



LAND AT BATTLEFIELDS LANE, HOLBEACH

TRANSPORT ASSESSMENT

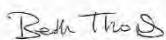
January 2021

Cicero Estates

**RESIDENTIAL DEVELOPMENT
LAND AT BATTLEFIELDS LANE
HOLBEACH**

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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1. INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Cicero Estates to renew an existing outline planning application (ref: H09-0534-12) for the development of 185 dwellings on land at Battlefields Lane, Holbeach. The site location is shown within Holbeach in **Figure 1**.



Figure 1: Site Location

Site History

- 1.2 An outline application for 185 dwellings (ref: H09-0534-12) at the proposed site was submitted in 2012 and received planning permission in January 2018. The application consisted of an extension to an existing residential development of 112 dwellings (ref: H09-0349-99) served from Foxes Lowe Road. The development is now complete and is situated to the south of the proposed development site.
- 1.3 As part of the outline permission, a reserved matters application was required to be submitted within three-years of the Decision Notice, however, an application was not forthcoming, and the outline planning permission subsequently expired on 17th January 2021.

- 1.4 As the proposed site has previously received outline planning permission the key highway and transport issues such as accessibility, off-site traffic impact and the sustainability of the development have already been established and accepted by Lincolnshire County Council (LCC) highways. Therefore, the purpose of this TA is to re-establish the scope of work previously accepted by LCC and renew the outline planning permission.
- 1.5 Paul Basham Associates have also prepared a Travel Plan (TP) that should be read in conjunction with this application.
- 1.6 The scope of this TA has been informed by pre-application discussions with LCC and therefore considers site accessibility, visibility, access arrangements, and the proposed traffic impact on the local road network. The pre-application response is shown in **Appendix A**.

Structure of the Report

- 1.7 This TA is structured as follows:
- **Section 2** provides an overview of relevant transport planning policy;
 - **Section 3** examines the existing conditions in respect of the local transport network and includes a review of the site location, existing local facilities and amenities, walking and cycling infrastructure, local bus and rail services and a review of the local highway network including analysis of Personal Injury Accident (PIA) data;
 - **Section 4** provides a description of the proposed development including the site access arrangements;
 - **Section 5** provides the trip generations and trip assignment associated with the proposed development;
 - **Section 6** reports on the transport impacts of the proposed development; and
 - **Section 7** presents the conclusions of this TA.

2. LOCAL AND NATIONAL PLANNING POLICY

2.1 This section of the TA reviews the following national, regional and local policy documents relevant to transport in the local area around the development, including:

- National Planning Policy Framework (NPPF);
- Lincolnshire County Council Local Transport Plan 4 (2013/14 – 2022/23);
- South East Lincolnshire Local Plan (2011-2036); and
- Holbeach Transport Strategy (2018-2036).

National Planning Policy Framework

2.2 The revised National Planning Policy Framework (NPPF) acts as the central guidance for development planning, replacing all National Planning Policy Guidance. The following NPPF paragraphs are relevant to this TA:

It will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). (NPPF Para. 84)
Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: a) The potential impacts of development on transport networks can be addressed; b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised. c) Opportunities to promote walking, cycling and public transport use are identified and pursued; d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high-quality places. (NPPF Para. 102)
Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making. (NPPF Para. 103)
In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been taken up, given the type of development and its location; b) safe and suitable access to the site can be achieved for all users; and c) 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. (NPPF Para. 108)

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 would be severe.

(NPPF Para. 109)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

(NPPF Para. 111)

Lincolnshire County Council Local Transport Plan 4 (2013/14 – 2022/23)

- 2.3 The Lincolnshire County Council Local Transport Plan 4 (2013/14 – 2022/23) sets out the objectives, policies and targets for improving transport across Lincolnshire. It covers all modes of transport (including walking, cycling, public transport, car-based travel and freight), the management and maintenance of the highway network, and the relationships between transport and wider policy issues such as the environment, health and social inclusion. To support the delivery of the plan, eight goals are outlined:

1. To assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network;
2. To improve access to employment and key services by widening travel choices, especially for those without access to a car;
3. To make travel for all modes safer and, in particular, reduce the number and severity of road casualties;
4. To maintain the transport system to standards which allow safe and efficient movement of people and goods;
5. To protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs;
6. To improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment;
7. To improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems;
8. To minimise carbon emissions from transport across the county.

- 2.4 Some examples of how the aims of the LTP4 relate to this TA are:

Travel Planning

Tackling congestion through the planning process has centred around the use of travel plans to engage developers and occupiers with congestion busting solutions. New employment and residential developments of more than 20 dwellings are required to develop a bespoke Travel Plan to support their application as part of the development control process.

11.1 Providing sustainable and healthy transport options remains a key objective, such as walking, cycling, using public transport, and car sharing.

2.35 Encouraging greater travel through walking, cycling and public transport as an alternative to the car also has a role to play in improving air quality.

South East Lincolnshire Local Plan (2011-2036)

- 2.5 The South East Lincolnshire Local Plan (2011-2036) provides overarching aims for settlements in South East Lincolnshire with a vision to be achieved by 2036. The general vision for transport states that '*South East Lincolnshire will be better connected by sustainable modes of transport, which will help ensure access to key services and facilities and places of employment is more accessible to all, as well as helping to reduce carbon emissions*'.

2.6 Strategic Priorities - Transport

- To improve accessibility for all to jobs, services and facilities by sustainable and public transport, to make travel as easy and affordable as possible, both within the area and along key links to and from South East Lincolnshire.
- To improve South East Lincolnshire's highway infrastructure, to tackle congestion, improve road safety and make journeys as easy as possible particularly for those living in rural areas and to enhance efficiencies for business.

3.4.6 Accessibility/Transport

A development should incorporate existing public rights of way and cycleways and where practicable extend them, to encourage residents to walk or cycle to places of work, school, local shops and services as well as open space.

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Policy 33: Delivering a More Sustainable Transport Network

The Local Planning Authorities will work with partners to make the best use of, and seek improvements to, existing transport infrastructure and services within, and connecting to South East Lincolnshire, having considered first solutions that are based on better promotion and management of the existing network and the provision of sustainable forms of travel. To achieve this, the following priorities and actions have been identified:

C. For cycling, walking and other sustainable transport this will be by:

- Protecting existing footpaths, cycle routes and public rights of way from development;
- Improving connectivity to create a more coherent walking and cycling network through the provision of new multi-user routes;
- Ensuring that major new developments provide for walking and cycling routes and/or links to existing networks, to key public transport corridors and to transport interchanges;
- Protecting the 'key public transport corridors' and supporting the ongoing provision, and, where appropriate, extension of bus services, in partnership with bus operators.

To demonstrate compliance with this policy, an appropriate Transport Assessment and associated Travel Plan should be submitted with proposals. The form will be dependent upon the scale and nature of the development and agreed through early discussion with the Local Highway Authority.

Holbeach Transport Strategy (2018-2036)

2.6 The Holbeach Transport Strategy (2018-2036) demonstrates a collective vision for improved accessibility and a sustainable transport network to support the growth of Holbeach. To support the transport strategy for Holbeach, eight objectives are outlined:

1. To improve the sustainability of the communities of Holbeach and the surrounding area by improving access for all to employment, retail, services and new housing;
2. To improve the safety and security of all travel and, in particular, reduce the number and severity of road casualties;
3. To encourage and enhance sustainable travel and alternatives to the private car through widening choice, improving public transport and increasing provision for cycling and walking;
4. To provide a resilient, efficient and convenient transport network, reducing the adverse impacts of travel, particularly from private cars and road-based freight;
5. To support the sustainable development, regeneration and growth of Holbeach, including the Food Enterprise Zone, and to meet current and future housing and business needs, and support the revitalisation of the town's retail offer;
6. To minimise carbon emissions from personal travel and freight transport;
7. To protect and enhance the quality and attractiveness of the built and natural environment of Holbeach and the surrounding area;
8. To improve the health, wellbeing and quality of life of residents, employees and visitors, including through the reduction of noise and air quality related issues.

2.7 The transport strategy also identifies the potential transport opportunities for Holbeach:

Around half of commuting trips wholly within Holbeach are by active modes (cycling, walking), which is above national averages and constitutes a good basis for increasing further and encouraging a shift away from the private car.
Improved access between Holbeach and surrounding communities – and towns such as Spalding and Boston – by public transport would enable access to employment and other opportunities further afield.
There is an opportunity to develop a comprehensive cycling and walking network for Holbeach, to support a significant increase in travel by active modes.
Planned developments provide an opportunity to gain funding from third parties for transport improvements.

3. EXISTING CONDITIONS & SITE ACCESSIBILITY

Existing Site Conditions

- 3.1 The site is located within Holbeach c.13k east of Spalding and approximately 27km south of Boston. The site currently consists of agricultural land and is bordered by some residential properties and a minor road called Battlefields Lane South to the north, vacant land to the east and residential development to the south and west. The site context is shown in **Figure 2** with the site layout attached as **Appendix B**.



Figure 2: Site Context (Source: Google Earth)

Site Accessibility

- 3.2 The site is situated adjacent to the A17 off Battlefields Lane South, a minor residential road providing access to numerous properties. The site is located approximately 1km from the main High Street (B1515) in Holbeach, which is host to numerous amenities and services such as a pharmacy, post office, convenience store, eateries, and a library. The development site is therefore presented with a good opportunity to support sustainable development with its close proximity to local amenities.
- 3.3 Details of the amenities in the local area and their distance from the site via walking and cycling are provided in **Table 1**.

Service	Distance from site (m/km)	Travel time (minutes)	
		Walking (based on a speed of 80m per minute)	Cycling (based on a speed of 240m per minute)
Church (Holy Trinity R C Church)	650m	8	3
Bus Stop (Damgate)	800m	10	3
Community Centre	1.1km	14	5
Gym (Royals Gym)	1.1km	14	5
Convenience Store (Co-op)	1.1km	14	5
Post Office (Lincolnshire Co-op Post Office)	1.2km	15	5
Library (Holbeach Community Library)	1.2km	15	5
Pharmacy (Lincolnshire Co-op Pharmacy)	1.2km	15	5
Medical Centre (Littlebury Medical Centre)	1.3km	16	5
Pre-School (Small Saints Pre-School)	1.3km	16	5
Bank (Nationwide Building Society)	1.5km	19	6
Supermarket (Tesco)	1.8km	23	8
Primary School (William Stukeley Church of England Primary School)	1.9km	24	8
Secondary School (University Academy Holbeach)	1.9km	24	8

Table 1: Distance to Local Amenities

- 3.4 As demonstrated in **Table 1**, the site provides a good opportunity to promote sustainable travel within Holbeach with the majority of local services and amenities accessible within a short walk or cycle.

Local Road and Pedestrian Network

- 3.5 Kings Road, from which the proposed site will connect onto, is an access road that serves the existing residential development (ref: H09-0349-99) adjacent and south of the proposed development. Kings Road measures approximately 5.5m in width and is subject to a 30mph speed limit. Continuous footways with grass verges are provided on both sides of Kings Road with the footways measuring c.2m in width. Existing conditions on Kings Road and the terminal point to which the proposed development will connect onto are shown in **Photographs 1** and **2**.



Photograph 1: Conditions on Kings Road



Photograph 2: Kings Road Terminal Point

- 3.6 Foxes Low Road, onto which Kings Road connects and from which the proposed development will be accessed, provides access onto the A17 and the B1515. Foxes Low Road measures c.6m in width within the vicinity of the site and is subject to a 30mph speed limit. A continuous footway is present on the northern side of Foxes Low Road towards Fleet Street (B1515) which facilitates access to the High Street, with no footways present on Foxes Low Road towards the A17.
- 3.7 Battlefields Lane South, situated to the north of the development, measures approximately 6m in width and is subject to 30mph speed limits. Battlefields Lane South connects onto Park Lane towards the west of the site and the A17. A continuous footway is present on the northern side of Battlefields Lane South to towards the A17 with a continuous footway on both sides of the carriageway towards Park Lane, measuring c.2m in width.
- 3.8 The A17 road is a 62 mile road linking Newmarket-on-Trent in Nottinghamshire to King's Lynn in Norfolk, travelling across southern Lincolnshire and western Norfolk.

Public Rights of Way

- 3.9 The local Public Right of Way (PROW) network within the vicinity of the proposed development includes Footpath 7173 which connects Battlefields Lane South to Park Lane, as well as Footpaths 2835 and 2834 to the north of the site. The locations of these routes in relation to the site are demonstrated in **Figure 3**.

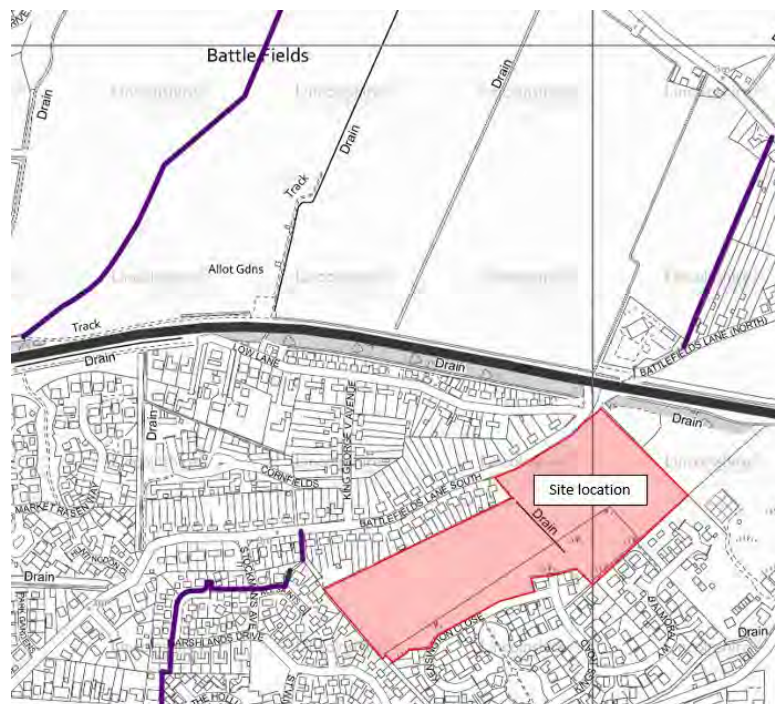


Figure 3: Public Rights of Way (Lincolnshire County Council)

Cycle Network

- 3.10 The local area provides an attractive and accessible environment for cycling with an increasing network of dedicated off-road and on-road cycle routes. This includes National Cycle Route 1, which is a 1,264 mile route running from Dover to Shetland in Scotland. The route runs along the B1515 (Fleet Street and High Street) approximately 700m from the proposed site and is a three-minute cycle along Kings Road and Foxes Low Road to join the route. **Figure 4** demonstrates National Cycle Route 1 in relation to the site location.

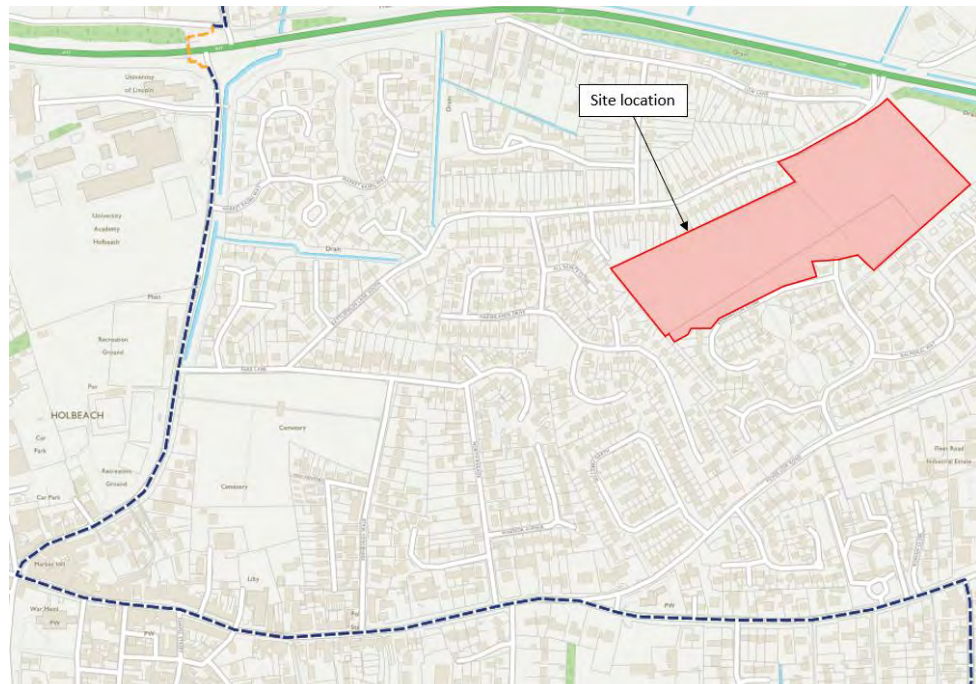


Figure 4: National Cycle Route 1 (Source: Sustrans)

- 3.11 There is a cycle lane situated adjacent to the A17 that is accessed via Low Lane and Battlefields Lane South, onto which the proposed site abuts. The cycle lane leads west towards University Academy Holbeach and undercuts the A17 onto Cherry Tree Lane. A cycle lane also runs through Fleet Street (B1515) and into the town centre, starting adjacent to the Foxes Low Road junction.

Bus Services

- 3.12 The nearest bus stops to the site are located on Fleet Street (B1515), travelling in a west and southeast direction. The bus stops are located approximately 800m to the southwest of the site and are within a 10 minute walk or three minute cycle. Both stops are characterised by a flagpole and timetable. The bus facilities are considered acceptable for the use of the proposed development.

Service	Provider	Route	Timetable		
			Monday – Friday	Saturday	Sunday
505	Stagecoach East	Kings Lynn – Spalding	06:22 start with approximately 2 services per hour until 20:05	07:29 start with approximately 2 services per hour until 18:59	09:10 then hourly until 17:10, 18:04, 19:04
NG1 (School Bus)	Stagecoach East Midlands	Sutton Bridge – Spalding	08:09 returning 16:06	N/A	N/A
S125S (School Bus)	Phil Haines Coaches	Weston – Boston	07:43 returning 17:21	N/A	N/A

Table 2: Local Bus Services

- 3.13 **Table 2** demonstrates that the site benefits from a regular bus service which provides access to key local destinations. Journey times on the 505 bus service to Long Sutton are approximately 15 minutes, 19 minutes to Spalding and 22 minutes to Sutton Bridge. Destinations on the 505 bus service include Spalding Bus Station and King’s Lynn Transport Interchange, providing opportunities for onward travel and connection to a wider array of bus services.

Rail Services

- 3.14 Although there are no rail services in Holbeach, Spalding Railway Station is located approximately 14.8km from the proposed site. Station facilities include a ticket office and machines, a customer help point, toilets, CCTV and bicycle parking with 16 storage spaces. Direct destinations from Spalding include Lincoln Central (57 minutes) and Peterborough (20 minutes).

Personal Injury Accident Data

- 3.15 Personal Injury Accident Data (PIA) has been assessed to establish the existing safety conditions on the local highway network. This data has been assessed for a five-year period from 2015 – 2019. Details of the search are provided in **Figure 5** with full accident data outputs for the incidents on Foxes Low Road attached as **Appendix C**.



Figure 5: PIA Data (2015-2019) (Source: www.crashmap.co.uk)

- 3.16 **Figure 5** indicates that there have only been two slight incidents over a five-year period on Foxes Low Road, both occurring in 2015. Upon further review of the two slight incidents on Foxes Low Road, both incidents occurred in frost or ice conditions and are therefore due to inclement weather rather than an inherent highway safety issue.
- 3.17 It is also important to note that no incidents have occurred on Foxes Low Road since the residential development of 112 dwellings (ref: H09-0349-99) south of the proposed site.

Summary

- 3.18 The proposed site is within an accessible location and is within walking distance of local amenities and facilities in Holbeach. Numerous facilities located within the town centre are accessible within a 19-minute walk or 6-minute cycle such as a bus stop, pharmacy, medical centre, convenience store and post office. The proposed site benefits from frequent bus services and a rail service nearby, allowing for both local travel and travel further afield. It is therefore considered that the site facilitates easy access to non-car modes of transport which could encourage sustainable development.
- 3.19 It should be noted that the site received planning permission in 2018 for the same scope of development, therefore the accessibility of the site has previously been considered acceptable.

4. PROPOSED DEVELOPMENT

- 4.1 The development proposes to deliver 185 residential units on land located off Battlefields Lane South in Holbeach, which will include a mix of dwelling sizes and both private and affordable units. The proposed accommodation schedule is summarised in **Table 3**.

Unit Type	Quantity
1 Bed Flat	10
2 Bed Flat	10
2 Bed House	46
3 Bed House	92
4 Bed House	27
Total	185

Table 3: Accommodation Schedule

Access Arrangements

- 4.2 In the previous application (ref: H09-0534-12) it was proposed to extend Kings Road, associated with the residential development south of the proposed site, from its current terminal point within the site through to Battlefields Lane South to provide a continuous spine road with access from the north and south. However, as part of the consent for the previous application, it was conditioned that there shall be no vehicular route between Battlefields Lane South and Kings Road, other than in times of emergency.
- 4.3 Access to the site will therefore be taken from the existing Kings Road access onto Foxes Low Road. The existing bellmouth access measures approximately 18m in width with an internal road width of c.5.5m. A small number of properties to the north of the site will face onto Battlefields Lane South with driveway access. The PIA data demonstrates that the proposed access has operated safely since implementation and therefore from a highway safety perspective this would not preclude the intensification of traffic using this access as a result of the proposed.
- 4.4 An emergency access point will also be located to the north of the site with access onto Battlefields Lane South. Whilst this access point will not be vehicular, it will serve as a pedestrian/cycle way for users of the site. The emergency access drawing is shown in **Appendix D**.

Servicing Arrangements

- 4.5 As the application is outline in nature, the layout of the proposed development will be finalised as part of the reserved matters application. However, the layout will include the requirements necessary for a fire tender and refuse vehicle to enter and exit the site in forward gear.

Car Parking Provision

- 4.6 The application is outline in nature and therefore assessment of the internal arrangement and parking provision will be undertaken at the appropriate reserved matters stage. However, car parking for the development will be informed by the relevant local standards, in particular the parking standards outlined in the South East Lincolnshire Local Plan (2011-2036).

Cycle Parking Provision

- 4.7 The South East Lincolnshire Local Plan (2011-2036) also provides recommended cycle parking standards. Cycle parking would also be considered and applied to the development using these parking standards within the reserved matters application.

5. TRIP GENERATION AND ASSIGNMENT

Traffic Generation

- 5.1 To anticipate the number of vehicle trips which would be generated by the site, the national system of trip generation analysis, TRICS v.7.6.4, database has been consulted for 'Residential' uses with the sub-category of 'Houses Privately Owned' using the following search criteria:
- England (excluding Greater London);
 - Surveys Monday – Friday;
 - Dwellings between 100 and 250 units;
 - 'Edge of Town' and 'Suburban Area'; and
 - No Travel Plans.
- 5.2 Whilst the development would include a number of affordable dwellings, the assessment assumes all houses being privately owned to provide a worst-case scenario. The trip rates were agreed with LCC as part of our pre-application correspondence.
- 5.3 The results of this assessment are summarised in **Table 4**, with the proposed outputs attached as **Appendix E**.

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (12 Hours)
	Arrival	Departure	Arrival	Departure	
Trip rate (per unit)	0.115	0.355	0.326	0.154	4.289
Trip generation (185 units)	21	66	60	28	793
Total	87		88		793

Table 4: Proposed Vehicle Trip Generation

- 5.4 The trip rate assessment indicates that the proposed development is anticipated to generate 87 vehicle trips in the AM peak, 88 vehicle trips in the PM peak and 793 vehicle trips over a 12-hour period.

Traffic Distribution & Assignment

- 5.5 Having estimated the likely number of vehicle trips generated by the development, the expected traffic distribution has been derived from 2011 'Travel to Work' Census data for the output areas E0133312, E00133319, E00133330 and E00133332 in Holbeach which includes the site and its immediate surroundings. Data set WF01BEW has been utilised to determine the likely destinations and route residents of the proposed development would use.
- 5.6 **Table 5** summarises the route assignments associated with the workplace destinations of residents currently residing in the above output areas in Holbeach, with full outputs attached as **Appendix F**. To determine the routing of traffic to these destinations, reference has been made to the Google Maps 'directions' facility.

