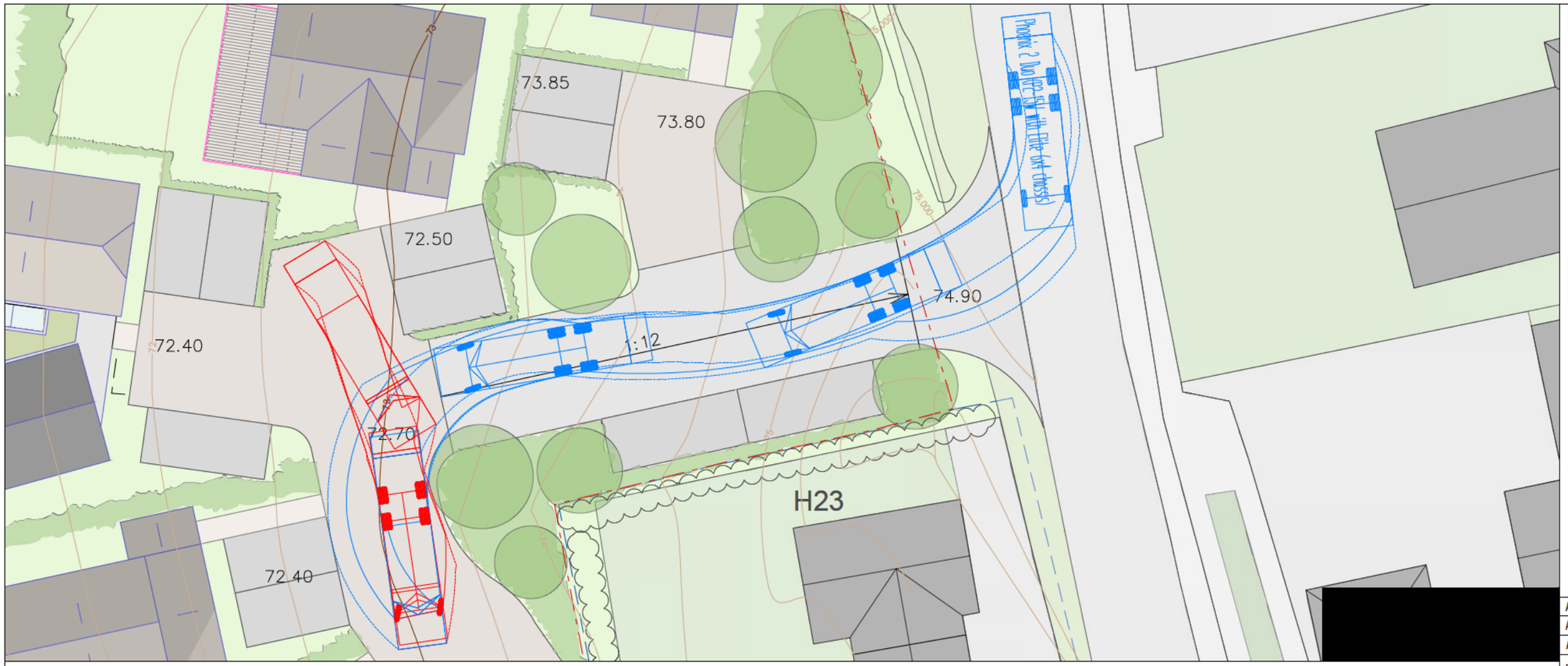
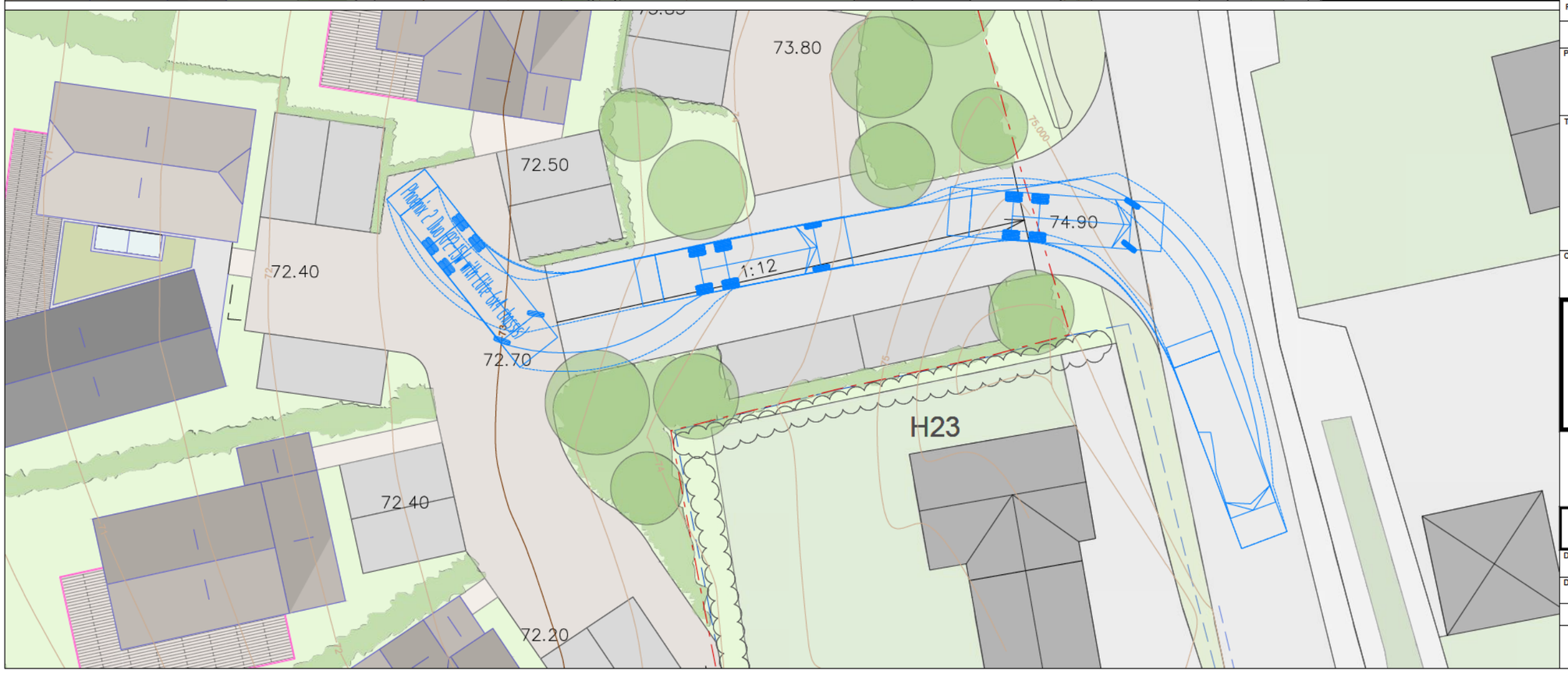
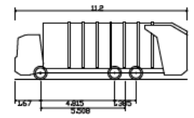






Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev	Date	Description	By	Chk
A03	22.09.23	UPDATED LAYOUT	DA	AB
A02	11.08.23	UPDATED LAYOUT	DM	MP
A01	04.08.23	ISSUED	DM	MP

Amendments

Project

High Street, Stebbing

Title

Refuse Collection
Swept Path Analysis
Plot B

Client

Montare LLP

waterman

Pickfords Wharf Clink Street London SE1 9DG
t 020 7928 7888
mail@watermangroup.com www.watermangroup.com

WIP S0

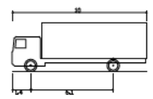
Designed By: DM	Director: MP	Waterman Ref: onsultin
Drawn By: DM	Date: August 2023	Scales @ A3: 1:250

Project - Originator - Volume - Level - Type - Role - Number: WIE17784-SA-95-0023

Revision: A03

File Path: \\waterman-consulting.com\legacyfile\LNCS_WELLProjects\WIE17784\10017_CAD\95_Dwg\

A3-Wat-ISO-S



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.545m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	11.000m

Rev	Date	Description	By	Chk
A02	22.09.23	LAYOUT UPDATED	DA	AB
A01	04.08.23	ISSUED	DM	MP

Amendments

Project

High Street, Stebbing

Title

Service & Delivery Swept Path Analysis Plot B

Client

Montare LLP

waterman

Pickfords Wharf Clink Street London SE1 9DG

t 020 7928 7888

mail@watermangroup.com www.watermangroup.com

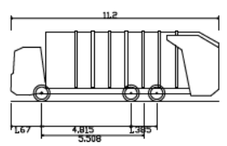
WIP S0

Designed By	Director	Waterman Ref
DM	MP	onsultin
Drawn By	**Date**	**Scales @ A3**
DM	August 2023	1:250

Project - Originator - Volume - Level - Type - Role - Number	Revision
WIE17784-SA-95-0029	A02

File Path \\waterman-consulting.com\legacyfile\LNCS_WIE\Projects\WIE17784\0017_CAD\95_Dwg\

A3-Wat-ISO-S



Phoenix 2 Duo (P2-15W with Elite 6x4 chas	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev	Date	Description	By	Chk
A02	22.09.23	LAYOUT UPDATED	DA	AB
A01	14.09.23	ISSUED	DM	AB

Amendments

Project

High Street, Stebbing

Title

Plot D
Large Servicing Swept Path
11.2m Refuse Vehicle

Client

Montare LLP

Pickfords Wharf Clink Street London SE1 9DG

t 020 7928 7888

mail@watermangroup.com www.watermangroup.com

INFORMATION S2

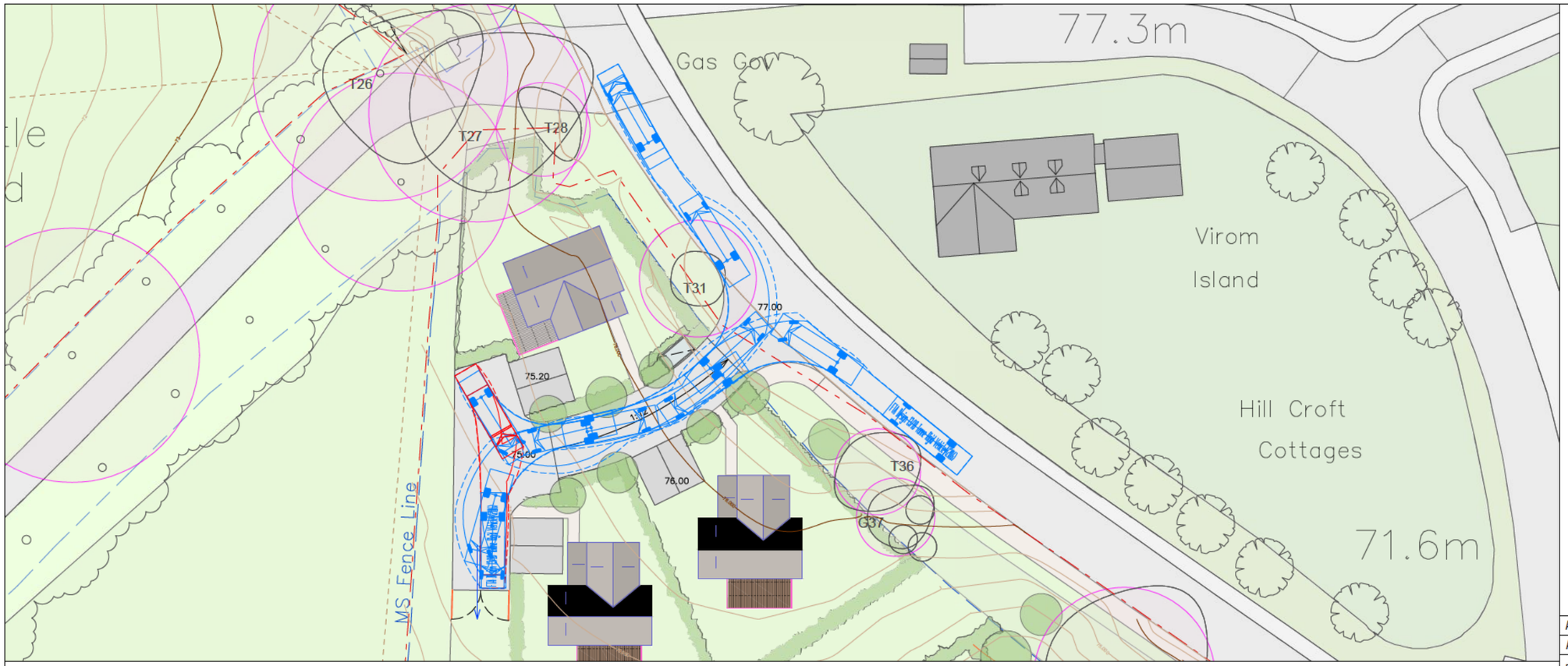
Designed By	DM	Director	AB
Drawn By	DM	Date	Sept 2023
Waterman Ref	onsultin	Scales @ A3	1:500

