



Queensberry
DESIGN LIMITED
RESIDENTIAL AND COMMERCIAL DESIGN CONSULTANTS

millers homes

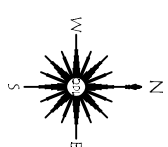
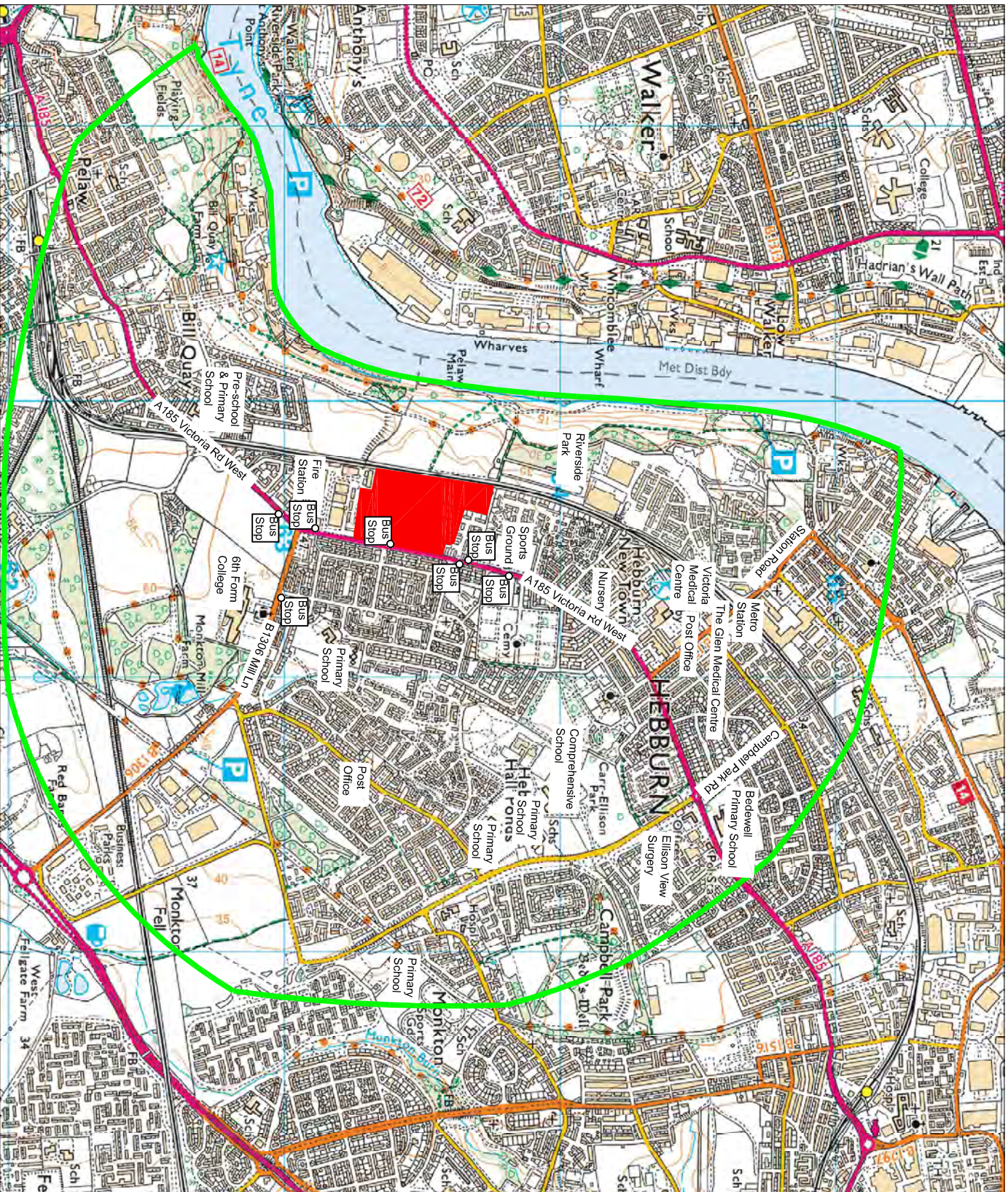
Miller Homes Ltd
Victoria Road West
Hebburn



Transport Assessment
Appendices

6th February 2017

APPENDIX A

Accessibility Plan



LEGEND	
Site location	
2km isoline	

REV	REVISION	BY	DATE
1	First Issue	KKH	06/07/16

DRAWING STATUS
PRELIMINARY

THE
Miller Homes
Victoria Road
Hebburn
Accessibility Plan

Scale	Date
1:20,000 @ A4	July 2016

Drawn By	Scale
IB	As per drawing

Drawn No.	Scale	Sheet Count/No.
QD1183-36-02	-	-



QUEENSBERRY DESIGN
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 NORTH WEST & YORKSHIRE OFFICE: 11-13 STATION ST, STATION ST, LEEDS, LS1 5JL
 YORK OFFICE: 11-13 STATION ST, STATION ST, YORK, YO1 1DA
 www.queensberrydesign.co.uk

APPENDIX B

Cycle Map



Key & signs

	National Cycle Network off road cycle path		No entry
	National Cycle Network on road route		Motor vehicles prohibited (cycles permitted)
	Traffic free path		No cycling
	Path or footway where you should walk your bike		Shared route for cyclists & pedestrians
	Mountain bike only		Route to be used by cyclists only
	Suggested on-road cycle route		Segregated cycle & pedestrian route
	Advisory route		Buses & cycles only
	Cycle lane		Suggested on road cycle route
	Bus lane		With flow bus & cycle lanes
	Other roads		With flow cycle lanes
	One way street (down on advisory routes only)		City Centre 3
	Steep hill (arrow points down hill)		Suggested on road cycle route to place down
	Council boundary line		
	National Cycle Network		
	Regional Cycle Network		
	North Sea Cycle Route		
	Cycle shop		
	Cycle parking		
	Toucan crossing		
	Pedestrian crossing		
	Railway station		
	Level crossing		
	Metro station		
	Place of worship		
	Library		
	Bus station		
	Post office		
	Buildings		
	School, college or university		
	Tourist attraction		
	Tourist information Centre		

APPENDIX C

Road Accident Map



Copy right @ Google Maps, CrashMap

APPENDIX D – Accident Reports

Road Accident Reports (Copy Right CrashMap.co.uk)

Crash Report including Vehicle and Casualty Information

Crash Date: Thursday, March 11, 2010 **Time of Crash:** 5:15:00 PM **Crash Reference:** 2010100153810

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 2

Highway Authority: South Tyneside **OS Grid Reference:** 430450 563040

Local Authority: South Tyneside

Road Number: A185 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Auto traffic signal

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle is slowing down or stopping
2	Car (excluding private hire cars 2005 onwards)	11	Female	36 - 45	Vehicle is slowing down or stopping

Crash Report including Vehicle and Casualty Information

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Saturday, December 06, 2014 **Time of Crash:** 1:30:00 PM **Crash Reference:** 2014100733814

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: South Tyneside **OS Grid Reference:** 430482 563047

Local Authority: South Tyneside

Road Number: B1306 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Auto traffic signal

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	-1	Female	Unknown	Vehicle is moving off
2	Car (excluding private hire cars 2005 onwards)	11	Male	26 - 35	Vehicle is moving off

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Monday, November 24, 2014 **Time of Crash:** 6:18:00 PM **Crash Reference:** 2014100698014

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: South Tyneside **OS Grid Reference:** 430457 563054

Local Authority: South Tyneside

Road Number: A185 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Auto traffic signal

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Central refuge - no other controls

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend
2	Pedal cycle	-1	Male	56 - 65	Vehicle is changing lane to the right (including slip road)

Crash Report including Vehicle and Casualty Information

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Saturday, August 31, 2013 **Time of Crash:** 1:09:00 PM **Crash Reference:** 2013100456013

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 2

Highway Authority: South Tyneside **OS Grid Reference:** 430472 563055

Local Authority: South Tyneside

Road Number: A185 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	11	Male	26 - 35	Vehicle is in the act of turning left
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend

Crash Report including Vehicle and Casualty Information

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Wednesday, June 19, 2013 **Time of Crash:** 9:00:00 AM **Crash Reference:** 2013100435113

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1
Highway Authority: South Tyneside **OS Grid Reference:** 430405 562988

Local Authority: South Tyneside

Road Number: A185 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Using private drive or entrance

Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	-1	Male	46 - 55	Vehicle is in the act of turning right
2	Pedal cycle	-1	Male	46 - 55	Vehicle is passing a stationary vehicle on its offside

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Monday, May 27, 2013 **Time of Crash:** 5:20:00 AM **Crash Reference:** 2013100267313

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 3

Highway Authority: South Tyneside **OS Grid Reference:** 431009 564328

Local Authority: South Tyneside

Road Number: A185 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Auto traffic signal

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Van or goods vehicle (mgw) and under	2	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend
2	Car (excluding private hire cars 2005 onwards)	7	Male	21 - 25	Vehicle is in the act of turning right

Crash Report including Vehicle and Casualty Information

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Vehicle or pillion passenger	Male	46 - 55	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	56 - 65	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Wednesday, April 03, 2013 **Time of Crash:** 1:07:00 PM **Crash Reference:** 2013100164813

Highest Injury Severity: Slight **Number of Vehicles:** 3 **Number of Casualties:** 3

Highway Authority: South Tyneside **OS Grid Reference:** 430578 563601

Local Authority: South Tyneside

Road Number: A185 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Van or goods vehicle (mgw) and under	3	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend
2	Car (excluding private hire cars 2005 onwards)	9	Female	26 - 35	Vehicle is waiting to proceed normally but is held up
3	Car (excluding private hire cars 2005 onwards)	4	Female	56 - 65	Vehicle is waiting to proceed normally but is held up

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Wednesday, December 26, 2012 **Time of Crash:** 4:41:00 AM **Crash Reference:** 2012100736912

Highest Injury Severity: Serious **Number of Vehicles:** 1 **Number of Casualties:** 1
Highway Authority: South Tyneside **OS Grid Reference:** 430392 562966

Local Authority: South Tyneside

Road Number: A185 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30 **Junction Control:** Not Applicable

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	8	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Tuesday, November 13, 2012 **Time of Crash:** 2:30:00 PM **Crash Reference:** 2012100630312

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: South Tyneside **OS Grid Reference:** 431006 564325

Local Authority: South Tyneside

Road Number: A185 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Auto traffic signal

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	4	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend
2	Car (excluding private hire cars 2005 onwards)	5	Female	36 - 45	Vehicle is in the act of turning right

Crash Report including Vehicle and Casualty Information

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Friday, October 12, 2012 **Time of Crash:** 4:00:00 PM **Crash Reference:** 2012100603112

Highest Injury Severity: Serious **Number of Vehicles:** 1 **Number of Casualties:** 1
Highway Authority: South Tyneside **OS Grid Reference:** 430999 564330

Local Authority: South Tyneside

Road Number: A185 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	7	Female	56 - 65	Vehicle is in the act of turning right

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	66 - 75	In carriageway, crossing elsewhere	Crossing from driver's offside

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Monday, July 30, 2012 **Time of Crash:** 5:34:00 PM **Crash Reference:** 2012100450112

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: South Tyneside **OS Grid Reference:** 430455 563042

Local Authority: South Tyneside

Road Number: A185 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	8	Male	46 - 55	Vehicle is waiting to proceed normally but is held up
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend

Crash Report including Vehicle and Casualty Information

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Monday, August 06, 2012 **Time of Crash:** 9:56:00 AM **Crash Reference:** 2012100450012

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: South Tyneside **OS Grid Reference:** 431000 564327

Local Authority: South Tyneside

Road Number: A185 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Auto traffic signal

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	3	Male	56 - 65	Vehicle is in the act of turning right
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend

Crash Report including Vehicle and Casualty Information

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Sunday, August 14, 2011 **Time of Crash:** 4:02:00 PM **Crash Reference:** 2011100477311

Highest Injury Severity: Serious **Number of Vehicles:** 1 **Number of Casualties:** 1

Highway Authority: South Tyneside **OS Grid Reference:** 430460 563730

Local Authority: South Tyneside

Road Number: U0 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Other junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Bus or coach (17 or more passenger seats)	15	Male	36 - 45	Vehicle is in the act of turning right

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	16 - 20	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Saturday, May 28, 2011 **Time of Crash:** 1:30:00 PM **Crash Reference:** 2011100311011

Highest Injury Severity: Serious **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: South Tyneside **OS Grid Reference:** 430560 563620

Local Authority: South Tyneside

Road Number: U0 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Using private drive or entrance

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	3	Female	56 - 65	Vehicle is reversing
2	Other vehicle, whether motorised or not (2011 onwards)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend

Crash Report including Vehicle and Casualty Information

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Tuesday, March 29, 2011 **Time of Crash:** 9:03:00 AM **Crash Reference:** 2011100191311

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 2

Highway Authority: South Tyneside **OS Grid Reference:** 430570 563610

Local Authority: South Tyneside

Road Number: A185 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	6	Female	36 - 45	Vehicle is in the act of turning right
2	Car (excluding private hire cars 2005 onwards)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend

Crash Report including Vehicle and Casualty Information

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Tuesday, January 25, 2011 **Time of Crash:** 8:48:00 AM **Crash Reference:** 2011100039711

Highest Injury Severity: Slight **Number of Vehicles:** 3 **Number of Casualties:** 1

Highway Authority: South Tyneside **OS Grid Reference:** 430500 563160

Local Authority: South Tyneside

Road Number: A185 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Using private drive or entrance

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Pedal cycle	-1	Unknown	Unknown	Vehicle is passing another vehicle (moving or stationary) on its nearside
2	Car (excluding private hire cars 2005 onwards)	3	Female	36 - 45	Vehicle is in the act of turning left
3	Bus or coach (17 or more passenger seats)	11	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Tuesday, August 03, 2010 **Time of Crash:** 5:25:00 PM **Crash Reference:** 2010100466310

Highest Injury Severity: Slight **Number of Vehicles:** 1 **Number of Casualties:** 1

Highway Authority: South Tyneside **OS Grid Reference:** 430990 564330

Local Authority: South Tyneside

Road Number: B1297 **Road Type:** Single carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Auto traffic signal

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Bus or coach (17 or more passenger seats)	6	Male	21 - 25	Vehicle is slowing down or stopping

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	0 - 5	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information

Crash Date: Saturday, July 03, 2010 **Time of Crash:** 11:30:00 AM **Crash Reference:** 2010100395210

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: South Tyneside **OS Grid Reference:** 430570 563520

Local Authority: South Tyneside

Road Number: A185 **Road Type:** Unknown

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Using private drive or entrance

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	2	Male	Over 75	Vehicle is reversing
2	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend

Crash Report including Vehicle and Casualty Information

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

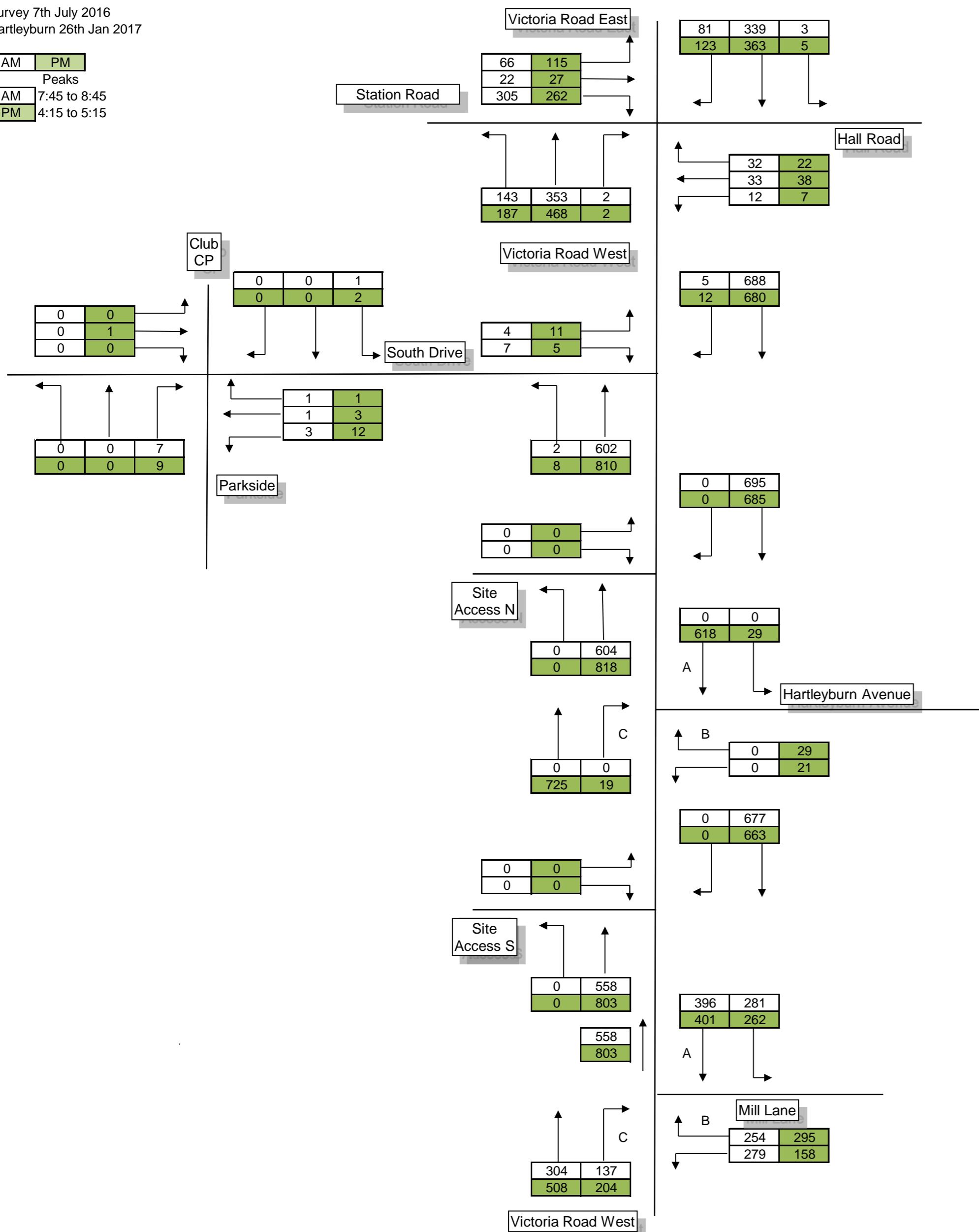
For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

APPENDIX E – Network Figures

Road Network Figures

Survey 7th July 2016
Hartleyburn 26th Jan 2017

AM	PM
Peaks	
AM	7:45 to 8:45
PM	4:15 to 5:15



Client:

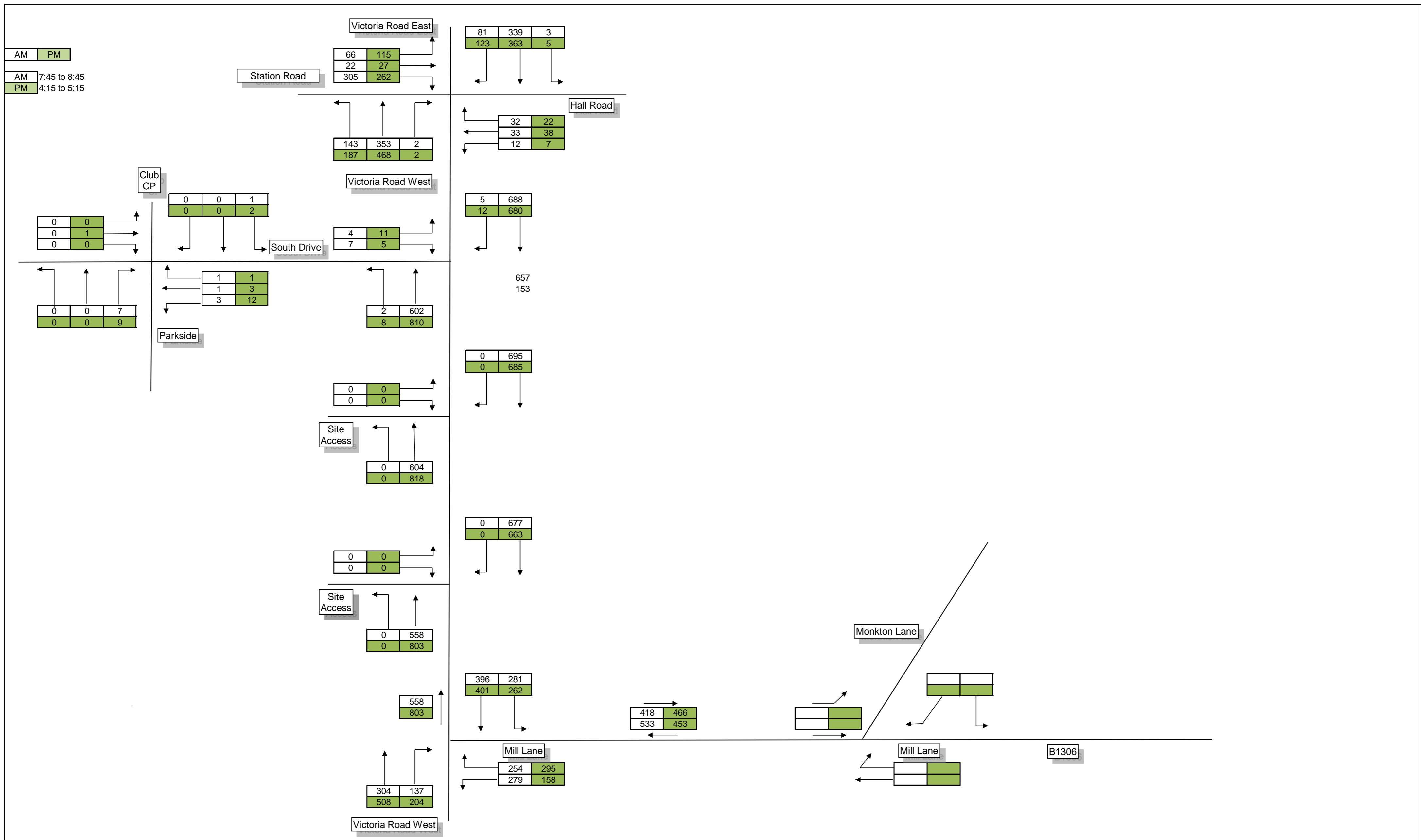


Title:

FIGURE 1
2016/17 Survey Flows
Victoria Road Redevelopment
QUEENSBERRY DESIGN Ltd
~ Residential & Commercial Design Services ~

Jan-17





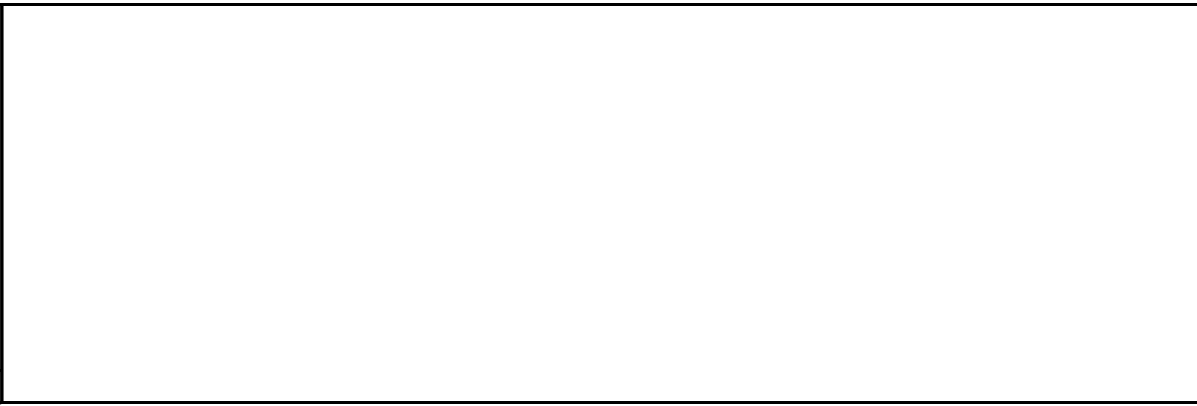
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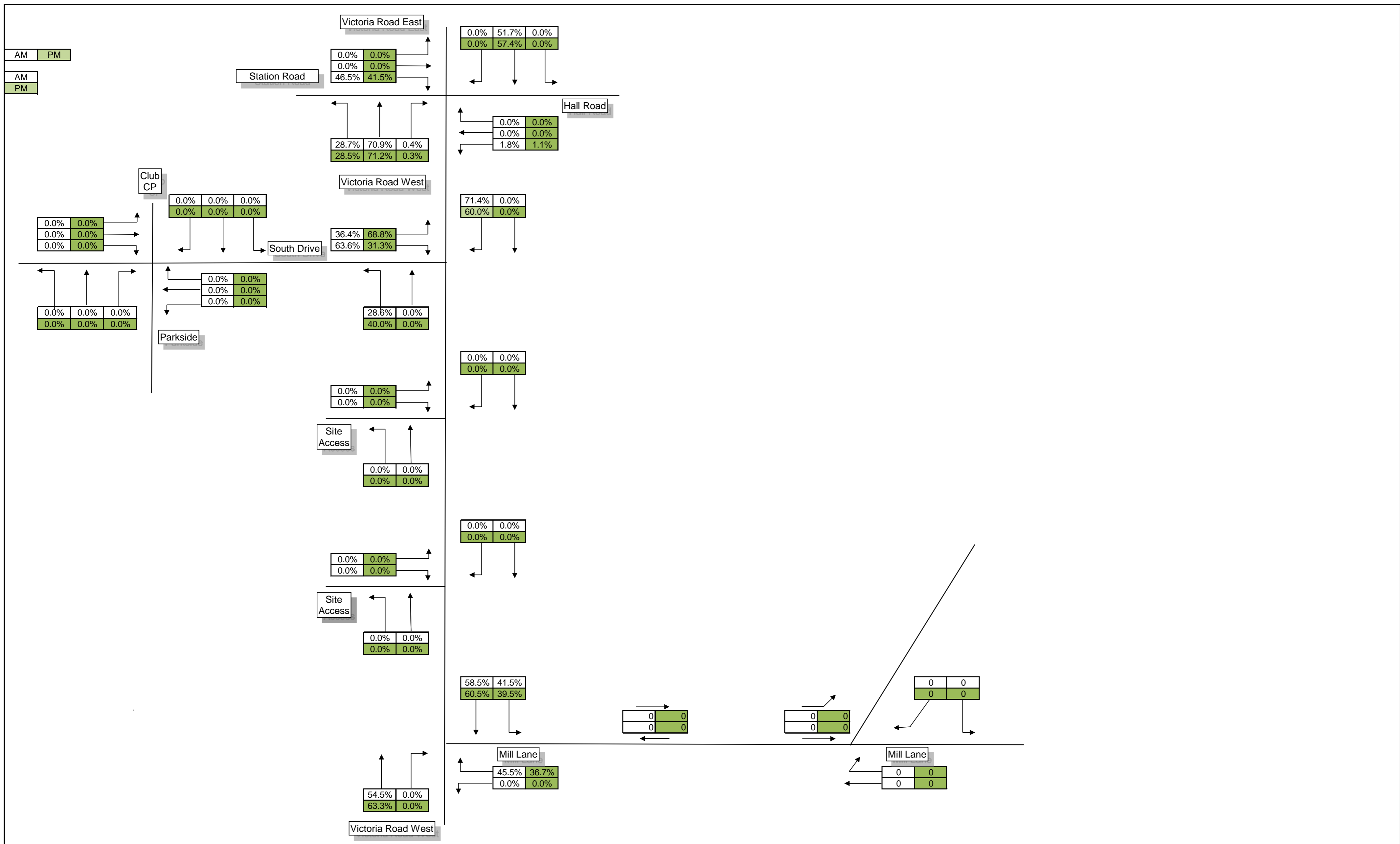


Title:

FIGURE 2
 Existing Flows
 Victoria Road Redevelopment
 QUEENSBERRY DESIGN Ltd
 ~ Residential & Commercial Design Services ~

Jan-17





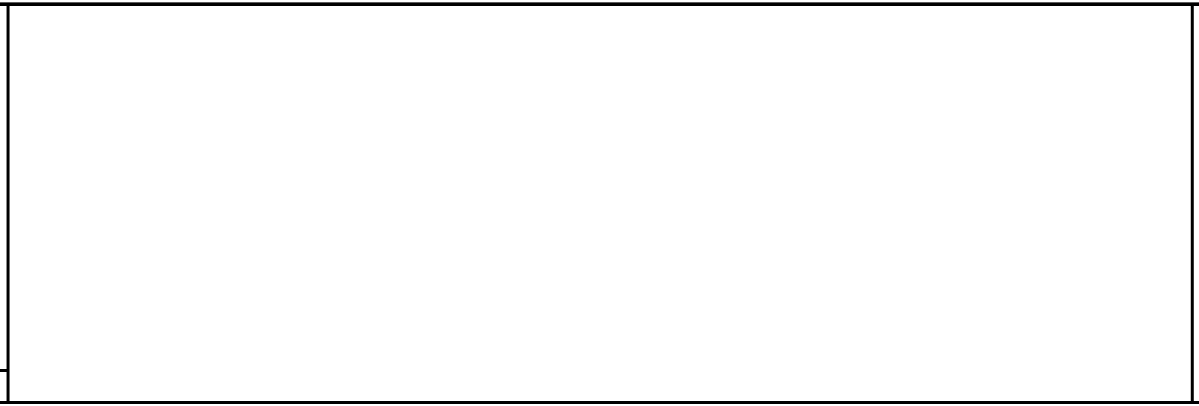
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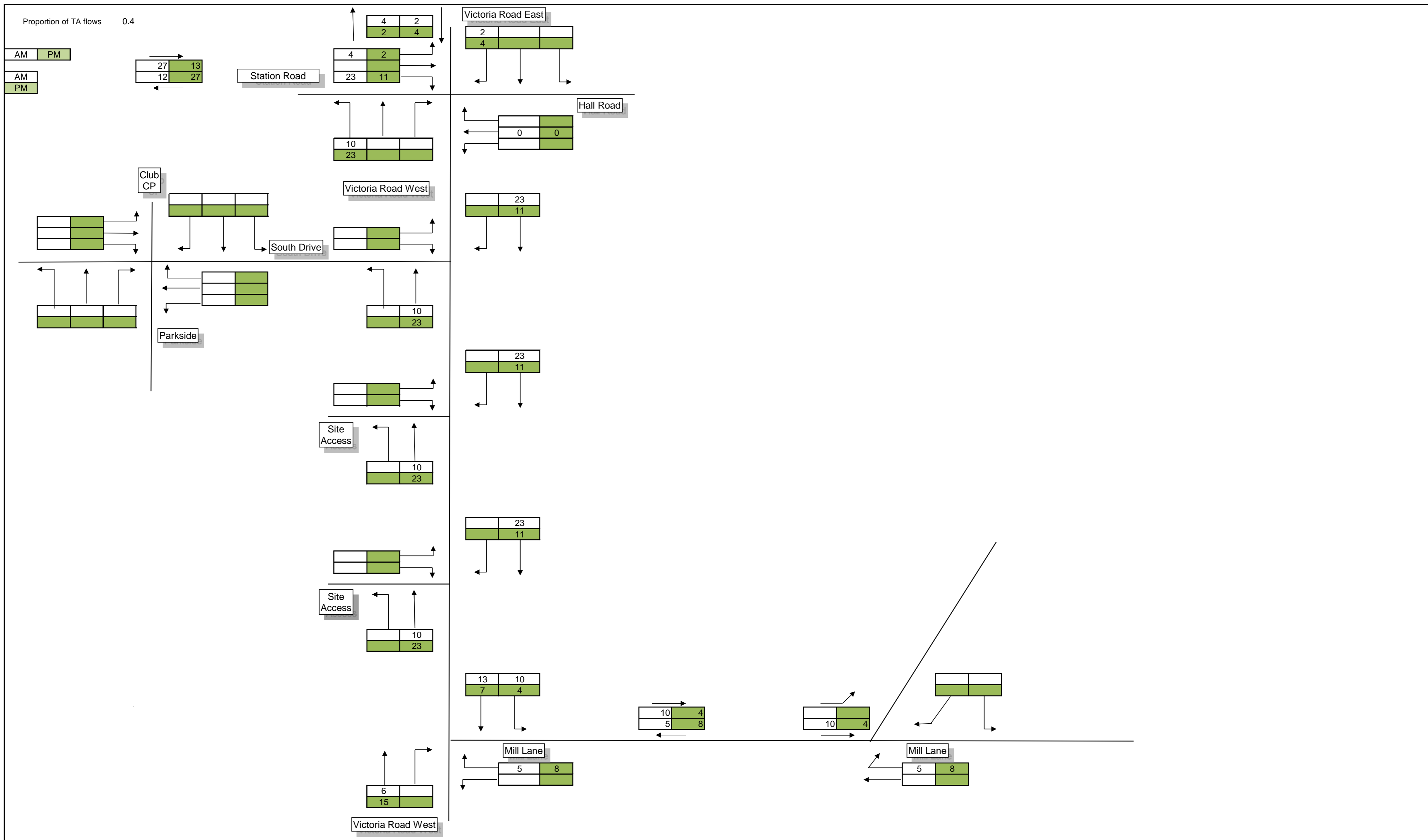


Title:

FIGURE 3
 Existing Flow Distribution (South Drive)
 Victoria Road Redevelopment
 QUEENSBERRY DESIGN Ltd
 ~ Residential & Commercial Design Services ~

Jan-17





Client:

Title:

FIGURE 4

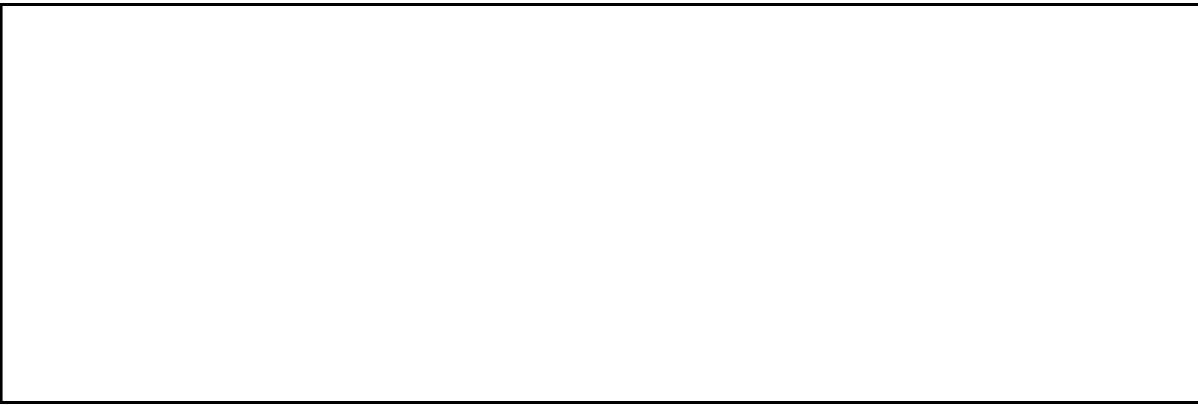
Committed Development Aloysius 2003

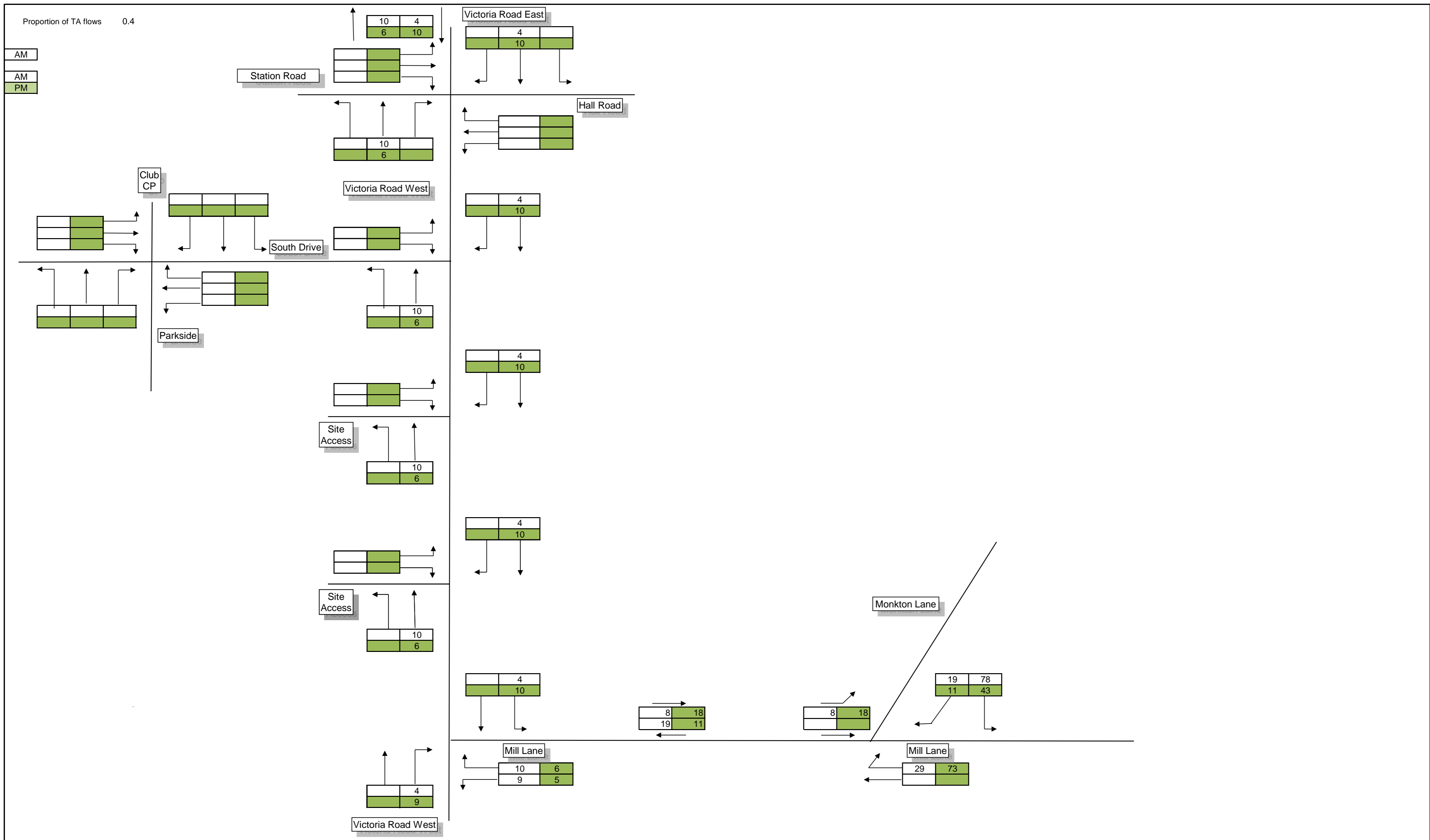
Victoria Road Redevelopment

QUEENSBERRY DESIGN Ltd

~ Residential & Commercial Design Services ~

Jan-17





Client:



Title:

FIGURE 5

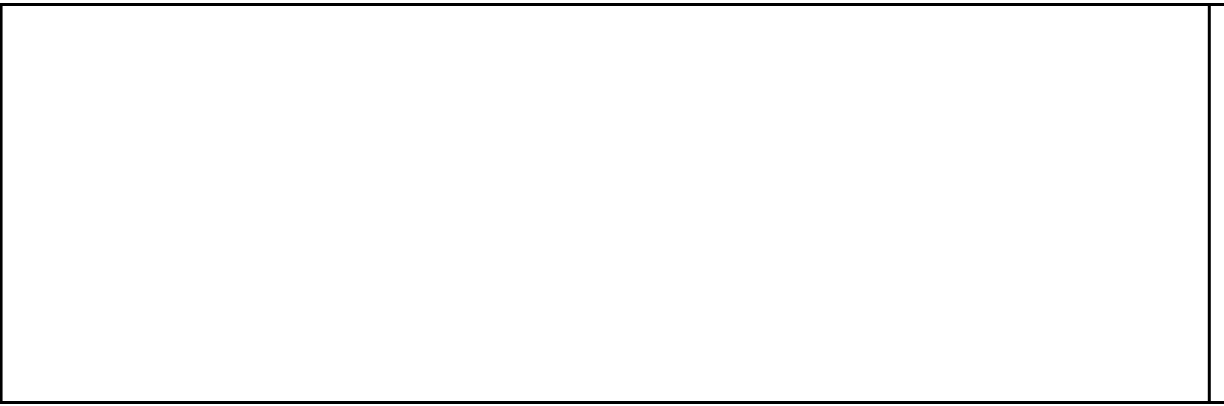
Committed Development Monkton 2012

Victoria Road Redevelopment

QUEENSBERRY DESIGN Ltd

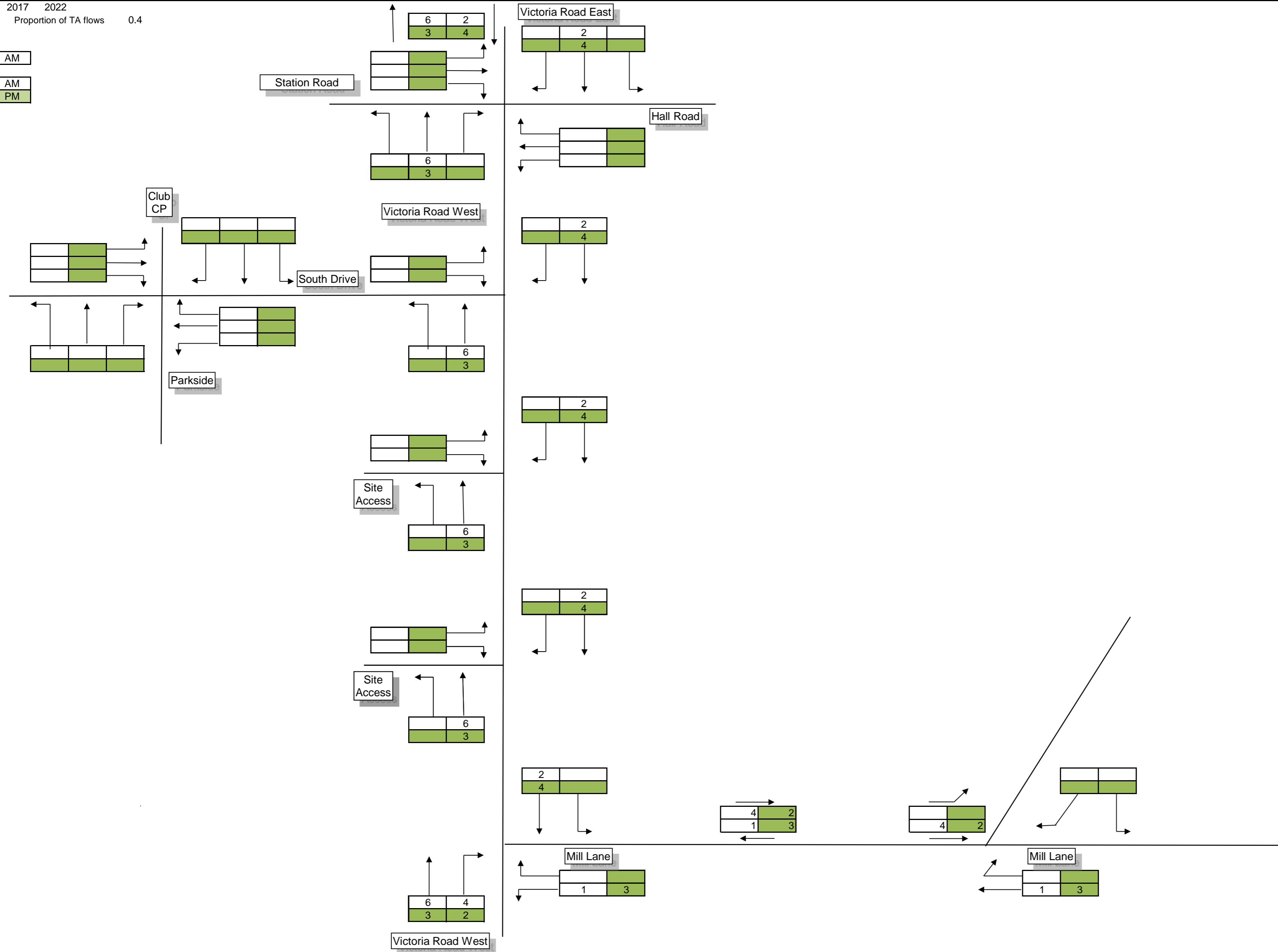
~ Residential & Commercial Design Services ~

Jan-17



2017 2022
Proportion of TA flows 0.4

AM
AM
PM



Client:

