

ADCOCKS DRINKS COMPANY LTD

**PROPOSED RESIDENTIAL DEVELOPMENT
OFF CREASE DROVE, CROWLAND, LINCOLNSHIRE**

TRANSPORT STATEMENT

TECHNICAL APPENDIX

**October 2015
apk/15036/v1**

Northern Transport Planning Ltd

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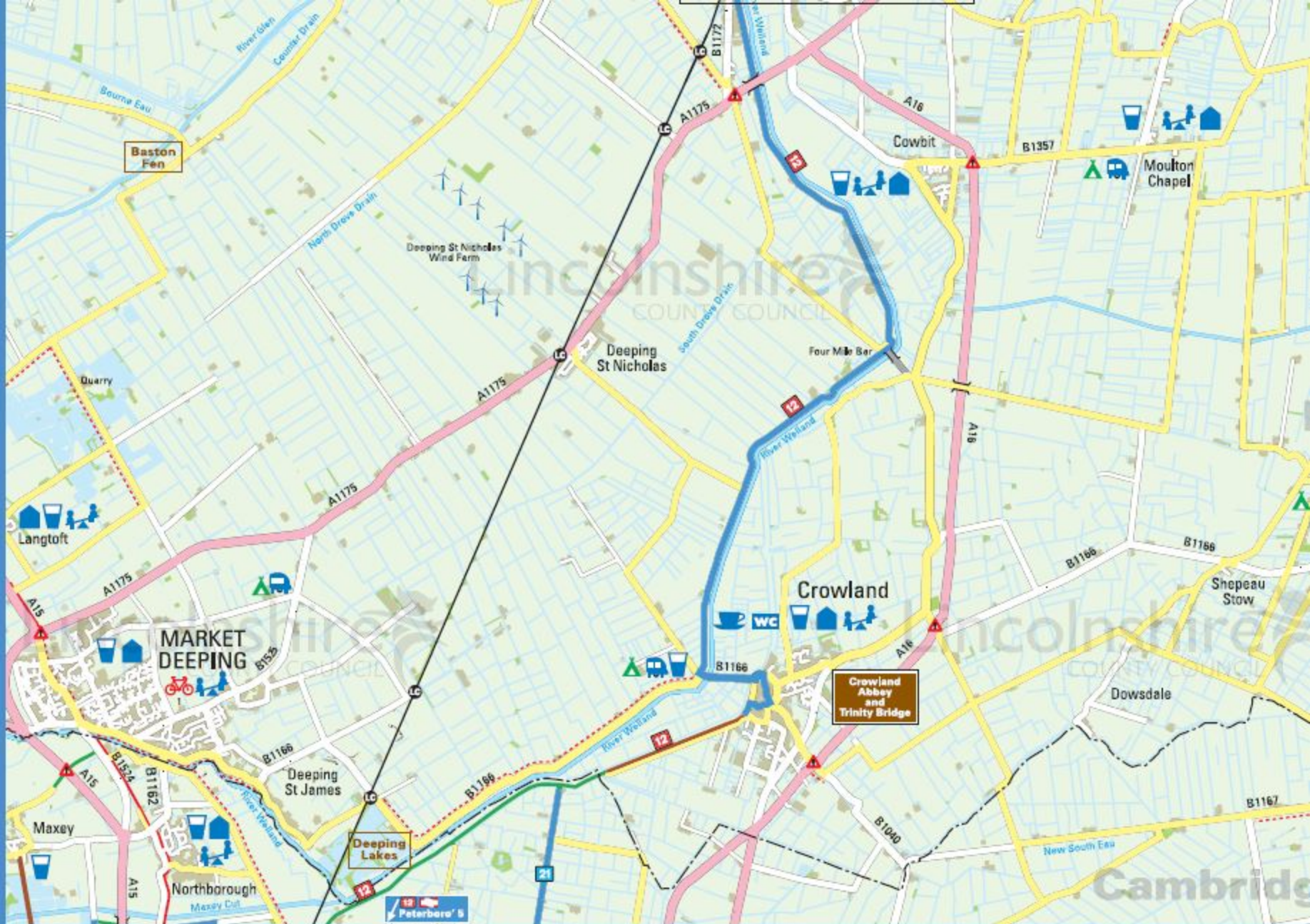
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APPENDICES

- A Extract from the County Council's Map of Cycling Facilities**
- B Traffic Count Data**
- C Road Traffic Accident Data**
- D PICADY Output (2015)**
- E TRICS Output**
- F Traffic Distribution**
- G Committed Development**
- H PICADY Output (2020)**

Appendix A



Appendix B

Crowland Traffic Survey (2015)

Monday 28 September

07:00 - 07:15

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	7	0	0	0	0	7
James Road left to Peterborough Road	12	1	0	0	0	13
Peterborough Road left to James Road	2	0	0	0	0	2
Peterborough Road right to James Road	56	3	0	0	0	59
James Road right to Peterborough Road	11	0	0	0	0	11
James Road ahead towards P'borough	87	1	0	3	0	91
						183

Monday 28 September

07:15 - 07:30

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	9	0	0	0	0	9
James Road left to Peterborough Road	13	2	0	0	0	15
Peterborough Road left to James Road	3	0	0	0	0	3
Peterborough Road right to James Road	59	3	0	0	0	62
James Road right to Peterborough Road	1	0	0	0	0	1
James Road ahead towards P'borough	97	0	0	3	0	100
						190

Monday 28 September

07:30 - 07:45

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	10	0	0	0	0	10
James Road left to Peterborough Road	20	3	0	0	0	23
Peterborough Road left to James Road	1	0	0	0	0	1
Peterborough Road right to James Road	68	5	0	0	0	73
James Road right to Peterborough Road	13	0	0	0	0	13
James Road ahead towards P'borough	118	0	0	3	0	120
						239

Monday 28 September

07:45 - 08:00

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	8	0	0	0	0	8
James Road left to Peterborough Road	22	0	0	0	0	22
Peterborough Road left to James Road	5	0	0	0	0	5
Peterborough Road right to James Road	71	2	0	0	0	73
James Road right to Peterborough Road	7	0	0	0	0	7
James Road ahead towards P'borough	136	0	0	1	0	137
						252

Monday 28 September

08:00 - 08:15

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	10	0	0	0	0	10
James Road left to Peterborough Road	28	0	1	0	0	29
Peterborough Road left to James Road	7	0	0	0	0	7
Peterborough Road right to James Road	78	3	0	0	0	80
James Road right to Peterborough Road	3	0	0	0	0	3
James Road ahead towards P'borough	128	0	0	5	0	133
						262

Monday 28 September

08:15 - 08:30

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	17	1	0	0	0	18
James Road left to Peterborough Road	20	0	0	0	0	20
Peterborough Road left to James Road	9	0	0	0	0	9
Peterborough Road right to James Road	46	0	0	0	0	46
James Road right to Peterborough Road	5	0	0	0	0	5
James Road ahead towards P'borough	103	1	0	1	0	105
						203

Monday 28 September

08:30 - 08:45

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	20	1	0	0	0	21
James Road left to Peterborough Road	21	1	0	0	0	22
Peterborough Road left to James Road	8	0	0	0	0	8
Peterborough Road right to James Road	46	0	0	0	0	46
James Road right to Peterborough Road	6	0	0	0	0	6
James Road ahead towards P'borough	72	1	0	2	0	75
						178

Monday 28 September

08:45 - 09:00

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	4	0	0	0	0	4
James Road left to Peterborough Road	9	0	1	0	0	10
Peterborough Road left to James Road	6	0	0	0	0	6
Peterborough Road right to James Road	31	1	0	0	0	32
James Road right to Peterborough Road	1	0	0	0	0	1
James Road ahead towards P'borough	57	0	0	2	0	59
						112

Monday 28 September

07:30 - 08:30

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	45	1	0	0	0	46
James Road left to Peterborough Road	90	3	1	0	0	94
Peterborough Road left to James Road	22	0	0	0	0	22
Peterborough Road right to James Road	262	10	0	0	0	272
James Road right to Peterborough Road	27	0	0	0	0	27
James Road ahead towards P'borough	485	1	0	10	0	495
						955

Crowland Traffic Survey (2015)

Monday 28 September

16:00 - 16:15

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	43	0	0	0	0	43
James Road left to Peterborough Road	39	1	0	1	1	42
Peterborough Road left to James Road	5	0	0	0	0	5
Peterborough Road right to James Road	11	0	0	0	0	11
James Road right to Peterborough Road	4	0	0	0	0	4
James Road ahead towards P'borough	13	0	0	0	0	13
						118

Monday 28 September

16:15 - 16:30

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	47	0	0	0	0	47
James Road left to Peterborough Road	41	1	0	1	1	44
Peterborough Road left to James Road	7	0	0	0	0	7
Peterborough Road right to James Road	13	0	0	0	0	13
James Road right to Peterborough Road	5	0	0	0	0	5
James Road ahead towards P'borough	16	0	0	0	0	16
						132

Monday 28 September

16:30 - 16:45

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	49	0	0	0	0	49
James Road left to Peterborough Road	47	1	0	1	1	50
Peterborough Road left to James Road	6	0	0	0	0	6
Peterborough Road right to James Road	9	0	0	0	0	9
James Road right to Peterborough Road	6	0	0	0	0	6
James Road ahead towards P'borough	17	0	0	0	0	17
						137

Monday 28 September

16:45 - 17:00

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	79	0	0	1	0	80
James Road left to Peterborough Road	41	1	1	0	0	43
Peterborough Road left to James Road	3	0	0	0	0	3
Peterborough Road right to James Road	17	0	0	0	0	17
James Road right to Peterborough Road	5	0	1	0	0	6
James Road ahead towards P'borough	11	0	0	0	0	11
						160

Monday 28 September

17:00 - 17:15

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	85	2	0	1	0	88
James Road left to Peterborough Road	63	0	1	0	1	65
Peterborough Road left to James Road	3	0	0	0	0	3
Peterborough Road right to James Road	15	2	0	1	0	18
James Road right to Peterborough Road	1	0	0	0	0	1
James Road ahead towards P'borough	15	1	0	1	0	17
						192

Monday 28 September

17:15 - 17:30

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	80	1	0	1	0	82
James Road left to Peterborough Road	66	0	0	0	0	66
Peterborough Road left to James Road	3	0	0	0	0	3
Peterborough Road right to James Road	16	0	0	1	0	17
James Road right to Peterborough Road	1	0	0	0	0	1
James Road ahead towards P'borough	15	1	0	1	0	17
						186

Monday 28 September

17:30 - 17:45

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	77	0	0	0	1	78
James Road left to Peterborough Road	44	0	0	1	0	45
Peterborough Road left to James Road	6	0	0	0	0	6
Peterborough Road right to James Road	14	0	0	0	0	14
James Road right to Peterborough Road	1	0	0	0	0	1
James Road ahead towards P'borough	21	0	0	1	0	22
						166

Monday 28 September

17:45 - 18:00

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	65	0	0	0	1	66
James Road left to Peterborough Road	37	0	1	1	0	39
Peterborough Road left to James Road	7	0	0	0	0	7
Peterborough Road right to James Road	10	0	0	0	0	10
James Road right to Peterborough Road	2	0	0	0	0	2
James Road ahead towards P'borough	19	0	0	1	0	20
						144

Monday 28 September

16:45 - 17:45

	Cars and Light Vans	HGV	PSV	MC	PC	Total
James Road ahead towards Crowland	321	3	0	3	1	328
James Road left to Peterborough Road	214	1	2	1	1	219
Peterborough Road left to James Road	15	0	0	0	0	15
Peterborough Road right to James Road	62	2	0	2	0	66
James Road right to Peterborough Road	8	0	1	0	0	9
James Road ahead towards P'borough	62	2	0	3	0	67
						704

Crowland Traffic Survey (2015)

Monday 28 September

07:00 - 07:15

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	2	0	0	0	0	2
Broadway left to Crease Drove	3	0	0	0	0	3
Crease Drove left to Broadway	2	0	0	0	0	2
Crease Drove right to Broadway	7	0	0	0	0	7
Broadway right to Crease Drove	1	0	0	0	0	1
Broadway ahead towards Crowland Centre	9	0	0	0	0	9
						24

Monday 28 September

07:15 - 07:30

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	4	0	0	0	0	4
Broadway left to Crease Drove	1	0	0	0	0	1
Crease Drove left to Broadway	1	0	0	0	0	1
Crease Drove right to Broadway	5	0	0	0	1	6
Broadway right to Crease Drove	1	0	0	0	0	1
Broadway ahead towards Crowland Centre	10	0	0	0	0	10
						23

Monday 28 September

07:30 - 07:45

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	5	0	0	0	0	5
Broadway left to Crease Drove	4	0	0	0	0	4
Crease Drove left to Broadway	2	0	0	0	0	2
Crease Drove right to Broadway	8	0	0	0	1	9
Broadway right to Crease Drove	1	0	0	0	0	1
Broadway ahead towards Crowland Centre	13	0	0	0	0	13
						34

Monday 28 September

07:45 - 08:00

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	7	0	0	0	0	7
Broadway left to Crease Drove	7	1	0	0	0	8
Crease Drove left to Broadway	6	0	0	0	0	6
Crease Drove right to Broadway	7	0	0	0	0	7
Broadway right to Crease Drove	5	0	0	0	0	5
Broadway ahead towards Crowland Centre	11	0	0	0	0	11
						44

Monday 28 September

08:00 - 08:15

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	9	0	0	0	0	9
Broadway left to Crease Drove	7	0	0	0	0	7
Crease Drove left to Broadway	5	0	0	0	0	5
Crease Drove right to Broadway	8	0	0	0	1	9
Broadway right to Crease Drove	9	2	0	0	0	11
Broadway ahead towards Crowland Centre	15	0	0	0	0	15
						56

Monday 28 September

08:15 - 08:30

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	10	0	0	0	0	10
Broadway left to Crease Drove	6	0	0	0	0	6
Crease Drove left to Broadway	4	0	0	0	0	4
Crease Drove right to Broadway	4	0	0	0	0	4
Broadway right to Crease Drove	1	0	0	0	0	1
Broadway ahead towards Crowland Centre	17	0	0	0	0	17
						42

Monday 28 September

08:30 - 08:45

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	12	0	0	0	1	13
Broadway left to Crease Drove	4	0	0	0	0	4
Crease Drove left to Broadway	5	0	0	0	0	5
Crease Drove right to Broadway	5	0	0	0	1	6
Broadway right to Crease Drove	4	0	0	0	0	4
Broadway ahead towards Crowland Centre	15	0	0	0	0	15
						47

Monday 28 September

08:45 - 09:00

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	15	1	0	0	0	16
Broadway left to Crease Drove	5	0	0	0	0	5
Crease Drove left to Broadway	5	0	0	0	0	5
Crease Drove right to Broadway	7	0	0	0	0	7
Broadway right to Crease Drove	3	0	0	0	0	3
Broadway ahead towards Crowland Centre	13	0	0	0	0	13
						49

Monday 28 September

07:30 - 08:30

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	31	0	0	0	0	31
Broadway left to Crease Drove	24	1	0	0	0	25
Crease Drove left to Broadway	17	0	0	0	0	17
Crease Drove right to Broadway	26	0	0	0	2	28
Broadway right to Crease Drove	16	2	0	0	0	18
Broadway ahead towards Crowland Centre	56	0	0	0	0	56
						175

Crowland Traffic Survey (2015)

Monday 28 September

16:00 - 16:15

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	8	0	0	0	0	8
Broadway left to Crease Drove	3	0	0	0	0	3
Crease Drove left to Broadway	3	0	0	0	0	3
Crease Drove right to Broadway	5	0	0	0	0	5
Broadway right to Crease Drove	2	2	0	0	0	4
Broadway ahead towards Crowland Centre	5	3	0	0	0	8
						29

Monday 28 September

16:15 - 16:30

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	7	0	0	0	0	7
Broadway left to Crease Drove	1	0	0	0	0	1
Crease Drove left to Broadway	2	0	0	0	0	2
Crease Drove right to Broadway	5	0	0	0	0	5
Broadway right to Crease Drove	2	0	0	0	0	2
Broadway ahead towards Crowland Centre	5	3	0	0	0	8
						24

Monday 28 September

16:30 - 16:45

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	10	0	0	0	1	11
Broadway left to Crease Drove	2	0	0	0	0	2
Crease Drove left to Broadway	4	0	0	0	0	4
Crease Drove right to Broadway	5	0	0	0	0	5
Broadway right to Crease Drove	2	0	0	0	0	2
Broadway ahead towards Crowland Centre	5	3	0	0	0	8
						31

Monday 28 September

16:45 - 17:00

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	8	0	0	0	0	8
Broadway left to Crease Drove	5	0	0	0	0	5
Crease Drove left to Broadway	3	0	0	0	0	3
Crease Drove right to Broadway	5	0	0	0	0	5
Broadway right to Crease Drove	3	1	0	0	0	4
Broadway ahead towards Crowland Centre	5	3	0	0	0	8
						32

Monday 28 September

17:00 - 17:15

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	13	0	0	0	1	14
Broadway left to Crease Drove	4	0	0	0	0	4
Crease Drove left to Broadway	4	0	0	0	0	4
Crease Drove right to Broadway	5	0	0	0	0	5
Broadway right to Crease Drove	4	2	0	0	0	6
Broadway ahead towards Crowland Centre	5	3	0	0	0	8
						40

Monday 28 September

17:15 - 17:30

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	11	0	0	1	0	12
Broadway left to Crease Drove	9	0	0	0	0	9
Crease Drove left to Broadway	3	0	0	0	0	3
Crease Drove right to Broadway	5	0	0	0	0	5
Broadway right to Crease Drove	2	1	0	0	0	3
Broadway ahead towards Crowland Centre	5	3	0	0	0	8
						39

