FIGURES

Figure 1 **General Site Location Plan**

Figure 2 **Detailed Site Location Plan**

Figure 3 **Pedestrian and Cyclist Accessible Areas**

Figure 4 **2009 Surveyed Traffic Flows**

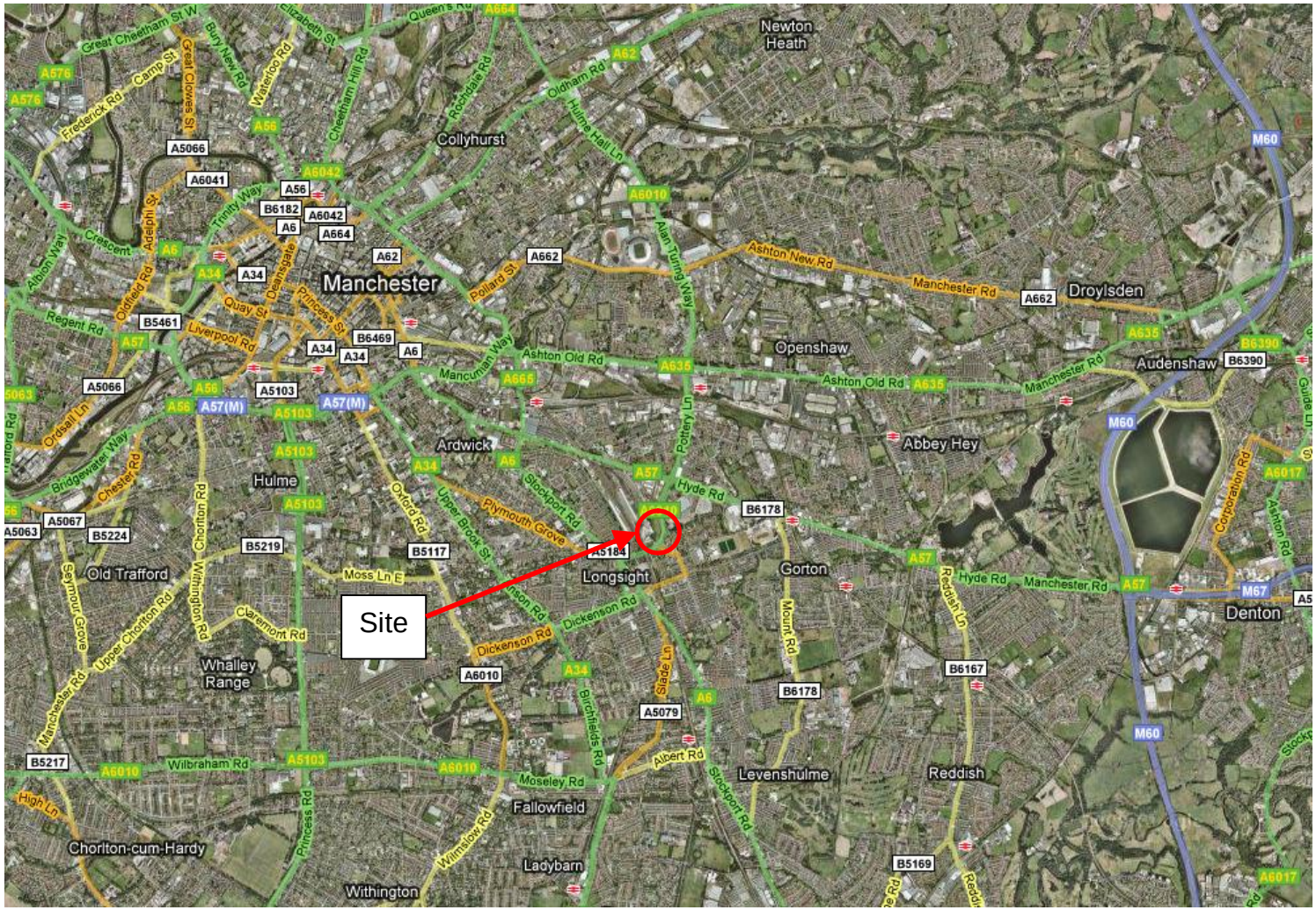
Figure 5 **Proposed Traffic Generations**

Figure 6 **2010 Base Traffic Flows**

Figure 7 **2014 Base Traffic Flows**

Figure 8 **2010 Proposed Traffic Flows**

Figure 9 **2014 Proposed Traffic Flows**



Proposed Development, Pottery Lane, Manchester

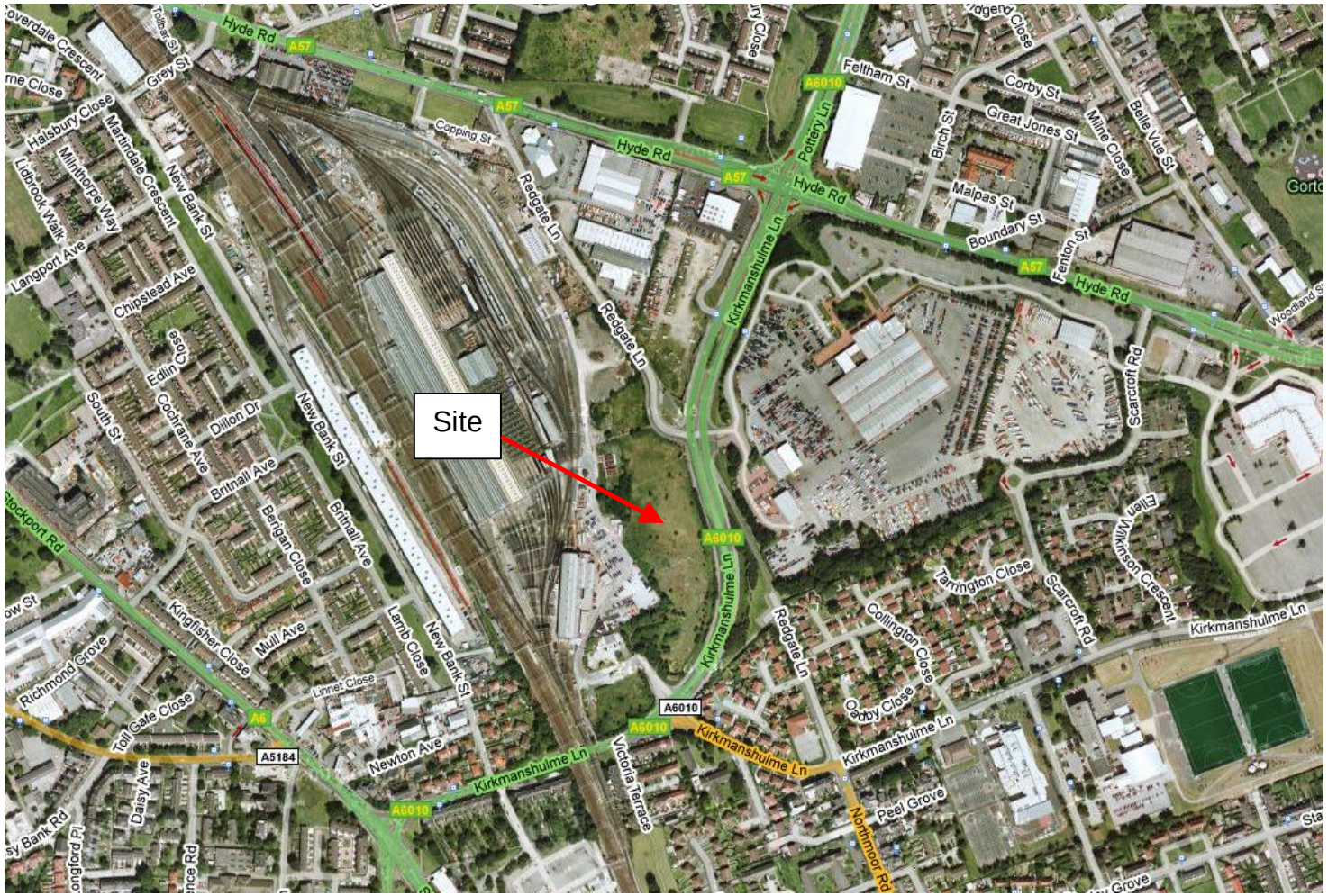
Transport Assessment

BWB CONSULTING

Whitehall Waterfront
2 Riverside Way
Leeds
LS1 4EH

Figure 1

General Site Location



Proposed Development, Pottery Lane, Manchester

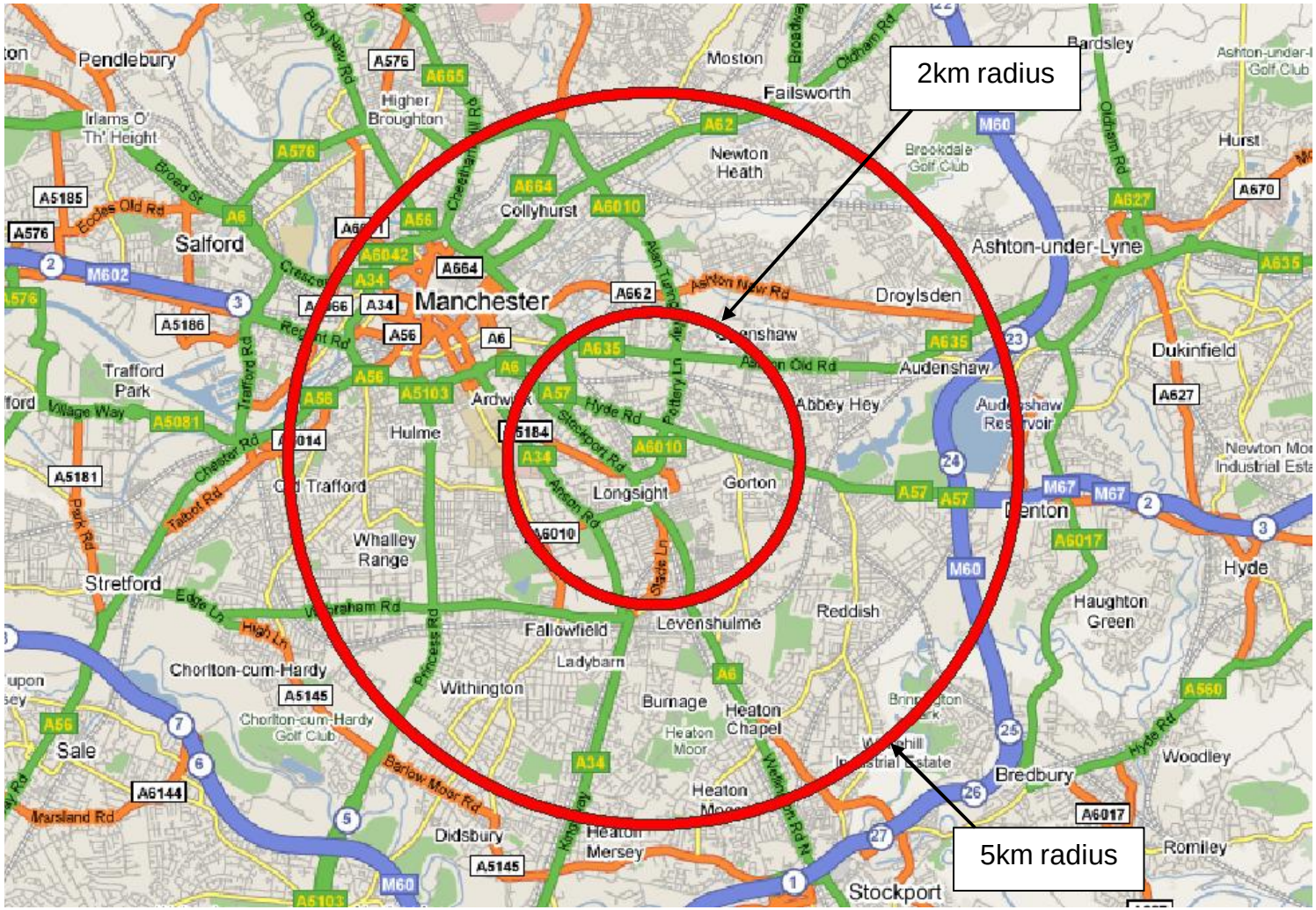
Transport Assessment

BWB CONSULTING

Whitehall Waterfront
2 Riverside Way
Leeds
LS1 4EH

Figure 2

Detailed Site Location



Proposed Development, Pottery Lane, Manchester

Transport Assessment

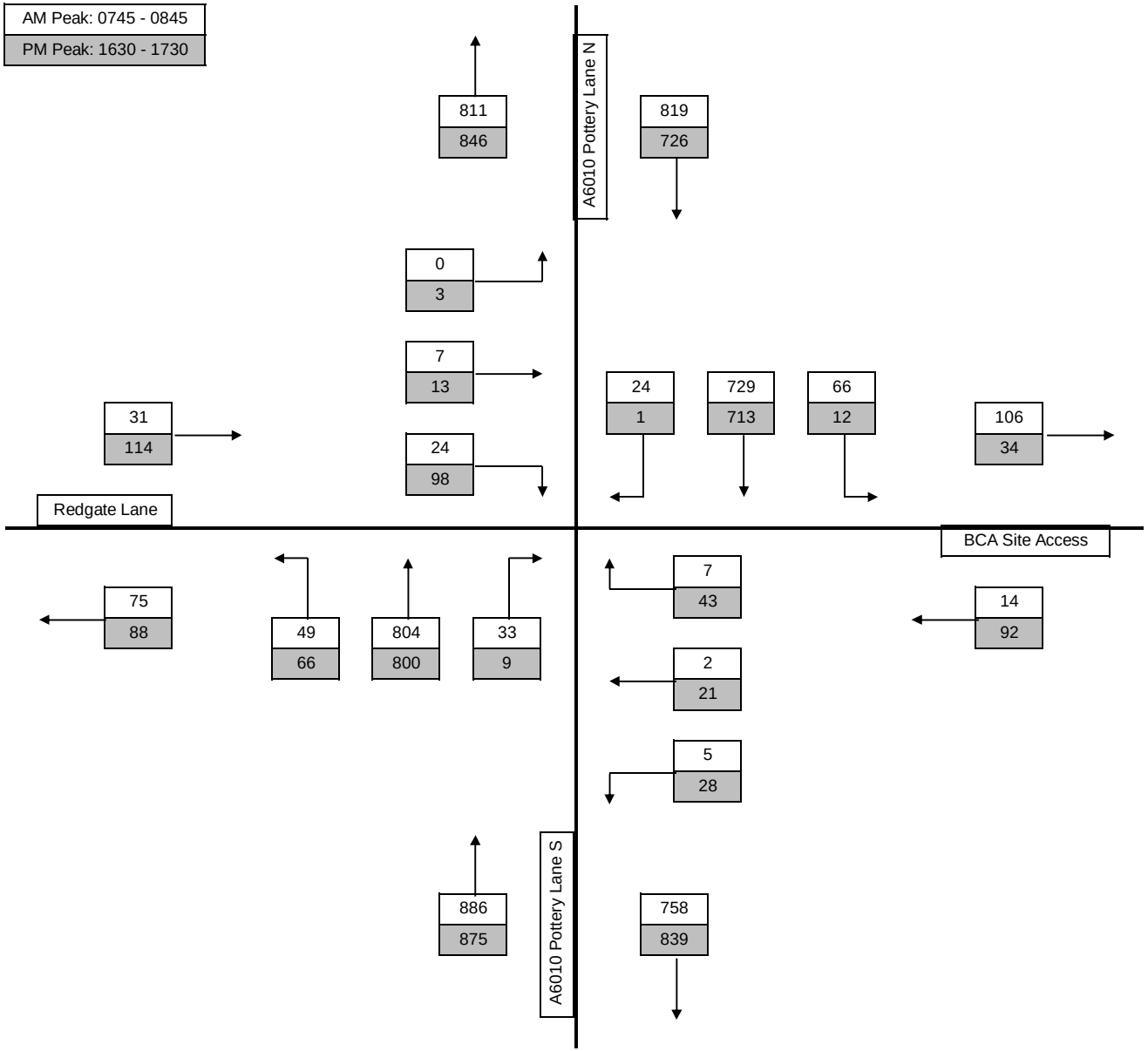
BWB CONSULTING

Whitehall Waterfront
2 Riverside Way
Leeds
LS1 4EH

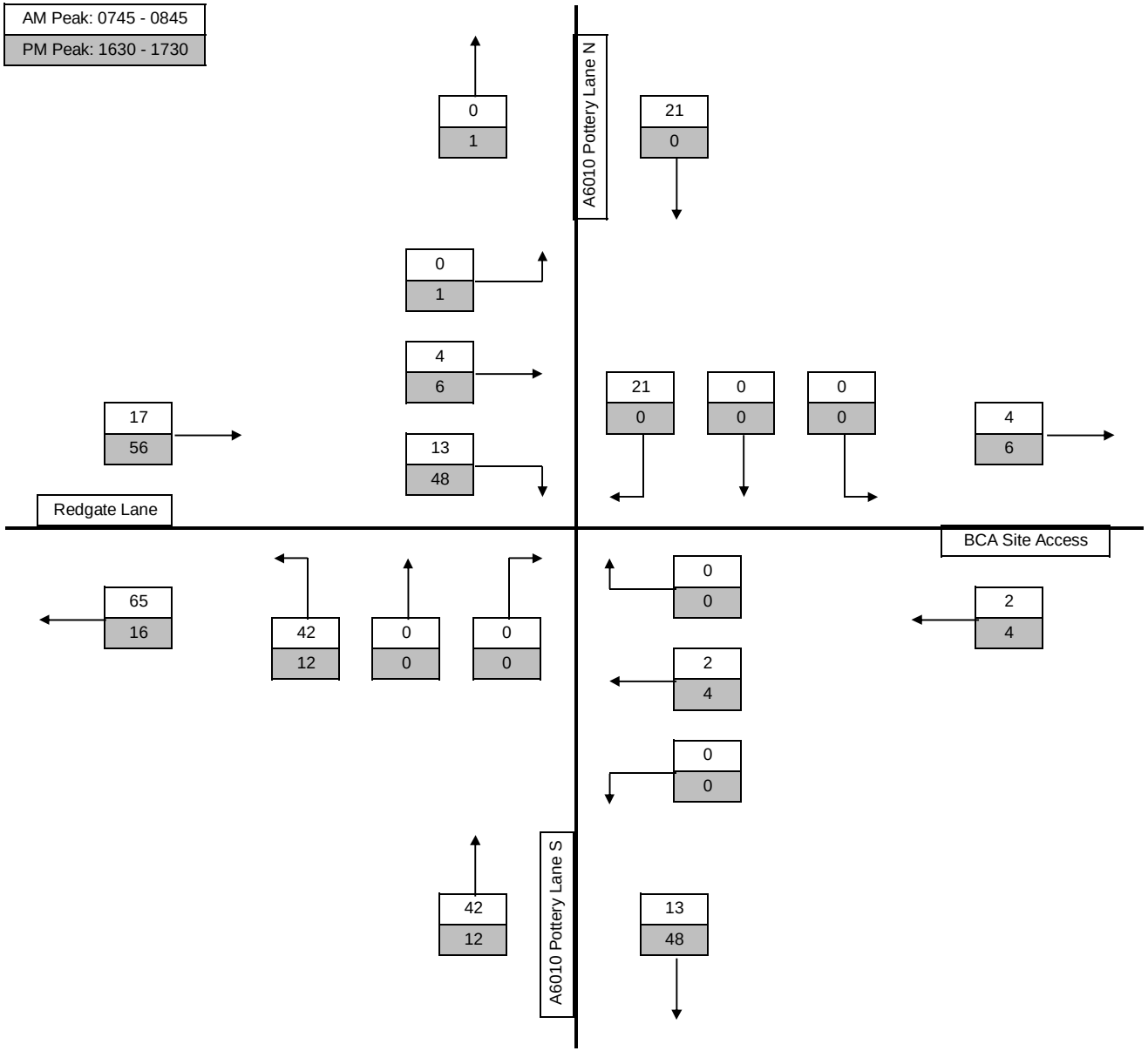
Figure 3

2km and 5km Radii from Site

Proposed Employment Development
Pottery Lane
Manchester
LDT146

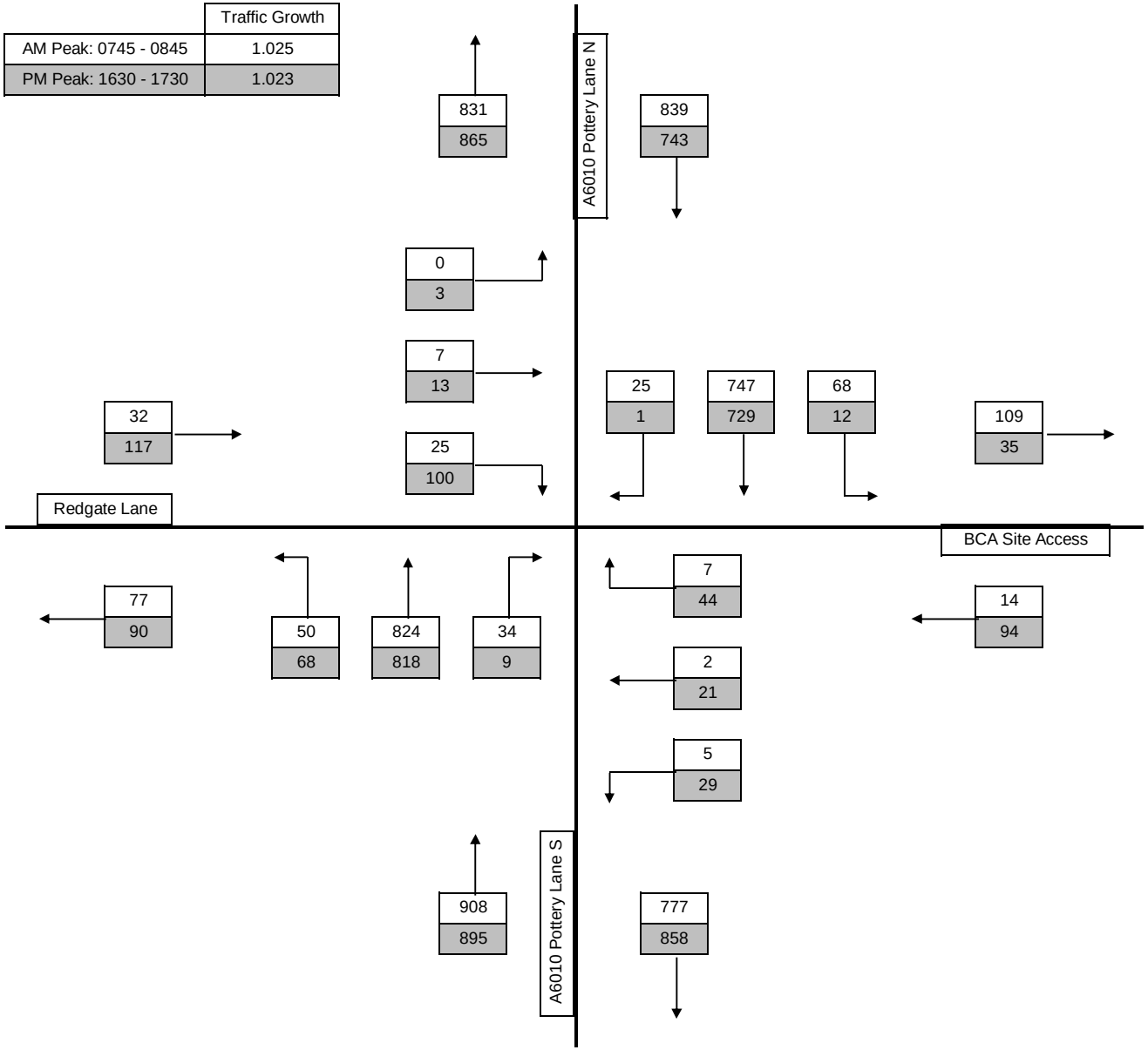


Proposed Employment Development
Pottery Lane
Manchester
LDT146



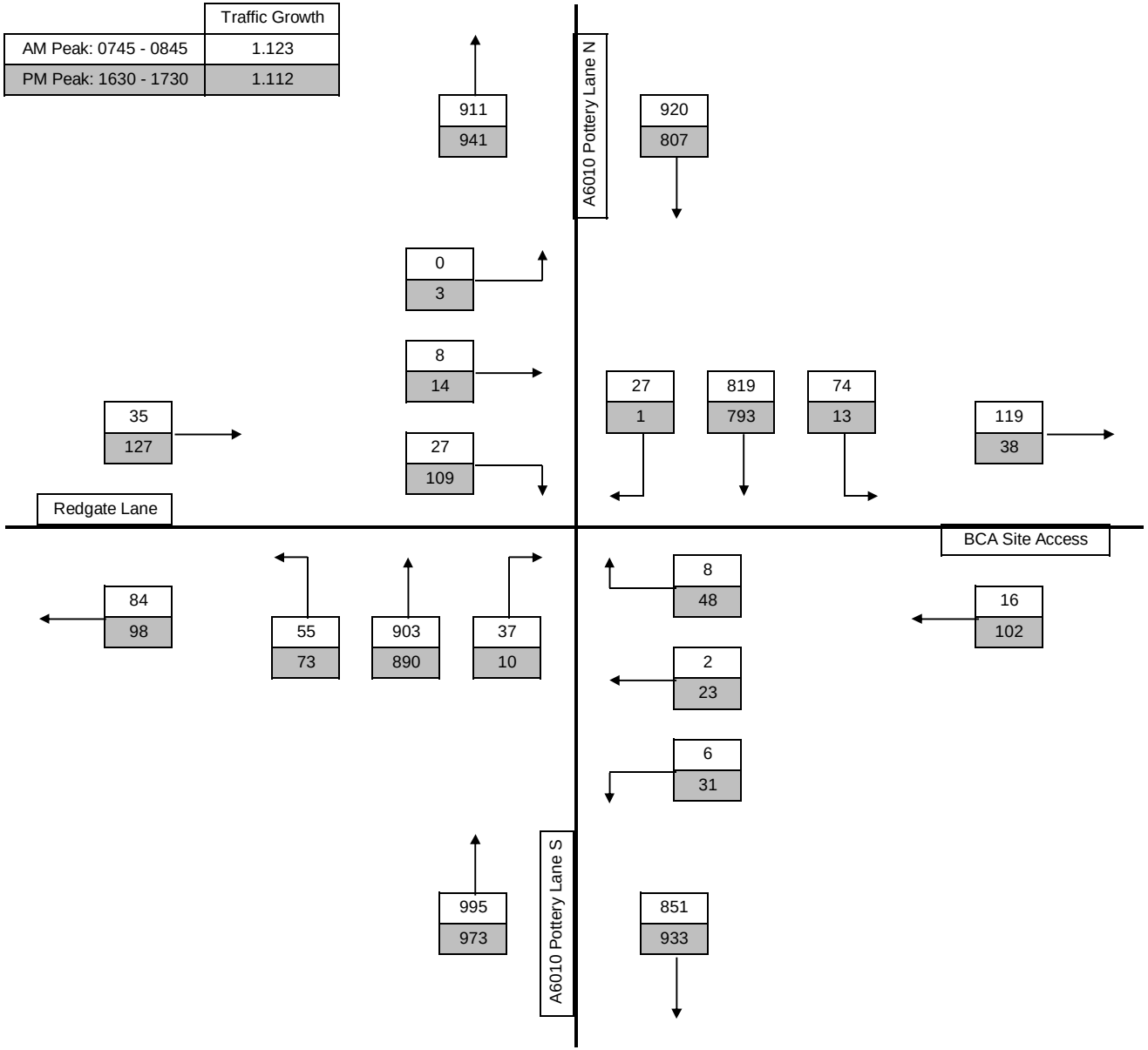
Proposed Employment Development
Pottery Lane
Manchester
LDT146

	Traffic Growth
AM Peak: 0745 - 0845	1.025
PM Peak: 1630 - 1730	1.023

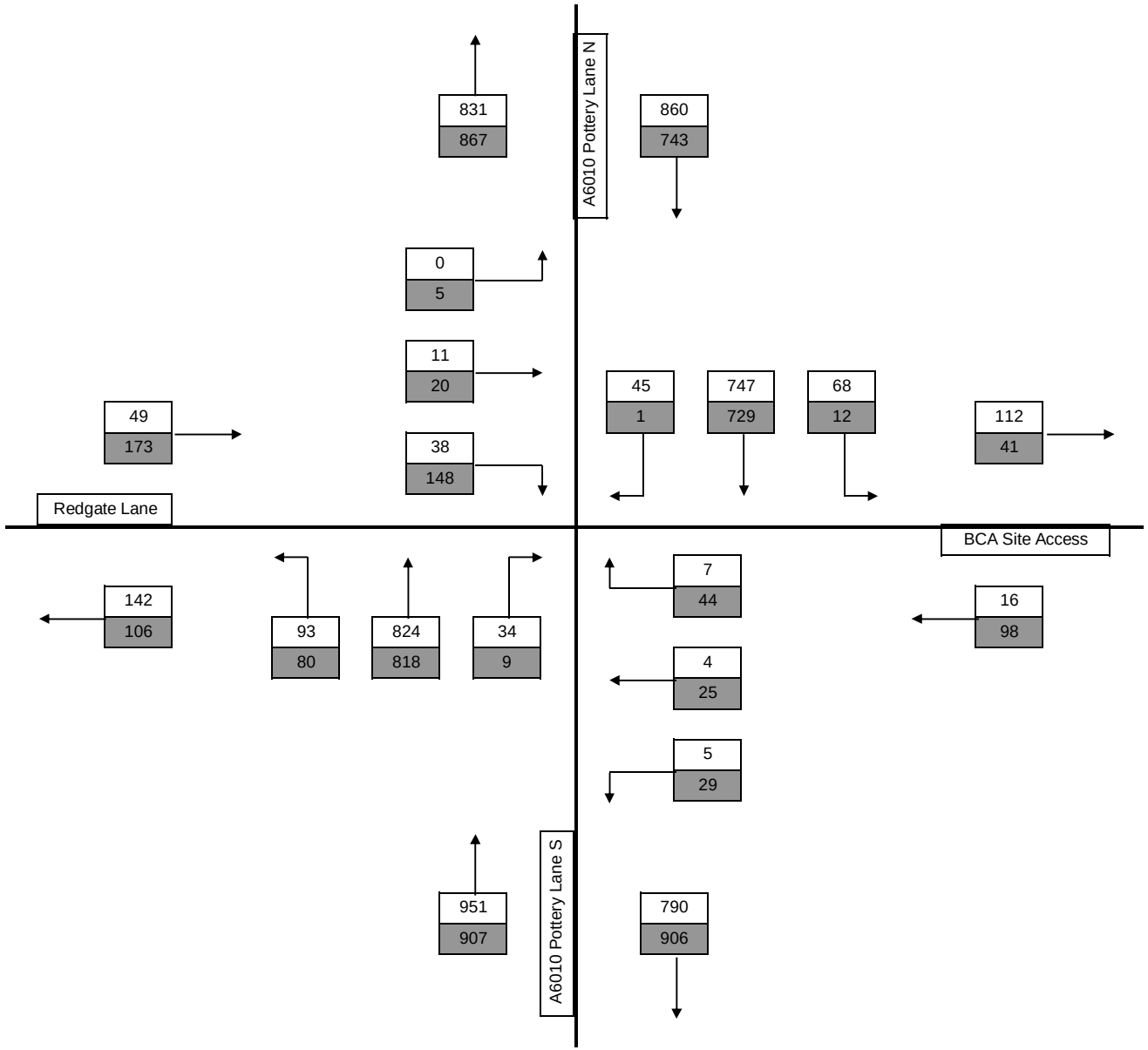


Proposed Employment Development
Pottery Lane
Manchester
LDT146

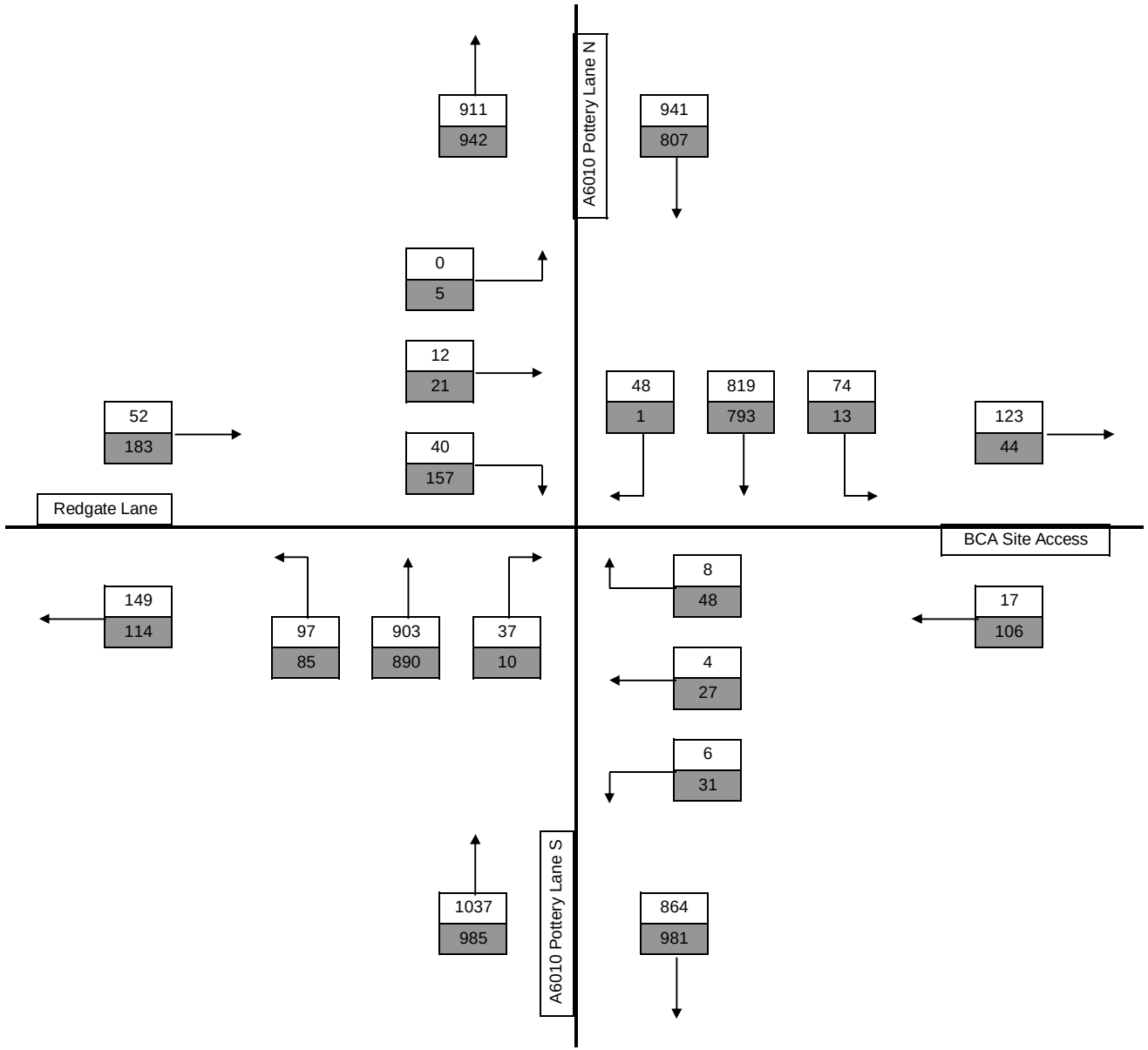
	Traffic Growth
AM Peak: 0745 - 0845	1.123
PM Peak: 1630 - 1730	1.112