Route Assignment	Percentage
A17 (east)	22%
A17 (west)	26%
Fleet Street (B1515)	47%
Fleet Road (B1515)	5%

Table 5: Trip Route Assignment

- 5.7 The results of this assessment indicate that 52% of trips would travel west (right) and 48% of trips would travel east (left) from the Kings Road/Foxes Low Road junction. It should be noted that these distributions were considered acceptable during pre-application discussions with LCC.
- 5.8 The anticipated level of trips generated by the development has been distributed using the percentage distributions identified in **Table 5**. The distribution diagram for the proposed development is attached as **Appendix G**.
- 5.9 In order to assess a worst-case scenario, it has been assumed that all trips generated by the proposed development would utilise the Kings Road access. In reality a small number of properties will be accessed directly from Battlefields Lane South however this small number of trips would have a negligible impact on the operation of the local highway network.

6. JUNCTION MODELLING AND HIGHWAY IMPACT

Scope of Modelling Assessment

6.1 Following pre-application discussions with LCC it was agreed that junction capacity modelling assessments would be completed at the following junctions:

- Kings Road/Foxes Low Road
- Foxes Low Road/B1515
- Foxes Low Road/A17
- Battlefields Lane South/A17

Junction Capacity Scenarios

6.2 A five year (2026) future year assessment has been conducted, as this is when the development would likely be built and occupied. The above junctions have been assessed for the 2021 Baseline, 2026 Baseline and 2026 Baseline Plus Development.

6.3 The Battlefields Lane South/A17 junction has been assessed as the previous application proposed access onto Battlefields Lane South. However, access is now proposed from Foxes Low Road and therefore very few development trips will be added to this junction, particularly in relation to turning movements on to the minor arm of the junction, which would have the greatest impact upon the operation of the junction.

6.4 The subsequent paragraphs of this section will discuss the modelling methodology and the outputs by junction.

Source of Baseline Traffic Data

6.5 Given the ongoing circumstances with the COVID-19 pandemic and the subsequent impact on traffic flows, it was agreed with LCC to growth the results from the turning count survey in the previous application in order to obtain the necessary 2021 baseline flows. The previous junction capacity assessment included a traffic count survey that was undertaken in 2006, with the raw outputs attached as **Appendix H**.

6.6 The growth factors included within the junction capacity assessment in the previous application were used to uplift the 2006 baseline flows to establish the indicative 2021 baseline flows. The growth factors for the years 2006-2021 are demonstrated in **Table 6**.

Period	Growth Factor (Per Year)	Growth Factor (Per Period)	2006-2021 Growth Factor
2006-2011	1.0153	1.0789	1.2319
2011-2016	1.0148	1.0762	
2016-2021	1.0119	1.0609	

Table 6: 2006-2021 Growth Factors

TEMPro

6.7 To ensure that background traffic growth has been taken into account, the calculated 2021 Baseline traffic flows have been growthed to the future 2026 scenario using TEMPro. The following parameters were used:

- Area definition: South Holland 003;
- 2021 base year and 2026 future year;
- Trip purpose definition: all purposes for car driver;
- Time period: AM and PM peaks;
- Trip end type: origin/destination.

6.8 The growth rates shown in **Table 7** represent the anticipated increase in background traffic in the AM and PM peaks.

	Year: 2021-2026
AM	1.0788
PM	1.0791

Table 7: TEMPro Growth Factors (2021 to 2026)

6.9 The flows associated with the 2021 Baseline, 2026 Baseline and 2026 Baseline Plus Development scenarios are shown in the flow diagrams attached in **Appendix I**.

Junction Modelling Methodology

6.10 The capacity of the above junctions has been assessed using JUNCTIONS 9 modelling software. This is the industry standard software package for assessing priority junctions and provides a Ratio of Flow to Capacity (RFC) value, which identifies what proportion of each arm's total capacity is currently being utilised. RFC values exceeding 0.85 signify the point at which the capacity of the arm is being approached, and the potential to improve capacity could be explored, whilst RFC values of 1.0 or greater represent a junction operating above capacity. Junctions 9 software also provides values for junction delay (in seconds) and queue length in vehicles.

6.11 All modelling has been completed using 'vehicle' values rather than PCUs and as such the appended traffic flow diagrams are also all in vehicles. In order to provide a robust assessment, the HGV rates obtained from the traffic count surveys for each junction have been applied throughout.

Kings Road/Foxes Low Road

- 6.12 To ensure that the functionality and capacity of the existing access on Kings Road is sufficient for the proposed development, junction modelling of the site access and Foxes Low Road junction has been undertaken. Outputs of the results are attached as **Appendix J**, with results summarised as **Table 8**.

Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue ¹	Delay ²	RFC ³	Queue ¹	Delay ²	RFC ³
2021 Baseline						
Kings Road	0.1	8.17	0.10	0.1	7.40	0.05
Foxes Low Road	0.0	5.74	0.01	0.0	5.72	0.01
2026 Baseline						
Kings Road	0.1	8.27	0.11	0.1	7.45	0.05
Foxes Low Road	0.0	5.74	0.01	0.0	5.72	0.01
2026 Baseline + Development						
Kings Road	0.3	9.50	0.25	0.1	8.05	0.12
Foxes Low Road	0.0	5.86	0.03	0.1	6.12	0.07

- Notes:
1. The mean maximum queue predicted by the model for the whole time period.
 2. The mean delay per PCU (Passenger Car Unit) predicted by the model for the whole time period.
 3. The Ratio of Flow to Capacity predicted by the model for the time period.

Table 8: Kings Road/Foxes Low Road Modelling Results

- 6.13 The results of the junction capacity assessment indicate that the Kings Road/Foxes Low Road junction operates well within capacity in both the AM and PM peak periods in all scenarios with a maximum RFC value of 0.25 and queues of less than one vehicle.

Foxes Low Road/B1515

- 6.14 Capacity assessment modelling has been undertaken at the Foxes Low Road/B1515 junction for the aforementioned scenarios to assess the impact of the development on its operation during the AM and PM peak periods. The modelling results are summarised in **Table 9**, with the full outputs attached as **Appendix J**.

Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue ¹	Delay ²	RFC ³	Queue ¹	Delay ²	RFC ³
2021 Baseline						
Foxes Low Road (left-out)	0.0	7.13	0.04	0.0	7.37	0.03
Foxes Low Road (right-out)	0.3	10.91	0.23	0.2	10.04	0.15
B1515	0.0	6.11	0.02	0.0	5.09	0.02
2026 Baseline						
Foxes Low Road (left-out)	0.0	7.30	0.04	0.0	7.51	0.04
Foxes Low Road (right-out)	0.3	11.53	0.25	0.2	10.48	0.16
B1515	0.0	6.03	0.02	0.0	5.04	0.03
2026 Baseline + Development						
Foxes Low Road (left-out)	0.1	7.74	0.05	0.0	7.69	0.04
Foxes Low Road (right-out)	0.5	12.94	0.33	0.3	11.29	0.20
B1515	0.0	5.95	0.03	0.0	5.09	0.03

- Notes:
1. The mean maximum queue predicted by the model for the whole time period.
 2. The mean delay per PCU (Passenger Car Unit) predicted by the model for the whole time period.
 3. The Ratio of Flow to Capacity predicted by the model for the time period.

Table 9: Foxes Low Road/B1515 Modelling Results

- 6.15 The results of the junction capacity assessment indicate that the Foxes Low Road/B1515 junction operates well within capacity in both the AM and PM peak periods in all scenarios with a maximum RFC value of 0.33 and queues of less than one vehicle.

Foxes Low Road/A17

- 6.16 Capacity assessment modelling has been undertaken at the Foxes Low Road/A17 junction for the aforementioned scenarios to assess the impact of the development on its operation during the AM and PM peak periods. The modelling results are summarised in **Table 10**, with the full outputs attached as **Appendix J**.

Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue ¹	Delay ²	RFC ³	Queue ¹	Delay ²	RFC ³
2021 Baseline						
Foxes Low Road (left-out)	0.1	9.85	0.05	0.0	10.15	0.03
Foxes Low Road (right-out)	0.2	23.45	0.13	0.3	32.58	0.25
A17	0.0	6.96	0.02	0.0	8.16	0.03
2026 Baseline						
Foxes Low Road (left-out)	0.1	10.49	0.06	0.0	11.27	0.04
Foxes Low Road (right-out)	0.2	29.37	0.17	0.6	51.44	0.36
A17	0.0	7.30	0.02	0.0	8.70	0.03
2026 Baseline + Development						
Foxes Low Road (left-out)	0.1	10.45	0.10	0.1	12.01	0.06
Foxes Low Road (right-out)	0.4	33.07	0.27	0.8	65.69	0.46
A17	0.0	7.42	0.03	0.1	8.96	0.07

Notes:

1. The mean maximum queue predicted by the model for the whole time period.
2. The mean delay per PCU (Passenger Car Unit) predicted by the model for the whole time period.
3. The Ratio of Flow to Capacity predicted by the model for the time period.

Table 10: Foxes Low Road/A17 Modelling Results

- 6.17 The results of the junction capacity assessment indicate that the Foxes Low Road/A17 junction operates well within capacity in both the AM and PM peak periods in all scenarios with a maximum RFC value of 0.46 and queues of less than one vehicle.

Battlefields Lane South/A17

- 6.18 Capacity assessment modelling has been undertaken at the Battlefields Lane South/A17 junction for the aforementioned scenarios to assess the impact of the development on its operation during the AM and PM peak periods. Although there will be no site access onto Battlefields Lane South, this junction has been modelled for consistency with the previous application. The modelling results are summarised in **Table 11**, with the full outputs attached as **Appendix J**.

Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue ¹	Delay ²	RFC ³	Queue ¹	Delay ²	RFC ³
2021 Baseline						
Battlefields Lane S (left-out)	0.2	10.13	0.15	0.1	11.01	0.08
Battlefields Lane S (right-out)	0.2	30.00	0.17	0.3	43.96	0.22
A17	0.0	7.61	0.03	0.1	8.04	0.06
2026 Baseline						
Battlefields Lane S (left-out)	0.2	11.03	0.18	0.1	12.25	0.09
Battlefields Lane S (right-out)	0.3	38.27	0.22	0.5	67.18	0.32
A17	0.0	7.99	0.04	0.1	8.61	0.07
2026 Baseline + Development						
Battlefields Lane S (left-out)	0.2	11.10	0.18	0.1	12.53	0.09
Battlefields Lane S (right-out)	0.3	39.11	0.22	0.5	74.49	0.34
A17	0.0	8.02	0.04	0.1	8.71	0.07

- Notes:
1. The mean maximum queue predicted by the model for the whole time period.
 2. The mean delay per PCU (Passenger Car Unit) predicted by the model for the whole time period.
 3. The Ratio of Flow to Capacity predicted by the model for the time period.

Table 11: Battlefields Lane South/A17 Modelling Results

- 6.19 The results of the junction capacity assessment indicate that the Battlefields Lane South/A17 junction operates well within capacity in both the AM and PM peak periods in all scenarios with a maximum RFC value of 0.34 and queues of less than one vehicle. Whilst there will be no site access onto Battlefields Lane, a number of properties will be directly accessed via Battlefields Lane South and so a small proportion of trips would be added to the through movement on the A17 as well as the Battlefields Lane South/A17 junction itself. However, this will have a negligible impact on the operation of the junction.
- 6.20 The results of the modelling assessments at all four junctions have demonstrated that development traffic will have a negligible impact on the operation and safety of the local highway network and should therefore be considered as acceptable.

7. SUMMARY & CONCLUSIONS

- 7.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Cicero Estates to renew an existing outline planning application (ref: H09-0534-12) for the development of 185 dwellings on land at Battlefields Lane, Holbeach. The site currently consists of agricultural land and is bordered by some residential properties and a minor road called Battlefields Lane South to the north, vacant land to the east and residential development to the south and west.
- 7.2 The proximity of the site to the existing pedestrian network, public transport facilities and local amenities presents a good opportunity to encourage the use of sustainable transport from the development site. Sustainable modes are further encouraged through the Travel Plan.
- 7.3 As the proposed site has previously received outline planning permission the key highway and transport issues such as accessibility, off-site traffic impact and the sustainability of the development have already been established and were accepted by Lincolnshire County Council (LCC) highways. The scope and methodology of this TA was agreed with LCC as part of pre-application discussions.
- 7.4 A review of Personal Injury Accident data indicates that there have only been two slight incidents over a five-year period on Foxes Low Road, both occurring in 2015. It is therefore not considered that the proposals would exacerbate highway safety conditions on the surrounding highway network.
- 7.5 Access to the site will be taken from the existing Kings Road access on Foxes Low Road. A small number of properties to the north of the site will face onto Battlefields Lane South with driveway access. An emergency access point will also be located to the north of the site with access onto Battlefields Lane South. Whilst this access point will not be vehicular, it will serve as a pedestrian/cycle way for users of the site.
- 7.6 The proposed development is anticipated to generate 87 movements in the AM peak and 88 movements in the PM peak, with 793 movements across a 12 hour period. With the exception of the small number of properties fronting Battlefield Lane South, all trips will travel through the Kings Road/Foxes Low Road junction to the south of the site. From the Kings Road/Foxes Low Road junction 52% of trips are anticipated to travel west (right out) with 48% anticipated to travel east (left out).

- 7.7 This modest increase in vehicle movements, as a result of the proposed development, would have a negligible impact on the operation of the junctions assessed within the modelling assessment. This confirms that all junctions would continue to operate within capacity with development traffic. Taking the dispersal of development traffic across the wider network into account, the development will have a negligible impact on the operation of the wider road network.
- 7.8 This TA has demonstrated that there are no highways or transportation related reasons upon which a refusal of the outline planning application (all matters reserved apart from access) for the proposals would be justified, considering the same scope of development has previously been accepted. We would therefore encourage the local highway and planning authority to look favourably upon this application with regards to highways.

Appendix A

Beth Thomas

From: Jon Sharpe <Jon.Sharpe@lincolnshire.gov.uk>
Sent: 04 January 2021 09:57
To: Beth Thomas
Cc: DevelopmentManagement
Subject: FW: Land at Battlefields Lane, Holbeach C_05697_20
Attachments: Trip Distribution Data.pdf; Trip Rates.PDF; Battlefields.png

Good morning Beth.

Apologies for the delay in responding to your e-mail enquiry below.

Your proposed scoping for the Transport Assessment looks fine but I think you may have overlooked an important detail of the Consent Notice for H09-0534-12

<https://planning.sholland.gov.uk/OcellaWeb/showDocuments?reference=H09-0534-12&module=pl>

At Condition 13 (copy attached), the Notice effectively prohibits the creation of a vehicular through route between Kings Road and Battlefields Lane. Clearly, this would need to be taken into account within the TA.

I should say that Condition 13 was not something that was requested by the highway authority, but by the Local Planning Authority/Planning Committee in response to comments received from existing residents of the Kings Road residential development through the consultation process.

Feel free to contact me if you require anything further.

Regards,
Jon.



Jon Sharpe

Principal Development Management Officer
Place Directorate

01522 5(55749)

Lancaster House | 36 Orchard Street | Lincoln | LN1 1XX

www.lincolnshire.gov.uk

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If your email is a response under the Freedom of Information Act please send this to CustomerInformationService@lincolnshire.gov.uk. This is the email account which is used to process Freedom of Information requests.

From: HighwaysSUDsSupport
Sent: 24 December 2020 09:33
To: Jon Sharpe
Subject: FW: Land at Battlefields Lane, Holbeach C_05697_20

Hi Jon

The email as requested.

Have a lovely Christmas.

KR, Elaine

From: Lisa Gilbert
Sent: 13 December 2020 21:03
To: HighwaysSUDsSupport
Subject: FW: Land at Battlefields Lane, Holbeach C_05697_20

Could you please upload to DEF as a preapp so that we can respond please?

Thanks

Lisa

From: DevelopmentManagement
Sent: 10 December 2020 15:06
To: Lisa Gilbert
Subject: FW: Land at Battlefields Lane, Holbeach

From: Beth Thomas [mailto:b.thomas@paulbashamassociates.com]
Sent: 10 December 2020 12:57
To: DevelopmentManagement
Cc: Rob Hardyman; Alex Stephenson
Subject: Land at Battlefields Lane, Holbeach

Good afternoon,

We are seeking pre-application advice regarding an outline application (ref: H09-0534-12) for the development of 185 dwellings at land at Battlefields Lane, Holbeach which was previously submitted and received planning permission in 2018. The application consisted of an extension to an existing residential development of 112 dwellings with an access road known as Kings Road (ref: H09-0349-99), which is complete and is situated to the south of the proposed development site.

However, permission is due to expire on the 17th January 2021 therefore the purpose of this pre-application engagement is to agree the same scope of development as previously submitted in order to renew the outline application. It is important to note that as the site already benefits from an outline planning permission the key highway and transport issues such as access, off-site traffic impact and the sustainability of the development have already been established and accepted by Lincolnshire County Council Highways. We would like to agree the scope of the Transport Assessment, in particular the site's trip rates, trip distributions and scope of modelling before we start the assessment work and these elements are set out in further detail below.

Transport Assessment Scope

The Transport Assessment for the proposed development will be structured as follows:

- Policy and guidance;
- Existing conditions;
- Accessibility;
- Proposed development;
- Trip generation and distribution; and
- Transport impact

Policy and Guidance

The following policy and guidance documents will be reviewed:

- The National Planning Policy Framework;
- Lincolnshire County Council Local Transport Plan 4 (2013/14 – 2022/23); and
- South East Lincolnshire Local Plan (2011-2036)

Existing Conditions

The planning context of the proposed development will be described including details of the wider allocation. The local highway network will be described including details of local roads and junctions as well as local speed limits

and other pertinent details. The most recent five years of Personal Injury Accident (PIA) data will be analysed and summarised.

Accessibility

The accessibility assessment will include:

- Review of the local walking network;
- Review of the local cycling network;
- Review of walking and cycling distances to local facilities; and
- Review of local bus services

The accessibility assessment will also include an audit of relevant walking and cycling links to key local destinations and identify any scope for improvements.

Proposed Development

Details of the proposed development will be provided including a housing schedule and an internal site layout. The internal layout will be tracked with the appropriate refuse vehicle and fire tender. Visibility splay drawings will be completed where required.

An access road for the existing development is provided from Foxes Low Road and it is proposed to extend this access road, known as Kings Road, from its current terminal point within the site through to Battlefields Lane South to provide a continuous spine road and a second access point. The proposed access onto Battlefields Lane South will serve both the proposed development and the existing development.

Car and cycle parking provision will be reviewed against the car parking standards set out in South East Lincolnshire's Local Plan.

Trip Generation

To anticipate the level of trips generated by the proposed development the TRICS database has been consulted for houses privately owned in England (excluding Greater London) using the following criteria:

- Surveys Monday to Friday;
- Developments between 100-250 units;
- Edge of Town and Suburban Area locations; and
- Sites with no Travel Plan.

The results of this assessment for the development scenario is shown in the table below, with the outputs from TRICS attached to this email.

	AM Peak (0800-0900)		PM Peak (1700-1800)		12 Hour Period
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per unit)	0.115	0.355	0.326	0.154	4.289
Trip generation (185 units)	21	66	60	29	794
	87		89		794

Trip Distribution

To identify the existing travel habits of residents in Holbeach, Census 2011 location of usual residence and place of work (OA level) data has been selected for the 2011 Output Areas E0133312, E00133319, E00133330 and E00133332 in South Holland that are considered most representable of the proposed site. Data set WF01BEW has been utilised to determine the likely destinations and following route that residents of the proposed development would use. The following route assignments (as included in the previous application) have been assessed:

1. The A17 to/from the west;
2. The A17 to/from the east;
3. The B1515 (Fleet Street) to/from the west; and

4. The B1515 (Fleet Road) to/from the east.

It is anticipated that the majority of trips (46.8%) would travel west of the site onto the B1515 Fleet Street to locations within Holbeach and the South Holland District. 26.2% of trips are anticipated to travel west of the site onto the A17 to locations within Boston and North Kesteven and 22% of trips are anticipated to travel east of the site onto the A17 to destinations in South Holland and King's Lynn and West Norfolk. Lastly, 5% of trips are anticipated to travel east of the site onto the B1515 Fleet Road to destinations in South Holland. The raw 2011 Census data with the consequent route assignment percentages are attached to this email for reference.

Scope of Modelling

The above trip distribution assessment indicates similar results to that of the trip distribution submitted as part of the previous application, and so it is therefore considered acceptable to model the same junctions included in the previous application:

- Junction of Foxes Low Road and the A17;
- Junction of Foxes Low Road and the B1515;
- Junction of Battlefields Lane South and the A17; and
- Existing Site Access Junction (Kings Road) and Foxes Low Road.

To provide a robust assessment of the proposed developments impact on the above junctions it is proposed that junction capacity modelling would be undertaken using JUNCTIONS 9 software. To inform modelling at these junctions it is proposed that the baseline 2018 traffic flows from the previous application will be factored using TEMPro growth factors to provide a robust estimation of the current flows in 2021. The following modelling scenarios would therefore be undertaken:

- Growthed 2021 Baseline
- 2026 Baseline
- 2026 Baseline Plus Development

I look forward to hearing your thoughts on the above, but please do not hesitate to get in contact if you wish to discuss.