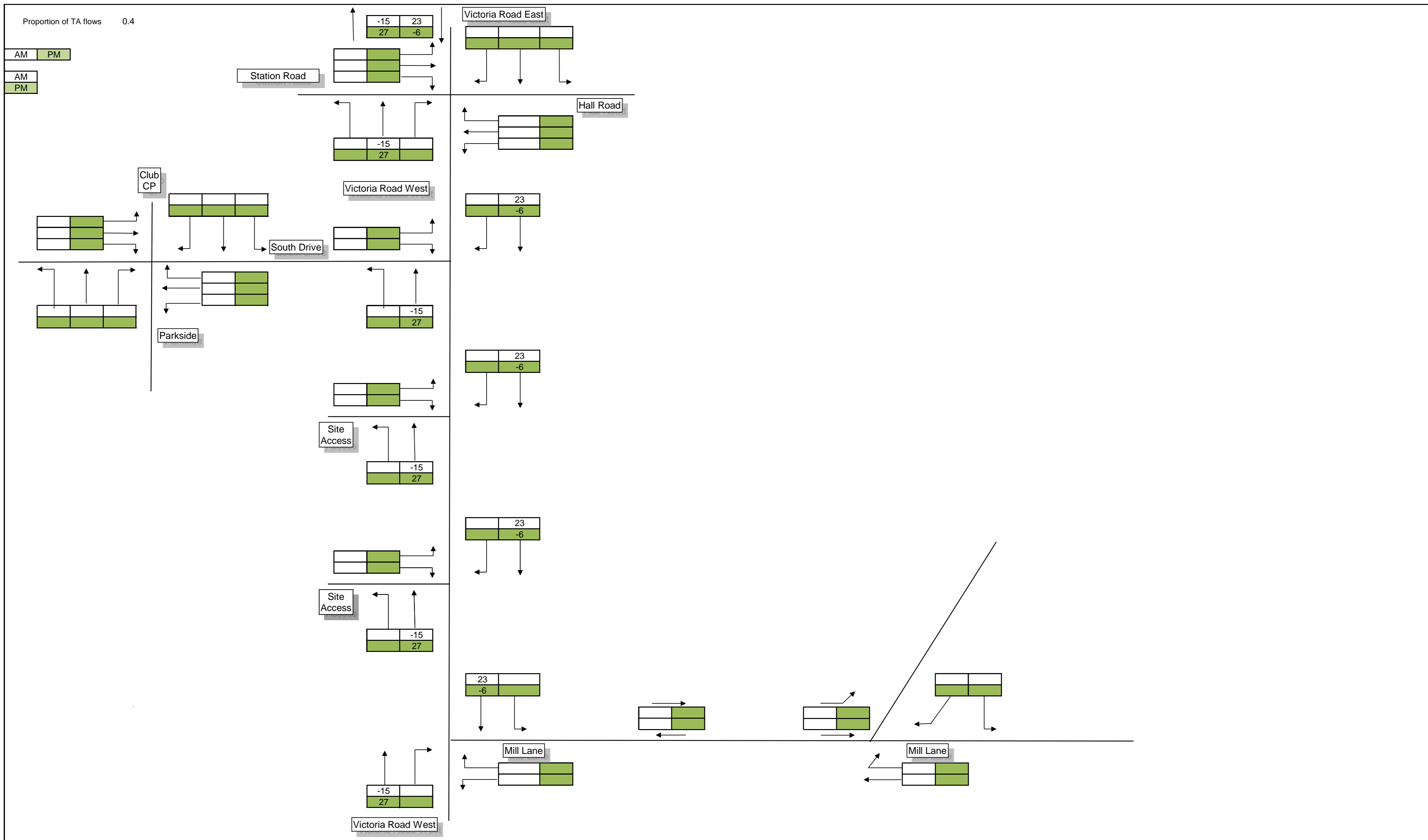
Miller homes

Title:

FIGURE 6
Committed Development College Mill Lane 2014
Victoria Road Redevelopment
QUEENSBERRY DESIGN Ltd
~ Residential & Commercial Design Services ~

Jan-17





Client:

Title:

FIGURE 7

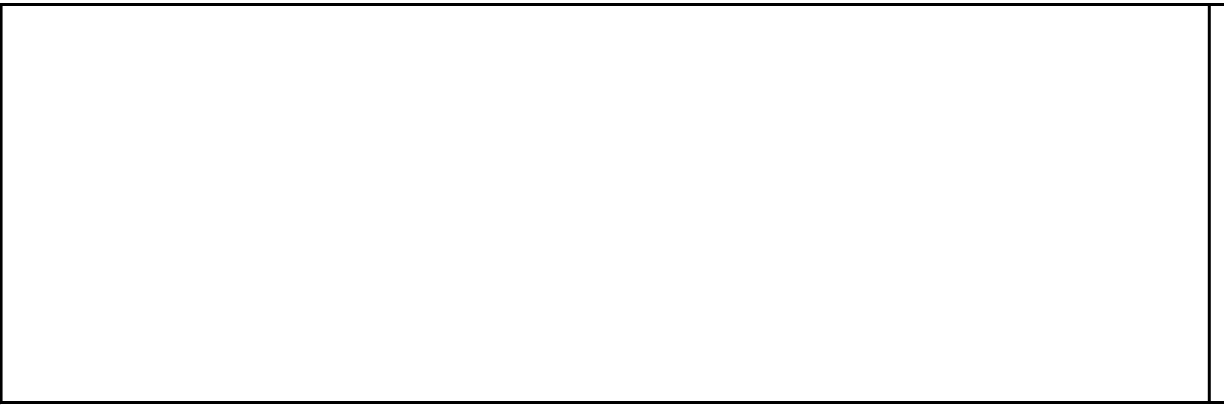
Committed Development Bedwell Ind 2015

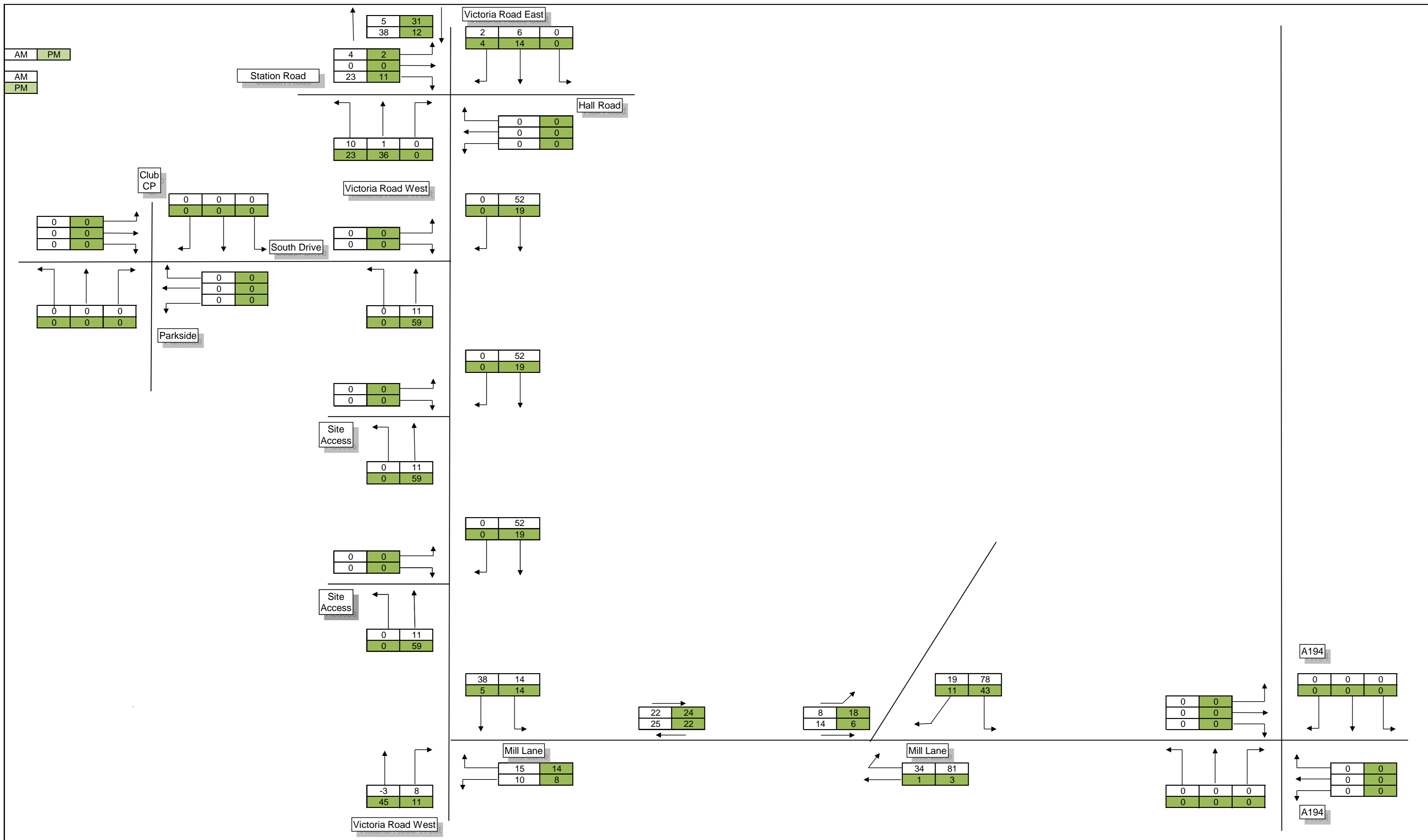
Victoria Road Redevelopment

QUEENSBERRY DESIGN Ltd

~ Residential & Commercial Design Services ~

Jan-17





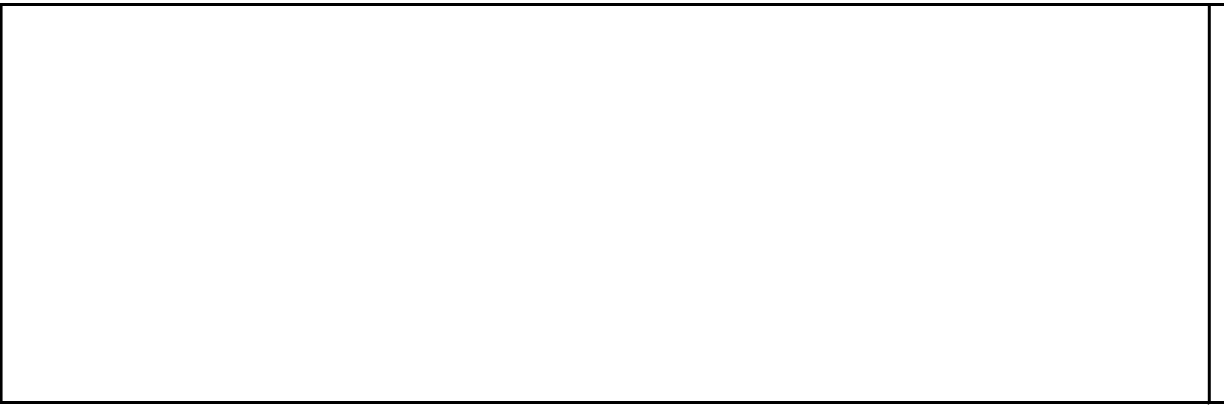
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Title:

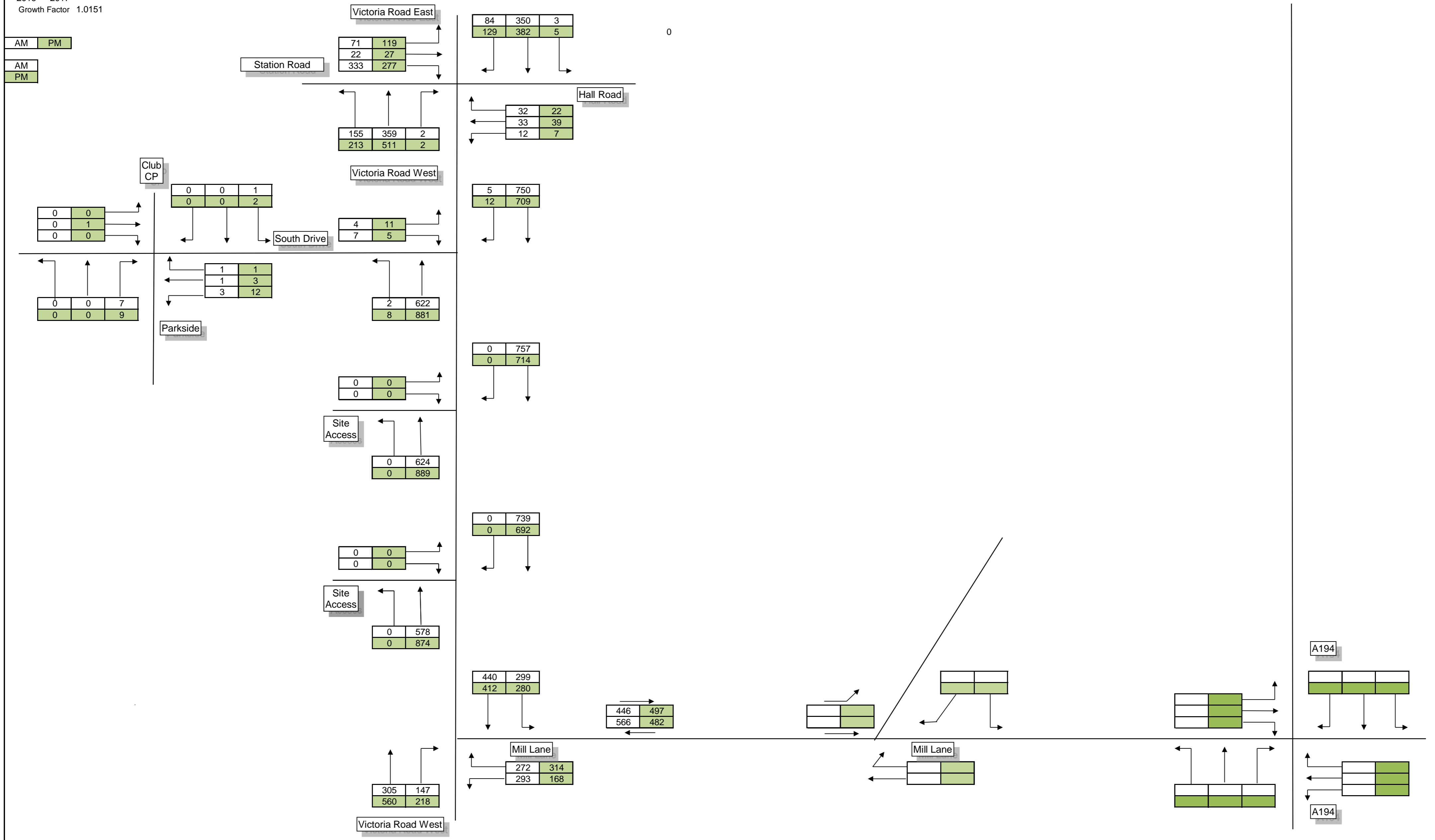
FIGURE 8
 Committed Development Overall
 Victoria Road Redevelopment
 QUEENSBERRY DESIGN Ltd
 ~ Residential & Commercial Design Services ~

Jan-17



2016 2017
Growth Factor 1.0151

AM PM
AM
PM

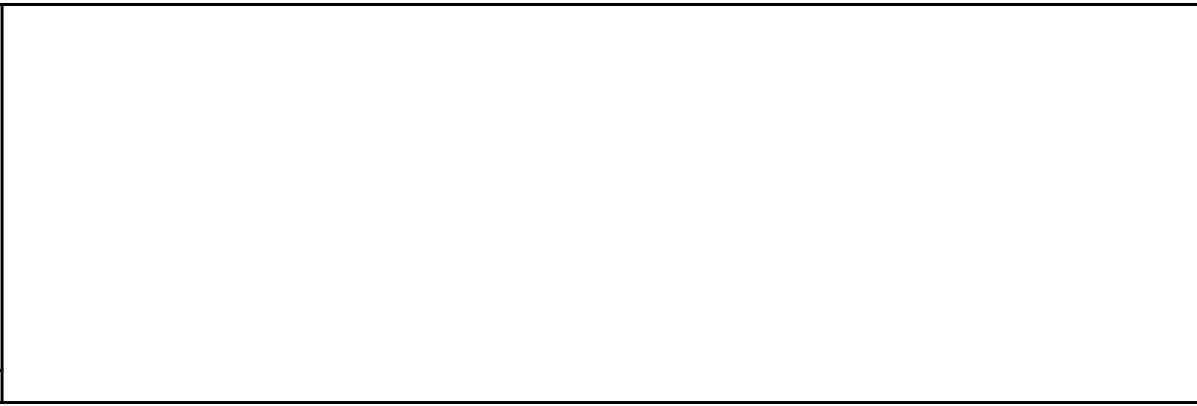


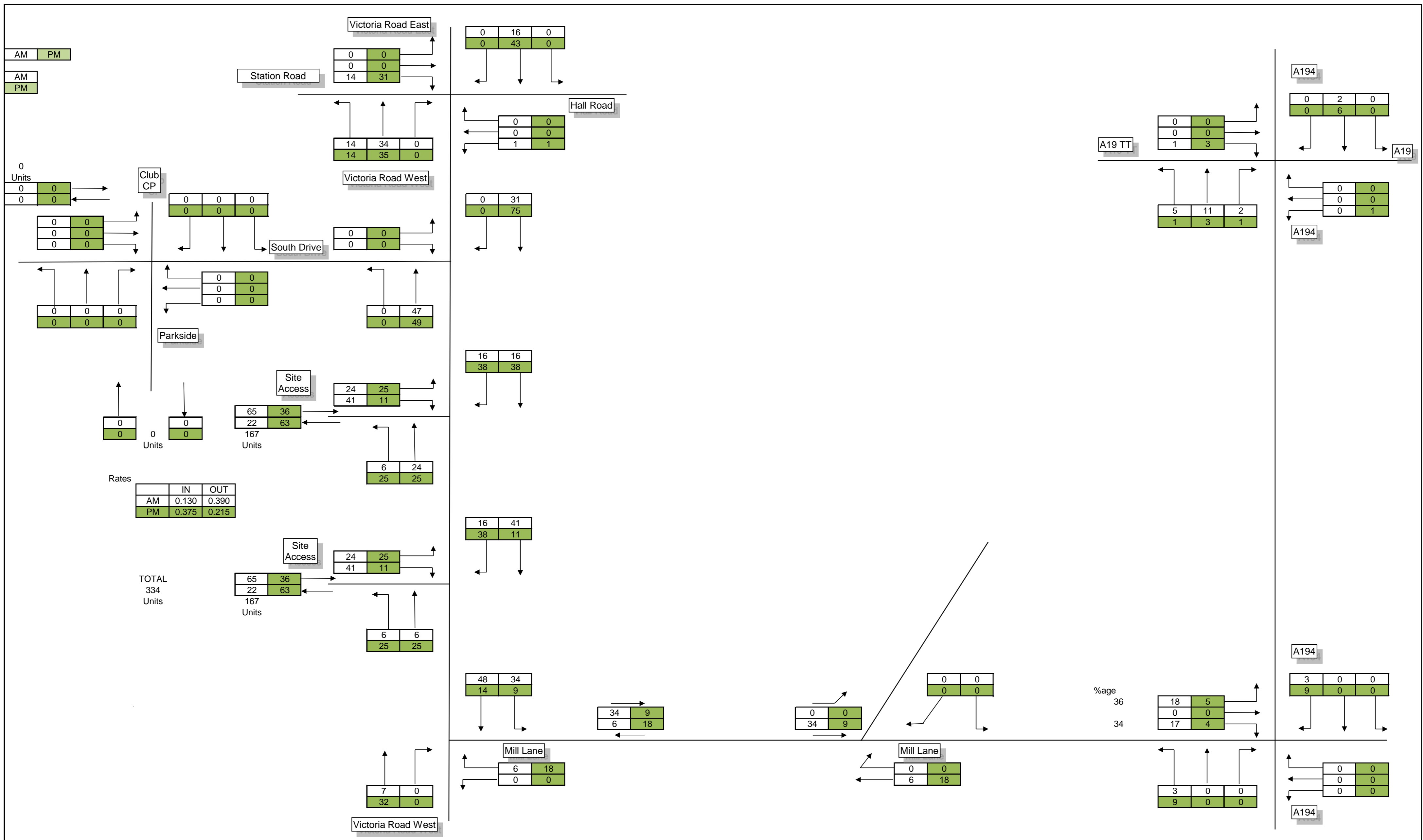
Client:



Title: **FIGURE 9**
2017 Base Flows with Com Dev (High Growth)
Victoria Road Redevelopment
QUEENSBERRY DESIGN Ltd
~ Residential & Commercial Design Services ~

Jan-17





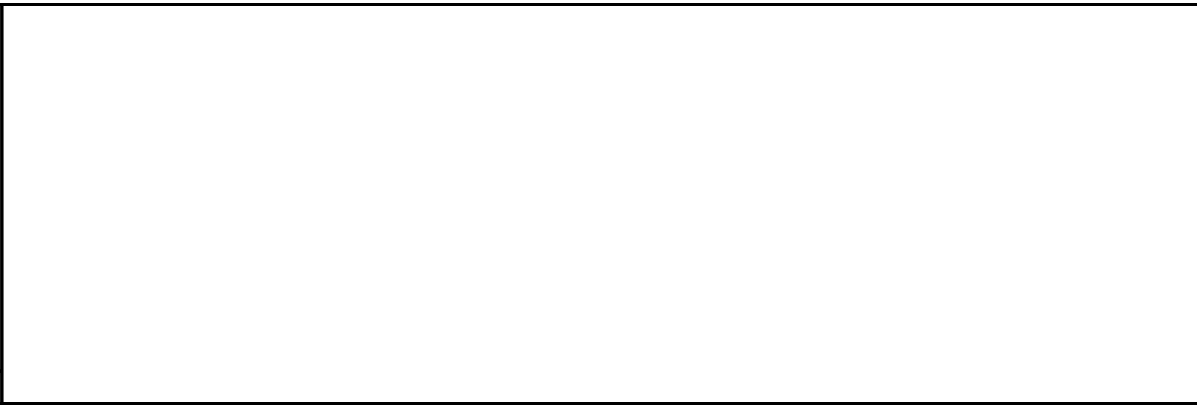
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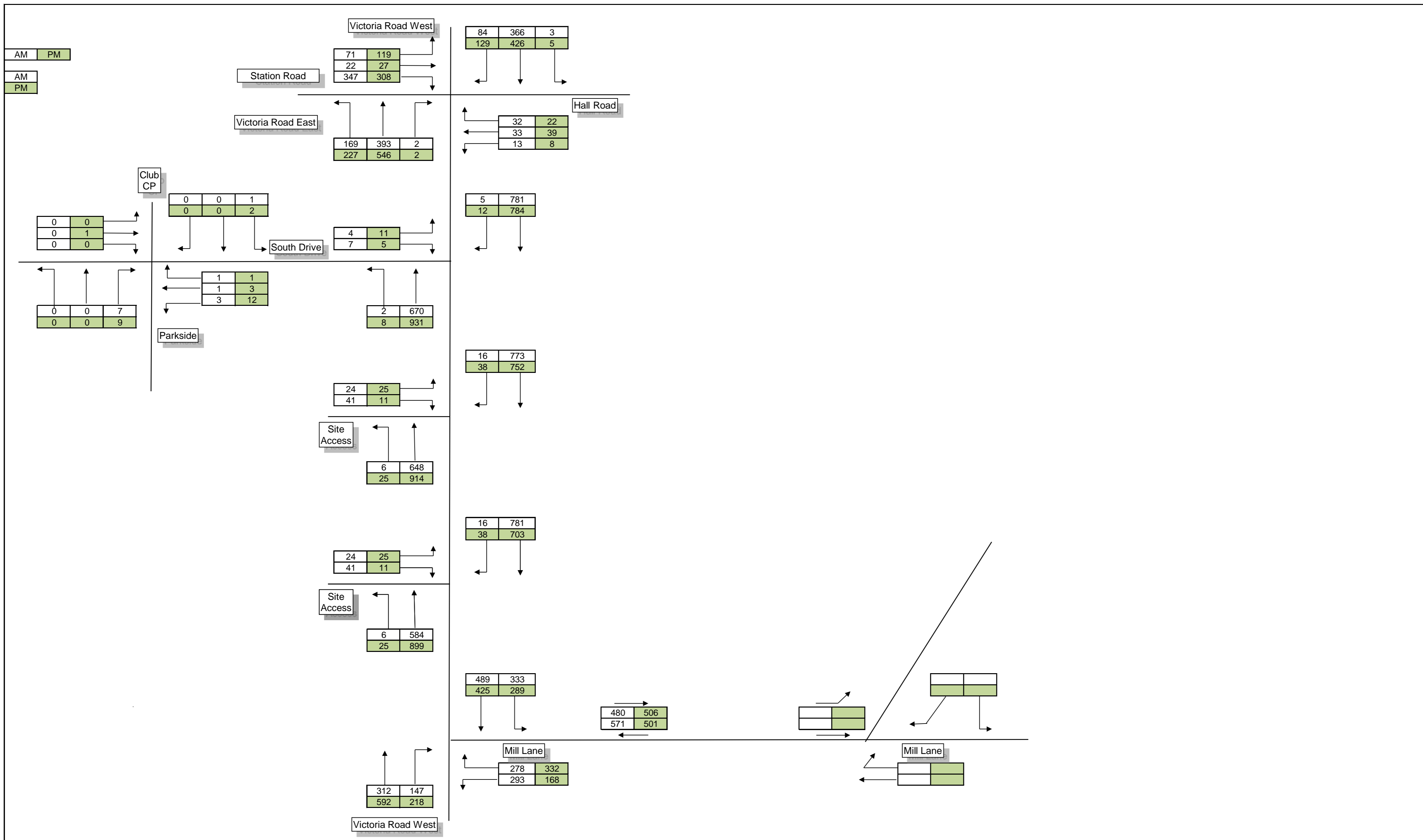


Title:

FIGURE 10
 Residential Site Development Flows
 Victoria Road Redevelopment
 QUEENSBERRY DESIGN Ltd
 ~ Residential & Commercial Design Services ~

Jan-17





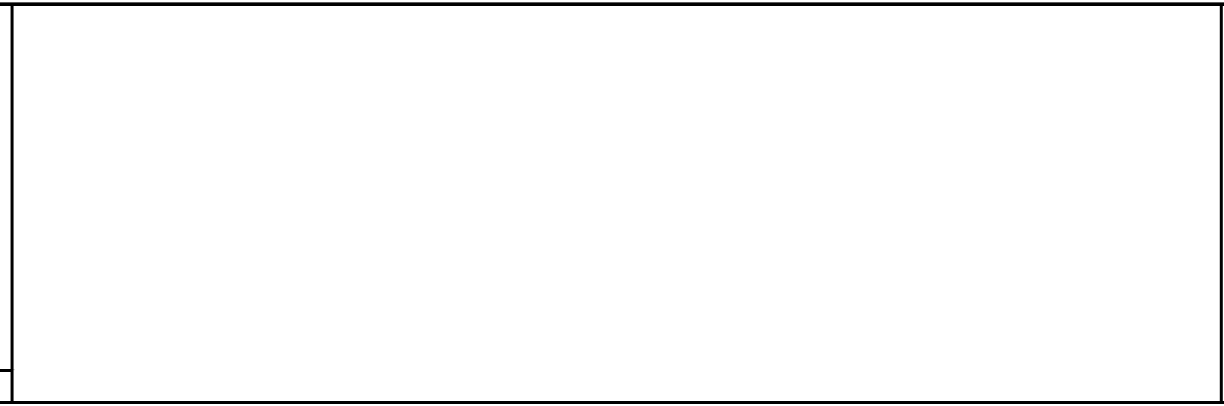
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Title:

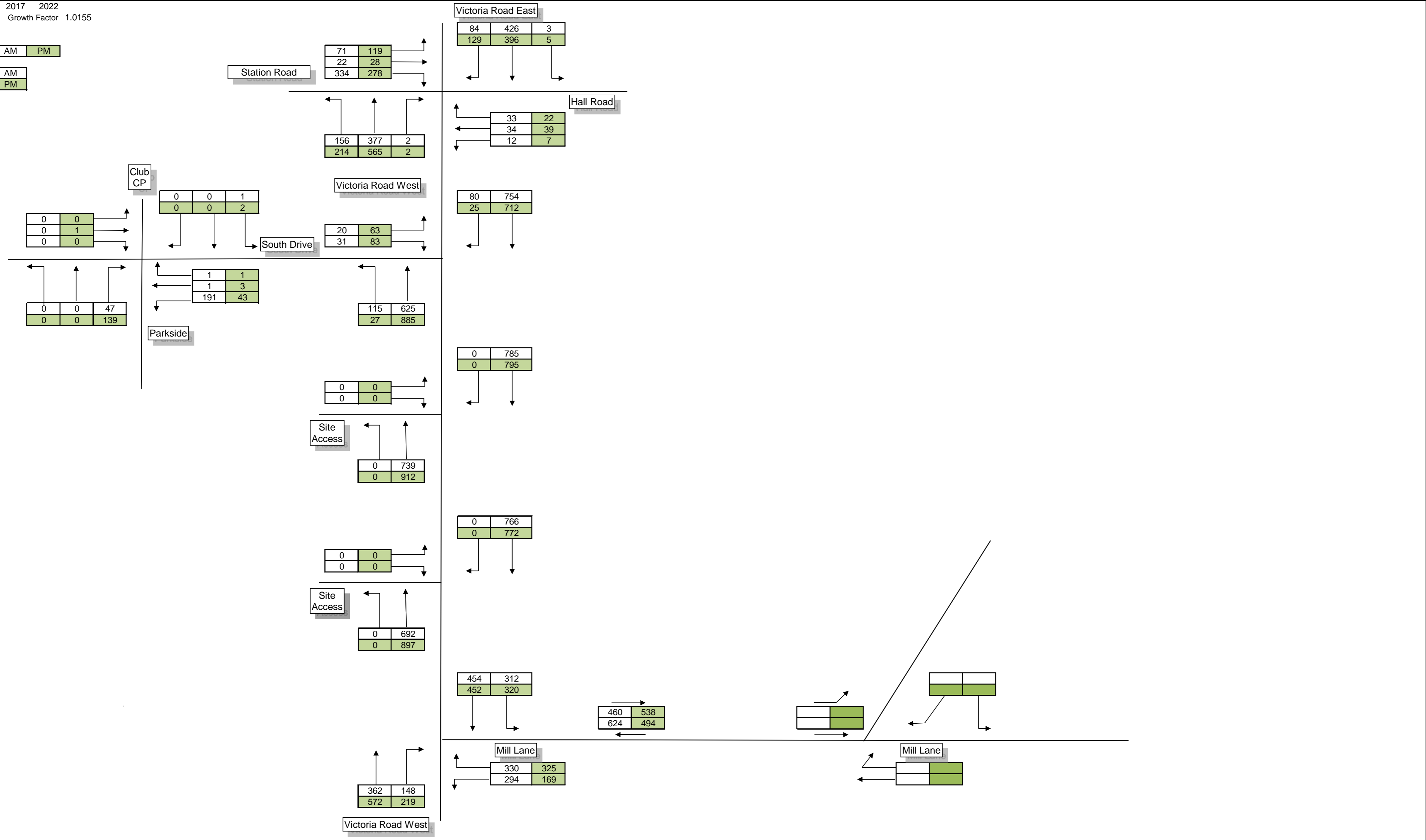
FIGURE 11
 2017 With Dev Flows (High Growth)
 Victoria Road Redevelopment
 QUEENSBERRY DESIGN Ltd
 ~ Residential & Commercial Design Services ~

Jan-17



2017 2022
Growth Factor 1.0155

AM PM
AM
PM



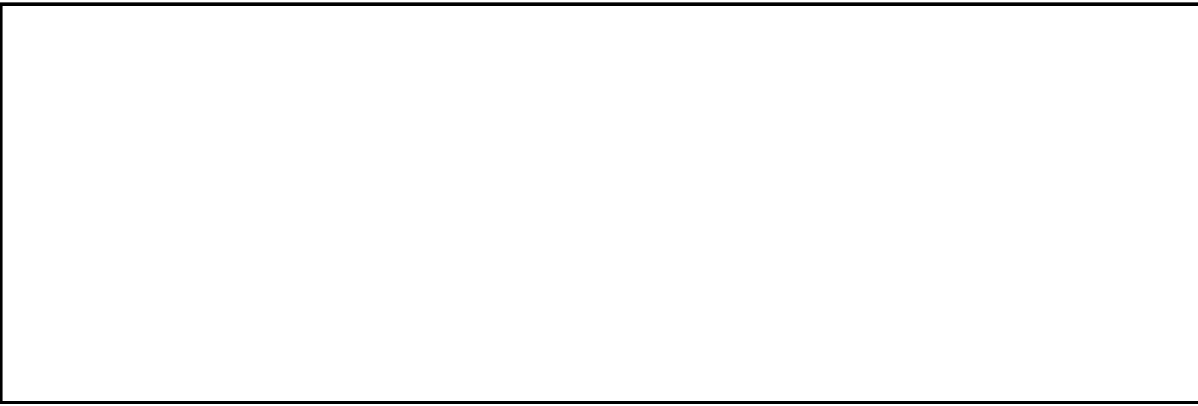
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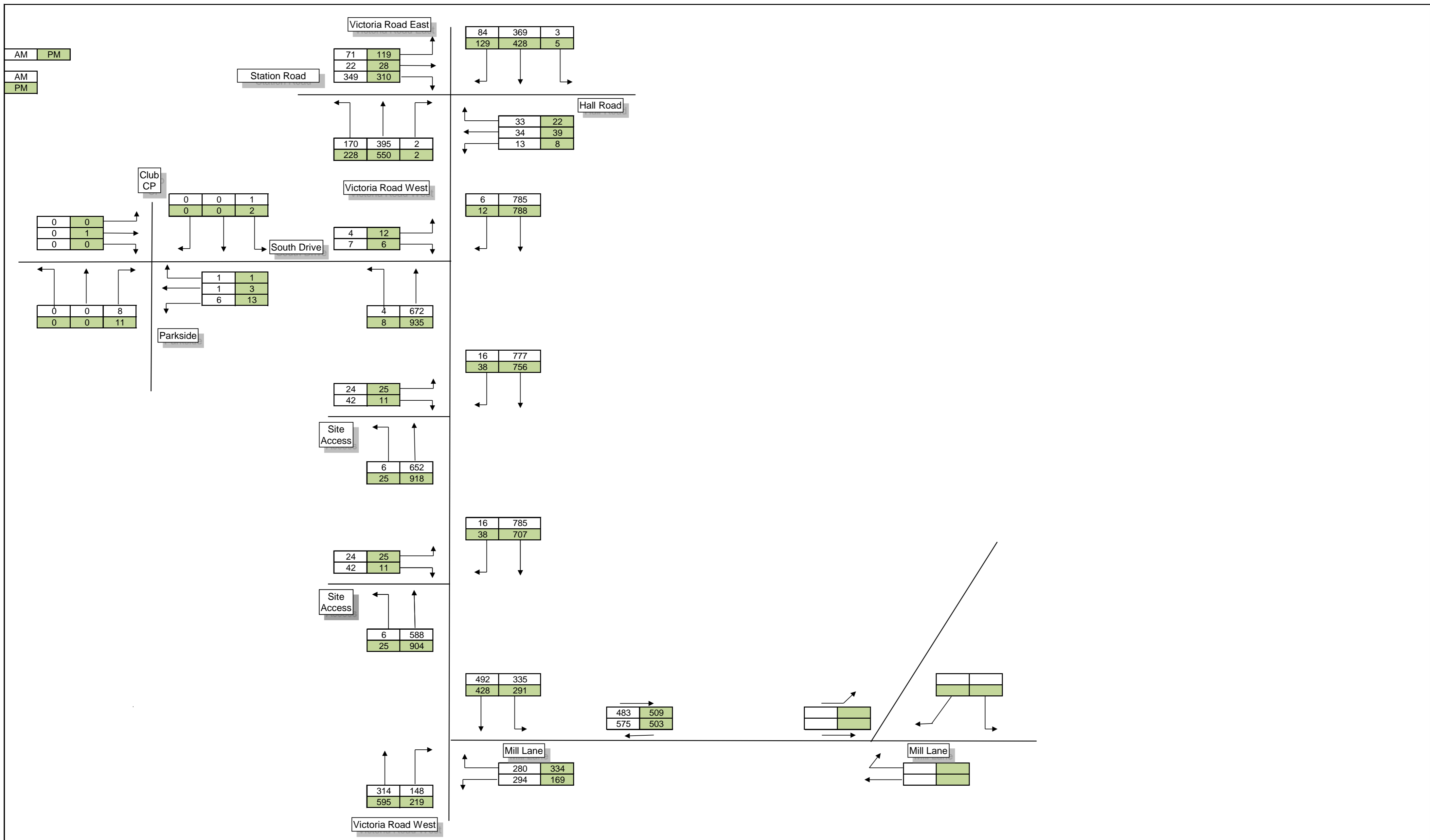


Title:

FIGURE 12
2022 Base Flows (Med Growth)
Victoria Road Redevelopment
QUEENSBERRY DESIGN Ltd
~ Residential & Commercial Design Services ~

Jan-17





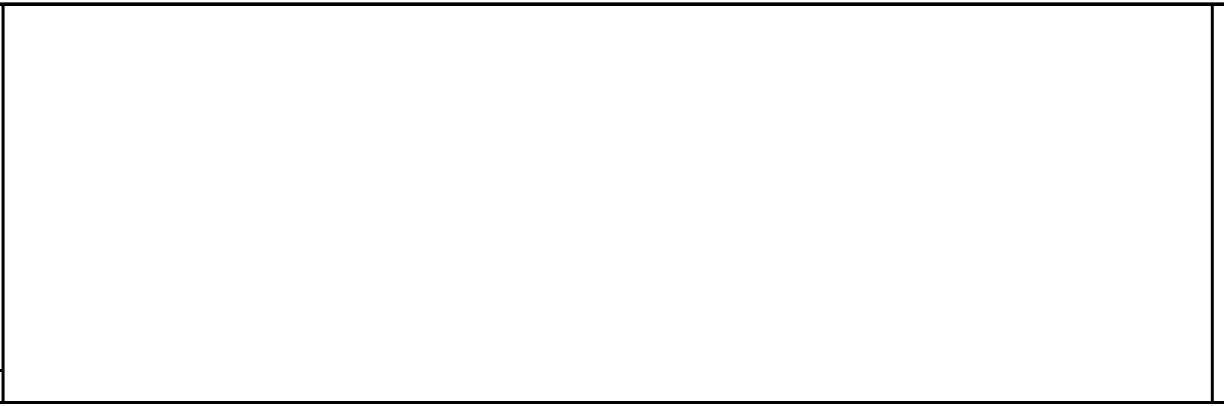
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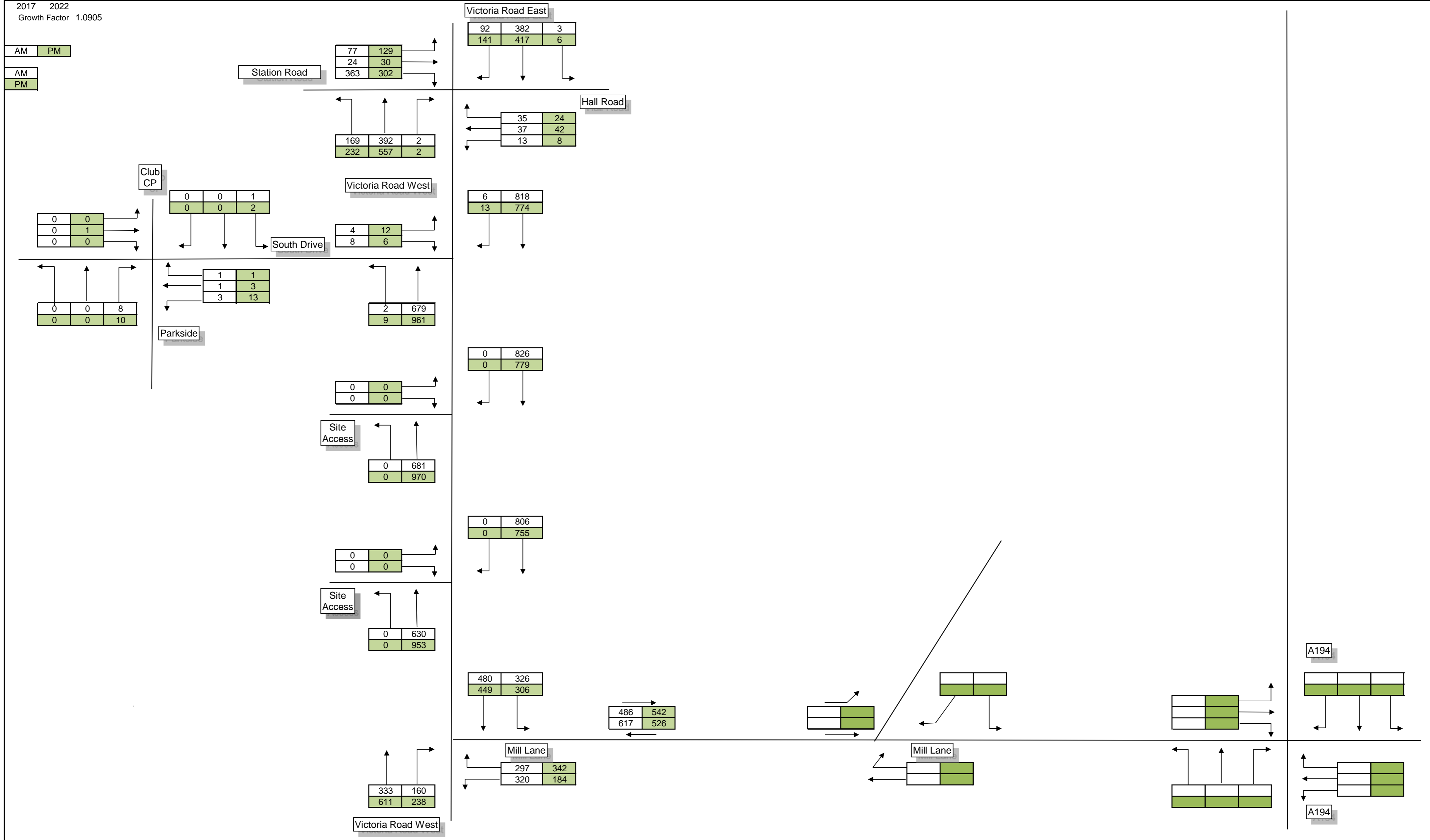
FIGURE 13
 2022 With Dev Flows (Med Growth)
 Victoria Road Redevelopment
 QUEENSBERRY DESIGN Ltd
 ~ Residential & Commercial Design Services ~

Jan-17



2017 2022
Growth Factor 1.0905

AM PM
AM
PM

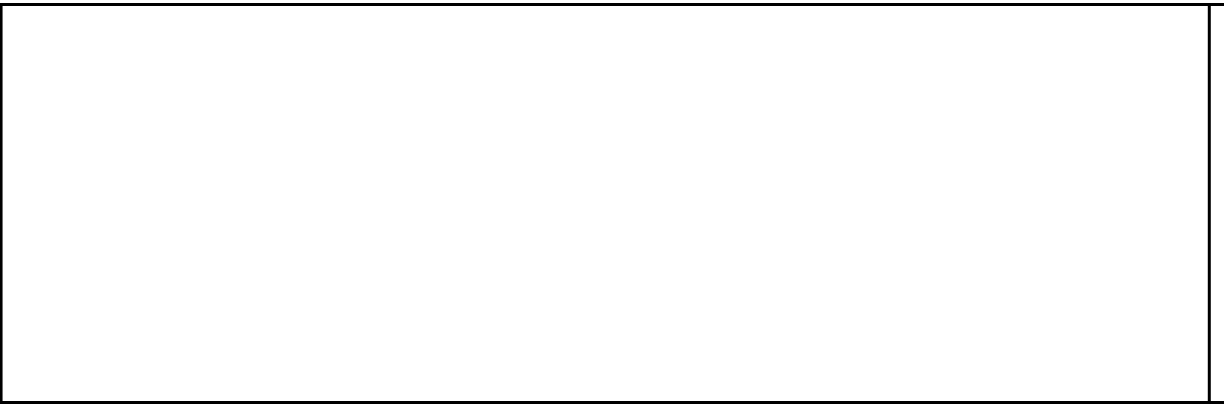


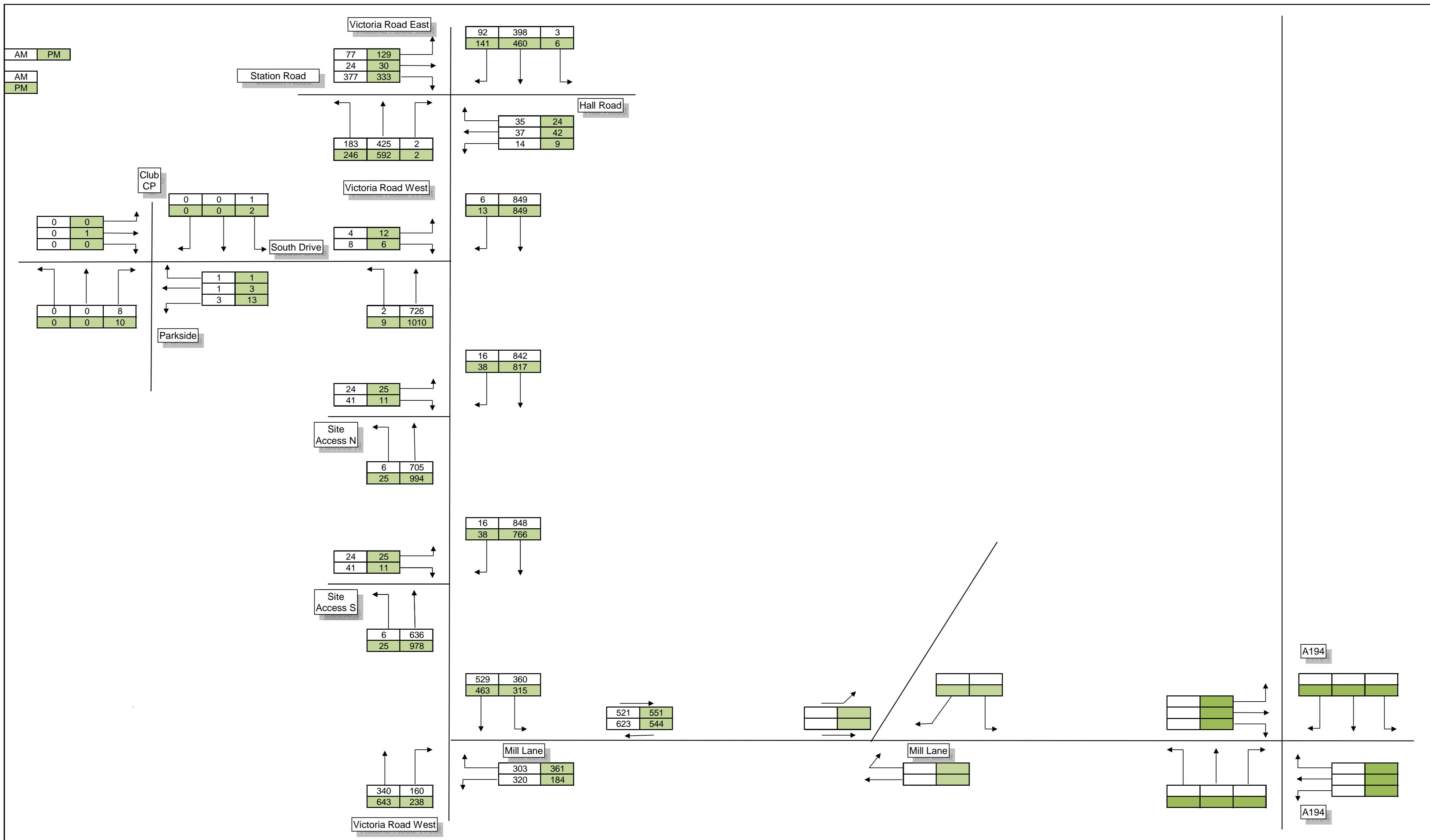
Client:



Title: **FIGURE 14**
2026 Base Flows (High Growth)
Victoria Road Redevelopment
QUEENSBERRY DESIGN Ltd
~ Residential & Commercial Design Services ~

Jan-17





Client:



Title:

FIGURE 15

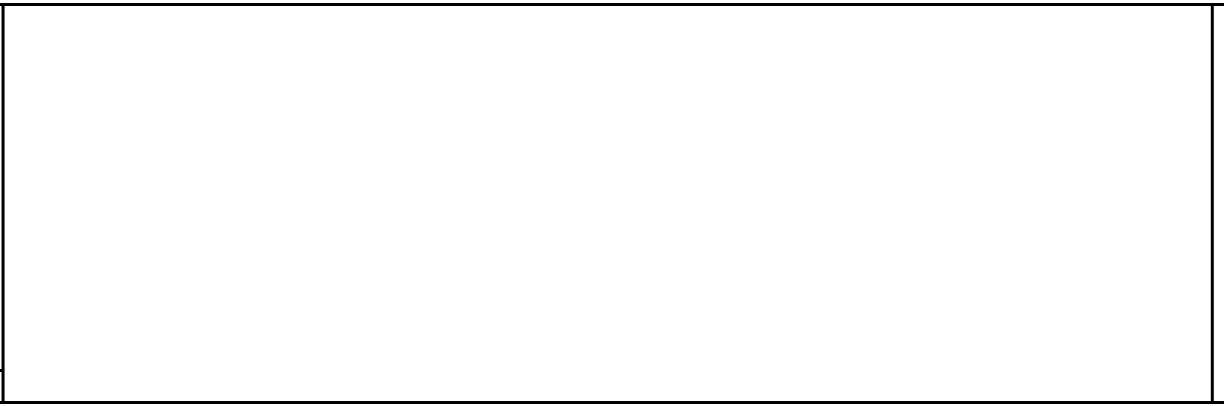
2026 With Dev Flows (High Growth)

Victoria Road Redevelopment

QUEENSBERRY DESIGN Ltd

~ Residential & Commercial Design Services ~

Jan-17



APPENDIX F – TRICS and TEMPRO Data

TEMPRO and TRICS Data

The TEMPRO (Version 7.0) growth figures used are as stated on the FIGURES for 2022 Base. Growth (all modes average weekday O/D for NE England) used for 2016 to 2017 is 0.32% and for 2017 to 2022 is 1.55%.

