TRANSPORT ASSESSMENT

LAND EAST OF NORMANTON ROAD,
CROWLAND

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1.0 INTRODUCTION

1.1 ADC Infrastructure Limited (ADC) are commissioned by Allison Homes (the Applicant) to prepare a Transport Assessment (TA) to accompany a full application for residential development on land situated to the east of Normanton Road, Crowland. Crowland is located within southern Lincolnshire, approximately 12km north of Peterborough. The site's general location is displayed in **Figure 1** below.

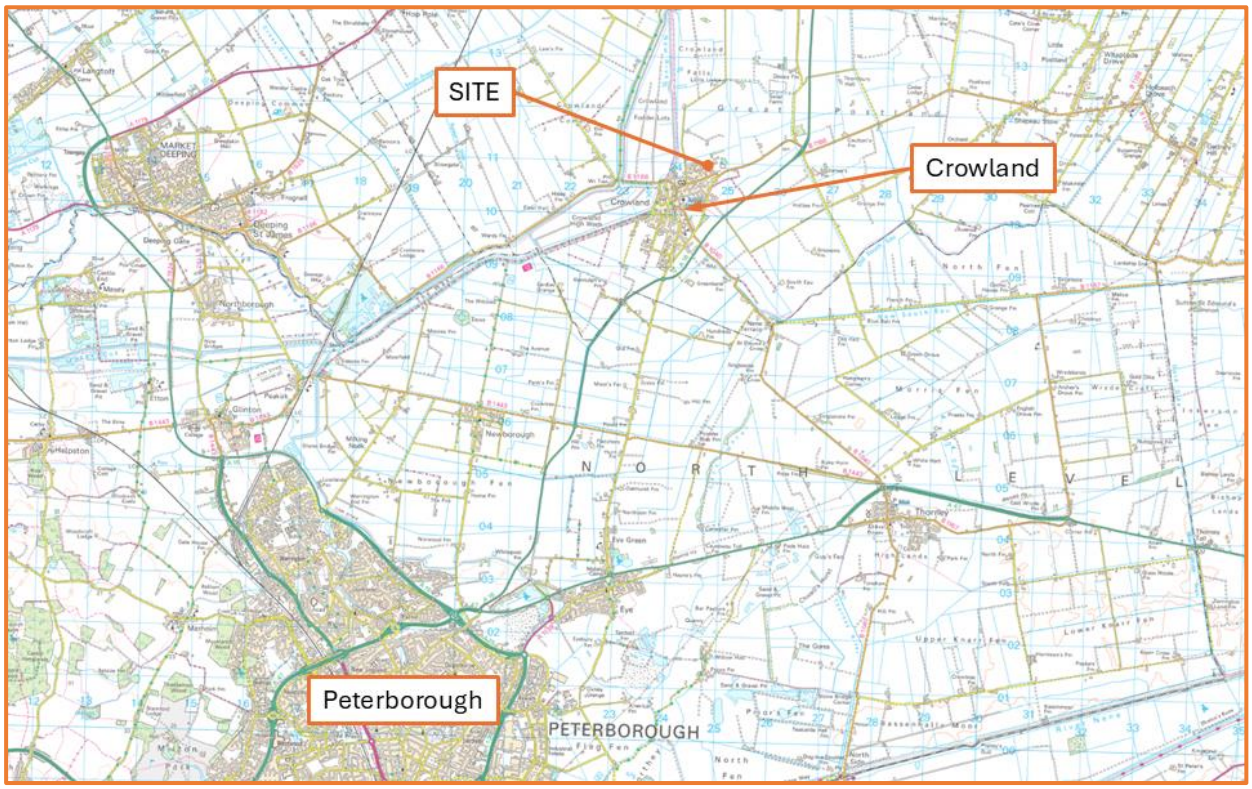


Figure 1: general site location

1.2 For the area surrounding the site, South Holland District Council (SHDC) represent the Local Planning Authority (LPA), and Lincolnshire County Council (LCC) represent the Local Highway Authority (LHA). The site is allocated in the South East Lincolnshire Local Plan (2011-2036) for residential development of around 70 dwellings.

1.3 The development proposals comprise the construction of 80 dwellings, associated infrastructure, and open space. Vehicular access would be taken via the extension of Normanton Way into the site. A detailed site layout plan of the proposals is included at **Appendix A.**

1.4 This Transport Assessment examines the highways and transport implications of the proposed development and is structured as follows:

- Section 2 examines the existing conditions within the vicinity of the site. This includes the site location and its existing use, the local highway network including the collision record, and the existing opportunities to travel to the site by foot, cycle, and public transport.
- Section 3 details the development proposals, including the access to the site for all modes of transport, parking provision, and internal layout.
- Section 4 forecasts the vehicle trip generation, daily modal split, and person trip generation for the development.
- Section 5 details the distribution of vehicular trips from the development and the assignment of traffic onto the local highway network.

- Section 6 details the study area, potential committed developments, and assessment traffic flows.
- Section 7 presents the results of the junction modelling and outlines the expected highway impact of the development.
- Section 8 presents the summary and conclusions.

1.5 This report considers the requirements set out in paragraph 115 of the National Planning Policy Framework (NPPF)[1] as follows:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
b) safe and suitable access to the site can be achieved for all users;
c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

1.6 This report also highlights paragraph 116 of the NPPF, which states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

[1] National Planning Policy Framework, Ministry of Housing, Communities & Local Government (December 2024)

2.0 EXISTING CONDITIONS

Site location and existing use

2.1 The existing site comprises approximately 4.89ha of agricultural land adjacent to residential areas located to the north of Crowland. A detailed view of the site's location is shown in the aerial photograph presented in **Figure 2**.

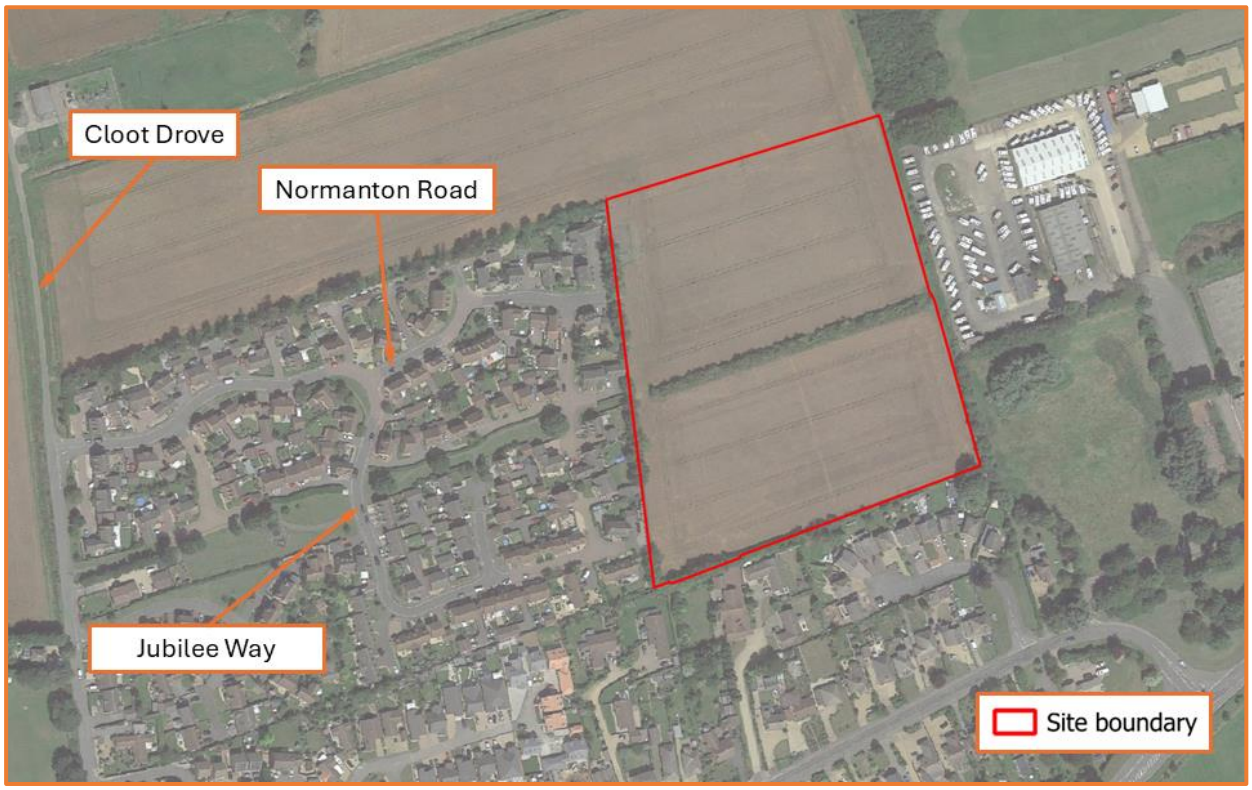


Figure 2: detailed site location

2.2 As shown, the site comprises two field parcels. The site is bordered by established residential uses along Normanton Road and Jubilee Way to the west, residential uses to the south, established employment uses to the east, and further agricultural land to the north.

2.3 The site is allocated in the South East Lincolnshire Local Plan (2011-2036) for residential development of around 70 dwellings. The allocation states that the site preferably be accessed from both Normanton Road and Jubilee Way.

Local highway network

2.4 The local highway network within the vicinity of the site is presented at **Figure 3.**

Normanton Road

2.5 The site is proposed to be accessed via the extension of Normanton Road into the site. Normanton Road is an unclassified residential cul-de-sac, running east from Cloot Drove and currently serving 145 dwellings in total. Along its route, Normanton Road splits at three points. One of these splits comprises Jubilee Way.

2.6 Between the site and Cloot Drove, Normanton Road has an approximate length of 325m and comprises a carriageway width of 5.5m. It benefits from street-lighting along its length. Junction

tables are provided at points where Normanton Way splits, ensuring vehicles travel at a safe and suitable speed. Normanton Way benefits from footways, between 1.8m and 2.0m in width on either side, connecting to further pedestrian infrastructure on Cloot Drove. As shown on the plan included at **Appendix B,** Normanton Road constitutes publicly adopted highway.

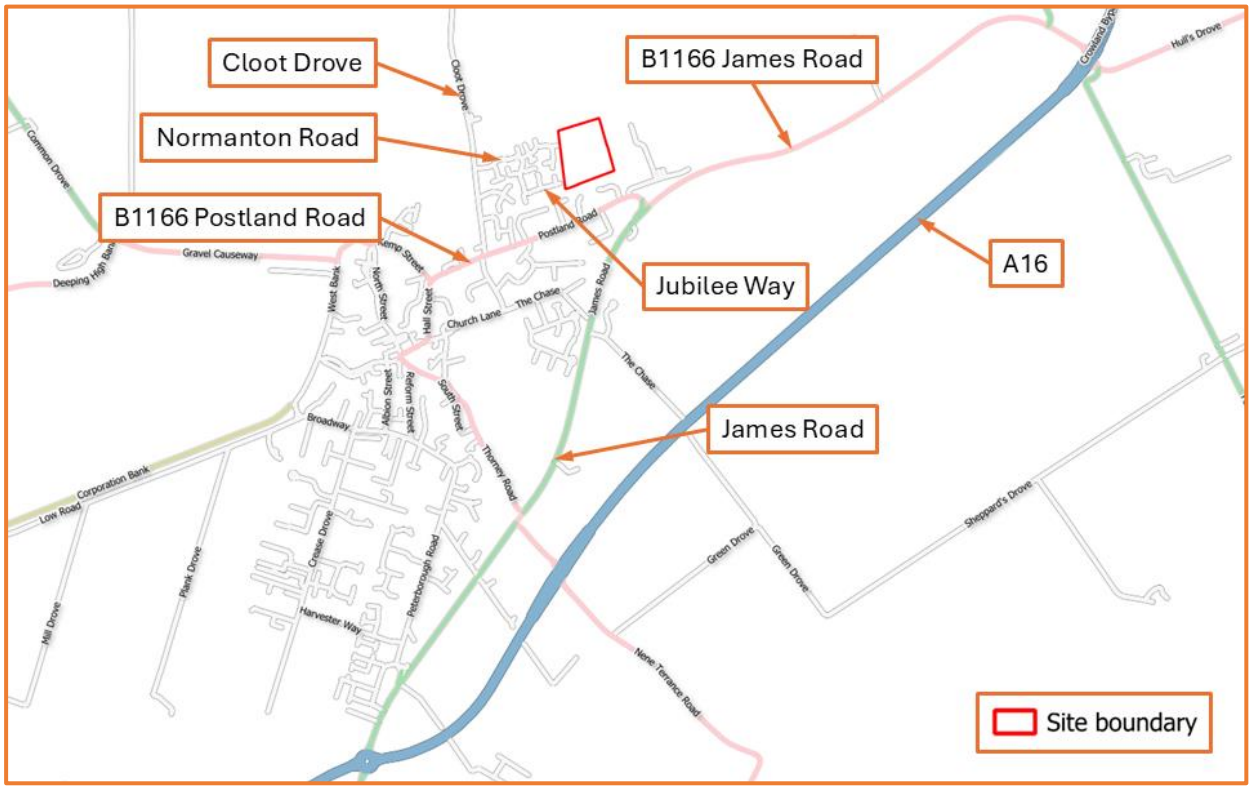


Figure 3: local highway network

Cloot Drove

2.7 Cloot Drove runs from north to south, to the west of the site and Normanton Road. To the south of Normanton Road, Cloot Drove forms a residential road with a width of 5.5m and serves existing further residential development to the east via several priority-controlled T-junctions. North of Normanton Road, Cloot Drove narrows to approximately 3.0m and forms a rural lane that continues directly north whilst bordered either side by two ditches.

2.8 There is a change of speed limit located where Cloot Drove narrows, imposing a 30mph limit for southbound vehicles approaching Crowland, and the national speed limit for those leaving.

2.9 To the south of Normanton Road, a 2.0m footway is present along the eastern side of Cloot Drove with dropped kerb crossings provided at appropriate points. Cloot Drove is street-lit within the vicinity of the existing residential areas and continues south for approximately 400m before forming the minority arm of a priority-controlled T-junction with the B1166 Postland Road.

B1166 Postland Road

2.10 The B1166 Postland Road runs east to west through northern Crowland and forms one of the main routes in and out of the town. Within the vicinity of Cloot Drove, Postland Road has a width of approximately 6.0m, and is bordered by footways either side.

2.11 To the west, Postland Road forms the main route from the site to the centre of town. The local Primary School is situated north off Postland Road, approximately 100m west of Cloot Drove.

Accordingly, Postland Road is subject to a 20mph advisory speed limit throughout a designated 'School Safety Zone', with 'Keep-Clear' road markings and signage prohibiting vehicles from stopping near the school. Postland Road benefits from a wide footway to the north, connecting the school to Cloot Drove and providing access to other nearby facilities. Postland Road continues west beyond the school where it routes through the centre of town and provides access to key amenities and residential areas within the rest of Crowland.

2.12 Furthermore, east of Cloot Drove, Postland Road continues to the B1166 James Road where it forms the minor arm of a priority-controlled junction. Located approximately 125m east of Cloot Drove on Postland Road are the closest bus-stops to the site. Further details concerning these stops is provided below. To the east, Postland Road continues to benefit from footways located on either side of the carriageway.

James Road

2.13 James Road forms the main route in and out of Crowland. It connects to the A16 at both ends and, in the past would have formed the main route through Crowland until the opening of the A16 bypass in 2010. James Road comprises a carriageway with width of 8.0m and is governed by a 50mph speed limit along its length. A number of key roads within Crowland form a priority-controlled junction with James Road including Postland Road, Thorney Road, and Peterborough Road.

2.14 As is to be expected, there is little pedestrian infrastructure along James Road congruent with its lack of prominence as a desire line for pedestrians. South of Crowland, James Road forms the northern arm of a 4-arm priority-controlled roundabout with the A16 (eastern and western arms) and Peterborough Road (southern arm). Peterborough Road provides a direct connection from the site to Peterborough city centre.

A16

2.15 The A16 forms the principal route from Crowland to the wider highway network. Access to the A16 from Crowland is provided via a priority-controlled junction and a priority-controlled 4-arm roundabout with James Road, located to the north and south of the town. Within the vicinity of Crowland, the A16 comprises a single-carriageway road and is governed by the national speed limit. Further afield, the A16 provides connectivity to much of Lincolnshire to the north, and central Peterborough to the south.

Study area

2.16 As requested by LCC this Transport Assessment assesses the following junctions:

- Cloot Drove/B116 Postland Road T-junction
- B1166 Postland Road/B1166 James Road T-junction.

Traffic flows and vehicle speeds

2.17 Junction turning counts were undertaken at all three junctions within the study area on the 21st of November 2024. All vehicle movements turning at and travelling through each junction, between the times of 07:00-10:00 and 16:00-19:00, was recorded in 15-minute intervals. The detailed traffic survey data is included in **Appendix C.**

2.18 The morning and evening peak hour of traffic at each junction was identified, and the traffic flows extracted. These observed traffic flows, for peak AM and PM hours, are presented in **Diagrams 1** and **2,** respectively.

Collision record

2.19 It is necessary to examine the collision record within the vicinity of the site and the study area junctions in order to determine if there are any existing trends that could be exacerbated by the additional vehicle and person trips generated by the proposals. Therefore, Personal Injury Collision (PIC) data was obtained from LCC for the most recent five-year period (31st of October 2019 to the 31st of October 2024) .

2.20 LCC confirmed that no collisions have occurred on Normanton Road or Cloot Drove within the time period studied. In addition, no collisions were recorded at the Cloot Drove/B116 Postland Road T-junction.

2.21 Two collisions of slight severity were recorded at the B1166 Postland Road/B1166 James Road T-junction. The full PIC records are contained in **Appendix D,** and the location of the collisions is shown on **Figure 4**.



Figure 4: collision record at Junction 2 (B1166 Postland Road/B1166 James Road T-junction)

2.22 As shown in **Figure 4**, two incidents were recorded in this location within the time period studied, both of which were deemed to be slight in severity. One incident (ref. 230392589) involved a car pulling right out of Postland Road onto James Road and into the path of southbound car which was unable to stop. The collision occurred at 08:12 on a Monday under dry and daylight conditions. The other incident at this junction (ref. 210369222) can be termed a 'rear-end shunt' between two cars as they slowed to a stop due to a road closure ahead. The incident occurred at 08:04 on a Friday under dry and daylight conditions.

2.23 It is not considered that two incidents in one location, within a five-year period, occurring under different circumstances, indicates the presence of an underlying highway safety issue at this junction.

Opportunities for pedestrian travel

2.24 Typically, pedestrians are prepared to walk up to 2km for non-leisure journeys such as travelling to work or school[2]. Accordingly, a 2km pedestrian catchment measured from the centre of the site is presented at **Figure 5**.

2.25 As shown, all of central Crowland is within a 2km walk from the site. As such the site benefits from a range of amenities and facilities within an acceptable walking distance. Nearby, South View Primary School provides primary level education for the town of Crowland and is located on Postland Drive, approximately an 800m walk from the location of the proposed site access. The school is also home to a pre-school facility; welcoming children between the ages of 2 and 4, as well as the Crowland Leisure and Wellbeing Centre, which is available for public use.

2.26 To the southwest, Crowland town centre is located slightly further afield, but still within a 2km walk of the site via Postland Road. The town centre is home to a pharmacy, library, several supermarkets, convenience stores, cafes, restaurants, and pubs. There are several recreational areas in Crowland within an acceptable walking distance including the Normanton Road Play Area adjacent to the site, and the main formal green space within Crowland: Snowden Park and Sports Field.

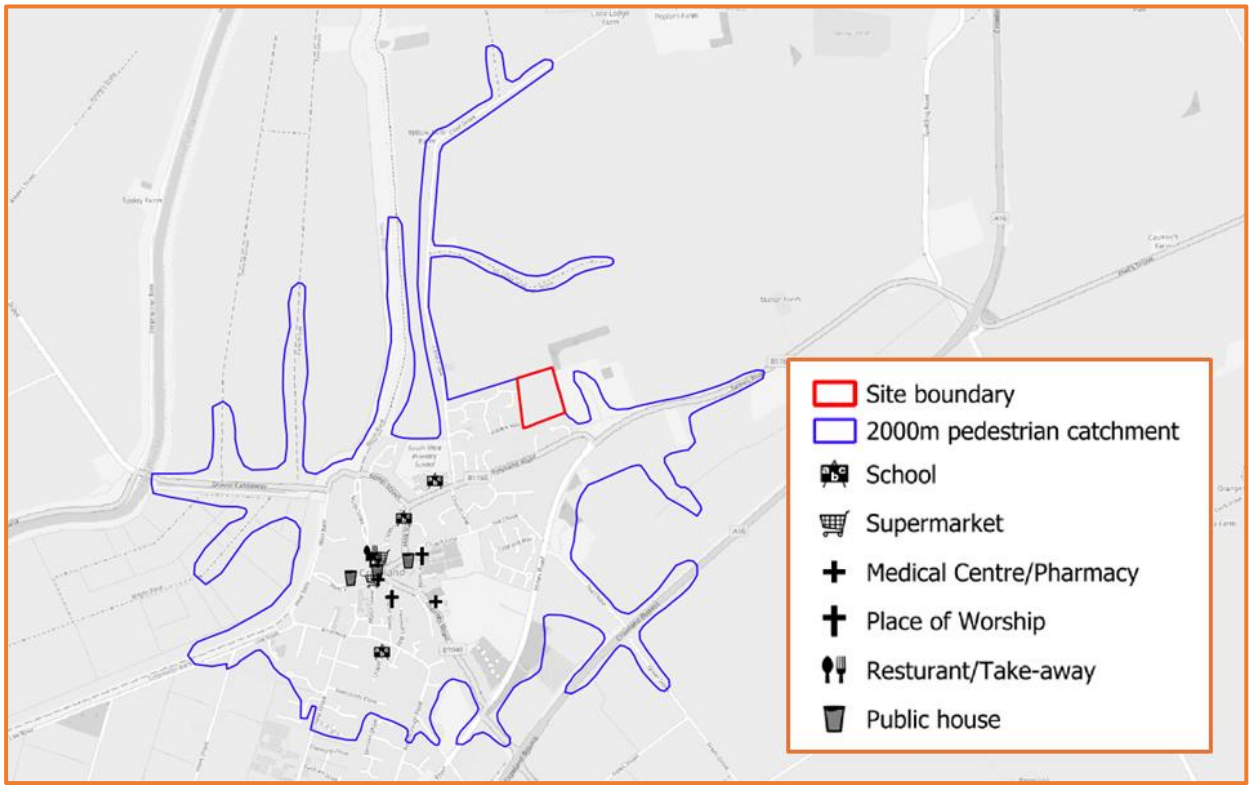


Figure 5: 2000m pedestrian catchment

2.27 Normanton Road benefits from footways of 1.8m-2.0m width on either side. These run from the location of the proposed access, to Cloot Drove. The footways are of good quality, are even, with minimal obstructions present. The residential areas to the west of the site benefit from several

[2] Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000

off-road pedestrian corridors which aid permeability for those walking to and from the site. These routes are surfaced and benefit from lighting along their length.

2.28 In terms of the pedestrian infrastructure provided on Cloot Drove, a footway is provided on the eastern side of the carriageway that measures approximately 2.0m in width. The footway continues south from Normanton Road to Postland Road and benefits from dropped kerb crossings at appropriate points and street-lighting along its entire length. No footway is provided on the western side of Cloot Drove, but this is unsurprising given that few dwellings are located to the west of Cloot Drove, and there is no major desire line to the west for pedestrians.

2.29 As outlined above, the main route from the site to central Crowland is to the east along Postland Road on which the pedestrian infrastructure is generally of a good standard. Footways are present on both sides of the carriageway and although varied, are generally of a generous width. The footways are more constrained closer to central Crowland, but this is a recuring theme throughout the town. Nevertheless, the route benefits from dropped kerbed crossings at junctions and private drives, street-lighting, and a pedestrian island located near central Crowland that enables users to cross Postland Road safely.

2.30 The network of Public Rights of Way (PRoW) within the vicinity of the site is presented in **Figure 6**. No PRoWs intersect or border the site. As shown, there are a several footpaths within Crowland that aid pedestrian permeability throughout the town. Notably, to the west of the site, a footpath and bridleway are located along the banks of the River Welland and connect Crowland to nearby villages, including Deeping St James.

