  3-AXLES ARTIC  4 OR MORE AXLES ARTIC  OTHER GOODS VEHICLE WITH TRAILER
<p>BUSES & COACHES (PSV)</p>	 DOUBLE DECK BUS  SINGLE DECK BUS OR COACH

COBA VEHICLE CATEGORIES

Definition of Categories

The various components of traffic have different characteristics in terms of operating costs, growth and occupancy. The most common categories into which the traffic is split in COBA; these are defined as:

Cars (CARS)

Including taxis, estate cars, 'people carriers' and other passenger vehicles (for example, minibuses and camper vans) with a gross vehicle weight of less than 3.5 tonnes, normally ones which can accommodate not more than 15 seats. Three-wheeled cars, motor invalid carriages, Land Rovers, Range Rovers and Jeeps and smaller ambulances are included. Cars towing caravans or trailers are counted as one vehicle unless included as a separate class.

Light Goods Vehicles (LGV)

Includes all goods vehicles up to 3.5 tonnes gross vehicle weight (goods vehicles over 3.5 tonnes have sideguards fitted between axles), including those towing a trailer or caravan. This includes all car delivery vans and those of the next larger carrying capacity such as transit vans. Included here are small pickup vans, three-wheeled goods vehicles, milk floats and pedestrian controlled motor vehicles. Most of this group is delivery vans of one type or another.

Other Goods Vehicles (OGV 1)

Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles Includes larger ambulances, tractors (without trailers), road rollers for tarmac pressing, box vans and similar large vans. A two or three axle motor tractive unit without a trailer is also included.












Other Goods Vehicles (OGV 2)

This category includes all rigid vehicles with four or more axles and all articulated vehicles. Also included in this class are OGV1 goods vehicles towing a caravan or trailer.

Buses and Coaches (PSV)

Includes all public service vehicles and works buses with a gross vehicle weight of 3.5 tonnes or more, usually vehicles with more than 16 seats.

ATC VEHICLE CATEGORIES

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	d(1)<1.7m & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		2 (Medium)
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		
3	3	three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		3 (Heavy)
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		

ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10 - 15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DFT	Greater than DFT (Department For Transport) standard. DFT is PSL plus 15mph.
>SL2% DFT	Greater than DFT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed



APPENDIX B Classified Count Data



SITE: 1

DATE: 03/12/2013

LOCATION: A426 Leicester Road / Glenville Avenue

DAY: Tuesday

TIME	A to C							TOT	A to B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL		
07:30	99	22	2	1	1	2	127	5	1	0	0	1	0	7	
07:45	139	33	1	0	0	0	173	3	1	0	0	0	0	4	
08:00	156	26	2	3	3	1	191	1	0	0	0	0	0	1	
08:15	152	22	2	1	1	0	178	5	1	0	0	0	0	6	
08:30	110	21	2	3	2	2	140	19	2	0	0	0	0	21	
08:45	94	15	1	1	1	2	114	16	1	0	0	0	0	17	
09:00	90	17	2	1	2	0	112	4	0	2	0	0	0	6	
09:15	87	21	3	1	2	0	114	4	0	0	0	0	0	4	
P/TOT	927	177	15	11	12	7	1149	57	6	2	0	1	0	66	

TIME	A to C							TOT	A to B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL		
16:30	147	20	2	0	0	1	170	4	2	0	0	0	0	6	
16:45	132	18	2	1	3	1	157	5	3	0	0	0	0	8	
17:00	132	18	3	0	2	1	156	7	1	0	0	0	0	8	
17:15	128	11	0	0	0	4	143	5	0	0	0	0	0	5	
17:30	128	13	2	0	4	0	147	5	0	0	0	0	0	5	
17:45	114	15	0	0	1	1	131	5	0	0	0	0	0	5	
18:00	126	8	0	0	3	0	137	2	1	0	0	0	0	3	
18:15	110	10	0	0	2	2	124	5	0	0	0	0	0	5	
P/TOT	1017	113	9	1	15	10	1165	38	7	0	0	0	0	45	



SITE: 1

DATE: 03/12/2013

LOCATION: A426 Leicester Road / Glenville Avenue

DAY: Tuesday

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	7	1	0	0	0	0	8	7	2	0	0	0	0	9		
07:45	3	1	0	0	0	0	4	14	4	0	0	0	0	18		
08:00	4	1	1	0	0	0	6	9	3	0	0	0	0	12		
08:15	4	2	0	0	0	0	6	13	0	0	0	0	1	14		
08:30	8	1	0	0	0	1	10	10	1	0	0	0	0	11		
08:45	16	5	0	0	0	0	21	12	2	0	0	0	0	14		
09:00	17	0	0	0	0	0	17	18	1	0	0	0	0	19		
09:15	2	1	0	0	0	0	3	7	1	1	0	0	0	9		
P/TOT	61	12	1	0	0	1	75	90	14	1	0	0	1	106		

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	3	1	0	0	0	0	4	11	1	0	0	0	1	13		
16:45	2	1	0	0	0	0	3	7	0	0	0	0	0	7		
17:00	2	0	0	0	0	0	2	6	2	0	0	0	0	8		
17:15	4	0	0	0	0	0	4	3	0	0	0	0	0	3		
17:30	2	2	0	0	1	0	5	8	1	0	0	0	0	9		
17:45	3	0	0	0	0	0	3	10	0	0	0	0	0	10		
18:00	4	0	0	0	0	0	4	6	1	0	0	0	0	7		
18:15	2	0	0	0	0	0	2	12	0	0	0	0	0	12		
P/TOT	22	4	0	0	1	0	27	63	5	0	0	0	1	69		



SITE: 1

DATE: 03/12/2013

LOCATION: A426 Leicester Road / Glenville Avenue

DAY: Tuesday

TIME	C to B						TOT	C to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	4	0	1	0	0	0	5	143	24	2	3	2	2	176
07:45	8	0	0	0	0	0	8	147	24	6	1	4	3	185
08:00	17	1	0	0	1	0	19	162	15	4	1	1	3	186
08:15	19	1	0	0	0	0	20	150	14	2	0	2	0	168
08:30	24	1	0	0	0	0	25	147	19	2	1	5	2	176
08:45	17	3	0	0	0	0	20	137	19	0	2	1	0	159
09:00	7	0	0	0	0	0	7	167	20	2	0	2	4	195
09:15	8	1	2	0	0	0	11	119	20	3	3	2	0	147
P/TOT	104	7	3	0	1	0	115	1172	155	21	11	19	14	1392

TIME	C to B						TOT	C to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	12	2	0	0	0	0	14	181	27	1	0	2	4	215
16:45	20	2	0	0	0	0	22	152	24	0	0	1	2	179
17:00	17	2	0	0	0	1	20	196	30	1	1	2	1	231
17:15	23	2	0	0	1	1	27	168	21	0	0	1	0	190
17:30	15	4	0	0	0	0	19	170	17	2	0	2	3	194
17:45	15	4	0	0	0	0	19	146	13	0	0	1	0	160
18:00	16	1	0	0	0	0	17	138	11	0	0	1	3	153
18:15	15	3	0	0	0	0	18	142	13	3	0	1	0	159
P/TOT	133	20	0	0	1	2	156	1293	156	7	1	11	13	1481



SITE: 1

DATE: 03/12/2013

LOCATION: A426 Leicester Road / Glenville Avenue

DAY: Tuesday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	150	25	2	3	2	2	184	104	23	2	1	2	2	134		
07:45	150	25	6	1	4	3	189	142	34	1	0	0	0	177		
08:00	166	16	5	1	1	3	192	157	26	2	3	3	1	192		
08:15	154	16	2	0	2	0	174	157	23	2	1	1	0	184		
08:30	155	20	2	1	5	3	186	129	23	2	3	2	2	161		
08:45	153	24	0	2	1	0	180	110	16	1	1	1	2	131		
09:00	184	20	2	0	2	4	212	94	17	4	1	2	0	118		
09:15	121	21	3	3	2	0	150	91	21	3	1	2	0	118		
P/TOT	1233	167	22	11	19	15	1467	984	183	17	11	13	7	1215		

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	184	28	1	0	2	4	219	151	22	2	0	0	1	176		
16:45	154	25	0	0	1	2	182	137	21	2	1	3	1	165		
17:00	198	30	1	1	2	1	233	139	19	3	0	2	1	164		
17:15	172	21	0	0	1	0	194	133	11	0	0	0	4	148		
17:30	172	19	2	0	3	3	199	133	13	2	0	4	0	152		
17:45	149	13	0	0	1	0	163	119	15	0	0	1	1	136		
18:00	142	11	0	0	1	3	157	128	9	0	0	3	0	140		
18:15	144	13	3	0	1	0	161	115	10	0	0	2	2	129		
P/TOT	1315	160	7	1	12	13	1508	1055	120	9	1	15	10	1210		



SITE: 1

DATE: 03/12/2013

LOCATION: A426 Leicester Road / Glenville Avenue

DAY: Tuesday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	9	1	1	0	1	0	12	14	3	0	0	0	0	17		
07:45	11	1	0	0	0	0	12	17	5	0	0	0	0	22		
08:00	18	1	0	0	1	0	20	13	4	1	0	0	0	18		
08:15	24	2	0	0	0	0	26	17	2	0	0	0	1	20		
08:30	43	3	0	0	0	0	46	18	2	0	0	0	1	21		
08:45	33	4	0	0	0	0	37	28	7	0	0	0	0	35		
09:00	11	0	2	0	0	0	13	35	1	0	0	0	0	36		
09:15	12	1	2	0	0	0	15	9	2	1	0	0	0	12		
P/TOT	161	13	5	0	2	0	181	151	26	2	0	0	2	181		