The TEMPRO (Version 7.0) growth figures used are as stated on the FIGURES for 2017 Base and 2026 Base. Growth (all modes average weekday O/D for NE England adjusted for South Tyneside and Hebburn) used for 2016 to 2017 is 1.51% and for 2017 to 2026 is 9.05%.

TRICS information is set out on the following sheets.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

- 1 GREATER LONDON
 - BT BRENT 1 days
 - HD HILLINGDO 2 days
- 2 SOUTH EAST
 - HF HERTFORD 1 days
 - RE READING 1 days
- 3 SOUTH WEST
 - BR BRISTOL CI 1 days
 - DC DORSET 1 days
 - DV DEVON 1 days
- 5 EAST MIDLANDS
 - DS DERBYSHIR 1 days
- 6 WEST MIDLANDS
 - HE HEREFORD 1 days
 - WM WEST MIDI 3 days
- 7 YORKSHIRE & NORTH LINCOLNSHIRE
 - WY WEST YORI 1 days
- 8 NORTH WEST
 - CH CHESHIRE 1 days
- 9 NORTH
 - TW TYNE & WE 1 days
- 11 SCOTLAND
 - EB CITY OF ED 2 days
 - SR STIRLING 1 days
- 12 CONNAUGHT
 - CS SLIGO 1 days
 - RO ROSCOMM 1 days
- 13 MUNSTER
 - WA WATERFOF 1 days
- 17 ULSTER (NORTHERN IRELAND)
 - AN ANTRIM 1 days

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

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range.

Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Site area
Actual Range: 0.10 to 10.86 (units: hect)
Range Selected by 0.10 to 30.00 (units: hect)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 19/10/15

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 6 days
Tuesday 6 days
Wednesday 5 days
Thursday 4 days

Manual count 23 days

Directional ATC C:0 days

This data displays the total a whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	0
Edge of Town Cer	0
Suburban Area (P	11
Edge of Town	12
Neighbourhood C	0
Free Standing (PP	0
Not Known	0

This data displays Edge of To Suburban , Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	16
Commercial Zone	3
Development Zon	0
Residential Zone	0
Retail Zone	0
Built-Up Zone	0
Village	0
Out of Town	0
High Street	0
No Sub Category	4

This data displays the number of surveys per location sub-category within the selected set.

The location sub-categories consist of Commercial Zone

Filtering Stage 3 selection:

Use Class:

B1	14 days
B2	8 days

This data displays which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	5 days
10,001 to 15,000	7 days
15,001 to 20,000	3 days
25,001 to 50,000	6 days
50,001 to 100,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
125,001 to 250,000	8 days
250,001 to 500,000	5 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	8 days
1.1 to 1.5	14 days

This data displays within a radius of 5-miles of selected survey sites.

LIST OF SITES relevant to selection parameters

1 AN-02-C-01 COMPOSIT ANTRIM
FERGUSON ROAD

LISBURN

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Site area: 1.4 hect

Survey date: FRIDAY ##### Survey Typ MANUAL

2 BR-02-C-01 MECH. ENCL BRISTOL CITY

NOVERS HILL

BEDMINSTER

BRISTOL

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Site area: 0.24 hect

Survey date: MONDAY ##### Survey Typ MANUAL

3 BT-02-C-02 FOOD PRO BRENT

ABBEYDALE ROAD

ALPERTON

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Site area: 1.44 hect

Survey date: WEDNESDAY ##### Survey Typ MANUAL

4 CH-02-C-02 INDUSTRIA CHESHIRE

JUPITER DRIVE

CHESTER W. EMP. PARK

CHESTER

Edge of Town

Industrial Zone

Total Site area: 1.63 hect

Survey date: WEDNESDAY ##### Survey Typ MANUAL

5 CS-02-C-01 AV SPECIAL SLIGO

RATHFINN CLOSE

FINISKLIN BUSINESS PARK

SLIGO

Edge of Town

Commercial Zone

Total Site area: 0.48 hect

Survey date: TUESDAY ##### Survey Typ MANUAL

6 DC-02-C-07 NEW LOOK DORSET

MERCERY ROAD

WEYMOUTH

Edge of Town

No Sub Category

Total Site area: 4.1 hect

Survey date: MONDAY ##### Survey Typ MANUAL

7 DS-02-C-02 ENGINEERE DERBYSHIRE

PONTEFRACT STREET

DERBY

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Site area: 0.21 hect

Survey date: THURSDAY ##### Survey Typ MANUAL

8 DV-02-C-01 TUBE MAN DEVON

PLYMBRIDGE ROAD

Total Site area: 6.13 hect
Survey date: TUESDAY ##### Survey Type: MANUAL
9 EB-02-C-01 BREWERY CITY OF EDINBURGH
DRYDEN ROAD
LOANHEAD
EDINBURGH
Edge of Town
Industrial Zone

Total Site area: 0.27 hect
Survey date: MONDAY ##### Survey Type: MANUAL
10 EB-02-C-02 FOOD PRO CITY OF EDINBURGH
CALDER ROAD
SIGHTHILL
EDINBURGH
Edge of Town
Industrial Zone

Total Site area: 5.44 hect
Survey date: MONDAY ##### Survey Type: MANUAL
11 HD-02-C-01 TARMAC PHILLINGDON
PUMP LANE

HAYES
Suburban Area (PPS6 Out of Centre)
Industrial Zone

Total Site area: 2.8 hect
Survey date: FRIDAY ##### Survey Type: MANUAL
12 HD-02-C-01 WINDOW PHILLINGDON
BETAM ROAD

HAYES
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.15 hect
Survey date: WEDNESDAY ##### Survey Type: MANUAL

13 HE-02-C-02 THERMAL HEREFORDSHIRE
COLLEGE ROAD
BURCOTT
HEREFORD
Edge of Town
Commercial Zone
Total Site area: 0.63 hect
Survey date: TUESDAY ##### Survey Type: MANUAL

14 HF-02-C-01 INDUSTRIAL HERTFORDSHIRE
BRIDGE ROAD EAST

WELWYN GARDEN CITY
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.38 hect
Survey date: THURSDAY ##### Survey Type: MANUAL

15 RE-02-C-01 SHEET MET READING
COMMERCIAL ROAD

READING
Edge of Town
Industrial Zone
Total Site area: 0.13 hect
Survey date: THURSDAY ##### Survey Type: MANUAL

16 RO-02-C-01 PHARMACEUTICAL ROSCOMMON

No Sub Category
Total Site area: 10.86 hect
Survey date: WEDNESDAY ##### Survey Type: MANUAL
17 SR-02-C-01 SPECIALIST STIRLING
BORROWMEADOW ROAD

STIRLING

Edge of Town

Industrial Zone

Total Site area: 0.38 hect

Survey date: MONDAY ##### Survey Type: MANUAL

18 TW-02-C-0 INDUSTRIAL TYNE & WEAR

SHAFTESBURY AVENUE

TYNE POINT IND. ESTATE

JARROW

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Site area: 0.18 hect

Survey date: THURSDAY ##### Survey Type: MANUAL

19 WA-02-C-0 FOODS CO. WATERFORD

MAYPARK LANE

WATERFORD

Edge of Town

No Sub Category

Total Site area: 0.75 hect

Survey date: TUESDAY ##### Survey Type: MANUAL

20 WM-02-C-0 METAL BE. WEST MIDLANDS

FORGE LANE

MINWORTH

SUTTON COLDFIELD

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Site area: 0.94 hect

Survey date: TUESDAY ##### Survey Type: MANUAL

21 WM-02-C-0 ARDONPRI WEST MIDLANDS

SYDNEY ROAD

SMALL HEATH

BIRMINGHAM

Suburban Area (PPS6 Out of Centre)

Commercial Zone

Total Site area: 0.1 hect

Survey date: WEDNESDAY ##### Survey Type: MANUAL

22 WM-02-C-0 INDUSTRIAL WEST MIDLANDS

DOWNING STREET

SMETHWICK

Edge of Town

Industrial Zone

Total Site area: 0.62 hect

Survey date: TUESDAY ##### Survey Type: MANUAL

23 WY-02-C-0 FLUID SYST WEST YORKSHIRE

BROWN LANE WEST

HOLBECK

LEEDS

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Site area: 1.8 hect

Survey date: MONDAY ##### Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Calculation Factor: 1 hect

Count Type: VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30	2	1.62	10.185	2	1.62	0	2	1.62	10.185
06:30-07:00	3	1.21	17.127	3	1.21	3.039	3	1.21	20.166
07:00-07:30	23	1.79	3.288	23	1.79	1.218	23	1.79	4.506
07:30-08:00	23	1.79	10.229	23	1.79	1.486	23	1.79	11.715
08:00-08:30	23	1.79	8.232	23	1.79	2.435	23	1.79	10.667
08:30-09:00	23	1.79	4.871	23	1.79	1.461	23	1.79	6.332
09:00-09:30	23	1.79	3.239	23	1.79	1.802	23	1.79	5.041
09:30-10:00	23	1.79	2.435	23	1.79	1.875	23	1.79	4.31
10:00-10:30	23	1.79	1.68	23	1.79	1.875	23	1.79	3.555
10:30-11:00	23	1.79	2.046	23	1.79	1.583	23	1.79	3.629
11:00-11:30	23	1.79	1.754	23	1.79	1.802	23	1.79	3.556
11:30-12:00	23	1.79	1.729	23	1.79	1.559	23	1.79	3.288
12:00-12:30	23	1.79	2.094	23	1.79	2.435	23	1.79	4.529
12:30-13:00	23	1.79	1.924	23	1.79	3.385	23	1.79	5.309
13:00-13:30	23	1.79	2.801	23	1.79	2.509	23	1.79	5.31
13:30-14:00	23	1.79	3.702	23	1.79	2.241	23	1.79	5.943
14:00-14:30	23	1.79	2.557	23	1.79	3.458	23	1.79	6.015
14:30-15:00	23	1.79	2.241	23	1.79	1.875	23	1.79	4.116
15:00-15:30	23	1.79	1.802	23	1.79	3.215	23	1.79	5.017
15:30-16:00	23	1.79	3.044	23	1.79	2.582	23	1.79	5.626
16:00-16:30	23	1.79	1.705	23	1.79	5.602	23	1.79	7.307
16:30-17:00	23	1.79	1.364	23	1.79	7.136	23	1.79	8.5
17:00-17:30	23	1.79	1.12	23	1.79	5.48	23	1.79	6.6
17:30-18:00	23	1.79	0.682	23	1.79	6.064	23	1.79	6.746
18:00-18:30	22	1.8	0.707	22	1.8	3.13	22	1.8	3.837
18:30-19:00	21	1.87	0.408	21	1.87	2.064	21	1.87	2.472
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			92.966			71.311			164.277

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Calculation Factor: 1 hect

05:30-06:00									
06:00-06:30	2	1.62	0	2	1.62	0	2	1.62	0
06:30-07:00	3	1.21	2.21	3	1.21	0	3	1.21	2.21
07:00-07:30	23	1.79	0.024	23	1.79	0	23	1.79	0.024
07:30-08:00	23	1.79	0.268	23	1.79	0	23	1.79	0.268
08:00-08:30	23	1.79	0.097	23	1.79	0.024	23	1.79	0.121
08:30-09:00	23	1.79	0.073	23	1.79	0	23	1.79	0.073
09:00-09:30	23	1.79	0	23	1.79	0	23	1.79	0
09:30-10:00	23	1.79	0.024	23	1.79	0	23	1.79	0.024
10:00-10:30	23	1.79	0	23	1.79	0.024	23	1.79	0.024
10:30-11:00	23	1.79	0	23	1.79	0	23	1.79	0
11:00-11:30	23	1.79	0	23	1.79	0	23	1.79	0
11:30-12:00	23	1.79	0	23	1.79	0	23	1.79	0
12:00-12:30	23	1.79	0.073	23	1.79	0.024	23	1.79	0.097
12:30-13:00	23	1.79	0	23	1.79	0.195	23	1.79	0.195
13:00-13:30	23	1.79	0	23	1.79	0.024	23	1.79	0.024
13:30-14:00	23	1.79	0.024	23	1.79	0	23	1.79	0.024
14:00-14:30	23	1.79	0.097	23	1.79	0	23	1.79	0.097
14:30-15:00	23	1.79	0	23	1.79	0.073	23	1.79	0.073
15:00-15:30	23	1.79	0	23	1.79	0.097	23	1.79	0.097
15:30-16:00	23	1.79	0	23	1.79	0	23	1.79	0
16:00-16:30	23	1.79	0.024	23	1.79	0.219	23	1.79	0.243
16:30-17:00	23	1.79	0	23	1.79	0.024	23	1.79	0.024
17:00-17:30	23	1.79	0.024	23	1.79	0.341	23	1.79	0.365
17:30-18:00	23	1.79	0	23	1.79	0.097	23	1.79	0.097
18:00-18:30	22	1.8	0	22	1.8	0.076	22	1.8	0.076
18:30-19:00	22	1.8	0	22	1.8	0.05	22	1.8	0.05
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			2.938			1.268			4.206

Parameter summary

Trip rate paramet 0.10 to 10.86 (units: hect)

Survey date date 01/01/08 - 19/10/15

Number of weekc 23

Number of Saturd 0

Number of Sunda 0

Surveys manually 1

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.

TRICS 7.3.3

Trip Rate P Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

1 GREATER LONDON		
HO	HOUNSLOW	2 days
KI	KINGSTON	2 days
SK	SOUTHWARK	1 days
WE	WESTMINSTER	1 days
2 SOUTH EAST		
EX	ESSEX	1 days
WS	WEST SUSSEX	2 days
3 SOUTH WEST		
DV	DEVON	3 days
SM	SOMERSET	1 days
4 EAST ANGLIA		
NF	NORFOLK	2 days
SF	SUFFOLK	2 days
5 EAST MIDLANDS		
LN	LINCOLNSHIRE	2 days
6 WEST MIDLANDS		
SH	SHROPSHIRE	2 days
ST	STAFFORDSHIRE	2 days
WK	WARWICKSHIRE	1 days
7 YORKSHIRE & NORTH LINCOLNSHIRE		
NE	NORTH EAST LIN	1 days
NY	NORTH YORKSH	2 days

8 NORTH WEST		
CH	CHESHIRE	3 days
GM	GREATER MANC	1 days
9 NORTH		
CB	CUMBRIA	1 days
TW	TYNE & WEAR	1 days
11 SCOTLAND		
AG	ANGUS	1 days
EA	EAST AYRSHIRE	1 days
FA	FALKIRK	2 days
HI	HIGHLAND	1 days
PK	PERTH & KINROSE	1 days
15 GREATER DUBLIN		
DL	DUBLIN	4 days

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

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range.

Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings

Actual Range: 6 to 432 (units:)

Selected range: 6 to 491 (units:)

Public Transport Provision:

Selection: Include all surveys

Date Range: 01/01/08 to 12/11/15

This data displays the range of survey dates selected.

Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 9 days

Tuesday 9 days
Wednesday 8 days
Thursday 12 days
Friday 5 days

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

Selected survey types:

Manual count 43 days
Directional 0 days

This data is the total addition whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 0
Edge of Town 3
Suburban Area 24
Edge of Town 14
Neighbourhood 2
Free Standing 0
Not Known 0

This data is Edge of Town Suburban Area Neighbourhood Edge of Town Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 0
Commercial 0
Development 1
Residential 36
Retail Zone 0
Built-Up Zone 0
Village 0
Out of Town 0
High Street 0
No Sub Category 6

This data displays the number of surveys per location sub-category within the selected set.

The location sub-categories consist of Commercial Zone
Industrial; Development Z Residential Zone Retail Zone Built-Up Zone
Village Out of Town High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3 43 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:

10,001 to 113 days
15,001 to 210 days
20,001 to 26 days
25,001 to 511 days
50,001 to 12 days
100,001 or 1 days

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

Population within 5 miles:

5,001 to 22 days
25,001 to 13 days
50,001 to 3 days
75,001 to 11 days
100,001 to 3 days
125,001 to 7 days
250,001 to 3 days
500,001 or 11 days

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

Car ownership within 5 miles:

- 0.5 or Less 2 days
- 0.6 to 1.0 15 days
- 1.1 to 1.5 25 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:

- Yes 3 days
- No 40 days

This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 AG-03-A-01 BUNGALOWS/D ANGUS
KEPTIE ROAD

ARBROATH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 7

Survey date: TUESDAY 22/05/2012 Survey Type: MANUAL

2 CB-03-A-03 SEMI DETACHED CUMBRIA
HAWKSHEAD AVENUE

WORKINGTON

Edge of Town

Residential Zone

Total Number of dwellings: 40

Survey date: THURSDAY 20/11/2008 Survey Type: MANUAL

3 CH-03-A-06 SEMI-DET./BUNICHESHIRE
CREWE ROAD

CREWE

Suburban Area (PPS6 Out of Centre)
 No Sub Category
 Total Number of dwellings: 129
 Survey date: TUESDAY 14/10/2008 Survey Type: MANUAL
 4 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 22/05/2012 Survey Type: MANUAL
 5 CH-03-A-09 TERRACED HOU:CHESHIRE
 GREYSTOKE ROAD
 HURDSFIELD
 MACCLESFIELD
 Edge of Town
 Residential Zone
 Total Number of dwellings: 24
 Survey date: MONDAY 24/11/2014 Survey Type: MANUAL
 6 DL-03-A-03 TERRACED/SEM DUBLIN
 RAHENY ROAD
 RAHENY
 DUBLIN
 Neighbourhood Centre (PPS6 Local Centre)
 Residential Zone
 Total Number of dwellings: 206
 Survey date: TUESDAY 20/04/2010 Survey Type: MANUAL
 7 DL-03-A-06 DETACHED DUBLIN
 UPPER KILMACUD ROAD
 DUNDRUM
 DUBLIN
 Edge of Town

Residential Zone					
Total Number of dwellings:		147			
Survey date:	FRIDAY	30/04/2010	Survey Type:	MANUAL	
8 DL-03-A-08	VARIOUS HOUSE	DUBLIN			
CASTLE PARK ROAD					
DALKEY					
DUBLIN					
Suburban Area (PPS6 Out of Centre)					
Residential Zone					
Total Number of dwellings:		36			
Survey date:	MONDAY	26/09/2011	Survey Type:	MANUAL	
9 DL-03-A-09	TERRACED	DUBLIN			
RATHFARNHAM ROAD					
RATHFARNHAM					
DUBLIN					
Neighbourhood Centre (PPS6 Local Centre)					
No Sub Category					
Total Number of dwellings:		8			
Survey date:	FRIDAY	07/09/2012	Survey Type:	MANUAL	
10 DV-03-A-01	TERRACED HOU	DEVON			
BRONSHILL ROAD					
TORQUAY					
Suburban Area (PPS6 Out of Centre)					
Residential Zone					
Total Number of dwellings:		37			
Survey date:	WEDNESDAY	30/09/2015	Survey Type:	MANUAL	
11 DV-03-A-02	HOUSES & BUN	DEVON			
MILLHEAD ROAD					
HONITON					
Suburban Area (PPS6 Out of Centre)					
Residential Zone					

Total Number of dwellings:	116
Survey date:	FRIDAY 25/09/2015 Survey Type: MANUAL
12 DV-03-A-03	TERRACED & SEIDEVON LOWER BRAND LANE
HONITON	
Suburban Area (PPS6 Out of Centre)	
Residential Zone	
Total Number of dwellings:	70
Survey date:	MONDAY 28/09/2015 Survey Type: MANUAL
13 EA-03-A-01	DETACHED EAST AYRSHIRE TALISKER AVENUE
KILMARNOCK	
Edge of Town	
Residential Zone	
Total Number of dwellings:	39
Survey date:	THURSDAY 05/06/2008 Survey Type: MANUAL
14 EX-03-A-01	SEMI-DET. ESSEX MILTON ROAD
CORRINGHAM	
STANFORD-LE-HOPE	
Edge of Town	
Residential Zone	
Total Number of dwellings:	237
Survey date:	TUESDAY 13/05/2008 Survey Type: MANUAL
15 FA-03-A-01	SEMI-DETACHED FALKIRK MANDELA AVENUE
FALKIRK	
Suburban Area (PPS6 Out of Centre)	
Residential Zone	
Total Number of dwellings:	37

Survey date: THURSDAY 30/05/2013 Survey Type: MANUAL
16 FA-03-A-02 MIXED HOUSES FALKIRK
ROSEBANK AVENUE & SPRINGFIELD DRIVE

FALKIRK

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 161

Survey date: WEDNESDAY 29/05/2013 Survey Type: MANUAL

17 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 12/10/2011 Survey Type: MANUAL

18 HI-03-A-13 HOUSING HIGHLAND

KINGSMILLS ROAD

INVERNESS

Edge of Town

Residential Zone

Total Number of dwellings: 9

Survey date: THURSDAY 21/05/2009 Survey Type: MANUAL

19 HO-03-A-01 MIXED HOUSING HOUNSLOW

THORNBURY ROAD

OSTERLEY

Suburban Area (PPS6 Out of Centre)

Development Zone

Total Number of dwellings: 82

Survey date: TUESDAY 16/09/2014 Survey Type: MANUAL

20 HO-03-A-02 MIXED HOUSES HOUNSLOW
HIBERNIAN ROAD

HOUNSLOW

Edge of Town Centre

Residential Zone

Total Number of dwellings: 50

Survey date: MONDAY 29/06/2015 Survey Type: MANUAL

21 KI-03-A-01 DETACHED KINGSTON

COOMBE RISE

KINGSTON UPON THAMES

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 12

Survey date: THURSDAY 24/06/2010 Survey Type: MANUAL

22 KI-03-A-02 DETACHED KINGSTON

WOLSEY CLOSE

KINGSTON UPON THAMES

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 20

Survey date: THURSDAY 24/06/2010 Survey Type: MANUAL

23 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 18/09/2012 Survey Type: MANUAL

24 LN-03-A-04 DETACHED & SE LINCOLNSHIRE

EGERTON ROAD

LINCOLN

Edge of Town Centre

Residential Zone

Total Number of dwellings: 30

Survey date: MONDAY 29/06/2015 Survey Type: MANUAL

25 NE-03-A-02 SEMI DETACHED NORTH EAST LINCOLNSHIRE

HANOVER WALK

SCUNTHORPE

Edge of Town

No Sub Category

Total Number of dwellings: 432

Survey date: MONDAY 12/05/2014 Survey Type: MANUAL

26 NF-03-A-02 HOUSES & FLATS NORFOLK

DEREHAM ROAD

NORWICH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 98

Survey date: MONDAY 22/10/2012 Survey Type: MANUAL

27 NF-03-A-03 DETACHED HOUNORFOLK

HALING WAY

THETFORD

Edge of Town

Residential Zone

Total Number of dwellings: 10

Survey date: WEDNESDAY 16/09/2015 Survey Type: MANUAL

28 NY-03-A-08 TERRACED HOUSE NORTH YORKSHIRE

NICHOLAS STREET

YORK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY 16/09/2013 Survey Type: MANUAL
29 NY-03-A-10 HOUSES AND FL NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY 17/09/2013 Survey Type: MANUAL
30 PK-03-A-01 DETAC. & BUNG PERTH & KINROSS
TULLYLUMB TERRACE
GORNHILL
PERTH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 36
Survey date: WEDNESDAY 11/05/2011 Survey Type: MANUAL
31 SF-03-A-04 DETACHED & BLSUFFOLK
NORMANSTON DRIVE

LOWESTOFT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY 23/10/2012 Survey Type: MANUAL
32 SF-03-A-05 DETACHED HOUSUFFOLK
VALE LANE

BURY ST EDMUNDS
 Edge of Town
 Residential Zone
 Total Number of dwellings: 18
 Survey date: WEDNESDAY 09/09/2015 Survey Type: MANUAL
 33 SH-03-A-04 TERRACED SHROPSHIRE
 ST MICHAEL'S STREET

SHREWSBURY
 Suburban Area (PPS6 Out of Centre)
 No Sub Category
 Total Number of dwellings: 108
 Survey date: THURSDAY 11/06/2009 Survey Type: MANUAL
 34 SH-03-A-06 BUNGALOWS SHROPSHIRE
 ELLESMERE ROAD

SHREWSBURY
 Edge of Town
 Residential Zone
 Total Number of dwellings: 16
 Survey date: THURSDAY 22/05/2014 Survey Type: MANUAL
 35 SK-03-A-01 SEMI DET. & TFSOUTHWARD
 TIMBER POND ROAD

CANADA WATER
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total Number of dwellings: 15
 Survey date: THURSDAY 23/10/2008 Survey Type: MANUAL
 36 SM-03-A-01 DETACHED & SE SOMERSET
 WEMBDON ROAD
 NORTHFIELD
 BRIDGWATER

Edge of Town
 Residential Zone
 Total Number of dwellings: 33
 Survey date: THURSDAY 24/09/2015 Survey Type: MANUAL
 37 ST-03-A-05 TERRACED & DESTAFFORDSHIRE
 WATERMEET GROVE
 ETRURIA
 STOKE-ON-TRENT
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total Number of dwellings: 14
 Survey date: WEDNESDAY 26/11/2008 Survey Type: MANUAL
 38 ST-03-A-06 SEMI-DET. & TEI STAFFORDSHIRE
 STANFORD ROAD
 BLAKENHALL
 WOLVERHAMPTON
 Edge of Town Centre
 No Sub Category
 Total Number of dwellings: 17
 Survey date: FRIDAY 09/05/2014 Survey Type: MANUAL
 39 TW-03-A-02 SEMI-DETACHELTyne & WEAR
 WEST PARK ROAD
 GATESHEAD
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total Number of dwellings: 16
 Survey date: MONDAY 07/10/2013 Survey Type: MANUAL
 40 WE-03-A-01 PRINCES MEWS WESTMINSTER
 HEREFORD ROAD
 NOTTING HILL
 Suburban Area (PPS6 Out of Centre)

Residential Zone					
Total Number of dwellings:		18			
Survey date:	THURSDAY	15/10/2009	Survey Type:	MANUAL	
41 WK-03-A-01	TERRACED/SEM WARWICKSHIRE				
	ARLINGTON AVENUE				
LEAMINGTON SPA					
Suburban Area (PPS6 Out of Centre)					
Residential Zone					
Total Number of dwellings:		6			
Survey date:	FRIDAY	21/10/2011	Survey Type:	MANUAL	
42 WS-03-A-04	MIXED HOUSES WEST SUSSEX				
	HILLS FARM LANE				
	BROADBRIDGE HEATH				
	HORSHAM				
Edge of Town					
Residential Zone					
Total Number of dwellings:		151			
Survey date:	THURSDAY	11/12/2014	Survey Type:	MANUAL	
43 WS-03-A-05	TERRACED & FL/WEST SUSSEX				
	UPPER SHOREHAM ROAD				
SHOREHAM BY SEA					
Suburban Area (PPS6 Out of Centre)					
Residential Zone					
Total Number of dwellings:		48			
Survey date:	WEDNESDAY	18/04/2012	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

Calculation Factor: 1 DWELLS

Count Type: VEHICLES

Time Range	ARRIVALS				DEPARTURES				TOTALS	
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Trip Rate
00:00-01:00	43	63	0.071	43	43	63	0.252	43	63	0.323
01:00-02:00	43	63	0.146	43	43	63	0.359	43	63	0.505
02:00-03:00	43	63	0.139	43	43	63	0.176	43	63	0.315
03:00-04:00	43	63	0.135	43	43	63	0.159	43	63	0.294
04:00-05:00	43	63	0.15	43	43	63	0.15	43	63	0.3
05:00-06:00	43	63	0.176	43	43	63	0.162	43	63	0.338
06:00-07:00	43	63	0.168	43	43	63	0.163	43	63	0.331
07:00-08:00	43	63	0.154	43	43	63	0.177	43	63	0.331
08:00-09:00	43	63	0.255	43	43	63	0.206	43	63	0.461
09:00-10:00	43	63	0.289	43	43	63	0.179	43	63	0.468
10:00-11:00	43	63	0.329	43	43	63	0.19	43	63	0.519
11:00-12:00	43	63	0.231	43	43	63	0.176	43	63	0.407
12:00-13:00	1	50	0.28	1	50	50	0.2	1	50	0.48
13:00-14:00	1	50	0.32	1	50	50	0.24	1	50	0.56
14:00-15:00										
15:00-16:00										
16:00-17:00										
17:00-18:00										
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			2.843				2.789			5.632

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

Calculation Factor: 1 DWELLS

Count Type: TAXIS

Time Range	ARRIVALS				DEPARTURES				TOTALS	
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Trip Rate
00:00-01:00	43	63	0.003	43	43	63	0.002	43	63	0.005
01:00-02:00	43	63	0.003	43	43	63	0.003	43	63	0.006
02:00-03:00	43	63	0.003	43	43	63	0.003	43	63	0.006
03:00-04:00	43	63	0.004	43	43	63	0.004	43	63	0.008
04:00-05:00	43	63	0.001	43	43	63	0.001	43	63	0.002
05:00-06:00	43	63	0.003	43	43	63	0.003	43	63	0.006
06:00-07:00	43	63	0.003	43	43	63	0.003	43	63	0.006
07:00-08:00	43	63	0.003	43	43	63	0.003	43	63	0.006
08:00-09:00	43	63	0.003	43	43	63	0.003	43	63	0.006
09:00-10:00	43	63	0.005	43	43	63	0.005	43	63	0.01
10:00-11:00	43	63	0.005	43	43	63	0.005	43	63	0.01
11:00-12:00	43	63	0.004	43	43	63	0.004	43	63	0.008
12:00-13:00	43	63	0.002	43	43	63	0.002	43	63	0.004
13:00-14:00	43	63	0	43	43	63	0	43	63	0
14:00-15:00	43	63	0	43	43	63	0	43	63	0
15:00-16:00	43	63	0	43	43	63	0	43	63	0
16:00-17:00	43	63	0	43	43	63	0	43	63	0
17:00-18:00	43	63	0	43	43	63	0	43	63	0
18:00-19:00	43	63	0	43	43	63	0	43	63	0
19:00-20:00	1	50	0	1	1	50	0	1	50	0
20:00-21:00	1	50	0	1	1	50	0	1	50	0
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.039				0.038			0.077

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

Calculation Factor: 1 DWELLS

Count Type: OGVS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00	43	63	0.002	43	63	0.001	43	63	0.003
01:00-02:00	43	63	0.003	43	63	0.004	43	63	0.007
02:00-03:00	43	63	0.004	43	63	0.003	43	63	0.007
03:00-04:00	43	63	0.002	43	63	0.003	43	63	0.005
04:00-05:00	43	63	0.003	43	63	0.002	43	63	0.005
05:00-06:00	43	63	0.004	43	63	0.006	43	63	0.01
06:00-07:00	43	63	0.003	43	63	0.003	43	63	0.006
07:00-08:00	43	63	0.001	43	63	0.002	43	63	0.003
08:00-09:00	43	63	0.001	43	63	0.002	43	63	0.003
09:00-10:00	43	63	0.001	43	63	0.001	43	63	0.002
10:00-11:00	43	63	0.001	43	63	0.001	43	63	0.001
11:00-12:00	43	63	0	43	63	0	43	63	0
12:00-13:00	1	50	0	1	50	0	1	50	0
13:00-14:00	1	50	0	1	50	0	1	50	0
14:00-15:00									
15:00-16:00									
16:00-17:00									
17:00-18:00									
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.025			0.026			0.051

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

Calculation Factor: 1 DWELLS

Count Type: PSVS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00	43	63	0	43	63	0	43	63	0
01:00-02:00	43	63	0.001	43	63	0.001	43	63	0.002
02:00-03:00	43	63	0	43	63	0	43	63	0
03:00-04:00	43	63	0	43	63	0	43	63	0
04:00-05:00	43	63	0.001	43	63	0	43	63	0.001
05:00-06:00	43	63	0	43	63	0	43	63	0
06:00-07:00	43	63	0	43	63	0	43	63	0
07:00-08:00	43	63	0	43	63	0	43	63	0
08:00-09:00	43	63	0.001	43	63	0.001	43	63	0.001
09:00-10:00	43	63	0	43	63	0	43	63	0
10:00-11:00	43	63	0	43	63	0	43	63	0
11:00-12:00	43	63	0.001	43	63	0	43	63	0.001
12:00-13:00	43	63	0	43	63	0	43	63	0
13:00-14:00	43	63	0	43	63	0.001	43	63	0.001
14:00-15:00	43	63	0	43	63	0	43	63	0
15:00-16:00	43	63	0	43	63	0	43	63	0
16:00-17:00	43	63	0.001	43	63	0.001	43	63	0.002
17:00-18:00	43	63	0	43	63	0	43	63	0
18:00-19:00	43	63	0	43	63	0	43	63	0
19:00-20:00	1	50	0	1	50	0	1	50	0
20:00-21:00	1	50	0	1	50	0	1	50	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.003			0.003			0.006

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

Calculation Factor: 1 DWELLS

Count Type: CYCLISTS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00	43	63	0.004	43	63	0.013	43	63	0.017
01:00-02:00	43	63	0.002	43	63	0.021	43	63	0.023
02:00-03:00	43	63	0.003	43	63	0.007	43	63	0.01
03:00-04:00	43	63	0.002	43	63	0.005	43	63	0.007
04:00-05:00	43	63	0.004	43	63	0.002	43	63	0.006
05:00-06:00	43	63	0.006	43	63	0.005	43	63	0.011
06:00-07:00	43	63	0.006	43	63	0.003	43	63	0.009
07:00-08:00	43	63	0.004	43	63	0.006	43	63	0.01
08:00-09:00	43	63	0.012	43	63	0.007	43	63	0.019
09:00-10:00	43	63	0.017	43	63	0.005	43	63	0.022
10:00-11:00	43	63	0.017	43	63	0.01	43	63	0.027
11:00-12:00	43	63	0.011	43	63	0.006	43	63	0.017
12:00-13:00	2	29	0.018	2	29	0	2	29	0.018
13:00-14:00	2	29	0.018	2	29	0	2	29	0.018
14:00-15:00	1	7	0	1	7	0	1	7	0
15:00-16:00									
16:00-17:00									
17:00-18:00									
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.124			0.09			0.214

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

Calculation Factor: 1 DWELLS

Count Type: VEHICLE OCCUPANTS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00	43	63	0.081	43	63	0.311	43	63	0.392
01:00-02:00	43	63	0.178	43	63	0.516	43	63	0.694
02:00-03:00	43	63	0.16	43	63	0.226	43	63	0.386
03:00-04:00	43	63	0.165	43	63	0.204	43	63	0.369
04:00-05:00	43	63	0.178	43	63	0.189	43	63	0.367
05:00-06:00	43	63	0.22	43	63	0.204	43	63	0.424
06:00-07:00	43	63	0.209	43	63	0.202	43	63	0.411
07:00-08:00	43	63	0.199	43	63	0.223	43	63	0.422
08:00-09:00	43	63	0.382	43	63	0.267	43	63	0.649
09:00-10:00	43	63	0.408	43	63	0.239	43	63	0.647
10:00-11:00	43	63	0.418	43	63	0.254	43	63	0.672
11:00-12:00	43	63	0.293	43	63	0.235	43	63	0.528
12:00-13:00	2	29	0.276	2	29	0.241	2	29	0.517
13:00-14:00	1	50	0.38	1	50	0.26	1	50	0.64
14:00-15:00									
15:00-16:00									
16:00-17:00									
17:00-18:00									
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			3.547			3.571			7.118

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

Calculation Factor: 1 DWELLS

Count Type: PEDESTRIANS

Time Range	ARRIVALS				DEPARTURES				TOTALS	
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Trip Rate
00:00-01:00	43	63	0.029	43	43	63	0.07	43	63	0.099
01:00-02:00	43	63	0.053	43	43	63	0.203	43	63	0.256
02:00-03:00	43	63	0.061	43	43	63	0.076	43	63	0.137
03:00-04:00	43	63	0.049	43	43	63	0.058	43	63	0.107
04:00-05:00	43	63	0.038	43	43	63	0.04	43	63	0.078
05:00-06:00	43	63	0.051	43	43	63	0.04	43	63	0.091
06:00-07:00	43	63	0.05	43	43	63	0.048	43	63	0.098
07:00-08:00	43	63	0.07	43	43	63	0.064	43	63	0.134
08:00-09:00	43	63	0.148	43	43	63	0.075	43	63	0.223
09:00-10:00	43	63	0.102	43	43	63	0.056	43	63	0.158
10:00-11:00	43	63	0.094	43	43	63	0.052	43	63	0.146
11:00-12:00	43	63	0.071	43	43	63	0.059	43	63	0.13
12:00-13:00	1	50	0.42	1	1	50	0.32	1	50	0.74
13:00-14:00	1	50	0.22	1	1	50	0.18	1	50	0.4
14:00-15:00										
15:00-16:00										
16:00-17:00										
17:00-18:00										
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			1.456				1.341			2.797

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

Calculation Factor: 1 DWELLS

Count Type: BUS/TRAM PASSENGERS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00	43	63	0.001	43	63	0.014	43	63	0.015
01:00-02:00	43	63	0.004	43	63	0.026	43	63	0.03
02:00-03:00	43	63	0.003	43	63	0.013	43	63	0.016
03:00-04:00	43	63	0.005	43	63	0.007	43	63	0.012
04:00-05:00	43	63	0.007	43	63	0.011	43	63	0.018
05:00-06:00	43	63	0.011	43	63	0.011	43	63	0.022
06:00-07:00	43	63	0.007	43	63	0.005	43	63	0.012
07:00-08:00	43	63	0.007	43	63	0.007	43	63	0.014
08:00-09:00	43	63	0.011	43	63	0.005	43	63	0.016
09:00-10:00	43	63	0.013	43	63	0.005	43	63	0.018
10:00-11:00	43	63	0.021	43	63	0.007	43	63	0.028
11:00-12:00	43	63	0.025	43	63	0.005	43	63	0.03
12:00-13:00	1	50	0.02	1	50	0.06	1	50	0.08
13:00-14:00	1	50	0.04	1	50	0	1	50	0.04
14:00-15:00									
15:00-16:00									
16:00-17:00									
17:00-18:00									
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.175			0.176			0.351

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

Calculation Factor: 1 DWELLS

Count Type: TOTAL RAIL PASSENGERS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00	43	63	0	43	63	0.02	43	63	0.02
01:00-02:00	43	63	0.001	43	63	0.027	43	63	0.028
02:00-03:00	43	63	0	43	63	0.009	43	63	0.009
03:00-04:00	43	63	0.001	43	63	0.003	43	63	0.004
04:00-05:00	43	63	0.001	43	63	0.001	43	63	0.002
05:00-06:00	43	63	0.002	43	63	0.004	43	63	0.006
06:00-07:00	43	63	0.002	43	63	0.001	43	63	0.003
07:00-08:00	43	63	0.004	43	63	0.003	43	63	0.007
08:00-09:00	43	63	0.007	43	63	0.005	43	63	0.012
09:00-10:00	43	63	0.007	43	63	0.001	43	63	0.008
10:00-11:00	43	63	0.018	43	63	0.001	43	63	0.019
11:00-12:00	43	63	0.018	43	63	0.003	43	63	0.021
12:00-13:00	1	50	0.12	1	50	0	1	50	0.12
13:00-14:00	1	50	0.02	1	50	0	1	50	0.02
14:00-15:00									
15:00-16:00									
16:00-17:00									
17:00-18:00									
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.201			0.078			0.279

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

Calculation Factor: 1 DWELLS

Count Type: COACH PASSENGERS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00	43	63	0	43	63	0	43	63	0
01:00-02:00	43	63	0	43	63	0.003	43	63	0.003
02:00-03:00	43	63	0	43	63	0	43	63	0
03:00-04:00	43	63	0	43	63	0	43	63	0
04:00-05:00	43	63	0.001	43	63	0	43	63	0.001
05:00-06:00	43	63	0	43	63	0	43	63	0
06:00-07:00	43	63	0	43	63	0	43	63	0
07:00-08:00	43	63	0	43	63	0	43	63	0
08:00-09:00	43	63	0	43	63	0	43	63	0
09:00-10:00	43	63	0	43	63	0	43	63	0
10:00-11:00	43	63	0	43	63	0	43	63	0
11:00-12:00	43	63	0.001	43	63	0	43	63	0.001
12:00-13:00	43	63	0	43	63	0	43	63	0
13:00-14:00	43	63	0	43	63	0	43	63	0
14:00-15:00	43	63	0	43	63	0	43	63	0
15:00-16:00	43	63	0	43	63	0	43	63	0
16:00-17:00	43	63	0.001	43	63	0	43	63	0.001
17:00-18:00	43	63	0	43	63	0	43	63	0
18:00-19:00	43	63	0	43	63	0	43	63	0
19:00-20:00	1	50	0	1	50	0	1	50	0
20:00-21:00	1	50	0	1	50	0	1	50	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.002			0.003			0.005

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

Calculation Factor: 1 DWELLS

Count Type: PUBLIC TRANSPORT USERS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00	43	63	0.001	43	63	0.035	43	63	0.036
01:00-02:00	43	63	0.006	43	63	0.057	43	63	0.063
02:00-03:00	43	63	0.003	43	63	0.022	43	63	0.025
03:00-04:00	43	63	0.006	43	63	0.009	43	63	0.015
04:00-05:00	43	63	0.009	43	63	0.013	43	63	0.022
05:00-06:00	43	63	0.013	43	63	0.015	43	63	0.028
06:00-07:00	43	63	0.01	43	63	0.006	43	63	0.016
07:00-08:00	43	63	0.011	43	63	0.01	43	63	0.021
08:00-09:00	43	63	0.018	43	63	0.01	43	63	0.028
09:00-10:00	43	63	0.021	43	63	0.006	43	63	0.027
10:00-11:00	43	63	0.039	43	63	0.008	43	63	0.047
11:00-12:00	43	63	0.043	43	63	0.008	43	63	0.051
12:00-13:00	1	50	0.14	1	50	0.06	1	50	0.2
13:00-14:00	1	50	0.06	1	50	0	1	50	0.06
14:00-15:00									
15:00-16:00									
16:00-17:00									
17:00-18:00									
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.38			0.259			0.639

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

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

Time Range	ARRIVALS				DEPARTURES				TOTALS	
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Trip Rate
00:00-01:00	43	63	0.115	43	43	63	0.429	43	63	0.544
01:00-02:00	43	63	0.238	43	43	63	0.796	43	63	1.034
02:00-03:00	43	63	0.226	43	43	63	0.331	43	63	0.557
03:00-04:00	43	63	0.222	43	43	63	0.276	43	63	0.498
04:00-05:00	43	63	0.229	43	43	63	0.245	43	63	0.474
05:00-06:00	43	63	0.29	43	43	63	0.264	43	63	0.554
06:00-07:00	43	63	0.275	43	43	63	0.259	43	63	0.534
07:00-08:00	43	63	0.284	43	43	63	0.304	43	63	0.588
08:00-09:00	43	63	0.559	43	43	63	0.36	43	63	0.919
09:00-10:00	43	63	0.548	43	43	63	0.306	43	63	0.854
10:00-11:00	43	63	0.568	43	43	63	0.323	43	63	0.891
11:00-12:00	43	63	0.419	43	43	63	0.308	43	63	0.727
12:00-13:00	3	22	0.692	3	22	22	0.508	3	22	1.2
13:00-14:00	2	29	0.596	2	29	29	0.386	2	29	0.982
14:00-15:00	1	7	0	1	7	7	0	1	7	0
15:00-16:00										
16:00-17:00										
17:00-18:00										
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			5.261				5.095			10.356

Parameter summary

Trip rate parameter range selected 6 - 432 (units:)

Survey date date range: 01/01/08 - 12/11/15

Number of weekdays (Monday-Fri) 43

Number of Saturdays: 0

Number of Sundays: 0

Surveys automatically removed frc 1

Surveys manually removed from sct 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user.