Monday 28 September

17:30 - 17:45

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	10	1	0	0	0	11
Broadway left to Crease Drove	4	0	0	0	0	4
Crease Drove left to Broadway	5	0	0	0	0	5
Crease Drove right to Broadway	5	0	0	0	0	5
Broadway right to Crease Drove	3	1	0	0	0	4
Broadway ahead towards Crowland Centre	6	2	0	0	0	8
						37

Monday 28 September

17:45 - 18:00

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	7	0	0	0	0	7
Broadway left to Crease Drove	3	0	0	0	0	3
Crease Drove left to Broadway	3	0	0	0	0	3
Crease Drove right to Broadway	5	0	0	0	0	5
Broadway right to Crease Drove	1	2	0	0	0	3
Broadway ahead towards Crowland Centre	5	3	0	0	0	8
						28

Monday 28 September

16:45 - 17:45

	Cars and Light Vans	HGV	PSV	MC	PC	Total
Broadway ahead from Crowland Centre	42	1	0	1	1	45
Broadway left to Crease Drove	22	0	0	0	0	22
Crease Drove left to Broadway	15	0	0	0	0	15
Crease Drove right to Broadway	18	0	0	0	0	18
Broadway right to Crease Drove	12	5	0	0	0	17
Broadway ahead towards Crowland Centre	20	11	0	0	0	31
						147

Crowland Traffic Survey (2015)

Monday 28 September

07:00 - 07:15

Cars and	Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	16	1	0	0	0	17
Peterborough Road left to Harvester Way	5	0	0	0	0	5
Harvester Way left to Peterborough Road	5	0	0	0	0	5
Harvester Way right to Peterborough Road	17	1	0	0	0	18
Peterborough Road right to Harvester Way	6	0	0	0	0	6
Peterborough Road ahead from Crowland Centre	41	0	0	0	0	41
						89

Monday 28 September

07:15 - 07:30

Cars and	Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	14	0	1	0	0	15
Peterborough Road left to Harvester Way	3	0	0	0	0	3
Harvester Way left to Peterborough Road	5	0	0	0	0	5
Harvester Way right to Peterborough Road	18	2	0	0	0	20
Peterborough Road right to Harvester Way	5	0	0	0	0	5
Peterborough Road ahead from Crowland Centre	49	0	0	2	0	51
						99

Monday 28 September

07:30 - 07:45

Cars and	Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	23	1	1	0	0	25
Peterborough Road left to Harvester Way	5	0	0	0	0	5
Harvester Way left to Peterborough Road	5	0	0	0	0	5
Harvester Way right to Peterborough Road	17	2	0	0	0	24
Peterborough Road right to Harvester Way	6	0	0	0	0	6
Peterborough Road ahead from Crowland Centre	50	0	0	3	0	49
						114

Monday 28 September

07:45 - 08:00

Cars and	Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	22	0	1	0	0	23
Peterborough Road left to Harvester Way	5	0	0	0	0	5
Harvester Way left to Peterborough Road	5	0	0	0	0	5
Harvester Way right to Peterborough Road	20	1	0	0	0	21
Peterborough Road right to Harvester Way	5	0	0	0	0	5
Peterborough Road ahead from Crowland Centre	54	0	0	0	0	54
						113

Monday 28 September

08:00 - 08:15

Cars and	Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	24	1	0	0	0	25
Peterborough Road left to Harvester Way	7	1	0	0	0	8
Harvester Way left to Peterborough Road	6	0	0	0	0	6
Harvester Way right to Peterborough Road	16	1	0	0	0	17
Peterborough Road right to Harvester Way	8	0	0	0	0	8
Peterborough Road ahead from Crowland Centre	66	0	0	0	0	66
						130

Monday 28 September

08:15 - 08:30

Cars and	Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	23	0	1	0	0	24
Peterborough Road left to Harvester Way	5	0	0	0	0	5
Harvester Way left to Peterborough Road	3	0	0	0	0	3
Harvester Way right to Peterborough Road	12	0	0	0	0	12
Peterborough Road right to Harvester Way	5	0	0	0	0	5
Peterborough Road ahead from Crowland Centre	43	0	0	0	0	43
						92

Monday 28 September

08:30 - 08:45

Cars and	Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	17	1	0	0	0	18
Peterborough Road left to Harvester Way	6	1	0	0	0	7
Harvester Way left to Peterborough Road	7	0	0	0	0	7
Harvester Way right to Peterborough Road	10	1	0	0	0	11
Peterborough Road right to Harvester Way	7	0	0	0	0	7
Peterborough Road ahead from Crowland Centre	36	0	0	0	0	36
						86

Monday 28 September

08:45 - 09:00

Cars and	Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	9	0	0	0	0	9
Peterborough Road left to Harvester Way	2	0	0	0	0	2
Harvester Way left to Peterborough Road	8	0	0	0	0	8
Harvester Way right to Peterborough Road	7	0	0	0	0	7
Peterborough Road right to Harvester Way	5	0	0	0	0	5
Peterborough Road ahead from Crowland Centre	26	0	0	0	0	26
						57

Monday 28 September

07:30 - 08:30

Cars and	Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	92	2	3	0	0	97
Peterborough Road left to Harvester Way	22	1	0	0	0	23
Harvester Way left to Peterborough Road	19	0	0	0	0	19
Harvester Way right to Peterborough Road	65	4	0	0	0	69
Peterborough Road right to Harvester Way	24	0	0	0	0	24
Peterborough Road ahead from Crowland Centre	213	0	0	3	0	216
						447

Crowland Traffic Survey (2015)

Monday 28 September

16:00 - 16:15	Cars and Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	39	0	0	0	0	39
Peterborough Road left to Harvester Way	7	0	0	0	0	7
Harvester Way left to Peterborough Road	2	0	0	0	0	2
Harvester Way right to Peterborough Road	5	0	0	0	0	5
Peterborough Road right to Harvester Way	4	0	0	0	0	4
Peterborough Road ahead from Crowland Centre	11	0	0	0	0	11
						68

Monday 28 September

16:15 - 16:30	Cars and Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	40	0	0	0	0	40
Peterborough Road left to Harvester Way	8	0	0	0	0	8
Harvester Way left to Peterborough Road	2	1	0	0	0	3
Harvester Way right to Peterborough Road	9	1	0	0	0	10
Peterborough Road right to Harvester Way	3	0	0	0	0	3
Peterborough Road ahead from Crowland Centre	11	0	0	0	0	11
						74

Monday 28 September

16:30 - 16:45	Cars and Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	44	1	0	0	0	45
Peterborough Road left to Harvester Way	11	0	0	0	0	11
Harvester Way left to Peterborough Road	2	0	0	0	0	2
Harvester Way right to Peterborough Road	4	0	0	0	0	4
Peterborough Road right to Harvester Way	4	0	0	0	0	4
Peterborough Road ahead from Crowland Centre	11	0	0	0	0	11
						77

Monday 28 September

16:45 - 17:00	Cars and Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	38	1	1	0	0	40
Peterborough Road left to Harvester Way	9	0	0	0	0	9
Harvester Way left to Peterborough Road	6	0	0	0	0	6
Harvester Way right to Peterborough Road	8	1	0	0	0	9
Peterborough Road right to Harvester Way	9	0	0	0	0	9
Peterborough Road ahead from Crowland Centre	10	1	0	0	0	11
						84

Monday 28 September

17:00 - 17:15	Cars and Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	48	2	1	0	0	51
Peterborough Road left to Harvester Way	15	0	0	0	0	15
Harvester Way left to Peterborough Road	5	0	0	0	0	5
Harvester Way right to Peterborough Road	6	1	0	0	0	7
Peterborough Road right to Harvester Way	7	0	0	0	0	7
Peterborough Road ahead from Crowland Centre	12	2	0	0	0	14
						99

Monday 28 September

17:15 - 17:30	Cars and Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	52	1	0	0	0	53
Peterborough Road left to Harvester Way	13	0	0	0	0	13
Harvester Way left to Peterborough Road	9	0	0	0	0	9
Harvester Way right to Peterborough Road	8	2	0	0	0	10
Peterborough Road right to Harvester Way	5	0	0	0	0	5
Peterborough Road ahead from Crowland Centre	11	0	0	0	0	11
						101

Monday 28 September

17:30 - 17:45	Cars and Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	34	0	0	0	0	34
Peterborough Road left to Harvester Way	11	1	0	0	0	12
Harvester Way left to Peterborough Road	7	0	0	0	0	7
Harvester Way right to Peterborough Road	8	0	0	0	0	8
Peterborough Road right to Harvester Way	4	0	0	0	0	4
Peterborough Road ahead from Crowland Centre	11	0	0	0	0	11
						76

Monday 28 September

17:45 - 18:00	Cars and Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	31	0	1	0	0	32
Peterborough Road left to Harvester Way	9	0	0	0	0	9
Harvester Way left to Peterborough Road	6	0	0	0	0	6
Harvester Way right to Peterborough Road	5	0	0	0	0	5
Peterborough Road right to Harvester Way	8	0	0	0	0	8
Peterborough Road ahead from Crowland Centre	15	0	0	0	0	15
						75

Monday 28 September

16:45 - 17:45	Cars and Light Vans	HGV	PSV	MC	PC	Total
Peterborough Road ahead towards Crowland Centre	172	4	2	0	0	178
Peterborough Road left to Harvester Way	48	1	0	0	0	49
Harvester Way left to Peterborough Road	27	0	0	0	0	27
Harvester Way right to Peterborough Road	30	4	0	0	0	34
Peterborough Road right to Harvester Way	25	0	0	0	0	25
Peterborough Road ahead from Crowland Centre	44	3	0	0	0	47
						360

Crowland Traffic Survey (2015)

Monday 28 September

07:00 - 07:15	and	Light '	HGV	PSV	MC	PC	Total
Crease Drove Southbound	2		0	0	0	0	2
Crease Drove Northbound	1		0	0	0	0	1

07:15 - 07:30	and	Light '	HGV	PSV	MC	PC	Total
Crease Drove Southbound	2		0	0	0	0	2
Crease Drove Northbound	1		0	0	0	0	1

07:30 - 07:45	and	Light '	HGV	PSV	MC	PC	Total
Crease Drove Southbound	4		0	0	0	0	4
Crease Drove Northbound	2		0	0	0	0	2

07:45 - 08:00	and	Light '	HGV	PSV	MC	PC	Total
Crease Drove Southbound	5		0	0	0	0	5
Crease Drove Northbound	4		1	0	0	0	5

08:00 - 08:15	and	Light '	HGV	PSV	MC	PC	Total
Crease Drove Southbound	5		0	0	0	0	5
Crease Drove Northbound	4		2	0	0	0	6

08:15 - 08:30	and	Light '	HGV	PSV	MC	PC	Total
Crease Drove Southbound	5		0	0	0	1	6
Crease Drove Northbound	3		0	0	0	0	3

08:30 - 08:45	and	Light '	HGV	PSV	MC	PC	Total
Crease Drove Southbound	4		0	0	0	1	5
Crease Drove Northbound	2		0	0	0	0	2

08:45 - 09:00	and	Light '	HGV	PSV	MC	PC	Total
Crease Drove Southbound	4		0	0	0	0	4
Crease Drove Northbound	3		0	0	0	0	0

07:30 - 08:30	and	Light '	HGV	PSV	MC	PC	Total
Crease Drove Southbound	19		0	0	0	1	20
Crease Drove Northbound	13		3	0	0	0	16

Monday 28 September

16:00 - 16:15	Cars and	Light Vans	HGV	PSV	MC	PC	Total
Crease Drove Southbound	3		0	0	0	0	3
Crease Drove Northbound	2		2	0	0	0	4

16:15 - 16:30	Cars and	Light Vans	HGV	PSV	MC	PC	Total
Crease Drove Southbound	2		0	0	0	0	2
Crease Drove Northbound	2		0	0	0	0	2

16:30 - 16:45	Cars and	Light Vans	HGV	PSV	MC	PC	Total
Crease Drove Southbound	4		0	0	0	0	4
Crease Drove Northbound	2		0	0	0	0	2

16:45 - 17:00	Cars and	Light Vans	HGV	PSV	MC	PC	Total
Crease Drove Southbound	6		0	0	0	0	6
Crease Drove Northbound	2		0	0	0	0	2

17:00 - 17:15	Cars and	Light Vans	HGV	PSV	MC	PC	Total
Crease Drove Southbound	4		0	0	0	0	4
Crease Drove Northbound	2		2	0	0	0	4

17:15 - 17:30	Cars and	Light Vans	HGV	PSV	MC	PC	Total
Crease Drove Southbound	3		0	0	0	0	3
Crease Drove Northbound	2		1	0	0	0	3

17:30 - 17:45	Cars and	Light Vans	HGV	PSV	MC	PC	Total
Crease Drove Southbound	4		0	0	0	0	4
Crease Drove Northbound	2		1	0	0	0	3

17:45 - 18:00	Cars and	Light Vans	HGV	PSV	MC	PC	Total
Crease Drove Southbound	3		0	0	0	0	3
Crease Drove Northbound	2		2	0	0	0	4

16:45 - 17:45	Cars and	Light Vans	HGV	PSV	MC	PC	Total
Crease Drove Southbound	17		0	0	0	0	17
Crease Drove Northbound	7		5	0	0	0	12

Appendix C



Crash Date:	Saturday, December 15, 2012	Time of Crash:	11:00:00 AM	Crash Reference:	201232B410912
Highest Injury Severity:	Slight	Number of Vehicles:	2	Number of Casualties:	3
Highway Authority:	Lincolnshire			OS Grid Reference:	523670 309690
Local Authority:	South Holland District				
Road Number:	U0	Road Type:	Single carriageway		
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30	Junction Control:	Give way or uncontrolled		
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw (1999 onwards)	-1	Male	Unknown	Vehicle is in the act of turning right
2	Car (excluding private hire cars 2005 onwards)	-1	Female	Unknown	Vehicle proceeding normally along the carriageway, not on a bend

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



Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	Unknown	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

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



Crash Date:	Saturday, July 23, 2011	Time of Crash:	7:59:00 AM	Crash Reference:	201132B198511
Highest Injury Severity:	Slight	Number of Vehicles:	2	Number of Casualties:	1
Highway Authority:	Lincolnshire			OS Grid Reference:	523940 309060
Local Authority:	South Holland District				
Road Number:	A1073	Road Type:	Single carriageway		
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60	Junction Control:	Give way or uncontrolled		
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre
1	Car (excluding private hire cars 2005 onwards)	4	Male	66 - 75	Vehicle is in the act of turning right
2	Motorcycle over 125cc and up to 500cc (2005 onwards)	12	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend

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



Casualties

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

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

Appendix D

Junctions 8	
PICADY 8 - Priority Intersection Module	
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2015	
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk	
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Filename: broadway crease drove.arc8
Path: C:\Users\NTP Laptop\Documents\Crowland
Report generation date: 03/10/2015 11:55:32

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
Existing Layout - 2015												
Stream B-AC	0.11	7.90	0.10	A	7.37	A	0.08	7.54	0.07	A	7.50	A
Stream C-AB	0.04	6.27	0.04	A			0.05	7.44	0.04	A		
Stream C-A	-	-	-	-			-	-	-	-		
Stream A-B	-	-	-	-			-	-	-	-		
Stream A-C	-	-	-	-			-	-	-	-		

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

"D1 - 2015, AM " model duration: 07:15 - 08:45
"D2 - 2015, PM" model duration: 16:30 - 18:00

Run using Junctions 8.0.2.316 at 03/10/2015 11:55:31

File summary

File Description

Title	Crease Drove/Broadway
Location	
Site Number	
Date	28/09/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

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

Units

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

Existing Layout - 2015, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2015, AM	2015	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	7.37	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Broadway East		Major
B	Crease Drove		Minor
C	Broadway West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.30		0.00		2.20	100.00	✓	0.00

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

Minor Arm Geometry

[illegible]

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	483.206	0.087	0.220	0.138	0.314
1	B-C	620.697	0.094	0.237	-	-
1	C-B	631.874	0.242	0.242	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	56.00	100.000
B	ONE HOUR	✓	45.00	100.000
C	ONE HOUR	✓	74.00	100.000

Turning Proportions

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

	To			
		A	B	C
From	A	0.000	25.000	31.000
	B	28.000	0.000	17.000
	C	56.000	18.000	0.000

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

	To			
		A	B	C
From	A	0.00	0.45	0.55
	B	0.62	0.00	0.38
	C	0.76	0.24	0.00

Vehicle Mix

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

	To			
From		A	B	C
	A	1.000	1.040	1.000
	B	1.000	1.000	1.000
	C	1.000	1.111	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	4.000	0.000
	B	0.000	0.000	0.000
	C	0.000	11.100	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	7.90	0.11	A
C-AB	0.04	6.27	0.04	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:15-07:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	33.88	33.60	0.00	512.38	0.066	0.07	7.516	A
C-AB	14.59	14.47	0.00	588.42	0.025	0.03	6.272	A
C-A	41.12	41.12	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	23.34	23.34	0.00	-	-	-	-	-

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	40.45	40.39	0.00	509.44	0.079	0.09	7.675	A
C-AB	17.68	17.65	0.00	592.31	0.030	0.04	6.268	A
C-A	48.85	48.85	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	27.87	27.87	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	49.55	49.46	0.00	505.39	0.098	0.11	7.893	A
C-AB	22.08	22.04	0.00	597.66	0.037	0.04	6.259	A
C-A	59.39	59.39	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	34.13	34.13	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	49.55	49.54	0.00	505.38	0.098	0.11	7.897	A
C-AB	22.09	22.09	0.00	597.68	0.037	0.04	6.254	A
C-A	59.39	59.39	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	34.13	34.13	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	40.45	40.54	0.00	509.42	0.079	0.09	7.678	A
C-AB	17.68	17.72	0.00	592.34	0.030	0.04	6.258	A
C-A	48.84	48.84	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	27.87	27.87	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	33.88	33.94	0.00	512.35	0.066	0.07	7.527	A
C-AB	14.60	14.62	0.00	588.47	0.025	0.03	6.271	A
C-A	41.11	41.11	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	23.34	23.34	0.00	-	-	-	-	-