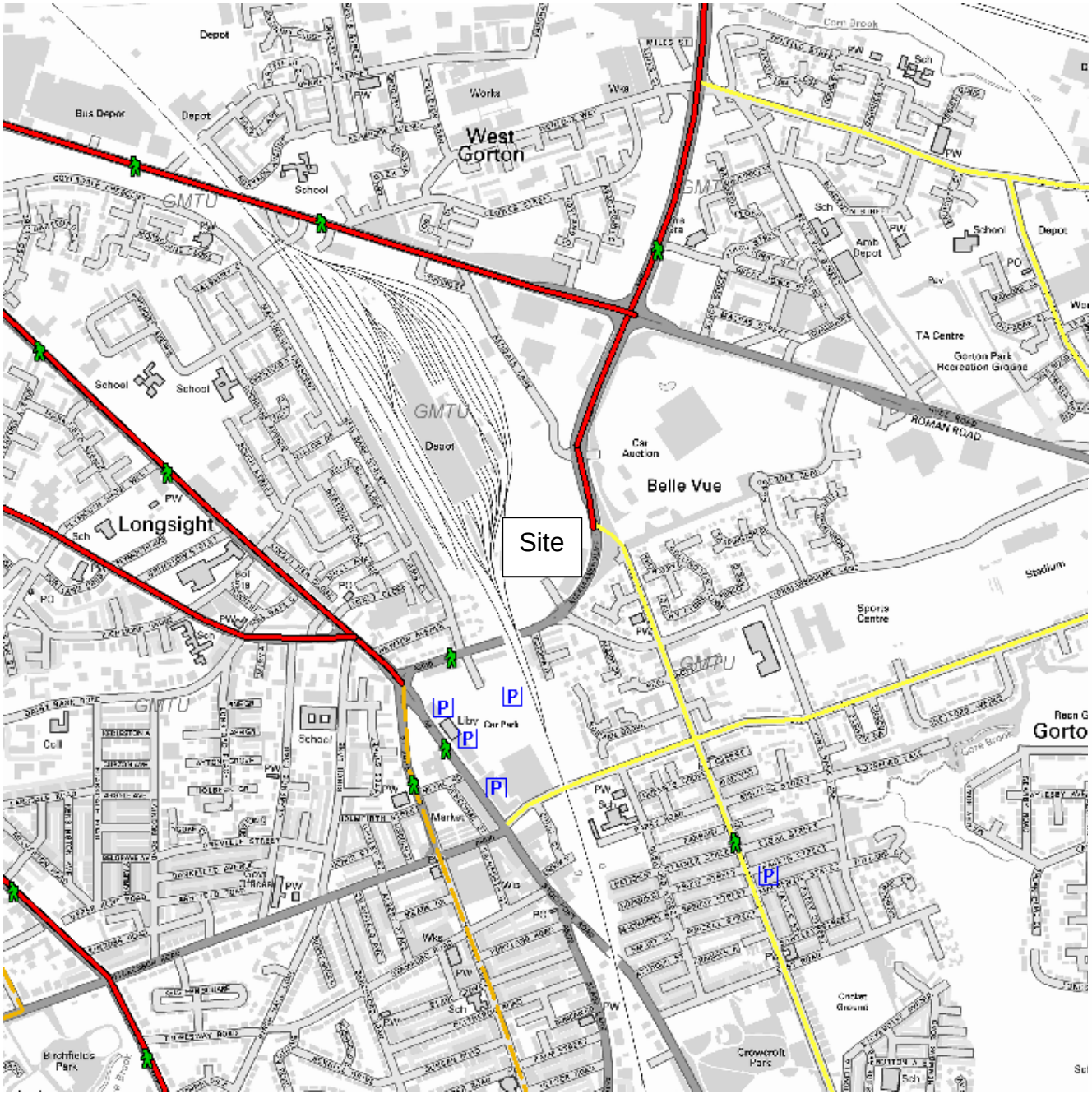
Proposed Employment Development
Pottery Lane
Manchester
LDT146



Proposed Employment Development
Pottery Lane
Manchester
LDT146



APPENDIX B
GMTU Cycle Map Extract



Key to the cycle map

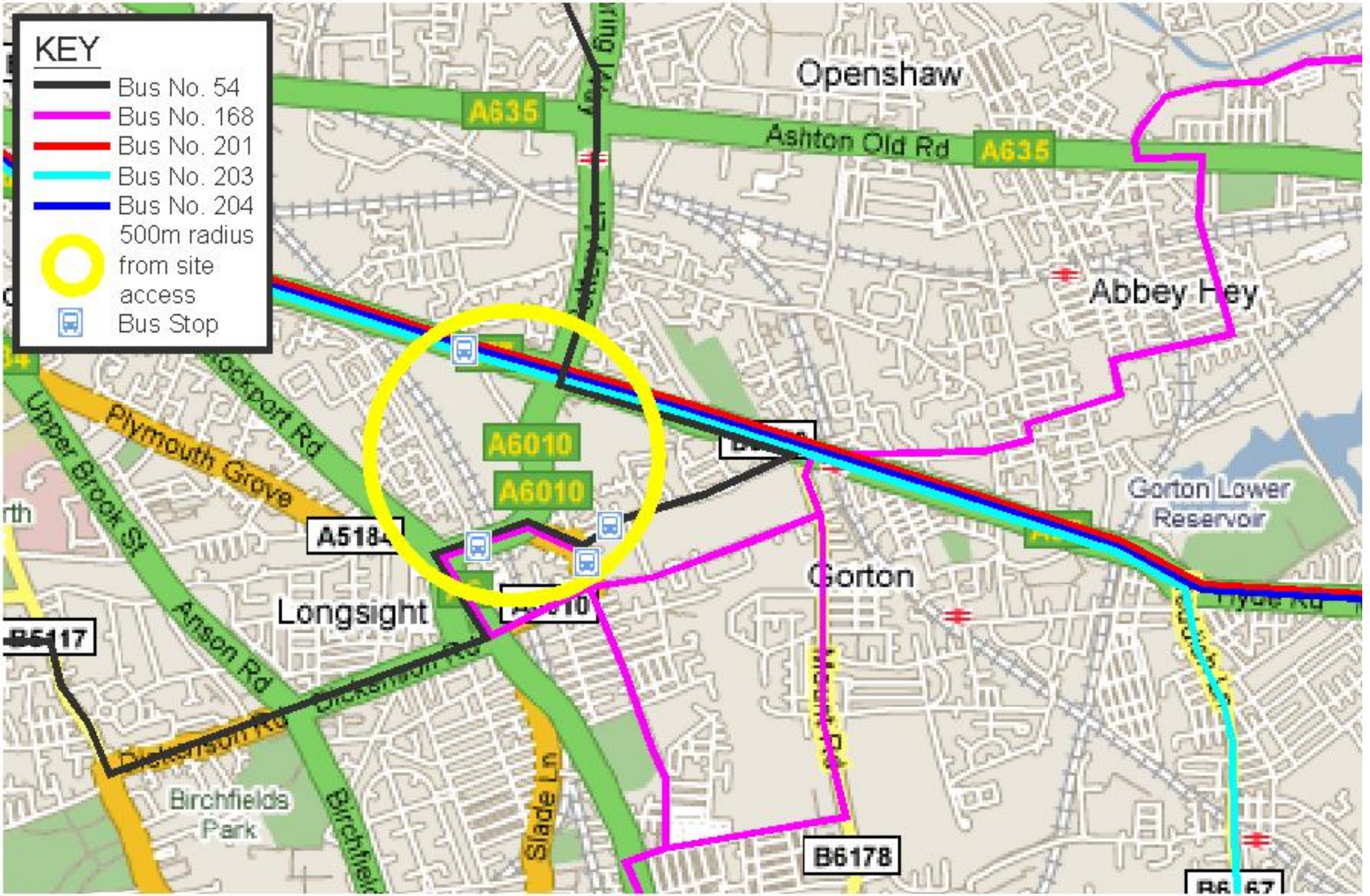
- traffic free good surface
- traffic free rough surface
- traffic free canal towpath
- on road with facilities
- on road signed
- on road quiet/advisory
- footpath push your bike
- pedestrian crossing
- toucan crossing
- pegasus crossing
- cycle lockers BLUC
- cycle lockers non-BLUC
- cycle parking
- cycle shop

Cycle Map

APPENDIX C
GMPTE Manchester Bus Map

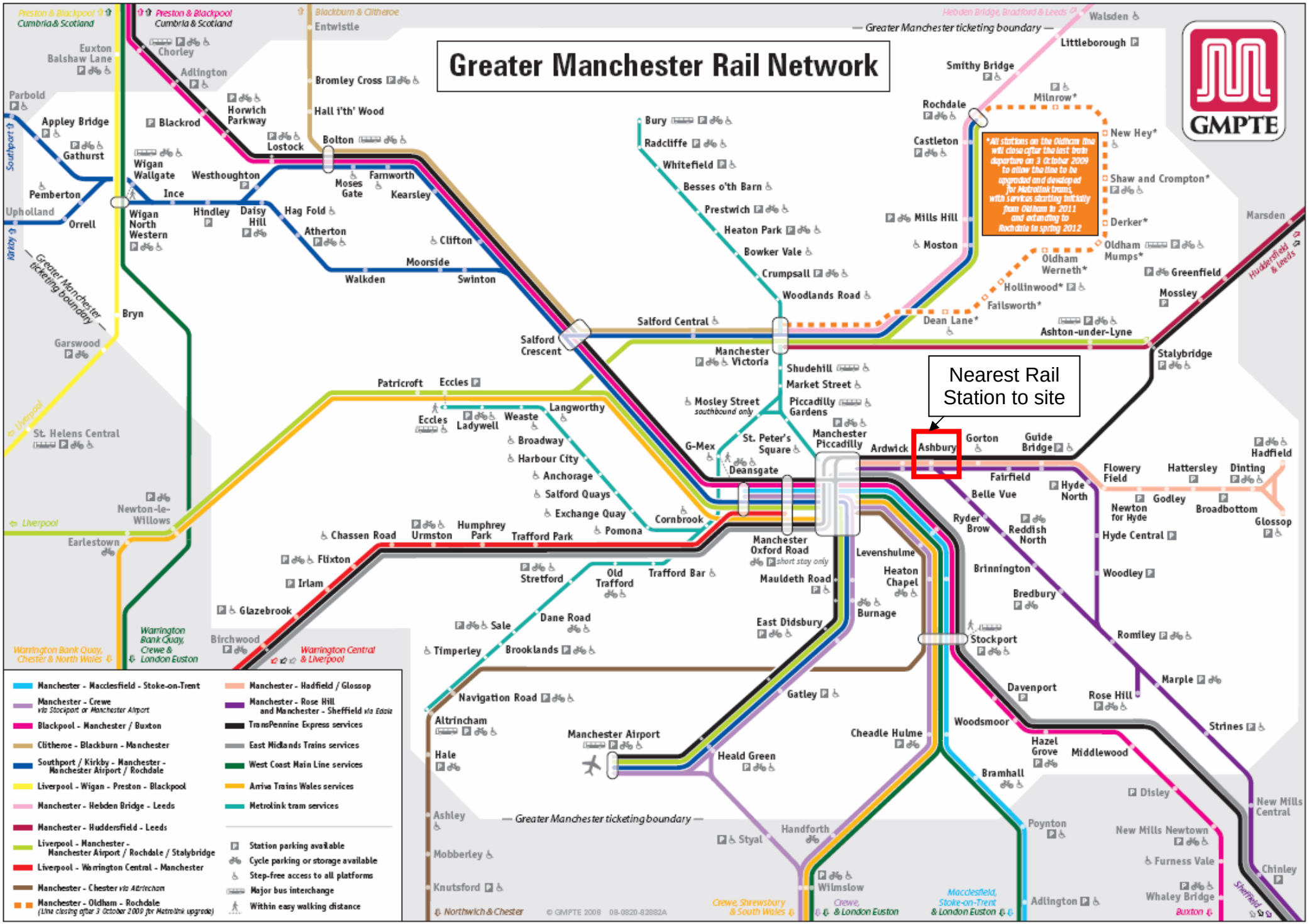


Ardwick
West Gorton
Gorton
Belle Vue
Victoria Park
Longsight
Rusholme
Apollo Theatre
New Smithfield Market
Local Link
Local Link
Gorton Park
Belle Vue Greyhound Stadium
Belle Vue Leisure Centre
Shopping Centre & Superstore
Shopping Cent
Sunny Br Park
Ryder Brow
Crowcroft Park
Birchfields Park
HYDE ROAD
STOCKPORT ROAD
PLYMOUTH GROVE
ANSON ROAD
DICKENSON ROAD
BIRCHFIELDS
BENNETT STREET
WENLOCK WAY
GORTON LANE
BELLE VUE STREET
KIRKMANSHULME LANE
STANLEY GROVE
NORTHMOOR ROAD
SLADE LANE
MOUNT ROAD
GARRATT WAY
KNUTSFORD ROAD
LEVENSHULME
MELLAND ROAD
WEMBLEY ROAD
DEVONSHIRE ST.
COVERDALE CRESCENT
CLOWES STREET
POTTERY LANE
NEW BANK STREET
CROSSLEY STREET
BESSEMER
HATHERSAGE ROAD
RICHMOND GROVE
DAISY BANK ROAD
OXFORD PLACE
DENISON ROAD
BERESFORD
EAST ROAD
MANBY ROAD
PINK BANK LA.
201.203
204.205.206
205 206
53
54
67
192
TP
201.203.204
7.168.169.171
188.205.206
173
191
197
130
147
54
168
194
171
188
168
169
173
171
168
169
171
173
50
130
53 54
53 54

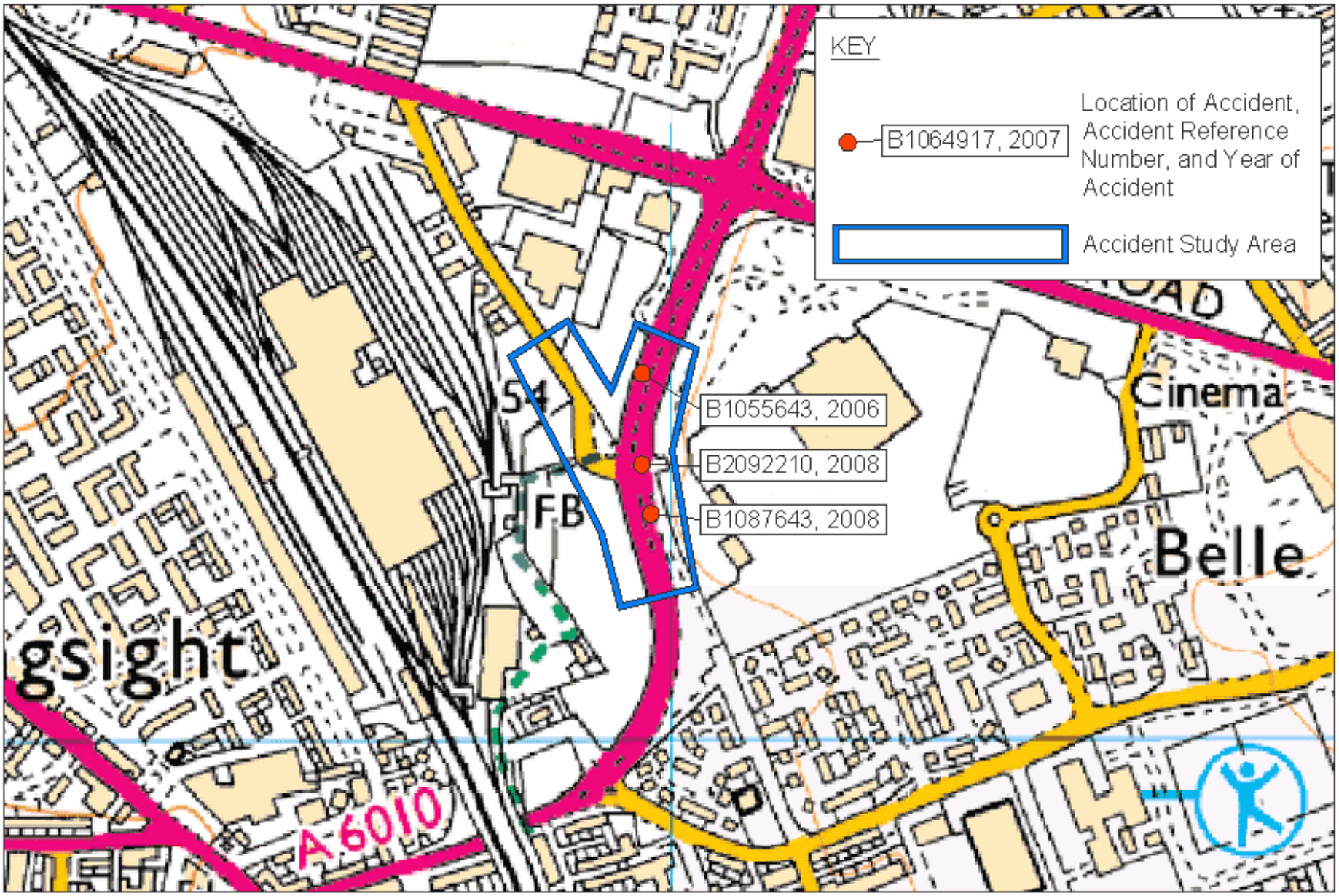


Local Bus Routes and 500m radius from site

APPENDIX D
GMPTE Manchester Rail Map


Greater Manchester Rail Network
GMPTE
Nearest Rail Station to site
Ashbury
*All stations on the Oldham line will close after the last train departure on 3 October 2009 to allow the line to be upgraded and developed for Metrolink trams, with services starting initially from Oldham in 2011 and extending to Rochdale in spring 2012
Greater Manchester ticketing boundary
Manchester - Macclesfield - Stoke-on-Trent
Manchester - Crewe via Stockport or Manchester Airport
Blackpool - Manchester / Buxton
Clitheroe - Blackburn - Manchester
Southport / Kirkby - Manchester - Manchester Airport / Rochdale
Liverpool - Wigan - Preston - Blackpool
Manchester - Hebden Bridge - Leeds
Manchester - Huddersfield - Leeds
Liverpool - Manchester - Manchester Airport / Rochdale / Stalybridge
Liverpool - Warrington Central - Manchester
Manchester - Chester via Altrincham
Manchester - Oldham - Rochdale (Line closing after 3 October 2009 for Metrolink upgrade)
Manchester - Hadfield / Glossop
Manchester - Rose Hill and Manchester - Sheffield via Edale
TransPennine Express services
East Midlands Trains services
West Coast Main Line services
Arriva Trains Wales services
Metrolink tram services
Station parking available
Cycle parking or storage available
Step-free access to all platforms
Major bus interchange
Within easy walking distance
© GMPTE 2008 08-0820-82882A

APPENDIX E
Personal Injury Accident Data


KEY
B1064917, 2007
Location of Accident, Accident Reference Number, and Year of Accident
Accident Study Area
B1055643, 2006
B2092210, 2008
B1087643, 2008
Cinema
Belle
gsight
A6010
S4
FB

Pottery Lane, Manchester
LDT136

Accident data Analysis - Accidents at Redgate Lane with Pottery Lane junction

Accident Ref	Date	Day	Time	Location	Severity			Vehicles								Lighting		Weather				Comments
					Slight	Serious	Fatal	Ped	Cyclist	M/C	Car	LGV	HGV	PSV	Other	Light	Dark	Wet	Dry	Wind	Snow	
					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**Total for 1st Year (1st March 2004 - 1st March 2005)**
					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**Total for 2nd Year (1st March 2005 - 1st March 2006)**
B1055643	26/08/2006	Sat	15:50	Pottery Lane - 200m S of Hyde Road		1					1					1			1			Loss of control - collides with central reserve
					0	1	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	**Total for 3rd Year (1st March 2006 - 1st March 2007)**
B1087643	18/01/2008	Fri	13:30	Pottery Lane - 25m E of Redgate Lane	1				1		1					1		1				Cyclist concerned with staying in cycleway - collides with parked car
					1	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	**Total for 4th Year (1st March 2007 - 1st March 2008)**
B2092210	08/04/2008	Tue	08:35	Pottery Lane w Redgate Lane junction		1					1		1			1		1				Right turn collision
					0	1	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	**Total for 5th Year (1st March 2008 - 1st March 2009)**
					1	2	0	0	1	0	3	0	1	0	0	3	0	2	1	0	0	**5 Year Total**

APPENDIX F

Proposed Development Layout
AEW Architects drawing no. B3098-P003-I

NOTES

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences.
- This drawing shall not be scaled to ascertain an dimensions. Work to figured dims only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.

AREA SCHEDULE

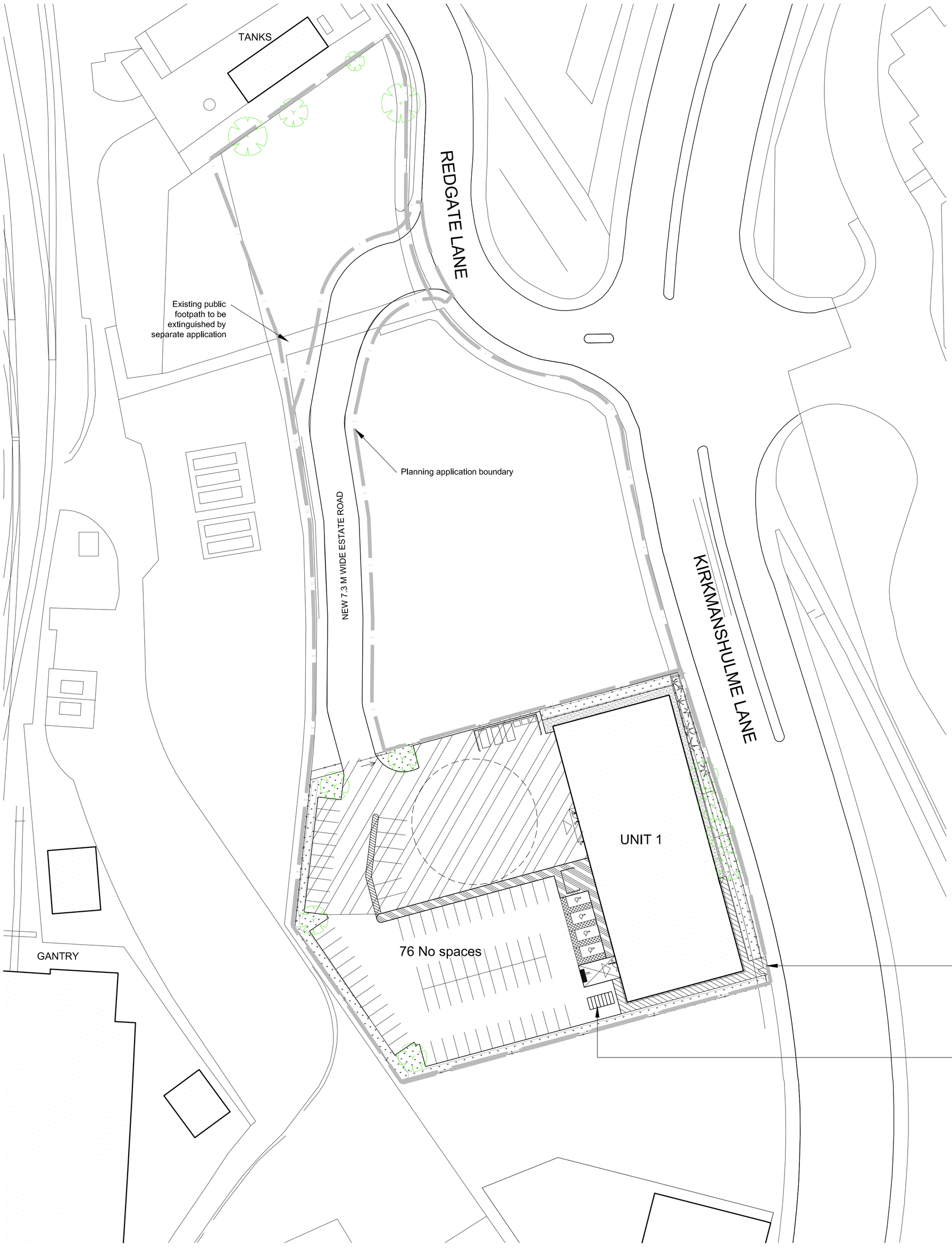
PLANNING APPLICATION BOUNDARY = 6,930 sq.m (approx. 1.71 acres)

OVERALL SITE BOUNDARY = 13,080 sq.m (approx. 3.23 acres)

NOTE

Estate road to be designed and constructed to accomodate 44 Ton articulated vehicles and in accordance with Greater Manchester Highways road design recommendations for commercial estates. Min road width 7.3m (kerb to kerb).
Site entrance of Redgate Lane designed to accomodate HGV's passing without encroachment.