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	16	4	0	0	0	0	20	14	2	0	0	0	1	17		
16:45	25	5	0	0	0	0	30	9	1	0	0	0	0	10		
17:00	24	3	0	0	0	1	28	8	2	0	0	0	0	10		
17:15	28	2	0	0	1	1	32	7	0	0	0	0	0	7		
17:30	20	4	0	0	0	0	24	10	3	0	0	1	0	14		
17:45	20	4	0	0	0	0	24	13	0	0	0	0	0	13		
18:00	18	2	0	0	0	0	20	10	1	0	0	0	0	11		
18:15	20	3	0	0	0	0	23	14	0	0	0	0	0	14		
P/TOT	171	27	0	0	1	2	201	85	9	0	0	1	1	96		



SITE: 1

DATE: 03/12/2013

LOCATION: A426 Leicester Road / Glenville Avenue

DAY: Tuesday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	106	24	2	1	1	2	136	147	24	3	3	2	2	181		
07:45	153	37	1	0	0	0	191	155	24	6	1	4	3	193		
08:00	165	29	2	3	3	1	203	179	16	4	1	2	3	205		
08:15	165	22	2	1	1	1	192	169	15	2	0	2	0	188		
08:30	120	22	2	3	2	2	151	171	20	2	1	5	2	201		
08:45	106	17	1	1	1	2	128	154	22	0	2	1	0	179		
09:00	108	18	2	1	2	0	131	174	20	2	0	2	4	202		
09:15	94	22	4	1	2	0	123	127	21	5	3	2	0	158		
P/TOT	1017	191	16	11	12	8	1255	1276	162	24	11	20	14	1507		

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	158	21	2	0	0	2	183	193	29	1	0	2	4	229		
16:45	139	18	2	1	3	1	164	172	26	0	0	1	2	201		
17:00	138	20	3	0	2	1	164	213	32	1	1	2	2	251		
17:15	131	11	0	0	0	4	146	191	23	0	0	2	1	217		
17:30	136	14	2	0	4	0	156	185	21	2	0	2	3	213		
17:45	124	15	0	0	1	1	141	161	17	0	0	1	0	179		
18:00	132	9	0	0	3	0	144	154	12	0	0	1	3	170		
18:15	122	10	0	0	2	2	136	157	16	3	0	1	0	177		
P/TOT	1080	118	9	1	15	11	1234	1426	176	7	1	12	15	1637		



SITE: 1

DATE: 03/12/2013

LOCATION: A426 Leicester Road / Glenville Avenue

DAY: Tuesday

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	265	50	5	4	4	4	332
07:45	314	63	7	1	4	3	392
08:00	349	46	7	4	5	4	415
08:15	343	40	4	1	3	1	392
08:30	318	45	4	4	7	5	383
08:45	292	45	1	3	2	2	345
09:00	303	38	6	1	4	4	356
09:15	227	44	9	4	4	0	288
P/TOT	2411	371	43	22	33	23	2903

PEAK HOUR CALCULATION	
07:30 to 08:30	1531
07:45 to 08:45	1582
08:00 to 09:00	1535
08:15 to 09:15	1476
08:30 to 09:30	1372
PEAK VALUE	1582

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	358	53	3	0	2	6	422
16:45	318	48	2	1	4	3	376
17:00	360	53	4	1	4	3	425
17:15	331	34	0	0	2	5	372
17:30	328	37	4	0	7	3	379
17:45	293	32	0	0	2	1	328
18:00	292	22	0	0	4	3	321
18:15	286	26	3	0	3	2	320
P/TOT	2566	305	16	2	28	26	2943

PEAK HOUR CALCULATION	
16:30 to 17:30	1595
16:45 to 17:45	1552
17:00 to 18:00	1504
17:15 to 18:15	1400
17:30 to 18:30	1348
PEAK VALUE	1595



SITE: 2

DATE: 03/12/2013

LOCATION: A426 Leicester Road / Little Glen Road

DAY: Tuesday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	26	4	2	0	0	0	32	82	20	2	1	1	3	109		
07:45	32	3	2	0	0	0	37	124	24	2	0	2	0	152		
08:00	39	8	0	0	0	0	47	93	16	3	2	2	0	116		
08:15	27	1	0	0	0	0	28	143	21	1	2	1	3	171		
08:30	18	3	2	1	0	0	24	113	11	6	1	2	2	135		
08:45	26	5	0	0	0	0	31	88	8	2	2	2	2	104		
09:00	23	6	4	0	0	0	33	76	10	1	1	2	0	90		
09:15	30	7	2	0	0	0	39	75	13	4	1	1	0	94		
P/TOT	221	37	12	1	0	0	271	794	123	21	10	13	10	971		

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	30	6	1	0	0	0	37	113	11	1	0	1	1	127		
16:45	33	5	2	0	0	0	40	127	18	1	1	3	1	151		
17:00	27	6	1	0	0	0	34	106	8	4	1	2	1	122		
17:15	30	1	0	0	0	0	31	118	12	0	0	0	2	132		
17:30	34	5	2	0	0	0	41	112	6	0	0	3	0	121		
17:45	20	2	0	0	0	0	22	85	10	1	0	1	1	98		
18:00	33	5	1	0	0	0	39	116	2	1	0	3	0	122		
18:15	26	2	0	0	0	1	29	91	7	1	0	2	1	102		
P/TOT	233	32	7	0	0	1	273	868	74	9	2	15	7	975		



SITE: 2

DATE: 03/12/2013

LOCATION: A426 Leicester Road / Little Glen Road

DAY: Tuesday

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	98	15	3	2	0	2	120	87	8	5	1	0	0	101		
07:45	150	20	5	1	3	3	182	75	16	4	1	1	0	97		
08:00	140	10	5	1	2	3	161	56	12	3	0	0	2	73		
08:15	135	8	5	0	1	0	149	43	7	1	0	0	0	51		
08:30	147	11	2	1	4	1	166	43	10	2	0	0	0	55		
08:45	145	10	5	2	1	0	163	50	12	6	0	1	1	70		
09:00	151	14	4	0	3	4	176	74	12	7	1	0	1	95		
09:15	100	16	6	2	1	0	125	62	6	2	0	0	0	70		
P/TOT	1066	104	35	9	15	13	1242	490	83	30	3	2	4	612		

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	137	21	1	0	1	3	163	85	12	1	0	0	3	101		
16:45	154	24	1	0	1	2	182	83	9	0	0	1	3	96		
17:00	175	19	0	1	3	2	200	94	11	3	0	0	0	108		
17:15	159	14	2	0	0	0	175	109	10	2	0	0	3	124		
17:30	158	23	2	0	2	3	188	79	5	0	0	0	0	84		
17:45	134	10	1	0	1	0	146	125	10	1	0	0	0	136		
18:00	141	11	1	0	2	3	158	85	9	0	0	0	3	97		
18:15	130	14	3	0	0	0	147	111	11	1	0	0	0	123		
P/TOT	1188	136	11	1	10	13	1359	771	77	8	0	1	12	869		



SITE: 2

DATE: 03/12/2013

LOCATION: A426 Leicester Road / Little Glen Road

DAY: Tuesday

TIME	C to B						TOT	C to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	75	11	0	0	1	4	91	34	4	1	0	0	0	39
07:45	77	21	2	0	0	1	101	19	3	1	0	0	0	23
08:00	88	14	6	2	0	0	110	34	2	0	0	0	0	36
08:15	78	9	0	0	0	0	87	46	3	1	0	0	0	50
08:30	97	6	1	1	0	0	105	33	5	1	0	0	1	40
08:45	94	12	3	1	1	1	112	17	4	2	0	0	0	23
09:00	75	13	2	0	0	0	90	19	2	0	0	0	0	21
09:15	63	16	7	0	0	0	86	24	4	0	1	0	0	29
P/TOT	647	102	21	4	2	6	782	226	27	6	1	0	1	261

TIME	C to B						TOT	C to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	98	13	3	0	0	2	116	40	6	2	0	0	1	49
16:45	89	16	1	1	0	0	107	22	1	1	0	0	1	25
17:00	108	10	1	0	0	2	121	29	7	1	0	0	0	37
17:15	85	15	1	0	1	1	103	28	4	0	0	0	0	32
17:30	83	6	2	0	0	0	91	20	1	2	0	0	0	23
17:45	84	8	1	0	0	0	93	18	2	1	0	0	0	21
18:00	76	8	1	0	0	0	85	22	0	0	0	0	0	22
18:15	89	8	2	0	0	2	101	19	4	0	0	0	0	23
P/TOT	712	84	12	1	1	7	817	198	25	7	0	0	2	232



SITE: 2

DATE: 03/12/2013

LOCATION: A426 Leicester Road / Little Glen Road

DAY: Tuesday

TIME	TO ARM A						TOT	FROM ARM A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	132	19	4	2	0	2	159	108	24	4	1	1	3	141
07:45	169	23	6	1	3	3	205	156	27	4	0	2	0	189
08:00	174	12	5	1	2	3	197	132	24	3	2	2	0	163
08:15	181	11	6	0	1	0	199	170	22	1	2	1	3	199
08:30	180	16	3	1	4	2	206	131	14	8	2	2	2	159
08:45	162	14	7	2	1	0	186	114	13	2	2	2	2	135
09:00	170	16	4	0	3	4	197	99	16	5	1	2	0	123
09:15	124	20	6	3	1	0	154	105	20	6	1	1	0	133
P/TOT	1292	131	41	10	15	14	1503	1015	160	33	11	13	10	1242

