ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

PROPOSED ALDI FOODSTORE
FLEET STREET, HOLBEACH

TRANSPORT ASSESSMENT

OCTOBER 2022

REPORT NO 45043-001

PROPOSED ALDI FOODSTORE FLEET STREET, HOLBEACH

TRANSPORT ASSESSMENT

Aldi UK

Draft Issue

Project no: 45043

Date: October 2022

Andrew Moseley Associates

51A St Paul's Street

Leeds, LS1 2TE

www.amatp.co.uk

info@amatp.co.uk

QUALITY MANAGEMENT

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Draft Issue			
Date	07.10.22			
Prepared	MHT			
Checked	JF			
Authorised	AMM			

PRODUCTION TEAM

AMA	
Associate	Alex McGarrell
Senior Transport Planner	Jacky Fitzpatrick
Transport Planner	Matthew Taylor

TABLE OF CONTENTS

1 INTRODUCTION 1

1.1 OVERVIEW 1

1.2 REPORT STRUCTURE 2

2 POLICY BACKGROUND 3

2.1 NATIONAL POLICY 3

2.2 LOCAL POLICY 4

3 EXISTING CONDITIONS 6

3.1 SITE LOCATION 6

3.2 LOCAL HIGHWAY NETWORK 6

3.3 TRAFFIC BASE FLOWS 7

3.4 EXISTING JUNCTION CAPACITY ANALYSIS 7

3.5 PERSONAL INJURY COLLISION RECORDS 9

4 EXISTING SUSTAINABLE TRANSPORT PROVISION 10

4.1 INTRODUCTION 10

4.2 WALKING ACCESSIBILITY 10

4.3 CYCLING ACCESSIBILITY 11

4.4 PUBLIC TRANSPORT 11

4.5 SUMMARY 12

5 DEVELOPMENT PROPOSALS 13

5.1 DEVELOPMENT PROPOSAL AND SITE LAYOUT 13

5.2 PROPOSED ACCESS AND SERVICING ARRANGEMENTS 13

5.3 PARKING 14

6 ASSESSMENT PARAMETERS 15
6.1 INTRODUCTION 15
6.2 TRAFFIC BASE FLOWS 15
6.3 ASSESSMENT YEARS 15
6.4 TRAFFIC GROWTH 15
6.5 COMMITTED DEVELOPMENTS 15
6.6 DEVELOPMENT TRAFFIC GENERATION 16
6.7 TRIP TYPE ASSUMPTIONS 16
6.8 DEVELOPMENT TRAFFIC DISTRIBUTION AND ASSIGMENT 17
6.9 PRIMARY TRANSFER TRIPS 18
6.10 PASS-BY TRIPS 18
6.11 TOTAL DEVELOPMENT TRIP GENERATION 18
6.12 SUMMARY 19
7 FUTURE DEVELOPMENT IMPACTS 20
7.1 INTRODUCTION 20
7.2 SUMMARY 24
8 SUMMARY 25
FIGURES 26
APPENDICES 27

TABLES

Table 3-1 – Foxes Low Road / B1515 Fleet Road – 2022 Scenario Results 7

Table 3-2 – North Parade / B1515 Fleet Road / Dam Gate / B1515 Fleet Street – 2022 Scenario Results 8

Table 3-3 – Edinburgh Walk / B1515 Fleet Street – 2022 Scenario Results 8

Table 4-1 - Local Bus Services 11

Table 6-1 – East Lindsey 011 - Traffic Growth Factors 15

Table 6-2 – Proposed Aldi Food Store Trip Rates and Generation 16

Table 6-4 – Proposed Development – Trip Types 17

Table 6-5 – Assignment by Route Choice 17

Table 6-6 – Trade Draw Figure 18

Table 7-1 – B1515 Fleet Street / Site Access – 2027 + Development Scenario Results 20

Table 7-2 – Foxes Low Road / B1515 Fleet Road – 2027 Scenario Results 21

Table 7-3 – North Parade / B1515 Fleet Road / Dam Gate / B1515 Fleet Street – 2027 Scenario Results 22

Table 7-4 – Edinburgh Walk / B1515 Fleet – 2027 Scenario Results 23

Table 7-5 – Park Road / B1515 / B1168 Boston Road South – Net Trip Generation 24

FIGURES

Figure 1 – Site Location Plan

Figure 2 – 2022 Surveyed Traffic Flows

Figure 3 – PIC Plot

Figure 4 – 2km Walking Isochrone

Figure 5 – Public Rights of Way Map

Figure 6 – 5km Cycling Isochrone

Figure 7 – Cycle Network Map

Figure 8 – Bus Stop Location Plan

Figure 9 – 2027 Base Traffic Flows

Figure 10 – Predicted Trip Distribution

Figure 11 – Primary Transferred Trip Generation

Figure 12 – Pass-by Trip Generation

Figure 13 – 2027 Base + Development Traffic Flows

APPENDICES

Appendix A – Proposed Site Layout

Appendix B – JUNCTIONS9 Modelling Outputs

Appendix C – Site Access Design

Appendix D – Site Access Visibility Splays

Appendix E – Swept Path Analysis

Appendix F –TRICS Data

1 INTRODUCTION

1.1 OVERVIEW

1.1.1 Andrew Moseley Associates (AMA) has been commissioned by Aldi (UK) to prepare a Transport Assessment (TA) and Interim Travel Plan (ITP) in support of a full planning application for an Aldi foodstore on land located to the south of B1515 Fleet Street, Holbeach. The proposed site layout plan is attached at **Appendix A**.

1.1.2 The Local Planning Authority (LPA) is South Holland District Council (SHDC) and the Local Highway Authority (LHA) is Lincolnshire County Council (LCC).

1.1.3 The site currently consists of industrial sheds that are accessed via an existing access with B1515 Fleet Street to the north of the site. The site is situated on land to the south of B1515 Fleet Street and is approximately 500m to the east of the centre of Holbeach. The location of the site is illustrated in **Figure 1**.

1.1.4 The proposed site is bound to the north by B1515 Fleet Street; and to the east, south and west by residential dwellings.

1.1.5 The application site will be accessed by all modes of transport, including deliveries, via a new priority-controlled T-junction with B1515 Fleet Street. The access will be located slightly east of the existing access location and would see the provision of a formalised site access junction, providing a betterment over the existing site access arrangement. A detailed site layout plan is attached at **Appendix A**.

1.1.6 The purpose of this report is to review the local highway network and the sustainable accessibility of the proposed development and to assess the development proposals in a local transport context.

1.1.7 This TA has been prepared with reference to the Department for Communities and Local Government National Planning Policy Framework (NPPF) which was revised in July 2021, and the Planning Practice Guidance (PPG).

1.1.8 This TA will demonstrate that the site is well served by existing sustainable transport provision and is accessible to a range of key services and facilities.

1.1.9 The TA will also demonstrate that the traffic generated by the proposed development can be accommodated on the surrounding road network without resulting in a severe impact in accordance with the NPPF.

1.1.10 A TP has also been prepared which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use.

1.2 REPORT STRUCTURE

1.2.1 The structure of the report is set out as follows;

- **Section 2** – outlines the policy background at a national and local level;
- **Section 3** – provides a description of the highway network surrounding the site, details of the existing traffic flows, a review of the personal injury accident records and the results of the baseline junction assessments;
- **Section 4** – examines the accessibility of the site by sustainable modes of travel and also considers the accessibility of a range of key services and facilities;
- **Section 5** – describes the site location development proposals with regard to the proposed quantum of development, the proposed means of access to the site and also the proposed parking provision;
- **Section 6** – summarises the assessment parameters and trips rates that have been adopted within this TA;
- **Section 7** – examines the impact of development traffic on the local highway network and presents the results of the future year junction assessments to determine the potential impact of the proposals; and
- **Section 8** – provides a summary of the TA.

2 POLICY BACKGROUND

2.1 NATIONAL POLICY

2.1.1 The National Planning Policy Framework (NPPF) came into effect in 2012. The document was designed to supersede and simplify previous national planning documents and their policies. A revised version of the NPPF was published in July 2018. The revision implements around 85 reforms announced previously through the Housing White Paper, the planning for the right homes in the right places consultation and the draft revised NPPF consultation. A further update was made in July 2021.

2.1.2 The preparation of this TA is consistent with national transport policy guidance set out in the NPPF which advocates the submission of such documents to support applications for new developments which generate traffic movements.

2.1.3 The NPPF states under the subheading 'Considering development proposals' that:

> *'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;*
>
> *c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; 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 (Paragraph 110).*
>
> *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 (Paragraph 111).*
>
> *Within this context, applications for development should:*
>
> *a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
>
> *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
>
> *c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
>
> *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (Paragraph 112).

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 Paragraph 113).'

2.1.4 **Section 3** of this report highlights the existing sustainable travel modes within the vicinity of the site and demonstrates that the development will be well suited to this location.

2.1.5 **Section 7** of this report assesses the traffic associated with the development on the surrounding road network and will identify mitigation measures where necessary to ensure that the impact of the development is not severe.

2.1.6 The Government's objectives set out in the revised NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.

2.2 LOCAL POLICY

Fourth Lincolnshire Local Transport Plan

2.2.1 The Fourth Local Transport Plan (LTP4) for Lincolnshire County Council covers the period between 2013 and 2023. The Fifth Local Transport Plan which will supersede this document is currently being developed and is at the consultation stage. LTP4 sets out the key challenges that it will face concerning the environmental impacts of transport use as:

- Supporting growth and the local economy;
- Improving access to employment, training and key services; and
- Contributing to a healthier community.

2.2.2 LTP4 draws a specific focus on encouraging walking and cycling as sustainable modes of transport. In addition to facilitating these modes of transport, LTP4 seeks to improve road safety and reduce health impacts of transport, including vehicle emissions and noise pollution.

2.2.3 The objectives of the Transport Plan are set out as follows:

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

South East Lincolnshire Local Plan 2011 - 2036

2.2.4 The South East Lincolnshire Local Plan was adopted in 2019 and is the core strategy for the area, setting out the vision and strategic policies for growth and development up to 2036.

2.2.5 The strategy sets out a number of 'Strategic Priorities' which are set out below:

- **Sustainable Development**
- To deliver sustainable development in South East Lincolnshire that seeks to meet the social and economic needs of the area, whilst protecting and enhancing its environment for the enjoyment of future generations.
- To ensure that the scale, distribution and type of new development is sustainably located to take account of flood risk across South East Lincolnshire.
- To ensure that development contributes to the provision of necessary physical, social and green infrastructure to deliver planned levels of growth at the right time and to mitigate its impacts on existing communities and the environment.
- **Economy**
- To provide the right conditions and sufficient land in appropriate locations to help diversify and strengthen the economic base of South East Lincolnshire to meet the needs of existing businesses, to attract new businesses and sources of employment, and to maximise the potential historic and environmental assets can have for sustainable tourism.
- To protect a mutually-supportive hierarchy of vibrant self-contained town centres and secure their enhancement by promoting an appropriate mix and scale of retail, leisure and other town centre uses and by maximising opportunities for regeneration.
- **Environment**
- To conserve and enhance South East Lincolnshire's natural and historic environment and to promote greater access and understanding of assets through new development.
- To minimise the impact of and adapt to climate change by making more sustainable use of land and resources, reducing exposure to flood risk, promoting sustainable development and reducing human exposure to environmental risks.
- To promote the more efficient use of land, prioritise the re-use of previously developed land and to minimise the loss of South East Lincolnshire's high quality agricultural land by developing in sustainable locations, at appropriate densities.
- To provide equal opportunities for everyone who lives, visits, works and invests in South East Lincolnshire by helping to create more sustainable communities, reduce locational disadvantage and upgrade a range of community facilities recognising that these all contribute to the fulfilment, health and well-being of residents and visitors alike.
- **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 EXISTING CONDITIONS

3.1 SITE LOCATION

3.1.1 The site currently consists of industrial sheds that are accessed via an existing access with B1515 Fleet Street to the north of the site. The site is situated on land to the south of B1515 Fleet Street and is approximately 500m to the east of the centre of Holbeach. The location of the site is illustrated in **Figure 1**.

3.1.2 The proposed site is bound to the north by B1515 Fleet Street; and to the east, south and west by residential dwellings.

3.2 LOCAL HIGHWAY NETWORK

3.2.1 B1515 Fleet Street from which the site would be accessed is a single carriageway two-way road which is subject to a 40mph speed restriction. The carriageway is bound on both sides by pedestrian footways and is street lit. The carriageway runs in an east – west alignment and provides vehicular travel through the centre of Holbeach to the west. Along its length, the carriageway provides direct access to a number of dwellings and businesses as well as access to a number of smaller residential roads.

3.2.2 Approximately 550m to the west of the site access, B1515 Fleet Street meets with Park Road / B1168 Boston Road South / B1515 West End via a traffic-signal controlled five-arm junction which is a central junction within Holbeach. From here, the B1515 continues west as West End before meeting with A151 via a priority controlled four-arm roundabout after approximately 1.2km. From here, the A151 provides travel towards the residential areas of Whaplode and Weston before meeting with the A16 just east of Spalding (c. 10km).

3.2.3 Forming the northern and southern arm of the junction, the B1168 carriageway provides access to the residential areas to the south of Holbeach as well as travel north through the northern residential areas of Holbeach before connecting with the A17 after approximately 1.1km via a priority-controlled four-arm roundabout with Boston Road North / A17.

3.2.4 The A17 forms a is a single carriageway road that forms a by-pass around Holbeach which provides vehicular travel east towards Fleet Hargate and further to Kings Lynn as well as north – west towards Sleaford and beyond to Newark-on-Trent.

3.2.5 Returning to the site access location with B1515 Fleet Street, Fleet Street continues east through the eastern extent of Holbeach. To the east of Holbeach, the carriageway provides travel towards Fleet Hargate which is bound to the north by a pedestrian footway that connects the two residential areas.

3.2.6 It is therefore considered that the site is located within a good location in terms of its proximity to a large residential area as well as within a close proximity to a number of 'A' roads that provide travel towards a number of key towns and locations in the local area.

3.3 TRAFFIC BASE FLOWS

3.3.1 To determine the highway network peak hours, traffic counts were undertaken on the local highway network at the junctions identified to experience an increase of more than thirty two-way trips in the network peak periods, including queue length surveys for validation during the typical network peaks. The surveys were undertaken at the following junctions:

- Foxes Low Road / B1515 Fleet Road priority junction;
- North Parade / B1515 Fleet Road / Dam Gate / B1515 Fleet Street staggered crossroads; and
- Edinburgh Walk / B1515 Fleet Street T-junction.

3.3.2 The resultant 2022 peak hour flows have been identified as shown below:

- Friday network AM peak hour between 08:00 and 09:00;
- Friday network PM peak hour between 16:45 and 17:45; and
- Saturday network peak hour between 11:30 and 12:30.

3.3.3 Details of the resultant 2022 Surveyed Traffic Flows are set out at **Figure 2**.

3.4 EXISTING JUNCTION CAPACITY ANALYSIS

3.4.1 To determine existing highway capacities at the local junctions upon which the development generated flows are predicted to increase by more than 30 two-way trips, models of the existing junctions identified above have been prepared to assess the 2022 base traffic flow scenario.

3.4.2 JUNCTIONS 9 software has been used to assess the capacity of the priority T-junctions. This analyses the maximum Ratio of Flow to Capacity (RFC) values for the peak hours and the maximum queue length in passenger car units (PCUs).

3.4.3 A summary of the 2022 Base modelling results is provided in **Tables 3-1 – 3-3**. The detailed modelling outputs are in **Appendix B**. The models have been validated against the queue length surveys to ensure that they represent the existing situation.

Foxes Low Road / B1515 Fleet Road – JUNCTIONS 9 Results

3.4.4 **Table 3-1** sets out the operational capacity at the Foxes Low Road / B1515 Fleet Road priority-controlled junction.

Table 3-1 – Foxes Low Road / B1515 Fleet Road – 2022 Scenario Results

Arm	AM Peak		PM Peak		SAT Peak	
	RFC	Queue	RFC	Queue	RFC	Queue
Foxes Low Road left to B1515 Fleet Road	0.06	0	0.03	0	0.01	0
Foxes Low Road right to B1515 Fleet Road	0.17	0	0.15	0	0.12	0
B1515 Fleet Road ahead / right to Foxes Low Road	0.03	0	0.04	0	0.02	0

3.4.5 **Table 3-1** identifies that all arms at the Foxes Low Road / B1515 Fleet Road priority-controlled junction are operating within the junction's theoretical capacity, with no queuing occurring in accordance with those observed during the survey in the Friday AM, PM and Saturday peak periods.

North Parade / B1515 Fleet Road / Dam Gate / B1515 Fleet Street – JUNCTIONS 9 Results

3.4.6 **Table 3-2** sets out the operational capacity at the North Parade / B1515 Fleet Road / Dam Gate / B1515 Fleet Street priority-controlled staggered crossroads.

Table 3-2 – North Parade / B1515 Fleet Road / Dam Gate / B1515 Fleet Street – 2022 Scenario Results

Arm	AM Peak		PM Peak		SAT Peak	
	RFC	Queue	RFC	Queue	RFC	Queue
B1515 Fleet Road (E)	0.15	0	0.11	0	0.06	0
Dam Gate	0.11	0	0.10	0	0.13	0
B1515 Fleet Street (W)	0.09	0	0.10	0	0.10	0
North Parade	0.02	0	0.02	0	0.01	0

3.4.7 **Table 3-2** identifies that all arms at the North Parade / B1515 Fleet Road / Dam Gate / B1515 Fleet Street priority-controlled staggered crossroads are operating within the junction's theoretical capacity, with no queuing occurring in accordance with those observed during the survey in the Friday AM, PM and Saturday peak periods.

Edinburgh Walk / B1515 Fleet Street – JUNCTIONS9 Results

3.4.8 **Table 3-3** sets out the operational capacity at the Edinburgh Walk / B1515 Fleet Street priority-controlled T-junction.

Table 3-3 – Edinburgh Walk / B1515 Fleet Street – 2022 Scenario Results

Arm	AM Peak		PM Peak		SAT Peak	
	RFC	Queue	RFC	Queue	RFC	Queue
Edinburgh Walk left to B1515 Fleet Street	0.17	0	0.13	0	0.06	0
Edinburgh Walk right to B1515 Fleet Street	0.16	0	0.10	0	0.08	0
B1515 Fleet Street ahead / right to Edinburgh Walk	0.02	0	0.03	0	0.03	0

3.4.9 **Table 3-3** identifies that all arms at the Edinburgh Walk / B1515 Fleet Street priority-controlled T-junction are operating within the junction's theoretical capacity, with queuing occurring in accordance with those observed during the survey in the Friday AM, PM and Saturday peak periods.

3.5 PERSONAL INJURY COLLISION RECORDS

3.5.1 Accident data has been obtained from the CrashMap database for the period 2017 – 2021, providing the latest 5 years accident data available.

3.5.2 The reviewed study area includes the length B1515 Fleet Street within the vicinity of the site access as well as the carriageway that connects the following junctions:

- Foxes Low Road / B1515 Fleet Road / B1515 Fleet Street T-junction;
- North Parade / B1515 Fleet Street / Dam Gate crossroads; and
- Edinburgh Walk / B1515 Fleet Streets T-junction.

3.5.3 Within the study area, a total of five slight collisions were recorded and two serious collision which are set out in further detail below. The collision plot is attached at **Figure 3**.

- Foxes Low Road / B1515 Fleet Road T-junction;
  - One slight collision was recorded in November 2019 and involved one vehicle, resulting in one casualty. The collision occurred at the B1515 Fleet Road right turn onto Foxes Low Road.
  - One slight collision was recorded to the west of the Foxes Low Road T-junction in January 2018 and involved two vehicles, resulting in one casualty. The collision occurred on the eastbound carriageway.
- B1515 Fleet Street;
  - A serious collision was recorded in November 2019 on the westbound carriageway of B1515 Fleet Street. The collision involved a vehicle and resulted in serious injuries to a pedestrian.
- North Parade / B1515 Fleet Street / Dam Gate
  - One slight collision was recorded in January 2020 and involved a vehicle and a pedal cycle, resulting in slight injuries to the pedal cyclist which was detailed as being a child.
- B1515 Fleet Street;
  - One slight collision was recorded in October 2017 and involved two vehicles, resulting in one casualty.
- Edinburgh Walk / B1515 Fleet Street
  - A serious collision was recorded to the west of the T-junction in December 2017. The collision involved one vehicle, resulting in three casualties and was detailed as having been a young driver.
  - A slight collision was also record to the west of the T-junction in January 2017. The collision involved one vehicle, resulting in one casualty.

3.5.4 Based on the highly infrequent nature of PICs within the vicinity of the site and on the local highway network, it is considered that further analysis of accident data is not required. The collision data set out on CrashMap identifies no accident hotspots and identifies no highways safety concerns within the vicinity of the site.

4 EXISTING SUSTAINABLE TRANSPORT PROVISION

4.1 INTRODUCTION

4.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.

4.1.2 The site has a good level of accessibility by sustainable modes of transport which will encourage the use of alternative modes of travel.

4.1.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

4.2 WALKING ACCESSIBILITY

4.2.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to walking:

> *"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Para 74)*

4.2.2 Walking is recognised as the most important mode of travel at a local level in that it offers the greatest potential to replace short car trips, particularly those under two kilometres. As such, consideration has been given to the existing pedestrian facilities in the vicinity of the proposed development. A plan showing the 2km walking catchment from the centre of the site is attached in **Figure 4.**

4.2.3 The plan attached at **Figure 4** shows that areas within the 2km catchment area includes the entirety of Holbeach, with the exception of a small number of residential dwellings to the western extent of the town. The 2km catchment area provides access to a large residential catchment, providing a feasible means of access by foot for both employees and customers. Within the catchment, there are also a number of public transport services that are accessible by foot.

4.2.4 Footways are present along both sides of the B1515 Fleet Street carriageway from which the site would be accessed, with footways bounding both sides of the proposed access carriageway. The footway network continues into Holbeach and provides access to the residential areas within the vicinity of the site.

4.2.5 There are also Public Rights of Way (PRoW) within the vicinity of the site throughout Holbeach and connecting to the nearby residential areas. The PRoW's located within the vicinity of the application site providing safe off-road options for pedestrians as set out in **Figure 5**.

4.3 CYCLING ACCESSIBILITY

4.3.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to cycling:

> *"Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport" (Para 77)*

4.3.2 Cycling has the potential to substitute for short car trips, particularly less than five kilometres. As such, those areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. The plan attached at **Figure 6** shows the 5km cycling catchment from the site. The plan identifies the entirety of Holbeach as well as the surrounding residential settlements of: Fleet Hargate. Whaplode, Gedney, and Saracen's Head are situated within a 5km catchment area of the proposed development.

4.3.3 Within the vicinity of the site frontage, B1515 Fleet Street forms part of the National Cycle Route EV121. Locally, this provides a cycle route through the centre of Holbeach as well as east towards Fleet Hargate and Gedney. The route therefore provides a cycle connection to a number of residential areas. The cycle routes are set out in **Figure 7**.

4.4 PUBLIC TRANSPORT

4.4.1 The proposed development site is located within proximity of the bus facilities situated either side of the site on B1515 Fleet Street. The bus stops are accessible via the existing pedestrian infrastructure and are set out in further detail below.

Bus Services

4.4.2 There are bus stops located approximately 110m to the east of the site and 230m to the west of the site access junction with B1515 Fleet Street. The stops are located on either side of the carriageway and are provided as simple flag and post stops with raised boarding kerbs and timetabling information to the east of the site. To the west of the site, the stops are provided with sheltered seating and timetabling information as well as a bus layby for the westbound stop.

4.4.3 The stops are accessible via the existing pedestrian infrastructure and are set out within **Figure 8** as well as walking routes from the site to each stop. The buses that serve the stops and the frequencies of the buses are summarised in **Table 4-1**.

Table 4-1 - Local Bus Services

Service	Route	Monday – Friday	Saturday	Sunday
505	Kings Lynn – Spalding	Every 30 mins 06:22 – 20:05	Every 30 mins 07:22 – 20:05	Every 60 mins 09:08 – 19:05
505H	Holbeach Callconnect	Every 60 mins 08:00 – 19:00	Every 60 mins 08:00 – 18:00	-
NG1	Sutton Bridge – Spalding	One AM and on PM service	-	-
S125S	Weston – Boston	One AM and on PM service	-	-

4.4.4 **Table 4-1** sets out that the bus stops provide access to four services which provide services towards Kings Lynn, Spalding, Long Sutton and Whaplode at a regular frequency of approximately three buses per hour Monday – Saturday and one bus per hour on Sundays.

4.5 SUMMARY

4.5.1 A review of the existing facilities for access to the site by a range of non-car modes has been carried out. It is considered that the existing pedestrian facilities within the vicinity of the site are of a high quality. There are also good quality public transport links within the vicinity of the site, albeit not within the recommended 400m walking catchment.

4.5.2 It is considered that the sustainable transport links are of good quality. The site is therefore considered to be in a sustainable location for access by non-car modes and in line with local and national planning policy.

5 DEVELOPMENT PROPOSALS

5.1 DEVELOPMENT PROPOSAL AND SITE LAYOUT

5.1.1 The development proposals are for a 1,315m2 Retail Floor Area (RFA) Aldi retail unit with associated site access, servicing arrangements and parking. It is proposed that a delivery area will be situated to the west of the building via the same site access point for general traffic, with a turning area provided to the south of the proposed store within the staff parking area.

5.1.2 The proposed site layout is attached at **Appendix A**.

5.2 PROPOSED ACCESS AND SERVICING ARRANGEMENTS

5.2.1 Customer vehicular, walking and cycling access is provided at the northern extent of the site via a new access point, forming a priority-controlled junction with B1515 Fleet Street. The site access would be located approximately 10m to the east of the existing access that serves existing industrial site. The access arrangements are shown on the proposed site layout plan at **Appendix A**.

5.2.2 The proposed T-junction access arrangements will include a 7.4m wide carriageway and 6m radii's. For pedestrian access, dropped kerb and tactile paving facilities will be provided at the new site access to facilitate pedestrians crossing the site access. The pedestrian footway bounding the eastern access radius will not be continued into the site, ensuring no conflicting pedestrian movements with the vehicles accessing / egressing the car parking area. The proposed site access design is set out in drawing no. AMA-45032-SK001 and is attached at **Appendix C**.

5.2.3 A pedestrian footpath will connect with the existing pedestrian footway to the west of the proposed site access location, continuing south towards the foodstore, with a zebra crossing connecting to the site frontage.

5.2.4 Visibility splays from the site access are in accordance with Manual for Streets (MfS) standards for a 30mph speed limit to the east and west of the site access at 2.4m x 43m to the nearside kerb. The proposed site access visibility splays are set out in drawing no. AMA-45043-002 are set out in **Appendix D**.

5.2.5 The proposed development would be served by a dedicated servicing area to the west of the store accessed via the customer car park, sharing the proposed site access with the turning area provided within the staff parking area. The delivery area has been assessed to ensure suitability of servicing and accommodation of a UK maximum standard (16.5m) articulated HGV and private refuse collection vehicle.

5.2.6 **Appendix E** shows the swept path of an articulated vehicle accessing and egressing the service area for the proposed Aldi development. The drawing demonstrates that the vehicle can satisfactorily access and egress the site in forward gear. It is therefore considered that the proposed service arrangements are satisfactory to accommodate the proposed retail development. Deliveries would be managed to ensure minimal conflicts with other site users.

5.3 PARKING

5.3.1 Based on the Gross Internal Area (GIA) of 1,784m2, a total of 127 parking spaces are required in line with Aldi's operational requirements.

5.3.2 It is proposed that a total of 127 parking spaces are provided on site, including; six Parent and Child (P&C) spaces and six disabled spaces. There are four active Electric Vehicle Charging Points (EVCP) of which two are accessible bays. A further twenty-two passive EVCP bays have been designed into the scheme for use in the future. Seventeen of the parking spaces are for staff parking and will be provided to the south of the foodstore in a designated parking area.

5.3.3 Aldi provide larger than standard bays with dimensions of 2.5m x 5m in order to enhance the operation of the car park for customers. The level of parking proposed is based on Aldi's operational requirements through their experience at other stores of comparable size in similar locations.

5.3.4 The scheme proposes eight cycle spaces in the form of four 'Sheffield' cycle hoops.

5.3.5 As detailed on the site layout plan attached at **Appendix A**, the disabled parking, P&C and cycle spaces are located within close proximity to the Aldi main building entrance.

6 ASSESSMENT PARAMETERS

6.1 INTRODUCTION

6.1.1 This section sets out the methodology and assessment parameters used in assessing the proposed development and its potential impact on the highway network.

6.2 TRAFFIC BASE FLOWS

6.2.1 As set out within **Section 3** of this TA, capacity assessments of the following junctions have been undertaken for the future year 2027 base with and without development scenarios for the following junctions:

- Foxes Low Road / B1515 Fleet Road junction;
- North Parade / B1515 Fleet Road / Dam Gate / B1515 Fleet Street staggered crossroads; and
- Edinburgh Walk / B1515 Fleet Street T-junction.