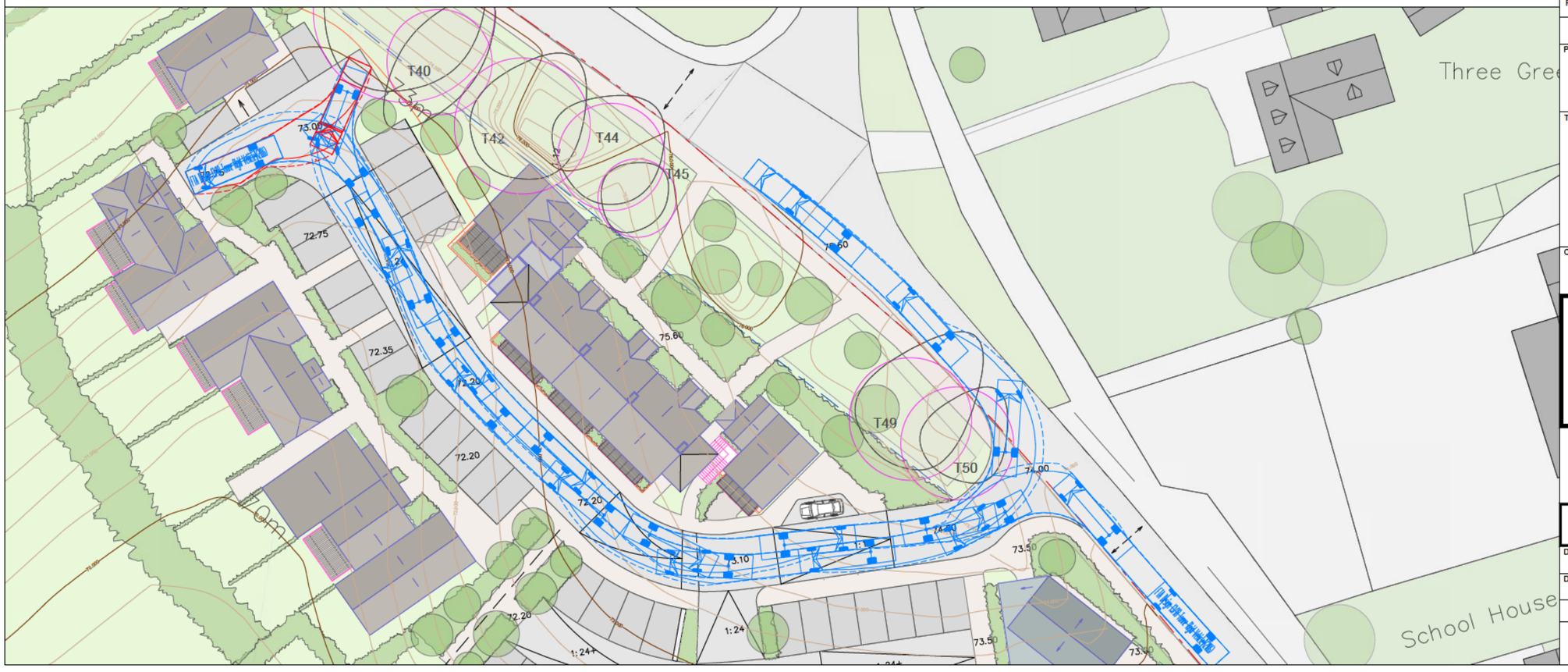
Project - Originator - Volume - Level - Type - Role - Number: WIE17784-SA-95-0036

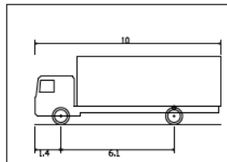
Revision: A02

File Path \\waterman-consulting.com\legacyfile\LNCS_WIELLProjects\WIE17784\10017_CAD\95_Dwg\

A3-Wat-ISO-S







FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Rev	Date	Description	By	Chk
A02	22.09.23	LAYOUT UPDATED	DA	AB
A01	14.09.23	ISSUED	DM	AB

Amendments

Project

High Street, Stebbing

Title

Plot C and Plot D
Large Servicing Swept Path
10m Rigid HGV

Client

Montare LLP

waterman

Pickfords Wharf Clink Street London SE1 9DG
t 020 7928 7888
mail@watermangroup.com www.watermangroup.com