TIME	TO ARM A						TOT	FROM ARM A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	177	27	3	0	1	4	212	143	17	2	0	1	1	164
16:45	176	25	2	0	1	3	207	160	23	3	1	3	1	191
17:00	204	26	1	1	3	2	237	133	14	5	1	2	1	156
17:15	187	18	2	0	0	0	207	148	13	0	0	0	2	163
17:30	178	24	4	0	2	3	211	146	11	2	0	3	0	162
17:45	152	12	2	0	1	0	167	105	12	1	0	1	1	120
18:00	163	11	1	0	2	3	180	149	7	2	0	3	0	161
18:15	149	18	3	0	0	0	170	117	9	1	0	2	2	131
P/TOT	1386	161	18	1	10	15	1591	1101	106	16	2	15	8	1248



SITE: 2

DATE: 03/12/2013

LOCATION: A426 Leicester Road / Little Glen Road

DAY: Tuesday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	157	31	2	1	2	7	200	185	23	8	3	0	2	221		
07:45	201	45	4	0	2	1	253	225	36	9	2	4	3	279		
08:00	181	30	9	4	2	0	226	196	22	8	1	2	5	234		
08:15	221	30	1	2	1	3	258	178	15	6	0	1	0	200		
08:30	210	17	7	2	2	2	240	190	21	4	1	4	1	221		
08:45	182	20	5	3	3	3	216	195	22	11	2	2	1	233		
09:00	151	23	3	1	2	0	180	225	26	11	1	3	5	271		
09:15	138	29	11	1	1	0	180	162	22	8	2	1	0	195		
P/TOT	1441	225	42	14	15	16	1753	1556	187	65	12	17	17	1854		

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	211	24	4	0	1	3	243	222	33	2	0	1	6	264		
16:45	216	34	2	2	3	1	258	237	33	1	0	2	5	278		
17:00	214	18	5	1	2	3	243	269	30	3	1	3	2	308		
17:15	203	27	1	0	1	3	235	268	24	4	0	0	3	299		
17:30	195	12	2	0	3	0	212	237	28	2	0	2	3	272		
17:45	169	18	2	0	1	1	191	259	20	2	0	1	0	282		
18:00	192	10	2	0	3	0	207	226	20	1	0	2	6	255		
18:15	180	15	3	0	2	3	203	241	25	4	0	0	0	270		
P/TOT	1580	158	21	3	16	14	1792	1959	213	19	1	11	25	2228		



SITE: 2

DATE: 03/12/2013

LOCATION: A426 Leicester Road / Little Glen Road

DAY: Tuesday

TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	113	12	7	1	0	0	133	109	15	1	0	1	4	130
07:45	107	19	6	1	1	0	134	96	24	3	0	0	1	124
08:00	95	20	3	0	0	2	120	122	16	6	2	0	0	146
08:15	70	8	1	0	0	0	79	124	12	1	0	0	0	137
08:30	61	13	4	1	0	0	79	130	11	2	1	0	1	145
08:45	76	17	6	0	1	1	101	111	16	5	1	1	1	135
09:00	97	18	11	1	0	1	128	94	15	2	0	0	0	111
09:15	92	13	4	0	0	0	109	87	20	7	1	0	0	115
P/TOT	711	120	42	4	2	4	883	873	129	27	5	2	7	1043

TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	115	18	2	0	0	3	138	138	19	5	0	0	3	165
16:45	116	14	2	0	1	3	136	111	17	2	1	0	1	132
17:00	121	17	4	0	0	0	142	137	17	2	0	0	2	158
17:15	139	11	2	0	0	3	155	113	19	1	0	1	1	135
17:30	113	10	2	0	0	0	125	103	7	4	0	0	0	114
17:45	145	12	1	0	0	0	158	102	10	2	0	0	0	114
18:00	118	14	1	0	0	3	136	98	8	1	0	0	0	107
18:15	137	13	1	0	0	1	152	108	12	2	0	0	2	124
P/TOT	1004	109	15	0	1	13	1142	910	109	19	1	1	9	1049



SITE: 2

DATE: 03/12/2013

LOCATION: A426 Leicester Road / Little Glen Road

DAY: Tuesday

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	402	62	13	4	2	9	492
07:45	477	87	16	2	6	4	592
08:00	450	62	17	5	4	5	543
08:15	472	49	8	2	2	3	536
08:30	451	46	14	4	6	4	525
08:45	420	51	18	5	5	4	503
09:00	418	57	18	2	5	5	505
09:15	354	62	21	4	2	0	443
P/TOT	3444	476	125	28	32	34	4139

PEAK HOUR CALCULATION	
07:30 to 08:30	2163
07:45 to 08:45	2196
08:00 to 09:00	2107
08:15 to 09:15	2069
08:30 to 09:30	1976
PEAK VALUE	2196

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	503	69	9	0	2	10	593
16:45	508	73	6	2	5	7	601
17:00	539	61	10	2	5	5	622
17:15	529	56	5	0	1	6	597
17:30	486	46	8	0	5	3	548
17:45	466	42	5	0	2	1	516
18:00	473	35	4	0	5	6	523
18:15	466	46	7	0	2	4	525
P/TOT	3970	428	54	4	27	42	4525

PEAK HOUR CALCULATION	
16:30 to 17:30	2413
16:45 to 17:45	2368
17:00 to 18:00	2283
17:15 to 18:15	2184
17:30 to 18:30	2112
PEAK VALUE	2413



SITE: 3

DATE: 03/12/2013

LOCATION: A563 Soar Valley Way / A563 Glenhills Way / A426

DAY: Tuesday

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	9	1	1	0	0	0	11	51	4	1	0	1	0	57		
07:45	8	3	0	0	0	0	11	50	10	0	0	2	0	62		
08:00	12	2	0	0	0	0	14	37	5	0	1	3	1	47		
08:15	9	0	1	0	0	0	10	45	3	1	0	1	1	51		
08:30	7	1	1	0	0	0	9	35	11	5	2	3	3	59		
08:45	9	2	0	0	0	0	11	38	9	0	0	1	2	50		
09:00	7	1	1	0	0	0	9	41	7	1	0	2	0	51		
09:15	2	2	2	0	0	1	7	37	10	3	1	5	0	56		
P/TOT	63	12	6	0	0	1	82	334	59	11	4	18	7	433		

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	6	0	0	0	0	0	6	79	9	3	0	1	1	93		
16:45	13	1	0	0	0	0	14	68	5	1	0	2	2	78		
17:00	9	1	0	0	0	0	10	80	10	0	0	3	1	94		
17:15	8	0	0	0	0	1	9	70	9	0	0	1	3	83		
17:30	11	3	0	0	0	0	14	67	6	0	0	3	1	77		
17:45	9	2	1	0	0	0	12	76	8	0	0	0	1	85		
18:00	10	1	0	0	0	0	11	84	3	0	0	4	0	91		
18:15	25	4	0	0	0	0	29	71	3	0	0	1	4	79		
P/TOT	91	12	1	0	0	1	105	595	53	4	0	15	13	680		



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DATE: 03/12/2013

LOCATION: A563 Soar Valley Way / A563 Glenhills Way / A426

DAY: Tuesday

TIME	A to B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	56	12	3	1	1	2	75
07:45	85	10	0	1	0	1	97
08:00	70	6	4	2	0	0	82
08:15	79	7	3	0	0	0	89
08:30	66	10	4	1	1	0	82
08:45	69	8	3	2	0	1	83
09:00	51	6	1	2	0	0	60
09:15	55	8	2	2	0	0	67
P/TOT	531	67	20	11	2	4	635

TIME	A to B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	64	8	2	0	0	1	75
16:45	72	9	3	1	0	0	85
17:00	64	10	1	0	0	0	75
17:15	65	6	2	1	0	1	75
17:30	71	5	4	1	0	1	82
17:45	89	5	1	1	1	0	97
18:00	82	3	0	0	0	0	85
18:15	57	4	2	0	0	0	63
P/TOT	564	50	15	4	1	3	637



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DATE: 03/12/2013

LOCATION: A563 Soar Valley Way / A563 Glenhills Way / A426

DAY: Tuesday

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	72	14	0	2	1	0	89	260	46	11	5	2	1	325		
07:45	77	15	2	2	0	0	96	263	40	11	6	0	3	323		
08:00	78	14	4	1	1	0	98	241	51	18	4	0	4	318		
08:15	50	5	2	1	0	0	58	183	26	8	3	1	0	221		
08:30	41	11	2	1	0	0	55	197	38	12	5	1	1	254		
08:45	48	8	3	2	1	0	62	157	46	17	4	1	0	225		
09:00	64	4	6	0	0	0	74	213	37	19	4	0	0	273		
09:15	62	13	2	1	0	0	78	167	30	12	10	0	0	219		
P/TOT	492	84	21	10	3	0	610	1681	314	108	41	5	9	2158		

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	93	11	3	0	0	0	107	261	47	10	1	0	1	320		
16:45	107	10	0	0	0	0	117	279	45	5	3	0	1	333		
17:00	113	9	2	0	0	1	125	278	26	3	3	1	2	313		
17:15	87	8	1	0	1	0	97	292	21	4	0	0	8	325		
17:30	93	2	1	0	0	0	96	308	25	4	0	0	2	339		
17:45	104	6	0	0	0	0	110	289	25	2	0	1	1	318		
18:00	79	8	1	0	1	0	89	296	18	2	3	0	3	322		
18:15	96	9	0	0	0	1	106	289	24	4	1	0	0	318		
P/TOT	772	63	8	0	2	2	847	2292	231	34	11	2	18	2588		