6.3 ASSESSMENT YEARS

6.3.1 A horizon period of five years has been assessed after the lodging of the planning application to create a future year scenario of 2027. This allows time for the store to be constructed and to become operational.

6.4 TRAFFIC GROWTH

6.4.1 The National Traffic Model (NTM) within the TEMPRO software package has been interrogated to provide local growth factors for MSOA area South Holland 003 the area in which the development site is located. The resultant growth factors are set out below in **Table 6-1**.

Table 6-1 – East Lindsey 011 - Traffic Growth Factors

	AM Peak	PM Peak	Saturday
2022 - 2027	1.0742	1.0747	1.0802

6.4.2 These growth factors have been applied to the 2022 Base flows. The resultant 2027 Base flows are illustrated at **Figure 9**.

6.5 COMMITTED DEVELOPMENTS

6.5.1 As part of the pre-application process, any committed developments within the vicinity of the site were requested from SHDC. There were no committed developments outlined by SHDC; therefore, no committed developments have been considered on top of the background traffic growth set out in **Section 6.4**.

6.6 DEVELOPMENT TRAFFIC GENERATION

6.6.1 To determine the predicted trip generation associated with the Aldi foodstore, the TRICS database has been interrogated, considering discount foodstores in Edge of Town Centre and Edge of Town locations. The TRICS output is attached at **Appendix F.**

6.6.2 The time periods of 09:00 to 10:00 for the AM Peak, 16:00 to 17:00 for the PM Peak and 13:00 to 14:00 have been selected for assessment. Although these weekday TRICS peaks do not mirror the surveyed time periods set out in **Section 3.2**, analysis of these trip rates ensure that a worst-case peak hour is considered.

6.6.3 The vehicle trip rates derived are summarised in **Table 6-2** and factored per 100m2 GFA.

Table 6-2 – Proposed Aldi Food Store Trip Rates and Generation

	AM Peak		PM Peak		Saturday	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip Rate	7.775	6.796	9.676	10.919	9.867	10.067
Trip Generation	102	89	127	144	130	132

6.6.4 **Table 6-2** demonstrates that the development proposals are forecast to generate the following vehicular trips during the highway network peak hours:

- Friday AM Peak – 102 Arrivals and 89 Departures – 192 Two-Way Trips
- Friday PM Peak – 127 Arrivals and 144 Departures – 271 Two-Way Trips
- Saturday Peak – 130 Arrivals and 132 Departures – 262 Two-Way Trips

6.6.5 Whilst the site currently consists of an industrial use, the trips associated with the existing use have not been discounted as part of the trip generation exercise. This ensures a robust approach and ensures a worst-case scenario has been assessed.

6.7 TRIP TYPE ASSUMPTIONS

6.7.1 For the purposes of the assessment of the Aldi foodstore, the following proportions are:

- Friday AM Peak – Pass-By Trips 30% and Primary Transferred 70%;
- Friday PM Peak – Pass-By Trips 30% and Primary Transferred 70%; and
- Saturday Peak – Pass-By Trips 10% and Primary Transferred 90%.

6.7.2 The above trip types are considered to provide a robust analysis of the proposed development while ensuring that the assessment constitutes a realistic representation of future customer travel behaviour.

6.7.3 The proportion of trips based on the assumed trip rate types for the Aldi foodstore is summarised in **Table 6-4**.

Table 6-3 – Proposed Development – Trip Types

	Pass-by		Primary Transferred		Total	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Friday AM	31	27	72	63	102	89
Friday PM	38	43	89	101	127	144
Saturday	13	13	117	119	130	132

6.7.4 The trip generations identified in the table above will be assigned onto the surrounding network in order to consider the impact on the surrounding network.

6.8 DEVELOPMENT TRAFFIC DISTRIBUTION AND ASSIGMENT

6.8.1 In order to assess where customers will visit the site from, the distribution has been calculated using analysis to assess the level of housing density within a ten-minute drive time of the site.

6.8.2 The route choice of customers to access the proposed development from within a ten-minute drive time of the site are shown in **Table 6-5** and the distribution diagram is attached at **Figure 10**.

Table 6-4 – Assignment by Route Choice

Route ID	Route Choice	Proportion of Customers Using Route (%)
A	A17 Washaway Road	25%
B	B1515 Fleet Street (E)	6%
C	Dam Gate	3%
D	North Parade	5%
E	Edinburgh Walk	16%
F	Chapel Street	8%
G	B1168 Boston Road South (S)	8%
H	B1515 West End	22%
I	B1168 Boston Road South (N)	7%

6.9 PRIMARY TRANSFER TRIPS

6.9.1 In order to assess where customers will visit the site from, the figures within the Retail Impact Assessment (RIA) submitted as part of this planning application have been used. The RIA includes figures on where trade will be drawn from within a ten-minute drive time of the site. The RIA trade draw figures shown in **Table 6-6**.

Table 6-5 – Trade Draw Figure

Zone	Retail Offering	Trade Draw
1 – Primary Catchment	Tesco Superstore, Holbeach	40.0%
1 – Primary Catchment	Holbeach Town Centre Stores	0.5%
1 – Primary Catchment	Co-op, Holbeach	1.0%
Zone 2	Stores north of Holbeach (Boston)	4.0%
Zone 2	Stores east of Holbeach (Long Sutton, Kings Lynn, Wisbech)	4.9%
Zone 2	Stores south of Holbeach (Peterborough)	4.3%
Zone 2	Stores west of Holbeach (Spalding)	45.4%

6.9.2 The primary transfer trips set out within **Table 6-4** have been added to the surrounding road network based on the traffic distribution in **Table 6-5** and the trade draw figures in **Table 6-6**. Where trips previously passed through junctions to visit existing retail destinations now transfer to the proposed site, resulting in negative figures on some movements.

6.9.3 The route choice of trips to the previous retail destinations (Zones) and the proposed site is based on the likely route a customer would take.

6.9.4 The total primary transfer trips for the Friday AM, PM and Saturday peak are attached at **Figure 11**. The calculations which support the primary transfer trips can be provided to SHDC upon request.

6.9.5 The calculations which support the primary transfer trips can be provided to SHDC upon request.

6.10 PASS-BY TRIPS

6.10.1 The pass-by trips have been assigned at the proposed site access junction based on the existing proportional split of westbound / eastbound traffic. The total pass-by trips for the Friday AM, PM and Saturday peak are attached at **Figure 12**.

6.11 TOTAL DEVELOPMENT TRIP GENERATION

6.11.1 The primary transfer trips at **Figure 11** and the pass-by trips at **Figure 12** have been combined with the 2027 Base flows at **Figure 9**. The resultant 2027 Base + Development flows are attached at **Figure 13**.

6.12 SUMMARY

6.12.1 Trip generation for the proposed development has been obtained from the TRICS database for a similar discount retail food store, in an edge of town location.

6.12.2 The assumptions behind the proportions of primary transfer and pass-by trips generated by the development are considered appropriate and robust.

7 FUTURE DEVELOPMENT IMPACTS

7.1 INTRODUCTION

7.1.1 Based on the above development generated traffic and the calculated distribution, the junctions modelled for the existing situation as set out in **Section 3** will be analysed for the future year scenarios as follows:

- 2027 Base (TEMPRO growthed from 2022)
- 2027 Base + Development

7.1.2 The detailed modelling outputs are provided in **Appendix B** and the findings from the scenarios are set out in this section.

7.1.3 The proposed site access junction has been modelled for the 2027 Base + Development scenario to ensure that it has sufficient capacity to accommodate the future demand during the three network peak periods.

7.1.4 JUNCTIONS 9 software has been used to assess the capacity of the priority junctions. This analyses the maximum Ratio of Flow to Capacity (RFC) values for the peak hours and the maximum queue length in passenger car units (PCUs).

B1515 Fleet Street / Site Access - JUNCTIONS9 Results

7.1.1 **Table 7-1** sets out the operational capacity at the proposed B1515 Fleet Street / Site Access priority-controlled T-junction.

Table 7-1 – B1515 Fleet Street / Site Access – 2027 + Development Scenario Results

Arm	AM Peak		PM Peak		SAT Peak	
	RFC	Queue	RFC	Queue	RFC	Queue
Site Access left to B1515 Fleet Street	0.10	0	0.16	0	0.15	0
Site Access right to B1515 Fleet Street	0.10	0	0.17	0	0.15	0
B1515 Fleet Street ahead / right to Site Access	0.13	0	0.18	0	0.18	0

7.1.2 **Table 7-1** identifies that the proposed B1515 Fleet Street / Site Access priority-controlled T-junction is predicted to operate well within its theoretical capacity with minimal queuing and delay during the 2027 Base + Development scenario with no queueing or delay predicted at the junction.

Foxes Low Road / B1515 Fleet Road – JUNCTIONS 9 Results

7.1.1 **Table 7-2** sets out the operational capacity at the Foxes Low Road / B1515 Fleet Road priority-controlled junction.

Table 7-2 – Foxes Low Road / B1515 Fleet Road – 2027 Scenario Results

Arm	AM Peak		PM Peak		SAT Peak	
	RFC	Queue	RFC	Queue	RFC	Queue
2027 Base						
Foxes Low Road left to B1515 Fleet Road	0.06	0	0.03	0	0.01	0
Foxes Low Road right to B1515 Fleet Road	0.19	0	0.17	0	0.13	0
B1515 Fleet Road ahead / right to Foxes Low Road	0.03	0	0.05	0	0.02	0
2027 Base + Development						
Foxes Low Road left to B1515 Fleet Road	0.06	0	0.03	0	0.01	0
Foxes Low Road right to B1515 Fleet Road	0.21	0	0.20	0	0.17	0
B1515 Fleet Road ahead / right to Foxes Low Road	0.03	0	0.05	0	0.02	0

7.1.2 **Table 7-2** identifies that the Foxes Low Road / B1515 Fleet Road priority-controlled junction is predicted to operate well within its theoretical capacity with minimal queuing and delay during the 2027 Base and 2027 Base + Development scenario with no queueing or delay predicted at the junction.

North Parade / B1515 Fleet Road / Dam Gate / B1515 Fleet Street – JUNCTIONS 9 Results

7.1.3 **Table 7-3** sets out the operational capacity at the North Parade / B1515 Fleet Road / Dam Gate / B1515 Fleet Street priority-controlled staggered crossroads.

Table 7-3 – North Parade / B1515 Fleet Road / Dam Gate / B1515 Fleet Street – 2027 Scenario Results

Arm	AM Peak		PM Peak		SAT Peak	
	RFC	Queue	RFC	Queue	RFC	Queue
2027 Base						
B1515 Fleet Road (E)	0.17	0	0.12	0	0.07	0
Dam Gate	0.12	0	0.11	0	0.14	0
B1515 Fleet Street (W)	0.10	0	0.11	0	0.11	0
North Parade	0.02	0	0.02	0	0.01	0
2027 Base + Development						
B1515 Fleet Road (E)	0.17	0	0.12	0	0.07	0
Dam Gate	0.12	0	0.11	0	0.14	0
B1515 Fleet Street (W)	0.10	0	0.11	0	0.11	0
North Parade	0.02	0	0.02	0	0.01	0

7.1.4 **Table 7-4** identifies that the North Parade / B1515 Fleet Road / Dam Gate / B1515 Fleet Street priority-controlled staggered crossroads is predicted to operate well within its theoretical capacity with minimal queuing and delay during the 2027 Base and 2027 Base + Development scenario with no queueing or delay predicted at the junction.

Edinburgh Walk / B1515 Fleet Street – JUNCTIONS 9 Results

7.1.5 **Table 7-4** sets out the operational capacity at the Edinburgh Walk / B1515 Fleet Street priority-controlled T-junction.

Table 7-4 – Edinburgh Walk / B1515 Fleet – 2027 Scenario Results

Arm	AM Peak		PM Peak		SAT Peak	
	RFC	Queue	RFC	Queue	RFC	Queue
2027 Base						
Edinburgh Walk left to B1515 Fleet Street	0.18	0	0.14	0	0.07	0
Edinburgh Walk right to B1515 Fleet Street	0.17	0	0.11	0	0.08	0
B1515 Fleet Street ahead / right to Edinburgh Walk	0.03	0	0.03	0	0.03	0
2027 Base + Development						
Edinburgh Walk left to B1515 Fleet Street	0.20	0	0.16	0	0.10	0
Edinburgh Walk right to B1515 Fleet Street	0.15	0	0.07	0	0.04	0
B1515 Fleet Street ahead / right to Edinburgh Walk	0.05	0	0.07	0	0.07	0

7.1.6 **Table 7-4** identifies that the Edinburgh Walk / B1515 Fleet Street priority-controlled T-junction is predicted to operate well within its theoretical capacity with minimal queuing and delay during the 2027 Base and 2027 Base + Development scenario with no queueing or delay predicted at the junction.

Park Road / B1515 Fleet Street / B1168 Boston Road South / B1515 West End

7.1.7 Following the scoping exercise submitted to the LHA and LPA, it was requested by LCC that the 'traffic signals to the centre of Holbeach' are covered within the scope of the TA. Based on the Primary Transferred Trips calculations set out within **Section 6.9** and **Table 6-6**, it was found that the traffic-signal junction would experience a net reduction in trips in the network peak periods, as set out in **Table 7-5** and set out within **Figure 11**.

Table 7-5 – Park Road / B1515 / B1168 Boston Road South – Net Trip Impact

	AM Peak	PM Peak	SAT Peak
Park Road	0	0	0
B1515 Fleet Street	-8	-2	-7
B1168 Boston Road South (S)	-1	-1	-1
B1515 West End	-7	-14	-15
B1168 Boston Road South (N)	-21	-35	-41
Junction Total	-37	-52	-65

7.1.8 **Table 7-5** demonstrates that the development proposals are forecast to generate the following net vehicular trip reductions during the highway network peak hours at the Park Road / B1515 Fleet Street / B1168 Boston Road South / B1515 West End traffic-signal controlled junction.

- Friday AM Peak – -29 Arrivals and -8 Departures – -37 Two-Way Trips
- Friday PM Peak – -50 Arrivals and -2 Departures – -52 Two-Way Trips
- Saturday Peak – -57 Arrivals and -7 Departures – -65 Two-Way Trips

7.1.9 It has therefore been shown that the erection of an Aldi store on B1515 Fleet Street would result in a net reduction in trips through the junction and would therefore have a positive impact on the capacity of the junction in the network peak periods. This is primarily due to the fact the proposed foodstore would remove a number of trips travelling through the junction to access the Tesco superstore as well as a number of trips travelling east – west through Holbeach to travel to the stores in Spalding.

7.2 SUMMARY

7.2.1 The delivery of an Aldi store in this location would result in trips transferring from other stores in the area, resulting in a reduction in trips through other junctions resulting in a net benefit. It would also result in existing Aldi customers being able to access the proposed store rather than travelling further afield to Boston, Spalding, Kings Lynn and Wisbech; therefore, reducing journey lengths and allowing some customers to access the site by sustainable travel modes.

7.2.2 On this basis, the development proposals are considered acceptable in relation to traffic impact.

8 SUMMARY

8.1.1 Andrew Moseley Associates (AMA) has been commissioned by Aldi (UK) to prepare a Transport Assessment (TA) and Interim Travel Plan (ITP) in support of a full planning application for an Aldi foodstore on land located to the south of B1515 Fleet Street, Holbeach.

8.1.2 The Local Planning Authority (LPA) is South Holland District Council (SHDC) and the Local Highway Authority (LHA) is Lincolnshire County Council (LCC).

8.1.3 The site currently consists of industrial sheds that are accessed via an existing access with B1515 Fleet Street to the north of the site. The site is situated on land to the south of B1515 Fleet Street and is approximately 500m to the east of the centre of Holbeach.

8.1.4 The proposed site is bound to the north by B1515 Fleet Street; and to the east, south and west by residential dwellings.

8.1.5 The application site will be accessed by all modes of transport, including deliveries, via a new priority-controlled T-junction with B1515 Fleet Street. The access will be located slightly east of the existing access location and would see the provision of a formalised site access junction, providing a betterment over the existing site access arrangement.

8.1.6 The report has shown that the development proposals will be accessible by a range of travel modes and have been developed to accord with current national and local transport policies, including those set out within the Lincolnshire Local Transport Plan and NPPF.

8.1.7 It is concluded that the site is accessible on foot and cycle from residential area to the east and west. Furthermore, a range of key facilities and services can be accessed from the site, supporting future employees and linked trips for customers.

8.1.8 The traffic generation associated with the Aldi foodstore based on a 1,315m2 RFA is forecast to generate some 192, 271 and 262 two-way vehicle trips during the Friday AM, Friday PM peak and Saturday lunchtime peak hours respectively.

8.1.9 A Travel Plan has also been prepared which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use.

8.1.10 This TA has demonstrated that the traffic associated with the development proposals can be accommodated on surrounding highway network without having a severe impact in accordance with the NPPF.

8.1.11 Therefore, there are no overriding traffic and transportation reasons preventing the local highway authority from recognising that the proposals are acceptable nor why planning permission could not be granted.

FIGURES

Figure 1 – Site Location Plan

Figure 2 – 2022 Surveyed Traffic Flows

Figure 3 – PIC Plot

Figure 4 – 2km Walking Isochrone

Figure 5 – Public Rights of Way Map

Figure 6 – 5km Cycling Isochrone

Figure 7 – Cycle Network Map

Figure 8 – Bus Stop Location Plan

Figure 9 – 2027 Base Traffic Flows

Figure 10 – Predicted Trip Distribution

Figure 11 – Primary Transferred Trip Generation

Figure 12 – Pass-by Trip Generation

Figure 13 – 2027 Base + Development Traffic Flows

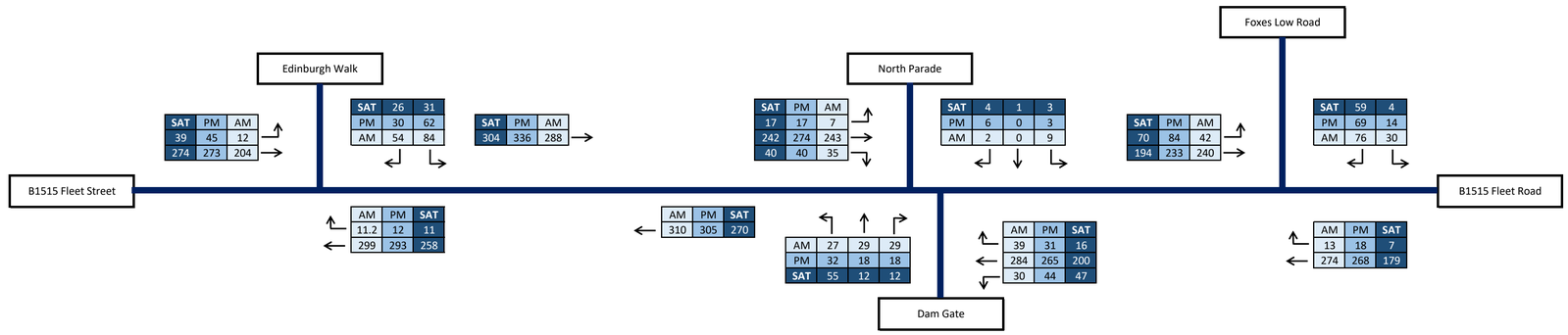


ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

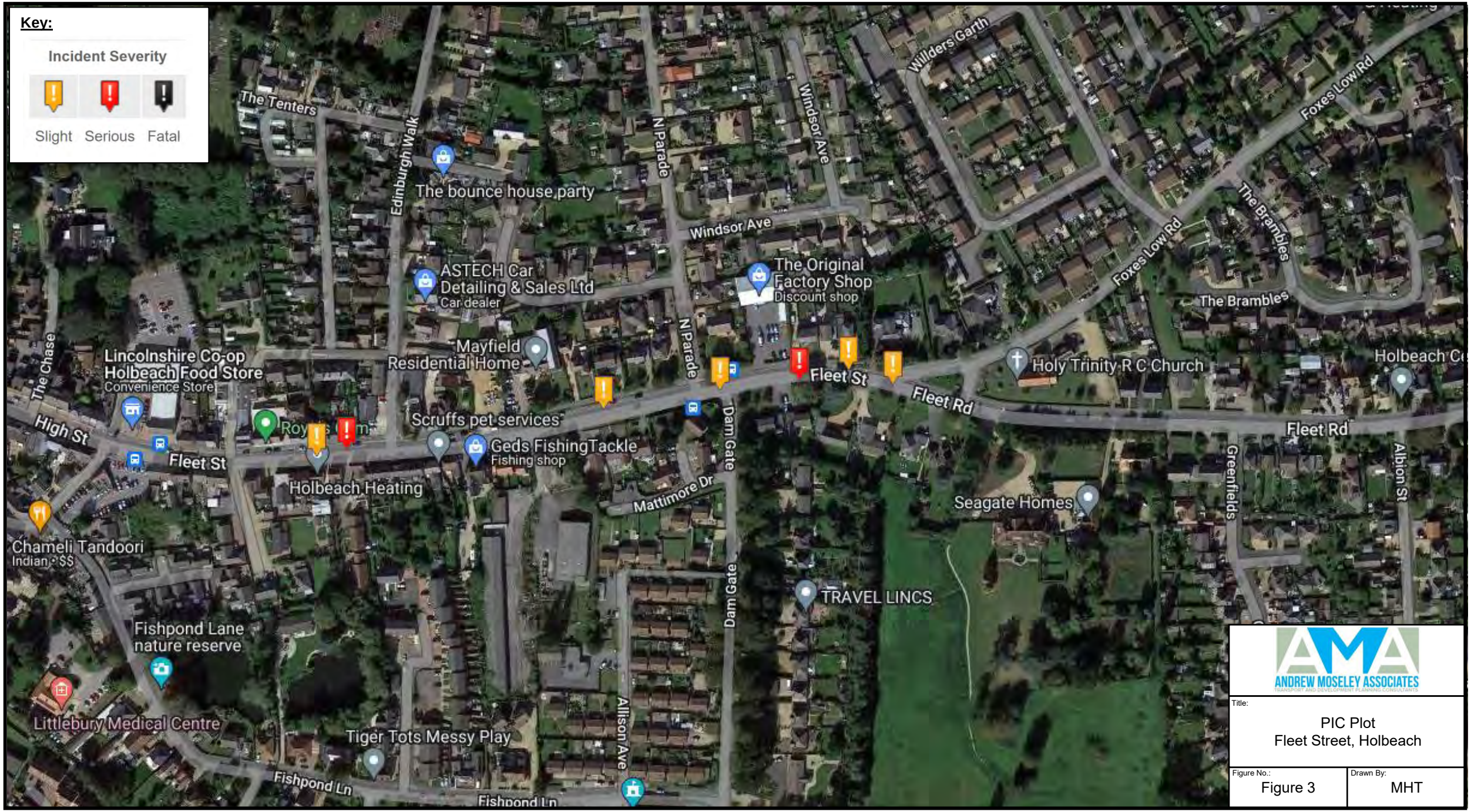
Title:
Indicative Site location Plan
Fleet Street, Holbeach

Figure No.:
Figure 1

Drawn By:
MHT



ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	07/10/2022	Fleet Street, Holbeach	In PCU's	AM 08:00 - 09:00
	AMA/45043		Drawn by: MHT	PM 16:45 - 17:45
	Figure 2	2022 Base Traffic Flow Diagram	Checked: AMM	SAT 11:30 - 12:30

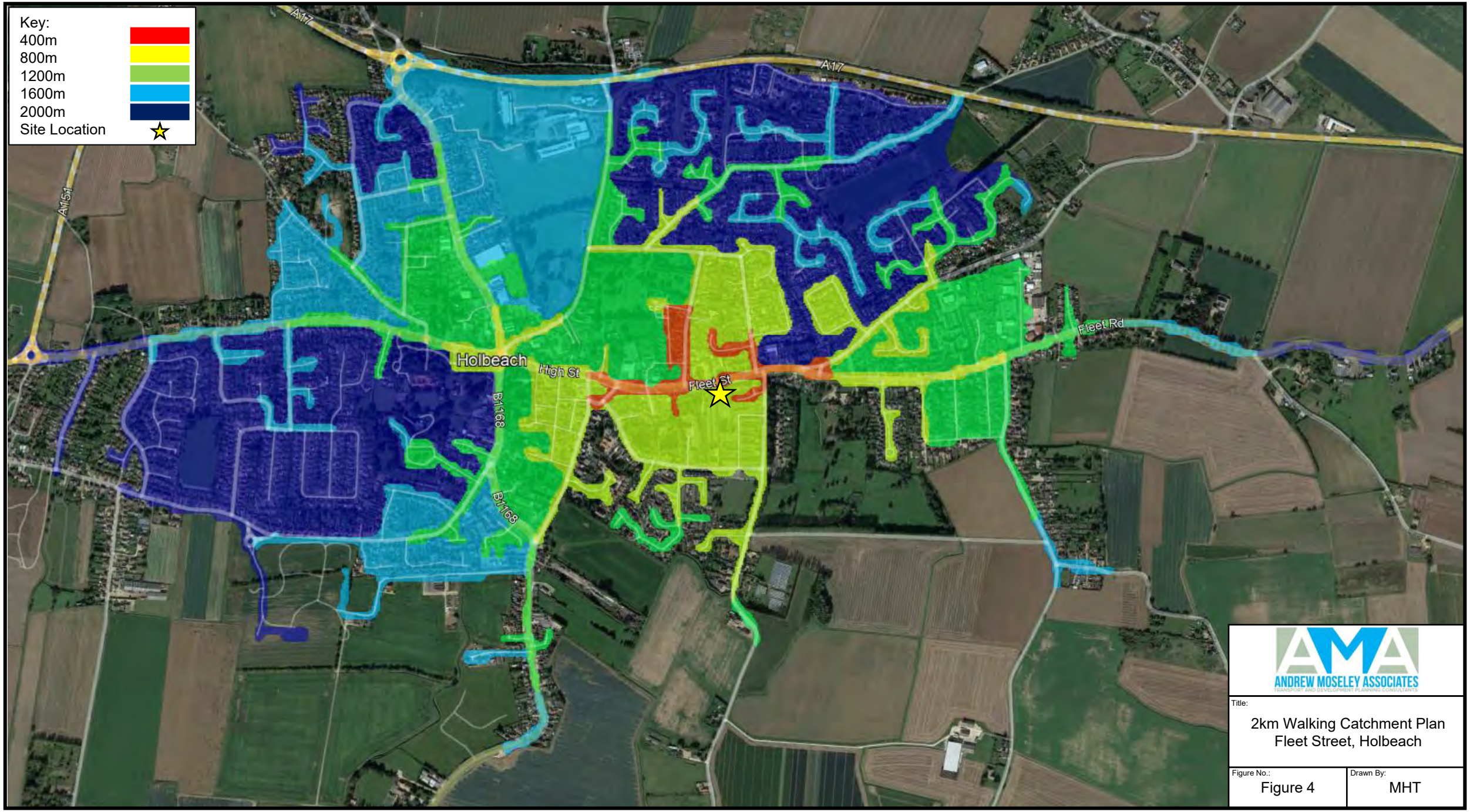


ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Title:
PIC Plot
Fleet Street, Holbeach