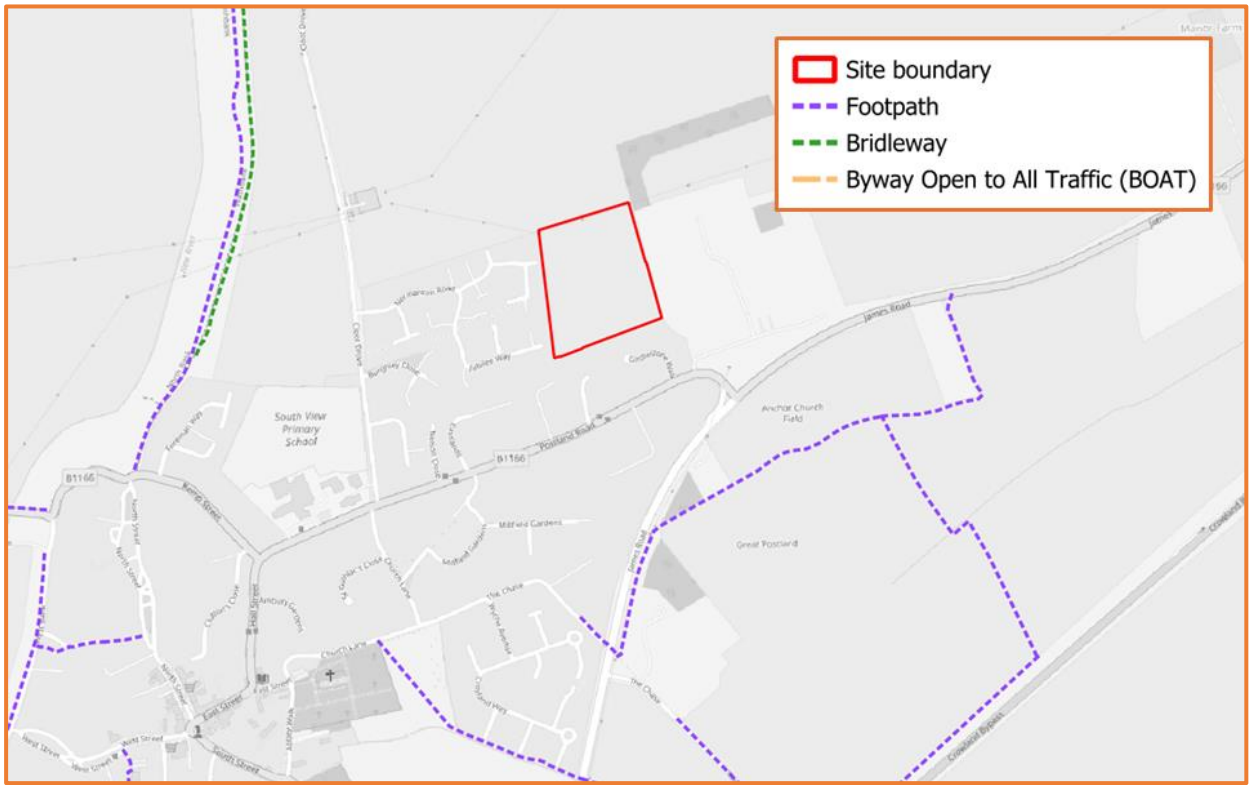


Figure 6: PRoW network within vicinity of the site

Opportunities for cycle travel

2.31 Statistics from the National Travel Survey 2023[3] indicate that the average length of a cycle journey is approximately 4.8km, although it is generally recognised that this is an average and that cyclists will commute significantly longer distances if the topography and highway conditions are favourable. For robustness, a 5km cycle catchment measured from the site is shown in **Figure 7**.

2.32 As shown, the entire of Crowland is situated within an acceptable cycle distance from the site. Generally, within Crowland the roads are quiet and suitable for on-carriageway cycling. As such there is little cycle specific infrastructure provided within Crowland, congruent with its rural location. Notably, the topology within the vicinity of Crowland is flat which aids cyclists in travelling longer distances. North of Crowland there is a network of rural lanes and bridleways that are suitable for cyclists of all abilities.

2.33 Highlighted on **Figure 7** is the National Cycle Network (NCN) Route 12, which routes through the centre of Crowland. Route 12 comprises both on and off-road sections and provides a good quality route along the River Welland to nearby villages including Market Deeping, Cowbit, and Deeping St James, where the nearest secondary school to the site is located. Further afield, the NCN connects to key regional destinations including Peterborough city centre.

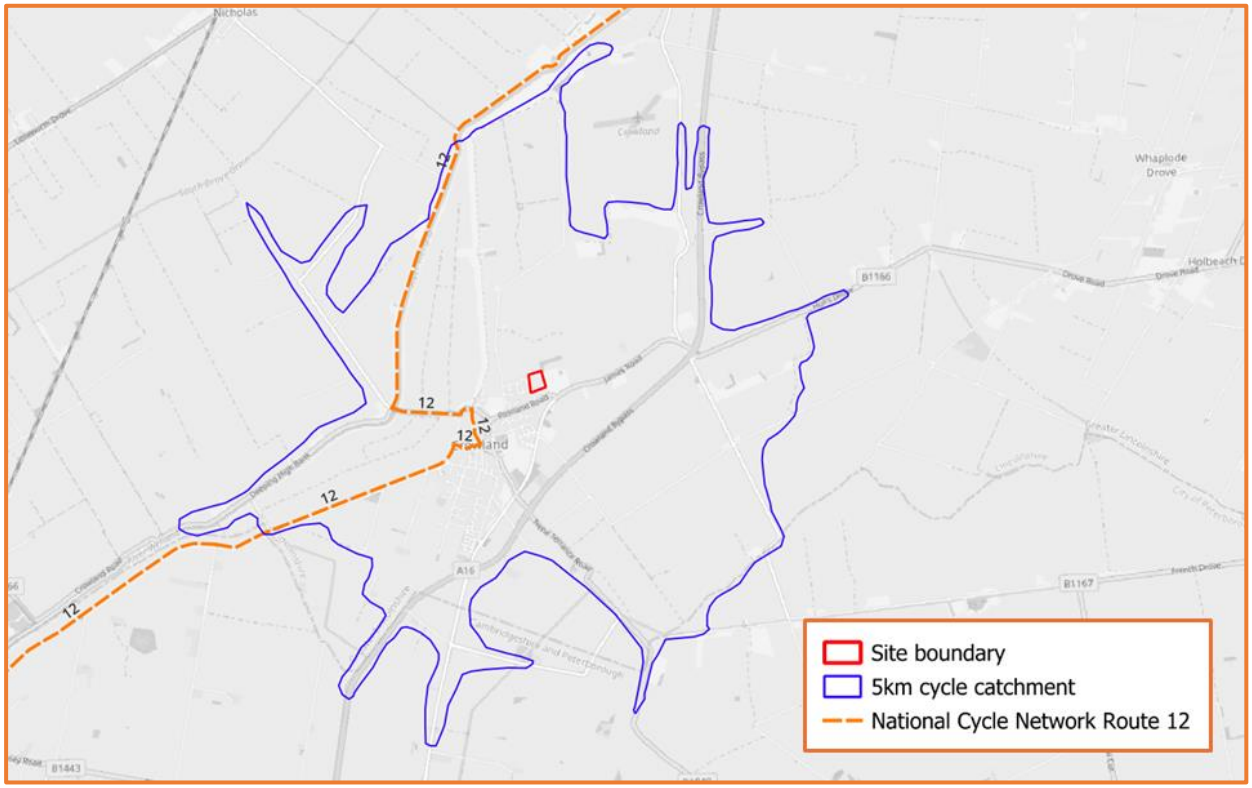


Figure 7: 5km cycle catchment

Opportunities for travel by public transport

2.34 As shown in **Figure 8,** the nearest bus stops to the site are located on Postland Road, and are known as 'Crowland, adjacent to Eastlands'. The stops are located within a 800m from the proposed site access via the local highway network.

[3] National Statistics National Travel Survey, 2023

2.35 Eastbound, the stops comprise a flag and pole sign, with the timetables presented in casing below. Similarly, westbound, the stops similarly comprise a flag and pole sign complete with timetables. The westbound stops also benefit from a brick shelter. Both stops benefit from a raised kerb on Postland Road adjacent to the respective stops allowing for easier access for users onto busses. Additionally, there is a dropped kerb crossing point with tactile paving across Postland Road connecting the two stops.

2.36 The stops are served by the 37-bus service operated by Stagecoach East. The service runs between Spalding and Peterborough 7-days a week. A summary of the times and frequencies of the 37 service is provided in the table below, and a map of the route is included at **Figure 9**.

service	route	days	times	daytime frequency
37	Peterborough – Crowland - Spalding	Monday to Saturday Sunday	05:34 to 19:01 08:26 to 17:56	60 mins 120 mins
	Spalding – Crowland - Peterborough	Monday to Saturday Sunday	06:53 to 20:28 09:56 to 19:26	60 mins 120 mins

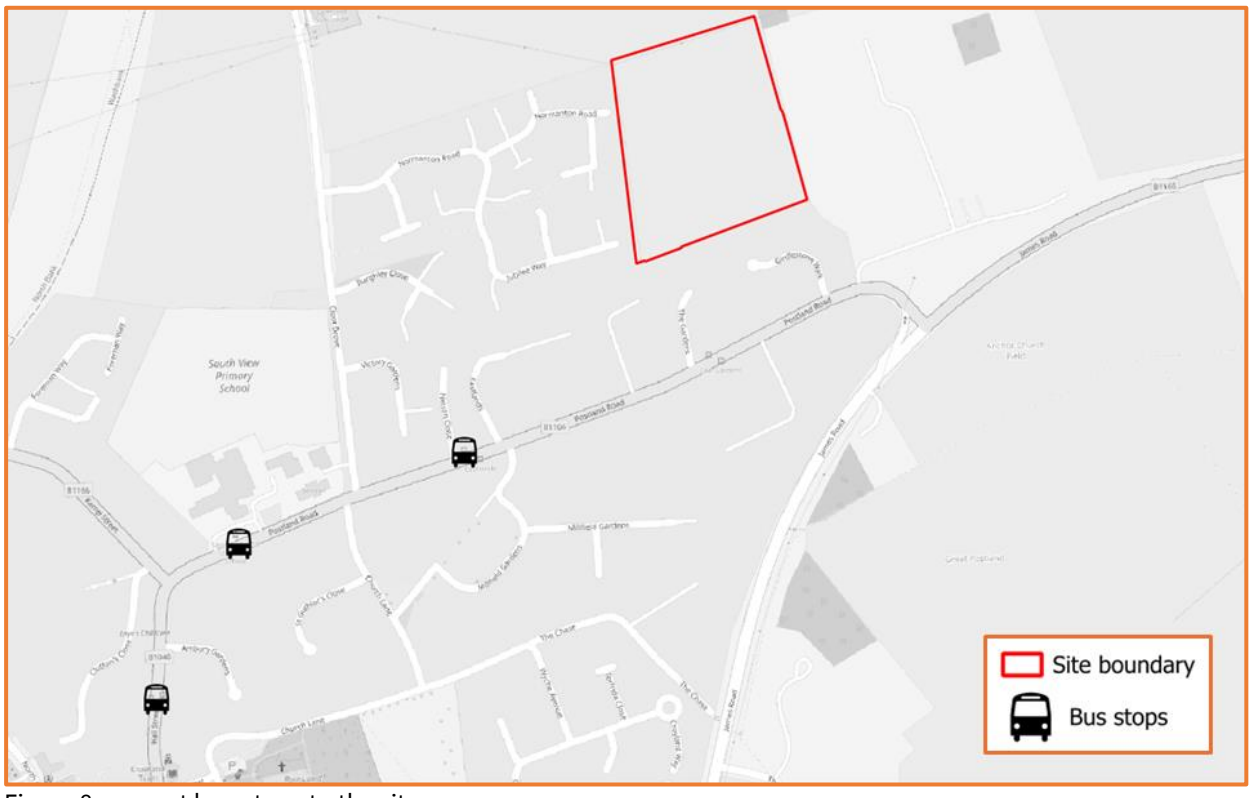


Figure 8: nearest bus-stops to the site

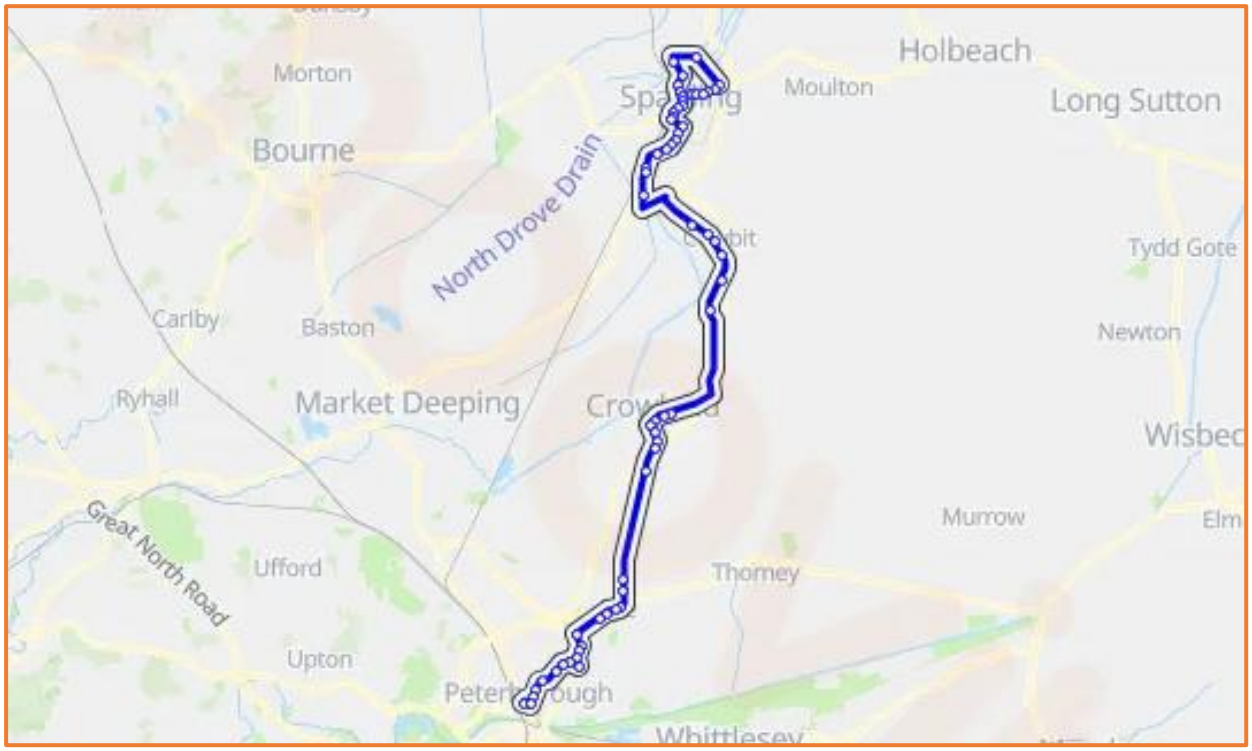


Figure 9: 37-bus route

2.37 The nearest railway station to the site is located at Peterborough, approximately 17km south of the site. Peterborough Railway Station is managed by London North Eastern Railway (LNER) and is a major interchange, serving both the East Coast Mainline, running north to south, as well as regional east-west lines. Regular services are provided to local towns and key national destinations.

Summary

2.38 The existing site comprises approximately 4.89ha of agricultural land adjacent to residential and employment areas located to the north of Crowland. Normanton Road is an unclassified but publicly adopted residential cul-de-sac, running east from Cloot Drove and serving 145 dwellings.

2.39 With regard to accessibility for non-motorised users, the site is located within close proximity to the centre of Crowland and is therefore located within a short walking distance of a good range of amenities, including a primary school, supermarkets, and other important amenities. The site is located within an area that provides good pedestrian connectivity along an established network of footways, particularly along the key desire line into the centre of town. Furthermore, there is a good range of amenities within an acceptable cycle distance from the site, including schools, retail, and leisure facilities. The National Cycle Network passes within the vicinity of the site and provides links nearby villages as well as Peterborough city centre.

2.40 In terms of accessibility to public transport, the nearest bus stops to the site are located within 800m from the proposed site access and are served the 37 service, operating 7 days a week. The nearest railway station to the site is Peterborough, a key national interchange.

2.41 Overall, the site is considered to be in a sustainable location on the edge of an established urban area, resulting in a number of amenities and destinations being accessible via various sustainable modes of travel.

3.0 PROPOSED DEVELOPMENT

Development proposals

3.1 The development proposals comprise the construction of 80 dwellings with associated infrastructure, open space, and landscaping. A detailed site layout plan of the proposals is included at **Appendix A.**

Vehicle access

3.2 Vehicle access to the site would be taken via the extension of Normanton Road into the site. The proposed design is presented at drawing **3686-ADC-HGN-XX-DR-CH-0102-S1-P01.** The site would maintain the existing 5.5m width of Normanton Road. Access to private drives off Normanton Road within the vicinity of the site would be maintained.

3.3 At the Normanton Road/Cloot Drove T-junction, 43m visibility splays, in accordance with the speed limit, have been demonstrated to the north and south, measured from a 2.4m setback. The access drawing demonstrates that the suitable visibility from Normanton Road can be achieved without obstruction or third-party land. Hence it is concluded that Normanton Road would provide safe and suitable access into the development.

Accessibility

3.4 To encourage pedestrian travel, footways and shared space environments would be provided throughout the site. At the site access, on both sides of the carriageway, the existing 2m wide footways on Normanton Road would be extended into the site.

3.5 Cyclists would be able to safely cycle on the carriageways throughout the site and on Normanton Road due to the slow vehicle speeds and low number of vehicles. With regards to bus travel, the existing bus stops on Postland Road are within a reasonable walking distance of the site.

3.6 The Travel Plan includes further measures to promote and facilitate travel by sustainable modes, including walking, cycling, bus and car sharing.

Parking

3.7 The applicable parking standards for the development are set out within Appendix 6 of the South East Lincolnshire Local Plan (2011-2036). For Houses and Flats (C3a), the minimum standard of car parking provision required is 2 spaces for dwellings with up to 3 bedrooms and 3 spaces for dwellings with 4 or more bedrooms. The proposed development would accord with these minimum standards.

3.8 Additionally, Appendix 6 of the Local Plan sets a minimum standard of 1 cycle parking space per residential plot. The proposed development would accord with this minimum standard.

Internal layout

3.9 Appropriate visibility would be provided at all internal bends and junctions. A design speed of 15mph has been assumed for the shared surface roads which corresponds to a 17m length visibility splay.

3.10 In addition, a refuse vehicle, the largest vehicle expected routinely to access the site, would be able to enter the site, manoeuvre around the internal layout, enter and exit both junctions and exit the development in a forward gear.

3.11 The swept path assessment and visibility splay drawings will be submitted separately from this report.

4.0 TRIP GENERATION

Introduction

4.1 In order to forecast the potential peak hour trip generation of the site, reference was made to the TRICS 7.11.4 database. Multi-modal surveys of sites within the "03 – Residential, A – Houses Privately Owned" land use category were interrogated using the following criteria:

- Sites within Scotland, Wales, Ireland, Northern Ireland, and Greater London were removed.
- Sites comprising between 25 and 150 dwellings were selected.
- Week-day surveys only were selected.
- Sites located within the 'Edge of Town' and 'Residential Zone' categories were selected.
- Sites with a population more than 15,000 within a 1-mile radii of the site were removed.
- Sites with a population more than 250,000 within 5-mile radii of the site were removed.

4.2 The assessment returned 29 sites with an average size of 81 dwellings. A full TRICS report is included in **Appendix E** for reference.

Vehicle trips

4.3 The vehicle trip rates produced by the TRICS assessment, and the application of those rates to a quantum of development of 80 dwellings, are as follows:

	AM peak			PM peak		
	arrivals	departs	two-way	arrivals	departs	two-way
vehicle trip rates (per dwelling)	0.167	0.390	0.557	0.354	0.169	0.523
vehicle trips (per 80 dwellings)	13	31	44	28	14	42

4.4 As shown, the proposed development is forecast to generate 44 and 42 two-way vehicle trips within the AM and PM peak hours, respectively.

Daily person trip generation and modal split

4.5 In order to calculate the daily modal split of the development; reference again was made to the multi modal trip rates as identified in the above TRICS assessment. The full TRICS report containing multimodal trip rates are included at **Appendix E.**

4.6 The average daily trip rates for different modes of transport, the resultant modal split, and the application of this to a quantum of development of 80 dwellings is as follows:

mode of transport	daily trip rates (per dwelling)	modal split	daily trips (per 80 dwellings)
all vehicles	4.694	77.6%	376
cyclists	0.117	1.9%	9
pedestrians	1.027	17.0%	82
public transport users	0.208	3.4%	17
total	6.046	100%	484

4.7 As shown, the proposed development is forecast to generate up to 82 pedestrian trips, 9 trips by bicycle, and 17 trips by public transport across a typical day. It is considered that the existing and proposed infrastructure has the capacity to accommodate this increase in demand.

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

Vehicle trip distribution

5.1 In order to determine the likely distribution pattern of the proposed development traffic, reference was made to the 2011 National Census 'Location of usual residence and place of work' dataset (WU03EW).

5.2 The site, along with the town of Crowland, is located within the South Holland 011 MSOA. Thus, data for the South Holland 011 MSOA was examined to identify where residents of the MSOA, who drive to work, travel to for work.

5.3 The quickest routes between the sites and the destinations named in the Census data, at the time of typical morning peak traffic, were determined using online journey planning software. A copy of the Census data and the resultant trip distribution pattern is included in **Appendix F** and summarised in the table below and **Figure 10**. This exercise found that all vehicular traffic from the site would route south along Cloot Drove, before dispersing via multiple routes out of Crowland.

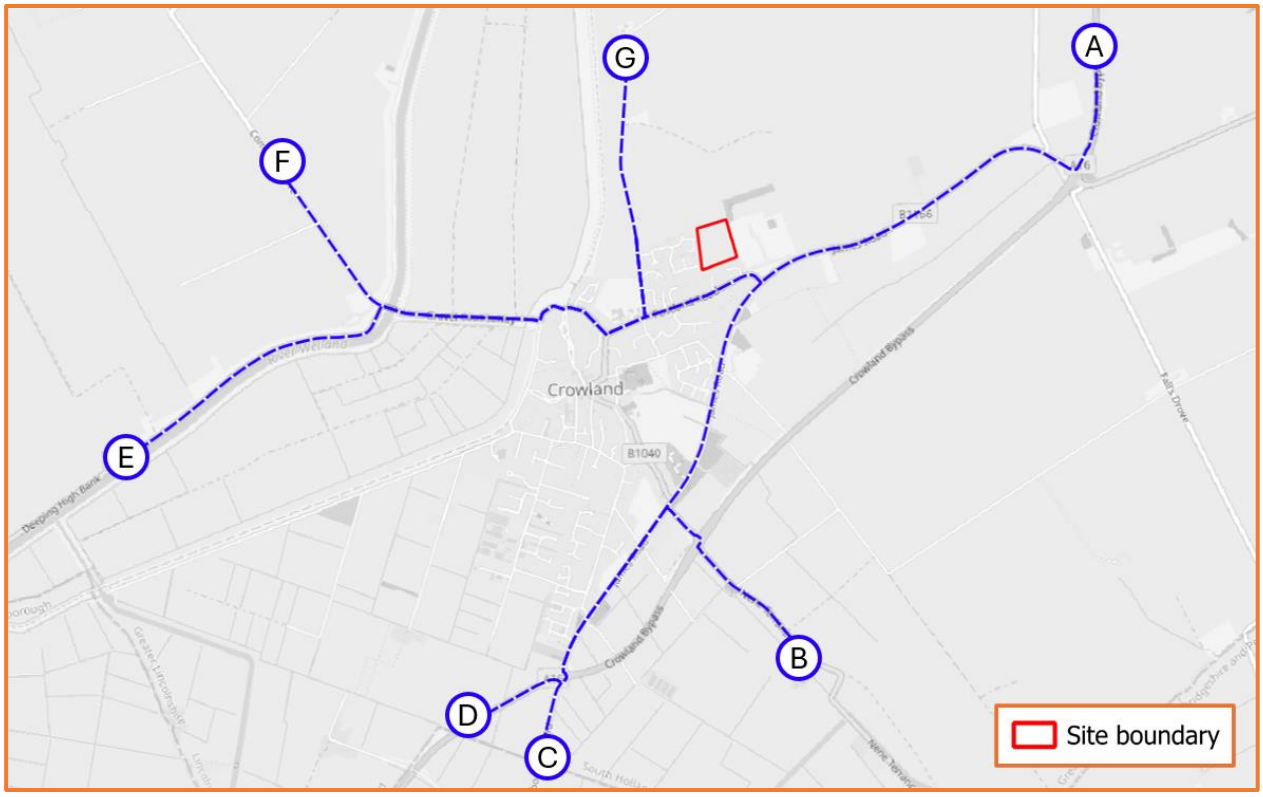


Figure 10: trip distribution

route	link	distribution
A	A16 (north)	19.6%
B	B1040	0.1%
C	Peterborough Road	1.6%
D	A16 (south)	60.8%
E	B1166 (southwest)	17.4%
F	Common Drove	0.4%
G	Cloot Drove (north)	0.0%
total		100.0%

Vehicle trip assignment

5.4 Application of the above trip distribution the trip generation presented in Section 4, produces the following assignment of development generated trips.

route	link	distribution	AM peak hour			PM peak hour		
			arrive	depart	2-way	arrive	depart	2-way
A	A16 (north)	19.6%	3	6	9	5	3	8
B	B1040	0.1%	0	0	0	0	0	0
C	Peterborough Road	1.6%	0	1	1	0	0	0
D	A16 (south)	60.8%	8	19	27	17	9	26
E	B1166 (southwest)	17.4%	2	5	7	5	3	8
F	Common Drove	0.4%	0	0	0	0	0	0
G	Cloot Drove (north)	0.0%	0	0	0	0	0	0
total		100.0%	13	31	44	27	26	42

6.0 ASSESSMENT TRAFFIC FLOWS

Study area

6.1 As detailed in Section 2, based on the increase in traffic as a result of the proposed development, the off-site study area for assessment consists of the following junctions.