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DATE: 03/12/2013

LOCATION: A563 Soar Valley Way / A563 Glenhills Way / A426

DAY: Tuesday

TIME	B to C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	27	9	1	1	0	0	38
07:45	30	12	0	0	0	0	42
08:00	32	12	3	1	0	0	48
08:15	22	6	4	1	0	0	33
08:30	21	5	2	2	0	0	30
08:45	16	5	0	0	0	0	21
09:00	29	5	5	0	0	0	39
09:15	27	10	4	0	0	0	41
P/TOT	204	64	19	5	0	0	292

TIME	B to C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	64	10	1	0	0	0	75
16:45	62	4	3	1	0	0	70
17:00	57	17	1	0	0	1	76
17:15	43	2	0	0	0	0	45
17:30	53	8	2	0	1	0	64
17:45	54	7	0	0	0	0	61
18:00	56	4	1	0	0	1	62
18:15	66	6	0	0	0	1	73
P/TOT	455	58	8	1	1	3	526



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LOCATION: A563 Soar Valley Way / A563 Glenhills Way / A426

DAY: Tuesday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	50	7	0	0	1	0	58	65	13	1	1	1	1	82		
07:45	60	4	3	1	0	2	70	60	11	0	0	1	1	73		
08:00	58	6	2	0	0	0	66	48	7	1	1	2	1	60		
08:15	63	6	1	1	0	0	71	80	6	2	0	1	1	90		
08:30	56	8	2	1	0	0	67	75	6	1	0	3	2	87		
08:45	67	8	0	1	0	0	76	74	7	3	0	2	2	88		
09:00	55	7	0	0	0	0	62	66	5	4	0	2	0	77		
09:15	64	7	0	0	0	0	71	68	9	4	1	1	0	83		
P/TOT	473	53	8	4	1	2	541	536	64	16	3	13	8	640		

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	62	2	1	0	0	1	66	61	9	2	0	2	2	76		
16:45	48	12	2	0	0	0	62	58	5	0	0	1	2	66		
17:00	48	6	1	0	0	0	55	54	8	0	0	1	0	63		
17:15	48	9	1	0	0	0	58	83	3	0	0	3	0	89		
17:30	51	4	1	0	0	1	57	69	10	2	0	2	3	86		
17:45	35	3	1	0	0	0	39	59	4	0	0	1	0	64		
18:00	43	6	1	0	0	2	52	80	3	2	0	1	0	86		
18:15	36	2	1	0	0	0	39	67	4	2	0	3	0	76		
P/TOT	371	44	9	0	0	4	428	531	46	8	0	14	7	606		



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DATE: 03/12/2013

LOCATION: A563 Soar Valley Way / A563 Glenhills Way / A426

DAY: Tuesday

TIME	C to D						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	25	5	0	0	0	0	30
07:45	31	2	0	1	1	0	35
08:00	32	3	1	0	0	0	36
08:15	38	3	2	0	0	0	43
08:30	24	2	2	0	1	1	30
08:45	38	6	0	1	1	1	47
09:00	27	3	0	0	0	0	30
09:15	26	5	1	2	0	3	37
P/TOT	241	29	6	4	3	5	288

TIME	C to D						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	25	3	0	0	0	1	29
16:45	22	6	1	0	0	1	30
17:00	28	0	1	1	0	0	30
17:15	33	1	0	0	0	0	34
17:30	33	6	0	0	0	0	39
17:45	20	2	0	0	0	0	22
18:00	25	0	0	0	0	0	25
18:15	26	1	0	0	0	0	27
P/TOT	212	19	2	1	0	2	236



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DATE: 03/12/2013

LOCATION: A563 Soar Valley Way / A563 Glenhills Way / A426

DAY: Tuesday

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	11	0	1	0	1	0	13	340	44	10	3	1	1	399		
07:45	17	1	0	0	0	0	18	360	41	6	2	1	0	410		
08:00	19	0	1	0	0	0	20	348	26	10	4	1	2	391		
08:15	11	1	1	0	0	0	13	334	21	7	4	0	0	366		
08:30	13	1	1	0	0	0	15	377	15	7	7	1	5	412		
08:45	18	1	1	0	0	0	20	296	26	12	8	3	1	346		
09:00	13	0	1	1	2	0	17	301	33	14	4	0	0	352		
09:15	17	2	0	1	2	0	22	264	21	9	4	5	1	304		
P/TOT	119	6	6	2	5	0	138	2620	227	75	36	12	10	2980		

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	18	2	0	1	0	0	21	271	43	8	6	0	0	328		
16:45	25	3	2	0	0	0	30	299	31	5	6	0	1	342		
17:00	23	0	0	1	0	0	24	268	31	5	2	0	2	308		
17:15	29	3	0	0	0	0	32	279	31	6	1	1	1	319		
17:30	20	0	0	0	0	0	20	195	25	4	2	0	0	226		
17:45	22	0	1	0	0	0	23	220	26	3	3	0	1	253		
18:00	27	2	0	0	0	0	29	166	13	3	2	0	0	184		
18:15	16	2	0	0	0	0	18	211	25	8	2	0	2	248		
P/TOT	180	12	3	2	0	0	197	1909	225	42	24	1	7	2208		



SITE: 3

DATE: 03/12/2013

LOCATION: A563 Soar Valley Way / A563 Glenhills Way / A426

DAY: Tuesday

TIME	D to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	10	2	0	0	0	0	12
07:45	14	3	1	0	0	0	18
08:00	8	3	0	0	0	0	11
08:15	4	1	0	0	0	0	5
08:30	7	0	1	0	0	0	8
08:45	12	2	0	0	0	0	14
09:00	17	1	0	0	0	0	18
09:15	10	0	0	1	0	0	11
P/TOT	82	12	2	1	0	0	97

TIME	D to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	9	1	0	0	0	0	10
16:45	16	2	0	0	0	0	18
17:00	16	2	0	0	0	1	19
17:15	14	2	0	0	0	0	16
17:30	10	0	0	0	0	0	10
17:45	13	1	0	0	0	0	14
18:00	3	0	0	0	0	0	3
18:15	13	1	0	0	0	0	14
P/TOT	94	9	0	0	0	1	104



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LOCATION: A563 Soar Valley Way / A563 Glenhills Way / A426

DAY: Tuesday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	147	29	1	3	2	1	183	116	17	5	1	2	2	143		
07:45	151	29	3	2	1	1	187	143	23	0	1	2	1	170		
08:00	134	24	5	2	3	1	169	119	13	4	3	3	1	143		
08:15	134	12	4	1	1	1	153	133	10	5	0	1	1	150		
08:30	123	17	4	1	3	2	150	108	22	10	3	4	3	150		
08:45	134	17	6	2	3	2	164	116	19	3	2	1	3	144		
09:00	147	10	10	0	2	0	169	99	14	3	2	2	0	120		
09:15	140	22	6	3	1	0	172	94	20	7	3	5	1	130		
P/TOT	1110	160	39	14	16	8	1347	928	138	37	15	20	12	1150		

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	163	21	5	0	2	2	193	149	17	5	0	1	2	174		
16:45	181	17	0	0	1	2	201	153	15	4	1	2	2	177		
17:00	183	19	2	0	1	2	207	153	21	1	0	3	1	179		
17:15	184	13	1	0	4	0	202	143	15	2	1	1	5	167		
17:30	172	12	3	0	2	3	192	149	14	4	1	3	2	173		
17:45	176	11	0	0	1	0	188	174	15	2	1	1	1	194		
18:00	162	11	3	0	2	0	178	176	7	0	0	4	0	187		
18:15	176	14	2	0	3	1	196	153	11	2	0	1	4	171		
P/TOT	1397	118	16	0	16	10	1557	1250	115	20	4	16	17	1422		



SITE: 3

DATE: 03/12/2013

LOCATION: A563 Soar Valley Way / A563 Glenhills Way / A426

DAY: Tuesday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	446	63	13	4	3	3	532	359	69	12	8	3	1	452		
07:45	505	55	9	4	1	3	577	370	67	13	8	0	3	461		
08:00	476	38	16	6	1	2	539	351	77	25	6	1	4	464		
08:15	476	34	11	5	0	0	526	255	37	14	5	1	0	312		
08:30	499	33	13	9	2	5	561	259	54	16	8	1	1	339		
08:45	432	42	15	11	3	2	505	221	59	20	6	2	0	308		
09:00	407	46	15	6	0	0	474	306	46	30	4	0	0	386		
09:15	383	36	11	6	5	1	442	256	53	18	11	0	0	338		
P/TOT	3624	347	103	51	15	16	4156	2377	462	148	56	8	9	3060		

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	397	53	11	6	0	2	469	418	68	14	1	0	1	502		
16:45	419	52	10	7	0	1	489	448	59	8	4	0	1	520		
17:00	380	47	7	2	0	2	438	448	52	6	3	1	4	514		
17:15	392	46	9	2	1	2	452	422	31	5	0	1	8	467		
17:30	317	34	9	3	0	2	365	454	35	7	0	1	2	499		
17:45	344	34	5	4	1	1	389	447	38	2	0	1	1	489		
18:00	291	22	4	2	0	2	321	431	30	4	3	1	4	473		
18:15	304	31	11	2	0	2	350	451	39	4	1	0	2	497		
P/TOT	2844	319	66	28	2	14	3273	3519	352	50	12	5	23	3961		