The trip rate calculation parameter range of all selected surveys is displayed first

followed by the range of minimum and maximum survey dates selected by the user. Then

the total number of selected weekdays and weekend days in the selected set of surveys are shown.

Finally the number of survey days that have been manually removed from the selected set

outside of the standard filtering procedure are displayed.

APPENDIX G – Junction Analysis

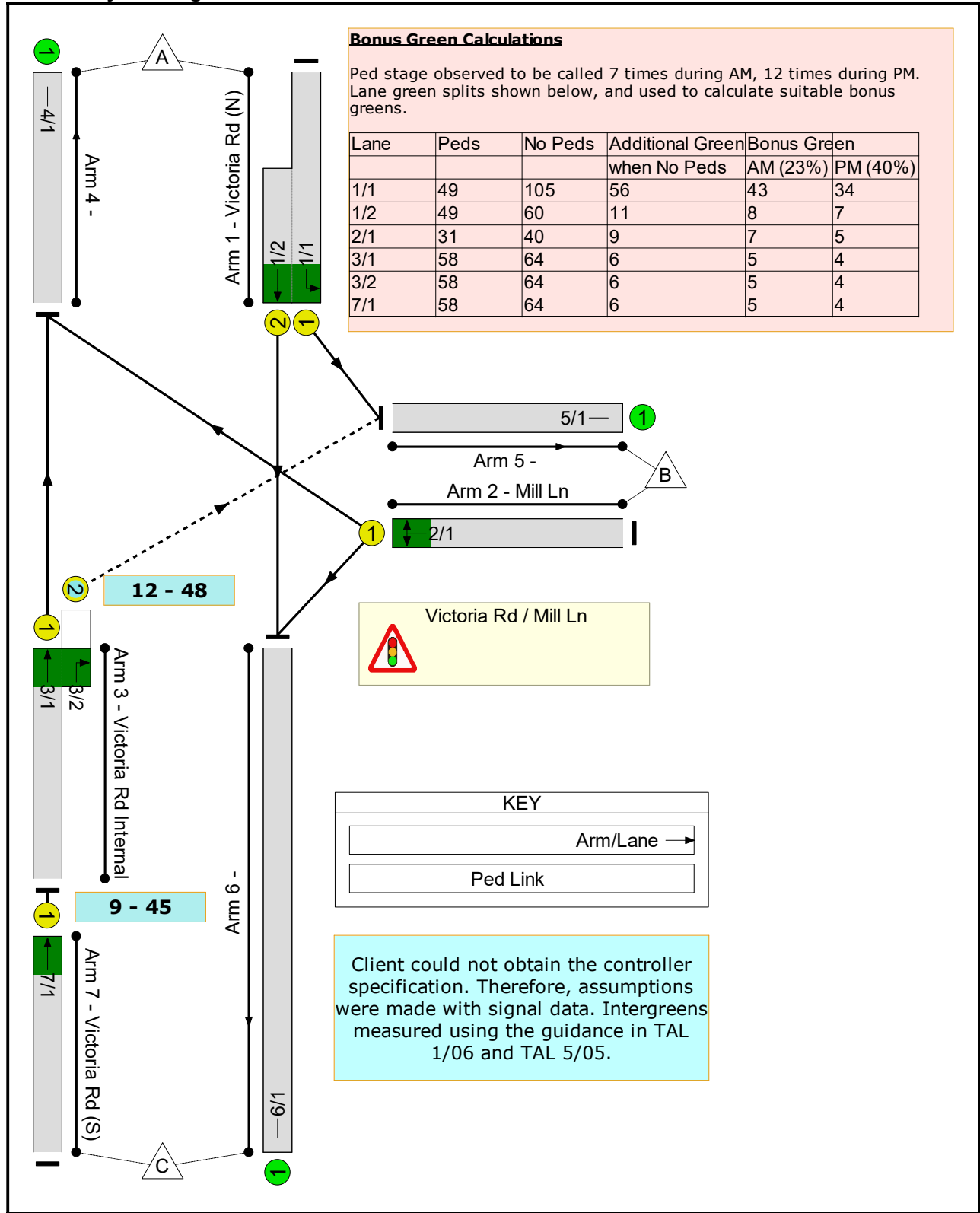
Junction Analysis

Mill Ln LinSig Data
Mill Ln LinSig Data

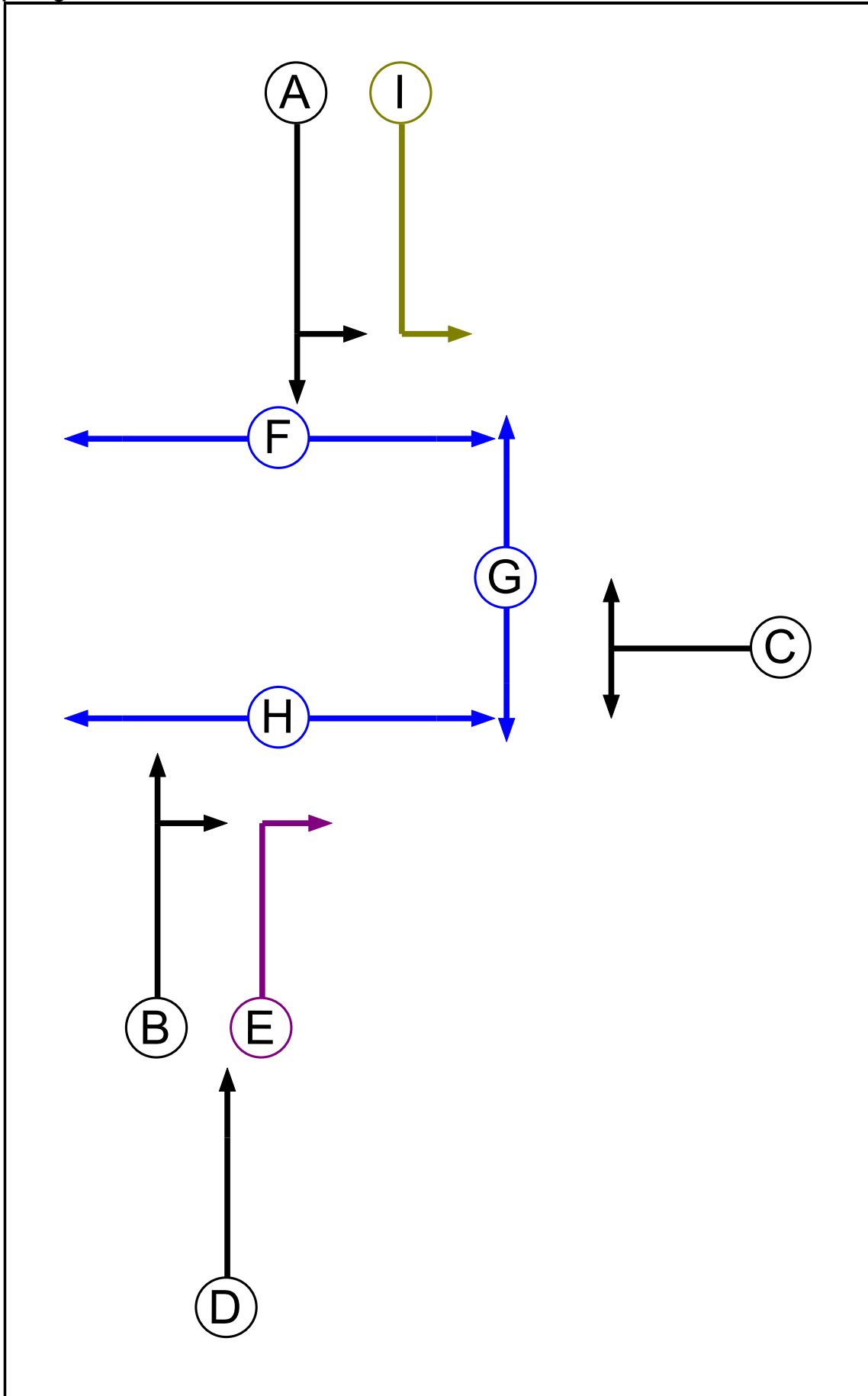
User and Project Details

Project:	17005 Victoria Rd Hebburn
Title:	Mill Ln
Location:	Hebburn
File name:	Mill Ln.lsg3x
Author:	Stuart Hanson
Company:	JCT Consultancy
Address:	LinSig House, Deepdale Lane, Nettleham, Lincoln, LN2 2LL
Notes:	

Network Layout Diagram



SGroup Diagram



SGroup Input Data

SGroup Name	SGroup Type	Assoc SGroup	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	4
C	Traffic		7	7
D	Traffic		7	7
E	UK Ind. Arrow	B	4	1
F	Pedestrian		6	6
G	Pedestrian		6	3
H	Pedestrian		6	6
I	UK Filter Arrow	A	4	0

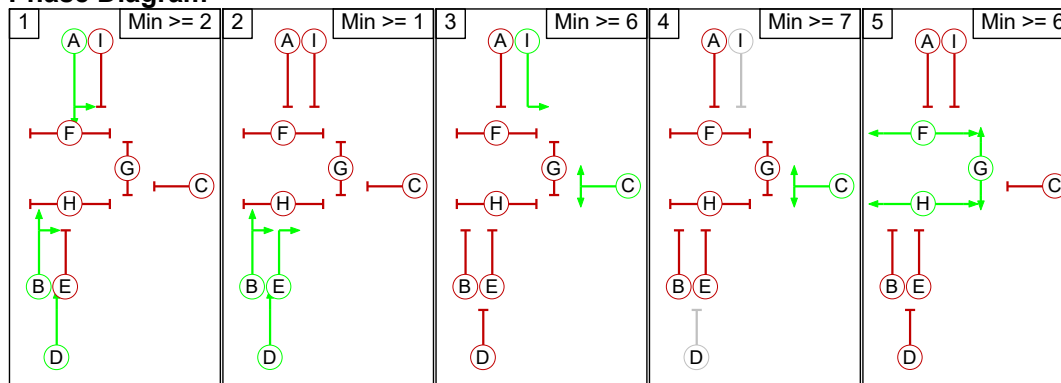
SGroup Intergreens Matrix

		Starting SGroup									
		A	B	C	D	E	F	G	H	I	
Terminating SGroup	A	-	5	-	3	5	8	8	-	-	
	B	-	-	5	-	-	8	8	5	6	
	C	6	6	-	5	8	5	8	-	-	
	D	-	-	-	-	-	-	-	-	-	
	E	6	-	5	-	-	8	5	6	-	
	F	12	12	12	-	-	-	-	12	-	
	G	9	9	9	-	9	-	-	9	-	
	H	12	12	12	-	12	-	-	-	-	
	I	-	5	-	-	5	5	8	-	-	

SGroups in Phase

Phase No.	SGroups in Phase
1	A B D
2	B D E
3	C I
4	C
5	F G H

Phase Diagram



SGroup Delays

Term. Phase	Start Phase	SGroup	Type	Value	Cont value
1	3	A	Losing	3	3
1	3	B	Losing	3	3
1	4	A	Losing	3	3
1	4	B	Losing	3	3
1	5	A	Losing	3	3
1	5	B	Losing	3	3
2	3	B	Losing	3	3
2	4	B	Losing	3	3
2	5	B	Losing	3	3
3	1	D	Gaining absolute	8	8
5	1	D	Gaining absolute	9	9
5	1	G	Losing	3	3
5	2	D	Gaining absolute	9	9
5	2	G	Losing	3	3
5	3	G	Losing	3	3
5	4	G	Losing	3	3

Prohibited Phase Change

		To Phase					
		1	2	3	4	5	
From Phase	1			3	9	8	11
	2	X			9	8	11
	3	11	X			X	X
	4	X	X	X			8
	5	12	12	12	12	12	

Mill Ln LinSig Data

Give-Way Lane Input Data

Junction: Victoria Rd / Mill Ln											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in SGroup Intergreen (PCU)
3/2 (Victoria Rd Internal)	5/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00
				1/2	1.09	All					

Mill Ln LinSig Data
Lane Input Data

Junction: Victoria Rd / Mill Ln												
Lane	Lane Type	SGroups	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Victoria Rd (N))	U	A I	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	10.00
1/2 (Victoria Rd (N))	U	A	2	3	7.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
2/1 (Mill Ln)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	12.00
											Arm 6 Left	10.00
3/1 (Victoria Rd Internal)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
3/2 (Victoria Rd Internal)	O	B E	2	3	2.0	Geom	-	3.00	0.00	Y	Arm 5 Right	15.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Victoria Rd (S))	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2022'	08:00	09:00	01:00	
2: 'AM 2022 + Development'	08:00	09:00	01:00	
3: 'AM 2026'	08:00	09:00	01:00	
4: 'AM 2026 + Development'	08:00	09:00	01:00	
5: 'PM 2022'	17:00	18:00	01:00	
6: 'PM 2022 + Development'	17:00	18:00	01:00	
7: 'PM 2026 '	17:00	18:00	01:00	
8: 'PM 2026 + Development'	17:00	18:00	01:00	

Scenario 1: 'AM22' (FG1: 'AM 2022', Plan 1: 'Peds')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	325	472	797
	B	347	0	309	656
	C	377	154	0	531
	Tot.	724	479	781	1984

Traffic Lane Flows

Lane	Scenario 1: AM22
Junction: Victoria Rd / Mill Ln	
1/1 (with short)	797(In) 325(Out)
1/2 (short)	472
2/1	656
3/1 (with short)	531(In) 377(Out)
3/2 (short)	154
4/1	724
5/1	479
6/1	781
7/1	531

Lane Saturation Flows

Junction: Victoria Rd / Mill Ln								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Victoria Rd (N))	3.00	0.00	Y	Arm 5 Left	10.00	100.0 %	1665	1665
1/2 (Victoria Rd (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/1 (Mill Ln)	3.00	0.00	Y	Arm 4 Right	12.00	52.9 %	1685	1685
				Arm 6 Left	10.00	47.1 %		
3/1 (Victoria Rd Internal)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Victoria Rd Internal)	3.00	0.00	Y	Arm 5 Right	15.00	100.0 %	1741	1741
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Victoria Rd (S))	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940

Scenario 2: 'AM22+D' (FG2: 'AM 2022 + Development', Plan 1: 'Peds')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	348	512	860
	B	294	0	309	603
	C	327	154	0	481
	Tot.	621	502	821	1944

Traffic Lane Flows

Lane	Scenario 2: AM22+D
Junction: Victoria Rd / Mill Ln	
1/1 (with short)	860(In) 348(Out)
1/2 (short)	512
2/1	603
3/1 (with short)	481(In) 327(Out)
3/2 (short)	154
4/1	621
5/1	502
6/1	821
7/1	481

Lane Saturation Flows

Junction: Victoria Rd / Mill Ln								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Victoria Rd (N))	3.00	0.00	Y	Arm 5 Left	10.00	100.0 %	1665	1665
1/2 (Victoria Rd (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/1 (Mill Ln)	3.00	0.00	Y	Arm 4 Right	12.00	48.8 %	1683	1683
				Arm 6 Left	10.00	51.2 %		
3/1 (Victoria Rd Internal)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Victoria Rd Internal)	3.00	0.00	Y	Arm 5 Right	15.00	100.0 %	1741	1741
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Victoria Rd (S))	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940

Scenario 3: 'AM26' (FG3: 'AM 2026', Plan 1: 'Peds')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	339	499	838
	B	312	0	336	648
	C	346	166	0	512
	Tot.	658	505	835	1998

Traffic Lane Flows

Lane	Scenario 3: AM26
Junction: Victoria Rd / Mill Ln	
1/1 (with short)	838(In) 339(Out)
1/2 (short)	499
2/1	648
3/1 (with short)	512(In) 346(Out)
3/2 (short)	166
4/1	658
5/1	505
6/1	835
7/1	512

Lane Saturation Flows

Junction: Victoria Rd / Mill Ln								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Victoria Rd (N))	3.00	0.00	Y	Arm 5 Left	10.00	100.0 %	1665	1665
1/2 (Victoria Rd (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/1 (Mill Ln)	3.00	0.00	Y	Arm 4 Right	12.00	48.1 %	1683	1683
				Arm 6 Left	10.00	51.9 %		
3/1 (Victoria Rd Internal)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Victoria Rd Internal)	3.00	0.00	Y	Arm 5 Right	15.00	100.0 %	1741	1741
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Victoria Rd (S))	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940

Scenario 4: 'AM26 + D' (FG4: 'AM 2026 + Development', Plan 1: 'Peds')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	375	550	925
	B	318	0	336	654
	C	354	166	0	520
	Tot.	672	541	886	2099

Traffic Lane Flows

Lane	Scenario 4: AM26 + D
Junction: Victoria Rd / Mill Ln	
1/1 (with short)	925(In) 375(Out)
1/2 (short)	550
2/1	654
3/1 (with short)	520(In) 354(Out)
3/2 (short)	166
4/1	672
5/1	541
6/1	886
7/1	520

Lane Saturation Flows

Junction: Victoria Rd / Mill Ln								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Victoria Rd (N))	3.00	0.00	Y	Arm 5 Left	10.00	100.0 %	1665	1665
1/2 (Victoria Rd (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/1 (Mill Ln)	3.00	0.00	Y	Arm 4 Right	12.00	48.6 %	1683	1683
				Arm 6 Left	10.00	51.4 %		
3/1 (Victoria Rd Internal)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Victoria Rd Internal)	3.00	0.00	Y	Arm 5 Right	15.00	100.0 %	1741	1741
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Victoria Rd (S))	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940

Scenario 5: 'PM22' (FG5: 'PM 2022', Plan 1: 'Peds')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	333	470	803
	B	341	0	178	519
	C	595	228	0	823
	Tot.	936	561	648	2145

Traffic Lane Flows

Lane	Scenario 5: PM22
Junction: Victoria Rd / Mill Ln	
1/1 (with short)	803(In) 333(Out)
1/2 (short)	470
2/1	519
3/1 (with short)	823(In) 595(Out)
3/2 (short)	228
4/1	936
5/1	561
6/1	648
7/1	823

Lane Saturation Flows

Junction: Victoria Rd / Mill Ln								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Victoria Rd (N))	3.00	0.00	Y	Arm 5 Left	10.00	100.0 %	1665	1665
1/2 (Victoria Rd (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/1 (Mill Ln)	3.00	0.00	Y	Arm 4 Right	12.00	65.7 %	1689	1689
				Arm 6 Left	10.00	34.3 %		
3/1 (Victoria Rd Internal)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Victoria Rd Internal)	3.00	0.00	Y	Arm 5 Right	15.00	100.0 %	1741	1741
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Victoria Rd (S))	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940

Scenario 6: 'PM22+D' (FG6: 'PM 2022 + Development', Plan 1: 'Peds')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	303	445	748
	B	351	0	178	529
	C	619	228	0	847
	Tot.	970	531	623	2124

Traffic Lane Flows

Lane	Scenario 6: PM22+D
Junction: Victoria Rd / Mill Ln	
1/1 (with short)	748(In) 303(Out)
1/2 (short)	445
2/1	529
3/1 (with short)	847(In) 619(Out)
3/2 (short)	228
4/1	970
5/1	531
6/1	623
7/1	847

Lane Saturation Flows

Junction: Victoria Rd / Mill Ln								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Victoria Rd (N))	3.00	0.00	Y	Arm 5 Left	10.00	100.0 %	1665	1665
1/2 (Victoria Rd (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/1 (Mill Ln)	3.00	0.00	Y	Arm 4 Right	12.00	66.4 %	1690	1690
				Arm 6 Left	10.00	33.6 %		
3/1 (Victoria Rd Internal)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Victoria Rd Internal)	3.00	0.00	Y	Arm 5 Right	15.00	100.0 %	1741	1741
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Victoria Rd (S))	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940

Scenario 7: 'PM26' (FG7: 'PM 2026 ', Plan 1: 'Peds')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	318	467	785
	B	359	0	193	552
	C	635	248	0	883
	Tot.	994	566	660	2220

Traffic Lane Flows

Lane	Scenario 7: PM26
Junction: Victoria Rd / Mill Ln	
1/1 (with short)	785(In) 318(Out)
1/2 (short)	467
2/1	552
3/1 (with short)	883(In) 635(Out)
3/2 (short)	248
4/1	994
5/1	566
6/1	660
7/1	883

Lane Saturation Flows

Junction: Victoria Rd / Mill Ln								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Victoria Rd (N))	3.00	0.00	Y	Arm 5 Left	10.00	100.0 %	1665	1665
1/2 (Victoria Rd (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/1 (Mill Ln)	3.00	0.00	Y	Arm 4 Right	12.00	65.0 %	1689	1689
				Arm 6 Left	10.00	35.0 %		
3/1 (Victoria Rd Internal)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Victoria Rd Internal)	3.00	0.00	Y	Arm 5 Right	15.00	100.0 %	1741	1741
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Victoria Rd (S))	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940

Scenario 8: 'PM26 +D' (FG8: 'PM 2026 + Development', Plan 1: 'Peds')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	328	482	810
	B	379	0	193	572
	C	669	248	0	917
	Tot.	1048	576	675	2299

Traffic Lane Flows

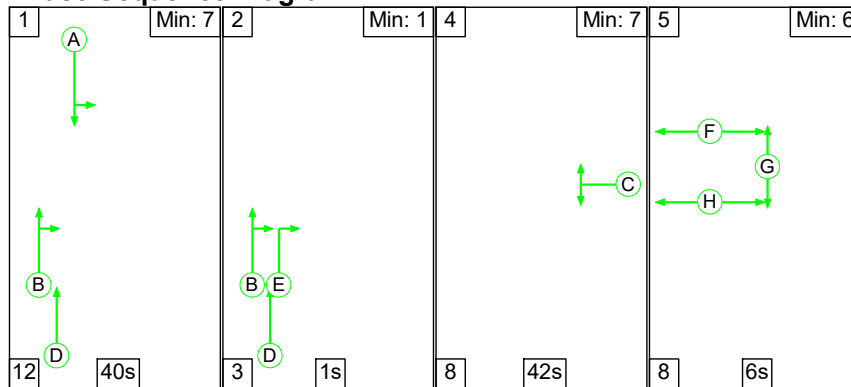
Lane	Scenario 8: PM26 +D
Junction: Victoria Rd / Mill Ln	
1/1 (with short)	810(In) 328(Out)
1/2 (short)	482
2/1	572
3/1 (with short)	917(In) 669(Out)
3/2 (short)	248
4/1	1048
5/1	576
6/1	675
7/1	917

Lane Saturation Flows

Junction: Victoria Rd / Mill Ln								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Victoria Rd (N))	3.00	0.00	Y	Arm 5 Left	10.00	100.0 %	1665	1665
1/2 (Victoria Rd (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/1 (Mill Ln)	3.00	0.00	Y	Arm 4 Right	12.00	66.3 %	1690	1690
				Arm 6 Left	10.00	33.7 %		
3/1 (Victoria Rd Internal)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Victoria Rd Internal)	3.00	0.00	Y	Arm 5 Right	15.00	100.0 %	1741	1741
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Victoria Rd (S))	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940

Scenario 1: 'AM22' (FG1: 'AM 2022', Plan 1: 'Peds')

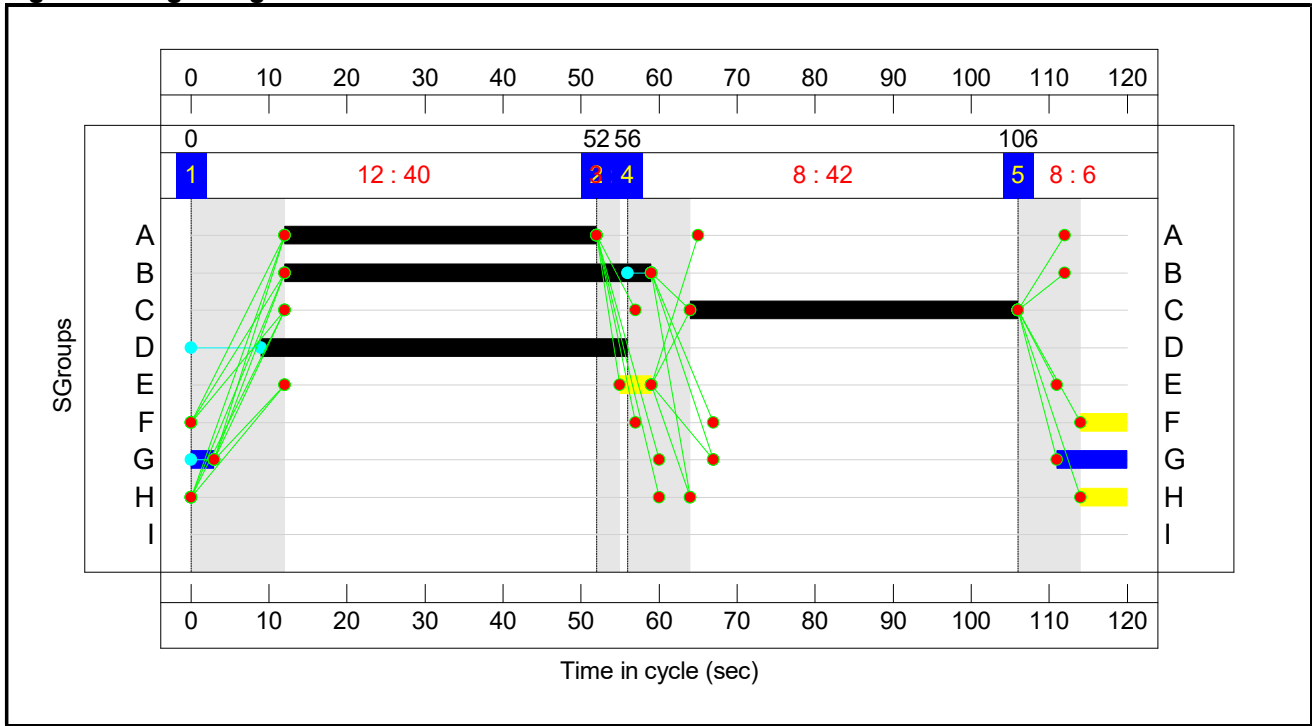
Phase Sequence Diagram



Phase Timings

Phase	1	2	4	5
Duration	40	1	42	6
Change Point	0	52	56	106

Signal Timings Diagram



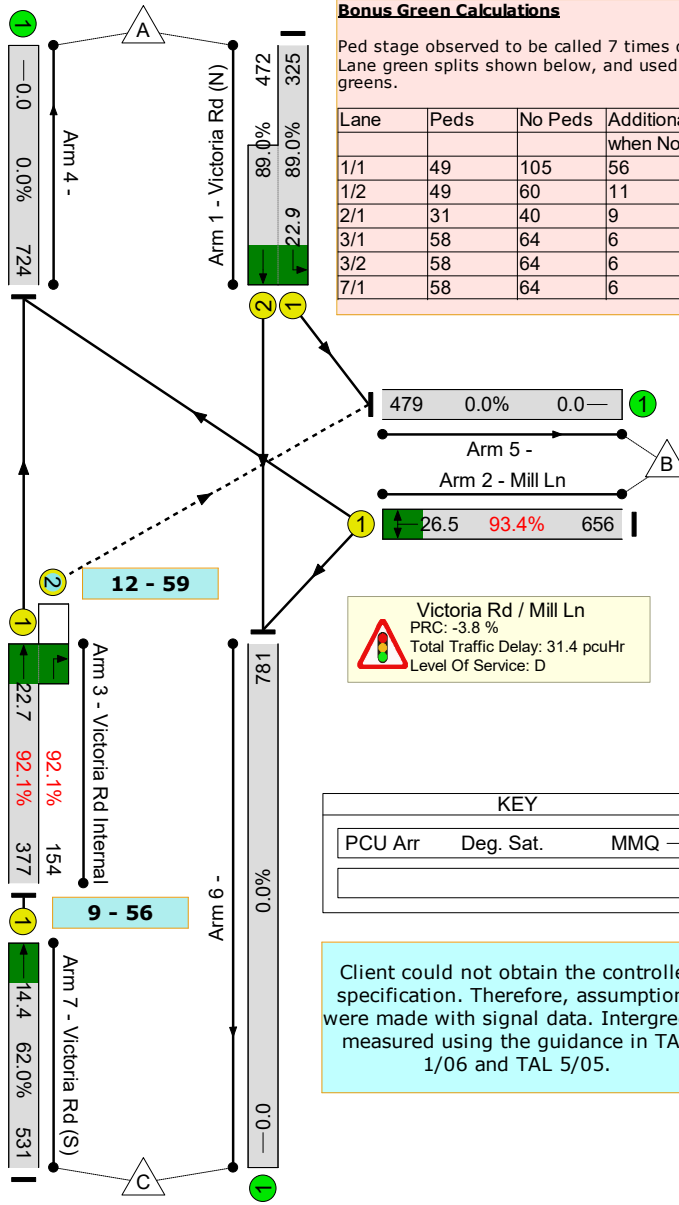
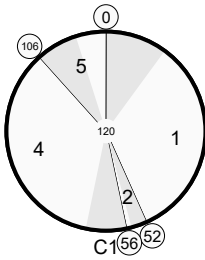
Network Layout Diagram

Results For Scenario: AM22
 Cycle Time: 120 PRC: -3.8% Tot Delay (pcuHr): 31.43

Bonus Green Calculations

Ped stage observed to be called 7 times during AM, 12 times during PM. Lane green splits shown below, and used to calculate suitable bonus greens.

Lane	Peds	No Peds	Additional Green when No Peds	Bonus Green	
				AM (23%)	PM (40%)
1/1	49	105	56	43	34
1/2	49	60	11	8	7
2/1	31	40	9	7	5
3/1	58	64	6	5	4
3/2	58	64	6	5	4
7/1	58	64	6	5	4



Victoria Rd / Mill Ln
 PRC: -3.8 %
 Total Traffic Delay: 31.4 pcuHr
 Level Of Service: D

KEY

PCU Arr	Deg. Sat.	MMQ
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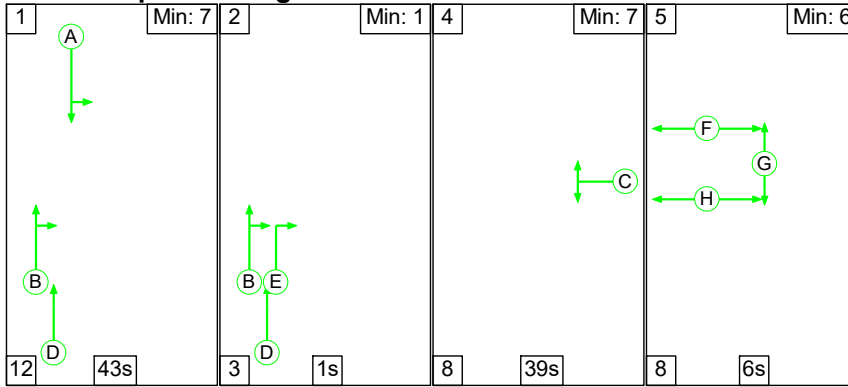
Client could not obtain the controller specification. Therefore, assumptions were made with signal data. Intergreens measured using the guidance in TAL 1/06 and TAL 5/05.

Mill Ln LinSig Data

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full SGroup	Arrow SGroup	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Mill Ln	-	-	N/A	-	-		-	-	-	-	-	-	93.4%
Victoria Rd / Mill Ln	-	-	N/A	-	-		-	-	-	-	-	-	93.4%
1/1+1/2	Victoria Rd (N) Left Ahead	U	N/A	N/A	A	I	1	40	0	797	1665:1915	365+531	89.0 : 89.0%
2/1	Mill Ln Right Left	U	N/A	N/A	C		1	42	-	656	1685	702	93.4%
3/1+3/2	Victoria Rd Internal Ahead Right	U+O	N/A	N/A	B	E	1	47	4	531	1915:1741	409+167	92.1 : 92.1%
4/1		U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
7/1	Victoria Rd (S) Ahead	U	N/A	N/A	D		1	47	-	531	1940	857	62.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In SGroup Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Mill Ln	-	-	50	73	31	15.7	15.1	0.7	31.4	-	-	-	-
Victoria Rd / Mill Ln	-	-	50	73	31	15.7	15.1	0.7	31.4	-	-	-	-
1/1+1/2	797	797	-	-	-	5.1	3.7	-	8.9	40.1	19.2	3.7	22.9
2/1	656	656	-	-	-	6.1	5.7	-	11.8	64.7	20.8	5.7	26.5
3/1+3/2	531	531	50	73	31	0.7	4.8	0.7	6.2	41.7	17.9	4.8	22.7
4/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	531	531	-	-	-	3.8	0.8	-	4.6	31.3	13.6	0.8	14.4
C1			PRC for Signalled Lanes (%): -3.8		PRC Over All Lanes (%): -3.8		Total Delay for Signalled Lanes (pcuHr): 31.43		Total Delay Over All Lanes(pcuHr): 31.43		Cycle Time (s): 120		

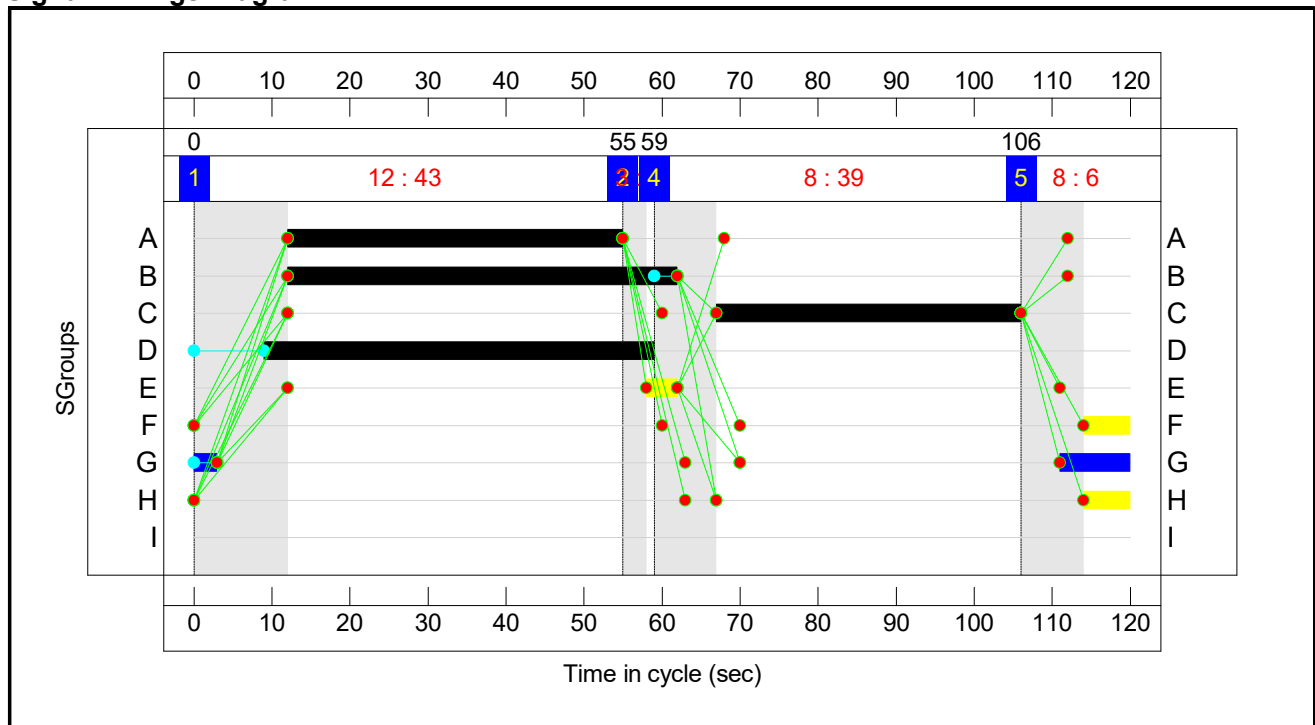
Phase Sequence Diagram



Phase Timings

Phase	1	2	4	5
Duration	43	1	39	6
Change Point	0	55	59	106

Signal Timings Diagram



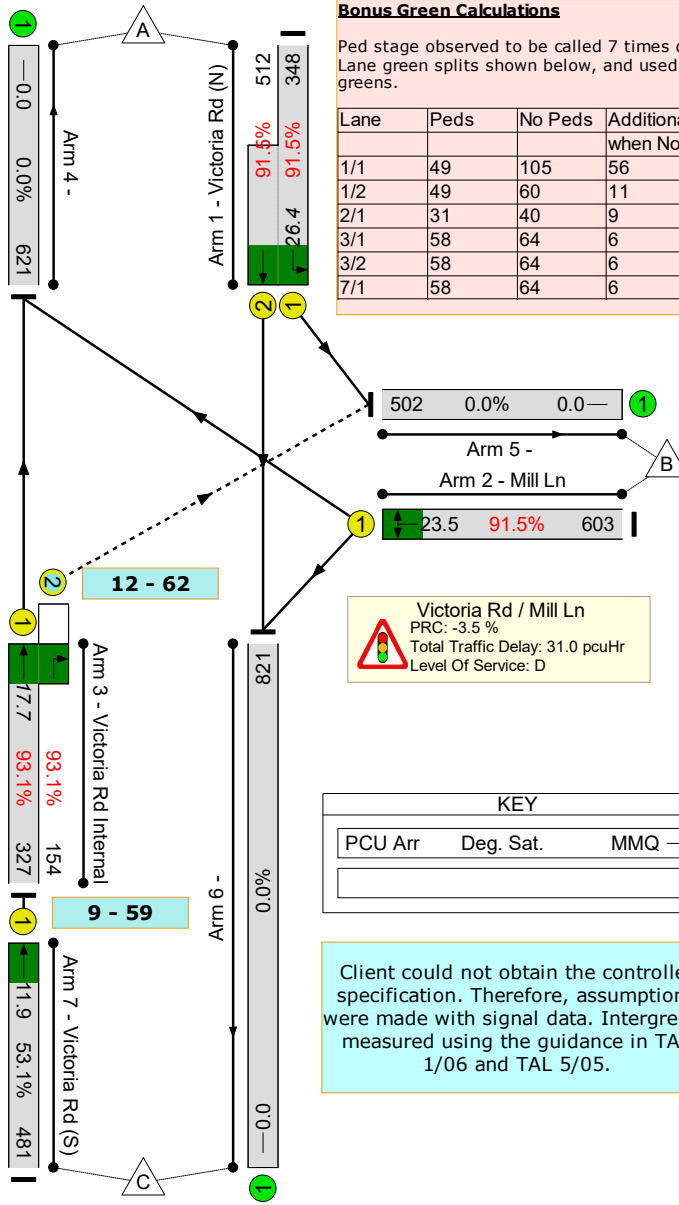
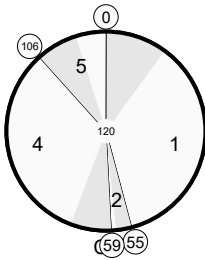
Network Layout Diagram

Results For Scenario: AM22+D
 Cycle Time: 120 PRC: -3.5% Tot Delay (pcuHr): 30.98

Bonus Green Calculations

Ped stage observed to be called 7 times during AM, 12 times during PM. Lane green splits shown below, and used to calculate suitable bonus greens.

Lane	Peds	No Peds	Additional Green when No Peds	Bonus Green	
				AM (23%)	PM (40%)
1/1	49	105	56	43	34
1/2	49	60	11	8	7
2/1	31	40	9	7	5
3/1	58	64	6	5	4
3/2	58	64	6	5	4
7/1	58	64	6	5	4



Victoria Rd / Mill Ln
 PRC: -3.5 %
 Total Traffic Delay: 31.0 pcuHr
 Level Of Service: D

KEY

PCU Arr	Deg. Sat.	MMQ	→

Client could not obtain the controller specification. Therefore, assumptions were made with signal data. Intergreens measured using the guidance in TAL 1/06 and TAL 5/05.