INFORMATION S2

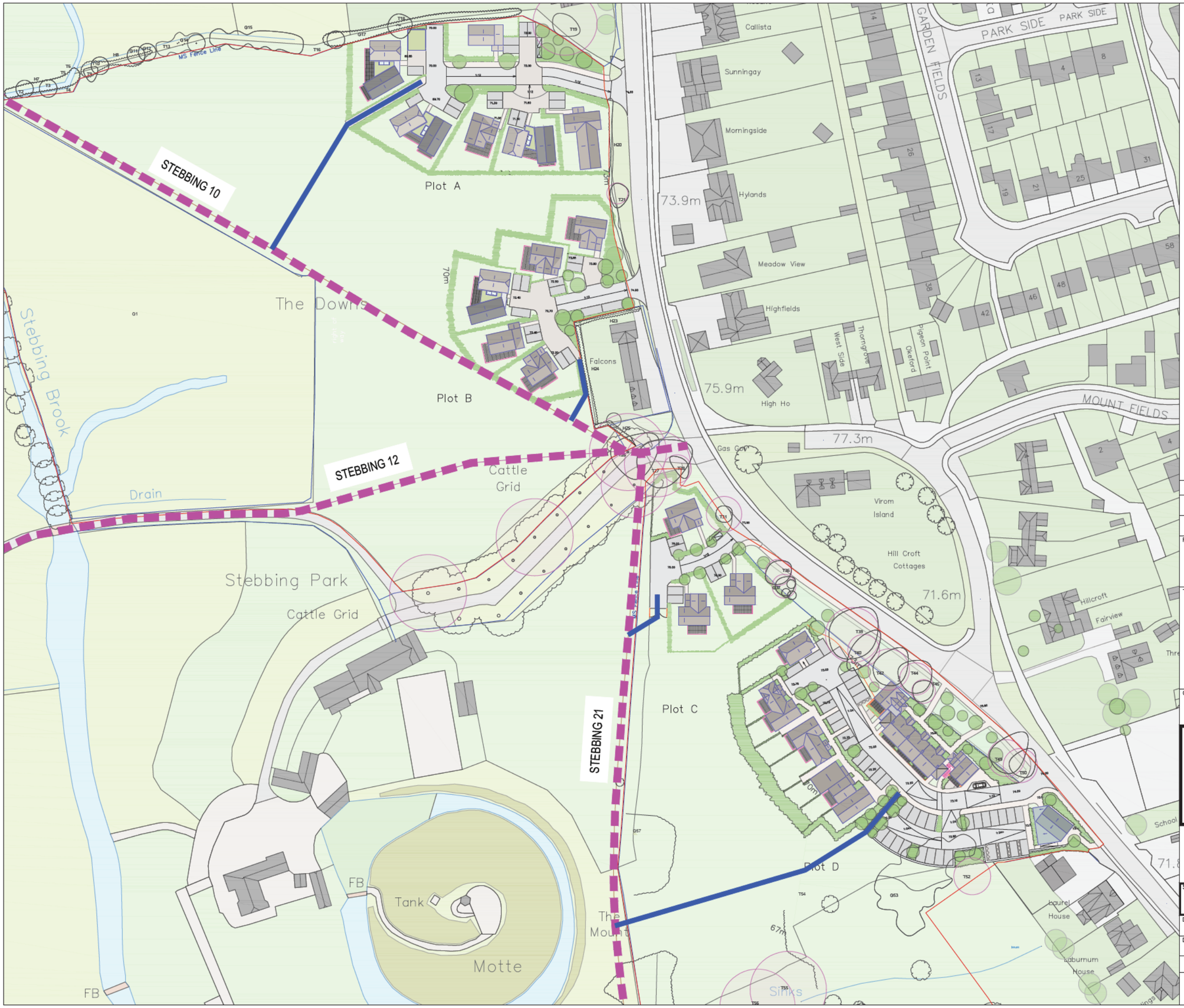
Designed By	DM	Director	AB	Waterman Ref	onsultin
Drawn By	DM	Date	Sept 2023	Scales @ A3	1:500

Project - Originator - Volume - Level - Type - Role - Number	Revision
WIE17784-SA-95-0034	A02

File Path \\waterman-consulting.com\legacyfile\LNCS_WELLProjects\WIE17784\10017_CAD\95_Dwg\

A3-Wat-ISO-S

E. Existing PRoW and Enhanced Connections



Existing PRoW Footpath Routing

Proposed Enhanced Connection(s) to PRoW Footpath

Status	Date	Description	By	Chk
A01 S0	26.09.23	ISSUED	DM	AB

Amendments

Project

Land at High Street, Stebbing

Title

PRoW Connections

Client

Montare

waterman

Pickfords Wharf Clink Street London SE1 9DG

t 020 7928 7888

mail@watermangroup.com www.watermangroup.com

Status

PRELIMINARY

Designed By	Director	Waterman Ref
DM	AB	WIE17784
Drawn By	**Date**	**Scales @ A3**
DM	Sept 2023	1:1,250