SITE: 3

DATE: 03/12/2013

LOCATION: A563 Soar Valley Way / A563 Glenhills Way / A426

DAY: Tuesday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	89	13	3	1	2	0	108	140	25	1	1	2	1	170		
07:45	97	23	0	0	2	0	122	151	17	3	2	2	3	178		
08:00	88	17	4	2	3	1	115	138	16	4	1	2	1	162		
08:15	78	10	6	1	1	1	97	181	15	5	1	1	1	204		
08:30	69	17	8	4	3	3	104	155	16	5	1	4	3	184		
08:45	72	15	1	0	1	2	91	179	21	3	2	3	3	211		
09:00	83	12	7	1	4	0	107	148	15	4	0	2	0	169		
09:15	81	22	7	2	7	0	119	158	21	5	3	1	3	191		
P/TOT	657	129	36	11	23	7	863	1250	146	30	11	17	15	1469		

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	161	21	4	1	1	1	189	148	14	3	0	2	4	171		
16:45	155	12	6	1	2	2	178	128	23	3	0	1	3	158		
17:00	160	27	1	1	3	2	194	130	14	2	1	1	0	148		
17:15	142	14	0	0	1	3	160	164	13	1	0	3	0	181		
17:30	140	14	2	0	4	1	161	153	20	3	0	2	4	182		
17:45	152	15	1	0	0	1	169	114	9	1	0	1	0	125		
18:00	167	9	1	0	4	1	182	148	9	3	0	1	2	163		
18:15	153	11	0	0	1	5	170	129	7	3	0	3	0	142		
P/TOT	1230	123	15	3	16	16	1403	1114	109	19	1	14	13	1270		



SITE: 3

DATE: 03/12/2013

LOCATION: A563 Soar Valley Way / A563 Glenhills Way / A426

DAY: Tuesday

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	294	52	12	5	2	1	366	361	46	11	3	2	1	424		
07:45	302	45	11	7	1	3	369	391	45	7	2	1	0	446		
08:00	285	56	19	4	0	4	368	375	29	11	4	1	2	422		
08:15	230	29	11	3	1	0	274	349	23	8	4	0	0	384		
08:30	228	41	15	5	2	2	293	397	16	9	7	1	5	435		
08:45	204	54	17	5	2	1	283	326	29	13	8	3	1	380		
09:00	247	41	20	4	0	0	312	331	34	15	5	2	0	387		
09:15	195	37	15	12	0	4	263	291	23	9	6	7	1	337		
P/TOT	1985	355	120	45	8	15	2528	2821	245	83	39	17	10	3215		

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	292	50	10	1	0	2	355	298	46	8	7	0	0	359		
16:45	314	52	6	3	0	2	377	340	36	7	6	0	1	390		
17:00	315	27	4	4	1	2	353	307	33	5	3	0	3	351		
17:15	333	22	4	0	0	9	368	322	36	6	1	1	1	367		
17:30	352	34	4	0	0	2	392	225	25	4	2	0	0	256		
17:45	318	29	3	0	1	1	352	255	27	4	3	0	1	290		
18:00	331	19	2	3	0	3	358	196	15	3	2	0	0	216		
18:15	340	29	4	1	0	0	374	240	28	8	2	0	2	280		
P/TOT	2595	262	37	12	2	21	2929	2183	246	45	26	1	8	2509		



SITE: 3

DATE: 03/12/2013

LOCATION: A563 Soar Valley Way / A563 Glenhills Way / A426

DAY: Tuesday

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	976	157	29	13	9	5	1189
07:45	1055	152	23	13	5	7	1255
08:00	983	135	44	14	7	8	1191
08:15	918	85	32	10	3	2	1050
08:30	919	108	40	19	10	12	1108
08:45	842	128	39	18	9	7	1043
09:00	884	109	52	11	6	0	1062
09:15	799	117	39	23	13	5	996
P/TOT	7376	991	298	121	62	46	8894

PEAK HOUR CALCULATION	
07:30 to 08:30	4685
07:45 to 08:45	4604
08:00 to 09:00	4392
08:15 to 09:15	4263
08:30 to 09:30	4209
PEAK VALUE	4685

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	1013	145	30	8	3	7	1206
16:45	1069	133	22	11	3	7	1245
17:00	1038	120	14	7	5	8	1192
17:15	1051	95	14	2	6	14	1182
17:30	981	94	18	3	6	8	1110
17:45	990	89	9	4	3	3	1098
18:00	951	61	10	5	6	6	1039
18:15	973	85	17	3	4	8	1090
P/TOT	8066	822	134	43	36	61	9162

PEAK HOUR CALCULATION	
16:30 to 17:30	4825
16:45 to 17:45	4729
17:00 to 18:00	4582
17:15 to 18:15	4429
17:30 to 18:30	4337
PEAK VALUE	4825



SITE: 4

DATE: 03/12/2013

LOCATION: A426 Aylestone Road / Middleton Street

DAY: Tuesday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	112	13	3	2	2	1	133	65	16	0	0	2	0	83		
07:45	100	17	1	0	2	1	121	64	19	6	0	0	0	89		
08:00	104	14	4	3	3	1	129	70	17	0	0	0	0	87		
08:15	99	9	6	0	1	1	116	69	13	2	0	0	0	84		
08:30	87	19	8	3	4	1	122	69	11	1	0	2	2	85		
08:45	105	12	2	2	1	3	125	63	8	4	0	1	1	77		
09:00	103	11	3	1	2	0	120	62	15	2	0	0	0	79		
09:15	87	17	3	2	3	0	112	59	7	3	0	0	0	69		
P/TOT	797	112	30	13	18	8	978	521	106	18	0	5	3	653		

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	141	22	2	0	3	1	169	89	18	4	0	1	1	113		
16:45	148	14	3	1	1	1	168	105	15	1	0	0	0	121		
17:00	128	17	2	0	3	1	151	89	11	0	1	0	0	101		
17:15	134	11	4	1	2	5	157	103	17	1	0	0	1	122		
17:30	138	15	3	1	2	2	161	95	9	2	0	0	0	106		
17:45	154	14	2	0	1	0	171	71	7	0	0	0	2	80		
18:00	152	6	0	0	4	0	162	94	3	2	0	0	0	99		
18:15	131	9	2	0	2	2	146	73	4	0	0	0	1	78		
P/TOT	1126	108	18	3	18	12	1285	719	84	10	1	1	5	820		



SITE: 4

DATE: 03/12/2013

LOCATION: A426 Aylestone Road / Middleton Street

DAY: Tuesday

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	71	16	2	1	0	0	90	5	1	1	0	0	0	7		
07:45	87	17	1	0	1	1	107	11	3	1	0	0	0	15		
08:00	66	12	3	0	2	1	84	3	1	0	0	0	0	4		
08:15	87	21	2	0	0	0	110	12	0	1	0	0	0	13		
08:30	81	8	1	0	0	0	90	4	2	0	0	0	1	7		
08:45	81	11	3	1	0	1	97	18	5	1	0	0	0	24		
09:00	65	5	3	0	0	1	74	8	2	2	1	0	0	13		
09:15	51	7	4	1	0	0	63	8	7	0	0	0	0	15		
P/TOT	589	97	19	3	3	4	715	69	21	6	1	0	1	98		

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	66	18	3	0	0	0	87	8	2	1	0	0	0	11		
16:45	74	16	1	0	0	0	91	12	1	1	0	0	0	14		
17:00	58	17	3	0	0	1	79	20	1	1	0	0	0	22		
17:15	78	14	4	0	0	1	97	13	1	1	0	0	0	15		
17:30	86	7	1	0	0	2	96	16	3	0	0	0	0	19		
17:45	88	6	0	0	0	1	95	13	1	0	1	0	1	16		
18:00	78	9	1	0	0	0	88	18	3	0	0	0	0	21		
18:15	93	9	0	0	0	1	103	21	2	0	0	0	2	25		
P/TOT	621	96	13	0	0	6	736	121	14	4	1	0	3	143		



SITE: 4

DATE: 03/12/2013

LOCATION: A426 Aylestone Road / Middleton Street

DAY: Tuesday

TIME	C to B						TOT	C to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	7	4	0	0	0	0	11	145	27	4	1	3	0	180
07:45	5	2	0	0	0	0	7	130	20	1	2	1	0	154
08:00	5	2	2	0	0	0	9	149	18	2	3	2	3	177
08:15	6	3	0	0	0	0	9	136	14	6	0	3	1	160
08:30	13	4	2	0	0	0	19	142	16	2	2	3	2	167
08:45	14	1	1	0	0	2	18	117	15	3	2	3	0	140
09:00	11	1	1	0	0	0	13	138	12	10	0	0	0	160
09:15	14	1	2	0	0	0	17	130	19	7	3	3	0	162
P/TOT	75	18	8	0	0	2	103	1087	141	35	13	18	6	1300

TIME	C to B						TOT	C to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	20	2	2	0	0	0	24	128	23	3	0	2	2	158
16:45	17	1	0	0	0	0	18	132	14	1	0	1	1	149
17:00	16	4	0	0	0	2	22	145	17	2	0	1	1	166
17:15	11	0	0	0	0	0	11	148	7	1	0	4	1	161
17:30	9	3	2	0	0	0	14	148	12	4	0	1	1	166
17:45	13	0	0	0	0	0	13	146	9	1	0	2	1	159
18:00	13	0	0	0	0	0	13	144	8	1	0	2	0	155
18:15	7	1	0	0	0	0	8	134	7	1	1	3	0	146
P/TOT	106	11	4	0	0	2	123	1125	97	14	1	16	7	1260



