Hempton Road, Deddington
Oxfordshire

Transport Statement

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Transport Statement

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1.0 INTRODUCTION

1.1 David Tucker Associates (DTA) has been commissioned by Pembury Estates to advise on the transport and access implications of a residential development of a site to the West of Deddington, north of Hempton Road. It is envisaged that the development would comprise up to 21 houses. The application is outline with all matters reserved except access. The site location is shown on **Figure 1**. The indicative site master plan is included in **Appendix A.**

1.2 This Transport Statement (TS) has been carried out in accordance with the NPPF, which states that all developments that generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment. Therefore, this report follows the requirements of the "Travel Plans, transport assessment and statements in decision-taking" Planning Practice Guidance. It will also consider the Oxfordshire Local Transport Plan.

1.3 This report considers the transport and highways implications associated with the proposals and is structured as follows:

Chapter 1: Introduction
Chapter 2: Policy
Chapter 3: Existing Conditions
Chapter 4: Development Proposals
Chapter 5: Traffic Generation and Impact
Chapter 6: Conclusions

1.4 Baseline traffic flow conditions have been established by newly commissioned traffic surveys on the local road network. A review of personal injury accident data has been undertaken which confirms that there are no significant existing road safety issues that would be affected by traffic from the development proposals.

1.5 The site is in an accessible location and within easy walking distance of a range of local services including local stores, schools etc. It is located within close proximity to bus stops, cycle links and the strategic local road network.

1.6 It is proposed that the site be served via the relocation and improvement of the existing T- junction on Hempton Road at the sites southern frontage. Overall the proposed development provides suitable and safe access for all road users.

1.7 The impact of the development has been considered, and in accordance with Paragraph 109 of NPPF it will not be "severe". On this basis, there are no highway reasons for refusing planning permission.

2.0 POLICY

2.1 National Guidance

2.1.1 In July 2018, the Government published a revised National Planning Policy Framework (NPPF).

2.1.2 Paragraph 109 of the NPPF is clear that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".*

2.1.3 Within this context, the NPPF identifies in Paragraph 110 that applications for development should:

> *"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
>
> *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
>
> *c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
>
> *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
>
> *e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.1.4 Paragraph 111 of the NPPF goes on to state that: *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the*

application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed".

2.2 Department for Transport – Guidance on Transport Assessment

2.2.1 The GTA document was issued by the DfT and DCLG in March 2007. Although this document has been withdrawn, the methodology and guidance are still relevant. It was intended to assist stakeholders in determining if an Assessment is required for a particular development and provides guidance on the content. As with the NPPF, this document should be reviewed in conjunction with other relevant statements of national planning policy.

2.2.2 The methodology used for the TA is in accordance with the guidelines outlined above.

2.3 Local Policies

Oxfordshire Local Transport Plan 3 2011-2030 (LTP) (2011)

2.3.1 The Third Oxfordshire County Council (OCC) Local Transport Plan was adopted in April 2011 and covers transport policies for the County for the period from the year 2011 to 2030. The policies set out a vision for transport in Oxfordshire with regards to tackling congestion, delivering accessibility, safer roads, better air quality and improving the street environment.

2.3.2 In order to reduce the impact of congestion across the whole of Oxfordshire the Plan proposes a dual approach including managing traffic growth (by improving public transport provision) as well as limited targeted network capacity increases such as junction improvement schemes.

Adopted Cherwell Local Plan 2011-2031

2.3.3 The Local Plan is an important document for Cherwell District. It sets out broadly how the District will grow and change in the period up to 2031. The Local Plan sets out the long term spatial vision for the District and contain policies to help deliver that vision.

2.3.4 The local plan acknowledges that Banbury is the District's largest town with its own sub-region. It is a focus for major retail developments, employment, housing and cultural and community uses that attract large numbers of people.

2.3.5 Cherwell have sought to identify sites which will maximise benefits in terms of providing new homes and affordable housing, address deprivation, encourage economic growth and achieve good urban design, and to balance this with the need to minimise the use of natural resources, the harm to nearby villages and the surrounding the landscape, and the pressure on the road network.

The South East Plan

2.3.6 The South East Plan (SEP) was adopted in May 2009 and provides a vision for the South East for the period to 2026. It provides an outline of how the region needs to respond to the challenges it faces including housing, the economy, transport and the need to protect the environment. It is the Regional Spatial Strategy for the South East and as such was a material considering in the determination of the development's planning application.

2.3.7 The overall vision for the South East, as set out within the SEP is:

"A socially and economically strong, healthy and just South East that respects the limits of the global environment. Achieving this will require the active involvement of all individuals to deliver a society where everyone, including the most deprived, benefits from and contributes to a better quality of life. At the same time the impact of current high levels of resource use will be reduced and the quality of the environment will be maintained and enhanced."

Residential Road Design Guide

2.3.8 Oxfordshire County Council (as the local Highway Authority) produced the Residential Road Design Guide aimed at helping both Local Planning Authorities and developers to understand the requirements of the Highway Authority for the design and construction of roads/footpaths/cycleways in residential developments. This Design Guide endorses the principles towards achieving *"…places which work well for everyone and are not dominated by the car".*

2.3.9 The movement framework should ensure that travel by foot, bicycle and public transport have priority, and should take into account:

- Priorities for movement; firstly by foot, also by bicycle, public transport and car. The need of the mobility impaired should receive particular attention.
- The relationship between movement and all forms of development.
- The links between new movement routes and existing infrastructure.

3.0 EXISTING CONDITIONS

3.1 Site Location

3.1.1 The site is currently an open field, located on Hempton Road in west Deddington, Oxfordshire. It is bound by Hempton Road to the south and by agricultural land to the north and west. To the east is a residential cul de sac named Wimborn Close serving circa 25 dwellings.

3.2 Local and Wider Road Network

3.2.1 Hempton Road runs in a general east-west alignment past the site. It measures around 5.8m in width and has a 1.6m wide footway on the southern side of the carriageway. There are grass verges measuring in excess of 3m on both sides of the carriageway. Hempton Road provides a mixture of frontage access and access to local residential avenues and culs de sac to the east of the site. It also provides access to the Windmill Community Centre opposite the site.

3.2.2 The speed limit changes at the site frontage from 30mph to the east to derestricted to the west. Footways are present on both sides of the carriageway to the east of the site, measuring 1.4-1.8m in width, with lowered tactile paving at appropriate crossing points. There is a pedestrian controlled signalised crossing located on Hempton Road around 90m to the east of the site.

3.2.3 Hempton Road forms one of the 4 arms of the signalised crossroads which forms the centre of Deddington. The other 3 arms include A4260 Banbury Road, Horse Fair and A4260 High Street. The A4260 provides direct access into Banbury around 9.5km to the north of the crossroads, and to Kidlington on the outskirts of Oxford around 20km to the south.

3.3 Accident Data

3.3.1 Personal Injury Collision (PIC) data has been obtained from Oxfordshire County Council for the most recent five year period from 01/01/2013 to 31/01/2018. The PIC output plan is attached as **Appendix B** and shows there have been 9 accidents in the

surveyed area which incorporated Hempton Road between the signalised crossroads to the east and a point on Hempton Road around 450m to the west of the site. It also included all junctions and site frontages in-between.

3.3.2 All of the accidents were slight in nature. None of the accidents included a pedestrian, cyclist or motorcycle rider. There were no accidents at or near the site access. There were 6 accidents at the signalised crossroads of Hempton Road/Banbury Road/High Street, which is broadly commensurate with statistics for other junctions of a similar size and arrangement. The accidents were all attributed to driver error, including failing to look properly, following too close, failing to judge another vehicle's path or speed, aggressive driving, inexperience, executing a poor turn or manoeuvre and a driver who was nervous/uncertain/panicking.

3.3.3 There were no deficiencies in the highway layout or design which were attributed to the accidents and no clear accident blackspots.

3.4 Existing Traffic Flows

3.4.1 In order to establish existing flows in the vicinity of the site, a 7-day ATC was commissioned along the site frontage at the "Deddington - Please drive carefully" entry sign. The ATC was undertaken from Thursday 10th – Weds 16th May 2018. A summary of the results from the ATC's is available in **Tables 1** and **2**. A photo of the counter on-site and the full results from all the counts are attached at **Appendix C**.

Table 1 - Volumetric Summary of Hempton Road Traffic Flows (at the proposed Site Access)

	5 Day Ave.	7 Day Ave.	5Day AM Peak	5Day PM Peak
Eastbound	2323	2147	250	214
Westbound	2287	2092	187	240

Table 2 - Speed Summary of Hempton Road Traffic Flows (at the proposed Site Access)

	Average 85%ile Speed	Average Mean Speed
Eastbound	45.0	38.6
Westbound	45.7	39.8

3.4.2 To put these into context the effective capacity of a UAP3 road set out in DMRB carrying mixed traffic with frontage access, side roads, bus stops and/or at grade pedestrian is around 1,000vph. On this basis the access road is currently operating at 25% or less of the link capacity during peak hour periods.

3.5 Walking and Cycling

3.5.1 The site benefits from a pedestrian footway along the southern side of the carriageway at the site frontage. Footways are present on both sides of the carriageway to the east of the site, measuring 1.4-1.8m in width, with lowered tactile paving at appropriate crossing points. There is a pedestrian controlled signalised crossing with a push button facility located on Hempton Road around 90m to the east of the site. There is also street lighting on both sides of the carriageway in the vicinity of the site. There are no PRoW's which directly traverse the site or are within the site's immediate vicinity.

3.5.2 There are no local or national cycle routes to be accessed within the site's immediate surroundings. However, around 2.7km to the west of the site (8 minutes by bike) Cycling Route 5, West Midlands Cycle Route and Shakespeare Cycleway can be accessed on the Netherworton Road. The road to and from the town centre has a 30mph speed limit, street lighting and a generally straight alignment, and so is wholly suitable for cycling.

3.6 Public Transport Provision

Bus

3.6.1 The nearest bus stops are located on Horse Fair, on the eastern side of the signalised crossroads around 650m from the site. This stop operates the S4 and X4 services. There is a second stop located on High Street which operates the 4A, 4B and 7 services. A summary of the bus services and frequencies is set out in **Table 3**.

Table 3 Summary of Bus Services in Deddington

Service	Route	Journey Time	Freq. Mon-Sat	Freq. Sunday
1	Deddington - Middle Barton	14 mins	Single Service (Mon-Fri)	N/A
4A/B	Middle Barton - Deddington	23 mins	2 per day (Mon & Thurs only)	N/A
6	Deddington - Middle Barton	17 Mins	2 per day (Mon -Fri)	N/A
7	Middle Barton - Deddington	33 mins	2 per day (Sat only)	N/A
S4/X4	Oxford - Deddington - Banbury	25-33 mins	Hourly	Every 2 Hours

Rail

3.6.2 Kings Sutton railway station is the nearest station to the site located approximately 9.5km to the north east of the site on Wales Street. A summary of the rail services is provided in **Table 4**.