Kind regards,

Beth Thomas

Graduate Transport Planner

BSc (Hons) Human Geography



Fareham Office

t +44 (0) 1329 711000

p The Bothy, Cams Hall Estate, Fareham, PO16 8UT

w www.paulbashamassociates.com

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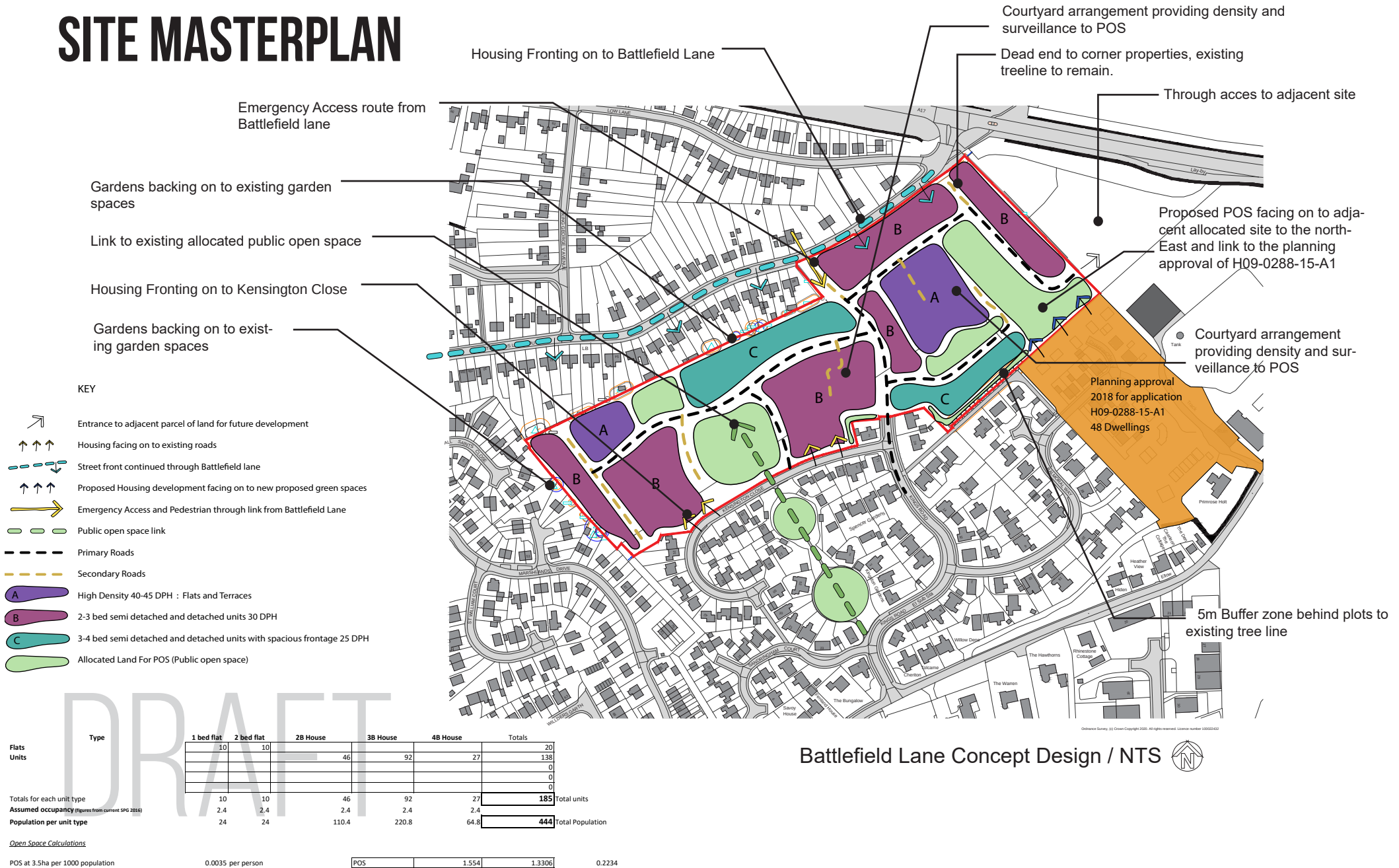
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Appendix B

SITE MASTERPLAN



Battlefield Lane Concept Design / NTS



Appendix C

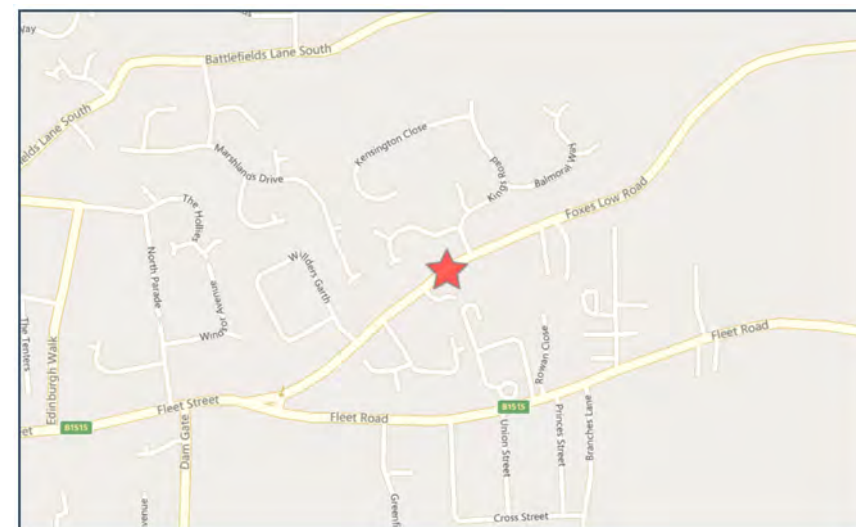


crashmap.co.uk

No

Crash Date: Sunday, January 04, 2015 **Time of Crash:** 1:20:00 PM **Crash Reference:** 2015320000366

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Lincolnshire	Number of Vehicles:	1	OS Grid Reference:	536918 325051
Local Authority:	South Holland District				
Weather Description:	Other				
Road Surface Description:	Frost or Ice				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

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

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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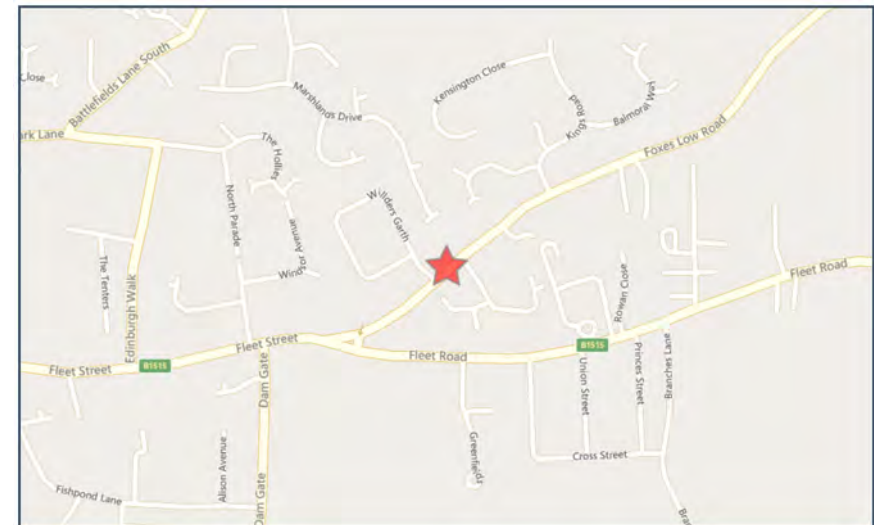


crashmap.co.uk

No

Crash Date: Wednesday, January 14, 2015 **Time of Crash:** 7:52:00 AM **Crash Reference:** 2015320002369

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Lincolnshire			Number of Vehicles:	1
Local Authority:	South Holland District			OS Grid Reference:	536800 324951
Weather Description:	Fine without high winds				
Road Surface Description:	Frost or Ice				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	Entered ditch

Casualties

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

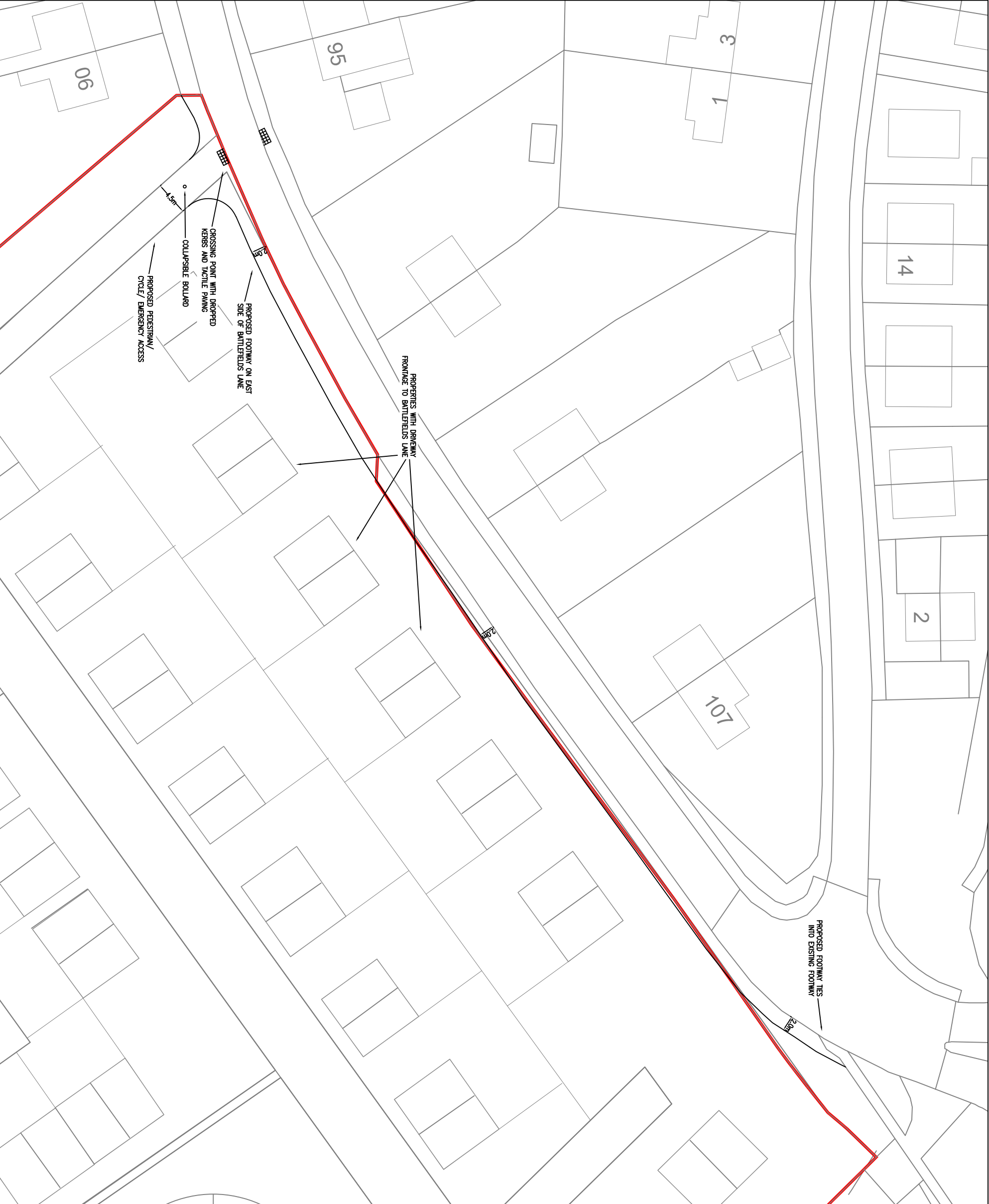
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Appendix D

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
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Rev	Description	Rev	Date	By	Chkd
-	-	--	--	--	--

Project Name	Title					Client	
LAND AT BATTLEFIELDS LANE HOLBEACH	PROPOSED PEDESTRIAN/ CYCLE/ EMERGENCY ACCESS TO BATTLEFIELDS LANE					PRIVATE CLIENT	
Project Phase	 Paul Basham Associates Ltd Regus, Castlemead, Lower Castle Street, Bristol, BS1 3AG 01178 178810 info@paulbashamassociates.co.uk www.paulbashamassociates.com					Checked By	
PRELIMINARY						RH	
						Checked Date	
						15.01.21	
						Scale	
						1:500	
						Client Drawing No.	
						-	
						PBA Drawing No.	
						087.0011.001	
						Revision	
						-	

Appendix E

Calculation Reference: AUDIT-247601-201210-1238

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	110 to 248 (units:)
Range Selected by User:	100 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 08/07/19

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Friday	3 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	4

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

Selected Location Sub Categories:

Residential Zone	5
------------------	---

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

Secondary Filtering selection:

Use Class:

C3

5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less

1 days

10,001 to 15,000

3 days

15,001 to 20,000

1 days

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

Population within 5 miles:

5,001 to 25,000

2 days

75,001 to 100,000

1 days

125,001 to 250,000

2 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

1.1 to 1.5

4 days

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

Travel Plan:

No

5 days

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

PTAL Rating:

No PTAL Present

5 days

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

LIST OF SITES relevant to selection parameters

1	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15		
2	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16		
3	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16		
4	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: FRIDAY 22/09/17		
5	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 248 Survey date: WEDNESDAY 22/11/17		

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	164	0.100	5	164	0.251	5	164	0.351
08:00 - 09:00	5	164	0.115	5	164	0.355	5	164	0.470
09:00 - 10:00	5	164	0.130	5	164	0.152	5	164	0.282
10:00 - 11:00	5	164	0.130	5	164	0.146	5	164	0.276
11:00 - 12:00	5	164	0.130	5	164	0.157	5	164	0.287
12:00 - 13:00	5	164	0.141	5	164	0.154	5	164	0.295
13:00 - 14:00	5	164	0.162	5	164	0.149	5	164	0.311
14:00 - 15:00	5	164	0.161	5	164	0.163	5	164	0.324
15:00 - 16:00	5	164	0.212	5	164	0.150	5	164	0.362
16:00 - 17:00	5	164	0.249	5	164	0.191	5	164	0.440
17:00 - 18:00	5	164	0.326	5	164	0.154	5	164	0.480
18:00 - 19:00	5	164	0.263	5	164	0.148	5	164	0.411
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.119			2.170			4.289

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:	110 - 248 (units:)
Survey date range:	01/01/12 - 08/07/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix F

WF01BEW - Location of usual residence and place of work (OA level)

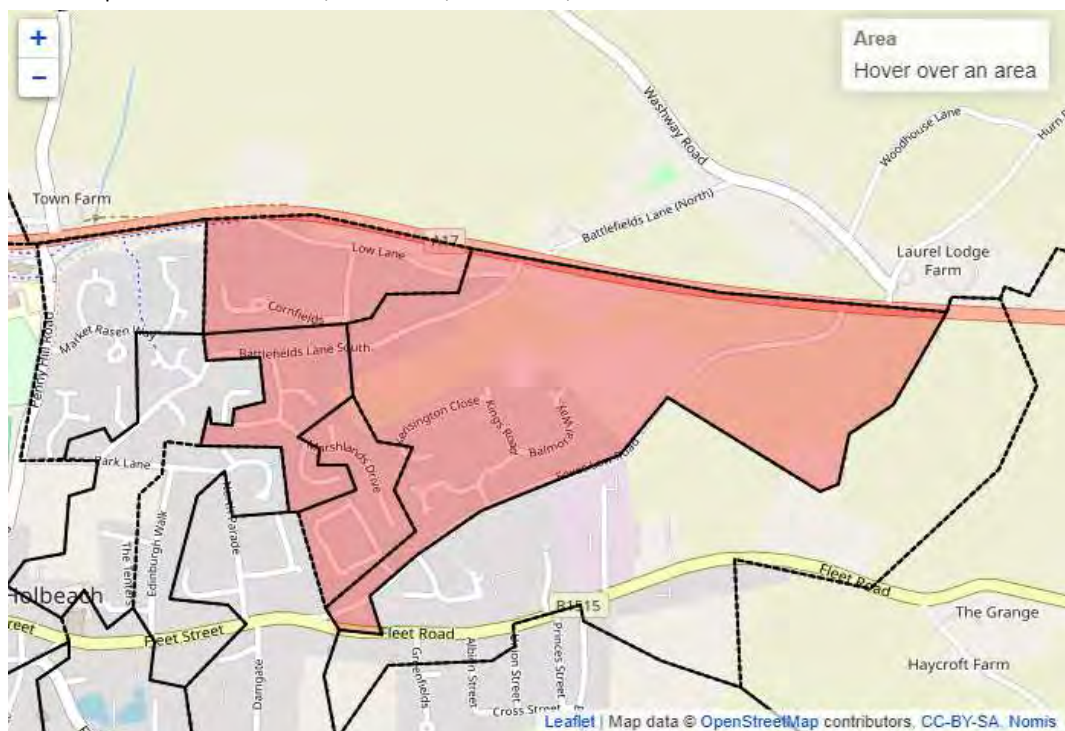
ONS Crown Copyright Reserved [from Nomis on 8 December 2020]

Population: All usual residents ages 16 and over in employment the
Units: Persons
Date: 2011

Query Details

Usual residence:

2011 Output Areas - E00133312, E00133319, E00133330, E00133332



Place of work:

2011 Super Output Areas - Lower Layer : whole of UK

Usual residence to place of work matrix by route

Place of Work	People	Route			
		A17 Washway Road (east)	A17 Washway Road (west)	B1515 Fleet Street (west)	B1515 Fleet Road (east)
ALL DESTINATIONS	418	22.0%	26.2%	46.8%	5.0%
E01002850 : Kensington and Chelsea 013D	1			0.2%	
E01004734 : Westminster 018A	1			0.2%	
E01013479 : Derby 013F	1		0.2%		
E01015609 : Peterborough 007B	1			0.2%	
E01015614 : Peterborough 013D	1			0.2%	
E01015616 : Peterborough 013F	1			0.2%	
E01015621 : Peterborough 017A	1			0.2%	
E01015650 : Peterborough 022B	1			0.2%	
E01015691 : Peterborough 015E	2			0.5%	
E01017051 : Portsmouth 002A	1			0.2%	
E01018063 : Fenland 002A	4			1.0%	

E01018070 : Fenland 003B	1			0.2%	
E01018090 : Fenland 004D	1			0.2%	
E01018091 : Fenland 004E	1			0.2%	
E01018093 : Fenland 003E	4			1.0%	
E01018300 : South Cambridgeshire 004C	1			0.2%	
E01019542 : Chesterfield 004B	1		0.2%		
E01023330 : Broxbourne 002D	1			0.2%	
E01023666 : St Albans 011A	1		0.2%		
E01023693 : St Albans 001D	1		0.2%		
E01023729 : St Albans 012D	1		0.2%		
E01024206 : Dover 001A	2		0.5%		
E01025721 : Charnwood 003B	1		0.2%		
E01026006 : Boston 003A	3		0.7%		
E01026007 : Boston 001A	1		0.2%		
E01026013 : Boston 008A	1		0.2%		
E01026016 : Boston 006A	1		0.2%		
E01026017 : Boston 007A	3		0.7%		
E01026018 : Boston 007B	1		0.2%		
E01026021 : Boston 003B	4		1.0%		
E01026029 : Boston 009A	2		0.5%		
E01026030 : Boston 002C	1		0.2%		
E01026037 : Boston 002E	1		0.2%		
E01026039 : Boston 009D	4		1.0%		
E01026041 : Boston 007E	1		0.2%		
E01026179 : North Kesteven 008A	1		0.2%		
E01026184 : North Kesteven 004A	1		0.2%		
E01026193 : North Kesteven 003C	1		0.2%		
E01026198 : North Kesteven 008C	1		0.2%		
E01026207 : North Kesteven 012D	3		0.7%		
E01026222 : North Kesteven 009C	2		0.5%		
E01026227 : North Kesteven 010A	1		0.2%		
E01026240 : South Holland 011B	1			0.2%	
E01026243 : South Holland 001B	1		0.2%		
E01026244 : South Holland 001C	1		0.2%		
E01026245 : South Holland 010A	21				5.0%
E01026246 : South Holland 002A	6	1.4%			
E01026247 : South Holland 001D	2		0.5%		
E01026248 : South Holland 002B	42	5.0%	5.0%		
E01026249 : South Holland 010B	4			1.0%	
E01026250 : South Holland 003A	36			8.6%	
E01026251 : South Holland 003B	8			1.9%	
E01026252 : South Holland 003C	39		4.7%	4.7%	
E01026253 : South Holland 003D	6			1.4%	
E01026254 : South Holland 008A	1	0.2%			
E01026255 : South Holland 008B	11	2.6%			
E01026256 : South Holland 008C	20	4.8%			
E01026257 : South Holland 002C	1	0.2%			
E01026258 : South Holland 005B	24			5.7%	
E01026259 : South Holland 005C	1			0.2%	
E01026266 : South Holland 006B	10			2.4%	

E01026267 : South Holland 009E	1			0.2%	
E01026268 : South Holland 007A	1			0.2%	
E01026269 : South Holland 007B	5			1.2%	
E01026270 : South Holland 007C	11			2.6%	
E01026271 : South Holland 007D	1			0.2%	
E01026272 : South Holland 007E	2			0.5%	
E01026276 : South Holland 001E	1		0.2%		
E01026277 : South Holland 008D	1	0.2%			
E01026278 : South Holland 008E	12	2.9%			
E01026279 : South Holland 008F	1	0.2%			
E01026281 : South Holland 004A	3		0.7%		
E01026282 : South Holland 004B	5			1.2%	
E01026283 : South Holland 004C	3		0.7%		
E01026284 : South Holland 011C	2			0.5%	
E01026285 : South Holland 004D	1			0.2%	
E01026286 : South Holland 004E	4		1.0%		
E01026298 : South Kesteven 011D	1		0.2%		
E01026302 : South Kesteven 010D	1		0.2%		
E01026304 : South Kesteven 014B	1		0.2%		
E01026321 : South Kesteven 004B	1		0.2%		
E01026361 : South Kesteven 008D	2		0.5%		
E01026363 : South Kesteven 012D	2		0.5%		
E01026364 : South Kesteven 012E	1		0.2%		
E01026489 : Breckland 009D	1	0.2%			
E01026664 : King's Lynn and West Norfolk 010C	1	0.2%			
E01026666 : King's Lynn and West Norfolk 009A	1	0.2%			
E01026688 : King's Lynn and West Norfolk 007B	1	0.2%			
E01026698 : King's Lynn and West Norfolk 011A	3	0.7%			
E01026699 : King's Lynn and West Norfolk 011B	3	0.7%			
E01026704 : King's Lynn and West Norfolk 011D	3	0.7%			
E01026706 : King's Lynn and West Norfolk 011F	1	0.2%			
E01026713 : King's Lynn and West Norfolk 008D	1	0.2%			
E01026714 : King's Lynn and West Norfolk 010D	1	0.2%			
E01026719 : King's Lynn and West Norfolk 013C	1	0.2%			
E01026720 : King's Lynn and West Norfolk 013D	1	0.2%			
E01027466 : Northumberland 033C	2		0.5%		
E01027656 : Harrogate 019A	1		0.2%		
E01029440 : East Staffordshire 015B	1		0.2%		
E01031194 : Stratford-on-Avon 013A	1			0.2%	
E01032995 : South Holland 006F	9			2.2%	
E01032996 : South Holland 006G	19			4.5%	
E01033111 : Fenland 003H	5			1.2%	