Existing Layout - 2015, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2015, PM	2015	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	7.50	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Broadway East		Major
B	Crease Drove		Minor
C	Broadway West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.30		0.00		2.20	100.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.80										25	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	483.206	0.087	0.220	0.138	0.314
1	B-C	620.697	0.094	0.237	-	-
1	C-B	631.874	0.242	0.242	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	67.00	100.000
B	ONE HOUR	✓	33.00	100.000
C	ONE HOUR	✓	48.00	100.000

Turning Proportions

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

	To			
		A	B	C
	A	0.000	22.000	45.000
	B	18.000	0.000	15.000
	C	31.000	17.000	0.000

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

	To			
		A	B	C
	A	0.00	0.33	0.67
	B	0.55	0.00	0.45
	C	0.65	0.35	0.00

Vehicle Mix

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

	To			
		A	B	C
	A	1.000	1.000	1.022
	B	1.000	1.000	1.000
	C	1.361	1.273	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.000	0.000	2.200
	B	0.000	0.000	0.000
	C	36.100	27.300	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.07	7.54	0.08	A
C-AB	0.04	7.44	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:30-16:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	24.84	24.65	0.00	521.41	0.048	0.05	7.241	A
C-AB	13.42	13.30	0.00	501.41	0.027	0.03	7.373	A
C-A	22.72	22.72	0.00	-	-	-	-	-
A-B	16.56	16.56	0.00	-	-	-	-	-
A-C	33.88	33.88	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	29.67	29.62	0.00	518.27	0.057	0.06	7.366	A
C-AB	16.18	16.15	0.00	502.42	0.032	0.04	7.400	A
C-A	26.97	26.97	0.00	-	-	-	-	-
A-B	19.78	19.78	0.00	-	-	-	-	-
A-C	40.45	40.45	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	36.33	36.27	0.00	513.97	0.071	0.08	7.536	A
C-AB	20.07	20.04	0.00	503.84	0.040	0.05	7.437	A
C-A	32.77	32.77	0.00	-	-	-	-	-
A-B	24.22	24.22	0.00	-	-	-	-	-
A-C	49.55	49.55	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	36.33	36.33	0.00	513.96	0.071	0.08	7.536	A
C-AB	20.08	20.08	0.00	503.84	0.040	0.05	7.444	A
C-A	32.77	32.77	0.00	-	-	-	-	-
A-B	24.22	24.22	0.00	-	-	-	-	-
A-C	49.55	49.55	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	29.67	29.72	0.00	518.26	0.057	0.06	7.368	A
C-AB	16.18	16.22	0.00	502.41	0.032	0.04	7.410	A
C-A	26.97	26.97	0.00	-	-	-	-	-
A-B	19.78	19.78	0.00	-	-	-	-	-
A-C	40.45	40.45	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	24.84	24.89	0.00	521.37	0.048	0.05	7.250	A
C-AB	13.43	13.45	0.00	501.39	0.027	0.03	7.383	A
C-A	22.71	22.71	0.00	-	-	-	-	-
A-B	16.56	16.56	0.00	-	-	-	-	-
A-C	33.88	33.88	0.00	-	-	-	-	-

Junctions 8	
PICADY 8 - Priority Intersection Module	
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2015	
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Filename: harvester p'boro.arc8
Path: C:\Users\NTP Laptop\Documents\Crowland
Report generation date: 03/10/2015 11:46:30

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
Existing Layout - 2015												
Stream B-AC	0.32	11.87	0.24	B	10.12	B	0.19	10.31	0.16	B	9.12	A
Stream C-AB	0.08	5.20	0.05	A			0.06	6.26	0.05	A		
Stream C-A	-	-	-	-			-	-	-	-		
Stream A-B	-	-	-	-			-	-	-	-		
Stream A-C	-	-	-	-			-	-	-	-		

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

"D1 - 2015, AM " model duration: 07:15 - 08:45
"D2 - 2015, PM" model duration: 16:30 - 18:00

Run using Junctions 8.0.2.316 at 03/10/2015 11:46:29

File summary

File Description

Title	(untitled)
Location	Harvester Way Peterborough Road
Site Number	
Date	28/09/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

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

Units

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

Existing Layout - 2015, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2015, AM	2015	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	10.12	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Peterborough Road South		Major
B	Harvester Way		Minor
C	Peterborough Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.75		0.00		2.20	100.00	✓	0.00

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

Minor Arm Geometry

[illegible]

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	455.841	0.080	0.203	0.128	0.290
1	B-C	585.545	0.087	0.219	-	-
1	C-B	631.874	0.237	0.237	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	120.00	100.000
B	ONE HOUR	✓	88.00	100.000
C	ONE HOUR	✓	240.00	100.000

Turning Proportions

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

	To			
		A	B	C
	A	0.000	23.000	97.000
	B	69.000	0.000	19.000
	C	216.000	24.000	0.000

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

	To			
		A	B	C
	A	0.00	0.19	0.81
	B	0.78	0.00	0.22
	C	0.90	0.10	0.00

Vehicle Mix

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

	To			
		A	B	C
	A	1.000	1.043	1.052
	B	1.058	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.000	4.300	5.200
	B	5.800	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.24	11.87	0.32	B
C-AB	0.05	5.20	0.08	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:15-07:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	66.25	65.51	0.00	418.34	0.158	0.19	10.182	B
C-AB	23.15	22.98	0.00	716.16	0.032	0.04	5.194	A
C-A	157.53	157.53	0.00	-	-	-	-	-
A-B	17.32	17.32	0.00	-	-	-	-	-
A-C	73.03	73.03	0.00	-	-	-	-	-

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	79.11	78.91	0.00	410.75	0.193	0.24	10.841	B
C-AB	28.99	28.94	0.00	732.63	0.040	0.06	5.117	A
C-A	186.77	186.77	0.00	-	-	-	-	-
A-B	20.68	20.68	0.00	-	-	-	-	-
A-C	87.20	87.20	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	96.89	96.57	0.00	400.26	0.242	0.31	11.842	B
C-AB	37.79	37.71	0.00	755.31	0.050	0.08	5.018	A
C-A	226.45	226.45	0.00	-	-	-	-	-
A-B	25.32	25.32	0.00	-	-	-	-	-
A-C	106.80	106.80	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	96.89	96.88	0.00	400.25	0.242	0.32	11.866	B
C-AB	37.81	37.81	0.00	755.34	0.050	0.08	5.019	A
C-A	226.43	226.43	0.00	-	-	-	-	-
A-B	25.32	25.32	0.00	-	-	-	-	-
A-C	106.80	106.80	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	79.11	79.41	0.00	410.73	0.193	0.24	10.875	B
C-AB	29.02	29.09	0.00	732.67	0.040	0.06	5.117	A
C-A	186.74	186.74	0.00	-	-	-	-	-
A-B	20.68	20.68	0.00	-	-	-	-	-
A-C	87.20	87.20	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	66.25	66.46	0.00	418.29	0.158	0.19	10.239	B
C-AB	23.20	23.25	0.00	716.20	0.032	0.04	5.197	A
C-A	157.49	157.49	0.00	-	-	-	-	-
A-B	17.32	17.32	0.00	-	-	-	-	-
A-C	73.03	73.03	0.00	-	-	-	-	-

Existing Layout - 2015, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2015, PM	2015	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	9.12	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Peterborough Road South		Major
B	Harvester Way		Minor
C	Peterborough Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.75		0.00		2.20	100.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										25	20

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	455.841	0.080	0.203	0.128	0.290
1	B-C	585.545	0.087	0.219	-	-
1	C-B	631.874	0.237	0.237	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	227.00	100.000
B	ONE HOUR	✓	61.00	100.000
C	ONE HOUR	✓	72.00	100.000

Turning Proportions

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

	To			
		A	B	C
	A	0.000	49.000	178.000
	B	34.000	0.000	27.000
	C	47.000	25.000	0.000

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

	To			
		A	B	C
	A	0.00	0.22	0.78
	B	0.56	0.00	0.44
	C	0.65	0.35	0.00

Vehicle Mix

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

	To			
		A	B	C
	A	1.000	1.020	1.034
	B	1.118	1.000	1.000
	C	1.065	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.000	2.000	3.400
	B	11.800	0.000	0.000
	C	6.500	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.16	10.31	0.19	B
C-AB	0.05	6.26	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:30-16:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	45.92	45.46	0.00	433.71	0.106	0.12	9.261	A
C-AB	19.97	19.82	0.00	613.18	0.033	0.04	6.065	A
C-A	34.24	34.24	0.00	-	-	-	-	-
A-B	36.89	36.89	0.00	-	-	-	-	-
A-C	134.01	134.01	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	54.84	54.72	0.00	426.40	0.129	0.15	9.682	A
C-AB	24.14	24.11	0.00	609.74	0.040	0.05	6.144	A
C-A	40.58	40.58	0.00	-	-	-	-	-
A-B	44.05	44.05	0.00	-	-	-	-	-
A-C	160.02	160.02	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	67.16	66.99	0.00	416.30	0.161	0.19	10.300	B
C-AB	30.09	30.03	0.00	605.11	0.050	0.06	6.256	A
C-A	49.19	49.19	0.00	-	-	-	-	-
A-B	53.95	53.95	0.00	-	-	-	-	-
A-C	195.98	195.98	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	67.16	67.16	0.00	416.29	0.161	0.19	10.310	B
C-AB	30.09	30.09	0.00	605.11	0.050	0.06	6.260	A
C-A	49.18	49.18	0.00	-	-	-	-	-
A-B	53.95	53.95	0.00	-	-	-	-	-
A-C	195.98	195.98	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	54.84	55.00	0.00	426.38	0.129	0.15	9.699	A
C-AB	24.15	24.20	0.00	609.73	0.040	0.05	6.154	A
C-A	40.58	40.58	0.00	-	-	-	-	-
A-B	44.05	44.05	0.00	-	-	-	-	-
A-C	160.02	160.02	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	45.92	46.04	0.00	433.67	0.106	0.12	9.289	A
C-AB	19.98	20.01	0.00	613.17	0.033	0.04	6.074	A
C-A	34.23	34.23	0.00	-	-	-	-	-
A-B	36.89	36.89	0.00	-	-	-	-	-
A-C	134.01	134.01	0.00	-	-	-	-	-

Junctions 8	
PICADY 8 - Priority Intersection Module	
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Filename: p'boro road james road.arc8
 Path: C:\Users\NTP Laptop\Documents\Crowland
 Report generation date: 01/10/2015 18:00:11

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
Existing Layout - 2015												
Stream B-C	0.04	6.32	0.04	A	12.66	B	0.03	5.99	0.03	A	7.26	A
Stream B-AD	1.20	14.71	0.55	B			0.16	7.89	0.14	A		
Stream A-BCD	0.00	6.11	0.00	A			0.01	3.97	0.01	A		
Stream A-B	-	-	-	-			-	-	-	-		
Stream A-C	-	-	-	-			-	-	-	-		
Stream D-A	0.00	0.00	0.00	A			0.00	0.00	0.00	A		
Stream D-BC	0.00	0.00	0.00	A			0.00	0.00	0.00	A		
Stream C-ABD	0.11	4.20	0.06	A			0.03	6.78	0.02	A		
Stream C-D	-	-	-	-			-	-	-	-		
Stream C-A	-	-	-	-			-	-	-	-		

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

"D1 - 2015, AM " model duration: 07:15 - 08:45
 "D2 - 2015, PM" model duration: 16:30 - 18:00

Run using Junctions 8.0.2.316 at 01/10/2015 18:00:10

File summary

File Description

Title	(untitled)
Location	Peterborough Roaad/James Road, Crowland
Site Number	
Date	28/09/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

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

Units

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

Existing Layout - 2015, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2015, AM	2015	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	12.66	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	James Road South		Major
B	Peterborough Road		Minor
C	James Road North		Major
D	Carrington Drive		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	8.00		0.00		2.20	200.00	✓	0.00
C	8.40		0.00		2.20	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	8.80	6.00	4.90		3.00	40	200
D	One lane plus flare				10.00	10.00	9.30	6.30	5.00		3.00	75	50

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	689.785	-	-	-	0.244	0.244	0.244	-	0.244	-	-
1	B-AD	702.076	0.115	0.289	-	-	-	0.182	0.414	0.182	0.115	0.289
1	B-C	752.173	0.103	0.261	-	-	-	-	-	-	0.103	0.261
1	C-B	689.785	0.239	0.239	-	-	-	-	-	-	0.239	0.239
1	D-A	724.968	-	-	-	0.256	0.101	0.256	-	0.101	-	-
1	D-BC	582.685	0.154	0.154	0.350	0.245	0.097	0.245	-	0.097	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	141.00	100.000
B	ONE HOUR	✓	294.00	100.000
C	ONE HOUR	✓	522.00	100.000
D	ONE HOUR	✓	0.00	100.000

Turning Proportions

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

	To				
		A	B	C	D
From	A	0.000	94.000	46.000	1.000
	B	272.000	0.000	22.000	0.000
	C	495.000	27.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

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

	To				
		A	B	C	D
From	A	0.00	0.67	0.33	0.01
	B	0.93	0.00	0.07	0.00
	C	0.95	0.05	0.00	0.00
	D	0.25	0.25	0.25	0.25

Vehicle Mix

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

	To				
		A	B	C	D
From	A	1.000	1.037	1.022	1.000
	B	1.035	1.000	1.000	1.000
	C	1.002	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.000	3.700	2.200	0.000
	B	3.500	0.000	0.000	0.000
	C	0.200	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.04	6.32	0.04	A
B-AD	0.55	14.71	1.20	B
A-BCD	0.00	6.11	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.00	0.00	0.00	A
D-BC	0.00	0.00	0.00	A
C-ABD	0.06	4.20	0.11	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (07:15-07:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	16.56	16.46	0.00	667.93	0.025	0.03	5.526	A
B-AD	204.78	202.66	0.00	586.49	0.349	0.53	9.329	A
A-BCD	0.90	0.90	0.00	619.11	0.001	0.00	5.822	A
A-B	70.67	70.67	0.00	-	-	-	-	-
A-C	34.58	34.58	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	574.86	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	422.30	0.000	0.00	0.000	A
C-ABD	32.93	32.73	0.00	890.66	0.037	0.05	4.196	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	360.05	360.05	0.00	-	-	-	-	-

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	19.78	19.75	0.00	643.38	0.031	0.03	5.772	A
B-AD	244.52	243.68	0.00	568.61	0.430	0.74	11.048	B
A-BCD	1.13	1.13	0.00	606.74	0.002	0.00	5.940	A
A-B	84.35	84.35	0.00	-	-	-	-	-
A-C	41.28	41.28	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	545.14	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	390.62	0.000	0.00	0.000	A
C-ABD	42.73	42.66	0.00	927.41	0.046	0.07	4.068	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	426.53	426.53	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	24.22	24.18	0.00	595.47	0.041	0.04	6.301	A
B-AD	299.48	297.70	0.00	543.95	0.551	1.18	14.511	B
A-BCD	1.48	1.47	0.00	591.13	0.003	0.00	6.100	A
A-B	103.24	103.24	0.00	-	-	-	-	-
A-C	50.52	50.52	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	504.62	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	347.35	0.000	0.00	0.000	A
C-ABD	63.33	63.18	0.00	992.27	0.064	0.11	3.874	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	511.40	511.40	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	24.22	24.22	0.00	593.95	0.041	0.04	6.318	A
B-AD	299.48	299.40	0.00	543.93	0.551	1.20	14.708	B
A-BCD	1.48	1.48	0.00	590.68	0.003	0.00	6.109	A
A-B	103.24	103.24	0.00	-	-	-	-	-
A-C	50.52	50.52	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	504.12	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	346.87	0.000	0.00	0.000	A
C-ABD	63.38	63.38	0.00	992.33	0.064	0.11	3.877	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	511.35	511.35	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	19.78	19.82	0.00	641.95	0.031	0.03	5.788	A
B-AD	244.52	246.26	0.00	568.58	0.430	0.77	11.230	B
A-BCD	1.13	1.13	0.00	606.05	0.002	0.00	5.958	A
A-B	84.35	84.35	0.00	-	-	-	-	-
A-C	41.28	41.28	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	544.38	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	389.89	0.000	0.00	0.000	A
C-ABD	42.79	42.94	0.00	927.48	0.046	0.07	4.071	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	426.48	426.48	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	16.56	16.59	0.00	666.68	0.025	0.03	5.539	A
B-AD	204.78	205.68	0.00	586.43	0.349	0.54	9.477	A
A-BCD	0.91	0.91	0.00	618.33	0.001	0.00	5.833	A
A-B	70.67	70.67	0.00	-	-	-	-	-
A-C	34.58	34.58	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	574.01	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	421.49	0.000	0.00	0.000	A
C-ABD	33.03	33.10	0.00	890.73	0.037	0.05	4.198	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	359.96	359.96	0.00	-	-	-	-	-

Existing Layout - 2015, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2015, PM	2015	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	7.26	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	James Road South		Major
B	Peterborough Road		Minor
C	James Road North		Major
D	Carrington Drove		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	8.00		0.00		2.20	200.00	✓	0.00
C	8.40		0.00		2.20	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	8.80	6.00	4.90		3.00	40	200
D	One lane plus flare				10.00	10.00	9.30	6.30	5.00		3.00	75	50