Table 4 Summary of Rail Services from Kings Sutton Railway Station

Route	Journey Time	Frequency
Birmingham Snow Hill	1 hour 13 mins	2 per day
Reading	1 hour 15 mins	2 per day
London Marylebone	1 hour	3 per hour
Banbury	4-7 mins	2-3 per hour
Didcot Parkway	45 mins	1 per hour

3.6.3 The station has several facilities and services which benefit patrons including mobility set down and pick up points, customer help points, CCTV and ticket machines. There is a car park at the station with capacity for 23 cars. Furthermore, there are 10 cycle storage spaces at the entrance to the station.

3.6.4 In accessibility terms, it is considered that the site is adequately placed to access the rail station by cycling and private car/taxi.

3.6.5 The next nearest train station is Banbury Train Station located on Station Road, approximately 11km north of the site, and can be accessed via the S4 bus service.

3.6.6 Banbury Train Station has a good range of facilities including the availability of refreshments, an ATM, toilet facilities, payphones, Wi-Fi internet, a post box, shops, a ticket office & ticket machines, a ramp for disabled users and wheelchair availability.

3.6.7 There is also parking provision for up to 978 vehicles (including 14 accessible spaces) and space for 63 bicycles. Parking is chargeable for all vehicles. A summary of the train frequencies is set out in **Table 5** and the stop is shown on **Figure 1**.

Table 5 – Rail Services and Frequencies from Banbury Railway Station

Destination	Frequency	Journey Time
Birmingham Snow Hill	1 hour	54 mins
Newcastle	1 hour	4 hours 15 mins
London Marylebone	15-20 mins	1 hour 4 mins
Birmingham Moor Street	45 mins	46 mins
Bournemouth	1 hour	2 hours 18 mins
Manchester Piccadilly	1 hour	2 hours 29 mins
Reading	15-45 mins	45 mins
London Paddington	2 hours	2 hours 3 mins
Coventry	1 hour	28 mins
Stoke-on-Trent	1 hour	1 hour 46 mins

3.7 Local Amenities

Essential Facilities

3.7.1 Deddington is a small town and as such the town centre has a range of employment opportunities, education opportunities, local facilities and services including supermarkets, high street shops, fuel stations, entertainment facilities, churches, post offices, health services and public houses.

3.7.2 The closest grocery store to the site is the local Co-Op and Post Office on Market Place around 800m to the east of the site. There is an ATM here. Also located on Market Place is a Specsavers optician's branch, Eagles Fresh Foods store, an antiques centre, a flower shop, a coffee shop, a pub and a restaurant.

3.7.3 There are other eateries located on New Street, also around 800m from the site. There is a cycle shop, a hairdresser, a clothes wear shop and a therapy centre located 800m east of the site on the junction of High Street/ New street and Hudson Street.

3.7.4 The closest doctor's surgery to the site is located at Deddington Health Centre on Earls Lane, 900m east of the site. There is a dentist on New Street, 850m east of the site. The nearest vet is 1.2km south east of the site on St Thomas Street.

3.7.5 The Windmill Community Centre is located opposite the site. The community centre has an array of facilities including 2 football pitches, an all-weather pitch, 3 tennis

courts, a children's park, a fitness trail, badminton courts, meeting facilities and showering/changing facilities.

3.7.6 Potential residents of the site could also access larger commercial, health and entertainment facilities located in Banbury (20 minutes driving or 36 minutes walking & bus combination).

Education

3.7.7 The proposed residential development will most likely increase the demand for education with the resulting trips to access the local schools. Given the timing for educational trips, these will overlap with the network AM peak hour, indeed according to the 2010-2015 National Travel Survey (NTS) 50% of trips in progress during the AM peak (08:00 – 09:00) are school related (accurate as of September 2016). Education trips are therefore one of the most significant factors influencing the vehicle trip generation of a residential site particularly given the apparent sensitivity to distance.

3.7.8 As shown by the 2015 NTS, for primary school trips, pupils are over three times more likely to travel to school by private car if their journey to school is 1.6 to 3.2 km compared to those whose journey is under 1.6 km as shown in **Table 6**. Nationally, the average journey length is 2.9 km according to the 2012 NTS. A similar relationship is also apparent for secondary school pupils although they are more likely to take the bus rather than be driven for long journey lengths as shown in **Table 7**. Nationally the average journey length is 5.5 km according to the 2012 NTS.

Table 6 – School trips by age, mode and length, 2015 Primary school: (5-10 years)

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	80	29	2	0	46
Bicycle	1	4	1	0	2
Car/van	19	62	86	73	46
Bus	-	4	10	21	5
Other	-	1	2	7	1
Total	100	100	100	100	100

Table 7 – Secondary school: 2015 (11-16 years)

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	90	59	8	0	38
Bicycle	3	6	3	-	3
Car/van	6	23	37	25	23
Bus	1	12	47	58	29
Other	1	1	5	17	6
Total	100	100	100	100	100

3.7.9 The nearest primary school is Deddington C of E Primary School 750m east of the site respectively. As can be seen from the above table the door to door walking distance is well within the national average, and within the under 1.6 km category. Therefore the propensity to walk should be high.

3.7.10 The nearest secondary school is The Warriner School located in Bloxham, 7.7km north of the site.

Employment

3.7.11 Oxford and Banbury will offer the greatest employment opportunities. There are however employment areas located near to the site, such as the local eateries, retail areas, public houses, fire station, schools etc. TWB Motors is located 1.6km to the east of the site. There are also employment areas within The Park, a business park around 4.5km to the south of the site. These are potentially accessible by foot, cycle or by bus.

3.8 Accessibility

3.8.1 The site has good access to bus, foot and cycle links to adjacent communities and good road links to the principal road network. The need to travel however is significantly reduced by the facilities already available within the site's vicinity.

3.8.2 The site is well located with respect to accessing education. Perhaps more than any other category, the journey to school shows a high degree of sensitivity between distance and mode share. The proximity of primary schools to the site should afford residents and their children the flexibility and independence to travel to and from school with reduced reliance on the private car.

3.8.3 Retail, health, and leisure accessibility has been considered. Overall given the good locational benefits of the site, it is concluded that the development of the site is in full accordance with the transport policy objectives as discussed previously in **Section 2.**

4.0 DEVELOPMENT PROPOSALS

4.1 Description

4.1.1 The development proposals are for up to 21 residential dwellings on land to the north of Hempton Road, Deddington. The application is outline with all matters reserved except access. The site location is shown on **Figure 1**. The indicative site master plan is included in **Appendix A.**

4.1.2 Primary vehicular access to the site will be from Hempton Road to the south of the site. This report demonstrates that a T-junction arrangement will be appropriate for the site. A 2m wide footway will be constructed on the eastern side of the access road to tie in with the existing provision on Hempton Road. The carriageway of the access road will measure 5.5m in width. The radii at the bell mouth will measure 10m.

4.1.3 The minimum required visibility splays have been derived by using the recorded 85th percentile speeds and the gradient of the carriageway. The ATC was undertaken at the site frontage, around 50m to the west of the proposed site access. These have been applied to find the desirable minimum stopping sight distances, which equates to 2.4m x 126m to the left, and 2.4m x 123m to the right. These are achievable at the site access junction as shown at **Appendix D**. Forward visibility through the junction is good and commensurate with the design speeds. **Appendix D** also shows vehicle tracking of the site access using a large 4-axle refuse vehicle.

4.1.4 It is proposed to relocate the existing speed limit post at the site frontage which denotes the change between the 30 and 60mph zones by 70m to the west. The existing "Dragon's Teeth" along with the speed limit would also need to be relocated. It is considered beneficial but not essential to introduce a gateway feature to reinforce the speed limit change. This slower traffic would benefit users of the site access, and indeed the Windmill Community Centre, thereby improving safety for vulnerable road users.

4.1.5 The relocation of the speed limit changeover and the introduction of the site access junction will reduce speeds of traffic going past the site and show the access arrangements should be considered robust and appropriate.

4.1.6 Parking provision is to be provided in accordance with Oxfordshire County Council's Car Parking Standards for New Developments (Appendix B – Cherwell Urban Areas). Guidelines for residential parking provision are summarised in **Table 8** and will be adhered to in the development.

Table 8 – Oxfordshire Residential Parking Standards

Number of bedrooms per dwelling	Maximum number of allocated spaces	Maximum number of spaces when two allocated space per dwelling is provided		Maximum number of spaces when one allocated space per dwelling is provided		Maximum number of unallocated spaces when no allocated spaces
		Allocated Spaces	Unallocated Spaces	Allocated Spaces	Unallocated Spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2 to 3	2	2	0.3	1	0.7	1.5
3	2	2	0.3	1	0.8	1.7
3 to 4	2	2	0.4	1	1	1.9
4+	2	2	0.5	1	1.3	2.2

5.0 TRAFFIC GENERATION AND IMPACT

5.1 Proposed Traffic Generation

5.1.1 To estimate the trip generation from the development of 21 houses, the TRICS database (TRICS 2018 v7.5.1 on-line) was interrogated. This database contains surveys of the vehicle and multimodal trip generation of a wide variety of sites which are classified by land use and various other attributes. The database was interrogated for multimodal surveys for 'Land Use 03 – Residential/A – Houses Privately Owned', with sites in London, Scotland and Ireland manually excluded. The sample was further tailored so as to only include those sites with between 5 and 35 residential units and those outside a town centre.

5.1.2 A percentage of the development is expected to be "affordable housing" in order to be in accordance with the local planning authority, however 100% of the proposed development has been considered in a "private dwelling" format, in order to produce robust figures for a worst-case scenario. The resulting trip generation rates, expressed as trips per hour per household by mode are summarised in **Table 9** below. The TRICS outputs are attached at **Appendix E** for both total person trips and vehicle trips.

Table 9 TRICS assessment for 'Private Housing' (Trips/Dwelling)

Trip Rates per Private Dwelling						
Time Range	Vehicles			Person		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.175	0.404	0.579	0.317	0.854	1.171
17:00-18:00	0.328	0.153	0.481	0.584	0.288	0.872
Daily Trip Rates:	2.527	2.640	5.167	4.540	4.710	9.250

5.1.3 It is envisaged that the site could be developed for up to 21 houses. On this basis, applying the trip generation rates derived above, the peak hour estimates are summarised in **Table 10** below.

Table 10 Person and Vehicle Trips for 21 Dwellings

Trip Generation for 21 Private Dwellings						
Time Range	Vehicles			Person		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	4	8	12	7	18	25
17:00-18:00	7	3	10	12	6	18
Daily Trip Rates:	53	55	109	95	99	194

5.1.4 The results show that the development could generate in the order of 12 vehicle movements in the AM peak hour and 10 movements in the PM peak hour. This is considered a modest increase, particularly given the ample capacity on the local roads as highlighted in **Section 3** of this report.

5.2 Sensitivity Test

5.2.1 A sensitivity test has also been undertaken by applying the percentage of people travelling to work by car according to the 2011 census to the total person trip rate from **Table 10** in order to provide a more regionally specific figure.