Figure No.: Figure 3

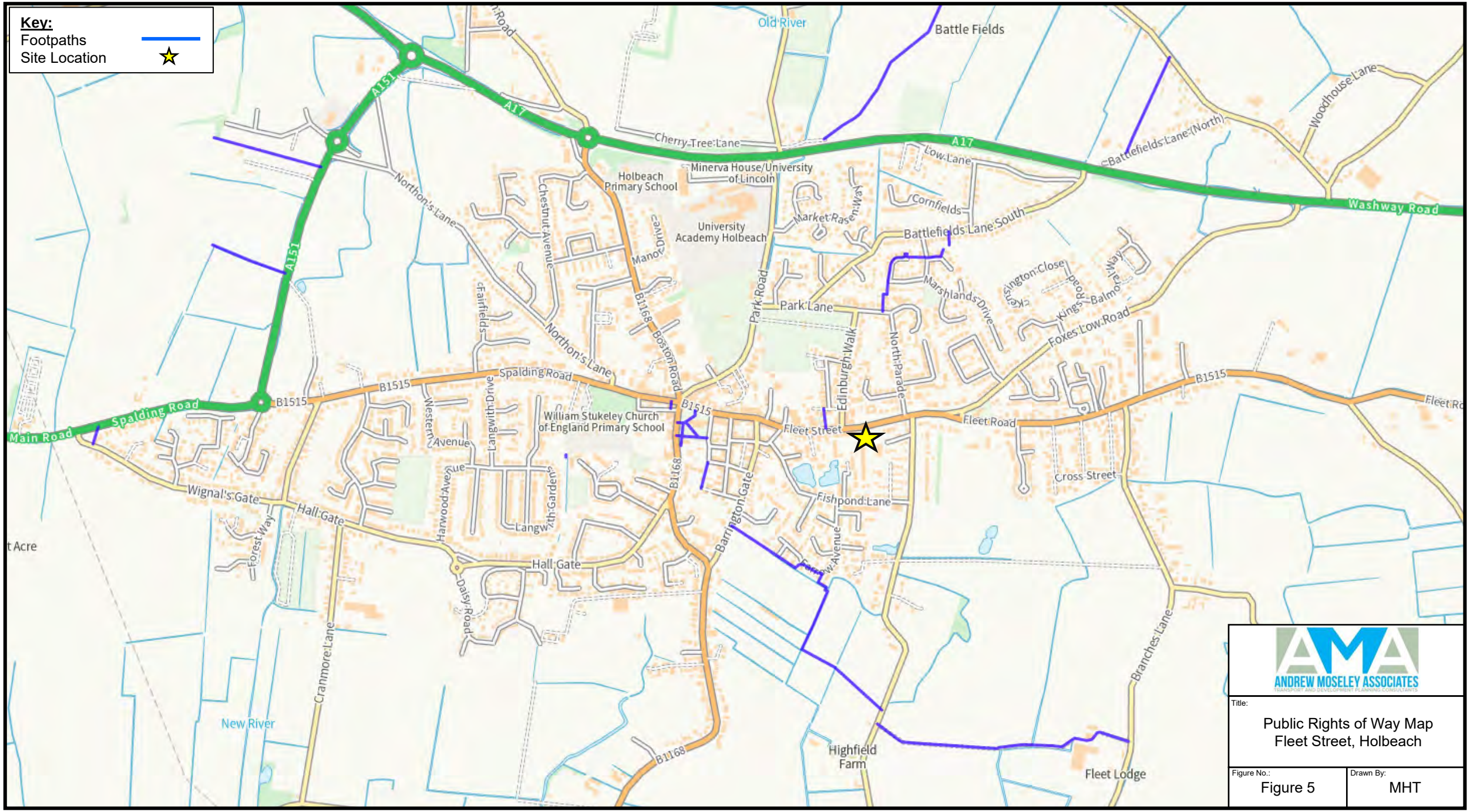
Drawn By: MHT



ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Title:
2km Walking Catchment Plan
Fleet Street, Holbeach

Figure No.:	Drawn By:
Figure 4	MHT

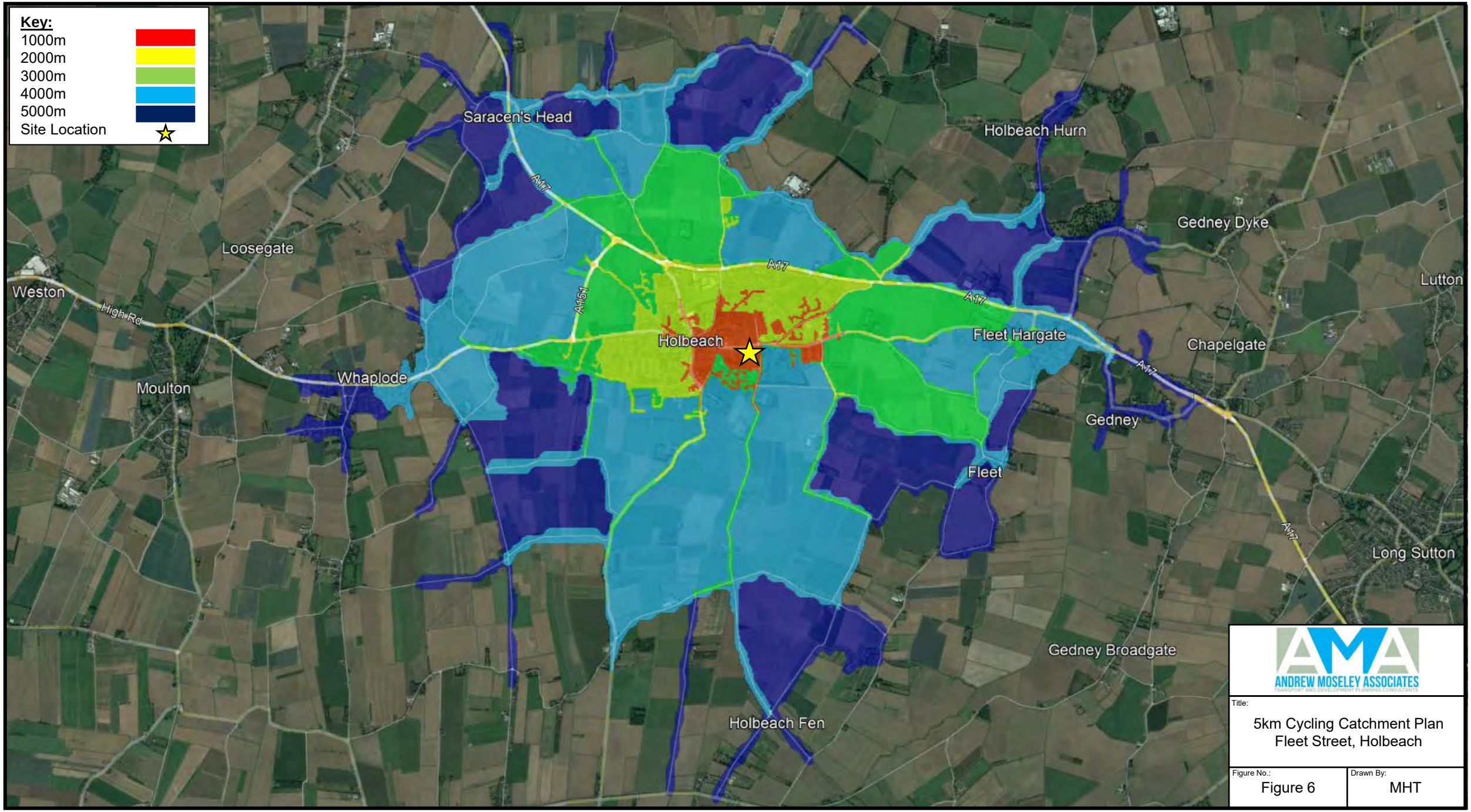


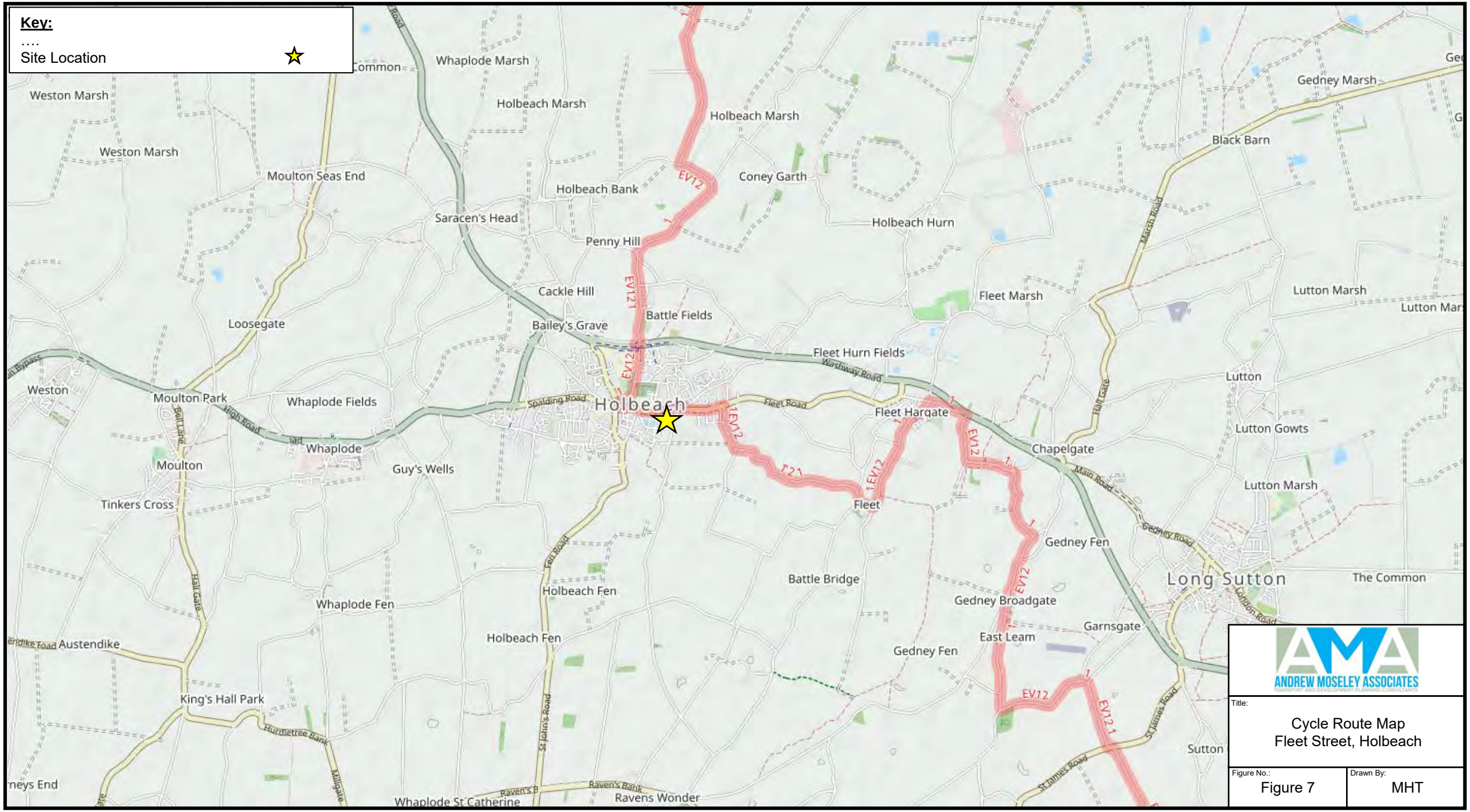
ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Title:
Public Rights of Way Map
Fleet Street, Holbeach

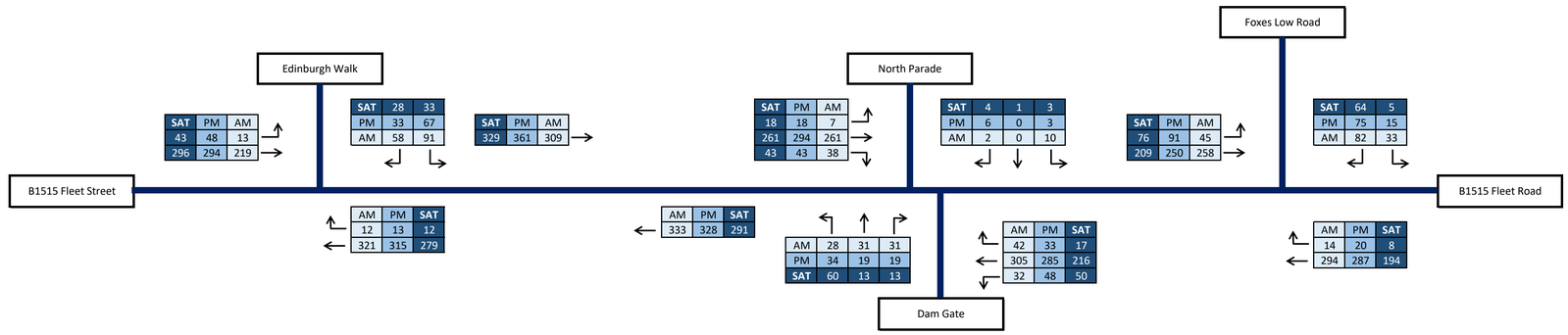
Figure No.: Figure 5

Drawn By: MHT

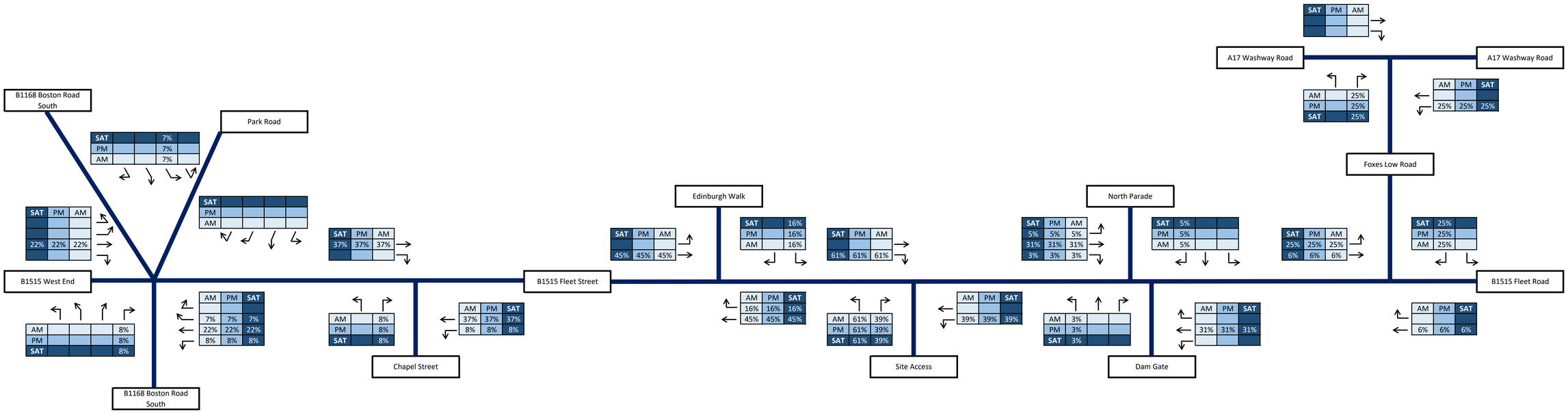

Key:
1000m
2000m
3000m
4000m
5000m
Site Location
Saracen's Head
Holbeach Hurn
Gedney Dyke
Loosegate
Weston
High Rd
A17
A151
Lutton
Holbeach
Fleet Hargate
Chapelgate
Whaplode
Moulton
Gedney
Fleet
Long Sutton
Gedney Broadgate
Holbeach Fen
ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS
Title:
5km Cycling Catchment Plan
Fleet Street, Holbeach
Figure No.:
Figure 6
Drawn By:
MHT


Key:
....
Site Location
Holbeach
Holbeach Marsh
Holbeach Bank
Holbeach Hurn
Holbeach Fen
Whaplode Marsh
Whaplode Fields
Whaplode
Whaplode Fen
Whaplode St Catherine
Weston Marsh
Weston
Moulton Seas End
Moulton Park
Moulton
Tinkers Cross
Austendike
King's Hall Park
Saracen's Head
Penny Hill
Cackle Hill
Bailey's Grave
Battle Fields
Loosegate
Guy's Wells
Coney Garth
Fleet Hurn Fields
Fleet Marsh
Fleet
Fleet Hargate
Battle Bridge
Gedney Marsh
Gedney Fen
Gedney Broadgate
East Leam
Garnsgate
Black Barn
Lutton
Lutton Marsh
Lutton Gowts
Chapelgate
Long Sutton
The Common
Sutton
Ravens Wonder
EV12
EV121
T21
Spalding Road
Washway Road
Fleet Road
Main Road
Gedney Road
March Road
Hall Gate
Bell Lane
High Road
Ten Road
St John's Road
St James Road
Hurdletree Bank
Raven's Bank
Title:
Cycle Route Map
Fleet Street, Holbeach
Figure No.:
Figure 7
Drawn By:
MHT
ANDREW MOSELEY ASSOCIATES

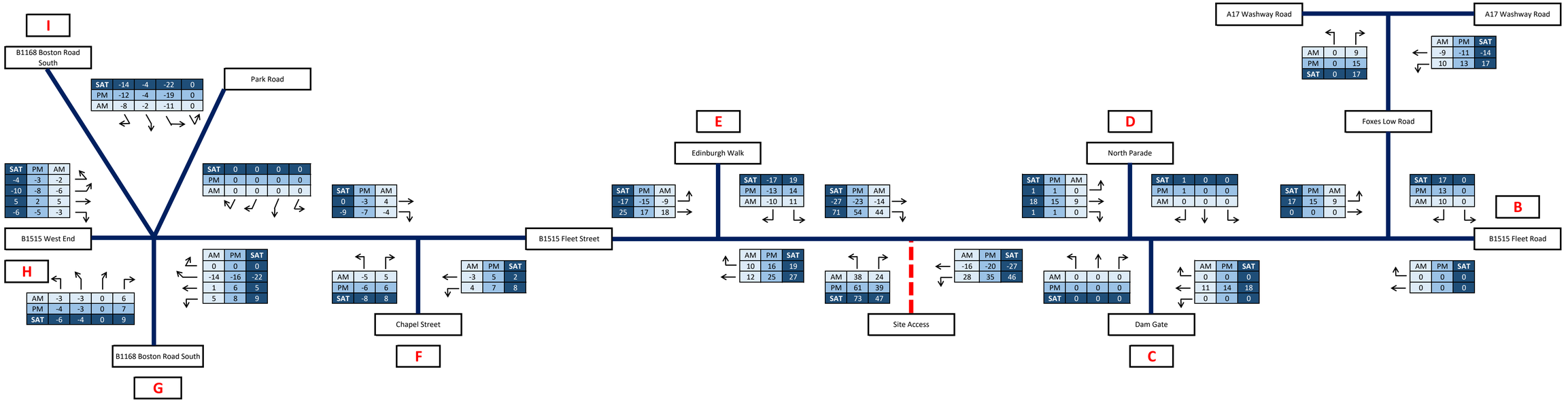

Key:
Site Location
Bus Stops
Walking Route
Dropped Kerb Crossing
Pelican Crossing
Uncontrolled Crossing
High St
Fleet St
Fleet Rd
The Tenters
Edinburgh Walk
N Parade
N Parade
Windsor Ave
The Brambles
Dam Gate
Allison Ave
Albion St
Church Walk
Back St
Barrington Gate
Chancery Ln
ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS
Title:
Bus Stop Locations Plan
Fleet Street, Holbeach
Figure No.:
Figure 8
Drawn By:
MHT



ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	07/10/2022	Fleet Street, Holbeach	In PCU's	AM 08:00 - 09:00
	AMA/45043		Drawn by: MHT	PM 16:45 - 17:45
	Figure 9	2027 Base Traffic Flow Diagram	Checked: AMM	SAT 11:30 - 12:30



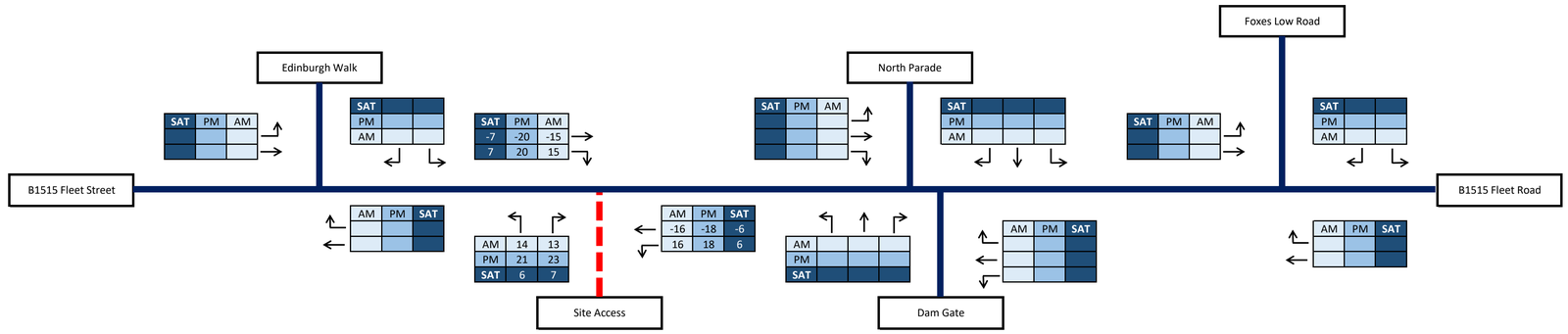
ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	07/10/2022	Fleet Street, Holbeach	In PCU's	AM -
	AMA/45043		Drawn by: MHT	PM -
	Figure 10	Predicted Trip Distribution	Checked: AMM	SAT -



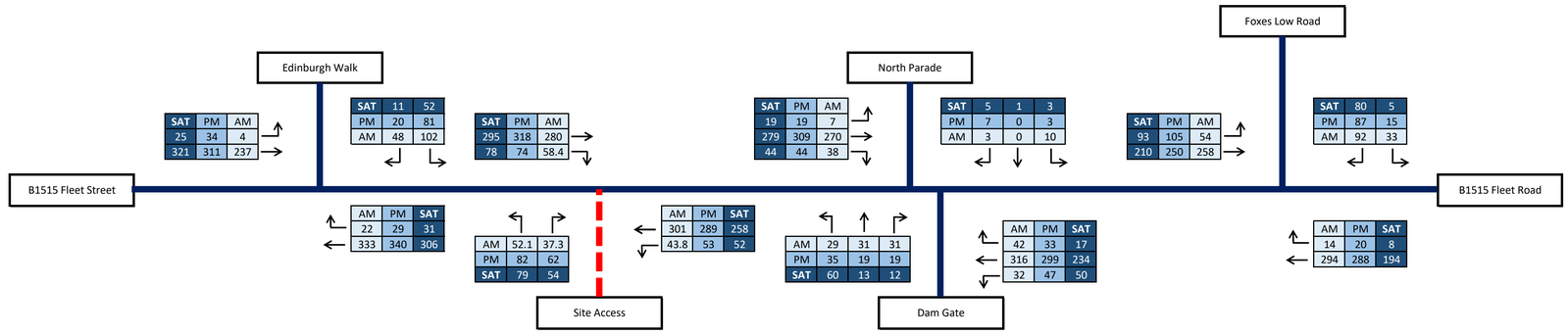
Junction Summaries	AM	PM	SAT
A17 Washway Road / Foxes Low Road	3	4	5
Foxes Low Road / B1515 Fleet Road / B1515 Fleet Street	20	28	35
North Parade / B1515 Fleet Street / Dam Gate	21	29	37
Edinburgh Walk / B1515 Fleet Street	32	45	55
B1515 Fleet Street / Chapel Street	1	1	1
Park Road / B1515 Fleet Street / B1168 Boston Road South / B1515 West End	-37	-52	-65

ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

07/10/2022	Fleet Street, Holbeach	In PCU's	AM -
AMA/45043		Drawn by: MHT	PM -
Figure 11	Primary Transferred Trip Generation	Checked: AMM	SAT -



ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	07/10/2022	Fleet Street, Holbeach	In PCU's	AM -
	AMA/45043		Drawn by: MHT	PM -
	Figure 12	Pass-by Trip Generation	Checked: AMM	SAT -



ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	07/10/2022	Fleet Street, Holbeach	In PCU's	AM 08:00 - 09:00
	AMA/45043		Drawn by: MHT	PM 16:45 - 17:45
	Figure 13	2027 Base + Development Traffic Flow Diagram	Checked: AMM	SAT 11:30 - 12:30

APPENDICES

Appendix A – Proposed Site Layout

Appendix B – JUNCTIONS9 Modelling Outputs

Appendix C – Site Access Design

Appendix D – Site Access Visibility Splays

Appendix E – Swept Path Analysis

Appendix F –TRICS Data

Appendix A

PROPOSED SITE LAYOUT

HGV Turning Head and
17 No. Staff Parking

ALDI STORE
BLADE ROOF SLB
Retail 1315m²
(23.9 x 55m)
GIA 1784m²
FFL: 3.700

WAREHOUSE
PLANT
PLANTROOM
STAFF ROOM
MANAGERS OFFICE
LOBBY
MALE WC
FEMALE WC
MEETING ROOM
CUSTOMER DISABLED WC
CLEANER
FREEZER STORE (16 Pallets)
NIGHT CHILLER (22 Pallets)
LOADING BAY
BIN STORE
ENTRANCE LOBBY
EXIT LOBBY

Future Recycling Unit

DELIVERIES ONLY

110No. Approx. Customer Car Parking Spaces
(Plus 17no. Staff Parking)

ALDI SITE Approx Area 8619 m²

FLEET STREET

LEGEND

- DENOTES OWNERSHIP BOUNDARY
- EXISTING TREE TO BE RETAINED
- PROPOSED TREE (SEE DRAWING MEL-535-001 FOR INFORMATION RELATING TO SIZE AND SPECIES OF TREE)
- ROOT PROTECTION ZONE
- CELLULAR CONFINEMENT SYSTEM
- 2.600 PROPOSED LEVELS
- 12:52 EXISTING LEVELS
- NEW LOW LEVEL LANDSCAPING - INDICATIVE ONLY
- T TARMAC
- B STAINLESS STEEL BOLLARD
- HDB HIGH DENSITY BOLLARD
- TB TELESCOPIC BOLLARD
- RK RAISED KERB
- FK FLUSH KERB
- TK TRANSITION KERB
- TRK TRIEF KERB
- TTK TRIEF TRANSITION KERB
- DELIVERY VEHICLE ROUTE IN
- DELIVERY VEHICLE ROUTE OUT
- PARKING BAYS ALLOCATED FOR FUTURE PROVISION OF EV CHARGING POINTS

0 5 10 15 20 25m
Scale 1:200

STOAS Architects Ltd
PLANNING

Client: ALDI STORES LIMITED

Project Title: FLEET STREET, HOLBEACH

Project Address: FLEET STREET, HOLBEACH

Drawing Title: PROPOSED SITE PLAN

Job No.	Originator	Zone	Level	Type
J21A89	STO	ZZ	XX	DR

Role	Drawing No.	Suitability	Revision	North
A	0003	A2	P01	

Drawn	Checked	Date	Scale	Size
LJK	DCM	17.05.2022	1:200	A1

The Lodge
Coleshill Manor
Birmingham
B46 1DL
0121 747 1943

1 Dunston Place
Dunston Road
Chesterfield
S41 8NL
01246 389 860

www.STOASArchitects.com

ALL DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO ANY SHOP OF SITE WORKS BEING COMMENCED, ANY DISCREPANCIES TO BE REPORTED TO STOAS ARCHITECTS BEFORE ANY WORK IS PUT IN HAND. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANTS' AND SPECIALISTS' DRAWINGS AND SPECIFICATIONS. THIS DRAWING IS COPYRIGHT AND MAY NOT BE REPRODUCED OR AMENDED EXCEPT BY LICENCE OR AGREEMENT WITH STOAS ARCHITECTS OR IN ACCORDANCE WITH ITS TERMS OF USE. NEITHER THE WHOLE OR ANY PART OF THIS DRAWING IS TO BE COPIED OR REPRODUCED ON THE CONDITION THAT IT IS NOT COPIED, REPRODUCED, RETAINED OR DISCLOSED TO ANY UNAUTHORISED PERSON EITHER WHOLLY OR IN PART WITHOUT THE WRITTEN CONSENT OF STOAS ARCHITECTS.