Appendix G



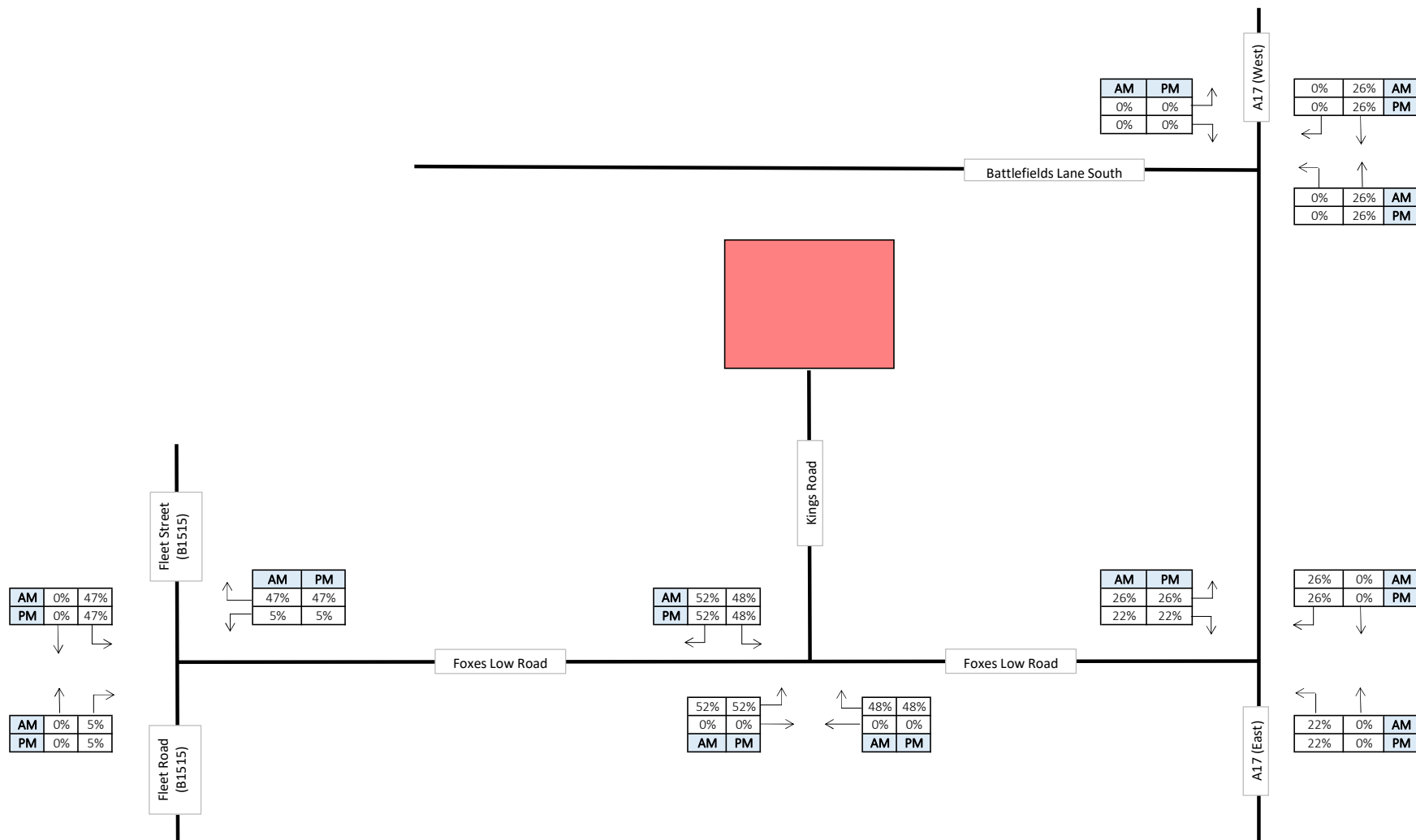
Project Name: Land at Battlefields Lane

Project Number: 087.0011

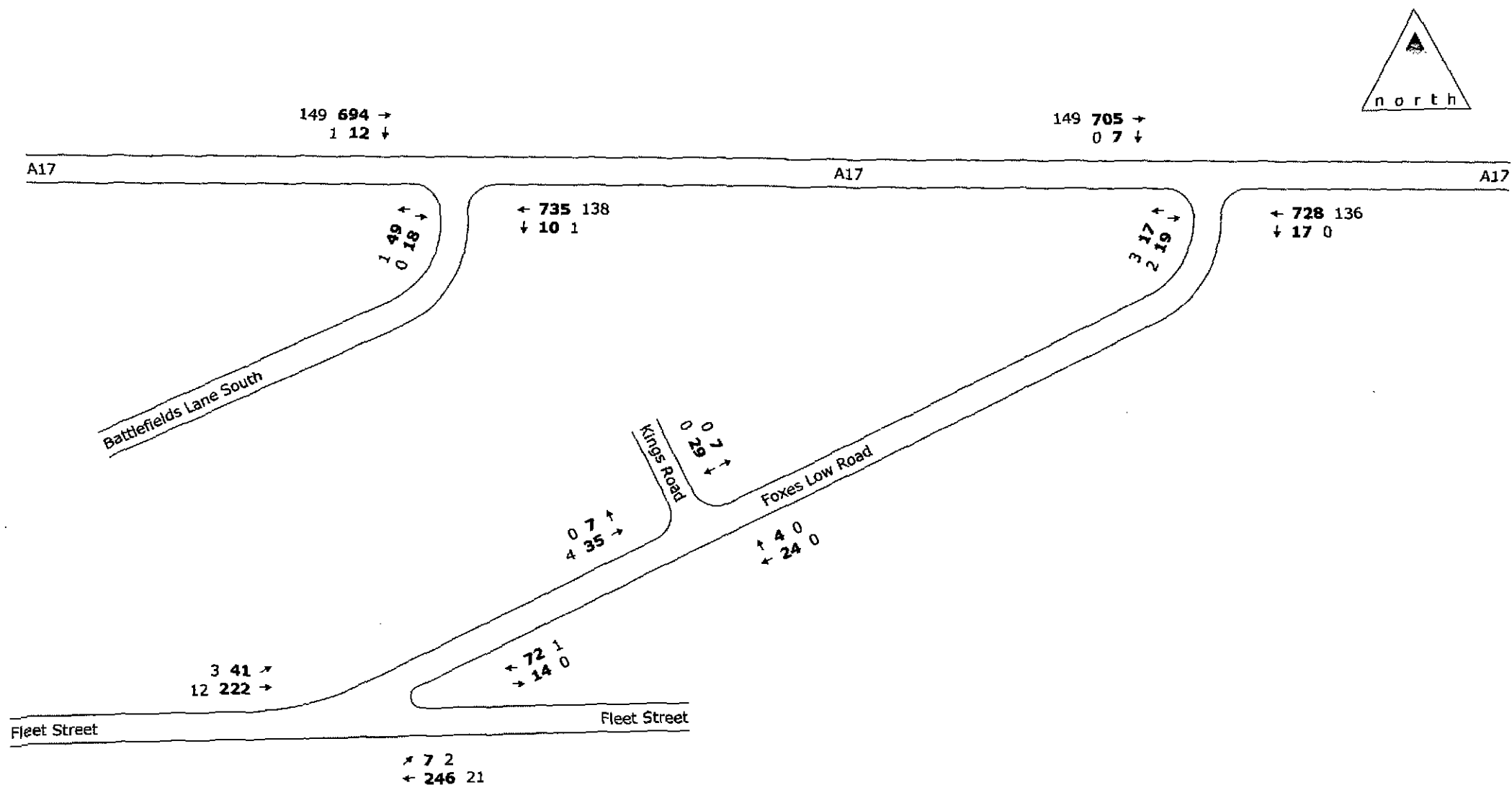
Drawn By: BT

Approved By: RH

Scenario: Development Distribution



Appendix H

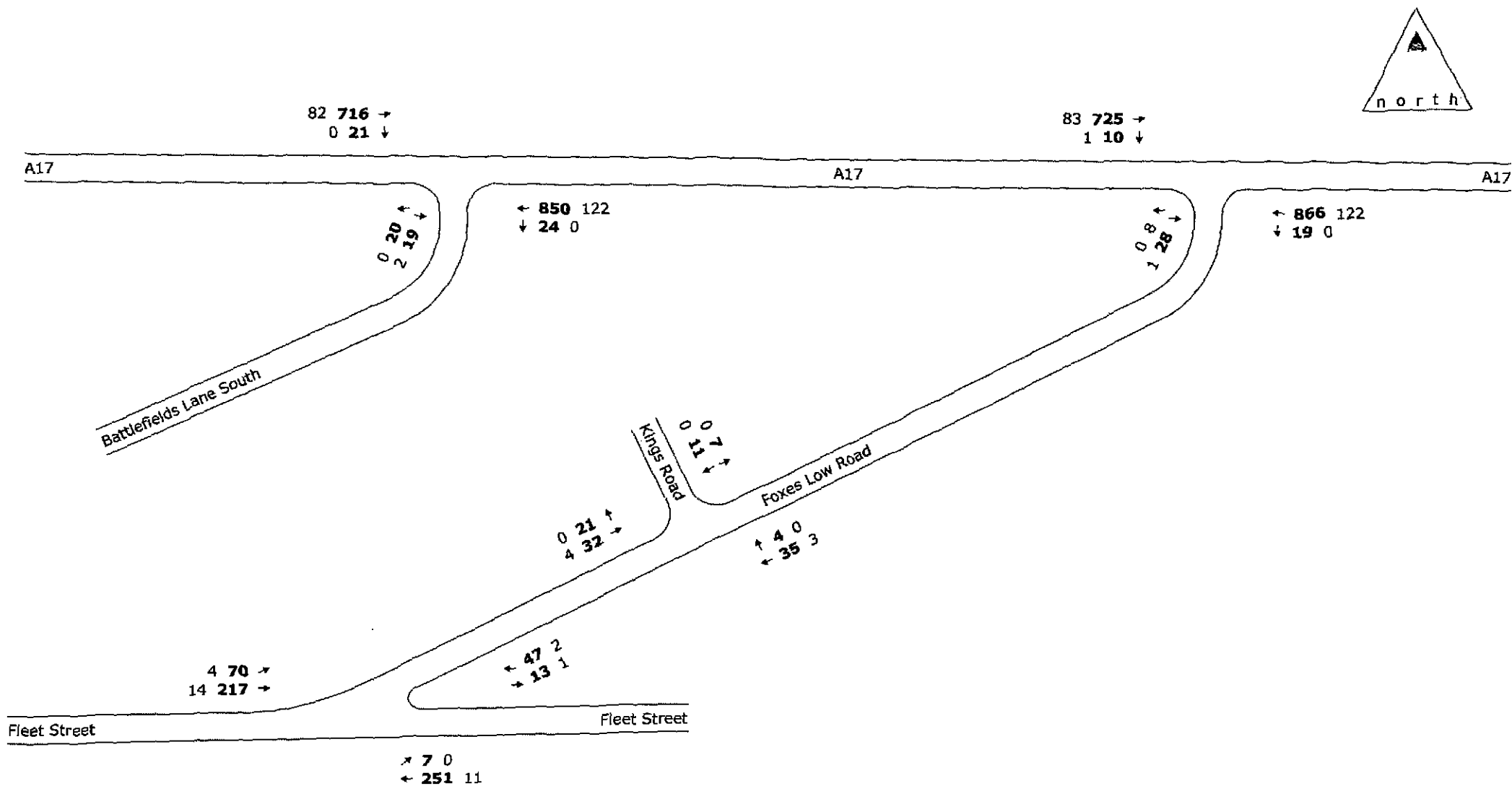


Key:
123 Total Vehicles
45 Number of HGV's

motion
 transport planning

Observed 2006 Traffic Flows
 Weekday Morning Peak Hour
 0800 to 0900 Hours

Figure 4.1



Key:
123 Total Vehicles
45 Number of HGV's

motion
 transport planning

Observed 2006 Traffic Flows
 Weekday Evening Peak Hour
 1700 to 1800 Hours

Figure 4.2

K&M TRAFFIC SURVEYS

DATE : 6th SEPTEMBER 2006

DAY : WEDNESDAY

LOCATION : HOLBEACH, LINCOLNSHIRE

	MOVEMENT 1			MOVEMENT 2			MOVEMENT 3			MOVEMENT 4			MOVEMENT 5			MOVEMENT 6			MOVEMENT 7			MOVEMENT 8			MOVEMENT 9		
	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0730-0745	8	0	8	4	0	4	0	0	0	2	0	2	155	28	183	146	31	177	3	0	3	7	0	7	0	0	0
0745-0800	3	0	3	3	0	3	0	0	0	3	0	3	154	34	188	143	30	173	2	0	2	11	0	11	0	0	0
0800-0815	14	1	15	2	0	2	3	0	3	0	1	1	123	33	156	135	35	170	3	2	5	5	0	5	0	0	0
0815-0830	11	0	11	7	0	7	2	1	3	3	0	3	157	46	203	184	38	222	4	0	4	2	2	4	2	0	2
0830-0845	12	0	12	5	0	5	1	0	1	1	0	1	135	37	172	140	27	167	5	0	5	8	0	8	5	0	5
0845-0900	11	0	11	4	0	4	5	0	5	5	0	5	130	33	163	138	38	176	2	1	3	2	0	2	0	0	0
0900-0915	9	0	9	4	0	4	3	0	3	2	0	2	121	44	165	123	21	144	5	0	5	2	0	2	3	0	3
0915-0930	2	0	2	1	0	1	1	0	1	0	0	0	90	32	122	111	30	141	2	0	2	3	0	3	6	0	6
0730-0930	70	1	71	30	0	30	15	1	16	16	1	17	1065	287	1352	1120	250	1370	26	3	29	40	2	42	16	0	16
0730-0830	36	1	37	16	0	16	5	1	6	8	1	9	589	141	730	608	134	742	12	2	14	25	2	27	2	0	2
0745-0845	40	1	41	17	0	17	6	1	7	7	1	8	569	150	719	602	130	732	14	2	16	26	2	28	7	0	7
0800-0900	48	1	49	18	0	18	11	1	12	9	1	10	545	149	694	597	138	735	14	3	17	17	2	19	7	0	7
0815-0915	43	0	43	20	0	20	11	1	12	11	0	11	543	160	703	585	124	709	16	1	17	14	2	16	10	0	10
0830-0930	34	0	34	14	0	14	10	0	10	8	0	8	476	146	622	512	116	628	14	1	15	15	0	15	14	0	14

	MOVEMENT 1			MOVEMENT 2			MOVEMENT 3			MOVEMENT 4			MOVEMENT 5			MOVEMENT 6			MOVEMENT 7			MOVEMENT 8			MOVEMENT 9		
	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
1630-1645	1	0	1	3	0	3	2	0	2	5	0	5	156	32	188	188	39	227	2	0	2	3	0	3	3	1	4
1645-1700	3	1	4	4	0	4	3	0	3	3	0	3	172	18	190	157	31	188	4	0	4	5	0	5	2	0	2
1700-1715	4	0	4	3	0	3	6	0	6	9	0	9	145	26	171	176	25	201	3	0	3	9	1	10	2	0	2
1715-1730	9	0	9	9	1	10	5	0	5	6	0	6	186	17	203	218	31	249	1	0	1	4	0	4	2	0	2
1730-1745	3	0	3	3	0	3	4	0	4	4	0	4	176	16	192	156	39	195	2	0	2	8	0	8	4	1	5
1745-1800	4	0	4	2	1	3	6	0	6	5	0	5	127	23	150	178	27	205	2	0	2	6	0	6	1	0	1
1800-1815	5	0	5	2	0	2	4	0	4	9	0	9	117	14	131	157	19	176	1	0	1	3	0	3	1	0	1
1815-1830	4	0	4	3	0	3	4	0	4	8	0	8	125	22	147	153	23	176	3	0	3	4	0	4	2	0	2
1630-1830	33	1	34	29	2	31	34	0	34	49	0	49	1204	168	1372	1383	234	1617	18	0	18	42	1	43	17	2	19
1630-1730	17	1	18	19	1	20	16	0	16	23	0	23	659	93	752	739	126	865	10	0	10	21	1	22	9	1	10
1645-1745	19	1	20	19	1	20	18	0	18	22	0	22	679	77	756	707	126	833	10	0	10	26	1	27	10	1	11
1700-1800	20	0	20	17	2	19	21	0	21	24	0	24	634	82	716	728	122	850	8	0	8	27	1	28	9	1	10
1715-1815	21	0	21	16	2	18	19	0	19	24	0	24	606	70	676	709	116	825	6	0	6	21	0	21	6	1	9
1730-1830	16	0	16	10	1	11	18	0	18	26	0	26	545	75	620	644	108	752	8	0	8	21	0	21	8	1	9

K&M TRAFFIC SURVEYS

DATE : 6th SEPTEMBER 2006

DAY : WEDNESDAY

LOCATION : HOLBEACH, LINCOLNSHIRE

	MOVEMENT 10			MOVEMENT 11			MOVEMENT 12			MOVEMENT 13			MOVEMENT 14			MOVEMENT 15			MOVEMENT 16			MOVEMENT 17			MOVEMENT 18		
	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0730-0745	1	0	1	159	28	187	145	31	176	1	0	1	3	0	3	0	0	0	2	0	2	2	2	4	9	0	9
0745-0800	7	1	8	157	34	191	144	30	174	3	0	3	7	0	7	0	0	0	1	0	1	10	2	12	9	0	9
0800-0815	4	0	4	125	33	158	132	34	166	1	0	1	6	0	6	1	0	1	1	0	1	5	0	5	9	1	10
0815-0830	7	0	7	162	46	208	183	38	221	1	0	1	5	0	5	1	0	1	1	0	1	8	0	8	4	2	6
0830-0845	5	0	5	135	37	172	136	27	163	4	0	4	11	0	11	1	0	1	1	0	1	6	0	6	13	0	13
0845-0900	1	0	1	134	33	167	141	37	178	1	0	1	7	0	7	1	0	1	4	0	4	5	0	5	5	1	6
0900-0915	9	0	9	122	44	166	120	21	141	1	0	1	5	0	5	1	0	1	7	0	7	10	0	10	6	0	6
0915-0930	3	0	3	85	32	117	109	30	139	1	0	1	6	0	6	0	0	0	3	0	3	11	0	11	6	0	6
0730-0930	37	1	38	1079	287	1366	1110	248	1358	13	0	13	50	0	50	5	0	5	20	0	20	57	4	61	61	4	65
0730-0830	19	1	20	603	141	744	604	133	737	6	0	6	21	0	21	2	0	2	5	0	5	25	4	29	31	3	34
0745-0845	23	1	24	579	150	729	595	129	724	9	0	9	29	0	29	3	0	3	4	0	4	29	2	31	35	3	38
0800-0900	17	0	17	556	149	705	592	136	728	7	0	7	29	0	29	4	0	4	7	0	7	24	0	24	31	4	35
0815-0915	22	0	22	553	160	713	580	123	703	7	0	7	28	0	28	4	0	4	13	0	13	29	0	29	28	3	31
0830-0930	18	0	18	476	146	622	506	115	621	7	0	7	29	0	29	3	0	3	15	0	15	32	0	32	30	1	31

	MOVEMENT 10			MOVEMENT 11			MOVEMENT 12			MOVEMENT 13			MOVEMENT 14			MOVEMENT 15			MOVEMENT 16			MOVEMENT 17			MOVEMENT 18		
	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
1630-1645	17	2	19	156	31	187	191	39	230	0	0	0	3	0	3	0	0	0	4	0	4	22	3	25	7	0	7
1645-1700	10	0	10	174	18	192	156	31	187	0	0	0	2	0	2	2	0	2	5	0	5	14	0	14	14	0	14
1700-1715	3	0	3	146	26	172	182	25	207	2	0	2	3	0	3	1	0	1	5	0	5	6	1	7	6	2	8
1715-1730	3	0	3	193	18	211	223	31	254	1	0	1	4	0	4	0	0	0	4	0	4	8	0	8	9	1	10
1730-1745	10	0	10	175	15	190	158	39	197	2	0	2	2	0	2	2	0	2	6	0	6	10	2	12	8	0	8
1745-1800	3	0	3	128	24	152	181	27	208	2	0	2	2	0	2	1	0	1	6	0	6	8	0	8	5	1	6
1800-1815	16	0	16	118	14	132	165	19	184	0	0	0	3	0	3	2	0	2	2	0	2	12	0	12	6	1	7
1815-1830	11	0	11	126	22	148	158	23	181	1	0	1	1	0	1	1	0	1	3	0	3	14	0	14	4	0	4
1630-1830	73	2	75	1216	168	1384	1414	234	1648	8	0	8	20	0	20	9	0	9	35	0	35	94	6	100	59	5	64
1630-1730	33	2	35	669	93	762	752	126	878	3	0	3	12	0	12	3	0	3	18	0	18	50	4	54	36	3	39
1645-1745	26	0	26	688	77	765	719	126	845	5	0	5	11	0	11	5	0	5	20	0	20	38	3	41	37	3	40
1700-1800	19	0	19	642	83	725	744	122	866	7	0	7	11	0	11	4	0	4	21	0	21	32	3	35	28	4	32
1715-1815	32	0	32	614	71	685	727	116	843	5	0	5	11	0	11	5	0	5	18	0	18	38	2	40	28	3	31
1730-1830	40	0	40	547	75	622	662	108	770	5	0	5	8	0	8	6	0	6	17	0	17	44	2	46	23	2	25

K&M TRAFFIC SURVEYS

DATE : 6th SEPTEMBER 2006

DAY : WEDNESDAY

LOCATION : HOLBEACH, LINCOLNSHIRE

	MOVEMENT 19			MOVEMENT 20			MOVEMENT 21			MOVEMENT 22			MOVEMENT 23			MOVEMENT 24		
	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
0730-0745	0	1	1	7	2	9	0	0	0	10	1	11	33	2	35	33	9	42
0745-0800	0	0	0	15	2	17	2	0	2	10	0	10	58	10	68	38	4	42
0800-0815	2	0	2	20	0	20	0	1	1	10	0	10	35	9	44	33	2	35
0815-0830	3	0	3	16	0	16	2	0	2	5	3	8	62	9	71	61	4	65
0830-0845	7	0	7	17	1	18	1	0	1	12	0	12	63	1	64	61	3	64
0845-0900	2	0	2	18	0	18	2	1	3	11	0	11	65	2	67	55	3	58
0900-0915	4	0	4	8	0	8	1	0	1	15	1	16	63	4	67	50	3	53
0915-0930	5	1	6	20	0	20	1	0	1	11	0	11	54	7	61	39	3	42
0730-0930	23	2	25	121	5	126	9	2	11	84	5	89	433	44	477	370	31	401
0730-0830	5	1	6	58	4	62	4	1	5	35	4	39	188	30	218	165	19	184
0745-0845	12	0	12	68	3	71	5	1	6	37	3	40	218	29	247	193	13	206
0800-0900	14	0	14	71	1	72	5	2	7	38	3	41	225	21	246	210	12	222
0815-0915	16	0	16	59	1	60	6	1	7	43	4	47	253	16	269	227	13	240
0830-0930	18	1	19	63	1	64	5	1	6	49	1	50	245	14	259	205	12	217

	MOVEMENT 19			MOVEMENT 20			MOVEMENT 21			MOVEMENT 22			MOVEMENT 23			MOVEMENT 24		
	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
1630-1645	4	1	5	26	3	29	3	0	3	15	0	15	58	5	63	57	5	62
1645-1700	4	0	4	15	1	16	2	0	2	22	0	22	63	4	67	60	0	60
1700-1715	1	0	1	15	1	16	1	0	1	22	3	25	80	3	83	58	5	63
1715-1730	3	0	3	12	1	13	1	0	1	18	1	19	70	5	75	52	1	53
1730-1745	4	1	5	12	0	12	1	0	1	15	0	15	45	1	46	41	5	46
1745-1800	4	0	4	6	0	6	4	0	4	11	0	11	45	2	47	52	3	55
1800-1815	1	0	1	17	0	17	1	0	1	10	1	11	36	0	36	46	1	47
1815-1830	2	0	2	17	0	17	3	0	3	11	0	11	50	2	52	42	1	43
1630-1830	23	2	25	120	6	126	16	0	16	124	5	129	447	22	469	408	21	429
1630-1730	12	1	13	68	6	74	7	0	7	77	4	81	271	17	288	227	11	238
1645-1745	12	1	13	54	3	57	5	0	5	77	4	81	258	13	271	211	11	222
1700-1800	12	1	13	45	2	47	7	0	7	66	4	70	240	11	251	203	14	217
1715-1815	12	1	13	47	1	48	7	0	7	54	2	56	196	8	204	191	10	201
1730-1830	11	1	12	52	0	52	9	0	9	47	1	48	176	5	181	181	10	191