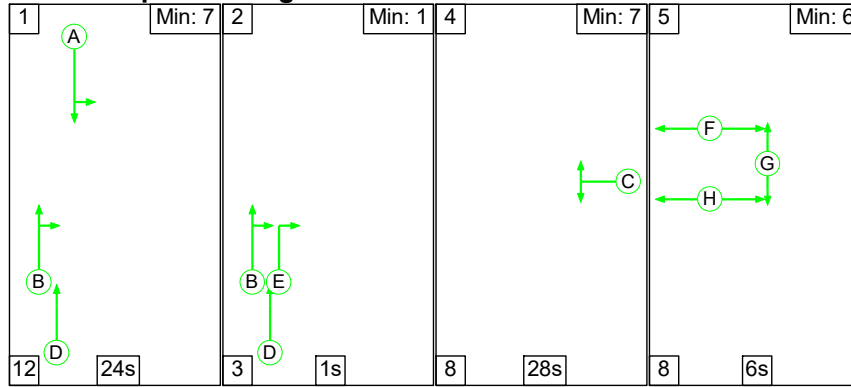
Mill Ln LinSig Data

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full SGroup	Arrow SGroup	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Mill Ln	-	-	N/A	-	-		-	-	-	-	-	-	93.1%
Victoria Rd / Mill Ln	-	-	N/A	-	-		-	-	-	-	-	-	93.1%
1/1+1/2	Victoria Rd (N) Left Ahead	U	N/A	N/A	A	I	1	43	0	860	1665:1915	380+559	91.5 : 91.5%
2/1	Mill Ln Right Left	U	N/A	N/A	C		1	39	-	603	1683	659	91.5%
3/1+3/2	Victoria Rd Internal Ahead Right	U+O	N/A	N/A	B	E	1	50	4	481	1915:1741	351+165	93.1 : 93.1%
4/1		U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	821	Inf	Inf	0.0%
7/1	Victoria Rd (S) Ahead	U	N/A	N/A	D		1	50	-	481	1940	905	53.1%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In SGroup Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Mill Ln	-	-	37	73	44	15.0	15.2	0.8	31.0	-	-	-	-
Victoria Rd / Mill Ln	-	-	37	73	44	15.0	15.2	0.8	31.0	-	-	-	-
1/1+1/2	860	860	-	-	-	5.4	4.8	-	10.2	42.8	21.6	4.8	26.4
2/1	603	603	-	-	-	5.8	4.6	-	10.4	62.1	18.9	4.6	23.5
3/1+3/2	481	481	37	73	44	0.8	5.2	0.8	6.8	50.6	12.5	5.2	17.7
4/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	481	481	-	-	-	3.0	0.6	-	3.6	26.9	11.4	0.6	11.9
C1			PRC for Signalled Lanes (%): -3.5		PRC Over All Lanes (%): -3.5		Total Delay for Signalled Lanes (pcuHr): 30.98		Total Delay Over All Lanes(pcuHr): 30.98		Cycle Time (s): 120		

Mill Ln LinSig Data
Scenario 3: 'AM26' (FG3: 'AM 2026', Plan 1: 'Peds')

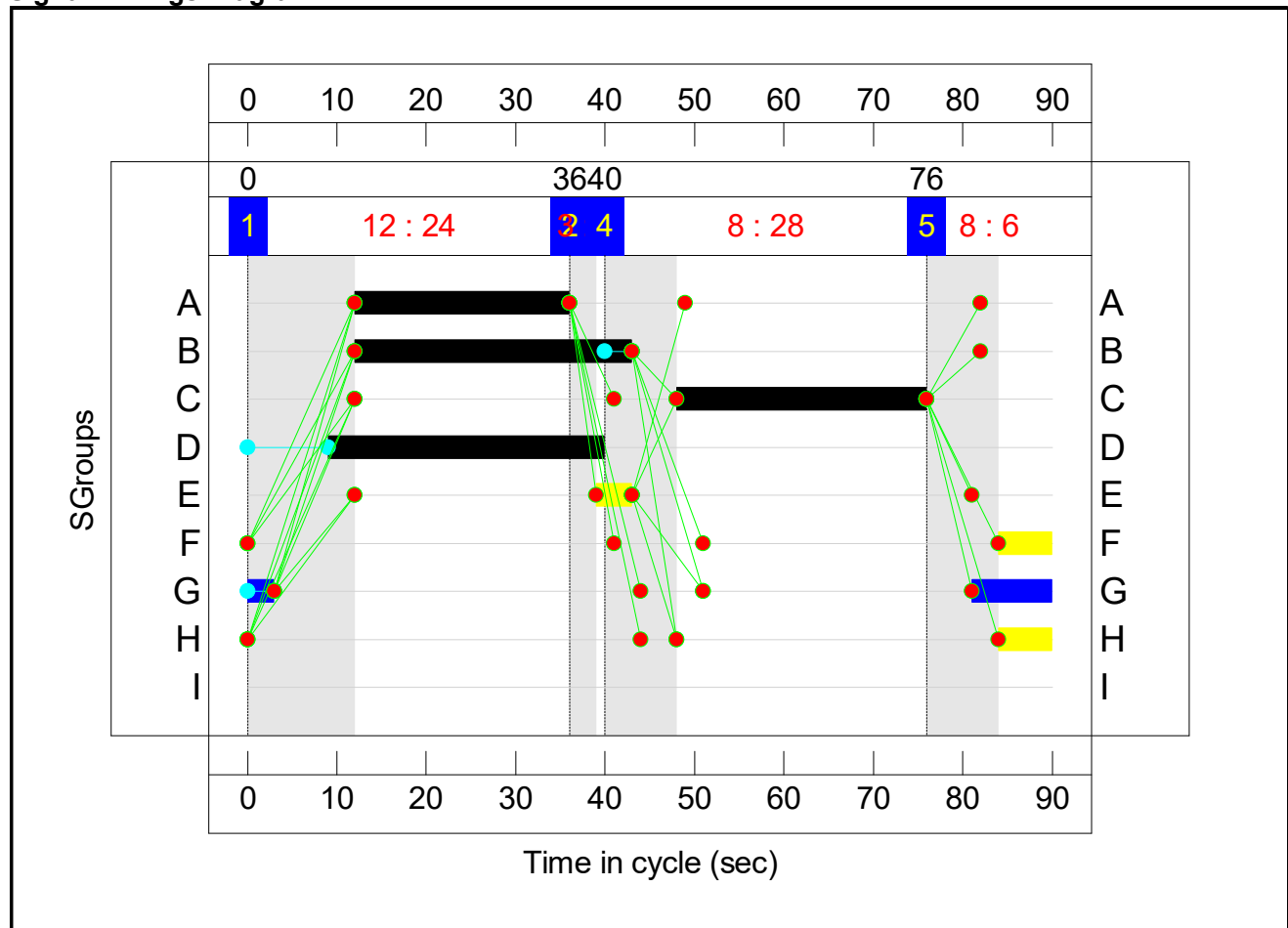
Phase Sequence Diagram



Phase Timings

Phase	1	2	4	5
Duration	24	1	28	6
Change Point	0	36	40	76

Signal Timings Diagram



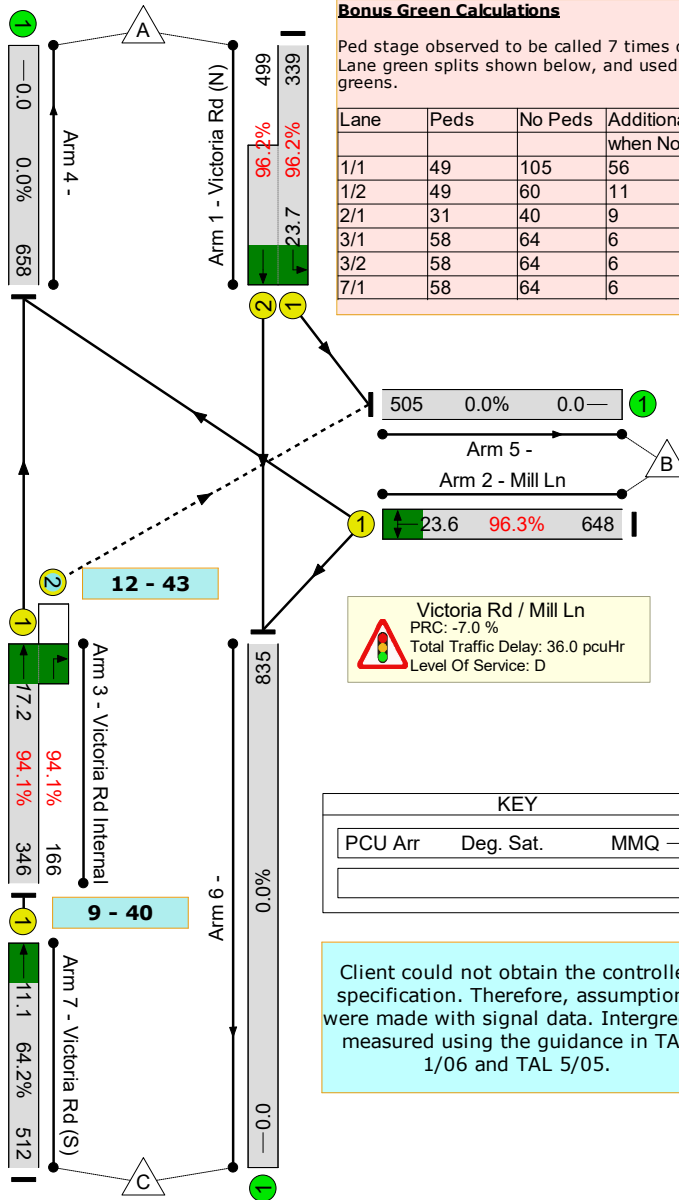
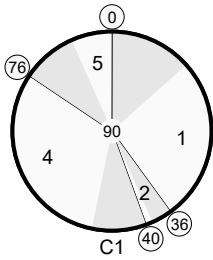
Network Layout Diagram

Results For Scenario: AM26
 Cycle Time: 90 PRC: -7.0% Tot Delay (pcuHr): 35.96

Bonus Green Calculations

Ped stage observed to be called 7 times during AM, 12 times during PM. Lane green splits shown below, and used to calculate suitable bonus greens.

Lane	Peds	No Peds	Additional Green when No Peds	Bonus Green	
				AM (23%)	PM (40%)
1/1	49	105	56	43	34
1/2	49	60	11	8	7
2/1	31	40	9	7	5
3/1	58	64	6	5	4
3/2	58	64	6	5	4
7/1	58	64	6	5	4



Victoria Rd / Mill Ln
 PRC: -7.0 %
 Total Traffic Delay: 36.0 pcuHr
 Level Of Service: D

KEY

PCU Arr	Deg. Sat.	MMQ
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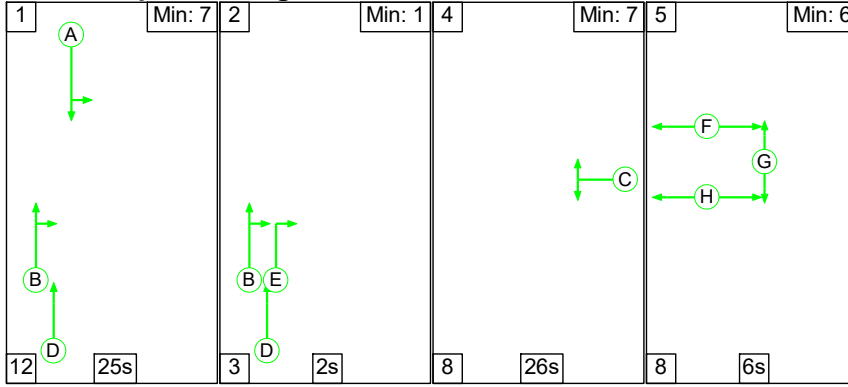
Client could not obtain the controller specification. Therefore, assumptions were made with signal data. Intergreens measured using the guidance in TAL 1/06 and TAL 5/05.

Mill Ln LinSig Data

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full SGroup	Arrow SGroup	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Mill Ln	-	-	N/A	-	-		-	-	-	-	-	-	96.3%
Victoria Rd / Mill Ln	-	-	N/A	-	-		-	-	-	-	-	-	96.3%
1/1+1/2	Victoria Rd (N) Left Ahead	U	N/A	N/A	A	I	1	24	0	838	1665:1915	353+519	96.2 : 96.2%
2/1	Mill Ln Right Left	U	N/A	N/A	C		1	28	-	648	1683	673	96.3%
3/1+3/2	Victoria Rd Internal Ahead Right	U+O	N/A	N/A	B	E	1	31	4	512	1915:1741	368+176	94.1 : 94.1%
4/1		U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	835	Inf	Inf	0.0%
7/1	Victoria Rd (S) Ahead	U	N/A	N/A	D		1	31	-	512	1940	798	64.2%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In SGroup Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Mill Ln	-	-	12	97	58	12.3	23.0	0.6	36.0	-	-	-	-
Victoria Rd / Mill Ln	-	-	12	97	58	12.3	23.0	0.6	36.0	-	-	-	-
1/1+1/2	838	838	-	-	-	4.2	8.4	-	12.6	54.0	15.4	8.4	23.7
2/1	648	648	-	-	-	4.7	7.9	-	12.6	70.2	15.7	7.9	23.6
3/1+3/2	512	512	12	97	58	0.3	5.9	0.6	6.8	48.0	11.4	5.9	17.2
4/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	512	512	-	-	-	3.0	0.9	-	3.9	27.5	10.2	0.9	11.1
C1			PRC for Signalled Lanes (%): -7.0		PRC Over All Lanes (%): -7.0		Total Delay for Signalled Lanes (pcuHr): 35.96		Total Delay Over All Lanes(pcuHr): 35.96		Cycle Time (s): 90		

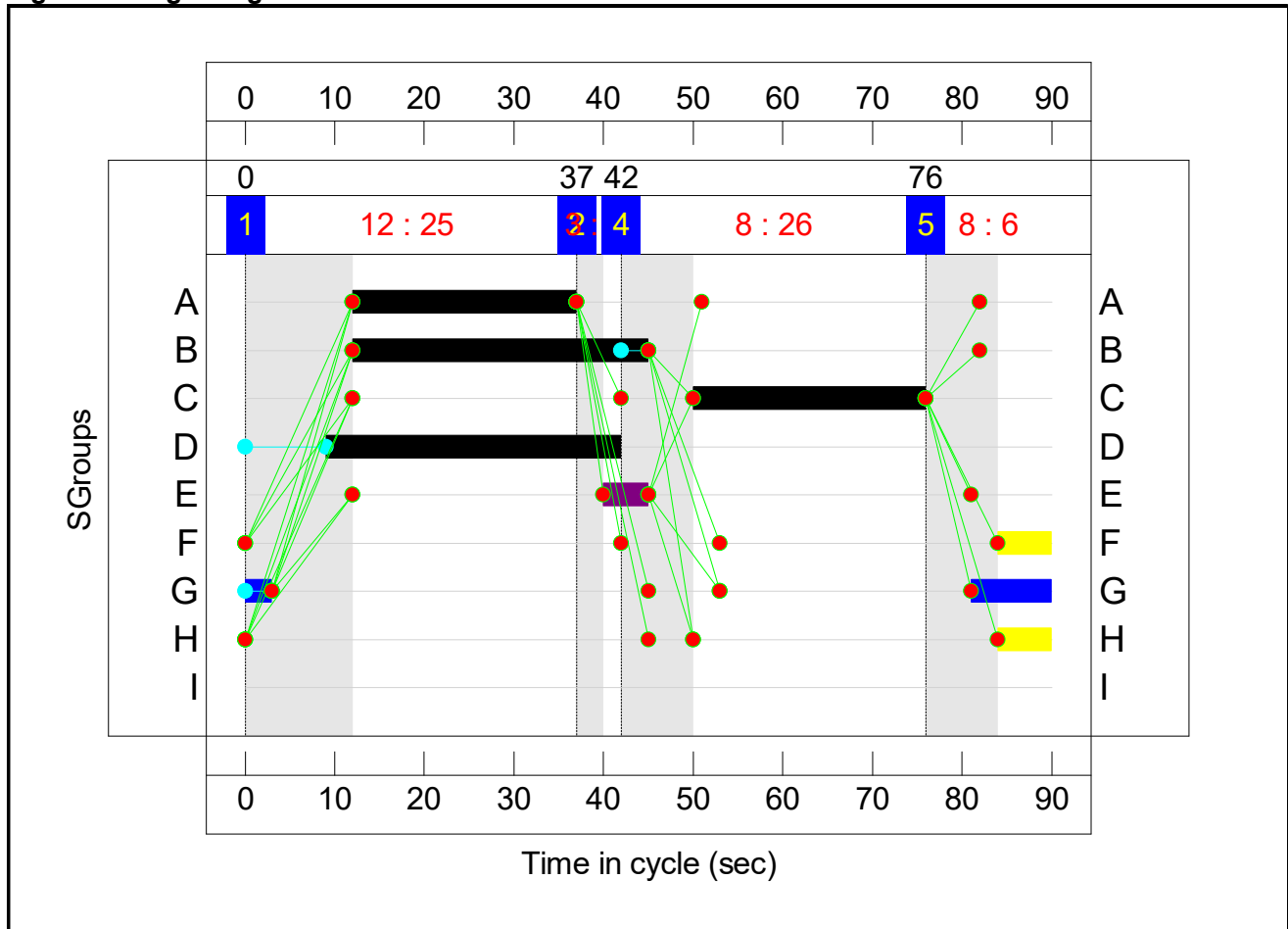
Phase Sequence Diagram



Phase Timings

Phase	1	2	4	5
Duration	25	2	26	6
Change Point	0	37	42	76

Signal Timings Diagram



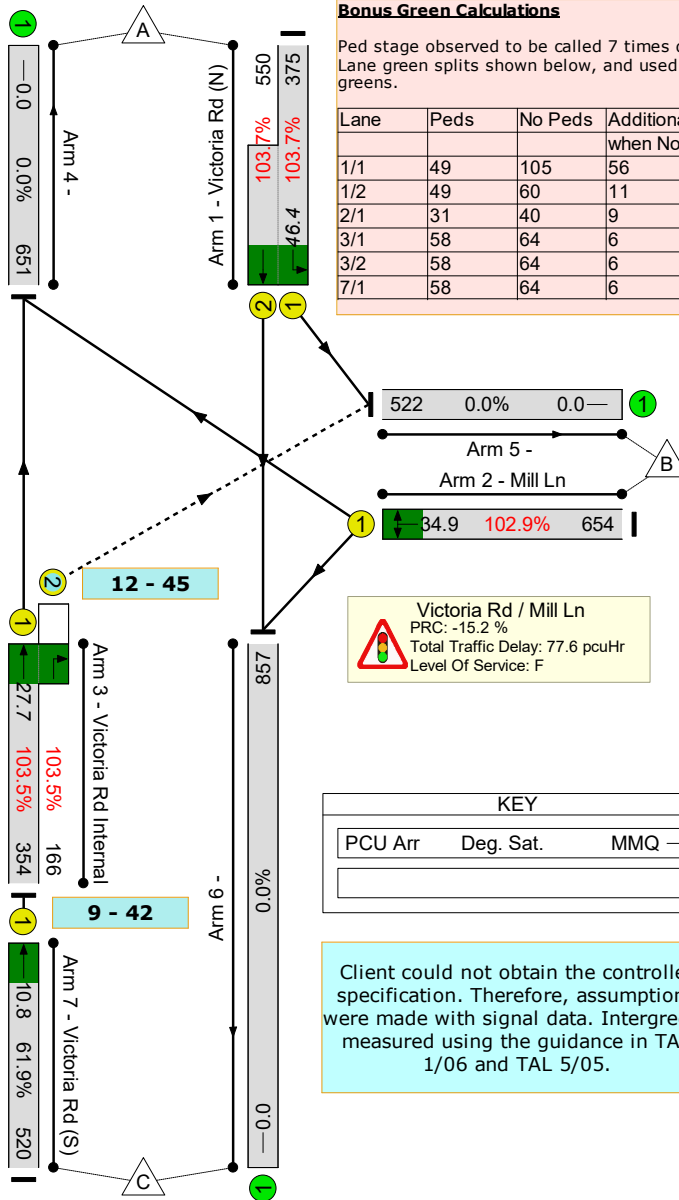
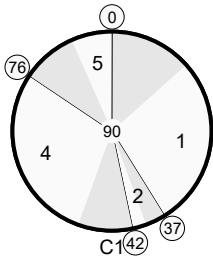
Network Layout Diagram

Results For Scenario: AM26 + D
 Cycle Time: 90 PRC: -15.2% Tot Delay (pcuHr): 77.56

Bonus Green Calculations

Ped stage observed to be called 7 times during AM, 12 times during PM. Lane green splits shown below, and used to calculate suitable bonus greens.

Lane	Peds	No Peds	Additional Green when No Peds	Bonus Green	
				AM (23%)	PM (40%)
1/1	49	105	56	43	34
1/2	49	60	11	8	7
2/1	31	40	9	7	5
3/1	58	64	6	5	4
3/2	58	64	6	5	4
7/1	58	64	6	5	4



Victoria Rd / Mill Ln
 PRC: -15.2 %
 Total Traffic Delay: 77.6 pcuHr
 Level Of Service: F

KEY

PCU Arr	Deg. Sat.	MMQ	→

Client could not obtain the controller specification. Therefore, assumptions were made with signal data. Intergreens measured using the guidance in TAL 1/06 and TAL 5/05.

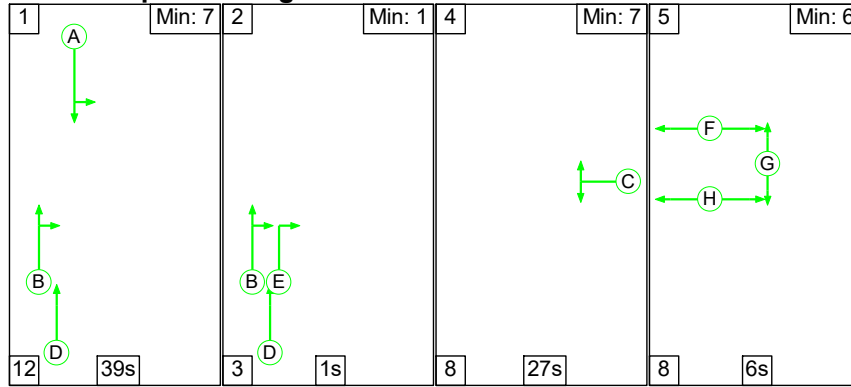
Mill Ln LinSig Data

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full SGroup	Arrow SGroup	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Mill Ln	-	-	N/A	-	-		-	-	-	-	-	-	103.7%
Victoria Rd / Mill Ln	-	-	N/A	-	-		-	-	-	-	-	-	103.7%
1/1+1/2	Victoria Rd (N) Left Ahead	U	N/A	N/A	A	I	1	25	0	925	1665:1915	362+530	103.7 : 103.7%
2/1	Mill Ln Right Left	U	N/A	N/A	C		1	26	-	654	1683	636	102.9%
3/1+3/2	Victoria Rd Internal Ahead Right	U+O	N/A	N/A	B	E	1	33	5	520	1915:1741	342+160	103.5 : 103.5%
4/1		U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	886	Inf	Inf	0.0%
7/1	Victoria Rd (S) Ahead	U	N/A	N/A	D		1	33	-	520	1940	841	61.9%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In SGroup Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Mill Ln	-	-	3	116	41	15.9	61.1	0.6	77.6	-	-	-	-
Victoria Rd / Mill Ln	-	-	3	116	41	15.9	61.1	0.6	77.6	-	-	-	-
1/1+1/2	925	892	-	-	-	6.2	25.5	-	31.7	123.4	20.9	25.5	46.4
2/1	654	636	-	-	-	5.7	18.1	-	23.8	130.9	16.8	18.1	34.9
3/1+3/2	520	502	3	116	41	1.2	16.6	0.6	18.4	127.6	11.1	16.6	27.7
4/1	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	520	520	-	-	-	2.9	0.8	-	3.7	25.3	10.0	0.8	10.8
C1			PRC for Signalled Lanes (%): -15.2		PRC Over All Lanes (%): -15.2		Total Delay for Signalled Lanes (pcuHr): 77.56		Total Delay Over All Lanes(pcuHr): 77.56		Cycle Time (s): 90		

Mill Ln LinSig Data
Scenario 5: 'PM22' (FG5: 'PM 2022', Plan 1: 'Peds')

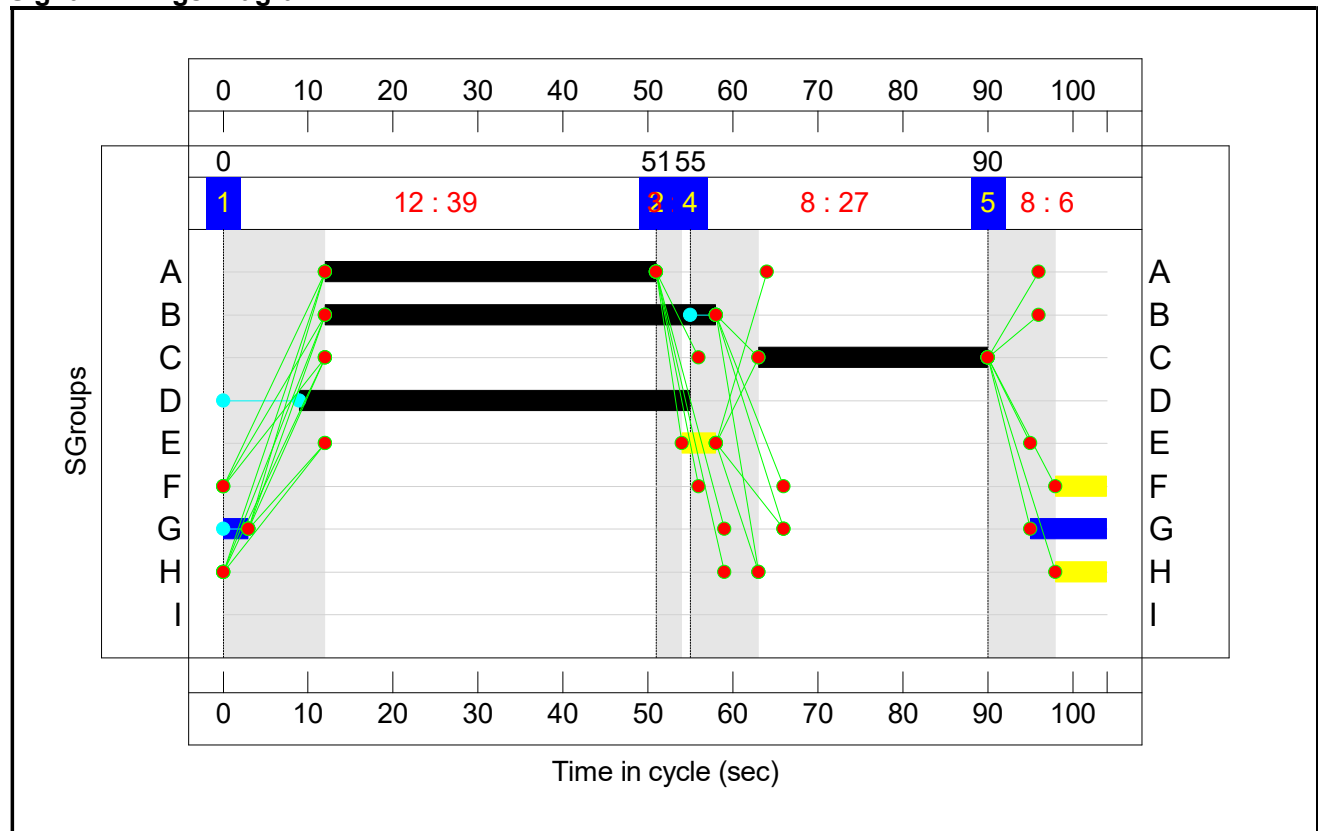
Phase Sequence Diagram



Phase Timings

Phase	1	2	4	5
Duration	39	1	27	6
Change Point	0	51	55	90

Signal Timings Diagram



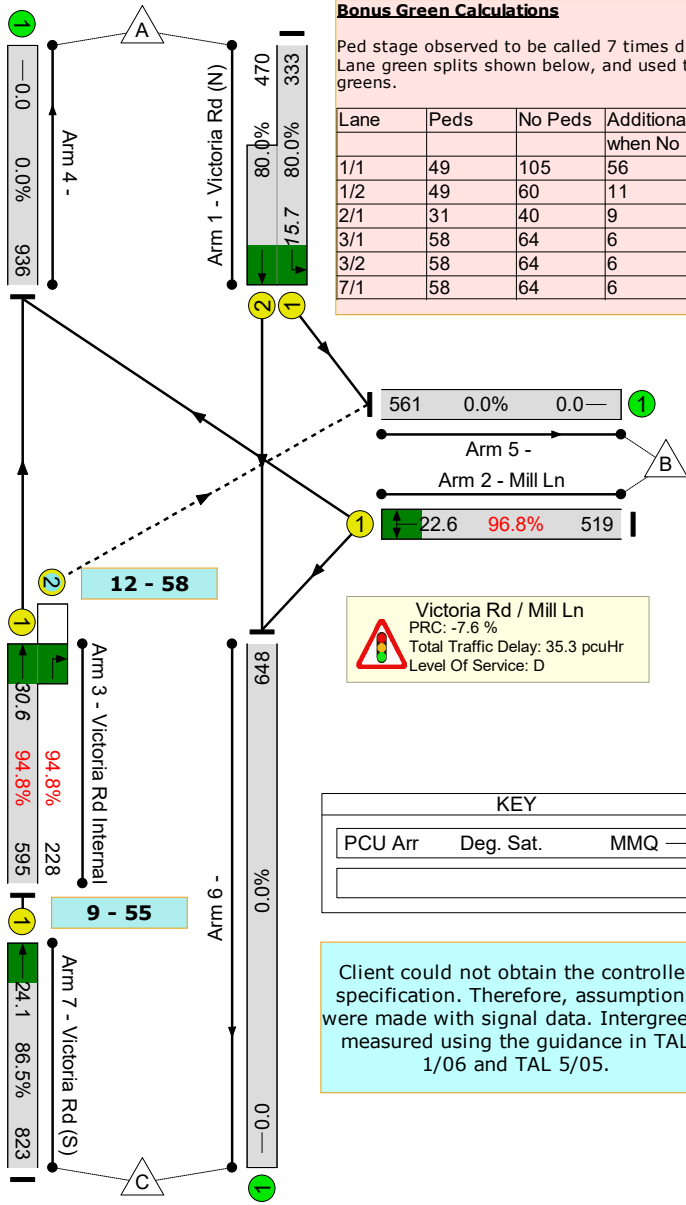
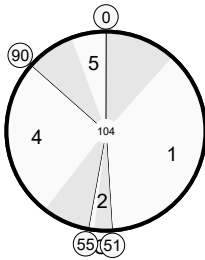
Network Layout Diagram

Results For Scenario: PM22
 Cycle Time: 104 PRC: -7.6% Tot Delay (pcuHr): 35.25

Bonus Green Calculations

Ped stage observed to be called 7 times during AM, 12 times during PM. Lane green splits shown below, and used to calculate suitable bonus greens.

Lane	Peds	No Peds	Additional Green when No Peds	Bonus Green	
				AM (23%)	PM (40%)
1/1	49	105	56	43	34
1/2	49	60	11	8	7
2/1	31	40	9	7	5
3/1	58	64	6	5	4
3/2	58	64	6	5	4
7/1	58	64	6	5	4



KEY

PCU Arr	Deg. Sat.	MMQ	→
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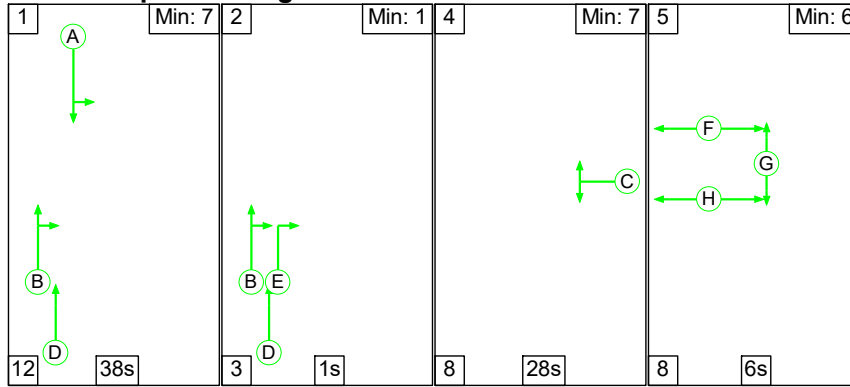
Client could not obtain the controller specification. Therefore, assumptions were made with signal data. Intergreens measured using the guidance in TAL 1/06 and TAL 5/05.

Mill Ln LinSig Data

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full SGroup	Arrow SGroup	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Mill Ln	-	-	N/A	-	-		-	-	-	-	-	-	96.8%
Victoria Rd / Mill Ln	-	-	N/A	-	-		-	-	-	-	-	-	96.8%
1/1+1/2	Victoria Rd (N) Left Ahead	U	N/A	N/A	A	I	1	39	0	803	1665:1915	416+587	80.0 : 80.0%
2/1	Mill Ln Right Left	U	N/A	N/A	C		1	27	-	519	1689	536	96.8%
3/1+3/2	Victoria Rd Internal Ahead Right	U+O	N/A	N/A	B	E	1	46	4	823	1915:1741	628+241	94.8 : 94.8%
4/1		U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
7/1	Victoria Rd (S) Ahead	U	N/A	N/A	D		1	46	-	823	1940	951	86.5%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In SGroup Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Mill Ln	-	-	106	84	38	14.6	19.9	0.7	35.3	-	-	-	-
Victoria Rd / Mill Ln	-	-	106	84	38	14.6	19.9	0.7	35.3	-	-	-	-
1/1+1/2	803	803	-	-	-	3.5	2.0	-	5.5	24.5	13.7	2.0	15.7
2/1	519	519	-	-	-	5.0	7.9	-	13.0	89.9	14.7	7.9	22.6
3/1+3/2	823	823	106	84	38	0.7	7.0	0.7	8.4	36.8	23.6	7.0	30.6
4/1	936	936	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	823	823	-	-	-	5.4	3.1	-	8.4	36.8	21.0	3.1	24.1
C1			PRC for Signalled Lanes (%): -7.6		PRC Over All Lanes (%): -7.6		Total Delay for Signalled Lanes (pcuHr): 35.25		Total Delay Over All Lanes(pcuHr): 35.25		Cycle Time (s): 104		

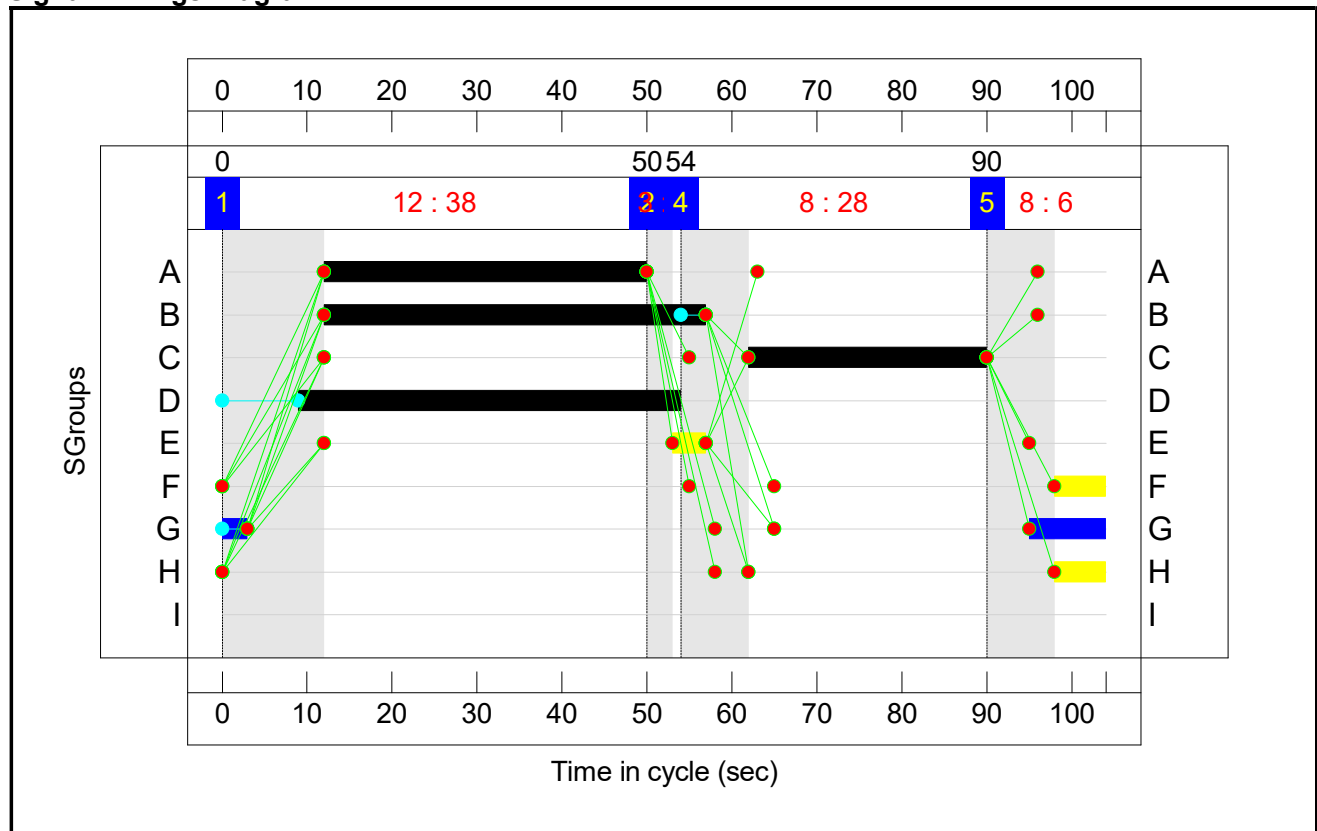
Phase Sequence Diagram



Phase Timings

Phase	1	2	4	5
Duration	38	1	28	6
Change Point	0	50	54	90

Signal Timings Diagram



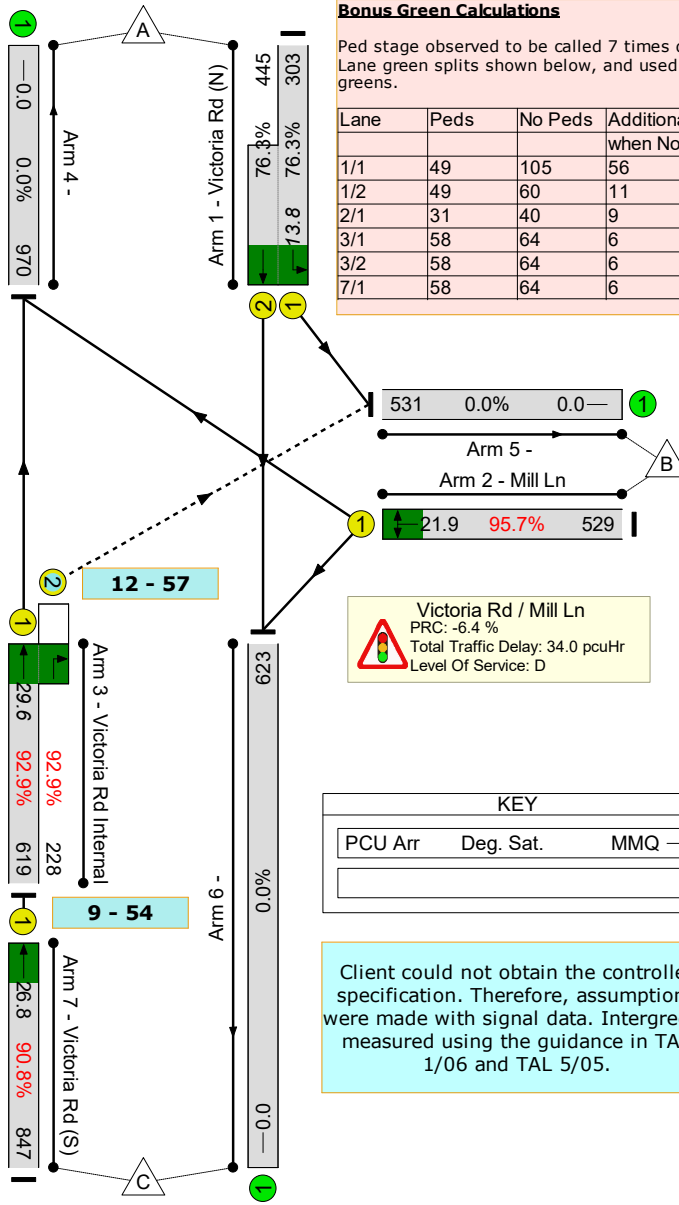
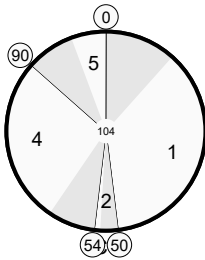
Network Layout Diagram

Results For Scenario: PM22+D
 Cycle Time: 104 PRC: -6.4% Tot Delay (pcuHr): 33.96

Bonus Green Calculations

Ped stage observed to be called 7 times during AM, 12 times during PM. Lane green splits shown below, and used to calculate suitable bonus greens.

Lane	Peds	No Peds	Additional Green when No Peds	Bonus Green	
				AM (23%)	PM (40%)
1/1	49	105	56	43	34
1/2	49	60	11	8	7
2/1	31	40	9	7	5
3/1	58	64	6	5	4
3/2	58	64	6	5	4
7/1	58	64	6	5	4



Victoria Rd / Mill Ln
 PRC: -6.4 %
 Total Traffic Delay: 34.0 pcuHr
 Level Of Service: D

KEY

PCU Arr	Deg. Sat.	MMQ	→

Client could not obtain the controller specification. Therefore, assumptions were made with signal data. Intergreens measured using the guidance in TAL 1/06 and TAL 5/05.

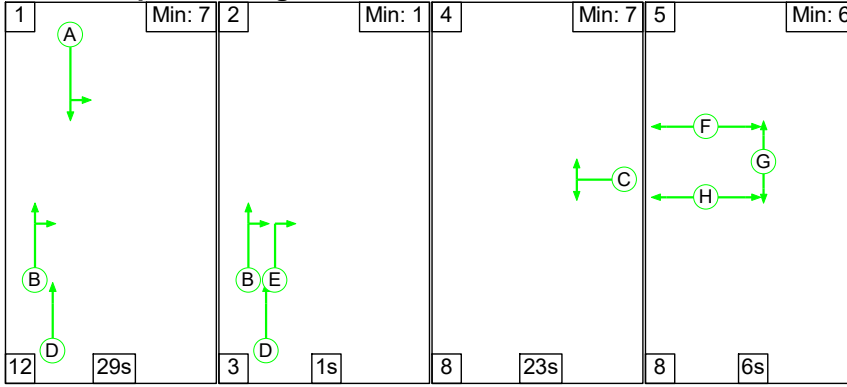
Mill Ln LinSig Data

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full SGroup	Arrow SGroup	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Mill Ln	-	-	N/A	-	-		-	-	-	-	-	-	95.7%
Victoria Rd / Mill Ln	-	-	N/A	-	-		-	-	-	-	-	-	95.7%
1/1+1/2	Victoria Rd (N) Left Ahead	U	N/A	N/A	A	I	1	38	0	748	1665:1915	397+583	76.3 : 76.3%
2/1	Mill Ln Right Left	U	N/A	N/A	C		1	28	-	529	1690	552	95.7%
3/1+3/2	Victoria Rd Internal Ahead Right	U+O	N/A	N/A	B	E	1	45	4	847	1915:1741	666+245	92.9 : 92.9%
4/1		U	N/A	N/A	-		-	-	-	970	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	623	Inf	Inf	0.0%
7/1	Victoria Rd (S) Ahead	U	N/A	N/A	D		1	45	-	847	1940	933	90.8%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In SGroup Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Mill Ln	-	-	130	84	15	14.6	18.7	0.7	34.0	-	-	-	-
Victoria Rd / Mill Ln	-	-	130	84	15	14.6	18.7	0.7	34.0	-	-	-	-
1/1+1/2	748	748	-	-	-	3.3	1.6	-	4.9	23.4	12.2	1.6	13.8
2/1	529	529	-	-	-	5.0	7.0	-	12.1	82.2	14.8	7.0	21.9
3/1+3/2	847	847	130	84	15	0.4	5.6	0.7	6.7	28.5	24.0	5.6	29.6
4/1	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	847	847	-	-	-	5.9	4.5	-	10.3	43.9	22.4	4.5	26.8
C1			PRC for Signalled Lanes (%): -6.4		PRC Over All Lanes (%): -6.4		Total Delay for Signalled Lanes (pcuHr): 33.96		Total Delay Over All Lanes(pcuHr): 33.96		Cycle Time (s): 104		

Mill Ln LinSig Data
Scenario 7: 'PM26' (FG7: 'PM 2026 ', Plan 1: 'Peds')

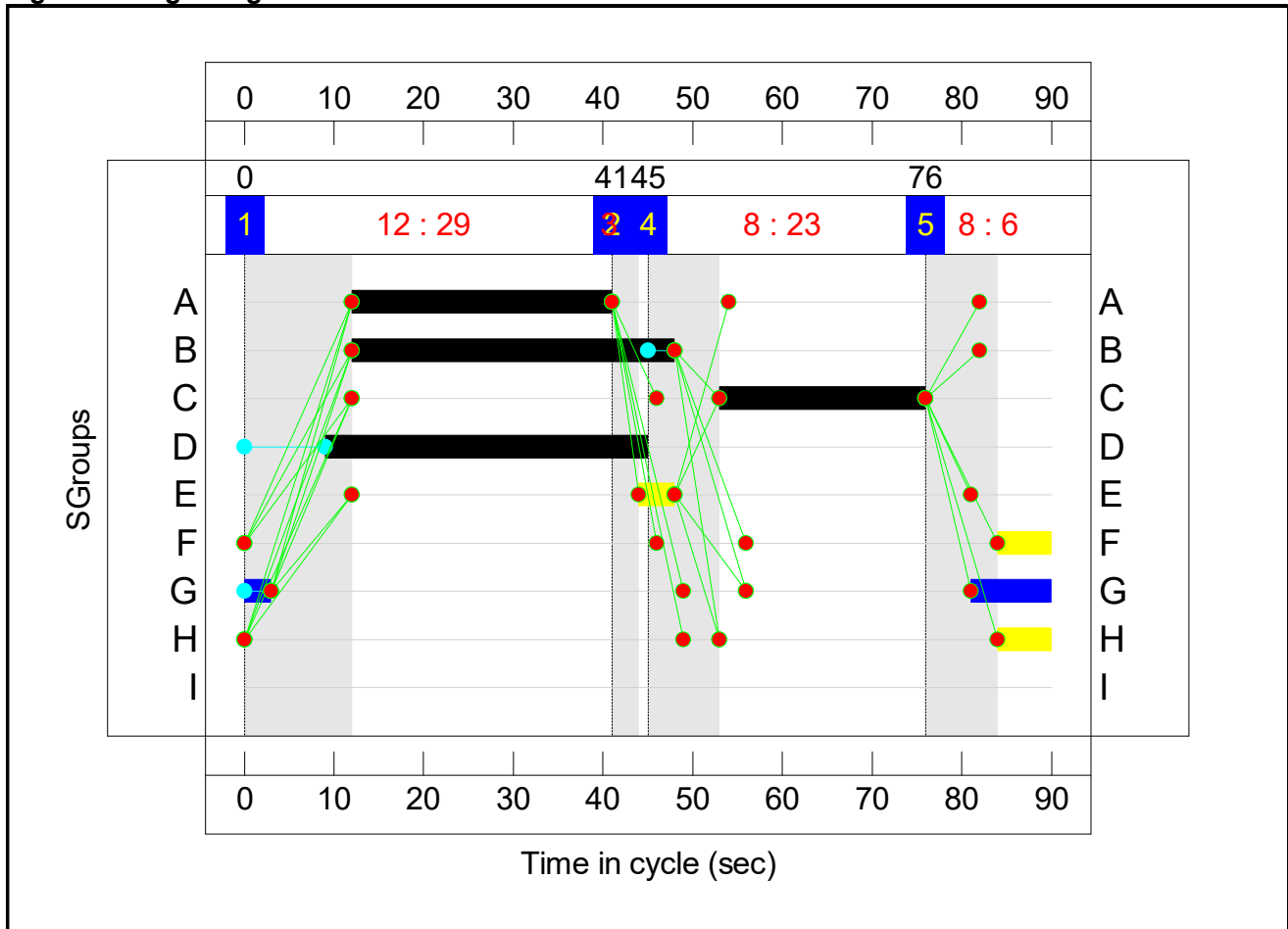
Phase Sequence Diagram



Phase Timings

Phase	1	2	4	5
Duration	29	1	23	6
Change Point	0	41	45	76

Signal Timings Diagram



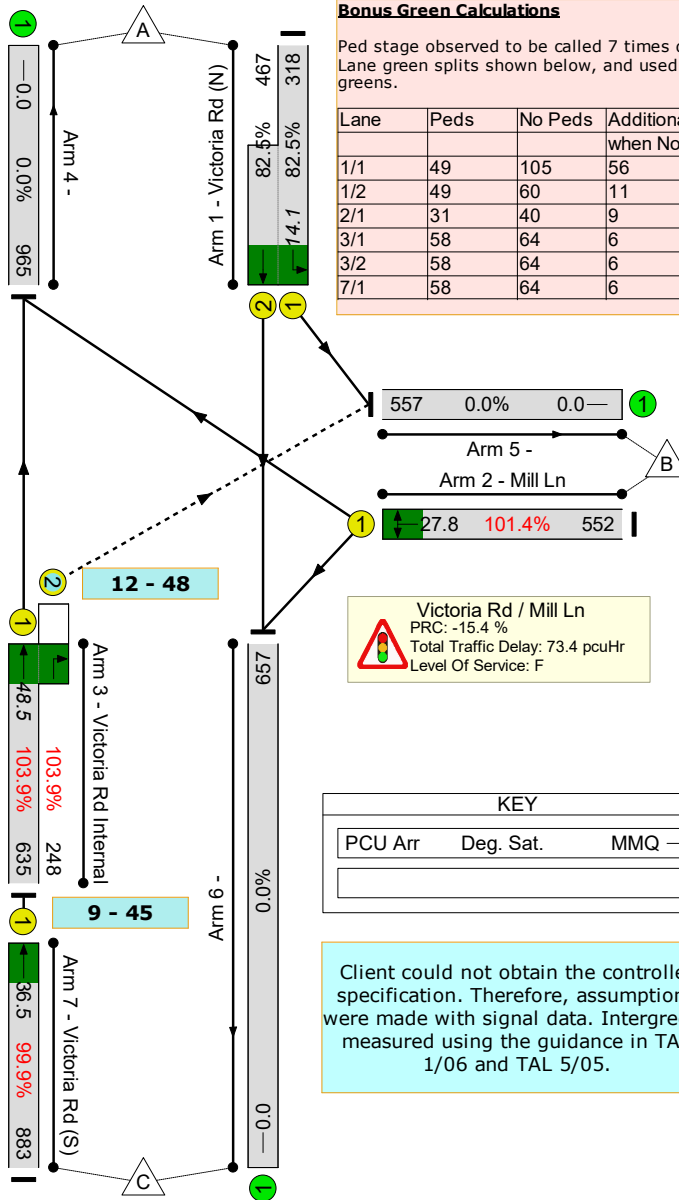
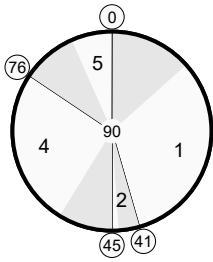
Network Layout Diagram

Results For Scenario: PM26		
Cycle Time: 90	PRC: -15.4%	Tot Delay (pcuHr): 73.37

Bonus Green Calculations

Ped stage observed to be called 7 times during AM, 12 times during PM. Lane green splits shown below, and used to calculate suitable bonus greens.