- Junction 1 - Cloot Drove/B116 Postland Road T-junction
- Junction 2 - B1166 Postland Road/B1166 James Road T-junction

Observed traffic flows

6.2 Traffic surveys were conducted at each junction in November 2024, and the morning and evening peak hour of traffic at each junction was identified. These observed flows, for peak AM and PM hours, are presented in **Diagrams 1** and **2,** respectively.

Assessment year traffic flows

6.3 It is common practice to use an assessment year five years after the date of registration of the planning application. This would mean an assessment year of 2030. It is considered reasonable and realistic that the proposed development would be fully constructed and occupied by 2030.

6.4 To establish a future year baseline, factors have been derived from TEMPro 8.1, which includes links to the National Traffic Model. TEMPro produced the following growth rates for all roads within the South Holland 011 MSOA:

- 2024 to 2030 (AM peak) 1.0642
- 2024 to 2030 (PM peak) 1.0665

6.5 The growth factors above were applied to the observed traffic flows to produce the 2030 baseline traffic flows for the peak AM and PM hours, as shown in **Diagrams 3** and **4**, respectively.

Committed developments

6.6 In accordance with guidance, traffic flows associated with any committed developments should be included within the 2030 assessment year traffic flows.

6.7 National Planning Policy Guidance (NPPG) states that, *"it is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next three years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval."*

6.8 A review of SHDC planning portal has not identified any committed developments which should be included within the assessment. However, it is noted that TEMPro inherently includes for committed developments in the area.

With development traffic flows

6.9 The traffic flows for morning and evening peak hours associated with the proposed development are presented in **Diagrams 5** and **6**. These flows have been added to the 2030 baseline traffic

flows to produce a set of 2030 with development flows as presented in **Diagrams 7** and **8** for AM and PM peak hours, respectively.

7.0 HIGHWAY IMPACT

7.1 This section presents a detailed analysis of the highway impact of the proposed development at each of the study area junctions. Capacity assessments have been undertaken for the following scenarios:

- 2024 observed
- 2030 baseline
- 2030 with development

Cloot Drove/B1166 Postland Road T-junction

7.2 The Cloot Drove/B1166 Postland Road junction is a priority-controlled T-junction. An aerial view of the junction is shown in **Figure 11.**



Figure 11: Cloot Drove/B1166 Postland Road T-junction aerial view

7.3 A model of the junction has been built using Junctions 9 PICADY software with geometries measured from OS mapping. The model was assessed using the 2024 observed and 2030 traffic flows, with and without the development. The PICADY output is included within **Appendix G,** and the results are summarised in the table below.

	AM peak hour			PM peak hour		
	queue (veh)	delay (secs)	RFC	queue (veh)	delay (secs)	RFC
2024 observed						
Cloot Drove left turn out	0.1	6.28	0.07	0.0	5.85	0.03
Cloot Drove right turn out	0.1	9.58	0.12	0.1	8.67	0.06
Postland Road + right turn in	0.1	5.35	0.06	0.1	5.27	0.06
2030 baseline						
Cloot Drove left turn out	0.1	6.36	0.07	0.0	5.90	0.03

Cloot Drove right turn out	0.1	9.80	0.13	0.1	8.78	0.06
Postland Road + right turn in	0.1	5.36	0.07	0.1	5.27	0.06
2030 with development						
Cloot Drove left turn out	0.1	7.17	0.12	0.1	6.43	0.06
Cloot Drove right turn out	0.2	9.40	0.14	0.1	8.45	0.07
Postland Road + right turn in	0.1	5.43	0.09	0.1	5.52	0.10

7.4 As shown in the table above, the junction currently operates with spare capacity and would continue to do so in 2030, with and without the development. There would be minimal queuing and delay in all scenarios. Hence, the junction can suitably accommodate the forecast traffic flows of the development.

7.5 In Section 2, it was stated that no collisions were recorded at the junction during the study-period. Hence, there is not an underlying highway safety issue at this junction.

7.6 Therefore, the operation of the junction would not be compromised in terms of capacity, congestion, or highway safety as a result of the development, and no mitigation measures are proposed.

B1166 Postland Road/B1166 James Road T-junction

7.7 The B1166 Postland Road/James Road junction is a priority-controlled T-junction. An aerial view of the junction is shown in **Figure 12.**



Figure 12: B1166 Postland Road/James Road junction aerial view

7.8 As shown, the junction comprise a T-junction between James Road and Postland Road with a separate off slip from James Road serving northeast bound traffic. This off-slip allows northbound vehicles to safely decrease their speed when leaving James Road. It also the junction to work more efficiently and thus provides the junction with extra capacity.

7.9 A model of the junction has been built using Junctions 9 PICADY software with geometries measured from OS mapping. To provide a robust assessment, the junction has been modelled as a simple T-junction excluding the James Road off-slip. The model was assessed using the 2024 observed and 2030 traffic flows, with and without the development. The PICADY output is included within **Appendix H,** and the results are summarised in the table below.

	AM peak hour			PM peak hour		
	queue (veh)	delay (secs)	RFC	queue (veh)	delay (secs)	RFC
2024 observed						
Postland Road left turn out	0.1	5.30	0.10	0.1	4.88	0.09
Postland Road right turn out	0.1	6.85	0.13	0.1	6.89	0.08
James Road + right turn in	0.2	6.52	0.14	0.1	6.70	0.13
2030 baseline						
B1166 Postland Road - right turn	0.1	5.36	0.10	0.1	4.95	0.10
B1166 Postland Road - left turn	0.2	7.04	0.14	0.1	7.02	0.08
James Road	0.2	6.60	0.15	0.2	6.81	0.14
2030 with development						
B1166 Postland Road - right turn	0.1	5.50	0.11	0.1	5.07	0.10
B1166 Postland Road - left turn	0.2	7.29	0.18	0.1	7.01	0.10
James Road	0.2	6.59	0.16	0.2	6.95	0.15

7.10 As shown in the table above, the junction currently operates with spare capacity and would continue to do so in 2030, with and without the development. There would be minimal queuing and delay in all scenarios. Hence, the junction can suitably accommodate the forecast traffic flows of the development.

7.11 In Section 2, it was detailed that two incidents were recorded at this junction during the five-year period studied. These collisions were all slight in severity and occurred under different circumstances. Thus, there is not an underlying highway safety issue at this junction.

7.12 Therefore, the operation of the junction would not be compromised in terms of capacity, congestion, or highway safety as a result of the development, and no mitigation measures are proposed.

8.0 SUMMARY AND CONCLUSIONS

8.1 ADC Infrastructure Limited (ADC) are commissioned by Allision Homes (the Applicant) to prepare a Transport Assessment (TA) to accompany a full planning application for residential development on land situated to the east of Normanton Road, Crowland.

8.2 The development proposals comprise the construction of 80 dwellings alongside associated site infrastructure, open space, and landscaping. Vehicular access to the development would be taken via the extension of Normanton Road into the site.

8.3 With regard to accessibility for non-motorised users, the site is located within close proximity to the centre of Crowland and is therefore located within a short walking distance of a good range of amenities, including a primary school, supermarkets, and other important amenities. In terms of accessibility to public transport, the nearest bus stops to the site are located approximately 500m from the proposed site access and are served the 37 service, operating 7 days a week. The nearest railway station to the site is Peterborough, a key national interchange.

8.4 The proposed development is forecast to generate up to 82 pedestrian trips, 9 trips by bicycle, and 17 trips by public transport across a typical day. It is considered that the existing and proposed infrastructure has the capacity to accommodate this increase in demand.

8.5 The proposed development is forecast to generate 44 and 42 two-way vehicle trips within the AM and PM peak hours, respectively. The proposed site access is forecast to operate with ample spare capacity in both peaks during the future assessment year.

8.6 The impact of the proposed development has been assessed at two off-site junctions. It is not considered that the development has a severe impact on the operation of any junctions within the study aera and no existing highway issue was identified within the study area. Accordingly, no mitigation measures are proposed.

8.7 Overall, the development would accord with the aims of the NPPF. Safe and suitable access is achievable by all modes of travel. The development has been demonstrated not to result in an unacceptable impact on highway safety nor a severe cumulative impact on the road network. Therefore, it would be unreasonable to prevent the development on transport grounds.

DRAWINGS

NORMANTON ROAD/CLOOT DROVE T-JUNCTION

2.4m x 43m VISIBILITY SPLAY SHOWN TO KERBLINE

2.4m x 43m VISIBILITY SPLAY SHOWN TO KERBLINE

PROPOSED SITE ACCESS

ACCESS TO PRIVATE DRIVE TO BE MAINTAINED

NORMANTON ROAD

HIGHWAY BOUNDARY

ACCESS TO PRIVATE DRIVE TO BE MAINTAINED

FOOTWAY EXTENDED INTO SITE

NORMANTON ROAD EXTENDED INTO SITE

FOOTWAY EXTENDED INTO SITE

2.0m

5.5m

2.0m

General Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Rev	Date	Description	Dr	Ch
P01	16.06.25	Initial Issue	CD	TC

Client: Allison Homes

Project: Land north and east of Normanton Road, Crowland

Title: Proposed Site Access Layout

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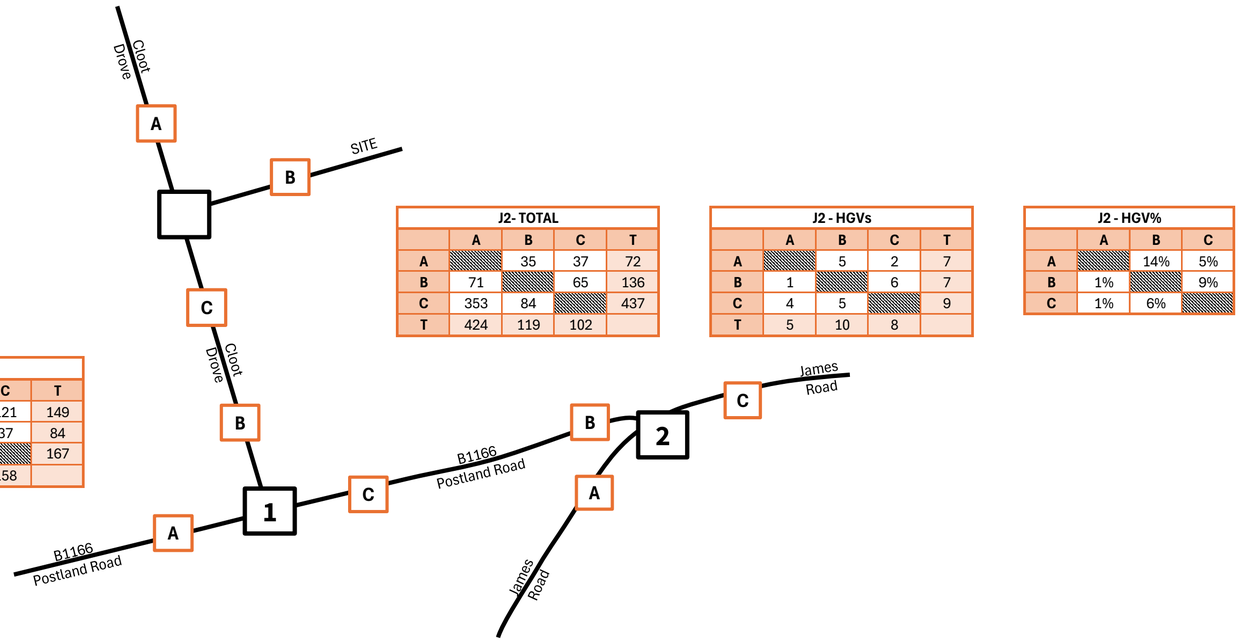
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Scale: 1:250

Status: PRELIMINARY

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3686	ADC	HGN	XX	DR	CH	0102	S1	P01

TRAFFIC FLOW DIAGRAMS



J1 - HGV%			
	A	B	C
A		0%	8%
B	0%		0%
C	6%	3%	

J1 - HGVs				
	A	B	C	T
A		0	10	10
B	0		0	0
C	8	1		9
T	8	1	10	

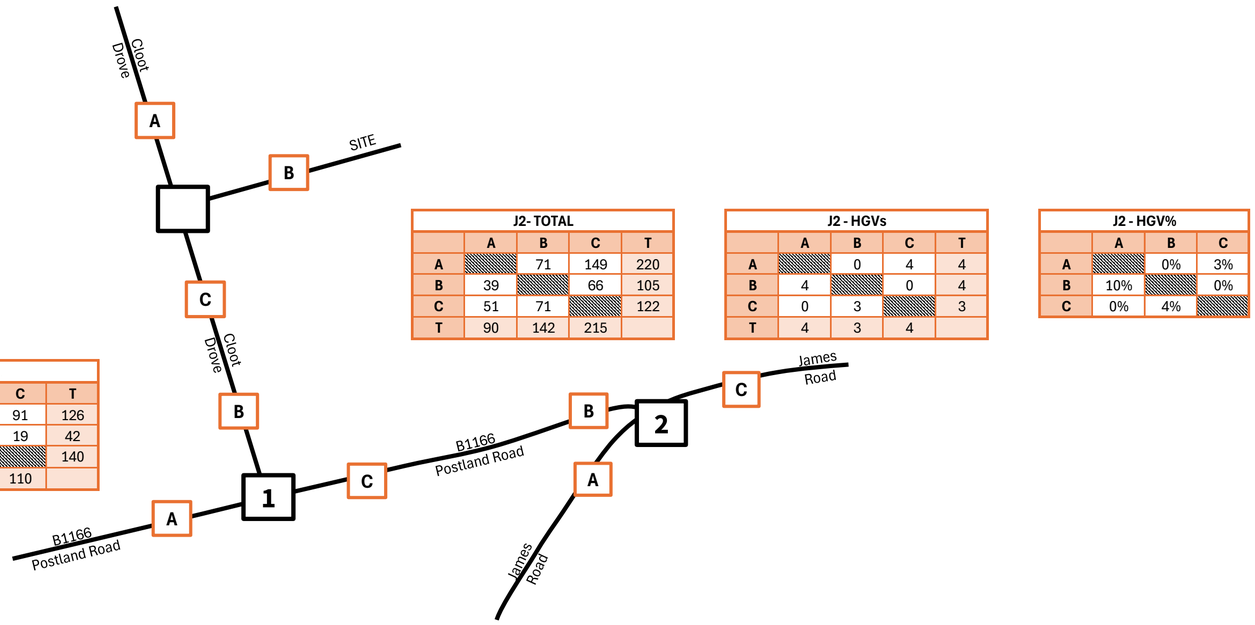
J1 - TOTAL				
	A	B	C	T
A		28	121	149
B	47		37	84
C	134	33		167
T	181	61	158	

J2- TOTAL				
	A	B	C	T
A		35	37	72
B	71		65	136
C	353	84		437
T	424	119	102	

J2 - HGVs				
	A	B	C	T
A		5	2	7
B	1		6	7
C	4	5		9
T	5	10	8	

J2 - HGV%			
	A	B	C
A		14%	5%
B	1%		9%
C	1%	6%	

ADC INFRASTRUCTURE	ADC3686	Cloot Drove, Crowland
	Diagram 1: 2024 observed traffic flows AM	



J1 - HGV%			
	A	B	C
A		0%	5%
B	0%		0%
C	2%	0%	

J1 - HGVs				
	A	B	C	T
A		0	5	5
B	0		0	0
C	2	0		2
T	2	0	5	

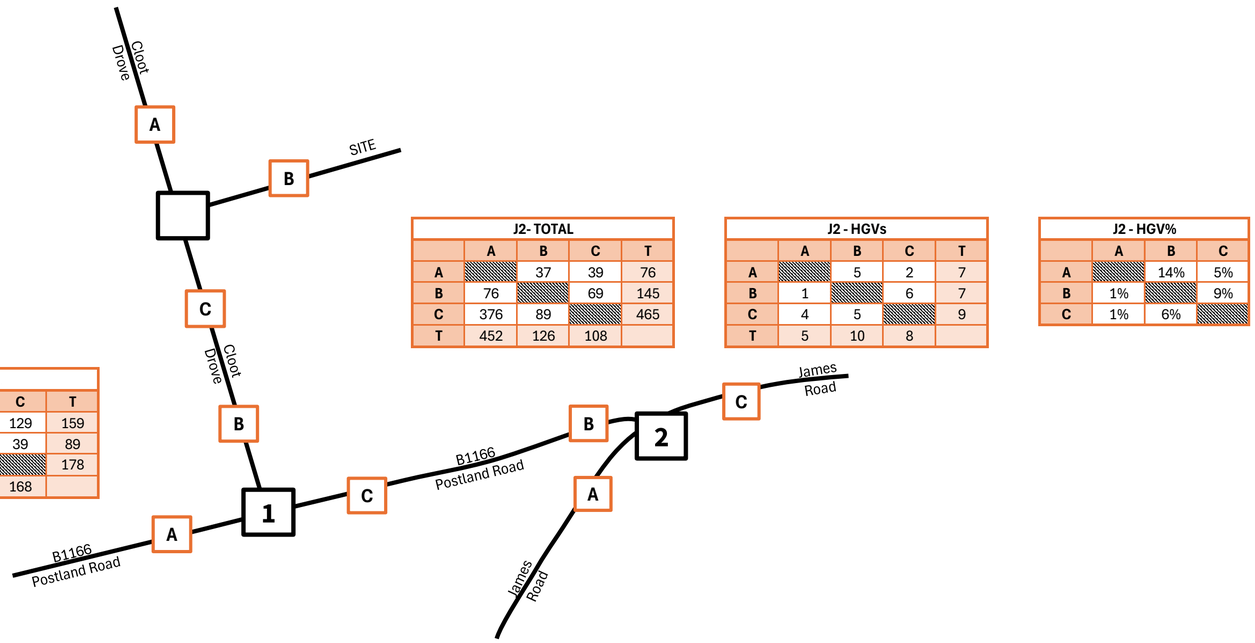
J1 - TOTAL				
	A	B	C	T
A		35	91	126
B	23		19	42
C	107	33		140
T	130	68	110	

J2- TOTAL				
	A	B	C	T
A		71	149	220
B	39		66	105
C	51	71		122
T	90	142	215	

J2 - HGVs				
	A	B	C	T
A		0	4	4
B	4		0	4
C	0	3		3
T	4	3	4	

J2 - HGV%			
	A	B	C
A		0%	3%
B	10%		0%
C	0%	4%	

ADC INFRASTRUCTURE	ADC3686	Cloot Drove, Crowland
	Diagram 2: 2024 observed traffic flows PM	



J1 - HGV%			
	A	B	C
A		0%	9%
B	0%		0%
C	6%	3%	

J1 - HGVs				
	A	B	C	T
A		0	11	11
B	0		0	0
C	9	1		10
T	9	1	11	

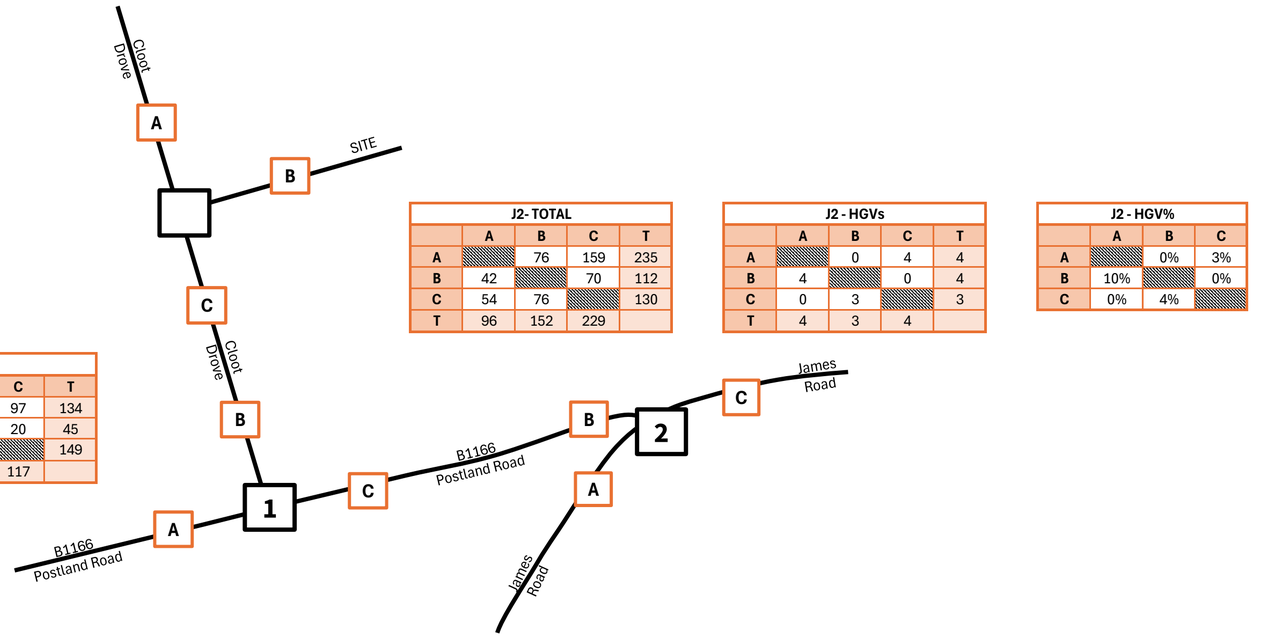
J1 - TOTAL				
	A	B	C	T
A		30	129	159
B	50		39	89
C	143	35		178
T	193	65	168	

J2- TOTAL				
	A	B	C	T
A		37	39	76
B	76		69	145
C	376	89		465
T	452	126	108	

J2 - HGVs				
	A	B	C	T
A		5	2	7
B	1		6	7
C	4	5		9
T	5	10	8	

J2 - HGV%			
	A	B	C
A		14%	5%
B	1%		9%
C	1%	6%	

ADC INFRASTRUCTURE	ADC3686	Cloot Drove, Crowland
	Diagram 3: 2030 baseline traffic flows AM	



J1 - HGV%			
	A	B	C
A		0%	5%
B	0%		0%
C	2%	0%	

J1 - HGVs				
	A	B	C	T
A		0	5	5
B	0		0	0
C	2	0		2
T	2	0	5	

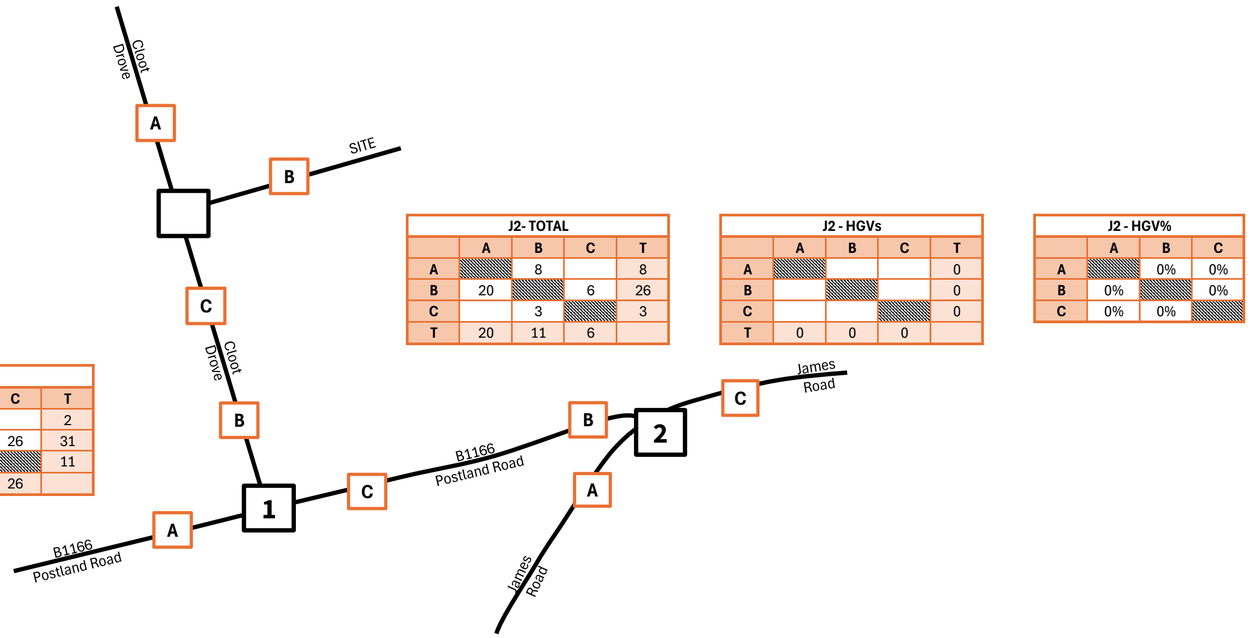
J1 - TOTAL				
	A	B	C	T
A		37	97	134
B	25		20	45
C	114	35		149
T	139	72	117	

J2- TOTAL				
	A	B	C	T
A		76	159	235
B	42		70	112
C	54	76		130
T	96	152	229	

J2 - HGVs				
	A	B	C	T
A		0	4	4
B	4		0	4
C	0	3		3
T	4	3	4	

J2 - HGV%			
	A	B	C
A		0%	3%
B	10%		0%
C	0%	4%	

ADC INFRASTRUCTURE	ADC3686	Cloot Drove, Crowland
	Diagram 4: 2030 baseline traffic flows PM	