Pedestrian access to developed units will be via direct feed off existing public footpath to Redgate Lane, Pottery Lane and Kirkmanshulme Lane.



rev	date	drawn	checked
/	27.05.09	MDB	AL

Draft planning submission to client

drawing stage **Planning**

drawing status **Draft**

client

Quorum Estates Ltd

project

Unit 1 Quattro Park
Redgate Lane
Longsight, Manchester

drawing title

Proposed Site Plan

date 26.05.09 drawn MDB

scale 1:500 @ A1 checked AS

Rev /

DWG No **P003**

Job No **B3098**

AEW ARCHITECTS AND DESIGNERS LTD
CENTURY BUILDINGS,ST MARY'S PARSONAGE
MANCHESTER M3 2DF T:0161 2144370 F:0161 2144371

APPENDIX G
TRICS Output

OFF-LINE VERSION BWB Consulting Ltd 2 Riverside Way Leeds Licence No: 714103

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	OX	OXFORDSHIRE	1 days
	SC	SURREY	2 days
03	SOUTH WEST		
	CW	CORNWALL	3 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	3 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	2 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	LC	LANCASHIRE	3 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	TV	TEES VALLEY	1 days
	TW	TYNE & WEAR	2 days

Main parameter selection:

Parameter: Gross floor area
Range: 645 to 32793 (units: sqm)

Date Range: 01/01/00 to 08/05/08

Selected survey days:

Monday	4 days
Tuesday	7 days
Wednesday	3 days
Thursday	9 days
Friday	3 days

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	4
Edge of Town Centre	8
Suburban Area (PPS6 Out of Centre)	10
Edge of Town	4

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Residential Zone	4
Retail Zone	1
Built-Up Zone	13
No Sub Category	5

Main parameter selection:

Parameter: Number of Employees
Range: 25 to 2050 (units:)

Date Range: 01/01/00 to 08/05/08

Selected survey days:

Monday	4 days
Tuesday	7 days
Wednesday	3 days
Thursday	9 days
Friday	3 days

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	4
Edge of Town Centre	8
Suburban Area (PPS6 Out of Centre)	10
Edge of Town	4

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Residential Zone	4
Retail Zone	1
Built-Up Zone	13
No Sub Category	5

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	25	8647	0.151	25	8647	0.029	25	8647	0.180
07:30 - 08:00	25	8647	0.391	25	8647	0.043	25	8647	0.434
08:00 - 08:30	25	8647	0.660	25	8647	0.085	25	8647	0.745
08:30 - 09:00	25	8647	0.716	25	8647	0.079	25	8647	0.795
09:00 - 09:30	26	8353	0.524	26	8353	0.118	26	8353	0.642
09:30 - 10:00	26	8353	0.320	26	8353	0.135	26	8353	0.455
10:00 - 10:30	26	8353	0.201	26	8353	0.139	26	8353	0.340
10:30 - 11:00	26	8353	0.181	26	8353	0.145	26	8353	0.326
11:00 - 11:30	26	8353	0.154	26	8353	0.158	26	8353	0.312
11:30 - 12:00	26	8353	0.168	26	8353	0.151	26	8353	0.319
12:00 - 12:30	26	8353	0.149	26	8353	0.261	26	8353	0.410
12:30 - 13:00	26	8353	0.209	26	8353	0.245	26	8353	0.454
13:00 - 13:30	26	8353	0.204	26	8353	0.218	26	8353	0.422
13:30 - 14:00	26	8353	0.214	26	8353	0.175	26	8353	0.389
14:00 - 14:30	26	8353	0.201	26	8353	0.166	26	8353	0.367
14:30 - 15:00	26	8353	0.133	26	8353	0.167	26	8353	0.300
15:00 - 15:30	26	8353	0.138	26	8353	0.172	26	8353	0.310
15:30 - 16:00	26	8353	0.124	26	8353	0.208	26	8353	0.332
16:00 - 16:30	26	8353	0.107	26	8353	0.431	26	8353	0.538
16:30 - 17:00	26	8353	0.094	26	8353	0.454	26	8353	0.548
17:00 - 17:30	25	8647	0.087	25	8647	0.697	25	8647	0.784
17:30 - 18:00	25	8647	0.061	25	8647	0.396	25	8647	0.457
18:00 - 18:30	25	8647	0.030	25	8647	0.221	25	8647	0.251
18:30 - 19:00	25	8647	0.019	25	8647	0.110	25	8647	0.129
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			5.236			5.003			10.239

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLES
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	25	451	0.029	25	451	0.005	25	451	0.034
07:30 - 08:00	25	451	0.075	25	451	0.008	25	451	0.083
08:00 - 08:30	25	451	0.127	25	451	0.016	25	451	0.143
08:30 - 09:00	25	451	0.137	25	451	0.015	25	451	0.152
09:00 - 09:30	26	435	0.100	26	435	0.023	26	435	0.123
09:30 - 10:00	26	435	0.061	26	435	0.026	26	435	0.087
10:00 - 10:30	26	435	0.039	26	435	0.027	26	435	0.066
10:30 - 11:00	26	435	0.035	26	435	0.028	26	435	0.063
11:00 - 11:30	26	435	0.030	26	435	0.030	26	435	0.060
11:30 - 12:00	26	435	0.032	26	435	0.029	26	435	0.061
12:00 - 12:30	26	435	0.029	26	435	0.050	26	435	0.079
12:30 - 13:00	26	435	0.040	26	435	0.047	26	435	0.087
13:00 - 13:30	26	435	0.039	26	435	0.042	26	435	0.081
13:30 - 14:00	26	435	0.041	26	435	0.034	26	435	0.075
14:00 - 14:30	26	435	0.039	26	435	0.032	26	435	0.071
14:30 - 15:00	26	435	0.025	26	435	0.032	26	435	0.057
15:00 - 15:30	26	435	0.026	26	435	0.033	26	435	0.059
15:30 - 16:00	26	435	0.024	26	435	0.040	26	435	0.064
16:00 - 16:30	26	435	0.021	26	435	0.083	26	435	0.104
16:30 - 17:00	26	435	0.018	26	435	0.087	26	435	0.105
17:00 - 17:30	25	451	0.017	25	451	0.134	25	451	0.151
17:30 - 18:00	25	451	0.012	25	451	0.076	25	451	0.088
18:00 - 18:30	25	451	0.006	25	451	0.042	25	451	0.048
18:30 - 19:00	25	451	0.004	25	451	0.021	25	451	0.025
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.006			0.960			1.966

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	25	8647	0.200	25	8647	0.028	25	8647	0.228
07:30 - 08:00	25	8647	0.551	25	8647	0.039	25	8647	0.590
08:00 - 08:30	25	8647	0.923	25	8647	0.084	25	8647	1.007
08:30 - 09:00	25	8647	1.054	25	8647	0.086	25	8647	1.140
09:00 - 09:30	26	8353	0.845	26	8353	0.188	26	8353	1.033
09:30 - 10:00	26	8353	0.510	26	8353	0.235	26	8353	0.745
10:00 - 10:30	26	8353	0.365	26	8353	0.247	26	8353	0.612
10:30 - 11:00	26	8353	0.316	26	8353	0.261	26	8353	0.577
11:00 - 11:30	26	8353	0.280	26	8353	0.265	26	8353	0.545
11:30 - 12:00	26	8353	0.313	26	8353	0.313	26	8353	0.626
12:00 - 12:30	26	8353	0.336	26	8353	0.694	26	8353	1.030
12:30 - 13:00	26	8353	0.578	26	8353	0.686	26	8353	1.264
13:00 - 13:30	26	8353	0.632	26	8353	0.667	26	8353	1.299
13:30 - 14:00	26	8353	0.646	26	8353	0.402	26	8353	1.048
14:00 - 14:30	26	8353	0.490	26	8353	0.333	26	8353	0.823
14:30 - 15:00	26	8353	0.274	26	8353	0.290	26	8353	0.564
15:00 - 15:30	26	8353	0.239	26	8353	0.315	26	8353	0.554
15:30 - 16:00	26	8353	0.210	26	8353	0.351	26	8353	0.561
16:00 - 16:30	26	8353	0.190	26	8353	0.684	26	8353	0.874
16:30 - 17:00	26	8353	0.134	26	8353	0.727	26	8353	0.861
17:00 - 17:30	25	8647	0.106	25	8647	1.059	25	8647	1.165
17:30 - 18:00	25	8647	0.074	25	8647	0.554	25	8647	0.628
18:00 - 18:30	25	8647	0.034	25	8647	0.292	25	8647	0.326
18:30 - 19:00	25	8647	0.024	25	8647	0.143	25	8647	0.167
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			9.324			8.943			18.267

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	25	451	0.038	25	451	0.005	25	451	0.043
07:30 - 08:00	25	451	0.106	25	451	0.007	25	451	0.113
08:00 - 08:30	25	451	0.177	25	451	0.016	25	451	0.193
08:30 - 09:00	25	451	0.202	25	451	0.016	25	451	0.218
09:00 - 09:30	26	435	0.162	26	435	0.036	26	435	0.198
09:30 - 10:00	26	435	0.098	26	435	0.045	26	435	0.143
10:00 - 10:30	26	435	0.070	26	435	0.047	26	435	0.117
10:30 - 11:00	26	435	0.061	26	435	0.050	26	435	0.111
11:00 - 11:30	26	435	0.054	26	435	0.051	26	435	0.105
11:30 - 12:00	26	435	0.060	26	435	0.060	26	435	0.120
12:00 - 12:30	26	435	0.064	26	435	0.133	26	435	0.197
12:30 - 13:00	26	435	0.111	26	435	0.132	26	435	0.243
13:00 - 13:30	26	435	0.121	26	435	0.128	26	435	0.249
13:30 - 14:00	26	435	0.124	26	435	0.077	26	435	0.201
14:00 - 14:30	26	435	0.094	26	435	0.064	26	435	0.158
14:30 - 15:00	26	435	0.053	26	435	0.056	26	435	0.109
15:00 - 15:30	26	435	0.046	26	435	0.060	26	435	0.106
15:30 - 16:00	26	435	0.040	26	435	0.067	26	435	0.107
16:00 - 16:30	26	435	0.036	26	435	0.131	26	435	0.167
16:30 - 17:00	26	435	0.026	26	435	0.139	26	435	0.165
17:00 - 17:30	25	451	0.020	25	451	0.203	25	451	0.223
17:30 - 18:00	25	451	0.014	25	451	0.106	25	451	0.120
18:00 - 18:30	25	451	0.007	25	451	0.056	25	451	0.063
18:30 - 19:00	25	451	0.005	25	451	0.027	25	451	0.032
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.789			1.712			3.501

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	25	8647	0.010	25	8647	0.004	25	8647	0.014
07:30 - 08:00	25	8647	0.033	25	8647	0.006	25	8647	0.039
08:00 - 08:30	25	8647	0.064	25	8647	0.012	25	8647	0.076
08:30 - 09:00	25	8647	0.103	25	8647	0.025	25	8647	0.128
09:00 - 09:30	26	8353	0.106	26	8353	0.073	26	8353	0.179
09:30 - 10:00	26	8353	0.090	26	8353	0.082	26	8353	0.172
10:00 - 10:30	26	8353	0.082	26	8353	0.079	26	8353	0.161
10:30 - 11:00	26	8353	0.076	26	8353	0.084	26	8353	0.160
11:00 - 11:30	26	8353	0.070	26	8353	0.070	26	8353	0.140
11:30 - 12:00	26	8353	0.083	26	8353	0.122	26	8353	0.205
12:00 - 12:30	26	8353	0.148	26	8353	0.351	26	8353	0.499
12:30 - 13:00	26	8353	0.318	26	8353	0.372	26	8353	0.690
13:00 - 13:30	26	8353	0.381	26	8353	0.397	26	8353	0.778
13:30 - 14:00	26	8353	0.379	26	8353	0.199	26	8353	0.578
14:00 - 14:30	26	8353	0.230	26	8353	0.120	26	8353	0.350
14:30 - 15:00	26	8353	0.102	26	8353	0.076	26	8353	0.178
15:00 - 15:30	26	8353	0.075	26	8353	0.084	26	8353	0.159
15:30 - 16:00	26	8353	0.058	26	8353	0.082	26	8353	0.140
16:00 - 16:30	26	8353	0.060	26	8353	0.111	26	8353	0.171
16:30 - 17:00	26	8353	0.042	26	8353	0.087	26	8353	0.129
17:00 - 17:30	25	8647	0.025	25	8647	0.109	25	8647	0.134
17:30 - 18:00	25	8647	0.013	25	8647	0.056	25	8647	0.069
18:00 - 18:30	25	8647	0.009	25	8647	0.017	25	8647	0.026
18:30 - 19:00	25	8647	0.004	25	8647	0.014	25	8647	0.018
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.561			2.632			5.193

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	25	451	0.002	25	451	0.001	25	451	0.003
07:30 - 08:00	25	451	0.006	25	451	0.001	25	451	0.007
08:00 - 08:30	25	451	0.012	25	451	0.002	25	451	0.014
08:30 - 09:00	25	451	0.020	25	451	0.005	25	451	0.025
09:00 - 09:30	26	435	0.020	26	435	0.014	26	435	0.034
09:30 - 10:00	26	435	0.017	26	435	0.016	26	435	0.033
10:00 - 10:30	26	435	0.016	26	435	0.015	26	435	0.031
10:30 - 11:00	26	435	0.015	26	435	0.016	26	435	0.031
11:00 - 11:30	26	435	0.014	26	435	0.014	26	435	0.028
11:30 - 12:00	26	435	0.016	26	435	0.023	26	435	0.039
12:00 - 12:30	26	435	0.028	26	435	0.067	26	435	0.095
12:30 - 13:00	26	435	0.061	26	435	0.071	26	435	0.132
13:00 - 13:30	26	435	0.073	26	435	0.076	26	435	0.149
13:30 - 14:00	26	435	0.073	26	435	0.038	26	435	0.111
14:00 - 14:30	26	435	0.044	26	435	0.023	26	435	0.067
14:30 - 15:00	26	435	0.020	26	435	0.015	26	435	0.035
15:00 - 15:30	26	435	0.014	26	435	0.016	26	435	0.030
15:30 - 16:00	26	435	0.011	26	435	0.016	26	435	0.027
16:00 - 16:30	26	435	0.012	26	435	0.021	26	435	0.033
16:30 - 17:00	26	435	0.008	26	435	0.017	26	435	0.025
17:00 - 17:30	25	451	0.005	25	451	0.021	25	451	0.026
17:30 - 18:00	25	451	0.002	25	451	0.011	25	451	0.013
18:00 - 18:30	25	451	0.002	25	451	0.003	25	451	0.005
18:30 - 19:00	25	451	0.001	25	451	0.003	25	451	0.004
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.492			0.505			0.997

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	25	8647	0.017	25	8647	0.001	25	8647	0.018
07:30 - 08:00	25	8647	0.064	25	8647	0.001	25	8647	0.065
08:00 - 08:30	25	8647	0.110	25	8647	0.002	25	8647	0.112
08:30 - 09:00	25	8647	0.138	25	8647	0.006	25	8647	0.144
09:00 - 09:30	26	8353	0.133	26	8353	0.007	26	8353	0.140
09:30 - 10:00	26	8353	0.052	26	8353	0.011	26	8353	0.063
10:00 - 10:30	26	8353	0.030	26	8353	0.007	26	8353	0.037
10:30 - 11:00	26	8353	0.022	26	8353	0.010	26	8353	0.032
11:00 - 11:30	26	8353	0.023	26	8353	0.012	26	8353	0.035
11:30 - 12:00	26	8353	0.021	26	8353	0.012	26	8353	0.033
12:00 - 12:30	26	8353	0.015	26	8353	0.030	26	8353	0.045
12:30 - 13:00	26	8353	0.011	26	8353	0.016	26	8353	0.027
13:00 - 13:30	26	8353	0.013	26	8353	0.018	26	8353	0.031
13:30 - 14:00	26	8353	0.008	26	8353	0.008	26	8353	0.016
14:00 - 14:30	26	8353	0.015	26	8353	0.018	26	8353	0.033
14:30 - 15:00	26	8353	0.012	26	8353	0.016	26	8353	0.028
15:00 - 15:30	26	8353	0.009	26	8353	0.017	26	8353	0.026
15:30 - 16:00	26	8353	0.008	26	8353	0.029	26	8353	0.037
16:00 - 16:30	26	8353	0.009	26	8353	0.084	26	8353	0.093
16:30 - 17:00	26	8353	0.006	26	8353	0.112	26	8353	0.118
17:00 - 17:30	25	8647	0.001	25	8647	0.153	25	8647	0.154
17:30 - 18:00	25	8647	0.003	25	8647	0.050	25	8647	0.053
18:00 - 18:30	25	8647	0.000	25	8647	0.023	25	8647	0.023
18:30 - 19:00	25	8647	0.000	25	8647	0.006	25	8647	0.006
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.720			0.649			1.369

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	25	451	0.003	25	451	0.000	25	451	0.003
07:30 - 08:00	25	451	0.012	25	451	0.000	25	451	0.012
08:00 - 08:30	25	451	0.021	25	451	0.000	25	451	0.021
08:30 - 09:00	25	451	0.026	25	451	0.001	25	451	0.027
09:00 - 09:30	26	435	0.025	26	435	0.001	26	435	0.026
09:30 - 10:00	26	435	0.010	26	435	0.002	26	435	0.012
10:00 - 10:30	26	435	0.006	26	435	0.001	26	435	0.007
10:30 - 11:00	26	435	0.004	26	435	0.002	26	435	0.006
11:00 - 11:30	26	435	0.004	26	435	0.002	26	435	0.006
11:30 - 12:00	26	435	0.004	26	435	0.002	26	435	0.006
12:00 - 12:30	26	435	0.003	26	435	0.006	26	435	0.009
12:30 - 13:00	26	435	0.002	26	435	0.003	26	435	0.005
13:00 - 13:30	26	435	0.003	26	435	0.004	26	435	0.007
13:30 - 14:00	26	435	0.002	26	435	0.002	26	435	0.004
14:00 - 14:30	26	435	0.003	26	435	0.004	26	435	0.007
14:30 - 15:00	26	435	0.002	26	435	0.003	26	435	0.005
15:00 - 15:30	26	435	0.002	26	435	0.003	26	435	0.005
15:30 - 16:00	26	435	0.002	26	435	0.006	26	435	0.008
16:00 - 16:30	26	435	0.002	26	435	0.016	26	435	0.018
16:30 - 17:00	26	435	0.001	26	435	0.021	26	435	0.022
17:00 - 17:30	25	451	0.000	25	451	0.029	25	451	0.029
17:30 - 18:00	25	451	0.001	25	451	0.010	25	451	0.011
18:00 - 18:30	25	451	0.000	25	451	0.004	25	451	0.004
18:30 - 19:00	25	451	0.000	25	451	0.001	25	451	0.001
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.138			0.123			0.261

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	25	8647	0.005	25	8647	0.001	25	8647	0.006
07:30 - 08:00	25	8647	0.010	25	8647	0.000	25	8647	0.010
08:00 - 08:30	25	8647	0.019	25	8647	0.002	25	8647	0.021
08:30 - 09:00	25	8647	0.014	25	8647	0.002	25	8647	0.016
09:00 - 09:30	26	8353	0.006	26	8353	0.002	26	8353	0.008
09:30 - 10:00	26	8353	0.006	26	8353	0.004	26	8353	0.010
10:00 - 10:30	26	8353	0.005	26	8353	0.001	26	8353	0.006
10:30 - 11:00	26	8353	0.001	26	8353	0.001	26	8353	0.002
11:00 - 11:30	26	8353	0.002	26	8353	0.002	26	8353	0.004
11:30 - 12:00	26	8353	0.001	26	8353	0.002	26	8353	0.003
12:00 - 12:30	26	8353	0.001	26	8353	0.002	26	8353	0.003
12:30 - 13:00	26	8353	0.002	26	8353	0.004	26	8353	0.006
13:00 - 13:30	26	8353	0.003	26	8353	0.007	26	8353	0.010
13:30 - 14:00	26	8353	0.006	26	8353	0.003	26	8353	0.009
14:00 - 14:30	26	8353	0.003	26	8353	0.002	26	8353	0.005
14:30 - 15:00	26	8353	0.001	26	8353	0.001	26	8353	0.002
15:00 - 15:30	26	8353	0.002	26	8353	0.004	26	8353	0.006
15:30 - 16:00	26	8353	0.003	26	8353	0.004	26	8353	0.007
16:00 - 16:30	26	8353	0.003	26	8353	0.007	26	8353	0.010
16:30 - 17:00	26	8353	0.001	26	8353	0.011	26	8353	0.012
17:00 - 17:30	25	8647	0.004	25	8647	0.017	25	8647	0.021
17:30 - 18:00	25	8647	0.002	25	8647	0.010	25	8647	0.012
18:00 - 18:30	25	8647	0.000	25	8647	0.007	25	8647	0.007
18:30 - 19:00	25	8647	0.000	25	8647	0.003	25	8647	0.003
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.100			0.099			0.199

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	25	451	0.001	25	451	0.000	25	451	0.001
07:30 - 08:00	25	451	0.002	25	451	0.000	25	451	0.002
08:00 - 08:30	25	451	0.004	25	451	0.000	25	451	0.004
08:30 - 09:00	25	451	0.003	25	451	0.000	25	451	0.003
09:00 - 09:30	26	435	0.001	26	435	0.000	26	435	0.001
09:30 - 10:00	26	435	0.001	26	435	0.001	26	435	0.002
10:00 - 10:30	26	435	0.001	26	435	0.000	26	435	0.001
10:30 - 11:00	26	435	0.000	26	435	0.000	26	435	0.000
11:00 - 11:30	26	435	0.000	26	435	0.000	26	435	0.000
11:30 - 12:00	26	435	0.000	26	435	0.000	26	435	0.000
12:00 - 12:30	26	435	0.000	26	435	0.000	26	435	0.000
12:30 - 13:00	26	435	0.000	26	435	0.001	26	435	0.001
13:00 - 13:30	26	435	0.001	26	435	0.001	26	435	0.002
13:30 - 14:00	26	435	0.001	26	435	0.001	26	435	0.002
14:00 - 14:30	26	435	0.001	26	435	0.000	26	435	0.001
14:30 - 15:00	26	435	0.000	26	435	0.000	26	435	0.000
15:00 - 15:30	26	435	0.000	26	435	0.001	26	435	0.001
15:30 - 16:00	26	435	0.001	26	435	0.001	26	435	0.002
16:00 - 16:30	26	435	0.001	26	435	0.001	26	435	0.002
16:30 - 17:00	26	435	0.000	26	435	0.002	26	435	0.002
17:00 - 17:30	25	451	0.001	25	451	0.003	25	451	0.004
17:30 - 18:00	25	451	0.000	25	451	0.002	25	451	0.002
18:00 - 18:30	25	451	0.000	25	451	0.001	25	451	0.001
18:30 - 19:00	25	451	0.000	25	451	0.001	25	451	0.001
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.019			0.016			0.035

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	25	8647	0.168	25	8647	0.022	25	8647	0.190
07:30 - 08:00	25	8647	0.444	25	8647	0.032	25	8647	0.476
08:00 - 08:30	25	8647	0.730	25	8647	0.067	25	8647	0.797
08:30 - 09:00	25	8647	0.799	25	8647	0.053	25	8647	0.852
09:00 - 09:30	26	8353	0.600	26	8353	0.106	26	8353	0.706
09:30 - 10:00	26	8353	0.362	26	8353	0.139	26	8353	0.501
10:00 - 10:30	26	8353	0.249	26	8353	0.160	26	8353	0.409
10:30 - 11:00	26	8353	0.216	26	8353	0.166	26	8353	0.382
11:00 - 11:30	26	8353	0.185	26	8353	0.181	26	8353	0.366
11:30 - 12:00	26	8353	0.207	26	8353	0.177	26	8353	0.384
12:00 - 12:30	26	8353	0.171	26	8353	0.311	26	8353	0.482
12:30 - 13:00	26	8353	0.248	26	8353	0.294	26	8353	0.542
13:00 - 13:30	26	8353	0.234	26	8353	0.245	26	8353	0.479
13:30 - 14:00	26	8353	0.253	26	8353	0.192	26	8353	0.445
14:00 - 14:30	26	8353	0.243	26	8353	0.193	26	8353	0.436
14:30 - 15:00	26	8353	0.159	26	8353	0.196	26	8353	0.355
15:00 - 15:30	26	8353	0.154	26	8353	0.209	26	8353	0.363
15:30 - 16:00	26	8353	0.141	26	8353	0.236	26	8353	0.377
16:00 - 16:30	26	8353	0.118	26	8353	0.483	26	8353	0.601
16:30 - 17:00	26	8353	0.085	26	8353	0.517	26	8353	0.602
17:00 - 17:30	25	8647	0.077	25	8647	0.781	25	8647	0.858
17:30 - 18:00	25	8647	0.055	25	8647	0.438	25	8647	0.493
18:00 - 18:30	25	8647	0.025	25	8647	0.246	25	8647	0.271
18:30 - 19:00	25	8647	0.020	25	8647	0.120	25	8647	0.140
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			5.943			5.564			11.507

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	25	451	0.032	25	451	0.004	25	451	0.036
07:30 - 08:00	25	451	0.085	25	451	0.006	25	451	0.091
08:00 - 08:30	25	451	0.140	25	451	0.013	25	451	0.153
08:30 - 09:00	25	451	0.153	25	451	0.010	25	451	0.163
09:00 - 09:30	26	435	0.115	26	435	0.020	26	435	0.135
09:30 - 10:00	26	435	0.070	26	435	0.027	26	435	0.097
10:00 - 10:30	26	435	0.048	26	435	0.031	26	435	0.079
10:30 - 11:00	26	435	0.042	26	435	0.032	26	435	0.074
11:00 - 11:30	26	435	0.035	26	435	0.035	26	435	0.070
11:30 - 12:00	26	435	0.040	26	435	0.034	26	435	0.074
12:00 - 12:30	26	435	0.033	26	435	0.060	26	435	0.093
12:30 - 13:00	26	435	0.048	26	435	0.056	26	435	0.104
13:00 - 13:30	26	435	0.045	26	435	0.047	26	435	0.092
13:30 - 14:00	26	435	0.049	26	435	0.037	26	435	0.086
14:00 - 14:30	26	435	0.047	26	435	0.037	26	435	0.084
14:30 - 15:00	26	435	0.031	26	435	0.038	26	435	0.069
15:00 - 15:30	26	435	0.030	26	435	0.040	26	435	0.070
15:30 - 16:00	26	435	0.027	26	435	0.045	26	435	0.072
16:00 - 16:30	26	435	0.023	26	435	0.093	26	435	0.116
16:30 - 17:00	26	435	0.016	26	435	0.099	26	435	0.115
17:00 - 17:30	25	451	0.015	25	451	0.150	25	451	0.165
17:30 - 18:00	25	451	0.011	25	451	0.084	25	451	0.095
18:00 - 18:30	25	451	0.005	25	451	0.047	25	451	0.052
18:30 - 19:00	25	451	0.004	25	451	0.023	25	451	0.027
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.144			1.068			2.212

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
11	SCOTLAND		
	GC	GLASGOW CITY	1 days
13	REPUBLIC OF IRELAND		
	CR	CORK	1 days

Main parameter selection:

Parameter: Gross floor area
Range: 3824 to 18600 (units: sqm)

Date Range: 01/01/00 to 07/12/05

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Friday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

Selected Location Sub Categories:

Industrial Zone	2
Residential Zone	1
No Sub Category	1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
11	SCOTLAND		
	GC	GLASGOW CITY	1 days
13	REPUBLIC OF IRELAND		
	CR	CORK	1 days

Main parameter selection:

Parameter: Number of Employees
Range: 47 to 337 (units:)

Date Range: 01/01/00 to 07/12/05

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Friday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

Selected Location Sub Categories:

Industrial Zone	2
Residential Zone	1
No Sub Category	1

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	4	12082	0.174	4	12082	0.077	4	12082	0.251
07:30 - 08:00	4	12082	0.375	4	12082	0.174	4	12082	0.549
08:00 - 08:30	4	12082	0.310	4	12082	0.112	4	12082	0.422
08:30 - 09:00	4	12082	0.308	4	12082	0.103	4	12082	0.411
09:00 - 09:30	4	12082	0.360	4	12082	0.139	4	12082	0.499
09:30 - 10:00	4	12082	0.157	4	12082	0.128	4	12082	0.285
10:00 - 10:30	4	12082	0.182	4	12082	0.103	4	12082	0.285
10:30 - 11:00	4	12082	0.153	4	12082	0.126	4	12082	0.279
11:00 - 11:30	4	12082	0.159	4	12082	0.143	4	12082	0.302
11:30 - 12:00	4	12082	0.126	4	12082	0.087	4	12082	0.213
12:00 - 12:30	4	12082	0.137	4	12082	0.161	4	12082	0.298
12:30 - 13:00	4	12082	0.145	4	12082	0.201	4	12082	0.346
13:00 - 13:30	4	12082	0.178	4	12082	0.257	4	12082	0.435
13:30 - 14:00	4	12082	0.302	4	12082	0.168	4	12082	0.470
14:00 - 14:30	4	12082	0.192	4	12082	0.139	4	12082	0.331
14:30 - 15:00	4	12082	0.151	4	12082	0.180	4	12082	0.331
15:00 - 15:30	4	12082	0.122	4	12082	0.149	4	12082	0.271
15:30 - 16:00	4	12082	0.128	4	12082	0.188	4	12082	0.316
16:00 - 16:30	4	12082	0.110	4	12082	0.226	4	12082	0.336
16:30 - 17:00	4	12082	0.106	4	12082	0.199	4	12082	0.305
17:00 - 17:30	4	12082	0.091	4	12082	0.346	4	12082	0.437
17:30 - 18:00	4	12082	0.089	4	12082	0.257	4	12082	0.346
18:00 - 18:30	4	12082	0.054	4	12082	0.236	4	12082	0.290
18:30 - 19:00	4	12082	0.031	4	12082	0.091	4	12082	0.122
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.140			3.990			8.130

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL VEHICLES
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	4	182	0.116	4	182	0.051	4	182	0.167
07:30 - 08:00	4	182	0.249	4	182	0.116	4	182	0.365
08:00 - 08:30	4	182	0.206	4	182	0.074	4	182	0.280
08:30 - 09:00	4	182	0.205	4	182	0.069	4	182	0.274
09:00 - 09:30	4	182	0.239	4	182	0.092	4	182	0.331
09:30 - 10:00	4	182	0.105	4	182	0.085	4	182	0.190
10:00 - 10:30	4	182	0.121	4	182	0.069	4	182	0.190
10:30 - 11:00	4	182	0.102	4	182	0.084	4	182	0.186
11:00 - 11:30	4	182	0.106	4	182	0.095	4	182	0.201
11:30 - 12:00	4	182	0.084	4	182	0.058	4	182	0.142
12:00 - 12:30	4	182	0.091	4	182	0.107	4	182	0.198
12:30 - 13:00	4	182	0.096	4	182	0.133	4	182	0.229
13:00 - 13:30	4	182	0.118	4	182	0.171	4	182	0.289
13:30 - 14:00	4	182	0.201	4	182	0.111	4	182	0.312
14:00 - 14:30	4	182	0.128	4	182	0.092	4	182	0.220
14:30 - 15:00	4	182	0.100	4	182	0.120	4	182	0.220
15:00 - 15:30	4	182	0.081	4	182	0.099	4	182	0.180
15:30 - 16:00	4	182	0.085	4	182	0.125	4	182	0.210
16:00 - 16:30	4	182	0.073	4	182	0.150	4	182	0.223
16:30 - 17:00	4	182	0.070	4	182	0.132	4	182	0.202
17:00 - 17:30	4	182	0.061	4	182	0.230	4	182	0.291
17:30 - 18:00	4	182	0.059	4	182	0.171	4	182	0.230
18:00 - 18:30	4	182	0.036	4	182	0.157	4	182	0.193
18:30 - 19:00	4	182	0.021	4	182	0.061	4	182	0.082
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.753			2.652			5.405

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	4	12082	0.226	4	12082	0.085	4	12082	0.311
07:30 - 08:00	4	12082	0.482	4	12082	0.221	4	12082	0.703
08:00 - 08:30	4	12082	0.395	4	12082	0.128	4	12082	0.523
08:30 - 09:00	4	12082	0.348	4	12082	0.116	4	12082	0.464
09:00 - 09:30	4	12082	0.391	4	12082	0.159	4	12082	0.550
09:30 - 10:00	4	12082	0.199	4	12082	0.147	4	12082	0.346
10:00 - 10:30	4	12082	0.203	4	12082	0.114	4	12082	0.317
10:30 - 11:00	4	12082	0.172	4	12082	0.128	4	12082	0.300
11:00 - 11:30	4	12082	0.170	4	12082	0.149	4	12082	0.319
11:30 - 12:00	4	12082	0.139	4	12082	0.099	4	12082	0.238
12:00 - 12:30	4	12082	0.159	4	12082	0.176	4	12082	0.335
12:30 - 13:00	4	12082	0.182	4	12082	0.244	4	12082	0.426
13:00 - 13:30	4	12082	0.261	4	12082	0.333	4	12082	0.594
13:30 - 14:00	4	12082	0.377	4	12082	0.199	4	12082	0.576
14:00 - 14:30	4	12082	0.250	4	12082	0.168	4	12082	0.418
14:30 - 15:00	4	12082	0.163	4	12082	0.197	4	12082	0.360
15:00 - 15:30	4	12082	0.139	4	12082	0.168	4	12082	0.307
15:30 - 16:00	4	12082	0.147	4	12082	0.213	4	12082	0.360
16:00 - 16:30	4	12082	0.153	4	12082	0.261	4	12082	0.414
16:30 - 17:00	4	12082	0.110	4	12082	0.283	4	12082	0.393
17:00 - 17:30	4	12082	0.089	4	12082	0.383	4	12082	0.472
17:30 - 18:00	4	12082	0.101	4	12082	0.281	4	12082	0.382
18:00 - 18:30	4	12082	0.060	4	12082	0.246	4	12082	0.306
18:30 - 19:00	4	12082	0.037	4	12082	0.095	4	12082	0.132
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.953			4.593			9.546