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	689.785	-	-	-	0.244	0.244	0.244	-	0.244	-	-
1	B-AD	694.815	0.113	0.286	-	-	-	0.180	0.409	0.180	0.113	0.286
1	B-C	761.410	0.105	0.264	-	-	-	-	-	-	0.105	0.264
1	C-B	689.785	0.239	0.239	-	-	-	-	-	-	0.239	0.239
1	D-A	724.968	-	-	-	0.256	0.101	0.256	-	0.101	-	-
1	D-BC	582.685	0.154	0.154	0.350	0.245	0.097	0.245	-	0.097	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	550.00	100.000
B	ONE HOUR	✓	81.00	100.000
C	ONE HOUR	✓	76.00	100.000
D	ONE HOUR	✓	2.00	100.000

Turning Proportions

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

	To				
		A	B	C	D
	A	0.000	219.000	328.000	3.000
	B	66.000	0.000	15.000	0.000
	C	67.000	9.000	0.000	0.000
	D	2.000	0.000	0.000	0.000

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

	To				
		A	B	C	D
	A	0.00	0.40	0.60	0.01
	B	0.81	0.00	0.19	0.00
	C	0.88	0.12	0.00	0.00
	D	1.00	0.00	0.00	0.00

Vehicle Mix

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

	To				
		A	B	C	D
	A	1.000	1.014	1.009	1.000
	B	1.030	1.000	1.000	1.000
	C	1.030	1.111	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.000	1.400	0.900	0.000
	B	3.000	0.000	0.000	0.000
	C	3.000	11.100	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	5.99	0.03	A
B-AD	0.14	7.89	0.16	A
A-BCD	0.01	3.97	0.01	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.00	0.00	0.00	A
D-BC	0.00	0.00	0.00	A
C-ABD	0.02	6.78	0.03	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (16:30-16:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	11.29	11.22	0.00	663.45	0.017	0.02	5.519	A
B-AD	49.69	49.31	0.00	574.80	0.086	0.09	6.846	A
A-BCD	3.82	3.80	0.00	912.20	0.004	0.00	3.962	A
A-B	164.25	164.25	0.00	-	-	-	-	-
A-C	246.00	246.00	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	698.52	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	492.49	0.000	0.00	0.000	A
C-ABD	7.43	7.37	0.00	566.22	0.013	0.01	6.441	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	49.79	49.79	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	13.48	13.47	0.00	644.11	0.021	0.02	5.707	A
B-AD	59.33	59.23	0.00	555.43	0.107	0.12	7.252	A
A-BCD	4.98	4.97	0.00	952.04	0.005	0.01	3.799	A
A-B	195.96	195.96	0.00	-	-	-	-	-
A-C	293.50	293.50	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	693.29	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	474.88	0.000	0.00	0.000	A
C-ABD	9.07	9.05	0.00	556.21	0.016	0.02	6.583	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	59.26	59.26	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	16.52	16.49	0.00	617.40	0.027	0.03	5.990	A
B-AD	72.67	72.51	0.00	528.65	0.137	0.16	7.890	A
A-BCD	6.81	6.81	0.00	1004.65	0.007	0.01	3.605	A
A-B	239.72	239.72	0.00	-	-	-	-	-
A-C	359.03	359.03	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	686.16	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	450.65	0.000	0.00	0.000	A
C-ABD	11.45	11.43	0.00	542.66	0.021	0.03	6.782	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	72.22	72.22	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	16.52	16.51	0.00	617.34	0.027	0.03	5.991	A
B-AD	72.67	72.66	0.00	528.65	0.137	0.16	7.894	A
A-BCD	6.82	6.82	0.00	1004.62	0.007	0.01	3.607	A
A-B	239.72	239.72	0.00	-	-	-	-	-
A-C	359.03	359.03	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	686.12	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	450.60	0.000	0.00	0.000	A
C-ABD	11.46	11.46	0.00	542.68	0.021	0.03	6.776	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	72.22	72.22	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	13.48	13.51	0.00	644.01	0.021	0.02	5.709	A
B-AD	59.33	59.48	0.00	555.43	0.107	0.12	7.263	A
A-BCD	4.98	4.99	0.00	951.99	0.005	0.01	3.804	A
A-B	195.96	195.96	0.00	-	-	-	-	-
A-C	293.50	293.50	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	693.22	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	474.81	0.000	0.00	0.000	A
C-ABD	9.07	9.10	0.00	556.25	0.016	0.02	6.574	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	59.25	59.25	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	11.29	11.31	0.00	663.26	0.017	0.02	5.521	A
B-AD	49.69	49.79	0.00	574.80	0.086	0.10	6.857	A
A-BCD	3.83	3.83	0.00	912.10	0.004	0.00	3.966	A
A-B	164.25	164.25	0.00	-	-	-	-	-
A-C	246.00	246.00	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	698.39	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	492.36	0.000	0.00	0.000	A
C-ABD	7.44	7.45	0.00	566.27	0.013	0.02	6.439	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	49.78	49.78	0.00	-	-	-	-	-

Appendix E

Table E1. Traffic Generation (Proposed Residential Development)

TRICS 7.2.2

Trip Rate Parameter:

Number of dwellings

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

Calculation Factor: 1 DWELLS

Count Type: VEHICLES

Time Range	ARRIVALS		DEPARTURES	
	Trip Rate	45dw (vehicles)	Trip Rate	45dw (vehicles)
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	0.077	3	0.276	12
08:00-09:00	0.156	7	0.404	18
09:00-10:00	0.155	7	0.199	9
10:00-11:00	0.141	6	0.169	8
11:00-12:00	0.161	7	0.164	7
12:00-13:00	0.183	8	0.164	7
13:00-14:00	0.176	8	0.173	8
14:00-15:00	0.178	8	0.192	9
15:00-16:00	0.274	12	0.202	9
16:00-17:00	0.314	14	0.188	8
17:00-18:00	0.362	16	0.21	9
18:00-19:00	0.252	11	0.187	8
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				
Daily Trip Rates:	2.429	109	2.528	114

Table E2. Trip Generation (Proposed Residential Development)

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

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

Time Range	ARRIVALS		DEPARTURES	
	Trip Rate	45dw (trips)	Trip Rate	45dw (trips)
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	0.124	6	0.423	19
08:00-09:00	0.246	11	0.796	36
09:00-10:00	0.241	11	0.332	15
10:00-11:00	0.224	10	0.284	13
11:00-12:00	0.249	11	0.255	11
12:00-13:00	0.285	13	0.258	12
13:00-14:00	0.267	12	0.272	12
14:00-15:00	0.291	13	0.308	14
15:00-16:00	0.604	27	0.365	16
16:00-17:00	0.561	25	0.342	15
17:00-18:00	0.590	27	0.353	16
18:00-19:00	0.420	19	0.322	14
19:00-20:00	0.018	1	0.009	0
20:00-21:00	0.009	0	0.000	0
21:00-22:00	0.000	0	0.000	0
22:00-23:00				
23:00-24:00				
Daily Trip Rates:	4.129	186	4.319	194

Table E3. Traffic Generation (Established Light Industrial Use)

TRICS 7.2.3

Trip Rate Parameter:

Gross floor area

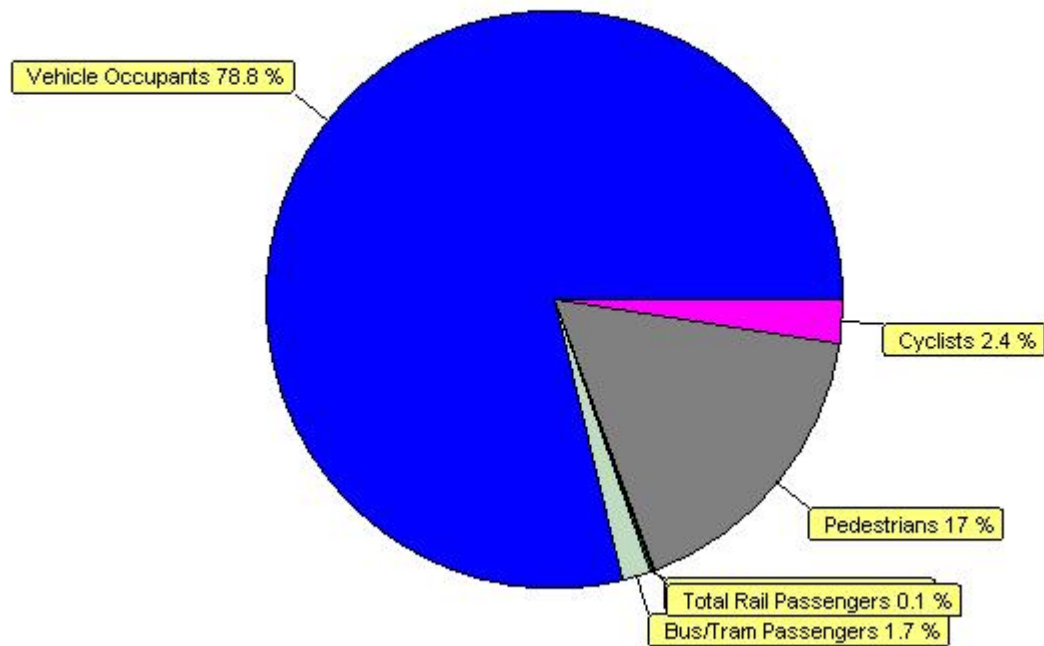
TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Calculation Factor: 100 sqm

Count Type: VEHICLES

Time Range	ARRIVALS		DEPARTURES	
	Trip Rate	1529sqm (veh)	Trip Rate	
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30	0.026	0	0.000	0
06:30-07:00	0.123	2	0.044	1
07:00-07:30	0.152	2	0.030	0
07:30-08:00	0.361	6	0.039	1
08:00-08:30	0.621	9	0.070	1
08:30-09:00	0.302	5	0.055	1
09:00-09:30	0.147	2	0.067	1
09:30-10:00	0.089	1	0.064	1
10:00-10:30	0.069	1	0.064	1
10:30-11:00	0.078	1	0.077	1
11:00-11:30	0.052	1	0.052	1
11:30-12:00	0.064	1	0.063	1
12:00-12:30	0.080	1	0.124	2
12:30-13:00	0.097	1	0.135	2
13:00-13:30	0.172	3	0.109	2
13:30-14:00	0.180	3	0.120	2
14:00-14:30	0.095	1	0.200	3
14:30-15:00	0.066	1	0.084	1
15:00-15:30	0.042	1	0.081	1
15:30-16:00	0.047	1	0.058	1
16:00-16:30	0.070	1	0.120	2
16:30-17:00	0.061	1	0.335	5
17:00-17:30	0.034	1	0.239	4
17:30-18:00	0.027	0	0.527	8
18:00-18:30	0.032	0	0.197	3
18:30-19:00	0.024	0	0.110	2
19:00-19:30	0.035	1	0.044	1
19:30-20:00	0.009	0	0.088	1
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				
Daily Trip Rates:	3.155	48	3.196	49

Modal Split Percentages



Time Range/Peak Period Selection
Direction: Totals / Use All Times

Calculation Reference: AUDIT-640801-150925-0944

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	2 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	AG ANGUS	1 days
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	2 days
	FI FIFE	1 days
	HI HIGHLAND	2 days
	PK PERTH & KINROSS	1 days
	SR STIRLING	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 432 (units:)
 Range Selected by User: 6 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 11/12/14

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

Selected survey days:

Monday	11 days
Tuesday	12 days
Wednesday	7 days
Thursday	11 days
Friday	9 days

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

Selected survey types:

Manual count	50 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	27
Edge of Town	23

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	44
No Sub Category	6

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

Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	48 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	10 days
10,001 to 15,000	8 days
15,001 to 20,000	15 days
20,001 to 25,000	7 days
25,001 to 50,000	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	6 days
50,001 to 75,000	4 days
75,001 to 100,000	14 days
100,001 to 125,000	7 days
125,001 to 250,000	9 days
250,001 to 500,000	7 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	17 days
1.1 to 1.5	33 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	2 days
No	48 days

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

LIST OF SITES relevant to selection parameters

1	AD-03-A-01	SEMI-DETACHED		ABERDEEN CITY
	SPRINGFIELD ROAD			
	ABERDEEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		59	
	Survey date: FRIDAY		18/05/12	Survey Type: MANUAL
2	AG-03-A-01	BUNGALOWS/DET.		ANGUS
	KEPTIE ROAD			
	ARBROATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		7	
	Survey date: TUESDAY		22/05/12	Survey Type: MANUAL
3	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		9	
	Survey date: TUESDAY		18/10/11	Survey Type: MANUAL
4	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		40	
	Survey date: THURSDAY		20/11/08	Survey Type: MANUAL
5	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		82	
	Survey date: FRIDAY		24/04/09	Survey Type: MANUAL
6	CF-03-A-02	MIXED HOUSES		CARDIFF
	DROPE ROAD			
	CARDIFF			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		196	
	Survey date: FRIDAY		05/10/07	Survey Type: MANUAL
7	CF-03-A-03	DETACHED		CARDIFF
	LLANTRISANT ROAD			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		29	
	Survey date: MONDAY		08/10/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	CH-03-A-05 SYDNEY ROAD SYDNEY CREWE Edge of Town Residential Zone Total Number of dwellings: 17 Survey date: TUESDAY 14/10/08	DETACHED	CHESHIRE	Survey Type: MANUAL
9	CH-03-A-06 CREWE ROAD CREWE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 129 Survey date: TUESDAY 14/10/08	SEMI-DET./BUNGALOWS	CHESHIRE	Survey Type: MANUAL
10	CH-03-A-08 WHITCHURCH ROAD BOUGHTON HEATH CHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 Survey date: TUESDAY 22/05/12	DETACHED	CHESHIRE	Survey Type: MANUAL
11	CW-03-A-02 BOSVEAN GARDENS TRURO Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 73 Survey date: TUESDAY 18/09/07	SEMI D./DETACHED	CORNWALL	Survey Type: MANUAL
12	DC-03-A-08 HURSTDENE ROAD CASTLE LANE WEST BOURNEMOUTH Edge of Town Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 24/03/14	BUNGALOWS	DORSET	Survey Type: MANUAL
13	EA-03-A-01 TALISKER AVENUE KILMARNOCK Edge of Town Residential Zone Total Number of dwellings: 39 Survey date: THURSDAY 05/06/08	DETACHED	EAST AYRSHIRE	Survey Type: MANUAL
14	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11	PRIVATE HOUSING	EAST SUSSEX	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	EX-03-A-01	SEMI-DET.	ESSEX
	MILTON ROAD		
	CORRINGHAM		
	STANFORD-LE-HOPE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	237	
	Survey date: TUESDAY	13/05/08	Survey Type: MANUAL
16	FA-03-A-01	SEMI-DETACHED / TERRACED	FALKIRK
	MANDELA AVENUE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: THURSDAY	30/05/13	Survey Type: MANUAL
17	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
18	FI-03-A-03	MIXED HOUSES	FIFE
	WOODMILL ROAD		
	DUNFERMLINE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	155	
	Survey date: MONDAY	30/04/07	Survey Type: MANUAL
19	GM-03-A-10	DETACHED / SEMI	GREATER MANCHESTER
	BUTT HILL DRIVE		
	PRESTWICH		
	MANCHESTER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
20	HI-03-A-13	HOUSING	HIGHLAND
	KINGSMILLS ROAD		
	INVERNESS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	9	
	Survey date: THURSDAY	21/05/09	Survey Type: MANUAL
21	HI-03-A-14	SEMI-DETACHED	HIGHLAND
	CALEDONIAN ROAD		
	DALNEIGH		
	INVERNESS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	73	
	Survey date: FRIDAY	13/05/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	LN-03-A-01	MIXED HOUSES	LINCOLNSHIRE
	BRANT ROAD		
	BRACEBRIDGE		
	LINCOLN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	150	
	Survey date: TUESDAY	15/05/07	Survey Type: MANUAL
23	LN-03-A-02	MIXED HOUSES	LINCOLNSHIRE
	HYKEHAM ROAD		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	186	
	Survey date: MONDAY	14/05/07	Survey Type: MANUAL
24	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	BOULTHAM		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
25	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	OTTERSPOOL		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
26	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK		
	SCUNTHORPE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
27	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
28	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	115	
		Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
30	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
		NICHOLAS STREET		
		YORK		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	21	
		Survey date: MONDAY	16/09/13	Survey Type: MANUAL
31	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
		GRAMMAR SCHOOL LANE		
		NORTHALLERTON		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	52	
		Survey date: MONDAY	16/09/13	Survey Type: MANUAL
32	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		RIPON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	71	
		Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
33	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	23	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
34	PK-03-A-01	DETAC. & BUNGALOWS		PERTH & KINROSS
		TULLYLUMB TERRACE		
		GORNHILL		
		PERTH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	36	
		Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
35	SC-03-A-04	DETACHED & TERRACED		SURREY
		HIGH ROAD		
		BYFLEET		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	71	
		Survey date: THURSDAY	23/01/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	SF-03-A-01	SEMI DETACHED		SUFFOLK
	A1156 FELIXSTOWE ROAD			
	RACECOURSE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	77		
	Survey date: WEDNESDAY	23/05/07		Survey Type: MANUAL
37	SF-03-A-02	SEMI DET./TERRACED		SUFFOLK
	STOKE PARK DRIVE			
	MAIDENHALL			
	IPSWICH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	230		
	Survey date: THURSDAY	24/05/07		Survey Type: MANUAL
38	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
39	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
40	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	108		
	Survey date: THURSDAY	11/06/09		Survey Type: MANUAL
41	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
42	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