Appendix I



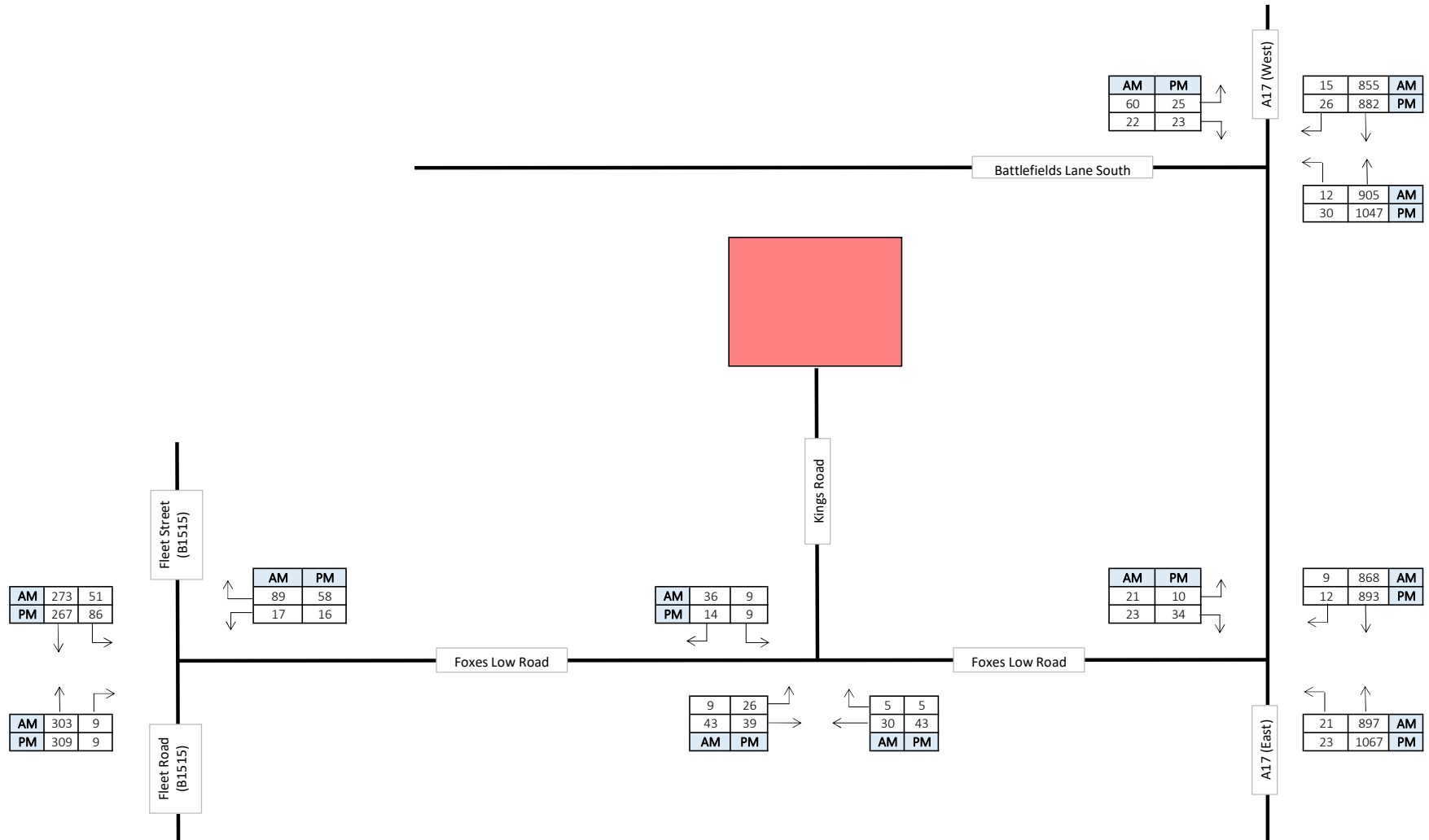
Project Name: Land at Battlefields Lane

Project Number: 087.0011

Drawn By: BT

Approved By: RH

Scenario: Growthed 2021 Baseline





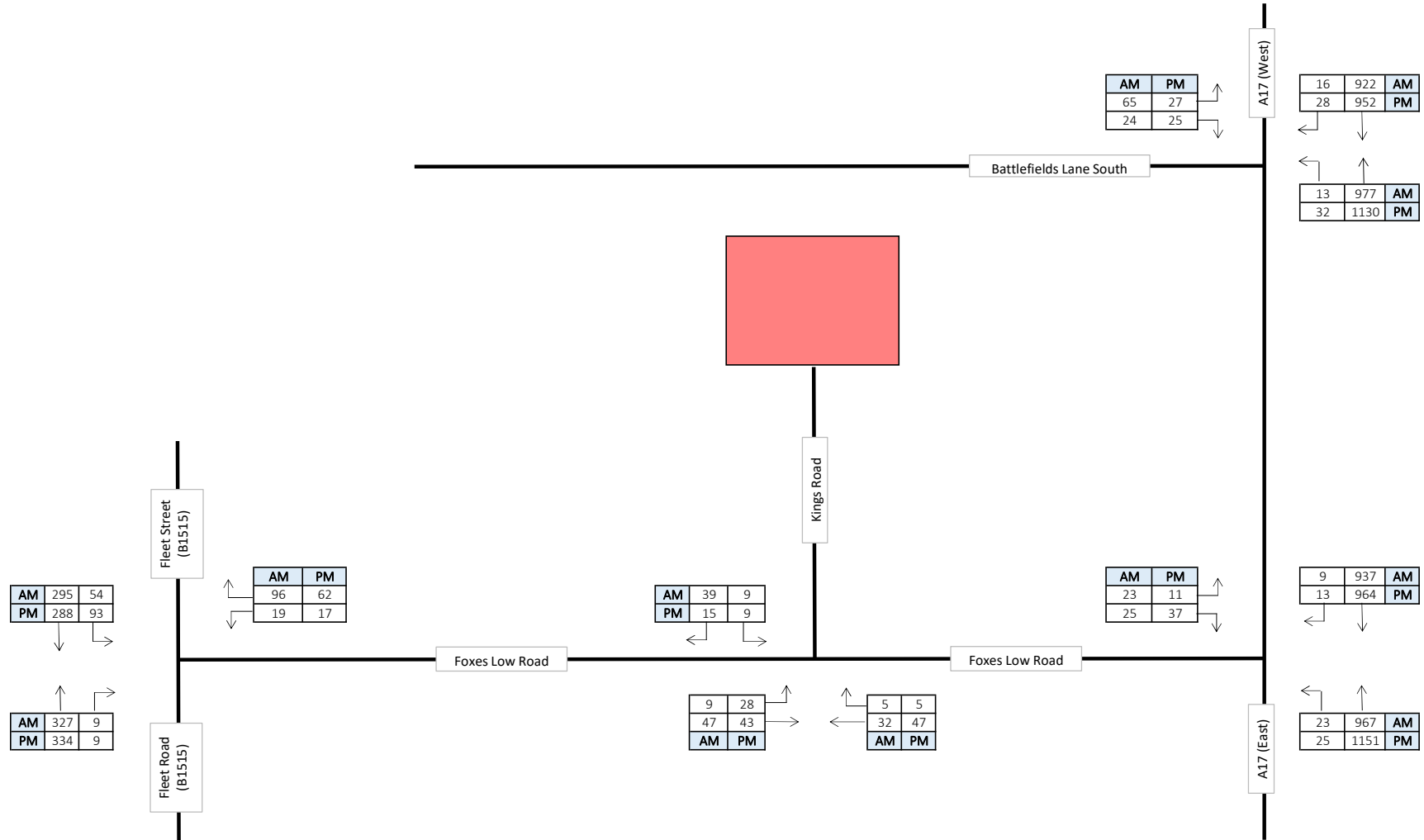
Project Name: Land at Battlefields Lane

Project Number: 087.0011

Drawn By: BT

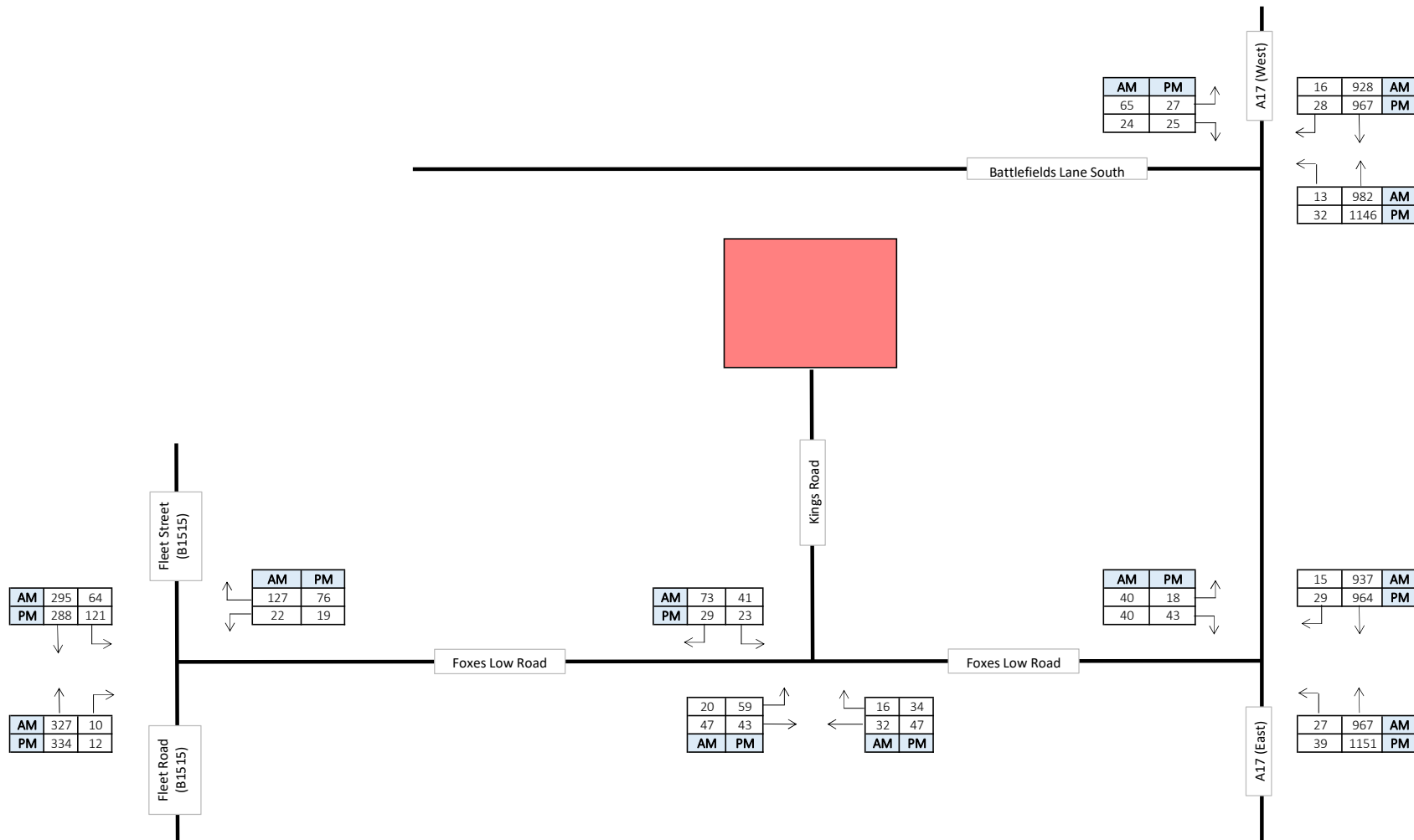
Approved By: RH

Scenario: 2026 Baseline





Scenario: 2026 Baseline + Dev



Appendix J

Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.0.2.5947											
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Filename: Battlefields Lane South A17 Junctions 9.j9

Path: W:\Projects\080-089\087 Ken Parke Planning Consultants\087.0011 Land at Battlefields Lane, Holbeach

Report generation date: 14/01/2021 13:28:59

»2021, AM
»2021, PM
»2026, AM
»2026, PM
»Dev, AM
»Dev, PM
»2026 + Dev, AM
»2026 + Dev, PM

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2021											
Stream B-C	0.2	10.13	0.15	B	0.74	6 % [Stream B-A]	0.1	11.01	0.08	B	0.74	-6 % [Stream B-A]
Stream B-A	0.2	30.00	0.17	D			0.3	43.96	0.22	E		
Stream C-AB	0.0	7.61	0.03	A			0.1	8.04	0.06	A		
	2026											
Stream B-C	0.2	11.03	0.18	B	0.87	-2 % [Stream B-A]	0.1	12.25	0.09	B	1.02	-13 % [Stream B-A]
Stream B-A	0.3	38.27	0.22	E			0.5	67.18	0.32	F		
Stream C-AB	0.0	7.99	0.04	A			0.1	8.61	0.07	A		
	Dev											
Stream B-C	0.0	0.00	0.00	A	0.00	900 % []	0.0	0.00	0.00	A	0.00	900 % []
Stream B-A	0.0	0.00	0.00	A			0.0	0.00	0.00	A		
Stream C-AB	0.0	0.00	0.00	A			0.0	0.00	0.00	A		
	2026 + Dev											
Stream B-C	0.2	11.10	0.18	B	0.88	-3 % [Stream B-A]	0.1	12.53	0.09	B	1.09	-14 % [Stream B-A]
Stream B-A	0.3	39.11	0.22	E			0.5	74.49	0.34	F		
Stream C-AB	0.0	8.02	0.04	A			0.1	8.71	0.07	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Land at Battlefields Lane
Location	Holbeach
Site number	
Date	14/01/2021
Version	
Status	(new file)
Identifier	
Client	Ken Parke Planning Consultants
Jobnumber	087.0011
Enumerator	AD\CAD.PC
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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)	Run automatically	Relationship type	Relationship
D1	2021	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2021	PM	ONE HOUR	17:00	18:30	15	✓		
D3	2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G26AM
D4	2026	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*G26PM
D5	Dev	AM	ONE HOUR	08:00	09:30	15	✓		
D6	Dev	PM	ONE HOUR	17:00	18:30	15	✓		
D7	2026 + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5
D8	2026 + Dev	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G26AM			1.0788
G26PM			1.0791

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Battlefields Lane South/A17	T-Junction	Two-way	0.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	A17 WB		Major
B	Battlefields Lane South		Minor
C	A17 EB		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 - A17 EB	8.00		✓	3.50	250.0	✓	17.00

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 - Battlefields Lane South	One lane plus flare	10.00	6.00	4.50	4.50	4.50	✓	3.00	21	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	450	0.075	0.189	0.119	0.270
1	B-C	695	0.097	0.246	-	-
1	C-B	820	0.290	0.290	-	-

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)	Run automatically
D1	2021	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A17 WB		ONE HOUR	✓	917	100.000
B - Battlefields Lane South		ONE HOUR	✓	82	100.000
C - A17 EB		ONE HOUR	✓	870	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A17 WB	B - Battlefields Lane South	C - A17 EB
From	A - A17 WB	0	12	905
	B - Battlefields Lane South	22	0	60
	C - A17 EB	855	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A17 WB	B - Battlefields Lane South	C - A17 EB
From	A - A17 WB	0	1	19
	B - Battlefields Lane South	0	0	2
	C - A17 EB	21	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	10.13	0.2	B	55	83
B-A	0.17	30.00	0.2	D	20	30
C-AB	0.03	7.61	0.0	A	14	21
C-A					785	1177
A-B					11	17
A-C					830	1246

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	45	11	518	0.087	45	0.0	0.1	7.760	A
B-A	17	4	241	0.069	16	0.0	0.1	16.026	C
C-AB	11	3	620	0.018	11	0.0	0.0	6.385	A
C-A	644	161			644				
A-B	9	2			9				
A-C	681	170			681				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	54	13	481	0.112	54	0.1	0.1	8.586	A
B-A	20	5	200	0.099	20	0.1	0.1	19.909	C
C-AB	13	3	581	0.023	13	0.0	0.0	6.847	A
C-A	769	192			769				
A-B	11	3			11				
A-C	814	203			814				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	66	17	429	0.154	66	0.1	0.2	10.098	B
B-A	24	6	144	0.168	24	0.1	0.2	29.866	D
C-AB	17	4	527	0.031	16	0.0	0.0	7.609	A
C-A	941	235			941				
A-B	13	3			13				
A-C	996	249			996				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	66	17	429	0.154	66	0.2	0.2	10.127	B
B-A	24	6	144	0.168	24	0.2	0.2	29.997	D
C-AB	17	4	527	0.031	17	0.0	0.0	7.609	A
C-A	941	235			941				
A-B	13	3			13				
A-C	996	249			996				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	54	13	480	0.112	54	0.2	0.1	8.618	A
B-A	20	5	200	0.099	20	0.2	0.1	19.998	C
C-AB	13	3	581	0.023	14	0.0	0.0	6.848	A
C-A	769	192			769				
A-B	11	3			11				
A-C	814	203			814				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	45	11	517	0.087	45	0.1	0.1	7.791	A
B-A	17	4	241	0.069	17	0.1	0.1	16.065	C
C-AB	11	3	620	0.018	11	0.0	0.0	6.386	A
C-A	644	161			644				
AB	9	2			9				
AC	681	170			681				

2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Battlefields Lane South/A17	T-Junction	Two-way	0.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-6	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A17 WB		ONE HOUR	✓	1077	100.000
B - Battlefields Lane South		ONE HOUR	✓	48	100.000
C - A17 EB		ONE HOUR	✓	908	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A17 WB	B - Battlefields Lane South	C - A17 EB
	A - A17 WB	0	30	1047
	B - Battlefields Lane South	23	0	25
	C - A17 EB	882	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A17 WB	B - Battlefields Lane South	C - A17 EB
	A - A17 WB	0	0	14
	B - Battlefields Lane South	11	0	0
	C - A17 EB	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	11.01	0.1	B	23	34
B-A	0.22	43.96	0.3	E	21	32
C-AB	0.06	8.04	0.1	A	24	36
C-A					809	1214
A-B					28	41
A-C					961	1441

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19	5	453	0.042	19	0.0	0.0	8.288	A
B-A	17	4	234	0.074	17	0.0	0.1	18.385	C
C-AB	20	5	585	0.033	19	0.0	0.0	6.362	A
C-A	664	166			664				
A-B	23	6			23				
A-C	788	197			788				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	22	6	414	0.054	22	0.0	0.1	9.203	A
B-A	21	5	185	0.112	20	0.1	0.1	24.301	C
C-AB	23	6	539	0.043	23	0.0	0.0	6.974	A
C-A	793	198			793				
A-B	27	7			27				
A-C	941	235			941				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	28	7	356	0.077	27	0.1	0.1	10.960	B
B-A	25	6	116	0.219	25	0.1	0.3	43.523	E
C-AB	29	7	476	0.060	29	0.0	0.1	8.039	A
C-A	971	243			971				
A-B	33	8			33				
A-C	1153	288			1153				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	28	7	355	0.078	28	0.1	0.1	11.006	B
B-A	25	6	116	0.218	25	0.3	0.3	43.962	E
C-AB	29	7	476	0.060	29	0.1	0.1	8.041	A
C-A	971	243			971				
A-B	33	8			33				
A-C	1153	288			1153				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	22	6	412	0.055	23	0.1	0.1	9.253	A
B-A	21	5	185	0.112	21	0.3	0.1	24.457	C
C-AB	23	6	539	0.043	23	0.1	0.0	6.979	A
C-A	793	198			793				
A-B	27	7			27				
A-C	941	235			941				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19	5	452	0.042	19	0.1	0.0	8.323	A
B-A	17	4	235	0.074	18	0.1	0.1	18.413	C
C-AB	20	5	585	0.033	20	0.0	0.0	6.365	A
C-A	664	166			664				
A-B	23	6			23				
A-C	788	197			788				

2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Battlefields Lane South/A17	T-Junction	Two-way	0.87	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-2	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G26AM

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A17 WB		ONE HOUR	✓	989	100.000
B - Battlefields Lane South		ONE HOUR	✓	88	100.000
C - A17 EB		ONE HOUR	✓	939	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A17 WB	B - Battlefields Lane South	C - A17 EB
From	A - A17 WB	0	13	976
	B - Battlefields Lane South	24	0	65
	C - A17 EB	922	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A17 WB	B - Battlefields Lane South	C - A17 EB
From	A - A17 WB	0	1	19
	B - Battlefields Lane South	0	0	2
	C - A17 EB	21	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	11.03	0.2	B	59	89
B-A	0.22	38.27	0.3	E	22	33
C-AB	0.04	7.99	0.0	A	15	22
C-A					846	1270
A-B					12	18
A-C					896	1344

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	49	12	503	0.097	48	0.0	0.1	8.066	A
B-A	18	4	224	0.080	18	0.0	0.1	17.394	C
C-AB	12	3	604	0.020	12	0.0	0.0	6.565	A
C-A	694	174			694				
A-B	10	2			10				
A-C	735	184			735				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	58	15	463	0.126	58	0.1	0.1	9.054	A
B-A	21	5	181	0.118	21	0.1	0.1	22.573	C
C-AB	15	4	562	0.026	15	0.0	0.0	7.096	A
C-A	829	207			829				
A-B	12	3			12				
A-C	878	219			878				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	71	18	405	0.176	71	0.1	0.2	10.983	B
B-A	26	7	120	0.218	26	0.1	0.3	37.938	E
C-AB	18	4	504	0.035	18	0.0	0.0	7.991	A
C-A	1016	254			1016				
A-B	14	4			14				
A-C	1075	269			1075				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	71	18	404	0.176	71	0.2	0.2	11.031	B
B-A	26	7	120	0.218	26	0.3	0.3	38.269	E
C-AB	18	4	504	0.035	18	0.0	0.0	7.991	A
C-A	1016	254			1016				
A-B	14	4			14				
A-C	1075	269			1075				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	58	15	462	0.126	58	0.2	0.1	9.102	A
B-A	21	5	181	0.118	22	0.3	0.1	22.711	C
C-AB	15	4	562	0.026	15	0.0	0.0	7.097	A
C-A	829	207			829				
A-B	12	3			12				
A-C	878	219			878				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	49	12	502	0.097	49	0.1	0.1	8.102	A
B-A	18	4	224	0.080	18	0.1	0.1	17.455	C
C-AB	12	3	604	0.020	12	0.0	0.0	6.566	A
C-A	694	174			694				
A-B	10	2			10				
A-C	735	184			735				

2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Battlefields Lane South/A17	T-Junction	Two-way	1.02	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-13	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2026	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*G26PM

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A17 WB		ONE HOUR	✓	1162	100.000
B - Battlefields Lane South		ONE HOUR	✓	52	100.000
C - A17 EB		ONE HOUR	✓	980	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A17 WB	B - Battlefields Lane South	C - A17 EB
From	A - A17 WB	0	32	1130
	B - Battlefields Lane South	25	0	27
	C - A17 EB	952	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A17 WB	B - Battlefields Lane South	C - A17 EB
From	A - A17 WB	0	0	14
	B - Battlefields Lane South	11	0	0
	C - A17 EB	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	12.25	0.1	B	25	37
B-A	0.32	67.18	0.5	F	23	34
C-AB	0.07	8.61	0.1	A	26	39
C-A					873	1310
A-B					30	45
A-C					1037	1555

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	20	5	437	0.046	20	0.0	0.0	8.630	A
B-A	19	5	214	0.087	18	0.0	0.1	20.368	C
C-AB	21	5	567	0.037	21	0.0	0.0	6.597	A
C-A	717	179			717				
A-B	24	6			24				
A-C	851	213			851				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	24	6	394	0.062	24	0.0	0.1	9.733	A
B-A	22	6	160	0.139	22	0.1	0.2	28.801	D
C-AB	25	6	517	0.049	25	0.0	0.1	7.316	A
C-A	856	214			856				
A-B	29	7			29				
A-C	1016	254			1016				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	30	7	326	0.091	30	0.1	0.1	12.135	B
B-A	27	7	86	0.317	26	0.2	0.5	65.343	F
C-AB	31	8	449	0.069	31	0.1	0.1	8.605	A
C-A	1048	262			1048				
A-B	36	9			36				
A-C	1244	311			1244				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	30	7	324	0.092	30	0.1	0.1	12.246	B
B-A	27	7	87	0.316	27	0.5	0.5	67.182	F
C-AB	31	8	449	0.069	31	0.1	0.1	8.608	A
C-A	1048	262			1048				
A-B	36	9			36				
A-C	1244	311			1244				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	24	6	391	0.062	24	0.1	0.1	9.825	A
B-A	22	6	161	0.138	24	0.5	0.2	29.224	D
C-AB	25	6	517	0.049	25	0.1	0.1	7.321	A
C-A	856	214			856				
A-B	29	7			29				
A-C	1016	254			1016				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	20	5	436	0.047	20	0.1	0.0	8.671	A
B-A	19	5	215	0.087	19	0.2	0.1	20.465	C
C-AB	21	5	567	0.037	21	0.1	0.0	6.601	A
C-A	717	179			717				
A-B	24	6			24				
A-C	851	213			851				

Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Battlefields Lane South/A17	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A17 WB		ONE HOUR	✓	6	100.000
B - Battlefields Lane South		ONE HOUR	✓	0	100.000
C - A17 EB		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A17 WB	B - Battlefields Lane South	C - A17 EB
From	A - A17 WB	0	0	6
	B - Battlefields Lane South	0	0	0
	C - A17 EB	6	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A17 WB	B - Battlefields Lane South	C - A17 EB
From	A - A17 WB	0	0	0
	B - Battlefields Lane South	0	0	0
	C - A17 EB	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					6	8
A-B					0	0
A-C					6	8

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	636	0.000	0	0.0	0.0	0.000	A
B-A	0	0	493	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1638	0.000	0	0.0	0.0	0.000	A
C-A	5	1			5				
A-B	0	0			0				
A-C	5	1			5				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	636	0.000	0	0.0	0.0	0.000	A
B-A	0	0	493	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1638	0.000	0	0.0	0.0	0.000	A
C-A	5	1			5				
A-B	0	0			0				
A-C	5	1			5				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	636	0.000	0	0.0	0.0	0.000	A
B-A	0	0	492	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1637	0.000	0	0.0	0.0	0.000	A
C-A	7	2			7				
A-B	0	0			0				
A-C	7	2			7				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	636	0.000	0	0.0	0.0	0.000	A
B-A	0	0	492	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1637	0.000	0	0.0	0.0	0.000	A
C-A	7	2			7				
A-B	0	0			0				
A-C	7	2			7				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	636	0.000	0	0.0	0.0	0.000	A
B-A	0	0	493	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1638	0.000	0	0.0	0.0	0.000	A
C-A	5	1			5				
A-B	0	0			0				
A-C	5	1			5				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	636	0.000	0	0.0	0.0	0.000	A
B-A	0	0	493	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1638	0.000	0	0.0	0.0	0.000	A
C-A	5	1			5				
A-B	0	0			0				
A-C	5	1			5				

Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Battlefields Lane South/A17	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A17 WB		ONE HOUR	✓	16	100.000
B - Battlefields Lane South		ONE HOUR	✓	0	100.000
C - A17 EB		ONE HOUR	✓	16	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A17 WB	B - Battlefields Lane South	C - A17 EB
From	A - A17 WB	0	0	16
	B - Battlefields Lane South	0	0	0
	C - A17 EB	16	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A17 WB	B - Battlefields Lane South	C - A17 EB
From	A - A17 WB	0	0	0
	B - Battlefields Lane South	0	0	0
	C - A17 EB	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					15	22
A-B					0	0
A-C					15	22