5.2.2 In this instance the site falls into the Cherwell 010 Middle Super Output Area (MSOA). The mode share statistics for travelling to work for the Cherwell 010 MSOA are shown in **Table 11**.

Table 11 – Person Trip Rates and Trip Generation

Method of Travel to Work	Percentage
Car Driver	79.7%
Walking	5.0%
Train	5.0%
Passenger	4.5%
Bus	3.3%
Bicycle	1.2%
Other	*1.3%*

5.2.3 **Table 11** demonstrates that 79.7% of residents in the Cherwell 010 MSOA use the private car as their primary mode of transport. This figure has been applied to the person trip generation figure from **Table 10**, and the result is shown in **Table 12**.

Table 12 –Trip Generation according to TRICS and the 2011 Census for Mode Share

Trip Generation for 21 Private Dwellings according the 2011 Census vs TRICS			
Time Range	Person		
	Arrivals	Departures	Totals
08:00-09:00	6	14	20
17:00-18:00	9	5	14
Daily Trip Rates:	72	75	147

5.2.4 As shown in **Table 12**, the site's proposed use with the higher sensitivity test figures could generate in the order of 20 two-way vehicle movements in the morning peak hour, and 14 two-way movements in the evening peak hour. This corresponds to just over 1 additional trip every 3-4 minutes and can still be considered to be a modest increase on local traffic in absolute terms. For the purposes of this assessment, these higher rates will be used for robustness.

5.3 Traffic Distribution and Assignment

5.3.1 A review of the Census 2011 data for the local ward has been undertaken to indicate the workplace destinations for the local population. A summary of the main workplace destinations for those living in Cherwell 010 is shown in **Table 13**.

Table 13 Main Workplace Destinations for Cherwell 010 Ward

Workplace	Percentage
Cherwell	47.2%
Banbury	*13.8%*
Bicester	*9.7%*
Deddington	*8.5%*
Twyford	*4.2%*
Kidlington	*4.0%*
Upper Arncott	*3.3%*
Hook Norton	*1.8%*
Caversfield	*1.5%*
Mollington	*0.5%*
Oxford	16.4%
West Oxfordshire	7.3%
South Northamptonshire	4.6%
Vale of White Horse	3.7%
Aylesbury Vale	3.3%
South Oxfordshire	2.3%
Stratford-on-Avon	1.6%
Milton Keynes	1.4%
Warwick	1.1%
Wycombe	0.9%
Hillingdon	0.7%
Northampton	0.7%
Slough	0.6%
Other	*8.4%*

5.3.2 The data indicates that the majority of people living in this area of Deddington work in the Cherwell District, primarily in Banbury Bicester and Deddington. The largest single destination is outside Cherwell; Oxford.

5.3.3 Traffic has been assigned to the local road network. It has been calculated that 88.4% of traffic will route east from the site access onto Hempton Road. At the signalised crossroads, 50.4% will route north on Banbury Road and 28.7% will route south on New Street. Of the 50.4% which travels north on Banbury Road, 29.1% will divert east onto Earls Lane. The remaining 11.6% at the site access will route west on Hempton Road.

5.4 Future Traffic Generation & Other Planned Development

5.4.1 In accordance with DfT Guidance, the base traffic flows have been factored up to a future year of 2023, which is 5 years following submission of the planning application.

Local TEMPRO growth factors have been used for Cherwell 010 MSOA (Rural, Minor). The resulting factors are shown in **Table 14.**

Table 14 – TEMPRO Growth Factors

Level	Area	Rural	Local Growth Figure	Local Growth Figure
E02005930	Cherwell 010	Minor	1.1008	1.1045

5.5 Junction Assessments

5.5.1 For the operational assessment of the site access junction, industry standard software packages have been used. Junctions 9 has the functionality to model both priority and roundabout junctions. The junction identified has been modelled within Junctions 9. The geometric parameters have been measured using OS detailed mapping. The trip generation derived from the census data on modal share have been used for robustness.

5.5.2 The traffic analyses have been carried out for a weekday AM and PM period of 07:45 – 09:15 and 16:45 – 18:15. The site access has been modelled 2023 Base + Development.

5.6 Site Access

5.6.1 This junction has been modelled as a standard T- junction using the PICADY module of Junctions 9. The junction assessment outputs are attached at **Appendix F** and the results summarised in **Table 15** below.

Table 15 –Hempton Road/Site Access Junction Summary Results

2023 Base + Development						
Arm	AM Peak			PM Peak		
	Max Q	Max delay (s)	Max RFC	Max Q	Max delay (s)	Max RFC
Stream B-C	0	6	0.02	0	6	0.01
Stream B-A	0	8	0.00	0	8	0.00
Stream C-AB	0	5	0.01	0	5	0.02

5.6.2 As can be seen from the above table, movements in and out of the site access are relatively unopposed, resulting in zero queuing and minimal delay. It can therefore be concluded that the development traffic has no material impact.

6.0 CONCLUSION

6.1 This Transport Statement has reviewed the highways and transport implications of a residential development of a site to the West of Deddington, north of Hempton Road. It is envisaged that the development would comprise up to 21 houses. The application is outline with all matters reserved except access.

6.2 This report demonstrates that a T-junction arrangement will be appropriate for the site. A 2m wide footway will be constructed on the eastern side of the access road to tie in with the existing provision on Hempton Road. The carriageway of the access road will measure 5.5m in width.

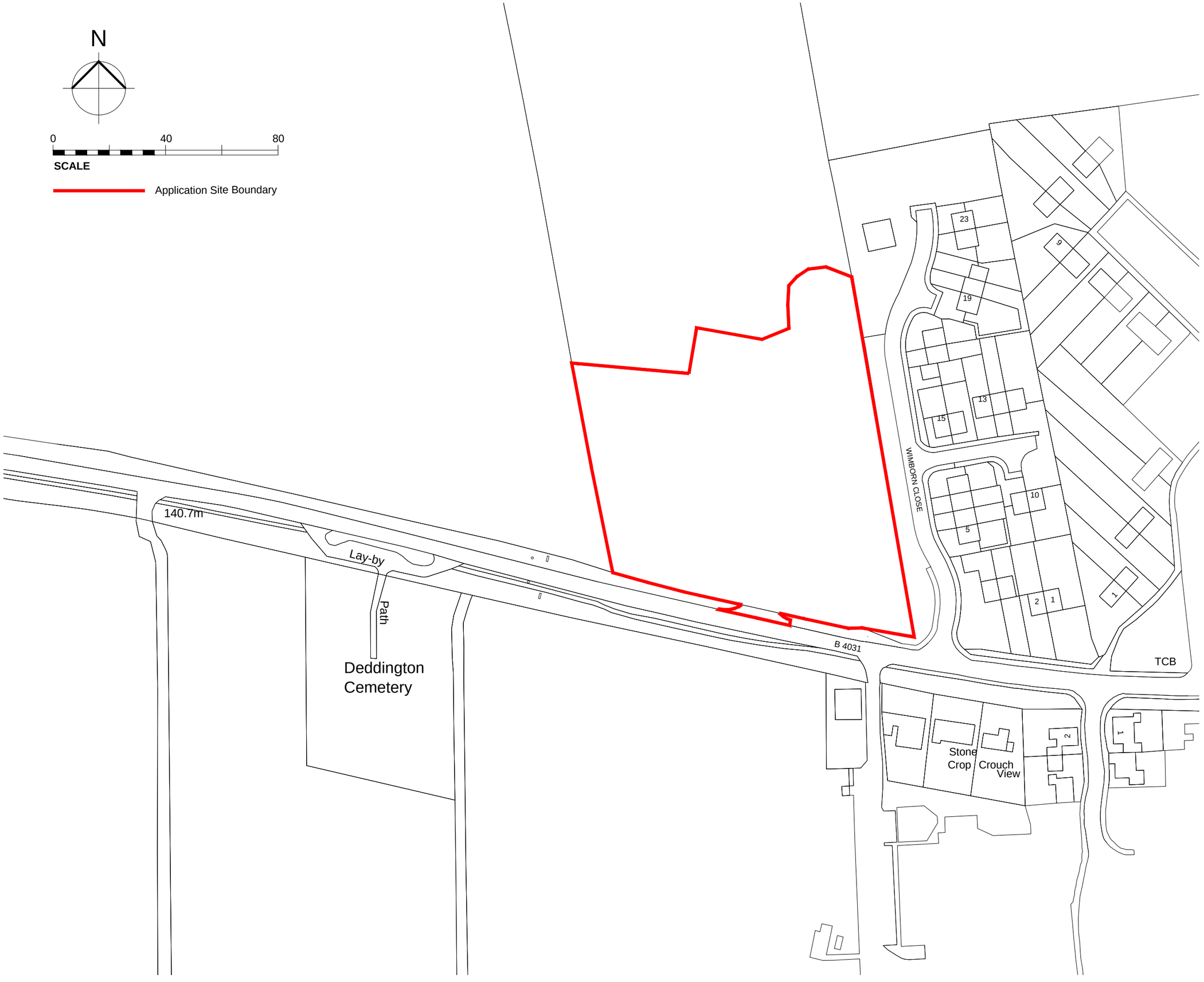
6.3 It is proposed to relocate the existing speed limit post at the site frontage which denotes the change between the 30 and 60mph zones by 70m to the west. Whilst not needed to deliver the site access, it is concluded that a gateway feature could be introduced to reduce speeds on entry to the village if the LHA consider it beneficial. This speed reduction would benefit users of the site access, and indeed the Windmill Community Centre, thereby improving safety for vulnerable road users.

6.4 The proposed site is located in an accessible location within reasonable distances to amenities and facilities within Deddington including employment, education and retail opportunities together with the public transport networks.

6.5 The traffic generation has been estimated using sites within the TRICS database and distributed onto the local network. Future year traffic forecasts also include wider development growth. This has informed the design of the access and the appraisal of the off-site impact. It highlights that the cumulative impact of the existing traffic, and that of a residential development of 21 homes would be well within the link capacity of Hempton Road, Deddington, and the capacity of the site access junction.

6.6 In accordance with NPPF, the additional traffic would not have a material impact on the safety or operation of the local road network and it can clearly be concluded that the impact of the development will not be "severe" and overall there are no justifiable reasons for refusal on highway grounds.