43	SR-03-A-01	DETACHED	STIRLING
	BENVUE		
	STIRLING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: MONDAY	23/04/07	Survey Type: MANUAL
44	ST-03-A-05	TERRACED & DETACHED	STAFFORDSHIRE
	WATERMEET GROVE		
	ETRURIA		
	STOKE-ON-TRENT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	14	
	Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL
45	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
46	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
47	WK-03-A-01	TERRACED / SEMI / DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
48	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
49	WM-03-A-03	MIXED HOUSING	WEST MIDLANDS
	BASELEY WAY		
	ROWLEYS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	84	
	Survey date: MONDAY	24/09/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

50	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	BROADBRIDGE HEATH		
	HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	50	75	0.077	50	75	0.276	50	75	0.353
08:00 - 09:00	50	75	0.156	50	75	0.404	50	75	0.560
09:00 - 10:00	50	75	0.155	50	75	0.199	50	75	0.354
10:00 - 11:00	50	75	0.141	50	75	0.169	50	75	0.310
11:00 - 12:00	50	75	0.161	50	75	0.164	50	75	0.325
12:00 - 13:00	50	75	0.183	50	75	0.164	50	75	0.347
13:00 - 14:00	50	75	0.176	50	75	0.173	50	75	0.349
14:00 - 15:00	50	75	0.178	50	75	0.192	50	75	0.370
15:00 - 16:00	50	75	0.274	50	75	0.202	50	75	0.476
16:00 - 17:00	50	75	0.314	50	75	0.188	50	75	0.502
17:00 - 18:00	50	75	0.362	50	75	0.210	50	75	0.572
18:00 - 19:00	50	75	0.252	50	75	0.187	50	75	0.439
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.429			2.528			4.957

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

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

Parameter summary

Trip rate parameter range selected:	6 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	50
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	50	75	0.005	50	75	0.016	50	75	0.021
08:00 - 09:00	50	75	0.004	50	75	0.022	50	75	0.026
09:00 - 10:00	50	75	0.003	50	75	0.005	50	75	0.008
10:00 - 11:00	50	75	0.003	50	75	0.007	50	75	0.010
11:00 - 12:00	50	75	0.004	50	75	0.003	50	75	0.007
12:00 - 13:00	50	75	0.005	50	75	0.006	50	75	0.011
13:00 - 14:00	50	75	0.005	50	75	0.003	50	75	0.008
14:00 - 15:00	50	75	0.005	50	75	0.004	50	75	0.009
15:00 - 16:00	50	75	0.018	50	75	0.009	50	75	0.027
16:00 - 17:00	50	75	0.017	50	75	0.012	50	75	0.029
17:00 - 18:00	50	75	0.018	50	75	0.010	50	75	0.028
18:00 - 19:00	50	75	0.011	50	75	0.005	50	75	0.016
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.102			0.200

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

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

Parameter summary

Trip rate parameter range selected: 6 - 432 (units:)
 Survey date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 50
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	50	75	0.089	50	75	0.337	50	75	0.426
08:00 - 09:00	50	75	0.194	50	75	0.603	50	75	0.797
09:00 - 10:00	50	75	0.187	50	75	0.261	50	75	0.448
10:00 - 11:00	50	75	0.176	50	75	0.219	50	75	0.395
11:00 - 12:00	50	75	0.202	50	75	0.208	50	75	0.410
12:00 - 13:00	50	75	0.236	50	75	0.211	50	75	0.447
13:00 - 14:00	50	75	0.224	50	75	0.226	50	75	0.450
14:00 - 15:00	50	75	0.229	50	75	0.249	50	75	0.478
15:00 - 16:00	50	75	0.428	50	75	0.276	50	75	0.704
16:00 - 17:00	50	75	0.440	50	75	0.268	50	75	0.708
17:00 - 18:00	50	75	0.479	50	75	0.284	50	75	0.763
18:00 - 19:00	50	75	0.334	50	75	0.266	50	75	0.600
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.218			3.408			6.626

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

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

Parameter summary

Trip rate parameter range selected:	6 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	50
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	50	75	0.029	50	75	0.060	50	75	0.089
08:00 - 09:00	50	75	0.046	50	75	0.155	50	75	0.201
09:00 - 10:00	50	75	0.048	50	75	0.058	50	75	0.106
10:00 - 11:00	50	75	0.043	50	75	0.052	50	75	0.095
11:00 - 12:00	50	75	0.037	50	75	0.037	50	75	0.074
12:00 - 13:00	50	75	0.037	50	75	0.032	50	75	0.069
13:00 - 14:00	50	75	0.032	50	75	0.039	50	75	0.071
14:00 - 15:00	50	75	0.050	50	75	0.051	50	75	0.101
15:00 - 16:00	50	75	0.150	50	75	0.074	50	75	0.224
16:00 - 17:00	50	75	0.092	50	75	0.058	50	75	0.150
17:00 - 18:00	50	75	0.076	50	75	0.054	50	75	0.130
18:00 - 19:00	50	75	0.068	50	75	0.051	50	75	0.119
19:00 - 20:00	1	29	0.069	1	29	0.034	1	29	0.103
20:00 - 21:00	1	29	0.034	1	29	0.000	1	29	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.811			0.755			1.566

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

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

Parameter summary

Trip rate parameter range selected:	6 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	50
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	50	75	0.001	50	75	0.010	50	75	0.011
08:00 - 09:00	50	75	0.002	50	75	0.017	50	75	0.019
09:00 - 10:00	50	75	0.002	50	75	0.009	50	75	0.011
10:00 - 11:00	50	75	0.003	50	75	0.006	50	75	0.009
11:00 - 12:00	50	75	0.005	50	75	0.006	50	75	0.011
12:00 - 13:00	50	75	0.006	50	75	0.009	50	75	0.015
13:00 - 14:00	50	75	0.006	50	75	0.003	50	75	0.009
14:00 - 15:00	50	75	0.006	50	75	0.004	50	75	0.010
15:00 - 16:00	50	75	0.008	50	75	0.006	50	75	0.014
16:00 - 17:00	50	75	0.012	50	75	0.004	50	75	0.016
17:00 - 18:00	50	75	0.016	50	75	0.005	50	75	0.021
18:00 - 19:00	50	75	0.007	50	75	0.000	50	75	0.007
19:00 - 20:00	1	73	0.000	1	73	0.000	1	73	0.000
20:00 - 21:00	1	73	0.000	1	73	0.000	1	73	0.000
21:00 - 22:00	1	73	0.000	1	73	0.000	1	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.074			0.079			0.153

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

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

Parameter summary

Trip rate parameter range selected:	6 - 432 (units:)
Survey date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	50
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	50	75	0.124	50	75	0.423	50	75	0.547
08:00 - 09:00	50	75	0.246	50	75	0.796	50	75	1.042
09:00 - 10:00	50	75	0.241	50	75	0.332	50	75	0.573
10:00 - 11:00	50	75	0.224	50	75	0.284	50	75	0.508
11:00 - 12:00	50	75	0.249	50	75	0.255	50	75	0.504
12:00 - 13:00	50	75	0.285	50	75	0.258	50	75	0.543
13:00 - 14:00	50	75	0.267	50	75	0.272	50	75	0.539
14:00 - 15:00	50	75	0.291	50	75	0.308	50	75	0.599
15:00 - 16:00	50	75	0.604	50	75	0.365	50	75	0.969
16:00 - 17:00	50	75	0.561	50	75	0.342	50	75	0.903
17:00 - 18:00	50	75	0.590	50	75	0.353	50	75	0.943
18:00 - 19:00	50	75	0.420	50	75	0.322	50	75	0.742
19:00 - 20:00	3	36	0.018	3	36	0.009	3	36	0.027
20:00 - 21:00	3	36	0.009	3	36	0.000	3	36	0.009
21:00 - 22:00	2	40	0.000	2	40	0.000	2	40	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		4.129			4.319			8.448	

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

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

Parameter summary

Trip rate parameter range selected:	6 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	50
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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-640801-151002-1015

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	RE READING	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	2 days
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	3 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	FI FIFE	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 300 to 17675 (units: sqm)
 Range Selected by User: 300 to 43325 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 23/01/14

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	2 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	6
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	9
Commercial Zone	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.

Filtering Stage 3 selection:

Use Class:

B1 12 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
125,001 to 250,000	4 days
250,001 to 500,000	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	5 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	11 days

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

LIST OF SITES relevant to selection parameters

1	CW-02-C-01	FOOD DISTRIBUTION	CORNWALL
	WILSON WAY		
	POOL		
	CAMBORNE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	10200 sqm	
	Survey date: FRIDAY	08/06/07	Survey Type: MANUAL
2	CW-02-C-02	LIGHTING COMPANY	CORNWALL
	NORMANDY WAY		
	BODMIN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	17675 sqm	
	Survey date: WEDNESDAY	06/06/07	Survey Type: MANUAL
3	DC-02-C-07	NEW LOOK	DORSET
	MERCERY ROAD		
	WEYMOUTH		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	5467 sqm	
	Survey date: MONDAY	07/07/08	Survey Type: MANUAL
4	EB-02-C-01	BREWERY	CITY OF EDINBURGH
	DRYDEN ROAD		
	LOANHEAD		
	EDINBURGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1200 sqm	
	Survey date: MONDAY	16/06/08	Survey Type: MANUAL
5	FI-02-C-01	REFRIGERATION	FIFE
	HALBEATH PLACE		
	DUNFERMLINE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4900 sqm	
	Survey date: FRIDAY	20/04/07	Survey Type: MANUAL
6	HF-02-C-01	INDUSTRIAL UNIT	HERTFORDSHIRE
	BRIDGE ROAD EAST		
	WELWYN GARDEN CITY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	17/07/08	Survey Type: MANUAL
7	RE-02-C-01	SHEET METAL FABRICATION	READING
	COMMERCIAL ROAD		
	READING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	645 sqm	
	Survey date: THURSDAY	22/11/12	Survey Type: MANUAL
8	SF-02-C-01	JOINERY	SUFFOLK
	ANSON ROAD		
	MARTLESHAM HEATH		
	IPSWICH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-02-C-01	METAL BEARINGS	WEST MIDLANDS
	FORGE LANE		
	MINWORTH		
	SUTTON COLDFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4200 sqm	
	Survey date: TUESDAY	25/11/08	Survey Type: MANUAL
10	WM-02-C-02	ARDONPRINT	WEST MIDLANDS
	SYDNEY ROAD		
	SMALL HEATH		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	300 sqm	
	Survey date: WEDNESDAY	17/06/09	Survey Type: MANUAL
11	WM-02-C-03	INDUSTRIAL GLASS	WEST MIDLANDS
	DOWNING STREET		
	SMETHWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5070 sqm	
	Survey date: TUESDAY	06/11/12	Survey Type: MANUAL
12	WS-02-C-02	AVIATION COMPANY	WEST SUSSEX
	MAYDWELL AVENUE		
	SLINFOLD		
	NEAR HORSHAM		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	11375 sqm	
	Survey date: THURSDAY	23/01/14	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

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11375	0.026	1	11375	0.000	1	11375	0.026
06:30 - 07:00	1	11375	0.123	1	11375	0.044	1	11375	0.167
07:00 - 07:30	12	5328	0.152	12	5328	0.030	12	5328	0.182
07:30 - 08:00	12	5328	0.361	12	5328	0.039	12	5328	0.400
08:00 - 08:30	12	5328	0.621	12	5328	0.070	12	5328	0.691
08:30 - 09:00	12	5328	0.302	12	5328	0.055	12	5328	0.357
09:00 - 09:30	12	5328	0.147	12	5328	0.067	12	5328	0.214
09:30 - 10:00	12	5328	0.089	12	5328	0.064	12	5328	0.153
10:00 - 10:30	12	5328	0.069	12	5328	0.064	12	5328	0.133
10:30 - 11:00	12	5328	0.078	12	5328	0.077	12	5328	0.155
11:00 - 11:30	12	5328	0.052	12	5328	0.052	12	5328	0.104
11:30 - 12:00	12	5328	0.064	12	5328	0.063	12	5328	0.127
12:00 - 12:30	12	5328	0.080	12	5328	0.124	12	5328	0.204
12:30 - 13:00	12	5328	0.097	12	5328	0.135	12	5328	0.232
13:00 - 13:30	12	5328	0.172	12	5328	0.109	12	5328	0.281
13:30 - 14:00	12	5328	0.180	12	5328	0.120	12	5328	0.300
14:00 - 14:30	12	5328	0.095	12	5328	0.200	12	5328	0.295
14:30 - 15:00	12	5328	0.066	12	5328	0.084	12	5328	0.150
15:00 - 15:30	12	5328	0.042	12	5328	0.081	12	5328	0.123
15:30 - 16:00	12	5328	0.047	12	5328	0.058	12	5328	0.105
16:00 - 16:30	12	5328	0.070	12	5328	0.120	12	5328	0.190
16:30 - 17:00	12	5328	0.061	12	5328	0.335	12	5328	0.396
17:00 - 17:30	12	5328	0.034	12	5328	0.239	12	5328	0.273
17:30 - 18:00	12	5328	0.027	12	5328	0.527	12	5328	0.554
18:00 - 18:30	11	5367	0.032	11	5367	0.197	11	5367	0.229
18:30 - 19:00	11	5367	0.024	11	5367	0.110	11	5367	0.134
19:00 - 19:30	1	11375	0.035	1	11375	0.044	1	11375	0.079
19:30 - 20:00	1	11375	0.009	1	11375	0.088	1	11375	0.097
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.155			3.196			6.351

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:	300 - 17675 (units: sqm)
Survey date date range:	01/01/07 - 23/01/14
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

Appendix F

Trip Distribution
WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
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population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
usual residence South Holland 011 (2011 super output area - middle layer)

Place of work	Driving a car or van	%	Crease Drove South, Peterborough Road South and James Road South	Crease Drove North, Broadway West and A1175 South	Crease Drove North, Broadway West and A1175 North	Crease Drove South (Local)	Crease Drove North and Broadway West (Local)	Crease Drove North and Broadway East (Local)	Crease Drove North, Broadway East and Albion Street (Local)
South Holland	602	31.3%	See Below						
Peterborough	830	43.1%	43.1%						
South Kesteven	121	6.3%	3.1%	3.1%					
Fenland	64	3.3%	3.3%						
Huntingdonshire	61	3.2%	3.2%						
Boston	38	2.0%	2.0%						
North Kesteven	34	1.8%	0.9%	0.9%					
East Northamptonshire	15	0.8%	0.8%						
King's Lynn and West Norfolk	15	0.8%	0.8%						
Lincoln	11	0.6%	0.6%						
Cambridge	7	0.4%	0.4%						
East Lindsey	6	0.3%	0.3%						
South Cambridgeshire	6	0.3%	0.3%						
Northampton	5	0.3%	0.3%						
Central Bedfordshire	5	0.3%	0.3%						
North Hertfordshire	5	0.3%	0.3%						
West Lindsey	4	0.2%	0.2%						
Corby	4	0.2%	0.2%						
47	4	0.2%	0.2%						
Milton Keynes	4	0.2%	0.2%						
Rutland	3	0.2%	0.2%						
Daventry	3	0.2%	0.2%						
Wellingborough	3	0.2%	0.2%						
Bedford	3	0.2%	0.2%						
Westminster, City of London	3	0.2%	0.2%						
Manchester	2	0.1%	0.1%						
Rotherham	2	0.1%	0.1%						
Kettering	2	0.1%	0.1%						
Newark and Sherwood	2	0.1%	0.1%						
Warwick	2	0.1%	0.1%						
Luton	2	0.1%	0.1%						
East Cambridgeshire	2	0.1%	0.1%						
Newham	2	0.1%	0.1%						
Tower Hamlets	2	0.1%	0.1%						
East Hampshire	2	0.1%	0.1%						
Crawley	2	0.1%	0.1%						
Wiltshire	2	0.1%	0.1%						
Other Local Authority Areas	45	2.3%	2.3%						
Total	1,925	100.0%	64.7%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Place of work	Driving a car or van	%	Crease Drove South, Peterborough Road South and James Road South	Crease Drove North, Broadway West and A1175 South	Crease Drove North, Broadway West and A1175 North	Crease Drove South (Local)	Crease Drove North and Broadway West (Local)	Crease Drove North and Broadway East (Local)	Crease Drove North, Broadway East and Albion Street (Local)
South Holland 001 (North of Spalding)	23	1.2%			1.2%				
South Holland 002 (North of Holbeach)	20	1.0%	1.0%						
South Holland 003 (Holbeach)	23	1.2%	1.2%						
South Holland 004 (Moulton)	31	1.6%	1.6%						
South Holland 005 (West of Spalding)	84	4.4%			4.4%				
South Holland 006 (Spalding North)	136	7.1%			7.1%				
South Holland 007 (Spalding East)	80	4.2%	2.1%		2.1%				
South Holland 008 (Long Sutton and Sutton Bridge)	19	1.0%	1.0%						
South Holland 009 (Spalding South-West)	26	1.4%			1.4%				
South Holland 010 (South of Holbech)	11	0.6%	0.6%						
South Holland 011 (Crowland and Cowbit)	149	7.7%	1.5%			0.8%	0.8%	0.8%	3.9%
Total	602	31.3%	9.0%	0.0%	16.1%	0.8%	0.8%	0.8%	3.9%

Overall Total		100.0%	73.7%	4.0%	16.1%	0.8%	0.8%	0.8%	3.9%
---------------	--	--------	-------	------	-------	------	------	------	------