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	634	0.000	0	0.0	0.0	0.000	A
B-A	0	0	491	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1634	0.000	0	0.0	0.0	0.000	A
C-A	12	3			12				
A-B	0	0			0				
A-C	12	3			12				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	634	0.000	0	0.0	0.0	0.000	A
B-A	0	0	490	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1633	0.000	0	0.0	0.0	0.000	A
C-A	14	4			14				
A-B	0	0			0				
A-C	14	4			14				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	633	0.000	0	0.0	0.0	0.000	A
B-A	0	0	489	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1631	0.000	0	0.0	0.0	0.000	A
C-A	18	4			18				
A-B	0	0			0				
A-C	18	4			18				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	633	0.000	0	0.0	0.0	0.000	A
B-A	0	0	489	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1631	0.000	0	0.0	0.0	0.000	A
C-A	18	4			18				
A-B	0	0			0				
A-C	18	4			18				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	634	0.000	0	0.0	0.0	0.000	A
B-A	0	0	490	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1633	0.000	0	0.0	0.0	0.000	A
C-A	14	4			14				
A-B	0	0			0				
A-C	14	4			14				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	634	0.000	0	0.0	0.0	0.000	A
B-A	0	0	491	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1634	0.000	0	0.0	0.0	0.000	A
C-A	12	3			12				
A-B	0	0			0				
A-C	12	3			12				

2026 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Battlefields Lane South/A17	T-Junction	Two-way	0.88	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-3	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2026 + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A17 WB		ONE HOUR	✓	995	100.000
B - Battlefields Lane South		ONE HOUR	✓	88	100.000
C - A17 EB		ONE HOUR	✓	945	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A17 WB	B - Battlefields Lane South	C - A17 EB
From	A - A17 WB	0	13	982
	B - Battlefields Lane South	24	0	65
	C - A17 EB	928	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A17 WB	B - Battlefields Lane South	C - A17 EB
From	A - A17 WB	0	1	19
	B - Battlefields Lane South	0	0	2
	C - A17 EB	21	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	11.10	0.2	B	59	89
B-A	0.22	39.11	0.3	E	22	33
C-AB	0.04	8.02	0.0	A	15	22
C-A					852	1278
A-B					12	18
A-C					901	1352

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	49	12	502	0.097	48	0.0	0.1	8.086	A
B-A	18	4	223	0.080	18	0.0	0.1	17.510	C
C-AB	12	3	603	0.020	12	0.0	0.0	6.580	A
C-A	699	175			699				
A-B	10	2			10				
A-C	740	185			740				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	58	15	462	0.126	58	0.1	0.1	9.086	A
B-A	21	5	179	0.119	21	0.1	0.1	22.801	C
C-AB	15	4	561	0.026	15	0.0	0.0	7.117	A
C-A	835	209			835				
A-B	12	3			12				
A-C	883	221			883				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	71	18	403	0.177	71	0.1	0.2	11.048	B
B-A	26	7	118	0.222	26	0.1	0.3	38.756	E
C-AB	18	4	502	0.035	18	0.0	0.0	8.022	A
C-A	1022	256			1022				
A-B	14	4			14				
A-C	1082	270			1082				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	71	18	402	0.177	71	0.2	0.2	11.098	B
B-A	26	7	118	0.221	26	0.3	0.3	39.110	E
C-AB	18	4	502	0.035	18	0.0	0.0	8.022	A
C-A	1022	256			1022				
A-B	14	4			14				
A-C	1082	270			1082				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	58	15	461	0.126	58	0.2	0.1	9.135	A
B-A	21	5	179	0.119	22	0.3	0.1	22.955	C
C-AB	15	4	561	0.026	15	0.0	0.0	7.121	A
C-A	835	209			835				
A-B	12	3			12				
A-C	883	221			883				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	49	12	501	0.097	49	0.1	0.1	8.125	A
B-A	18	4	223	0.080	18	0.1	0.1	17.575	C
C-AB	12	3	603	0.020	12	0.0	0.0	6.580	A
C-A	699	175			699				
A-B	10	2			10				
A-C	740	185			740				

2026 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Battlefields Lane South/A17	T-Junction	Two-way	1.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-14	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2026 + Dev	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A17 WB		ONE HOUR	✓	1178	100.000
B - Battlefields Lane South		ONE HOUR	✓	52	100.000
C - A17 EB		ONE HOUR	✓	996	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A17 WB	B - Battlefields Lane South	C - A17 EB
From	A - A17 WB	0	32	1146
	B - Battlefields Lane South	25	0	27
	C - A17 EB	968	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A17 WB	B - Battlefields Lane South	C - A17 EB
From	A - A17 WB	0	0	14
	B - Battlefields Lane South	11	0	0
	C - A17 EB	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	12.53	0.1	B	25	37
B-A	0.34	74.49	0.5	F	23	34
C-AB	0.07	8.71	0.1	A	26	39
C-A					888	1332
A-B					30	45
A-C					1051	1577

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	20	5	434	0.047	20	0.0	0.0	8.690	A
B-A	19	5	210	0.089	18	0.0	0.1	20.800	C
C-AB	21	5	563	0.038	21	0.0	0.0	6.640	A
C-A	729	182			729				
A-B	24	6			24				
A-C	863	216			863				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	24	6	390	0.062	24	0.0	0.1	9.830	A
B-A	22	6	156	0.143	22	0.1	0.2	29.833	D
C-AB	25	6	513	0.049	25	0.0	0.1	7.378	A
C-A	870	218			870				
A-B	29	7			29				
A-C	1030	258			1030				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	30	7	320	0.093	30	0.1	0.1	12.392	B
B-A	27	7	80	0.340	26	0.2	0.5	71.990	F
C-AB	31	8	444	0.070	31	0.1	0.1	8.711	A
C-A	1066	266			1066				
A-B	36	9			36				
A-C	1262	315			1262				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	30	7	317	0.094	30	0.1	0.1	12.530	B
B-A	27	7	81	0.339	27	0.5	0.5	74.491	F
C-AB	31	8	444	0.070	31	0.1	0.1	8.714	A
C-A	1066	266			1066				
A-B	36	9			36				
A-C	1262	315			1262				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	24	6	387	0.063	24	0.1	0.1	9.935	A
B-A	22	6	157	0.142	24	0.5	0.2	30.348	D
C-AB	25	6	513	0.049	25	0.1	0.1	7.384	A
C-A	870	218			870				
A-B	29	7			29				
A-C	1030	258			1030				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	20	5	433	0.047	20	0.1	0.0	8.731	A
B-A	19	5	211	0.089	19	0.2	0.1	20.902	C
C-AB	21	5	563	0.038	21	0.1	0.0	6.643	A
C-A	729	182			729				
A-B	24	6			24				
A-C	863	216			863				

Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.0.2.5947											
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Filename: Foxes Low Road A17 Junctions 9 Model.j9

Path: W:\Projects\080-089\087 Ken Parke Planning Consultants\087.0011 Land at Battlefields Lane, Holbeach

Report generation date: 14/01/2021 11:28:37

»2021, AM
 »2021, PM
 »2026, AM
 »2026, PM
 »Dev, AM
 »Dev, PM
 »2026 + Dev, AM
 »2026 + Dev, PM

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2021											
Stream B-C	0.1	9.85	0.05	A	0.44	13 % [Stream B-A]	0.0	10.15	0.03	B	0.64	2 % [Stream B-A]
Stream B-A	0.2	23.45	0.13	C			0.3	32.58	0.25	D		
Stream C-AB	0.0	6.96	0.02	A			0.0	8.16	0.03	A		
	2026											
Stream B-C	0.1	10.49	0.06	B	0.52	5 % [Stream B-A]	0.0	11.27	0.04	B	0.96	-6 % [Stream B-A]
Stream B-A	0.2	29.37	0.17	D			0.6	51.44	0.36	F		
Stream C-AB	0.0	7.30	0.02	A			0.0	8.70	0.03	A		
	Dev											
Stream B-C	0.0	5.00	0.03	A	4.75	900 % []	0.0	4.93	0.01	A	3.43	900 % []
Stream B-A	0.0	6.28	0.03	A			0.0	6.21	0.01	A		
Stream C-AB	0.0	4.43	0.01	A			0.0	4.51	0.02	A		
	2026 + Dev											
Stream B-C	0.1	10.45	0.10	B	0.90	1 % [Stream B-A]	0.1	12.01	0.06	B	1.46	-9 % [Stream B-A]
Stream B-A	0.4	33.07	0.27	D			0.8	65.69	0.46	F		
Stream C-AB	0.0	7.42	0.03	A			0.1	8.96	0.07	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Land at Battlefields Lane
Location	Holbeach
Site number	
Date	14/01/2021
Version	
Status	(new file)
Identifier	
Client	Ken Parke Planning Consultants
Jobnumber	087.0011
Enumerator	AD\CAD.PC
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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)	Run automatically	Relationship type	Relationship
D1	2021	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2021	PM	ONE HOUR	17:00	18:30	15	✓		
D3	2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G26AM
D4	2026	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*G26PM
D5	Dev	AM	ONE HOUR	08:00	09:30	15	✓		
D6	Dev	PM	ONE HOUR	17:00	18:30	15	✓		
D7	2026 + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5
D8	2026 + Dev	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G26AM			1.0788
G26PM			1.0791

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Foxes Low Road/A17	T-Junction	Two-way	0.44	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	13	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	A17 WB		Major
B	Foxes Low Road		Minor
C	A17 EB		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 - A17 EB	8.00		✓	3.50	250.0	✓	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 - Foxes Low Road	One lane plus flare	10.00	10.00	7.50	6.00	5.50	✓	3.00	110	76

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	606	0.101	0.255	0.160	0.364
1	B-C	727	0.102	0.257	-	-
1	C-B	820	0.290	0.290	-	-

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)	Run automatically
D1	2021	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A17 WB		ONE HOUR	✓	918	100.000
B - Foxes Low Road		ONE HOUR	✓	44	100.000
C - A17 EB		ONE HOUR	✓	877	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A17 WB	B - Foxes Low Road	C - A17 EB
From	A - A17 WB	0	21	897
	B - Foxes Low Road	23	0	21
	C - A17 EB	868	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A17 WB	B - Foxes Low Road	C - A17 EB
From	A - A17 WB	0	0	19
	B - Foxes Low Road	11	0	18
	C - A17 EB	21	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	9.85	0.1	A	19	29
B-A	0.13	23.45	0.2	C	21	32
C-AB	0.02	6.96	0.0	A	8	12
C-A					796	1195
A-B					19	29
A-C					823	1235

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16	4	544	0.029	16	0.0	0.0	8.038	A
B-A	17	4	325	0.053	17	0.0	0.1	12.941	B
C-AB	7	2	620	0.011	7	0.0	0.0	5.871	A
C-A	653	163			653				
A-B	16	4			16				
A-C	675	169			675				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19	5	507	0.037	19	0.0	0.0	8.699	A
B-A	21	5	271	0.076	21	0.1	0.1	15.952	C
C-AB	8	2	581	0.014	8	0.0	0.0	6.283	A
C-A	780	195			780				
A-B	19	5			19				
A-C	806	202			806				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	23	6	455	0.051	23	0.0	0.1	9.842	A
B-A	25	6	196	0.130	25	0.1	0.2	23.394	C
C-AB	10	2	527	0.019	10	0.0	0.0	6.959	A
C-A	956	239			956				
A-B	23	6			23				
A-C	988	247			988				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	23	6	454	0.051	23	0.1	0.1	9.855	A
B-A	25	6	196	0.129	25	0.2	0.2	23.450	C
C-AB	10	2	527	0.019	10	0.0	0.0	6.959	A
C-A	956	239			956				
A-B	23	6			23				
A-C	988	247			988				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19	5	506	0.037	19	0.1	0.0	8.715	A
B-A	21	5	271	0.076	21	0.2	0.1	15.982	C
C-AB	8	2	581	0.014	8	0.0	0.0	6.286	A
C-A	780	195			780				
A-B	19	5			19				
A-C	806	202			806				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16	4	543	0.029	16	0.0	0.0	8.054	A
B-A	17	4	326	0.053	17	0.1	0.1	12.970	B
C-AB	7	2	620	0.011	7	0.0	0.0	5.873	A
C-A	653	163			653				
A-B	16	4			16				
A-C	675	169			675				

2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Foxes Low Road/A17	T-Junction	Two-way	0.64	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A17 WB		ONE HOUR	✓	1090	100.000
B - Foxes Low Road		ONE HOUR	✓	44	100.000
C - A17 EB		ONE HOUR	✓	905	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A17 WB	B - Foxes Low Road	C - A17 EB
From	A - A17 WB	0	23	1067
	B - Foxes Low Road	34	0	10
	C - A17 EB	893	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A17 WB	B - Foxes Low Road	C - A17 EB
From	A - A17 WB	0	0	14
	B - Foxes Low Road	4	0	0
	C - A17 EB	11	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	10.15	0.0	B	9	14
B-A	0.25	32.58	0.3	D	31	47
C-AB	0.03	8.16	0.0	A	11	17
C-A					819	1229
A-B					21	32
A-C					979	1469

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	8	2	470	0.016	7	0.0	0.0	7.775	A
B-A	26	6	310	0.083	25	0.0	0.1	13.149	B
C-AB	9	2	582	0.016	9	0.0	0.0	6.530	A
C-A	672	168			672				
A-B	17	4			17				
A-C	803	201			803				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	9	2	429	0.021	9	0.0	0.0	8.576	A
B-A	31	8	244	0.126	30	0.1	0.1	17.545	C
C-AB	11	3	536	0.020	11	0.0	0.0	7.126	A
C-A	803	201			803				
A-B	21	5			21				
A-C	959	240			959				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	11	3	366	0.030	11	0.0	0.0	10.131	B
B-A	37	9	152	0.246	37	0.1	0.3	32.236	D
C-AB	13	3	472	0.028	13	0.0	0.0	8.157	A
C-A	983	246			983				
A-B	25	6			25				
A-C	1175	294			1175				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	11	3	366	0.030	11	0.0	0.0	10.153	B
B-A	37	9	152	0.246	37	0.3	0.3	32.584	D
C-AB	13	3	472	0.028	13	0.0	0.0	8.157	A
C-A	983	246			983				
A-B	25	6			25				
A-C	1175	294			1175				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	9	2	428	0.021	9	0.0	0.0	8.596	A
B-A	31	8	244	0.125	31	0.3	0.2	17.683	C
C-AB	11	3	536	0.020	11	0.0	0.0	7.127	A
C-A	803	201			803				
A-B	21	5			21				
A-C	959	240			959				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	8	2	470	0.016	8	0.0	0.0	7.785	A
B-A	26	6	310	0.083	26	0.2	0.1	13.202	B
C-AB	9	2	582	0.016	9	0.0	0.0	6.530	A
C-A	672	168			672				
A-B	17	4			17				
A-C	803	201			803				

2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Foxes Low Road/A17	T-Junction	Two-way	0.52	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	5	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G26AM

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A17 WB		ONE HOUR	✓	990	100.000
B - Foxes Low Road		ONE HOUR	✓	47	100.000
C - A17 EB		ONE HOUR	✓	946	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A17 WB	B - Foxes Low Road	C - A17 EB
From	A - A17 WB	0	23	968
	B - Foxes Low Road	25	0	23
	C - A17 EB	936	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A17 WB	B - Foxes Low Road	C - A17 EB
From	A - A17 WB	0	0	19
	B - Foxes Low Road	11	0	18
	C - A17 EB	21	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	10.49	0.1	B	21	31
B-A	0.17	29.37	0.2	D	23	34
C-AB	0.02	7.30	0.0	A	9	13
C-A					859	1289
A-B					21	31
A-C					888	1332

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	17	4	529	0.032	17	0.0	0.0	8.288	A
B-A	19	5	303	0.062	18	0.0	0.1	14.014	B
C-AB	7	2	604	0.012	7	0.0	0.0	6.032	A
C-A	705	176			705				
A-B	17	4			17				
A-C	729	182			729				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	20	5	489	0.042	20	0.0	0.1	9.061	A
B-A	22	6	245	0.091	22	0.1	0.1	17.957	C
C-AB	9	2	562	0.016	9	0.0	0.0	6.505	A
C-A	842	210			842				
A-B	20	5			20				
A-C	870	217			870				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	25	6	431	0.058	25	0.1	0.1	10.466	B
B-A	27	7	163	0.167	27	0.1	0.2	29.231	D
C-AB	11	3	504	0.021	11	0.0	0.0	7.296	A
C-A	1031	258			1031				
A-B	25	6			25				
A-C	1065	266			1065				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	25	6	430	0.058	25	0.1	0.1	10.489	B
B-A	27	7	163	0.167	27	0.2	0.2	29.366	D
C-AB	11	3	504	0.021	11	0.0	0.0	7.296	A
C-A	1031	258			1031				
A-B	25	6			25				
A-C	1065	266			1065				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	20	5	488	0.042	20	0.1	0.1	9.087	A
B-A	22	6	245	0.091	23	0.2	0.1	18.017	C
C-AB	9	2	562	0.016	9	0.0	0.0	6.508	A
C-A	842	210			842				
A-B	20	5			20				
A-C	870	217			870				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	17	4	529	0.032	17	0.1	0.0	8.306	A
B-A	19	5	304	0.062	19	0.1	0.1	14.045	B
C-AB	7	2	604	0.012	7	0.0	0.0	6.034	A
C-A	705	176			705				
A-B	17	4			17				
A-C	729	182			729				

2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Foxes Low Road/A17	T-Junction	Two-way	0.96	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-6	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2026	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*G26PM

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A17 WB		ONE HOUR	✓	1176	100.000
B - Foxes Low Road		ONE HOUR	✓	47	100.000
C - A17 EB		ONE HOUR	✓	977	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A17 WB	B - Foxes Low Road	C - A17 EB
From	A - A17 WB	0	25	1151
	B - Foxes Low Road	37	0	11
	C - A17 EB	964	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A17 WB	B - Foxes Low Road	C - A17 EB
From	A - A17 WB	0	0	14
	B - Foxes Low Road	4	0	0
	C - A17 EB	11	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	11.27	0.0	B	10	15
B-A	0.36	51.44	0.6	F	34	51
C-AB	0.03	8.70	0.0	A	12	18
C-A					884	1326
A-B					23	34
A-C					1057	1585

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	8	2	454	0.018	8	0.0	0.0	8.077	A
B-A	28	7	283	0.098	27	0.0	0.1	14.630	B
C-AB	10	2	563	0.017	10	0.0	0.0	6.761	A
C-A	725	181			725				
A-B	19	5			19				
A-C	867	217			867				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	10	2	408	0.024	10	0.0	0.0	9.043	A
B-A	33	8	211	0.156	33	0.1	0.2	20.915	C
C-AB	12	3	514	0.023	12	0.0	0.0	7.458	A
C-A	866	217			866				
A-B	22	6			22				
A-C	1035	259			1035				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	12	3	333	0.036	12	0.0	0.0	11.205	B
B-A	40	10	113	0.358	39	0.2	0.5	49.876	E
C-AB	14	4	445	0.032	14	0.0	0.0	8.699	A
C-A	1061	265			1061				
A-B	27	7			27				
A-C	1268	317			1268				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	12	3	331	0.036	12	0.0	0.0	11.272	B
B-A	40	10	113	0.358	40	0.5	0.6	51.443	F
C-AB	14	4	445	0.032	14	0.0	0.0	8.699	A
C-A	1061	265			1061				
A-B	27	7			27				
A-C	1268	317			1268				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	10	2	406	0.024	10	0.0	0.0	9.084	A
B-A	33	8	212	0.156	34	0.6	0.2	21.283	C
C-AB	12	3	514	0.023	12	0.0	0.0	7.462	A
C-A	866	217			866				
A-B	22	6			22				
A-C	1035	259			1035				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	8	2	453	0.018	8	0.0	0.0	8.092	A
B-A	28	7	283	0.098	28	0.2	0.1	14.713	B
C-AB	10	2	563	0.017	10	0.0	0.0	6.764	A
C-A	725	181			725				
A-B	19	5			19				
A-C	867	217			867				

Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Foxes Low Road/A17	T-Junction	Two-way	4.75	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A17 WB		ONE HOUR	✓	5	100.000
B - Foxes Low Road		ONE HOUR	✓	31	100.000
C - A17 EB		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A17 WB	B - Foxes Low Road	C - A17 EB
From	A - A17 WB	0	5	0
	B - Foxes Low Road	14	0	17
	C - A17 EB	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A17 WB	B - Foxes Low Road	C - A17 EB
From	A - A17 WB	0	0	0
	B - Foxes Low Road	0	0	0
	C - A17 EB	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	5.00	0.0	A	16	23
B-A	0.03	6.28	0.0	A	13	19
C-AB	0.01	4.43	0.0	A	6	8
C-A					0	0
A-B					5	7
A-C					0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	741	0.017	13	0.0	0.0	4.943	A
B-A	11	3	589	0.018	10	0.0	0.0	6.218	A
C-AB	5	1	819	0.006	4	0.0	0.0	4.417	A
C-A	0	0			0				
A-B	4	0.94			4				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15	4	740	0.021	15	0.0	0.0	4.966	A
B-A	13	3	589	0.021	13	0.0	0.0	6.244	A
C-AB	5	1	819	0.007	5	0.0	0.0	4.423	A
C-A	0	0			0				
A-B	4	1			4				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19	5	739	0.025	19	0.0	0.0	4.996	A
B-A	15	4	589	0.026	15	0.0	0.0	6.280	A
C-AB	7	2	819	0.008	7	0.0	0.0	4.431	A
C-A	0	0			0				
A-B	6	1			6				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19	5	739	0.025	19	0.0	0.0	4.996	A
B-A	15	4	589	0.026	15	0.0	0.0	6.280	A
C-AB	7	2	819	0.008	7	0.0	0.0	4.431	A
C-A	0	0			0				
A-B	6	1			6				
A-C	0	0			0				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15	4	740	0.021	15	0.0	0.0	4.966	A
B-A	13	3	589	0.021	13	0.0	0.0	6.244	A
C-AB	5	1	819	0.007	5	0.0	0.0	4.425	A
C-A	0	0			0				
A-B	4	1			4				
A-C	0	0			0				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	741	0.017	13	0.0	0.0	4.946	A
B-A	11	3	589	0.018	11	0.0	0.0	6.220	A
C-AB	5	1	819	0.006	5	0.0	0.0	4.419	A
C-A	0	0			0				
A-B	4	0.94			4				
A-C	0	0			0				

Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Foxes Low Road/A17	T-Junction	Two-way	3.43	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A17 WB		ONE HOUR	✓	13	100.000
B - Foxes Low Road		ONE HOUR	✓	13	100.000
C - A17 EB		ONE HOUR	✓	16	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A17 WB	B - Foxes Low Road	C - A17 EB
From	A - A17 WB	0	13	0
	B - Foxes Low Road	6	0	7
	C - A17 EB	0	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A17 WB	B - Foxes Low Road	C - A17 EB
From	A - A17 WB	0	0	0
	B - Foxes Low Road	0	0	0
	C - A17 EB	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	4.93	0.0	A	6	10
B-A	0.01	6.21	0.0	A	6	8
C-AB	0.02	4.51	0.0	A	15	22
C-A					0	0
A-B					12	18
A-C					0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	5	1	740	0.007	5	0.0	0.0	4.901	A
B-A	5	1	588	0.008	4	0.0	0.0	6.167	A
C-AB	12	3	818	0.015	12	0.0	0.0	4.468	A
C-A	0	0			0				
A-B	10	2			10				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	6	2	739	0.009	6	0.0	0.0	4.911	A
B-A	5	1	587	0.009	5	0.0	0.0	6.186	A
C-AB	14	4	817	0.018	14	0.0	0.0	4.484	A
C-A	0	0			0				
A-B	12	3			12				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	8	2	738	0.010	8	0.0	0.0	4.925	A
B-A	7	2	586	0.011	7	0.0	0.0	6.214	A
C-AB	18	4	816	0.022	18	0.0	0.0	4.507	A
C-A	0	0			0				
A-B	14	4			14				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	8	2	738	0.010	8	0.0	0.0	4.925	A
B-A	7	2	586	0.011	7	0.0	0.0	6.214	A
C-AB	18	4	816	0.022	18	0.0	0.0	4.507	A
C-A	0	0			0				
A-B	14	4			14				
A-C	0	0			0				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	6	2	739	0.009	6	0.0	0.0	4.914	A
B-A	5	1	587	0.009	5	0.0	0.0	6.186	A
C-AB	14	4	817	0.018	14	0.0	0.0	4.486	A
C-A	0	0			0				
A-B	12	3			12				
A-C	0	0			0				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	5	1	740	0.007	5	0.0	0.0	4.902	A
B-A	5	1	588	0.008	5	0.0	0.0	6.168	A
C-AB	12	3	818	0.015	12	0.0	0.0	4.470	A
C-A	0	0			0				
A-B	10	2			10				
A-C	0	0			0				