Project - Originator - Volume - Level - Type - Role - Number

WIE17784-SA-95-0037-A01

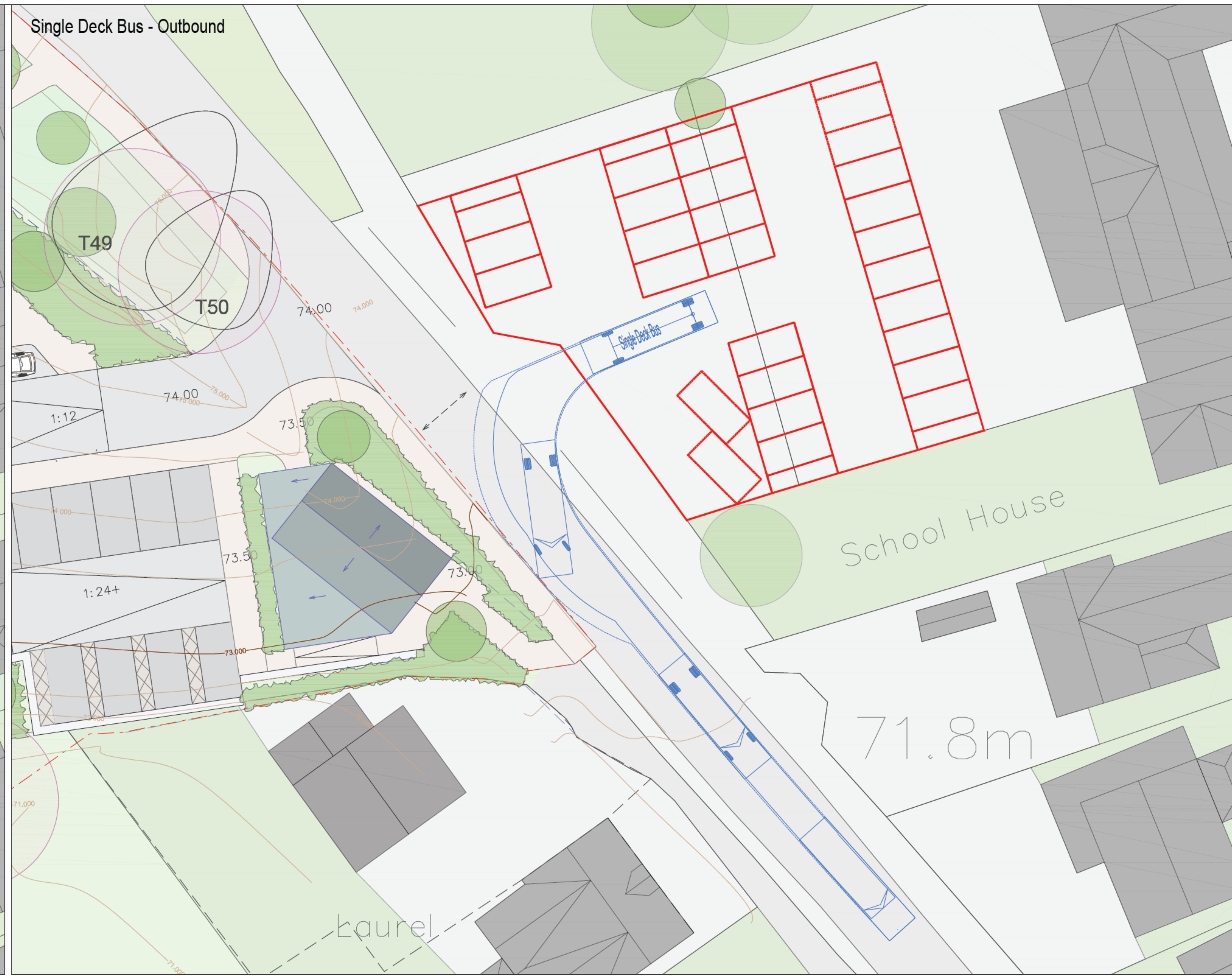
Revision

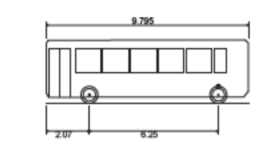
A01

File Path N:\Projects\WIE17784\10007_CAD\95_Dwg\

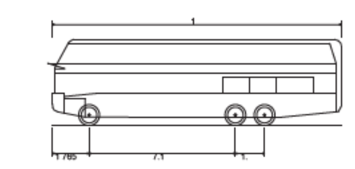
A1-Wat-BS-S, A3-Wat-BS-S

F. Proposed Dropped Crossing & School Car Parking Options





Single Deck Bus	
Overall Length	9.795m
Overall Width	2.500m
Overall Body Height	3.070m
Min Body Ground Clearance	0.306m
Track Width	2.322m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.111m



Plaxton Elite 14m Coach	
Overall Length	14.000m
Overall Width	2.500m
Overall Body Height	4.157m
Min Body Ground Clearance	0.397m
Max Track Width	2.487m
Lock to lock time	5.00s
Wall to Wall Turning Radius	12.500m

Amendments

Rev	Date	Description	By	Chk
A03	22/09/23	SITE PLAN UPDATED	DA	AB
A02	02/03/23	UPDATED SWEPT PATH	DM	MP
A01	23/01/22	ISSUED	GJ	MP

Project
High Street, Stebbing

Title
School Parking Option 1

Client
Montare LLP

waterman
Pickfords Wharf Clink Street London SE1 9DG
t 020 7928 7888
mail@watermangroup.com www.watermangroup com

Suitability
PRELIMINARY

Designed By	Director	Waterman Ref
MP	MP	WIE17784
Drawn By	**Date**	**Scales @ A1**
DM	March 2023	1:250

Project - Originator - Volume - Level - Type - Role - Number	Revision
WIE17784-SA-95-0018	A03

File Path N:\Projects\WIE17784\100\7_CAD\95_Dwg\

012 Masterplan-Proposed WIE Edit, A1-Wat-BS-S

Note: 28 Parking Spaces

Potential bin location

Potential through access

6000

2500

5000

2819

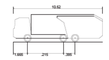
Potential bin location

T49

T50

Access reconfigured to accommodate vehicle access/egress

Access further south



Phoenix 2-23W (with Elite 2 6x4 chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.337m
Min Body Ground Clearance	0.416m
Track Width	2.030m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.950m

Standard Design Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.900m
Min Body Ground Clearance	0.100m
Track Width	1.900m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Rev	Date	Description	By	Chk
A03	25.09.23	LATEST LAYOUT ADDED	DA	DM
A02	22/09/23	SITE PLAN UPDATED	DA	MP
A01	23/01/22	ISSUED	GJ	MP

Amendments

Project

Land at High Street, Stebbing

Title

Parking Layout - School Option 2

Client

MONTARE LLP

Pickfords Wharf Clink Street London SE1 9DG
t 020 7928 7888
mail@watermangroup.com www.watermangroup.com

Status/Suitability

PRELIMINARY

Designed By	GJ	Director	MP
Drawn By	GJ	Date	16/05/22
Waterman Ref			WIE17784
Scales @ A1			1:500

Project - Originator - Volume - Level - Type - Role - Number

WIE17784-SA-95-0017

Revision

A03

File Path

N:\Projects\WIE17784\1007_CAD\05_Dwg\

012 Masterplan-Proposed WIE Edit, A1-Wat-BS-S

A02	-	25.09.23	UPDATED LAYOUT ADDED	DA	DM
A01	S0	30.06.22	ISSUED	DM	MP
Status		Date	Description	By	Chk

Amendments

Project

Land at High Street, Stebbing

Title

Potential Dropped Crossing Options

Client

Montare

waterman

Pickfords Wharf Clink Street London SE1 9DG
t 020 7928 7888
mail@watermangroup.com www.watermangroup.com

Status

PRELIMINARY

Designed By: DM	Director: MP	Waterman Ref: WIE17784	
Drawn By: DM	Date: June 2022	Scales @ A3: 1:250	

Project - Originator - Volume - Level - Type - Role - Number: WIE17784-SA-95-0013-A02

Revision: A02

File Path: N:\Projects\WIE17784\1007_CAD\95_Dwg\

A1-Wat-BS-S, A3-Wat-BS-S

G. TRICS Outputs

Calculation Reference: AUDIT-701701-230916-0906

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 12 to 40 (units:)
Range Selected by User: 5 to 40 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 09/11/22