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	4	182	0.150	4	182	0.056	4	182	0.206
07:30 - 08:00	4	182	0.320	4	182	0.147	4	182	0.467
08:00 - 08:30	4	182	0.263	4	182	0.085	4	182	0.348
08:30 - 09:00	4	182	0.231	4	182	0.077	4	182	0.308
09:00 - 09:30	4	182	0.260	4	182	0.106	4	182	0.366
09:30 - 10:00	4	182	0.132	4	182	0.098	4	182	0.230
10:00 - 10:30	4	182	0.135	4	182	0.076	4	182	0.211
10:30 - 11:00	4	182	0.114	4	182	0.085	4	182	0.199
11:00 - 11:30	4	182	0.113	4	182	0.099	4	182	0.212
11:30 - 12:00	4	182	0.092	4	182	0.066	4	182	0.158
12:00 - 12:30	4	182	0.106	4	182	0.117	4	182	0.223
12:30 - 13:00	4	182	0.121	4	182	0.162	4	182	0.283
13:00 - 13:30	4	182	0.173	4	182	0.221	4	182	0.394
13:30 - 14:00	4	182	0.250	4	182	0.132	4	182	0.382
14:00 - 14:30	4	182	0.166	4	182	0.111	4	182	0.277
14:30 - 15:00	4	182	0.109	4	182	0.131	4	182	0.240
15:00 - 15:30	4	182	0.092	4	182	0.111	4	182	0.203
15:30 - 16:00	4	182	0.098	4	182	0.142	4	182	0.240
16:00 - 16:30	4	182	0.102	4	182	0.173	4	182	0.275
16:30 - 17:00	4	182	0.073	4	182	0.188	4	182	0.261
17:00 - 17:30	4	182	0.059	4	182	0.254	4	182	0.313
17:30 - 18:00	4	182	0.067	4	182	0.187	4	182	0.254
18:00 - 18:30	4	182	0.040	4	182	0.164	4	182	0.204
18:30 - 19:00	4	182	0.025	4	182	0.063	4	182	0.088
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			3.291			3.051			6.342

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	4	12082	0.008	4	12082	0.000	4	12082	0.008
07:30 - 08:00	4	12082	0.027	4	12082	0.002	4	12082	0.029
08:00 - 08:30	4	12082	0.019	4	12082	0.006	4	12082	0.025
08:30 - 09:00	4	12082	0.017	4	12082	0.000	4	12082	0.017
09:00 - 09:30	4	12082	0.010	4	12082	0.006	4	12082	0.016
09:30 - 10:00	4	12082	0.017	4	12082	0.008	4	12082	0.025
10:00 - 10:30	4	12082	0.000	4	12082	0.006	4	12082	0.006
10:30 - 11:00	4	12082	0.006	4	12082	0.000	4	12082	0.006
11:00 - 11:30	4	12082	0.000	4	12082	0.000	4	12082	0.000
11:30 - 12:00	4	12082	0.006	4	12082	0.004	4	12082	0.010
12:00 - 12:30	4	12082	0.006	4	12082	0.000	4	12082	0.006
12:30 - 13:00	4	12082	0.017	4	12082	0.014	4	12082	0.031
13:00 - 13:30	4	12082	0.066	4	12082	0.054	4	12082	0.120
13:30 - 14:00	4	12082	0.004	4	12082	0.000	4	12082	0.004
14:00 - 14:30	4	12082	0.019	4	12082	0.019	4	12082	0.038
14:30 - 15:00	4	12082	0.000	4	12082	0.002	4	12082	0.002
15:00 - 15:30	4	12082	0.000	4	12082	0.004	4	12082	0.004
15:30 - 16:00	4	12082	0.010	4	12082	0.004	4	12082	0.014
16:00 - 16:30	4	12082	0.008	4	12082	0.004	4	12082	0.012
16:30 - 17:00	4	12082	0.002	4	12082	0.019	4	12082	0.021
17:00 - 17:30	4	12082	0.002	4	12082	0.019	4	12082	0.021
17:30 - 18:00	4	12082	0.000	4	12082	0.004	4	12082	0.004
18:00 - 18:30	4	12082	0.002	4	12082	0.002	4	12082	0.004
18:30 - 19:00	4	12082	0.002	4	12082	0.002	4	12082	0.004
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.248			0.179			0.427

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	4	182	0.006	4	182	0.000	4	182	0.006
07:30 - 08:00	4	182	0.018	4	182	0.001	4	182	0.019
08:00 - 08:30	4	182	0.012	4	182	0.004	4	182	0.016
08:30 - 09:00	4	182	0.011	4	182	0.000	4	182	0.011
09:00 - 09:30	4	182	0.007	4	182	0.004	4	182	0.011
09:30 - 10:00	4	182	0.011	4	182	0.006	4	182	0.017
10:00 - 10:30	4	182	0.000	4	182	0.004	4	182	0.004
10:30 - 11:00	4	182	0.004	4	182	0.000	4	182	0.004
11:00 - 11:30	4	182	0.000	4	182	0.000	4	182	0.000
11:30 - 12:00	4	182	0.004	4	182	0.003	4	182	0.007
12:00 - 12:30	4	182	0.004	4	182	0.000	4	182	0.004
12:30 - 13:00	4	182	0.011	4	182	0.010	4	182	0.021
13:00 - 13:30	4	182	0.044	4	182	0.036	4	182	0.080
13:30 - 14:00	4	182	0.003	4	182	0.000	4	182	0.003
14:00 - 14:30	4	182	0.012	4	182	0.012	4	182	0.024
14:30 - 15:00	4	182	0.000	4	182	0.001	4	182	0.001
15:00 - 15:30	4	182	0.000	4	182	0.003	4	182	0.003
15:30 - 16:00	4	182	0.007	4	182	0.003	4	182	0.010
16:00 - 16:30	4	182	0.006	4	182	0.003	4	182	0.009
16:30 - 17:00	4	182	0.001	4	182	0.012	4	182	0.013
17:00 - 17:30	4	182	0.001	4	182	0.012	4	182	0.013
17:30 - 18:00	4	182	0.000	4	182	0.003	4	182	0.003
18:00 - 18:30	4	182	0.001	4	182	0.001	4	182	0.002
18:30 - 19:00	4	182	0.001	4	182	0.001	4	182	0.002
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.164			0.119			0.283

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	4	12082	0.008	4	12082	0.000	4	12082	0.008
07:30 - 08:00	4	12082	0.010	4	12082	0.004	4	12082	0.014
08:00 - 08:30	4	12082	0.010	4	12082	0.000	4	12082	0.010
08:30 - 09:00	4	12082	0.008	4	12082	0.000	4	12082	0.008
09:00 - 09:30	4	12082	0.002	4	12082	0.000	4	12082	0.002
09:30 - 10:00	4	12082	0.004	4	12082	0.002	4	12082	0.006
10:00 - 10:30	4	12082	0.000	4	12082	0.000	4	12082	0.000
10:30 - 11:00	4	12082	0.000	4	12082	0.000	4	12082	0.000
11:00 - 11:30	4	12082	0.000	4	12082	0.000	4	12082	0.000
11:30 - 12:00	4	12082	0.000	4	12082	0.002	4	12082	0.002
12:00 - 12:30	4	12082	0.000	4	12082	0.000	4	12082	0.000
12:30 - 13:00	4	12082	0.000	4	12082	0.000	4	12082	0.000
13:00 - 13:30	4	12082	0.000	4	12082	0.000	4	12082	0.000
13:30 - 14:00	4	12082	0.002	4	12082	0.000	4	12082	0.002
14:00 - 14:30	4	12082	0.000	4	12082	0.000	4	12082	0.000
14:30 - 15:00	4	12082	0.000	4	12082	0.000	4	12082	0.000
15:00 - 15:30	4	12082	0.002	4	12082	0.004	4	12082	0.006
15:30 - 16:00	4	12082	0.000	4	12082	0.000	4	12082	0.000
16:00 - 16:30	4	12082	0.002	4	12082	0.006	4	12082	0.008
16:30 - 17:00	4	12082	0.000	4	12082	0.010	4	12082	0.010
17:00 - 17:30	4	12082	0.000	4	12082	0.000	4	12082	0.000
17:30 - 18:00	4	12082	0.000	4	12082	0.002	4	12082	0.002
18:00 - 18:30	4	12082	0.000	4	12082	0.002	4	12082	0.002
18:30 - 19:00	4	12082	0.000	4	12082	0.000	4	12082	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.048			0.032			0.080

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	4	182	0.006	4	182	0.000	4	182	0.006
07:30 - 08:00	4	182	0.007	4	182	0.003	4	182	0.010
08:00 - 08:30	4	182	0.007	4	182	0.000	4	182	0.007
08:30 - 09:00	4	182	0.006	4	182	0.000	4	182	0.006
09:00 - 09:30	4	182	0.001	4	182	0.000	4	182	0.001
09:30 - 10:00	4	182	0.003	4	182	0.001	4	182	0.004
10:00 - 10:30	4	182	0.000	4	182	0.000	4	182	0.000
10:30 - 11:00	4	182	0.000	4	182	0.000	4	182	0.000
11:00 - 11:30	4	182	0.000	4	182	0.000	4	182	0.000
11:30 - 12:00	4	182	0.000	4	182	0.001	4	182	0.001
12:00 - 12:30	4	182	0.000	4	182	0.000	4	182	0.000
12:30 - 13:00	4	182	0.000	4	182	0.000	4	182	0.000
13:00 - 13:30	4	182	0.000	4	182	0.000	4	182	0.000
13:30 - 14:00	4	182	0.001	4	182	0.000	4	182	0.001
14:00 - 14:30	4	182	0.000	4	182	0.000	4	182	0.000
14:30 - 15:00	4	182	0.000	4	182	0.000	4	182	0.000
15:00 - 15:30	4	182	0.001	4	182	0.003	4	182	0.004
15:30 - 16:00	4	182	0.000	4	182	0.000	4	182	0.000
16:00 - 16:30	4	182	0.001	4	182	0.004	4	182	0.005
16:30 - 17:00	4	182	0.000	4	182	0.007	4	182	0.007
17:00 - 17:30	4	182	0.000	4	182	0.000	4	182	0.000
17:30 - 18:00	4	182	0.000	4	182	0.001	4	182	0.001
18:00 - 18:30	4	182	0.000	4	182	0.001	4	182	0.001
18:30 - 19:00	4	182	0.000	4	182	0.000	4	182	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.033			0.021			0.054

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	4	12082	0.006	4	12082	0.002	4	12082	0.008
07:30 - 08:00	4	12082	0.008	4	12082	0.000	4	12082	0.008
08:00 - 08:30	4	12082	0.006	4	12082	0.004	4	12082	0.010
08:30 - 09:00	4	12082	0.000	4	12082	0.000	4	12082	0.000
09:00 - 09:30	4	12082	0.000	4	12082	0.000	4	12082	0.000
09:30 - 10:00	4	12082	0.000	4	12082	0.000	4	12082	0.000
10:00 - 10:30	4	12082	0.000	4	12082	0.000	4	12082	0.000
10:30 - 11:00	4	12082	0.000	4	12082	0.000	4	12082	0.000
11:00 - 11:30	4	12082	0.000	4	12082	0.000	4	12082	0.000
11:30 - 12:00	4	12082	0.004	4	12082	0.004	4	12082	0.008
12:00 - 12:30	4	12082	0.000	4	12082	0.000	4	12082	0.000
12:30 - 13:00	4	12082	0.004	4	12082	0.000	4	12082	0.004
13:00 - 13:30	4	12082	0.000	4	12082	0.002	4	12082	0.002
13:30 - 14:00	4	12082	0.006	4	12082	0.002	4	12082	0.008
14:00 - 14:30	4	12082	0.002	4	12082	0.002	4	12082	0.004
14:30 - 15:00	4	12082	0.000	4	12082	0.000	4	12082	0.000
15:00 - 15:30	4	12082	0.000	4	12082	0.002	4	12082	0.002
15:30 - 16:00	4	12082	0.000	4	12082	0.000	4	12082	0.000
16:00 - 16:30	4	12082	0.008	4	12082	0.002	4	12082	0.010
16:30 - 17:00	4	12082	0.004	4	12082	0.008	4	12082	0.012
17:00 - 17:30	4	12082	0.000	4	12082	0.006	4	12082	0.006
17:30 - 18:00	4	12082	0.004	4	12082	0.000	4	12082	0.004
18:00 - 18:30	4	12082	0.000	4	12082	0.000	4	12082	0.000
18:30 - 19:00	4	12082	0.002	4	12082	0.000	4	12082	0.002
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.054			0.034			0.088

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL CYCLISTS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	4	182	0.004	4	182	0.001	4	182	0.005
07:30 - 08:00	4	182	0.006	4	182	0.000	4	182	0.006
08:00 - 08:30	4	182	0.004	4	182	0.003	4	182	0.007
08:30 - 09:00	4	182	0.000	4	182	0.000	4	182	0.000
09:00 - 09:30	4	182	0.000	4	182	0.000	4	182	0.000
09:30 - 10:00	4	182	0.000	4	182	0.000	4	182	0.000
10:00 - 10:30	4	182	0.000	4	182	0.000	4	182	0.000
10:30 - 11:00	4	182	0.000	4	182	0.000	4	182	0.000
11:00 - 11:30	4	182	0.000	4	182	0.000	4	182	0.000
11:30 - 12:00	4	182	0.003	4	182	0.003	4	182	0.006
12:00 - 12:30	4	182	0.000	4	182	0.000	4	182	0.000
12:30 - 13:00	4	182	0.003	4	182	0.000	4	182	0.003
13:00 - 13:30	4	182	0.000	4	182	0.001	4	182	0.001
13:30 - 14:00	4	182	0.004	4	182	0.001	4	182	0.005
14:00 - 14:30	4	182	0.001	4	182	0.001	4	182	0.002
14:30 - 15:00	4	182	0.000	4	182	0.000	4	182	0.000
15:00 - 15:30	4	182	0.000	4	182	0.001	4	182	0.001
15:30 - 16:00	4	182	0.000	4	182	0.000	4	182	0.000
16:00 - 16:30	4	182	0.006	4	182	0.001	4	182	0.007
16:30 - 17:00	4	182	0.003	4	182	0.006	4	182	0.009
17:00 - 17:30	4	182	0.000	4	182	0.004	4	182	0.004
17:30 - 18:00	4	182	0.003	4	182	0.000	4	182	0.003
18:00 - 18:30	4	182	0.000	4	182	0.000	4	182	0.000
18:30 - 19:00	4	182	0.001	4	182	0.000	4	182	0.001
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.038			0.022			0.060

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	4	12082	0.203	4	12082	0.083	4	12082	0.286
07:30 - 08:00	4	12082	0.437	4	12082	0.215	4	12082	0.652
08:00 - 08:30	4	12082	0.360	4	12082	0.118	4	12082	0.478
08:30 - 09:00	4	12082	0.323	4	12082	0.116	4	12082	0.439
09:00 - 09:30	4	12082	0.379	4	12082	0.153	4	12082	0.532
09:30 - 10:00	4	12082	0.178	4	12082	0.137	4	12082	0.315
10:00 - 10:30	4	12082	0.203	4	12082	0.108	4	12082	0.311
10:30 - 11:00	4	12082	0.166	4	12082	0.128	4	12082	0.294
11:00 - 11:30	4	12082	0.170	4	12082	0.149	4	12082	0.319
11:30 - 12:00	4	12082	0.128	4	12082	0.089	4	12082	0.217
12:00 - 12:30	4	12082	0.153	4	12082	0.176	4	12082	0.329
12:30 - 13:00	4	12082	0.161	4	12082	0.230	4	12082	0.391
13:00 - 13:30	4	12082	0.195	4	12082	0.277	4	12082	0.472
13:30 - 14:00	4	12082	0.364	4	12082	0.197	4	12082	0.561
14:00 - 14:30	4	12082	0.230	4	12082	0.147	4	12082	0.377
14:30 - 15:00	4	12082	0.163	4	12082	0.195	4	12082	0.358
15:00 - 15:30	4	12082	0.137	4	12082	0.157	4	12082	0.294
15:30 - 16:00	4	12082	0.137	4	12082	0.209	4	12082	0.346
16:00 - 16:30	4	12082	0.134	4	12082	0.248	4	12082	0.382
16:30 - 17:00	4	12082	0.103	4	12082	0.246	4	12082	0.349
17:00 - 17:30	4	12082	0.087	4	12082	0.358	4	12082	0.445
17:30 - 18:00	4	12082	0.097	4	12082	0.275	4	12082	0.372
18:00 - 18:30	4	12082	0.058	4	12082	0.242	4	12082	0.300
18:30 - 19:00	4	12082	0.033	4	12082	0.093	4	12082	0.126
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.599			4.346			8.945

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	4	182	0.135	4	182	0.055	4	182	0.190
07:30 - 08:00	4	182	0.290	4	182	0.143	4	182	0.433
08:00 - 08:30	4	182	0.239	4	182	0.078	4	182	0.317
08:30 - 09:00	4	182	0.215	4	182	0.077	4	182	0.292
09:00 - 09:30	4	182	0.252	4	182	0.102	4	182	0.354
09:30 - 10:00	4	182	0.118	4	182	0.091	4	182	0.209
10:00 - 10:30	4	182	0.135	4	182	0.072	4	182	0.207
10:30 - 11:00	4	182	0.110	4	182	0.085	4	182	0.195
11:00 - 11:30	4	182	0.113	4	182	0.099	4	182	0.212
11:30 - 12:00	4	182	0.085	4	182	0.059	4	182	0.144
12:00 - 12:30	4	182	0.102	4	182	0.117	4	182	0.219
12:30 - 13:00	4	182	0.107	4	182	0.153	4	182	0.260
13:00 - 13:30	4	182	0.129	4	182	0.184	4	182	0.313
13:30 - 14:00	4	182	0.242	4	182	0.131	4	182	0.373
14:00 - 14:30	4	182	0.153	4	182	0.098	4	182	0.251
14:30 - 15:00	4	182	0.109	4	182	0.129	4	182	0.238
15:00 - 15:30	4	182	0.091	4	182	0.105	4	182	0.196
15:30 - 16:00	4	182	0.091	4	182	0.139	4	182	0.230
16:00 - 16:30	4	182	0.089	4	182	0.165	4	182	0.254
16:30 - 17:00	4	182	0.069	4	182	0.164	4	182	0.233
17:00 - 17:30	4	182	0.058	4	182	0.238	4	182	0.296
17:30 - 18:00	4	182	0.065	4	182	0.183	4	182	0.248
18:00 - 18:30	4	182	0.039	4	182	0.161	4	182	0.200
18:30 - 19:00	4	182	0.022	4	182	0.062	4	182	0.084
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			3.058			2.890			5.948

APPENDIX H
PICADY Output

PICADY

GUI Version: 5.00 AC
Analysis Program Release: 3.0 INTERIM (MAR 2006)

© Copyright TRL Limited, 2006
Adapted from PICADY/3 which is Crown Copyright by permission of the controller of HMSO

For sales and distribution information, program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA, UK

Tel: +44 (0)1344 770758
Fax: +44 (0)1344 770864
E-mail: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution

Run Analysis

Parameter	Values
File Run	U:\..\Site Access\Proposed Site Access Junction.vpi
Date Run	27 May 2009
Time Run	12:01:37
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Redgate Lane South	100
Arm B	Site Access	100
Arm C	Redgate Lane North	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Site Access Junction
Location	Pottery Lane, Manchester
Date	19 May 2009
Enumerator	kristen.jones [LDS-PC-002]
Job Number	LDT146
Status	-
Client	Quorum Homes
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

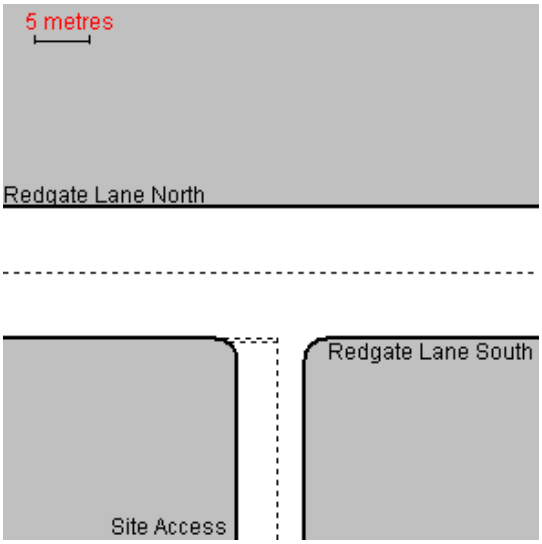
Parameter	Minor Arm B
Major Road Carriageway Width (m)	9.85
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	3.60
Minor Road Visibility To Right (m)	57
Minor Road Visibility To Left (m)	45
Major Road Right Turn Visibility (m)	42
Major Road Right Turn Blocks Traffic	Yes

Slope and Intercept Values

Stream	Intercept for Stream B-A	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	551.583	0.084	0.211	0.133	0.302
B-C	699.456	0.089	0.226	-	-
C-B	598.286	0.193	0.193	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	07:30-09:00	90	15
Second Modelling Period	16:15-17:45	90	15

ODTAB Turning Counts

Demand Set: AM 2010 Proposed
Modelling Period: 07:30-09:00

From / To	Arm A	Arm B	Arm C
Arm A	0.0	65.0	77.0
Arm B	17.0	0.0	0.0
Arm C	32.0	0.0	0.0

Demand Set: PM 2010 Proposed
Modelling Period: 16:15-17:45

From / To	Arm A	Arm B	Arm C
Arm A	0.0	16.0	90.0
Arm B	56.0	0.0	0.0
Arm C	117.0	0.0	0.0

Demand Set: AM 2014 Proposed
Modelling Period: 07:30-09:00

From / To	Arm A	Arm B	Arm C
Arm A	0.0	65.0	84.0
Arm B	17.0	0.0	0.0
Arm C	35.0	0.0	0.0

Demand Set: PM 2014 Proposed
Modelling Period: 16:15-17:45

From / To	Arm A	Arm B	Arm C
Arm A	0.0	16.0	98.0
Arm B	56.0	0.0	0.0
Arm C	127.0	0.0	0.0

ODTAB Synthesised Flows

Demand Set: AM 2010 Proposed
Modelling Period: 07:30-09:00

Arm	Rising Time	Rising Flow (veh / min)	Peak Time	Peak Flow (veh / min)	Falling Time	Falling Flow (veh / min)
Arm A	07:45	1.775	07:45	2.662	08:15	1.775
Arm B	07:45	0.213	07:45	0.319	08:15	0.213
Arm C	07:45	0.400	07:45	0.600	08:15	0.400

Heavy Vehicles Percentages

Demand Set: AM 2010 Proposed
Modelling Period: 07:30-09:00

From / To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: PM 2010 Proposed
Modelling Period: 16:15-17:45

From / To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: AM 2014 Proposed
Modelling Period: 07:30-09:00

From / To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: PM 2014 Proposed
Modelling Period: 16:15-17:45

From / To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

Queues & Delays

Demand Set: AM 2010 Proposed
Modelling Period: 07:30-09:00

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
07:30-07:45	B-AC	0.21	8.03	0.027	-	0.00	0.03	-	0.4	0.13
	C-AB	0.00	8.72	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	0.40	-	-	-	-	-	-	-	-
	A-B	0.82	-	-	-	-	-	-	-	-
	A-C	0.97	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	0.25	7.97	0.032	-	0.03	0.03	-	0.5	0.13
	C-AB	0.00	8.65	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	0.48	-	-	-	-	-	-	-	-
	A-B	0.97	-	-	-	-	-	-	-	-
	A-C	1.15	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh / min)	Capacity (veh / min)	RFC	Ped. Flow (ped / min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min / segment)	Delay (veh.min / segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	0.31	7.88	0.040	-	0.03	0.04	-	0.6	0.13
	C-AB	0.00	8.56	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	0.59	-	-	-	-	-	-	-	-
	A-B	1.19	-	-	-	-	-	-	-	-
	A-C	1.41	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	0.31	7.88	0.040	-	0.04	0.04	-	0.6	0.13
	C-AB	0.00	8.56	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	0.59	-	-	-	-	-	-	-	-
	A-B	1.19	-	-	-	-	-	-	-	-
	A-C	1.41	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	0.25	7.97	0.032	-	0.04	0.03	-	0.5	0.13
	C-AB	0.00	8.65	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	0.48	-	-	-	-	-	-	-	-
	A-B	0.97	-	-	-	-	-	-	-	-
	A-C	1.15	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	0.21	8.03	0.027	-	0.03	0.03	-	0.4	0.13
	C-AB	0.00	8.72	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	0.40	-	-	-	-	-	-	-	-
	A-B	0.82	-	-	-	-	-	-	-	-
	A-C	0.97	-	-	-	-	-	-	-	-

Demand Set: PM 2010 Proposed
Modelling Period: 16:15-17:45

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
16:15-16:30	B-AC	0.70	7.91	0.089	-	0.00	0.10	-	1.4	0.14
	C-AB	0.00	8.81	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	1.47	-	-	-	-	-	-	-	-
	A-B	0.20	-	-	-	-	-	-	-	-
	A-C	1.13	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
16:30-16:45	B-AC	0.84	7.82	0.107	-	0.10	0.12	-	1.7	0.14
	C-AB	0.00	8.76	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	1.75	-	-	-	-	-	-	-	-
	A-B	0.24	-	-	-	-	-	-	-	-
	A-C	1.35	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
16:45-17:00	B-AC	1.03	7.70	0.133	-	0.12	0.15	-	2.2	0.15
	C-AB	0.00	8.69	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	2.15	-	-	-	-	-	-	-	-
	A-B	0.29	-	-	-	-	-	-	-	-

	A-C	1.65	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-AC	1.03	7.70	0.133	-	0.15	0.15	-	2.3	0.15
	C-AB	0.00	8.69	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	2.15	-	-	-	-	-	-	-	-
	A-B	0.29	-	-	-	-	-	-	-	-
	A-C	1.65	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	0.84	7.82	0.107	-	0.15	0.12	-	1.9	0.14
	C-AB	0.00	8.76	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	1.75	-	-	-	-	-	-	-	-
	A-B	0.24	-	-	-	-	-	-	-	-
	A-C	1.35	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-AC	0.70	7.91	0.089	-	0.12	0.10	-	1.5	0.14
	C-AB	0.00	8.81	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	1.47	-	-	-	-	-	-	-	-
	A-B	0.20	-	-	-	-	-	-	-	-
	A-C	1.13	-	-	-	-	-	-	-	-

Demand Set: AM 2014 Proposed
Modelling Period: 07:30-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
07:30-07:45	B-AC	0.21	8.01	0.027	-	0.00	0.03	-	0.4	0.13
	C-AB	0.00	8.70	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	0.44	-	-	-	-	-	-	-	-
	A-B	0.82	-	-	-	-	-	-	-	-
	A-C	1.05	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	0.25	7.94	0.032	-	0.03	0.03	-	0.5	0.13
	C-AB	0.00	8.63	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	0.52	-	-	-	-	-	-	-	-
	A-B	0.97	-	-	-	-	-	-	-	-
	A-C	1.26	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	0.31	7.85	0.040	-	0.03	0.04	-	0.6	0.13
	C-AB	0.00	8.54	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	0.64	-	-	-	-	-	-	-	-
	A-B	1.19	-	-	-	-	-	-	-	-
	A-C	1.54	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	0.31	7.85	0.040	-	0.04	0.04	-	0.6	0.13
	C-AB	0.00	8.54	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	0.64	-	-	-	-	-	-	-	-
	A-B	1.19	-	-	-	-	-	-	-	-
	A-C	1.54	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	0.25	7.94	0.032	-	0.04	0.03	-	0.5	0.13
	C-AB	0.00	8.63	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	0.52	-	-	-	-	-	-	-	-
	A-B	0.97	-	-	-	-	-	-	-	-
	A-C	1.26	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	0.21	8.01	0.027	-	0.03	0.03	-	0.4	0.13
	C-AB	0.00	8.70	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	0.44	-	-	-	-	-	-	-	-
	A-B	0.82	-	-	-	-	-	-	-	-
	A-C	1.05	-	-	-	-	-	-	-	-

Demand Set: PM 2014 Proposed
Modelling Period: 16:15-17:45

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
16:15-16:30	B-AC	0.70	7.87	0.089	-	0.00	0.10	-	1.4	0.14
	C-AB	0.00	8.79	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	1.59	-	-	-	-	-	-	-	-
	A-B	0.20	-	-	-	-	-	-	-	-
	A-C	1.23	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
16:30-16:45	B-AC	0.84	7.77	0.108	-	0.10	0.12	-	1.8	0.14
	C-AB	0.00	8.74	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	1.90	-	-	-	-	-	-	-	-
	A-B	0.24	-	-	-	-	-	-	-	-
	A-C	1.47	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
16:45-17:00	B-AC	1.03	7.64	0.134	-	0.12	0.15	-	2.2	0.15
	C-AB	0.00	8.66	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	2.33	-	-	-	-	-	-	-	-
	A-B	0.29	-	-	-	-	-	-	-	-
	A-C	1.80	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-AC	1.03	7.64	0.134	-	0.15	0.15	-	2.3	0.15
	C-AB	0.00	8.66	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	2.33	-	-	-	-	-	-	-	-
	A-B	0.29	-	-	-	-	-	-	-	-
	A-C	1.80	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	0.84	7.77	0.108	-	0.15	0.12	-	1.9	0.14
	C-AB	0.00	8.74	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	1.90	-	-	-	-	-	-	-	-
	A-B	0.24	-	-	-	-	-	-	-	-
	A-C	1.47	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-AC	0.70	7.87	0.089	-	0.12	0.10	-	1.5	0.14
	C-AB	0.00	8.79	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	1.59	-	-	-	-	-	-	-	-
	A-B	0.20	-	-	-	-	-	-	-	-

	A-C	1.23	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: AM 2010 Proposed
Modelling Period: 07:30-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	23.4	15.6	3.0	0.1	3.0	0.1
C-AB	0.0	0.0	0.0	0.0	0.0	0.0
C-A	44.0	29.4	-	-	-	-
A-B	89.5	59.6	-	-	-	-
A-C	106.0	70.7	-	-	-	-
All	262.9	175.3	3.0	0.0	3.0	0.0

Demand Set: PM 2010 Proposed
Modelling Period: 16:15-17:45

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	77.1	51.4	11.0	0.1	11.0	0.1
C-AB	0.0	0.0	0.0	0.0	0.0	0.0
C-A	161.0	107.4	-	-	-	-
A-B	22.0	14.7	-	-	-	-
A-C	123.9	82.6	-	-	-	-
All	384.0	256.0	11.0	0.0	11.0	0.0

Demand Set: AM 2014 Proposed
Modelling Period: 07:30-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	23.4	15.6	3.0	0.1	3.0	0.1
C-AB	0.0	0.0	0.0	0.0	0.0	0.0
C-A	48.2	32.1	-	-	-	-
A-B	89.5	59.6	-	-	-	-
A-C	115.6	77.1	-	-	-	-
All	276.7	184.4	3.0	0.0	3.0	0.0

Demand Set: PM 2014 Proposed
Modelling Period: 16:15-17:45

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	77.1	51.4	11.1	0.1	11.1	0.1
C-AB	0.0	0.0	0.0	0.0	0.0	0.0
C-A	174.8	116.5	-	-	-	-
A-B	22.0	14.7	-	-	-	-
A-C	134.9	89.9	-	-	-	-
All	408.8	272.5	11.1	0.0	11.1	0.0