Figures



NOTES:

AT ARCHITECTURE LIMITED
WWW.ATARCHITECTURELTD.COM
26 THE RIDE, THE GRANGE, DESBOROUGH, NN14 2HZ
ASHLEY.THOMPSON@AT-ARCHITECTURE.UK

NO DIMENSIONS TO BE SCALED FROM DRAWING
ALL DIMENSIONS ARE APPROXIMATE AND TO BE CHECKED ON SITE

THIS DRAWING IS FOR PLANNING PURPOSES ONLY
SUBJECT TO BUILDING CONTROL STANDARDS AND COMMENTS

REV:	BY:	DATE:	DETAILS:

AT ARCHITECTURE
www.atarchitectureltd.com

PROJECT:

Hempton Road
DEDDINGTON

DRAWING TITLE:

Location Plan

SCALE:	STAGE:	DATE:
1:1250 (A3)	Planning	Oct 2018

DRAWING NO:	REVISION:
A_1807 EX100	**.**

Appendix A

SITE BOUNDARY: 1.00 Hectares

ALLOCATED PARKING SPACE

VISITOR PARKING SPACE: 7 Spaces

N

0 10 20 30 40

SCALE

NOTES:

AT ARCHITECTURE LIMITED
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26 THE RIDE, THE GRANGE, DESBOROUGH, NN14 2HZ
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NO DIMENSIONS TO BE SCALED FROM DRAWING
ALL DIMENSIONS ARE APPROXIMATE AND TO BE CHECKED ON SITE

THIS DRAWING IS FOR PLANNING PURPOSES ONLY SUBJECT TO BUILDING CONTROL STANDARDS AND COMMENTS

REV:	BY:	DATE:	DETAILS:
A	AJT	09.07.2018	GENERAL AMENDMENTS

AT ARCHITECTURE
www.atarchitectureltd.com

PROJECT:

Hempton Road
DEDDINGTON

DRAWING TITLE:

Illustrative Concept Plan

SCALE:	STAGE:	DATE:
1:1000 (A3)	Prelim	March 2018

DRAWING NO:	REVISION:
A_1807 P100	A

Appendix B

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection:
Selected using Manual Selection

Notes:

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection:
Selected using Manual Selection

Notes:

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection:
Selected using Manual Selection

Notes:

[redacted]

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection:
Selected using Manual Selection

Notes:

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection:
Selected using Manual Selection

Notes:

T

E:
F

[redacted]

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection:
Selected using Manual Selection

Notes:

Accidents involving:

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

Casualties:

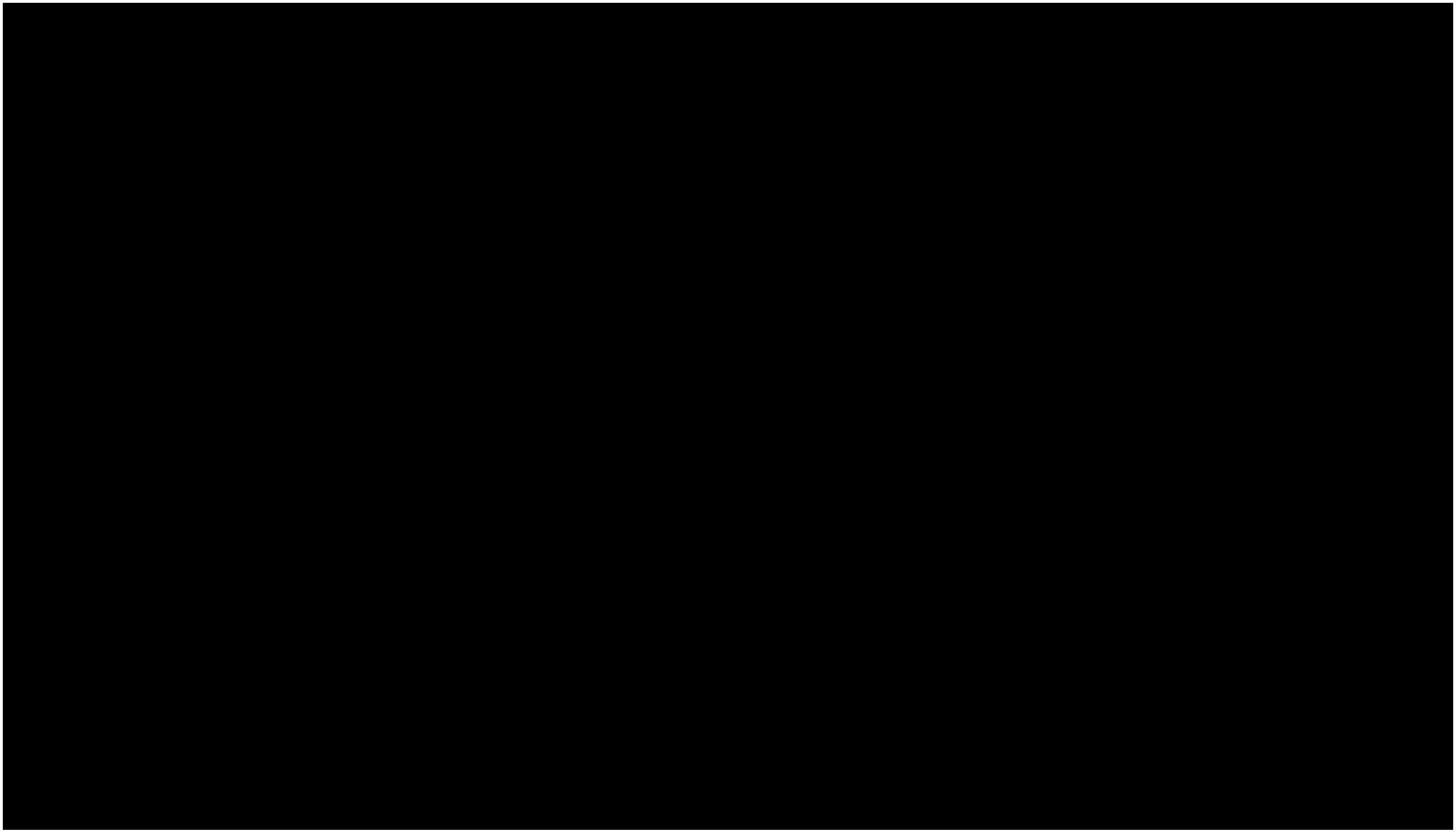
	Fatal	Serious	Slight	Total
Vehicle driver	0	0	10	10
Passenger	0	0	2	2
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	12	12

Number of casualties meeting the criteria: **12**

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection: **Notes:**

Selected using Pre-defined Query :



Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection: **Notes:**

Selected using Pre-defined Query :

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection: **Notes:**

Selected using Pre-defined Query :

[redacted] *not be the*

[redacted] ON

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

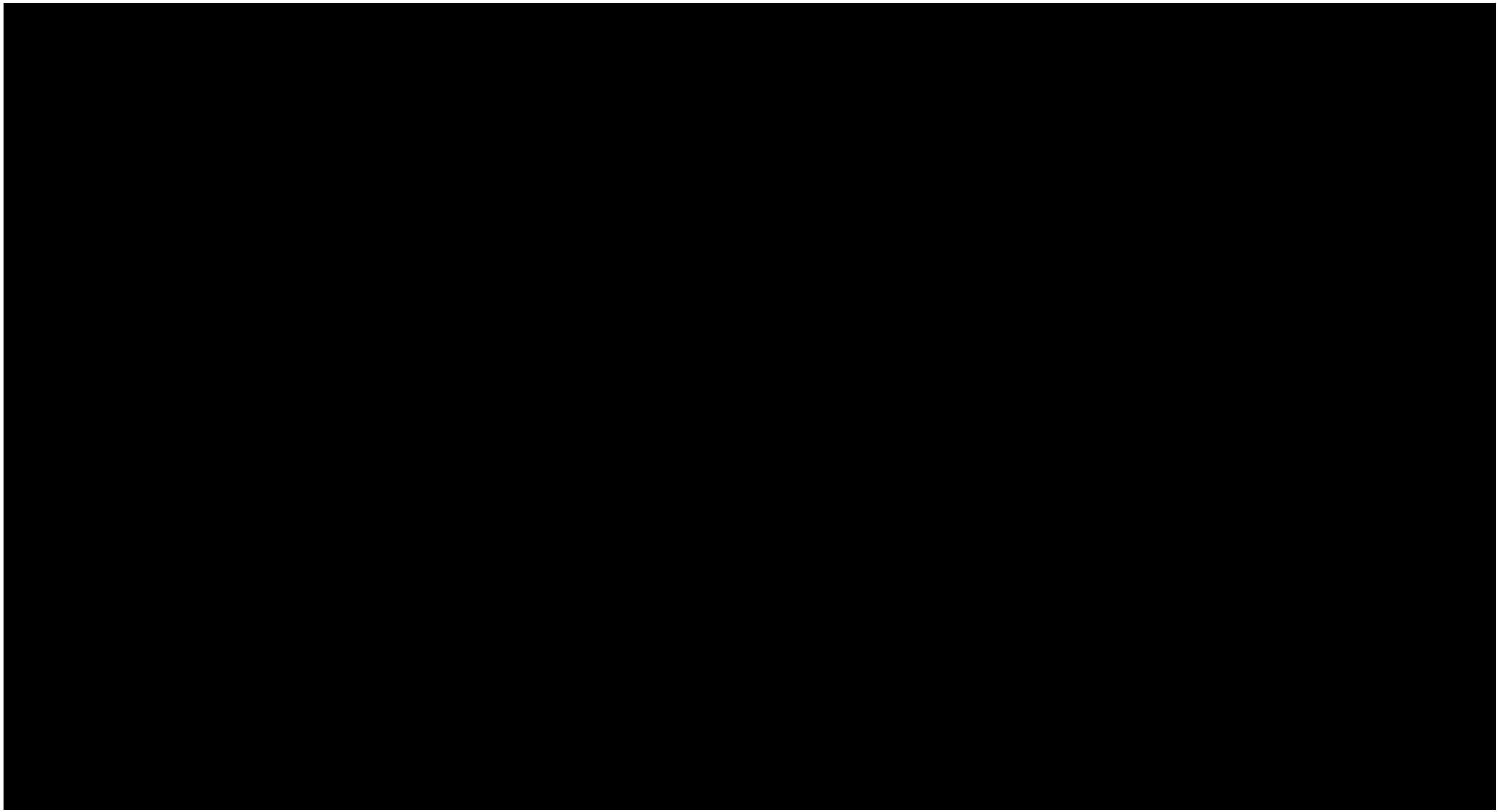
Selection: **Notes:**

Selected using Pre-defined Query :

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection: **Notes:**

Selected using Pre-defined Query :



Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection: **Notes:**

Selected using Pre-defined Query :

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection: **Notes:**

Selected using Pre-defined Query :