Appendix B

JUNCTIONS 9 MODELLING OUTPUTS

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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

Filename: Foxes Low Road - B1515 Fleet Road.j9
Path: C:\AMA\AMA\AMA - Documents\001-02 - Aldi - Saw\45043 - Fleet Street, Holbeach\D Models and Drawings\JUNCTION MODELLING
Report generation date: 03/10/2022 12:19:22

»Foxes Low Road - B1515 Fleet Road - 2022, AM
»Foxes Low Road - B1515 Fleet Road - 2022, PM
»Foxes Low Road - B1515 Fleet Road - 2022, SAT
»Foxes Low Road - B1515 Fleet Road - 2027, AM
»Foxes Low Road - B1515 Fleet Road - 2027, PM
»Foxes Low Road - B1515 Fleet Road - 2027, SAT
»Foxes Low Road - B1515 Fleet Road - 2027 + Dev, AM
»Foxes Low Road - B1515 Fleet Road - 2027 + Dev, PM
»Foxes Low Road - B1515 Fleet Road - 2027 + Dev, SAT

Summary of junction performance

	AM					PM					SAT				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Foxes Low Road - B1515 Fleet Road - 2022														
Stream B-C	D1	0.1	6.46	0.06	A	D2	0.0	6.52	0.03	A	D3	0.0	6.44	0.01	A
Stream B-A		0.2	8.84	0.17	A		0.2	8.41	0.15	A		0.1	7.72	0.12	A
Stream C-AB		0.0	5.13	0.03	A		0.1	5.24	0.04	A		0.0	5.43	0.02	A
	Foxes Low Road - B1515 Fleet Road - 2027														
Stream B-C	D4	0.1	6.59	0.06	A	D5	0.0	6.63	0.03	A	D6	0.0	6.52	0.01	A
Stream B-A		0.2	9.21	0.19	A		0.2	8.74	0.17	A		0.2	7.95	0.13	A
Stream C-AB		0.0	5.09	0.03	A		0.1	5.20	0.05	A		0.0	5.41	0.02	A
	Foxes Low Road - B1515 Fleet Road - 2027 + Dev														
Stream B-C	D7	0.1	6.72	0.06	A	D8	0.0	6.79	0.03	A	D9	0.0	6.63	0.01	A
Stream B-A		0.3	9.43	0.21	A		0.3	9.44	0.20	A		0.2	8.32	0.17	A
Stream C-AB		0.0	5.10	0.03	A		0.1	5.22	0.05	A		0.0	5.43	0.02	A

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

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

File summary

File Description

Title	Foxes Low Road - B1515 Fleet Road
Location	Holbeach
Site number	
Date	03/10/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\Modellinglaptop
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	PM	ONE HOUR	16:30	18:00	15	✓
D3	2022	SAT	ONE HOUR	11:15	12:45	15	✓
D4	2027	AM	ONE HOUR	07:45	09:15	15	✓
D5	2027	PM	ONE HOUR	16:30	18:00	15	✓
D6	2027	SAT	ONE HOUR	11:15	12:45	15	✓
D7	2027 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2027 + Dev	PM	ONE HOUR	16:30	18:00	15	✓
D9	2027 + Dev	SAT	ONE HOUR	11:15	12:45	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Foxes Low Road - B1515 Fleet Road	✓	100.000	100.000

Foxes Low Road - B1515 Fleet Road - 2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Foxes Low Road - B1515 Fleet Road	T-Junction	Two-way		1.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B1515 Fleet Road (W)		Major
B	Foxes Low Road		Minor
C	B1515 Fleet Road (E)		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 - B1515 Fleet Road (E)	7.40			85.0	✓	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	5.40	4.60	3.90	3.10	✓	1.00	40	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	624	0.107	0.270	0.170	0.385
B-C	691	0.099	0.251	-	-
C-B	623	0.227	0.227	-	-

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	2022	AM	ONE HOUR	07:45	09:15	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 - B1515 Fleet Road (W)		ONE HOUR	✓	282	100.000
B - Foxes Low Road		ONE HOUR	✓	107	100.000
C - B1515 Fleet Road (E)		ONE HOUR	✓	287	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	42	240
	B - Foxes Low Road	76	0	30
	C - B1515 Fleet Road (E)	274	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	0	0
	B - Foxes Low Road	0	0	0
	C - B1515 Fleet Road (E)	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	0.06	6.46	0.1	A	28	42
B-A	0.17	8.84	0.2	A	70	105
C-AB	0.03	5.13	0.0	A	18	28
C-A					245	367
A-B					39	58
A-C					220	330

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	624	0.037	23	0.0	0.0	5.983	A
B-A	57	14	533	0.108	57	0.0	0.1	7.550	A
C-AB	14	3	715	0.019	14	0.0	0.0	5.130	A
C-A	202	51			202				
A-B	32	8			32				
A-C	181	45			181				

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)	Unsignalised level of service
B-C	27	7	610	0.045	27	0.0	0.0	6.174	A
B-A	69	17	515	0.133	68	0.1	0.2	8.048	A
C-AB	18	4	735	0.024	18	0.0	0.0	5.020	A
C-A	240	60			240				
A-B	38	10			38				
A-C	216	54			216				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	590	0.057	33	0.0	0.1	6.462	A
B-A	84	21	491	0.171	84	0.2	0.2	8.834	A
C-AB	24	6	762	0.031	24	0.0	0.0	4.877	A
C-A	292	73			292				
A-B	47	12			47				
A-C	264	66			264				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	590	0.057	33	0.1	0.1	6.464	A
B-A	84	21	491	0.171	84	0.2	0.2	8.842	A
C-AB	24	6	762	0.031	24	0.0	0.0	4.878	A
C-A	292	73			292				
A-B	47	12			47				
A-C	264	66			264				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	610	0.045	27	0.1	0.0	6.180	A
B-A	69	17	516	0.133	69	0.2	0.2	8.061	A
C-AB	18	4	735	0.024	18	0.0	0.0	5.021	A
C-A	240	60			240				
A-B	38	10			38				
A-C	216	54			216				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	624	0.037	23	0.0	0.0	5.991	A
B-A	57	14	533	0.108	57	0.2	0.1	7.568	A
C-AB	14	3	715	0.019	14	0.0	0.0	5.133	A
C-A	202	51			202				
A-B	32	8			32				
A-C	181	45			181				

Foxes Low Road - B1515 Fleet Road - 2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Foxes Low Road - B1515 Fleet Road	T-Junction	Two-way		1.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Road (W)		ONE HOUR	✓	317	100.000
B - Foxes Low Road		ONE HOUR	✓	83	100.000
C - B1515 Fleet Road (E)		ONE HOUR	✓	286	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	84	233
	B - Foxes Low Road	69	0	14
	C - B1515 Fleet Road (E)	268	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	0	0
	B - Foxes Low Road	0	0	0
	C - B1515 Fleet Road (E)	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	6.52	0.0	A	13	19
B-A	0.15	8.41	0.2	A	64	96
C-AB	0.04	5.24	0.1	A	26	39
C-A					236	355
A-B					77	116
A-C					213	320

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	3	599	0.017	10	0.0	0.0	6.116	A
B-A	52	13	550	0.095	52	0.0	0.1	7.226	A
C-AB	19	5	707	0.027	19	0.0	0.0	5.236	A
C-A	196	49			196				
A-B	64	16			64				
A-C	175	44			175				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	586	0.021	12	0.0	0.0	6.277	A
B-A	62	16	531	0.118	62	0.1	0.1	7.683	A
C-AB	25	6	724	0.034	25	0.0	0.0	5.145	A
C-A	232	58			232				
A-B	76	19			76				
A-C	209	52			209				

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)	Unsignalised level of service
B-C	15	4	567	0.027	15	0.0	0.0	6.519	A
B-A	76	19	505	0.151	76	0.1	0.2	8.399	A
C-AB	33	8	750	0.045	33	0.0	0.1	5.026	A
C-A	281	70			281				
A-B	93	23			93				
A-C	256	64			256				

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)	Unsignalised level of service
B-C	15	4	567	0.027	15	0.0	0.0	6.520	A
B-A	76	19	505	0.151	76	0.2	0.2	8.405	A
C-AB	33	8	750	0.045	33	0.1	0.1	5.029	A
C-A	281	70			281				
A-B	93	23			93				
A-C	256	64			256				

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)	Unsignalised level of service
B-C	12	3	586	0.021	12	0.0	0.0	6.281	A
B-A	62	16	531	0.118	63	0.2	0.1	7.693	A
C-AB	25	6	724	0.034	25	0.1	0.0	5.146	A
C-A	232	58			232				
A-B	76	19			76				
A-C	209	52			209				

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)	Unsignalised level of service
B-C	10	3	599	0.017	10	0.0	0.0	6.118	A
B-A	52	13	550	0.095	52	0.1	0.1	7.244	A
C-AB	19	5	707	0.027	19	0.0	0.0	5.237	A
C-A	196	49			196				
A-B	64	16			64				
A-C	175	44			175				

Foxes Low Road - B1515 Fleet Road - 2022, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Foxes Low Road - B1515 Fleet Road	T-Junction	Two-way		1.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022	SAT	ONE HOUR	11:15	12:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Road (W)		ONE HOUR	✓	264	100.000
B - Foxes Low Road		ONE HOUR	✓	63	100.000
C - B1515 Fleet Road (E)		ONE HOUR	✓	187	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	70	194
	B - Foxes Low Road	59	0	4
	C - B1515 Fleet Road (E)	179	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	0	0
	B - Foxes Low Road	0	0	0
	C - B1515 Fleet Road (E)	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	6.44	0.0	A	4	6
B-A	0.12	7.72	0.1	A	54	81
C-AB	0.02	5.43	0.0	A	9	14
C-A					162	243
A-B					65	97
A-C					178	267

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	589	0.006	3	0.0	0.0	6.147	A
B-A	44	11	564	0.078	44	0.0	0.1	6.913	A
C-AB	7	2	670	0.010	7	0.0	0.0	5.431	A
C-A	134	33			134				
A-B	53	13			53				
A-C	146	36			146				

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.99	579	0.007	4	0.0	0.0	6.264	A
B-A	53	13	550	0.096	53	0.1	0.1	7.234	A
C-AB	9	2	680	0.013	9	0.0	0.0	5.366	A
C-A	159	40			159				
A-B	63	16			63				
A-C	174	44			174				

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	564	0.009	5	0.0	0.0	6.436	A
B-A	65	16	531	0.122	65	0.1	0.1	7.713	A
C-AB	11	3	694	0.016	11	0.0	0.0	5.277	A
C-A	194	49			194				
A-B	78	19			78				
A-C	213	53			213				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	564	0.009	5	0.0	0.0	6.437	A
B-A	65	16	531	0.122	65	0.1	0.1	7.716	A
C-AB	11	3	694	0.016	11	0.0	0.0	5.277	A
C-A	194	49			194				
A-B	78	19			78				
A-C	213	53			213				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.99	578	0.007	4	0.0	0.0	6.268	A
B-A	53	13	550	0.096	53	0.1	0.1	7.238	A
C-AB	9	2	680	0.013	9	0.0	0.0	5.368	A
C-A	159	40			159				
A-B	63	16			63				
A-C	174	44			174				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	589	0.006	3	0.0	0.0	6.149	A
B-A	44	11	564	0.078	44	0.1	0.1	6.924	A
C-AB	7	2	670	0.010	7	0.0	0.0	5.431	A
C-A	134	33			134				
A-B	53	13			53				
A-C	146	36			146				

Foxes Low Road - B1515 Fleet Road - 2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Foxes Low Road - B1515 Fleet Road	T-Junction	Two-way		1.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027	AM	ONE HOUR	07:45	09:15	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 - B1515 Fleet Road (W)		ONE HOUR	✓	303	100.000
B - Foxes Low Road		ONE HOUR	✓	114	100.000
C - B1515 Fleet Road (E)		ONE HOUR	✓	308	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	45	258
	B - Foxes Low Road	82	0	33
	C - B1515 Fleet Road (E)	294	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	0	0
	B - Foxes Low Road	0	0	0
	C - B1515 Fleet Road (E)	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	0.06	6.59	0.1	A	30	45
B-A	0.19	9.21	0.2	A	75	113
C-AB	0.03	5.09	0.0	A	20	31
C-A					262	394
A-B					42	63
A-C					236	355

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	619	0.040	24	0.0	0.0	6.052	A
B-A	62	15	526	0.117	61	0.0	0.1	7.728	A
C-AB	15	4	723	0.021	15	0.0	0.0	5.087	A
C-A	217	54			217				
A-B	34	9			34				
A-C	194	48			194				

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)	Unsignalised level of service
B-C	29	7	604	0.048	29	0.0	0.1	6.265	A
B-A	74	18	507	0.145	73	0.1	0.2	8.293	A
C-AB	20	5	743	0.026	19	0.0	0.0	4.972	A
C-A	258	64			258				
A-B	41	10			41				
A-C	232	58			232				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	582	0.062	36	0.1	0.1	6.591	A
B-A	90	23	481	0.187	90	0.2	0.2	9.197	A
C-AB	27	7	773	0.034	26	0.0	0.0	4.822	A
C-A	313	78			313				
A-B	50	13			50				
A-C	284	71			284				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	582	0.062	36	0.1	0.1	6.593	A
B-A	90	23	481	0.187	90	0.2	0.2	9.208	A
C-AB	27	7	773	0.034	27	0.0	0.0	4.822	A
C-A	313	78			313				
A-B	50	13			50				
A-C	284	71			284				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	604	0.048	29	0.1	0.1	6.271	A
B-A	74	18	507	0.145	74	0.2	0.2	8.307	A
C-AB	20	5	743	0.026	20	0.0	0.0	4.975	A
C-A	258	64			258				
A-B	41	10			41				
A-C	232	58			232				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	619	0.040	25	0.1	0.0	6.061	A
B-A	62	15	526	0.117	62	0.2	0.1	7.749	A
C-AB	15	4	723	0.021	15	0.0	0.0	5.088	A
C-A	217	54			217				
A-B	34	9			34				
A-C	194	48			194				

Foxes Low Road - B1515 Fleet Road - 2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Foxes Low Road - B1515 Fleet Road	T-Junction	Two-way		1.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Road (W)		ONE HOUR	✓	341	100.000
B - Foxes Low Road		ONE HOUR	✓	89	100.000
C - B1515 Fleet Road (E)		ONE HOUR	✓	307	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	91	250
	B - Foxes Low Road	75	0	15
	C - B1515 Fleet Road (E)	287	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	0	0
	B - Foxes Low Road	0	0	0
	C - B1515 Fleet Road (E)	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	6.63	0.0	A	14	20
B-A	0.17	8.74	0.2	A	68	103
C-AB	0.05	5.20	0.1	A	29	43
C-A					253	380
A-B					83	125
A-C					229	344

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	594	0.019	11	0.0	0.0	6.176	A
B-A	56	14	542	0.104	56	0.0	0.1	7.392	A
C-AB	21	5	714	0.030	21	0.0	0.0	5.200	A
C-A	210	52			210				
A-B	68	17			68				
A-C	188	47			188				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	580	0.023	13	0.0	0.0	6.354	A
B-A	67	17	522	0.128	67	0.1	0.1	7.908	A
C-AB	28	7	733	0.038	27	0.0	0.1	5.104	A
C-A	249	62			249				
A-B	82	20			82				
A-C	225	56			225				

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)	Unsignalised level of service
B-C	16	4	559	0.029	16	0.0	0.0	6.627	A
B-A	82	21	494	0.166	82	0.1	0.2	8.729	A
C-AB	37	9	760	0.049	37	0.1	0.1	4.981	A
C-A	301	75			301				
A-B	100	25			100				
A-C	275	69			275				

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)	Unsignalised level of service
B-C	16	4	559	0.029	16	0.0	0.0	6.628	A
B-A	82	21	494	0.166	82	0.2	0.2	8.738	A
C-AB	37	9	760	0.049	37	0.1	0.1	4.984	A
C-A	301	75			301				
A-B	100	25			100				
A-C	275	69			275				

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)	Unsignalised level of service
B-C	13	3	580	0.023	13	0.0	0.0	6.357	A
B-A	67	17	522	0.128	67	0.2	0.1	7.920	A
C-AB	28	7	733	0.038	28	0.1	0.1	5.108	A
C-A	249	62			249				
A-B	82	20			82				
A-C	225	56			225				

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)	Unsignalised level of service
B-C	11	3	594	0.019	11	0.0	0.0	6.181	A
B-A	56	14	542	0.104	56	0.1	0.1	7.410	A
C-AB	21	5	714	0.030	21	0.1	0.0	5.204	A
C-A	210	52			210				
A-B	68	17			68				
A-C	188	47			188				

Foxes Low Road - B1515 Fleet Road - 2027, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Foxes Low Road - B1515 Fleet Road	T-Junction	Two-way		1.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027	SAT	ONE HOUR	11:15	12:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Road (W)		ONE HOUR	✓	285	100.000
B - Foxes Low Road		ONE HOUR	✓	68	100.000
C - B1515 Fleet Road (E)		ONE HOUR	✓	202	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	76	209
	B - Foxes Low Road	64	0	5
	C - B1515 Fleet Road (E)	194	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	0	0
	B - Foxes Low Road	0	0	0
	C - B1515 Fleet Road (E)	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	6.52	0.0	A	4	7
B-A	0.13	7.95	0.2	A	58	87
C-AB	0.02	5.41	0.0	A	10	15
C-A					175	263
A-B					70	105
A-C					192	288

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.89	585	0.006	4	0.0	0.0	6.194	A
B-A	48	12	559	0.086	47	0.0	0.1	7.039	A
C-AB	8	2	674	0.011	8	0.0	0.0	5.404	A
C-A	144	36			144				
A-B	57	14			57				
A-C	158	39			158				

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	573	0.007	4	0.0	0.0	6.324	A
B-A	57	14	544	0.105	57	0.1	0.1	7.396	A
C-AB	10	2	684	0.014	10	0.0	0.0	5.334	A
C-A	172	43			172				
A-B	68	17			68				
A-C	188	47			188				

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	558	0.009	5	0.0	0.0	6.516	A
B-A	70	17	523	0.134	70	0.1	0.2	7.942	A
C-AB	13	3	700	0.018	13	0.0	0.0	5.238	A
C-A	209	52			209				
A-B	84	21			84				
A-C	230	58			230				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	558	0.009	5	0.0	0.0	6.516	A
B-A	70	17	523	0.134	70	0.2	0.2	7.947	A
C-AB	13	3	700	0.018	13	0.0	0.0	5.240	A
C-A	209	52			209				
A-B	84	21			84				
A-C	230	58			230				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	573	0.007	4	0.0	0.0	6.328	A
B-A	57	14	544	0.105	57	0.2	0.1	7.406	A
C-AB	10	2	684	0.014	10	0.0	0.0	5.336	A
C-A	172	43			172				
A-B	68	17			68				
A-C	188	47			188				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.89	584	0.006	4	0.0	0.0	6.198	A
B-A	48	12	559	0.086	48	0.1	0.1	7.053	A
C-AB	8	2	674	0.011	8	0.0	0.0	5.406	A
C-A	144	36			144				
A-B	57	14			57				
A-C	158	39			158				

Foxes Low Road - B1515 Fleet Road - 2027 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Foxes Low Road - B1515 Fleet Road	T-Junction	Two-way		1.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 + Dev	AM	ONE HOUR	07:45	09:15	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 - B1515 Fleet Road (W)		ONE HOUR	✓	312	100.000
B - Foxes Low Road		ONE HOUR	✓	125	100.000
C - B1515 Fleet Road (E)		ONE HOUR	✓	308	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	54	258
	B - Foxes Low Road	92	0	33
	C - B1515 Fleet Road (E)	294	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	0	0
	B - Foxes Low Road	0	0	0
	C - B1515 Fleet Road (E)	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	0.06	6.72	0.1	A	30	45
B-A	0.21	9.43	0.3	A	85	127
C-AB	0.03	5.10	0.0	A	20	31
C-A					263	394
A-B					50	75
A-C					237	355

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	611	0.040	24	0.0	0.0	6.138	A
B-A	69	17	529	0.131	69	0.0	0.1	7.807	A
C-AB	15	4	721	0.021	15	0.0	0.0	5.097	A
C-A	217	54			217				
A-B	41	10			41				
A-C	194	49			194				

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)	Unsignalised level of service
B-C	29	7	595	0.049	29	0.0	0.1	6.367	A
B-A	83	21	510	0.163	83	0.1	0.2	8.421	A
C-AB	20	5	742	0.026	20	0.0	0.0	4.982	A
C-A	258	64			258				
A-B	49	12			49				
A-C	232	58			232				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	571	0.063	36	0.1	0.1	6.722	A
B-A	102	25	483	0.210	101	0.2	0.3	9.417	A
C-AB	27	7	771	0.034	27	0.0	0.0	4.833	A
C-A	313	78			313				
A-B	60	15			60				
A-C	284	71			284				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	571	0.063	36	0.1	0.1	6.724	A
B-A	102	25	483	0.210	102	0.3	0.3	9.429	A
C-AB	27	7	771	0.034	27	0.0	0.0	4.836	A
C-A	313	78			313				
A-B	60	15			60				
A-C	284	71			284				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	594	0.049	29	0.1	0.1	6.371	A
B-A	83	21	510	0.163	83	0.3	0.2	8.437	A
C-AB	20	5	742	0.026	20	0.0	0.0	4.983	A
C-A	258	64			258				
A-B	49	12			49				
A-C	232	58			232				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	610	0.040	25	0.1	0.0	6.148	A
B-A	69	17	529	0.131	70	0.2	0.2	7.833	A
C-AB	15	4	721	0.021	15	0.0	0.0	5.098	A
C-A	217	54			217				
A-B	41	10			41				
A-C	194	49			194				

Foxes Low Road - B1515 Fleet Road - 2027 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Foxes Low Road - B1515 Fleet Road	T-Junction	Two-way		1.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 + Dev	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Road (W)		ONE HOUR	✓	356	100.000
B - Foxes Low Road		ONE HOUR	✓	102	100.000
C - B1515 Fleet Road (E)		ONE HOUR	✓	308	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	105	250
	B - Foxes Low Road	87	0	15
	C - B1515 Fleet Road (E)	288	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	0	0
	B - Foxes Low Road	0	0	0
	C - B1515 Fleet Road (E)	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	6.79	0.0	A	14	20
B-A	0.20	9.44	0.3	A	80	120
C-AB	0.05	5.22	0.1	A	29	43
C-A					253	380
A-B					97	145
A-C					230	344

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	585	0.019	11	0.0	0.0	6.276	A
B-A	66	16	525	0.125	65	0.0	0.1	7.820	A
C-AB	21	5	711	0.030	21	0.0	0.0	5.216	A
C-A	210	53			210				
A-B	79	20			79				
A-C	188	47			188				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	569	0.023	13	0.0	0.0	6.476	A
B-A	79	20	505	0.156	78	0.1	0.2	8.437	A
C-AB	28	7	730	0.038	28	0.0	0.1	5.122	A
C-A	249	62			249				
A-B	95	24			95				
A-C	225	56			225				

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)	Unsignalised level of service
B-C	16	4	547	0.030	16	0.0	0.0	6.787	A
B-A	96	24	478	0.202	96	0.2	0.2	9.427	A
C-AB	38	9	757	0.050	37	0.1	0.1	5.001	A
C-A	301	75			301				
A-B	116	29			116				
A-C	276	69			276				

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)	Unsignalised level of service
B-C	16	4	547	0.030	16	0.0	0.0	6.788	A
B-A	96	24	478	0.202	96	0.2	0.3	9.440	A
C-AB	38	9	757	0.050	38	0.1	0.1	5.004	A
C-A	301	75			301				
A-B	116	29			116				
A-C	276	69			276				

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)	Unsignalised level of service
B-C	13	3	569	0.023	13	0.0	0.0	6.481	A
B-A	79	20	505	0.156	79	0.3	0.2	8.452	A
C-AB	28	7	730	0.038	28	0.1	0.1	5.124	A
C-A	249	62			249				
A-B	95	24			95				
A-C	225	56			225				

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)	Unsignalised level of service
B-C	11	3	584	0.019	11	0.0	0.0	6.282	A
B-A	66	16	525	0.125	66	0.2	0.1	7.847	A
C-AB	21	5	711	0.030	22	0.1	0.0	5.220	A
C-A	210	53			210				
A-B	79	20			79				
A-C	188	47			188				

Foxes Low Road - B1515 Fleet Road - 2027 + Dev, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Foxes Low Road - B1515 Fleet Road	T-Junction	Two-way		1.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2027 + Dev	SAT	ONE HOUR	11:15	12:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Road (W)		ONE HOUR	✓	303	100.000
B - Foxes Low Road		ONE HOUR	✓	85	100.000
C - B1515 Fleet Road (E)		ONE HOUR	✓	202	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	93	210
	B - Foxes Low Road	80	0	5
	C - B1515 Fleet Road (E)	194	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Road (W)	B - Foxes Low Road	C - B1515 Fleet Road (E)
From	A - B1515 Fleet Road (W)	0	0	0
	B - Foxes Low Road	0	0	0
	C - B1515 Fleet Road (E)	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	6.63	0.0	A	4	7
B-A	0.17	8.32	0.2	A	74	111
C-AB	0.02	5.43	0.0	A	10	15
C-A					175	263
A-B					86	129
A-C					192	289

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.89	578	0.006	4	0.0	0.0	6.263	A
B-A	61	15	558	0.109	60	0.0	0.1	7.229	A
C-AB	8	2	671	0.011	8	0.0	0.0	5.425	A
C-A	144	36			144				
A-B	70	18			70				
A-C	158	39			158				

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	566	0.008	4	0.0	0.0	6.411	A
B-A	72	18	542	0.133	72	0.1	0.2	7.654	A
C-AB	10	2	681	0.014	10	0.0	0.0	5.358	A
C-A	172	43			172				
A-B	84	21			84				
A-C	189	47			189				

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	548	0.010	5	0.0	0.0	6.632	A
B-A	89	22	521	0.170	88	0.2	0.2	8.313	A
C-AB	13	3	696	0.018	13	0.0	0.0	5.266	A
C-A	210	52			210				
A-B	103	26			103				
A-C	231	58			231				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	548	0.010	5	0.0	0.0	6.633	A
B-A	89	22	521	0.170	89	0.2	0.2	8.320	A
C-AB	13	3	696	0.018	13	0.0	0.0	5.269	A
C-A	210	52			210				
A-B	103	26			103				
A-C	231	58			231				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	566	0.008	4	0.0	0.0	6.415	A
B-A	72	18	542	0.133	72	0.2	0.2	7.666	A
C-AB	10	2	681	0.014	10	0.0	0.0	5.361	A
C-A	172	43			172				
A-B	84	21			84				
A-C	189	47			189				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.89	578	0.006	4	0.0	0.0	6.268	A
B-A	61	15	558	0.109	61	0.2	0.1	7.244	A
C-AB	8	2	671	0.011	8	0.0	0.0	5.426	A
C-A	144	36			144				
A-B	70	18			70				
A-C	158	39			158				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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

Filename: North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street.j9
Path: C:\AMA\AMA\AMA - Documents\001-02 - Aldi - Saw\45043 - Fleet Street, Holbeach\D Models and Drawings\JUNCTION MODELLING
Report generation date: 03/10/2022 11:58:00

»North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2022, AM
»North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2022, PM
»North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2022, SAT
»North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2027, AM
»North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2027, PM
»North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2027, SAT
»North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2027 + Dev, AM
»North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2027 + Dev, PM
»North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2027 + Dev, SAT

Summary of junction performance

	AM					PM					SAT				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2022														
Stream B-C-D	D1	0.1	7.50	0.11	A	D2	0.1	7.19	0.10	A	D3	0.1	7.04	0.13	A
Stream B-A		0.1	10.68	0.09	B		0.1	10.50	0.05	B		0.0	9.93	0.04	A
Stream AB-C-D		0.3	5.08	0.15	A		0.2	4.99	0.11	A		0.1	4.93	0.06	A
Stream D-AB		0.0	6.07	0.02	A		0.0	6.32	0.01	A		0.0	5.90	0.01	A
Stream D-C		0.0	10.13	0.01	B		0.0	9.75	0.02	A		0.0	8.80	0.01	A
Stream CD-AB		0.2	5.51	0.09	A		0.2	5.44	0.10	A		0.2	5.46	0.10	A
	North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2027														
Stream B-C-D	D4	0.1	7.70	0.12	A	D5	0.1	7.35	0.11	A	D6	0.2	7.21	0.14	A
Stream B-A		0.1	11.09	0.10	B		0.1	10.87	0.06	B		0.0	10.21	0.04	B
Stream AB-C-D		0.3	5.10	0.17	A		0.2	4.98	0.12	A		0.1	4.91	0.07	A
Stream D-AB		0.0	6.14	0.02	A		0.0	6.39	0.01	A		0.0	5.97	0.01	A
Stream D-C		0.0	10.44	0.01	B		0.0	10.07	0.02	B		0.0	9.04	0.01	A
Stream CD-AB		0.2	5.49	0.10	A		0.2	5.42	0.11	A		0.2	5.45	0.11	A
	North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2027 + Dev														
Stream B-C-D	D7	0.1	7.75	0.12	A	D8	0.1	7.40	0.11	A	D9	0.2	7.27	0.14	A
Stream B-A		0.1	11.24	0.10	B		0.1	11.05	0.06	B		0.0	10.41	0.04	B
Stream AB-C-D		0.3	5.08	0.17	A		0.2	4.96	0.12	A		0.1	4.87	0.07	A
Stream D-AB		0.0	6.19	0.02	A		0.0	6.51	0.01	A		0.0	6.16	0.01	A
Stream D-C		0.0	10.48	0.01	B		0.0	10.23	0.02	B		0.0	9.72	0.01	A
Stream CD-AB		0.2	5.48	0.10	A		0.2	5.39	0.11	A		0.2	5.41	0.11	A

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

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

File summary

File Description

Title	North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street
Location	Holbeach
Site number	
Date	03/10/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\Modellinglaptop
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	PM	ONE HOUR	16:30	18:00	15	✓
D3	2022	SAT	ONE HOUR	11:15	12:45	15	✓
D4	2027	AM	ONE HOUR	07:45	09:15	15	✓
D5	2027	PM	ONE HOUR	16:30	18:00	15	✓
D6	2027	SAT	ONE HOUR	11:15	12:45	15	✓
D7	2027 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2027 + Dev	PM	ONE HOUR	16:30	18:00	15	✓
D9	2027 + Dev	SAT	ONE HOUR	11:15	12:45	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street	✓	100.000	100.000

North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street	Left-Right Stagger	Two-way		1.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B1515 Fleet Road (E)		Major
B	Dam Gate		Minor
C	B1515 Fleet Street (W)		Major
D	North Parade		Minor

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)
A - B1515 Fleet Road (E)	6.60			205.7	✓	0.00
C - B1515 Fleet Street (W)	6.70			82.8	✓	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 - Dam Gate	One lane plus flare	10.00	4.70	2.80	2.50	2.50	✓	1.00	19	12
D - North Parade	One lane plus flare	10.00	5.70	3.30	2.70	2.70	✓	1.00	26	27