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

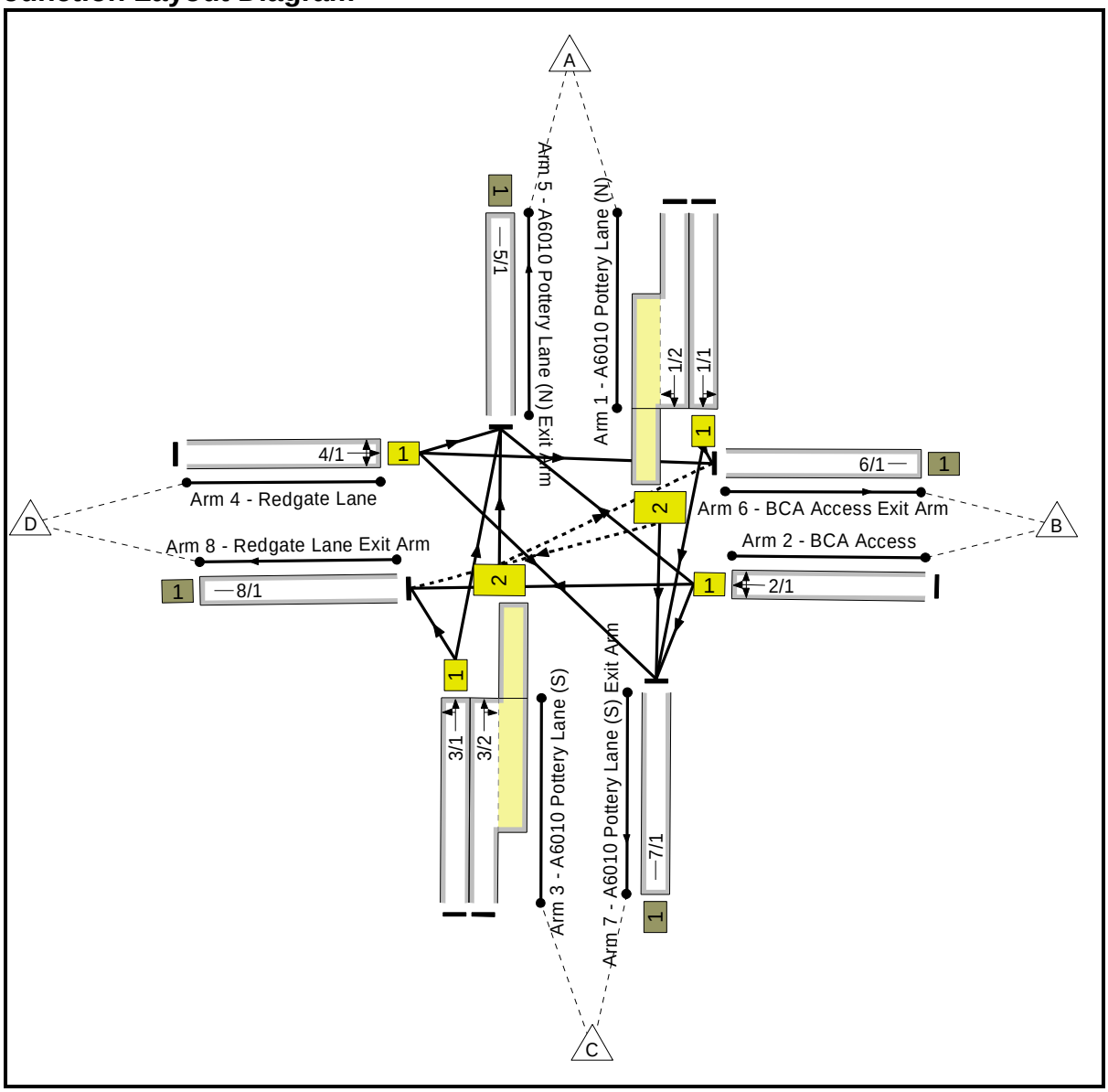
APPENDIX I
LINSIG Output

Full Input Data And Results

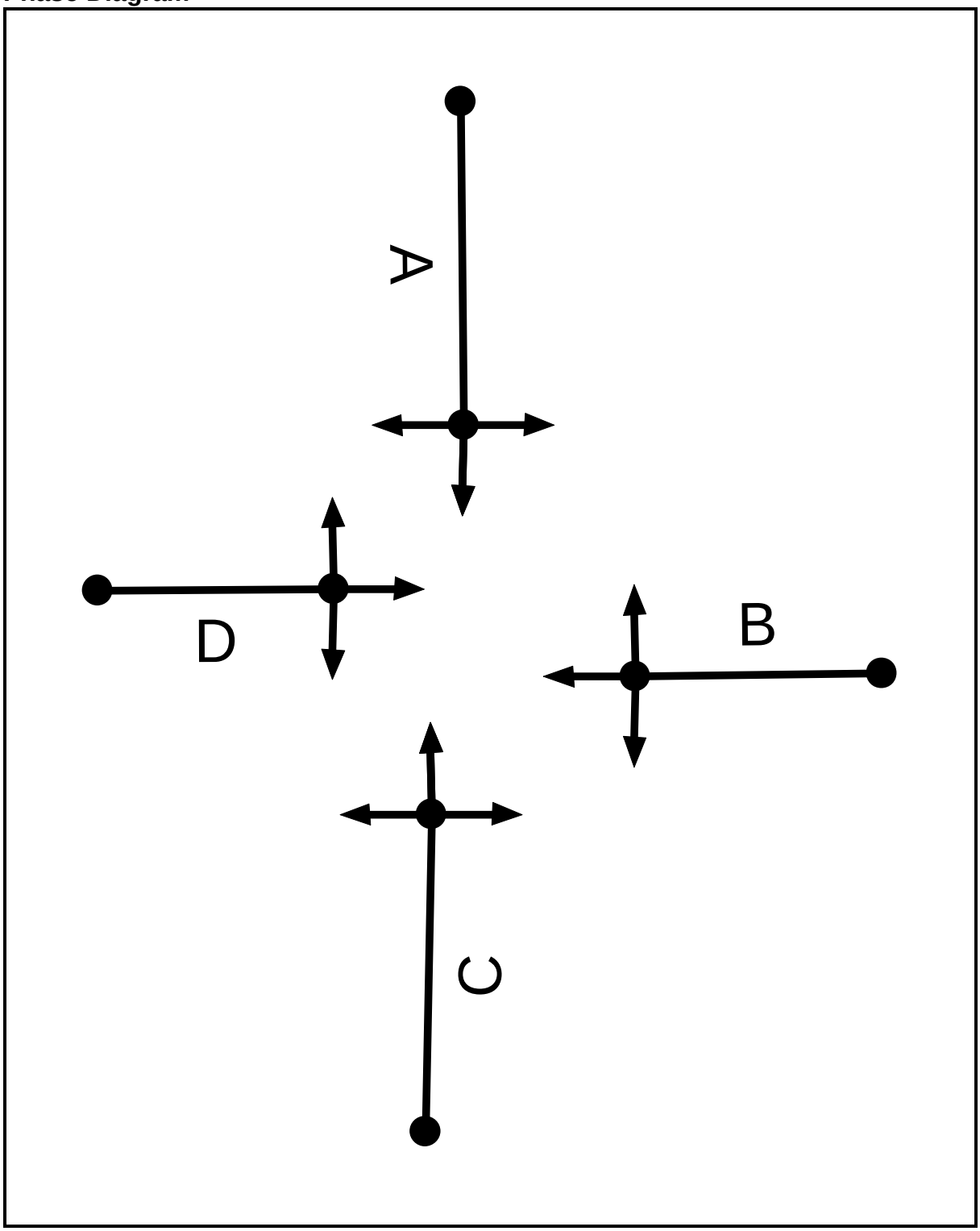
User and Project Details

Project:	
Title: **Location:**	
File name: **Author:**	Pottery Lane-Redgate Lane.lsgx
Company: **Address:** **Controller:**	 Generic
SCN: **Notes:**	

Junction Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase type	Assoc Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

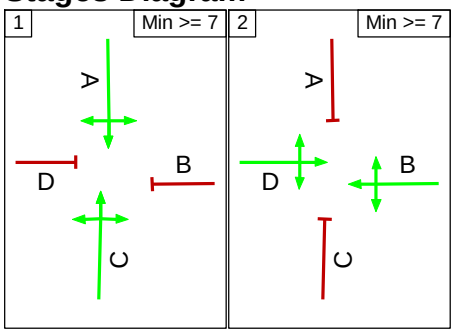
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		7	-	7
	B	7		7	-
	C	-	7		7
	D	7	-	7	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B D

Stages Diagram



Phase Delays

There are no phase delays defined in this stage stream

Prohibited Stage Changes

		To Stage	
		1	2
From Stage	1		7
	2	7	

Link Input Data

Arm/ Link	Link Name	Link Type	Num Lanes	Phases	Start Disp.	End Disp.
1/1	A6010 Pottery Lane (N) Left Ahead	U	1	A	2	3
1/2	A6010 Pottery Lane (N) Ahead Right	O	1	A	2	3
2/1	BCA Access Right Left Ahead	U	1	B	2	3
3/1	A6010 Pottery Lane (S) Ahead Left	U	1	C	2	3
3/2	A6010 Pottery Lane (S) Ahead Right	O	1	C	2	3
4/1	Redgate Lane Left Ahead Right	U	1	D	2	3
5/1	A6010 Pottery Lane (N) Exit Arm	U	1		2	3
6/1	BCA Access Exit Arm	U	1		2	3
7/1	A6010 Pottery Lane (S) Exit Arm	U	1		2	3
8/1	Redgate Lane Exit Arm	U	1		2	3

Give-Way Link Input Data

Arm/ Link	Link Name	Movement	Max Flow when Giving Way (PCU/Hr)	Opposing Link	Opp. Link Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up time (s)	Max Turns in Intergreen (PCU)
1/2	A6010 Pottery Lane (N) Ahead Right	1/2 to 8/1	1400	3/1	1.10	3/1	4.00	10.00	0.50	4	2.00
3/2	A6010 Pottery Lane (S) Ahead Right	3/2 to 6/1	1400	1/1	1.10	1/1	5.00	12.00	0.50	5	2.00
				1/2	1.10	1/2					

Lane Input Data

Arm/ Lane	Link Num	Physical Length (PCU)	Expected Usage (PCU)	Sat Flow Type	User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)
1/1 (A6010 Pottery Lane (N) Lane 1)	Link 1 (A6010 Pottery Lane (N) Left Ahead)	Inf	Inf	Geom	1800	3.50	0.00	Y	Arm 6 Left (BCA Access Exit Arm)	Inf
									Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf
1/2 (A6010 Pottery Lane (N) Lane 2)	Link 2 (A6010 Pottery Lane (N) Ahead Right)	Inf	Inf	Geom	1800	3.90	0.00	N	Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf
									Arm 8 Right (Redgate Lane Exit Arm)	8.00
2/1 (BCA Access Lane 1)	Link 1 (BCA Access Right Left Ahead)	Inf	Inf	Geom	1800	5.00	0.00	Y	Arm 5 Right (A6010 Pottery Lane (N) Exit Arm)	12.00
									Arm 7 Left (A6010 Pottery Lane (S) Exit Arm)	15.00
									Arm 8 Ahead (Redgate Lane Exit Arm)	Inf
3/1 (A6010 Pottery Lane (S) Lane 1)	Link 1 (A6010 Pottery Lane (S) Ahead Left)	Inf	Inf	Geom	1800	3.50	0.00	Y	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf
									Arm 8 Left (Redgate Lane Exit Arm)	10.00

Full Input Data And Results

3/2 (A6010 Pottery Lane (S) Lane 2)	Link 2 (A6010 Pottery Lane (S) Ahead Right)	Inf	Inf	Geom	1800	3.90	0.00	N	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf
									Arm 6 Right (BCA Access Exit Arm)	12.00
4/1 (Redgate Lane Lane 1)	Link 1 (Redgate Lane Left Ahead Right)	Inf	Inf	Geom	1800	5.00	0.00	Y	Arm 5 Left (A6010 Pottery Lane (N) Exit Arm)	9.00
									Arm 6 Ahead (BCA Access Exit Arm)	Inf
									Arm 7 Right (A6010 Pottery Lane (S) Exit Arm)	12.00
5/1 (A6010 Pottery Lane (N) Exit Arm Lane 1)	Link 1 (A6010 Pottery Lane (N) Exit Arm)	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		
6/1 (BCA Access Exit Arm Lane 1)	Link 1 (BCA Access Exit Arm)	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		
7/1 (A6010 Pottery Lane (S) Exit Arm Lane 1)	Link 1 (A6010 Pottery Lane (S) Exit Arm)	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		
8/1 (Redgate Lane Exit Arm Lane 1)	Link 1 (Redgate Lane Exit Arm)	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2009 Surveyed AM'	07:45	08:45	01:00	
2: '2009 Surveyed PM'	16:30	17:30	01:00	
3: '2010 Base AM'	07:45	08:45	01:00	
4: '2010 Base PM'	16:30	17:30	01:00	
5: '2010 Proposed AM'	07:45	08:45	01:00	
6: '2010 Proposed PM'	16:30	17:30	01:00	
7: '2014 Base AM'	07:45	08:45	01:00	
8: '2014 Base PM'	16:30	17:30	01:00	
9: '2014 Proposed AM'	07:45	08:45	01:00	
10: '2014 Proposed PM'	16:30	17:30	01:00	

Flow Group 1: '2009 Surveyed AM'

Traffic Flow Matrix

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	66	729	24	819
	B	7	0	5	2	14
	C	804	33	0	49	886
	D	0	7	24	0	31
	Tot.	811	106	758	75	1750

Link Traffic Flows

Arm/Link	Flow Group 1: 2009 Surveyed AM
1/1	795
1/2	24
2/1	14
3/1	853
3/2	33
4/1	31
5/1	811
6/1	106
7/1	758
8/1	75

Lane Saturation Flows

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A6010 Pottery Lane (N) Lane 1)	3.50	0.00	Y	Arm 6 Left (BCA Access Exit Arm)	Inf	8.3 %	1965
				Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	91.7 %	
1/2 (A6010 Pottery Lane (N) Lane 2)	3.90	0.00	N	Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	0.0 %	1806
				Arm 8 Right (Redgate Lane Exit Arm)	8.00	100.0 %	
2/1 (BCA Access Lane 1)	5.00	0.00	Y	Arm 5 Right (A6010 Pottery Lane (N) Exit Arm)	12.00	50.0 %	1926
				Arm 7 Left (A6010 Pottery Lane (S) Exit Arm)	15.00	35.7 %	
				Arm 8 Ahead (Redgate Lane Exit Arm)	Inf	14.3 %	
3/1 (A6010 Pottery Lane (S) Lane 1)	3.50	0.00	Y	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	94.3 %	1948
				Arm 8 Left (Redgate Lane Exit Arm)	10.00	5.7 %	
3/2 (A6010 Pottery Lane (S) Lane 2)	3.90	0.00	N	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	0.0 %	1907
				Arm 6 Right (BCA Access Exit Arm)	12.00	100.0 %	
4/1 (Redgate Lane Lane 1)	5.00	0.00	Y	Arm 5 Left (A6010 Pottery Lane (N) Exit Arm)	9.00	0.0 %	1928
				Arm 6 Ahead (BCA Access Exit Arm)	Inf	22.6 %	
				Arm 7 Right (A6010 Pottery Lane (S) Exit Arm)	12.00	77.4 %	
5/1 (A6010 Pottery Lane (N) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf
6/1 (BCA Access Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf

7/1 (A6010 Pottery Lane (S) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf
8/1 (Redgate Lane Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf

Flow Group 2: '2009 Surveyed PM'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	12	713	1	726
	B	43	0	28	21	92
	C	800	9	0	66	875
	D	3	13	98	0	114
	Tot.	846	34	839	88	1807

Link Traffic Flows

Arm/Link	Flow Group 2: 2009 Surveyed PM
1/1	725
1/2	1
2/1	92
3/1	866
3/2	9
4/1	114
5/1	846
6/1	34
7/1	839
8/1	88

Lane Saturation Flows

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A6010 Pottery Lane (N) Lane 1)	3.50	0.00	Y	Arm 6 Left (BCA Access Exit Arm)	Inf	1.7 %	1965
				Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	98.3 %	
1/2 (A6010 Pottery Lane (N) Lane 2)	3.90	0.00	N	Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	0.0 %	1806
				Arm 8 Right (Redgate Lane Exit Arm)	8.00	100.0 %	
2/1 (BCA Access Lane 1)	5.00	0.00	Y	Arm 5 Right (A6010 Pottery Lane (N) Exit Arm)	12.00	46.7 %	1942
				Arm 7 Left (A6010 Pottery Lane (S) Exit Arm)	15.00	30.4 %	
				Arm 8 Ahead (Redgate Lane Exit Arm)	Inf	22.8 %	
3/1 (A6010 Pottery Lane (S) Lane 1)	3.50	0.00	Y	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	92.4 %	1943
				Arm 8 Left (Redgate Lane Exit Arm)	10.00	7.6 %	
3/2 (A6010 Pottery Lane (S) Lane 2)	3.90	0.00	N	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	0.0 %	1907
				Arm 6 Right (BCA Access Exit Arm)	12.00	100.0 %	
4/1 (Redgate Lane Lane 1)	5.00	0.00	Y	Arm 5 Left (A6010 Pottery Lane (N) Exit Arm)	9.00	2.6 %	1902
				Arm 6 Ahead (BCA Access Exit Arm)	Inf	11.4 %	
				Arm 7 Right (A6010 Pottery Lane (S) Exit Arm)	12.00	86.0 %	
5/1 (A6010 Pottery Lane (N) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf
6/1 (BCA Access Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf

7/1 (A6010 Pottery Lane (S) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf
8/1 (Redgate Lane Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf

Flow Group 3: '2010 Base AM'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	68	747	25	840
	B	7	0	5	2	14
	C	824	34	0	50	908
	D	0	7	25	0	32
	Tot.	831	109	777	77	1794

Link Traffic Flows

Arm/Link	Flow Group 3: 2010 Base AM
1/1	815
1/2	25
2/1	14
3/1	874
3/2	34
4/1	32
5/1	831
6/1	109
7/1	777
8/1	77

Lane Saturation Flows

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A6010 Pottery Lane (N) Lane 1)	3.50	0.00	Y	Arm 6 Left (BCA Access Exit Arm)	Inf	8.3 %	1965
				Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	91.7 %	
1/2 (A6010 Pottery Lane (N) Lane 2)	3.90	0.00	N	Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	0.0 %	1806
				Arm 8 Right (Redgate Lane Exit Arm)	8.00	100.0 %	
2/1 (BCA Access Lane 1)	5.00	0.00	Y	Arm 5 Right (A6010 Pottery Lane (N) Exit Arm)	12.00	50.0 %	1926
				Arm 7 Left (A6010 Pottery Lane (S) Exit Arm)	15.00	35.7 %	
				Arm 8 Ahead (Redgate Lane Exit Arm)	Inf	14.3 %	
3/1 (A6010 Pottery Lane (S) Lane 1)	3.50	0.00	Y	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	94.3 %	1948
				Arm 8 Left (Redgate Lane Exit Arm)	10.00	5.7 %	
3/2 (A6010 Pottery Lane (S) Lane 2)	3.90	0.00	N	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	0.0 %	1907
				Arm 6 Right (BCA Access Exit Arm)	12.00	100.0 %	
4/1 (Redgate Lane Lane 1)	5.00	0.00	Y	Arm 5 Left (A6010 Pottery Lane (N) Exit Arm)	9.00	0.0 %	1927
				Arm 6 Ahead (BCA Access Exit Arm)	Inf	21.9 %	
				Arm 7 Right (A6010 Pottery Lane (S) Exit Arm)	12.00	78.1 %	
5/1 (A6010 Pottery Lane (N) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf
6/1 (BCA Access Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf

7/1 (A6010 Pottery Lane (S) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf
8/1 (Redgate Lane Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf

Flow Group 4: '2010 Base PM'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	12	729	1	742
	B	44	0	29	21	94
	C	818	9	0	68	895
	D	3	13	100	0	116
	Tot.	865	34	858	90	1847

Link Traffic Flows

Arm/Link	Flow Group 4: 2010 Base PM
1/1	741
1/2	1
2/1	94
3/1	886
3/2	9
4/1	116
5/1	865
6/1	34
7/1	858
8/1	90

Lane Saturation Flows

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A6010 Pottery Lane (N) Lane 1)	3.50	0.00	Y	Arm 6 Left (BCA Access Exit Arm)	Inf	1.6 %	1965
				Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	98.4 %	
1/2 (A6010 Pottery Lane (N) Lane 2)	3.90	0.00	N	Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	0.0 %	1806
				Arm 8 Right (Redgate Lane Exit Arm)	8.00	100.0 %	
2/1 (BCA Access Lane 1)	5.00	0.00	Y	Arm 5 Right (A6010 Pottery Lane (N) Exit Arm)	12.00	46.8 %	1942
				Arm 7 Left (A6010 Pottery Lane (S) Exit Arm)	15.00	30.9 %	
				Arm 8 Ahead (Redgate Lane Exit Arm)	Inf	22.3 %	
3/1 (A6010 Pottery Lane (S) Lane 1)	3.50	0.00	Y	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	92.3 %	1943
				Arm 8 Left (Redgate Lane Exit Arm)	10.00	7.7 %	
3/2 (A6010 Pottery Lane (S) Lane 2)	3.90	0.00	N	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	0.0 %	1907
				Arm 6 Right (BCA Access Exit Arm)	12.00	100.0 %	
4/1 (Redgate Lane Lane 1)	5.00	0.00	Y	Arm 5 Left (A6010 Pottery Lane (N) Exit Arm)	9.00	2.6 %	1902
				Arm 6 Ahead (BCA Access Exit Arm)	Inf	11.2 %	
				Arm 7 Right (A6010 Pottery Lane (S) Exit Arm)	12.00	86.2 %	
5/1 (A6010 Pottery Lane (N) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf
6/1 (BCA Access Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf

7/1 (A6010 Pottery Lane (S) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf
8/1 (Redgate Lane Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf

Flow Group 5: '2010 Proposed AM'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	68	747	35	850
	B	7	0	5	3	15
	C	824	34	0	72	930
	D	0	9	31	0	40
	Tot.	831	111	783	110	1835

Link Traffic Flows

Arm/Link	Flow Group 5: 2010 Proposed AM
1/1	815
1/2	35
2/1	15
3/1	896
3/2	34
4/1	40
5/1	831
6/1	111
7/1	783
8/1	110

Lane Saturation Flows

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A6010 Pottery Lane (N) Lane 1)	3.50	0.00	Y	Arm 6 Left (BCA Access Exit Arm)	Inf	8.3 %	1965
				Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	91.7 %	
1/2 (A6010 Pottery Lane (N) Lane 2)	3.90	0.00	N	Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	0.0 %	1806
				Arm 8 Right (Redgate Lane Exit Arm)	8.00	100.0 %	
2/1 (BCA Access Lane 1)	5.00	0.00	Y	Arm 5 Right (A6010 Pottery Lane (N) Exit Arm)	12.00	46.7 %	1937
				Arm 7 Left (A6010 Pottery Lane (S) Exit Arm)	15.00	33.3 %	
				Arm 8 Ahead (Redgate Lane Exit Arm)	Inf	20.0 %	
3/1 (A6010 Pottery Lane (S) Lane 1)	3.50	0.00	Y	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	92.0 %	1942
				Arm 8 Left (Redgate Lane Exit Arm)	10.00	8.0 %	
3/2 (A6010 Pottery Lane (S) Lane 2)	3.90	0.00	N	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	0.0 %	1907
				Arm 6 Right (BCA Access Exit Arm)	12.00	100.0 %	
4/1 (Redgate Lane Lane 1)	5.00	0.00	Y	Arm 5 Left (A6010 Pottery Lane (N) Exit Arm)	9.00	0.0 %	1928
				Arm 6 Ahead (BCA Access Exit Arm)	Inf	22.5 %	
				Arm 7 Right (A6010 Pottery Lane (S) Exit Arm)	12.00	77.5 %	
5/1 (A6010 Pottery Lane (N) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf
6/1 (BCA Access Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf

7/1 (A6010 Pottery Lane (S) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf
8/1 (Redgate Lane Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf

Flow Group 6: '2010 Proposed PM'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	12	729	1	742
	B	44	0	29	23	96
	C	818	9	0	74	901
	D	4	17	125	0	146
	Tot.	866	38	883	98	1885

Link Traffic Flows

Arm/Link	Flow Group 6: 2010 Proposed PM
1/1	741
1/2	1
2/1	96
3/1	892
3/2	9
4/1	146
5/1	866
6/1	38
7/1	883
8/1	98

Lane Saturation Flows

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A6010 Pottery Lane (N) Lane 1)	3.50	0.00	Y	Arm 6 Left (BCA Access Exit Arm)	Inf	1.6 %	1965
				Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	98.4 %	
1/2 (A6010 Pottery Lane (N) Lane 2)	3.90	0.00	N	Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	0.0 %	1806
				Arm 8 Right (Redgate Lane Exit Arm)	8.00	100.0 %	
2/1 (BCA Access Lane 1)	5.00	0.00	Y	Arm 5 Right (A6010 Pottery Lane (N) Exit Arm)	12.00	45.8 %	1945
				Arm 7 Left (A6010 Pottery Lane (S) Exit Arm)	15.00	30.2 %	
				Arm 8 Ahead (Redgate Lane Exit Arm)	Inf	24.0 %	
3/1 (A6010 Pottery Lane (S) Lane 1)	3.50	0.00	Y	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	91.7 %	1941
				Arm 8 Left (Redgate Lane Exit Arm)	10.00	8.3 %	
3/2 (A6010 Pottery Lane (S) Lane 2)	3.90	0.00	N	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	0.0 %	1907
				Arm 6 Right (BCA Access Exit Arm)	12.00	100.0 %	
4/1 (Redgate Lane Lane 1)	5.00	0.00	Y	Arm 5 Left (A6010 Pottery Lane (N) Exit Arm)	9.00	2.7 %	1903
				Arm 6 Ahead (BCA Access Exit Arm)	Inf	11.6 %	
				Arm 7 Right (A6010 Pottery Lane (S) Exit Arm)	12.00	85.6 %	
5/1 (A6010 Pottery Lane (N) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf
6/1 (BCA Access Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf

7/1 (A6010 Pottery Lane (S) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf
8/1 (Redgate Lane Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf

Flow Group 7: '2014 Base AM'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	74	819	27	920
	B	8	0	6	2	16
	C	903	37	0	55	995
	D	0	8	27	0	35
	Tot.	911	119	852	84	1966

Link Traffic Flows

Arm/Link	Flow Group 7: 2014 Base AM
1/1	893
1/2	27
2/1	16
3/1	958
3/2	37
4/1	35
5/1	911
6/1	119
7/1	852
8/1	84

Lane Saturation Flows

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A6010 Pottery Lane (N) Lane 1)	3.50	0.00	Y	Arm 6 Left (BCA Access Exit Arm)	Inf	8.3 %	1965
				Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	91.7 %	
1/2 (A6010 Pottery Lane (N) Lane 2)	3.90	0.00	N	Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	0.0 %	1806
				Arm 8 Right (Redgate Lane Exit Arm)	8.00	100.0 %	
2/1 (BCA Access Lane 1)	5.00	0.00	Y	Arm 5 Right (A6010 Pottery Lane (N) Exit Arm)	12.00	50.0 %	1923
				Arm 7 Left (A6010 Pottery Lane (S) Exit Arm)	15.00	37.5 %	
				Arm 8 Ahead (Redgate Lane Exit Arm)	Inf	12.5 %	
3/1 (A6010 Pottery Lane (S) Lane 1)	3.50	0.00	Y	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	94.3 %	1948
				Arm 8 Left (Redgate Lane Exit Arm)	10.00	5.7 %	
3/2 (A6010 Pottery Lane (S) Lane 2)	3.90	0.00	N	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	0.0 %	1907
				Arm 6 Right (BCA Access Exit Arm)	12.00	100.0 %	
4/1 (Redgate Lane Lane 1)	5.00	0.00	Y	Arm 5 Left (A6010 Pottery Lane (N) Exit Arm)	9.00	0.0 %	1929
				Arm 6 Ahead (BCA Access Exit Arm)	Inf	22.9 %	
				Arm 7 Right (A6010 Pottery Lane (S) Exit Arm)	12.00	77.1 %	
5/1 (A6010 Pottery Lane (N) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf
6/1 (BCA Access Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf

7/1 (A6010 Pottery Lane (S) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf
8/1 (Redgate Lane Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf

Flow Group 8: '2014 Base PM'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	13	793	1	807
	B	48	0	31	23	102
	C	890	10	0	73	973
	D	3	14	109	0	126
	Tot.	941	37	933	97	2008

Link Traffic Flows

Arm/Link	Flow Group 8: 2014 Base PM
1/1	806
1/2	1
2/1	102
3/1	963
3/2	10
4/1	126
5/1	941
6/1	37
7/1	933
8/1	97

Lane Saturation Flows

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A6010 Pottery Lane (N) Lane 1)	3.50	0.00	Y	Arm 6 Left (BCA Access Exit Arm)	Inf	1.6 %	1965
				Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	98.4 %	
1/2 (A6010 Pottery Lane (N) Lane 2)	3.90	0.00	N	Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	0.0 %	1806
				Arm 8 Right (Redgate Lane Exit Arm)	8.00	100.0 %	
2/1 (BCA Access Lane 1)	5.00	0.00	Y	Arm 5 Right (A6010 Pottery Lane (N) Exit Arm)	12.00	47.1 %	1942
				Arm 7 Left (A6010 Pottery Lane (S) Exit Arm)	15.00	30.4 %	
				Arm 8 Ahead (Redgate Lane Exit Arm)	Inf	22.5 %	
3/1 (A6010 Pottery Lane (S) Lane 1)	3.50	0.00	Y	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	92.4 %	1943
				Arm 8 Left (Redgate Lane Exit Arm)	10.00	7.6 %	
3/2 (A6010 Pottery Lane (S) Lane 2)	3.90	0.00	N	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	0.0 %	1907
				Arm 6 Right (BCA Access Exit Arm)	12.00	100.0 %	
4/1 (Redgate Lane Lane 1)	5.00	0.00	Y	Arm 5 Left (A6010 Pottery Lane (N) Exit Arm)	9.00	2.4 %	1902
				Arm 6 Ahead (BCA Access Exit Arm)	Inf	11.1 %	
				Arm 7 Right (A6010 Pottery Lane (S) Exit Arm)	12.00	86.5 %	
5/1 (A6010 Pottery Lane (N) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf
6/1 (BCA Access Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf

7/1 (A6010 Pottery Lane (S) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf
8/1 (Redgate Lane Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf

Flow Group 9: '2014 Proposed AM'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	74	819	38	931
	B	8	0	6	3	17
	C	903	37	0	77	1017
	D	4	18	134	0	156
	Tot.	915	129	959	118	2121

Link Traffic Flows

Arm/Link	Flow Group 9: 2014 Proposed AM
1/1	893
1/2	38
2/1	17
3/1	980
3/2	37
4/1	156
5/1	915
6/1	129
7/1	959
8/1	118

Lane Saturation Flows

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A6010 Pottery Lane (N) Lane 1)	3.50	0.00	Y	Arm 6 Left (BCA Access Exit Arm)	Inf	8.3 %	1965
				Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	91.7 %	
1/2 (A6010 Pottery Lane (N) Lane 2)	3.90	0.00	N	Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	0.0 %	1806
				Arm 8 Right (Redgate Lane Exit Arm)	8.00	100.0 %	
2/1 (BCA Access Lane 1)	5.00	0.00	Y	Arm 5 Right (A6010 Pottery Lane (N) Exit Arm)	12.00	47.1 %	1933
				Arm 7 Left (A6010 Pottery Lane (S) Exit Arm)	15.00	35.3 %	
				Arm 8 Ahead (Redgate Lane Exit Arm)	Inf	17.6 %	
3/1 (A6010 Pottery Lane (S) Lane 1)	3.50	0.00	Y	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	92.1 %	1942
				Arm 8 Left (Redgate Lane Exit Arm)	10.00	7.9 %	
3/2 (A6010 Pottery Lane (S) Lane 2)	3.90	0.00	N	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	0.0 %	1907
				Arm 6 Right (BCA Access Exit Arm)	12.00	100.0 %	
4/1 (Redgate Lane Lane 1)	5.00	0.00	Y	Arm 5 Left (A6010 Pottery Lane (N) Exit Arm)	9.00	2.6 %	1903
				Arm 6 Ahead (BCA Access Exit Arm)	Inf	11.5 %	
				Arm 7 Right (A6010 Pottery Lane (S) Exit Arm)	12.00	85.9 %	
5/1 (A6010 Pottery Lane (N) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf
6/1 (BCA Access Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf

7/1 (A6010 Pottery Lane (S) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf
8/1 (Redgate Lane Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf

Flow Group 10: '2014 Proposed PM'

Traffic Flow Matrix

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	13	793	1	807
	B	48	0	31	25	104
	C	890	10	0	79	979
	D	4	18	134	0	156
	Tot.	942	41	958	105	2046

Link Traffic Flows

Arm/Link	Flow Group 10: 2014 Proposed PM
1/1	806
1/2	1
2/1	104
3/1	969
3/2	10
4/1	156
5/1	942
6/1	41
7/1	958
8/1	105

Lane Saturation Flows

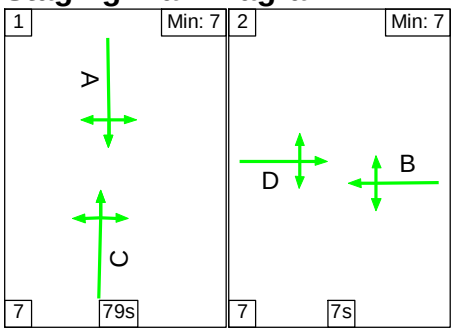
Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A6010 Pottery Lane (N) Lane 1)	3.50	0.00	Y	Arm 6 Left (BCA Access Exit Arm)	Inf	1.6 %	1965
				Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	98.4 %	
1/2 (A6010 Pottery Lane (N) Lane 2)	3.90	0.00	N	Arm 7 Ahead (A6010 Pottery Lane (S) Exit Arm)	Inf	0.0 %	1806
				Arm 8 Right (Redgate Lane Exit Arm)	8.00	100.0 %	
2/1 (BCA Access Lane 1)	5.00	0.00	Y	Arm 5 Right (A6010 Pottery Lane (N) Exit Arm)	12.00	46.2 %	1945
				Arm 7 Left (A6010 Pottery Lane (S) Exit Arm)	15.00	29.8 %	
				Arm 8 Ahead (Redgate Lane Exit Arm)	Inf	24.0 %	
3/1 (A6010 Pottery Lane (S) Lane 1)	3.50	0.00	Y	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	91.8 %	1941
				Arm 8 Left (Redgate Lane Exit Arm)	10.00	8.2 %	
3/2 (A6010 Pottery Lane (S) Lane 2)	3.90	0.00	N	Arm 5 Ahead (A6010 Pottery Lane (N) Exit Arm)	Inf	0.0 %	1907
				Arm 6 Right (BCA Access Exit Arm)	12.00	100.0 %	
4/1 (Redgate Lane Lane 1)	5.00	0.00	Y	Arm 5 Left (A6010 Pottery Lane (N) Exit Arm)	9.00	2.6 %	1903
				Arm 6 Ahead (BCA Access Exit Arm)	Inf	11.5 %	
				Arm 7 Right (A6010 Pottery Lane (S) Exit Arm)	12.00	85.9 %	
5/1 (A6010 Pottery Lane (N) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf
6/1 (BCA Access Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf

7/1 (A6010 Pottery Lane (S) Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf
8/1 (Redgate Lane Exit Arm Lane 1)	Infinite Saturation Flow (on Exit Link)	Inf

Scenario 1: '2009 Surveyed AM'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 1: '2009 Surveyed AM'

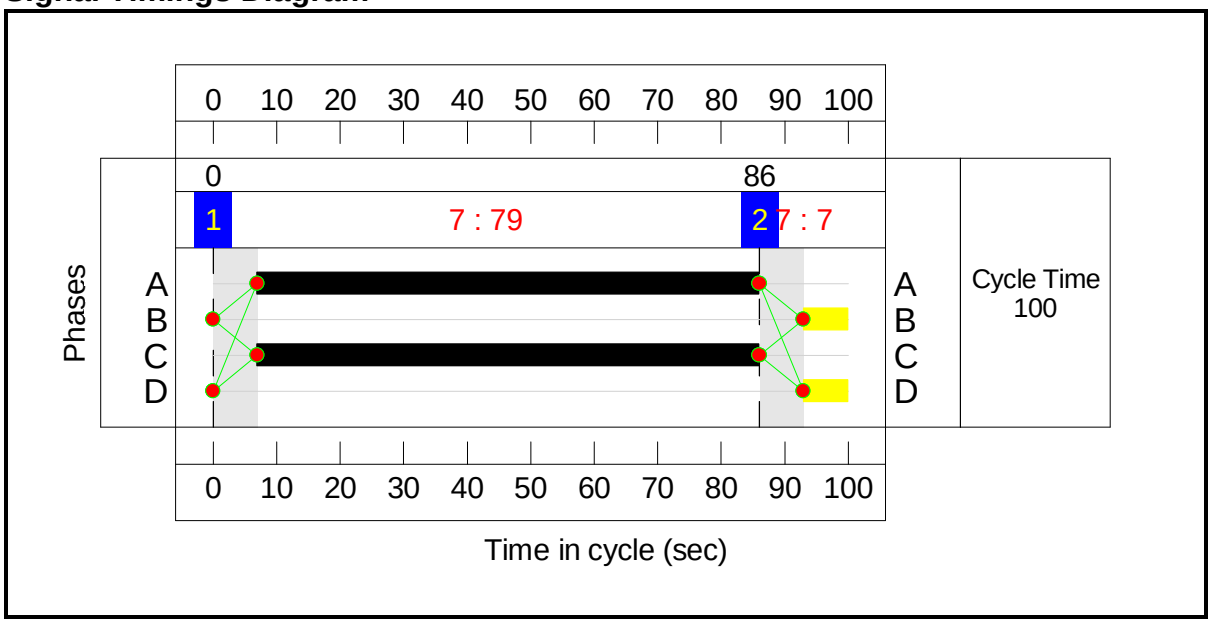
Staging Plan Diagram



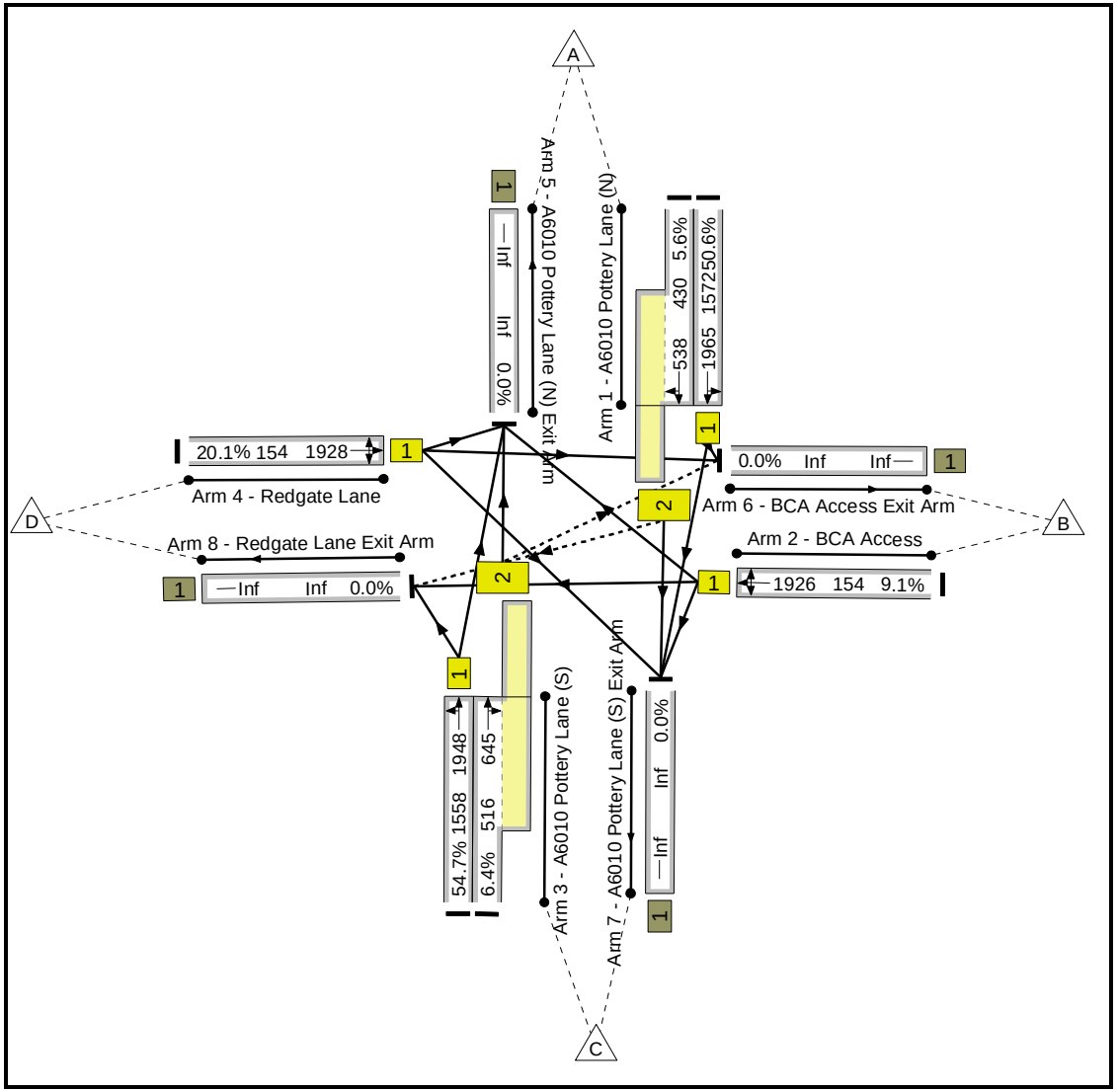
Stage Timings

Stage	1	2
Duration	79	7
Change Point	0	86

Signal Timings Diagram



Junction Layout Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A6010 Pottery Lane (N) Left Ahead	U	N/A	N/A	A		1	79	-	795	1965	1965	1572	50.6
1/2	A6010 Pottery Lane (N) Ahead Right	O	N/A	N/A	A		1	79	-	24	1806	538	430	5.6
2/1	BCA Access Right Left Ahead	U	N/A	N/A	B		1	7	-	14	1926	1926	154	9.1
3/1	A6010 Pottery Lane (S) Ahead Left	U	N/A	N/A	C		1	79	-	853	1948	1948	1558	54.7
3/2	A6010 Pottery Lane (S) Ahead Right	O	N/A	N/A	C		1	79	-	33	1907	645	516	6.4
4/1	Redgate Lane Left Ahead Right	U	N/A	N/A	D		1	7	-	31	1928	1928	154	20.1
5/1	A6010 Pottery Lane (N) Exit Arm	U	N/A	N/A	-		-	-	-	811	Inf	Inf	Inf	0.0
6/1	BCA Access Exit Arm	U	N/A	N/A	-		-	-	-	106	Inf	Inf	Inf	0.0
7/1	A6010 Pottery Lane (S) Exit Arm	U	N/A	N/A	-		-	-	-	758	Inf	Inf	Inf	0.0
8/1	Redgate Lane Exit Arm	U	N/A	N/A	-		-	-	-	75	Inf	Inf	Inf	0.0

Full Input Data And Results

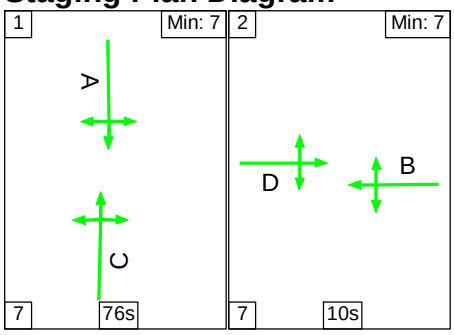
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	795	795	-	-	-	0.7	0.5	-	1.3	5.7	7.3	0.5	7.8	
1/2	24	24	24	0	0	0.0	0.0	0.0	0.1	10.5	0.1	0.0	0.2	
2/1	14	14	-	-	-	0.2	0.0	-	0.2	55.6	0.4	0.0	0.4	
3/1	853	853	-	-	-	0.8	0.6	-	1.4	6.1	8.3	0.6	8.9	
3/2	33	33	32	0	1	0.0	0.0	0.0	0.1	8.9	0.2	0.0	0.2	
4/1	31	31	-	-	-	0.4	0.1	-	0.5	57.7	0.8	0.1	0.9	
5/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

PRC for Signalled Links (%): 64.4 Total Delay for Signalled Links (pcuHr): 3.56

PRC Over All Links (%): 64.4 Total Delay Over All Links(pcuHr): 3.56 Cycle Time (s): 100

Scenario 2: '2009 Surveyed PM'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 2: '2009 Surveyed PM'

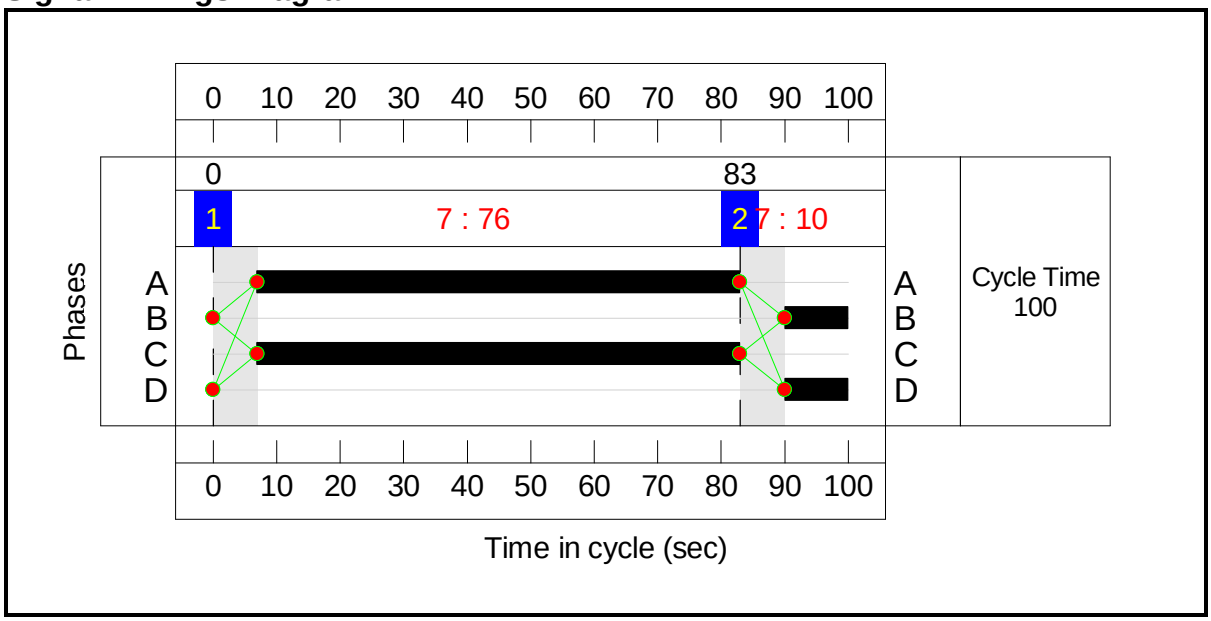
Staging Plan Diagram



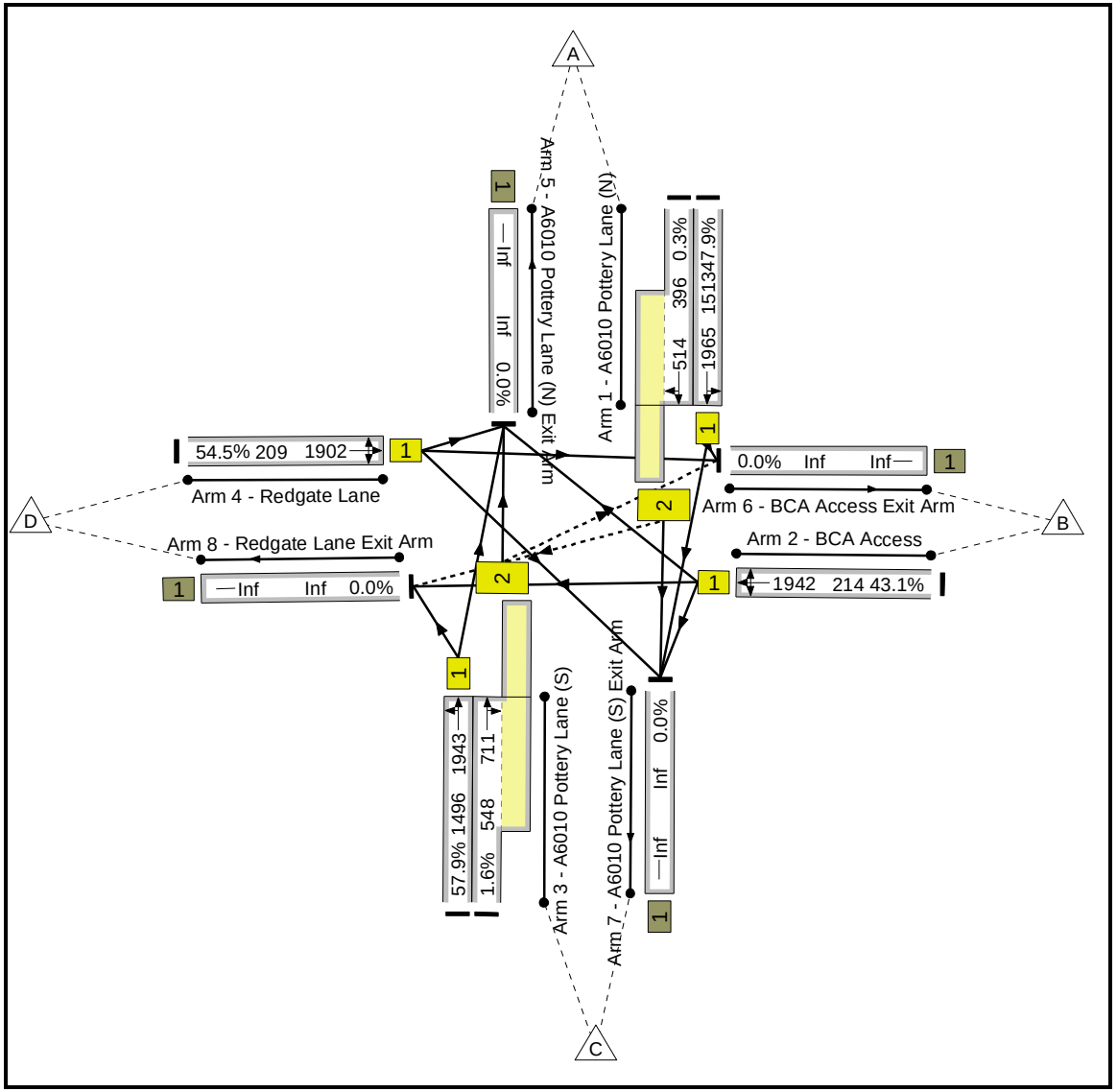
Stage Timings

Stage	1	2
Duration	76	10
Change Point	0	83

Signal Timings Diagram



Junction Layout Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A6010 Pottery Lane (N) Left Ahead	U	N/A	N/A	A		1	76	-	725	1965	1965	1513	47.9
1/2	A6010 Pottery Lane (N) Ahead Right	O	N/A	N/A	A		1	76	-	1	1806	514	396	0.3
2/1	BCA Access Right Left Ahead	U	N/A	N/A	B		1	10	-	92	1942	1942	214	43.1
3/1	A6010 Pottery Lane (S) Ahead Left	U	N/A	N/A	C		1	76	-	866	1943	1943	1496	57.9
3/2	A6010 Pottery Lane (S) Ahead Right	O	N/A	N/A	C		1	76	-	9	1907	711	548	1.6
4/1	Redgate Lane Left Ahead Right	U	N/A	N/A	D		1	10	-	114	1902	1902	209	54.5
5/1	A6010 Pottery Lane (N) Exit Arm	U	N/A	N/A	-		-	-	-	846	Inf	Inf	Inf	0.0
6/1	BCA Access Exit Arm	U	N/A	N/A	-		-	-	-	34	Inf	Inf	Inf	0.0
7/1	A6010 Pottery Lane (S) Exit Arm	U	N/A	N/A	-		-	-	-	839	Inf	Inf	Inf	0.0
8/1	Redgate Lane Exit Arm	U	N/A	N/A	-		-	-	-	88	Inf	Inf	Inf	0.0

Full Input Data And Results

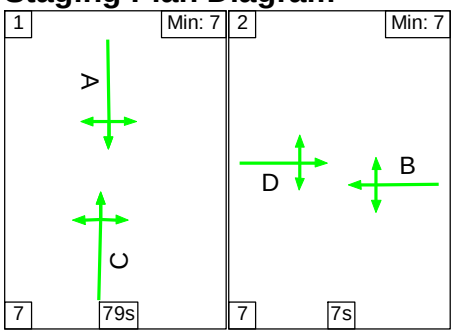
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	725	725	-	-	-	0.8	0.5	-	1.3	6.5	7.3	0.5	7.7	
1/2	1	1	1	0	0	0.0	0.0	0.0	0.0	12.8	0.0	0.0	0.0	
2/1	92	92	-	-	-	1.1	0.4	-	1.4	56.3	2.4	0.4	2.8	
3/1	866	866	-	-	-	1.1	0.7	-	1.8	7.6	9.9	0.7	10.5	
3/2	9	9	9	0	0	0.0	0.0	0.0	0.0	9.3	0.1	0.0	0.1	
4/1	114	114	-	-	-	1.3	0.6	-	1.9	60.8	3.0	0.6	3.6	
5/1	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

PRC for Signalled Links (%): 55.5 Total Delay for Signalled Links (pcuHr): 6.53

PRC Over All Links (%): 55.5 Total Delay Over All Links(pcuHr): 6.53 Cycle Time (s): 100

Scenario 3: '2010 Base AM'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 3: '2010 Base AM'

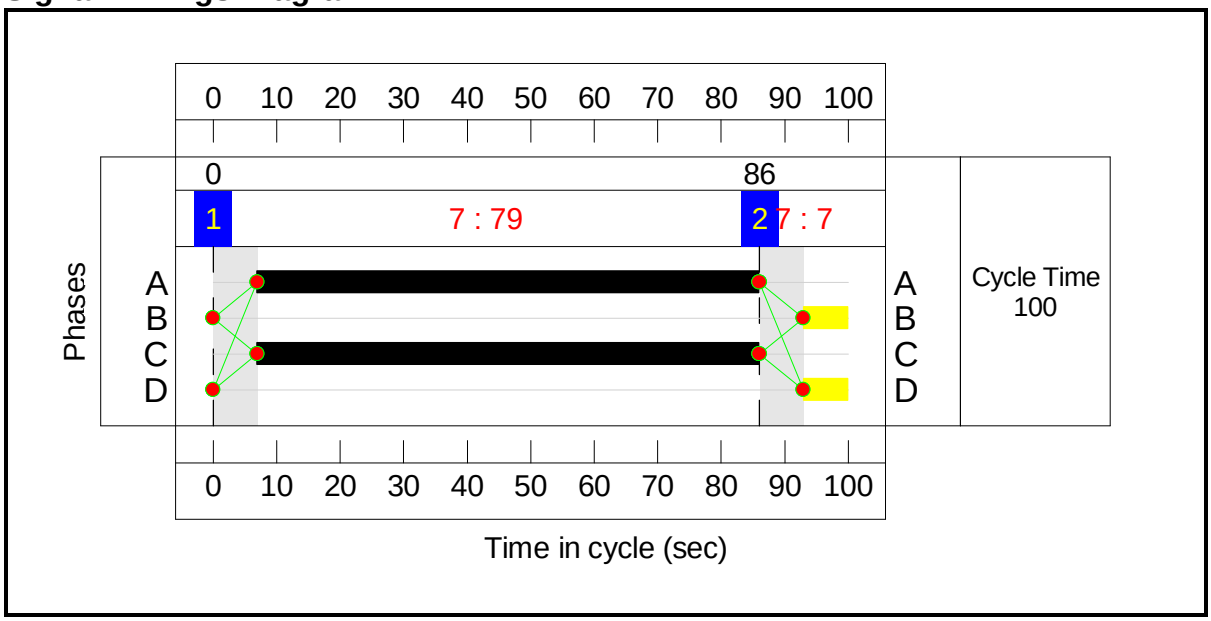
Staging Plan Diagram



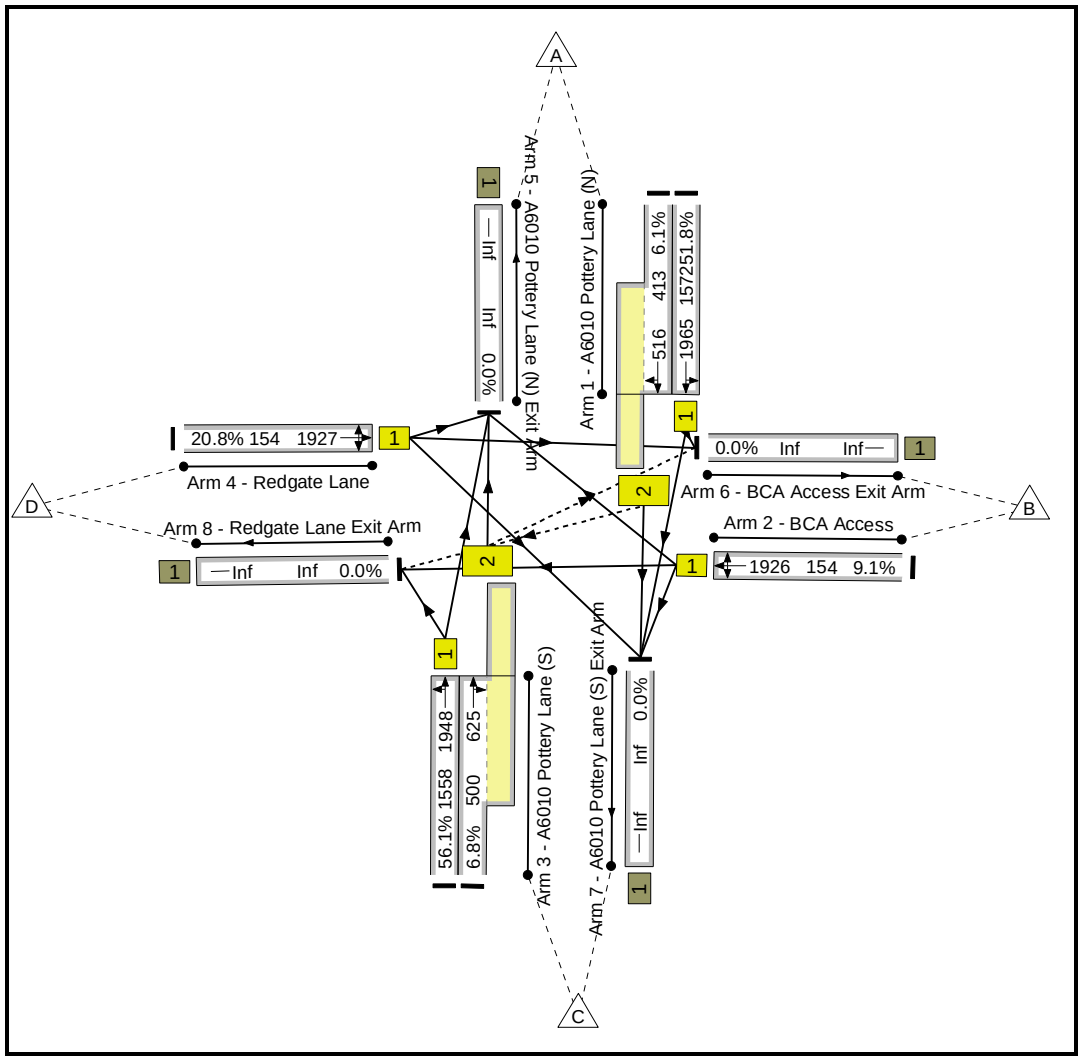
Stage Timings

Stage	1	2
Duration	79	7
Change Point	0	86

Signal Timings Diagram



Junction Layout Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A6010 Pottery Lane (N) Left Ahead	U	N/A	N/A	A		1	79	-	815	1965	1965	1572	51.8
1/2	A6010 Pottery Lane (N) Ahead Right	O	N/A	N/A	A		1	79	-	25	1806	516	413	6.1
2/1	BCA Access Right Left Ahead	U	N/A	N/A	B		1	7	-	14	1926	1926	154	9.1
3/1	A6010 Pottery Lane (S) Ahead Left	U	N/A	N/A	C		1	79	-	874	1948	1948	1558	56.1
3/2	A6010 Pottery Lane (S) Ahead Right	O	N/A	N/A	C		1	79	-	34	1907	625	500	6.8
4/1	Redgate Lane Left Ahead Right	U	N/A	N/A	D		1	7	-	32	1927	1927	154	20.8
5/1	A6010 Pottery Lane (N) Exit Arm	U	N/A	N/A	-		-	-	-	831	Inf	Inf	Inf	0.0
6/1	BCA Access Exit Arm	U	N/A	N/A	-		-	-	-	109	Inf	Inf	Inf	0.0
7/1	A6010 Pottery Lane (S) Exit Arm	U	N/A	N/A	-		-	-	-	777	Inf	Inf	Inf	0.0
8/1	Redgate Lane Exit Arm	U	N/A	N/A	-		-	-	-	77	Inf	Inf	Inf	0.0

Full Input Data And Results

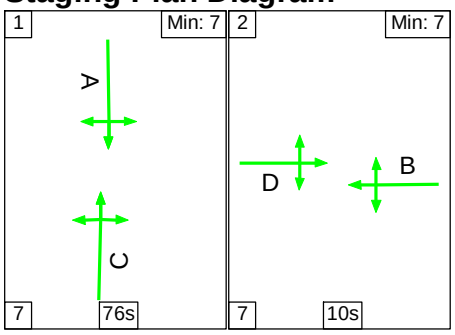
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	815	815	-	-	-	0.8	0.5	-	1.3	5.8	7.7	0.5	8.2	
1/2	25	25	24	0	0	0.0	0.0	0.0	0.1	11.0	0.1	0.0	0.2	
2/1	14	14	-	-	-	0.2	0.0	-	0.2	55.6	0.4	0.0	0.4	
3/1	874	874	-	-	-	0.9	0.6	-	1.5	6.3	8.7	0.6	9.4	
3/2	34	34	33	0	1	0.0	0.0	0.0	0.1	9.2	0.2	0.0	0.2	
4/1	32	32	-	-	-	0.4	0.1	-	0.5	57.8	0.8	0.1	1.0	
5/1	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	77	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

PRC for Signalled Links (%): 60.5 Total Delay for Signalled Links (pcuHr): 3.72

PRC Over All Links (%): 60.5 Total Delay Over All Links(pcuHr): 3.72 Cycle Time (s): 100

Scenario 4: '2010 Base PM'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 4: '2010 Base PM'