Lane	Peds	No Peds	Additional Green when No Peds	Bonus Green	
				AM (23%)	PM (40%)
1/1	49	105	56	43	34
1/2	49	60	11	8	7
2/1	31	40	9	7	5
3/1	58	64	6	5	4
3/2	58	64	6	5	4
7/1	58	64	6	5	4



Victoria Rd / Mill Ln
 PRC: -15.4 %
 Total Traffic Delay: 73.4 pcuHr
 Level Of Service: F

KEY		
PCU Arr	Deg. Sat.	MMQ →

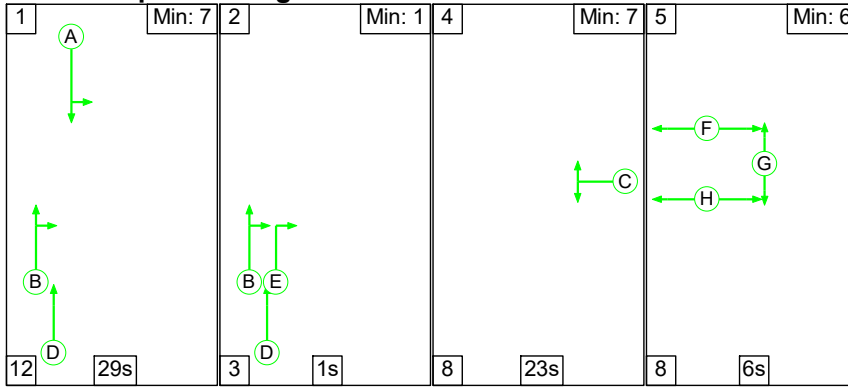
Client could not obtain the controller specification. Therefore, assumptions were made with signal data. Intergreens measured using the guidance in TAL 1/06 and TAL 5/05.

Mill Ln LinSig Data

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full SGroup	Arrow SGroup	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Mill Ln	-	-	N/A	-	-		-	-	-	-	-	-	103.9%
Victoria Rd / Mill Ln	-	-	N/A	-	-		-	-	-	-	-	-	103.9%
1/1+1/2	Victoria Rd (N) Left Ahead	U	N/A	N/A	A	I	1	29	0	785	1665:1915	386+566	82.5 : 82.5%
2/1	Mill Ln Right Left	U	N/A	N/A	C		1	23	-	552	1689	544	101.4%
3/1+3/2	Victoria Rd Internal Ahead Right	U+O	N/A	N/A	B	E	1	36	4	883	1915:1741	611+239	103.9 : 103.9%
4/1		U	N/A	N/A	-		-	-	-	994	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
7/1	Victoria Rd (S) Ahead	U	N/A	N/A	D		1	36	-	883	1940	884	99.9%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In SGroup Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Mill Ln	-	-	87	97	55	16.6	56.1	0.7	73.4	-	-	-	-
Victoria Rd / Mill Ln	-	-	87	97	55	16.6	56.1	0.7	73.4	-	-	-	-
1/1+1/2	785	785	-	-	-	3.3	2.3	-	5.5	25.4	11.8	2.3	14.1
2/1	552	544	-	-	-	4.9	13.8	-	18.8	122.4	14.0	13.8	27.8
3/1+3/2	883	850	87	97	55	2.4	25.3	0.7	28.4	115.7	23.2	25.3	48.5
4/1	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	883	883	-	-	-	6.0	14.7	-	20.7	84.3	21.8	14.7	36.5
C1			PRC for Signalled Lanes (%): -15.4		PRC Over All Lanes (%): -15.4		Total Delay for Signalled Lanes (pcuHr): 73.37		Total Delay Over All Lanes(pcuHr): 73.37		Cycle Time (s): 90		

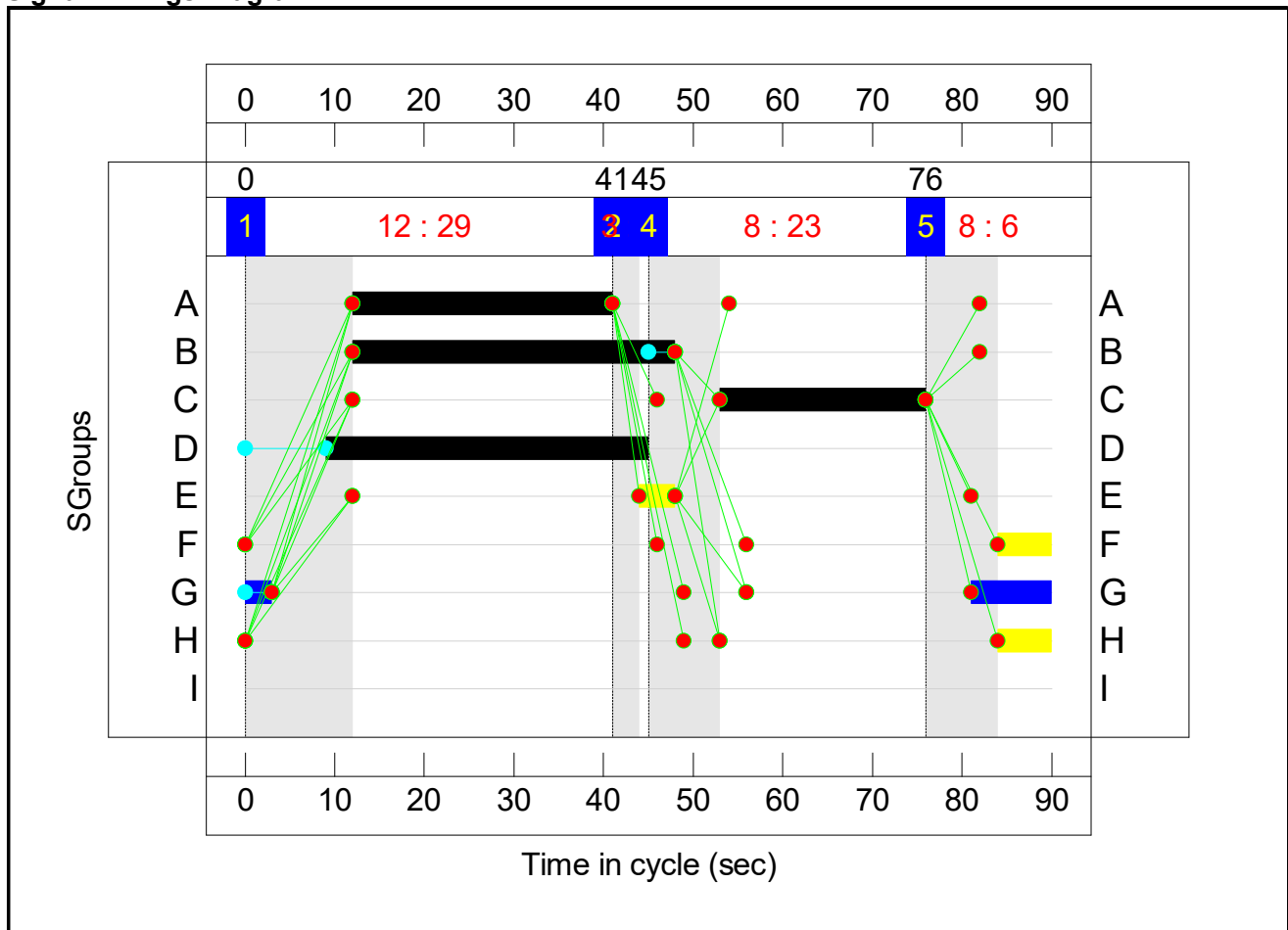
Phase Sequence Diagram



Phase Timings

Phase	1	2	4	5
Duration	29	1	23	6
Change Point	0	41	45	76

Signal Timings Diagram



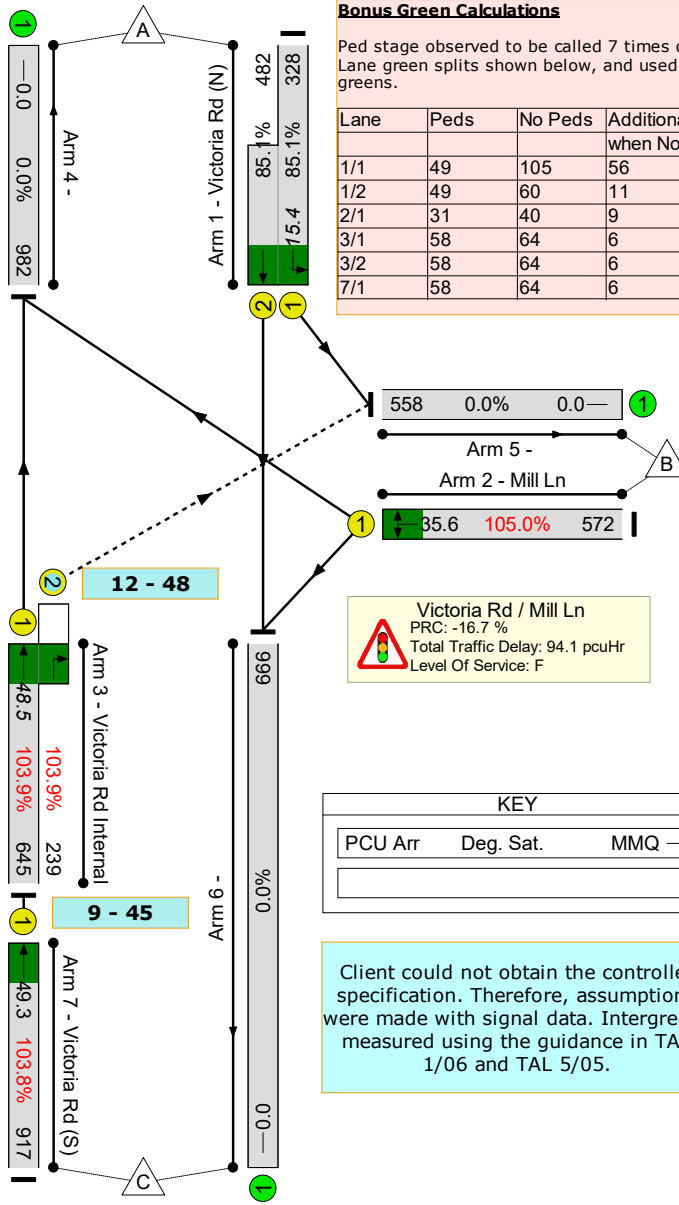
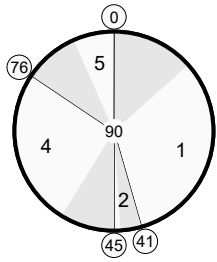
Network Layout Diagram

Results For Scenario: PM26 +D
 Cycle Time: 90 PRC: -16.7% Tot Delay (pcuHr): 94.11

Bonus Green Calculations

Ped stage observed to be called 7 times during AM, 12 times during PM. Lane green splits shown below, and used to calculate suitable bonus greens.

Lane	Peds	No Peds	Additional Green when No Peds	Bonus Green	
				AM (23%)	PM (40%)
1/1	49	105	56	43	34
1/2	49	60	11	8	7
2/1	31	40	9	7	5
3/1	58	64	6	5	4
3/2	58	64	6	5	4
7/1	58	64	6	5	4



KEY

PCU Arr	Deg. Sat.	MMQ
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Client could not obtain the controller specification. Therefore, assumptions were made with signal data. Intergreens measured using the guidance in TAL 1/06 and TAL 5/05.

Mill Ln LinSig Data

Network Results

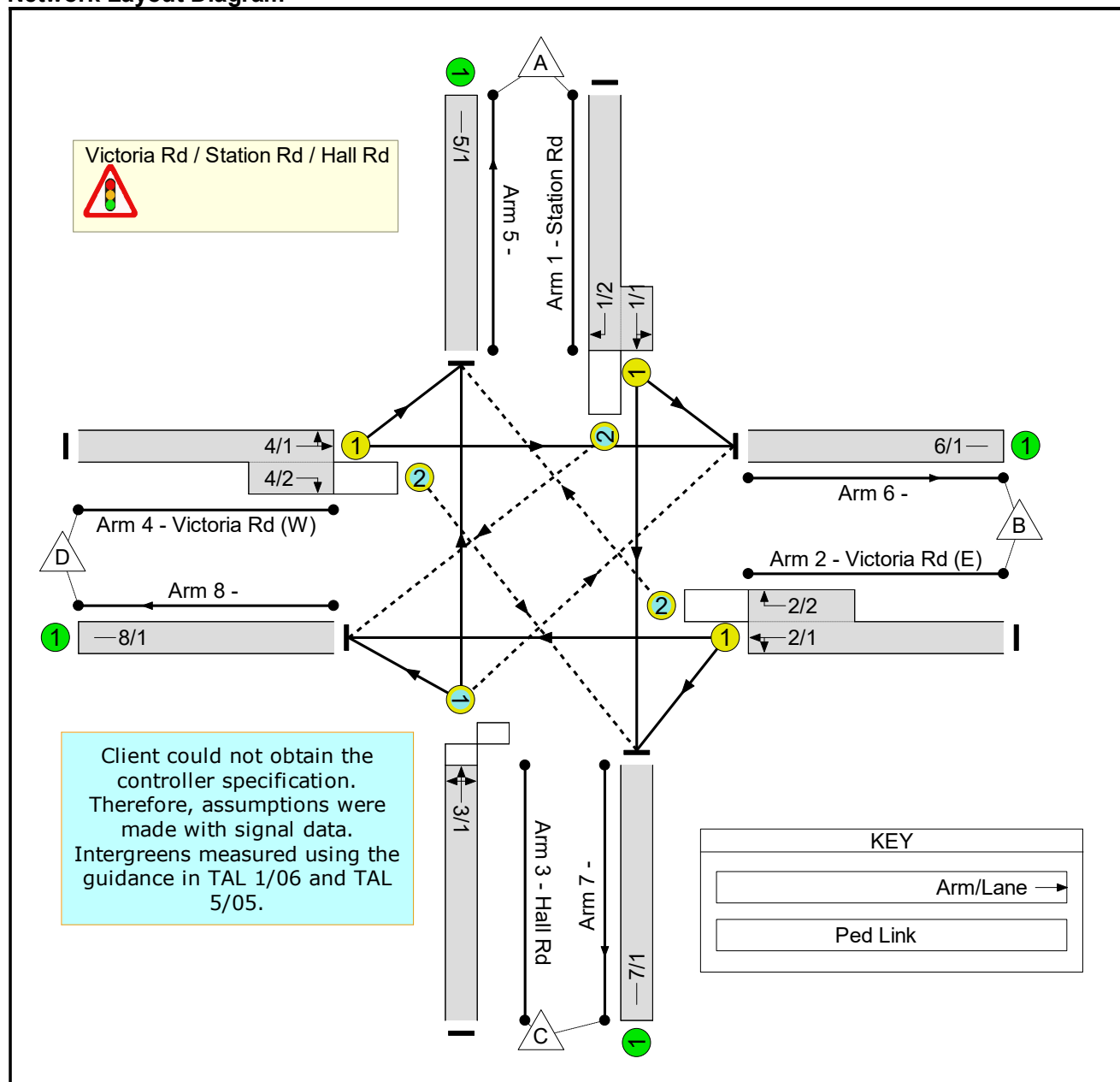
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full SGroup	Arrow SGroup	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Mill Ln	-	-	N/A	-	-		-	-	-	-	-	-	105.0%
Victoria Rd / Mill Ln	-	-	N/A	-	-		-	-	-	-	-	-	105.0%
1/1+1/2	Victoria Rd (N) Left Ahead	U	N/A	N/A	A	I	1	29	0	810	1665:1915	385+566	85.1 : 85.1%
2/1	Mill Ln Right Left	U	N/A	N/A	C		1	23	-	572	1690	545	105.0%
3/1+3/2	Victoria Rd Internal Ahead Right	U+O	N/A	N/A	B	E	1	36	4	917	1915:1741	621+230	103.9 : 103.9%
4/1		U	N/A	N/A	-		-	-	-	1048	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
7/1	Victoria Rd (S) Ahead	U	N/A	N/A	D		1	36	-	917	1940	884	103.8%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In SGroup Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Mill Ln	-	-	72	97	62	19.2	74.2	0.7	94.1	-	-	-	-
Victoria Rd / Mill Ln	-	-	72	97	62	19.2	74.2	0.7	94.1	-	-	-	-
1/1+1/2	810	810	-	-	-	3.5	2.7	-	6.2	27.6	12.6	2.7	15.4
2/1	572	545	-	-	-	5.7	20.6	-	26.3	165.8	15.0	20.6	35.6
3/1+3/2	884	851	72	97	62	2.4	25.2	0.7	28.3	115.4	23.2	25.2	48.5
4/1	982	982	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	666	666	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	917	884	-	-	-	7.7	25.6	-	33.2	130.4	23.8	25.6	49.3
C1			PRC for Signalled Lanes (%): -16.7		PRC Over All Lanes (%): -16.7		Total Delay for Signalled Lanes (pcuHr): 94.11		Total Delay Over All Lanes(pcuHr): 94.11		Cycle Time (s): 90		

Station Rd LinSig Data
Station Rd LinSig Data

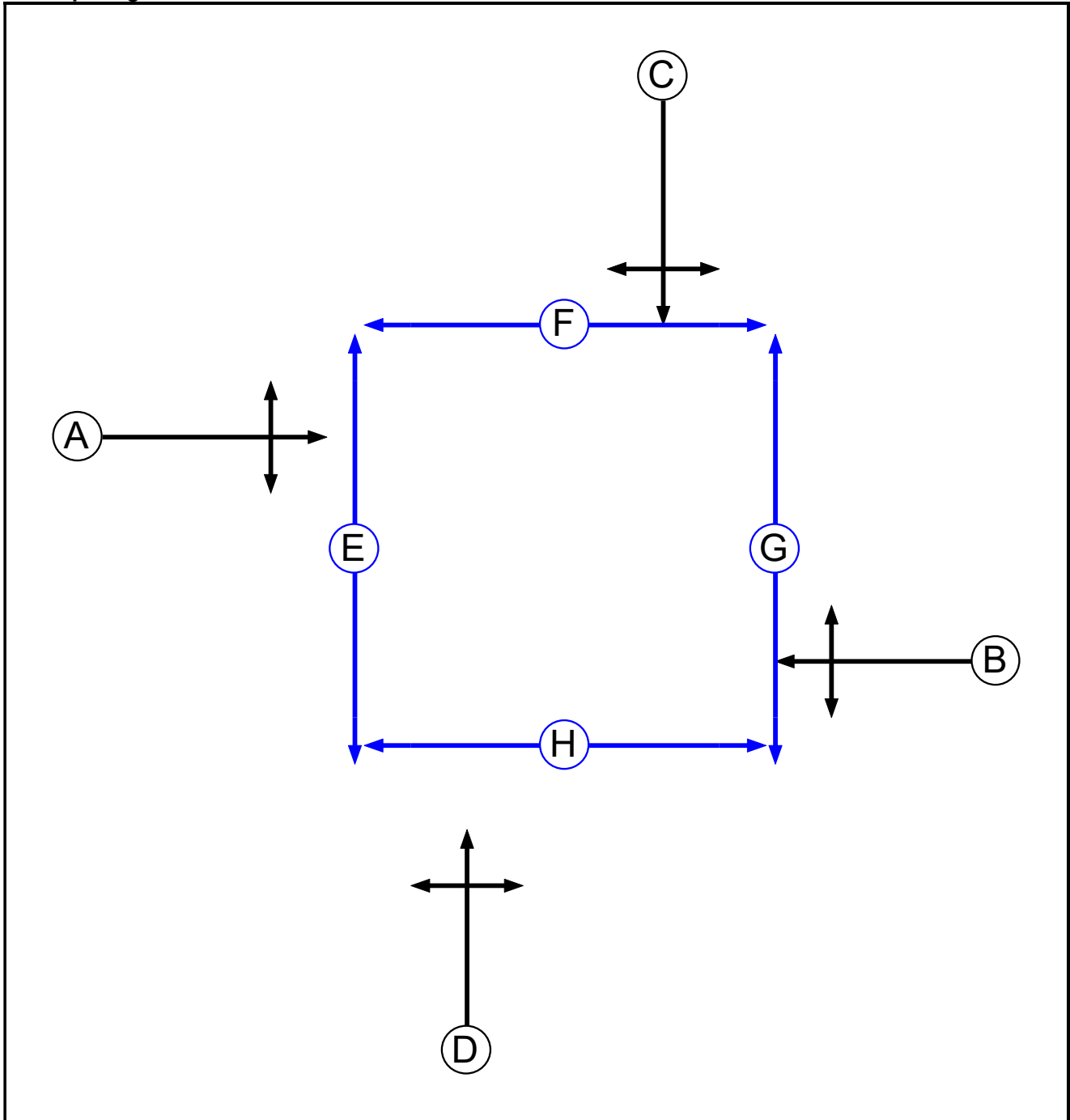
User and Project Details

Project:	17005 Victoria Rd Hebburn
Title:	Station Rd
Location:	Hebburn
File name:	Station Rd.lsg3x
Author:	Stuart Hanson
Company:	JCT Consultancy
Address:	LinSig House, Deepdale Lane, Nettleham, Lincoln, LN2 2LL
Notes:	

Network Layout Diagram



SGroup Diagram



SGroup Input Data

SGroup Name	SGroup Type	Assoc SGroup	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	5
H	Pedestrian		6	4

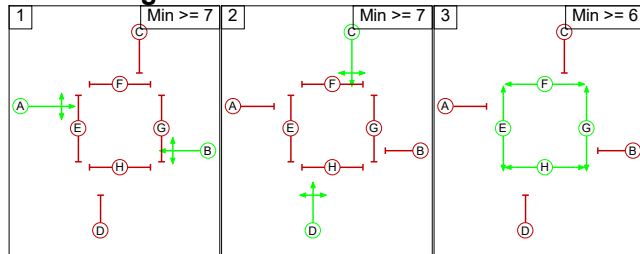
SGroup Intergreens Matrix

		Starting SGroup							
		A	B	C	D	E	F	G	H
Terminating SGroup	A	-	5	5	5	7	8	8	
	B	-	5	5	8	8	5	6	
	C	5	7	-	8	5	8	8	
	D	6	5	-	7	8	7	5	
	E	11	11	11	11	-	-	-	
	F	11	11	11	11	-	-	-	
	G	10	10	10	10	-	-	-	
	H	9	9	9	9	-	-	-	

SGroups in Phase

Phase No.	SGroups in Phase
1	A B
2	C D
3	E F G H

Phase Diagram



Station Rd LinSig Data

SGroup Delays

Term. Phase	Start Phase	SGroup	Type	Value	Cont value
2	1	D	Losing	1	1
3	1	G	Losing	1	1
3	1	H	Losing	2	2
3	2	G	Losing	1	1
3	2	H	Losing	2	2

Prohibited Phase Change

		To Phase		
		1	2	3
From Phase	1		5	8
	2	7		8
	3	11	11	

Station Rd LinSig Data

Give-Way Lane Input Data

Junction: Victoria Rd / Station Rd / Hall Rd											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in SGroup Intergreen (PCU)
1/2 (Station Rd)	8/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	3.00	-	0.50	3	3.00
2/2 (Victoria Rd (E))	5/1 (Right)	1439	0	4/1	1.09	All	3.00	-	0.50	3	3.00
3/1 (Hall Rd)	6/1 (Right)	1439	0	1/1	1.09	All	2.00	1.00	0.50	2	2.00
4/2 (Victoria Rd (W))	7/1 (Right)	1439	0	2/1	1.09	All	3.00	-	0.50	3	3.00

Station Rd LinSig Data

Lane Input Data

Junction: Victoria Rd / Station Rd / Hall Rd												
Lane	Lane Type	SGroups	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Station Rd)	U	C	2	3	3.0	Geom	-	3.00	0.00	Y	Arm 6 Left	5.00
											Arm 7 Ahead	Inf
1/2 (Station Rd)	O	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 8 Right	15.00
2/1 (Victoria Rd (E))	U	B	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 7 Left	5.00
											Arm 8 Ahead	Inf
2/2 (Victoria Rd (E))	O	B	2	3	5.0	Geom	-	2.75	0.00	Y	Arm 5 Right	11.00
3/1 (Hall Rd)	O	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	12.00
											Arm 8 Left	7.00
4/1 (Victoria Rd (W))	U	A	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 5 Left	9.00
											Arm 6 Ahead	Inf
4/2 (Victoria Rd (W))	O	A	2	3	4.0	Geom	-	2.75	0.00	Y	Arm 7 Right	12.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2022'	08:00	09:00	01:00	
2: 'AM 2022 + Development'	08:00	09:00	01:00	
3: 'AM 2026'	08:00	09:00	01:00	
4: 'AM 2026 + Development'	08:00	09:00	01:00	
5: 'PM 2022'	17:00	18:00	01:00	
6: 'PM 2022 + Development'	17:00	18:00	01:00	
7: 'PM 2026'	17:00	18:00	01:00	
8: 'PM 2026 + Development'	17:00	18:00	01:00	

Scenario 1: 'AM22' (FG1: 'AM 2022', Plan 1: 'Peds')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	75	23	351	449
	B	87	0	3	443	533
	C	34	33	0	12	79
	D	162	392	2	0	556
	Tot.	283	500	28	806	1617

Traffic Lane Flows

Lane	Scenario 1: AM22
Junction: Victoria Rd / Station Rd / Hall Rd	
1/1 (short)	98
1/2 (with short)	449(In) 351(Out)
2/1 (with short)	533(In) 446(Out)
2/2 (short)	87
3/1	79
4/1 (with short)	556(In) 554(Out)
4/2 (short)	2
5/1	283
6/1	500
7/1	28
8/1	806

Lane Saturation Flows

Junction: Victoria Rd / Station Rd / Hall Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Station Rd)	3.00	0.00	Y	Arm 6 Left	5.00	76.5 %	1557	1557
				Arm 7 Ahead	Inf	23.5 %		
1/2 (Station Rd)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Victoria Rd (E))	2.75	0.00	Y	Arm 7 Left	5.00	0.7 %	1886	1886
				Arm 8 Ahead	Inf	99.3 %		
2/2 (Victoria Rd (E))	2.75	0.00	Y	Arm 5 Right	11.00	100.0 %	1663	1663
3/1 (Hall Rd)	3.50	0.00	Y	Arm 5 Ahead	Inf	43.0 %	1811	1811
				Arm 6 Right	12.00	41.8 %		
				Arm 8 Left	7.00	15.2 %		
4/1 (Victoria Rd (W))	2.75	0.00	Y	Arm 5 Left	9.00	29.2 %	1802	1802
				Arm 6 Ahead	Inf	70.8 %		
4/2 (Victoria Rd (W))	2.75	0.00	Y	Arm 7 Right	12.00	100.0 %	1680	1680
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'AM22+D' (FG2: 'AM 2022 + Development', Plan 1: 'Peds')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	75	23	367	465
	B	87	0	3	384	474
	C	34	33	0	13	80
	D	177	411	2	0	590
	Tot.	298	519	28	764	1609

Station Rd LinSig Data

Traffic Lane Flows

Lane	Scenario 2: AM22+D
Junction: Victoria Rd / Station Rd / Hall Rd	
1/1 (short)	98
1/2 (with short)	465(In) 367(Out)
2/1 (with short)	474(In) 387(Out)
2/2 (short)	87
3/1	80
4/1 (with short)	590(In) 588(Out)
4/2 (short)	2
5/1	298
6/1	519
7/1	28
8/1	764

Lane Saturation Flows

Junction: Victoria Rd / Station Rd / Hall Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Station Rd)	3.00	0.00	Y	Arm 6 Left	5.00	76.5 %	1557	1557
				Arm 7 Ahead	Inf	23.5 %		
1/2 (Station Rd)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Victoria Rd (E))	2.75	0.00	Y	Arm 7 Left	5.00	0.8 %	1886	1886
				Arm 8 Ahead	Inf	99.2 %		
2/2 (Victoria Rd (E))	2.75	0.00	Y	Arm 5 Right	11.00	100.0 %	1663	1663
3/1 (Hall Rd)	3.50	0.00	Y	Arm 5 Ahead	Inf	42.5 %	1809	1809
				Arm 6 Right	12.00	41.3 %		
				Arm 8 Left	7.00	16.3 %		
4/1 (Victoria Rd (W))	2.75	0.00	Y	Arm 5 Left	9.00	30.1 %	1800	1800
				Arm 6 Ahead	Inf	69.9 %		
4/2 (Victoria Rd (W))	2.75	0.00	Y	Arm 7 Right	12.00	100.0 %	1680	1680
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Station Rd LinSig Data

Scenario 3: 'AM26' (FG3: 'AM 2026', Plan 1: 'Peds')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	81	25	381	487
	B	96	0	3	397	496
	C	37	35	0	13	85
	D	176	408	2	0	586
	Tot.	309	524	30	791	1654

Traffic Lane Flows

Lane	Scenario 3: AM26
Junction: Victoria Rd / Station Rd / Hall Rd	
1/1 (short)	106
1/2 (with short)	487(In) 381(Out)
2/1 (with short)	496(In) 400(Out)
2/2 (short)	96
3/1	85
4/1 (with short)	586(In) 584(Out)
4/2 (short)	2
5/1	309
6/1	524
7/1	30
8/1	791

Station Rd LinSig Data

Lane Saturation Flows

Junction: Victoria Rd / Station Rd / Hall Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Station Rd)	3.00	0.00	Y	Arm 6 Left	5.00	76.4 %	1558	1558
				Arm 7 Ahead	Inf	23.6 %		
1/2 (Station Rd)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Victoria Rd (E))	2.75	0.00	Y	Arm 7 Left	5.00	0.8 %	1886	1886
				Arm 8 Ahead	Inf	99.3 %		
2/2 (Victoria Rd (E))	2.75	0.00	Y	Arm 5 Right	11.00	100.0 %	1663	1663
3/1 (Hall Rd)	3.50	0.00	Y	Arm 5 Ahead	Inf	43.5 %	1812	1812
				Arm 6 Right	12.00	41.2 %		
				Arm 8 Left	7.00	15.3 %		
4/1 (Victoria Rd (W))	2.75	0.00	Y	Arm 5 Left	9.00	30.1 %	1800	1800
				Arm 6 Ahead	Inf	69.9 %		
4/2 (Victoria Rd (W))	2.75	0.00	Y	Arm 7 Right	12.00	100.0 %	1680	1680
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'AM26+D' (FG4: 'AM 2026 + Development', Plan 1: 'Peds')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	81	25	396	502
	B	96	0	3	414	513
	C	37	35	0	14	86
	D	190	443	2	0	635
	Tot.	323	559	30	824	1736

Station Rd LinSig Data

Traffic Lane Flows

Lane	Scenario 4: AM26+D
Junction: Victoria Rd / Station Rd / Hall Rd	
1/1 (short)	106
1/2 (with short)	502(In) 396(Out)
2/1 (with short)	513(In) 417(Out)
2/2 (short)	96
3/1	86
4/1 (with short)	635(In) 633(Out)
4/2 (short)	2
5/1	323
6/1	559
7/1	30
8/1	824

Lane Saturation Flows

Junction: Victoria Rd / Station Rd / Hall Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Station Rd)	3.00	0.00	Y	Arm 6 Left	5.00	76.4 %	1558	1558
				Arm 7 Ahead	Inf	23.6 %		
1/2 (Station Rd)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Victoria Rd (E))	2.75	0.00	Y	Arm 7 Left	5.00	0.7 %	1886	1886
				Arm 8 Ahead	Inf	99.3 %		
2/2 (Victoria Rd (E))	2.75	0.00	Y	Arm 5 Right	11.00	100.0 %	1663	1663
3/1 (Hall Rd)	3.50	0.00	Y	Arm 5 Ahead	Inf	43.0 %	1810	1810
				Arm 6 Right	12.00	40.7 %		
				Arm 8 Left	7.00	16.3 %		
4/1 (Victoria Rd (W))	2.75	0.00	Y	Arm 5 Left	9.00	30.0 %	1800	1800
				Arm 6 Ahead	Inf	70.0 %		
4/2 (Victoria Rd (W))	2.75	0.00	Y	Arm 7 Right	12.00	100.0 %	1680	1680
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Station Rd LinSig Data

Scenario 5: 'PM22' (FG5: 'PM 2022', Plan 1: 'Peds')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	125	29	292	446
	B	134	0	5	412	551
	C	39	22	0	7	68
	D	223	588	2	0	813
	Tot.	396	735	36	711	1878

Traffic Lane Flows

Lane	Scenario 5: PM22
Junction: Victoria Rd / Station Rd / Hall Rd	
1/1 (short)	154
1/2 (with short)	446(In) 292(Out)
2/1 (with short)	551(In) 417(Out)
2/2 (short)	134
3/1	68
4/1 (with short)	813(In) 811(Out)
4/2 (short)	2
5/1	396
6/1	735
7/1	36
8/1	711

Lane Saturation Flows

Junction: Victoria Rd / Station Rd / Hall Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Station Rd)	3.00	0.00	Y	Arm 6 Left	5.00	81.2 %	1540	1540
				Arm 7 Ahead	Inf	18.8 %		
1/2 (Station Rd)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Victoria Rd (E))	2.75	0.00	Y	Arm 7 Left	5.00	1.2 %	1883	1883
				Arm 8 Ahead	Inf	98.8 %		
2/2 (Victoria Rd (E))	2.75	0.00	Y	Arm 5 Right	11.00	100.0 %	1663	1663
3/1 (Hall Rd)	3.50	0.00	Y	Arm 5 Ahead	Inf	57.4 %	1849	1849
				Arm 6 Right	12.00	32.4 %		
				Arm 8 Left	7.00	10.3 %		
4/1 (Victoria Rd (W))	2.75	0.00	Y	Arm 5 Left	9.00	27.5 %	1807	1807
				Arm 6 Ahead	Inf	72.5 %		
4/2 (Victoria Rd (W))	2.75	0.00	Y	Arm 7 Right	12.00	100.0 %	1680	1680
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'PM22+D' (FG6: 'PM 2022 + Development', Plan 1: 'Peds')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	125	29	326	480
	B	134	0	5	445	584
	C	39	22	0	8	69
	D	237	572	2	0	811
	Tot.	410	719	36	779	1944

Station Rd LinSig Data

Traffic Lane Flows

Lane	Scenario 6: PM22+D
Junction: Victoria Rd / Station Rd / Hall Rd	
1/1 (short)	154
1/2 (with short)	480(In) 326(Out)
2/1 (with short)	584(In) 450(Out)
2/2 (short)	134
3/1	69
4/1 (with short)	811(In) 809(Out)
4/2 (short)	2
5/1	410
6/1	719
7/1	36
8/1	779

Lane Saturation Flows

Junction: Victoria Rd / Station Rd / Hall Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Station Rd)	3.00	0.00	Y	Arm 6 Left	5.00	81.2 %	1540	1540
				Arm 7 Ahead	Inf	18.8 %		
1/2 (Station Rd)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Victoria Rd (E))	2.75	0.00	Y	Arm 7 Left	5.00	1.1 %	1884	1884
				Arm 8 Ahead	Inf	98.9 %		
2/2 (Victoria Rd (E))	2.75	0.00	Y	Arm 5 Right	11.00	100.0 %	1663	1663
3/1 (Hall Rd)	3.50	0.00	Y	Arm 5 Ahead	Inf	56.5 %	1846	1846
				Arm 6 Right	12.00	31.9 %		
				Arm 8 Left	7.00	11.6 %		
4/1 (Victoria Rd (W))	2.75	0.00	Y	Arm 5 Left	9.00	29.3 %	1802	1802
				Arm 6 Ahead	Inf	70.7 %		
4/2 (Victoria Rd (W))	2.75	0.00	Y	Arm 7 Right	12.00	100.0 %	1680	1680
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Station Rd LinSig Data

Scenario 7: 'PM 26' (FG7: 'PM 2026', Plan 1: 'Peds')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	136	32	317	485
	B	147	0	6	434	587
	C	42	24	0	8	74
	D	241	579	2	0	822
	Tot.	430	739	40	759	1968

Traffic Lane Flows

Lane	Scenario 7: PM 26
Junction: Victoria Rd / Station Rd / Hall Rd	
1/1 (short)	168
1/2 (with short)	485(In) 317(Out)
2/1 (with short)	587(In) 440(Out)
2/2 (short)	147
3/1	74
4/1 (with short)	822(In) 820(Out)
4/2 (short)	2
5/1	430
6/1	739
7/1	40
8/1	759

Lane Saturation Flows

Junction: Victoria Rd / Station Rd / Hall Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Station Rd)	3.00	0.00	Y	Arm 6 Left	5.00	81.0 %	1541	1541
				Arm 7 Ahead	Inf	19.0 %		
1/2 (Station Rd)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Victoria Rd (E))	2.75	0.00	Y	Arm 7 Left	5.00	1.4 %	1882	1882
				Arm 8 Ahead	Inf	98.6 %		
2/2 (Victoria Rd (E))	2.75	0.00	Y	Arm 5 Right	11.00	100.0 %	1663	1663
3/1 (Hall Rd)	3.50	0.00	Y	Arm 5 Ahead	Inf	56.8 %	1847	1847
				Arm 6 Right	12.00	32.4 %		
				Arm 8 Left	7.00	10.8 %		
4/1 (Victoria Rd (W))	2.75	0.00	Y	Arm 5 Left	9.00	29.4 %	1802	1802
				Arm 6 Ahead	Inf	70.6 %		
4/2 (Victoria Rd (W))	2.75	0.00	Y	Arm 7 Right	12.00	100.0 %	1680	1680
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'PM26+D' (FG8: 'PM 2026 + Development', Plan 1: 'Peds')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	136	32	351	519
	B	147	0	6	479	632
	C	42	24	0	9	75
	D	256	617	2	0	875
	Tot.	445	777	40	839	2101

Station Rd LinSig Data

Traffic Lane Flows

Lane	Scenario 8: PM26+D
Junction: Victoria Rd / Station Rd / Hall Rd	
1/1 (short)	168
1/2 (with short)	519(In) 351(Out)
2/1 (with short)	632(In) 485(Out)
2/2 (short)	147
3/1	75
4/1 (with short)	875(In) 873(Out)
4/2 (short)	2
5/1	445
6/1	777
7/1	40
8/1	839

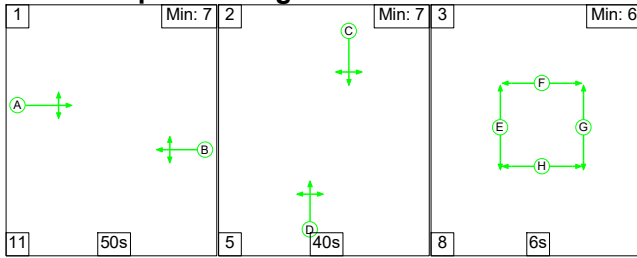
Lane Saturation Flows

Junction: Victoria Rd / Station Rd / Hall Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Station Rd)	3.00	0.00	Y	Arm 6 Left	5.00	81.0 %	1541	1541
				Arm 7 Ahead	Inf	19.0 %		
1/2 (Station Rd)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Victoria Rd (E))	2.75	0.00	Y	Arm 7 Left	5.00	1.2 %	1883	1883
				Arm 8 Ahead	Inf	98.8 %		
2/2 (Victoria Rd (E))	2.75	0.00	Y	Arm 5 Right	11.00	100.0 %	1663	1663
3/1 (Hall Rd)	3.50	0.00	Y	Arm 5 Ahead	Inf	56.0 %	1844	1844
				Arm 6 Right	12.00	32.0 %		
				Arm 8 Left	7.00	12.0 %		
4/1 (Victoria Rd (W))	2.75	0.00	Y	Arm 5 Left	9.00	29.3 %	1802	1802
				Arm 6 Ahead	Inf	70.7 %		
4/2 (Victoria Rd (W))	2.75	0.00	Y	Arm 7 Right	12.00	100.0 %	1680	1680
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Station Rd LinSig Data

Scenario 1: 'AM22' (FG1: 'AM 2022', Plan 1: 'Peds')

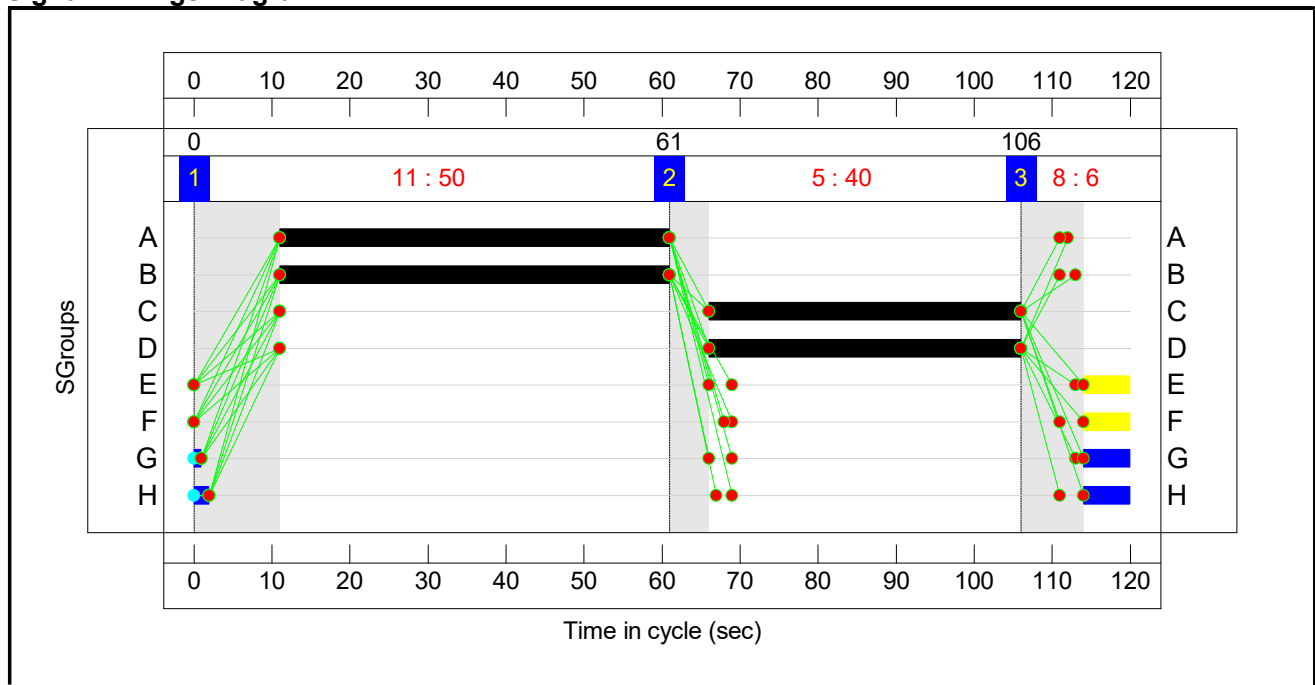
Phase Sequence Diagram



Phase Timings

Phase	1	2	3
Duration	50	40	6
Change Point	0	61	106

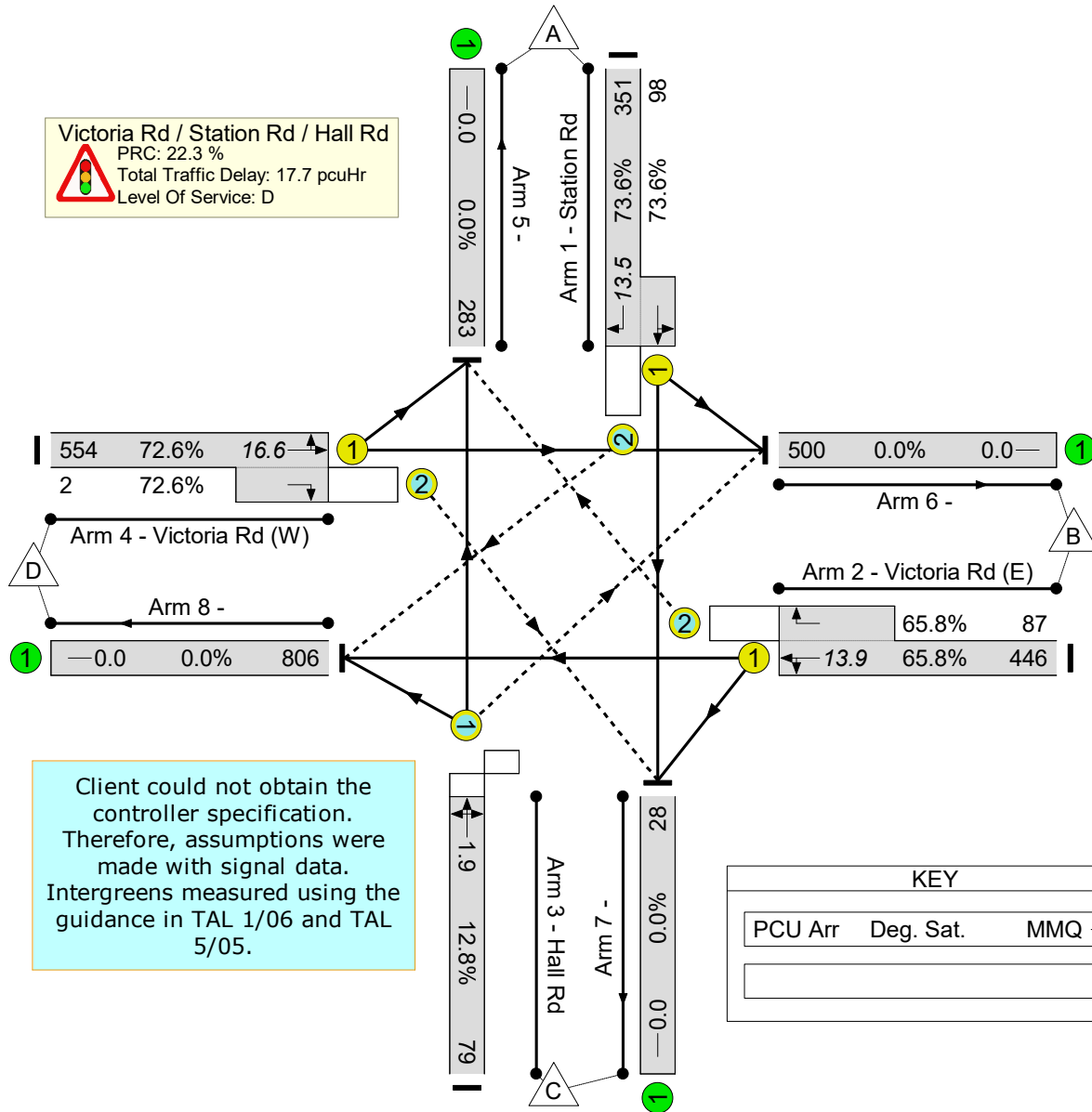
Signal Timings Diagram



Network Layout Diagram

Results For Scenario: AM22		
Cycle Time: 120	PRC: 22.3%	Tot Delay (pcuHr): 17.72

Victoria Rd / Station Rd / Hall Rd
 PRC: 22.3 %
 Total Traffic Delay: 17.7 pcuHr
 Level Of Service: D



Client could not obtain the controller specification. Therefore, assumptions were made with signal data. Intergreens measured using the guidance in TAL 1/06 and TAL 5/05.