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	693	-	-	-	-	-	0.262	0.262	0.262	-	-
B-A	505	0.089	0.225	0.225	-	-	0.142	0.322	-	0.142	0.322
B-CD	643	0.095	0.241	0.241	-	-	-	-	-	-	-
CD-B	622	0.234	0.234	0.234	-	-	-	-	-	-	-
D-AB	684	-	-	-	-	-	0.258	0.258	0.102	-	-
D-C	499	-	0.141	0.320	0.141	0.320	0.224	0.224	0.089	-	-

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	2022	AM	ONE HOUR	07:45	09:15	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 - B1515 Fleet Road (E)		ONE HOUR	✓	354	100.000
B - Dam Gate		ONE HOUR	✓	85	100.000
C - B1515 Fleet Street (W)		ONE HOUR	✓	284	100.000
D - North Parade		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	30	284	39
	B - Dam Gate	29	0	27	29
	C - B1515 Fleet Street (W)	243	35	0	7
	D - North Parade	9	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	0	0	0
	B - Dam Gate	0	0	0	0
	C - B1515 Fleet Street (W)	0	0	0	0
	D - North Parade	0	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-CD	0.11	7.50	0.1	A	51	76
B-A	0.09	10.68	0.1	B	27	40
A-B					28	42
A-C					261	391
A-D					36	54
AB-CD	0.15	5.08	0.3	A	98	147
AB-C					250	374
D-AB	0.02	6.07	0.0	A	8	13
D-C	0.01	10.13	0.0	B	2	3
C-D					6	9
C-A					223	334
C-B					32	48
CD-AB	0.09	5.51	0.2	A	48	73
CD-A					215	322

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	42	10	574	0.073	41	0.0	0.1	6.761	A
B-A	22	5	412	0.053	22	0.0	0.1	9.213	A
A-B	23	6			23				
A-C	214	54			214				
A-D	30	7			30				
AB-CD	73	18	788	0.093	72	0.0	0.1	5.028	A
AB-C	212	53			212				
D-AB	7	2	629	0.011	7	0.0	0.0	5.786	A
D-C	2	0.38	403	0.004	1	0.0	0.0	8.972	A
C-D	5	1			5				
C-A	183	46			183				
C-B	26	7			26				
CD-AB	36	9	690	0.053	36	0.0	0.1	5.502	A
CD-A	180	45			180				

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)	Unsignalised level of service
B-CD	50	12	560	0.089	50	0.1	0.1	7.057	A
B-A	26	7	394	0.066	26	0.1	0.1	9.779	A
A-B	27	7			27				
A-C	256	64			256				
A-D	35	9			35				
AB-CD	94	24	809	0.116	94	0.1	0.2	5.038	A
AB-C	247	62			247				
D-AB	8	2	618	0.013	8	0.0	0.0	5.901	A
D-C	2	0.45	384	0.005	2	0.0	0.0	9.424	A
C-D	6	1			6				
C-A	218	55			218				
C-B	31	8			31				
CD-AB	46	12	705	0.066	46	0.1	0.1	5.465	A
CD-A	211	53			211				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	61	15	541	0.113	61	0.1	0.1	7.501	A
B-A	32	8	369	0.087	32	0.1	0.1	10.674	B
A-B	33	8			33				
A-C	313	78			313				
A-D	43	11			43				
AB-CD	127	32	837	0.152	127	0.2	0.3	5.073	A
AB-C	290	72			290				
D-AB	10	3	603	0.017	10	0.0	0.0	6.067	A
D-C	2	0.55	358	0.006	2	0.0	0.0	10.123	B
C-D	7	2			7				
C-A	267	67			267				
C-B	39	10			39				
CD-AB	63	16	726	0.086	62	0.1	0.2	5.424	A
CD-A	253	63			253				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	61	15	541	0.113	61	0.1	0.1	7.505	A
B-A	32	8	369	0.087	32	0.1	0.1	10.679	B
A-B	33	8			33				
A-C	313	78			313				
A-D	43	11			43				
AB-CD	128	32	838	0.152	128	0.3	0.3	5.078	A
AB-C	290	72			290				
D-AB	10	3	603	0.017	10	0.0	0.0	6.067	A
D-C	2	0.55	358	0.006	2	0.0	0.0	10.126	B
C-D	7	2			7				
C-A	267	67			267				
C-B	39	10			39				
CD-AB	63	16	727	0.086	63	0.2	0.2	5.427	A
CD-A	253	63			253				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	50	12	560	0.089	50	0.1	0.1	7.064	A
B-A	26	7	394	0.066	26	0.1	0.1	9.787	A
A-B	27	7			27				
A-C	256	64			256				
A-D	35	9			35				
AB-CD	94	24	809	0.117	95	0.3	0.2	5.046	A
AB-C	247	62			247				
D-AB	8	2	618	0.013	8	0.0	0.0	5.904	A
D-C	2	0.45	384	0.005	2	0.0	0.0	9.429	A
C-D	6	1			6				
C-A	218	55			218				
C-B	31	8			31				
CD-AB	47	12	705	0.066	47	0.2	0.1	5.470	A
CD-A	211	53			211				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	42	10	574	0.073	42	0.1	0.1	6.773	A
B-A	22	5	412	0.053	22	0.1	0.1	9.226	A
A-B	23	6			23				
A-C	214	54			214				
A-D	30	7			30				
AB-CD	73	18	789	0.093	74	0.2	0.2	5.041	A
AB-C	212	53			212				
D-AB	7	2	629	0.011	7	0.0	0.0	5.789	A
D-C	2	0.38	403	0.004	2	0.0	0.0	8.979	A
C-D	5	1			5				
C-A	183	46			183				
C-B	26	7			26				
CD-AB	36	9	690	0.053	37	0.1	0.1	5.508	A
CD-A	179	45			179				

North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street	Left-Right Stagger	Two-way		0.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Road (E)		ONE HOUR	✓	341	100.000
B - Dam Gate		ONE HOUR	✓	68	100.000
C - B1515 Fleet Street (W)		ONE HOUR	✓	331	100.000
D - North Parade		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	44	265	31
	B - Dam Gate	18	0	32	18
	C - B1515 Fleet Street (W)	274	40	0	17
	D - North Parade	3	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	0	0	0
	B - Dam Gate	0	0	0	0
	C - B1515 Fleet Street (W)	0	0	0	0
	D - North Parade	0	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-CD	0.10	7.19	0.1	A	46	68
B-A	0.05	10.50	0.1	B	16	25
A-B					41	61
A-C					243	365
A-D					28	43
AB-CD	0.11	4.99	0.2	A	69	104
AB-C					248	372
D-AB	0.01	6.32	0.0	A	2	4
D-C	0.02	9.75	0.0	A	6	8
C-D					16	24
C-A					251	377
C-B					37	55
CD-AB	0.10	5.44	0.2	A	57	86
CD-A					233	349

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	37	9	585	0.064	37	0.0	0.1	6.569	A
B-A	13	3	405	0.033	13	0.0	0.0	9.195	A
A-B	33	8			33				
A-C	200	50			200				
A-D	23	6			23				
AB-CD	52	13	773	0.067	51	0.0	0.1	4.985	A
AB-C	209	52			209				
D-AB	2	0.49	602	0.003	2	0.0	0.0	6.001	A
D-C	5	1	423	0.011	4	0.0	0.0	8.594	A
C-D	13	3			13				
C-A	206	51			206				
C-B	30	8			30				
CD-AB	43	11	705	0.061	42	0.0	0.1	5.433	A
CD-A	195	49			195				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	45	11	573	0.078	45	0.1	0.1	6.819	A
B-A	16	4	387	0.041	16	0.0	0.0	9.705	A
A-B	40	10			40				
A-C	238	60			238				
A-D	28	7			28				
AB-CD	66	17	791	0.084	66	0.1	0.1	4.968	A
AB-C	245	61			245				
D-AB	2	0.58	590	0.004	2	0.0	0.0	6.129	A
D-C	5	1	403	0.013	5	0.0	0.0	9.047	A
C-D	15	4			15				
C-A	246	61			246				
C-B	36	9			36				
CD-AB	55	14	723	0.076	55	0.1	0.1	5.392	A
CD-A	229	57			229				

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)	Unsignalised level of service
B-CD	55	14	555	0.099	55	0.1	0.1	7.186	A
B-A	20	5	362	0.054	20	0.0	0.1	10.499	B
A-B	49	12			49				
A-C	292	73			292				
A-D	34	9			34				
AB-CD	90	22	816	0.110	90	0.1	0.2	4.955	A
AB-C	291	73			291				
D-AB	3	0.72	573	0.005	3	0.0	0.0	6.315	A
D-C	7	2	376	0.018	7	0.0	0.0	9.752	A
C-D	19	5			19				
C-A	301	75			301				
C-B	44	11			44				
CD-AB	74	19	748	0.099	74	0.1	0.2	5.345	A
CD-A	274	68			274				

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)	Unsignalised level of service
B-CD	55	14	555	0.099	55	0.1	0.1	7.189	A
B-A	20	5	362	0.054	20	0.1	0.1	10.502	B
A-B	49	12			49				
A-C	292	73			292				
A-D	34	9			34				
AB-CD	90	22	816	0.110	90	0.2	0.2	4.958	A
AB-C	291	73			291				
D-AB	3	0.72	573	0.005	3	0.0	0.0	6.316	A
D-C	7	2	376	0.018	7	0.0	0.0	9.754	A
C-D	19	5			19				
C-A	301	75			301				
C-B	44	11			44				
CD-AB	75	19	748	0.100	75	0.2	0.2	5.348	A
CD-A	274	68			274				

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)	Unsignalised level of service
B-CD	45	11	572	0.078	45	0.1	0.1	6.822	A
B-A	16	4	387	0.041	16	0.1	0.0	9.709	A
A-B	40	10			40				
A-C	238	60			238				
A-D	28	7			28				
AB-CD	66	17	791	0.084	67	0.2	0.1	4.972	A
AB-C	245	61			245				
D-AB	2	0.58	590	0.004	2	0.0	0.0	6.132	A
D-C	5	1	403	0.013	5	0.0	0.0	9.052	A
C-D	15	4			15				
C-A	246	61			246				
C-B	36	9			36				
CD-AB	55	14	723	0.076	55	0.2	0.1	5.395	A
CD-A	229	57			229				

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)	Unsignalised level of service
B-CD	37	9	585	0.064	37	0.1	0.1	6.577	A
B-A	13	3	405	0.033	13	0.0	0.0	9.206	A
A-B	33	8			33				
A-C	200	50			200				
A-D	23	6			23				
AB-CD	52	13	774	0.067	52	0.1	0.1	4.992	A
AB-C	209	52			209				
D-AB	2	0.49	602	0.003	2	0.0	0.0	6.005	A
D-C	5	1	423	0.011	5	0.0	0.0	8.602	A
C-D	13	3			13				
C-A	206	51			206				
C-B	30	8			30				
CD-AB	43	11	705	0.061	43	0.1	0.1	5.439	A
CD-A	195	49			195				

North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2022, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street	Left-Right Stagger	Two-way		0.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022	SAT	ONE HOUR	11:15	12:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Road (E)		ONE HOUR	✓	263	100.000
B - Dam Gate		ONE HOUR	✓	79	100.000
C - B1515 Fleet Street (W)		ONE HOUR	✓	299	100.000
D - North Parade		ONE HOUR	✓	8	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	47	200	16
	B - Dam Gate	12	0	55	12
	C - B1515 Fleet Street (W)	242	40	0	17
	D - North Parade	3	1	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	0	0	0
	B - Dam Gate	0	0	0	0
	C - B1515 Fleet Street (W)	0	0	0	0
	D - North Parade	0	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-CD	0.13	7.04	0.1	A	62	93
B-A	0.04	9.93	0.0	A	11	17
A-B					43	64
A-C					184	276
A-D					15	22
AB-CD	0.06	4.93	0.1	A	37	56
AB-C					223	334
D-AB	0.01	5.90	0.0	A	4	6
D-C	0.01	8.80	0.0	A	4	6
C-D					15	23
C-A					222	333
C-B					37	55
CD-AB	0.10	5.46	0.2	A	55	83
CD-A					207	310

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	51	13	607	0.083	50	0.0	0.1	6.461	A
B-A	9	2	410	0.022	9	0.0	0.0	8.980	A
A-B	35	9			35				
A-C	151	38			151				
A-D	12	3			12				
AB-CD	28	7	759	0.037	28	0.0	0.1	4.924	A
AB-C	185	46			185				
D-AB	3	0.75	642	0.005	3	0.0	0.0	5.637	A
D-C	3	0.75	455	0.007	3	0.0	0.0	7.962	A
C-D	13	3			13				
C-A	182	46			182				
C-B	30	8			30				
CD-AB	42	10	701	0.060	41	0.0	0.1	5.458	A
CD-A	173	43			173				

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	61	15	598	0.101	60	0.1	0.1	6.698	A
B-A	11	3	395	0.027	11	0.0	0.0	9.359	A
A-B	42	10			42				
A-C	180	45			180				
A-D	14	4			14				
AB-CD	36	9	773	0.046	36	0.1	0.1	4.883	A
AB-C	219	55			219				
D-AB	4	0.90	630	0.006	4	0.0	0.0	5.745	A
D-C	4	0.90	438	0.008	4	0.0	0.0	8.295	A
C-D	15	4			15				
C-A	217	54			217				
C-B	36	9			36				
CD-AB	53	13	718	0.074	53	0.1	0.1	5.422	A
CD-A	204	51			204				

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	74	19	585	0.127	74	0.1	0.1	7.041	A
B-A	13	3	376	0.035	13	0.0	0.0	9.933	A
A-B	51	13			51				
A-C	221	55			221				
A-D	18	4			18				
AB-CD	48	12	794	0.060	48	0.1	0.1	4.826	A
AB-C	264	66			264				
D-AB	4	1	614	0.007	4	0.0	0.0	5.901	A
D-C	4	1	413	0.011	4	0.0	0.0	8.802	A
C-D	18	5			18				
C-A	266	67			266				
C-B	44	11			44				
CD-AB	71	18	741	0.096	71	0.1	0.2	5.377	A
CD-A	244	61			244				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	74	19	585	0.127	74	0.1	0.1	7.044	A
B-A	13	3	376	0.035	13	0.0	0.0	9.934	A
A-B	51	13			51				
A-C	221	55			221				
A-D	18	4			18				
AB-CD	48	12	794	0.060	48	0.1	0.1	4.829	A
AB-C	265	66			265				
D-AB	4	1	614	0.007	4	0.0	0.0	5.902	A
D-C	4	1	413	0.011	4	0.0	0.0	8.803	A
C-D	18	5			18				
C-A	266	67			266				
C-B	44	11			44				
CD-AB	71	18	741	0.096	71	0.2	0.2	5.380	A
CD-A	243	61			243				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	61	15	598	0.101	61	0.1	0.1	6.704	A
B-A	11	3	395	0.027	11	0.0	0.0	9.363	A
A-B	42	10			42				
A-C	180	45			180				
A-D	14	4			14				
AB-CD	36	9	773	0.046	36	0.1	0.1	4.885	A
AB-C	219	55			219				
D-AB	4	0.90	630	0.006	4	0.0	0.0	5.746	A
D-C	4	0.90	438	0.008	4	0.0	0.0	8.297	A
C-D	15	4			15				
C-A	217	54			217				
C-B	36	9			36				
CD-AB	53	13	718	0.074	54	0.2	0.1	5.426	A
CD-A	204	51			204				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	51	13	607	0.083	51	0.1	0.1	6.471	A
B-A	9	2	410	0.022	9	0.0	0.0	8.987	A
A-B	35	9			35				
A-C	151	38			151				
A-D	12	3			12				
AB-CD	28	7	759	0.037	28	0.1	0.1	4.929	A
AB-C	185	46			185				
D-AB	3	0.75	641	0.005	3	0.0	0.0	5.638	A
D-C	3	0.75	455	0.007	3	0.0	0.0	7.964	A
C-D	13	3			13				
C-A	182	46			182				
C-B	30	8			30				
CD-AB	42	11	701	0.060	42	0.1	0.1	5.465	A
CD-A	173	43			173				

North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street	Left-Right Stagger	Two-way		1.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027	AM	ONE HOUR	07:45	09:15	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 - B1515 Fleet Road (E)		ONE HOUR	✓	380	100.000
B - Dam Gate		ONE HOUR	✓	91	100.000
C - B1515 Fleet Street (W)		ONE HOUR	✓	305	100.000
D - North Parade		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	32	305	42
	B - Dam Gate	31	0	28	31
	C - B1515 Fleet Street (W)	261	38	0	7
	D - North Parade	10	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	0	0	0
	B - Dam Gate	0	0	0	0
	C - B1515 Fleet Street (W)	0	0	0	0
	D - North Parade	0	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-CD	0.12	7.70	0.1	A	55	82
B-A	0.10	11.09	0.1	B	29	43
A-B					30	45
A-C					280	420
A-D					39	58
AB-CD	0.17	5.10	0.3	A	109	164
AB-C					264	396
D-AB	0.02	6.14	0.0	A	9	14
D-C	0.01	10.44	0.0	B	2	3
C-D					6	10
C-A					239	359
C-B					35	52
CD-AB	0.10	5.49	0.2	A	54	81
CD-A					229	343

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	45	11	569	0.079	45	0.0	0.1	6.866	A
B-A	23	6	405	0.058	23	0.0	0.1	9.416	A
A-B	24	6			24				
A-C	230	57			230				
A-D	32	8			32				
AB-CD	81	20	796	0.101	80	0.0	0.2	5.026	A
AB-C	226	56			226				
D-AB	7	2	625	0.012	7	0.0	0.0	5.829	A
D-C	2	0.40	396	0.004	2	0.0	0.0	9.138	A
C-D	5	1			5				
C-A	196	49			196				
C-B	28	7			28				
CD-AB	40	10	696	0.058	40	0.0	0.1	5.486	A
CD-A	192	48			192				

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)	Unsignalised level of service
B-CD	54	13	554	0.097	54	0.1	0.1	7.198	A
B-A	28	7	386	0.073	28	0.1	0.1	10.059	B
A-B	29	7			29				
A-C	275	69			275				
A-D	38	10			38				
AB-CD	104	26	818	0.128	104	0.2	0.2	5.045	A
AB-C	262	65			262				
D-AB	9	2	613	0.014	9	0.0	0.0	5.955	A
D-C	2	0.48	375	0.005	2	0.0	0.0	9.644	A
C-D	6	2			6				
C-A	234	59			234				
C-B	34	8			34				
CD-AB	51	13	712	0.072	51	0.1	0.1	5.449	A
CD-A	225	56			225				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	66	16	533	0.123	66	0.1	0.1	7.701	A
B-A	34	9	359	0.096	34	0.1	0.1	11.084	B
A-B	36	9			36				
A-C	336	84			336				
A-D	47	12			47				
AB-CD	143	36	849	0.168	142	0.2	0.3	5.097	A
AB-C	306	76			306				
D-AB	11	3	597	0.018	11	0.0	0.0	6.137	A
D-C	2	0.59	347	0.007	2	0.0	0.0	10.437	B
C-D	8	2			8				
C-A	287	72			287				
C-B	41	10			41				
CD-AB	70	17	735	0.095	70	0.1	0.2	5.410	A
CD-A	269	67			269				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	66	16	533	0.123	66	0.1	0.1	7.705	A
B-A	34	9	359	0.096	34	0.1	0.1	11.092	B
A-B	36	9			36				
A-C	336	84			336				
A-D	47	12			47				
AB-CD	143	36	850	0.168	143	0.3	0.3	5.101	A
AB-C	305	76			305				
D-AB	11	3	597	0.018	11	0.0	0.0	6.137	A
D-C	2	0.59	347	0.007	2	0.0	0.0	10.440	B
C-D	8	2			8				
C-A	287	72			287				
C-B	41	10			41				
CD-AB	70	17	735	0.095	70	0.2	0.2	5.415	A
CD-A	269	67			269				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	54	13	554	0.097	54	0.1	0.1	7.203	A
B-A	28	7	386	0.073	28	0.1	0.1	10.067	B
A-B	29	7			29				
A-C	275	69			275				
A-D	38	10			38				
AB-CD	105	26	818	0.128	105	0.3	0.2	5.057	A
AB-C	262	65			262				
D-AB	9	2	613	0.014	9	0.0	0.0	5.958	A
D-C	2	0.48	375	0.005	2	0.0	0.0	9.650	A
C-D	6	2			6				
C-A	234	59			234				
C-B	34	8			34				
CD-AB	52	13	712	0.072	52	0.2	0.1	5.457	A
CD-A	225	56			225				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	45	11	568	0.079	45	0.1	0.1	6.878	A
B-A	23	6	405	0.058	24	0.1	0.1	9.433	A
A-B	24	6			24				
A-C	230	57			230				
A-D	32	8			32				
AB-CD	81	20	796	0.102	81	0.2	0.2	5.042	A
AB-C	226	56			226				
D-AB	7	2	625	0.012	7	0.0	0.0	5.832	A
D-C	2	0.40	395	0.004	2	0.0	0.0	9.146	A
C-D	5	1			5				
C-A	196	49			196				
C-B	28	7			28				
CD-AB	40	10	696	0.058	40	0.1	0.1	5.492	A
CD-A	192	48			192				

North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street	Left-Right Stagger	Two-way		0.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Road (E)		ONE HOUR	✓	366	100.000
B - Dam Gate		ONE HOUR	✓	73	100.000
C - B1515 Fleet Street (W)		ONE HOUR	✓	356	100.000
D - North Parade		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	48	285	33
	B - Dam Gate	19	0	34	19
	C - B1515 Fleet Street (W)	294	43	0	18
	D - North Parade	3	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	0	0	0
	B - Dam Gate	0	0	0	0
	C - B1515 Fleet Street (W)	0	0	0	0
	D - North Parade	0	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-CD	0.11	7.35	0.1	A	49	74
B-A	0.06	10.87	0.1	B	18	26
A-B					44	66
A-C					262	392
A-D					31	46
AB-CD	0.12	4.98	0.2	A	77	116
AB-C					264	396
D-AB	0.01	6.39	0.0	A	3	4
D-C	0.02	10.07	0.0	B	6	9
C-D					17	25
C-A					270	405
C-B					39	59
CD-AB	0.11	5.42	0.2	A	64	96
CD-A					248	372

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	40	10	580	0.069	40	0.0	0.1	6.661	A
B-A	14	4	398	0.036	14	0.0	0.0	9.385	A
A-B	36	9			36				
A-C	215	54			215				
A-D	25	6			25				
AB-CD	57	14	780	0.073	56	0.0	0.1	4.973	A
AB-C	223	56			223				
D-AB	2	0.53	597	0.004	2	0.0	0.0	6.049	A
D-C	5	1	416	0.012	5	0.0	0.0	8.761	A
C-D	14	3			14				
C-A	221	55			221				
C-B	32	8			32				
CD-AB	47	12	712	0.066	47	0.0	0.1	5.411	A
CD-A	209	52			209				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	48	12	567	0.085	48	0.1	0.1	6.937	A
B-A	17	4	379	0.045	17	0.0	0.0	9.954	A
A-B	43	11			43				
A-C	256	64			256				
A-D	30	7			30				
AB-CD	74	18	799	0.092	73	0.1	0.2	4.960	A
AB-C	260	65			260				
D-AB	3	0.63	584	0.004	3	0.0	0.0	6.190	A
D-C	6	1	394	0.015	6	0.0	0.0	9.270	A
C-D	17	4			17				
C-A	264	66			264				
C-B	39	10			39				
CD-AB	61	15	731	0.083	61	0.1	0.2	5.374	A
CD-A	244	61			244				

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)	Unsignalised level of service
B-CD	59	15	548	0.107	59	0.1	0.1	7.349	A
B-A	21	5	352	0.060	21	0.0	0.1	10.863	B
A-B	52	13			52				
A-C	314	78			314				
A-D	37	9			37				
AB-CD	101	25	827	0.122	100	0.2	0.2	4.958	A
AB-C	309	77			309				
D-AB	3	0.77	566	0.005	3	0.0	0.0	6.394	A
D-C	7	2	365	0.019	7	0.0	0.0	10.071	B
C-D	20	5			20				
C-A	324	81			324				
C-B	47	12			47				
CD-AB	83	21	759	0.110	83	0.2	0.2	5.332	A
CD-A	291	73			291				

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)	Unsignalised level of service
B-CD	59	15	548	0.107	59	0.1	0.1	7.353	A
B-A	21	5	352	0.060	21	0.1	0.1	10.866	B
A-B	52	13			52				
A-C	314	78			314				
A-D	37	9			37				
AB-CD	101	25	827	0.122	101	0.2	0.2	4.962	A
AB-C	309	77			309				
D-AB	3	0.77	566	0.005	3	0.0	0.0	6.395	A
D-C	7	2	364	0.019	7	0.0	0.0	10.073	B
C-D	20	5			20				
C-A	324	81			324				
C-B	47	12			47				
CD-AB	84	21	759	0.110	84	0.2	0.2	5.334	A
CD-A	291	73			291				

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)	Unsignalised level of service
B-CD	48	12	567	0.085	48	0.1	0.1	6.944	A
B-A	17	4	379	0.045	17	0.1	0.0	9.962	A
A-B	43	11			43				
A-C	256	64			256				
A-D	30	7			30				
AB-CD	74	18	800	0.092	74	0.2	0.2	4.966	A
AB-C	260	65			260				
D-AB	3	0.63	584	0.004	3	0.0	0.0	6.193	A
D-C	6	1	394	0.015	6	0.0	0.0	9.276	A
C-D	17	4			17				
C-A	264	66			264				
C-B	39	10			39				
CD-AB	61	15	731	0.084	61	0.2	0.2	5.381	A
CD-A	244	61			244				

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)	Unsignalised level of service
B-CD	40	10	580	0.069	40	0.1	0.1	6.672	A
B-A	14	4	398	0.036	14	0.0	0.0	9.392	A
A-B	36	9			36				
A-C	215	54			215				
A-D	25	6			25				
AB-CD	57	14	780	0.073	57	0.2	0.1	4.982	A
AB-C	223	56			223				
D-AB	2	0.53	597	0.004	2	0.0	0.0	6.051	A
D-C	5	1	415	0.012	5	0.0	0.0	8.770	A
C-D	14	3			14				
C-A	221	55			221				
C-B	32	8			32				
CD-AB	47	12	712	0.067	48	0.2	0.1	5.423	A
CD-A	208	52			208				

North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2027, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street	Left-Right Stagger	Two-way		1.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027	SAT	ONE HOUR	11:15	12:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Road (E)		ONE HOUR	✓	284	100.000
B - Dam Gate		ONE HOUR	✓	86	100.000
C - B1515 Fleet Street (W)		ONE HOUR	✓	323	100.000
D - North Parade		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	50	216	17
	B - Dam Gate	13	0	60	13
	C - B1515 Fleet Street (W)	261	43	0	18
	D - North Parade	3	1	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	0	0	0
	B - Dam Gate	0	0	0	0
	C - B1515 Fleet Street (W)	0	0	0	0
	D - North Parade	0	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-CD	0.14	7.21	0.2	A	67	100
B-A	0.04	10.21	0.0	B	12	18
A-B					46	69
A-C					199	298
A-D					16	24
AB-CD	0.07	4.91	0.1	A	42	62
AB-C					240	359
D-AB	0.01	5.97	0.0	A	4	6
D-C	0.01	9.04	0.0	A	4	6
C-D					17	25
C-A					240	359
C-B					40	59
CD-AB	0.11	5.45	0.2	A	62	93
CD-A					221	332

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	55	14	603	0.091	54	0.0	0.1	6.553	A
B-A	10	2	404	0.024	10	0.0	0.0	9.130	A
A-B	38	9			38				
A-C	163	41			163				
A-D	13	3			13				
AB-CD	31	8	765	0.041	31	0.0	0.1	4.906	A
AB-C	199	50			199				
D-AB	3	0.81	637	0.005	3	0.0	0.0	5.681	A
D-C	3	0.81	448	0.007	3	0.0	0.0	8.096	A
C-D	14	3			14				
C-A	197	49			197				
C-B	33	8			33				
CD-AB	46	12	708	0.066	46	0.0	0.1	5.438	A
CD-A	186	47			186				

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	65	16	593	0.110	65	0.1	0.1	6.817	A
B-A	12	3	388	0.030	12	0.0	0.0	9.555	A
A-B	45	11			45				
A-C	195	49			195				
A-D	16	4			16				
AB-CD	40	10	780	0.051	40	0.1	0.1	4.861	A
AB-C	235	59			235				
D-AB	4	0.97	624	0.006	4	0.0	0.0	5.800	A
D-C	4	0.97	429	0.009	4	0.0	0.0	8.469	A
C-D	16	4			16				
C-A	235	59			235				
C-B	39	10			39				
CD-AB	59	15	726	0.082	59	0.1	0.1	5.402	A
CD-A	218	55			218				