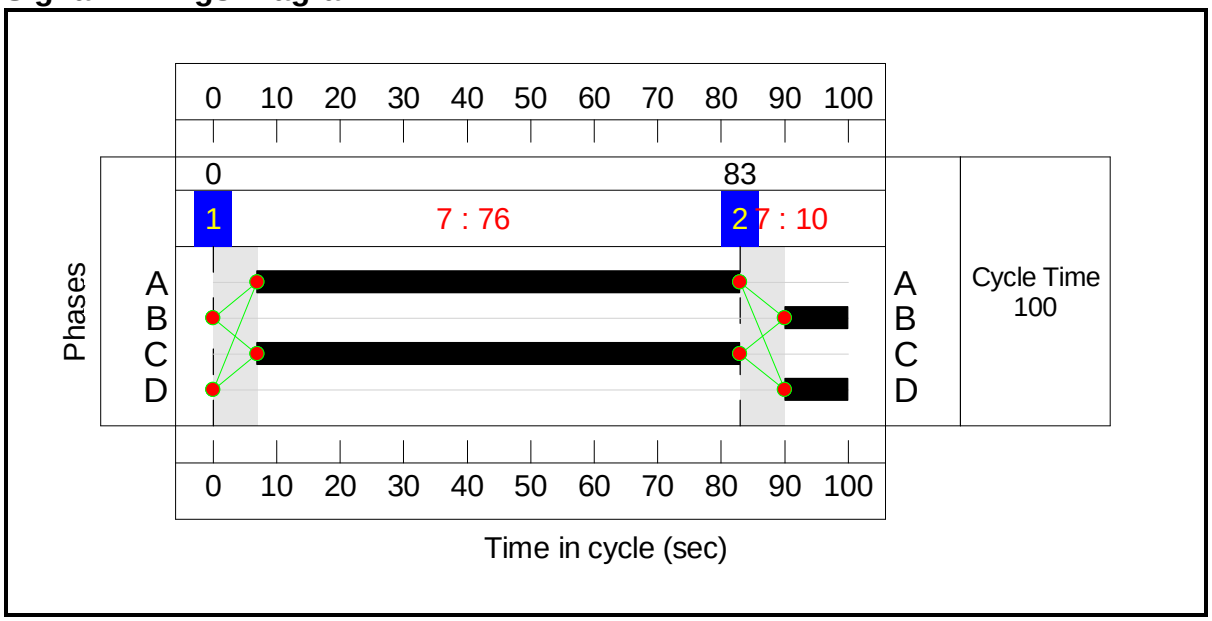
Staging Plan Diagram



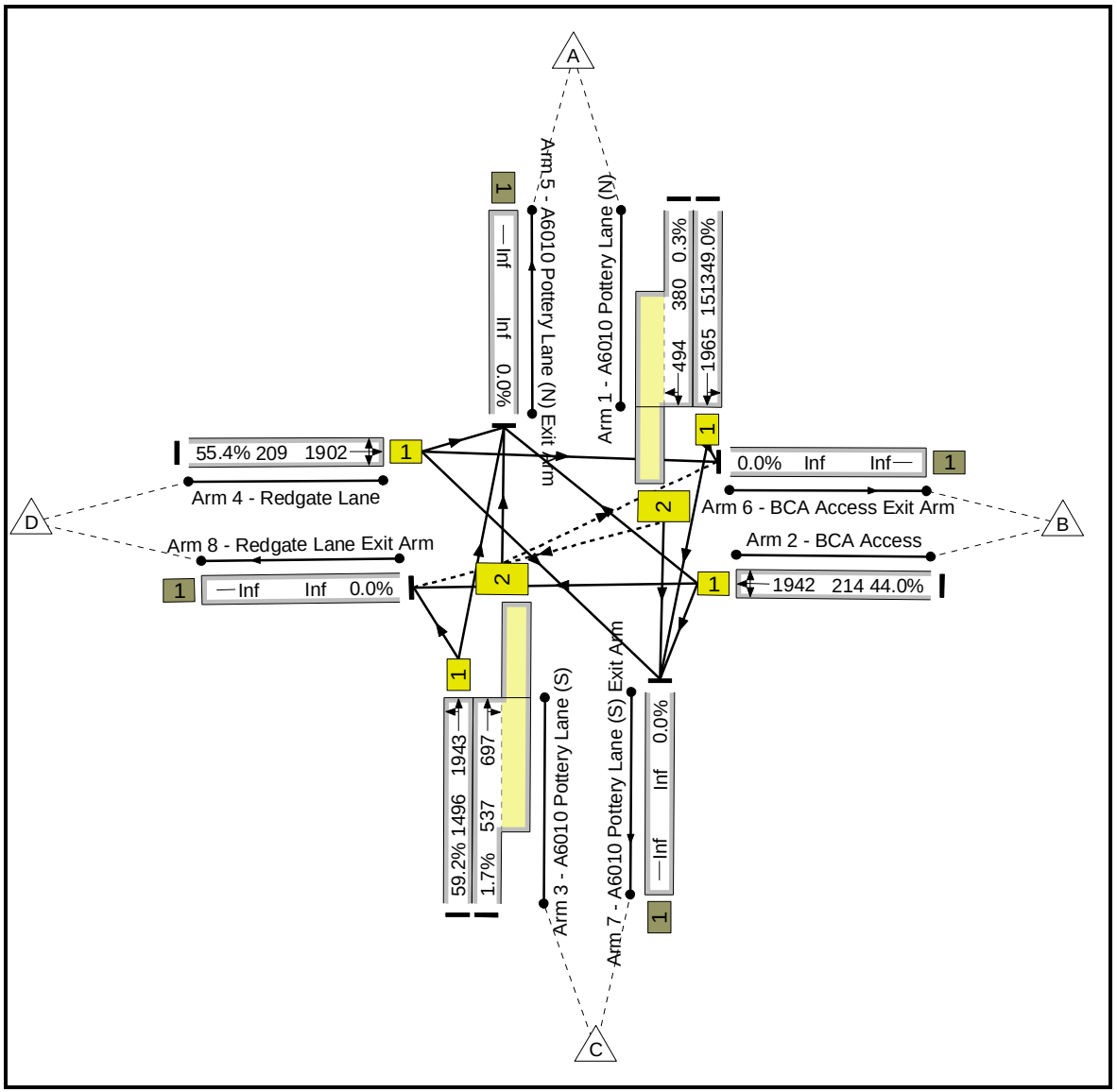
Stage Timings

Stage	1	2
Duration	76	10
Change Point	0	83

Signal Timings Diagram



Junction Layout Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A6010 Pottery Lane (N) Left Ahead	U	N/A	N/A	A		1	76	-	741	1965	1965	1513	49.0
1/2	A6010 Pottery Lane (N) Ahead Right	O	N/A	N/A	A		1	76	-	1	1806	494	380	0.3
2/1	BCA Access Right Left Ahead	U	N/A	N/A	B		1	10	-	94	1942	1942	214	44.0
3/1	A6010 Pottery Lane (S) Ahead Left	U	N/A	N/A	C		1	76	-	886	1943	1943	1496	59.2
3/2	A6010 Pottery Lane (S) Ahead Right	O	N/A	N/A	C		1	76	-	9	1907	697	537	1.7
4/1	Redgate Lane Left Ahead Right	U	N/A	N/A	D		1	10	-	116	1902	1902	209	55.4
5/1	A6010 Pottery Lane (N) Exit Arm	U	N/A	N/A	-		-	-	-	865	Inf	Inf	Inf	0.0
6/1	BCA Access Exit Arm	U	N/A	N/A	-		-	-	-	34	Inf	Inf	Inf	0.0
7/1	A6010 Pottery Lane (S) Exit Arm	U	N/A	N/A	-		-	-	-	858	Inf	Inf	Inf	0.0
8/1	Redgate Lane Exit Arm	U	N/A	N/A	-		-	-	-	90	Inf	Inf	Inf	0.0

Full Input Data And Results

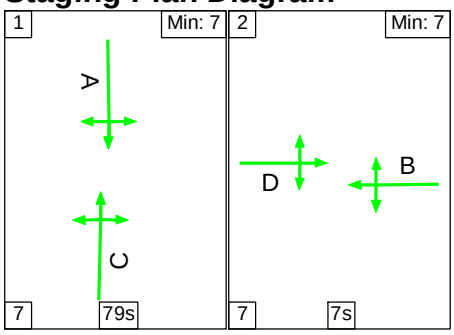
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	741	741	-	-	-	0.9	0.5	-	1.4	6.6	7.4	0.5	7.9	
1/2	1	1	1	0	0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	
2/1	94	94	-	-	-	1.1	0.4	-	1.5	56.6	2.4	0.4	2.8	
3/1	886	886	-	-	-	1.2	0.7	-	1.9	7.8	10.3	0.7	11.1	
3/2	9	9	9	0	0	0.0	0.0	0.0	0.0	9.4	0.1	0.0	0.1	
4/1	116	116	-	-	-	1.4	0.6	-	2.0	61.2	3.0	0.6	3.6	
5/1	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	90	90	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

PRC for Signalled Links (%): 52.0 Total Delay for Signalled Links (pcuHr): 6.75

PRC Over All Links (%): 52.0 Total Delay Over All Links(pcuHr): 6.75 Cycle Time (s): 100

Scenario 5: '2010 Proposed AM'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 5: '2010 Proposed AM'

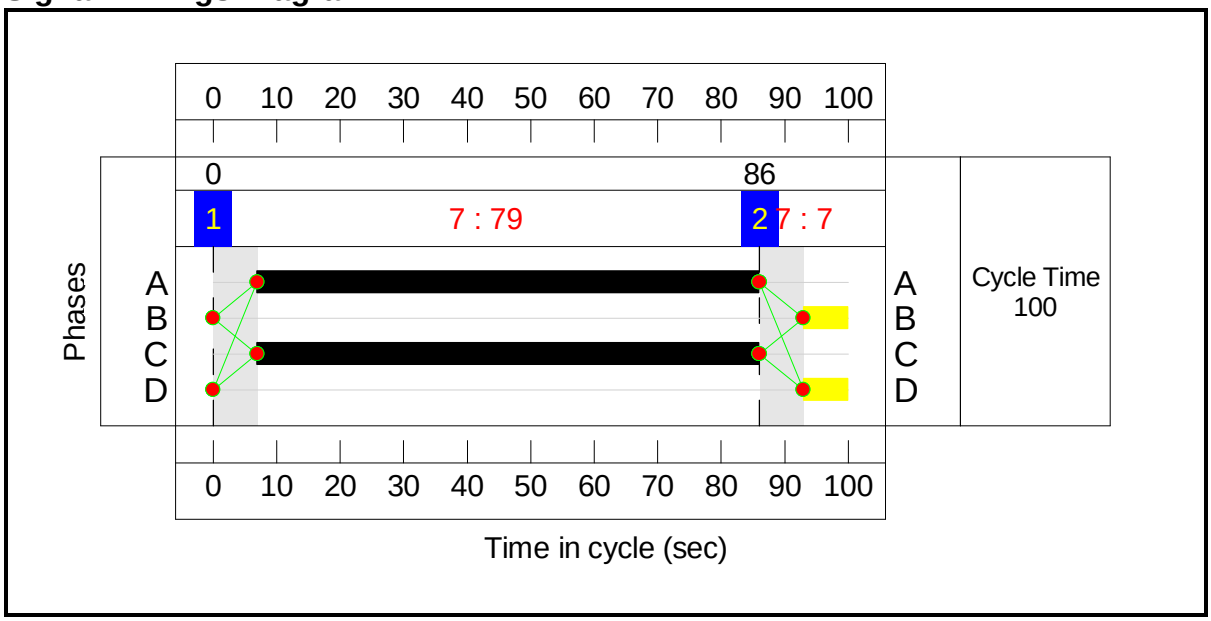
Staging Plan Diagram



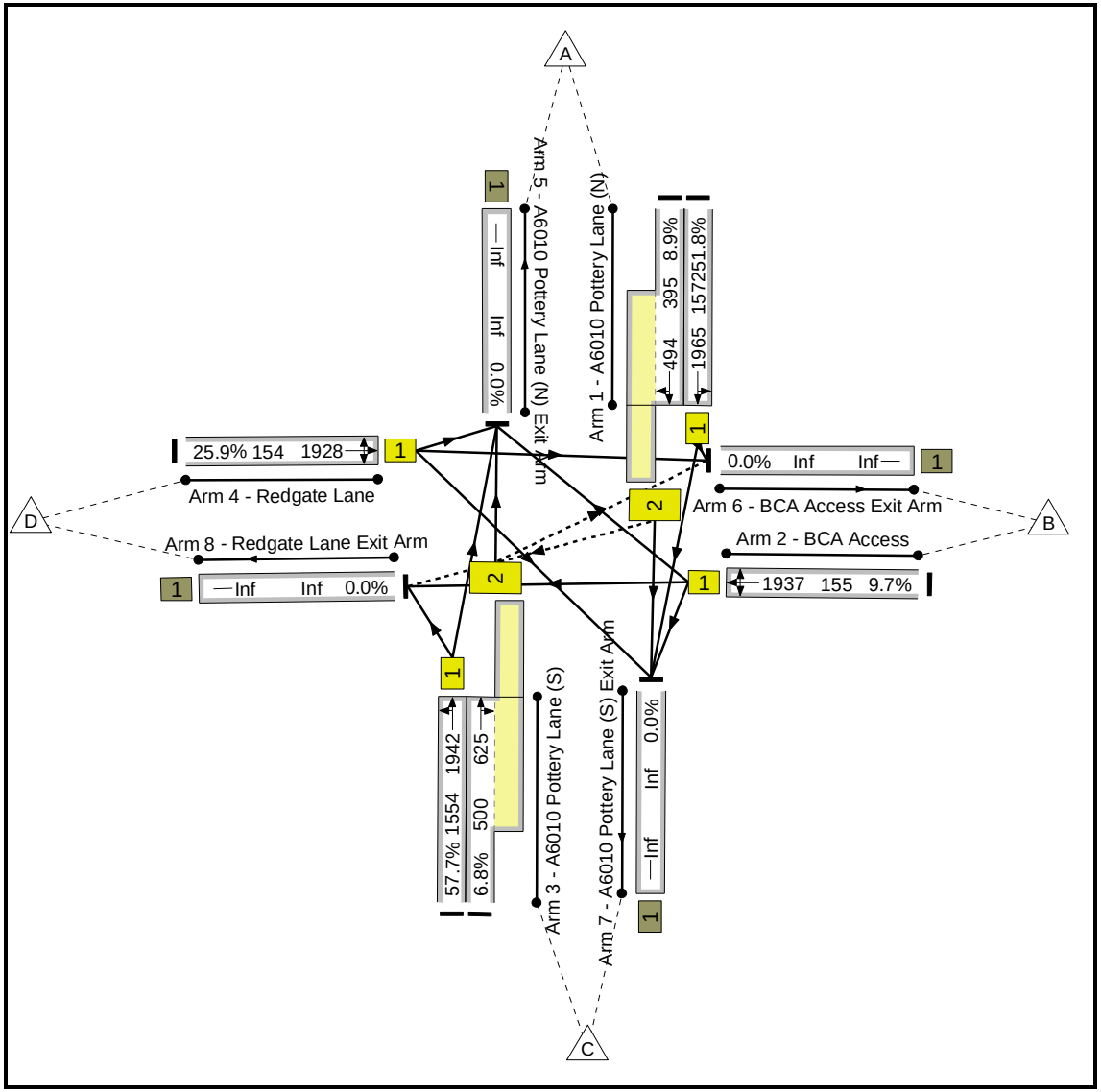
Stage Timings

Stage	1	2
Duration	79	7
Change Point	0	86

Signal Timings Diagram



Junction Layout Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A6010 Pottery Lane (N) Left Ahead	U	N/A	N/A	A		1	79	-	815	1965	1965	1572	51.8
1/2	A6010 Pottery Lane (N) Ahead Right	O	N/A	N/A	A		1	79	-	35	1806	494	395	8.9
2/1	BCA Access Right Left Ahead	U	N/A	N/A	B		1	7	-	15	1937	1937	155	9.7
3/1	A6010 Pottery Lane (S) Ahead Left	U	N/A	N/A	C		1	79	-	896	1942	1942	1554	57.7
3/2	A6010 Pottery Lane (S) Ahead Right	O	N/A	N/A	C		1	79	-	34	1907	625	500	6.8
4/1	Redgate Lane Left Ahead Right	U	N/A	N/A	D		1	7	-	40	1928	1928	154	25.9
5/1	A6010 Pottery Lane (N) Exit Arm	U	N/A	N/A	-		-	-	-	831	Inf	Inf	Inf	0.0
6/1	BCA Access Exit Arm	U	N/A	N/A	-		-	-	-	111	Inf	Inf	Inf	0.0
7/1	A6010 Pottery Lane (S) Exit Arm	U	N/A	N/A	-		-	-	-	783	Inf	Inf	Inf	0.0
8/1	Redgate Lane Exit Arm	U	N/A	N/A	-		-	-	-	110	Inf	Inf	Inf	0.0

Full Input Data And Results

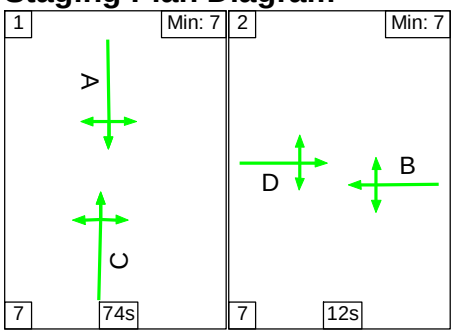
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	815	815	-	-	-	0.8	0.5	-	1.3	5.8	7.7	0.5	8.2	
1/2	35	35	34	0	1	0.0	0.0	0.0	0.1	11.8	0.2	0.0	0.2	
2/1	15	15	-	-	-	0.2	0.1	-	0.2	55.6	0.4	0.1	0.4	
3/1	896	896	-	-	-	0.9	0.7	-	1.6	6.4	9.2	0.7	9.9	
3/2	34	34	33	0	1	0.0	0.0	0.0	0.1	9.2	0.2	0.0	0.2	
4/1	40	40	-	-	-	0.5	0.2	-	0.7	58.9	1.0	0.2	1.2	
5/1	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	111	111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	110	110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

PRC for Signalled Links (%): 56.1 Total Delay for Signalled Links (pcuHr): 4.00

PRC Over All Links (%): 56.1 Total Delay Over All Links(pcuHr): 4.00 Cycle Time (s): 100

Scenario 6: '2010 Proposed PM'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 6: '2010 Proposed PM'

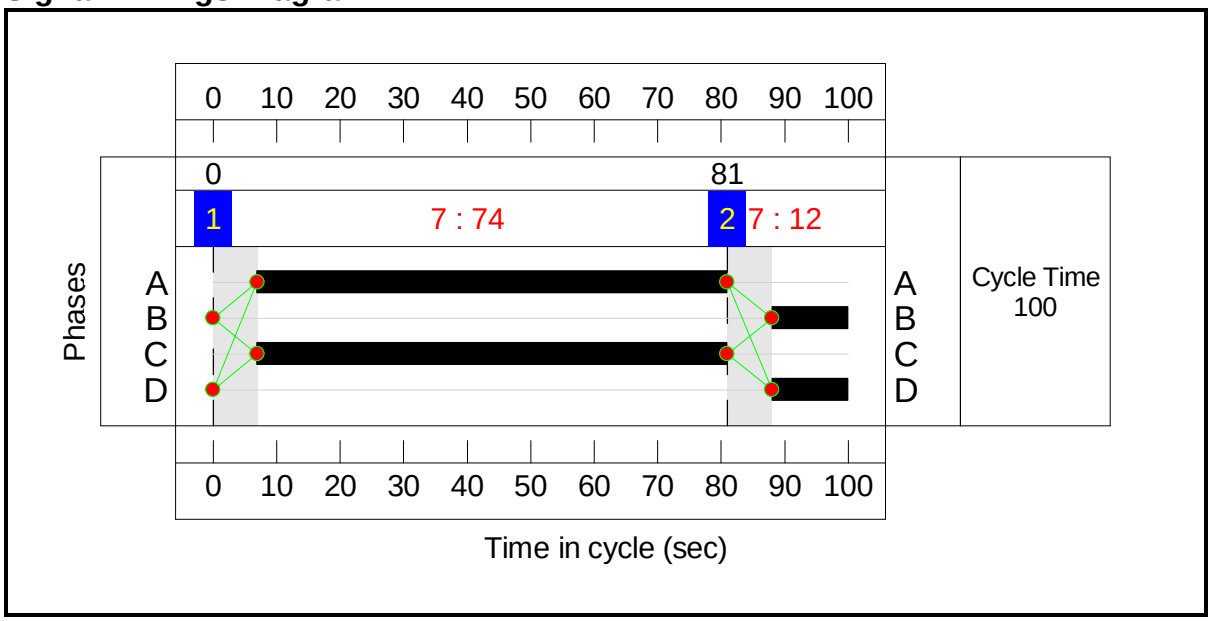
Staging Plan Diagram



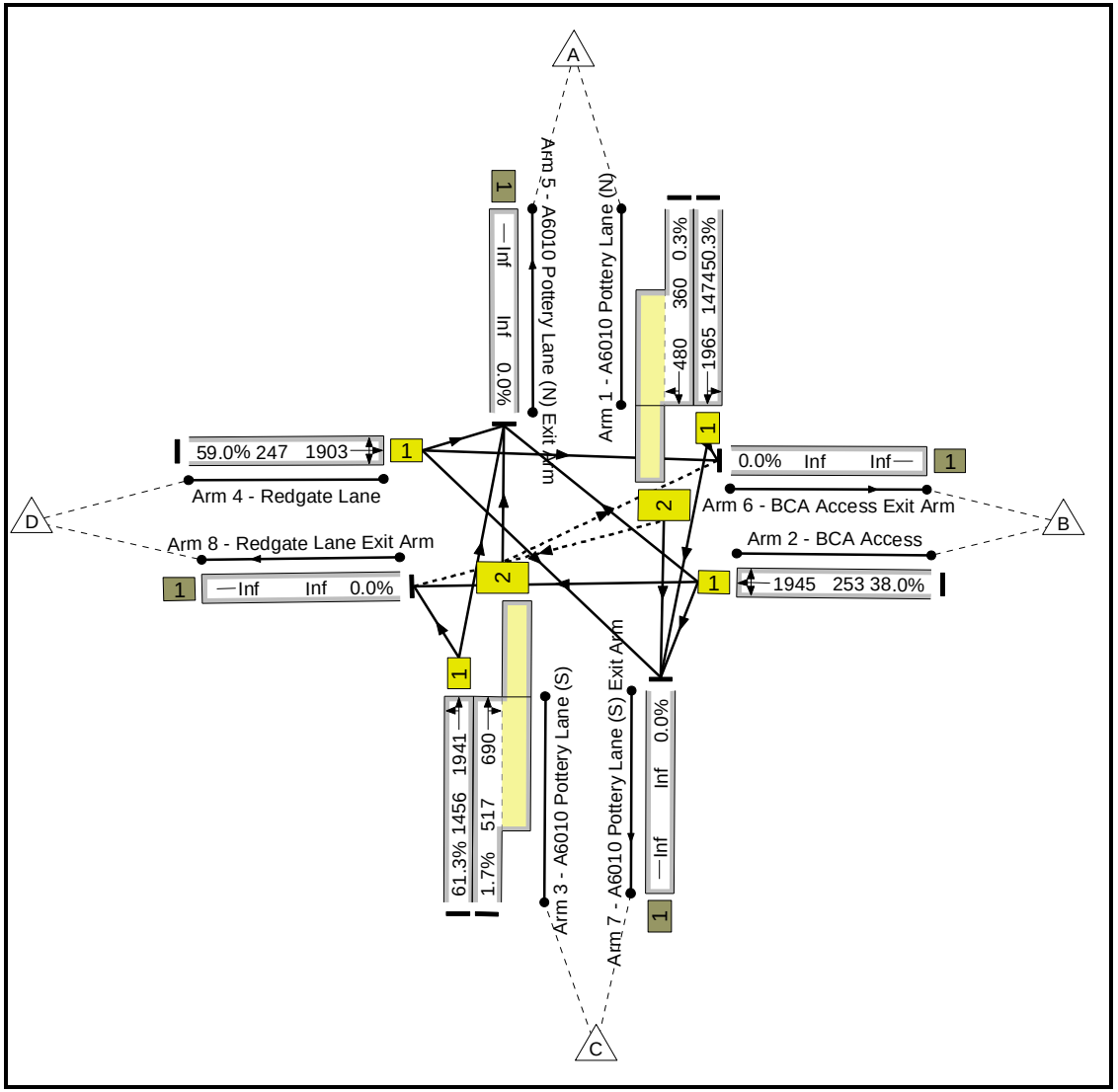
Stage Timings

Stage	1	2
Duration	74	12
Change Point	0	81

Signal Timings Diagram



Junction Layout Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A6010 Pottery Lane (N) Left Ahead	U	N/A	N/A	A		1	74	-	741	1965	1965	1474	50.3
1/2	A6010 Pottery Lane (N) Ahead Right	O	N/A	N/A	A		1	74	-	1	1806	480	360	0.3
2/1	BCA Access Right Left Ahead	U	N/A	N/A	B		1	12	-	96	1945	1945	253	38.0
3/1	A6010 Pottery Lane (S) Ahead Left	U	N/A	N/A	C		1	74	-	892	1941	1941	1456	61.3
3/2	A6010 Pottery Lane (S) Ahead Right	O	N/A	N/A	C		1	74	-	9	1907	690	517	1.7
4/1	Redgate Lane Left Ahead Right	U	N/A	N/A	D		1	12	-	146	1903	1903	247	59.0
5/1	A6010 Pottery Lane (N) Exit Arm	U	N/A	N/A	-		-	-	-	866	Inf	Inf	Inf	0.0
6/1	BCA Access Exit Arm	U	N/A	N/A	-		-	-	-	38	Inf	Inf	Inf	0.0
7/1	A6010 Pottery Lane (S) Exit Arm	U	N/A	N/A	-		-	-	-	883	Inf	Inf	Inf	0.0
8/1	Redgate Lane Exit Arm	U	N/A	N/A	-		-	-	-	98	Inf	Inf	Inf	0.0

Full Input Data And Results

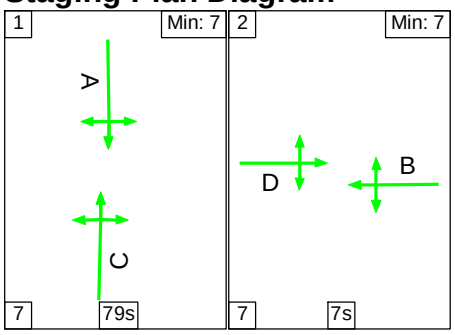
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	741	741	-	-	-	1.0	0.5	-	1.5	7.5	8.2	0.5	8.7	
1/2	1	1	1	0	0	0.0	0.0	0.0	0.0	14.9	0.0	0.0	0.0	
2/1	96	96	-	-	-	1.1	0.3	-	1.4	51.3	2.4	0.3	2.7	
3/1	892	892	-	-	-	1.4	0.8	-	2.2	9.0	11.4	0.8	12.2	
3/2	9	9	9	0	0	0.0	0.0	0.0	0.0	10.6	0.1	0.0	0.1	
4/1	146	146	-	-	-	1.7	0.7	-	2.4	58.5	3.8	0.7	4.5	
5/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	883	883	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

PRC for Signalled Links (%): 46.9 Total Delay for Signalled Links (pcuHr): 7.53

PRC Over All Links (%): 46.9 Total Delay Over All Links(pcuHr): 7.53 Cycle Time (s): 100

Scenario 7: '2014 Base AM'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 7: '2014 Base AM'

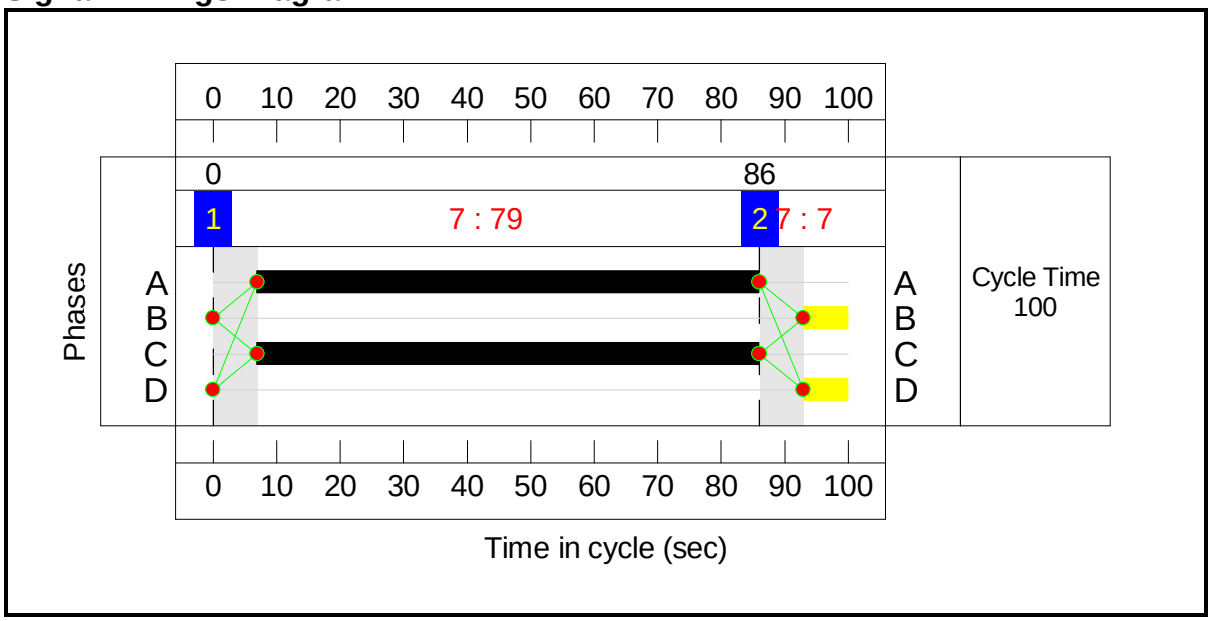
Staging Plan Diagram



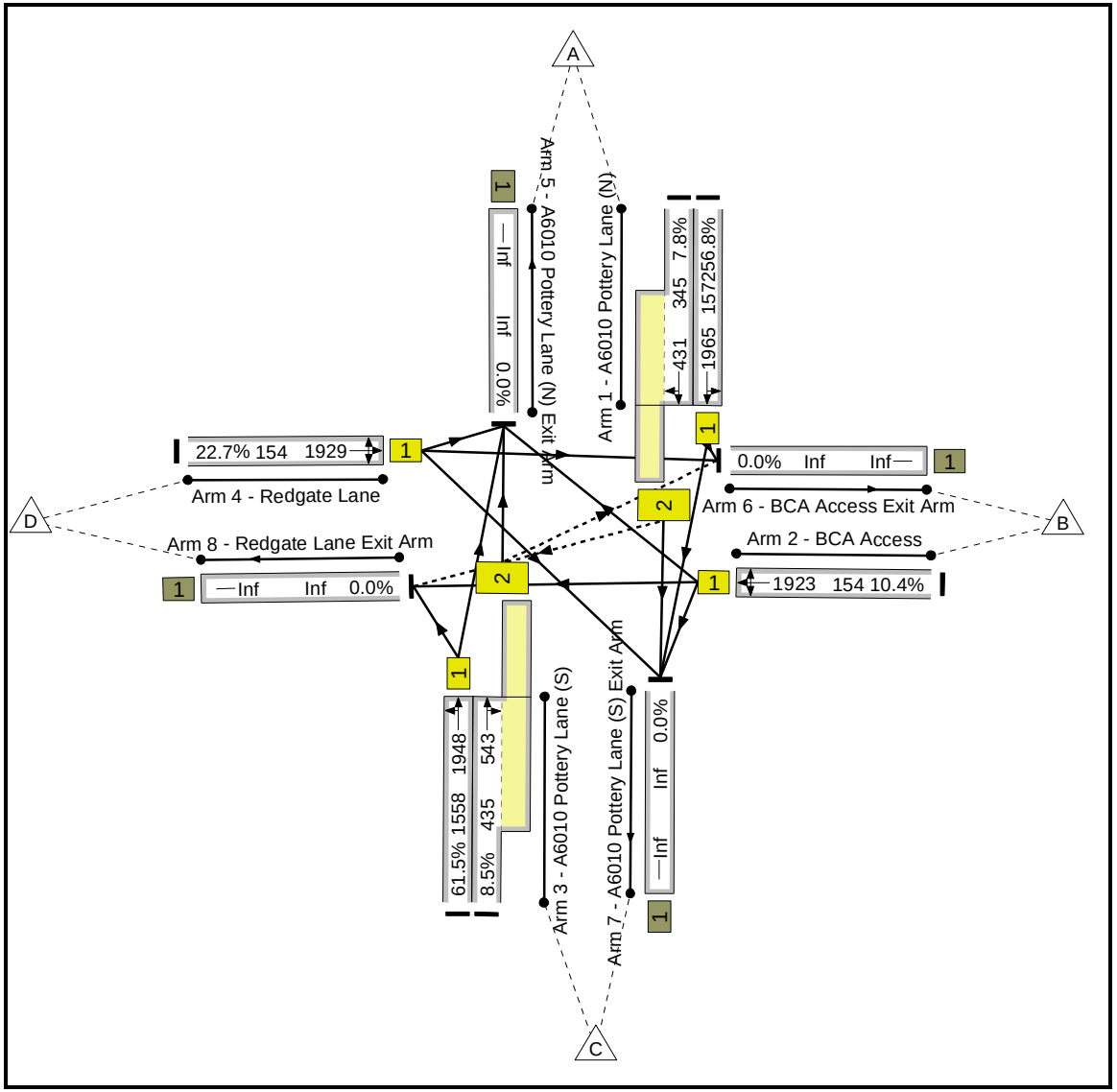
Stage Timings

Stage	1	2
Duration	79	7
Change Point	0	86

Signal Timings Diagram



Junction Layout Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A6010 Pottery Lane (N) Left Ahead	U	N/A	N/A	A		1	79	-	893	1965	1965	1572	56.8
1/2	A6010 Pottery Lane (N) Ahead Right	O	N/A	N/A	A		1	79	-	27	1806	431	345	7.8
2/1	BCA Access Right Left Ahead	U	N/A	N/A	B		1	7	-	16	1923	1923	154	10.4
3/1	A6010 Pottery Lane (S) Ahead Left	U	N/A	N/A	C		1	79	-	958	1948	1948	1558	61.5
3/2	A6010 Pottery Lane (S) Ahead Right	O	N/A	N/A	C		1	79	-	37	1907	543	435	8.5
4/1	Redgate Lane Left Ahead Right	U	N/A	N/A	D		1	7	-	35	1929	1929	154	22.7
5/1	A6010 Pottery Lane (N) Exit Arm	U	N/A	N/A	-		-	-	-	911	Inf	Inf	Inf	0.0
6/1	BCA Access Exit Arm	U	N/A	N/A	-		-	-	-	119	Inf	Inf	Inf	0.0
7/1	A6010 Pottery Lane (S) Exit Arm	U	N/A	N/A	-		-	-	-	852	Inf	Inf	Inf	0.0
8/1	Redgate Lane Exit Arm	U	N/A	N/A	-		-	-	-	84	Inf	Inf	Inf	0.0