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

Selected survey days:

Wednesday	3 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	1 days

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

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Residential Zone	2
Village	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	39 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	5 days

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

Travel Plan:

Yes	3 days
No	3 days

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

PTAL Rating:

No PTAL Present	6 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 CA-03-A-07 MIXED HOUSES CAMBRIDGESHIRE
FIELD END
NEAR ELY
WITCHFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: THURSDAY 27/05/21 Survey Type: MANUAL

2 ES-03-A-06 MIXED HOUSES EAST SUSSEX
BISHOPS LANE
RINGMER

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 12
Survey date: WEDNESDAY 16/06/21 Survey Type: MANUAL

3 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY 19/09/19 Survey Type: MANUAL

4 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY 12/09/18 Survey Type: DIRECTIONAL ATC COUNT

5 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

6 SF-03-A-08 MIXED HOUSES SUFFOLK
STANNINGFIELD ROAD
NEAR BURY ST EDMUNDS
GREAT WHELNETHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 34
Survey date: WEDNESDAY 16/09/20 Survey Type: MANUAL

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	29	0.075	6	29	0.301	6	29	0.376
08:00 - 09:00	6	29	0.156	6	29	0.283	6	29	0.439
09:00 - 10:00	6	29	0.145	6	29	0.208	6	29	0.353
10:00 - 11:00	6	29	0.162	6	29	0.191	6	29	0.353
11:00 - 12:00	6	29	0.266	6	29	0.197	6	29	0.463
12:00 - 13:00	6	29	0.145	6	29	0.214	6	29	0.359
13:00 - 14:00	6	29	0.168	6	29	0.162	6	29	0.330
14:00 - 15:00	6	29	0.150	6	29	0.150	6	29	0.300
15:00 - 16:00	6	29	0.277	6	29	0.162	6	29	0.439
16:00 - 17:00	6	29	0.191	6	29	0.191	6	29	0.382
17:00 - 18:00	6	29	0.306	6	29	0.168	6	29	0.474
18:00 - 19:00	6	29	0.225	6	29	0.116	6	29	0.341
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.266			2.343			4.609

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

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

Parameter summary

Trip rate parameter range selected:	12 - 40 (units:)
Survey date date range:	01/01/14 - 09/11/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-701701-230929-0915

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	CU	CUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	175 to 1100 (units: sqm)
Range Selected by User:	150 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 20/04/23

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

Selected survey days:

Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	21 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 CU-02-C-01 STEEL FABRICATION CUMBERLAND
BLACKDYKE ROAD
CARLISLE
KINGSTOWN IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 715 sqm
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

2 LC-02-C-06 STEEL FABRICATION LANCASHIRE
TOLLGATE ROAD
BURSCOUGH

Edge of Town
Industrial Zone
Total Gross floor area: 700 sqm
Survey date: THURSDAY *21/04/22* *Survey Type: MANUAL*

3 LE-02-C-01 COMMERCIAL VEHICLE SERVICES LEICESTERSHIRE
WYMESWOLD ROAD
NEAR LOUGHBOROUGH
BURTON ON THE WOLDS
Free Standing (PPS6 Out of Town)
Industrial Zone
Total Gross floor area: 175 sqm
Survey date: FRIDAY *17/06/22* *Survey Type: MANUAL*

4 NN-02-C-01 RENEWABLE ENGINEERING NORTH NORTHAMPTONSHIRE
TREVITHICK ROAD
CORBY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 702 sqm
Survey date: THURSDAY *22/10/20* *Survey Type: MANUAL*

5 SF-02-C-01 JOINERY SUFFOLK
ANSON ROAD
IPSWICH
MARTLESHAM HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 1100 sqm
Survey date: FRIDAY *12/07/13* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TOTAL 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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	526	0.063	3	526	0.000	3	526	0.063
06:00 - 07:00	3	526	0.190	3	526	0.063	3	526	0.253
07:00 - 08:00	5	678	0.678	5	678	0.147	5	678	0.825
08:00 - 09:00	5	678	0.501	5	678	0.177	5	678	0.678
09:00 - 10:00	5	678	0.295	5	678	0.324	5	678	0.619
10:00 - 11:00	5	678	0.413	5	678	0.383	5	678	0.796
11:00 - 12:00	5	678	0.206	5	678	0.206	5	678	0.412
12:00 - 13:00	5	678	0.383	5	678	0.413	5	678	0.796
13:00 - 14:00	5	678	0.383	5	678	0.442	5	678	0.825
14:00 - 15:00	5	678	0.383	5	678	0.354	5	678	0.737
15:00 - 16:00	5	678	0.501	5	678	0.560	5	678	1.061
16:00 - 17:00	5	678	0.147	5	678	0.472	5	678	0.619
17:00 - 18:00	5	678	0.118	5	678	0.383	5	678	0.501
18:00 - 19:00	5	678	0.029	5	678	0.177	5	678	0.206
19:00 - 20:00	3	526	0.063	3	526	0.127	3	526	0.190
20:00 - 21:00	3	526	0.000	3	526	0.000	3	526	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.353			4.228			8.581

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

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

Parameter summary

Trip rate parameter range selected:	175 - 1100 (units: sqm)
Survey date date range:	01/01/11 - 20/04/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-701701-230929-0927

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	186 to 1230 (units: sqm)
Range Selected by User:	186 to 1230 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

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

Selected survey days:

Tuesday	2 days
Wednesday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days

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

Travel Plan:

Yes	1 days
No	3 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 AK-02-A-01 OFFICES WAKEFIELD
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey date: TUESDAY 23/05/17 Survey Type: MANUAL

2 ES-02-A-11 HOUSING COMPANY EAST SUSSEX
THE SIDINGS
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 186 sqm
Survey date: TUESDAY 17/11/15 Survey Type: MANUAL

3 NF-02-A-04 BUILDING CONSULTANT NORFOLK
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY 13/11/19 Survey Type: MANUAL