J1 - HGV%			
	A	B	C
A		0%	0%
B	0%		0%
C	0%	0%	

J1 - HGVs				
	A	B	C	T
A				0
B				0
C				0
T	0	0	0	

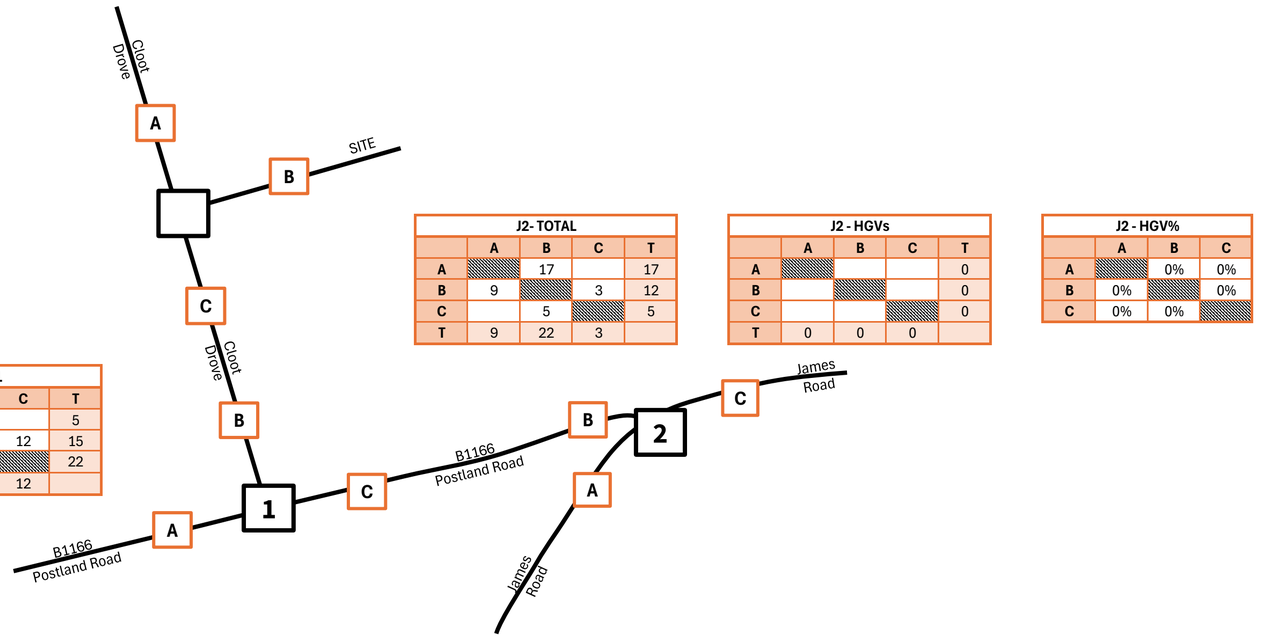
J1 - TOTAL				
	A	B	C	T
A		2		2
B	5		26	31
C		11		11
T	5	13	26	

J2- TOTAL				
	A	B	C	T
A		8		8
B	20		6	26
C		3		3
T	20	11	6	

J2 - HGVs				
	A	B	C	T
A				0
B				0
C				0
T	0	0	0	

J2 - HGV%			
	A	B	C
A		0%	0%
B	0%		0%
C	0%	0%	

ADC INFRASTRUCTURE	ADC3686	Cloot Drove, Crowland
	Diagram 5: development traffic AM	



J1 - HGV%			
	A	B	C
A		0%	0%
B	0%		0%
C	0%	0%	

J1 - HGVs				
	A	B	C	T
A				0
B				0
C				0
T	0	0	0	

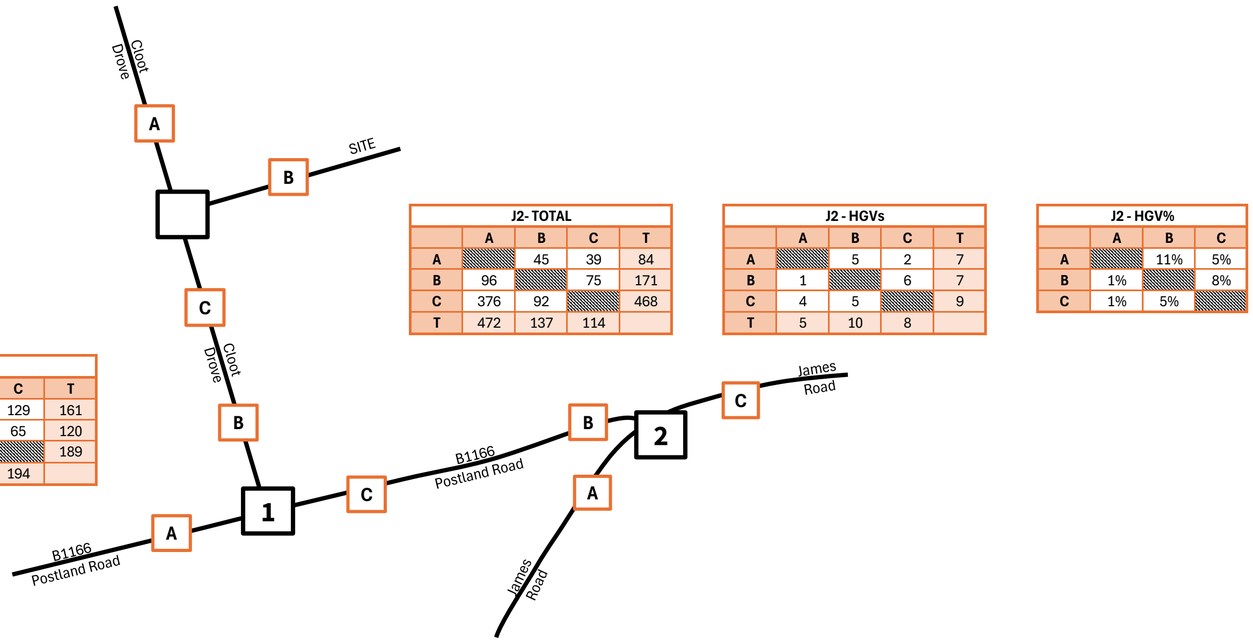
J1 - TOTAL				
	A	B	C	T
A		5		5
B	3		12	15
C		22		22
T	3	27	12	

J2- TOTAL				
	A	B	C	T
A		17		17
B	9		3	12
C		5		5
T	9	22	3	

J2 - HGVs				
	A	B	C	T
A				0
B				0
C				0
T	0	0	0	

J2 - HGV%			
	A	B	C
A		0%	0%
B	0%		0%
C	0%	0%	

ADC INFRASTRUCTURE	ADC3686	Cloot Drove, Crowland
	Diagram 6: development traffic PM	



J1 - HGV%			
	A	B	C
A		0%	9%
B	0%		0%
C	6%	2%	

J1 - HGVs				
	A	B	C	T
A		0	11	11
B	0		0	0
C	9	1		10
T	9	1	11	

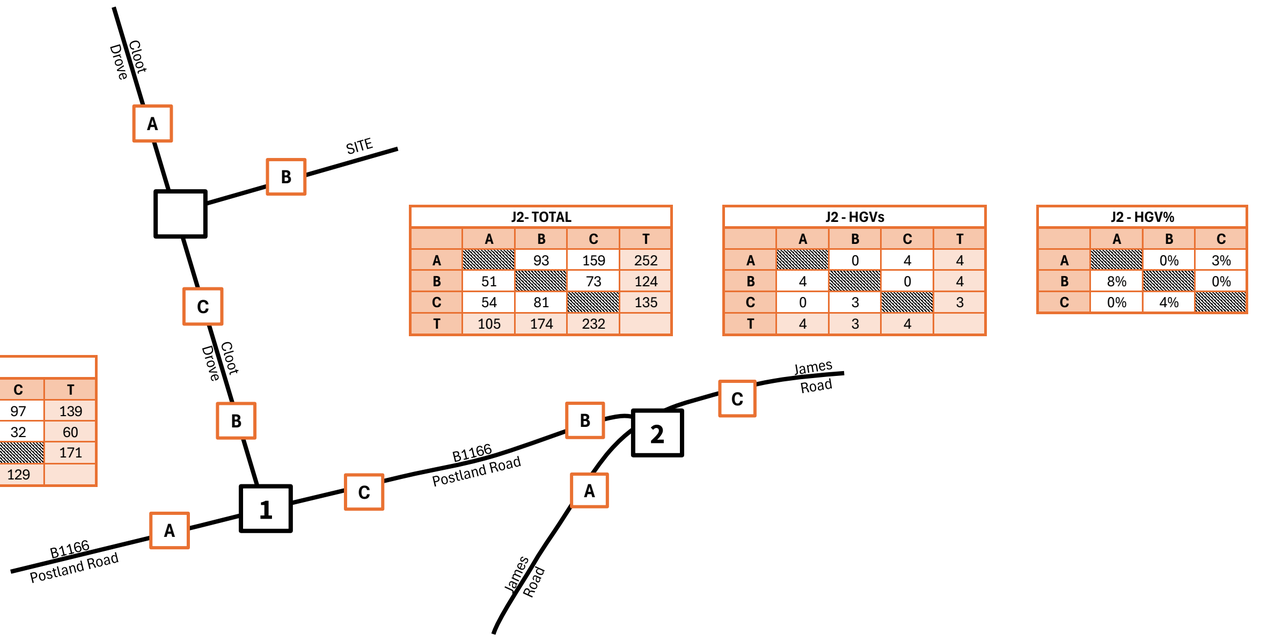
J1 - TOTAL				
	A	B	C	T
A		32	129	161
B	55		65	120
C	143	46		189
T	198	78	194	

J2- TOTAL				
	A	B	C	T
A		45	39	84
B	96		75	171
C	376	92		468
T	472	137	114	

J2 - HGVs				
	A	B	C	T
A		5	2	7
B	1		6	7
C	4	5		9
T	5	10	8	

J2 - HGV%			
	A	B	C
A		11%	5%
B	1%		8%
C	1%	5%	

ADC INFRASTRUCTURE	ADC3686	Cloot Drove, Crowland
	Diagram 7: 2030 with development traffic AM	



J1 - HGV%			
	A	B	C
A		0%	5%
B	0%		0%
C	2%	0%	

J1 - HGVs				
	A	B	C	T
A		0	5	5
B	0		0	0
C	2	0		2
T	2	0	5	

J1 - TOTAL				
	A	B	C	T
A		42	97	139
B	28		32	60
C	114	57		171
T	142	99	129	

J2- TOTAL				
	A	B	C	T
A		93	159	252
B	51		73	124
C	54	81		135
T	105	174	232	

J2 - HGVs				
	A	B	C	T
A		0	4	4
B	4		0	4
C	0	3		3
T	4	3	4	

J2 - HGV%			
	A	B	C
A		0%	3%
B	8%		0%
C	0%	4%	

ADC INFRASTRUCTURE	ADC3686	Cloot Drove, Crowland
	Diagram 8: 2030 with development traffic PM	

APPENDIX A

SITE LAYOUT



KEY

- SITE BOUNDARY
- AFFORDABLE RENT UNITS
- SHARED OWNERSHIP UNITS
- DENOTES 5M WIDE WILDLIFE CORRIDOR
- PROPOSED TREE PLANTING REFER TO LANDSCAPING PROPOSALS)
- 3M WIDE SWALE TO PRIMARY STREET

Cloot Drove, Crowland | Accommodation Schedule

REV.R

Open Market Units

Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
Hartley	1	2	4	635	2,540
Loxley	2	2	16	855	13,680
Morley	3	2	27	1001	27,027
Oatley	3	2	7	1001	7,007
Totley	4	2	6	1165	6,990
		Total Open Market Dwellings	60		57,244 sqft

Affordable Rent Units

Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
Hartley	1	2	4	635	2,540
Loxley	2	2	4	855	3,420
Morley	3	2	3	1001	3,003
Oatley	3	2	1	1001	1,001
Totley	4	2	2	1165	2,330
		Total Affordable Rent	14		12,294 sqft

Shared Ownership Units

Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
Loxley	2	2	2	855	1,710
Morley	3	2	2	1001	2,002
Oatley	3	2	2	1001	2,002
		Total Shared Ownership	6		5,714 sqft
		Total Affordable	20		18,008 sqft
		Total Dwellings	80		75,252 sqft
		Net Developable Area			**1.99 hectares**
					4.92 acres
		Coverage			**15,303 sqft/acre**
		Density			**40 dph**

N 0 25 50 m

LAND AT CLOOT DROVE, CROWLAND - PROPOSED LAYOUT (ALLOCATION LAND)

PEGASUS GROUP

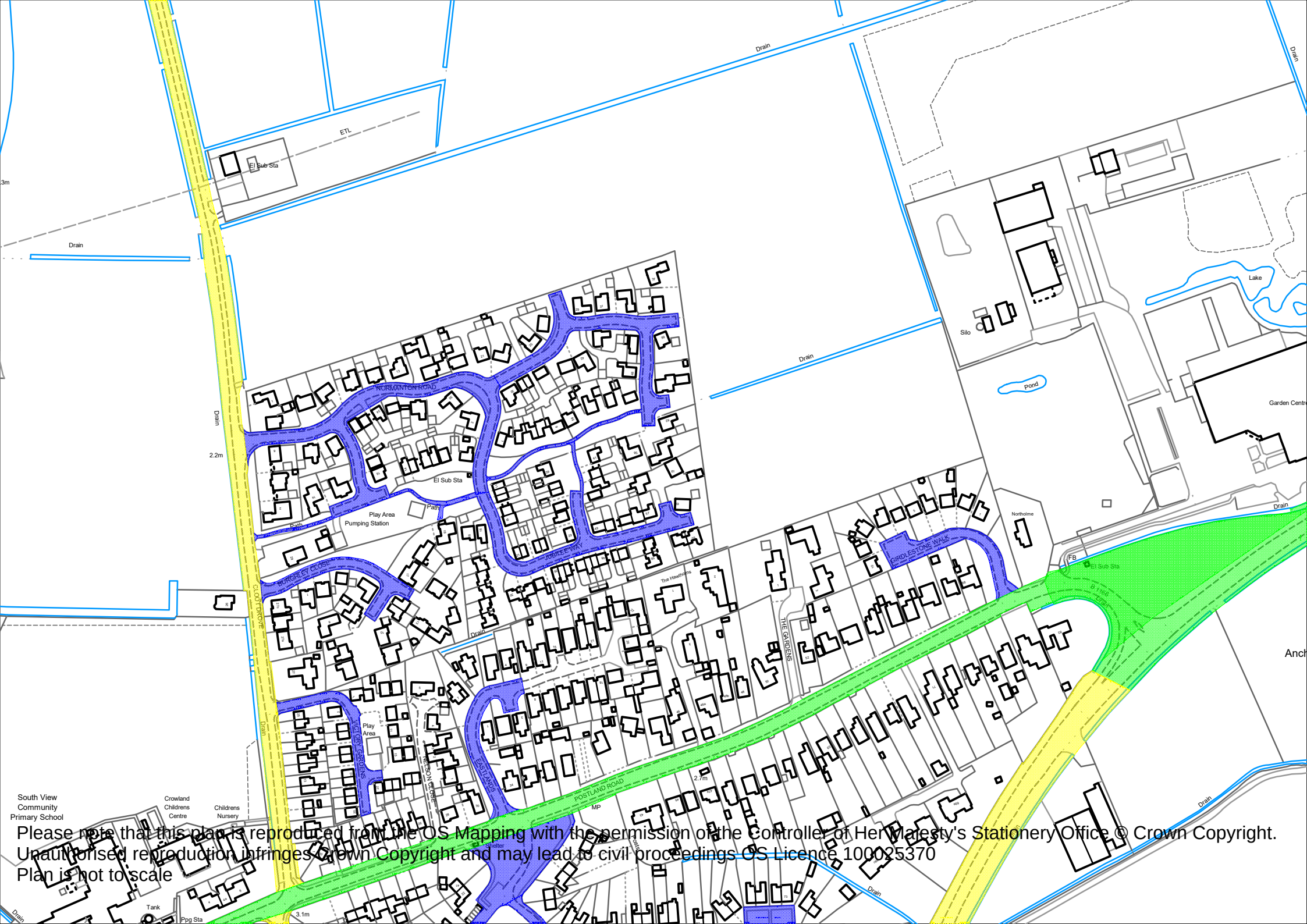
| PEGASUSGROUP.CO.UK | TEAM/DRAWN BY: TC/ET/RWB/LL | APPROVED BY: RWB | DATE: 18/11/2025 | SCALE: 1:500@A0 | DRWG: P24-1403_DE_003_R_01 | CLIENT: ALLISON HOMES |

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Issue:

APPENDIX B

HIGHWAY BOUNDARY EXTENT



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APPENDIX C

ATC DATA

Crowland ATC, Cloot Drove



Direction: Northbound

Hour Beginning	Wed 20/11/2024	Thu 21/11/2024	Fri 22/11/2024	Sat 23/11/2024	Sun 24/11/2024	Mon 25/11/2024	Tue 26/11/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	1	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	1	0	0
06:00	0	0	1	0	0	0	0	0	0
07:00	3	3	2	0	1	1	2	2	2
08:00	3	4	4	1	1	3	2	3	3
09:00	3	2	4	3	0	3	2	3	2
10:00	3	1	2	3	0	1	3	2	2
11:00	1	1	0	1	1	4	2	2	1
12:00	2	2	3	3	0	0	1	2	2
13:00	2	2	3	3	0	2	6	3	3
14:00	3	2	4	2	0	1	1	2	2
15:00	3	1	3	4	4	5	5	3	4
16:00	0	1	1	0	1	2	1	1	1
17:00	1	4	1	1	1	1	2	2	2
18:00	1	2	1	2	1	3	0	1	1
19:00	0	0	2	3	0	0	1	1	1
20:00	0	0	0	0	0	2	0	0	0
21:00	1	0	0	0	1	3	0	1	1
22:00	3	0	0	1	0	0	1	1	1
23:00	0	0	1	0	0	0	0	0	0
Total 12H(7-19)	25	25	28	23	10	26	27	26	23
16H(6-22)	26	25	31	26	11	31	28	28	25
18H(6-24)	29	25	32	27	11	31	29	29	26
24H(0-24)	29	25	32	27	12	32	30	30	27
AM Peak	07:00	08:00	08:00	09:00	00:00	11:00	10:00	08:00	08:00
	3	4	4	3	1	4	3	3	3
PM Peak	14:00	17:00	14:00	15:00	15:00	15:00	13:00	15:00	15:00
	3	4	4	4	4	5	6	3	4

Paul Castle Associates

Direction: Southbound

Hour Beginning	Wed 20/11/2024	Thu 21/11/2024	Fri 22/11/2024	Sat 23/11/2024	Sun 24/11/2024	Mon 25/11/2024	Tue 26/11/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	3	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	1	1	0	0
06:00	1	0	0	0	0	0	0	0	0
07:00	2	2	4	0	1	2	1	2	2
08:00	3	6	2	1	0	2	1	3	2
09:00	4	3	1	4	0	5	5	4	3
10:00	2	3	4	4	3	0	1	2	2
11:00	3	1	1	0	1	2	1	2	1
12:00	0	0	4	2	1	1	2	1	1
13:00	3	1	7	5	0	3	4	4	3
14:00	3	3	7	2	3	4	3	4	4
15:00	7	3	2	2	3	3	7	4	4
16:00	0	1	1	1	0	2	0	1	1
17:00	0	1	0	2	1	1	1	1	1
18:00	1	3	0	0	1	4	1	2	1
19:00	0	1	1	4	0	1	0	1	1
20:00	1	0	0	0	0	2	1	1	1
21:00	0	0	0	0	1	1	0	0	0
22:00	0	0	1	0	0	0	0	0	0
23:00	2	0	0	0	0	0	0	0	0
Total 12H(7-19)	28	27	33	23	14	29	27	29	26
16H(6-22)	30	28	34	27	15	33	28	31	28
18H(6-24)	32	28	35	27	15	33	28	31	28
24H(0-24)	32	28	35	31	15	34	29	32	29
AM Peak	09:00	08:00	07:00	09:00	10:00	09:00	09:00	09:00	09:00
	4	6	4	4	3	5	5	4	3
PM Peak	15:00	14:00	13:00	13:00	14:00	14:00	15:00	15:00	15:00
	7	3	7	5	3	4	7	4	4

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Wed 20/11/2024	Thu 21/11/2024	Fri 22/11/2024	Sat 23/11/2024	Sun 24/11/2024	Mon 25/11/2024	Tue 26/11/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	1	0	0	0	0
01:00	0	0	0	3	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	2	2	1	1
06:00	1	0	1	0	0	0	0	0	0
07:00	5	5	6	0	2	3	3	4	3
08:00	6	10	6	2	1	5	3	6	5
09:00	7	5	5	7	0	8	7	6	6
10:00	5	4	6	7	3	1	4	4	4
11:00	4	2	1	1	2	6	3	3	3
12:00	2	2	7	5	1	1	3	3	3
13:00	5	3	10	8	0	5	10	7	6
14:00	6	5	11	4	3	5	4	6	5
15:00	10	4	5	6	7	8	12	8	7
16:00	0	2	2	1	1	4	1	2	2
17:00	1	5	1	3	2	2	3	2	2
18:00	2	5	1	2	2	7	1	3	3
19:00	0	1	3	7	0	1	1	1	2
20:00	1	0	0	0	0	4	1	1	1
21:00	1	0	0	0	2	4	0	1	1
22:00	3	0	1	1	0	0	1	1	1
23:00	2	0	1	0	0	0	0	1	0
Total 12H(7-19)	53	52	61	46	24	55	54	55	49
16H(6-22)	56	53	65	53	26	64	56	59	53
18H(6-24)	61	53	67	54	26	64	57	60	55
24H(0-24)	61	53	67	58	27	66	59	61	56
AM Peak	09:00	08:00	07:00	09:00	10:00	09:00	09:00	09:00	09:00
	7	10	6	7	3	8	7	6	6
PM Peak	15:00	14:00	14:00	13:00	15:00	15:00	15:00	15:00	15:00
	10	5	11	8	7	8	12	8	7

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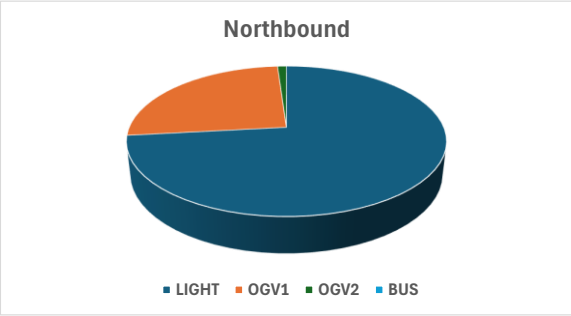
Crowland ATC, Cloot Drove

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 20 Nov 2024	29	21	8	0	0
Thu 21 Nov 2024	25	17	8	0	0
Fri 22 Nov 2024	32	22	9	1	0
Sat 23 Nov 2024	27	24	3	0	0
Sun 24 Nov 2024	12	10	2	0	0
Mon 25 Nov 2024	32	23	9	0	0
Tue 26 Nov 2024	30	20	9	1	0
5 Day Ave.	30	21	9	0	0
7 Day Ave.	27	20	7	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 20 Nov 2024	100.0%	72.4%	27.6%	0.0%	0.0%
Thu 21 Nov 2024	100.0%	68.0%	32.0%	0.0%	0.0%
Fri 22 Nov 2024	100.0%	68.8%	28.1%	3.1%	0.0%
Sat 23 Nov 2024	100.0%	88.9%	11.1%	0.0%	0.0%
Sun 24 Nov 2024	100.0%	83.3%	16.7%	0.0%	0.0%
Mon 25 Nov 2024	100.0%	71.9%	28.1%	0.0%	0.0%
Tue 26 Nov 2024	100.0%	66.7%	30.0%	3.3%	0.0%
5 Day Ave.	100.0%	69.6%	29.1%	1.4%	0.0%
7 Day Ave.	100.0%	73.3%	25.7%	1.1%	0.0%

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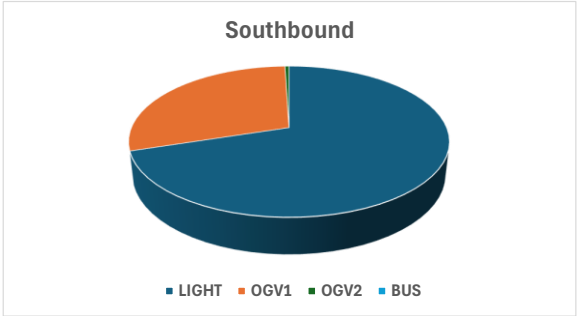


Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 20 Nov 2024	32	22	10	0	0
Thu 21 Nov 2024	28	20	8	0	0
Fri 22 Nov 2024	35	24	11	0	0
Sat 23 Nov 2024	31	27	4	0	0
Sun 24 Nov 2024	15	11	4	0	0
Mon 25 Nov 2024	34	21	13	0	0
Tue 26 Nov 2024	29	18	10	1	0
5 Day Ave.	32	21	10	0	0
7 Day Ave.	29	20	9	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 20 Nov 2024	100.0%	68.8%	31.3%	0.0%	0.0%
Thu 21 Nov 2024	100.0%	71.4%	28.6%	0.0%	0.0%
Fri 22 Nov 2024	100.0%	68.6%	31.4%	0.0%	0.0%
Sat 23 Nov 2024	100.0%	87.1%	12.9%	0.0%	0.0%
Sun 24 Nov 2024	100.0%	73.3%	26.7%	0.0%	0.0%
Mon 25 Nov 2024	100.0%	61.8%	38.2%	0.0%	0.0%
Tue 26 Nov 2024	100.0%	62.1%	34.5%	3.4%	0.0%
5 Day Ave.	100.0%	66.5%	32.9%	0.6%	0.0%
7 Day Ave.	100.0%	70.1%	29.4%	0.5%	0.0%

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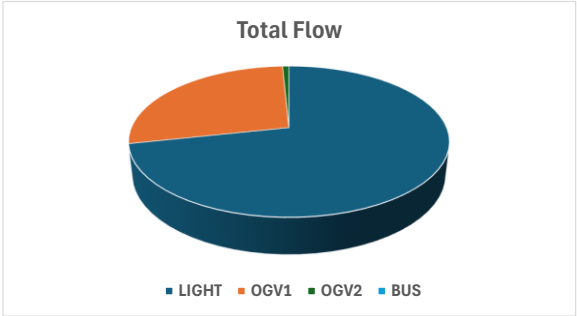


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 20 Nov 2024	61	43	18	0	0
Thu 21 Nov 2024	53	37	16	0	0
Fri 22 Nov 2024	67	46	20	1	0
Sat 23 Nov 2024	58	51	7	0	0
Sun 24 Nov 2024	27	21	6	0	0
Mon 25 Nov 2024	66	44	22	0	0
Tue 26 Nov 2024	59	38	19	2	0
5 Day Ave.	61	42	19	1	0
7 Day Ave.	56	40	15	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 20 Nov 2024	100.0%	70.5%	29.5%	0.0%	0.0%
Thu 21 Nov 2024	100.0%	69.8%	30.2%	0.0%	0.0%
Fri 22 Nov 2024	100.0%	68.7%	29.9%	1.5%	0.0%
Sat 23 Nov 2024	100.0%	87.9%	12.1%	0.0%	0.0%
Sun 24 Nov 2024	100.0%	77.8%	22.2%	0.0%	0.0%
Mon 25 Nov 2024	100.0%	66.7%	33.3%	0.0%	0.0%
Tue 26 Nov 2024	100.0%	64.4%	32.2%	3.4%	0.0%
5 Day Ave.	100.0%	68.0%	31.0%	1.0%	0.0%
7 Day Ave.	100.0%	71.6%	27.6%	0.8%	0.0%

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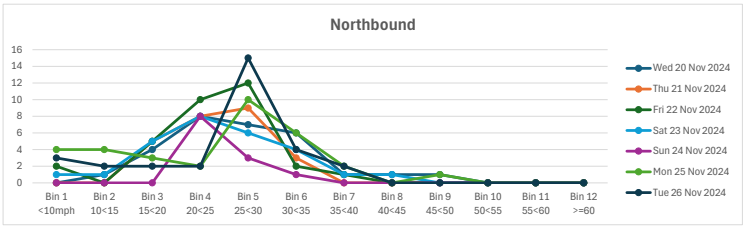


Crowland ATC, Cloot Drove

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 20 Nov 2024	29	34.9	26.8	7.8	0	1	4	8	7	6	1	1	1	0	0	0
Thu 21 Nov 2024	25	29.5	24.5	4.8	0	0	5	8	9	3	0	0	0	0	0	0
Fri 22 Nov 2024	32	30.3	23.8	6.3	2	0	5	10	12	2	1	0	0	0	0	0
Sat 23 Nov 2024	27	32.4	24.6	7.6	1	1	5	8	6	4	1	1	0	0	0	0
Sun 24 Nov 2024	12	28.0	24.6	3.3	0	0	0	8	3	1	0	0	0	0	0	0
Mon 25 Nov 2024	32	34.6	24.1	10.1	4	4	3	2	10	6	2	0	1	0	0	0
Tue 26 Nov 2024	30	33.3	24.9	8.2	3	2	2	2	15	4	2	0	0	0	0	0
5 Day Ave.	30	32.5	24.8	7.4	2	1	4	6	11	4	1	0	0	0	0	0
7 Day Ave.	27	31.9	24.7	6.9	1	1	3	7	9	4	1	0	0	0	0	0

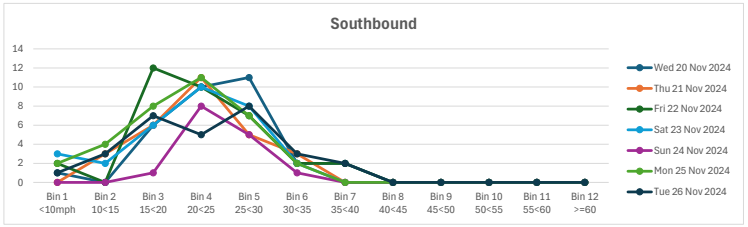
Paul Castle Associates



Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 20 Nov 2024	32	30.8	24.4	6.1	1	0	6	10	11	2	2	0	0	0	0	0
Thu 21 Nov 2024	28	28.2	22.3	5.7	0	3	6	11	5	3	0	0	0	0	0	0
Fri 22 Nov 2024	35	29.4	22.4	6.7	2	0	12	10	7	2	2	0	0	0	0	0
Sat 23 Nov 2024	31	28.4	21.4	6.7	3	2	6	10	8	2	0	0	0	0	0	0
Sun 24 Nov 2024	15	28.3	24.5	3.7	0	0	1	8	5	1	0	0	0	0	0	0
Mon 25 Nov 2024	34	27.4	20.9	6.3	2	4	8	11	7	2	0	0	0	0	0	0
Tue 26 Nov 2024	29	31.1	23.2	7.6	1	3	7	5	8	3	2	0	0	0	0	0
5 Day Ave.	32	29.4	22.6	6.5	1	2	8	9	8	2	1	0	0	0	0	0
7 Day Ave.	29	29.1	22.7	6.1	1	2	7	9	7	2	1	0	0	0	0	0

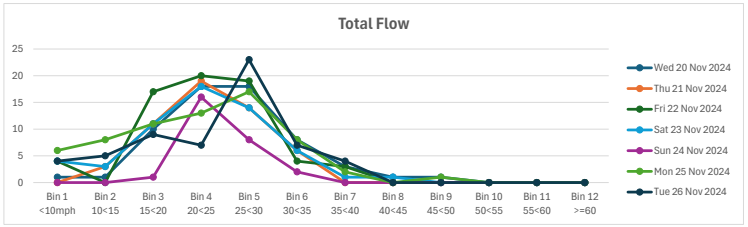
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 20 Nov 2024	61	32.8	25.5	7.0	1	1	10	18	18	8	3	1	1	0	0	0
Thu 21 Nov 2024	53	28.9	23.3	5.3	0	3	11	19	14	6	0	0	0	0	0	0
Fri 22 Nov 2024	67	29.8	23.1	6.5	4	0	17	20	19	4	3	0	0	0	0	0
Sat 23 Nov 2024	58	30.4	22.9	7.2	4	3	11	18	14	6	1	1	0	0	0	0
Sun 24 Nov 2024	27	28.1	24.5	3.5	0	0	1	16	8	2	0	0	0	0	0	0
Mon 25 Nov 2024	66	31.2	22.5	8.4	6	8	11	13	17	8	2	0	1	0	0	0
Tue 26 Nov 2024	59	32.2	24.1	7.9	4	5	9	7	23	7	4	0	0	0	0	0
5 Day Ave.	61	31.0	23.7	7.0	3	3	12	15	18	7	2	0	0	0	0	0
7 Day Ave.	56	30.5	23.7	6.6	3	3	10	16	16	6	2	0	0	0	0	0

Paul Castle Associates



Crowland ATC, Cloot Drove

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 20 Nov 2024	4	30.3	23.8	6.3	0	0	1	2	0	1	0	0	0	0	0	0
Thu 21 Nov 2024	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
Fri 22 Nov 2024	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
Sat 23 Nov 2024	4	29.8	22.5	7.1	0	0	2	1	0	1	0	0	0	0	0	0
Sun 24 Nov 2024	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
Mon 25 Nov 2024	5	34.5	24.6	9.5	1	0	0	0	3	1	0	0	0	0	0	0
Tue 26 Nov 2024	5	28.8	19.6	8.9	1	1	0	1	2	0	0	0	0	0	0	0
5 Day Ave.	4	28.7	23.6	4.9	0	0	0	1	1	0	0	0	0	0	0	0
7 Day Ave.	3	24.8	24.7	4.5	0	0	0	1	1	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 20 Nov 2024	5	28.8	22.5	6.1	0	0	2	2	0	1	0	0	0	0	0	0
Thu 21 Nov 2024	4	34.0	25.0	8.7	0	0	2	0	0	2	0	0	0	0	0	0
Fri 22 Nov 2024	5	31.4	18.7	12.2	2	0	1	1	0	0	1	0	0	0	0	0
Sat 23 Nov 2024	4	21.6	15.1	6.3	1	1	1	1	0	0	0	0	0	0	0	0
Sun 24 Nov 2024	4	28.8	26.3	2.5	0	0	0	1	3	0	0	0	0	0	0	0
Mon 25 Nov 2024	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
Tue 26 Nov 2024	2	44.4	22.8	20.9	1	0	0	0	0	0	1	0	0	0	0	0
5 Day Ave.	4	32.4	21.8	10.3	1	0	1	1	0	1	0	0	0	0	0	0
7 Day Ave.	4	30.4	21.5	8.6	1	0	1	1	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 20 Nov 2024	9	29.1	23.1	5.8	0	0	3	4	0	2	0	0	0	0	0	0
Thu 21 Nov 2024	6	32.9	25.8	6.8	0	0	2	0	2	2	0	0	0	0	0	0
Fri 22 Nov 2024	7	30.3	19.8	10.2	2	0	1	3	0	0	1	0	0	0	0	0
Sat 23 Nov 2024	8	26.4	18.8	7.3	1	1	3	2	0	1	0	0	0	0	0	0
Sun 24 Nov 2024	5	31.2	27.5	3.5	0	0	0	1	3	1	0	0	0	0	0	0
Mon 25 Nov 2024	7	31.8	23.3	8.2	1	0	1	1	3	1	0	0	0	0	0	0
Tue 26 Nov 2024	7	32.2	20.5	11.3	2	1	0	1	2	0	1	0	0	0	0	0
5 Day Ave.	7	31.3	22.5	8.5	1	0	1	2	1	1	0	0	0	0	0	0
7 Day Ave.	7	30.6	22.7	7.6	1	0	1	2	1	1	0	0	0	0	0	0

Paul Castle Associates

Crowland ATC, Cloot Drove

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 20 Nov 2024	6	37.6	29.2	8.2	0	0	1	0	3	1	0	1	0	0	0	0
Thu 21 Nov 2024	3	23.8	20.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
Fri 22 Nov 2024	7	30.5	24.6	5.7	0	0	2	1	3	1	0	0	0	0	0	0
Sat 23 Nov 2024	6	28.4	24.2	4.1	0	0	1	2	3	0	0	0	0	0	0	0
Sun 24 Nov 2024	4	26.3	23.8	2.5	0	0	0	3	1	0	0	0	0	0	0	0
Mon 25 Nov 2024	6	42.3	28.4	13.4	1	0	0	1	2	0	1	0	1	0	0	0
Tue 26 Nov 2024	6	32.7	23.4	9.0	1	0	1	0	3	1	0	0	0	0	0	0
5 Day Ave.	6	33.4	25.3	7.8	0	0	1	1	2	1	0	0	0	0	0	0
7 Day Ave.	5	31.7	24.9	6.5	0	0	1	1	2	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 20 Nov 2024	10	32.2	24.6	7.4	1	0	0	4	4	0	1	0	0	0	0	0
Thu 21 Nov 2024	6	31.0	23.3	7.4	0	1	1	1	2	1	0	0	0	0	0	0
Fri 22 Nov 2024	9	32.1	24.7	7.1	0	0	3	2	2	1	1	0	0	0	0	0
Sat 23 Nov 2024	4	28.0	25.0	2.9	0	0	0	2	2	0	0	0	0	0	0	0
Sun 24 Nov 2024	6	26.8	24.2	2.6	0	0	0	4	2	0	0	0	0	0	0	0
Mon 25 Nov 2024	7	31.3	23.3	7.7	1	0	0	3	2	1	0	0	0	0	0	0
Tue 26 Nov 2024	10	28.7	22.0	6.4	0	1	4	1	3	1	0	0	0	0	0	0
5 Day Ave.	8	31.0	23.6	7.2	0	0	2	2	3	1	0	0	0	0	0	0
7 Day Ave.	7	30.0	23.9	5.9	0	0	1	2	2	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 20 Nov 2024	16	34.3	26.3	7.8	1	0	1	4	7	1	1	1	0	0	0	0
Thu 21 Nov 2024	9	28.8	22.5	6.1	0	1	2	3	2	1	0	0	0	0	0	0
Fri 22 Nov 2024	16	31.2	24.7	6.3	0	0	5	3	5	2	1	0	0	0	0	0
Sat 23 Nov 2024	10	28.1	24.5	3.5	0	0	1	4	5	0	0	0	0	0	0	0
Sun 24 Nov 2024	10	26.5	24.0	2.4	0	0	0	7	3	0	0	0	0	0	0	0
Mon 25 Nov 2024	13	36.6	25.7	10.6	2	0	0	4	4	1	1	0	1	0	0	0
Tue 26 Nov 2024	16	30.0	22.5	7.2	1	1	5	1	6	2	0	0	0	0	0	0
5 Day Ave.	14	32.2	24.3	7.6	1	0	3	3	5	1	1	0	0	0	0	0
7 Day Ave.	13	30.8	24.3	6.3	1	0	2	4	5	1	0	0	0	0	0	0

Paul Castle Associates

APPENDIX D

JUNCTION SURVEY DATA

Crowland, Thursday 21st November 2024



Junction: 1
Approach: Cloot Drove

	Left to B1166 Postland Road (East)					Right to B1166 Postland Road (West)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	12	0	0	12	12.0	3	0	0	3	3.0
07:15 - 07:30	16	0	0	16	16.0	8	0	0	8	8.0
07:30 - 07:45	7	0	0	7	7.0	12	0	0	12	12.0
07:45 - 08:00	6	0	0	6	6.0	15	0	0	15	15.0
Hourly Total	**41**	**0**	**0**	**41**	**41.0**	**38**	**0**	**0**	**38**	**38.0**
08:00 - 08:15	8	0	0	8	8.0	13	0	0	13	13.0
08:15 - 08:30	6	0	0	6	6.0	5	0	0	5	5.0
08:30 - 08:45	5	0	0	5	5.0	6	0	0	6	6.0
08:45 - 09:00	18	0	0	18	18.0	23	0	0	23	23.0
Hourly Total	**37**	**0**	**0**	**37**	**37.0**	**47**	**0**	**0**	**47**	**47.0**
09:00 - 09:15	12	0	0	12	12.0	4	0	0	4	4.0
09:15 - 09:30	8	1	0	9	10.3	5	0	0	5	5.0
09:30 - 09:45	2	0	0	2	2.0	4	0	0	4	4.0
09:45 - 10:00	5	0	0	5	5.0	4	0	0	4	4.0
Hourly Total	**27**	**1**	**0**	**28**	**29.3**	**17**	**0**	**0**	**17**	**17.0**
TOTAL	**105**	**1**	**0**	**106**	**107.3**	**102**	**0**	**0**	**102**	**102.0**
16:00 - 16:15	6	0	0	6	6.0	2	0	0	2	2.0
16:15 - 16:30	4	0	0	4	4.0	9	0	0	9	9.0
16:30 - 16:45	6	0	0	6	6.0	6	0	0	6	6.0
16:45 - 17:00	3	0	0	3	3.0	3	0	0	3	3.0
Hourly Total	**19**	**0**	**0**	**19**	**19.0**	**20**	**0**	**0**	**20**	**20.0**
17:00 - 17:15	6	0	0	6	6.0	5	0	0	5	5.0
17:15 - 17:30	1	0	0	1	1.0	12	0	0	12	12.0
17:30 - 17:45	4	0	0	4	4.0	3	0	0	3	3.0
17:45 - 18:00	1	0	0	1	1.0	6	0	0	6	6.0
Hourly Total	**12**	**0**	**0**	**12**	**12.0**	**26**	**0**	**0**	**26**	**26.0**
18:00 - 18:15	4	0	0	4	4.0	4	0	0	4	4.0
18:15 - 18:30	1	0	0	1	1.0	6	0	0	6	6.0
18:30 - 18:45	2	0	0	2	2.0	7	0	0	7	7.0
18:45 - 19:00	1	0	0	1	1.0	3	1	0	4	5.3
Hourly Total	**8**	**0**	**0**	**8**	**8.0**	**20**	**1**	**0**	**21**	**22.3**
TOTAL	**39**	**0**	**0**	**39**	**39.0**	**66**	**1**	**0**	**67**	**68.3**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Crowland, Thursday 21st November 2024



Junction: 1

Approach: B1166 Postland Road East

	Ahead to B1166 Postland Road (West)					Right to Cloot Drove				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	11	3	1	15	19.9	0	0	0	0	0.0
07:15 - 07:30	7	1	0	8	9.3	0	0	0	0	0.0
07:30 - 07:45	27	2	1	30	33.6	3	1	0	4	5.3
07:45 - 08:00	27	0	1	28	29.0	3	0	0	3	3.0
Hourly Total	**72**	**6**	**3**	**81**	**91.8**	**6**	**1**	**0**	**7**	**8.3**
08:00 - 08:15	30	3	3	36	42.9	8	1	0	9	10.3
08:15 - 08:30	30	3	0	33	36.9	6	0	0	6	6.0
08:30 - 08:45	32	0	0	32	32.0	10	0	0	10	10.0
08:45 - 09:00	31	2	0	33	35.6	8	0	0	8	8.0
Hourly Total	**123**	**8**	**3**	**134**	**147.4**	**32**	**1**	**0**	**33**	**34.3**
09:00 - 09:15	27	1	1	29	31.3	2	0	0	2	2.0
09:15 - 09:30	17	1	1	19	21.3	3	0	0	3	3.0
09:30 - 09:45	18	1	0	19	20.3	4	0	0	4	4.0
09:45 - 10:00	15	2	0	17	19.6	2	0	0	2	2.0
Hourly Total	**77**	**5**	**2**	**84**	**92.5**	**11**	**0**	**0**	**11**	**11.0**
TOTAL	**272**	**19**	**8**	**299**	**331.7**	**49**	**2**	**0**	**51**	**53.6**
16:00 - 16:15	12	0	0	12	12.0	7	0	0	7	7.0
16:15 - 16:30	33	1	3	37	41.3	11	0	0	11	11.0
16:30 - 16:45	29	0	0	29	29.0	5	0	0	5	5.0
16:45 - 17:00	23	0	1	24	25.0	8	0	0	8	8.0
Hourly Total	**97**	**1**	**4**	**102**	**107.3**	**31**	**0**	**0**	**31**	**31.0**
17:00 - 17:15	16	1	0	17	18.3	9	0	0	9	9.0
17:15 - 17:30	26	0	0	26	26.0	9	0	0	9	9.0
17:30 - 17:45	25	3	1	29	33.9	9	0	0	9	9.0
17:45 - 18:00	10	0	0	10	10.0	13	1	0	14	15.3
Hourly Total	**77**	**4**	**1**	**82**	**88.2**	**40**	**1**	**0**	**41**	**42.3**
18:00 - 18:15	18	0	0	18	18.0	13	0	0	13	13.0
18:15 - 18:30	16	2	0	18	20.6	7	0	0	7	7.0
18:30 - 18:45	16	0	0	16	16.0	8	0	0	8	8.0
18:45 - 19:00	14	0	1	15	16.0	5	0	0	5	5.0
Hourly Total	**64**	**2**	**1**	**67**	**70.6**	**33**	**0**	**0**	**33**	**33.0**
TOTAL	**238**	**7**	**6**	**251**	**266.1**	**104**	**1**	**0**	**105**	**106.3**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Crowland, Thursday 21st November 2024



Junction: 1

Approach: B1166 Postland Road West

	Left to Cloot Drove					Ahead to B1166 Postland Road (East)				
TIME	LIGHT	HEAVY	BUS	**TOTAL**	**PCUs**	LIGHT	HEAVY	BUS	**TOTAL**	**PCUs**
07:00 - 07:15	0	0	0	**0**	**0.0**	14	0	0	**14**	**14.0**
07:15 - 07:30	0	0	0	**0**	**0.0**	22	0	0	**22**	**22.0**
07:30 - 07:45	1	0	0	**1**	**1.0**	17	1	0	**18**	**19.3**
07:45 - 08:00	6	0	0	**6**	**6.0**	23	3	5	**31**	**39.9**
Hourly Total	**7**	**0**	**0**	**7**	**7.0**	**76**	**4**	**5**	**85**	**95.2**
08:00 - 08:15	2	0	0	**2**	**2.0**	25	3	2	**30**	**35.9**
08:15 - 08:30	3	0	0	**3**	**3.0**	28	3	1	**32**	**36.9**
08:30 - 08:45	14	0	0	**14**	**14.0**	19	0	1	**20**	**21.0**
08:45 - 09:00	9	0	0	**9**	**9.0**	35	4	0	**39**	**44.2**
Hourly Total	**28**	**0**	**0**	**28**	**28.0**	**107**	**10**	**4**	**121**	**138.0**
09:00 - 09:15	3	0	0	**3**	**3.0**	21	1	1	**23**	**25.3**
09:15 - 09:30	4	0	0	**4**	**4.0**	18	0	0	**18**	**18.0**
09:30 - 09:45	5	0	0	**5**	**5.0**	17	1	0	**18**	**19.3**
09:45 - 10:00	3	0	0	**3**	**3.0**	19	1	1	**21**	**23.3**
Hourly Total	**15**	**0**	**0**	**15**	**15.0**	**75**	**3**	**2**	**80**	**85.9**
TOTAL	**50**	**0**	**0**	**50**	**50.0**	**258**	**17**	**11**	**286**	**319.1**
16:00 - 16:15	6	0	0	**6**	**6.0**	17	2	1	**20**	**23.6**
16:15 - 16:30	7	0	0	**7**	**7.0**	25	2	0	**27**	**29.6**
16:30 - 16:45	8	0	0	**8**	**8.0**	18	1	0	**19**	**20.3**
16:45 - 17:00	7	0	0	**7**	**7.0**	23	1	0	**24**	**25.3**
Hourly Total	**28**	**0**	**0**	**28**	**28.0**	**83**	**6**	**1**	**90**	**98.8**
17:00 - 17:15	13	0	0	**13**	**13.0**	19	1	1	**21**	**23.3**
17:15 - 17:30	5	0	0	**5**	**5.0**	21	2	0	**23**	**25.6**
17:30 - 17:45	11	0	0	**11**	**11.0**	23	0	0	**23**	**23.0**
17:45 - 18:00	6	0	0	**6**	**6.0**	29	0	1	**30**	**31.0**
Hourly Total	**35**	**0**	**0**	**35**	**35.0**	**92**	**3**	**2**	**97**	**102.9**
18:00 - 18:15	7	0	0	**7**	**7.0**	16	0	1	**17**	**18.0**
18:15 - 18:30	8	1	0	**9**	**10.3**	15	0	0	**15**	**15.0**
18:30 - 18:45	5	1	0	**6**	**7.3**	15	0	0	**15**	**15.0**
18:45 - 19:00	3	0	0	**3**	**3.0**	18	1	1	**20**	**22.3**
Hourly Total	**23**	**2**	**0**	**25**	**27.6**	**64**	**1**	**2**	**67**	**70.3**
TOTAL	**86**	**2**	**0**	**88**	**90.6**	**239**	**10**	**5**	**254**	**272.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Crowland, Thursday 21st November 2024