Appendix G



Housetype Schedule

2 Bedroom Apartment K2S2B02-B	Plot 32	1 1
2 Bedroom House K2S2B01-B	Plots 8, 9, 12, 25, 28, 29, 30, 44	8 8
3 Bedroom House K2S3B01-B K2S3B02-B K2S3B03-R K2S3B04-B	Plots 10, 11, 18, 19 Plots 1, 2, 5, 6, 36, 37, 47, 48, 49, 50 Plots 7, 13, 16, 20, 24, 31, 34, 43 Plots 17, 33, 35	4 10 8 3 25
1 Bedroom Affordable House Aff-1B2P-01R	Plots 14, 15, 38, 39	4 4
2 Bedroom Affordable House Aff-2B4P-01R Aff-2B4P-01SO	Plots 21, 26, 27, 41, 42, 46 Plots 22, 23, 40, 45	6 4 10
3 Bedroom Affordable House Aff-3B5P-01R Aff-3B5P-01SO	Plots 4 Plots 3	1 1 2
Total		50

KEY

- Existing tree/ landscaping to be retained
- Proposed Tree
- Proposed hedge
- Proposed shrub planting
- 1.8m close board fence
- 1.8m panel fence between plots
- 1.2m estate rail fencing
- 1.2m post & rail fence
- 1.8m garden wall

AMENDED PLAN
Ref. A3

SHDC
PLANNING & DEVELOPMENT
28 OCT 2014
Ref. C468-14

D 27.10.2014 KB Private drives retained, POB amended and landscaping to southern boundary revised
C 04.08.2014 KB Affordable housing plots moved
R 20.07.2014 KB General revisions to include 1 bedroom affordable houses
A 11.07.2014 KB Redline recycling areas added, further notes added and affordable housing plots allocated
ISSUED

CLIENT Ashley King (Developments) Ltd
PROJECT Proposed residential development at Peterborough Road, Crowland
DRAWING Site Layout

SCALE 1:500 @ A1 **DRAWN** KB **DATE** 07.04.2014

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163.SL.01

Appendix H

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
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Filename: broadway crease drove 2020.arc8
Path: C:\Users\NTP Laptop\Documents\Crowland
Report generation date: 03/10/2015 12:03:04

Summary of junction performance

	AM With Committed and Established Uses						AM With Committed and Proposed						PM With Committed and Established Uses						PM With Committed and Proposed					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
Existing Layout - 2020																								
Stream B-AC	0.12	8.02	0.11	A	7.40	A	0.13	8.02	0.12	A	7.45	A	0.09	7.61	0.08	A	7.54	A	0.09	7.64	0.08	A	7.57	A
Stream C-AB	0.06	6.31	0.05	A			0.05	6.28	0.04	A			0.05	7.43	0.04	A			0.06	7.48	0.05	A		
Stream C-A	-	-	-	-			-	-	-	-			-	-	-	-			-	-	-	-		
Stream A-B	-	-	-	-			-	-	-	-			-	-	-	-			-	-	-	-		
Stream A-C	-	-	-	-			-	-	-	-			-	-	-	-			-	-	-	-		

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

"D3 - 2020, AM With Committed and Established Uses" model duration: 07:15 - 08:45
"D4 - 2020, PM With Committed and Established Uses" model duration: 16:30 - 18:00
"D5 - 2020, AM With Committed and Proposed" model duration: 07:15 - 08:45
"D6 - 2020, PM With Committed and Proposed" model duration: 16:30 - 18:00

Run using Junctions 8.0.2.316 at 03/10/2015 12:03:03

File summary

File Description	
Title	Crease Drove/Broadway
Location	
Site Number	
Date	28/09/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

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

Units

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

Existing Layout - 2020, AM With Committed and Estblished Uses

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020, AM With Committed and Established Uses	2020	AM With Committed and Established Uses		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	7.40	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Broadway East		Major
B	Crease Drove		Minor
C	Broadway West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.30		0.00		2.20	100.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.80										25	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	483.206	0.087	0.220	0.138	0.314
1	B-C	620.697	0.094	0.237	-	-
1	C-B	631.874	0.242	0.242	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	66.00	100.000
B	ONE HOUR	✓	49.00	100.000
C	ONE HOUR	✓	85.00	100.000

Turning Proportions

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

	To		
	A	B	C
From	A	0.000	28.000
	B	30.000	0.000
	C	62.000	23.000

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

	To		
	A	B	C
From	A	0.00	0.42
	B	0.61	0.00
	C	0.73	0.27

Vehicle Mix

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

	To		
	A	B	C
From	A	1.000	1.040
	B	1.000	1.000
	C	1.000	1.111

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To		
	A	B	C
From	A	0.000	4.000
	B	0.000	0.000
	C	0.000	11.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.11	8.02	0.12	A
C-AB	0.05	6.31	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:15-07:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	36.89	36.58	0.00	510.88	0.072	0.08	7.585	A
C-AB	18.79	18.64	0.00	589.91	0.032	0.04	6.300	A
C-A	45.20	45.20	0.00	-	-	-	-	-
A-B	21.08	21.08	0.00	-	-	-	-	-
A-C	28.61	28.61	0.00	-	-	-	-	-

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	44.05	43.98	0.00	507.38	0.087	0.09	7.768	A
C-AB	22.81	22.77	0.00	594.09	0.038	0.05	6.305	A
C-A	53.61	53.61	0.00	-	-	-	-	-
A-B	25.17	25.17	0.00	-	-	-	-	-
A-C	34.16	34.16	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	53.95	53.85	0.00	502.57	0.107	0.12	8.021	A
C-AB	28.55	28.50	0.00	599.87	0.048	0.06	6.306	A
C-A	65.04	65.04	0.00	-	-	-	-	-
A-B	30.83	30.83	0.00	-	-	-	-	-
A-C	41.84	41.84	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	53.95	53.95	0.00	502.56	0.107	0.12	8.024	A
C-AB	28.55	28.55	0.00	599.89	0.048	0.06	6.301	A
C-A	65.03	65.03	0.00	-	-	-	-	-
A-B	30.83	30.83	0.00	-	-	-	-	-
A-C	41.84	41.84	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	44.05	44.14	0.00	507.36	0.087	0.10	7.773	A
C-AB	22.81	22.86	0.00	594.14	0.038	0.05	6.294	A
C-A	53.60	53.60	0.00	-	-	-	-	-
A-B	25.17	25.17	0.00	-	-	-	-	-
A-C	34.16	34.16	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	36.89	36.96	0.00	510.84	0.072	0.08	7.597	A
C-AB	18.80	18.84	0.00	589.97	0.032	0.04	6.298	A
C-A	45.19	45.19	0.00	-	-	-	-	-
A-B	21.08	21.08	0.00	-	-	-	-	-
A-C	28.61	28.61	0.00	-	-	-	-	-

Existing Layout - 2020, PM With Committed and Established Uses

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020, PM With Committed and Established Uses	2020	PM With Committed and Established Uses		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	7.54	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Broadway East		Major
B	Crease Drove		Minor
C	Broadway West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.30		0.00		2.20	100.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.80										25	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	483.206	0.087	0.220	0.138	0.314
1	B-C	620.697	0.094	0.237	-	-
1	C-B	631.874	0.242	0.242	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	75.00	100.000
B	ONE HOUR	✓	39.00	100.000
C	ONE HOUR	✓	55.00	100.000

Turning Proportions

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

From	To		
	A	B	C
	A	0.000	24.000
	B	20.000	0.000
C	37.000	18.000	0.000

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

From	To		
	A	B	C
	A	0.00	0.32
	B	0.51	0.00
C	0.67	0.33	0.00

Vehicle Mix

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

From	To		
	A	B	C
	1.000	1.000	1.022
	1.000	1.000	1.000
	1.361	1.273	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To		
	A	B	C
	0.000	0.000	2.200
	0.000	0.000	0.000
	36.100	27.300	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.08	7.61	0.09	A
C-AB	0.04	7.43	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:30-16:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	29.36	29.13	0.00	524.06	0.056	0.06	7.270	A
C-AB	14.34	14.21	0.00	503.12	0.029	0.03	7.361	A
C-A	27.07	27.07	0.00	-	-	-	-	-
A-B	18.07	18.07	0.00	-	-	-	-	-
A-C	38.40	38.40	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	35.06	35.01	0.00	520.59	0.067	0.07	7.413	A
C-AB	17.32	17.29	0.00	504.48	0.034	0.04	7.386	A
C-A	32.12	32.12	0.00	-	-	-	-	-
A-B	21.58	21.58	0.00	-	-	-	-	-
A-C	45.85	45.85	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	42.94	42.87	0.00	515.82	0.083	0.09	7.611	A
C-AB	21.54	21.50	0.00	506.39	0.043	0.05	7.420	A
C-A	39.01	39.01	0.00	-	-	-	-	-
A-B	26.42	26.42	0.00	-	-	-	-	-
A-C	56.15	56.15	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	42.94	42.94	0.00	515.81	0.083	0.09	7.612	A
C-AB	21.55	21.55	0.00	506.39	0.043	0.05	7.427	A
C-A	39.01	39.01	0.00	-	-	-	-	-
A-B	26.42	26.42	0.00	-	-	-	-	-
A-C	56.15	56.15	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	35.06	35.13	0.00	520.58	0.067	0.07	7.416	A
C-AB	17.33	17.37	0.00	504.47	0.034	0.04	7.397	A
C-A	32.12	32.12	0.00	-	-	-	-	-
A-B	21.58	21.58	0.00	-	-	-	-	-
A-C	45.85	45.85	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	29.36	29.41	0.00	524.02	0.056	0.06	7.278	A
C-AB	14.35	14.38	0.00	503.11	0.029	0.03	7.368	A
C-A	27.06	27.06	0.00	-	-	-	-	-
A-B	18.07	18.07	0.00	-	-	-	-	-
A-C	38.40	38.40	0.00	-	-	-	-	-

Existing Layout - 2020, AM With Committed and Proposed

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020, AM With Committed and Proposed	2020	AM With Committed and Proposed		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	7.45	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Broadway East		Major
B	Crease Drove		Minor
C	Broadway West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.30		0.00		2.20	100.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.80										25	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	483.206	0.087	0.220	0.138	0.314
1	B-C	620.697	0.094	0.237	-	-
1	C-B	631.874	0.242	0.242	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	65.00	100.000
B	ONE HOUR	✓	53.00	100.000
C	ONE HOUR	✓	83.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	27.000	38.000
	B	31.000	0.000	22.000
	C	62.000	21.000	0.000

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

	To			
		A	B	C
	A	0.00	0.42	0.58
	B	0.58	0.00	0.42
From	C	0.75	0.25	0.00

Vehicle Mix

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

	To			
		A	B	C
	A	1.000	1.040	1.000
	B	1.000	1.000	1.000
From	C	1.000	1.111	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.000	4.000	0.000
	B	0.000	0.000	0.000
From	C	0.000	11.100	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.12	8.02	0.13	A
C-AB	0.04	6.28	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:15-07:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	39.90	39.57	0.00	515.12	0.077	0.08	7.565	A
C-AB	17.15	17.02	0.00	590.07	0.029	0.03	6.280	A
C-A	45.33	45.33	0.00	-	-	-	-	-
A-B	20.33	20.33	0.00	-	-	-	-	-
A-C	28.61	28.61	0.00	-	-	-	-	-

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	47.65	47.57	0.00	511.77	0.093	0.10	7.754	A
C-AB	20.82	20.79	0.00	594.29	0.035	0.04	6.281	A
C-A	53.79	53.79	0.00	-	-	-	-	-
A-B	24.27	24.27	0.00	-	-	-	-	-
A-C	34.16	34.16	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	58.35	58.25	0.00	507.15	0.115	0.13	8.018	A
C-AB	26.06	26.02	0.00	600.11	0.043	0.05	6.276	A
C-A	65.32	65.32	0.00	-	-	-	-	-
A-B	29.73	29.73	0.00	-	-	-	-	-
A-C	41.84	41.84	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	58.35	58.35	0.00	507.14	0.115	0.13	8.021	A
C-AB	26.07	26.07	0.00	600.13	0.043	0.05	6.273	A
C-A	65.32	65.32	0.00	-	-	-	-	-
A-B	29.73	29.73	0.00	-	-	-	-	-
A-C	41.84	41.84	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	47.65	47.75	0.00	511.75	0.093	0.10	7.761	A
C-AB	20.83	20.87	0.00	594.33	0.035	0.04	6.270	A
C-A	53.79	53.79	0.00	-	-	-	-	-
A-B	24.27	24.27	0.00	-	-	-	-	-
A-C	34.16	34.16	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	39.90	39.98	0.00	515.08	0.077	0.08	7.580	A
C-AB	17.17	17.20	0.00	590.13	0.029	0.03	6.280	A
C-A	45.32	45.32	0.00	-	-	-	-	-
A-B	20.33	20.33	0.00	-	-	-	-	-
A-C	28.61	28.61	0.00	-	-	-	-	-

Existing Layout - 2020, PM With Committed and Proposed

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020, PM With Committed and Proposed	2020	PM With Committed and Proposed		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	7.57	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Broadway East		Major
B	Crease Drove		Minor
C	Broadway West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.30		0.00		2.20	100.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.80										25	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	483.206	0.087	0.220	0.138	0.314
1	B-C	620.697	0.094	0.237	-	-
1	C-B	631.874	0.242	0.242	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	76.00	100.000
B	ONE HOUR	✓	38.00	100.000
C	ONE HOUR	✓	58.00	100.000

Turning Proportions

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

From	To			
	A	B	C	
	A	0.000	25.000	51.000
	B	20.000	0.000	18.000
C	37.000	21.000	0.000	

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

From	To			
	A	B	C	
	A	0.00	0.33	0.67
	B	0.53	0.00	0.47
C	0.64	0.36	0.00	

Vehicle Mix

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

From	To			
	A	B	C	
	A	1.000	1.000	1.022
	B	1.000	1.000	1.000
C	1.361	1.273	1.000	

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
	A	B	C	
	A	0.000	0.000	2.200
	B	0.000	0.000	0.000
C	36.100	27.300	0.000	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.08	7.64	0.09	A
C-AB	0.05	7.48	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:30-16:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	28.61	28.38	0.00	521.46	0.055	0.06	7.297	A
C-AB	16.73	16.58	0.00	502.98	0.033	0.04	7.399	A
C-A	26.94	26.94	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	38.40	38.40	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	34.16	34.11	0.00	517.83	0.066	0.07	7.442	A
C-AB	20.21	20.17	0.00	504.31	0.040	0.05	7.432	A
C-A	31.93	31.93	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	45.85	45.85	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	41.84	41.77	0.00	512.83	0.082	0.09	7.642	A
C-AB	25.14	25.09	0.00	506.19	0.050	0.06	7.479	A
C-A	38.72	38.72	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	56.15	56.15	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	41.84	41.84	0.00	512.82	0.082	0.09	7.642	A
C-AB	25.14	25.14	0.00	506.19	0.050	0.06	7.483	A
C-A	38.72	38.72	0.00	-	-	-	-	-
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	56.15	56.15	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	34.16	34.23	0.00	517.80	0.066	0.07	7.447	A
C-AB	20.21	20.26	0.00	504.30	0.040	0.05	7.444	A
C-A	31.93	31.93	0.00	-	-	-	-	-
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	45.85	45.85	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	26.61	28.66	0.00	521.41	0.055	0.06	7.308	A
C-AB	16.74	16.77	0.00	502.97	0.033	0.04	7.410	A
C-A	26.93	26.93	0.00	-	-	-	-	-
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	38.40	38.40	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
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Filename: harvester p'boro 2020.arc8
Path: C:\Users\NTP Laptop\Documents\Crowland
Report generation date: 03/10/2015 11:52:38

Summary of junction performance

	AM With Committed and Proposed						AM With Committed and Established Uses						PM With Committed and Established Uses						PM With Committed and Proposed					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
Existing Layout - 2020																								
Stream B-AC	0.44	13.33	0.31	B	11.34	B	0.37	12.58	0.27	B	10.61	B	0.26	11.30	0.21	B	9.95	A	0.25	11.20	0.20	B	9.86	A
Stream C-AB	0.09	5.17	0.06	A			0.09	5.18	0.06	A			0.07	6.30	0.05	A			0.07	6.33	0.05	A		
Stream C-A	-	-	-	-			-	-	-	-			-	-	-	-			-	-	-	-		
Stream A-B	-	-	-	-			-	-	-	-			-	-	-	-			-	-	-	-		
Stream A-C	-	-	-	-			-	-	-	-			-	-	-	-			-	-	-	-		

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

"D3 - 2020, AM With Committed and Established Uses" model duration: 07:15 - 08:45
"D4 - 2020, PM With Committed and Established Uses" model duration: 16:30 - 18:00
"D5 - 2020, AM With Committed and Proposed" model duration: 07:15 - 08:45
"D6 - 2020, PM With Committed and Proposed" model duration: 16:30 - 18:00

Run using Junctions 8.0.2.316 at 03/10/2015 11:52:37

File summary

File Description	
Title	(untitled)
Location	Harvester Way Peterborough Road
Site Number	
Date	28/09/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

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

Units

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

Existing Layout - 2020, AM With Committed and Established Uses

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020, AM With Committed and Established Uses	2020	AM With Committed and Established Uses		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	10.61	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Peterborough Road South		Major
B	Harvester Way		Minor
C	Peterborough Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.75		0.00		2.20	100.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										25	20

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	455.841	0.080	0.203	0.128	0.290
1	B-C	585.545	0.087	0.219	-	-
1	C-B	631.874	0.237	0.237	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	147.00	100.000
B	ONE HOUR	✓	96.00	100.000
C	ONE HOUR	✓	262.00	100.000

Turning Proportions

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

	To			
		A	B	C
From	A	0.000	36.000	111.000
	B	76.000	0.000	20.000
	C	236.000	26.000	0.000