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	80	20	579	0.138	80	0.1	0.2	7.204	A
B-A	14	4	367	0.039	14	0.0	0.0	10.206	B
A-B	55	14			55				
A-C	238	60			238				
A-D	19	5			19				
AB-CD	54	13	803	0.067	53	0.1	0.1	4.804	A
AB-C	284	71			284				
D-AB	5	1	607	0.008	5	0.0	0.0	5.972	A
D-C	5	1	403	0.012	5	0.0	0.0	9.044	A
C-D	20	5			20				
C-A	288	72			288				
C-B	48	12			48				
CD-AB	80	20	751	0.106	80	0.1	0.2	5.361	A
CD-A	260	65			260				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	80	20	579	0.138	80	0.2	0.2	7.207	A
B-A	14	4	367	0.039	14	0.0	0.0	10.209	B
A-B	55	14			55				
A-C	238	60			238				
A-D	19	5			19				
AB-CD	54	13	803	0.067	54	0.1	0.1	4.806	A
AB-C	284	71			284				
D-AB	5	1	607	0.008	5	0.0	0.0	5.973	A
D-C	5	1	403	0.012	5	0.0	0.0	9.044	A
C-D	20	5			20				
C-A	288	72			288				
C-B	48	12			48				
CD-AB	80	20	751	0.106	80	0.2	0.2	5.367	A
CD-A	260	65			260				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	65	16	593	0.110	65	0.2	0.1	6.821	A
B-A	12	3	388	0.030	12	0.0	0.0	9.561	A
A-B	45	11			45				
A-C	195	49			195				
A-D	16	4			16				
AB-CD	40	10	781	0.051	40	0.1	0.1	4.863	A
AB-C	236	59			236				
D-AB	4	0.97	624	0.006	4	0.0	0.0	5.801	A
D-C	4	0.97	429	0.009	4	0.0	0.0	8.470	A
C-D	16	4			16				
C-A	235	59			235				
C-B	39	10			39				
CD-AB	59	15	726	0.082	60	0.2	0.1	5.409	A
CD-A	218	55			218				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	55	14	603	0.091	55	0.1	0.1	6.567	A
B-A	10	2	404	0.024	10	0.0	0.0	9.139	A
A-B	38	9			38				
A-C	163	41			163				
A-D	13	3			13				
AB-CD	31	8	765	0.041	31	0.1	0.1	4.909	A
AB-C	199	50			199				
D-AB	3	0.81	637	0.005	3	0.0	0.0	5.682	A
D-C	3	0.81	448	0.007	3	0.0	0.0	8.097	A
C-D	14	3			14				
C-A	197	49			197				
C-B	33	8			33				
CD-AB	47	12	708	0.066	47	0.1	0.1	5.447	A
CD-A	186	46			186				

North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2027 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	O-D data		O-D matrix contains negative demand. Matrix should only be used as a development matrix for Demand Set relationships and should not be run on its own.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street	Left-Right Stagger	Two-way		1.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 + Dev	AM	ONE HOUR	07:45	09:15	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 - B1515 Fleet Road (E)		ONE HOUR	✓	391	100.000
B - Dam Gate		ONE HOUR	✓	91	100.000
C - B1515 Fleet Street (W)		ONE HOUR	✓	315	100.000
D - North Parade		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	32	316	42
	B - Dam Gate	31	0	29	31
	C - B1515 Fleet Street (W)	270	38	0	7
	D - North Parade	10	0	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	0	0	0
	B - Dam Gate	0	0	0	0
	C - B1515 Fleet Street (W)	0	0	0	0
	D - North Parade	0	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-CD	0.12	7.75	0.1	A	55	82
B-A	0.10	11.24	0.1	B	28	43
A-B					30	44
A-C					290	435
A-D					39	58
AB-CD	0.17	5.08	0.3	A	111	166
AB-C					273	409
D-AB	0.02	6.19	0.0	A	9	13
D-C	0.01	10.48	0.0	B	2	4
C-D					7	10
C-A					248	372
C-B					35	52
CD-AB	0.10	5.48	0.2	A	55	83
CD-A					236	355

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	45	11	567	0.079	45	0.0	0.1	6.890	A
B-A	23	6	402	0.058	23	0.0	0.1	9.489	A
A-B	24	6			24				
A-C	238	60			238				
A-D	32	8			32				
AB-CD	81	20	800	0.102	81	0.0	0.2	5.004	A
AB-C	233	58			233				
D-AB	7	2	621	0.012	7	0.0	0.0	5.869	A
D-C	2	0.49	397	0.005	2	0.0	0.0	9.124	A
C-D	6	1			6				
C-A	203	51			203				
C-B	29	7			29				
CD-AB	41	10	699	0.059	41	0.0	0.1	5.467	A
CD-A	198	50			198				

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)	Unsignalised level of service
B-CD	54	13	551	0.097	54	0.1	0.1	7.230	A
B-A	28	7	382	0.073	28	0.1	0.1	10.156	B
A-B	29	7			29				
A-C	284	71			284				
A-D	38	9			38				
AB-CD	106	26	823	0.128	105	0.2	0.2	5.023	A
AB-C	270	68			270				
D-AB	9	2	609	0.014	9	0.0	0.0	6.000	A
D-C	2	0.59	375	0.006	2	0.0	0.0	9.649	A
C-D	7	2			7				
C-A	243	61			243				
C-B	34	9			34				
CD-AB	53	13	716	0.074	53	0.1	0.1	5.430	A
CD-A	233	58			233				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	66	16	530	0.124	66	0.1	0.1	7.747	A
B-A	34	9	354	0.096	34	0.1	0.1	11.227	B
A-B	36	9			36				
A-C	348	87			348				
A-D	46	12			46				
AB-CD	145	36	855	0.170	145	0.2	0.3	5.071	A
AB-C	315	79			315				
D-AB	11	3	592	0.018	11	0.0	0.0	6.190	A
D-C	3	0.72	346	0.008	3	0.0	0.0	10.477	B
C-D	8	2			8				
C-A	297	74			297				
C-B	42	10			42				
CD-AB	72	18	740	0.097	72	0.1	0.2	5.386	A
CD-A	278	69			278				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	66	16	530	0.124	66	0.1	0.1	7.751	A
B-A	34	9	354	0.096	34	0.1	0.1	11.235	B
A-B	36	9			36				
A-C	348	87			348				
A-D	46	12			46				
AB-CD	145	36	855	0.170	145	0.3	0.3	5.075	A
AB-C	315	79			315				
D-AB	11	3	592	0.018	11	0.0	0.0	6.190	A
D-C	3	0.72	346	0.008	3	0.0	0.0	10.480	B
C-D	8	2			8				
C-A	297	74			297				
C-B	42	10			42				
CD-AB	72	18	740	0.097	72	0.2	0.2	5.390	A
CD-A	278	69			278				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	54	13	551	0.097	54	0.1	0.1	7.235	A
B-A	28	7	382	0.073	28	0.1	0.1	10.165	B
A-B	29	7			29				
A-C	284	71			284				
A-D	38	9			38				
AB-CD	106	26	823	0.129	106	0.3	0.2	5.033	A
AB-C	270	68			270				
D-AB	9	2	609	0.014	9	0.0	0.0	6.000	A
D-C	2	0.59	375	0.006	2	0.0	0.0	9.655	A
C-D	7	2			7				
C-A	243	61			243				
C-B	34	9			34				
CD-AB	53	13	716	0.074	53	0.2	0.1	5.434	A
CD-A	233	58			233				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	45	11	567	0.079	45	0.1	0.1	6.905	A
B-A	23	6	402	0.058	23	0.1	0.1	9.505	A
A-B	24	6			24				
A-C	238	60			238				
A-D	32	8			32				
AB-CD	82	20	800	0.102	82	0.2	0.2	5.018	A
AB-C	233	58			233				
D-AB	7	2	621	0.012	7	0.0	0.0	5.872	A
D-C	2	0.49	396	0.005	2	0.0	0.0	9.132	A
C-D	6	1			6				
C-A	203	51			203				
C-B	29	7			29				
CD-AB	41	10	699	0.059	41	0.1	0.1	5.476	A
CD-A	198	50			198				

North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2027 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	O-D data		O-D matrix contains negative demand. Matrix should only be used as a development matrix for Demand Set relationships and should not be run on its own.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street	Left-Right Stagger	Two-way		0.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 + Dev	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Road (E)		ONE HOUR	✓	379	100.000
B - Dam Gate		ONE HOUR	✓	72	100.000
C - B1515 Fleet Street (W)		ONE HOUR	✓	372	100.000
D - North Parade		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	47	299	33
	B - Dam Gate	19	0	35	19
	C - B1515 Fleet Street (W)	309	44	0	19
	D - North Parade	3	0	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	0	0	0
	B - Dam Gate	0	0	0	0
	C - B1515 Fleet Street (W)	0	0	0	0
	D - North Parade	0	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-CD	0.11	7.40	0.1	A	49	74
B-A	0.06	11.05	0.1	B	17	26
A-B					43	65
A-C					274	411
A-D					30	46
AB-CD	0.12	4.96	0.2	A	78	117
AB-C					275	413
D-AB	0.01	6.51	0.0	A	2	4
D-C	0.02	10.23	0.0	B	6	10
C-D					18	26
C-A					284	426
C-B					40	60
CD-AB	0.11	5.39	0.2	A	67	100
CD-A					260	389

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	40	10	578	0.070	40	0.0	0.1	6.687	A
B-A	14	4	394	0.036	14	0.0	0.0	9.484	A
A-B	36	9			36				
A-C	225	56			225				
A-D	25	6			25				
AB-CD	57	14	784	0.073	57	0.0	0.1	4.948	A
AB-C	232	58			232				
D-AB	2	0.48	588	0.003	2	0.0	0.0	6.141	A
D-C	5	1	413	0.013	5	0.0	0.0	8.828	A
C-D	14	4			14				
C-A	233	58			233				
C-B	33	8			33				
CD-AB	49	12	718	0.068	48	0.0	0.1	5.378	A
CD-A	219	55			219				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	48	12	564	0.085	48	0.1	0.1	6.973	A
B-A	17	4	374	0.045	17	0.0	0.0	10.085	B
A-B	43	11			43				
A-C	268	67			268				
A-D	30	7			30				
AB-CD	74	19	804	0.093	74	0.1	0.2	4.932	A
AB-C	272	68			272				
D-AB	2	0.57	574	0.004	2	0.0	0.0	6.291	A
D-C	6	2	391	0.016	6	0.0	0.0	9.370	A
C-D	17	4			17				
C-A	278	70			278				
C-B	39	10			39				
CD-AB	63	16	738	0.086	63	0.1	0.2	5.337	A
CD-A	256	64			256				

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)	Unsignalised level of service
B-CD	59	15	545	0.108	59	0.1	0.1	7.399	A
B-A	21	5	346	0.060	21	0.0	0.1	11.048	B
A-B	52	13			52				
A-C	329	82			329				
A-D	36	9			36				
AB-CD	102	26	834	0.123	102	0.2	0.2	4.923	A
AB-C	322	80			322				
D-AB	3	0.70	556	0.005	3	0.0	0.0	6.510	A
D-C	8	2	360	0.022	8	0.0	0.0	10.229	B
C-D	21	5			21				
C-A	341	85			341				
C-B	48	12			48				
CD-AB	87	22	768	0.114	87	0.2	0.2	5.292	A
CD-A	304	76			304				

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)	Unsignalised level of service
B-CD	59	15	545	0.108	59	0.1	0.1	7.403	A
B-A	21	5	346	0.060	21	0.1	0.1	11.055	B
A-B	52	13			52				
A-C	329	82			329				
A-D	36	9			36				
AB-CD	102	26	834	0.123	102	0.2	0.2	4.929	A
AB-C	322	80			322				
D-AB	3	0.70	556	0.005	3	0.0	0.0	6.511	A
D-C	8	2	360	0.022	8	0.0	0.0	10.231	B
C-D	21	5			21				
C-A	341	85			341				
C-B	48	12			48				
CD-AB	87	22	768	0.114	87	0.2	0.2	5.296	A
CD-A	304	76			304				

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)	Unsignalised level of service
B-CD	48	12	564	0.085	48	0.1	0.1	6.976	A
B-A	17	4	374	0.045	17	0.1	0.0	10.092	B
A-B	43	11			43				
A-C	268	67			268				
A-D	30	7			30				
AB-CD	75	19	805	0.093	75	0.2	0.2	4.940	A
AB-C	272	68			272				
D-AB	2	0.57	574	0.004	2	0.0	0.0	6.294	A
D-C	6	2	390	0.016	6	0.0	0.0	9.374	A
C-D	17	4			17				
C-A	278	70			278				
C-B	39	10			39				
CD-AB	64	16	738	0.086	64	0.2	0.2	5.342	A
CD-A	256	64			256				

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)	Unsignalised level of service
B-CD	40	10	578	0.070	40	0.1	0.1	6.696	A
B-A	14	4	393	0.036	14	0.0	0.0	9.491	A
A-B	36	9			36				
A-C	225	56			225				
A-D	25	6			25				
AB-CD	58	14	784	0.073	58	0.2	0.1	4.957	A
AB-C	232	58			232				
D-AB	2	0.48	588	0.003	2	0.0	0.0	6.145	A
D-C	5	1	413	0.013	5	0.0	0.0	8.835	A
C-D	14	4			14				
C-A	233	58			233				
C-B	33	8			33				
CD-AB	49	12	718	0.068	49	0.2	0.1	5.388	A
CD-A	219	55			219				

North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street - 2027 + Dev, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Parade - B1515 Fleet Road - Dam Gate - B1515 Fleet Street	Left-Right Stagger	Two-way		0.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2027 + Dev	SAT	ONE HOUR	11:15	12:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Road (E)		ONE HOUR	✓	301	100.000
B - Dam Gate		ONE HOUR	✓	85	100.000
C - B1515 Fleet Street (W)		ONE HOUR	✓	342	100.000
D - North Parade		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	50	234	17
	B - Dam Gate	12	0	60	13
	C - B1515 Fleet Street (W)	279	44	0	19
	D - North Parade	3	0.69	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B1515 Fleet Road (E)	B - Dam Gate	C - B1515 Fleet Street (W)	D - North Parade
From	A - B1515 Fleet Road (E)	0	0	0	0
	B - Dam Gate	0	0	0	0
	C - B1515 Fleet Street (W)	0	0	0	0
	D - North Parade	0	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-CD	0.14	7.27	0.2	A	67	100
B-A	0.04	10.41	0.0	B	11	17
A-B					46	69
A-C					215	322
A-D					16	23
AB-CD	0.07	4.87	0.1	A	42	63
AB-C					255	383
D-AB	0.01	6.16	0.0	A	3	5
D-C	0.01	9.72	0.0	A	5	7
C-D					17	26
C-A					256	385
C-B					40	61
CD-AB	0.11	5.41	0.2	A	64	97
CD-A					236	354

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	55	14	600	0.091	54	0.0	0.1	6.588	A
B-A	9	2	399	0.024	9	0.0	0.0	9.244	A
A-B	38	9			38				
A-C	176	44			176				
A-D	13	3			13				
AB-CD	31	8	770	0.040	31	0.0	0.1	4.869	A
AB-C	212	53			212				
D-AB	3	0.69	619	0.004	3	0.0	0.0	5.840	A
D-C	4	0.96	421	0.009	4	0.0	0.0	8.623	A
C-D	14	4			14				
C-A	210	53			210				
C-B	33	8			33				
CD-AB	48	12	714	0.067	47	0.0	0.1	5.397	A
CD-A	198	50			198				

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	65	16	590	0.111	65	0.1	0.1	6.863	A
B-A	11	3	382	0.029	11	0.0	0.0	9.702	A
A-B	45	11			45				
A-C	211	53			211				
A-D	15	4			15				
AB-CD	40	10	787	0.051	40	0.1	0.1	4.818	A
AB-C	251	63			251				
D-AB	3	0.82	606	0.005	3	0.0	0.0	5.970	A
D-C	5	1	402	0.011	5	0.0	0.0	9.053	A
C-D	17	4			17				
C-A	251	63			251				
C-B	40	10			40				
CD-AB	62	15	734	0.084	61	0.1	0.1	5.355	A
CD-A	232	58			232				

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	80	20	575	0.139	80	0.1	0.2	7.268	A
B-A	14	3	360	0.038	14	0.0	0.0	10.408	B
A-B	55	14			55				
A-C	258	64			258				
A-D	19	5			19				
AB-CD	54	14	812	0.067	54	0.1	0.1	4.754	A
AB-C	302	76			302				
D-AB	4	1	588	0.007	4	0.0	0.0	6.159	A
D-C	6	1	376	0.015	6	0.0	0.0	9.721	A
C-D	21	5			21				
C-A	308	77			308				
C-B	48	12			48				
CD-AB	83	21	761	0.110	83	0.1	0.2	5.310	A
CD-A	277	69			277				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	80	20	575	0.139	80	0.2	0.2	7.271	A
B-A	14	3	359	0.038	14	0.0	0.0	10.411	B
A-B	55	14			55				
A-C	258	64			258				
A-D	19	5			19				
AB-CD	54	14	812	0.067	54	0.1	0.1	4.756	A
AB-C	302	76			302				
D-AB	4	1	588	0.007	4	0.0	0.0	6.160	A
D-C	6	1	376	0.015	6	0.0	0.0	9.723	A
C-D	21	5			21				
C-A	308	77			308				
C-B	48	12			48				
CD-AB	83	21	762	0.110	83	0.2	0.2	5.314	A
CD-A	277	69			277				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	65	16	590	0.111	66	0.2	0.1	6.867	A
B-A	11	3	382	0.029	11	0.0	0.0	9.708	A
A-B	45	11			45				
A-C	211	53			211				
A-D	15	4			15				
AB-CD	40	10	787	0.051	40	0.1	0.1	4.822	A
AB-C	251	63			251				
D-AB	3	0.82	606	0.005	3	0.0	0.0	5.974	A
D-C	5	1	402	0.011	5	0.0	0.0	9.057	A
C-D	17	4			17				
C-A	251	63			251				
C-B	40	10			40				
CD-AB	62	15	734	0.084	62	0.2	0.2	5.363	A
CD-A	232	58			232				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	55	14	600	0.091	55	0.1	0.1	6.602	A
B-A	9	2	399	0.024	9	0.0	0.0	9.253	A
A-B	38	9			38				
A-C	176	44			176				
A-D	13	3			13				
AB-CD	31	8	770	0.041	31	0.1	0.1	4.874	A
AB-C	213	53			213				
D-AB	3	0.69	619	0.004	3	0.0	0.0	5.842	A
D-C	4	0.96	421	0.009	4	0.0	0.0	8.626	A
C-D	14	4			14				
C-A	210	53			210				
C-B	33	8			33				
CD-AB	48	12	714	0.067	48	0.2	0.1	5.406	A
CD-A	198	50			198				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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

Filename: Edinburgh Walk - B1515 Fleet Street.j9
Path: C:\AMA\AMA\AMA - Documents\001-02 - Aldi - Saw\45043 - Fleet Street, Holbeach\D Models and Drawings\JUNCTION MODELLING
Report generation date: 03/10/2022 12:20:30

»Edinburgh Walk - B1515 Fleet Street - 2022, AM
»Edinburgh Walk - B1515 Fleet Street - 2022, PM
»Edinburgh Walk - B1515 Fleet Street - 2022, SAT
»Edinburgh Walk - B1515 Fleet Street - 2027, AM
»Edinburgh Walk - B1515 Fleet Street - 2027, PM
»Edinburgh Walk - B1515 Fleet Street - 2027, SAT
»Edinburgh Walk - B1515 Fleet Street - 2027 + Dev, AM
»Edinburgh Walk - B1515 Fleet Street - 2027 + Dev, PM
»Edinburgh Walk - B1515 Fleet Street - 2027 + Dev, SAT

Summary of junction performance

	AM					PM					SAT				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Edinburgh Walk - B1515 Fleet Street - 2022														
Stream B-C	D1	0.2	7.83	0.17	A	D2	0.1	7.49	0.13	A	D3	0.1	7.06	0.06	A
Stream B-A		0.2	11.47	0.16	B		0.1	11.65	0.10	B		0.1	10.19	0.08	B
Stream C-AB		0.0	4.75	0.02	A		0.0	4.87	0.03	A		0.0	4.97	0.03	A
	Edinburgh Walk - B1515 Fleet Street - 2027														
Stream B-C	D4	0.2	8.06	0.18	A	D5	0.2	7.68	0.14	A	D6	0.1	7.19	0.07	A
Stream B-A		0.2	11.89	0.17	B		0.1	12.03	0.11	B		0.1	10.50	0.08	B
Stream C-AB		0.0	4.70	0.03	A		0.0	4.83	0.03	A		0.0	4.94	0.03	A
	Edinburgh Walk - B1515 Fleet Street - 2027 + Dev														
Stream B-C	D7	0.3	8.19	0.20	A	D8	0.2	7.80	0.16	A	D9	0.1	7.24	0.10	A
Stream B-A		0.2	12.49	0.15	B		0.1	12.61	0.07	B		0.0	12.09	0.04	B
Stream C-AB		0.1	4.74	0.05	A		0.1	4.88	0.07	A		0.1	5.00	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.

File summary

File Description

Title	Edinburgh Walk - B1515 Fleet Street
Location	Holbeach
Site number	
Date	03/10/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\Modellinglaptop
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	PM	ONE HOUR	16:30	18:00	15	✓
D3	2022	SAT	ONE HOUR	11:15	12:45	15	✓
D4	2027	AM	ONE HOUR	07:45	09:15	15	✓
D5	2027	PM	ONE HOUR	16:30	18:00	15	✓
D6	2027	SAT	ONE HOUR	11:15	12:45	15	✓
D7	2027 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2027 + Dev	PM	ONE HOUR	16:30	18:00	15	✓
D9	2027 + Dev	SAT	ONE HOUR	11:15	12:45	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Edinburgh Walk - B1515 Fleet Street	✓	100.000	100.000

Edinburgh Walk - B1515 Fleet Street - 2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Edinburgh Walk - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Edinburgh Walk - B1515 Fleet Street	T-Junction	Two-way		2.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B1515 Fleet Street (W)		Major
B	Edinburgh Walk		Minor
C	B1515 Fleet Street (E)		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 - B1515 Fleet Street (E)	8.80			147.5	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Edinburgh Walk	One lane plus flare	6.70	2.80	2.80	2.80	2.80	✓	1.00	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	459	0.073	0.186	0.117	0.265
B-C	627	0.084	0.214	-	-
C-B	659	0.224	0.224	-	-

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	2022	AM	ONE HOUR	07:45	09:15	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 - B1515 Fleet Street (W)		ONE HOUR	✓	216	100.000
B - Edinburgh Walk		ONE HOUR	✓	138	100.000
C - B1515 Fleet Street (E)		ONE HOUR	✓	310	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	12	204
	B - Edinburgh Walk	54	0	84
	C - B1515 Fleet Street (E)	299	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	0	0
	B - Edinburgh Walk	0	0	0
	C - B1515 Fleet Street (E)	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	0.17	7.83	0.2	A	77	116
B-A	0.16	11.47	0.2	B	50	74
C-AB	0.02	4.75	0.0	A	16	24
C-A					269	403
A-B					11	17
A-C					187	281

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	578	0.110	63	0.0	0.1	6.981	A
B-A	41	10	401	0.101	40	0.0	0.1	9.960	A
C-AB	12	3	770	0.015	12	0.0	0.0	4.748	A
C-A	221	55			221				
A-B	9	2			9				
A-C	153	38			153				

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)	Unsignalised level of service
B-C	76	19	568	0.134	76	0.1	0.2	7.314	A
B-A	49	12	390	0.125	48	0.1	0.1	10.544	B
C-AB	15	4	793	0.019	15	0.0	0.0	4.630	A
C-A	263	66			263				
A-B	11	3			11				
A-C	183	46			183				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	553	0.168	93	0.2	0.2	7.822	A
B-A	59	15	373	0.159	59	0.1	0.2	11.456	B
C-AB	21	5	824	0.025	21	0.0	0.0	4.478	A
C-A	321	80			321				
A-B	13	3			13				
A-C	224	56			224				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	553	0.168	93	0.2	0.2	7.830	A
B-A	59	15	373	0.159	59	0.2	0.2	11.468	B
C-AB	21	5	824	0.025	21	0.0	0.0	4.478	A
C-A	321	80			321				
A-B	13	3			13				
A-C	224	56			224				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	568	0.134	76	0.2	0.2	7.328	A
B-A	49	12	390	0.125	49	0.2	0.1	10.560	B
C-AB	15	4	793	0.019	15	0.0	0.0	4.631	A
C-A	263	66			263				
A-B	11	3			11				
A-C	183	46			183				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	578	0.110	64	0.2	0.1	7.002	A
B-A	41	10	401	0.101	41	0.1	0.1	9.983	A
C-AB	12	3	770	0.016	12	0.0	0.0	4.748	A
C-A	221	55			221				
A-B	9	2			9				
A-C	153	38			153				

Edinburgh Walk - B1515 Fleet Street - 2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Edinburgh Walk - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Edinburgh Walk - B1515 Fleet Street	T-Junction	Two-way		1.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Street (W)		ONE HOUR	✓	318	100.000
B - Edinburgh Walk		ONE HOUR	✓	93	100.000
C - B1515 Fleet Street (E)		ONE HOUR	✓	305	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	45	273
	B - Edinburgh Walk	30	0	62
	C - B1515 Fleet Street (E)	293	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	0	0
	B - Edinburgh Walk	0	0	0
	C - B1515 Fleet Street (E)	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	0.13	7.49	0.1	A	57	86
B-A	0.10	11.65	0.1	B	28	42
C-AB	0.03	4.87	0.0	A	17	26
C-A					263	394
A-B					41	62
A-C					251	376

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	576	0.082	47	0.0	0.1	6.790	A
B-A	23	6	373	0.061	23	0.0	0.1	10.261	B
C-AB	13	3	752	0.017	13	0.0	0.0	4.870	A
C-A	217	54			217				
A-B	34	8			34				
A-C	206	51			206				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	565	0.099	56	0.1	0.1	7.072	A
B-A	27	7	360	0.076	27	0.1	0.1	10.801	B
C-AB	17	4	772	0.022	17	0.0	0.0	4.768	A
C-A	258	64			258				
A-B	40	10			40				
A-C	246	61			246				

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)	Unsignalised level of service
B-C	69	17	549	0.125	69	0.1	0.1	7.489	A
B-A	33	8	342	0.098	33	0.1	0.1	11.644	B
C-AB	23	6	799	0.028	23	0.0	0.0	4.633	A
C-A	314	78			314				
A-B	50	12			50				
A-C	301	75			301				

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)	Unsignalised level of service
B-C	69	17	549	0.125	69	0.1	0.1	7.493	A
B-A	33	8	342	0.098	33	0.1	0.1	11.649	B
C-AB	23	6	799	0.028	23	0.0	0.0	4.636	A
C-A	314	78			314				
A-B	50	12			50				
A-C	301	75			301				

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)	Unsignalised level of service
B-C	56	14	565	0.099	56	0.1	0.1	7.080	A
B-A	27	7	361	0.076	27	0.1	0.1	10.809	B
C-AB	17	4	772	0.022	17	0.0	0.0	4.769	A
C-A	258	64			258				
A-B	40	10			40				
A-C	246	61			246				

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)	Unsignalised level of service
B-C	47	12	576	0.082	47	0.1	0.1	6.803	A
B-A	23	6	374	0.061	23	0.1	0.1	10.273	B
C-AB	13	3	752	0.017	13	0.0	0.0	4.871	A
C-A	217	54			217				
A-B	34	8			34				
A-C	206	51			206				

Edinburgh Walk - B1515 Fleet Street - 2022, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Edinburgh Walk - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Edinburgh Walk - B1515 Fleet Street	T-Junction	Two-way		0.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022	SAT	ONE HOUR	11:15	12:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Street (W)		ONE HOUR	✓	313	100.000
B - Edinburgh Walk		ONE HOUR	✓	57	100.000
C - B1515 Fleet Street (E)		ONE HOUR	✓	270	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	39	274
	B - Edinburgh Walk	26	0	31
	C - B1515 Fleet Street (E)	258	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	0	0
	B - Edinburgh Walk	0	0	0
	C - B1515 Fleet Street (E)	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	0.06	7.06	0.1	A	28	42
B-A	0.08	10.19	0.1	B	24	36
C-AB	0.03	4.97	0.0	A	15	23
C-A					232	348
A-B					36	54
A-C					251	377

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	568	0.040	23	0.0	0.0	6.595	A
B-A	20	5	414	0.048	20	0.0	0.0	9.128	A
C-AB	11	3	735	0.016	11	0.0	0.0	4.972	A
C-A	191	48			191				
A-B	30	7			30				
A-C	206	52			206				