SITE: 4

DATE: 03/12/2013

LOCATION: A426 Aylestone Road / Middleton Street

DAY: Tuesday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	216	43	6	2	3	0	270	177	29	3	2	4	1	216		
07:45	217	37	2	2	2	1	261	164	36	7	0	2	1	210		
08:00	215	30	5	3	4	4	261	174	31	4	3	3	1	216		
08:15	223	35	8	0	3	1	270	168	22	8	0	1	1	200		
08:30	223	24	3	2	3	2	257	156	30	9	3	6	3	207		
08:45	198	26	6	3	3	1	237	168	20	6	2	2	4	202		
09:00	203	17	13	0	0	1	234	165	26	5	1	2	0	199		
09:15	181	26	11	4	3	0	225	146	24	6	2	3	0	181		
P/TOT	1676	238	54	16	21	10	2015	1318	218	48	13	23	11	1631		

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	194	41	6	0	2	2	245	230	40	6	0	4	2	282		
16:45	206	30	2	0	1	1	240	253	29	4	1	1	1	289		
17:00	203	34	5	0	1	2	245	217	28	2	1	3	1	252		
17:15	226	21	5	0	4	2	258	237	28	5	1	2	6	279		
17:30	234	19	5	0	1	3	262	233	24	5	1	2	2	267		
17:45	234	15	1	0	2	2	254	225	21	2	0	1	2	251		
18:00	222	17	2	0	2	0	243	246	9	2	0	4	0	261		
18:15	227	16	1	1	3	1	249	204	13	2	0	2	3	224		
P/TOT	1746	193	27	1	16	13	1996	1845	192	28	4	19	17	2105		



SITE: 4

DATE: 03/12/2013

LOCATION: A426 Aylestone Road / Middleton Street

DAY: Tuesday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	72	20	0	0	2	0	94	76	17	3	1	0	0	97		
07:45	69	21	6	0	0	0	96	98	20	2	0	1	1	122		
08:00	75	19	2	0	0	0	96	69	13	3	0	2	1	88		
08:15	75	16	2	0	0	0	93	99	21	3	0	0	0	123		
08:30	82	15	3	0	2	2	104	85	10	1	0	0	1	97		
08:45	77	9	5	0	1	3	95	99	16	4	1	0	1	121		
09:00	73	16	3	0	0	0	92	73	7	5	1	0	1	87		
09:15	73	8	5	0	0	0	86	59	14	4	1	0	0	78		
P/TOT	596	124	26	0	5	5	756	658	118	25	4	3	5	813		

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	109	20	6	0	1	1	137	74	20	4	0	0	0	98		
16:45	122	16	1	0	0	0	139	86	17	2	0	0	0	105		
17:00	105	15	0	1	0	2	123	78	18	4	0	0	1	101		
17:15	114	17	1	0	0	1	133	91	15	5	0	0	1	112		
17:30	104	12	4	0	0	0	120	102	10	1	0	0	2	115		
17:45	84	7	0	0	0	2	93	101	7	0	1	0	2	111		
18:00	107	3	2	0	0	0	112	96	12	1	0	0	0	109		
18:15	80	5	0	0	0	1	86	114	11	0	0	0	3	128		
P/TOT	825	95	14	1	1	7	943	742	110	17	1	0	9	879		



SITE: 4

DATE: 03/12/2013

LOCATION: A426 Aylestone Road / Middleton Street

DAY: Tuesday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:30	117	14	4	2	2	1	140	152	31	4	1	3	0	191		
07:45	111	20	2	0	2	1	136	135	22	1	2	1	0	161		
08:00	107	15	4	3	3	1	133	154	20	4	3	2	3	186		
08:15	111	9	7	0	1	1	129	142	17	6	0	3	1	169		
08:30	91	21	8	3	4	2	129	155	20	4	2	3	2	186		
08:45	123	17	3	2	1	3	149	131	16	4	2	3	2	158		
09:00	111	13	5	2	2	0	133	149	13	11	0	0	0	173		
09:15	95	24	3	2	3	0	127	144	20	9	3	3	0	179		
P/TOT	866	133	36	14	18	9	1076	1162	159	43	13	18	8	1403		

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
16:30	149	24	3	0	3	1	180	148	25	5	0	2	2	182		
16:45	160	15	4	1	1	1	182	149	15	1	0	1	1	167		
17:00	148	18	3	0	3	1	173	161	21	2	0	1	3	188		
17:15	147	12	5	1	2	5	172	159	7	1	0	4	1	172		
17:30	154	18	3	1	2	2	180	157	15	6	0	1	1	180		
17:45	167	15	2	1	1	1	187	159	9	1	0	2	1	172		
18:00	170	9	0	0	4	0	183	157	8	1	0	2	0	168		
18:15	152	11	2	0	2	4	171	141	8	1	1	3	0	154		
P/TOT	1247	122	22	4	18	15	1428	1231	108	18	1	16	9	1383		



SITE: 4

DATE: 03/12/2013

LOCATION: A426 Aylestone Road / Middleton Street

DAY: Tuesday

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	405	77	10	4	7	1	504
07:45	397	78	10	2	4	2	493
08:00	397	64	11	6	7	5	490
08:15	409	60	17	0	4	2	492
08:30	396	60	14	5	9	6	490
08:45	398	52	14	5	5	7	481
09:00	387	46	21	2	2	1	459
09:15	349	58	19	6	6	0	438
P/TOT	3138	495	116	30	44	24	3847

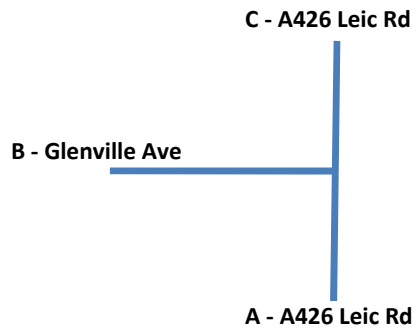
PEAK HOUR CALCULATION	
07:30 to 08:30	1979
07:45 to 08:45	1965
08:00 to 09:00	1953
08:15 to 09:15	1922
08:30 to 09:30	1868
PEAK VALUE	1979

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	452	85	15	0	6	4	562
16:45	488	61	7	1	2	2	561
17:00	456	67	8	1	4	5	541
17:15	487	50	11	1	6	8	563
17:30	492	49	12	1	3	5	562
17:45	485	37	3	1	3	5	534
18:00	499	29	4	0	6	0	538
18:15	459	32	3	1	5	6	506
P/TOT	3818	410	63	6	35	35	4367

PEAK HOUR CALCULATION	
16:30 to 17:30	2227
16:45 to 17:45	2227
17:00 to 18:00	2200
17:15 to 18:15	2197
17:30 to 18:30	2140
PEAK VALUE	2227

Appendix L
J1 - Glenville Road / Leicester Road – Junction Assessment Data

J1 Glenvill Road / Leicester Road



0800-0900

Background 2013	A	B	C
A	0	84	689
B	51	0	43
C	623	45	0

Tempro 2013-18	A	B	C
A	1.072	1.072	1.072
B	1.072	1.072	1.072
C	1.072	1.072	1.072

Background 2018	A	B	C
A	0	90	739
B	55	0	46
C	668	48	0

Development	A	B	C
A	0	17	0
B	48	0	91
C	0	32	0

Back + Dev	A	B	C
A	0	107	739
B	103	0	137
C	668	81	0

1700-1800

Background 2013	A	B	C
A	0	85	775
B	30	0	14
C	577	23	0

Tempro 2013-18	A	B	C
A	1.0693	1.0693	1.0693
B	1.0693	1.0693	1.0693
C	1.0693	1.0693	1.0693

Background 2018	A	B	C
A	0	91	829
B	32	0	15
C	617	25	0

Development	A	B	C
A	0	35	0
B	17	0	32
C	0	65	0

Back + Dev	A	B	C
A	0	126	829
B	49	0	47
C	617	90	0

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2014
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: J1 - Glenville _ Leics.arc8
Path: S:\JPP\JPP Schemes R\R6711PP - Glen Parva\Reports\TA\Jct Analysis
Report generation date: 24/01/2014 15:36:55

- » (Default Analysis Set) - 2018 Back, AM
- » (Default Analysis Set) - 2018 Back + Dev, AM
- » (Default Analysis Set) - 2018 Back, PM
- » (Default Analysis Set) - 2018 Back + Dev, PM

Summary of junction performance

AM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
A1 - 2018 Back					
Stream B-C	0.12	8.80	0.11	A	10.57
Stream B-A	0.46	28.06	0.32	D	
Stream C-AB	0.73	4.66	0.21	A	
Stream C-A	-	-	-	-	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

'D1 - 2018 Back, AM' model duration: 07:45 - 09:15
 'D2 - 2018 Back + Dev, AM' model duration: 07:45 - 09:15
 'D3 - 2018 Back, PM' model duration: 16:45 - 18:15
 'D4 - 2018 Back + Dev, PM' model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 24/01/2014 15:36:53

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	03/01/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

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

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2018 Back, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018 Back, AM	2018 Back	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		10.57	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	150.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	3.50	3.00	3.00	3.00	✓	1.00	31	31