KEY		
PCU Arr	Deg. Sat.	MMQ →

Station Rd LinSig Data

Network Results

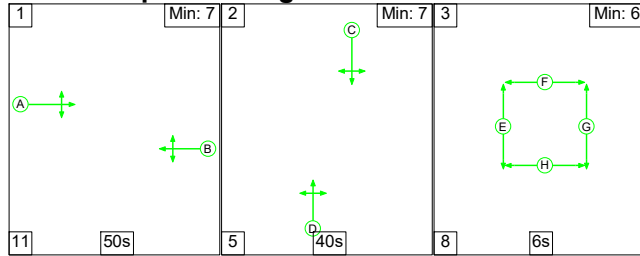
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full SGroup	Arrow SGroup	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	73.6%
Victoria Rd / Station Rd / Hall Rd	-	-	N/A	-	-		-	-	-	-	-	-	73.6%
1/2+1/1	Station Rd Left Ahead Right	O+U	N/A	N/A	C		1	40	-	449	1741:1557	477+133	73.6 : 73.6%
2/1+2/2	Victoria Rd (E) Right Left Ahead	U+O	N/A	N/A	B		1	50	-	533	1886:1663	678+132	65.8 : 65.8%
3/1	Hall Rd Ahead Right Left	O	N/A	N/A	D		1	40	-	79	1811	619	12.8%
4/1+4/2	Victoria Rd (W) Left Ahead Right	U+O	N/A	N/A	A		1	50	-	556	1802:1680	763+3	72.6 : 72.6%
5/1		U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%

Station Rd LinSig Data

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In SGroup Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)								
Network: Station Rd	-	-	469	0	4	13.2	3.7	0.8	17.7	-	-	-	-								
Victoria Rd / Station Rd / Hall Rd	-	-	469	0	4	13.2	3.7	0.8	17.7	-	-	-	-								
1/2+1/1	449	449	348	0	3	4.2	1.4	0.3	5.9	47.5	12.1	1.4	13.5								
2/1+2/2	533	533	86	0	1	3.9	1.0	0.5	5.4	36.3	12.9	1.0	13.9								
3/1	79	79	33	0	0	0.6	0.1	0.0	0.7	30.9	1.8	0.1	1.9								
4/1+4/2	556	556	2	0	0	4.4	1.3	0.0	5.7	37.2	15.3	1.3	16.6								
5/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0								
6/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0								
7/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0								
8/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0								
<table style="width:100%; border:none;"> <tr> <td style="width:25%;">C1</td> <td style="width:25%;">PRC for Signalled Lanes (%): 22.3</td> <td style="width:25%;">Total Delay for Signalled Lanes (pcuHr): 17.72</td> <td style="width:25%;">Cycle Time (s): 120</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%): 22.3</td> <td>Total Delay Over All Lanes(pcuHr): 17.72</td> <td></td> </tr> </table>														C1	PRC for Signalled Lanes (%): 22.3	Total Delay for Signalled Lanes (pcuHr): 17.72	Cycle Time (s): 120		PRC Over All Lanes (%): 22.3	Total Delay Over All Lanes(pcuHr): 17.72	
C1	PRC for Signalled Lanes (%): 22.3	Total Delay for Signalled Lanes (pcuHr): 17.72	Cycle Time (s): 120																		
	PRC Over All Lanes (%): 22.3	Total Delay Over All Lanes(pcuHr): 17.72																			

Station Rd LinSig Data
Scenario 2: 'AM22+D' (FG2: 'AM 2022 + Development', Plan 1: 'Peds')

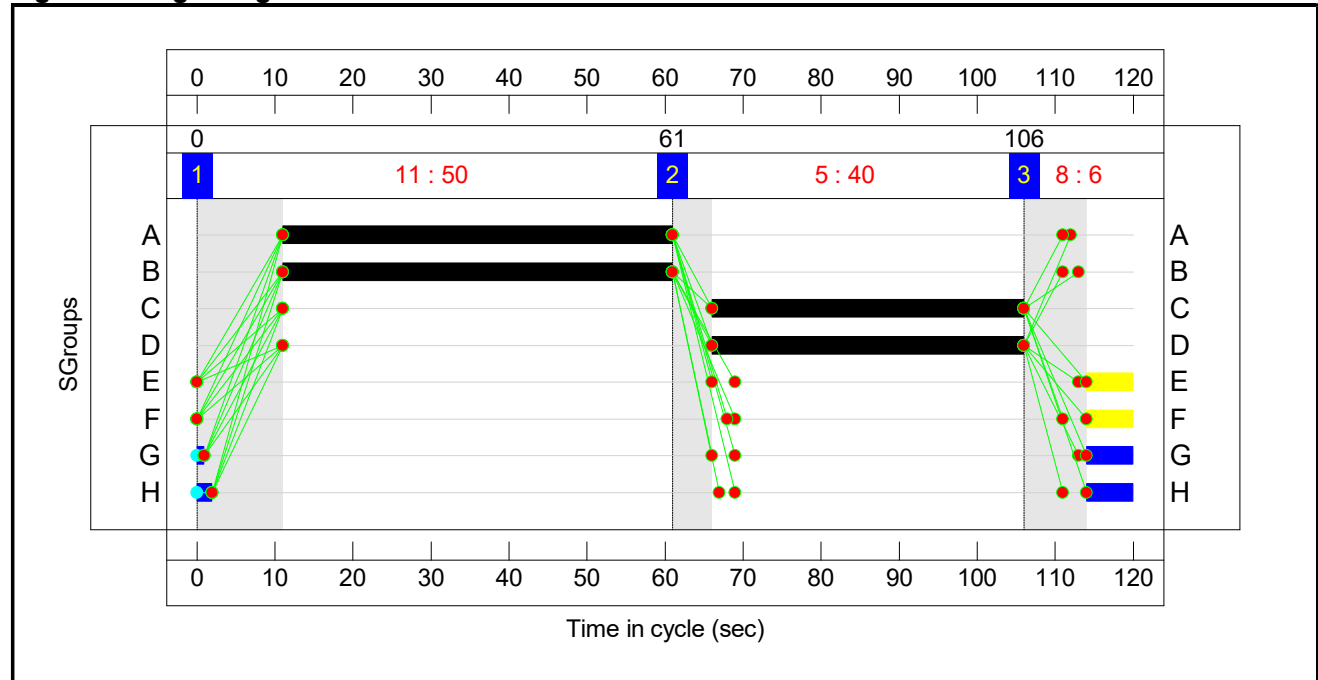
Phase Sequence Diagram



Phase Timings

Phase	1	2	3
Duration	50	40	6
Change Point	0	61	106

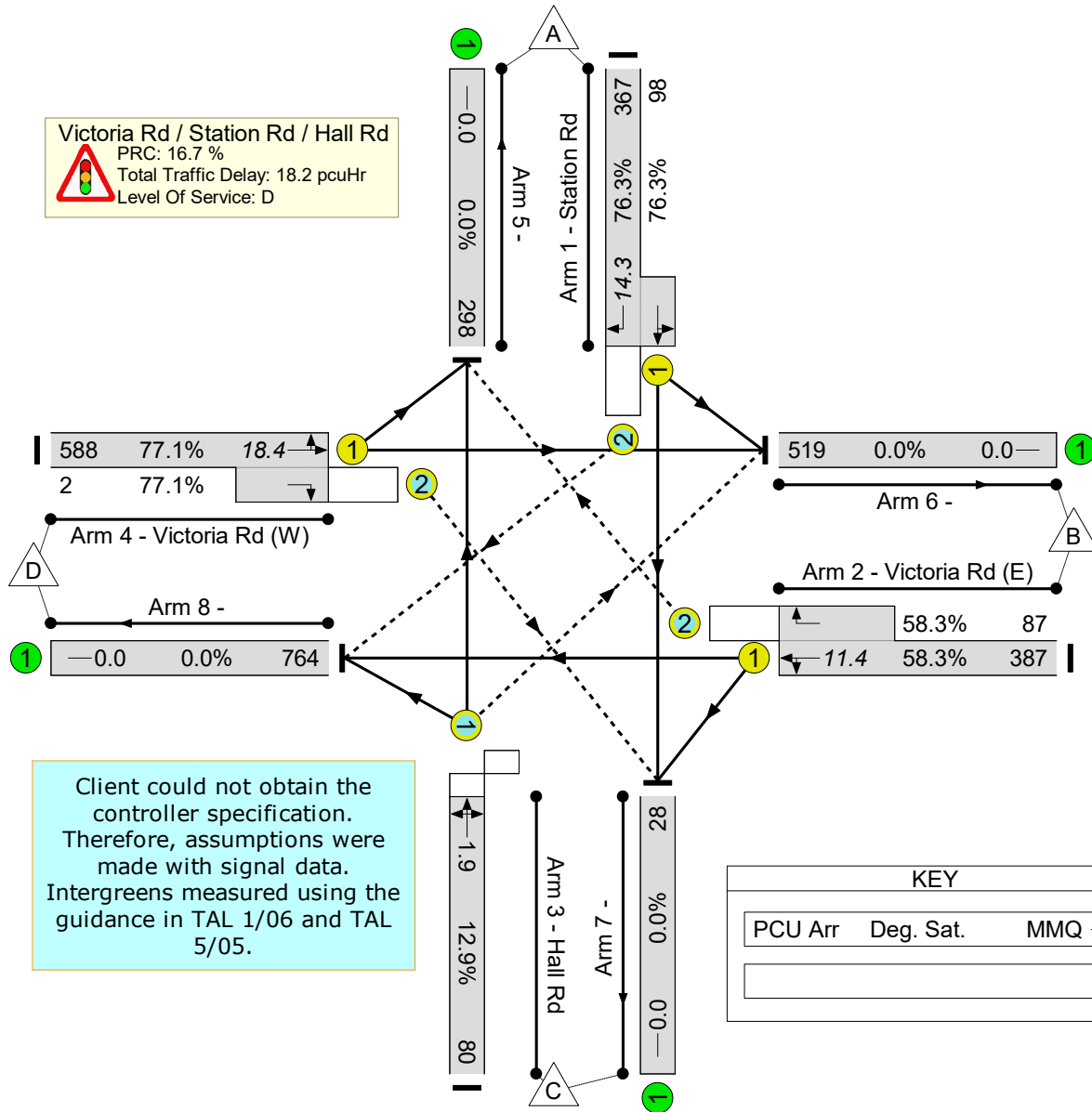
Signal Timings Diagram



Network Layout Diagram

Results For Scenario: AM22+D		
Cycle Time: 120	PRC: 16.7%	Tot Delay (pcuHr): 18.17

Victoria Rd / Station Rd / Hall Rd
 PRC: 16.7 %
 Total Traffic Delay: 18.2 pcuHr
 Level Of Service: D



Client could not obtain the controller specification. Therefore, assumptions were made with signal data. Intergreens measured using the guidance in TAL 1/06 and TAL 5/05.

KEY		
PCU Arr	Deg. Sat.	MMQ

Station Rd LinSig Data

Network Results

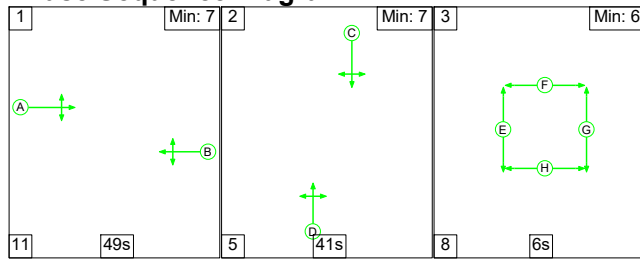
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full SGroup	Arrow SGroup	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	77.1%
Victoria Rd / Station Rd / Hall Rd	-	-	N/A	-	-		-	-	-	-	-	-	77.1%
1/2+1/1	Station Rd Left Ahead Right	O+U	N/A	N/A	C		1	40	-	465	1741:1557	481+128	76.3 : 76.3%
2/1+2/2	Victoria Rd (E) Right Left Ahead	U+O	N/A	N/A	B		1	50	-	474	1886:1663	663+149	58.3 : 58.3%
3/1	Hall Rd Ahead Right Left	O	N/A	N/A	D		1	40	-	80	1809	618	12.9%
4/1+4/2	Victoria Rd (W) Left Ahead Right	U+O	N/A	N/A	A		1	50	-	590	1800:1680	763+3	77.1 : 77.1%
5/1		U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%

Station Rd LinSig Data

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In SGroup Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Station Rd	-	-	485	0	4	13.2	4.0	1.0	18.2	-	-	-	-
Victoria Rd / Station Rd / Hall Rd	-	-	485	0	4	13.2	4.0	1.0	18.2	-	-	-	-
1/2+1/1	465	465	364	0	3	4.4	1.6	0.4	6.4	49.4	12.8	1.6	14.3
2/1+2/2	474	474	86	0	1	3.3	0.7	0.6	4.6	35.1	10.7	0.7	11.4
3/1	80	80	33	0	0	0.6	0.1	0.0	0.7	30.9	1.8	0.1	1.9
4/1+4/2	590	590	2	0	0	4.8	1.7	0.0	6.5	39.6	16.7	1.7	18.4
5/1	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 16.7 Total Delay for Signalled Lanes (pcuHr): 18.17 Cycle Time (s): 120 PRC Over All Lanes (%): 16.7 Total Delay Over All Lanes(pcuHr): 18.17													

Station Rd LinSig Data
Scenario 3: 'AM26' (FG3: 'AM 2026', Plan 1: 'Peds')

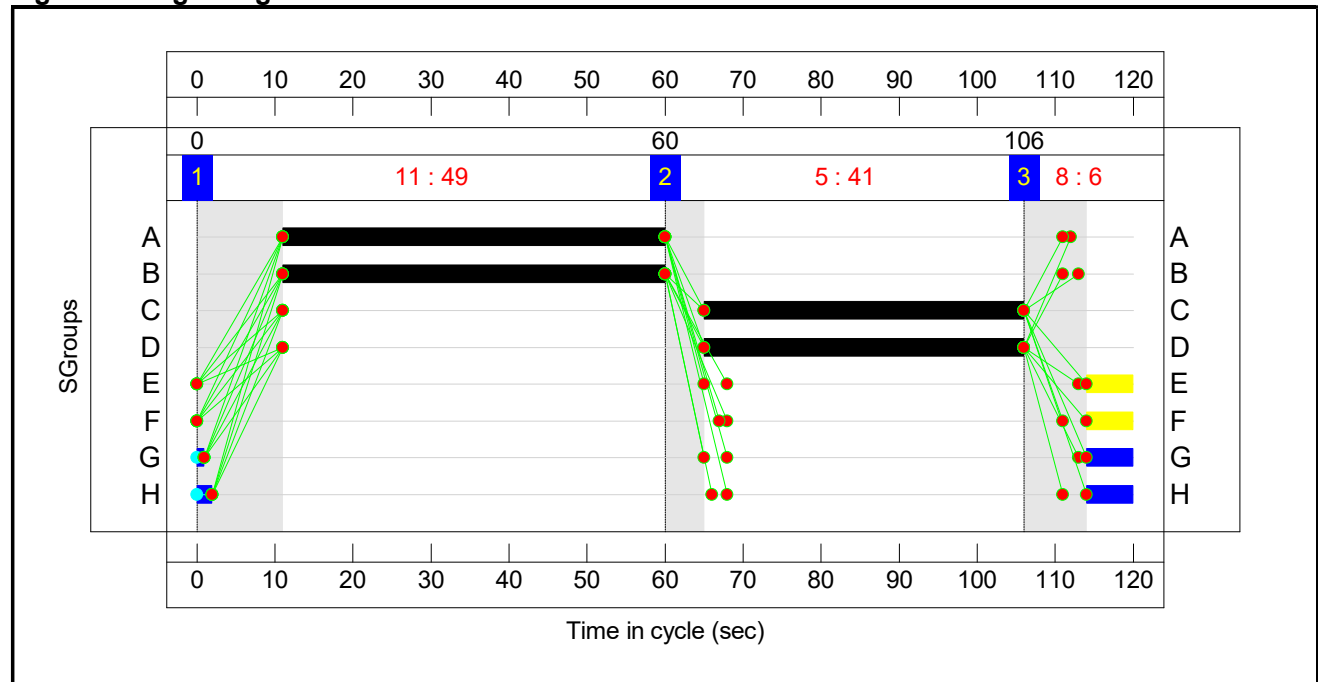
Phase Sequence Diagram



Phase Timings

Phase	1	2	3
Duration	49	41	6
Change Point	0	60	106

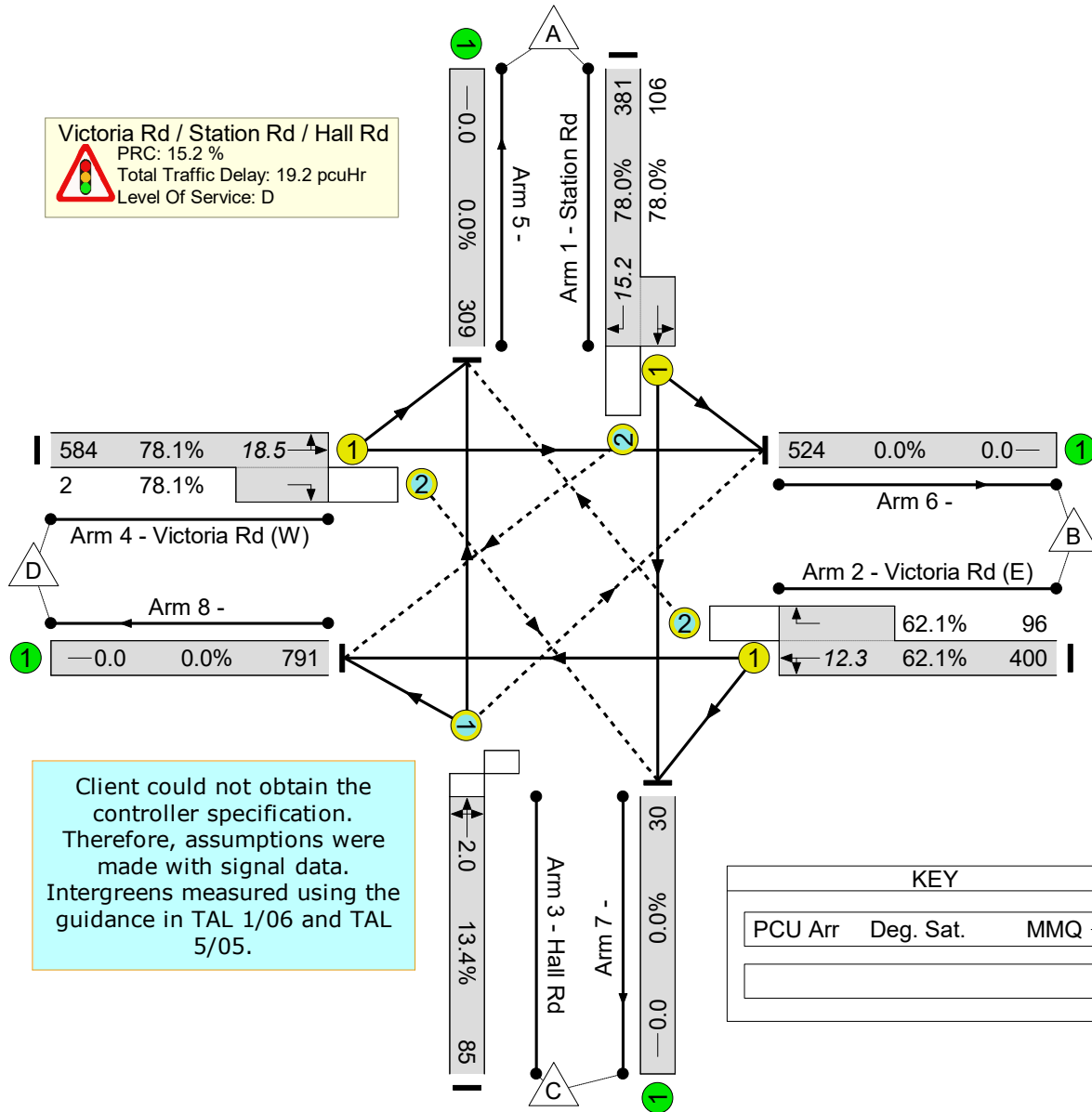
Signal Timings Diagram



Network Layout Diagram

Results For Scenario: AM26		
Cycle Time: 120	PRC: 15.2%	Tot Delay (pcuHr): 19.22

Victoria Rd / Station Rd / Hall Rd
 PRC: 15.2 %
 Total Traffic Delay: 19.2 pcuHr
 Level Of Service: D



Client could not obtain the controller specification. Therefore, assumptions were made with signal data. Intergreens measured using the guidance in TAL 1/06 and TAL 5/05.

KEY		
PCU Arr	Deg. Sat.	MMQ

Station Rd LinSig Data

Network Results

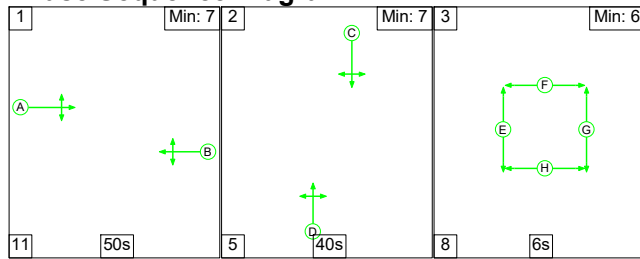
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full SGroup	Arrow SGroup	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	78.1%
Victoria Rd / Station Rd / Hall Rd	-	-	N/A	-	-		-	-	-	-	-	-	78.1%
1/2+1/1	Station Rd Left Ahead Right	O+U	N/A	N/A	C		1	41	-	487	1741:1558	488+136	78.0 : 78.0%
2/1+2/2	Victoria Rd (E) Right Left Ahead	U+O	N/A	N/A	B		1	49	-	496	1886:1663	644+155	62.1 : 62.1%
3/1	Hall Rd Ahead Right Left	O	N/A	N/A	D		1	41	-	85	1812	634	13.4%
4/1+4/2	Victoria Rd (W) Left Ahead Right	U+O	N/A	N/A	A		1	49	-	586	1800:1680	748+3	78.1 : 78.1%
5/1		U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	30	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	791	Inf	Inf	0.0%

Station Rd LinSig Data

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In SGroup Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Station Rd	-	-	510	0	4	13.8	4.4	1.1	19.2	-	-	-	-
Victoria Rd / Station Rd / Hall Rd	-	-	510	0	4	13.8	4.4	1.1	19.2	-	-	-	-
1/2+1/1	487	487	378	0	3	4.6	1.7	0.4	6.7	49.7	13.5	1.7	15.2
2/1+2/2	496	496	95	0	1	3.6	0.8	0.7	5.1	37.1	11.5	0.8	12.3
3/1	85	85	35	0	0	0.6	0.1	0.0	0.7	30.2	1.9	0.1	2.0
4/1+4/2	586	586	2	0	0	4.9	1.7	0.0	6.7	41.0	16.8	1.7	18.5
5/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 15.2 Total Delay for Signalled Lanes (pcuHr): 19.22 Cycle Time (s): 120 PRC Over All Lanes (%): 15.2 Total Delay Over All Lanes(pcuHr): 19.22													

Station Rd LinSig Data
Scenario 4: 'AM26+D' (FG4: 'AM 2026 + Development', Plan 1: 'Peds')

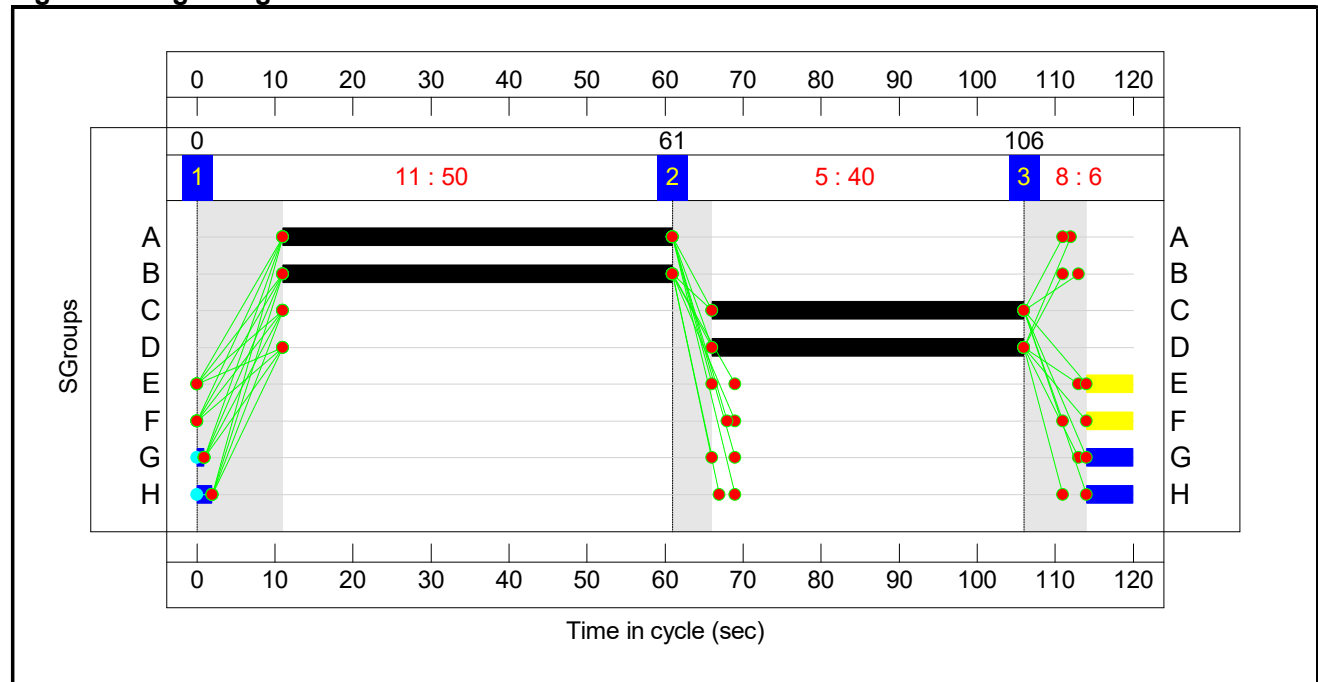
Phase Sequence Diagram



Phase Timings

Phase	1	2	3
Duration	50	40	6
Change Point	0	61	106

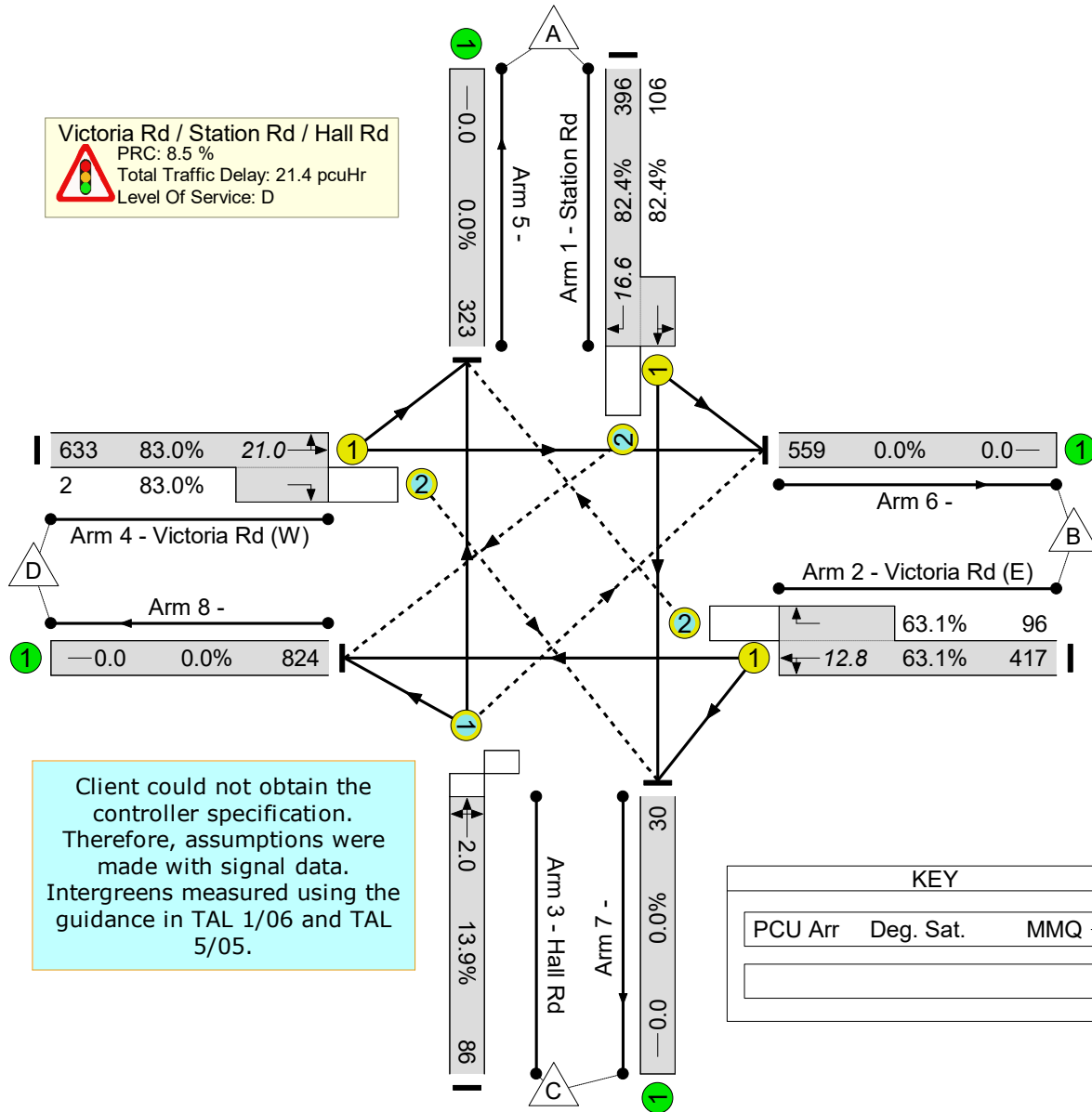
Signal Timings Diagram



Network Layout Diagram

Results For Scenario: AM26+D		
Cycle Time: 120	PRC: 8.5%	Tot Delay (pcuHr): 21.42

Victoria Rd / Station Rd / Hall Rd
 PRC: 8.5 %
 Total Traffic Delay: 21.4 pcuHr
 Level Of Service: D



Client could not obtain the controller specification. Therefore, assumptions were made with signal data. Intergreens measured using the guidance in TAL 1/06 and TAL 5/05.

Station Rd LinSig Data

Network Results

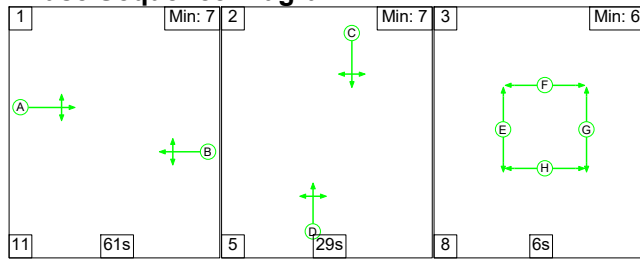
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full SGroup	Arrow SGroup	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	83.0%
Victoria Rd / Station Rd / Hall Rd	-	-	N/A	-	-		-	-	-	-	-	-	83.0%
1/2+1/1	Station Rd Left Ahead Right	O+U	N/A	N/A	C		1	40	-	502	1741:1558	481+129	82.4 : 82.4%
2/1+2/2	Victoria Rd (E) Right Left Ahead	U+O	N/A	N/A	B		1	50	-	513	1886:1663	661+152	63.1 : 63.1%
3/1	Hall Rd Ahead Right Left	O	N/A	N/A	D		1	40	-	86	1810	618	13.9%
4/1+4/2	Victoria Rd (W) Left Ahead Right	U+O	N/A	N/A	A		1	50	-	635	1800:1680	763+2	83.0 : 83.0%
5/1		U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	30	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	824	Inf	Inf	0.0%

Station Rd LinSig Data

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In SGroup Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Station Rd	-	-	511	0	18	14.7	5.5	1.2	21.4	-	-	-	-
Victoria Rd / Station Rd / Hall Rd	-	-	511	0	18	14.7	5.5	1.2	21.4	-	-	-	-
1/2+1/1	502	502	393	0	3	4.9	2.2	0.5	7.6	54.6	14.4	2.2	16.6
2/1+2/2	513	513	81	0	15	3.7	0.8	0.8	5.3	37.3	12.0	0.8	12.8
3/1	86	86	35	0	0	0.7	0.1	0.0	0.7	31.0	2.0	0.1	2.0
4/1+4/2	635	635	2	0	0	5.4	2.4	0.0	7.8	44.0	18.7	2.4	21.0
5/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 8.5 Total Delay for Signalled Lanes (pcuHr): 21.42 Cycle Time (s): 120 PRC Over All Lanes (%): 8.5 Total Delay Over All Lanes(pcuHr): 21.42													

Station Rd LinSig Data
Scenario 5: 'PM22' (FG5: 'PM 2022', Plan 1: 'Peds')

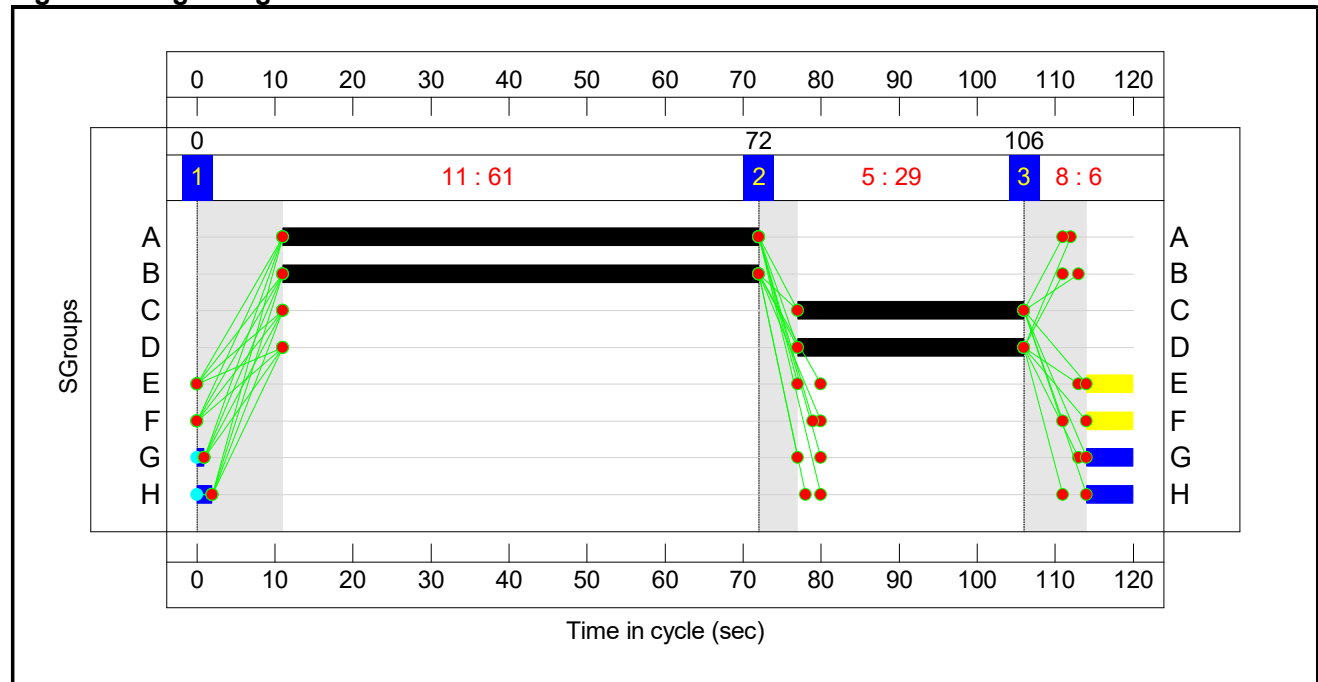
Phase Sequence Diagram



Phase Timings

Phase	1	2	3
Duration	61	29	6
Change Point	0	72	106

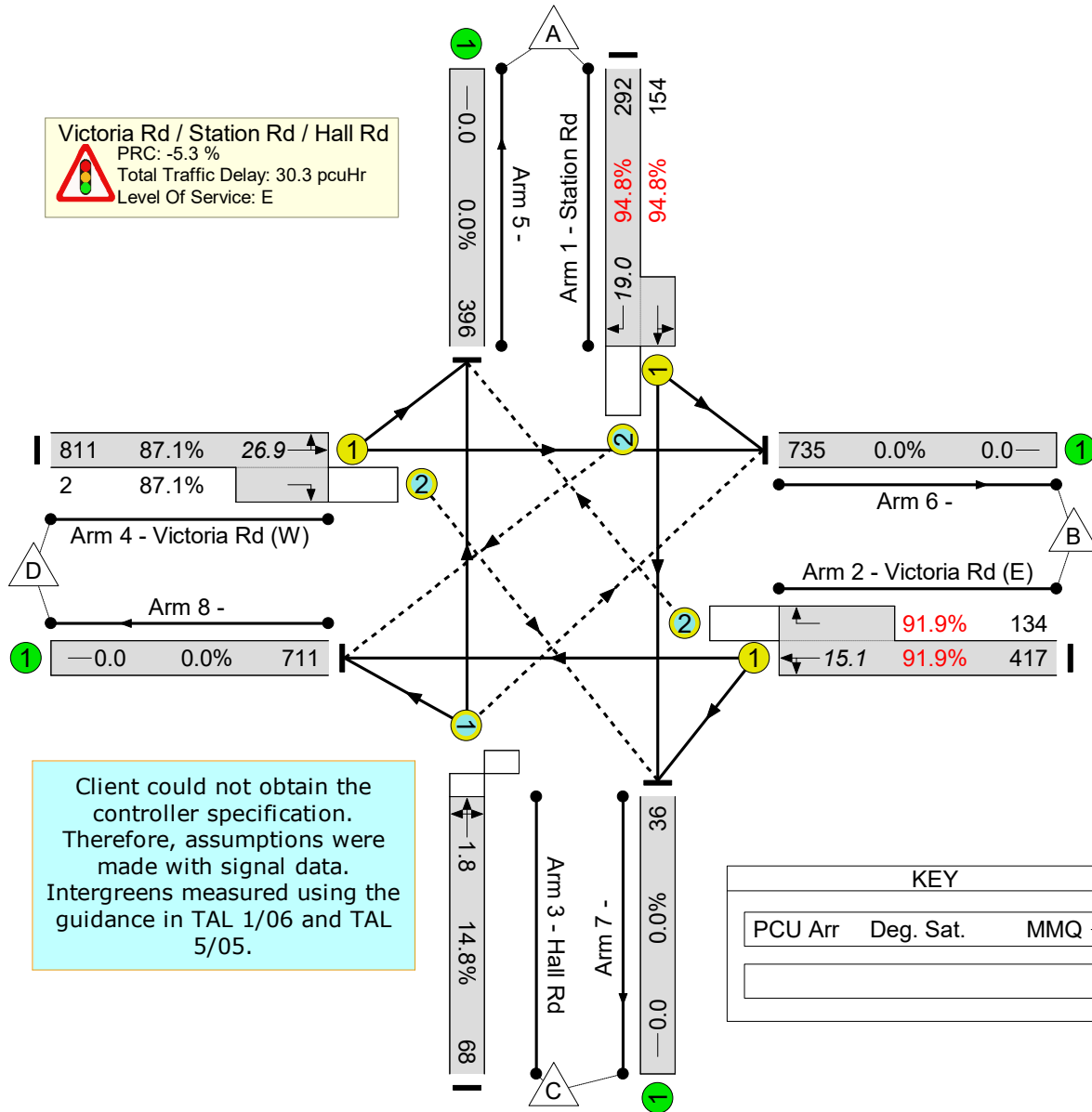
Signal Timings Diagram



Network Layout Diagram

Results For Scenario: PM22		
Cycle Time: 120	PRC: -5.3%	Tot Delay (pcuHr): 30.34

Victoria Rd / Station Rd / Hall Rd
 PRC: -5.3 %
 Total Traffic Delay: 30.3 pcuHr
 Level Of Service: E



Client could not obtain the controller specification. Therefore, assumptions were made with signal data. Intergreens measured using the guidance in TAL 1/06 and TAL 5/05.