Junction: 2
Approach: B1166 Postland Road

	Left to James Road (East)					Right to James Road (West)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	10	0	0	10	10.0	19	0	0	19	19.0
07:15 - 07:30	17	0	0	17	17.0	26	0	0	26	26.0
07:30 - 07:45	10	1	0	11	12.3	13	0	0	13	13.0
07:45 - 08:00	11	3	5	19	27.9	14	0	0	14	14.0
Hourly Total	**48**	**4**	**5**	**57**	**67.2**	**72**	**0**	**0**	**72**	**72.0**
08:00 - 08:15	15	2	1	18	21.6	17	1	0	18	19.3
08:15 - 08:30	23	0	2	25	27.0	9	3	0	12	15.9
08:30 - 08:45	12	0	1	13	14.0	10	1	0	11	12.3
08:45 - 09:00	29	3	0	32	35.9	31	1	0	32	33.3
Hourly Total	**79**	**5**	**4**	**88**	**98.5**	**67**	**6**	**0**	**73**	**80.8**
09:00 - 09:15	13	0	1	14	15.0	21	0	0	21	21.0
09:15 - 09:30	14	1	0	15	16.3	11	1	0	12	13.3
09:30 - 09:45	12	0	0	12	12.0	10	1	0	11	12.3
09:45 - 10:00	14	0	1	15	16.0	13	0	0	13	13.0
Hourly Total	**53**	**1**	**2**	**56**	**59.3**	**55**	**2**	**0**	**57**	**59.6**
TOTAL	**180**	**10**	**11**	**201**	**225.0**	**194**	**8**	**0**	**202**	**212.4**
16:00 - 16:15	17	0	1	18	19.0	9	4	0	13	18.2
16:15 - 16:30	20	0	0	20	20.0	7	2	0	9	11.6
16:30 - 16:45	16	0	0	16	16.0	11	0	0	11	11.0
16:45 - 17:00	15	0	0	15	15.0	4	1	0	5	6.3
Hourly Total	**68**	**0**	**1**	**69**	**70.0**	**31**	**7**	**0**	**38**	**47.1**
17:00 - 17:15	14	0	1	15	16.0	13	1	0	14	15.3
17:15 - 17:30	15	1	0	16	17.3	6	1	0	7	8.3
17:30 - 17:45	18	0	0	18	18.0	10	0	0	10	10.0
17:45 - 18:00	19	1	1	21	23.3	6	0	0	6	6.0
Hourly Total	**66**	**2**	**2**	**70**	**74.6**	**35**	**2**	**0**	**37**	**39.6**
18:00 - 18:15	13	0	1	14	15.0	8	0	0	8	8.0
18:15 - 18:30	13	0	0	13	13.0	5	0	0	5	5.0
18:30 - 18:45	9	0	0	9	9.0	9	0	0	9	9.0
18:45 - 19:00	17	0	1	18	19.0	7	0	0	7	7.0
Hourly Total	**52**	**0**	**2**	**54**	**56.0**	**29**	**0**	**0**	**29**	**29.0**
TOTAL	**186**	**2**	**5**	**193**	**200.6**	**95**	**9**	**0**	**104**	**115.7**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Crowland, Thursday 21st November 2024



Junction: 2
Approach: James Road East

	Ahead to James Road (West)					Right to B1166 Postland Road				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	37	0	0	37	37.0	7	1	1	9	11.3
07:15 - 07:30	99	0	0	99	99.0	5	1	0	6	7.3
07:30 - 07:45	98	1	1	100	102.3	24	1	1	26	28.3
07:45 - 08:00	78	1	0	79	80.3	17	0	2	19	21.0
Hourly Total	**312**	**2**	**1**	**315**	**318.6**	**53**	**3**	**4**	**60**	**67.9**
08:00 - 08:15	71	2	2	75	79.6	28	3	2	33	38.9
08:15 - 08:30	50	0	0	50	50.0	25	2	0	27	29.6
08:30 - 08:45	26	1	0	27	28.3	31	0	0	31	31.0
08:45 - 09:00	23	0	0	23	23.0	29	0	0	29	29.0
Hourly Total	**170**	**3**	**2**	**175**	**180.9**	**113**	**5**	**2**	**120**	**128.5**
09:00 - 09:15	17	1	0	18	19.3	21	0	1	22	23.0
09:15 - 09:30	17	1	0	18	19.3	12	0	1	13	14.0
09:30 - 09:45	6	0	0	6	6.0	13	0	0	13	13.0
09:45 - 10:00	12	1	0	13	14.3	9	0	0	9	9.0
Hourly Total	**52**	**3**	**0**	**55**	**58.9**	**55**	**0**	**2**	**57**	**59.0**
TOTAL	**534**	**8**	**3**	**545**	**558.4**	**221**	**8**	**8**	**237**	**255.4**
16:00 - 16:15	18	0	0	18	18.0	13	0	0	13	13.0
16:15 - 16:30	17	0	0	17	17.0	19	1	3	23	27.3
16:30 - 16:45	8	0	0	8	8.0	19	0	0	19	19.0
16:45 - 17:00	16	0	0	16	16.0	15	0	1	16	17.0
Hourly Total	**59**	**0**	**0**	**59**	**59.0**	**66**	**1**	**4**	**71**	**76.3**
17:00 - 17:15	10	0	0	10	10.0	11	2	0	13	15.6
17:15 - 17:30	12	1	0	13	14.3	18	0	0	18	18.0
17:30 - 17:45	8	0	0	8	8.0	15	1	1	17	19.3
17:45 - 18:00	7	0	0	7	7.0	2	1	0	3	4.3
Hourly Total	**37**	**1**	**0**	**38**	**39.3**	**46**	**4**	**1**	**51**	**57.2**
18:00 - 18:15	10	0	0	10	10.0	13	0	0	13	13.0
18:15 - 18:30	9	0	0	9	9.0	13	1	0	14	15.3
18:30 - 18:45	5	0	0	5	5.0	12	0	1	13	14.0
18:45 - 19:00	5	0	0	5	5.0	7	0	0	7	7.0
Hourly Total	**29**	**0**	**0**	**29**	**29.0**	**45**	**1**	**1**	**47**	**49.3**
TOTAL	**125**	**1**	**0**	**126**	**127.3**	**157**	**6**	**6**	**169**	**182.8**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Crowland, Thursday 21st November 2024



Junction: 2
Approach: James Road West

	Left to B1166 Postland Road					Ahead to James Road (East)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	3	1	0	4	5.3	9	0	0	9	9.0
07:15 - 07:30	2	1	0	3	4.3	7	0	0	7	7.0
07:30 - 07:45	7	2	0	9	11.6	8	0	0	8	8.0
07:45 - 08:00	14	0	0	14	14.0	14	2	0	16	18.6
Hourly Total	**26**	**4**	**0**	**30**	**35.2**	**38**	**2**	**0**	**40**	**42.6**
08:00 - 08:15	7	2	0	9	11.6	6	0	0	6	6.0
08:15 - 08:30	12	1	0	13	14.3	16	3	0	19	22.9
08:30 - 08:45	16	0	0	16	16.0	11	3	0	14	17.9
08:45 - 09:00	5	2	0	7	9.6	12	2	1	15	18.6
Hourly Total	**40**	**5**	**0**	**45**	**51.5**	**45**	**8**	**1**	**54**	**65.4**
09:00 - 09:15	10	1	0	11	12.3	6	0	0	6	6.0
09:15 - 09:30	8	1	0	9	10.3	5	1	0	6	7.3
09:30 - 09:45	4	1	0	5	6.3	5	1	0	6	7.3
09:45 - 10:00	6	2	0	8	10.6	12	1	0	13	14.3
Hourly Total	**28**	**5**	**0**	**33**	**39.5**	**28**	**3**	**0**	**31**	**34.9**
TOTAL	**94**	**14**	**0**	**108**	**126.2**	**111**	**13**	**1**	**125**	**142.9**
16:00 - 16:15	12	0	0	12	12.0	24	0	0	24	24.0
16:15 - 16:30	21	0	0	21	21.0	35	1	0	36	37.3
16:30 - 16:45	16	0	0	16	16.0	37	0	0	37	37.0
16:45 - 17:00	16	0	0	16	16.0	37	1	0	38	39.3
Hourly Total	**65**	**0**	**0**	**65**	**65.0**	**133**	**2**	**0**	**135**	**137.6**
17:00 - 17:15	18	0	0	18	18.0	36	2	0	38	40.6
17:15 - 17:30	18	0	0	18	18.0	45	0	0	45	45.0
17:30 - 17:45	17	2	0	19	21.6	31	0	0	31	31.0
17:45 - 18:00	20	0	0	20	20.0	25	1	0	26	27.3
Hourly Total	**73**	**2**	**0**	**75**	**77.6**	**137**	**3**	**0**	**140**	**143.9**
18:00 - 18:15	16	0	0	16	16.0	28	1	0	29	30.3
18:15 - 18:30	15	1	0	16	17.3	29	0	0	29	29.0
18:30 - 18:45	13	0	0	13	13.0	15	0	0	15	15.0
18:45 - 19:00	10	0	0	10	10.0	20	0	0	20	20.0
Hourly Total	**54**	**1**	**0**	**55**	**56.3**	**92**	**1**	**0**	**93**	**94.3**
TOTAL	**192**	**3**	**0**	**195**	**198.9**	**362**	**6**	**0**	**368**	**375.8**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

APPENDIX E

PIC DATA

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 210369222

Road Number : A1073 GRID REF: 524818,310770 SPEED LIMIT: 50
Road 2 Number : B1166

PARISH : CROWLAND DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : JUNCTION OF A1073 AND B1166

DESCRIPTION : VEH 1 STOPPED SUDDENLY REACTING TO A ROAD CLOSURE RELATING TO A PREVIOUS RTC. FIRE CREW WERE PLACING DOWN ROAD CLOSURE SIGNS, VEH 1 HAS THEN STOPPED SUDDENLY, VEH 2 DID NOT HAVE TIME TO STOP AND COLLIDED INTO REAR OF VEH 1.

DATE : 02/07/2021 - Friday TIME: 804

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 3

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Off

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Distraction outside vehicle
2.V2 Very Likely Sudden braking
3.V1 Very Likely Sudden braking
4.V1 Very Likely Other - Please specify below
5.
6.

VEHICLES:

1 Car Stopping North East To South West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 30
Breath Test: Negative
2 Car Stopping North East To South West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 21
Breath Test: Negative

CASUALTIES:

1 Driver 21 Male Slight In Vehicle 2
2 Driver 30 Male Slight In Vehicle 1
3 Veh Passenger 33 Male Slight In Vehicle 1

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 230392589

Road Number : A1073 GRID REF: 524828,310783 SPEED LIMIT: 60
Road 2 Number : B1166

PARISH : CROWLAND DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : T-JUNCTION WITH JAMES ROAD IN CROWLAND

DESCRIPTION : VEH 1 PULLED OUT FROM A T JUNCTION INTO THE PATH OF VEH 2 AND VEH 2 WAS UNABLE TO AVOID THE COLLISION.

DATE : 26/06/2023 - Monday TIME: 812

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 4

JUNCTION DETAIL : 'T' or Staggered Junction
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Off

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Inexperienced or learner driver/rider
2.
3.
4.
5.
6.

VEHICLES:

1 Car Turning Right North West To South West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 18 Breath Test: Negative
2 Car Going ahead (Pre 2024) South West To North East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 31 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 2 Male Slight In Vehicle 2
2 Veh Passenger 27 Female Slight In Vehicle 2
3 Driver 31 Male Slight In Vehicle 2
4 Driver 18 Male Slight In Vehicle 1

APPENDIX F

TRICS REPORT

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 25 - 150 DWELLS

Actual Trip Rate Calculation Parameter Range: 4 - 1817 DWELLS

Date Range: Minimum: 01/01/2016 Maximum: 17/09/2024

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 350 2600

Days of the week selected:

Monday	4
Thursday	5
Tuesday	10
Wednesday	6

Main Location Types selected:

Edge of Town	25

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	21
Servicing Vehicles Included	4

Population <1 Mile ranges selected:

1,001 to 5,000	3
10,001 to 15,000	10
15,001 to 20,000	5
5,001 to 10,000	7

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Population <5 Mile ranges selected:

100,001 to 125,000	2
125,001 to 250,000	9
25,001 to 50,000	4
5,001 to 25,000	5
50,001 to 75,000	4
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	4
1.1 to 1.5	20
1.6 to 2.0	1

PTAL Rating:

No PTAL Present	25

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	5 days
	HC	HAMPSHIRE	6 days
	KC	KENT	2 days
	SC	SURREY	1 day
	WB	WEST BERKSHIRE	1 day
	WS	WEST SUSSEX	3 days
03	**SOUTH WEST**		
	DC	DORSET	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	4 days
05	**EAST MIDLANDS**		
	NT	NOTTINGHAMSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day
09	**NORTH**		
	DH	DURHAM	1 day
	IM	ISLE OF MAN	2 days

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

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Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	4 to 1817 (units:DWELLS)
Range Selected by User:	25 to 150 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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:

Friday	4 days
Monday	4 days
Thursday	5 days
Tuesday	10 days
Wednesday	6 days

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

Selected survey types:

Manual count	29
Direction ATC Count	0

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

Selected Locations:

Edge of Town	29 days

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	29 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	23 days
Servicing vehicles Included	6 days

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Secondary Filtering Selection:

Use Class:

C3	29 surveys

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

Population within 500m Range:

350 - 2600

Population within 1 mile:

1,001 to 5,000	3 surveys
10,001 to 15,000	12 surveys
15,001 to 20,000	6 surveys
5,001 to 10,000	8 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	12 surveys
25,001 to 50,000	4 surveys
5,001 to 25,000	5 surveys
50,001 to 75,000	5 surveys
75,001 to 100,000	1 surveys

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 surveys
1.1 to 1.5	22 surveys
1.6 to 2.0	2 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	8 surveys
Yes	21 surveys

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

PTAL Rating:

No PTAL Present	29 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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LIST OF SITES relevant to selection parameters:

Site 1:	CT-03-A-03	**Site area:**	3.69 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	73 DWELLS
Location:	STOTFOLD	**Housing density:**	24.91
Postcode:	SG5 4TB	**Total Bedrooms:**	231.00
Main Location Type:	Edge of Town	**Survey Date:**	27/06/2023
Sub Location Type:	Residential Zone	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 2:	DC-03-A-10	**Site area:**	1.4 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	26 DWELLS
Location:	GILLINGHAM	**Housing density:**	20.80
Postcode:	SP8 4JS	**Total Bedrooms:**	77.00
Main Location Type:	Edge of Town	**Survey Date:**	09/11/2022
Sub Location Type:	Residential Zone	**Survey Day:**	Wednesday
PTAL:	n/a		

Site 3:	DH-03-A-03	**Site area:**	5.603 hect
Development Name:	SEMI-DETACHED & TERRACED	**Number of dwellings:**	57 DWELLS
Location:	DURHAM	**Housing density:**	10.96
Postcode:	DH1 1HD	**Total Bedrooms:**	169.00
Main Location Type:	Edge of Town	**Survey Date:**	19/10/2018
Sub Location Type:	Residential Zone	**Survey Day:**	Friday
PTAL:	n/a		

Site 4:	ES-03-A-07	**Site area:**	3.49 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	91 DWELLS
Location:	HAILSHAM	**Housing density:**	34.87
Postcode:	BN27 4FR	**Total Bedrooms:**	256.00
Main Location Type:	Edge of Town	**Survey Date:**	07/11/2019
Sub Location Type:	Residential Zone	**Survey Day:**	Thursday
PTAL:	n/a		

Site 5:	ES-03-A-09	**Site area:**	1.5 hect
Development Name:	DETACHED & SEMI-DETACHED	**Number of dwellings:**	47 DWELLS
Location:	NEWHAVEN	**Housing density:**	36.15
Postcode:	BN9 9FF	**Total Bedrooms:**	143.00
Main Location Type:	Edge of Town	**Survey Date:**	13/03/2023
Sub Location Type:	Residential Zone	**Survey Day:**	Monday
PTAL:	n/a		

Site 6:	ES-03-A-10	**Site area:**	5.41 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	139 DWELLS
Location:	BEXHILL-ON-SEA	**Housing density:**	33.49
Postcode:	TN39 5DQ	**Total Bedrooms:**	388.00
Main Location Type:	Edge of Town	**Survey Date:**	28/09/2023
Sub Location Type:	Residential Zone	**Survey Day:**	Thursday
PTAL:	n/a		

Site 7:	ES-03-A-13	**Site area:**	1.7 hect
Development Name:	DETACHED HOUSES	**Number of dwellings:**	36 DWELLS
Location:	HEATHFIELD	**Housing density:**	23.84
Postcode:	TN21 0UW	**Total Bedrooms:**	135.00
Main Location Type:	Edge of Town	**Survey Date:**	18/03/2024
Sub Location Type:	Residential Zone	**Survey Day:**	Monday
PTAL:	n/a		

Site 8:	ES-03-A-14	**Site area:**	3.4 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	120 DWELLS
Location:	NEAR EASTBOURNE	**Housing density:**	42.86
Postcode:	BN24 5GD	**Total Bedrooms:**	339.00
Main Location Type:	Edge of Town	**Survey Date:**	30/04/2024
Sub Location Type:	Residential Zone	**Survey Day:**	Tuesday
PTAL:	n/a		

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Site 9:	HC-03-A-21	**Site area:**	1.2 hect
Development Name:	TERRACED & SEMI-DETACHED	**Number of dwellings:**	39 DWELLS
Location:	BASINGSTOKE	**Housing density:**	56.52
Postcode:	RG24 9AF	**Total Bedrooms:**	134.00
Main Location Type:	Edge of Town	**Survey Date:**	13/11/2018
Sub Location Type:	Residential Zone	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 10:	HC-03-A-22	**Site area:**	1.69 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	40 DWELLS
Location:	NEAR EASTLEIGH	**Housing density:**	32.26
Postcode:	SO50 6JL	**Total Bedrooms:**	114.00
Main Location Type:	Edge of Town	**Survey Date:**	31/10/2018
Sub Location Type:	Residential Zone	**Survey Day:**	Wednesday
PTAL:	n/a		

Site 11:	HC-03-A-27	**Site area:**	2.5 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	73 DWELLS
Location:	ANDOVER	**Housing density:**	30.42
Postcode:	SP11 6ZQ	**Total Bedrooms:**	205.00
Main Location Type:	Edge of Town	**Survey Date:**	16/11/2021
Sub Location Type:	Residential Zone	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 12:	HC-03-A-31	**Site area:**	2.17 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	44 DWELLS
Location:	LIPHOOK	**Housing density:**	35.20
Postcode:	GU30 7WU	**Total Bedrooms:**	125.00
Main Location Type:	Edge of Town	**Survey Date:**	07/10/2022
Sub Location Type:	Residential Zone	**Survey Day:**	Friday
PTAL:	n/a		

Site 13:	HC-03-A-36	**Site area:**	6.23 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	145 DWELLS
Location:	EMSWORTH	**Housing density:**	34.52
Postcode:	PO10 7FG	**Total Bedrooms:**	386.00
Main Location Type:	Edge of Town	**Survey Date:**	12/09/2023
Sub Location Type:	Residential Zone	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 14:	HC-03-A-37	**Site area:**	3.46 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	50 DWELLS
Location:	FLEET	**Housing density:**	37.04
Postcode:	GU52 0AF	**Total Bedrooms:**	143.00
Main Location Type:	Edge of Town	**Survey Date:**	27/03/2024
Sub Location Type:	Residential Zone	**Survey Day:**	Wednesday
PTAL:	n/a		

Site 15:	IM-03-A-05	**Site area:**	2.19 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	45 DWELLS
Location:	CASTLETOWN	**Housing density:**	24.32
Postcode:	IM9 1TQ	**Total Bedrooms:**	175.00
Main Location Type:	Edge of Town	**Survey Date:**	21/05/2024
Sub Location Type:	Residential Zone	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 16:	IM-03-A-06	**Site area:**	6.9 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	129 DWELLS
Location:	RAMSEY	**Housing density:**	22.28
Postcode:	IM8 2AF	**Total Bedrooms:**	531.00
Main Location Type:	Edge of Town	**Survey Date:**	23/05/2024
Sub Location Type:	Residential Zone	**Survey Day:**	Thursday
PTAL:	n/a		

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Site 17:	KC-03-A-04	**Site area:**	4.31 hect
Development Name:	SEMI-DETACHED & TERRACED	**Number of dwellings:**	110 DWELLS
Location:	AYLESFORD	**Housing density:**	31.79
Postcode:	ME20 6FN	**Total Bedrooms:**	330.00
Main Location Type:	Edge of Town	**Survey Date:**	22/09/2017
Sub Location Type:	Residential Zone	**Survey Day:**	Friday
PTAL:	n/a		

Site 18:	KC-03-A-10	**Site area:**	3.91 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	106 DWELLS
Location:	STAPLEHURST	**Housing density:**	33.12
Postcode:	TN12 0GT	**Total Bedrooms:**	311.00
Main Location Type:	Edge of Town	**Survey Date:**	09/05/2023
Sub Location Type:	Residential Zone	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 19:	NF-03-A-05	**Site area:**	1.57 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	40 DWELLS
Location:	HOLT	**Housing density:**	26.32
Postcode:	NR25 6GA	**Total Bedrooms:**	116.00
Main Location Type:	Edge of Town	**Survey Date:**	19/09/2019
Sub Location Type:	Residential Zone	**Survey Day:**	Thursday
PTAL:	n/a		

Site 20:	NF-03-A-33	**Site area:**	4.78 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	143 DWELLS
Location:	ATTLEBOROUGH	**Housing density:**	38.65
Postcode:	NR17 1FF	**Total Bedrooms:**	358.00
Main Location Type:	Edge of Town	**Survey Date:**	29/09/2022
Sub Location Type:	Residential Zone	**Survey Day:**	Thursday
PTAL:	n/a		

Site 21:	NF-03-A-35	**Site area:**	5.34 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	116 DWELLS
Location:	NORWICH	**Housing density:**	25.55
Postcode:	NR6 7FA	**Total Bedrooms:**	384.00
Main Location Type:	Edge of Town	**Survey Date:**	28/09/2022
Sub Location Type:	Residential Zone	**Survey Day:**	Wednesday
PTAL:	n/a		

Site 22:	NF-03-A-37	**Site area:**	1.64 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	44 DWELLS
Location:	DEREHAM	**Housing density:**	32.35
Postcode:	NR20 3TY	**Total Bedrooms:**	141.00
Main Location Type:	Edge of Town	**Survey Date:**	27/09/2022
Sub Location Type:	Residential Zone	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 23:	NT-03-A-08	**Site area:**	1.61 hect
Development Name:	DETACHED HOUSES	**Number of dwellings:**	36 DWELLS
Location:	HUCKNALL	**Housing density:**	22.36
Postcode:	NG15 8JN	**Total Bedrooms:**	144.00
Main Location Type:	Edge of Town	**Survey Date:**	18/10/2021
Sub Location Type:	Residential Zone	**Survey Day:**	Monday
PTAL:	n/a		

Site 24:	NY-03-A-14	**Site area:**	2.9 hect
Development Name:	DETACHED & BUNGALOWS	**Number of dwellings:**	45 DWELLS
Location:	RIPON	**Housing density:**	18.75
Postcode:	HG4 1EJ	**Total Bedrooms:**	153.00
Main Location Type:	Edge of Town	**Survey Date:**	18/05/2022
Sub Location Type:	Residential Zone	**Survey Day:**	Wednesday
PTAL:	n/a		

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Site 25:	SC-03-A-11	**Site area:**	5.82 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	96 DWELLS
Location:	FARNHAM	**Housing density:**	25.07
Postcode:	GU9 0AX	**Total Bedrooms:**	272.00
Main Location Type:	Edge of Town	**Survey Date:**	14/05/2024
Sub Location Type:	Residential Zone	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 26:	WB-03-A-03	**Site area:**	3.9 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	108 DWELLS
Location:	READING	**Housing density:**	36.24
Postcode:	RG31 7ET	**Total Bedrooms:**	286.00
Main Location Type:	Edge of Town	**Survey Date:**	09/09/2022
Sub Location Type:	Residential Zone	**Survey Day:**	Friday
PTAL:	n/a		

Site 27:	WS-03-A-14	**Site area:**	2.83 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	117 DWELLS
Location:	LITTLEHAMPTON	**Housing density:**	42.70
Postcode:	BN17 7PL	**Total Bedrooms:**	371.00
Main Location Type:	Edge of Town	**Survey Date:**	20/10/2021
Sub Location Type:	Residential Zone	**Survey Day:**	Wednesday
PTAL:	n/a		

Site 28:	WS-03-A-19	**Site area:**	5.16 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	92 DWELLS
Location:	EAST GRINSTEAD	**Housing density:**	24.73
Postcode:	RH19 4LX	**Total Bedrooms:**	267.00
Main Location Type:	Edge of Town	**Survey Date:**	15/05/2023
Sub Location Type:	Residential Zone	**Survey Day:**	Monday
PTAL:	n/a		

Site 29:	WS-03-A-22	**Site area:**	3.8 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	129 DWELLS
Location:	CHICHESTER	**Housing density:**	36.86
Postcode:	PO20 2LS	**Total Bedrooms:**	371.00
Main Location Type:	Edge of Town	**Survey Date:**	19/03/2024
Sub Location Type:	Residential Zone	**Survey Day:**	Tuesday
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AS-03-A-02	20-04-2022	Outside of selection criteria
DE-03-A-04	19-05-2022	Outside of selection criteria
DL-03-A-10	20-06-2018	Outside of selection criteria

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**29**	**81**	**0.093**	**0.318**	**0.411**
08:00-09:00	**29**	**81**	**0.167**	**0.390**	**0.557**
09:00-10:00	**29**	**81**	**0.138**	**0.167**	**0.305**
10:00-11:00	**29**	**81**	**0.125**	**0.159**	**0.284**
11:00-12:00	**29**	**81**	**0.135**	**0.139**	**0.274**
12:00-13:00	**29**	**81**	**0.164**	**0.148**	**0.312**
13:00-14:00	**29**	**81**	**0.166**	**0.164**	**0.330**
14:00-15:00	**29**	**81**	**0.170**	**0.205**	**0.375**
15:00-16:00	**29**	**81**	**0.275**	**0.179**	**0.454**
16:00-17:00	**29**	**81**	**0.265**	**0.175**	**0.440**
17:00-18:00	**29**	**81**	**0.354**	**0.169**	**0.523**
18:00-19:00	**29**	**81**	**0.282**	**0.147**	**0.429**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.334**	**2.360**	**4.694**