4 WK-02-A-03 ENGINEERING CONSULTANTS WARWICKSHIRE
BUDBROOKE ROAD
WARWICK

Edge of Town
Industrial Zone
Total Gross floor area: 796 sqm
Survey date: WEDNESDAY 23/11/22 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL 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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	678	1.291	4	678	0.037	4	678	1.328
08:00 - 09:00	4	678	2.655	4	678	0.221	4	678	2.876
09:00 - 10:00	4	678	0.959	4	678	0.258	4	678	1.217
10:00 - 11:00	4	678	0.442	4	678	0.147	4	678	0.589
11:00 - 12:00	4	678	0.221	4	678	0.442	4	678	0.663
12:00 - 13:00	4	678	0.664	4	678	1.106	4	678	1.770
13:00 - 14:00	4	678	0.848	4	678	0.369	4	678	1.217
14:00 - 15:00	4	678	0.295	4	678	0.295	4	678	0.590
15:00 - 16:00	4	678	0.332	4	678	0.627	4	678	0.959
16:00 - 17:00	4	678	0.369	4	678	2.286	4	678	2.655
17:00 - 18:00	4	678	0.000	4	678	2.028	4	678	2.028
18:00 - 19:00	3	494	0.202	3	494	0.742	3	494	0.944
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.278			8.558			16.836

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

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

Parameter summary

Trip rate parameter range selected:	186 - 1230 (units: sqm)
Survey date date range:	01/01/15 - 23/11/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

H. Junction Modelling Outputs

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: Plot D Access_High St_The Downs T-Junction.j10
Path: N:\Projects\WIE17784\100\5_Technical\Junction Modelling\Picady
Report generation date: 21/09/2023 13:21:36

»2025 Base + Proposed Dev, AM
»2025 Base + Proposed Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 Base + Proposed Dev									
Stream B-C	D1	0.1	5.81	0.06	A	D2	0.1	5.77	0.06	A
Stream B-A		0.1	8.53	0.09	A		0.1	8.45	0.09	A
Stream C-AB		0.1	5.57	0.05	A		0.1	5.56	0.05	A

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

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

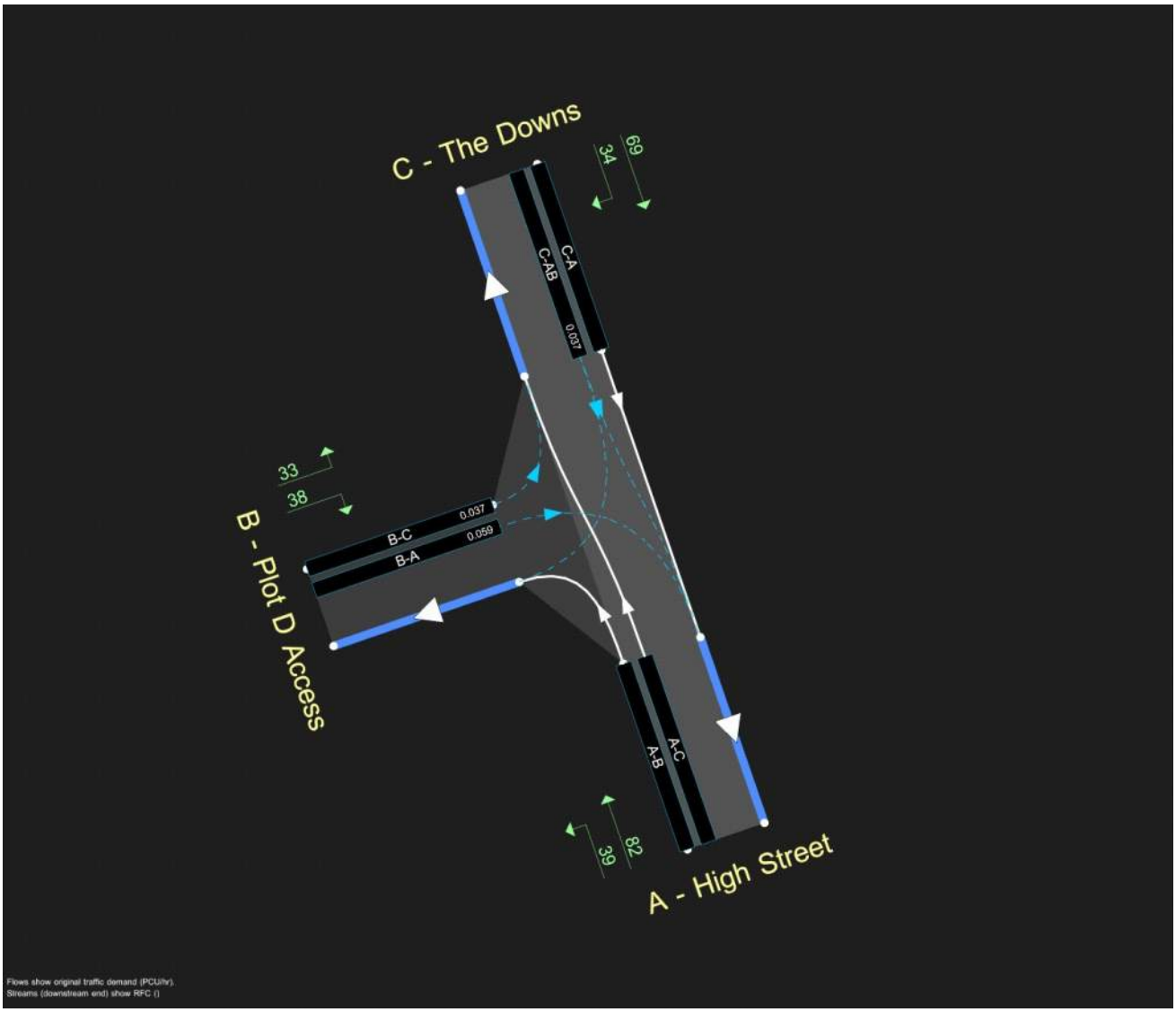
File summary

File Description

Title	
Location	
Site number	
Date	18/09/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WATERLOO\CSDA
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base + Proposed Dev	AM	ONE HOUR	08:15	09:45	15	✓
D2	2025 Base + Proposed Dev	PM	ONE HOUR	14:30	16:00	15	✓