KEY		
PCU Arr	Deg. Sat.	MMQ

Station Rd LinSig Data

Network Results

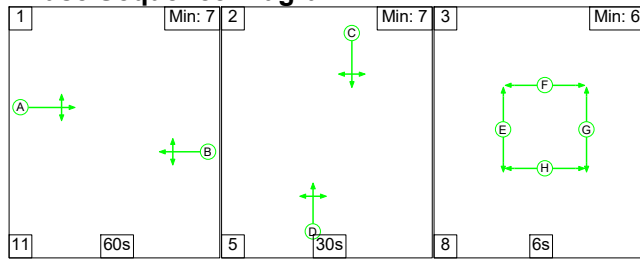
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full SGroup	Arrow SGroup	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	94.8%
Victoria Rd / Station Rd / Hall Rd	-	-	N/A	-	-		-	-	-	-	-	-	94.8%
1/2+1/1	Station Rd Left Ahead Right	O+U	N/A	N/A	C		1	29	-	446	1741:1540	308+163	94.8 : 94.8%
2/1+2/2	Victoria Rd (E) Right Left Ahead	U+O	N/A	N/A	B		1	61	-	551	1883:1663	454+146	91.9 : 91.9%
3/1	Hall Rd Ahead Right Left	O	N/A	N/A	D		1	29	-	68	1849	460	14.8%
4/1+4/2	Victoria Rd (W) Left Ahead Right	U+O	N/A	N/A	A		1	61	-	813	1807:1680	931+2	87.1 : 87.1%
5/1		U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%

Station Rd LinSig Data

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In SGroup Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Station Rd	-	-	378	0	72	14.7	14.1	1.6	30.3	-	-	-	-
Victoria Rd / Station Rd / Hall Rd	-	-	378	0	72	14.7	14.1	1.6	30.3	-	-	-	-
1/2+1/1	446	446	290	0	2	5.3	6.1	0.2	11.6	93.8	12.9	6.1	19.0
2/1+2/2	551	551	65	0	69	3.0	4.7	1.3	9.0	58.7	10.3	4.7	15.1
3/1	68	68	22	0	0	0.7	0.1	0.0	0.8	40.4	1.8	0.1	1.8
4/1+4/2	813	813	2	0	0	5.8	3.2	0.0	9.0	39.7	23.7	3.2	26.9
5/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -5.3 Total Delay for Signalled Lanes (pcuHr): 30.34 Cycle Time (s): 120 PRC Over All Lanes (%): -5.3 Total Delay Over All Lanes(pcuHr): 30.34													

Station Rd LinSig Data
Scenario 6: 'PM22+D' (FG6: 'PM 2022 + Development', Plan 1: 'Peds')

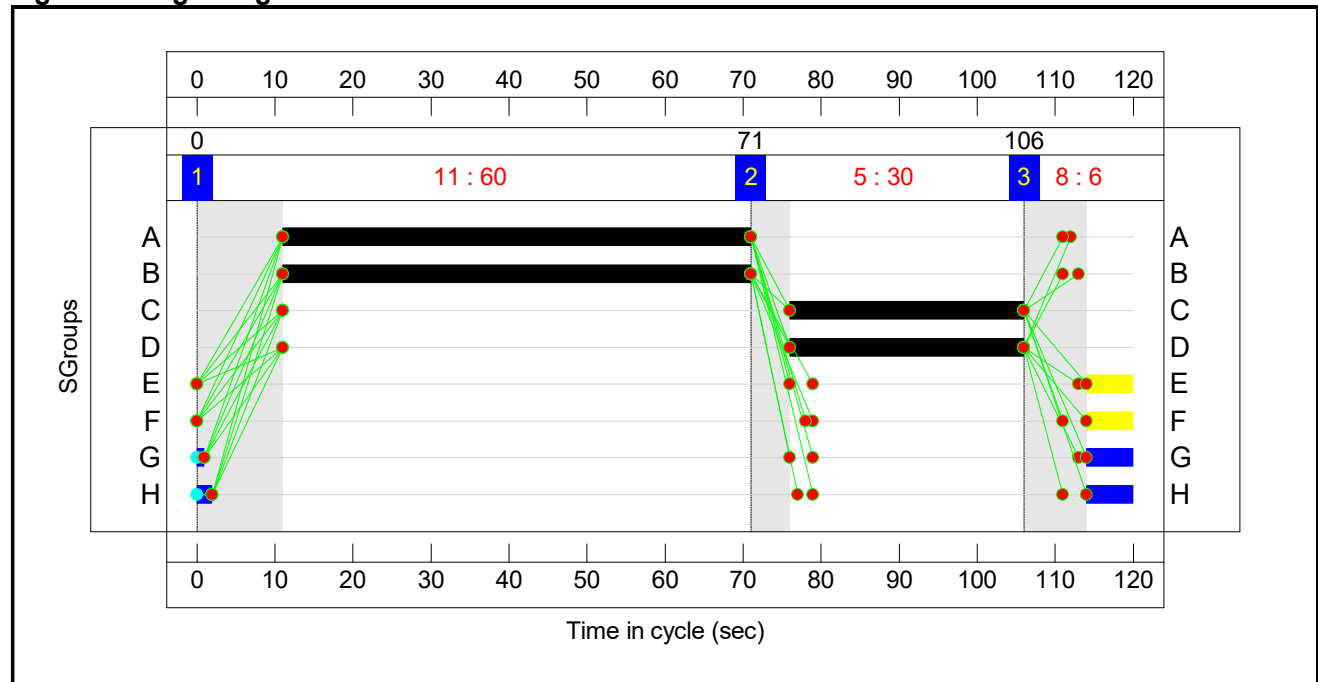
Phase Sequence Diagram



Phase Timings

Phase	1	2	3
Duration	60	30	6
Change Point	0	71	106

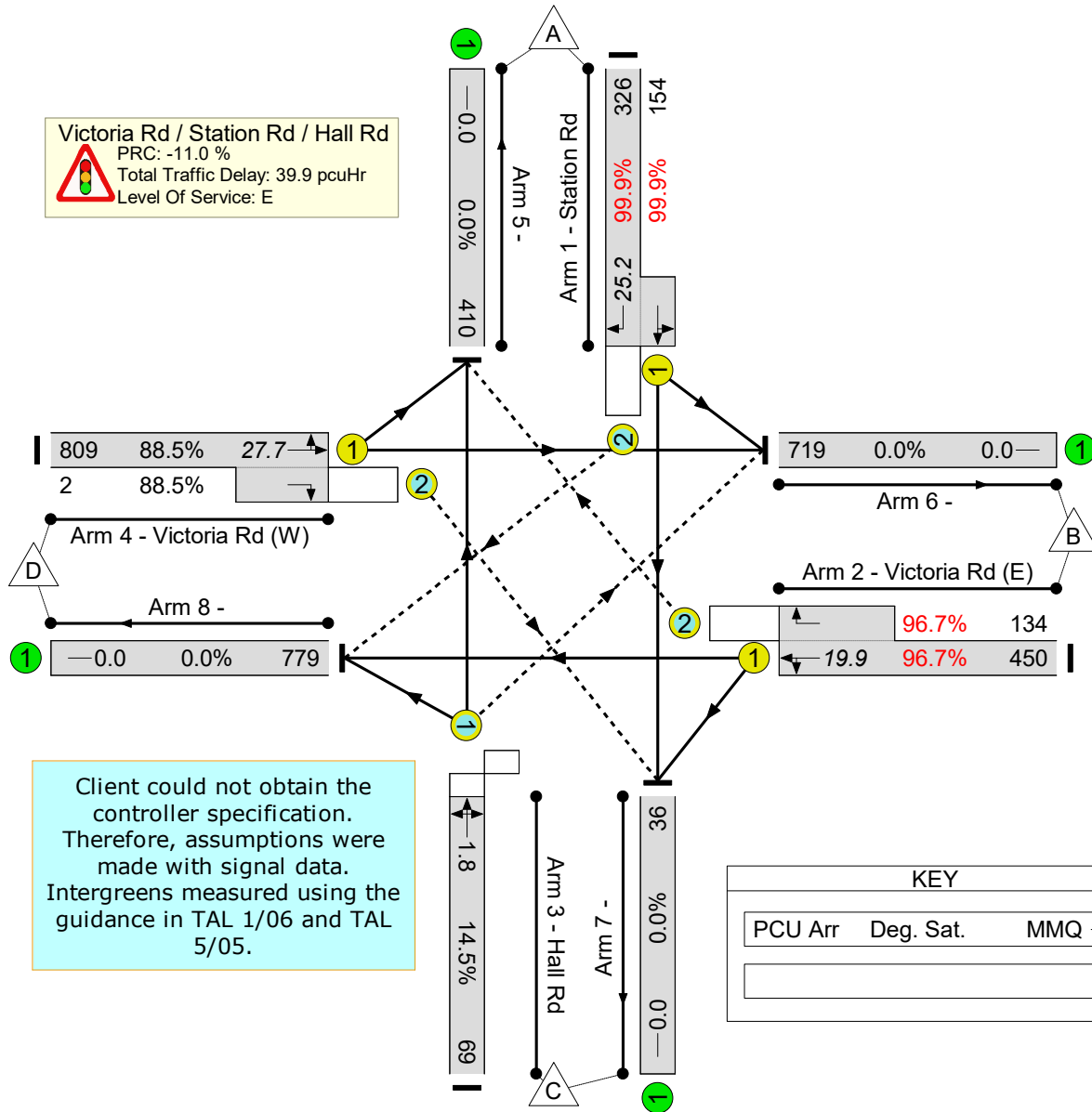
Signal Timings Diagram



Network Layout Diagram

Results For Scenario: PM22+D		
Cycle Time: 120	PRC: -11.0%	Tot Delay (pcuHr): 39.94

Victoria Rd / Station Rd / Hall Rd
 PRC: -11.0 %
 Total Traffic Delay: 39.9 pcuHr
 Level Of Service: E



Client could not obtain the controller specification. Therefore, assumptions were made with signal data. Intergreens measured using the guidance in TAL 1/06 and TAL 5/05.

KEY		
PCU Arr	Deg. Sat.	MMQ

Station Rd LinSig Data

Network Results

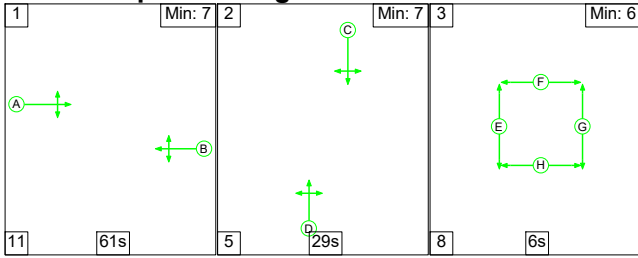
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full SGroup	Arrow SGroup	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	99.9%
Victoria Rd / Station Rd / Hall Rd	-	-	N/A	-	-		-	-	-	-	-	-	99.9%
1/2+1/1	Station Rd Left Ahead Right	O+U	N/A	N/A	C		1	30	-	480	1741:1540	326+154	99.9% : 99.9%
2/1+2/2	Victoria Rd (E) Right Left Ahead	U+O	N/A	N/A	B		1	60	-	584	1884:1663	465+139	96.7% : 96.7%
3/1	Hall Rd Ahead Right Left	O	N/A	N/A	D		1	30	-	69	1846	475	14.5%
4/1+4/2	Victoria Rd (W) Left Ahead Right	U+O	N/A	N/A	A		1	60	-	811	1802:1680	914+2	88.5% : 88.5%
5/1		U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%

Station Rd LinSig Data

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In SGroup Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Station Rd	-	-	391	0	93	15.8	22.6	1.6	39.9	-	-	-	-
Victoria Rd / Station Rd / Hall Rd	-	-	391	0	93	15.8	22.6	1.6	39.9	-	-	-	-
1/2+1/1	480	480	309	0	17	5.8	10.8	0.3	16.9	126.9	14.4	10.8	25.2
2/1+2/2	584	584	58	0	76	3.3	8.1	1.3	12.7	78.3	11.8	8.1	19.9
3/1	69	69	22	0	0	0.7	0.1	0.0	0.8	39.4	1.8	0.1	1.8
4/1+4/2	811	811	2	0	0	5.9	3.6	0.0	9.6	42.4	24.1	3.6	27.7
5/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -11.0 Total Delay for Signalled Lanes (pcuHr): 39.94 Cycle Time (s): 120 PRC Over All Lanes (%): -11.0 Total Delay Over All Lanes(pcuHr): 39.94													

Station Rd LinSig Data
Scenario 7: 'PM 26' (FG7: 'PM 2026', Plan 1: 'Peds')

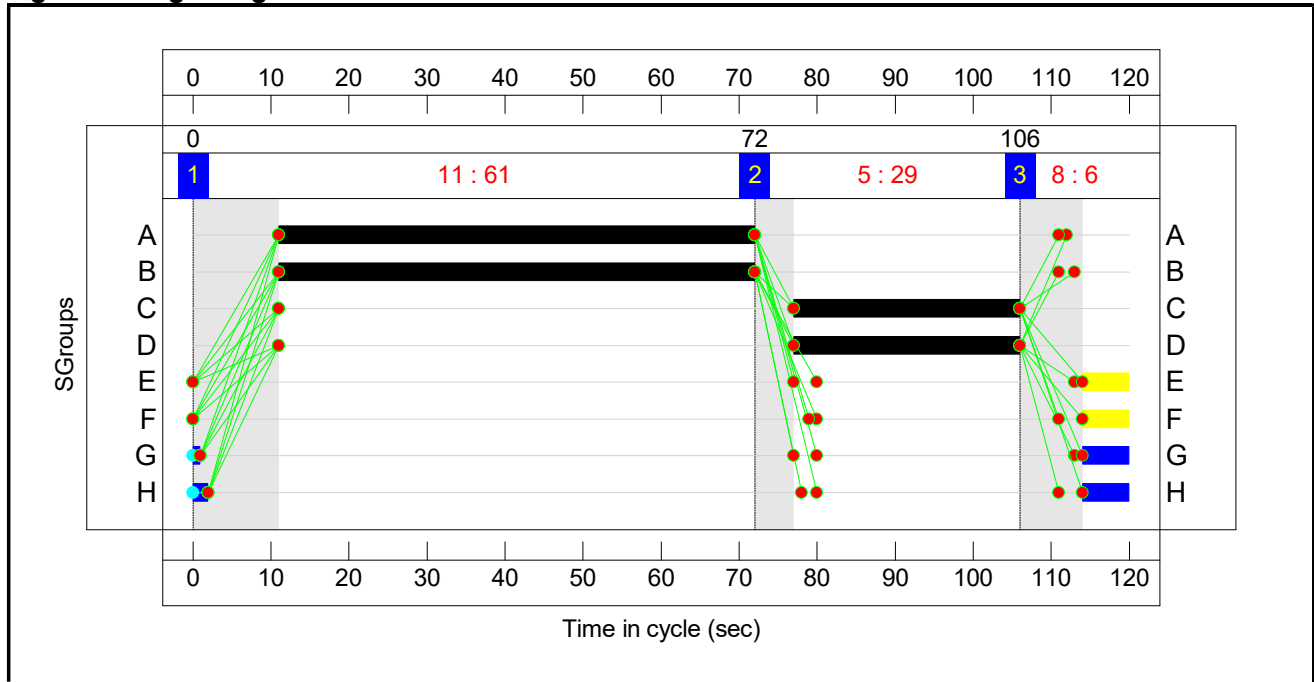
Phase Sequence Diagram



Phase Timings

Phase	1	2	3
Duration	61	29	6
Change Point	0	72	106

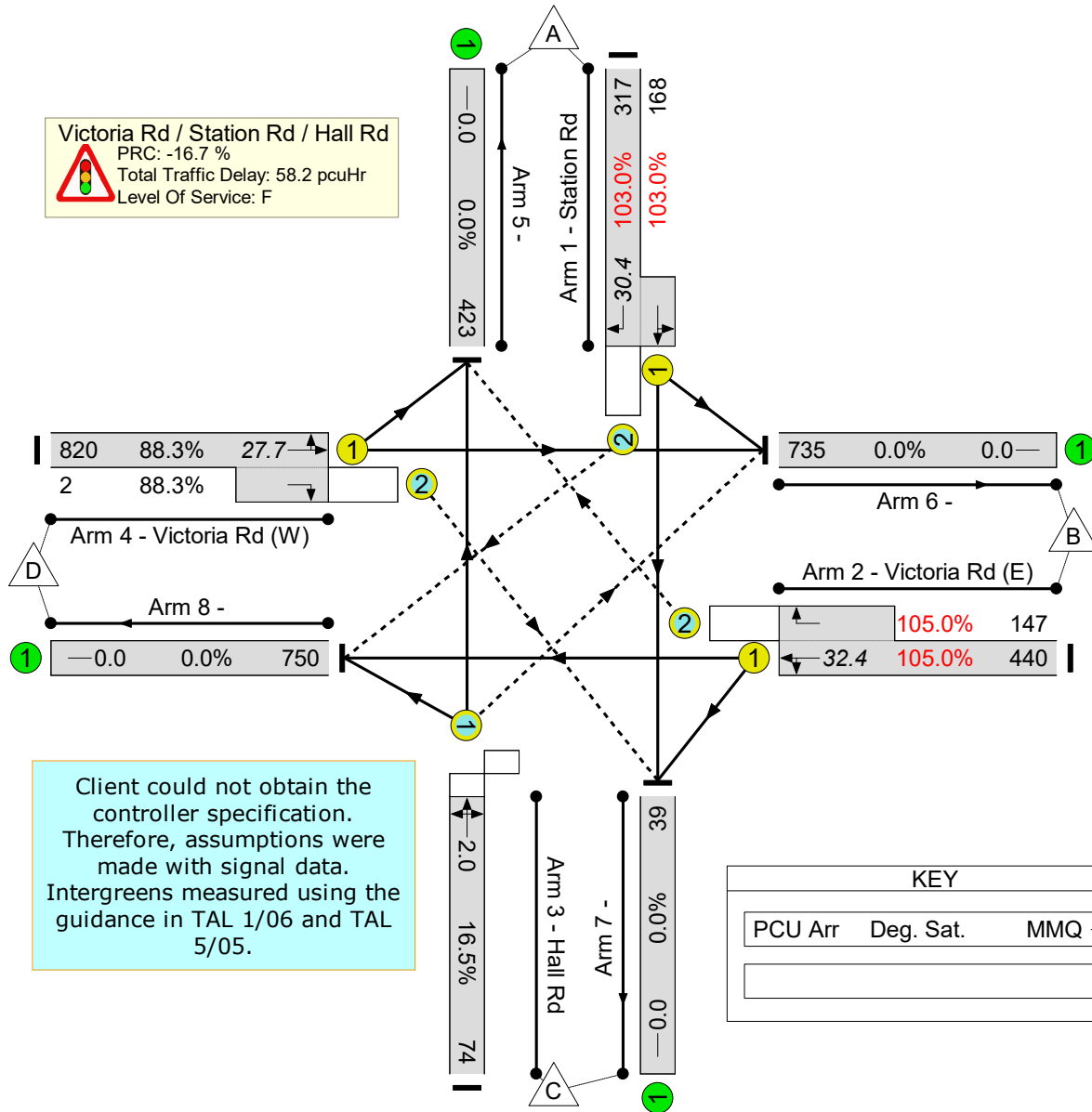
Signal Timings Diagram



Network Layout Diagram

Results For Scenario: PM 26		
Cycle Time: 120	PRC: -16.7%	Tot Delay (pcuHr): 58.20

Victoria Rd / Station Rd / Hall Rd
 PRC: -16.7 %
 Total Traffic Delay: 58.2 pcuHr
 Level Of Service: F



Client could not obtain the controller specification. Therefore, assumptions were made with signal data. Intergreens measured using the guidance in TAL 1/06 and TAL 5/05.

KEY		
PCU Arr	Deg. Sat.	MMQ

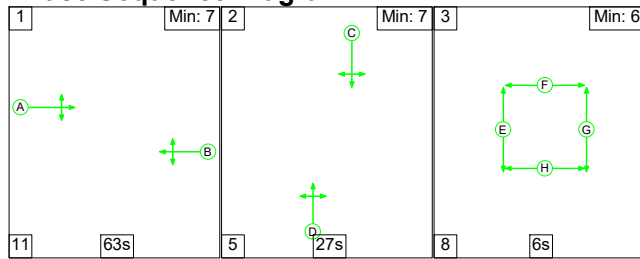
Station Rd LinSig Data

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full SGroup	Arrow SGroup	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	105.0%
Victoria Rd / Station Rd / Hall Rd	-	-	N/A	-	-		-	-	-	-	-	-	105.0%
1/2+1/1	Station Rd Left Ahead Right	O+U	N/A	N/A	C		1	29	-	485	1741:1541	308+163	103.0 : 103.0%
2/1+2/2	Victoria Rd (E) Right Left Ahead	U+O	N/A	N/A	B		1	61	-	587	1882:1663	419+140	105.0 : 105.0%
3/1	Hall Rd Ahead Right Left	O	N/A	N/A	D		1	29	-	74	1847	450	16.5%
4/1+4/2	Victoria Rd (W) Left Ahead Right	U+O	N/A	N/A	A		1	61	-	822	1802:1680	929+2	88.3 : 88.3%
5/1		U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%

Station Rd LinSig Data
Scenario 8: 'PM26+D' (FG8: 'PM 2026 + Development', Plan 1: 'Peds')

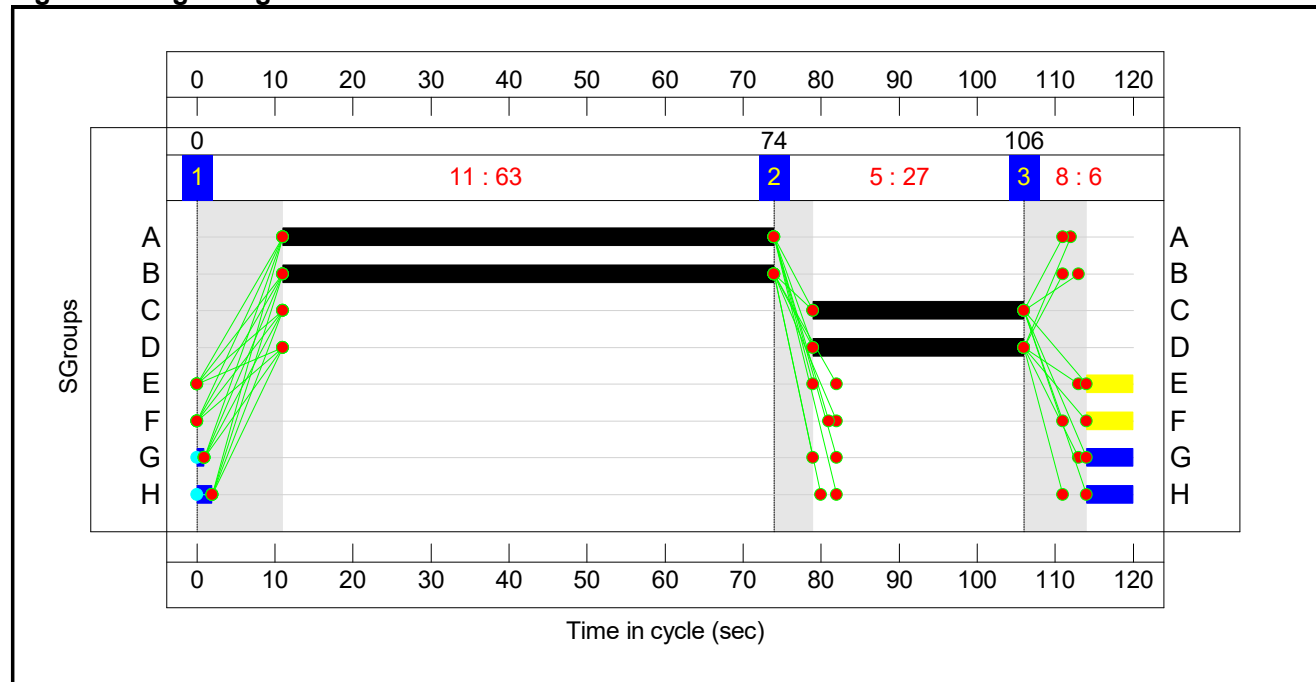
Phase Sequence Diagram



Phase Timings

Phase	1	2	3
Duration	63	27	6
Change Point	0	74	106

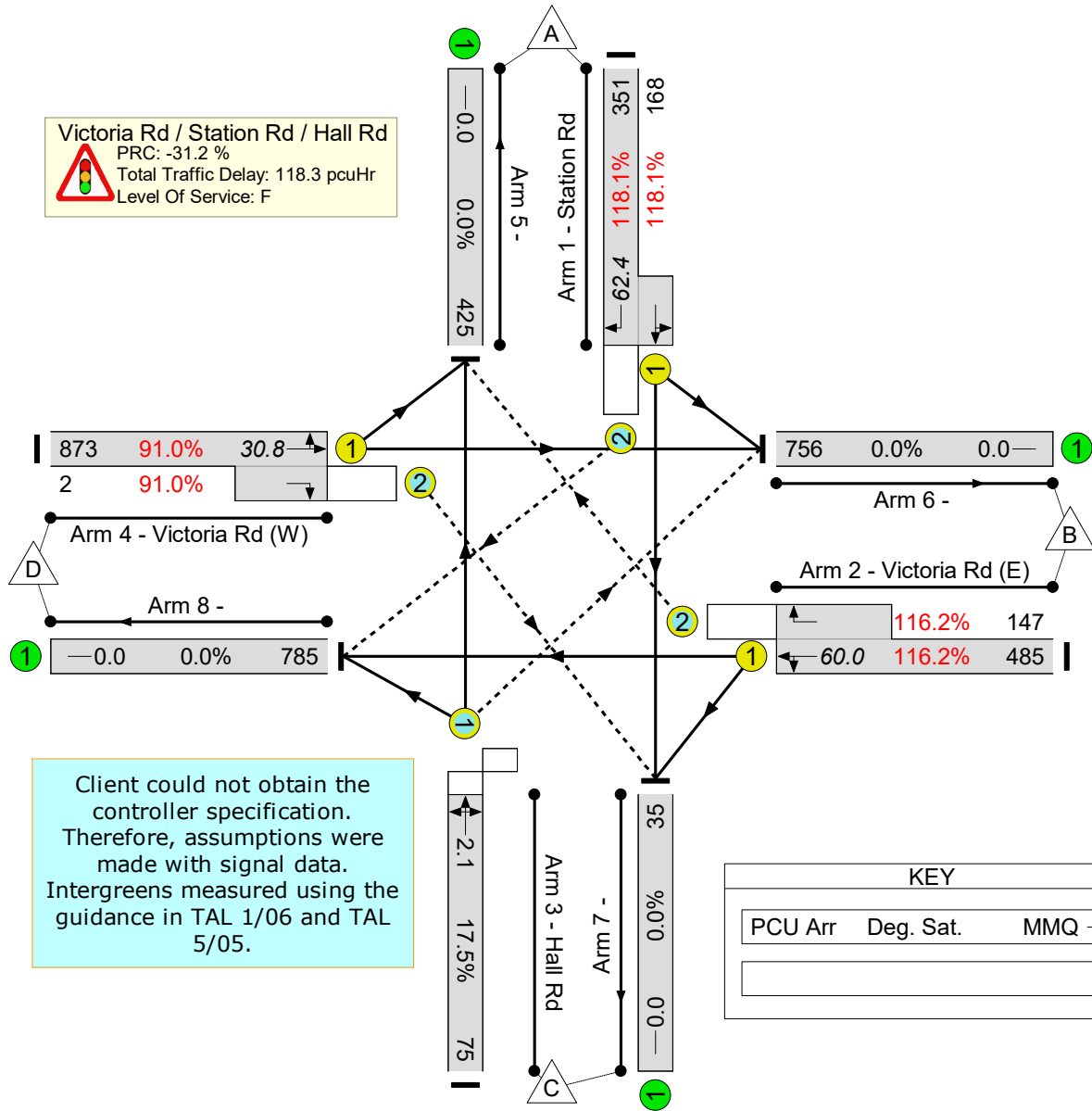
Signal Timings Diagram



Network Layout Diagram

Results For Scenario: PM26+D		
Cycle Time: 120	PRC: -31.2%	Tot Delay (pcuHr): 118.33

Victoria Rd / Station Rd / Hall Rd
 PRC: -31.2 %
 Total Traffic Delay: 118.3 pcuHr
 Level Of Service: F



Station Rd LinSig Data

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full SGroup	Arrow SGroup	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	118.1%
Victoria Rd / Station Rd / Hall Rd	-	-	N/A	-	-		-	-	-	-	-	-	118.1%
1/2+1/1	Station Rd Left Ahead Right	O+U	N/A	N/A	C		1	27	-	519	1741:1541	297+142	118.1 : 118.1%
2/1+2/2	Victoria Rd (E) Right Left Ahead	U+O	N/A	N/A	B		1	63	-	632	1883:1663	418+127	116.2 : 116.2%
3/1	Hall Rd Ahead Right Left	O	N/A	N/A	D		1	27	-	75	1844	428	17.5%
4/1+4/2	Victoria Rd (W) Left Ahead Right	U+O	N/A	N/A	A		1	63	-	875	1802:1680	959+2	91.0 : 91.0%
5/1		U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	839	Inf	Inf	0.0%

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017
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Filename: Victoria Rd West Northern Site Access.j9
Path: \\FOZZY\Data\Consultancy\Project Files 2017\17001 Victoria Rd West\Models
Report generation date: 13/01/2017 10:46:41

- »2022 + Dev, AM
- »2022 + Dev, PM
- »2026 + Dev, AM
- »2026 + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022 + Dev								
Stream B-AC	0.3	16.77	0.25	C	0.2	15.01	0.14	C
Stream C-AB	0.1	3.83	0.06	A	0.6	4.25	0.18	A
2026 + Dev								
Stream B-AC	0.4	18.98	0.28	C	0.2	17.59	0.16	C
Stream C-AB	0.1	3.74	0.07	A	0.7	4.18	0.20	A

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

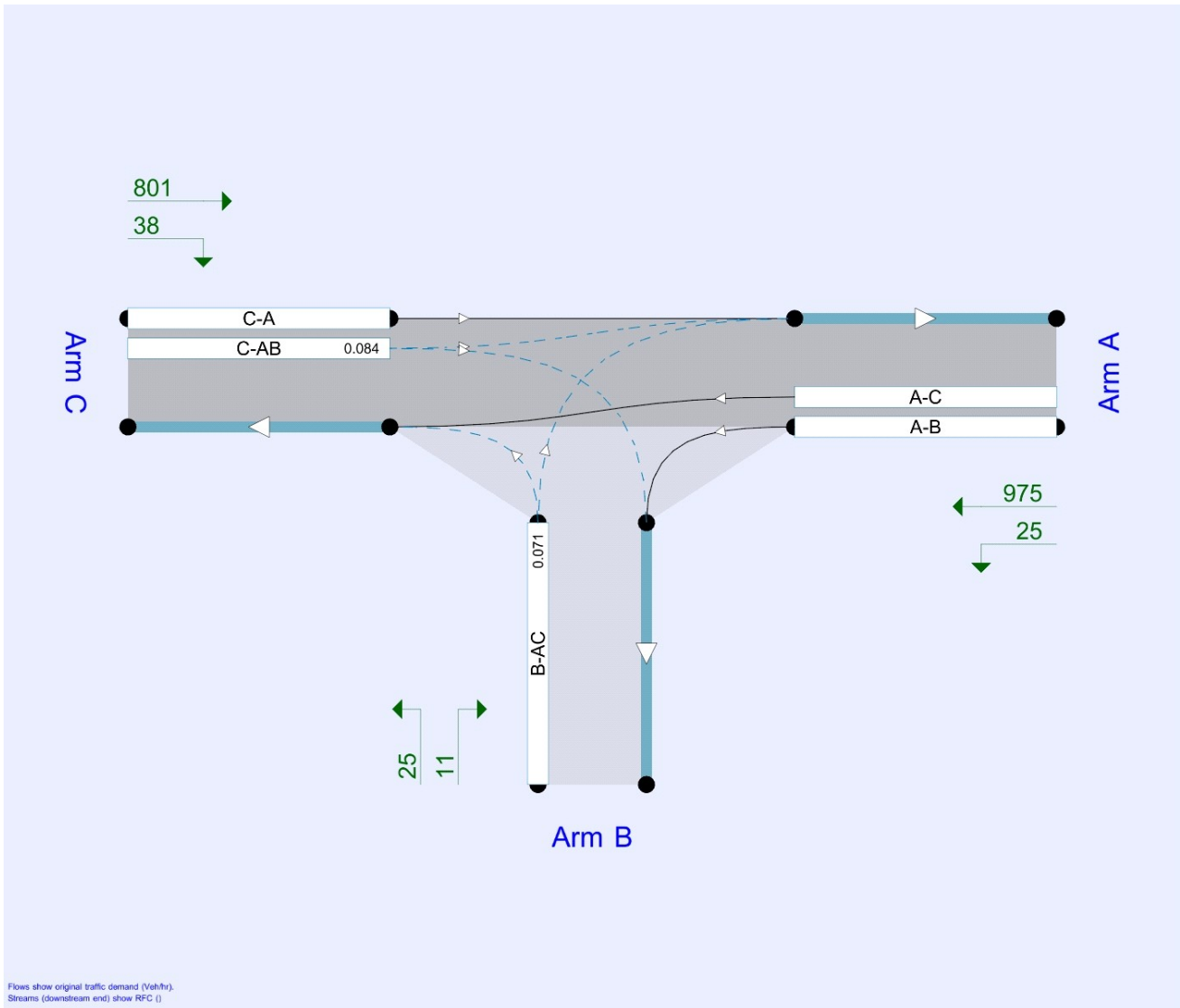
File summary

File Description

Title	17001 Victoria Rd West Northern Site Access
Location	Hebburn
Site number	
Date	11/01/2017
Version	
Status	(new file)
Identifier	
Client	Queensbury Design
Jobnumber	17001
Enumerator	jct\stuart.hanson
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 + Dev	AM	ONE HOUR	07:45	09:15	15
D2	2022 + Dev	PM	ONE HOUR	16:45	18:15	15
D3	2026 + Dev	AM	ONE HOUR	07:45	09:15	15
D4	2026 + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2026 + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	697	100.000
B		✓	66	100.000
C		✓	841	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	691
	B	42	0	24
	C	825	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	18.98	0.4	C
C-AB	0.07	3.74	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	50	365	0.136	49	0.2	11.373	B
C-AB	32	1009	0.032	32	0.0	3.733	A
C-A	614			614			
A-B	5			5			
A-C	531			531			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	59	323	0.184	59	0.2	13.633	B
C-AB	49	1076	0.045	49	0.1	3.548	A
C-A	723			723			
A-B	5			5			
A-C	634			634			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	73	262	0.277	72	0.4	18.859	C
C-AB	84	1176	0.071	83	0.1	3.343	A
C-A	861			861			
A-B	7			7			
A-C	776			776			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	73	262	0.277	73	0.4	18.976	C
C-AB	84	1176	0.071	84	0.1	3.346	A
C-A	861			861			
A-B	7			7			
A-C	776			776			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	59	323	0.184	60	0.2	13.726	B
C-AB	49	1077	0.045	49	0.1	3.556	A
C-A	723			723			
A-B	5			5			
A-C	634			634			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	50	365	0.136	50	0.2	11.437	B
C-AB	33	1009	0.032	33	0.0	3.740	A
C-A	613			613			
A-B	5			5			
A-C	531			531			

2026 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2026 + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1000	100.000
B		✓	36	100.000
C		✓	839	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	25	975
	B	11	0	25
	C	801	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	17.59	0.2	C
C-AB	0.20	4.18	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	27	380	0.071	27	0.1	10.185	B
C-AB	80	956	0.084	80	0.2	4.161	A
C-A	563			563			
A-B	19			19			
A-C	749			749			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	32	327	0.099	32	0.1	12.203	B
C-AB	123	1018	0.121	123	0.3	4.082	A
C-A	645			645			
A-B	22			22			
A-C	894			894			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	40	245	0.162	39	0.2	17.513	C
C-AB	221	1112	0.198	219	0.7	4.100	A
C-A	721			721			
A-B	28			28			
A-C	1096			1096			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	40	244	0.162	40	0.2	17.591	C
C-AB	222	1113	0.199	222	0.7	4.120	A
C-A	719			719			
A-B	28			28			
A-C	1096			1096			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	32	327	0.099	33	0.1	12.253	B
C-AB	124	1019	0.122	126	0.3	4.106	A
C-A	644			644			
A-B	22			22			
A-C	894			894			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	27	380	0.071	27	0.1	10.214	B
C-AB	81	956	0.085	81	0.2	4.179	A
C-A	563			563			
A-B	19			19			
A-C	749			749			

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: Victoria Rd West Southern Site Access.j9
Path: \\FOZZY\Data\Consultancy\Project Files 2017\17001 Victoria Rd West\Models
Report generation date: 13/01/2017 10:48:25

- »2022 + Dev, AM
- »2022 + Dev, PM
- »2026 + Dev, AM
- »2026 + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022 + Dev								
Stream B-AC	0.3	15.80	0.24	C	0.2	14.48	0.14	B
Stream C-AB	0.1	3.85	0.06	A	0.5	4.44	0.17	A
2026 + Dev								
Stream B-AC	0.4	17.56	0.26	C	0.2	16.67	0.16	C
Stream C-AB	0.1	3.76	0.07	A	0.7	4.36	0.19	A

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

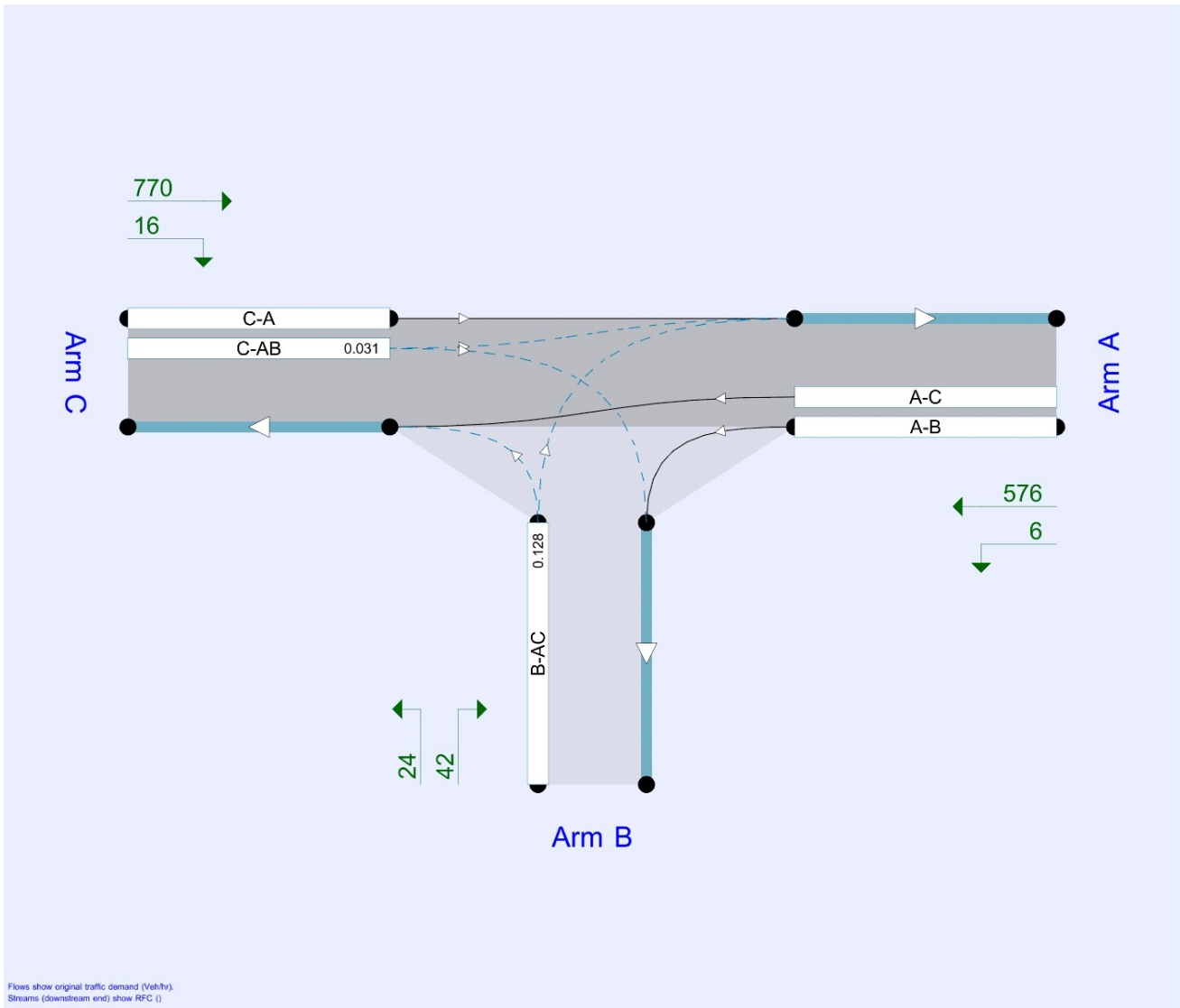
File summary

File Description

Title	17001 Victoria Rd West Southern Site Access
Location	Hebburn
Site number	
Date	11/01/2017
Version	
Status	(new file)
Identifier	
Client	Queensbury Design
Jobnumber	17001
Enumerator	jct\stuart.hanson
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 + Dev	AM	ONE HOUR	07:45	09:15	15
D2	2022 + Dev	PM	ONE HOUR	16:45	18:15	15
D3	2026 + Dev	AM	ONE HOUR	07:45	09:15	15
D4	2026 + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2026 + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	630	100.000
B		✓	66	100.000
C		✓	847	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	624
	B	42	0	24
	C	831	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	17.56	0.4	C
C-AB	0.07	3.76	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	50	373	0.133	49	0.2	11.093	B
C-AB	33	1005	0.033	33	0.0	3.749	A
C-A	617			617			
A-B	5			5			
A-C	479			479			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	59	334	0.178	59	0.2	13.091	B
C-AB	49	1076	0.046	49	0.1	3.552	A
C-A	727			727			
A-B	5			5			
A-C	572			572			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	73	278	0.262	72	0.3	17.470	C
C-AB	85	1180	0.072	84	0.1	3.335	A
C-A	867			867			
A-B	7			7			
A-C	700			700			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	73	278	0.262	73	0.4	17.559	C
C-AB	85	1180	0.072	85	0.1	3.341	A
C-A	866			866			
A-B	7			7			
A-C	700			700			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	59	334	0.178	60	0.2	13.169	B
C-AB	50	1076	0.046	50	0.1	3.560	A
C-A	727			727			
A-B	5			5			
A-C	572			572			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	50	373	0.133	50	0.2	11.152	B
C-AB	33	1005	0.033	33	0.0	3.757	A
C-A	617			617			
A-B	5			5			
A-C	479			479			

2026 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2026 + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	985	100.000
B		✓	36	100.000
C		✓	789	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	25	960
	B	11	0	25
	C	751	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	16.67	0.2	C
C-AB	0.19	4.36	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	27	383	0.071	27	0.1	10.093	B
C-AB	77	916	0.084	77	0.2	4.341	A
C-A	528			528			
A-B	19			19			
A-C	737			737			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	32	333	0.097	32	0.1	11.965	B
C-AB	117	974	0.120	117	0.3	4.257	A
C-A	606			606			
A-B	22			22			
A-C	880			880			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	40	256	0.155	39	0.2	16.614	C
C-AB	205	1063	0.193	203	0.6	4.261	A
C-A	681			681			
A-B	28			28			
A-C	1078			1078			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	40	256	0.155	40	0.2	16.673	C
C-AB	206	1064	0.193	206	0.7	4.277	A
C-A	680			680			
A-B	28			28			
A-C	1078			1078			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	32	333	0.097	33	0.1	12.010	B
C-AB	118	976	0.121	119	0.3	4.283	A
C-A	605			605			
A-B	22			22			
A-C	880			880			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	27	383	0.071	27	0.1	10.120	B
C-AB	78	917	0.085	78	0.2	4.357	A
C-A	527			527			
A-B	19			19			
A-C	737			737			