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	558	0.049	27	0.0	0.1	6.785	A
B-A	24	6	400	0.059	24	0.0	0.1	9.549	A
C-AB	15	4	751	0.019	15	0.0	0.0	4.884	A
C-A	228	57			228				
A-B	35	9			35				
A-C	246	62			246				

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	8	543	0.062	34	0.1	0.1	7.062	A
B-A	29	7	382	0.076	29	0.1	0.1	10.190	B
C-AB	20	5	774	0.025	19	0.0	0.0	4.768	A
C-A	277	69			277				
A-B	43	11			43				
A-C	302	75			302				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	8	543	0.062	34	0.1	0.1	7.063	A
B-A	29	7	382	0.076	29	0.1	0.1	10.193	B
C-AB	20	5	774	0.025	20	0.0	0.0	4.768	A
C-A	277	69			277				
A-B	43	11			43				
A-C	302	75			302				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	558	0.049	27	0.1	0.1	6.790	A
B-A	24	6	401	0.059	24	0.1	0.1	9.551	A
C-AB	15	4	752	0.019	15	0.0	0.0	4.885	A
C-A	228	57			228				
A-B	35	9			35				
A-C	246	62			246				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	568	0.040	23	0.1	0.0	6.601	A
B-A	20	5	414	0.048	20	0.1	0.1	9.136	A
C-AB	11	3	735	0.016	12	0.0	0.0	4.972	A
C-A	191	48			191				
A-B	30	7			30				
A-C	206	52			206				

Edinburgh Walk - B1515 Fleet Street - 2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Edinburgh Walk - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Edinburgh Walk - B1515 Fleet Street	T-Junction	Two-way		2.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027	AM	ONE HOUR	07:45	09:15	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 - B1515 Fleet Street (W)		ONE HOUR	✓	232	100.000
B - Edinburgh Walk		ONE HOUR	✓	149	100.000
C - B1515 Fleet Street (E)		ONE HOUR	✓	333	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	13	219
	B - Edinburgh Walk	58	0	91
	C - B1515 Fleet Street (E)	321	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	0	0
	B - Edinburgh Walk	0	0	0
	C - B1515 Fleet Street (E)	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	0.18	8.06	0.2	A	83	125
B-A	0.17	11.89	0.2	B	53	80
C-AB	0.03	4.70	0.0	A	18	27
C-A					288	432
A-B					12	18
A-C					201	301

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	574	0.119	68	0.0	0.1	7.097	A
B-A	44	11	397	0.110	43	0.0	0.1	10.169	B
C-AB	13	3	779	0.017	13	0.0	0.0	4.702	A
C-A	238	59			238				
A-B	10	2			10				
A-C	165	41			165				

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)	Unsignalised level of service
B-C	81	20	563	0.145	81	0.1	0.2	7.474	A
B-A	52	13	384	0.136	52	0.1	0.2	10.827	B
C-AB	17	4	803	0.021	17	0.0	0.0	4.579	A
C-A	282	71			282				
A-B	12	3			12				
A-C	197	49			197				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	100	25	546	0.183	99	0.2	0.2	8.054	A
B-A	64	16	367	0.174	64	0.2	0.2	11.877	B
C-AB	23	6	837	0.027	23	0.0	0.0	4.420	A
C-A	344	86			344				
A-B	14	4			14				
A-C	241	60			241				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	100	25	546	0.183	100	0.2	0.2	8.063	A
B-A	64	16	367	0.174	64	0.2	0.2	11.891	B
C-AB	23	6	837	0.027	23	0.0	0.0	4.422	A
C-A	344	86			344				
A-B	14	4			14				
A-C	241	60			241				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	563	0.145	82	0.2	0.2	7.489	A
B-A	52	13	384	0.136	52	0.2	0.2	10.847	B
C-AB	17	4	803	0.021	17	0.0	0.0	4.579	A
C-A	282	71			282				
A-B	12	3			12				
A-C	197	49			197				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	574	0.119	68	0.2	0.1	7.123	A
B-A	44	11	397	0.110	44	0.2	0.1	10.197	B
C-AB	13	3	779	0.017	13	0.0	0.0	4.702	A
C-A	238	59			238				
A-B	10	2			10				
A-C	165	41			165				

Edinburgh Walk - B1515 Fleet Street - 2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Edinburgh Walk - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Edinburgh Walk - B1515 Fleet Street	T-Junction	Two-way		1.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Street (W)		ONE HOUR	✓	342	100.000
B - Edinburgh Walk		ONE HOUR	✓	100	100.000
C - B1515 Fleet Street (E)		ONE HOUR	✓	328	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	48	294
	B - Edinburgh Walk	33	0	67
	C - B1515 Fleet Street (E)	315	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	0	0
	B - Edinburgh Walk	0	0	0
	C - B1515 Fleet Street (E)	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	0.14	7.68	0.2	A	62	92
B-A	0.11	12.03	0.1	B	30	45
C-AB	0.03	4.83	0.0	A	19	29
C-A					282	423
A-B					44	67
A-C					269	404

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	572	0.088	50	0.0	0.1	6.892	A
B-A	25	6	368	0.067	24	0.0	0.1	10.458	B
C-AB	14	4	760	0.019	14	0.0	0.0	4.830	A
C-A	233	58			233				
A-B	36	9			36				
A-C	221	55			221				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	560	0.108	60	0.1	0.1	7.206	A
B-A	29	7	354	0.083	29	0.1	0.1	11.068	B
C-AB	19	5	781	0.024	19	0.0	0.0	4.722	A
C-A	276	69			276				
A-B	43	11			43				
A-C	264	66			264				

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)	Unsignalised level of service
B-C	74	18	543	0.136	74	0.1	0.2	7.675	A
B-A	36	9	335	0.107	36	0.1	0.1	12.027	B
C-AB	25	6	811	0.031	25	0.0	0.0	4.581	A
C-A	336	84			336				
A-B	53	13			53				
A-C	323	81			323				

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)	Unsignalised level of service
B-C	74	18	543	0.136	74	0.2	0.2	7.681	A
B-A	36	9	335	0.107	36	0.1	0.1	12.034	B
C-AB	25	6	811	0.031	25	0.0	0.0	4.583	A
C-A	336	84			336				
A-B	53	13			53				
A-C	323	81			323				

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)	Unsignalised level of service
B-C	60	15	560	0.108	60	0.2	0.1	7.214	A
B-A	29	7	355	0.083	29	0.1	0.1	11.078	B
C-AB	19	5	781	0.024	19	0.0	0.0	4.723	A
C-A	276	69			276				
A-B	43	11			43				
A-C	264	66			264				

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)	Unsignalised level of service
B-C	50	13	572	0.088	51	0.1	0.1	6.906	A
B-A	25	6	369	0.067	25	0.1	0.1	10.471	B
C-AB	14	4	760	0.019	14	0.0	0.0	4.833	A
C-A	233	58			233				
A-B	36	9			36				
A-C	221	55			221				

Edinburgh Walk - B1515 Fleet Street - 2027, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Edinburgh Walk - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Edinburgh Walk - B1515 Fleet Street	T-Junction	Two-way		0.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027	SAT	ONE HOUR	11:15	12:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Street (W)		ONE HOUR	✓	338	100.000
B - Edinburgh Walk		ONE HOUR	✓	61	100.000
C - B1515 Fleet Street (E)		ONE HOUR	✓	291	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	43	296
	B - Edinburgh Walk	28	0	33
	C - B1515 Fleet Street (E)	279	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	0	0
	B - Edinburgh Walk	0	0	0
	C - B1515 Fleet Street (E)	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	0.07	7.19	0.1	A	30	45
B-A	0.08	10.50	0.1	B	26	39
C-AB	0.03	4.94	0.0	A	17	25
C-A					250	375
A-B					39	59
A-C					271	407

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	564	0.044	25	0.0	0.0	6.671	A
B-A	21	5	408	0.052	21	0.0	0.1	9.296	A
C-AB	13	3	742	0.017	13	0.0	0.0	4.935	A
C-A	206	52			206				
A-B	32	8			32				
A-C	223	56			223				

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	553	0.054	30	0.0	0.1	6.881	A
B-A	25	6	394	0.065	25	0.1	0.1	9.769	A
C-AB	16	4	760	0.021	16	0.0	0.0	4.842	A
C-A	245	61			245				
A-B	38	10			38				
A-C	266	66			266				

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	537	0.068	36	0.1	0.1	7.191	A
B-A	31	8	374	0.083	31	0.1	0.1	10.499	B
C-AB	22	5	785	0.028	22	0.0	0.0	4.719	A
C-A	299	75			299				
A-B	47	12			47				
A-C	326	81			326				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	537	0.068	36	0.1	0.1	7.192	A
B-A	31	8	374	0.083	31	0.1	0.1	10.502	B
C-AB	22	5	785	0.028	22	0.0	0.0	4.719	A
C-A	299	75			299				
A-B	47	12			47				
A-C	326	81			326				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	553	0.054	30	0.1	0.1	6.887	A
B-A	25	6	394	0.065	26	0.1	0.1	9.774	A
C-AB	16	4	760	0.021	16	0.0	0.0	4.843	A
C-A	245	61			245				
A-B	38	10			38				
A-C	266	66			266				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	564	0.044	25	0.1	0.0	6.679	A
B-A	21	5	408	0.052	21	0.1	0.1	9.304	A
C-AB	13	3	742	0.017	13	0.0	0.0	4.938	A
C-A	206	52			206				
A-B	32	8			32				
A-C	223	56			223				

Edinburgh Walk - B1515 Fleet Street - 2027 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Edinburgh Walk - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Edinburgh Walk - B1515 Fleet Street	T-Junction	Two-way		2.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 + Dev	AM	ONE HOUR	07:45	09:15	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 - B1515 Fleet Street (W)		ONE HOUR	✓	241	100.000
B - Edinburgh Walk		ONE HOUR	✓	150	100.000
C - B1515 Fleet Street (E)		ONE HOUR	✓	355	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	4	237
	B - Edinburgh Walk	48	0	102
	C - B1515 Fleet Street (E)	333	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	0	0
	B - Edinburgh Walk	0	0	0
	C - B1515 Fleet Street (E)	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	0.20	8.19	0.3	A	94	140
B-A	0.15	12.49	0.2	B	44	65
C-AB	0.05	4.74	0.1	A	33	49
C-A					293	439
A-B					3	5
A-C					217	326

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	580	0.132	76	0.0	0.2	7.138	A
B-A	36	9	372	0.096	35	0.0	0.1	10.688	B
C-AB	24	6	783	0.031	24	0.0	0.0	4.744	A
C-A	243	61			243				
A-B	3	0.71			3				
A-C	178	45			178				

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)	Unsignalised level of service
B-C	92	23	568	0.161	92	0.2	0.2	7.547	A
B-A	43	11	359	0.119	43	0.1	0.1	11.379	B
C-AB	32	8	809	0.039	31	0.0	0.1	4.632	A
C-A	287	72			287				
A-B	3	0.85			3				
A-C	213	53			213				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112	28	552	0.203	112	0.2	0.3	8.178	A
B-A	52	13	340	0.154	52	0.1	0.2	12.480	B
C-AB	43	11	844	0.051	43	0.1	0.1	4.492	A
C-A	348	87			348				
A-B	4	1			4				
A-C	261	65			261				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112	28	552	0.203	112	0.3	0.3	8.188	A
B-A	52	13	340	0.154	52	0.2	0.2	12.494	B
C-AB	43	11	844	0.051	43	0.1	0.1	4.495	A
C-A	348	87			348				
A-B	4	1			4				
A-C	261	65			261				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	568	0.161	92	0.3	0.2	7.561	A
B-A	43	11	359	0.119	43	0.2	0.1	11.394	B
C-AB	32	8	809	0.039	32	0.1	0.1	4.634	A
C-A	287	72			287				
A-B	3	0.85			3				
A-C	213	53			213				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	580	0.133	77	0.2	0.2	7.164	A
B-A	36	9	372	0.096	36	0.1	0.1	10.714	B
C-AB	24	6	783	0.031	25	0.1	0.0	4.745	A
C-A	243	61			243				
A-B	3	0.71			3				
A-C	178	45			178				

Edinburgh Walk - B1515 Fleet Street - 2027 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Edinburgh Walk - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Edinburgh Walk - B1515 Fleet Street	T-Junction	Two-way		1.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 + Dev	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Street (W)		ONE HOUR	✓	344	100.000
B - Edinburgh Walk		ONE HOUR	✓	101	100.000
C - B1515 Fleet Street (E)		ONE HOUR	✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	34	311
	B - Edinburgh Walk	20	0	81
	C - B1515 Fleet Street (E)	340	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	0	0
	B - Edinburgh Walk	0	0	0
	C - B1515 Fleet Street (E)	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	0.16	7.80	0.2	A	75	112
B-A	0.07	12.61	0.1	B	18	27
C-AB	0.07	4.88	0.1	A	45	67
C-A					294	441
A-B					31	46
A-C					285	428

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	579	0.106	61	0.0	0.1	6.934	A
B-A	15	4	342	0.043	15	0.0	0.0	10.992	B
C-AB	33	8	772	0.043	33	0.0	0.1	4.871	A
C-A	245	61			245				
A-B	25	6			25				
A-C	234	58			234				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	568	0.129	73	0.1	0.1	7.276	A
B-A	18	4	327	0.054	18	0.0	0.1	11.619	B
C-AB	43	11	795	0.054	43	0.1	0.1	4.785	A
C-A	289	72			289				
A-B	30	8			30				
A-C	279	70			279				

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)	Unsignalised level of service
B-C	90	22	551	0.162	89	0.1	0.2	7.794	A
B-A	22	5	307	0.071	22	0.1	0.1	12.603	B
C-AB	59	15	829	0.071	59	0.1	0.1	4.672	A
C-A	347	87			347				
A-B	37	9			37				
A-C	342	86			342				

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)	Unsignalised level of service
B-C	90	22	551	0.162	90	0.2	0.2	7.801	A
B-A	22	5	307	0.071	22	0.1	0.1	12.609	B
C-AB	59	15	829	0.071	59	0.1	0.1	4.674	A
C-A	347	87			347				
A-B	37	9			37				
A-C	342	86			342				

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)	Unsignalised level of service
B-C	73	18	568	0.129	73	0.2	0.1	7.285	A
B-A	18	4	327	0.054	18	0.1	0.1	11.631	B
C-AB	43	11	795	0.054	43	0.1	0.1	4.788	A
C-A	289	72			289				
A-B	30	8			30				
A-C	279	70			279				

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)	Unsignalised level of service
B-C	61	15	579	0.106	61	0.1	0.1	6.953	A
B-A	15	4	342	0.043	15	0.1	0.0	11.010	B
C-AB	33	8	772	0.043	33	0.1	0.1	4.877	A
C-A	245	61			245				
A-B	25	6			25				
A-C	234	58			234				

Edinburgh Walk - B1515 Fleet Street - 2027 + Dev, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Edinburgh Walk - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Edinburgh Walk - B1515 Fleet Street	T-Junction	Two-way		1.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2027 + Dev	SAT	ONE HOUR	11:15	12:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Street (W)		ONE HOUR	✓	346	100.000
B - Edinburgh Walk		ONE HOUR	✓	63	100.000
C - B1515 Fleet Street (E)		ONE HOUR	✓	337	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	25	321
	B - Edinburgh Walk	11	0	52
	C - B1515 Fleet Street (E)	306	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Street (W)	B - Edinburgh Walk	C - B1515 Fleet Street (E)
From	A - B1515 Fleet Street (W)	0	0	0
	B - Edinburgh Walk	0	0	0
	C - B1515 Fleet Street (E)	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	0.10	7.24	0.1	A	47	71
B-A	0.04	12.09	0.0	B	10	16
C-AB	0.07	5.00	0.1	A	46	68
C-A					264	396
A-B					23	35
A-C					295	442

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	581	0.067	39	0.0	0.1	6.633	A
B-A	8	2	344	0.025	8	0.0	0.0	10.732	B
C-AB	34	8	754	0.045	34	0.0	0.1	4.994	A
C-A	220	55			220				
A-B	19	5			19				
A-C	242	60			242				

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	12	570	0.081	46	0.1	0.1	6.878	A
B-A	10	3	330	0.031	10	0.0	0.0	11.266	B
C-AB	44	11	774	0.056	43	0.1	0.1	4.926	A
C-A	259	65			259				
A-B	23	6			23				
A-C	289	72			289				

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	554	0.103	57	0.1	0.1	7.238	A
B-A	12	3	310	0.040	12	0.0	0.0	12.086	B
C-AB	59	15	803	0.074	59	0.1	0.1	4.840	A
C-A	312	78			312				
A-B	28	7			28				
A-C	354	88			354				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	554	0.103	57	0.1	0.1	7.241	A
B-A	12	3	310	0.040	12	0.0	0.0	12.089	B
C-AB	59	15	803	0.074	59	0.1	0.1	4.840	A
C-A	312	78			312				
A-B	28	7			28				
A-C	354	88			354				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	12	570	0.081	47	0.1	0.1	6.881	A
B-A	10	3	330	0.031	10	0.0	0.0	11.273	B
C-AB	44	11	775	0.056	44	0.1	0.1	4.930	A
C-A	259	65			259				
A-B	23	6			23				
A-C	289	72			289				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	581	0.067	39	0.1	0.1	6.640	A
B-A	8	2	344	0.025	9	0.0	0.0	10.744	B
C-AB	34	8	754	0.045	34	0.1	0.1	5.000	A
C-A	220	55			220				
A-B	19	5			19				
A-C	242	60			242				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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

Filename: B1515 Fleet Street - Site Access.j9
Path: C:\AMA\AMA\AMA - Documents\001-02 - Aldi - Saw\45043 - Fleet Street, Holbeach\D Models and Drawings\JUNCTION MODELLING
Report generation date: 03/10/2022 13:25:24

»B1515 Fleet Street - Site Access - 2027 + Dev, AM
»B1515 Fleet Street - Site Access - 2027 + Dev, PM
»B1515 Fleet Street - Site Access - 2027 + Dev, SAT

Summary of junction performance

	AM					PM					SAT				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B1515 Fleet Street - Site Access - 2027 + Dev														
Stream B-C	D1	0.1	6.79	0.10	A	D2	0.2	7.40	0.16	A	D3	0.2	7.14	0.15	A
Stream B-A		0.1	9.90	0.10	A		0.2	11.11	0.17	B		0.2	10.43	0.15	B
Stream C-AB		0.2	5.29	0.13	A		0.3	5.36	0.18	A		0.3	5.44	0.18	A

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

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

File summary

File Description

Title	B1515 Fleet Street - Site Access
Location	Holbeach
Site number	
Date	03/10/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\Modellinglaptop
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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
D1	2027 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2027 + Dev	PM	ONE HOUR	16:30	18:00	15	✓
D3	2027 + Dev	SAT	ONE HOUR	11:15	12:45	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B1515 Fleet Street - Site Access	✓	100.000	100.000

B1515 Fleet Street - Site Access - 2027 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1515 Fleet Street - Site Access	T-Junction	Two-way		1.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B1515 Fleet Street (E)		Major
B	Site Access		Minor
C	B1515 Fleet Street (W)		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 - B1515 Fleet Street (W)	6.20			177.7	✓	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 - Site Access	One lane plus flare	9.70	3.90	3.70	3.70	3.70	✓	1.00	7	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	571	0.103	0.261	0.164	0.372
B-C	698	0.106	0.268	-	-
C-B	677	0.260	0.260	-	-

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	2027 + Dev	AM	ONE HOUR	07:45	09:15	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 - B1515 Fleet Street (E)		ONE HOUR	✓	345	100.000
B - Site Access		ONE HOUR	✓	89	100.000
C - B1515 Fleet Street (W)		ONE HOUR	✓	339	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Street (E)	B - Site Access	C - B1515 Fleet Street (W)
From	A - B1515 Fleet Street (E)	0	44	301
	B - Site Access	37	0	52
	C - B1515 Fleet Street (W)	280	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Street (E)	B - Site Access	C - B1515 Fleet Street (W)
From	A - B1515 Fleet Street (E)	0	0	0
	B - Site Access	0	0	0
	C - B1515 Fleet Street (W)	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	0.10	6.79	0.1	A	48	72
B-A	0.10	9.90	0.1	A	34	51
C-AB	0.13	5.29	0.2	A	82	123
C-A					229	343
A-B					40	60
A-C					276	414

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	624	0.063	39	0.0	0.1	6.153	A
B-A	28	7	458	0.061	28	0.0	0.1	8.370	A
C-AB	61	15	749	0.082	61	0.0	0.1	5.229	A
C-A	194	48			194				
A-B	33	8			33				
A-C	226	57			226				

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)	Unsignalised level of service
B-C	47	12	609	0.077	47	0.1	0.1	6.405	A
B-A	34	8	435	0.077	33	0.1	0.1	8.956	A
C-AB	79	20	765	0.103	78	0.1	0.2	5.246	A
C-A	226	57			226				
A-B	39	10			39				
A-C	270	68			270				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	588	0.098	57	0.1	0.1	6.785	A
B-A	41	10	405	0.102	41	0.1	0.1	9.894	A
C-AB	106	27	788	0.135	106	0.2	0.2	5.282	A
C-A	267	67			267				
A-B	48	12			48				
A-C	331	83			331				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	588	0.098	57	0.1	0.1	6.786	A
B-A	41	10	405	0.102	41	0.1	0.1	9.902	A
C-AB	106	27	788	0.135	106	0.2	0.2	5.287	A
C-A	267	67			267				
A-B	48	12			48				
A-C	331	83			331				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	609	0.077	47	0.1	0.1	6.410	A
B-A	34	8	435	0.077	34	0.1	0.1	8.966	A
C-AB	79	20	765	0.103	79	0.2	0.2	5.251	A
C-A	226	56			226				
A-B	39	10			39				
A-C	270	68			270				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	624	0.063	39	0.1	0.1	6.161	A
B-A	28	7	457	0.061	28	0.1	0.1	8.387	A
C-AB	61	15	749	0.082	62	0.2	0.1	5.241	A
C-A	194	48			194				
A-B	33	8			33				
A-C	226	57			226				

B1515 Fleet Street - Site Access - 2027 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1515 Fleet Street - Site Access	T-Junction	Two-way		2.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2027 + Dev	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Street (E)		ONE HOUR	✓	342	100.000
B - Site Access		ONE HOUR	✓	144	100.000
C - B1515 Fleet Street (W)		ONE HOUR	✓	392	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Street (E)	B - Site Access	C - B1515 Fleet Street (W)
From	A - B1515 Fleet Street (E)	0	53	289
	B - Site Access	62	0	82
	C - B1515 Fleet Street (W)	318	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Street (E)	B - Site Access	C - B1515 Fleet Street (W)
From	A - B1515 Fleet Street (E)	0	0	0
	B - Site Access	0	0	0
	C - B1515 Fleet Street (W)	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	0.16	7.40	0.2	A	75	113
B-A	0.17	11.11	0.2	B	57	85
C-AB	0.18	5.36	0.3	A	110	165
C-A					250	374
A-B					49	73
A-C					266	398

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	618	0.100	61	0.0	0.1	6.455	A
B-A	46	12	450	0.103	46	0.0	0.1	8.908	A
C-AB	81	20	768	0.106	81	0.0	0.2	5.235	A
C-A	214	53			214				
A-B	40	10			40				
A-C	218	54			218				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	601	0.122	73	0.1	0.1	6.821	A
B-A	56	14	426	0.130	55	0.1	0.1	9.720	A
C-AB	105	26	788	0.133	105	0.2	0.2	5.273	A
C-A	247	62			247				
A-B	48	12			48				
A-C	260	65			260				

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)	Unsignalised level of service
B-C	90	23	577	0.156	90	0.1	0.2	7.397	A
B-A	68	17	392	0.173	68	0.1	0.2	11.087	B
C-AB	144	36	816	0.176	143	0.2	0.3	5.354	A
C-A	288	72			288				
A-B	58	15			58				
A-C	319	80			319				

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)	Unsignalised level of service
B-C	90	23	576	0.156	90	0.2	0.2	7.401	A
B-A	68	17	392	0.173	68	0.2	0.2	11.107	B
C-AB	144	36	817	0.176	144	0.3	0.3	5.358	A
C-A	288	72			288				
A-B	58	15			58				
A-C	319	80			319				

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)	Unsignalised level of service
B-C	74	18	601	0.122	74	0.2	0.1	6.833	A
B-A	56	14	425	0.130	56	0.2	0.2	9.745	A
C-AB	105	26	788	0.134	106	0.3	0.2	5.283	A
C-A	247	62			247				
A-B	48	12			48				
A-C	260	65			260				

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)	Unsignalised level of service
B-C	62	15	618	0.100	62	0.1	0.1	6.475	A
B-A	46	12	449	0.103	47	0.2	0.1	8.942	A
C-AB	82	20	768	0.106	82	0.2	0.2	5.251	A
C-A	214	53			214				
A-B	40	10			40				
A-C	218	54			218				

B1515 Fleet Street - Site Access - 2027 + Dev, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B1515 Fleet Street - Site Access	T-Junction	Two-way		2.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027 + Dev	SAT	ONE HOUR	11:15	12:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B1515 Fleet Street (E)		ONE HOUR	✓	310	100.000
B - Site Access		ONE HOUR	✓	133	100.000
C - B1515 Fleet Street (W)		ONE HOUR	✓	373	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B1515 Fleet Street (E)	B - Site Access	C - B1515 Fleet Street (W)
From	A - B1515 Fleet Street (E)	0	52	258
	B - Site Access	54	0	79
	C - B1515 Fleet Street (W)	295	78	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B1515 Fleet Street (E)	B - Site Access	C - B1515 Fleet Street (W)
From	A - B1515 Fleet Street (E)	0	0	0
	B - Site Access	0	0	0
	C - B1515 Fleet Street (W)	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	0.15	7.14	0.2	A	72	109
B-A	0.15	10.43	0.2	B	49	74
C-AB	0.18	5.44	0.3	A	111	167
C-A					231	346
A-B					47	71
A-C					237	355

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	627	0.095	59	0.0	0.1	6.335	A
B-A	40	10	458	0.088	40	0.0	0.1	8.608	A
C-AB	83	21	762	0.109	82	0.0	0.2	5.294	A
C-A	198	49			198				
A-B	39	10			39				
A-C	194	49			194				

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	18	612	0.116	71	0.1	0.1	6.649	A
B-A	48	12	435	0.111	48	0.1	0.1	9.295	A
C-AB	107	27	780	0.137	106	0.2	0.2	5.344	A
C-A	229	57			229				
A-B	46	12			46				
A-C	232	58			232				

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	22	591	0.147	87	0.1	0.2	7.139	A
B-A	59	15	404	0.146	59	0.1	0.2	10.418	B
C-AB	144	36	807	0.179	144	0.2	0.3	5.434	A
C-A	266	67			266				
A-B	57	14			57				
A-C	284	71			284				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	22	591	0.147	87	0.2	0.2	7.143	A
B-A	59	15	404	0.146	59	0.2	0.2	10.432	B
C-AB	144	36	807	0.179	144	0.3	0.3	5.443	A
C-A	266	66			266				
A-B	57	14			57				
A-C	284	71			284				