Analysis Set Details

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

2025 Base + Proposed Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Plot D Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Plot D Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - The Downs - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.30	A

Arms

Arms

Arm	Name	Description	Arm type
A	High Street		Major
B	Plot D Access		Minor
C	The Downs		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - The Downs	5.45			250.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Plot D Access	One lane plus flare	8.80	3.20	3.00	3.00	3.00	✓	1.00	39	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	519	0.097	0.244	0.154	0.349
B-C	707	0.111	0.281	-	-
C-B	719	0.285	0.285	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base + Proposed Dev	AM	ONE HOUR	08:15	09:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - High Street		ONE HOUR	✓	128	100.000
B - Plot D Access		ONE HOUR	✓	73	100.000
C - The Downs		ONE HOUR	✓	110	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - High Street	B - Plot D Access	C - The Downs
From	A - High Street	0	38	90
	B - Plot D Access	39	0	34
	C - The Downs	77	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street	B - Plot D Access	C - The Downs
From	A - High Street	0	0	7
	B - Plot D Access	0	0	0
	C - The Downs	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	5.81	0.1	A	31	47
B-A	0.09	8.53	0.1	A	36	54
C-AB	0.05	5.57	0.1	A	30	46
C-A					71	106
A-B					35	52
A-C					83	124

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	674	0.038	25	0.0	0.0	5.551	A
B-A	29	7	482	0.061	29	0.0	0.1	7.942	A
C-AB	25	6	693	0.036	25	0.0	0.0	5.383	A
C-A	58	14			58				
A-B	29	7			29				
A-C	68	17			68				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	667	0.046	31	0.0	0.0	5.657	A
B-A	35	9	475	0.074	35	0.1	0.1	8.181	A
C-AB	30	7	689	0.043	30	0.0	0.0	5.462	A
C-A	69	17			69				
A-B	34	9			34				
A-C	81	20			81				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	658	0.057	37	0.0	0.1	5.804	A
B-A	43	11	465	0.092	43	0.1	0.1	8.526	A
C-AB	37	9	683	0.054	37	0.0	0.1	5.569	A
C-A	85	21			85				
A-B	42	10			42				
A-C	99	25			99				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	657	0.057	37	0.1	0.1	5.805	A
B-A	43	11	465	0.092	43	0.1	0.1	8.529	A
C-AB	37	9	683	0.054	37	0.1	0.1	5.569	A
C-A	85	21			85				
A-B	42	10			42				
A-C	99	25			99				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	667	0.046	31	0.1	0.0	5.662	A
B-A	35	9	475	0.074	35	0.1	0.1	8.186	A
C-AB	30	7	689	0.043	30	0.1	0.0	5.463	A
C-A	69	17			69				
A-B	34	9			34				
A-C	81	20			81				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	6	673	0.038	26	0.0	0.0	5.558	A
B-A	29	7	482	0.061	29	0.1	0.1	7.954	A
C-AB	25	6	693	0.036	25	0.0	0.0	5.388	A
C-A	58	14			58				
A-B	29	7			29				
A-C	68	17			68				

2025 Base + Proposed Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Plot D Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Plot D Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - The Downs - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Base + Proposed Dev	PM	ONE HOUR	14:30	16:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - High Street		ONE HOUR	✓	121	100.000
B - Plot D Access		ONE HOUR	✓	71	100.000
C - The Downs		ONE HOUR	✓	103	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - High Street	B - Plot D Access	C - The Downs
From	A - High Street	0	39	82
	B - Plot D Access	38	0	33
	C - The Downs	69	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street	B - Plot D Access	C - The Downs
From	A - High Street	0	0	0
	B - Plot D Access	0	0	0
	C - The Downs	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	5.77	0.1	A	30	45
B-A	0.09	8.45	0.1	A	35	52
C-AB	0.05	5.56	0.1	A	31	47
C-A					63	95
A-B					36	54
A-C					75	113

Main Results for each time segment

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	675	0.037	25	0.0	0.0	5.533	A
B-A	29	7	484	0.059	28	0.0	0.1	7.892	A
C-AB	26	6	695	0.037	26	0.0	0.0	5.378	A
C-A	52	13			52				
A-B	29	7			29				
A-C	62	15			62				

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	669	0.044	30	0.0	0.0	5.633	A
B-A	34	9	477	0.072	34	0.1	0.1	8.118	A
C-AB	31	8	690	0.044	31	0.0	0.0	5.456	A
C-A	62	15			62				
A-B	35	9			35				
A-C	74	18			74				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	660	0.055	36	0.0	0.1	5.772	A
B-A	42	10	468	0.089	42	0.1	0.1	8.441	A
C-AB	38	9	685	0.055	38	0.0	0.1	5.562	A
C-A	76	19			76				
A-B	43	11			43				
A-C	90	23			90				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	660	0.055	36	0.1	0.1	5.773	A
B-A	42	10	468	0.089	42	0.1	0.1	8.445	A
C-AB	38	9	685	0.055	38	0.1	0.1	5.562	A
C-A	76	19			76				
A-B	43	11			43				
A-C	90	23			90				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	668	0.044	30	0.1	0.0	5.638	A
B-A	34	9	477	0.072	34	0.1	0.1	8.122	A
C-AB	31	8	691	0.044	31	0.1	0.0	5.457	A
C-A	62	15			62				
A-B	35	9			35				
A-C	74	18			74				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	675	0.037	25	0.0	0.0	5.542	A
B-A	29	7	484	0.059	29	0.1	0.1	7.903	A
C-AB	26	6	695	0.037	26	0.0	0.0	5.383	A
C-A	52	13			52				
A-B	29	7			29				
A-C	62	15			62				

We are Waterman, where every project matters

We deliver progressive, sustainability-driven environmental and engineering consultancy services across every sector. We think differently, and we're harnessing our collective expertise to deliver greener, healthier and well-connected communities, networks and built environments.

Based in strategic locations throughout the UK and Ireland, our team of specialists is at the forefront of tackling the climate emergency and forging a path to a Net Zero built environment.

UK & Ireland Office Locations