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

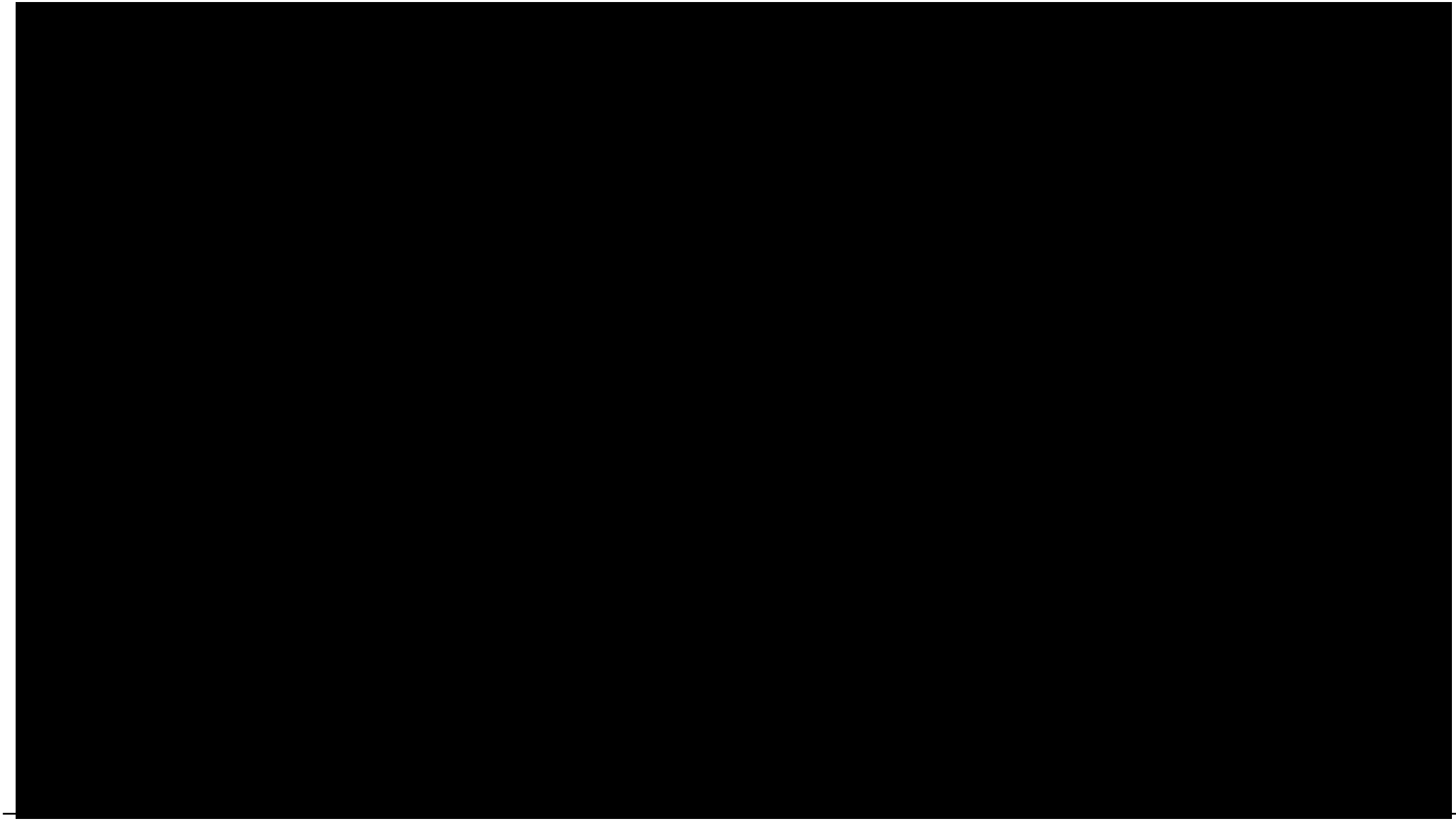
Selection: **Notes:**

Selected using Pre-defined Query :

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection: **Notes:**

Selected using Pre-defined Query :



Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection: **Notes:**

Selected using Pre-defined Query :

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection: **Notes:**

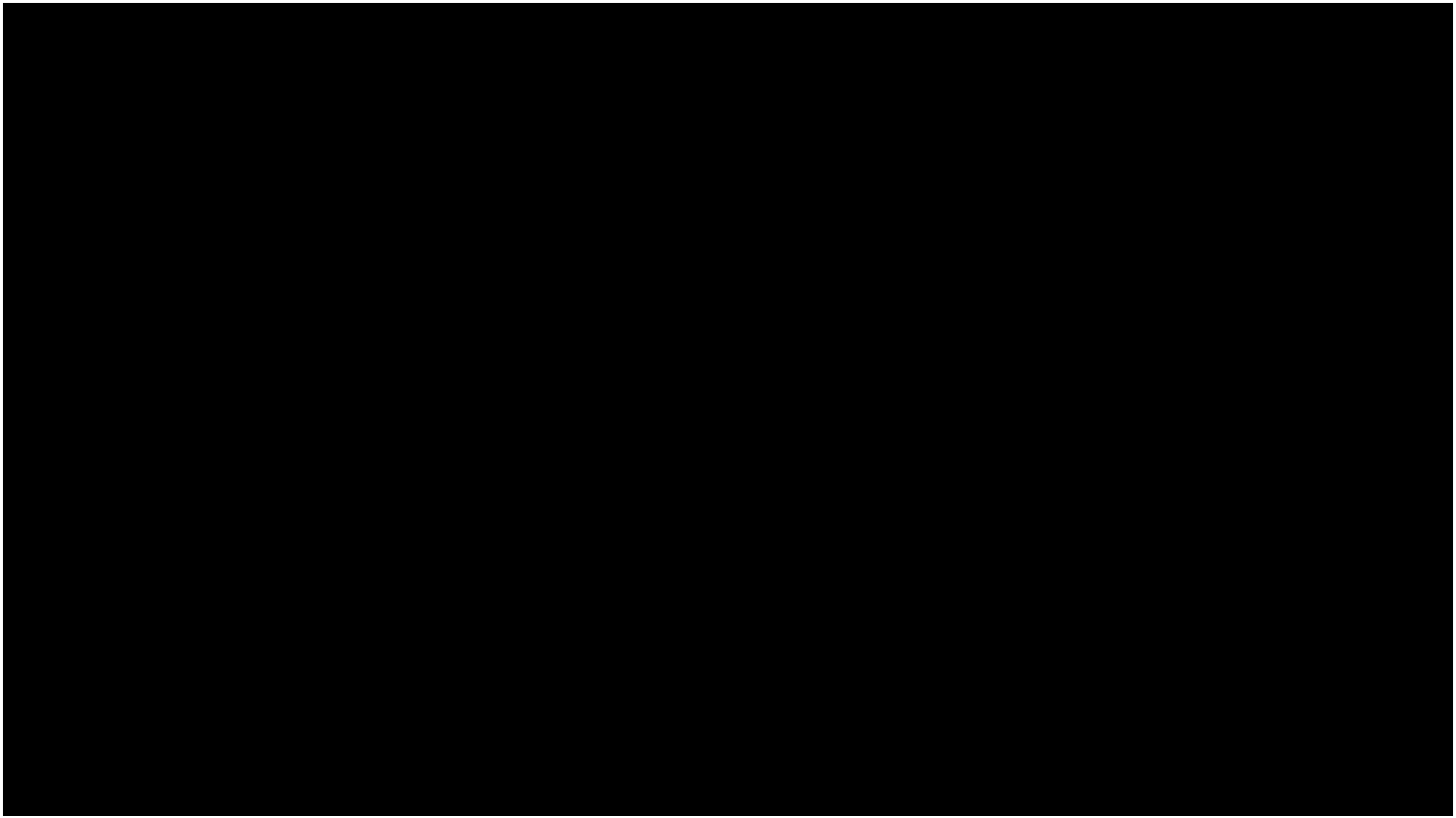
Selected using Pre-defined Query :

[redacted]

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection: **Notes:**

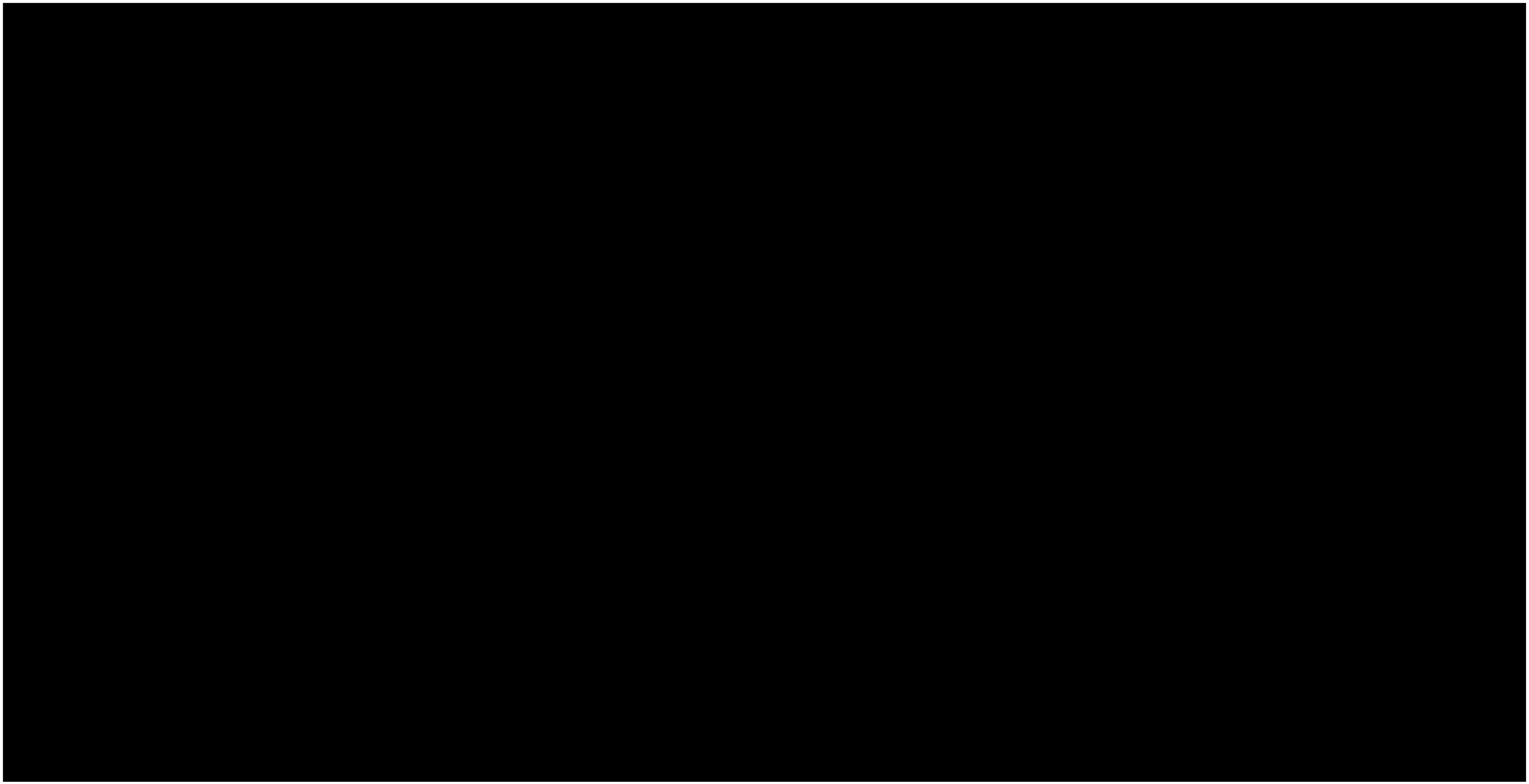
Selected using Pre-defined Query :



Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection: **Notes:**

Selected using Pre-defined Query :



Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

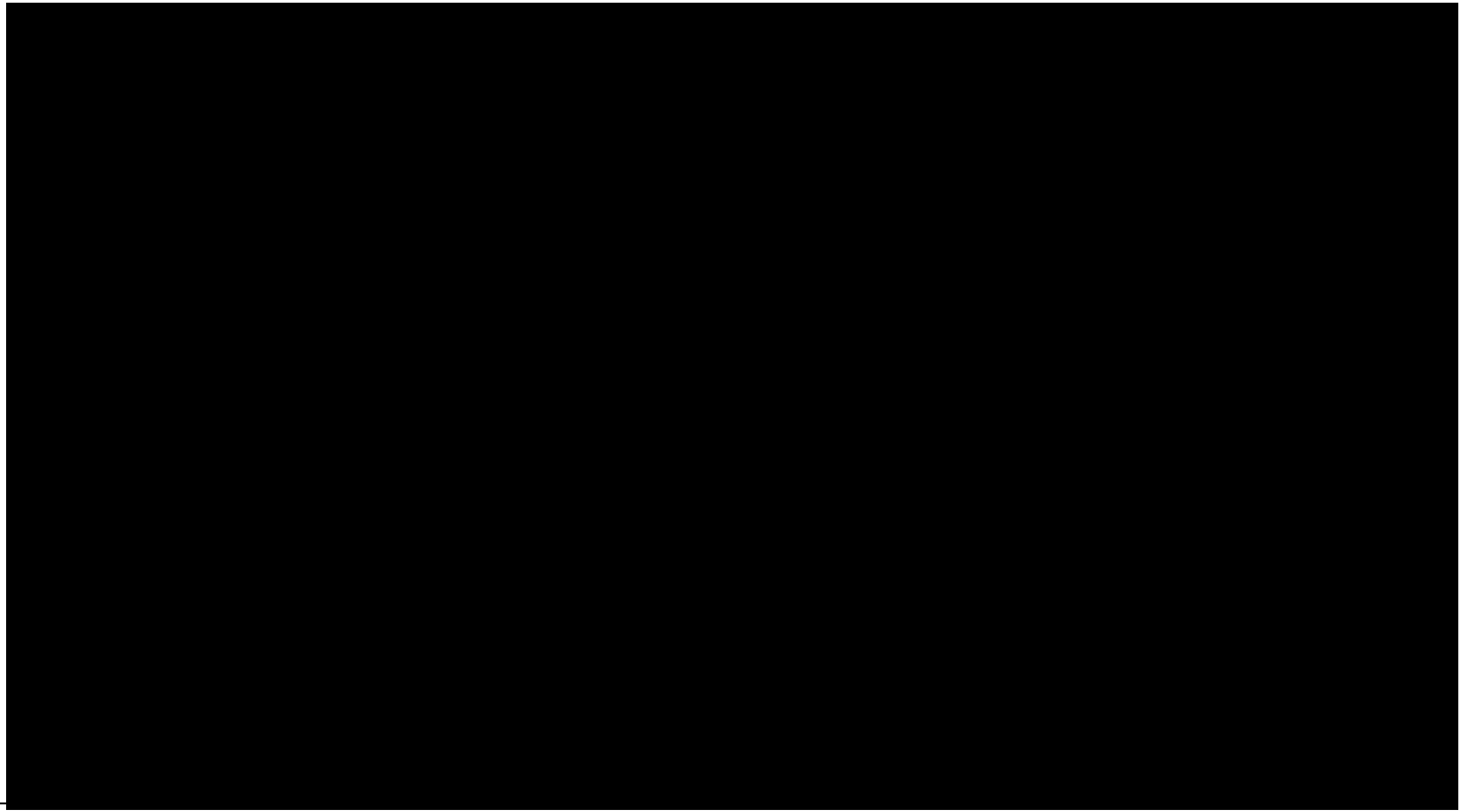
Selection: **Notes:**

Selected using Pre-defined Query :

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection: **Notes:**

Selected using Pre-defined Query :



Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

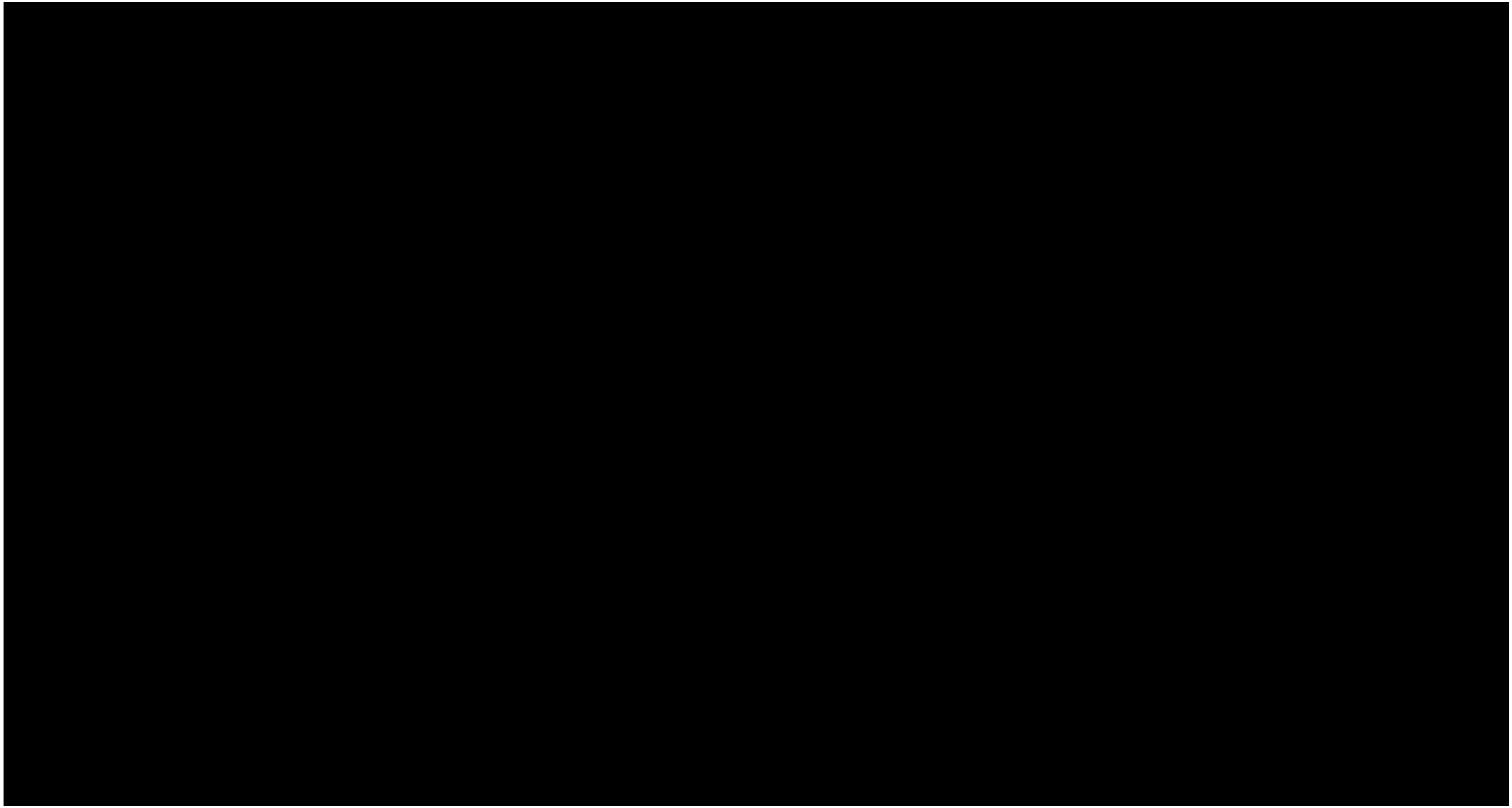
Selection: **Notes:**

Selected using Pre-defined Query :

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection: **Notes:**

Selected using Pre-defined Query :



Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection: **Notes:**

Selected using Pre-defined Query :

Accidents between dates **01/01/2013** **and** **31/01/2018** (61) months

Selection: **Notes:**

Selected using Pre-defined Query :

ACCIDENT REQUEST - DEDDINGTON

OXFORDSHIRE COUNTY COUNCIL - INFRASTRUCTURE DELIVERY

Accidents between following dates:
01/01/2013 and 31/01/2018

OXFORDSHIRE COUNTY COUNCIL

Date drawn: 04/05/2018
Drawn by: CJM

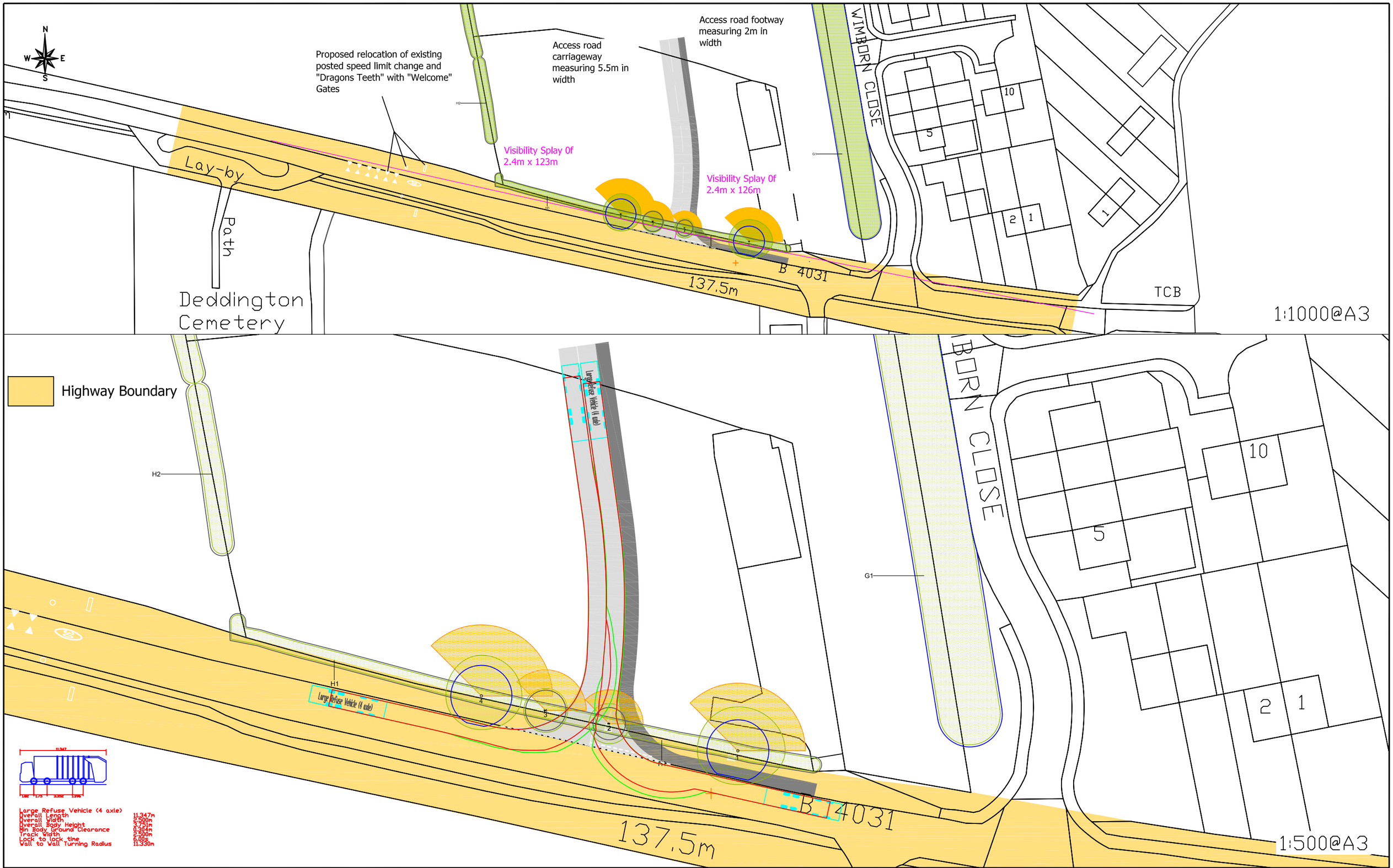
Map centre:
easting. 446359, northing. 231732