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.*

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Parameter Summary:

Trip rate parameter range selected:	25 - 150 (units: DWELLS)
Survey date date range:	22/09/2017 - 23/05/2024
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**29**	**81**	**0.127**	**0.528**	**0.655**
08:00-09:00	**29**	**81**	**0.251**	**0.816**	**1.067**
09:00-10:00	**29**	**81**	**0.211**	**0.259**	**0.470**
10:00-11:00	**29**	**81**	**0.177**	**0.232**	**0.409**
11:00-12:00	**29**	**81**	**0.200**	**0.218**	**0.418**
12:00-13:00	**29**	**81**	**0.243**	**0.214**	**0.457**
13:00-14:00	**29**	**81**	**0.249**	**0.237**	**0.486**
14:00-15:00	**29**	**81**	**0.256**	**0.307**	**0.563**
15:00-16:00	**29**	**81**	**0.633**	**0.310**	**0.943**
16:00-17:00	**29**	**81**	**0.505**	**0.297**	**0.802**
17:00-18:00	**29**	**81**	**0.572**	**0.281**	**0.853**
18:00-19:00	**29**	**81**	**0.464**	**0.245**	**0.709**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**3.888**	**3.944**	**7.832**

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

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Parameter Summary:

Trip rate parameter range selected:	25 - 150 (units: DWELLS)
Survey date date range:	22/09/2017 - 23/05/2024
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

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

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**29**	**81**	**0.003**	**0.009**	**0.012**
08:00-09:00	**29**	**81**	**0.009**	**0.011**	**0.020**
09:00-10:00	**29**	**81**	**0.002**	**0.003**	**0.005**
10:00-11:00	**29**	**81**	**0.003**	**0.003**	**0.006**
11:00-12:00	**29**	**81**	**0.002**	**0.002**	**0.004**
12:00-13:00	**29**	**81**	**0.001**	**0.001**	**0.002**
13:00-14:00	**29**	**81**	**0.001**	**0.003**	**0.004**
14:00-15:00	**29**	**81**	**0.002**	**0.001**	**0.003**
15:00-16:00	**29**	**81**	**0.010**	**0.009**	**0.019**
16:00-17:00	**29**	**81**	**0.007**	**0.006**	**0.013**
17:00-18:00	**29**	**81**	**0.008**	**0.006**	**0.014**
18:00-19:00	**29**	**81**	**0.009**	**0.006**	**0.015**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.057**	**0.060**	**0.117**

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

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Parameter Summary:

Trip rate parameter range selected:	25 - 150 (units: DWELLS)
Survey date date range:	22/09/2017 - 23/05/2024
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

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

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**29**	**81**	**0.001**	**0.001**	**0.002**
08:00-09:00	**29**	**81**	**0.000**	**0.000**	**0.000**
09:00-10:00	**29**	**81**	**0.000**	**0.000**	**0.000**
10:00-11:00	**29**	**81**	**0.000**	**0.000**	**0.000**
11:00-12:00	**29**	**81**	**0.000**	**0.000**	**0.000**
12:00-13:00	**29**	**81**	**0.000**	**0.000**	**0.000**
13:00-14:00	**29**	**81**	**0.000**	**0.000**	**0.000**
14:00-15:00	**29**	**81**	**0.000**	**0.000**	**0.000**
15:00-16:00	**29**	**81**	**0.001**	**0.001**	**0.002**
16:00-17:00	**29**	**81**	**0.001**	**0.000**	**0.001**
17:00-18:00	**29**	**81**	**0.000**	**0.001**	**0.001**
18:00-19:00	**29**	**81**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.003**	**0.003**	**0.006**

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

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Parameter Summary:

Trip rate parameter range selected:	25 - 150 (units: DWELLS)
Survey date date range:	31/10/2018 - 14/05/2024
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

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

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**29**	**81**	**0.001**	**0.001**	**0.002**
08:00-09:00	**29**	**81**	**0.002**	**0.001**	**0.003**
09:00-10:00	**29**	**81**	**0.003**	**0.003**	**0.006**
10:00-11:00	**29**	**81**	**0.004**	**0.003**	**0.007**
11:00-12:00	**29**	**81**	**0.003**	**0.004**	**0.007**
12:00-13:00	**29**	**81**	**0.001**	**0.001**	**0.002**
13:00-14:00	**29**	**81**	**0.002**	**0.001**	**0.003**
14:00-15:00	**29**	**81**	**0.000**	**0.000**	**0.000**
15:00-16:00	**29**	**81**	**0.000**	**0.002**	**0.002**
16:00-17:00	**29**	**81**	**0.000**	**0.000**	**0.000**
17:00-18:00	**29**	**81**	**0.000**	**0.001**	**0.001**
18:00-19:00	**29**	**81**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.016**	**0.017**	**0.033**

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

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Parameter Summary:

Trip rate parameter range selected:	25 - 150 (units: DWELLS)
Survey date date range:	19/10/2018 - 23/05/2024
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

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

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**29**	**81**	**0.004**	**0.005**	**0.009**
08:00-09:00	**29**	**81**	**0.007**	**0.007**	**0.014**
09:00-10:00	**29**	**81**	**0.003**	**0.003**	**0.006**
10:00-11:00	**29**	**81**	**0.003**	**0.003**	**0.006**
11:00-12:00	**29**	**81**	**0.002**	**0.002**	**0.004**
12:00-13:00	**29**	**81**	**0.004**	**0.004**	**0.008**
13:00-14:00	**29**	**81**	**0.003**	**0.003**	**0.006**
14:00-15:00	**29**	**81**	**0.003**	**0.003**	**0.006**
15:00-16:00	**29**	**81**	**0.006**	**0.006**	**0.012**
16:00-17:00	**29**	**81**	**0.003**	**0.003**	**0.006**
17:00-18:00	**29**	**81**	**0.005**	**0.005**	**0.010**
18:00-19:00	**29**	**81**	**0.003**	**0.003**	**0.006**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.046**	**0.047**	**0.093**

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

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Parameter Summary:

Trip rate parameter range selected:	25 - 150 (units: DWELLS)
Survey date date range:	22/09/2017 - 23/05/2024
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

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

Cars

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**29**	**81**	**0.075**	**0.262**	**0.337**
08:00-09:00	**29**	**81**	**0.137**	**0.346**	**0.483**
09:00-10:00	**29**	**81**	**0.109**	**0.140**	**0.249**
10:00-11:00	**29**	**81**	**0.091**	**0.123**	**0.214**
11:00-12:00	**29**	**81**	**0.100**	**0.108**	**0.208**
12:00-13:00	**29**	**81**	**0.128**	**0.111**	**0.239**
13:00-14:00	**29**	**81**	**0.130**	**0.127**	**0.257**
14:00-15:00	**29**	**81**	**0.137**	**0.172**	**0.309**
15:00-16:00	**29**	**81**	**0.239**	**0.149**	**0.388**
16:00-17:00	**29**	**81**	**0.231**	**0.151**	**0.382**
17:00-18:00	**29**	**81**	**0.307**	**0.147**	**0.454**
18:00-19:00	**29**	**81**	**0.255**	**0.132**	**0.387**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.939**	**1.968**	**3.907**

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

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Parameter Summary:

Trip rate parameter range selected:	25 - 150 (units: DWELLS)
Survey date date range:	22/09/2017 - 23/05/2024
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

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

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**29**	**81**	**0.011**	**0.046**	**0.057**
08:00-09:00	**29**	**81**	**0.019**	**0.034**	**0.053**
09:00-10:00	**29**	**81**	**0.023**	**0.020**	**0.043**
10:00-11:00	**29**	**81**	**0.025**	**0.029**	**0.054**
11:00-12:00	**29**	**81**	**0.028**	**0.024**	**0.052**
12:00-13:00	**29**	**81**	**0.029**	**0.028**	**0.057**
13:00-14:00	**29**	**81**	**0.028**	**0.031**	**0.059**
14:00-15:00	**29**	**81**	**0.026**	**0.027**	**0.053**
15:00-16:00	**29**	**81**	**0.027**	**0.020**	**0.047**
16:00-17:00	**29**	**81**	**0.026**	**0.017**	**0.043**
17:00-18:00	**29**	**81**	**0.039**	**0.015**	**0.054**
18:00-19:00	**29**	**81**	**0.023**	**0.011**	**0.034**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.304**	**0.302**	**0.606**

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.*

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Parameter Summary:

Trip rate parameter range selected:	25 - 150 (units: DWELLS)
Survey date date range:	22/09/2017 - 23/05/2024
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

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

Motorcycles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**29**	**81**	**0.000**	**0.003**	**0.003**
08:00-09:00	**29**	**81**	**0.000**	**0.002**	**0.002**
09:00-10:00	**29**	**81**	**0.000**	**0.000**	**0.000**
10:00-11:00	**29**	**81**	**0.001**	**0.001**	**0.002**
11:00-12:00	**29**	**81**	**0.002**	**0.001**	**0.003**
12:00-13:00	**29**	**81**	**0.001**	**0.003**	**0.004**
13:00-14:00	**29**	**81**	**0.003**	**0.002**	**0.005**
14:00-15:00	**29**	**81**	**0.003**	**0.003**	**0.006**
15:00-16:00	**29**	**81**	**0.002**	**0.001**	**0.003**
16:00-17:00	**29**	**81**	**0.004**	**0.003**	**0.007**
17:00-18:00	**29**	**81**	**0.003**	**0.001**	**0.004**
18:00-19:00	**29**	**81**	**0.002**	**0.001**	**0.003**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.021**	**0.021**	**0.042**

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

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Parameter Summary:

Trip rate parameter range selected:	25 - 150 (units: DWELLS)
Survey date date range:	22/09/2017 - 23/05/2024
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

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

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**29**	**81**	**0.103**	**0.440**	**0.543**
08:00-09:00	**29**	**81**	**0.194**	**0.651**	**0.845**
09:00-10:00	**29**	**81**	**0.165**	**0.215**	**0.380**
10:00-11:00	**29**	**81**	**0.149**	**0.200**	**0.349**
11:00-12:00	**29**	**81**	**0.169**	**0.176**	**0.345**
12:00-13:00	**29**	**81**	**0.211**	**0.183**	**0.394**
13:00-14:00	**29**	**81**	**0.215**	**0.208**	**0.423**
14:00-15:00	**29**	**81**	**0.214**	**0.261**	**0.475**
15:00-16:00	**29**	**81**	**0.490**	**0.244**	**0.734**
16:00-17:00	**29**	**81**	**0.418**	**0.240**	**0.658**
17:00-18:00	**29**	**81**	**0.494**	**0.232**	**0.726**
18:00-19:00	**29**	**81**	**0.381**	**0.208**	**0.589**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**3.203**	**3.258**	**6.461**

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

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Parameter Summary:

Trip rate parameter range selected:	25 - 150 (units: DWELLS)
Survey date date range:	22/09/2017 - 23/05/2024
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**29**	**81**	**0.020**	**0.048**	**0.068**
08:00-09:00	**29**	**81**	**0.046**	**0.119**	**0.165**
09:00-10:00	**29**	**81**	**0.041**	**0.030**	**0.071**
10:00-11:00	**29**	**81**	**0.019**	**0.021**	**0.040**
11:00-12:00	**29**	**81**	**0.026**	**0.036**	**0.062**
12:00-13:00	**29**	**81**	**0.024**	**0.026**	**0.050**
13:00-14:00	**29**	**81**	**0.027**	**0.024**	**0.051**
14:00-15:00	**29**	**81**	**0.034**	**0.041**	**0.075**
15:00-16:00	**29**	**81**	**0.104**	**0.051**	**0.155**
16:00-17:00	**29**	**81**	**0.058**	**0.047**	**0.105**
17:00-18:00	**29**	**81**	**0.054**	**0.042**	**0.096**
18:00-19:00	**29**	**81**	**0.058**	**0.031**	**0.089**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.511**	**0.516**	**1.027**

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

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Parameter Summary:

Trip rate parameter range selected:	25 - 150 (units: DWELLS)
Survey date date range:	22/09/2017 - 23/05/2024
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**29**	**81**	**0.001**	**0.030**	**0.031**
08:00-09:00	**29**	**81**	**0.002**	**0.031**	**0.033**
09:00-10:00	**29**	**81**	**0.004**	**0.010**	**0.014**
10:00-11:00	**29**	**81**	**0.005**	**0.009**	**0.014**
11:00-12:00	**29**	**81**	**0.003**	**0.004**	**0.007**
12:00-13:00	**29**	**81**	**0.006**	**0.004**	**0.010**
13:00-14:00	**29**	**81**	**0.006**	**0.003**	**0.009**
14:00-15:00	**29**	**81**	**0.006**	**0.003**	**0.009**
15:00-16:00	**29**	**81**	**0.023**	**0.004**	**0.027**
16:00-17:00	**29**	**81**	**0.021**	**0.003**	**0.024**
17:00-18:00	**29**	**81**	**0.015**	**0.001**	**0.016**
18:00-19:00	**29**	**81**	**0.014**	**0.000**	**0.014**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.106**	**0.102**	**0.208**

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

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Parameter Summary:

Trip rate parameter range selected:	25 - 150 (units: DWELLS)
Survey date date range:	22/09/2017 - 23/05/2024
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

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

Bus/Tram Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**29**	**81**	**0.001**	**0.018**	**0.019**
08:00-09:00	**29**	**81**	**0.002**	**0.028**	**0.030**
09:00-10:00	**29**	**81**	**0.004**	**0.009**	**0.013**
10:00-11:00	**29**	**81**	**0.005**	**0.007**	**0.012**
11:00-12:00	**29**	**81**	**0.003**	**0.004**	**0.007**
12:00-13:00	**29**	**81**	**0.006**	**0.004**	**0.010**
13:00-14:00	**29**	**81**	**0.005**	**0.002**	**0.007**
14:00-15:00	**29**	**81**	**0.005**	**0.003**	**0.008**
15:00-16:00	**29**	**81**	**0.020**	**0.004**	**0.024**
16:00-17:00	**29**	**81**	**0.016**	**0.003**	**0.019**
17:00-18:00	**29**	**81**	**0.011**	**0.001**	**0.012**
18:00-19:00	**29**	**81**	**0.011**	**0.000**	**0.011**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.089**	**0.083**	**0.172**

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.*

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Parameter Summary:

Trip rate parameter range selected:	25 - 150 (units: DWELLS)
Survey date date range:	22/09/2017 - 23/05/2024
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

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

Coach Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**29**	**81**	**0.000**	**0.002**	**0.002**
08:00-09:00	**29**	**81**	**0.000**	**0.001**	**0.001**
09:00-10:00	**29**	**81**	**0.000**	**0.000**	**0.000**
10:00-11:00	**29**	**81**	**0.000**	**0.000**	**0.000**
11:00-12:00	**29**	**81**	**0.000**	**0.000**	**0.000**
12:00-13:00	**29**	**81**	**0.000**	**0.000**	**0.000**
13:00-14:00	**29**	**81**	**0.000**	**0.000**	**0.000**
14:00-15:00	**29**	**81**	**0.000**	**0.000**	**0.000**
15:00-16:00	**29**	**81**	**0.001**	**0.000**	**0.001**
16:00-17:00	**29**	**81**	**0.001**	**0.000**	**0.001**
17:00-18:00	**29**	**81**	**0.000**	**0.000**	**0.000**
18:00-19:00	**29**	**81**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.002**	**0.003**	**0.005**

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.*

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Parameter Summary:

Trip rate parameter range selected:	25 - 150 (units: DWELLS)
Survey date date range:	31/10/2018 - 14/05/2024
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

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

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**29**	**81**	**0.000**	**0.010**	**0.010**
08:00-09:00	**29**	**81**	**0.000**	**0.002**	**0.002**
09:00-10:00	**29**	**81**	**0.000**	**0.001**	**0.001**
10:00-11:00	**29**	**81**	**0.000**	**0.002**	**0.002**
11:00-12:00	**29**	**81**	**0.000**	**0.000**	**0.000**
12:00-13:00	**29**	**81**	**0.000**	**0.000**	**0.000**
13:00-14:00	**29**	**81**	**0.001**	**0.000**	**0.001**
14:00-15:00	**29**	**81**	**0.001**	**0.000**	**0.001**
15:00-16:00	**29**	**81**	**0.002**	**0.000**	**0.002**
16:00-17:00	**29**	**81**	**0.004**	**0.000**	**0.004**
17:00-18:00	**29**	**81**	**0.004**	**0.000**	**0.004**
18:00-19:00	**29**	**81**	**0.003**	**0.000**	**0.003**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.015**	**0.015**	**0.030**

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.*

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Parameter Summary:

Trip rate parameter range selected:	25 - 150 (units: DWELLS)
Survey date date range:	19/10/2018 - 30/04/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

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APPENDIX G

WU03EW CENSUS DATA AND TRIP GENERATION

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
method of travel to work	Driving a car or van

		A	B	C	D	E	F	G
place of work	**E02005477 : South Kesteven 002**	**A16 N**	**B1040**	**Peterborough Rd**	**A16 S**	**B1166 SW**	**Common Drove**	**Cloot Drove N**
E02005481 : South Kesteven 006	256				192	64		
E02005479 : South Kesteven 004	229				171.75	57.25		
Newark and Sherwood	219	54.75			164.25			
E02005478 : South Kesteven 003	128				96	32		
North Kesteven	128	96			32			
Melton	100				100			
E02005482 : South Kesteven 007	97	72.75				24.25		
E02005480 : South Kesteven 005	93				69.75	23.25		
Rushcliffe	92				69	23		
Nottingham	90				67.5	22.5		
Lincoln	66	49.5			16.5			
E02005476 : South Kesteven 001	61	45.75				15.25		
Rutland	50				37.5	12.5		
E02005484 : South Kesteven 009	49			6.125	36.75	6.125		
E02005491 : South Kesteven 016	26				6.5	19.5		
Gedling	25	3.125			18.75	3.125		
Bassetlaw	24	6			18			
West Lindsey	23	17.25			5.75			
Charnwood	14				14			
Boston	13	13						
East Lindsey	13	13						
Doncaster	12	1.5			9	1.5		
Derby	12				12			
E02005470 : South Holland 006	11	8.25				2.75		
Huntingdonshire	11		1.375	1.375	8.25			
E02005486 : South Kesteven 011	10	2.5				7.5		
E02005488 : South Kesteven 013	10					10		
E02003249 : Peterborough 013	10			1.25	1.25	7.5		
Leicester	10				10			
North West Leicestershire	10				10			
Broxtowe	10				10			
E02005469 : South Holland 005	9						9	
E02003250 : Peterborough 014	9			3	6			
E02003254 : Peterborough 018	9				9			
Blaby	8				8			
E02005490 : South Kesteven 015	7				3	4		
E02003240 : Peterborough 004	7				5	2		
E02005483 : South Kesteven 008	6	6						
E02005487 : South Kesteven 012	6					6		
E02006877 : Peterborough 022	6					6		
E02005485 : South Kesteven 010	5	1				4		
E02003242 : Peterborough 006	5				5			
E02003251 : Peterborough 015	5				5			
E02003252 : Peterborough 016	5				5			
North East Lincolnshire	5	5						
North Lincolnshire	5	5						
Luton	5			3	2			
E02005489 : South Kesteven 014	4					4		
E02003245 : Peterborough 009	4			4				

Ashfield	4				3	1		
Hillingdon	4			3	1			
E02005471 : South Holland 007	3	3						
Cheshire West and Chester	3				3			
Sheffield	3				3			
Erewash	3				3			
Harborough	3			1	2			
Corby	3			1	2			
East Northamptonshire	3			1	2			
Northampton	3			1	2			
Mansfield	3				3			
South Cambridgeshire	3			2	1			
Basildon	3			2	1			
Newham	3		0.5	2	0.5			
Bracknell Forest	3			2	1			
total	**2,059**	**403**	**2**	**34**	**1,252**	**359**	**9**	**0**
percentage	**100%**	**19.6%**	**0.1%**	**1.6%**	**60.8%**	**17.4%**	**0.4%**	**0.0%**

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX H

JUNCTION 1 – CLOOT DROVE/B1166 POSTLAND ROAD JUNCTION ASSESSMENT REPORT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: J1 - Cloot Drove-Postland Road - T-junction.j9
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC3686 Cloot Drove, Crowland\Calculations\Junction Assessments
Report generation date: 16/10/2025 09:30:37

»2024 observed, AM
»2024 observed, PM
»2030 background, AM
»2030 background, PM
»2030 with development, AM
»2030 with development, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2024 observed					
Stream B-C	0.1	6.28	0.07	0.0	5.85	0.03
Stream B-A	0.1	9.58	0.12	0.1	8.67	0.06
Stream C-AB	0.1	5.35	0.06	0.1	5.27	0.06
	2030 background					
Stream B-C	0.1	6.36	0.07	0.0	5.90	0.03
Stream B-A	0.1	9.80	0.13	0.1	8.78	0.06
Stream C-AB	0.1	5.36	0.07	0.1	5.27	0.06
	2030 with development					
Stream B-C	0.1	7.17	0.12	0.1	6.43	0.06
Stream B-A	0.2	9.40	0.14	0.1	8.45	0.07
Stream C-AB	0.1	5.43	0.09	0.1	5.52	0.10

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

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

File summary

File Description

Title	Junction 1 - Cloot Drove/Postland Road
Location	Crowland
Site number	J1
Date	26/11/2024
Version	V1
Status	Preliminary
Identifier	J1
Client	Allison Homes
Jobnumber	ADC3686
Enumerator	ADC-TOSHIBA-AIO\ADC
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 observed	AM	ONE HOUR	07:45	09:15	15
D2	2024 observed	PM	ONE HOUR	16:45	18:15	15
D3	2030 background	AM	ONE HOUR	07:45	09:15	15
D4	2030 background	PM	ONE HOUR	16:45	18:15	15
D5	2030 with development	AM	ONE HOUR	07:45	09:15	15
D6	2030 with development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cloot Drove - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cloot Drove/Postland Road	T-Junction	Two-way		2.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B1166 Postland Road (west)		Major
B	Cloot Drove		Minor
C	B1166 Postland Road (east)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B1166 Postland Road (east)	6.16			201.5	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Cloot Drove	One lane plus flare	10.00	4.62	2.38	2.37	2.37	✓	1.00	28	28

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	498	0.090	0.228	0.143	0.325
1	B-C	675	0.103	0.260	-	-
1	C-B	691	0.266	0.266	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 observed	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B1166 Postland Road (west)		✓	149	100.000
B - Cloot Drove		✓	84	100.000
C - B1166 Postland Road (east)		✓	167	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1166 Postland Road (west)	B - Cloot Drove	C - B1166 Postland Road (east)
From	A - B1166 Postland Road (west)	0	28	121
	B - Cloot Drove	47	0	37
	C - B1166 Postland Road (east)	134	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1166 Postland Road (west)	B - Cloot Drove	C - B1166 Postland Road (east)
From	A - B1166 Postland Road (west)	0	0	8
	B - Cloot Drove	0	0	0
	C - B1166 Postland Road (east)	6	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.07	6.28	0.1	A
B-A	0.12	9.58	0.1	A
C-AB	0.06	5.35	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	634	0.044	28	0.0	5.932	A
B-A	35	450	0.079	35	0.1	8.675	A
C-AB	29	703	0.041	29	0.1	5.341	A
C-A	97			97			
A-B	21			21			
A-C	91			91			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	626	0.053	33	0.1	6.074	A
B-A	42	440	0.096	42	0.1	9.040	A
C-AB	36	709	0.050	36	0.1	5.342	A
C-A	114			114			
A-B	25			25			
A-C	109			109			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	614	0.066	41	0.1	6.278	A
B-A	52	427	0.121	52	0.1	9.579	A
C-AB	46	719	0.064	46	0.1	5.346	A
C-A	138			138			
A-B	31			31			
A-C	133			133			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	614	0.066	41	0.1	6.279	A
B-A	52	427	0.121	52	0.1	9.585	A
C-AB	46	719	0.064	46	0.1	5.352	A
C-A	138			138			
A-B	31			31			
A-C	133			133			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	626	0.053	33	0.1	6.079	A
B-A	42	440	0.096	42	0.1	9.051	A
C-AB	36	709	0.050	36	0.1	5.350	A
C-A	114			114			
A-B	25			25			
A-C	109			109			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	634	0.044	28	0.0	5.940	A
B-A	35	450	0.079	35	0.1	8.695	A
C-AB	29	703	0.041	29	0.1	5.348	A
C-A	97			97			
A-B	21			21			
A-C	91			91			