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	528.044	0.096	0.243	0.153	0.347
1	B-C	772.293	0.118	0.299	-	-
1	C-B	660.830	0.256	0.256	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	829.00	100.000
B	ONE HOUR	✓	101.00	100.000
C	ONE HOUR	✓	716.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	90.000	739.000
	B	55.000	0.000	46.000
	C	668.000	48.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.11	0.89
	B	0.54	0.00	0.46
	C	0.93	0.07	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.11	8.80	0.12	A	42.21	63.32	8.07	7.65	0.09	8.08	7.65
B-A	0.32	28.06	0.46	D	50.47	75.70	25.43	20.15	0.28	25.43	20.16
C-AB	0.21	4.66	0.73	A	136.74	205.11	38.62	11.30	0.43	38.62	11.30
C-A	-	-	-	-	520.27	780.41	-	-	-	-	-
A-B	-	-	-	-	82.59	123.88	-	-	-	-	-
A-C	-	-	-	-	678.12	1017.18	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	34.63	8.66	34.38	0.00	575.55	0.060	0.00	0.06	6.649	A
B-A	41.41	10.35	40.77	0.00	296.68	0.140	0.00	0.16	14.035	B
C-AB	84.02	21.01	83.22	0.00	858.21	0.098	0.00	0.20	4.645	A
C-A	455.02	113.75	455.02	0.00	-	-	-	-	-	-
A-B	67.76	16.94	67.76	0.00	-	-	-	-	-	-
A-C	556.36	139.09	556.36	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	41.35	10.34	41.27	0.00	532.14	0.078	0.06	0.08	7.334	A
B-A	49.44	12.36	49.12	0.00	251.48	0.197	0.16	0.24	17.762	C
C-AB	124.50	31.12	123.91	0.00	910.37	0.137	0.20	0.35	4.582	A
C-A	519.17	129.79	519.17	0.00	-	-	-	-	-	-
A-B	80.91	20.23	80.91	0.00	-	-	-	-	-	-
A-C	664.35	166.09	664.35	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	50.65	12.66	50.49	0.00	460.87	0.110	0.08	0.12	8.770	A
B-A	60.56	15.14	59.70	0.00	188.95	0.320	0.24	0.45	27.670	D
C-AB	200.48	50.12	199.02	0.00	979.37	0.205	0.35	0.71	4.627	A
C-A	587.85	146.96	587.85	0.00	-	-	-	-	-	-
A-B	99.09	24.77	99.09	0.00	-	-	-	-	-	-
A-C	813.65	203.41	813.65	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	50.65	12.66	50.64	0.00	459.58	0.110	0.12	0.12	8.803	A
B-A	60.56	15.14	60.52	0.00	188.66	0.321	0.45	0.46	28.063	D
C-AB	201.35	50.34	201.30	0.00	980.22	0.205	0.71	0.73	4.644	A
C-A	586.98	146.74	586.98	0.00	-	-	-	-	-	-
A-B	99.09	24.77	99.09	0.00	-	-	-	-	-	-
A-C	813.65	203.41	813.65	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	41.35	10.34	41.50	0.00	531.13	0.078	0.12	0.09	7.356	A
B-A	49.44	12.36	50.29	0.00	251.07	0.197	0.46	0.25	18.002	C
C-AB	125.37	31.34	126.82	0.00	911.57	0.138	0.73	0.36	4.604	A
C-A	518.30	129.58	518.30	0.00	-	-	-	-	-	-
A-B	80.91	20.23	80.91	0.00	-	-	-	-	-	-
A-C	664.35	166.09	664.35	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	34.63	8.66	34.71	0.00	574.92	0.060	0.09	0.06	6.664	A
B-A	41.41	10.35	41.75	0.00	296.36	0.140	0.25	0.17	14.157	B
C-AB	84.71	21.18	85.33	0.00	858.86	0.099	0.36	0.21	4.663	A
C-A	454.33	113.58	454.33	0.00	-	-	-	-	-	-
A-B	67.76	16.94	67.76	0.00	-	-	-	-	-	-
A-C	556.36	139.09	556.36	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.92	0.06	6.649	A	A
B-A	2.26	0.15	14.035	B	B
C-AB	2.97	0.20	4.645	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.23	0.08	7.334	A	A
B-A	3.43	0.23	17.762	C	B
C-AB	5.22	0.35	4.582	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.78	0.12	8.770	A	A
B-A	6.29	0.42	27.670	D	C
C-AB	10.67	0.71	4.627	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.84	0.12	8.803	A	A
B-A	6.87	0.46	28.063	D	C
C-AB	11.02	0.73	4.644	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.31	0.09	7.356	A	A
B-A	4.00	0.27	18.002	C	B
C-AB	5.56	0.37	4.604	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.99	0.07	6.664	A	A
B-A	2.59	0.17	14.157	B	B
C-AB	3.17	0.21	4.663	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2018 Back + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018 Back + Dev, AM	2018 Back + Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		20.30	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	150.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	3.50	3.00	3.00	3.00	✓	1.00	31	31

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	603.562	0.110	0.278	0.175	0.397
1	B-C	675.662	0.104	0.262	-	-
1	C-B	660.830	0.256	0.256	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	846.00	100.000
B	ONE HOUR	✓	240.00	100.000
C	ONE HOUR	✓	749.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	107.000	739.000
	B	103.000	0.000	137.000
	C	668.000	81.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.13	0.87
	B	0.43	0.00	0.57
	C	0.89	0.11	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.50	23.40	0.95	C	125.71	188.57	46.60	14.83	0.52	46.61	14.83
B-A	0.63	52.41	1.56	F	94.51	141.77	67.32	28.49	0.75	67.33	28.49
C-AB	0.36	5.74	1.36	A	235.23	352.85	74.50	12.67	0.83	74.51	12.67
C-A	-	-	-	-	452.06	678.09	-	-	-	-	-
A-B	-	-	-	-	98.19	147.28	-	-	-	-	-
A-C	-	-	-	-	678.12	1017.18	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	103.14	25.79	102.07	0.00	483.93	0.213	0.00	0.27	9.401	A
B-A	77.54	19.39	76.31	0.00	324.35	0.239	0.00	0.31	14.445	B
C-AB	142.33	35.58	140.66	0.00	855.84	0.166	0.00	0.42	5.035	A
C-A	421.56	105.39	421.56	0.00	-	-	-	-	-	-
A-B	80.56	20.14	80.56	0.00	-	-	-	-	-	-
A-C	556.36	139.09	556.36	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	123.16	30.79	122.66	0.00	431.21	0.286	0.27	0.39	11.649	B
B-A	92.59	23.15	91.77	0.00	266.73	0.347	0.31	0.51	20.477	C
C-AB	211.54	52.89	210.50	0.00	908.11	0.233	0.42	0.68	5.176	A
C-A	461.79	115.45	461.79	0.00	-	-	-	-	-	-
A-B	96.19	24.05	96.19	0.00	-	-	-	-	-	-
A-C	664.35	166.09	664.35	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	150.84	37.71	148.86	0.00	313.35	0.481	0.39	0.89	21.630	C
B-A	113.41	28.35	109.68	0.00	182.37	0.622	0.51	1.45	47.348	E
C-AB	349.50	87.38	346.87	0.00	982.75	0.356	0.68	1.33	5.693	A
C-A	475.16	118.79	475.16	0.00	-	-	-	-	-	-
A-B	117.81	29.45	117.81	0.00	-	-	-	-	-	-
A-C	813.65	203.41	813.65	0.00	-	-	-	-	-	-

See Appendix A for more details

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	150.84	37.71	150.59	0.00	304.01	0.496	0.89	0.95	23.396	C
B-A	113.41	28.35	112.95	0.00	180.63	0.628	1.45	1.56	52.410	F
C-AB	351.22	87.80	351.12	0.00	984.37	0.357	1.33	1.36	5.742	A
C-A	473.45	118.36	473.45	0.00	-	-	-	-	-	-
A-B	117.81	29.45	117.81	0.00	-	-	-	-	-	-
A-C	813.65	203.41	813.65	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	123.16	30.79	125.31	0.00	425.86	0.289	0.95	0.41	12.061	B
B-A	92.59	23.15	96.62	0.00	265.18	0.349	1.56	0.56	21.822	C
C-AB	213.09	53.27	215.69	0.00	910.32	0.234	1.36	0.71	5.227	A
C-A	460.24	115.06	460.24	0.00	-	-	-	-	-	-
A-B	96.19	24.05	96.19	0.00	-	-	-	-	-	-
A-C	664.35	166.09	664.35	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	103.14	25.79	103.70	0.00	482.38	0.214	0.41	0.28	9.522	A
B-A	77.54	19.39	78.48	0.00	323.42	0.240	0.56	0.32	14.751	B
C-AB	143.71	35.93	144.81	0.00	857.11	0.168	0.71	0.44	5.076	A
C-A	420.18	105.04	420.18	0.00	-	-	-	-	-	-
A-B	80.56	20.14	80.56	0.00	-	-	-	-	-	-
A-C	556.36	139.09	556.36	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.83	0.26	9.401	A	A
B-A	4.34	0.29	14.445	B	B
C-AB	6.13	0.41	5.035	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	5.68	0.38	11.649	B	B
B-A	7.26	0.48	20.477	C	C
C-AB	10.20	0.68	5.176	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	12.27	0.82	21.630	C	C
B-A	18.61	1.24	47.348	E	D
C-AB	20.01	1.33	5.693	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	13.96	0.93	23.396	C	C
B-A	22.73	1.52	52.410	F	D
C-AB	20.69	1.38	5.742	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	6.59	0.44	12.061	B	B
B-A	9.29	0.62	21.822	C	C
C-AB	10.89	0.73	5.227	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	4.28	0.29	9.522	A	A
B-A	5.09	0.34	14.751	B	B
C-AB	6.58	0.44	5.076	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2018 Back, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018 Back, PM	2018 Back	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		10.38	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	150.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	3.50	3.00	3.00	3.00	✓	1.00	31	31