Appendix C

22949		DEDDINGTON								
		MAY 2018								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 22949001	Hampton Road, Deddington (Deddington Sign) SP 45933 3178	Channel: Eastbound	Thu 10-May-18	Wed 16-May-18	60	15027	2323	2147	45.0	38.6
		Channel: Westbound	Thu 10-May-18	Wed 16-May-18		14646	2287	2092	45.7	39.8


JEDDINGTON

Appendix D



REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

david tucker associates
transport planning consultants
Forester House, Doctors Lane,
Henley in Arden,
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE: Hempton Road, Dedddington
CLIENT: Webb Developments Ltd

DRAWING TITLE: Site Access Proposals with Visibility Splays and Vehicle Tracking

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
As indicated	RD	June'18	20172–01	C

Appendix E

Calculation Reference: AUDIT-623801-180517-0502

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WK	WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	PS	POWYS	1 days
	VG	VALE OF GLAMORGAN	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 6 to 33 (units:)
Range Selected by User: 5 to 35 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 22/09/17

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

Selected survey days:

Monday	7 days
Tuesday	5 days
Wednesday	5 days
Thursday	4 days
Friday	3 days

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

Selected survey types:

Manual count	24 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	13
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

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

Secondary Filtering selection:

Use Class:

C1	1 days
C3	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	3 days
5,001 to 10,000	4 days
10,001 to 15,000	6 days
15,001 to 20,000	4 days
20,001 to 25,000	3 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	4 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	12 days
1.6 to 2.0	1 days

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

Travel Plan:

No	24 days

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

PTAL Rating:

No PTAL Present	24 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-04 DETACHED CAMBRIDGESHIRE

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

2 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD

PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

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

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

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

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

7 KC-03-A-05 DETACHED & SEMI-DETACHED KENT
ROCHESTER ROAD
BURHAM
NEAR CHATHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

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-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*

LIST OF SITES relevant to selection parameters (Cont.)

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-03 DETACHED HOUSES NORFOLK
HALING WAY

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

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

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

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

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

14 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
OLD HOSPITAL COMPOUND
CATTERICK GARRISON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

15 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD

WELSHPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *11/05/15* *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 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE

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

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

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

LIST OF SITES relevant to selection parameters (Cont.)

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

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 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN
ARTHUR STREET

BARRY
Edge of Town
Residential Zone
Total Number of dwellings: 12
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

22 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*

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

24 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE

SWINDON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	19	0.076	24	19	0.272	24	19	0.348
08:00 - 09:00	24	19	0.175	24	19	0.404	24	19	0.579
09:00 - 10:00	24	19	0.139	24	19	0.200	24	19	0.339
10:00 - 11:00	24	19	0.187	24	19	0.157	24	19	0.344
11:00 - 12:00	24	19	0.184	24	19	0.204	24	19	0.388
12:00 - 13:00	24	19	0.211	24	19	0.209	24	19	0.420
13:00 - 14:00	24	19	0.184	24	19	0.187	24	19	0.371
14:00 - 15:00	24	19	0.196	24	19	0.229	24	19	0.425
15:00 - 16:00	24	19	0.299	24	19	0.256	24	19	0.555
16:00 - 17:00	24	19	0.319	24	19	0.209	24	19	0.528
17:00 - 18:00	24	19	0.328	24	19	0.153	24	19	0.481
18:00 - 19:00	24	19	0.229	24	19	0.160	24	19	0.389
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.527			2.640			5.167

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 - 33 (units:)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	19	0.000	24	19	0.000	24	19	0.000
08:00 - 09:00	24	19	0.009	24	19	0.009	24	19	0.018
09:00 - 10:00	24	19	0.002	24	19	0.002	24	19	0.004
10:00 - 11:00	24	19	0.007	24	19	0.007	24	19	0.014
11:00 - 12:00	24	19	0.002	24	19	0.002	24	19	0.004
12:00 - 13:00	24	19	0.002	24	19	0.000	24	19	0.002
13:00 - 14:00	24	19	0.004	24	19	0.007	24	19	0.011
14:00 - 15:00	24	19	0.002	24	19	0.000	24	19	0.002
15:00 - 16:00	24	19	0.004	24	19	0.007	24	19	0.011
16:00 - 17:00	24	19	0.000	24	19	0.000	24	19	0.000
17:00 - 18:00	24	19	0.000	24	19	0.000	24	19	0.000
18:00 - 19:00	24	19	0.004	24	19	0.004	24	19	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.038			0.074

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 - 33 (units:)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	19	0.000	24	19	0.000	24	19	0.000
08:00 - 09:00	24	19	0.004	24	19	0.004	24	19	0.008
09:00 - 10:00	24	19	0.007	24	19	0.007	24	19	0.014
10:00 - 11:00	24	19	0.007	24	19	0.002	24	19	0.009
11:00 - 12:00	24	19	0.000	24	19	0.002	24	19	0.002
12:00 - 13:00	24	19	0.000	24	19	0.000	24	19	0.000
13:00 - 14:00	24	19	0.002	24	19	0.002	24	19	0.004
14:00 - 15:00	24	19	0.002	24	19	0.002	24	19	0.004
15:00 - 16:00	24	19	0.000	24	19	0.000	24	19	0.000
16:00 - 17:00	24	19	0.002	24	19	0.002	24	19	0.004
17:00 - 18:00	24	19	0.002	24	19	0.002	24	19	0.004
18:00 - 19:00	24	19	0.000	24	19	0.000	24	19	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.023			0.049

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 - 33 (units:)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	19	0.000	24	19	0.000	24	19	0.000
08:00 - 09:00	24	19	0.004	24	19	0.004	24	19	0.008
09:00 - 10:00	24	19	0.000	24	19	0.000	24	19	0.000
10:00 - 11:00	24	19	0.000	24	19	0.000	24	19	0.000
11:00 - 12:00	24	19	0.000	24	19	0.000	24	19	0.000
12:00 - 13:00	24	19	0.000	24	19	0.000	24	19	0.000
13:00 - 14:00	24	19	0.000	24	19	0.000	24	19	0.000
14:00 - 15:00	24	19	0.000	24	19	0.000	24	19	0.000
15:00 - 16:00	24	19	0.004	24	19	0.004	24	19	0.008
16:00 - 17:00	24	19	0.000	24	19	0.000	24	19	0.000
17:00 - 18:00	24	19	0.000	24	19	0.000	24	19	0.000
18:00 - 19:00	24	19	0.000	24	19	0.000	24	19	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

Parameter summary

Trip rate parameter range selected:	6 - 33 (units:)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	19	0.011	24	19	0.043	24	19	0.054
08:00 - 09:00	24	19	0.000	24	19	0.034	24	19	0.034
09:00 - 10:00	24	19	0.002	24	19	0.007	24	19	0.009
10:00 - 11:00	24	19	0.002	24	19	0.018	24	19	0.020
11:00 - 12:00	24	19	0.004	24	19	0.007	24	19	0.011
12:00 - 13:00	24	19	0.016	24	19	0.007	24	19	0.023
13:00 - 14:00	24	19	0.013	24	19	0.002	24	19	0.015
14:00 - 15:00	24	19	0.004	24	19	0.007	24	19	0.011
15:00 - 16:00	24	19	0.029	24	19	0.000	24	19	0.029
16:00 - 17:00	24	19	0.025	24	19	0.002	24	19	0.027
17:00 - 18:00	24	19	0.020	24	19	0.011	24	19	0.031
18:00 - 19:00	24	19	0.011	24	19	0.000	24	19	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.137			0.138			0.275

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 - 33 (units:)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	19	0.092	24	19	0.353	24	19	0.445
08:00 - 09:00	24	19	0.220	24	19	0.616	24	19	0.836
09:00 - 10:00	24	19	0.160	24	19	0.256	24	19	0.416
10:00 - 11:00	24	19	0.222	24	19	0.209	24	19	0.431
11:00 - 12:00	24	19	0.238	24	19	0.240	24	19	0.478
12:00 - 13:00	24	19	0.263	24	19	0.272	24	19	0.535
13:00 - 14:00	24	19	0.211	24	19	0.234	24	19	0.445
14:00 - 15:00	24	19	0.261	24	19	0.272	24	19	0.533
15:00 - 16:00	24	19	0.452	24	19	0.360	24	19	0.812
16:00 - 17:00	24	19	0.456	24	19	0.294	24	19	0.750
17:00 - 18:00	24	19	0.467	24	19	0.207	24	19	0.674
18:00 - 19:00	24	19	0.306	24	19	0.193	24	19	0.499
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.348			3.506			6.854

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 - 33 (units:)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	19	0.020	24	19	0.074	24	19	0.094
08:00 - 09:00	24	19	0.092	24	19	0.184	24	19	0.276
09:00 - 10:00	24	19	0.045	24	19	0.063	24	19	0.108
10:00 - 11:00	24	19	0.065	24	19	0.085	24	19	0.150
11:00 - 12:00	24	19	0.054	24	19	0.063	24	19	0.117
12:00 - 13:00	24	19	0.076	24	19	0.063	24	19	0.139
13:00 - 14:00	24	19	0.063	24	19	0.061	24	19	0.124
14:00 - 15:00	24	19	0.063	24	19	0.058	24	19	0.121
15:00 - 16:00	24	19	0.193	24	19	0.124	24	19	0.317
16:00 - 17:00	24	19	0.119	24	19	0.079	24	19	0.198
17:00 - 18:00	24	19	0.085	24	19	0.058	24	19	0.143
18:00 - 19:00	24	19	0.079	24	19	0.058	24	19	0.137
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.954			0.970			1.924