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

	To			
		A	B	C
From	A	0.00	0.24	0.76
	B	0.79	0.00	0.21
	C	0.90	0.10	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.043	1.052
	B	1.058	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To		
	A	B	C
	0.000	4.300	5.200
	5.800	0.000	0.000
From	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.27	12.58	0.37	B
C-AB	0.06	5.18	0.09	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:15-07:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	72.27	71.44	0.00	412.26	0.175	0.21	10.538	B
C-AB	25.67	25.48	0.00	721.34	0.036	0.05	5.172	A
C-A	171.58	171.58	0.00	-	-	-	-	-
A-B	27.10	27.10	0.00	-	-	-	-	-
A-C	83.57	83.57	0.00	-	-	-	-	-

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	86.30	86.07	0.00	403.66	0.214	0.27	11.327	B
C-AB	32.28	32.22	0.00	738.87	0.044	0.06	5.094	A
C-A	203.25	203.25	0.00	-	-	-	-	-
A-B	32.36	32.36	0.00	-	-	-	-	-
A-C	99.79	99.79	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	105.70	105.32	0.00	391.77	0.270	0.36	12.552	B
C-AB	42.33	42.24	0.00	762.99	0.055	0.09	4.997	A
C-A	246.14	246.14	0.00	-	-	-	-	-
A-B	39.64	39.64	0.00	-	-	-	-	-
A-C	122.21	122.21	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	105.70	105.68	0.00	391.75	0.270	0.37	12.584	B
C-AB	42.36	42.36	0.00	763.02	0.056	0.09	4.998	A
C-A	246.11	246.11	0.00	-	-	-	-	-
A-B	39.64	39.64	0.00	-	-	-	-	-
A-C	122.21	122.21	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	86.30	86.66	0.00	403.63	0.214	0.28	11.370	B
C-AB	32.32	32.41	0.00	738.91	0.044	0.06	5.098	A
C-A	203.22	203.22	0.00	-	-	-	-	-
A-B	32.36	32.36	0.00	-	-	-	-	-
A-C	99.79	99.79	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	72.27	72.52	0.00	412.20	0.175	0.22	10.605	B
C-AB	25.73	25.79	0.00	721.39	0.036	0.05	5.178	A
C-A	171.52	171.52	0.00	-	-	-	-	-
A-B	27.10	27.10	0.00	-	-	-	-	-
A-C	83.57	83.57	0.00	-	-	-	-	-

Existing Layout - 2020, PM With Committed and Established Uses

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020, PM With Committed and Established Uses	2020	PM With Committed and Established Uses		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	9.95	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Peterborough Road South		Major
B	Harvester Way		Minor
C	Peterborough Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.75		0.00		2.20	100.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										25	20

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	455.841	0.080	0.203	0.128	0.290
1	B-C	585.545	0.087	0.219	-	-
1	C-B	631.874	0.237	0.237	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	251.00	100.000
B	ONE HOUR	✓	75.00	100.000
C	ONE HOUR	✓	82.00	100.000

Turning Proportions

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

From	To		
	A	B	C
	A	0.000	54.000
	B	46.000	0.000
C	55.000	27.000	0.000

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

From	To		
	A	B	C
	A	0.00	0.22
	B	0.61	0.00
C	0.67	0.33	0.00

Vehicle Mix

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

From	To		
	A	B	C
	1.000	1.020	1.034
	1.118	1.000	1.000
From	A	B	C
	1.065	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To		
	A	B	C
	0.000	2.000	3.400
	11.800	0.000	0.000
From	A	B	C
	6.500	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.21	11.30	0.26	B
C-AB	0.05	6.30	0.07	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:30-16:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	56.46	55.85	0.00	420.47	0.134	0.15	9.858	A
C-AB	21.79	21.62	0.00	612.79	0.036	0.04	6.088	A
C-A	39.95	39.95	0.00	-	-	-	-	-
A-B	40.65	40.65	0.00	-	-	-	-	-
A-C	148.31	148.31	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	67.42	67.26	0.00	412.35	0.164	0.19	10.428	B
C-AB	26.41	26.37	0.00	609.34	0.043	0.05	6.172	A
C-A	47.31	47.31	0.00	-	-	-	-	-
A-B	48.54	48.54	0.00	-	-	-	-	-
A-C	177.10	177.10	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	82.58	82.33	0.00	401.12	0.206	0.26	11.283	B
C-AB	33.01	32.95	0.00	604.72	0.055	0.07	6.292	A
C-A	57.27	57.27	0.00	-	-	-	-	-
A-B	59.46	59.46	0.00	-	-	-	-	-
A-C	216.90	216.90	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	82.58	82.57	0.00	401.11	0.206	0.26	11.301	B
C-AB	33.02	33.02	0.00	604.71	0.055	0.07	6.297	A
C-A	57.26	57.26	0.00	-	-	-	-	-
A-B	59.46	59.46	0.00	-	-	-	-	-
A-C	216.90	216.90	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	67.42	67.66	0.00	412.33	0.164	0.20	10.451	B
C-AB	26.41	26.47	0.00	609.34	0.043	0.05	6.183	A
C-A	47.30	47.30	0.00	-	-	-	-	-
A-B	48.54	48.54	0.00	-	-	-	-	-
A-C	177.10	177.10	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	56.46	56.63	0.00	420.43	0.134	0.16	9.899	A
C-AB	21.80	21.84	0.00	612.78	0.036	0.04	6.097	A
C-A	39.93	39.93	0.00	-	-	-	-	-
A-B	40.65	40.65	0.00	-	-	-	-	-
A-C	148.31	148.31	0.00	-	-	-	-	-

Existing Layout - 2020, AM With Committed and Proposed

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020, AM With Committed and Proposed	2020	AM With Committed and Proposed		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	11.34	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Peterborough Road South		Major
B	Harvester Way		Minor
C	Peterborough Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.75		0.00		2.20	100.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										25	20

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	455.841	0.080	0.203	0.128	0.290
1	B-C	585.545	0.087	0.219	-	-
1	C-B	631.874	0.237	0.237	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	141.00	100.000
B	ONE HOUR	✓	108.00	100.000
C	ONE HOUR	✓	262.00	100.000

Turning Proportions

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

	To		
	A	B	C
	A	0.000	30.000
	B	88.000	0.000
	C	236.000	26.000

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

	To			
		A	B	C
	A	0.00	0.21	0.79
	B	0.81	0.00	0.19
From	C	0.90	0.10	0.00

Vehicle Mix

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

	To			
		A	B	C
	A	1.000	1.043	1.052
	B	1.058	1.000	1.000
From	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.000	4.300	5.200
	B	5.800	0.000	0.000
From	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.31	13.33	0.44	B
C-AB	0.06	5.17	0.09	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:15-07:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	81.31	80.33	0.00	409.41	0.199	0.24	10.909	B
C-AB	25.66	25.46	0.00	722.35	0.036	0.05	5.164	A
C-A	171.59	171.59	0.00	-	-	-	-	-
A-B	22.59	22.59	0.00	-	-	-	-	-
A-C	83.57	83.57	0.00	-	-	-	-	-

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	97.09	96.81	0.00	400.84	0.242	0.31	11.830	B
C-AB	32.26	32.20	0.00	740.04	0.044	0.06	5.087	A
C-A	203.27	203.27	0.00	-	-	-	-	-
A-B	26.97	26.97	0.00	-	-	-	-	-
A-C	99.79	99.79	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	118.91	118.44	0.00	388.99	0.306	0.43	13.281	B
C-AB	42.29	42.20	0.00	764.39	0.055	0.09	4.985	A
C-A	246.17	246.17	0.00	-	-	-	-	-
A-B	33.03	33.03	0.00	-	-	-	-	-
A-C	122.21	122.21	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	118.91	118.89	0.00	388.97	0.306	0.44	13.326	B
C-AB	42.32	42.32	0.00	764.42	0.055	0.09	4.988	A
C-A	246.15	246.15	0.00	-	-	-	-	-
A-B	33.03	33.03	0.00	-	-	-	-	-
A-C	122.21	122.21	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	97.09	97.53	0.00	400.81	0.242	0.32	11.887	B
C-AB	32.30	32.39	0.00	740.09	0.044	0.06	5.090	A
C-A	203.24	203.24	0.00	-	-	-	-	-
A-B	26.97	26.97	0.00	-	-	-	-	-
A-C	99.79	99.79	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	81.31	81.60	0.00	409.36	0.199	0.25	10.993	B
C-AB	25.72	25.78	0.00	722.39	0.036	0.05	5.168	A
C-A	171.53	171.53	0.00	-	-	-	-	-
A-B	22.59	22.59	0.00	-	-	-	-	-
A-C	83.57	83.57	0.00	-	-	-	-	-

Existing Layout - 2020, PM With Committed and Proposed

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020, PM With Committed and Proposed	2020	PM With Committed and Proposed		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	9.86	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Peterborough Road South		Major
B	Harvester Way		Minor
C	Peterborough Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.75		0.00		2.20	100.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										25	20

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	455.841	0.080	0.203	0.128	0.290
1	B-C	585.545	0.087	0.219	-	-
1	C-B	631.874	0.237	0.237	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	263.00	100.000
B	ONE HOUR	✓	73.00	100.000
C	ONE HOUR	✓	82.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	66.000	197.000
	B	44.000	0.000	29.000
	C	55.000	27.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.25	0.75
	B	0.60	0.00	0.40
	C	0.67	0.33	0.00

Vehicle Mix

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

	To			
From		A	B	C
	A	1.000	1.020	1.034
	B	1.118	1.000	1.000
	C	1.065	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	2.000	3.400
	B	11.800	0.000	0.000
	C	6.500	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.20	11.20	0.25	B
C-AB	0.05	6.33	0.07	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:30-16:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	54.96	54.37	0.00	421.45	0.130	0.15	9.791	A
C-AB	21.79	21.63	0.00	610.67	0.036	0.04	6.110	A
C-A	39.94	39.94	0.00	-	-	-	-	-
A-B	49.69	49.69	0.00	-	-	-	-	-
A-C	148.31	148.31	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	65.63	65.47	0.00	413.19	0.159	0.19	10.349	B
C-AB	26.42	26.38	0.00	606.81	0.044	0.05	6.199	A
C-A	47.30	47.30	0.00	-	-	-	-	-
A-B	59.33	59.33	0.00	-	-	-	-	-
A-C	177.10	177.10	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	80.37	80.13	0.00	401.78	0.200	0.25	11.185	B
C-AB	33.03	32.97	0.00	601.64	0.055	0.07	6.326	A
C-A	57.25	57.25	0.00	-	-	-	-	-
A-B	72.67	72.67	0.00	-	-	-	-	-
A-C	216.90	216.90	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	80.37	80.37	0.00	401.76	0.200	0.25	11.200	B
C-AB	33.04	33.04	0.00	601.64	0.055	0.07	6.331	A
C-A	57.25	57.25	0.00	-	-	-	-	-
A-B	72.67	72.67	0.00	-	-	-	-	-
A-C	216.90	216.90	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	65.63	65.85	0.00	413.17	0.159	0.19	10.371	B
C-AB	26.42	26.48	0.00	606.80	0.044	0.05	6.208	A
C-A	47.29	47.29	0.00	-	-	-	-	-
A-B	59.33	59.33	0.00	-	-	-	-	-
A-C	177.10	177.10	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	54.96	55.12	0.00	421.41	0.130	0.15	9.832	A
C-AB	21.81	21.85	0.00	610.65	0.036	0.04	6.119	A
C-A	39.93	39.93	0.00	-	-	-	-	-
A-B	49.69	49.69	0.00	-	-	-	-	-
A-C	148.31	148.31	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
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Filename: p'boro road james road 2020.arc8
Path: C:\Users\NTP Laptop\Documents\Crowland
Report generation date: 03/10/2015 15:54:06

Summary of junction performance

	AM With Committed and Established Uses						AM With Committed and Proposed						PM With Committed and Established Uses						PM With Committed and Proposed					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
Existing Layout - 2020																								
Stream B-C	0.05	7.08	0.05	A	16.16	C	0.05	7.35	0.05	A	17.32	C	0.03	6.24	0.03	A	7.90	A	0.03	6.25	0.03	A	7.90	A
Stream B-AD	1.77	19.07	0.65	C			1.96	20.38	0.67	C			0.23	8.60	0.19	A			0.23	8.60	0.19	A		
Stream A-BCD	0.00	6.10	0.00	A			0.00	6.18	0.00	A			0.01	3.87	0.01	A			0.01	3.85	0.01	A		
Stream A-B	-	-	-	-			-	-	-	-			-	-	-	-			-	-	-	-		
Stream A-C	-	-	-	-			-	-	-	-			-	-	-	-			-	-	-	-		
Stream D-A	0.00	0.00	0.00	A			0.00	0.00	0.00	A			0.00	0.00	0.00	A			0.00	0.00	0.00	A		
Stream D-BC	0.00	0.00	0.00	A			0.00	0.00	0.00	A			0.00	0.00	0.00	A			0.00	0.00	0.00	A		
Stream C-ABD	0.13	4.15	0.07	A			0.13	4.14	0.07	A			0.03	6.93	0.02	A			0.03	6.97	0.02	A		
Stream C-D	-	-	-	-			-	-	-	-			-	-	-	-			-	-	-	-		
Stream C-A	-	-	-	-			-	-	-	-			-	-	-	-			-	-	-	-		

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

"D3 - 2020, AM With Committed and Established Uses" model duration: 07:15 - 08:45
"D4 - 2020, PM With Committed and Established Uses" model duration: 16:30 - 18:00
"D5 - 2020, AM With Committed and Proposed" model duration: 07:15 - 08:45
"D6 - 2020, PM With Committed and Proposed" model duration: 16:30 - 18:00

Run using Junctions 8.0.2.316 at 03/10/2015 15:54:04

File summary

File Description		
Title	(untitled)	
Location	Peterborough Roaad/James Road, Crowland	
Site Number		
Date	28/09/2015	
Version		
Status	(new file)	
Identifier		
Client		
Jobnumber		
Enumerator		
Description		

Analysis Options

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

Units

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

Existing Layout - 2020, AM With Committed and Estblished Uses

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020, AM With Committed and Established Uses	2020	AM With Committed and Established Uses		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	16.16	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	James Road South		Major
B	Peterborough Road		Minor
C	James Road North		Major
D	Carrington Drove		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	8.00		0.00		2.20	200.00	✓	0.00
C	8.40		0.00		2.20	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	8.80	6.00	4.90		3.00	40	200
D	One lane plus flare				10.00	10.00	9.30	6.30	5.00		3.00	75	50

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	689.785	-	-	-	0.244	0.244	0.244	-	0.244	-	-
1	B-AD	702.255	0.115	0.290	-	-	-	0.182	0.414	0.182	0.115	0.290
1	B-C	751.945	0.103	0.261	-	-	-	-	-	-	0.103	0.261
1	C-B	689.785	0.239	0.239	-	-	-	-	-	-	0.239	0.239
1	D-A	724.968	-	-	-	0.256	0.101	0.256	-	0.101	-	-
1	D-BC	582.685	0.154	0.154	0.350	0.245	0.097	0.245	-	0.097	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	169.00	100.000
B	ONE HOUR	✓	335.00	100.000
C	ONE HOUR	✓	567.00	100.000
D	ONE HOUR	✓	0.00	100.000

Turning Proportions

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

	To				
From		A	B	C	D
	A	0.000	118.000	50.000	1.000
	B	311.000	0.000	24.000	0.000
	C	538.000	29.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.70	0.30	0.01
	B	0.93	0.00	0.07	0.00
	C	0.95	0.05	0.00	0.00
	D	0.25	0.25	0.25	0.25

Vehicle Mix

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

		To			
		A	B	C	D
From	A	1.000	1.037	1.022	1.000
	B	1.035	1.000	1.000	1.000
	C	1.002	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	3.700	2.200	0.000
	B	3.500	0.000	0.000	0.000
	C	0.200	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	7.08	0.05	A
B-AD	0.65	19.07	1.77	C
A-BCD	0.00	6.10	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.00	0.00	0.00	A
D-BC	0.00	0.00	0.00	A
C-ABD	0.07	4.15	0.13	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (07:15-07:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	18.07	17.96	0.00	651.42	0.028	0.03	5.683	A
B-AD	234.14	231.46	0.00	577.40	0.406	0.67	10.329	B
A-BCD	0.94	0.93	0.00	619.18	0.002	0.00	5.822	A
A-B	88.70	88.70	0.00	-	-	-	-	-
A-C	37.59	37.59	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	558.74	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	403.55	0.000	0.00	0.000	A
C-ABD	36.77	36.54	0.00	904.91	0.041	0.06	4.146	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	390.10	390.10	0.00	-	-	-	-	-