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	528.044	0.096	0.243	0.153	0.347
1	B-C	772.293	0.118	0.299	-	-
1	C-B	660.830	0.256	0.256	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	920.00	100.000
B	ONE HOUR	✓	47.00	100.000
C	ONE HOUR	✓	642.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	91.000	829.000
	B	32.000	0.000	15.000
	C	617.000	25.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.68	0.00	0.32
	C	0.96	0.04	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.04	8.12	0.04	A	13.76	20.65	2.50	7.27	0.03	2.50	7.27
B-A	0.19	24.38	0.23	C	29.36	44.05	13.44	18.31	0.15	13.44	18.31
C-AB	0.10	4.64	0.23	A	66.12	99.18	12.91	7.81	0.14	12.91	7.81
C-A	-	-	-	-	522.99	784.48	-	-	-	-	-
A-B	-	-	-	-	83.50	125.25	-	-	-	-	-
A-C	-	-	-	-	760.70	1141.06	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	11.29	2.82	11.21	0.00	565.25	0.020	0.00	0.02	6.497	A
B-A	24.09	6.02	23.74	0.00	292.15	0.082	0.00	0.09	13.394	B
C-AB	42.23	10.56	41.91	0.00	818.88	0.052	0.00	0.08	4.633	A
C-A	441.10	110.28	441.10	0.00	-	-	-	-	-	-
A-B	68.51	17.13	68.51	0.00	-	-	-	-	-	-
A-C	624.11	156.03	624.11	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	13.48	3.37	13.46	0.00	522.89	0.026	0.02	0.03	7.066	A
B-A	28.77	7.19	28.60	0.00	246.28	0.117	0.09	0.13	16.538	C
C-AB	60.41	15.10	60.23	0.00	856.98	0.070	0.08	0.12	4.520	A
C-A	516.74	129.18	516.74	0.00	-	-	-	-	-	-
A-B	81.81	20.45	81.81	0.00	-	-	-	-	-	-
A-C	745.25	186.31	745.25	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	16.52	4.13	16.47	0.00	460.42	0.036	0.03	0.04	8.109	A
B-A	35.23	8.81	34.83	0.00	182.92	0.193	0.13	0.23	24.242	C
C-AB	95.41	23.85	95.01	0.00	911.47	0.105	0.12	0.22	4.411	A
C-A	611.44	152.86	611.44	0.00	-	-	-	-	-	-
A-B	100.19	25.05	100.19	0.00	-	-	-	-	-	-
A-C	912.75	228.19	912.75	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	16.52	4.13	16.51	0.00	460.03	0.036	0.04	0.04	8.116	A
B-A	35.23	8.81	35.22	0.00	182.84	0.193	0.23	0.23	24.384	C
C-AB	95.61	23.90	95.60	0.00	911.69	0.105	0.22	0.23	4.417	A
C-A	611.25	152.81	611.25	0.00	-	-	-	-	-	-
A-B	100.19	25.05	100.19	0.00	-	-	-	-	-	-
A-C	912.75	228.19	912.75	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	13.48	3.37	13.53	0.00	522.52	0.026	0.04	0.03	7.072	A
B-A	28.77	7.19	29.17	0.00	246.17	0.117	0.23	0.14	16.620	C
C-AB	60.62	15.15	61.02	0.00	857.30	0.071	0.23	0.13	4.526	A
C-A	516.53	129.13	516.53	0.00	-	-	-	-	-	-
A-B	81.81	20.45	81.81	0.00	-	-	-	-	-	-
A-C	745.25	186.31	745.25	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	11.29	2.82	11.32	0.00	564.96	0.020	0.03	0.02	6.504	A
B-A	24.09	6.02	24.27	0.00	292.04	0.082	0.14	0.09	13.452	B
C-AB	42.46	10.62	42.64	0.00	819.10	0.052	0.13	0.08	4.638	A
C-A	440.87	110.22	440.87	0.00	-	-	-	-	-	-
A-B	68.51	17.13	68.51	0.00	-	-	-	-	-	-
A-C	624.11	156.03	624.11	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.29	0.02	6.497	A	A
B-A	1.26	0.08	13.394	B	B
C-AB	1.17	0.08	4.633	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.39	0.03	7.066	A	A
B-A	1.87	0.12	16.538	C	B
C-AB	1.84	0.12	4.520	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.54	0.04	8.109	A	A
B-A	3.26	0.22	24.242	C	C
C-AB	3.36	0.22	4.411	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.55	0.04	8.116	A	A
B-A	3.50	0.23	24.384	C	C
C-AB	3.41	0.23	4.417	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.41	0.03	7.072	A	A
B-A	2.13	0.14	16.620	C	B
C-AB	1.90	0.13	4.526	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.31	0.02	6.504	A	A
B-A	1.42	0.09	13.452	B	B
C-AB	1.22	0.08	4.638	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2018 Back + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018 Back + Dev, PM	2018 Back + Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		10.99	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	150.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	3.50	3.00	3.00	3.00	✓	1.00	31	31

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	528.044	0.096	0.243	0.153	0.347
1	B-C	772.293	0.118	0.299	-	-
1	C-B	660.830	0.256	0.256	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	955.00	100.000
B	ONE HOUR	✓	96.00	100.000
C	ONE HOUR	✓	707.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	126.000	829.000
	B	49.000	0.000	47.000
	C	617.000	90.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.13	0.87
	B	0.51	0.00	0.49
	C	0.87	0.13	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.12	9.78	0.14	A	43.13	64.69	8.89	8.24	0.10	8.89	8.24
B-A	0.35	36.44	0.53	E	44.96	67.44	27.10	24.11	0.30	27.10	24.11
C-AB	0.41	6.67	1.63	A	252.55	378.82	87.00	13.78	0.97	87.01	13.78
C-A	-	-	-	-	396.21	594.31	-	-	-	-	-
A-B	-	-	-	-	115.62	173.43	-	-	-	-	-
A-C	-	-	-	-	760.70	1141.06	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	35.38	8.85	35.11	0.00	553.65	0.064	0.00	0.07	6.940	A
B-A	36.89	9.22	36.28	0.00	272.50	0.135	0.00	0.15	15.199	C
C-AB	153.22	38.31	151.37	0.00	813.85	0.188	0.00	0.46	5.433	A
C-A	379.05	94.76	379.05	0.00	-	-	-	-	-	-
A-B	94.86	23.71	94.86	0.00	-	-	-	-	-	-
A-C	624.11	156.03	624.11	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	42.25	10.56	42.16	0.00	505.35	0.084	0.07	0.09	7.769	A
B-A	44.05	11.01	43.70	0.00	222.34	0.198	0.15	0.24	20.112	C
C-AB	226.81	56.70	225.60	0.00	857.92	0.264	0.46	0.77	5.711	A
C-A	408.77	102.19	408.77	0.00	-	-	-	-	-	-
A-B	113.27	28.32	113.27	0.00	-	-	-	-	-	-
A-C	745.25	186.31	745.25	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	51.75	12.94	51.56	0.00	422.07	0.123	0.09	0.14	9.711	A
B-A	53.95	13.49	52.86	0.00	153.15	0.352	0.24	0.51	35.517	E
C-AB	374.73	93.68	371.42	0.00	922.11	0.406	0.77	1.60	6.586	A
C-A	403.69	100.92	403.69	0.00	-	-	-	-	-	-
A-B	138.73	34.68	138.73	0.00	-	-	-	-	-	-
A-C	912.75	228.19	912.75	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	51.75	12.94	51.74	0.00	419.78	0.123	0.14	0.14	9.781	A
B-A	53.95	13.49	53.88	0.00	152.51	0.354	0.51	0.53	36.439	E
C-AB	376.97	94.24	376.83	0.00	924.18	0.408	1.60	1.63	6.666	A
C-A	401.45	100.36	401.45	0.00	-	-	-	-	-	-
A-B	138.73	34.68	138.73	0.00	-	-	-	-	-	-
A-C	912.75	228.19	912.75	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	42.25	10.56	42.44	0.00	503.92	0.084	0.14	0.09	7.804	A
B-A	44.05	11.01	45.15	0.00	221.43	0.199	0.53	0.26	20.543	C
C-AB	228.79	57.20	232.07	0.00	860.69	0.266	1.63	0.81	5.790	A
C-A	406.79	101.70	406.79	0.00	-	-	-	-	-	-
A-B	113.27	28.32	113.27	0.00	-	-	-	-	-	-
A-C	745.25	186.31	745.25	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	35.38	8.85	35.48	0.00	552.94	0.064	0.09	0.07	6.960	A
B-A	36.89	9.22	37.27	0.00	271.77	0.136	0.26	0.16	15.376	C
C-AB	154.76	38.69	156.07	0.00	815.32	0.190	0.81	0.49	5.489	A
C-A	377.50	94.38	377.50	0.00	-	-	-	-	-	-
A-B	94.86	23.71	94.86	0.00	-	-	-	-	-	-
A-C	624.11	156.03	624.11	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.98	0.07	6.940	A	A
B-A	2.17	0.14	15.199	C	B
C-AB	6.81	0.45	5.433	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.33	0.09	7.769	A	A
B-A	3.43	0.23	20.112	C	C
C-AB	11.57	0.77	5.711	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.01	0.13	9.711	A	A
B-A	7.01	0.47	35.517	E	D
C-AB	23.89	1.59	6.586	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.09	0.14	9.781	A	A
B-A	7.86	0.52	36.439	E	D
C-AB	24.90	1.66	6.666	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.43	0.10	7.804	A	A
B-A	4.11	0.27	20.543	C	C
C-AB	12.50	0.83	5.790	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.06	0.07	6.960	A	A
B-A	2.52	0.17	15.376	C	B
C-AB	7.34	0.49	5.489	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-