2026 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Foxes Low Road/A17	T-Junction	Two-way	0.90	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	1	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2026 + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A17 WB		ONE HOUR	✓	995	100.000
B - Foxes Low Road		ONE HOUR	✓	78	100.000
C - A17 EB		ONE HOUR	✓	952	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A17 WB	B - Foxes Low Road	C - A17 EB
From	A - A17 WB	0	28	968
	B - Foxes Low Road	39	0	40
	C - A17 EB	936	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A17 WB	B - Foxes Low Road	C - A17 EB
From	A - A17 WB	0	0	19
	B - Foxes Low Road	7	0	10
	C - A17 EB	21	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	10.45	0.1	B	36	55
B-A	0.27	33.07	0.4	D	36	53
C-AB	0.03	7.42	0.0	A	14	22
C-A					859	1289
A-B					25	38
A-C					888	1332

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	30	7	529	0.056	30	0.0	0.1	7.890	A
B-A	29	7	298	0.098	29	0.0	0.1	14.238	B
C-AB	12	3	603	0.020	12	0.0	0.0	6.089	A
C-A	705	176			705				
A-B	21	5			21				
A-C	729	182			729				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	36	9	486	0.073	36	0.1	0.1	8.746	A
B-A	35	9	240	0.146	35	0.1	0.2	18.717	C
C-AB	14	4	561	0.025	14	0.0	0.0	6.585	A
C-A	842	210			842				
A-B	25	6			25				
A-C	870	217			870				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	44	11	422	0.103	44	0.1	0.1	10.414	B
B-A	43	11	159	0.269	42	0.2	0.4	32.715	D
C-AB	17	4	502	0.034	17	0.0	0.0	7.420	A
C-A	1031	258			1031				
A-B	30	8			30				
A-C	1065	266			1065				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	44	11	421	0.104	44	0.1	0.1	10.453	B
B-A	43	11	159	0.269	43	0.4	0.4	33.068	D
C-AB	17	4	502	0.034	17	0.0	0.0	7.420	A
C-A	1031	258			1031				
A-B	30	8			30				
A-C	1065	266			1065				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	36	9	485	0.074	36	0.1	0.1	8.785	A
B-A	35	9	240	0.145	36	0.4	0.2	18.863	C
C-AB	14	4	561	0.025	14	0.0	0.0	6.586	A
C-A	842	210			842				
A-B	25	6			25				
A-C	870	217			870				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	30	7	528	0.057	30	0.1	0.1	7.915	A
B-A	29	7	299	0.098	29	0.2	0.1	14.295	B
C-AB	12	3	603	0.020	12	0.0	0.0	6.092	A
C-A	705	176			705				
A-B	21	5			21				
A-C	729	182			729				

2026 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Foxes Low Road/A17	T-Junction	Two-way	1.46	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-9	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2026 + Dev	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A17 WB		ONE HOUR	✓	1189	100.000
B - Foxes Low Road		ONE HOUR	✓	60	100.000
C - A17 EB		ONE HOUR	✓	993	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A17 WB	B - Foxes Low Road	C - A17 EB
From	A - A17 WB	0	38	1151
	B - Foxes Low Road	43	0	18
	C - A17 EB	964	29	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A17 WB	B - Foxes Low Road	C - A17 EB
From	A - A17 WB	0	0	14
	B - Foxes Low Road	3	0	0
	C - A17 EB	11	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	12.01	0.1	B	16	24
B-A	0.46	65.69	0.8	F	39	59
C-AB	0.07	8.96	0.1	A	27	40
C-A					884	1326
A-B					35	52
A-C					1057	1585

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	457	0.029	13	0.0	0.0	8.103	A
B-A	32	8	273	0.118	32	0.0	0.1	15.372	C
C-AB	22	5	561	0.039	22	0.0	0.0	6.794	A
C-A	725	181			725				
A-B	28	7			28				
A-C	867	217			867				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16	4	409	0.039	16	0.0	0.0	9.154	A
B-A	38	10	202	0.190	38	0.1	0.2	22.669	C
C-AB	26	7	510	0.051	26	0.0	0.1	7.565	A
C-A	866	217			866				
A-B	34	8			34				
A-C	1035	259			1035				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	20	5	323	0.061	19	0.0	0.1	11.850	B
B-A	47	12	103	0.457	45	0.2	0.8	62.059	F
C-AB	32	8	440	0.072	32	0.1	0.1	8.961	A
C-A	1061	265			1061				
A-B	42	10			42				
A-C	1268	317			1268				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	20	5	319	0.061	20	0.1	0.1	12.013	B
B-A	47	12	103	0.456	47	0.8	0.8	65.689	F
C-AB	32	8	440	0.072	32	0.1	0.1	8.965	A
C-A	1061	265			1061				
A-B	42	10			42				
A-C	1268	317			1268				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16	4	407	0.039	16	0.1	0.0	9.220	A
B-A	38	10	202	0.190	41	0.8	0.2	23.335	C
C-AB	26	7	510	0.051	26	0.1	0.1	7.568	A
C-A	866	217			866				
A-B	34	8			34				
A-C	1035	259			1035				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	457	0.029	13	0.0	0.0	8.123	A
B-A	32	8	273	0.118	33	0.2	0.1	15.488	C
C-AB	22	5	561	0.039	22	0.1	0.0	6.801	A
C-A	725	181			725				
A-B	28	7			28				
A-C	867	217			867				

Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.0.2.5947											
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Filename: Foxes Low Road B1515 Junctions 9 Model.j9

Path: W:\Projects\080-089\087 Ken Parke Planning Consultants\087.0011 Land at Battlefields Lane, Holbeach

Report generation date: 14/01/2021 12:53:01

»2021, AM
»2021, PM
»2026, AM
»2026, PM
»Dev, AM
»Dev, PM
»2026 + Dev, AM
»2026 + Dev, PM

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2021											
Stream B-C	0.0	7.13	0.04	A	1.59	102 %	0.0	7.37	0.03	A	1.04	135 %
Stream B-A	0.3	10.91	0.23	B		[Stream B-A]	0.2	10.04	0.15	B		[Stream B-A]
Stream C-AB	0.0	6.11	0.02	A		0.0	5.09	0.02	A			
	2026											
Stream B-C	0.0	7.30	0.04	A	1.67	87 %	0.0	7.51	0.04	A	1.08	118 %
Stream B-A	0.3	11.53	0.25	B		[Stream B-A]	0.2	10.48	0.16	B		[Stream B-A]
Stream C-AB	0.0	6.03	0.02	A		0.0	5.04	0.03	A			
	Dev											
Stream B-C	0.0	5.92	0.01	A	5.21	900 %	0.0	5.88	0.00	A	2.18	900 %
Stream B-A	0.1	6.83	0.06	A			0.0	6.59	0.03	A		
Stream C-AB	0.0	0.00	0.00	A			0.0	0.00	0.00	A		
	2026 + Dev											
Stream B-C	0.1	7.74	0.05	A	2.27	64 %	0.0	7.69	0.04	A	1.30	98 %
Stream B-A	0.5	12.94	0.33	B		[Stream B-A]	0.3	11.29	0.20	B		[Stream B-A]
Stream C-AB	0.0	5.95	0.03	A		0.0	5.09	0.03	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Land at Battlefields Lane
Location	Holbeach
Site number	
Date	14/01/2021
Version	
Status	(new file)
Identifier	
Client	Ken Parke Planning Consultants
Jobnumber	087.0011
Enumerator	AD\CAD.PC
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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)	Run automatically	Relationship type	Relationship
D1	2021	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2021	PM	ONE HOUR	17:00	18:30	15	✓		
D3	2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G26AM
D4	2026	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*G26PM
D5	Dev	AM	ONE HOUR	08:00	09:30	15	✓		
D6	Dev	PM	ONE HOUR	17:00	18:30	15	✓		
D7	2026 + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5
D8	2026 + Dev	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G26AM			1.0788
G26PM			1.0791

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Foxes Low Road/B1515	T-Junction	Two-way	1.59	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	102	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Fleet Street B1515		Major
B	Foxes Low Road		Minor
C	Fleet Road B1515		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 - Fleet Road B1515	8.13			90.0	✓	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 - Foxes Low Road	One lane plus flare	10.00	5.00	4.00	4.00	4.00	✓	1.00	21	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	559	0.092	0.233	0.147	0.334
1	B-C	634	0.088	0.223	-	-
1	C-B	626	0.220	0.220	-	-

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)	Run automatically
D1	2021	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fleet Street B1515		ONE HOUR	✓	324	100.000
B - Foxes Low Road		ONE HOUR	✓	106	100.000
C - Fleet Road B1515		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fleet Street B1515	B - Foxes Low Road	C - Fleet Road B1515
From	A - Fleet Street B1515	0	51	273
	B - Foxes Low Road	89	0	17
	C - Fleet Road B1515	303	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fleet Street B1515	B - Foxes Low Road	C - Fleet Road B1515
From	A - Fleet Street B1515	0	7	5
	B - Foxes Low Road	1	0	0
	C - Fleet Road B1515	9	29	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	7.13	0.0	A	16	23
B-A	0.23	10.91	0.3	B	82	123
C-AB	0.02	6.11	0.0	A	13	20
C-A					273	409
A-B					47	70
A-C					251	376

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	563	0.023	13	0.0	0.0	6.547	A
B-A	67	17	472	0.142	66	0.0	0.2	8.959	A
C-AB	10	2	728	0.014	10	0.0	0.0	6.114	A
C-A	225	56			225				
A-B	38	10			38				
A-C	206	51			206				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15	4	547	0.028	15	0.0	0.0	6.771	A
B-A	80	20	455	0.176	80	0.2	0.2	9.697	A
C-AB	13	3	749	0.017	13	0.0	0.0	5.931	A
C-A	268	67			268				
A-B	46	11			46				
A-C	245	61			245				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19	5	524	0.036	19	0.0	0.0	7.123	A
B-A	98	24	431	0.227	98	0.2	0.3	10.892	B
C-AB	17	4	780	0.022	17	0.0	0.0	5.673	A
C-A	326	82			326				
A-B	56	14			56				
A-C	301	75			301				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19	5	524	0.036	19	0.0	0.0	7.126	A
B-A	98	24	431	0.227	98	0.3	0.3	10.914	B
C-AB	17	4	780	0.022	17	0.0	0.0	5.648	A
C-A	326	82			326				
A-B	56	14			56				
A-C	301	75			301				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15	4	547	0.028	15	0.0	0.0	6.775	A
B-A	80	20	455	0.176	80	0.3	0.2	9.722	A
C-AB	13	3	749	0.017	13	0.0	0.0	5.872	A
C-A	268	67			268				
A-B	46	11			46				
A-C	245	61			245				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	562	0.023	13	0.0	0.0	6.555	A
B-A	67	17	472	0.142	67	0.2	0.2	8.997	A
C-AB	10	2	728	0.014	10	0.0	0.0	6.085	A
C-A	225	56			225				
A-B	38	10			38				
A-C	206	51			206				

2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Foxes Low Road/B1515	T-Junction	Two-way	1.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	135	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fleet Street B1515		ONE HOUR	✓	353	100.000
B - Foxes Low Road		ONE HOUR	✓	74	100.000
C - Fleet Road B1515		ONE HOUR	✓	318	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fleet Street B1515	B - Foxes Low Road	C - Fleet Road B1515
From	A - Fleet Street B1515	0	86	267
	B - Foxes Low Road	58	0	16
	C - Fleet Road B1515	309	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fleet Street B1515	B - Foxes Low Road	C - Fleet Road B1515
From	A - Fleet Street B1515	0	6	6
	B - Foxes Low Road	4	0	8
	C - Fleet Road B1515	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	7.37	0.0	A	15	22
B-A	0.15	10.04	0.2	B	53	80
C-AB	0.02	5.09	0.0	A	14	20
C-A					278	417
A-B					79	118
A-C					245	368

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	12	3	578	0.021	12	0.0	0.0	6.872	A
B-A	44	11	479	0.091	43	0.0	0.1	8.590	A
C-AB	10	2	727	0.014	10	0.0	0.0	5.083	A
C-A	229	57			229				
A-B	65	16			65				
A-C	201	50			201				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	14	4	564	0.025	14	0.0	0.0	7.069	A
B-A	52	13	461	0.113	52	0.1	0.1	9.152	A
C-AB	13	3	748	0.017	13	0.0	0.0	4.962	A
C-A	273	68			273				
A-B	77	19			77				
A-C	240	60			240				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	18	4	545	0.032	18	0.0	0.0	7.368	A
B-A	64	16	437	0.146	64	0.1	0.2	10.035	B
C-AB	18	4	779	0.023	18	0.0	0.0	4.806	A
C-A	332	83			332				
A-B	95	24			95				
A-C	294	73			294				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	18	4	545	0.032	18	0.0	0.0	7.369	A
B-A	64	16	437	0.146	64	0.2	0.2	10.045	B
C-AB	18	4	779	0.023	18	0.0	0.0	4.811	A
C-A	332	83			332				
A-B	95	24			95				
A-C	294	73			294				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	14	4	564	0.026	14	0.0	0.0	7.075	A
B-A	52	13	461	0.113	52	0.2	0.1	9.163	A
C-AB	13	3	748	0.017	13	0.0	0.0	4.976	A
C-A	273	68			273				
A-B	77	19			77				
A-C	240	60			240				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	12	3	577	0.021	12	0.0	0.0	6.878	A
B-A	44	11	479	0.091	44	0.1	0.1	8.611	A
C-AB	10	2	727	0.014	10	0.0	0.0	5.092	A
C-A	229	57			229				
A-B	65	16			65				
A-C	201	50			201				

2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Foxes Low Road/B1515	T-Junction	Two-way	1.67	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	87	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G26AM

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fleet Street B1515		ONE HOUR	✓	350	100.000
B - Foxes Low Road		ONE HOUR	✓	114	100.000
C - Fleet Road B1515		ONE HOUR	✓	337	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fleet Street B1515	B - Foxes Low Road	C - Fleet Road B1515
From	A - Fleet Street B1515	0	55	295
	B - Foxes Low Road	96	0	18
	C - Fleet Road B1515	327	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fleet Street B1515	B - Foxes Low Road	C - Fleet Road B1515
From	A - Fleet Street B1515	0	7	5
	B - Foxes Low Road	1	0	0
	C - Fleet Road B1515	9	29	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	7.30	0.0	A	17	25
B-A	0.25	11.53	0.3	B	88	132
C-AB	0.02	6.03	0.0	A	15	22
C-A					294	441
A-B					50	76
A-C					270	405

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	14	3	556	0.025	14	0.0	0.0	6.633	A
B-A	72	18	465	0.156	72	0.0	0.2	9.233	A
C-AB	11	3	737	0.015	11	0.0	0.0	6.029	A
C-A	242	61			242				
A-B	41	10			41				
A-C	222	55			222				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16	4	539	0.031	16	0.0	0.0	6.887	A
B-A	86	22	446	0.193	86	0.2	0.2	10.086	B
C-AB	14	4	760	0.019	14	0.0	0.0	5.837	A
C-A	288	72			288				
A-B	49	12			49				
A-C	265	66			265				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	20	5	513	0.039	20	0.0	0.0	7.297	A
B-A	106	26	421	0.251	105	0.2	0.3	11.504	B
C-AB	20	5	793	0.025	20	0.0	0.0	5.568	A
C-A	351	88			351				
A-B	61	15			61				
A-C	324	81			324				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	20	5	513	0.039	20	0.0	0.0	7.301	A
B-A	106	26	421	0.251	106	0.3	0.3	11.531	B
C-AB	20	5	793	0.025	20	0.0	0.0	5.541	A
C-A	351	88			351				
A-B	61	15			61				
A-C	324	81			324				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16	4	539	0.031	17	0.0	0.0	6.892	A
B-A	86	22	446	0.193	87	0.3	0.2	10.120	B
C-AB	14	4	760	0.019	14	0.0	0.0	5.774	A
C-A	288	72			288				
A-B	49	12			49				
A-C	265	66			265				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	14	3	556	0.025	14	0.0	0.0	6.640	A
B-A	72	18	465	0.156	73	0.2	0.2	9.278	A
C-AB	11	3	737	0.015	11	0.0	0.0	5.999	A
C-A	242	61			242				
A-B	41	10			41				
A-C	222	55			222				

2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Foxes Low Road/B1515	T-Junction	Two-way	1.08	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	118	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2026	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*G26PM

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fleet Street B1515		ONE HOUR	✓	381	100.000
B - Foxes Low Road		ONE HOUR	✓	80	100.000
C - Fleet Road B1515		ONE HOUR	✓	343	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fleet Street B1515	B - Foxes Low Road	C - Fleet Road B1515
From	A - Fleet Street B1515	0	93	288
	B - Foxes Low Road	63	0	17
	C - Fleet Road B1515	333	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fleet Street B1515	B - Foxes Low Road	C - Fleet Road B1515
From	A - Fleet Street B1515	0	6	6
	B - Foxes Low Road	4	0	8
	C - Fleet Road B1515	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	7.51	0.0	A	16	24
B-A	0.16	10.48	0.2	B	57	86
C-AB	0.03	5.04	0.0	A	15	23
C-A					300	450
A-B					85	128
A-C					264	397

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	572	0.023	13	0.0	0.0	6.950	A
B-A	47	12	472	0.100	47	0.0	0.1	8.804	A
C-AB	11	3	735	0.015	11	0.0	0.0	5.035	A
C-A	247	62			247				
A-B	70	17			70				
A-C	217	54			217				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16	4	558	0.028	15	0.0	0.0	7.171	A
B-A	56	14	452	0.124	56	0.1	0.1	9.444	A
C-AB	14	4	759	0.019	14	0.0	0.0	4.906	A
C-A	294	74			294				
A-B	83	21			83				
A-C	259	65			259				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19	5	537	0.035	19	0.0	0.0	7.509	A
B-A	69	17	426	0.162	69	0.1	0.2	10.472	B
C-AB	20	5	792	0.025	20	0.0	0.0	4.741	A
C-A	358	89			358				
A-B	102	26			102				
A-C	317	79			317				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19	5	537	0.035	19	0.0	0.0	7.510	A
B-A	69	17	426	0.162	69	0.2	0.2	10.484	B
C-AB	20	5	792	0.025	20	0.0	0.0	4.747	A
C-A	358	89			358				
A-B	102	26			102				
A-C	317	79			317				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16	4	557	0.028	16	0.0	0.0	7.177	A
B-A	56	14	452	0.124	56	0.2	0.1	9.459	A
C-AB	14	4	759	0.019	15	0.0	0.0	4.919	A
C-A	294	74			294				
A-B	83	21			83				
A-C	259	65			259				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	572	0.023	13	0.0	0.0	6.954	A
B-A	47	12	472	0.100	47	0.1	0.1	8.828	A
C-AB	11	3	736	0.015	11	0.0	0.0	5.044	A
C-A	247	62			247				
A-B	70	17			70				
A-C	217	54			217				

Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Foxes Low Road/B1515	T-Junction	Two-way	5.21	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fleet Street B1515		ONE HOUR	✓	10	100.000
B - Foxes Low Road		ONE HOUR	✓	34	100.000
C - Fleet Road B1515		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fleet Street B1515	B - Foxes Low Road	C - Fleet Road B1515
From	A - Fleet Street B1515	0	10	0
	B - Foxes Low Road	31	0	3
	C - Fleet Road B1515	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fleet Street B1515	B - Foxes Low Road	C - Fleet Road B1515
From	A - Fleet Street B1515	0	0	0
	B - Foxes Low Road	0	0	0
	C - Fleet Road B1515	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.92	0.0	A	3	4
B-A	0.06	6.83	0.1	A	28	43
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					9	14
A-C					0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	2	0.56	615	0.004	2	0.0	0.0	5.872	A
B-A	23	6	562	0.042	23	0.0	0.0	6.682	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	8	2			8				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.67	614	0.004	3	0.0	0.0	5.890	A
B-A	28	7	562	0.050	28	0.0	0.1	6.743	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	9	2			9				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.83	612	0.005	3	0.0	0.0	5.915	A
B-A	34	9	561	0.061	34	0.1	0.1	6.826	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	11	3			11				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.83	612	0.005	3	0.0	0.0	5.915	A
B-A	34	9	561	0.061	34	0.1	0.1	6.826	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	11	3			11				
A-C	0	0			0				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3	0.67	614	0.004	3	0.0	0.0	5.893	A
B-A	28	7	562	0.050	28	0.1	0.1	6.744	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	9	2			9				
A-C	0	0			0				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	2	0.56	615	0.004	2	0.0	0.0	5.875	A
B-A	23	6	562	0.042	23	0.1	0.0	6.688	A
C-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	8	2			8				
A-C	0	0			0				

Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Foxes Low Road/B1515	T-Junction	Two-way	2.18	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fleet Street B1515		ONE HOUR	✓	28	100.000
B - Foxes Low Road		ONE HOUR	✓	14	100.000
C - Fleet Road B1515		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fleet Street B1515	B - Foxes Low Road	C - Fleet Road B1515
From	A - Fleet Street B1515	0	28	0
	B - Foxes Low Road	13	0	1
	C - Fleet Road B1515	0	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fleet Street B1515	B - Foxes Low Road	C - Fleet Road B1515
From	A - Fleet Street B1515	0	0	0
	B - Foxes Low Road	0	0	0
	C - Fleet Road B1515	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	5.88	0.0	A	0.92	1
B-A	0.03	6.59	0.0	A	12	18
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					26	39
A-C					0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0.75	0.19	615	0.001	0.75	0.0	0.0	5.858	A
B-A	10	2	561	0.017	10	0.0	0.0	6.526	A
C-AB	0	0	621	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	21	5			21				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0.90	0.22	614	0.001	0.90	0.0	0.0	5.868	A
B-A	12	3	561	0.021	12	0.0	0.0	6.553	A
C-AB	0	0	621	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	25	6			25				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	1	0.28	613	0.002	1	0.0	0.0	5.882	A
B-A	14	4	560	0.026	14	0.0	0.0	6.591	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	31	8			31				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	1	0.28	613	0.002	1	0.0	0.0	5.882	A
B-A	14	4	560	0.026	14	0.0	0.0	6.591	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	31	8			31				
A-C	0	0			0				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0.90	0.22	614	0.001	0.90	0.0	0.0	5.868	A
B-A	12	3	561	0.021	12	0.0	0.0	6.553	A
C-AB	0	0	621	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	25	6			25				
A-C	0	0			0				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0.75	0.19	615	0.001	0.75	0.0	0.0	5.861	A
B-A	10	2	561	0.017	10	0.0	0.0	6.529	A
C-AB	0	0	621	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	21	5			21				
A-C	0	0			0				

2026 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Foxes Low Road/B1515	T-Junction	Two-way	2.27	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	64	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2026 + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fleet Street B1515		ONE HOUR	✓	360	100.000
B - Foxes Low Road		ONE HOUR	✓	148	100.000
C - Fleet Road B1515		ONE HOUR	✓	338	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fleet Street B1515	B - Foxes Low Road	C - Fleet Road B1515
From	A - Fleet Street B1515	0	65	295
	B - Foxes Low Road	127	0	21
	C - Fleet Road B1515	327	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fleet Street B1515	B - Foxes Low Road	C - Fleet Road B1515
From	A - Fleet Street B1515	0	6	5
	B - Foxes Low Road	1	0	0
	C - Fleet Road B1515	9	26	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	7.74	0.1	A	20	29
B-A	0.33	12.94	0.5	B	117	175
C-AB	0.03	5.95	0.0	A	17	25
C-A					293	440
A-B					60	89
A-C					270	405