12:15 - 12:30

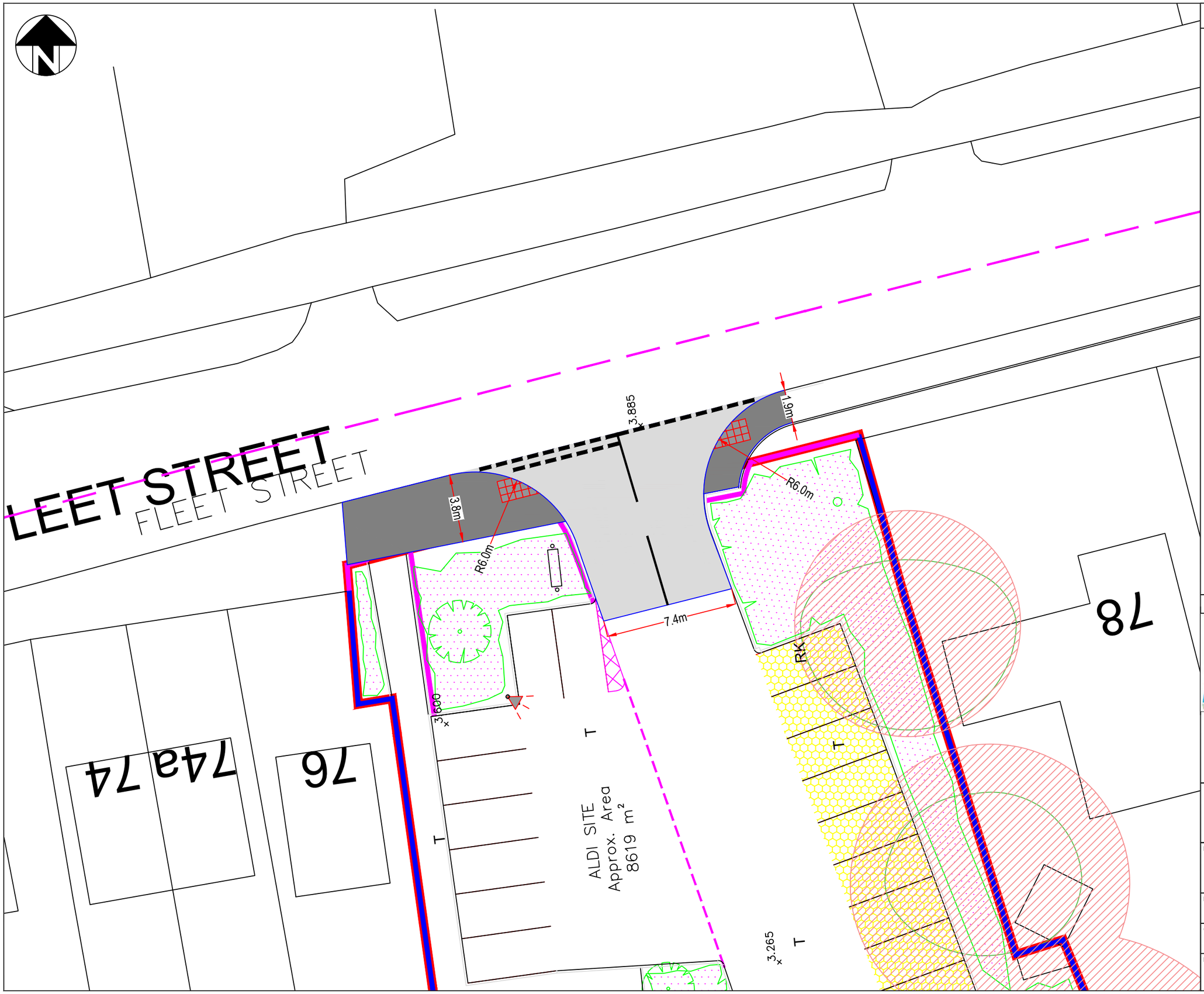
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	18	612	0.116	71	0.2	0.1	6.657	A
B-A	48	12	435	0.111	48	0.2	0.1	9.314	A
C-AB	107	27	781	0.137	107	0.3	0.2	5.352	A
C-A	228	57			228				
A-B	46	12			46				
A-C	232	58			232				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	627	0.095	60	0.1	0.1	6.350	A
B-A	40	10	458	0.088	41	0.1	0.1	8.636	A
C-AB	83	21	762	0.109	83	0.2	0.2	5.307	A
C-A	197	49			197				
A-B	39	10			39				
A-C	194	49			194				

Appendix C

SITE ACCESS DESIGN



NOTES

P1	Preliminary - Initial Issue	-	-

ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Project:
PROPOSED ALDI FOODSTORE,
FLEET STREET, HOLBEACH

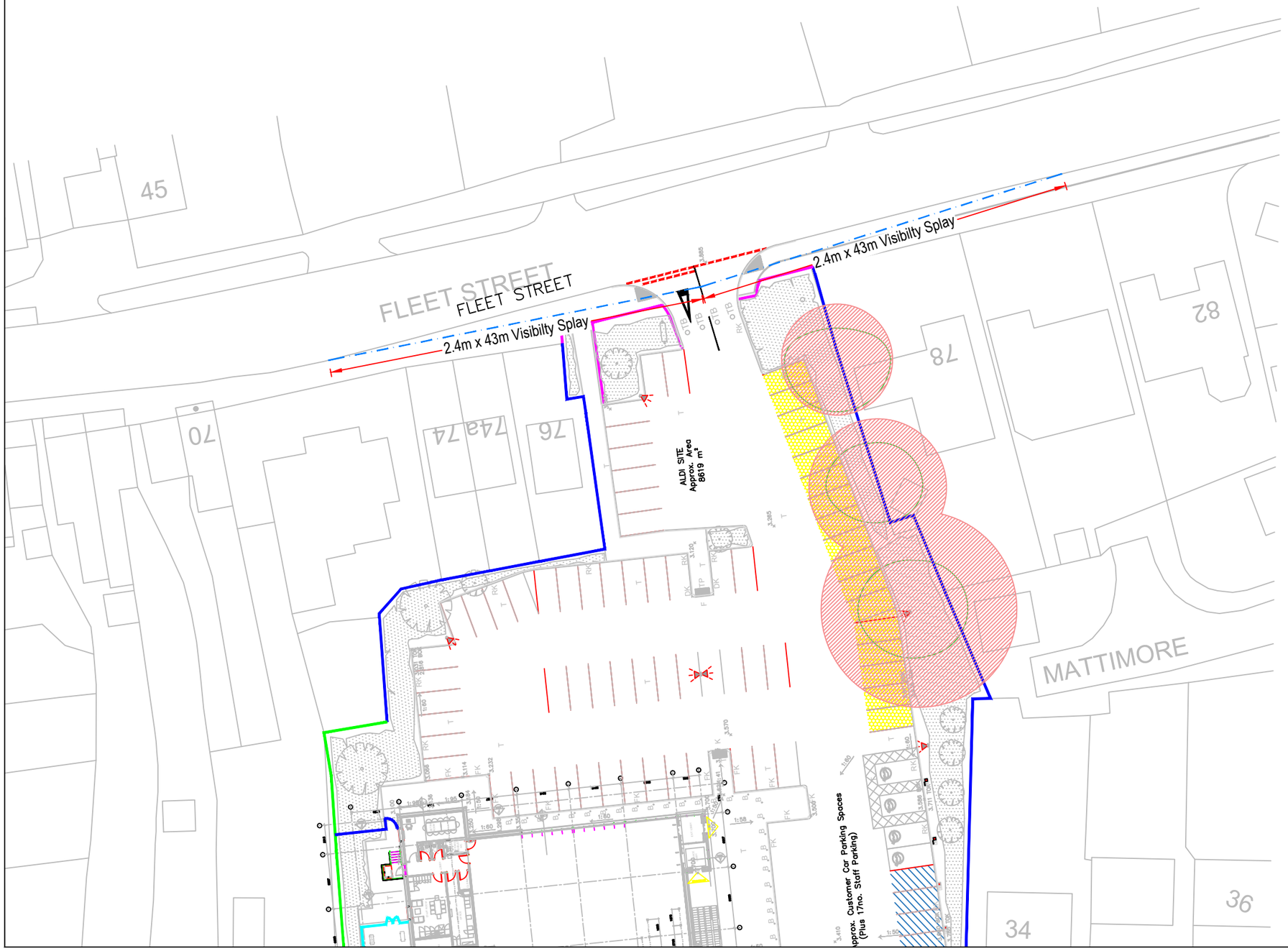
Client:
ALDI

Drawing:
PROPOSED SITE ACCESS DESIGN

Drawn By:	Date:	
MHT	03/10/2022	
Checked: GDM	Scale: 1:200	A3
Drawing No. AMA/45043/SK/001		Rev. -

Appendix D

SITE ACCESS VISIBILITY SPLAYS



NOTES

P1	Preliminary - Initial Issue	-	-

ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Project:
PROPOSED FOODSTORE
FLEET STREET, HOLBEACH

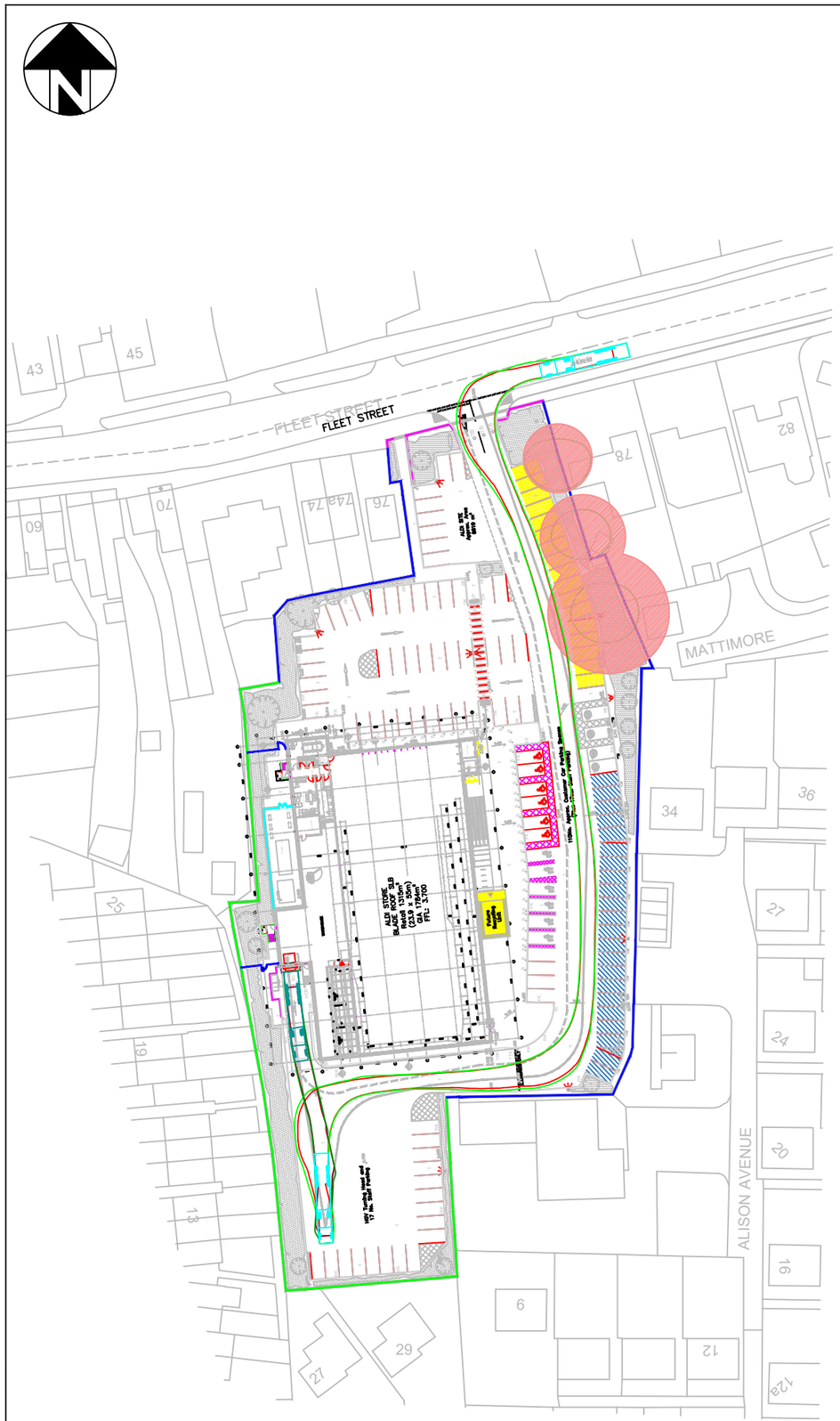
Client:
ALDI

Drawing:
SITE ACCESS VISIBILITY SPLAYS

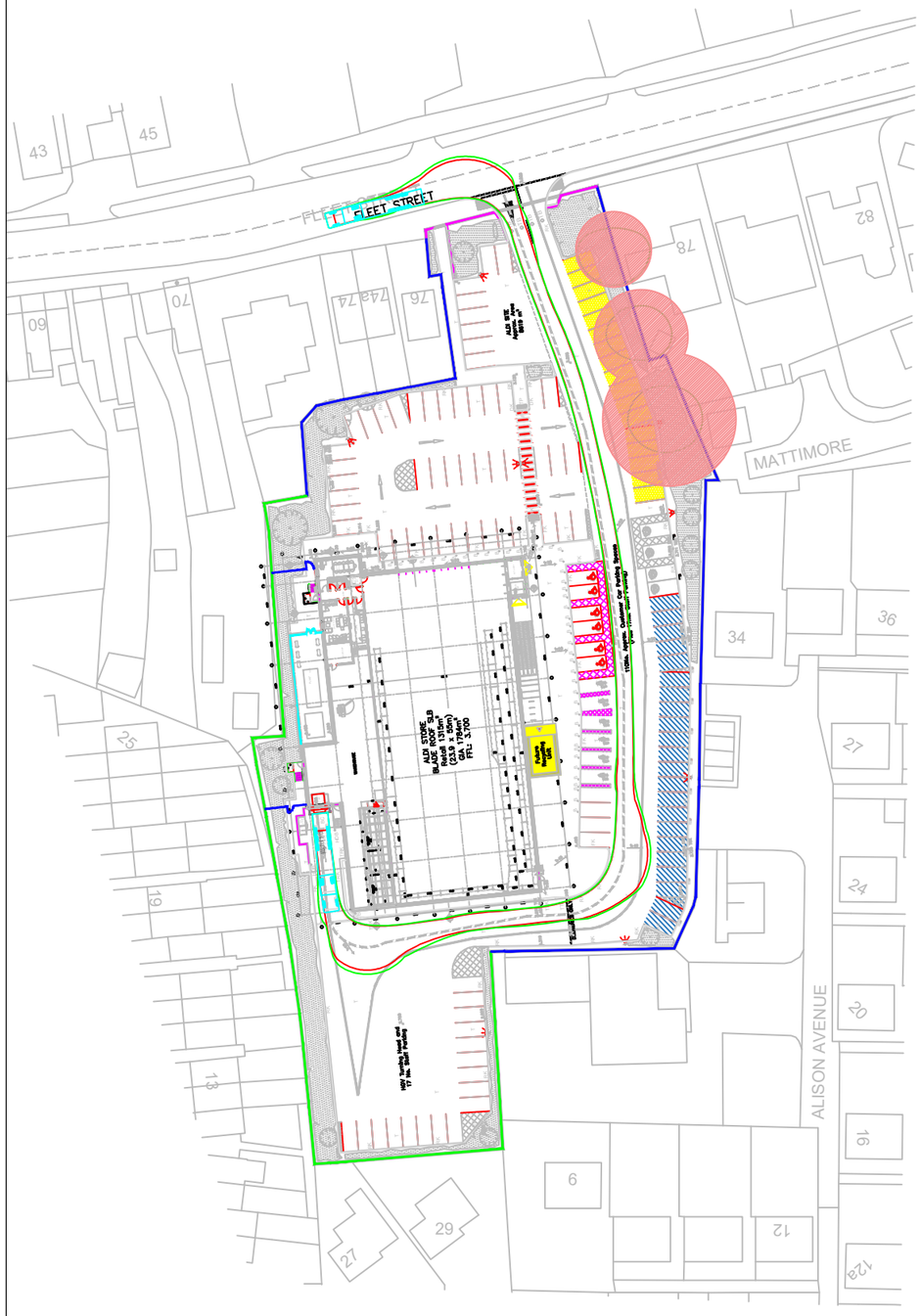
Drawn By: MHT	Date: 03/10/2022	
Checked: SK	Scale: 1:500	A3
Drawing No. AMA/45043/SK/002		Rev. -

Appendix E

SWEPT PATH ANALYSIS

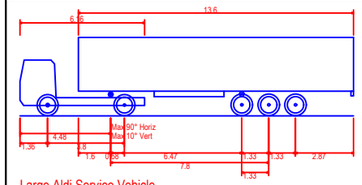


yright and Database Rights 2021 OS 100060020



yright and Database Rights 2021 OS 100060020

NOTES



Large Aldi Service Vehicle	
Overall Length	16.480m
Overall Width	2.600m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

P1	Preliminary - Initial Issue	-	-

ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Project:
PROPOSED FOODSTORE,
FLEET STREET, HOLBEACH

Client:
ALDI

Drawing:
HGV SWEPT PATH ANALYSIS

Drawn By: MHT	Date: 03/10/2022	
Checked: SK	Scale: 1:1000	A3
Drawing No. AMA/45043/SK/001		Rev. -

Appendix F

TRICS DATA

Calculation Reference: AUDIT-710001-220427-0402

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days
	SR	STIRLING	1 days
13	MUNSTER		
	KE	KERRY	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: Retail floor area
Actual Range: 850 to 1424 (units: sqm)
Range Selected by User: 600 to 1900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/09/21

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

Selected survey days:

Tuesday	3 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	2
Retail Zone	1
Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

E(a)	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:

5,001 to 10,000	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	1 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

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

LIST OF SITES relevant to selection parameters

1 HI-01-C-02 LIDL HIGHLAND
CAMANACHD CRESCENT
FORT WILLIAM

Edge of Town Centre
Retail Zone
Total Retail floor area: 1075 sqm
Survey date: TUESDAY *17/06/14* *Survey Type: MANUAL*

2 KE-01-C-01 ALDI KERRY
DEERPARK ROAD
KILLARNEY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Retail floor area: 850 sqm
Survey date: THURSDAY *17/10/19* *Survey Type: MANUAL*

3 LN-01-C-01 LIDL LINCOLNSHIRE
RICHMOND DRIVE
SKEGNESS

Edge of Town Centre
Built-Up Zone
Total Retail floor area: 1424 sqm
Survey date: TUESDAY *19/07/16* *Survey Type: MANUAL*

4 SR-01-C-02 LIDL STIRLING
WEAVER ROW
STIRLING
SAINT NINIANS
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Retail floor area: 1063 sqm
Survey date: WEDNESDAY *09/09/20* *Survey Type: MANUAL*

5 WO-01-C-02 LIDL WORCESTERSHIRE
WORCESTER ROAD
MALVERN

Edge of Town Centre
Residential Zone
Total Retail floor area: 900 sqm
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1	1424	0.351	1	1424	0.140	1	1424	0.491
07:00 - 08:00	4	1116	1.031	4	1116	0.448	4	1116	1.479
08:00 - 09:00	5	1062	4.593	5	1062	3.087	5	1062	7.680
09:00 - 10:00	5	1062	7.775	5	1062	6.796	5	1062	14.571
10:00 - 11:00	5	1062	8.189	5	1062	7.380	5	1062	15.569
11:00 - 12:00	5	1062	9.074	5	1062	8.735	5	1062	17.809
12:00 - 13:00	5	1062	9.149	5	1062	9.582	5	1062	18.731
13:00 - 14:00	5	1062	8.735	5	1062	9.337	5	1062	18.072
14:00 - 15:00	5	1062	9.394	5	1062	8.848	5	1062	18.242
15:00 - 16:00	5	1062	8.848	5	1062	9.074	5	1062	17.922
16:00 - 17:00	5	1062	9.676	5	1062	10.919	5	1062	20.595
17:00 - 18:00	5	1062	8.754	5	1062	9.337	5	1062	18.091
18:00 - 19:00	5	1062	7.059	5	1062	6.965	5	1062	14.024
19:00 - 20:00	5	1062	5.290	5	1062	5.873	5	1062	11.163
20:00 - 21:00	4	1059	4.130	4	1059	5.358	4	1059	9.488
21:00 - 22:00	4	1059	1.817	4	1059	2.313	4	1059	4.130
22:00 - 23:00	2	1137	0.044	2	1137	0.484	2	1137	0.528
23:00 - 24:00									
Total Rates:			103.909			104.676			208.585

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	850 - 1424 (units: sqm)
Survey date date range:	01/01/14 - 23/09/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1	1424	0.000	1	1424	0.000	1	1424	0.000
07:00 - 08:00	4	1116	0.022	4	1116	0.000	4	1116	0.022
08:00 - 09:00	5	1062	0.000	5	1062	0.038	5	1062	0.038
09:00 - 10:00	5	1062	0.056	5	1062	0.038	5	1062	0.094
10:00 - 11:00	5	1062	0.000	5	1062	0.019	5	1062	0.019
11:00 - 12:00	5	1062	0.019	5	1062	0.019	5	1062	0.038
12:00 - 13:00	5	1062	0.038	5	1062	0.000	5	1062	0.038
13:00 - 14:00	5	1062	0.038	5	1062	0.056	5	1062	0.094
14:00 - 15:00	5	1062	0.038	5	1062	0.019	5	1062	0.057
15:00 - 16:00	5	1062	0.019	5	1062	0.038	5	1062	0.057
16:00 - 17:00	5	1062	0.019	5	1062	0.019	5	1062	0.038
17:00 - 18:00	5	1062	0.038	5	1062	0.019	5	1062	0.057
18:00 - 19:00	5	1062	0.038	5	1062	0.000	5	1062	0.038
19:00 - 20:00	5	1062	0.000	5	1062	0.038	5	1062	0.038
20:00 - 21:00	4	1059	0.000	4	1059	0.000	4	1059	0.000
21:00 - 22:00	4	1059	0.000	4	1059	0.024	4	1059	0.024
22:00 - 23:00	2	1137	0.000	2	1137	0.000	2	1137	0.000
23:00 - 24:00									
Total Rates:			0.325			0.327			0.652

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.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1	1424	0.351	1	1424	0.070	1	1424	0.421
07:00 - 08:00	4	1116	0.941	4	1116	0.426	4	1116	1.367
08:00 - 09:00	5	1062	4.386	5	1062	2.899	5	1062	7.285
09:00 - 10:00	5	1062	7.285	5	1062	6.363	5	1062	13.648
10:00 - 11:00	5	1062	7.794	5	1062	7.116	5	1062	14.910
11:00 - 12:00	5	1062	8.791	5	1062	8.283	5	1062	17.074
12:00 - 13:00	5	1062	8.584	5	1062	9.036	5	1062	17.620
13:00 - 14:00	5	1062	8.020	5	1062	8.603	5	1062	16.623
14:00 - 15:00	5	1062	8.923	5	1062	8.471	5	1062	17.394
15:00 - 16:00	5	1062	8.321	5	1062	8.528	5	1062	16.849
16:00 - 17:00	5	1062	9.093	5	1062	10.297	5	1062	19.390
17:00 - 18:00	5	1062	8.133	5	1062	8.603	5	1062	16.736
18:00 - 19:00	5	1062	6.645	5	1062	6.551	5	1062	13.196
19:00 - 20:00	5	1062	4.913	5	1062	5.422	5	1062	10.335
20:00 - 21:00	4	1059	3.753	4	1059	4.886	4	1059	8.639
21:00 - 22:00	4	1059	1.652	4	1059	1.935	4	1059	3.587
22:00 - 23:00	2	1137	0.044	2	1137	0.440	2	1137	0.484
23:00 - 24:00									
Total Rates:			97.629			97.929			195.558

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.*

Calculation Reference: AUDIT-710001-220427-0450

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
10	WALES		
	MM	MONMOUTHSHIRE	1 days
11	SCOTLAND		
	LO	WEST LOTHIAN	1 days
	SR	STIRLING	1 days
14	LEINSTER		
	WC	WICKLOW	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: Retail floor area
Actual Range: 1125 to 1870 (units: sqm)
Range Selected by User: 600 to 1900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/09/21

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:

Saturday	5 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	2

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:

Built-Up Zone	2
No Sub Category	3

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:

E(a)	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:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days

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

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

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

LIST OF SITES relevant to selection parameters

1 LN-01-C-01 LIDL LINCOLNSHIRE
RICHMOND DRIVE
SKEGNESS

Edge of Town Centre
Built-Up Zone
Total Retail floor area: 1424 sqm
Survey date: SATURDAY *16/07/16* *Survey Type: MANUAL*

2 LO-01-C-01 LIDL WEST LOTHIAN
ALDERSTONE ROAD
LIVINGSTON

Edge of Town Centre
No Sub Category
Total Retail floor area: 1870 sqm
Survey date: SATURDAY *12/06/21* *Survey Type: MANUAL*

3 MM-01-C-01 LIDL MONMOUTHSHIRE
A466
MONMOUTH
MAYHILL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Retail floor area: 1140 sqm
Survey date: SATURDAY *28/11/20* *Survey Type: MANUAL*

4 SR-01-C-01 LIDL STIRLING
PLAYERS ROAD
STIRLING

Edge of Town Centre
Built-Up Zone
Total Retail floor area: 1424 sqm
Survey date: SATURDAY *03/06/17* *Survey Type: MANUAL*

5 WC-01-C-01 ALDI WICKLOW
PINEWOOD CLOSE
BRAY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Retail floor area: 1125 sqm
Survey date: SATURDAY *05/10/19* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1	1424	0.211	1	1424	0.211	1	1424	0.422
07:00 - 08:00	3	1573	0.699	3	1573	0.297	3	1573	0.996
08:00 - 09:00	5	1397	4.339	5	1397	2.692	5	1397	7.031
09:00 - 10:00	5	1397	5.943	5	1397	4.855	5	1397	10.798
10:00 - 11:00	5	1397	7.633	5	1397	6.530	5	1397	14.163
11:00 - 12:00	5	1397	10.268	5	1397	9.509	5	1397	19.777
12:00 - 13:00	5	1397	9.852	5	1397	9.724	5	1397	19.576
13:00 - 14:00	5	1397	9.867	5	1397	10.067	5	1397	19.934
14:00 - 15:00	5	1397	9.595	5	1397	9.308	5	1397	18.903
15:00 - 16:00	5	1397	9.537	5	1397	9.953	5	1397	19.490
16:00 - 17:00	5	1397	8.320	5	1397	9.380	5	1397	17.700
17:00 - 18:00	5	1397	6.673	5	1397	7.518	5	1397	14.191
18:00 - 19:00	5	1397	4.683	5	1397	5.743	5	1397	10.426
19:00 - 20:00	5	1397	3.380	5	1397	4.081	5	1397	7.461
20:00 - 21:00	5	1397	2.019	5	1397	2.578	5	1397	4.597
21:00 - 22:00	5	1397	0.759	5	1397	1.174	5	1397	1.933
22:00 - 23:00	3	1573	0.170	3	1573	0.382	3	1573	0.552
23:00 - 24:00									
Total Rates:			93.948			94.002			187.950

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	1125 - 1870 (units: sqm)
Survey date date range:	01/01/14 - 23/09/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	5
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1	1424	0.000	1	1424	0.000	1	1424	0.000
07:00 - 08:00	3	1573	0.021	3	1573	0.000	3	1573	0.021
08:00 - 09:00	5	1397	0.043	5	1397	0.057	5	1397	0.100
09:00 - 10:00	5	1397	0.014	5	1397	0.000	5	1397	0.014
10:00 - 11:00	5	1397	0.014	5	1397	0.014	5	1397	0.028
11:00 - 12:00	5	1397	0.029	5	1397	0.000	5	1397	0.029
12:00 - 13:00	5	1397	0.014	5	1397	0.043	5	1397	0.057
13:00 - 14:00	5	1397	0.014	5	1397	0.000	5	1397	0.014
14:00 - 15:00	5	1397	0.014	5	1397	0.014	5	1397	0.028
15:00 - 16:00	5	1397	0.000	5	1397	0.014	5	1397	0.014
16:00 - 17:00	5	1397	0.000	5	1397	0.000	5	1397	0.000
17:00 - 18:00	5	1397	0.000	5	1397	0.000	5	1397	0.000
18:00 - 19:00	5	1397	0.014	5	1397	0.000	5	1397	0.014
19:00 - 20:00	5	1397	0.000	5	1397	0.014	5	1397	0.014
20:00 - 21:00	5	1397	0.000	5	1397	0.014	5	1397	0.014
21:00 - 22:00	5	1397	0.000	5	1397	0.000	5	1397	0.000
22:00 - 23:00	3	1573	0.000	3	1573	0.000	3	1573	0.000
23:00 - 24:00									
Total Rates:			0.177			0.170			0.347

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.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1	1424	0.211	1	1424	0.211	1	1424	0.422
07:00 - 08:00	3	1573	0.593	3	1573	0.233	3	1573	0.826
08:00 - 09:00	5	1397	4.067	5	1397	2.477	5	1397	6.544
09:00 - 10:00	5	1397	5.599	5	1397	4.583	5	1397	10.182
10:00 - 11:00	5	1397	7.303	5	1397	6.244	5	1397	13.547
11:00 - 12:00	5	1397	9.924	5	1397	9.065	5	1397	18.989
12:00 - 13:00	5	1397	9.595	5	1397	9.394	5	1397	18.989
13:00 - 14:00	5	1397	9.466	5	1397	9.724	5	1397	19.190
14:00 - 15:00	5	1397	9.208	5	1397	8.979	5	1397	18.187
15:00 - 16:00	5	1397	9.351	5	1397	9.695	5	1397	19.046
16:00 - 17:00	5	1397	8.062	5	1397	9.194	5	1397	17.256
17:00 - 18:00	5	1397	6.430	5	1397	7.303	5	1397	13.733
18:00 - 19:00	5	1397	4.511	5	1397	5.513	5	1397	10.024
19:00 - 20:00	5	1397	3.222	5	1397	3.881	5	1397	7.103
20:00 - 21:00	5	1397	1.890	5	1397	2.420	5	1397	4.310
21:00 - 22:00	5	1397	0.716	5	1397	1.117	5	1397	1.833
22:00 - 23:00	3	1573	0.170	3	1573	0.382	3	1573	0.552
23:00 - 24:00									
Total Rates:			90.318			90.415			180.733

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.*



All rights are reserved. Copyright © 2022

Andrew Moseley Associates, 51A St Paul's Street, Leeds, LS1 2TE

www.amatp.co.uk

info@amatp.co.uk