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 - 33 (units:)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	19	0.009	24	19	0.009	24	19	0.018
08:00 - 09:00	24	19	0.004	24	19	0.016	24	19	0.020
09:00 - 10:00	24	19	0.000	24	19	0.011	24	19	0.011
10:00 - 11:00	24	19	0.009	24	19	0.011	24	19	0.020
11:00 - 12:00	24	19	0.002	24	19	0.004	24	19	0.006
12:00 - 13:00	24	19	0.018	24	19	0.011	24	19	0.029
13:00 - 14:00	24	19	0.002	24	19	0.000	24	19	0.002
14:00 - 15:00	24	19	0.007	24	19	0.002	24	19	0.009
15:00 - 16:00	24	19	0.007	24	19	0.007	24	19	0.014
16:00 - 17:00	24	19	0.016	24	19	0.004	24	19	0.020
17:00 - 18:00	24	19	0.011	24	19	0.011	24	19	0.022
18:00 - 19:00	24	19	0.007	24	19	0.002	24	19	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.088			0.180

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 - 33 (units:)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

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

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

*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 - 33 (units:)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	19	0.000	24	19	0.000	24	19	0.000
08:00 - 09:00	24	19	0.000	24	19	0.004	24	19	0.004
09:00 - 10:00	24	19	0.000	24	19	0.000	24	19	0.000
10:00 - 11:00	24	19	0.000	24	19	0.000	24	19	0.000
11:00 - 12:00	24	19	0.000	24	19	0.000	24	19	0.000
12:00 - 13:00	24	19	0.000	24	19	0.000	24	19	0.000
13:00 - 14:00	24	19	0.000	24	19	0.000	24	19	0.000
14:00 - 15:00	24	19	0.000	24	19	0.000	24	19	0.000
15:00 - 16:00	24	19	0.004	24	19	0.000	24	19	0.004
16:00 - 17:00	24	19	0.000	24	19	0.000	24	19	0.000
17:00 - 18:00	24	19	0.000	24	19	0.000	24	19	0.000
18:00 - 19:00	24	19	0.000	24	19	0.000	24	19	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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 - 33 (units:)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	19	0.009	24	19	0.009	24	19	0.018
08:00 - 09:00	24	19	0.004	24	19	0.020	24	19	0.024
09:00 - 10:00	24	19	0.000	24	19	0.011	24	19	0.011
10:00 - 11:00	24	19	0.009	24	19	0.011	24	19	0.020
11:00 - 12:00	24	19	0.002	24	19	0.004	24	19	0.006
12:00 - 13:00	24	19	0.018	24	19	0.011	24	19	0.029
13:00 - 14:00	24	19	0.002	24	19	0.000	24	19	0.002
14:00 - 15:00	24	19	0.007	24	19	0.002	24	19	0.009
15:00 - 16:00	24	19	0.011	24	19	0.007	24	19	0.018
16:00 - 17:00	24	19	0.016	24	19	0.004	24	19	0.020
17:00 - 18:00	24	19	0.011	24	19	0.011	24	19	0.022
18:00 - 19:00	24	19	0.007	24	19	0.002	24	19	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.092			0.188

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

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Parameter summary

Trip rate parameter range selected:	6 - 33 (units:)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	19	0.133	24	19	0.479	24	19	0.612
08:00 - 09:00	24	19	0.317	24	19	0.854	24	19	1.171
09:00 - 10:00	24	19	0.207	24	19	0.337	24	19	0.544
10:00 - 11:00	24	19	0.299	24	19	0.324	24	19	0.623
11:00 - 12:00	24	19	0.299	24	19	0.315	24	19	0.614
12:00 - 13:00	24	19	0.373	24	19	0.353	24	19	0.726
13:00 - 14:00	24	19	0.290	24	19	0.297	24	19	0.587
14:00 - 15:00	24	19	0.335	24	19	0.339	24	19	0.674
15:00 - 16:00	24	19	0.685	24	19	0.490	24	19	1.175
16:00 - 17:00	24	19	0.616	24	19	0.380	24	19	0.996
17:00 - 18:00	24	19	0.584	24	19	0.288	24	19	0.872
18:00 - 19:00	24	19	0.402	24	19	0.254	24	19	0.656
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.540			4.710			9.250

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 - 33 (units:)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix F

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: 20172 - Site Access_Hempton Road, Deddington.j9
Path: P:\20000's\20172\Junction Modelling
Report generation date: 23/05/2018 15:08:53

»2023 Base + Development, AM
»2023 Base + Development, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	Res Cap	Q (PCU)	Delay (s)	RFC	Res Cap
	2023 Base + Development							
Stream B-C	0.0	6.23	0.02	286 % [Stream B-A]	0.0	6.02	0.01	285 % [Stream B-A]
Stream B-A	0.0	7.56	0.00		0.0	7.56	0.00	
Stream C-AB	0.0	4.87	0.01		0.0	4.67	0.02	

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

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

File summary

File Description

Title	20172 - Site Access_Hempton Road, Deddington
Location	
Site number	
Date	23/05/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - 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.
Warning	Major arm width	C - Hempton Road E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.23	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	286	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Hempton Road W		Major
B	Site Access		Minor
C	Hempton Road E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Hempton Road E	5.54			220.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Site Access	One lane plus flare	10.00	3.78	2.75	2.75	2.75	✓	1.00	36	34

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	607	0.113	0.285	0.179	0.407
1	B-C	672	0.105	0.265	-	-
1	C-B	701	0.277	0.277	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Hempton Road W		ONE HOUR	✓	276	100.000
B - Site Access		ONE HOUR	✓	14	100.000
C - Hempton Road E		ONE HOUR	✓	210	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Hempton Road W	B - Site Access	C - Hempton Road E
From	A - Hempton Road W	0	1	275
	B - Site Access	2	0	12
	C - Hempton Road E	206	4	0

Vehicle Mix

HV %s

		To		
		A - Hempton Road W	B - Site Access	C - Hempton Road E
From	A - Hempton Road W	0	0	0
	B - Site Access	0	0	0
	C - Hempton Road E	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.23	0.0	A	11	17
B-A	0.00	7.56	0.0	A	2	3
C-AB	0.01	4.87	0.0	A	5	7
C-A					188	282
A-B					0.92	1
A-C					252	379

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	9	2	616	0.015	9	0.0	0.0	5.927	A
B-A	2	0.38	519	0.003	1	0.0	0.0	6.954	A
C-AB	4	0.95	743	0.005	4	0.0	0.0	4.867	A
C-A	154	39			154				
A-B	0.75	0.19			0.75				
A-C	207	52			207				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	11	3	605	0.018	11	0.0	0.0	6.052	A
B-A	2	0.45	502	0.004	2	0.0	0.0	7.196	A
C-AB	5	1	753	0.006	5	0.0	0.0	4.812	A
C-A	184	46			184				
A-B	0.90	0.22			0.90				
A-C	247	62			247				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	591	0.022	13	0.0	0.0	6.234	A
B-A	2	0.55	478	0.005	2	0.0	0.0	7.560	A
C-AB	6	2	766	0.008	6	0.0	0.0	4.736	A
C-A	225	56			225				
A-B	1	0.28			1				
A-C	303	76			303				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	591	0.022	13	0.0	0.0	6.234	A
B-A	2	0.55	478	0.005	2	0.0	0.0	7.560	A
C-AB	6	2	766	0.008	6	0.0	0.0	4.736	A
C-A	225	56			225				
A-B	1	0.28			1				
A-C	303	76			303				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	11	3	605	0.018	11	0.0	0.0	6.053	A
B-A	2	0.45	502	0.004	2	0.0	0.0	7.196	A
C-AB	5	1	753	0.006	5	0.0	0.0	4.814	A
C-A	184	46			184				
A-B	0.90	0.22			0.90				
A-C	247	62			247				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	9	2	616	0.015	9	0.0	0.0	5.930	A
B-A	2	0.38	519	0.003	2	0.0	0.0	6.957	A
C-AB	4	0.95	743	0.005	4	0.0	0.0	4.867	A
C-A	154	39			154				
A-B	0.75	0.19			0.75				
A-C	207	52			207				

2023 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - 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.
Warning	Major arm width	C - Hempton Road E - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.17	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	285	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Hempton Road W		ONE HOUR	✓	237	100.000
B - Site Access		ONE HOUR	✓	5	100.000
C - Hempton Road E		ONE HOUR	✓	273	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Hempton Road W	B - Site Access	C - Hempton Road E
From	A - Hempton Road W	0	1	236
	B - Site Access	1	0	4
	C - Hempton Road E	265	8	0

Vehicle Mix

HV %s

		To		
		A - Hempton Road W	B - Site Access	C - Hempton Road E
From	A - Hempton Road W	0	0	0
	B - Site Access	0	0	0
	C - Hempton Road E	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.02	0.0	A	4	6
B-A	0.00	7.56	0.0	A	0.92	1
C-AB	0.02	4.67	0.0	A	11	16
C-A					240	360
A-B					0.92	1
A-C					217	325

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.75	624	0.005	3	0.0	0.0	5.793	A
B-A	0.75	0.19	518	0.001	0.75	0.0	0.0	6.955	A
C-AB	8	2	779	0.010	8	0.0	0.0	4.668	A
C-A	197	49			197				
A-B	0.75	0.19			0.75				
A-C	178	44			178				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4	0.90	615	0.006	4	0.0	0.0	5.886	A
B-A	0.90	0.22	501	0.002	0.90	0.0	0.0	7.197	A
C-AB	10	3	796	0.013	10	0.0	0.0	4.584	A
C-A	235	59			235				
A-B	0.90	0.22			0.90				
A-C	212	53			212				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4	1	602	0.007	4	0.0	0.0	6.020	A
B-A	1	0.28	477	0.002	1	0.0	0.0	7.562	A
C-AB	14	3	819	0.017	14	0.0	0.0	4.470	A
C-A	287	72			287				
A-B	1	0.28			1				
A-C	260	65			260				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4	1	602	0.007	4	0.0	0.0	6.020	A
B-A	1	0.28	477	0.002	1	0.0	0.0	7.562	A
C-AB	14	3	819	0.017	14	0.0	0.0	4.472	A
C-A	287	72			287				
A-B	1	0.28			1				
A-C	260	65			260				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4	0.90	615	0.006	4	0.0	0.0	5.886	A
B-A	0.90	0.22	501	0.002	0.90	0.0	0.0	7.198	A
C-AB	10	3	796	0.013	10	0.0	0.0	4.584	A
C-A	235	59			235				
A-B	0.90	0.22			0.90				
A-C	212	53			212				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.75	624	0.005	3	0.0	0.0	5.793	A
B-A	0.75	0.19	518	0.001	0.75	0.0	0.0	6.958	A
C-AB	8	2	779	0.010	8	0.0	0.0	4.668	A
C-A	197	49			197				
A-B	0.75	0.19			0.75				
A-C	178	44			178				