Full Input Data And Results

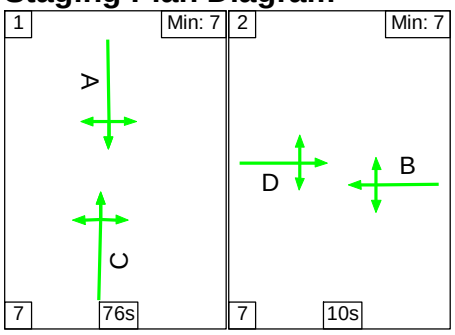
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	893	893	-	-	-	0.9	0.7	-	1.6	6.3	8.9	0.7	9.6	
1/2	27	27	26	0	1	0.0	0.0	0.0	0.1	13.5	0.1	0.0	0.2	
2/1	16	16	-	-	-	0.2	0.1	-	0.2	55.8	0.4	0.1	0.5	
3/1	958	958	-	-	-	1.0	0.8	-	1.8	6.9	10.4	0.8	11.2	
3/2	37	37	36	0	1	0.0	0.0	0.0	0.1	10.9	0.2	0.0	0.3	
4/1	35	35	-	-	-	0.4	0.1	-	0.6	58.2	0.9	0.1	1.1	
5/1	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	84	84	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

PRC for Signalled Links (%): 46.4 Total Delay for Signalled Links (pcuHr): 4.44

PRC Over All Links (%): 46.4 Total Delay Over All Links(pcuHr): 4.44 Cycle Time (s): 100

Scenario 8: '2014 Base PM'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 8: '2014 Base PM'

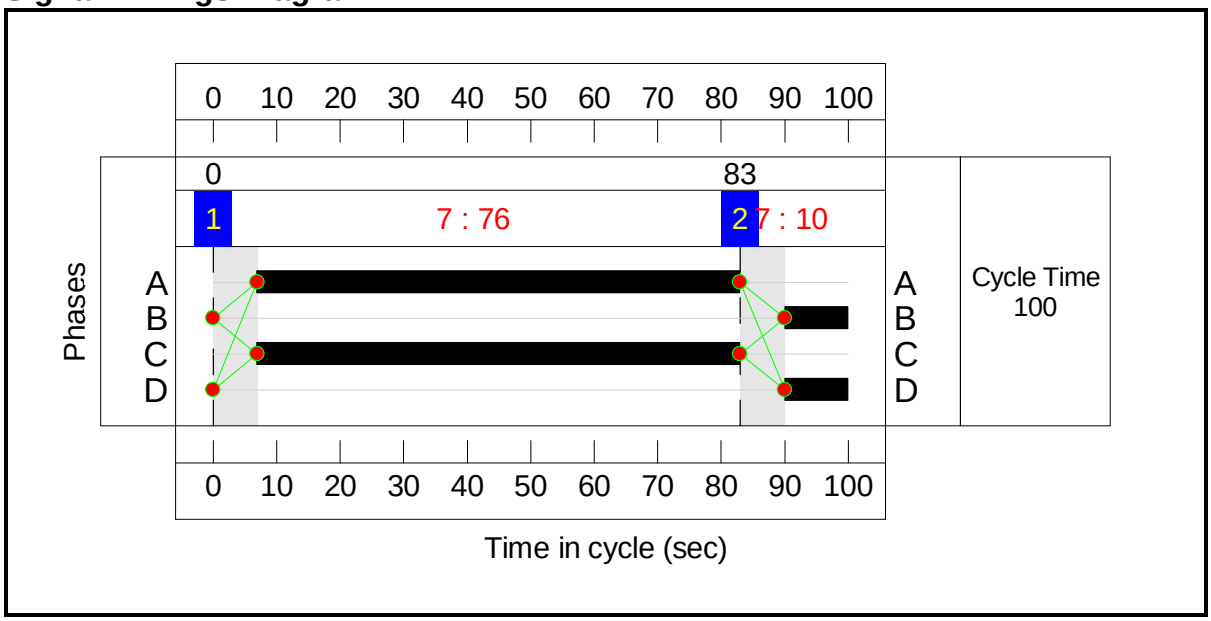
Staging Plan Diagram



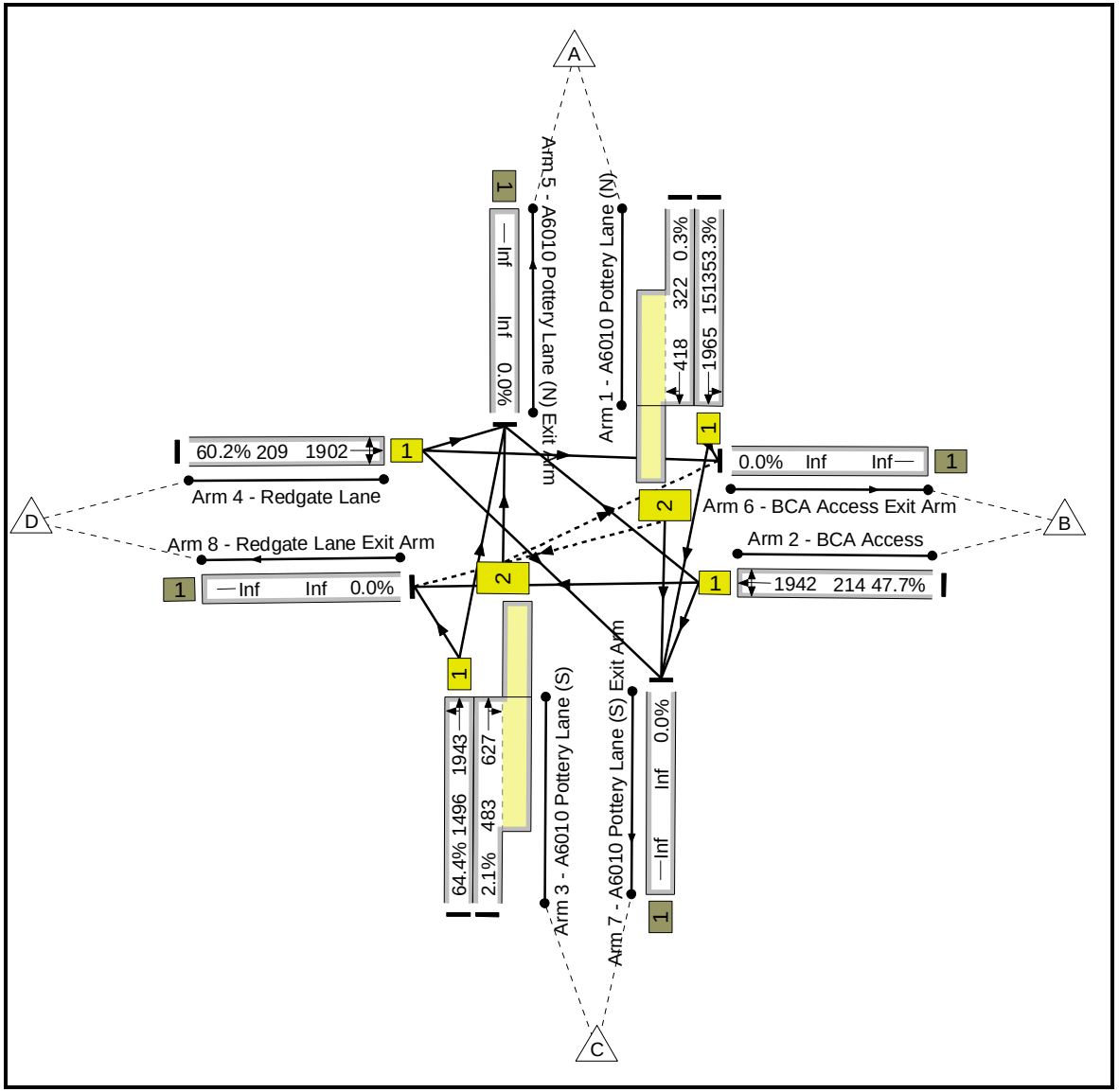
Stage Timings

Stage	1	2
Duration	76	10
Change Point	0	83

Signal Timings Diagram



Junction Layout Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A6010 Pottery Lane (N) Left Ahead	U	N/A	N/A	A		1	76	-	806	1965	1965	1513	53.3
1/2	A6010 Pottery Lane (N) Ahead Right	O	N/A	N/A	A		1	76	-	1	1806	418	322	0.3
2/1	BCA Access Right Left Ahead	U	N/A	N/A	B		1	10	-	102	1942	1942	214	47.7
3/1	A6010 Pottery Lane (S) Ahead Left	U	N/A	N/A	C		1	76	-	963	1943	1943	1496	64.4
3/2	A6010 Pottery Lane (S) Ahead Right	O	N/A	N/A	C		1	76	-	10	1907	627	483	2.1
4/1	Redgate Lane Left Ahead Right	U	N/A	N/A	D		1	10	-	126	1902	1902	209	60.2
5/1	A6010 Pottery Lane (N) Exit Arm	U	N/A	N/A	-		-	-	-	941	Inf	Inf	Inf	0.0
6/1	BCA Access Exit Arm	U	N/A	N/A	-		-	-	-	37	Inf	Inf	Inf	0.0
7/1	A6010 Pottery Lane (S) Exit Arm	U	N/A	N/A	-		-	-	-	933	Inf	Inf	Inf	0.0
8/1	Redgate Lane Exit Arm	U	N/A	N/A	-		-	-	-	97	Inf	Inf	Inf	0.0

Full Input Data And Results

Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	806	806	-	-	-	1.0	0.6	-	1.6	7.0	8.5	0.6	9.1	
1/2	1	1	1	0	0	0.0	0.0	0.0	0.0	15.5	0.0	0.0	0.0	
2/1	102	102	-	-	-	1.2	0.5	-	1.6	57.8	2.6	0.5	3.1	
3/1	963	963	-	-	-	1.4	0.9	-	2.3	8.6	12.0	0.9	12.9	
3/2	10	10	10	0	0	0.0	0.0	0.0	0.0	10.5	0.1	0.0	0.1	
4/1	126	126	-	-	-	1.5	0.7	-	2.2	63.7	3.3	0.7	4.1	
5/1	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	933	933	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

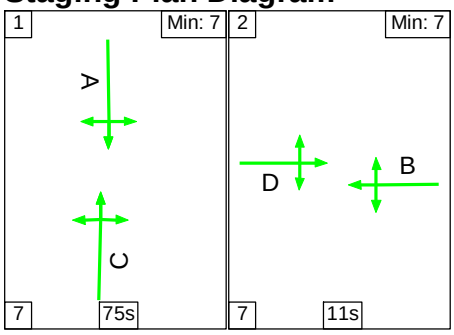
PRC for Signalled Links (%): 39.8 Total Delay for Signalled Links (pcuHr): 7.78

PRC Over All Links (%): 39.8 Total Delay Over All Links(pcuHr): 7.78 Cycle Time (s): 100

Scenario 9: '2014 Proposed AM'

Staging Plan 1: 'Staging Plan No. 1'
Flow Group 9: '2014 Proposed AM'

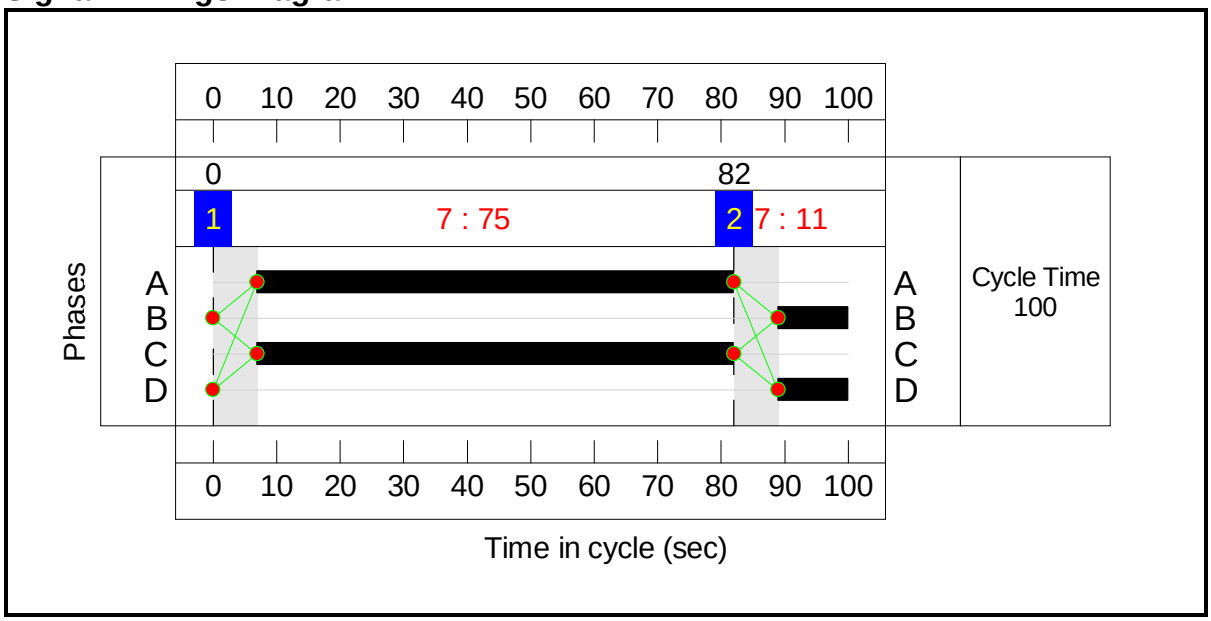
Staging Plan Diagram



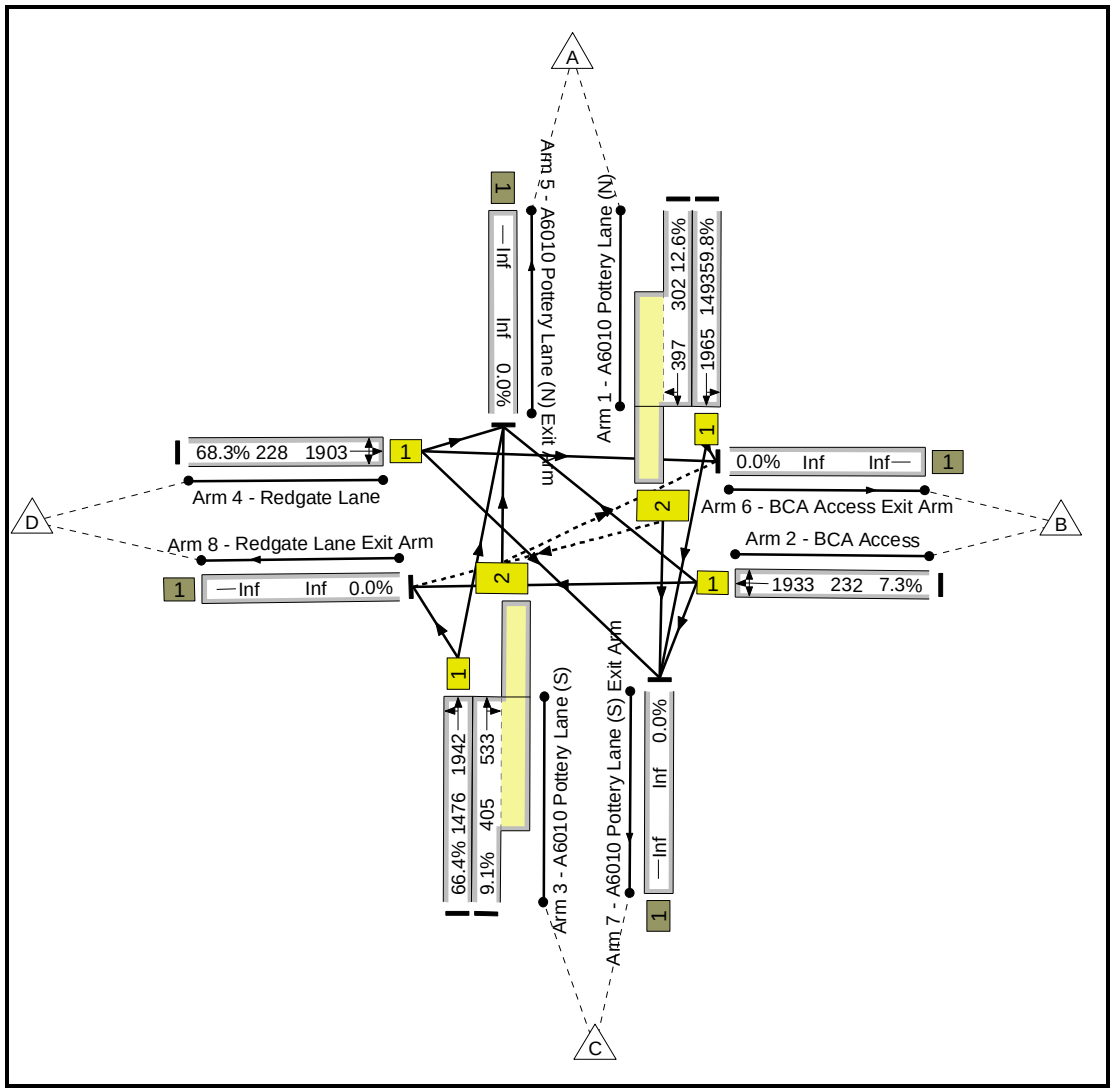
Stage Timings

Stage	1	2
Duration	75	11
Change Point	0	82

Signal Timings Diagram



Junction Layout Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A6010 Pottery Lane (N) Left Ahead	U	N/A	N/A	A		1	75	-	893	1965	1965	1493	59.8
1/2	A6010 Pottery Lane (N) Ahead Right	O	N/A	N/A	A		1	75	-	38	1806	397	302	12.6
2/1	BCA Access Right Left Ahead	U	N/A	N/A	B		1	11	-	17	1933	1933	232	7.3
3/1	A6010 Pottery Lane (S) Ahead Left	U	N/A	N/A	C		1	75	-	980	1942	1942	1476	66.4
3/2	A6010 Pottery Lane (S) Ahead Right	O	N/A	N/A	C		1	75	-	37	1907	533	405	9.1
4/1	Redgate Lane Left Ahead Right	U	N/A	N/A	D		1	11	-	156	1903	1903	228	68.3
5/1	A6010 Pottery Lane (N) Exit Arm	U	N/A	N/A	-		-	-	-	915	Inf	Inf	Inf	0.0
6/1	BCA Access Exit Arm	U	N/A	N/A	-		-	-	-	129	Inf	Inf	Inf	0.0
7/1	A6010 Pottery Lane (S) Exit Arm	U	N/A	N/A	-		-	-	-	959	Inf	Inf	Inf	0.0
8/1	Redgate Lane Exit Arm	U	N/A	N/A	-		-	-	-	118	Inf	Inf	Inf	0.0

Full Input Data And Results

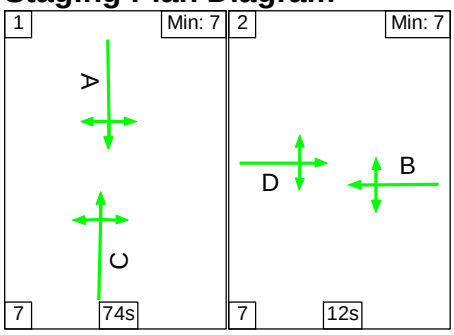
Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	893	893	-	-	-	1.3	0.7	-	2.1	8.3	10.7	0.7	11.4	
1/2	38	38	37	0	1	0.0	0.1	0.1	0.2	19.4	0.3	0.1	0.3	
2/1	17	17	-	-	-	0.2	0.0	-	0.2	47.5	0.4	0.0	0.5	
3/1	980	980	-	-	-	1.6	1.0	-	2.6	9.4	13.1	1.0	14.1	
3/2	37	37	36	0	1	0.0	0.1	0.1	0.1	14.1	0.2	0.1	0.3	
4/1	156	156	-	-	-	1.8	1.0	-	2.9	66.4	4.1	1.0	5.2	
5/1	915	915	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	118	118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

PRC for Signalled Links (%): 31.7 Total Delay for Signalled Links (pcuHr): 8.07

PRC Over All Links (%): 31.7 Total Delay Over All Links(pcuHr): 8.07 Cycle Time (s): 100

Scenario 10: '2014 Proposed PM'
Staging Plan 1: 'Staging Plan No. 1'
Flow Group 10: '2014 Proposed PM'

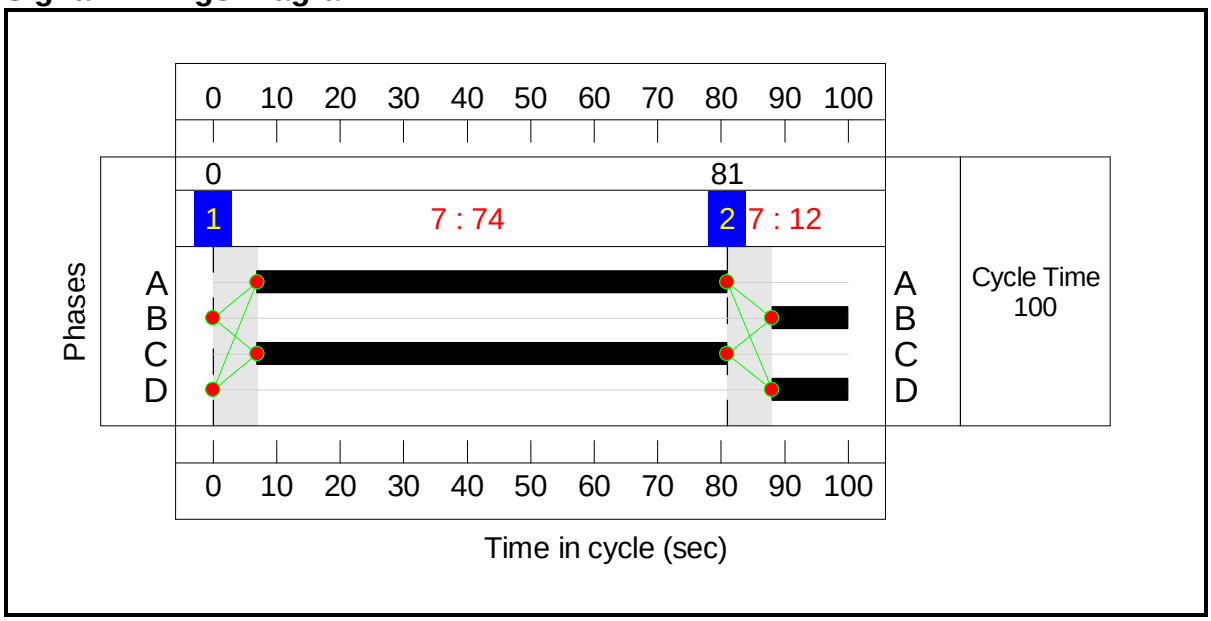
Staging Plan Diagram



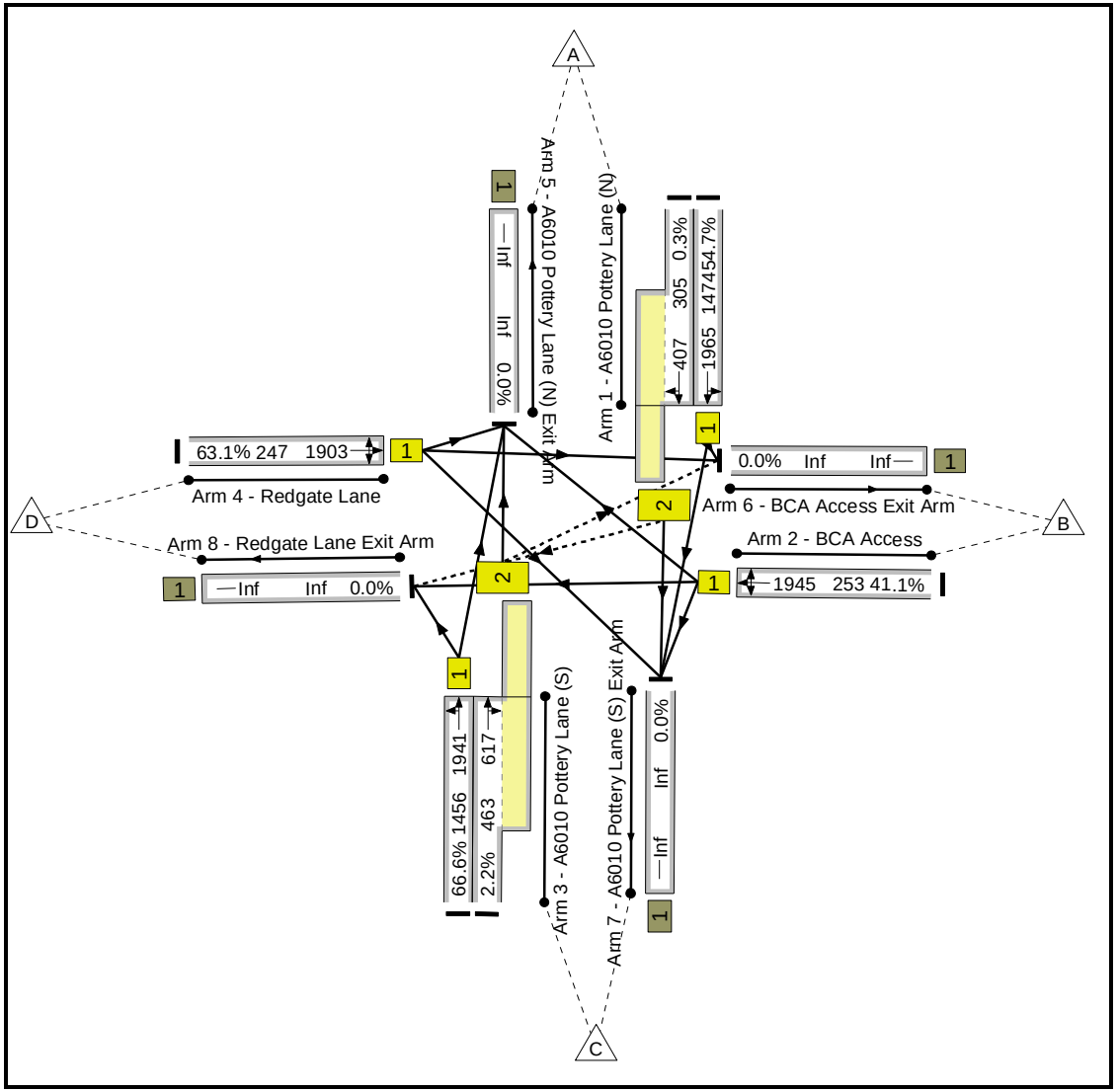
Stage Timings

Stage	1	2
Duration	74	12
Change Point	0	81

Signal Timings Diagram



Junction Layout Diagram



Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A6010 Pottery Lane (N) Left Ahead	U	N/A	N/A	A		1	74	-	806	1965	1965	1474	54.7
1/2	A6010 Pottery Lane (N) Ahead Right	O	N/A	N/A	A		1	74	-	1	1806	407	305	0.3
2/1	BCA Access Right Left Ahead	U	N/A	N/A	B		1	12	-	104	1945	1945	253	41.1
3/1	A6010 Pottery Lane (S) Ahead Left	U	N/A	N/A	C		1	74	-	969	1941	1941	1456	66.6
3/2	A6010 Pottery Lane (S) Ahead Right	O	N/A	N/A	C		1	74	-	10	1907	617	463	2.2
4/1	Redgate Lane Left Ahead Right	U	N/A	N/A	D		1	12	-	156	1903	1903	247	63.1
5/1	A6010 Pottery Lane (N) Exit Arm	U	N/A	N/A	-		-	-	-	942	Inf	Inf	Inf	0.0
6/1	BCA Access Exit Arm	U	N/A	N/A	-		-	-	-	41	Inf	Inf	Inf	0.0
7/1	A6010 Pottery Lane (S) Exit Arm	U	N/A	N/A	-		-	-	-	958	Inf	Inf	Inf	0.0
8/1	Redgate Lane Exit Arm	U	N/A	N/A	-		-	-	-	105	Inf	Inf	Inf	0.0

Full Input Data And Results

Link Num	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	806	806	-	-	-	1.2	0.6	-	1.8	8.0	9.4	0.6	10.0	
1/2	1	1	1	0	0	0.0	0.0	0.0	0.0	17.7	0.0	0.0	0.0	
2/1	104	104	-	-	-	1.2	0.3	-	1.5	52.0	2.6	0.3	3.0	
3/1	969	969	-	-	-	1.7	1.0	-	2.7	9.9	13.2	1.0	14.2	
3/2	10	10	10	0	0	0.0	0.0	0.0	0.0	12.2	0.1	0.0	0.1	
4/1	156	156	-	-	-	1.8	0.8	-	2.6	60.6	4.1	0.8	4.9	
5/1	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	41	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	958	958	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	105	105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

PRC for Signalled Links (%): 35.2 Total Delay for Signalled Links (pcuHr): 8.63

PRC Over All Links (%): 35.2 Total Delay Over All Links(pcuHr): 8.63 Cycle Time (s): 100