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16	4	544	0.030	16	0.0	0.0	6.819	A
B-A	96	24	464	0.206	95	0.0	0.3	9.781	A
C-AB	12	3	735	0.016	12	0.0	0.0	5.949	A
C-A	242	61			242				
A-B	49	12			49				
A-C	222	55			222				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19	5	522	0.037	19	0.0	0.0	7.152	A
B-A	114	29	446	0.256	114	0.3	0.3	10.915	B
C-AB	16	4	758	0.021	16	0.0	0.0	5.768	A
C-A	288	72			288				
A-B	58	15			58				
A-C	265	66			265				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	23	6	489	0.048	23	0.0	0.1	7.729	A
B-A	140	35	420	0.333	139	0.3	0.5	12.885	B
C-AB	22	5	791	0.027	22	0.0	0.0	5.516	A
C-A	350	87			350				
A-B	72	18			72				
A-C	324	81			324				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	23	6	489	0.048	23	0.1	0.1	7.738	A
B-A	140	35	420	0.333	140	0.5	0.5	12.938	B
C-AB	22	5	791	0.027	22	0.0	0.0	5.496	A
C-A	350	87			350				
A-B	72	18			72				
A-C	324	81			324				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	19	5	522	0.037	19	0.1	0.0	7.165	A
B-A	114	29	446	0.256	115	0.5	0.4	10.975	B
C-AB	16	4	758	0.021	16	0.0	0.0	5.716	A
C-A	288	72			288				
A-B	58	15			58				
A-C	265	66			265				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16	4	543	0.030	16	0.0	0.0	6.831	A
B-A	96	24	464	0.206	96	0.4	0.3	9.856	A
C-AB	12	3	735	0.017	12	0.0	0.0	5.924	A
C-A	242	60			242				
A-B	49	12			49				
A-C	222	55			222				

2026 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Foxes Low Road/B1515	T-Junction	Two-way	1.30	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	98	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2026 + Dev	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fleet Street B1515		ONE HOUR	✓	409	100.000
B - Foxes Low Road		ONE HOUR	✓	94	100.000
C - Fleet Road B1515		ONE HOUR	✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fleet Street B1515	B - Foxes Low Road	C - Fleet Road B1515
From	A - Fleet Street B1515	0	121	288
	B - Foxes Low Road	76	0	18
	C - Fleet Road B1515	333	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fleet Street B1515	B - Foxes Low Road	C - Fleet Road B1515
From	A - Fleet Street B1515	0	5	6
	B - Foxes Low Road	3	0	8
	C - Fleet Road B1515	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	7.69	0.0	A	17	25
B-A	0.20	11.29	0.3	B	69	104
C-AB	0.03	5.09	0.0	A	20	30
C-A					298	446
A-B					111	166
A-C					264	397

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	14	3	563	0.024	14	0.0	0.0	7.042	A
B-A	57	14	458	0.124	56	0.0	0.1	9.237	A
C-AB	15	4	731	0.020	14	0.0	0.0	5.088	A
C-A	246	62			246				
A-B	91	23			91				
A-C	217	54			217				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16	4	547	0.030	16	0.0	0.0	7.293	A
B-A	68	17	439	0.155	68	0.1	0.2	10.009	B
C-AB	19	5	754	0.025	19	0.0	0.0	4.967	A
C-A	292	73			292				
A-B	109	27			109				
A-C	259	65			259				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	20	5	523	0.038	20	0.0	0.0	7.690	A
B-A	83	21	413	0.202	83	0.2	0.3	11.273	B
C-AB	26	7	787	0.033	26	0.0	0.0	4.815	A
C-A	355	89			355				
A-B	133	33			133				
A-C	317	79			317				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	20	5	523	0.038	20	0.0	0.0	7.692	A
B-A	83	21	413	0.202	83	0.3	0.3	11.291	B
C-AB	26	7	787	0.033	26	0.0	0.0	4.821	A
C-A	355	89			355				
A-B	133	33			133				
A-C	317	79			317				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16	4	547	0.030	16	0.0	0.0	7.301	A
B-A	68	17	439	0.155	68	0.3	0.2	10.034	B
C-AB	19	5	754	0.025	19	0.0	0.0	4.983	A
C-A	292	73			292				
A-B	109	27			109				
A-C	259	65			259				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	14	3	563	0.024	14	0.0	0.0	7.050	A
B-A	57	14	458	0.124	57	0.2	0.1	9.272	A
C-AB	15	4	732	0.020	15	0.0	0.0	5.095	A
C-A	246	61			246				
A-B	91	23			91				
A-C	217	54			217				

Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.0.2.5947											
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Filename: Kings Road Foxes Low Road Junctions 9.j9

Path: W:\Projects\080-089\087 Ken Parke Planning Consultants\087.0011 Land at Battlefields Lane, Holbeach

Report generation date: 14/01/2021 10:31:29

»2021, AM
»2021, PM
»2026, AM
»2026, PM
»Dev, AM
»Dev, PM
»2026 + Dev, AM
»2026 + Dev, PM

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2021											
Stream B-AC	0.1	8.17	0.10	A	3.01	511 %	0.1	7.40	0.05	A	1.48	865 %
Stream C-AB	0.0	5.74	0.01	A		[Stream B-AC]	0.0	5.72	0.01	A		[Stream B-AC]
	2026											
Stream B-AC	0.1	8.27	0.11	A	3.05	466 %	0.1	7.45	0.05	A	1.49	795 %
Stream C-AB	0.0	5.74	0.01	A		[Stream B-AC]	0.0	5.72	0.01	A		[Stream B-AC]
	Dev											
Stream B-AC	0.2	7.72	0.13	A	6.53	486 %	0.1	7.19	0.06	A	4.35	900 %
Stream C-AB	0.0	5.88	0.02	A		[Stream B-AC]	0.1	6.14	0.05	A		[]
	2026 + Dev											
Stream B-AC	0.3	9.50	0.25	A	5.16	190 %	0.1	8.05	0.12	A	2.80	382 %
Stream C-AB	0.0	5.86	0.03	A		[Stream B-AC]	0.1	6.12	0.07	A		[Stream B-AC]

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. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Land at Battlefields Lane
Location	Holbeach
Site number	
Date	14/01/2021
Version	
Status	
Identifier	
Client	Ken Parke Planning Consultants
Jobnumber	087.0011
Enumerator	AD\CAD.PC
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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)	Run automatically	Relationship type	Relationship
D1	2021	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2021	PM	ONE HOUR	17:00	18:30	15	✓		
D3	2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G26AM
D4	2026	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*G26PM
D5	Dev	AM	ONE HOUR	08:00	09:30	15	✓		
D6	Dev	PM	ONE HOUR	17:00	18:30	15	✓		
D7	2026 + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5
D8	2026 + Dev	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G26AM			1.0788
G26PM			1.0791

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kings Road/Foxes Low Road	T-Junction	Two-way	3.01	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	511	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Foxes Low Road EB		Major
B	Kings Road		Minor
C	Foxes Low Road WB		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 - Foxes Low Road WB	6.00			90.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Kings Road	One lane	2.75	31	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	485	0.088	0.223	0.140	0.319
1	B-C	621	0.095	0.240	-	-
1	C-B	626	0.243	0.243	-	-

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)	Run automatically
D1	2021	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Foxes Low Road EB		ONE HOUR	✓	52	100.000
B - Kings Road		ONE HOUR	✓	45	100.000
C - Foxes Low Road WB		ONE HOUR	✓	35	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Foxes Low Road EB	B - Kings Road	C - Foxes Low Road WB
From	A - Foxes Low Road EB	0	9	43
	B - Kings Road	36	0	9
	C - Foxes Low Road WB	30	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Foxes Low Road EB	B - Kings Road	C - Foxes Low Road WB
From	A - Foxes Low Road EB	0	0	10
	B - Kings Road	0	0	0
	C - Foxes Low Road WB	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	8.17	0.1	A	41	62
C-AB	0.01	5.74	0.0	A	5	7
C-A					27	41
A-B					8	12
A-C					39	59

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	34	8	495	0.068	34	0.0	0.1	7.791	A
C-AB	4	0.98	631	0.006	4	0.0	0.0	5.736	A
C-A	22	6			22				
A-B	7	2			7				
A-C	32	8			32				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	40	10	493	0.082	40	0.1	0.1	7.952	A
C-AB	5	1	633	0.007	5	0.0	0.0	5.733	A
C-A	27	7			27				
A-B	8	2			8				
A-C	39	10			39				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	50	12	490	0.101	49	0.1	0.1	8.172	A
C-AB	6	1	634	0.009	6	0.0	0.0	5.730	A
C-A	33	8			33				
A-B	10	2			10				
A-C	47	12			47				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	50	12	490	0.101	50	0.1	0.1	8.175	A
C-AB	6	1	634	0.009	6	0.0	0.0	5.732	A
C-A	33	8			33				
A-B	10	2			10				
A-C	47	12			47				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	40	10	493	0.082	41	0.1	0.1	7.956	A
C-AB	5	1	633	0.007	5	0.0	0.0	5.733	A
C-A	27	7			27				
A-B	8	2			8				
A-C	39	10			39				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	34	8	495	0.068	34	0.1	0.1	7.804	A
C-AB	4	0.98	631	0.006	4	0.0	0.0	5.738	A
C-A	22	6			22				
A-B	7	2			7				
A-C	32	8			32				

2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kings Road/Foxes Low Road	T-Junction	Two-way	1.48	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	865	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Foxes Low Road EB		ONE HOUR	✓	65	100.000
B - Kings Road		ONE HOUR	✓	23	100.000
C - Foxes Low Road WB		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Foxes Low Road EB	B - Kings Road	C - Foxes Low Road WB
From	A - Foxes Low Road EB	0	26	39
	B - Kings Road	14	0	9
	C - Foxes Low Road WB	43	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Foxes Low Road EB	B - Kings Road	C - Foxes Low Road WB
From	A - Foxes Low Road EB	0	0	11
	B - Kings Road	0	0	0
	C - Foxes Low Road WB	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	7.40	0.1	A	21	32
C-AB	0.01	5.72	0.0	A	5	7
C-A					39	59
A-B					24	36
A-C					36	54

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	17	4	518	0.033	17	0.0	0.0	7.192	A
C-AB	4	0.99	636	0.006	4	0.0	0.0	5.721	A
C-A	32	8			32				
A-B	20	5			20				
A-C	29	7			29				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	21	5	515	0.040	21	0.0	0.0	7.280	A
C-AB	5	1	637	0.008	5	0.0	0.0	5.713	A
C-A	38	10			38				
A-B	23	6			23				
A-C	35	9			35				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	25	6	512	0.050	25	0.0	0.1	7.401	A
C-AB	6	1	640	0.009	6	0.0	0.0	5.705	A
C-A	47	12			47				
A-B	29	7			29				
A-C	43	11			43				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	25	6	512	0.050	25	0.1	0.1	7.401	A
C-AB	6	1	640	0.009	6	0.0	0.0	5.710	A
C-A	47	12			47				
A-B	29	7			29				
A-C	43	11			43				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	21	5	515	0.040	21	0.1	0.0	7.282	A
C-AB	5	1	637	0.008	5	0.0	0.0	5.719	A
C-A	38	10			38				
A-B	23	6			23				
A-C	35	9			35				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	17	4	518	0.033	17	0.0	0.0	7.196	A
C-AB	4	0.99	636	0.006	4	0.0	0.0	5.723	A
C-A	32	8			32				
A-B	20	5			20				
A-C	29	7			29				

2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kings Road/Foxes Low Road	T-Junction	Two-way	3.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	466	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G26AM

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Foxes Low Road EB		ONE HOUR	✓	56	100.000
B - Kings Road		ONE HOUR	✓	49	100.000
C - Foxes Low Road WB		ONE HOUR	✓	38	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Foxes Low Road EB	B - Kings Road	C - Foxes Low Road WB
From	A - Foxes Low Road EB	0	10	46
	B - Kings Road	39	0	10
	C - Foxes Low Road WB	32	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Foxes Low Road EB	B - Kings Road	C - Foxes Low Road WB
From	A - Foxes Low Road EB	0	0	10
	B - Kings Road	0	0	0
	C - Foxes Low Road WB	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.11	8.27	0.1	A	45	67
C-AB	0.01	5.74	0.0	A	5	8
C-A					29	44
A-B					9	13
A-C					43	64

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	37	9	494	0.074	36	0.0	0.1	7.852	A
C-AB	4	1	632	0.007	4	0.0	0.0	5.735	A
C-A	24	6			24				
A-B	7	2			7				
A-C	35	9			35				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	44	11	492	0.089	44	0.1	0.1	8.028	A
C-AB	5	1	633	0.008	5	0.0	0.0	5.732	A
C-A	29	7			29				
A-B	9	2			9				
A-C	42	10			42				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	53	13	489	0.109	53	0.1	0.1	8.270	A
C-AB	6	2	635	0.010	6	0.0	0.0	5.728	A
C-A	35	9			35				
A-B	11	3			11				
A-C	51	13			51				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	53	13	489	0.109	53	0.1	0.1	8.274	A
C-AB	6	2	635	0.010	6	0.0	0.0	5.728	A
C-A	35	9			35				
A-B	11	3			11				
A-C	51	13			51				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	44	11	492	0.089	44	0.1	0.1	8.035	A
C-AB	5	1	633	0.008	5	0.0	0.0	5.734	A
C-A	29	7			29				
A-B	9	2			9				
A-C	42	10			42				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	37	9	494	0.074	37	0.1	0.1	7.864	A
C-AB	4	1	632	0.007	4	0.0	0.0	5.737	A
C-A	24	6			24				
A-B	7	2			7				
A-C	35	9			35				

2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kings Road/Foxes Low Road	T-Junction	Two-way	1.49	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	795	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2026	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*G26PM

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Foxes Low Road EB		ONE HOUR	✓	70	100.000
B - Kings Road		ONE HOUR	✓	25	100.000
C - Foxes Low Road WB		ONE HOUR	✓	52	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Foxes Low Road EB	B - Kings Road	C - Foxes Low Road WB
From	A - Foxes Low Road EB	0	28	42
	B - Kings Road	15	0	10
	C - Foxes Low Road WB	46	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Foxes Low Road EB	B - Kings Road	C - Foxes Low Road WB
From	A - Foxes Low Road EB	0	0	11
	B - Kings Road	0	0	0
	C - Foxes Low Road WB	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	7.45	0.1	A	23	34
C-AB	0.01	5.72	0.0	A	5	8
C-A					42	63
A-B					26	39
A-C					39	58

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	19	5	517	0.036	19	0.0	0.0	7.227	A
C-AB	4	1	636	0.007	4	0.0	0.0	5.718	A
C-A	35	9			35				
A-B	21	5			21				
A-C	32	8			32				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	22	6	514	0.043	22	0.0	0.0	7.322	A
C-AB	5	1	638	0.008	5	0.0	0.0	5.710	A
C-A	41	10			41				
A-B	25	6			25				
A-C	38	9			38				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	27	7	510	0.054	27	0.0	0.1	7.455	A
C-AB	6	2	641	0.010	6	0.0	0.0	5.702	A
C-A	51	13			51				
A-B	31	8			31				
A-C	46	12			46				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	27	7	510	0.054	27	0.1	0.1	7.455	A
C-AB	6	2	641	0.010	6	0.0	0.0	5.704	A
C-A	51	13			51				
A-B	31	8			31				
A-C	46	12			46				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	22	6	514	0.043	22	0.1	0.0	7.327	A
C-AB	5	1	638	0.008	5	0.0	0.0	5.718	A
C-A	41	10			41				
A-B	25	6			25				
A-C	38	9			38				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	19	5	517	0.036	19	0.0	0.0	7.233	A
C-AB	4	1	636	0.007	4	0.0	0.0	5.723	A
C-A	35	9			35				
A-B	21	5			21				
A-C	32	8			32				

Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kings Road/Foxes Low Road	T-Junction	Two-way	6.53	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	486	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Foxes Low Road EB		ONE HOUR	✓	11	100.000
B - Kings Road		ONE HOUR	✓	66	100.000
C - Foxes Low Road WB		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Foxes Low Road EB	B - Kings Road	C - Foxes Low Road WB
From	A - Foxes Low Road EB	0	11	0
	B - Kings Road	34	0	32
	C - Foxes Low Road WB	0	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Foxes Low Road EB	B - Kings Road	C - Foxes Low Road WB
From	A - Foxes Low Road EB	0	0	0
	B - Kings Road	0	0	0
	C - Foxes Low Road WB	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	7.72	0.2	A	61	91
C-AB	0.02	5.88	0.0	A	9	14
C-A					0	0
A-B					10	15
A-C					0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	50	12	540	0.092	49	0.0	0.1	7.327	A
C-AB	8	2	624	0.012	7	0.0	0.0	5.838	A
C-A	0	0			0				
A-B	8	2			8				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	59	15	540	0.110	59	0.1	0.1	7.493	A
C-AB	9	2	624	0.014	9	0.0	0.0	5.855	A
C-A	0	0			0				
A-B	10	2			10				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	73	18	539	0.135	73	0.1	0.2	7.715	A
C-AB	11	3	623	0.018	11	0.0	0.0	5.880	A
C-A	0	0			0				
A-B	12	3			12				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	73	18	539	0.135	73	0.2	0.2	7.718	A
C-AB	11	3	623	0.018	11	0.0	0.0	5.880	A
C-A	0	0			0				
A-B	12	3			12				
A-C	0	0			0				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	59	15	540	0.110	59	0.2	0.1	7.497	A
C-AB	9	2	624	0.014	9	0.0	0.0	5.858	A
C-A	0	0			0				
A-B	10	2			10				
A-C	0	0			0				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	50	12	540	0.092	50	0.1	0.1	7.341	A
C-AB	8	2	624	0.012	8	0.0	0.0	5.838	A
C-A	0	0			0				
A-B	8	2			8				
A-C	0	0			0				

Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kings Road/Foxes Low Road	T-Junction	Two-way	4.35	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Foxes Low Road EB		ONE HOUR	✓	31	100.000
B - Kings Road		ONE HOUR	✓	29	100.000
C - Foxes Low Road WB		ONE HOUR	✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Foxes Low Road EB	B - Kings Road	C - Foxes Low Road WB
From	A - Foxes Low Road EB	0	31	0
	B - Kings Road	15	0	14
	C - Foxes Low Road WB	0	29	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Foxes Low Road EB	B - Kings Road	C - Foxes Low Road WB
From	A - Foxes Low Road EB	0	0	0
	B - Kings Road	0	0	0
	C - Foxes Low Road WB	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	7.19	0.1	A	27	40
C-AB	0.05	6.14	0.1	A	27	40
C-A					0	0
A-B					28	43
A-C					0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	22	5	536	0.041	22	0.0	0.0	7.004	A
C-AB	22	5	620	0.035	22	0.0	0.0	6.011	A
C-A	0	0			0				
A-B	23	6			23				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	26	7	534	0.049	26	0.0	0.1	7.084	A
C-AB	26	7	619	0.042	26	0.0	0.0	6.067	A
C-A	0	0			0				
A-B	28	7			28				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	32	8	532	0.060	32	0.1	0.1	7.192	A
C-AB	32	8	618	0.052	32	0.0	0.1	6.143	A
C-A	0	0			0				
A-B	34	9			34				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	32	8	532	0.060	32	0.1	0.1	7.192	A
C-AB	32	8	618	0.052	32	0.1	0.1	6.143	A
C-A	0	0			0				
A-B	34	9			34				
A-C	0	0			0				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	26	7	534	0.049	26	0.1	0.1	7.085	A
C-AB	26	7	619	0.042	26	0.1	0.0	6.070	A
C-A	0	0			0				
A-B	28	7			28				
A-C	0	0			0				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	22	5	535	0.041	22	0.1	0.0	7.008	A
C-AB	22	5	620	0.035	22	0.0	0.0	6.014	A
C-A	0	0			0				
A-B	23	6			23				
A-C	0	0			0				

2026 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kings Road/Foxes Low Road	T-Junction	Two-way	5.16	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	190	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2026 + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Foxes Low Road EB		ONE HOUR	✓	67	100.000
B - Kings Road		ONE HOUR	✓	115	100.000
C - Foxes Low Road WB		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Foxes Low Road EB	B - Kings Road	C - Foxes Low Road WB
From	A - Foxes Low Road EB	0	21	46
	B - Kings Road	73	0	42
	C - Foxes Low Road WB	32	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Foxes Low Road EB	B - Kings Road	C - Foxes Low Road WB
From	A - Foxes Low Road EB	0	0	10
	B - Kings Road	0	0	0
	C - Foxes Low Road WB	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	9.50	0.3	A	105	158
C-AB	0.03	5.86	0.0	A	15	22
C-A					29	43
A-B					19	29
A-C					43	64

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	86	22	512	0.168	85	0.0	0.2	8.424	A
C-AB	12	3	630	0.019	12	0.0	0.0	5.826	A
C-A	24	6			24				
A-B	16	4			16				
A-C	35	9			35				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	103	26	509	0.202	103	0.2	0.3	8.854	A
C-AB	15	4	631	0.023	14	0.0	0.0	5.842	A
C-A	28	7			28				
A-B	19	5			19				
A-C	42	10			42				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	126	32	505	0.250	126	0.3	0.3	9.482	A
C-AB	18	4	632	0.028	18	0.0	0.0	5.864	A
C-A	35	9			35				
A-B	23	6			23				
A-C	51	13			51				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	126	32	505	0.250	126	0.3	0.3	9.497	A
C-AB	18	4	632	0.028	18	0.0	0.0	5.864	A
C-A	35	9			35				
A-B	23	6			23				
A-C	51	13			51				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	103	26	509	0.202	103	0.3	0.3	8.877	A
C-AB	15	4	631	0.023	15	0.0	0.0	5.842	A
C-A	28	7			28				
A-B	19	5			19				
A-C	42	10			42				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	86	22	512	0.168	86	0.3	0.2	8.464	A
C-AB	12	3	630	0.019	12	0.0	0.0	5.828	A
C-A	24	6			24				
A-B	16	4			16				
A-C	35	9			35				

2026 + Dev , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2026 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kings Road/Foxes Low Road	T-Junction	Two-way	2.80	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	382	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2026 + Dev	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Foxes Low Road EB		ONE HOUR	✓	101	100.000
B - Kings Road		ONE HOUR	✓	54	100.000
C - Foxes Low Road WB		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Foxes Low Road EB	B - Kings Road	C - Foxes Low Road WB
From	A - Foxes Low Road EB	0	59	42
	B - Kings Road	30	0	24
	C - Foxes Low Road WB	46	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Foxes Low Road EB	B - Kings Road	C - Foxes Low Road WB
From	A - Foxes Low Road EB	0	0	11
	B - Kings Road	0	0	0
	C - Foxes Low Road WB	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	8.05	0.1	A	49	74
C-AB	0.07	6.12	0.1	A	34	51
C-A					40	60
A-B					54	81
A-C					39	58

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	41	10	516	0.079	40	0.0	0.1	7.560	A
C-AB	27	7	631	0.043	27	0.0	0.0	5.988	A
C-A	33	8			33				
A-B	44	11			44				
A-C	32	8			32				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	48	12	512	0.094	48	0.1	0.1	7.762	A
C-AB	33	8	632	0.052	33	0.0	0.1	6.040	A
C-A	40	10			40				
A-B	53	13			53				
A-C	38	9			38				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	59	15	506	0.117	59	0.1	0.1	8.047	A
C-AB	41	10	633	0.065	41	0.1	0.1	6.114	A
C-A	48	12			48				
A-B	65	16			65				
A-C	46	12			46				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	59	15	506	0.117	59	0.1	0.1	8.050	A
C-AB	41	10	633	0.065	41	0.1	0.1	6.118	A
C-A	48	12			48				
A-B	65	16			65				
A-C	46	12			46				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	48	12	512	0.095	48	0.1	0.1	7.769	A
C-AB	33	8	632	0.052	33	0.1	0.1	6.048	A
C-A	40	10			40				
A-B	53	13			53				
A-C	38	9			38				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	41	10	516	0.079	41	0.1	0.1	7.575	A
C-AB	27	7	631	0.043	27	0.1	0.1	5.994	A
C-A	33	8			33				
A-B	44	11			44				
A-C	32	8			32				