2024 observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cloot Drove - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cloot Drove/Postland Road	T-Junction	Two-way		1.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 observed	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B1166 Postland Road (west)		✓	126	100.000
B - Cloot Drove		✓	42	100.000
C - B1166 Postland Road (east)		✓	140	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1166 Postland Road (west)	B - Cloot Drove	C - B1166 Postland Road (east)
From	A - B1166 Postland Road (west)	0	35	91
	B - Cloot Drove	23	0	19
	C - B1166 Postland Road (east)	107	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1166 Postland Road (west)	B - Cloot Drove	C - B1166 Postland Road (east)
From	A - B1166 Postland Road (west)	0	0	6
	B - Cloot Drove	0	0	0
	C - B1166 Postland Road (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	5.85	0.0	A
B-A	0.06	8.67	0.1	A
C-AB	0.06	5.27	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	649	0.022	14	0.0	5.671	A
B-A	17	458	0.038	17	0.0	8.156	A
C-AB	28	715	0.039	28	0.0	5.240	A
C-A	77			77			
A-B	26			26			
A-C	69			69			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	643	0.027	17	0.0	5.747	A
B-A	21	451	0.046	21	0.0	8.368	A
C-AB	34	720	0.048	34	0.1	5.251	A
C-A	92			92			
A-B	31			31			
A-C	82			82			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	636	0.033	21	0.0	5.854	A
B-A	25	440	0.058	25	0.1	8.670	A
C-AB	43	726	0.060	43	0.1	5.268	A
C-A	111			111			
A-B	39			39			
A-C	100			100			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	636	0.033	21	0.0	5.855	A
B-A	25	440	0.058	25	0.1	8.672	A
C-AB	43	726	0.060	43	0.1	5.270	A
C-A	111			111			
A-B	39			39			
A-C	100			100			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	643	0.027	17	0.0	5.748	A
B-A	21	451	0.046	21	0.0	8.372	A
C-AB	34	720	0.048	34	0.1	5.256	A
C-A	92			92			
A-B	31			31			
A-C	82			82			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	649	0.022	14	0.0	5.675	A
B-A	17	458	0.038	17	0.0	8.163	A
C-AB	28	715	0.039	28	0.0	5.245	A
C-A	77			77			
A-B	26			26			
A-C	69			69			

2030 background, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cloot Drove - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cloot Drove/Postland Road	T-Junction	Two-way		2.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030 background	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B1166 Postland Road (west)		✓	159	100.000
B - Cloot Drove		✓	89	100.000
C - B1166 Postland Road (east)		✓	178	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1166 Postland Road (west)	B - Cloot Drove	C - B1166 Postland Road (east)
From	A - B1166 Postland Road (west)	0	30	129
	B - Cloot Drove	50	0	39
	C - B1166 Postland Road (east)	143	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1166 Postland Road (west)	B - Cloot Drove	C - B1166 Postland Road (east)
From	A - B1166 Postland Road (west)	0	0	9
	B - Cloot Drove	0	0	0
	C - B1166 Postland Road (east)	6	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.07	6.36	0.1	A
B-A	0.13	9.80	0.1	A
C-AB	0.07	5.36	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	631	0.047	29	0.0	5.980	A
B-A	38	446	0.084	37	0.1	8.791	A
C-AB	31	705	0.044	31	0.1	5.342	A
C-A	103			103			
A-B	23			23			
A-C	97			97			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	622	0.056	35	0.1	6.134	A
B-A	45	436	0.103	45	0.1	9.194	A
C-AB	38	712	0.054	38	0.1	5.344	A
C-A	122			122			
A-B	27			27			
A-C	116			116			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	609	0.071	43	0.1	6.357	A
B-A	55	422	0.130	55	0.1	9.795	A
C-AB	49	722	0.068	49	0.1	5.351	A
C-A	147			147			
A-B	33			33			
A-C	142			142			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	609	0.071	43	0.1	6.358	A
B-A	55	422	0.130	55	0.1	9.799	A
C-AB	49	722	0.068	49	0.1	5.356	A
C-A	147			147			
A-B	33			33			
A-C	142			142			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	622	0.056	35	0.1	6.139	A
B-A	45	436	0.103	45	0.1	9.206	A
C-AB	38	712	0.054	39	0.1	5.352	A
C-A	122			122			
A-B	27			27			
A-C	116			116			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	631	0.047	29	0.0	5.986	A
B-A	38	446	0.084	38	0.1	8.813	A
C-AB	31	705	0.044	31	0.1	5.348	A
C-A	103			103			
A-B	23			23			
A-C	97			97			

2030 background, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cloot Drove - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cloot Drove/Postland Road	T-Junction	Two-way		1.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030 background	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B1166 Postland Road (west)		✓	134	100.000
B - Cloot Drove		✓	45	100.000
C - B1166 Postland Road (east)		✓	149	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1166 Postland Road (west)	B - Cloot Drove	C - B1166 Postland Road (east)
From	A - B1166 Postland Road (west)	0	37	97
	B - Cloot Drove	25	0	20
	C - B1166 Postland Road (east)	114	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1166 Postland Road (west)	B - Cloot Drove	C - B1166 Postland Road (east)
From	A - B1166 Postland Road (west)	0	0	5
	B - Cloot Drove	0	0	0
	C - B1166 Postland Road (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	5.90	0.0	A
B-A	0.06	8.78	0.1	A
C-AB	0.06	5.27	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	646	0.023	15	0.0	5.703	A
B-A	19	456	0.041	19	0.0	8.223	A
C-AB	30	716	0.042	30	0.1	5.241	A
C-A	82			82			
A-B	28			28			
A-C	73			73			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	640	0.028	18	0.0	5.785	A
B-A	22	448	0.050	22	0.1	8.451	A
C-AB	37	722	0.051	37	0.1	5.253	A
C-A	97			97			
A-B	33			33			
A-C	87			87			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	632	0.035	22	0.0	5.901	A
B-A	28	437	0.063	27	0.1	8.781	A
C-AB	47	729	0.064	47	0.1	5.270	A
C-A	117			117			
A-B	41			41			
A-C	107			107			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	632	0.035	22	0.0	5.902	A
B-A	28	437	0.063	28	0.1	8.783	A
C-AB	47	729	0.064	47	0.1	5.273	A
C-A	117			117			
A-B	41			41			
A-C	107			107			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	640	0.028	18	0.0	5.787	A
B-A	22	448	0.050	23	0.1	8.454	A
C-AB	37	722	0.051	37	0.1	5.258	A
C-A	97			97			
A-B	33			33			
A-C	87			87			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	646	0.023	15	0.0	5.706	A
B-A	19	456	0.041	19	0.0	8.230	A
C-AB	30	716	0.042	30	0.1	5.248	A
C-A	82			82			
A-B	28			28			
A-C	73			73			

2030 with development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cloot Drove - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cloot Drove/Postland Road	T-Junction	Two-way		2.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 with development	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B1166 Postland Road (west)		✓	161	100.000
B - Cloot Drove		✓	120	100.000
C - B1166 Postland Road (east)		✓	189	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1166 Postland Road (west)	B - Cloot Drove	C - B1166 Postland Road (east)
From	A - B1166 Postland Road (west)	0	32	129
	B - Cloot Drove	55	0	65
	C - B1166 Postland Road (east)	143	46	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1166 Postland Road (west)	B - Cloot Drove	C - B1166 Postland Road (east)
From	A - B1166 Postland Road (west)	0	0	9
	B - Cloot Drove	0	0	0
	C - B1166 Postland Road (east)	6	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.12	7.17	0.1	A
B-A	0.14	9.40	0.2	A
C-AB	0.09	5.43	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	49	595	0.082	49	0.1	6.583	A
B-A	41	471	0.088	41	0.1	8.367	A
C-AB	41	711	0.057	41	0.1	5.366	A
C-A	101			101			
A-B	24			24			
A-C	97			97			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	586	0.100	58	0.1	6.820	A
B-A	49	460	0.108	49	0.1	8.774	A
C-AB	50	718	0.070	50	0.1	5.387	A
C-A	119			119			
A-B	29			29			
A-C	116			116			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	574	0.125	71	0.1	7.165	A
B-A	61	444	0.137	60	0.2	9.387	A
C-AB	65	728	0.089	65	0.1	5.422	A
C-A	143			143			
A-B	35			35			
A-C	142			142			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	574	0.125	72	0.1	7.168	A
B-A	61	444	0.137	61	0.2	9.397	A
C-AB	65	728	0.089	65	0.1	5.431	A
C-A	143			143			
A-B	35			35			
A-C	142			142			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	586	0.100	59	0.1	6.827	A
B-A	49	460	0.108	50	0.1	8.786	A
C-AB	50	718	0.070	51	0.1	5.401	A
C-A	119			119			
A-B	29			29			
A-C	116			116			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	49	595	0.082	49	0.1	6.596	A
B-A	41	471	0.088	42	0.1	8.385	A
C-AB	41	711	0.057	41	0.1	5.375	A
C-A	101			101			
A-B	24			24			
A-C	97			97			

2030 with development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Cloot Drove - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cloot Drove/Postland Road	T-Junction	Two-way		2.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 with development	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B1166 Postland Road (west)		✓	139	100.000
B - Cloot Drove		✓	59	100.000
C - B1166 Postland Road (east)		✓	171	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B1166 Postland Road (west)	B - Cloot Drove	C - B1166 Postland Road (east)
From	A - B1166 Postland Road (west)	0	42	97
	B - Cloot Drove	27	0	32
	C - B1166 Postland Road (east)	114	57	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1166 Postland Road (west)	B - Cloot Drove	C - B1166 Postland Road (east)
From	A - B1166 Postland Road (west)	0	0	5
	B - Cloot Drove	0	0	0
	C - B1166 Postland Road (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.06	6.43	0.1	A
B-A	0.07	8.45	0.1	A
C-AB	0.10	5.52	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	609	0.040	24	0.0	6.156	A
B-A	20	479	0.042	20	0.0	7.847	A
C-AB	49	715	0.068	48	0.1	5.394	A
C-A	80			80			
A-B	32			32			
A-C	73			73			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	603	0.048	29	0.0	6.270	A
B-A	24	469	0.052	24	0.1	8.093	A
C-AB	60	721	0.083	60	0.1	5.445	A
C-A	94			94			
A-B	38			38			
A-C	87			87			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	595	0.059	35	0.1	6.431	A
B-A	30	456	0.065	30	0.1	8.450	A
C-AB	76	728	0.104	76	0.1	5.519	A
C-A	112			112			
A-B	46			46			
A-C	107			107			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	595	0.059	35	0.1	6.432	A
B-A	30	456	0.065	30	0.1	8.453	A
C-AB	76	728	0.104	76	0.1	5.524	A
C-A	112			112			
A-B	46			46			
A-C	107			107			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	603	0.048	29	0.1	6.272	A
B-A	24	469	0.052	24	0.1	8.096	A
C-AB	60	721	0.083	60	0.1	5.452	A
C-A	94			94			
A-B	38			38			
A-C	87			87			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	608	0.040	24	0.0	6.162	A
B-A	20	479	0.042	20	0.0	7.854	A
C-AB	49	716	0.068	49	0.1	5.402	A
C-A	80			80			
A-B	32			32			
A-C	73			73			

APPENDIX I

JUNCTION 2 – B1166 POSTLAND ROAD/B1166 JAMES ROAD JUNCTION ASSESSMENT REPORT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: J2 - Postland Road-James Road - T-junction.j9
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC3686 Cloot Drove, Crowland\Calculations\Junction Assessments
Report generation date: 16/10/2025 09:33:43

»2024 observed, AM
»2024 observed, PM
»2030 background, AM
»2030 background, PM
»2030 with development, AM
»2030 with development, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2024 observed					
Stream B-C	0.1	5.30	0.10	0.1	4.88	0.09
Stream B-A	0.1	6.85	0.13	0.1	6.89	0.08
Stream C-AB	0.2	6.52	0.14	0.1	6.70	0.13
	2030 background					
Stream B-C	0.1	5.36	0.10	0.1	4.95	0.10
Stream B-A	0.2	7.04	0.14	0.1	7.02	0.08
Stream C-AB	0.2	6.60	0.15	0.2	6.81	0.14
	2030 with development					
Stream B-C	0.1	5.50	0.11	0.1	5.07	0.10
Stream B-A	0.2	7.29	0.18	0.1	7.01	0.10
Stream C-AB	0.2	6.59	0.16	0.2	6.95	0.15

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

File summary

File Description

Title	J2A - James Road/Postland Road
Location	Crowland
Site number	J2
Date	26/11/2024
Version	V1
Status	Preliminary
Identifier	J2
Client	Allison Homes
Jobnumber	ADC3686
Enumerator	ADC-TOSHIBA-AIO\ADC
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 observed	AM	ONE HOUR	07:45	09:15	15
D2	2024 observed	PM	ONE HOUR	16:45	18:15	15
D3	2030 background	AM	ONE HOUR	07:45	09:15	15
D4	2030 background	PM	ONE HOUR	16:45	18:15	15
D5	2030 with development	AM	ONE HOUR	07:45	09:15	15
D6	2030 with development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	James Road/Postland Road	T-Junction	Two-way		2.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	James Road (west)		Major
B	Postland Road		Minor
C	James Road (east)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - James Road (east)	6.85		✓	2.97	134.1	✓	11.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Postland Road	One lane plus flare	10.00	10.00	7.34	5.49	4.25	✓	3.00	221	248

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
2	B-A	761	0.133	0.337	0.212	0.482
2	B-C	866	0.128	0.323	-	-
2	C-B	706	0.264	0.264	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 observed	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - James Road (west)		✓	72	100.000
B - Postland Road		✓	136	100.000
C - James Road (east)		✓	437	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - James Road (west)	B - Postland Road	C - James Road (east)
From	A - James Road (west)	0	35	37
	B - Postland Road	71	0	65
	C - James Road (east)	353	84	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - James Road (west)	B - Postland Road	C - James Road (east)
From	A - James Road (west)	0	14	5
	B - Postland Road	1	0	9
	C - James Road (east)	1	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	5.30	0.1	A
B-A	0.13	6.85	0.1	A
C-AB	0.14	6.52	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	49	766	0.064	49	0.1	5.018	A
B-A	53	651	0.082	53	0.1	6.016	A
C-AB	63	651	0.097	63	0.1	6.111	A
C-A	266			266			
A-B	26			26			
A-C	28			28			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	760	0.077	58	0.1	5.132	A
B-A	64	631	0.101	64	0.1	6.346	A
C-AB	76	649	0.116	75	0.1	6.280	A
C-A	317			317			
A-B	31			31			
A-C	33			33			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	751	0.095	71	0.1	5.298	A
B-A	78	604	0.130	78	0.1	6.848	A
C-AB	92	645	0.143	92	0.2	6.516	A
C-A	389			389			
A-B	39			39			
A-C	41			41			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	751	0.095	72	0.1	5.298	A
B-A	78	603	0.130	78	0.1	6.852	A
C-AB	92	645	0.143	92	0.2	6.518	A
C-A	389			389			
A-B	39			39			
A-C	41			41			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	760	0.077	59	0.1	5.137	A
B-A	64	631	0.101	64	0.1	6.352	A
C-AB	76	649	0.116	76	0.1	6.283	A
C-A	317			317			
A-B	31			31			
A-C	33			33			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	49	766	0.064	49	0.1	5.023	A
B-A	53	651	0.082	54	0.1	6.030	A
C-AB	63	651	0.097	63	0.1	6.123	A
C-A	266			266			
A-B	26			26			
A-C	28			28			

2024 observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	James Road/Postland Road	T-Junction	Two-way		2.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 observed	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - James Road (west)		✓	220	100.000
B - Postland Road		✓	105	100.000
C - James Road (east)		✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - James Road (west)	B - Postland Road	C - James Road (east)
From	A - James Road (west)	0	71	149
	B - Postland Road	39	0	66
	C - James Road (east)	51	71	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - James Road (west)	B - Postland Road	C - James Road (east)
From	A - James Road (west)	0	0	3
	B - Postland Road	10	0	0
	C - James Road (east)	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.09	4.88	0.1	A
B-A	0.08	6.89	0.1	A
C-AB	0.13	6.70	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	837	0.059	49	0.1	4.569	A
B-A	29	598	0.049	29	0.1	6.322	A
C-AB	53	635	0.084	53	0.1	6.181	A
C-A	38			38			
A-B	53			53			
A-C	112			112			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	826	0.072	59	0.1	4.695	A
B-A	35	585	0.060	35	0.1	6.551	A
C-AB	64	627	0.102	64	0.1	6.393	A
C-A	46			46			
A-B	64			64			
A-C	134			134			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	811	0.090	73	0.1	4.877	A
B-A	43	565	0.076	43	0.1	6.890	A
C-AB	78	615	0.127	78	0.1	6.698	A
C-A	56			56			
A-B	78			78			
A-C	164			164			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	811	0.090	73	0.1	4.878	A
B-A	43	565	0.076	43	0.1	6.890	A
C-AB	78	615	0.127	78	0.1	6.700	A
C-A	56			56			
A-B	78			78			
A-C	164			164			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	826	0.072	59	0.1	4.697	A
B-A	35	584	0.060	35	0.1	6.553	A
C-AB	64	627	0.102	64	0.1	6.399	A
C-A	46			46			
A-B	64			64			
A-C	134			134			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	837	0.059	50	0.1	4.575	A
B-A	29	598	0.049	29	0.1	6.329	A
C-AB	53	635	0.084	54	0.1	6.193	A
C-A	38			38			
A-B	53			53			
A-C	112			112			

2030 background, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	James Road/Postland Road	T-Junction	Two-way		2.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030 background	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - James Road (west)		✓	76	100.000
B - Postland Road		✓	145	100.000
C - James Road (east)		✓	465	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - James Road (west)	B - Postland Road	C - James Road (east)
From	A - James Road (west)	0	37	39
	B - Postland Road	76	0	69
	C - James Road (east)	376	89	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - James Road (west)	B - Postland Road	C - James Road (east)
From	A - James Road (west)	0	14	5
	B - Postland Road	1	0	9
	C - James Road (east)	1	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	5.36	0.1	A
B-A	0.14	7.04	0.2	A
C-AB	0.15	6.60	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	764	0.068	52	0.1	5.054	A
B-A	57	645	0.089	57	0.1	6.115	A
C-AB	67	651	0.103	67	0.1	6.163	A
C-A	283			283			
A-B	28			28			
A-C	29			29			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	757	0.082	62	0.1	5.180	A
B-A	68	624	0.110	68	0.1	6.479	A
C-AB	80	648	0.124	80	0.1	6.341	A
C-A	338			338			
A-B	33			33			
A-C	35			35			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	747	0.102	76	0.1	5.361	A
B-A	84	595	0.141	84	0.2	7.041	A
C-AB	98	643	0.152	98	0.2	6.596	A
C-A	414			414			
A-B	41			41			
A-C	43			43			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	747	0.102	76	0.1	5.362	A
B-A	84	595	0.141	84	0.2	7.044	A
C-AB	98	643	0.152	98	0.2	6.598	A
C-A	414			414			
A-B	41			41			
A-C	43			43			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	757	0.082	62	0.1	5.185	A
B-A	68	624	0.110	68	0.1	6.486	A
C-AB	80	648	0.124	80	0.1	6.347	A
C-A	338			338			
A-B	33			33			
A-C	35			35			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	763	0.068	52	0.1	5.061	A
B-A	57	645	0.089	57	0.1	6.127	A
C-AB	67	651	0.103	67	0.1	6.171	A
C-A	283			283			
A-B	28			28			
A-C	29			29			

2030 background, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	James Road/Postland Road	T-Junction	Two-way		2.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030 background	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - James Road (west)		✓	235	100.000
B - Postland Road		✓	112	100.000
C - James Road (east)		✓	130	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - James Road (west)	B - Postland Road	C - James Road (east)
From	A - James Road (west)	0	76	159
	B - Postland Road	42	0	70
	C - James Road (east)	54	76	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - James Road (west)	B - Postland Road	C - James Road (east)
From	A - James Road (west)	0	0	3
	B - Postland Road	10	0	0
	C - James Road (east)	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	4.95	0.1	A
B-A	0.08	7.02	0.1	A
C-AB	0.14	6.81	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	832	0.063	52	0.1	4.614	A
B-A	32	594	0.053	31	0.1	6.389	A
C-AB	57	633	0.090	57	0.1	6.239	A
C-A	41			41			
A-B	57			57			
A-C	120			120			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	63	821	0.077	63	0.1	4.751	A
B-A	38	580	0.065	38	0.1	6.644	A
C-AB	68	625	0.109	68	0.1	6.470	A
C-A	49			49			
A-B	68			68			
A-C	143			143			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	804	0.096	77	0.1	4.951	A
B-A	46	559	0.083	46	0.1	7.019	A
C-AB	84	612	0.137	84	0.2	6.805	A
C-A	59			59			
A-B	84			84			
A-C	175			175			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	804	0.096	77	0.1	4.951	A
B-A	46	559	0.083	46	0.1	7.019	A
C-AB	84	612	0.137	84	0.2	6.808	A
C-A	59			59			
A-B	84			84			
A-C	175			175			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	63	820	0.077	63	0.1	4.755	A
B-A	38	579	0.065	38	0.1	6.649	A
C-AB	68	625	0.109	68	0.1	6.473	A
C-A	49			49			
A-B	68			68			
A-C	143			143			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	832	0.063	53	0.1	4.620	A
B-A	32	594	0.053	32	0.1	6.398	A
C-AB	57	633	0.090	57	0.1	6.251	A
C-A	41			41			
A-B	57			57			
A-C	120			120			

2030 with development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	James Road/Postland Road	T-Junction	Two-way		2.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 with development	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - James Road (west)		✓	84	100.000
B - Postland Road		✓	171	100.000
C - James Road (east)		✓	468	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - James Road (west)	B - Postland Road	C - James Road (east)
From	A - James Road (west)	0	45	39
	B - Postland Road	96	0	75
	C - James Road (east)	376	92	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - James Road (west)	B - Postland Road	C - James Road (east)
From	A - James Road (west)	0	11	5
	B - Postland Road	1	0	8
	C - James Road (east)	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	5.50	0.1	A
B-A	0.18	7.29	0.2	A
C-AB	0.16	6.59	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	757	0.075	56	0.1	5.136	A
B-A	72	651	0.111	72	0.1	6.211	A
C-AB	69	655	0.106	69	0.1	6.131	A
C-A	283			283			
A-B	34			34			
A-C	29			29			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	749	0.090	67	0.1	5.282	A
B-A	86	629	0.137	86	0.2	6.628	A
C-AB	83	652	0.127	83	0.1	6.322	A
C-A	338			338			
A-B	40			40			
A-C	35			35			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	738	0.112	82	0.1	5.495	A
B-A	106	599	0.176	105	0.2	7.288	A
C-AB	101	647	0.156	101	0.2	6.588	A
C-A	414			414			
A-B	50			50			
A-C	43			43			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	738	0.112	83	0.1	5.496	A
B-A	106	599	0.176	106	0.2	7.295	A
C-AB	101	647	0.156	101	0.2	6.590	A
C-A	414			414			
A-B	50			50			
A-C	43			43			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	749	0.090	68	0.1	5.285	A
B-A	86	629	0.137	87	0.2	6.640	A
C-AB	83	652	0.127	83	0.1	6.328	A
C-A	338			338			
A-B	40			40			
A-C	35			35			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	756	0.075	57	0.1	5.146	A
B-A	72	651	0.111	72	0.1	6.228	A
C-AB	69	655	0.106	69	0.1	6.145	A
C-A	283			283			
A-B	34			34			
A-C	29			29			

2030 with development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	James Road/Postland Road	T-Junction	Two-way		2.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 with development	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - James Road (west)		✓	252	100.000
B - Postland Road		✓	124	100.000
C - James Road (east)		✓	135	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - James Road (west)	B - Postland Road	C - James Road (east)
From	A - James Road (west)	0	93	159
	B - Postland Road	51	0	73
	C - James Road (east)	54	81	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - James Road (west)	B - Postland Road	C - James Road (east)
From	A - James Road (west)	0	0	3
	B - Postland Road	8	0	0
	C - James Road (east)	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	5.07	0.1	A
B-A	0.10	7.01	0.1	A
C-AB	0.15	6.95	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	821	0.067	55	0.1	4.697	A
B-A	38	608	0.063	38	0.1	6.316	A
C-AB	61	630	0.097	61	0.1	6.317	A
C-A	41			41			
A-B	70			70			
A-C	120			120			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66	808	0.081	66	0.1	4.846	A
B-A	46	592	0.077	46	0.1	6.592	A
C-AB	73	621	0.117	73	0.1	6.571	A
C-A	49			49			
A-B	84			84			
A-C	143			143			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	80	791	0.102	80	0.1	5.066	A
B-A	56	570	0.099	56	0.1	7.004	A
C-AB	89	607	0.147	89	0.2	6.943	A
C-A	59			59			
A-B	102			102			
A-C	175			175			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	80	791	0.102	80	0.1	5.066	A
B-A	56	570	0.099	56	0.1	7.007	A
C-AB	89	607	0.147	89	0.2	6.945	A
C-A	59			59			
A-B	102			102			
A-C	175			175			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66	808	0.081	66	0.1	4.850	A
B-A	46	592	0.077	46	0.1	6.595	A
C-AB	73	621	0.117	73	0.1	6.575	A
C-A	49			49			
A-B	84			84			
A-C	143			143			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	821	0.067	55	0.1	4.703	A
B-A	38	608	0.063	38	0.1	6.324	A
C-AB	61	630	0.097	61	0.1	6.330	A
C-A	41			41			
A-B	70			70			
A-C	120			120			