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	21.58	21.54	0.00	616.69	0.035	0.04	6.048	A
B-AD	279.58	278.34	0.00	557.71	0.501	0.98	12.826	B
A-BCD	1.19	1.19	0.00	607.27	0.002	0.00	5.935	A
A-B	105.88	105.88	0.00	-	-	-	-	-
A-C	44.86	44.86	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	525.75	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	368.08	0.000	0.00	0.000	A
C-ABD	51.39	51.28	0.00	956.10	0.054	0.08	3.978	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	458.33	458.33	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.42	26.36	0.00	538.37	0.049	0.05	7.031	A
B-AD	342.42	339.43	0.00	530.56	0.645	1.72	18.539	C
A-BCD	1.58	1.58	0.00	592.63	0.003	0.00	6.085	A
A-B	129.58	129.58	0.00	-	-	-	-	-
A-C	54.91	54.91	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	480.79	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	319.68	0.000	0.00	0.000	A
C-ABD	72.59	72.42	0.00	1014.92	0.072	0.13	3.819	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	551.69	551.69	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.42	26.42	0.00	534.47	0.049	0.05	7.085	A
B-AD	342.42	342.24	0.00	530.53	0.645	1.77	19.067	C
A-BCD	1.58	1.58	0.00	591.92	0.003	0.00	6.097	A
A-B	129.58	129.58	0.00	-	-	-	-	-
A-C	54.91	54.91	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	479.97	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	318.89	0.000	0.00	0.000	A
C-ABD	72.65	72.65	0.00	1014.99	0.072	0.13	3.820	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	551.62	551.62	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	21.58	21.64	0.00	613.65	0.035	0.04	6.080	A
B-AD	279.58	282.53	0.00	557.68	0.501	1.03	13.218	B
A-BCD	1.19	1.19	0.00	606.19	0.002	0.00	5.956	A
A-B	105.88	105.88	0.00	-	-	-	-	-
A-C	44.86	44.86	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	524.53	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	366.92	0.000	0.00	0.000	A
C-ABD	51.47	51.64	0.00	956.21	0.054	0.09	3.981	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	458.25	458.25	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	18.07	18.10	0.00	649.46	0.028	0.03	5.701	A
B-AD	234.14	235.49	0.00	577.33	0.406	0.70	10.574	B
A-BCD	0.94	0.94	0.00	618.14	0.002	0.00	5.836	A
A-B	88.70	88.70	0.00	-	-	-	-	-
A-C	37.59	37.59	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	557.60	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	402.46	0.000	0.00	0.000	A
C-ABD	36.88	36.99	0.00	905.00	0.041	0.06	4.150	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	389.98	389.98	0.00	-	-	-	-	-

Existing Layout - 2020, PM With Committed and Established Uses

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020, PM With Committed and Established Uses	2020	PM With Committed and Established Uses		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	7.90	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	James Road South		Major
B	Peterborough Road		Minor
C	James Road North		Major
D	Carrington Drove		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	8.00		0.00		2.20	200.00	✓	0.00
C	8.40		0.00		2.20	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	8.80	6.00	4.90		3.00	40	200
D	One lane plus flare				10.00	10.00	9.30	6.30	5.00		3.00	75	50

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	689.785	-	-	-	0.244	0.244	0.244	-	0.244	-	-
1	B-AD	697.591	0.114	0.288	-	-	-	0.181	0.411	0.181	0.114	0.288
1	B-C	757.879	0.104	0.263	-	-	-	-	-	-	0.104	0.263
1	C-B	689.785	0.239	0.239	-	-	-	-	-	-	0.239	0.239
1	D-A	724.968	-	-	-	0.256	0.101	0.256	-	0.101	-	-
1	D-BC	582.685	0.154	0.154	0.350	0.245	0.097	0.245	-	0.097	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	614.00	100.000
B	ONE HOUR	✓	104.00	100.000
C	ONE HOUR	✓	83.00	100.000
D	ONE HOUR	✓	2.00	100.000

Turning Proportions

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

	To				
	A	B	C	D	
From	A	0.000	253.000	358.000	3.000
	B	88.000	0.000	16.000	0.000
	C	73.000	10.000	0.000	0.000
	D	2.000	0.000	0.000	0.000

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

	To				
	A	B	C	D	
From	A	0.00	0.41	0.58	0.00
	B	0.85	0.00	0.15	0.00
	C	0.88	0.12	0.00	0.00
	D	1.00	0.00	0.00	0.00

Vehicle Mix

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

	To				
	A	B	C	D	
From	A	1.000	1.014	1.009	1.000
	B	1.030	1.000	1.000	1.000
	C	1.030	1.111	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
	A	B	C	D	
From	A	0.000	1.400	0.900	0.000
	B	3.000	0.000	0.000	0.000
	C	3.000	11.100	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	6.24	0.03	A
B-AD	0.19	8.60	0.23	A
A-BCD	0.01	3.87	0.01	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.00	0.00	0.00	A
D-BC	0.00	0.00	0.00	A
C-ABD	0.02	6.93	0.03	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (16:30-16:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	12.05	11.97	0.00	646.78	0.019	0.02	5.671	A
B-AD	66.25	65.73	0.00	566.72	0.117	0.13	7.178	A
A-BCD	4.03	4.01	0.00	934.66	0.004	0.00	3.868	A
A-B	189.74	189.74	0.00	-	-	-	-	-
A-C	268.48	268.48	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	692.95	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	479.66	0.000	0.00	0.000	A
C-ABD	8.34	8.27	0.00	559.18	0.015	0.02	6.534	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	54.15	54.15	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	14.38	14.37	0.00	624.76	0.023	0.02	5.897	A
B-AD	79.11	78.96	0.00	545.24	0.145	0.17	7.718	A
A-BCD	5.29	5.29	0.00	977.78	0.005	0.01	3.699	A
A-B	226.37	226.37	0.00	-	-	-	-	-
A-C	320.31	320.31	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	686.60	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	459.52	0.000	0.00	0.000	A
C-ABD	10.20	10.18	0.00	547.94	0.019	0.02	6.698	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	64.41	64.41	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	17.62	17.59	0.00	594.25	0.030	0.03	6.242	A
B-AD	96.89	96.65	0.00	515.56	0.188	0.23	8.587	A
A-BCD	7.31	7.30	0.00	1034.23	0.007	0.01	3.503	A
A-B	276.90	276.90	0.00	-	-	-	-	-
A-C	391.82	391.82	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	677.96	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	431.84	0.000	0.00	0.000	A
C-ABD	12.95	12.91	0.00	532.73	0.024	0.03	6.932	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	78.44	78.44	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	17.62	17.62	0.00	594.17	0.030	0.03	6.243	A
B-AD	96.89	96.88	0.00	515.55	0.188	0.23	8.598	A
A-BCD	7.31	7.31	0.00	1034.19	0.007	0.01	3.504	A
A-B	276.90	276.90	0.00	-	-	-	-	-
A-C	391.82	391.82	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	677.90	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	431.77	0.000	0.00	0.000	A
C-ABD	12.95	12.95	0.00	532.76	0.024	0.03	6.928	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	78.43	78.43	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	14.38	14.41	0.00	624.63	0.023	0.02	5.899	A
B-AD	79.11	79.34	0.00	545.22	0.145	0.17	7.731	A
A-BCD	5.30	5.30	0.00	977.70	0.005	0.01	3.702	A
A-B	226.37	226.37	0.00	-	-	-	-	-
A-C	320.31	320.31	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	686.49	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	459.42	0.000	0.00	0.000	A
C-ABD	10.21	10.24	0.00	547.98	0.019	0.02	6.686	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	64.41	64.41	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	12.05	12.06	0.00	646.56	0.019	0.02	5.673	A
B-AD	66.25	66.40	0.00	566.69	0.117	0.13	7.199	A
A-BCD	4.04	4.04	0.00	934.52	0.004	0.00	3.869	A
A-B	189.73	189.73	0.00	-	-	-	-	-
A-C	268.48	268.48	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	692.77	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	479.48	0.000	0.00	0.000	A
C-ABD	8.35	8.37	0.00	559.23	0.015	0.02	6.529	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	54.14	54.14	0.00	-	-	-	-	-

Existing Layout - 2020, AM With Committed and Proposed

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020, AM With Committed and Proposed	2020	AM With Committed and Proposed		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	17.32	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	James Road South		Major
B	Peterborough Road		Minor
C	James Road North		Major
D	Carrington Drove		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	8.00		0.00		2.20	200.00	✓	0.00
C	8.40		0.00		2.20	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	8.80	6.00	4.90		3.00	40	200
D	One lane plus flare				10.00	10.00	9.30	6.30	5.00		3.00	75	50

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	689.785	-	-	-	0.244	0.244	0.244	-	0.244	-	-
1	B-AD	702.394	0.115	0.290	-	-	-	0.182	0.414	0.182	0.115	0.290
1	B-C	751.768	0.103	0.261	-	-	-	-	-	-	0.103	0.261
1	C-B	689.785	0.239	0.239	-	-	-	-	-	-	0.239	0.239
1	D-A	724.968	-	-	-	0.256	0.101	0.256	-	0.101	-	-
1	D-BC	582.685	0.154	0.154	0.350	0.245	0.097	0.245	-	0.097	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	163.00	100.000
B	ONE HOUR	✓	347.00	100.000
C	ONE HOUR	✓	567.00	100.000
D	ONE HOUR	✓	0.00	100.000

Turning Proportions

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

	To				
From		A	B	C	D
	A	0.000	112.000	50.000	1.000
	B	323.000	0.000	24.000	0.000
	C	538.000	29.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

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

	To				
From		A	B	C	D
	A	0.00	0.69	0.31	0.01
	B	0.93	0.00	0.07	0.00
	C	0.95	0.05	0.00	0.00
	D	0.25	0.25	0.25	0.25

Vehicle Mix

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

	To				
From		A	B	C	D
	A	1.000	1.037	1.022	1.000
	B	1.035	1.000	1.000	1.000
	C	1.002	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.000	3.700	2.200	0.000
	B	3.500	0.000	0.000	0.000
	C	0.200	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	7.35	0.05	A
B-AD	0.67	20.38	1.96	C
A-BCD	0.00	6.18	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.00	0.00	0.00	A
D-BC	0.00	0.00	0.00	A
C-ABD	0.07	4.14	0.13	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (07:15-07:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	18.07	17.95	0.00	647.57	0.028	0.03	5.718	A
B-AD	243.17	240.32	0.00	578.03	0.421	0.71	10.579	B
A-BCD	0.93	0.93	0.00	613.96	0.002	0.00	5.871	A
A-B	84.19	84.19	0.00	-	-	-	-	-
A-C	37.59	37.59	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	556.35	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	401.99	0.000	0.00	0.000	A
C-ABD	36.74	36.51	0.00	905.79	0.041	0.06	4.142	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	390.13	390.13	0.00	-	-	-	-	-

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	21.58	21.54	0.00	609.67	0.035	0.04	6.120	A
B-AD	290.37	289.01	0.00	558.44	0.520	1.05	13.291	B
A-BCD	1.18	1.18	0.00	600.96	0.002	0.00	5.997	A
A-B	100.49	100.49	0.00	-	-	-	-	-
A-C	44.86	44.86	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	522.84	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	366.17	0.000	0.00	0.000	A
C-ABD	51.34	51.23	0.00	957.09	0.054	0.08	3.974	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	458.39	458.39	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.42	26.36	0.00	521.31	0.051	0.05	7.273	A
B-AD	355.63	352.23	0.00	531.42	0.669	1.90	19.710	C
A-BCD	1.57	1.56	0.00	584.83	0.003	0.00	6.166	A
A-B	122.99	122.99	0.00	-	-	-	-	-
A-C	54.91	54.91	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	477.20	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	317.31	0.000	0.00	0.000	A
C-ABD	72.48	72.31	0.00	1016.03	0.071	0.12	3.814	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	551.80	551.80	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.42	26.42	0.00	516.38	0.051	0.05	7.346	A
B-AD	355.63	355.41	0.00	531.40	0.669	1.96	20.385	C
A-BCD	1.57	1.57	0.00	584.02	0.003	0.00	6.179	A
A-B	122.99	122.99	0.00	-	-	-	-	-
A-C	54.91	54.91	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	476.27	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	316.42	0.000	0.00	0.000	A
C-ABD	72.55	72.54	0.00	1016.10	0.071	0.13	3.818	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	551.73	551.73	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	21.58	21.64	0.00	605.96	0.036	0.04	6.163	A
B-AD	290.37	293.74	0.00	558.41	0.520	1.12	13.768	B
A-BCD	1.18	1.18	0.00	599.74	0.002	0.00	6.020	A
A-B	100.49	100.49	0.00	-	-	-	-	-
A-C	44.86	44.86	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	521.46	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	364.86	0.000	0.00	0.000	A
C-ABD	51.42	51.58	0.00	957.19	0.054	0.08	3.978	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	458.30	458.30	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	18.07	18.10	0.00	645.35	0.028	0.03	5.741	A
B-AD	243.17	244.67	0.00	577.96	0.421	0.74	10.851	B
A-BCD	0.94	0.94	0.00	612.85	0.002	0.00	5.887	A
A-B	84.19	84.19	0.00	-	-	-	-	-
A-C	37.59	37.59	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	555.12	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	400.81	0.000	0.00	0.000	A
C-ABD	36.86	36.96	0.00	905.87	0.041	0.06	4.144	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	390.01	390.01	0.00	-	-	-	-	-

Existing Layout - 2020, PM With Committed and Proposed

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020, PM With Committed and Proposed	2020	PM With Committed and Proposed		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	7.90	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	James Road South		Major
B	Peterborough Road		Minor
C	James Road North		Major
D	Carrington Drove		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	8.00		0.00		2.20	200.00	✓	0.00
C	8.40		0.00		2.20	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	8.80	6.00	4.90		3.00	40	200
D	One lane plus flare				10.00	10.00	9.30	6.30	5.00		3.00	75	50

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	689.785	-	-	-	0.244	0.244	-	0.244	-	-	-
1	B-AD	697.506	0.114	0.288	-	-	-	0.181	0.411	0.181	0.114	0.288
1	B-C	757.986	0.104	0.263	-	-	-	-	-	-	0.104	0.263
1	C-B	689.785	0.239	0.239	-	-	-	-	-	-	0.239	0.239
1	D-A	724.968	-	-	-	0.256	0.101	0.256	-	0.101	-	-
1	D-BC	582.685	0.154	0.154	0.350	0.245	0.097	0.245	-	0.097	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	625.00	100.000
B	ONE HOUR	✓	103.00	100.000
C	ONE HOUR	✓	83.00	100.000
D	ONE HOUR	✓	2.00	100.000

Turning Proportions

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

		To			
From	A	B	C	D	
	A	0.000	264.000	358.000	3.000
	B	87.000	0.000	16.000	0.000
	C	73.000	10.000	0.000	0.000
	D	2.000	0.000	0.000	0.000

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

	To				
From		A	B	C	D
	A	0.00	0.42	0.57	0.00
	B	0.84	0.00	0.16	0.00
	C	0.88	0.12	0.00	0.00
	D	1.00	0.00	0.00	0.00

Vehicle Mix

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

	To				
From		A	B	C	D
	A	1.000	1.014	1.009	1.000
	B	1.030	1.000	1.000	1.000
	C	1.030	1.111	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	1.400	0.900	0.000
	B	3.000	0.000	0.000	0.000
	C	3.000	11.100	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	6.25	0.03	A
B-AD	0.19	8.60	0.23	A
A-BCD	0.01	3.85	0.01	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.00	0.00	0.00	A
D-BC	0.00	0.00	0.00	A
C-ABD	0.02	6.97	0.03	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (16:30-16:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	12.05	11.97	0.00	646.22	0.019	0.02	5.676	A
B-AD	65.50	64.98	0.00	565.72	0.116	0.13	7.181	A
A-BCD	4.06	4.04	0.00	939.29	0.004	0.00	3.849	A
A-B	197.99	197.99	0.00	-	-	-	-	-
A-C	268.48	268.48	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	693.15	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	478.56	0.000	0.00	0.000	A
C-ABD	8.34	8.27	0.00	557.43	0.015	0.02	6.555	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	54.14	54.14	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	14.38	14.37	0.00	624.06	0.023	0.02	5.904	A
B-AD	78.21	78.06	0.00	544.06	0.144	0.17	7.723	A
A-BCD	5.34	5.34	0.00	983.07	0.005	0.01	3.680	A
A-B	236.21	236.21	0.00	-	-	-	-	-
A-C	320.31	320.31	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	686.84	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	458.21	0.000	0.00	0.000	A
C-ABD	10.21	10.19	0.00	545.86	0.019	0.02	6.724	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	64.41	64.41	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	17.62	17.59	0.00	593.38	0.030	0.03	6.251	A
B-AD	95.79	95.55	0.00	514.14	0.186	0.23	8.597	A
A-BCD	7.39	7.38	0.00	1040.25	0.007	0.01	3.483	A
A-B	288.94	288.94	0.00	-	-	-	-	-
A-C	391.81	391.81	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	678.26	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	430.22	0.000	0.00	0.000	A
C-ABD	12.96	12.93	0.00	530.21	0.024	0.03	6.966	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	78.43	78.43	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	17.62	17.62	0.00	593.29	0.030	0.03	6.252	A
B-AD	95.79	95.78	0.00	514.13	0.186	0.23	8.605	A
A-BCD	7.39	7.39	0.00	1040.21	0.007	0.01	3.484	A
A-B	288.93	288.93	0.00	-	-	-	-	-
A-C	391.81	391.81	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	678.19	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	430.16	0.000	0.00	0.000	A
C-ABD	12.96	12.96	0.00	530.23	0.024	0.03	6.959	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	78.42	78.42	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	14.38	14.41	0.00	623.93	0.023	0.02	5.908	A
B-AD	78.21	78.44	0.00	544.05	0.144	0.17	7.735	A
A-BCD	5.35	5.35	0.00	982.99	0.005	0.01	3.685	A
A-B	236.21	236.21	0.00	-	-	-	-	-
A-C	320.31	320.31	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	686.73	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	458.10	0.000	0.00	0.000	A
C-ABD	10.22	10.25	0.00	545.90	0.019	0.02	6.714	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	64.40	64.40	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	12.05	12.06	0.00	645.99	0.019	0.02	5.678	A
B-AD	65.50	65.65	0.00	565.70	0.116	0.13	7.200	A
A-BCD	4.07	4.08	0.00	939.15	0.004	0.00	3.852	A
A-B	197.98	197.98	0.00	-	-	-	-	-
A-C	268.48	268.48	0.00	-	-	-	-	-
D-A	0.00	0.00	0.00	692.97	0.000	0.00	0.000	A
D-BC	0.00	0.00	0.00	478.38	0.000	0.00	0.000	A
C-ABD	8.35	8.37	0.00	557.48	0.015	0.02	6.550	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	54.14	54.14	0.00	-	-	-	-	-